



DAP APPLICATION
SIX (6) GROUPED DWELLINGS
No. 79 & 81
EDWARDS ST PERTH

Prepared by

Urbanista Town Planning
Level 1/231 Bulwer Street
Perth WA 6000

Prepared for

Rick Rosato
78 & 81 Edward Street
PERTH WA 6000

History and Status of this Document

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1. Architectural Plans
2. Architectural Development Submission
3. Design Review Panel Response Schedule
4. Landscape Design Concept
5. Transport Impact Statement
6. Waste Management Plan
7. Sustainability Assessment
8. Stormwater Management Plan

1. INTRODUCTION

This report has been prepared in support of a development application for six grouped dwellings at Nos. 79–81 Edward Street, Perth. The proposal comprises a contemporary three-storey residential development designed to respond to the site’s inner-city context, Mixed Use zoning and established surrounding built form.



Figure 1: Render of Proposed Development (Edward Street)

The application has been assessed against the City of Vincent Local Planning Scheme No. 2, the Residential Design Codes, Local Planning Policy No. 7.1.1 – Built Form and other relevant local planning policies. This report describes the proposed development, outlines the applicable planning framework and demonstrates that the proposal represents an appropriate and compatible form of residential development for the site.

Document/Report	Prepared by	Date
Architectural Plans	ARASTUDIO	June 2026
Architectural Submission	ARASTUDIO	June 2026
Design Review Panel Response	ARASTUDIO	June 2026
Landscape Design Concept	Place Lab	June 2026
Transport Impact Statement	Urbii	May 2026
Waste Management Plan	Urbii	May 2026
Sustainability Assessment	Energy Advance	June 2026
Stormwater Management Plan	RMT Building Services	Feb 2026

SITE CONTEXT

The subject site is located within an established inner-city precinct at the interface between Perth, Northbridge and East Perth. The surrounding locality is characterised by a diverse urban environment comprising residential, commercial, hospitality, recreation and service-based land uses. Built form ranges from traditional single-storey dwellings and small-scale commercial premises to grouped and multiple-dwelling developments, larger institutional buildings and remnants of older industrial and service-related development.

Development immediately surrounding the site is generally low to medium scale and displays a varied pattern of architectural styles, building ages and setbacks. Edward Street provides the primary street frontage and forms part of the local east-west street network, while Dalmeny Street operates as a lower-order access street that is commonly used for vehicle access, parking and servicing. The site's frontage to both streets presents an opportunity for redevelopment to provide an active and considered response to two distinct streetscape conditions.

The locality is undergoing gradual redevelopment and intensification, reflecting its proximity to the Perth CBD and established employment, entertainment and community destinations. This transition is occurring within an existing fine-grain urban setting that retains a strong local character and a mix of residential and non-residential activities.

The site benefits from a connected and permeable street network that supports walking and cycling. Local footpaths provide convenient access to nearby residential areas, commercial premises, recreational facilities and public transport services. Claisebrook and East Perth train stations are located within the broader locality, while bus services operate along nearby major roads, providing connections to the Perth CBD and surrounding metropolitan areas.

Significant destinations and infrastructure within the wider locality include:

- HBF Park approximately 150m north-east.
- Claisebrook Train Station approximately 315m to the south-east.
- The Perth CBD and Northbridge entertainment precinct approximately 750m to the south-west.
- Wellington Square (approximately 650m) and the East Perth residential precinct (approximately 800m) to the south-east.

Despite its proximity to major transport infrastructure, the site is located within a relatively contained local street environment and is separated from the most intensive road and rail corridors by intervening development.

Overall, the subject site is well positioned to accommodate medium-density residential infill. The proposal would contribute to housing diversity, support the ongoing transition of the locality and make efficient use of land within walking distance of employment, recreation, public transport and inner-city services.

3. PROJECT BACKGROUND

The proposal has been developed through a preliminary design process informed by the site's inner-city context, the applicable planning framework and input from the project's architectural, landscape and specialist consultant team.

As part of the design development process, the proposal was presented to the City of Vincent Design Review Panel, with the plans and supporting documentation subsequently refined in response to the Panel's comments and recommendations.

DESIGN REVIEW PANEL MEETING

The proposal was presented to the City of Vincent Design Review Panel on 25 March 2026. The Panel was generally supportive of the overall design intent, built form, housing typology and flexible accommodation offered by the design. The Panel supported the proposal in relation to built form and scale, legibility, community and aesthetics, with no further development comments raised under those design principles.

The Panel's recommendations principally related to the activation and passive surveillance of the Dalmeny Street frontage, the operation and character of the central through-laneway, landscaping and compliance with the City's Built Form Policy, treatment of the Edward Street verge tree, the cultural narrative, planting on structure, location of services and air-conditioning equipment, sustainability initiatives and visual privacy.

