MAARCH ARCHITECTS

RESIDENTIAL DEVELOPMENT
55 KISHORN ROAD, MOUNT PLEASANT

ACOUSTIC ASSESSMENT

AUGUST 2026

OUR REFERENCE: 36920-1-26277

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hsacoustics.com.au

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ACOUSTIC ASSESSMENT

RESIDENTIAL DEVELOPMENT
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1.0 INTRODUCTION

Herring Storer Acoustics was commissioned to undertake a review of the proposed residential development of 55 Kishorn Road, Mount Pleasant, with regards to compliance with Part F7 of the *National Construction Code* (NCC) and the *Environmental Protection (Noise) Regulations 1997* and the requirements of *State Planning Policy 5.4*.

Part F7 of the NCC details the requirements for sound transmission and insulation within residential type buildings. The *Environmental Protection (Noise) Regulations 1997* details requirements for noise emission from a premises. *State Planning Policy 5.4* provides requirements regarding noise ingress from major transport routes.

The proposed development is an eight storey development including 24 dwellings.

The report is based upon the development approval drawings dated 16th of July 2026.

2.0 CRITERIA

2.1 NCC PROVISIONS

For Class 2 or 3 buildings, the appropriate sections of Part F7 "Sound transmission and insulation" relating to the acoustic criteria are attached in Appendix B for information. Table 2.1 summarises the deemed to satisfy requirements of Part F7.

TABLE 2.1 – SUMMARY OF NCC REQUIREMENTS

Space of separation	Acoustic Rating	Discontinuous Construction Required
WALLS		
Wet to wet	$R_W + C_{tr}$ not less than 50 dB	NO
Living to living	$R_W + C_{tr}$ not less than 50 dB	NO
Wet to living	$R_W + C_{tr}$ not less than 50 dB	YES
Kitchens to living	$R_W + C_{tr}$ not less than 50 dB	YES
Unit to plantroom, stairway Public corridor / lobby or alike	R_W not less than 50 dB.	NO
Unit to Lift shaft	R_W not less than 50 dB.	YES
Unit to part of a different classification	R_W not less than 50 dB.	NO
FLOORS		
Between Sole Occupancy Units	$R_W + C_{tr}$ not less than 50 dB.	N/A
	$L_{n,w}$ not more than 55 dB is recommended	N/A
SERVICE RISERS / STORM WATER DOWN PIPES		
to Habitable Rooms	$R_W + C_{tr}$ not less than 40 dB.	NO
to Non-Habitable Rooms	$R_W + C_{tr}$ not less than 25 dB	NO
DOORS		
Doors to Sole Occupancy Units	R_W not less than 30 dB	NO

Notes:

1 Where kitchens are part of an open living area, kitchens are considered to be part of the living area and in these cases discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.

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2 Wet area include bathrooms, ensuites, sanitary compartments/powder rooms, laundries and kitchens.

3 For the purposes of this Part, discontinuous construction means a wall having a minimum 20 mm cavity between 2 separate leaves, and—

(a) for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and
(b) for other than masonry, there is no mechanical linkage between leaves except at the periphery.

2.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable or assigned noise levels for noise sensitive premises are determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 2.2. For commercial premises, the allowable or assigned noise levels are the same for all hours of the day. Table 2.2 also lists the assigned noise levels for commercial premises.

TABLE 2.2 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF
Commercial premises	All hours	60	75	80

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
(b) is present for more at least 10% of the representative assessment period; and
(c) is regular, cyclic and audible;

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"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and
(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands, is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 2.3 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

Where the noise emission is music, then any measured level is adjusted according to Table 2.4 below.

TABLE 2.4 – ADJUSTMENTS TO MEASURED MUSIC NOISE LEVELS

Where **impulsiveness** is not present	Where **impulsiveness** is present
+10 dB(A)	+15 dB(A)

2.1 ROAD AND RAIL NOISE

The Western Australian Planning Commission (WAPC) released on 6th September 2019 State Planning Policy 5.4 *"Road and Rail Noise".* The requirements of State Planning Policy 5.4 are outlined below.

POLICY APPLICATION (Section 4)

When and where it applies (Section 4.1)

SPP 5.4 applies to the preparation and assessment of planning instruments, including region and local planning schemes; planning strategies, structure plans; subdivision and development proposals in Western Australia, where there is proposed:

*a) noise-sensitive land-use within the policy's trigger distance of a transport corridor as specified in **Table 1**;*

*b) New or major upgrades of roads as specified in **Table 1** and maps **(Schedule 1,2 and 3);** or*

*c) New railways or major upgrades of railways as specified in maps (**Schedule 1, 2 and 3);** or any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.*

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Policy trigger distances (Section 4.1.2)

***Table 1** identifies the State's transport corridors and the trigger distances to which the policy applies.*

*The designation of land within the trigger distances outlined in **Table 1** should not be interpreted to imply that land is affected by noise and/or that areas outside the trigger distances are un-affected by noise.*

*Where any part of the lot is within the specified trigger distance, an assessment against the policy is required to determine the likely level of transport noise and management/ mitigation required. An initial screening assessment (**guidelines: Table 2: noise exposure forecast**) will determine if the lot is affected and to what extent."*

TABLE 1: TRANSPORT CORRIDOR CLASSIFICATION AND TRIGGER DISTANCES

Transport corridor classification	*Trigger distance*	*Distance measured from*
Roads		
Strategic freight and major traffic routes *Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume*	*300 metres*	*Road carriageway edge*
Other significant freight/traffic routes *These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meet the criteria of either >=23,000 daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes)*	*200 metres*	*Road carriageway edge*
Passenger railways		
	100 metres	*Centreline of the closest track*
Freight railways		
	200 metres	*Centreline of the closest track*

Proponents are advised to consult with the decision making authority as site specific conditions (significant differences in ground levels, extreme noise levels) may influence the noise mitigation measures required, that may extend beyond the trigger distance.

