Application for Development Approval

Multiple Dwellings

Lot 3 (No. 55) Kishorn Road
Mount Pleasant

LATERAL
PLANNING

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1.0 Introduction

Lateral Planning acts on behalf of Regence Investments Pty Ltd (**Client**), the proponent and landowner for the proposed development of Lot 3 (No. 55) Kishorn Street, Mount Pleasant (**Site**).

This Town Planning Statement has been prepared in support of an Application for Development Approval (**Application**) which proposes the construction of an 8-storey mixed use development. The Application proposes 24 multiple dwellings and associated amenity and parking areas, and a ground level commercial development (**Proposed Development**). The Application is to be determined by the Metro Inner Development Assessment Panel.

This report provides background to the application, outlines the Site context and consideration of the Proposed Development against the planning framework. The Application is supported by a suite of technical consultant reports demonstrating that the Proposed Development achieves an appropriate planning and design outcome.

1.1 Project Team

The project team comprises the following consultants.

DISCIPLINE	CONSULTANT
Landowner	Regence Investments Pty Ltd
Development Manager	WeLink
Architecture	Maarch Architects
Town Planning	Lateral Planning
Landscape Architecture	Kelsie Davies Landscape Architects
Acoustic Engineering	Herrings Storer Acoustics
Traffic Engineering	Amey
Waste	Talis
Sustainability	Full Circle Design Services

2.0 Subject Site and Background

2.1 Overview

The table below sets out the relevant high-level summary of the Site, including locational and cadastral considerations.

Address	No. 55 Kishorn Road, Mount Pleasant
Local Authority	City of Melville
Certificate of Title	1781/934
Lot on Plan	Lot 3 Diagram 26195
Registered Proprietor	Regence Investments Pty Ltd
Land Area	758 m^2
Frontage	21.47m
Land Use / Buildings	Two Grouped Dwellings
Topography	~5m fall from west to east

Table 1: Location and Cadastral Information

2.2 Site Analysis

The Site is located within the City of Melville, approximately 6.5km south of the Perth central area. The Site is positioned on the western side of the 'elbow' of Kishorn Road, midway between Canning Highway and Helm Street. The Site is located in the southern portion of the Canning Bridge Activity Centre.



Figure 1: Site Location

The Site forms a part of the street block bounded by Canning Highway, Kishorn Road, Helm Street and Ogilvie Road. The street block accommodates a mix of high-density multiple dwellings, grouped dwellings, and commercial land uses.

The site comprises of a single allotment, being:

- Lot 3 on Diagram 26195 and Certificate of Title Volume 1781 and Folio 934.

The Site is accessible via existing crossover to Kishorn Road. The Site has a total area of 758m^2, maintaining a significant topographical fall from west to east of 5m.

The Site is currently occupied by two former grouped dwelling which are used as commercial premise. Northern and southern adjacent properties are used for commercial purposes; the western property is occupied by low-scale multiple dwellings.



Figure 2: Site Plan

The Site is well serviced by public transport with several bus routes operating along Canning Highway, connecting the Site to the Canning Bridge railway station. Bus stop no. 10323 is located approximately 100m north of the Site and is serviced by routes 111, 114, 115, 160, 658, 659 and 910 which provides high-frequency services to the Canning Bridge railway station and the Perth and Elizabeth Quay bus stations.

2.3 2025 Development Approval

The Council of the City of Melville granted development approval on 19 August 2025 for a seven-storey multiple-dwelling development at the Site. The approved development comprised

20 multiple dwellings, a ground-floor communal room, resident parking, landscaping and servicing infrastructure. The building had a total height of 23.8 metres.

Building height was supported having regard to the sloping topography of the Site and did not negatively impact overall scale of the development. When viewed from the adjoining property to the west, the perceived height, bulk and scale of the approved development was moderated and remained consistent with the intended built-form outcome for the area. The City concluded that the height did not unreasonably impact bulk or amenity.

The approval forms a component of the site history, establishing the suitability of the Site to accommodate a multiple-dwelling development of comparable scale without resulting in unacceptable built-form, streetscape or amenity impacts.

2.4 Design Review Panel Consideration

A preliminary development concept was presented to the City's Design Review Panel on 19 August 2026. Feedback from the Design Review Panel is summarised in the table below.

DESIGN PRINCIPLE	SUMAMRISED FEEDBACK	EVALUATION
Context and Character	General support for the podium/tower response and contemporary character. Consideration to be given to updated CBACP, evolution from the previous approval and response to local context.	
Landscape Quality	General support for the landscape concept and planting palette. Application to refine tree, deep-soil, sewer-easement, verge, rooftop and planter outcomes.	
Built Form and Scale	Support for the sculptural form and podium/tower integration. Strengthen justification for the tower setback, lighten blank walls and clarify setbacks and courtyard scale.	
Functionality and Build Quality	Concept provides a functional layout. Review apartment stores and studios, confirm waste arrangements and room dimensions, and reconsider the street-facing ground-floor use.	
Sustainability	Sustainability strategy for the Proposed Development to be considered.	
Amenity	Overall good apartment sizes, light and outlook. Review studio amenity, privacy, AC screening and ground-floor activation; confirm room dimensions.	
Legibility	The entrance is accessible but overly subtle; strengthen visibility and presence.	
Safety	Separate pedestrian and vehicle entries supported. Confirm swept paths, driveway sightlines and pedestrian priority across the crossover.	
Community	Supported communal areas, public-realm improvements and dwelling diversity. Focus amenity at roof level and clarify public art and liveability outcomes.	
Aesthetics	Supported the sculptural form, consistent language and curved glazing. Clarify materials, refine the car-park entry and review solid street presentation of tower.	

Table 2: Design Response to DRP Feedback

The project team has reviewed and considered the Design Review Panel feedback which has been incorporated into the enclosed development plans. The amended design responds to the matters raised, resulting in refined massing and improved presentation to the street, enhanced façade articulation and material expression, and improved internal layout and amenity outcomes. Changes which have been made strengthens the architectural quality of the Proposed Development and reinforce its responsiveness to context, functionality and user experience.