In response, the architectural and landscape documentation has been revised and a detailed Design Review Panel Response, dated 26 June 2026, is attached. The response provides an assessment of each matter raised and identifies the corresponding design changes. In particular, the Dalmeny Street elevation has been modified to provide increased glazing, pedestrian access and greater streetscape interaction, while the landscape, paving and lighting treatments have been further developed to reinforce the communal and pedestrian-oriented character of the central laneway.

The through-laneway connection between Dalmeny Street and Edward Street has been retained as a fundamental element of the design concept. The applicant's reasons for retaining this arrangement, together with the alternative design response adopted for the Dalmeny Street frontage, are set out in the relevant attachment.

4. THE PROPOSAL

The below table outlines the main development features associated with the proposal. A copy of the architectural plans, elevations and cross sections is attached to this submission. The below image depicts the site plan of the proposed development.

Design / Functionality	• Six mirrored, multi-level townhouses comprising a ground floor, two upper levels and a loft/roof terrace level. • Each dwelling includes a double garage, lift, flexible bedroom/home office spaces, multiple living areas and private outdoor spaces. • Units 1–3 address Dalmeny Street, while Units 4–6 address Edward Street and the central laneway. • Contemporary materials include brickwork, rendered masonry, metal cladding, timber screening, articulated balconies and mansard-style roof forms. • Internal lifts provide adaptable and accessible movement between levels.
Landscaping / Sustainability	• A landscaped shared laneway connects Edward Street and Dalmeny Street and provides access to all dwellings. • Parklets with seating, landscaping and bicycle parking are proposed at both street entrances. • Cultural references to the Coolaroo Club are incorporated into the laneway paving and landscape design. • Preliminary NatHERS ratings range from 7.0 to 7.7 stars. Double glazing, high-performance insulation, solar photovoltaic systems, energy monitoring, EV charging and battery-storage capacity are proposed. • Passive design measures include natural light, cross-ventilation, solar-responsive orientation and external shading. • The laneway incorporates recycled-brick permeable paving, garden beds, climbing plants, overhead planters and integrated lighting. Landscaped parklets are proposed at Edward Street and Dalmeny Street.
Movement / Access	• One-way vehicle access is provided from Dalmeny Street to Edward Street, with one crossover to each frontage. • The shared laneway incorporates varied widths and paving treatments to reduce vehicle speeds. • Swept-path analysis confirms vehicle access to the garages and circulation through the site. • Pedestrian and bicycle access is available from both street frontages, with waste collection from Dalmeny Street. • Twelve resident car bays are provided within six double garages. • Visitor parking will be accommodated within existing on-street bays.

5. PLANNING ASSESSMENT

The proposed development has been assessed against the relevant State and local planning framework applicable to the subject site. This includes the provisions of the City of Vincent Local Planning Scheme No. 2, the Residential Design Codes of Western Australia and applicable local planning policies relating to built form, sustainability, landscaping, access and parking.

Consideration has also been given to the site's zoning, density coding and broader strategic planning context. The following sections outline the proposal's compliance with, and response to, the key statutory and policy requirements.



Figure 3 - 3D View from Edward St

METROPOLITAN REGION SCHEME

The subject site is zoned Urban under the Metropolitan Region Scheme. The purpose of the Urban zone is “to provide for residential development and associated local employment, recreation and private open space, shopping, schools and other community facilities”.

As this application seeks approval for six (6) grouped dwellings, it is considered that the proposed use of the land for residential meets the purpose of Urban zone under the MRS and can be supported.

LOCAL PLANNING SCHEME NO. 2

The subject site is zoned Mixed Use with a density code of R80 under the City of Vincent's Local Planning Scheme No. 2 (LPS 2). The objectives of the Mixed-Use zone are:

- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*
- *To provide for a compatible mix of high density residential and commercial development.*
- *To promote residential use as a vital and integral component of these mixed use zones.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including, but not limited to, solar passive design, energy efficiency and water conservation.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

The proposal is consistent with the Mixed Use zone objectives by providing six contemporary grouped dwellings within an established inner city precinct where residential, commercial and other compatible uses coexist. The development will increase the residential population of the area and support nearby businesses, services and public transport, reinforcing residential use as a vital component of the broader mixed use character of the locality.

The ground floor bedroom / home office spaces also provide flexibility for compatible home-based working or other low impact activities, without creating noise, traffic or other nuisances that would adversely affect the amenity of the locality. While the proposal is predominantly residential, it contributes to the overall mixed use nature of the suburb and meets the intent for higher density development (in this instance, the "missing middle"). On this basis, it is considered the proposal meets the objectives of the Mixed Use zone and can be supported.

