

PS Ref: 7817
SDAU ref: SDAU-010-20

17 March 2022

State Development Assessment Unit
Department of Planning, Lands and Heritage
Locked Bag 2506
Perth WA 6001

Attention: Shane Downes, Senior Planning Officer

Dear Shane,

**LOT 500 STRATA LOTS 1-7 (120) MARINE PARADE, COTTESLOE
FORM 17C – MINOR AMENDMENTS TO DEVELOPMENT PLANS**

Planning Solutions acts on behalf of Golden West Horizon Pty Ltd, the proprietor of Lot 500 Strata Lots 1-7 (120) Marine Parade, Cottesloe (**subject site**). We refer to the development approval for a mixed use development on the subject site, granted by the Western Australian Planning Commission (**WAPC**) at its meeting held on 5 August 2021.

Pursuant to Section 279 of the *Planning and Development Act 2005*, this application seeks development approval for minor amendments to the approved development.

In respect to the above, please find enclosed:

1. Certificate of Title, Deposited Plan, and Contract of Sale applicable to the subject site.
2. WAPC Form 17C application form, signed by the landowner and applicant.
3. A copy of the original WAPC determination notice and approved plans.
4. Development plans depicting the proposed minor amendments.

This application seeks approval for amendments to the basement, ground, and first floors. Specifically, comprising the enlargement and reconfiguration of the basement levels, removal of the ground floor parking and landscaping area, removal of the ground floor crossover to Marine Parade with access to be provided via subterranean easement, expansion of the ground floor building plate, consequential amendments to the internal ground floor plan, and the provision of courtyards and on-structure planting to dwellings 1A and 2.

Overall, the amendments do not materially alter the development approved by the WAPC. Accordingly, it is respectfully requested that the WAPC consider the application on its merits and approve the proposed amendments at the earliest opportunity so to facilitate commencement of construction.

1. SITE DETAILS

Legal description

Refer to **Table 1** for a description of the land subject to the proposed development.

Table 1: Lot details

Parent Lot	Strata Lot	Plan/Diagram	Volume	Folio	Site Area (m ²)
500	1	SP11863	673	1660	561
	2		674	1660	
	3		675	1660	
	4		676	1660	
	5		677	1660	
	6		678	1660	
	7		679	1660	

Refer **Appendix 1** for a copy the Certificate of Title and Contract of Sale.

2. BACKGROUND

Existing Development Approval

Development approval for a seven-storey mixed use development was granted by the WAPC at its meeting held 5 August 2021. The approval was granted under the Significant Development pathway pursuant to Part 17 of the *Planning and Development Act 2005*.

The approved development comprises 12 multiple dwellings and a ground floor commercial space, as well as associated parking, access, and landscaping.

Refer to **Appendix 2** for a copy of the WAPC Development Approval dated 5 August 2021.

3. PROPOSAL

This application seeks approval for minor amendments to the approved development on the subject site, as follows:

- Removal of the crossover and car lift to Marine Parade.
- Extending the subterranean eastern retaining wall of both basement levels 1.47 metres to the eastern lot boundary line.
- Modification to the layout of both basement levels, including opening up the northern wall to create a combined basement with neighbouring Lot 1. As part of this modification, access will be provided via a ramp from neighbouring Lot 1.
- The modified basement levels will provide 22 residential parking bays, two commercial bays, 20 bicycle bays, and four stores.
- Removal of the four, ground floor car parking bays and associated landscaping area along the eastern portion of the subject site, as was contemplated by the existing approval.
- Extending the ground floor commercial tenancy resulting in a nil setback to all lot boundaries.
- Modification of the layout of the ground floor. The modification will result in an increase in the commercial tenancy NLA to 141m².

- Creation of eastern facing courtyards for dwellings 1A and 2 on the second storey. These courtyards will incorporate on-structure soil zones to off-set the loss of deep soil at the ground level.

This application does not propose any modification to the approved land uses, pedestrian access, internal dwelling layout, building height, street setback, streetscape interface, or materiality. Therefore, the amendments are not considered to substantially change the existing development approval.

Refer **Appendix 3**, revised development plans.

4. TOWN PLANNING CONSIDERATIONS

Town of Cottesloe Local Planning Scheme No. 3

The local planning scheme applicable to the subject site is the Town of Cottesloe *Local Planning Scheme No. 3 (LPS3)*. This subject site is zoned 'Foreshore Centre' and is located within Special Control Area No. 2 (**SCA 2**). No Residential Density Code applies to the subject site.

This application seeks approval for minor modifications to the approved plans only, with no changes to the approved land uses proposed.

An assessment against the relevant provisions of LPS3 is provided below.

Building Envelope

LPS3 provides a series of provisions applicable to SCA2 and the Foreshore Centre Zone. The permitted height and setbacks are shown in Diagrams 3 and 4 of Schedule 15 of LPS3.

Pursuant to Diagrams 3 and 4, development on the subject site is permitted to have a nil street, rear, and side setback to the boundary, or easement line if applicable, up to the third storey.

The modifications to the development propose reducing the approved setback to the rear (eastern) lot boundary to a nil setback, as well as the eastern portion of the side (northern and southern) lot boundaries. No modification to the approved building height is proposed.

As access is now proposed to be provided via Napier Street through Lot 1, the built form is no longer required to be setback on the ground floor to the rear. As such, the amendments to the development remain consistent with the building control diagrams of LPS3.

Access

Pursuant to Clause 6.4.3.5 (c) of LPS3:

No vehicular ingress from or egress to Marine Parade is permitted, except in the case of Lot 500, where temporary access directly from Marine Parade may be approved, but only in the event that rear vehicular access is not at that time possible. Such temporary access must be immediately closed and the rear access implemented if rear access becomes available through the redevelopment of adjoining Lots 1 or 3.

As access could not be provided via easement to Lot 1 or 3 at the time of approval, the approved development included a single vehicle crossover to Marine Parade. Consistent with the above scheme provision the WAPC imposed conditions 11, 12 and 13 which required the closure of the Marine Parade crossover with access via a rear easement upon redevelopment of **both** abutting lots.

An Application for Development Approval for the redevelopment of adjoining Lot 1 was lodged with the WAPC by the proponent of this development. That application includes a corresponding basement so that the two basements can be integrated, eliminating the need for access from Marine Parade.

As part of this modification, it is proposed to open a section of wall within each basement level to Lot 1, combining the parking areas. The proposed access arrangements between the two Lots will be managed through an easement, providing right of carriageway between each lot. Refer **Image 1** below.

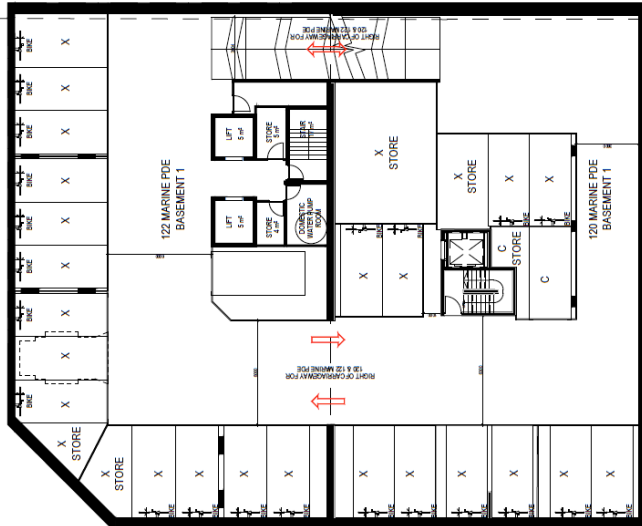


Image 1 –Proposed basement plan, depicting combined access and ramp.

The proposed modifications to vehicle access will result in an improved streetscape response to Marine Parade and is considered to be an appropriate alternative to the rear access easement that is required by LPS3. Foremost, placing vehicle access underground will remove any noise associated with vehicles generated on the ground floor of the development, mitigating potential acoustic impacts on adjoining residences. Additionally, the removal of a at grade easement provides additional space for development, resulting in a better commercial offering.

The combined access and parking areas between the two lots is considered a superior outcome for both developments, maximising space for parking and services below ground and improving the streetscape appearance of each development.

As a result of the proposed replacement of the approved Marine Parade crossover Condition No. 11 and 12 are no longer applicable and warrant removal accordingly. Condition No. 13 should be amended to reflect the removal of the rear access accordingly.

Refer **Attachment 4**, revised Transport Impact Statement.

Parking

The development proposes the removal of the ground floor car parking, reducing the number of onsite car parking bays by four. The modifications also propose an increase in the Net Lettable Area (**NLA**) of the commercial space, resulting in an increase in the required number of bays. A summary of the number of approved, required, and proposed bays is documented in **Table 2** below.

Table 2: Summary of vehicle parking requirements from LPS3

Activity / Use	Parking Requirement	Approved Bays	Required Bays	Proposed Bays	Compliant
Restaurant:	1 space to every 8 persons the development is designed to accommodate.	4 bays (with 20% reduction).	13 bays (with 20% reduction).	2 bays.	11 bay shortfall. Refer below.
Residential Visitor Parking:	Nil (pursuant to 6.4.3.1(c) of LPS3).	Nil.	Nil.	Nil.	✓
Residents' Parking:	As per R-Codes 1 bay per dwelling (1-2 bedrooms) 1.25 bays per dwelling (3+ bedrooms).	25 days.	15 bays. 2 x 1-bed = 2 bays 9 x 3-bed = 11.25 bays 1 x 4-bed = 1.25 bays	22 bays.	✓
Total:			28 bays.	24 bays.	

As outlined in **Table 2** above, the development proposes a 11-bay commercial bay shortfall and 7-bay residential bay surplus. This results in a net four bay shortfall on the subject site. This is considered acceptable for the following reasons:

- The original development was approved with a 1 bay shortfall of commercial bays, comprising a 20% variation to the required rate. This is in accordance with Clause 5.8 of LPS3 which grants a 20% variation to the minimum number of bays with the support of a Transport Impact Assessment.
- The subject site is small (561m² in area). Providing parking on site is a challenge, particularly noting the requirements in clause 6.4.3.5(a) of LPS3 that parking is provided in a basement or in a limited portion of the ground floor.
- There is a substantial number of car bays in the immediate vicinity of the subject site, including:
 - Car Park One (opposite the subject site on Marine Parade) comprising approximately 150 bays.
 - Car Park Two (located at the intersection of Marine Parade and Napier Street), comprising approximately 350 bays.
 - Marine Parade has on-street parking both sides of the street immediately in front of the subject site.
 - The western end of Napier Street has approximately 130 designated bays.
 - The western end of Forrest Street has approximately 130 designated bays.
- Patrons utilising the commercial tenancy during the day are more likely than not to do so in conjunction with another trip. For example, patrons may visit the beach, then go to the tenancy. The tenancy will leverage off dual destination trips rather than creating traffic and parking demand of its own.
- The nature of the tenancy means that during the evening when local demand for carparking is lower there will most likely be sufficient car parking available within the surrounding area.
- The proposed development maximises the number of spaces on site, with the combined basement with adjoining Lot 1 creating a highly efficient layout. All car parking on site is limited to staff and residents; no bays are provided for visitors.

Notwithstanding the above, the proposed number of residential bays remain compliant with the provisions of LPS3, ensuring future owners and occupiers are provided onsite parking.

Refer **Attachment 4**, revised Transport Impact Statement.

State Planning Policy 7.3: Residential Design Codes Volume 2

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes) applies to the development of multiple dwellings in areas coded R40 and above in Western Australia.

Volume 2 of the R-Codes pertains to the design outcomes for developments involving apartments (multiple dwellings). Refer below for an assessment against the relevant design element objectives of the R-Codes and applicable local planning policies as they relate to the proposed amendments.

Element 2.4 – Side and Rear Setbacks

The development proposes extending the building footprint on the ground and first floors, reducing the side and rear setbacks to nil respectively. LPS3 augments Element 2.4 of the R-Codes, with development to be in accordance with the building control diagrams provided in Schedule 15. Refer above for an assessment against the relevant provisions of Schedule 15 of LPS3.

Notwithstanding, it is considered that the proposed nil side and rear setbacks are consistent with the element objectives and warrants approval. Foremost, the property to the rear of the subject site incorporates a two storey boundary wall consistent with the proposed development. Additionally, the nil ground and first floor setback allows the proposed landscaping to be raised in line with this adjoining parapet. This provides an improved outlook and transition between the properties.

Element 3.2 – Orientation

The proposed development seeks to extend the approved ground floor building footprint to the eastern boundary. As a result of the ground floor expansion, the development proposes the creation of two new courtyards to dwellings 1A and 2.

The extension of the ground floor and small extension of screen wall along the southern lot boundary to the unit 2 courtyard creates some additional overshadowing to the adjoining property to the south. The adjoining property to the south maintains a vehicle parking area to its rear boundary, with no habitable spaces or outdoor living areas. At the winter solstice, the proposed extensions to the built form at ground floor and the upper floor courtyard screen wall will not result in any adverse overshadowing impacts to the adjoining property to the south beyond what has previously been approved.

Element 3.3 – Tree Canopy and Deep Soil Areas

The current approval includes 28m² of deep soil area to a depth greater than 1m, accommodating space for 5 trees. The modifications proposes the removal of the ground floor landscaping and parking area, including the deep soil zone. It is noted that the removal of the deep soil area from the site was contemplated in the original approval to achieve alternative access to the site.

In lieu of this area, the development proposes additional on-structure planting on the first floor abutting the eastern boundary. Proposed planting area will be to a minimum depth of 1m, meeting the minimum deep soil requirements for on structure planting. Five trees will be planted within this area, ensuring a like for like replacement of tree canopy. Refer **Image 2** below.



Image 2 –Proposed on-structure landscaping, second storey.

The revised landscaping proposal is a superior outcome as it elevates the landscaping above the adjoining parapet wall making it visible from the adjoining dwellings to the east. This enables the landscaping to offer a softer and more dynamic element when viewed from adjoining developments.

The development retains all other approved on-structure planting areas, ensuring the development contributes a positive streetscape response, internal residential amenity, and overall sustainability.

Refer **Attachment 5**, revised Landscaping Plan. Refer **Attachment 6**, revised Sustainability Statement.

Element 3.9 – Car and Bicycle Parking

The development proposes the modification of the layout of the parking on the basement levels, as well as the removal of the ground floor car park. This results in the removal of six bays. As assessment against vehicle parking requirements is provided in **Table 2** above.

The R-Codes require 0.5 bicycle bays per dwelling and one visitor bicycle bay per 10 dwellings. Accordingly, the development continues to require eight bike bays. The development proposes 20 bicycle parking bays within the basement level, exceeding the minimum bicycle parking requirements. Additional bicycle parking is possible, and indicated on the development plans, within the verge area. It is acknowledged this is subject to approval by the Town.

Element 4.1 – Solar and Daylight Access

The proposed development seeks to extend the approved ground floor building footprint to the eastern boundary. As a result of the ground floor expansion, the development proposes the creation of two new courtyards to dwellings 1A and 2.

The courtyards proposed to level one are open air spaces with on-structure planting only. No other structures will sit within this area. The courtyard to dwelling 2 will maintain a continuation of the wall along the southern boundary to ensure visual privacy to the outdoor living area. As such, there is no impact to solar access.

All remaining dwellings retain substantial solar access, exceeding the acceptable outcomes of the R-Codes.

Element 4.4 - Private Open Space and Balconies

As noted above, the extension of the ground floor footprint affords the opportunity to provide additional private open space to dwellings 1A and 2. Specifically, 24m² and 31m² respectively. The additional private open space provides greater amenity to the dwellings, including softening the impact of the neighbouring development (with a nil setback).

Element 4.7 – Managing the Impact of Noise

The development proposes an increase in the commercial tenancy's NLA, the removal of the ground floor car parking area, as well as other consequential amendments to the ground floor layout which may impact the level of noise generated within the development.

Notwithstanding, the development retains the adequate separation of residential and commercial areas, including on the ground floor, as well as noise attenuation measures to mitigate the impact of noise. Refer **Attachment 7**, revised Environmental Noise Assessment.

Element 4.12 - Landscaping

The development proposes the removal of the ground floor landscaping, replaced by additional on-structure planting on the first floor. Refer to the assessment against the objectives of Element 3.3 above.

Element 4.14 - Mixed Use

Whilst no amendments to the approved land uses are proposed, the development does seek to increase the commercial tenancy's NLA, as well as other resultant amendments to the ground floor.

The increase in the commercial tenancy's NLA allows the development to accommodate a larger restaurant / café tenancy, providing greater opportunities for increased food and beverage offerings for the locality. Currently, the locality has a varying range of food and beverage offerings, with the centre area including a number of smaller, take-away style tenancies. It is important that destinations like Cottesloe provide a diverse range of offerings for visitors and locals.

The provision of a larger space affords the opportunity to provide a greater diversity of offerings to the locality, compatible with other coastal destinations within Perth. This also provides greater employment opportunities for the local community.

The expanded retail space is not considered to have an undue adverse impact on the amenity of streetscape, nor is it considered to unduly impact on future residents of the development. The space continues to enhance the streetscape along Marine Parade and is in keeping with the element objectives of the R-Codes.

Refer **Attachment 8**, revised Economic Benefits Schedule.

Element 4.17 – Waste Management

The development proposes the reconfiguration of the ground floor, including the relocation of the bin store. The proposed amendments to the ground floor propose a dedicated internal commercial and residential store, neither of which are visible from the public realm or dwellings above.

The bins are proposed to be transported via easement on adjoining Lot 1 to the bin presentation area along Napier Street. No further modifications to waste management are proposed.

This new arrangement removes the need for rubbish collection via the Marine parade frontage, thereby improving the future amenity of the area.

Refer **Attachment 9**, revised Waste Management Plan.

5. CONCLUSION

This application seeks approval for minor amendments to the approved mixed-use development on the subject site. The amendments comprise replacement of the ground floor crossover with access to be provided via an easement, modification the ground floor layout, as well as the extension of the basement, ground floor, and first floor building footprints.

These modifications cause no fundamental impact on the design of the existing approved development, and maintain compliance with the approved building height, materiality, and relationship and interface to Marine Parade.

Whilst a minor variation to the required commercial parking rate is sought, the proposed amendments do not result in any significant non-compliance with the local planning framework, including the approved building envelope, dwelling composition and layout, and uses. We therefore respectfully request that the WAPC consider the application on its merits, and approve the development.

Should you have any queries or require further clarification in regard to the above matter please do not hesitate to contact the undersigned.

Yours sincerely

pp 

TAYNE EVERSHED
DIRECTOR

220317 7817 Form 17C Submission.docx

Attachment 1
Certificates of Title

WESTERN



AUSTRALIA

REGISTER NUMBER

1/SP11863DUPLICATE
EDITION**4**

DATE DUPLICATE ISSUED

14/8/2018VOLUME
1660FOLIO
673

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893 AND THE STRATA TITLES ACT OF 1985

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



LAND DESCRIPTION:

LOT 1 ON STRATA PLAN 11863
TOGETHER WITH A SHARE IN COMMON PROPERTY (IF ANY) AS SET OUT ON THE STRATA PLAN

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

120 MARINE PARADE PTY LTD OF 14 BAY ROAD CLAREMONT WA 6010

(T N995659) REGISTERED 27/9/2018

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

1. INTERESTS NOTIFIED ON THE STRATA PLAN AND ANY AMENDMENTS TO LOTS OR COMMON PROPERTY NOTIFIED THEREON BY VIRTUE OF THE PROVISIONS OF THE STRATA TITLES ACT OF 1985 AS AMENDED.
2. *N995673 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 27/9/2018.

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.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.

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

STATEMENTS:

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

SKETCH OF LAND: SP11863
PREVIOUS TITLE: SP11863
PROPERTY STREET ADDRESS: UNIT 1 120 MARINE PDE, COTTESLOE.
LOCAL GOVERNMENT AUTHORITY: TOWN OF COTTESLOE

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING
N995673

WESTERN



AUSTRALIA

REGISTER NUMBER

2/SP11863DUPLICATE
EDITION**6**

DATE DUPLICATE ISSUED

12/2/2018

VOLUME

1660

FOLIO

674

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893 AND THE STRATA TITLES ACT OF 1985

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.

REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 2 ON STRATA PLAN 11863
TOGETHER WITH A SHARE IN COMMON PROPERTY (IF ANY) AS SET OUT ON THE STRATA PLAN

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

120 MARINE PARADE PTY LTD OF 14 BAY ROAD CLAREMONT WA 6010

(T N995660) REGISTERED 27/9/2018

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

1. INTERESTS NOTIFIED ON THE STRATA PLAN AND ANY AMENDMENTS TO LOTS OR COMMON PROPERTY NOTIFIED THEREON BY VIRTUE OF THE PROVISIONS OF THE STRATA TITLES ACT OF 1985 AS AMENDED.
2. *N995673 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 27/9/2018.

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

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SKETCH OF LAND: SP11863
PREVIOUS TITLE: SP11863
PROPERTY STREET ADDRESS: UNIT 2 120 MARINE PDE, COTTESLOE.
LOCAL GOVERNMENT AUTHORITY: TOWN OF COTTESLOE

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING
N995673

WESTERN



AUSTRALIA

REGISTER NUMBER

3/SP11863DUPLICATE
EDITION**5**

DATE DUPLICATE ISSUED

15/3/2011VOLUME
1660FOLIO
675

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893 AND THE STRATA TITLES ACT OF 1985

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BGRoberts

REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 3 ON STRATA PLAN 11863
TOGETHER WITH A SHARE IN COMMON PROPERTY (IF ANY) AS SET OUT ON THE STRATA PLAN

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

120 MARINE PARADE PTY LTD OF 14 BAY ROAD CLAREMONT WA 6010

(T N995662) REGISTERED 27/9/2018

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

1. INTERESTS NOTIFIED ON THE STRATA PLAN AND ANY AMENDMENTS TO LOTS OR COMMON PROPERTY NOTIFIED THEREON BY VIRTUE OF THE PROVISIONS OF THE STRATA TITLES ACT OF 1985 AS AMENDED.
2. *N995673 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 27/9/2018.

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SKETCH OF LAND: SP11863
PREVIOUS TITLE: SP11863
PROPERTY STREET ADDRESS: UNIT 3 120 MARINE PDE, COTTESLOE.
LOCAL GOVERNMENT AUTHORITY: TOWN OF COTTESLOE

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING
N995673

WESTERN



AUSTRALIA

REGISTER NUMBER

4/SP11863DUPLICATE
EDITION**3**

DATE DUPLICATE ISSUED

4/1/2011VOLUME
1660FOLIO
676

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893 AND THE STRATA TITLES ACT OF 1985

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BGRoberts

REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 4 ON STRATA PLAN 11863

TOGETHER WITH A SHARE IN COMMON PROPERTY (IF ANY) AS SET OUT ON THE STRATA PLAN

REGISTERED PROPRIETOR:
 (FIRST SCHEDULE)

120 MARINE PARADE PTY LTD OF 14 BAY ROAD CLAREMONT WA 6010

(T N995666) REGISTERED 27/9/2018

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

- INTERESTS NOTIFIED ON THE STRATA PLAN AND ANY AMENDMENTS TO LOTS OR COMMON PROPERTY NOTIFIED THEREON BY VIRTUE OF THE PROVISIONS OF THE STRATA TITLES ACT OF 1985 AS AMENDED.
- *N995673 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 27/9/2018.

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SKETCH OF LAND: SP11863
 PREVIOUS TITLE: SP11863
 PROPERTY STREET ADDRESS: UNIT 4 120 MARINE PDE, COTTESLOE.
 LOCAL GOVERNMENT AUTHORITY: TOWN OF COTTESLOE

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING
 M042950

WESTERN



AUSTRALIA

REGISTER NUMBER 5/SP11863	
DUPLICATE EDITION 2	DATE DUPLICATE ISSUED 16/4/2002

VOLUME
1660FOLIO
677

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893 AND THE STRATA TITLES ACT OF 1985

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BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 5 ON STRATA PLAN 11863
TOGETHER WITH A SHARE IN COMMON PROPERTY (IF ANY) AS SET OUT ON THE STRATA PLAN

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

120 MARINE PARADE PTY LTD OF 14 BAY ROAD CLAREMONT WA 6010

(T N995668) REGISTERED 27/9/2018

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

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PREVIOUS TITLE: SP11863
PROPERTY STREET ADDRESS: UNIT 5 120 MARINE PDE, COTTESLOE.
LOCAL GOVERNMENT AUTHORITY: TOWN OF COTTESLOE

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING
N787060

WESTERN



AUSTRALIA

REGISTER NUMBER

6/SP11863DUPLICATE
EDITION**2**

DATE DUPLICATE ISSUED

9/5/2002VOLUME
1660FOLIO
678

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BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 6 ON STRATA PLAN 11863
TOGETHER WITH A SHARE IN COMMON PROPERTY (IF ANY) AS SET OUT ON THE STRATA PLAN

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

120 MARINE PARADE PTY LTD OF 14 BAY ROAD CLAREMONT WA 6010

(T N995670) REGISTERED 27/9/2018

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

1. INTERESTS NOTIFIED ON THE STRATA PLAN AND ANY AMENDMENTS TO LOTS OR COMMON PROPERTY NOTIFIED THEREON BY VIRTUE OF THE PROVISIONS OF THE STRATA TITLES ACT OF 1985 AS AMENDED.
2. *N995673 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 27/9/2018.

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.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.

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

STATEMENTS:

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

SKETCH OF LAND: SP11863
PREVIOUS TITLE: SP11863
PROPERTY STREET ADDRESS: UNIT 6 120 MARINE PDE, COTTESLOE.
LOCAL GOVERNMENT AUTHORITY: TOWN OF COTTESLOE

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING
M278430

WESTERN



AUSTRALIA

REGISTER NUMBER

7/SP11863DUPLICATE
EDITION**7**

DATE DUPLICATE ISSUED

15/8/2012VOLUME
1660FOLIO
679

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893 AND THE STRATA TITLES ACT OF 1985

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



LAND DESCRIPTION:

LOT 7 ON STRATA PLAN 11863
TOGETHER WITH A SHARE IN COMMON PROPERTY (IF ANY) AS SET OUT ON THE STRATA PLAN

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

120 MARINE PARADE PTY LTD OF 14 BAY ROAD CLAREMONT WA 6010

(T N995672) REGISTERED 27/9/2018

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

1. INTERESTS NOTIFIED ON THE STRATA PLAN AND ANY AMENDMENTS TO LOTS OR COMMON PROPERTY NOTIFIED THEREON BY VIRTUE OF THE PROVISIONS OF THE STRATA TITLES ACT OF 1985 AS AMENDED.
2. *I627128 CAVEAT BY PETER MERVYN DUNN AS TO PORTION ONLY LODGED 15/9/2003.
3. *N995673 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 27/9/2018.

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.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.

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

STATEMENTS:

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

SKETCH OF LAND: SP11863
PREVIOUS TITLE: SP11863
PROPERTY STREET ADDRESS: UNIT 7 120 MARINE PDE, COTTESLOE.
LOCAL GOVERNMENT AUTHORITY: TOWN OF COTTESLOE

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING
M632434

CONTRACT FOR SALE OF LAND OR STRATA TITLE BY OFFER AND ACCEPTANCE

NOTICE: Contracts must be lodged with the Office of State Revenue for duty assessment within two (2) months of the date the last person signs the Contract

WARNING - If the Buyer is not an Australian Citizen or Permanent Resident or a New Zealand Citizen

then FIRB approval (and a special condition to this Contract) may be required.

WARNING - If the Purchase Price is \$750,000 or more, Withholding Tax may apply to this Contract (see 2018 General Condition 3.7).

WARNING - If GST is relevant to this transaction then the relevant GST provision should be outlined in the Special Conditions or an attached GST Annexure.

TO:

THE BUYER (FULL NAME AND ADDRESS) GOLDEN WEST HORIZON PTY LTD ATF THE GOLDEN WEST HORIZON UNIT TRUST OF PO BOX 7015, CLOISTER SQUARE, PERTH WA 6850

EMAIL: The Buyer consents to Notices being served at:

OFFERS TO PURCHASE (as joint tenants/tenants in common specifying the undivided shares) the Land and Property Chattels set out in the Schedule ("the Property") with vacant possession unless stated otherwise in the Special Conditions at the Purchase Price on the terms set out in the Schedule, the Conditions and the Special Conditions.

SCHEDULE

The Property at:

Unit 1, 120 Marine Parade, Cottesloe
Unit 2, 120 Marine Parade, Cottesloe
Unit 3, 120 Marine Parade, Cottesloe
Unit 4, 120 Marine Parade, Cottesloe
Unit 5, 120 Marine Parade, Cottesloe
Unit 6, 120 Marine Parade, Cottesloe
Unit 7, 120 Marine Parade, Cottesloe

Lot 1 on Strata Plan 11863 being the whole of the land comprised in Certificate of Title Volume 1660 Folio 673
Lot 2 on Strata Plan 11863 being the whole of the land comprised in Certificate of Title Volume 1660 Folio 674
Lot 3 on Strata Plan 11863 being the whole of the land comprised in Certificate of Title Volume 1660 Folio 675
Lot 4 on Strata Plan 11863 being the whole of the land comprised in Certificate of Title Volume 1660 Folio 676
Lot 5 on Strata Plan 11863 being the whole of the land comprised in Certificate of Title Volume 1660 Folio 677
Lot 6 on Strata Plan 11863 being the whole of the land comprised in Certificate of Title Volume 1660 Folio 678
Lot 7 on Strata Plan 11863 being the whole of the land comprised in Certificate of Title Volume 1660 Folio 679

A deposit of [REDACTED] shall be paid within 7 days upon satisfaction of Special Condition 2. [REDACTED] 0.00

Purchase Price: [REDACTED]

Settlement Date: 60-90 days from satisfaction of Special Condition 2.

Property Chattels included: [REDACTED]

GST

☐ GST is APPLICABLE to this Contract. See Special Conditions or attached GST Annexure (which forms part of this Contract OR ☒ GST is NOT applicable to this Contract

FINANCE CLAUSE IS APPLICABLE

LENDER:-

LATEST TIME:-

AMOUNT OF LOAN:-

SIGNATURE OF BUYER:-

FINANCE CLAUSE IS NOT APPLICABLE

Signature of the Buyer if Finance Clause IS NOT applicable

SPECIAL CONDITIONS

1. As set out in Annexure "A" of this Contract.

CONDITIONS

SUBJECT TO FINANCE

If the Buyer signs the "Finance Clause is not Applicable" box in the Schedule then this clause 1 does not apply to the Contract.
If any information is completed in or the Buyer signs the "Finance Clause is Applicable" box in the Schedule then this clause 1 applies to the Contract.

1.1 Buyer's Obligation to Apply for Finance and Give Notice to the Seller

- (a) The Buyer must:
- (1) immediately after the Contract Date make a Finance Application to the Lender using, if required by the Lender, the Property as security; and
 - (2) use all best endeavours in good faith to obtain Finance Approval.
- (b) If the Buyer does not comply with clause 1.1(a) or 1.1(c)(1) then the Contract will not come to an end under clause 1.2 and the Buyer may not terminate the Contract under clause 1.3. The rights of the Seller under this Clause 1.1 will not be affected if the Buyer does not comply with Clause 1.1.
- (c) The Buyer must immediately give to the Seller or Seller Agent:
- (1) an Approval Notice if the Buyer obtains Finance Approval; or
 - (2) a Non Approval Notice if Finance Approval is rejected at any time while the Contract is in force and effect.

1.2 No Finance Approval by the Latest Time: Non Approval Notice Given

This Contract will come to an end without further action by either Party if on or before the Latest Time:

- (a) written Finance Approval has not been obtained; and
- (b) the Buyer gives a Non Approval Notice to the Seller or Seller Agent.

1.3 No Finance Approval by the Latest Time: No Notice Given

If by the Latest Time:

- (a) the Buyer has not given an Approval Notice to the Seller or Seller Agent; and
- (b) the Buyer has not given a Non Approval Notice to the Seller or Seller Agent;

then this Contract will be in full force and effect unless and until either the Seller gives written Notice of termination to the Buyer or the Buyer terminates this Contract by giving a Non Approval Notice to the Seller or Seller Agent.

1.4 Finance Approval: Approval Notice Given

If by the Latest Time, or if clause 1.5 applies, before the Contract is terminated:

- (a) written Finance Approval has been obtained; and
- (b) the Buyer has given an Approval Notice to the Seller or Seller Agent; then this Clause 1 is satisfied and this Contract is in full force and effect.

1.5 Notice Not Given by Latest Time: Seller's Right to Terminate

If by the Latest Time the Buyer has not given an Approval Notice or a Non Approval Notice to the Seller or Seller Agent then at any time until an Approval Notice is given, the Seller may terminate this Contract by written Notice to the Buyer.

1.6 Buyer Must Keep Seller Informed: Evidence

- (a) If requested in writing by the Seller or Seller Agent the Buyer must advise the Seller or Seller Agent of:
- (1) the progress of the Finance Application; and
 - (2) provide evidence in writing of the making of a Finance Application, in accordance with clause 1.1(a) and of any loan offer made, or any rejection; and
 - (3) if applicable the reasons for the Buyer not accepting any loan offer.
- (b) If the Buyer does not comply with the request within 2 Business Days then the Buyer authorises the Seller or Seller Agent to obtain from the Lender the information referred to in 1.6(a).

1.7 Right To Terminate

If a Party has the right to terminate under this Clause 1, then:

- (a) termination must be effected by written Notice to the other Party;
- (b) Clauses 23 and 24 of the 2011 General Conditions do not apply to the right to terminate;
- (c) upon termination the Deposit and any other monies paid by the Buyer must be repaid to the Buyer;
- (d) upon termination neither Party will have any action or claim against the other for breach of this Contract, except for a breach of clause 1.1 by the Buyer.

1.8 Waiver

The Buyer may waive this Clause 1 by giving written Notice to the Seller or Seller Agent at any time before the Latest Time, or if clause 1.5 applies, before the Contract is terminated. If waived this clause is deemed satisfied.

1.9 Definitions

In this Clause:

Amount of Loan means either the amount referred to in the Schedule or any lesser amount of finance referred to in the Finance Application. If the amount referred to in the Schedule is blank, then the amount will be an amount equivalent to the Purchase Price.

Approval Notice means a Notice in writing given by the Buyer or the Lender to the Seller, or Seller Agent to the effect that Finance Approval has been obtained.

Finance Application means an application made by or on behalf of the Buyer to the Lender to lend any monies payable under the Contract.

Finance Approval means:

- (a) a written approval by the Lender of the Finance Application or a written offer to lend or a written notification of an intention to offer to lend made by the Lender; and
- (b) for the Amount of Loan; and
- (c) which is unconditional or subject to terms and conditions:
 - (1) which are the Lender's usual terms and conditions for finance of a nature similar to that applied for by the Buyer; or
 - (2) which the Buyer has accepted by written communication to the Lender, but a condition which is in the sole control of the Buyer to satisfy will be treated as having been accepted for the purposes of this definition; or
 - (3) which, if the condition is other than as referred to in paragraphs (1) and (2) above includes:
 - (i) an acceptable valuation of any property;
 - (ii) attaining a particular loan to value ratio;
 - (iii) the sale of another property; or
 - (iv) the obtaining of mortgage insurance;
 and has in fact been satisfied.

Latest Time means:

- (a) the time and date referred to in the Schedule; or
- (b) if no date is nominated in the Schedule, then 15 Business Days after the Contract Date.

Lender means:

- (a) the lender or mortgage broker nominated in the Schedule; or
- (b) if the Buyer makes a finance application to, or if no lender is nominated in the Schedule then, any bank, building society, credit union or other institution which makes loans and in each case is carrying on business in Western Australia or a mortgage broker carrying on business in Western Australia.

Non Approval Notice means a Notice in writing given by the Buyer or the Lender to the Seller, or Seller Agent to the effect that Finance Approval has been rejected or has not been obtained.

2. Acceptance of this offer will be sufficiently communicated to the Buyer if verbal or written notification is given by the Seller or Seller's Agent to the Buyer that the acceptance has been signed by the Seller.
3. The 2018 General Conditions are incorporated into this Contract so far as they are not varied by or inconsistent with the Conditions or Special Conditions of this Contract.
4. If GST is applicable to this transaction then the relevant GST provision should be outlined in the Special Conditions or in an attached GST Annexure, which forms part of this Contract.

BUYER (if a corporation, then the Buyer executes this Contract pursuant to its Constitution.)

GOLDEN WEST HORIZON PTY LTD ATF THE GOLDEN WEST HORIZON UNIT TRUST

THE SELLER ACCEPTS the Buyer's offer

120 MARINE PARADE PTY LTD

Email: the Seller consents to Notices being served at:

(if a corporation, then the Seller executes this Contract pursuant to its Constitution.)

Witness

[Signature]
Alex James

Date

6/10/2021
6/10/2021

Witness

[Signature]

Date

6/10/21
6/10/21

RECEIPT OF DOCUMENTS

The Buyer acknowledges receipt of the following documents:

1. This offer and acceptance
2. Strata Disclosure
3. 2018 General Conditions
- 4.

Signature _____

RECEIPT OF DOCUMENTS

The Seller acknowledges receipt of the following documents:

1. This offer and acceptance
2. 2018 General Conditions
- 3.

Signature _____

CONVEYANCER The Parties nominate their Representative below to act on their behalf and consent to Notices being served to that Representative's facsimile number.

BUYER'S REPRESENTATIVE *MGB LEGAL*

Name

Signature

SELLER'S REPRESENTATIVE *ICON CONVEYANCING*

Name

Signature

**SPECIAL CONDITIONS
(ANNEXURE "A")**

The sale and purchase of the Property pursuant to this Contract is subject to and conditional upon the following conditions.

1. The Seller assigning the Current Planning Approval licence to the Purchaser. *AA*
2. Due Diligence
 - a. This Contract is subject to the condition precedent that the Buyer notifies the Seller in writing by not later than ~~30~~ *14 days* after the Contract Date, that the Buyer is satisfied with the results of all enquiries carried out by the Buyer or on the Buyer's behalf in relation to the Property. *21 days MN JAG*
 - b. if the Buyer does not, within ~~30~~ *14* days after the Contract Date, give written notice to the Seller that the condition precedent in this special condition 2 is satisfied or that the Buyer waives the benefit of the condition precedent, this Contract will automatically terminate on that date. *21 days MN JAG*
 - c. the condition precedent in this special condition 2 may be waived by the Buyer but not the Seller. *AA*

Seller

Buyer

6/10/21

CONFIDENTIAL

27/10/2021

Pursuant to the contract dated the 6th October 2021 between Golden West Horizon Pty Ltd (Buyer) and 120 Marine Parade Pty Ltd (Seller) , we hereby waive condition 2 of annexure A.



Signed By Golden West Horizon Pty Ltd

CONFIDENTIAL

Attachment 2
WAPC Development Approval, dated 5 August 2021



Our ref: SDAU-010-20
Enquiries: Shane Downes (08) 6551 9319

Tayne Evershed
Planning Solutions
GOP Box 2709
Cloisters Square WA 6850

Dear Mr Evershed

APPROVAL OF FORM 17B SIGNIFICANT DEVELOPMENT APPLICATION

WAPC Ref:	SDAU-010-20
Property Location:	Lot 500, Strata Lots 1-7 (120) Marine Parade, Cottesloe
Application Details:	Seven-storey mixed-use development

Thank you for your Form 17B Application for Development Approval, plans and technical documents submitted to the Department of Planning, Lands and Heritage on 8 Decemeber 2020 for the above-mentioned proposed development.

This application was considered by the Western Australian Planning Commission (the Commission) at its meeting held on **5 August 2021**, where in accordance with section 274(2) of the *Planning and Development Act 2005*, it was resolved to **approve** the application subject to conditions, as per the attached Notice of Determination.

Should the applicant not be satisfied by this decision, an application can be made to the Commission to amend or remove any of the conditions imposed on the approval; or to cancel this development approval in accordance with section 279 of the *Planning and Development Act 2005*. Please also be advised that there is a right of review through the State Administrative Tribunal in accordance with section 283 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

The Commission is responsible for the clearance of any conditions of approval. The Commission's clearance may be required before any site works commence and will be required prior to an application being made to a permit authority for a demolition or building permit. Should you have any queries with respect to the conditions of approval, or the process for the clearance of conditions, please contact Shane Downes on (08) 6551 9319 or via email shane.downes@dplh.wa.gov.au.

Yours sincerely

Ms Sam Fagan
Secretary
Western Australian Planning Commission
18 August 2021

Att. Notice of Determination
Approved Plans



Planning and Development Act 2005

Section 274(2)

APPROVAL of Form 17B Significant Development Application

WAPC Ref: SDAU-010-20
Property Location: Lot 500, Strata Lots 1-7 (120) Marine Parade, Cottesloe
Application Details: Seven-storey mixed-use development

In accordance with Section 274(2) of the Planning and Development Act 2005, the above application for development approval was **APPROVED** by the Western Australian Planning Commission at its meeting held on **5 August 2021** subject to the following conditions:

Conditions

Approval

1. This decision constitutes planning approval only and is valid for a period of 18 months from the date of approval. If the development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

Conformity with Plans

2. The development is to be undertaken in accordance with the approved plans and documents date-stamped 15 June 2021 and attached to this approval, final details of which are to be provided at working drawings stage to the satisfaction of the Western Australian Planning Commission.

3. The development is to be constructed with high quality and durable external materials and finishes, with final details (including colour swatches or material samples) being provided prior to applying for the relevant building permit, to the satisfaction of the Western Australian Planning Commission.

4. Prior to occupation of the development, the external face of all walls on or adjacent to the lot boundaries are to be finished to a high standard consistent with the rest of the development, to the satisfaction of the Western Australian Planning Commission.

Construction

5. Prior to submission of an application for the relevant demolition or building permit, a Demolition and Construction Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Town of Cottesloe, addressing but not limited to:

- i.hours of construction
- ii temporary fencing, hoardings, gantries and signage;
- iii.site access and egress;
- iv.construction traffic management;

- v. pedestrian and cyclist management and any footpath obstructions;
- vi. parking arrangements for staff and contractors;
- vii. deliveries and storage of construction materials and machinery;
- viii. management of vibration, dust, wind and erosion;
- ix. management of any site dewatering or stormwater discharge;
- x. management of construction noise and other site generated noise;
- xi. demolition and construction waste management, recycling and removal;
- xii. protection of street trees and public realm infrastructure; and
- xiii. public communication and complaint handling procedures.

This plan is to be adhered to at all times during demolition and construction, to the satisfaction of Western Australian Planning Commission.

6. Prior to submission of an application for the relevant building permit, a Dilapidation Report is to be submitted to and approved by the Western Australian Planning Commission on advice from the Town of Cottesloe, detailing the current condition of adjacent public realm infrastructure and paving, as well as any buildings on the following properties;

- i. No. 118 (Lot 3) Marine Parade
- ii. Units 1 – 6, No. 122 (Lot 1) Marine Parade
- iii. No. 3A (Lot 36) Napier Street
- iv. No. 5A (Lot 41) Overton Gardens

7. Any damage to buildings, structures, infrastructure or paving as a result of demolition or construction is to be rectified at the developer's cost and in a timely manner, to the satisfaction of the Western Australian Planning Commission.

Landscaping

8. Prior to the submission of the relevant building permit application, final landscape plans and specifications for both the subject site and the public realm, including hard and soft landscape specifications and reticulation details are to be submitted to and approved by the Western Australian Planning Commission, on advice from the Town of Cottesloe.

9. Prior to the occupation of the development, all landscape areas within the site are to be installed in accordance with the final approved landscape plans and thereafter maintained, to the satisfaction of the Western Australia Planning Commission.

10. Prior to the submission of the relevant building permit application, a Stormwater Management Plan is to be provided to the satisfaction of the Western Australia Planning Commission, on advice from the Town of Cottesloe.



Parking and Access

11. Within six (6) months of a paved vehicular driveway being constructed over both Lots 1 and 3 Marine Parade and over which access easements are established in favour of Lot 500 to enable vehicular access to the rear of Lot 500:

- i.all vehicular ingress and egress to the site, servicing and waste collection shall be from the rear of the property;
- ii.the vehicle access from Marine Parade shall be permanently closed;
- iii.a 4 metre wide easement adjacent to the rear boundary and limited in height to the underside of the first floor, is to be placed on the certificate of title of Lot 500 specifying vehicular access rights for the benefit of the adjoining Lots 1 and 3 Marine Parade; and
- iv.an area of landscaping shall be provided at the front of the property;

to the satisfaction of the Western Australian Planning Commission.

12. Prior to the submission of the relevant building permit, a notification is to be placed on the certificate of title so that future owners and/or strata managers are aware of the future rear access requirements and responsibilities and that such responsibilities transfer to the new owners, if required by the applicable planning framework at the time, to the satisfaction of the Western Australian Planning Commission.