3.0 Description of Proposed Development

The Proposed Development comprises the demolition of the existing dwellings and associated improvements at the Site and construction of a contemporary multiple-dwelling development.

At a high level, the Proposed Development comprises:

- 24 apartments, consisting of:
  - 2 studio apartments;
  - 21 two-bedroom apartments; and
  - 1 three-bedroom apartment.
- Seven residential levels above ground and lower-ground parking areas;
- A plot ratio floor area of approximately 2,329m²;
- 26 resident car parking bays, comprising:
  - 13 bays at lower-ground level; and
  - 13 bays at ground level.
- 7 secure resident bicycle parking spaces;
- A dedicated storage area for each apartment;
- communal amenity, comprising:
  - 64.7m² of indoor amenity at Level 7; and
  - An outdoor terrace oriented to the Swan River.
- Private balconies, courtyards, terraces and gardens;
- A residential lobby, universal-access toilet and associated circulation areas;
- A bin store and dedicated waste-collection area addressing Kishorn Road;
- Rooftop photovoltaic panels; and
- Associated landscaping, servicing and infrastructure.

Architectural plans identifying the Proposed Development are attached.

Vehicle access is provided from Kishorn Road via a single controlled access point leading to parking distributed across the ground and lower-ground levels. The parking areas are integrated into the lower portion of the building and screened from the street through the building façade, landscaping and active ground-floor uses. Bicycle parking is provided across both parking levels. A dedicated bin store is located at ground level, with waste collection accommodated from the Kishorn Road frontage.

Pedestrian access is separately provided from Kishorn Road through a landscaped forecourt. The residential entry and lobby are clearly expressed and separated from vehicle movements. A ground-floor office tenancy directly addresses the street, providing activity, passive surveillance and visual interest at the pedestrian level. The existing street tree is retained and supplemented by new planting along the frontage.

Residential development commences at Level 1, which accommodates 4 two-bedroom apartments with generous private terraces, courtyards and landscaped gardens. Levels 2 and 3 each comprise 1 studio and 4 two-bedroom apartments, while Levels 4 to 6 each contain 3 two-bedroom apartments. Level 7 accommodates a three-bedroom apartment together with an indoor communal lounge, accessible bathroom and adjoining landscaped outdoor terrace.

Landscaping is incorporated at ground level, within the Level 1 private gardens and courtyards, across the Level 4 podium terraces and at Level 7. Integrated planter boxes and perimeter planting soften the building elevations and provide separation between apartments and adjoining development. Twenty-two apartments will receive at least two hours of direct sunlight, while 19 apartments achieve natural cross-ventilation.

The built form responds to the constrained geometry and sloping topography of the Site through a stepped and articulated design. The lower levels establish a clear street edge to Kishorn Road, while the upper levels are progressively recessed and reduced in footprint. This creates a distinct podium and upper-level form, reduces the apparent scale of the building and provides increased separation from adjoining properties. Curved balconies and horizontal projections address Kishorn Road and provide a strong architectural expression when viewed along the street.

The architectural expression uses a restrained contemporary palette comprising sealed natural and grooved precast concrete panels, bronze and light-grey render, treated timber and profiled metal cladding. Powder-coated metal window frames and planter boxes, extensive glazing and clear glass balustrades provide further articulation. The combination of curved balcony edges, vertical cladding elements, recessed glazing and integrated planting creates depth and visual interest across the building elevations.

The Proposed Development retains the broad residential use and development intent established through the 2025 Approval while providing a comprehensive new architectural response. Relative to the approved development, the proposal increases the dwelling yield from 20 to 24 apartments, retains 24 resident car parking bays and provides communal amenity at Level 7. The redesigned built form provides increased articulation, substantial private outdoor living areas and landscaping distributed throughout the development.

4.0 Town Planning Considerations

4.1 Metropolitan Region Scheme

4.1.1 Zones

Urban.

Land to all sides is similarly included within the Urban zone.

4.1.2 Reserves

None

4.2 City of Melville Local Planning Scheme No.6

4.2.1 Zoning

The Site is included within the Centre zone of the City's Local Planning Scheme No.6 (**LPS6**). Land to all sides is similarly included within the Centre zone. The Site is allocated a residential density code of R-AC0.

4.2.2 Land Use Permissibility

As part of the preparation of LPS6, the Western Australian Planning Commission (**WAPC**) determined that residential uses were not required to be included within LPS6 (zoning table or defined terms) as they were separately provided for through the Residential Design Codes. In this regard, the WAPC determined that residential uses were permitted within the zones of LPS6.

We are advised that the City has adopted this approach to residential development on a consistent basis following gazettal of LPS6. Accordingly, consistent with the approach adopted by the WAPC and City, the Multiple Dwelling land use is Permitted at the Site.

We note that the Site is not subject to any additional or restricted uses.

4.3 Canning Bridge Activity Centre Structure Plan

The Site is within the Canning Bridge Activity Centre Structure Plan (**CBACSP**) area. The broad intent of the CBACSP is to facilitate redevelopment of the area into a unique, vibrant and creative community which is centered on the connectivity provided via the Canning Bridge railway station. In dealing with the identify and development potential of the CBACSP, section 3.1 states:

> *The area will be recognised by its unique location, its integrated mix of office, retail, residential, recreational and cultural uses that create areas of excitement, the promotion of its local heritage and as a pedestrian friendly enclave that integrates with the regional transport networks while enhancing the natural attractions of the Swan and Canning Rivers.*

In discussions with the City, we understand that the CBASCP has been reviewed and is in the process of being amended. An amended version of the document has been presented to the

Statutory Planning Committee of the Western Australian Planning Commission, with comments on the amended document being provided to the City for action. As such, the CBACSP document is in a state of flux and likely to change during consideration of the Application. While the amended version of the CBACSP document is not likely considered certain nor imminent (at the time of writing), where possible, we have given consideration to the current and proposed amended document at the sections below.

