Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 8 October 2025; 9:30am
Meeting Number: MODAP/107
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/107 - 8 October 2025 - City of Rockingham - City of Swan

PART A – INTRODUCTION

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

PART B – CITY OF ROCKINGHAM

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications

3.1 Lot 3025 Morfontaine Parade, Port Kennedy - Proposed Mixed Use Development– DAP/25/02913

4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF SWAN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications

3.1 Lots 24 & 25 (88 & 90) Great Northern Highway and Lots 22, 23 & 104 (52, 54 & 44) John Street, Midland - Proposed extension to Nursing Home (Use Not Listed) – DAP/25/02938

4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

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

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

DAP Members
Eugene Koltasz (Presiding Member)
Francesca Lefante (Deputy Presiding Member)
Tony Arias
Deputy Mayor Lorna Buchan (Part B – City of Rockingham)
Cr Mark Jones (Part B – City of Rockingham)

DAP Secretariat
Kristen Parker
Ashlee Kelly

PART A – INTRODUCTION

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1. Declarations of Due Consideration

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4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part B – Item 3.1 – LOT 3025 MORFONTAINE PARADE, PORT KENNEDY – PROPOSED MIXED USE DEVELOPMENT

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Rockingham
Applicant:	Lateral Planning
Owner:	Western Australia Beach & Golf Resort Pty Ltd
Value of Development:	$9 million
Responsible Authority:	City of Rockingham
Authorising Officer:	Mr Peter Ricci, Director Planning and Development Services
LG Reference:	020.2025.196.1
DAP File No:	DAP/25/02913
Application Received Date:	5 June 2025
Report Due Date:	26 September 2025
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Determination Plans 2. Original Application 3. Amended Application 4. Kennedy Bay Coastal Village Local Development Plan

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel (MODAP) resolves to:

Approve DAP Application reference DAP/25/02913 and modified development plans received on 5 September 2025 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Rockingham Town Planning Scheme No.2 (TPS2), subject to the following conditions:

Conditions

1. In the event of an inconsistency between the approved plans and a requirement of the conditions set out below, the requirement of the conditions shall prevail.

2. This decision constitutes planning approval only and is valid for a period of four (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.

3. This Development Approval is subject to Sea Beach Way and Kennedy Bay Entrance being fully constructed and formally accepted by the City of Rockingham, where the roads about the subject development. All works must be completed to the satisfaction of the City, prior to occupation of the development.

4. Engineering drawings for works within the development site and along the existing road reserves must be submitted to the City of Rockingham for approval prior to works commencing on site. All works must be completed to the satisfaction of the City.

5. The owner/applicant shall be responsible for the protection of all existing infrastructure within the road reserve during construction. Upon completion of the proposed services installation and prior to building occupancy, affected areas in the road reserve shall be reinstated to the satisfaction of the City of Rockingham.

6. Prior to development commencing, arrangements must be made to the satisfaction of the City of Rockingham for the landowner/applicant to contribute towards the costs of providing the Administration and Community Infrastructure items pursuant to Clause 5.5.14 of the City of Rockingham Town Planning Scheme No.2.

7. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate remediation measures must be implemented within the time and in the manner directed by the City of Rockingham in the event that sand or dust is blown from the site.

8. Prior to applying for a Building Permit, a Stormwater Management Plan must be prepared by a suitably qualified engineer showing how stormwater will be contained on-site; those plans must be submitted to the City of Rockingham for approval.

   All stormwater generated by the development must be managed in accordance with *Local Planning Policy No.3.4.3 - Urban Water Management* to the satisfaction of the City of Rockingham. The approved plans must be implemented and all works must be maintained for the duration of the development.

9. Prior to applying for a Building Permit, a revised Landscaping Plan must be submitted and approved to the satisfaction of the City of Rockingham and shall include the following detail:

   (i) the location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area inclusive of the verge areas abutting the development;

   (ii) any lawns to be established and areas to be mulched;

   (iii) any natural landscape areas to be retained;

   (iv) those areas to be reticulated or irrigated;

   (v) proposed upgrading to landscaping, paving and reticulation of the street setback area and all verge areas;

(vi) landscaping treatment and trees surrounding the transformer to be outside of the 'restrictive' fire covenant and be low fuel material such as gravel mulch; and

(vii) Concrete area at the 'DDA shared area' to be extended to ensure full access to the adjoining southern (future) Public Open Space and the footpath connection can be undertaken from the rear car parking area.

The landscaping (including all verge landscaping) must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City of Rockingham.

10. Prior to applying for a Building Permit, a revised Waste Management Plan must be prepared and include the following detail to the satisfaction of the City of Rockingham:

(i) the bin enclosure access door to the carpark to be designed to accommodate a 660L bin; and

(ii) the car park vertical clearance clarified due to the presence of a second floor above.

All works must be carried out in accordance with the Waste Management Plan and maintained at all times, for the duration of development.

11. The Multiple Dwellings must be designed, constructed and maintained to BAL-19 as specified in Australian Standard AS3959-2018: *Construction of Buildings in Bushfire-Prone Areas* (AS3959). Prior to issuing a Building Permit, plans must be submitted to the City of Rockingham demonstrating that the building has been designed to the required BAL as specified in AS3959. The building must be maintained in accordance with the specified requirements of the BAL for the duration of the development.

12. Prior to occupation of the development, the car parking area must:

(i) provide a minimum of 53 car parking spaces;

(ii) be designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 3A and User Class 4 of Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking;

(iii) provide at least one (1) car parking space(s) dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 4 of Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed in accordance with Australian Standard AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work;

(iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter;

(v) sign-post the three residential victor parking spaces; and

(vi) comply with the above requirements for the duration of the development.

13. Seventeen (17) on-street car parking spaces must be provided along Sea Beach Way and Kennedy Bay Entrance, adjacent to the development site.

The car parking spaces must:

(i) be designed, constructed, sealed, kerbed, drained and marked in accordance with Australian Standard AS 2890.5—2020, *Parking facilities, Part 5: On-street parking*;

(ii) be approved by the City of Rockingham prior to applying for a Building Permit; and

(iii) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and comply with the above requirements for the duration of the development.

14. In accordance with *Local Planning Policy No.3.3.14 - Bicycle Parking and End of Trip Facilities*, a minimum of two (2) short term and two (2) long term bicycle parking spaces must be provided for the development. The bicycle parking spaces must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities and must be approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good and safe condition for the duration of the development.

15. All deliveries to the ground floor commercial tenancies shall only occur between 7am and 7pm Monday to Saturday and only between 9am and 7pm on Sundays and Public Holidays.

16. Prior to occupancy of the café/restaurant tenancy, an Operational Noise Management Plan must be submitted by the owner/applicant and approved by the City of Rockingham. The Operational Noise Management Plan is to detail how the proprietor will manage noise within the tenancy and alfresco dining areas, relative to the surrounding residential premises.

17. All recommendations from the Acoustic Report prepared by Gabriels Hearne Farrell dated 14 April 2025 and the accompanying Technical Note dated 4 September 2025 shall be implemented, prior to occupation of the development.

18. Prior to issue of a Building Permit, a revised Acoustic Report must be submitted to the satisfaction of the City, demonstrating the selected mechanical plant equipment and attenuation measures achieve compliance with the *Environmental Protection (Noise) Regulations 1997*.

19. Prior to the occupation of the development, written confirmation from the builder shall be provided that demonstrate that all requirements indicated in the Acoustic Report and Technical Note mentioned in Condition No.17 and 18 above have been incorporated into the development.

20. A notification, pursuant to Section 165 of the *Planning and Development Act 2005* is to be placed on the certificate of the proposed residential apartments.

Notice of this easement is to be included on the Deposited Plan to the satisfaction of the City of Rockingham.

The notification is to state as follows:

"This residential apartment is likely to be affected by noise generated from ground floor commercial activities, including the external balcony as well as from development on the northern side of Sea Beach Way."

21. Prior to occupation of the development, the landowner(s) shall enter into a legal agreement with the City of Rockingham to place public access easement(s) in accordance with Sections 195 and 196 of the *Land Administration Act 1997* on proposed Lot 4 (Lot 3023) Morfontaine Parade, Port Kennedy, for 36 car parking spaces at the rear of the site, excluding residential visitor parking bays. Notice of this easement is to be included on the Deposited Plan to the satisfaction of the City of Rockingham.

22. In accordance with *Local Planning Policy 3.3.25 Percent for Public Art – Private Developer Contribution*, prior to occupation of the development, the developer shall:

    (i) Submit to the City of Rockingham for approval an artwork designed by a professional artist at a cost of 1% of the total project cost (being $90,000), to be located within the subject site in an area which must be publicly visible for the duration of the development;

    (ii) Enter into a contract with a professional artist/s to design and install the artwork approved by the City of Rockingham; and

    (iii) Install the artwork prior to occupation of the development and maintain it thereafter to the satisfaction of the City of Rockingham.

    Alternatively, the developer shall make a contribution to the City of Rockingham equal to 1% of the total construction value for the provision of public art, being $90,000 in value.

23. The development must be finished in accordance with the colour/material schedule provided, prior to occupation of the development, unless approval in writing is obtained from the City of Rockingham to modify the approved schedule.

24. All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, solar panels external hot water heaters, air conditioners, shall not be visible from any adjacent street, the adjoining future Public Open Space and are designed to integrated with the building and be located so as to not be visually obtrusive, to the satisfaction of the City of Rockingham.

25. Any meter boxes shall be painted the same colour as the wall they are attached to.

26. Floodlighting must not be illuminated after 10pm or before 7am on any day. All illumination must be confined to the land in accordance with the requirements of Australian Standard AS/NZS 4282:2023,- Control of the obtrusive effects of outdoor lighting, at all times, for the duration of the development.

Advice Notes

1. This Approval relates to the details provided in the application; to undertake the development in a different manner to that stated in the application a fresh application for Development Approval must be submitted to the City of Rockingham.

2. In relation to Condition No. 5, the owner/applicant is advised to inspect and document existing infrastructure, with particular attention to the decorative pavement at the Kennedy Bay Entrance. A dilapidation survey is recommended to be completed prior to works, and any damage caused must be repaired to the satisfaction of the City of Rockingham.

3. The development must comply with the *Health (Public Building) Regulations 1992*; the applicant and owner should liaise with the City of Rockingham's Health and Building Services in this regard.

4. The development must comply with the *Food Act 2008*, the *Food Safety Standards* and Chapter 3 of the *Australian New Zealand Food Standards Code (Australia Only);* the applicant and owner should liaise with the City of Rockingham's Health Services in this regard.

5. A Building Permit must be obtained for works prior to construction; the applicant and owner should liaise with the City of Rockingham's Building Services in this regard.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone	Urban
Local Planning Scheme	Town Planning Scheme No.2
Local Planning Scheme - Zone/Reserve	Development
Structure Plan/Precinct Plan	Draft Kennedy Bay Local Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Commercial
Use Class and permissibility:	Shop – 'P' use; Restaurant/Café – 'D' use; Multiple Dwelling - 'D' use; and Serviced Apartment - 'D' use
Lot Size:	Parent Site - 55.8ha Development Area - 2,611m^2
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other

Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The Development Application seeks approval for a two-storey mixed use development, which includes two (2) ground floor commercial tenancies and ten (10) Multiple Dwellings ('apartments') on the first floor.

The ground level will accommodate a 504m² 'Shop' – ('grocer') on the south-eastern corner, fronting both the Kennedy Bay Entrance and the adjoining planned public open space. A 160m² 'Restaurant/café' tenancy is proposed at the northern end, with a nil setback and alfresco dining area to create an active frontage at the intersection. The tenancy has been designed to accommodate approximately 92 patrons.

The apartments will provide permanent residential accommodation within the Kennedy Bay Town Centre, however, they may also be used for short-term rental accommodation

Of the 10 apartments, nine (9) are one-bedroom, one-bathroom dwellings, while one (1) is a larger four-bedroom, three-bathroom dwelling.

Vehicle parking associated with the commercial component and residential visitor parking is provided at the rear of the site, while private residential parking is accessible via Sea Beach Way. The proposal includes a total of 53 on-site car parking spaces, as follows:

- 39 at-grade bays located at the rear of the building and accessed via Sea Beach Way;
- 14 undercroft bays designated for residential use, also accessed from Sea Beach Way; and
- An additional, 17 on-street public parking bays along Sea Beach Way and Kennedy Bay Entrance.

Some deep soil planting is incorporated throughout the development site, concentrated within the rear car park area. Landscaping primarily includes mature tree planting within designated deep soil areas, supported by low-scale planting zones.

Residential and non-residential bin stores are provided at ground level, designed to accommodate the scale and intensity of the development. The bin stores are strategically located to enable efficient servicing and are equipped with bin wash areas.

Background:

Site Context

The site context is as follows:

- The Kennedy Bay Town Centre is located approximately 1.9km from the Port Kennedy (Neighbourhood) Shopping Centre and 2.2km from Warnbro Sound Avenue;

- The subject site is at the southern end of the Kennedy Bay Local Structure Plan (**KBLSP**) area (discussed below), and is oriented along the coastline. It forms part of the Kennedy Bay Town Centre and is planned to overlook a plaza that is an extension of the 'Main Street';

- The site is currently being subdivided together with other land which has been included in the Kennedy Bay Town Centre. The immediate surrounding land is vacant with the exception of an approved Brewery/Tavern (on the subject site) which is currently under construction (refer to Figure 1 below);

- The Kennedy Bay Town Centre will comprise a mix of 2-4 storey built form, with some residential and commercial mixed-use development fronting the 'Main Street';

- The adjoining coastal foreshore is reserved for 'Parks and Recreation' in the Metropolitan Region Scheme;

- East of the Kennedy Bay Town Centre is the Kennedy Bay 'Links' Golf Course; and

- Beyond the Kennedy Bay Town Centre to the south-west, lies existing residential development associated with the Long Beach Estate (an original stage of the Kennedy Bay project) and land to the north-east has recently been subdivided into residential lots.

Figure 1. Aerial Photograph

Development Site

The development site does not yet have a separate Certificate of Title and is currently identified as Lot 3023 on Deposited Plan 426546, forming part of a broader 58.4613ha landholding owned by the Western Australia Beach and Golf Resort Pty Ltd (**WABGR**).

This application, however, seeks Development Approval for future Lot 4, a proposed 2,661m² parcel on Lot 3023 as depicted on Figure 2.

The approved Brewery/Tavern under construction will be situated on future Lot 1.

Figure 2. Aerial Photograph Subdivision Overlay

For clarity, Figure 2 (above) illustrates the subdivision layout overlaid to show the development site.

Draft Kennedy Bay Local Structure Plan

The draft KBLSP proposes:

- A main street Local Centre comprising retail floor space, open space and tourist related accommodation;
- Residential development to accommodate approximately 1,000 new dwellings; and
- New road connections to improve accessibility through the structure plan area.

In October 2020, the Western Australian Planning Commission (**WAPC**) resolved to approve, subject to modifications, the southern portion of the KBLSP within which the development site is located.

These southern and northern portions of the KBLSP area are shown on Figure 3 below.

Amongst other matters, the WAPC deferred consideration of the northern portion of the KBLSP, pending the identification of a Primary School site; a process which is ongoing.

Subdivision within the southern portion of the KBLSP is progressing in stages.

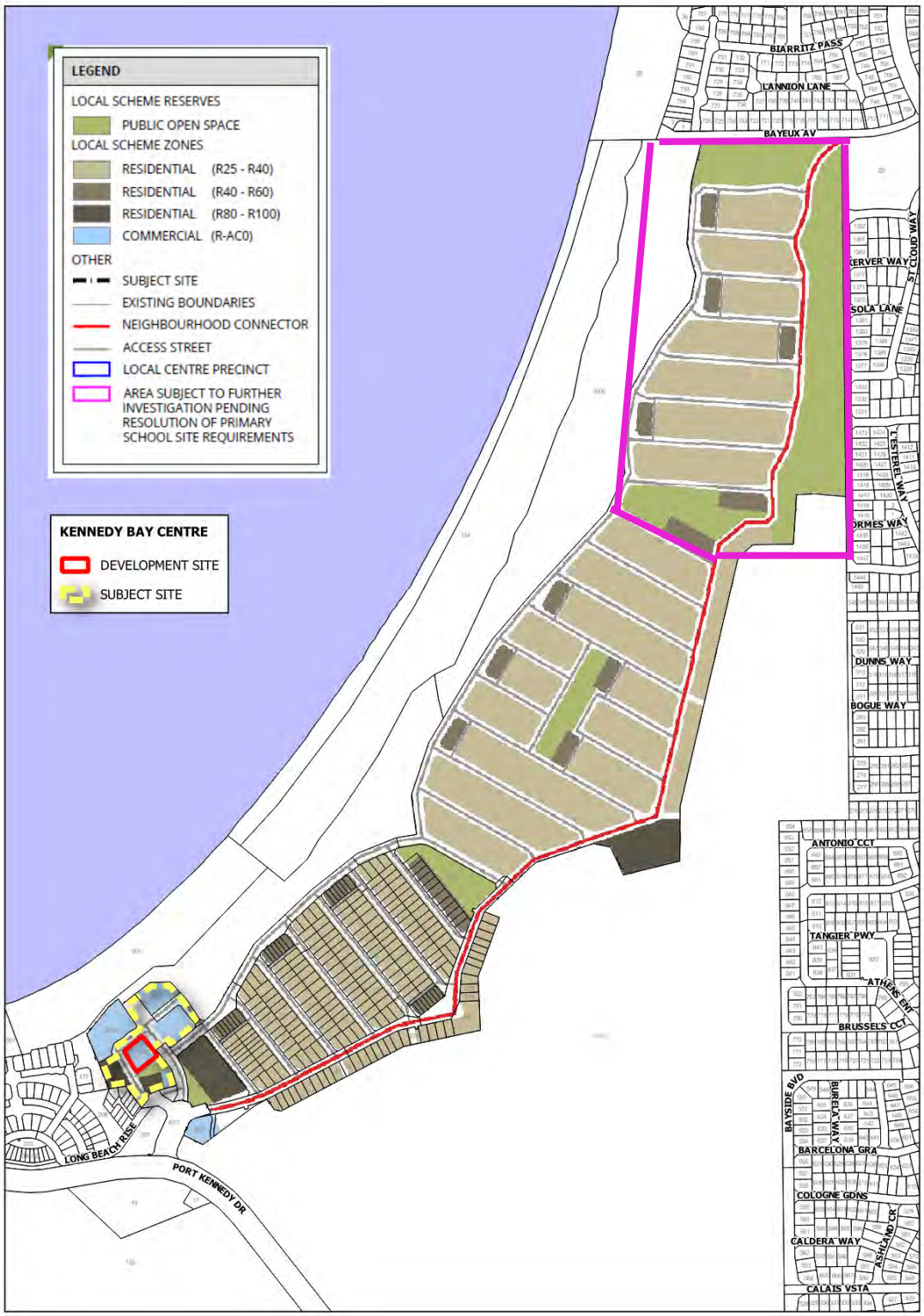

Figure 3. Kennedy Bay Local Structure Plan (area in pink not approved)

Kennedy Bay Coastal Village Local Development Plan

On 11 March 2024, the City approved the Kennedy Bay Coastal Village Local Development Plan (**LDP**) which will guide the built form outcomes in the Town Centre precinct, and in which the development site is located. Through the LDP, it is intended that the Town Centre will be developed as a coastal village with a mix of uses for residents and visitors.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- *Environmental Protection (Noise) Regulations 1997;*
- *Metropolitan Region Scheme*; and
- *City of Rockingham Town Planning Scheme No.2.*

State Government Policies

- *State Planning Policy 2.6 - Coastal Planning;*
- *State Planning Policy 3.7 - Bushfire;*
- *State Planning Policy 4.2 - Activity Centres*; and
- *State Planning Policy 7.0 - Design of the Built Environment.*

Local Policies

- *Local Planning Policy 3.3.1 - Control of Advertisements;*
- *Local Planning Policy No.3.1.2- Local Commercial and Activity Centres Strategy (LPP3.1.2);*
- *Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities (PP3.3.14);*
- *Local Planning Policy No.3.3.25 - Percent for Public Art - Private Developer Contribution*; and
- *Local Planning Policy No.3.4.3 - Urban Water Management.*

Structure Plans/Activity Centre Plans

- Kennedy Bay Local Structure Plan; and
- Kennedy Bay Coastal Village Local Development Plan.

Other

- Planning Codes - Residential Design Codes Volume 2.

Consultation:

Public Consultation

The application was not required to be advertised for public comment under the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Planning Policy No.3.3.27 - Community Consultation for Development Applications.

Referrals/consultation with Government/Service Agencies

The application was referred to the Department of Planning, Lands and Heritage (**DPLH**) as Lot 3025 abuts Regional Open Space under the MRS. The DPLH raised no objection to the proposed development.

Design Review Panel Advice

N/A.

Planning Assessment:

This proposal has been assessed against the relevant legislative requirements of the Scheme, State and Local Planning Policies, as outlined in the 'Legislation and Policy' section of this Report.

The relevant matters which require further consideration are discussed in detail below.

Town Planning Scheme No.2 (TPS2)

Clause 3.2 - Zoning Table

The site is included within the 'Development' zone of the TPS2.

Clause 4.2 - Purpose

The purpose of the 'Development' zone is to:-

"(a) To identify areas requiring comprehensive planning prior to subdivision and development.

(b) To coordinate subdivision, land use and development in areas requiring comprehensive planning."

As mentioned earlier, the development site is situated within the KBLSP area and is subject to the Kennedy Bay Coastal Village LDP. Considerations of the proposed development against the applicable planning instruments is set out further below in this Report.

Specifically, under the KBLSP, the subject site has a land use designation of ‘Commercial’, consistent with this Activity Centre, where an R-ACO R80 density code applies.

The proposed land uses are all consistent with the ‘Commercial’ zone under TPS2, are identified as preferred land uses within the KBLDP.

Clause 4.6.2 - Form of Development

In considering an application for Development Approval, the decision maker must have due regard to the following:

"ensure that the site planning, scale, built form, elevations and landscaping of the development positively contribute to the streetscape, appearance and amenity of the locality".

The LDP is the primary planning instrument intended to guide the built form outcomes of developments in the Kennedy Bay Town Centre. An assessment against the LDP is provided below, confirming that the proposed development satisfies the LDP requirements and, by virtue of this, complies with the clause 4.6.2 of TPS2.

Clause 4.6.3 - Car Parking

On-site car parking is required to be provided in accordance with Table No.4 of TPS2.

The provision of car parking bays is summarised within the table below.

Land Use	Rate	Parking Required	Parking Provided
Residential	0.75 bay per dwelling (1 bed) and 1 bay per dwelling (2+ beds) 1 bay per four dwellings up to 12 dwellings	6.75 + 1 3	14 3
Sub-Total		**10.75 (11)**	**17**
Surplus/Shortfall			6 bay surplus
Restaurant/Cafe	1 bay for every 4 persons the building is designed to accommodate	24	36
Shop	6 bays per 100m^2 NLA (estimated 350m^2 approx.)	21	
Sub-Total		**45**	**36**
Total		**56**	**53**
Surplus/Shortfall			**3 bay shortfall**

Table 1 – Car Parking Assessment (TPS2)

While the residential element is compliant with the parking requirement, the proposed ground floor commercial component presents an approximate shortfall of three (3) car parking bays, when assessed against the requirements of TPS2. This calculation is based on the assumption that 350m^2 of NLA will be occupied within the 'grocery store', however, the applicant has advised that the final NLA will depend on the specific fit-out details, which are yet to be confirmed. For the purpose of assessment, the NLA

has been assumed as 60% of the total floor area. Nevertheless, as part of this development and in addition to the on-site parking provision, a further 17 on-street parking bays are proposed immediately adjacent to the ground floor commercial tenancies.

The parking approach for the development is also in line with the Kennedy Bay Coastal Village Town Centre Parking Strategy, which is an appendix to the LDP. The LDP states:-

"a reciprocal parking arrangement shall apply between Lot 1 and Lot 4. Reciprocal parking will be enforced by way of condition of development approval requiring public access easements on relevant Certificate of Titles".

A condition in this regard is therefore recommended, as the on-site parking is likely to be shared between the previously approved Brewery/Tavern development (as shown as Site 1 on Figure 4 below) and commercial component, the subject of this Development Application. To this extent, the approved Brewery/Tavern development already includes provision of a public access easement for much of its on-site car parking bays.

Figure 4. Kennedy Bay Coastal Village LDP Lot References

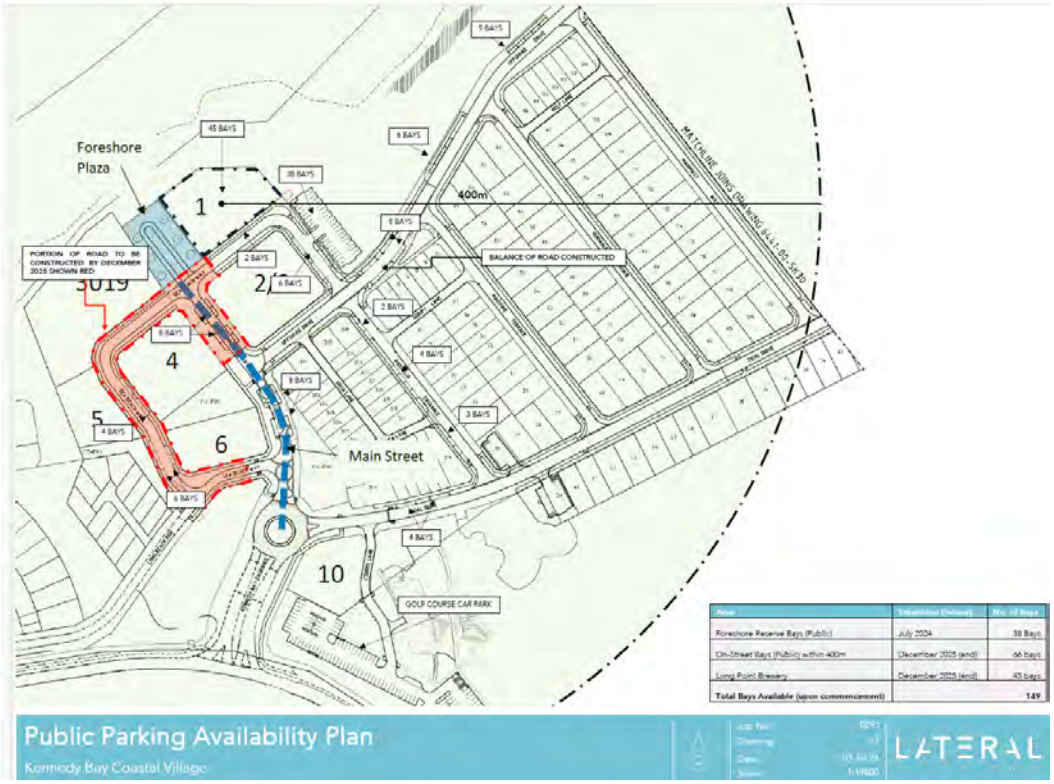

Figure 5. On-Street Parking opportunities In Local Road Reserves

In addition, the reciprocal parking easements will become more important as development in the Town Centre gathers momentum and generates additional parking demand. The current application is the second major development within the Town Centre. Overtime, there will also steadily become a competing demand for parking in the public realm generated from other development sites in the Town Centre.

When considered cumulatively, the overall parking supply and strategy ensures the development meets the intent of TPS2 and should adequately accommodate demand.

Clause 5.5 - Development Contribution Areas

Pursuant to Clause 5.5.1, contributions for community infrastructure are applicable to land within the 'Development Contribution Area No.2', as set out under Schedule No.11 of TPS2.

Development Contributions are only required when a subdivision or development including dwelling/s occurs, and will typically be payable before the clearance of conditions of subdivision approval, or before construction of a dwelling/s commences, via a condition of Development Approval.

The amount due is dependent on the number of new residential dwellings which are being created and where the proposed development is located.

A condition of Development Approval is recommended should Development Approval be issued, requiring the owner/developer to make contribution in accordance with the requirements of TPS2.

<u>Kennedy Bay Coastal Village Local Development Plan</u>

As outlined earlier in this report, the City approved the Kennedy Bay Coastal Village LDP on 11 March 2024 to guide built form outcomes within the Town Centre precinct, which encompasses the development site. An extract of the LDP is provided in Figure 6 below, depicting the development site.

Figure 6. Extract from Kennedy Bay Coastal Village Local Development Plan

The proposed development is generally consistent with the requirements of the LDP. While the majority of the built form and design outcomes align with the LDP, there are some minor variations, including a departure from a nil street setback requirement at the intersection of Sea Beach Way and Kennedy Bay Entrance, as well as the location and configuration of on-street car parking. These variations to the LDP are considered minor in nature and do not compromise the overall intent or functionality of the LDP. The development includes a third crossover to the residential car park on the northern portion of Sea Beach Way which is not provided for on the LDP. The City has reviewed these aspects and supports the development as proposed, noting that they are acceptable in the context of the development and are unlikely to adversely impact streetscape, traffic movement, or public amenity.

Landscaping on the site is below the required 10% (deep soil area) of the total area, however, this is considered acceptable given the site's interface with the adjoining future POS and the landscaping treatments to future dwellings to the east of the development site, which provides opportunities for integration and contributes positively to the overall public realm.

The development demonstrates a strong alignment with the planning framework while providing flexibility to accommodate site-specific conditions and design considerations. The development is generally consistent with the intent of the KBLDP.

Residential Design Codes (Volume 2)

The purpose of the R-Codes is to provide a comprehensive basis for the control of residential development throughout Western Australia. The R-Codes (Volume 2) apply to this development, however, it is noted that some sections of the R-Codes are superseded by provisions within the approved LDP.

The proposed Multiple Dwellings have been assessed against the relevant R-Code provisions, with the City's comments addressed by the applicant in a detailed response and supporting amended plans. The City is generally satisfied that the proposal complies with the R-Codes. Key matters which require further consideration are tabled below.

Element 3.4 Communal Open Space	City Comment
A3.4.1 – in accordance with table 3.4 "Informal seating associated with the deep soil or other landscaped areas" is required for developments up to 10 dwellings.	Compliant The applicant has provided an indicative concept plan for the adjoining southern public open space, showing accessible pathways, seating, shade cover and at-grade planting areas. The subject development can leverage the use of the adjoining (southern) future open space due to its immediate proximity. On-site seating has been minimised to reduce potential security issues, with shade trees provided within and around the car parking areas. The City is satisfied with the proposal's reduced provision of communal open space, given the sites integration with the future POS, which will be designed to enhance amenity and provide opportunities for passive surveillance.
Public Domain Interface (Element 3.6)	City Comment
A3.6.9 - Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage.	Compliant The applicant has demonstrated integration of firefighting and utility services into the building façade, using architectural mesh to maintain a cohesive and visually attractive street interface. The City is satisfied that the public domain interface is well resolved and supports activation of the Kennedy Bay Town Centre.
Circulation and Common Spaces (Element 4.5)	City Comment
A4.5.3. - Circulation and common spaces are capable of passive surveillance, include good sightlines	Compliant Passive surveillance is provided onto the pedestrian walkway by way of lower

and avoid opportunities for concealment.	level car park area and units themselves. There are no meaningful opportunities for concealment, with straight, open corridors provided.
Façade Design (Element 4.10)	City Comment
A4.10.4 - Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm. *A4.10.5 - Development with a primary setback of 1m or less to the street includes awnings that:* - *define and provide weather protection to entries* - *are integrated into the façade design* - *are consistent with the streetscape character.*	Compliant The façade strategy incorporates architectural treatments that integrate service infrastructure, define the residential entry, and support an active streetscape. Materials, landscape, and double-storey breaks in built form provide legible entrances and visual interest along key elevations. Retractable awnings and canopy areas for commercial tenancies enhance activation while maintaining functionality. The City is satisfied that the façade design is consistent with R-Code objectives for mixed-use development and contributes positively to the public domain.

The applicant has addressed other matters relating to pedestrian access and entries, vehicle and bicycle access, solar and daylight access, natural ventilation, dwelling size and layout, private open space, storage, universal design, roof design, landscaping, mixed use, and energy efficiency (refer to Attachment 3). 'Vehicle swept path' diagrams, updated floor plans, and architectural drawings demonstrate compliance or appropriate management of residual issues.

The development meets the relevant element objectives and acceptable outcomes of the R-Codes.

State Planning Policy 2.6 - Coastal Planning (**SPP2.6**)

SPP2.6 provides guidance for the assessment of development in proximity to the coast and establishes a framework for managing coastal hazard risk.

In 2019, the City commissioned the preparation of a Coastal Hazard Risk Management and Adaptation Plan in accordance with the requirements of SPP 2.6. This high-level document considered the City's entire coastal frontage.

More recently, a Coastal Hazard Assessment was undertaken as part of the supporting documentation for the KBLSP. This assessment has informed the design of the broader subdivision and Town Centre, confirming that the identified '*Foreshore Zone Boundary'* and hazard lines to 2070 do not extend into the development area.

The proposed development is compliant with SPP2.6.

State Planning Policy 3.7 - Bushfire (**SPP3.7**)

SPP3.7 seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.

The development site is partially designated as bushfire prone by the Fire and Emergency Services Commissioner, as illustrated below.

Figure 7. Bushfire Prone Mapping

Since the proposed development is within the designated bushfire prone area, a Bushfire Management Plan (**BMP**) is required and has been submitted as part of the Development Application, along with a Bushfire Emergency Plan.

The BMP confirms that development is able to achieve a BAL rating of BAL-19 with the required measures in place.

The BMP also assessed the proposal against bushfire protection criteria of the Bushfire Guidelines. The BMP findings include:

- An adequate Asset Protection Zone can be established around the proposed development;
- Vehicular access complies and routes to at least two different destinations are available (subject to road construction and prior to occupation);
- Reticulated water supply will be available.

As such, the proposed development satisfies the intent, aim and objectives of SPP3.7 and associated Guidelines.

State Planning Policy 7.0 - Design of the Built Environment (**SPP7.0**)

SPP7.0 aims to achieve high-quality design outcomes through 10 principles: Context and Character, Landscape Quality, Built Form and Scale, Functionality and Build Quality, Sustainability, Amenity, Legibility, Safety, Community, and Aesthetics.

The proposed development delivers a high-quality, active land use that will strengthen the Kennedy Bay Town Centre as a vibrant mixed-use hub. Its site planning supports a strong main street interface to the Town Centre for both pedestrians and vehicles.

Public realm amenity will be enhanced through increased activity, active land uses, and passive surveillance provided by upper-level residential uses. The built form responds to the coastal setting, with materials and design carefully selected to reflect the beachside character and strengthen the local sense of place.

Pedestrian legibility is reinforced by aligning entries with the key thoroughfares at Kennedy Bay Entrance and Sea Beach Way, emphasising connection to the public realm and supporting an engaging and accessible town centre experience.

Figure 8. Concept Renders

The proposed development is compliant with SPP7.0.

Planning and Development (Local Planning Schemes) Regulations 2015 (the **Regulations**)

Clause 67 of Schedule 2 of the Regulations outlines the matters to which the Local Government is to have due regard when considering an application for Development Approval. Where relevant, these matters have been discussed throughout this Report.

Access to Development

At present, road access to the subject site is not available as Sea Beach Way and Kennedy Bay Entrance have not yet been constructed around the site (Figure 9 below refers). Figure 5 above includes an annotation that this section of the road reserves will be constructed by end of 2025, however, the timing or completion at this stage cannot be confirmed. Construction of these roads, together with any associated infrastructure, will be required to ensure the development can be appropriately accessed and serviced.

In this regard, the City recommends relevant Condition(s) and Advice Note(s) be included. Specifically, this Development Approval is subject to Sea Beach Way and Kennedy Bay Entrance being fully constructed and accepted by the City prior to the occupation of the development, to ensure that safe and functional access is available.

Figure 9. Extent of Road Works

Acoustic Considerations

An acoustic assessment has been submitted in support of the proposal which identifies potential noise exceedances associated with the 'Restaurant/Cafe tenancy, servicing of the Shop tenancy and car park operations. While strict compliance with the *Environmental Protection (Noise) Regulations 1997* may not be achievable at all external areas, all apartment balconies have the potential to be affected by noise on the first floor on the development site and from the external future development (on the northern portion of Sea Beach Way).

In this regard, it is acknowledged that the applicant proposes to attenuate the indoor living spaces when windows and balcony doors are closed. This ensures internal compliance and protects residential amenity while accommodating the higher ambient noise levels expected within the Town Centre.

Architectural refinements, including a partial canopy over the alfresco dining area, updated layouts for short-stay accommodation, and operational controls, have been incorporated to mitigate potential impacts. Detailed noise modelling of mechanical services and cumulative impacts will be undertaken prior to Building Permit lodgement.

Additional relevant conditions of Development Approval including an Operational Management Plan have been recommended to ensure the development minimises noise emissions, and a condition requiring a notification on Title to advise all residential apartment owners/occupiers on-site is also recommended. On this basis, the City is satisfied that noise impacts can be appropriately managed, and that the proposal achieves a reasonable balance between compliance, residential amenity, and the creation of a vibrant, mixed-use Town Centre consistent with the intent of the LDP.

Stormwater

The application did not include detailed stormwater drainage design or finished levels, limiting the ability to fully assess stormwater management for the site.

The approved 'Kennedy Bay Stage 1' *Urban Water Management Plan* covers the development area and requires that stormwater be managed in accordance with City's *Local Planning Policy 3.4.3 – Urban Water Management* and Department of Water and Environmental Regulation's stormwater guidelines. The development should incorporate Water Sensitive Urban Design elements, such as rain gardens or tree pits, to treat the first 15mm of runoff from trafficable areas. Additionally, critical 10% AEP stormwater is required to be managed on-site via soakwells or equivalent infiltration devices, while runoff from larger events should overflow to the road drainage network, with soakwell depths potentially reaching 1.8m depth.

A Stormwater Management Plan will need to be submitted demonstrating how these requirements will be met, including details of carpark grading, proposed levels, drainage infrastructure dimensions, impervious area calculations, runoff coefficients, soil hydraulic conductivity, and soakwell sizing, which can be addressed as a condition of Development Approval.

Waste Collection

A Waste Management Plan (**WMP**) was submitted with the Development Application, with an updated version provided subsequently. The WMP has been reviewed by the City and, while most issues have been addressed, further refinement is required. In particular, the Swept Path diagram indicates residential waste being collected from within the residential carpark. The access door to the bin enclosure does not appear to be designed to accommodate a 660L bin (dimensions not provided), and the carpark clearance height is unclear given the presence of a second floor.

It is recommended that a condition requiring the submission and approval of an updated Waste Management Plan be included in the Development Approval.

Conclusion:

The proposed development is generally compliant with the City's TPS2, the Kennedy Bay Coastal Village LDP, and the applicable state and local planning policies.

The development responds appropriately to the local context and will contribute to the activation of the Kennedy Bay Town Centre, providing both commercial and residential opportunities.

The proposal has also been assessed against the relevant provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, including Deemed Provision 67, and is considered to meet the principles of orderly and proper planning without adversely impacting the amenity of the locality.

On this basis, it is recommended that the application be conditionally approved.

KENNEDY BAY
LOT 4

SEA BEACH WAY,
PORT KENNEDY, WA 6172

DEVELOPMENT APPLICATION

DRAWING REGISTER

NUMBER	NAME	REVISION
TP-00-01	COVER SHEET	B
TP-01-01	LOCATION PLAN	B
TP-02-01	GROUND PLAN	B
TP-02-02	LEVEL 01 PLAN	B
TP-02-03	ROOF PLAN	B
TP-05-01	ELEVATIONS - SHEET 1	B
TP-05-02	ELEVATIONS - SHEET 2	B
TP-06-01	SECTIONS	B
TP-10-01	SOLAR AND DAYLIGHT ACCESS	B
TP-11-01	MATERIALS	B
TP-12-01	DEVELOPMENT SUMMARY	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

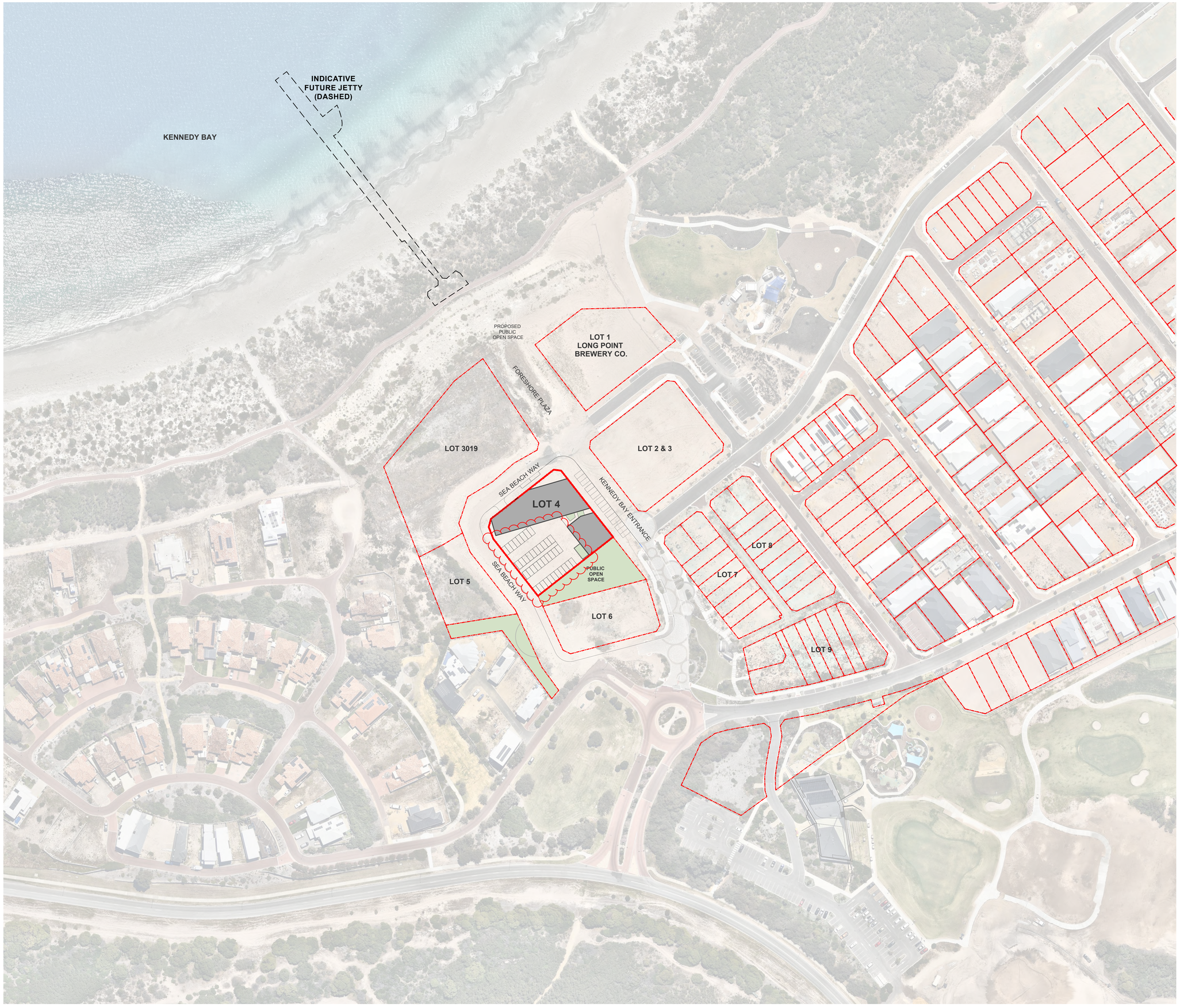
KENNEDY BAY

Drawing Name

COVER SHEET

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-00-01	B



Rev	Date	Description
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North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

LOCATION PLAN

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 1000

Project Number	Drawing Number	Revision
240010	TP-01-01	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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SEA BEACH WAY

KENNEDY BAY ENTRANCE

ALFRESCO SEATING PAVILION

SETBACK 5300

CANOPY DASHED OVER

BUGGY/E-TRIKE 4 PARKS

2 CARS PARALLEL

6600

6600

UNDERGROUND POWER EASEMENT

FOGO BIN PRESENTATION LOCATION

HATCH DENOTES PLANTING AREA FOR VERTICAL GREENING

SERVICES

WATER METERS

RESIDENTIAL VISITOR BIKES 5 BIKES

ENTRY

STAIR UP

F&B
160m²

ELEC + NBN

K.EX

MECH

STAFF
END OF TRIP
1X DDA W.C +SHWR
2 LOCKERS

GAS METER

4100

2700

SERV

MAIL

2600

RESI LIFT

LOADING/BOH

1600

WASTE RESI

WASTE RETAIL

1100L

660L

5400

2500 TYP.

1950

1900

1000L

DESIGN ENVELOPE DASHED

RESI BIKES 6NO

1000

5500 CROSSOVER

CARPARK SECURE LINE

FOOTPATH

RESIDENTIAL CARPARK
14 CARS

HATCH DENOTES PLANTING AREA FOR VERTICAL GREENING

LOBBY
83m²

NO PEDESTRIAN ACCESS PROPOSED THROUGH LINK ONLY

STAFF
1 HC/DP
2 BIKES

CARPARK
39 CARS TOTAL
(INCL 1XDDA)
3 RESI VISITORS
36 RETAIL

EGRESS STAIR

GROCER
504m²

ENTRY

15 CARS
90 DEG

2700

2500 SETBACK

1950 SETBACK

LOADING/
WASTE

5400

5800

4800

4300

SUBSTATION
TBC
4600

RESIDENTIAL VISITORS

RESIDENTIAL VISITORS

RESIDENTIAL VISITORS

2600 TYP

LOADING ACCESS

2700

RETRACTABLE AWNING ABOVE

37200 SETBACK

1870

610

SHARED AREA

ACCESSIBLE CAR SPACE

5400

2400

2400

1600

LANDSCAPE BUFFER

2200

4800

5800

5400

SEA BEACH WAY

PUBLIC OPEN SPACE
LOT 274 POS

04 S01

04 S02

04 S03

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

GROUND PLAN

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-01	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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SEA BEACH WAY

KENNEDY BAY ENTRANCE

UNDERGROUND POWER EASEMENT

ALFRESCO SEATING PAVILION BELOW

HATCH DENOTES SOLID TRANSLUCENT PERMANENT ROOF COVER OVER 50% OF ALFRESCO

7000 SETBACK

2500 SETBACK

1950 SETBACK

37200 SETBACK

1.01 1 BED 54m²

1.02 1 BED 53m² SILVER

1.03 1 BED 53m² SILVER

1.04 1 BED 54m²

1.05 1 BED 54m²

1.06 4 BED 180m²

1.07 1 BED 54m²

1.08 1 BED 52m² SILVER

1.09 1 BED 53m² SILVER

1.10 1 BED 52m²

BALC 18m² | BALC 24m² | BALC 26m² | BALC 14m² | BALC 15m² | BALC 40m² | BALC 13m² | BALC 17m² | BALC 21m² | BALC 21m²

ST 3m² | ST 4m² | ST 8m²

RESI LIFT

STAIR UP

STAIR UP

WINDOW 1.5M ABOVE FFL

TRANSLUCENT SCREEN ABOVE FFL

RETAIL MECH PLANT

LANDSCAPED ROOF

SOLID CANOPY BELOW

RETRACTABLE AWNING BELOW

PUBLIC OPEN SPACE
LOT 274 POS

04 S01

04 S02

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

LEVEL 01 PLAN

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-02	B

Rev	Date	Description
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SEA BEACH WAY

UNDERGROUND POWER EASEMENT

ALFRESCO SEATING PAVILION BELOW

04 S01

7000 SETBACK

FALL

RIDGELINE

K. EX

FALL

OPEN TO BELOW

3000

LANDSCAPED ROOF BELOW

KENNEDY BAY ENTRANCE

04 S02

RIDGELINE

OPEN TO BELOW

FALL

FALL

LANDSCAPED ROOF BELOW

2500 SETBACK

1950 SETBACK

37200 SETBACK

SEA BEACH WAY

04 S01

PUBLIC OPEN SPACE
LOT 274 POS

04 S02

North

Consultant

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Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

ROOF PLAN

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-03	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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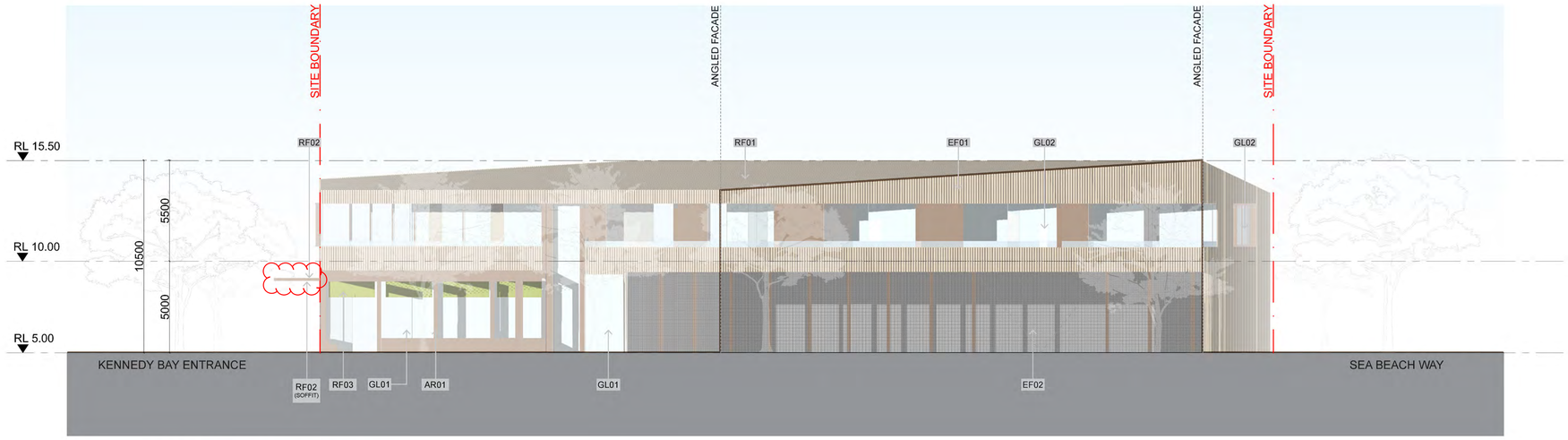

01 NORTH-WEST ELEVATION

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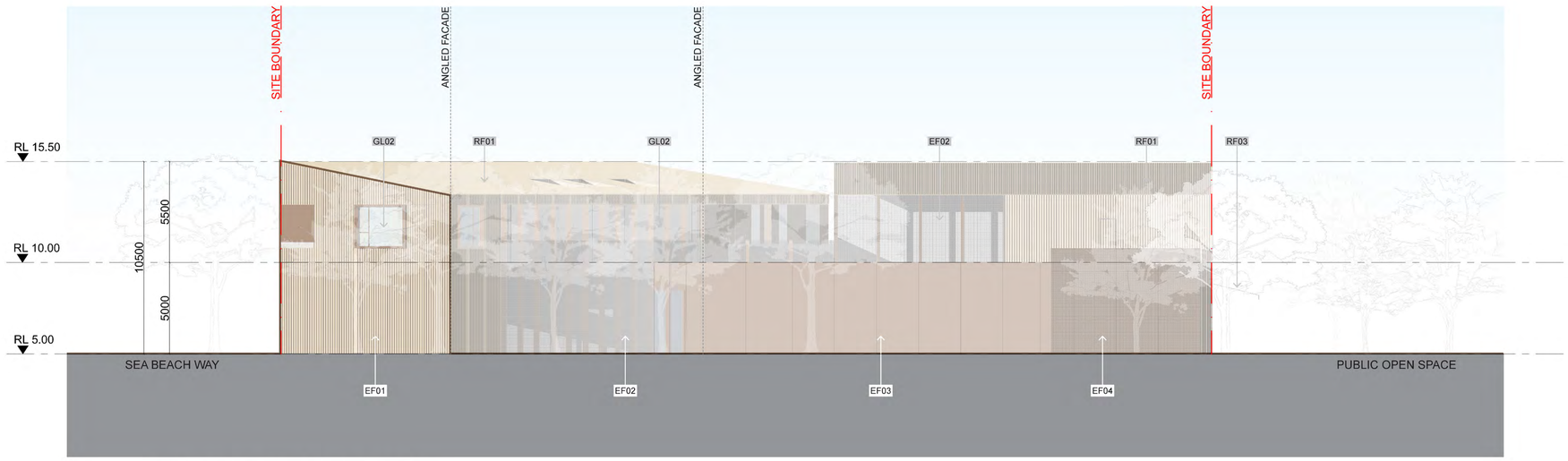
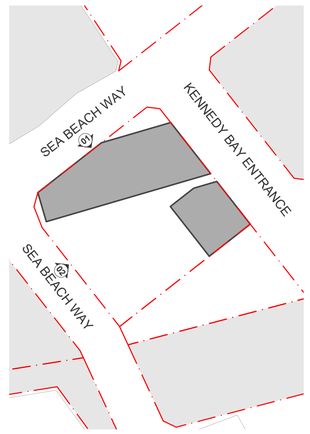


02 SOUTH-WEST ELEVATION

1:150



03 KEY PLAN

Consultant

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Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

ELEVATIONS SHEET 01

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-05-01	B

Rev	Date	Description
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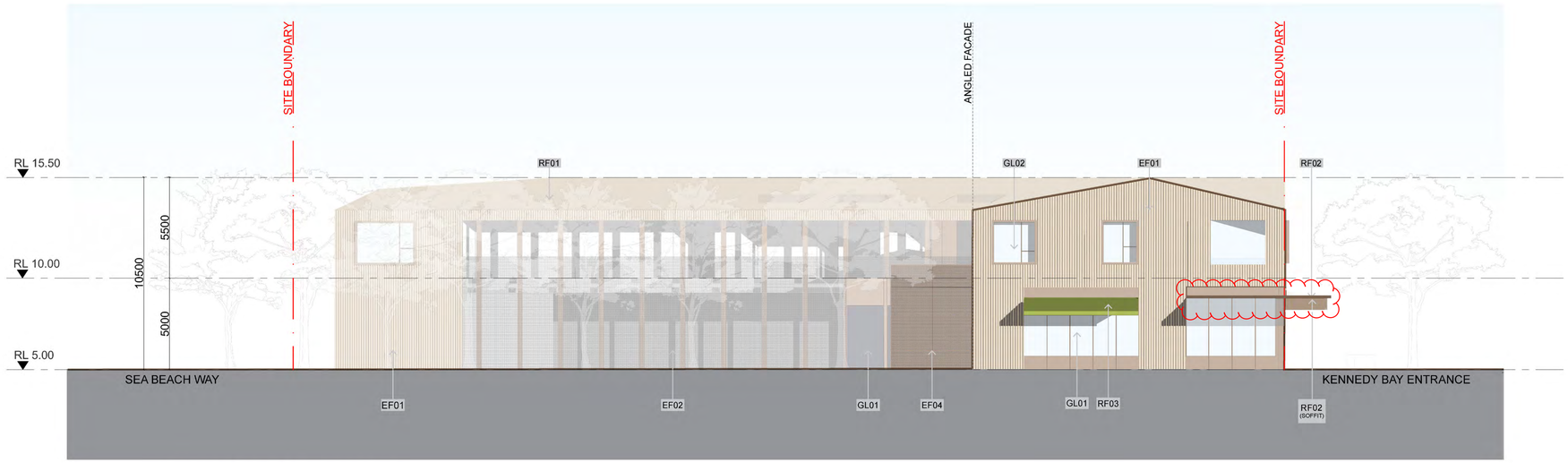
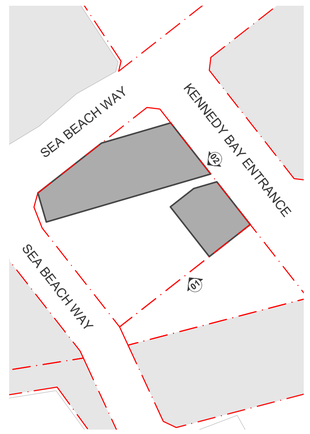


01 SOUTH-EAST ELEVATION

1:150

02 NORTH-EAST ELEVATION

1:150



03 KEY PLAN

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Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

ELEVATIONS SHEET 02

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-05-02	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
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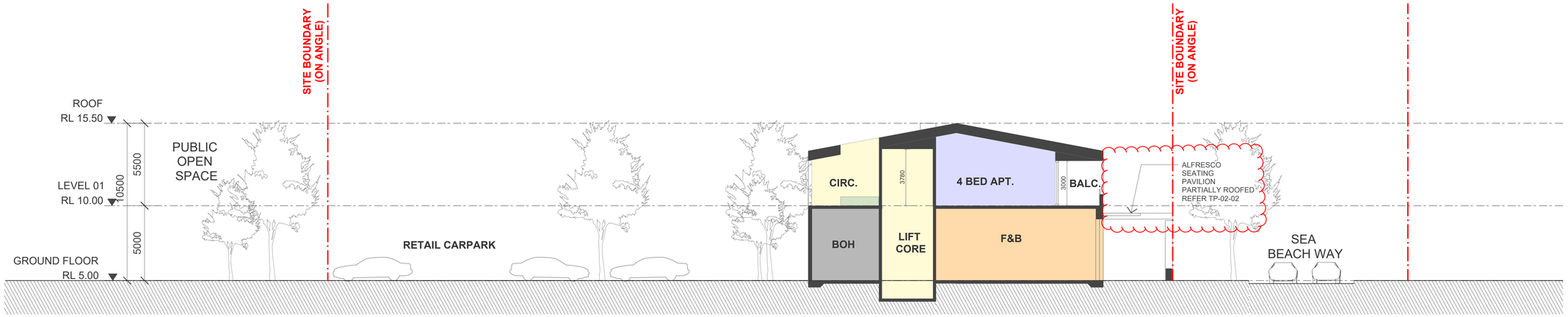

01 SECTION 01

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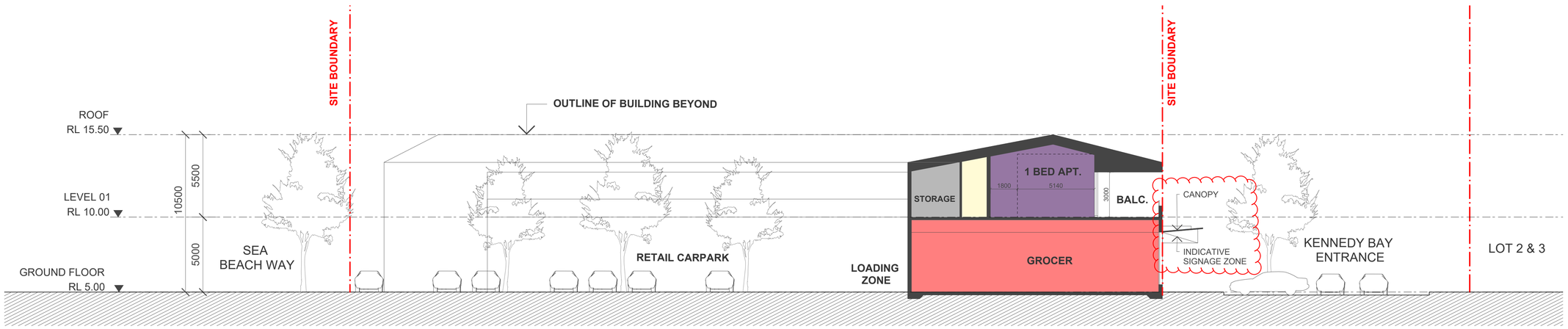

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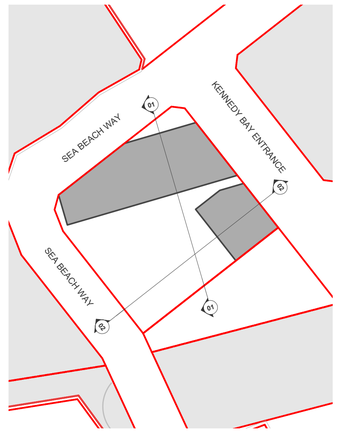


03 KEY PLAN

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

SECTIONS

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 150

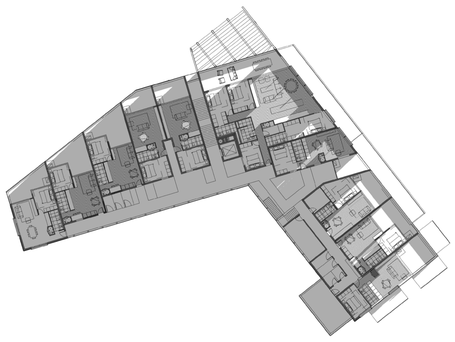
Project Number	Drawing Number	Revision
240010	TP-06-01	B

NATURAL LIGHT REQUIREMENTS

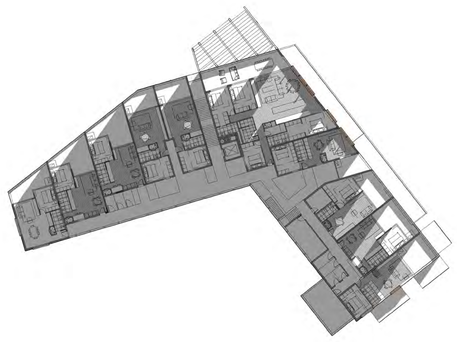
Acceptable Outcomes	
Climatic Zones: Western Australia	**Zone 5 - Warm Temperate**
4.1.1(A) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June AND	Yes
4.1.1(B) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.	Yes
4.1.2 Every habitable room has at least one window in an external wall, visible from all parts of the room. - glazed area not less than 10 per cent of the floor area - minimum of 50 per cent of clear glazing.	Yes
4.1.3 Lightwells and/or skylights do not form the primary source of daylight to any habitable room.	Yes
4.1.4 The building is oriented and incorporates external shading devices in order to: — minimise direct sunlight to habitable rooms: between late September and early March — permit winter sun to habitable rooms in accordance with A 4.1.1 (a).	Yes

LEVEL 1 SOLAR ANALYSIS

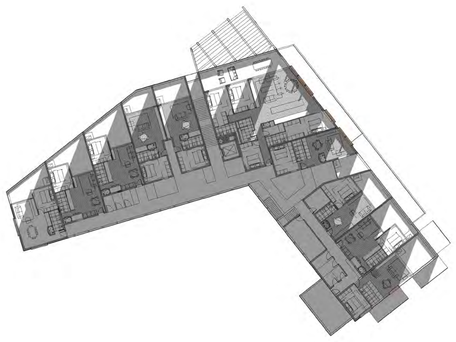
9am



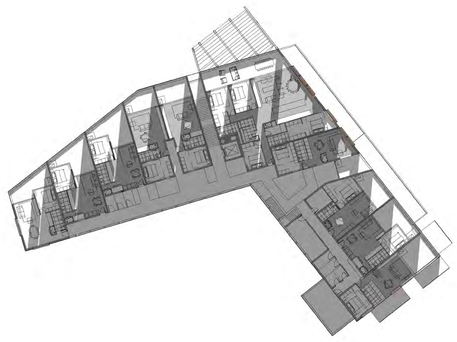
10am



11am



12pm



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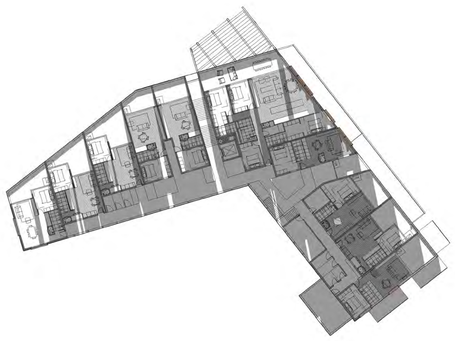

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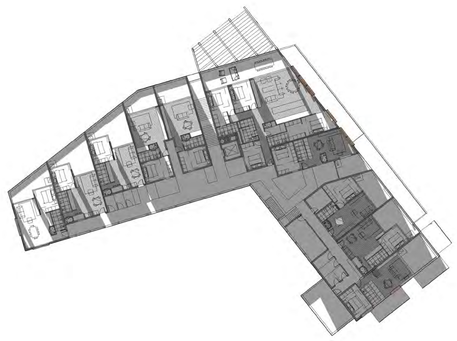

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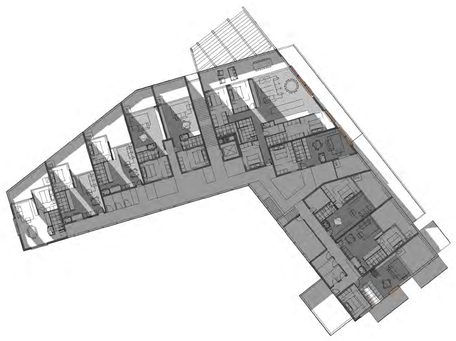

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

For information only. Do not scale drawings. Use figured dimensions only. Site boundary and setouts to be verified prior to detailed review. All dimensions must be verified on site before commencing work. This document must be read in conjunction with all technical specifications and all relevant documents from other disciplines and consultants. Any conflict between these and other documents, or the site conditions must be notified to NelsonKoo immediately in writing and prior to use. © Copyright Nelson Koo Pty Ltd 2024. Written authority (including under the terms of engagement of NelsonKoo for the Project) is required for any: 1. reproduction of this document by any means; 2. use prior to payment in full of all NelsonKoo fees for the Project; or 3. use other than for the Project and for the express purpose & by or on behalf of the entity for which it has been created. Any unauthorized use of this document is at the user's sole risk and without limiting NelsonKoo rights to the fullest extent permitted by law the user indemnifies NelsonKoo against all loss, liability and damage so arising.

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

SOLAR & DAYLIGHT ACCESS

Architect	Drawn By	Scale @ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-10-01	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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GL01

Retail Glazing:
Transparent low E
shopfront glazing

GL02

Residential Glazing:
Vision panel performance
window system

RF01

Corrugated Metal
Roofing

RF02

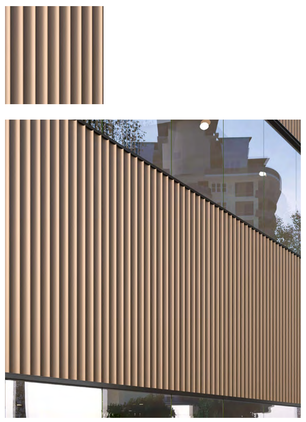
Metal Canopy

RF03

Retractable Fabric
Awning

EF01

Fluted / shaped
profile cladding



EF02

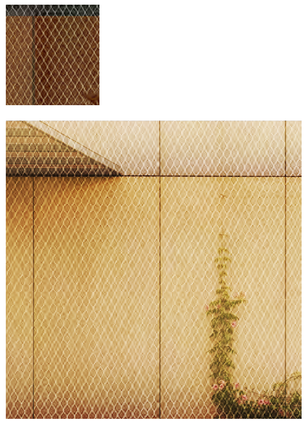
Open metal mesh for vertical
planting systems

EF03

Textured masonry
cement sheet cladding

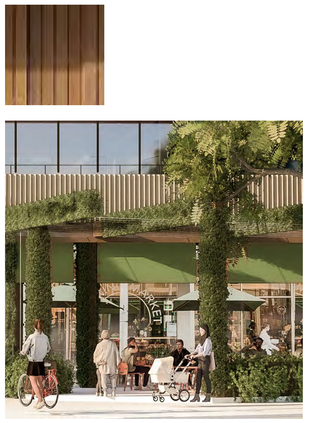
EF04

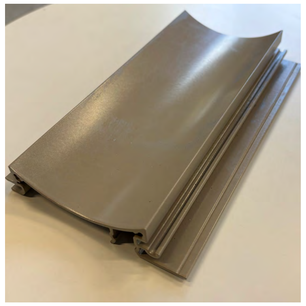
Textured masonry
cement sheet cladding
with metal mesh



AR01

Timber Arbour





Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

MATERIALS

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-11-01	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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DEVELOPMENT SUMMARY

	SUPERMARKET	F&B
	GLAR	GLAR
Ground	504m²	160m²
Level 1	-	-
TOTAL	**664**	

LANDSCAPE ROOF	LANDSCAPE PLANTERS	CIRCULATION
GFA	GFA	
-	-	83m²
65m²	28m²	142m²
65m²	**28m²**	**225m²**

RESIDENTIAL				GFA
1B	4B 3B	**Total Dwellings**	NSA m2	m2
-	-	-	-	1,346m²
9	1	10	659m²	1,070m²
9	**1**	**10**	**659m²**	**2,416m²**

BALC
m2
209m²
209m²

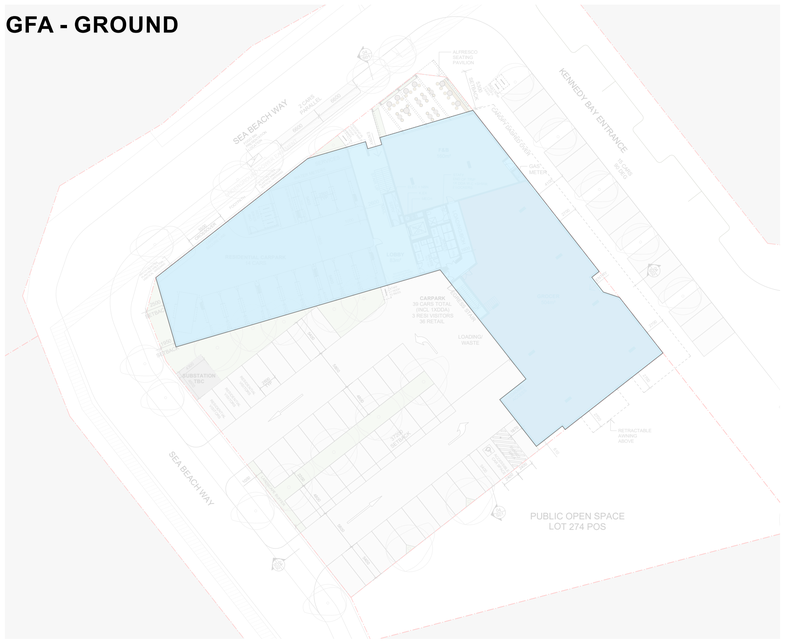
CARPARK		
RESIDENTIAL	SEA BEACH WAY	RETAIL + RESI VISITORS
14	17	39
70		

	Disclaimer
1	This design has been prepared without structural or services engineering input. NSA Areas is subject to change once advice is received
2	These areas are schematic only and subject to council and other requisite approval. Areas are not to be used for marketing purposes.
3	This scheme has been prepared generally within the bounds of the current site dimensions.
4	The information contained herein is believed to be correct at time on preparation based on the information available at time of preparation. Recipients must make their own investigations to satisfy themselves in all aspects.
5	The design and accompanying documentation contained herein is and remains the intellectual property of Nelson + Koo.
6	GFA (Gross Floor Area) is defined as the total fully enclosed area measured to the outside face of external enclosing walls. Note this excludes all balconies. Refer Area Plan below.

GROSS FLOOR AREA - METHOD OF MEASUREMENT

GBA MINUS BALCONIES, TERRACES AND ROOF.
INCLUDES: VERTICAL TRANSPORT (STAIRS & LIFTS) AT GROUND LEVEL ONLY (EXCLUDED AT LEVEL ONE)

GFA - GROUND



GFA - LEVEL 01

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

DEVELOPMENT SUMMARY

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-12-01	B

APPLICATION FOR DEVELOPMENT APPROVAL

Before completing this form, please consider lodging your application on-line - https://rockingham.wa.gov.au and register via Rock Portl to lodge your application.

OWNER DETAILS

Name : Western Australia Beach & Golf Resort Pty Ltd

ABN (if applicable) 89 097 109 067

Address : Ground Floor, 98 Colin Street, West Perth Postcode: 6005

Phone: Work: _____ Home: _____ Mobile: 0447 170 500

Fax: _____ Email: reyne@placedevelopment.com.au

Contact Person for correspondence: Reyne Dial - Place Development

Signature _____ Date 11.04.25

Signature _____ Date 11.04.25

The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).

APPLICANT DETAILS (if different from owner)

Name: Lateral Planning

Address: 44 King Street, Perth

Postcode 6000

Phone: Work: _____ Home: _____ Mobile 0434433000

Fax: _____ Email: daniel@lateralplanning.com.au

Contact person for correspondence: Daniel Hollingworth

The information and plans provided with this application may be made available by the City of Rockingham for public viewing in connection with the application. Yes ☑ No ☐

Signature: _____ Date: 29.04.2025

PROPERTY DETAILS

Lot No. 3025 House/ Street No. _____ Street Name _____

Suburb _____ Nearest Street Intersection Kennedy Bay Entrance, Offshore Drive

Title Encumbrances (eg. Easements, Restrictive Covenants) P903138

Certificate of Title Vol. No: 4063 Folio 241 Diagram/Plan No: 427082

PROPOSED DEVELOPMENT

Nature of development: Works ☐

Use ☐

Works and Use ☑

Is an exemption from development claimed for part of the development? Yes ☐ No ☑

If Yes, is the exemption for: Works ☐

Use ☐

Description of proposed works and/or land use:

Mixed use development comprising 10 multiple dwellings, and ground floor grocer and food & beverage tenancy

Description of exemption claimed (if relevant)

Nature of any existing buildings and/or land use: Vacant

Approximate cost of proposed development (exclusive of GST): 9 million

$ Estimated time of completion: 24 months

OFFICE USE ONLY

Acceptance Officer's Initials: _____ Date Received: _____

Application Reference No. _____

Parcel No. _____ File No. _____

Application Fee $_____ Date Sought _____ Date Received _____

Receipt No. _____ Planning Account No. 711 (Application Planning Fee)

FEE STRUCTURE FOR DEVELOPMENT APPLICATIONS

ITEM	APPLICATION TYPE	FEE
1	Determination of an Application for Development Approval (other than an Extractive Industry) where the estimated cost of the development is:	
	(a) not more than $50,000	$147
	(b) more than $50,000 but not more than $500,000	0.32% of the estimated cost of the development
	(c) more than $500,000 but not more than $2.5M	$1,700 + 0.257% for every $1 in excess of $500,000
	(d) more than $2.5M but not more than $5M	$7,161 + 0.206% for every $1 in excess of $2.5M
	(e) more than $5M but not more than $21.5M	$12,633 + 0.123% for every $1 in excess of $5M
	(f) more than $21.5M	$34,196
2	Determining a Development Application (other than for an Extractive Industry) where the development has commenced or been carried out	The fee in Item 1 plus, by way of a penalty, twice that fee.
3	Determining an application to amend or cancel Development Approval	$295
4	Determining a Development Application for an Extractive Industry, where the development has not commenced or has not been carried out.	$739
5	Determining a Development Application for an Extractive Industry, where the development has commenced or has been carried out.	The fee in Item 4 plus, by way of a penalty, twice that fee.
6	Determining an Application for a **change of use** or for an **alteration or extension or change of a non-conforming use** to which Item 1 does not apply, where the change or the alteration, extension or change has not commenced or been carried out	$295
7	Determining an Application for a **change of use** or for an **alteration or extension or change of a non-conforming use** to which Item 1 does not apply, where the change or the alteration, extension or change has commenced or been carried out	The fee in Item 6 plus, by way of a penalty, twice that fee.
8	Building Envelope Variation	$500

Note: The estimated cost of Development is exclusive of GST. All fees are exclusive of GST unless otherwise indicated.

GENERAL INFORMATION REQUIRED FOR DEVELOPMENT APPLICATIONS

.. A completed **Application for Development Approval** (copy attached), signed by the landowner or party acting under written authority from the landowner.

2. The relevant **Development Application Fee**, as detailed above.

3. A **written explanation** of the proposal that expands on the information in the Application for Development Approval, including for example the proposed hours of operation, numbers of employees and clients at any one time.

4. A current copy of Certificate of Title (not less than 6 months old), and a copy of the Diagram and Strata Plan where applicable. Title details can be downloaded from www.landgate.wa.gov.au

5. Two (2) hard copies and one (1) electronic copy (PDF format) of plans at a scale of 1:100 or 1:200 including:

   (i) **Site Plan**, which shows the following:

      (a) street names, lot number(s), north point and the dimensions of the site;

      (b) the existing and proposed ground levels over the whole of the land the subject of the application and the location, height and type of all existing structures, as well as any structures and vegetation to be removed;

      (c) the existing and proposed use of the site;

      (d) dimensioned position of proposed buildings and structures to be erected on the site;

(e) the existing and proposed means of access for pedestrians and vehicles to and from the site;

(f) the location, number, dimensions and layout of all car parking spaces intended to be provided in accordance with Australian/ New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off-street car parking* and Australia/ New Zealand Standard AS/NZS 2890.6:2009, *Parking facilities, Part 6: Of-street parking for people with disabilities*;

(g) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;

(h) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop the same;

(i) the nature and extent of any open space and landscaping proposed for the site;

(j) existing and proposed walls and fences;

(k) existing and proposed sealed areas;

(l) stormwater drainage and method of on-site disposal;

(m) existing and proposed levels, embankments and retaining walls (where the proposed development involves alterations to the natural level of the ground); and

(ii) **Floor Plans**, **and Sections** of any building proposed to be erected or altered and any building that is intended to be retained which must also show dimensions of the buildings and setbacks from boundaries.

(iii) **Elevation Plans**, which show natural ground levels, proposed ground levels, finished floor levels, finished ceiling levels and ridge heights.

(iv) **Streetscape Elevation Plan**

(v) **Landscape Plan**

(vi) **Report** on any specialist studies in respect of the development that the City requires the applicant to undertake, such as a Bushfire Management Plan, Transport Impact Statement and Transport Impact Assessment, Heritage Impact Statement, Signage Strategy, site survey, environmental, engineering or urban design study; and

(vii) **Heritage** – Where the application relates to a place entered onto the City's Heritage List other information may be required as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulation 63(3).

(viii) Written justification where any variations to the R Codes 'Deemed to Comply' criteria are proposed.

5. Any other information that the City reasonably requires to enable the application to be determined.

PRE LODGMENT CONSULTATION (Optional)

If you have had any pre-lodgment discussions with a City Planning Officer prior to the submission of this Development Application, please confirm the following:

Planning Officer: David Waller Date (if known) _____

Matters Discussed Proposed development, site response, submission requirements

---

Form of communication: Email ☐ Phone ☐ Meeting ☑ Letter ☐

Should you require further assistance, please call the City's Planning Services on 9527 0748.

DAP FORM 1

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

Planning and Development Act 2005
Planning and Development (Development Assessment Panel) Regulations 2011 – regulations 6, 7, 10 and 21

Part A – Applicant Details

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

Name/Company	Lateral Planning	
Contact Person	Daniel Hollingworth	
Address	*Street Number/PO Box number, street name, suburb, state, postcode* 44 King Street, Perth WA 6000	
Contact Details	*Email* daniel@lateralplanning.com.au	*Phone* 0434433000
Signature		*Date* 29.04.2025

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

Part B - Application Details

Responsible Authority	*Name of local government and Western Australian Planning Commission (if applicable)* City of Rockingham	
Planning Scheme(s)	*Name of planning scheme(s) that applies to the prescribed land* Local Planning Scheme No. 2	
Land	*Lot number, street number, street name, town/suburb* Lot 3025 on Deposited Plan 427082	
Certificate of Title (provide copy)	*Volume Number* 4063	*Folio* 241
	Location Number	*Plan / Diagram Number* 427082
Details of development application made to responsible authority	*Summary of Proposal* Mixed use development on Proposed Lot 4 comprising 10 multiple dwellings, and ground floor grocer and food & beverage tenancy.	
Development Use	*Residential / Commercial / Industrial / Rural / Mixed Use / Community Housing/ Other* Multiple Dwelling / Restaurant/Cafe / Shop	
Estimated cost of development (GST Exc)	$9 million	

Part C – Election as DAP Application or Delegated Application

DAP Application	■ I give notice that I have elected to have the development application that accompanies this form determined by a Development Assessment Panel *(regulation 6 & 7)*
Delegated Application	☐ I give notice that I understand that this is an application of a class delegated to a Development Assessment Panel for determination *(regulation 19)*

Part D – Community Housing Provider

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

Part E – Acknowledgement by Local Government

Responsible Authority	☒ Local Government (LG) ☐ * Dual – Local Government and Western Australian Planning Commission	
* DUAL reporting details	*If DUAL is selected, please provide details of relevant provision (or within covering letter)*	
Fees for applications *(DAP Regulations - Schedule 1)*	$ 27,075.00 Amount that has been paid by the applicant $ 9,522.00 Amount to be paid by local government *(delegated applications only - regulation 22)*	
Statutory Timeframe *(regulation 12)*	☐ 60 days (advertising not required) ☒ 90 days (advertising required or other scheme provision)	
LG Reference Number	20.2025.169.1	
Name of planning officer *(Report Writer)*	Mr Chris Parlane	
Position/Title	Senior Statutory Planner	
Contact Details	*Email* Chris.Parlane@rockingham.wa.gov.au	*Phone* 9527 0305
Date application accepted as per Clause 63A of the deemed provisions	5 June 2025	
Planning Officer's Signature		

Please note that Landowner(s) details are no longer required on this form. The landowner(s) consent as provided on the local government development application form is taken as agreement from the landowner(s) for the applicant to make this election for the subject application.

GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

MRS | Form 1 Application for Planning Approval

Owner/s details

Registered proprietor/s (landowner/s) or the authorised agent's details **must** be provided in this section. If there are more than two landowners please provide all relevant information on a separate page. Signature/s must be provided by all registered proprietors or by an authorised agent.

Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.

Full name	Western Australia Beach & Golf Resort Pty Ltd		
Company/agency (if applicable)			
ACN/ABN (if applicable)			
Postal address	Ground Floor, 98 Colin Street, West Perth		
Town/suburb	6005	**Postcode**	6000
Signature	The landowner/s or authorised agent consets to the applicant submitting this application	**Date**	11.04.25
Print name and position (if signing on behalf of a company or agency)			

Applicant details

Name/company	Proposed development, site response, submission require		
Contact person	Daniel Hollingworth		
Postal address	44 King Street		
Town/suburb	Perth	**Postcode**	6000
Phone	0434433000	**Email**	reyne@placedevelopment.com.au
Applicant signature			
Print name and position (if signing on behalf of a company or agency)	Daniel Hollingworth - Director	**Date**	11.04.25

Property details

Certificate of title description of land:		**Lot No**	3025	**Location No**	
Plan or diagram	427082	**Vol**	4063	**Folio**	241
Certificate of title description of land:		**Lot No**		**Location No**	
Plan or diagram		**Vol**		**Folio**	

Title encumbrances (e.g. easements, restrictive covenants)	P903138
Locality of development (house no., street name, suburb, etc)	No street address
Nearest street intersection	Kennedy Bay Entrance and Offshore Drive
Existing building/land use	N / A
Description of proposed development and/or use	Mixed use development comprising 10 multiple dwellings, and ground floor grocer and food & beverage tenancy
Nature of any existing buildings and/or use	Vacant
Approximate cost of proposed development (excl. gst) $	$9 million
Estimated time of completion	24 months

Office use only

Acceptance officer's initials		Date received	
Local government reference No.		Commission reference No.	

Version: 9.2 (December 2018)

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

MRS | Form 1 Application for Planning Approval

Owner/s details

Registered proprietor/s (landowner/s) or the authorised agent's details **must** be provided in this section. If there are more than two landowners please provide all relevant information on a separate page. Signature/s must be provided by all registered proprietors or by an authorised agent.

Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.

Full name			
Company/agency (if applicable)			
ACN/ABN (if applicable)			
Postal address			
Town/suburb		Postcode	
Signature	The landowner/s or authorised agent consets to the applicant submitting this application	Date	
Print name and position (if signing on behalf of a company or agency)			

Applicant details

Name/company			
Contact person			
Postal address			
Town/suburb		Postcode	
Phone		Email	
Applicant signature			
Print name and position (if signing on behalf of a company or agency)		Date	

Property details

Certificate of title description of land:		Lot No		Location No
Plan or diagram		Vol		Folio
Certificate of title description of land:		Lot No		Location No
Plan or diagram		Vol		Folio

Title encumbrances (e.g. easements, restrictive covenants)	
Locality of development (house no., street name, suburb, etc)	
Nearest street intersection	
Existing building/land use	
Description of proposed development and/or use	
Nature of any existing buildings and/or use	
Approximate cost of proposed development (excl. gst) $	
Estimated time of completion	

Office use only

Acceptance officer's initials		Date received	
Local government reference No.		Commission reference No.	

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Version: 9.2 (December 2018)

Additional Information to be provided on the MRS Form 1

Is the development within a designated Bushfire Prone Area? ☐ Yes ☑ No

If 'yes', have bushfire hazard issues been identified and addressed (e.g.by providing a BAL Assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application)? ☐ Yes ☐ No ☑ N/A

If NA is selected and the development is in a designated bushfire prone area then a short statement justifying why SPP 3.7 does not apply should be included.

Does your application require determination by a Development Assessment Panel? (DAP) ☑ Yes ☐ No

Please refer to the following website for DAP requirements: www.dplh.wa.gov.au/daps

If yes, please complete DAP Application Form as per DAP requirements.

Checklist (supporting information)

Please complete the checklist below and ensure that all the relevant information is provided with the application.

1. Completed Metropolitan Region Scheme (MRS) Form 1
2. Plans at a scale not less than 1:500 (A3) showing:-
   - (i) the location of the site including street names, lot number(s), north point and the dimensions of the site;
   - (ii) the existing and proposed ground and floor levels over the whole of the land that is the subject of the application, including details of proposed cut and fill, and retaining walls;
   - (iii) the location, metric dimensions, materials, finishes and type of all existing and proposed structures, including services, on the land that is the subject of the subject of the application and all existing structures and vegetation proposed to be removed;
   - (iv) the existing and proposed use of the site, including proposed hours of operation and buildings to be erected on the site;
   - (v) the existing and proposed means of access and egress for pedestrians and vehicles to and from the site;
   - (vi) the location, number, dimensions and layout of all car parking spaces intended to be provided, including provision for the disabled;
   - (vii) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;
   - (viii) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop those areas;
   - (ix) the nature and extent of any open space and landscaping proposed for the site; and
   - (x) proposed external lighting and signage.
3. Plans, elevations and sections, as appropriate, of any building or structure proposed to be erected or altered and of any building or structure it is intended to retain;
4. Any specialist studies that the responsible authority may require the applicant to undertake in support of the application such as traffic, heritage, environmental, engineering or urban design studies;
5. Any management plans the responsible authority may require to support or implement the application; and
6. Any other plan or information that the responsible authority may require to enable the application to be determined. This may include scale models or information in digital formats.

For additional information please refer to Development Control Policy 1.2
www.dplh.wa.gov.au/getmedia/37533b97-e0ad-4947-9d00-c4d62fa92746/DCP_1-2_general_principles

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Development application checklist - lodgement requirements

Application signatures	The MRS Form is to be signed by the registered proprietor/s as shown on the certificate/s of title. Where the landowner/s cannot sign, an authorised agent can sign and attach evidence of the authority. If the subject land is owned by a company, you must confirm whether it is a sole proprietorship company and state the full name/s and position/s of the company signatory/ies. Appropriate company signatory/ies include one director and the company seal, two directors, or one director and one secretary. Eg: _____ _____ John F. Smith - Director, Smith Pty Ltd — Peter S James - Director, Smith Pty Ltd Or _____ John F. Smith - Sole Director, Smith Pty Ltd If the subject land is owned by a strata company, consent can be signed by the strata company secretary or by an elected person of the strata company providing proof of authority either by letter of delegated authority, signed by all strata owners or minutes showing delegated authority.
Certificate of Title	Ensure the Certificate of Title/s is/are current (within 6 months) and provide copy/s.
Change of name	Applications made by either private owners or companies who have changed names to that depicted on the Certificate of Title, must provide supporting documentation showing the change of name such as: • a transfer of land document that incorporates a lodgement receipt, • a company search from the Australian Securities and Investment Commission, • a marriage certificate or • a change of name certificate.
Contacts	A contact name, phone and email address is essential, in the event more information is required and for issuing correspondence relating to the Department's decision.
Contracts of sale	Where the land is subject to a contract of sale or offer and acceptance, evidence of landowner's consent must be provided. Relevant evidence may include; • an express provision of consent by the vendor on the contract of sale or offer and acceptance, • a letter of consent from the registered proprietor/s giving prospective purchaser/s consent to lodge the application or • a copy of the transfer of land document that incorporates a lodgement receipt.
Crown land	Where the land is registered in the name of the Crown, the application form must be signed by an authorised officer of the Department of Lands, stating the name and position. Alternatively, a letter of consent from the authorised Crown land officer.
Deceased estates	Where the land is registered in joint tenants, a copy of the death certificate of the deceased landowner must be provided. Where the land is registered in tenants in common, a copy of the grant of probate or endorsed enduring power of attorney must be provided.
Designated Bushfire Prone Area	If the proposed development is located within a Bushfire Prone Area according to the Map of Bush Fire Prone Areas, then bushfire hazard issues should be identified and addressed (e.g. by providing a BAL assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application). If NA is selected and the development is in a designated bushfire prone area then a short statement justifying why SPP 3.7 does not apply should be included.
Emailed documents	Emailed applications or documents are acceptable, however the application must be signed by the registered proprietor/s.
Government agencies	Where the land is registered in the name of a government authority, the application form must be signed by an authorised officer of the relevant authority, stating the name and position of the signatory/s. Alternatively, a letter of consent signed by an authorised officer.

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
4063	**241**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 3025 ON DEPOSITED PLAN 427082

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

WESTERN AUSTRALIA BEACH & GOLF RESORT PTY LTD OF CARE OF RYA PTY LTD 92-94 OUTRAM STREET WEST PERTH WA 6005

(AF Q232362) REGISTERED 29/11/2024

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

1. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/WATER SUPPLY/SEWERAGE PURPOSES TO CITY OF ROCKINGHAM - SEE DEPOSITED PLAN 427082 AS CREATED ON DEPOSITED PLAN 426546
2. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/WATER SUPPLY/SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 427082 AS CREATED ON DEPOSITED PLAN 426546
3. P903138 RESTRICTIVE COVENANT TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 427082 REGISTERED 9/4/2024.
4. P903140 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. - SEE DEPOSITED PLAN 427082 LODGED 9/4/2024.
5. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/IRRIGATION/WATER SUPPLY/SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 427082 AS CREATED ON DEPOSITED PLAN 427649
6. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR ELECTRICITY SUPPLY PURPOSES TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 427082 AS CREATED ON DEPOSITED PLAN 427649
7. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/IRRIGATION/WATER SUPPLY/SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 427082

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

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

STATEMENTS:

END OF PAGE 1 - CONTINUED OVER

Subject to dealing

LANDGATE COPY OF ORIGINAL NOT TO SCALE 30/04/2025 02:04 PM Request number: 68126531

Landgate
www.landgate.wa.gov.au

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

SKETCH OF LAND:	DP427082
PREVIOUS TITLE:	4054-807
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF ROCKINGHAM

NOTE 1: Q304863 DEPOSITED PLAN 428179 LODGED

Subject to dealing

LAVAN

The Quadrant, 1 William Street
Perth Western Australia 6000

Tel +61 8 9288 6000
Fax +61 8 9288 6001

lavan.com.au

Power of Attorney

Western Australia Beach & Golf Resort Pty Ltd

Power of Attorney

By:

Donor Western Australia Beach & Golf Resort Pty Ltd
ACN 097 109 067
Address: 92 Outram Street
WEST PERTH WA 6005

1 Definitions

1.1 In this document the following definitions apply:

Attorney means each person described in Schedule 1 of this document.

Authority means a government or government department, a governmental or semi-governmental or judicial person or persons charged with the administration of any applicable law.

Documents means any of the documents described in Schedule 2 regarding the affairs of the Donor with respect to the Property.

Property means:

(a) any land owned by the Donor;

(b) any land the Donor wishes to acquire; or

(c) any land the Donor has an interest in.

Interpretation

1.2 In this document, unless the context otherwise requires:

1.2.1 Headings or subheadings are for convenience only and do not affect the interpretation of any provision of this document.

1.2.2 A reference to any agreement or document is to that agreement or document as amended, novated, supplemented or replaced from time to time.

1.2.3 The singular includes the plural and vice versa.

1.2.4 Words expressed in one gender include the other gender.

1.2.5 A "person" includes an individual, partnership, firm, company, government, joint venture, association, authority, corporation or other body corporate.

1.2.6 References to the parties, background, parts, clauses, schedules and annexures are references to the parties, background, parts, clauses, schedules and annexures to this document.

1.2.7 The expression "this document" includes the agreement, arrangement, understanding or transaction recorded in this document.

1.2.8 References to a party to this document include that party's executors, administrators, substitutes, successors and permitted assigns.

1.2.9 A reference to a group of people is a reference to all of them collectively and to each of them individually.

1.2.10 References to time are to time in Perth, Western Australia.

1.2.11 A covenant or agreement made by, or for the benefit of, two or more persons binds, and is enforceable against, or may be exercised by (as the case may be), those persons jointly and each of them severally.

1.2.12 A reference to any statute or to any statutory provision includes any amendment, re-enactment or consolidation of it or any statutory provision substituted for it, and all ordinances, by-laws, regulations, rules and statutory instruments (however described) issued under it.

1.2.13 "$" or "dollars" is a reference to Australian currency.

1.2.14 A reference to a thing or an amount includes the whole or part of that thing or amount.

2 Appointment

2.1 The Donor appoints each Attorney severally as the Donor's lawful attorney to do any or all of the things set out within the powers in clause 3.

3 Powers

3.1 The powers of an Attorney are:

3.1.1 entering into and signing the Documents;

3.1.2 making or agreeing to such alterations to the Documents, and to completing any blanks in the Documents by inserting such information, as the Attorney determines;

3.1.3 executing, signing, accepting, acknowledging, perfecting or doing in the Donor's name anything the Attorney deems proper for the purposes of, in

relation to, or incidental to, the Documents, or to give effect to the Documents;

3.1.4 lodging any Documents with any relevant Authority;

3.1.5 giving notices and communications under, or in connection with, the Documents;

3.1.6 registering and recording this power of attorney with any relevant Authority, and doing anything necessary to authenticate it; and

3.1.7 doing anything incidental to the matters set out in this clause 3.

4 Attorney's duty

4.1 In exercising this power of attorney, the Attorney must do their best to act in the Donor's best interests.

5 Evidence of power

5.1 Any person or corporation dealing with an Attorney in good faith may accept a statement in writing signed by the Attorney to the effect that this power of attorney has not been revoked as conclusive evidence of that fact.

5.2 Any person, including the Registrar of Titles of Western Australia (or any other registration Authority in Australia or elsewhere) dealing with the Attorney is:

5.2.1 entitled to rely on execution of any Document by the Attorney as conclusive evidence of the each of the following:

(a) this power of attorney has come into effect;

(b) this power of attorney has not been revoked;

(c) the right or power being exercised or purported to be exercised is properly exercised; and

(d) the execution of that Document is within the Attorney's powers under this power of attorney; and

5.2.2 not required to make any inquiries in respect of any of the matters in this clause 5.2.

6 Ratification

6.1 The Donor ratifies and confirms and agrees to ratify and confirm any act, matter or thing that the Attorney lawfully does or purports to do or cause to be done under or by virtue of this power of attorney, until the Attorney has received notice of the revocation of this power of attorney.

7 Indemnity

7.1 The Donor continually indemnifies each Attorney against any claim or proceeding that is made, threatened or commenced against an Attorney, and any liability, loss, damage, cost (including legal costs on a full indemnity basis), charge or expense an Attorney incurs or suffers as a direct or indirect result of, or in connection with, the execution of any Document in its capacity as attorney under this power of attorney or any other act or thing which the Attorney lawfully does, purports to do or cause to be done under, or by virtue of, this power of attorney.

8 Revocation

8.1 This power of attorney will remain in force until revoked by the Donor, in writing.

9 Governing Law

9.1 This document is governed by the law of Western Australia. The parties submit to the non-exclusive jurisdiction of the courts of that place.

