17 September 2026

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

Dear Mr Troy Cappellucci,

Application to Amend Approved Development
Lot 100 (No. 40) Worley Street, Willagee

Lateral Planning acts on behalf of Alchera Living (Inc), the landowner of Lot 100 (No. 40) Worley Street, Willagee (**the site**) with respect to the existing Alchera Living Weeronga Retirement Village.

In June 2026, the Metro Inner Development Assessment Panel (**DAP**) approved construction of a new four (4) storey building comprising 41 retirement village units and associated amenities and parking. Our client has been proceeding with the detailed design and securing funding for the development. As a result of this process, the design of the development is required to be refined and made more efficient to combat rising construction costs. Therefore, this Application proposes to reduce the number of units to 35 by removing the row of units on the fourth floor along the southern side of the building.

To process this Application, please find enclosed the following:

- Completed and signed MRS Form 2, DAP Form 2 and City of Melville Application for Development Approval.
- Architectural drawings of the proposed modified development.
- Amended Waste Management Plan.

In addition to the above, please find enclosed the following justification.

Site Description

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

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

Refer **Attachment 1 – Certificate of Title**.

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

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

The site is occupied by Weeronga Retirement Village. The Village consists of 84 individual units, in a variety of one, two and three-bedroom villas set in landscaped gardens. The Village is operated by Alchera Living. Alchera Living is a registered not-for-profit charitable organisation dedicated to providing affordable, secure independent living opportunities for seniors over 55 years of age.

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

Proposed Modifications

This Application proposes the following modifications to the proposed development:

- Reduction of the number of units from 41 to 35. Reduced building height on the southern side of the building from four (4) storeys to three (3).
- Relocation of the seven (7) parking bays from the southern side of the building to within the ground level parking area. There is no net loss of visitor parking.
- Reduction of the number of occupant parking bays from 41 to 35, commensurate with the reduction of the number of units.
- Reduction of the number of resident stores from 41 to 35, commensurate with the reduction of the number of units.
- No proposed changes to the communal space on the first floor of the building.
- Given the reduction of the number of units, some storerooms adjoining units have been converted to internal living space. This includes Units 7, 8, 19, 20, 31 and 32. Each unit is still provided with a separate storeroom elsewhere within the building.

Refer **Attachment 2 – Architectural Drawings**.

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Proposed Modified Third Floor Plan



Approved Third Floor Plan

Figure 1: Floor Plan Elevation Comparison

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Proposed Modified Street Elevation



Approved Street Elevation

Figure 2: Street Elevation Comparison

Review of Conditions of Development Approval

We have undertaken a review of the Conditions of the Development Approval and assessed whether the proposed modifications have any implications on the requirements of the conditions.

Refer **Attachment 3 – Conditions Assessment**.

This assessment shows that the proposed modifications to the development will have minimal implications on the existing Conditions. Only two (2) conditions are required to be modified as a result. These are Conditions 18 (marking of visitor parking bays) and 22 (waste management).

In this regard, Condition 18 is required to be modified to refer to the visitor parking bay relocation from the southern side of the proposed building to inside the undercroft parking area.

Condition 22 is required to refer to the latest Waste Management Plan which has been updated to reflect a reduction in the estimated waste volume generated and reduced bin store size given

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the reduction in the number of units proposed. Refer **Attachment 4 – Waste Management Plan**.

It is requested that Conditions 18 and 22 are reworded to read as follows (modifications shown in **bold**):

> 18. *Prior to the initial occupation of the development, the newly proposed seven visitor car parking bays, located **within the undercroft parking area** the development must be individually marked on site as 'Visitor Bays'. The visitor bays must be made available for use by visitors at all times, to the satisfaction of the City.*
>
> 22. *The development is to be constructed and operated in accordance with the Waste Management Plan (dated **8 September** 2026), to the satisfaction of the City.*

These condition modifications are minor in nature and should be supported.