Informing the assessment of the Proposed Development against the current and draft CBACSP, the Site is located within the Q2 Ogilvie Quarter and M15 zone.

4.3.1 Current Provisions

The below table provides a summary assessment of the Proposed Development against the provisions contained within the 'active' version of the CBACSP. A separate table is provided which assesses the Proposed Development against the proposed amended CBACSP.

CBACP PROVISION	REQUIREMENT	ASSESSMENT OF PROPOSED DEVELOPMENT
Site designation	Site is within Q2 – Ogilvie Quarter, M15 zone, with Kishorn Road identified as an Active Frontage and Linking Pathway.	
Design review and Desired Outcomes	Development is to respond to all relevant Desired Outcomes and undergo design review.	Note August 2026 DRP recommendations and updated development concept.
ELEMENT 1 – LAND USE		
Clauses 1.4 and 1.5 – Preferred land uses	Office preferred at ground level. Multiple Dwellings are preferred above ground level.	A ~55m² ground-floor office tenancy is proposed, noted as a preferred Active Frontage use. Multiple Dwellings proposed above ground level.
Clause 1.15 – Dwelling diversity	Minimum 20% and maximum 50% studio/one-bedroom dwellings; minimum 40% two-bedroom dwellings.	Total dwelling provision is at the below rates: • Studio: 8.3%; • Two-bed: 87.5%; and • Three-bed: 4.2%. Dwelling configuration is reflective of the boutique nature of the development, however, incorporates appropriate dwelling diversity.
ELEMENT 2 – FORM AND MASS		
Clause 2.3 – Minimum site area	Development exceeding 20m requires a minimum site area of 1,200m².	The site has an area of 758m², however, overall height is responding to pre-existing topography and does not add significant bulk, does not generate significant amenity impacts on the public realm and is aligned with the development expectations of the Q2 precinct.
Clause 2.7.3 – Tower floorplate	Maximum tower floorplate of 900m².	Upper-level floorplates are approximately 345m², representing a suitable scale for the site area,

CBACP PROVISION	REQUIREMENT	ASSESSMENT OF PROPOSED DEVELOPMENT
		ensuring a tower element which is contextually appropriate.
Clause 2.7.4 – Plot ratio	Maximum plot ratio of 5.0:1.	The plot ratio floor area of the proposed development is 2,329m² being a plot ratio of 3.07:1.
ELEMENT 3 – BUILDING HEIGHT		
Clause 3.1 – Building height	Up to 15 storeys with discretion for bonus height.	Overall height of 8 storeys is proposed.
Clause 3.3 – Podium height	Maximum podium height of 13.5m above NGL.	Total podium height to the eastern elevation is 14.1m. Noting NGL changes throughout the Site, the podium height to the western boundary is 9.6m. Podium design is reflective of site characteristics and presents an appropriate scale to Kishorn Road.
ELEMENT 4 –STREET SETBACK		
Clause 4.1 – Tower street setback	M15 tower elements above 3 storeys to be setback 5m from the street boundary.	Tower to the ground proposed at the northern portion of the Site. Development façade incorporates activation and interaction through major openings and balcony placement. Bulk and scale managed through setbacks, materiality and curved building form.
ELEMENT 5 – SIDE AND REAR SETBACK		
Clause 5.1 – Side and Rear Setbacks	Podium levels to have nil setback to side and rear boundaries.	Podium incorporates nil setback to side boundaries. Rear setback proposed having regard to alignment of sewer.
	Tower elements to incorporate a 4m setback to side and rear boundaries.	4m setback to southern boundary. 3m setback to northern boundary. 6.1m setback to western (rear) boundary.
Clause 5.8 – Solar access and visual privacy	R-Code solar-access, overshadowing and visual-privacy provisions do not apply to the Q2 precinct.	Noted
ELEMENT 6 – LINKING PATHWAYS		
Clauses 6.1–6.6 – Linking Pathway	Kishorn Road generally requires a nil setback, engaging frontage and permanent weather protection over the footpath. Awnings are generally to be 3m deep and at least 3.5m above the footpath.	As noted, a nil setback is proposed to the podium element, which incorporates permanent weather protection. Setbacks for the tower are varied, creating an active, vibrant and contextually appropriate building bulk.
ELEMENT 9 - FACADES		
Clauses 9.1 and 9.8 – Façades and glazing	Active Frontages require at least 50% ground-level glazing and should complement the intended streetscape. Blank façades are discouraged.	The ground level commercial tenancy is provided with extensive glazing to promote activation. A detailed contextual analysis has been undertaken by Maarch Architects which has informed overall building composition.

CBACP PROVISION	REQUIREMENT	ASSESSMENT OF PROPOSED DEVELOPMENT
Clause 9.4 – Private open space	Balconies and private open space are assessed under R-Codes Volume 2 Element 4.4.	Balcony areas and minimum dimensions satisfy R-Code requirements.
ELEMENT 10 – OPEN SPACE AND LANDSCAPING		
Clause 10.1 – Site Cover	Development permitted to have 100% site cover, subject to setbacks.	100% site cover proposed at ground level.
Clause 10.3 – Landscaping and deep soil	Landscaping equal to 75% of the Site.	Proposed landscaping throughout the Site is 201m^2, being 27% of the Site area.
ELEMENT 11 - SUSTAINAIBILITY		
Clause 11.1 – Sustainability	End of Trip facilities provided to non-residential uses	End of Trip provided for the ground level office tenancy.
Clause 11.5 – Solar	Maximise passive solar principles.	Northern orientation has been maximised through the placement of major openings. Principal amenity offered is access to view of significance which has informed balcony placement.
ELEMENT 12 - ACOUSTICS		
Clauses 12.1-12.3 – Acoustic Assessment	Residential development to consider amenity impacts associated with transportation routes.	An acoustic report is included within the application and discussed in further detail later in this report.
ELEMENT 17 – PUBLIC ART		
Clause 17.1 – Public art	Development exceeding $1 million to contribute 1% of construction value toward public art.	Noted
ELEMENT 18 - PARKING		
Element 18 - Parking	Parking to be sleaved behind other uses.	Basement and ground level parking does not front the street and is sleeved behind the commercial tenancy.
Clause 18.3 – Resident parking	Parking rates provided in CBACSP.	Noting the proposed dwelling breakdown, a minimum of 24 residential bays are required. Visitor parking is not required.
Clause 18.8 – Bicycle parking	One bicycle space per dwelling.	Bicycle parking is provided at a rate of 1 space per dwelling within the basement and ground levels. wall mounted storage is also able to be provided within the private storerooms.
ELEMENT 19 – SERVICING AND FUNCTIONALITY		
Clause 19.3 – Waste collection	Waste management and service-vehicle circulation to occur within the Site.	Pre-existing site constraints limit the capacity for a waste collection vehicle to enter and manoeuvre within the building. Waste collection proposed on-street consistent with the 2025 approval.

