

5.3 NO. 121 (LOT: 2; D/P: 1080) FITZGERALD STREET, WEST PERTH - PROPOSED CHANGE OF USE FROM OFFICE TO RESIDENTIAL BUILDING (SHORT TERM ACCOMMODATION) INCLUDING ALTERATIONS AND ADDITIONS**TRIM Ref: D24/15625****Ward: South****Attachments:**

1. Location and Consultation Plan
2. Development Plans
3. Parking Management Plan
4. Management Plan
5. Code Of Conduct
6. Noise Management Plan
7. Acoustic Report
8. Sustainability Statement
9. Waste Management Plan
10. Summary of Submission - Applicant's Response
11. Summary of Submissions - Administration's Response
12. Determination Advice Notes

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, **APPROVES** the development application for a proposed Change of Use from Office to Residential Building (Short Term Accommodation) including Alterations and Additions at No. 121 (Lot: 2; D/P: 1080) Fitzgerald Street, West Perth, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 10:

1. Development Approval

This approval is for a Change of Use from Shop to Residential Building (Short Term Accommodation) including Alterations and Additions as shown on the approved plans dated 20 February 2024. No other development forms part of this approval;

2. Use of Premises

2.1 This approval is for a Residential Building as defined in State Planning Policy 7.3: Residential Design Codes Volume 1. The use of the subject land for any other land use may require further approval from the City;

2.2 The operation shall be carried out in accordance with the definition of Short Term Accommodation/Short Stay Accommodation as defined in the City of Vincent Local Planning Policy: Short Term Accommodation, to the City's satisfaction;

Means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12 month period;

2.3 The total number guests staying the premises shall be limited to 47 persons at any one time, to the satisfaction of the City; and

2.4 A maximum of 1 staff member on site at any given time, who are also not a guest of the premises, to the satisfaction of the City;

3. Management Plan and Code of Conduct

3.1 The premises shall operate in accordance with the approved Management Plan and Code of Conduct dated 30 January 2024, to the satisfaction of the City; and

3.2 The approved Code of Conduct shall be provided to guests at the time of check-in and displayed in a prominent location where it is visible to guests, to the satisfaction of the City;

4. Car Parking and Access

- 4.1** Prior to the first occupation or use of the development, two parking bays shall be provided on-site, as depicted on the approved plans, to the satisfaction of the City. The car bay accessed from Fitzgerald Street, shall be reserved as a dedicated pick up/drop off bay. The car bay accessed from the right of way should be reserved as for staff car parking only;
- 4.2** Prior to the first occupation or use of the development, the pick up/drop off car parking bay shall be marked and clearly signposted as a dedicated drop off/pick up bay with a maximum time restriction of 15 minutes, to the satisfaction of the City;
- 4.3** The premises shall operate in accordance with the approved Parking Management Plan dated 11 December 2024, the satisfaction of the City;
- 4.4** All pedestrian access levels shall match into existing verge and footpath levels, to the satisfaction of the City; and
- 4.5** Three bicycle parking spaces shall be provided on-site in accordance with Australian Standard AS2890.3 prior to the occupation or use of the development, to the satisfaction of the City;

5. Building Design

- 5.1** Prior to the issue of a Building Permit, a detailed schedule of external finishes including materials, colour schemes and details, that are generally consistent with those shown on the approved plans, shall be submitted to and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development, to the satisfaction of the City;
- 5.2** All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and surrounding properties to the satisfaction of the City; and
- 5.3** The roof of the proposed addition shall have a maximum solar absorptance rating of 0.4, to the satisfaction of the City;

6. Façade Design

- 6.1** Doors and windows and adjacent floor areas fronting Fitzgerald Street shall maintain an active and interactive relationship with the street, to the satisfaction of the City;
- 6.2** Glazing and/or tinting shall have a minimum of 70 percent visible light transmission to provide unobscured visibility between the street and the interior of the tenancy, to the satisfaction of the City;
- 6.3** Internal security and privacy treatments shall be located and installed internally behind the glazing line or recessed, and shall be transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street, to the satisfaction of the City; and
- 6.4** The portion of the courtyard wall to the Fitzgerald Street elevation, as indicated in red on the approved plans, shall provide a minimum of 50 percent visual permeability, to the satisfaction of the City;

7. Landscaping

7.1 Prior to the issue of a Building Permit, a detailed landscape and reticulation plan for the development site, shall be submitted to and approved by the City, to the satisfaction of the City. The plan shall be drawn to a scale of 1:100 or 1:200, shall be generally in accordance with the plan previously provided to the City dated 11 August 2023, and show the following:

- **The location and type of proposed plants, including pot sizes, and permeable paving treatments;**
- **Areas to be irrigated or reticulated;**
- **The *Callistemon 'Kings Park Special'* tree shall be minimum of 35 litres;**
- **The *Syzygium Australe 'Straight and Narrow'* species shall be replaced with an alternative species, on advice of the City's Parks Team; and**
- **The roof top planter bed depth and volume, and roof top planter bed access provisions for maintenance. The planter bed shall have a minimum depth of 0.5 metres;**

to the satisfaction of the City;

7.2 All works shown in the approved landscape and reticulation plan as identified in Condition 5.1 shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

8. Stormwater

Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve;

9. Waste Management

9.1 Prior to the issue of a Building Permit, an updated Waste Management Plan, shall be submitted to and approved by the City, to the satisfaction of the City. The plan shall include details of the following:

- **Two bins located in the rear car bay area to be relocated within the drying court area, to ensure suitable vehicle access for the rear car bay;**
- **Waste collection times;**

9.2 The updated Waste Management Plan, as required by Condition 9.1, shall be implemented at all times to the satisfaction of the City; and

9.3 Waste and refuse generated on the site by the development shall be collected by a private contractor at the expense of the applicant/landowner;

10. Acoustic Report and Noise Management

10.1 Prior to the issue of a Building Permit, an updated acoustic report shall be submitted to and approved by the City, to the satisfaction of the City. The updated acoustic report shall demonstrate compliance with the City's Policy No. 7.5.21 – Sound Attenuation, namely in relation to the construction of the building and mechanical services;

10.2 The updated report, as required by Condition 10.1, should be generally consistent with the report provided to the City, dated 11 December 2023, and should modify the recommendation for a 1.8 metre high fence to be provided in the front setback area, as included in the Environmental Noise Assessment recommendations, to remove the requirement for fence of Colourbond construction and ensure the fence can be provided in a high quality material and with suitable vehicle sightline truncations incorporated into the design provided, to the satisfaction of the City.

10.3 The recommended measures of the report required, as required by Condition 10.1, shall be implemented, to the satisfaction of the City; and

10.4 The premises shall operate in accordance with the approved Noise Management Plan dated 11 December 2023, to the satisfaction of the City; and

11. Construction Management Plan

Prior to the issue of a Building Permit, a Construction Management Plan that details how the construction of the development will be managed to minimise the impact on the surrounding properties (including demolition and/or forward works), shall be submitted to, and approved by the City. The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:

- **Public safety, amenity and site security;**
- **Contact details of essential site personnel;**
- **Construction operating hours;**
- **Noise control and vibration management;**
- **Air, sand and dust management;**
- **Stormwater and sediment control;**
- **Soil excavation method;**
- **Waste management and materials re-use;**
- **Traffic and access management;**
- **Parking arrangements for contractors and subcontractors; and**
- **Consultation plan with nearby properties.**

EXECUTIVE SUMMARY:

The purpose of this report is to consider an application for development approval for a change of use from Office to Residential Building (Short Term Accommodation) including Alterations and Additions to an existing two storey commercial development at No. 121 Fitzgerald Street, West Perth (the subject site).

The subject site contains an existing vacant commercial development. This is a two storey office building with associated car parking and service areas. The building is setback seven metres from Fitzgerald Street and is proposed to be retained as part of the development.

The subject site is zoned Mixed Use under the City's Local Planning Scheme No. 2 (LPS2) and is located within the Activity Corridor Built Form Area under the City's Policy No. 7.1.1 – Built Form (Built Form Policy), with a building height standard of six storeys.

The application proposes the adaptive reuse of the existing building on the subject site to facilitate the opening of a short term accommodation development with a maximum capacity of 48 persons, comprised of a minimum of one staff member and up to 47 guests on-site at any given time. The venue is proposed to operate as a hostel, which is consistent with the Residential Building land use under the Residential Design Codes Volume 1.

The proposed works to the existing building would involve the demolition of portions of internal and external walls to facilitate the installation of new openings and an internal fit-out of the building to accommodate the proposed use. Single storey additions are proposed to the Fitzgerald Street elevation of the existing building to accommodate reception facilities and a courtyard.

Two on-site car parking bays are proposed to be provided, with a pick up/drop off area, accessed from Fitzgerald Street, and a staff parking bay, accessed from the right of way at the rear of the site. The development also includes landscaping works in the front setback area with permeable paving provided to the pick up/drop off area.

The key areas of discretion being sought under the planning framework relate to the provision of car parking facilities, the short term accommodation nature of the use, landscaping, and building design.

The development proposes two on-site car parking bays. The applicant has provided a Parking Management Plan in support of the proposed car parking arrangements. The information provided by the applicant demonstrates that the proposed development would be capable of operating without resulting in an adverse impact to the surrounding area and the existing publicly available car parking.

The proposed short term accommodation use would provide additional accommodation options in close proximity to the Perth CBD and the Northbridge entertainment/commercial area. The applicant has submitted a Management Plan and Code of Conduct which detail how the use will be managed to protect the amenity of adjoining properties, consistent with objectives of the City's Local Planning Policy: Short Term Accommodation (Short Term Accommodation Policy). The surrounding locational context, which includes predominantly commercial uses, would also reduce the impact of the development on the surrounding area.

The proposed building design would be sympathetic to the existing streetscape character and would provide articulation and visual interest when viewed from Fitzgerald Street. The proposed courtyard area would facilitate high levels of passive surveillance and engagement with the street.

The development would provide an appropriate amount of landscaping that would assist with softening the impact of the proposed built form as viewed from the street while providing internal amenity for guests of the development.

The proposed development is acceptable as considered against the planning framework and is recommended for approval subject to conditions.

PROPOSAL:

The development application proposes adaptive reuse of the existing two storey building on the subject site including alterations and additions and a change of use from Office to Residential Building (Short Term Accommodation). The business is proposed to operate as a hostel providing short term accommodation.

Details of the proposed development works include:

- Retention of the existing two storey building, with the following alterations and additions proposed:
 - Demolition of existing internal walls of the building and portions of external walls to facilitate the installation of new openings.
 - Internal fit-out of the existing building to accommodate the hostel with bedrooms and associated kitchen, dining/lounge, bathroom, and storeroom facilities.
 - Single storey additions to the Fitzgerald Street elevation of the existing building to accommodate a courtyard and reception facilities.
 - A drying court and fire exit to the rear of the existing building addressing the right of way.
- Provision of two on-site car parking spaces including a guest pick up/drop off area located at the front of the site, accessed from Fitzgerald Street and a staff parking bay located at the rear of the site accessed from the right of way. The installation of the guest pick up/drop off area will require the installation of an additional crossover to Fitzgerald Street to facilitate left-in/left-out vehicle access.
- Provision of three bicycle parking spaces and e-scooter parking, located on the ground floor, internally within the building.
- Landscape works incorporated into the design of the courtyard and guest pick up/drop off area.

No signage is proposed as part of the application.

Details of the proposed land use operation include:

- The venue is proposed to operate as a hostel offering short term accommodation to guests.
- The venue would have a capacity of 48 persons on-site at any given time comprised of a minimum of one staff member and up to 47 guests.
- Staff of the business would consist of one full-time manager who is not a guest of the development, with additional staff comprised of guests staying within the hostel.

The proposed development plans are included as **Attachment 2**.

The applicant's supporting documentation including the applicant's Parking Management Plan, Management Plan, Code of Conduct, Noise Management Plan, Acoustic Report, Sustainability Statement and Waste Management Plan are included as **Attachments 3 – 9**, respectively.

BACKGROUND:

Landowner:	Swan Imports Pty Ltd
Applicant:	Fitzgerald House Pty Ltd
Client:	Fitzgerald House Pty Ltd
Date of Application:	26 September 2023
Zoning:	MRS: Urban LPS2: Zone: Mixed Use R Code: R80
Built Form Area:	Activity Corridor
Existing Land Use:	Office
Proposed Use Class:	Residential Building (Short Term Accommodation)
Lot Area:	273 square metres
Right of Way (ROW):	Yes, 4.5 metres, not constructed
Heritage List:	No

DETAILS:Site Context and Zoning

The subject site is bound by Fitzgerald Street to the south-east, an unnamed 4.5 metre wide ROW, which is not constructed to the north-west, a single storey converted character office to the north-east, and a two storey mixed use development to the south-west. The mixed use development, being No. 380-388 Newcastle Street, West Perth is listed on the City's Heritage List as a Management Category A – Conservation Essential. A location plan is included as **Attachment 1**.

The subject site and the properties to the north-east of the subject site that front the western side of Fitzgerald Street are zoned Mixed Use R80 under LPS2 and are located within the Activity Corridor Built Form Area under the City's Built Form Policy, with a building height standard of six storeys. To the south-west, the properties fronting Newcastle Street are zoned Commercial and are located within the Activity Corridor Built Form Area under the Built Form Policy, with a building height standard of six storeys.

The surrounding development context generally consists of commercial, industrial and mixed-use developments located along Fitzgerald Street and Newcastle Street, as well as some vacant sites. Residential development located north along Fitzgerald Street as well as within mixed use developments to Newcastle Street.

The ROW at the rear of the property provides connection for the subject site and surrounding properties to Fitzgerald Street and Newcastle Street. The rear ROW connects to Newcastle Street to the south and to another ROW that connects to Fitzgerald Street, located approximately 55 metres to the north of the subject site. The ROW is 4.5 metres wide with portions constructed of brick paving, portions sealed with asphalt and drained, and portions constructed from gravel.

Existing Development

The subject site contains an existing vacant commercial development, being a two-storey office building with associated car parking.

The existing building is setback seven metres from Fitzgerald Street, four metres from the rear ROW and is constructed up both the north-east and south-west lot boundaries.

The existing car parking located on site is provided in the front setback area, accessed from Fitzgerald Street, and to the rear, accessed from the right of way.

Four bays are provided in the front setback area with two bays provided to the rear. The current four bay parking arrangements in the front setback area are unauthorised, noting that two bays were approved in this location.

The current, approved, provision of car parking on the site is four bays. The current application seeks removal of two bays to facilitate the installation of the courtyard area to the front of the site and the drying court and fire stairs to the rear of the site.

Operator Background

The operator currently operates Spinners Hostel nearby at No. 342 Newcastle Street, Perth which has operated for a number of years at this location.

Summary Assessment

The table below summarises the planning assessment of the proposal against Clause 67(2) of the Deemed Provisions – matters to be considered in determining an application in the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Planning Regulations), the provisions of LPS2, the City's Built Form Policy and relevant local planning policies, including the Short Term Accommodation Policy, Local Planning Policy: Non Residential Parking (Non-Residential Parking Policy), Policy No. 7.6.1 – Heritage Management – Development Guidelines for Heritage and Adjacent Properties (Heritage Management Policy) and Policy No. 7.5.21 - Sound Attenuation (Sound Attenuation Policy).

A summary of each of these assessment considerations is provided below.

Planning and Development (Local Planning Schemes) Regulations 2015

In accordance with Clause 67(2) of the Deemed Provisions – matters to be considered in determining an application in the Planning Regulations and in determining a development application, Council is to have due regard to a range of matters to the extent that these are relevant to the development application.

Administration's response to each matter requiring consideration is listed in the table below.

Clause 67 – Matters to be Considered	
Matter	Administration Comment
(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area.	Residential Building is a permitted use within the Mixed Use zone under LPS2 if the use complies with any relevant development standards and requirements. Any assessment against the relevant standards is provided below.
(b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> or any other proposed planning instrument that the local government is seriously considering adopting or approving.	The suitability of the development has been assessed having regard to the relevant scheme requirements, the City's local planning framework, and the impact of the development on the area, consistent with the principles of orderly and proper planning. There are no draft planning instruments relevant to this application.
(c) any approved State planning policy.	The applicant has submitted an acoustic report which provides an assessment against State Planning Policy 5.4 – Road and Rail Noise. The acceptability of the acoustic report is considered further in Administration's comments below.
(g) Any local planning policy for the Scheme area.	An assessment against the City's relevant local planning policies is discussed further in Administration's comments below.
(k) the built heritage conservation of any place that is of cultural significance.	The proposed additions to the existing building on the subject site would not obscure or restrict views to the prominent architectural features of the adjacent heritage listed place to the south-west, due to the existing setbacks of this building. The additions would be of a scale that is respectful of the prominence of the adjacent heritage listed place. This is considered further in Administration's comments below.

Clause 67 – Matters to be Considered	
Matter	Administration Comment
<p>(m) The compatibility of the development with its setting including –</p> <ul style="list-style-type: none"> (i) The compatibility of the development with the desired future character of its setting. (ii) The relationship of the development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development. 	<p>The proposed development would be compatible with its setting. The additions to the existing building on the subject site would not have an adverse visual impact on the adjoining properties due to the scale and proposed single storey nature of the works.</p> <p>This is considered further in Administration's comments below.</p>
<p>(n) The amenity of the locality including the following –</p> <ul style="list-style-type: none"> (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development. 	<p>The applicant has provided a Management Plan, Code of Conduct and Noise Management Plan, included as Attachments 4, 5 & 6 respectively, demonstrating that the proposed development is capable of operating without impacting on the amenity of adjoining properties and the surrounding area.</p> <p>This is considered further in Administration's comments below.</p>
<p>(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.</p>	<p>The landscaping proposed maximises the available site area to provide a landscaping outcome that will contribute to the streetscape and the internal amenity of the visitors to the development.</p> <p>This is considered further in Administration's comments below.</p>
<p>(s) the adequacy of –</p> <ul style="list-style-type: none"> (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles 	<p>The two car parking bays provided, being a staff parking bay and a pick up/drop off area, are sufficient to meet needs of the guests and staff of the proposed development.</p> <p>The applicant's Parking Management Plan, included as Attachment 3, includes suitable management measures to manage the anticipated parking demands generated by the development.</p>
<p>(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.</p>	<p>This is considered further in Administration's comments below.</p> <p>The proposed vehicle access arrangements have been considered by the City's Engineering Services Team and are acceptable.</p> <p>The additional traffic generated by the proposed development is not anticipated to impact on the surrounding road network in terms of traffic flow and safety.</p>
<p>(u) the availability and adequacy for the development of the following –</p> <ul style="list-style-type: none"> (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability. 	<p>The site is optimally located in proximity to easy and convenient public transport services with high level of walkability provided. The development has easy access to the Perth cycle network, and provides suitable bike storage and end of trip facilities to encourage users to access the development by bicycle. This is considered further in Administration's comments below.</p> <p>The applicant has submitted a Waste Management Plan, included as Attachment 9, which provides suitable waste management measures for the proposed development.</p> <p>The development offers ramped access to all areas of the</p>

Clause 67 – Matters to be Considered	
Matter	Administration Comment
	ground floor to ensure access for older people and people with disabilities is provided.
(y) Any submissions received on the application.	<p>Three submissions late submissions were received on the application, following the conclusion of the community consultation period. This included two submissions in objection and one neither supporting nor objecting but raising concerns.</p> <p>A summary of the submissions received including Administrations response to each comment is included as Attachment 11.</p> <p>The issues raised in the submissions have been considered as part of Administration's assessment of this application.</p>
(zc) any advice of the Design Advisory Committee.	<p>The proposal was referred to the City's Design Review Panel Chairperson to provide comment on the acceptability of the proposal.</p> <p>The Design Review Panel Chair provided comments in respect to the development. Refer below to the Design Review Panel section of this report.</p>

Consideration of LPS2 and Local Planning Policies

The table below summarises the planning assessment of the proposal against the provisions of LPS2, and other relevant local planning policies. In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply/ Acceptable Outcomes (or equivalent)	Requires the Discretion of Council
Land Use	✓	
Building Height	✓	
Street Setback	✓	
Side and Rear Setbacks	✓	
Landscaping		✓
Public Domain Interface	✓	
Pedestrian Access and Entries	✓	
Car Parking		✓
Bicycle Parking		✓
Universal Design	✓	
Façade Design		✓
Landscape Design		✓
Adaptive Reuse	✓	
Environmentally Sustainable Design		✓
Short Term Accommodation Policy		✓
Non-Residential Parking Policy – Car Parking		✓
Heritage Management Policy		✓
Sound Attenuation Policy	✓	

Detailed Assessment

The deemed-to-comply/acceptable outcome (or equivalent) assessment of the element that requires the discretion of Council is as follows:

Landscaping	
Acceptable Outcomes	Proposal
<p>Built Form Policy Volume 3, Clause 1.5</p> <p>A1.5.1 – 12% (32.8 square metres) of the site to be provided as deep soil areas.</p> <p>A1.5.3 – 3% (8.2 square metres) of the site to be provided as planting areas.</p>	<p>Nil deep soil areas provided.</p> <p>Nil planting areas provided.</p>
Car and Bicycle Parking	
Deemed-to-Comply Standard	Proposal
<p>Policy No. 7.7.1 – Non-Residential Development Parking Requirements</p> <p>For uses not listed in Table 1 of the policy, car and bicycle parking arrangements to be determined by the City based on a site-specific Parking Management Plan.</p> <p>One service bay required.</p>	<p>A parking management plan has been submitted, included as Attachment 3.</p> <p>One car bay and one pick up/drop off bay provided on-site.</p> <p>Three long term bicycle parking facilities provided on-site.</p> <p>Nil dedicated service bays provided.</p>
Façade Design	
Acceptable Outcomes	Proposal
<p>Built Form Policy Volume 3, Clause 1.13</p> <p>A1.13.3 – Commercial development shall provide a continuous protective awning over the pedestrian footpath.</p>	<p>No awning is provided over the pedestrian footpath.</p>
Landscape Design	
Acceptable Outcomes	Proposal
<p>Built Form Policy Volume 3, Clause 1.13</p> <p>A1.15.2 – Landscaped areas are located and designed to support mature, shade-providing trees.</p>	<p>Landscape area is not designed to support mature, shade providing trees.</p>
Environmentally Sustainable Design	
Acceptable Outcomes	Proposal
<p>Built Form Policy Volume 3, Clause 1.17</p> <p>A1.17.2 – Development achieves one of the permitted environmental performance standards detailed, or their equivalent. These include Green Building Council of Australia's Green Star Rating System or a Life Cycle Assessment in Accordance with EN15978.</p>	<p>No report detailing how the development achieves the environmental performance standards has been provided.</p>

Short Term Accommodation Policy	
Acceptable Development Criteria	Proposal
General Requirements for Short Term Accommodation	
1. Local Centre, District Centre, Regional Centre and Commercial Zones	
a) The preferred location for short term accommodation uses is on land zoned Local Centre, District Centre, Regional Centre and Commercial, in proximity to entertainment, commercial and recreational facilities and public transport routes.	The subject site is zoned Mixed Use.
Locational Context	
f) Proposals that do not involve works that alter the external appearance of the building.	The proposed development includes a single storey addition and façade alterations.
Heritage Management Policy	
Acceptable Outcomes	Proposal
5. Development Adjacent to Heritage Listed Buildings	
A3.1 – Side setbacks of new development reflect those of the adjacent heritage listed place.	The adjacent heritage place has a 7.0 metre setback. The proposed additions have a nil boundary setback to the south-west boundary.

The above elements of the proposal do not meet the specified standards and are discussed in the Comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken for a period of 14 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) from 12 January 2024 to 29 January 2024. The method of consultation included a notice on the City's website and 14 letters being mailed to owners and occupiers of all adjoining and adjacent properties to the subject site, in accordance with the City's Community and Stakeholder Engagement Policy.

No submissions were received at the conclusion of the consultation period.

Three late submissions were received by the City following the conclusion of the consultation period. Two submissions objecting to the proposed development, and one submission neither supporting nor objecting but expressing concerns.

The key concerns raised are summarised as follows:

- Concerns regarding the proposed land use and its compatibility with the surrounding area in relation to noise and privacy impact on the amenity of adjoining properties.
- Concerns regarding the proposed car parking arrangements and the impact on adjoining properties. Additional concerns regarding the possibility of unauthorised car parking on adjoining properties.
- Concerns regarding the visibility of the proposed new development from the adjoining property.
- Concerns regarding the lack of landscaping proposed by the development and the impact on tree canopy.

A summary of the submissions received along with the applicant's response to each comment is provided in **Attachment 10**. Administration's response to the submissions received are provided as **Attachment 11**.

Department of Planning, Lands and Heritage – Other Regional Road Referral:

In accordance with Delegation 2022/03 from the Western Australian Planning Commission (WAPC), the application was referred to the Department of Planning, Lands and Heritage (DPLH). This is because the development abuts Fitzgerald Street which is reserved as Category 2 Other Regional Roads (ORR) under the Metropolitan Region Scheme, and the development proposes an additional access point from the subject site to Fitzgerald Street, to facilitate left-in, left-out access.

DPLH reviewed the development plans and proposed access arrangements and provided written comments that did not object to the proposed development, and the additional access point being provided to Fitzgerald Street on Other Regional Roads planning grounds.

As part of the written comments, DPLH provided recommended angles in relation to vehicle manoeuvring when entering and leaving a site for the proposed pick up/drop off area, in accordance with Main Roads Western Australia (MRWA) guidance. The City’s Engineering Services Team reviewed the advice provided and have confirmed that the vehicles utilising the area would be capable of meeting the recommended manoeuvring angles in accordance with the MRWA guidance.

Design Review Panel (DRP):

Referred to DRP: Yes

The proposal was referred to a Chairperson of the City’s DRP for comment on three occasions. The DRP Member noted positive aspects of the proposal that are summarised below.

