

5.2 AMENDMENT TO THE MUNICIPAL HERITAGE INVENTORY - NO. 40 GUILDFORD ROAD, MOUNT LAWLEY

- Attachments:**
1. **Applicants Report**
 2. **Main Roads Approved Land Dealings Plan - Guildford Road and East Parade**
 3. **Heritage Impact Statement**
 4. **Proposed Demolition of Heritage Listed Single House - Photographic Archival Record**
 5. **Department of Planning, Lands and Heritage Letter of Response to City of Vincent Council Resolution - Removal of No. 40 Guildford Road from Municipal Heritage Inventory**
 6. **Main Roads Western Australia Traffic Assessment Report**

RECOMMENDATION:**That Council:**

1. **RESOLVES that No. 40 (Lots: 254 and 403) Guildford Road, Mount Lawley be removed from the City's Municipal Heritage Inventory pursuant to Schedule 2, Part 3, Clause 8(3)(d) of the *Planning and Development (Local Planning Schemes) Regulations 2015*; and**
2. **NOTES that Administration will notify the Heritage Council of Western Australia and the owner of the place of this decision pursuant to Schedule 2, Part 3, Clause 8(4) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.**

PURPOSE OF REPORT:

For Council to consider a request to remove No. 40 Guildford Road, Mount Lawley (the subject site), from the City's Municipal Heritage Inventory (MHI).

The applicant is seeking to remove the subject site from the MHI to enable a house on the property to be demolished. This is to facilitate the comprehensive development of the wider Mount Lawley Housing Diversity Pipeline site and to accommodate road widening requirements for the planned upgrade of the Guildford Road/East Parade Intersection.

This item was previously deferred by Council at its Ordinary Meeting on 17 October 2023 to enable additional information to be provided.

Additional information has been submitted by the applicant and is the subject of this report.

DELEGATION:

This item is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments. This is because Council is required to determine any requests to remove a place from the MHI.

BACKGROUND:Site Context

The subject site is zoned Residential R100 under the City's Local Planning Scheme No. 2, is located within the Transit Corridor Built Form Area and has a building height limit of three storeys under Policy No. 7.1.1 – Built Form.

The subject site contains a single-storey brick and corrugated zincalume residence designed in the Federation Queen Anne style and was constructed circa 1904.

Heritage Status

The subject site was added to the City's MHI in 2000 and is currently listed as a Management Category B – Conservation Recommended.

In August 2007 a request was received from Main Roads Western Australia (MRWA) for the demolition of the house on the subject site. The City conducted a review at the time and determined the subject site met the threshold for its retention on the MHI. As part of this review, the following Statement of Significance was prepared:

'The house at 40 Guildford Road is a substantial and good example of the Federation Arts and Crafts style, which demonstrates the aspirations of the original developers for this neighbourhood before the growth of traffic on Guildford Road impacted so heavily on amenity.'

At its meeting on [4 December 2007](#) Council resolved to retain the subject property as Management Category B - Conservation Recommended on the MHI. This listing affords the property statutory protection as a heritage listed place.

Current Property Condition

The subject property has been vacant for a number of years and is currently in a derelict state both internally and externally. The historic fabric of the property has been significantly reduced through vandalism and general deterioration as shown in **Figures 1 and 2** below.



Figure 1: Street Elevation



Figure 2: Rear Elevation

Guildford Road Reservation

The subject site abuts Guildford Road, which is reserved as a Primary Regional Road (PRR) under the Metropolitan Region Scheme (MRS). MRWA is responsible for the control and management of PRR's.

MRWA has additional land requirements beyond the existing PRR reserve which will impact the subject site. This is shown in **Figures 3 and 4** below.



Figures 3 and 4: Primary Regional Road Reservation - Ultimate Land Requirements

The applicant has advised that the final MRS reservation reflecting these additional land requirements will be gazetted through an omnibus amendment following construction of the road upgrades. Neither the DPLH or MRWA have provided a timeline for commencement of the road upgrades.

The applicant has also advised that to ensure the land is protected, the DPLH have agreed with MRWA for the required road widening to be excised and set aside through a plan of subdivision which is currently being prepared for lodgement with the WAPC.

The subject site is currently fenced off as to allow for remediation works and wider site preparation to occur in relation to the State Government's Housing Diversity Pipeline Project. Further information on the project timeline can be found below.

Housing Diversity Pipeline Project

The subject site forms part of a wider government landholding comprising of 34 lots (including the subject site) situated along Guildford Road and East Parade. A plan showing these 34 lots is included within the applicant's report (**Attachment 1**).

These lots have been identified for the delivery of social housing as part of the State Government [Housing Diversity Pipeline \(HDP\) program](#). The form and scale of the future development has not yet been determined.

This project will enable the renewal of vacant land along Guildford Road and East Parade and provide for additional social and affordable housing.

DPLH officers have advised Administration that the announcement of the successful proponent and wider subdivision of the site is expected in the second half of 2024.

Council Deferral October 2023

In July 2023 the City received an application from Element acting on behalf of the DPLH for the removal of the subject site from the City's MHI. The applicant's supporting report for the proposal is included as **Attachment 1**.

The DPLH is proposing the demolition of the dwelling on the subject site to cater for future widening of Guildford Road as well as to achieve the aims of the HDP program. The widening of Guildford Road is shown in **Attachment 2**. This will not be in effect until the MRS is amended to widen the PRR reserve.

In support of the application, the applicant has provided a Heritage Impact Statement (**Attachment 3**), and a Photographic Archival Record (**Attachment 4**).

Council considered the proposal at its [meeting on 17 October 2023](#) and resolved to defer its consideration for the following reason:

'That the motion be deferred to seek further advice from the Department of Planning, Lands and Heritage and Main Roads WA regarding the justification for widening in this particular location, supported by traffic studies, applicable standards and potentially requesting some level of detailed design around what is proposed in this area that would necessitate demolition of this structure.

An updated report is to be provided to Council by March 2024'.

The DPLH provided additional information on 1 March 2024 in response to Council's deferral reasons. This additional information includes a Letter of Response (**Attachment 5**) and Traffic Assessment Report (TAR, **Attachment 6**).

The additional information did not include a detailed design of the proposed road works. Because of this, the ultimate land requirements as detailed in the approved land dealings plan in **Attachment 2** remains the most accurate plan currently available which delineates the extent of road widening.