13. Prior to the occupation of the development, a Parking and Operational Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Town of Cottesloe. The Plan is to include details of the following, and be reflected in the working drawings, where applicable:

- i.car parking and vehicle access arrangements from the rear of the property upon closure of the temporary access from Marine Parade;
- ii.effective and safe management of traffic movements within the car parking areas;
- iii.identification of ACROD bays;
- iv.identification of parking, loading, delivery and waste management areas;
- v.procedures for car lift maintenance and repairs; and
- vi.the identification of clear, safe and accessible pedestrian paths through the car parking and servicing areas.

The approved plan shall be adhered to at all times by the owners and occupants of the approved development, to the satisfaction of Western Australian Planning Commission.

14. Prior to the occupation of the development, all car parking spaces, access aisles and loading bays are to be paved, sealed, marked and drained in accordance with AS2890.1 and thereafter maintained by the owners of the development, to the satisfaction of the Western Australian Planning Commission.



15. Prior to submission of the relevant building permit application, the Waste Management Plan by Talis Consultants for 120 Marine Parade, Cottesloe (ref. TW19050 dated 7 April 2021) and any access modifications required shall be submitted to, and approved by, the Western Australian Planning Commission on advice from the Town of Cottesloe. The approved plan shall be implemented and adhered to at all times by the owners and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.

Sustainability

16. The development is to achieve an average 8 Star NatHERS design rating or equivalent. Prior to the submission of the relevant building permit application, the applicant is to submit an updated sustainability report demonstrating how an average 8 star NatHERS or equivalent sustainable design rating is to be achieved and confirming the final strategy that will guide construction. The accepted sustainability initiatives shall be incorporated into the development and thereafter maintained by the owners of the development to the satisfaction of the Western Australian Planning Commission.

17. Prior to the submission of the relevant building permit application, a final Acoustic Report and associated construction plans certified by a qualified acoustic consultant are to be submitted to and approved by the Western Australian Planning Commission, in consultation with the Town of Cottesloe.

18. Prior to the occupation of the development, certification is to be provided from a qualified acoustic consultant confirming that the recommendations of the approved Acoustic Report have been implemented in the completed development, to the satisfaction of the Western Australian Planning Commission.

Lighting

19. Prior to submission of the relevant building permit application, a Lighting Strategy detailing external illumination of the development which is sympathetic to the adjacent Cottesloe Beach Foreshore and enhances the amenity and safety of the area is to be submitted to and approved by the Western Australian Planning Commission.

Utilities and Facilities

20. Any proposed air-conditioning condensers, external building plant, lift overruns, piping, ducting, transformers and fire control rooms being integrated into the design of the building and located or screened to minimise any visual and noise impact on the residents of the neighbouring properties and public realm, with details of the location and screening of such plant and services being submitted to, and approved by, the Western Australian Planning Commission on advice from the Town of Cottesloe prior to applying for the relevant building permit.

21. Any external signage is to be integrated with the design of the building facades, with final details of the location and design of the signs provided prior to installation, to the satisfaction of the Western Australian Planning Commission, on advice from the Town of Cottesloe.



Advice Notes

- a. With regard to Condition 1, and in accordance with s.279(4) of the Planning and Development Act 2005, the Western Australian Planning Commission cannot do anything that would have the effect of extending the period within which the development must be substantially commenced.
- b. This is a development approval only. The applicant/owner is advised that it is their responsibility to ensure that the proposed development complies with all other applicable legislation, local laws and/or licence/permit requirements that may relate to the development.
- c. With regard to Condition 2, a copy of the final working drawings prepared for the submission of an application for a building permit and all associated reports and information that address the conditions of approval are to be submitted to and cleared by the Western Australian Planning Commission. The final working drawings and associated documents are to comply with all of the relevant conditions of development approval, as confirmed by the Western Australian Planning Commission, and any variations from the approved development plans are required to be clearly identified. Following satisfactory assessment of the plans and documents, the Western Australian Planning Commission will provide a clearance letter and copies of the documents to the local government to assist with building permit assessment. Where works and/or building permits are proposed to be staged, the Commission may agree to a staged clearance of working drawings and associated conditions of approval. The final plans and documents submitted to the Western Australian Planning Commission to satisfy the conditions of this approval will be verified by the Department of Planning, Lands and Heritage officers and any other Local or State government agency, where applicable. Approval for any substantive changes to the approved plans will need to be obtained in writing from the Commission, via an Amended Application process (Form 17C).
- d. With regard to Condition 3, final specifications and samples should be provided for all external elevations, demonstrating that high quality, durable and low reflective materials have been maintained (or enhanced) from development application stage through to working drawings and construction.
- e. With regard to Condition 6, in the event that access for undertaking the dilapidation survey is denied by an adjoining owner, the applicant must demonstrate in writing to the satisfaction of the Western Australian Planning Commission that all reasonable steps have been taken to obtain access and advise the affected property owner of the reason for the survey and that these steps have failed.



f. With regard to Condition 8, the Landscape Plan should include (but not be limited to):

- i.details of the how the landscape design, plantings and levels will effectively integrate with the adjacent public realm;
- ii.species, sizes and types of plantings;
- iii.reticulation to plantings including any rain/grey water capture and re-use;
- iv.paving, kerbs and other surface treatments;
- v.seating, lighting, shade structures and other hard infrastructure;
- vi.integration of wind amelioration strategies for outdoor spaces;
- vii.integration of any public art; and
- viii.details of ongoing management and maintenance.

g. With regard to Condition 10, all stormwater must be contained on site in accordance with the Town of Cottesloe's requirements for onsite stormwater management unless otherwise approved.

h. With regard to Conditions 9 and 11, any redundant vehicle crossovers to Marine Parade should be removed and the kerbing, verge, and footpath reinstated to the specifications of the Town of Cottesloe. The existing verge levels at the front property boundary and any crossovers or verge assets (inclusive of street trees) shall not be altered or removed without the prior approval of the Town of Cottesloe.

i. With regard to Condition 19, the lighting plan and subsequent installed lighting should demonstrate that any light spill to adjoining properties is minimised to acceptable levels and is in compliance with AS4282:1997.

j. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with Part 17 of the Planning and Development Act 2005.

AT	14-06-21	ADDITIONAL INFORMATION SDAU
AS	08-06-21	CONSULTANT ISSUE
AR	25-05-21	WITHOUT PREJUDICE- 7 STOREYS

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU
	AS	08-06-21	CONSULTANT ISSUE
	AR	25-05-21	WITHOUT PREJUDICE- 7 STOREYS



GENERAL NOTES:	
1. CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORKS.	
2. COORDINATE WORKS WITH ALL CONSULTANTS DRAWINGS.	
3. DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY.	
4. REFER TO INTERIOR DRAWINGS FOR PLUMBING SETOUTS.	
5. TILE UNDER ALL CABINETWORK U.O.N. DIMENSIONS ARE FROM FFL	

20-05-21	G + 6 STOREY PROPOSAL
29-04-21	GROUND FLOOR ALTERNATIVE
20-04-21	GROUND FLOOR ALTERNATIVE

© THIS DRAWING AND DESIGNS SHOWN ARE THE COPYRIGHT OF KLOPPER & DAVIS ARCHITECTS:

DWG:

STAGE:

DEVELOPMENT APPLICATION

SURVEY PLAN

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

JOB#:

1:200

1902

NORTH

ISSUE: AT

DWG: A101

Western Australian
Planning Commission

APPROVED

05-Aug-2021 SDAU-010-20

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

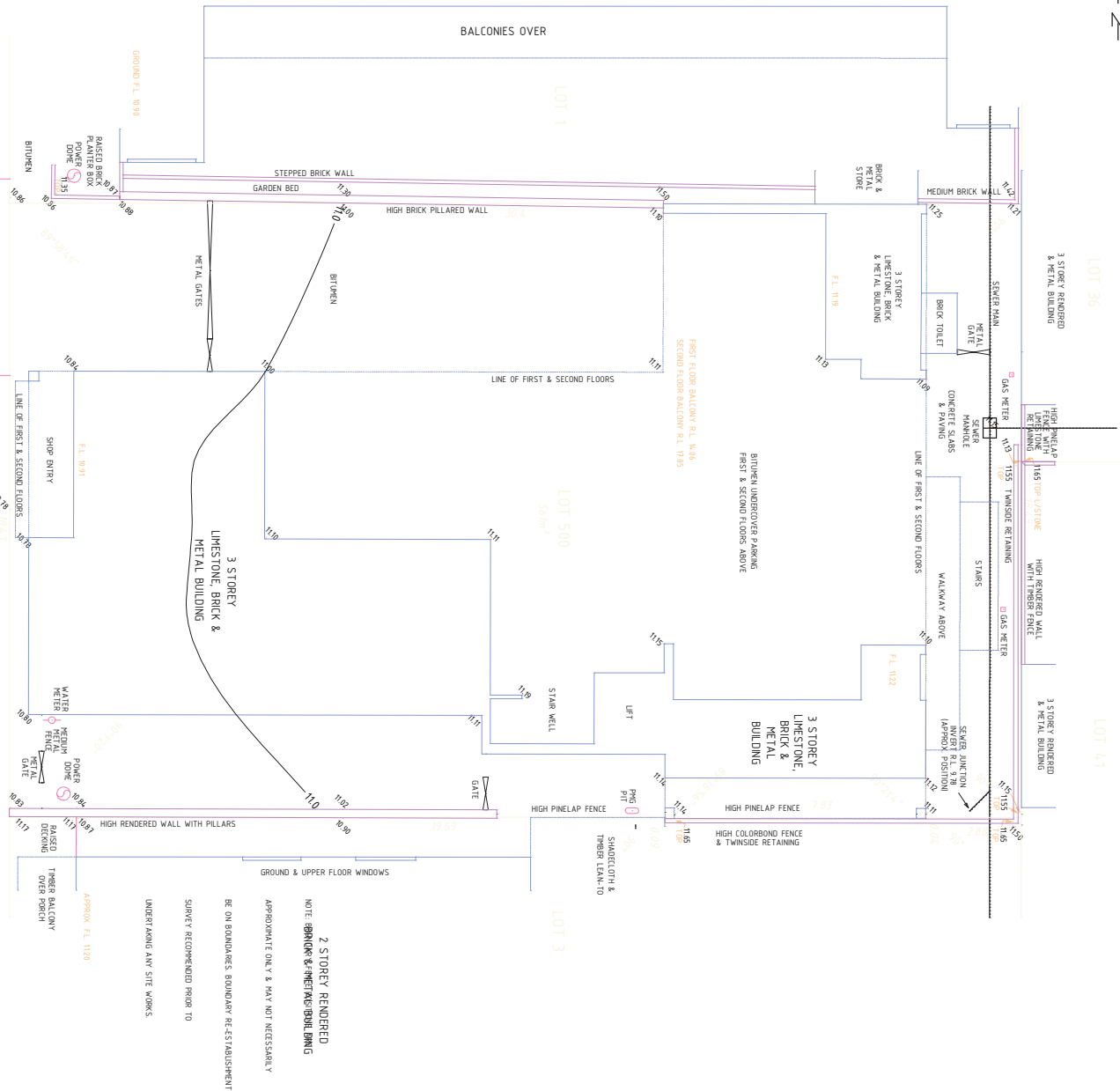
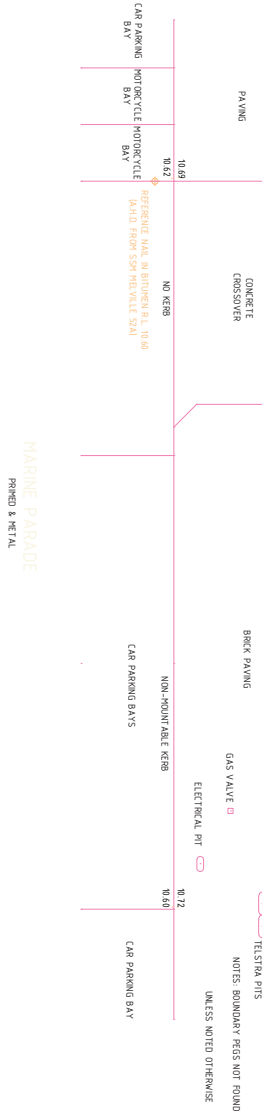
DATE: 15-Jun-2021

FILE: SDAU-010-20

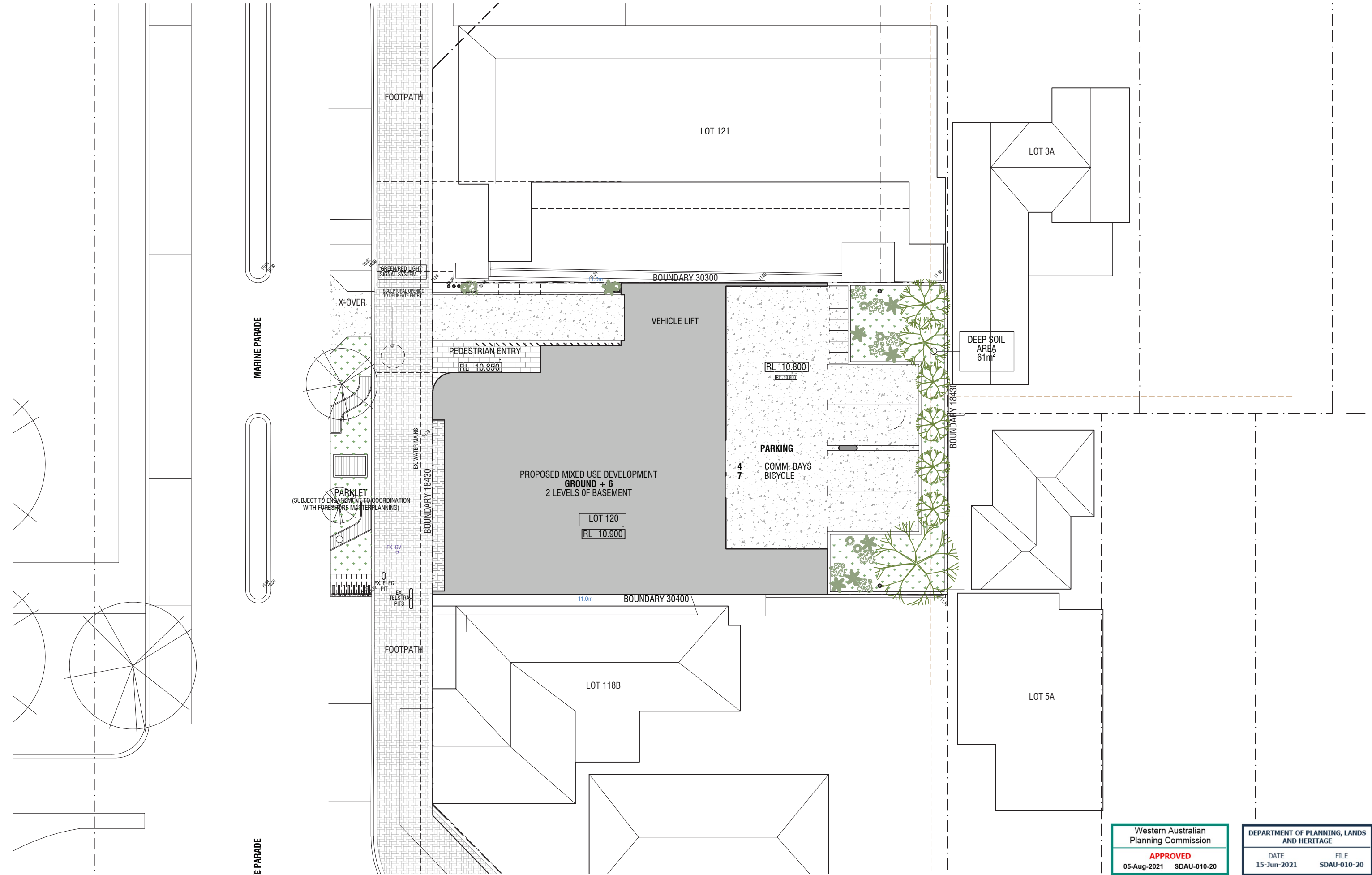
CONTOUR AND FEATURE
SURVEY OF LOT 500
#120 MARINE PARADE
COTTESLOE

DIAGRAM C/T : 54071
AUTHORITY : SP11863
SCALE : TOWN OF COTTESLOE
SURVEY DATE : 1 : 100 @ A2
JOB : 14 - 3 - 2019
15433

DAL 1100 BEFORE YOU DIG



2 STOREY RENDERED
NOTE: BRICK & METAL BUILDING
APPROXIMATE ONLY & MAY NOT NECESSARILY
BE ON BOUNDARIES. BOUNDARY RE-ESTABLISHMENT
SURVEY RECOMMENDED PRIOR TO
UNDER TAKING ANY SITE WORKS.



ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE		AP	29-04-21	GROUND FLOOR ALTERNATIVE
	AR	25-05-21	WITHOUT PREJUDICE- 7 STOREYS		AO	20-04-21	GROUND FLOOR ALTERNATIVE

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DWG:

STAGE:

DEVELOPMENT APPLICATION

SITE PLAN

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

JOB#:

1:200

1902



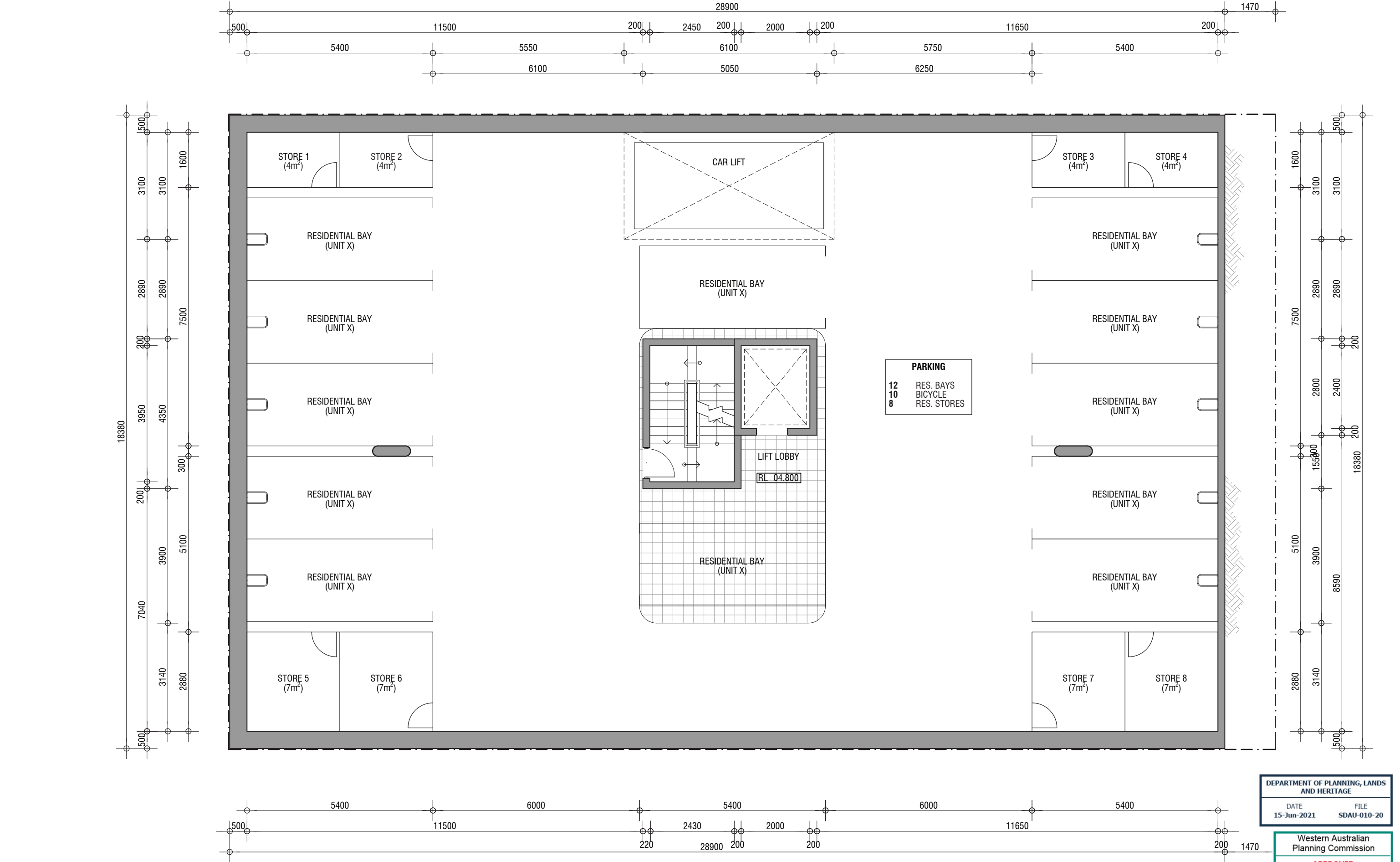
DWG: A102
ISSUE: AT

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DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE: 15-Jun-2021
FILE: SDAU-010-20



ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE		AP	29-04-21	GROUND FLOOR ALTERNATIVE
	AR	25-05-21	WITHOUT PREJUDICE- 7 STOREYS		AO	20-04-21	GROUND FLOOR ALTERNATIVE

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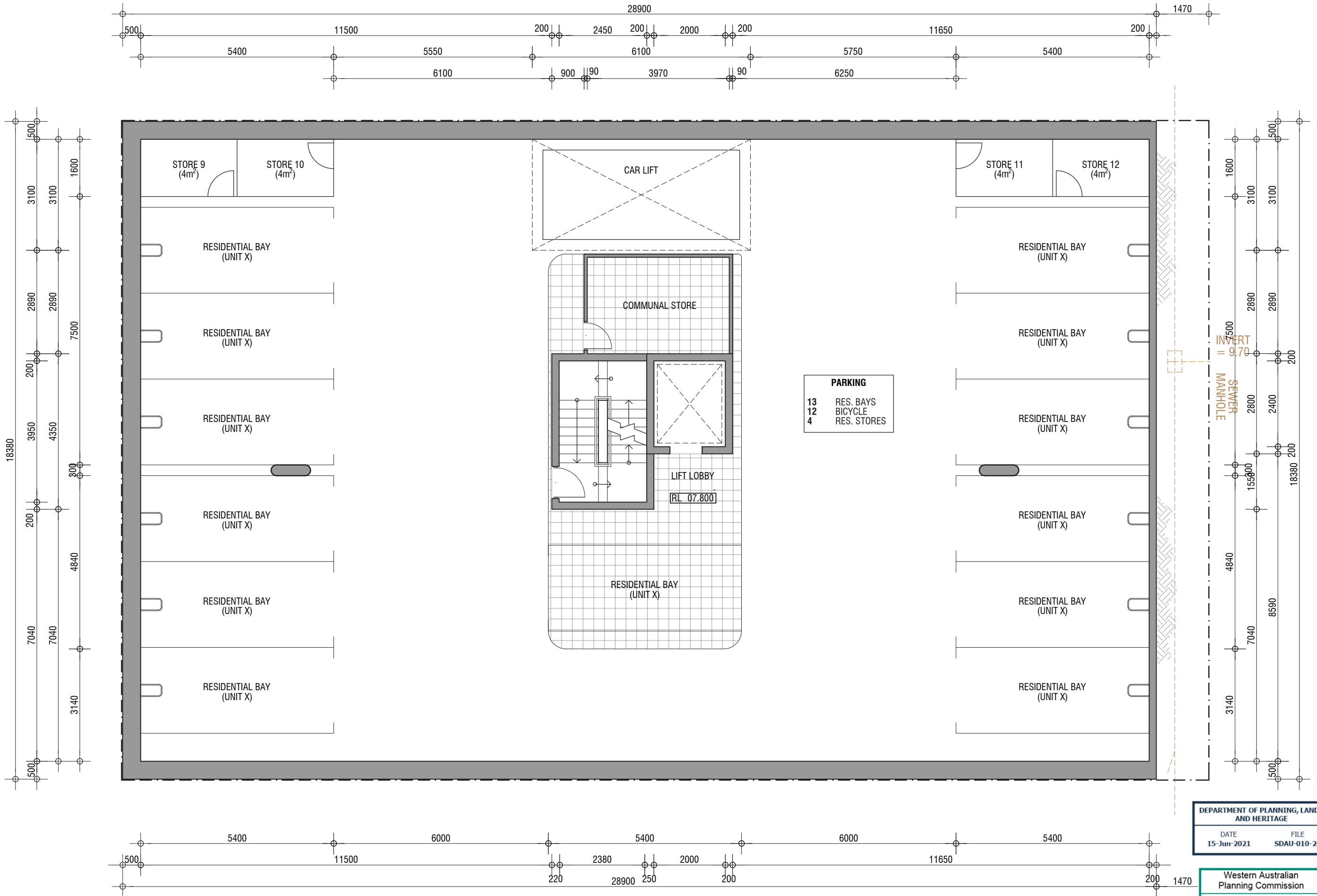
DWG: BASEMENT 2 PLAN
STAGE: DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES
CLIENT: MARINE PARADE CLIENT GROUP
ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:100
JOB#: 1902
DWG: A103
ISSUE: AT

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE: 15-Jun-2021
FILE: SDAU-010-20

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DEPARTMENT OF PLANNING, LANDS
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DATE 15-Jun-2021 FILE SDAU-010-20

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Planning Commission

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05-Aug-2021 SDAU-010-20

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE		AP	29-04-21	GROUND FLOOR ALTERNATIVE
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DWG: BASEMENT 1 PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

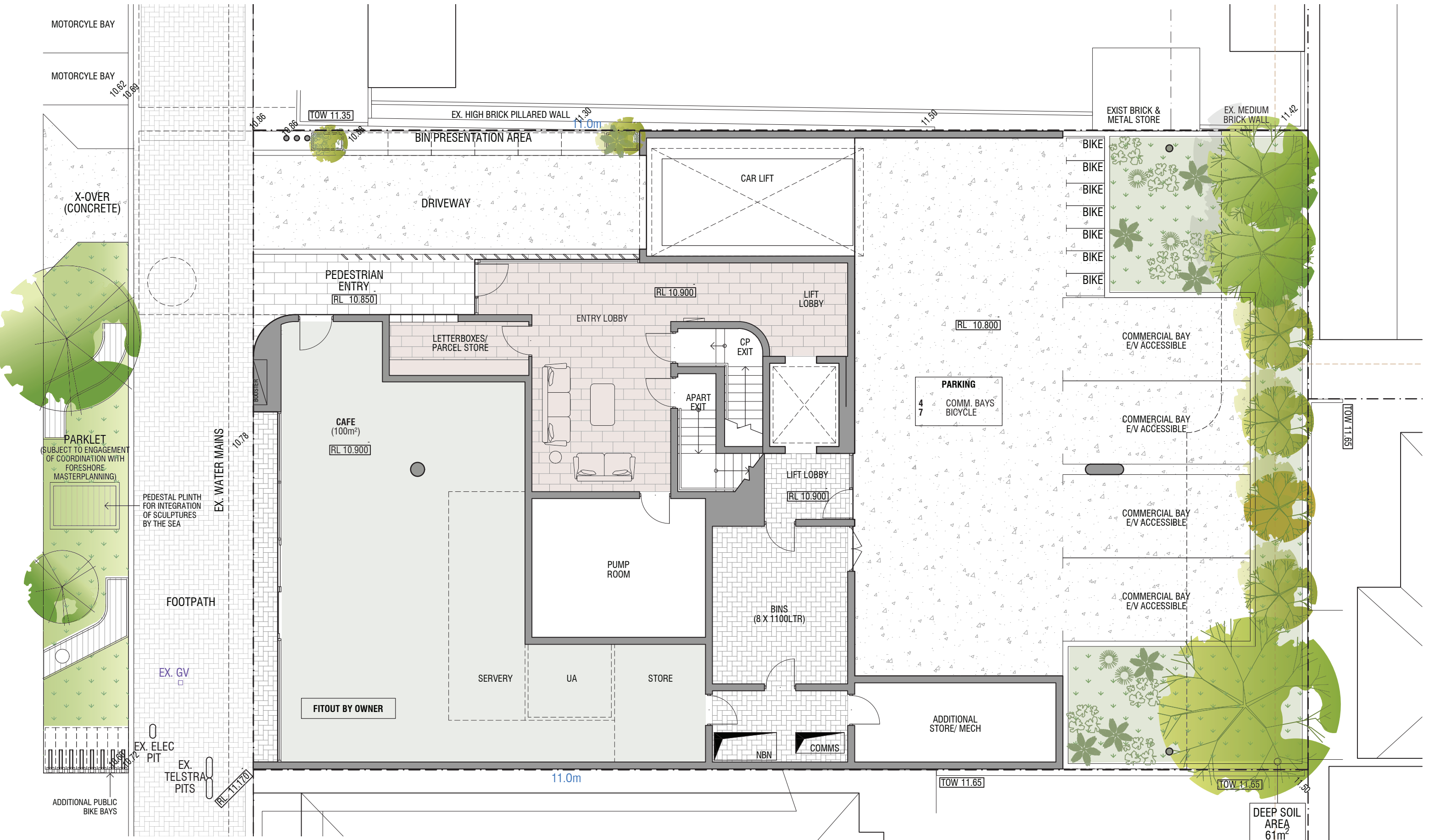
ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:100

JOB#: 1902

DWG: A104

ISSUE: AT



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AND HERITAGE
DATE: 15-Jun-2021 FILE: SDAU-010-20

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE		AP	29-04-21	GROUND FLOOR ALTERNATIVE
	AR	25-05-21	WITHOUT PREJUDICE- 7 STOREYS		AO	20-04-21	GROUND FLOOR ALTERNATIVE

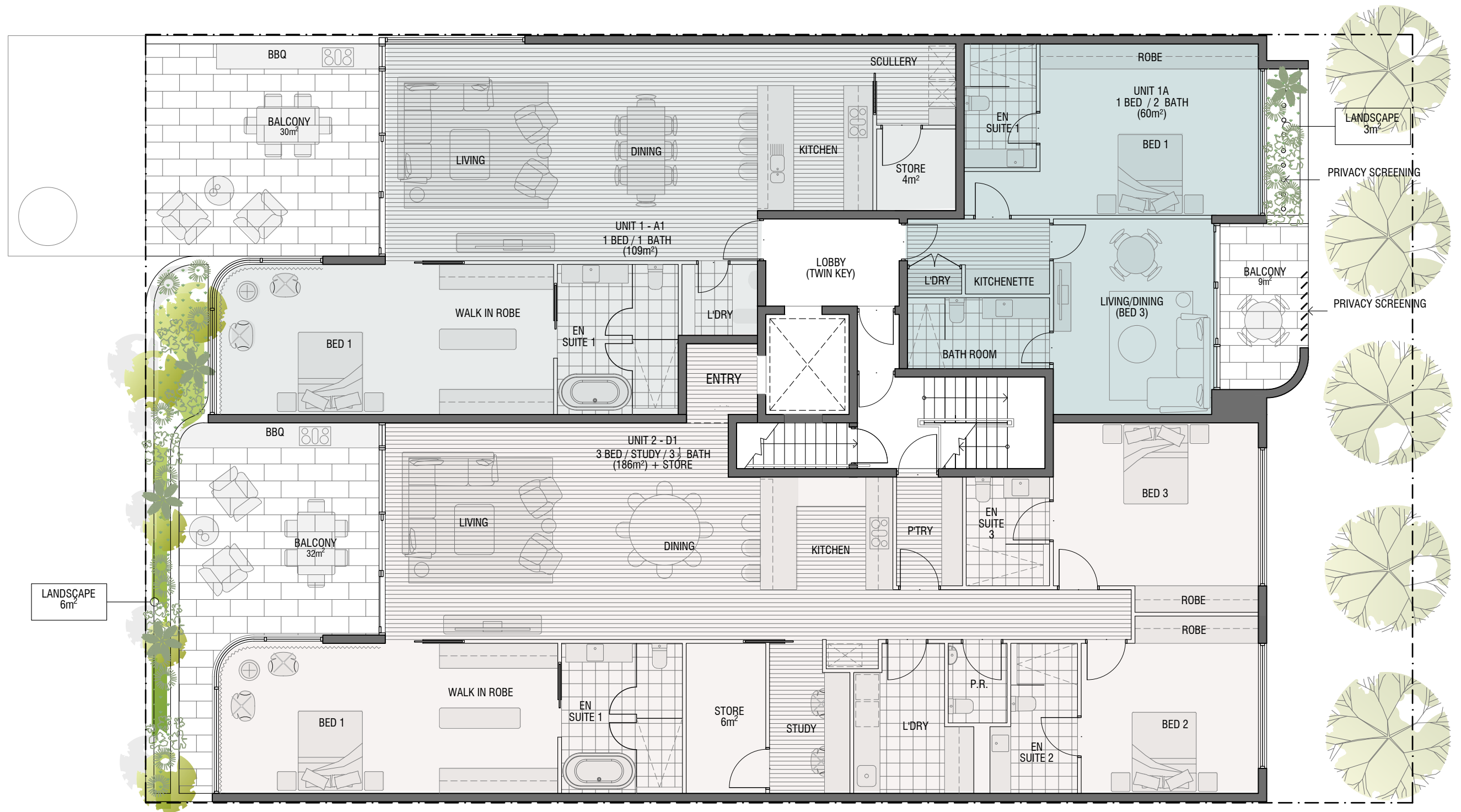
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DWG: **GROUND FLOOR PLAN**
STAGE: **DEVELOPMENT APPLICATION**

PROJECT: **MARINE PARADE RESIDENCES**
CLIENT: **MARINE PARADE CLIENT GROUP**
ADDRESS: **120 MARINE PARADE, COTTESLOE**

SCALE: **1:100**
JOB#: **1902**
DWG: **A105**
ISSUE: **AT**



ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE		AP	29-04-21	GROUND FLOOR ALTERNATIVE
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DWG:

STAGE:

FIRST FLOOR PLAN

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

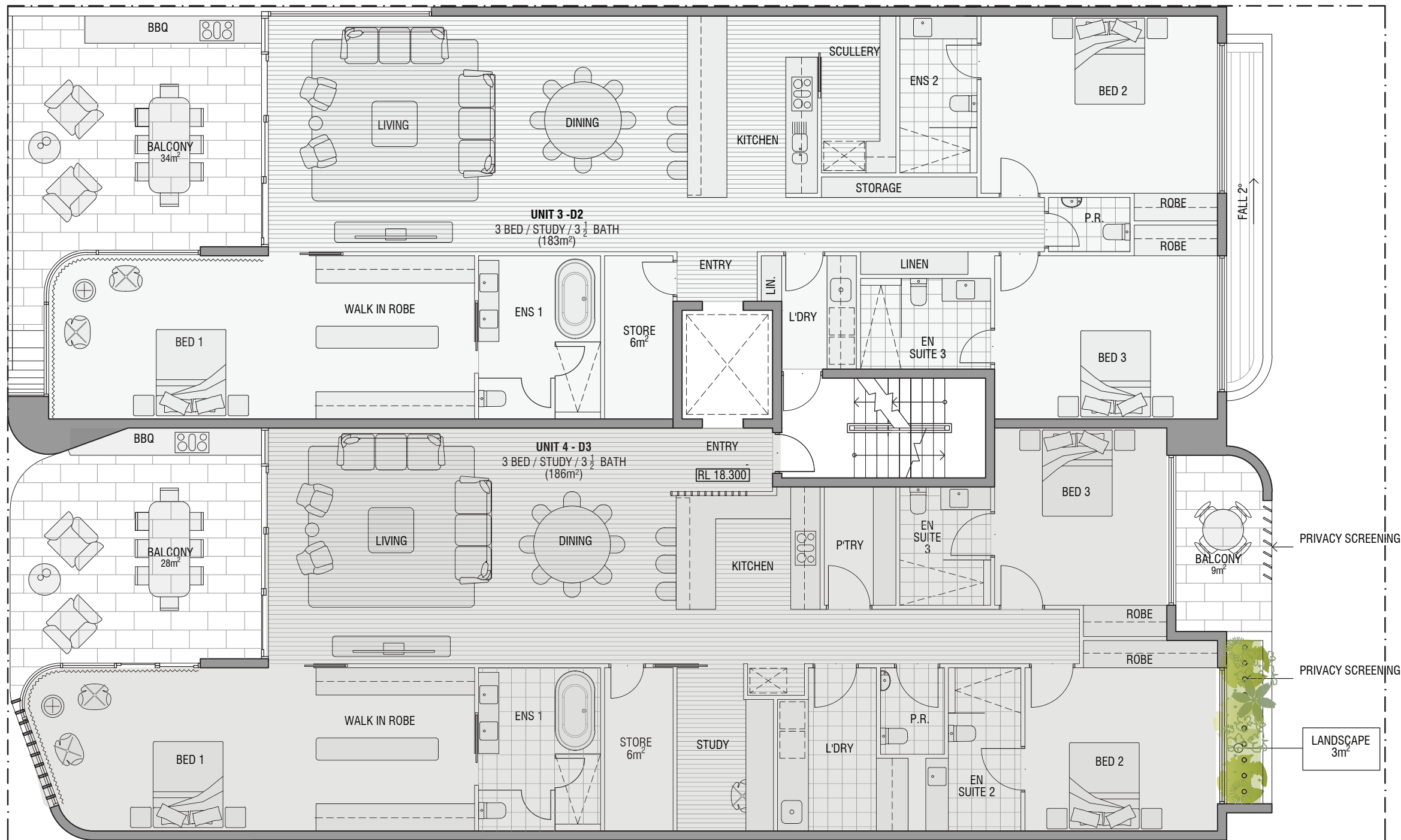
JOB#:

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1902



DWG: A106
ISSUE: AT

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ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	AQ	20-05-21	G + 6 STOREY PROPOSAL
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DWG:

SECOND FLOOR PLAN

STAGE:

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

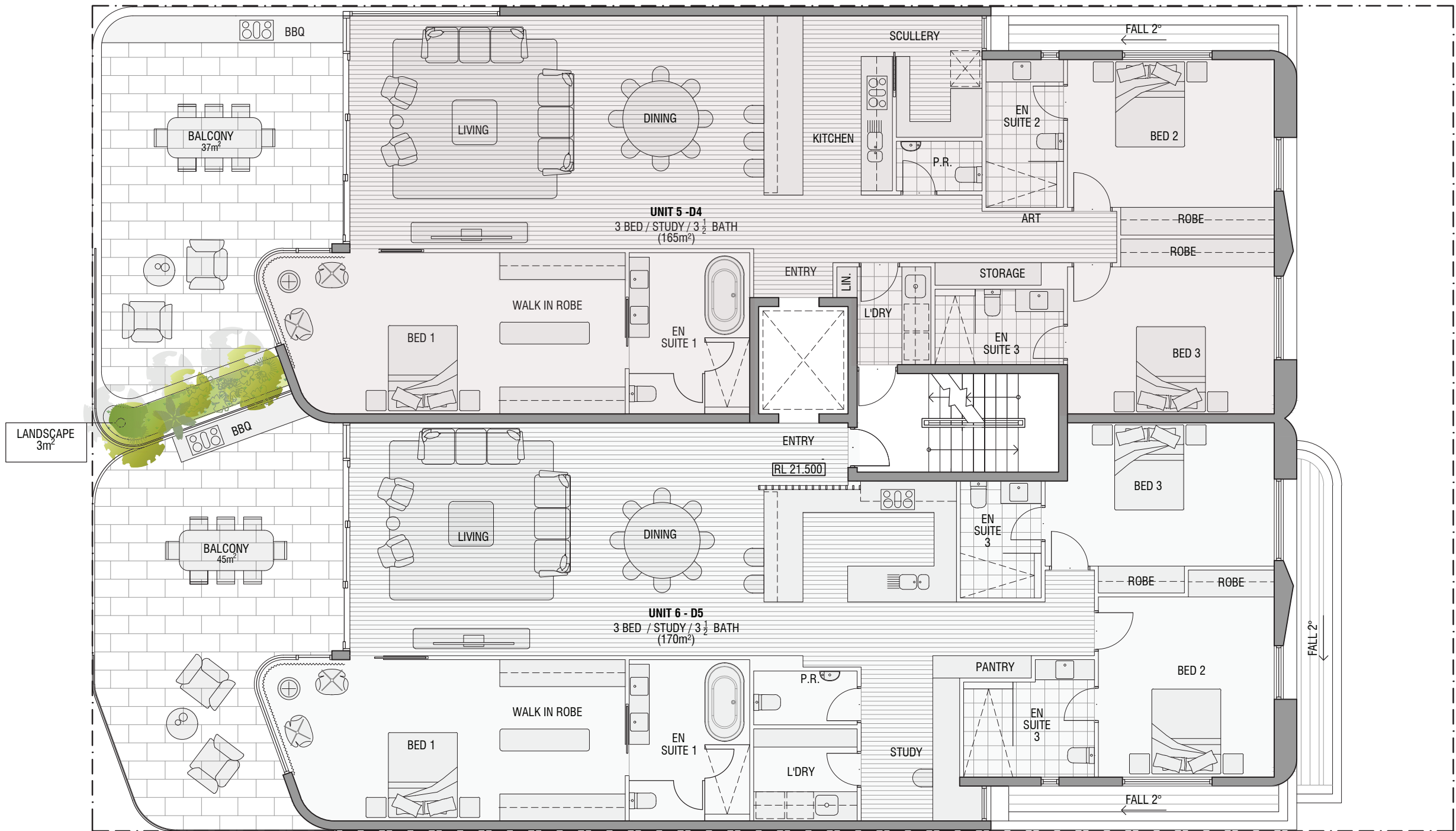
SCALE:

JOB#:

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1902

DWG:
A107
NORTH
ISSUE:
AT

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DEPARTMENT OF PLANNING, LANDS
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DATE 15-Jun-2021 FILE SDAU-010-20

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
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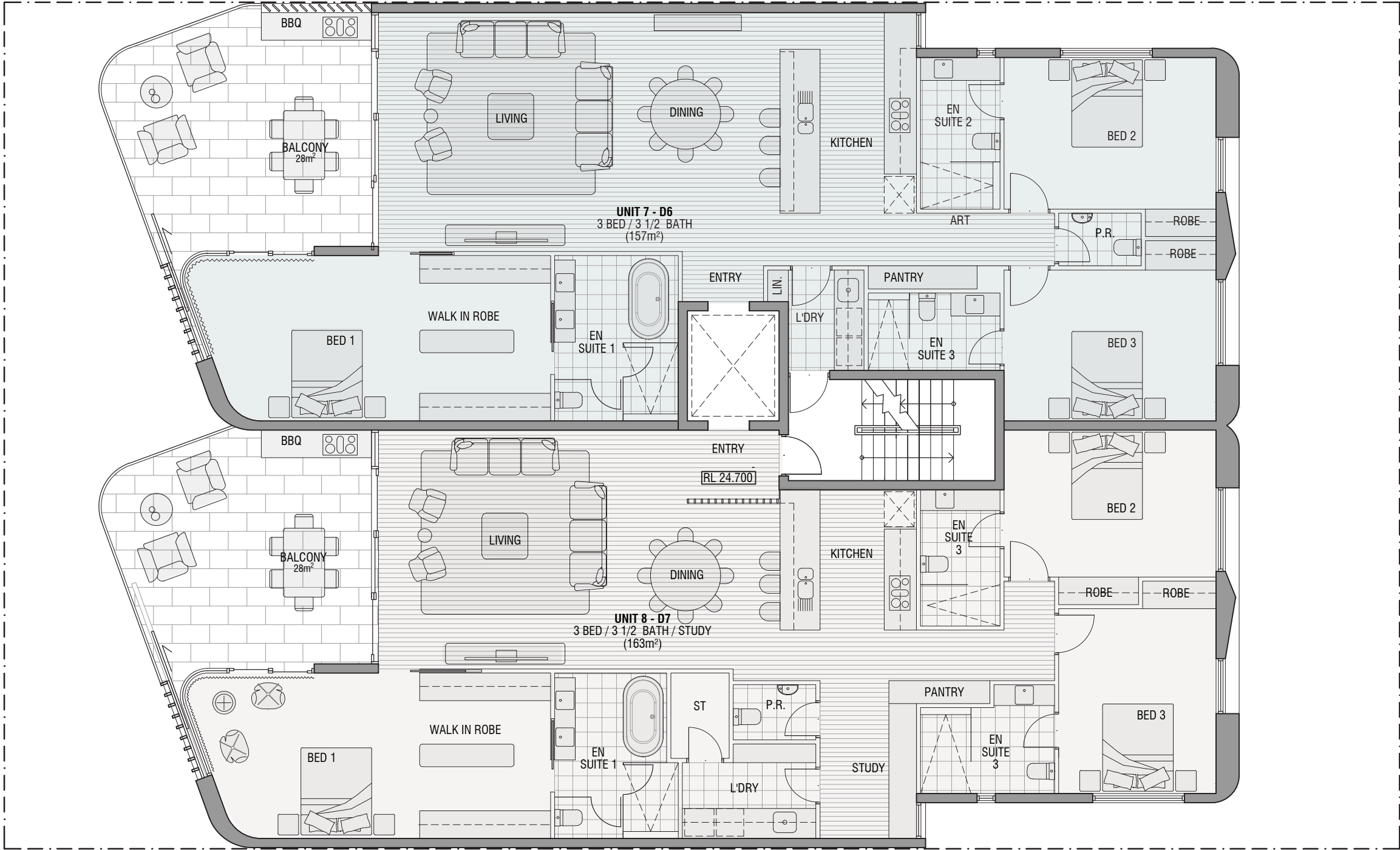
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DWG:
THIRD FLOOR PLAN
STAGE: DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES
CLIENT: MARINE PARADE CLIENT GROUP
ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:100
JOB#: 1902
DWG: A108
ISSUE: AT