Schedule 1

Attorneys

1 Luigi D'Alessandro; and

2 David Dennis Roberts.

Schedule 2

Documents

Item	Transaction Documents
1	a caveat;
2	a withdrawal of caveat either wholly or partly;
3	a document granting, or taking, any lease of land and any surrender or acceptance of a surrender of lease;
4	a contract to buy or sell land and any subsequent variation to such contract;
5	a transfer of land;
6	an application for new titles made to the Registrar of Titles under the *Transfer of Land Act 1893* (WA) or under *Strata Titles Act 1985* (WA);
7	any document to grant or surrender easement or to create restrictive covenants;
8	a development application;
9	a service authority agreement;
10	a local authority agreement;
11	a local government application;
12	a state government application;
13	an access agreement;
14	any ancillary approval;
15	a tender document;
16	an agency agreement;
17	a termination deed;
18	a lodgement of plans of subdivision to the Department of Planning (form A1);
19	a consultancy contract;
20	a construction contract;
21	a deed of easement for service authorities; and
22	any other document that is necessary, incidental and convenient to the due and effectual exercise of any of the powers specified in the Power of Attorney

Execution

Executed as a deed poll

Date: 19 April **2022**

Donor

Executed by)
Western Australia Beach & Golf Resort)
Pty Ltd ACN 097 109 067)
in accordance with section 127 of)
the *Corporations Act 2001* (Cth) by:)

Signature of Director

Mohamed Jamil Bin Mohamed Amin

Print name of Director

Signature of Director/Secretary*

LUIGI D'ALESSANDRO

Print name of Director/Secretary*

**delete that which does not apply*

THIS PAGE HAS BEEN LEFT INTENTIONALLY BLANK

INSTRUCTIONS

1. If insufficient space in any section, additional Sheet Form B1, should be used with appropriate headings. The boxed sections should only contain the words "see page....."
2. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.
4. If the Power of Attorney is dated more than three months prior to the date of its registration then a Statutory Declaration of non-revocation is required from the Donee.

NOTES

1. **DONOR/S**
   State full name of the Donor/s and the address/ addresses to which future notices can be sent.
2. **DONEE/S**
   State full name of the Donee/s (Attorney/s) and the address/ addresses to which future notices can be sent.

   Where more than one (1) donee has been appointed they must state the capacity in which they act (e.g. Jointly or Jointly and Severally).
3. Or otherwise according to the nature and extent of powers intended to be conferred.
4. **DONOR/S EXECUTION**
   A separate attestation is required for every Donor. Each signature should be separately witnessed by an Adult Person. The full name, address and occupation of the witness must be stated. Execution by a corporation or body corporate must be in accordance with the Corporation Act

Landgate

EXAMINED

P124981 PA

27 Apr 2022 15:11:36 Perth

CLIENT ORIGINAL

POWER OF ATTORNEY

LODGED BY	Lavan
ADDRESS	Level 19 1 William Street PERTH WA 6000
PHONE No.	08 9288 6000
FAX No.	08 9288 6001
REFERENCE No.	AJP:TMH:1171925
ISSUING BOX No.	99A

PREPARED BY	Lavan
ADDRESS	Level 19 1 William Street PERTH WA 6000
PHONE No.	08 9288 6000 FAX No. 08 9288 6001
REFERENCE No.	AJP:TMH:1171925

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY

TITLES, LEASES, DECLARATIONS ETC LODGED HEREWITH

1. VOI Letter
2.
3.
4.
5.
6.

Received Items

Nos.

Receiving Clerk

Deposited pursuant to the provisions of the *TRANSFER OF LAND ACT 1893* as amended on the day and time shown above and particulars entered in the Register.

GABRIELS HEARNE FARRELL

DEVELOPMENT APPLICATION
ACOUSTIC REPORT

LOT 4 KENNEDY BAY VILLAGE CENTRE
MIXED-USE DEVELOPMENT

14th April 2025

For

WESTERN AUSTRALIA BEACH & GOLF RESORT PTY LTD

C/- P.O BOX 280
WEST PERTH WA 6872

UNIT 3 / 2 HARDY STREET, SOUTH PERTH 6151 **TEL: 9474 5966** **EMAIL:** reception@gabriels.net.au
GABRIELS HEARNE FARRELL PTY LTD ACN 608 956 734 ATF THE GHF UNIT TRUST

EXECUTIVE SUMMARY

Gabriels Hearne Farrell Pty Ltd have undertaken a detailed assessment of the proposed mixed-use development at Lot 4 of the Kennedy Bay Coastal Village. Following the assessment it has been concluded that it is possible to maintain a reasonable degree of amenity for the apartment/accommodation dwellers within Lot 4 and the surrounding lots, via implementing noise management strategies in addition to acoustically upgrading the façades of the apartments/accommodation.

Being located within the Kennedy Bay Coastal Village, there will be a mix of commercial (particularly hospitality) and residential uses, meaning there will be the potential for more vibrancy and therefore a higher degree of ambient noise than traditional suburban environments. As such, the approach has been taken to provide acoustically upgraded apartment façades, such that the external noise intrusion is compliant with the internal Assigned Levels of the Environmental Protection (Noise) Regulations 1997. The internal Assigned Levels are the external Assigned Levels with a-15 dB adjustment, in accordance with Regulation 19(4)(a).

A summary of the architectural noise control and noise management practices required for Lot 4 is provided below.

Architectural noise control

- The apartments that are on Lot 4 are to incorporate acoustically upgraded façades, to address noise intrusion from the F&B tenancy (including alfresco area), Boutique Grocer (particularly deliveries), and also potential noise intrusion from the surrounding lots of the Village Centre (particularly Lot 3019). The minimum façade requirements are identified on the marked-up plan in Appendix B of this report.
- The suspended floor construction separating the F&B tenancy from the apartment above shall consist of minimum 170 mm concrete slab + minimum 100 mm air-space + 13 mm plasterboard ceiling installed on gyprock resilient mounts + 90 mm glasswool insulation in the resulting cavity.

Noise management practices for the F&B Tenancy

- All external bi-fold doors, sliding doors, and swing doors shall be kept shut prior to 9 am on Sundays and Public Holidays, prior to 7 am every other day, and after 10 pm every day. At these times it is acceptable for the swing doors to open momentarily when people exit and enter the internal space.
- Loud speakers are not permitted within the external alfresco area.
- Any music inside the F&B tenancy shall only be low-level background music.
- The tenant shall appropriately detail their fit-out to ensure that structure-borne noise into the apartment above is adequately controlled.

Noise management practices for the Boutique Grocer

- Deliveries and use of the loading dock is only permitted between the hours of 7 am and 10 pm Monday to Saturday, and between 9 am and 10 pm on Sundays and Public Holidays.
- Delivery vehicle drivers are to be advised to switch off truck engines, truck refrigeration equipment, and the cabin stereo whilst unloading is being undertaken. Signage may need to be installed within the loading dock area advising of this requirement.

The mechanical services will need to be assessed prior to the lodgement of the Building Permit, to ensure that the noise emissions are compliant with the Environmental Protection Noise (Regulations 1997).

This report also provides preliminary advice regarding the Part F7 'Sound transmission and Insulation' requirements of NCC 2022 Volume 1, which apply to the apartments within the development.

Report Version	Author	Comment	Date
1	Benjamin Farrell	Final version of DA Report	14th April 2025

Gabriels Hearne Farrell Pty Ltd is a Member Firm of the Association of Australasian Acoustical Consultants. The report author is a full member of the Australian Acoustical Society.

Disclaimer – The information contained within this report is solely for the use of the client identified on the cover page. The report is based on a specific scope as agreed between Gabriels Hearne Farrell Pty Ltd and the client. Gabriels Hearne Farrell Pty Ltd accepts no liability where this report is used by any third party who may rely upon this document. This report shall only be reproduced in full.

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2. PROJECT DESCRIPTION & CONTEXT 3
3. ENVIRONMENTAL NOISE EMISSIONS 4
4. PART F7 OF THE BUILDING CODE OF AUSTRALIA 13
5. ACOUSTIC DETAILING FOR MINIMISING STRUCTURE-BORNE NOISE TRANSMISSION 18

ATTACHMENTS

APPENDIX A - Noise contour plans
APPENDIX B - External façade requirements for the Lot 4 apartments.
APPENDIX C - NCC/BCA Part F7 requirements for the Lot 4 apartments.

Report Version	Author	Comment	Date
1	Benjamin Farrell	Final version of DA Report	14th April 2025

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1. INTRODUCTION

This report addresses the acoustic issues for the proposed mixed use development at Lot 4 Kennedy Bay Village Centre, at the Development Application stage. The report is based on the architectural drawings issued February 26, 2025.

This report addresses the acoustic requirements for this project including:

- The Environmental Protection (Noise) Regulations 1997; and,
- Part F7 'Sound Transmission and Insulation' of the Building Code of Australia;

2. PROJECT DESCRIPTION AND CONTEXT

The proposed mixed use development will consist of a boutique grocer, food and beverage tenancy, and carparking at ground level, and 10 apartments on the first floor.

As illustrated in Figure 1 below, the mixed-use development is located at Lot 4 within the Kennedy Bay Village Centre. The lot is surrounded by other mixed use sites which are under the influence of the Kennedy Bay Coastal Village Local Development Plan.

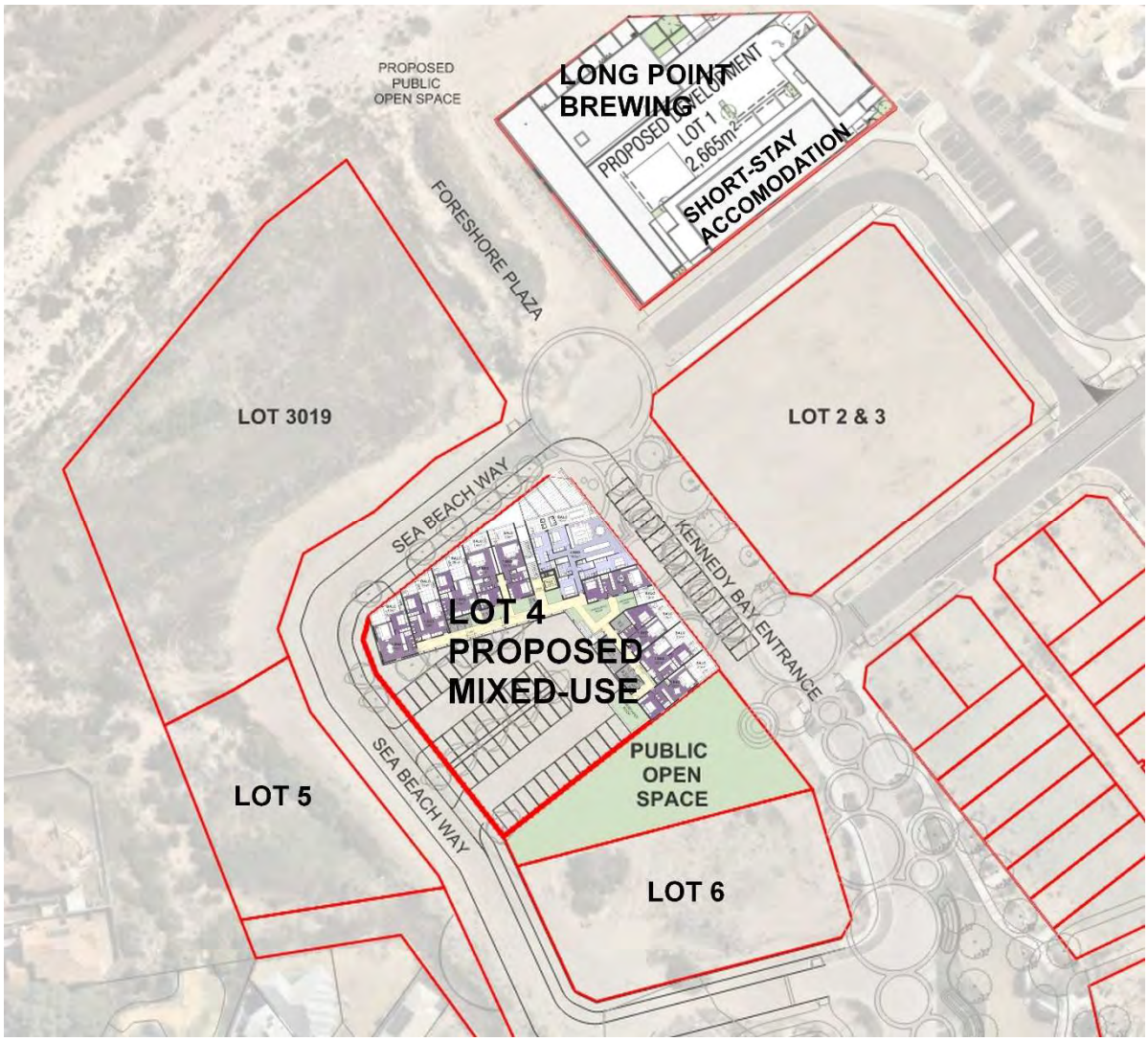

Figure 1 – Site context

The development at Lot 1 has already received Development Approval, consisting of Long Point Brewing Company and short stay accommodation. An acoustic report for Lot 1 has been prepared by Marshall Day Acoustics titled 'Long Point Brewing Development Application Noise Assessment' dated November 30, 2023.

At this stage development plans have not been lodged for the other lots. However, the Local Development Plan establishes the following planning parameters for these lots:

Lot 3019

- Structure Plan Zoning – Commercial R-AC0.
- Preferred land use – Tourism (likely short stay accommodation).
- Building height – 2 to 3 stories.

Lot 2 & 3

- Structure Plan Zoning – Commercial R-AC0.
- Preferred land use – Residential mixed-use (opportunity for commercial and home businesses on ground floor).
- Building height – 2 to 3 stories.

Lot 5

- Structure Plan Zoning – Residential R80-R100.
- Preferred land use – Residential (ie townhouses or apartments).
- Building height – 2 to 3 stories.

Lot 6

- Structure Plan Zoning – Commercial R-AC0 and Residential R80-R100.
- Preferred land use – Residential mixed-use (opportunity for commercial and home businesses on ground floor).
- Building height – 2 to 3 stories.

3. ENVIRONMENTAL NOISE EMISSIONS

3.1 Local Development Plant (February 2024)

We understand that the Local Development Plan for Kennedy Bay Coastal Village includes an Advice Note regarding noise:

> *'This lot is situated in a mixed-use precinct and is currently affected (or may in the future be affected) by noise generated from adjacent preferred/permissible land uses. Residential should expect ambient noise levels to be relatively higher both inside and outside residences, due to the potential proximity of entertainment venues'.*

In light of the above, it is our view that the following approach is necessary and appropriate for maintaining a degree of amenity for the apartment occupiers within Lot 4, and also the apartment/accommodation occupiers on the surrounding lots:

- Provide an acoustically upgraded façade for the apartments within Lot 4, in order to achieve compliance with the 'internally adjusted' Assigned Levels within the apartments. This acoustic upgrade will address noise sources within Lot 4, and well and potential noise sources on the surrounding lots.
- Apply noise control and management practices to the noise sources within Lot 4 (ie noise associated with the boutique grocer and food and beverage tenancy), such that compliance will be achieved with the 'internally adjusted' Assigned Levels within the apartments of Lot 4 and also within the residential uses of the surrounding lots of the Kennedy Bay Coastal Village.
- All Stakeholders to accept that the resultant noise levels on the apartment balconies due to noise emissions from the commercial uses may at times exceed the external Assigned Levels. It is our professional view this not an unreasonable approach given that:
    - The occupants are likely to accept livelier noise levels and vibrancy in the external balcony areas given that they are located within a town centre area; and,
    - As stated above a high degree of amenity will be achieved inside of the apartments through appropriate acoustic specification of the façade.

Please note that the above approach of achieving amenity inside of the apartments via appropriate façade specification, whilst allowing vibrancy on the apartment balconies has been successfully implemented in other mixed use zones such as Claremont Quarter, the City of Fremantle, the Perth CBD, and other areas.

Note – the 'internally adjusted' Assigned Levels are 15 dB below the external Assigned Levels, as per Regulation 19(4)(a) of the Environmental Protection (Noise) Regulations 1997. This is discussed further within Section 3.2 of this report.

3.2 Assigned Levels

In Western Australia, noise transmission from one premises to another is governed by the Environmental Protection (Noise) Regulations 1997. These regulations establish the 'Assigned Levels', which are applicable externally at a premises receiving noise.

3.2.1 *External Assigned Levels for the residential uses within the Village/Town Centre*

The external Assigned Levels applicable to the apartments within Lot 4 are provided in Table 1 below. These 'Assigned Levels' are based on an *Influencing Factor* of 1 dB:

- Commercial land-uses approximately 32% of the 450 m circle and 4% of the 100 m circle = 2 dB

Part of premises receiving noise	Time of day	**External** Assigned Level (dB)		
		L_{A10}	L_{A1}	$L_{A\,max}$
Noise Sensitive Premises: highly sensitive area (eg within 15 metres of a house)	7 am to 7 pm Monday to Saturday	47	57	67
	9 am to 7 pm Sunday and public holidays	42	52	67
	7 pm to 10 pm all days	42	52	57
	10 pm to 7 am Monday to Saturday and 10 pm to 9 am on Sundays and public holidays	37	47	57

Table 1– External Assigned Levels for the apartments/townhouses

These 'Assigned Levels' are also applicable to the apartments and townhouses at the other lots within the Village/Town Centre. For example, the same Assigned Levels are stated in Section 3.1 of the Lot 1 Acoustic Report prepared by Marshall Day Acoustics.

Table 1 refers to three types of 'Assigned Levels':

L_{Amax} - the noise level which is not to be exceeded at any time.

L_{A1} - the noise level which is not to be exceeded for more than 1% of the time (eg for more than 36 seconds in 1 hour).

L_{A10} - the noise level which is not to be exceed for more than 10% of the time (eg for more than 6 minutes in 1 hour).

3.2.2 *Internal Assigned Levels for the residential uses within the Village/Town Centre*

As discussed in Section 3.1 of this report, the intention is to comply with the Assigned Levels inside of the apartments by appropriate acoustic specification of the façade. The internal Assigned Levels to be achieved inside of the apartments/townhouses within the Village/Town Centre are 15 dB lower than the external Assigned Levels. This is in accordance with Regulation 19(4)(a) of the Environmental Protection

(Noise) Regulations 1997, which enforces a -15 dB adjustment to the Assigned Levels where the receiver location is inside of a building with the external doors/windows closed.

The internal Assigned Levels applicable to the apartments/townhouses within the Village/Town Centre are provided in Table 2 below.

Part of premises receiving noise	Time of day	**Internal** Assigned Level (dB)		
		L_{A10}	L_{A1}	$L_{A\,max}$
Noise Sensitive Premises: highly sensitive area (eg within 15 metres of a house)	7 am to 7 pm Monday to Saturday	32	42	52
	9 am to 7 pm Sunday and public holidays	27	37	52
	7 pm to 10 pm all days	27	37	42
	10 pm to 7 am Monday to Saturday and 10 pm to 9 am on Sundays and public holidays	22	32	42

Table 2– Internal Assigned Levels for the apartments/townhouses

3.2.3 *Noise character*

Regulation 7(b) requires that the noise emission must be 'free' of annoying characteristics, namely tonality (eg whining, droning), modulation (like a siren), and impulsiveness (eg thumping). Where noise emissions do exhibit the above noise characteristics, an adjustment is made to the measured/calculated noise level (in accordance with Regulation 9):

- *Tonality* 5 dB is added to the measured/calculated level
- *Modulation* 5 dB is added to the measured/calculated level
- *Impulsiveness* 10 dB is added to the measured/calculated level

3.3 Noise modelling methodology

The potential noise emissions from the proposed commercial uses at Lot 4 have been modelled using the SoundPLAN 9.1 software, utilising the *concawe* algorithms. The noise modelling inputs are summarised below.

3.3.1 *Meteorological conditions*

The meteorological conditions used for the noise modelling is outlined below. These are considered the worst-case for noise propagation, and are taken from the document titled *EPA Guidance for the Assessment of Environmental Factors – No.8 Environmental Noise:*

- Temperature 20°C.
- Relative Humidity 50%
- Pasquil Stability Class E
- Wind 4 m/s in all directions

3.3.2 *Noise source Sound Power Levels*

Table 3 on the following page provides the noise level data utilised for the assessment of noise sources associated with the commercial uses.

Frequency (Hz)	63	125	250	500	1k	2k	4k	**dB(A)**
Patron noise in alfresco area of F&B Tenancy (34 patrons) Sound Power Level (L_{10})	64	65	75	82	81	74	70	**84**
Internal noise within F&B Tenancy Sound Pressure Level at internal perimeter	67	76	75	78	76	72	67	**80**
Delivery vehicle – 9 metre rigid truck reversing (with beeper) Sound Power Level (L_1)	101	97	86	87	93	86	83	**95**
Loading dock activities Sound Power Level (L_{10})	92	91	85	79	78	74	70	**84**
Car door slam Sound Power Level (L_{max})	92	91	84	81	78	73	69	**84**

Table 3 – Noise source data

Please note the following:

- The Sound Power Level of the alfresco patrons is based on one-third of patrons speaking simultaneously with a raised voice. A single raised voice is 66 dB(A) at 1 metre.
- In internal sound pressure level of 80 dB(A) inside of the F&B tenancy is based on what we have previously measured at busy cafés, small bars, and restaurants. This is dominated by crowd noise, but includes low level background music.
- The noise from delivery trucks manoeuvring in the carpark is assessed against the L_1 Assigned Level given that the noise will be present for less than 10% of the time. As per Section 3.4.4 of this report, the trucks shall be switched-off whilst being unloaded.
- The noise emissions from car doors slamming is assessed against the L_{max} Assigned Levels, given the very short duration (split second) of this noise event.

3.3 Noise emissions from the food and beverage tenancy

3.3.1 *Scenario 1A – Standard daytime and evening operations*

Scenario 1 was undertaken to predict the potential noise emissions from the food and beverage (F&B) tenancy. The noise modelling included noise emissions from patrons within the alfresco area and noise break-out from the shop-front glazing of the tenancy. For the purpose of Scenario 1 it has been assumed that 50% of the north glazed façade is 'open', via means of open bi-fold doors or open sliding doors.

The Scenario 1A noise modelling results are presented on the noise contour plan in Appendix A. Please note that the noise contours have been generated at 6.5 metres above ground level, which is indicative of the noise levels reaching the first floor residential uses on Lot 4 and the surrounding lots. A summary of the results are provided in Table 4 below.

Receiver location	**Calculated noise level** (Highest value)	**Adjusted noise level** (no penalties applicable)	**External Assigned Level (L_{10}) daytime and evenings**	**Compliance**
Apartments within Lot 4	L_{10} 50 dB(A)	L_{10} 50 dB(A)	L_{10} 42 dB(A)	YES INT
Lot 1	L_{10} 47 dB(A)	L_{10} 47 dB(A)	L_{10} 42 dB(A)	YES INT
Lot 2	L_{10} 54 dB(A)	L_{10} 54 dB(A)	L_{10} 42 dB(A)	YES INT
Lot 3019	L_{10} 56 dB(A)	L_{10} 56 dB(A)	L_{10} 42 dB(A)	UPGRADE
Lot 5	L_{10} 30 dB(A)	L_{10} 30 dB(A)	L_{10} 42 dB(A)	YES
Lot 6	L_{10} 25 dB(A)	L_{10} 25 dB(A)	L_{10} 42 dB(A)	YES
Compliance notes	YES – Compliance is achieved with the external Assigned Level. YES INT – Compliance is achieved with the internal Assigned Level using standard / generic apartment façade construction (ie no acoustic upgrade of façade is necessary) UPGRADE – Façade requires upgrade for the purpose of complying with the internal Assigned Level.			

Table 4 – Predicted noise emissions from the F&B tenancy during the daytime and evening periods

Note – In our experience crowd/patron noise does not exhibit any annoying characteristics, therefore no adjustment has been applied.

Following interrogation of the Scenario 1A results, the following conclusions can be made:

- Octave band noise intrusion calculations suggest that compliance can be achieved with the internal Assigned Levels for daytime and evening operation of the F&B tenancy using generic/standard apartment façade construction (eg single 6.38 mm laminated glass), where the resultant external noise level is L_{10} 54 dB(A) or less.
- The only location where the predicted noise level exceeds L_{10} 54 dB(A) is the south-eastern corner of Lot 3019. However, compliance with the internal Assigned Level at Lot 3019 can be achieved via an acoustically upgraded façade in this location, specifically a sliding glass door suite which achieves a minimum sound reduction of R_w+C_{tr} 32 (eg single 10.5 mm VLam Hush glass in a high quality frame).

3.3.2 *Scenario 1B – F&B operations prior to 9 am on Sundays (and prior to 7 am every other day)*

If the F&B tenancy will be a café, it will operate prior to 9 am on Sundays and potentially prior to 7 am every other day, at which time the most stringent Assigned Level applies (5 dB more stringent than the Scenario 1A assessment). Scenario 1B demonstrates that compliance can be achieved by:

- Keeping all of the external bi-folds, sliding doors, etc closed prior to 9 am on Sundays and Public Holidays, and prior to 7 am all other days;
- Patrons are still permitted in the alfresco area at this time; and,
- Acoustic upgrade of the apartment facades, where required:

The Scenario 1B noise modelling results are presented on the noise contour plan in Appendix A. A summary of the results are provided in Table 5 below.

Receiver location	**Calculated noise level** (Highest value)	**Adjusted noise level** (no penalties applicable)	**External Assigned Level (L_{10}) early mornings**	**Compliance**
Apartments within Lot 4	L_{10} 46 dB(A)	L_{10} 46 dB(A)	L_{10} 37 dB(A)	YES INT
Lot 1	L_{10} 42 dB(A)	L_{10} 42 dB(A)	L_{10} 37 dB(A)	YES INT
Lot 2	L_{10} 49 dB(A)	L_{10} 49 dB(A)	L_{10} 37 dB(A)	YES INT
Lot 3019	L_{10} 52 dB(A)	L_{10} 52 dB(A)	L_{10} 37 dB(A)	UPGRADE
Lot 5	L_{10} 30 dB(A)	L_{10} 30 dB(A)	L_{10} 37 dB(A)	YES
Lot 6	L_{10} 17 dB(A)	L_{10} 17 dB(A)	L_{10} 37 dB(A)	YES
Compliance notes	YES – Compliance is achieved with the external Assigned Level. YES INT – Compliance is achieved with the internal Assigned Level using standard / generic apartment façade construction (ie no acoustic upgrade of façade is necessary) UPGRADE – Façade requires upgrade for the purpose of complying with the internal Assigned Level.			

Table 5 – Predicted noise emissions from the F&B tenancy during the early morning trading

Following interrogation of the Scenario 1B results, the following conclusions can be made:

- It will be necessary for the F&B tenancy to keep the bi-folds, sliding doors, etc closed prior to 9 am on Sundays and Public Holidays, and prior to 7 am every other day. Similarly, of the F&B tenancy operates after 10 pm the same noise management would apply. It would be acceptable for the swing doors to open momentarily as people enter/exit the space, as the resulting increase in noise emissions will still comply with the L_1 Assigned Levels'.
- Octave band noise intrusion calculations suggest that compliance can be achieved with the internal Assigned Levels for the early morning operation of the F&B tenancy using generic/standard apartment façade construction (eg single 6.38 mm laminated glass), where the resultant external noise level is L_{10} 50 dB(A) or less.
- The only location where the predicted noise level exceeds L_{10} 50 dB(A) is the south-eastern corner of Lot 3019. However, compliance with the internal Assigned Level at Lot 3019 can be achieved via an acoustically upgraded façade in this location, specifically a sliding glass door suite which

achieves a minimum sound reduction of R_w+C_{tr} 32 (eg single 10.5 mm VLam Hush glass in a high quality frame).

- In light of the results of Scenario 1A and 1B, if there were to be a hospitality tenancy on Lot 3019 with an alfresco area, the internal Assigned Levels may not be achieved within the apartments at Lot 4. It is therefore suggested that the glazed sliding door suites on the northern façades of the Lot 4 apartments are specified to achieve a minimum sound reduction of R_w+C_{tr} 32 (eg single 10.5 mm Vlam Hush glass in a high quality frame).

3.3.3 *Air-borne noise transmission from F&B tenancy through the floor construction into the apartment above*

The air-borne noise transmission from the F&B tenancy through the floor construction into the apartment above shall not exceed L_{10} 22 dB(A) within the apartment. This criteria is the internally adjusted Assigned Level in the early morning period (and after 10 pm).

Our octave band noise transmission calculations suggest that the following construction is required between the F&B tenancy and apartments in order to meet the aforementioned criteria:

- Concrete slab (minimum 170 mm thick) + minimum 100 mm air-space + 13 mm plasterboard ceiling installed on gyprock resilient mounts + 90 mm glasswool insulation in the resulting cavity.

Note – the tenant may wish to consider installing some form of sound absorption beneath the 13 mm plasterboard ceiling in order to control reverberation within the F&B tenancy.

3.3.4 *Summary of required noise management practices for the F&B tenancy*

The future tenant of the F&B tenancy shall be advised of their responsibility to implement the following noise management practices:

- All external bi-fold doors, sliding doors, and swing doors shall be kept shut prior to 9 am on Sundays and Public Holidays, prior to 7 am every other day, and after 10 pm every day. At these times it is acceptable for the swing doors to open momentarily when people exit and enter the internal space.
- Loud speakers are not permitted within the external alfresco area.
- Any music inside the F&B tenancy shall only be low-level background music.
- The tenant shall appropriately detail their fit-out to ensure that structure-borne noise into the apartment above is adequately controlled (refer to Section 5 of this report for guidance).

3.4 Noise emissions from the Boutique Grocer

3.4.1 *Scenario 2A – Noise emissions from a 9 metre rigid truck reversing into loading dock*

We understand that the boutique grocer will be serviced by 9 metre rigid trucks, and smaller delivery trucks and vans. Scenario 2A demonstrates the potential noise emissions from a 9 metre rigid truck reversing into the loading dock, inclusive of reversing beeper. This is considered to be the worst case noise emissions from a delivery truck that will access this site.

The Scenario 2A noise modelling results are presented on the noise contour plan in Appendix A. As per the other modelling, the contours have generated at 6.5 metres above ground level, which is indicative of the noise levels reaching the first floor residential uses on Lot 4 and the surrounding lots. A summary of the results are provided in Table 5 on the following page:

It is recommended that deliveries only occur between the hours of 7 am and 10 pm Monday to Saturday, and between 9 am and 10 pm on Sundays and Public Holidays. Unfortunately early morning deliveries are likely to negatively impact amenity in the area.

Receiver location	Calculated noise level (Highest value)	Adjusted noise level (Including +5 dB penalty for 'tonality')	External Assigned Level (L_1)	Compliance
Apartments within Lot 4	L_1 63 dB(A)	L_1 68 dB(A)	L_1 52 dB(A)	UPGRADE
Lot 1	L_1 34 dB(A)	L_1 39 dB(A)	L_1 52 dB(A)	YES
Lot 2	L_1 38 dB(A)	L_1 43 dB(A)	L_1 52 dB(A)	YES
Lot 3019	L_1 48 dB(A)	L_1 53 dB(A)	L_1 52 dB(A)	YES INT
Lot 5	L_1 57 dB(A)	L_1 62 dB(A)	L_1 52 dB(A)	YES INT
Lot 6	L_1 56 dB(A)	L_1 61 dB(A)	L_1 52 dB(A)	YES INT
Compliance notes	YES – Compliance is achieved with the external Assigned Level. YES INT – Compliance is achieved with the internal Assigned Level using standard / generic apartment façade construction (ie no acoustic upgrade of façade is necessary) UPGRADE – Façade requires upgrade for the purpose of complying with the internal Assigned Level.			

Table 5 – Predicted noise emissions from a 9 metre rigid truck reversing into the loading dock

Following interrogation of the Scenario 2A results, the following conclusions can be made:

- Minimum R_w+C_{tr} 33 glazing will be required for some of the Lot 4 apartments facing the loading dock. Please refer to the marked-up plan in Appendix B for these specific locations. R_w+C_{tr} 33 performance can be achieved by high quality glazing suites consisting of 10.5 mm VLam Hush glass as fixed or awning windows (sliding windows and louvred windows must be avoided).
- The entry door of the 4 bed apartment will need to be a 50 mm solid core door with acoustic drop seals and acoustic frame seals (R_w 32). All other apartment entry doors to be minimum 38 mm solid core doors with acoustic drop and frame seals (R_w 30).
- Octave band noise intrusion calculations suggest that where the adjusted noise level is L_1 62 dB(A) or less, a generic/standard façade construction will achieve compliance with the Internal Assigned levels. The adjusted L_1 noise emissions at all surrounding lots are less than L_1 62 dB(A), therefore standard apartment construction at other lots will achieve compliance with the Internal Assigned Levels.

Note 1– It will be necessary for delivery drivers to switch of the vehicle engine, refrigeration system (if fitted), and cabin stereo whilst the truck is being unloaded. It may be necessary to install signage at the loading dock to remind all drivers of this requirement.

Note 2 – Vehicles on the road and associated street bays are governed by the Road Traffic Act rather than the Environmental Protection (Noise) Regulations 1997. As such, it is possible to have small deliveries prior to 7 am (ie small bread truck) provided the deliveries occur via Kennedy Bay Entrance).

3.4.2 *Scenario 2B – Noise emissions general loading dock activities*

The Scenario 2B noise modelling predicts the general noise emissions from the loading dock, which includes use of pallet jacks, and other ancillary noise. The Scenario 2B noise contours are provided in Appendix A, with a summary of the results provided in Table 6 on the following page. As stated in Section 3.4.1, deliveries shall not occur prior to 7 am Monday to Saturday, and not prior to 9 am on Sundays, so the loading dock shall not be used at these hours as well.

Receiver location	Calculated noise level (Highest value)	Adjusted noise level (no penalties applicable)	External Assigned Level (L_{10})	Compliance
Apartments within Lot 4	L_{10} 50 dB(A)	L_{10} 50 dB(A)	L_{10} 42 dB(A)	YES INT
Lot 1	L_{10} 19 dB(A)	L_{10} 19 dB(A)	L_{10} 42 dB(A)	YES
Lot 2	L_{10} 22 dB(A)	L_{10} 22 dB(A)	L_{10} 42 dB(A)	YES
Lot 3019	L_{10} 41 dB(A)	L_{10} 41 dB(A)	L_{10} 42 dB(A)	YES
Lot 5	L_{10} 45 dB(A)	L_{10} 45 dB(A)	L_{10} 42 dB(A)	YES INT
Lot 6	L_{10} 41 dB(A)	L_{10} 41 dB(A)	L_{10} 42 dB(A)	YES
Compliance notes	YES – Compliance is achieved with the external Assigned Level. YES INT – Compliance is achieved with the internal Assigned Level using standard / generic apartment façade construction (ie no acoustic upgrade of façade is necessary) UPGRADE – Façade requires upgrade for the purpose of complying with the internal Assigned Level.			

Table 6 – Predicted noise emissions from general loading dock noise emissions

Following interrogation of the Scenario 2B results, the following conclusions can be made:

- The predicted noise emissions to the majority of the surrounding lots complies with the external Assigned Levels.
- Whilst the general loading dock noise will slightly exceed the external Assigned Levels at Lot 5, the internal Assigned Level will be achieved inside of the future residences at Lot 5 if generic façade construction is utilised (ie no special acoustic upgrade to the Lot 5 façade is necessary for addressing general loading dock noise.
- The construction recommended for the Lot 4 apartments in Section 3.4.1 of this report will comfortably achieve compliance with the internal Assigned Levels.

3.4.3 *Scenario 3 – Noise emissions from car doors slamming in the open carpark*

Scenario 3 demonstrates the potential noise emissions from car doors slamming in the open air carpark. A conservative assessment has been undertaken, based on three car doors slamming simultaneously, and these noise sources have been located close to the apartments and surrounding lots. Furthermore, the emissions have been assessed against the most stringent time period, taking into account vehicles accessing the carpark at any time.

The Scenario 3 results are presented on a noise contour plan in Appendix A, with a summary provided below.

Receiver location	Calculated noise level (Highest value)	Adjusted noise level (+ 10dB penalty for impulsiveness)	External Assigned Level (L_{10}) (Stringent night period)	Compliance
Apartments within Lot 4	L_{max} 56 dB(A)	L_{max} 66 dB(A)	L_{max} 57 dB(A)	YES INT
Lot 1	L_{max} 27 dB(A)	L_{max} 37 dB(A)	L_{max} 57 dB(A)	YES
Lot 2	L_{max} 32 dB(A)	L_{max} 42 dB(A)	L_{max} 57 dB(A)	YES
Lot 3019	L_{max} 45 dB(A)	L_{max} 55 dB(A)	L_{max} 57 dB(A)	YES
Lot 5	L_{max} 54 dB(A)	L_{max} 64 dB(A)	L_{max} 57 dB(A)	YES INT
Lot 6	L_{max} 55 dB(A)	L_{max} 65 dB(A)	L_{max} 57 dB(A)	YES INT
Compliance notes	YES – Compliance is achieved with the external Assigned Level. YES INT – Compliance is achieved with the internal Assigned Level using standard / generic apartment façade construction (ie no acoustic upgrade of façade is necessary) UPGRADE – Façade requires upgrade for the purpose of complying with the internal Assigned Level.			

Table 7 – Predicted noise emissions from car doors slamming

Following interrogation of the Scenario 3 results, the following conclusions can be made:

- The predicted noise emissions to the majority of the surrounding lots complies with the external Assigned Levels, except for Lots 5 and 6, and the apartments within Lot 4.

- Octave band noise intrusion calculations indicate that the internal Assigned Levels can be achieved within the future apartments/townhouses at Lots 5 and 6 if a generic/standard construction is used (eg single 6.38 mm laminated glass). A special acoustic upgrade is not necessary at these lots to address car doors slamming.
- The construction recommended for the Lot 4 apartments in Section 3.4.1 of this report will comfortably achieve compliance with the internal Assigned Levels.

3.4.4 *Summary of required noise management practices for the Boutique Grocer*

The future operator of the Boutique Grocer shall be made aware of the following noise management practices:

- Deliveries and use of the loading dock is only permitted between the hours of 7 am and 10 pm Monday to Saturday, and between 9 am and 10 pm on Sundays and Public Holidays.
- Delivery vehicle drivers are to be advised to switch off truck engines, truck refrigeration equipment, and the cabin stereo whilst unloading is being undertaken. Signage may be required within the loading dock area, advising drivers of this requirement.

3.5 Noise intrusion from other lots within the Village/Town Centre

Long Point Brewing Company will be located on Lot 1, which will result in noise emissions from the external alfresco areas and noise break-out from the internal dining spaces. The noise potential noise emissions from Lot 1 have been previously modelled by Marshall Day Acoustics (2023). The excerpt from the Marshall Day Acoustic Report below demonstrates that the worst case noise emissions from Lot 1 will be less than L_{10} 37 dB(A) at Lot 4, which means that compliance is achieved with the external Assigned Levels.

Figure 4: Noise contour plot showing estimated noise levels to wider area (dB L_{A10})

Figure 2 – Excerpt from the Marshall Day Acoustic Report (November 2023)

Notwithstanding the above, we have determined that the north façades of the apartments on Lot 4 shall have the following acoustic specifications, in order to control potential noise intrusion from future hospitality uses (including alfresco areas) located on Lot 3019:

- External glazing (glazed sliding doors onto north facing balconies) – Minimum sound reduction of R_w+C_{tr} 32 (eg 10.5 mm Vlam Hush glass in a high quality framing suite). Please note that the stated

sound reduction value applies to the entire glazed suite inclusive of glass, framing, and seals. Glass only performance values must not be used for the purpose of product selection.

- External wall construction – Minimum sound reduction of R_w+C_{tr} 45 (eg 9 mm fibre-cement cladding + top-hats + 92 mm studs with R2.5 glasswool insulation + 2 layers of 13 mm plasterboard).

As stated in Section 3.3 of this report, the above façade specification is also necessary for controlling noise intrusion from the F&B tenancy on the ground floor of Lot 4.

3.6 Consolidated acoustic requirements for the apartments façades of Lot 4

The marked-up plan in Appendix B provides the minimum required sound reduction for the Lot 4 apartments, taking into account all of he various noise sources assessed within this report.

Please note that the stated R_w+C_{tr} values for the external glazing are whole of suite values, inclusive of glass, framing, and seals. Glass only performance values must not be used for the purpose of selection and verification.

3.7 Mechanical services

At this early stage of the project the mechanical services have not been designed or selected, therefore a meaningful assessment of environmental noise emissions cannot yet be undertaken. It will be necessary for the mechanical services to be assessed prior to the lodgement of the Building Permit.

It should be possible to achieve compliance with the Assigned Levels, through appropriate mechanical design and equipment selection. At this stage the following general recommendations apply:

- It is recommended that the apartment condensers be located on the balcony of each apartment, with visual screening as required. This decentralised approach typically results in lower noise emissions to neighbouring lots. The apartment condensers shall be selected on the basis of quiet operation, programmed with a night set-back mode where necessary.
- The Kitchen Exhaust Fan (and associated supply air fan) shall be oversized and run at low speeds in order to achieve low noise emissions.
- Any external louvres of enclosed plant rooms shall be minimum 300 mm acoustic louvres (eg Fantech SBL1 louvres).
- External air-cooled chillers and condensers serving the boutique grocer are to be provided with acoustic screening. This equipment shall be selected on the basis of quiet operation.

3.8 Waste collection services

Regulation 14A of the Environmental Protection (Noise) Regulations 1997 addresses the noise emissions associated with waste collection. Fundamentally, waste collection activities are exempt from complying with the 'Assigned Levels', provided the collection only occurs between the hours of 7 am and 7 pm Monday to Saturday, and between 9 am and 7 pm on Sundays and Public Holidays. This is on the basis that:

- The works are carried out in the quietest reasonable and practicable manner; and,
- The equipment used to carry out the works is the quietest reasonably available.

We understand that the proposed waste collection for this project is intended to be carried out within the hours stated above. In the event that a future waste collection provider wishes to carry out their services outside of the hours stated above, they will need to prepare their own noise management plan in accordance with Regulation 14A.

4. PART F7 OF THE BUILDING CODE OF AUSTRALIA

The apartments within the proposed development (Lot 4) are considered to be Class 2 *sole-occupancy units* respectively, and therefore Part F7 'Sound Transmission and Insulation' of the Building Code of Australia 2022 is applicable. This section of the BCA establishes mandatory acoustic requirements for the construction of the apartments.

4.1 Walls around the sole-occupancy units

The minimum acoustic requirements for perimeter walls surrounding the *sole-occupancy units* are outlined in Table 8 below.

Situation	BCA minimum requirement (Part F7 of the BCA)
Walls separating the sole-occupancy units	$R_w + C_{tr}$ 50
Walls separating a wet area of one sole-occupancy unit from a habitable room of another sole-occupancy unit	$R_w + C_{tr}$ 50 + *Discontinuous* construction
Walls to public corridors, lobbies, stairs, or parts of a different classification	R_w 50
Walls to lifts and plant rooms	$R_w + C_{tr}$ 50 + *Discontinuous* construction
Walls between ducts/risers and habitable rooms of the sole-occupancy unit	$R_w + C_{tr}$ 40
Walls between ducts/risers and wet areas of the sole-occupancy unit	$R_w + C_{tr}$ 25

Table 8 – BCA requirements for walls around the sole-occupancy units

The acoustic ratings for walls are identified on the attached marked-up plans (Appendix C), and detailed below.

4.1.1 *Walls separating sole-occupancy units*

As per Part F7D6(1)(a) of the BCA, the walls between the *sole-occupancy units* must achieve a minimum sound reduction of $R_w + C_{tr}$ 50. Options include:

- A cavity masonry wall consisting of two leaves of 110 mm masonry, minimum 50 mm cavity (wall ties must be Matrix resilient wall ties or similar), and render on both sides of the wall. This is a deemed-to-satisfy wall construction;
- A cavity masonry wall consisting of two leaves of 90 mm Acoustic Maxibrick, minimum 70 mm cavity (wall ties must be Matrix resilient wall ties or similar), and render on both sides of the wall;
- Two leaves of 110 mm masonry without cavity (total of 220 mm masonry), rendered both sides. This is a deemed-to-satisfy wall construction;
- 200 mm concrete panel with 13 mm plasterboard direct stuck to each side. This is a deemed-to-satisfy wall construction;
- 2 layers of CSR EC08 Impact + 92 mm Rondo Quietstuds with 90 mm 14 kg/m^3 glasswool insulation + 2 layers of CSR EC08 Impact;
- 2 layers of 13 mm Fyrchek + 64 mm studs staggered within a 92 mm top and bottom track with 75 mm 14 kg/m^3 glasswool insulation + 2 layers of 13 mm Fyrchek; or,
- Any of the wall types listed in Section 4.1.2.

These walls must go full-height to effectively seal to the underside of the concrete slab or roof sheeting above.

4.1.2 *Discontinuous wall construction separating a wet area of one sole-occupancy unit from a habitable room of an adjacent sole-occupancy unit*

A *discontinuous* wall construction is required where a wet area of one sole-occupancy unit abuts a habitable room of an adjacent sole-occupancy unit. Part F7D4(3) defines *discontinuity* as being a minimum 20 mm cavity/gap between two separate leaves which is not bridged in any way (however, the BCA does accept the use of resilient wall ties for cavity masonry wall constructions). Options include:

- A cavity masonry wall consisting of two leaves of 110 mm masonry, minimum 50 mm cavity (wall ties must be Matrix resilient wall ties or similar), and render on both sides of the wall. This is a deemed-to-satisfy wall construction;
- A cavity masonry wall consisting of two leaves of 90 mm Acoustic Maxibrick, minimum 70 mm cavity (wall ties must be Matrix resilient wall ties or similar), and render on both sides of the wall;
- 13 mm plasterboard + 64 mm studs with 50 mm 11 kg/m^3 glasswool insulation + 20 mm gap + 90 mm masonry + 20 mm gap + 64 mm studs with 50 mm 11 kg/m^3 glasswool insulation + 13 mm plasterboard. This is a deemed-to-satisfy wall construction;

- 2 layers of 13 mm fire-rated plasterboard + 64 mm studs with 75 mm glasswool insulation + 20 mm gap + 64 mm studs + 2 layers of 13 mm fire-rated plasterboard; and,
- Concrete panel/blade wall + 20 mm gap + 64 mm studs with 75 mm glasswool insulation + 13 mm plasterboard)

These walls must go full-height to effectively seal to the underside of the roof sheeting above.

4.1.3 *Walls onto the public corridors, lobbies, stairs, or parts of a different classification*

As per Part F7D6(1)(b) the walls of the apartments onto the public corridors, lobbies, stairs, and parts of a different classification shall achieve a sound reduction of R_w 50. Options include:

- 150 mm special performance brick, rendered both sides;
- Cavity masonry wall with two leaves of 90 mm masonry and standard wall ties;
- 140 mm core-filled concrete blockwork;
- 2 layers of 13 mm plasterboard + 76 mm studs with 75 mm 14 kg/m^3 glasswool + 2 layers of 13 mm plasterboard; or,
- 2 layers of 13 mm Fyrchek + 92 mm studs with 90 mm 14 kg/m^3 glasswool + 1 layer of 13 mm Fyrchek.

These walls must go full-height to effectively to the underside of the roof sheeting above.

4.1.4 *Discontinuous wall construction between a lift shaft and a sole-occupancy unit*

A *discontinuous* wall construction achieving a minimum sound reduction of $R_w + C_{tr}$ 50 is required between lifts and the *sole-occupancy units*. Options include:

- Lift shaft (core-filled blockwork or concrete panel) + 20 mm gap + 90 mm masonry; or,
- Lift shaft (core-filled blockwork or concrete panel) + 20 mm gap + 64 mm studs with 75 mm glasswool + 2 layers of 13 mm plasterboard.

4.1.5 *General detailing of walls around sole-occupancy units*

Specification 28 of the BCA establishes the following detailing requirements:

- Services must not be chased into concrete or masonry elements. Note – This statement does not apply to fully grouted electrical conduits.
- Electrical outlets – Within masonry/concrete walls electrical outlets must be offset by more than 100 mm. In stud framed walls electrical outlets must be offset by at least 300 mm, or a vertical stud must be positioned between the electrical outlets of adjacent rooms.
- Sheeting of stud walls – If one layer of plasterboard is required on each side of the studs, then it must be fastened to the studs with joints staggered on opposite sides. Where two layers of plasterboard are required on one side of a stud then the second layer must be fastened over the first layers so the joints do not coincide with those of the first layer. Joints between sheets and between sheets and adjoining construction must be taped and sealed.
- Steel framed construction – Perimeter framing members must be securely fixed to the adjoining structure, and bedded in resilient compound, or the joints must be caulked so that there are no voids between the framing members and the adjoining structure.
- The glasswool insulation shall have a minimum density of 14 kg/m^3 (eg Bradford Acoustigard). If polyester insulation is to be used then it must achieve a minimum Noise Reduction Coefficient (NRC) of 0.9 at 75 mm thickness.

4.2 Plumbing ducts, and hydraulic services above ceilings

Part F7D7 of the BCA establishes acoustic requirements where building services serve or pass through more than one *sole-occupancy unit*. This includes ducts, waste pipes, water supply pipes, and rain water pipes.

The acoustic requirements are detailed below:

4.2.1 *Duct walls onto habitable rooms of the sole-occupancy units ($R_w + C_{tr}$ 40 construction)*

Where a common duct (ie plumbing duct) adjoins a habitable room of a *sole-occupancy unit*, the duct wall must achieve a minimum sound reduction of $R_w + C_{tr}$ 40. Options include:

- Standard PVC pipe (no acoustic lagging) + 110 mm masonry;
- Pipe lagged with Pyrotek Soundlag 4525 + 90 mm masonry; or,
- Pipe lagged with Pyrotek Soundlag 4525) + duct wall consisting of minimum 64 mm studs (with 75 mm glasswool partition batts) + 13 mm plasterboard lining. Please note that the BCA requires a minimum 10 mm clearance between lagged pipes and the studs/plasterboard lining.

NOTE – Acoustic pipework such as Valsir Triplus or Rehau Raupiano Plus can be used in lieu of lagged PVC pipework.

As per Specification S28C3(g) a water supply pipe must –

- Only be installed within a cavity of a discontinuous construction; and,
- In the case of a pipe that serves only one *sole-occupancy unit*, not be fixed to the wall leaf on the side adjoining any other *sole-occupancy unit* and have a clearance not less than 10 mm to the other wall leaf.

Note – the above requirements also apply to the enclosed stormwater pipes.

4.2.2 *Duct walls onto wet-areas of the sole-occupancy units ($R_w + C_{tr}$ 25 construction)*

Where a common duct (ie plumbing duct) adjoins a wet-area of a *sole-occupancy unit*, the duct wall must achieve a minimum sound reduction of $R_w + C_{tr}$ 25. Options include:

- Standard PVC pipe (no acoustic lagging) + 90 mm masonry; or,
- Standard PVC pipe (no acoustic lagging) + 64 mm studs with 75 mm glasswool + 13 mm plasterboard.

As per Specification S28C3(g) a water supply pipe must –

- In the case of a pipe that serves only one *sole-occupancy unit*, not be fixed to the wall leaf on the side adjoining any other *sole-occupancy unit* and have a clearance not less than 10 mm to the other wall leaf.

Note – the above requirements also apply to the enclosed stormwater pipes.

4.2.3 *Services located above ceilings of habitable areas*

Where soil and waste pipes of one *sole-occupancy unit* are located above the ceilings of a habitable area of another *sole occupancy unit*, the $R_w + C_{tr}$ 40 requirements must be met. This can be achieved by the following options:

- Wrap the pipe with Pyrotek Soundlag 4525 + install 75 mm glasswool insulation blanket above the ceiling within a minimum 1500 mm zone each side of the pipe; or,
- Use acoustic pipework (eg Valsir Triplus or Rehau Raupiaon Plus) + install 75 mm glasswool insulation above the ceiling within a minimum 1500 mm zone each side of the pipe.

4.2.4 *Services located above ceilings of wet-areas*

Where soil and waste pipes of one *sole-occupancy unit* are located above the ceilings of a wet-area of another *sole occupancy unit*, the $R_w + C_{tr}$ 25 requirements must be met. Options include:

- Lag the PVC pipes with Pyrotek Soundlag 4525; or,
- Use Valsir Triplus piping; or,
- Unlagged PVC pipe + 13 mm plasterboard ceiling with 75 mm glasswool insulation over (ceiling insulation within a1500 mm zone either side of the pipe).

4.2.5 *Access Panels*

Access panels associated with common risers must not open onto habitable rooms. The access panels must be configured as follows:

- The access panel must be constructed of timber with minimum thickness of 33 mm, or 9 mm compressed fibre cement sheeting, or a sheet material with a surface density of not less than 24.4 kg/m^2.
- The access panel must overlap the frame or rebate by not less than 10 mm and be fitted with a sealing gasket fitted along all edges.

NOTE – Access panels are permitted in the ceilings of habitable rooms where the panel is use for accessing the fan coil unit or exhaust fan that serves that space The access panel shall be detailed as recommended above or via use of a Rondo Panther HP-51.

4.3 Floor construction of the sole-occupancy units

Table 2 below sets out the minimum acoustic requirements for the floors of the *sole-occupancy units*, where they are located above the F&B tenancy and the Boutique grocer. However, these requirements do not apply for the apartments located above the carpark.

Situation	BCA minimum requirement
Air-borne sound isolation of the floor	$R_w + C_{tr}$ 50
Impact sound insulation rating	$L'_{nT,w}$ not greater than 62 dB(A)

Table 9 – Acoustic requirements for the floors of sole-occupancy units

NOTE – An impact noise rating of L'_{nTw} 62 represents a basic level of impact noise control, and therefore footfall noise and movement of furniture will still be clearly audible within the apartments. Where possible, an impact noise rating of L'_{nTw} < 55 should be aimed for in order to achieve a greater degree of amenity. The Association of Australasian Acoustical Consultants has also recently prepared a 'Position Statement' recommending that an impact noise criteria of L'_{nTw} 55 be adopted for all Class 2 and 3 project in Australia.

4.3.1 *Air-borne sound isolation of the SOU floors ($R_w + C_{tr}$ 50)*

The deemed-to-satisfy construction for achieving the air-borne sound isolation requirement is a 200 mm solid concrete slab. If a thinner concrete slab is desired then it will be necessary to provide an insulated plasterboard ceiling within commercial tenancies (minimum 100 mm cavity between the underside of the slab and the plasterboard).

4.3.2 *Impact sound insulation of the SOU floors (L'_{nTw} < 55)*

Carpet flooring is a deemed-to-satisfy floor finish in relation to the impact sound insulation requirement.

Tiled floors are commonly used in wet areas of apartments. Unfortunately, the BCA does not provide a deemed-to-satisfy construction system for tiled flooring on concrete slabs. Based on floor impact testing we have undertaken within apartments over the last 10 years, the tiled floors need to installed on a resilient underlay in order to achieve the impact noise rating of L'_{nTw} 62. Examples of suitable acoustic underlays include Regupol Sonus Multi 4.5, 5 mm Embelton Impactamat, or 5 mm Damtec.

Where timber flooring is specified, a minimum 5 mm acoustic underlay will be necessary, and a flexible adhesive shall be used (eg Bostik Ultraset SF or Sikabond T55(J)).

Where vinyl/marmoleum flooring are desired, please specify a product that incorporates a resilient backing. Options include:

- https://www.signaturefloors.com.au/commercial/product-category/vinyl-plank-tile/88-planks/acoustics-6-0/
- https://professionals.tarkett.com.au/en_AU/collection-C000121-iq-granit-acoustic
- https://professionals.tarkett.com/en_EU/collection-C001409-eclipse-acoustic
- https://www.forbo.com/flooring/en-au/products/acoustic-flooring/sarlon-15-db/by76v9

In order to minimise flanking impact noise transmission, a small gap (eg 5 to 10 mm) shall be provided between the edge of the tiling/floor boards and the walls, columns, and cupboards. The gap can be filled with a flexible sealant, and covered with skirting boards if necessary.

4.4 Apartment doors

Given that the apartment entry doors open onto an 'external' corridor, the doors no not need to comply with Part F7 of the NCC. However, acoustically sealed solid core doors are required for the apartments in order to address environmental noise intrusion. Refer to Section 3.4.1 of this report for further information.

4.5 Bathroom exhausts of sole-occupancy units

From an acoustics point of view, the best approach is to have individual in-line exhaust fans for each *sole-occupancy unit*, ducted to an external louvre/grille.

Where an exhaust fan will serve several separate *sole-occupancy units*, it is critical that the shared ductwork does not compromise the sound reduction requirement of $R_w + C_{tr}$ 50 between the *sole-occupancy units*. In practice this is very difficult to achieve, and requires attenuators within the riser between each floor level to achieve sufficient attenuation of cross-talk.

5. ACOUSTIC DETAILING FOR MINIMISING STRUCTURE-BORNE NOISE TRANSMISSION

In addition to the mandatory minimum acoustic requirements of Part F7 of the BCA, there are a number of detailing items that shall be considered by the client and project architect in order to minimise structure-borne noise transmission from the commercial uses to the apartments above. These recommendations are outlined below.

5.1 Commercial tenancies beneath apartments

The following detailing is recommended for the fit-out of the commercial tenancies, in order to control structure-borne noise transmission into the apartments above.

- Where possible, avoid locating Kitchen benches and the like against load-bearing walls. Where this is unavoidable, provide a minimum 5 mm gap is recommended between the rear edge of bench-tops and the wall surface. A strip of resilient mat (eg Regupol Sonus Multi 4.5) shall be installed in the gap between the bench and the wall, with a silicon bead on top.
- Where possible, cupboard/bench cabinetry shall be floor mounted rather than wall mounted. The flooring incorporating acoustic underlay shall continue underneath the cabinetry, or alternatively, provide Regupol Sonus Multi 4.5 between the cabinetry and the floor slab.
- Where cabinetry must be fixed into the wall, resilient rawplugs shall be used (eg https://www.rawlplug.com/en/product/rawlnut-flexi-plug) or by using Embelton Stud Mounts (https://www.embelton.com/engineering/mechanical-isolation/rubber-mounts/stud-mounts-sm/).
- All cupboard doors shall incorporate soft-closers, and drawers shall incorporate soft closing rollers.
- Chairs and tables within the F&B tenancy shall incorporate felt pads or the like on all legs.
- Any speakers installed within the commercial tenancies shall not be fixed rigidly to load-bearing walls. Resilient mounts and or resilient pads shall be utilised such that the speakers do not result in problematic structure-borne noise.

5.2 Enclosed carpark

Structure-borne noise sources in car parking areas include security gates, roller doors, drainage grates particularly at the bottom of ramps and expansion joints. Precautions that can be undertaken include:

- If practicable, isolate concrete slabs on grade from structure with 12mm control joint.
- We strongly recommend roller doors be avoided as the structure borne noise associated with these doors is high and it is not practicable to implement adequate noise control. Panel lift/sectional doors are somewhat less problematic as some noise control can be provided (see below). The best option from a structure-borne noise point of view is to use swing gates or sliding roller gates (with soft closing action) as these are not suspended off the apartment concrete slabs.
- Where panel lift / sectional doors are used, the installation is to be vibration isolated from the structure to prevent door operation being audible within the apartments:
  - Motor and rails etc to be isolated with minimum Embelton NRD mounts (or similar);

- Teflon guides to be installed in all rails;
- Ensure door panels do not rattle and operation of door guides, roller etc is smooth;
- Door motor to be fitted with soft start/stop controller; and,
- Door to close 5mm from the slab / ground.

- Noise associated with cars driving over drainage grates must be controlled. Drainage grates shall be installed on rubber inserts between the grate and the support structure. Where possible, use alternative materials that incorporate some resilience.
- All construction joints in the carpark slab must be level so that a car tyre does not cause an impact force into the structure when driving over the gap.

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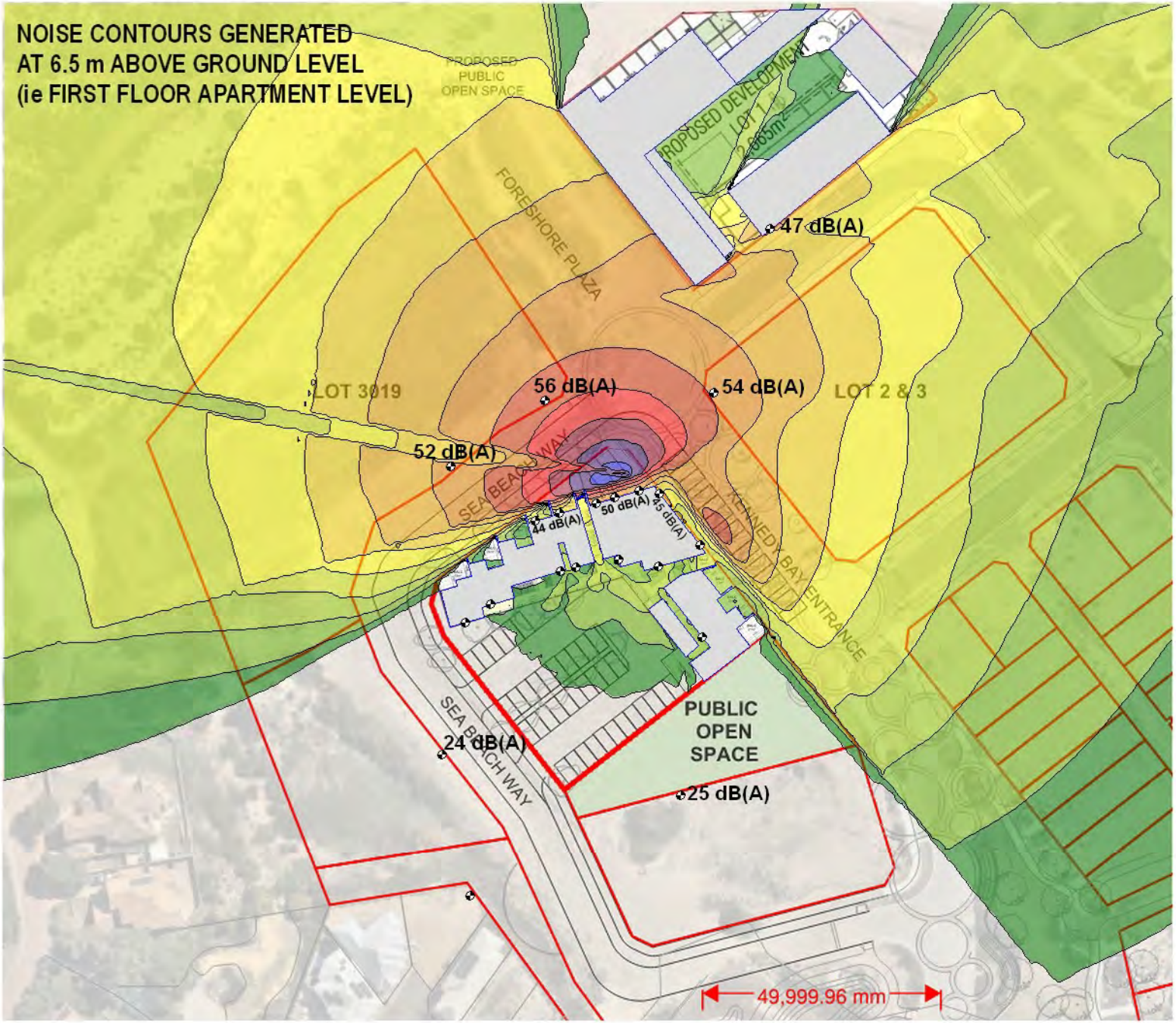
ATTACHMENTS

APPENDIX A	- Noise contour plans
APPENDIX B	- External façade requirements for the Lot 4 apartments.
APPENDIX C	- NCC/BCA Part F7 requirements for the Lot 4 apartments.

ENVIRONMENTAL NOISE ASSESSMENT
LOT 4 KENNEDY BAY

APPENDIX A



Noise level
L10
in dB(A)

	<= 30
30 <	<= 33
33 <	<= 36
36 <	<= 39
39 <	<= 42
42 <	<= 45
45 <	<= 48
48 <	<= 51
51 <	<= 54
54 <	<= 57
57 <	<= 60
60 <	<= 63
63 <	<= 66
66 <	

Scale 1:1200

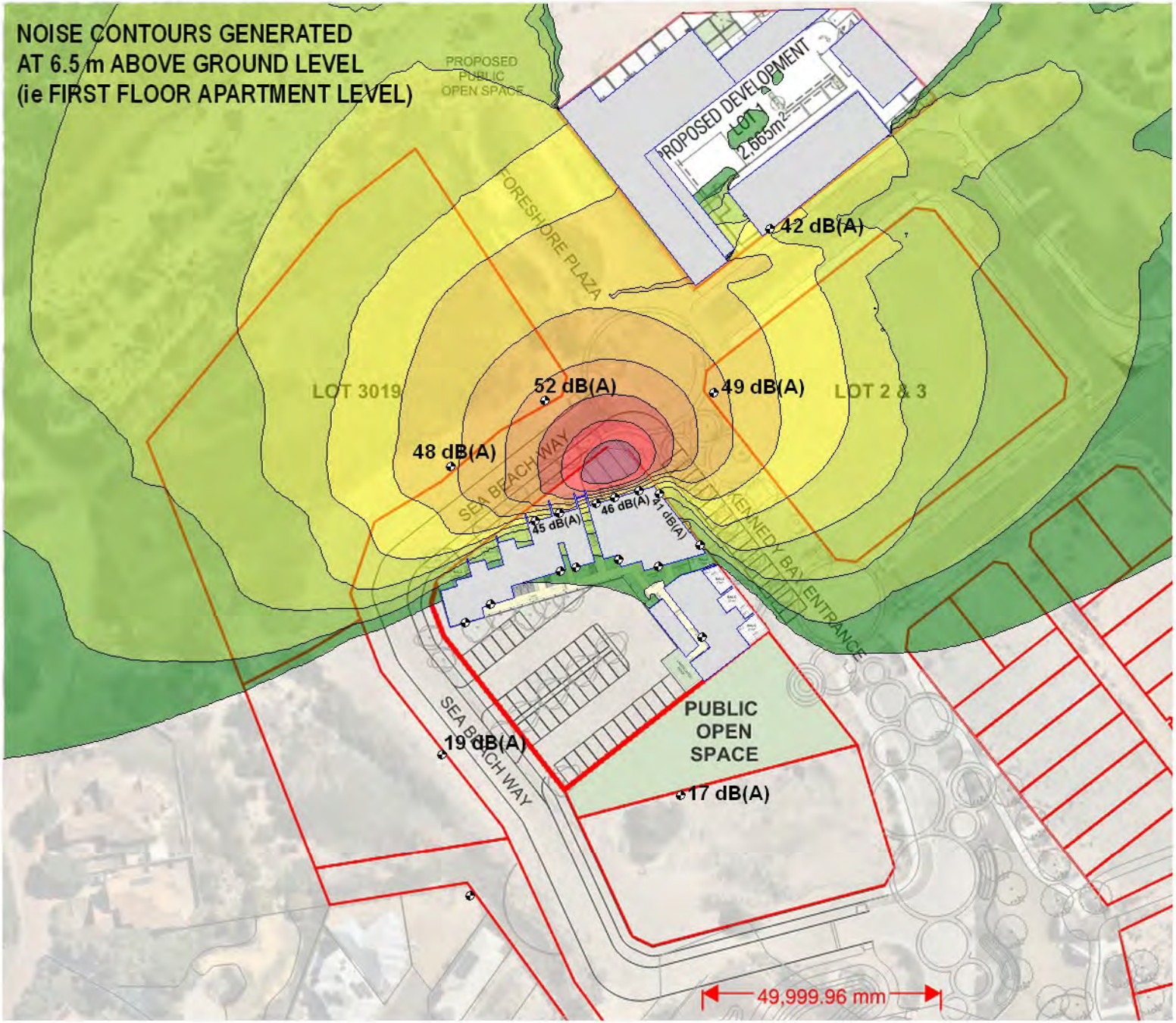
0 5 10 20 30 40 m

SCENARIO 1A

NOISE EMISSIONS FROM F&B TENANCY

- BI-FOLD / SLIDING DOORS OPEN.
- ALFRESCO AREA FULLY OCCUPIED.

ENVIRONMENTAL NOISE ASSESSMENT
LOT 4 KENNEDY BAY



Noise level
L10
in dB(A)

	<= 30
30 <	<= 33
33 <	<= 36
36 <	<= 39
39 <	<= 42
42 <	<= 45
45 <	<= 48
48 <	<= 51
51 <	<= 54
54 <	<= 57
57 <	<= 60
60 <	<= 63
63 <	<= 66
66 <	

N

Scale 1:1200

0 5 10 20 30 40 m

SCENARIO 1B

NOISE EMISSIONS FROM F&B TENANCY

- ALL BI-FOLDS, SLIDERS, AND DOORS CLOSED.
- ALFRESCO AREA FULLY OCCUPIED.

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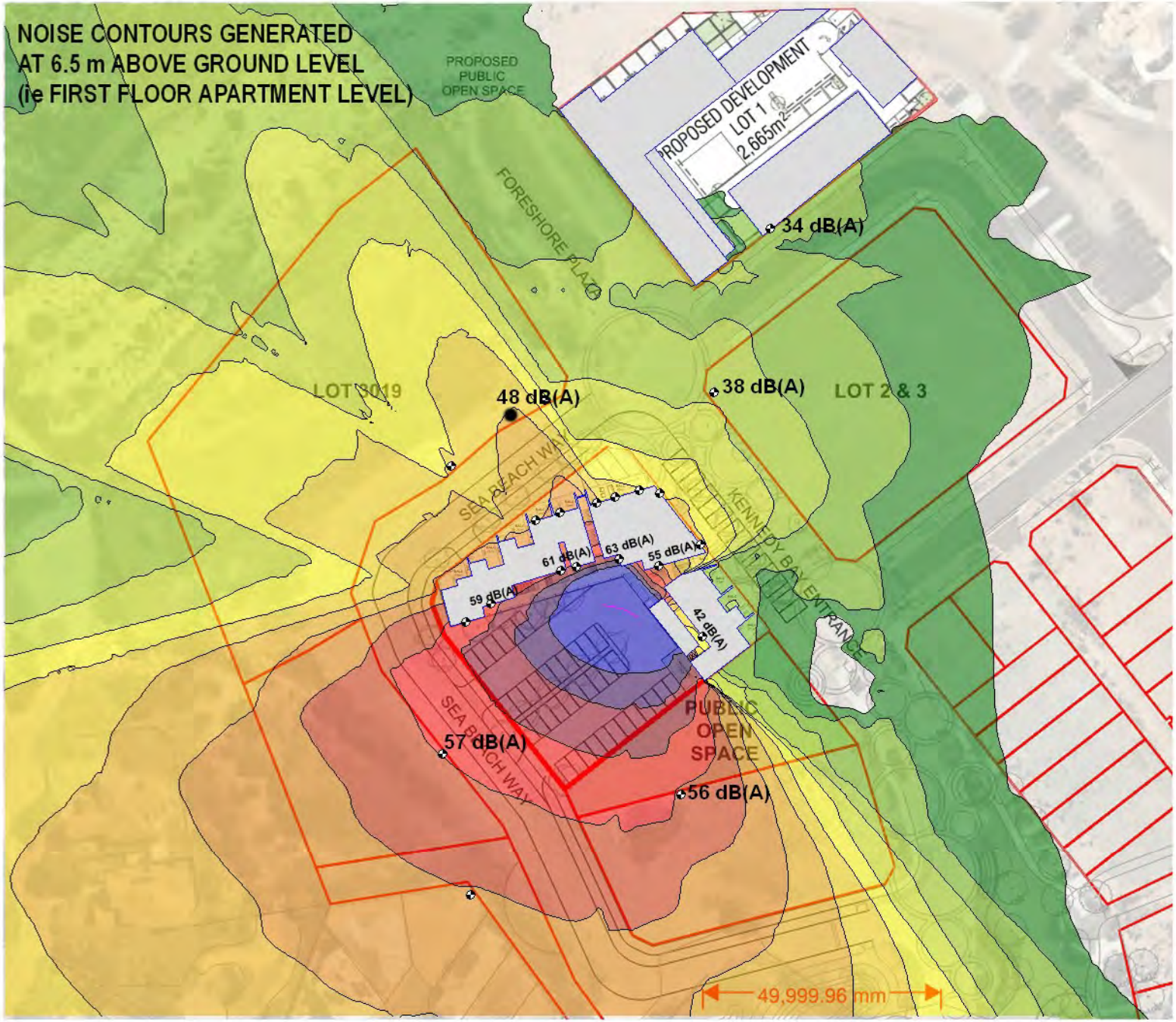
ENVIRONMENTAL NOISE ASSESSMENT
LOT 4 KENNEDY BAY



Noise level
L1
in dB(A)

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30 <	<= 33
33 <	<= 36
36 <	<= 39
39 <	<= 42
42 <	<= 45
45 <	<= 48
48 <	<= 51
51 <	<= 54
54 <	<= 57
57 <	<= 60
60 <	<= 63
63 <	<= 66
66 <	

Scale 1:1200

0 5 10 20 30 40 m

SCENARIO 2A

NOISE EMISSIONS FROM DELIVERIES TO GROCER

- 9 m RIGID VEHICLE REVERSING INTO LOADING BAY

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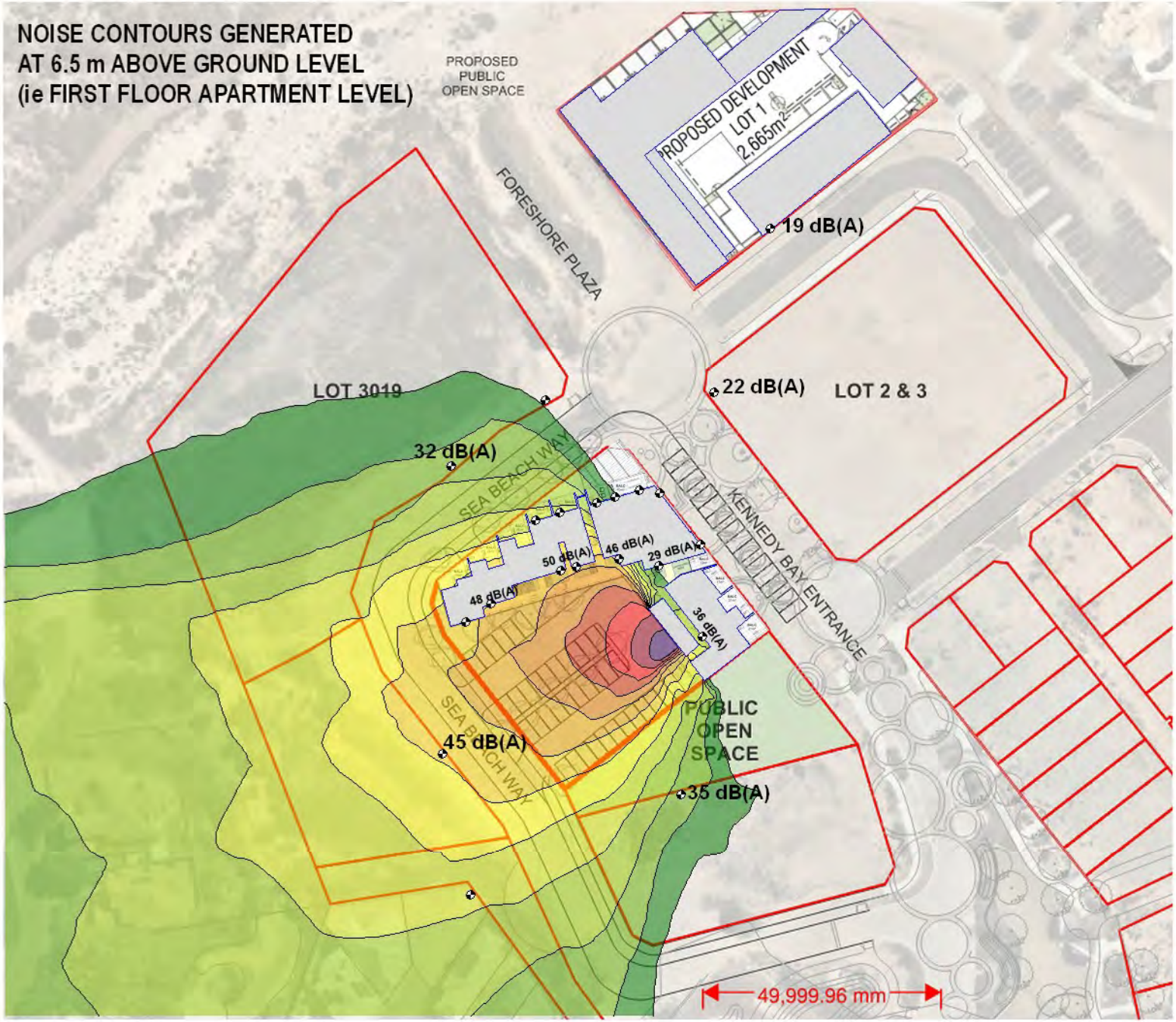
ENVIRONMENTAL NOISE ASSESSMENT
LOT 4 KENNEDY BAY



Noise level
L10
in dB(A)

	<= 30
30 <	<= 33
33 <	<= 36
36 <	<= 39
39 <	<= 42
42 <	<= 45
45 <	<= 48
48 <	<= 51
51 <	<= 54
54 <	<= 57
57 <	<= 60
60 <	<= 63
63 <	<= 66
66 <	

N

Scale 1:1200

0 5 10 20 30 40 m

SCENARIO 2B

NOISE EMISSIONS FROM DELIVERIES TO GROCER

- GENERAL LOADING DOCK NOISE (OPEN/CLOSING OF TRUCK REAR DOORS, USE OF PALLET JACK, ETC).

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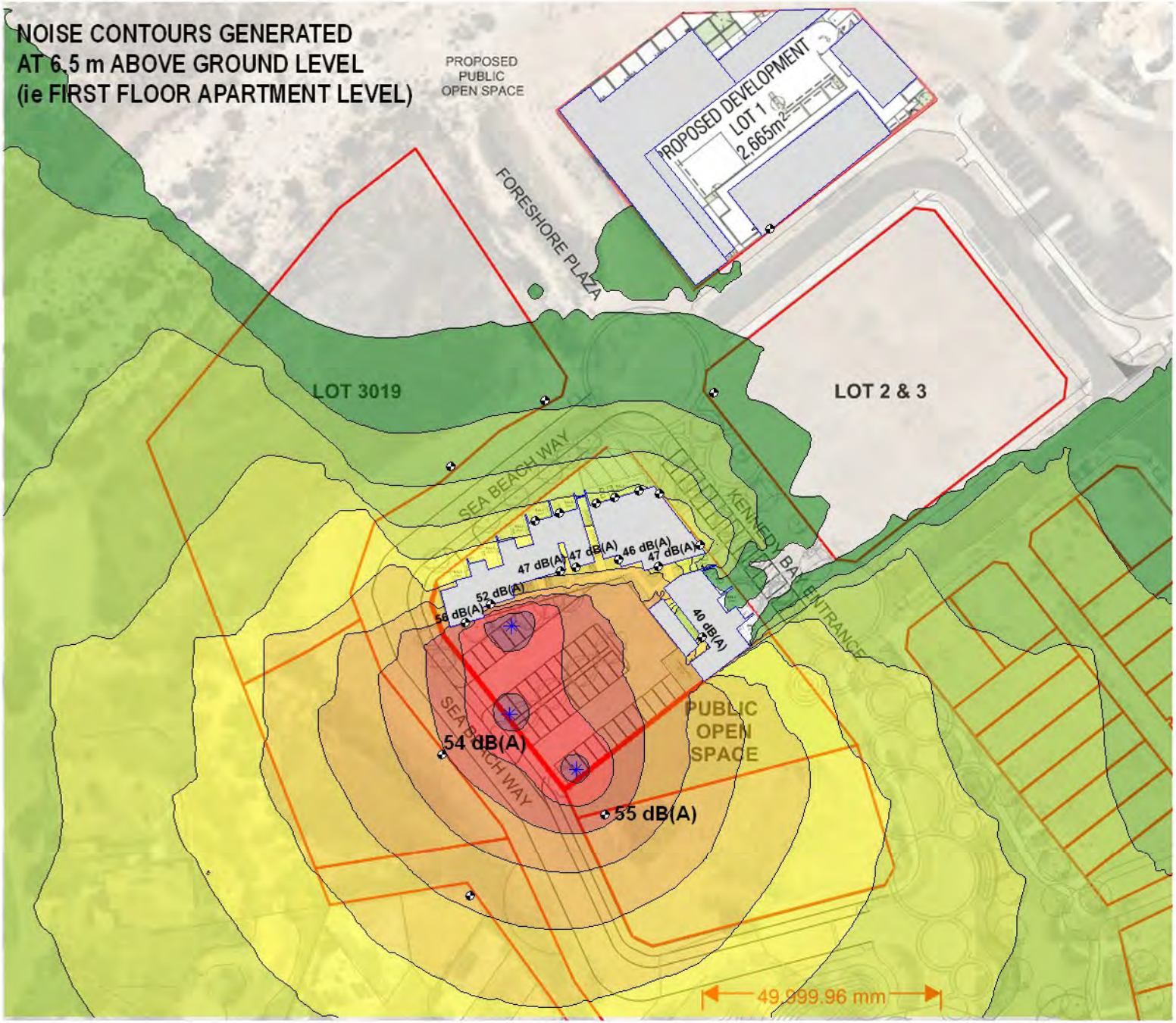
ENVIRONMENTAL NOISE ASSESSMENT
LOT 4 KENNEDY BAY



Noise level
Lmax
in dB(A)

	<= 30
30 <	<= 33
33 <	<= 36
36 <	<= 39
39 <	<= 42
42 <	<= 45
45 <	<= 48
48 <	<= 51
51 <	<= 54
54 <	<= 57
57 <	<= 60
60 <	<= 63
63 <	<= 66
66 <	

Scale 1:1200

0 5 10 20 30 40 m

SCENARIO 3

NOISE EMISSIONS FROM VEHICLES IN CARPARK

- THREE CAR DOORS SLAMMING AT THE SAME TIME.

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APPENDIX B
FACADE REQUIREMENTS FOR CONTROLLING EXTERNAL NOISE INTRUSION

Rw + Ctr 50 WALL CONSTRUCTION - OPTIONS INCLUDE:
- 13 mm PLASTERBOARD + 200 mm CONCRETE PANEL WALL + 13 mm PLASTERBOARD;
- 2 LAYERS OF 13 mm EC08 COMPLETE + 92 mm RONDO QUIETSTUDS WITH 90 mm 14 kg/m3 GLASSWOOL + 2 LAYERS OF 13 mm EC08 COMPLETE;
- TWO LEAVES OF 110 mm MASONRY WITHOUT CAVITY;
- OR ANY OF THE *DISCONTINUOUS* WALL CONSTRUCTIONS LISTED BELOW.

Rw + Ctr 50 *DISCONTINUOUS* WALL CONSTRUCTION - OPTIONS INCLUDE:
- 2 LAYERS OF 13 mm FIRE-RATED PLASTERBOARD + 64 mm STUDS WITH 75 mm GLASSWOOL + 20 mm GAP + 64 mm STUDS + 2 LAYERS OF 13 mm FIRE-RATED PLASTERBOARD;
- CONCRETE PANEL WALL + 20 mm GAP + 64 mm STUDS WITH 75 mm GLASSWOOL + 13 mm PLASTERBOARD (NOTE - STUDS TO BE ON THE WET AREA SIDE OF THE CONCRETE);
- CAVITY MASONRY WALL, WITHOUT WALL TIES.

Rw 50 WALL CONSTRUCTION - OPTIONS INCLUDE:
- CAVITY MASONRY WALL WITH TWO LEAVES OF 90 mm MASONRY AND STANDARD WALL TIES;
- 140 mm CORE-FILLED CONCRETE BLOCKWORK;
- 2 LAYERS OF 13 mm PLASTERBOARD + 76 mm STUDS WITH 75 mm GLASSWOOL + 2 LAYERS OF 13 mm PLASTERBOARD;
- 2 LAYERS OF 13 mm FIRE-RATED PLASTERBOARD + 92 mm STUDS WITH 75 mm GLASSWOOL + 13 mm FIRE-RATED PLASTERBOARD.

DISCONTINUOUS LIFT SHAFT WALL
- CONCRETE PANEL OR CORE-FILLED CONCRETE WALL + 20 mm GAP + 76 mm STUDS WITH 75 mm GLASSWOOL + 1 LAYER OF 13 mm PLASTERBOARD

Bushfire Management Plan

Development Application: Lot 4 Kennedy Bay, Port Kennedy

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Bushfire Management Plan

Development Application: Lot 4 Kennedy Bay, Port Kennedy

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Appendices

Appendix A: Classified vegetation photos
Appendix B: Development Plans

1. Introduction

1.1 Proposal Details

Place Development is seeking to progress a development application for Lot 4, Sea Beach Way, Port Kennedy (the subject site; Figure 1). This development application will result in an intensification of land use and ultimately, involves the development of a multi dwelling residential and commercial unit comprising of 10 residential units, a supermarket, carpark and food and beverage (Figure 2).

The subject site is within a designated bushfire prone area as per the *Western Australia State Map of Bush Fire Prone Areas* (DFES, 2024; Figure 3), which triggers bushfire planning requirements under *State Planning Policy 3.7 Bushfire* (SPP 3.7; WAPC, 2024a) and reporting to accompany submission of the development applications in accordance with the associated *Planning for Bushfire Guidelines* (the Guidelines; WAPC, 2024b).

Western Environmental Approvals Pty Ltd. (WEPL) was commissioned to prepare a Bushfire Management Plan (BMP) to support the development application at the subject site. This BMP has been prepared by Bushfire Consultant Hannah Cunningham, and Senior Principal Bushfire Consultant Daniel Panickar (FPAA BPAD Level 3 Certified Practitioner No. BPAD37802).

1.1.1 Site context

The subject site is located within the City of Rockingham and is zoned urban under the Metropolitan Region Scheme, development under the City of Rockingham Local Planning Scheme No. 2, and commercial under the draft Kennedy Bay Structure Plan. The subject site comprises cleared land and is bound by coastal dunes to the north, vegetation to the west, cleared areas for development to the south and east.

This BMP has been prepared in accordance with SPP 3.7 and the Guidelines to support the assessment of the development application for the subject site submitted to WAPC.

In addition, this BMP provides strategies and guidance to reduce the level of bushfire risk exposure for the subject site through implementation of a range of bushfire management measures in accordance with the Guidelines.

2. Environmental Considerations

SPP 3.7 policy objective 5.4 recognises the need to consider bushfire risk management measures alongside environmental, biodiversity and conservation values.

2.1 Native Vegetation - Modification and Clearing

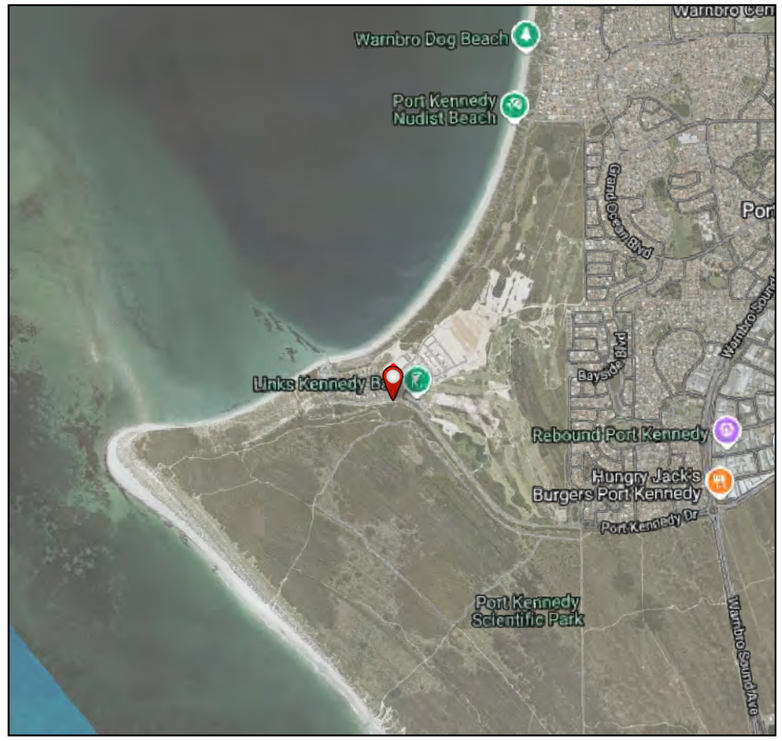
The subject site has been cleared of vegetation and is currently devoid of native vegetation.

From a desktop review of publicly available data, the site falls within an Environmentally Sensitive Area associated with a mapped Threatened Ecological Community (TEC) likely to be within the dune system to the west. Native Quindalup Complex vegetation has been mapped in the area, also associated with the dune system. However, the site is devoid of any vegetation (refer to Figure 2 [DWER-046]) and the TEC is not expected to pose a constraint to development.

WEPL is not aware of any outstanding environmental approvals required for development to proceed.

2.2 Revegetation/Landscape Plans

Landscaping proposed within the subject site will be maintained in a low threat state.



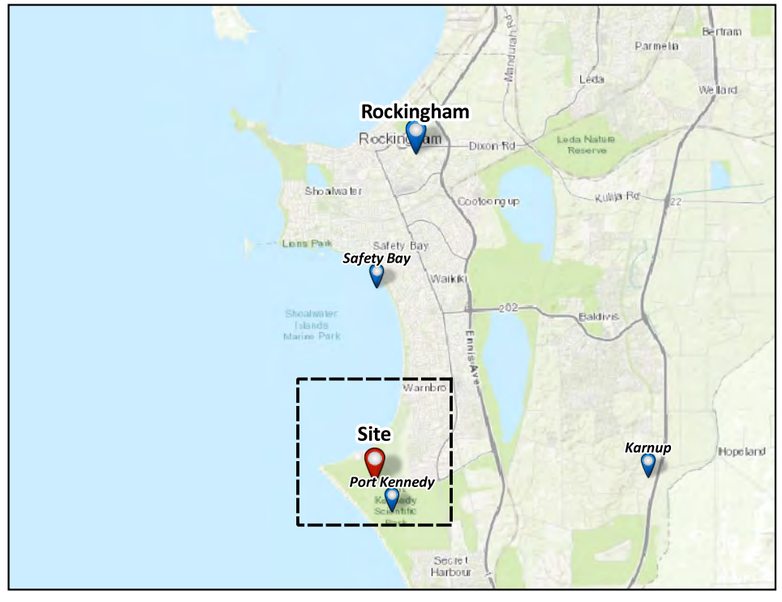


Figure 1: Site Overview

N

0 30 60 90 120 m

PROJECT/REPORT NAME: Bushfire Management Plan Lot 4 Kennedy Bay, Port Kennedy		
SCALE: 1:2,000	SHEET SIZE: A3 COLOUR	CLIENT: Place Development
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.076	VERSION: 0
DATA SOURCE: Nearmap Imagery (3 February, 2025)	DRAWN BY / REVIEWED BY: JP/HC	DATE: 1/4/2025

Legend
- Subject Site
- Buffer 100m
- Buffer 150m

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	1/4/2025

NOTES:

Cadastral boundary (LGATE-002). Base map ESRI Topo. Townsites (LGATE-248).

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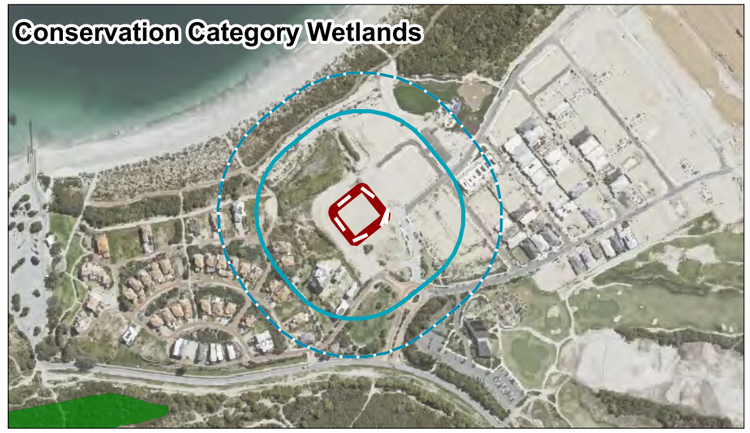

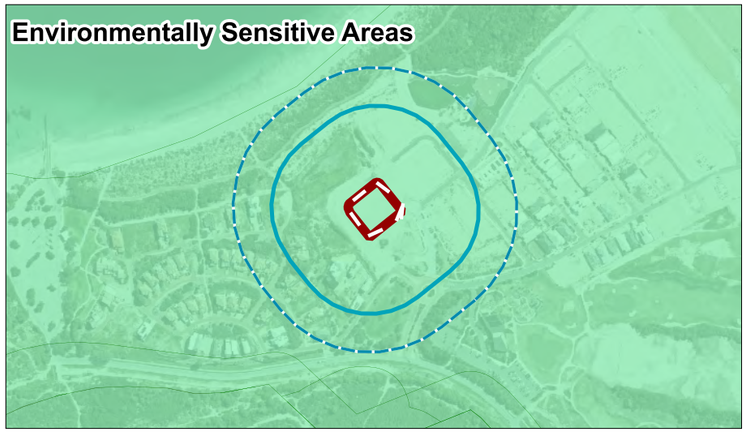

Figure 2: Site Plan

N

0 30 60 90 120 m

SCALE: 1:2,000	SHEET SIZE: A3 COLOUR
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	
DATA SOURCE: Nearmap Imagery (3 February, 2025)	

PROJECT/REPORT NAME: Bushfire Management Plan Lot 4 Kennedy Bay, Port Kennedy		
CLIENT: Place Development		
PROJECT NUMBER: A25.076	VERSION: 0	
DRAWN BY / REVIEWED BY: JP/HC	DATE: 1/4/2025	

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Carpark
- Building Footprint
- Native Vegetation Extent (DPIRD-005)
- Clearing Regulations - Environmentally Sensitive Areas (DWER-046)
- Geomorphic Wetlands, Swan Coastal Plain (DBCA-019)
- Conservation

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	1/4/2025

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

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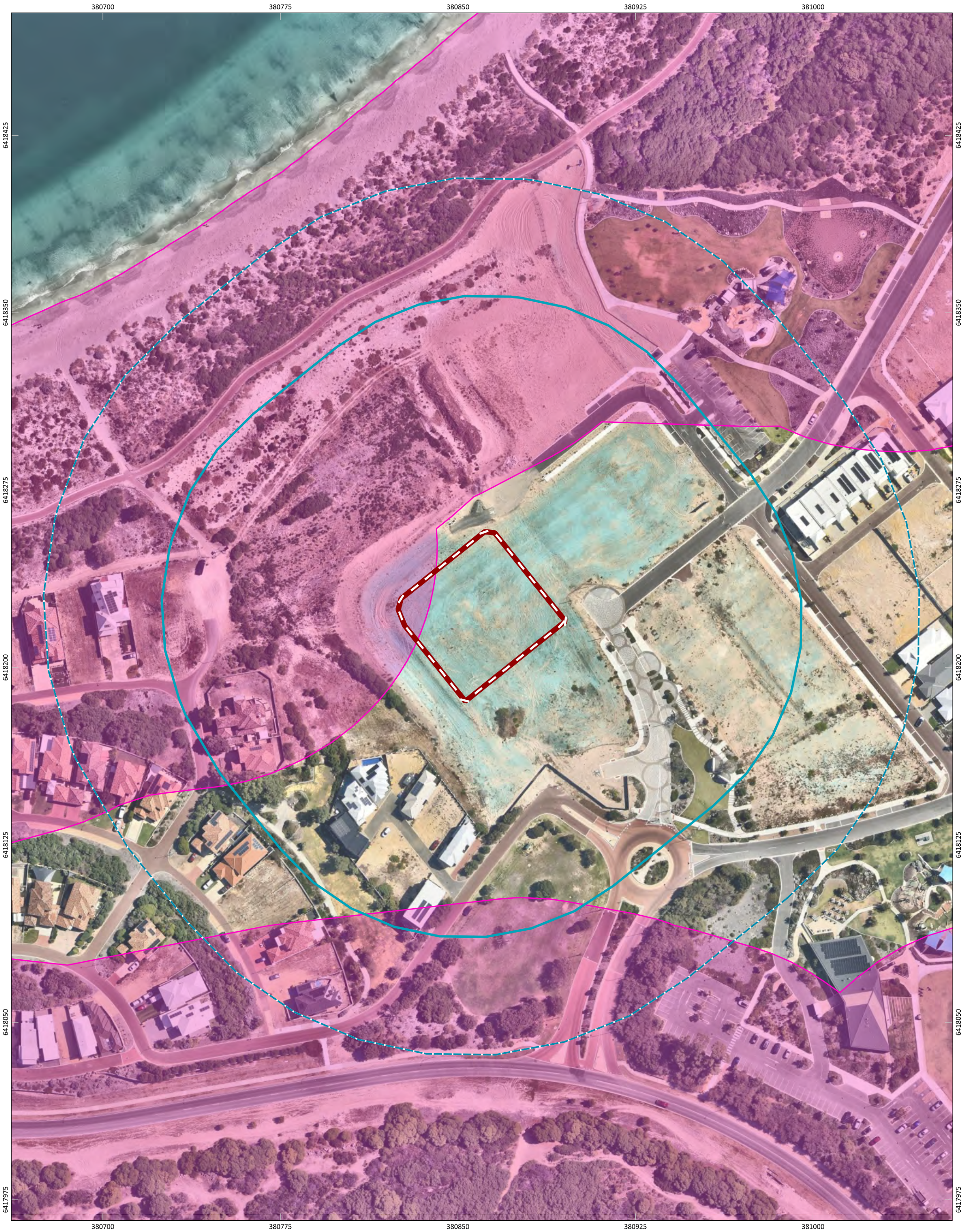

Figure 3: Bushfire Prone Areas

0 10 20 30 40 m
N

PROJECT/REPORT NAME	Bushfire Management Plan Lot 4 Kennedy Bay, Port Kennedy
SCALE	1:1,500
SHEET SIZE	A3 COLOUR
CLIENT	Place Development
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.076
VERSION	0
DATA SOURCE	Nearmap Imagery (3 February, 2025)
DRAWN BY / REVIEWED BY	JP/HC
DATE	1/4/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m

Bush Fire Prone Area Planning (OBRM-023)

- Bushfire Prone Area 2

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	1/4/2025

NOTES:

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3. Bushfire Assessment Results

3.1 Bushfire Attack Level Assessment Inputs

A bushfire assessment has been undertaken for the proposed development in accordance with the Guidelines. Inputs to this assessment are detailed below.