As noted above, the subject site is zoned Mixed Use under LPS 2. The proposal comprises six grouped dwellings and is therefore appropriately classified as a 'Dwelling (grouped)' land use under the Scheme.

Table 1 – Zoning Table identifies a Dwelling (grouped) as a 'P' use within the Mixed Use zone. Clause 18 of the Scheme provides that a 'P' use is permitted where it complies with the relevant development standards and requirements of the Scheme. Accordingly, the proposed land use is permitted within the Mixed Use zone and does not require the City to exercise discretion in relation to land-use permissibility. The development works remain subject to assessment against the applicable requirements of the Scheme, the R-Codes and relevant local planning policies, as addressed in the following sections of this report.

SITE AREA REQUIREMENTS

In accordance with Table D of the R-Codes Volume 1, the average and minimum site area requirements for lots coded Residential R80 is 120sm and 100sqm respectively.

The development proposes 6 grouped dwellings with a central common driveway. Based on a total land area of 790sqm and individual lot areas of 109.5sqm each, the proposal is compliant with the site area requirements of the R-Codes



Figure 4 - Development Perspectives

SPP 7.0 – DESIGN OF THE BUILT ENVIRONMENT

State Planning Policy 7.0 – *Design of the Built Environment* establishes ten principles of good design which the proposed development has considered in the table below.

Principle 1 – Context and Character	The dwellings address Edward Street, Dalmeny Street and the central laneway, responding to the differing character and function of each frontage. Glazed garage openings and pedestrian doors activate Dalmeny Street and allow the spaces to accommodate future workshop, home-business or other adaptable uses.
Principle 2 – Landscape Quality	Extensive landscaping is integrated throughout the laneway, street parklets, private gardens and upper-level outdoor areas, including detailed on-structure planting.
Principle 3 – Built Form and Scale	The development provides a sensitive medium-density built-form response, with six townhouses arranged around a central laneway. Building articulation, varied setbacks, balconies and roof forms assist in breaking down the development’s scale and bulk.
Principle 4 – Functionality and Build Quality	Flexible floor plans, internal lifts, double garages and adaptable rooms support a range of household structures and changing occupant needs. Air-conditioning units, post boxes, meters and other services are integrated or screened to remain accessible without detracting from the streetscape.
Principle 5 – Sustainability	An energy consultant has informed the design, which achieves energy performance above minimum requirements. Solar photovoltaic systems, energy monitoring, electric vehicle charging and battery-storage capacity are provided for each dwelling.
Principle 6 – Amenity	Each dwelling provides multiple internal living spaces and private outdoor areas with access to natural light, ventilation and landscaping. Window heights, glazing treatments and street-facing openings have been refined to balance privacy, outlook and streetscape activation.
Principle 7 – Legibility	Clearly identifiable pedestrian entrances are provided from the central laneway, with access available from both Edward Street and Dalmeny Street and differentiated paving, landscaping and lighting clearly define pedestrian, communal and low-speed vehicle movement areas.
Principle 8 – Safety	Active openings facing Dalmeny Street and the central laneway increase passive surveillance of the adjoining public and communal areas. The laneway incorporates CPTED measures, including lighting, landscaping and pedestrian-oriented paving, to establish a clearly defined and safely activated resident space.
Principle 9 – Community	The landscaped laneway and street parklets provide opportunities for informal interaction, gathering and engagement with the broader streetscape.
Principle 10 – Aesthetics	The development incorporates a contemporary and highly articulated architectural composition using brickwork, masonry, metal cladding, timber screening and landscaped terraces.

RESIDENTIAL DESIGN CODES & BUILT FORM POLICY

An assessment of the application was undertaken in accordance with the Residential Design Codes Volume 1 (Part C) and the City's Built Form Policy 7.1.1. Where the development does not meet the deemed-to-comply requirements of these documents, an assessment of the associated design principles was performed to determine whether the development could be supported.

The design principle assessment has determined that the application is appropriate and that it should be supported by the City, as detailed below.