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AND HERITAGE
DATE: 15-Jun-2021
FILE: SDAU-010-20

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
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DWG:

FOURTH FLOOR PLAN

STAGE:

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

JOB#:

1:100
1902

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ISSUE:

DWG:
A109
AT

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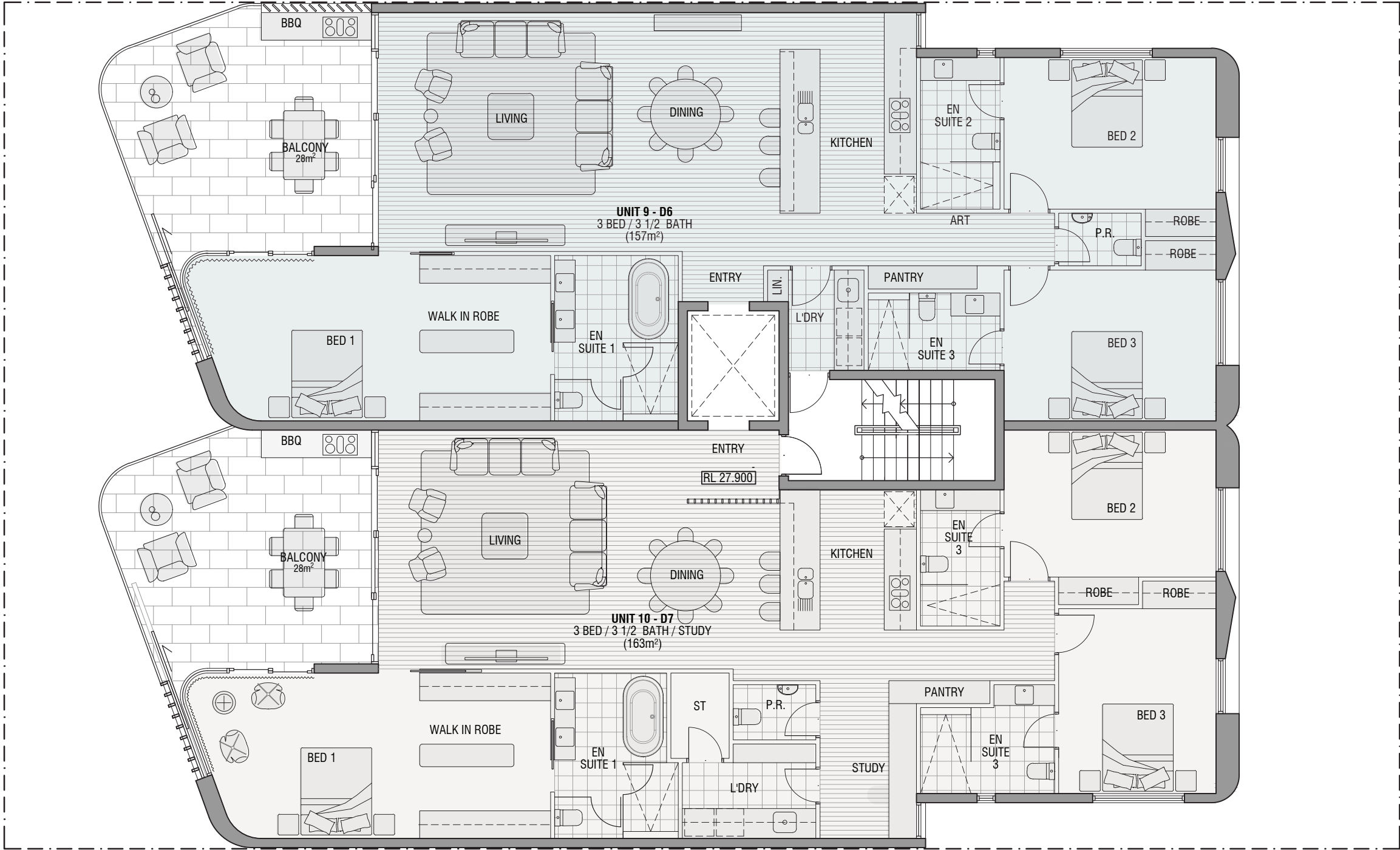
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DATE: 15-Jun-2021
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ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE		AP	29-04-21	GROUND FLOOR ALTERNATIVE
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DWG:

FIFTH FLOOR PLAN

PROJECT: MARINE PARADE RESIDENCES

SCALE:

STAGE:

DEVELOPMENT APPLICATION

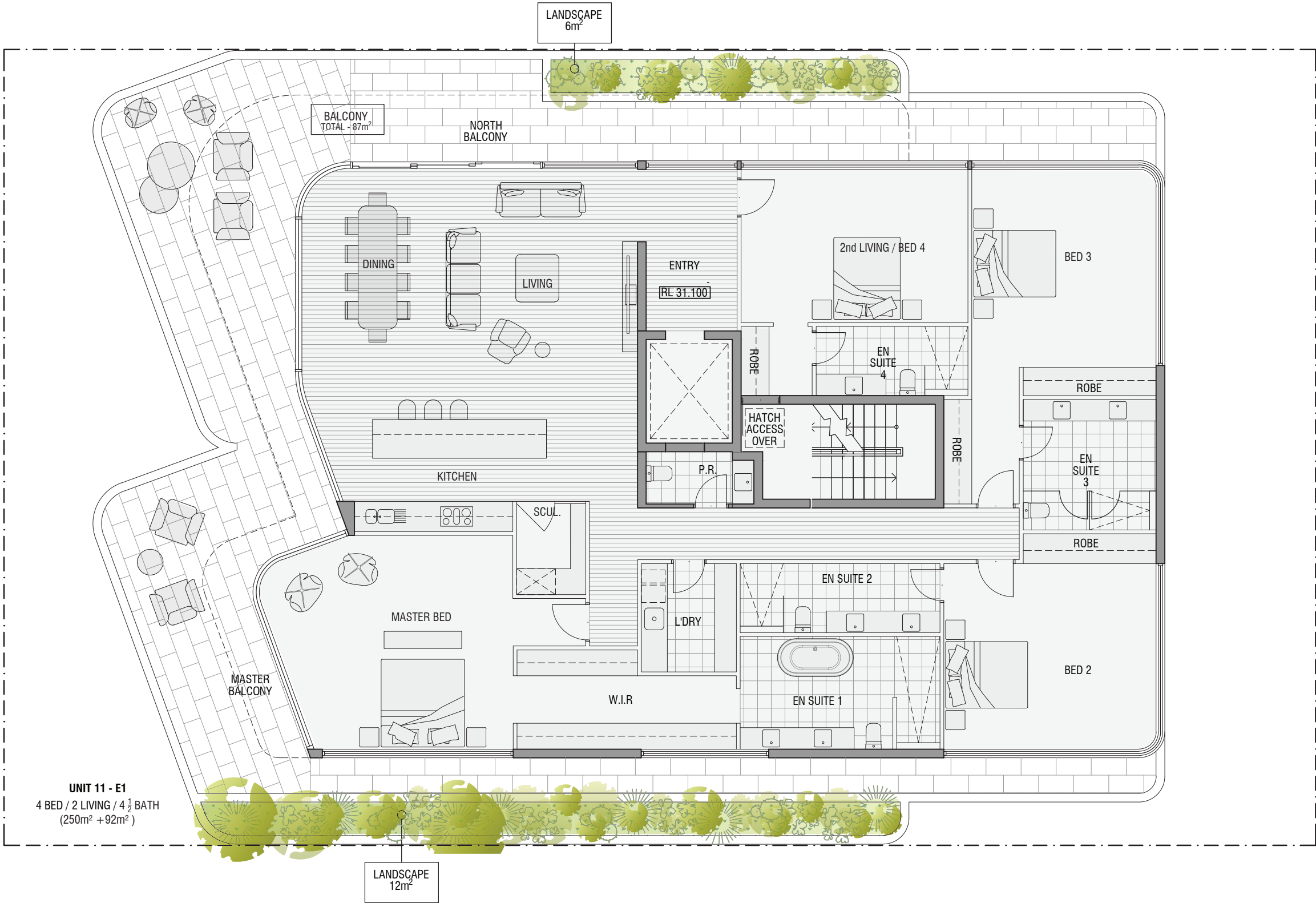
CLIENT: MARINE PARADE CLIENT GROUP

JOB#:

ADDRESS: 120 MARINE PARADE, COTTESLOE

1:100
1902
NORTH
ISSUE: AT
DWG: A110

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DWG:

SIXTH FLOOR PLAN

STAGE:

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

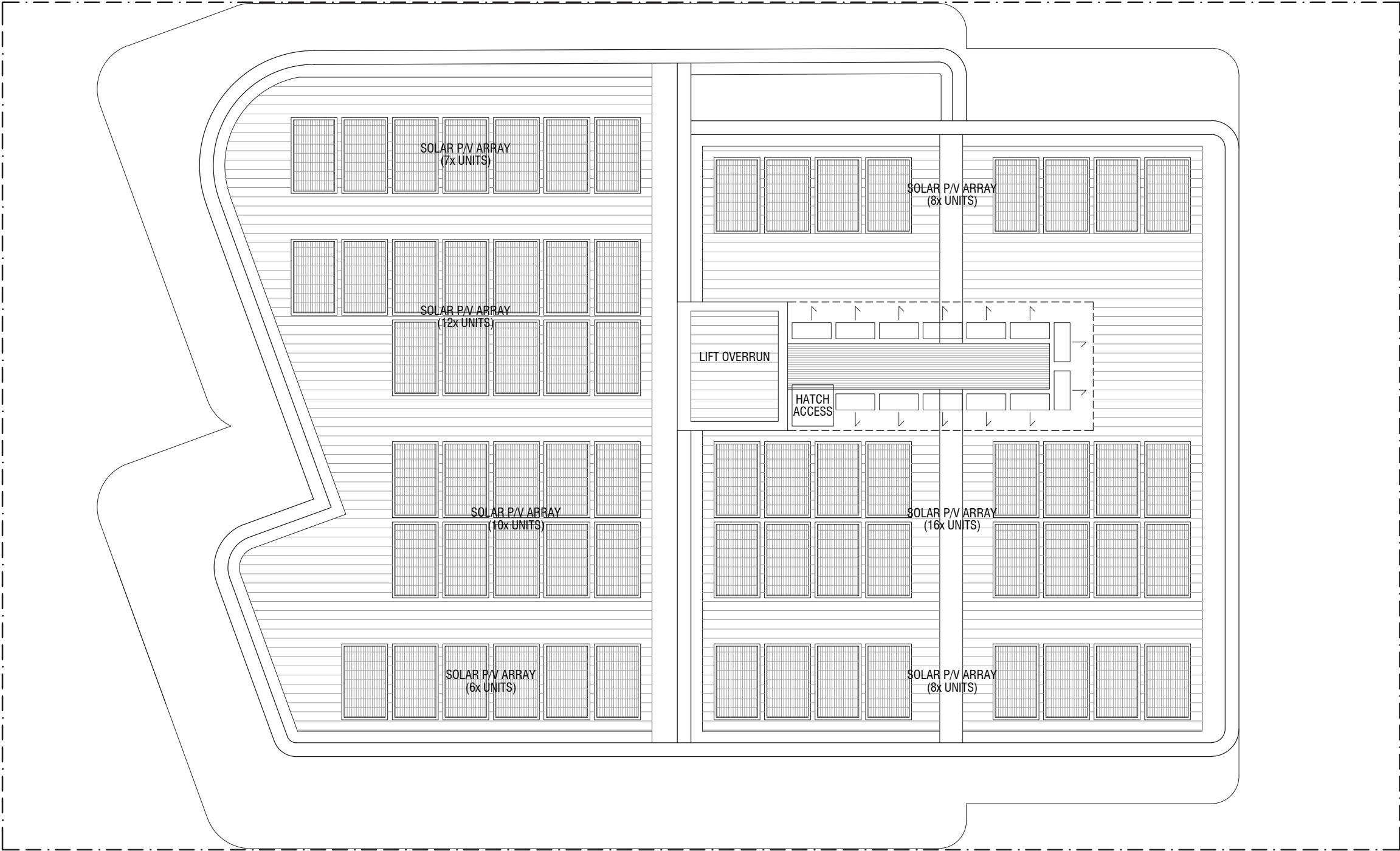
JOB#:

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ISSUE:

DWG:
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STAGE: DEVELOPMENT APPLICATION

ROOF PLAN

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:100

JOB#: 1902

DWG: A112

ISSUE: AT

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DATE: 15-Jun-2021 FILE: SDAU-010-20

AG: POWDERCOAT FINISH ALUMINIUM FRAMED GLAZING.
GB: FRAMELESS GLASS BALUSTRADE.
GS: GLASS SLIDING SCREENING.
T1: CERAMIC TILE - BLUE/GREEN.
T2: TILE - SANDSTONE.
J1: TIMBER LOUVRE.
AL: ALUMINIUM LOUVRE.
C01: OFF FORM CONCRETE. ROLL ON TEXTURE COAT ON CONCRETE - WHITE.
C02: OFF FORM CONCRETE. ROLL ON TEXTURE COAT ON CONCRETE - CHARCOAL.
FC: FIBRE CEMENT SHEET. PAINT FINISH.
CF: PRESSED COLORBOND FLASHING/CAPPING.
PS: PRIVACY SCREENING

AT	14-06-21	ADDITIONAL INFORMATION SDAU	AQ	20-05-21	G + 6 STOREY PROPOSAL
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DWG: WEST ELEVATION

STAGE: DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:200

JOB#: 1902

DWG: A201

ISSUE: AT

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AND HERITAGE

DATE: 15-Jun-2021 FILE: SDAU-010-20

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GB: FRAMELESS GLASS BALUSTRADE.
GS: GLASS SLIDING SCREENING.
T1: CERAMIC TILE - BLUE/GREEN.
T2: TILE - SANDSTONE.
J1: TIMBER LOUVRE.
AL: ALUMINIUM LOUVRE.
C01: OFF FORM CONCRETE. ROLL ON TEXTURE COAT ON CONCRETE - WHITE.
C02: OFF FORM CONCRETE. ROLL ON TEXTURE COAT ON CONCRETE - CHARCOAL.
FC: FIBRE CEMENT SHEET. PAINT FINISH.
CF: PRESSED COLORBOND FLASHING/CAPPING.
PS: PRIVACY SCREENING

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DWG:

NORTH ELEVATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

STAGE:

DEVELOPMENT APPLICATION

SCALE:

JOB#:

1:200
1902

DWG: A202
NORTH
ISSUE: AT

Ph: 08 9381 4731

Fax: 08 9381 4758

Email: mail@kada.com.au

Mobile: 0405 567 545

Mobile: 0419 044 756

Post: PO BOX 301, SUBIACO 6904

Address: 270 York St SUBIACO 6008

WEB: www.kada.com.au



Western Australian
Planning Commission

APPROVED

05-Aug-2021 SDAU-010-20

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE 15-Jun-2021 FILE SDAU-010-20

AG: POWDERCOAT FINISH ALUMINIUM FRAMED GLAZING.
GB: FRAMELESS GLASS BALUSTRADE.
GS: GLASS SLIDING SCREENING.
T1: CERAMIC TILE - BLUE/GREEN.
T2: TILE - SANDSTONE.
J1: TIMBER LOUVRE.
AL: ALUMINIUM LOUVRE.
C01: OFF FORM CONCRETE. ROLL ON TEXTURE COAT ON CONCRETE - WHITE.
C02: OFF FORM CONCRETE. ROLL ON TEXTURE COAT ON CONCRETE - CHARCOAL.
FC: FIBRE CEMENT SHEET. PAINT FINISH.
CF: PRESSED COLORBOND FLASHING/CAPPING.
PS: PRIVACY SCREENING

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21		AP	29-04-21	GROUND FLOOR ALTERNATIVE
	AR	25-05-21		WITHOUT PREJUDICE- 7 STOREYS	AO	20-04-21

**KLOPPER
& DAVIS
ARCHITECTS**

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3. DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY.
4. REFER TO INTERIOR DRAWINGS FOR PLUMBING SETOUTS.
5. TILE UNDER ALL CABINETWORK U.O.N. DIMENSIONS ARE FROM FFL

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DWG: EAST ELEVATION

STAGE: DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

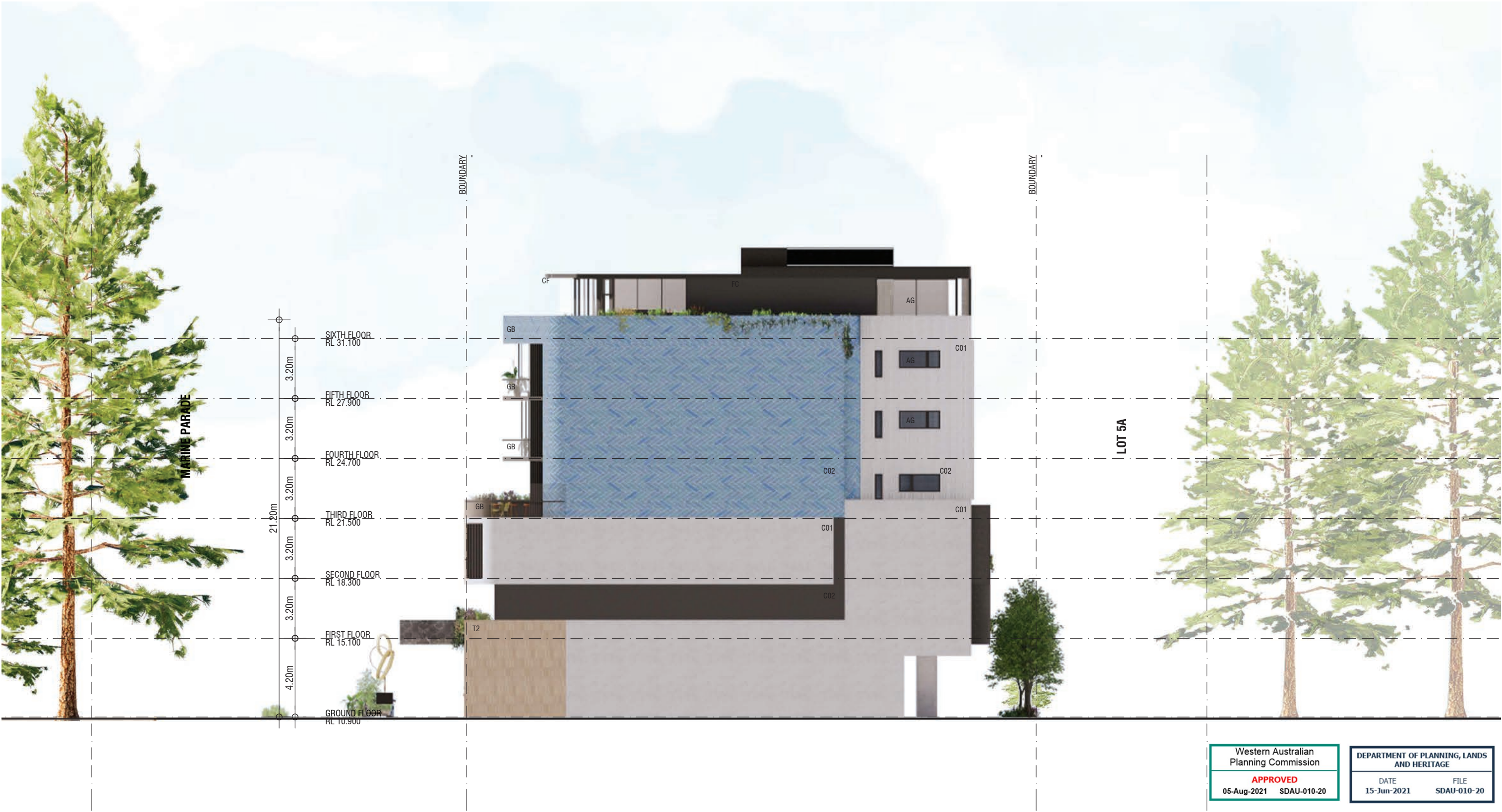
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JOB#: 1902

DWG: A203

ISSUE: AT

Ph: 08 9381 4731 Fax: 08 9381 4758 Email: mail@kada.com.au Mobile: 0405 567 545 Mobile: 0419 044 756 Post: PO BOX 301, SUBIACO 6904 Address: 270 York St SUBIACO 6008 WEB: www.kada.com.au



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05-Aug-2021 SDAU-010-20

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE: 15-Jun-2021 FILE: SDAU-010-20

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GB: FRAMELESS GLASS BALUSTRADE.
GS: GLASS SLIDING SCREENING.
T1: CERAMIC TILE - BLUE/GREEN.
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FC: FIBRE CEMENT SHEET. PAINT FINISH.
CF: PRESSED COLORBOND FLASHING/CAPPING.
PS: PRIVACY SCREENING

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE		AP	29-04-21	GROUND FLOOR ALTERNATIVE
	AR	25-05-21	WITHOUT PREJUDICE- 7 STOREYS		AO	20-04-21	GROUND FLOOR ALTERNATIVE

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DWG: SOUTH ELEVATION

STAGE: DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:200

JOB#: 1902

DWG: A204

ISSUE: AT



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05-Aug-2021 SDAU-010-20

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
15-Jun-2021

FILE
SDAU-010-20

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE		AP	29-04-21	GROUND FLOOR ALTERNATIVE
	AR	25-05-21	WITHOUT PREJUDICE- 7 STOREYS		AO	20-04-21	GROUND FLOOR ALTERNATIVE

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DWG:

EAST-WEST SECTION

STAGE:

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

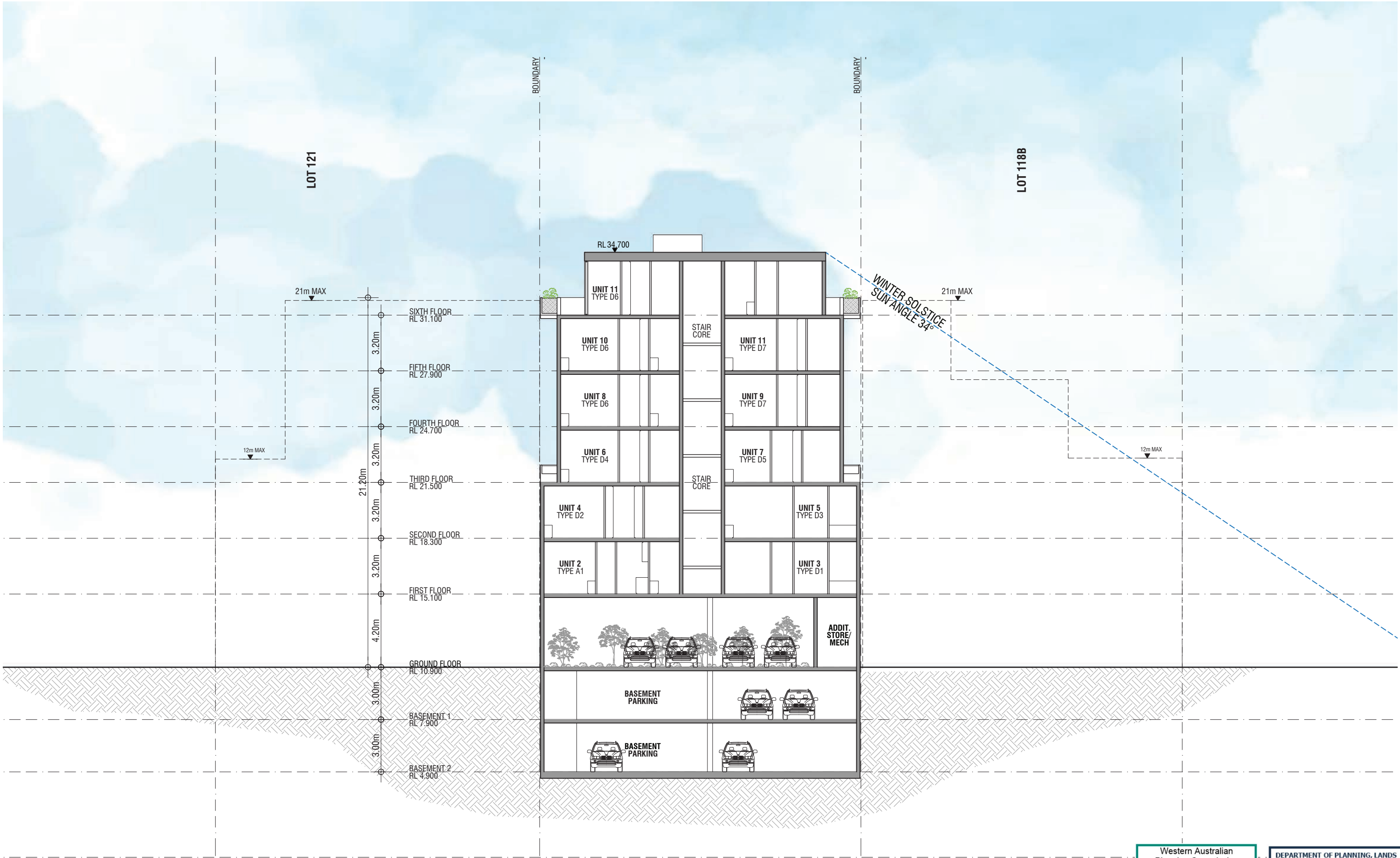
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1:200
1902

NORTH

DWG:
A301

ISSUE:
AT



Western Australian
Planning Commission

APPROVED

05-Aug-2021 SDAU-010-20

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
15-Jun-2021

FILE
SDAU-010-20

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE		AP	29-04-21	GROUND FLOOR ALTERNATIVE
	AR	25-05-21	WITHOUT PREJUDICE- 7 STOREYS		AO	20-04-21	GROUND FLOOR ALTERNATIVE

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DWG: NORTH-SOUTH SECTION

STAGE: DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:200

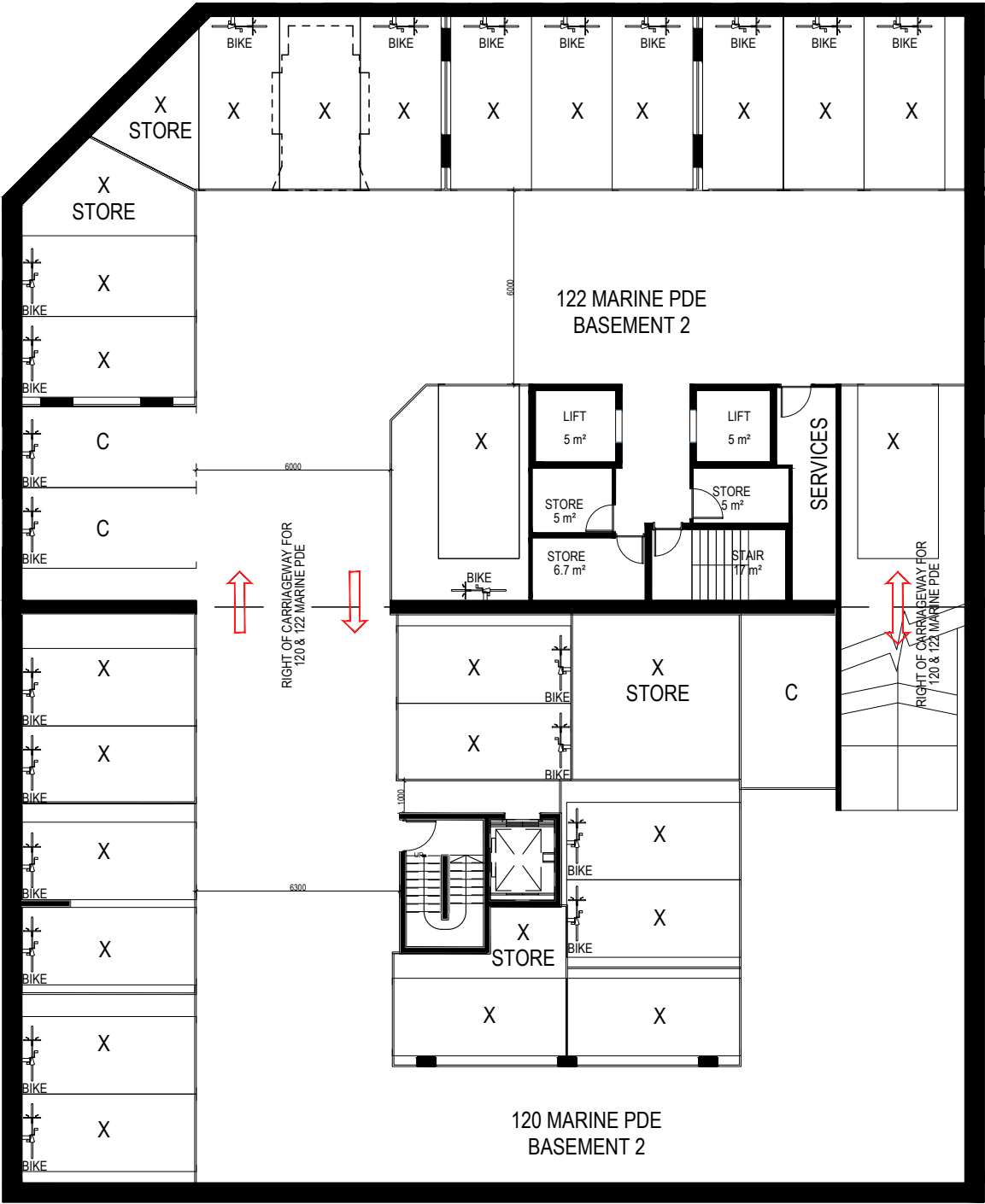
JOB#: 1902

DWG: A302

ISSUE: AT

Attachment 3
Amended Development Plans

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22/12/2021	0	ISSUE FOR AMENDED DA	JC
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KEY PLAN			

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PROJECT

120 Marine Parade
Cottesloe, WA 6011

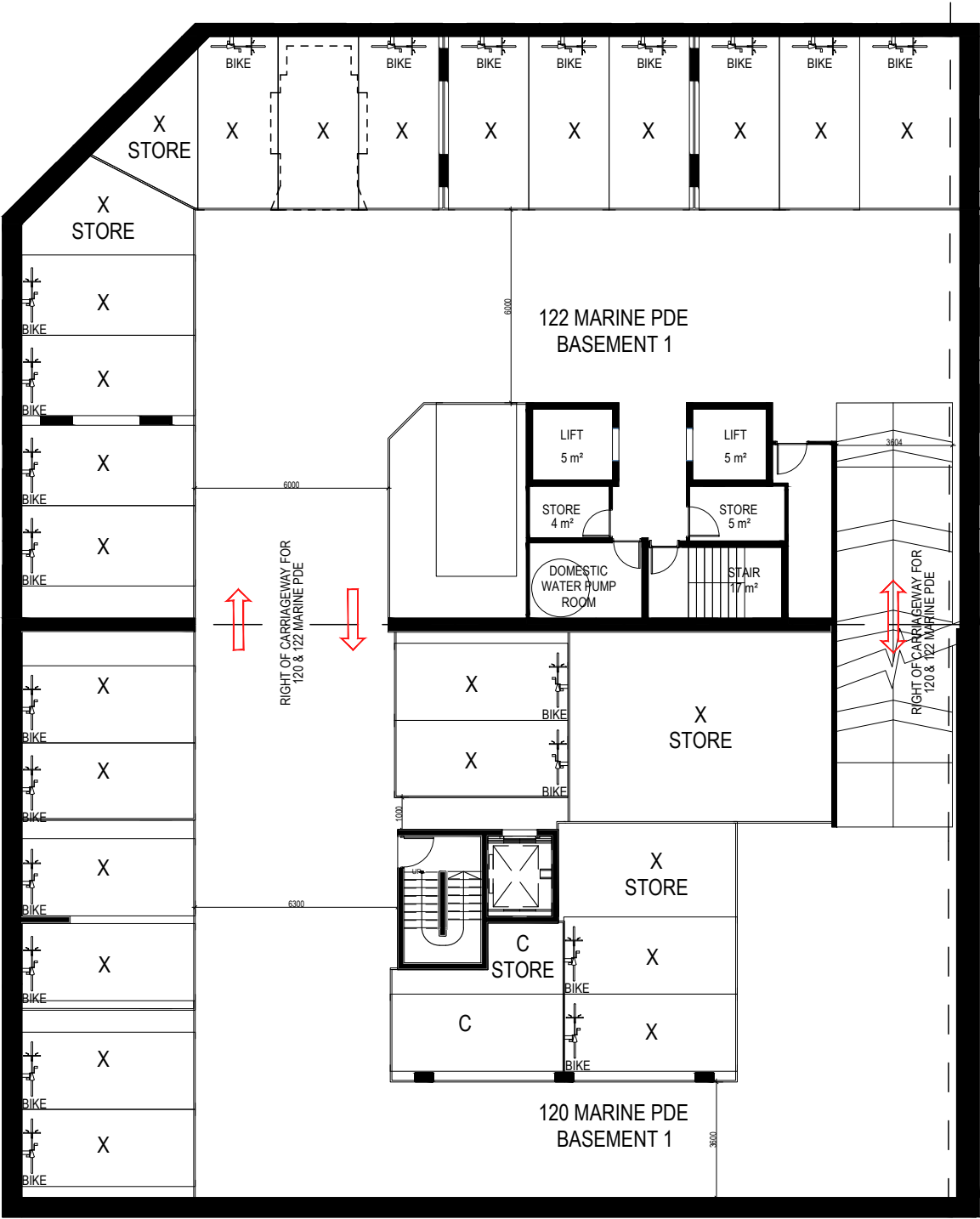
TITLE

RIGHT OF CARRIAGEWAY
BASEMENT TWO PLAN

ISSUE FOR
DA

DATE DRAWN: 22/12/2021		PLOT DATE: 22/12/2021	
DRAWN: JC		CHECKED: BB	APPROVED: BB
SCALE 1: 200 (A3)			
PROJ N°	STAGE	ZONE	DISC/ DWGN°
A2003			A001
			REV
			0

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Baltinas

PROJECT

120 Marine Parade
Cottesloe, WA 6011

TITLE

RIGHT OF CARRIAGEWAY
BASEMENT ONE PLAN


ISSUE FOR
DA

DATE DRAWN: 22/12/2021		PLOT DATE: 22/12/2021	
DRAWN: JC	CHECKED: BB	APPROVED: BB	
SCALE 1: 200 (A3)			
PROJ N°	STAGE ZONE	DISC/ DWGN°	REV
A2003		A002	0

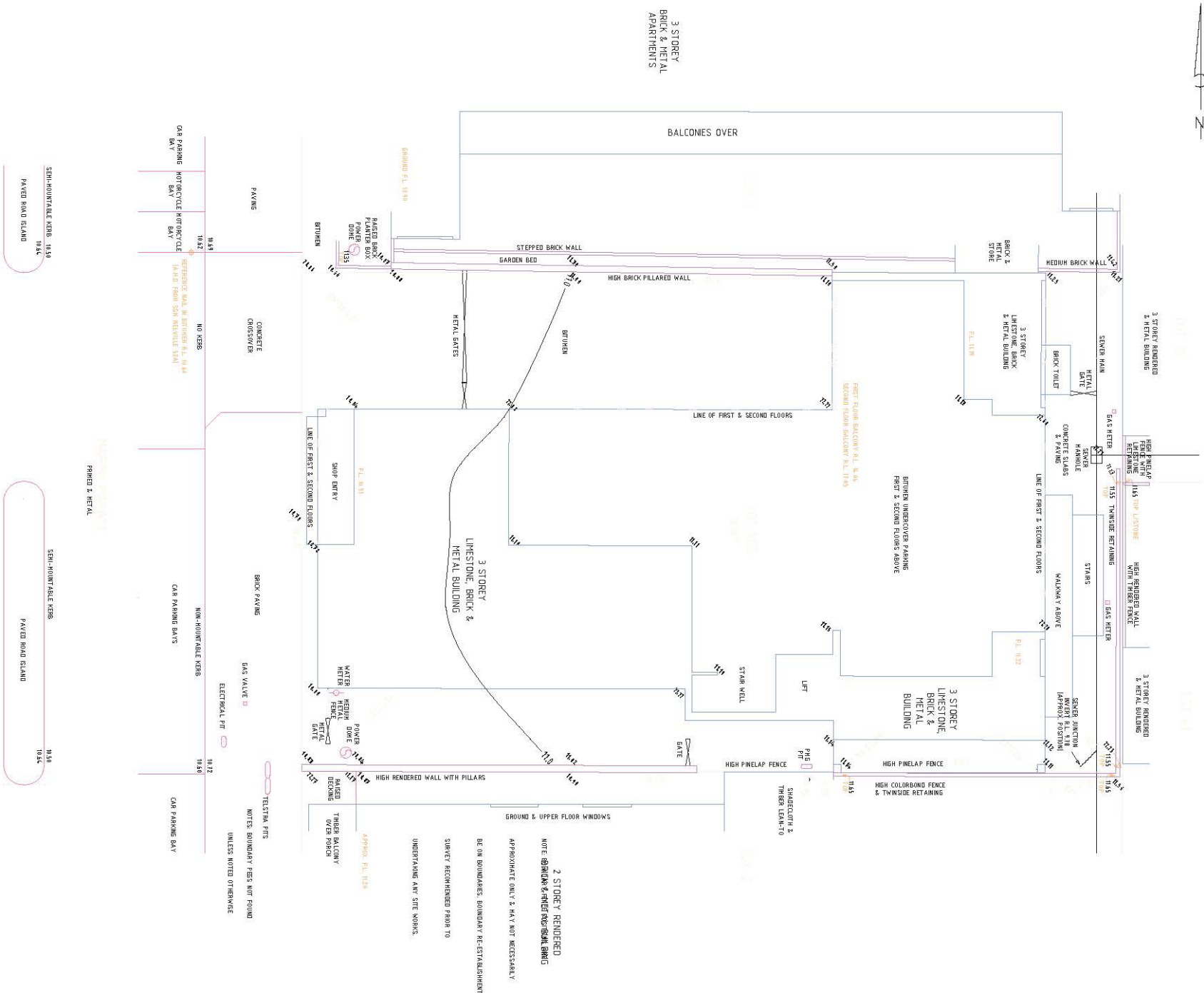
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14/01/2022		ISSUE FOR AMENDED DA REVISION	JC
22/12/2021	0	ISSUE FOR AMENDED DA	JC
Date	No.	Revision Description	Drawn
KEY PLAN			

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DATE DRAWN: 22/12/2021		PLOT DATE: 22/12/2021	
DRAWN: JC		CHECKED: BB	APPROVED: BB
SCALE 1: 200 (A3)			
PROJ N° A2003	STAGE ZONE	DISC./ DWG N° A003	REV B1

ATTACHMENT 1 - DEVELOPMENT APPLICATION PLANS



CONTOUR AND FEATURE SURVEY OF LOT 500 #120 MARINE PARADE COTTESLOE		DIAGRAM C/T AUTHORITY SCALE SURVEY DATE JOB	: 54071 : SP11863 : TOWN OF : COTTESLOE : 1 : 100 @ A2 : 14 - 3 - 2019 : 15433	DRAFTED BY : MSO DATE : 15 - 3 - 2019	CARLTON SURVEYS <i>Licensed Surveyors</i> SUITE 4, 80 BUSINESS ROAD, TEL: 0801 029611 FAX: 0801 12667 E-mail: carlton@carltonsurveys.com.au	CHECK TITLE FOR EASEMENTS, RESTRICTIVE COVENANTS ETC. THIS SURVEY DOES NOT GUARANTEE THE CORRECT POSITION OF BOUNDARY LINES OR FENCES. ALL FEATURES AND BUILDING POSITIONS ARE APPROXIMATE ONLY, AS THEY HAVE BEEN POSITIONED FROM MEASUREMENTS TAKEN FROM EXISTING PEGS, FENCES & WALLS. NO WARRANTY OR GUARANTEE IS GIVEN. INFORMATION SHOWN ON THIS SURVEY IS CURRENT AT THE DATE SHOWN. CARLTON SURVEYS ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES THAT HAVE OCCURRED AFTER THIS DATE. TO SITE DURING AND FEATURES OR BUILDINGS SHOWN ON THIS SURVEY HAVE BEEN OBTAINED FROM SURVEY PLANS AND ARE SUBJECT TO FIELD SURVEY.
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ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	ISSUE NUMBER	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE		AP	29-04-21	GROUND FLOOR ALTERNATIVE
	AR	25-05-21	WITHOUT PREJUDICE - 7 STOREYS		AO	20-04-21	GROUND FLOOR ALTERNATIVE

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DWG: SURVEY PLAN

STAGE: DEVELOPMENT APPLICATION

SURVEY PLAN | PROJECT: MARINE PARADE RESIDENCES

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:200 DWG: A101
JOB#: 1902 NORTH
WAPA Agency Page 108
Address: 270 York St SUDBAC 6008 WEB: www.kada.com.au

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	AQ	20-05-21	G + 6 STOREY PROPOSAL
	AS	08-06-21	CONSULTANT ISSUE	AP	29-04-21	GROUND FLOOR ALTERNATIVE
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STAGE:

DEVELOPMENT APPLICATION

SITE PLAN

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

JOB#:

1:200
1902



DWG:
A102
AT

Ph: 08 9381 4731

Fax: 08 9381 4758

Email: mail@kada.com.au

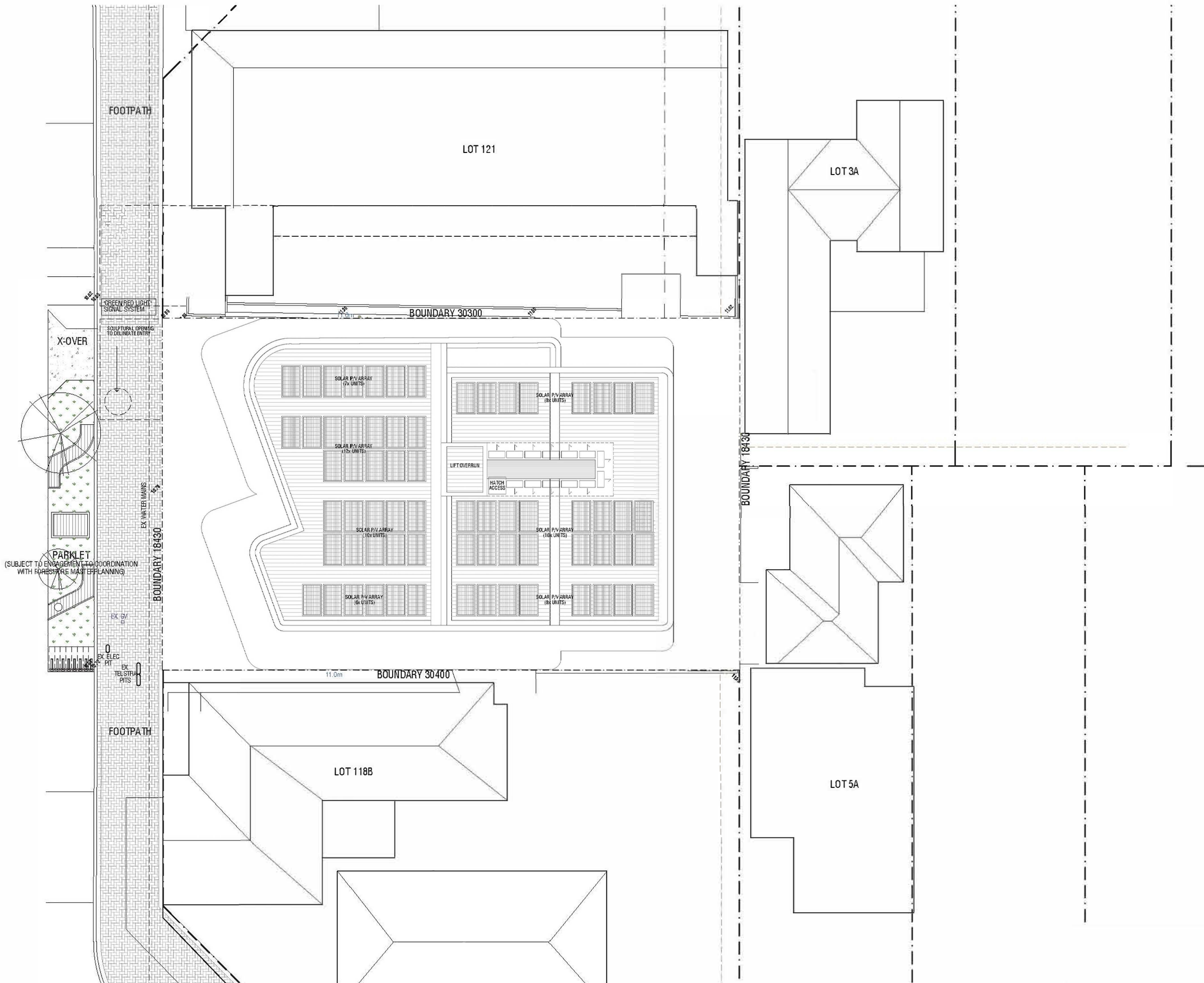
Mobile: 0405 567 545

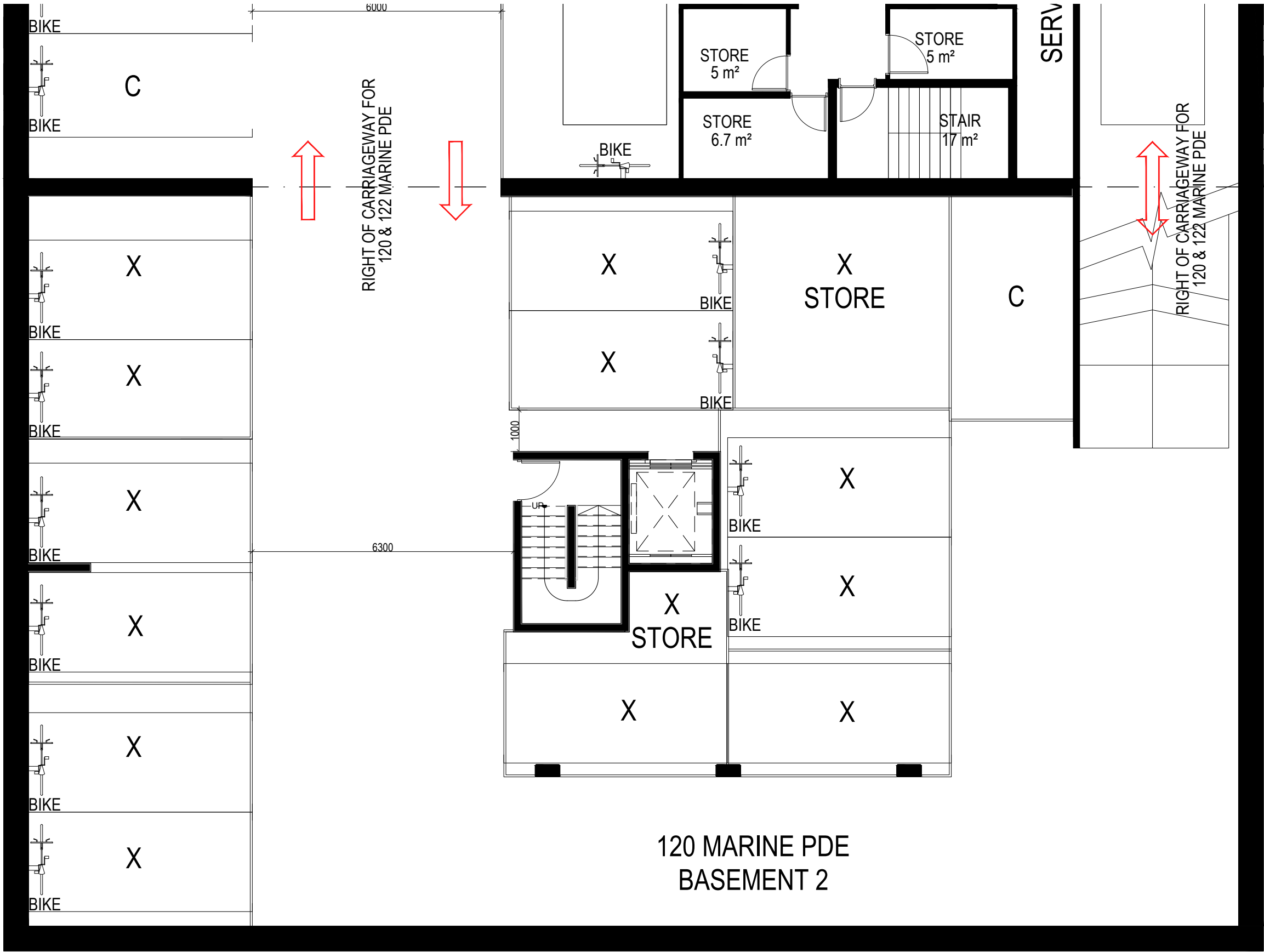
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Baltinas
Perth
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Western Australia 6003
T +61 8 9328 1887
F +61 8 9228 3658
E info@baltinas.com
W www.baltinas.com

PROJECT

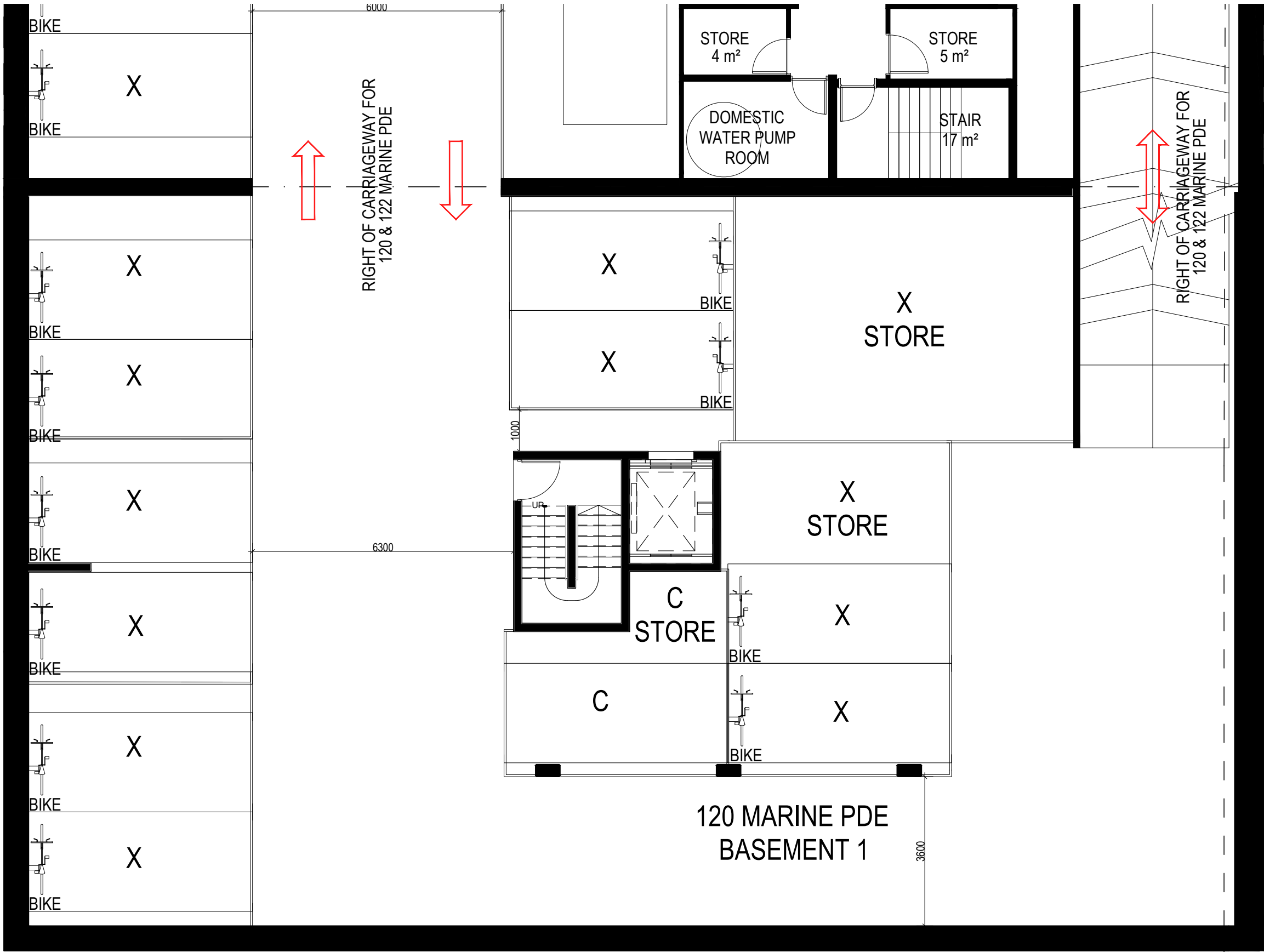
120 Marine Parade
Cottesloe, WA 6011

TITLE

BASEMENT TWO PLAN

ISSUE FOR
DA

DATE DRAWN: 22/12/2021		PLOT DATE: 22/12/2021	
DRAWN: JC	CHECKED: BB	APPROVED: BB	
SCALE 1: 200 (A3)			
PROJ N° A2003	STAGE ZONE	DISC/ DWGN° A103	REV B2



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W www.baltinas.com

ARCHITECT

Baltinas

PROJECT

120 Marine Parade
Cottesloe, WA 6011

TITLE

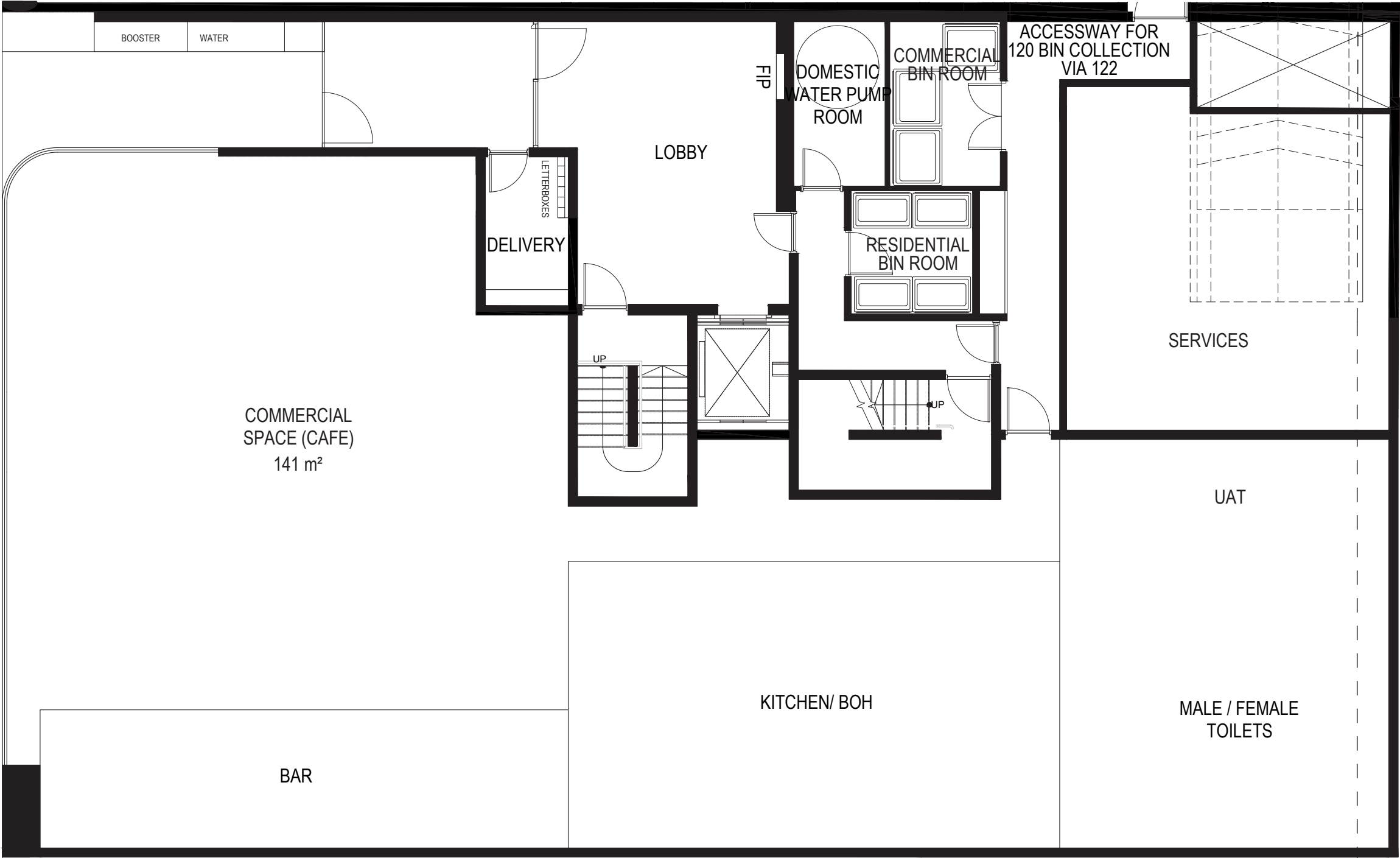
BASEMENT ONE PLAN

ISSUE FOR DA

DATE DRAWN: 22/12/2021	PLOT DATE: 22/12/2021
DRAWN: JC	CHECKED: BB
APPROVED: BB	
SCALE 1: 200 (A3)	

PROJ N°	STAGE	ZONE	DISC/ DWGN°	REV
A2003			A104	B2

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Date	No.	Revision Description	Drawn
KEY PLAN			

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E info@baltinas.com
W www.baltinas.com

PROJECT

120 Marine Parade
Cottesloe, WA 6011

TITLE

GROUND FLOOR PLAN

ISSUE FOR
DA

DATE DRAWN: 22/12/2021		PLOT DATE: 22/12/2021	
DRAWN: JC	CHECKED: BB	APPROVED: BB	
SCALE 1: 200 (A3)			
PROJ N° A2003	STAGE ZONE	DISC/ DWGN° A105	REV B3

ISSUE NUMBER	AT	14-06-21	ADDITIONAL INFORMATION SDAU	AQ	20-05-21	G + 6 STOREY PROPOSAL
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	AR	25-05-21	WITHOUT PREJUDICE - 7 STOREYS	AO	20-04-21	GROUND FLOOR ALTERNATIVE

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DWG:

FIRST FLOOR PLAN

PROJECT: MARINE PARADE RESIDENCES

SCALE:

1:100

STAGE:

DEVELOPMENT APPLICATION

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, GOTTESLOE

JOB#:

1902

Ph: 08 9381 4731

Fax: 08 9381 4758

Email: mail@kada.com.au

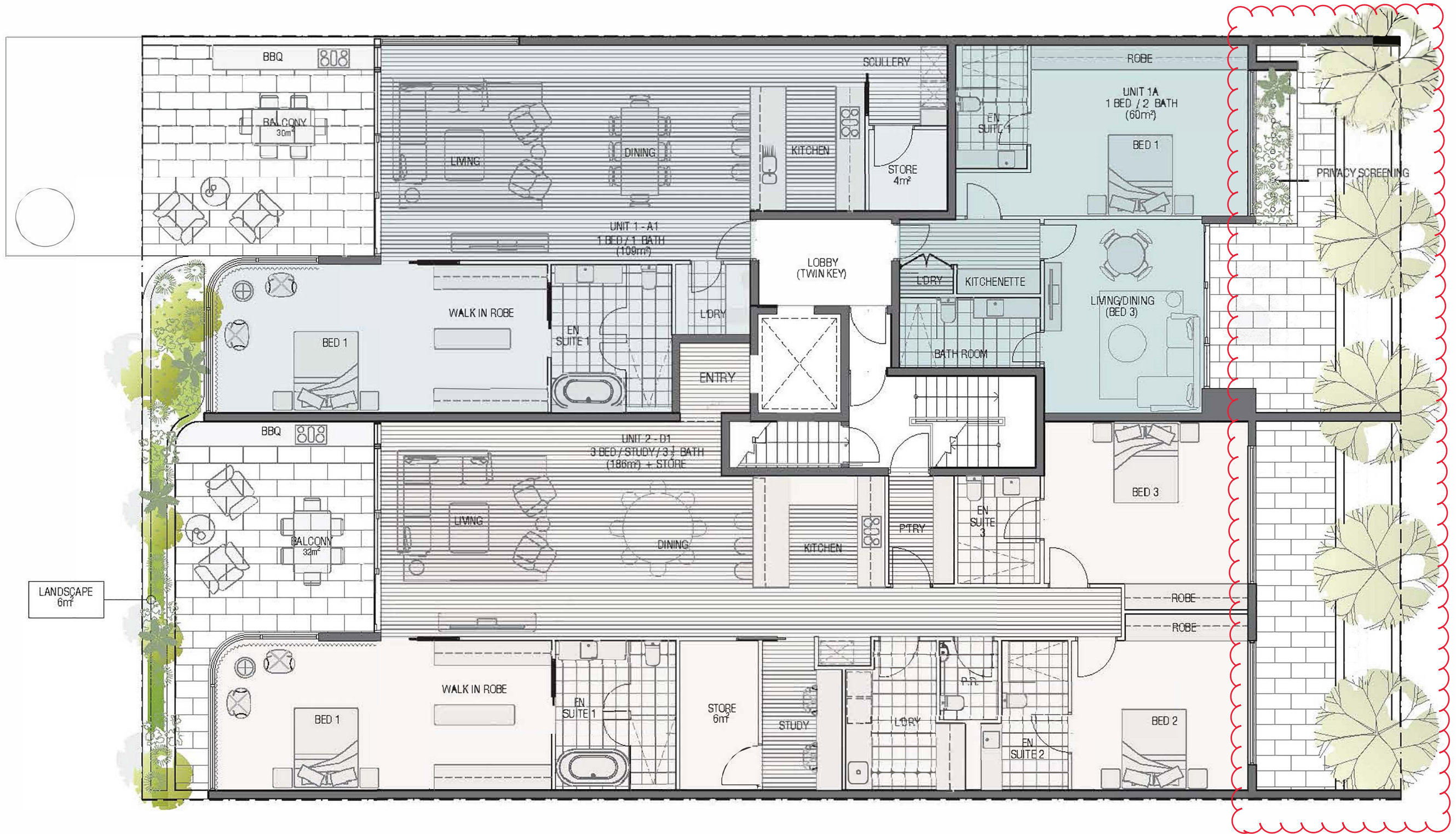
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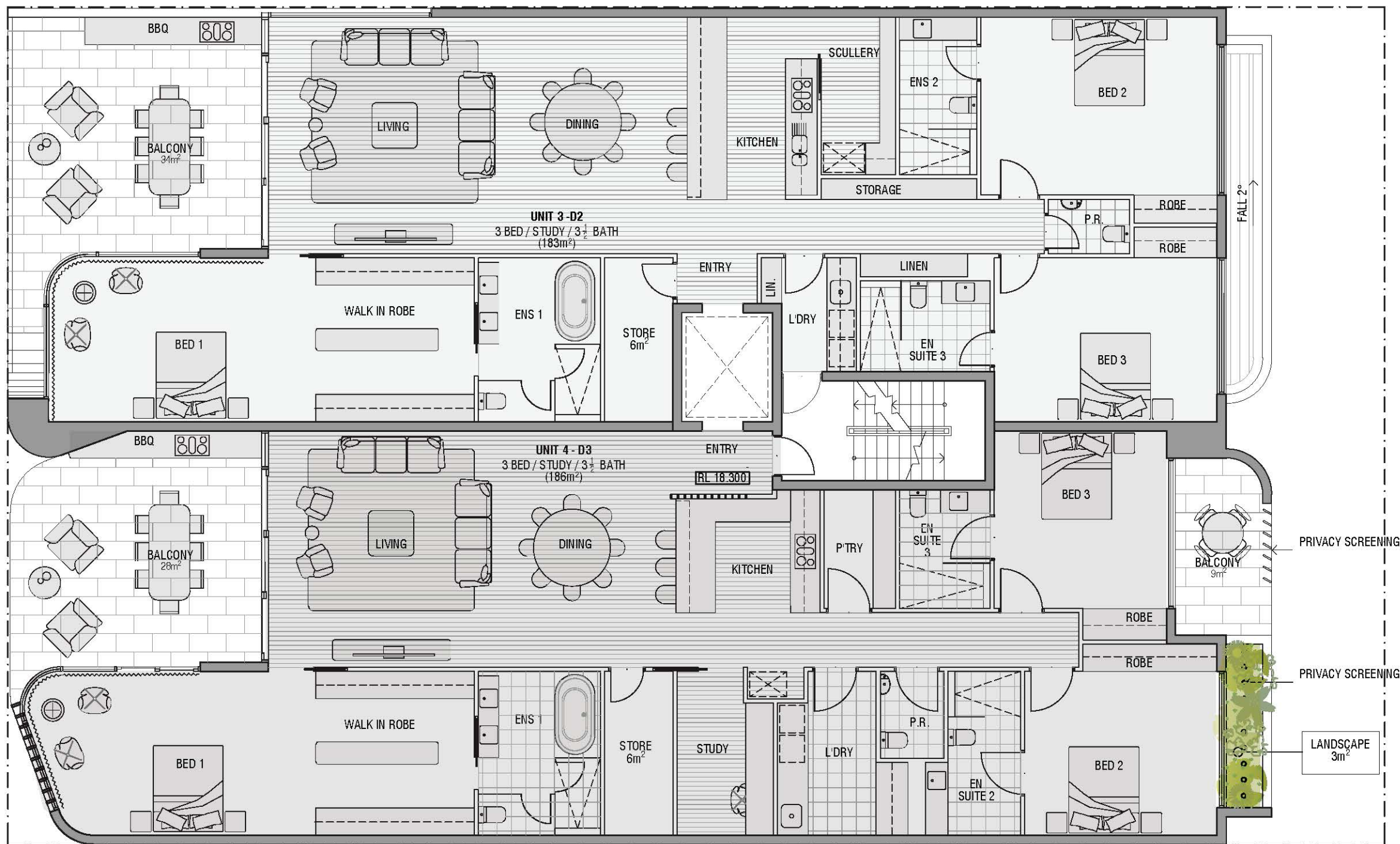
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Address: 270 York St SUBIACO 6008

WEB: www.kada.com.au





AT	14-06-21	ADDITIONAL INFORMATION SDAU	AQ	20-05-21	G + 6 STOREY PROPOSAL
AS	08-06-21	CONSULTANT ISSUE	AP	29-04-21	GROUND FLOOR ALTERNATIVE
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DWG:

SECOND FLOOR PLAN

STAGE:

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

JOB#:

1:100

NORTH

DWG: A107

1902 WAPC Agenda Page 114

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Email: mail@kada.com.au

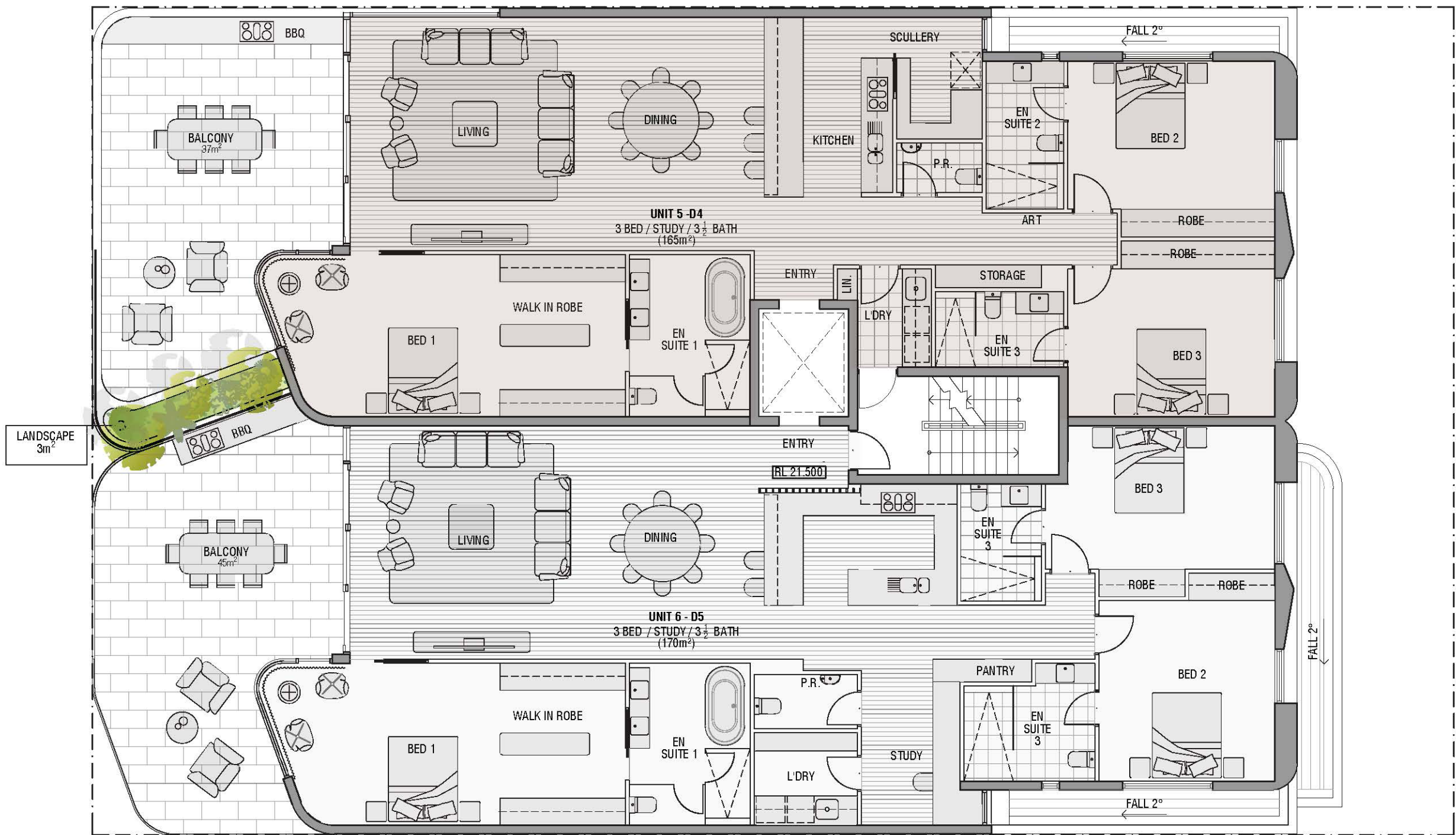
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Mobile: 0419 044 756

Post: PO BOX 301, SUBIACO 6004

Address: 270 York St SUBIACO 6008

WEB: www.kada.com.au



AT	14-06-21	ADDITIONAL INFORMATION SDAU	AQ	20-05-21	G + 6 STOREY PROPOSAL
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DWG:

THIRD FLOOR PLAN

STAGE:

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:100

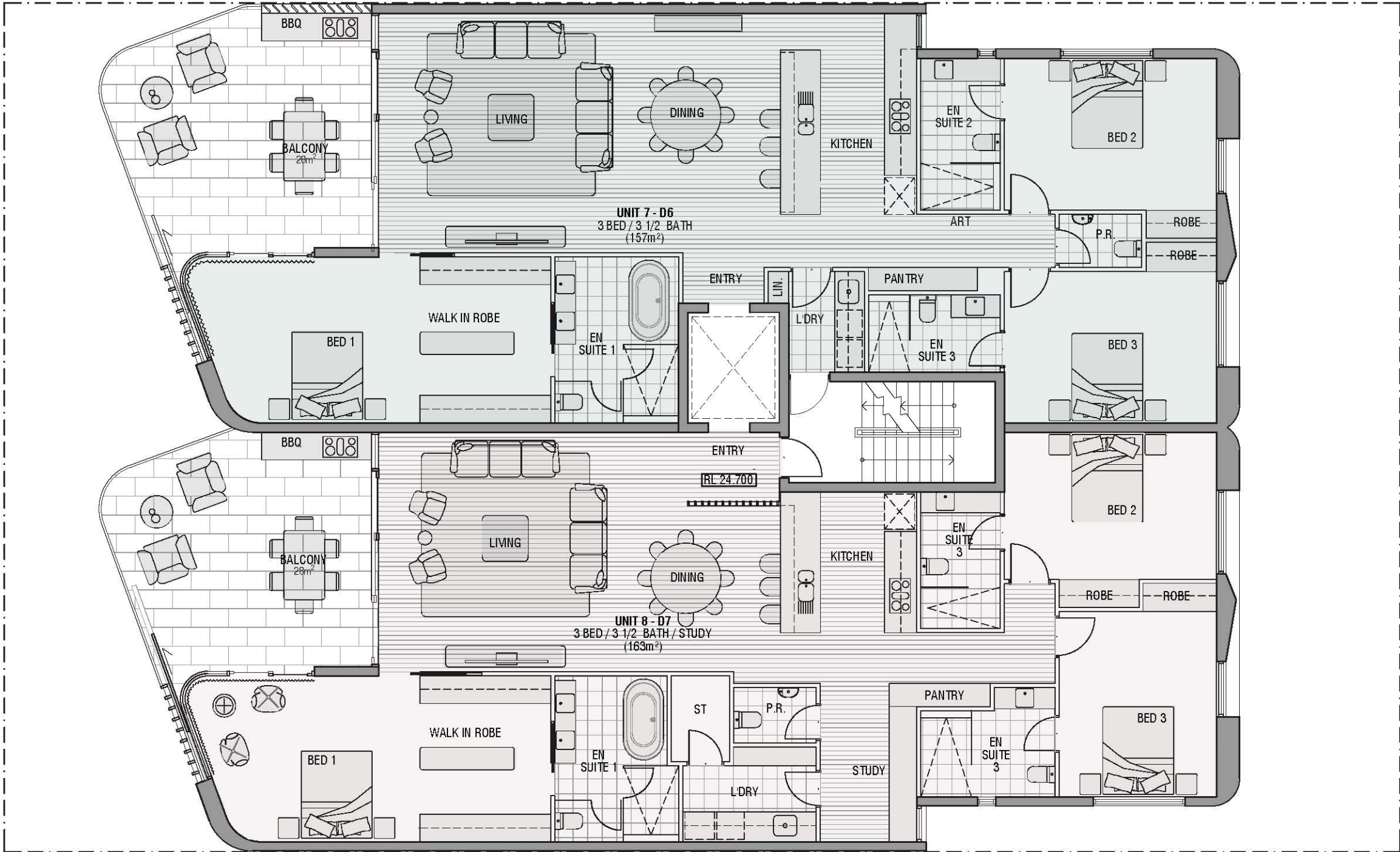
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DWG: A108

ISSUE: 1

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AT	14-06-21	ADDITIONAL INFORMATION SDAU	AQ	20-05-21	G + 6 STOREY PROPOSAL
AS	08-06-21	CONSULTANT ISSUE	AP	29-04-21	GROUND FLOOR ALTERNATIVE
AR	25-05-21	WITHOUT PREJUDICE - 7 STOREYS	AO	20-04-21	GROUND FLOOR ALTERNATIVE

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DWG:

FOURTH FLOOR PLAN

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

STAGE:

DEVELOPMENT APPLICATION

SCALE:

1:100



DWG:
A109

JOB#:

WAPC Agenda Page 146

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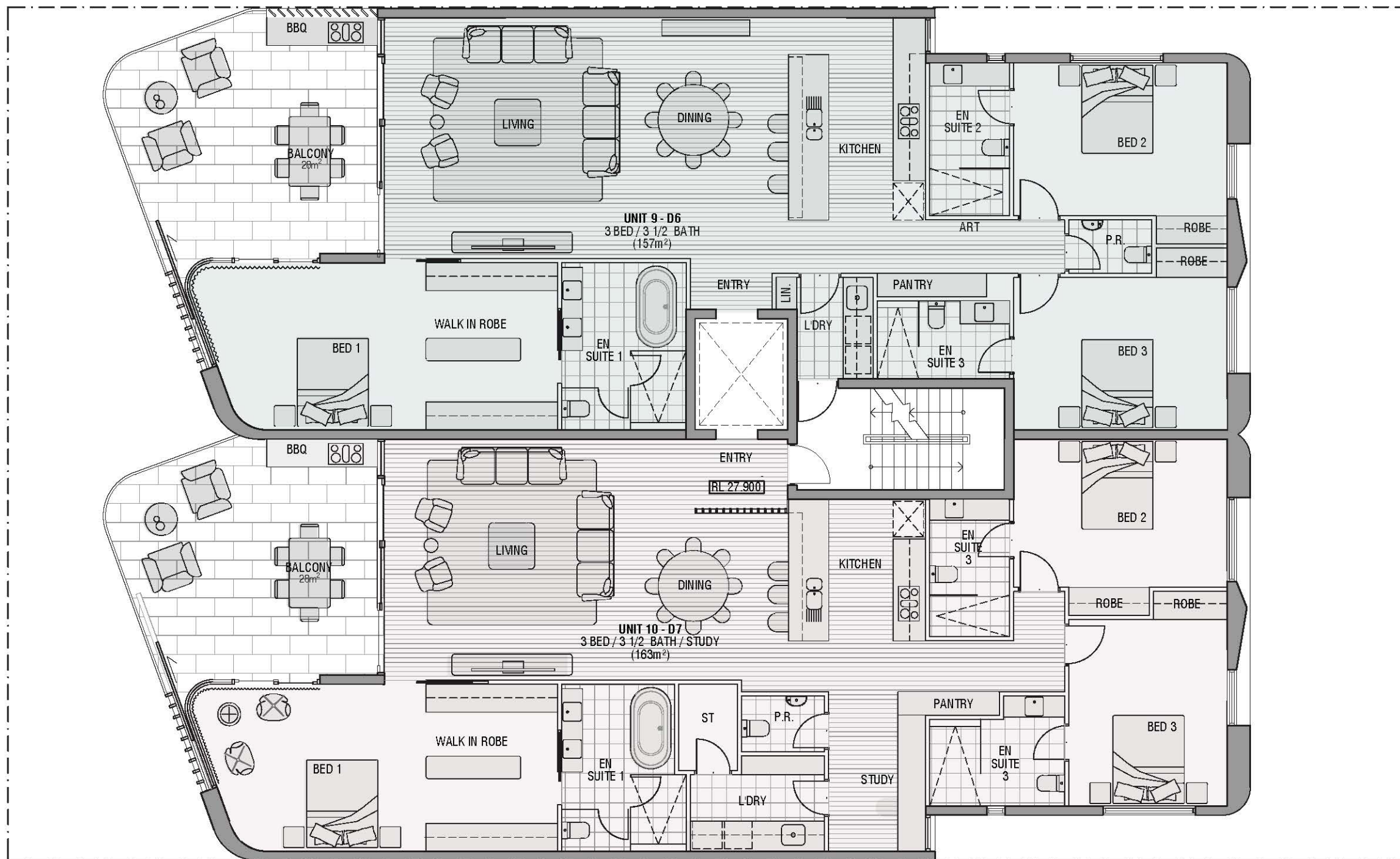
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STAGE:

FIFTH FLOOR PLAN

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

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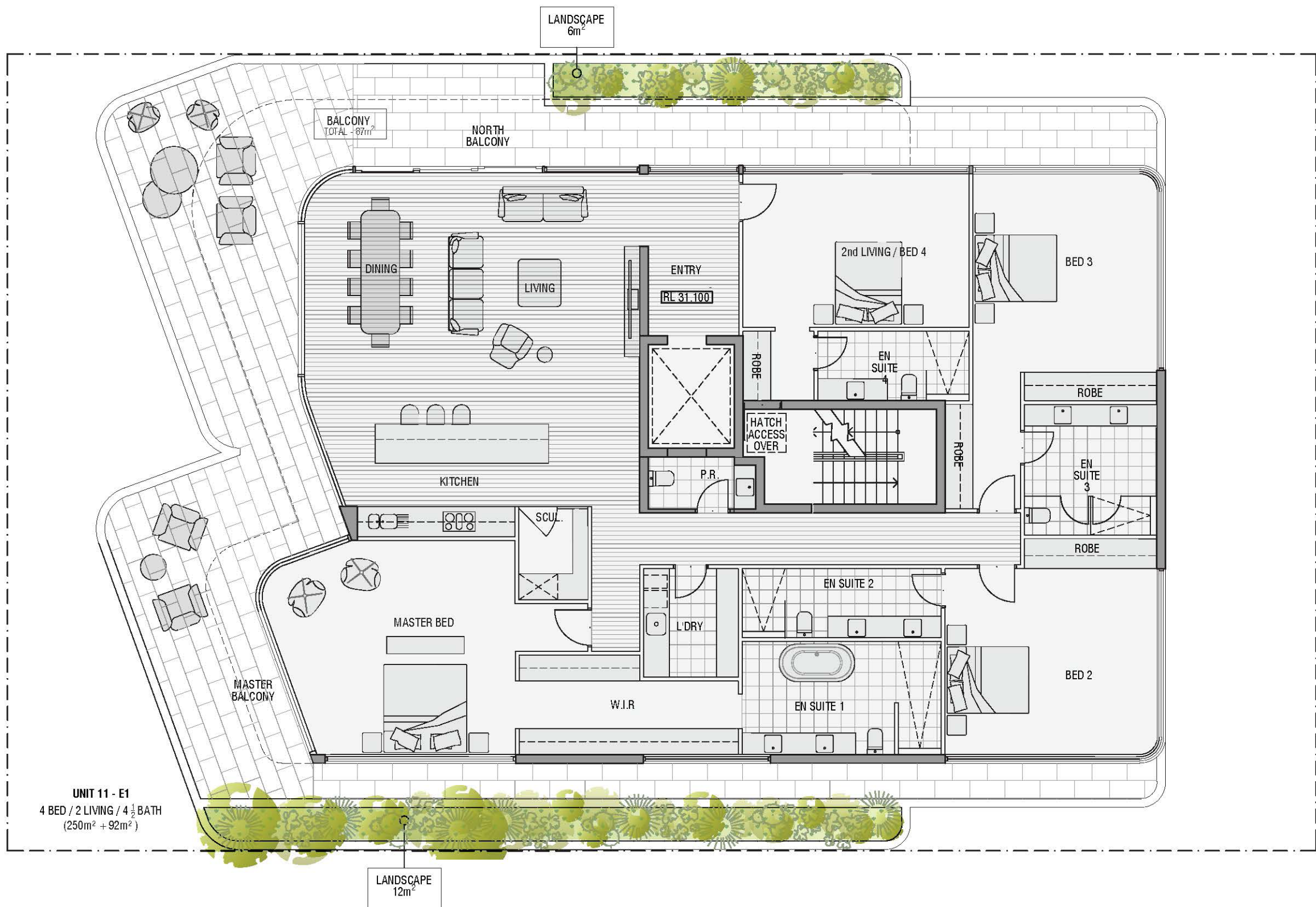
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PROJECT: MARINE PARADE RESIDENCES

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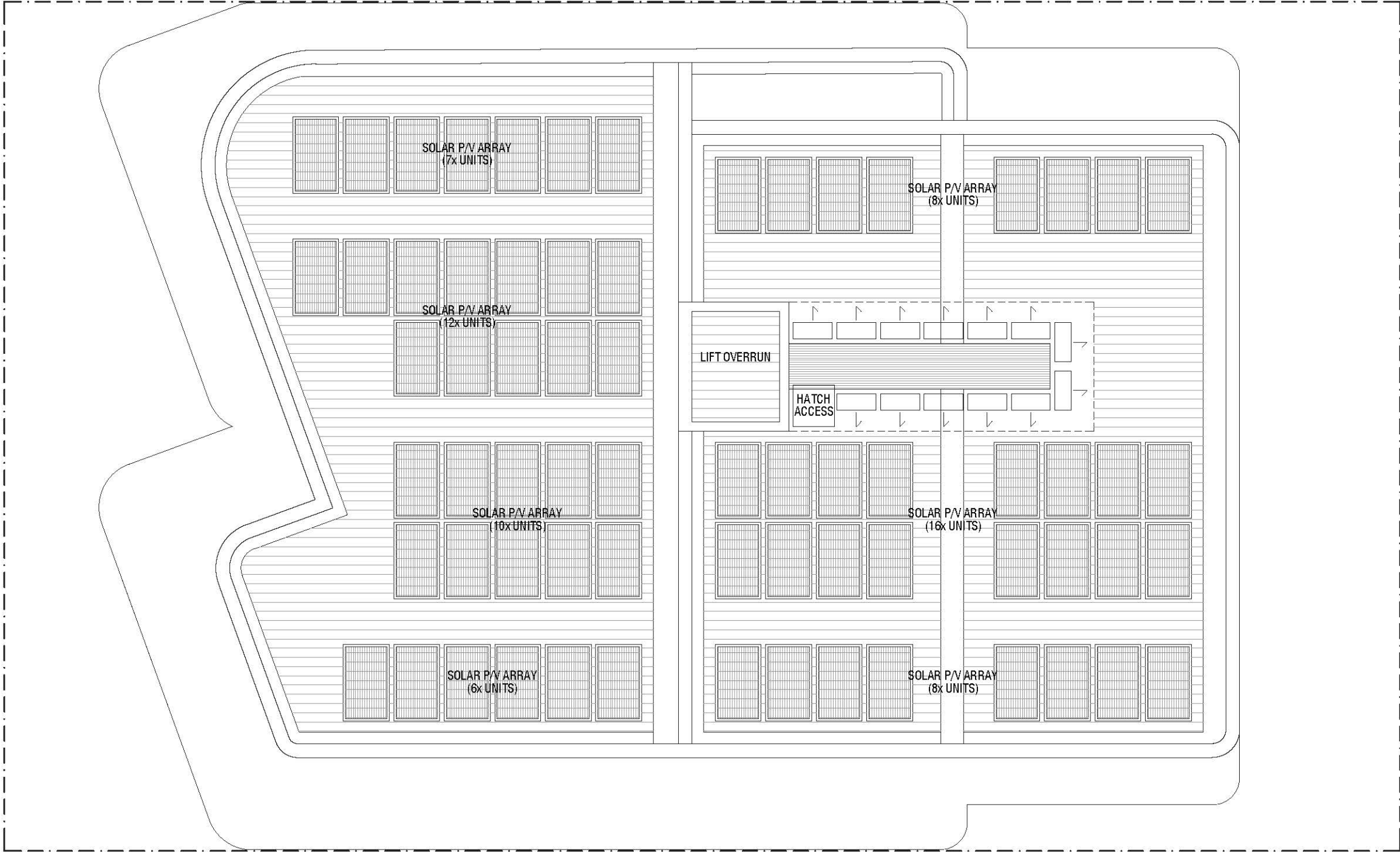
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DEVELOPMENT APPLICATION

ROOF PLAN

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CLIENT: MARINE PARADE CLIENT GROUP

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PROJECT: MARINE PARADE RESIDENCES

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CLIENT: MARINE PARADE CLIENT GROUP

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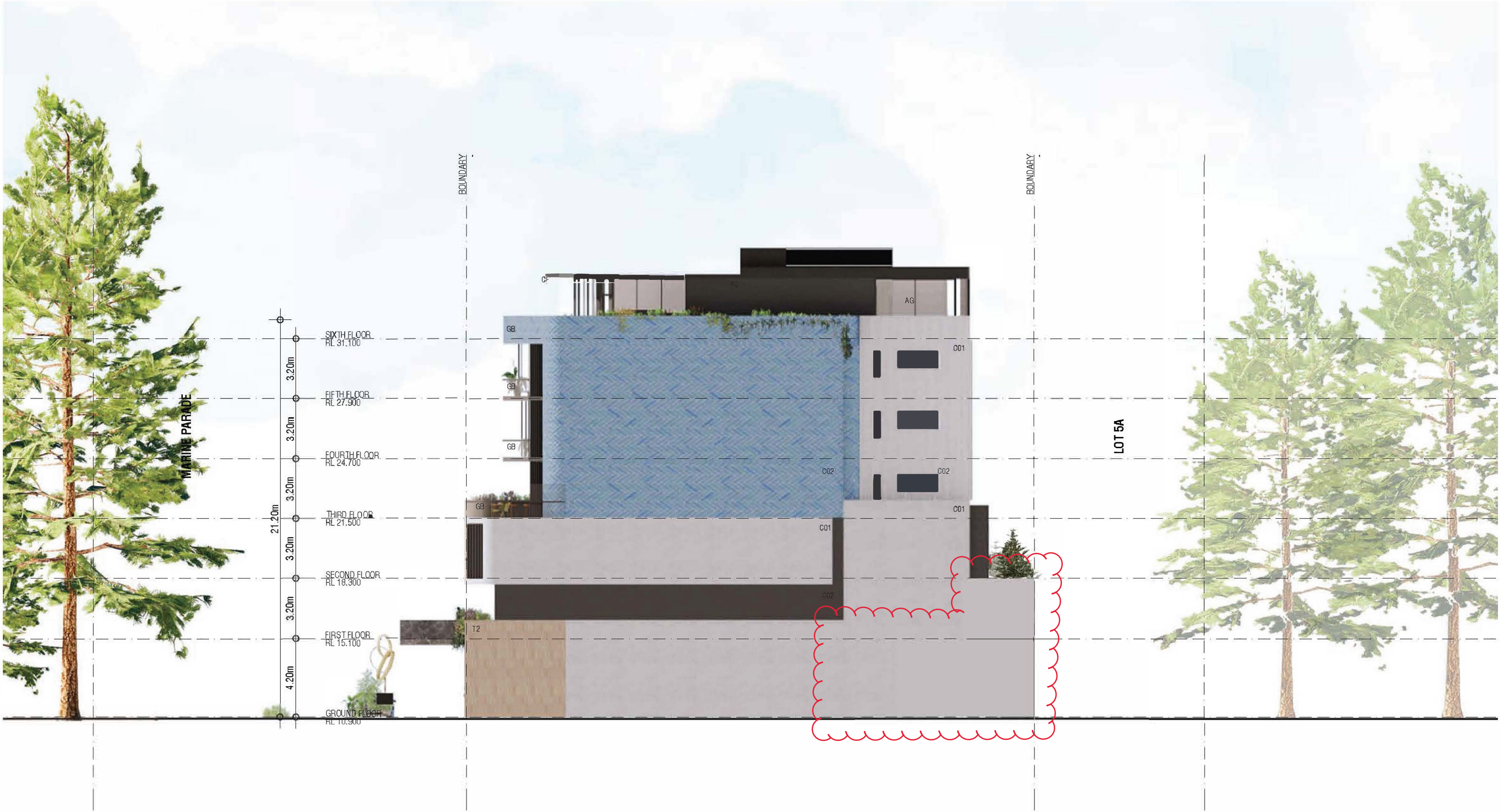
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SOUTH ELEVATION