3.1.1 Fire Danger Index

A blanket Fire Danger Index (FDI) 80 is adopted for Western Australia, as outlined in *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (SA, 2018).

3.1.2 Pre-Development Vegetation Classification and Slope under Vegetation

Vegetation and effective slope (i.e. slope under vegetation) within the subject site and surrounding 150 m (the assessment area) were assessed on 12/03/2025 in accordance with the Guidelines and AS 3959: 2018.

The pre-development classified vegetation and effective slope for the site from each of the identified vegetation plots are identified below in Table 1.

Table 1: Pre-Development Classified Vegetation as per AS 3959: 2018

Plot	Vegetation classification	Effective slope
1	Class D Scrub	Downslope >0 to 5 degrees
2	Class C Shrubland	Downslope >0 to 5 degrees
3	Class G Grassland	All upslopes and flat land (0 degrees)
4	Excluded - clause 2.2.3.2 (e)	-
5	Excluded - clause 2.2.3.2 (f)	-

Photographs relating to each area and vegetation type are included in Appendix A.

3.1.3 Post-Development Assumptions

No change in the vegetation classifications is proposed following the completion of development works. The vegetation classification scenario is depicted in Figure 4 and the assessment outputs in this BMP have been based on the post-development scenario.

Figure 4: Vegetation Classification

0 10 20 30 40 m

N

PROJECT/REPORT NAME	Bushfire Management Plan Lot 4 Kennedy Bay, Port Kennedy
SCALE	1:1,500
SHEET SIZE	A3 COLOUR
CLIENT	Place Development
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.076
VERSION	0
DATA SOURCE	Nearmap Imagery (3 February, 2025)
DRAWN BY / REVIEWED BY	JP/HC
DATE	1/4/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Photos

Contour Line (LGATE-140)

- Each 1m
- Each 5m

Vegetation Classification

- Class C - Shrubland
- Class D - Scrub
- Class G - Grassland
- Excluded AS 3959: 2018 2.2.3.2 (e)
- Excluded AS 3959: 2018 2.2.3.2 (f)

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	1/4/2025

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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3.2 Bushfire Attack Level Assessment Outputs

A Bushfire Attack Level (BAL) assessment has been undertaken in accordance with SPP 3.7, the Guidelines, AS 3959: 2018 and the bushfire assessment inputs in Section 3.1.

3.2.1 BAL Assessment

All land located within 100 m of the classified vegetation depicted in Figure 4 is considered bushfire prone and is subject to a BAL assessment in accordance with AS 3959: 2018.

A Method 1 BAL assessment (as outlined in AS 3959: 2018) has been completed for the proposed development and incorporates the following factors:

- Fire Danger Index (FDI) rating.
- Vegetation class.
- Slope under classified vegetation.
- Distance between proposed development area and the classified vegetation.

Based on the identified BAL, construction requirements for relevant buildings/structures can then be assigned. The BAL rating gives an indication of the expected level of bushfire attack (i.e. radiant heat flux, flame contact and ember penetration) that may be received by proposed buildings and subsequently informs the standard of construction required to increase building survivability.

3.2.2 Method 1 BAL Assessment

Table 2 and Figure 5 display the Method 1 BAL assessment (in the form of BAL contours) that has been completed for the proposed development using the post-development vegetation classifications, in accordance with AS 3959: 2018 methodology.

Post-development, the proposed building will subject to BAL-12.5.

Table 2: Method 1 BAL Calculation (BAL Contours)

Plot	Vegetation classification	Effective slope	Separation distances required (m)				
			BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
1	Class D Scrub	Downslope >0 to 5 degrees	<11	11-<15	15-<22	22-<31	31-<100
2	Class C Shrubland	Downslope >0 to 5 degrees	<7	7–<10	10–<15	15–<22	22–<100
4	Class G Grassland	All upslopes and flat land (0 degrees)	<6	6-<8	8-<12	12-<17	17-<50
4	Excluded - clause 2.2.3.2 (e)	-	No separation distances required - BAL-LOW				
5	Excluded - clause 2.2.3.2 (f)	-	No separation distances required - BAL-LOW				

Post-development, the proposed buildings within the subject site will be exposed to a radiant heat flux of 12.5 kW/m2 (BAL-12.5) as detailed in Table 3. As the proposed buildings are linked, they have been treated as one for the purposes of the BAL assessment.

Table 3: BAL Rating for Proposed Development (Method 1)

Proposed Building/Asset	Plot Most Affecting BAL Rating	Separation Distance	BAL Rating
Multiple dwelling building	Plot 2	26.5 m	BAL-12.5

4. Identification of Bushfire Hazard Issues

The proposed building will be subject to a BAL rating of BAL-12.5.

A reassessment of BAL ratings, through either a BMP addendum or revised BMP will be undertaken if changes to development design or classified vegetation within the assessment area which require a modified bushfire management response occur.

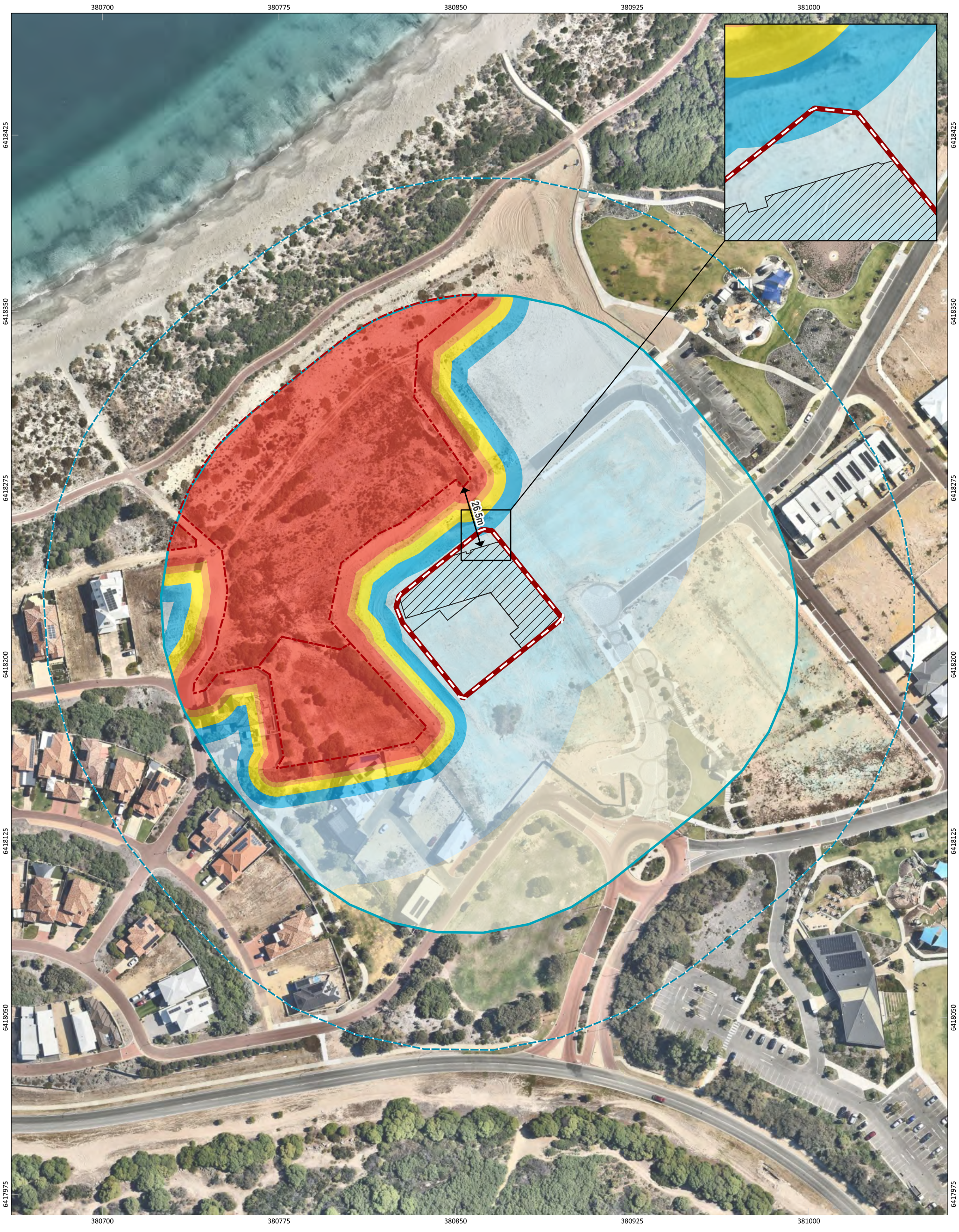

Figure 5: Bushfire Attack Level (BAL) Contours

0 10 20 30 40 m
N

SCALE: 1:1,500	SHEET SIZE: A3 COLOUR
CLIENT: Place Development	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.076 / VERSION: 0
DATA SOURCE: Nearmap Imagery (3 February, 2025)	DRAWN BY / REVIEWED BY: JP/HC / DATE: 1/4/2025

PROJECT/REPORT NAME: Bushfire Management Plan
Lot 4 Kennedy Bay, Port Kennedy

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Building Footprint
- Carpark
- Bushfire Hazard Interface

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	1/4/2025

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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5. Assessment Against the Bushfire Protection Criteria

5.1 Compliance

The proposed development is required to comply with policy measure 7.1 of SPP 3.7 and Bushfire Protection Criteria 6 and 7 of the Guidelines.

Table 3 outlines the Acceptable Solutions (AS) that are relevant to the proposal and summarises how the intent of each Bushfire Protection Criteria has been achieved through the application of bushfire risk management measures. No Outcomes-based Solutions (OS) have been proposed for this development These management measures are depicted in Figure 6 where relevant.

The implementation of the BMP is anticipated to align with objectives 6.1-6.4 and 7.1-7.4 of SPP 3.7. The residential criteria encompass all the same requirements as the commercial criteria, with the exception of element A2.4 of Criteria 7 of SPP 3.7, which specifically addresses the storage of hazardous, flammable, and combustible materials in areas exceeding 29 kW/m^2. As the entirety of the site is subject to BAL ratings ≤ BAL-12.5, the proposed development is considered compliant with Criteria 7 (Appendix B).

Table 4: Assessment Against the Bushfire Protection Criteria

Bushfire Protection Criteria 5	AS	OS	N/A
Element 1: Location **A1.1 Broader Landscape Assessment**	☐	☐	✓
Not Applicable for Development Applications.			
Element 2: Siting and design **A2.1 Siting and design**	✓	☐	☐
Post-development, the proposed building will be subject to BAL-12.5. The proposed development is considered to be complaint with A2.1			
A2.1b Sitting in an area with radiant heat impact exceeding 29 kW/m^2 (BAL-40 or BAL-FZ)	☐	☐	✓
Not Applicable - Post-development, the proposed building will be subject to BAL-12.5.			
A2.2 Asset Protection Zone (APZ)	✓	☐	✓
No APZs are proposed or required to ensure the radiant heat flux exposure for the proposed building exceeds 29 kW/m^2 given that all vegetation with the subject site has been cleared for development and is surrounded by roads(existing and under construction). The proposed development is considered to be complaint with A2.2			
A2.3 Clearing of native vegetation	✓	☐	☐
Vegetation within the subject site has been historically cleared. As such, no clearing of native vegetation is required to facilitate the proposed development. The proposed development is considered to be compliant with A2.3.			

Bushfire Protection Criteria 5	AS	OS	N/A
Element 3: Vehicular access **A3.1 Private driveways**	☐	☐	✓
Not applicable. The subject site contains a car park that is 37 m long with two entry and exit points (refer to Appendix B).			
Element 4: Water supply **A4.1 Water supply for existing habitable buildings**	✓	☐	☐
Water hydrants are located 18.4 m and 73.4 m from the subject site (refer to Figure 6). The proposed development is considered to be compliant with A4.1.			

Note: AS - Acceptable solution, OS - Outcomes-based solution, N/A - Not applicable.

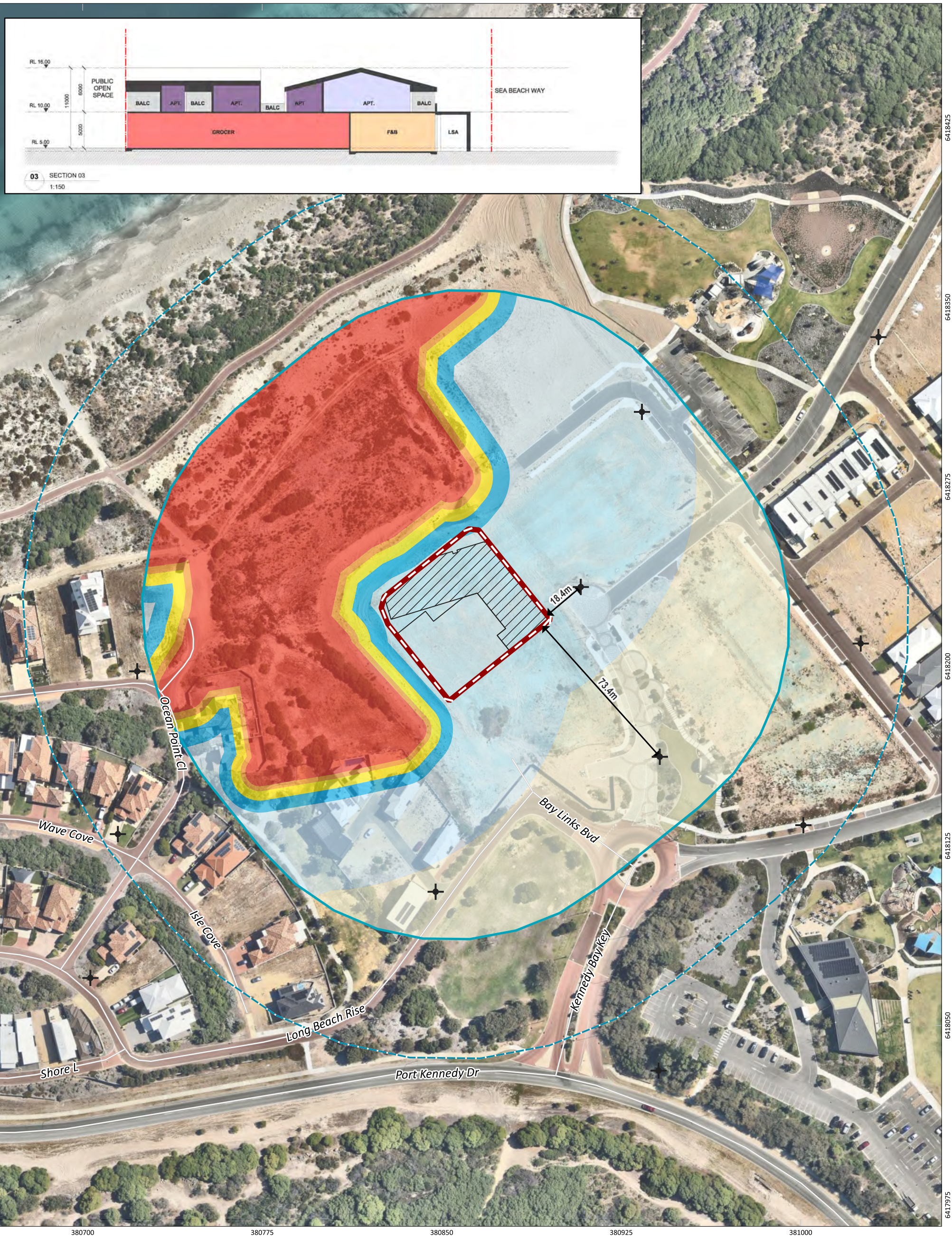

Figure 6: Spatial representation of the bushfire management strategies

N 0 10 20 30 40 m	PROJECT/REPORT NAME: Bushfire Management Plan Lot 4 Kennedy Bay, Port Kennedy		
SCALE: 1:1,500	SHEET SIZE: A3 COLOUR	CLIENT: Place Development	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.076	VERSION: 0	
DATA SOURCE: Nearmap Imagery (3 February, 2025)	DRAWN BY / REVIEWED BY: JP/HC	DATE: 1/4/2025	

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Building Footprint
- Carpark
- Water Hydrant (WCORP-070)

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	1/4/2025

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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6. Responsibilities for Implementation and Management of Bushfire Management Measures

Responsibility for implementation of the bushfire risk management measures outlined in Section 5 of this BMP applies to the developer, future owners/builders within the subject site and the local government. Table 4 provides a works program detailing these measures, timing of implementation and responsibility.

Table 5: Proposed Works Program

No.	Bushfire management measure
Developer responsibilities - Prior to issue of Title	
1	Provide reticulated water supply to all lot 4 and hydrants in accordance with Water Corporation Design Standard DS63.
2	Ensure the entirety of the subject site is either non-vegetated or contains low-threat maintained vegetation.
3	Construct buildings to BAL-12.5 construction standards in AS3959:2018
Landowner/Builder responsibilities - Ongoing	
4	Keep landscaping in a low threat state

7. Conclusion

In the professional opinion of the author, the proposed development satisfies the intent, aim and objectives of SPP 3.7 and the Guidelines and is recommended for approval.

8. References

Department of Fire and Emergency Services (DFES). (2025). *Map of Bush Fire Prone Areas*. Retrieved on 13/02/2025 from: http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx.

Department of Water and Environmental Regulation (DWER), (2021). Clearing Regulations - Environmentally Sensitive Areas (DWER-046). Accessed March 2025 from https://catalogue.data.wa.gov.au/dataset/clearing-regulations-environmentally-sensitive-areas-dwer-046

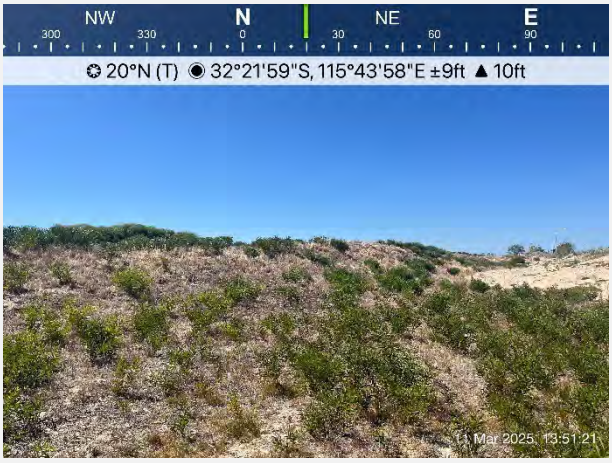
Standards Australia (SA). (2018). *Construction of buildings in bushfire-prone areas* (AS 3959: 2018).

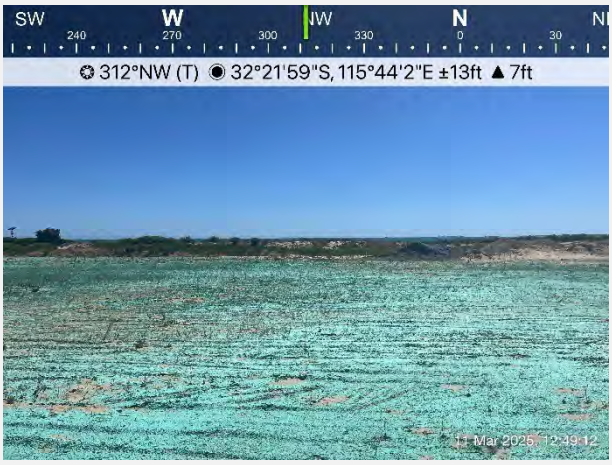
Western Australian Planning Commission (WAPC). (2024a). *State Planning Policy 3.7 Bushfire*. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2024b). *Planning for Bushfire Guidelines*. Government of Western Australia.

Appendix A:
Classified vegetation photos

Plot 1	Class D Scrub
Photo 1 This plot consists of shrubs reaching over 2 m up to 6 m in height with >30% foliage cover. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	
Plot 2	**Class D Scrub**
Photo 2 This plot consists of shrubs reaching over 2 m up to 6 m in height with >30% foliage cover. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 3	**Class C Shrubland**
Photo 3 Shrubs 1 m–2 m high with foliage cover greater than 30%. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	

Plot 3	Class C Shrubland
Photo 3 Shrubs 1 m–2 m high with foliage cover greater than 30%. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	
Plot 3	**Class C Shrubland**
Photo 5 Shrubs 1 m–2 m high with foliage cover greater than 30%. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	
Plot 3	**Class C Shrubland**
Photo 6 Shrubs 1 m–2 m high with foliage cover greater than 30%. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	

Plot 3	Class G Grassland
Photo 7 Grassland with sparse shrub overstorey (foliage cover is less than 10%). The slope under this vegetation was assessed to be upslope/flat land.	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 8 Roads and managed verges and gardens. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 9 Site cleared areas with dust suppression applied. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	

Plot 3	Excluded - clause 2.2.3.2 (e)
Photo 10 Driveways, parking, roads and managed verges. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 11 Bike path. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 12 Cleared areas with a sand and gravel base. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	

Plot 4	Excluded - clause 2.2.3.2 (f)
Photo 13 Play area and managed garden beds. Low threat vegetation has been excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	
Plot 4	**Excluded - clause 2.2.3.2 (f)**
Photo 14 Parkland with managed grass and gardens. Low threat vegetation has been excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	
Plot 4	**Excluded - clause 2.2.3.2 (f)**
Photo 15 Managed garden bed with mulch and irrigation within a subdivision. Low threat vegetation has been excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	

Appendix B:
Development Plans

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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KENNEDY BAY LOT 4

SEA BEACH WAY, PORT KENNEDY, WA 6172

DEVELOPMENT APPLICATION

DRAWING REGISTER

NUMBER	NAME	REVISION
TP-00-01	COVER SHEET	A
TP-01-01	LOCATION PLAN	A
TP-02-01	GROUND PLAN	A
TP-02-02	LEVEL 01 PLAN	A
TP-02-03	ROOF PLAN	A
TP-05-01	ELEVATIONS - SHEET 1	A
TP-05-02	ELEVATIONS - SHEET 2	A
TP-06-01	SECTIONS	A
TP-10-01	SOLAR AND DAYLIGHT ACCESS	A
TP-11-01	MATERIALS	A
TP-12-01	DEVELOPMENT SUMMARY	A

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

COVER SHEET

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-00-01	A

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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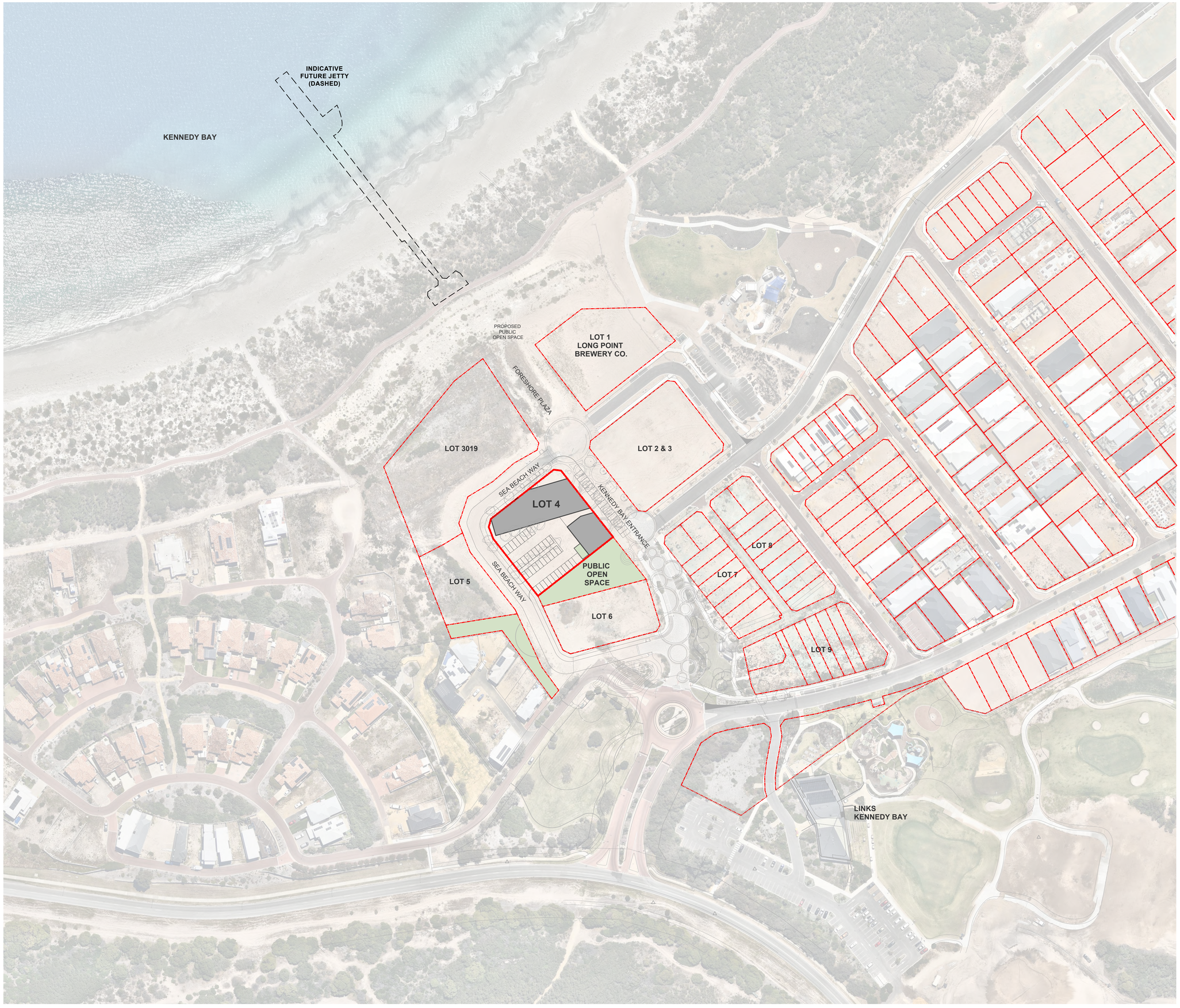

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

LOCATION PLAN

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 1000

Project Number	Drawing Number	Revision
240010	TP-01-01	A

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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SEA BEACH WAY

KENNEDY BAY ENTRANCE

2 CARS PARALLEL

6600

6600

UNDERGROUND POWER EASEMENT

FOOTPATH

04 S01

LSA SEATING PAVILION 70M2

5300 SETBACK

CANOPY DASHED OVER

ENTRY

STAIR UP

SERVICES

5400

2400 TYP.

BIKES 6NO

5500 CROSSOVER

CARPARK SECURE LINE

RESIDENTIAL CARPARK
14 CARS

5800

1000

5400

F&B
160m²

ELEC + NBN

K.EX

MECH

STAFF
END OF TRIP
1X DDA W.C +SHWR

MAIL

SERV

RESI LIFT

LOBBY
83m²

660L

660L

660L

WASTE

1100L

1100L

1100L

WASTE

1100L

1100L

1100L

LOADING/BOH

1600

GAS METER

4100

2670

ENTRY

04 S02

GROCER
504m²

EGRESS STAIR

3000

2700

2700

LOADING ACCESS

1870

SHARED AREA

2400

2400

610

2500 SETBACK

1950 SETBACK

4300

4650

SUB TBC

CARPARK
39 CARS TOTAL
(INCL 1XDDA)
3 RESI VISITORS
36 RETAIL

LOADING/ WASTE

37200 SETBACK

5400

2600 TYP

5800

4800

4800

5800

5400

5400

2400

04 S01

04 S02

SEA BEACH WAY

PUBLIC OPEN SPACE
LOT 274 POS

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

GROUND PLAN

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-01	A

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

LEVEL 01 PLAN

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-02	A

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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SEA BEACH WAY

UNDERGROUND POWER EASEMENT

04 S01

7000 SETBACK

5300 SETBACK

KENNEDY BAY ENTRANCE

CANOPY BELOW

FALL

RIDGELINE

K. EX

FALL

OPEN TO BELOW

2670

3000

LANDSCAPED ROOF BELOW

04 S02

RIDGELINE

OPEN TO BELOW

FALL

FALL

3000

RETRACTABLE AWNING

2700

RETRACTABLE AWNING

2700

RETRACTABLE AWNING

LANDSCAPED ROOF BELOW

2500 SETBACK

1950 SETBACK

37200 SETBACK

SEA BEACH WAY

04 S01

PUBLIC OPEN SPACE
LOT 274 POS

04 S02

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

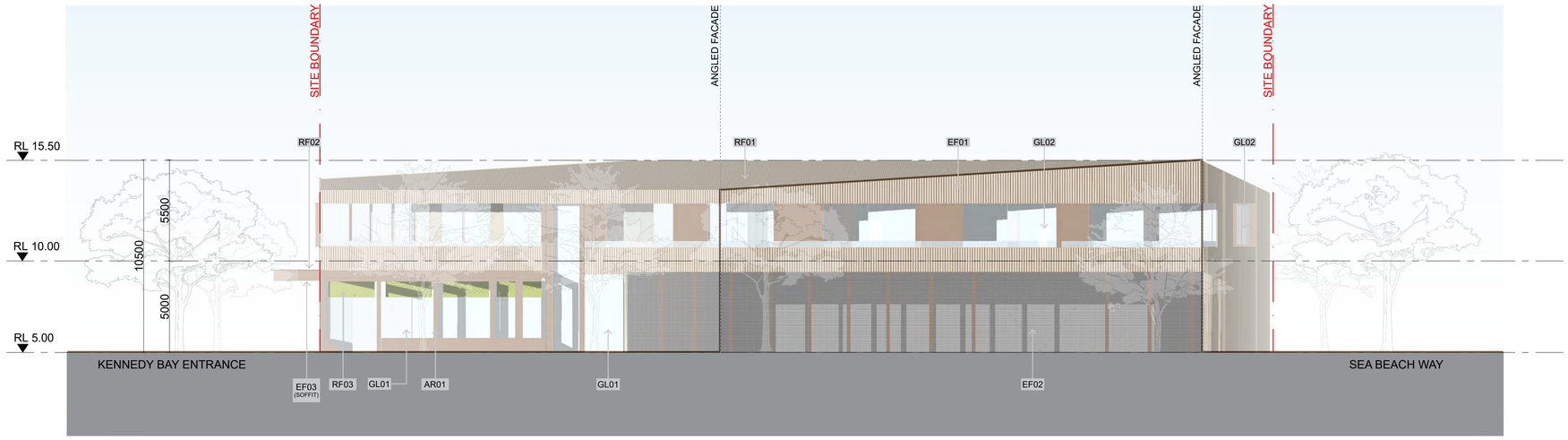
PORT KENNEDY

Drawing Name

ROOF PLAN

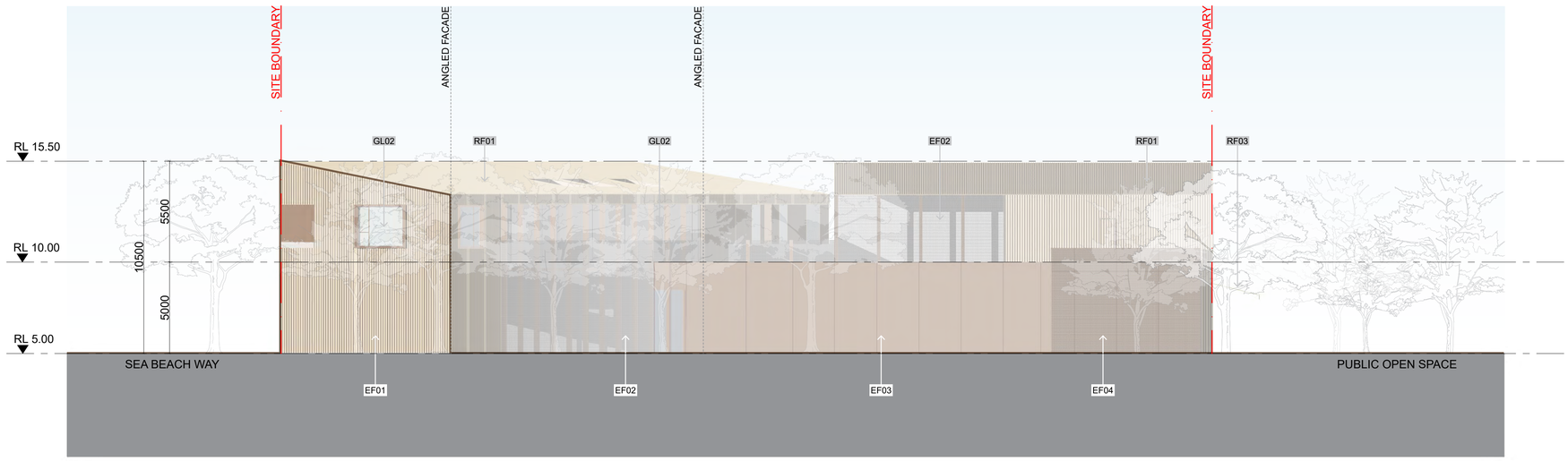
Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-03	A



01 NORTH-WEST ELEVATION

1:150



02 SOUTH-WEST ELEVATION

1:150

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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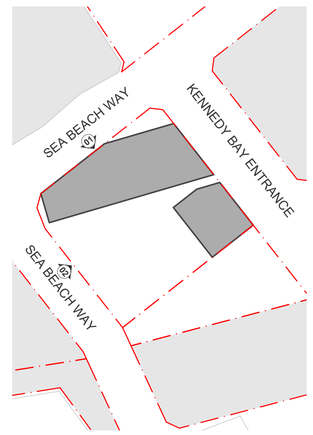


03 KEY PLAN

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

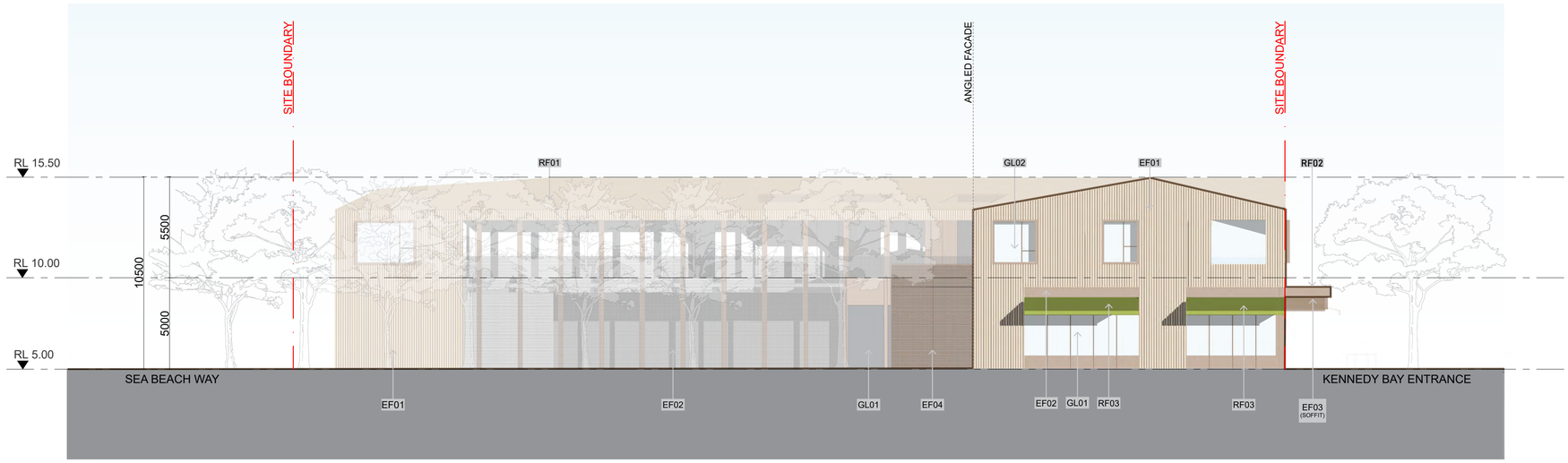
PORT KENNEDY

Drawing Name

ELEVATIONS

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-05-01	A



01 SOUTH-EAST ELEVATION

1:150

02 NORTH-EAST ELEVATION

1:150

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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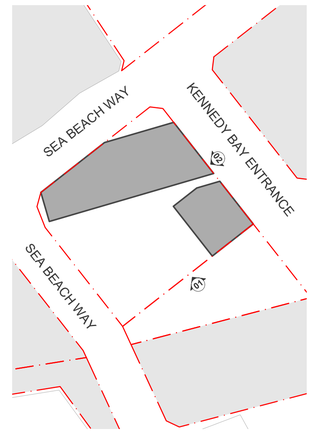

03 KEY PLAN

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

ELEVATIONS

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-05-02	A

Rev	Date	Description
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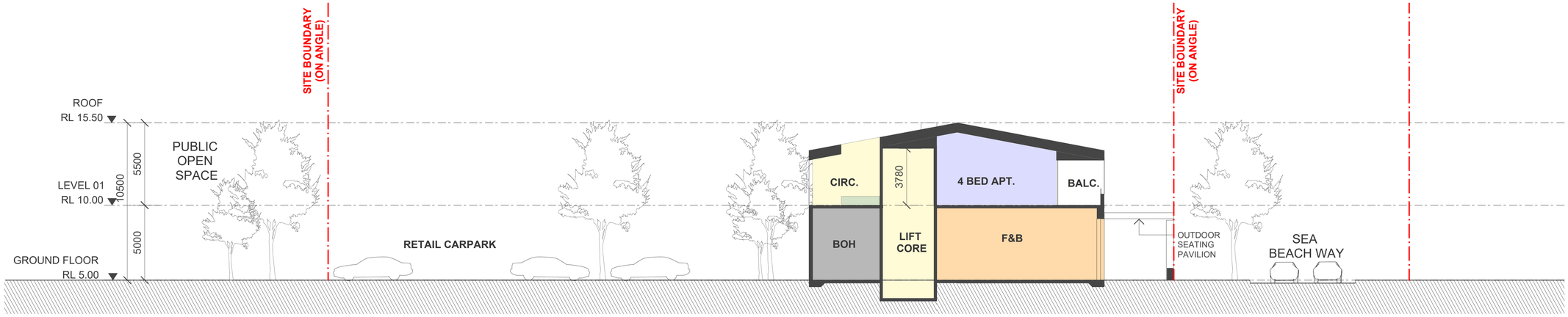

01 SECTION 01

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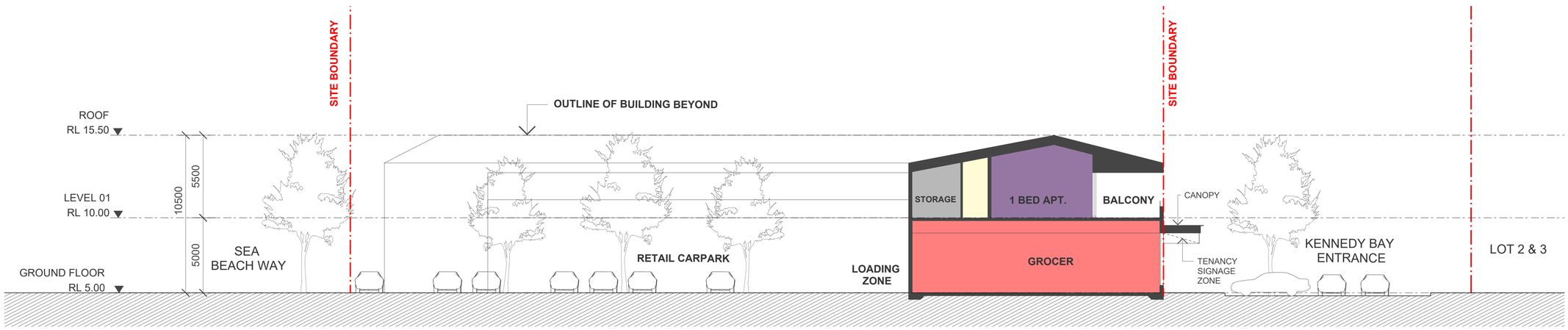

02 SECTION 02

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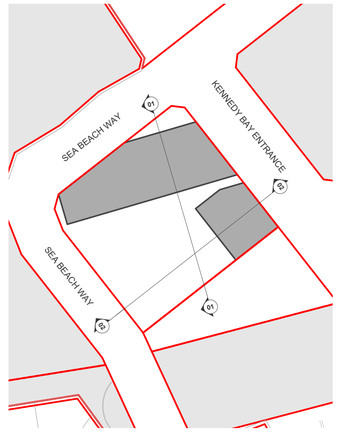


03 KEY PLAN

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

SECTIONS

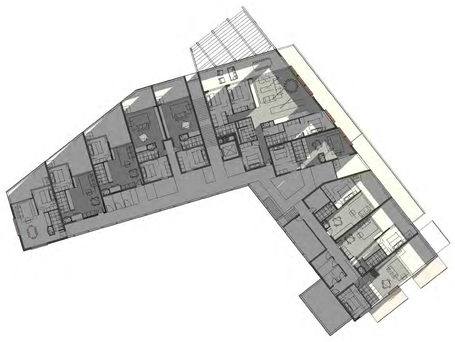
Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150
Project Number	**Drawing Number**	**Revision**
240010	TP-06-01	A

NATURAL LIGHT REQUIREMENTS

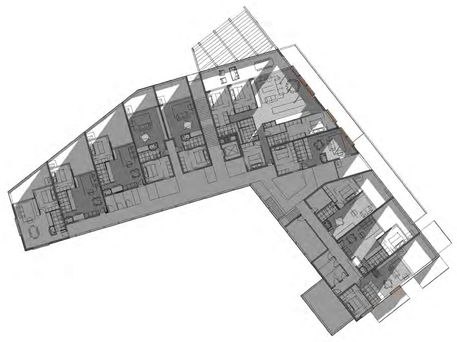
Acceptable Outcomes	
Climatic Zones: Western Australia	**Zone 5 - Warm Temperate**
4.1.1(A) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June AND	Yes
4.1.1(B) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.	Yes
4.1.2 Every habitable room has at least one window in an external wall, visible from all parts of the room. - glazed area not less than 10 per cent of the floor area - minimum of 50 per cent of clear glazing.	Yes
4.1.3 Lightwells and/or skylights do not form the primary source of daylight to any habitable room.	Yes
4.1.4 The building is oriented and incorporates external shading devices in order to: — minimise direct sunlight to habitable rooms: between late September and early March — permit winter sun to habitable rooms in accordance with A 4.1.1 (a).	Yes

LEVEL 1 SOLAR ANALYSIS

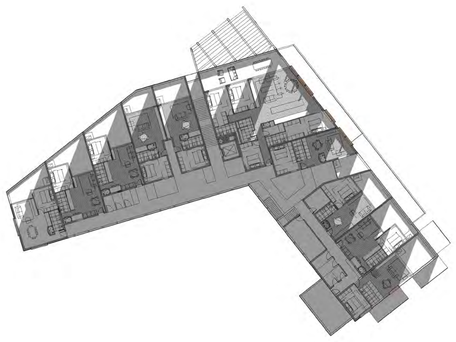
9am



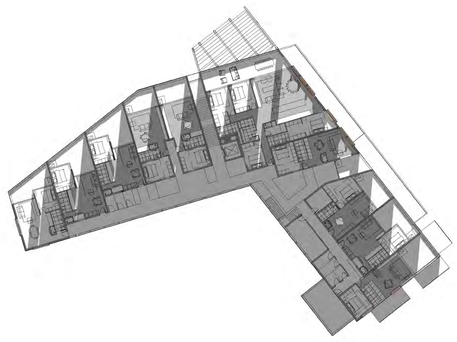
10am



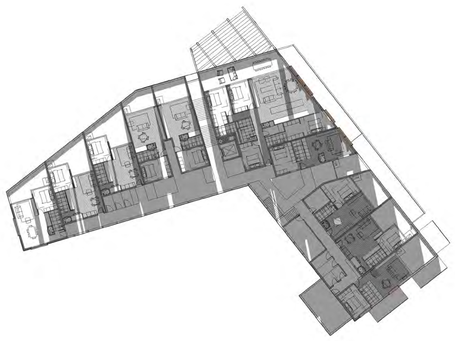
11am



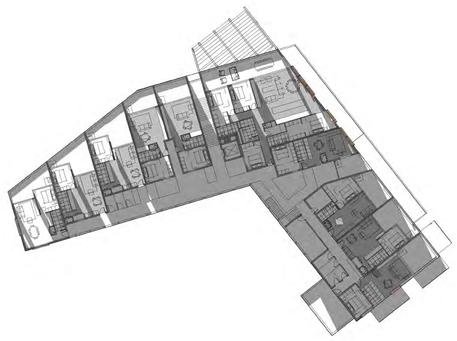
12pm



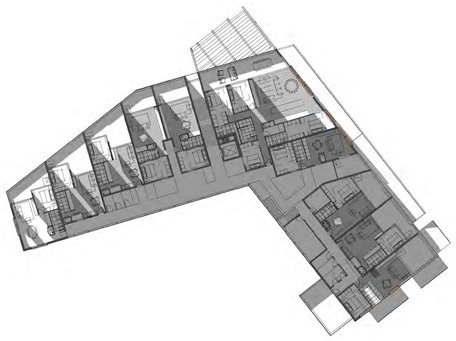
1pm



2pm



3pm



Rev	Date	Description
A	03.04.25	TOWN PLANNING

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Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

SOLAR & DAYLIGHT ACCESS

Architect	Drawn By	Scale @ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-10-01	A

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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GL01

Retail Glazing:
Transparent low E
shopfront glazing

GL02

Residential Glazing:
Vision panel performance
window system

RF01

Corrugated Metal
Roofing

RF02

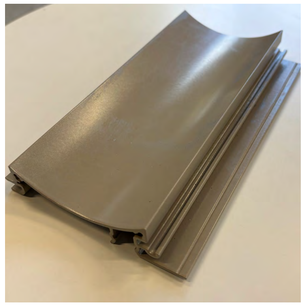
Metal Canopy

RF03

Retractable Fabric
Awning

EF01

Fluted / shaped
profile cladding



EF02

Open metal mesh for vertical
planting systems

EF03

Textured masonry
cement sheet cladding

EF04

Textured masonry
cement sheet cladding
with metal mesh

AR01

Timber arbour

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

MATERIALS

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-11-01	A

DEVELOPMENT SUMMARY

	SUPERMARKET	F&B
	GLAR	GLAR
Ground	504m²	160m²
Level 1	-	-
TOTAL	**664**	

LANDSCAPE ROOF	LANDSCAPE PLANTERS	CIRCULATION
GFA	GFA	
-	-	83m²
65m²	28m²	142m²
65m²	**28m²**	**225m²**

RESIDENTIAL				GFA
1B	4B 3B	**Total Dwellings**	NSA m2	m2
-	-	-	-	1,346m²
9	1	10	659m²	1,070m²
9	**1**	**10**	**659m²**	**2,416m²**

BALC
m2
209m²
209m²

CARPARK		
RESIDENTIAL	SEA BEACH WAY	RETAIL + RESI VISITORS
14	17	39
70		

	Disclaimer
1	This design has been prepared without structural or services engineering input. NSA Areas is subject to change once advice is received
2	These areas are schematic only and subject to council and other requisite approval. Areas are not to be used for marketing purposes.
3	This scheme has been prepared generally within the bounds of the current site dimensions.
4	The information contained herein is believed to be correct at time on preparation based on the information available at time of preparation. Recipients must make their own investigations to satisfy themselves in all aspects.
5	The design and accompanying documentation contained herein is and remains the intellectual property of Nelson + Koo.
6	GFA (Gross Floor Area) is defined as the total fully enclosed area measured to the outside face of external enclosing walls. Note this excludes all balconies. Refer Area Plan below.

GROSS FLOOR AREA - METHOD OF MEASUREMENT

GBA MINUS BALCONIES, TERRACES AND ROOF.
INCLUDES: VERTICAL TRANSPORT (STAIRS & LIFTS) AT GROUND LEVEL ONLY (EXCLUDED AT LEVEL ONE)

GFA - GROUND

GFA - LEVEL 01

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

DEVELOPMENT SUMMARY

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-12-01	A

Kennedy Bay Lot 4

Design Report

April 2025

Revision 02

Nelson + Koo acknowledges the traditional custodians of the land and waters of Australia.

kennedy bay

Place DEVELOPMENT

Nelson + Koo

LATERAL PLANNING

emerge ASSOCIATES

Vision

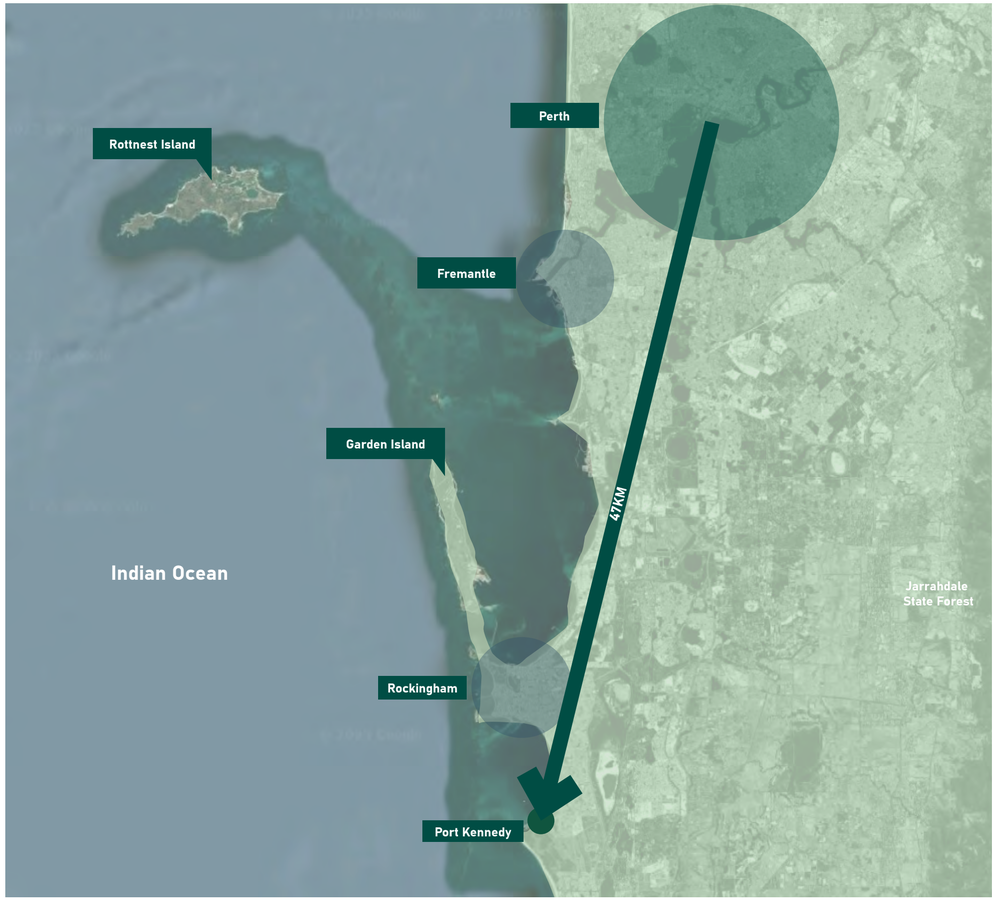
A project that creates local convenience amenity that serves to create bonds with and within the community, neighbourhood, and place.

A design which draws on all of the aspects of the locality, both in terms of the emotional understanding of place and its physical and geological urban condition.

Context and Character

Context and Character
The Site

An amazingly beautiful coastline and place, Kennedy Bay / Safety Bay has been an retreat from the urban central business hub of the city. Providing a lifestyle choice focused on the outdoors and the coastal, wetland environment. A place that is developing to create living opportunities for the city. Development which partners with the coastal lifestyle and context

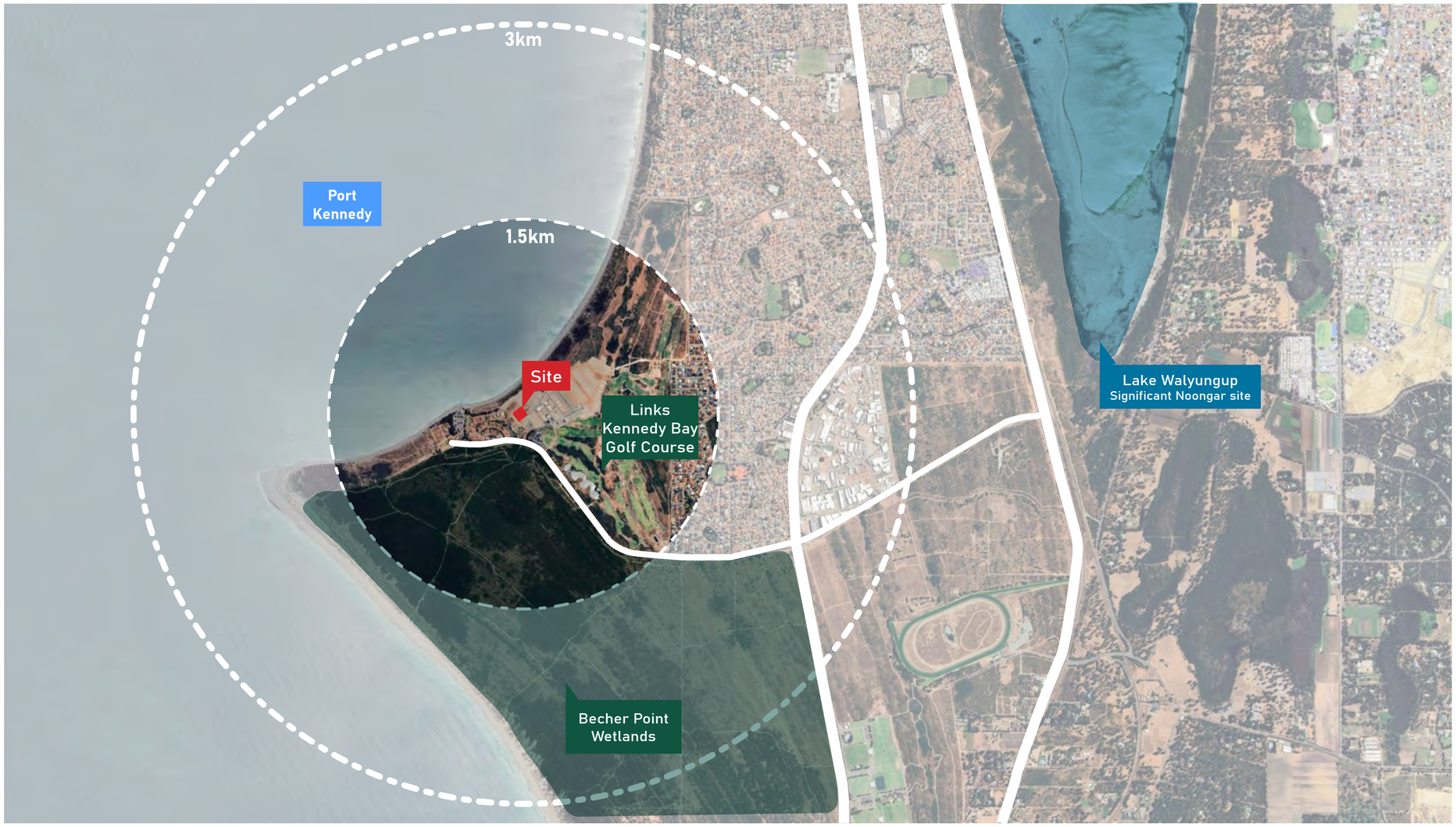


Context and Character
The Site

The site sits amongst a varied and abundant natural context, with Becher Point Wetlands, an internationally significant 6000 year old geomorphological anomaly with some 200 wetlands teeming with native flora and fauna to the south, and the bay, a community focal point for leisure and rejuvenation to the North.

These natural attributes have entrenched the place qualities and lifestyle choices of the growing neighbourhood.

A place that offers an nature based lifestyle.



Context and Character
The Bay

The bay has been and remains an amenity anchor and lifestyle driver for Perth, Rockingham and the local community. Creating community bonds and a quality of life, unique to this area.

1935, Scouts in the Bay

1979, Constructing obstacles on the beach

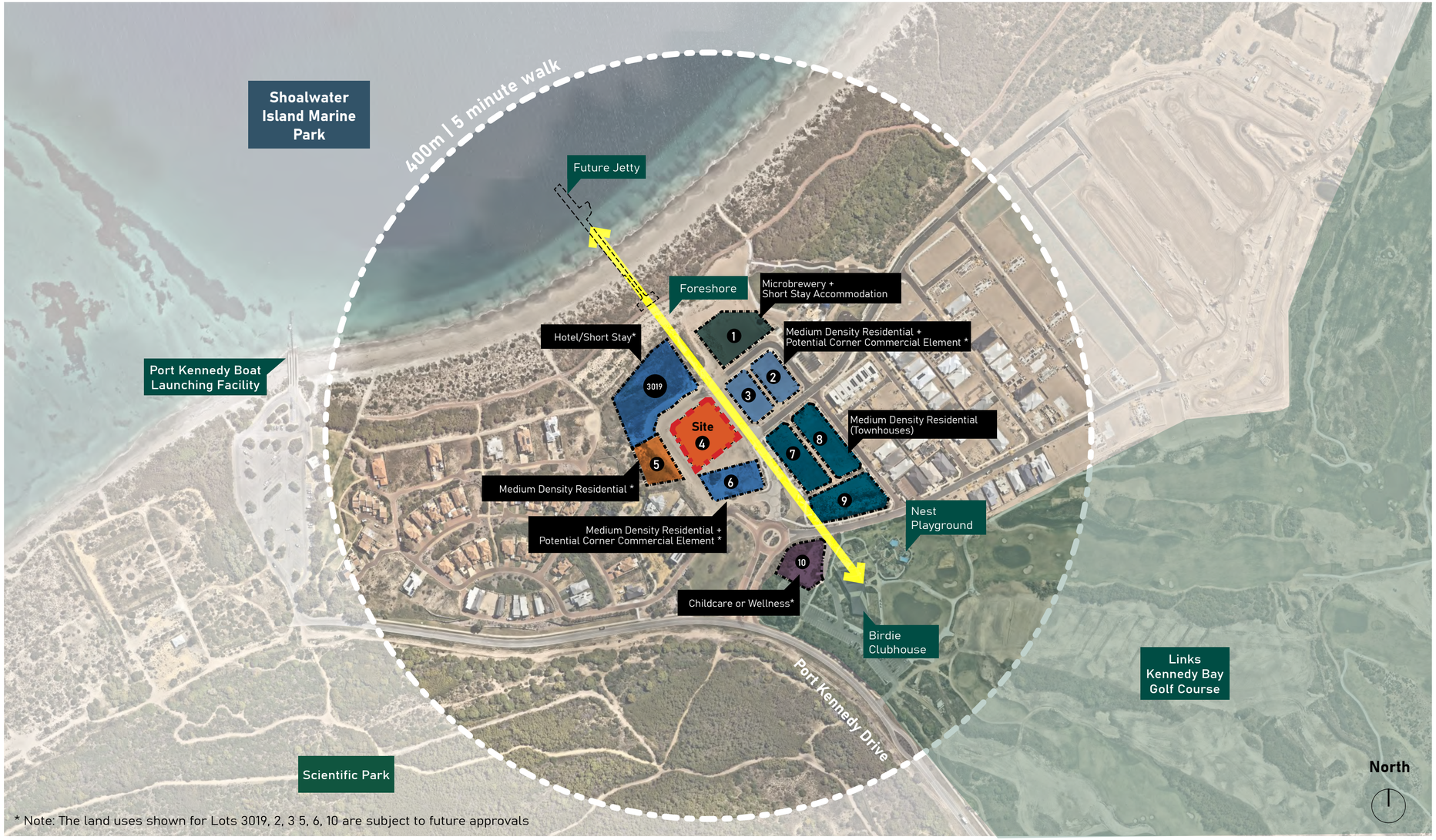
1969, Safety Bay Sailing

2018, Safety Bay Sailing

Context and Character
Masterplan

The site is located at the centre of the civic spine of the neighbourhood, as both an amenity anchor itself but also as a link between beach, wetland and Golf course.

Its role in the masterplan is to provide the community with conveniences and amenity in the form of everyday retail with high density living opportunities over the top, unlocking its potential as a heart of Kennedy Bay community life.



* Note: The land uses shown for Lots 3019, 2, 3 5, 6, 10 are subject to future approvals

Context and Character
Development Framework Plan

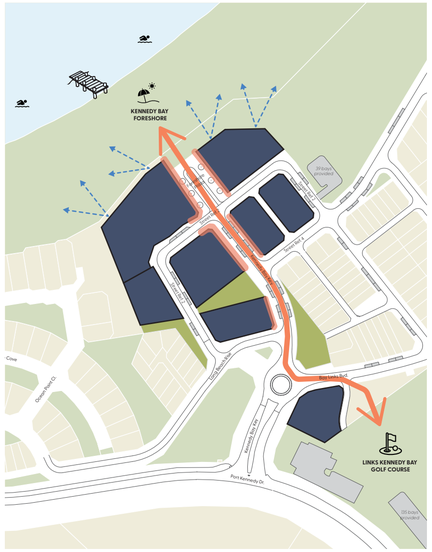
The Village Centre Local Development Plan establishes the sites role, function and response to its context, and the objectives sort, which are founded in the effort to support the main street activity and function.

KENNEDY BAY FORESHORE

- The ***Kennedy Bay Landscape Masterplan*** is provided in Appendix A and illustrates the proposed key features that will contribute to the amenity and functionality of the Coastal Village. It is envisaged that the Foreshore will provide a variety formal and informal public spaces, with the majority of active uses centred around the Foreshore Plaza, the jetty connection adjoining the Coastal Village.
- Foreshore Plaza to provide public pedestrian access and a strong connection through to the beach and jetty. This space is designed to be flexible and multi purpose, allowing for select vehicle loop access at certain times, the ability for ground floor businesses to open up with alfresco, and programming of temporary events such as exhibitions and markets.

MAIN STREET

- The local centre is designed around an important north-south main street that connects existing roads with new residential development beyond and celebrates views to and from the Golf Course club house.
- It also serves a unique intersection for two green links, that bring the dunal landscape into the centre, softening the approach for residential development and offering connections through the site from existing residential areas west.
- Thoughtful orientation of the main street helps it become more than a destination. As the arrival point to Kennedy Bay, it has been designed as the route most local pedestrians and vehicles take to reach the activities in the area and their homes, creating a hub of community activity.



LANDSCAPE AND PUBLIC REALM

- Provide wider dual use footpaths, pedestrian crossings, street furniture, avenue shade trees and formal planting beds that create a safe functional street environment
- Incorporate artwork, signage and interpretive elements to assist with legibility of themes and aesthetics
- High end material finishes and landscape treatments reflective of the more urban streetscape environment throughout the Coastal Village area
- CPTED principles to be an integral component of landscape and public realm design to create a secure and inviting environment

MOVEMENT AND STRUCTURE

- Urban blocks are influenced by the main street, creating a permeable grid that is simple for users to navigate.
- Streets designed to ensure a low speed, pedestrian focused environment. To promote the pedestrian experience, it is envisaged that the "main street" will be constructed of a different surface treatment to differentiate the main street from the remainder of the movement network.
- Pedestrian and cyclist connection throughout the site with a focus on permeability and legibility through to the foreshore, linking up to the regional pedestrian and cycle networks that run east-west along the coast.

PARKING

- Parking in the Coastal Village has been informed by the ***Kennedy Bay Coastal Village Town Centre Parking Strategy*** provided in the Appendices.
- Parking is distributed throughout the precinct to meet resident and visitor needs, without impacting the amenity of the foreshore and town centre. An off-street car park is proposed in the foreshore reserve and additional parking can be utilised at the Kennedy Bay Links Golf Course.
- Car parking has been carefully considered so as not to detract from the intended character of streetscapes.
- Visible on-site parking spaces and garages are minimised through laneways that direct active uses to the main street and offering high quality interfaces between residential front doors, porches and the street – enhancing resident's amenity and public safety.
- On-street parking provision is practical for visitors and helps to reinforce an urban street relationship.

CLIMATE

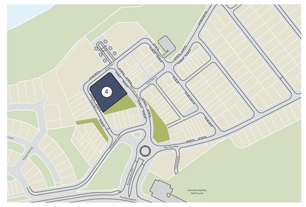
- The local centre has been designed with climatic conditions in mind. Main street footpaths and open spaces will be protected from south-westerly breezes and receive natural light on both sides. This allows visitors pleasant environments to stay outside and helps activate future food and beverage outlets with outdoor dining.

2.3 LOT FOUR

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	**Ground Floor:** Commercial, cafe, restaurant, residential **Upper floors:** Residential, commercial, short-stay residential
Building height	**Minimum Height:** 7.5m minimum wall height (min 2 storey equivalent) **Maximum Height:** 4 storeys
Setbacks	Nil setback to all boundaries
Pedestrian access	Location of pedestrian access provides safe, legible and convenient access for residents, and strengthens the connection to the main street and POS
Vehicle access and servicing	No vehicle access is permitted from Kennedy Bay Key. Width of vehicle access to be kept to a minimum and integrated into the design of the building, reducing the impact on the streetscape.
Parking	Parking to be provided on the south western side of the site and to be concealed from the Main Street and POS areas. Car parking in this approximate location would allow for the siting of meaningful commercial, retail or residential building depths that address the main street. Where parking can't be provided on-site, options for reciprocal parking and/or allocating parking throughout the precinct may be considered (refer ***Parking Strategy***).
Landscaping	**Non-Residential Development** Development to provide a minimum 10% deep soil area per site with a minimum dimension of 1.5m. The deep soil area is to be landscaped with a mix of large, medium and small tree sizes, for a minimum of 40% of the required deep soil area. **Residential Development** Refer to the R-Codes.
Streetscape	Provide a high quality landscaping interface to act as visual buffer between the carpark and adjoining development to the south-east. OR Development to front and provide an urban edge to Street 2, sleeving internal car parking,

Site Plan

Site Location



- Preferred ground floor commercial
- Main Street Interface
- POS Interface
- Landscape edge
- Preferred pedestrian access
- Preferred vehicle access
- Vehicle access restrictions
- Preferred location for parking/service areas
- Indicative On-Street Car Parking

Prominent Locations

In addition to the requirements of Section 3, development is to address the following:

Main Street Interface

Building facades should provide activation at the street level through a mixture of glazing, signage, lighting and external building fabric.

Development should avoid blank walls/façades, and large extents of non-operable glazing.

Preferred commercial uses on ground floor with residential on upper floors. Alfresco and uses that open out onto the street encouraged.

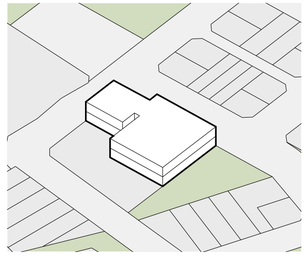
POS Interface

Development to provide passive surveillance of the public open space.

Alfresco and uses that open out onto the public open space are encouraged.

Development should demonstrate how CPTED design principles have been addressed through the design.

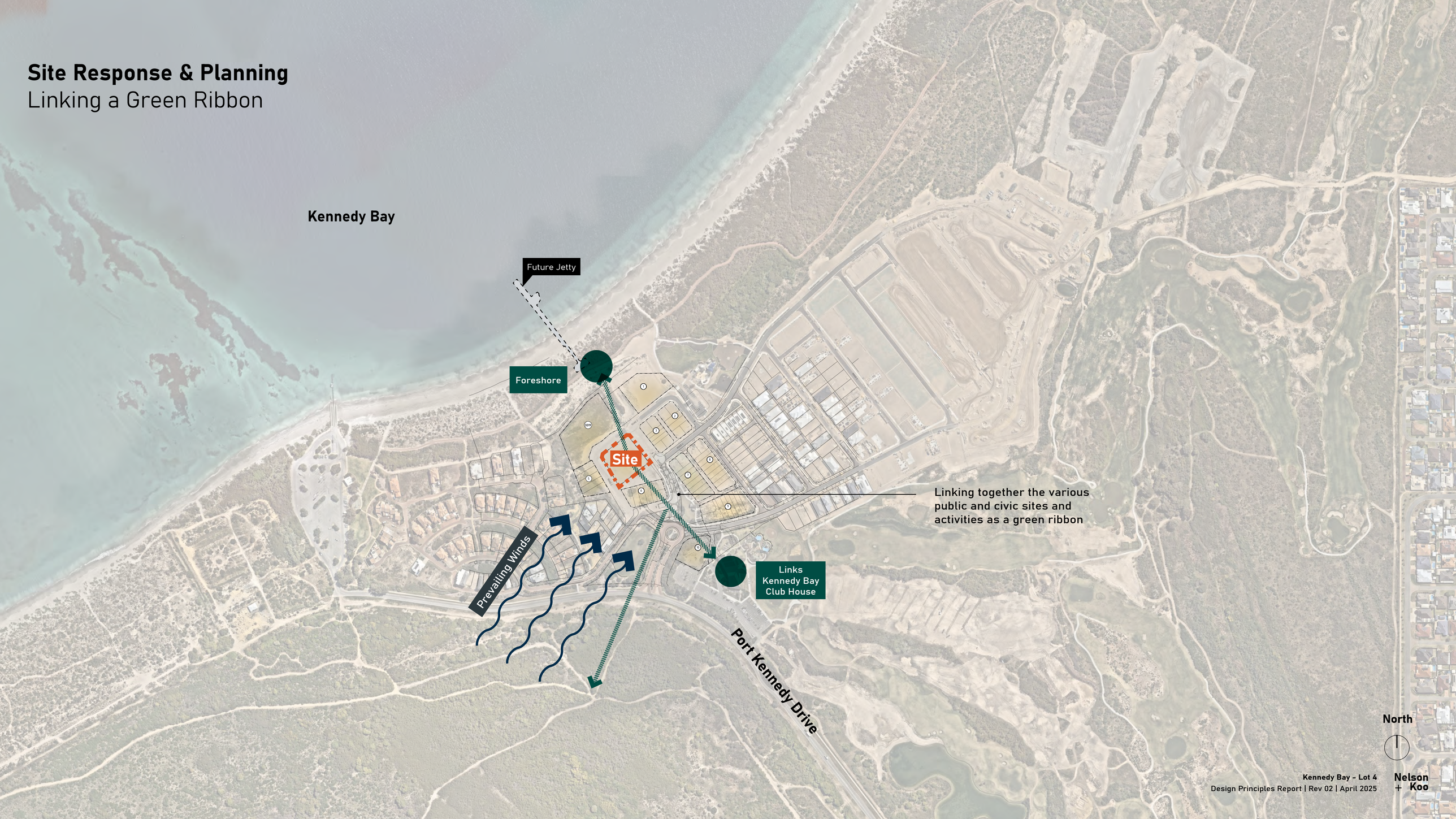
Indicative Built Form



Site Response & Planning

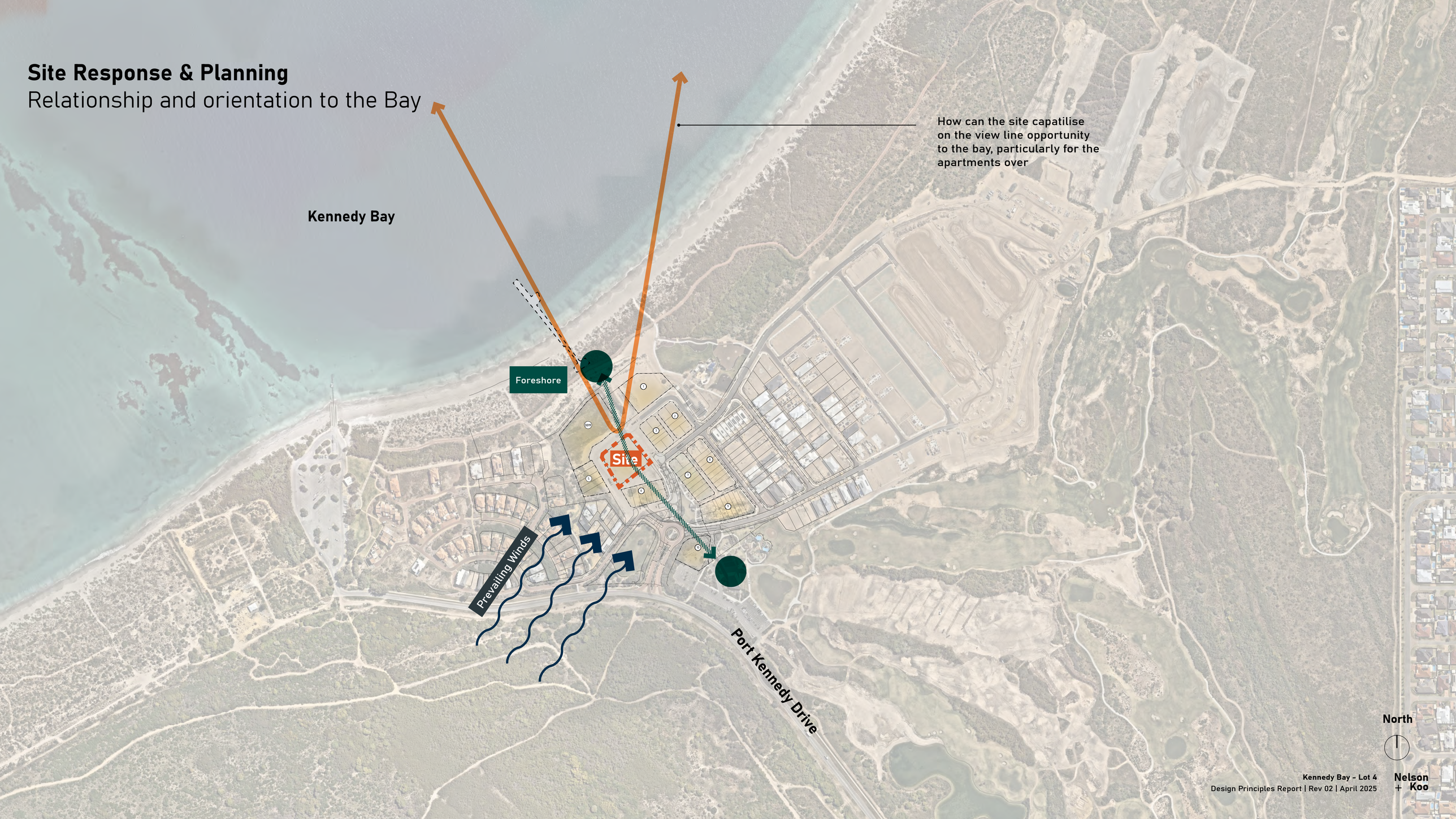
Overall Masterplan

Site Response & Planning
Linking a Green Ribbon



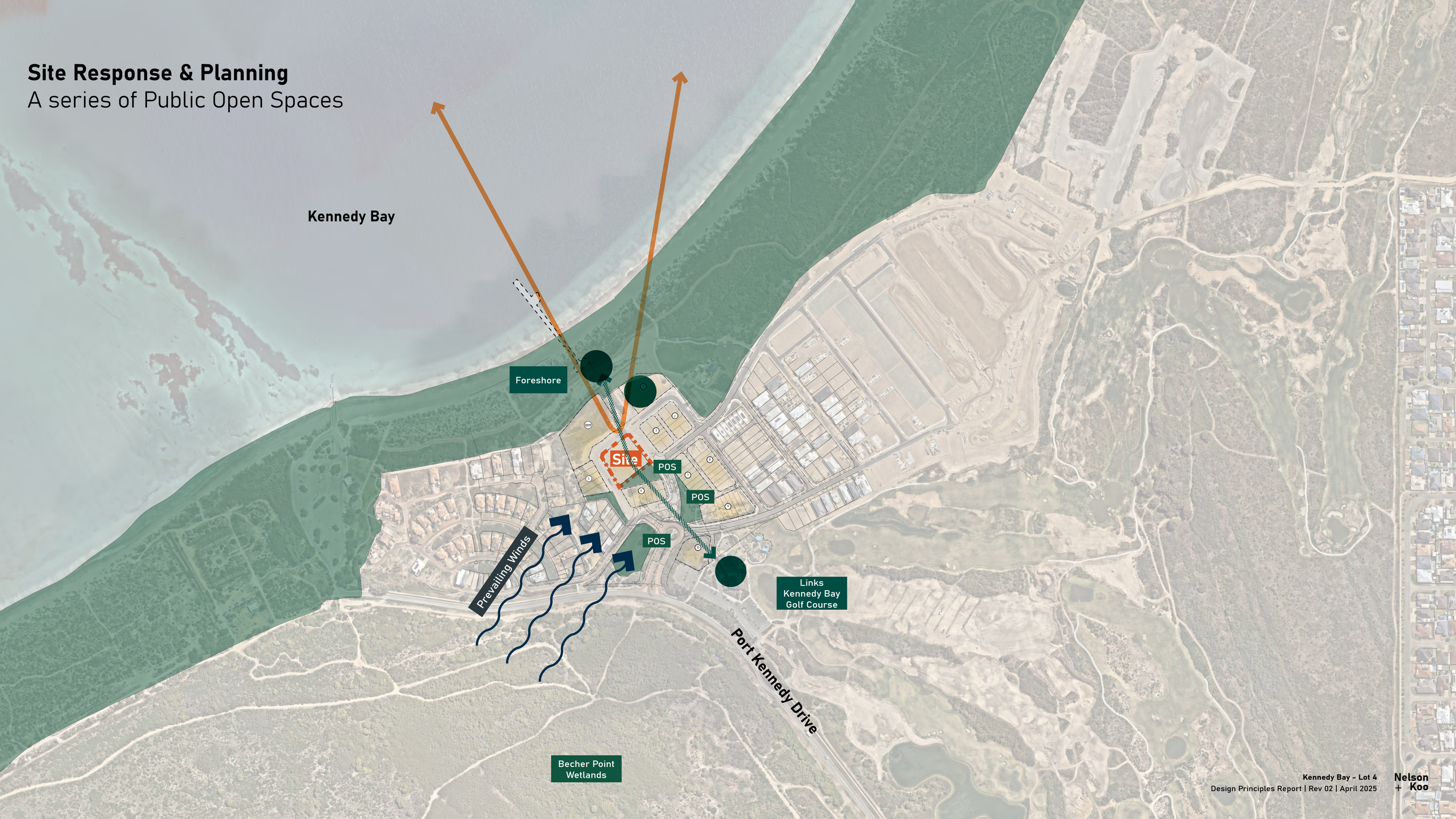
Site Response & Planning

Relationship and orientation to the Bay

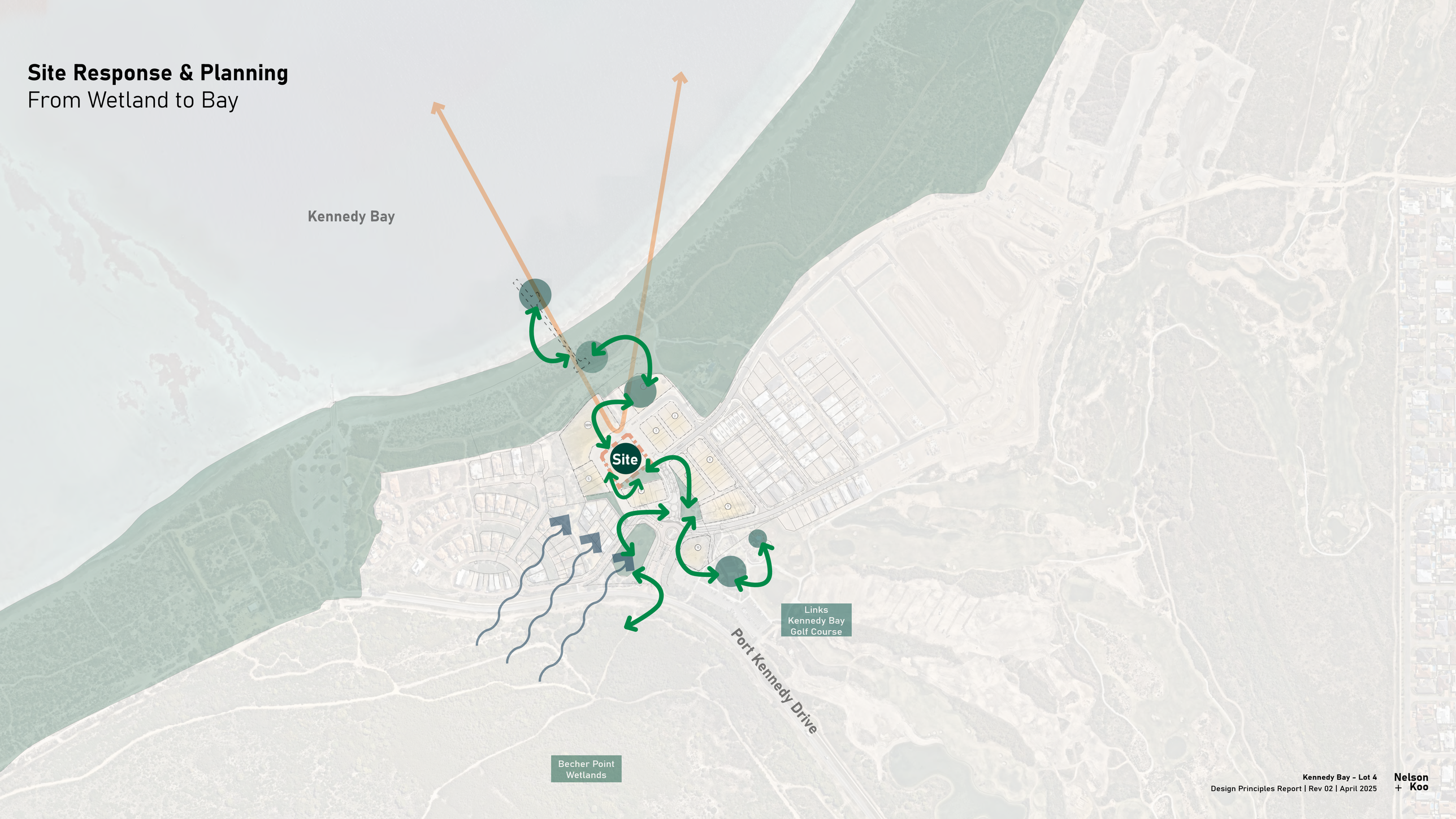


Site Response & Planning

A series of Public Open Spaces

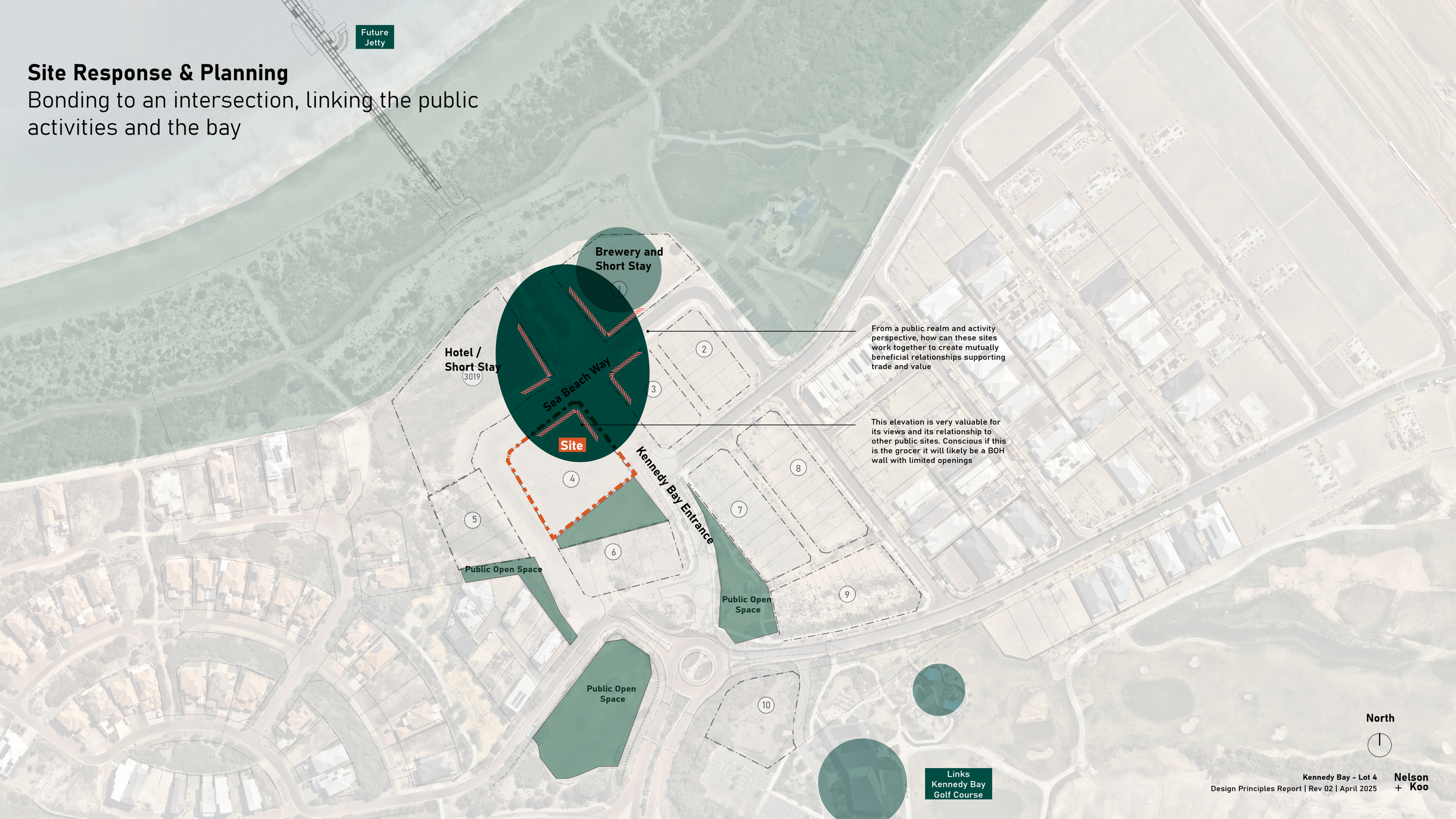


Site Response & Planning
From Wetland to Bay



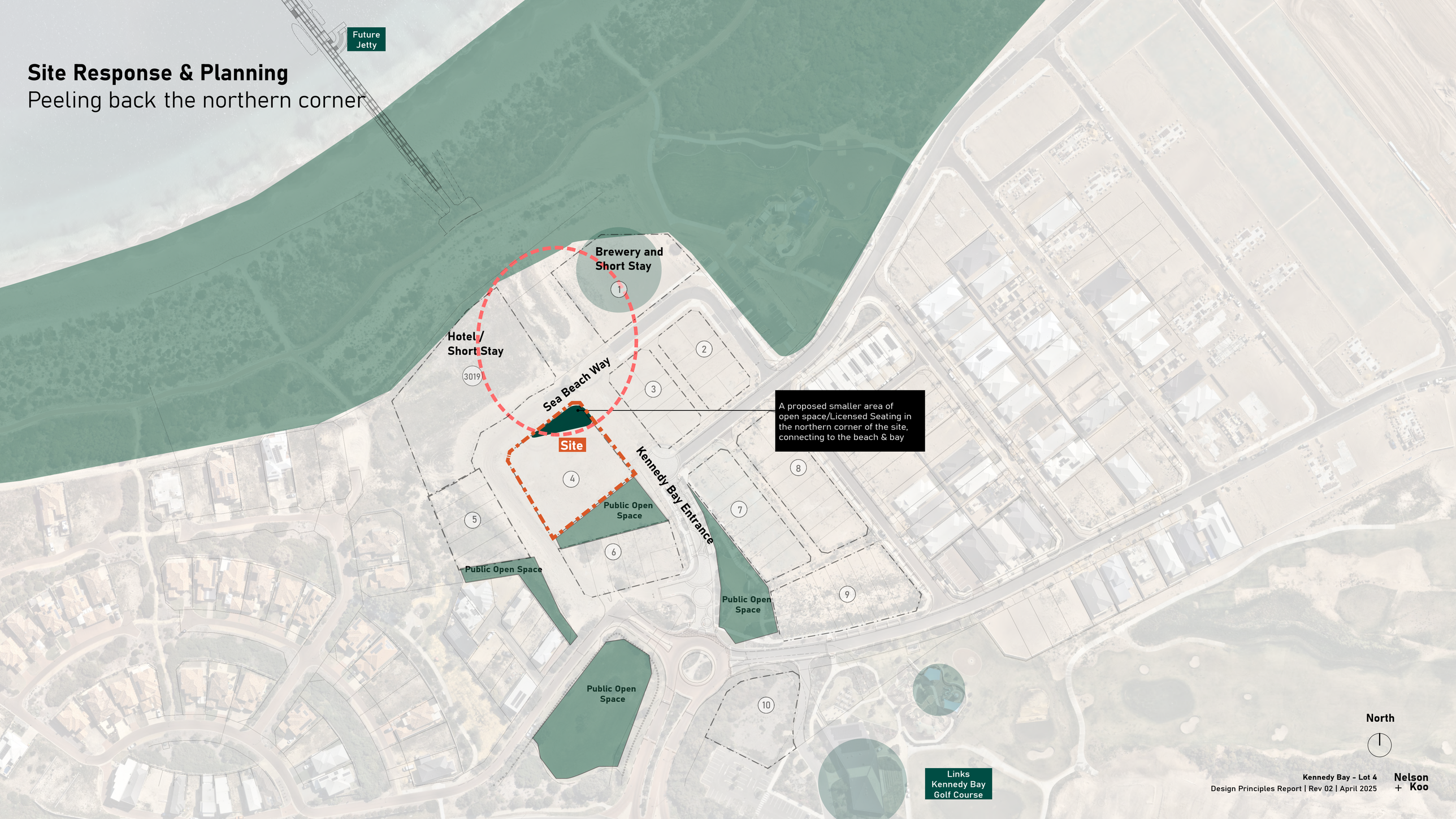
Site Response & Planning

Bonding to an intersection, linking the public activities and the bay



Site Response & Planning

Peeling back the northern corner



Site Response & Planning

Orientating to the site natural attributes

Built Form and Scale

Builtform Concepts

Establish thinking which builds on the strength of Birdie and the future brewery to create a family of public buildings which relate to one and other, whilst having a familiarity in form and materiality to the suburban coastal context.