Town Planning Considerations

Building Height

The Willagee Structure Plan (**Structure Plan**) and the Design Principles for the Archibald Hub Policy Area permit buildings up to four (4) storeys in height. This proposal will reduce the height to portion of the building from four (4) storeys to three (3) storeys. The height reduction is along the southern portion of the building and for portion of the building that is closest to Worley Street. These modifications will produce two key improvements for the development:

1. The proposed height reduction to the southern portion of the building will help improve the streetscape outcome on Worley Street through reduce building bulk forward of the building and will create visual interest in the street elevation.

2. The proposal will cause less overshadowing to future development on the southern portion of the site.

Therefore, the proposed modifications satisfy the building height requirements of the Structure Plan.

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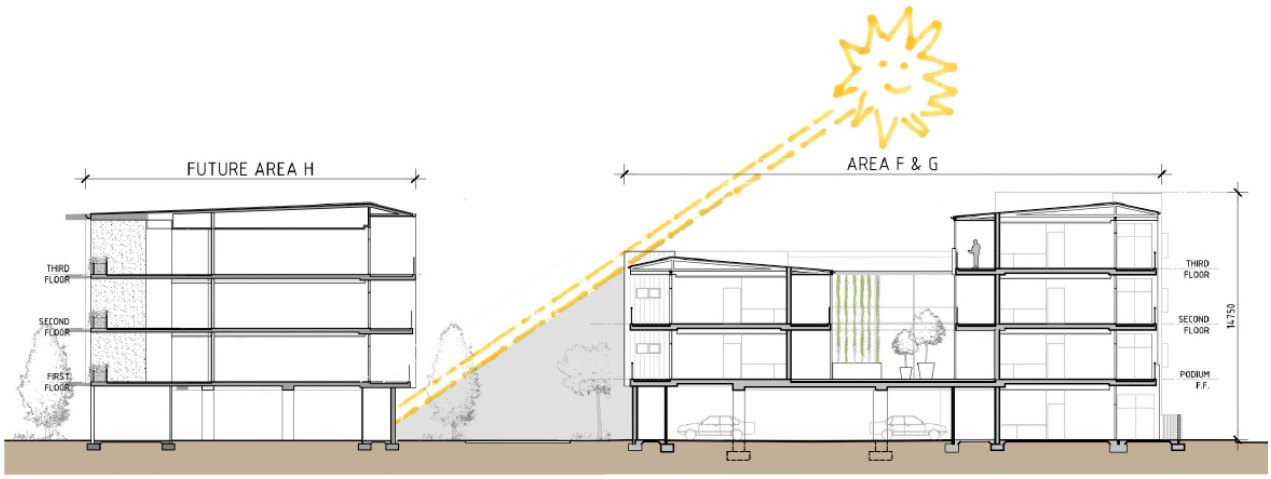
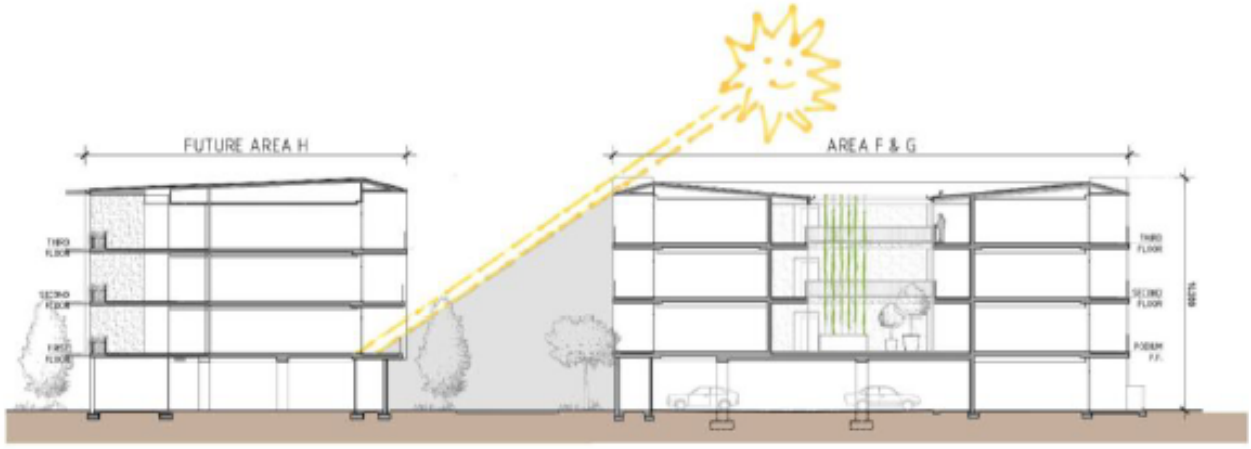