POLICY MEASURES (Section 6)

The policy applies a performance-based approach to the management and mitigation of transport noise. The policy measures and resultant noise mitigation will be influenced by the function of the transport corridor and the type and intensity of the land-use proposed. Where there is risk of future land-use conflict in close proximity to strategic freight routes, a precautionary approach should be applied. Planning should also consider other broader planning policies. This is to ensure a balanced approach takes into consideration reasonable and practical considerations.

Noise Targets (Section 6.1)

***Table 2** sets out noise targets that are to be achieved by proposals under which the policy applies. Where exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.*

In the application of the noise targets the objective is to achieve:

- *indoor noise levels as specified in **Table 2** in noise sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and*

- *a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise target.*

It is recognised that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets. Where transport noise is above the noise targets, measures are expected to be implemented that balance reasonable and practicable considerations with the need to achieve acceptable noise protection outcomes.

TABLE 2: NOISE TARGETS

Proposals	***New/Upgrade***	***Noise Targets***		
		Outdoor		***Indoor***
		Day (L_{Aeq}(Day) dB) (6 am-10 pm)	***Night (L_{Aeq}(Night)dB) (10 pm-6 am)***	***(L_{Aeq} dB)***
Noise-sensitive land-use and/or development	*New noise sensitive land use and/or development within the trigger distance of an existing/proposed transport corridor*	*55*	*50*	*L_{Aeq} (Day) 40(Living and work areas) L_{Aeq} (Night) 35 (bedrooms)*
Roads	*New*	*55*	*50*	*N/A*
	Upgrade	*60*	*55*	*N/A*
Railways	*New*	*55*	*50*	*N/A*
	Upgrade	*60*	*55*	*N/A*

Notes:

- *The noise target is to be measured at one metre from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source. A habitable room has the same meaning as defined in State Planning Policy 3.1 Residential Design Codes.*

- *For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.*

- *The 5dB difference in the criteria between new and upgrade infrastructure proposals acknowledges the challenges in achieving noise level reduction where existing infrastructure is surrounded by existing noise-sensitive development.*

- *Outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines. For example, it is likely unreasonable for a transport infrastructure provider to achieve the outdoor targets at more than 1 or 2 floors of an adjacent development with direct line of sight to the traffic.*

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Noise Exposure Forecast (Section 6.2)

*When it is determined that SPP 5.4 applies to a planning proposal as outlined in Section 4, proponents and/or decision makers are required to undertake a preliminary assessment using **Table 2**: noise exposure forecast in the guidelines. This will provide an estimate of the potential noise impacts on noise-sensitive land-use and/ or development within the trigger distance of a specified transport corridor. The outcomes of the initial assessment will determine whether:*

- *no further measures is required;*
- *noise-sensitive land-use and/or development is acceptable subject to deemed-to- comply mitigation measures; or*
- *noise-sensitive land-use and/or development is not recommended. Any noise-sensitive land-use and/ or development is subject to mitigation measures outlined in a noise management plan."*

3.0 NCC REQUIREMENTS

3.1 WALL CONSTRUCTION

Acoustic requirements per the NCC for walls are listed in Table 2.1.

3.2 FLOOR CONSTRUCTION

Floors separating apartments require an R_w+C_{tr} of not less than 50 dB and an $L_{n,w}$ of not more than 55 dB is recommended.

3.3 GENERAL BUILDING NOTES

S28C3 of the NCC (included in Appendix B) lists details regarding the installation of building elements separating SOUs.

4.0 NOISE EMISSIONS

Noise emissions from the development include noise from mechanical plant servicing the apartments.

4.1 INFLUENCING FACTOR

An illustration of the surrounding area and the noise sensitive receivers identified is included in Figure 4.1. Where receivers are grouped, the highest calculated noise levels at any receiver within that group are reported and assessed.

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FIGURE 4.1 – SURROUNDING AREA

The influencing factor for these nearby residences is calculated as follows:

TABLE 4.1 – INFLUENCING FACTOR CALCULATION

Component	R1, R5	R2, R3	R4
Commercial within 100m	3.5 (70%)	3.5 (70%)	3.5 (70%)
Commercial within 450m	1.5 (30%)	1.5 (30%)	1.5 (30%)
Major Road within 100m	+6		+6
Major Road within 450m		+2	
Sporting club within 100m			+2
Total	**11**	**7**	**13**

As such the assigned levels for these receivers is summarised in Table 4.2.

TABLE 4.2 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
R1, R5	0700 - 1900 hours Monday to Saturday	56	66	76
	0900 - 1900 hours Sunday and Public Holidays	51	61	76
	1900 - 2200 hours all days	51	61	66
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	46	56	66
R2, R3	0700 - 1900 hours Monday to Saturday	52	62	72
	0900 - 1900 hours Sunday and Public Holidays	47	57	72
	1900 - 2200 hours all days	47	57	62
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	42	52	62
R4	0700 - 1900 hours Monday to Saturday	58	68	78
	0900 - 1900 hours Sunday and Public Holidays	53	63	78
	1900 - 2200 hours all days	53	63	68
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	48	58	68

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

4.2 NOISE EMISSIONS FROM APARTMENTS

4.2.1 Mechanical Plant

The main source of noise associated with the apartments within the development is the mechanical services. Emissions from these sources will be required to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

As air conditioners can operate during the night period the critical assigned levels are the night time L_{A10} of 42 and 46 dB(A). These emissions are typically tonal in nature and hence carry a +5 dB adjustment to their assessable level.

Air conditioner outdoor units have been modelled as individual units per apartment located as indicated in the drawings. As mechanical plant selections are yet to be confirmed, air conditioner outdoor units are assessed with a sound power level of 62 dB(A) and are assumed to be all operating concurrently, with no additional noise controls or adjustments for night mode operation or diversity of use applied.

TABLE 4.3 – NIGHT PERIOD AC COMPLIANCE

Receiver	Noise Level dB(A)	L_{A10} Assigned Level dB(A)	Compliance
R1	41 (46)	46	Complies
R2	30 (35)	42	Complies
R3	29 (34)	42	Complies
R4	30 (35)	48	Complies
R5	26 (31)	46	Complies

Based on the assumed sound power levels, mechanical plant from the development complies at all times. Should more noisy plant be required, additional noise controls should be investigated.