Hunkering it in the dune and beach setting, similar to the form and role of the surf clubs dotting Australia's coast line

Te Arai Beach House - Fearon Hay Architects

Points Londsdale Surf Club - JCB Architects

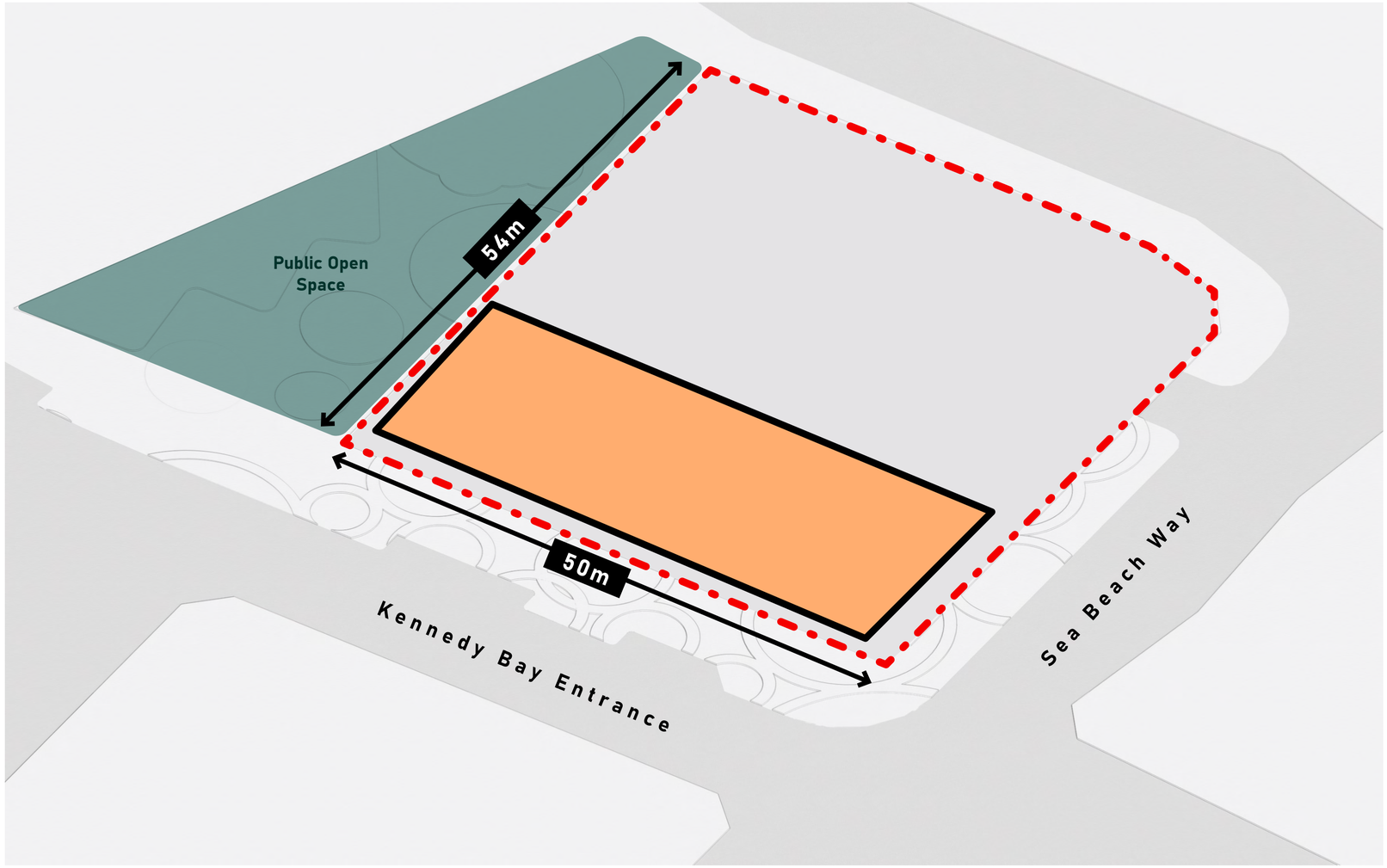
Te Arai Beach House - Fearon Hay Architects

2 Sheds Lorne

Birdie, Kennedy Bay - Gresley Abas Architects

Massing Concept
Development Plan Starting Point

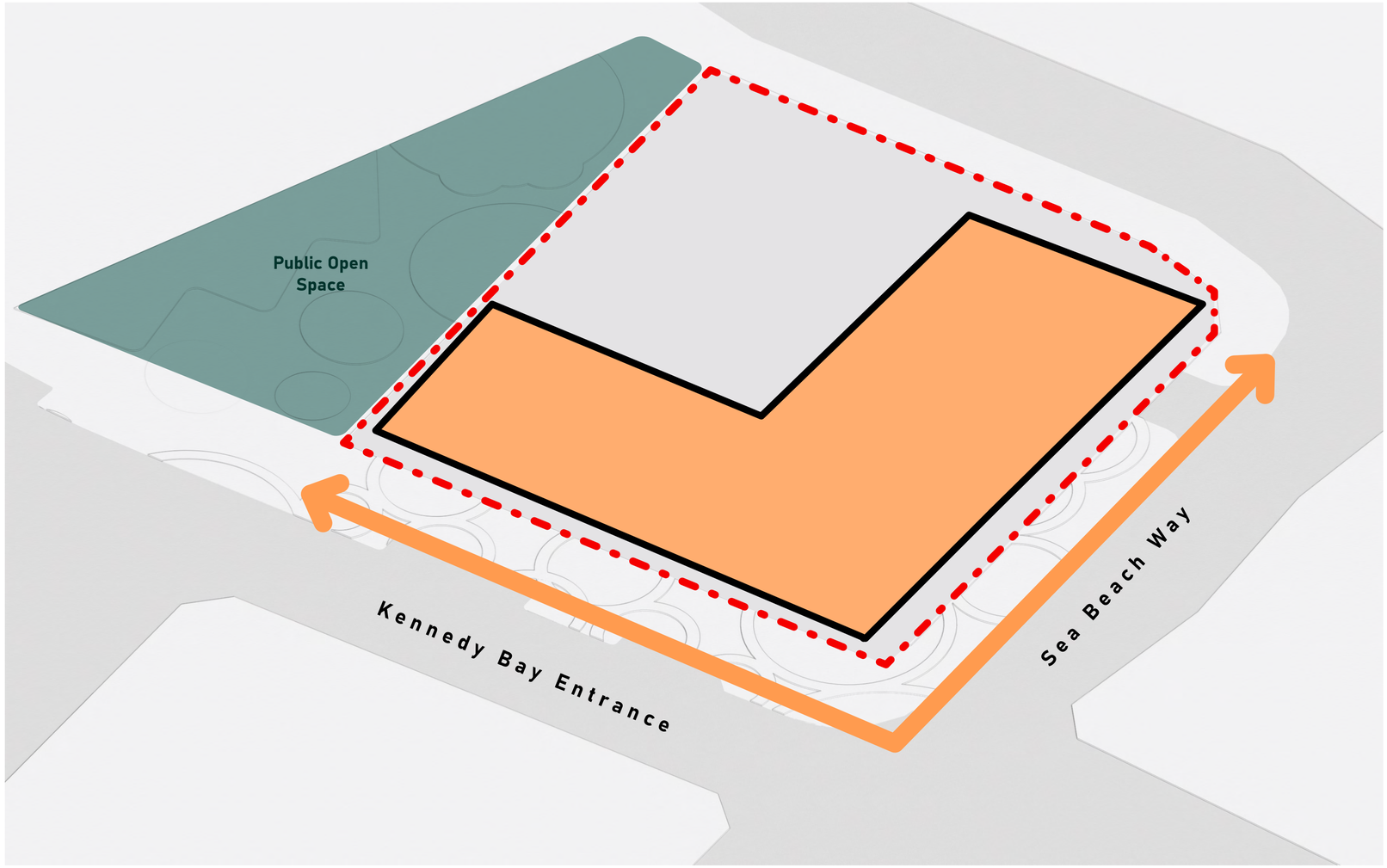
Establishing the interfaces of the site following the objectives of the development plan and masterplan



Massing Concept

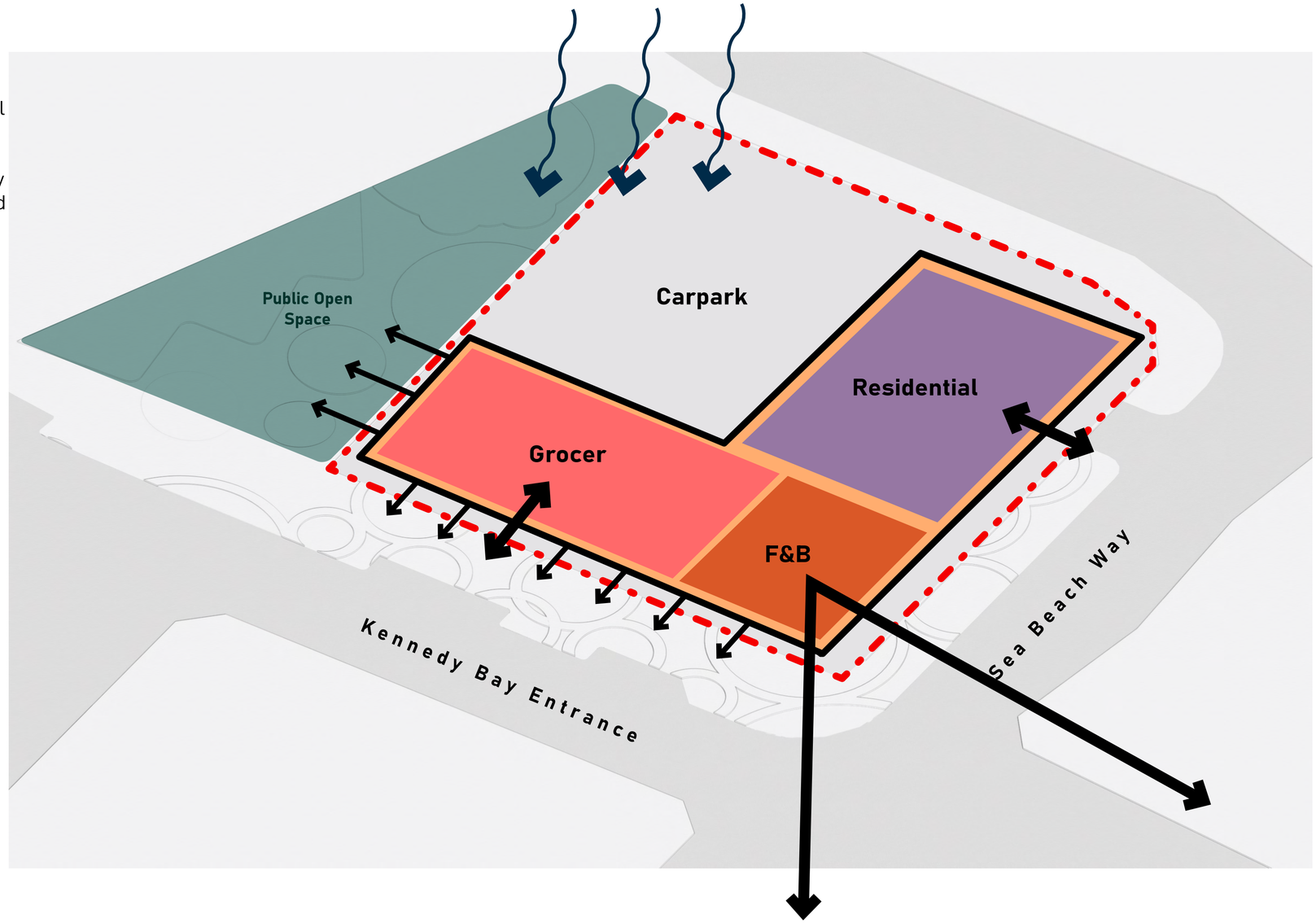
Extending the Massing along Sea Beach Way strengthening relationship and Orientation to Bay

Framing the site and orientating activity to the Bay



Massing Concept
Plan Establishment

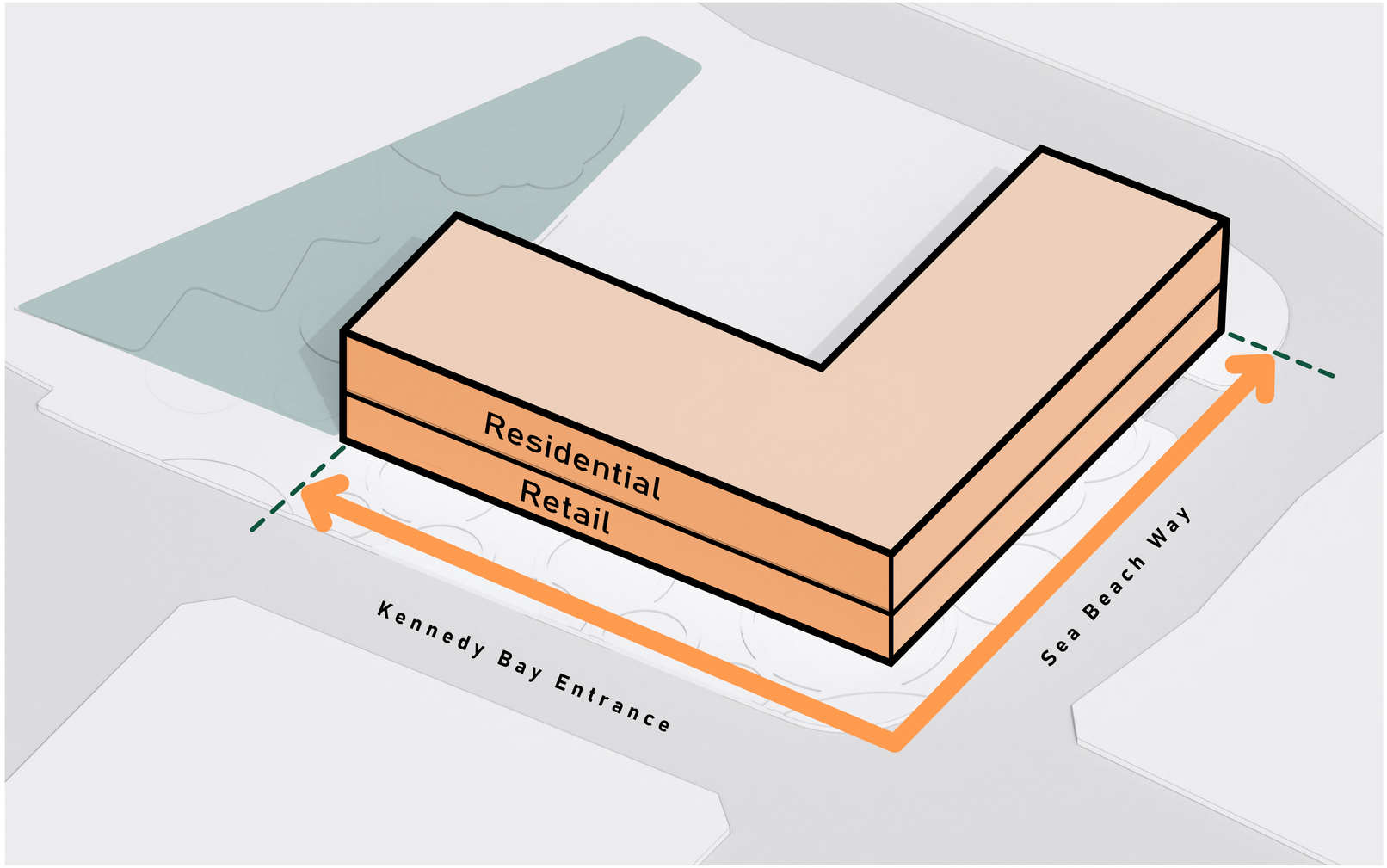
The extended plan facilitates the brief objective incorporating everyday conveniences in the grocer with a focal point F&B tenancy on the key corner linking with the Bay and Brewery. Whilst the builtform shields the activity from the prevailing wind for year round comfort and functionality



Massing Concept

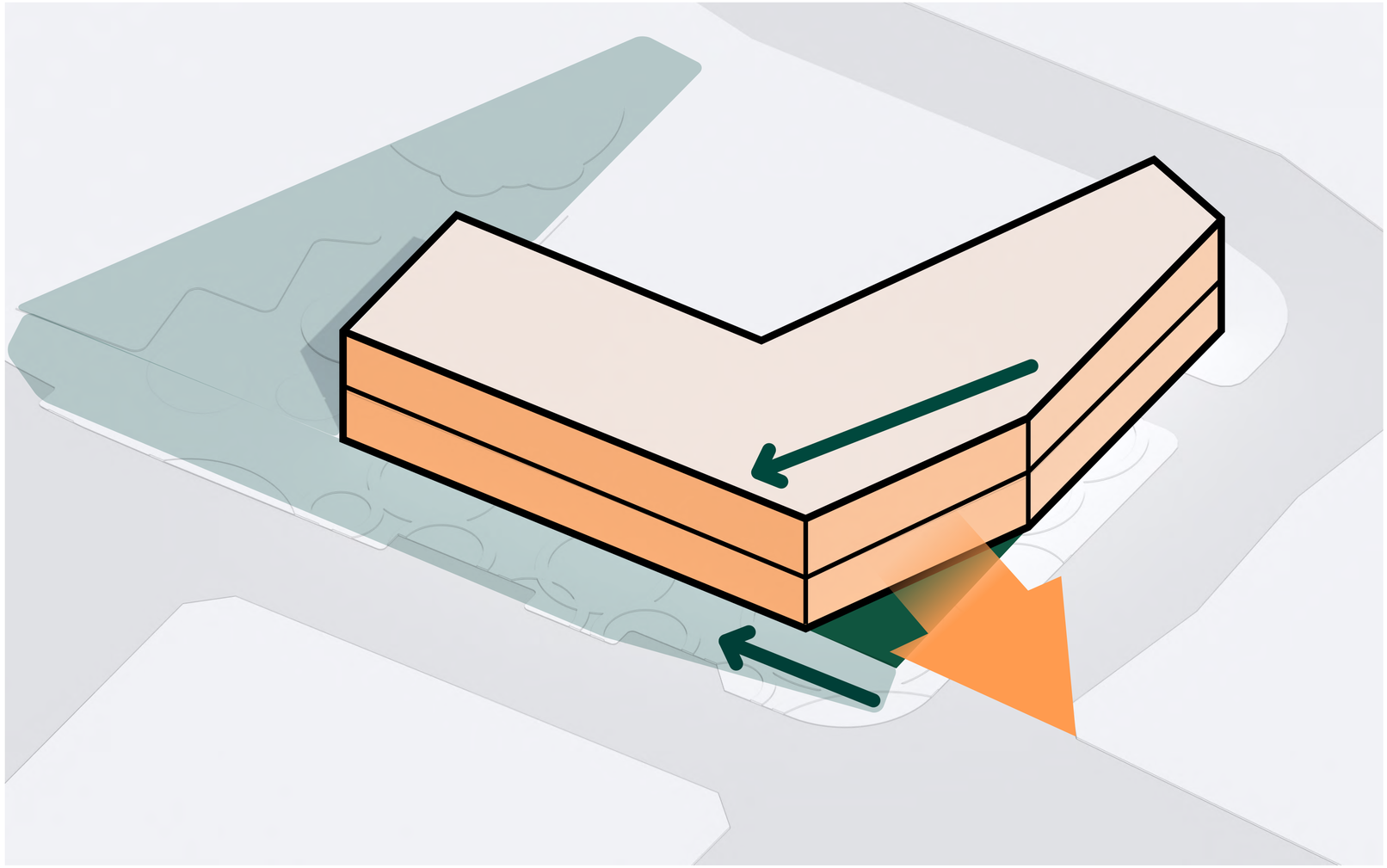
A 2 level building, Retail and Residential

In line with the DP, a 2 level building with retail ground floor and residential over is proposed.



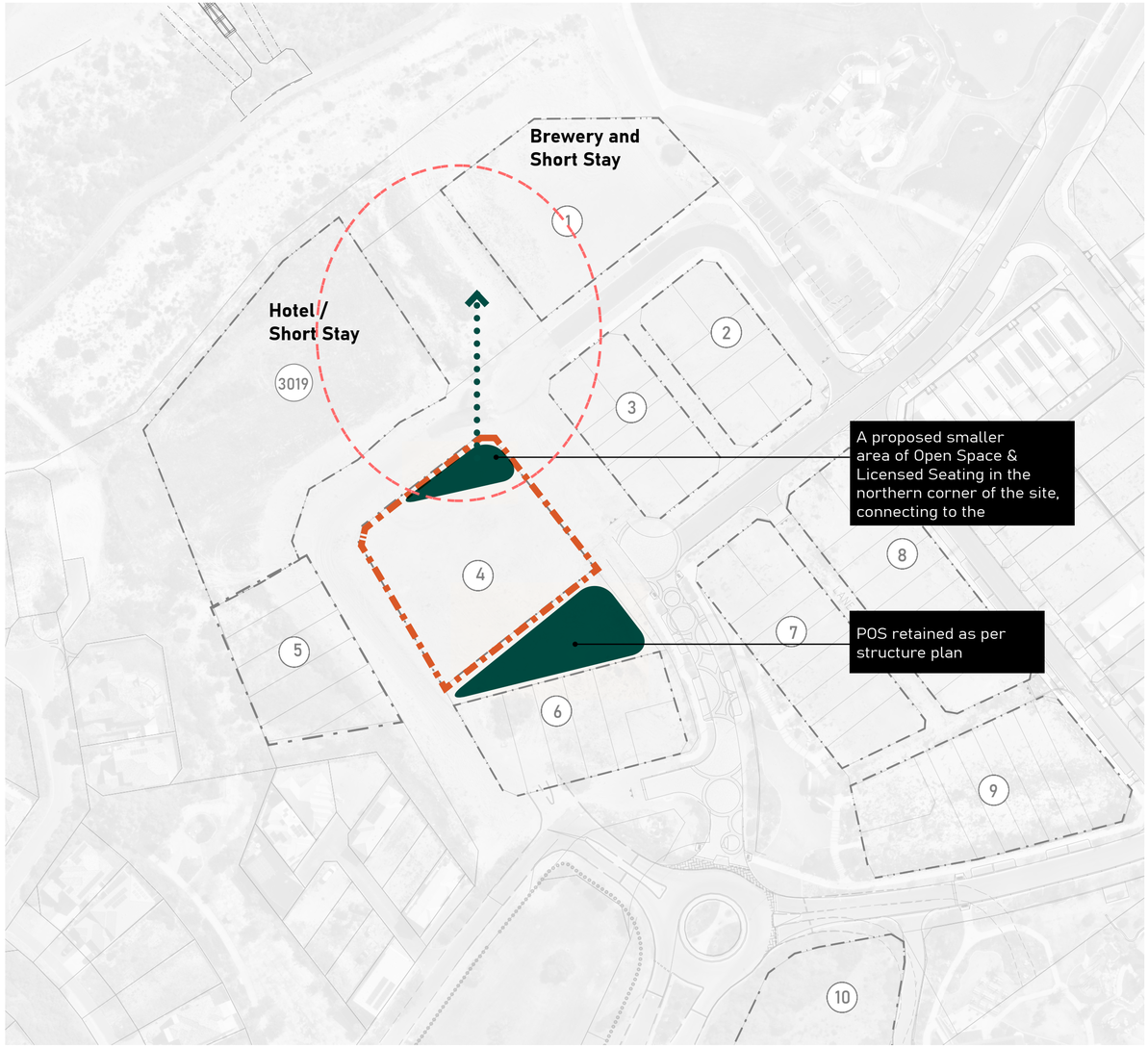
Massing Concept
Chamfering the corner

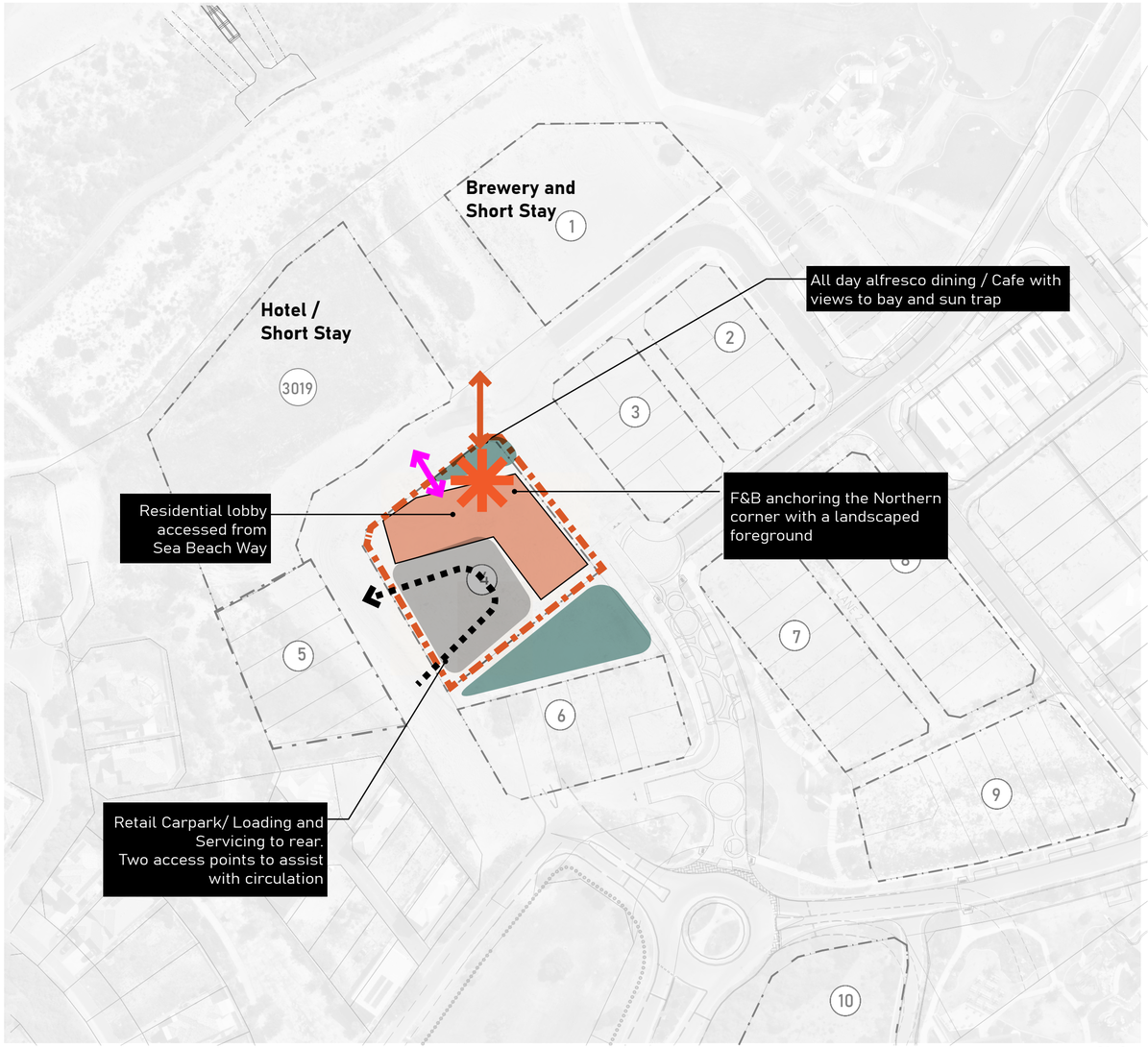
Cutting back the north eastern corner to reveal an open space orientated to the bay and the brewery shielded from the wind and partnering with the F&B



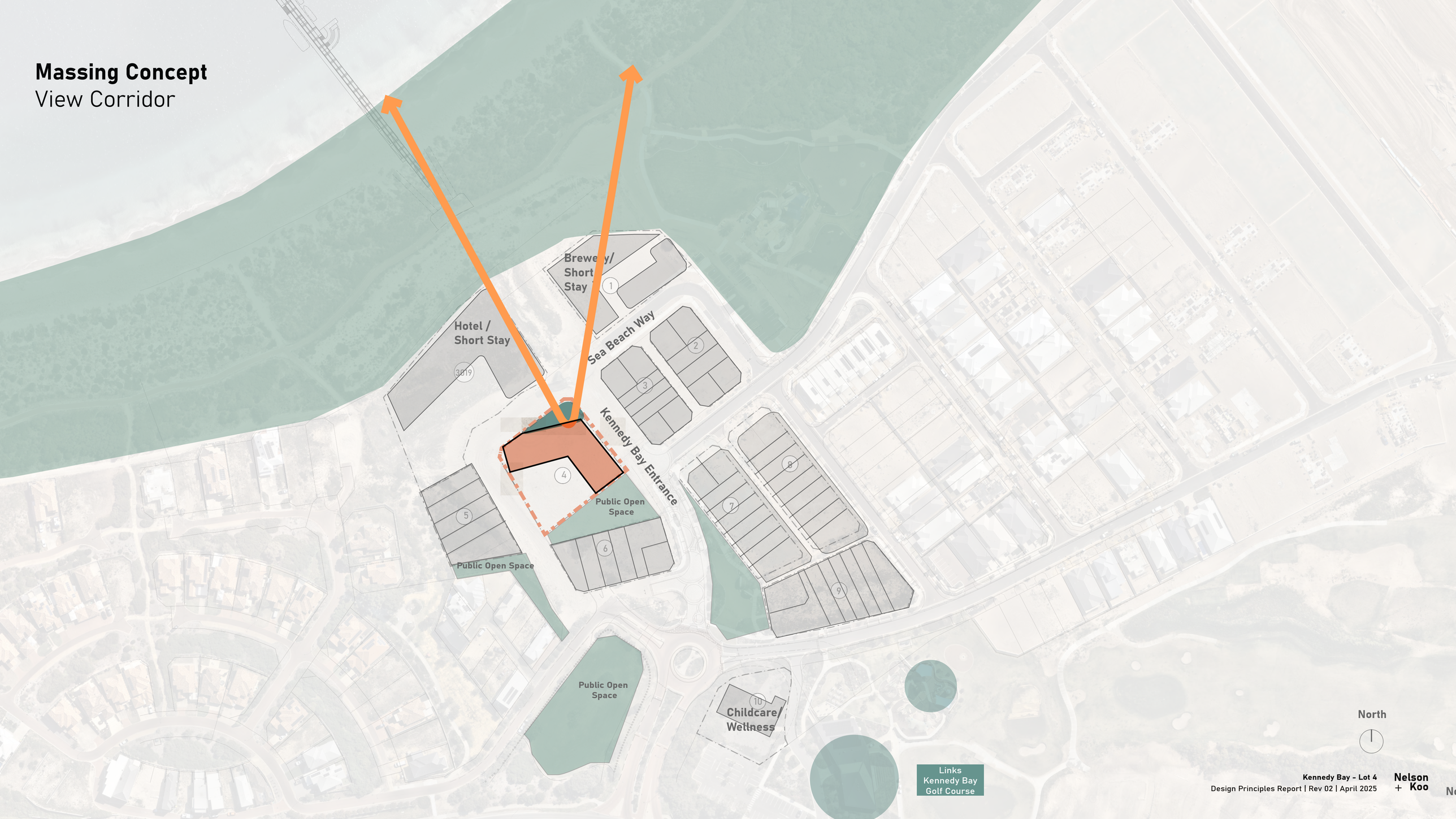
Massing Concept

The addition open space and activity





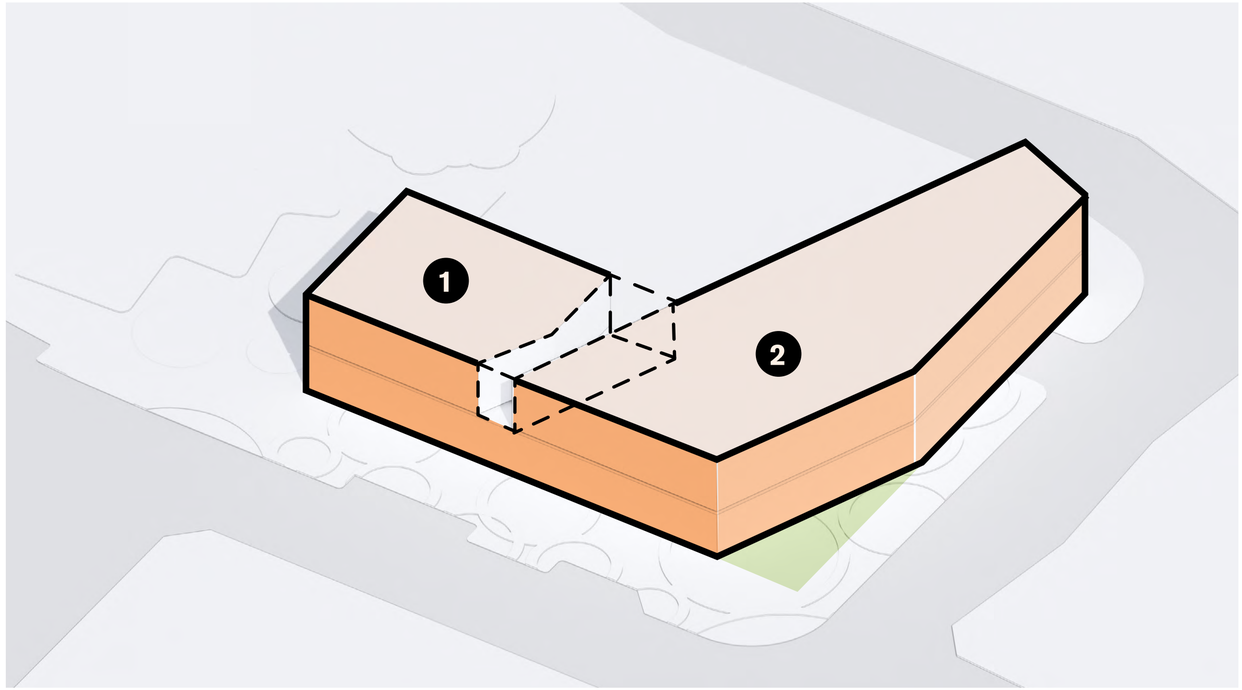
Massing Concept
View Corridor



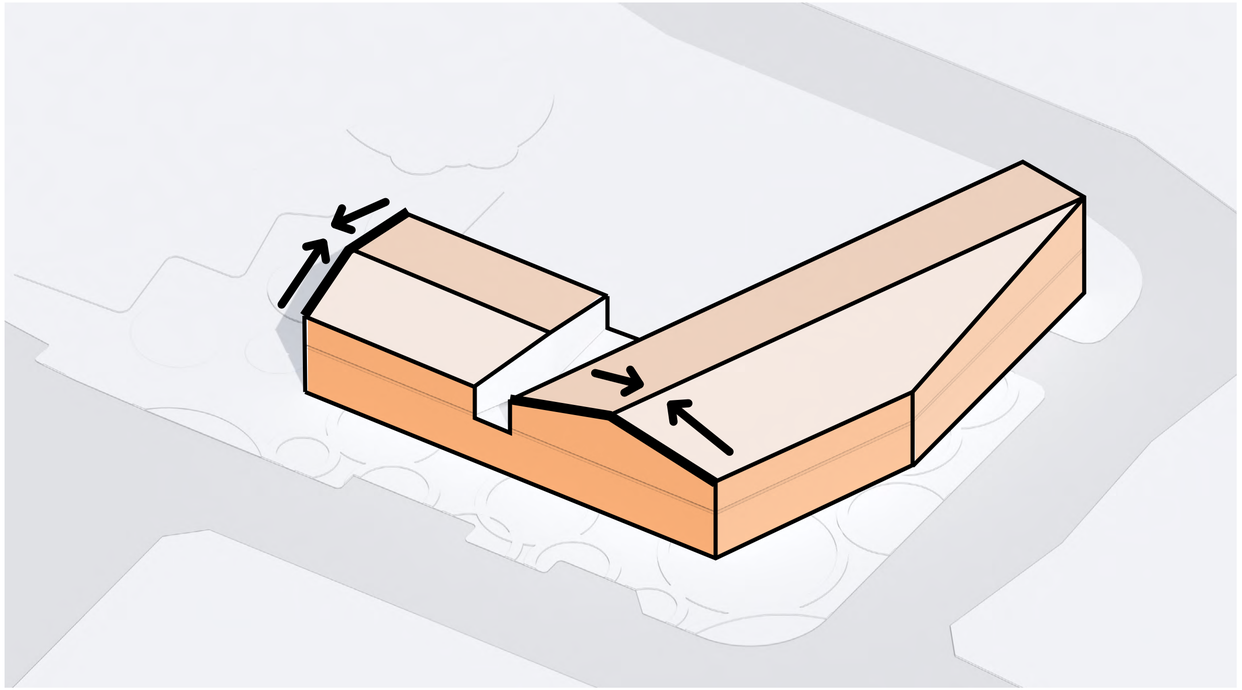
Connection to The Bay and the coastal landscape

Massing Concept
Articulating the form

Splitting the upper level form facilitating multiple roof forms

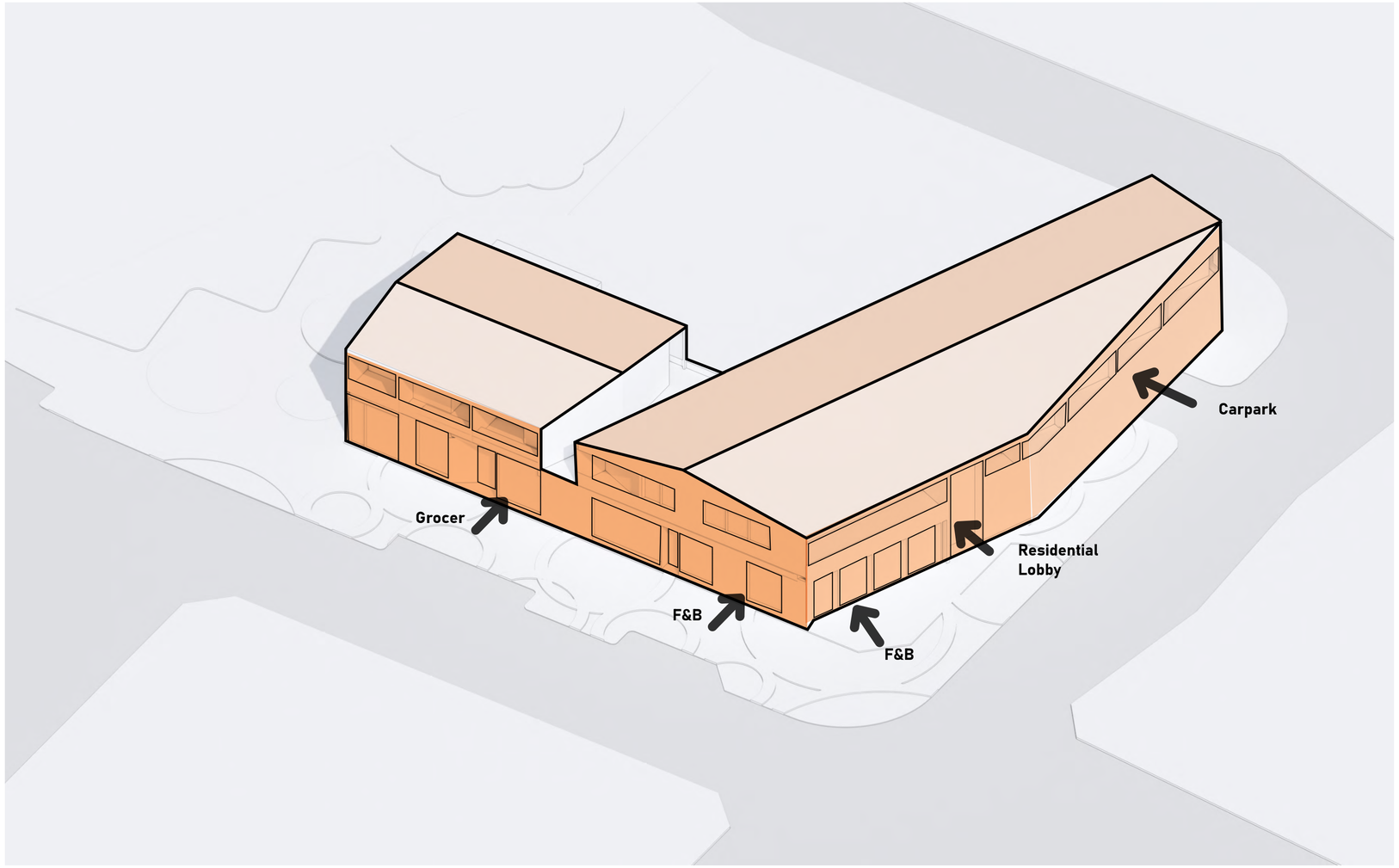


Expression of the roof form, creating a familiarity and dynamism, partnering with the coastal geography



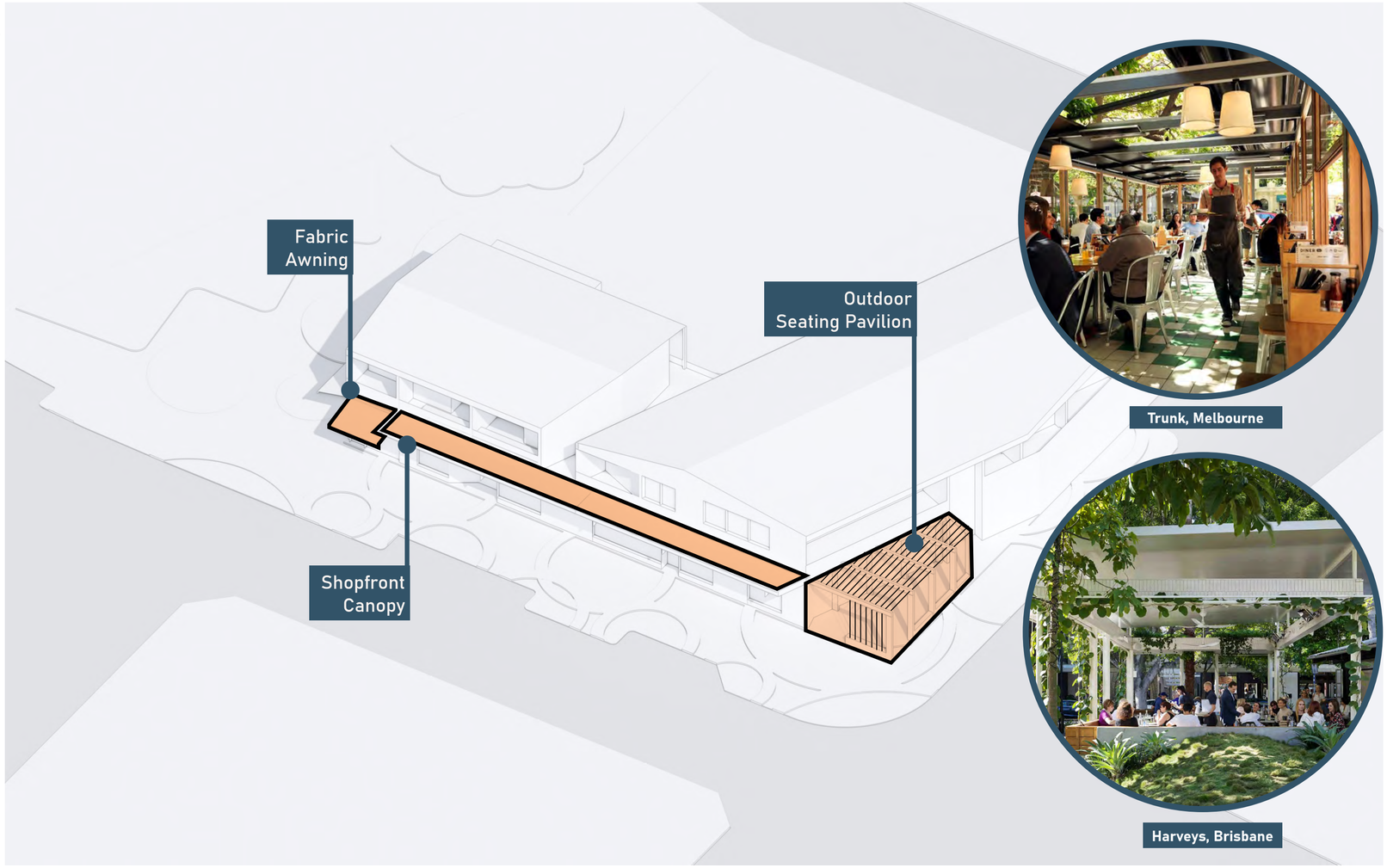
Massing Concept
Articulation & Address

Articulating the scale to enhance and contribute to the scale shift and dynamise of the facade experience giving distinction to retail ground floor and upper levels

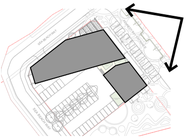


Massing Concept
Weather Protection and Activity Nodes

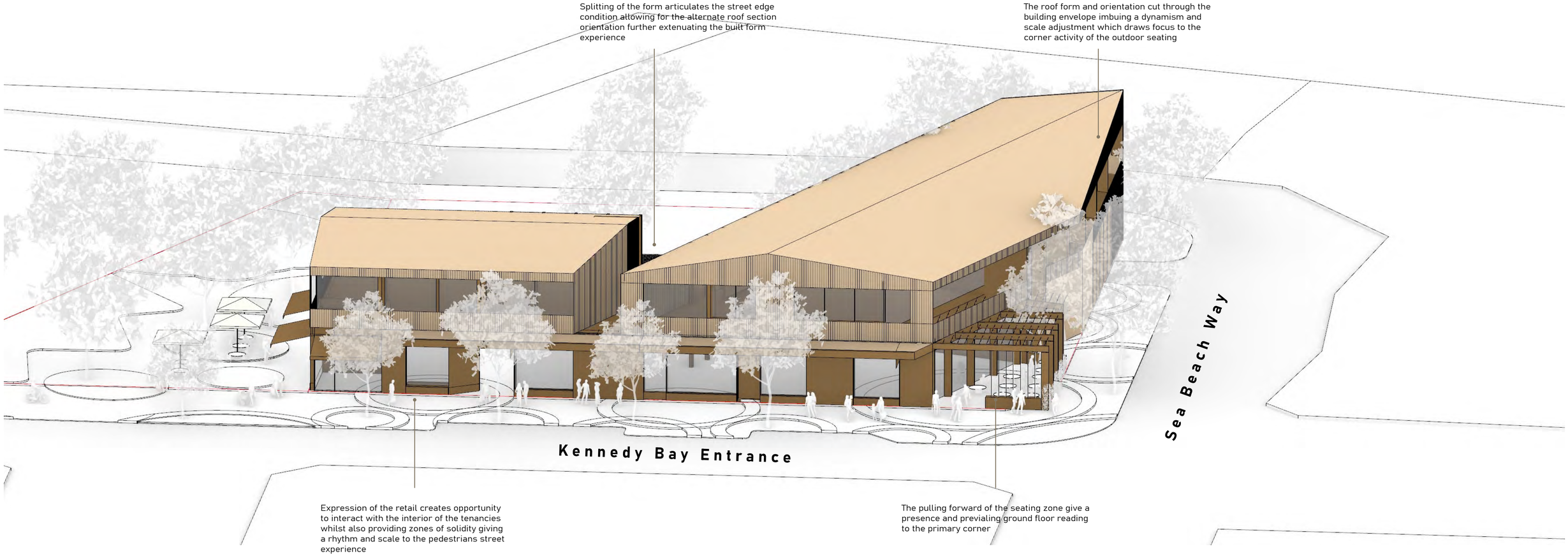
Building a public apron of weather protection for both summer and winter supporting the utilisation of the retail throughout the year, with the invitation for the public to dwell and inhabit the building



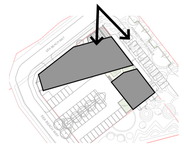
Builtform Concept



A collection of building elements giving scale, depth and articulation, bonding the building with both the geography of the place and the community through invitation, comfort and accessibility



Builtform Concept



The building interacts with the landscape, coming in and out of frame as the people move around place.
The roof form and articulation of the architecture enhance and compliment that relationship to landscape as a foregrounding element

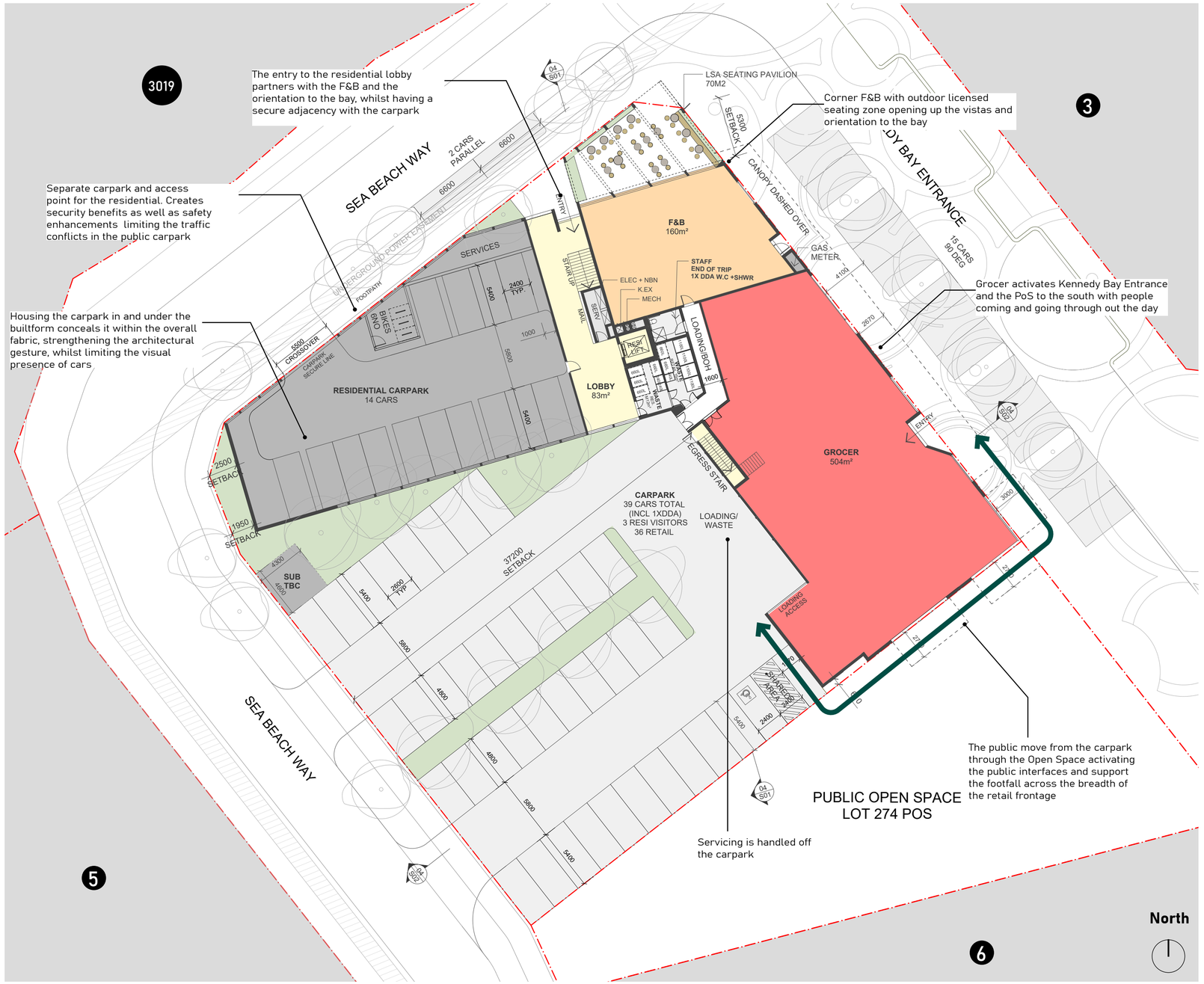
the canopies and seating zones invite the public activity and provide a datum to the building activities over, which is enhanced by the material expression

Builtform Concept

The building interacts with the landscape, coming in and out of frame as the people move around place. The roof form and articulation of the architecture enhance and compliment that relationship to landscape as a foregrounding element

Site Planning
Ground Floor Plan

Composing a ground plane which balances the the functional requirements of the brief, whilst strengthening the qualities and opportunities of the site



Legend

- x Lot Number
- Grocer
- F&B
- Residential Parking
- Landscape
- Adjacent Site

Site Planning
Level 01 Floor Plan

Structuring the apartments to support the activity of the street and capture the aspect to the bay

Proposed Permanent Residential Dwellings

9 x 1 Bed Apartments

1 X 4 Bed Apartments

10 Apartments Total

Legend

- 1 Bedroom Apartment
- 4 Bedroom Apartment
- Circulation
- Landscape

Aesthetics

Relating to the Coastal & Dune Environment

Establish thinking which builds on the strength of Birdie to create a family of public buildings which relate to one and other, whilst having a familiarity in form and materiality to the suburban coastal context.

Hunkering it in the dune and beach setting.

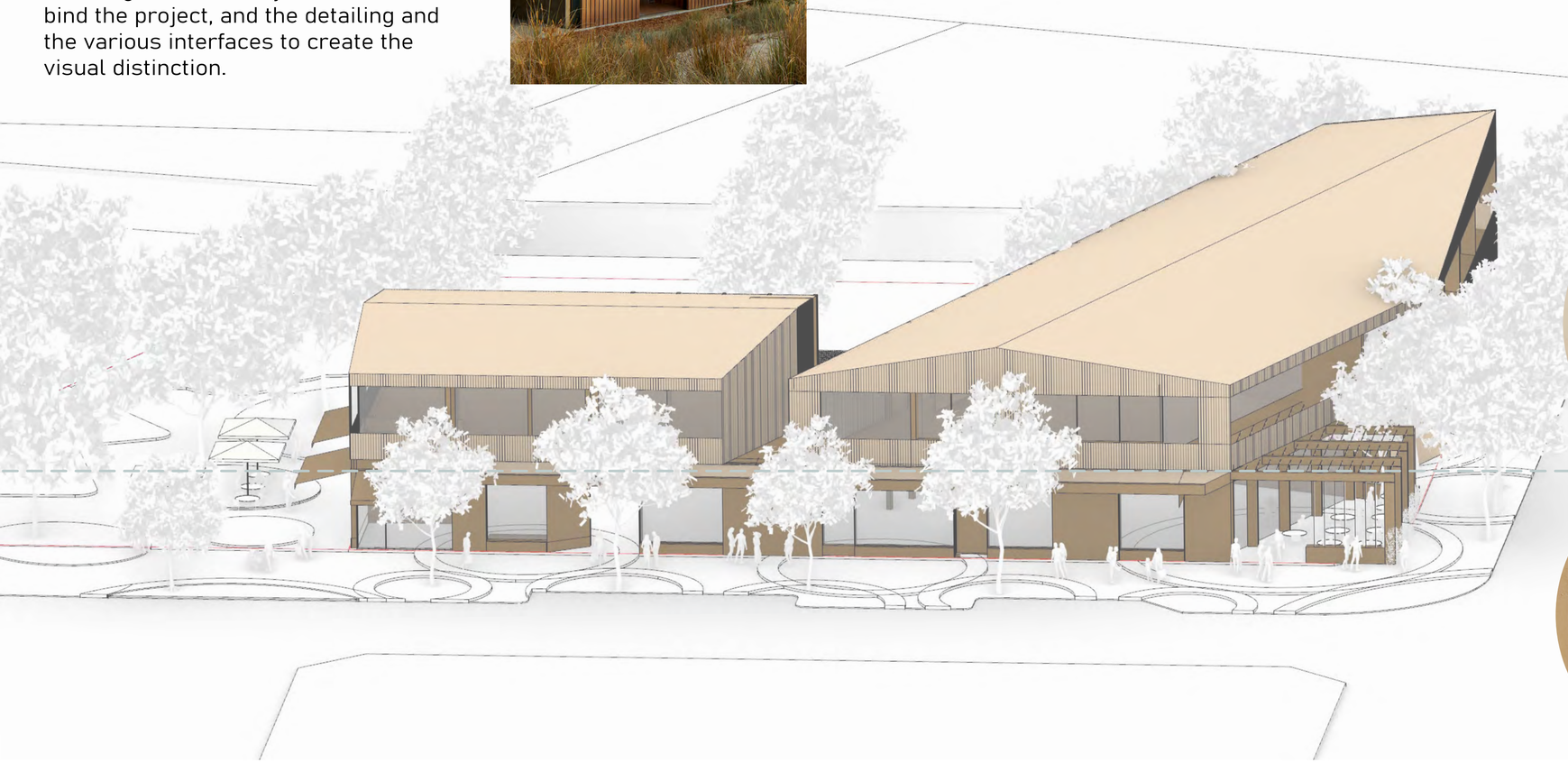
Te Arai Beach House - Fearon Hay Architects

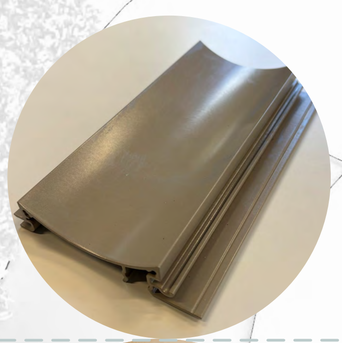
Relating to the Coastal & Dune Environment

Developing a material and aesthetic response which builds on the colours and tonality of the coastal plane, strengthening the bonds to place. The tonal shifts draws focus and interest to the ground plane elements, whilst allowing the residential to be softer

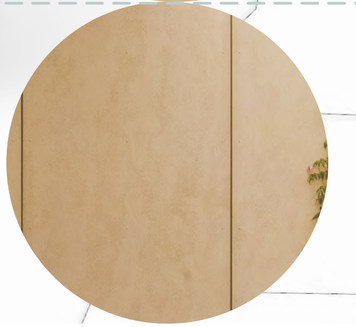
Materiality
Concept

A sophisticated response which creates textured, articulation and depth and the various scales of interaction. Allowing the continuity of colour to bind the project, and the detailing and the various interfaces to create the visual distinction.





A fluted / shaped profile which captures the changing light of the day giving a visual softens and interest so associated with the experience of the beach and dunes



A textured masonry, cement sheet lines the ground floor plane providing a tactility and grounding to the project. The continuity of materiality allows for the heroing of the retail tenancies as the prevailing visual interruption

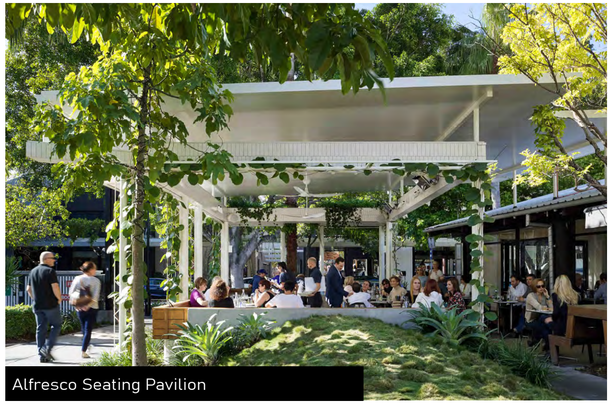
Materiality
Concept

The colours and layering of textures create a familiarity to the to place and coastal context, whilst being a contemporary interpretation.

Landscape

Landscape Quality
An integrated and sustainable system

A series of different spaces and scales, with a variety of landscape conditions creating a varied public experience encouraging different forms of habitation and use and points of community focus.



Alfresco Seating Pavilion

Landscape screen providing buffer to carpark interface

Level 01 Garden Spaces

Landscape Quality
An integrated and sustainable system

Kennedy Bay Entrance
Street Activation

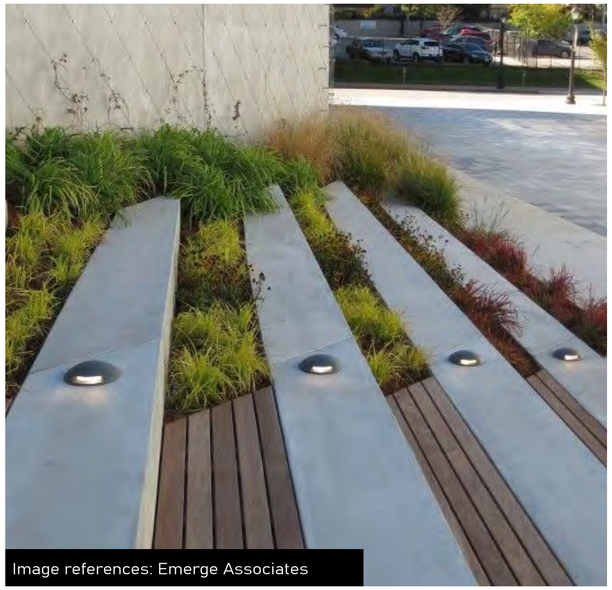


Image references: Emerge Associates

Public Open Space

Functionality and Build Quality

Functionality and Build Quality
A local Place

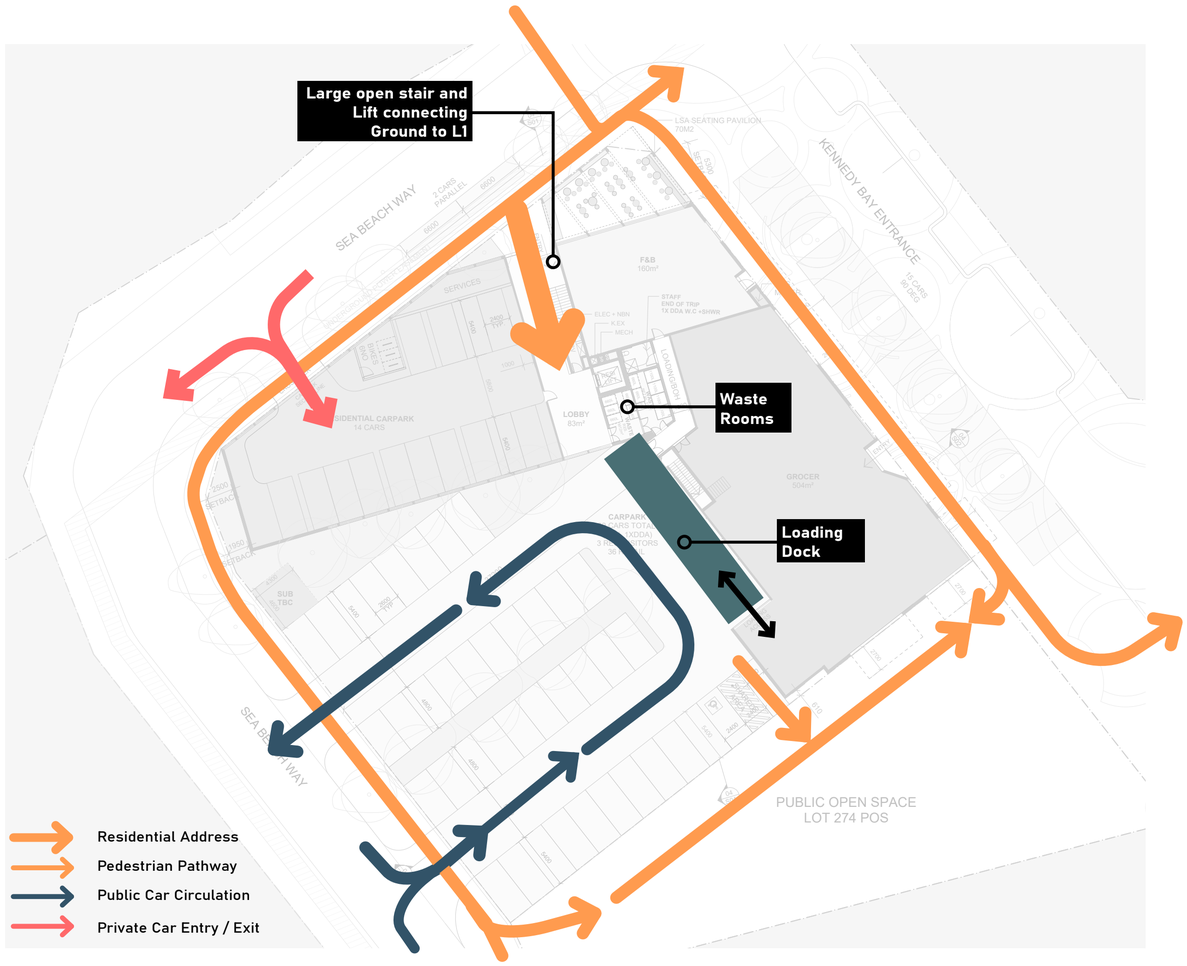
Good design meets the needs of the users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

The proposal creates an inviting, safe and appealing public environment through the management of the functional and operational requirements of the tenants and eliminating conflicts FOH / BOH conflicts

Functionality and Build Quality
Interface & Servicing Strategy

Minimising the impact of the operational and loading demands of the active uses through a consolidated loading dock accessed via the public carpark. This loading spine, facilitates the activation of Kennedy Bay Entrance with the flexibility for the retail to be organised in a variety of configurations, future proofing the public amenity and the building. The undercover cars are screened with landscape walls that allow the space to naturally ventilate whilst providing a positive interface experience in the public realm

The traffic movements have been coordinated to enable the safe occupation of the active interfaces. By separating the public and private cars and their access points, the traffic movements are made safer eliminating conflict and confusion. Customer cars are able to search and find whilst not impeding the direct movements of residents.



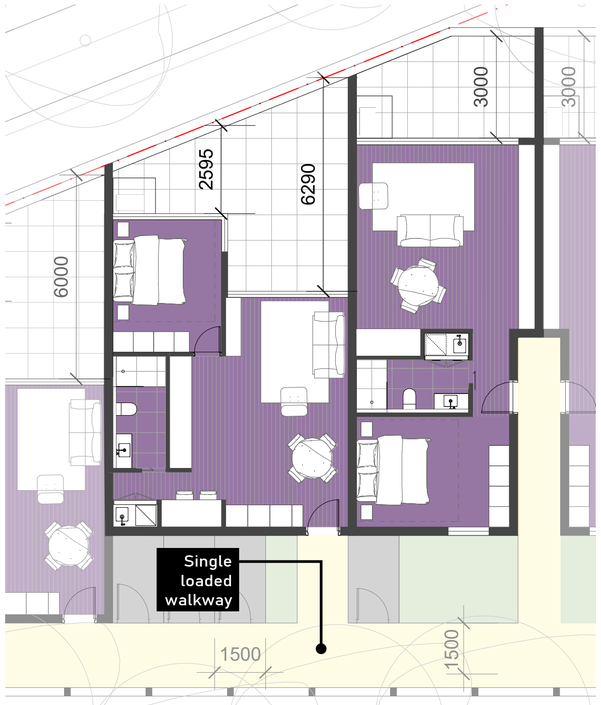
Functionality and Build Quality
Built form principles and objectives

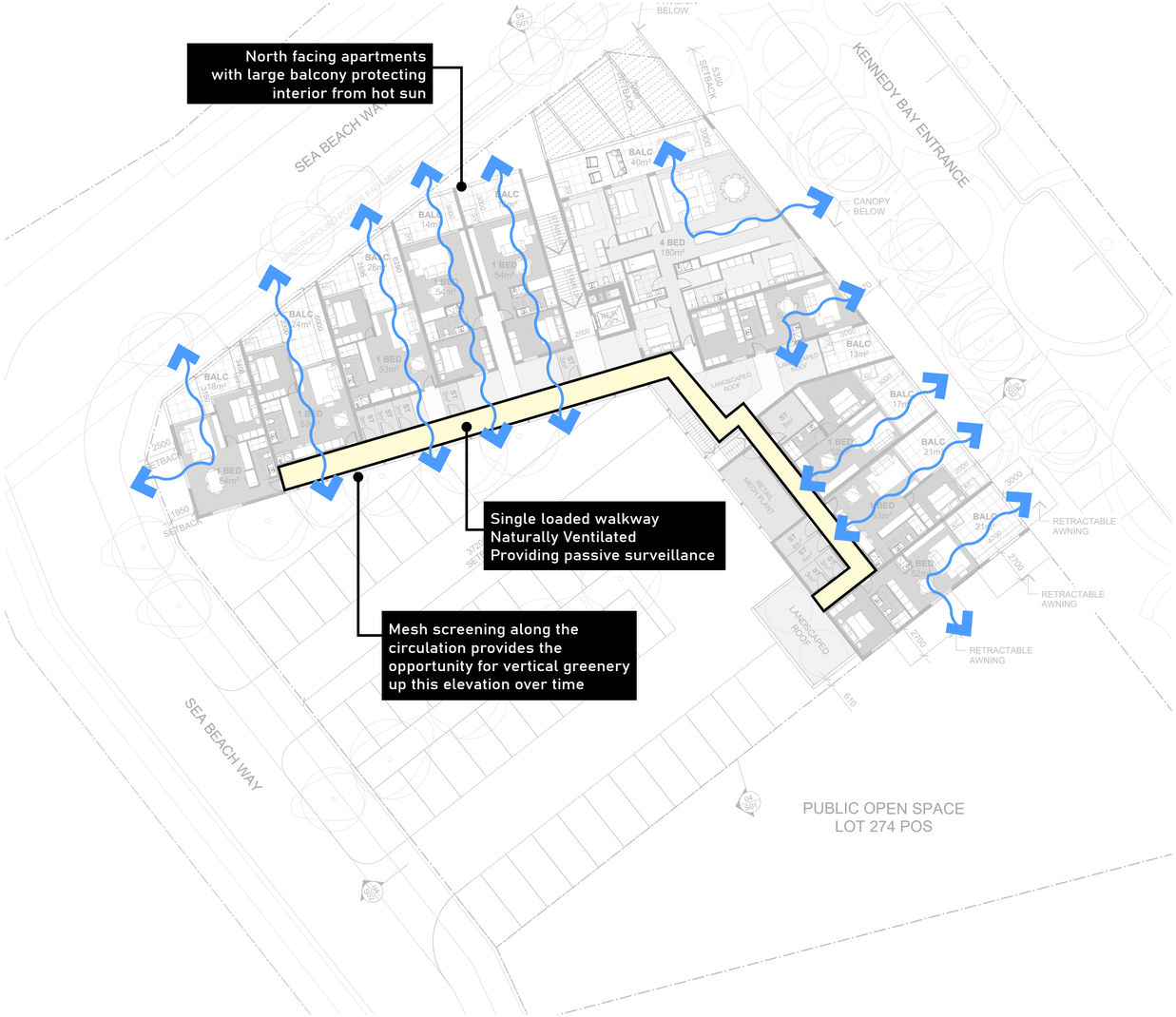
The floorplate has been designed to maximise views and internal amenity for the residences. A 'single loaded' corridor arrangement means all apartments are dual aspect and cross ventilated. The plan creates a strong sense of community and a healthy living environment.

Apartment Design Principles

- Light filled & naturally ventilated apartments with panoramic glazing to living spaces and bedrooms, providing privacy and great daylight amenity
- High ceilings, with larger terraces which flow from the living space, allowing for the living space to expand on weather permitting days.
- Large and generously apportioned spaces
- The benefit of being part of a mixed use development with retail and public amenity at your doorstep

Kerr Street Apartments - Kerstin Thompson Architects





Sustainability

Sustainability
Strategies

The development has been designed in line with the Kennedy Bay Structure Plan, and the project team are committed to delivering a first principles sustainable development.

We believe that by taking a holistic approach through passive and active design integrates environmentally conscious construction principles within the proposal to promote social and economic sustainability that encourages positive outcomes for local residents and the broader community.

Health

Walkability and Invitation - Creating a safe and welcoming public realm which priorities pedestrians movement in year round spaces.

Resilience

Heat Resilience - Construction materials, native landscaping and tree canopies are considered in reducing heat island effect coupled with passive systems and cross ventilation utlising the prevailing winds.

Place

Contribution to Place - The proposal enhances the liveability of the wider urban context with everyday conveniences and infrastructure to support community bonds.

People

Design for Inclusion - Equal access to the building and inclusive spaces are prioritised.

Nature

Connection to Nature - Native plantings will be encouraged, sympathetic to its ecological footprint and surrounding coastal shoreline and wetlands.

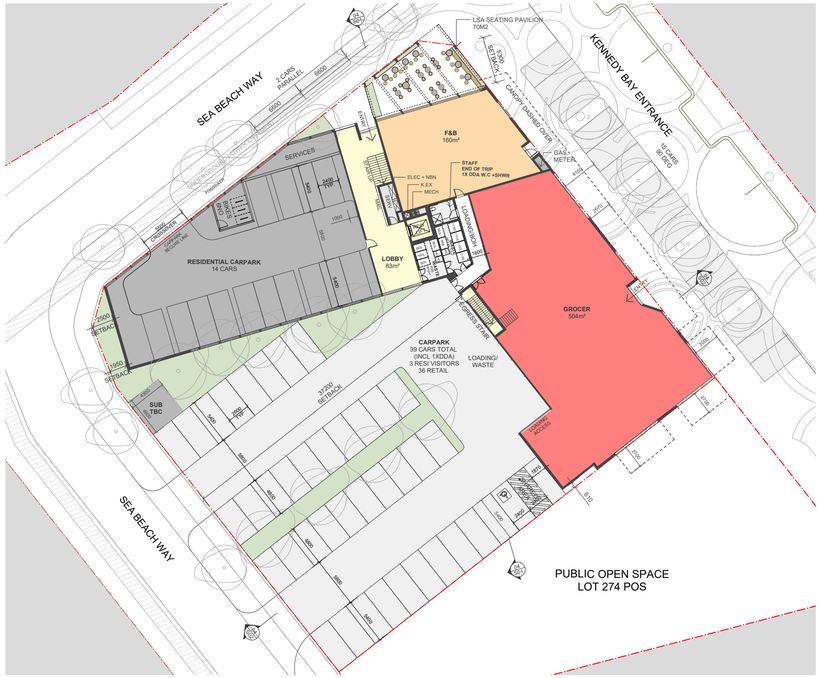
Leadership

Market Transformation - Recognises the site's significance as a landmark corner and neighbourhood precedent.

Sustainability
A Holistic Approach

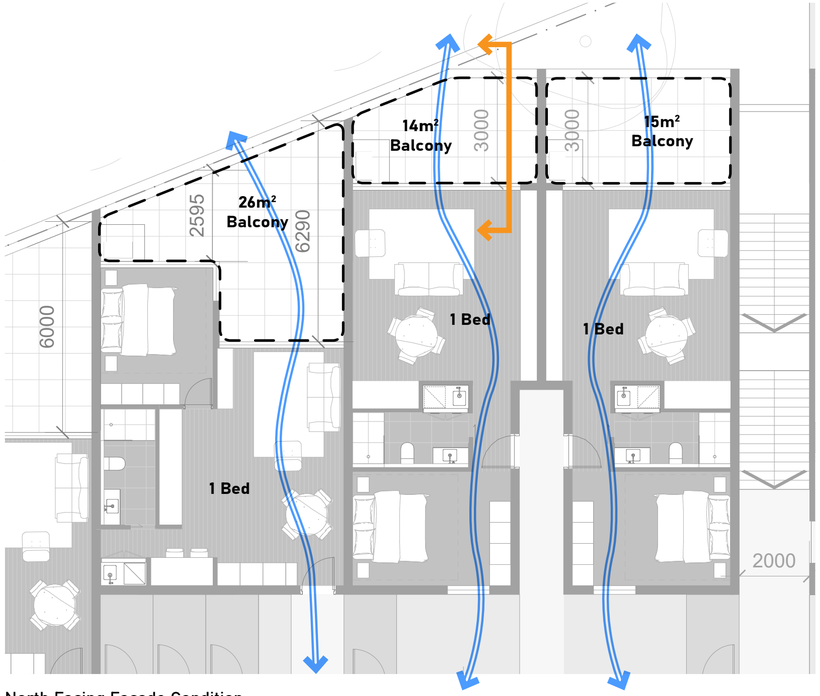
Social and Economic

The ground plane proposes a critical mass of retail spaces, fronting onto the street which are anchored by Grocer and the residential population over. These spaces are partnered with generous public realm that allow for people to congregate and dwell - fostering the social fabric of the suburb.

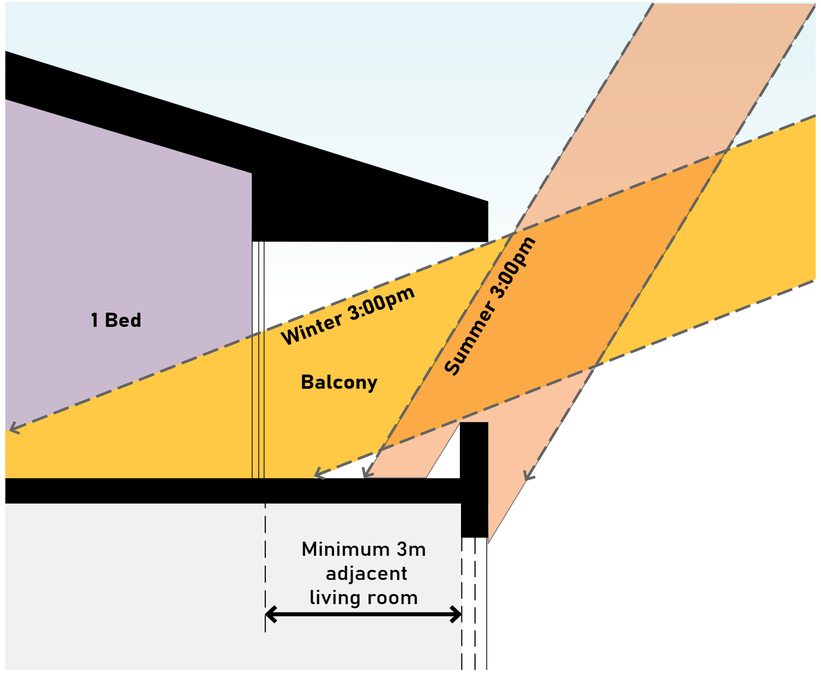


Facade Design

The northern and eastern facades incorporate deep balconies which maximise winter sun penetration and minimise hot summer sun. The floorplate design Maximises passive solutions to increase the comfort of the dwellings and reduce energy demand including cross ventilation orientated to the prevailing wind.



North Facing Facade Condition



Inset balcony configuration

Amenity, Legibility, Safety & Community

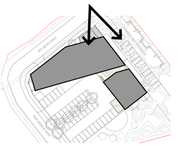
Amenity, Legibility, Safety & Community
Local Amenity

The amenity of the ground plane in terms of retail and landscape provide the site and the growing neighborhood with everyday needs and conveniences in the form of a Grocer and local F&B. The site will become part of the weekly rituals for the neighborhood and a place of social exchange strengthening community ties and quality of life

Harveys, Brisbane

Amenity, Legibility, Safety & Community
For the Community

A project which creates a safe and inviting public experiences which bonds with the local community



Weather Protection
The street canopies provide year round comfort of the street encouraging longer dwell time and social engagement of the street, building the community bonds and relationships

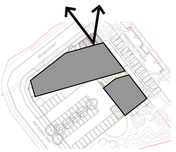
Distinction
The architectural distinction of the ground plane and residential creates a legibility between the public and private uses of the site.

Passive Surveillance
The residential over provides surveillance of the place in the inactive hours of the day , whilst using the balcony as a threshold for their own privacy during the active hours of the day

Invitation
The creation of outdoor licensed seating creates greater invitation to dwell, whilst enhancing social serendipitous encounter, which helps grow community bonds

Landscape
The landscape introduces other living things into the space beyond people, strengthening the natural relationship to the place and softening the building, which in turn creates a more inviting and appealing place

Amenity, Legibility, Safety & Community
Connection to place



A project which engages with the site opportunities and characteristics, creating spaces which connect you to nature and the bay. Linking together the public activities of the neighbourhood

The Bay
Visual connections to the bay and the constant relationship to water and the spirit of this place

The Brewery
Creating spaces which visually tie the neighbourhood together creating public realm bonds and relationship

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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KENNEDY BAY LOT 4

SEA BEACH WAY, PORT KENNEDY, WA 6172

DEVELOPMENT APPLICATION

DRAWING REGISTER

NUMBER	NAME	REVISION
TP-00-01	COVER SHEET	A
TP-01-01	LOCATION PLAN	A
TP-02-01	GROUND PLAN	A
TP-02-02	LEVEL 01 PLAN	A
TP-02-03	ROOF PLAN	A
TP-05-01	ELEVATIONS - SHEET 1	A
TP-05-02	ELEVATIONS - SHEET 2	A
TP-06-01	SECTIONS	A
TP-10-01	SOLAR AND DAYLIGHT ACCESS	A
TP-11-01	MATERIALS	A
TP-12-01	DEVELOPMENT SUMMARY	A

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

COVER SHEET

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-00-01	A

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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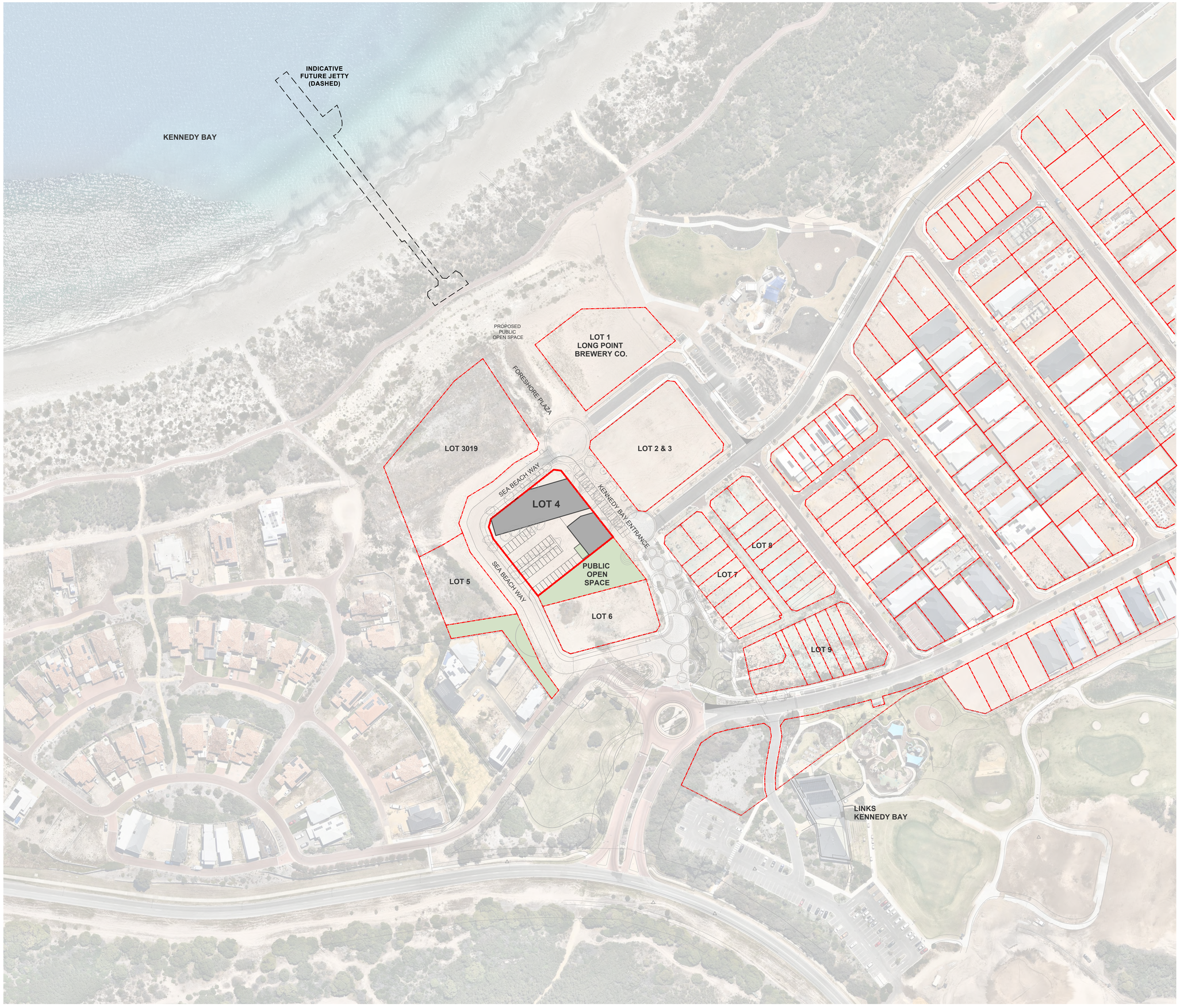

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

LOCATION PLAN

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 1000

Project Number	Drawing Number	Revision
240010	TP-01-01	A

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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SEA BEACH WAY

KENNEDY BAY ENTRANCE

2 CARS PARALLEL

6600

6600

UNDERGROUND POWER EASEMENT

FOOTPATH

04 S01

LSA SEATING PAVILION 70M2

5300 SETBACK

CANOPY DASHED OVER

ENTRY

STAIR UP

SERVICES

5400

2400 TYP.

BIKES 6NO

5500 CROSSOVER

CARPARK SECURE LINE

RESIDENTIAL CARPARK
14 CARS

5800

1000

5400

F&B
160m²

ELEC + NBN

K.EX

MECH

STAFF
END OF TRIP
1X DDA W.C +SHWR

MAIL

SERV

RESI LIFT

LOBBY
83m²

660L

660L

660L

WASTE

1100L

1100L

1100L

WASTE

1100L

1100L

1100L

LOADING/BOH

1600

GAS METER

4100

2670

ENTRY

04 S02

GROCER
504m²

EGRESS STAIR

3000

2700

2700

LOADING ACCESS

1870

SHARED AREA

2400

2400

610

2500 SETBACK

1950 SETBACK

4300

4650

SUB TBC

CARPARK
39 CARS TOTAL
(INCL 1XDDA)
3 RESI VISITORS
36 RETAIL

LOADING/ WASTE

37200 SETBACK

5400

2600 TYP

5800

4800

4800

5800

5400

5400

2400

04 S01

04 S02

SEA BEACH WAY

PUBLIC OPEN SPACE
LOT 274 POS

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

GROUND PLAN

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-01	A

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

LEVEL 01 PLAN

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-02	A

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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SEA BEACH WAY

UNDERGROUND POWER EASEMENT

04 S01

7000 SETBACK

5300 SETBACK

KENNEDY BAY ENTRANCE

CANOPY BELOW

FALL

RIDGELINE

K. EX

FALL

OPEN TO BELOW

2670

3000

LANDSCAPED ROOF BELOW

04 S02

RIDGELINE

OPEN TO BELOW

FALL

FALL

3000

RETRACTABLE AWNING

2700

RETRACTABLE AWNING

2700

RETRACTABLE AWNING

LANDSCAPED ROOF BELOW

2500 SETBACK

1950 SETBACK

37200 SETBACK

SEA BEACH WAY

04 S01

PUBLIC OPEN SPACE
LOT 274 POS

04 S02

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

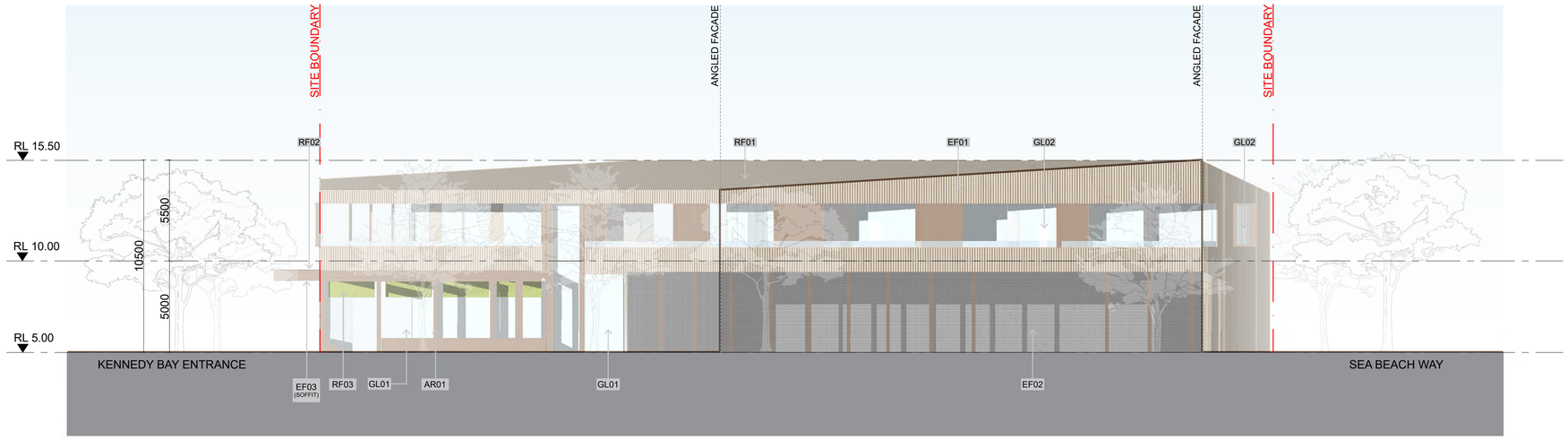
PORT KENNEDY

Drawing Name

ROOF PLAN

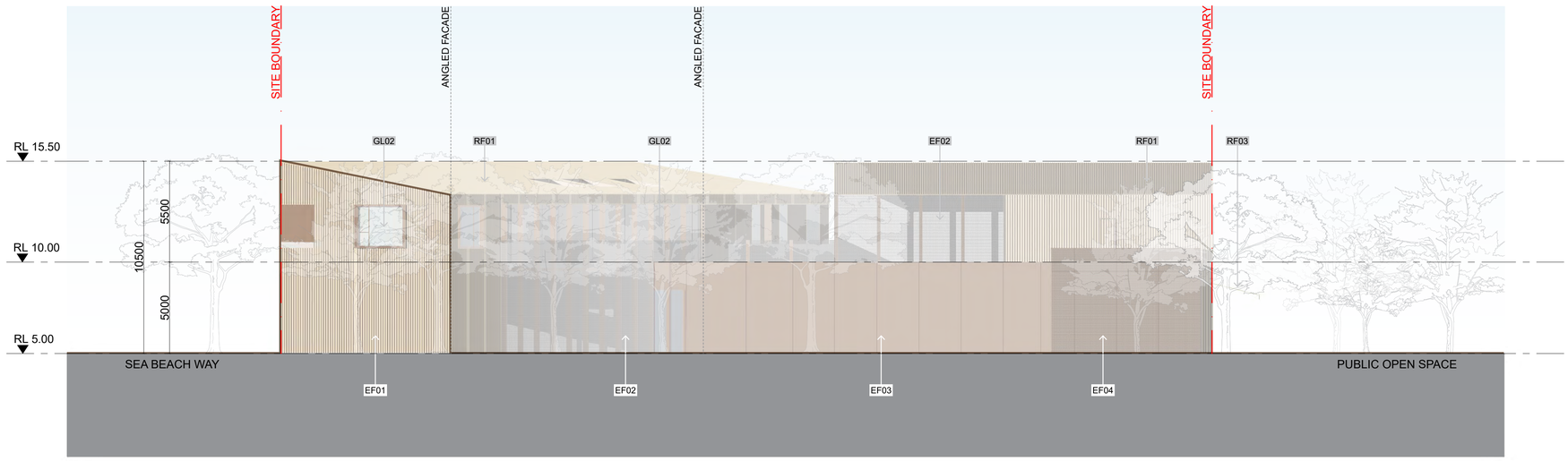
Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-03	A



01 NORTH-WEST ELEVATION

1:150



02 SOUTH-WEST ELEVATION

1:150

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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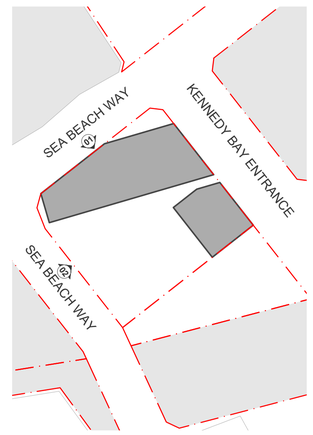


03 KEY PLAN

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

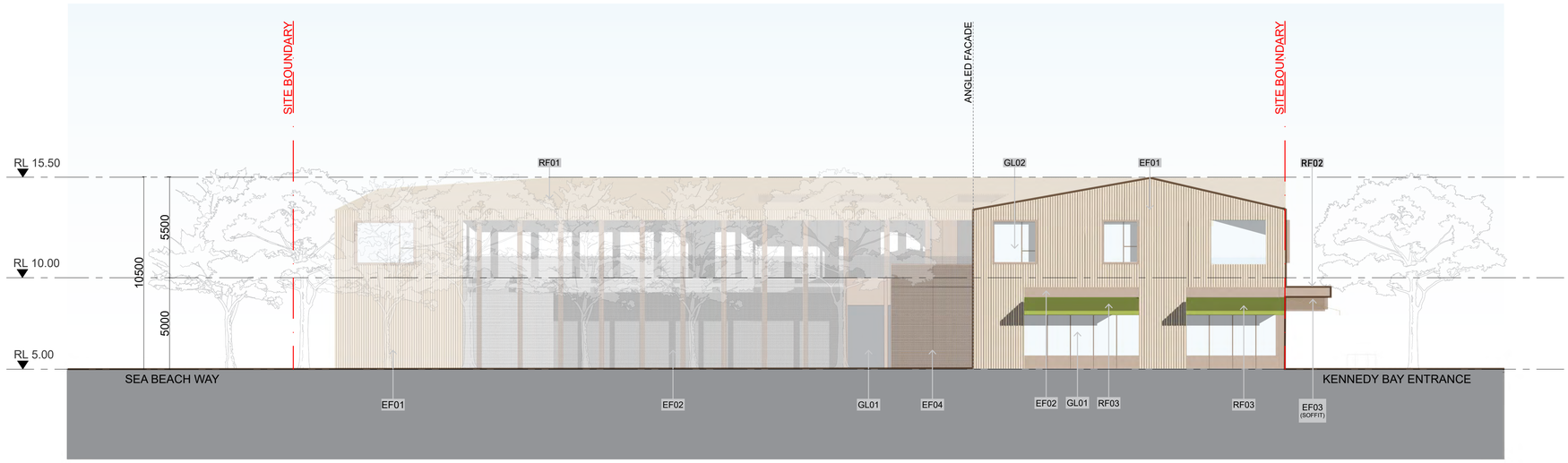
PORT KENNEDY

Drawing Name

ELEVATIONS

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-05-01	A



01 SOUTH-EAST ELEVATION

1:150

02 NORTH-EAST ELEVATION

1:150

Rev	Date	Description
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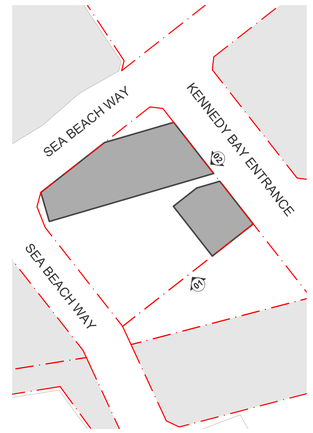

03 KEY PLAN

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

ELEVATIONS

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-05-02	A

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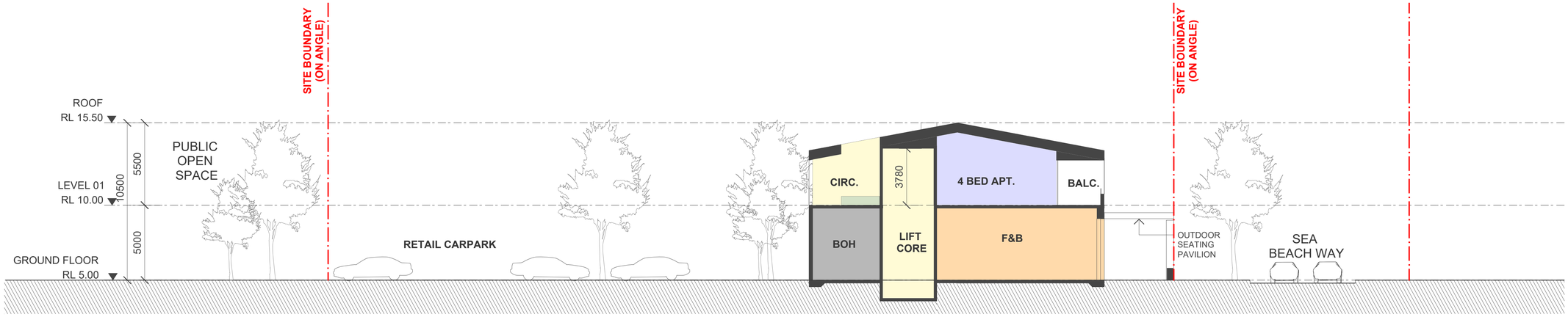

01 SECTION 01

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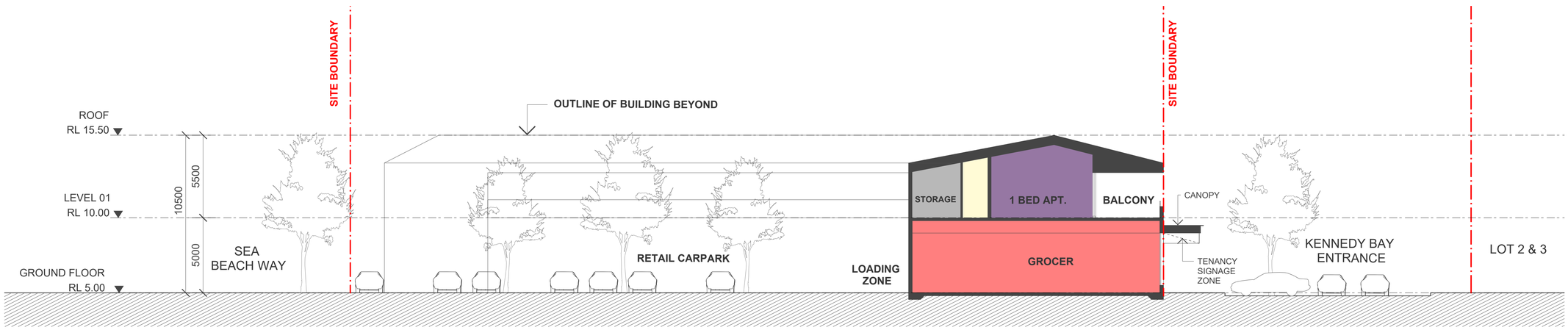

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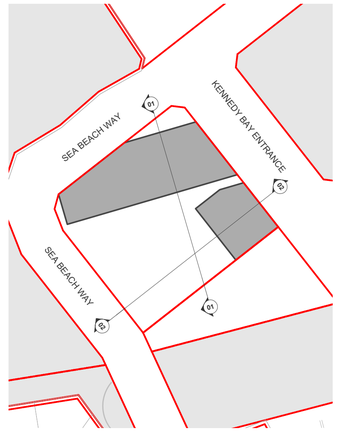


03 KEY PLAN

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

SECTIONS

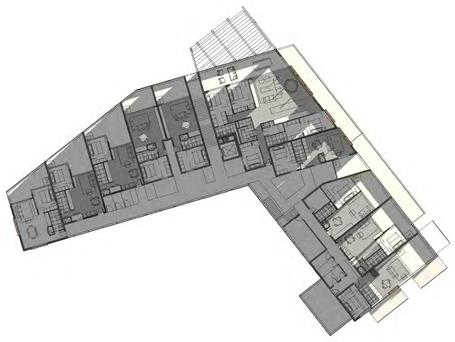
Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150
Project Number	**Drawing Number**	**Revision**
240010	TP-06-01	A

NATURAL LIGHT REQUIREMENTS

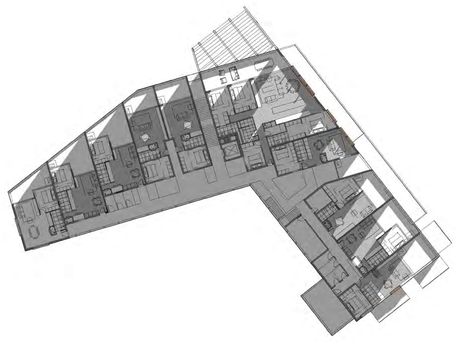
Acceptable Outcomes	
Climatic Zones: Western Australia	**Zone 5 - Warm Temperate**
4.1.1(A) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June AND	Yes
4.1.1(B) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.	Yes
4.1.2 Every habitable room has at least one window in an external wall, visible from all parts of the room. - glazed area not less than 10 per cent of the floor area - minimum of 50 per cent of clear glazing.	Yes
4.1.3 Lightwells and/or skylights do not form the primary source of daylight to any habitable room.	Yes
4.1.4 The building is oriented and incorporates external shading devices in order to: — minimise direct sunlight to habitable rooms: between late September and early March — permit winter sun to habitable rooms in accordance with A 4.1.1 (a).	Yes

LEVEL 1 SOLAR ANALYSIS

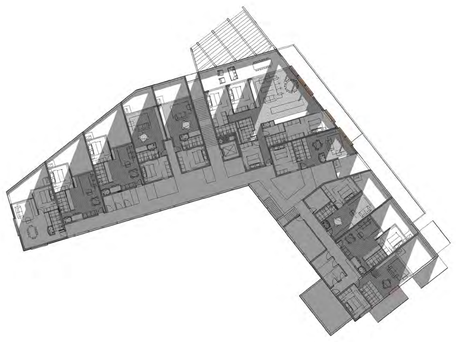
9am



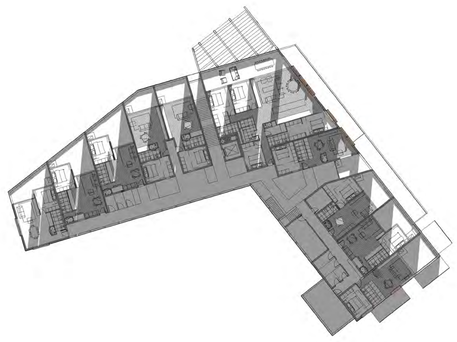
10am



11am



12pm



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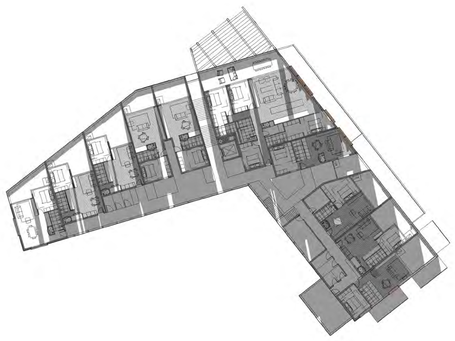

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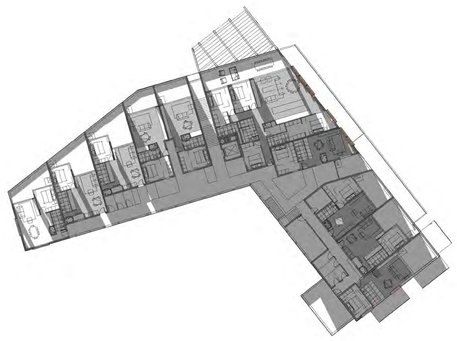

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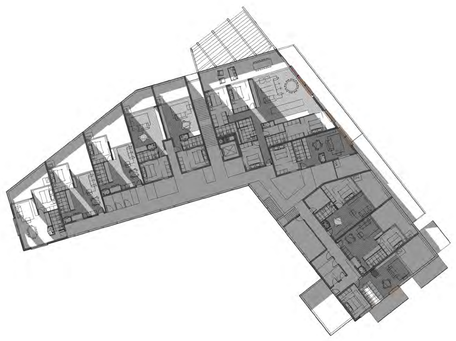

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

SOLAR & DAYLIGHT ACCESS

Architect	Drawn By	Scale @ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-10-01	A

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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GL01

Retail Glazing:
Transparent low E
shopfront glazing

GL02

Residential Glazing:
Vision panel performance
window system

RF01

Corrugated Metal
Roofing

RF02

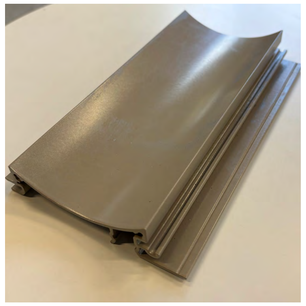
Metal Canopy

RF03

Retractable Fabric
Awning

EF01

Fluted / shaped
profile cladding



EF02

Open metal mesh for vertical
planting systems

EF03

Textured masonry
cement sheet cladding

EF04

Textured masonry
cement sheet cladding
with metal mesh

AR01

Timber arbour

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

MATERIALS

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-11-01	A

DEVELOPMENT SUMMARY

	SUPERMARKET	F&B
	GLAR	GLAR
Ground	504m²	160m²
Level 1	-	-
TOTAL	**664**	

LANDSCAPE ROOF	LANDSCAPE PLANTERS	CIRCULATION
GFA	GFA	
-	-	83m²
65m²	28m²	142m²
65m²	**28m²**	**225m²**

RESIDENTIAL				GFA
1B	4B 3B	**Total Dwellings**	NSA m2	m2
-	-	-	-	1,346m²
9	1	10	659m²	1,070m²
9	**1**	**10**	**659m²**	**2,416m²**

BALC
m2
209m²
209m²

CARPARK		
RESIDENTIAL	SEA BEACH WAY	RETAIL + RESI VISITORS
14	17	39
70		

	Disclaimer
1	This design has been prepared without structural or services engineering input. NSA Areas is subject to change once advice is received
2	These areas are schematic only and subject to council and other requisite approval. Areas are not to be used for marketing purposes.
3	This scheme has been prepared generally within the bounds of the current site dimensions.
4	The information contained herein is believed to be correct at time on preparation based on the information available at time of preparation. Recipients must make their own investigations to satisfy themselves in all aspects.
5	The design and accompanying documentation contained herein is and remains the intellectual property of Nelson + Koo.
6	GFA (Gross Floor Area) is defined as the total fully enclosed area measured to the outside face of external enclosing walls. Note this excludes all balconies. Refer Area Plan below.