- The proposal does not have a negative impact on the adjoining heritage listed property to the south-west in terms of its built form and massing due to the modest scale of the proposed new addition at the front of the property, and the location of the driveway/parking area on the adjoining property.
- The principle of bringing the built form further forward to address the streetscape in this area and reducing the parking in the front setback area is supported.
- The adaptive re-use of the building is positive from an environmentally sustainable design perspective.
- The main entry is legible from the streetscape.
- The use of feature concrete blocks and face brick on the new addition front façade is supported.

The DRP Chairperson also provided comments that require further consideration. These are addressed further below.

The table below shows the design review evaluation by the DRP Chairperson as considered against the 10 principles of good design.

Design Review Progress Report			
	<i>Supported</i>		
	<i>Pending further attention</i>		
	<i>Not supported</i>		
	<i>No comment provided/Insufficient information</i>		
	<i>Referral 1 24 January 2024</i>	<i>Referral 2 8 February 2024</i>	<i>Referral 3 19 February 2024</i>
Principle 1 – Context & Character			
Principle 2 – Landscape Quality			
Principle 3 – Built Form and Scale			
Principle 4 – Functionality & Built Quality			
Principle 5 – Sustainability			
Principle 6 – Amenity			
Principle 7 – Legibility			
Principle 8 – Safety			
Principle 9 – Community			
Principle 10 – Aesthetics			

The table below provides a summary of the outstanding DRP comments and Administration’s response to these.

DRP Comments Received	Administration Comment:
<p><u>Principle 1 – Context and Character & Principle 9 – Community</u></p> <p>The site provides limited opportunity for a pick up/drop off area although using the majority of the front setback as a pick up/drop off area is not a great outcome from a surrounding streetscape/community perspective.</p> <p>The front setback provides an opportunity to include generous soft landscaping to soften the streetscape interface and contribute to the streetscape as well as surrounding local community in a positive way.</p>	<p>The application proposes adaptive reuse of the existing commercial building on the subject site. This limits the ability for car parking to be provided in alternative locations.</p> <p>A considered landscaping outcome is proposed in the front setback area, which includes permeable paving for the pick up/drop off area, and planter bed incorporated into the courtyard which will provide additional landscaping visible from the street.</p> <p>This limits the visual impact of the proposed area on the streetscape and will soften the development from the street and adjoining properties.</p>
<p><u>Principle 2 – Landscape Quality</u></p> <p>The level of landscaping detail provided is minimal. Details in relation to planter bed depth/volume, reticulation, selection of planting species and maintenance access provisions should be provided to ensure landscaping is viable long term.</p> <p>The proposal provides no deep soil area, minimal planting and tree canopy coverage on the site.</p> <p>The front setback area is an opportunity to include significant areas of deep soil zone, more planting and tree canopy coverage.</p>	<p>The level of detail provided by the applicant is appropriate in considering the extent of the landscaping proposed. This is demonstrated through the provision of a detailed species list in the landscaping plan, provided as part of the development plans which are included as Attachment 2.</p> <p>A condition of approval has been included in the officer recommendation requiring an updated landscaping plan to include details of the proposed tree and planting sizes and reticulation systems, on advice of the City’s Parks Team.</p> <p>As the application proposed adaptive reuse of the existing commercial building on the subject site, the ability to provide a greater level of landscaping is limited.</p> <p>The landscaping in the front setback area has been maximised with a tree and a number of other small plantings proposed. The permeable paving proposed for the pick up/drop off area will provide visual interest and soften built form when viewed from the street.</p> <p>The acceptability of landscaping proposed is discussed further in the comments section of the report.</p>
<p><u>Principle 5 – Sustainability</u></p> <p>The applicant is encouraged to engage an ESD professional to provide input into the project.</p> <p>The majority of rooms will receive limited north light access (apart from some upper floor rooms with access through proposed skylights).</p> <p>The east and west facing windows have minimal passive shading. Passive shading is encouraged along with the use of high performance glazing.</p> <p>The internal communal living spaces as</p>	<p>The proposal includes adaptive re-use of the existing commercial building which limits the whole of life environmental impact of the development.</p> <p>The applicant has demonstrated that the sustainability outcomes of the development have been considered as part of the application.</p> <p>This includes the works that are proposed to the building which will improve environmental performance. These works include the installation of operable skylights to provide natural ventilation and cooling to the upper floor rooms, and the installation of new glazing to the windows.</p> <p>The applicant also proposes to install solar panels on the roof of</p>

DRP Comments Received	Administration Comment:
<p>well as a number of the bedrooms and bathrooms are positioned internally with no external windows. These receive natural light through skylights only and will receive limited cross ventilation.</p> <p>The windows on the building are fixed and the floorplan layouts generate limited cross flow of air meaning limited cross ventilation will be generated.</p> <p>The proposal doesn't indicate the integration of renewable technologies such as rainwater re-use, no gas (all electric). It is noted that solar panels are proposed to be installed.</p>	<p>the existing building to integrate renewable technologies into the proposed development.</p> <p>Given the extent of works proposed, the ability for additional renewable technologies to be incorporated is limited.</p>
<p><u>Principle 6 – Amenity</u></p> <p>From a design and user amenity perspective bedrooms without windows are not something that are encouraged by the DRP.</p> <p>These will receive limited natural light (some through skylights only) or cross ventilation. This is a poor outcome in terms of the level of amenity provided for guests.</p>	<p>The application proposes short term accommodation and is intended to operate as a hostel. The development would provide an acceptable level of amenity for guests, in considering the nature of the land use.</p> <p>At 1.1 square metres, the size of the proposed skylights is generous when considering the proposed room sizes and will provide an appropriate level of light through the provision of wider ceiling openings. The skylights will provide sufficient light and ventilation to meet the expectations from guests visiting the development.</p> <p>Five of the seven bedrooms of the development are provided with external windows with skylights also provided to these rooms. In the two bedrooms where external windows cannot be provided, the proposed skylights would be sufficient to provide an acceptable level of amenity for guests, for the reasons outlined above.</p>

LEGAL/POLICY:

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- City of Vincent Local Planning Scheme No. 2;
- Community and Stakeholder Engagement Policy;
- Policy No. 7.1.1 – Built Form Policy;
- Local Planning Policy: Short Term Accommodation;
- Local Planning Policy: Non-Residential Parking;
- Policy No. 7.6.1 – Heritage Management: Development Guidelines for Heritage and Adjacent Properties;
- Policy No. 7.5.21 – Sound Attenuation;
- State Planning Policy 5.4 – Road and Rail Noise; and
- Western Australian Planning Commission – Delegation 2022/03 – Powers of Local Governments Metropolitan Region Scheme.

Planning and Development Act 2005

In accordance with Schedule 2, Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the State Administrative Tribunal for a review of Council's determination.

Delegation to Determine Applications:

The matter is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments.

This is because the delegation does not extend to applications for development approval that propose a Residential Building land use and the application seeks approval for a Residential Building (Short Term Accommodation) land use.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Community Plan 2022-2032:

Innovative and Accountable

Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.

SUSTAINABILITY IMPLICATIONS:

The City has assessed the application against the environmentally sustainable design provisions of the City's Policy No. 7.1.1 – Built Form. These provisions are informed by the key sustainability outcomes of the City's Sustainable Environment Strategy 2019-2024, which requires new developments to demonstrate best practice in respect to reductions in energy, water and waste and improving urban greening.

This is discussed further in the Environmentally Sustainable Design section below.

PUBLIC HEALTH IMPLICATIONS:

This report has no implication on the priority health outcomes of the City's *Public Health Plan 2020-2025*.

FINANCIAL/BUDGET IMPLICATIONS:

There are no finance or budget implications from this report.

COMMENTS:Summary Assessment

In assessing the application against the planning framework, it is recommended for approval. The following key comments are of relevance:

- The provision car parking is appropriate and would be sufficient to cater for the needs of the proposed development in considering the nature of the proposed use. The highly accessible nature of the subject site by alternative transport means and the management measures proposed in the applicant's Parking Management Plan would be sufficient for managing any impact on the available public car parking in the surrounding area.
- The proposed short term accommodation use is acceptable and has been demonstrated by the applicant as being able to be suitably managed through the Management Plan and Code of Conduct, to not have an impact on adjoining properties and the surrounding area.
- The façade design of the proposed development would provide suitable articulation and visual interest when viewed from Fitzgerald Street. The interface with the public realm would be consistent with the existing streetscape character and would provide increased passive surveillance and activation.
- The development would deliver a landscaping outcome which facilitates streetscape activation and engagement. The landscaping would provide improved internal amenity and assist with softening the impact of the built form on the street.
- The works proposed to the existing building would be of a scale that is respectful of the prominence of the adjacent heritage listed building and would not obscure or restrict views to the prominent architectural features. This would maintain the visual prominence of the adjacent heritage listed building.

A more detailed assessment against the discretionary aspects of the application is set out below. These relate to consideration against relevant local planning policies.

Car and Bicycle Parking

The development is proposed to have a maximum capacity of 48 persons, comprised of one full time staff member on-site at any given time and up to 47 guests. Additional staff of the business would be comprised of guests staying within the hostel.

Two on-site car parking spaces are proposed to be provided. This includes a guest pick up/drop off area located at the front of the site, accessed from Fitzgerald Street, and a staff parking bay located at the rear of the site accessed from the right of way. Three on-site bicycle space are proposed to be provided, located on the ground floor, internally within the building.

The Non-Residential Parking Policy does not include specified car parking or bicycle parking standards for a Residential Building land use. It sets out that this is to be determined by the City based on a parking management plan.

Applicant's Parking Management Plan

A Parking Management Plan (PMP) has been prepared and submitted by the applicant as justification for the proposed car parking arrangements. This is included as **Attachment 3** and is summarised as follows:

- Car Parking Provision: The two car parking bays provided are sufficient to meet needs of the guests and staff of the proposed development. The pick up/drop off area will enable guests and service vehicles to conveniently access the site, with the majority of guests expected to utilise alternative transport methods as they visiting the area and are unlikely to have private vehicles. The staff parking bay will be reserved for use by the full-time manager of the business with additional staff being comprised of guests staying at the hostel eliminating the need for additional staff parking.
- Guest Parking Information: Information will be provided to guests during the booking and check in process advising that there is no available on-site parking for guests. In the unlikely case where guests do have a vehicle, they will be advised of the privately-operated, long-term car parking facilities that are available within a walkable catchment of the development. This includes Wilson Carparks at No. 243 Newcastle Street, being 700 metres from the site and No. 216 Roe Street, Perth, being 450 metres from the site.
- Provision of Bicycle Parking: Secure bicycle parking is proposed to be provided within the hostel, with bathrooms available on the ground floor able to be utilised as end-of-trip facilities.
- Availability of Alternative Transport Options: Alternative transport options are available in close proximity to the subject site which reduces the need for additional on-site car parking to be provided. High frequency bus routes available along Fitzgerald Street with the CAT bus service located nearby, and an e-scooter ride share parking location on the north-east corner of the Fitzgerald Street/Newcastle Street intersection. Guests visiting the site would be made aware of the alternative transport options and availability of car parking options in the surrounding area during the booking process, prior to their stay.

Acceptability of the Proposed Car Parking

The proposal would be consistent with the [element objectives](#) of the Built Form Policy and [objectives](#) of the Non-Residential Parking Policy for the following reasons:

- **Nature of the Use:** The nature of the use, being short term accommodation, is such that it is expected that guests of the development would not have private vehicles and would instead opt for taxi, ride-share, public transport, walking or other alternate modes of transport either when accessing the venue or during their stay. This would have the effect of reducing the car parking demand for the development. The proposed pick up/drop off area would provide a suitable area for guests utilising these alternate transports modes to be dropped off and picked-up at the development, without the need for public car parking to be utilised.
- **Car Parking Management:** The applicant's PMP identifies that the two car parking bays provided would be sufficient to cater for the needs of the proposed development. Due to the nature of the use, the development is not expected to generate demand for vehicle parking that would have an unreasonable impact the available public car parking in the surrounding area. This is because it is unlikely that guests of the development would have private vehicles and the management measures proposed by applicant in the PMP provided, as detailed above, are realistic and would be adequate to manage the anticipated parking demands generated by the proposal. The pick up/drop off area would allow guests to be dropped off directly at the site, unload bags, and return to the site via vehicle transport options during their stay. A condition of approval has been included in the officer recommendation restricting the use of the bay to a maximum of 15 minutes and requiring the installation of signage notifying visitors to the proposed development of this restriction. As the bay is proposed to be utilised only on this short-term basis, it is unlikely to result in conflict for users and the need for alternative parking options to be used. This would be suitable to ensure the car parking provided by the development meets the anticipated demands and does not detrimentally impact on the surrounding area.
- **Access to Alternate Modes of Transport:** The site is optimally located in proximity to easy and convenient alternative modes of transport for guests to utilise, as summarised below:
 - **Bus:** The subject site is located on Fitzgerald Street which is a high frequency bus route with high levels of bus frequency throughout the day providing connections to the Perth CBD, Murdoch University and Mirrabooka. The free 'Blue CAT' is approximately 200 metres from the subject site on Newcastle Street and provides connections to Perth Underground, the Esplanade Busport and Barrack Street Jetty.
 - **Train:** The City West Train Station and Perth Train Stations are approximately 800 metres and one kilometre, respectively, from the subject site. and would provide guests with a connection to the Perth rail network and Perth Airport.
 - **Bicycle & E-Scooter Parking:** Bicycle parking, e-scooter parking, and end of trip facilities are proposed to support active modes of transport for guests of the proposed development. The parking bays are suitably located within the building to provide a suitable level of security for the on-site parking that would meet the expectations of guests and staff seeking to travel to and from the development by bicycle or e-scooter. The subject site is also near the Perth Bicycle Network route NE4, located on Palmerston Street, under the Department of Transport's Perth Bike Map which connects the site to the wider Perth cycle network. The current e-scooter ride share trial, initiated by the City, has a parking location nearby at the north-east corner of the Fitzgerald Street/Newcastle Street intersection.
 - **Walkability:** The area is highly walkable, with Fitzgerald Street providing a main pedestrian route to Perth CBD and Newcastle Street providing a pedestrian route from the Northbridge Town Centre to the Leederville Town Centre. The area has a high level of pedestrian amenity which would support the use of alternative means of transport to the site.
- **Sustainability:** The development would support a shift towards active and sustainable transport modes by staff and guests. This is consistent with the objectives of the Non-Residential Parking Policy and would assist in mitigating the impacts of the development on the surrounding area.
- **Service Bay:** The provision of the pick up/drop off area at the front of the site would allow service vehicles to access the proposed development. A single weekly delivery is planned to occur between 9:00am and 1:00pm on a weekday, excluding public holidays. Due to this limited frequency, the delivery would not have a substantial impact the use of the pick up/drop off area by guests visiting the development.

The demands for parking for staff and customers of the development as a result of the increased capacity would be sufficiently met through the availability of alternate modes of transport and public parking in the area to support the use, without the need for a cash-in-lieu contribution from the applicant.

Short Term Accommodation Policy

The Short Term Accommodation Policy requires consideration of the proposed Residential Building (Short Term Accommodation) land use within the Mixed Use zone, noting that the use is a 'P' permitted use in the zone under LPS2.

The proposed short term accommodation land use would satisfy the [objectives](#) of the Short Term Accommodation Policy for the following reasons:

- **Locational Context:** The use would provide additional short term accommodation options near the Perth CBD and the Northbridge entertainment/commercial area. The subject site is well located to provide this use type while minimising the impact on the surrounding locality. This is because the subject site is primarily surrounded by commercial land uses, noting the presences of residential dwellings on the adjoining property at Nos. 380-388 Newcastle Street, West Perth. These dwellings are orientated away from the subject site with their primary outdoor living areas and major opening located facing Newcastle Street, providing an appropriate buffer from the proposed use on the subject site. The subject site previously operated as a commercial land use with the current, proposed, use of an intensity that can be reasonably expected to be in this location and would not result in adverse amenity impacts on adjoining properties.
- **Code of Conduct and Management Plan:** The applicant has provided a Management Plan and Code of Conduct for the proposed use, which are included as **Attachments 3** and **4**. The Management Plan addresses issues relating to car parking, noise control, complaints management, waste management, and conduct of guests and staff. The Code of Conduct provides guidance to guests on house rules and behavioural expectations, particularly in relation to noise. Noise is controlled by enforcing a noise curfew for all guests with quiet hours established from 9:30pm to 7:00am, to minimise the impact of noise on the surrounding community. The Management Plan and Code of Conduct demonstrate that the proposed use is capable of operating in manner that would protect the amenity of the area, including the adjoining properties.
- **Car Parking:** The proposed short term accommodation use would provide sufficient car parking and access to alternative transport modes, as detailed above in the Car and Bicycle Parking section of this report.
- **Operator Experience:** The operator has run the existing Spinners Hostel business nearby at No. 342 Newcastle Street, Perth for a number of years and has demonstrated they are capable of operating the business in a manner that does not have an undue impact on the surrounding locality. Notwithstanding this, if the operator was to change, the applicant has demonstrated that the use could be sufficiently managed through the proposed Management Plan and Code of Conduct.

Façade Design

The proposed façade design would satisfy the [element objectives](#) of the Built Form Policy for the following reasons:

- **Awning:** The Fitzgerald Street streetscape contains a range of commercial developments that provide different building typologies and setbacks to the street. This has resulted in buildings that do provide awnings to the street as well as a number of existing commercial developments that do not provide an awning to Fitzgerald Street. The proposed development would be consistent with the existing commercial developments that do not provide an awning to Fitzgerald Street. The existing building is setback 7.0 metres from Fitzgerald Street and while the proposed addition is set forward of the existing building, a setback of 3.0 metres is still proposed. The setbacks provide a space for car parking within the front setback area. This limits the ability for an awning to be provided which extends over the footpath area along the street while also providing these necessary site requirements. The design of the proposed addition would provide a suitable urban edge to the streetscape without the provision of an awning. The addition would present similarly to a verandah, consistent with the existing built form of the properties to the north-east along the western side of Fitzgerald Street.
- **Consistency with the Street:** The proposed building addition located to the front of the site would be proportionate in scale to the existing building and would provide articulation to the street. The existing streetscape contains a mixed typology of buildings and the heights of the proposed addition tie in with the existing commercial developments on Fitzgerald Street.
- **Surveillance and Activation:** The building would express the internal functions of the development by providing a courtyard outdoor living space to the street. This would assist in increasing the extent of casual surveillance to and from the premises and the street.

Landscaping:

The proposed landscaping would satisfy the tree canopy and deep soil area [element objectives](#) and the landscape design [element objectives](#) of the Built Form Policy for the following reasons:

- **Site Limitations & Adaptive Reuse:** The application proposes adaptive reuse of the existing building on the subject site. This limits the ability for meaningful landscaping to be provided, given the existing building is built up to both side boundaries, with remaining areas set aside for car parking. The landscaping proposed maximises the available site area to provide a landscaping outcome that will contribute to the streetscape and the internal amenity of the visitors to the development.
- **Introduction of Landscaping:** The proposed landscaping outcome facilitates streetscape activation and engagement, an increase in canopy cover and an overall softening of the development when viewed from the street. The street setback area allows for the introduction of planting which would soften the impact of the proposed built form when viewed from the street, while also benefiting users of the site. The proposed landscaping proposed includes:
 - A *Callistemon 'Kings Park Special'* tree, located in a raised planter bed adjacent to the pick up/drop off area, to provide shade to this area and the adjacent courtyard.
 - A raised planter bed, located between the courtyard and the pick up/drop of area, with native species proposed including *Hibbertia Scandens*, a climbing species which will provide landscape screening to the proposed brick addition while softening the built form when viewed from the street.
 - A roof top planter bed, located above the entry/reception area, with native species proposed including *Casuarina Glauca 'Cousin It'*, a species that provides cascading forms which will provide further softening and visual interest to the development.
 - A *Banksia Integrifolia 'Sentinel'*, located in a raised planter bed adjacent to the entry of the development, which would provide legibility to the entry along with screening from the parking area, located on the adjoining property.
 - Permeable paving provided to the pick-up /drop off area which reduces the extent of hardscape within the front setback area, assisting with urban heat island effect and also further softening the development when viewed from the street.
- **Internal Amenity:** Landscaping is proposed adjacent to the main outdoor living/recreation area of the development, providing visual amenity for visitors and users of the development. This landscaping includes flowering native plantings that would provide visual interest.

Heritage Management Policy

Part 5 of the City's Heritage Management Policy sets out standards for development adjacent to heritage places. The Policy requires the proposal to be considered against the performance criteria.

The proposal would satisfy the [objectives](#) and [performance criteria](#) of the Heritage Management Policy for the following reasons:

- **Views of Heritage Building:** The additions would not obscure or restrict views to the prominent architectural features of the adjacent heritage listed place due to the existing setbacks of the building. The adjacent heritage listed place presents a car park at the interface with the subject site, presenting a seven metre setback. The proposed addition seeks to continue the nil boundary setback of the existing building, compliant with the requirements of the Built Form Policy.
- **Scale:** The proposed addition would be of a scale that is respectful of the prominence of the adjacent heritage listed building. This is because the proposed development is of a single-storey design with a low profile roof form. This would maintain the visual prominence of the adjacent building which is two storeys in height.

Acoustic Report

The applicant submitted an Acoustic Report prepared by a qualified acoustic consultant in support of the proposal which is included as **Attachment 7**. The report assesses noise generated from the proposed use and the traffic noise impact on the use.

The acoustic report submitted has been reviewed and is supported by the City's Environmental Health Team.

The report identifies that noise from the proposed development has been modelled and assessed against the assigned levels of the *Environmental Protection (Noise) Regulations 1997*, and that traffic noise has been assessed against [State Planning Policy 5.4 – Road and Rail Noise](#). The report provides the following discussion and recommendations:

- To achieve reasonable indoor amenity, 'Quiet House Package C' should be implemented for both the ground and upper floors.
- A notification should be incorporated on the title as part of the development approval to advise that the site is located in a noise-affected area as there are existing noise levels which exceed the outdoor noise targets regardless of any proposed noise attenuation measures.

The acoustic report provided confirms that noise levels generated from the premises during the proposed operating hours would comply with the relevant assigned noise levels under the *Environmental Protection (Noise) Regulations 1997*, following the installation of a 1.8 metre high solid colour bond fence to the north-east boundary of the pick up/drop off area.

The installation of a Colourbond fence would be inconsistent with the Public Domain Interface Acceptable Outcomes of the Built Form Policy and is not supported by Administration as it would have a negative impact on the amenity of public domain and the safety of vehicle movements from the site, due to the required materiality and the impact on vehicle sightlines.

Sightline truncations are required to be provided to ensure suitable vehicle and pedestrian safety. The sightline truncations require walls located on the north-east boundary within 1.5 metres of the Fitzgerald Street boundary, at the intersection of the pick up/drop off area and the footpath, to be reduced to a maximum height of 750 millimetres with visually permeable material permitted above.

To ensure the amenity of the public domain is not impacted, the Built Form Policy seeks for high quality materiality to be provided to street walls and fences, such as brick or masonry fencing. Galvanised metal, such as Colourbond, is not supported under the Built Form Policy due to adverse visual impacts it provides.

Administration sought additional comments from the applicant's acoustic consultant in relation to this issue. The acoustic consultant was supportive of the modification of the materiality of the 1.8 metre fence to masonry construction and the incorporation of the required sightline truncations, on the basis that a 15 millimetre transparent Perspex sheet is installed on top of the portions of wall that have a maximum 750 millimetres, to ensure an overall height of 1.8 metres is provided.

To ensure noise is appropriately managed and the development would not unduly impact the amenity of the surrounding area, the City recommends the following conditions of approval be imposed:

- The submission of an updated acoustic report to be provided prior to issuing a Building Permit, modifying the recommendation for a 1.8-metre-high fence to be provided in the front setback area. This include removing the requirement for fence of Colourbond construction and ensure the fence is provided in a high quality material with suitable sightline truncations provided. The updated acoustic report would also allow for assessment of mechanical and plant equipment selected through the detailed design of the development.
- The operation of the venue in accordance with the approved Management Plan and Noise Management Plan which include noise management measures.

Notwithstanding the recommended conditions, the venue would also be subject to always comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

Environmentally Sustainable Design

Clause 1.17 of the Built Form Policy relating to Environmentally Sustainable Design (ESD) sets out acceptable outcomes to be achieved for commercial development. This is for an ESD report to be provided that includes an assessment against the Green Building Council of Australia's Green Star Rating System Report or Life Cycle Assessment.

The applicant has provided a Sustainability Statement which does not include a rating under the Green Building Council of Australia's Green Star Rating System Report or a Life Cycle Assessment. The Sustainability Statement is included as **Attachment 9**.

The Statement identifies the following measures that have been incorporated into the proposed development that would satisfy the [element objectives](#) of the Built Form Policy in respect to environmentally sustainable design. These include:

- **Reglazing:** The building is proposed to be reglazed with to increase the building's passive energy efficiency. The glazing will reduce heat loss in summer and increase heat retention in winter, lowering energy consumption for climate control.
- **Natural Light and Ventilation:** Seven additional skylights are proposed to be installed. These skylights will maximise use of natural light and winter sun for passive heating. The skylights would be operable windows would enable ventilation to supplement or replace the artificial cooling in summer.
- **Solar Panels:** The applicant proposes to install solar panels on the building which would assist in reducing the energy requirements of the building.

As the applicant provided a Sustainability Statement that identified the above measures, the City did not require an ESD report to be provided as part of the development application. The proposal includes adaptive re-use of the existing commercial building which limits the whole of life environmental impact of the development.

**CITY OF VINCENT
LOCAL PLANNING SCHEME NO. 2
SCHEME MAP 1 - LEEDERVILLE**

LEGEND

METROPOLITAN REGION SCHEME RESERVES

Note: The Western Australian Planning Commission care of the Department of Planning should be consulted for full information on the actual land requirements for all Metropolitan Region Scheme Reserves.