5.0 NOISE INGRESS

The development is located within the *State Planning Policy 5.4* trigger distance of Canning Highway. The applicable internal noise criteria are 35 and 40 dB(A) $L_{Aeq,16h}$ for sleeping and living/working areas, respectively.

5.1 ROAD AND RAIL TRAFFIC NOISE

Noise associated with traffic on Canning Highway has been assessed in accordance with State Planning Policy 5.4. Measurement of the road noise emissions were undertaken on the 23rd of July 2026 at 4:00 pm. Noise measurements were conducted with a Larson Davis 821 Sound Level Meter. The Sound Level Meter was calibrated prior to and after use with a Larson Davis CAL1200 calibrator. All equipment used is currently NATA laboratory calibrated. Calibration certificates are available on request. The measured noise levels are summarised in Table 5.1.

TABLE 5.1 – MEASURED ROAD NOISE LEVELS dB(A)

Location	L_{A10}	L_{Aeq}
Canning Highway near Ogilvie Road	70.7	68.0

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Acoustic modelling was carried out using SoundPlan, using the Calculation of Road Traffic Noise (CoRTN)[1] algorithms.

The input data for the model included:

- Topographical data, with the ground level within the development based on natural ground levels as per Google Earth.
- Architectural Plans (Shown in Appendix A).
- Road Traffic data as per Table 5.2,based on the most recent observations taken from the MRWA Trafficmap and ROM Modelling (MRWA Reference: 43300).
- +2.5 dB adjustment for façade reflection.
- 2.7 dB conversion from $L_{A10,18h}$ to $L_{Aeq,16h}$.

TABLE 5.2 - NOISE MODELLING INPUT DATA

Parameter	Canning Highway (Current) 2026	Canning Highway (Future) 2046
Traffic Volumes		
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%
Heavy Vehicles (%) (Assumed)	7%	7%
Speed (km/hr)	60 km/hr	60 km/hr
Road Surface	Dense Graded Asphalt	Dense Graded Asphalt

Based on the DEFRA *Method For Converting The Uk Road Traffic Noise Index $L_{a10,18h}$ To The EU Noise Indices For Road Noise Mapping* the difference between the $L_{Aeq,16h}$ (day) and $L_{Aeq,8h}$ (night) was calculated to be 8.1 dB(A). As such, the day criteria is critical and compliance during the day period implies compliance during the night.

Noise levels received at the development were calculated to be up to 67 dB(A).

5.2 CONSTRUCTION REQUIREMENTS

The façade design of the building is yet to be confirmed. Based on the above, a preliminary assessment of the noise received at the development has been undertaken.

Predicted noise levels received at the façade of the development for future traffic volumes, including a +2.5 dB adjustment for façade reflection, are summarised in Table 5.3 below.

TABLE 5.3 – NOISE LEVELS RECEIVED

	$L_{Aeq,16h}$ (dB(A)) noise level received at facade			
Floor	**North**	**East**	**South**	**West**
Ground	-	55	-	-
1F	56	57	43	53
2F	60	58	44	57
3F	62	59	46	61
4F	63	60	49	64
5F	64	61	50	66
6F	65	62	52	67
7F	66	63	55	67

1 *Calculation of Road Traffic Noise* UK Department of Transport 1987

In order to meet the internal noise targets external walls must meet R_w+C_{tr} 50 dB and glazing requirements for bedroom and living areas at each façade are listed in Table 5.4.

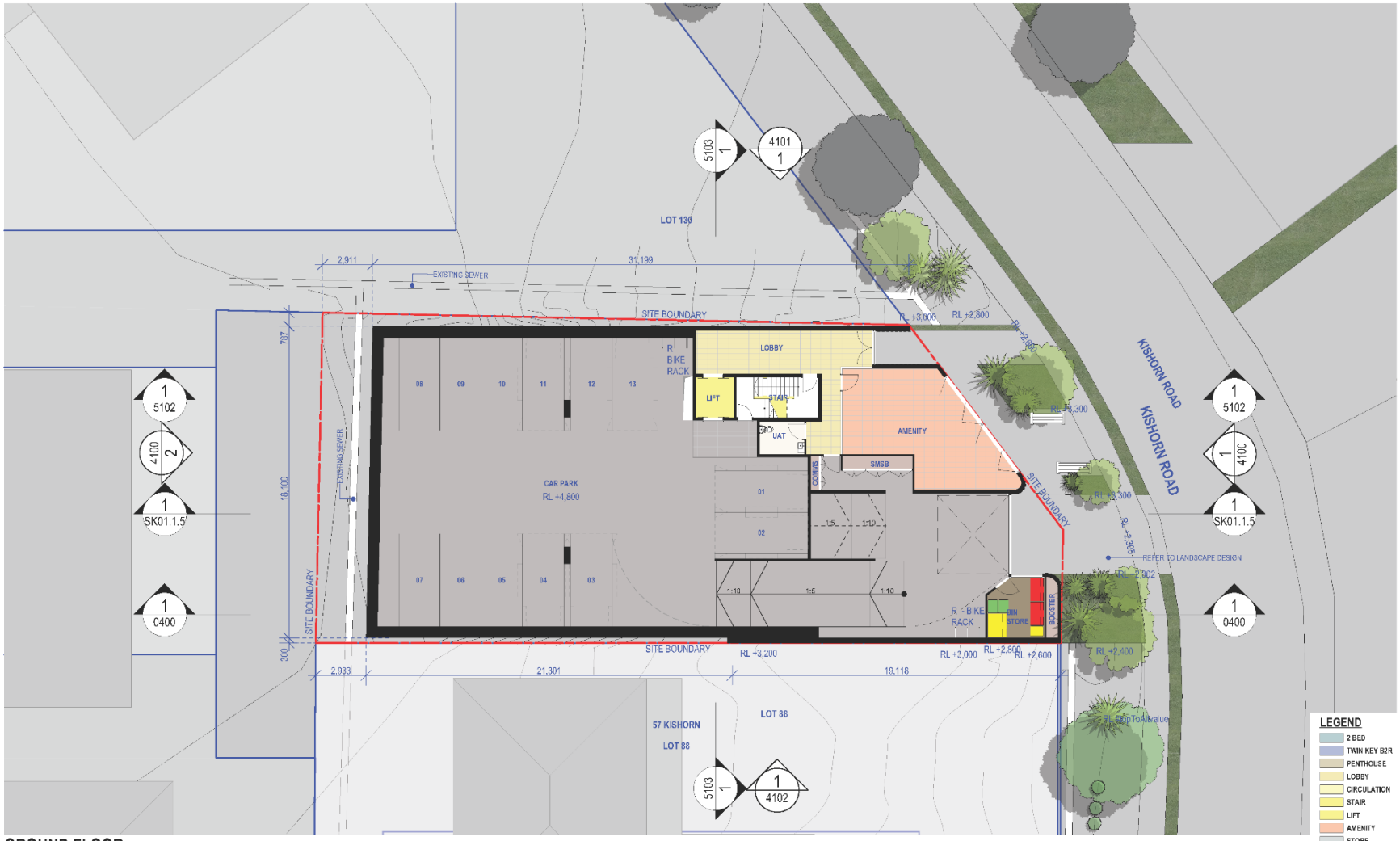
TABLE 5.4 – PRELIMINARY GLAZING REQUIREMENTS R_w+C_{tr} (dB)