GROSS FLOOR AREA - METHOD OF MEASUREMENT

GBA MINUS BALCONIES, TERRACES AND ROOF.
INCLUDES: VERTICAL TRANSPORT (STAIRS & LIFTS) AT GROUND LEVEL ONLY (EXCLUDED AT LEVEL ONE)

GFA - GROUND

GFA - LEVEL 01

Rev	Date	Description
A	03.04.25	TOWN PLANNING

For information only. Do not scale drawings. Use figured dimensions only. Site boundary and setouts to be verified prior to detailed review. All dimensions must be verified on site before commencing work. This document must be read in conjunction with all technical specifications and all relevant documents from other disciplines and consultants. Any conflict between these and other documents, or the site conditions must be notified to NelsonKoo immediately in writing and prior to use. © Copyright Nelson Koo Pty Ltd 2024. Written authority (including under the terms of engagement of NelsonKoo for the Project) is required for any: 1. reproduction of this document by any means; 2. use prior to payment in full of all NelsonKoo fees for the Project; or 3. use other than for the Project and for the express purpose & by or on behalf of the entity for which it has been created. Any unauthorized use of this document is at the user's sole risk and without limiting NelsonKoo rights to the fullest extent permitted by law the user indemnifies NelsonKoo against all loss, liability and damage so arising.

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

PORT KENNEDY

Drawing Name

DEVELOPMENT SUMMARY

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-12-01	A

FUTURE COMMERCIAL SITE

3019

SEA BEACH WAY

OUTDOOR SEATING PAVILION

FUTURE COMMERCIAL SITE

LOT 2

F&B

EXTENT OF WORK

FEATURE PLANTING MIX

KENNEDY BAY ENTRANCE

EXTENT OF WORK

RESIDENTIAL CAR PARK
14 CAR BAYS

SHOPFRONT CANOPY SHOWN DASHED (BY ARCHITECT)

GROCER

LOT 4

LOADING WASTE

CARPARK PLANTING MIX A

CAR PARK
39 CAR BAYS

AWNING SHOWN DASHED (BY ARCHITECT)

SUBSTATION LOCATION

CARPARK PLANTING MIX B

DDA SHARED AREA ALSO ACTING AS PEDESTRIAN PATH TO SUPERMARKET & RETAIL AND ACCESS TO LOT 274 POS

SEA BEACH WAY

EXTENT OF WORK

LOT 5

EXTENT OF WORK

LOT 274 POS

LOT 6

LEGEND

- EXTENT OF WORKS
- CONCRETE PATH
- TURF VERGE
- ON-STREET CARPARK PLANTING
- CARPARK PLANTING A
- CARPARK PLANTING B
- FEATURE PLANTING
- AGONIS FLEXUOSA
- CORYMBIA FICIFOLIA

SITE AREA	3732.48m²	
DEEP SOIL PLANTING	198.76 m²	5.32%
ON - SLAB PLANTING	93.98 m²	2.51%
TOTAL SOFT LANDSCAPE AREA	261.78 m²	7.83%

EMG92 LOT 4 BOUTIQUE GROCER KENNEDY BAY

LANDSCAPE CONCEPT PLAN - GROUND FLOOR

DWG **EMG92**
REV **C**
DATE **09/04/2025**

0 1.5 3 4.5 6 7.5 m

SCALE **1 : 150 @ A1**

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emerge ASSOCIATES

FUTURE COMMERCIAL SITE

3019

SEA BEACH WAY

EXTENT OF WORK

EXTENT OF WORK

KENNEDY BAY ENTRANCE

FUTURE COMMERCIAL SITE

LOT 2

FIRST FLOOR PLANTING MIX TO BE SHADE TOLERANT

LOT 4

LOT 5

SEA BEACH WAY

EXTENT OF WORK

EXTENT OF WORK

LOT 274 POS

LOT 6

LEGEND

- EXTENT OF WORKS
- FIRST FLOOR PLANTING
- BAUHINIA BLAKEANA

EMG92 LOT 4 BOUTIQUE GROCER KENNEDY BAY

LANDSCAPE CONCEPT PLAN - FIRST FLOOR

DWG **EMG92**
REV **C**
DATE **09/04/2025**

0 1.5 3 4.5 6 7.5 m

SCALE **1 : 150 @ A1**

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PLANTING PALETTE

STREET TREES

AGONIS FLEXUOSA
WA PEPPERMINT

CARPARK TREES

CORYMBIA FICIFOLIA
FLOWERING GUM

FIRST FLOOR TREE

BAUHINIA BLAKEANA
HONG KONG ORCHID TREE

CARPARK PLANTING MIX A

EREMOPHILA GLABRA
COMMON EMU BUSH

DIANELLA REVOLUTA
BLACK-ANTHER FLAX-LILY

LEUCOPHYTA BROWNII
CUSHION BUSH

LOMANDRA 'LITTLE CON'
MAT RUSH

GREVILLEA 'SEA SPRAY'
SEA SPRAY

CARPARK PLANTING MIX B

LOMANDRA 'LITTLE CON'
MAT RUSH

CONOSTYLIS CANDICANS
COTTON HEADS

ON-STREET CARBAYS PLANTING MIX

SCAEVOLA CRASSIFOLIA 'FLAT FRED'
SCAEVOLA 'FLAT FRED'

FEATURE PLANTING MIX

CARPOBROTUS VIRESCENS
COASTAL PIGFACE

GREVILLEA 'SEA SPRAY'
SEA SPRAY

EREMOPHILA GLABRA
COMMON EMU BUSH

LEUCOSPERMUM CORDIFOLIUM 'YELLOW BIRD'
NODDING PINCUSHION

LOMANDRA 'LITTLE CON'
MAT RUSH

FIRST FLOOR PLANTING MIX

PHILODENDRON XANADU
XANADU PHILODENDRON

LIRIOPE EVERGREEN GIANT
LILYTURF

VIOLA HEDERACEA
NATIVE VIOLET

DIANELLA CAERULEA CASSA BLUE
NATIVE FLAX

DWG **EMG92**
REV **C**
DATE **09/04/2025**

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emerge ASSOCIATES

Application for Development Approval

Mixed Use Development

Lot 3025 on Deposited Plan 427082
Kennedy Bay

LATERAL
PLANNING

Document Control

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1.0 Introduction

Lateral Planning acts on behalf of Western Australia Beach & Golf Resort Pty Ltd (**Client**), the proponent of the enclosed Application for Development Approval for proposed Lot 4 Kennedy Bay Entrance (part of Lot 3025 on Deposited Plan 427082), Kennedy Bay (**Site**).

This Town Planning Report (**Report**) has been prepared in support of the enclosed Application for Development Approval (**Application**) which proposes to construct 10 units, to be used for short stay accommodation and multiple dwellings, and 2 ground level commercial tenancies, over 2 storeys (**Proposed Development**).

The Proposed Development has an estimated cost of construction of $9 million. As such, the Application is an 'opt-in' application for determination by the Metro-Outer Development Assessment Panel (**DAP**).

The development team which has assisted in preparing the Application is listed below:

DISCIPLINE	COMPANY
Client	Western Australia Beach & Golf Resort Pty Ltd
Project Management	Place Development
Project Architect	Nelson + Koo
Town Planning	Lateral Planning
Traffic Engineer	PJA
Landscape Architect	Emerge Landscape
Acoustic	Gabriels Hearne Farrell
Waste	Lateral Planning

2.0 Site Description

2.1 Location

The Site is in the City of Rockingham, approximately 48km southwest of the Perth CBD and 18km north of Mandurah. The general locality is accessible via the Kwinana Freeway, Ennis Avenue and Mandurah Road, all of which provide regional access to the Site. Port Kennedy Drive provides direct vehicular access to the Site.

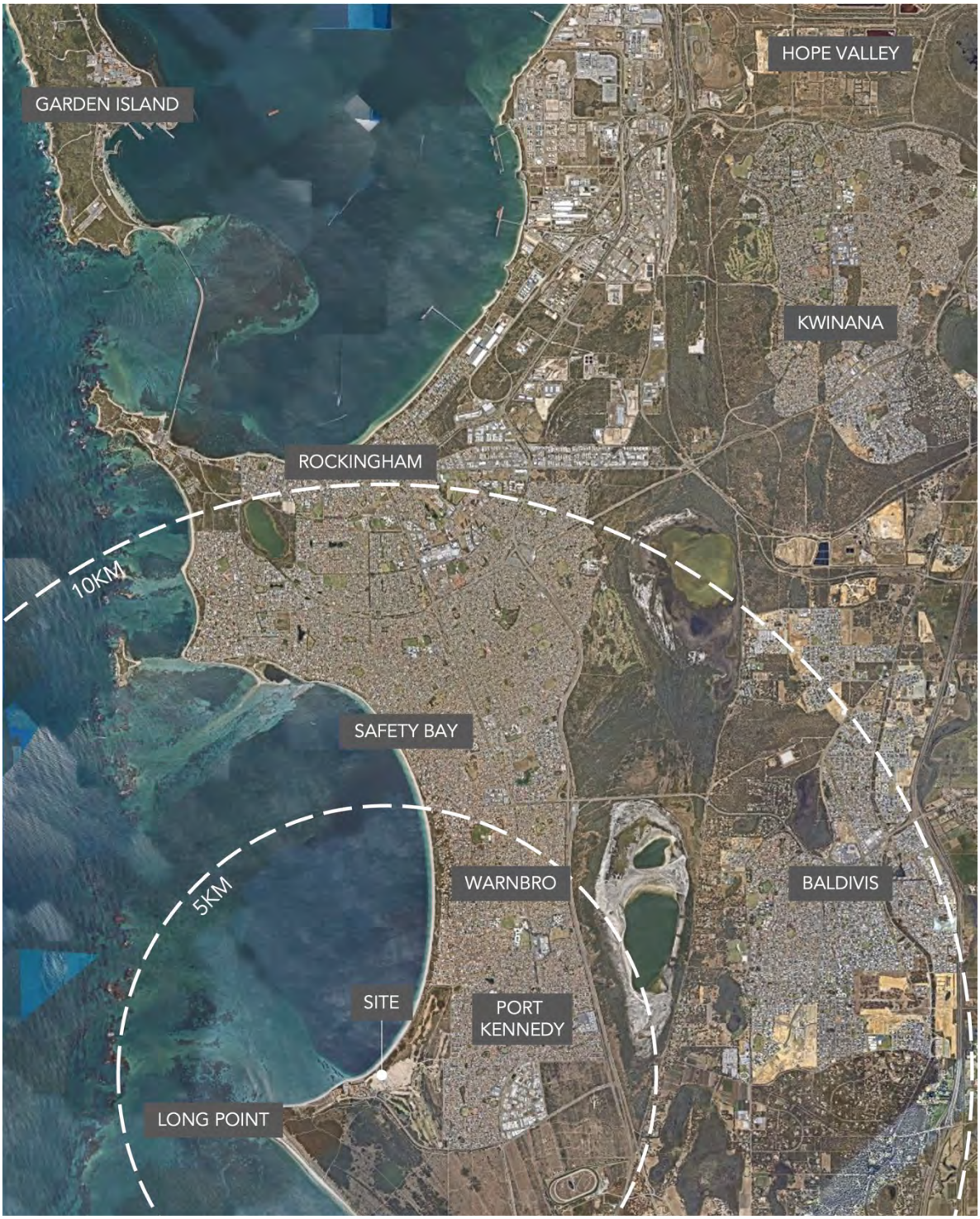

Figure 1: Regional Location

The wider area is currently experiencing urban renewal and growth, transforming from the former Kennedy Bay Golf Course estate into a residential and mixed-use precinct that includes a revitalised golf course and a new town centre. Stages 1 and 2 of the residential development are underway and expected to continue over the next decade, beckoning a planned change to the character and demographic profile of the locality.

The Site is located in the town centre precinct of the broader redevelopment area; the town centre is intended to facilitate a mix of commercial, retail, residential and short-stay accommodation uses.

Figure 2: Site Location

The Site forms one of the four key landmark sites within the future town centre. The Site has four active frontages, Kennedy Bay Entrance to the east, Sea Beach Way to the north and west and public open space to the south. Active priority for the Site boundaries is given to Kennedy Bay Entrance, being the primary entrance into the town centre, Sea Beach way to the north and the public open space to the south.

Land surrounding the Site is proposed to comprise of a mix of uses, including residential, food and beverage precincts and short-stay accommodation. Majority of the residential development in the broader master planned estate is comprised of low – medium density housing, aligning with the vision for the urban expansion of Kennedy Bay.

Figure 3: Local Location

2.2 Cadastral Information

The Site is a part of Lot 3025 which is legally described as follows:

- Lot 3025 on Deposited Plan 427082 and Certificate of Title Volume 4063 and Folio 241.
  - Registered proprietor: Western Australia Beach & Golf Resort Pty Ltd.

Lot 3025 has a total land area of 55.80ha; the Site has a proposed land area of 2,700m^2.

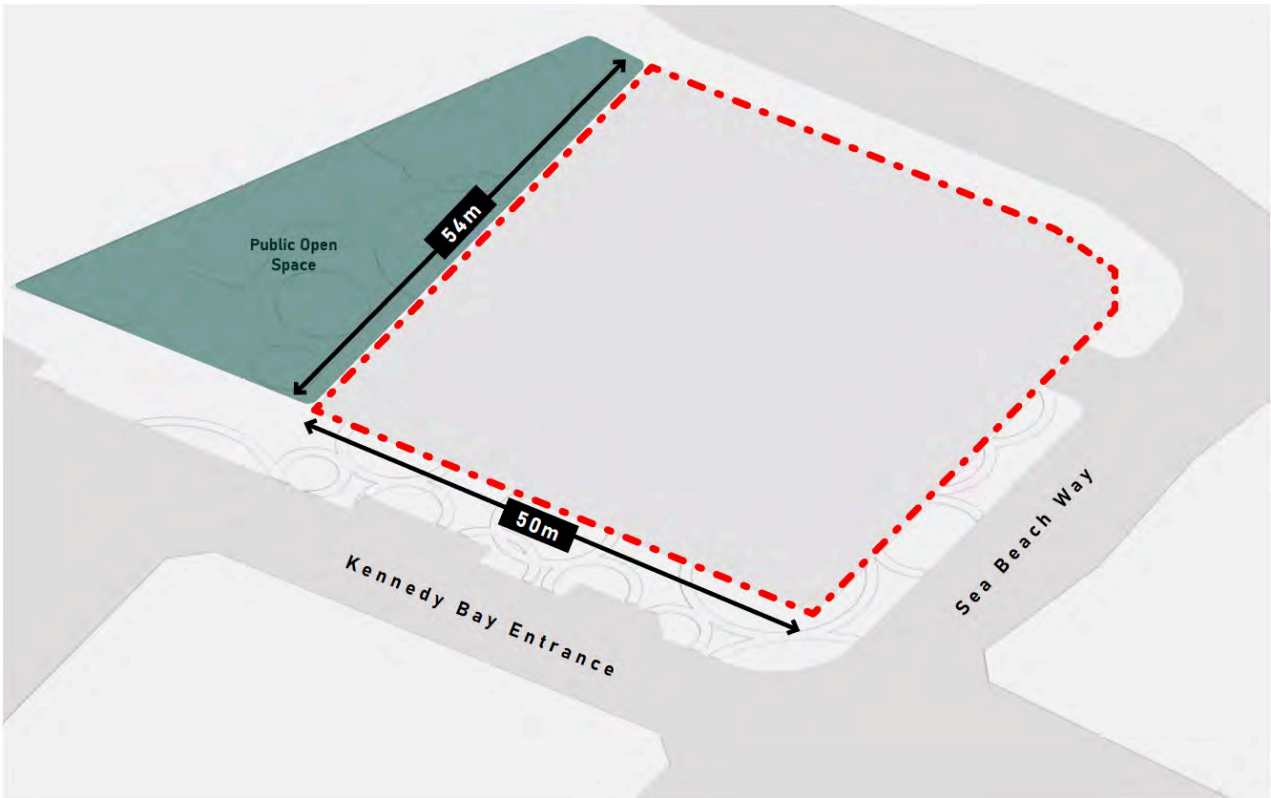

Figure 4: Site Plan – looking south-west (*credit: Nelson+Koo*)

3.0 Description of Proposed Development

The Application proposes the construction of a 504m^2 grocer, 160m^2 food and beverage tenancy and 10, upper-level flexible units to be used as either multiple dwellings or short-stay units within the emerging Kennedy Bay town centre. The Proposed Development is proposed for Lot 4, positioned at the southern intersection of Kennedy Bey Entrance and Sea Beach Way.

The Proposed Development has been designed by Nelson + Koo and draws on the coastal context of the surrounding locality, working with the broader precinct to deliver an attractive, vibrant and sustainable entertainment setting.

We have provided below a summary of the key development elements.

3.1 Grocer and Food & Beverage

Ground level development fronting Kennedy Bay Entrance will comprise a 504m^2 grocer and 160m^2 food and beverage tenancy. The grocer is proposed to wrap the south-eastern corner of the Site, providing an active frontage to Kennedy Bay Entrance and the southern adjoining public open space. The food and beverage tenancy is positioned at the northern extent of the Site, incorporating a nil setback to Kennedy Bay Entrance while providing an active edge to the intersection area through the positioning of alfresco dining.

Nil setbacks are proposed to Kennedy Bay Entrance for the grocer and food & beverage tenancy, working together to activate the main street interface with high amenity, functional spaces. Each ground level use provides a dynamic street interface, enhancing the pedestrian environment along the main street. Built form relief has been provided to the northern extent of the Site, pulling development away from a high amenity location to prioritise a pedestrian scale alfresco experience.

Vehicle parking for the commercial tenancies is provided at the rear of the Site, positioned away from pedestrian arteries. A total of 39 vehicle parking bays are provided at the rear of the Site, comprising 1 ACROD bay, 3 residential visitor bays and 35 bays for the commercial elements of the Proposed Development.

Waste storage is provided in a dedicated commercial waste store, which is conveniently located at the rear of the two tenancies. The bin store allows for 4 1,100L bins, 2 66L bins, 1 240L bin and a wash down space. Waste collection and deliveries is facilitated via a rear loading area accessed off the parking and circulation space.

Manoeuvring within the parking area is simplified by way of a simple internal 'U' circulation area, providing safe and efficient access to parking and loading / waste areas. Landscaping and deep soil is provided throughout the parking area to soften the impact of hardstand areas and integrate the development within the adjacent Public Open Space. Pedestrian movement from the car park area to the commercial tenancies is intended to be taken through the Public Open Space area, identified through clear way finding signage and dedicated footpaths.

Figure 5: Ground Level Commercial Uses

3.2 Accommodation

The upper-level comprises 10 accommodation units, providing both short-stay accommodation and multiple dwellings. It is intended that the units will primarily operate as multiple dwellings, providing permanent residential dwellings within the town centre; however, the units may be used on occasion for short-stay accommodation by the future purchaser consistent with the future strata scheme.

Of the 10 units provided, 9 are 1-bedroom, 1-bathroom and 1 is 4-bedroom, 3-bathroom. All units are provided with a dedicated storage area at the upper level, accessed from outside of the unit. All units incorporate generous living spaces, oriented toward the main street interface and northern coastal outlook. Each unit is provided with a large balcony overlooking the adjacent public realm areas, positioned toward Kennedy Bay Entrance and Sea Beach Way (north).

Access to the units is provided via a dedicated residents' lobby off Sea Beach Way, which provides access to stairs, a lift located toward the rear of the lobby and the residential parking area. Clear wayfinding signage is proposed throughout the residential entry experience. An open-air walkway provides access to each unit, offering an informal, well-ventilated circulation while improving passive surveillance outcomes into the parking area below.

Landscaping is provided throughout the walkway, adjoining habitable spaces of units and vertical circulation areas. The low-level landscaping improves the entry experience for residents and guests.

Figure 6: Upper-level Residential and Short-stay Units

Vehicle and bike parking is located at ground level within a dedicated residents' parking area, accessed off Sea Beach Way. The vehicle parking area incorporates 14 resident parking bays; 3 visitor parking bays are located within the large, centrally located parking area to the south-west of the Site. Six resident bike bays are provided within the ground level parking area, within a secure compartment. Direct pedestrian access from the parking area into the lobby is provided.

Waste and refuse storage is located at ground level at the junction between residential and commercial uses. The residential bin store accommodates 4 660L bins, 2 140L bins and

washdown services. Residential waste collection will be undertaken from Sea Beach Way; bins will be positioned within the verge by a property caretaker.

Figure 7: Ground Level Residential Elements

3.3 Pre-Lodgement Engagement

To assist with design development, the project team met with officers of the City prior to lodgement. Engagement with the City explored basic built form massing, interaction with the surrounding public realm, streetscape engagement, internal design and amenity, and technical consultant considerations. The engagement with the City has been beneficial in guiding the design iterations.

4.0 Town Planning Considerations

4.1 Metropolitan Region Scheme

4.1.1 Zones

The Site is included within the 'Urban' zone pursuant to the Metropolitan Region Scheme (**MRS**). Land to the south and west of the Site is similarly included within the Urban zone.

4.1.2 Reserves

Land to the immediate north and east is included within the 'Parks and Recreation' Reserve.

4.2 City of Rockingham Local Planning Scheme No. 2

4.2.1 Zoning

The Site is included within the 'Development' zone of the City of Rockingham Local Planning Scheme No. 2 (**LPS 2**). Land to all side is similarly included within the 'Development' zone.

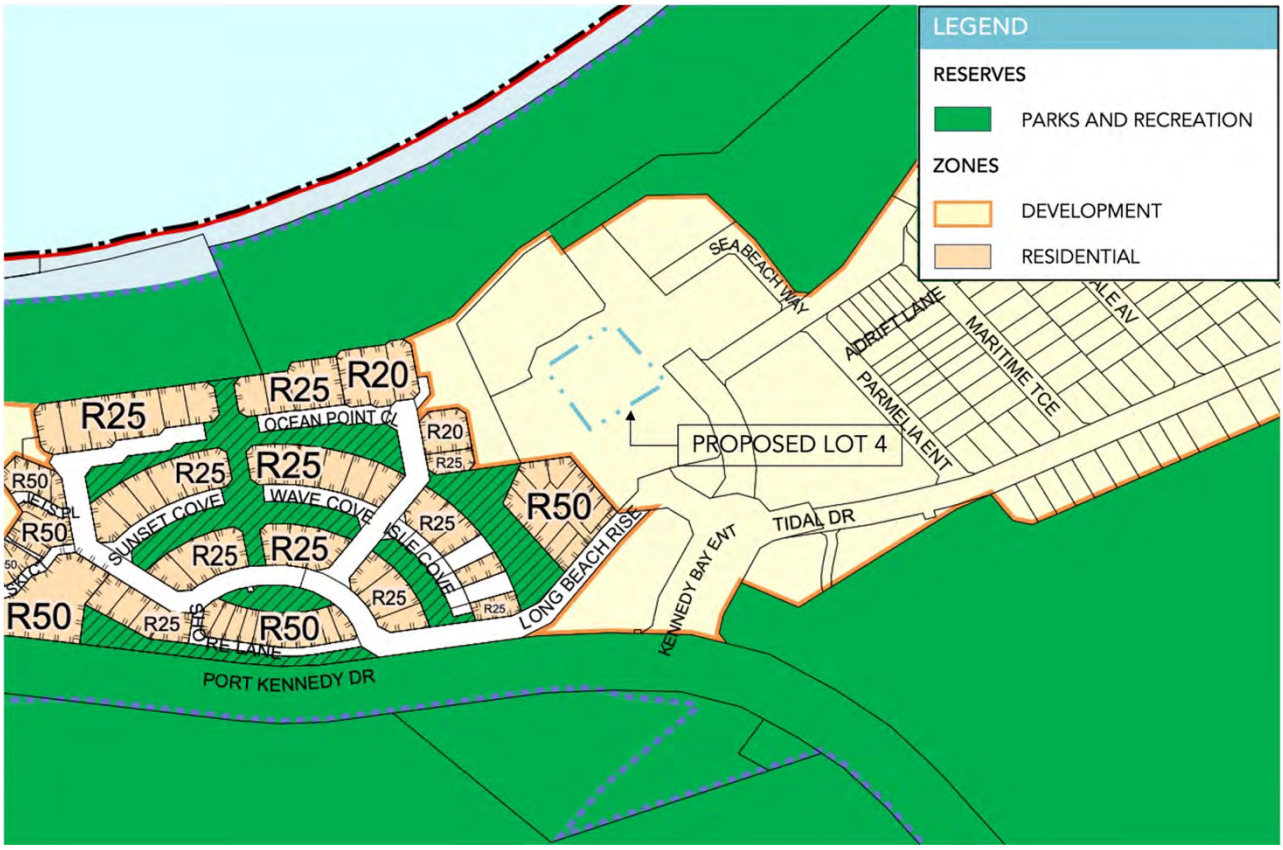

Figure 8: LPS2 Zoning

The purpose of the Development zone is set out at Clause 4.2 of LPS 2 as included below:

- *To identify areas requiring comprehensive planning prior to subdivision and development.*
- *To coordinate subdivision, land use and development in areas requiring comprehensive planning.*

The Site is located within the draft Kennedy Bay Local Structure Plan (**draft Structure Plan**) area and is subject to the Kennedy Bay Coastal Village Local Development Plan (**LDP**). Consideration of the Proposed Development against the draft Structure Plan and LDP is set out within this report.

The Site is included within the 'Development Contribution Area No. 2' (**DCA 2**) under LPS 2. Contributions per DCA 2 are payable where residential development is proposed at a rate of $1,941.00 per dwelling. It is anticipated that a condition of approval will be included to this effect should the Application be approved.

4.3 Draft Kennedy Bay Local Structure Plan

The draft Kennedy Bay Local Structure Plan was prepared to coordinate subdivision, land use and development of the Kennedy Bay area. While the draft Structure Plan has not been endorsed, it is 'seriously entertained' for the purposes of this Application.

The draft Structure Plan proposed:

- A main street Local Centre comprising retail floor space, open space and tourist accommodation;
- Residential development to accommodate approximately 1,000 new dwellings; and
- New road connections to improve accessibility to the Structure Plan area.

The draft Structure Plan was advertised for public comment in February and March of 2020 and presented to Council of the City in May 2020. At the May 2020 Ordinary Council Meeting, the Council endorsed a submission to the Western Australian Planning Commission (**WAPC**), seeking a range of modifications to the advertised Structure Plan.

On 27 October 2020, the Statutory Planning Committee (**SPC**) recommended the Structure Plan be modified prior to final endorsement. We are instructed that the proponent of the draft Structure Plan is progressing the modifications contained in the decision of the WAPC.

Under the provisions of the draft Structure Plan, the Site is included within the 'Commercial' Zone and allocated the R-AC0 density code.

The Objective of the 'Commercial' zone is as set out in LPS 2, which is reproduced below:

> *The objective of the Commercial Zone is to provide for the development of District, Neighbourhood and Local shopping facilities to cater for the present and future residents of the City consistent with the local government's Local Commercial Strategy and supported by any other Plan or Policy that the local government from time to time may adopt as a guide for the development within the Zone.*

Delivery of a boutique supermarket at the Site will provide for the daily shopping needs of residents of the broader master planned estate and immediate residents and visitors of the town

centre. Equally, the food and beverage tenancy will provide an active corner environment, enhancing the dining opportunities within the town centre. It is anticipated that the supermarket and food and beverage tenancy will combine to provide a wide variety of daily shopping and recreation options for residents and visitors. Upper-level residential uses will contribute to vibrancy of the locality, enhancing surveillance of public realm areas and adding to the viability of commercial spaces.

Development of the Site as proposed is consistent with the Objective of the Commercial zone.

4.3.1 Land Use Permissibility

Land use permissibility is determined with reference to Table 1 – Zoning Table of LPS 2. As the Site is contained within the Development zone, permissibility is determined having regard to the 'zone' applied through the Draft Structure Plan. Note, however, that as land use permissibility is determined through a discretionary instrument, all land uses are discretionary.

The Proposed Development incorporates the following land uses:

LAND USE	PERMISSIBILITY
Multiple Dwelling	Discretionary (D)
Serviced Apartment	Discretionary (D)
Shop	Permitted (P)
Restaurant/Cafe	Discretionary (D)

Note that the LDP specifies the preferred land uses for each applicable lot. Section 2.3 of the LDP states that the preferred uses for the Site are as follows:

- Ground floor:
  - Commercial, café, restaurant, residential.
- Upper floors:
  - Residential, commercial, short-stay residential.

As above, all proposed land uses are capable of approval at the Site and do not require advertising. In this regard, the land uses proposed for the Site are capable of approval within the Commercial zone per LPS 2 and are the preferred uses for the Site as provided within the LDP.

4.4 Kennedy Bay Coastal Village Local Development Plan

The LDP has been prepared for the Kennedy Bay Coastal Village, providing site specific development provisions for development lots contained within the town centre.

Through the LDP, it is intended that the town centre will be developed as a relaxed coastal village with a mix of uses for residents and visitors. The development principles underlying the

subdivision pattern and site specific development provisions focus on reuniting an underutilised coastal environment with community and culture.

The Site occupies a key location within the town centre, with direct frontage to the north-south Main Street – the central spine through the LDP area. Development of the Site supports the vision for the Main Street as a vibrant and active thoroughfare that connects the established residential areas to the south with new development, while maintaining visual and physical links to the Golf Course clubhouse.

Residential and commercial elements of the Proposed Development contribute to the activation of the main street by providing housing, daily shopping and informal recreation within walking distance of key community amenities and commercial uses. Positioning of the Site at the intersection of two green links reinforces its role in supporting a softer, landscape-led transition into the heart of the town centre, aligned with the broader intent to integrate the dunal landscape into the public realm.

Importantly, the Site benefits from its strategic orientation along the primary arrival route into Kennedy Bay. By placing residential development in this highly visible location, Lot 4 helps ensure passive surveillance, contributes to a sense of community presence, and reinforces the role of the Main Street as both a movement corridor and a place for people.

4.4.1 Generic Development Provisions (Non-Residential)

Table 3 of the LDP identifies the Design Elements of Volume 2 of the Residential Design Codes (R-Codes) which are applicable to non-residential components of development. We have considered the relevant Design Elements below.

DESIGN ELEMENT	DEVELOPMENT RESPONSE
3.3 Tree Canopy and Deep Soil Areas	Deep soil planting is facilitated throughout the Site, primarily within the rear car park area. Deep soil planting has not been provided at the public domain interface given the planning framework prioritises the main street outcome. Landscaping is provided as mature trees in deep soil areas and low-scale planting zones. Considerable landscaping is provided within the reservation of Kennedy Bay Entrance, complimenting the main street Landscaping has been prioritised in public facing zones, building on the comprehensive landscaping strategy included within the Emerge foreshore landscaping plan. The landscaping approach works to soften the public / private interface, improve internal amenity and incorporate the development into the wider precinct.
3.6 Public Domain Interface	The public / private transition is generally identified by way of active ground floor uses, delineated by visually permeable façade. The Proposed Development is oriented toward Kennedy Bay Entrance and the northern aspect of Sea Beach Way, being the identified main street environment. Orientation of ground and upper-level active uses enhances passive surveillance outcomes, delivering a dynamic town centre amenity.

DESIGN ELEMENT	DEVELOPMENT RESPONSE
3.7 Pedestrian Access and Entries	Pedestrian access into the proposed uses has been separated to ensure an active ground level and assist in land use management. Upper-level residential uses make use of a dedicated resident's lobby, positioned along Sea Beach Way. Ground level commercial tenancies are accessed directly off Kennedy Bay Entrance as part of the main street urban design outcome prioritised by the LDP. Wayfinding signage and clear pedestrian pathways will be provided throughout to assist with guest and resident legibility.
3.8 Vehicle Access	Vehicle access is taken via Sea Beach Way; separate points of access are proposed in a view to separate the residential and commercial parking. Residential parking is taken from the northern alignment of Sea Beach Way, providing access to a dedicated residential parking facility. Commercial parking is provided at the south-eastern extent of the Site, consistent with the provisions of the LDP.
3.9 Car and Bicycle Parking	Refer attached TIA.
4.1 Solar Daylight and Access	Lot orientation combined with positioning of glazing ensures that access to natural daylight, solar access and natural ventilation is maximised to commercial tenancies, outdoor active spaces and upper level residential uses.
4.10 Façade Design	Development design is responsive to and consistent with the provision of the LDP.
4.11 Roof Design	Development design is responsive to and consistent with the provision of the LDP.
4.18 Utilities	All utilities are incorporated into the design and will not be visually intrusive.

4.4.2 Site Specific Development Provisions

Section 2.3 of the LDP provides the site-specific development provisions which have been considered and applied to the Proposed Development as shown below.

DEVELOPMENT CONTROLS		DESIGN RESPONSE
Preferred Land Uses	Ground Floor: Commercial, cafe, restaurant, residential	Ground Floor: Commercial and Restaurant/Café.
	Upper floors: Residential, commercial, short-stay residential	Upper Floor: Residential.
Height	Minimum Height: 7.5m minimum wall height (min 2 storey equivalent) Maximum Height: 4 storeys	2 storeys (10.5m).
Setbacks	Nil setbacks to all boundaries	Ground Floor: nil to Kennedy Bay Entrance, Sea Beach Way (north; parking) and southern POS.
		Upper Floor: nil to Kennedy Bay Entrance, Sea Beach Way (north) and southern POS. Relief provided to northern extent of the Site through angled façade.
Pedestrian Access	Safe, legible and convenient access for residents, and strengthens the connection to the main street and POS	Pedestrian entries to ground floor tenancies and residential lobby are identifiable and marked clearly with wayfinding signage. Entry design

DEVELOPMENT CONTROLS		DESIGN RESPONSE
		prevents opportunities for concealment and promote interaction between the public and private domain areas.
Vehicle Access	No vehicle access is permitted from Kennedy Bay Entrance. Width of vehicle access to be kept to a minimum and integrated into the design of the building, reducing the impact on the streetscape.	Vehicle access contained to Sea Beach Way. Crossover design has been minimised while balancing the need for efficient parking and circulation areas. The impact to the streetscape has been minimised by locating access off the primary pedestrian routes and active spaces.
Parking	Parking to be provided on the south-western side of the site, concealed from the Main Street and POS areas. Car parking allow for the siting of meaningful commercial, retail or residential building depths that address the main street.	Parking provided to the south-west of the Site. Ground level uses conceal the parking from the main street (Kennedy Bay Entrance), and allows for suitably sized tenancies. A portion of the parking area is visible from the southern POS area, however, is landscaped to soften the interface.
Landscaping	10% deep soil area	Deep soil is provided throughout the Site, primarily within the rear parking area to assist with the interface to the POS. Please refer to the attached landscaping plan.
Streetscape	Development to front and provide an urban edge to Sea Beach Way, sleeving internal car parking.	As above, the Proposed Development provide an active edge to Kennedy Bay Entrance and Sea Beach Way (north), sleeving the south-western parking. Parking areas are landscaped to soften the interface between parking and POS.
Prominent Locations	Building facades to provide activation at the street level. Development to provide passive surveillance of the public open space. Alfresco and uses that open out onto the public open space are encouraged.	Active uses and facades provided at ground and upper level to Kennedy Bay Entrance and Sea Beach Way (north). Active uses incorporate dynamic facades through glazing, lighting, building fabric and signage. No significant areas of blank wall are proposed. Passive surveillance of the POS area is provided through the positioning of active elements of the grocer, upper-level residential uses and interactivity with the adjoining parking area. Alfresco areas are provided to the restaurant/café tenancy, within the site boundaries.

As above, the Proposed Development is consistent with all site-specific provisions of the LDP, providing a vibrant, mixed-use development which will contribute to the delivery of an active town centre. Site planning has worked to balance the four active site edges

Overall streetscape activation and surveillance is provided by balconies and major openings to the upper-level short stay units.

The approach taken to site planning, including the ground floor setback to Sea Beach Way, is consistent with the priorities and specific provisions of the draft LDP.

4.5 Kennedy Bay Coastal Village Town Centre Parking Strategy

Vehicle parking within the town centre is provided in a coordinated manner, as set out within the Kennedy Bay Coastal Village Town Centre Parking Strategy (**Parking Strategy**).

The Parking Strategy concludes that the delivery of 382 parking bays is sufficient to support the proposed mix of land uses, in lieu of the 469 bays required under the LPS 2 when assessed as individual lots. The Parking Strategy adopts a demand management approach, rather than a rigid predict and provide method, ensuring efficient use of land without oversupplying parking to the detriment of a high-quality urban design outcome.

Key elements of the strategy to parking within the town centre include:

- Reciprocal use of non-residential car bays which accommodate varying peak demand times across different land uses;
- Analysis of real-world parking generation rates shows that actual demand is expected to be lower than Scheme requirements; and
- Parking management measures such as user-pays, time limits, and shared parking arrangements will assist in regulating demand.

An appraisal including off-street and on-street parking within a 400m walk demonstrates that even under a highly conservative assumption (simultaneous peak demand across all uses), sufficient parking will be provided within the master planned community. The Parking Strategy recommends monitoring occupancy rates, with the potential to implement further management measures if usage exceeds 85%, or repurpose surplus parking where demand is lower.

This approach supports the delivery of a well-scaled and vibrant centre without compromising the foreshore interface or urban character.

Parking rates, as set out within the Parking Strategy, are provided below.

4.5.1 Residential Dwellings

Parking demand for Lots 1 and 4 was assessed using data from surveys of comparable apartment developments. The analysis concluded that peak parking demand for 85% of surveyed sites was less than one bay per apartment. Noting the surveyed outcome, the Parking Strategy requires 1 residential bay per dwelling for development at the Site.

The Parking Strategy provides that weekday visitor parking is able to be accommodated within the resident bays provided within the development. Weekend visitor parking demand is a maximum of 3 bays, consistent with the requirements of the Residential Design Codes, which can be accommodated on-site and within on-street parking adjacent to the Site.

A total of 14 resident vehicle parking bays are provided for the residential element of the Proposed Development, satisfying the rates provided within the Parking Strategy. Visitor parking is located within the adjoining south-western parking area.

4.5.2 Commercial Uses

The Parking Strategy has allowed for 1,080m^2 of commercial floor space at the Site. The average peak parking demand for weekdays and the weekend for all commercial floor space at the Site is 25 bays.

Noting a total commercial floor space of 664m^2, the peak vehicle parking demand for the commercial elements of the Proposed Development is 15 bays. A total of 39 bays are provided at the south-western extent of the Site for the commercial elements of the Proposed Development.

The parking provided allows for reciprocal arrangements with later development within the town centre, consistent with the approach adopted within the Parking Strategy. It is anticipated that a condition of approval would be imposed which requires an easement in gross to be registered over the commercial vehicle parking area.

4.5.3 Prominent Locations Response

Section 3 of the LDP sets out the Character Statement and specific considerations to be incorporated into development when a site abuts a 'prominent streetscape'. As shown in Figure 3 of the LDP, the Site abuts the 'Main Street Interface'. We have set out below the development response.

Main Street Interface

The Proposed development supports the vision for the Kennedy Bay Main Street as a vibrant and pedestrian-friendly environment. It comprises active commercial uses at ground level—including a grocer and a café/restaurant—with residential dwellings above. This mix contributes to a lively and fine-grain streetscape, with passive surveillance from balconies and a strong street presence.

The architectural design incorporates deep balconies and roof overhangs that provide shading to the façade and improve pedestrian comfort, working together with proposed street trees to enhance the microclimate. The design draws inspiration from the coastal setting, using a mix of self-weathering and durable materials that will age well and contribute to the relaxed village character intended for the precinct.

The Main Street frontage is carefully articulated through varied setbacks, material changes, and generous openings at ground level to ensure visual interest and a strong interface with the public realm. Northern sunlight is effectively utilised to support outdoor dining and alfresco activity, while integrated solar control features ensure a comfortable environment throughout the day.

Car parking is located at the rear of the site, away from the Main Street, ensuring the public realm remains active and uninterrupted. Overall, the Proposed Development reflects a high level of architectural resolution, consistent with the role of the Main Street as a key destination and arrival point within the Kennedy Bay Local Centre. Further detail is provided in the comprehensive architectural design report accompanying this application.

4.5.4 Transport Impact Assessment

PJA has prepared a Transport Impact Statement (**TIS**) in support of the Proposed Development having regard for the Parking Strategy and broader planning framework. The TIS concludes:

- The TIS has been prepared in accordance with the WAPC Transport Impact Assessment Guidelines (Volume 4 – Individual Developments).
- The Site is consistent with the LDP and the Parking Strategy, both of which form a part of the broader draft Structure Plan.
- Vehicle access will be provided via an off-street car park on Sea Beach Way and on-street parking along Kennedy Bay Entrance, with separate pedestrian access points for residential and retail uses.
- The Proposed Development can be serviced appropriately by an 8.8m medium rigid vehicle.
- Traffic generation is estimated at 940 vehicle trips per day, with up to 80 trips per peak hour, of which a significant proportion are pass-by trips. Traffic volumes on surrounding roads will remain within acceptable limits.
- The proposed parking provision will adequately cater for the Proposed Development and support the wider Town Centre precinct, aligning closely with the demand indicated in the Parking Strategy.
- Public transport access will be enhanced through a future bus route connecting the area to Warnbro Station, significantly improving connectivity.
- No major road safety concerns have been identified. Overall, the development is expected to have a low traffic impact and can be accommodated by the surrounding transport network.
- Based on the findings of the TIS, PJA supports the Development Application.

4.6 Planning and Development (Local Planning Scheme) Regulations 2015

Deemed Provision 67 of LPS2 sets out a range of matters that a decision-maker is required to consider in determining this Application. The table below explains how the Application addresses each of the matters in Deemed Provision 67.

DEEMED PROVISION 67		RESPONSE
(a)	Local Planning Scheme	The Application satisfies the relevant provisions of LPS2 and is capable of approval.
(b)	Orderly and proper planning	The development has been designed having close regard to the applicable planning framework, including the draft Structure Plan and LDP.
(c)	State Planning Policies	Relevant State Planning Policies have been considered throughout design development; outcomes of assessment against State Planning Policies have been embedded within the Proposed Development.
(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	LPP 3.3.25 – Percent for Public Art
(h)	Structure Plans, Centre Plans and Local Development Plans	Draft Structure Plan and Local Development Plan framework has been considered as part of design development. An assessment against the provisions of both is set out within this Report.
(i)	Review of Local Planning Scheme	Not applicable
(j)	Reserved land	Not applicable
(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	Site planning has been guided by the planning framework to ensure the design of the Proposed Development is consistent with the expected development outcomes for the locality. Particular consideration has been given to the way in which the Proposed Development will respond to and enhance the public domain spaces beyond the Site, with particular emphasis given to the main street interface and southern adjoining Public Open Space.
(n)	Amenity of the locality:	
	(i) Environmental impacts	The proposal will not have any adverse impact on the environment.
	(ii) Character of locality	The building design provides a responsive façade design which contributes to the amenity of the main street, implementing the vision of the LDP.

DEEMED PROVISION 67		RESPONSE
	(iii) Social impacts	The development will not have any adverse social impacts and will improve surveillance of the public realm through increased active and perceived surveillance. Note also the positive impact the delivery of a grocer and café will have on the functionality of the town centre.
(o)	Effect on natural environment	The development will not have an adverse effect on the natural environment.
(p)	Landscaping and tree retention	Landscaping is proposed throughout the Site in a view to integrate the development into the broader landscape strategy for the town centre. Deep soil is proposed to the rear of the Site to manage the impact of parking areas, allowing for an active urban edge to the main street.
(q)	Environmental risks	None
(r)	Risk to human health or safety	None.
(s)	Access and parking	Vehicle parking is at the south-west extent of the Site, consistent with the provisions of the LDP. Positioning of the parking area has allowed for the main street interface to be emphasised, and not impacted by vehicle parking or movements.
(t)	Traffic impacts	The traffic generated by the development will not have an adverse effect on traffic flow and safety.
(u)	Availability and adequacy of:	
	(i) public transport	Public transport services will expand throughout the locality as residential development continues to expand. The use does not rely on public transport to a significant extent, providing for the daily and recreational requirements of the immediate residential and transient population.
	(ii) public utilities	All utilities required to service the development are available, including water, sewer, and power.
	(iii) waste management	Residential and non-residential bin stores are provided at the ground level which provide for the scale of development. Bin store locations are easily serviced and incorporate bin wash areas.
	(iv) pedestrian & cyclist access	Informal bicycle parking facilities are provided throughout the locality, particularly within the public realm spaces. As it is anticipated that the commercial elements of the Proposed Development will be visited as part of a blended trip, where it is unlikely dedicated, on-site bicycle parking will be utilised. A dedicated bin store is provided for residents.
	(v) elderly & disability access	One 'ACROD' bay is provided.
(v)	Loss of community benefit or service	Not applicable.
(w)	History of the site	No relevant site history.
(x)	Impact on the community	Development of the Site will continue to strengthen the main street interface, and deliver the active town centre environment promoted through the planning framework. Ground level land uses will provide

DEEMED PROVISION 67		RESPONSE
		for daily and weekly shopping and recreation needs for residents and visitors of the wider Kennedy Bay locality. serve as the catalyst for further high-quality development in the locality.
(y)	Submissions on the proposal	To be determined
(za)	Comments from agencies	To be determined
(zb)	Other planning considerations	None

4.7 State Planning Policies

In accordance with Deemed Provision 67 of LPS2, due regard must be given to all relevant State Planning Policies.

4.7.1 State Planning Policy 2.6 – Coastal Planning

State Planning Policy 2.6 – Coastal Planning (**SPP 2.6**) is a Statement of Planning Policy. SPP 2.6 provides guidance with respect to the consideration of development that is in proximity to the coast, providing a framework for the management of coastal hazard risk.

The City commissioned the preparation of a Coastal Hazard Risk Management and Adaption Plan in accordance with the requirements of SPP 2.6 in 2019. This was a high-level document that considered the entire coastal frontage throughout the City of Rockingham.

A more recent and specific Coastal Hazard Assessment was undertaken by M P Rogers & Associates as part of the Kennedy Bay Structure Plan supporting documentation. The Coastal Hazard Assessment has informed the design development of the broader subdivision and town centre, noting the 'Foreshore Zone Boundary' and hazard lines through to 2070 do not extend into the Site.

4.7.2 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 – Planning in Bushfire Prone Areas (**SPP 3.7**) provides direction on how land use should address bushfire risk management. SPP 3.7 applies to all land which has been designated as bushfire prone by the Department of Fire and Emergency Services (**DFES**).

As part of the preparation of the Kennedy Bay Structure Plan, a comprehensive Bushfire Management Plan was prepared in accordance with SPP 3.7; the Guidelines included specific considerations with respect to bushfire and preferred land uses. Noting the updated SPP 3.7 mapping, a minor portion of the northern extent of the Site is identified as being bushfire prone.

A Bushfire Management Plan is attached to this report which identifies, considers and responds to the bushfire threat within the town centre, concluding that the development response to the threat satisfies the intend, aim and objectives of SPP 3.7 and associated Guidelines.

4.7.3 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (**SPP7.0**) seeks to achieve 'good design' through the application of the following 10 Design Principles:

- Context and Character;
- Landscape Quality;
- Built Form and Scale;
- Functionality and Build Quality;
- Sustainability;
- Amenity;
- Legibility;
- Safety;
- Community; and
- Aesthetics.

The Proposed Development provides a high-quality, active use which will further development the Kennedy Bay town centre as a vibrant mixed-use hub. Site planning of the Proposed Development will support the establishment of the main street interface, enhancing the entry experience into the town centre for pedestrians and vehicle traffic.

Streetscape amenity within the adjoining public realm areas is improved through increased activity and dynamic land uses, delivering a positive passive surveillance outcome enhanced through upper-level residential uses. Built form character builds on the sense of place of the wider locality influenced by the coastal setting, with comprehensive analysis undertaken to identify the appropriate materiality to assist in grounding the development in the beach-side locality.

Pedestrian legibility into the Proposed Development builds on the major pedestrian thoroughfares established through the framework, locating pedestrian entries toward the intersection of Kennedy Bay Entrance and Sea Beach Way in a view to emphasise the public realm experience.

5.0 Technical Considerations

5.1 Coastal Hazard Assessment

M P Rogers & Associates has prepared a comprehensive Foreshore Management Plan for the broader development area, which contemplates the proposed mixed-use development of the Site.

Coastal Hazard assessments undertaken by the City and MP Rogers have defined hazard lines. The Emerge Foreshore Concept plan has been designed to ensure all proposed infrastructure is located behind the 2120 hazard line or protected by the seawall. Key features of the Stage 1 Foreshore Concept Plan include:

- Parks including turf areas, shelter/picnic nodes, play elements, drainage infiltration areas, and pedestrian/cycle networks;
- Retained remnant vegetation;
- Beach access paths; and
- Local Centre seawall. Note: As part of the negotiations for the Kennedy Bay Sale and Development Agreement (SADA) extensive consultation and agreement with the Department of Planning, Lands and Heritage (DPLH), was undertaken to establish the location of the coastal road reserve and Local Centre seawall.

The Coastal Hazard and Risk Management Adaptation Plan prepared for the broader locality has identified the following in relation to the identified vulnerable foreshore assets:

- The Foreshore Shared Path will implement a planned/managed retreat strategy to relocate the Foreshore Shared Path inside the development.
- The assets vulnerable to coastal erosion hazards are to be protected by the construction of a seawall which will comprise buried granite. This seawall, as determined by multi criteria analysis, is the most effective solution for the vulnerable assets. The seawall and coastal road location were agreed following extensive negotiations.
- Assets deemed vulnerable to the coastal inundation hazards over the planning timeframe are to avoid the minor and short duration inundation, with lots at appropriately designed elevations above the inundation level.
- No critical, expensive, or high-value infrastructure will be located on the ocean-side of the sea wall.

The management actions outlined within the Foreshore Management Plan, which contemplate development of the Site, will be implemented as part of the wider precinct works.

5.2 Landscaping

Landscaping for the precinct is guided by the comprehensive landscape strategy set out in the Emerge foreshore landscape plan. Landscaping for the Site has been prioritised in public facing zones, building on the comprehensive landscaping strategy. The landscaping approach works to soften the public / private interface, improve internal amenity and incorporate the development into the wider precinct.

5.3 Transport Impact Statement

As mentioned earlier in this Report, PJA has prepared a TIS which considers vehicle parking provision and the rate of trip generation.

The Proposed Development is expected to generate approximately 940 vehicle trips per day, with up to 80 trips during peak hours. A significant proportion of these trips are expected to be pass-by traffic rather than new trips, and the overall traffic volumes on Kennedy Bay Entrance and Sea Beach Way will remain well within the capacity of the local road network. No major safety or operational issues have been identified, and the development is anticipated to have a low impact on the surrounding transport network.

A total of 53 parking bays are proposed, which is sufficient to meet the anticipated demand generated by the development and supports broader Town Centre needs. The parking provision is consistent with the objectives of the Parking Strategy and is expected to comfortably accommodate both residential and retail uses on the Site.

5.4 Waste Management

Lateral Planning has prepared a Waste Management Plan which addresses the storage and collection of waste generated by the Proposed Development.

All waste collection areas have been specifically designed to be suitable and capable of securely storing, sorting and removing the waste from the Site.

5.5 Acoustic Assessment

A detailed acoustic assessment has been undertaken for the Proposed Development. The assessment confirms that a high standard of residential amenity can be achieved through a combination of noise management practices and targeted acoustic upgrades. Given the vibrant, mixed-use character of the Kennedy Bay Coastal Village, upgraded apartment façades will be provided to ensure compliance with the *Environmental Protection (Noise) Regulations* 1997, particularly in relation to nearby hospitality and retail activities. Architectural measures include enhanced wall and window treatments, as well as upgraded floor construction between the food and beverage tenancy and the residential apartments above, ensuring internal noise levels meet the relevant standards.

A suite of operational noise management measures has also been recommended to maintain amenity, including restrictions on delivery hours, controls on door operations, and prohibitions on external loudspeakers and amplified music in alfresco areas. Fit-out requirements for the food and beverage tenancy will further limit structure-borne noise transfer to the apartments above. The proposed parking, loading dock use, and mechanical services will be designed to operate within acceptable noise levels, with final assessments to be completed prior to Building Permit lodgement.

Overall, the acoustic management approach provides a balanced outcome, supporting a lively Town Centre environment while ensuring a high level of comfort for future residents.

6.0 Conclusion

This Town Planning Report has been prepared in support of an Application to construct a high-quality mixed-use development comprising a grocer, food and beverage tenancy and residential units at proposed subdivisional Lot 4 Kenedy Bay Entrance.

As part of the recent expansion and development of the Kennedy Bay residential precinct, the Proposed Development will provide a vital daily and weekly convenience and recreational service to the emerging community. The proposed use of the Site is consistent with the planning framework which identifies the Site as being suitable for commercial and residential development.

The development has been architecturally designed by Nelson + Koos, drawing on the context and history of the surrounding locality, to create an attractive, vibrant and sustainable setting. The design is respectful of the local context, acknowledging the importance of the main street as a key focal point for the community.

In this regard, the Proposed Development will provide meaningful activation and development of the Kennedy Bay town centre as well as generate employment and residential opportunities within the city.

The Proposed Development satisfies the relevant considerations listed in Deemed Provision 67 of LPS2, is consistent with the principles of orderly and proper planning and will not have any detrimental impact on the amenity of the locality.

Having regard to the above and the information enclosed within the Application, we are of the view that the proposed development is a positive addition to the Kennedy Bay locality and is capable of being supported by the City and JDAP.

Attachment One

Architectural Plans

LATERAL PLANNING

Attachment Two

Design Report

LATERAL PLANNING

Attachment Three

Transport Impact Statement

LATERAL PLANNING

Attachment Four

Acoustic Report

LATERAL PLANNING

Attachment Five

Waste Management Plan

LATERAL PLANNING

Attachment Six

Landscape Plan

LATERAL PLANNING

Attachment Seven

Bushfire Management Plan

Western Australia Beach & Golf Resort Pty Ltd

Lot 4, Kennedy Bay Entrance

Transport Impact Statement

April 2025

Project Code: 07695/D

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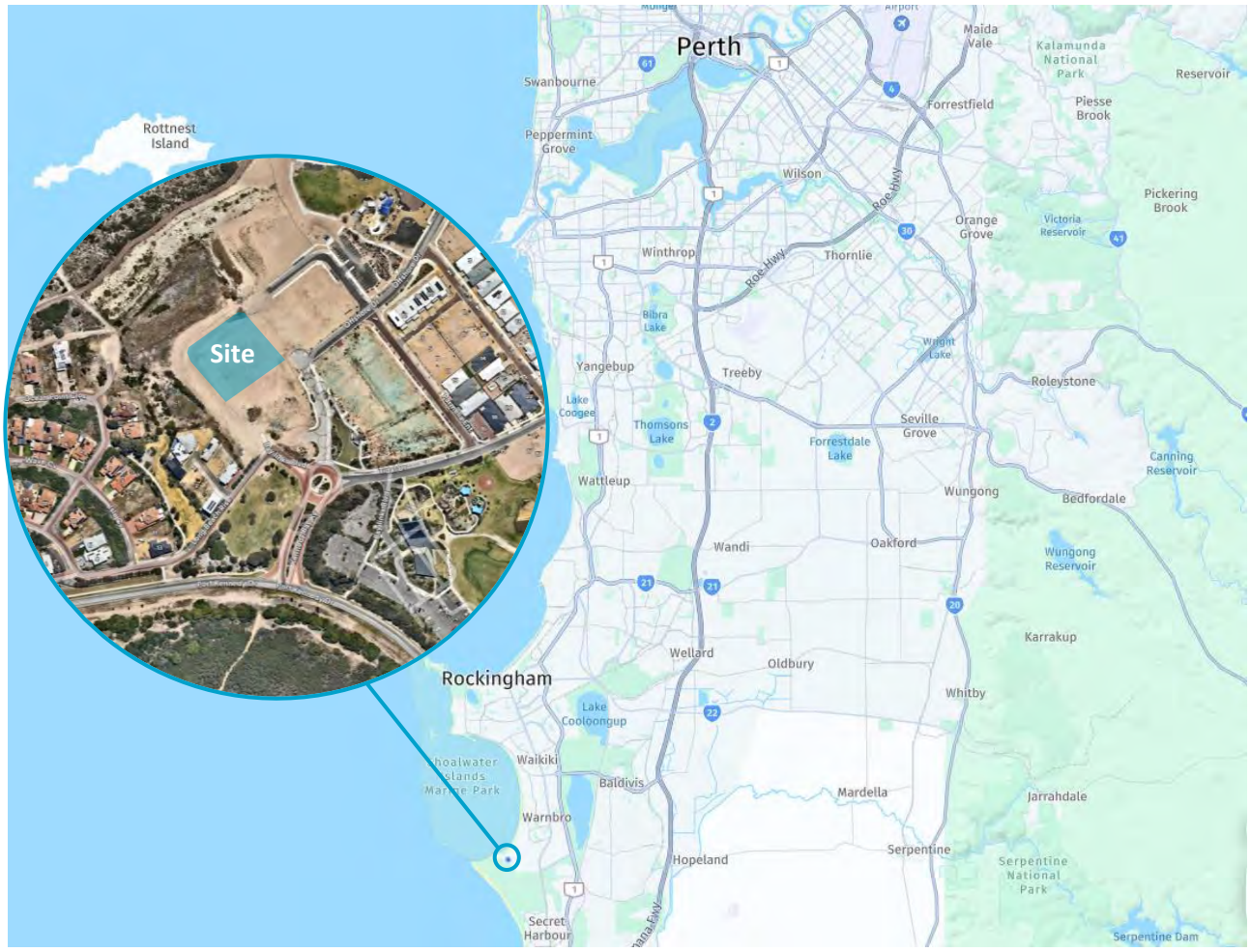
1 Introduction

1.1 Project Background

PJA has been engaged by *Place Development* in care of *Western Australia Beach & Golf Resort Pty Ltd* ("The Applicant") to prepare a *Transport Impact Statement* (TIS) in alignment with the *Western Australian Planning Commission* (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments* (July 2016), for a proposed mixed-use development located on Lot 4, Kennedy Bay Entrance, Port Kennedy, WA 6172 ("the Site"). The Site is under the jurisdiction of the *City of Rockingham* Local Government Area (LGA), approximately 60km south of the Perth CBD by road as shown in **Figure 1-1**.

Figure 1-1: Site Locality Plan



Base Image Source: Nearmap

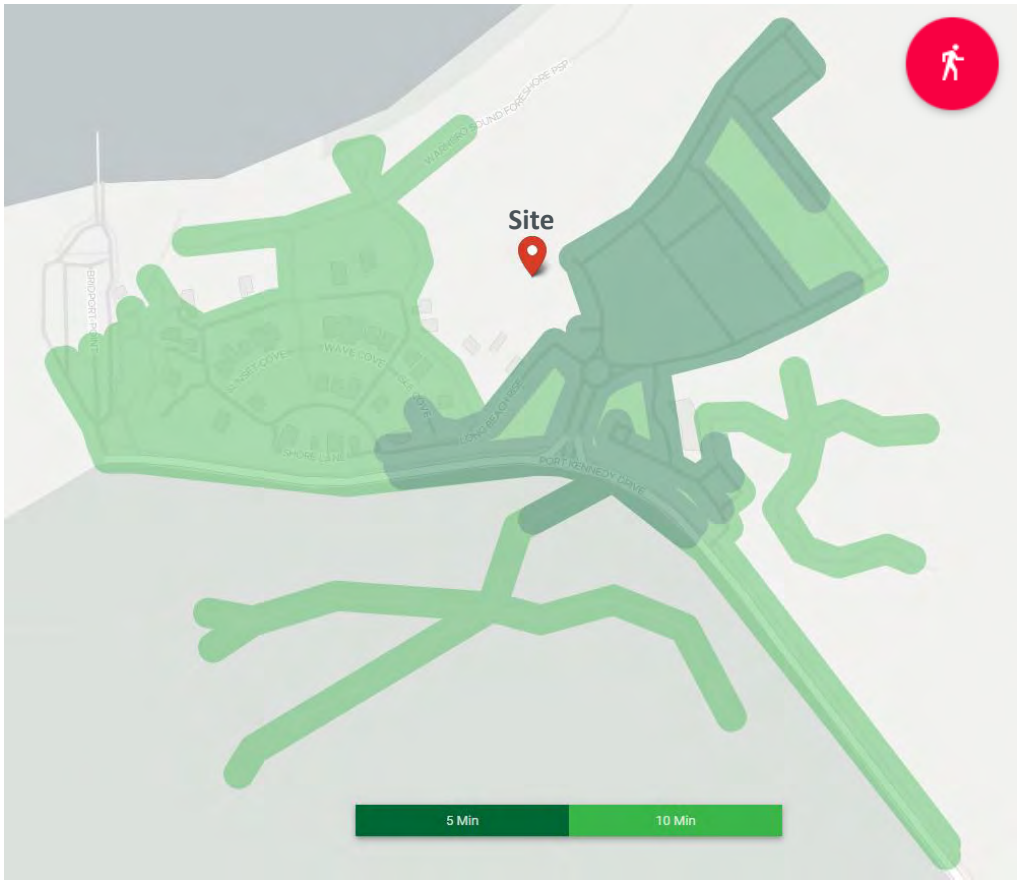
1.2 Purpose of a Transport Impact Statement and Extent of Assessment

A TIS is required by the WAPC and *City of Rockingham* to assist in the assessment of the Development Application (DA) being sought for the proposal of the Site. The level of assessment required for a TIS is on the basis that the proposed development would generate less than 100 vehicle trips in the development's peak hour and at this stage is considered as a "more localised/detailed technical assessment". As per *Volume 4 Part B* of the WAPC TIA Guidelines, the area to be covered by the TIS is to include, as a minimum:

- *The proposed development site.*
- *All roads fronting the site, for the extent of the site frontage plus 100m beyond the site.*
- *Pedestrian routes to the nearest bus stops (for all bus routes passing within 400m of the site).*
- *Pedestrian routes to nearest train station(s) (if within 800m).*
- *Pedestrian/cycle routes to any major attractors within 400m (five-minute walk) of the site.*
- *The area(s) likely to be affected by the site-specific issue(s).*

The extent of the assessment is shown in **Figure 1-2.**

Figure 1-2: Pedestrian Routes Assessment Extent



Source: Targomo

The purpose of this TIS is to satisfy the following objectives:

- *Demonstrate that the proposal is consistent with the overall structure and subdivision planning.*
- *Provide a greater level of technical detail on the development and its immediate surrounds.*
- *Provide details of any transport issues specific to the development not covered in the subdivision assessment.*

This TIS has followed the format of the WAPC TIS checklist provided in **Appendix A**.

1.3 Existing Site Context

The Site is part of the wider *Kennedy Bay Structure Plan* (KBSP) and has recently undergone required earthworks with no direct road access currently available. The surrounding land uses comprise of *Kennedy Bay Beach and Foreshore Reserve*, a foreshore playground, *The Links Kennedy Bay Golf Course* and *Clubhouse*, *The Nest Adventure Playground*, the *Kennedy Bay Stage 1 Subdivision*, *Long Beach Residential Estate*, *the Port Kennedy Boat Ramp and Carpark* and the future *Long Point Brewery* (on Lot 1), as shown in **Figure 1-3**.

Figure 1-3: Existing Site Aerial and Surrounding Land Uses

Base Image Source: Nearmap (July 2024)

1.4 Existing Transport Network Context

Noting that the Site currently has no road access, the proposed roads that will be constructed as part of the wider structure planning would facilitate access to the development, which is expected to commence in the third quarter of 2025. The traffic management on the proposed frontage roads (Kennedy Bay Entrance and Sea Beach Way) and for 100m either side of the Site (including Foreshore Plaza) is summarised in **Table 1-1**.

Table 1-1: Traffic Management on Proposed Frontage Streets

Criteria	Kennedy Bay Entrance	Sea Beach Way	Foreshore Plaza*
MRWA Functional Road Hierarchy Classification	Access Road	Access Road	Access Road
Speed Limit	50km/h (default)	50km/h (default)	50km/h (default)
Road Reservation Width	20m	18m	30m
Pavement Width	6.0m	6.0m	6.0m
No. of Lanes	2 (unmarked)	2 (unmarked)	2 (unmarked)
Traffic Management Controls	Entry statement pattern paving pavement	Nil	No-through road
Path and Cycle Lane Provisions	2.0m wide path separated from road (both sides)	2.0m wide path separated from road (both sides)	Development frontage with access to foreshore
Parking Provision and Restrictions	On-street parallel parking (16 bays – no restrictions)	On-street parallel parking (9 bays – no restrictions)	On-street angled parking (10 bays – no restrictions) & Rideshare drop-off/pick-up
Intersection Roads within 100m	Kennedy Bay Key/Bay Links Blvd/Tidal Dr (roundabout) Parmelia Entrance (T-intersection)	Kennedy Bay Entrance (T-intersection) Long Beach Rise (T-intersection) Kennedy Bay Entrance / Foreshore Plaza (4-way)	Kennedy Bay Entrance / Sea Beach Way (T-intersection)
Average Weekday Daily Traffic Volume	Not available	Not available	Not available
85th Percentile Speed	Not available	Not available	Not available

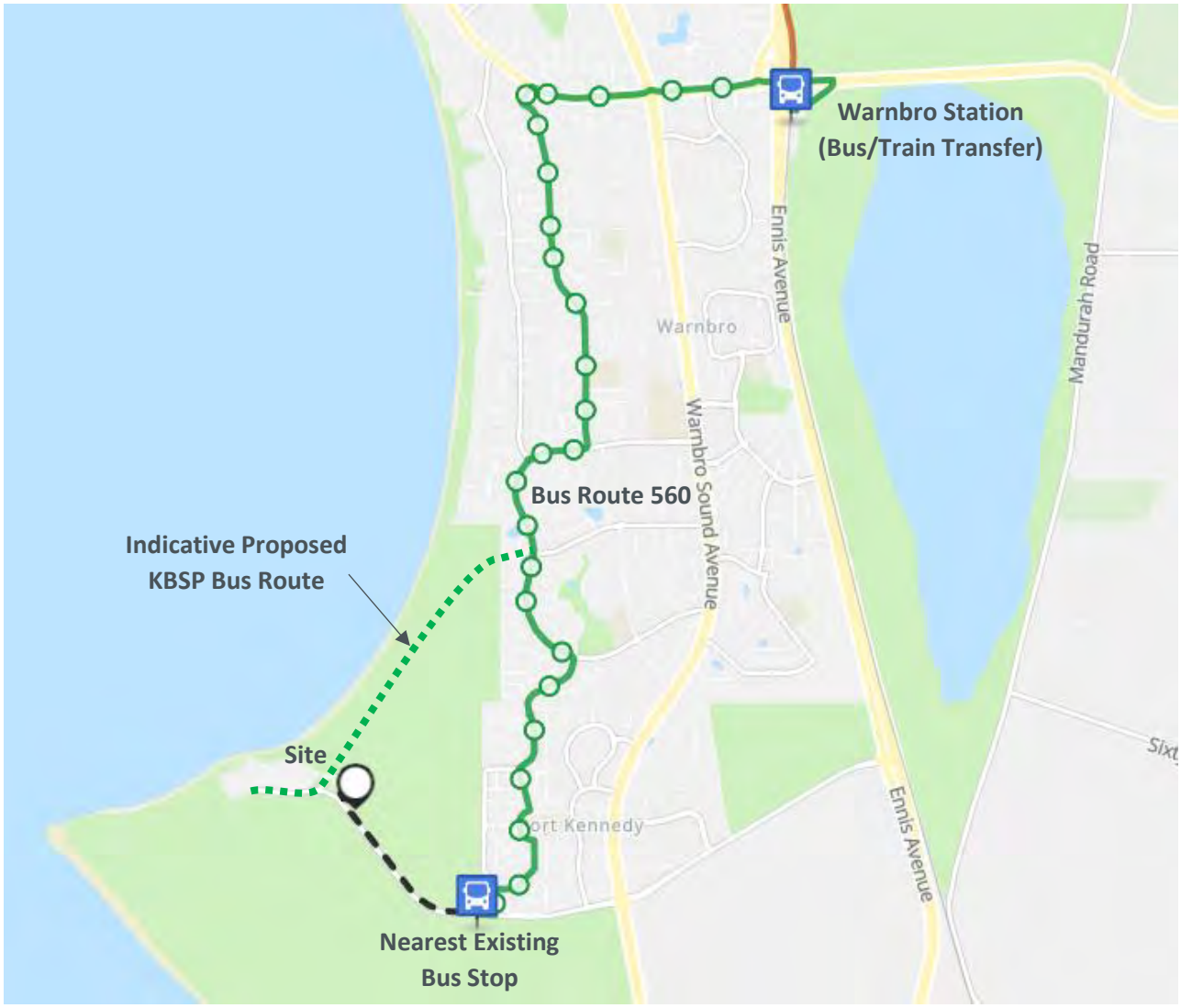
**Proposed information sourced from Long Point Brewery DA TIS prepared by KCTT (December 2023)*

There are existing 2.0m wide concrete footpaths on both sides of the adjacent road network (Kennedy Bay Entrance (part thereof), Offshore Drive and Tidal Drive), which provide a connection between the Site and the surrounding land uses. Additionally, there is an existing 2.5m wide red asphalt shared path adjacent to the *Kennedy Bay Foreshore Reserve* between the *Boat Ramp Carpark* and to the north of Bayeux Avenue.

The Site's nearest existing bus stop is around 1.6km away on Port Kennedy Drive (west of Bayside Boulevard) which services *Transperth Bus Route 560* between this stop (No. 25848) and *Warnbro Station*, which forms part of the *Mandurah Train Line* and has bus transfer available. As part of the KBSP, a new bus route is being proposed and is likely to operate between the *Port Kennedy Marina*

and *Warnbro Station* through the KBSP. The existing *Bus Route 560* and the indicative alignment of the proposed bus route, relative to the Site, are shown in **Figure 1-4**.

Figure 1-4: Existing Public Transport Services Context



Base Image Source: Moovit

1.5 Planning Context

The Site is zoned as "Development" under the *City of Rockingham Town Planning Scheme No. 2* (TPS2) and "Urban" under the *Metropolitan Region Scheme* (MRS) after a portion of *The Links Kennedy Bay Golf Course* was zoned for "Urban Expansion" in the *Perth and Peel @3.5 million - South Metropolitan Peel Sub-regional Planning Framework* (March 2018), which has formed the *draft Kennedy Bay Structure Plan* (KBSP). The KBSP northern section (Stage 3) is currently under assessment by the *City of Rockingham*. However, the *Stage 1 Subdivision* (includes the Site) was approved by the *City of Rockingham* as part of the *Stage 1 Local Development Plan* approval in March 2024 (with an updated approval for a minor amendment in November 2024). The Stage 1 subdivision plan is shown in **Figure 1-5**, with the Site zoned for "Commercial" land use.

Figure 1-5: Stage 1 Plan of Subdivision

Source: Rowe Group (March 2024)

Further planning of the commercial and high-density residential zones entailed the *Kennedy Bay Coastal Village Local Development Plan* (LDP) prepared by *Hames Sharley* (July 2024). The LDP lot plan for the Site is shown in **Figure 1-6**.

Figure 1-6: Lot 4 Site Plan under the Kennedy Bay Coastal Village LDP

Source: Hames Sharley (July 2024)

The transport related development controls for Lot 4 under the LDP are provided in **Table 1-2**.

Table 1-2: Lot 4 Transport Development Controls under the Kennedy Bay Coastal Village LDP

Item	Development Control
Pedestrian Access	• Location of pedestrian access provides safe, legible and convenient access for residents, and strengthens the connection to the main street and POS.
Vehicle Access and Servicing	• No vehicle access is permitted from Kennedy Bay Entrance. • Width of vehicle access to be kept to a minimum and integrated into the design of the building, reducing the impact on the streetscape.
Parking	• Parking to be provided on the southwestern side of the site and to be concealed from the Main Street and POS areas. Car parking in this approximate location would allow for the siting of meaningful commercial, retail or residential building depths that address the main street. • Where parking can't be provided on-site, options for reciprocal parking and/or allocating parking throughout the precinct may be considered (refer Parking Strategy) across all non-residential lots. A reciprocal parking arrangement shall apply between Lot 1 and Lot 4. Reciprocal parking will be enforced by way of condition of development approval requiring public access easements on relevant Certificate of Titles.

The LDP shows an indicative on-street parallel car parking supply of eight (8) bays on the direct road frontages with four (4) bays on Kennedy Bay Entrance and four (4) bays on Sea Beach Way. To support car parking supply of the wider area, the Site falls under the *Kennedy Bay Coastal Village Town Centre Parking Strategy.*

1.6 Prior Assessment

A series of transport assessments have been undertaken for the wider surrounding area including the following:

- *Kennedy Bay, Traffic & Access Report* (Riley Consulting, January 2006).
- *The Links Kennedy Bay Golf Club TIS* (GTA Consultants now Stantec, November 2019).
- *Draft Kennedy Bay Structure Plan TIA* (GTA Consultants now Stantec, November 2019).
- *Peer Review of Structure Plan TIA & Assessment of Port Kennedy Drive Impacts* (i3 Consultants, November 2021).
- *Updated Draft Kennedy Bay Structure Plan TIA* (Stantec, November 2023).
- *Lot 1 Kennedy Bay Key, Long Point Brewery TIS* (KCTT, December 2023).
- *Kennedy Bay Coastal Village Town Centre Parking Strategy* (PJA, February 2024).

The endorsed *Kennedy Bay Coastal Village Town Centre Parking Strategy* prepared by PJA (February 2024) indicates that the car parking requirement for the Site was based on the land uses of a shop with a yield of 1,080m^2 net leasable area (NLA), two (2) 3-bedroom apartments and three (3) 2-bedroom apartments. Thus, forming the strategy on the basis of 77 bays being required and 40 bays being the indicative available supply. The parking strategy determined suitable car parking demand ratios for the proposed land uses in order to avoid an oversupply of carparking and/or detracting from the visual amenity of the area. The average parking demand rates are summarised in **Table 1-3** and the strategy was endorsed by *City of Rockingham* in 2024.

Table 1-3: Kennedy Bay Coastal Village Town Centre Parking Strategy - Adopted Parking Rates

Land Use	Average Parking Demand Rate
Residential Apartment (Residents and Visitors)	1.04 bays per bedroom
Shop/Retail (Staff and Customers)	2.31 bays per 100m^2 GLA

The TIS for Lot 1 (Long Point Brewery, KCTT, December 2023) provides the traffic generation and distribution of the Lot 1 traffic fronting the Site, as summarised in **Table 1-4**.

Table 1-4: Lot 1 TIS Traffic Generation and Distribution Volumes

Road	Daily (vpd) Without / With Reciprocity	AM Peak (vph) Without / With Reciprocity	PM Peak (vph) Without / With Reciprocity
Kennedy Bay Entrance	471 / 156	36 / 13	41 / 15
Sea Beach Way	28 / 10	2 / 1	2 / 1

The traffic volumes adopted for the Lot 1 TIS has therefore been used as a baseline for the proposed traffic impacts on the roads fronting the Site, as discussed further in **Section 2.3**.

2 Proposed Development

2.1 Land Uses and Operation

A DA is being sought for a proposed mixed-use development across 2-levels, with retail land uses on the ground floor and residential apartments on the first floor. The Site layout at each level is shown in **Figure 2-1** for the proposed land use yields provided in **Table 2-1**. A full set of the DA plans are provided in **Appendix B**.

Figure 2-1: Proposed Development Application Layout (Ground Level, Left / First Floor, Right)

Source: Nelson + Koo (Rev A – 03/04/2025)

Table 2-1: Proposed Land Uses

Land Use	Yield
Retail – Supermarket (Grocery)	504m^2 GLAR
Retail – Food and Beverage (F&B)	230m^2 GLAR (160m^2 GLAR (inside) + 70m^2 GLAR (outdoor) seating pavilion with ~42 seats)
Residential - Apartments	1x 4-Bedroom + 9x 1-Bedroom

GLAR = Gross Leasable Area Retail

Each proposed land use is considered to generate vehicle trips. However, differing land uses may not have overlapping peak periods and may have some reciprocal use between other land uses on the Site and within the wider *Kennedy Bay Coastal Village Town Centre*, as noted in the LDP.

The indicative hours of operation are expected to be between 7am and 9pm and dependent on the final tenants.

2.2 Access Arrangements

The Site is proposed to be accessible for vehicles via new crossovers on Sea Beach Way with the provision of separated off-street carparks for the retail land uses and the residential apartments. Additionally, on-street parking on Kennedy Bay Entrance and Sea Beach Way, fronting the Site, is proposed. Pedestrian access for the public is proposed via path frontages on Kennedy Bay Entrance. The access provisions are as guided by the LDP.

The public access arrangements to the off-street carpark for the retail components are shown in **Figure 2-2**, with vehicular access being proposed at the rear of the Site via one-way entry and exit crossovers on the southwestern side of Sea Beach Way. The pedestrian access from the off-street carpark is proposed via the adjacent public open space (POS) lot, through a 1.87m wide path, adjacent to the accessibility shared parking bay.

Figure 2-2: Proposed Retail Access Arrangements

Base Image Source: Nelson + Koo (Rev A – 03/04/2025)

The access arrangements for the residential component are shown in **Figure 2-3**, with vehicular access via a single entry and exit (two-way) crossover on the northwestern side of Sea Beach Way. Pedestrian access to the apartments is via the lobby with access to a lift and staircase. The main entry to the lobby is located on the Sea Beach Way frontage with an additional access via the off-street residential carpark. Furthermore, a staircase is proposed adjacent to the retail carpark for residential visitors.

Figure 2-3: Proposed Residential Access Arrangements

Base Image Source: Nelson + Koo (Rev A – 03/04/2025)

The retail off-street carpark crossovers on Sea Beach Way are proposed to function for one-way traffic movements, where the width of the crossover is equivalent to the aisle width of the carpark. Again, this design is in accordance with the LDP development controls, noting the '*width of vehicle access is to be kept to a minimum …. reducing the impact on the streetscape*.'

The residential off-street carpark crossover is proposed to function for two-way traffic movements with a proposed width of 5.5m. The access locations and form are assessed further in **Section 3.1**.

2.3 Vehicle Types and Daily Traffic Volumes

The Site is proposed to be primarily accessed by passenger cars with occasional site servicing traffic, as discussed in **Section 2.4**.

The adopted vehicle trip generation rates are provided in **Table 2-2**, for similar land uses sourced from the *Institute of Transportation Engineers* (ITE) *Trip Generation Rates Database 9th Edition*, for the purposes of estimating the typical vehicle traffic generated by the proposed land use yields.

Table 2-2: Adopted Vehicle Trip Generation Rates

Land Use	Daily	AM Peak	PM Peak	Pass-By Trips
Grocery ITE 850 Supermarket *	110.05 vpd/100m² GFA	3.66 vph/100m² GFA	10.20 vph/100m² GFA	36%
F&B ITE 932 High Turnover/Sit Down Restaurant *	136.86 vpd/100m² GFA	11.64 vph/100m² GFA	10.60 vph/100m² GFA	43%
Apartment ITE 221 Low Rise Apartment	6.59 vpd/dwelling	0.46 vph/dwelling	0.58 vph/dwelling	0%

**Converted from the rate per 1000ft²*

The total trip generation based on the provided land use yields and the amount of new trips onto the transport network (discounting for reciprocal based pass-by trips) is provided in **Table 2-3**.

Table 2-3: Estimated Vehicle Trip Generation

Time Period	Total Daily (New Trips)	Total AM Peak (New Trips)	Total PM Peak (New Trips)
Grocery	555 (**355**)	18 (**12**)	51 (**33**)
F&B	320 (**183**)	27 (**16**)	25 (**14**)
Apartments	66 (**66**)	5 (**5**)	6 (**6**)
TOTAL	**941 (603)**	**50 (32)**	**82 (53)**

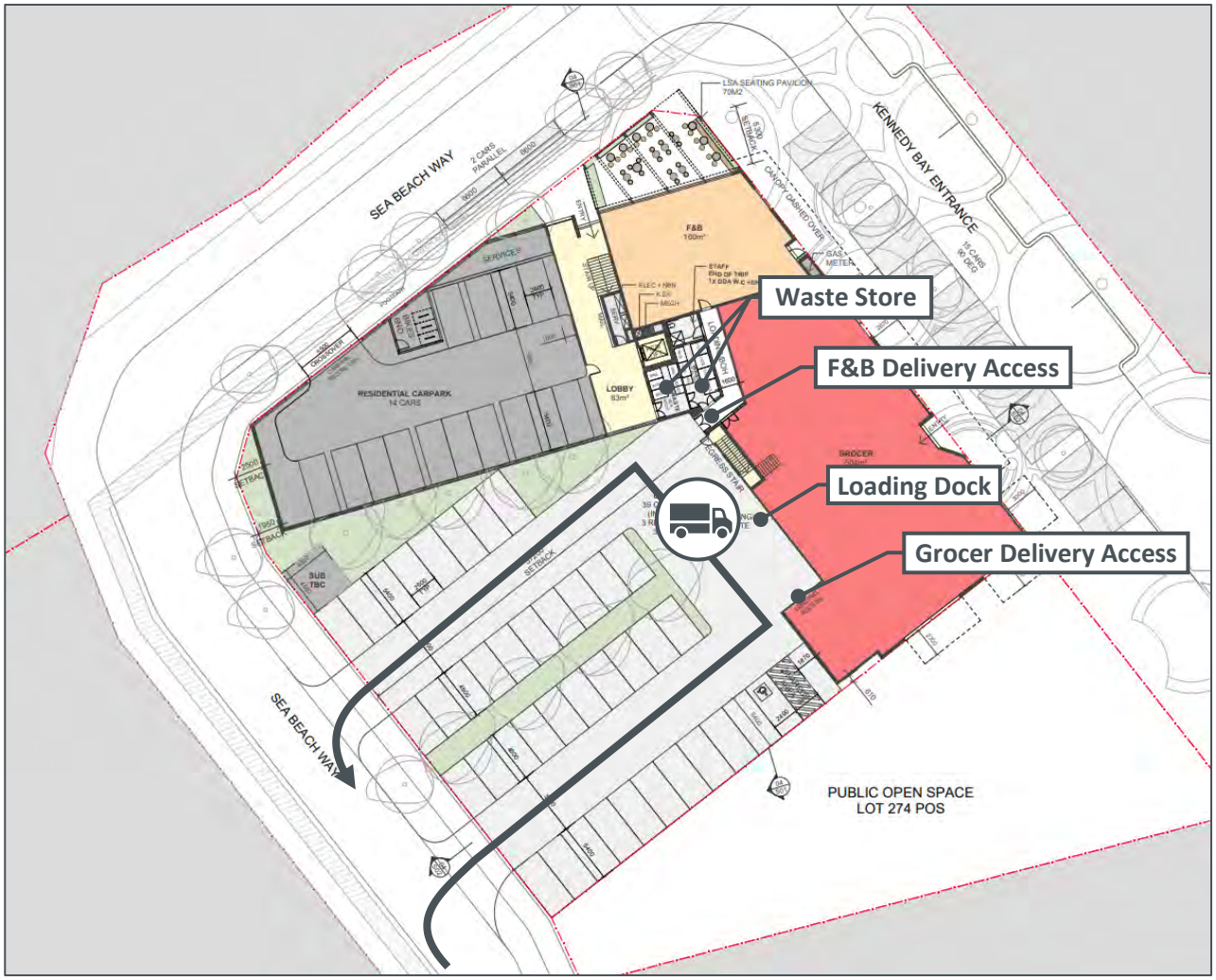
The resulting trip generation in any given peak hour is estimated to be less than 100 vehicle trips per hour (vph), thus a Transport Impact Statement (TIS) is confirmed as appropriate for this DA. It is also worth noting that there may be some parking reciprocal use between the land uses proposed on-site.

The impact of the trip generation on the surrounding road network is provided in **Section 3.2**.

2.4 Provision for Service Vehicles

The Site is proposed to be serviced by waste collection vehicles and delivery trucks. The proposed loading facility, bin store area and access arrangements are shown in **Figure 2-4**.

Figure 2-4: Proposed Service Vehicle Access



Base Image Source: Nelson + Koo (Rev A – 03/04/2025)

The Site servicing access has been assessed using *AutoCAD Vehicle Tracking* software for a Medium Rigid Vehicle (MRV) – 8.8m long design vehicle.

The swept path analysis is provided in **Appendix C** and indicates that there are no access manoeuvring issues.

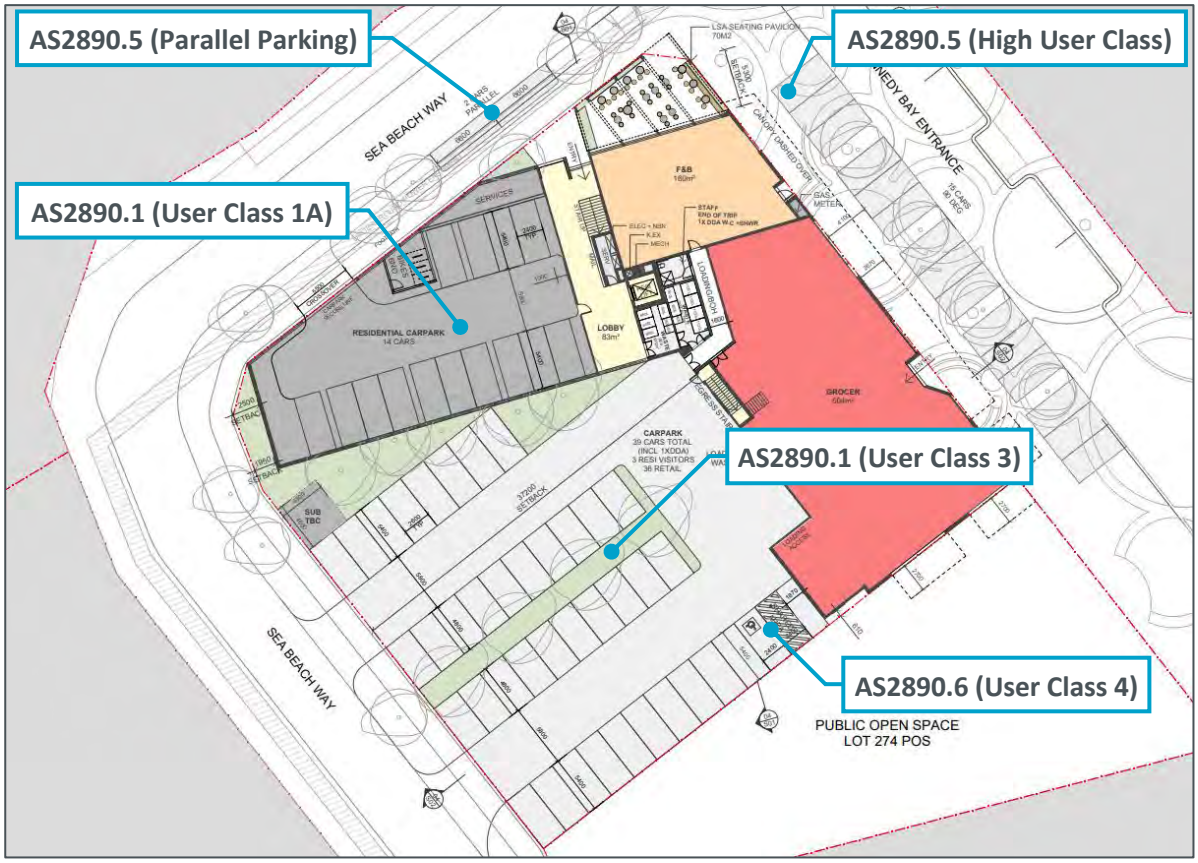
2.5 Provision for Car Parking

This DA proposes a total of 39 x off-street 90-degree angled carparking bays for the grocery, F&B and residential visitors, 14 x off-street 90-degree angled carparking bays for the apartments and a total of 15 x on-street 90-degree angled / 2x on-street parallel carparking bays for public use and complimentary frontage parking for the Site.

The design of car parking bays are to be in accordance with the *Australian Standard and New Zealand Standards for Parking Facilities Part 1: Off-Street Car Parking* (AS/NZS 2890.1:2004), *Part 5: On-Street Parking* (AS 2890.5:2020) and *Part 6: Off-Street Parking For People With Disabilities* (AS/NZS 2890.6:2009) for the following parking user classes and as shown in **Figure 2-5**.

- Off-Street User Class 1A: Residential, domestic and employee parking.
- Off-Street User Class 3: Short-term city and town centre parking.
- Off-Street User Class 4: Parking for people with disabilities.
- On-Street Parallel Parking.
- On-Street High User Class: Short-term parking, including areas where children and goods are frequently loaded into vehicles e.g. at shopping centres.

Figure 2-5: Car Parking User Classifications



Base Image Source: Nelson + Koo (Rev A – 03/04/2025)

A compliance check of the car parking layout and dimensions is provided in **Table 2-4**.

Table 2-4: Car Parking Layout and Dimensions Compliance Check

User Class	Bay Width (Required / Proposed)	Bay Length (Required / Proposed)	Aisle Width (Required / Proposed)	Notes
1A	2.4m / 2.4m (✓)	5.4m / 5.4m (✓)	5.8m / 5.8m (✓)	Required: 1m blind aisle extension (✓)
3	2.6m / 2.6m (✓)	5.4m / 5.4m (✓)	5.8m / 6.2-6.6m (✓)	N/A
4	2.4m / 2.6m (✓)	5.4m / 5.4m (✓)	5.8m / 6.0m (✓)	Required: shared area on one-side with bollard (✓)
Parallel	2.1m / 2.0-2.3m (✓)	6.6m / 6.3m (✓)	N/A	N/A
High	2.6m / 2.6m (✓)	10.8m / 11.4m (✓)		Optional: Wheelstops to prevent overhang of vehicles on path

There are no non-compliant car parking bay dimensions or layout issues identified.

The adopted parking demand rates in the endorsed *Kennedy Bay Coastal Village Town Centre Parking Strategy*, provided previously in **Table 1-3**, have been refined to indicate an appropriate supply for the proposed yields in **Table 2-5**.

Table 2-5: Kennedy Bay Coastal Village Town Centre Parking Strategy Car Parking Requirements

Land Use	Yield	Parking Strategy Rate	Average Parking Demand	Proposed Parking Provision
Apartment	13-bedrooms	1.04 bays per bedroom	14 bays	14 bays
Supermarket Food and Beverage (F&B)	504m^2 GLA 230m^2 GLA	2.31 bays per 100m^2 GLA	17 bays	39 bays
TOTAL			**31 bays**	**53 bays**

In addition to the 53 car parking bays proposed wholly on the Site, a total of 17 on-street car parking bays are proposed on Kennedy Bay Entrance and Sea Beach Way for reciprocal use within the *Kennedy Bay Coastal Village Town Centre*. It is noted that under the *City of Rockingham Local Planning Scheme No. 2* (LPS2) and the *Residential Design Codes Volume 2* (R-Codes), the minimum carparking requirement of the proposed land use yield on the Site equates to a total of 73 car parking bays. Therefore, the total proposed car parking provision (70 bays) is considered to accommodate the Site's peak parking demand and also provide opportunity for adjacent land uses within the Town Centre precinct to take advantage of the on-street car parking available to holistically provide a balanced provision of carparking, as intended by the LDP.

2.6 Provision for Public Transport

There are no proposals to provide additional public transport services to accommodate the DA. However, it is indicated that the *Public Transport Authority* (PTA) will provide a new *Transperth* bus route as part of the KBSP which would likely have stops on Tidal Drive, within 400m (approximately 5-minute walk) of the Site.

2.7 Provision for Active Travel

The Site is proposed with a 4.1m wide pedestrian frontage along Kennedy Bay Entrance adjacent to the grocer and F&B entrances and up to 9.5m wide frontage adjacent to the seating pavilion at the corner of Kennedy Bay Entrance and Sea Beach Way.

A 2.0m wide path is proposed on Sea Beach Way which connects to Long Beach Rise and Kennedy Bay Key via dropped kerb ramps as proposed within the wider LDP.

The Site is adjacent to proposed public open space (POS) which provides a connection between the carpark and the shop frontages.

A total of three bike racks are proposed within a *secured* shelter of the residential carpark for the storage of up to 6 bicycles.