PROJECT: MARINE PARADE RESIDENCES

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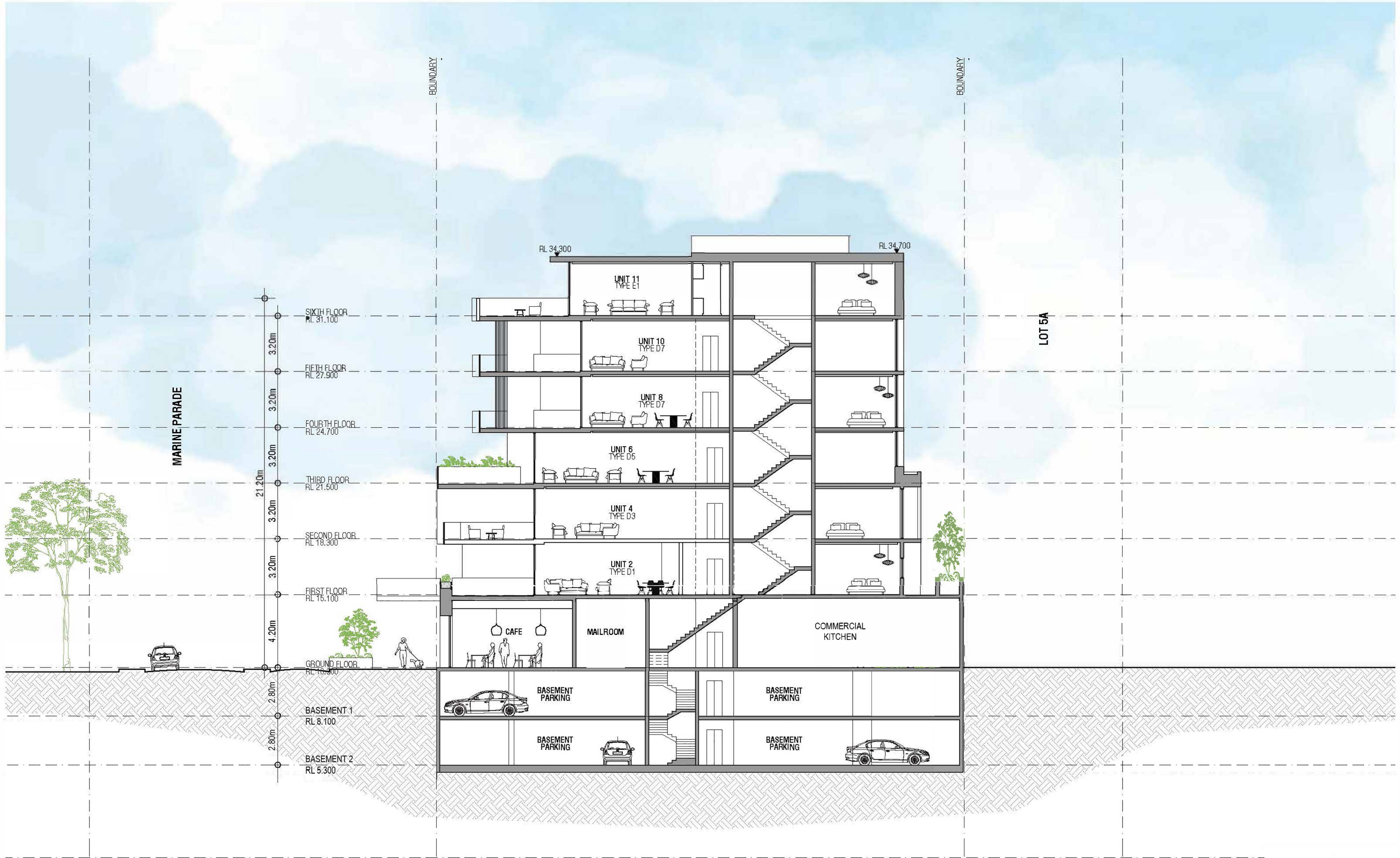
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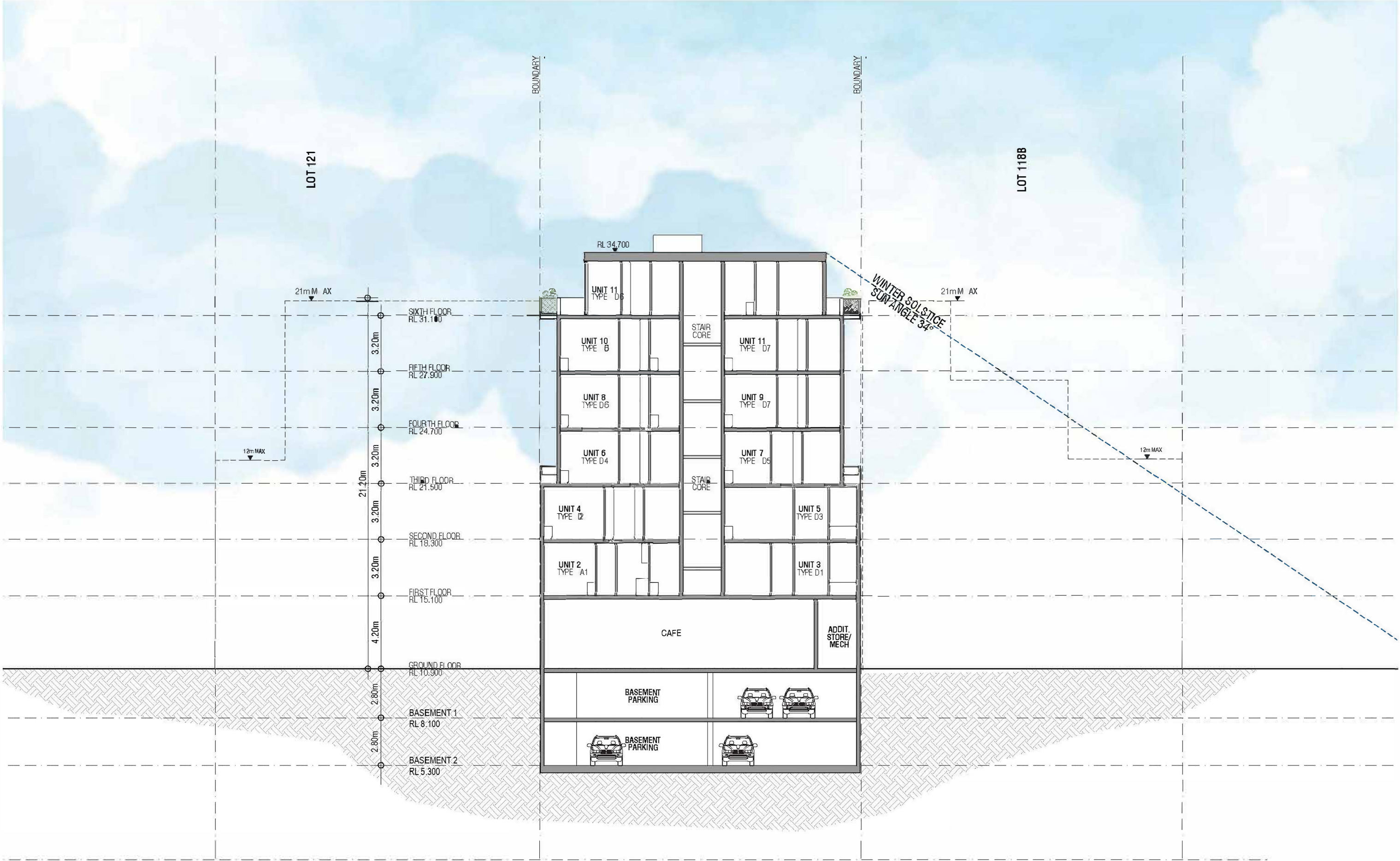
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Attachment 4
Amended Transport Impact Statement

Proposed Mixed Use Development, 120 Marine Parade, Cottesloe

Transport Impact Statement

PREPARED FOR:
Baltinas

December 2021

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	31/12/2021	Draft

File name: t21.249A.vb.r01.docx

Author: Vladimir Baltic

Project manager: Behnam Bordbar

Client: Baltinas

Project: 120 Marine Parade, Cottesloe

Document revision: r01

Project number: t21.249A

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APPENDIX A: PROPOSED DEVELOPMENT PLANS



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1 Introduction

This Transport Impact Statement has been prepared by Transcore on behalf of Baltinas with regard to the proposed mixed-use development at 120 Marine Parade in Cottesloe, Town of Cottesloe (hereafter the subject site).

The subject site is situated at the east side of Marine Parade approximately half way between Napier Street and Overton Gardens, as shown in **Figure 1**.



Figure 1: Location of the subject site

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: “A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic and therefore would have a moderate overall impact on the surrounding land uses and transport networks”.

Section 6.0 of Transcore’s report provides details of the estimated trip generation of the subject site after the scheme amendment. Accordingly, as the net change in peak hour vehicular trips is estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for assessment of the proposal.

The site is bound by Marine Parade to the west and the existing commercial and residential developments to the immediate north, south and east. The site is located

within a retail/commercial precinct which flanks Marine Parade along the eastern side also includes recreational uses.

The site currently accommodates a three-storey mixed use development with a retail/hire shop at ground floor and six residential apartments above. The existing on-site, undercroft car park is accessed via Marine Parade crossover.

The Town of Cottesloe Public Car Park No.2 is located a short distance to the north of the site and across Napier Street while the Public Car Park No. 3 and 4 are in place along Napier Street, a short walking distance to the northeast of the site.

The proposed development was originally approved in August 2021 by the WAPC as a seven-storey mixed-use development comprising a ground floor commercial tenancy, 12 residential apartments and two basement levels of car parking. The 23-bay car park was proposed to be served by a car lift connected to the marine Parade crossover by a two-way, single lane driveway. In addition, a total of four commercial bays were proposed at ground floor at the rear end of the site. Servicing of the development was proposed to also occur via the Marine Parade crossover.

However, as a result of the subsequent development design modifications the revised Development Application now contemplates a similar size mixed-use development but with a re-designed basement car park facility co-joined with the basement car park of the immediately adjacent site to the north (proposed new development at 122 Marine Parade) served by a shared Napier Street crossover and a R.O.W. providing ramped access into the parking facility. Consequently, the original Marine Parade crossover and the ground floor commercial car park at the back of the property have become redundant and will be removed altogether.

As a result, this Transport Impact Statement report is necessitated by the proposed modifications to the formerly approved development at 120 Marine Parade.



2 Development Proposal

The subject site, which occupies an area of approximately 560m², is zoned “*Foreshore Centre – Special Control Area 2*” under the Town of Cottesloe Local Planning Scheme No.3 (LPS3).

The development proposal contemplates construction of a seven-storey, mixed-use development with associated underground car parking facility.

Specifically, the mixed-use development proposal comprises the following elements:

- A total of 12 residential apartments; and,
- Commercial tenancy at ground floor totalling about 322m² of GFA.

Parking for residents and employees of the commercial tenancy will be accommodated within the two-level basement car park facility shared with the immediately adjacent site to the north (proposed new development at 122 Marine Parade).

The two neighbouring sites propose to share a common vehicular access crossover on Napier Street including the associated R.O.W. leading to the underground parking facility which is proposed to accommodate the car parking for both proposed developments. This approach has been supported and endorsed by the Town of Cottesloe as it removes the need for additional access point on Marine Parade.

The waste collection is proposed to take place off Napier Street through usual verge collection process similarly to what is proposed for the adjacent development on 122 Marine Parade.

A secured bike storage space including end-of-trip facilities (showers and lockers) will be provided within the commercial tenancy at ground floor.

The resident and commercial visitor parking is proposed to take place off site since ample public parking is available in the immediate vicinity of the subject site. All public parking is accessible via existing paths which are in place on surrounding roads.

Pedestrians will access the development from the external path network which is in place on both frontage roads. A separate ground floor lobby with lifts is provided for the residents and their visitors. This lobby is accessible from Marine Parade side.

The ground floor commercial tenancy is also accessible directly from Marine Parade side.

Refer to **Appendix A** for proposed site plans.

3 Vehicle Access and Parking

As presented in the plans prepared by Baltinas Architects, the proposed on-site car parking for the development comprises a two-level basement car park facility, shared with the adjacent site (i.e., 122 Marine Parade). The proportion of total parking supply within the facility allocated to the subject development totals 24 parking bays. This car parking provision includes:

- 10 and 12 residential bays at Basement 1 and 2, respectively; and
- One commercial parking bay at each Basement level.

All parking bays are provided in form of single bays (no tandem parking or stackers) so no specific parking bay management is required.

Both basement car park levels will be made accessible by an internal ramp system comprising a two-way, single lane ramp system which connects ground level driveway with B1 and B2 levels. The internal ramp can accommodate vehicle travelling in one direction at any one time. At ground level, the ramp connects to the full-movement crossover on Napier Street via an access driveway. A “waiting bay” is marked on the driveway in front of the car park entry gate to provide stopping space for a vehicle temporarily waiting for ramp to be vacated so to proceed with the ingress process. Typically, in such cases, priority is generally given to vehicles exiting the development.

Parking is provided on-site for residents and commercial unit tenants only. All visitor parking is proposed to be accommodated off-site as ample public parking opportunities are located in the immediate vicinity of the site.

4 Provision for Service Vehicles

No specific provision for service vehicles or waste collection is provided within the subject site as part of the development proposal.

Due to the size of the proposed development and type of constituent land uses it is considered appropriate that waste collection operation is carried out through verge collection where rubbish bins are wheeled out to Napier Street verge on collection days either by residents/tenants themselves or by a caretaker.

A passage through the adjacent 122 Marine Parade development is provided to facilitate connectivity between the domestic and commercial bin stores at the ground floor of subject development and the Napier Street verge.

The delivery vehicles would either park on-street immediately next to the adjacent development (larger vehicles) or use the waiting bay for temporary stopping (smaller vehicles).

5 Hours of Operation

The proposed development will generate heaviest traffic movements during the typical weekday morning and afternoon commuter peaks.

6 Daily Traffic Volumes and Vehicle Types

6.1 Trip Generation

The traffic volumes likely to be generated by the proposed development have been estimated based on the proposed land uses and floorspaces in accordance with *Transport Roads & Maritime Services Technical Direction TDT 2013/04a* and *RTA New South Wales Guide to Traffic Generating Developments 2002* documents, which provide daily and peak hour trip rates.

The total daily, AM and PM peak hour trip rates of 4.58, 0.53 and 0.32 trips/unit respectively was adopted for the residential component of the development. The relevant trip rate for restaurant/café applied in this case were 60 and 5.0 trips/100m² GFA for daily and PM peak, respectively. The AM peak was taken to be 10% of PM peak hour corresponding to employee trips only (late morning start).

Accordingly, it is estimated that the proposed development would generate a total of approximately **258** daily vehicle trips with about **10** and **21** trips during the AM and PM peak hour periods. These trips include both inbound and outbound vehicle movements.

It is likely that a portion of café trade would originate from the residential component of the development and immediately surrounding residential area within walking distance thus reducing the overall vehicular traffic generation. To allow for a robust assessment no trip adjustments were made due to cross trade between various development land uses.

It should be noted however, that the proposed development replaces an existing mixed-use development currently generating traffic at the subject site. Therefore, the net traffic impact of the proposed development will be lower than that reported.

The traffic distribution detailed in **Table 1** was based on the following directional split assumptions for peak hour periods:

- Morning (AM) peak split estimated at 80%/20% and 25%/75% for inbound/outbound trips for café and residents, respectively; and,
- Afternoon (PM) peak split estimated at 50%/50% and 66%/34% for inbound/outbound trips for café and residents, respectively.

Table 1: Peak hour trips for the development

Peak Period	Direction	Café	Residents	Peak Hour Trips
AM Peak	Inbound	2	2	10 cars
	Outbound	0	6	
PM Peak	Inbound	8	4	21 cars
	Outbound	8	1	

6.2 Trip Distribution

Considering the location of the proposed development, the available access and egress routes to and from the development as well as location of key regional attractors, the anticipated directional trip distribution of the development-generated traffic is assumed to be as follows:

- 40% of trips to/from the north;
- 20% of trips to/from the east; and,
- 40% of trips to/from the south.

The directional morning, afternoon and total daily trip distribution of the development-generated traffic is illustrated in **Figure 2**.

It should be noted however that the traffic movements presented in **Figure 2** show only traffic expected to access the development's car park such as residents and employees of the commercial tenancy. All visitor parking is proposed to be accommodated off-site as ample public parking opportunities are located in the immediate vicinity of the site.



Figure 2. Estimated traffic movements for the subject development (directly accessing the site) – morning peak/afternoon peak/total daily

6.3 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines* (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

From **Figure 2** it can be seen that the estimated traffic impact from the proposed development would be nowhere near the critical thresholds with the most pronounced traffic increases of 8vph along Napier Street during AM peak hour (west of crossover). Therefore, the impact of the development traffic on the surrounding road network will be insignificant.

It is considered that the surrounding roads and intersections have capacity to accommodate the relatively low traffic generation of the proposed development.

It should be noted that this traffic assessment disregards the existing traffic generation of the site and is therefore conservative. Hence, the net traffic increase on local road network, as a result of the proposed development, will be less than the development traffic generation outlined in this report.

7 Traffic Management on Frontage Streets

7.1 Context

The subject site is located at the east side of Marine Parade approximately half way between Napier Street and Overton Gardens and immediately across of Cottesloe beachfront.

7.2 Existing Road Network

Marine Parade in the vicinity of the subject site is a single-carriageway, two-lane road with a 1.5m wide solid/painted median. The embayed, on-street public parking is in place along both sides of the road ranging from 5min, 1/2hour to 1hour free parking options. Refer **Figure 3** and **Figure 4** for more details.



Figure 3: Northbound view along Marine Parade in the vicinity of the subject site

Marine Parade operates under a default build-up area speed limit of 50km/h; however, the speed limit is restricted to 40km/h for the section between Forrest Street and Eric Street (through the local retail/commercial zone). Wide footpaths are provided on both sides of the road. Pedestrian crossing facilities are currently in place in close proximity to the site (across Marine Parade) and at the adjacent Marine Parade/Napier Street and Marine Parade/Overton Gardens intersections (across Napier Street and Overton Gardens).

Marine Parade is classified as a *Distributor B* in the Main Roads WA Metropolitan Functional Road Hierarchy document and is under care and control of Local Government.



Figure 4: Southbound view along Marine Parade in the vicinity of subject site

Traffic count data obtained from Main Roads WA indicates that Marine Parade carried average weekday traffic flow of 7,970 vehicles per day (vpd) south of Eric Street in 2019/20.

Napier Street is 7.2m wide, two-lane with 90-degree verge parking between the Marine Parade and Broome Street. Pedestrian footpaths are provided on both sides of the road. Refer **Figure 5** and **Figure 6** for more details.

Napier Street operates under a default build-up area speed limit of 50km/h. It is classified as *Access Street* in Main Roads WA *Functional Road Hierarchy* document. The road is under care and control of Local Government.

Based on Transcore's site observation undertaken in October 2021, it is estimated that Napier Street, immediately east of Marine Parade carries up to 1,000vpd during a typical weekday.

Napier Street forms a priority-controlled T-intersection with Marine Parade at the northwest corner of the subject site. Pedestrian refuge island is provided on Napier Street at this intersection.



Figure 5: Westbound view along Napier Street towards Marine Parade intersection



Figure 6: Eastbound view along Napier Street from Marine Parade intersection

Overton Gardens is a 180m-long boulevard-style road that is cul-de-saced at the eastern end. It is presented as a two-lane road (5.0m wide seal) with a 6.0m wide

landscaped median with residents-only parallel parking along the median side of each trafficable lane. Pedestrian footpaths are provided on both sides of the road.

Overton Gardens operates under a default build-up area speed limit of 50km/h. It is classified as *Access Street* in Main Roads WA *Functional Road Hierarchy* document. The road is under care and control of Local Government.

Overton Gardens forms a priority-controlled T-intersection with Marine Parade at the northwest corner of the subject site. The wide median on Overton Gardens also features a pedestrian refuge at this intersection.

8 Public Transport Access

The site is served by bus service No. 102 operating along Marine Parade with the closest bus stops located in close proximity north and south of the site. Both stops are accessible via existing footpath system in place at this locality.

This bus service provides links to Cottesloe Train Station at one end and Claremont Train Station at the other thus providing access to Perth’s greater railway network (refer **Table 2** for more details).

Table 2: Bus services operating in vicinity of the site

Bus Service	Route
102	Guger Street (Claremont) to Railway Street (Cottesloe)

As detailed in the bus route map in **Figure 7**, the existing bus service operating in the immediate vicinity of the site provides connectivity to the Perth-Fremantle train line.

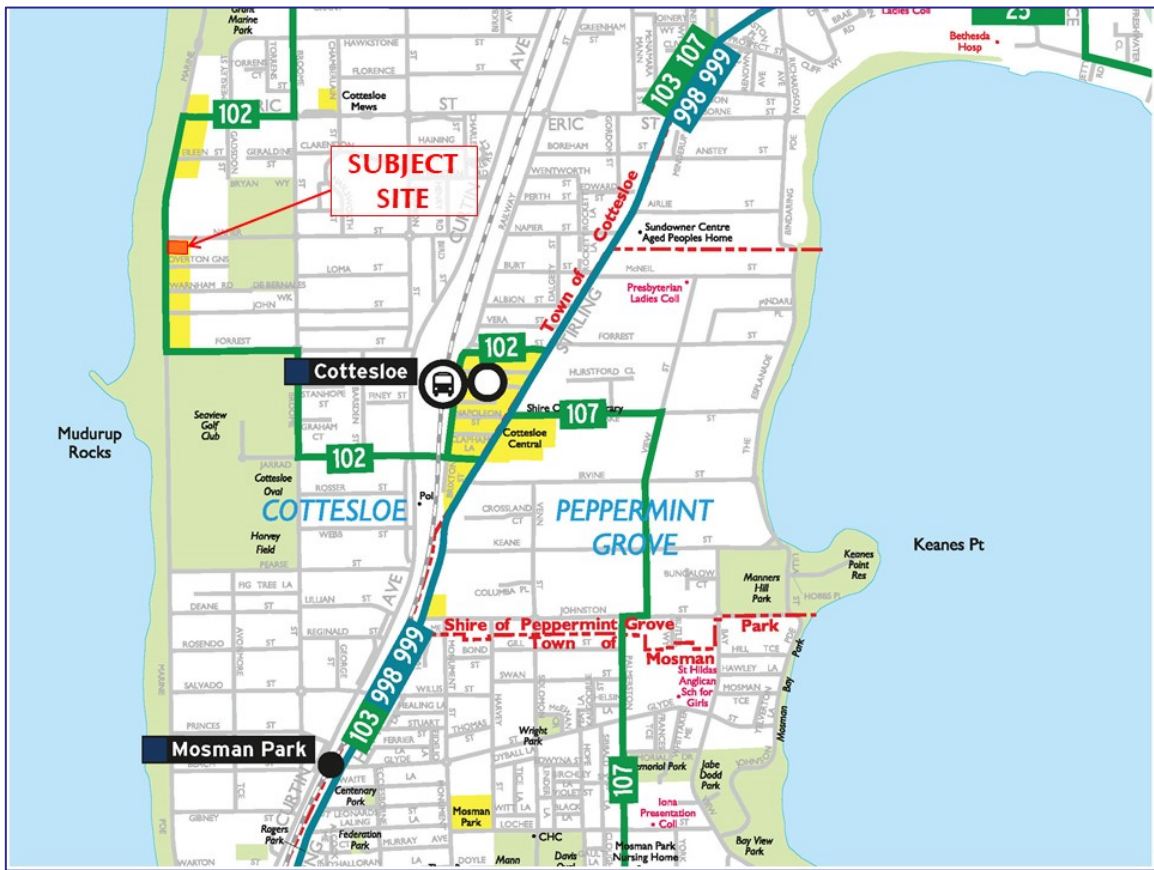


Figure 7: Public transport services (Transperth Map)

9 Pedestrian Access

Pedestrian access to the subject site is facilitated via the existing external footpath network comprising paved footpaths on roads adjacent to the subject site.

Pedestrian crossing facilities including drop kerbs and median refuges are currently provided on Marine Parade and at intersections of Marine Parade with Napier Street and Overton Gardens.

11 Site Specific Issues

The details of the management and operation of the basement car park facility proposed to serve the subject development and the proposed mixed-use development to the immediate north at 122 Marine Parade are provided in **Section 13** (Parking Management System) of this report.

It is understood that Town of Cottesloe is requested an access easement between subject development and the proposed adjacent development at 122 Marine Parade.

Accordingly, following the instructions from the ToC, the proponent of the proposed development has engaged with the owner of the neighbouring site to amend the original development plans and allow for the introduction of a common (shared) crossover on Napier Street and a R.O.W. between the two sites enabling the operation of the shared two-level basement car park facility. Hence, the subject development shares the underground car parking facility with the adjacent development.

12 Safety Issues

No safety issues were identified within the scope of this assessment.

13 Parking Management System

13.1 Introduction

This section of the report provides details with respect to the Parking Management System (hereafter PMS) for the proposed mixed-use development. The intention of the PMS is to provide operational details associated with the underground car park facility proposed to be shared with the proposed development to the immediate north (122 Marine Parade).

13.2 Access System

The subject site and the adjacent site to the immediate north are proposed to be served by a shared single, full-movement crossover on Napier Street located as far away as practical from the Marine Parade intersection, in order to minimise the impact on the operation of this intersection.

The crossover is connected to the internal car park ramp system via a two-way driveway. A “waiting bay” is proposed to be pavement-marked within the “inbound lane” of the driveway for the residents/tenants to temporarily wait for the car ramp to become available.

13.3 Parking Management System

The parking management system proposed to control parking operations at the two-level basement car park comprises of internal traffic lights and motion sensors. These will be installed at the ramp entry/exit point on each level. The system will provide real-time information on cars entering or existing the system thus securing seamless and safe movement through the ramp system.

The audio/video system will be complemented with a waiting bay located near the ground level entry into the car park, immediately adjacent to the entry gate. The parking systems like this are typically set up to place movement priority to vehicles exiting the facility (since they need to move up the ramp which is considered to be a more challenging action).

Hence, the proposed audio/video system is expected to provide additional level of traffic and parking efficiency and safety.

13.4 Access Management

Only the residents and commercial tenants from the 120 and 122 Marine Parade developments with the car parking allocation will be issued a remote access gate controller.

13.5 Ramp Operation

Based on the available plans it is estimated that, in a worst-case scenario, a car would likely require up to 1min to clear the ramp accessing or egressing the furthest Basement 2 level.

Hence, the car parking ramp would be able to accommodate up to 60 non-conflicting, single-directional vehicle movements per hour, assuming even distribution of arriving/departing vehicles. It is estimated that, between the two developments (120 and 122 Marine Parade sites) up to 20 and 13 vehicles would either access or egress the site during the morning and afternoon peak hours of traffic activity, respectively. It is therefore concluded that the capacity of the car parking ramp system is sufficient to accommodate this level of traffic and the likelihood of any traffic conflict would be minimal during peak times and negligible outside of those.

Nevertheless, the provision of “waiting bay” at the ground level entry into the car park combined with the priority system favouring vehicles egressing the car park ensures efficient and convenient operation of the parking facility.

13.6 Operational Responsibilities

Building management of both developments will be responsible for the issuance of car park gate remote controls to residents and commercial tenants.

All prospective car park users would need to be inducted to Parking Management System and/or provided with appropriate brochure describing the operation and management of the car park system.

14 Conclusions

This Transport Impact Statement has been prepared by Transcore on behalf of Baltinas with regard to the proposed mixed-use development at 120 Marine Parade in Cottesloe, Town of Cottesloe.

The development proposal contemplates replacement of the existing development at the subject site with a multi-storey, mixed-use development with associated two-level basement car park facility. The underground car park is proposed to be shared with the adjacent site to the immediate north (proposed new development at 122 Marine Parade), which is to be accessed by a common crossover on Napier Street.

The traffic modelling undertaken in this report shows that the traffic generation of the proposed development is estimated to be in order of about 258 daily and 10/21 peak hour trips during the typical weekday AM/PM peak, respectively (both inbound and outbound).

The traffic analysis undertaken in this report demonstrates that the estimated development-generated traffic will have minimal impact on the surrounding road network.

The subject site has very good accessibility by the existing pedestrian and cyclist networks and enjoys public transport coverage through existing bus service operating within the close proximity of the site. Bicycle parking and end-of-trip facilities are also accommodated within the development.

In conclusion, the findings of this Transport Impact Statement are supportive of the proposed mixed-use development.

Appendix A

PROPOSED DEVELOPMENT PLANS (120 & 122 MARINE PARADE)

NOTES
DO NOT SCALE FROM DRAWINGS. VERIFY ALL DIMENSIONS
ON SITE BEFORE COMMENCING WORK.
COPY OR THE REPRODUCTION OF THIS DRAWING IS
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22/12/2021	B	ISSUE FOR AMENDED DA	J/C
Date	No.	Revised Description	Drawn
KEY PLAN			

ARCHITECT
Baltinas
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Baltinas
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Western Australia 6003
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f +61 8 9228 2850
e info@baltinas.com
w www.baltinas.com

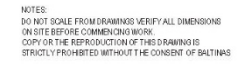
PROJECT

120 Marine Parade
Cottesloe, WA 6011

TITLE
RIGHT OF CARRIAGEWAY
BASEMENT TWO PLAN

ISSUE FOR
DA

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DRAWN: JC	CHECKED: BB APPROVED: BB
SCALE: 1:200 (A0)	
PROJ N° A2003	STAGE: ZONE: DBC/ DWG N° A001
	REV 0




Perth
Baltinas
2A-305/308 Main Street
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+ +61 8 9228 3650

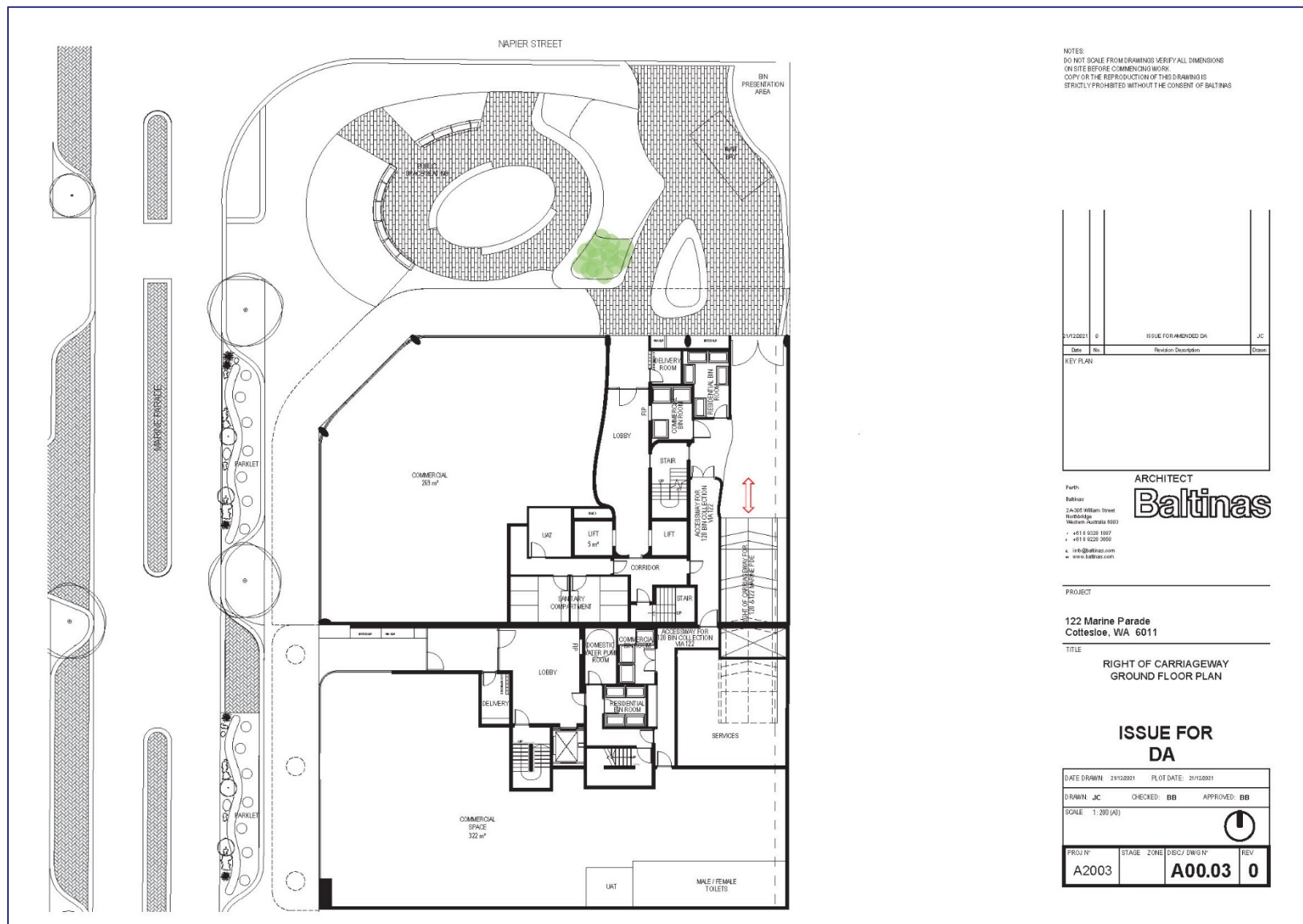
✉ info@baltinas.com
www.baltinas.com

ARCHITECT
Baltinas

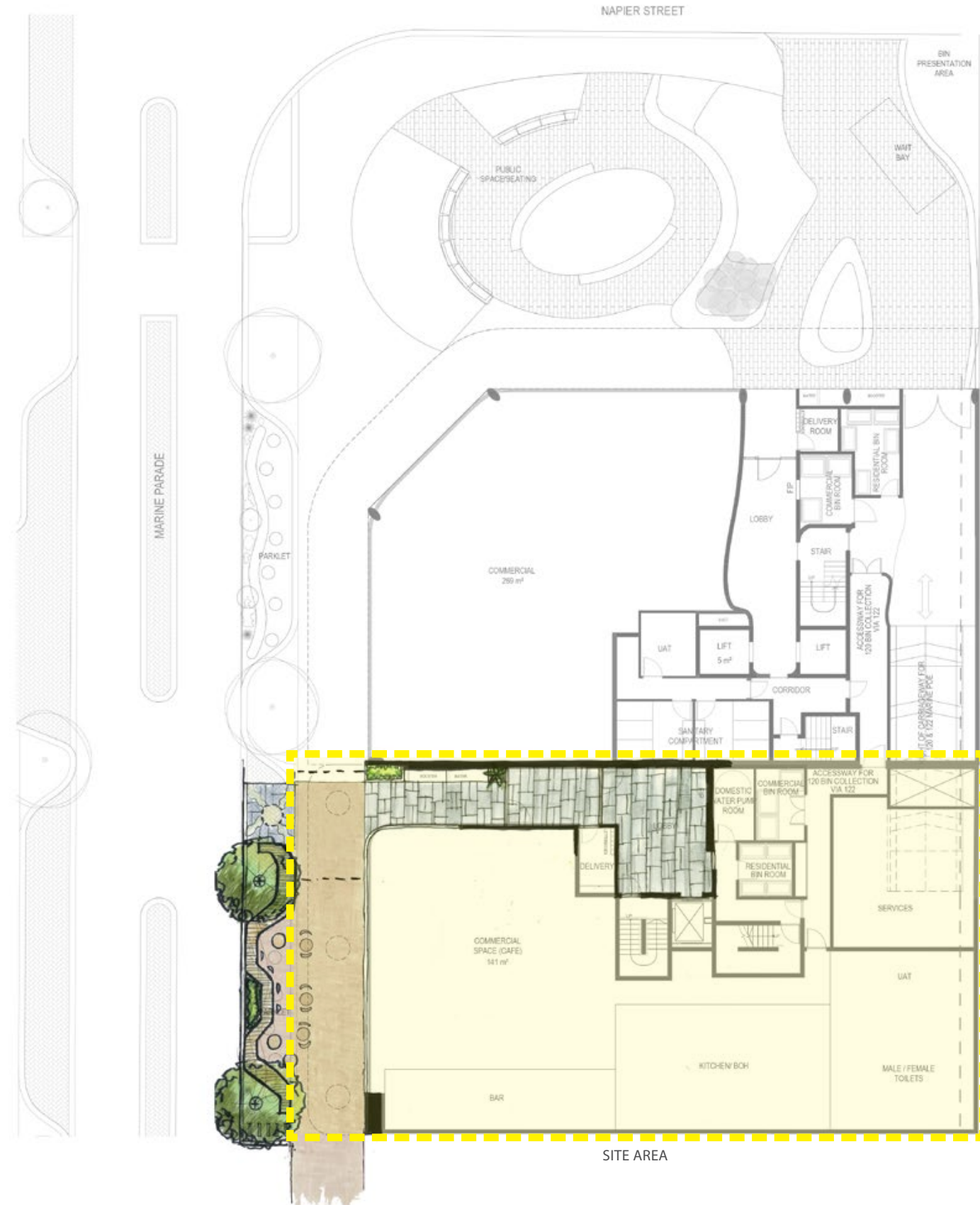
ISSUE FOR
DA

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DRAWN: JC		CHECKED: BB	APPROVED: BB
SCALE: 1:200 (A3)			
PROJ N° A2003	STAGE / ZONE		





Attachment 5
Amended Landscaping Plan



120 MARINE PARADE, COTTESLOE

LANDSCAPE CONCEPT PACKAGE
MARCH 2022

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120 MARINE PARADE, COTTESLOE

LANDSCAPE CONCEPT PLAN - GROUND FLOOR
MARCH 2022

JOB NO. 1904601
1:100 @ A3

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BBQ SETTING WITH BUILT-IN RAISED HERB PLANTER

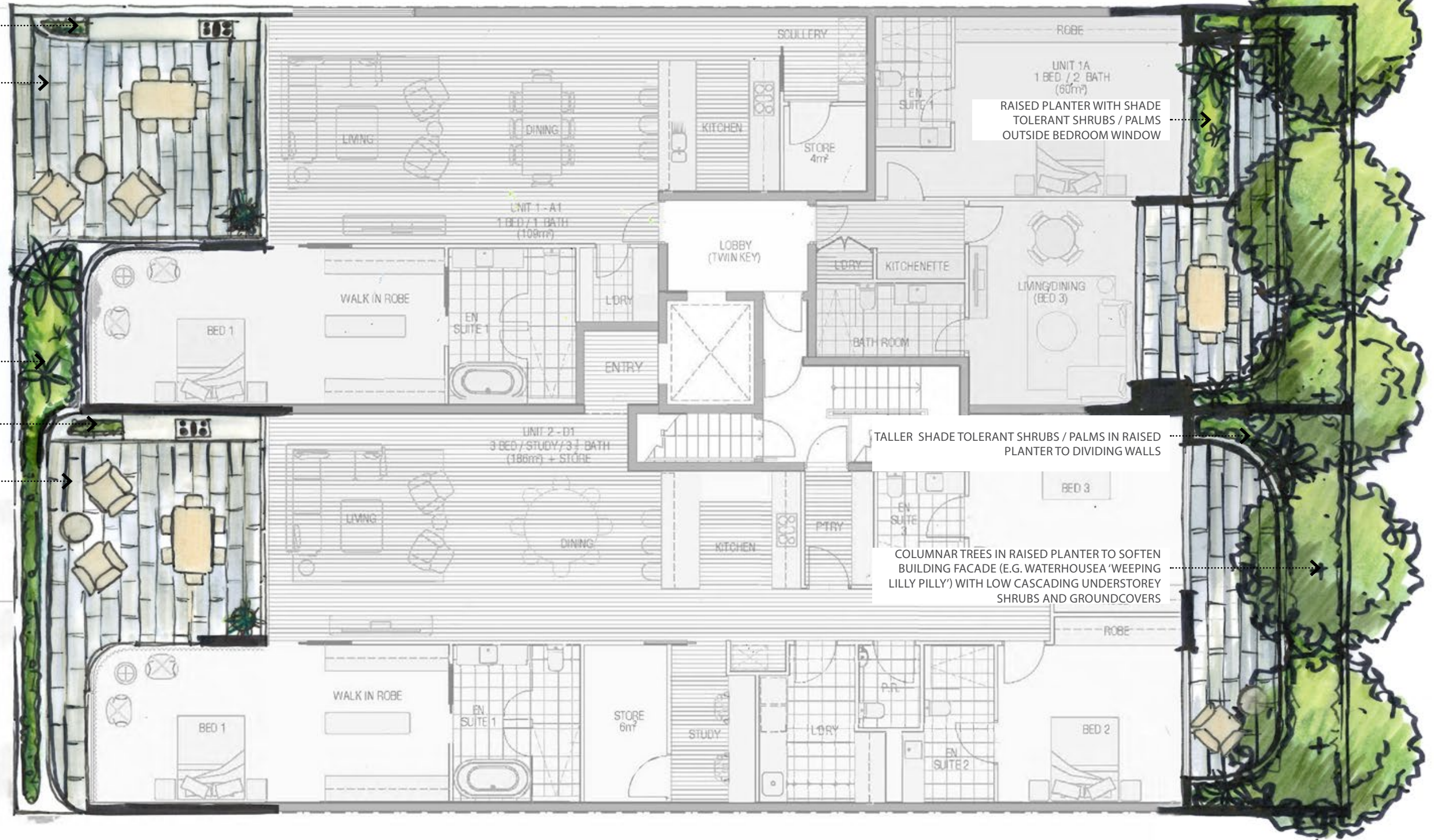
OPEN BALCONY SPACE WITH FEATURE UNIT PAVING AND MOVABLE FURNITURE

RAISED PLANTER BALUSTRADE WITH SMALL FEATURE PALMS OR SUCCULENTS AND CASCADING PLANTING

BBQ SETTING WITH BUILT-IN RAISED HERB PLANTER

OPEN BALCONY SPACE WITH FEATURE UNIT PAVING AND MOVABLE FURNITURE

LANDSCAPE 6m



RAISED PLANTER WITH SHADE TOLERANT SHRUBS / PALMS OUTSIDE BEDROOM WINDOW

TALLER SHADE TOLERANT SHRUBS / PALMS IN RAISED PLANTER TO DIVIDING WALLS

COLUMNAR TREES IN RAISED PLANTER TO SOFTEN BUILDING FACADE (E.G. WATERHOUSEA 'WEeping LILLY PILLY') WITH LOW CASCADING UNDERSTOREY SHRUBS AND GROUNDCOVERS