Assessment in Previous Administration Report

The [previous report](#) that was considered by Council at its Ordinary Meeting on 7 October 2023 included Administration's comments on the assessment of the proposal against:

- Local Planning Policy No. 7.6.2 – Heritage Management – Assessment (LPP 7.6.2);
- Local Planning Policy No. 7.6.5 – Heritage Management – Amendments to the Municipal Heritage Inventory (MHI) (LPP 7.6.5); and
- The Heritage Council of Western Australia (HCWA) Guidelines for the Assessment of Local Heritage Places.

The additional information provided following Council's deferral has not impacted the previous assessment of the proposal against these policies, and these assessment comments remains applicable.

Assessment of Additional Information Submitted

An assessment of the additional information provided in response to Council's deferral reasons is set out below.

Traffic Assessment Report

The DPLH provided a TAR which was prepared by MRWA. This report includes a comparison of the existing Guildford Road to East Parade single left turn pocket against the proposed dual left turn pocket.

The proposed dual left turn pocket would be within the PRR widening area and would be controlled by traffic signals as part of the ultimate upgrade.

This comparison is shown as Option 2a in the TAR in **Attachment 6** as well as **Figure 5** below.

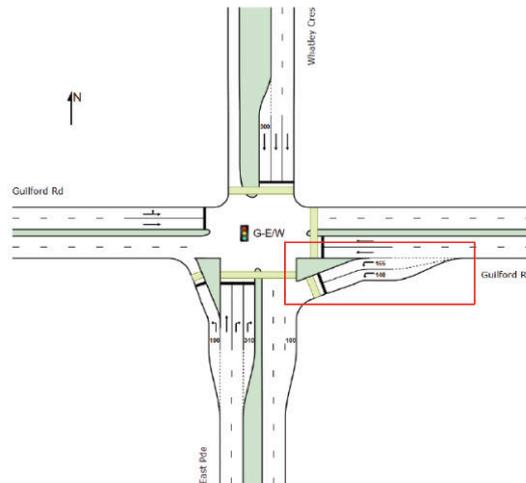


Figure 5: Proposed Guildford Road/East Parade road upgrades. Future extension subject to this report highlighted in red.

The two approaches were assessed based on the Degree of Saturation (DOS), Level of Service (LOS) and critical queue length:

- The DOS is a measure of the capacity of an intersection. A DOS greater than 100 percent indicates the intersection is over capacity. The TAR states that the desired DOS for a signalised intersection such as Guildford Road and East Parade is 90 percent.
- The LOS indicates the average delay that a vehicle would experience at an intersection. There are six LOS grades ranging from A (Good) to F (Poor). The TAR states that generally a LOS of 'D' or better is desired.
- The critical queue length indicates the extent of the backlog (in metres) caused by delayed vehicles. It helps assess whether the queued traffic in a turning pocket would encroach into the through lane.

The TAR findings are summarised below.

- Current Intersection Design – The TAR indicates that the current intersection would operate poorly in 2026 and would exceed the desirable DOS and LOS. This would result in impacts to the flow and safety of traffic.

The AM peak period would experience a DOS of 118 percent and an LOS of 'F'. This would result in 80 vehicles queuing with a delay of over two minutes to turn left onto East Parade. The vehicle queuing would extend beyond the pocket length of 145 metres to approximately 600 metres.

The PM peak period would experience a DOS of 85 percent and a LOS of 'E'. This would result in 41 vehicles queuing with a delay of over one minute to turn left onto East Parade. The vehicle queuing would extend to approximately 300 metres.

The vehicles that are unable to be contained in the pocket would pose a safety risk because of the higher likelihood of being involved in a rear-ended crash with the through movement vehicles.

- Proposed Intersection Design – The TAR indicates that the performance intersection would improve to be within the desired levels with the implementation of dual left turn pockets compared to the current intersection design in 2026. This would result in improved traffic flow and safety.

In 2031 these upgrades would be expected to result in the intersection experiencing a DOS of 63 percent and 28 percent, and a LOS of 'C' and 'B', in the respective AM and PM peak periods. This would result in 22 vehicles and seven vehicles queuing at the intersection in the AM and PM peak periods, with a maximum delay of 20 seconds. The maximum queue length would reduce to 50 metres in the AM peak and 159 metres in the PM period.

Similar improvements are anticipated to remain in 2036. These upgrades would be expected to result in the intersection experiencing a DOS of 65 percent and 29 percent, and a LOS of 'C' and 'B', in the respective AM and PM peak periods. This would result in 25 vehicles and eight vehicles queuing at the intersection in the AM and PM peak periods, with a maximum delay of 28 seconds. The maximum queue length would increase to 185 metres in AM peak and 58 metres PM peak periods.

The proposed left turn pocket length would account for the projected traffic queue, ensuring left-turning vehicles are not held up in the through queue and impact on the efficient flow of traffic through this intersection.

- **Conclusion** – The additional road widening area beyond the existing PRR which impacts the subject site would be necessary to upgrade the Guildford Road/East Parade intersection. This is to improve traffic flow by ensuring that vehicles are not held up in the through lane, improving the overall safety of the intersection by reducing the vehicle backload which would encroach in the through lane.

The TAR has been reviewed by the City's traffic engineers, is acceptable and findings are supported.

From a traffic flow and safety perspective, the 2026 modelling under the current intersection design shows traffic queues having negative impacts to the intersections of Guildford Road with Ellesmere Street and Stanley Street within the City of Bayswater.

This would adversely impact on existing residential areas that are accessed by Guildford Road, as well as local bus services along Guildford Road and East Parade/Whatley Crescent.

The proposed widening to facilitate the implementation of dual left-turn pockets would minimise the operation and flow of the intersection to be within its capacity and result in improved safety and accessibility outcomes for all road users.

Detailed Design

The DPLH has advised that the intersection upgrade is yet to progress through the project development phase which includes development of detailed road designs and road sections. A timeframe has not been provided for this stage.

As part of progressing the project development phase, MRWA would undertake further consultation with the City to resolve the detailed designs.

The approved land dealings plan included in **Attachment 2** is the most accurate plan currently available which delineates the extent of road widening required to accommodate the current intersection upgrade design based on the preferred design scenarios tested in the TAR.

Estimated Timelines for the Project

Should Council resolve to approve the removal of the subject property from MHI, officers from the DPLH have advised Administration that the MRS amendment to widen the existing Guildford Road reservation in line with the approved land dealings plan included in **Attachment 2** would be submitted in the second quarter of 2024.

DPLH officers have also advised that it is anticipated that the State Government will make an announcement of the preferred proponent for the Mount Lawley HDP project in the second half of 2024, with the development application to be lodged after this.