1.0 THE GARDEN			3.0 NEIGHBOURLINESS		
1.1	Private open space	☒	3.1	Site cover	☑
1.2	Trees and landscaping	N/A	3.2	Building height	☑
1.3	Communal open space	N/A	3.3	Street setbacks	☑
1.4	Water management and conservation	☑	3.4	Lot boundary setbacks	N/A
			3.5	Site works and retaining walls	☑
			3.6	Streetscape	☑
			3.7	Access	☑
			3.8	Retaining existing dwellings	N/A
			3.9	Solar access for adjoining sites	☑
			3.10	Visual privacy	☒
2.0 THE BUILDING			LOCAL PLANNING POLICY – BUILT FORM (LPP7.1.1)		
2.1	Size and layout of dwellings	☑	5.0 RESIDENTIAL		
2.2	Solar access and natural ventilation	☑	1.1	Building Height	☑
2.3	Parking	☑	1.1	Street Setback (Primary and Secondary)	☒
2.4	Waste management	☑	1.2	Lot Boundary Setbacks	☒
2.5	Utilities	☑	1.4	Landscaping	☒
2.6	Outbuildings	N/A	1.5	Parking	☑
2.7	Universal design	N/A	1.6	Vehicular Access	☑
2.8	Ancillary dwellings	N/A	1.7	External fixtures, utilities and fixtures	☑
2.9	Small dwellings	N/A	1.8	Environmental Sustainable Design	☑
2.10	Housing on lots less than 100m ²	N/A	1.9	Urban Design Study	☑

In assess the proposal against the Residential Design Codes Vol. 1 and Local Planning Policy 7.1.1, there are several aspects of the proposed development that do not comply with the deemed-to-comply requirements. These are:

- Private open space
- Trees and landscaping
- Lot boundary setbacks
- Visual privacy

An assessment of the application was undertaken in accordance with the Residential Design Codes and City's Built Form Policy 7.1.1. Where the development does not meet the deemed-to-comply requirements of these documents, an assessment of the associated design principles was performed to determine whether the development could be supported.

1.1 PRIVATE OPEN SPACE

Required	Proposed
Primary garden area of 20sqm directly connected to the primary living space.	The primary living space of each dwelling is located on level 1. The deck which is accessed directly from living room has a dimension of 3sqm, with a total area of 9sqm.

Design Principles:

P1.1.1 Dwellings are designed to have direct access to private open space which provides for entertaining, leisure and connection to the outdoors that is:

- i. of sufficient size and dimension to be functional and usable for the intended number of dwelling occupants;*
- ii. is sited, oriented and designed for occupant amenity, including consideration of solar access and natural ventilation appropriate to the climatic region; and*
- iii. capable of use in conjunction with a primary living space of the dwelling.*

P1.1.2 Private open space allows for sufficient uncovered area to:

- i. permit winter sun and natural ventilation into the dwelling; and*
- ii. provide for soft landscaping, including the planting of a tree(s) and deep soil area.*

P1.1.3 Balconies balance the need for outlook, solar access and natural ventilation with:

- i. visual privacy considerations;*
- ii. acoustic and noise impacts; and*
- iii. local climatic considerations such as high winds.*

P1.1.4 Increasing the area of communal open space commensurate with a decrease in private open space may be appropriate where there is an explicit intent to facilitate communal living and it can be demonstrated that the communal open space:

- i. is of high amenity and provided with quality landscaping;*
- ii. is easily accessible and equitable for all dwellings within the development; and*
- iii. meets the needs of the occupants and provides opportunities for social interaction.*

Design Principle Assessment:

P1.1.1 – Direct Access for Entertaining and Leisure

- While the defined primary living space is less than the required 20sqm, each level of each dwelling is provided with an outdoor space, which equates to a total outdoor area of approximately 41sqm distributed across the ground floor and three upper levels.
- The residents are provided with a variety of spaces for entertaining, relaxation and connection to the outdoors.
- The multiple private open spaces across the various levels, supports the flexible living arrangements of the dwelling's design.

- The distribution of outdoor spaces across multiple levels provides access to daylight, outlook and cooling breezes, while allowing residents to select an outdoor area suited to different seasons, weather conditions and activities. It increases the sense of openness within the dwelling, and enhances the amenity for occupants.

P1.1.2 – Uncovered area, landscaping and environmental amenity

- The private open spaces are predominantly uncovered and positioned adjacent to openings serving the dwellings, assisting with the penetration of natural light and ventilation into adjoining internal rooms.
- Soft landscaping is incorporated within the ground floor garden courts and Level 3 wellness decks. While a single consolidated deep soil garden is not provided to each dwelling, the broader landscape strategy incorporates deep-soil planting, planting on structure and raised rooftop planters capable of supporting small trees.
- The landscaped private spaces are supplemented by the central landscaped laneway and extensive street-tree planting, providing a meaningful overall contribution to vegetation, shade and resident amenity.

P1.1.3 – Balcony outlook, privacy and climatic considerations

- The elevated decks are integrated into and recessed within the articulated building form, with privacy screens, balustrades, landscaping and the orientation of openings used to limit direct overlooking between dwellings and adjoining properties.
- Providing several smaller outdoor areas, rather than one large, exposed balcony, reduces the concentration of activity and associated privacy or acoustic impacts.
- Pergola structures, planting and the surrounding roof and wall forms provide shading and protection from prevailing winds, while retaining access to outlook, sunlight and natural ventilation.