- PARKS AND RECREATION**
- R Restricted Public Access
- PRIMARY REGIONAL ROADS RESERVATION**
- OTHER REGIONAL ROADS RESERVATION**
- RAILWAYS**
- PUBLIC PURPOSES**
Particular use denoted as follows:
- H Hospital
- HS High School
- TS Technical School
- CP Car Park
- U University
- CG Commonwealth Government
- SU Special Use
- WSD Water Authority of Western Australia
- P Prison

CITY OF VINCENT LOCAL SCHEME RESERVES

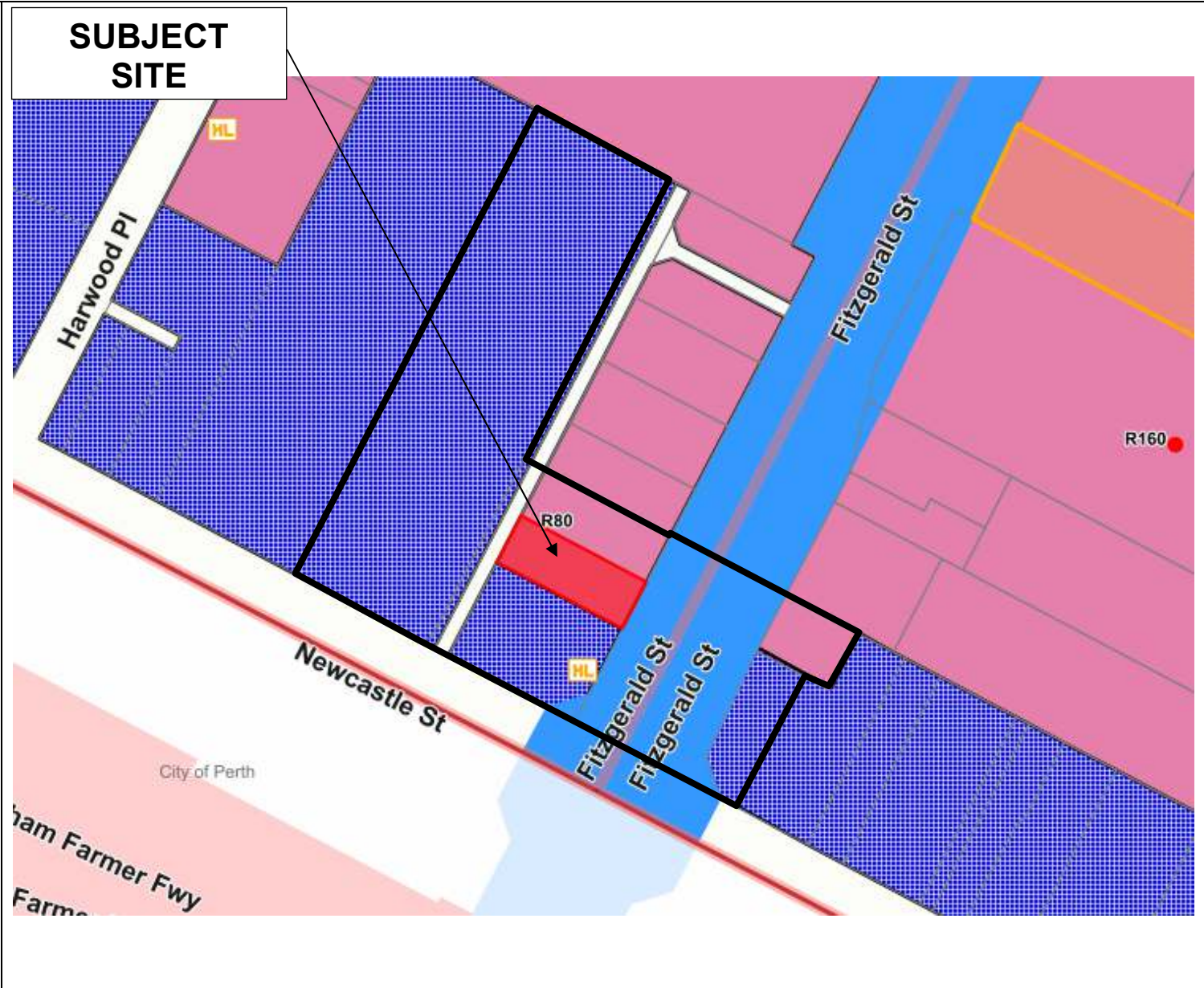
- PUBLIC OPEN SPACE**
- R Restricted
- PUBLIC PURPOSES**
Particular use denoted as follows:
- PS Primary School
- CP Car Park
- CU Civic Uses
- HS High School
- I Institute for the Deaf
- W Water Supply Sewerage and Drainage
- TS Technical School

CITY OF VINCENT SCHEME ZONES

- RESIDENTIAL**
- MIXED USE**
- COMMERCIAL**
- LOCAL CENTRE**
- DISTRICT CENTRE**
- REGIONAL CENTRE**
- SPECIAL USE**
Particular use denoted as follows:
- CP Car Park
- CU Community Use
- FC Function Centre
- HC Hall and Non Residential Club
- H Hotel
- PW Place of Worship
- S Service Station

ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES

- CODE AREA BOUNDARY**
- SCHEME AREA BOUNDARY**
- DENSITY CODE**



CITY OF VINCENT

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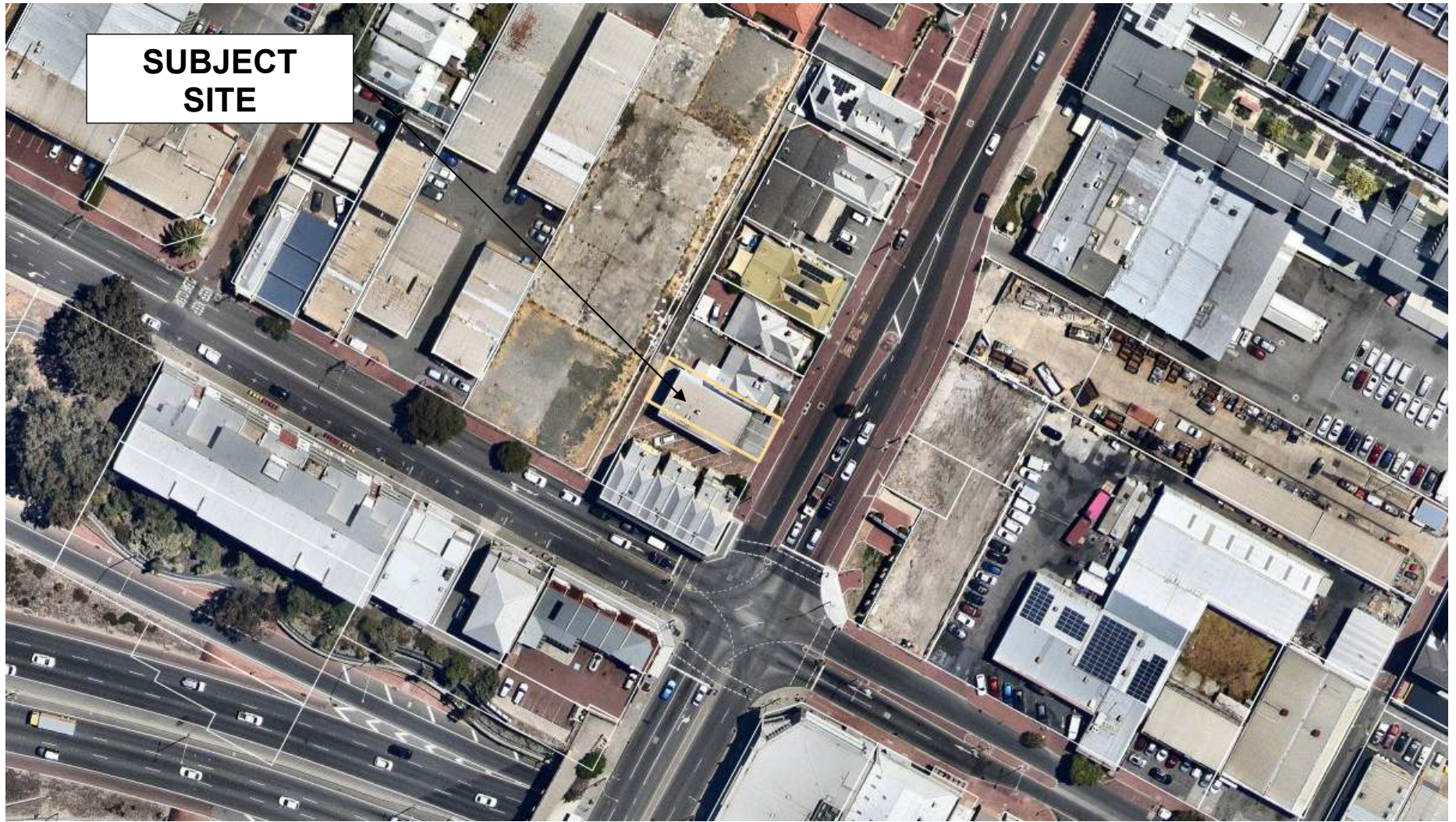
Consultation and Location Map

No. 121 Fitzgerald Street, West Perth

Extent of Consultation



**SUBJECT
SITE**



CITY OF VINCENT

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No. 121 Fitzgerald Street, West Perth



MY CONTOUR SURVEY
 LICENSED LAND & ENGINEERING SURVEYORS
 8 CLIVE STREET
 WEST PERTH
 PHONE: 08 6166 6174

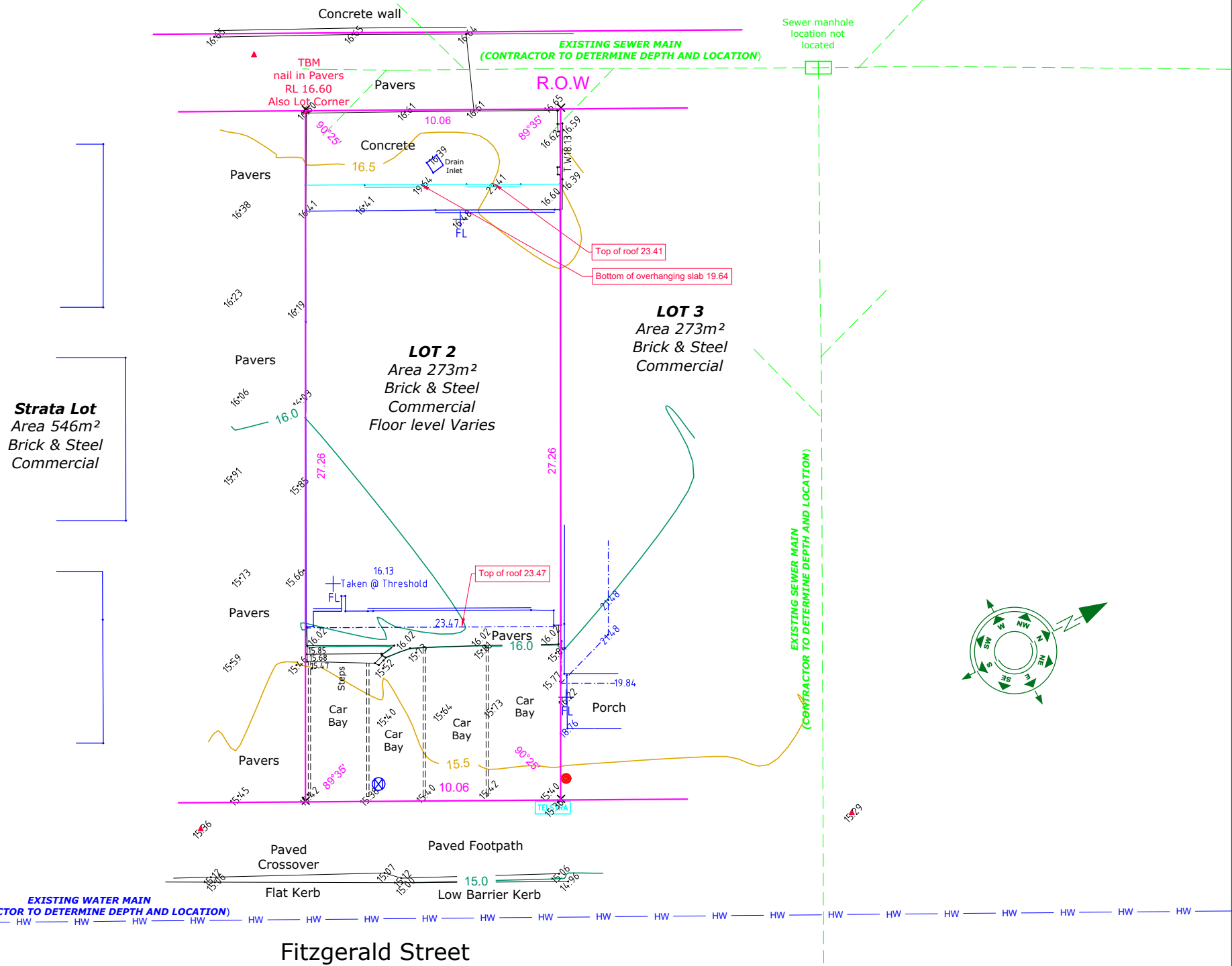
**CITY OF VINCENT
 RECEIVED
 20 February 2024**

IMPORTANT NOTICE

Features are related to fence lines only. No connection made to boundaries.
REPEG RECOMMENDED

IMPORTANT NOTICE

Final lot angles are subject to boundary re-establishment survey and lot closure calculations.
 Boundary Survey should be conducted by licensed surveyor prior to any construction.



Strata Lot
 Area 546m²
 Brick & Steel
 Commercial

LOT 2
 Area 273m²
 Brick & Steel
 Commercial
 Floor level Varies

LOT 3
 Area 273m²
 Brick & Steel
 Commercial

Fitzgerald Street



LEGEND	
T.B.M. ▲	SEWER MANHOLE □
POWER DOME ●	SEWER INSPECT □
TELSTRA [TELSTRA]	FLOOR LEVEL FL
WATER METER [W]	DRAIN [D]
POWER POLE [P]	SOAKWELL [S]
STREET LAMP [L]	HYDRANT [H]
BOUNDARY [B]	BUILDING [B]
TW / TR / TF	TOP OF WALL / RETAINER / FENCE
POINT OF INTEREST [P]	[0.00]
SEWER CON. [S]	LARGE TREE [T]
COLUMN / PILLAR [C]	SMALL TREE [T]
TREE STUMP [S]	WATER LINE [W]
SEWER LINE [S]	



SURVEY ADDRESS :
 LOT2 (#121) Fitzgerald Street, West Perth.

NOTE: IF HOUSE REMAINING, SURVEY OF BOUNDARIES FOR HOUSE POSITION REQUIRED.

**AUSTRALIAN HEIGHT DATUM (AHD)
 DERIVED FROM RTK-GPS**

IMPORTANT NOTES:
 CHECK CERTIFICATE OF TITLE FOR EASEMENTS, CAVEATS & COVENANTS
 PLUMBING CONTRACTORS TO CONFIRM SEWER DEPTHS BEFORE WORKS
 LOCATION OF BOUNDARY PEGS & IMPROVEMENTS NOT GUARANTEED
 UNLESS BOUNDARIES ARE REPEGGED AT TIME OF SURVEY.

IMPORTANT NOTES:
 ALL SEWER and WATER details plotted from information
 supplied by by Water Corporation. This information is
 approximate only and a Cadastral Connection will be required
 if true sewer location points are required for service works.

CLIENT / S :	TBM HEIGHT
SPINNERS	16.60 AHD
PLAN / DIAGRAM No	Job No:
P 1080	ZS 2871

SURVEYOR SITE REPORT	
ELECTRICITY: Under Ground	GAS: NOT SIGHTED
PHONE: YES	WATER: YES
SEWERAGE: YES	2D Line work survey: YES
ROAD: BITUMEN	3D Line work survey: NO
KERB: (Varies)	
FOOTPATH: YES	
VEGETATION: -	
SOIL: SAND/WEED	
VIEWS: ELEVATED	
REPEG: NO	
AREA: OLD SURVEY AREA	

CITY OF VINCENT



400mm x 200mm concrete block wall, with feature mural.
*Please see attached image

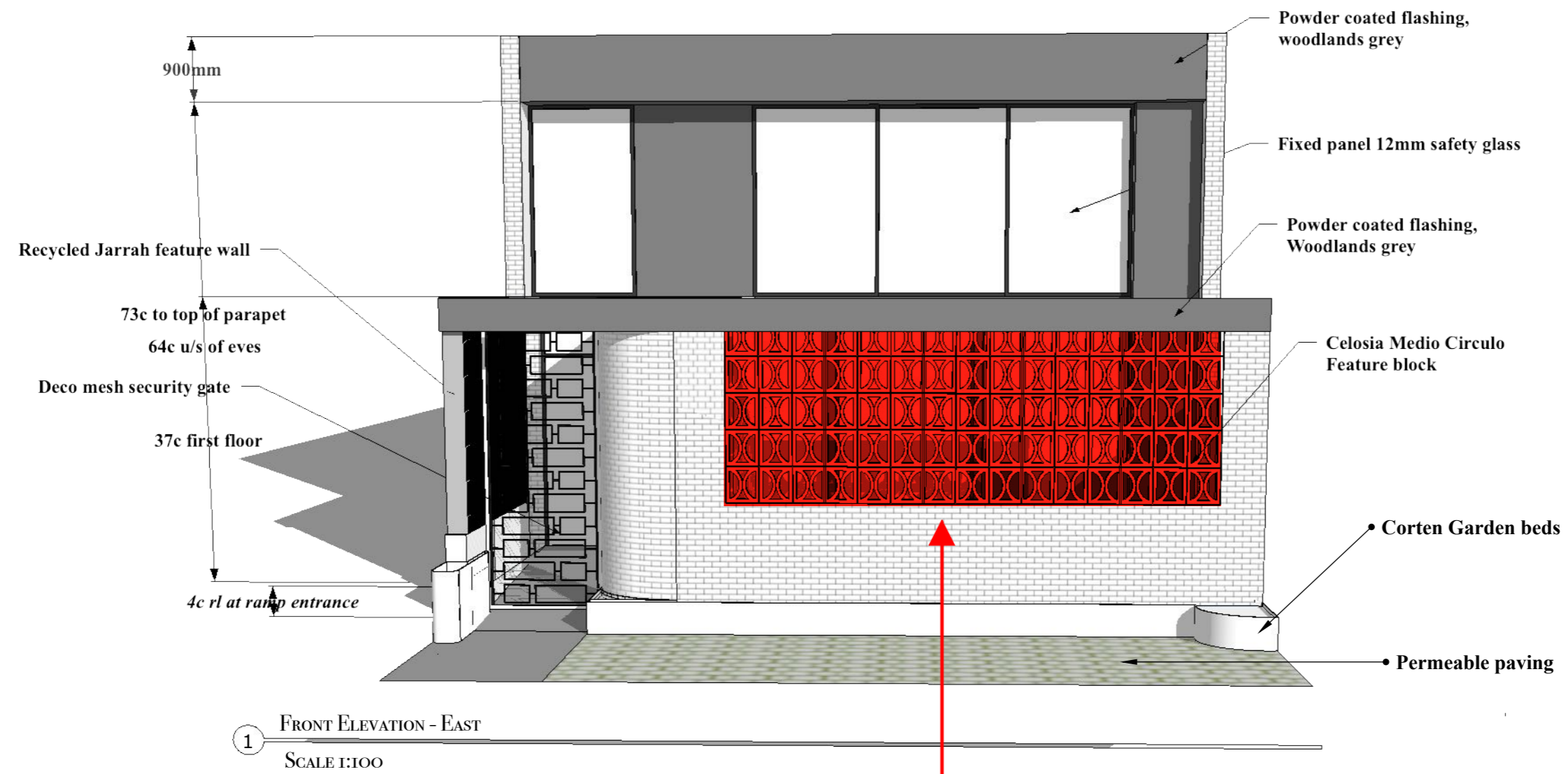
121 Fitzgerald Street WEST PERTH
Lot on Plan P001080 2
Land ID Number 1348808
City of Vincent

Proposed new fit-out

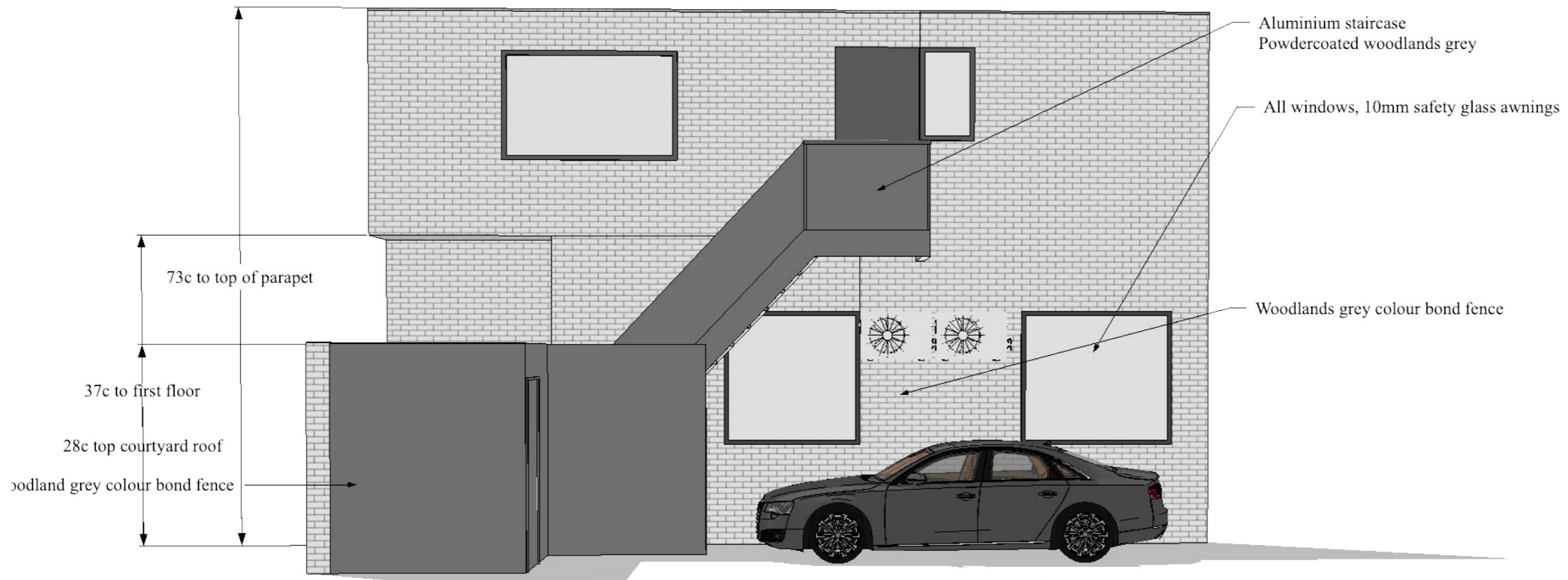
Joel Medalia
0423 211 271
joel@spinnershostel.com.au



© openpad



Refer to Condition 6.4
of Approval

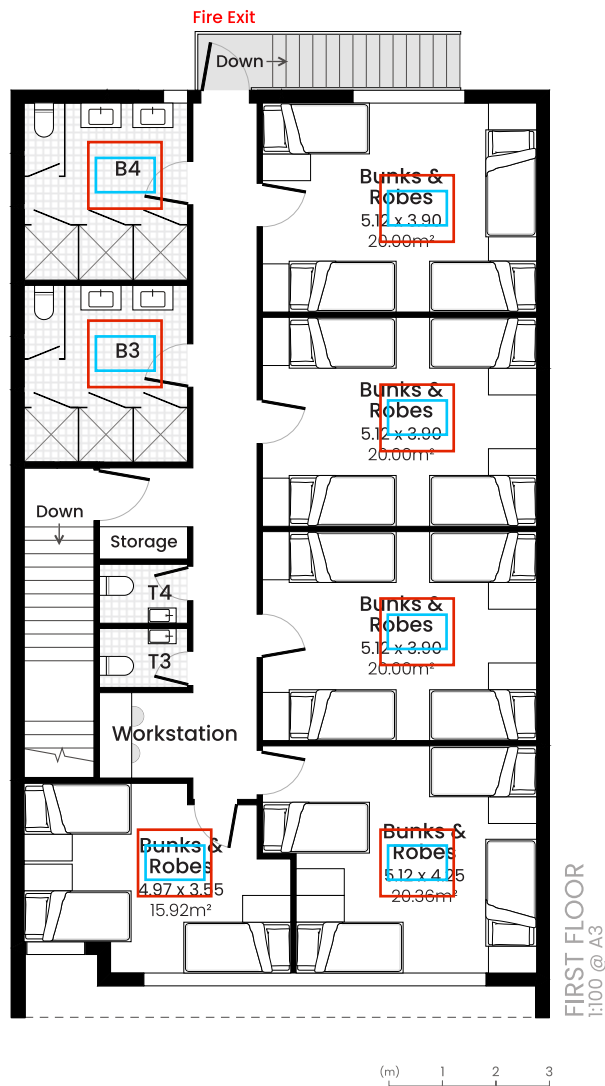
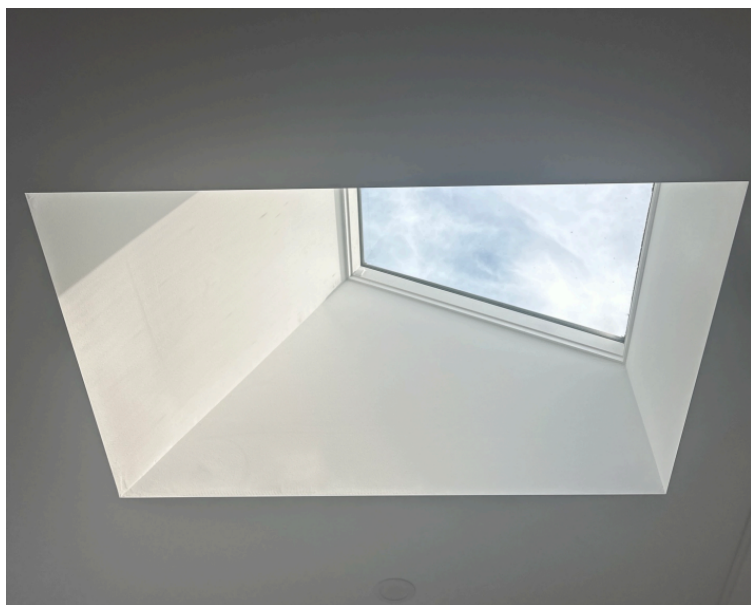