CBACP PROVISION	REQUIREMENT	ASSESSMENT OF PROPOSED DEVELOPMENT
ELEMENT 20 – SAFETY		
Clauses 20.1-20.5 – Safety and security	Entrances to be visible, illuminated and safe; pedestrian and vehicle movements should be separated and the crossover should prioritise pedestrians.	Pedestrian and vehicle movements are separated and clearly distinguishable. Wayfinding provided through clear architectural expression, emphasised by wayfinding and lighting.

Table 3: Assessment Against CBACSP

4.3.2 Draft Provisions

The draft amended CBACSP retains the Site within the Q2 – Ogilvie Quarter and M15 area. Accordingly, the strategic intent for medium-to-high-density development at the Site is unchanged. The amendments do, however, materially revise several of the development standards that applied when the existing approval was determined in 2025 and must therefore be considered as part of the assessment of the Proposed Development.

Of particular relevance, Kishorn Road is now identified as an Active Frontage, in addition to its existing designation as a Linking Pathway. This places greater emphasis on providing an active and engaging ground-floor interface, including appropriate land uses, glazing, pedestrian weather protection, a legible building entrance and a positive relationship with the adjoining public realm.

The amendments also introduce a maximum plot ratio and revised controls governing podium height, street setbacks, tower setbacks and the rear interface. New landscaping and deep-soil requirements apply, together with visitor-parking requirements and the relevant R-Code provisions relating to solar access, overshadowing and visual privacy. The amendments also introduce a potential public open space contribution where an appropriate contribution has not previously been made.

The requirement for development exceeding 20m to be located on a site of at least 1,200m² is retained. However, the amended provisions introduce discretion to vary the minimum site area for isolated, non-amalgamable or otherwise unique sites where orderly and proper planning, together with all relevant Desired Outcomes, can be achieved. This discretion is particularly relevant to the 758m² Site, having regard to its topography, the established 2025 approval and its demonstrated capacity to accommodate development exceeding 20m without unacceptable built-form or amenity impacts.

The following assessment addresses the new and amended provisions insofar as they apply to the Site and the Proposed Development and does not reproduce sections which are retained without change.

DRAFT CBACP PROVISION	NEW/AMENDED REQUIREMENT	ASSESSMENT OF PROPOSED DEVELOPMENT
ELEMENT 1 – LAND USE		
Clauses 1.4.1 and 2.7.1 – Active Frontage land use	Ground-floor uses determined by the mapped frontage type. Kishorn Road is an Active Frontage, for which commercial frontage is preferred.	Active ground floor provided through the commercial (Office) tenancy which is not listed as a Preferred ground floor use. Note, however, that the proposed office use provides activation and interaction with the adjoining public realm spaces.
1.15 – Dwelling design	Minimum 20% and maximum 50% studio/one-bedroom dwellings; minimum 40% two-bedroom dwellings.	Total dwelling provision is at the below rates: • Studio: 8.3%; • Two-bed: 87.5%; and • Three-bed: 4.2%. Dwelling configuration is reflective of the boutique nature of the development, however, incorporates appropriate dwelling diversity.
ELEMENT 2 – FORM AND MASS		
2.1 – Urban Edge	Development to provide urban edge to street as per Figure 8.	Active frontage to ground level provided via commercial tenancy and pedestrian lobby. Vehicle access is provided towards the southern edge of the site frontage, toward the transition to the 'Mixed Frontage'.
2.3 – Site Area	Development exceeding 20m requires a minimum site area of 1,200m².	The proposal exceeds 20m on a site below 1,200m². Refer below consideration of site area.
ELEMENT 3 - HEIGHTS		
3.1 - Height	Maximum height per Figure 2	15 storeys permitted with discretion for bonus height. 8 storeys proposed.
3.9.1 – Podium Height	Podium no more than 10m above NGL, with parking sleeved behind active uses.	14m podium proposed to Kishorn Road, reducing to 9.5m at the western boundary. Podium height partially a reflection of site topography, and provides the desired urban / active edge (consistent with 2025 Approval).
ELEMENT 4 – STREET SETBACKS		
4.10.1 and 4.10.4 – Street setbacks	An Active Frontage has a nil setback. M15 tower elements require a 5m street setback.	Nil setback to podium levels proposed. Tower has minimum nil setback as part of articulation strategy, promoting a narrow tower element with increased side setbacks.
ELEMENT 5 – SIDE AND REAR SETBACKS		
5.8.2 – Tower side and rear setbacks	Tower elements require 6m setbacks from side and rear boundaries.	4m setback to southern boundary. 3m setback to northern boundary. 6.1m setback to western (rear) boundary.
5.8.3 and 5.8.5 – Podium side and rear setbacks	For an Active Frontage, the forward 15m of the podium may have nil side setbacks; the balance	Ground level commercial tenancy has a nil setback to emphasise activation of the street level and engage with the public realm. Functional elements are setback from