CONSULTATION/ADVERTISING:

Community consultation for the proposal was undertaken from 28 July to 18 August 2023 in accordance with Community and Stakeholder Engagement Policy and included the following:

- Advertisement placed in the Perth Voice newspaper;
- A sign placed on site;
- Notice displayed on Imagine Vincent website;
- Letters were sent to adjoining and adjacent neighbours in accordance with the Community and Stakeholder and Engagement Policy; and
- A referral being sent to the heritage division of the DPLH.

Seven submissions were received from the community, including three in support of the property's removal from the MHI and four objecting. A summary of the submissions received and Administration's response can be found in the [17 October 2023 agenda report](#).

Notification to Previous Submitters

The additional information provided in response to Council's deferral reason was not readvertised to the community. This is because it does not result in a significantly different proposal to that which was previously advertised.

Correspondence to the previous submitters has been provided notifying them of the additional information provided in support of the proposal and on the meeting dates of Council.

At the time of preparing this report Administration had not received any further comments from the previous submitters.

LEGAL/POLICY:

- *Heritage Act 2018;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- *City of Vincent Local Planning Scheme No. 2;*
- *Local Planning Policy No. 7.6.2 – Heritage Management – Assessment;*
- *Local Planning Policy 7.6.4 – Heritage Management – Interpretation; and*
- *Local Planning Policy No. 7.6.5 – Heritage Management – Amendments to the Municipal Heritage Inventory.*

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to remove the subject site from the MHI as the removal of a place from the MHI. This is because LPP 7.6.5 provides guidance on the removal of a place from the MHI.

The removal of subject site from the MHI forms part of the State Government's HDP project to widen the existing PRR area and facilitate the redevelopment of the 34 properties fronting Guildford Road and East Parade to provide for social and affordable housing.

Should Council resolve to retain the subject site on the MHI, it is anticipated that the State Government through the DPLH would explore all options to pursue its removal and progress the HDP project.

State Administrative Tribunal (SAT) Review

Council's decision in respect to a request for a property to be removed from the MHI is not a decision that is reviewable.

In June 2023 the applicant on behalf of the DPLH submitted a development application (DA) to the City that proposed the demolition of the existing dwelling on the subject site.

The applicant and the City agreed to an extension of time for processing the DA, This would allow the progress of a request for removal of the subject site from the MHI in the interest of orderly and proper planning. A DA would no longer be required if the site was removed from the MHI and only a building permit would be required for the demolition works. This means that the DA could be cancelled.

Should Council not support the removal of the property from the MHI, the applicant could seek a decision from Council on the DA. If the DA was to be refused, the applicant would have the option of seeking a review of the decision through SAT.

The DA was placed on hold at 60 days with the agreement of the applicant while the removal of the property from the MHI is considered by Council. Should Council not make a determination on the DA within the statutory timeframe of 90 days, the applicant has the option of seeking a review through SAT as a deemed refusal.

Should the matter be pursued at the SAT there would be a resource and financial implication to the City.

Reputational Risk

There would be a potential reputational risk to Council in being to perceived to be:

- Inhibiting the safe and efficient movement of vehicles on the road network by delaying MRWA attempts to upgrade the Guildford Road/East Parade intersection.
- Inhibiting the progress of the State Government's HDP project given the current housing shortage being experienced within wider Perth.

STRATEGIC IMPLICATIONS:

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

Connected and Healthy Community

We are an inclusive, accessible and equitable City for all.

Thriving Places

We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.

Sensitive Design

Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.

Innovative and Accountable

We engage with our community so they are involved in what we are doing and how we are meeting our goals.

FINANCIAL/BUDGET IMPLICATIONS:

There are no budget implications to remove the place from the MHI.

Should Council resolve to maintain the subject site on the MHI, the City may incur costs related to engaging consultants and legal representatives in SAT, and depending on the outcome of the DA.

This would be met through the existing Operational Budget.

COMMENTS:

The dwelling's current degraded state has been caused through neglect and the dwelling could be restored without impacting its significance.

Notwithstanding this, Administration recommends that Council remove the subject site from the MHI because:

- Heritage Impact – The removal of the property from the MHI would be consistent with LPP 7.6.5 and is supported.

The property is currently in a poor condition as shown in **Figures 1 and 2**. Administration is of the opinion that this degraded state has been caused through neglect and that the dwelling could be restored without impacting its significance.

However, the widening of the Guildford Road PRR is a relevant consideration because this would necessitate either complete demolition, or partial demolition and substantial modification of the existing dwelling.

The extent of demolition and/or modification would have a material impact on the fabric of the existing dwelling such that the original character, authenticity and significance of the dwelling would be irreversibly impacted and could not practically be retained. Further analysis can be found in Administration's report to Council on [17 October 2023](#).

- **Road Upgrades & Safety** – The TAR has demonstrated that the current road network would operate beyond its capacity in 2026 and have a negative impact on traffic movement and safety.

The proposed road widening would facilitate upgrades to the Guildford Road and East Parade intersection, as shown in **Attachment 2** and **Figure 5**.

These upgrades would be necessary to alleviate existing issues at this intersection and to ensure the safe and efficient movement of private vehicles and public transport on the regional road network.

If determined by Council consistent with the officer recommendation, Administration will notify the HCWA and the owner of the place of this decision pursuant to Schedule 2, Part 3, Clause 8(4) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Administration will also notify those who made a submission.



Our Ref: 23-212

5 September 2023

Chief Executive Officer
City of Vincent
244 Vincent Street
LEEDERVILLE WA 6902

Attention: Karsen Reynolds – Coordinator Planning Services

Dear Karsen,

**PROPOSED DEMOLITION OF EXISTING HERITAGE LISTED SINGLE DWELLING –
LOTS 254 & 403 (NO. 40) GUILDFORD ROAD, MOUNT LAWLEY**

element acts on behalf of the Department of Planning, Lands and Heritage ('DPLH') in relation to the above matter. Please find enclosed an Application for Development Approval for the demolition of the existing residential dwelling situated on Lots 254 & 493 (No. 40) Guildford Road, Mount Lawley (the 'subject site').

In accordance with the City of Vincent's requirements, please find enclosed:

- A completed and signed City of Vincent Application for Development Approval form;
- A completed and signed MRS Form 1;
- A current copy of the Certificate of Title for the subject site;
- A copy of the proposed demolition plan; and
- Supporting justification contained within this correspondence.

1.0 SITE DETAILS

The subject site comprises two (2) lots, legally defined as set out in Table 1 below.

Table 1 – Certificate of Title Details

Lot	Plan	Vol	Folio	Street Address	Land Area	Registered Proprietor
403	31182	2209	507	40 Guildford Road, Mt Lawley	312m ²	WA Planning Commission
254	2001	2209	507	40 Guildford Road, Mt Lawley	417m ²	WA Planning Commission

Refer Attachment One – Certificate of Title.