Exterior elevation- West

2

Scale 1:100





FITZGERALD STREET

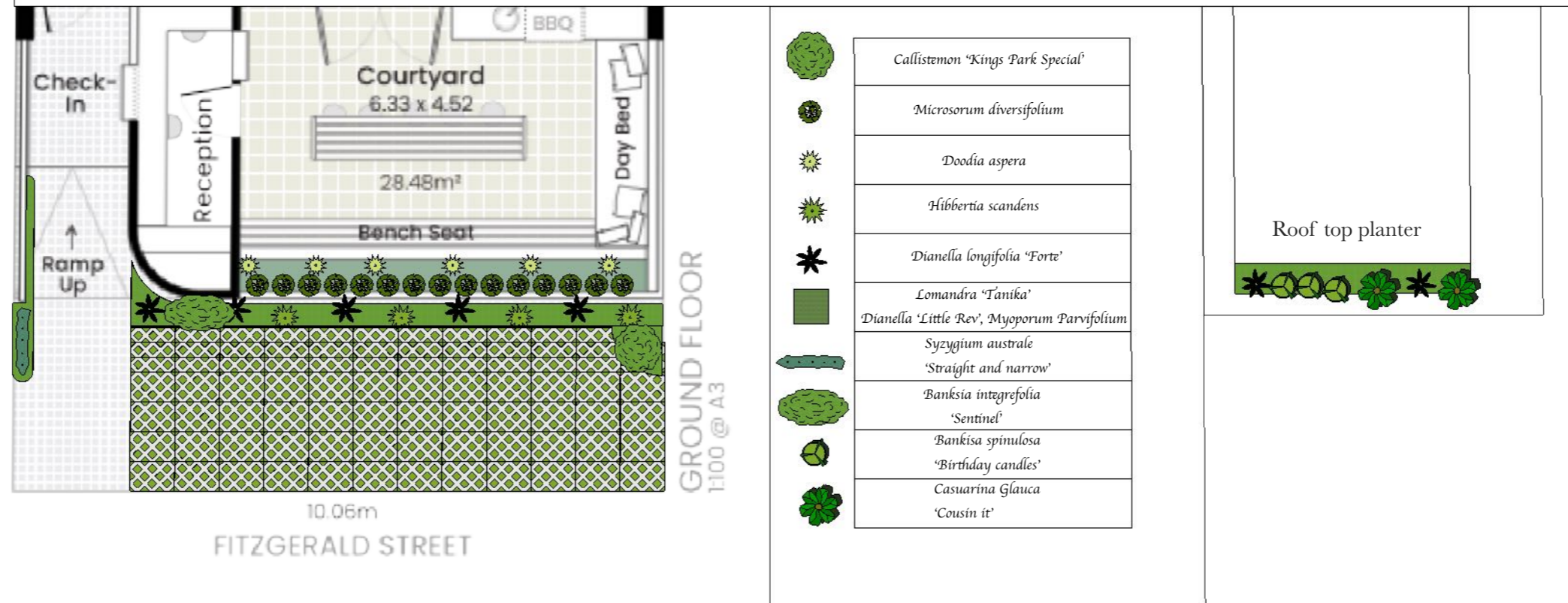
400mm x 200mm concrete block wall, with feature mural.
*Please see attached image

121 Fitzgerald Street WEST PERTH
Lot on Plan P001080 2
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City of Vincent

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CITY OF VINCENT
RECEIVED
20 February 2024



121 Fitzgerald Street WEST PERTH
Lot on Plan P001080 2
Land ID Number 1348808
City of Vincent

Joel Medalia
0423 211 271
joel@spinnershostel.com.au

Proposed new fit-out

openpod

Parking Plan

With our experience at Spinners hostel, we understand the diverse transportation requirements of our guests. Our parking plan is designed to accommodate both those who travel with vehicles and those who rely on public and alternative transportation methods. Here's how we plan to manage parking:

- **Manager's Parking Bay:**
 - There will be a designated parking bay at the rear of the building reserved exclusively for the full-time manager. This ensures convenient access to the hostel for the manager at all times.
 - Our additional staff are comprised of guests staying within our Hostel so there is no additional requirement for staff parking.
 -
- **Drop-off/Short-term Parking:**
 - At the front of the hostel, we have a designated area for drop-off and short-term parking. This space will be intended for guests who need to unload luggage, check-in, or drop off fellow trailers.
 - Guest Transportation Options:
 - We recognise that most of our guests prefer to use alternative transportation methods, such as buses, ride-shares, bikes, electric scooters, and car-sharing services. This aligns with our experience at Spinners Hostel, where guests have found these options highly convenient for inner-city lodging.
- **Bus Service Proximity:**
 - Similar to Spinners Hostel, our location provides easy access to the bus service, particularly Fitzgerald Street. Guests can utilize this service for travel to North Perth shopping, Osbourne Park for work, and Scarborough Beach for leisure.
- **Bike Storage:**
 - We offer secure bike storage facilities at the hostel, allowing guests to safely store their bicycles during their stay.
- **CAT Bus Service:**
 - The CAT bus service, available nearby, offers free and convenient transportation options to explore the city.
- **Electric Scooters and E-Scooter Ride Share:**
 - For those interested in electric scooters, we encourage guests to use nearby electric scooter ride-sharing services for short-distance travel.
- **Vehicle Travel:**
 - Our booking engines, as well as Hostel homepage, booking confirmation emails as well as the terms and conditions form signed at checkin clearly outline what options are available to you if traveling by car. These include the short term parking options and restriction available on the neighbouring streets as well as long term parking options available in Northbridge and the CBD.
 - We provide a map of all parking options in the immediate area to assist guests in finding suitable parking.
 - Many guests opt for renting vans and cars for their West Coast road trips, typically picking up their vehicles on the day of departure and returning them to the depot upon their return to Perth.

By offering a variety of transportation options and a parking plan that considers the needs of both our manager and our guests, we aim to ensure a hassle-free and enjoyable stay at our new venue whilst ensuring minimal negative impact of the surrounding area. We are committed to providing convenience and flexibility options to our guests enhance stay here in Perth and right across WA.

Hostel Management Plan

The purpose of this Hostel Management Plan is to establish guidelines for the effective and responsible management of the hostel premises. This plan addresses various aspects, including noise control, guest screening, complaints management, security, parking control, in-house cleaning process and guest relations.

1. Noise and Disturbance Control:

Compliance with Environmental Protection (Noise) Regulations 1997:

- As part of guest induction our noise policy is explained during the hostel walk through.
- Establish and enforce quiet hours within the premises.
- Ensure that common areas have posted reminders about noise regulations.
- Regularly monitor noise levels to ensure compliance.

2. Guest Screening and Assessment Procedures:

- Our check-in process includes the screening of new arrivals, to ensure no guest is signed in under the influence of alcohol or drugs, or demonstrating aggressive behaviour.
- Request and scan necessary photo identification and contact information.
- Names are automatically checked against the West Australian ban backpackers list.
- Clearly communicate hostel rules, code of conduct and expectations during the check-in process.

3. Complaints Management Procedures:

- We provide a dedicated after-hours contact for complaints.
- All complaints are addressed immediately by staff and results relayed back to complainant where necessary.
- Distribute the telephone number of the accommodation owner and operator to adjoining neighbors prior to opening for business.

4. Guests Code of Conduct:

Guests are provided with a copy of our code of conduct digitally prior to check-in and a physical copy upon arrival.

The consequences for anti-social behavior and breaches of the code of conduct clearly state our zero-tolerance policy for disruptive behavior, which may result in the termination of stay.

5. Security and Emergency Preparedness:

- Implement and maintenance of secure access systems to the premises.
- Provide guests with emergency phone numbers and evacuation protocols.
- Conduct regular training, fire and security safety drills for staff.

6. Parking Control:

- Parking rules and regulations are clearly communicated to all guests in writing prior to check-in, and again verbally at reception.
- Information on acceptable parking requirements is provided by reception and mentioned in the code of conduct.
- Parking policies are enforced to ensure guest compliance.
- Parking-related issues are relayed to local authorities/rangers.

7. Staff Training:

- We ensure all staff members are trained thoroughly on the hostel management plan, code of conduct, and are aware of the house rules and emergency protocols prior to

commencement. New staff are required to complete a minimum of 4 shifts alongside the manager or a senior staff member to provide on the job training to ensure they are familiar with and capable of all items listed on the shift checklist. Please see a copy of the shift checklist on the next page.

8. Communication and Education:

Regularly communicate with guests about expectations and rules, particularly around noise control, parking, and the code of conduct.
Display relevant information in common areas.

We will conduct regular audits to assess the effectiveness of the hostel management plan and update the plan as needed based on feedback, incidents, or changes in regulations.

Shift checklist

Morning Shift 6am-12pm

- Lights on
- Open doors
- Bathroom clean
- Collect and wash up anything from the alfresco area
- Wipe surfaces
- Fix sofa
- Vacuum & mop
- Clean outdoor area
- Fix outdoor pillows and seating
- Put dishes away
- Empty machines for coins
- Start changing beds after 9.30am

Middle shift 11am-3pm

Upstairs

- Bed changes
- Empty garbage
- Clean mirrors/tables
- Vacuum
- Bathrooms

Downstairs

- Kitchen
- Bathrooms
- Clean food boxes
- Vacuum
- Double check beds/private rooms are all made up
- Make sure most laundry is washed

Afternoon Shift 3-7pm

- Clean bathrooms
- Mop bathrooms
- Fold laundry
- Clean kitchen
- Fix sofa
- Fix outdoor areas
- Vacuum

Night shift 6pm-12am

- Clean bathrooms
- Clean kitchen - 10pm
- Vacuum & mop
- Lock up
- Lights off

End of every shift:

- Make sure garbage is put in bins
- Make sure kitchen is clean and dishes are clean and put away

Short Term Accommodation Policy

Hostel Code of Conduct

The hostel's Code of Conduct will be displayed at reception in a prominent position within the premises at all times. Guests are encouraged to review and adhere to the Code of Conduct throughout their stay. Guests who breach the hostel code of conduct may face consequences, including warnings, or eviction from the premises.

At Spin-Off Hostel we aim to create a safe, enjoyable, and respectful experience for all guests during their stay. To achieve this, we kindly ask that you read and adhere to our code of conduct:

1. Respect Others:

Treat your fellow guests, the Spin-Off staff, and neighbours of the property with respect and kindness.

Help promote an inclusive and positive atmosphere within the hostel.

Keep noise levels to a minimum, especially during quiet hours from 9:30 PM to 7:00 AM.

2. House rules:

The back door is an emergency exit only.

All doors lock at **9:30 PM**

- Use of the courtyard is permitted at all hours but the doors must remain closed at night

Quiet hours start at **9:30 PM**

- No music outside
- Music and tv inside are permitted but must be kept on low volume after **9:30 PM**

Pool table shuts down at **11:00 PM**

Towels are available at reception for **\$6.00**

Kitchen

You are responsible for washing, drying and putting away all of your dishes.

All food must be kept in your food box or in a marked bag in the fridge.

- Fridge bags should be labeled with your name and departure date
- All food left out will be put in the free food boxes
- Only plastic storage boxes should be used as food containers in the fridge and anything else will be removed
- All leftovers must be transferred to plastic food containers and kept in your labeled bags

Kitchen is closed from **10:00 PM to 5:00 AM**

- Use of boiling water tap, toaster and microwave are still permitted after hours.

Checkout

Checkout is at **11:00 AM**

- Please strip your sheets and leave them on top of your bed
- Please empty your food box before **11:00 AM**
- Any food left in your food box after **2:00 PM** will be moved to the free food boxes
- **Only** freezer storage will be provided for guests checking out for up to 2 weeks, any other food left will be placed in the free boxes
- Late checkouts until **1:00 PM** are available for **\$5.00**

- Late checkouts must be organised at least one night prior to departure
- Checkouts after **1:00 PM** will be charged for an additional night of accommodation
- Guests who are switching bed numbers or room numbers must still checkout by **11:00 AM**
 - Your old key must be returned to reception and your new key will be issued at **2:00 PM**
 - If you will be outside of the hostel for the day, we will hold your key until you return
 - Please move your food to your new food box between **11:00 AM** and **2:00 PM**
 - If you are leaving for the day before checkout ends at **11:00 AM** and your new food box is not yet available, we are happy to hold your food in the office until you return
 - Any food left in your old food box after **2:00 PM** will be moved to the free food boxes

Guests who want to move to a new bed in their room **must notify** a manager before doing so.

Long-term (7 days) guests

- May request new bed sheets - we ask that you strip your sheets, leave them on your bed and speak to the manager on duty.

Storage

- Short/medium term storage is available for a few of \$20 per week per item
- Any bags left and not checked into storage will cost \$10 per day

3. Cleanliness:

Clean up after yourself in shared spaces such as the kitchen, bathrooms and other common areas to contribute towards a clean environment for all to enjoy.

Dispose of rubbish in the relevant, designated bins and support our efforts to recycle where possible.

4. Personal Belongings:

Store personal belongings in designated areas and lockers provided.

Do not touch or move others' belongings without permission. If you are concerned about a fellow guest's belongings, please raise the issue with a staff member to assist you.

5. Security:

Ensure that external doors are locked when entering or leaving the hostel premises.

Do not allow entry to anyone who does not have a key or proof of booking.

Any visitors must be signed in by guests at reception and vacate the premises by 9:30pm.

Report any suspicious activity from the surrounding streetscape to hostel staff immediately.

6. Noice and antisocial behaviour:

Consume alcohol responsibly and in designated areas.

The use of illegal substances is strictly prohibited on hostel premises.

Smoking and use of e-cigarettes is only permitted in designated outdoor areas. Please dispose of cigarette butts responsibly.

Abide by local laws and regulations during your stay.

Your stay may be terminated immediately if you breach any of the above points.

Report any disturbances or noise policy breaches to hostel staff promptly.

7. Check-in and Check-out:

Contact reception to arrange a check-in or check-out if it is outside of regular operating hours (7am-12pm).

Please provide accurate and up-to-date information during check-in for registration purposes. Valid international passport or photo identification must be physically present at time of check-in.

8. Wi-Fi Usage:

Use the hostel Wi-Fi responsibly, avoiding illegal or inappropriate content.

9. Parking Rules:

Follow all local parking rules and regulations. Be aware of local street parking restrictions and comply accordingly.

If you are travelling by personal vehicle, you are required to sign your vehicle in upon check-in, providing the registration number and your contact information.

If you would like to book a parking bay, please do so through the Spin-Off parking booking form located at reception or online.

Please ask reception for any parking solutions and alternative modes of transportation.

Any guests' vehicles parked in adjoining businesses parking lots at any hour of the day will result in the immediate termination of your stay.

By choosing to stay at Spin-Off hostel, you agree to abide by this code of conduct. If you have any questions or concerns, please don't hesitate to contact management at:

Phone: TBA once phone account is established

Email: TBA once email addresses are established

We hope you enjoy your stay!

Noise Management Plan

The primary goal of this Noise Management Plan is to ensure a peaceful and enjoyable environment for both hostel guests and neighbouring residents. By implementing and enforcing these noise control measures, we are able to create a balance between providing our guests with a fun and enjoyable experience whilst always being considerate of our neighbours. We actively encourage the cooperation of all guests and staff in adhering to these policies to ensure a pleasant atmosphere 24 hours a day.

- **Guest Induction:**
- 1) Upon check-in, all guests will be required to go through a 5minute induction process. This is without exception, if they are staying for just one night or arriving at 2am they will still be inducted into the hostel. During this induction, guests will be informed about the hostel's noise management policies and the reasons behind them, then asked to sign our terms and conditions stating that they have understood all of our rules and regulations.
- **Low Noise Policy:**
- 1). We enforce a low noise policy within the hostel and its surrounds from 8:00 pm to 10:00am.
- 2). The use of speakers, guitars or any other noise-generating instruments is prohibited outside the hostel premises after 8:00pm.
- 3). Inside the hostel, the use of personal speakers is strictly prohibited at all times to maintain a peaceful ambient noise level thorough.
- 4). The noise policy and hostel rules are clearly displayed at the hostel entrance to reminder guests of our specific policy and requirements.
- **24-Hour Staff Presence:**
- 1) The hostel will have 24-hour staffing to monitor and ensure compliance with all noise policies.
- 2) Staff will address any noise disturbances and, if necessary, issue warnings or terminate the stay of guests who do not adhere to the noise policy.
- 3) The use of security cameras in all communal spaces, corridors, alfresco areas and the full perimeter of the building ensures that should there be any issues we can quickly identify what and or whom has caused it.
- 4) Staff report any disturbances (noise or otherwise) promptly to management and they are addressed immediately.
- **Recommendations for Nightlife:**
- 1). We provide guests with nightly recommendations for local restaurants, bars, and clubs to encourage them to socialise and enjoy nightlife at venues away from the hostel.
- **Minimizing Late Night Car Arrivals and Departures:**

- 1). Our night staff are there to assist with any late night arrivals and departures to streamline the process and reduce impact for both guests and neighbours.
- 2) All after hours arrivals are pre arranged at the time of booking. During pre-arrangement we include our noise policy and the importance of maintaining a quiet environment.

- **Communication and Feedback:**
- 1) Establish open communication channels for both guests and neighbours to report noise-related issues.
- 2) We ensure that all neighbouring businesses have not only the email and phone contact details for hostel reception, but also the mobile numbers of both the manager and owner. This ensures that there is always an immediate line of contact available should it be required any time of day.

- **Consequences for Non-Compliance:**
- 1) Any guests who disregard the noise policy will be issued a warning, and if necessary, their stay may be terminated immediately.
- 2) The hostel reserves the right to take legal action against guests causing significant disturbances or violating noise regulations.

The noise management policy will be reviewed every 6 months by management and staff. The policy may be reviewed sooner if required.

ACOUSTIC REPORT

FOR

121 FITZGERALD STREET WEST PERTH

5 December 2023

AES-890355-R01-0-05122023

DOCUMENT CONTROL

Prepared for: Fitzgerald House Pty Ltd

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Revision: 0

Date: 5 December 2023

Doc NO: AES-890355-R01-0-05122023

Acoustic Engineering Solutions

ABN: 64 451 362 914

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EXECUTIVE SUMMARY

A hostel is proposed to operate at 121 Fitzgerald Street West Perth. Graham Farmer Fwy and Fitzgerald Street are the major/significant traffic routes and located within the trigger distances to the subject site. Acoustic Engineering Solutions (AES) has been commissioned by Fitzgerald House Pty Ltd to undertake:

- Traffic noise assessment in accordance with the State Planning Policy 5.4 - Road and Rail Noise (the SPP5.4); and
- Noise impact assessment in accordance with the Environmental Protection (Noise) Regulations 1997 (the Regulations).

An acoustic model is developed using SoundPlan v8.0. For road traffic noise, the *Calculation of Road Traffic Noise* algorithm is selected. For the noise emissions from proposed hostel, the ISO 9613 prediction algorithm is selected. The acoustic model is used to predict:

- Onsite traffic noise levels from Fitzgerald Street and Graham Farmer Fwy; and
- Noise emissions from the proposed hostel operations.

TRAFFIC NOISE ASSESSMENT

Attended traffic noise monitoring was undertaken onsite during the peak hour (between 4:30pm and 5:30pm) of Fitzgerald Street on Wednesday 29th November 2023. The acoustic model is calibrated using the noise monitoring results.

Day-time noise levels $L_{Aeq(Day)}$ are predicted and then adjusted according to the SPP5.4 Guidelines. For the future road traffic conditions, the highest adjusted day-time noise level $L_{Aeq(Day)}$ falls into exposure category:

- C for both the ground and upper floors.

To comply with the requirements of SPP5.4 and achieve reasonable indoor amenity, the following measures are recommended:

- Implement the "Quiet House" package C for both the ground and upper floors.
- Incorporate "Notification on Title".

"Quiet House" package C is detailed in APPENDIX C and also in the SPP5.4 Guidelines.

ENVIRONMENTAL NOISE ASSESSMENT

Three worst-case operational scenarios of the proposed hostel are modelled:

Scenario 1 represents the worst-case operation of mechanical plant.

Scenario 2 represents the worst-case patron conversations.

Scenario 3 represents short events of car-door closing in a car-park area.

After preliminary modelling, Fitzgerald House Pty Ltd agrees to install a 1.8m colorbond fence along the front site boundary with R2. This short solid boundary fence is required to reduce noise propagation towards R2 from car-door closing and to achieve evening/night-time compliance with the Regulations for scenario 3.

Five closest residential and commercial premises are selected for the detailed assessments of noise emissions from the proposed hostel. Noise levels are predicted for the default “worst-case” meteorological conditions. The predicted worst-case noise levels are adjusted to account for their dominant characteristics according to the Regulations and then assessed against the criteria set by the Regulations. The compliance assessment concludes that full compliance is achieved for the proposed hostel.



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1.0 INTRODUCTION

A hostel is proposed to operate at 121 Fitzgerald Street West Perth. Graham Farmer Fwy and Fitzgerald Street are the major/significant traffic routes and located within the trigger distances to the subject site. Acoustic Engineering Solutions (AES) has been commissioned by Fitzgerald House Pty Ltd to assess:

- Road traffic noises in accordance with the State Planning Policy 5.4 - Road and Rail Noise (SPP5.4); and
- Noise emission from the proposed hostel in accordance with the Environmental Protection (Noise) Regulations 1997 (the Regulations).

1.1 HOSTEL

Figure 1 in APPENDIX A presents an aerial view of the subject site and surrounding area including the attended noise monitoring location and selected noise-sensitive receivers.

Figure 2 in APPENDIX A presents the proposed hostel floor plans. The hostel building is a two-storey building of cavity brick walls and metal roofing with Anticon underneath. Suspended ceilings with 16mm ceiling tiles are present on both the ground and upper floors. Front doors will be aluminium framed glass panel while both back doors to be solid fire rated doors. All windows and doors will be replaced as per recommendations of section 8.0 based on the road traffic assessment. An addition will be built in the front as a reception.

Most bedrooms are located on the upper floor. TV lounge, laundry and kitchen/living/dining area are located on the ground floor. A courtyard is located in the front with 2.4m brick wall of "feature" breeze block section. The rear drying area has 2.4m colour bond fencing.

Toilets and showers are located on both the ground and upper floors. The toilet/shower vents of upper floor are located above the roof while the toilet/shower vents of ground floor are ducted to the rear wall. Kitchen rangehood outlet is located above the roof. Two Bonair evaporative and two split air-conditioning units will be installed.

The hostel is proposed to have a maximum capacity of 48 and to operate 24 hours a day and 7 days a week. The hostel does not provide meals to its customers. A weekly delivery is planned between 9am and 1pm on a weekday excluding public holidays. Minivans are used for the weekly delivery.

Car parking bays are available onsite: One drop off bay at the front and the manager bay at the rear. No solid site boundary fences are present except for the courtyard and rear drying area.

2.0 NOISE CRITERIA

2.1 STATE PLANNING POLICY 5.4

Noise management for land use and road/rail transport corridor planning in Western Australia is implemented through the WAPC State Planning Policy 5.4 "Road and Rail Noise" (SPP5.4). SPP5.4 sets out the noise targets, as shown in Table 2-1.

Table 2-1: Noise Targets

Proposals	New/Upgrade	Noise Targets in dB(A)		
		Outdoor		Indoor
		Day ¹ L _{Aeq} (Day)	Night ² L _{Aeq} (Night)	L _{Aeq}
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	NA
	Upgrades	60	55	NA
Railways	New	55	50	NA
	Upgrades	60	55	NA

The noise target is to be measured at one meter from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source.

2.1.1 Notification on Title

A notification on title is required as a condition of subdivision (including strata subdivision) and development approval for the purposes of noise-sensitive development as well as planning approval involving noise-sensitive development to advise that the site is located in a noise-affected area where existing and/or forecasted noise levels are to exceed the outdoor noise targets shown in Table 2-1, regardless of proposed noise attenuation measures. The notification on title should be identified in the noise management plan.

¹ Day: from 6am to 10pm.

² Night: from 10pm to 6am.

2.2 ENVIRONMENTAL NOISE REGULATIONS

Noise management in Western Australia is implemented through the Environmental Protection (Noise) Regulations 1997 (the Regulations). The Regulations set noise limits which are the highest noise levels that can be received at noise-sensitive (residential), commercial and industrial premises. These noise limits are defined as ‘assigned noise levels’ at receiver locations. Regulation 7 requires that “noise emitted from any premises or public place when received at other premises must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind”.

Table 2-2 presents the assigned noise levels at various premises.

Table 2-2: Assigned noise levels in dB(A)

Type of Premises Receiving Noise	Time of Day	Assigned Noise Levels in dB(A) ³		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area	0700 to 1900 hours Monday to Saturday	45 + Influencing factor	55 + Influencing factor	65 + Influencing factor
	0900 to 1900 hours Sunday and public holidays	40 + Influencing factor	50 + Influencing factor	65 + Influencing factor
	1900 to 2200 hours all days	40 + Influencing factor	50 + Influencing factor	55 + Influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35 + Influencing factor	45 + Influencing factor	55 + Influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial premises	All hours	60	75	80

For highly noise sensitive premises, an “influencing factor” is incorporated into the assigned noise levels. The influencing factor depends on road classification and land use zonings within circles of 100 metres and 450 metres radius from the noise receiver locations.