Façade	Noise Level dB(A)	Bedroom w/ Window: Room Ratio			Living w/ Window: Room Ratio		
		0.2	0.5	0.8	0.2	0.5	0.8
North	66	27	29	31	23	24	26
East	63	23	25	28	23	23	23
South	55	23	23	23	23	23	23
West	67	28	30	32	23	25	27

APPENDIX A

DRAWINGS

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GROUND FLOOR

maarch* ARCHITECTS
MAARCH ARCHITECTS
L1, 41 Hampden Road, Nedlands, WA 6009
E: info@maarch.net.au • T: +61 8 6262 8169

PROJECT Mount Pleasant Apartments
ADDRESS 55 Kishorn Road Mount Pleasant WA 6153
CLIENT CLIENT COMPANY

REV	PURPOSE	DATE	DRAWN
C8	ISSUE FOR REVIEW - 34 CAR BAYS	14/07/2026	KI
C7	ISSUE FOR REVIEW - TOP CANOPY CHANGE	29/06/2026	KK
C6	ISSUE FOR REVIEW - FACADE COLOR UPDATE	19/06/2026	KK
C5	ISSUE FOR REVIEW - DRAFT 3	11/06/2026	KK
C4	DA SET		

DRAWING
GA FLOOR PLAN - GROUND FLOOR

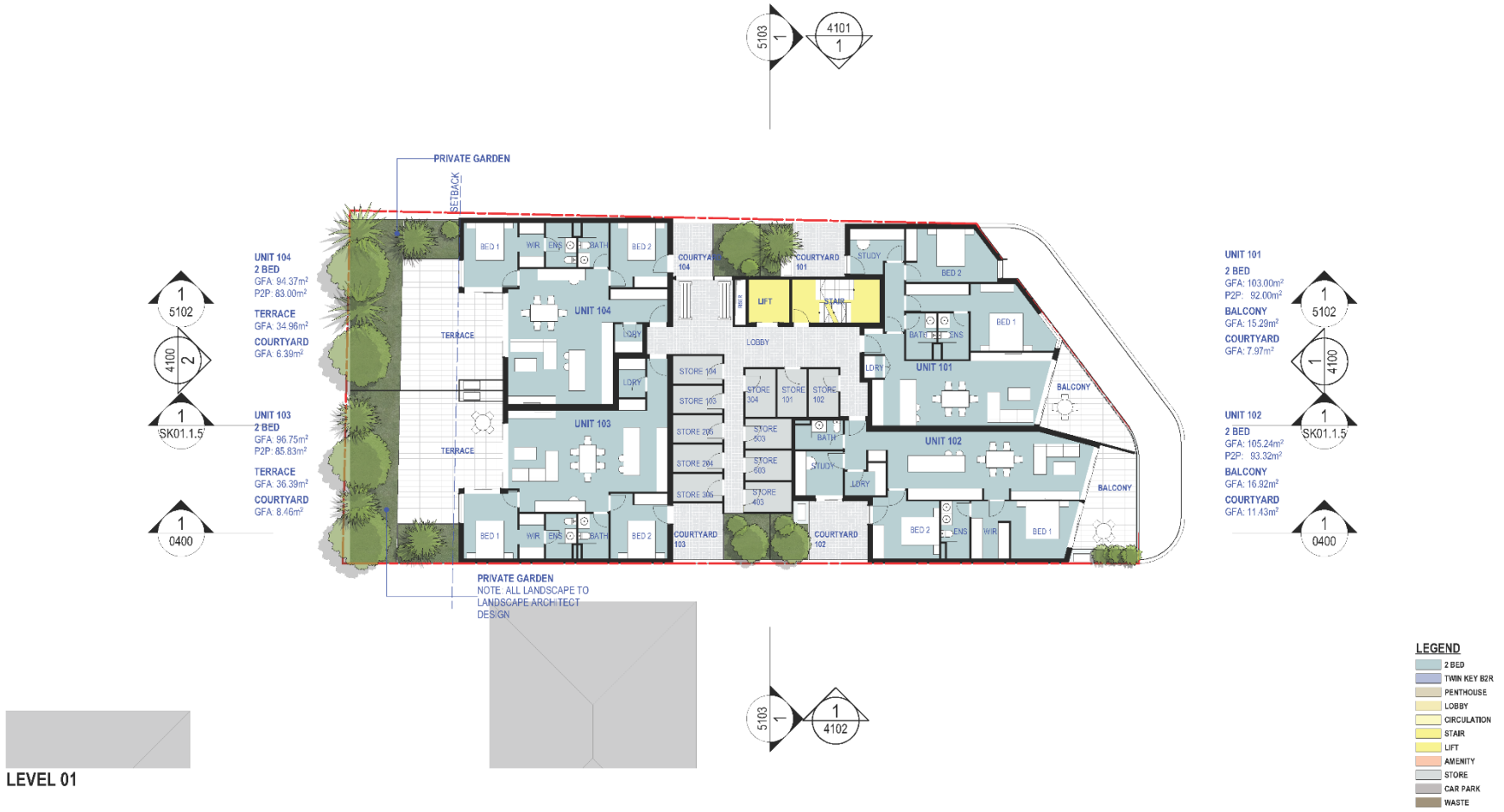
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maarch* ARCHITECTS
MAARCH ARCHITECTS
L1, 41 Hampden Road, Nedlands, WA 6009
E: info@maarch.net.au • T: +61 8 6262 8169