The subject site forms part of a wider government landholding comprised of 34 lots situated along Guildford Road and East Parade (Attachment Two) which have been identified for the delivery of social housing as part of the Housing Diversity Pipeline.



2.0 BACKGROUND – THE HOUSING DIVERSITY PIPELINE

The Housing Diversity Pipeline (HDP) is part of the State Government’s commitment to improve the quality and accessibility of social housing in Western Australia. Several agencies including DPLH) are working collaboratively to identify and offer suitable surplus Government-land to the market for innovative housing developments that provide for social housing and deliver more housing choice for our communities.

Project delivery methods may include (but are not limited to) long-term ground leases, partnership models, and design and construct models for either build-to-rent or build-to-sell housing. All developments must deliver a minimum of 20 per cent of social housing dwellings across the development.

The broader landholding (herein referred to as the “Mount Lawley HDP site”) of which the subject site forms a part was one of nine sites released to market through an Expression of Interest (EOI) process in August 2022. The EOI process has been completed and the shortlist of respondents to progress to the next phase of procurement has been approved and successful proponents have been informed.

The Mount Lawley HDP site received submissions that were shortlisted. The next stage will involve a request for detailed proposals where multiple suitable proponents have been shortlisted, or a direct negotiation process where only one proponent has been shortlisted. The Mount Lawley HDP site received submissions that were deemed to meet the State Government’s social housing objectives and will proceed to this stage.

3.0 PROPOSED DEMOLITION

This Development Application proposes the full demolition of the existing residential dwelling and all associated infrastructure at the subject site to facilitate comprehensive re-development of the wider Mount Lawley HDP site.

For reasons that will be detailed in this submission, full demolition of the existing residential dwelling is proposed (i) for the purpose of improving housing choices and access to suitable and affordable homes – particularly for the most vulnerable, and (ii) to accommodate road widening required for the delivery of major road upgrades at the Guildford Road / East Parade intersection.

The form and scale of the development has not been determined at this stage and will be subject to detailed design development as part of the next stage of the procurement process.

4.0 ZONING AND RESERVATIONS

Metropolitan Region Scheme

The Metropolitan Region Scheme (‘MRS’) is the overriding statutory land use planning scheme for the Perth Metropolitan Region and provides the legal basis for the applicable development control and use of land at the regional level.

Under the provisions of the MRS, the subject site is zoned ‘Urban’ (Figure 1).

Road Widening Requirement

The subject site abuts Guildford Road, which is reserved for ‘Primary Regional Roads’ (PRR) under the MRS (Figure 1).

The subject lot was originally acquired by the State along with all other properties fronting Guildford Road between Stanley Street and Pakenham Street in 1997 to allow for upgrades to Guildford Road and East Parade. Between 2000 and 2001 minor upgrades were complete for the addition of a turning lane on Guildford Road.

Land has previously been excised from the subject lot and set aside for road reserve abutting Guildford Road in preparation of future major capacity upgrades at the intersection of Guildford Road and East Parade. The current MRS reservation delineates additional land requirements for a number of lots along Guildford Road over and above the land which has previously been excised (Figure 1).



Figure 1 – Metropolitan Region Scheme

Main Roads WA (MRWA) has developed plans for the proposed ultimate upgrades at the Guildford Road / East Parade intersection and has issued an ultimate land take requirement plan for the required road widening which shows land requirements affecting the subject lot beyond the current extent of the PRR and beyond that of the land previously excised (Figure 2).

Refer Attachment Two – Endorsed Main Roads Land Take Requirements Plan



Figure 2 – Primary Regional Road – Ultimate Land Requirements

City of Vincent Local Planning Scheme No. 2

The City of Vincent Local Planning Scheme No. 2 ('LPS 2') sets out the provisions for development control and land use within the City. Pursuant to the provisions of LPS 2, the subject site 'Residential' and has an applicable density coding of 'R100' as contemplated under the Residential Design Codes of WA (the 'R-Codes').

The objectives of the Residential zone as contemplated under LPS 2 are detailed below:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community;*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas;*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development;*
- *To promote and encourage design that incorporates sustainability principles, including but not limited to solar passive design, energy efficiency, water conservation, waste management and recycling;*
- *To enhance the amenity and character of the residential neighbourhood by encouraging the retention of existing housing stock and ensuring new development is compatible within these established areas;*
- *To manage residential development in a way that recognises the needs of innovative design and contemporary lifestyles;*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

Lots 254 and 403 form part of an overall WAPC landholding comprising 34 lots (Mount Lawley HDP site), forming an area of approximately 13,638m² located alongside East Parade and Guildford Road, as detailed in the Figure 4 below.

The proposed demolition will facilitate the future development of the landholding, contributing significantly to housing choice and affordability in a key location in proximity to public transport and amenities.

Development of the land holdings which are predominately vacant will enhance amenity in the locality by activating an underutilised area and improve safety through removal of the existing dwelling at the subject site which is currently derelict.



Figure 4 – Landholding for Future Development

5.0 HERITAGE CONSIDERATIONS

City of Vincent Municipal Heritage Inventory

The City's Municipal Heritage Inventory ('MHI') lists the existing dwelling at the subject site as a 'Moderate Level of Significance' which is described as:

Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the place.

Management Category B – Conservation Recommended

Consider for inclusion on the MHI (Heritage List) if owner/applicant consents to inclusion.

The City of Vincent prepared the following statement in 2006 with regard to the dwelling:

The house at 40 Guildford Road is a substantial and good example of the Federation Arts and Crafts style, which demonstrates the aspirations of the original developers for this neighbourhood before the growth of traffic on Guildford Road impacted so heavily on amenity.

The dwelling is in a state of disrepair and currently boarded up. Graffiti is evident internally and externally.

City of Vincent Heritage Management Local Planning Policies

Local Planning Policy 7.6.1: Heritage Management – Development Guidelines

The City’s ‘Local Planning Policy 7.6.1: Heritage Management – Development Guidelines for Heritage and Adjacent Properties’ (‘LPP 7.6.1’) seeks to assist owners in undertaking alterations and additions to places listed on the City’s MHI.

LPP 7.6.1 notes that planning approval from the City is required where demolition of a heritage place is proposed. Consistent with the requirements of the policy, this application seeks approval from the City for demolition of the existing dwelling at the subject site to facilitate the future development of social housing.