³ Assigned level L_{A1} is the A-weighted noise level not to be exceeded for 1% of a delegated assessment period.
 Assigned level L_{A10} is the A-weighted noise level not to be exceeded for 10% of a delegated assessment period.
 Assigned level L_{Amax} is the A-weighted noise level not to be exceeded at any time.

2.2.1 Correction for characteristics of Noise

Regulation 7 requires that that “noise emitted from any premises or public place when received at other premises must be free of:

- (i) tonality;
- (ii) impulsiveness; and
- (iii) modulation.

when assessed under Regulation 9”.

If the noise exhibits intrusive or dominant characteristics, i.e. if the noise is impulsive, tonal, or modulating, noise levels at noise-sensitive premises must be adjusted. Table 2-3 presents the adjustments incurred for noise exhibiting dominant characteristics. That is, if the noise is assessed as having tonal, modulating or impulsive characteristics, the measured or predicted noise levels have to be adjusted by the amounts given in Table 2-3. Then the adjusted noise levels must comply with the assigned noise levels. Regulation 9 sets out objective tests to assess whether the noise is taken to be free of these characteristics.

Table 2-3: Adjustments for dominant noise characteristics

Adjustment where noise emission is not music. These adjustments are cumulative to a maximum of 15 dB.			Adjustment where noise emission is music	
Where tonality is present	Where Modulation is present	Where Impulsiveness is present	Where Impulsiveness is not present	Where Impulsiveness is present
+5 dB	+5 dB	+10 dB	+10 dB	+15 dB

2.2.2 Vehicle Noise

Regulation 3(a) states that *nothing in these regulations applies to the following noise emissions —*

- (a) *Noise emissions from the propulsion and braking systems of motor vehicles operating on a road.*

If it is open to public, a car park is considered to be a road and therefore vehicle noise (propulsion and braking) is not strictly assessed. However, noise from car door closing still requires assessment, as this does not form part of the propulsion or braking systems.

2.2.3 Influencing Factors

Five closest noise-sensitive and commercial receivers are selected for detailed assessment of noise impacts, as shown in Figure 1 in APPENDIX A. R1 to R3 and R5 are the noise-sensitive receivers while R4 is the future commercial receiver.

Influencing factor varies from residence to residence depending on the surrounding land use. The traffic flow data published in the Main Roads website indicate that both the Fitzgerald Street and Graham Farmer Fwy are classified as the major road. Fitzgerald Street and Graham Farmer Fwy are less than 100m from the selected receivers. Therefore, a transport factor of 6 dB applies to R1 to R3 and R5.

Figure 3 in APPENDIX A presents the planning scheme zone map 2 of the City of Vincent. The hostel, R1, R2 and R5 are located within the "Mixed Use" zone while R3 and R4 are located within "Commercial" zone. Table 2-4 presents the calculation of influencing factors and Table 2-5 presents the calculated assigned noise levels for the selected receivers.

Table 2-4: Calculation of influencing factors.

Closest Residents	Transport Factor in dB	Commercial Land		Influencing Factor in d(B)
		Within 100m Radius	Within 450m Radius	
R1	6	88%	65%	14
R2	6	92%	65%	14
R3	6	82%	65%	13
R5	6	86%	65%	14

Table 2-5: Calculated assigned noise levels in dB(A)

Closest Residents	Assigned Noise levels in dB(A)			
	Day ⁴ Monday to Saturday	Day ⁵ Sunday and Public Holiday	Evening ⁶	Night ⁷
L_{A10}				
R1, R2 & R5	59	54	54	49
R3	58	53	53	48
R4	60	60	60	60

⁴ 0700 to 1900 hours for Monday to Saturday.

⁵ 0900 to 1900 hours for Sunday and public holidays.

⁶ 1900 to 2200 hours for all days.

⁷ 2200 to 0700 hours for Monday to Saturday but to 0900 for Sunday and public holidays.

Closest Residents	Assigned Noise levels in dB(A)			
	Day ⁴ Monday to Saturday	Day ⁵ Sunday and Public Holiday	Evening ⁶	Night ⁷
L_{A1}				
R1, R2 & R5	69	64	64	59
R3	68	63	63	58
R4	75	75	75	75
L_{Amax}				
R1, R2 & R5	79	79	69	69
R3	78	78	68	68
R4	80	80	80	80

3.0 NOISE MONITORING

Attended traffic noise monitoring was performed onsite at the most exposure location to Fitzgerald Street, as shown in Figure 1 and Figure 4 in APPENDIX A, between 4:30pm and 5:30pm (peak hour of Fitzgerald Street) on Wednesday 29th November 2023, when it was calm sunny day with temperature of about 24^oC.

Noise levels were recorded using a Nor139 Sound Level Meter (SLM). The SLM complies with the instrumentation requirements of AS2702:1984⁸ and SPP5.4 Guidelines⁹. The SLM was programmed to record the S (slow) and A-weighted noise levels of L_{A1} , L_{A10} , L_{A90} , and L_{Aeq} in every 15-minute interval. The SLM microphone was placed at 1.4m above the ground pointing to Fitzgerald Street. The SLM was calibrated using an SV33A Class 1 Sound Calibrator immediately before and after the measurements. No level difference was observed between the two calibrations.

Attended noise monitoring was undertaken to:

- Quantify the current noise levels at the most exposure location onsite during the peak hour;
- Determine the peak-hour relationships between L_{A10} and L_{Aeq} ; and
- Calibrate the acoustic model.

Noise levels were measured in accordance with the measurement procedures of SPP5.4 Guidelines⁵ and AS2702:1984⁴.

Figure 5 in APPENDIX A presents the logged noise levels for the peak hour (between 4:30pm and 5:30pm, referring to Figure 6). Table 3-1 summarises the monitoring results and Table 3-2 presents the standard deviations of measured noise levels. It is shown that the variations of logged noise levels L_{A10} and L_{Aeq} are within 0.5 dB. The level difference between L_{A10} and L_{Aeq} during the peak hour is 3.1 dB. It may not be exactly equal to the level difference between $L_{A10,18hour}$ and $L_{Aeq(Day)}$, but it is expected to be at a similar level.

Table 3-1: Measured Noise Levels in dB(A).

Time Intervals	Measured Noise Levels in dB(A)				Difference (dB)
	L_{A1}	L_{A10}	L_{A90}	L_{Aeq}	$L_{A10} - L_{Aeq}$
4:30pm – 5:30pm (Peak Hour)	77.9	71.6	59.0	68.5	3.1

⁸ Australian Standard 2702-1984 Acoustics – Methods for the Measurement of Road Traffic Noise.

⁹ Road and Rail Noise Guidelines, September 2019.

Table 3-2: Standard Deviation of Measured Noise Levels in dB.

Time Intervals	Standard Deviation of Measured Noise Levels in dB			
	L_{A1}	L_{A10}	L_{A90}	L_{Aeq}
4:30pm – 5:30pm (Peak Hour)	1.7	0.3	0.5	0.5

Figure 6 and Figure 7 in APPENDIX A shows that the traffic flows reduce significantly after 7pm. The traffic noise from Fitzgerald Street and Graham Farmer Fwy should become much lower after 7pm. It is expected that the average daily noise level $L_{Aeq(Day)}$ is less than the measured peak-hour noise level $L_{Aeq(PeakHour)}$ because the noise level L_{Aeq} become lower during non-peak hours.

4.0 NOISE MODELLING

4.1 METHODOLOGY

An acoustic model is developed using SoundPlan v8.0 program. For traffic noise, the *Calculation of Road Traffic Noise* (the CoRTN) algorithm is selected. For the noise emissions from the proposed hostel, the ISO 9613 prediction algorithm is selected. The acoustic model is used to predict:

- Traffic noise levels from Fitzgerald Street and Graham Farmer Fwy; and
- Noise emissions from the proposed hostel operations.

The acoustic model does not consider noise emissions from the other road traffic, neighbouring commercial premises; birds; aircraft; dog barking; etc.

4.2 INPUT DATA

4.2.1 Topography

The ground elevation contours of the subject site and surrounding area are obtained from the intramaps of the City of Vincent. The road surfaces of Fitzgerald Street and Graham Farmer Fwy are assumed to be reflective while the other area is assumed to have averaged ground absorption of 0.6.

The hostel building and the existing buildings surrounding the subject site are digitized into the acoustic model. The proposed reception building and 2.4m brick/colorbond fences for the front courtyard and rear drying area are considered.

4.2.2 Closest Receivers

Five neighbouring residential and commercial receivers are selected, as shown in Figure 1 in APPENDIX A, for the detailed assessments of noise impact from the proposed hostel. R1 and R5 represents the front and back receivers of the same neighbouring residence. R2 is located within the "Mixed Use" zone and represents a future noise-sensitive receiver. R3 represents the upper floor residential receiver (the ground floor units are shops). R4 is located within the "Commercial" zone and represents a future commercial receiver.

R3 is the upper floor receiver at 4.5m above the ground while the other receivers are the ground receivers at 1.5m metres above the ground.

4.2.3 Building Façade Receivers

Seven representative receivers close to building facades are selected, as shown in Figure 2 in APPENDIX A, for the detailed assessment of traffic noise impact. G1 to G4 are the ground receivers at 1.4 metres above the ground while T1 to T3 are the upper floor receivers at 4.4

metres above the ground. G1 is located at the centre of courtyard while the other receivers are located at 1m from the building facades. G2 is 1m from the front entry door.

4.2.4 Source Sound Power Levels

Table 4-1 presents the sound power levels of noise sources in the hostel. The overall noise levels of mechanical plant were provided by Fitzgerald House Pty Ltd but their spectrum shapes were obtained from the AES database for similar equipment. The sound power level of a patron conversation was measured for another AES project.

Table 4-1: Sound power levels.

Equipment	Number	Overall Sound Power Levels in dB(A)
Rangehood Outlet	1	74
Rangehood Inlet	1	82
Toilet vent		62
Feature Ceiling Fan	1	81
Bonair Evaporative AC Unit	2	73
Split Air-Conditioner	2	65
TV Audio	1	79
Skope Glass-Door Fridge	2	60
Chest Freezer	1	60
5-Burner Cooktop with Oven	3	72
Coffee Vending Machine		79
Washer	2	77
Dryer	2	66
Patron Conversation		66
Car door Closing L_{Amax}		86

4.2.5 Traffic Data

Graham Farmer Fwy and Fitzgerald Street are classified as the major/significant traffic routes in the SPP5.4 Guidelines. The other major and significant traffic routes are more than 300m away from the subject site. Fitzgerald Street and Graham Farmer Fwy are the only roads to be considered in this study.

Traffic flow data for Fitzgerald Street (North of Newcastle Street) and Graham Farmer Fwy (East of Mitchell Fwy) are obtained from the Main Roads website. The traffic flow data include traffic volumes, vehicle speeds, and the percentages of heavy vehicles. Table 4-2 presents the traffic flow data. As suggested in the SPP5.4 Guidelines, the future (year 2043) traffic flow data are assumed to be 2.5% annual traffic growth over 20 years.

Table 4-2: Current and Future Traffic Flows.

Direction	Speed Limit (km/Hour)	Average Daily Traffic Flows (Monday to Friday)		
		Current	Future (2043)	Heavy Vehicles
Graham Farmer Fwy				
Both	80	56,614	84,922	9.4%
Eastbound	80	31,235	46,853	9.7%
Westbound	80	25,379	38,069	9%
Fitzgerald Street				
Both	60	19,432	29,148	9.2%
Northbound	60	8,756	13,134	7%
Southbound	60	10,676	16,014	11%

Figure 6 and Figure 7¹⁰ in APPENDIX A presents the averaged daily traffic flow data for Monday to Friday. The traffic flow data indicate that the daily traffic peak hour is from:

- 4:30pm to 5:30pm with the traffic flow of 1635 (for both directions) on Fitzgerald Street; but
- 4:15pm to 5:15pm with the traffic flow of 4809 (for both directions) on Graham Farmer Fwy.

¹⁰ Obtained from the Main Road website.

The night-time (10pm to 6am) traffic flow rate (vehicle number per hour) is less than:

- 16% of the day-time traffic flow rate for Fitzgerald Street; but
- 18% of the day-time traffic flow rate for Graham Farmer Fwy.

For such traffic flow rates, it is expected that the night-time traffic noise level $L_{Aeq(night)}$ is much lower than the daytime noise level $L_{Aeq(Day)}$, and their difference ($L_{Aeq(Day)} - L_{Aeq(night)}$) should be greater than 5dB. Therefore, daytime noise level $L_{Aeq(Day)}$ is more critical for compliance assessment.

4.2.6 Road Surface Corrections

Fitzgerald Street is assumed to have a stone mastic asphalt surface. Table 4-3 presents a summary of relative noise relationships between different types of road surfaces.

Table 4-3: Noise Relationship between Different Road Surfaces.

Chip Seal			Asphalt			
14mm	10mm	5mm	Dense Graded	Novachip	Stone Mastic	Open Graded
+ 3.5 dB	+ 2.5 dB	+ 1.5 dB	0 dB	- 0.2 dB	- 1.5 dB	- 2.5 dB

4.3 CORRECTION OF FAÇADE REFLECTION

The CoRTN algorithm does not calculate the noise reflections from building facades. According to the SPP5.4 Guidelines, the predicted noise levels $L_{A10,18hour}$ are adjusted by 2.5 dB to account for the facade reflections for all of the receivers.

4.4 NOISE LEVEL CONVERSION

The CoRTN algorithms were originally developed to calculate the $L_{A10,18hour}$ noise levels. SPP5.4 however uses noise levels of $L_{Aeq(Day)}$ and $L_{Aeq(Night)}$. Generally the relationship between the parameters varies depending on the composition of traffic on the road. For most cases, the difference between $L_{Aeq(Day)}$ and $L_{A10,18hour}$ is about 3 dB¹¹. Based on the measured peak-hour noise level difference (3.1 dB) shown in Table 3-1, the following relationship is used:

$$L_{Aeq(Day)} = L_{A10,18hour} - 3 \quad \text{dB(A)}$$

¹¹ NSW Road Noise Policy, 2011.

4.5 METEOROLOGY

For the environmental noise modelling, the “default” worst-case meteorological conditions¹² are assumed, as shown in Table 4-4.

Table 4-4: Worst-case meteorological conditions.

Time of day	Temperature Celsius	Relative Humidity	Wind speed	Wind Direction
Day (0700 --- 1900)	20° Celsius	50%	≤5 m/s	All
Evening (1900 --- 2200)	15° Celsius	50%	≤5 m/s	All
Night (2200 --- 0700)	15° Celsius	50%	≤5 m/s	All

4.6 NOISE MODELLING SCENARIOS

Fitzgerald House Pty Ltd advised:

- The hostel operates 24 hours a day and 7 days a week.
- A maximum capacity of 48 patrons is proposed.
- Four toilets/showers are located on the ground floor and four toilets/showers are on the upper floor. The upper floor toilet vents are located above the roof while the ground floor toilet vents are ducted to the rear wall.
- Two Bonair evaporative air-conditioning (AC) systems will be installed. One Bonair outdoor unit sits on the roof while another Bonair outdoor unit sits on the ground against rear building wall under the stairs.
- Two split air-conditioners are installed to service the two rear bedrooms on ground floor, and their outdoor units are wall-mounted.
- A feature ceiling cooling fan is installed in the TV lounge.
- One TV screen with audio will be installed on walls in the TV lounge.
- No amplified or live music plays.
- No meals are provided.
- The kitchen is open kitchen with living/dining area. The kitchen has:
 - A rangehood. The rangehood exhaust outlet is located above the roof.
 - 2x skope glass door fridge;
 - 3x 5 burner cooktop with oven beneath;
 - 1x chest freezer; and
 - 1x coffee vending machine.

¹² Guideline: Assessment of Environmental Noise Emissions, Draft for Consultation, May 2021.

- Front doors will be aluminium framed glass panel while both back doors to be solid fire rated doors. All windows and doors will be replaced with new ones as per recommendations given in section 8.0 (based on the road traffic assessment).
- The laundry is located on the ground floor with two washers and two dryers.
- One vacuum cleaner will be used to clean rooms.
- The front entry door is kept closed with an auto closer.
- A weekly delivery is planned between 9am and 1pm on a weekday excluding public holidays. Minivan is used for the weekly delivery.
- Car parking bays are available onsite: One drop off bay at the front and the manager bay at the rear.

Based on the provided information, the following worst-case operational scenarios are modelled:

Scenario 1: All items of the following mechanical plant operate simultaneously:

- One TV and one feature ceiling cooling fan in the TV lounge.
- All items of Kitchen Equipment: 1 X Rangehood, 2 X Skope glass door fridges, 3 X 5 burner cooktop with oven, 1 X Chest freezer and 1 X Coffee vending machine.
- Laundry machines: 2 X Washers and 2 X Dryers.
- 2 X Bonair evaporative air-conditioning systems.
- 2 X split air-conditioning (AC) systems.
- 8 X Toilet/Shower vents.
- One vacuum cleaner at the upper-floor back room of Bunks and Robes.

Scenario 2: 40% of 48 patrons talk simultaneously (19 conversations in total):

- One conversation in each of 6 Bunks and Robes.
- 6 outdoor conversations (in the courtyard); and
- 7 indoor conversations (in the TV lounge and living/dining area).

Scenario 3: A car door is closed in the front car park bay.

For scenarios 1 and 2, the double doors to the courtyard and the two back doors are assumed to be fully opened but the front entry door is assumed to be closed.

Scenario 1 represents the worst-case operation of mechanical plant while scenario 2 represents the worst-case patron conversations. Scenario 3 represents the short events of closing vehicle doors. Scenario 3 includes the door closing of minivans for weekly delivery.

5.0 NOISE CONTROL

After preliminary modelling, Fitzgerald House Pty Ltd agrees to implement the following noise control measure:

- Install a 1.8m colorbond fence along the front site boundary with R2, as shown in a thick black line in Figure 2 in APPENDIX A.

This short solid boundary fence is required to reduce noise propagation towards R2 from car-door closing and to achieve evening/night-time compliance with the Regulations for scenario 3.

6.0 TRAFFIC NOISE PREDICTIONS

6.1 MODEL CALIBRATION

The acoustic model for road traffic noises from Fitzgerald Street and Graham Farmer Fwy was calibrated based on the measured peak-hour $L_{A10,1h}$ (71.6 dB(A) shown in Table 3-1) by comparing the predicted peak-hour $L_{A10,1h}$ with the measured peak-hour $L_{A10,1h}$ at the logger location.

6.2 POINT MODELLING RESULTS

As shown in Figure 6 and Figure 7, the night-time (10pm to 6am) traffic flow rate is less than 18% of the day-time (6am to 10m) traffic flow rate. This traffic rate indicates that the night-time traffic noise level $L_{Aeq(Night)}$ is more than 5dB lower than the daytime traffic noise level $L_{Aeq(Day)}$. The daytime traffic noise level $L_{Aeq(Day)}$ compliance guarantees the night-time traffic noise level $L_{Aeq(Night)}$ compliance.

Table 6-1 presents the predicted and adjusted A-weighted day-time traffic noise levels $L_{Aeq(Day)}$. Since they do not account for building facade reflections, the predicted traffic noise levels are adjusted by adding 2.5dB to account for facade reflections. According to the SPP5.4 Guidelines, the predicted and adjusted traffic noise levels are rounded to integer numbers. Table 6-1 indicates that under the future road traffic conditions, the highest adjusted day-time traffic noise level $L_{Aeq(Day)}$ is:

- 64 dB(A) for the ground level.
- 66 dB(A) for the upper floor level.
- 56 dB(A) in the courtyard.

Table 6-1: Predicted and Adjusted Day-time Traffic Noise Levels $L_{Aeq(Day)}$ in dB(A).

Receivers	Current		Future (2043)	
	Predicted Level	Adjusted Level	Predicted Level	Adjusted Level
G1	51	54	53	56
G2	60	63	62	64
G3	54	56	56	58
G4	45	47	47	49
T1	62	64	64	66

Receivers	Current		Future (2043)	
	Predicted Level	Adjusted Level	Predicted Level	Adjusted Level
T2	58	60	60	62
T3	48	50	49	52

6.3 TRAFFIC NOISE CONTOURS

Figure 8 to Figure 11 in APPENDIX B present the predicted traffic noise level $L_{Aeq(Day)}$ contours at 1.4m above the ground. The black lines represent the proposed 2.4m brick/colorbond fences. These noise contours include the barrier effects of the proposed/existing buildings and boundary fences, but do not account for building facade reflections.

Figure 8 and Figure 9 present the daytime traffic noise level $L_{Aeq(Day)}$ contours for the current road traffic conditions while Figure 10 and Figure 11 show the daytime traffic $L_{Aeq(Day)}$ contours for the future road traffic conditions.

Figure 8 and Figure 10 show the traffic $L_{Aeq(Day)}$ contours at the ground level (1.4m above the ground) while Figure 9 and Figure 11 show the traffic $L_{Aeq(Day)}$ contours at the upper floor level (4.4m above the ground).

7.0 NOISE EMISSIONS FROM THE HOSTEL

Table 7-1 presents the predicted worst-case noise emissions from the hostel. For scenario 3, the predicted noise levels are in L_{AMax} level. It is shown that for all scenarios the predicted day and evening/night-time noise levels are at similar levels (within 0.1 dB). The highest noise level is predicted at:

- R4 for scenario 1; but
- R1 for scenarios 2 and 3.

Table 7-1: Predicted worst-case noise levels in dB(A).

Receivers	Scenario 1		Scenario 2		Scenario 3	
	Day	Evening/Night	Day	Evening/Night	Day	Evening/Night
R1	39.5	39.5	41.0	41.0	55.1	55.1
R2	31.9	31.9	27.2	27.2	48.4	48.4
R3	34.0	34.0	30.1	30.1	52.6	52.7
R4	48.7	48.6	14.5	14.5	29.4	29.5
R5	37.4	37.4	19.4	19.4	31.9	32.0

7.1 WORST-CASE NOISE CONTOURS

Figure 12 to Figure 14 in APPENDIX B present the worst-case noise contours at 1.5m above the ground. The black lines represent the proposed solid fences including the proposed 1.8m short boundary fence. The noise contours represent the worst-case noise propagation envelopes from the hostel, i.e., worst-case propagation in all directions simultaneously. Since the predicted day and evening/night-time noise levels are at similar levels, the noise contours represent worst-case day, evening and night-time noise emissions from the hostel.

8.0 TRAFFIC NOISE ASSESSMENT AND RECOMMENDATIONS

Under the SPP5.4, noise mitigation measures are necessary if the adjusted noise levels of a new development exceed the outdoor target levels.

For the future road traffic conditions, the highest adjusted day-time noise level $L_{Aeq(Day)}$ falls into exposure category:

- C for both the ground and upper floors.

To comply with the requirements of SPP5.4 and achieve reasonable indoor amenity, the following measures are recommended:

- Implement the "Quiet House" package C for both the ground and upper floors.
- Incorporate "Notification on Title".

"Quiet House" package C is detailed in APPENDIX C and also in the SPP5.4 Guidelines.

8.1 WINDOWS AND DOORS

The front two Bunks and Robes on the upper floor have the glazing to floor ratios of about 43% and 52%. To comply with the requirements of "Quiet House" package C,

- The front fixed windows should achieve $R_w + C_{tr} 37$ (minimum 12.5mm V Lam Hush or double insulated glazing 8mm V Float – 16mm Gap – 10.5mm Hash). Alternatively the glazing area is reduced to below 40% of floor area and then a minimum 10 mm single or 6mm-12mm-10mm double insulated glazing ($R_w + C_{tr} 34dB$).
- The front entry door should achieve $R_w 32$ (minimum 10mm single glazing insert) acoustically rated door and frame system with acoustic seals.
- The two back doors should be 40mm solidcore timber doors with acoustic seals (to achieve $R_w 30$ for the door and frame systems).

As advised, the roof is metal roofing with Anticon underneath. Suspended ceilings with 16mm ceiling tiles are present on both the ground and upper floors. To comply with the roof-ceiling requirement of "Quiet House" package C, the upper floor suspended ceiling should be affixed using steel furring channels beneath ceiling rafters/supports. R4.1 Bradford gold ceiling insulation batts are recommended to be added above the ceiling tiles.

9.0 NOISE IMPACT ASSESSMENT

9.1 ADJUSTED NOISE LEVELS

According to Table 2-3, the predicted noise levels shown in Table 7-1 should be adjusted by:

- 5 dB if the noise received exhibits tonality; or
- 10 dB if the noise received exhibits impulsiveness.

Mechanical plant may radiate tonal noise components. Therefore, a 5dB tonality adjustment applies to the predicted noise levels for scenario 1.

Conversations are broadband noises, and no adjustment applies to the predicted noise levels for scenario 2.

Scenario 3 considers the car-door closing noise only. The car-door closing noise may exhibit impulsiveness and then a 10dB adjustment applies.

Table 9-1 presents the adjusted worst-case A-weighted noise levels.

Table 9-1: Adjusted worst-case noise levels in dB(A).

Receivers	Scenario 1	Scenario 2	Scenario 3
R1	44.5	41.0	65.1
R2	36.9	27.2	58.4
R3	39.0	30.1	62.7
R4	53.7	14.5	39.5
R5	42.4	19.4	42.0

9.2 COMPLIANCE ASSESSMENT

Scenarios 1 and 2 generate continuous noise emissions, and then their noises should be assessed against the assigned noise levels L_{A10} . Car door closing is a short event. The noise from a car door closing is predicted in L_{Amax} level and the assigned noise levels L_{Amax} apply for scenario 3.