Figure 2-6: Proposed Pedestrian Facilities

Base Image Source: Nelson + Koo (Rev A – 03/04/2025)

3 Transport Network Access Analysis

3.1 Access Locations and Form

A total of three (3) crossovers are proposed on Sea Beach Way. The location and form of the crossovers have been assessed in accordance with AS/NZS 2890.1:2004, assuming the frontage road has a default 50km/h speed limit.

Table 3-1: Crossover Form Compliance Check

Crossover	Access Facility Category	Width (Required / Proposed)	Minimum Sight Distance Required	Approx. Sight Distance Available (Left)	Approx. Sight Distance Available (Right)
Residential	1	5.5m / 5.5m (✓)	40m	~28m (×)	>40m (✓)
Retail Entry	1	3.0m / 5.8m (✓)	45m	N/A	>45m (✓)
Retail Exit	1	3.0m / 5.8m (✓)	45m	>45m (✓)	~34m (×)

The desktop measured available sight distance at plan view indicates that there may be insufficient sight distance available at the residential crossover, looking left and looking right for vehicles exiting the carpark. However, it is noted that vehicles approaching from the priority direction have to navigate a 90 degree tight bend in the road and therefore significantly reduce their approach speeds. *Austroads Guide to Road Design Part 3: Geometric Design* indicates that for a horizontal curve with a radius between 9m (inside) and 13.5m (outside), the vehicle speed to navigate the curve is between 17-20km/h. The SSD requirement for a 20km/h vehicle speed reduces to 15m[1]. This results in the crossover location being acceptable for sight lines.

There are no permanent obstructions within the pedestrian crossing sight triangles at the property boundary, meaning a driver is able to observe an approaching pedestrian and vice-versa. It is recommended that the residential carpark have permeable/semi-permeable walls adjacent to the crossover edge to satisfy the pedestrian crossing sight triangles.

The assessment of the sight lines is provided in **Appendix D**.

[1] *Based on Main Roads WA specified parameters (reaction time = 2.0s, coefficient of deceleration = 0.36) and a level longitudinal grade.*

3.2 Traffic Impacts on Existing Road Network

The estimated impact is considered to be equally spread across Kennedy Bay Entrance and Sea Beach Way. The external through traffic would comprise of that generated by Lot 1 (provided previously in **Table 1-4**) and the future land uses on Lots 2 & 3 and 3019.

The traffic volumes generated by both Lot 1 and the Site (Lot 4) are shown in **Figure 3-1**, assuming conservatively on the worst-case side, that there is no reciprocity from Lot 1 and no discount for pass-by trips.

Figure 3-1: Estimated Two-Way Traffic Volumes on Surrounding Road Network (Lot 1 + Lot 4) – Assumes No Reciprocal Discounts

Base Image Source: Nelson + Koo (Rev A – 03/04/2025)

Once the wider area is developed, there would be a larger portion of multi-purpose pedestrian trips that only account for a single trip either way on the road network but also apply as a trip to each individual land use. Therefore, it is assumed that additional traffic generating developments surrounding the Site would share some of these trips. When applying the reciprocal trip discounts from the Lot 1 TIS, the daily traffic volume on Kennedy Bay Entrance reduces to 995vpd (two-way).

3.3 Impacts on Road Safety

The *Kennedy Bay Coastal Village Town Centre* has been designed to promote a low vehicle speed environment. Therefore, it is considered that potential impact speeds would be in alignment with *Safe System Engineering Principles* meaning potential crashes are likely to be of low severity.

A crash extract of the reported crashes was undertaken for the extent of the frontage roads between 1 January 2019 and 31 December 2023 (representing the last 5-year of available data) and returned one (1) recorded crash as shown in **Figure 3-2**. No crash patterns or high severity crashes were found to have been reported.

Figure 3-2: Recorded 5-year Crash History (2019-2023)

Date	Fri 22/10/21 05:10
Severity	PDO Minor
Number of Vehicles	1
Road	1071493 (BAY LINKS BVD) (SLK: 0.06) S
Location Description	Bay Links Bvd at Long Beach Rise
Crash Description	
Crash Nature	Non Collision
RUM	81:Off Path On Curve: Off Cway Right Bend
Light Condition	Dawn Or Dusk
Road Condition	Dry
Road Alignment	Curve
Unit	COLLIDING
Unit Type	Motor Cycle
From Direction	W
To Direction	E
Veh/Ped Movement	Out Of Control: Road Cond
Target Impact Point	
First Object Hit	
Second Object Hit	
Third Object Hit	

Source: Main Roads WA

3.4 Active Travel Access and Amenity

The active travel access to the Site is achievable via the proposed paths fronting the Site and which connects the wider KBSP path network through the adjacent POS thoroughfare and dropped kerb ramp crossings. There is also opportunity provided for the Site to be accessible via the foreshore principal shared path (PSP) and connection to the *Port Kennedy Boat Ramp*. The wider active transport network and connectivity between sites is shown in **Figure 3-3**.

Figure 3-3: Wider Active Travel Connectivity

Source: Emerge Associates (July 2023)

The *Kennedy Bay Coastal Village Town Centre* is considered to have low hourly traffic volumes and low vehicle operating speeds with active pedestrian frontages along Kennedy Bay Entrance, which generally facilities an improved pedestrian environment and safety.

3.5 Public Transport Access and Amenity

The existing public transport service accessibility between the Site is considered to be inconvenient. However, with the inclusion of the KBSP development proposed bus service, the accessibility to public transport services to/from the Site, as well as for existing residents, would improve significantly, with nearby bus stops potentially within 200-400m (or 2-5 minutes walking).

4 Identified Issues and Remedial Measures

4.1 Site Specific Issues

No site-specific issues were raised or identified in the preparation of this TIS.

4.2 Safety Issues

No major safety issues were identified in the preparation of this TIS.

5 Conclusions

A summary of the key findings outlined within this TIS, prepared in alignment with the *Western Australian Planning Commission* (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments* are provided as follows:

- A Development Application (DA) is being sought for a proposed mixed-use development at Lot 4 Kennedy Bay Entrance, Port Kennedy, WA under the *City of Rockingham* jurisdiction, comprising of 504m^2 GLAR of Grocer retail space, 230m^2 GLAR of food and beverage (F&B) retail space and a total of nine (9) one-bedroom apartments and one (1) four-bedroom apartment.
- The Site falls under the endorsed *Kennedy Bay Coastal Village Local Development Plan* (LDP) and *Kennedy Bay Coastal Village Town Centre Parking Strategy*, which form part of the wider *Kennedy Bay Structure Plan* (KBSP).
- Consistent with the LDP, the Site is proposed to be accessed by vehicles via an off-street carpark on Sea Beach Way and on-street carparking on Kennedy Bay Entrance. Pedestrian access to the retail components is proposed on Kennedy Bay Entrance with residential pedestrian access on Sea Beach Way.
- The Site is able to be serviced by an 8.8m long medium rigid service vehicle (MRV) in an appropriate manner.
- The estimated trip generation of 940 vehicle trips per day (vpd) and up to 80 vehicle trips per hour (vph), of which around 65% are considered as new trips onto the proposed road network and 35% as pass-by trips. The estimated two-way traffic volumes, including the traffic generated by Lot 1 (Long Point Brewery) on Kennedy Bay Entrance is around 1,300vpd or 65vph and around 470vpd or 40vph on Sea Beach Way.
- The *Kennedy Bay Coastal Village Town Centre Parking Strategy* indicates an average car parking demand of 31 bays, while the *City of Rockingham* LPS2 and the R-Codes indicate a requirement of 73 bays. A total of 70 bays are proposed and is considered to sufficiently accommodate the Site and the wider Town Centre precinct.
- The existing nearest bus stop to the Site is around 1.5km away on Port Kennedy Drive (west of Bayside Boulevard) which services Transperth Bus Route 560 from this stop to Warnbro Train Station. As part of the KBSP proposal, a new bus route is planned and likely to operate between the Port Kennedy Marina and Warnbro Station through the KBSP. This will improve the accessibility for people to public transport services for nearby bus stops within 200-400m (or 2-5 minutes walking).
- No major road safety issues were identified, and the perceived impacts of the Site are considered to be low.

PJA support the DA proposal due to no major transport issues being identified.

Appendix A WAPC TIS Individual Development Checklist

ITEM	PROVIDED	COMMENTS/PROPOSALS
Proposed Development	☑ Section 2	
Existing Land Uses	☑ Section 1.3	
Proposed Land Use	☑ Section 2.1	
Context With Surrounds	☑ Section 1.3	
Vehicular Access and Parking	☑ Section 2	
Access Arrangements	☑ Section 2.2	
Public, Private, Disabled Parking Set Down/Pick Up	☑ Section 2.5	
Service Vehicles (Non-Residential)	☑ Section 2	
Access Arrangements	☑ Section 2.4	
On/Off-Site Loading Facilities	N/A	
Service Vehicles (Residential)	N/A	
Rubbish Collection and Emergency Vehicle Access	N/A	
Hours Of Operation (Non-Residential Only)	☑ Section 2.1	
Traffic Volumes	☑ Section 2	
Daily Or Peak Traffic Volumes	☑ Section 2.3	
Type Of Vehicles (For Example, Cars, Trucks)	☑ Section 2.3	
Traffic Management on Frontage Streets	☑ Section 1.3	
Public Transport Access	☑ Section 3	
Nearest Bus/Train Routes	☑ Section 3.5	
Nearest Bus Stops/Train Stations	☑ Section 3.5	
Pedestrian/Cycle Links to Bus Stops/Train Station	☑ Section 3.5	
Pedestrian Access/Facilities	☑ Section 2	
Existing Pedestrian Facilities Within the Development (If Any)	N/A	
Proposed Pedestrian Facilities Within Development	☑ Section 2.7	
Existing Pedestrian Facilities on Surrounding Roads	☑ Section 2.7	
Proposals To Improve Pedestrian Access	☑ Section 2.7	
Cycle Access/Facilities	☑ Section 2	
Existing Cycle Facilities Within the Development (If Any)	N/A	
Proposed Cycle Facilities Within Development	☑ Section 2.7	
Existing Cycle Facilities on Surrounding Roads	☑ Section 2.7	
Proposals To Improve Cycle Access	☑ Section 2.7	
Site Specific Issues	☑ Section 4.1	
Safety Issues	☑ Section 4	
Identify Issues	☑ Section 4.2	
Remedial Measures	☑ Section 4.2	

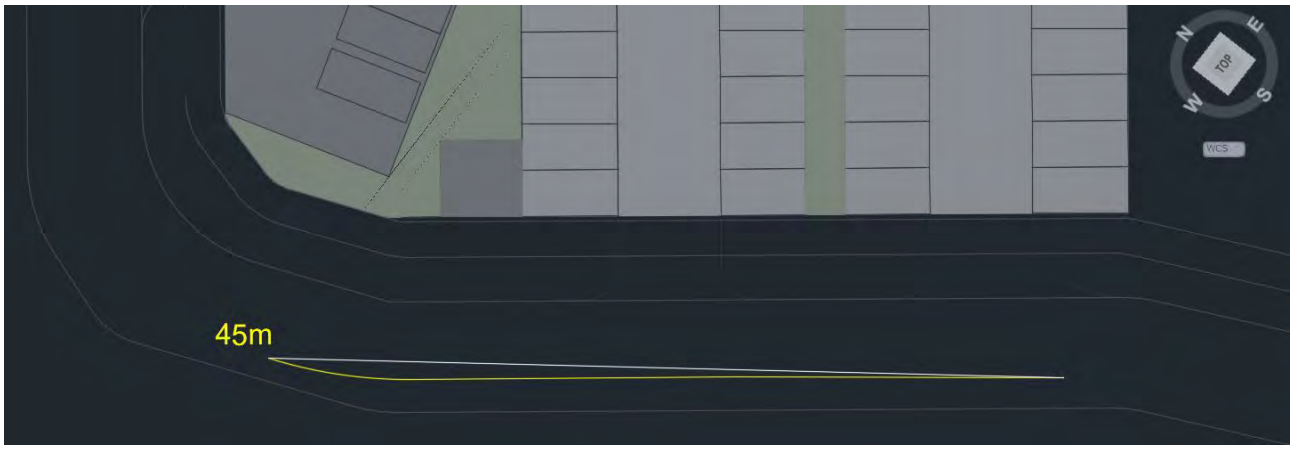
Appendix B Development Application Plans

Appendix C Swept Path Analysis

Appendix D Sight Distance Assessment

Sea Beach Way Retail Carpark Exit

Sea Beach Way Retail Carpark Access

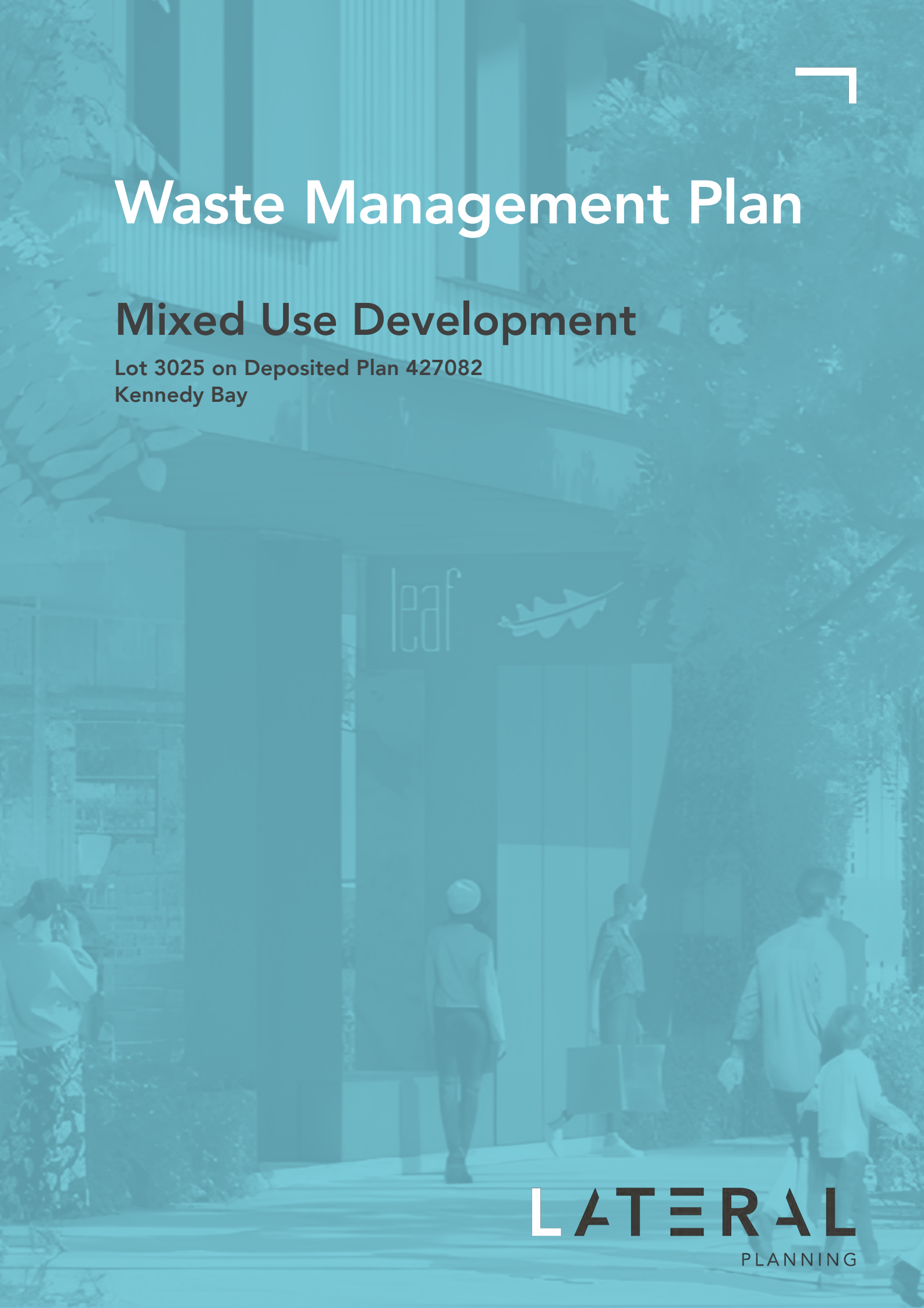


Sea Beach Way Residential Carpark Access

Waste Management Plan

Mixed Use Development

Lot 3025 on Deposited Plan 427082
Kennedy Bay



LATERAL
PLANNING

Document Control

Reference	0293
Location	Perth
Client	Western Australia Beach & Golf Resort Pty Ltd
Document Title	Waste Management Plan
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Document Date	29 April 2025
Document Version	V1.0
Author	Daniel Hollingworth

Contents

Document Control **2**

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1.0 Introduction

This Waste Management Plan ('WMP') has been prepared in support of an Application for Development Approval for a mixed-use development which proposes to construct 10 units, to be used for short stay accommodation and multiple dwellings, and 2 ground level commercial tenancies, over 2 storeys (**Proposed Development**).

The WMP sets out the anticipated waste generation levels, bin storage requirements and waste collection approach for the proposed development, once operational.

The WMP does not consider waste management during construction, which may need to be addressed at the Building Permit stage. Subject to any relevant conditions of Development Approval, waste collection and disposal is to be undertaken in accordance with this WMP.

2.0 Site Description

The Site is in the City of Rockingham, approximately 48km southwest of the Perth CBD and 18km north of Mandurah. The general locality is accessible via the Kwinana Freeway, Ennis Avenue and Mandurah Road. Port Kennedy Drive provides direct vehicular access to the Site.

The Site is located in the town centre precinct of the broader redevelopment area; the town centre is intended to facilitate a mix of commercial, retail, residential and short-stay uses.

Figure 1: Site Location

The Site is a part of Lot 3025 which is legally described as follows:

- Lot 3025 on Deposited Plan 427082 and Certificate of Title Volume 4063 and Folio 241.
  - Lot 3025 has a total land area of 55.80ha; the Site has a proposed land area of 2,700m^2.

Figure 2: Site Plan – looking south-west (*credit: Nelson+Koo*)

3.0 Proposed Development

The Application proposes the construction of a 504m^2 grocer, 160m^2 food and beverage tenancy and 10, upper-level flexible units to be used as either multiple dwellings or short-stay units within the emerging Kennedy Bay town centre. The Proposed Development is proposed for Lot 4, positioned at the southern intersection of Kennedy Bey Entrance and Sea Beach Way.

The Proposed Development has been designed by Nelson + Koo and draws on the coastal context of the surrounding locality, working with the broader precinct to deliver an attractive, vibrant and sustainable entertainment setting.

ITEM	PROPOSED
Land Uses	Multiple Dwelling, Serviced Apartment, Shop and Café / Restaurant
Number of Tenancies	2
Area of Tenancies	504m^2 (Shop); 160m^2 (Café / Restaurant)
Number of Dwellings / Units	10
Dwelling / Unit Mix	9 x 1-bed, 1 x 4-bed
Operating Days	Monday to Sunday

4.0 Waste Generation Rates

4.1 Recommended Waste Generation Rates

The *Commercial and Industrial Waste Management Guidelines* published by the Western Australian Local Government Association (**WALGA**) include estimated waste generation rates for various land uses. The WALGA rates were derived from the *Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities* published by the New South Wales Environmental Protection Authority.

Equally relevant, *Waste Management Plan Guidelines for New Multiple Dwelling Developments*, prepared by Talis Consultants for WALGA, provides contemporary waste generations rates for multiple dwellings development noting updates to waste streams.

For the purpose of this WMP, we have applied the waste generation rates set out within the *Commercial and Industrial Waste Management Guidelines* and *Waste Management Plan Guidelines for New Multiple Dwelling Developments*.

A separate FOGO waste collection service is proposed for the residential / short stay element of the Proposed Development.

4.2 Estimated Waste Generation

Based on the waste generation rates set out within the above listed guidelines, it is estimated that the commercial and residential elements of the Proposed Development will generate the following waste.

4.2.1 Residential / Serviced Apartments Generation

For calculating waste generated by the residential / serviced apartment elements, we have taken the residential rates provided through *Waste Management Plan Guidelines for New Multiple Dwelling Developments* being the high rate of generation. This approach provides flexibility in the ultimate use of each unit, noting the waste generated by short stay accommodation is lower than permanent residential dwellings.

Generation rates are shown in the table below.

ITEM	GENERAL WASTE (L/WEEK)	COMINGLED RECYCLING (L/WEEK)	FOOD AND ORGANICS WASTE (L/WEEK)
Waste generation rate			
• 1 bedroom unit (x9)	30	40	40
• 3+ bedroom unit (x1)	70	120	140
Total (L/week)	340	480	500

Other Waste Requirements

- Liquid or Hazardous Waste: Not Applicable
- Medical Waste: Not Applicable
- Food Processing: Not Applicable

4.2.2 Commercial Generation

Having regard to the *Commercial and Industrial Waste Management Guidelines*, the waste generation rates for the Shop and Café / Restaurant tenancies are as set out below.

ITEM	GENERAL WASTE	RECYCLABLE WASTE
Waste Generation Rate		
• Supermarket	660L / 100m^2 / day	240 / 100m^2 / day
• Restaurant	660L / 100m^2 / day	130 / 100m^2 / day
Proposed Floor Area		
• Supermarket	504 m^2	
• Restaurant	160 m^2	
Daily Waste		
• Supermarket	3,326.4L	1,209.6L
• Restaurant	1,056L	208L
Trading Days	7	7

5.0 Waste Collection (Residential / Serviced Apartments)

5.1 Bin Selection

Bin Size and Collection Frequency

- General Waste: 240 litre bins collected weekly
- Comingled Recycling: 660 litre bins collected fortnightly
- Food and Organics Waste: 660 litre bins collected fortnightly

Type and Number of Bins

ITEM	GENERAL WASTE	COMINGLED RECYCLING	ORGANIC WASTE
Collection Frequency	Weekly	Fortnightly	Fortnightly
Waste per Week	340 litres	-	-
Waste per Fortnight	-	960 litres	1,000 litres
Number of Bins	2 x 240 litre bins	2 x 660 litre bins	2 x 660 litre bins
Capacity of Bins	480 litres	1,320 litres	1,320 litres
Surplus Capacity	+140litres	+360 litres	+320 litres
Total Bins Required	2 x 240 litre bins, 4 x 660 litre bins		

5.2 Bin Store Area

The Bin Store is shown on the drawings for the Development Application and is of sufficient size (12m^2) to accommodate the required bins, as illustrated below. The Bin Store is located adjacent to the residential lobby and rear service area, to the southern edge of the building. Access by the caretaker will be obtained from within the residential lobby or rear service area.

The Bin Store is a fully enclosed room with solid walls and doors. The bin store area will be fitted with a tap and floor waste; all finished surfaces will be impervious.

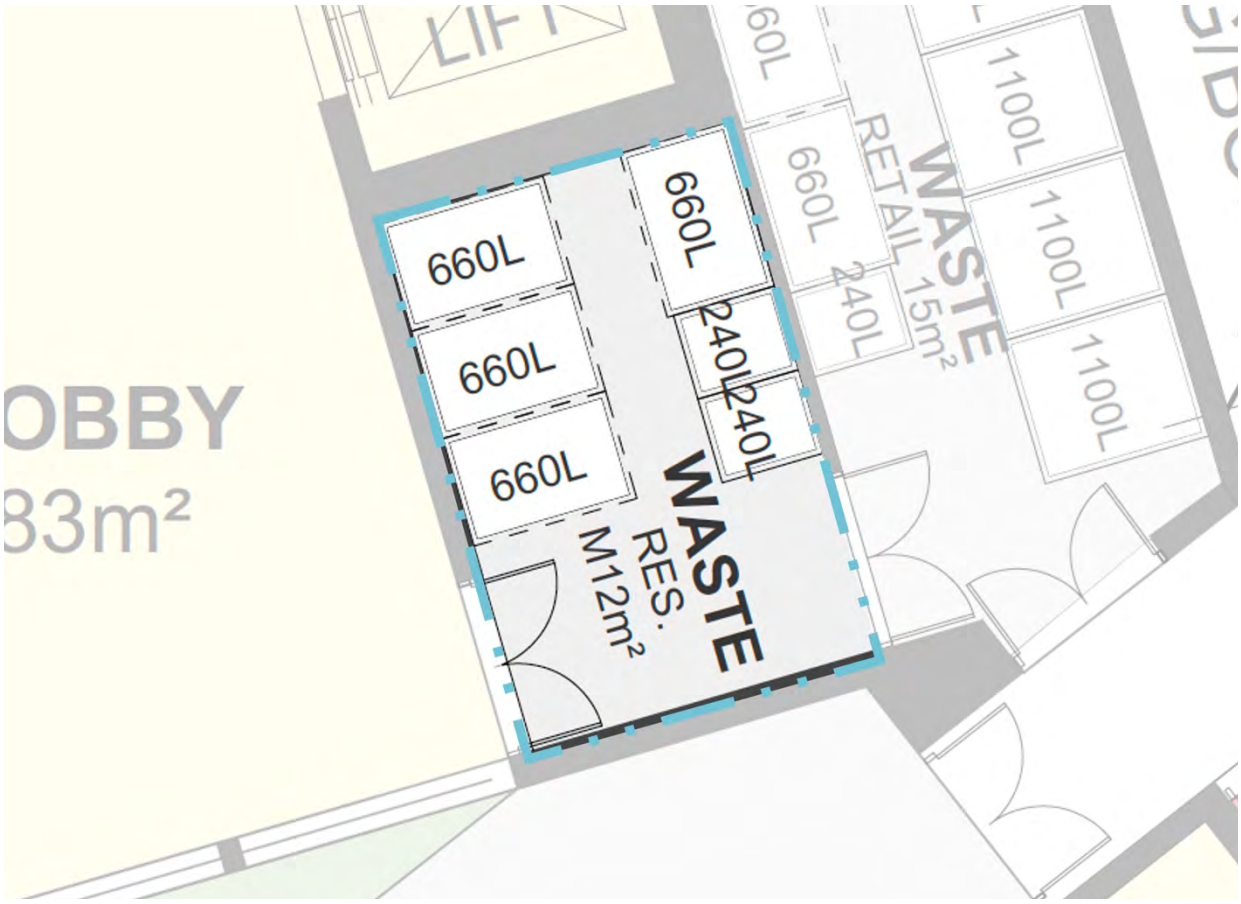


Figure 3: Residential Bin Store

5.3 Bin Collection

Collector

City of Rockingham.

Collection Point

The design of the development allows for two alternate collection locations.

It is intended that waste be collected from Sea Beach Way in front of the site. A building caretaker will be responsible for wheeling bins to the kerb in the evening before the day of collection and returning bins to the compound after collection. A 5.8 metre paved circulation area is provided between the bin store and the verge area to be used for placement of bins.

As an alternative, waste could be collected directly from the bin store which would require the City's waste services to access the Site via the circulation area. The circulation area has been designed to allow large vehicle access for loading and commercial waste collection. Collection from within the Site is not opposed.

6.0 Waste Collection (Commercial)

6.1 Bin Selection

Bin Size and Collection Frequency

- General Waste: 1,100 litre bins collected daily
- Recycling: 240 litre and 660 litre bins collected daily

Type and Number of Bins

ITEM	GENERAL WASTE	RECYCLING
Collection Frequency	Daily	Daily
Waste per Day	4,382 litres	1,418 litres
Number of Bins	4 x 1,100 litre bins	1 x 240 litre bin and 2 x 660 litre bins
Capacity of Bins	4,400 litres	1,560 litres
Surplus Capacity	+18 litres	+142 litres
Total Bins Required	4 x 1,100 litre bins, 2 x 660 litre bins, 1 x 240 litre bins	

6.2 Bin Store Area

The Bin Store is shown on the drawings for the Development Application and is of sufficient size (15m^2) to accommodate the required bins, as illustrated below. The Bin Store is located immediately adjacent the commercial uses and back-of-house service area to allow for convenient accessibility away from the public facing spaces.

The bin store is a fully enclosed room with solid walls and doors. The bin store area will be fitted with a tap and floor waste; all finished surfaces will be impervious.

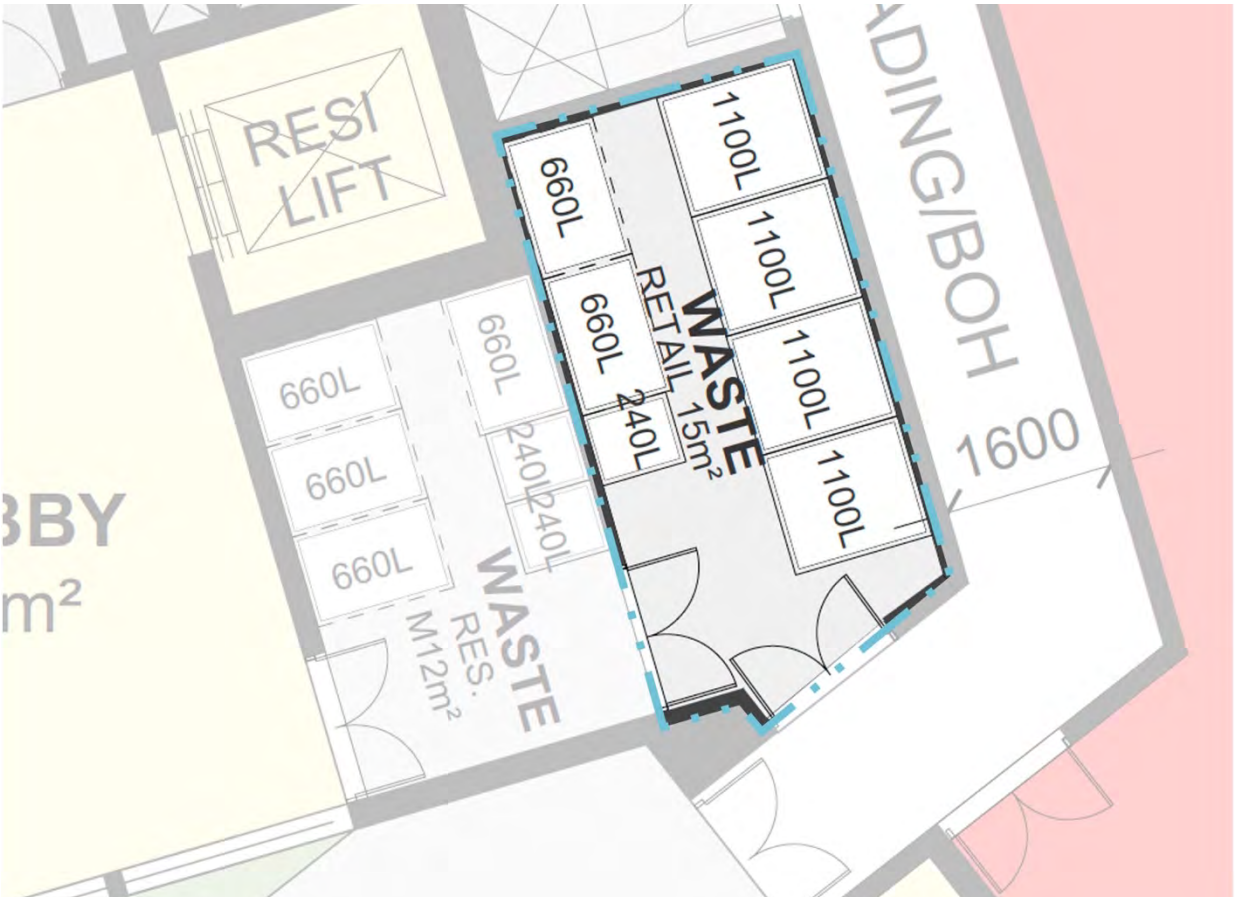


Figure 4: Commercial Bin Store

6.3 Bin Collection

Collector

Private collection.

Collection Point

It is intended that waste be collected from within the Site. Waste will be collected directly from the bin store which would require the private contractor to access the Site via the circulation area. The circulation area has been designed to allow large vehicle access for loading and commercial waste collection.

Operational management practices will be implemented to ensure waste collection is undertaken outside of peak operating times of the development at the Site.

7.0 Conclusion

This Waste Management Plan demonstrates that the proposed mixed-use development at the Site incorporates a practical and efficient waste management strategy that aligns with current best practice guidelines. The design includes sufficient bin storage capacity, clearly defined collection arrangements for both residential and commercial components, and appropriate access for service vehicles.

Waste collection will be managed by the City of Rockingham and a private contractor, with procedures in place to minimise disruption and ensure compliance with local waste service standards.

Overall, the Plan supports the sustainable operation of the development and meets the requirements for Development Approval.

Attachment One

Architectural Drawings

5 September 2025

Chief Executive Officer
City of Rockingham
Civic Boulevard
ROCKINGHAM WA 6168

Via email: *chris.parlane@rockingham.wa.gov.au*

Attention: Chris Parlane; Senior Planning Officer

Dear Chris,

Response to Request for Additional Information
Proposed Lot 4, Kennedy Bay Entrance

Lateral Planning is the Applicant with respect to the Application for Development Approval lodged for proposed Lot 4 Sea Beach Way, Port Kennedy (**Site**). We refer to the City's Request for Further Information dated 29 July 2025 and subsequent meeting with the City's planning and environmental staff on 14 August 2025.

We are pleased to provide the below response and enclose updated consultant reporting for consideration. Responses are grouped into 'technical' comments and 'R-Code Assessment,' consistent with the City's letter.

Technical Comments

Responses are summarised in the tables below, as provided by the City.

ITEM	CITY COMMENT	APPLICANT RESPONSE
TRAFFIC		
Verge Car Parking	The verge parking bays to be shown on the Site Plan.	Site plan amended to show verge parking.
Residential Car Park Design	AS2890 User Class 2 design is required. A minimum car parking bay dimension of 2.5m by 5.4m with a 5.8m parking aisle width required.	Residential parking bays amended to increase width.
	Swept path analysis is required to demonstrate that vehicles are able to enter and exit the bay in two (2) turning movements.	Swept path plans provided which demonstrate parking functionality consistent with AS2890.1.

ITEM	CITY COMMENT	APPLICANT RESPONSE
	The proposed blind aisle exceeds allowable limits therefore means for cars to turn around at the end and drive out forward is required.	Parking is for residents only, access controlled, and allocated to residents. Blind aisle is acceptable noting visibility of bays.
	Ensure that the column locations supporting the upper floors do not restrict door opening.	Column locations do not interfere with door openings.
Commercial Car Park Design	The Transport Impact Statement did not include the swept path diagrams in Appendix C. Please provide.	Swept path plans enclosed.
	Please ensure that the landscaping elements do not restrict door opening.	Landscaping does not impact door openings.
	The intended one-way traffic flow is to be clearly marked by pavement markings. Show on site plan as well.	Amended plans show flow of traffic.
Crossover sight distances – traffic safety concern	There is insufficient sight distance for two proposed vehicle crossovers in proximity to the bend in Sea Beach Way for a posted speed limit of 50km/h.	Crossover locations retained noting the 20km/h negotiation speed of the corner. Corresponding site distance reduced to 15m.
Universal access to building entries.	Universal access is required between the commercial car parking area and the residential lobby as well as the commercial tenancies.	Concept plans for adjoining POS are attached identifying universally accessible path adjacent ACROD bay.
WASTE MANAGEMENT		
Waste Management Plan	Vehicle swept path diagrams are required to be provided demonstrating the ability of a commercial waste vehicle to circulate, load and collect waste from the rear car park.	Swept path plans provided showing a Medium Rigid Vehicle (i.e., 8.8m) is capable of accessing and manoeuvring within the Site.
	The WMP proposes 1,000L/fortnight collection using 660L bins collected by the City. However the City collects the organic waste bins weekly using 240L bins. Amend the WMP to provide for 500L weekly collections of organic waste using 3 x 240L green bins. The bin store appears large enough.	Development plans and WMP have been updated to reflect bin sizes as specified by the City.
ENVIRONMENTAL NOISE		
Acoustic Report	Report only applies internal assigned levels and achieving compliance by way of façade treatments to improve acoustic performance. Applying the internal levels only does not extinguish a person's right to lodge a complaint .	Refer updated acoustic report enclosed.

R-Code Assessment

The below table summarises the City's comment and provides the consolidated response of the project team. The responses set out below should be considered in conjunction with the enclosures to this correspondence.

CITY COMMENT		APPLICANT RESPONSE
Element 3.3 Tree Canopy and Deep Soil Areas		
A3.3.4	*Provide sufficient information demonstrating compliance with Table 3.3a.*	An updated landscape concept plan has been enclosed identifying the area of deep soil planting and on-structure planting, and the quantity and species of planting. The updated plan shows 12x *Corymbia Ficifolia* within the site, 14x *Agonis Flexousa* within with adjoining road reservation, 4x *Plumeria SPP* at the first floor, and various low-level scrubs / ground covers. First floor tree planting has been amended to show frangipani. Planting area for green wall identified on site plan. Species confirmed as Star Jasmine.
A3.3.5	*Corymbia Ficifolia (Flowering Gum) is the proposed tree species for the planting areas on the ground floor.*	
A3.3.7	*Note: the elevations show 'open metal mesh for vertical planting systems' ('green wall') to support planting on the structure in various locations.* *Show on the site plan the planting area for the 'green wall' landscaping proposed on the northern elevation of the residential car park.* *Confirm the 'green wall' plant species proposed on the Landscape Concept Plan.*	
Element 3.4 Communal Open Space		
A3.4.1	*There is no provision for informal seating on the site, consider providing this in adjoining POS reserve lot.* *It is recommended that an indicative Landscape Concept Plan is provided for the adjoining POS.*	Indicative concept plan for southern adjoining POS has been provided, identifying universally accessible pathways, seating, shade cover and raised and at-grade planting areas. On-site seating has the potential to generate security issues and detract from the open spaces being delivered by the proponent of the Centre.
	The provision of shade trees, including at least 2 shade trees adjacent to the southern row of car parking bays if not provided in the car itself (as recommended in A3.9.9 below)	Additional shade trees have been provided throughout the ground floor, primarily within and adjoining the car parking area. Extensive street trees are also proposed increasing shade cover.
Element 3.6 Public Domain Interface		
A3.6.9	*Demonstrate how any firefighting and utility service infrastructure on the ground floor along the street frontages will be integrated into the design of the development.*	Firefighting and utility services infrastructure is to be integrated into the façade system of architectural mesh.

CITY COMMENT		APPLICANT RESPONSE
Element 3.7 Pedestrian Access and Entries		
A3.7.1	*It is recommended that the plans are amended to provide a universally accessible pedestrian entry to the south side of the residential lobby connecting with a continuous path of travel to the southern car park.* *The City recommends incorporating a design element to accentuate the location/legibility of the residential lobby entrance in the building façade.*	Residential visitor bays have been specified for the north-western corner of the central parking area. The ACROD bay is specified for the south-eastern corner, adjoining the universally accessible path giving access to ground level uses. The architectural programming at ground level provides a clear residential entry, emphasised by landscape design, materiality and a double storey break in built form.
A3.7.4	*Please demonstrate compliance with A3.7.4.*	The rear parking area allows one-way vehicle movement. Noting 3m is required for a vehicle, 2.8 of the carriageway provides for pedestrians. While the traffic environment is of a very low speed, access to commercial or residential spaces is not taken from within the car park; rather, pedestrian movement outside of the car park is prioritised.
Element 3.8 Vehicle Access		
A3.8.3	*There is insufficient sight distance for the residential crossover and for the commercial 'exit' crossover for a 50km/h speed limit, given the proximity to the 90-degree bend in Sea Beach Way.*	As above, sight distances for the residential and commercial crossovers is 15m noting a 20km/hr negotiation speed. Sight distances are acceptable noting the speed of travel.
A3.8.7	*Please demonstrate that adequate visibility exists within the 1.5m visual truncations required adjacent the residential crossover.*	Open mesh is proposed to the residential parking areas, promoting complete visual permeability. Note the pedestrian pathway is positioned off the lot boundary, where visibility is provided within and outside of the site. No vertical landscaping is proposed within 1.5m of the vehicle entry.
Element 3.9 Car and Bicycle Parking		
A3.9.1	*1 Visitor bicycle parking space is required for this development.*	Refer amended plans.
A3.9.4	*The areas used for car parking and vehicle turning movements do not conform to AS2890.*	User Class 1A is considered applicable given the residential nature of the land use. However, bay widths have been increased to 2.5m. Updated swept path plans enclosed.
A3.9.7	*Consider how a more direct pedestrian access can be provided between the residential lobby and the residential visitor and universal parking bays.* *Delineate the residential visitor car bays on the site plan and 'Visitor Parking' signage.*	Residential visitor bays have been identified on the development plans. Residential visitor pedestrian movement encouraged via Sea Beach Way to maintain security and reinforce desire lines. Architectural strategy works to minimise pedestrian access via back-of-house areas.
A3.9.9	*Consider planting 2 shade trees in the southern row of car bays as shown below:*	Refer amended plans.

CITY COMMENT		APPLICANT RESPONSE
Element 4.1 Solar and Daylight Access		
A4.1.2	*Please provide details of the window sizes (and transparency) and advise whether they are operable windows that will facilitate natural ventilation.*	Windows adjoining external walkway are generally highlight windows, at least 1.0 - 1.5m above the FFL of the walkway. Further detail will be provided at Building Permit stage, however, note window sizing will provide privacy and suitabl natural light to the bedroom.
Element 4.2 Natural Ventilation		
A4.2.2	*Some of the units have bedrooms with windows facing the pedestrian walkway. The size of these windows is unclear and it is also unclear if the windows open to facilitate natural ventilation.* *Two of the units are single aspect which don't have any window in the walls abutting the walkway to facilitate natural cross ventilation.*	As above. Please also note that windows to bedrooms may not be operable to maintain acoustic performance (as directed by the City). Single aspect apartments achieve natural ventilation by way of orientation toward prevailing winds.
Element 4.3 Size and Layout of Dwellings		
A4.3.3	*Please confirm floor to ceiling heights.*	Ceiling heights follow the roof pitch. All ceiling heights exceed 3m.
A4.3.4	*Please demonstrate compliance with A4.3.4.*	Dimensions for open plan living areas have been added, ranging from 5.4m to 7.2m. Noting ceiling heights exceed 3m, depth to height ratio is exceeded.
Element 4.4 Private Open Space and Balconies		
A4.4.4	*Please confirm the location of clothes drying facilities.*	Clothes dryers provided within apartments.
Element 4.5 Circulation and Common Spaces		
A4.5.3	*Parts of the pedestrian walkway on the first floor do not receive passive surveillance. Is there a way to improve this?*	Passive surveillance is provided into the pedestrian walkway by way of lower level car park area and units themselves. There are no meaningful opportunities for concealment, with straight, open corridors provided.
Element 4.6 Storage		
A4.6.1	*Please confirm the height of the stores.*	Minimum of 2.1m provided. Height of storerooms may increase as detailed design progresses and servicing strategy is more resolved.
Element 4.9 Universal Design		
A4.9.1	*Please demonstrate compliance.*	Units 2, 3, 8 and 9 updated to demonstrate compliance with LHA guidelines. LHA clearances marked on floor plans in blue dashed line.
Element 4.10 Façade Design		
A4.10.4	*Please demonstrate how firefighting and utility service infrastructure is integrated in the building design.*	As above. Integrated through façade design.

CITY COMMENT		APPLICANT RESPONSE
A4.10.5	*There is a retractable awning proposed at the southern end of the main street frontage.*	Awning system has been reviewed and amended. Architectural plans identify proposed awning system. Retractable awning has been retained to the south-western window of the grocer to allow informal sales, reinforcing the desired activation of the adjoining POS.
A4.10.6	*The plans don't provide for any signage for the commercial tenancies. Please demonstrate compliance with A4.10.6.*	Signage zones are proposed under the canopy to Sea Beach Way. Signage is not yet certain. We would welcome a condition requiring a signage strategy or similar.
Element 4.11 Roof Design		
A4.11.2	*As there is a retail mechanical plant room proposed it is assumed there is no need to position any plant on the building roof.*	Confirmed.
Element 4.12 Landscape Design		
A4.12.1	*Please provide an irrigation strategy, demonstrate achievement of Waterwise design principles and review the proposed tree species to ensure they are appropriate for the deep soil areas.*	Irrigation strategy will be confirmed during design development and submitted as part of Building Permit application.
A4.12.2	*Please review the deep soil planting areas to ensure they are sufficient for the proposed tree species.*	Deep soil areas and corresponding planting has been reviewed and amended as needed.
A4.12.3	*Please demonstrate compliance with table 4.12*	Emerge has reviewed all proposed on-structure planting and confirmed soil dimensions allow for growth and maturity of planning.
Element 4.14 Mixed Use		
A4.14.4	*Please refer to the City's Technical Comments.*	Refer below.
Element 4.15 Energy Efficiency		
A4.15.1	*Please demonstrate compliance with A4.15.1.*	Note as follows: • Natural ventilation to single aspect units; • Single loaded corridors; • Cross-ventilation within units; • Full width northern facing balconies (solar shading); • Light-weight construction to level 1 (reduce embodied carbon); • Lobby stair to reduce lift reliance.
Element 4.16 Water Management and Conservation		
A4.16.1	*Please confirm if and where any individual water metering is proposed.*	Confirmed.

Development Plans

Requested amendments to development plans are summarised in the table below, together with a response from the Nelson + Koo. An amended architectural package is enclosed.

CITY COMMENT	PROJECT TEAM RESPONSE
Number apartments	Apartment numbering has been included.
Replace 4x car bays in commercial parking with landscape screen	Landscape screening has been incorporated into the rear parking area without the need to reduce parking numbers. Incorporating a landscape strip within the site, combined with street trees to the east and west of Sea Beach Way, balances screening and parking provision.
Reposition residential car park entrance	PJA has reviewed the location and design of the residential crossover and confirmed that it can operate safely noting a negotiation speed of 20km/h of the bend.
Show adjoining verge parking within Kennedy Bay Entrance and Sea Beach Way	Parking within Kennedy Bay Entrance and Sea Beach Way have been shown on the development plans.
Review parking areas consistent with AS2890	Residential bays have been increased in width to 2.5m. Commercial bays are 2.6m in width. All aisles are 5.8m
Review universal access pathways	Access to the residential lobby has been retained to be via Sea Beach Way, only. Location of the ACROD bay has been positioned adjacent the pathway within the southern POS, providing direct, universally accessible access to the grocer and F&B tenancy.
Include bin presentation pads	Shown on plans.
Plan amendments for acoustic management	Approximately 50% of the alfresco area has been provided with a solid, translucent cover as part of the noise mitigation strategy.

Acoustic Report

In response to the City's RFI, we are of the view that strict compliance with the external Assigned Levels at apartment balconies within the Kennedy Bay Village Centre is not practicable and would undermine the vibrant locality being delivered by the Client. Proximity of development sites, multi-storey built form and the intended active commercial / mixed-use character of the precinct means that traditional noise attenuation measures (such as walls or fencing) are ineffective and detrimental to activity. Requiring full compliance at balconies unreasonably restricts the development of the Village Centre, effectively preventing outdoor dining and other active land uses that are integral to the design intent.

Instead, a 'quiet house' design approach has been adopted, consistent with other mixed-use centres throughout Perth. This approach ensures compliance with the internally adjusted Assigned Levels, protecting amenity within apartments and townhouses while still allowing for a vibrant and active streetscape.

We note that the Kennedy Bay Village Local Development Plan recognises that higher ambient noise levels are to be expected in this precinct. In our view, the 'quiet house' method is

supported by policies of several other local governments and precedent developments such as Wards Central Dining in Shenton Park.

With respect to the City's additional comments:

- Scenario 2B relates specifically to noise from the loading dock of the boutique grocer. This cannot be combined with Scenario 2A, as they are modelled using different statistical parameters. Importantly, the contribution from general loading dock activity is well below truck movement levels and does not increase overall emissions.
- Noise from mechanical services cannot reasonably be modelled at this stage, as equipment selection has not occurred. This modelling will be undertaken prior to Building Permit lodgement, in line with standard practice, and will be designed to ensure cumulative compliance with the Regulations.

However, note that the architectural strategy for the alfresco area has been refined to improve acoustic attenuation. Improvements include addition of a partial translucent canopy over the alfresco dining area and updated contemplated layouts for the adjoining short-stay accommodation site. Design amendments have resulted in improved acoustic outcomes:

- demonstrating that external compliance is achieved at most locations during standard daytime and evening operations; and
- internal compliance can be achieved throughout with standard apartment façade construction.

For early morning and late-night operations, compliance is also achieved where bi-fold and sliding doors remain closed, without the need for specialised acoustic (and costly) upgrades, while maintaining the design intent of the project and client team. These refinements confirm that the development can operate successfully while balancing the City's noise objectives with the need to maintain a vibrant and functional mixed-use environment.

On this basis, we are of the view that the approach taken balances compliance, practicality and design intent, ensuring a balance between residential amenity and the creation of a lively mixed-use Village Centre.

Waste Management Plan

An updated Waste Management Plan has been prepared responding to the City's comments on waste collection frequency for residential organics.

Landscape Concept Plan

A landscape concept for the adjoining POS has been enclosed demonstrating an integrated landscape outcome with the proposed development. The updated plan provides a universally accessible pedestrian path through the POS reserve connecting the car park directly to the commercial building entries, consistent with the LDP. The design incorporates both active and passive recreation opportunities, increased shade tree cover, and appropriate seating in accordance with the R-Codes.

To address the City's Technical Comments, two additional shade trees have been incorporated into the southern row of car parking, within proposed Lot 4. This allows for improved tree canopy and integration of landscaping across the development and future POS.

The amended landscape concept for Lot 4 incorporates a landscape strip to the western lot boundary, working in conjunction with street trees to mitigate visibility of the parking area for western lots. Parking within Lot 4 is not likely to be visually dominant noting the horizontal separation, extent of verge planting and onsite planting.

Town Planning Scheme No. 2 and Local Planning Policy 3.3.14

Please note as follows:

- the F&B tenancy has been designed to accommodate approximately 92 patrons;
- the NLA of the grocer is not yet known and depends on fit out detail;
- short- and long-term bicycle parking has been provided throughout the Site;
  - 5 bicycle spaces (3 hoops) have been provided.
- Staff end-of-trip is shown centrally.

Bushfire Management Plan

Western Environmental has prepared a Bushfire Management Plan and Bushfire Emergency Plan, both of which are enclosed.

Should you require any further information or clarification in relation to this matter, please contact Daniel Hollingworth on 0434 433 000.

Yours faithfully,

Daniel Hollingworth
Lateral Planning

Encl. Amended Architectural Package
PJA Response Summary Table
Swept Path Plans
Landscape Concepts
Acoustic Technical Note
Bushfire Management Plan
Bushfire Emergency Plan
Waste Management Plan

KENNEDY BAY
LOT 4

SEA BEACH WAY,
PORT KENNEDY, WA 6172

DEVELOPMENT APPLICATION

DRAWING REGISTER

NUMBER	NAME	REVISION
TP-00-01	COVER SHEET	B
TP-01-01	LOCATION PLAN	B
TP-02-01	GROUND PLAN	B
TP-02-02	LEVEL 01 PLAN	B
TP-02-03	ROOF PLAN	B
TP-05-01	ELEVATIONS - SHEET 1	B
TP-05-02	ELEVATIONS - SHEET 2	B
TP-06-01	SECTIONS	B
TP-10-01	SOLAR AND DAYLIGHT ACCESS	B
TP-11-01	MATERIALS	B
TP-12-01	DEVELOPMENT SUMMARY	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

For information only. Do not scale drawings. Use figured dimensions only. Site boundary and setouts to be verified prior to detailed review. All dimensions must be verified on site before commencing work. This document must be read in conjunction with all technical specifications and all relevant documents from other disciplines and consultants. Any conflict between these and other documents, or the site conditions must be notified to NelsonKoo immediately in writing and prior to use. © Copyright Nelson Koo Pty Ltd 2024. Written authority (including under the terms of engagement of NelsonKoo for the Project) is required for any: 1. reproduction of this document by any means; 2. use prior to payment in full of all NelsonKoo fees for the Project; or 3. use other than for the Project and for the express purpose & by or on behalf of the entity for which it has been created. Any unauthorized use of this document is at the user's sole risk and without limiting NelsonKoo rights to the fullest extent permitted by law the user indemnifies NelsonKoo against all loss, liability and damage so arising.

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

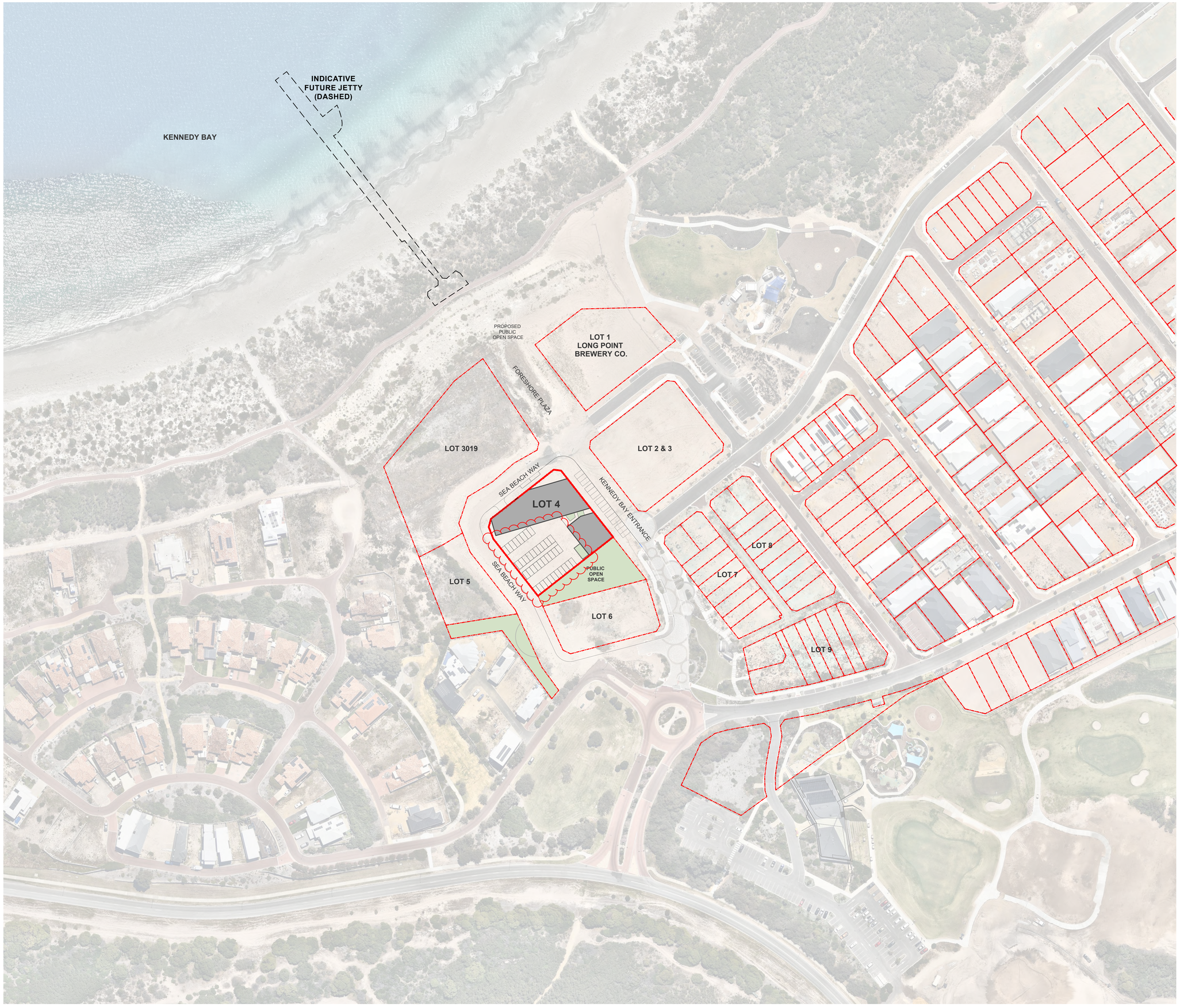
KENNEDY BAY

Drawing Name

COVER SHEET

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-00-01	B



Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

LOCATION PLAN

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 1000

Project Number	Drawing Number	Revision
240010	TP-01-01	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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SEA BEACH WAY

KENNEDY BAY ENTRANCE

2 CARS PARALLEL

6600

6600

UNDERGROUND POWER EASEMENT

FOGO BIN PRESENTATION LOCATION

HATCH DENOTES PLANTING AREA FOR VERTICAL GREENING

RESIDENTIAL VISITOR BIKES 6 BIKES

ENTRY

SERVICES

WATER METERS

FOOTPATH

5500 CROSSOVER

CARPARK SECURE LINE

RESI BIKES 6NO

DESIGN ENVELOPE DASHED

1950

1900

5400

2500 TYP.

1000 (TYP)

1000

5800

RESIDENTIAL CARPARK
14 CARS

HATCH DENOTES PLANTING AREA FOR VERTICAL GREENING

2500 SETBACK

1950 SETBACK

4300

SUBSTATION TBC

4600

RESIDENTIAL VISITORS

RESIDENTIAL VISITORS

RESIDENTIAL VISITORS

2600 TYP

5400

5800

4800

37200 SETBACK

1600

LANDSCAPE BUFFER

2200

4800

5800

5400

STAIR UP

2600

MAIL

SERV

F&B
160m²

ALFRESCO SEATING PAVILION

SETBACK 5300

BUS/SHUTTLE TERM 4 BUS BAYS

CANOPY DASHED OVER

GAS METER

4100

STAFF
END OF TRIP
1X DDA W.C +SHWR
2 LOCKERS

ELEC + NBN

K.EX

MECH

RESI LIFT

LOADING/BOH

2700

1600

1100L RESI WASTE

1100L RECYCLE

660L RESI WASTE

660L RECYCLE

LOBBY
83m²

NO PEDESTRIAN ACCESS PROPOSED THROUGH LINK ONLY!

STAFF
1 HC/SP
2 BIKES

CARPARK
39 CARS TOTAL
(INCL 1XDDA)
3 RESI VISITORS
36 RETAIL

EGRESS STAIR

LOADING/
WASTE

GROCER
504m²

ENTRY

04 S03

2700

2700

LOADING ACCESS

2700

RETRACTABLE AWNING ABOVE

1870

610

SHARED AREA

ACCESSIBLE CAR SPACE

5400

2400

2400

04 S01

04 S01

04 S02

PUBLIC OPEN SPACE
LOT 274 POS

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

GROUND PLAN

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-01	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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SEA BEACH WAY

UNDERGROUND POWER EASEMENT

KENNEDY BAY ENTRANCE

ALFRESCO SEATING PAVILION BELOW

HATCH DENOTES SOLID TRANSLUCENT PERMANENT ROOF COVER OVER 50% OF ALFRESCO

04 S01

04 S02

7000 SETBACK

2500 SETBACK

1950 SETBACK

37200 SETBACK

BALC 40m²

BALC 15m²

BALC 14m²

BALC 26m²

BALC 24m²

BALC 18m²

BALC 13m²

BALC 17m²

BALC 21m²

BALC 21m²

1.01 1 BED 54m²

02 1 BED 53m² SILVER

1.03 1 BED 53m² SILVER

1.04 1 BED 54m²

1.05 1 BED 54m²

1.06 4 BED 180m²

1.07 1 BED 54m²

1.08 1 BED 52m² SILVER

1.09 1 BED 53m² SILVER

1.10 1 BED 52m²

STAIR UP

STAIR UP

RESI LIFT

TRANSFORMER ENCLOSURE ABOVE FFL

WINDOW 1.5M ABOVE FFL

RETAIL MECH PLANT

LANDSCAPED ROOF

SOLID CANOPY BELOW

RETRACTABLE AWNING BELOW

ST 3m²

ST 4m²

ST 8m²

PUBLIC OPEN SPACE
LOT 274 POS

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

LEVEL 01 PLAN

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-02	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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SEA BEACH WAY

UNDERGROUND POWER EASEMENT

ALFRESCO SEATING PAVILION BELOW

04 S01

7000 SETBACK

FALL

RIDGELINE

K. EX

FALL

OPEN TO BELOW

3000

LANDSCAPED ROOF BELOW

KENNEDY BAY ENTRANCE

04 S02

RIDGELINE

OPEN TO BELOW

FALL

FALL

LANDSCAPED ROOF BELOW

2500 SETBACK

1950 SETBACK

37200 SETBACK

SEA BEACH WAY

04 S01

PUBLIC OPEN SPACE
LOT 274 POS

04 S02

North

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

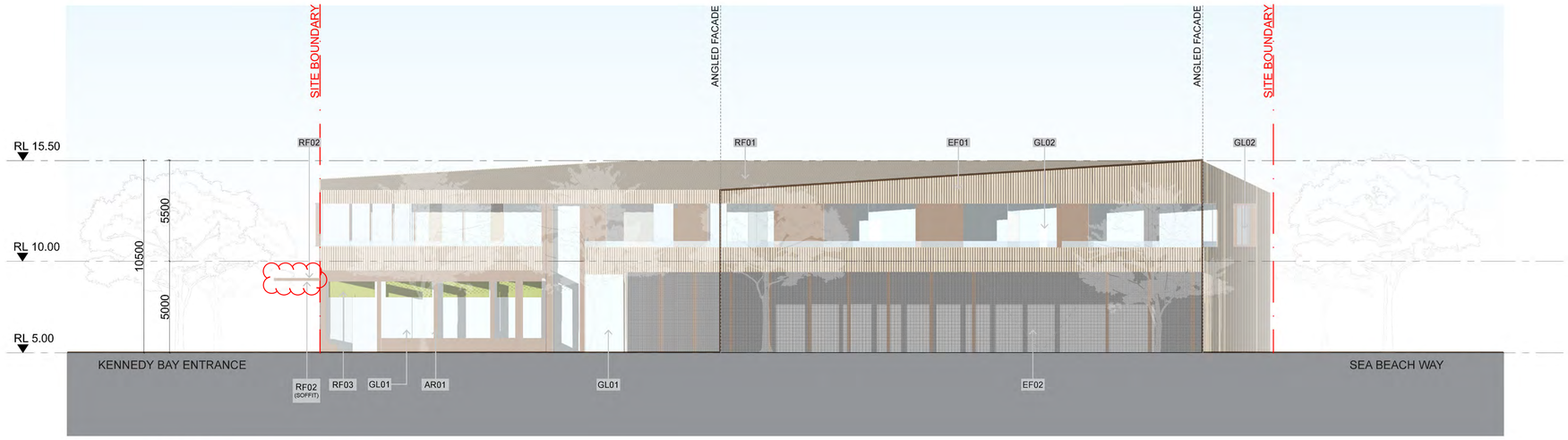
KENNEDY BAY

Drawing Name

ROOF PLAN

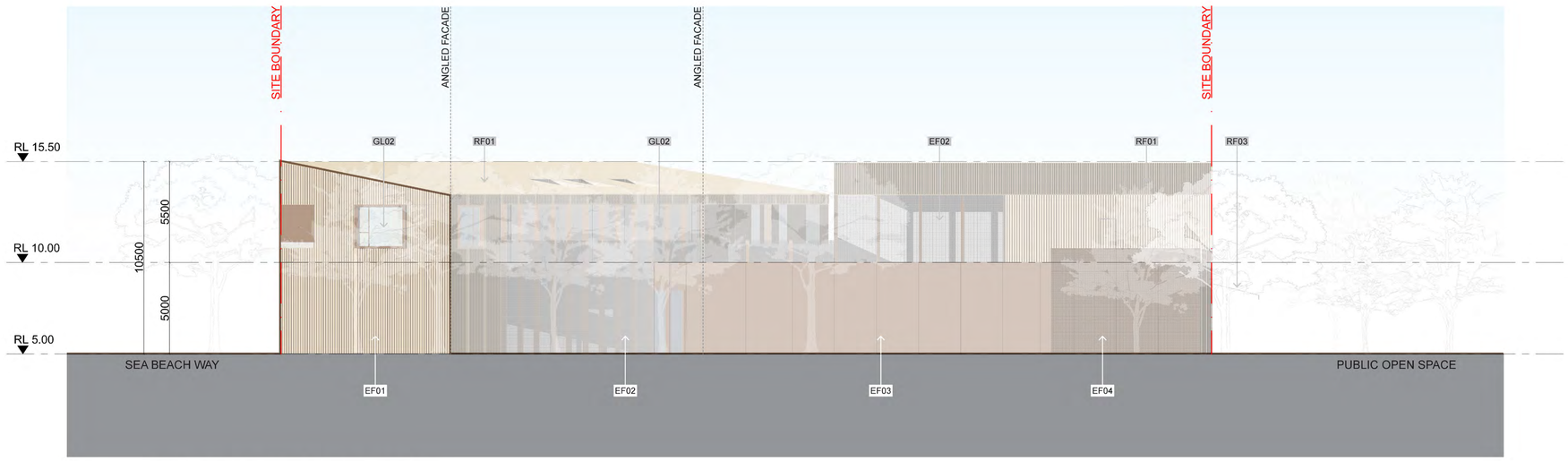
Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-03	B



01 NORTH-WEST ELEVATION

1:150



02 SOUTH-WEST ELEVATION

1:150

Rev	Date	Description
A	03.04.25	TOWN PLANNING

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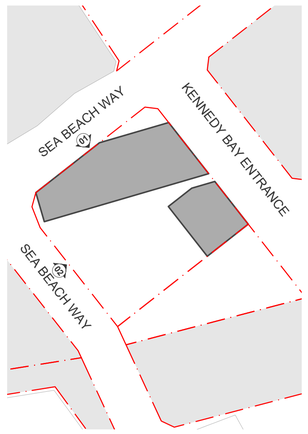

03 KEY PLAN

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

ELEVATIONS SHEET 01

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-05-01	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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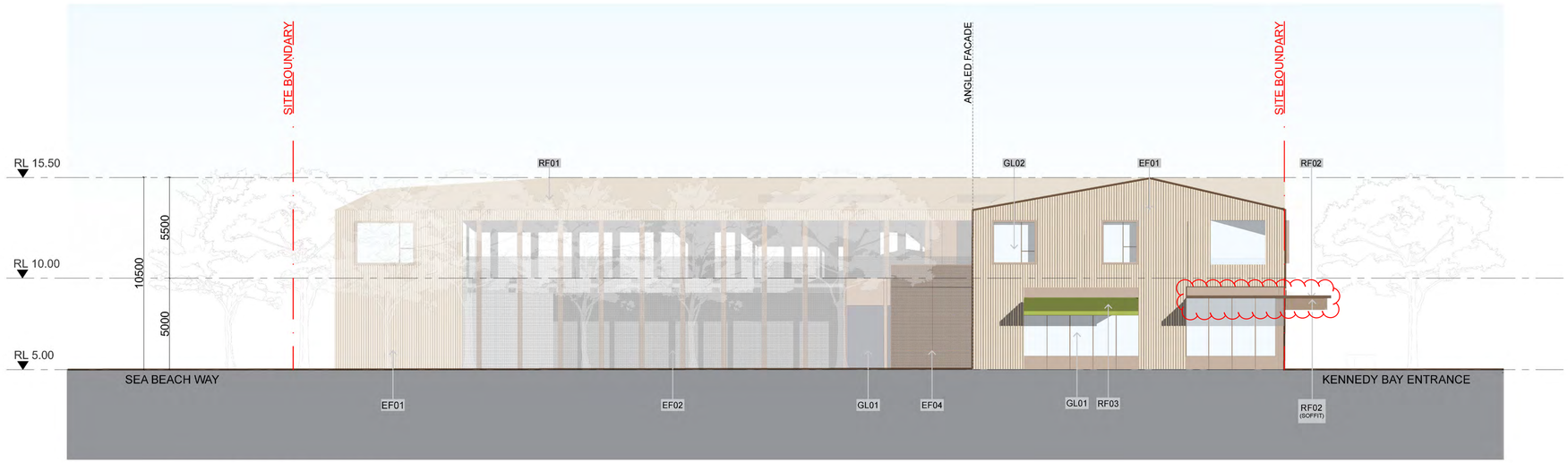
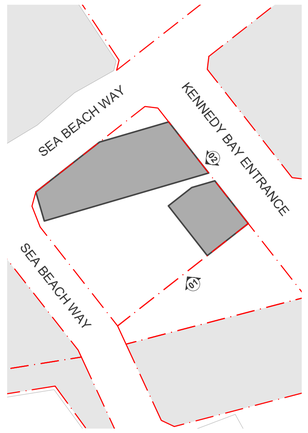


01 SOUTH-EAST ELEVATION

1:150

02 NORTH-EAST ELEVATION

1:150



03 KEY PLAN

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

ELEVATIONS SHEET 02

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-05-02	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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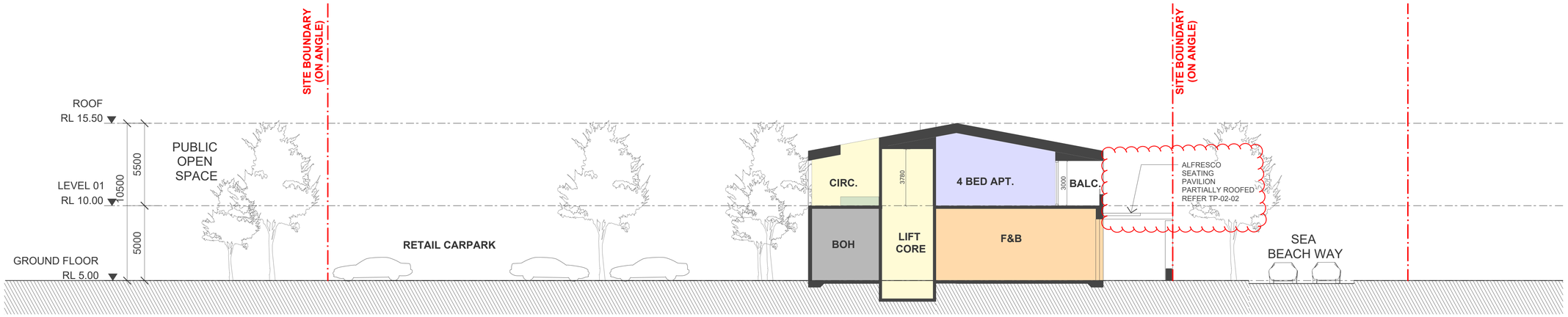

01 SECTION 01

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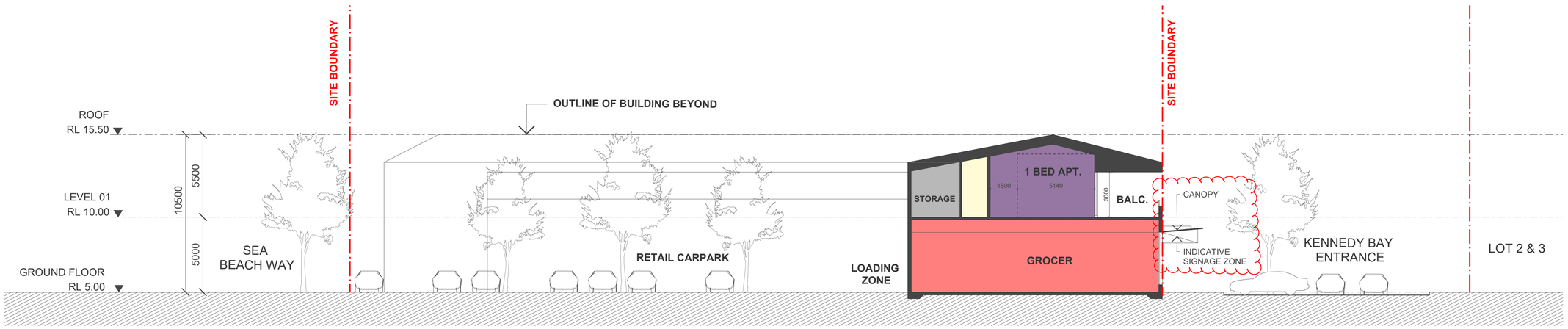

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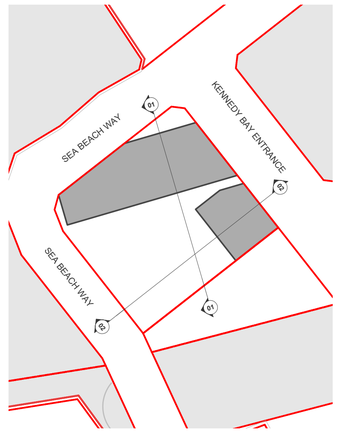


03 KEY PLAN

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

SECTIONS

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 150

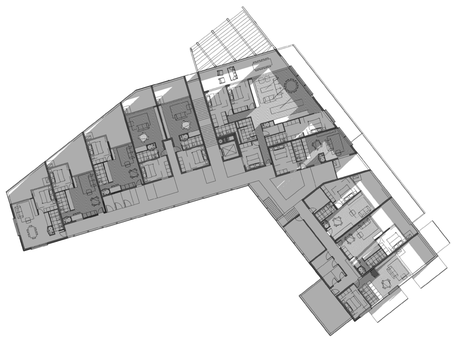
Project Number	Drawing Number	Revision
240010	TP-06-01	B

NATURAL LIGHT REQUIREMENTS

Acceptable Outcomes	
Climatic Zones: Western Australia	**Zone 5 - Warm Temperate**
4.1.1(A) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June AND	Yes
4.1.1(B) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.	Yes
4.1.2 Every habitable room has at least one window in an external wall, visible from all parts of the room. - glazed area not less than 10 per cent of the floor area - minimum of 50 per cent of clear glazing.	Yes
4.1.3 Lightwells and/or skylights do not form the primary source of daylight to any habitable room.	Yes
4.1.4 The building is oriented and incorporates external shading devices in order to: — minimise direct sunlight to habitable rooms: between late September and early March — permit winter sun to habitable rooms in accordance with A 4.1.1 (a).	Yes

LEVEL 1 SOLAR ANALYSIS

9am



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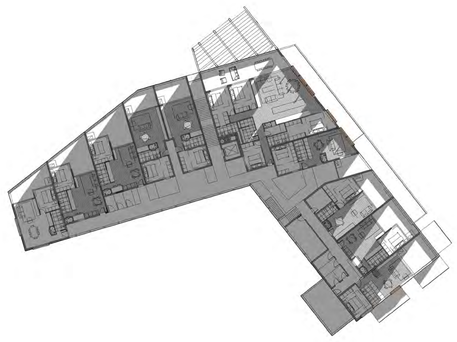
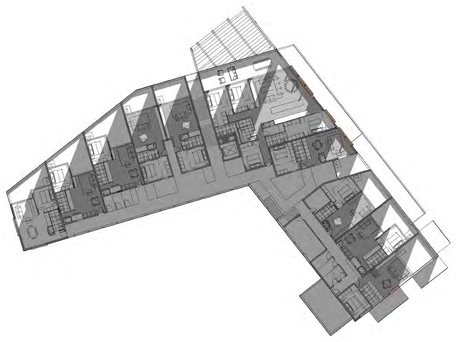
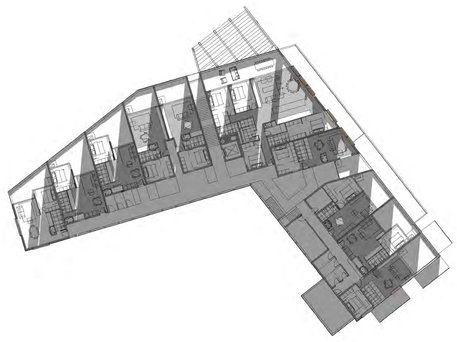


11am



12pm



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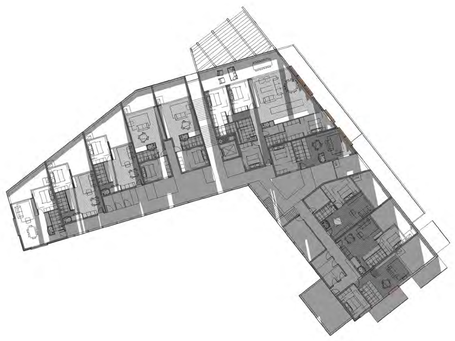

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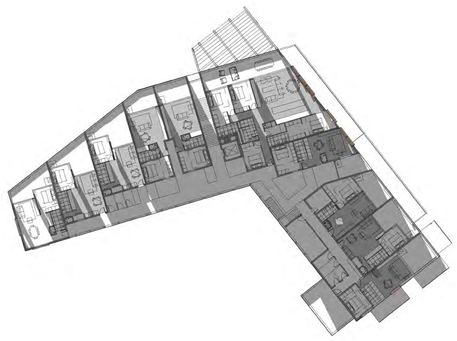
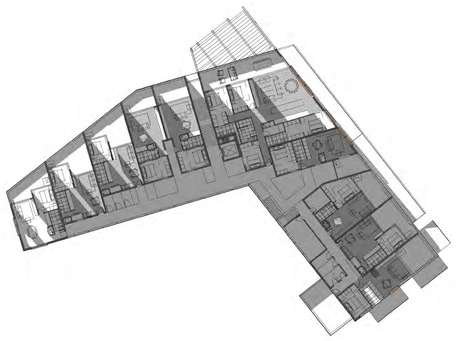


3pm



Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

SOLAR & DAYLIGHT ACCESS

Architect	Drawn By	Scale @ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-10-01	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
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GL01

Retail Glazing:
Transparent low E
shopfront glazing

GL02

Residential Glazing:
Vision panel performance
window system

RF01

Corrugated Metal
Roofing

RF02

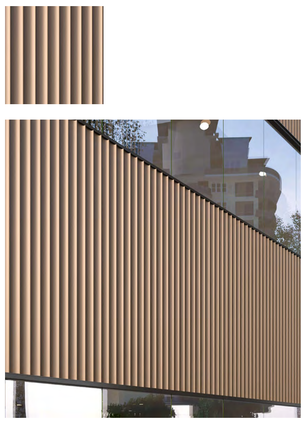
Metal Canopy

RF03

Retractable Fabric
Awning

EF01

Fluted / shaped
profile cladding



EF02

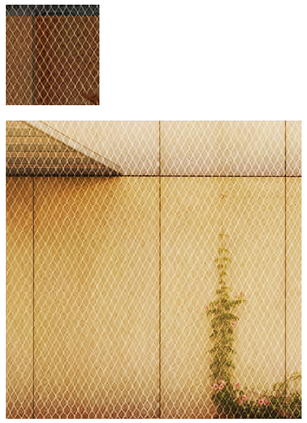
Open metal mesh for vertical
planting systems

EF03

Textured masonry
cement sheet cladding

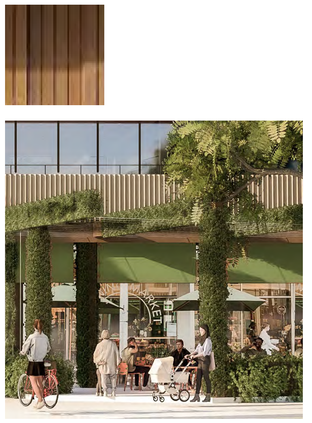
EF04

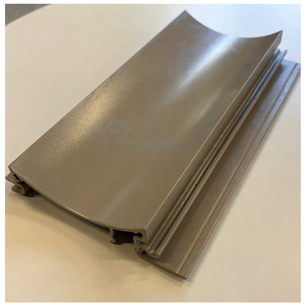
Textured masonry
cement sheet cladding
with metal mesh



AR01

Timber Arbour





Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

MATERIALS

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-11-01	B

Rev	Date	Description
A	03.04.25	TOWN PLANNING
B	03.09.25	TOWN PLANNING - RFI RESPONSE

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DEVELOPMENT SUMMARY

	SUPERMARKET	F&B
	GLAR	GLAR
Ground	504m²	160m²
Level 1	-	-
TOTAL	**664**	

LANDSCAPE ROOF	LANDSCAPE PLANTERS	CIRCULATION
GFA	GFA	
-	-	83m²
65m²	28m²	142m²
65m²	**28m²**	**225m²**

RESIDENTIAL				GFA
1B	4B 3B	**Total Dwellings**	NSA m2	m2
-	-	-	-	1,346m²
9	1	10	659m²	1,070m²
9	**1**	**10**	**659m²**	**2,416m²**

BALC
m2
209m²
209m²

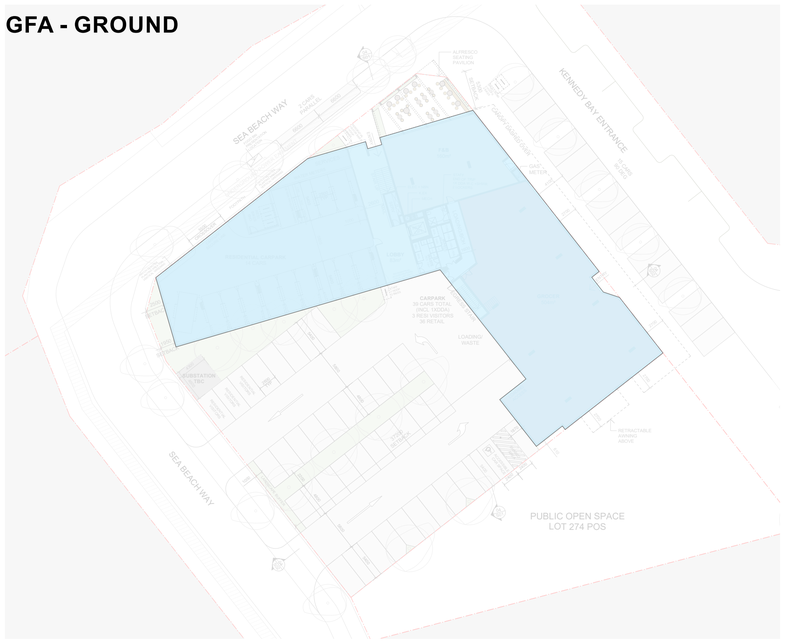
CARPARK		
RESIDENTIAL	SEA BEACH WAY	RETAIL + RESI VISITORS
14	17	39
70		

	Disclaimer
1	This design has been prepared without structural or services engineering input. NSA Areas is subject to change once advice is received
2	These areas are schematic only and subject to council and other requisite approval. Areas are not to be used for marketing purposes.
3	This scheme has been prepared generally within the bounds of the current site dimensions.
4	The information contained herein is believed to be correct at time on preparation based on the information available at time of preparation. Recipients must make their own investigations to satisfy themselves in all aspects.
5	The design and accompanying documentation contained herein is and remains the intellectual property of Nelson + Koo.
6	GFA (Gross Floor Area) is defined as the total fully enclosed area measured to the outside face of external enclosing walls. Note this excludes all balconies. Refer Area Plan below.

GROSS FLOOR AREA - METHOD OF MEASUREMENT

GBA MINUS BALCONIES, TERRACES AND ROOF.
INCLUDES: VERTICAL TRANSPORT (STAIRS & LIFTS) AT GROUND LEVEL ONLY (EXCLUDED AT LEVEL ONE)

GFA - GROUND



GFA - LEVEL 01

Consultant

Nelson + Koo

Drawing Status

TOWN PLANNING

Project Name

KENNEDY BAY

Drawing Name

DEVELOPMENT SUMMARY

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-12-01	B

Enquiries: Benjamin Farrell
ben@gabriels.net.au
Ph: (08) 9474 5966

4th September 2025

PLACE DEVELOPMENT
P.O BOX 280
WEST PERTH WA 6872

Attention: Mr Reyne Dial

PROPOSED MIXED-USE DEVELOPMENT
LOT 3025 MORFONTAINE PARADE, PORT KENNEDY (LOT 4 OF THE COASTAL VILLAGE)

TECHNICAL NOTE - RESPONSE TO THE CITY OF ROCKINGHAM COMMENTS

Following receipt of the Technical Comments (20.2025.169.1) prepared by the City of Rockingham in relation to the 'Acoustic Report', a meeting was held at the City's offices on August 14, 2025 to discuss the environmental noise emissions of the proposed development at Lot 4 of the Kennedy Bay Village Centre. In attendance at the meeting were the City's Planners and Environmental Health Officers, as well as the proponent's planner, project manager, and acoustic consultant. The main purpose of the meeting was to discuss the methodology used for the acoustic assessment of the proposed development on Lot 4, and to demonstrate that traditional implementation of the Environmental Protection (Noise) Regulations 1997 would be problematic for the entire Village Centre.

This technical note provides responses to the 'Technical Comments' raised by the City of Rockingham (20.2025.169.1), and also provides revised noise modelling for the food & beverage tenancy.

1. RESPONSES TO THE TECHNICAL COMMENTS

The vast majority of the Technical Comments from the City of Rockingham can be consolidated into one main issue. The main issue is that the City disagrees with our methodology of intending to comply with the internally adjusted 'Assigned Levels' within the apartments/townhouses of the Village Centre, and that their expectation is that compliance should be achieved with the 'Assigned Levels' at the balconies of apartments and townhouses within the Village Centre.

Whilst we acknowledge that the 'Assigned Levels' in Regulation (8) apply externally on a Lot, there are a number of reasons why the alternative approach has been taken to ensure compliance with internally adjusted 'Assigned Levels'. These reasons were discussed at the meeting with the City of Rockingham, and are summarised below.

1) It will simply not be possible to comply with the external 'Assigned Levels' at the balconies of apartments/townhouses, due to the close proximity of the various lots within the Village Centre. It is important for the City of Rockingham to understand that this fundamental issue applies to **all** lots within the Kennedy Bay Coastal Village, not just Lot 4. The fundamental issue with higher density mixed-use areas is that the Lots are close to each other (well less than 20 metres), and the developments are generally multi-storey. This means that there is very little distance to attenuate external noise sources (eg alfresco areas, loading docks, etc), and traditional noise barrier walls and fences are ineffective given that the upper floor noise sensitive premises overlook the barriers. Given this, the practical approach is to use 'quiet house design' for the apartments/townhouses within the Village Centre, thus achieving amenity within the internal living areas, and allowing

livelier/vibrant conditions in the external balcony areas. There is already precedence of this approach elsewhere in Perth, as discussed in Section 1.1 of this Technical Note.

2) The Local Development Plan for the Kennedy Bay Coastal Village includes the following Advice Note regarding noise, which acknowledges that there will be elevated noise levels externally – which supports the approach of the 'quiet house' methodology that has been adopted by the proponent:

> *'This lot is situated in a mixed-use precinct and is currently affected (or may in the future be affected) by noise generated from adjacent preferred/permissible land uses. Residential should expect ambient noise levels to be relatively higher both inside and outside residences, due to the potential proximity of entertainment venues'.*

3) If the City requires strict compliance at the balconies of apartments/townhouses this will significantly limit development within the entire Kennedy Bay Coastal Village. Compliance with the external 'Assigned Levels' at balconies would require external noise sources such as alfresco dining and loading docks to be fully enclosed, which is not a reasonable approach. A fully enclosed alfresco dining area is no longer an alfresco, and enclosing a loading dock area is impractical and problematic for a number of reasons. Alternatively, compliance at the external balconies of apartments/townhouses would require consideration of less 'active' commercial premises such as real estate offices, hair salons, bookshops, and the like (ie commercial tenancies without external noise sources other than mechanical plant) – which does not align within the design intent for the Village Centre streetscape.

4) Most balconies of apartments/townhouses are not deemed to be an appropriate 'place of measurement' for compliance with the external 'Assigned Levels'. As per Regulation 20(3) '*Outdoor noise measurements should be made with the measuring microphone located at least 3 metres from any substantial sound reflecting surfaces (other than the ground plane).*

5) Other state government policies such as State Planning Policy 5.4 'Road and Rail Noise' have taken the approach of requiring amenity inside of the noise sensitive premises (ie apartments), rather than enforcing compliance on external balconies.

1.1 Precedence of the compliance approach proposed by the proponent

The approach of achieving amenity within apartments/townhouses by using 'quiet house design' (ie complying with the internally adjusted noise levels) and allowing vibrancy in balcony areas has been adopted previously in Western Australia. Examples of precedence are provided below.

1.1.1 *Local government policies that permit the 'Quiet House' approach*

A number of local governments have recognised the difficulty of compliance with external 'Assigned Levels' within town centres and areas with a mix of residential and non-residential land-uses, and have developed noise attenuation policies which permit the 'quiet house' approach. Examples of such policies are provided below:

- City of Cockburn – Local Planning Policy 1.12 Noise Attenuation (https://www.cockburn.wa.gov.au/getattachment/9bdea550-8053-4acc-8ce7-44c213a99f7a/ECM_4518974_v8_Noise-Attenuation-LPP1-docx.aspx)
- City of Vincent – Policy No. 7.5.21 Sound Attenuation (https://www.vincent.wa.gov.au/documents/750/7521-sound-attenuation)
- City of Fremantle Local Planning Policy 2.18 (https://www.fremantle.wa.gov.au/wp-content/uploads/2025/05/Local-Planning-Policy-2.18-New-Residential-Developments-in-the-City-Centre-Zone-Noise-ID-462192.pdf)
- City of Perth Residential Design Policy – Appendix 2 Noise Requirements.
- Town of East Fremantle – Local Planning Policy 3.2.2 – Noise Attenuation Policy (https://www.eastfremantle.wa.gov.au/documents/1139/322-noise-attenuation)

1.1.2 *Individual hospitality venues*

There are a number individual hospitality venues where environmental noise compliance has been reliant on achieving the internally adjusted 'Assigned Levels' rather than compliance at the balconies of nearby

apartments. One such example is Wards Central Dining located on Lot 38 of the Montario Quarter development in Shenton Park. In this scenario, the DPLH/DevelopmentWA and the City of Nedlands permitted the approach of an acoustically upgraded façade for apartments which are located in close proximity to the alfresco area of Wards Central Dining – and therefore not requiring compliance on the balconies.

This example is illustrated in Appendix A of this document.

1.2 Additional Technical Comments

The table below addresses the two final Technical Comments raised by the City of Rockingham.

Item	City's comment	Response
5	Whilst scenario 2A clearly relates to the boutique grocer, it is not clear what scenario 2B relates to (i.e. either or both the food and beverage tenancy or the boutique grocer). It would assist the assessment if there was more detail about what scenario 2B relates to. Whilst scenarios 2A and 2B have different criteria and therefore should be assessed separately, given 2B would be expected to follow on from 2A – there may be merit in modelling them as a single scenario for this would best represent to overall noise "impact".	As stated in Section 3.4.2 of the Acoustic Report (and noted on the Scenario 2B noise contour plan), Scenario 2B is specifically noise modelling of the noise emissions from the loading dock (eg use of pallet jacks, staff unloading the delivery truck). It is our understanding that the loading dock is specifically associated with the boutique grocer. It is not possible to combine Scenario 2A and 2B, as they are different statistical parameters (ie an L_1 noise level cannot be added to an L_{10} level). Acoustic consultants always model truck movements using the L_1 parameter, given that the noise source is only present for a short duration. We have modelled the general loading dock emissions against the L_{10} criteria given that this noise may occur for more than 10% of the time. But the Sound Power Level of the general loading dock noise (SWL 84 dB(A)) is more than 10 dB below the Sound Power Level of a truck reversing (SWL 95 dB(A)) so there is no increase in noise level when these values are added together.
6	What is not included as a scenario and should be a relevant consideration is the noise contribution from mechanical services such as cool rooms, extraction systems and the like servicing the two commercial developments. When mechanical plant noise is included in the scenarios the noise emissions may be increased.	As stated clearly in Section 3.7 of the Acoustic Report, at this early stage of the project it is not possible to undertake noise modelling of the mechanical services. These noise emissions will be modelled when a mechanical engineer has been engaged and they design and select the equipment. Any modelling undertaken now would be purely guesswork and therefore would not produce meaningful/robust results. As stated in the 'Acoustic Report' the mechanical services will be undertaken prior to the lodgement of the Building Permit to ensure compliance with the Environmental Protection (Noise) Regulations 1997. This is a standard approach taken by acoustic consultants for developments throughout WA. When undertaking the noise modelling of the mechanical services we will aim to achieve noise emissions that are at least 5 dB lower than the other noise emissions to ensure the cumulative noise emissions are compliant. NOTE – Our approach to the mechanical services is identical to the method undertaken by Marshall Day Acoustics for the Long Point Brewing Company (Lot 3022 Morfontaine Pde). Refer to Section 5.3 of the DA Acoustic Report for the brewery (Rp 001 20230721) which states that the mechanical services have not been modelled as it was too premature to do so.

2. REVISED NOISE MODELLING OF THE FOOD & BEVERAGE TENANCY

Notwithstanding our responses to the City of Rockingham provided in Section 1 of this Technical Note, revised noise modelling has been undertaken for the proposed F&B Tenancy which demonstrates lower resultant noise levels at the surrounding noise sensitive premises. The revised noise modelling incorporates the following changes to the noise model:

- A solid translucent canopy roof (ie Everbright roofing) has been provided over half of the alfresco dining area, as illustrated below. The benefit of this is that it reduces the noise from the alfresco area to the balcony of the Lot 4 apartments above.

- The concept design for the short-stay accommodation on Lot 3019 has been incorporated into the noise model, which has the hotel suites / apartments located on the beach side of the lot, returning down Kennedy Bay Entrance. This configuration means that there are no balconies on Lot 3019 facing directly towards the alfresco area on Lot 4. This provides a more realistic results compared to the original noise model which had assumed there would be balconies on the southern boundary of Lot 3019, directly overlooking the alfresco area.

The information below replaces Section 3.3 of the DA Acoustic Report.

2.1 Scenario AD1 – Standard daytime and evening operations

Scenario AD1 was undertaken to predict the potential noise emissions from the food and beverage (F&B) tenancy in a typical daytime scenario. The noise modelling included noise emissions from patrons within the alfresco area and noise break-out from the shop-front glazing of the tenancy. For the purpose of Scenario AD1 it has been assumed that 50% of the north glazed façade is 'open', via means of open bi-fold doors or open sliding doors.

The Scenario AD1 noise modelling results are presented on the noise contour plan in Appendix B. Please note that the noise contours have been generated at 6.5 metres above ground level, which is indicative of the noise levels reaching the first floor residential uses on Lot 4 and the surrounding lots. A summary of the results are provided in Table 2 below.

Receiver location	**Calculated noise level** (Highest value)	**Adjusted noise level** (no penalties applicable)	**External Assigned Level (L_{10})**	**Compliance** Daytime, Monday to Saturday	**Compliance** Sunday daytime, and evenings
Apartments within Lot 4	L_{10} 47 dB(A)	L_{10} 47 dB(A)	L_{10} 47 dB(A), daytime Monday to Saturday & L_{10} 42 dB(A), Sunday daytime and evenings	YES	YES INT
Lot 1	L_{10} 47 dB(A)	L_{10} 47 dB(A)		YES	YES INT
Lot 2	L_{10} 52 dB(A)	L_{10} 52 dB(A)		YES INT	YES INT
Lot 3019	L_{10} 46 dB(A)	L_{10} 46 dB(A)		YES	YES INT
Lot 5	L_{10} 23 dB(A)	L_{10} 23 dB(A)		YES	YES
Lot 6	L_{10} 21 dB(A)	L_{10} 21 dB(A)		YES	YES
Compliance notes	YES – Compliance is achieved with the external Assigned Level. YES INT – Compliance is achieved with the internal Assigned Level using standard / generic apartment façade construction (ie no acoustic upgrade of façade is necessary)				

Table 2 – Predicted noise emissions from the F&B tenancy during the daytime and evening periods

Note – In our experience crowd/patron noise does not exhibit any annoying characteristics, therefore no adjustment has been applied.

Following interrogation of the Scenario AD1 results, the following conclusions can be made:

- Between 7 am and 7 pm, Monday to Saturday, compliance is achieved with the external 'Assigned Levels' at all balconies of apartments/townhouses/hotel suites, except for the north-east corner of Lot 2 & 3. In relation to future townhouses on Lot 2 & 3, octave band noise intrusion calculations suggest that compliance can be achieved with the internal Assigned Levels for daytime and evening operation of the F&B tenancy using generic/standard façade construction (eg single 6.38 mm laminated glass).
- Between 9 am and 7 pm on Sundays, and evenings all days (7 pm to 10 pm), the resultant noise transmission to the external balconies will not comply with the external 'Assigned Levels', except for Lots 5 and 6. However, compliance will be achieved with the internally adjusted 'Assigned Levels' inside of the apartments/townhouses/hotel-suites of Lots 1, 2&3, Lot 4, and Lot 3019 with genetic/standard façade construction.