PROJECT Mount Pleasant Apartments
ADDRESS 55 Kishorn Road Mount Pleasant WA 6153
CLIENT CLIENT COMPANY

REV	PURPOSE	DATE	DRAWN
C9	DA SET	16/07/2026	KH
C8	ISSUE FOR REVIEW - 34 CAR BAYS	14/07/2026	KH
C7	ISSUE FOR REVIEW - TOP CANOPY CHANGE	25/06/2026	KK
C6	ISSUE FOR REVIEW - FACADE COLOR UPDATE	19/06/2026	KK
C5	ISSUE FOR REVIEW - DRAFT 3	11/06/2026	KK

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maarch* ARCHITECTS
MAARCH ARCHITECTS
L1, 41 Hampden Road, Nedlands, WA 6009
E: info@maarch.net.au • T: +61 8 6262 8169

PROJECT Mount Pleasant Apartments
ADDRESS 55 Kishorn Road Mount Pleasant WA 6153
CLIENT CLIENT COMPANY

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C8	ISSUE FOR REVIEW - 34 CAR BAYS	14/07/2026	KH
C7	ISSUE FOR REVIEW - TOP CANOPY CHANGE	25/06/2026	KK
C6	ISSUE FOR REVIEW - FACADE COLOR UPDATE	19/06/2026	KK
C5	ISSUE FOR REVIEW - DRAFT 3	11/06/2026	KK

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maarch* ARCHITECTS
MAARCH ARCHITECTS
L1, 41 Hampden Road, Nedlands, WA 6009
E: info@maarch.net.au • T: +61 8 6262 8169

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ADDRESS 55 Kishorn Road Mount Pleasant WA 6153
CLIENT CLIENT COMPANY

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C7	ISSUE FOR REVIEW - TOP CANOPY CHANGE	25/06/2026	KK
C6	ISSUE FOR REVIEW - FACADE COLOR UPDATE	19/06/2026	KK
C5	ISSUE FOR REVIEW - DRAFT 3	11/06/2026	KK

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maarch* ARCHITECTS
MAARCH ARCHITECTS
L1, 41 Hampden Road, Nedlands, WA 6009
E: info@maarch.net.au • T: +61 8 6262 8169

PROJECT Mount Pleasant Apartments
ADDRESS 55 Kishorn Road Mount Pleasant WA 6153
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REV	PURPOSE	DATE	DRAWN
C8	ISSUE FOR REVIEW - 34 CAR BAYS	14/07/2026	KI
C7	ISSUE FOR REVIEW - TOP CANOPY CHANGE	25/06/2026	KK
C6	ISSUE FOR REVIEW - FACADE COLOR UPDATE	18/06/2026	KK
C5	ISSUE FOR REVIEW - DRAFT 3	11/06/2026	KK

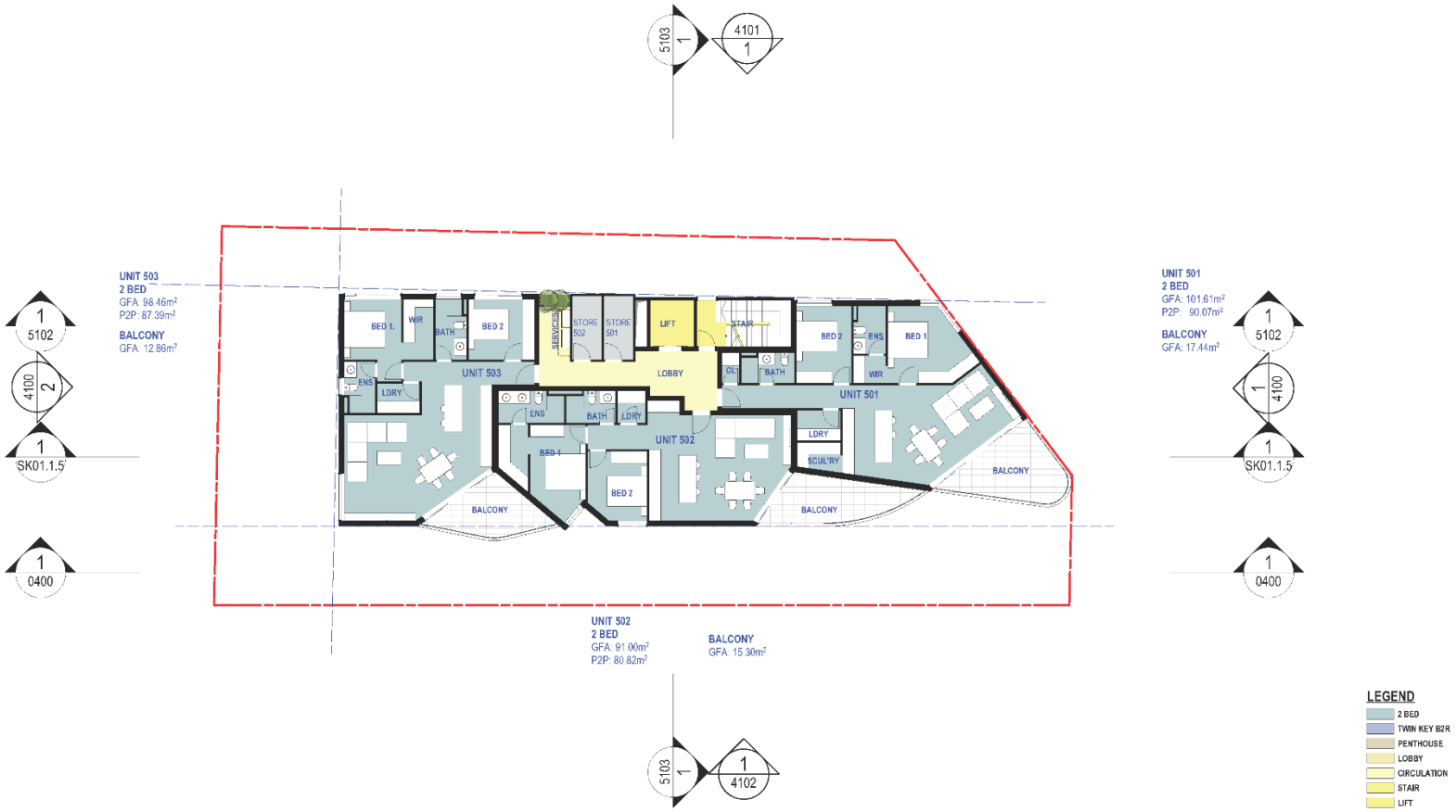
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GA FLOOR PLAN - LEVEL 04