Table 2-5 shows that Sunday and evening-time assigned noise levels are the same and lower than the day-time ones on Monday to Saturday while Table 7-1 shows that the

predicted day and evening-time noise levels are at similar levels (within 0.1 dB). Therefore, the evening-time compliance guarantees the day-time compliance.

9.2.1 Evening

Table 9-2 presents evening-time compliance assessment. It is shown that the adjusted noise levels are much below the assigned noise levels at all receiver locations for all of the scenarios. This concludes that compliance with the Regulations is achieved for both the day and the evening.

Table 9-2: Evening-time compliance assessment.

Receivers	Assigned Levels L_{A10} in dB(A)	Adjusted Noise Levels in dB(A)		Assigned Levels L_{A10} in dB(A)	Adjust L_{Amax}
		Scenario 1	Scenario 2		Scenario 3
R1	54	44.5	41.0	69	65.1
R2	54	36.9	27.2	69	58.4
R3	53	39.0	30.1	68	62.7
R4	60	53.7	14.5	80	39.5
R5	54	42.4	19.4	69	42.0

9.2.2 Night

Table 9-3 presents compliance assessment for the night-time operations. It is shown that that the adjusted noise levels are below the night-time assigned noise levels at all receivers. This concludes that the night-time compliance is achieved.

Table 9-3: Night-time compliance assessment.

Receivers	Assigned Levels L_{A10} in dB(A)	Adjusted Noise Levels in dB(A)		Assigned Levels L_{A10} in dB(A)	Adjust L_{Amax}
		Scenario 1	Scenario 2		Scenario 3
R1	49	44.5	41.0	69	65.1

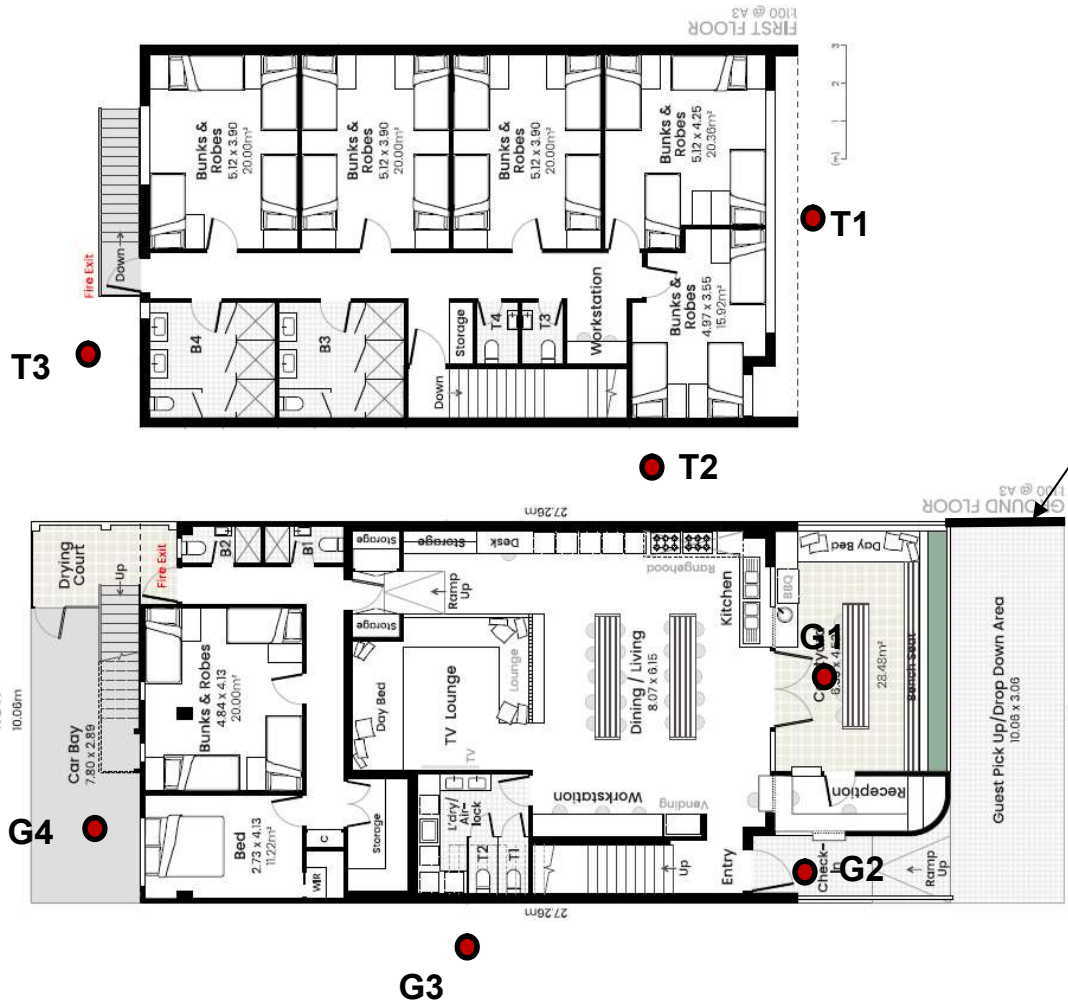
Receivers	Assigned Levels L_{A10} in dB(A)	Adjusted Noise Levels in dB(A)		Assigned Levels L_{A10} in dB(A)	Adjust L_{Amax}
		Scenario 1	Scenario 2		Scenario 3
R2	49	36.9	27.2	69	58.4
R3	48	39.0	30.1	68	62.7
R4	60	53.7	14.5	80	39.5
R5	49	42.4	19.4	69	42.0

The above assessments conclude that full compliance is achieved for the proposed hostel.

APPENDIX A SITE LAYOUTS



Figure 1: Aerial view of subject site and surrounding area.



Proposed 1.8m
 Boundary Fence



Joel Meddalla
 0423 211 271
 joel@spinnershospital.com.au

121 Fitzgerald Street WEST PERTH
 Lot on Plan P001080 2
 Land ID Number 1348808
 City of Vincent

Proposed new fit-out

Figure 2: Floor plans.

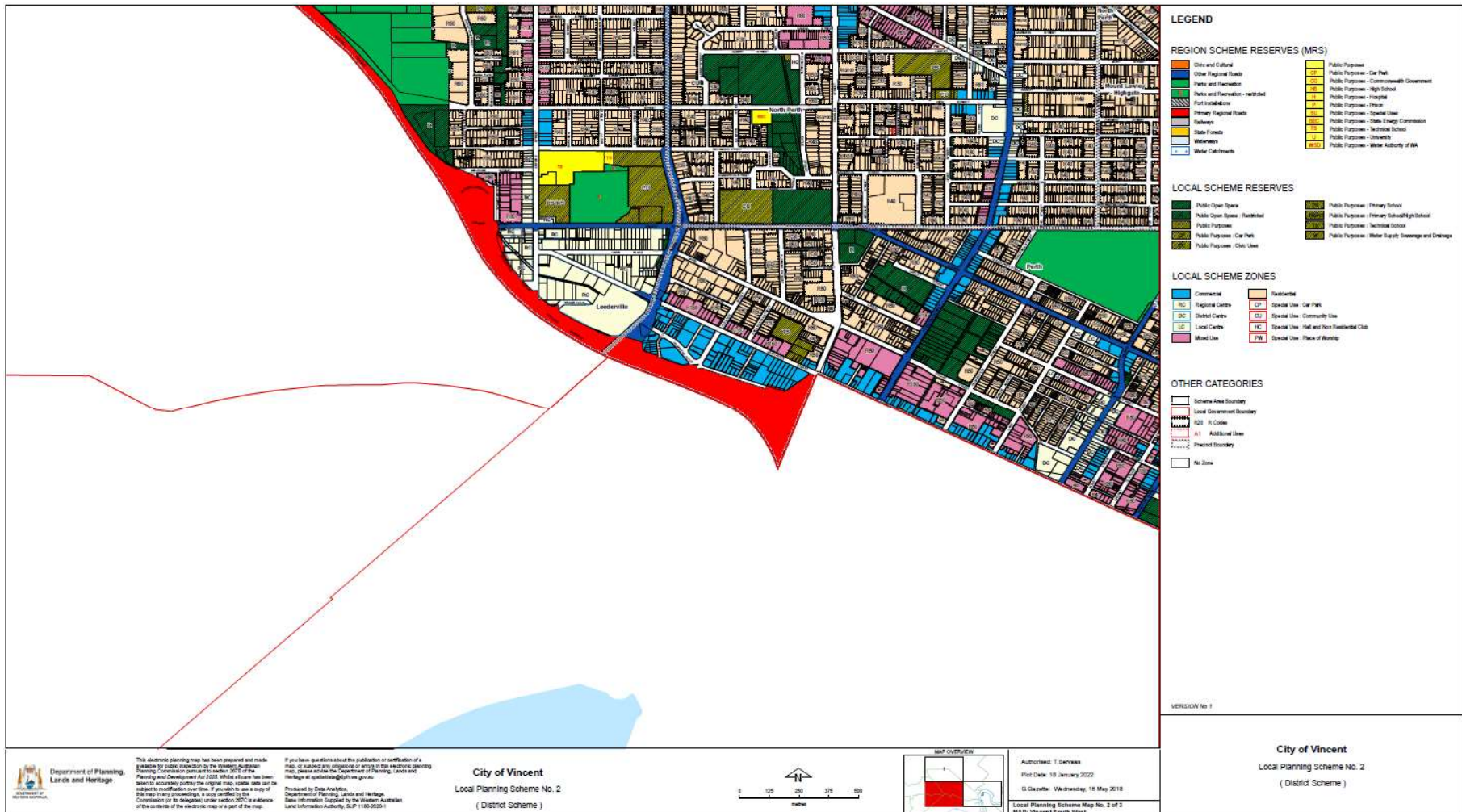


Figure 3: Local planning scheme map 2 of the City of Vincent.



Figure 4: Photo of the sound level meter.

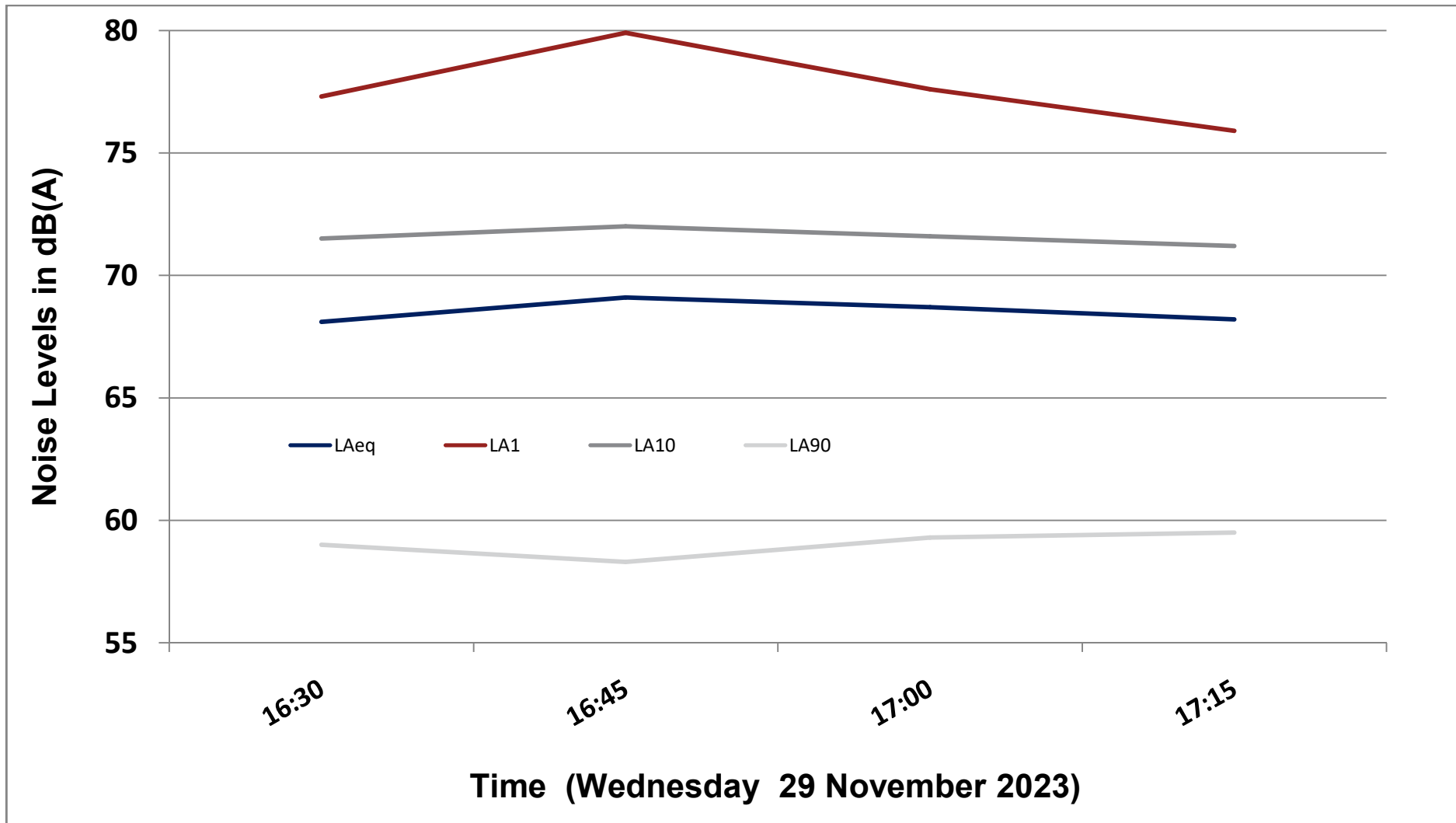


Figure 5: Measured noise levels from 4:30pm to 5:30pm on Wednesday 29/11/2023.



SITE 4391

Hourly Volume

Fitzgerald St (1300280)

2021/22
 Monday to Friday

North of Newcastle St (SLK 0.08)

	All Vehicles				Heavy Vehicles					
	NB	SB	Both		NB	SB	Both	%		
00:00	74	46	120		3	4	7	5.8		
01:00	50	33	83		2	4	6	7.2		
02:00	32	22	54		0	2	2	3.7		
03:00	21	26	47		2	3	5	10.6		
04:00	33	68	101		3	10	13	12.9		
05:00	72	280	352		5	52	57	16.2		
06:00	171	673	844		21	145	166	19.7		
07:00	265	1171	1436		38	144	182	12.7		
08:00	371	1279	1650		43	107	150	9.1		
09:00	419	789	1208		52	78	130	10.8		
10:00	408	591	999		47	64	111	11.1		
11:00	444	595	1039		42	67	109	10.5		
12:00	495	595	1090		42	60	102	9.4		
13:00	504	570	1074		34	59	93	8.7		
14:00	608	573	1181		43	60	103	8.7		
15:00	737	569	1306		50	53	103	7.9		
16:00	1006	555	1561		52	56	108	6.9		
17:00	1015	570	1585		49	53	102	6.4		
18:00	614	473	1087		28	47	75	6.9		
19:00	404	358	762		16	32	48	6.3		
20:00	329	303	632		14	30	44	7.0		
21:00	293	256	549		10	20	30	5.5		
22:00	229	177	406		8	14	22	5.4		
23:00	162	104	266		6	9	15	5.6		
TOTAL	8756	10676	19432		610	1173	1783	9.2		

		11:45	07:30	08:00	09:15	06:30	06:30
AM	TIME						
	VOL	489	1296	1650	57	162	192
PM	TIME	16:30	12:00	16:30	15:15	13:15	15:30
	VOL	1055	595	1635	54	64	114

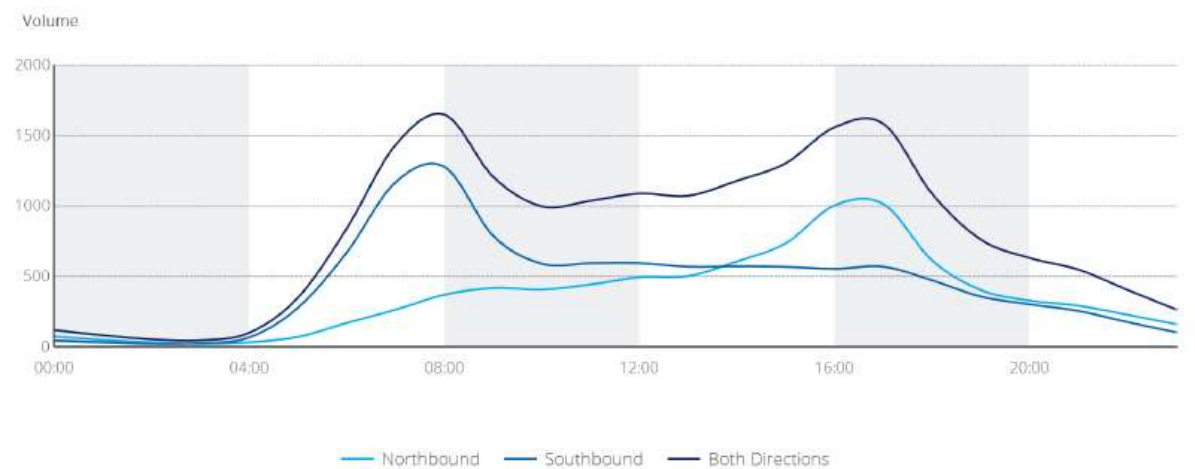


Figure 6: Weekday traffic flows for Fitzgerald Street.



SITE 50943

Hourly Volume

Graham Farmer Fwy (H020)
 East of Mitchell Fwy (SLK 0.27)

2021/22
 Monday to Friday

	All Vehicles		
	EB	WB	Both
00:00	112	151	263
01:00	63	89	152
02:00	56	79	135
03:00	135	75	210
04:00	416	171	587
05:00	1412	453	1865
06:00	2361	1034	3395
07:00	2791	1534	4325
08:00	2265	1601	3866
09:00	1708	1333	3041
10:00	1597	1325	2922
11:00	1705	1359	3064
12:00	1695	1419	3114
13:00	1616	1522	3138
14:00	1788	1951	3739
15:00	2120	2326	4446
16:00	2430	2339	4769
17:00	2392	2007	4399
18:00	1505	1430	2935
19:00	1017	904	1921
20:00	719	722	1441
21:00	673	655	1328
22:00	418	574	992
23:00	241	326	567
TOTAL	31235	25379	56614

	Heavy Vehicles			
	EB	WB	Both	%
00:00	10	8	18	6.8
01:00	7	5	12	7.9
02:00	7	7	14	10.4
03:00	12	10	22	10.5
04:00	33	22	55	9.4
05:00	158	44	202	10.8
06:00	295	124	419	12.3
07:00	231	165	396	9.2
08:00	187	157	344	8.9
09:00	213	179	392	12.9
10:00	213	174	387	13.2
11:00	229	183	412	13.4
12:00	232	176	408	13.1
13:00	230	199	429	13.7
14:00	220	198	418	11.2
15:00	217	202	419	9.4
16:00	199	157	356	7.5
17:00	147	103	250	5.7
18:00	67	64	131	4.5
19:00	45	39	84	4.4
20:00	32	27	59	4.1
21:00	23	22	45	3.4
22:00	19	17	36	3.6
23:00	11	14	25	4.4
TOTAL	3037	2296	5333	9.4



Peak Statistics

AM	TIME	06:45	07:30	07:00	06:15	11:45	06:15
	VOL	2819	1656	4325	299	184	439
PM	TIME	16:30	15:45	16:15	12:30	14:30	14:30
	VOL	2531	2388	4809	240	207	443

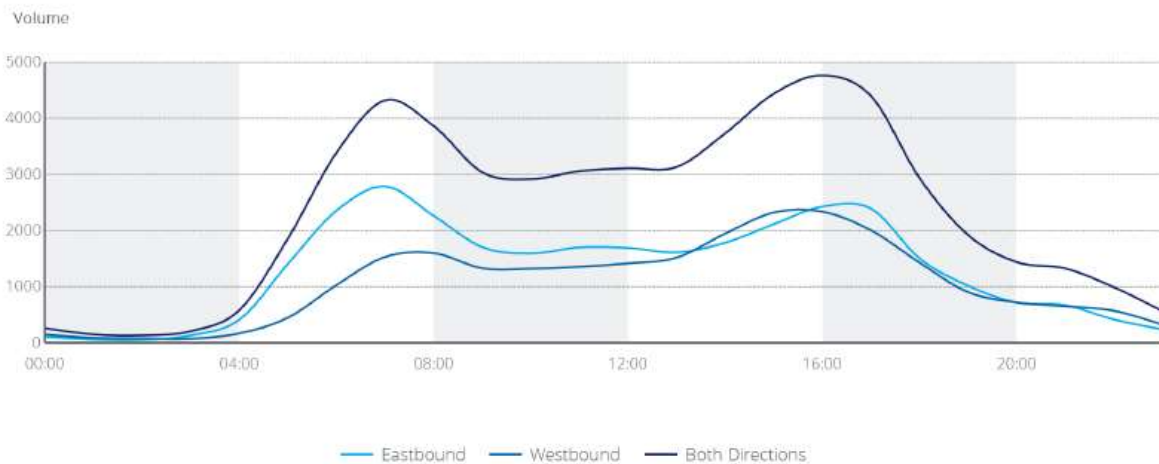


Figure 7: Weekday traffic flows for Graham Farmer Fwy.

APPENDIX B NOISE CONTOURS

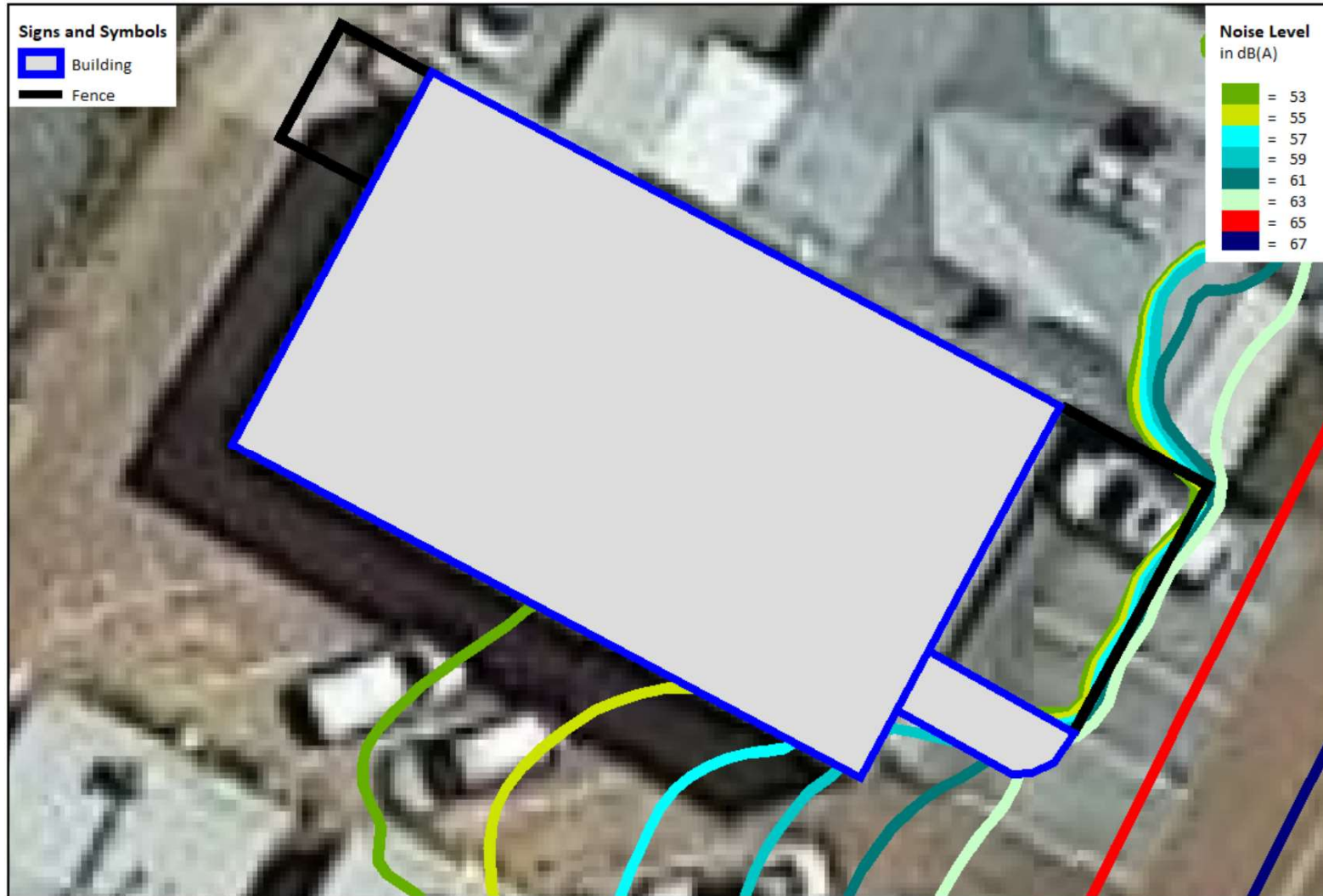


Figure 8: Day-time $L_{Aeq(Day)}$ contours at 1.4m above the ground for current traffic flows.