Although the proposal does not provide the required primary garden area as a single consolidated ground-level space, each dwelling is provided with a generous and diverse arrangement of functional private open spaces. The principal deck is directly connected to the primary living area, while the additional landscaped decks provide supplementary opportunities for outdoor recreation, sunlight, ventilation and outlook.

On balance, the proposal is considered to satisfy the intent of the applicable design principles.

3.10 VISUAL PRIVACY

Required	Proposed
3 metres from bedrooms and studies, 4.5 metres from other habitable rooms and 6 metres from outdoor active habitable spaces.	3 – Wellness Deck on eastern and western elevation

Design Principles:

P1.2.1 Site planning allows for:

- i. site responsive and sustainable landscape design; and*
- ii. the retention of existing trees on the subject site and adjoining properties.*

P1.2.2 Provision of trees and high-quality landscaping:

- i. enhances the built form, streetscape and pedestrian amenity, as viewed from the street;*
- ii. provides shade and amenity for communal streets and parking areas; and*
- iii. contributes to the visual appeal, comfort and amenity of the development, in particular private open space and communal open space and outlook from habitable rooms.*

P1.2.3 Development provides sufficient deep soil area to sustain healthy tree and plant growth, providing for an increase in urban tree canopy over time, and assist in managing the quantity and quality of stormwater

Design Principle Assessment:

- The subject site is coded R80 and is located within an established mixed use, inner urban locality. The adjoining eastern and western properties contain commercial development constructed at or close to their respective lot boundaries and do not contain dwellings, private outdoor living areas or other sensitive residential spaces.
- The principal outlook from the proposed dwellings is directed towards Edward Street, Dalmeny Street and the central communal laneway, rather than towards the adjoining side boundaries. This arrangement significantly reduces the potential for direct overlooking of neighbouring properties.
- Side facing openings are generally limited in size and function, while larger windows and outdoor living areas are primarily oriented towards the street frontages and internal laneway. The window schedule included in the development plans confirms the extent and size of these windows, with windows being strategically selected to limit direct overlooking while still allowing natural light and ventilation into the dwellings.

Having regard to the Mixed-Use zoning and the commercial nature of the adjoining properties, the development is not expected to result in unreasonable overlooking or adverse visual privacy impacts. The proposal is therefore considered to satisfy the intent of the relevant design principles and can be supported.



Figure 5 - Non-compliant areas highlighted



Figure 6 - Level 3 Decks Adjoining Commercial Properties

LPP 7.1.1 – Lot Boundary Setbacks

Required	Proposed
The property to the east of the development site is designated R80 and the properties to the west of the development site are designated R100, therefore D in Table 1 – 1.2b applies. Table 1 – 1.2b then also defers to Table 1 – 1.2c for setback requirements for the subject site. As the property has a combined frontage of 20.12 metres, the applicable side setbacks is therefore 4 metres.	West • GF: Nil – 1.35m • 1F: Nil – 3m • 2F: 1.17m – 2.5m East • GF: Nil – 1.35m • 1F: Nil – 3m • 2F: 1.17m – 2.5m

Design Principle	Planning Response
<i>P1.2.1 – Development which incorporates design elements that reduce the impact of building bulk</i>	Upper-level recesses, articulated balconies, varied window treatments and mansard-style roof forms further reduce the apparent scale and bulk of the development when viewed from adjoining properties and the surrounding streets.
<i>P1.2.2 – Development which maximises natural light access, natural ventilation and internal and external privacy</i>	The dwellings obtain their principal access to natural light, ventilation and outlook from Edward Street, Dalmeny Street, the central laneway and private garden courts. The central laneway provides substantial separation between the two rows of dwellings and allows major openings to be directed internally. Side-facing openings incorporate appropriate sill heights, screening and privacy glazing, while varied setbacks and upper-level recesses assist with daylight, natural ventilation and privacy for both future residents and adjoining properties.
<i>P1.2.3 – Setbacks that facilitate the provision of deep soil areas and canopy coverage</i>	The proposal provides 75m ² of deep soil area and 48m ² of supplementary planting on structure, together with new street and upper-level trees that will make a meaningful long-term contribution to canopy coverage and urban cooling.
<i>1.2.4 – Development which activates and addresses rights of way</i>	The Dalmeny Street interface is activated through glazed garage openings, pedestrian doors, landscaping, seating and visitor bicycle parking, avoiding a blank or service-dominated rear elevation. The garages have been designed with an adaptable “storefront” character, allowing their future use as workshops, home-business spaces or other active uses, while the central landscaped laneway

While the proposal does not achieve the prescribed four metre lot boundary setbacks, the variations are considered appropriate in the context of the site. The proposed setbacks respond to the established nil and minimal setback commercial built form surrounding the site, are compatible with the R80 and

R100 development context, allowing landscaping, private open space and communal amenity to be consolidated in more functional locations.