DRAFT CBACP PROVISION	NEW/AMENDED REQUIREMENT	ASSESSMENT OF PROPOSED DEVELOPMENT
	requires 2m. Development in M15 requires a 4m rear setback.	the street to provide circulation and useability without impacting on pedestrian movement.
ELEMENT 9 - FACADES		
9.4 – Private open space	Private open space to be provided consistent with R-Codes Volume 2 Element 4.4.	Each multiple dwelling is provided with a private open space area which satisfies the area and minimum dimensions set out within the R-Codes.
9.8 – Active Frontage design	Active Frontages require at least 50% ground-level glazing.	Ground level commercial space and residential lobby provide glazed frontage to a lineal dimension of approx. 10.5m, being 49% of the frontage. Activation provided is consistent with the CBACSP expectations, providing an active, engaging edge to the street. Finished floor level of the commercial tenancy is consistent with the adjoining public realm area.
ELEMENT 10 – OPEN SPACE AND LADNSCAPING		
10.1 – Site Cover	Development may have a site cover of 100%.	Site cover of 92% is proposed.
10.9.1 – Public open space contribution	Public open space contribution may be payable.	Noted.
10.9.3 – Landscaping and deep soil	M15 development to provide 40% of the site area as landscaping. 10% deep soil. Alternative outcomes may be considered where genuine site constraints exist.	Proposed landscaping throughout the Site is 201m^2, being 27% of the Site area. Landscaping area is a reflection of the scale of development, rather than the appropriateness of landscaping strategy. That is, a more significant development would provide a greater area of landscaping through balcony treatment and greater communal open space area.
ELEMENT 11 – SUSTAINABILITY		
11.5 and 11.7 – Sustainability	Development to achieve a 5-Star Green Star design.	Sustainability strategy attached addressing initiatives incorporated.
ELEMENT 18 - PARKING		
18.3 – Visitor parking	Visitor parking is now required at 0.1 bay per dwelling.	2.4 visitor bays required. One visitor bay has been provided within the basement of the Proposed Development.
18.11 – Parking access	Access and egress between on-site parking and the street must comply with AS/NZS 2890.1:2004.	The enclosed TIA confirms that the development is designed to satisfy Australian Standards.

Table 4: Assessment Against Draft CBACSP

4.3.3 Site Area

Clause 2.3 of the current CBACSP provides that development exceeding 20m in height is restricted to properties exceeding 1,200m^2. It is understood that the minimum site area

expectation is to ensure that taller development occurs on land capable of accommodating building bulk.

The Site has an area of 758m²; the height of the Proposed Development is 26.9m to Kishorn Road and 22.4m at the western lot boundary. Building height is therefore to be assessed on its merits, having regard to the proposed bulk and suitability of the Proposed Development for the locality.

In our view, planning history of the Site is relevant. In August 2025, a seven-storey multiple-dwelling development was approved for the Site, which proposed a maximum height of 23.8m. The Responsible Authority Report acknowledged that the Site did not satisfy the 1,200m^2 site area requirement.

In considering the previous development, the City recognised that the height was principally attributable to the topographical fall (5m) from the rear of the Site toward Kishorn Road. The additional height occurred primarily at the lower, street-facing portion of the Site as a consequence of measuring building height from natural ground level, rather than through the addition of inappropriate building bulk. The assessment concluded that the built form remained consistent with the intended scale of the Q2 – Ogilvie Quarter and M15 area, did not result in unreasonable overshadowing or visual-bulk impacts and enabled a consistent roof form and well-resolved street elevation.

While the existing approval does not remove the need to assess the Proposed Development separately, it does form a relevant component of the Site history in demonstrating the capacity of the Site to support development on this scale.

The approach of considering site context and scale as part of the site area assessment is supported by the updated draft CBACSP. The draft retains the 1,200m² site-area requirement for development exceeding 20m, however, introduces discretionary considerations where development is proposed on a lot less than 1,200m^2 as follows:

- the lot is isolated and incapable of amalgamation;
- the lot abuts land that is not zoned for development;
- the lot adjoins a land-tenure arrangement that prevents viable amalgamation; or
- the lot presents another unique situation where orderly and proper planning principles can be achieved.

Given the advanced nature of the updated CBACSP, it is to be given due regard.

The Site comprises two survey strata allotments which are proposed to be amalgamated. As noted, existing topography of the Site materially impacts the assessment of building height.

It is not proposed to maximise the theoretical development capacity of the Site. Approximately 2,329m² of plot-ratio floor area is proposed, being a plot ratio of 3.07:1 (noting a permitted maximum of 5.0:1). Upper-level floorplates are significantly lower than the 900m² maximum contemplated by the CBACSP. In our view, overall plot ratio and floor plate sizes demonstrate that the additional height does not arise from a bulky or intensive building form, rather, is of a scale which is appropriate for the site area and locality.

Upper levels are also recessed and articulated to reduce perceived scale, while landscaping and façade treatment assist in softening the built form. Noting the change in floor plate design between the podium, Levels 4 – 6 and Level 8, the visibility of each level is largely screened by the levels below, managing the perception of scale as viewed from the adjoining public realm.



Figure 3: Proposed Development (looking north-west)

Solar-access, privacy and shadow assessment has been included in the architectural plans which demonstrates that the Proposed Development does not generate unacceptable impacts on adjoining properties or the public realm.

The existing approval supports the principle that development of the scale proposed can be accommodated on the Site without unacceptable impacts. The Application represents an evolution of an established development outcome, presenting a softer development interface with the public realm, improved massing outcome and increased design resolution. In our view, the scale of development proposed has, to a large degree, been considered and tested through the 2025 Approval, and remains capable of approval noting the site conditions present at the Site.

4.3.4 Side and Rear Setbacks

The current CBACSP requires tower elements to be setback 4m from side and rear boundaries. The Proposed Development provides a 4m setback to the southern boundary, a 3m setback to the northern boundary and a 6.1m setback to the western rear boundary. The southern and rear setbacks satisfy the current requirement, while the northern tower setback proposed a 1m variation.

Amendments to the CBACSP increases side and rear tower setbacks from 4m to 6m. The 6.1m western rear setback complies, while the 4m southern and 3m northern setbacks propose variations.