Local Planning Policy 7.6.4: Heritage Management – Interpretive Signage

As contemplated under the City’s ‘LPP 7.6.4 – Heritage Management – Interpretive Signage’ (‘LPP 7.6.4’), we understand that the City may require Interpretive Signage to recognise the history of the place as a condition of the approval. However, given a photographic archival record of the dwelling has been undertaken, this is considered adequate in terms of capturing the historical record of the site. No interpretation signage is considered necessary as part of the demolition and future redevelopment of the site.

Local Planning Policy 7.6.5: Heritage Management – Amendments to the Municipal Heritage Inventory

The City’s ‘LPP 7.6.5: Heritage Management – Amendments to the Municipal Heritage Inventory’ (‘LPP 7.6.5’) outlines that the City may consider amendments to the MHI through the Demolition Planning Application process. LPP 7.6.5 outlines where a building is requested to be removed from the MHI, at least one (1) of the following conditions must be met, as detailed in the table below.

Table 2 – Conditions for Removal of a Building from the Municipal Heritage Inventory

Policy Condition	Comment
<p>Cultural Heritage Significance</p> <p><i>The cultural heritage significance of the place in the existing heritage assessment was erroneous.</i></p>	<p>The cultural heritage significance of the place was not erroneous in 2007 when last assessed.</p> <p>It was noted at that time that the integrity of the historic setting had been compromised. Since then, the increased traffic on Guildford Road has led to an acceleration in the changes to the streetscape and its original neighbourhood context.</p> <p>In 2007, the place was occupied and demonstrated its original use and much of its original detail. In 2023, the place is no longer habitable and original fabric has been stripped from the place and the remaining fabric is in poor condition.</p> <p>To make the place viable for use would require removal of the structures across the rear of the property and replacement of much of the remaining fabric in the front rooms of the place. These changes would have an impact on the cultural heritage significance.</p>
<p>Condition</p> <p><i>A structural condition report conducted by a registered structural engineer states that the structural integrity of the place has failed to the point where it cannot be rectified without the removal of a majority of its significant fabric. Note: The poor state of a place should not in itself be a reason for removal from MHI.</i></p>	<p>A structural engineer’s report has not been prepared. The application does not seek to demolish the building based on its current structural condition.</p> <p>The subject lot was originally acquired by the State for the purpose of delivering major road upgrades along Guildford Road and East Parade. Other properties acquired for the same purpose have previously been demolished in preparation for the future upgrades. The subject dwelling has been retained as far as practicable in the interim to allow for the final land requirements to be determined in order to understand the impact to the dwelling and the potential for retention.</p>

Social or Historic Significance only

Where the heritage value is historic and/or social only the owner/applicant can demonstrate that it cannot practically be retained in its entirety or in part because:

- a) The location of the building on the site; or*
- b) The limited Vehicular Access to the site and non-compliance with Australian Standards; or*
- c) The inability to comply with the National Construction Codes Series e.g. ramps, corridor widths etc.; or*
- d) The inability of the existing building structure or materials to be incorporated into the new development; or*
- e) The inability of the existing building to support additional height and bulk to the intention of the locality as prescribed in the relevant planning policy.*

The primary planning justification for proposing the removal of the dwelling from the MHI and supporting its demolition fall within sub-clauses (a) and (d).

(a) The location of the building on the site

Main Roads have progressed development of plans for major road upgrades at the Guildford Road / East Parade intersection and now have an endorsed land requirement plan which confirms the extent of additional road widening necessary to facilitate the upgrades. The plan confirms that the road widening will materially impact on the fabric of the dwelling. As outlined in Figures 2 and 3 and Attachments 2 and 4, the existing dwelling is incompatible with the future MRS PRR reservation as it will encroach into the road reserve.

The existing dwelling will require partial demolition and significant modification affecting the primary frontage including the front room, steps, verandah and associated footings to in order to eliminate encroachment into the future road reserve and attempt to retain remaining portions of the dwelling. The brick and metal roof dwelling cannot be relocated to account for the road widening.

Hocking Heritage + Architecture considered that the identified historic value of the dwellings role in demonstrating the creation of a neighbourhood clustered around Guildford Road is no longer evident because of existing changes to the original streetscape character. The ultimate changes to the street layout and the proximity of the dwelling to the street edge will fundamentally alter the context and relationship of the dwelling to the streetscape, further diminishing its authenticity, original character and historic value.

Hocking Heritage + Architecture conclude that due to the extent of required modifications, the historical fabric and character of the dwelling will be impacted to a point where it is not considered that the dwelling could be sustained and retain its heritage values.

The planned road widening and major upgrades of the East Parade / Guildford Road intersection is an important piece of transport infrastructure as identified in the Perth and Peel@3.5million Central Sub-Regional Framework. Subsequently, the existing dwelling will need to be demolished and removed.

(d) The inability of the existing building structure or materials to be incorporated into the new development.

The existing dwelling cannot be incorporated into the proposed Mount Lawley HDP development mainly due to its location and incompatibility with the existing and proposed MRS PRR reservation. The location of the dwelling in proximity to the existing MRS PRR reservation is non-compliant with the R100 primary street setback requirement of 2.0m. The proposed MRS PRR reservation falls within front portions of the dwelling itself.

The removal of the dwelling will allow for a comprehensive redevelopment of the wider development site for the delivery of new housing supply through an active State Government initiative in line with priority State Government policy objectives.

There may be opportunity as part of the demolition of the dwelling to recycle materials for use in future developments.

As demonstrated above, the existing dwelling cannot practically be sustained and retain its heritage values. We respectfully request that Council approve the proposed demolition and remove the property from the City's MHI.

Heritage Impact Statement

A Heritage Impact Statement ('HIS') and archival photographic record have been prepared by Hocking Heritage + Architecture (Hocking) in support of the proposed demolition of the dwelling.

Refer Attachment Five – Heritage Impact Statement.

The HIS notes that the decline in the condition of the building has meant a significant loss of aesthetic values. The evolution of Guildford Road to a busy main road has meant that any connection with the former community has long been absent. The HIS also assesses the impact that the additional road widening will have on the dwelling and concludes that:

'the demolition of the portion of the building will result in the loss of authenticity and integrity of the building. The remainder of the building could not be sustained and retain its heritage values.'

In summary, the incremental change to the function of Guildford Road and the associated streetscape including the properties adjoining the subject lot over time has resulted in a diminishing of the significance and character of the original streetscape and dwelling. The modifications that will be required as a result of additional road upgrades planned for Guildford Road will result in the authenticity of the character, style and physical fabric of the dwelling being reduced to a point where it no longer holds a practical value of retention.

As recommended in the HIS, Hocking have prepared a detailed archival photographic record which captures the remaining aesthetic heritage values evident at the place.