Section of Proposed Modified Development



Section of Approved Development

Figure 3: Section Comparison

Car Parking

Occupant parking is proposed to reduce commensurate with the reduction of the number of units, from 41 to 35. The proposal complies with the required number of occupant parking bays, per Table 2.3a and Deemed-to-Comply Requirement C2.3.1 of Clause 2.3 of Part C of the Residential Design Codes (**R-Codes**).

The existing development at the site has 84 dwellings, requiring 21 visitor parking bays. The existing development is serviced with 21 on-site visitor parking bays and therefore complies with the Deemed-to-Comply Requirement C2.3.4 of Clause 2.3 of Part C of the R-Codes. The previously approved development required seven (7) visitor parking bays to be provided (for a total of 28 bays across the site). These were approved on the southern side of the proposed building. This Application seeks approval for the relocation of these seven (7) parking bays from the to within the ground level parking area. There is no net loss of visitor parking.

It should be noted that the reduction in the number of units means there will be a one (1) visitor parking bay surplus at the site.

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Public Advertising

The original Development Application was subject to two separate periods of public advertising, providing the community with multiple opportunities to review and comment on the proposal. The principal matters raised through the public submissions related to traffic, building height, landscaping and visitor parking.

The proposed modifications represent a reduction and refinement of the approved development and do not result in any material increase in the scale and development's potential to impact on surrounding properties or the locality. In particular, the modified proposal:

- reduces the number of dwellings from 41 to 35;
- reduces the building height along the southern side of the building from four (4) storeys to three (3) storeys;
- retains the approved visitor parking provision, with the seven (7) visitor bays relocated to the ground floor parking area and no net loss of visitor parking;
- reduces the number of resident parking bays and resident stores commensurate with the reduction in dwelling numbers; and
- does not alter the communal space proposed at first floor level.

The amendments therefore reduce the overall intensity and scale of the approved development and do not introduce any new planning issues or material impacts that were not considered as part of the original Development Application. Importantly, the reduction in building height and dwelling yield directly responds to matters that were previously raised during the assessment and public consultation processes.

Any further public consultation would provide limited, if any, additional planning benefit in the circumstances. The community has already been afforded two opportunities to comment on the development, and the proposed amendments do not materially change the nature of the approved development or give rise to new impacts that would warrant a further consultation process.

There is also a legitimate need for the amended application to be determined expeditiously. The amendment is being pursued in response to significant increases in construction costs and the need to ensure the project remains economically viable and capable of proceeding.

In this context, requiring a further period of public advertising for amendments which reduce the scale and impacts of the approved development would not be proportionate to the planning issues arising from this Application. An efficient determination would allow the approved development to progress to construction while ensuring the amended proposal remains subject to the City's normal statutory assessment process (of 60-days).

On this basis, it is requested that the City exercise its discretion not to undertake further public advertising and proceed directly with the assessment and determination of the amended application. Clause 3.11 of the City's Local Planning Policy No. 1.1 – Planning Process and Decision Making (**LPP1.1**) permits the requirement for public consultation to be waived by the

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City where the proposed modifications are minor in nature and will not result in any additional impact upon adjoining properties or the surrounding area. For the reasons outlined above, we are of the view that there is merit to waive the requirement for further public consultation in this instance.

Design Review

The original Development Application was subject to extensive design review, having been considered by the City's Design Review Group (**DRG**) on three (3) occasions and subsequently reviewed by the Design Review Group Chair. Following this detailed design review process, the City's DRG supported the development that was ultimately approved by the DAP in June 2026.