Consistent with the outcomes of the 2025 approval, the design of the Proposed Development provides upper levels which reduce perceived bulk and provide an appropriate interface with adjoining properties. The suitability of the proposed massing is emphasised through varied materials, landscaping and façade articulation which appropriately manages the presentation of the development from the street and adjoining land.

Having regard to the R-Code V2 Element Objectives dealing with side and rear setbacks, we note:

- Element Objective O2.4.1: the proposed setbacks provide adequate separation between neighbouring properties. The tower has a limited and articulated floorplate, substantially below the 900m² contemplated. Balcony design has been guided to direct views away from neighbouring properties, to maximise the easterly view of the Swan River.
- Element Objective O2.4.2: the tower is consistent with the desired character of the Q2 M15 area, where taller multiple-dwelling development is contemplated. The tower is recessed above the podium and does not present a continuous mass to Kishorn Road. Tower design is varied about the podium level, incorporating varied floorplate design and setbacks are various levels.

- Perceived bulk and scale is mitigated through articulation and materiality, balcony design and variation in façade alignment. The rear setback provides suitable separation to the western boundary.

- Element Objective O2.4.3: tower design does not impact on tree retention. A broad landscape strategy has been prepared for the Proposed Development, providing high-quality landscape spaces at each level.
- Element Objective O2.4.4: the adjoining properties are also located within the M15 area and are contemplated for a comparable scale of redevelopment. The Site does not adjoin a lower-density area requiring an increased transition. Noting the relatively modest scale of the proposed development, the Proposed Development presents a suitable transition to adjoining properties which have not been development, while being capable of sitting comfortably within a redevelopment locality should that occur.

In our view, setbacks proposed are suitable noting they do not result in any overlooking, amenity impacts, variations to permitted floorplate area or inappropriate scale outcomes. The Proposed Development presents a highly articulated urban form to the street, which emphasises the pedestrian scale while providing functional floorplates.

4.3.5 Landscaping

The Proposed Development provides 201m² of landscaping across the Site, being 27% of the Site area. The current CBACSP provisions require 75% of site area as landscaping, proposed to be reduced to 40% under the draft CBACSP. In our view, the numerical calculation does not reflect or influence the quality or functionality of the landscape proposed throughout the Proposed Development.

The current CBACSP permits landscaping on balconies, podiums and rooftops to contribute to the overall landscaping provision. It follows that the total landscape area is largely influenced by the scale of development and the quantity of elevated surfaces. In our view, a more significant development would provide a greater calculated landscape area without necessarily delivering a better landscape or amenity outcome. Landscaping throughout the Proposed Development has been concentrated in locations where it provides genuine amenity, canopy, visual softening and an improved interface with the public realm and adjoining properties.

The landscape strategy provides planting to Kishorn Road, and at the upper-level communal areas. A total of 22 new trees are proposed within the Site, 1 existing and 1 new tree are proposed to the verge area.

Deep-soil area of approximately 121m² is proposed (incorporating on-structure planting with a depth of at least 1m), equivalent to 16%.

The landscaping provision reflects the constraints of the Site, being the topographical fall, irregular street frontage, existing sewer infrastructure and the need to accommodate access, parking and essential building services.

In our view, the proposal provides significant deep soil and canopy are, improves the Kishorn Road frontage, softens the building when viewed from surrounding properties and contributes positively to resident amenity.

4.4 Planning and Development (Local Planning Scheme) Regulations 2015

Deemed Provision 67 of LPS3 sets out a range of matters that a decision-maker is required to consider in determining this Application. The table below explains how the Application addresses each of the matters in Deemed Provision 67.

Deemed Provision 67		Response
(a)	Local Planning Scheme	The Application satisfies the relevant provisions of, and is capable of approval under LPS6.
(b)	Orderly and proper planning	The development has been designed having consideration to the planning framework (incl. draft instruments).
(c)	State Planning Policies	State Planning Policy 5.4 – Road and Rail Noise.
(d)	Environmental Protection Policies	None applicable.
(e)	Any policy of the WAPC	None applicable.
(f)	Any policy of the State	None applicable.
(g)	Local Planning Policies	As listed below.
(h)	Structure Plans, Centre Plans and Local Development Plans	Canning Bridge Activity Centre Structure Plan (current and draft). Consideration given to current and draft provisions.
(i)	Review of Local Planning Scheme	Not applicable
(j)	Reserved land	Not applicable
(k)	Built heritage conservation of any place of cultural significance	Not applicable
(l)	Cultural heritage significance	The development does not have any effect on the cultural heritage significance of the area. The site is not within a place of Aboriginal heritage significance.
(m)	Compatibility with setting	Site planning has been guided by existing and future development potential of the locality. The scale of development has been guided by compatibility with current redevelopment potential of the locality, combined with development potential.
(n)	Amenity of the locality:	
	(i) Environmental impacts	The proposal will not have any adverse impact on the environment.

Deemed Provision 67		Response
	(ii) Character of locality	The building design provides a sophisticated façade which enhances the streetscape amenity of the locality, presenting an active façade and pedestrian scale podium design.
	(iii) Social impacts	The development will not have any adverse social impacts and will improve surveillance of the public realm.
(o)	Effect on natural environment	The development will not have an adverse effect on the natural environment.
(p)	Landscaping and tree retention	Landscaping is proposed on-site, within private and communal areas, as well as the varge. Verge planting incorporates areas of community furniture for informal user interaction.
(q)	Environmental risks	None
(r)	Risk to human health or safety	None.
(s)	Access and parking	Resident vehicle parking is provided for each dwelling consistent with the R-Codes. Visitor parking has been provided within the basement area, accessed via a security gate (intercom to resident for access).
(t)	Traffic impacts	The traffic generated by the development will not have an adverse effect on traffic flow and safety. Refer enclosed Traffic Impact Statement).
(u)	Availability and adequacy of:	
	(i) public transport	The site is well serviced by public transport, including current bus and train routes, and proposed ferry service.
	(ii) public utilities	All utilities required to service the development are available, including water, sewer, and power.
	(iii) waste management	A central bin store is provided which is suitable for the scale of development.
	(iv) pedestrian & cyclist access	Resident bicycle parking is provided.
	(v) elderly & disability access	No 'ACROD' bay is provided.
(v)	Loss of community benefit or service	Not applicable.
(w)	History of the site	Development approval issued in 2025 for a materially consistent development proposal, establishing the suitability of the Site to accommodate development of the scale proposed.
(x)	Impact on the community	The proposal will serve as the catalyst for further high-quality development in the locality south of Canning Highway, bolstered by recent public realm investment.
(y)	Submissions on the proposal	To be determined
(za)	Comments from agencies	To be determined
(zb)	Other planning considerations	None

4.5 State Planning Policies

In accordance with Deemed Provision 67 of LPS3, due regard must be given to all relevant State Planning Policies.