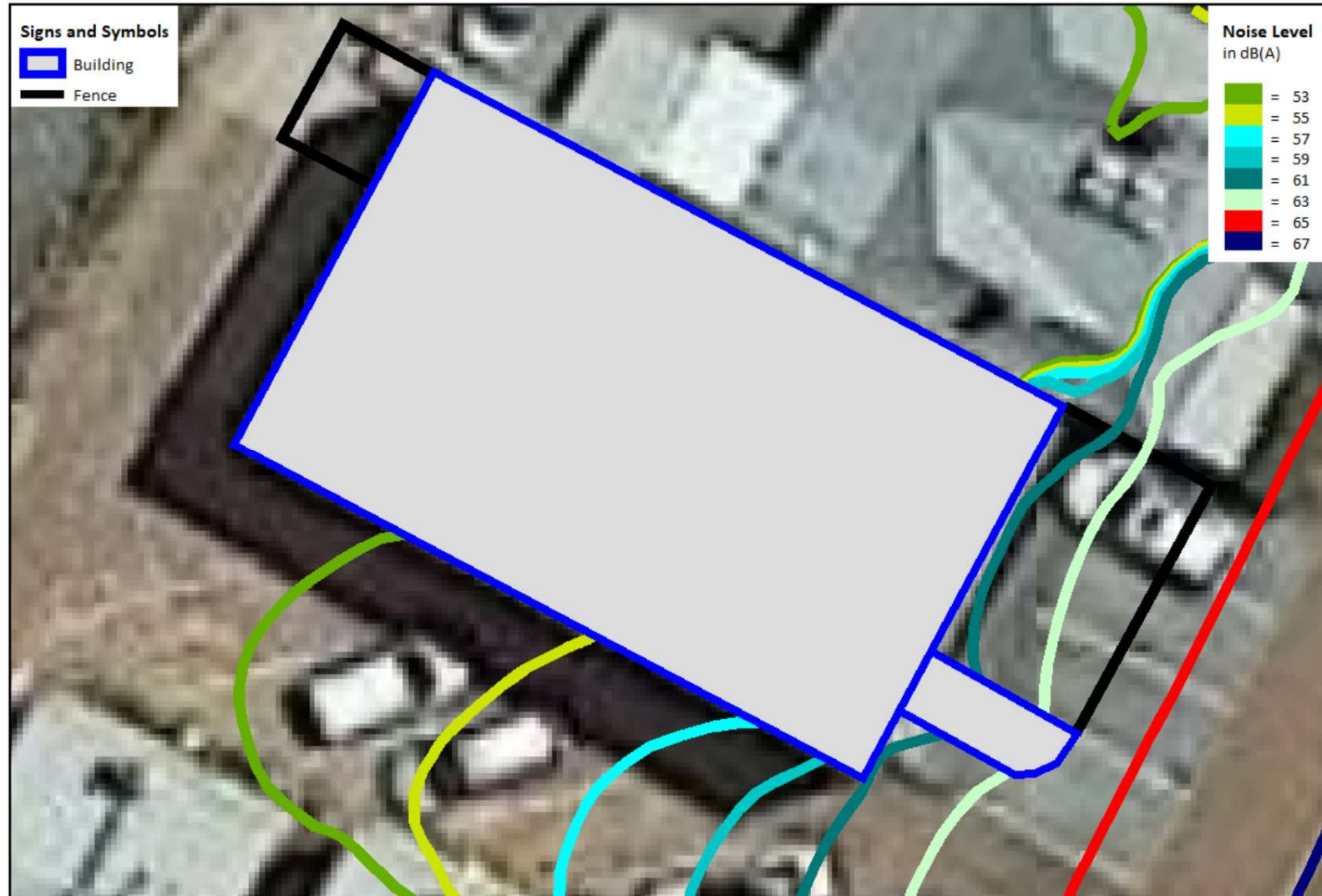


Figure 9: Day-time $L_{Aeq}(\text{Day})$ contours at 4.4m above the ground for current traffic flows.

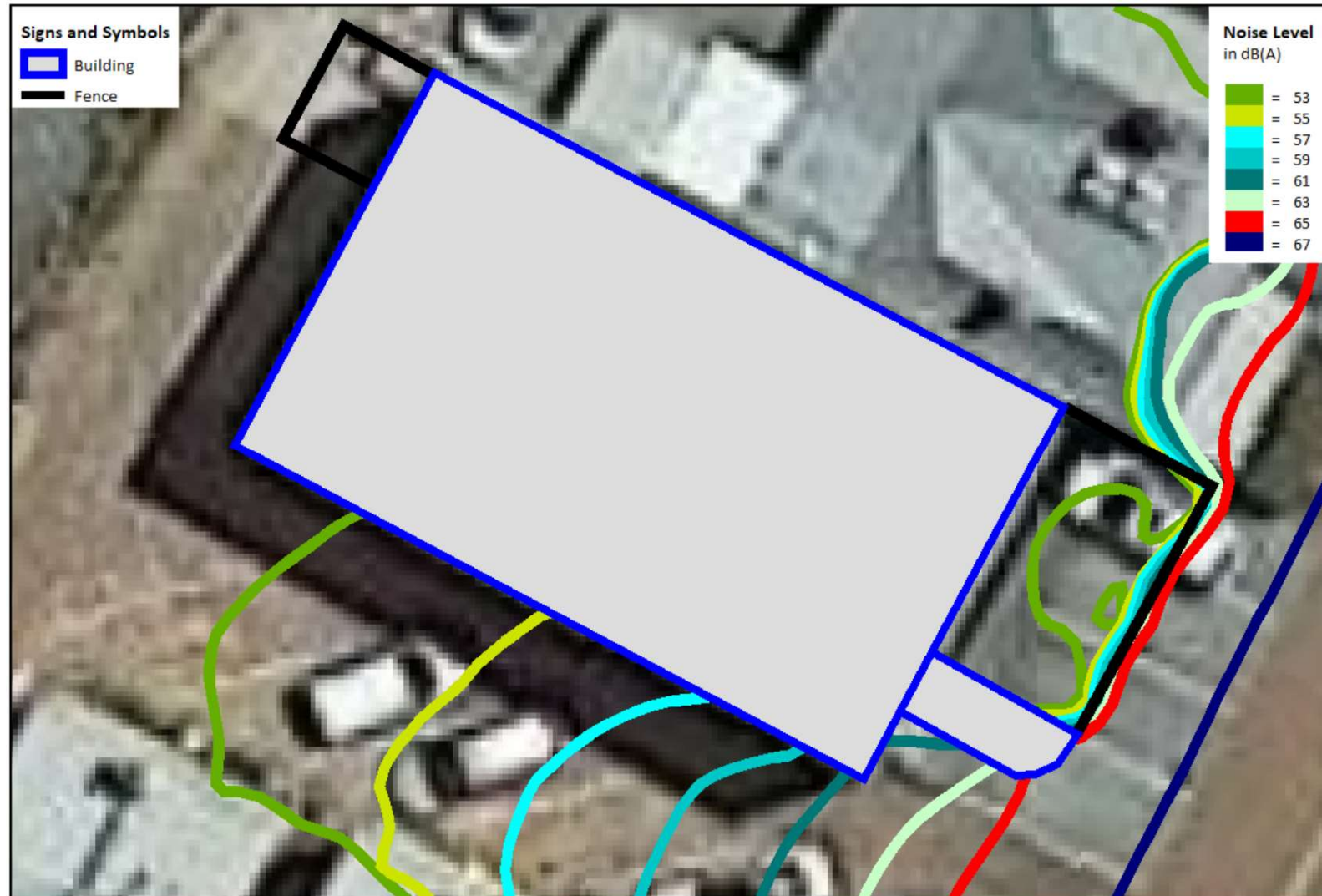


Figure 10: Day-time $L_{Aeq(Day)}$ contours at 1.4m above the ground for future traffic flows.

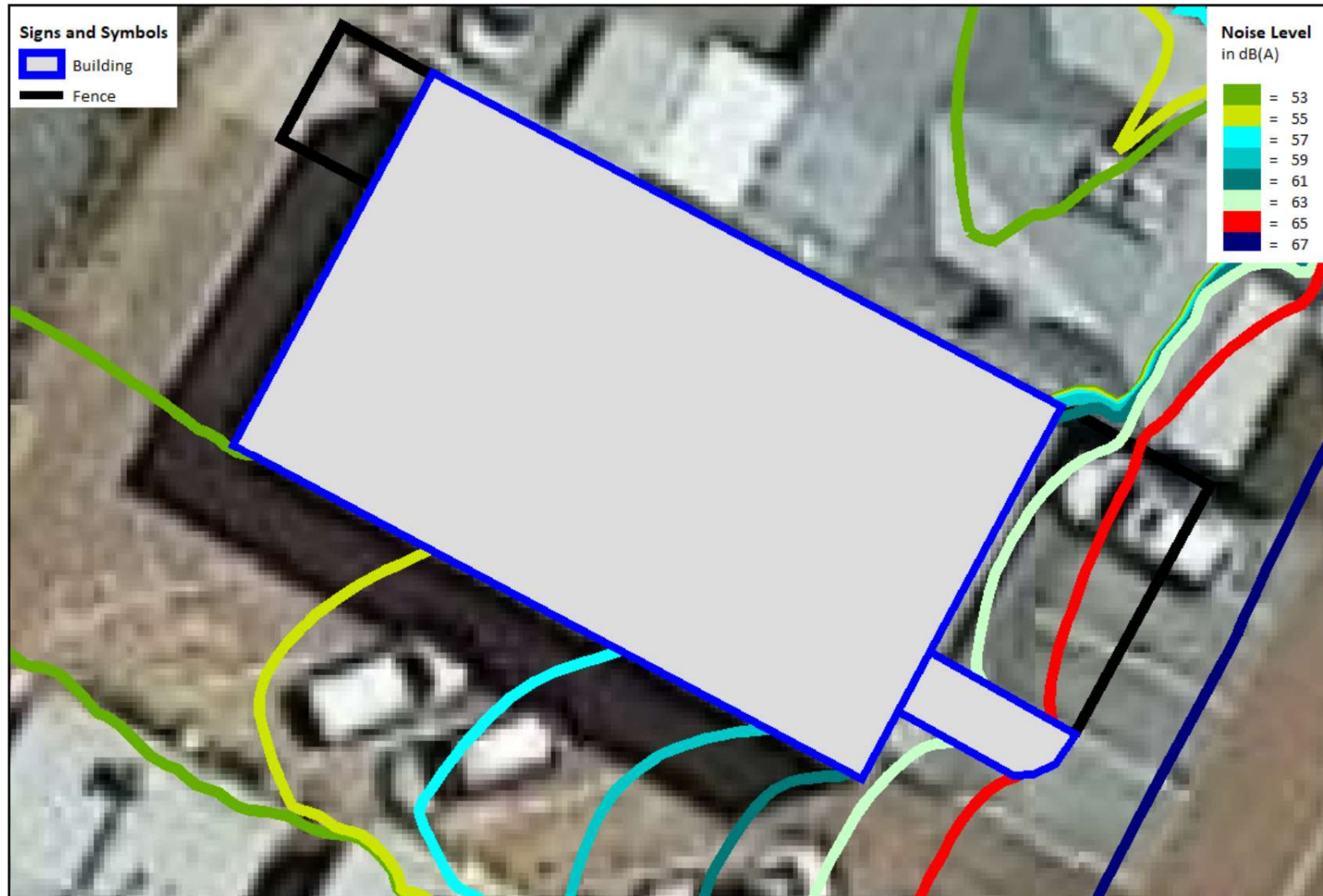


Figure 11: Day-time $L_{Aeq(Day)}$ contours at 4.4m above the ground for future traffic flows.

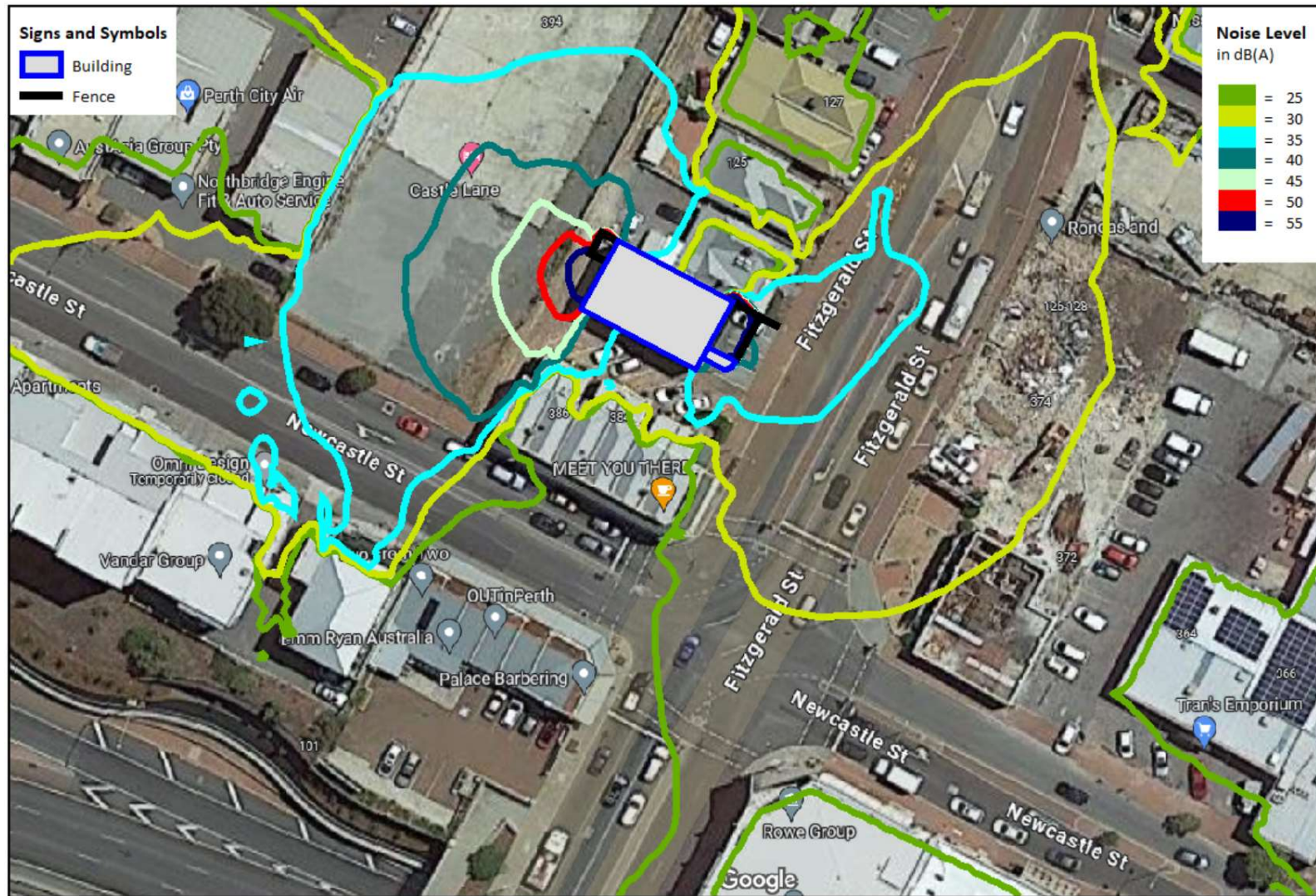


Figure 12: Worst-case noise contours at 1.5m above the ground for scenario 1.



Figure 13: Worst-case noise contours at 1.5m above the ground for scenario 2.

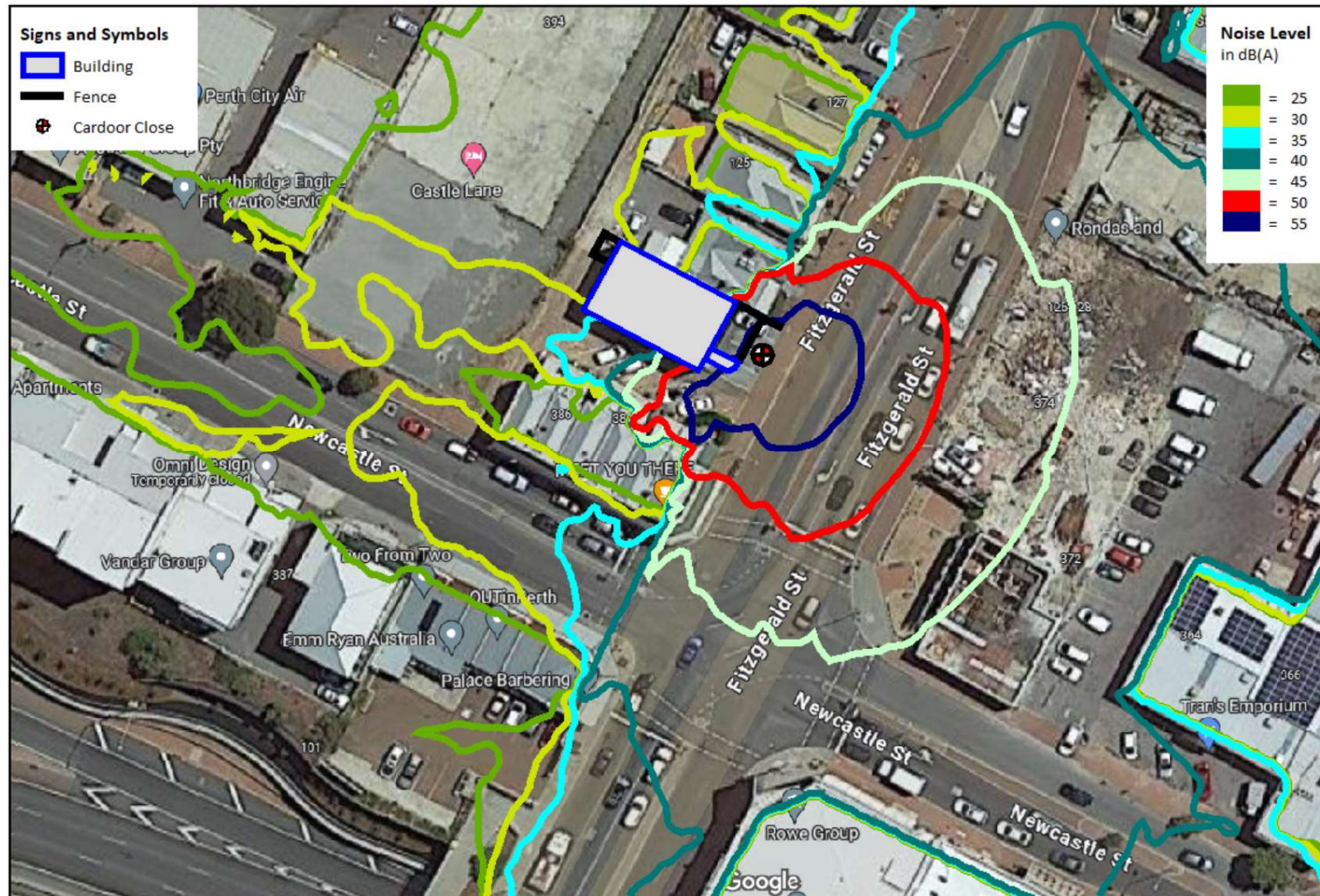


Figure 14: Worst-case noise contours at 1.5m above the ground for scenario 3.

APPENDIX C QUIET HOUSE PACKAGES

Exposure Category	Orientation to corridor	Acoustic rating and example constructions				Mechanical ventilation / air conditioning considerations			
		Walls	External doors	Windows	Roofs and ceilings of highest floors				
A Quiet House A	Facing	<p>Bedroom and indoor living and work areas to Rw+Ctr 45dB</p> <ul style="list-style-type: none"> One row of 92mm studs at 600mm centres with: <ul style="list-style-type: none"> Resilient steel channels fixed to the outside of the studs; and 9.5mm hardboard or 9mm fibre cement sheeting or 11mm fibre cement weatherboards or one layer of 19mm board cladding fixed to the outside of the channels; and 75mm glass wool (11kg/m³) or 75mm polyester (14kg/m³) insulation, positioned between the studs; and Two layers of 16mm fire-protective grade plasterboard fixed to the inside face of the studs. Single leaf of 150mm brick masonry with 13mm cement render on each face. Double brick: two leaves of 90mm clay brick masonry with a 20mm cavity between leaves. 	<p>Bedrooms:</p> <ul style="list-style-type: none"> Fully glazed hinged door with certified Rw+Ctr 28dB rated door and frame including seals and 6mm glass <p>Other external doors to Rw+Ctr 25dB, e.g.</p> <ul style="list-style-type: none"> 35mm solid core timber hinged door and frame system certified to Rw 28dB including seals Glazed sliding door with 10mm glass and weather seals 	<p>Bedrooms:</p> <ul style="list-style-type: none"> Total external door and window system area up to 40% of room floor area: Sliding or double hung with minimum 10mm single or 6mm-12mm-10mm double insulated glazing (Rw+Ctr 28 dB). Sealed awning or casement windows may use 6 mm glazing instead. Up to 60% floor area: as per above but must be sealed awning or casement type windows (Rw+Ctr 31dB). <p>Indoor living and work areas</p> <ul style="list-style-type: none"> Up to 40% floor area: Sliding, awning, casement or double hung with minimum 6mm single pane or 6mm-12mm-6mm double insulated glazing (Rw+Ctr 25dB). Up to 60% floor area: As per Bedrooms at up to 40% area (Rw+Ctr 28 dB). Up to 80% floor area: As per Bedrooms at up to 60% area (Rw+Ctr 31dB). 	<p>To Rw+Ctr 35dB</p> <ul style="list-style-type: none"> Concrete or terracotta tile or metal sheet roof with sarking and at least 10mm plasterboard ceiling 	<p>At least one outdoor living area located on the opposite side of the building from the transport corridor and/or at least one ground level outdoor living area screened using a solid continuous fence or other structure of minimum 2 metres height above ground level.</p>	<ul style="list-style-type: none"> Acoustically rated openings and ductwork to provide a minimum sound reduction performance of Rw 40dB into sensitive spaces Evaporative systems require attenuated ceiling air vents to allow closed windows Refrigerant-based systems need to be designed to achieve National Construction Code fresh air ventilation requirements Openings such as eaves, vents and air inlets must be acoustically treated, closed or relocated to building sides facing away from the corridor where practicable 		
	Side on							As per 'Facing' above, except Rw+Ctr values may be 3dB less, e.g. glazed sliding door with 10mm glass and weather seals for bedrooms.	As above, except Rw+Ctr values may be 3dB less, or max % area increased by 20%
	Opposite							No specific requirements	
A Quiet House A+	All	As per Quiet House A, except double leaf masonry / brick construction only.	As per Quiet House A.	As per Quiet House A, except that: <ul style="list-style-type: none"> 'Side-on' requirements same as 'Facing'. All windows comprise minimum 6 mm thick laminated or toughened glass in sealed awning or casement frames. Polymer (e.g. uPVC) window framing should be used. Evaporative air conditioning systems are not recommended. No external doors for bedrooms with entry 'Facing' transport corridor 	No specific requirements				
B Quiet House B	Facing	<p>Bedroom and indoor living and work areas to Rw+Ctr 50dB</p> <ul style="list-style-type: none"> Single leaf of 90mm clay brick masonry with: <ul style="list-style-type: none"> A row of 70mm x 35mm timber studs or 64mm steel studs at 600mm centres; A cavity of 25mm between leaves; 50mm glass wool or polyester cavity insulation (R2.0+) insulation between studs; and One layer of 10mm plasterboard fixed to the inside face Single leaf of 220mm brick masonry with 13mm cement render on each face 	<p>Bedrooms</p> <ul style="list-style-type: none"> Fully glazed hinged door with certified Rw+Ctr 31dB rated door and frame including seals and 10mm glass Other external doors to Rw+Ctr 28dB, e.g. As per Quiet House A Bedrooms. 	<p>Bedrooms:</p> <ul style="list-style-type: none"> Total external door and window system area up to 40% of room floor area: Fixed sash, awning or casement with minimum 6mm single or 6mm-12mm-6mm double insulated glazing (Rw+Ctr 31 dB). Up to 60% floor area: as per above but must be minimum 10 mm single or 6mm-12mm-10mm double insulated glazing (Rw+Ctr 34dB). <p>Indoor living and work areas</p> <ul style="list-style-type: none"> Up to 40% floor area: Sliding or double hung with minimum 6mm single pane or 6mm-12mm-6mm double insulated glazing (Rw+Ctr 28dB). Sealed awning or casement windows may use 6 mm glazing instead. Up to 60% floor area: As per Bedrooms at up to 40% area (Rw+Ctr 31 dB). Up to 80% floor area: As per Bedrooms at up to 60% area (Rw+Ctr 34dB). 	<p>To Rw+Ctr 35dB</p> <ul style="list-style-type: none"> Concrete or terracotta tile or metal sheet roof, sarking and at least 10mm plasterboard ceiling, R3.0+ insulation 	<p>At least one outdoor living area located on the opposite side of the building from the corridor and/or at least one ground level outdoor living area screened using a solid continuous fence or other structure of minimum 2.4 metres height above ground level</p>			
	Side-on							150mm thick unlined concrete panel or 200mm thick concrete panel with one layer of 13mm plasterboard or 13mm cement render on each face	As per Quiet House A 'Facing' above (Rw+Ctr values may be 3dB less, or max % area increased by 20%).
	Opposite							<ul style="list-style-type: none"> Double brick: two leaves of 90mm clay brick masonry with: <ul style="list-style-type: none"> A 50mm cavity between leaves 50mm glass wool or polyester cavity insulation (R2.0+) resilient ties where required to connect leaves Double brick: two leaves of 110mm clay brick masonry with a 50mm cavity between leaves and R2.0+ cavity insulation 	As per Quiet House A 'Side-on' above.
B Quiet House B+	All	As per Quiet House B example above, except use double leaf masonry construction only.	As per Quiet House B, except: <ul style="list-style-type: none"> No external doors for bedrooms with entry 'Facing' or 'Side-on' to transport corridor 	As per Quiet House B, except that: <ul style="list-style-type: none"> 'Side-on' requirements become the same as Quiet House B 'Facing'. All windows comprise minimum 6 mm thick laminated or toughened glass in sealed awning or casement frames. Polymer (e.g. uPVC) window framing should be used. Evaporative air conditioning systems are not recommended. 	As per Quiet House C (to Rw+Ctr 40dB).				