Refer Attachment Six – Archival Photographic Record

6.0 DEMOLITION METHODOLOGY

The demolition works will be completed in one stage and will include removal of all buildings and associated infrastructure.

At this juncture, a demolition contractor has not been appointed for the proposed works. Demolition methodology will be determined by the contractor, however, it is expected that the methodology will include:

- Service disconnections and rodent baiting;
- Site establishment and securing of the subject site;
- Removal of any hazardous materials (as required);
- Removal of ancillary structures, fittings, salvageable materials, deleterious materials etc;
- Vegetation removal and protection of trees to be retained;
- Further breakdown of demolished material or deconstructed structures; and
- Transport of demolished or deconstructed materials from the site.

Working hours for demolition are to be confirmed, but it is expected that works will be undertaken between the hours of 7am to 7pm Monday to Saturday (excluding public holidays), in accordance with the standard construction hours under the *Environmental Protection (Noise) Regulations 1997*. Any work outside these hours will require approval of an Out of Hours Noise Management Plan by the City.

It is expected that most vehicular movements associated with the demolition works will be via the laneway (removal of the rear fencing) and Stanley Street given Guildford Road is a busy regional road.

A more detailed Demolition Management Plan will be prepared by the appointed demolition contractor and will be submitted with the Demolition Permit application lodged with the City. This will include further details in relation to:

- Demolition methodology;
- Vegetation retention and protection;
- Noise and vibration management;
- Traffic management;
- Dust management;
- Safety and security; and
- Dilapidation surveys and reports.

Plan Information

Tenure Type	Freehold
Plan Type	Deposited Plan
Plan Purpose	Subdivision

Plan Heading

Lots 501-504 & 801-805

Locality & Local Government

Locality	Mount Lawley
Local Government	City of Vincent

Department of Planning, Lands and Heritage

File Number

Examination

Examined _____ Date _____

Planning Approval

Planning Authority XXXXX

Reference

Delegated under S. 16 P&D Act 2005 _____ Date _____

In Order For Dealings

Subject To

For Inspector of Plans and Surveys _____ Date _____

Plan Approved

Inspector of Plans and Surveys / Authorised Land Officer _____ Date _____

Former Tenure Interests and Notifications

Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
⑥	EASEMENT (SEWERAGE)	SEC 27A OF THE T.P & D ACT REGULATION 6	D 75898	LOT 503	WATER CORPORATION	SEE NOTE

UNLOGGED VERSION SUBJECT TO LANDGATE AUDIT & WAPC APPROVAL
 This plan is
 -Current as at REVISION A
 -Subject to change without notice
 -Not intended for design use, a LANDGATE CERTIFIED CORRECT copy should be obtained for such purposes.

DRAFT ONLY

Survey Details

Field Records	
Declared as Special Survey Area	NO

Survey Certificate - Regulation 54

I, NICHOLAS KAITSE hereby certify that this plan is accurate and is correct representation of the -
 (a) survey; and
 (b) calculations from measurements recorded in the field records, undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

Licensed Surveyor _____ Date _____

Survey and Plan Notation

NOTE Z: THE DIMENSIONS AND POSITIONS OF THIS EASEMENT ARE BASED ON ACCURATE SURVEYED ALIGNMENTS.

Survey Organisation

Name	Land Surveys
Address	P.O BOX 746, Belmont 6984
Phone	94774477
Fax	94774499
Email	projects@landsurveys.net.au
Reference	2300903