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REV 09
STATUS: DA
SCALE: @ A3
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DATE 16/07/2026
PROJECT NO. SK

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LEVEL 05

LEGEND
- 2 BED
- TWIN KEY B2R
- PENTHOUSE
- LOBBY
- CIRCULATION
- STAIR
- LIFT
- AMENITY
- STORE
- CAR PARK
- WASTE

maarch* ARCHITECTS
MAARCH ARCHITECTS
L1, 41 Hampden Road, Nedlands, WA 6009
E: info@maarch.net.au • T: +61 8 6262 8169

PROJECT Mount Pleasant Apartments
ADDRESS 55 Kishorn Road Mount Pleasant WA 6153
CLIENT CLIENT COMPANY

REV	PURPOSE	DATE	DRAWN
C8	DA SET	16/07/2026	KH
C6	ISSUE FOR REVIEW - 34 CAR BAYS	14/07/2026	KH
C7	ISSUE FOR REVIEW - TOP CANOPY CHANGE	29/06/2026	KK
C6	ISSUE FOR REVIEW - FACADE COLOR UPDATE	19/06/2026	KK
C5	ISSUE FOR REVIEW - DRAFT 3	11/06/2026	KK

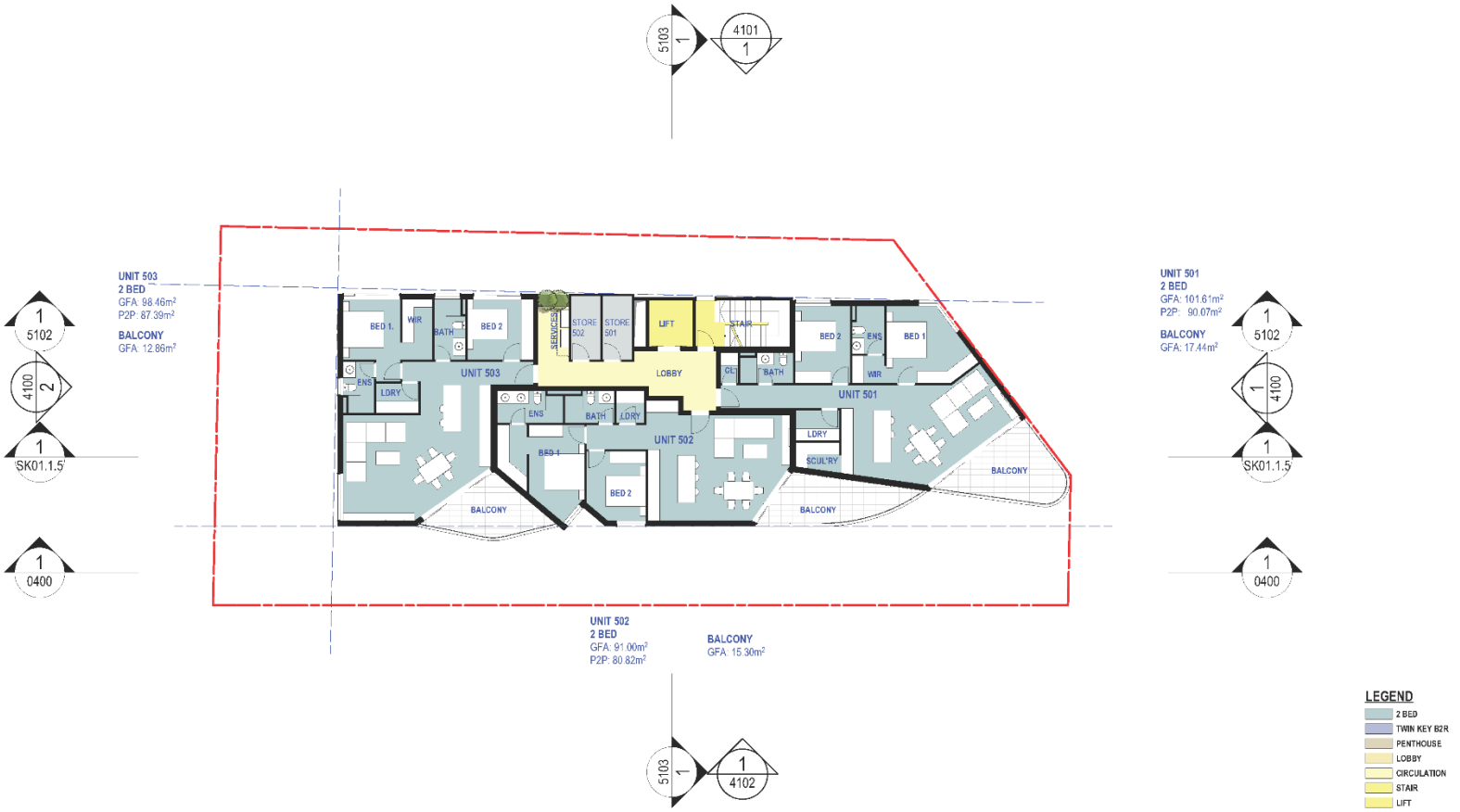
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LEVEL 05

maarch* ARCHITECTS
MAARCH ARCHITECTS
L1, 41 Hampden Road, Nedlands, WA 6009
E: info@maarch.net.au • T: +61 8 6262 8169