4.5.1 State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 – Road and Rail Noise (**SPP 5.4**) addresses noise-sensitive development in proximity to potential transport noise. The policy applies where noise-sensitive development is proposed within the trigger distance of a strategic or significant transport route.

Canning Highway is subject to a 300m policy trigger distance. The Site is located approximately 80m from Canning Highway; Multiple Dwellings are considered a noise-sensitive development. SPP 5.4 applies to the Application. The ground-floor office is not itself a noise-sensitive use.

The applicable noise targets are:

- 55dB LAeq during the day and 50dB LAeq at night for outdoor areas;
- 40dB LAeq during the day within living and work areas; and
- 35dB LAeq at night within bedrooms.

The Application is supported by an Acoustic Assessment prepared by Herring Storer Acoustics. Road-noise measurements were undertaken near the intersection of Canning Highway and Ogilvie Road on 23 July 2026. Future traffic conditions were modelled to 2046 in accordance with SPP 5.4, including façade-reflection adjustments. Predicted daytime noise levels at the building façades range from 43dB to 67dB LAeq, with the highest exposure occurring at the upper northern and western façades.

The predicted façade levels exceed the outdoor noise target at parts of the development. SPP 5.4 recognises that achieving the outdoor target may not always be reasonable or practicable for upper-level outdoor areas with a direct line of sight to a transport corridor. In this context, the appropriate response is to incorporate reasonable and practicable mitigation and ensure that the internal noise targets are achieved.

The Acoustic Assessment identifies that external walls are to achieve a minimum rating of 50dB. Depending on the façade, room use and proportion of glazing, preliminary glazing requirements range between 23dB and 32dB. These requirements are capable of being achieved through conventional masonry or concrete construction and appropriately specified acoustic glazing.

Detailed façade construction, glazing selections and ventilation requirements will be confirmed during detailed design, having regard to final window dimensions and construction materials.

4.5.2 State Planning Policy 7.1 – Design of the Built Environment

State Planning Policy 7.1 – Design of the Built Environment (**SPP7.1**) seeks to achieve 'good design' through the application of the following 10 Design Principles:

- Context and Character;
- Landscape Quality;
- Built Form and Scale;
- Functionality and Build Quality;
- Sustainability;
- Amenity;
- Legibility;
- Safety;
- Community; and
- Aesthetics.

The Proposed Development has been assessed against the 10 design principles of State Planning Policy 7.0. A detailed architectural response is provided in the attached *10 Design Principles* report prepared by Maarch Architects, with the key outcomes summarised below.

DESIGN PRINCIPLE	ASSESSMENT
Context and character	The design responds to the bend in Kishorn Road, the surrounding low-rise context, emerging Canning Highway development and the Site's relationship with the Swan River
Landscape quality	Landscaping is integrated at ground level, within internal courtyards, on balconies and across the rooftop communal areas
Built form and scale	Built form and scale**	Building articulation, curved balcony forms and recessed upper levels reduce perceived bulk and provide an appropriate response to the intended scale of the M15 area
Functionality and build quality	Apartments, circulation, parking, services and communal areas are efficiently arranged and supported by a robust, durable material palette
Sustainability	Solar orientation, shading, natural light and ventilation, rooftop planting, bicycle parking and proposed photovoltaic systems support improved environmental performance
Amenity	Generous balconies, outlook, natural light, privacy treatments and rooftop communal facilities provide a high standard of resident amenity
Legibility	The building entry is clearly expressed at the bend in Kishorn Road, with direct access to the lobby and clear separation from vehicle movements
Safety	Street-facing glazing and balconies provide passive surveillance, while the visible lobby, clear sightlines and controlled access support safety and security
Community	The dwelling mix, communal facilities, ground-floor office and connections to nearby parkland, the foreshore and movement networks support community interaction
Aesthetics	The curved balcony expression, layered façade and restrained material palette establish a cohesive architectural identity derived from the Site and river setting

Table 5: Design Principles Assessment Summary

The proposed development provides for a high-quality infill development, which will provide varied residential product.

The development will enhance the streetscape, amenity, environment, and built form character of the area and responds appropriately to the 10 Design Principles under SPP7.1.

4.5.3 Other State Planning Policies

No other State Planning Policies are relevant to the consideration of this Application.

4.6 Local Planning Policies

Consideration has been given to the relevant provisions of the City's applicable Local Planning Policies, including:

- Local Planning Policy 1.3 – Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Development;
- Local Planning Policy 1.4 – Provision of Public Art in Development Proposals;
- Local Planning Policy 1.6 – Car Parking and Access; and
- Local Planning Policy 3.1 – Residential Development.

Each Local Planning Policy has been addressed throughout preparation of the Proposed Development and are reflected in the consultant reporting attached to this report.

5.0 Consultant Reporting

5.1 Sustainability

The Application is supported by a Sustainability Strategy prepared by Full Circle Design Services. The strategy is structured around four themes:

- healthy living;
- minimising the building's carbon footprint;
- climate resilience and future readiness; and
- sustainable transport.

The Proposed Development uses recognised Green Star benchmarks to guide its design; formal Green Star certification is not proposed. The apartments target an average 7.5-star NatHERS rating, supported by high-performance double glazing, improved insulation, solar protection, natural ventilation and building-envelope testing.