2.2 Scenario AD2 – F&B operations prior to 9 am on Sundays (and prior to 7 am every other day)

If the F&B tenancy will be a café, it may operate prior to 9 am on Sundays and potentially prior to 7 am every other day, at which time the most stringent Assigned Level applies (5 dB more stringent than the Scenario AD1 assessment). Scenario AD1 was undertaken as per AD2, **except with the bi-fold/sliding doors on the north façade of the F&B tenancy in a closed position.**

Receiver location	Calculated noise level (Highest value)	Adjusted noise level (no penalties applicable)	External Assigned Level (L_{10})	Compliance
Apartments within Lot 4	L_{10} 44 dB(A)	L_{10} 44 dB(A)	L_{10} 37 dB(A) Prior to	YES INT
Lot 1	L_{10} 42 dB(A)	L_{10} 42 dB(A)		YES INT
Lot 2	L_{10} 47 dB(A)	L_{10} 47 dB(A)		YES INT
Lot 3019	L_{10} 42 dB(A)	L_{10} 42 dB(A)		YES INT
Lot 5	L_{10} 18 dB(A)	L_{10} 18 dB(A)		YES
Lot 6	L_{10} 19 dB(A)	L_{10} 19 dB(A)		YES
Compliance notes	YES – Compliance is achieved with the external Assigned Level. YES INT – Compliance is achieved with the internal Assigned Level using standard / generic apartment façade construction (ie no acoustic upgrade of façade is necessary)			

Table 3 - Predicted noise emissions from the F&B tenancy during the early morning trading

Following interrogation of the Scenario AD2 results, the following conclusions can be made:

- It will be necessary for the F&B tenancy to keep the bi-folds, sliding doors, etc closed prior to 9 am on Sundays and Public Holidays, and prior to 7 am every other day. Similarly, of the F&B tenancy operates after 10 pm the same noise management would apply. It would be acceptable for the swing doors to open momentarily as people enter/exit the space, as the resulting increase in noise emissions will still comply with the L_1 Assigned Levels'.
- Octave band noise intrusion calculations suggest that compliance can be achieved with the internal Assigned Levels for the early morning operation of the F&B tenancy using generic/standard apartment/townhouses façade construction (eg single 6.38 mm laminated glass) at all surrounding lots.

Regards

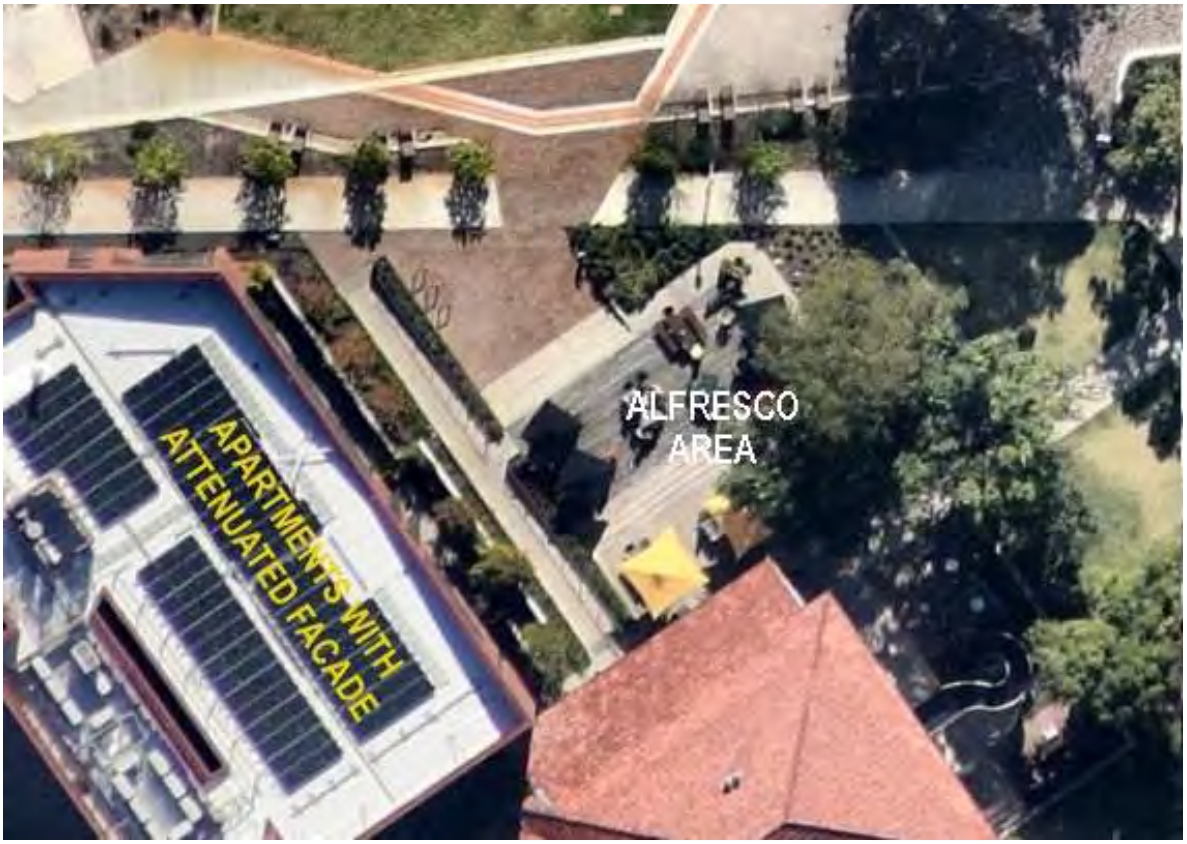
Benjamin Farrell
Director, MAAS
GABRIELS HEARNE FARRELL PTY LTD
Member Firm – Association of Australian Acoustical Consultants

Appendices:
A – Wards Central Dining at Lot 38 Montario Quarter (Shenton Park)
B – Scenario AD1 and AD2 noise contour plans

APPENDIX A

Alfresco dining area of Wards Central Dining at Lot 38 Montario Quarter (Shenton Park) located in close proximity to apartments (ie reliant on 'Quiet-House' design for the apartments.

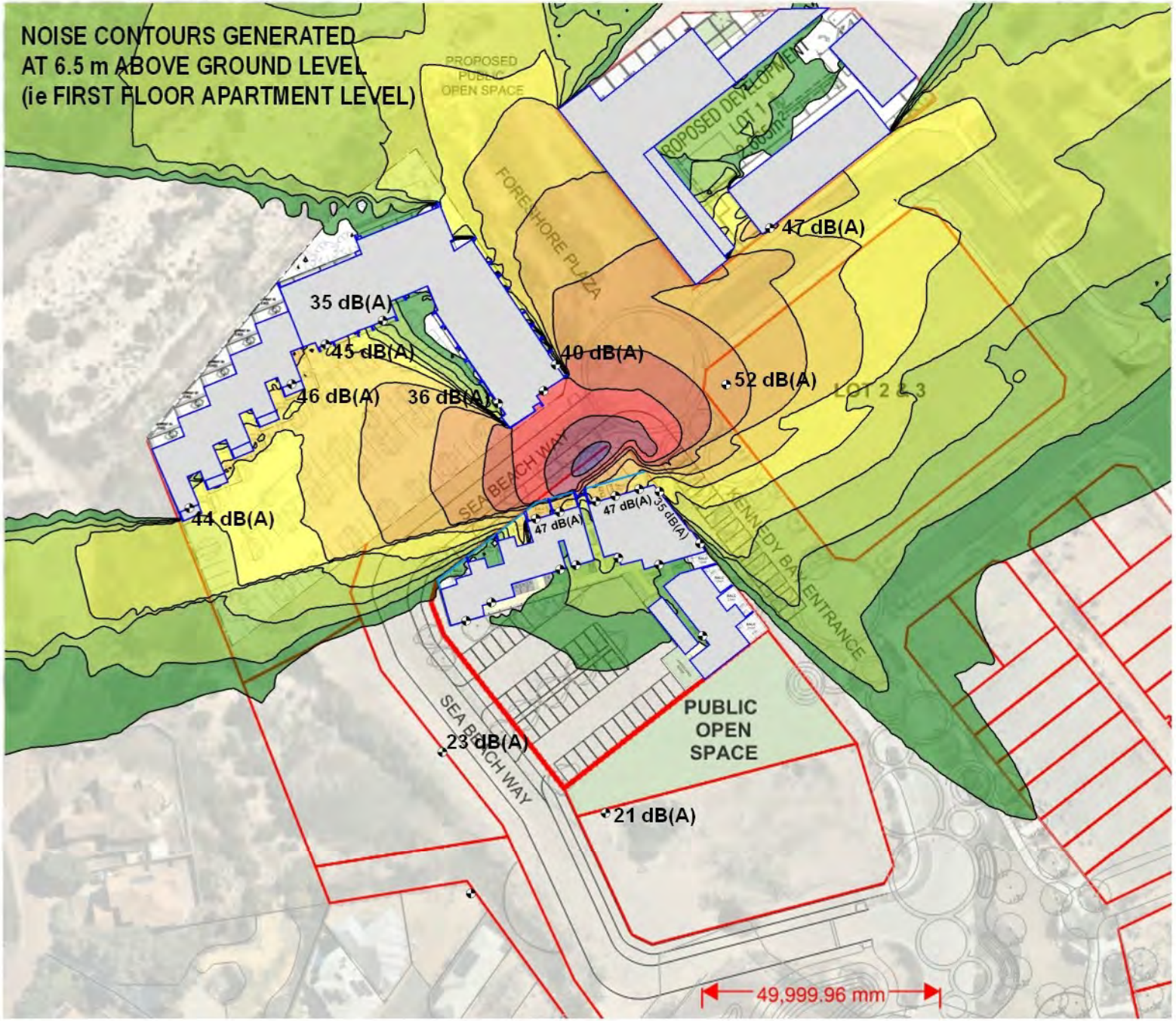
Photograph from al;fresco area looking towards the apartment facade



Aerial photograph

ENVIRONMENTAL NOISE ASSESSMENT
LOT 4 KENNEDY BAY

APPENDIX B - REVISED NOISE CONTOUR PLANS



Noise level
L10
in dB(A)

	<= 30
30 <	<= 33
33 <	<= 36
36 <	<= 39
39 <	<= 42
42 <	<= 45
45 <	<= 48
48 <	<= 51
51 <	<= 54
54 <	<= 57
57 <	<= 60
60 <	<= 63
63 <	<= 66
66 <	

Scale 1:1200

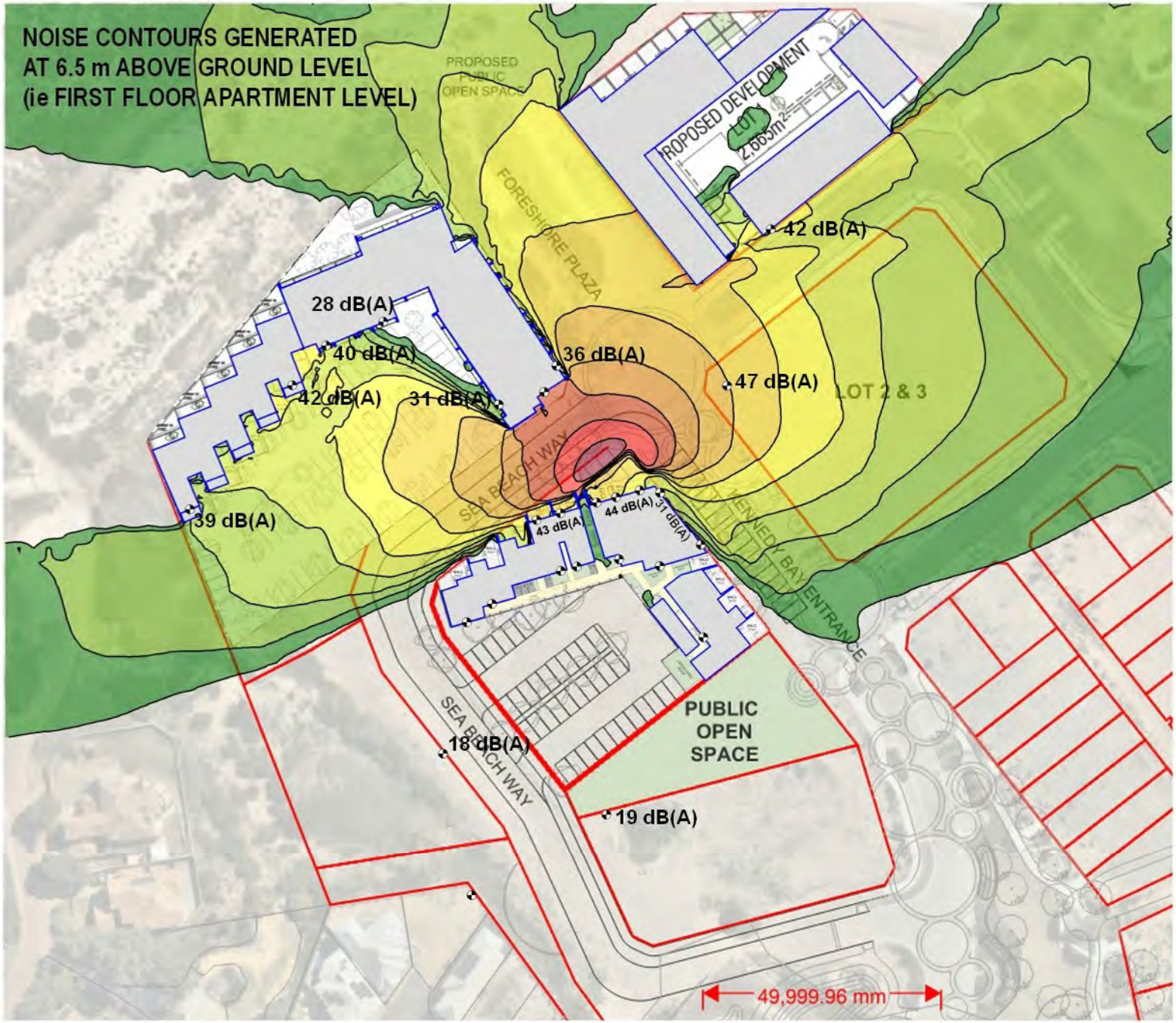
0 5 10 20 30 40 m

SCENARIO AD1

NOISE EMISSIONS FROM F&B TENANCY

- BI-FOLD / SLIDING DOORS OPEN.
- ALFRESCO AREA FULLY OCCUPIED.
- SOLID TRANSLUCENT ROOFING OVER 50% OF THE ALFRESCO AREA

ENVIRONMENTAL NOISE ASSESSMENT
LOT 4 KENNEDY BAY



Noise level
L10
in dB(A)

	<= 30
30 <	<= 33
33 <	<= 36
36 <	<= 39
39 <	<= 42
42 <	<= 45
45 <	<= 48
48 <	<= 51
51 <	<= 54
54 <	<= 57
57 <	<= 60
60 <	<= 63
63 <	<= 66
66 <	

N

Scale 1:1200

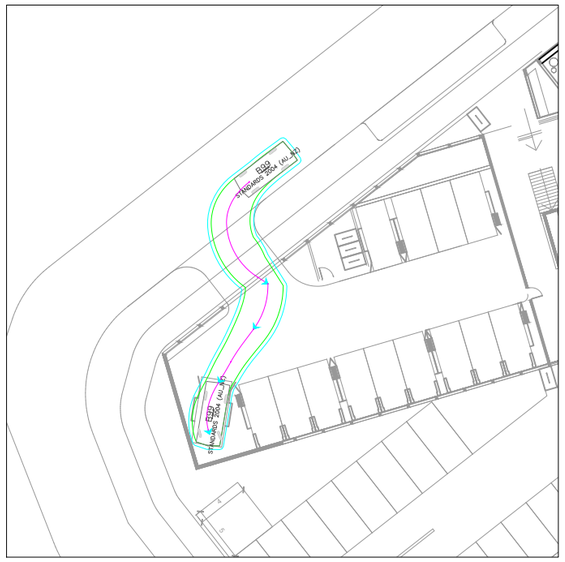
0 5 10 20 30 40 m

SCENARIO AD2

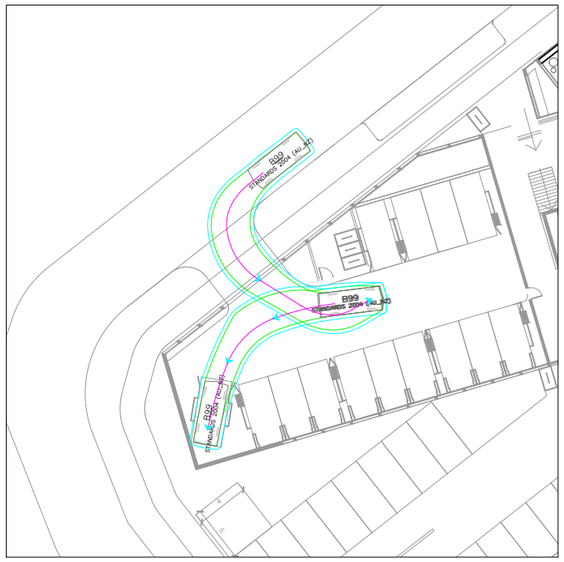
NOISE EMISSIONS FROM F&B TENANCY

- BI-FOLD / SLIDING DOORS CLOSED.
- ALFRESCO AREA FULLY OCCUPIED.
- SOLID TRANSLUCENT ROOFING OVER A PORTION OF THE ALFRESCO AREA

A3 :500 10 20 30



B99 - Forward Entry into Bay
5km/h Design Speed and 300mm Body Clearance

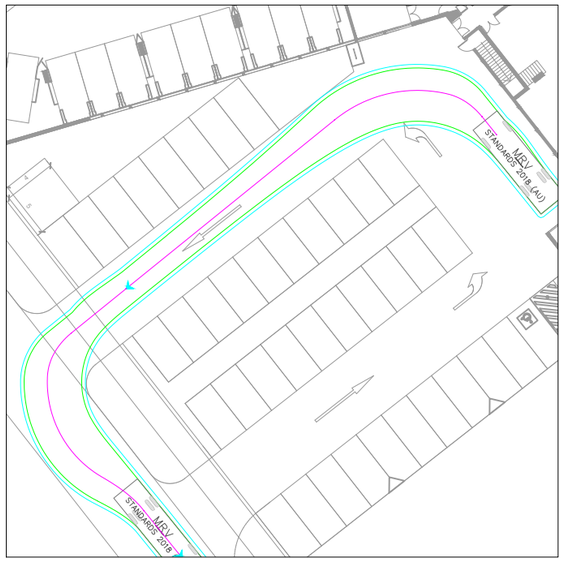


B99 - Reverse Entry into Bay
5km/h Design Speed and 300mm Body Clearance

B99 - Reverse Exit of Bay
5km/h Design Speed and 300mm Body Clearance

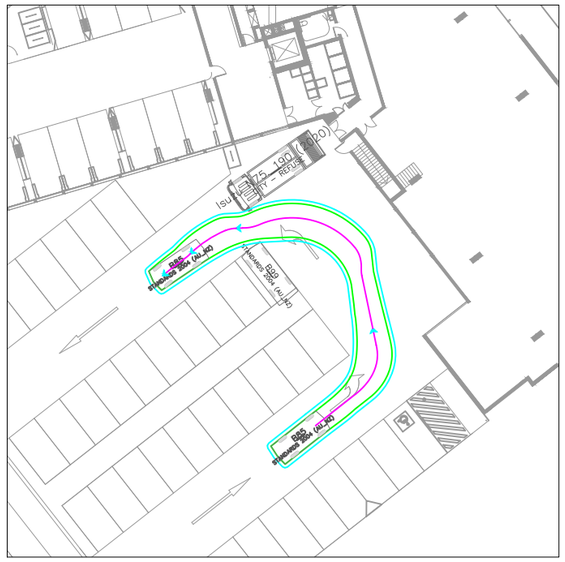
B99 - Forward Exit of Bay
5km/h Design Speed and 300mm Body Clearance

MRV - Entry to Loading Bay
5km/h Design Speed and 300mm Body Clearance



MRV - Exit of Loading Bay
5km/h Design Speed and 300mm Body Clearance

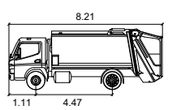
Waste - Collection Entry
5km/h Design Speed and 300mm Body Clearance



B85 - Passing Parked Waste and B99
2km/h Design Speed and 300mm Body Clearance

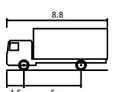
B85 Vehicle	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

B99 Vehicle	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



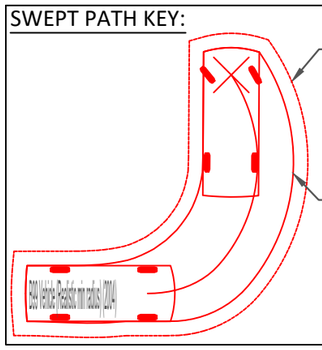
Isuzu N75. 190 (2020)

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 54.6



MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.000m

SWEPT PATH KEY:



Rev	Date	Drw	Chk	App
D	01/09/25	CS	TM	TM

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Client
Western Australia Beach & Golf Resort Pty Ltd

Project
Lot 4 Kennedy Bay Entrance

Drawing Status
Information

Title
Swept Path Analysis

Drawing No.
07695D-SK-01-D-LOT4-SWPT

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transport • engineering • placemaking
Birmingham | Bristol | Cambridge | London | Manchester | Reading
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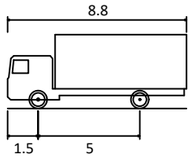
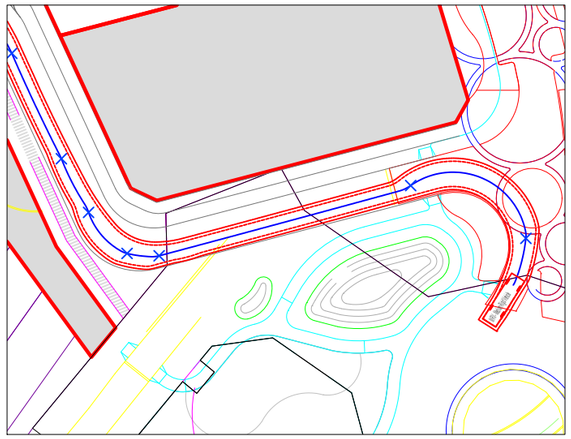
A3 :500 10 20 30



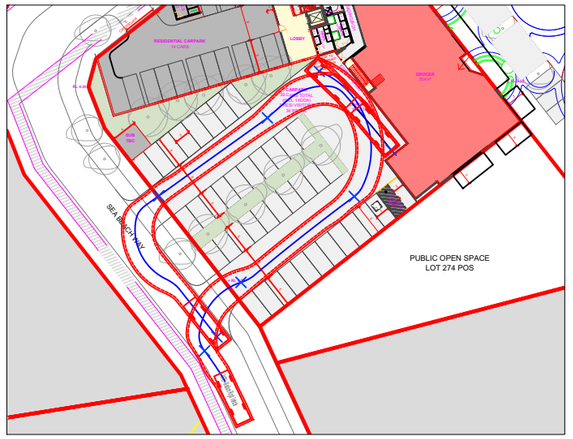
MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.000m

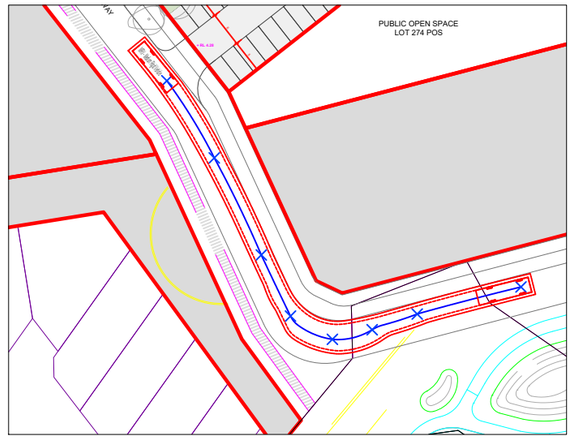
Service Vehicle (MRV)
Vehicle Profile



MRV - Left-Turn into Sea Beach Way
5km/h Design Speed and 500mm Body Clearance

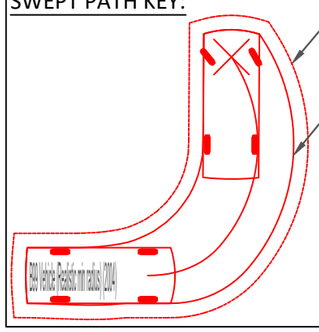


MRV - Entry/Exit of Site
5km/h Design Speed and 300mm Body Clearance



MRV - Exit from Site
5km/h Design Speed and 300mm Body Clearance

SWEPT PATH KEY:



Rev	Date	Drw	Chk	App
C	02/04/25	CS	TM	TM

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Client
Western Australia Beach & Golf Resort Pty Ltd

Project
Lot 4 Kennedy Bay Entrance

Drawing Status
Information

Title
Swept Path Analysis

Drawing No.
07695D-SK-01-C-LOT4-SWPT

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Subject: [PJA: 07695-D]: Kennedy Bay Lot 4 RFI Response Comments
Date: Thursday 14 August 2025 at 12:25:46 Australian Western Standard Time
From: Cameron Steel
To: Reyne Dial
CC: Tanya Moran
Attachments: image001.jpg, image002.png, image527037.gif, APPENDIX-C_07695D-SK-01-C-LOT4-SWPT.pdf

Hi Reyne,

Please refer to the table below for PJA's draft response to the Lot 4 RFI comments discussed on Friday last week.

Could we also get approval to proceed with undertaking the additional swept paths on an hourly rates basis?

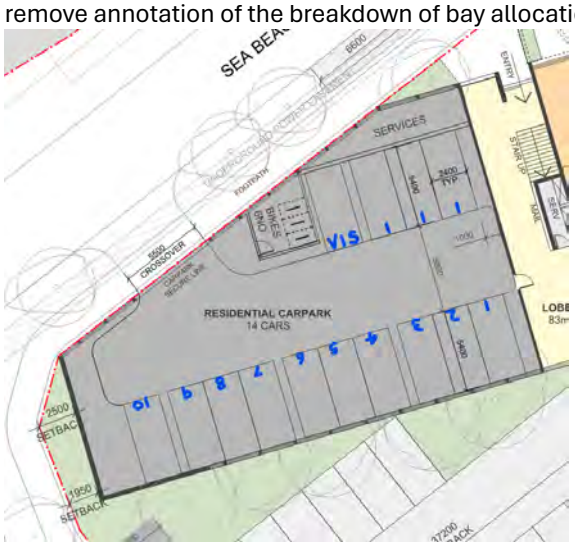
Let us know if there is anything further to add that is not covered in the table below.

Issue	City Comments	Applicant Response
Residential Car Park Design	AS2890 User Class 2 design is required: A minimum car parking bay dimension of 2.5m (width) by 5.4m (length) with a 5.8m parking aisle width is required as the units will also be used for Short Term Accommodation (i.e. commercial use). The site plan suggests a 2.4m wide parking bays therefore does not comply with AS2890.1.	**Action** - The carpark is typically User Class 1A (residential, domestic and employee parking) but plans to be updated for 2.5m wide bays to accommodate wider development opportunities.
	AS2890.1 requires for single sided aisles where one side is angle parking and the other side is restricted by a vertical obstruction then the parking aisle width shall be increased by 0.3m (i.e. 5.8m + 0.3m = 6.1m total). The westernmost parking bay has a parking aisle	**Action** - Swept path analysis to be undertaken to demonstrate the movement in and out of the westernmost bay, with appropriate modifications or controls (e.g. reverse in only), if applicable.

	width less than this minimum requirement therefore does not comply with AS2890.1. Difficult turning movement is expected for this proposed car parking bay. Swept path analysis is required to demonstrate that vehicles are able to enter and exit the bay in less than or equal to two (2) turning movements.	
	AS2890.1 requires a maximum blind aisle length of six 90 degree bays plus 1 metre. The proposed blind aisle exceeds this maximum allowable limit therefore means for cars to turn around at the end and drive out forward is required.	**No Action** - The carpark is for residents only with dedicated bays for each residence (6 bays is only applicable for carparks open to the public - additionally, the aisle is 6 bays +1m from the crossover). Therefore, the bay should always be free and not require visibility to the end of the aisle as vehicles will be able to park and exit in forward gear.
Commercial Car Park Design	The Transport Impact Statement did not include the swept path diagrams in Appendix C. Please provide.	**No Action** - Swept paths attached separately. This shows an 8.8m long medium rigid vehicle (MRV) accessing the site.
Crossover sight distances – traffic safety concern	There is insufficient sight distance for two proposed vehicle crossovers in proximity to the bend in Sea Beach Way for a posted speed limit of 50km/h. The City recommends relocating access crossover to the residential car	**No Action** - The TIS notes that the negotiation speed of the bend on Sea Beach Way is around 20km/h, which reduces the sight distance requirement to 15m. Therefore, a substandard curve sign (W1-11) with 20km/h advisory speed sign (W8-2) could be used to encourage safer approach speeds.

	park to come in from the commercial car park.	
Universal access to building entries.	Universal access is required between the commercial car parking area and the residential lobby as well as the commercial tenancies.	**Action (commercial access)** – Concept plan for adjacent POS to be provided, showing continuation of path from carpark. **No Action (residential access)** – Access to residential lobby from carpark at the rear not to be provided. Access is available via the adjacent path on Sea Beach Way to the frontage access.
Waste Management Plan (V1.0)	Vehicle swept path diagrams are required to be provided demonstrating the ability of a commercial waste vehicle to circulate, load and collect waste from the rear car park. A City rear loading waste vehicle needs to be able enter the site to collect general and recyclable waste, however the 240L organic bins (240L) would still need to be collected from the verge (the City can't enter the site for FOGO).	The *City of Rockingham Waste Management Plan 2020/21* indicates that Suez are contracted to collect waste. The Suez rear lift collection vehicles are 8.0m long but have a wider turning circle (25m) than an 8.8m long MRV (20m). **Action** - The swept path analysis can be updated to show an 8.0m rear lift waste truck. **Vehicle specifications** Overall length 8.0m Overall width 2.5m Height (travel) 3.4m Height (in operation) 3.4m Weight (vehicle only) 13.0t Weight (payload) 9.5t Turning circle 25.0m
A3.7.1 - Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.	The residential visitor bays and universal parking bays are located in the southern car park with no direct pedestrian connection to the entry of the residential lobby, meaning pedestrians need to walk a more circuitous route. To provide a more direct pedestrian connection,	**As above (provided below)**. Action (commercial access) – Concept plan for adjacent POS to be provided, showing continuation of path from carpark. No Action (residential access) – Access to residential lobby from carpark at the rear not to be provided. Access is available via the adjacent path on Sea Beach Way to the frontage access.

	particularly for people with disabilities, it is recommended that the plans are amended to provide a universally accessible pedestrian entry to the south side of the residential lobby connecting with a continuous path of travel to the southern car park. The City recommends incorporating a design element to accentuate the location/legibility of the residential lobby entrance in the building façade.	
A3.7.4 - Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.	Please demonstrate compliance with A3.7.4.	**No Action** – No shared zones are proposed. All frontage roads are proposed to be kerbed with off-street paths.
A3.8.3 - Vehicle entries have adequate separation from street intersections.	There is insufficient sight distance for the residential crossover and for the commercial 'exit' crossover for a 50km/h speed limit, given the proximity to the 90 degree bend	**As above (provided below)**. No Action - The TIS notes that the negotiation speed of the bend on Sea Beach Way is around 20km/h, which reduces the sight distance requirement to 15m. Therefore, a substandard curve sign (W1-11) with 20km/h advisory speed sign (W8-2) could be used to encourage safer approach speeds.

	in Sea Beach Way. Please review the design of the residential car park with the intent to relocate vehicle access to come from the commercial car park. This is the City's preferred position.	
A3.9.4 - Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended)	The areas used for car parking and vehicle turning movements do not conform to AS2890. The City considers that User Class 2 applies to the proposed "Residential Carpark". Refer to the City's Technical Comments for further information.	**As above (provided below)**. Action - The carpark is typically User Class 1A (residential, domestic and employee parking) but plans to be updated for 2.5m wide bays to accommodate wider development opportunities. Action - Swept path analysis to be undertaken to demonstrate the movement in and out of the westernmost bay, with appropriate modifications or controls (e.g. reverse in only), if applicable. No Action - The carpark is for residents only with dedicated bays for each residence (6 bays is only applicable for carparks open to the public - additionally, the aisle is 6 bays +1m from the crossover). Therefore, the bay should always be free and not require visibility to the end of the aisle as vehicles will be able to park and exit in forward gear.
A3.9.7 - Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries.	As per A3.7.1 above, consider how a more direct pedestrian access can be provided between the residential lobby and the residential visitor and universal parking bays in the southern car park. Delineate the residential visitor car bays on the site plan and 'Visitor Parking' signage.	**Action** – Nelson + Koo to markup parking allocation in residential carpark and remove annotation of the breakdown of bay allocation within the main carpark.  Local Planning Policy 3.3.14 Bicycle Parking and End of Trip Facilities overarches the R-Codes where the 85th percentile parking demand ratio is 0.97 bays per bedroom for residents and 0.07 bays per bedroom for visitors. The TIS adds these together to determine an appropriate supply of 13.52 (14 bays) where 1 bay would be for visitors. Additionally, the 85th percentile parking demand for the Grocer and F&B is 17 bays. Therefore, an additional 22 bays are proposed on-site as reciprocal use between visitors and patrons of the

		Grocer/F&B, without requiring to be allocated for a specific use.

Cheers,
Cam

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Bushfire Management Plan

Development Application: Lot 4 Kennedy Bay, Port Kennedy

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Bushfire Management Plan

Development Application: Lot 4 Kennedy Bay, Port Kennedy

Report No:
A25.076-RPT-BMP_B_DRAFT
Issue Date:
13-Aug-2025
Status
DRAFT

Prepared for:
PLACE DEVELOPMENT
98 Colin Street
Perth WA 6005

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Internal Review

Author	Reviewed by	Approved by
Hannah Cunningham Bushfire Consultant	Dan Panickar Senior Principal Level 3 Accredited BPAD Practitioner - 37802	Dan Panickar Senior Principal Level 3 Accredited BPAD Practitioner - 37802
14-Aug-2025	**14-Aug-2025**	**14-Aug-2025**

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Bushfire Protection

The bushfire management measures and risk treatments proposed in this document do not guarantee that buildings or infrastructure will not be damaged in a bushfire, nor that there will be no injuries or fatalities either on the site or offsite while evacuating. Primarily, this is due to the unpredictable nature and behaviour of fire and fire weather conditions. In addition, implementation of the required bushfire management measures (including construction standards, maintenance etc.) and any other required or recommended measures, will depend upon, among other things, the ongoing actions of landowners and/or operators over which WEPL has no control.

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Appendices

Appendix A: Classified vegetation photos
Appendix B: Development Plans

1. Introduction

1.1 Proposal Details

Place Development is seeking to progress a development application for Lot 4, Sea Beach Way, Port Kennedy (the subject site; Figure 1). This development application will result in an intensification of land use and ultimately, involves the development of a multi dwelling residential, short stay accommodation and commercial unit comprising of 10 residential units, a supermarket, carpark and food and beverage (Figure 2).

The subject site is within a designated bushfire prone area as per the *Western Australia State Map of Bush Fire Prone Areas* (DFES, 2024; Figure 3), which triggers bushfire planning requirements under *State Planning Policy 3.7 Bushfire* (SPP 3.7; WAPC, 2024a) and reporting to accompany submission of the development applications in accordance with the associated *Planning for Bushfire Guidelines* (the Guidelines; WAPC, 2024b).

Western Environmental Approvals Pty Ltd. (WEPL) was commissioned to prepare a Bushfire Management Plan (BMP) to support the development application at the subject site. This BMP has been prepared by Bushfire Consultant Hannah Cunningham, and Senior Principal Bushfire Consultant Daniel Panickar (FPAA BPAD Level 3 Certified Practitioner No. BPAD37802).

1.1.1 Site context

The subject site is located within the City of Rockingham and is zoned urban under the Metropolitan Region Scheme, development under the City of Rockingham Local Planning Scheme No. 2, and commercial under the draft Kennedy Bay Structure Plan. The subject site comprises cleared land and is bound by coastal dunes to the north, vegetation to the west, cleared areas for development to the south and east.

This BMP has been prepared in accordance with SPP 3.7 and the Guidelines to support the assessment of the development application for the subject site submitted to WAPC.

In addition, this BMP provides strategies and guidance to reduce the level of bushfire risk exposure for the subject site through implementation of a range of bushfire management measures in accordance with the Guidelines.

2. Environmental Considerations

SPP 3.7 policy objective 5.4 recognises the need to consider bushfire risk management measures alongside environmental, biodiversity and conservation values.

2.1 Native Vegetation - Modification and Clearing

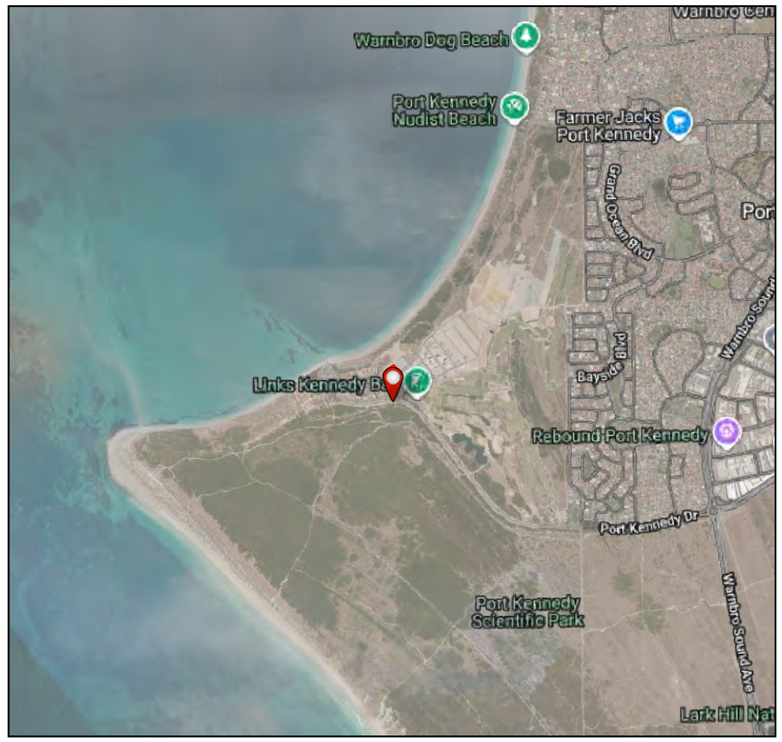
The subject site has been cleared of vegetation and is currently devoid of native vegetation.

From a desktop review of publicly available data, the site falls within an Environmentally Sensitive Area associated with a mapped Threatened Ecological Community (TEC) likely to be within the dune system to the west. Native Quindalup Complex vegetation has been mapped in the area, also associated with the dune system. However, the site is devoid of any vegetation (refer to Figure 2 [DWER-046]) and the TEC is not expected to pose a constraint to development.

WEPL is not aware of any outstanding environmental approvals required for development to proceed.

2.2 Revegetation/Landscape Plans

Landscaping proposed within the subject site will be maintained in a low threat state.



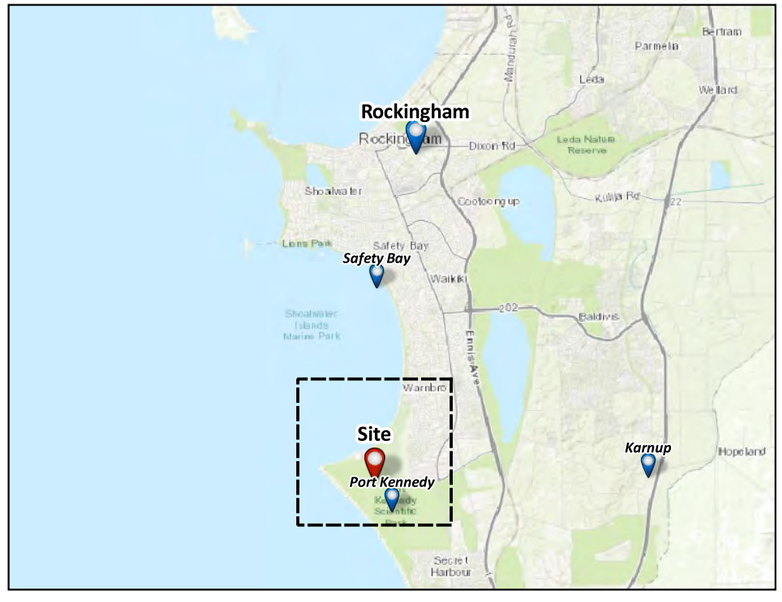


Figure 1: Site Overview

N

0 30 60 90 120 m

SCALE: 1:2,000	SHEET SIZE: A3 COLOUR	
PROJECT/REPORT NAME: Bushfire Management Plan Lot 4 Kennedy Bay, Port Kennedy		
CLIENT: Place Development		
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.076	VERSION: 0
DATA SOURCE: Nearmap Imagery (3 February, 2025)	DRAWN BY / REVIEWED BY: JP/HC	DATE: 13/8/2025

Legend
- Subject Site
- Buffer 100m
- Buffer 150m

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	13/8/2025

NOTES:

Cadastral boundary (LGATE-002). Base map ESRI Topo. Townsites (LGATE-248).

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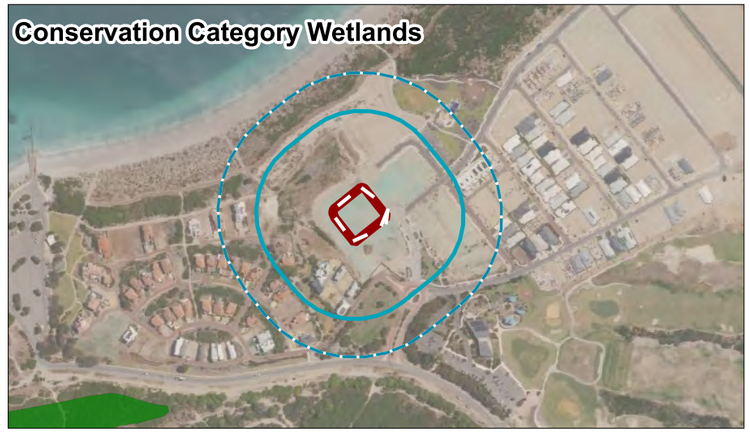

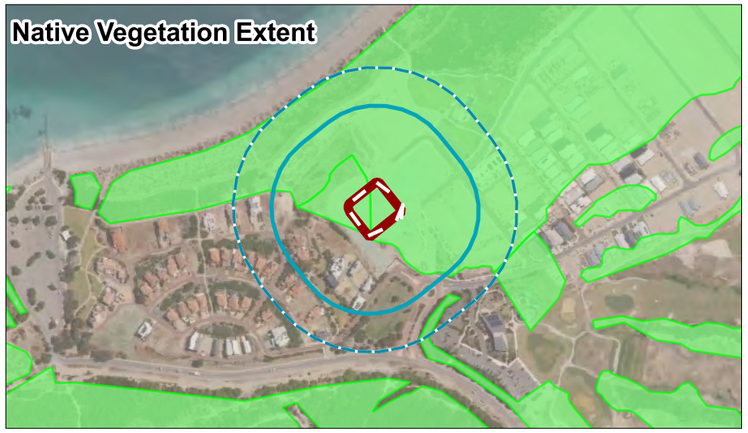

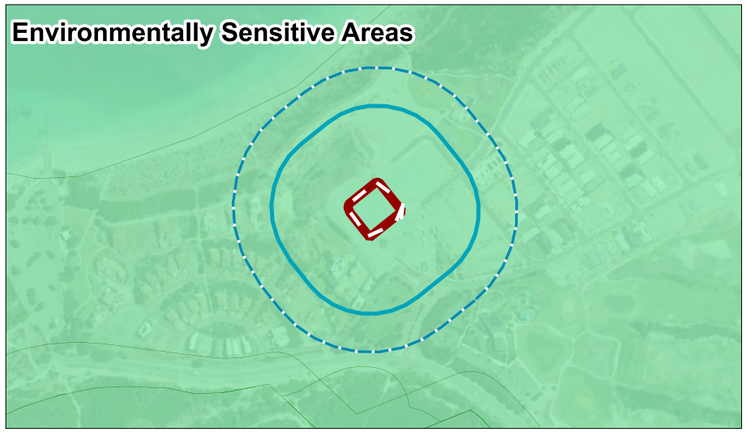

Figure 2: Site Plan

N

0 30 60 90 120 m

SCALE: 1:2,000	SHEET SIZE: A3 COLOUR
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.076 / VERSION: 0
DATA SOURCE: Nearmap Imagery (3 February, 2025)	DRAWN BY / REVIEWED BY: JP/HC / DATE: 13/8/2025

PROJECT/REPORT NAME
Bushfire Management Plan
Lot 4 Kennedy Bay, Port Kennedy

CLIENT
Place Development

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Carpark
- Building Footprint
- Native Vegetation Extent (DPIRD-005)
- Clearing Regulations - Environmentally Sensitive Areas (DWER-046)
- Geomorphic Wetlands, Swan Coastal Plain (DBCA-019)
- Conservation

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	13/8/2025

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

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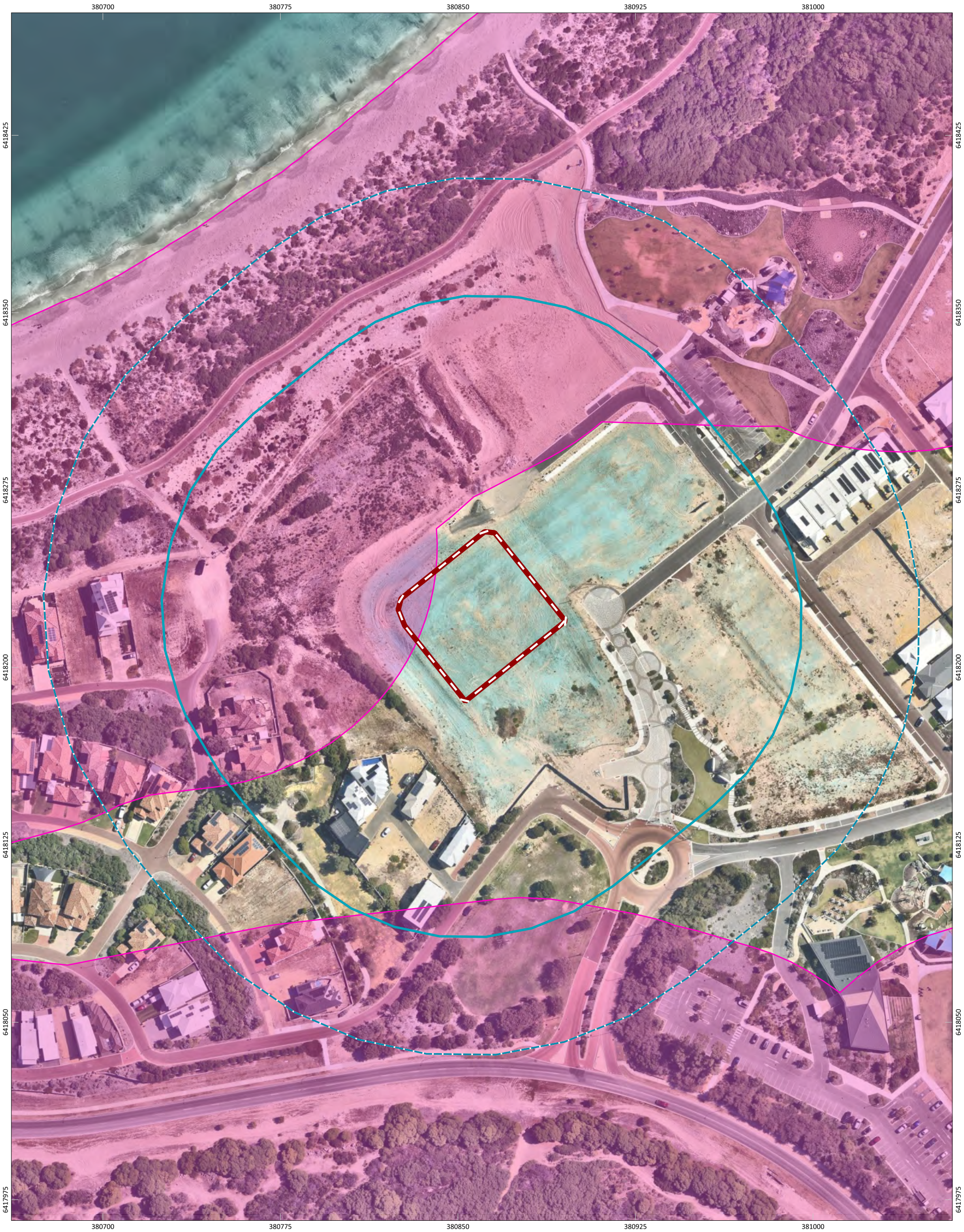

Figure 3: Bushfire Prone Areas

0 10 20 30 40 m

N

PROJECT/REPORT NAME	Bushfire Management Plan Lot 4 Kennedy Bay, Port Kennedy
SCALE	1:1,500
SHEET SIZE	A3 COLOUR
CLIENT	Place Development
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.076
VERSION	0
DATA SOURCE	Nearmap Imagery (3 February, 2025)
DRAWN BY / REVIEWED BY	JP/HC
DATE	13/8/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m

Bush Fire Prone Area Planning (OBRM-023)

- Bushfire Prone Area 2

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	13/8/2025

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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3. Bushfire Assessment Results

3.1 Bushfire Attack Level Assessment Inputs

A bushfire assessment has been undertaken for the proposed development in accordance with the Guidelines. Inputs to this assessment are detailed below.

3.1.1 Fire Danger Index

A blanket Fire Danger Index (FDI) 80 is adopted for Western Australia, as outlined in *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (SA, 2018).

3.1.2 Pre-Development Vegetation Classification and Slope under Vegetation

Vegetation and effective slope (i.e. slope under vegetation) within the subject site and surrounding 150 m (the assessment area) were assessed on 12/03/2025 in accordance with the Guidelines and AS 3959: 2018.

The pre-development classified vegetation and effective slope for the site from each of the identified vegetation plots are identified below in Table 1.

Table 1: Pre-Development Classified Vegetation as per AS 3959: 2018

Plot	Vegetation classification	Effective slope
1	Class D Scrub	Downslope >0 to 5 degrees
2	Class C Shrubland	Downslope >0 to 5 degrees
3	Class G Grassland	All upslopes and flat land (0 degrees)
4	Excluded - clause 2.2.3.2 (e)	-
5	Excluded - clause 2.2.3.2 (f)	-

Photographs relating to each area and vegetation type are included in Appendix A.

3.1.3 Post-Development Assumptions

No change in the vegetation classifications is proposed following the completion of development works. The vegetation classification scenario is depicted in Figure 4 and the assessment outputs in this BMP have been based on the post-development scenario.

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Figure 4: Vegetation Classification

N

0 10 20 30 40 m

PROJECT/REPORT NAME: Bushfire Management Plan Lot 4 Kennedy Bay, Port Kennedy		
SCALE: 1:1,500	SHEET SIZE: A3 COLOUR	CLIENT: Place Development
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.076	VERSION: 0
DATA SOURCE: Nearmap Imagery (3 February, 2025)	DRAWN BY / REVIEWED BY: JP/HC	DATE: 13/8/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Photos

Contour Line (LGATE-140)

- Each 1m
- Each 5m

Vegetation Classification

- Class C - Shrubland
- Class D - Scrub
- Class G - Grassland
- Excluded AS 3959: 2018 2.2.3.2 (e)
- Excluded AS 3959: 2018 2.2.3.2 (f)

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	13/8/2025

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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3.2 Bushfire Attack Level Assessment Outputs

A Bushfire Attack Level (BAL) assessment has been undertaken in accordance with SPP 3.7, the Guidelines, AS 3959: 2018 and the bushfire assessment inputs in Section 3.1.

3.2.1 BAL Assessment

All land located within 100 m of the classified vegetation depicted in Figure 4 is considered bushfire prone and is subject to a BAL assessment in accordance with AS 3959: 2018.

A Method 1 BAL assessment (as outlined in AS 3959: 2018) has been completed for the proposed development and incorporates the following factors:

- Fire Danger Index (FDI) rating.
- Vegetation class.
- Slope under classified vegetation.
- Distance between proposed development area and the classified vegetation.

Based on the identified BAL, construction requirements for relevant buildings/structures can then be assigned. The BAL rating gives an indication of the expected level of bushfire attack (i.e. radiant heat flux, flame contact and ember penetration) that may be received by proposed buildings and subsequently informs the standard of construction required to increase building survivability.

3.2.2 Method 1 BAL Assessment

Table 2 and Figure 5 display the Method 1 BAL assessment (in the form of BAL contours) that has been completed for the proposed development using the post-development vegetation classifications, in accordance with AS 3959: 2018 methodology.

Post-development, the proposed building will subject to BAL-19.

Table 2: Method 1 BAL Calculation (BAL Contours)

Plot	Vegetation classification	Effective slope	Separation distances required (m)				
			BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
1	Class D Scrub	Downslope >0 to 5 degrees	<11	11-<15	15-<22	22-<31	31-<100
2	Class C Shrubland	Downslope >0 to 5 degrees	<7	7–<10	10–<15	15–<22	22–<100
4	Class G Grassland	All upslopes and flat land (0 degrees)	<6	6-<8	8-<12	12-<17	17-<50
4	Excluded - clause 2.2.3.2 (e)	-	No separation distances required - BAL-LOW				
5	Excluded - clause 2.2.3.2 (f)	-	No separation distances required - BAL-LOW				

Post-development, the proposed buildings within the subject site will be exposed to a radiant heat flux of ≤19 kW/m2 (BAL-19) as detailed in Table 3. As the proposed buildings are linked, they have been treated as one for the purposes of the BAL assessment.

Table 3: BAL Rating for Proposed Development (Method 1)

Proposed Building/Asset	Plot Most Affecting BAL Rating	Separation Distance	BAL Rating
Multiple dwelling building	Plot 2	22 m	BAL-19

4. Identification of Bushfire Hazard Issues

The proposed building will be subject to a BAL rating of BAL-19

A reassessment of BAL ratings, through either a BMP addendum or revised BMP will be undertaken if changes to development design or classified vegetation within the assessment area which require a modified bushfire management response occur.

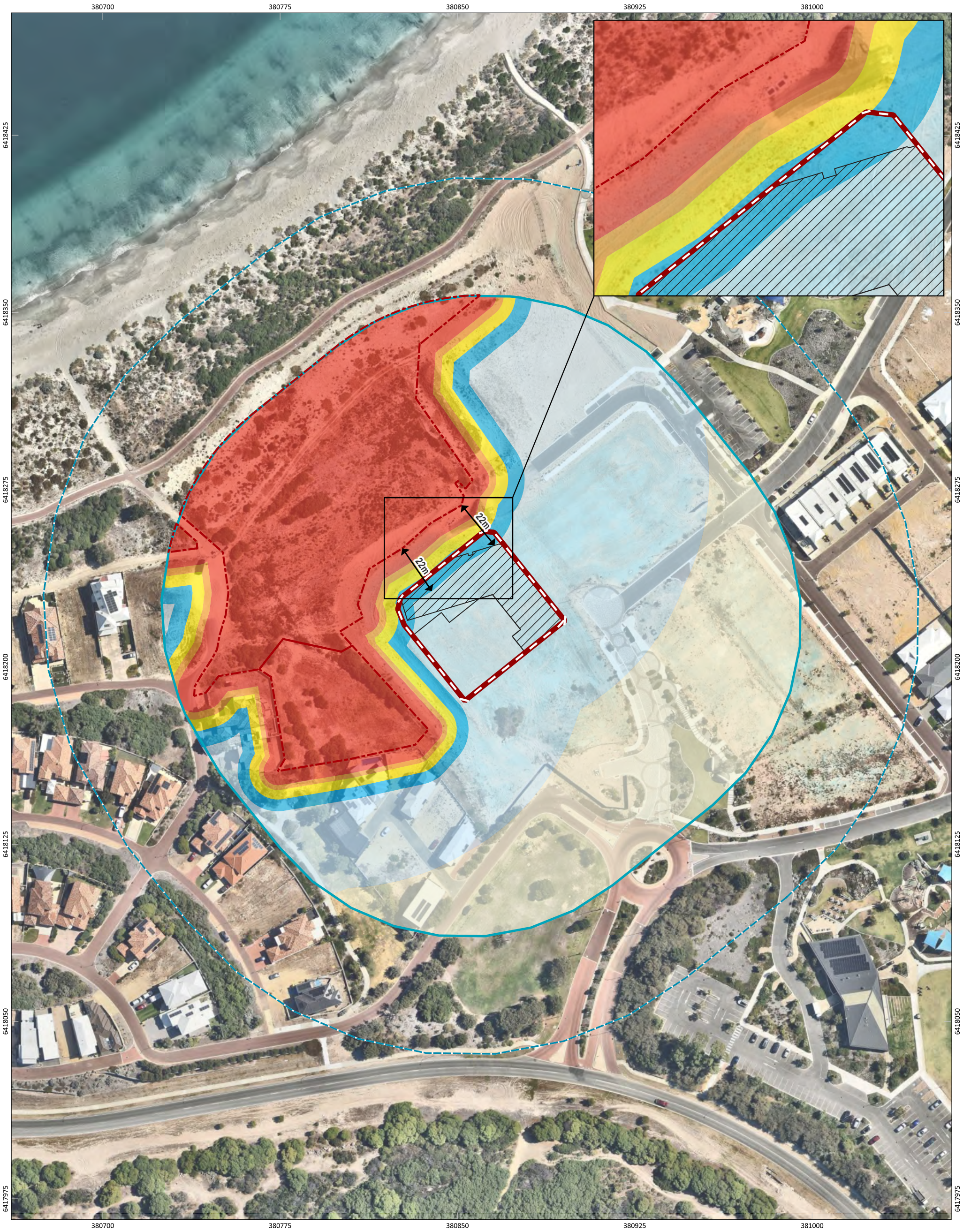

Figure 5: Bushfire Attack Level (BAL) Contours

0 10 20 30 40 m

N

SCALE	1:1,500
SHEET SIZE	A3 COLOUR
PROJECT/REPORT NAME	Bushfire Management Plan Lot 4 Kennedy Bay, Port Kennedy
CLIENT	Place Development
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.076
VERSION	0
DATA SOURCE	Nearmap Imagery (3 February, 2025)
DRAWN BY / REVIEWED BY	JP/HC
DATE	13/8/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Building Footprint
- Carpark
- Bushfire Hazard Interface

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	13/8/2025

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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5. Assessment Against the Bushfire Protection Criteria

5.1 Compliance

The proposed development is required to comply with policy measure 7.1 of SPP 3.7 and Bushfire Protection Criteria 6 and 7 of the Guidelines.

Table 3 outlines the Acceptable Solutions (AS) that are relevant to the proposal and summarises how the intent of each Bushfire Protection Criteria has been achieved through the application of bushfire risk management measures. No Outcomes-based Solutions (OS) have been proposed for this development. These management measures are depicted in Figure 6 where relevant.

The implementation of the BMP is anticipated to align with objectives 6.1-6.4 and 7.1-7.4 of SPP 3.7. The residential criteria encompass all the same requirements as the commercial criteria, with the exception of element A2.4 of Criteria 7 of SPP 3.7, which specifically addresses the storage of hazardous, flammable, and combustible materials in areas exceeding 29 kW/m^2. As the entirety of the site is subject to BAL ratings ≤ BAL-19, the proposed development is considered compliant with Criteria 7 (Appendix B).

The short stay accommodation component of the proposed development may potentially be considered a vulnerable tourism land use under SPP 3.7. Consultation with the City of Rockingham has resulted in a hybrid outcome where the development will be assessed against Bushfire Protection Criteria 6 and 7 of the Guidelines, with a Bushfire Emergency Plan prepared to address the tourism land use.

Table 4: Assessment Against the Bushfire Protection Criteria

Bushfire Protection Criteria 5	AS	OS	N/A
Element 1: Location **A1.1 Broader Landscape Assessment**	☐	☐	✓
Not Applicable for Development Applications.			
Element 2: Siting and design **A2.1 Siting and design**	✓	☐	☐
Post-development, the proposed building will be subject to BAL-19. The proposed development is considered to be complaint with A2.1			
A2.1b Sitting in an area with radiant heat impact exceeding 29 kW/m^2 (BAL-40 or BAL-FZ)	☐	☐	✓
Not Applicable - Post-development, the proposed building will be subject to BAL-19.			
A2.2 Asset Protection Zone (APZ)	✓	☐	✓
No APZs are proposed or required to ensure the radiant heat flux exposure for the proposed building exceeds 29 kW/m^2 given that all vegetation with the subject site has been cleared for development and is surrounded by roads(existing and under construction). The proposed development is considered to be complaint with A2.2			

Bushfire Protection Criteria 5	AS	OS	N/A
A2.3 Clearing of native vegetation	✓	☐	☐
Vegetation within the subject site has been historically cleared. As such, no clearing of native vegetation is required to facilitate the proposed development. The proposed development is considered to be compliant with A2.3.			
Element 3: Vehicular access **A3.1 Private driveways**	☐	☐	✓
Not applicable. The subject site contains a car park that is 37 m long with two entry and exit points (refer to Appendix B).			
Element 4: Water supply **A4.1 Water supply for existing habitable buildings**	✓	☐	☐
Water hydrants are located 18.4 m and 73.4 m from the subject site (refer to Figure 6). The proposed development is considered to be compliant with A4.1.			

Note: AS - Acceptable solution, OS - Outcomes-based solution, N/A - Not applicable.

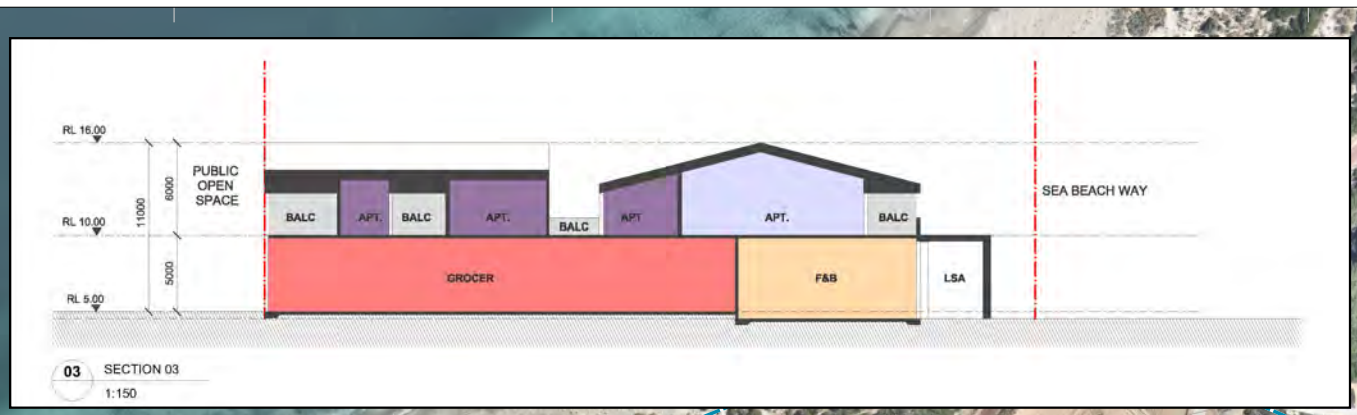

Figure 6: Spatial representation of the bushfire management strategies

N 0 10 20 30 40 m	PROJECT/REPORT NAME: Bushfire Management Plan Lot 4 Kennedy Bay, Port Kennedy		
SCALE: 1:1,500	SHEET SIZE: A3 COLOUR	CLIENT: Place Development	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.076	VERSION: 0	
DATA SOURCE: Nearmap Imagery (3 February, 2025)	DRAWN BY / REVIEWED BY: JP/HC	DATE: 13/8/2025	

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Building Footprint
- Carpark
- Water Hydrant (WCORP-070)

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

No	Description	Drawn	Approved	Date
A	Original issue	JP	HC	13/8/2025

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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6. Responsibilities for Implementation and Management of Bushfire Management Measures

Responsibility for implementation of the bushfire risk management measures outlined in Section 5 of this BMP applies to the developer, future owners/builders within the subject site and the local government. Table 4 provides a works program detailing these measures, timing of implementation and responsibility.

Table 5: Proposed Works Program

No.	Bushfire management measure
Developer responsibilities - Prior to issue of Title	
1	Provide reticulated water supply to the subject site and hydrants in accordance with Water Corporation Design Standard DS63.
2	Ensure the entirety of the subject site is either non-vegetated or contains low-threat maintained vegetation.
3	Construct buildings to BAL-19 construction standards in AS3959:2018
Landowner/Builder responsibilities - Ongoing	
4	Maintain landscaping in a low threat state

7. Conclusion

In the professional opinion of the author, the proposed development satisfies the intent, aim and objectives of SPP 3.7 and the Guidelines and is recommended for approval.

8. References

Department of Fire and Emergency Services (DFES). (2025). *Map of Bush Fire Prone Areas*. Retrieved on 13/02/2025 from: http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx.

Department of Water and Environmental Regulation (DWER), (2021). Clearing Regulations - Environmentally Sensitive Areas (DWER-046). Accessed March 2025 from https://catalogue.data.wa.gov.au/dataset/clearing-regulations-environmentally-sensitive-areas-dwer-046

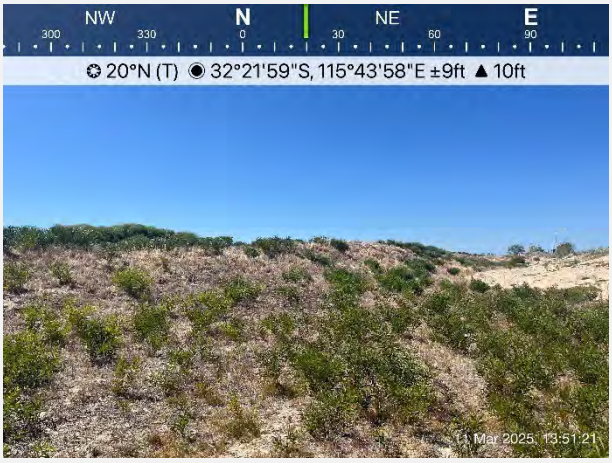
Standards Australia (SA). (2018). *Construction of buildings in bushfire-prone areas* (AS 3959: 2018).

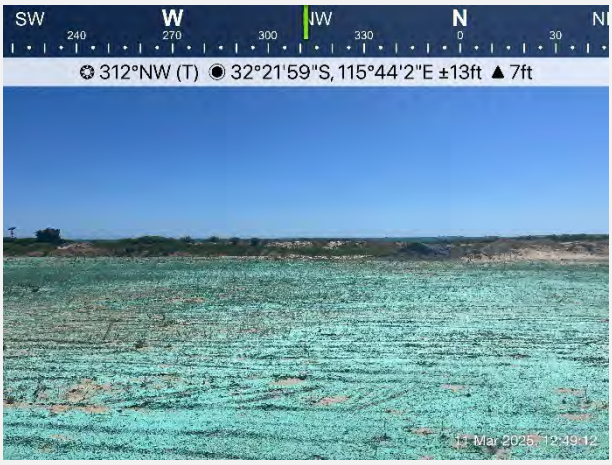
Western Australian Planning Commission (WAPC). (2024a). *State Planning Policy 3.7 Bushfire*. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2024b). *Planning for Bushfire Guidelines*. Government of Western Australia.

Appendix A:
Classified vegetation photos

Plot 1	Class D Scrub
Photo 1 This plot consists of shrubs reaching over 2 m up to 6 m in height with >30% foliage cover. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	
Plot 2	**Class D Scrub**
Photo 2 This plot consists of shrubs reaching over 2 m up to 6 m in height with >30% foliage cover. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 3	**Class C Shrubland**
Photo 3 Shrubs 1 m–2 m high with foliage cover greater than 30%. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	

Plot 3	Class C Shrubland
Photo 3 Shrubs 1 m–2 m high with foliage cover greater than 30%. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	
Plot 3	**Class C Shrubland**
Photo 5 Shrubs 1 m–2 m high with foliage cover greater than 30%. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	
Plot 3	**Class C Shrubland**
Photo 6 Shrubs 1 m–2 m high with foliage cover greater than 30%. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	

Plot 3	Class G Grassland
Photo 7 Grassland with sparse shrub overstorey (foliage cover is less than 10%). The slope under this vegetation was assessed to be upslope/flat land.	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 8 Roads and managed verges and gardens. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 9 Site cleared areas with dust suppression applied. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	

Plot 3	Excluded - clause 2.2.3.2 (e)
Photo 10 Driveways, parking, roads and managed verges. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 11 Bike path. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 12 Cleared areas with a sand and gravel base. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	

Plot 4	Excluded - clause 2.2.3.2 (f)
Photo 13 Play area and managed garden beds. Low threat vegetation has been excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	
Plot 4	**Excluded - clause 2.2.3.2 (f)**
Photo 14 Parkland with managed grass and gardens. Low threat vegetation has been excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	
Plot 4	**Excluded - clause 2.2.3.2 (f)**
Photo 15 Managed garden bed with mulch and irrigation within a subdivision. Low threat vegetation has been excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	

Appendix B:
Development Plans

Rev	Date	Description
A	20.02.25	DRAFT

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LOT 4

SEA BEACH WAY,
PORT KENNEDY, WA 6172

DEVELOPMENT APPLICATION

DRAWING REGISTER

NUMBER	NAME	REVISION
TP-00-01	COVER SHEET	A
TP-01-01	LOCATION PLAN	A
TP-02-01	GROUND PLAN	A
TP-02-02	LEVEL 01 PLAN	A
TP-02-03	ROOF PLAN	A
TP-05-01	ELEVATIONS	NOT ISSUED
TP-06-01	SECTIONS	A
TP-10-01	SHADOW DIAGRAMS	NOT ISSUED
TP-10-02	NATURAL VENTILATION OPPORTUNITIES	A
TP-10-03	SOLAR AND DAYLIGHT ACCESS	NOT ISSUED
TP-11-01	MATERIALS	NOT ISSUED
TP-12-01	PERSPECTIVES	NOT ISSUED
TP-13-01	DEVELOPMENT SUMMARY	A

North

Consultant

Nelson + Koo

Drawing Status

DRAFT

Project Name

PORT KENNEDY

Drawing Name

COVER SHEET

Architect	Drawn By	Scale@ A1
NK	TN/TS	

Project Number	Drawing Number	Revision
240010	TP-00-01	A

Rev	Date	Description
A	20.02.25	DRAFT

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Project Name

PORT KENNEDY

Drawing Name

LOCATION PLAN

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 1000

Project Number	Drawing Number	Revision
240010	TP-01-01	A

Rev	Date	Description
A	20.02.25	DRAFT

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SEA BEACH WAY

UNDERGROUND POWER EASEMENT

SEATING PAVILION 74m²

RL 4.54 +

7000 SETBACK

CANOPY DASHED OVER

KENNEDY BAY ENTRANCE

14 CARS 90 DEG

GAS METER

4100

2670

ENTRY

STAIR UP

F&B 160m²

STAFF BOH / END OF TRIP 1X DDA+SHWR

ELEC + NBN

K.EX

MECH

SERV

NAIL

SERVICES

5400

2400

BIKES 6NO

1000

5500 CROSSOVER

RESI LIFT

LOADING/BOH

1600

RESIDENTIAL CARPARK 14 CARS

5800

LOBBY

WASTE RESIDENTIAL 12m³

WASTE RETAIL 12m³

1100L

660L

BIN NOS. TO BE CONFIRMED BASED UPON RESI MIX

EGRESS STAIR

GROCER 504m²

RL 4.34 +

2500 SETBACK

1950 SETBACK

LOADING/ WASTE

+ RL 5.00

3000

4300

4600

SUB TBC

2600

5400

CARPARK 37 CARS TOTAL (INCL 1XDDA) 3 RESI VISITORS 34 RETAIL

37200 SETBACK

6600

2700

2700

2600

2600

SHARED AREA

1XDDA

6000

+ RL 4.28

PUBLIC OPEN SPACE LOT 274 POS

North

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Drawing Status

DRAFT

Project Name

PORT KENNEDY

Drawing Name

GROUND PLAN

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-01	A

Rev	Date	Description
A	20.02.25	DRAFT

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SEA BEACH WAY

UNDERGROUND POWER EASEMENT

KENNEDY BAY ENTRANCE

SEATING PAVILION BELOW

CANOPY BELOW

7000 SETBACK

2500 SETBACK

1950 SETBACK

37200 SETBACK

BALC 40m²

4 BED 180m²

BALC 15m²

BALC 14m²

1 BED 54m²

1 BED 54m²

BALC 26m²

BALC 24m²

1 BED 53m²

BALC 18m²

1 BED 54m²

1 BED 53m²

STAIR UP

STAIR UP

RESI LIFT

LANDSCAPED ROOF

LANDSCAPED ROOF

1 BED 54m²

BALC 13m²

BALC 17m²

1 BED 52m²

BALC 21m²

1 BED 53m²

BALC 21m²

1 BED 52m²

RETAIL MECH PLANT

LANDSCAPED ROOF

RETRACTABLE AWNING

RETRACTABLE AWNING

RETRACTABLE AWNING

PUBLIC OPEN SPACE
LOT 274 POS

04 S01

04 S02

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Drawing Status

DRAFT

Project Name

PORT KENNEDY

Drawing Name

LEVEL 01 PLAN

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
240010	TP-02-02	A

Rev	Date	Description
A	20.02.25	DRAFT

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SEA BEACH WAY

UNDERGROUND POWER EASEMENT

KENNEDY BAY ENTRANCE

7000 SETBACK

FALL

RIDGELINE

OPEN TO BELOW

FALL

LANDSCAPED ROOF BELOW

CANOPY BELOW

2670

3000

2500 SETBACK

1950 SETBACK

37200 SETBACK

RIDGELINE

OPEN TO BELOW

FALL

FALL

3000

RETRACTABLE AWNING

2700

RETRACTABLE AWNING

LANDSCAPED ROOF BELOW

2700

RETRACTABLE AWNING

04 S01

04 S01

04 S02

04 S01

04 S01

04 S02

SEA BEACH WAY

PUBLIC OPEN SPACE
LOT 274 POS

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Project Name

PORT KENNEDY

Drawing Name

ROOF PLAN

Architect	Drawn By	Scale @ A1
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Project Number	Drawing Number	Revision
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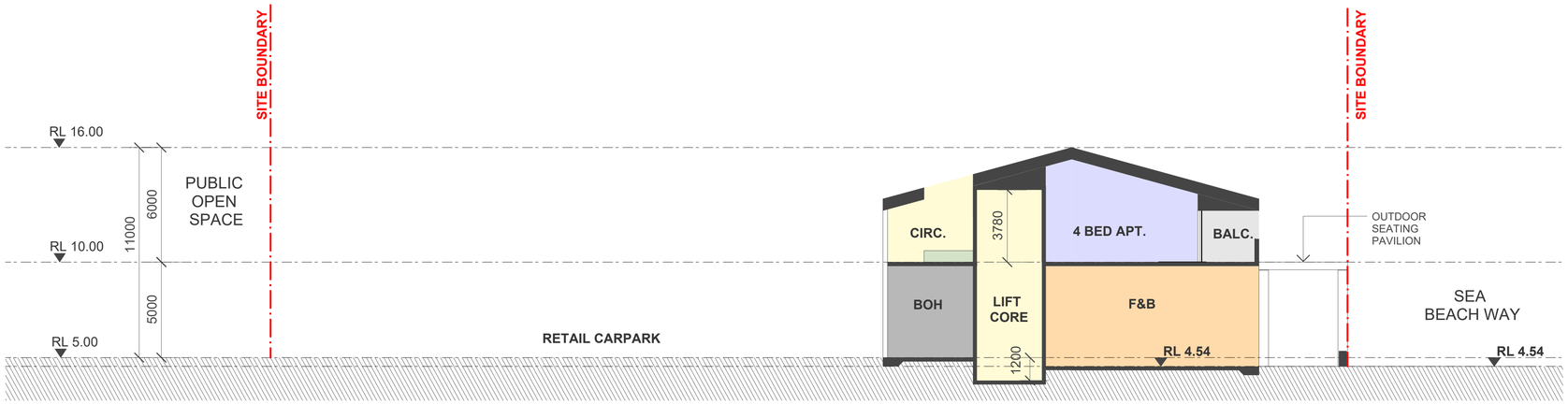

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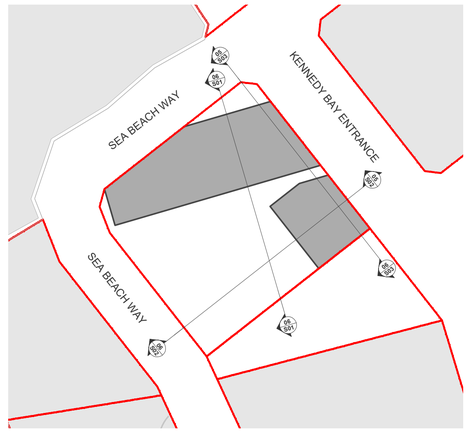

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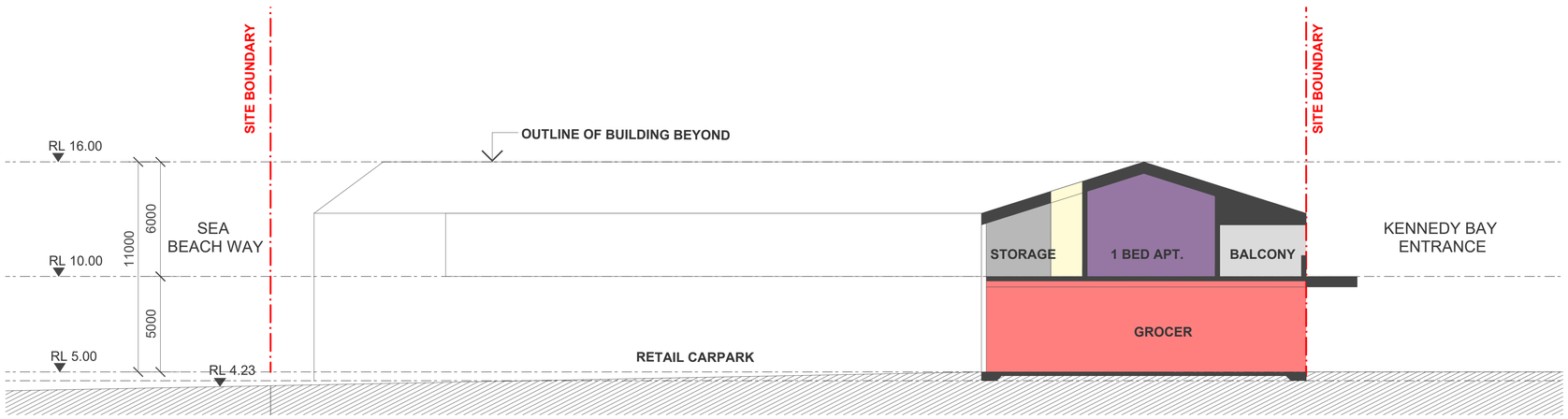

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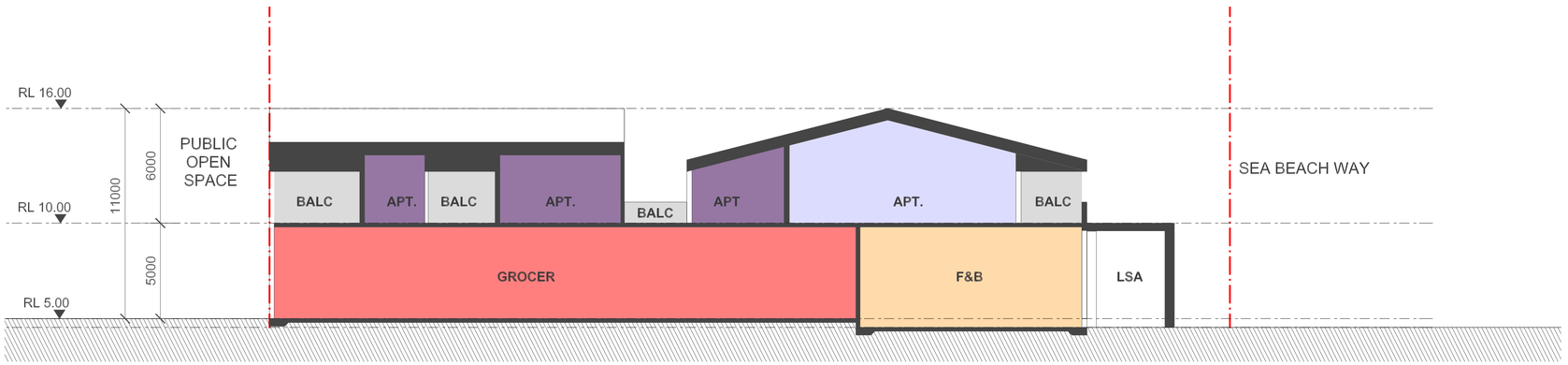

03 SECTION 03

1:150

Rev	Date	Description
A	20.02.25	DRAFT

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Drawing Status

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Project Name

PORT KENNEDY

Drawing Name

SECTIONS

Architect	Drawn By	Scale @ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
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SEA BEACH WAY

UNDERGROUND POWER EASEMENT

SEATING PAVILION BELOW

7000 SETBACK

KENNEDY BAY ENTRANCE

CANOPY BELOW

04 S01

BALC 40m²

4 BED 180m²

BALC 15m²

BALC 14m²

1 BED 54m²

BALC 26m²

1 BED 54m²

STAIR UP

STAIR UP

RESI LIFT

BALC 24m²

1 BED 53m²

BALC 18m²

1 BED 53m²

1 BED 54m²

2500 SETBACK

1950 SETBACK

37200 SETBACK

2000

3000

1500

2670

LANDSCAPED ROOF

LANDSCAPED ROOF

BALC 13m²

BALC 17m²

1 BED 52m²

BALC 21m²

1 BED 53m²

BALC 21m²

1 BED 52m²

RETAIL MECH PLANT

4700

2700

2700

RETRACTABLE AWNING

RETRACTABLE AWNING

RETRACTABLE AWNING

LANDSCAPED ROOF

ST 3m²

ST 4m²

ST 8m²

04 S02

04 S01

PUBLIC OPEN SPACE
LOT 274 POS

SEA BEACH WAY

CORNER APARTMENT

CROSS VENTILATION

Walkway

North

Consultant

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Drawing Status

DRAFT

Project Name

PORT KENNEDY

Drawing Name

NATURAL VENTILATION OPPORTUNITIES

Architect	Drawn By	Scale@ A1
NK	TN/TS	1 : 150

Project Number	Drawing Number	Revision
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	SUPERMARKET	RETAIL
	GLAR	GLAR
Ground	504m²	160m²
Level 1	-	-
TOTAL	**664**	

FIXED CANOPY	RETRACTABLE AWNING	LANDSCAPE ROOF	LANDSCAPE PLANTERS	CIRCULATION /LOBBY (OPEN)
GFA	GFA	GFA	GFA	GFA
	-	-	-	83m²
95m²	45m²	60m²	35m²	142m²
	45m²	**60m²**	**35m²**	**225m²**

RESIDENTIAL				ABOVE GROUND GFA
1B	4B 3B	**Total Units**	NSA m2	m2
-	-	-	-	1,351m²
9	1	10	659	1,142m²
9	**1**	**10**	**659**	**2,493m²**

BALC
m2
209m²
209m²

CARPARK		
RESIDENTIAL CARS	SEA BEACH WAY	RETAIL CARS + RESI VISITORS
14	14	37
65		

	Disclaimer
1	This design has been prepared without structural or services engineering input. NSA Areas is subject to change once advice is received
2	These areas are schematic only and subject to council and other requisite approval. Areas are not to be used for marketing purposes.
3	This scheme has been prepared generally within the bounds of the current site dimensions.
4	The information contained herein is believed to be correct at time on preparation based on the information available at time of preparation. Recipients must make their own investigations to satisfy themselves in all aspects.
5	The design and accompanying documentation contained herein is and remains the intellectual property of Nelson + Koo.
6	GFA (Gross Floor Area) is defined as the total fully enclosed area measured to the outside face of external enclosing walls. ** Note this excludes all balconies

North

Consultant

Nelson + Koo

Drawing Status

DRAFT

Project Name

PORT KENNEDY

Drawing Name

DEVELOPMENT SUMMARY

Architect	Drawn By	Scale@ A1
NK	TN/TS	-

Project Number	Drawing Number	Revision
240010	TP-13-01	A

WESTERN
ENVIRONMENTAL

Bushfire Emergency Plan

Short Stay Accommodation: Lot 4 Kennedy Bay, Port Kennedy

Western Environmental Approvals Pty Ltd
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Bushfire Emergency Plan

Short Stay Accommodation: Lot 4 Kennedy Bay, Port Kennedy

Report No:
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3-Sep-2025
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FINAL

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The bushfire management measures and risk treatments proposed in this document do not guarantee that buildings or infrastructure will not be damaged in a bushfire, nor that there will be no injuries or fatalities either on the site or offsite while evacuating. Primarily, this is due to the unpredictable nature and behaviour of fire and fire weather conditions. In addition, implementation of the required bushfire management measures (including construction standards, maintenance etc.) and any other required or recommended measures, will depend upon, among other things, the ongoing actions of landowners and/or operators over which WEPL has no control.

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Figure 1: Bushfire Emergency Plan

Appendices

Appendix A: Supporting Analysis

Appendix B: Information: Fire Danger Ratings, Behaviour Indices and Warnings

1. Using this Bushfire Emergency Plan

This Bushfire Emergency Plan (BEP) is for the Short Stay Accommodation at Lot 4, Sea Beach Way, Port Kennedy and has been designed to assist management to protect life and property in the event of a bushfire.

This plan was developed in line with *Bushfire Emergency Plan (BEP) Manual* (WAPC, 2024a). Some items are listed as To Be Confirmed (TBC) as the required information was not available during the time this plan was developed. It is critical that this plan be updated with all required information prior to the occupation of short stay accommodation.

This plan assumes that the Bushfire Management Plan prepared for the development will be implemented, and that the building will comply with the relevant requirements for Class 2 buildings in the National Construction Code.

This plan outlines procedures for both EVACUATION and SHELTER-IN-PLACE to enhance the protection of occupants from the threat of a bushfire. It is critical that all persons within the Short Stay Accommodation understand:

- The PRIMARY BUSHFIRE MANAGEMENT PROCEDURE.
- The PRIMARY BUSHFIRE EMERGENCY PROCEDURE.
- Relevant TRIGGERS and associated BUSHFIRE MANAGEMENT/EMERGENCY PROCEDURES and ACTIONS to be undertaken.
- The designated EVACUATION ROUTES and DESTINATIONS.
- EMERGENCY CONTACTS and INFORMATION SOURCES.
- **ANY DIRECT AND SPECIFIC EVACUATION MESSAGES REGARDING THIS SITE FROM DFES OR OTHER EMERGENCY PERSONNEL WILL OVERRIDE THIS BEP**.

2. Primary Bushfire Management and Bushfire Emergency Procedures

The PRIMARY BUSHFIRE MANAGEMENT PROCEDURE is

PRE-EMPTIVE CLOSURE OF THE KENNEDY BAY SHORT STAY ACCOMODATION UNDER A CATASTROPHIC FIRE DANGER RATING.

The PRIMARY BUSHFIRE EMERGENCY PROCEDURE is

EVACUATE OFF SITE TO A SUITABLE DESTINATION (ONLY IF TIME TO BUSHFIRE ARRIVAL IS GREATER THAN 53 MINUTES OR AS OTHERWISE DETERMINED BY EMERGENCY SERVICES).

Justification for these procedures is provided in Appendix A.

Early, safe evacuation is the preferred course of action. However, bushfires are unpredictable by nature and in the event of a bushfire impacting the subject site before there is sufficient time to safely evacuate, all occupants will be required to SHELTER-IN-PLACE due to guests potentially being unfamiliar with the area and the potential time to evacuate.

3. Facility Details

Name of on-site contact person:	TBC (Facility Manager) – update prior to occupancy
Phone number:	TBC
Type of facility:	Short-stay accommodation
Number of buildings:	1
Number of employees:	0
Number of occupants:	26
Number of vulnerable occupants/with support needs:	0
Estimated maximum number of visitors:	TBC

4. Responsibilities

RESPONSIBILITIES				
Position	**Name**	**Building / area of responsibility**	**Responsibility**	**Phone number**
Facility Manager	TBC	Whole of facility	Contact with DFES; Evacuation of all occupants (includes children, staff and visitors)	TBC
Chief Fire Warden	TBC	Whole of facility	Ensure all doors and windows closed; Notify all occupants on activities and tasks on advice from Facility Manager of actions; Account for location of all children, staff and visitors	TBC
Secondary Fire Warden	TBC	Ground Floor	All doors and windows closed; Account for location of all children, staff and visitors	TBC
Gardener/ landscape contractor	TBC	Outside Grounds	Irrigation system enabled if impact of fire imminent; Maintenance of landscaping as per Section 6 of this BEP	TBC

5. Emergency Contacts

EMERGENCY CONTACTS		
Name or organisation	**Office / Contact**	**Contact details**
	EXTERNAL CONTACTS	
Fire, Police, Ambulance	Fire or Emergency	000
Department of Fire & Emergency Services	Emergency information	13 33 37 (13 DFES)
Bureau of Meteorology	Fire Danger Ratings	http://www.bom.gov.au/wa/forecasts/fire-danger-ratings.shtml
Emergency WA	Warnings and Incidents	www.emergency.wa.gov.au
SES	Emergency Assistance	132 500
Police Station	Rockingham Police Station	(08) 9528 8000
Local Hospital	Rockingham General Hospital	(08) 9599 4000
Bureau of Meteorology (BoM)	Recorded Information	1300 659 213
ABC Radio	Warnings and Incidents	720 AM
	INTERNAL CONTACTS	
TBC	Facility Manager	TBC
TBC	Chief Fire Warden	TBC

6. Preparedness

The following actions are to be undertaken by the Short Stay Accommodation operators at the specified times.

ONGOING ACTIONS (YEAR-ROUND)

Ensure the landscaped grounds are maintained to the requirements of Standards for Asset Protection Zones (WAPC, 2021) with the following items checked prior to 1 October each year:

- Objects: within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.
- Fine Fuel load: combustible dead vegetation matter less than 6 millimetres (mm) in thickness reduced to and maintained at an average of two tonnes per hectare.
- Trees (> 5 metres in height): trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.
- Shrubs (0.5 metres to 5 metres in height): should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m2 in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.
- Ground covers (<0.5 metres in height): can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.
- Grass: should be managed to maintain a height of 100 millimetres or less.

Detailed information and checklists are available on the DFES website including 'Preparing Your Property'[1] and the 'My Bushfire Plan Toolkit'[2] published by DFES.

[1] https://publications.dfes.wa.gov.au/publications/preparing-your-property

[2] https://mybushfireplan.wa.gov.au/

ACTIONS IMMEDIATELY PRIOR TO THE BUSHFIRE SEASON

- Review this Emergency Plan to ensure details, procedures and contact phone numbers are correct and up to date.
- Ensure employees and other occupants are informed and familiar with the procedures laid out in this Emergency Plan.
- Place current version of the Bushfire Emergency Map (Figure 1) in facility in visible location(s).
- Ensure adequate levels of drinking water are available in the facility in case of emergency.
- Ensure any firefighting equipment (hoses etc.) are serviceable and available.
- Ensure no hazards are present around buildings (for example, rubbish piles) that could contribute to increased fire intensity.
- Ensure property access is kept clear and easily trafficable.
- Ensure first aid kits, fire extinguishers, emergency lighting and other emergency resources are current, serviceable and accessible.
- Ensure roof and gutters are free from leaf litter and debris.
- Ensure an emergency evacuation kit containing a copy of this Emergency Plan has been prepared and is easily accessible by staff. Refer to https://www.dfes.wa.gov.au/hazard-information/emergency-kits for examples of potentially relevant items to include in the kit.
- Conduct evacuation drills and update this Emergency Plan as required.
- Brief all staff on the bushfire evacuation procedures with updated advice provided when fire warnings are issued by Emergency Services (currently DFES) for the locality.

ONGOING ACTIONS DURING THE BUSHFIRE SEASON

- Maintain the landscaped grounds and APZs in accordance with Standards for Asset Protection Zones.
- Maintain compliance with the local government's annual firebreak and fuel load notice issued under s33 of the Bush Fires Act 1954.
- Ensure defendable spaces around buildings and assembly points are maintained.
- Update contact details of the emergency management team and employees.
- Ensure that attendance and visitor registers are updated and accurate at least twice daily.

7. Bushfire Awareness and Pre-Emptive Procedures

Bushfire Awareness and Management Procedures have been developed with reference to Fire Danger Ratings (FDRs) and the Fire Behaviour Index (FBI). Information about FDRs and the FBI is provided in Appendix B.

It is imperative that the Facility Manager monitors FDRs daily (after 4pm) on the DFES and BoM websites to determine the FDR for the following day and weekly prediction. Staff etc. are to be updated if there is a likelihood of the facility being closed due to a Catastrophic Fire Danger Rating. Bushfire Management Procedures for each FDR are provided below.

In addition, DFES has the ability to put in place Total Fire Bans (TFB) for Local Government Areas based on the predicted extreme fire weather for any part of a day. The TFB is announced by DFES and with information to be found on their website or call the TFB hotline on 1800 709 355. Additional bushfire awareness measures are applicable when a TFB is issued over the area where the facility is located, as detailed below.

BUSHFIRE AWARENESS AND MANAGEMENT PROCEDURES		
Actions	**Frequency**	**Responsible Person**
Days forecast with No Rating		
No actions required		
Days forecast as Moderate FDR		
Monitor Emergency WA / or DFES website or ABC Radio for fire incidents	Once daily (1pm)	Facility Manager
Days forecast as High FDR		
Monitor Emergency WA / or DFES website or ABC Radio for fire incidents	Twice daily (1pm and 3pm)	Facility Manager
Complete building preparedness checks (refer to Section 6)	Once daily (prior to 10am)	Facility Manager
Days forecast as Extreme FDR		
Monitor Emergency WA / or DFES website or ABC Radio for fire incidents	Four times daily (9am, 11am, 1pm and 3pm) or more frequently if fire event in locality	Facility Manager
Complete building preparedness checks (refer to Section 6)	Once daily (prior to 8am)	Facility Manager
Days forecast as Catastrophic FDR		
FACILITY CLOSED		
Additional Controls - Total Fire Ban in area where Facility is located		
Monitor Emergency WA / or DFES website or ABC Radio for fire incidents	Four times daily (9am, 11am, 1pm and 3pm) or more frequently if fire event in locality	Facility Manager

FIRE WEATER FORCAST AREA: Swan Coastal South

8. Emergency Procedure Location and Transport Details

Evacuation

OFF-SITE EVACUATION ROUTES and DESTINATIONS	
On-site assembly area (prior to off site evacuation)	
Name/Description	Warnbro YMCA (refer to Figure 1)
Off site evacuation Destination Warnbro Community Recreation Centre,	
Destination	Warnbro Community Recreation Centre Okehampton Rd, Warnbro WA 6169 Nearest intersection Coordinator Emergency Management 0417 961 541 (CR,2017)
Evacuation route	10 min drive northeast (refer to Figure 1)

It is assumed that guests will arrive at the accommodation in their own vehicles. During bushfire season (October to April), the booking process for the short stay accommodation must ensure that guests have their own private vehicles which will be parked at the site.

Shelter-in-place

SHELTER-IN-PLACE DETAILS	
Building / Area	Ground floor of building or car park behind building. The building will be built to BAL-19 and will provide a level of shielding to occupants.

BUSHFIRE EMERGENCY PLAN

ADDRESS: Lot 4 Kennedy Bay, Port Kennedy

DURING HOURS PHONE: TBC (Facility Manager)

AFTER HOURS PHONE: TBC (Facility Manager)

WESTERN ENVIRONMENTAL

EVACUATION PROCEDURE

Refer to Bushfire Emergency Evacuation Plan for full evacuation procedures.

Move to the designated assembly point on becoming aware that a bushfire is in the surrounding area.

Evacuate when :
- a bushfire threatens to impact the property (DFES 'Advice' or 'Watch and Act' alert), or
- little warning of approaching bushfire has been given but there is time to perform a safe evacuation, or
- emergency services have advised that evacuation is necessary.

Shelter in place as a last resort only when:
- a bushfire threatens to impact imminently and there is no time to perform a safe evacuation, or
- advised by emergency services that shelter in place is necessary.

BUSHFIRE ASSEMBLY POINT & REFUGE AREA

Prior to evacuation, assemble at the designated bushfire assembly point – Warnbro YMCA .