On this basis, the proposed eastern and western lot boundary setbacks satisfy the applicable design principles and are considered capable of support.

LPP 7.1.1 – Landscaping

Required	Proposed
Deep soil areas comprising at least 12% of the site, with each area having a minimum dimension of 1 metre by 1 metre. This may be reduced to 10% where retained mature trees provide at least 30% of the required canopy coverage.	9.5% deep soil area proposed
Planting areas comprising at least 3% of the site, with a minimum area and dimension of 1 square metre and 1 metre by 1 metre.	Compliant
Canopy coverage at maturity over at least 80% of the ground-level lot-boundary setback areas.	Combined canopy coverage of 168sqm across the site.
Open-air car parks and accessways achieving at least 60% canopy coverage at maturity, together with at least one tree per four parking bays and a minimum 1.5-metre-wide landscaped planting strip around their perimeter.	NA
Retention of existing trees where they are healthy, have ongoing viability and are not species included on an applicable weed register.	NA

Design Principles Assessment

In considering these design principles, the following is relevant:

Design Principle	Planning Response
<i>P1.4.1 Landscaping is to be designed to reduce the impact of development on adjoining residential zones and public spaces.</i>	Landscaped street edges, private garden courts and upper-level planting soften the built form and improve the development's interface with surrounding properties and public streets.
<i>P1.4.2 Landscaping should provide increased urban air quality, tree and vegetation coverage and a sense of open space between buildings.</i>	- The central green laneway, garden courts and layered planting provide vegetation throughout the site and establish a landscaped break between the dwellings. - Six new street trees and supplementary upper-level planting increase vegetation and canopy coverage.
<i>P1.4.3 The integration of sustainable landscape design with the building creating a greater landscaping amenity for residents and occupants and the community.</i>	- Landscaping is integrated across the ground floor, balconies and rooftop terraces, including planting on structure, permeable paving and raised garden beds. - Water-efficient irrigation, stormwater capture and provision for rainwater harvesting support the long-term sustainability of the landscape.
<i>P1.4.4 The provision of landscaping that will make an effective and demonstrated contribution to the City's green canopy to reduce the impact of the urban heat island effect.</i>	- The proposal provides six medium street trees, six small upper-level trees, 75m² of deep soil area and 48m² of supplementary planting on structure. - Tree canopy, permeable paving and extensive planting will provide shade and reduce heat absorption across the site and adjoining streets.
<i>P1.4.5 Development that prioritises the retention of mature and healthy trees.</i>	- The existing Edward Street tree is proposed for removal; however, it will be replaced by three Chinese elms, with three additional Peppermint trees provided along Dalmeny Street. - The replacement planting will substantially increase the site's long-term tree canopy.

On this basis, the proposed eastern and western lot boundary setbacks satisfy the applicable design principles and are considered capable of support.

TRAFFIC & ACCESS

A Transport Impact Statement (TIS) has been prepared by Urbii in support of the proposal. The TIS assesses the proposed vehicle-access arrangements, internal circulation, traffic generation, parking supply, servicing arrangements and accessibility of the site by public transport, walking and cycling.

Vehicle access is proposed through separate crossovers to Dalmeny Street and Edward Street. A one-way internal circulation arrangement will operate through the development with vehicles entering from Dalmeny Street, travelling through the central internal laneway and exiting onto Edward Street.

The internal laneway varies in width from approximately 3.5 metres to more than 5.8 metres, with the garages appropriately recessed to provide sufficient manoeuvring space. Different paving textures and surface treatments are proposed to reinforce the low-speed, shared nature of the internal driveway area and support safe interaction between vehicles, pedestrians and cyclists.

Swept path assessments have also been undertaken using a B85 passenger vehicle. The assessments demonstrate that this vehicle type can satisfactorily enter the development, circulate through the internal laneway, access and exit each double garage and exit the site in forward gear. Where vehicle overhang extends across adjoining garden areas, landscaping will be maintained at a sufficiently low height to preserve the required clearance envelope.

The development is forecast to generate approximately 16 vehicle trips per day, including approximately two vehicle movements during each of the weekday morning and afternoon peak hours. This represents a low level of traffic generation and is substantially below the Western Australian Planning Commissions threshold of an additional 100 vehicles per hour, above which further road network analysis may be required. Given this, it is considered that the proposal will not have a detrimental impact on the operation and capacity of the surrounding road network.