The proposed modifications do not represent a fundamental change to the architectural design or built form approved by the DAP. The overall architectural language, materiality and design approach remain substantially unchanged. Rather, the amendments constitute a refinement of the approved design, principally involving a reduction in dwelling yield and a reduction in building height along the southern portion of the building.

Importantly, the amended design provides improvements to the relationship of the development with its surrounding context, including reducing the southern portion of the building from four (4) storeys to three (3) storeys, offering improvements of building form and presentation to Worley Street and improving the interface with the future development anticipated on the southern portion of the site. The modifications respond positively to matters previously raised through the design review process, particularly in relation to building height, streetscape presentation and the interface between the development and the balance of the site.

The amended proposal should be viewed as an evolution and refinement of the design previously considered and supported by the City's DRG, rather than as a new or materially different architectural proposal.

Given the three previous DRG assessments, additional review by the DRG Chair, subsequent support from the DRG and approval by the DAP, the design has already been subject to an appropriately rigorous level of design scrutiny. The proposed amendments do not warrant reopening that process, particularly where the changes reduce the scale of the development and respond positively to matters previously identified through design review.

As with the public consultation process, there is a strong practical imperative for the amended application to be progressed expeditiously. The purpose of the amendment is to refine the approved development in response to escalating construction costs and to facilitate the timely delivery of the project. A further DRG process would add a further assessment period to a proposal that has already undergone extensive design scrutiny, without a corresponding planning benefit.

Accordingly, it is requested that the City does not refer the amended application back to the DRG and instead relies upon the extensive design review undertaken as part of the original application. This approach would be appropriate having regard to the limited nature of the

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proposed modifications, the reduction in the scale of the approved development, the improvements to the building's interfaces, and the previous support provided by the City's DRG.

Conclusion

The proposed modifications represent a refinement of the approved development and will result in a number of positive outcomes, including a reduction in dwelling yield, a reduction in building height along the southern interface and an improved streetscape and built form response to Worley Street. The modifications do not introduce any new material planning impacts and, importantly, respond positively to matters previously considered through the assessment, public consultation and design review processes.

Having regard to the extensive assessment undertaken as part of the original Development Application, including two periods of public consultation and multiple DRG assessments, there is no planning justification for further public advertising or DRG consideration of the amended proposal. Further, the application is being progressed in response to escalating construction costs and there is a legitimate need to facilitate an efficient determination to enable the development to proceed within a viable timeframe.

Accordingly, it is requested that the City favourably determine the Application as soon as practicable, without further public consultation or referral to the DRG.