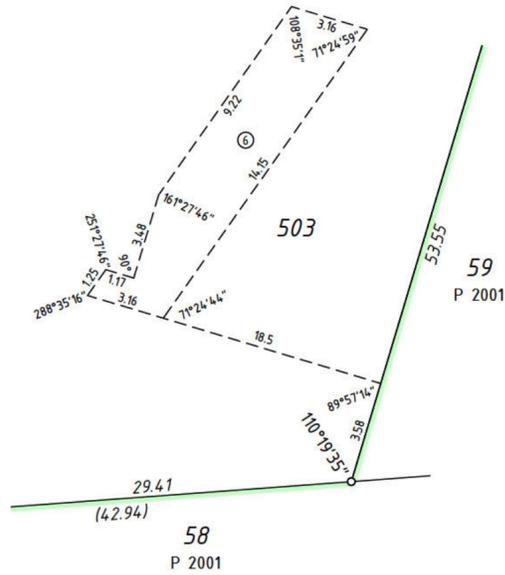
Amendments

Version	Lodgement Type	Amendment Description	Authorised By	Date

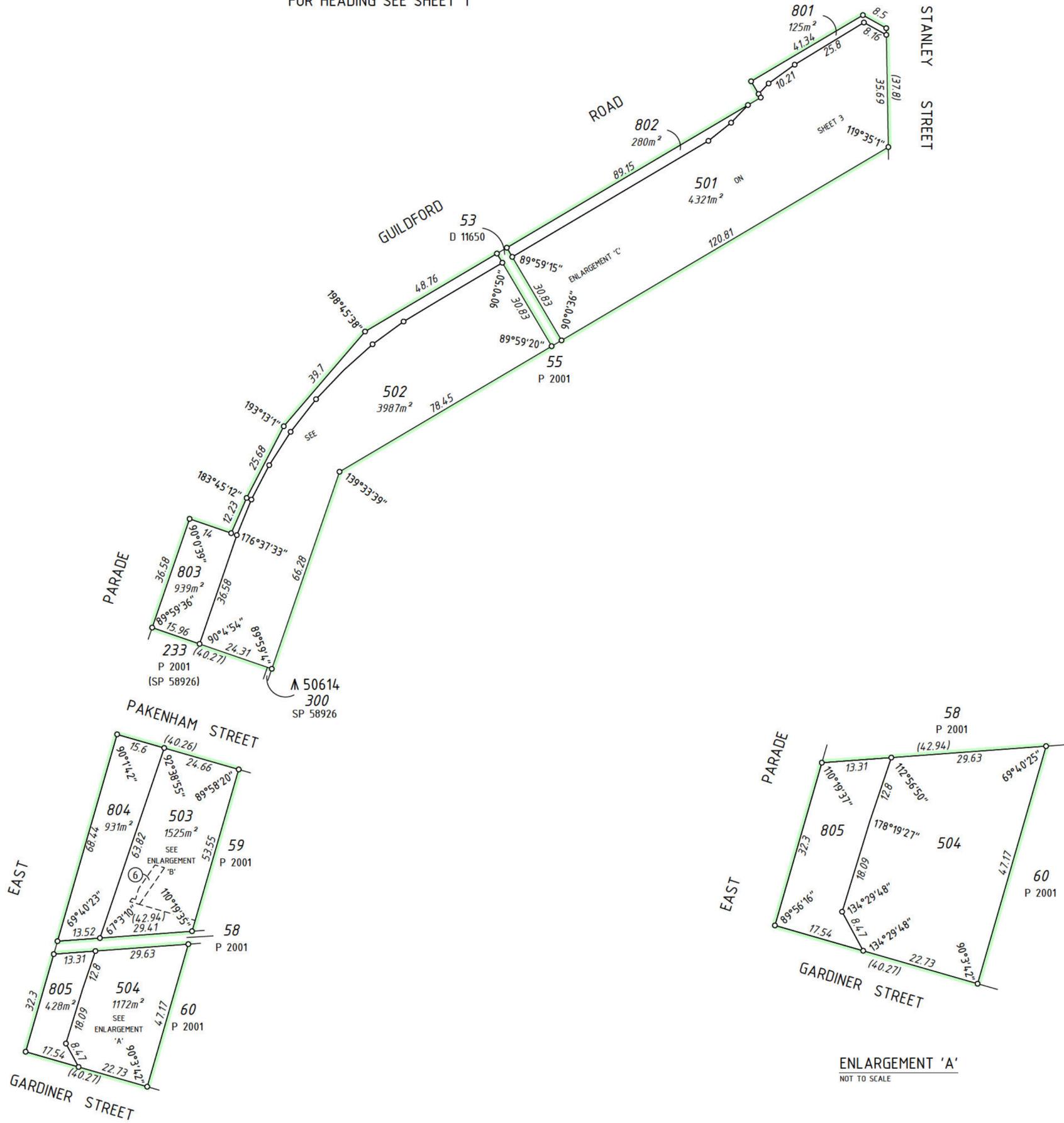
Former Tenure

New Lot / Land	Parent Plan Number	Parent Lot Number	Title Reference	Subject Land Description
501	P 2001 P 2001 P 2001 P 2001 P 2001 P 2001 DP 31182 DP 31182 P 2001 P 2001 P 2001 DP 426938	Pt 247 Pt 248 Pt 249 Pt 250 Pt 251 Pt 252 Pt 402 Pt 403 Pt 254 Pt 255 Pt 256 Pt 552	2208 / 552 2208 / 543 2209 / 504 2208 / 544 2209 / 508 2209 / 506 2209 / 506 2209 / 507 2209 / 507 1701 / 915 2009 / 635 2009 / 635	
502	P 2001 P 2001 P 2001 P 2001 P 2001 P 2001 P 2001 DP 31179 DP 31179 P 2001 P 2001 P 2001 P 2001	Pt 234 Pt 235 Pt 236 Pt 237 Pt 238 Pt 239 Pt 240 Pt 241 Pt 400 Pt 401 Pt 243 Pt 244 Pt 245 Pt 246	1464 / 800 1286 / 319 1187 / 471 2208 / 548 2208 / 546 2208 / 549 2208 / 550 2208 / 551 2208 / 540 2208 / 541 2208 / 542 2209 / 505 2208 / 545 2208 / 547	
503	DP 426937 DP 426937 P 2001 P 2001 P 2001	Pt 550 Pt 551 Pt 207 Pt 208 Pt 209	2178 / 84 1265 / 648 1265 / 649	
504	P 2001 P 2001 P 2001	Pt 202 Pt 203 Pt 204	1868 / 517 1418 / 87 1887 / 420	
801	P 2001 P 2001 DP 426938	Pt 255 Pt 256 Pt 552	1701 / 915 2009 / 635	
802	P 2001 P 2001 P 2001 P 2001 P 2001 P 2001 P 2001 P 2001 DP 31182 DP 31182 P 2001	Pt 247 Pt 248 Pt 249 Pt 250 Pt 251 Pt 252 Pt 402 Pt 403 Pt 254	2208 / 552 2208 / 543 2209 / 504 2208 / 544 2209 / 508 2209 / 506 2209 / 506 2209 / 507 2209 / 507	
803	P 2001 P 2001 P 2001 P 2001 P 2001 P 2001 P 2001 P 2001 P 2001 DP 31179 DP 31179 P 2001 P 2001 P 2001 P 2001 P 2001	Pt 234 Pt 235 Pt 236 Pt 237 Pt 238 Pt 239 Pt 240 Pt 241 Pt 400 Pt 401 Pt 243 Pt 244 Pt 245 Pt 246	1464 / 800 1286 / 319 1187 / 471 2208 / 548 2208 / 546 2208 / 549 2208 / 550 2208 / 551 2208 / 540 2208 / 541 2208 / 542 2209 / 505 2208 / 545 2208 / 547	
804	DP 426937 DP 426937 P 2001 P 2001 P 2001	Pt 550 Pt 551 Pt 207 Pt 208 Pt 209	2178 / 84 1265 / 648 1265 / 649	
805	P 2001 P 2001 P 2001	Pt 202 Pt 203 Pt 204	1868 / 517 1418 / 87 1887 / 420	