A rooftop photovoltaic system of approximately 36kW is proposed, with forecast generation exceeding 40MWh annually and the potential to offset approximately half of the annual electricity demand of the development. Allowance has been made for future battery storage of approximately 24.9kWh.

The design targets a 30% improvement in operational-energy performance and a 10% reduction in water consumption compared with typical practice. Other sustainability measures include low-toxicity finishes, water-efficient fixtures and appliances, drought-tolerant planting, reduced-carbon concrete and steel, efficient refrigerants and construction-waste recovery.

Electrical infrastructure will facilitate the future transition away from fossil fuels as local network capacity permits. The parking areas will also incorporate electrical distribution and cable infrastructure capable of supporting electric-vehicle charging across all bays, with initial charging facilities provided as needed at occupancy.

The strategy also responds to longer-term climate risks through improved thermal performance, onsite renewable-energy generation, water-efficient landscaping, urban-heat mitigation and the location of important building infrastructure above areas potentially affected by future inundation.

5.2 Landscape Architecture

The landscape concept prepared by Kelsie Davies Landscape Architecture integrates planting throughout the Proposed Development, including to Kishorn Road, private courtyards, balconies, podium terraces and Level 7 communal areas.

A total of 201m² of landscaping is proposed, being 27% of the Site area. The landscape design includes:

- 63m² of in-ground deep soil;
- 116m² of deep soil on structure, of which 58m² is credited toward the deep-soil calculation;
- a total credited deep-soil area of 121m², equivalent to 16% of the Site;
- 22 new trees within the Site; and
- two new verge trees.

The landscaping has been concentrated in areas where it contributes to resident amenity, building articulation, privacy and the presentation of the development to Kishorn Road. The planting palette incorporates native and water-efficient species together with small trees suited to the Site's constrained conditions and existing sewer infrastructure.

5.3 Transport and Access

The Transport Impact Statement Addendum prepared by Amey assesses access, parking and traffic generated by the Proposed Development.

Twenty-six car bays are proposed, comprising 13 bays at ground level and 13 bays at lower-ground level. Parking provision exceeds the minimum residential requirement of 24 bays and is within the maximum provision of 35 bays.

Vehicle access is provided from Kishorn Road through a Class 1 driveway. The parking layout provides 5.4m-long by 2.4m-wide bays, a 6m manoeuvring aisle and a ramp with a maximum gradient of 1:5 and 1:10 transitions. Swept-path analysis using a B99 passenger vehicle identifies no navigability issues. Clear sightlines are present between vehicles exiting the development and pedestrians using the Kishorn Road footpath.

Seven dedicated bicycle-parking spaces are provided, supplemented by the secure storage areas allocated to individual dwellings.

The residential component is estimated to generate approximately 110 vehicle movements per day, including 13 movements during the AM peak and 8 during the PM peak. This represents only a minor increase over the previously assessed development and is likely to have a negligible effect on the operation and safety of the surrounding road network.

5.4 Waste Management

The Application is supported by a Waste Management Design Note prepared by Talis Consultants. The Design Note calculates anticipated weekly residential waste generation of approximately:

- 1,410L of general waste;
- 1,920L of recyclable material; and
- 470L of FOGO material.

Each apartment is to incorporate internal separation for general waste, recycling and FOGO. A communal bin-storage area is provided at ground level and has incorporated appropriate ventilation, washdown facilities, drainage, signage and manoeuvring space.

The Design Note addresses temporary bulk-waste storage and the City's access and vehicle requirements for waste collection.

5.5 Acoustic Assessment

Herring Storer Acoustics has prepared an Acoustic Assessment addressing transport-noise ingress, mechanical-plant emissions and internal sound separation.

The assessment identifies preliminary façade and glazing specifications necessary to achieve the internal noise targets under SPP 5.4. External walls are to achieve a minimum rating of 50dB, with glazing requirements ranging from 23dB to 32dB depending on the façade, room type and glazing-to-room ratio.

Mechanical plant was modelled on the conservative assumption that an external air-conditioning unit is provided for each apartment, with all units operating concurrently. On the assumed sound-power level, mechanical-plant emissions comply with the *Environmental Protection (Noise) Regulations 1997* at all identified surrounding receivers.

6.0 Conclusion

This Town Planning Statement has been prepared in support of an Application for Development Approval for an eight-storey mixed-use development at Lot 3 (No. 55) Kishorn Road, Mount Pleasant. The Proposed Development comprises 24 apartments, a ground-floor office tenancy, communal amenities, parking, landscaping and associated servicing infrastructure.

The Site is located within the Centre zone, the Q2 – Ogilvie Quarter and the M15 area of the Canning Bridge Activity Centre. It is well served by public transport and community infrastructure and is identified for mixed-use, higher-density redevelopment.

The 2025 Approval establishes the suitability of the Site to accommodate multiple-dwelling development of a comparable height and scale. The Proposed Development represents a comprehensive redesign of the established development outcome, providing improved articulation, increased ground level activation and landscaping response.

The principal departures relating to site area, building height, tower setbacks and landscaping have been assessed against the objectives of the current and draft CBACSP. The proposal has a plot ratio of only 3.07:1 and upper-level floorplates below the maximum contemplated for the M15 area. Overall building massing ensures that height and setbacks do not negatively impact on bulk or amenity.

The Proposed Development responds to the 10 design principles of SPP 7.0 and the recommendations of the City's Design Review Panel. Supporting consultant assessments demonstrate that traffic, parking, access, waste, landscaping, sustainability and transport-noise matters can be appropriately managed through the proposed design and detailed conditions of approval.

The Proposed Development represents an orderly and appropriate redevelopment of the Site. It will provide additional housing within an established activity centre, activate and improve the Kishorn Road frontage and contribute a high-quality architectural outcome to the locality.

LATERAL
PLANNING

Attachment One

Architectural Drawings

DRAFT

LATERAL
PLANNING

Attachment Two

Certificate of Title

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LATERAL PLANNING

Attachment Three

R-Codes Assessment

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PLANNING

Attachment Four

Landscape Plan

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