Edward Street and Dalmeny Street are both approximately 10 metres wide, two-lane undivided access roads operating under a 40 km/hour speed limit. Both streets contain existing pedestrian paths and marked on-street parking are suited to providing access to adjoining properties. The review of local crash data also did not identify any unusual or systemic road-safety issues that would prohibit the development of the site.

Waste collection will occur from Dalmeny Street using the City of Vincent's rear-loader collection vehicle. Individual bins will be presented within the designated on-street parking bays to the west of the Dalmeny Street crossover, with parking restrictions proposed during scheduled collection periods to ensure the area remains available for bins to be presented for servicing. On this basis, waste collection vehicles will therefore not be required to enter or manoeuvre within the site.

The site is also well serviced by alternative transport modes. Bus routes 40, 41, 42 and 43 are accessible from stops on Lord Street approximately 150 metres from the site, while Claisebrook Train Station is approximately 500 metres walking distance away.

PARKING

The proposal provides a double garage for each of the six (6) dwellings, resulting in a total of 12 on-site residential parking bays being provided across the development. Parking is contained within each individual dwelling's respective garage and access from the central internal laneway.

The development plans and the TIS identify up to four existing on-street parking spaces within the immediate frontage of the site that can accommodate visitors, comprising two spaces on Edward Street and two spaces on Dalmeny Street. These are public parking spaces rather than dedicated parking spaces for the exclusive use of the development. The Dalmeny Street bays will be subject to temporary parking restrictions during nominated waste collection periods to allow for bin presentation and collection.

Having regard to the provision of two secure onsite car parking bays per dwelling, the modest scale of the six dwelling development, the low anticipated traffic generation and the site's accessibility by public and active transport, the proposed parking provision is considered appropriate to meet the anticipated demand for the overall development. Additionally, the swept path analysis further demonstrates that vehicles can access and egress the development without compromising overall internal vehicle circulation.



Figure 7 – Internal and on-street parking

WASTE MANAGEMENT

A Waste Management Plan (WMP) has been prepared by Urbii in support of the proposal. The WMP outlines the anticipated waste generation, storage, collection and ongoing management arrangements for the residential townhouses. A summary of the proposed waste management arrangements and measures is provided in the below table.

WASTE MATTER	ASSESSMENT COMMENT
Waste Generation	The development comprises 6 x 3-bedroom townhouses. Each dwelling will be provided with an individual three bin system for the separation of general waste, commingled recycling and food organics and garden organics (FOGO).
Waste Storage and Infrastructure	Each dwelling will be provided with a private bin store located within its garage. Each bin store will accommodate 1 x 140 litre general waste bin, 1 x 240 litre recycling bin and 1 x 240 litre FOGO bin. The bin stores will be screened from the street, secured from public access and designed to provide sufficient space for bins to be stored side-by-side and accessed conveniently.
Waste Separation and International Management	Residents will be responsible for separating waste into the appropriate general waste, recycling and FOGO streams. The WMP recommends that suitable internal storage be provided within each dwelling for the temporary separation of waste before it is transferred to the external bins.
Waste Collection and Servicing	Waste collection will be undertaken by the City of Vincent using a rear loader collection vehicle from Dalmeny Street. General waste and recycling will be collected fortnightly, while FOGO will be collected weekly. On scheduled collection days, residents will transfer their bins to the designated presentation area within the on street parking bays to the west of the Dalmeny Street crossover. Parking control signage is proposed to ensure the affected bays remain clear during nominated collection periods.
Ongoing Waste Management	Individual residents will be responsible for presenting and retrieving bins, cleaning and maintaining their private bin storage areas and ensuring compliance with the required waste separation arrangements. Bulk waste will be temporarily stored within the individual dwellings or storerooms and removed through private collection services or the City's scheduled verge collections.

Based on the assessment provided above, it is considered the WMP demonstrates that the proposed development has been designed to adequately accommodate, store and manage the anticipated waste streams and can be supported.

SUSTAINABILITY INITIATIVES

The proposal has been considered against the objectives and design principles of Local Planning Policy No. 7.5.10 – Sustainable Design, which encourages development to incorporate passive design, energy and water efficiency, renewable energy, responsible material selection and appropriate waste-management measures. In support of the application, NatHERS and Whole-of-Home Energy Reports have been prepared for each of the six dwellings to assess their anticipated thermal performance, energy consumption and overall sustainability outcomes.