120 MARINE PARADE, COTTESLOE

LANDSCAPE CONCEPT PLAN - FIRST FLOOR
MARCH 2022

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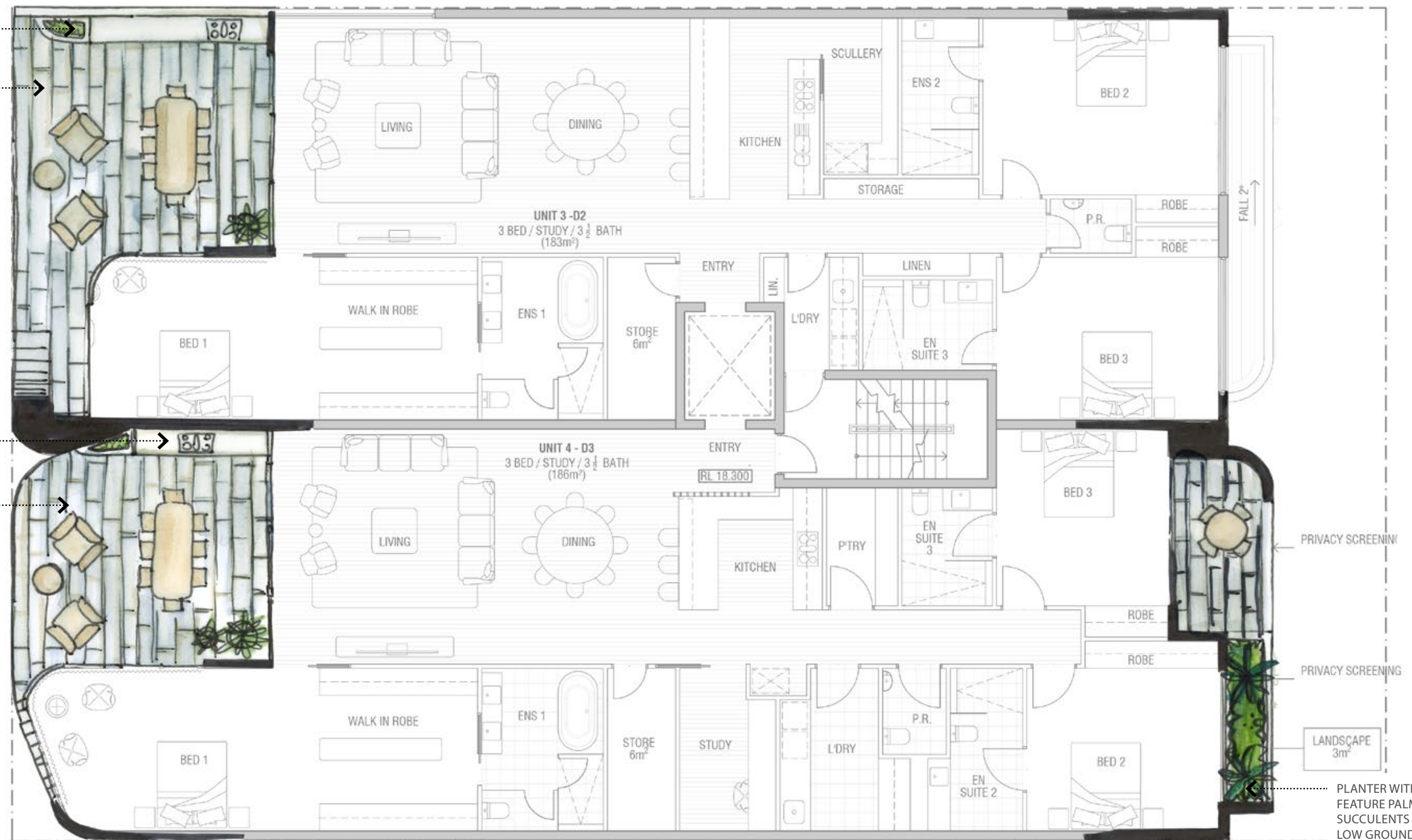
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BBQ SETTING WITH BUILT-IN RAISED HERB PLANTER

OPEN BALCONY SPACE WITH FEATURE UNIT PAVING AND MOVABLE FURNITURE

BBQ SETTING WITH BUILT-IN RAISED HERB PLANTER

OPEN BALCONY SPACE WITH FEATURE UNIT PAVING AND MOVABLE FURNITURE



LANDSCAPE 3m²

PRIVACY SCREENING

PRIVACY SCREENING

PLANTER WITH SMALL FEATURE PALMS OR SUCCULENTS AND LOW GROUNDCOVER PLANTING

120 MARINE PARADE, COTTESLOE

LANDSCAPE CONCEPT PLAN - SECOND FLOOR
MARCH 2022

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BBQ SETTING WITH BUILT-IN RAISED HERB PLANTER AND SMALL FEATURE PALMS OR SUCCULENTS

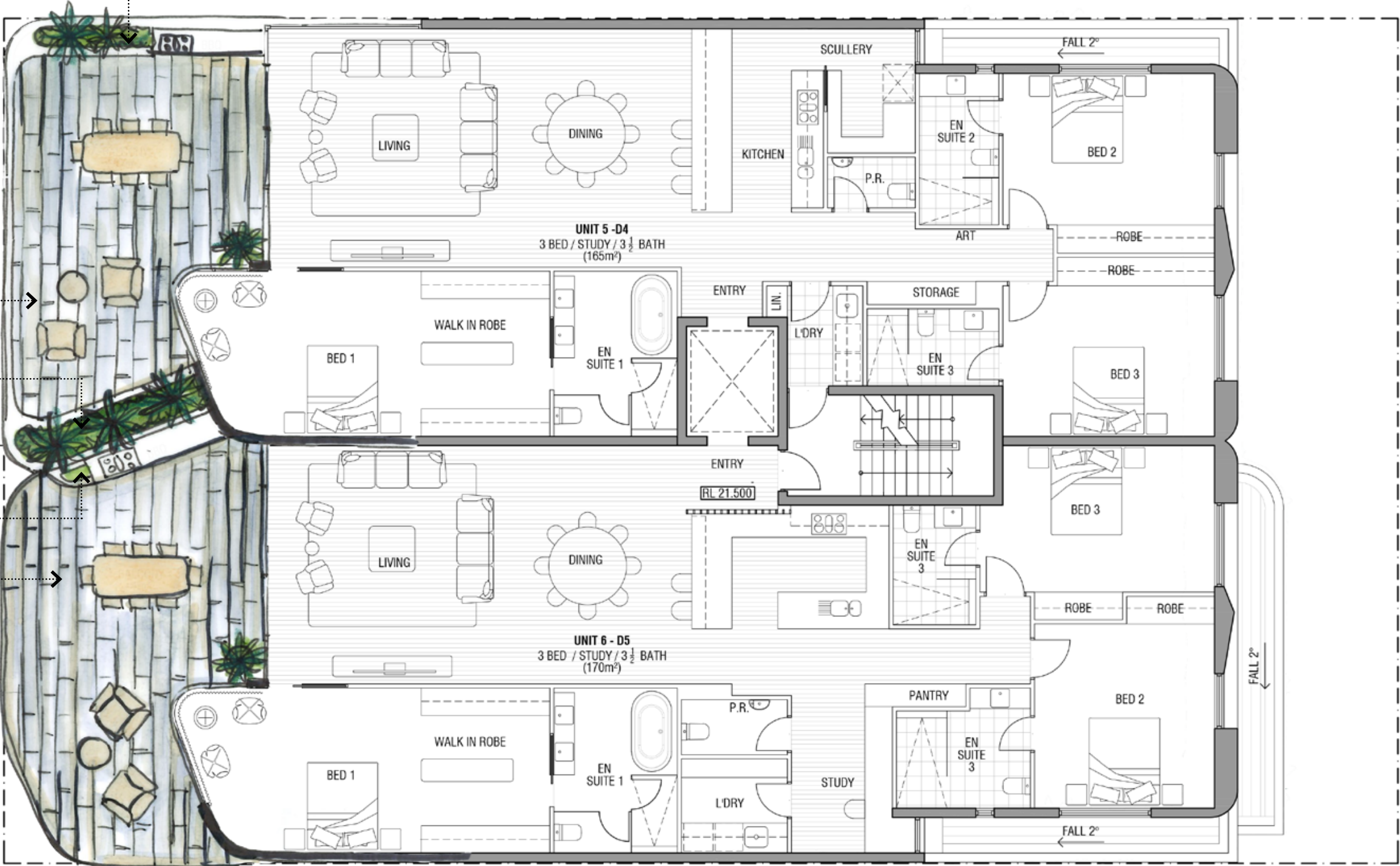
OPEN BALCONY SPACE WITH FEATURE UNIT PAVING AND MOVABLE FURNITURE

RAISED PLANTER WITH SMALL FEATURE PALMS OR SUCCULENTS AND CASCADING PLANTING

BBQ SETTING WITH BUILT-IN RAISED HERB PLANTER

OPEN BALCONY SPACE WITH FEATURE UNIT PAVING AND MOVABLE FURNITURE

LANDSCAPE 3m²



120 MARINE PARADE, COTTESLOE

LANDSCAPE CONCEPT PLAN - THIRD FLOOR
MARCH 2022

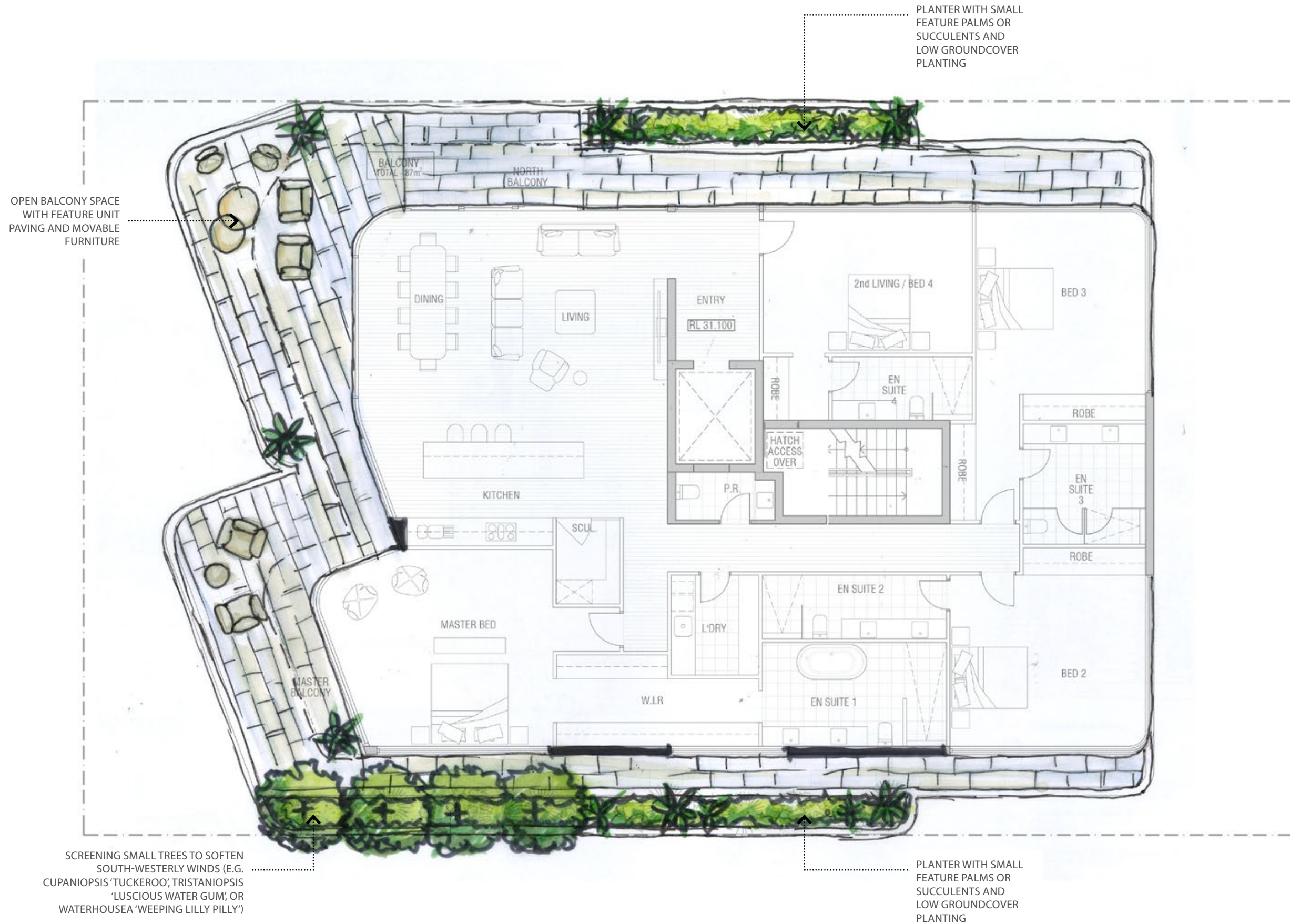
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120 MARINE PARADE, COTTESLOE

LANDSCAPE CONCEPT PLAN - SIXTH FLOOR
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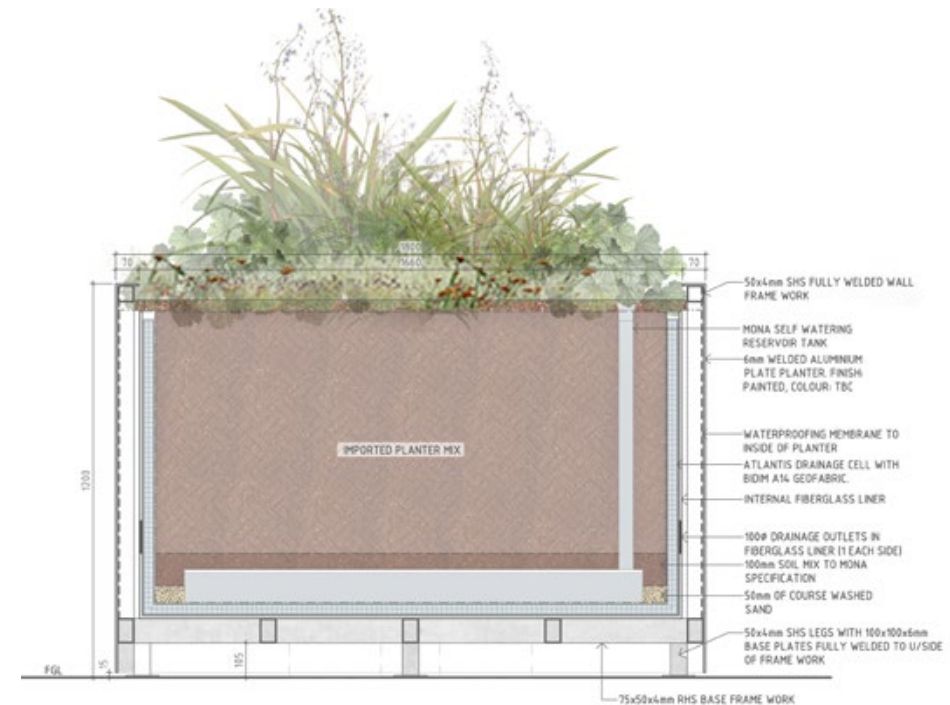
01 PLANTER ON STRUCTURE WITH SLAB SET(DOWN AND SEATING



02 PLANTER ON STRUCTURE



03 MASONRY WALL WITH HDPE PLANTER INSERTS



04 PLANTER BOX TYPICAL SECTION

120 MARINE PARADE, COTTESLOE

LANDSCAPE SECTIONS - PLANTERS
MARCH 2022

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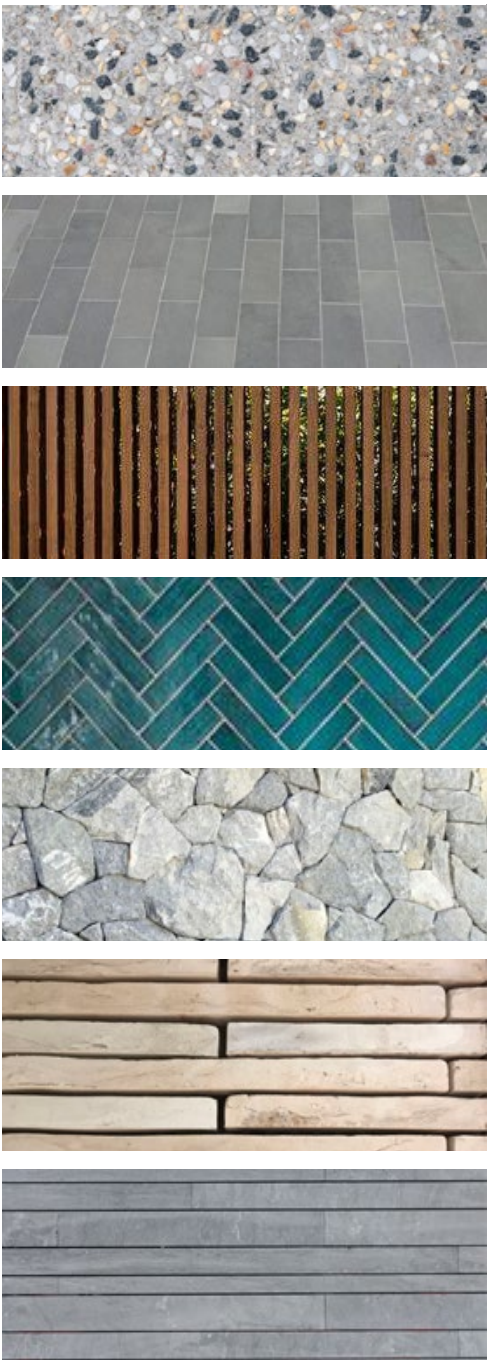
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MATERIALS



TREES



FEATURE PLANTS, SHRUBS & GROUNDCOVERS



DESIGN WA COMPLIANCE ITEMS

ITEM 3.3A - TREE CANOPY & DEEP SOIL AREA

REQUIRED DEEP SOIL AREA: 56.1 SQ.M - BASED ON A SITE AREA OF 561 SQ.M

PROPOSED DEEP SOIL AREA DOES NOT MEET THE MINIMUM REQUIRED PROVISION - REFER TABLES 01-02

REQUIRED TREE CANOPY AREA: 19.6 SQ.M - BASED ON A SITE AREA OF 561 SQ.M

PROPOSED TREE CANOPY COVER EQUATES TO APPROX. 5 TIMES THE MINIMUM REQUIRED PROVISION - REFER TABLES 03-05

DEEP SOIL AREA & TREE CANOPY REQUIREMENTS - TABLE 01

THE DEVELOPMENT SEEKS TO RETAIN EXISTING TREES WITHIN THE ADJACENT STREETSCAPE, AND PROVIDE SIGNIFICANT TREE CANOPY THROUGH ALL LEVELS OF LANDSCAPE, INCLUDING EXTERNAL LANDSCAPE SPACES.

THE TABLE BELOW OUTLINES MINIMUM REQUIREMENTS FOR DEEP SOIL AREAS AS DEFINED IN DESIGNWA.

TABLE 01: DEEP SOIL ZONE REQUIREMENTS			
	LOT AREA: 561 SQ.M	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR
WAPC DEEP SOIL AREA REQUIREMENTS	<700 SQ.M	10% OF DEEP SOIL AREA ON SITE (56.1 SQ.M) THEREFORE A3.3.7 APPLIES- ADDITIONAL PLANTING ON STRUCTURE WITH AN AREA OF 2 X SHORTFALL OF 56.1 SQ.M= 112.2 SQ.M IS REQUIRED.	PROVIDED DEEP SOIL AREA OF 0 SQ.M PROVIDED ADDITIONAL PLANTING ON STRUCTURE OF 62.9 SQ.M, WITH 56 SQ.M AS DEEP SOIL AREA ON STRUCTURE

LANDSCAPE AREA REQUIREMENTS - TABLE 02

THE DEVELOPMENT SEEKS TO EXCEED THE REQUIRED LANDSCAPE PROVISION FOR DEEP SOIL AREA AS DEFINED IN DESIGNWA THROUGH GENEROUSLY SCALED LANDSCAPE AREAS; ALLOWING SIGNIFICANT ROOTABLE DEEP SOIL AREAS ON STRUCTURE.

SOIL VOLUMES ARE CONSIDERED IN TREE PLACEMENT AND SELECTION OF TREE SPECIES.

THE TABLE BELOW SUMMARISES THE EXTENT OF LANDSCAPE AREAS, AND DEEP SOIL AREA OVER THE VARIOUS LANDSCAPE LEVELS.

TABLE 02: LANDSCAPE AREAS / DEEP SOIL AREAS				
	DEEP SOIL AREA (IN GROUND)	PLANTING ON STRUCTURE (1M DEPTH) AS DEEP SOIL AREA	PLANTING ON STRUCTURE (LESS THAN 1 M DEPTH)	SOFT LANDSCAPE GARDEN AREA
GROUND FLOOR	0 SQ.M	-	1.3 SQ.M	1.3 SQ.M
FIRST FLOOR	-	32 SQ.M	4.1 SQ.M	36.1 SQ.M
SECOND FLOOR	-	3 SQ.M	0.5 SQ.M	3.5 SQ.M
THIRD FLOOR	-	3 SQ.M	1 SQ.M	4 SQ.M
FOURTH & FIFTH FLOOR	-	-	-	-
SIXTH FLOOR	-	18 SQ.M	-	18 SQ.M
TOTAL	0 SQ.M	56 SQ.M	6.9 SQ.M	62.9 SQ.M

120 MARINE PARADE, COTTESLOE

DEEP SOIL ZONE & TREE CANOPY REQUIREMENTS - TABLES 03-05

THE DEVELOPMENT SEEKS TO RETAIN EXISTING TREES WITHIN THE ADJACENT STREETSCAPE / ROAD RESERVE AND PROVIDE SIGNIFICANT DEEP SOIL AREA, ROOTABLE SPACE, AND SOFT LANDSCAPE AREA THROUGH ALL LEVELS OF LANDSCAPE, INCLUDING EXTERNAL LANDSCAPE SPACES.

TABLE 03: TREE POT SIZES			
SPECIES	POT SIZE	HEIGHT AT DAY ONE	MATURE HEIGHT
CUPANIOPSIS ANACARDIOIDES ‘TUCKEROO’	200L	3M	6M
HIBISCUS TILIACEUS ‘RED COTTONWOOD’	200L	3M	6M
METROSIDEROS EXCELSA ‘NZ CHRISTMAS TREE’	500L	4M	6M
TRISTANIOPSIS LAURINA ‘LUSCIOUS WATER GUM’	200L	4M	7M
WATERHOUSEA FLORIBUNDA ‘WEeping LILLY PILLY’	200L	3M	6M

THE TABLE BELOW OUTLINES MINIMUM REQUIREMENTS FOR TREE CANOPY COVER AS DEFINED IN DESIGNWA.

TABLE 04: TREE CANOPY REQUIREMENTS			
	LOT AREA: 561 SQ.M	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC TREE CANOPY REQUIREMENTS	<700SQ.M	1 MEDIUM TREE (AND SMALL TREES TO SUIT AREA)	MINIMUM OF 19.6 SQ.M OF TREE CANOPY COVER WHICH EQUATES TO APPROX. 3.5% CANOPY COVER OF THE DEVELOPMENT SITE AREA

TABLE 05: TREE CANOPY COVER				
	SMALL TREES: 2M DIAMETER 3.2SQ.M CANOPY COVER AT MATURITY	MEDIUM TREES: 5M DIAMETER 19.6 SQ.M CANOPY COVER AT MATURITY	LARGE TREES: 8M DIAMETER 50 SQ.M CANOPY COVER AT MATURITY	TOTAL CANOPY COVER (NOT INCLUDING EXISTING TREES)
GROUND FLOOR	-	-	-	-
FIRST FLOOR	-	5	-	98 SQ.M
THIRD FLOOR	-	-	-	-
FOURTH FLOOR	-	-	-	-
ROOF TERRACE	4	-	-	12.8 SQ.M
TOTAL	12.8 SQ.M CANOPY COVER AT MATURITY	98 SQ.M CANOPY COVER AT MATURITY	0 SQ.M CANOPY COVER AT MATURITY	110.8 SQ.M PROPOSED TREE CANOPY COVER

IRRIGATION REQUIREMENTS

A FULLY AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED FOR THE 120 MARINE PARADE, COTTESLOE, PROJECT. THE SCOPE WILL INCLUDE:

- IRRIGATION TO ALL LANDSCAPE AREAS
- MOISTURE SENSORS THROUGHOUT, TO ENSURE WATER USE IS MINIMISED
- USE OF LOW WATER USE EMITTERS TO ENSURE ONLY SUFFICIENT WATER IS PROVIDED TO IRRIGATE PLANTING AREAS
- IN-LINE FERTILISATION UNIT TO ENSURE FERTILISING AND MOISTURE RETENTION IS CONTROLLED
- USE OF POP - UP FLOOD BUBBLERS TO SUIT SIZE OF GARDEN BEDS TO ENSURE ANY OVER-SPRAY AND WASTAGE IS MITIGATED, AND;
- A DETAILED DESIGN AND SPECIFICATION WILL BE PROVIDED AT BUILDING LICENSE APPLICATION STAGE.

GROUND LEVEL



FIRST FLOOR



LEGEND

DEEP SOIL AREAS

- DEEP SOIL AREA - IN GROUND PLANTING
- ON STRUCTURE PLANTING (1M DEPTH)
- ON STRUCTURE PLANTING (LESS THAN 1M DEPTH)

PUBLIC & PRIVATE SPACE

- PUBLIC
- PRIVATE
- SEMI-PRIVATE



SECOND FLOOR



THIRD FLOOR



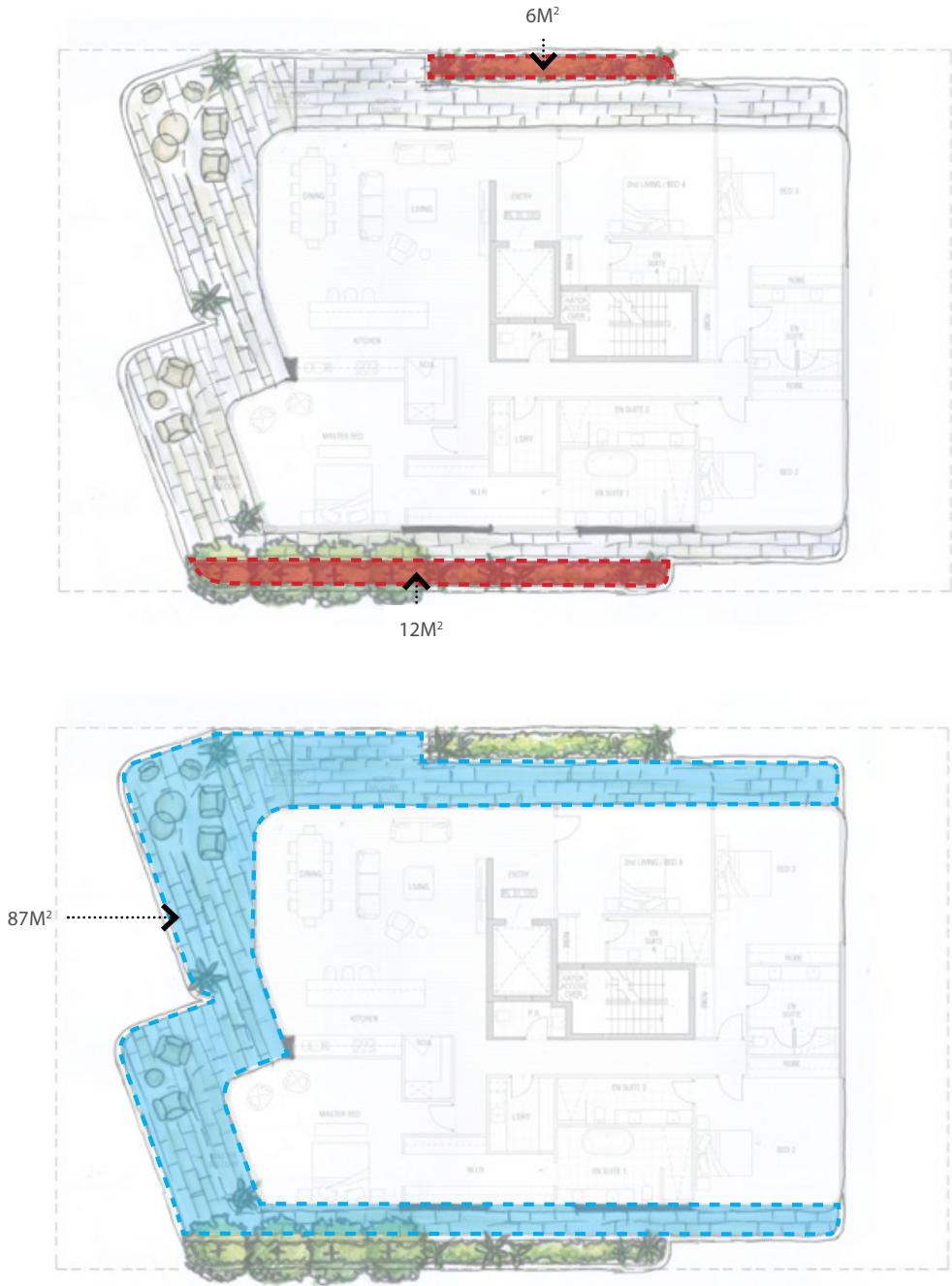
LEGEND

DEEP SOIL AREAS		PUBLIC & PRIVATE SPACE	
	DEEP SOIL AREA - IN GROUND PLANTING		PUBLIC
	ON STRUCTURE PLANTING (1M DEPTH)		PRIVATE
	ON STRUCTURE PLANTING (LESS THAN 1M DEPTH)		SEMI-PRIVATE

FOURTH & FIFTH FLOOR



SIXTH FLOOR



LEGEND

DEEP SOIL AREAS		PUBLIC & PRIVATE SPACE	
	DEEP SOIL AREA - IN GROUND PLANTING		PUBLIC
	ON STRUCTURE PLANTING (1M DEPTH)		PRIVATE
	ON STRUCTURE PLANTING (LESS THAN 1M DEPTH)		SEMI-PRIVATE

Attachment 6
Amended Sustainability Statement



EMERGEN

Friday, February 25, 2022

Attention: Barry Baltinas
Baltinas
2A-305 William Street
Northbridge 6003

Dear Barry

RE: 120 Marine Parade - 17C Application to Amend a Development Application [7817]

EMERGEN (CADDs) have reviewed the amended DA drawings submitted to SDAU noting:

1. Removal of the car Lift, and obtaining access from 122 Marine Parade in satisfaction of the rear access condition imposed with the current DA.
2. As a result of the above widening of the commercial street front tenancy to take up some of the previous driveway entry from Marine parade as well as removing the rear carbays and converting into the commercial space.
3. extending level 1 courtyard and deep soil planting to the rear boundary.

We can confirm that the following reports and subsequent results are still valid:

- CADDs ENERGY -125064- Environmental Sustainability Strategy v2 (30/11/12)
- Solar Analysis - Marine Pde

Kind regards

Energy Manager | Lead ESD Consultant



Attachment 7
Amended Environmental Noise Assessment

DEVELOPMENT APPLICATION: ACOUSTICS

120 Marine Parade, Cottesloe

Reference: 20115939-01c DA Acoustic

Prepared for:

Gary Dempsey Developments

Report: 20115939-01c DA Acoustic

Lloyd George Acoustics Pty Ltd

ABN: 79 125 812 544

PO Box 717
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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date:	Rev	Description	Prepared By	Verified
23-Nov-20	0	Issued to Client	Terry George	Olivier Mallié
1-Dec-20	A	Updated with client comments	Terry George	-
7-Apr-21	B	Updated drawings	Terry George	-
10-Jan-22	C	Updated drawings	Terry George	-

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1 INTRODUCTION

It is proposed to construct a mixed use development at 120 Marine Parade, Cottesloe – refer *Figure 1-1*. The development includes 2 basements of car park (accessed via 122 Marine Parade), ground floor commercial space and 11 apartments over the first to sixth floors - refer *Appendix A* plans.



Figure 1-1 Project Locality (Town of Cottesloe Intramaps)

With regards to acoustics, there will be several criteria that the project will need to satisfy. The apartments will need to comply with the *National Construction Code*, which provides minimum performance requirements for noise transfer between apartments, between apartments and other uses, and considers noise from their own services such as hydraulics, lifts and the like.

Also applicable for the entire project will be the control of noise to neighbouring properties, predominantly from mechanical services and also the ground floor commercial space and car parking, which will need to comply with the *Environmental Protection (Noise) Regulations 1997*.

The final acoustic aspect relates to ambient noise. The site is outside of areas that would fall under assessment of *State Planning Policy 5.1: Land Use Planning in the Vicinity of Perth Airport* (July 2015) and *State Planning Policy No. 5.4 Road and Rail Noise* (Sept 2019). However, whilst Marine Parade is not identified on the PlanWA maps as a significant road, it does carry reasonable traffic volumes such that this along with general ambient noise from nearby commercial will also be considered during detailed design.

Given this report is for Development Application (DA) purposes only, these items are discussed broadly but will be considered further in detailed design.

Appendix B contains a description of some of the terminology used throughout this report.

2 CRITERIA

Each of the relevant criteria are provided in the following sections. Compliance with these will be worked through during detailed design.

2.1 Environmental Protection (Noise) Regulations 1997

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (EPNR). The regulations that will be applicable to this project are as follows:

- Mechanical plant and noise from commercial tenancies are to comply with regulations 7 & 8 at neighbouring properties and noise sensitive parts of this development; and
- Noise during construction is to comply with regulation 13.

Each of these regulations as well as other relevant parts are explained in detail in *Section 2.1.1* to *Section 2.1.4*.

2.1.1 Regulations 7 & 8

Regulation 7 defines the prescribed standard for noise emissions as follows:

“7. (1) Noise emitted from any premises or public place when received at other premises –

- (a) Must not cause or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and
- (b) Must be free of –
 - i. Tonality;
 - ii. Impulsiveness; and
 - iii. Modulation”.

A “...noise emission is taken to *significantly contribute to* a level of noise if the noise emission exceeds a value which is 5 dB below the assigned level...”

Tonality, impulsiveness and modulation are defined in Regulation 9. Noise is to be taken to be free of these characteristics if:

- (a) The characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and
- (b) The noise emission complies with the standard prescribed under regulation 7 after the adjustments of *Table 2-1* are made to the noise emission as measured at the point of reception.

Table 2-1 EPNR Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

Note: The above are cumulative to a maximum of 15dB.

The baseline assigned levels (prescribed standards) are specified in Regulation 8 and are shown in Table 2-2.

Table 2-2 EPNR Baseline Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor

1. **highly sensitive area** means that area (if any) of noise sensitive premises comprising —
- (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
 - (b) any other part of the premises within 15 metres of that building or that part of the building.

The area is predominantly residential, with some mixed use, including the site itself, that could be considered commercial in terms of influencing factor calculations and considered to result in a 1 dB influencing factor. The latest traffic count (2018/19) for Marine Parade is 7,967 vehicles per day (vpd), south of Eric Street (MRWA Site No. 0307). Being below 15,000 vpd but above 6,000 vpd, this is classed as a secondary road under the Noise Regulations and therefore obtains a + 2 dB transport factor.

The assigned noise levels applicable at the nearest residences (refer Figure 2-1) are provided in Table 2-3.

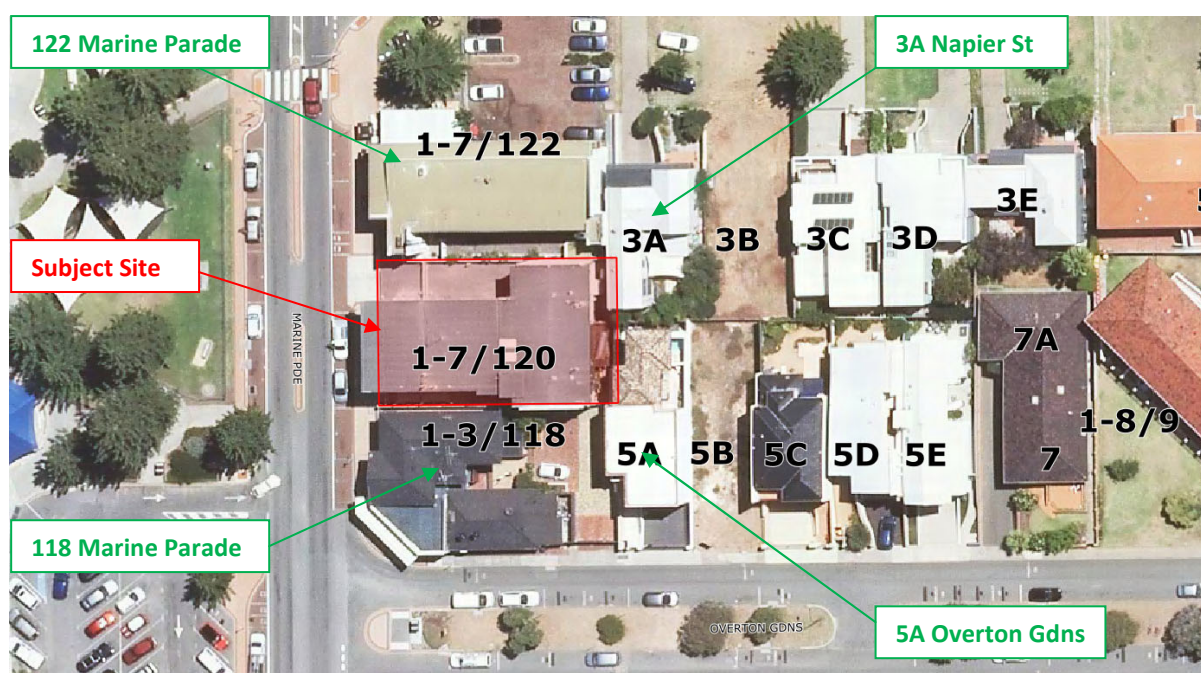


Figure 2-1 Receiver Locations (Source: Town of Cottesloe Intramaps)

Table 2-3 EPNR Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	48	58	68
	0900 to 1900 hours Sunday and public holidays (Sunday)	43	53	68
	1900 to 2200 hours all days (Evening)	43	53	58
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	38	48	58

1. *highly sensitive area* means that area (if any) of noise sensitive premises comprising —
- a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
 - any other part of the premises within 15 metres of that building or that part of the building.

With regards to the nearest residences, the following is noted:

- 122 Marine Parade – to be redeveloped similar to this proposal;
- 118 Marine Parade – 2 levels (first floor possible residence);
- 5A Overton Gardens – 3 level dwelling;
- 3A Napier Street – 3 level dwelling.

2.1.2 Regulation 14A

Regulation 14A provides requirements for such activities as the collection of waste, landscaped area maintenance and car park cleaning. Such activities can also be exempt from having to comply with regulation 7, provided they are undertaken in accordance with regulation 14A(2) as follows:

- during daytime hours, defined as:
 - 07:00 to 19:00 Monday to Saturday (excluding public holiday), or
 - 09:00 to 19:00 on a Sunday or public holiday
- in the quietest reasonable and practicable manner and using the quietest equipment reasonably available.

In the case where specified works are to be undertaken outside daytime hours and their noise emissions are likely not to comply with regulation 7, the works also need to be carried out according to a Noise Management Plan which has been approved by the local government authority CEO.

2.1.3 Regulation 13

Construction noise must comply with regulation 13, which states the following:

Regulation 7 does not apply to ... construction work carried out between 0700 hours and 1900 hours on any day which is not a Sunday or public holiday if the occupier of the premises ... shows that –

- a) *The construction work was carried out in accordance with control of environmental noise practices set out in section 6 of AS 2436-1981 Guide to Noise Control on Construction, Maintenance and Demolition Sites;*
- b) *The equipment used on the premises was the quietest reasonably available; and*
- c) *If the occupier was required to prepare a noise management plan ... in respect of the construction site –*
 - i. *The noise management plan was prepared and given in accordance with the requirement, and approved by the Chief Executive Officer; and*
 - ii. *The construction work was carried out in accordance with the management plan.*

Regulation 7 does not apply to ... construction work carried out other than between the [above] hours if the occupier of the premises ... shows that –

- a) *The construction work was carried out in accordance with control of environmental noise practices set out in section 6 of AS 2436-1981 Guide to Noise Control on Construction, Maintenance and Demolition Sites;*
- b) *The equipment used on the premises was the quietest reasonably available;*
- c) *The construction work was carried out in accordance with a noise management plan in respect of the construction site –*
 - i. *Prepared and given to the Chief Executive Officer not later than 7 days before the construction work commenced; and*
 - ii. *Approved by the Chief Executive Officer;*

- d) *At least 24 hours before the construction work commenced, the occupier of the construction site gave written notice of the proposed construction work to the occupiers of all premises at which noise emissions received were likely to fail to comply with the standard prescribed under regulation 7; and*
- e) *It was reasonably necessary for the construction work to be carried out at that time.*

2.2 AS2107:2016

Australian Standard 2107:2016 *Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors* provides design sound levels as shown in Table 2-4. These would be used with regard to road traffic noise and other ambient noise.

Table 2-4 AS2107 Criteria

Type of Occupancy	Description	Room	Design Sound Level
Residential Building	Houses and apartments in inner city areas or entertainment districts or near major roads	Living areas	35 to 45 dB(A)
		Sleeping areas (night-time)	35 to 40 dB(A)

2.3 Building Code of Australia (BCA)

It is a requirement under the *National Construction Code* (NCC) for sound transmission and insulation to be considered. In this case, the relevant volume of the NCC is Volume One of the *Building Code of Australia, Class 2 to Class 9 Buildings* (BCA) and specifically Part F5.

The Objective of Part F5 as stated in *Guide to NCC Volume One* is to:

“...safeguard occupants from illness or loss of amenity as a result of undue sound being transmitted –

- a) *Between adjoining sole-occupancy units; and*
- b) *From common spaces to sole-occupancy units; and*
- c) *From parts of different classifications to sole-occupancy units.”*

The BCA separates the performance requirements into floors and walls for Class 2 and 3 buildings as follows:

FP5.1

Floors separating –

- a) *sole-occupancy units: or*
 - b) *a sole occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby, or the like, or a part of a different classification,*
- must provide insulation against the transmission of airborne and impact generated sound sufficient to prevent illness or loss of amenity to the occupants.*

FP5.2

Walls separating sole-occupancy units or a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby, or the like, or parts of a different classification, must provide insulation against the transmission of –

- a) airborne sound; and*
- b) impact generated sound, if the wall is separating a bathroom, sanitary compartment, laundry or kitchen in one sole-occupancy unit from a habitable room (other than a kitchen) in an adjoining unit,*

sufficient to prevent illness or loss of amenity to the occupants.

FP5.3

The required sound insulation of a floor or a wall must not be compromised by -

- a) The incorporation or penetration of a pipe or other service element; or*
- b) A door assembly.*

In order to satisfy FP5.1 to FP5.3, building elements are to satisfy the minimum acoustic performances nominated in *Table 2-5*, being a summary of the Deemed-to-Satisfy Provisions provided in F5.1 to F5.7.

Table 2-5 BCA Deemed-to-Satisfy Provisions

Partition	Deemed-to-Satisfy Provisions	
	Laboratory	On-Site
Floors (F5.4a) Separating SOU's or SOU from plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification.	$R_w + C_{tr} \geq 50$ $L_{n,w} \leq 62$	$D_{nT,w} + C_{tr} \geq 45$ $L_{nT,w} \leq 62$
Walls (F5.5a) Separating SOU's (Habitable to Habitable) Separating SOU's (Habitable to bathroom, sanitary compartment, laundry or kitchen) Separating SOU to Plant room or lift shaft Separating SOU to Stairway, public corridor, public lobby, or parts of a different classification	$R_w + C_{tr} \geq 50$ $R_w + C_{tr} \geq 50$ & D.C. $R_w \geq 50$ & D.C. $R_w \geq 50$	$D_{nT,w} + C_{tr} \geq 45$ $D_{nT,w} + C_{tr} \geq 45$ $D_{nT,w} \geq 45$ $D_{nT,w} \geq 45$
Doors (F5.5b) Separating SOU to Stairway, public corridor, public lobby or the like.	$R_w \geq 30$	$D_{nT,w} \geq 25$
Services (F5.6) SOU (Habitable) to duct, soil, waste, water supply or storm water (not associated with the SOU) SOU (Non-Habitable) to duct, soil, waste, water supply or storm water (not associated with the SOU)	$R_w + C_{tr} \geq 40$ $R_w + C_{tr} \geq 25$	N/A N/A

Notes:
 SOU – Sole Occupancy Unit
 D.C. Discontinuous Construction

3 METHODOLOGY AND FUTURE REPORTING

During Detailed Design following Development Approval (DA), the following methodology and reporting will occur, which can be submitted to Town of Cottesloe if required.

3.1 Environmental Noise

A 3-dimensional noise model will be established using dedicated software *SoundPLAN*, in order to predict the noise emissions to neighbouring residences. These will include noise from:

- Mechanical services – sound level data will be provided from the project mechanical consultant obtained from manufacturers.
- Commercial Space – file data will be used in relation to patron noise (if relevant).

Noise levels will be predicted to the nearest residences in *Figure 2-1* and compared to the assigned noise levels of *Table 2-3*. Where exceedances are calculated, noise mitigation recommendations will be provided.

3.2 Ambient Noise

The site will be attended during a weekday to quantify normal road traffic noise and then also on a Friday/Saturday night to quantify road traffic and other ambient noise. The results from the monitoring will be used to determine the acoustic requirements of the facade, in order to achieve the design sound levels of *Table 2-4*.

This report will address the R-Code Volume 2 requirement O4.7.1 to consider the siting and layout of the development to minimise the impact of external noise sources and provide appropriate acoustic privacy to dwellings and on-site open space.

3.3 BCA Part F5

The BCA Part F5 report addresses all acoustic issues associated with the Building Code of Australia (BCA) and will address construction requirements for walls, floors, ceilings and the like as well as providing specific guidance for hydraulic, mechanical, electrical and lift services. The development of this report will be in close consultation with the architect and will form part of their specification.

Given the location of the development, the construction will be at a higher than minimum acoustic standard. For information, the minimum wall acoustic ratings are marked on the typical fifth floor plan in *Figure 3-1*. All upper floor hard floors will be installed on impact isolation mats with suspended, insulated ceilings to the floors below.

Note with the lift doors opposing each other on the typical floor and opening into each apartment will require careful consideration in order to maintain $R_w + C_{tr} \geq 50$ between apartments.

In addition to the above, subsequent reports of acoustic advice, site inspections, results of testing and the like will occur throughout the construction and commissioning of the project.