PROJECT Mount Pleasant Apartments
ADDRESS 55 Kishorn Road Mount Pleasant WA 6153
CLIENT CLIENT COMPANY

REV	PURPOSE	DATE	DRAWN
C8	DA SET	16/07/2026	KH
C6	ISSUE FOR REVIEW - 24 CAR BAYS	14/07/2026	KH
C7	ISSUE FOR REVIEW - TOP CANOPY CHANGE	25/06/2026	KK
C6	ISSUE FOR REVIEW - FACADE COLOR UPDATE	19/06/2026	KK
C5	ISSUE FOR REVIEW - DRAFT 3	11/06/2026	KK

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LEVEL 07

maarch* ARCHITECTS
MAARCH ARCHITECTS
L1, 41 Hampden Road, Nedlands, WA 6009
E: info@maarch.net.au • T: +61 8 6262 8169

PROJECT Mount Pleasant Apartments
ADDRESS 55 Kishorn Road Mount Pleasant WA 6153
CLIENT CLIENT COMPANY

REV	PURPOSE	DATE	DRAWN
C8	DA SET	16/07/2026	KH
C6	ISSUE FOR REVIEW - 34 CAR BAYS	14/07/2026	KH
C7	ISSUE FOR REVIEW - TOP CANOPY CHANGE	29/06/2026	KK
C4	ISSUE FOR REVIEW - FACADE COLOR UPDATE	19/06/2026	KK
C5	ISSUE FOR REVIEW - DRAFT 3	11/06/2026	KK

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APPENDIX B

Extract of Part F7 of NCC

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WALLS

F7D6 Sound insulation rating of walls

(1) A wall in a Class 2 or 3 building must—(a)have an $R_w + C_{tr}$ (airborne) not less than 50, if it separates sole-occupancy units; and

(a) have an R_w (airborne) not less than 50, if it separates a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification; and

(b) comply with F7D4(2) if it separates—

(i) a bathroom, sanitary compartment, laundry or kitchen in one sole-occupancy unit from a habitable room (other than a kitchen) in an adjoining unit; or

(ii) a sole-occupancy unit from a plant room or lift shaft.

(2) A door may be incorporated in a wall in a Class 2 or 3 building that separates a sole-occupancy unit from a stairway,public corridor, public lobby or the like, provided the door assembly has an R_w not less than 30.

(3) A wall in a Class 9c building must have an R_w not less than 45 if it separates—

(a) sole-occupancy units; or
(b) a sole-occupancy unit from a kitchen, bathroom, sanitary compartment (not being an associated ensuite), laundry, plant room or utilities room.

(4) In addition to (3), a wall separating a sole-occupancy unit in a Class 9c building from a kitchen or laundry must comply with F7D4(2).

(5) Where a wall required to have sound insulation has a floor above, the wall must continue to—

(a) the underside of the floor above; or
(b) a ceiling that provides the sound insulation required for the wall.

(6) Where a wall required to have sound insulation has a roof above, the wall must continue to—

(a) the underside of the roof above; or
(b) a ceiling that provides the sound insulation required for the wall.

F7D4 Determination of impact sound insulation ratings

(1) A floor in a building required to have an impact sound insulation rating must—

(a) have the required value for weighted normalised impact sound pressure level ($L_{n,w}$) determined in accordance with AS ISO 717.2 using results from laboratory measurements; or
(b) comply with Specification 28.

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(2) A wall in a building required to have an impact sound insulation rating must—

(a) for a Class 2 or 3 building be of discontinuous construction and
(b) for a Class 9c building, must—
(i) for other than masonry, be two or more separate leaves without rigid mechanical connection except at the periphery; or
(ii) be identical with a prototype that is no less resistant to the transmission of impact sound when tested in accordance with Specification 29 than a wall listed in S28C4 to S28C7.

(3) For the purposes of this Part, discontinuous construction means a wall having a minimum 20 mm cavity between 2separate leaves, and—

(a) for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and
(b) for other than masonry, there is no mechanical linkage between leaves except at the periphery.

FLOORS

F7D5 Sound insulation rating of floors

(1) A floor in a Class 2 or 3 building must have an $R_w + C_{tr}$ (airborne) not less than 50 and an $L_{n,w}$ (impact) not more than62 if it separates—

(a) sole-occupancy units; or
(b) a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification.

As recommended by the Association of Australian Acoustical Consultants, the design objective of an $L_{n,w}$ of 55 is recommended to be utilised for impact isolation between floors of apartments.

SOIL & WASTE PIPES

F7D7 Sound insulation rating of internal services

(1) If a duct or soil, waste or water supply pipe, including a duct or pipe that is located in a wall or floor cavity, serves or passes through more than one sole-occupancy unit, the duct or pipe must be separated from the rooms of any sole-occupancy unit by construction with an R_w + Ctr (airborne) not less than—

(a) 40 if the adjacent room is a habitable room (other than a kitchen); or
(b) 25 if the adjacent room is a kitchen or non-habitable room.

(2) If a stormwater pipe passes through a sole-occupancy unit, it must be separated in accordance with (1)(a) and (b).

PUMPS

F7D8 Sound isolation of pumps

A flexible coupling must be used at the point of connection between the service pipes in a building and any circulating or other pump.