Evacuate east then north towards Warnbro Community Recreation Centre Okehampton Rd, Warnbro or alternative safer place away from the direction of bushfire travel should be undertaken.

If it is too late to evacuate, the designated on-site refuge is the carpark behind the building.

Bushfire Information and Updates:

DFES:	13 DFES (13 33 37) www.emergency.wa.gov.au
Radio Updates:	684 am (ABC South) 720 am (ABC Radio Perth)
Fire Danger Ratings:	www.dfes.wa.gov.au www.bom.gov.au

The Australian Fire Danger Ratings (AFDRS)

NO RATING (FBI 0-11)	
MODERATE (FBI 12-23)	**HIGH** (FBI 24-49)
Plan and prepare	Be ready to act
EXTREME (FBI 50-99)	**CATASTROPHIC** (FBI 100+)
Take action now to protect life and property	For your survival, **leave bushfire risk area**

9. Emergency Procedure

The PRIMARY BUSHFIRE EMERGENCY PROCEDURE is

EVACUATE OFF SITE (ONLY IF TIME TO BUSHFIRE ARRIVAL IS GREATER THAN 53 MINUTES OR AS OTHERWISE ADVISED BY EMERGENCY SERVICES).

Off-site evacuation is always safer, provided adequate time is available to complete it safely. Confirm with Lead Agency (DFES or other Emergency Service) prior to evacuating and follow all directions. Sheltering on site is a last resort option, where there is inadequate time to evacuate the site safely.

Bushfire emergency procedures for evacuation and shelter-in place are below. Any direct and specific evacuation messages regarding this site from DFES or other emergency personnel will override these procedures.

Triggers for the BUSHFIRE EMERGENCY PROCEDURES in this BEP are detailed below (Table 1). These triggers are aligned to the DFES Bushfire Warning Levels.

Specific details for the Off-site evacuation and Shelter-in-Place locations are provided in Section 8.

Table 1: Bushfire Emergency Procedures

TRIGGERS: BUSHFIRE EMERGENCY PROCEDURES			
Trigger	**Safe, early, off site EVACUATION**	**SHELTER-IN-PLACE**	**Procedure**
1. DFES issue an ADVICE bushfire warning	☐	☐	If a fire is spotted, report immediately to 000 and then Facility Manager. Request information from DFES regarding bushfire time to arrival and if OFF SITE EVACUATION should be undertaken. If OFF SITE EVACUATION is to occur, undertake actions in Row 2 below. Establish regular communication between the Facility Manager or delegate for the facility and all staff, children and visitors to provide awareness of potential bushfire threat. Facility Manager to account for location of all guests, staff and visitors. Facility Manager or delegate to inform parents/guardians of the bushfire threat and advise them not to attend the Short Stay Accommodation and to keep updated with the DFES advice via Emergency WA website. Continually monitor DFES alerts for change in conditions and advice and prepare for evacuation.
2. DFES issue a WATCH AND ACT bushfire warning and there is NO FIRE in adjoining vegetation	✓	☐	If a fire is spotted, report immediately to 000 and then Facility Manager. Request information from DFES regarding bushfire time to arrival and if OFF SITE EVACUATION to the Warnbro Community Recreation Centre, (YMCA) should be undertaken. If DFES and/or the Facility Manager confirm OFF SITE EVACUATION is to be undertaken, all staff, guests and visitors are to be informed and instructed to move to the On-site assembly area (with the exception of those with specific bushfire responsibilities). Facility Manager or delegate to advise on evacuation to Warnbro Community Recreation Centre, (YMCA). All visitors and other non-essential personnel to be asked to leave the facility if safe to do so. Facility Manager to account for location of all guests, staff and visitors and organise transport. Evacuate to Warnbro Community Recreation Centre, (YMCA). If SHELTER-IN-PLACE is to occur, undertake actions in Row 3 below.

TRIGGERS: BUSHFIRE EMERGENCY PROCEDURES			
3. DFES issue a WATCH AND ACT bushfire warning and there is A FIRE in adjoining vegetation	☐	✓	Facility Manager to account for location of all guests, staff and visitors. Facility Manager or delegate to supervise and ensure that all guests, staff and visitors are located indoors, onsite within the SHELTER-IN-PLACE building, in a room with an exit from the building on the eastern side (if possible). Ensure all windows/doors are closed. Soak towels and rugs in water and lay them along the inside of external doorways. All flammable material and equipment are removed away from windows, doors and air-conditioner units. Turn on fire sprinkler systems.
4. DFES issue an EMERGENCY WARNING bushfire warning	☐	✓	Facility Manager to account for location of all guests, staff and visitors. Facility Manager or delegate to supervise and ensure that all guests, staff and visitors are located indoors, onsite within the SHELTER-IN-PLACE building, in a room with an exit from the building on the Eastern side (if possible). Ensure all windows/doors are closed. All flammable material and equipment are removed away from windows, doors and air-conditioner units. Turn on fire sprinkler systems.

10. Recovery

Following a bushfire emergency event impacting on the Short Stay Accommodation, the following actions should be undertaken:

- Account for all guests, staff and visitors, ensure their safety and seek medical assistance for those requiring it.
- Follow the directions of emergency services personnel at all times.
- If OFF SITE EVACUATION occurred:
    - No person should re-enter the Short Stay Accommodation until it is deemed safe to do so (this may be advised by emergency services and power/gas supply technicians).
    - The fire warden (or person responsible) to arrange the movement of occupants back to the Short Stay Accommodation;
    - All occupants are to be accounted for on their return.
    - Inform the police/emergency service of the return of persons to the Short Stay Accommodation.
- If SHELTER-IN-PLACE occurred:
    - Remain in the shelter-in-place location until advised to leave by emergency services (unless there is an imminent threat to life).
- Review this Bushfire Emergency Plan for effectiveness, make note of weaknesses and amend as necessary; and
- In the event of the Short Stay Accommodation being impacted by a bushfire, critical incident stress support should be provided to all guests.

11. References

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Appendix A:
Supporting Analysis

In accordance with the Bushfire Emergency Plan (BEP) Manual (WAPC, 2024c), the following matters informed the emergency response procedures contained within this BEP.

Facility Details, Site Analysis and Location Characteristics

Location and Facility Details

- Vegetation that poses the greatest bushfire threat to this site is located to the west of the site.
- The vegetation to the west is coastal shrubland, resulting in a BAL-19 rating for the Short Stay Accommodation;
- Bushfire hazards are separated from the development site by roads and low threat landscaped areas within the site;
- Potential ignition sources are from nearby vehicles using major roads or people accessing the nearby bushland areas;
- Potential bushfire time to arrival is less than 45 minutes from reporting of a bushfire before it impacts the site, however it is possible that impacts could be experienced earlier in the event of rapid-onset bushfire (i.e. bushfire scenarios which occur with limited warning and result in insufficient time to evacuate before bushfire attack is experienced).

Occupant characteristics:

- 26 guests (13 Queen beds).

Bushfire Management Measures

Given the possibility for multiple bushfire scenarios to affect the proposed Short Stay Accommodation, multiple bushfire risk management measures are proposed, which include:

- BAL -19 construction with BAL-19 exposure;
- An evacuation plan that identifies clear triggers and actions.

Transport Considerations

Evacuation timing:

- Time for notification of an approaching bushfire and that evacuation is required – 10 minutes;
- Time for assembly and mobilisation of all guests and staff – 15 minutes;
- Time to travel to offsite evacuation location (Warnbro YMCA) – 10 minutes;
- Total time for notification, assembly and travel - 35 minutes;

- Adding a safety factor of 1.5 results in total evacuation time of **53 minutes**;
- In a rapid onset bushfire scenario, the safest option is to remain on site;
- The accuracy of evacuation timing is TBC with the Short Stay Accommodation operator and the BEP must be updated prior to occupancy.

Limitations:

- In times of stressful situations such as evacuation and fire, human behaviour can be erratic;
- Smoke and heat from a bushfire (particularly in a rapid-onset event) may limit the ability for offsite evacuation.

Off-Site Shelter Considerations

In the assessment of Warnbro YMCA as an appropriate off-site shelter, the following questionnaire from the BEP Manual has been completed.

Off-site Shelter Questionnaire	Yes	No	N/A
If there are occupants with support needs that require a similar facility to support them, is the off-site shelter suitable?	☐	☐	✓
No support needs expected.			
Is the off-site shelter in an area away from the effects of bushfire?	✓	☐	☐
Yes, Warnbro YMCA is not within a designated bushfire prone area.			
Are there amenities (toilets, food, water, etc.) available at the off-site shelter?	✓	☐	☐
Yes - Warnbro YMCA is a pre-determined evacuation centre in the City of Rockingham Local Emergency Management Arrangements.			
Can the off-site shelter accommodate the number of occupants?	✓	☐	☐
Yes, this shelter has capacity for 600 people			
Does the route to the off-site shelter require transporting through bushfire affected areas or areas that may be affected by an approaching bushfire?	✓	☐	☐
Yes for the first 1.6km the remaining 6km are outside of a bushfire prone area.			
Has the owner of the off-site shelter advised that they are happy to accommodate occupants if evacuation from a bushfire emergency occurs?	✓	☐	☐
Yes - Warnbro YMCA is a pre-determined evacuation centre in the City of Rockingham Local Emergency Management Arrangements.			
Do you have your own transport for all occupants?	✓	☐	☐
Occupants of the short stay accommodation will need to have access to their own private vehicles during bushfire season.			
Are you going to use private vehicles?	✓	☐	☐
Guests will utilise their own vehicles.			
If using private vehicles, will they be available when you need them and will there be drivers available?	✓	☐	☐
Occupants will need to have access to their own private vehicles during bushfire season.			
Will there be sufficient vehicles to transport all the occupants?	✓	☐	☐
During bushfire season (October to April), the booking process for the short stay accommodation must ensure that guests have their own private vehicles which will be parked at the site.			
Have occupants with support needs been considered when determining transport types and necessary timing to evacuate?	☐	☐	✓
No support needs expected.			
Is disabled transport required, and is this sufficient to move the number of occupants from the facility?	☐	☐	✓

Off-site Shelter Questionnaire	Yes	No	N/A
Not required.			
Do you require ambulances?	☐	☐	✓
Not required.			
Is a community bus available?	☐	☐	✓
Not required.			
Will community buses be available when you need them and will drivers be available?	☐	☐	✓
Not required.			
Are other means of transport available?	☐	✓	☐
Guests will use their own vehicles.			
Do you need any other type of special transport?	☐	☐	✓
Not required.			

On-Site Shelter

In the assessment of the buildings carpark as an as appropriate on-site shelter, the following questionnaire from the BEP Manual has been completed.

On-Site Shelter Questionnaire	Yes	No	N/A
Is the property well maintained and kept free from a build-up of fuel and leaf litter in gutters and around buildings?	✓	☐	☐
The short stay accommodation will be well maintained by the facility manager.			
Is there a building on-site that is away from bushland and is unlikely to be impacted by bushfire?	☐	✓	☐
The DA is for the short-stay accommodation building only.			
Is the building constructed in a manner that minimises bushfire attack with appropriate APZs?	✓	☐	☐
The proposed building will be constructed to BAL-19 standards as set as set out in AS 3959:2018 in line with the Bushfire Management Plan for the site.			
Can the building accommodate the number of occupants and visitors?	✓	☐	☐
The building can accommodate the number of occupants given they are used by the occupants for everyday hospitality operation.			
Is there ease of accessibility to the building and is it easily identifiable?	✓	☐	☐
The building is easily accessible and easily identifiable given they are central to the lot and most occupants are likely to already be using the building at a time when SHELTER IN PLACE is required.			
Is there access to amenities (toilets, food, water etc. away from the effects of a bushfire?	✓	☐	☐
The building contains toilets, food and water.			

Summary

Based on the above analysis, the following actions are recommended

1. The primary bushfire management action is EARLY CLOSURE OF THE FACILITY UNDER CATASTROPHIC FIRE DANGER RATINGS.
2. The primary action to follow in a bushfire emergency is EVACUATE OFF SITE (ONLY IF TIME TO BUSHFIRE ARRIVAL IS GREATER THAN 53 MINUTES OR AS OTHERWISE ADVISED BY EMERGENCY SERVICES).
3. The secondary action to follow in a bushfire emergency is SHELTER-IN-PLACE.

If shelter-in-place is required, the proposed Short Stay Accommodation building has been determined to be a suitable on-site safer location based on the following inputs:

- The proposed Short Stay Accommodation building has enough floor space for the maximum 26 users on site;
- The proposed Short Stay Accommodation building will have an APZ sufficient to ensure the maximum radiant heat flux exposure of the building will be ≤19 kW/m^2;
- The proposed Short Stay Accommodation building will be built to a BAL-19 construction standard in line with AS 3959: 2018; and
- The proposed Short Stay Accommodation building is easily accessible by emergency services through use of the proposed carpark and driveway and direct access to Sea Beach Way and Kennedy Bay Entrance.

Any direct and specific evacuation messages regarding this site from DFES or other emergency personnel will override the above actions.

Appendix B:
Information: Fire Danger Ratings, Behaviour Indices and Warnings

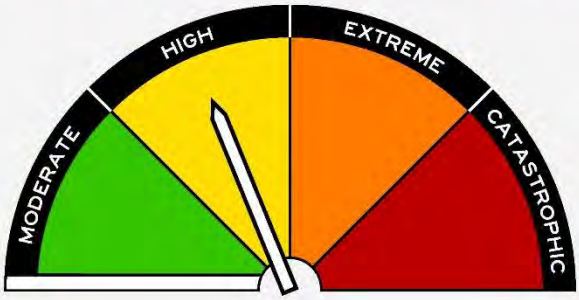
Introducing the new Australian Fire Danger Rating System

Fire Danger Ratings describe the potential level of danger should a bushfire start.

They are important because they provide people with information so that they can take action to protect themselves and others from the potentially dangerous impacts of bushfires.

Launched on 1 September 2022, the new Australian Fire Danger Rating System is a simplified, action-oriented Fire Danger Rating System.

The new Australian Fire Danger Rating System (AFDRS) levels are:



Moderate
Plan and prepare

High
Be ready to act

Extreme
Take action now to protect life and property

Catastrophic
For your survival, leave bushfire risk areas

- The AFDRS also introduces **'No Rating'** for days where bushfires are unlikely to spread in a dangerous or life-threatening way. On these days you still need to remain alert and abide by local seasonal laws and regulations.
- The AFDRS is informed by one of Australia's largest social research projects which found that most Australians did not understand the old system and would prefer a simpler, action-oriented set of Fire Danger Ratings.
- The AFDRS has been implemented consistently across Australia and means that wherever you are across the country, you will be able to understand the threat posed on any given day and make appropriate decisions to keep you and your family safe.

This publication is intended for use as a guide only. While every effort is made to ensure accuracy at the time of publication, DFES makes no representation about the content, or suitability of the information provided. DFES expressly disclaims liability for any act or omission done or not done in the reliance on the information and for any consequences whether direct or indirect arising from such act or omission.

GOVERNMENT OF WESTERN AUSTRALIA | DFES Department of Fire & Emergency Services | HOW FIREPROOF IS YOUR PLAN? | AFDRS

Understanding the Fire Behaviour Index

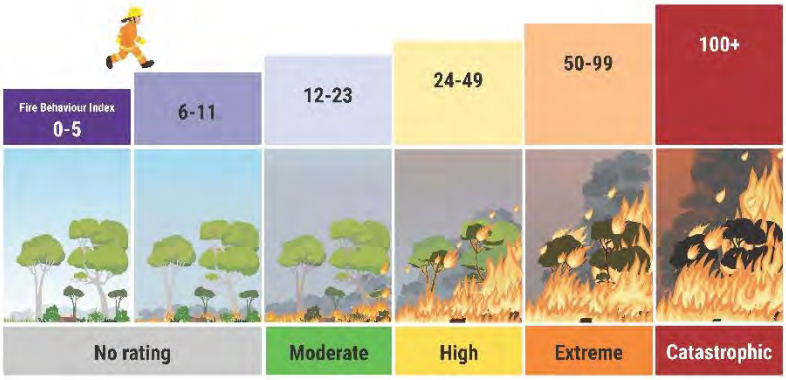
While the AFDRS Fire Danger Ratings are primarily intended for community messaging, the Fire Behaviour Index is intended to support operational fire management decision making.

Features of the Fire Behaviour Index (FBI):

A Fine Scale of Fire Behaviour	The FBI is expressed in whole numbers from 0 to100+. As the FBI rises, the more dangerous a fire that starts will become.	Takes advantage of decades of improved understanding of fire behaviour, fuels and fire weather.
Stepped Categories	Links transitions in fire behaviour to implications for operational decision making.	Turns the FBI into a powerful operational tool and takes advantage of improved understanding of the relationship between fire behaviour, fire spread, suppression and impacts.
Fuel Type Specific	Eight different Fire Behaviour Indexes based on eight different fire behaviour models.	Takes advantage of decades of improved knowledge of fire behaviour in different fuels to produce more specific results.
Nationally Consistent	The index is the same anywhere in Australia.	Supports cross border operations and resource sharing.

The Stepped categories are controlled by tables that define FBI thresholds. The thresholds represent changes in the underlying fire behaviour that have consequences for operational decision making, including:

- Indicative fire behaviour and fire weather.
- Implications for prescribed burning.
- Fire suppression and containment strategies that are appropriate.
- Potential for impact on life, property and infrastructure.



For more information visit dfes.wa.gov.au/prepare or email AFDRS@dfes.wa.gov.au

BUSHFIRE WARNING SYSTEM

EMERGENCY WARNING

An out of control fire is approaching fast and you need to take immediate action to survive. If you haven't prepared your home it is too late.

You must seek shelter or leave now if it is safe to do so.

WATCH AND ACT

A fire is approaching and there is a possible threat to lives or homes. Put your plan into action. If your plan is to leave, make sure you leave early. If your plan is to stay, check all your equipment is ready.

Only stay and defend if you are mentally and physically prepared.

ADVICE

A fire has started but there is no immediate danger. Stay alert and watch for signs of a fire.

Be aware and keep up to date.

Where can I get information during an emergency?

emergency.wa.gov.au 13 DFES (13 33 37)

@dfeswa @dfes_wa Local ABC Radio

GOVERNMENT OF WESTERN AUSTRALIA

DFES
Department of Fire & Emergency Services

FUTURE COMMERCIAL SITE
3019

FUTURE COMMERCIAL SITE
LOT 2

SHORT TERM
1 HOOP, 4 BIKES

RESIDENTIAL
VISITOR BIKES
1 HOOP, 2
BIKES

OUTDOOR SEATING
PAVILION

SEA BEACH WAY

VERTICAL GREENING
SPACE

EXTENT OF WORK

FEATURE
PLANTING MIX

F&B

KENNEDY BAY ENTRANCE

VERTICAL GREENING
SPACE

LOBBY

WASTE

RESIDENTIAL CARPARK
14 CAR BAYS

SHOPFRONT CANOPY SHOWN
DASHED (BY ARCHITECT)

STAFF
1 HOOP, 2 BIKES

GROCER

LOT 4

CARPARK PLANTING MIX A

LOADING WASTE

CARPARK
39 CAR BAYS
(INCL 1XDDA):
- 3 RESI VISITORS
- 36 RETAIL

AWNING SHOWN DASHED
(BY ARCHITECT)

SUBSTATION LOCATION

PLANTING BUFFER
STRIP ALONG VERGE

CARPARK PLANTING MIX B

DDA SHARED AREA ALSO
ACTING AS PEDESTRIAN
PATH TO SUPERMARKET
& RETAIL AND ACCESS TO
LOT 274 POS

SEA BEACH WAY

EXTENT OF WORK

CARPARK PLANTING MIX B
TO TREE DIAMOND BELOW

LOT 5

EXTENT OF WORK

LOT 274 POS

CARPARK PLANTING MIX B
TO TREE DIAMOND BELOW

LOT 6

SITE AREA	3732.48m²	
DEEP SOIL PLANTING	222.95m²	5.97%
ON - SLAB PLANTING	102.77m²	2.75%
TOTAL SOFT LANDSCAPE AREA	325.72m²	8.73%

LEGEND

- EXTENT OF WORKS
- CONCRETE PATH
- TURF VERGE
- ON-STREET CARPARK PLANTING
- CARPARK PLANTING A
- CARPARK PLANTING B
- FEATURE PLANTING
- VERTICAL/CLIMBING PLANTING
- AGONIS FLEXUOSA
- CORYMBIA FICIFOLIA

EMG92 LOT 4 BOUTIQUE GROCER KENNEDY BAY

LANDSCAPE CONCEPT PLAN - GROUND FLOOR

DWG **EMG92 - 1**
REV **D**
DATE **29/08/2025**

0 1.5 3 4.5 6 7.5 m

SCALE **1 : 150 @ A1**

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emerge ASSOCIATES

EMG92 LOT 4 BOUTIQUE GROCER KENNEDY BAY

LANDSCAPE CONCEPT PLAN - FIRST FLOOR

DWG **EMG92 - 2**
REV **D**
DATE **29/08/2025**
SCALE **1 : 150 @ A1**
0 1.5 3 4.5 6 7.5 m

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PLANTING PALETTE

STREET TREES

AGONIS FLEXUOSA
WA PEPPERMINT

CARPARK TREES

CORYMBIA FICIFOLIA
FLOWERING GUM

FIRST FLOOR TREE

PLUMERIA SPP.
FRANGIPANI

CARPARK PLANTING MIX A

EREMOPHILA GLABRA
COMMON EMU BUSH

DIANELLA REVOLUTA
BLACK-ANTHER FLAX-LILY

LEUCOPHYTA BROWNII
CUSHION BUSH

LOMANDRA 'LITTLE CON'
MAT RUSH

GREVILLEA 'SEA SPRAY'
SEA SPRAY

CARPARK PLANTING MIX B

LOMANDRA 'LITTLE CON'
MAT RUSH

CONOSTYLIS CANDICANS
COTTON HEADS

ON-STREET CARBAYS PLANTING MIX

SCAEVOLA CRASSIFOLIA 'FLAT FRED'
SCAEVOLA 'FLAT FRED'

FEATURE PLANTING MIX

CARPOBROTUS VIRESCENS
COASTAL PIGFACE

GREVILLEA 'SEA SPRAY'
SEA SPRAY

EREMOPHILA GLABRA
COMMON EMU BUSH

LEUCOSPERMUM CORDIFOLIUM 'YELLOW BIRD'
NODDING PINCUSHION

LOMANDRA 'LITTLE CON'
MAT RUSH

CLIMBING PLANT FOR VERTICAL GREENING

TRACHELOSPERMUM JASMINOIDES
STAR JASMINE

FIRST FLOOR PLANTING MIX

PHILODENDRON XANADU
XANADU PHILODENDRON

LIRIOPE EVERGREEN GIANT
LILYTURF

VIOLA HEDERACEA
NATIVE VIOLET

DIANELLA CAERULEA CASSA BLUE
NATIVE FLAX

DWG **EMG92 - 3**
REV **D**
DATE **29/08/2025**

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DRAFT ONLY

KENNEDY BAY - STAGE 1A TOWN CENTRE POS LOT 274

LANDSCAPE CONCEPT PLAN

DWG **KBD06-1**
REV **B**
DATE **29.08.25**
SCALE **1 : 200 @ A3**
0 1 2 3 4 5 m

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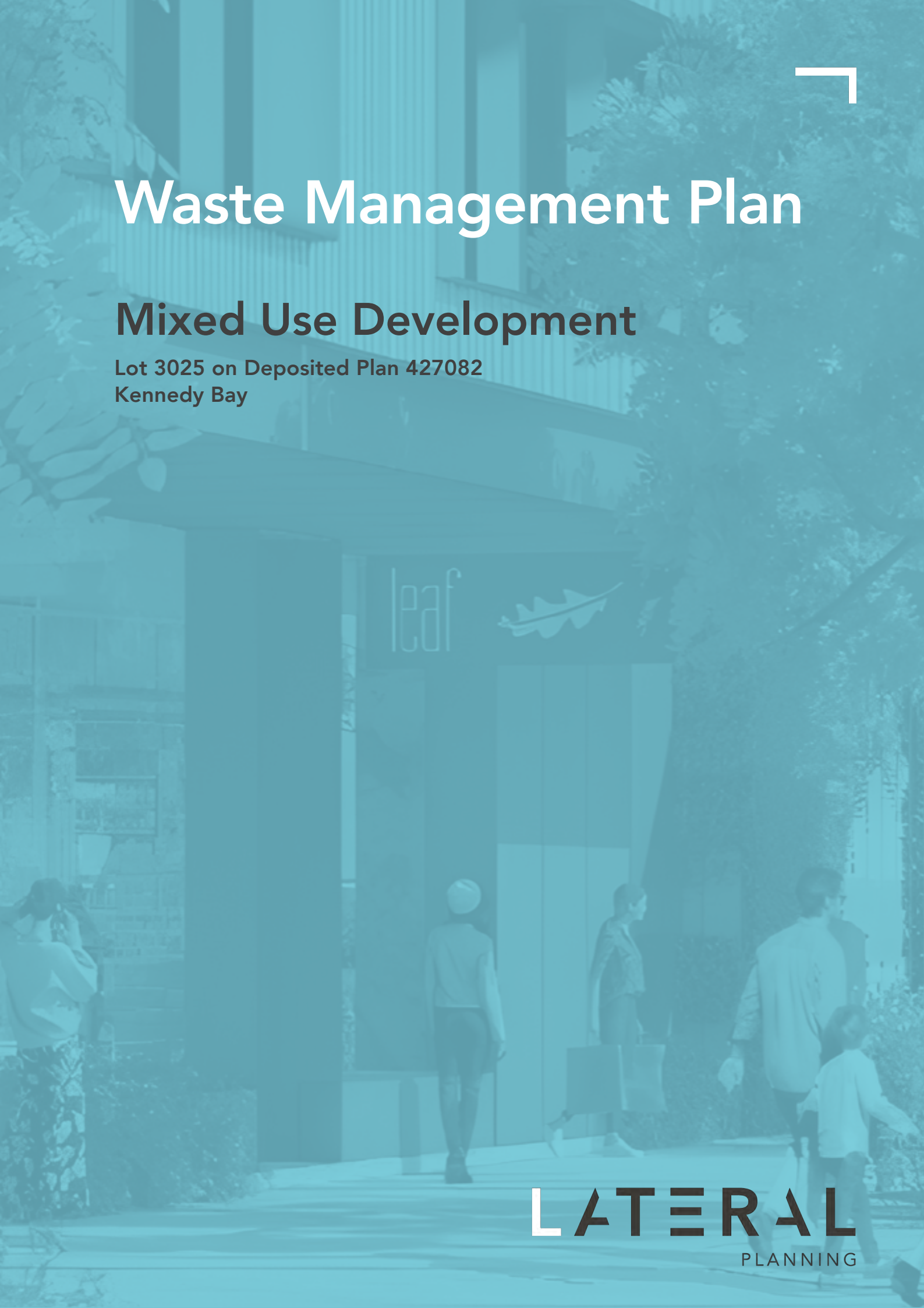
\\MNLA.LOCAL\Emerge\Projects\CURRENT PROJECTS\Kennedy Bay\KB Scans, images and graphics\KBD08 Town Centre POS Lot 274\INDD\KBD08 Town Centre POS Lot 274.indd

Waste Management Plan

Mixed Use Development

Lot 3025 on Deposited Plan 427082
Kennedy Bay



LATERAL
PLANNING

Document Control

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Document Date	05 September 2025
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Author	Daniel Hollingworth

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Document Control **2**

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3.0 Proposed Development **3**

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1.0 Introduction

This Waste Management Plan ('WMP') has been prepared in support of an Application for Development Approval for a mixed-use development which proposes to construct 10 units, to be used for short stay accommodation and multiple dwellings, and 2 ground level commercial tenancies, over 2 storeys (**Proposed Development**).

The WMP sets out the anticipated waste generation levels, bin storage requirements and waste collection approach for the proposed development, once operational.

The WMP does not consider waste management during construction, which may need to be addressed at the Building Permit stage. Subject to any relevant conditions of Development Approval, waste collection and disposal is to be undertaken in accordance with this WMP.

2.0 Site Description

The Site is in the City of Rockingham, approximately 48km southwest of the Perth CBD and 18km north of Mandurah. The general locality is accessible via the Kwinana Freeway, Ennis Avenue and Mandurah Road. Port Kennedy Drive provides direct vehicular access to the Site.

The Site is located in the town centre precinct of the broader redevelopment area; the town centre is intended to facilitate a mix of commercial, retail, residential and short-stay uses.

Figure 1: Site Location

The Site is a part of Lot 3025 which is legally described as follows:

- Lot 3025 on Deposited Plan 427082 and Certificate of Title Volume 4063 and Folio 241.
  - Lot 3025 has a total land area of 55.80ha; the Site has a proposed land area of 2,700m^2.

Figure 2: Site Plan – looking south-west (*credit: Nelson+Koo*)

3.0 Proposed Development

The Application proposes the construction of a 504m^2 grocer, 160m^2 food and beverage tenancy and 10, upper-level flexible units to be used as either multiple dwellings or short-stay units within the emerging Kennedy Bay town centre. The Proposed Development is proposed for Lot 4, positioned at the southern intersection of Kennedy Bey Entrance and Sea Beach Way.

The Proposed Development has been designed by Nelson + Koo and draws on the coastal context of the surrounding locality, working with the broader precinct to deliver an attractive, vibrant and sustainable entertainment setting.

ITEM	PROPOSED
Land Uses	Multiple Dwelling, Serviced Apartment, Shop and Café / Restaurant
Number of Tenancies	2
Area of Tenancies	504m^2 (Shop); 160m^2 (Café / Restaurant)
Number of Dwellings / Units	10
Dwelling / Unit Mix	9 x 1-bed, 1 x 4-bed
Operating Days	Monday to Sunday

4.0 Waste Generation Rates

4.1 Recommended Waste Generation Rates

The *Commercial and Industrial Waste Management Guidelines* published by the Western Australian Local Government Association (**WALGA**) include estimated waste generation rates for various land uses. The WALGA rates were derived from the *Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities* published by the New South Wales Environmental Protection Authority.

Equally relevant, *Waste Management Plan Guidelines for New Multiple Dwelling Developments*, prepared by Talis Consultants for WALGA, provides contemporary waste generations rates for multiple dwellings development noting updates to waste streams.

For the purpose of this WMP, we have applied the waste generation rates set out within the *Commercial and Industrial Waste Management Guidelines* and *Waste Management Plan Guidelines for New Multiple Dwelling Developments*.

A separate FOGO waste collection service is proposed for the residential / short stay element of the Proposed Development.

4.2 Estimated Waste Generation

Based on the waste generation rates set out within the above listed guidelines, it is estimated that the commercial and residential elements of the Proposed Development will generate the following waste.

4.2.1 Residential / Serviced Apartments Generation

For calculating waste generated by the residential / serviced apartment elements, we have taken the residential rates provided through *Waste Management Plan Guidelines for New Multiple Dwelling Developments* being the high rate of generation. This approach provides flexibility in the ultimate use of each unit, noting the waste generated by short stay accommodation is lower than permanent residential dwellings.

Generation rates are shown in the table below.

ITEM	GENERAL WASTE (L/WEEK)	COMINGLED RECYCLING (L/WEEK)	FOOD AND ORGANICS WASTE (L/WEEK)
Waste generation rate			
• 1 bedroom unit (x9)	30	40	40
• 3+ bedroom unit (x1)	70	120	140
Total (L/week)	340	480	500

Other Waste Requirements

- Liquid or Hazardous Waste: Not Applicable
- Medical Waste: Not Applicable
- Food Processing: Not Applicable

4.2.2 Commercial Generation

Having regard to the *Commercial and Industrial Waste Management Guidelines*, the waste generation rates for the Shop and Café / Restaurant tenancies are as set out below.

ITEM	GENERAL WASTE	RECYCLABLE WASTE
Waste Generation Rate		
• Supermarket	660L / 100m^2 / day	240 / 100m^2 / day
• Restaurant	660L / 100m^2 / day	130 / 100m^2 / day
Proposed Floor Area		
• Supermarket	504 m^2	
• Restaurant	160 m^2	
Daily Waste		
• Supermarket	3,326.4L	1,209.6L
• Restaurant	1,056L	208L
Trading Days	7	7

5.0 Waste Collection (Residential / Serviced Apartments)

5.1 Bin Selection

Bin Size and Collection Frequency

- General Waste: 240 litre bins collected weekly
- Comingled Recycling: 660 litre bins collected fortnightly
- Food and Organics Waste: 240 litre bins collected fortnightly

Type and Number of Bins

ITEM	GENERAL WASTE	COMINGLED RECYCLING	ORGANIC WASTE
Collection Frequency	Weekly	Fortnightly	Weekly
Waste per Week	340 litres	-	-
Waste per Fortnight	-	960 litres	1,000 litres
Number of Bins	2 x 240 litre bins	2 x 660 litre bins	3 x 240 litre bins
Capacity of Bins	480 litres	1,320 litres	480 litres
Surplus Capacity	+140litres	+360 litres	+220 litres
Total Bins Required	5 x 240 litre bins, 2 x 660 litre bins		

5.2 Bin Store Area

The Bin Store is shown on the drawings for the Development Application and is of sufficient size (12m^2) to accommodate the required bins, as illustrated below. The Bin Store is located adjacent to the residential lobby and rear service area, to the southern edge of the building. Access by the caretaker will be obtained from within the residential lobby or rear service area.

The Bin Store is a fully enclosed room with solid walls and doors. The bin store area will be fitted with a tap and floor waste; all finished surfaces will be impervious.

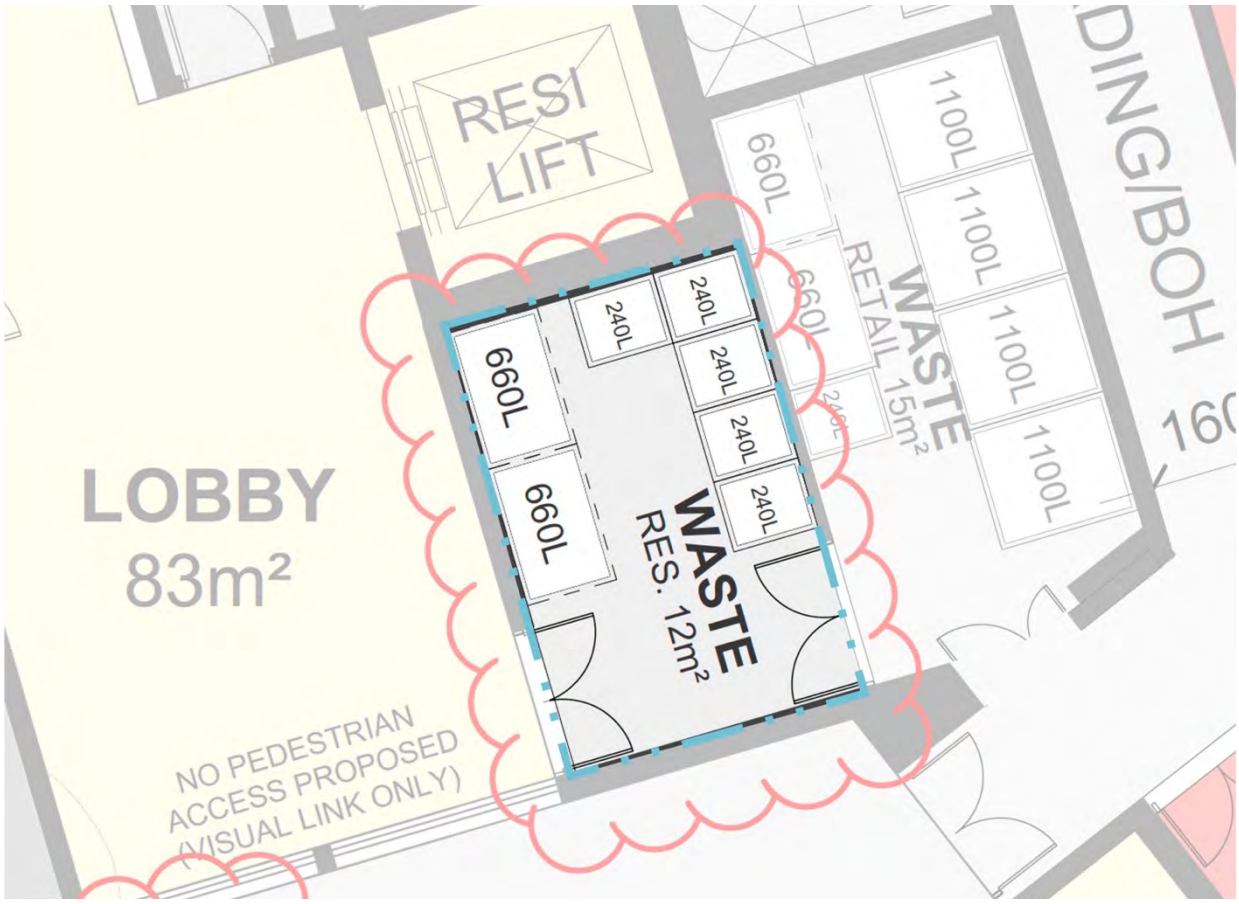

Figure 3: Residential Bin Store

5.3 Bin Collection

Collector

City of Rockingham.

Collection Times

Between 7am and before 5pm.

Collection Point

The design of the development allows for two alternate collection locations.

It is intended that waste be collected from Sea Beach Way in front of the site. A building caretaker will be responsible for wheeling bins to the kerb in the evening before the day of collection and returning bins to the compound after collection. A 5.8 metre paved circulation area is provided between the bin store and the verge area to be used for placement of bins.

As an alternative, waste could be collected directly from the bin store which would require the City's waste services to access the Site via the circulation area. The circulation area has been designed to allow large vehicle access for loading and commercial waste collection. Collection from within the Site is not opposed.

6.0 Waste Collection (Commercial)

6.1 Bin Selection

Bin Size and Collection Frequency

- General Waste: 1,100 litre bins collected daily
- Recycling: 240 litre and 660 litre bins collected daily

Type and Number of Bins

ITEM	GENERAL WASTE	RECYCLING
Collection Frequency	Daily	Daily
Waste per Day	4,382 litres	1,418 litres
Number of Bins	4 x 1,100 litre bins	1 x 240 litre bin and 2 x 660 litre bins
Capacity of Bins	4,400 litres	1,560 litres
Surplus Capacity	+18 litres	+142 litres
Total Bins Required	4 x 1,100 litre bins, 2 x 660 litre bins, 1 x 240 litre bins	

6.2 Bin Store Area

The Bin Store is shown on the drawings for the Development Application and is of sufficient size (15m^2) to accommodate the required bins, as illustrated below. The Bin Store is located immediately adjacent the commercial uses and back-of-house service area to allow for convenient accessibility away from the public facing spaces.

The bin store is a fully enclosed room with solid walls and doors. The bin store area will be fitted with a tap and floor waste; all finished surfaces will be impervious.

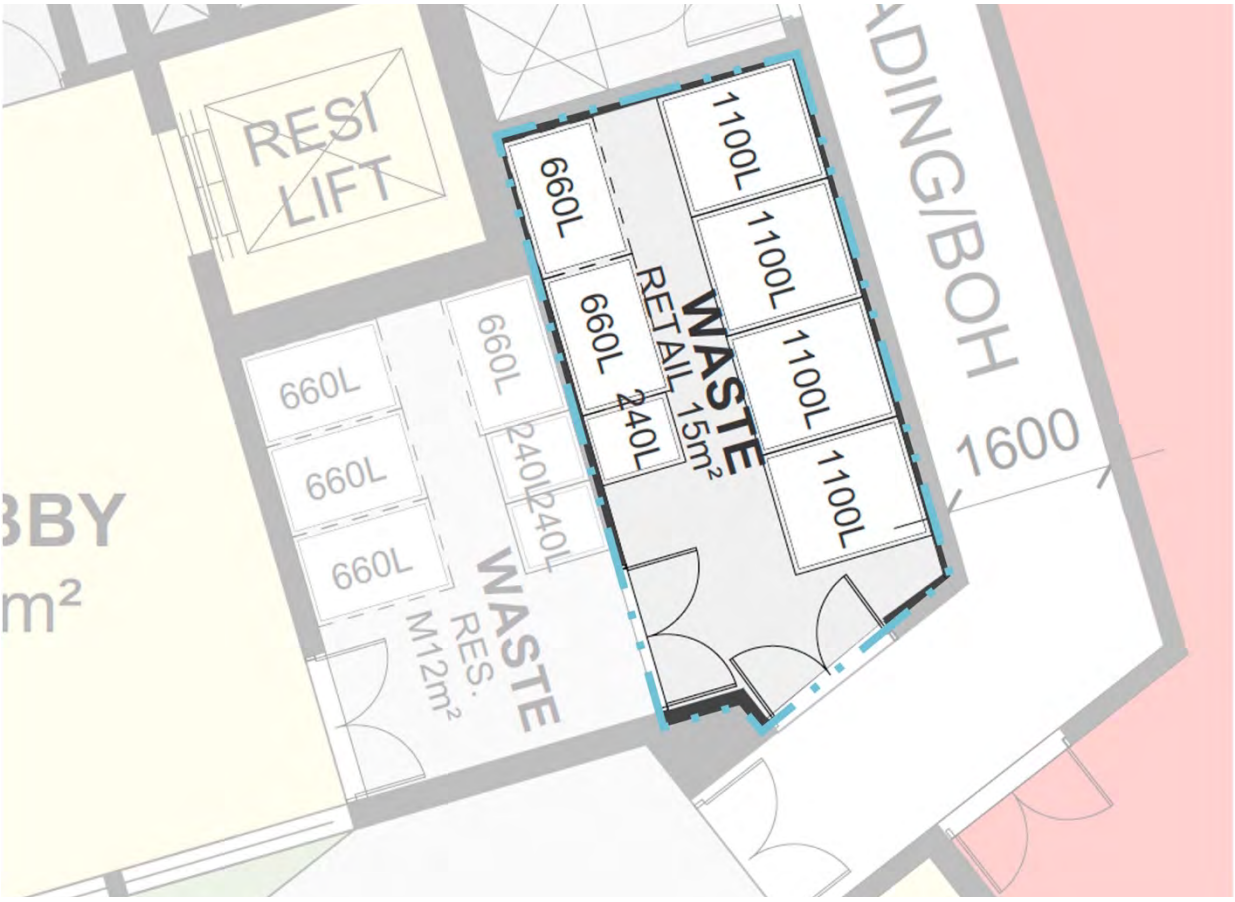

Figure 4: Commercial Bin Store

6.3 Bin Collection

Collector

City of Rockingham.

Collection Point

It is intended that waste be collected from within the Site. Waste will be collected directly from the bin store which would require the private contractor to access the Site via the circulation area. The circulation area has been designed to allow large vehicle access for loading and commercial waste collection.

Operational management practices will be implemented to ensure waste collection is undertaken outside of peak operating times of the development at the Site.

7.0 Conclusion

This Waste Management Plan demonstrates that the proposed mixed-use development at the Site incorporates a practical and efficient waste management strategy that aligns with current best practice guidelines. The design includes sufficient bin storage capacity, clearly defined collection arrangements for both residential and commercial components, and appropriate access for service vehicles.

Waste collection will be managed by the City of Rockingham and a private contractor, with procedures in place to minimise disruption and ensure compliance with local waste service standards.

Overall, the Plan supports the sustainable operation of the development and meets the requirements for Development Approval.

Attachment One

Architectural Drawings

ARCHITECTURE
INTERIORS
URBAN DESIGN
PLANNING
LANDSCAPE

kennedy bay

Kennedy Bay Coastal Village
Local Development Plan

Hames Sharley
ENABLING COMMUNITIES TO FLOURISH

July 2024

Revision Letter	Date	Reason for Issue	INITIAL
A	13-03-2023	WIP Draft for Review	GY
B	21-04-2023	Draft for Client Review	GY
C	28-07-2023	Draft for LG Pre-Lodgement Review	GY
D	18-10-2023	Final Draft for Advertising	GY
E	06-12-2023	Final for Lodgement	GY
F	08-03-2024	Adopted	GY
G	04-07-2024	Minor Amendment	GY

Project No: 44381

Project Name: Kennedy Bay Coastal Village

Prepared for:

Place DEVELOPMENT

Prepared by:

Hames Sharley
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Endorsement

This LDP has been approved under delegated authority by the City pursuant to Clause 52(1)(a) of the deemed provisions

Manager Statutory Planning

DISCLAIMER

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01 INTRODUCTION

1.1 PURPOSE OF THE LDP

The purpose of the Kennedy Bay Coastal Village Local Development Plan (herein referred to as the LDP) is to provide site specific development provisions for land identified in Kennedy Bay Local Centre located within the core of the Kennedy Bay Structure Plan (Structure Plan), refer Map 1.

Figure 1: **Kennedy Bay Coastal Village LDP Area**

1.2 OPERATION

This LDP has been prepared in accordance with Part 6 of the Deemed Provisions of the Planning and Development (Local Planning Scheme) Regulations 2015 (P&D Regulations). This LDP comes into effect on the day it is approved by the City of Rockingham/Western Australian Planning Commission. As per the Deemed Provisions of the P&D Regulations, from the date of endorsement, this LDP is to have effect for a period of 10 years, unless otherwise determined by the City of Rockingham.

This LDP is to be read in conjunction with the:

- Structure Plan;
- City of Rockingham Town Planning Scheme No.2;
- State Planning Policy 7.3 - Residential Design Codes, Volume 1 - Part C: Medium Density (the Medium Density Code); and
- State Planning Policy 7.3 - Residential Design Codes, Volume 2 - Apartments (the R-Codes Vol.2).

The development requirements apply to residential, mixed-use and non-residential development.

EXERCISE OF JUDGMENT

Where an application does not meet the development controls of the LDP, the decision-maker may exercise judgement and undertake a merit-based assessment to determine the proposal. The development should be consistent with the Vision and Objectives of the Structure Plan and LDP.

1.3 RELATIONSHIP TO THE R-CODES

RESIDENTIAL DEVELOPMENT

The State's Design WA policy suite offers contemporary provisions to guide development at Kennedy Bay through the R-Codes Volume 1 and 2. In accordance with the zoning of the Structure Plan, the R-Codes Volumes apply in accordance with **Table 1**.

Table 1: **Application of the R-Codes - Residential**

Zoning	R-Codes Volume 1	R-Codes Volume 2
Commercial (R-AC0)	Single Houses and Grouped Dwellings	Multiple Dwellings (including dwelling components of mixed use developments)
Residential (R80 - R100)		

In addition to the requirements of the R-Codes, a range of additional general and site-specific development provisions are noted within Section 2 of this document.

- Amendments to the R-Codes Volume 1 and 2 are outlined in **Table 2**.
- All other elements of the R-Codes apply without amendment

For development with multiple dwelling residential uses including residential mixed-use, the Intent, Element Objectives, Acceptable Outcomes and Design Guidance of the R-Codes Volume 2 will apply across this LDP with the amendments outlined in **Table 2.**

Table 2: **Relationship to the R-Codes - Residential**

R-Codes Volume	Design Element	Clause modified
R-Codes Volume 2	2.2 Building height	A2.2.1
	2.3 Street Setbacks	A2.3.1
	2.4 Side and Rear Setbacks	A2.4.1
	3.6 Public domain interface	Additional acceptable outcomes
	3.7 Pedestrian access and entries	Additional acceptable outcomes
	3.8 Vehicle access	Additional acceptable outcomes
	4.10 Façade Design	Additional acceptable outcomes
	4.11 Roof Design	Additional acceptable outcomes
R-Codes Volume 1 2021 / 2024 (Part C)	3.2 Building Height	2021 - 5.1.6 (C6) 2024 - C3.2.1
	3.3 Street Setbacks	2021 - 5.1.2(C2.1, C2.2), 5.2.1(C1.1) 2024 - C3.3.1, C3.3.4, C3.3.6
	3.4 Lot Boundary Setbacks	2021 - 5.1.3(C3.1, C3.2) 2024 - C3.4.1, C3.4.4
	3.5 Site works and retaining walls	Additional deemed-to-comply
	3.6 Streetscape	2021 - 5.2.2(C2), 5.2.4(C4.1) 2024 - C3.6.5, C3.6.7
	3.7 Access	2021 - 5.2.5(C5.1) 2024- C3.7.1
	3.9 Solar access for adjoining sites	2021/2024 - All clauses
	3.10 Visual privacy	2021/2024 All clauses

NON-RESIDENTIAL DEVELOPMENT

While the R-Codes Volume 2 is focused on apartment development, it has useful content which has been built upon to acknowledge commercial and retail development that is likely in the Local Centre. The Intent and Objectives identified in **Table 3** may be of use when applying discretion for non-residential development.

- For development without residential uses the Intent, Element Objectives, Acceptable Outcomes and Design Guidance of the R-Codes Volume 2 do not apply unless referenced in **Table 3**.
- Where the provisions of the R-Codes are applied to development without residential uses, references to "residents" should be construed to mean references to "building occupants".

Table 3: **Relationship to the R-Codes - Non-Residential**

R-Codes Vol. 2 Design Element	Development WITHOUT residential uses
3.3 Tree canopy and deep soil areas	The Intent and Objectives described for this element in R-Codes Vol. 2 applies.
3.6 Public Domain Interface	The Intent and Objectives described for this element in the R-Codes Vol.2 applies.
3.7 Pedestrian Access and Entries	The Intent and Objectives described for these elements in the R-Codes Vol.2 applies.
3.8 Vehicle Access	The Intent and Objectives described for these elements in the R-Codes Vol.2 applies.
3.9 Car and bicycle parking	
4.1 Solar daylight and access	The Intent described for this element in the R-Codes Vol.2 applies.
4.10 Façade Design	The Intent and Objectives described for these elements in the R-Codes Vol.2 applies.
4.11 Roof Design	
4.18 Utilities	The Intent and Objectives described for these elements in the R-Codes Vol.2 applies.

NOTES:

- *Note 1: Definition of Deep Soil Area as in the R-Codes Vol.2*
- *Note 2: Definition of Landscape/landscaping/landscaped as in the R-Codes Vol.2*
- *Note 3: Definition of tree sizes as described in Table 3.3b and Figure 3.3b in the R-Codes Vol.2*

1.4 VISION

The Kennedy Bay Coastal Village will be a relaxed coastal village attracting new residents and visitors to its protected north-facing beach, a unique place along Perth's coastline. It will grow as the heart of Kennedy Bay – connecting an enhanced Kennedy Bay Golf Course with the beach and tying together existing western and new eastern residential areas with a mix of uses.

- Re-imagining an under used pristine, waterfront destination
- Key focus is to unite nature, culture, community and business
- Distinct connection between the Indian Ocean, residential homes, world-class golf course
- Selection of cafes and restaurants, entertainment and retail options
- Leisure community and tourism activities to create a vibrant waterfront

A range of living opportunities and activities will be available in the Coastal Village, linking urban experiences with the coastal environment – accessible streets and spaces that layer a mix of residential, retail, food and beverage, and short stay opportunities for everyone's enjoyment.

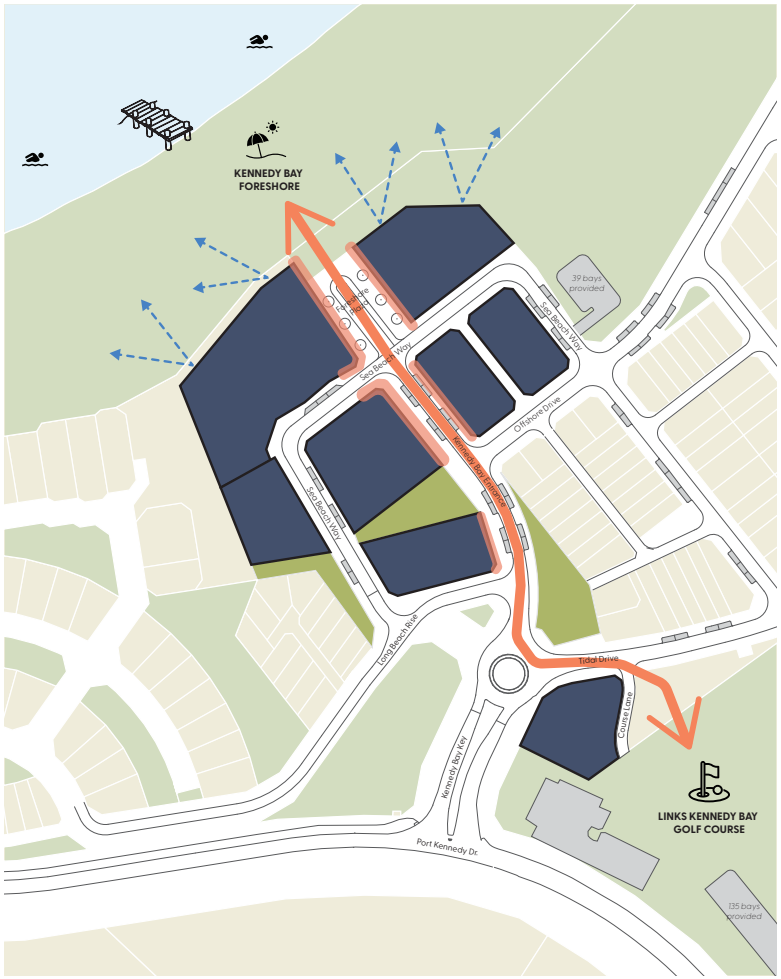
The design rationale for the Kennedy Bay Coastal Village is outline in more detail in the Structure Plan.

KENNEDY BAY FORESHORE

- The ***Kennedy Bay Landscape Masterplan*** is provided in Appendix A and illustrates the proposed key features that will contribute to the amenity and functionality of the Coastal Village. It is envisaged that the Foreshore will provide a variety formal and informal public spaces, with the majority of active uses centred around the Foreshore Plaza, the jetty connection adjoining the Coastal Village.
- Foreshore Plaza to provide public pedestrian access and a strong connection through to the beach and jetty. This space is designed to be flexible and multi purpose, allowing for select vehicle loop access at certain times, the ability for ground floor businesses to open up with alfresco, and programming of temporary events such as exhibitions and markets.

MAIN STREET

- The local centre is designed around an important north-south main street that connects existing roads with new residential development beyond and celebrates views to and from the Golf Course club house.
- It also serves a unique intersection for two green links, that bring the dunal landscape into the centre, softening the approach for residential development and offering connections through the site from existing residential areas west.
- Thoughtful orientation of the main street helps it become more than a destination. As the arrival point to Kennedy Bay, it has been designed as the route most local pedestrians and vehicles take to reach the activities in the area and their homes, creating a hub of community activity.



LANDSCAPE AND PUBLIC REALM

- Provide wider dual use footpaths, pedestrian crossings, street furniture, avenue shade trees and formal planting beds that create a safe functional street environment
- Incorporate artwork, signage and interpretive elements to assist with legibility of themes and aesthetics
- High end material finishes and landscape treatments reflective of the more urban streetscape environment throughout the Coastal Village area
- CPTED principles to be an integral component of landscape and public realm design to create a secure and inviting environment

CLIMATE

- The local centre has been designed with climatic conditions in mind. Main street footpaths and open spaces will be protected from south-westerly breezes and receive natural light on both sides. This allows visitors pleasant environments to stay outside and helps activate future food and beverage outlets with outdoor dining.

MOVEMENT AND STRUCTURE

- Urban blocks are influenced by the main street, creating a permeable grid that is simple for users to navigate.
- Streets designed to ensure a low speed, pedestrian focused environment. To promote the pedestrian experience, it is envisaged that the 'main street' will be constructed of a different surface treatment to differentiate the main street from the remainder of the movement network.
- Pedestrian and cyclist connection throughout the site with a focus on permeability and legibility through to the foreshore, linking up to the regional pedestrian and cycle networks that run east-west along the coast.

PARKING

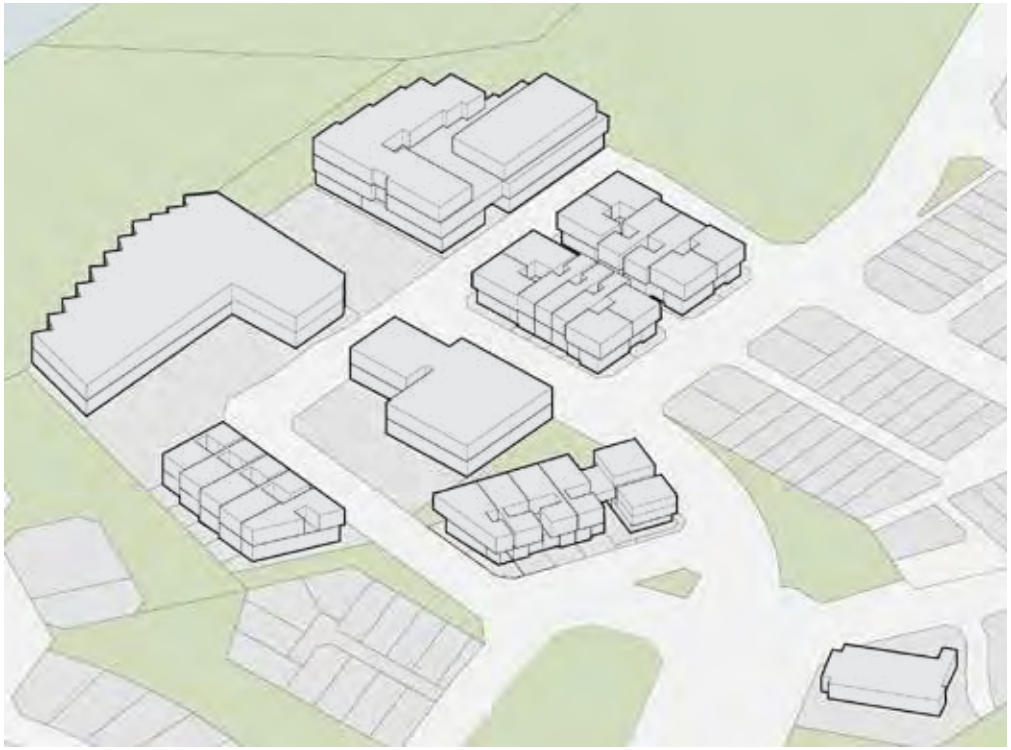
- Parking in the Coastal Village has been informed by the ***Kennedy Bay Coastal Village Town Centre Parking Strategy*** provided in the Appendices.
- Parking is distributed throughout the precinct to meet resident and visitor needs, without impacting the amenity of the foreshore and town centre. An off-street car park is proposed in the foreshore reserve and additional parking can be utilised at the Kennedy Bay Links Golf Course.
- Car parking has been carefully considered so as not to detract from the intended character of streetscapes.
- Visible on-site parking spaces and garages are minimised through laneways that direct active uses to the main street and offering high quality interfaces between residential front doors, porches and the street – enhancing resident's amenity and public safety.
- On-street parking provision is convenient and practical for visitors and helps to reinforce an urban street relationship.
- Parking occupancy should be monitored to ensure actual demand generated within the centre can be accommodated within the precinct (through both on and off-street parking). If a lower level of parking demand is evident, some space currently dedicated to parking could be re-allocated to other land uses that enable placemaking such as landscaping or provision of public art.
- Reciprocal parking easements may be used to manage parking for non-residential development across the precinct, as shown in the ***Lots subject to Reciprocal Parking Arrangements*** provided in the Appendices.

02 DEVELOPMENT CONTROLS

The following general and lot specific provisions are to be read together with the Structure Plan and include additional detail on primary controls, building siting and access.

GENERAL DEVELOPMENT PROVISIONS	
General Applies to all Development	+ Buildings respond to the prevailing south-westerly wind conditions experienced in this coastal location, optimising year-round comfort and minimising unfavourable conditions and wind tunnel effects. + Building design responds to Built-Form information provided in the Prominent Locations in Section 3 of this document. + Development to provide a schedule of materials reflecting the coastal theme of the proposed development, in line with the vision outlined in this LDP, as well as responding to the Local Centre Design Rationale provided in the Kennedy Bay Structure Plan.
Landscaping Applies to Non-Residential Development	+ Tree canopy, deep soil areas and landscaping to be provided for non-residential development in accordance with the lot specific development controls of Section 2. + All surface car parking is to have trees at a minimum of 1 tree per 4 car bays with a minimum deep soil area of 1.2m x 1.2m. + A Landscaping Plan is required as part of the Development Application demonstrating the above requirements are met.
Streetscape Applies to all Development	+ Entries to retail and commercial shop fronts should support the fine grain of shopfronts, providing multiple doorways along the street, rather than a single congregated entry point. + The entry doors to shops may be recessed up to 1.2m from the shopfront to provide a more articulated and fine grain appearance. + Building elements such as roofs, balconies, windows, doorways and cladding materials should be arranged to contribute to the vision and public domain interface described in the Prominent Locations in Section 3 of this document. + Window patterns and composition should reinforce the larger building facade emphasis, whether vertical or horizontal, and should encourage variation along the street. + Design response should emphasise prominent entry points into buildings from the street.
Solar Access and Natural ventilation Applies to Non-Residential Development	+ For commercial and retail development, design of buildings should encourage use of natural daylight, solar access and ventilation through the use of windows, skylights, and light wells where appropriate. + For commercial and retail development, buildings should be orientated to optimise the amount of occupied space receiving northern daylight. + For commercial and retail development design should maximise the amount of space for occupants that can be naturally ventilated.

Figure 2: **Indicative Coastal Village Built Form**

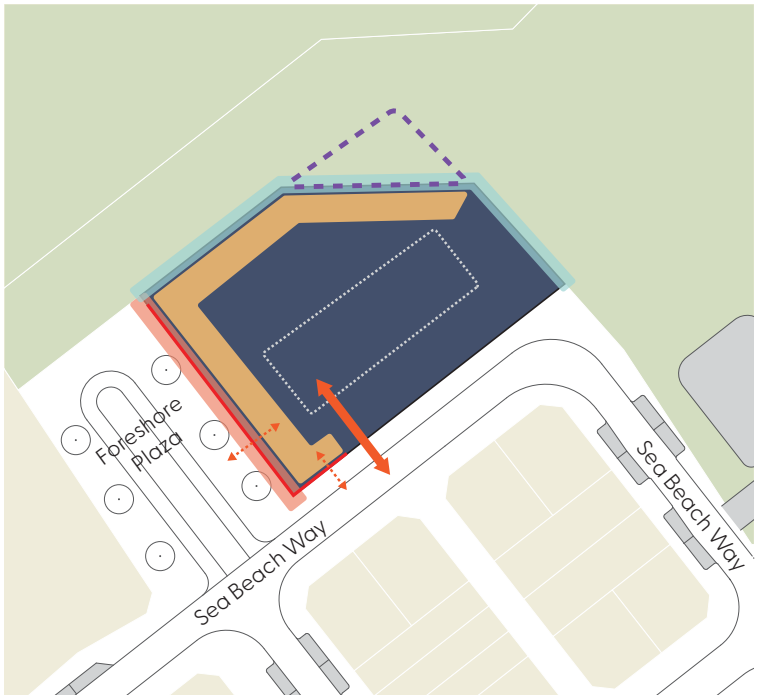


2.1 LOT ONE

Advice Note for Lot 1 - This lot is situated in a mixed-use precinct and is currently affected (or may in the future be affected) by noise generated from adjacent preferred/permissible land uses. Residents should expect ambient noise levels to be relatively higher both inside and outside residences, due to the potential proximity of entertainment venues.

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	Commercial, cafe, restaurant, tavern, brewery, tourism, residential
Building height	**Minimum Height:** 7.5m minimum wall height (min 2 storey equivalent) **Maximum Height:** 3 storeys
Setbacks (Minimums)	**Foreshore plaza** Nil ground floor setback Nil upper floor setback **All other boundaries** 2.0m ground floor setback Nil upper floor setback
Pedestrian access	Location of pedestrian access provides safe, legible and convenient access for residents, and strengthens the connection to the Foreshore Plaza, main street and beach.
Vehicle access and servicing	Vehicle access to be provided from Street 2 only. Secondary vehicle access may be considered off Street 2 if required for servicing requirements. Width of vehicle access to be kept to a minimum and integrated into the design of the building, reducing the impact on the streetscape.
Parking	Centralising and concealing the impact of servicing and parking onto street edges, particularly away from the Foreshore Plaza. Car parking in this approximate location would allow for the siting of meaningful commercial, retail or residential building depths that address the adjoining streets Where parking can't be provided on-site, options for reciprocal parking and/or allocating parking throughout the precinct may be considered (refer ***Parking Strategy***) across all non-residential lots. A reciprocal parking arrangement shall apply between Lot 1 and Lot 4. Reciprocal parking will be enforced by way of condition of development approval requiring public access easements on relevant Certificate of Titles.
Landscaping	**Non-Residential Development** Non-residential development to provide a minimum 10% landscaping per site with a minimum dimension of 1.5m. **Residential Development** Refer to the R-Codes.

Site Plan

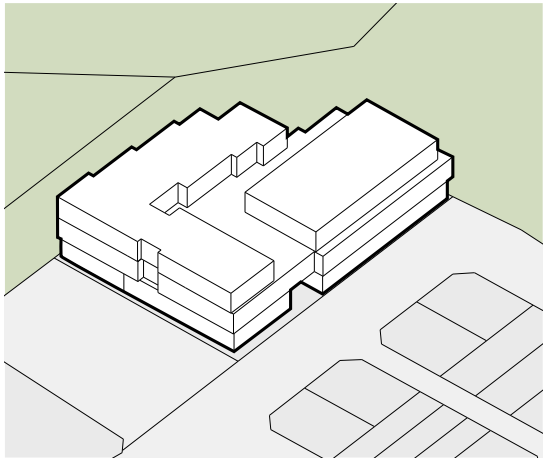


Streetscape	Development to front and provide an urban edge to Street 2, sleeving internal car parking, OR Provide a high quality landscaping interface to act as visual buffer between the carpark and adjoining development to the south-east.
Prominent Locations *In addition to the requirements of Section 3, development is to address the following:*	**Foreshore Interface** Development should maximise northern aspect and views to the coast, without dominating the visual amenity of the foreshore area. Development should avoid blank walls/façades, and large extents of non-operable glazing Preferred commercial uses on ground floor with residential on upper floors. Alfresco and uses that open out onto the foreshore area and foreshore plaza are encouraged, including a licensed alfresco area that leverages the relationship between the public and private realm (refer to the Kennedy Bay Landscape Masterplan). **Main Street Interface** Building facades should provide activation at the street level through a mixture of glazing, signage, lighting and external building fabric. Development should avoid blank walls/façades, and large extents of non-operable glazing Preferred commercial uses on ground floor with residential on upper floors. Alfresco and uses that open out onto the street encouraged.

Site Location

- Preferred ground floor commercial
- Main Street Interface
- Foreshore Interface
- Indicative alfresco area
- Preferred pedestrian access
- Preferred vehicle access
- Vehicle access restrictions
- Preferred location for parking/service areas
- Indicative On-Street Car Parking

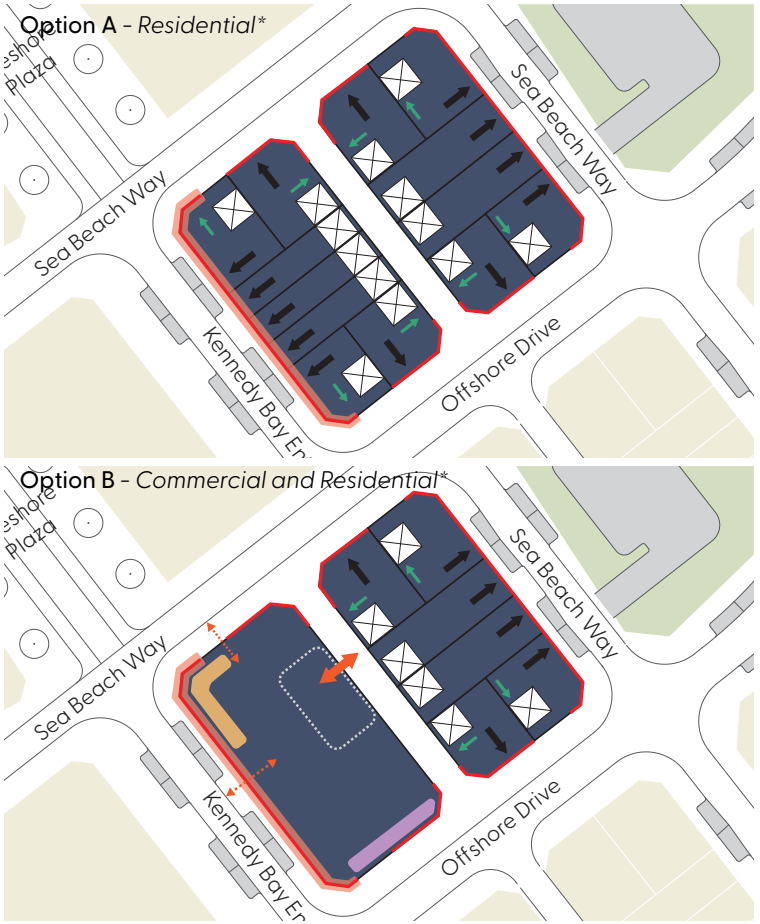
Indicative Built Form



2.2 LOT TWO AND THREE

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	Residential, mixed-use Opportunity for commercial and home businesses on ground floor fronting the street.
Building height	**Minimum Height:** 7.5m minimum wall height (min 2 storey equivalent) **Maximum Height:** 3 storeys
Street setbacks (Residential)	**Primary and secondary streets** 3.0m ground floor setback 2.0m upper floor setback Garages to be set back a minimum 3.5m. No additional setback to corner truncation. **Laneways** 1.0m ground floor setback Nil upper floor setback for a maximum of 2/3 of the site width.
Street setbacks (Commercial)	1.0m setback to all streets, including the laneway.
Lot boundary setbacks	7m maximum boundary wall height with no maximum length to both side boundaries.
Streetscape	The finished level of all of the lots with interface to public realm (excluding the laneway) must be elevated a minimum of 350mm and a maximum 500mm above the adjoining public realm. No visible retaining permitted in street setback area. Permeable fencing permitted to a maximum 1.2m height.
Vehicle access	Garages and preferred vehicle access as per the locations designated on the LDP. Minor variations to the locations may be permitted.
Parking (Commercial)	Where parking can't be provided on-site, options for reciprocal parking and/or allocating parking throughout the precinct may be considered (refer ***Parking Strategy***) across all non-residential lots. Reciprocal parking will be enforced by way of condition of development approval requiring public access easements on relevant Certificate of Titles.
Waste	Refuse collection is to occur from the rear laneway for those lots which abut laneway reserves.
Overshadowing	No maximum overshadowing.
Privacy	No privacy provisions apply.

Site Plan



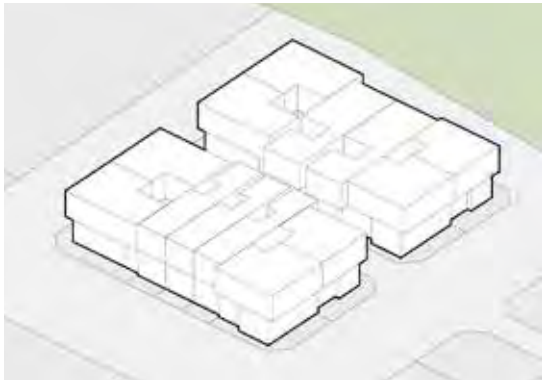
** Site plan options are indicative only and subject to subdivision application and approval by the WAPC.*

Prominent Locations	Main Street Interface
In addition to the requirements of Section 3, development is to address the following:	Commercial, mixed-use encouraged on ground floor with residential on upper floors. Building facades should provide activation at the street level through a mixture of glazing, signage, lighting and external building fabric. Development should avoid blank walls/façades, and large extents of non-operable glazing. Where residential is provided on ground floor, dwellings should provide an urban edge and ensure a high level of interaction with the street.

Site Location

- Preferred ground floor commercial
- Preferred residential edge
- Main Street Interface
- Primary Dwelling/Development Orientation
- Secondary Dwelling/Development Orientation
- Preferred pedestrian access
- Preferred vehicle access
- Vehicle access restrictions
- Preferred Garage Location
- Preferred location for parking/service areas
- Indicative On-Street Car Parking

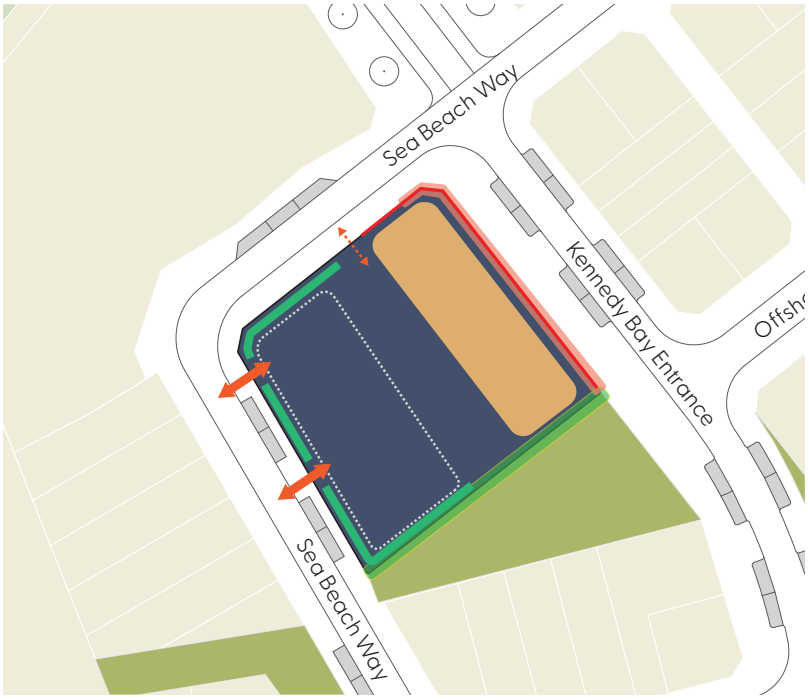
Indicative Built Form



2.3 LOT FOUR

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	**Ground Floor:** Commercial, cafe, restaurant, residential **Upper floors:** Residential, commercial, short-stay residential
Building height	**Minimum Height:** 7.5m minimum wall height (min 2 storey equivalent) **Maximum Height:** 4 storeys
Setbacks	Nil setback to all boundaries
Pedestrian access	Location of pedestrian access provides safe, legible and convenient access for residents, and strengthens the connection to the main street and POS
Vehicle access and servicing	No vehicle access is permitted from Kennedy Bay Entrance. Width of vehicle access to be kept to a minimum and integrated into the design of the building, reducing the impact on the streetscape.
Parking	Parking to be provided on the south western side of the site and to be concealed from the Main Street and POS areas. Car parking in this approximate location would allow for the siting of meaningful commercial, retail or residential building depths that address the main street. Where parking can't be provided on-site, options for reciprocal parking and/or allocating parking throughout the precinct may be considered (refer ***Parking Strategy***) across all non-residential lots. A reciprocal parking arrangement shall apply between Lot 1 and Lot 4. Reciprocal parking will be enforced by way of condition of development approval requiring public access easements on relevant Certificate of Titles.
Landscaping	**Non-Residential Development** Development to provide a minimum 10% deep soil area per site with a minimum dimension of 1.5m. The deep soil area is to be landscaped with a mix of large, medium and small tree sizes, for a minimum of 40% of the required deep soil area. **Residential Development** Refer to the R-Codes.

Site Plan

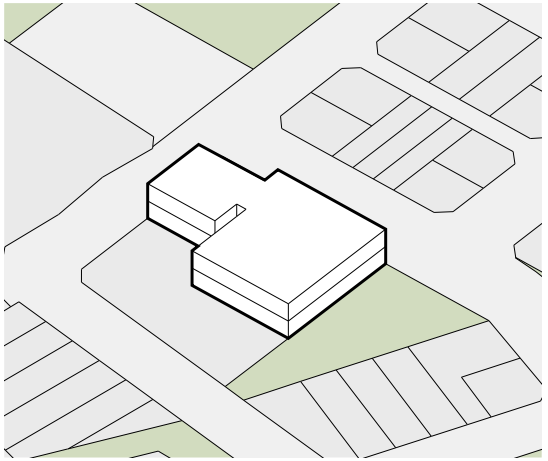


Streetscape	Provide a high quality landscaping interface to act as visual buffer between the carpark and adjoining development to the south-east. OR Development to front and provide an urban edge to Sea Beach Way, sleeving internal car parking,
Prominent Locations *In addition to the requirements of Section 3, development is to address the following:*	**Main Street Interface** Building facades should provide activation at the street level through a mixture of glazing, signage, lighting and external building fabric. Development should avoid blank walls/façades, and large extents of non-operable glazing. Preferred commercial uses on ground floor with residential on upper floors. Alfresco and uses that open out onto the street encouraged. **POS Interface** Development to provide passive surveillance of the public open space. Alfresco and uses that open out onto the public open space are encouraged. Development should demonstrate how CPTED design principles have been addressed through the design.

Site Location

- Preferred ground floor commercial
- Main Street Interface
- POS Interface
- Landscape edge
- Preferred pedestrian access
- Preferred vehicle access
- Vehicle access restrictions
- Preferred location for parking/service areas
- Indicative On-Street Car Parking

Indicative Built Form



2.4 LOT FIVE

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Residential R80-R100
Preferred land use	Residential
Building height	**Minimum Height:** 7.5m minimum wall height (min 2 storey equivalent) **Maximum Height:** 3 storeys
Street setbacks	**Primary Street** 4.0m ground floor setback 3.0m upper floor setback Garages to be set back a minimum 4.5m.
Lot boundary setbacks	**Rear setback** 3.0m setback **POS setback** 1.5m **Boundary walls** 7m maximum boundary wall height to no maximum length to both side boundaries.
Streetscape	The finished level of all of the lots with interface to public realm must be elevated a minimum of 500mm and a maximum 600mm above the adjoining public realm. No visible retaining permitted in street setback. Development to provide passive surveillance of Sea Beach Way, with habitable rooms and balconies that front the street. Garages are permitted to a maximum of 70% of the frontage, provided: + the garage has been well integrated into the design of the front facade; + the upper floor projects a minimum of 1m forward of the garage; and + a minimum one small tree and adequate soft landscaping within the street setback area is still able to be achieved.
Vehicle access	Garages and driveway widths are to be kept to a functional minimum, prioritising pedestrian access and landscaping within the street setback.
Waste	Refuse/storage areas are to be fully integrated with the design of the building. Refuse storage areas shall be screened from view from the public realm.
Overshadowing	No maximum overshadowing.
Privacy	No privacy provisions apply.

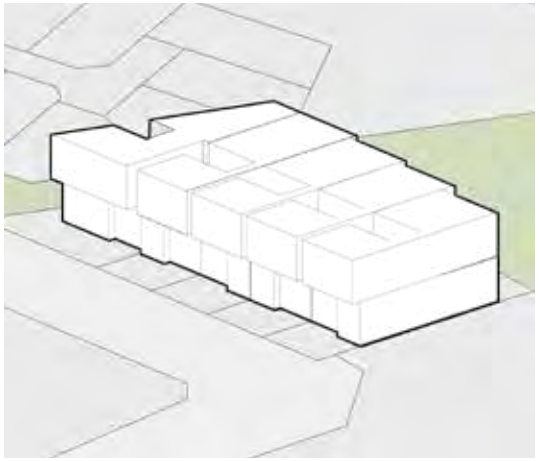
Site Plan

Site Location

POS Interface
Primary Dwelling/Development Orientation
Secondary Dwelling/Development Orientation
Indicative On-Street Car Parking

Prominent Locations *In addition to the requirements of Section 3, development is to address the following:*	**POS Interface** Visually permeable fencing of a consistent design is to be provided along the boundary of lots adjoining public open space. Dwellings are to be designed to have a secondary orientation to the southern public open space, and incorporate at least one habitable room window to overlook the public open space. Development should demonstrate how CPTED design principles have been addressed through the design. Public realm to provide a 1.5m wide footpath between the lot and the public open space.

Indicative Built Form



2.5 LOT SIX

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0; and Residential R80-R100
Preferred land use	Residential, mixed-use Opportunity for commercial and home businesses on ground floor fronting the main street and POS.
Private open space	Private Open Space is orientated toward the POS, optimising northern solar access into the dwelling and providing outlook and passive surveillance. All other Private Open Space requirements as per the R-Codes.
Building height	**Minimum Height:** 7.5m minimum wall height (min 2 storey equivalent) **Maximum Height:** 3 storeys
Street setbacks	2.0m ground floor setback (including garages) 1m upper floor setback
Lot boundary setbacks	**Boundary walls** 7m maximum boundary wall height to no maximum length to both side boundaries. **POS setback** 2.5m setback
Streetscape	The finished level of all of the lots with interface to public realm must be elevated a minimum of 500mm and a maximum 600mm above the adjoining public realm. No visible retaining permitted in street setback. Garages are permitted to a maximum of 70% of the frontage, provided: + the garage has been well integrated into the design of the front facade; + the upper floor projects a minimum of 1m forward of the garage; and + a minimum one small tree and adequate soft landscaping within the street setback area is still able to be achieved.
Vehicle access	Garages are to be located as per the locations designated on the LDP. Minor variations to the locations may be permitted.
Waste	Refuse/storage areas are to be fully integrated with the design of the building. Refuse storage areas shall be screened from view from the public realm.
Overshadowing	No maximum overshadowing.
Privacy	No privacy provisions apply.

Site Plan

Site Location

- Commercial R-AC0
- Residential R80-R100
- Main Street Interface
- POS Interface
- Primary Dwelling/Development Orientation
- Secondary Dwelling/Development Orientation
- Vehicle access restrictions
- Indicative On-Street Car Parking

Prominent Locations

In addition to the requirements of Section 3, development is to address the following:

Main Street Interface

Building facades should provide activation at the street level through a mixture of glazing, signage, lighting and external building fabric.

Development should avoid blank walls/façades, and large extents of non-operable glazing

Preferred commercial uses on ground floor with residential on upper floors.

POS Interface

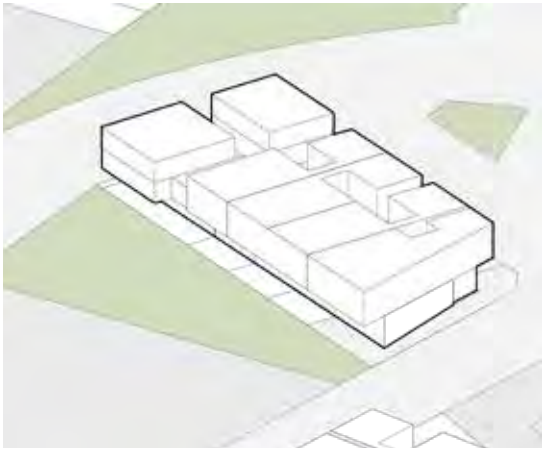
Development to provide passive surveillance of public realm, with active uses (for commercial), primary living spaces and balconies that overlook the public open space.

Visually permeable fencing of a consistent design is to be provided along the boundary of lots adjoining public open space.

Development should demonstrate how CPTED design principles have been addressed through the design.

Public realm to provide a 1.5m wide footpath between the lot and the public open space.

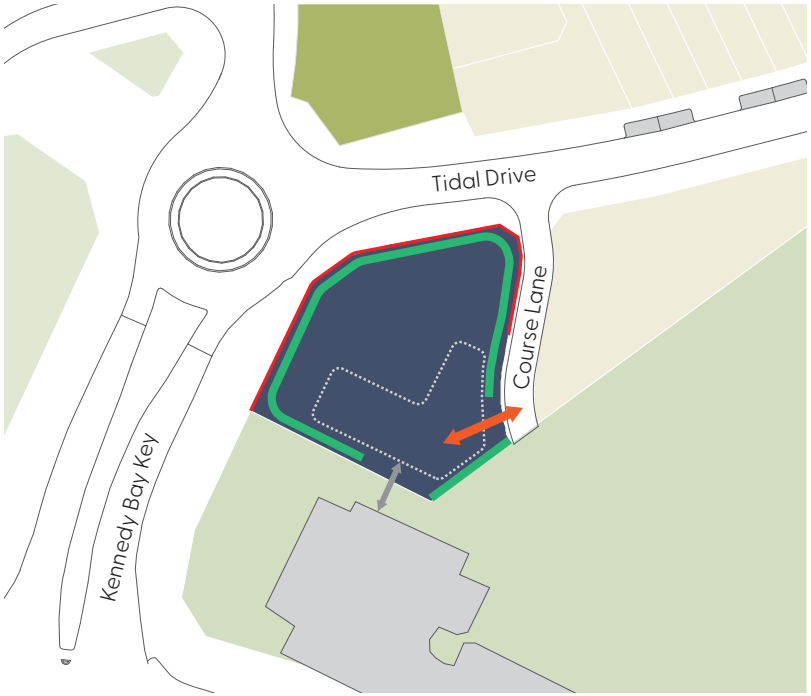
Indicative Built Form



2.6 LOT TEN

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	Child care, gym, health studio, recreation - private
Building height	**Minimum Height:** 6m at top of roof height to provide a consistent height datum with nearby Kennedy Links Clubhouse. **Maximum Height**: 3 storeys
Setbacks	3m minimum setback to all lot boundaries
Vehicle access and servicing	Vehicle access to be provided off Lane 1 only, minimising the impact traffic during peak drop off and pick up times. No access is permitted from Kennedy Bay Key
Parking	Parking to be provided on the southern side of the site. Opportunity to link with existing parking to the south, increasing parking availability. Where parking can't be provided on-site, options for reciprocal parking and/or allocating parking throughout the precinct may be considered (refer ***Parking Strategy***) across all non-residential lots. Reciprocal parking will be enforced by way of condition of development approval requiring public access easements on relevant Certificate of Titles.
Landscaping	**Non-Residential Development** Development to provide a minimum 10% deep soil area per site with a minimum dimension of 1.5m. The deep soil area is to be landscaped with a mix of large, medium and small tree sizes, for a minimum of 40% of the required deep soil area. **Residential Development** Refer to the R-Codes.
Streetscape	**Landscape Edge** Development to provide high quality landscaping within the setback areas, to provide an acoustic and visual buffer between development and the surrounding streets **Street Address** Development to provide a built form response that addresses both streets (Kennedy Bay Key and Tidal Drive), providing visual connection and articulation, and avoids the use of blank walls facing the street.

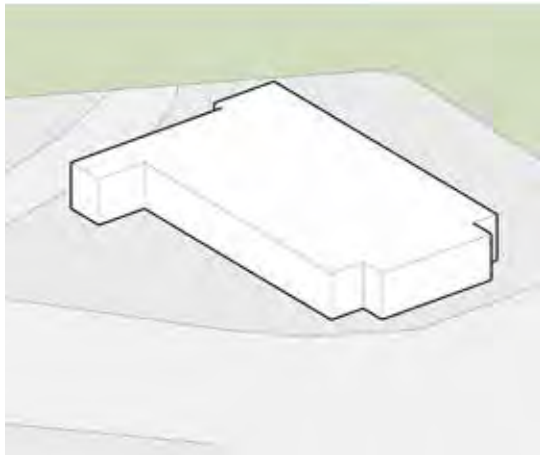
Site Plan



Site Location

- Landscape edge
- Preferred vehicle access
- Vehicle access restrictions
- Potential carpark access
- Preferred location for parking/service areas
- Indicative On-Street Car Parking

Indicative Built Form

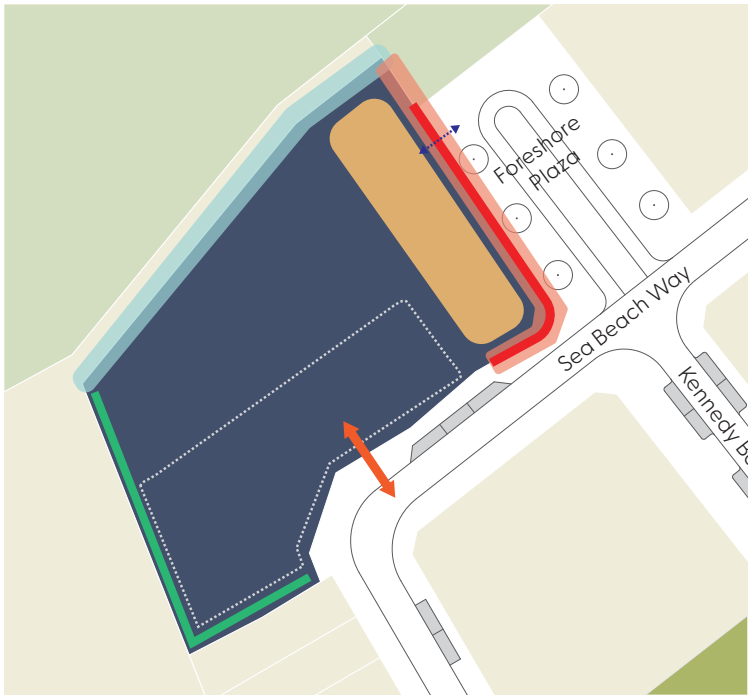


2.7 LOT THREE THOUSAND AND NINETEEN

Advice Note for Lot 3019 - This lot is situated in a mixed-use precinct and is currently affected (or may in the future be affected) by noise generated from adjacent preferred/permissible land uses. Residents should expect ambient noise levels to be relatively higher both inside and outside residences, due to the potential proximity of entertainment venues.

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	Commercial, cafe, restaurant, short-stay residential, tourism
Building height	**Minimum Height:** 7.5m minimum wall height (min 2 storey equivalent) **Maximum Height:** 3 storeys
Setbacks	3m setback to southern boundary. Nil setback to all other boundaries.
Pedestrian access	Location of pedestrian access provides safe, legible and convenient access for residents, and strengthens the connection to the Foreshore Plaza, main street and beach.
Vehicle access and servicing	Vehicle access to be provided from Sea Beach Way only. Width of vehicle access to be kept to a minimum and integrated into the design of the building, reducing the impact on the streetscape.
Parking	Centralising and concealing the impact of servicing and parking onto street edges, particularly away from the Foreshore Plaza. Car parking in this approximate location would allow for the siting of meaningful commercial, retail or residential building depths that address the adjoining streets. Where parking can't be provided on-site, options for reciprocal parking and/or allocating parking throughout the precinct may be considered (refer ***Parking Strategy***) across all non-residential lots. Reciprocal parking will be enforced by way of condition of development approval requiring public access easements on relevant Certificate of Titles.
Landscaping	**Non-Residential Development** Non-residential development to provide a minimum 10% landscaping per site with a minimum dimension of 1.5m. **Residential Development** Refer to the R-Codes.
Streetscape	**Landscape Edge** A high quality landscaping interface is to be provided as an acoustic and visual buffer between the carpark and adjoining residential development. **Street 2** Development to front and provide an urban edge to Sea Beach Way, sleeving internal car parking, OR Provide a high quality landscaping interface to act as visual buffer between the carpark and adjoining development to the south-east.

Site Plan



Site Location

- Preferred ground floor commercial
- Main Street Interface
- Foreshore Interface
- Landscape Edge
- Preferred pedestrian access
- Preferred vehicle access
- Vehicle access restrictions
- Preferred location for parking/service areas
- Indicative On-Street Car Parking

Prominent Locations

In addition to the requirements of Section 3, development is to address the following:

Main Street Interface

Building facades should provide activation at the street level through a mixture of glazing, signage, lighting and external building fabric.

Development should avoid blank walls/façades, and large extents of non-operable glazing

Preferred commercial uses on ground floor with residential on upper floors. Alfresco and uses that open out onto the street encouraged.

Foreshore Interface

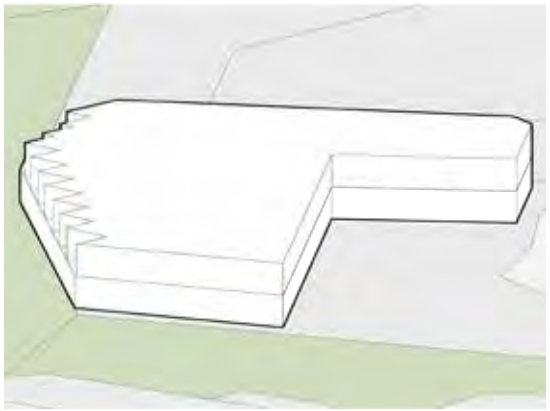
Development should maximise northern aspect and views to the coast, without dominating the visual amenity of the foreshore area.

Development should avoid blank walls/façades, and large extents of non-operable glazing. Provide an articulated facade that minimises long extents of wall or balconies and provides visual interest and relief.

Preferred commercial uses on ground floor with residential on upper floors.

Alfresco and uses that open out onto the foreshore area and foreshore plaza are encouraged, including a licensed alfresco area that leverages the relationship between the public and private realm (refer to the Kennedy Bay Landscape Masterplan).

Indicative Built Form



03 PROMINENT LOCATIONS

Prominent Locations are identified in **Figure 3** and reflect important entries, spaces and interfaces in the Kennedy Bay Coastal Village precinct where the proponent must give additional design consideration.

For each Prominent Location a 'character statement' and 'matters to be addressed' have been outlined to guide development outcomes and assist in the design review process. Photo examples and additional diagrams are also provided.

Figure 3: **Prominent Streetscapes Map**

3.1 MAIN STREET INTERFACE

CHARACTER STATEMENT

The main street is comprised of a urban residential terraces to the north and mixed use development on the southern side, growing in intensity as the street moves towards the coast and foreshore area. The overall built character should reflect the relaxed, coastal village vision of the local centre, with a variety of colours, forms, materials and expressions that respond to the surrounding context. The character of all development facing the main street shall typically be fine-grain, providing a high level of pedestrian interest.

MATTERS TO BE ADDRESSED

- Demonstrate an architectural response that utilises roofs and other overhangs to shade the façade below to create comfortable pedestrian environments. These should act in tandem with street trees to provide shade to the edges.
- Demonstrate a commitment to quality of architectural resolution suitable for important main street façades. This should include materiality that is self-weathering to develop and improve character with age.
- Mixed-use façades facing the main street have both landmark and social importance for Kennedy Bay. Demonstrate how the building's edges carefully consider this.
- The main street's mixed-use development sites can capitalise on northern sunlight. Demonstrate how the building responds to this, favouring alfresco, restaurant, bar or hospitality uses with appropriate solar control.

3.2 FORESHORE INTERFACE

CHARACTER STATEMENT

The foreshore areas are visioned as a combination of passive and active uses with large gathering spaces for community events and pedestrian/cycle networks accompanied by soft coastal planting (refer to the ***Kennedy Bay Landscape Masterplan*** in the Appendices). The built form character should not dominate the foreshore area, but sit respectfully in the coastal context. Active uses should work with the public spaces to attract, invite and provide amenity for the local community.

MATTERS TO BE ADDRESSED

- The northern corners are highly visible from key public realm spaces and the wider foreshore area. Demonstrate how these corners provides a strong appropriate architectural and landscape response.
- Demonstrate how active commercial uses can activate corners and take advantage of the landscaped public spaces provided.
- Development sites will offer prominent views to the coast, demonstrate how it will be seen as a high quality landmark design
- Development fronting the foreshore edge can capitalise on northern sunlight. Demonstrate how the building responds to this, favouring alfresco, restaurant, bar or hospitality uses with appropriate solar control.

3.3 POS INTERFACE

CHARACTER STATEMENT

The central POS area will be a vibrant town square, encouraging activity and vitality, providing a prominent arrival to the civic hub. The areas of POS provide relief and greenery throughout the built form and provide transition and separation between uses. The relaxed urban streetscape should blend and engage with the POS to provide amenity four residents and visitors, with the opportunity for buildings to open out onto areas of landscaping.

MATTERS TO BE ADDRESSED

- Demonstrate the building's strong landscape connection to the POS,
- Demonstrate how interesting and legible pedestrian connections are created between the building and the POS.
- Development to be designed in accordance with CPTED principles and ensure safety and amenity is maximised along building edges, with the opportunity for uses that can promote activity and use of the POS area.

kennedy bay

KENNEDY BAY
OVERALL LANDSCAPE MASTERPLAN

DWG KB-OC-01
REV E
DATE JULY 2023
SCALE 1 : 10,000 @ A3
0 50 100 150 200 250 m
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APPENDICES

KENNEDY BAY COASTAL VILLAGE TOWN CENTRE PARKING STRATEGY

Prepared by PJA (Updated June 2024)

LOTS SUBJECT TO RECIPROCAL PARKING ARRANGEMENTS

Non-residential development within the 400m walkable catchment shown below are subject to reciprocal parking easements.

For lots 2 and 3, the reciprocal parking easement would only apply if non-residential development were proposed.

*Possible reciprocal parking easement over Golf Course Car Park, subject to further investigation.