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

Yours faithfully,



Nathan Stewart
Lateral Planning

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Condition No.	Condition Wording	Implications of Proposed Modified Development
1.	This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.	No implications.
2.	The development the subject of this approval must comply with the approved plans at all times unless otherwise agreed to in writing by the City of Melville or the Joint Development Assessment Panel.	No implications.
3.	Prior to the commencement of construction, amended plans are to be submitted to and approved by the City, demonstrating secure, permanent and enclosed storage areas being provided for each multiple dwelling with minimum dimensions to satisfy the Residential Design Codes Volume 1 Part C, Cl 2.1.9 deemed to comply requirement, to the satisfaction of the City. Prior to the initial occupation of the development, the storage areas are to be provided in accordance with the approved detailed plans, to the satisfaction of the City.	No implications. However, it is noted that the number of storage areas will reduce commensurate to the number of the reduction of units.
4.	Prior to demolition or construction commencing, a Demolition and Construction Management Plan (CMP) is to be submitted to and approved by the City. The CMP will require approval by the City prior to the issue of the associated Building Permit or Demolition Permit. Once approved in writing by the City, the development is to be carried out in accordance with the CMP to the satisfaction of the City. Any modifications to the CMP are to be approved by the City in writing.	No implications.
5.	Prior to the commencement of development, a stormwater design plan is to be submitted for the approval of the City. Prior to initial occupation of the development a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the City and thereafter all stormwater generated on site is to be retained on site in accordance with the approved plan.	No implications.
6.	Prior to the commencement of construction, plans shall be submitted to the City showing the provision of bicycle parking facilities for 10 bicycles (including provision for a minimum of 2 visitor bicycle parking bays) in accordance with the relevant Australian Standard, to the satisfaction of the City. Prior to the initial occupation of the development, the approved bicycle parking facilities are to be provided on site and thereafter be retained for the life of the development, to the satisfaction of the City.	The proposed number of bicycle parking spaces does not reduce. 10 occupant bicycle parking and two (2) visitor bicycle parking spaces remain.
7.	Prior to the commencement of the development, details of the exterior colours, materials and finishes are to be submitted to and approved in writing, by the City. The development shall thereafter be constructed in accordance with those approved details, to the satisfaction of the City.	No implications.
8.	Prior to the commencement of the development, updated plans and supporting documentation is to be submitted to and approved in writing by the City to demonstrate all the measures identified in the Energy Efficiency Certification (ESD Studio, Ref: 40WOR, dated 13 February 2026) have been incorporated into the design. Prior to occupation, evidence is to be provided from a suitably qualified consultant, confirming that the development has been constructed in accordance with the approved plans.	No implications.
9.	Prior to the commencement of the development, plans are to be submitted which demonstrate compliance with the recommendations set out in the Acoustic Report (Gabriels Hearne Farrell, Rev B, dated 16 February 2026) to the satisfaction of the City. Prior to occupation, it is required to be demonstrated that the acoustic report recommendations have been implemented, to the satisfaction of the City. The development is required to operate in accordance with the recommendations set out in the approved Acoustic Report to the satisfaction of the City.	Whilst the proposed development has been modified, the modifications have minimal implications on the findings of the Acoustic Report. The Acoustic Report addresses noise from mechanical services, parking areas, fire pumps and waste collection. These matters are not affected by the proposed modifications. Therefore, the findings from the report are still relevant. It is also noted that the mechanical services will be confirmed by a Detailed Acoustic Report required by Condition 10 of the Development Approval. No implications.
10.	Prior to the commencement of the development, a Detailed Acoustic Report is to be submitted to the City for approval to demonstrate how all mechanical services associated with the development will comply with the 'Assigned Noise Levels' contained in the Environmental Protection (Noise) Regulations 1997 when the noise is received at any neighbouring noise sensitive premises. The development is required to be constructed in accordance with and operate in accordance with the recommendations set out in the approved Detailed Acoustic Report, to the satisfaction of the City.	No implications.
11.	Prior to the commencement of development, the detailed design plans for all dwellings are to demonstrate meeting a minimum silver level universal design in accordance with the R-Codes Vol 1 Appendix A4 universal	No implications.