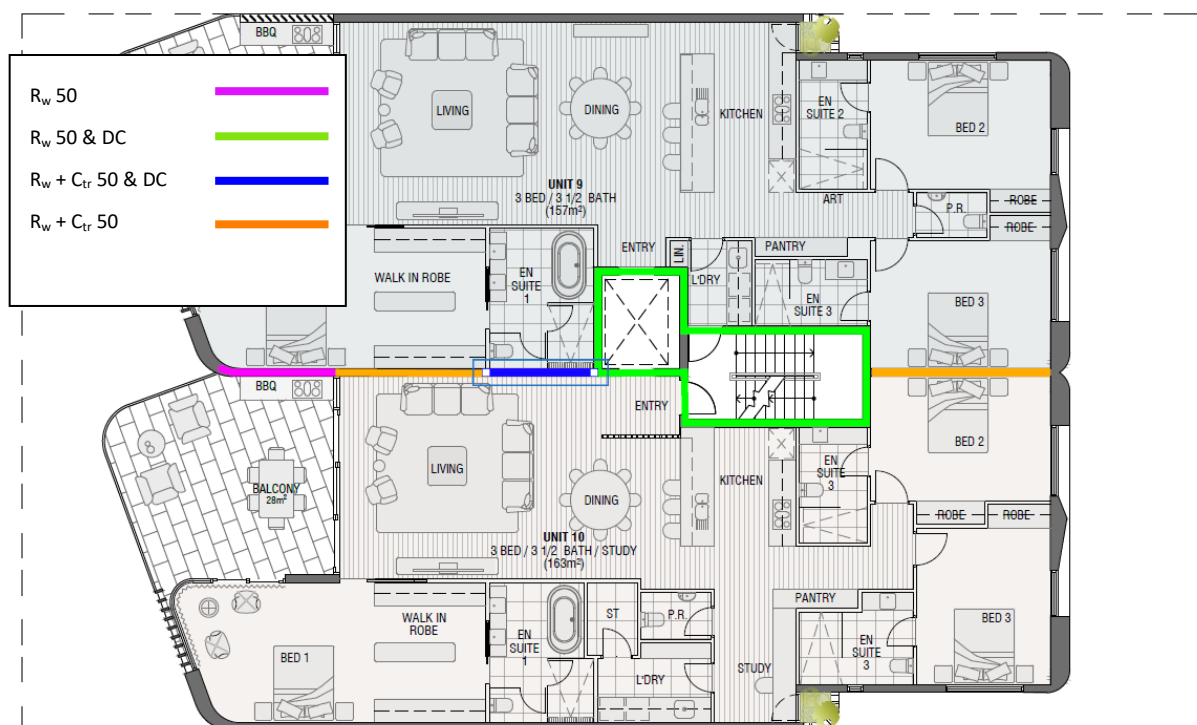


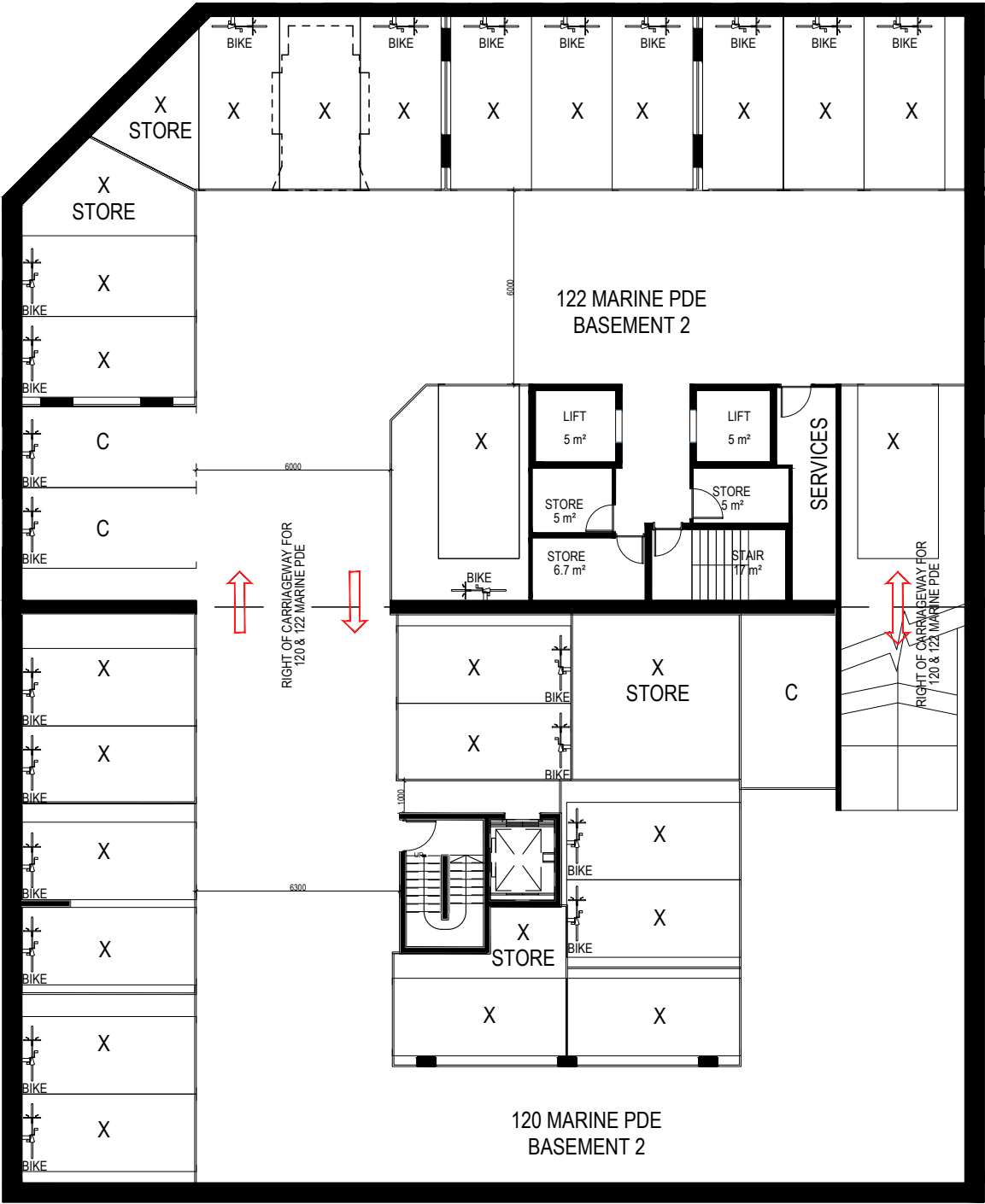
Figure 3-1 Minimum Wall Acoustic Ratings for BCA Part F5

This report will address the R-Code Volume 2 requirement O4.7.2 to provide acoustic treatment to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.

Appendix A

Development Plans

NOTES:
DO NOT SCALE FROM DRAWINGS VERIFY ALL DIMENSIONS
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22/12/2021	0	ISSUE FOR AMENDED DA	JC
Date	No.	Revision Description	Drawn
KEY PLAN			

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PROJECT

120 Marine Parade
Cottesloe, WA 6011

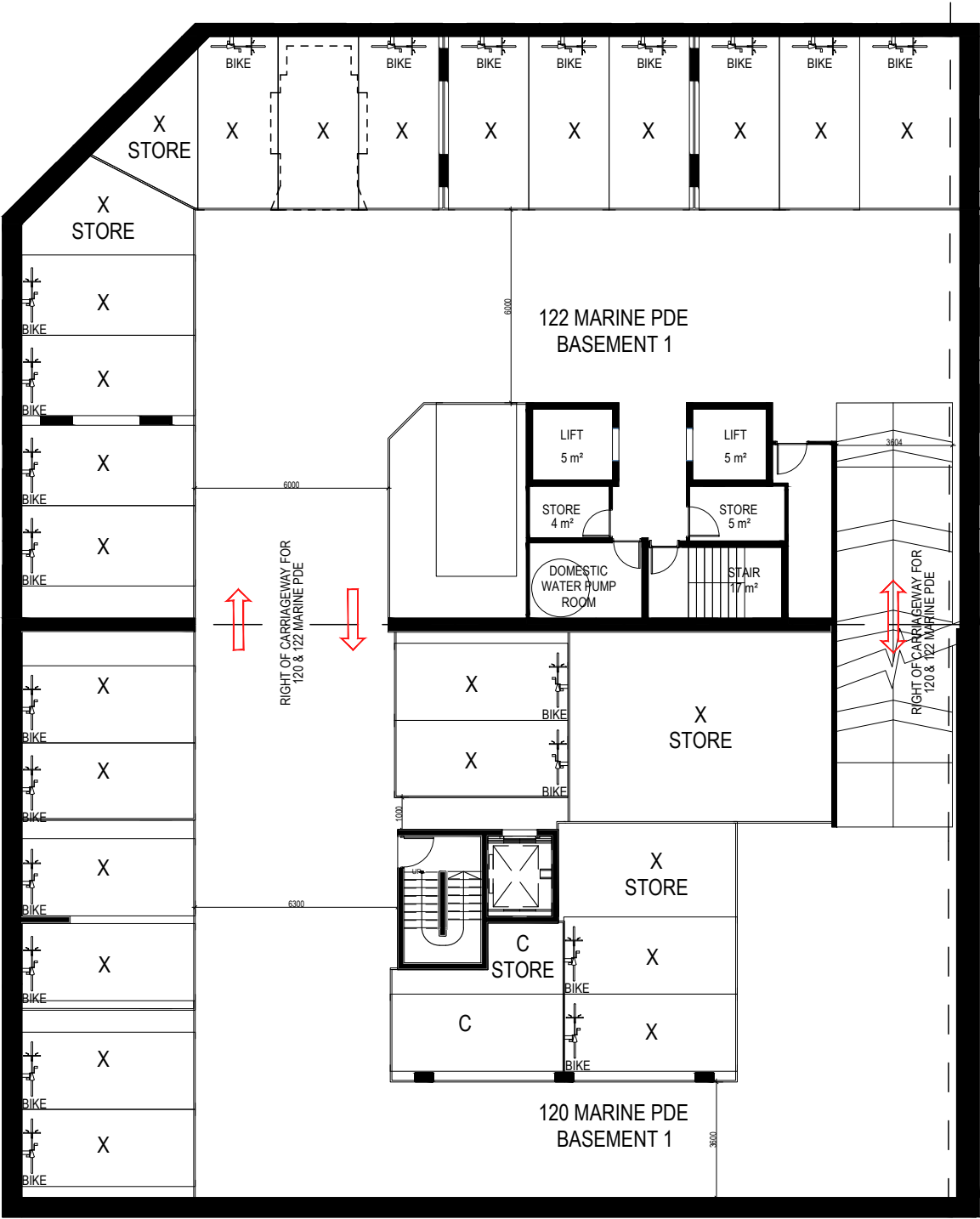
TITLE

RIGHT OF CARRIAGEWAY
BASEMENT TWO PLAN

ISSUE FOR
DA

DATE DRAWN: 22/12/2021		PLOT DATE: 22/12/2021	
DRAWN: JC		CHECKED: BB	APPROVED: BB
SCALE 1: 200 (A3)			
PROJ N°	STAGE	ZONE	DISC/ DWGN°
A2003			A001
			REV
			0

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PROJECT

120 Marine Parade
Cottesloe, WA 6011

TITLE

RIGHT OF CARRIAGEWAY
BASEMENT ONE PLAN

ISSUE FOR
DA


DATE DRAWN: 22/12/2021		PLOT DATE: 22/12/2021	
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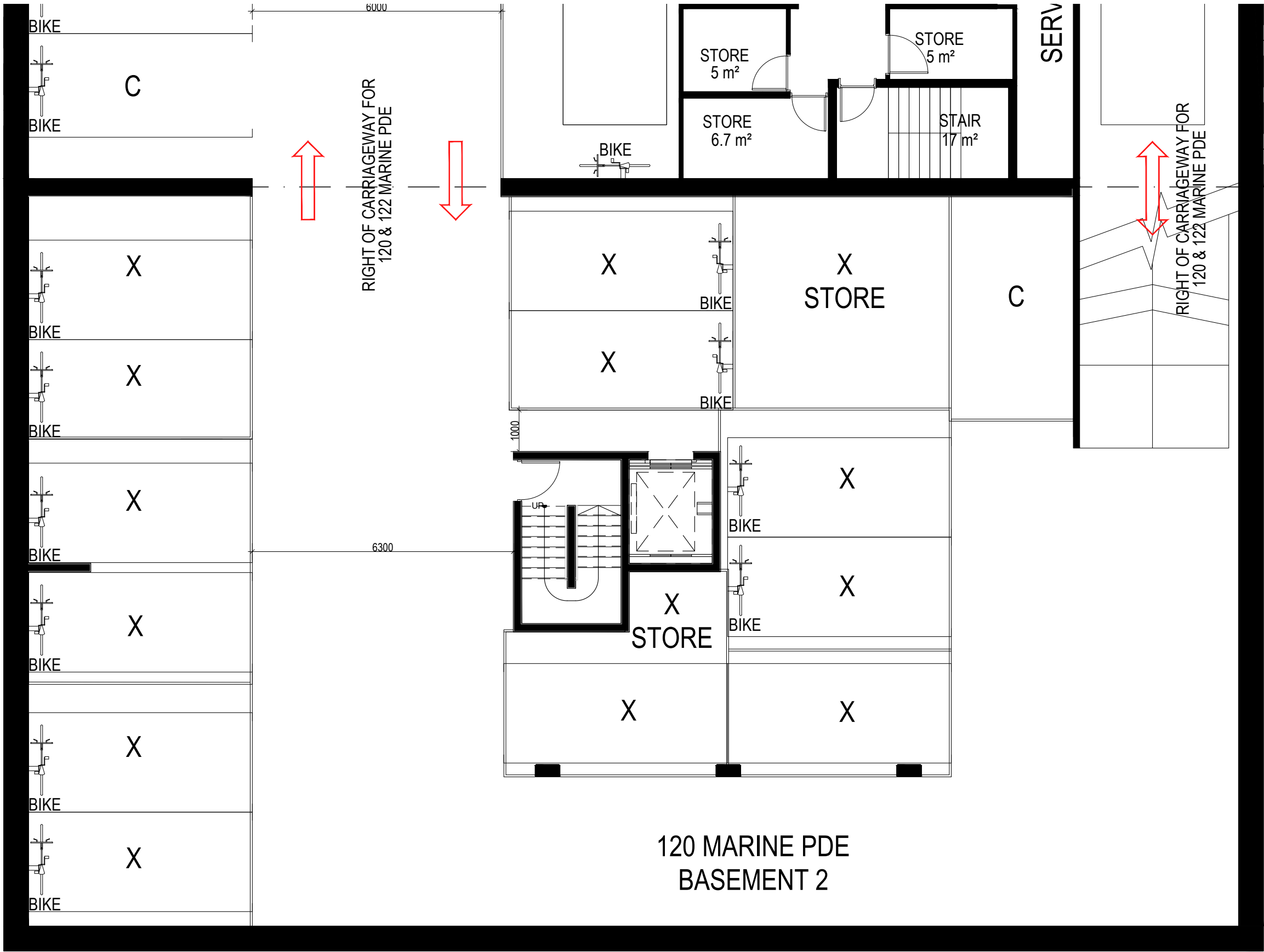
Architectural site plan of the proposed development at Napier Street. The plan shows a large commercial space (269 m²) and a commercial space (322 m²) with various rooms including a lobby, delivery room, sanitary compartment, lift, and stairs. It also includes a public space/seating area, a wait bay, and a bin presentation area. The plan is oriented with Napier Street at the top and Marine Parade at the bottom. A red double-headed arrow indicates the height of the carriageway for 120 & 122 Marine Parade.

22/12/2021	0	ISSUE FOR AMENDED DA	JC
Date	No.	Revision Description	Drawn
KEY PLAN			

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DA**

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SCALE 1: 200 (A3)			
PROJ N° A2003	STAGE ZONE	DISC./ DWG N° A003	REV 0



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PROJECT

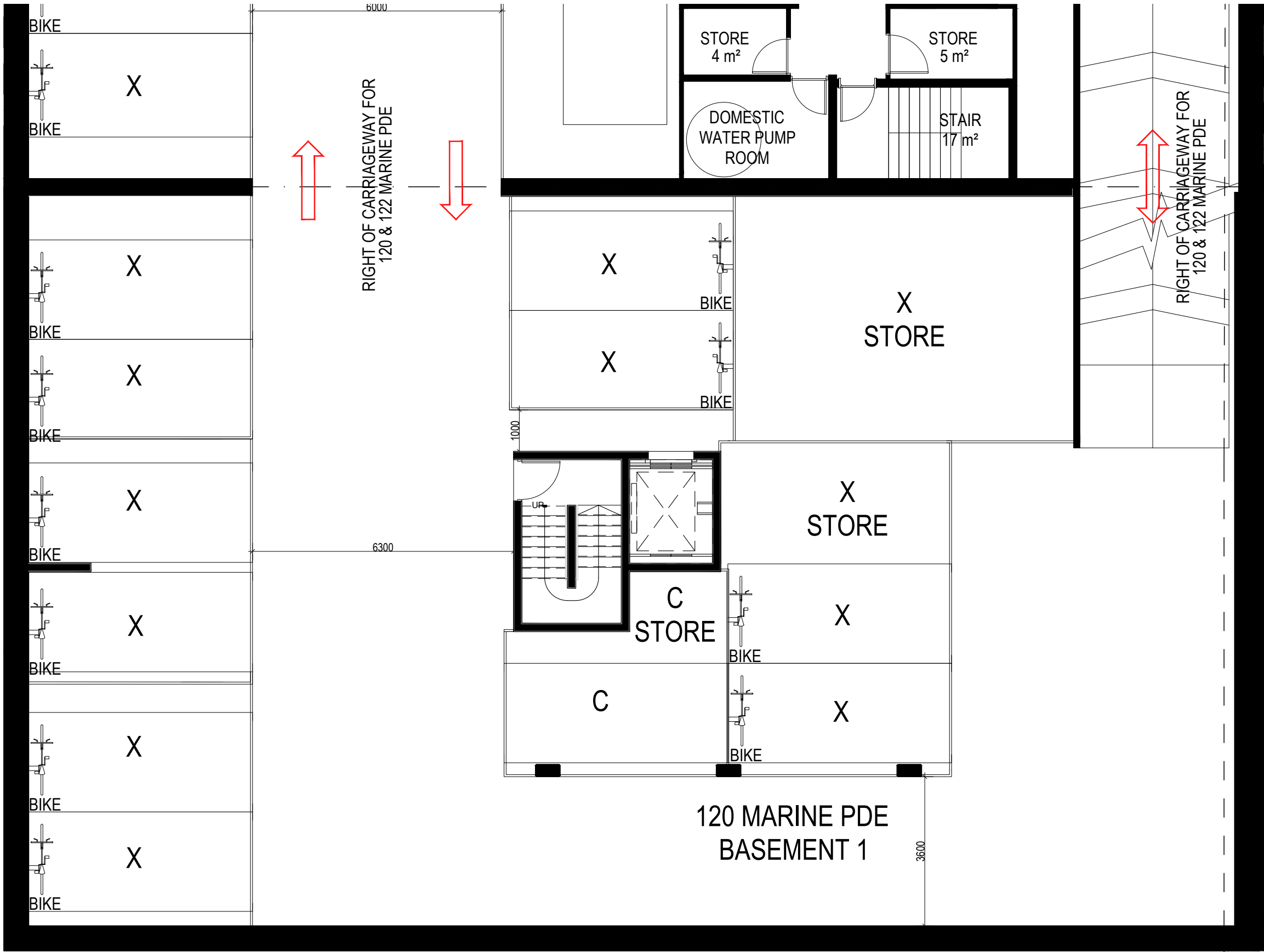
120 Marine Parade
Cottesloe, WA 6011

TITLE

BASEMENT TWO PLAN

ISSUE FOR
DA

DATE DRAWN: 22/12/2021	PLOT DATE: 22/12/2021
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APPROVED: BB	
SCALE 1: 200 (A3)	
PROJ N° A2003	STAGE ZONE DISC/ DWGN° A103
REV B2	



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Date	No.	Revision Description	Drawn

KEY PLAN

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ARCHITECT

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PROJECT

120 Marine Parade
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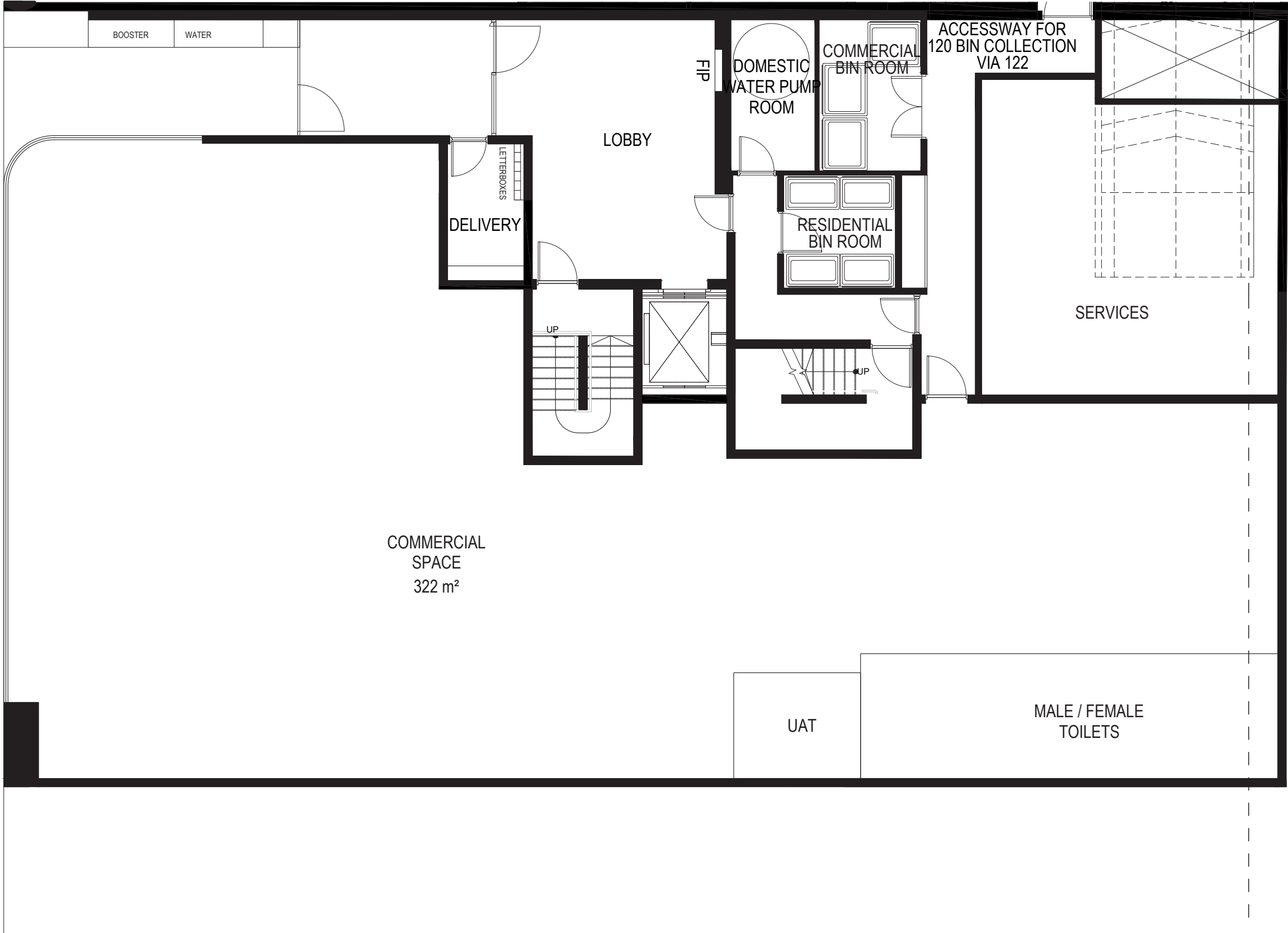
TITLE

BASEMENT ONE PLAN

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DRAWN: JC	CHECKED: BB
APPROVED: BB	
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PROJ N°	STAGE	ZONE	DISC/ DWGN°	REV
A2003			A104	B2



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ARCHITECT

Baltinas

PROJECT

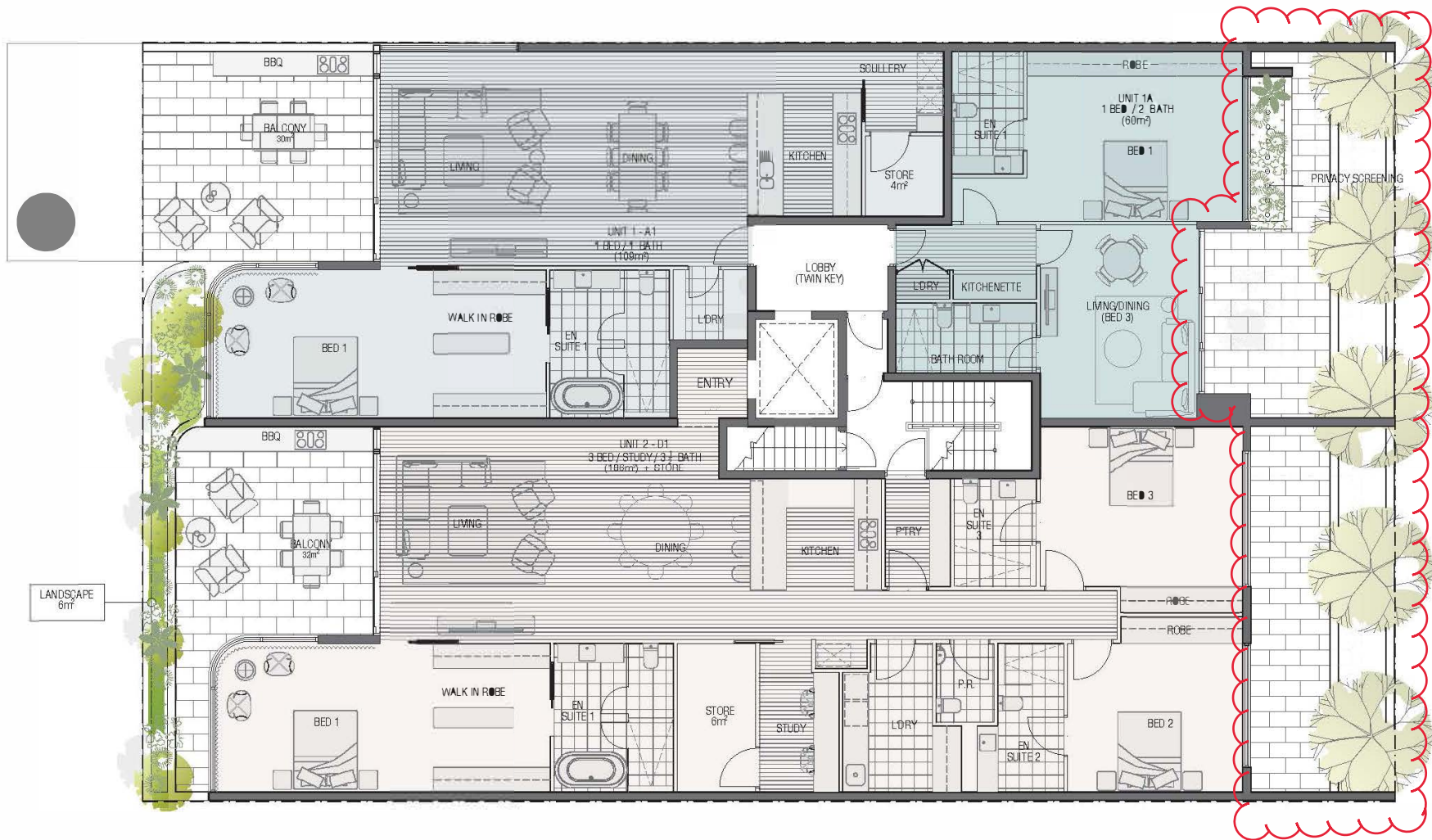
120 Marine Parade
Cottesloe, WA 6011

TITLE

GROUND FLOOR PLAN

ISSUE FOR
DA

DATE DRAWN: 22/12/2021		PLOT DATE: 22/12/2021	
DRAWN: JC	CHECKED: BB	APPROVED: BB	
SCALE 1: 200 (A3)			
PROJ N° A2003	STAGE ZONE	DISC/ DWGN° A105	REV B2



AT	14-06-21	ADDITIONAL INFORMATION SUB	AQ	20-05-21	G+1 STOREY PROPOSAL
AS	08-06-21	CONSULTANT ISSUE	AP	29-04-21	GROUND FLOOR ALTERNATIVE
AR	25-05-21	WITHOUT PREJUDICE - 7 STOREYS	AQ	20-04-21	GROUND FLOOR ALTERNATIVE

KLOPPER & DAVIS ARCHITECTS

GENERAL NOTES:
 1. CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK
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DWG:

STAGE:

FIRST FLOOR PLAN

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MAINE PARADISO TRESLOE

SCALE:

JOB#

1902

1:100

NORTH

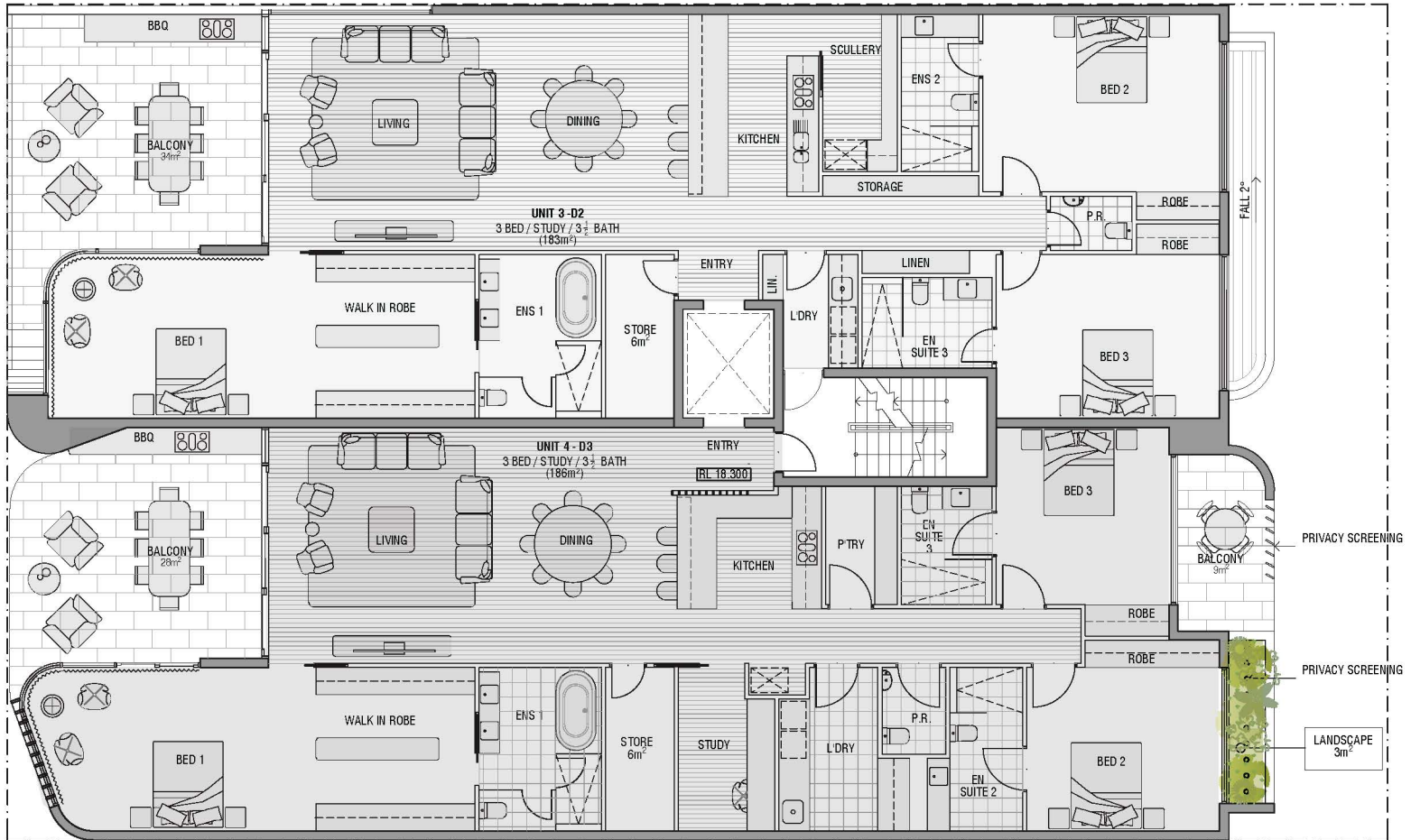
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DWG: A106
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Baltinas

Amended Development Application
 REV B1



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AR	25-05-21	WITHOUT PREJUDICE - 7 STOREYS	AO	20-04-21	GROUND FLOOR ALTERNATIVE

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SECOND FLOOR PLAN
 DEVELOPMENT APPLICATION

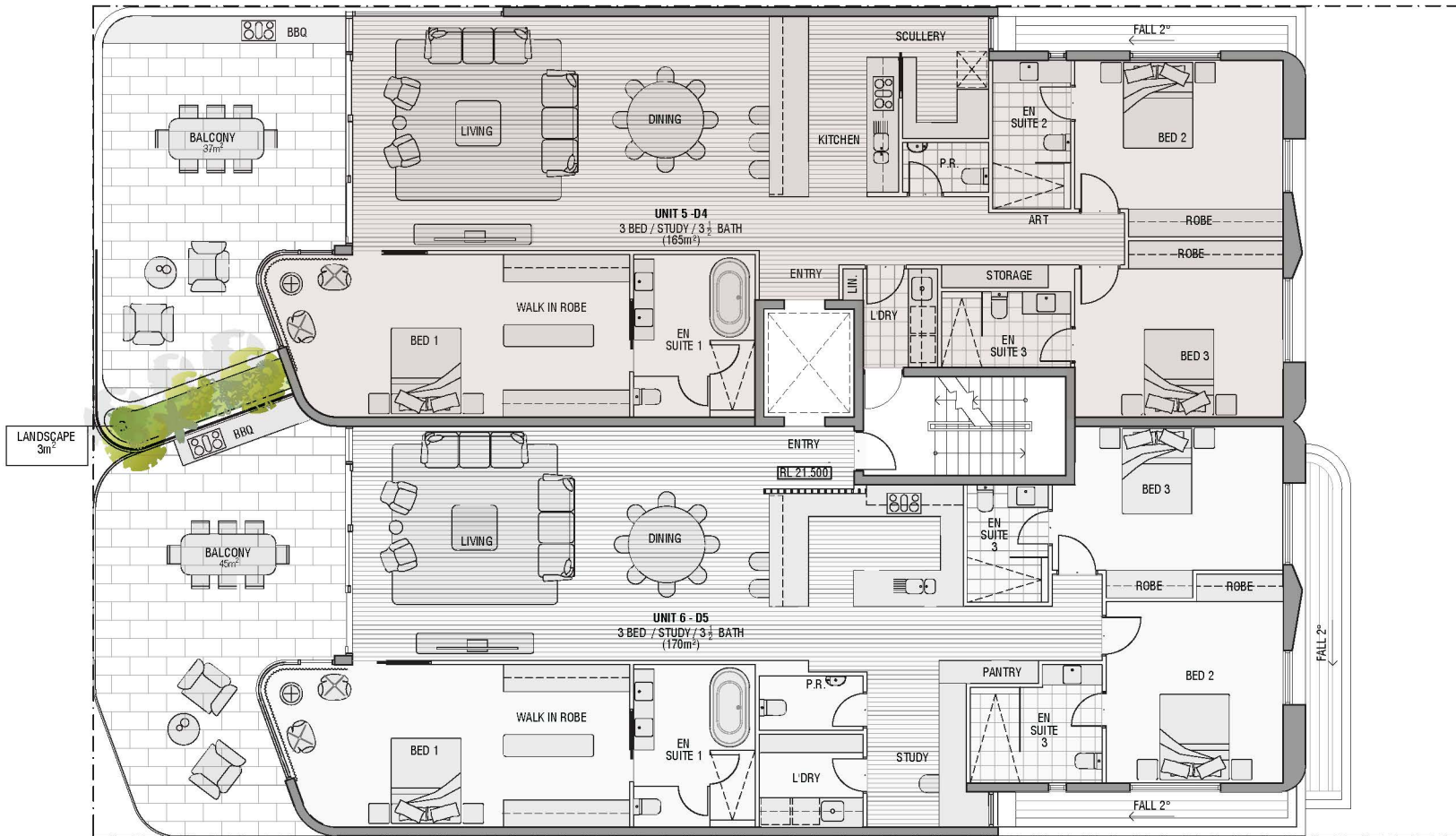
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 CLIENT: MARINE PARADE CLIENT GROUP
 ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:100
 JOB#: 1902
 DATE: 15-Jun-2021
 FILE: SDAU-010-20
 DWG: A107
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DWG:
 STAGE:
 DEVELOPMENT APPLICATION

THIRD FLOOR PLAN

PROJECT: MARINE PARADE RESIDENCES

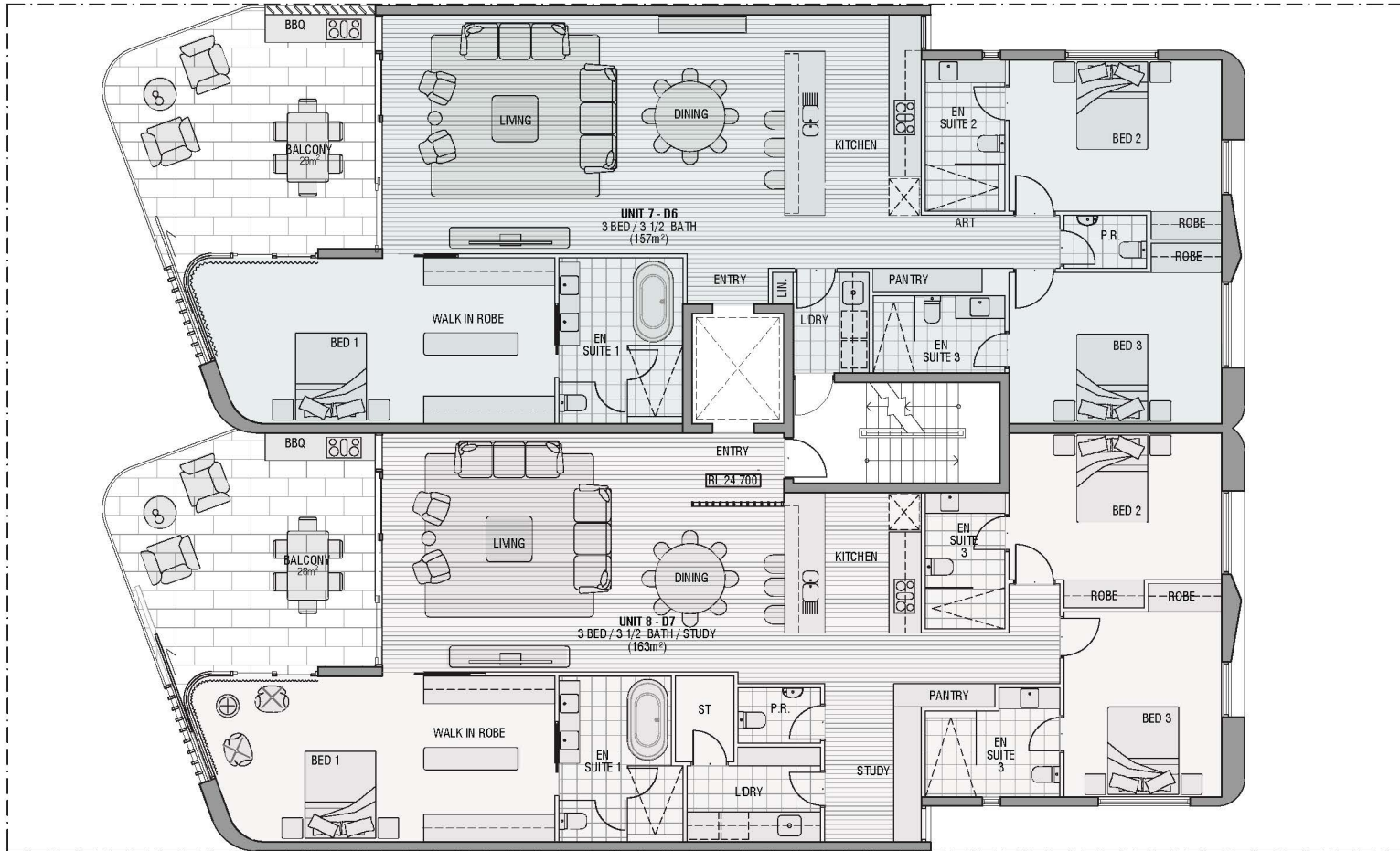
CLIENT: MARINE PARADE CLIENT GROUP
 ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:100
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 STAGE: DEVELOPMENT APPLICATION

FOURTH FLOOR PLAN

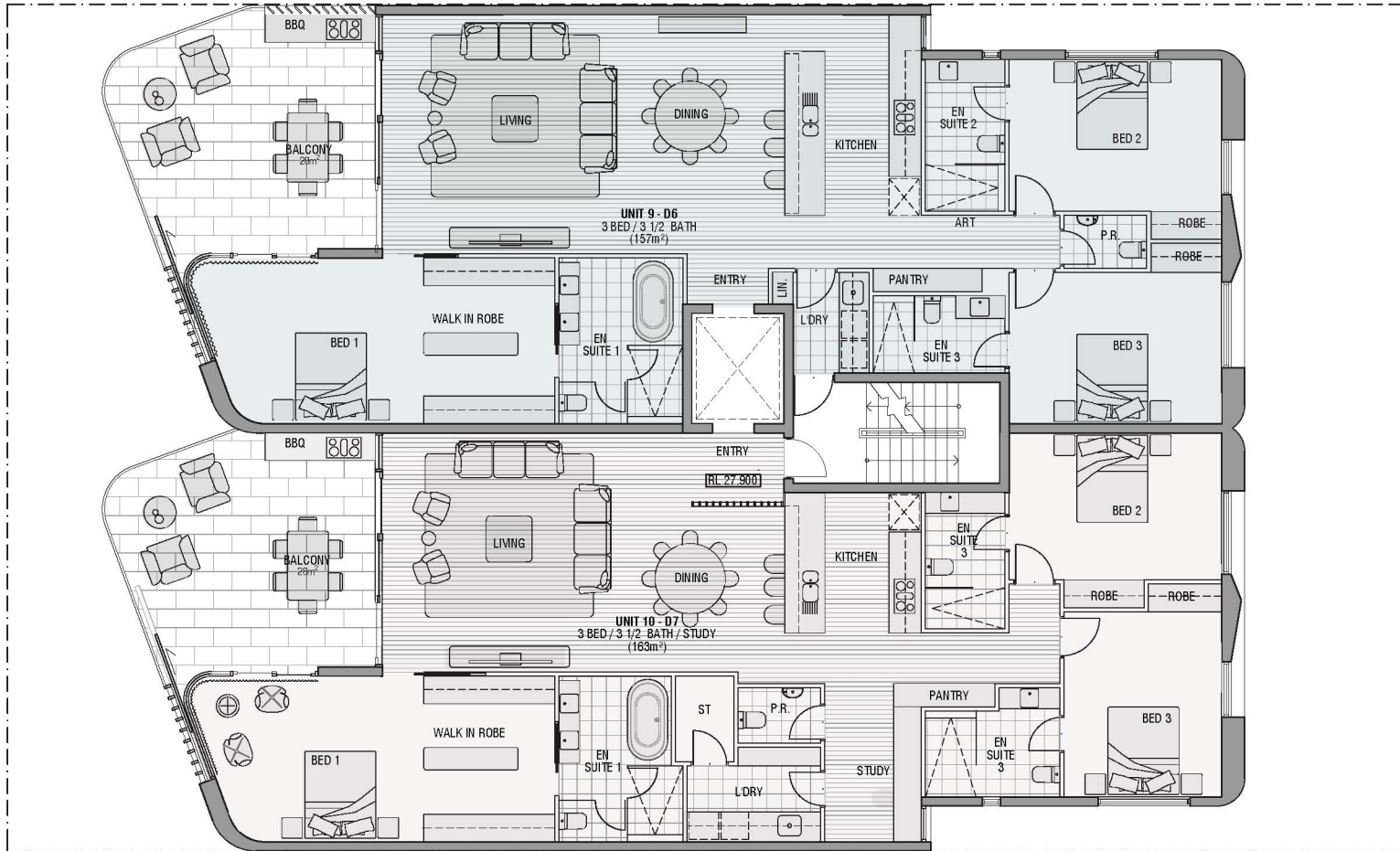
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CLIENT: MARINE PARADE CLIENT GROUP
 ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE: 1:100
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STAGE:

FIFTH FLOOR PLAN

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP
 ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

JOB#:

1:100



DWG: A110

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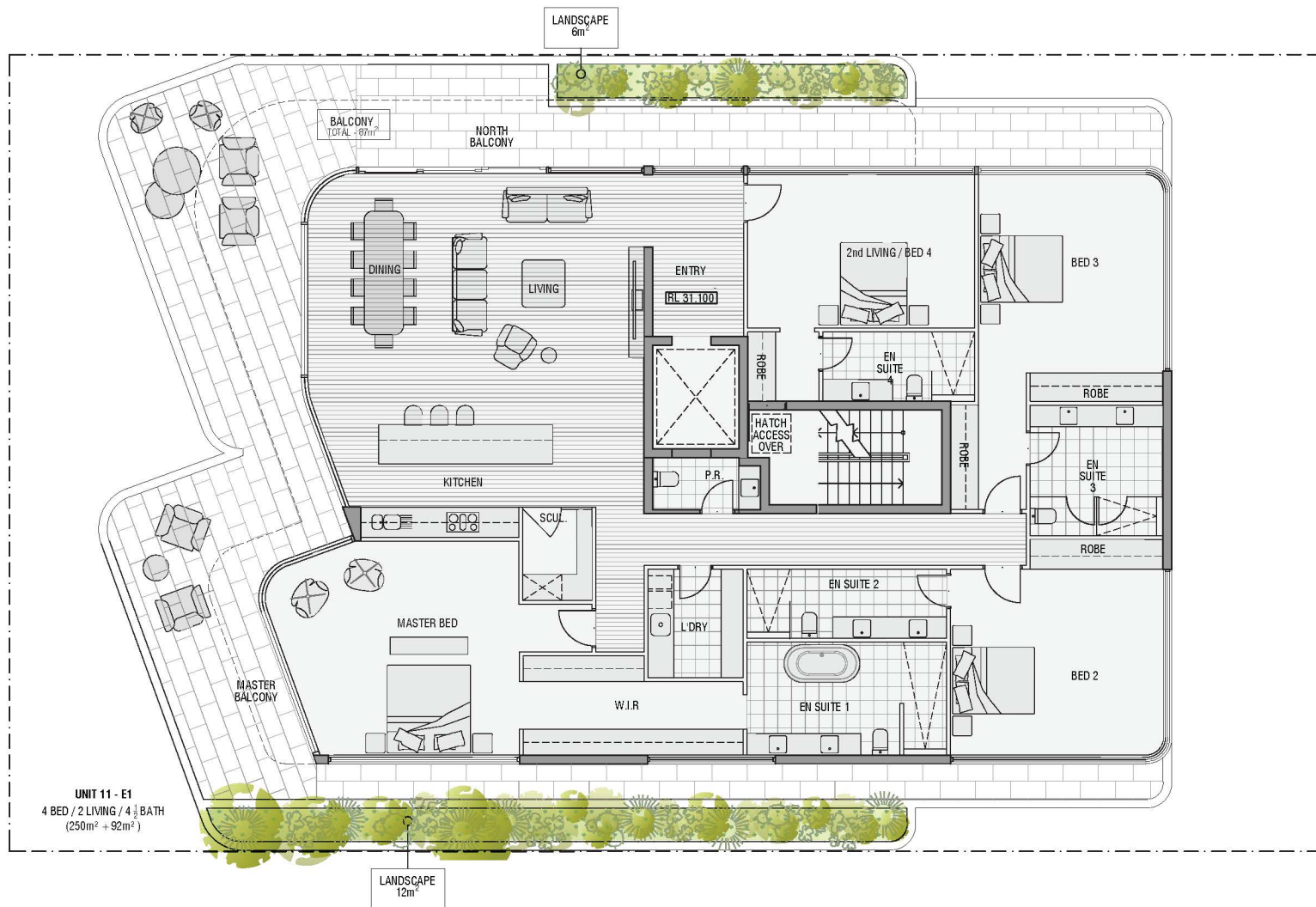
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STAGE:

SIXTH FLOOR PLAN

DEVELOPMENT APPLICATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP
ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

JOB#:

1:100



DWG: A111

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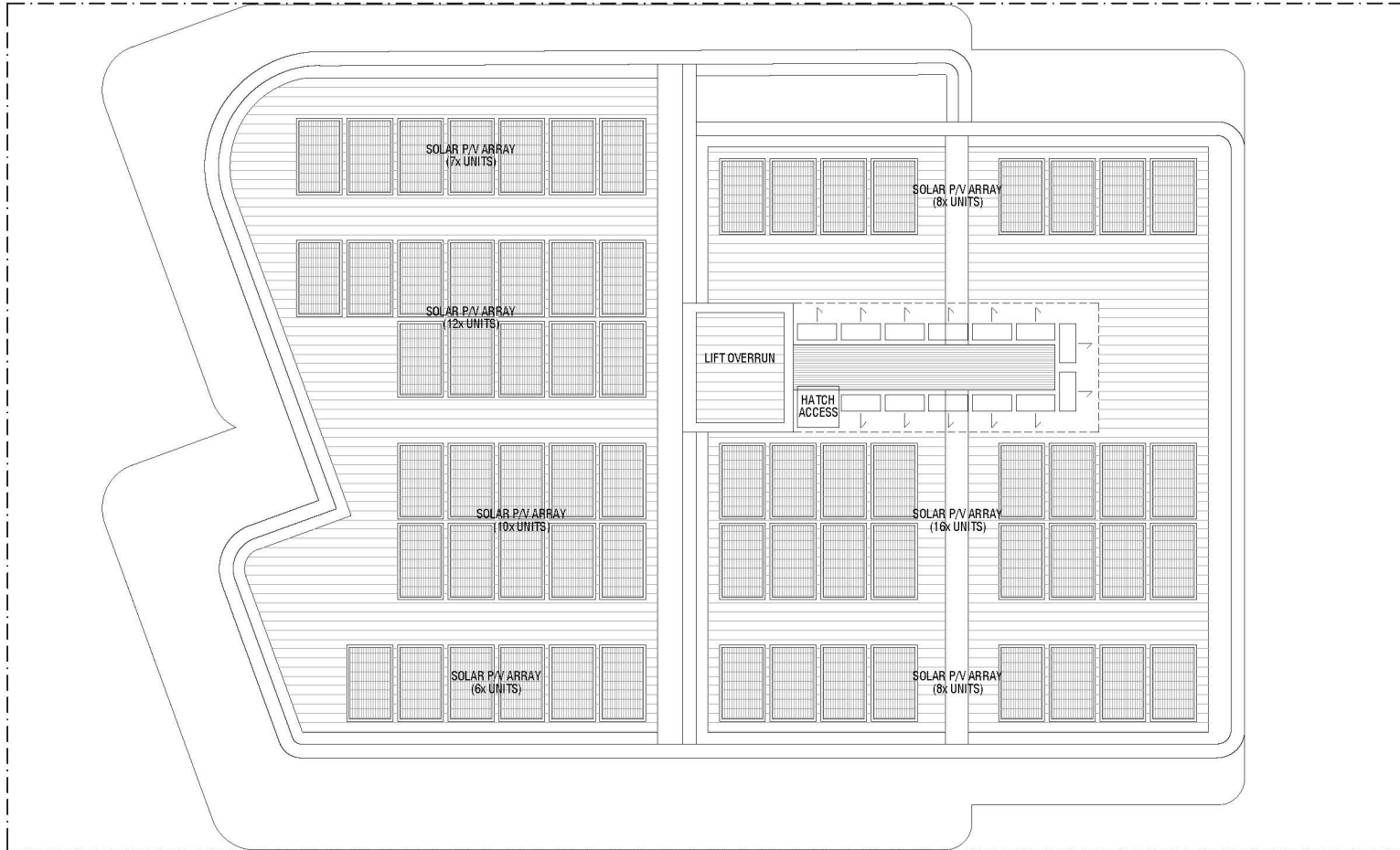
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DEVELOPMENT APPLICATION

ROOF PLAN

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, COTTESLOE

SCALE:

JOB#:

1:100



DWG: A112

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AG: POWDER COAT FINISH ALUMINUM FRAMED GLAZING.
 GB: FRAMELESS GLASS BALUSTRADE.
 GS: GLASS SLIDING SCREENING.
 T1: CERAMIC TILE - BLUE/GREEN.
 T2: TILE - SANDSTONE.
 J1: TIMBER LOUVER.
 AL: ALUMINUM LOUVER.
 CO1: OFF FORM CONCRETE, ROLL ON TEXTURE COAT ON CONCRETE - WHITE.
 CO2: OFF FORM CONCRETE, ROLL ON TEXTURE COAT ON CONCRETE - CHARCOAL.
 FC: FINE CEMENT SHEET, PAINT FINISH.
 OF: PRESSED COLORBOND FLASHING/CAPPING.
 PS: PRIVACY SCREENING.

AT	14-06-21	ADDITIONAL INFORMATION SDAL	AQ	20-05-21	G + 5 STOREY PROPOSAL
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DEVELOPMENT APPLICATION

WEST ELEVATION

PROJECT: MARINE PARADE RESIDENCES

CLIENT: MARINE PARADE CLIENT GROUP

ADDRESS: 120 MARINE PARADE, C OTTESLOE

SCALE:

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JOB#:

1902

DWG:
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Baltinas

Amended Development
Application REV B1

Appendix B

Terminology

The following is an explanation of the terminology used throughout this report.

Decibel (dB)

The decibel is the unit that describes the sound pressure and sound power levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

A-Weighting

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A dB.

Sound Power Level (L_w)

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure levels at known distances. Noise modelling incorporates source sound power levels as part of the input data.

Sound Pressure Level (L_p)

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

L_{ASlow}

This is the noise level in decibels, obtained using the A frequency weighting and the S (Slow) time weighting as specified in IEC 61672-1:2002. Unless assessing modulation, all measurements use the slow time weighting characteristic.

L_{AFast}

This is the noise level in decibels, obtained using the A frequency weighting and the F (Fast) time weighting as specified in IEC 61672-1:2002. This is used when assessing the presence of modulation only.

L_{APeak}

This is the greatest absolute instantaneous sound pressure in decibels using the A frequency weighting as specified in IEC 61672-1:2002.

L_{Amax}

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

L_{A1}

An L_{A1} level is the A-weighted noise level which is exceeded for one percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

L_{A10}

An L_{A10} level is the A-weighted noise level which is exceeded for 10 percent of the measurement period and is considered to represent the “intrusive” noise level.

L_{Aeq}

The equivalent steady state A-weighted sound level (“equal energy”) in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the “average” noise level.

L_{A90}

An L_{A90} level is the A-weighted noise level which is exceeded for 90 percent of the measurement period and is considered to represent the “background” noise level.

One-Third-Octave Band

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20 000 Hz inclusive.

L_{Amax} assigned level

Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded at any time.

L_{A1} assigned level

Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded for more than 1% of the representative assessment period.

L_{A10} assigned level

Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded for more than 10% of the representative assessment period.

Tonal Noise

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

the presence in the noise emission of tonal characteristics where the difference between -

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

Modulating Noise

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

a variation in the emission of noise that —

- (a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band;
- (b) is present for at least 10% of the representative.

Impulsive Noise

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness is:

a variation in the emission of a noise where the difference between $L_{A \text{ peak}}$ and $L_{A \text{ Max slow}}$ is more than 15 dB when determined for a single representative event;

Major Road

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

Secondary / Minor Road

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

Influencing Factor (IF)

$$= \frac{1}{10} (\% \text{ Type A}_{100} + \% \text{ Type A}_{450}) + \frac{1}{20} (\% \text{ Type B}_{100} + \% \text{ Type B}_{450})$$

where :

% Type A₁₀₀ = the percentage of industrial land within
a 100m radius of the premises receiving the noise

%TypeA₄₅₀ = the percentage of industrial land within
a 450m radius of the premises receiving the noise

% Type B₁₀₀ = the percentage of commercial land within
a 100m radius of the premises receiving the noise

%TypeB₄₅₀ = the percentage of commercial land within
a 450m radius of the premises receiving the noise

+ Traffic Factor (maximum of 6 dB)

= 2 for each secondary road within 100m

= 2 for each major road within 450m

= 6 for each major road within 100m

Representative Assessment Period

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

Background Noise

Background noise or residual noise is the noise level from sources other than the source of concern. When measuring environmental noise, residual sound is often a problem. One reason is that regulations often require that the noise from different types of sources be dealt with separately. This separation, e.g. of traffic noise from industrial noise, is often difficult to accomplish in practice. Another reason is that the measurements are normally carried out outdoors. Wind-induced noise, directly on the microphone and indirectly on trees, buildings, etc., may also affect the result. The character of these noise sources can make it difficult or even impossible to carry out any corrections.

Ambient Noise

Means the level of noise from all sources, including background noise from near and far and the source of interest.

Specific Noise

Relates to the component of the ambient noise that is of interest. This can be referred to as the noise of concern or the noise of interest.

Peak Component Particle Velocity (PCPV)

The maximum instantaneous velocity in mm/s of a particle at a point during a given time interval and in one of the three orthogonal directions (x, y or z) measured as a peak response. Peak velocity is normally used for the assessment of structural damage from vibration.

Peak Particle Velocity (PPV)

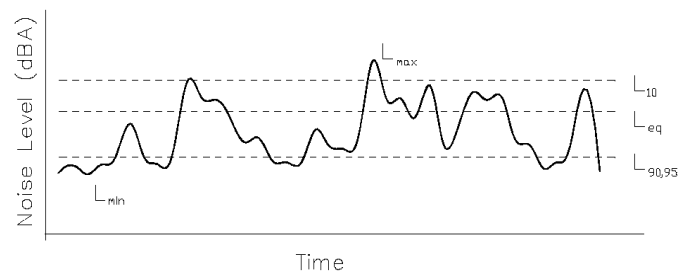
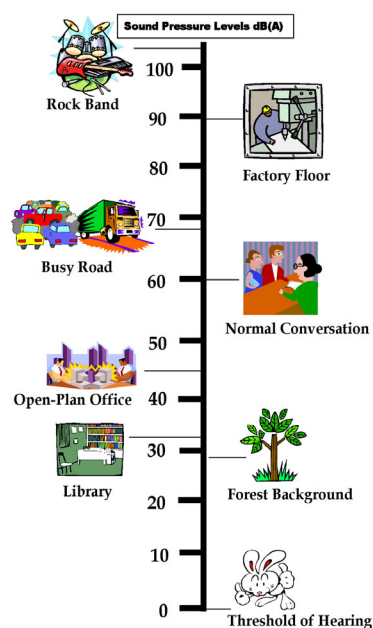
The maximum instantaneous velocity in mm/s of a particle at a point during a given time interval and is the vector sum of the PCPV for the x, y and z directions measured as a peak response. Peak velocity is normally used for the assessment of structural damage from vibration.

RMS Component Particle Velocity (PCPV)

The maximum instantaneous velocity in mm/s of a particle at a point during a given time interval and in one of the three orthogonal directions (x, y or z) measured as a root mean square (rms) response. RMS velocity is normally used for the assessment of human annoyance from vibration.

Peak Particle Velocity (PPV)

The maximum instantaneous velocity in mm/s of a particle at a point during a given time interval and is the vector sum of the PCPV for the x, y and z directions measured as a root mean square (rms) response. RMS velocity is normally used for the assessment of human annoyance from vibration.

Chart of Noise Level Descriptors**Typical Noise Levels**

Attachment 8
Amended Economic Benefit Schedule



120 MARINE PARADE

Economic Benefit Study

Prepared for Baltinas
February 2022



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Key Findings	3
Report Purpose & Proposed Development	4
Construction Phase Benefits	5
Ongoing Employment Benefits & Other Benefits	6
Other Benefits of Development	7
Methodology, Definitions & Assumptions	8

KEY FINDINGS

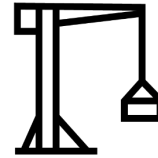
The proposed mixed-use development at 120 Marine Parade in Cottesloe is anticipated to provide new commercial and residential offerings in the beachside location.

The project will provide **300 sq.m of food and beverage / retail floorspace** as well as **12 luxury apartments**.

Construction of the entire development will support a total of **108 FTE direct & indirect job years** during construction of the development, with many accruing locally. This equates to **\$19.0 million in total value added** in the WA economy.

Once construction is completed, and during the operational phase, the project will support **15 ongoing jobs (directly and indirectly)**. There will be an estimated **\$1.1 million per annum direct and indirect value-added** contribution generated from the daily operation and management of the project to the Western Australian economy.

CONSTRUCTION PHASE BENEFITS



\$30.0 M

Total development cost for all components



108

Total FTE construction job years supported (directly and indirectly)



\$19.0 M

Total value added in the WA economy over the construction phase

ONGOING EMPLOYMENT & ECONOMIC BENEFITS



15

Ongoing jobs supported per annum (directly and indirectly)



\$1.1 M

Value added in the WA economy per annum attributable to operations on-site



191 sq.m

Additional employment space



Report Purpose

Urbis has been engaged by Baltinas to conduct an independent Economic Benefit Report for the proposed development in Cottesloe at 120 Marine Parade.

This analysis supplements Urbis' in-house knowledge with data from the REMPLAN modelling tool to quantify the potential employment and economic benefits likely to be generated by the development. These benefits will accrue during both the construction phase and on an ongoing operational basis. The methodology is explained further later in this report.

Potential employment and economic benefits are presented for each individual component of development, as well as aggregated contributions generated from the entire project at the completion of the construction phase for the entire development.

Proposed Development

According to information received from Baltinas, the 120 Marine Parade development is anticipated to see the delivery of the following uses:

- 300sq.m of commercial space, likely to be retail / café / bar uses; and
- 12 luxury apartments with a product mix of: 2 one-bed apartments, 9 three-bed apartments and 1 four-bed (penthouse) apartment.

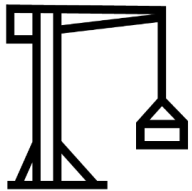
These components will be developed simultaneously, with a total anticipated **construction timeframe of 24 months.**

Assumptions

Urbis has been provided with construction costs and timing by Baltinas:

- The construction cost is estimated to be **\$26.3 million (inc GST).**
- There is an additional cost of **\$825,000 (inc GST)** in documentation and other related costs.
- and **\$2.9 million (inc GST)** in interest payments.

CONSTRUCTION PHASE BENEFITS



The proposed development is estimated to have a total construction cost of around **\$26.3 million (inc GST)** with an additional cost of **\$825,000 (inc GST)** in documentation and other related costs and **\$2.9 million (inc GST)** in interest payments over an assumed construction timeframe of 2 years. This results in an **annualised total construction cost of \$15 million inclusive of GST.**

On average, **54 FTE direct & indirect** construction job years are likely to be created for the State on an annualised basis during construction of the development (totalling to **108 FTE construction job years, directly & indirectly** over the development timeframe) with many accruing locally.

Total direct and indirect Gross Value-Added to the State economy is estimated at **\$9.5 million per annum** over the construction period of the development in constant 2021 dollars.

Average full-time equivalent jobs created (p.a)



21

DIRECT FTE* JOBS

Avg. direct FTE jobs per year during construction



33

INDIRECT FTE* JOBS

Avg. indirect FTE jobs per year during construction

Gross value added to the State economy (p.a)



\$3.9 M

DIRECT GVA*

Avg. annual direct GVA to the State economy



\$5.6 M

INDIRECT GVA*

Avg. annual indirect GVA to the State economy

* FTE = Full-Time Equivalent, GVA = Gross Value Added, Indirect benefits refer to Supply Chain effects, but not Consumption Effects. See Definitions in the Appendix for more information.

Source: REMPLAN; Baltinas; Urbis

ONGOING EMPLOYMENT & ECONOMIC BENEFITS



Upon completion, the proposed development will support around **15 direct jobs** (full-time, part-time and casual) across the commercial space. These jobs represent **12 additional direct jobs**. This estimate accounts for the existing commercial use on the development site. The existing use is estimated to provide 3 jobs. The jobs supported by the proposed development will be ongoing over the life of the asset with that activity in turn creating permanent jobs elsewhere through the economy.

The direct jobs are estimated to induce a further **2 additional indirect jobs** within Western Australia as a result of flow-on effects.

There will be an estimated **\$1.1 million** per annum in direct and indirect GVA contribution generated from the daily operation and management of the development to the WA economy.

Total on-going jobs supported by on-site operations



12
DIRECT JOBS

Total direct new jobs on an ongoing basis at capacity



2
INDIRECT JOBS

Total indirect jobs supported by on-site employment

Gross value added to the State economy



\$689 K
DIRECT GVA*

Avg. annual direct GVA to the State economy



\$ 415 K
INDIRECT GVA*

Avg. annual indirect GVA to the State economy

* GVA = Gross Value Added, Indirect benefits refer to Supply Chain effects, but not Consumption Effects. See Definitions in the Appendix for more information.

Note: Ongoing jobs may not be new to the state economy as there may be some transfer from other locations. However in the absence of the proposed investment, they would unlikely be provided elsewhere in the short-term, and in that respect are considered additional.

Source: REMPLAN; Baltinas; Urbis

OTHER BENEFITS OF DEVELOPMENT

Revenue Generated by Development

The proposed development mix is estimated to support a resident population of ~25 people. This is based on 2 one-bedroom, 9 three-bedroom and 1 four-bedroom (penthouse) apartments. The number of additional residents is estimated to be 14. The additional residents estimate takes into account existing apartments on the development site housing approximately 11 residents in 6 apartments.

The population is expected to be supported by additional luxury amenity in the beachside location.

These additional residents are anticipated to add an additional \$340 thousand of retail expenditure to the area after completion of the development, which is expected to continue on an annual basis going forward. This estimate is expected to be conservative, as additional spending by new residents in the premium quality apartment development is likely to be higher than average levels of retail spending.

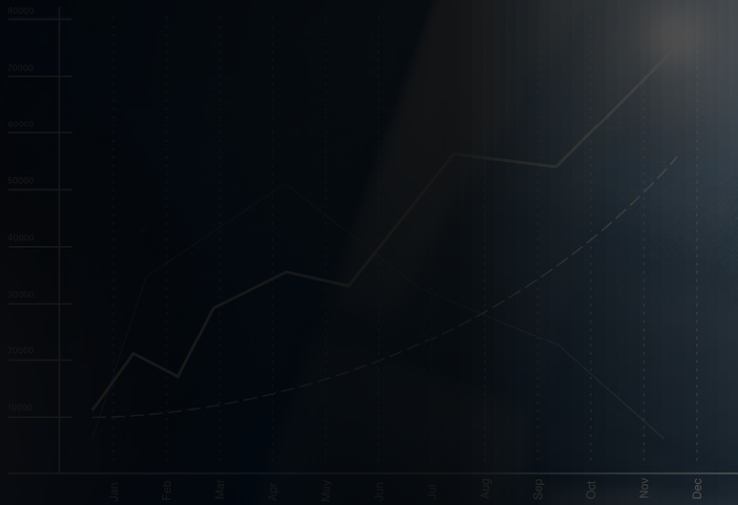


Source: MarketInfo spending profile for Town of Cottesloe; REMPLAN; Urbis

Other Benefits

- Beyond the quantification of economic contributions already identified, the proposed investment also presents broader benefits to the local area, including, but not limited to:
- Providing additional employment opportunities to residents in the Cottesloe area;
 - Bringing additional residents to the area to support the existing retailers and activate the precinct;
 - Providing additional aesthetic value and amenity for the beachside location;
 - Supporting additional visitation to Cottesloe and supporting the existing businesses in the area;
 - Attract further investment to the precinct as other developers see the potential; and
 - Provide additional rates and taxes to federal, state and local government from new residents and workers in the development.

METHODOLOGY, DEFINITIONS & ASSUMPTIONS



DEFINITIONS & ASSUMPTIONS

Definitions

Construction cost is the estimated investment value for the project over the anticipated delivery period, measured in constant 2021 dollar (i.e. excluding inflation) including GST.

Gross Value Added or **GVA** is a measure of the value of goods and services produced in an area, industry or sector of an economy during a certain period of time. In this case, GVA represents the total economic contribution of the investment in the project. GVA is measured in constant 2021 dollar (i.e. excluding inflation) including GST.

Construction job years is a measurement of the volume of output required to support a construction job for a 12 month period.

Data Sources

Costs and Timeframes – Baltinas 24/02/2022

Assumptions

Average workspace ratios for this analysis have been taken from the results of the Perth Land Use and Employment Survey published in 2017. The relevant ratios used for this analysis by each component are the WASLUC and PLUC Codes as per the following:

Component	Ratio	PLUC Code / WASLUC Code
Commercial space	19.6	Restaurants and cafes
Existing commercial space	31.8	Retail trade – apparel and accessories

The number of separate house residents has been determined by number of people per separate house by bedroom type, based on the ABS Census across the Greater Perth region. We have assumed a ratio of 1.3 people per dwelling for a studio, 1.4 people per dwelling for a 1 bedroom apartment, 1.8 for a 2 bedroom apartment, 2.2 people per dwelling for a 3 bedroom apartment and 2.8 people per dwelling for a 4 bedroom apartment.

METHODOLOGY

The REMPLAN Methodology

Analysis presented here uses REMPLAN economic modelling to assess current and potential economic impacts. REMPLAN provides a modelling tool that is accepted and used by various government bodies in Australia. It uses an Input-Output model that captures inter-industry relationships within an economy, based on the ABS 2016/17 National Input Output Tables (I/O Tables). It can assess the area-specific direct and flow-on implications across industry sectors in terms of employment, wages and salaries, output and value-added, allowing for analysis of impacts at the State of Western Australia level.

Key points regarding the workings or terminology of the model are as follows:

- REMPLAN uses either the value of investment or employment generation as the primary input. For this analysis, the value of total upfront investment has been used as the key input to assess the benefits of the construction phase.
- Outputs from the model include employment generated through the project and economic Gross Value Added (GVA) at the State level.
- Outputs from the model include employment generated through the project at both the local and the state level.
- Employment generated is calculated over the life of the construction phase; or in terms of the on-going operations, total on-going jobs generated.
- Both the direct and indirect employment are modelled:
 - *Direct* refers to the effect felt within the industry as a result of the investment. For example, the construction phase will directly result in the creation of construction jobs.
 - *Indirect* effects are those felt within industries that supply goods to the industries directly affected.
- It should be noted that the results presented in this report are estimates only based on the existing state of economic activity in the area. Due to the static nature of input-output modelling, they have the potential to overstate the actual effects. The approach Urbis adopts in accounting for this is presented adjacent. Nonetheless, the analysis still reflects the fact that employment growth will be positive for the State and the local area.
- Urbis consider that in the absence of the investment package it is unlikely that similar projects would be undertaken within the same period, and therefore the investments can be considered *additional*.

Reporting of Impact Modelling Results

Urbis have adopted a conservative approach to estimating and reporting economic and employment benefits using the REMPLAN modelling tool so as to not overstate the likely effects. Key areas where Urbis' approach is designed to not overstate the effects include:

- While REMPLAN defines the supply chain linkages between local industries and allows the assessment of multiplier effects as a result of a direct input into an industry, the nature of the ABS I/O Tables and indeed the set-up of the model suggests there is likely some double-counting therefore overstatement of the flow-on effects.
- More specifically, REMPLAN defines 'Indirect Effect' as consisting of both the 'Supply-chain Effect' and 'Consumption Effect'. However, Urbis believe that the consumption effect (i.e. workers with more income spend elsewhere in the economy) has already been counted to an extent as part of the supply-chain effect in the modelling process and is a more tenuous link to the direct effects. As such, Urbis have only excluded consumption effect from benefit reporting and consider supply-chain effect as the only indirect effect generated from the direct input.
- Construction-related jobs are reported as FTE jobs for the period of one year, rather than the number of workers who might work on a site over the construction period which building contractors might report. For example, a project might have 200 workers on-site over the course of a two-year construction, but that may only equate to say 50 FTE jobs per year. Each trade is not onsite for the whole time (e.g. plumbers, joiners, painters etc. all come on site at different stages). Therefore, FTE for one year accounts for the total hours required by workers over the year and avoids the potential to overstate or misinterpret job figures that relate to part time workers. It also allows for direct comparison of jobs with different construction timeframes, as the jobs accrue each year over the length of construction.
- Wherever applicable, Urbis have chosen to report *Gross Value Added (GVA)* rather than '*Output*' as the economic benefit of a certain development project or activity, as it is considered a more accurate, albeit conservative, estimate of benefit which excludes items such as tax and subsidies which are included in '*Output*'.

DATA TABLES

Construction Phase - Total			
Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output (\$M)	\$30.02	\$30.57	\$60.59
Employment (FTE Jobs)	43	65	108
Wages and Salaries (\$M)	\$3.62	\$6.12	\$9.74
Value-added (\$M)	\$7.86	\$11.14	\$19.00

Ongoing Employment			
Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output (\$M)	\$1.61	\$1.02	\$2.63
Employment (Jobs)	12	2	14
Wages and Salaries (\$M)	\$0.49	\$0.20	\$0.69
Value-added (\$M)	\$0.69	\$0.42	\$1.10

* FTE = Full-Time Equivalent, GVA = Gross Value Added, Indirect benefits refer to Supply Chain effects, but not Consumption Effects. See Definitions in the Appendix for more information.

Source: REMPLAN; Baltinas; Urbis

This report is dated February 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Baltinas (Instructing Party) for the purpose of an Economic Benefit Snapshot (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.

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Report Version	1

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COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The data and information that informs and supports our opinions, estimates, surveys, forecasts, projections, conclusion, judgments, assumptions and recommendations contained in this report are predominantly generated over long periods, and is reflective of the circumstances applying in the past. Significant economic, health and other local and world events can, however, take a period of time for the market to absorb and to be reflected in such data and information. In many instances a change in market thinking and actual market conditions as at the date of this report may not be reflected in the data and information used to support the Report Content.

The recent international outbreak of the Novel Coronavirus (COVID-19), which the World Health Organisation declared a global health emergency in January 2020 and pandemic on 11 March 2020, is causing a material impact on the Australian and world economies and increased uncertainty in both local and global market conditions.

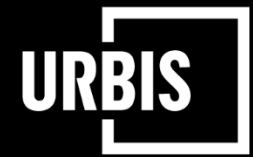
The effects (both directly and indirectly) of the COVID-19 Outbreak on the Australian real estate market and business operations is currently unknown and it is difficult to predict the quantum of the impact it will have more broadly on the Australian economy and how long that impact will last. As at March 2020, the COVID-19 Outbreak is materially impacting global travel, trade and near-term economic growth expectations. Some business sectors, such as the retail, hotel and tourism sectors, are already reporting material impacts on trading performance now and potentially into the future. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The Report Content and the data and information that informs and

supports it is current as at the date of this report and (unless otherwise specifically stated in the Report) necessarily assumes that, as at the date of this report, the COVID-19 Outbreak has not materially impacted the Australian economy, the asset(s) and any associated business operations to which the report relates and the Report Content. However, it is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong could be (or has been) materially impacted by the COVID-19 Outbreak within a short space of time and that it will have a lasting impact. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

To the maximum extent permitted by law, Urbis (its officers, employees and agents) expressly disclaim all liability and responsibility, whether direct or indirect, to any person (including the Instructing Party) in respect of any loss suffered or incurred as a result of the COVID-19 Outbreak materially impacting the Report Content, but only to the extent that such impact is not reflected in the data and information used to support the Report Content.



Attachment 9
Amended Waste Management Plan



Waste Management Plan

120 Marine Parade, Cottesloe

Prepared for Baltinas

14 January 2022

Project Number: TW19050

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	10/07/2019	RH	JW	RH
2.0	Second Approved Release	18/03/2020	RH	DP	RH
3.0	Third Approved Release	10/11/2020	DP	RH	RH
4.0	Fourth Approved Release	7/04/2021	RH	DP	RH
5.0	Fifth Approved Release	14/01/2022	DP	RH	DP

Approval for Release

Name	Position	File Reference
Dilan Patel	Project Manager – Waste Management Consultant	TW19050-02_Waste Management Plan_5.0
Signature		

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Executive Summary

Baltinas is seeking development approval for the proposed mixed-use development located at 120 Marine Parade, Cottesloe (the Proposal).

To satisfy the conditions of the development application the Town of Cottesloe (the Town) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the Town's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Residential Bin Storage Area					
Refuse	1,680	660	Two	Two times each week	Town of Cottesloe
Recycling	1,680	660	Two	Two times each week	Town of Cottesloe
Commercial Bin Storage Area					
Refuse	2,961	1,100	Two	Two times each week	Private Contractor
Recycling	1,974	1,100	One	Two times each week	Private Contractor

The Town will collect all residential waste and a private contractor will collect all commercial waste from the verge on Napier Street.

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

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Figure 2: Bin Storage Areas

1 Introduction

Baltinas is seeking development approval for the proposed mixed-use development located at 120 Marine Parade, Cottesloe (the Proposal).

To satisfy the conditions of the development application the Town of Cottesloe (the Town) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the Town's requirements.

The Proposal is bordered by 122 Marine Parade to the north, residential developments to the east and south and Marine Parade to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized Bin Storage Areas, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

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

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the number of apartments and the floor area (m²) of the commercial tenancy at the Proposal, as follows:

Residential

- Dual Key (1 Bedroom + 1 Bedroom) Apartments – 2;
- Three Bedroom Apartments – 11; and
- Four Bedroom Apartments – 1.

Commercial

- Café (FOH) – 141m².

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the Town's residential bin requirements and the City of Melbourne's *Guidelines for Preparing a Waste Management Plan* (2014).

It should also be noted that a conservative approach has been taken with regards to waste generation across the Proposal by overestimating the potential waste volumes for the commercial tenancy. This includes assuming seven days of operation which is considered to be an over estimation as it is not uncommon for food and beverage tenancies to close operations post weekend trading therefore resulting in an over estimation of waste volumes generated.

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Residential			
Three Bedroom Apartment	Cottesloe – Multi-Residential Dwellings	120L/week	120L/week
Commercial			
Café (FOH)	Melbourne – Café	300L/100m ² /day	200L/100m ² /day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Residential Waste

Residential waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown Table 2-2. It is estimated that the residential apartments at the Proposal will generate 1,680L of refuse and 1,680L of recyclables each week.

Table 2-2: Estimated Waste Generation – Residential

Residential Apartments	Number of Apartments	Waste Generation Rate (L/week)	Waste Generation (L/week)
Refuse			
Residential Apartments	14	120	1,680
Recyclables			
Residential Apartments	14	120	1,680

2.3.2 Commercial Waste

Commercial waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown Table 2-3. It is estimated that the commercial tenancy at the Proposal will generate 2,961L of refuse and 1,974L of recyclables each week.

Table 2-3: Estimated Waste Generation – Commercial

Commercial Tenancy	Area (m ²)	Waste Generation Rate (L/100m ² /day)	Waste Generation (L/week)
Refuse			
Café (FOH)	141	300	2,961
Recyclables			
Café (FOH)	141	200	1,974

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Figure 2, and discussed in the following sub-sections.

3.1 Internal Bins

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

The commercial tenancy will also have a minimum of two bins to facilitate the separate disposal of refuse and recycling. The bins will be transferred by tenants, staff or cleaners, or their authorised representative, to the Commercial Bin Storage Area and be deposited into the appropriate bin.

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

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions	Bin Sizes			
	120L	240L	660L	1,100L*
Depth (mm)	545	730	780	1,070
Width (mm)	480	585	1,260	1,240
Height (mm)	930	1,060	1,200	1,300
Area (m ²)	0.262	0.427	0.983	1.327

Reference: SULO Bin Specification Data Sheets

* Commercial Bin Sizes Only

3.3 Residential Bin Storage Area Size

To ensure sufficient area is available for storage of the residential bins, the amount of bins required for the Residential Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week. Based on the results shown in Table 3-2 the Residential Bin Storage Area has been sized to accommodate:

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

Table 3-2: Bin Requirements for Bin Storage Area – Residential

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		120L	240L	660L
Refuse	1,680	7	-	2
Recycling	1,680	-	4	2

The configuration of these bins within the Residential Bin Storage Area is shown in Figure 2. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 2 represents the maximum requirements assuming two collections each week of refuse and recyclables.

3.4 Commercial Bin Storage Area Size

To ensure sufficient area is available for storage of the commercial bins, the amount of bins required for the Commercial Bin Storage Area was modelled utilising the estimated waste generation in Table 2-3, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week

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

- Two 1,100L refuse bins; and
- One 1,100L recycling bin.

Table 3-3: Bin Requirements for Bin Storage Area – Commercial

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	2,961	7	3	2
Recycling	1,974	5	2	1

The configuration of these bins within the Commercial Bin Storage Area is shown in Figure 2. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 2 represents the maximum requirements assuming two collections each week of refuse and recyclables.

3.5 Bin Storage Area Design

The design of the Bin Storage Areas will take into consideration:

- Located behind the building setback line;
- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Areas;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Ventilated to a suitable standard;
- Not readily accessible by the public;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Adequate aisle and door widths for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Areas self-closing and vermin proof;
- Appropriate signage;
- Bins are reasonably secured from theft and vandalism.

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

4 Waste Collection

It is proposed that the Town's rear loader waste collection vehicle will service the residential apartments and provide:

- Two 660L refuse bins, collected twice each week; and
- Two 660L recycling bins, collected twice each week.

It is proposed that a private contractor's rear loader waste collection vehicle will service the commercial tenancy and provide:

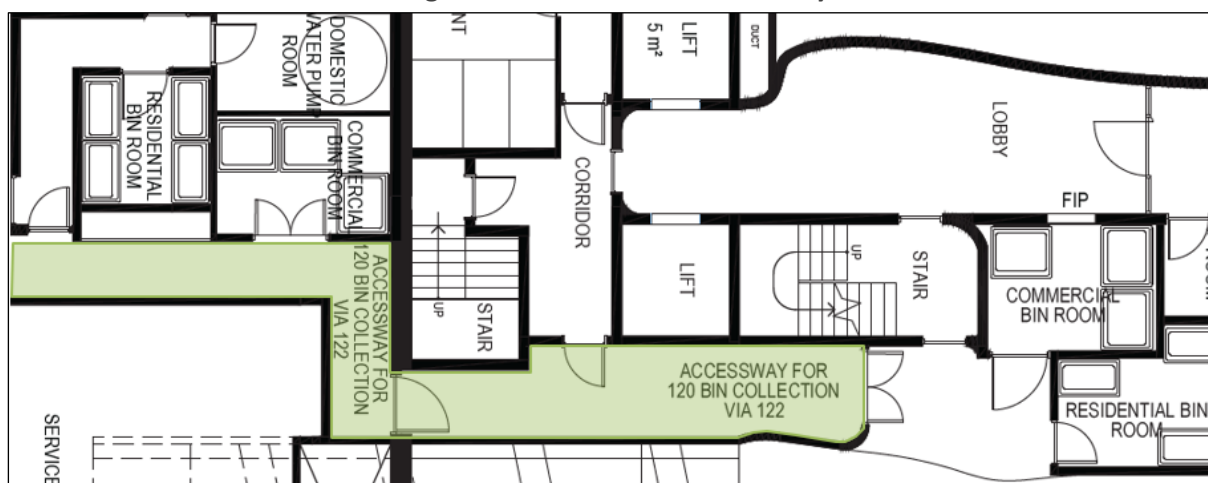
- Two 1,100L refuse bins, collected two times each week; and
- One 1,100L recycling bin, collected two times each week.

The Town's and private contractor's rear loader waste collection vehicle will service bins from the bin presentation area on the Napier Street verge at the front of the Proposal in line with the proposed waste collection methodology for the adjacent property (122 Marine Parade, Cottesloe).

The bins will remain clear of obstructions such as power poles, signs and street trees, and will be placed so as not to obstruct pedestrians, footpaths or bike lanes. Bins will be placed neatly to facilitate collection by the Town's and private contractor's rear lift waste collection vehicle.

Strata/building management will ferry the bins to and from the bin presentation area on collection days via the dedicated Accessway as shown in Diagram 1. The travel path between the Bin Storage Areas and the bin presentation area will be of flat surface and kept free of obstacles. Strata/building management will return the bins to the respective Bin Storage Area as soon as possible on the same day following collection.

Diagram 1: Bin Collection Accessway



4.1 Residential Bulk Waste

Residential bulk waste materials will be removed from the Proposal as they are generated. Each apartment has an allocated storage room at the Proposal which can be utilised to store bulky wastes temporarily. Strata management will liaise with residents and tenants on procedures for bulky waste disposal within the Proposal. The Town may provide residents with complimentary tip passes to dispose of bulky wastes, on presentation of valid identification.

4.2 Commercial Bulk and Speciality Waste

Commercial bulk and speciality waste materials will be removed from the Proposal as they are generated. Adequate space will be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Commercial Bin Storage Area.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. A temporary skip bin could be utilised for collections, if required.

These may include items such as:

- Refurbishment wastes from fit outs;
- Batteries and E-wastes;
- White goods/appliances;
- Used cooking oil;
- Cleaning chemicals; and
- Commercial Light globes.

5 Waste Management

Strata/building management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Ferrying of bins to and from the Bin Storage Areas and bin presentation area on the Napier Street verge at the front of the Proposal on collection days;
- Cleaning of bins and Bin Storage Areas, when required;
- Ensure all residents and tenants at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor residents and tenants behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with residents and tenants to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the Town and private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Areas for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that adequately designed Bin Storage Areas have been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Residential Apartments:
 - Two 660L refuse bins, collected twice each week; and
 - Two 660L recycling bins, collected twice each week.
- Commercial Tenancy:
 - Two 1,100L refuse bins, collected twice each week; and
 - One 1,100L recycling bin, collected twice each week.

The Town will collect all residential waste and a private contractor will collect all commercial waste from the verge on Napier Street.

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

Figures

Figure 1: Locality Plan

Figure 2: Bin Storage Areas



LEGEND

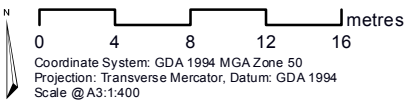
- Site Boundary
- Cadastrate

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LOCALITY
120 Marine Parade
Cottesloe WA 6011

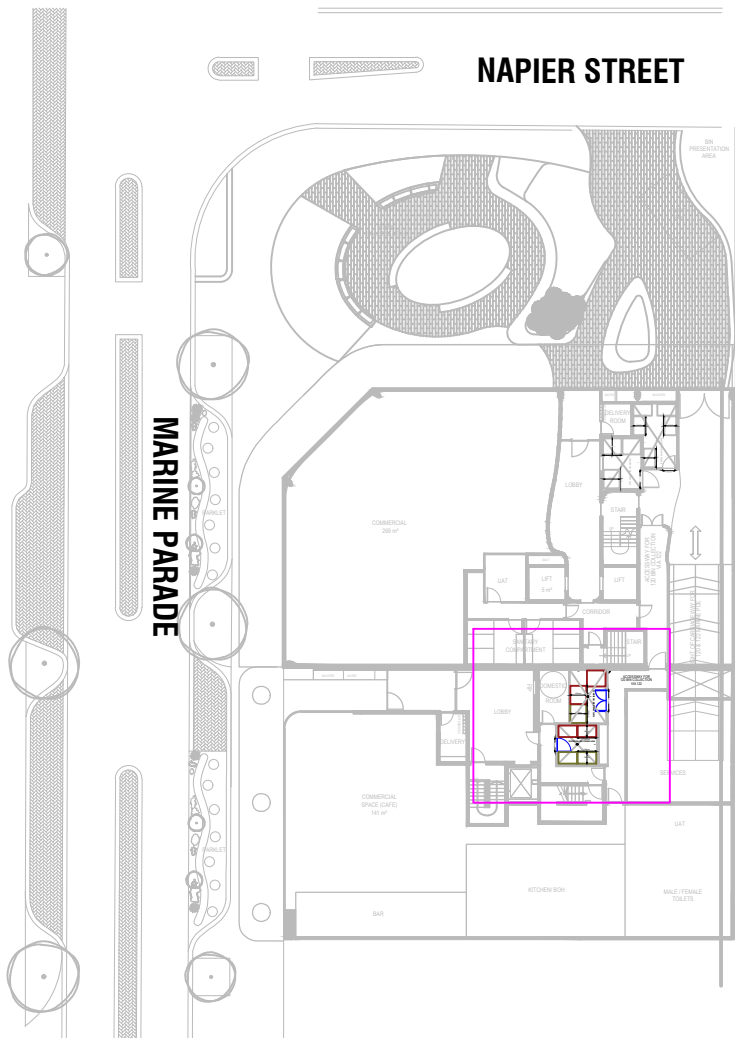
Gary Dempsey
Developments



Prepared: F Walker	Date: 28/05/2019
Checked: J Wroe	Project No: TW19050
Reviewed: R Hayton	Revision: A



Bin Storage Areas



Legend:

Residential Bin Storage Area

- 2 x 660L refuse (780mm x 1,260mm)
 - 2 x 660L recycling (780mm x 1,260mm)
- ### Commercial Bin Storage Area
- 2 x 1,100L refuse (1,070mm x 1,240mm)
 - 1 x 1,100L recycling (1,070mm x 1,240mm)



Assets | Engineering | Environment | Noise | Spatial | Waste

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