Additionally, LPP 7.1.1 also requires consideration for the following sustainability matters:

- *Development that considers the whole of life environmental impact of the building and incorporates measures to reduce this impact.*
- *Development that optimises thermal performance of the building throughout the year through design elements and material selections.*
- *Development shall incorporate site planning principles that maximise solar passive design for summer and winter, natural ventilation and daylight penetration to reduce energy consumption, daytime areas with north-facing glazing to allow passive solar heating during winter, openable windows and/or ceiling fans to habitable rooms or occupied spaces that allow natural and cross ventilation*
- *Flat roof structure that are not visible from the street or adjacent properties shall have a maximum solar absorptance ranging of 0.4. Pitched roof structures or structures that are visible from the street or adjacent properties shall have a maximum solar absorptance rating of 0.5, unless a suitable alternative is identified in the Urban Design Study.*
- *Demonstrates that the development is capable of achieve one or the environmental performance standards, or recognised equivalent.*

Preliminary NatHERS Energy Efficiency and Whole of Home assessments have been prepared by Energy Advance Australia for each of the six dwellings. The assessments have been undertaken against the energy-efficiency provisions of NCC 2022 Volume Two (Amendment 2) and consider the thermal performance of the building envelope together with the anticipated energy use associated with heating, cooling, hot water, lighting and on-site renewable-energy systems.

The assessed thermal performance is achieved through the combined effect of the dwelling orientation, thermal mass, insulating building fabric, performance rated glazing and doors, and the location and treatment of external openings. These measures assist in limiting unwanted heat transfer through each dwelling and reducing ongoing operational energy demand.

Each dwelling is also proposed to incorporate the following sustainability features:

- An 8kW rooftop solar photovoltaic system.
- A 10kWh lithium-ion battery storage system.
- A dedicated electric vehicle charging point within the garage.

The whole of Home modelling predicts annual solar electricity generation of approximately 9,205-12,308kWh per dwelling. The proposed renewable energy and battery storage systems significantly improve the Whole of Home performance, resulting in ratings ranging from 96 to 105 out of 100.

The modelling also predicts net annual greenhouse gas outcomes ranging from approximately -1,505kg to -3,909kg CO₂-e per dwelling with solar, reflecting the capacity of the systems to generate and export renewable electricity in excess of the modelling operational emissions of the dwellings.

Overall, the preliminary energy assessments demonstrate that the proposed dwellings will achieve a high level of thermal and operational energy performance. The combination of a minimum 7-star NatHERS rating, on site solar generation, battery storage and electric vehicle charging infrastructure will reduce grid energy demand, operational green houses gas emissions and ongoing energy costs for future residents.

Subject to the development being constructed in accordance with the assessed specifications and final NatHERS certification being obtain at the building permit stage, the proposal is considered to provide an appropriate sustainability outcome and can be supported.

6. CONCLUSION

This report has been prepared in support of the proposed development of six grouped dwellings at Nos. 79–81 Edward Street, Perth. The proposal represents a contemporary medium-density infill development that responds appropriately to the site's Mixed Use zoning, R80 density coding, dual-street frontage and established inner-city context.

The proposal has been informed by a comprehensive design review process and has been refined in response to the City of Vincent Design Review Panel's comments. The resulting design provides a well-articulated built form, active interfaces to Edward Street and Dalmeny Street, and a landscaped central laneway that functions as both a low-speed accessway and a pedestrian-oriented communal space. The development also incorporates private garden courts, parklets, street-tree planting, upper-level landscaping and cultural interpretation elements that contribute positively to the public realm.

While variations are proposed to the prescribed lot-boundary setbacks and certain landscaping standards, these variations are considered appropriate in the context of the site. The adjoining properties contain commercial and non-residential development constructed at or close to their boundaries, and the surrounding R80 and R100 codings anticipate an intensive urban built form.

The development incorporates articulated and progressively recessed upper levels, directs its principal outlook toward the streets and internal laneway, and concentrates landscaping and private amenity within functional and accessible areas. The proposed alternative landscaping solution also provides substantial planting on structure, street greening and replacement canopy.

The supporting technical assessments demonstrate that the development will generate a low level of traffic, provide appropriate on-site parking and vehicle manoeuvring, and accommodate waste storage and collection without requiring collection vehicles to enter the site. The proposal is also well served by public and active transport infrastructure. Waste management, stormwater and servicing arrangements have been appropriately considered and are capable of being implemented without adversely affecting the surrounding locality.

Having regard to the matters addressed in this report and the accompanying plans and technical documentation, the proposal is considered to satisfy the objectives and relevant design principles of the applicable planning framework. Accordingly, it is respectfully requested that the City of Vincent approve the proposed six grouped dwellings, subject to reasonable and appropriate conditions.