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Condition No.	Condition Wording	Implications of Proposed Modified Development
	design requirements. The detailed design plans must be submitted to, and approved in writing by, the City of Melville. Prior to occupation, all required universal design features shall be installed and operational.	
12.	Prior to the construction commencing, a Public Art Plan is to be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. In lieu of the provision of art on site, a cash in lieu contribution may be made for all or a portion of the required contribution prior to construction commencing, to the satisfaction of the City.	No implications.
13.	Prior to the commencement of development, an Arborist Report no more than six months old is to be submitted to and approved by the City. The report is to confirm the health of the existing trees identified for retention on the approved plans and specify any required tree protection and retention measures. The approved tree protection and retention measures are to be implemented prior to demolition or construction, whichever is earlier, commencing and maintained for the duration of works, to the satisfaction of the City. The trees identified for retention on the approved plans are to be retained and maintained thereafter, to the ongoing satisfaction of the City.	No implications.
14.	Prior to the commencement of the development, a detailed landscaping and reticulation plan for the subject site and the road verge adjacent to the site is to be submitted to and approved in writing by the City which is consistent with the concept landscaping plan (dated 31 March 2026) which forms part of this approval. The landscaping plan is to include proposed details of (but is not limited to): a) The location, number and type of proposed trees and shrubs including planter size and planting density; b) Any lawns to be established; c) Verge infrastructure and treatments including widened footpath in the adjacent Worley Street road reservation; and d) Any existing vegetation and/or landscaped areas to be retained. The approved landscaping and reticulation plan shall be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter, to the satisfaction of the City.	Whilst the proposed development has been modified, the modifications have minimal implications on landscape design. Any changes to the landscaping area (primarily around the seven (7) visitor parking bays that will be relocated to the undercroft parking area) will be captured in the Detailed Landscape Plan to address this condition. No implications.
15.	Prior to the occupation of the development, the existing footpath within the Worley Street road reservation adjacent to the subject site shall be widened to the specifications and satisfaction of the City.	No implications.
16.	Prior to the initial occupation of the development, the subject site is to be served by an approved vehicle crossover constructed to the City's specifications and satisfaction.	No implications.
17.	Prior to the initial occupation of the development, all unused crossover(s) are to be removed, and the kerbing and road verge reinstated at the owners cost, to the satisfaction of the City.	No implications.
18.	Prior to the initial occupation of the development, the newly proposed seven visitor car parking bays, located directly south and adjacent to the development must be individually marked on site as 'Visitor Bays'. The visitor bays must be made available for use by visitors at all times, to the satisfaction of the City.	Condition 18 should be reworded to require the visitor parking bays in the undercroft parking area should be marked as 'Visitor Bays'. Condition 18 should read as follows (modifications shown **bold**): *Prior to the initial occupation of the development, the newly proposed seven visitor car parking bays, located **within the undercroft parking area** the development must be individually marked on site as 'Visitor Bays'. The visitor bays must be made available for use by visitors at all times, to the satisfaction of the City.*
19.	Prior to the initial occupation of the development, all parking bays, bay dimensions, manoeuvring areas, driveway, ramp gradients, and points of ingress and egress shall be provided in accordance with the approved plans and Australian Standard AS2890.1, to the satisfaction of the City. The bays shall thereafter be retained for the life of the development.	No implications.
20.	Prior to the initial occupation of the development, the bin compound(s) as shown on the approved plans are to be constructed to satisfy the following requirements, to the satisfaction of the City: a) Provided with a tap and connected to an adequate supply of water. The tap is to be in a position so that it will not be susceptible to being damaged by the bins being removed for collection;	No implications.

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	b) Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness; c) Having walls not less than 1.8 metres in height and having an access point of not less than 1 metre in width for resident/tenants to access the area and fitted with a self-closing gate; d) Containing a smooth and impervious floor of not less than 75 millimetres in thickness; and provided with adequate and appropriate drainage to sewer. This pertains to commercial properties where approval is required from the Water Corporation for discharge of liquid waste; and e) Not readily accessible by the public.	
21.	Prior to the initial occupation of the development, all roof mounted and other plant and service equipment such as air conditioners, fire boosters, meter service boards or water heaters are to integrated into the building or screened so as not to be visible from the street.	No implications.
22.	The development is to be constructed and operated in accordance with the Waste Management Plan (dated 25 March 2026), to the satisfaction of the City.	The Waste Management Plan has been updated to reflect the reduction in the number of units. As a result, the estimated waste generation for the proposal reduces commensurate to the number of units. The Waste Management Plan has been updated to reflect this. Therefore, Condition 22 should be modified to refer to the latest Waste Management Plan, to read as follows (modifications shown in **bold**): *The development is to be constructed and operated in accordance with the Waste Management Plan (dated **17 September** 2026), to the satisfaction of the City.*
23.	All external clothes drying facilities are to be screened from view of the public realm, to the satisfaction of the City.	No implications.
24.	The vehicle access sightlines and any development within the sightline areas are to be provided and designed in accordance with the relevant section of AS2890.1:2004 (or as amended) and thereafter maintained, to the satisfaction of the City.	No implications.
25.	All gradients of access driveways are to be designed in accordance with section 3.3 (a) of AS/NZS 2890.1(as amended), to the satisfaction of the City.	No implications.
26.	Lighting is to be provided to all car parking areas in accordance with Australian Standard AS 1158.3.1 (Cat. P). All external lighting to be hooded and oriented to minimise light spill.	No implications.
27.	Temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, sales, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed prior to initial occupation of the development.	No implications.

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