Exposure Category	Orientation to corridor	Acoustic rating and example constructions				Mechanical ventilation / air conditioning considerations
		Walls	External doors	Windows	Roofs and ceilings of highest floors	
C Quiet House C	Facing	Bedroom and indoor living and work areas to Rw+Ctr 50dB • As per Quiet House B example above.	Bedrooms • External doors to bedrooms facing the corridor are not recommended. Other external doors to Rw+Ctr 30dB, e.g. • Fully glazed hinged door with certified Rw+Ctr 31dB rated door and frame including seals and 10mm glass. • 40mm solid core timber frame and door (without glass or with glass inserts not less than 6mm), side hinged with certified Rw 32dB acoustically rated door and frame system including seals	Bedrooms: • Total external door and window system area up to 20% of room floor area: Fixed sash, awning or casement with minimum 6mm single or 6mm-12mm-6mm double insulated glazing (Rw+Ctr 31 dB). • Up to 40% floor area: as per above but must be minimum 10 mm single or 6mm-12mm-10mm double insulated glazing (Rw+Ctr 34dB). Indoor living and work areas • Up to 40% floor area: Sliding or double hung with minimum 6mm single pane or 6mm-12mm-6mm double insulated glazing (Rw+Ctr 31dB). Sealed awning or casement windows may use 6 mm glazing instead. • Up to 60% floor area: As per Bedrooms at up to 40% area (Rw+Ctr 34 dB).	To Rw+Ctr 40dB • To all bedrooms, 2 layers of 10mm plasterboard, or one layer 13 mm high density sealed plasterboard (minimum surface density of 12.5 kg/m ²), affixed using steel furring channels beneath ceiling rafters / supports. • R3.0+ Insulation batts laid in cavity. • Concrete or terracotta tile roof with sarking, or metal sheet roof with foil backed R2.0+ fibre insulation between steel sheeting and roof battens.	As per Quiet House B • Acoustically rated openings and ductwork to provide a minimum sound reduction performance of Rw 40dB into sensitive spaces • Evaporative systems require attenuated ceiling air vents to allow closed windows • Refrigerant-based systems need to be designed to achieve National Construction Code fresh air ventilation requirements • Openings such as eaves, vents and air inlets must be acoustically treated, closed or relocated to building sides facing away from the corridor where practicable
	Side-on	As per Quiet House B 'Facing' above (Rw+Ctr values may be 3dB less, or max 9% area increased by 20%).				
	Opposite	As per Quiet House A 'Facing' above.				
C Quiet House C+	All	As per Quiet House B example above, except using double leaf masonry construction only. • Double brick: two leaves of 90mm clay brick masonry with: – A 50mm cavity between leaves – R2.0+ cavity insulation – resilient ties where required to connect • Double brick: two leaves of 110mm clay brick masonry with a 50mm cavity between leaves and R2.0+ cavity insulation	As per Quiet House C, except • No external doors for bedrooms with entry 'Facing' or 'Side-on' to transport corridor.	As per Quiet House C, except that • 'Side-on' requirements same as Quiet House C 'Facing'. • All windows into habitable areas comprise minimum 6 mm thick glazing in sealed awning or casement frames. Polymer (e.g. uPVC) window framing and hardware which cannot rattle loose should be used throughout. • Evaporative air conditioning systems are not recommended.	To Rw+Ctr 45dB As per Quiet House C, except • the roof must be concrete or terracotta tile construction with sarking (i.e. no steel sheet roof option). • Ceilings to bedrooms must be constructed from at least 2 overlapping layers of flush plasterboard.	

Footnotes:

- The airborne weighted sound reduction Index (Rw) and traffic correction term (Ctr) are published by manufacturers/suppliers, can be determined by acoustical consultants or measured in accordance with AS ISO 717.1. Higher Rw+Ctr values infer greater sound insulation. All values are minimum Rw+Ctr (dB)
- Example construction for different external wall ratings of Rw+Ctr 45dB and 50dB are provided and are listed within Specification FS.2 in Volume 1 Part F of the National Construction Code. These values are based on the installation and sealing of joints and penetrations in accordance with Specification FS.2.

- Window and external door sound reduction values provided are based on the provision of suitable acoustic seals to prevent sound leakage. To comply with the above ratings, all external glass windows and doors specified under requirements A, B and C must have the following:
 - Operable windows and external doors must have a seal to restrict air infiltration fitted to each edge and doors must have a drop seal to provide an airtight seal when closed
 - Within doors or fixed framing, glazing must be set and sealed using an airtight arrangement of non-hardening sealant, soft rubber (elastomer) gasket and/or glazing tape, or be verified by manufacturer or approved person that the construction system as to be installed achieves the relevant Rw+Ctr value

- In this context, a seal is foam or silicon based rubber compressible strip, fibrous seal with vinyl lin Interleaf or the like. Brush / pile type seals without this seal included are not allowed.
- Glazing referenced can be monolithic, laminated or toughened safety glass
- Any penetrations in a part of the building envelope must be acoustically treated so as not to degrade the performance of the building elements affected. Most penetrations in external walls such as pipes, cables or ducts can be sealed through caulking gaps with non-hardening mastic or suitable mortar

Sustainability:

Our intention has always been to install solar panels on the rooftop of the building. We have engaged Perth Solar Force as our contractor, and their advice from the outset has been to wait for the works on the roof to be completed before they can provide a feasibility report. As we are adding the 7 sky lights as well as the AMCOR AHU500P1 AHU unit they are waiting to assess available space to complete their report.

Reglazing the building as well as the addition of the planting a front the building will greatly increase the buildings passive energy efficiency. The new glazing will reduce heat loss in summer as well as increase heat retention in winter. This combination will effectively lower energy consumption for climate control.

All of the facilities taps (with the exception of the kitchen) are sensor operated. They are set to automatically shut off after 5 seconds, greatly reducing water wastage. An additional key advantage is minimising physical touch and spread of germs.

Bin Location Map and Waste Management Plan

We recognise the importance of reducing our environmental footprint while also contributing to the welfare of our guests and wider community through our commitment to sustainable and responsible waste management practices. This Waste Management Plan outlines the procedures and strategies we use to manage various types of waste generated within our hostel.

General Waste, Cardboard Recycling and Glass Recycling:

- JJs Waste Service is our general waste and cardboard recycling provider. They supply 3x 240L general waste bins that are collected three times weekly, as well as 1x 240L cardboard bin collected twice weekly.
- These bins are located at the rear of the building. They are locked 24/7 to assure no items are incorrectly disposed of and no illegal dumping may take place. Our agreement states they are to be loaded into the waste removal truck on the Fitzgerald st side of the property to minimise noise impact on both our guests and surrounding neighbours.
- For our refundable glass items our provider is Containers For Change. They provide 2x 240L bins that are stored in our alfresco area inside a custom aluminium storage area to minimise visual impact for our guests . These bins are collected from the alfresco area twice weekly with the same loading agreement as JJs Waste.
- Hostel staff will ensure that all general waste is properly segregated from recyclables and placed in designated bins.
- Cardboard recycling bins will be available in common areas, and guests will be informed of their location upon check-in.
- Clear signage will be posted near waste disposal areas to encourage correct disposal practices.
- Regular inspections will be conducted to ensure compliance with waste disposal guidelines.
- Hostel staff will ensure that glass containers are rinsed before disposal to prevent contamination.

Clothing and Footwear Donation:

- All leftover clothing, footwear, and other usable items left behind by guests will be collected fortnightly.
- These items will be donated to an Indigenous support group located in Northbridge.
- Collection points for these donations will be clearly marked within the hostel premises.
- Hostel staff will coordinate the collection and donation process.

Mattress Repurposing:

- All used mattresses in the hostel will be donated to the local Men's Shed for repurposing into outdoor seating and other creative projects.

Hostel staff will arrange for the pickup of mattresses to the Men's Shed as needed.

Food Sharing Program:

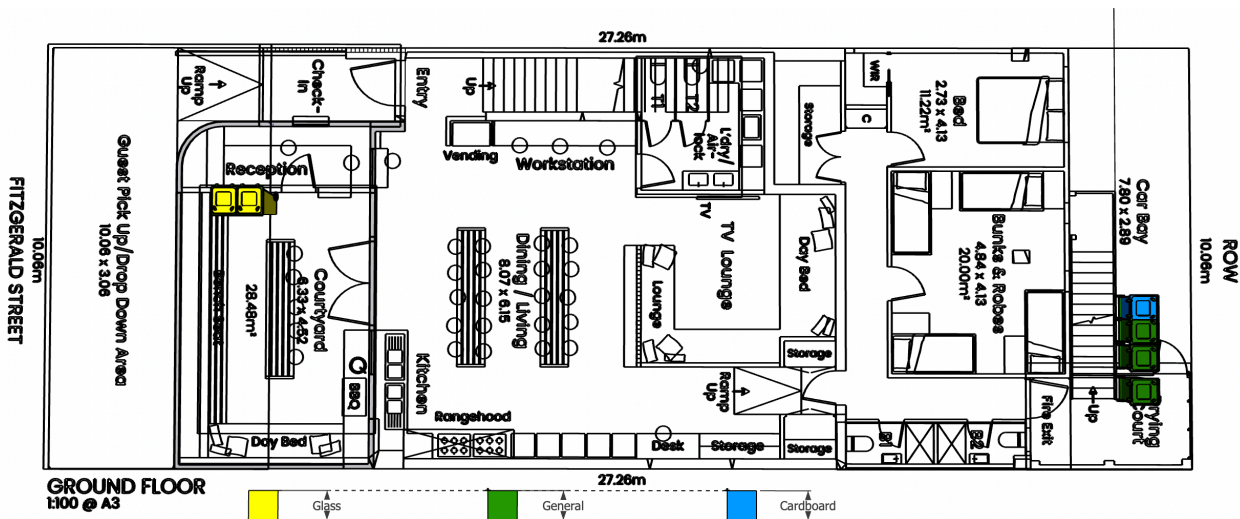
- Departing guests will be encouraged to leave any usable, unopened food items in a designated "Free Food" section within the hostel.
- All food items placed in the Free Food section will be available for other guests to use.

At the end of the day, hostel staff will assess the remaining food items and dispose of accordingly.

Guest Awareness:

- All guests will be made aware of the hostel's waste management procedures upon check-in.
- Information on proper waste disposal practices will be provided through signage and guest orientation materials.

Bin location map



Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the Applicant's response to each comment.

Comments Received in Objection:	Applicant Comment:
<p><u>Land Use & Short Term Accommodation</u></p> <ul style="list-style-type: none"> Concerns that the proposed use is incompatible with the existing businesses in the area. Concerns that there are no other backpacker hostels in the immediate vicinity and that the proposed use represents a new use for the property. Concerns that the proposed use will result in increased foot and vehicle traffic and will impact on surrounding residents' amenity. Concerns regarding parking and access issues relating to the proposed use will impact privacy and amenity. 	<p>Quite the opposite, the proposed use is compatible and beneficial to existing businesses in the area. Not only will our guests provide additional customers to our neighbouring businesses, they also provide those vendors with access to new staff members.</p> <p>There are currently 4 hostels successfully operating in close proximity (few hundred meters) to 121 Fitzgerald st.</p> <p>Quokka Backpackers - 5 Fitzgerald st Northbridge 6005 Spinners Hostel 342 Newcastle st Northbridge 6000 Ozzi Inn Backpackers - 282 Newcastle st Northbridge 6000 My Ozzexp Palmerston lodge - 21 Palmerston st Northbridge 6000</p> <p>As stated above these guests provide a wide array of cultural diversity custom and staffing to the area.</p> <p>This is not correct. We have owned and operated our current hostel, Spinners Hostel, for the past 5 years just 100 meters from 121 Fitzgerald St. In our submission we included letters of support from 100% of the businesses in our immediate proximity. All of whom have agreed the hostel's presence has proven to be an asset to both the neighbouring businesses and community in general.</p> <p>As we will be licensed for a maximum capacity of 48 total occupants, with an expected turnover of 8 guests a day, the additional foot and vehicular traffic this will bring to the site will be minimal, and far less than most businesses operating from a similar sized venue. Our parking management plan and hostel management plan both take these points into consideration and provide sufficient strategies to maintain (and in our opinion, improve) the surrounding residents' amenity.</p> <p>The building is only accessible to guests via the main entrance on Fitzgerald Street. The rear access is for emergency and staff access only, thus should not impact on the privacy and amenity of the businesses in the area. Our parking management plan has taken these issues into consideration and offered adequate solutions.</p>
<p><u>Car Parking</u></p> <ul style="list-style-type: none"> Concerns regarding the impact of the proposed land use on adjoining businesses in relation to car parking availability. 	<p>Our data shows just 11% of backpackers travel by vehicle and there is more than ample suitable parking day and night to accommodate this need around the venue without adversely effecting the nearby residents. Our terms and conditions ensure guests adhere to parking requirements during their stay. The neighbouring businesses to our current hostel, Spinners, can attest to this being a successful way to manage guest parking arrangements as they have experienced minimal impact on parking.</p>

Summary of Submissions:

Comments Received in Objection:	Applicant Comment:
<ul style="list-style-type: none"> Concerns that existing car parking issues for the adjoining property, (which includes unauthorised parking and restriction of access from service vehicles), will be compounded by the proposed development. This is due to the increased numbers of people that will be in the area with varied access to transport options with many seeking to park vehicles in the area. 	<p>Please refer to above for percentage of guests requiring parking.</p> <p>We supply a detailed map of both free and paid parking options available in the area to all guests prior to arrival and on arrival. They must also adhere to our terms of conditions during their stay which includes parking requirements.</p> <p>Please refer to our letters of recommendation from neighbouring businesses and their experience with our management plans and solutions around parking.</p>
<p><u>Facade Design</u></p> <p>Concerns that the subject site is an exposed environment and that people from the development will seek shelter at the adjoining property.</p>	<p>The vast majority of our guests arrive as solo travellers or couples, meaning we have ample space for arrivals to “seek shelter” at the venue upon check-in. Once checked in they will have key fob access, and can wait in the larger covered area behind the entrance gate should they need shelter. The alfresco area also provides a combination of open air and covered space for guest to enjoy. We have not had an issue with guests seeking shelter at neighbouring properties in our current hostel just 100m down the road.</p>
<p><u>Landscaping</u></p> <p>Concerns regarding the lack of deep soil area and tree canopy currently in the area. Concerns that the development will reduce the likelihood of improved tree canopy being achieved.</p>	<p>On the contrary, the development will increase the likelihood to 100% that deep root planting and improved tree canopy will occur. Please see previously submitted drawings and planting schedule for further details. This will provide a lush green streetscape unmatched by any commercial building in the immediate vicinity. As owner/operators we are very excited to bring some greenery and vibrance into the area.</p>
<p><u>Noise</u></p> <ul style="list-style-type: none"> Concerns regarding the proposed noise impacts on adjoining properties due to the scale of the proposed development. Concerns that the noise generated by the guests of the proposed development will impact on the amenity of adjoining properties. 	<p>With 5 years of trade at Spinners hostel and zero noise complaints, we are extremely confident that our hostel management plan and noise policy will maintain a quiet atmosphere for guests and residents alike. We have purpose built the facility to physically move any noise inside the building and contain it within the ground floor.</p> <p>The proposed development has been designed in a way that contains noise as best possible. As mentioned above, the noise policy and terms and conditions in place at our sister venue has been extremely effective in minimising noise generated and we expect this to continue at our new hostel, thus creating minimal impact on adjoining properties.</p>
<p><u>Building Bulk</u></p> <p>Concerns regarding the visibility of the proposed new works from the adjoining property.</p>	<p>The proposed additions visible from adjoining property will consist almost entirely of alfresco, garden, feature timber wall with hedging, permeable paving and grass. It is of our opinion and that of the Design Review Panel that this proposed meets and in most cases exceeds the city’s requirements around landscaping an aesthetics. We strongly believe that the vista will be more visually appealing than the current car parks.</p>

Summary of Submissions:

Comments Received Expressing Concern:	Applicant Comment
<p data-bbox="125 280 264 308"><u>Car Parking</u></p> <ul data-bbox="125 339 1037 798" style="list-style-type: none"><li data-bbox="125 339 913 367">• Request that the need a traffic and parking plan is considered.<li data-bbox="125 480 1037 539">• Concerns that the two proposed car parking bays are insufficient to meet the needs of the proposed development.<li data-bbox="125 710 1037 798">• Concerns regarding cars and pedestrians utilising the private road at the rear of the adjoining property. Comment that the installation of gates would assist with addressing this issue.	<p data-bbox="1066 339 2110 427">This has been considered and we believe our parking management plan offers adequate solutions for these concerns. Please refer to the parking management plan in our submission.</p> <p data-bbox="1066 480 2121 687">The parking management plan provided in the submission meets the requirements as per the City of Vincent's parking policy and guidelines for lodging houses. From our experience as hostel operators for the past 5 years, the need for parking is minimal given most travellers currently utilise more flexible modes of transport such as bicycles, e-scooter hire, bus/train and ride share apps. We are confident that the proposed parking bays, along with ample suitable street parking surrounding the venue will be more than enough to meet our guests' needs.</p> <p data-bbox="1066 710 2047 826">We do not see utilisation of the private road at the rear of the adjoining property occurring. Especially given access to the venue for guests is from Fitzgerald Street. However, we have no objection to the adjoining property installing gates on their premises.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the Administration's response to each comment.

Comments Received in Objection:	Administration Comment:
<p><u>Land Use & Short Term Accommodation</u></p> <ul style="list-style-type: none"> • Concerns that the proposed use is incompatible with the existing businesses in the area. • Concerns that there are no other backpacker hostels in the immediate vicinity and that the proposed use represents a new use for the property. • Concerns that the proposed use will result in increased foot and vehicle traffic and will impact on surrounding residents' amenity. • Concerns regarding parking and access issues relating to the proposed use will impact privacy and amenity. 	<ul style="list-style-type: none"> • The proposed Residential land use is a permitted use within the Mixed Use zone. • The subject site is well located to provide this use type while minimising the impact on the surrounding locality. This is because the subject site is primarily surrounded by commercial land uses, noting the presence of residential dwellings on the adjoining property at Nos. 380-388 Newcastle Street, West Perth. These dwellings are orientated away from the subject site with their primary outdoor living areas and major opening located facing Newcastle Street, providing an appropriate buffer from the proposed use on the subject site. The subject site previously operated as a commercial land use with the current, proposed, use of an intensity that can be reasonably expected to be in this location and would not result in adverse amenity impacts on adjoining properties due to the building design and management measures proposed. • The Management Plan and Code of Conduct submitted by the applicant demonstrate that the proposed use is capable of operating in manner that would protect the amenity of the area, including the adjoining properties. A condition of approval is included in the officer recommendation for the development to operate in accordance with these documents. • The land use would be also be specifically consistent with the proposed operator's current venue, located nearby at No. 342 Newcastle Street, Perth which has operated for a number of years.
<p><u>Car Parking</u></p> <ul style="list-style-type: none"> • Concerns regarding the impact of the proposed land use on adjoining businesses in relation to car parking availability. 	<ul style="list-style-type: none"> • Due to the nature of the use, it is expected that guests of the development would be unlikely to have private vehicles. This would reduce the car parking demand for the development. As a result, the development is not expected to generate demand for vehicle parking that would have an unreasonable impact the available public car parking in the surrounding area. • The applicant has submitted a Parking Management Plan which provides management measures that are realistic and would be adequate to manage the anticipated parking demands generated by the proposal. A condition of approval is included in the officer recommendation for the development to operate in accordance with this Parking Management Plan.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<ul style="list-style-type: none"> Concerns that existing car parking issues for the adjoining property, (which includes unauthorised parking and restriction of access from service vehicles), will be compounded by the proposed development. This is due to the increased numbers of people that will be in the area with varied access to transport options that may seek to park private vehicles in the area. 	<ul style="list-style-type: none"> As mentioned above, due to the nature of the use, being short term accommodation, is such that it is expected that guests of the development would not have private vehicles. The car parking provided by the development meets the anticipated demands and is not expected to have a detrimental impact on the surrounding area. The existing car parking issues on the adjoining property are not required to be addressed by the applicant as part of this application.
<p><u>Building Design</u></p> <p>Concerns that the subject site is an exposed environment and that by not providing an awning, people from the development will seek shelter at the adjoining property.</p>	<ul style="list-style-type: none"> The proposed development would be consistent with the existing commercial developments to the north-east of the subject site along Fitzgerald Street that do not provide an awning to the street. The position of the existing building and provision of car parking within the front setback area limits the ability for an awning to be provided which extends over the footpath area along the street. The design of the proposed addition would provide a suitable urban edge to the streetscape without the provision of an awning.
<p><u>Landscaping</u></p> <p>Concerns regarding the lack of deep soil area and tree canopy currently in the area. Concerns that the development will reduce the likelihood of improved tree canopy being achieved.</p>	<ul style="list-style-type: none"> The application proposes adaptive reuse of the existing commercial building on the subject site, limiting the ability for a greater level of landscaping to be provided. The application proposes an increase to the landscaping currently provided on site which includes one new tree. This tree would provide shading to the pick up/drop off area and a portion of the courtyard area. The development would also provide permeable paving for the pick up/drop off area and smaller plantings to assist in reducing the impact of the urban heat island effect generated by the subject site. Given the constraints of the site, the landscaping proposed maximises the available site area to provide a landscaping outcome that will contribute to the streetscape and the internal amenity of the visitors to the development.
<p><u>Noise</u></p> <ul style="list-style-type: none"> Concerns regarding the proposed noise impacts on adjoining properties due to the scale of the proposed development. Concerns that the noise generated by the guests of the proposed development will impact on the amenity of adjoining properties. 	<ul style="list-style-type: none"> The applicant has provided an acoustic report that demonstrates that noise levels generated from the premises during the proposed operating hours would comply with the relevant assigned noise levels under the <i>Environmental Protection (Noise) Regulations 1997</i>. The applicant has also provided a Noise Management Plan to ensure the appropriate management of noise generated by guests of the proposed development. Noise is controlled by enforcing a noise curfew for all guests with quiet hours established, to minimise the impact of noise on the surrounding community.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<p><u>Building Bulk</u></p> <p>Concerns regarding the visibility of the proposed new works from the adjoining property.</p>	<p>The extent of works proposed to the existing building would not impact the bulk presented by the development to the adjoining property. This is because the new works are proposed as a single storey addition to the existing two storey building on the subject site and is proposed to be constructed of high-quality materials that will provide visual interest to the surrounding properties. The addition provides an open design with landscaping incorporated to soften the impact of the appearance of the building when viewed from the adjoining property.</p>
Comments Received Expressing Concern:	Administration Comment
<p><u>Car Parking</u></p> <ul style="list-style-type: none"> • Request that the need a traffic and parking plan is considered. • Concerns that the two proposed car parking bays are insufficient to meet the needs of the proposed development. • Concerns regarding cars and pedestrians utilising the private road at the rear of the adjoining property. Comment that the installation of gates would assist with addressing this issue. 	<ul style="list-style-type: none"> • As mentioned above, the applicant has submitted a Parking Management Plan which provides management measures that are realistic and would be adequate to manage the anticipated parking demands generated by the proposal. A condition of approval is included in the officer recommendation for the development to operate in accordance with this Parking Management Plan • The Parking Management Plan will be considered by Council in determining the application. • Due to the nature of the use, it is expected that guests of the development would be unlikely to have private vehicles. This would reduce the car parking demand for the development. The two car parking bays provided would be sufficient to cater for the needs of the proposed development. • As mentioned above, the existing car parking issues on the adjoining property are not required to be addressed by the applicant as part of this application. • It is each landowners responsibility to secure their own property, should they wish to do so.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Determination Advice Notes:

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.
2. If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.
3. Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.
4. If the applicant or owner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.
5. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the City to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City's attention.
6. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5 metres) shall be maintained for all users at all times during construction works. Permits are required for placement of any materials within the road reserve.
7. An Infrastructure Protection Bond together with a non-refundable inspection fee shall be lodged with the City by the applicant, prior to the commencement of works, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable.
8. Prior to occupancy or use of the development, redundant or "blind" crossovers shall be removed, and the verge and kerb made good to the satisfaction of the City, at the applicant/owner's full expense.
9. All storm water produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City. No further consideration shall be given to the disposal of storm water 'off site' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of storm water 'off site' be subsequently provided, detailed design drainage plans and associated calculations for the proposed storm water disposal shall be lodged together with the building permit application working drawings.
10. The development will be classified as a 'Public Building' and must comply with the *Health (Public Buildings) Regulations 1992*. An application is to be made to the City's Health Services for the assessment of the public building and maximum accommodation numbers prior to occupation of the premises. Please contact Health Services on (08) 9273 6000 upon receipt of this approval to discuss the requirements further with an Environmental Health Officer.
11. Any external artificial lighting installations, including in carparks and common areas, is to comply with Australian Standard AS 4282-1997 'Control of the obtrusive effects of outdoor lighting' and must not be permitted to shine or reflect into other properties, creating a nuisance.

Determination Advice Notes:

12. The lodging house operator is to submit a Lodging House Registration application form to register the premises under the *City of Vincent Health Local Law 2004*. For further information and to download a form please visit: <https://www.vincent.wa.gov.au/develop-build/health/lodging-houses.aspx>.
13. The applicant is advised that the number of beds permitted per room is subject to approval in accordance with Clause 141 (1) (e) of the *City of Vincent Health Local Law 2004*, unless otherwise approved by the Manager Environmental Health Services.
14. Any noise created at the premises must ensure compliance with the provisions within the *Environmental Protection (Noise) Regulations 1997*.
15. For the purposes of the amended acoustic report, the street wall/fence located in the front setback area, shall be provided in a high quality material such as brickwork or masonry, consistent with the colours and materials of the building. The street wall/fence shall be truncated or reduced to no higher than 0.75 metres within 1.5 metres of the Fitzgerald Street boundary of the lot, with the exception of, infill that provides a clear sightline, in accordance with the definition provided in the City's Policy No. 7.1.1 – Built Form.

The applicant is advised to liaise with the City regarding the fence design throughout the review of the amended acoustic report to ensure the outcome is consistent with the City's Policy No. 7.1.1 – Built Form.