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SOUND INSULATION FOR BUILDING ELEMENTS

S28C3 Construction Deemed-to-Satisfy

The forms of construction referred to in (1) [Acceptable forms for walls and floors S28C4 through S28C10] must be installed as follows:

a. Masonry units must be laid with all joints filled solid, including those between the masonry and any adjoining construction.

b. Joints between concrete slabs or panels and any adjoining construction must be filled solid.

c. For sheeting materials—

i. if one layer is required on both sides of a wall, it must be fastened to the studs with joints staggered on opposite sides; and

ii. if two layers are required, the second layer must be fastened over the first layer so that the joints do not coincide with those of the first layer; and

iii. joints between sheets or between sheets and any adjoining construction must be taped and filled solid.

d. Timber or steel-framed construction — perimeter framing members must be securely fixed to the adjoining structure and—

i. bedded in resilient compound; or

ii. the joints must be caulked so that there are no voids between the framing members and the adjoining structure.

e. Services must not be chased into concrete or masonry elements.

f. A door or panel required to have a certain $R_w + C_{tr}$ that provides access to a duct, pipe or other service must—

i. not open into any habitable room (other than a kitchen); and

ii. be firmly fixed so as to overlap the frame or rebate of the frame by not less than 10 mm, be fitted with a sealing gasket along all edges and be constructed of—

1. wood, particleboard or blockboard not less than 33 mm thick; or

2. compressed fibre-reinforced cement sheeting not less than 9 mm thick; or

3. other suitable material with a mass per unit area not less than 24.4 kg/m^2.

g. A water supply pipe must—

i. only be installed in the cavity of discontinuous construction; and

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

h. Electrical outlets must be offset from each other—

i. in masonry walling, not less than 100 mm; and

ii. in timber or steel-framed walling, not less than 300 mm.

APPENDIX C

TRAFFIC DATA

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mainroads WESTERN AUSTRALIA

SITE 50939

Hourly Volume

Canning Hwy (H013)

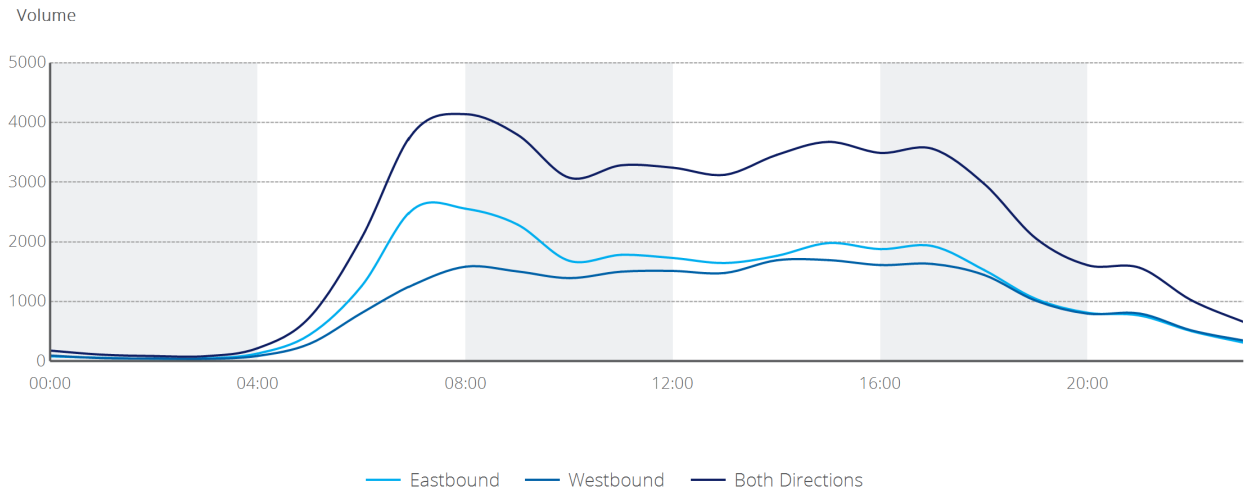
East of Sleat Rd (SLK 6.41)

2024/25
Monday to Friday

	All Vehicles			Heavy Vehicles			
	EB	WB	Both	EB	WB	Both	%
00:00	82	96	178	1	8	9	5.1
01:00	58	52	110	5	3	8	7.3
02:00	41	46	87	2	5	7	8.0
03:00	47	38	85	3	8	11	12.9
04:00	130	89	219	12	8	20	9.1
05:00	444	292	736	42	29	71	9.6
06:00	1256	807	2063	113	126	239	11.6
07:00	2555	1285	3840	151	182	333	8.7
08:00	2555	1585	4140	184	162	346	8.4
09:00	2291	1505	3796	166	148	314	8.3
10:00	1682	1393	3075	117	150	267	8.7
11:00	1783	1501	3284	139	166	305	9.3
12:00	1730	1513	3243	116	141	257	7.9
13:00	1646	1479	3125	125	144	269	8.6
14:00	1766	1692	3458	133	141	274	7.9
15:00	1981	1695	3676	123	150	273	7.4
16:00	1879	1612	3491	101	129	230	6.6
17:00	1931	1631	3562	80	120	200	5.6
18:00	1529	1446	2975	62	97	159	5.3
19:00	1044	1014	2058	33	53	86	4.2
20:00	812	797	1609	27	37	64	4.0
21:00	767	800	1567	19	29	48	3.1
22:00	504	517	1021	18	21	39	3.8
23:00	313	348	661	9	13	22	3.3
TOTAL	28826	23233	52059	1781	2070	3851	7.4

Peak Statistics

AM	TIME	07:30	08:15	07:45	08:00	06:45	07:15
	VOL	2693	1614	4202	184	195	346
PM	TIME	15:15	14:30	14:45	14:45	14:30	14:45
	VOL	2015	1741	3726	135	154	288



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2046 ROM24 Scenario - Link Volume Plot for Kwinana Fwy & Canning Hwy Noise Assessment
All Day
Land Use Scenario: DAEDS Version 3.1



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