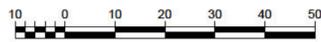
FOR HEADING SEE SHEET 1



ENLARGEMENT 'B'
NOT TO SCALE



ENLARGEMENT 'A'
NOT TO SCALE



1:1000 @ A2

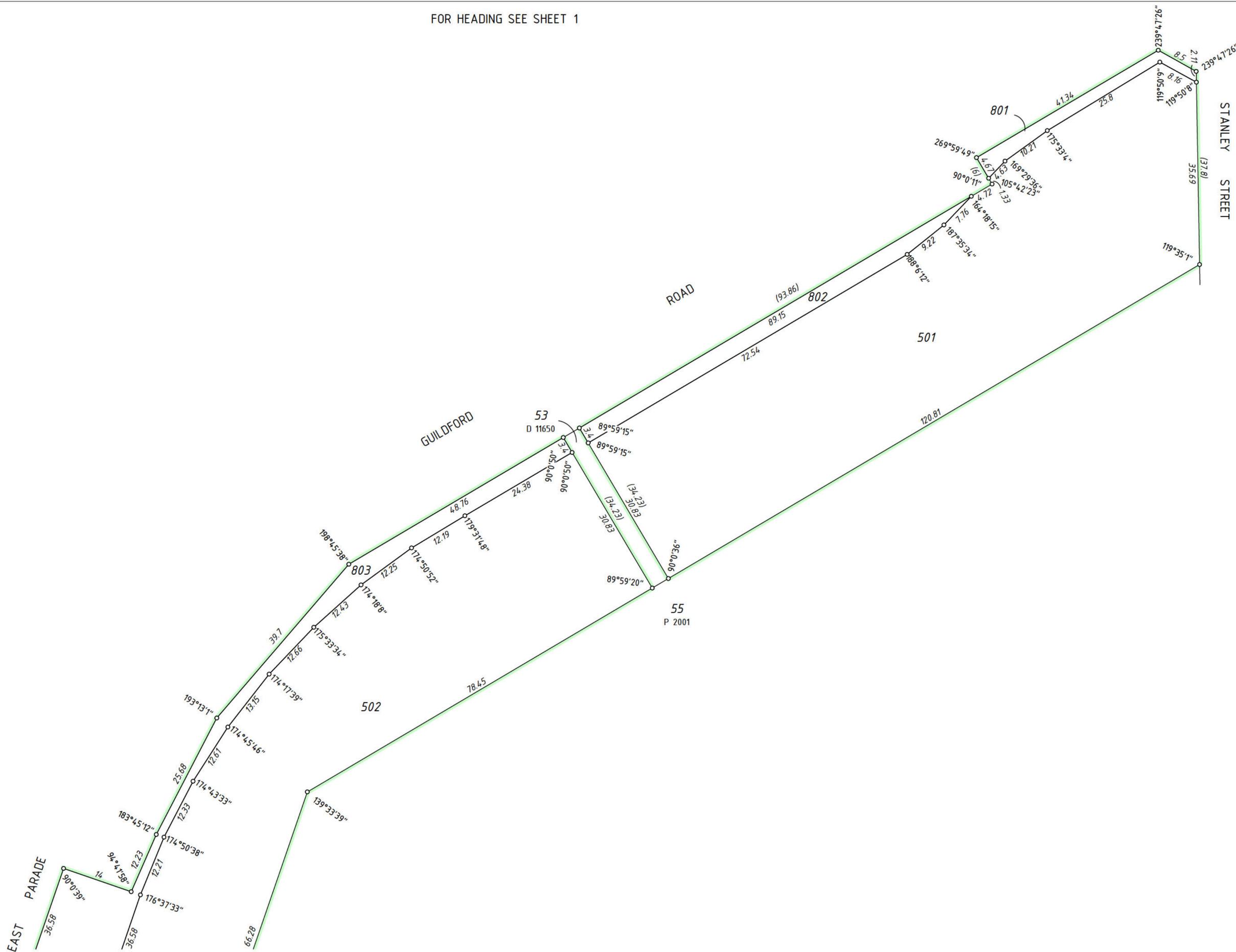
ALL DISTANCES ARE IN METRES



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SHEET	SHEETS	VERSION NUMBER	DEPOSITED PLAN
2	OF 3	1	426939

FOR HEADING SEE SHEET 1



ENLARGEMENT 'C'



1:500 @ A2

ALL DISTANCES ARE IN METRES



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SHEET	SHEETS	VERSION NUMBER	DEPOSITED PLAN
3	OF 3	1	426939



Department of Planning,
Lands and Heritage



P3138, LOT 254 (40) GUILDFORD RD, MOUNT LAWLEY
Heritage Impact Statement



HOCKING HERITAGE + ARCHITECTURE

August 2023

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HHA Job No. 2023-08

Rev No	Author	Reviewer	Date
-	Prue Griffin	Grady O'Brien, DPLH Nick Bertone, City of Vincent	March 2023
A	Prue Griffin	Blake Rawlinson	August 2023
B	Prue Griffin		

Contents

1. Introduction	5
2. Site Analysis	5
2.1 Location	5
2.2 Heritage Listing	7
2.3 Statement of Significance	7
3. Subject Property	7
3.1 Physical Description	7
3.2 Streetscape	8
3.3 Elevations and Landscape	9
3.4 Internal Photographs	10
3.5 History	15
4. Proposed Development	15
5. Assessment of Impact	17
6. Conclusion	18

Figures

Figure 1:	Location Map.....	6
Figure 2:	Lots 254 and 403 (40) Guildford Road Mount Lawley.	6
Figure 3:	View southwest on Guildford Road and vacant lot adjacent.	8
Figure 4:	View southwest on Guildford Road towards the Mount Lawley subway.....	8
Figure 5:	View northeast on Guildford Road towards subject property.....	8
Figure 6:	View of the western elevation across the adjacent vacant lots.	8
Figure 7:	View showing relationship to Guildford Road.....	8
Figure 8:	View showing relationship to Guildford Road.....	8
Figure 9:	Front Elevation.....	9
Figure 10:	Front Elevation.....	9
Figure 11:	Front Elevation.....	9
Figure 12:	Front Elevation.....	9
Figure 13:	Rear Elevation.	9
Figure 14:	Rear Elevation.	9
Figure 15:	West Elevation.....	10
Figure 16:	East Elevation.	10
Figure 17:	Front Door.	10
Figure 18:	Hallway.	10
Figure 19:	Bedroom.	11
Figure 20:	Bedroom.	11
Figure 21:	Bedroom.	11
Figure 22:	Bedroom 1.	11
Figure 23:	Bedroom 2.	12
Figure 24:	Bedroom 3.	12
Figure 25:	Lounge Room.....	12
Figure 26:	Lounge Room.....	12
Figure 27:	Lounge Room.....	13
Figure 28:	Lounge Room.....	13
Figure 29:	Dining Room (former kitchen).....	13
Figure 30:	Dining Room (former kitchen).....	13
Figure 31:	Kitchen.....	14
Figure 32:	Kitchen ceiling.	14
Figure 33:	Kitchen alcove.....	14
Figure 34:	Kitchen.....	14
Figure 35:	Bathroom.	15
Figure 36:	Bathroom window.	15
Figure 37:	Road Widening Plan prepared by Main Roads.....	16

1. Introduction

This Heritage Impact Statement has been prepared at the request of the Department of Planning Lands and Heritage. Demolition of the building is proposed to enable future development of this site and adjacent properties on Guildford Road and East Parade, Mount Lawley for social housing.

Alongside the proposed development of the large parcel of land owned by the DPLH, Main Roads WA have assessed that Guildford Road needs to be widened along the southern side of Guildford Road to accommodate increased volume of vehicle traffic. The volume of traffic is also predicted to increase with any proposed development of the land held by DPLH. The widening will require resumption of portion of all lots on the south side of Guildford Road between Stanley Street and Pakenham Street.

The proposed resumption for road widening will require portion of the subject property at 40 Guildford Road to be removed.

40 Guildford Road was considered by the Department of Planning Lands and Heritage for inclusion in the State Register of Heritage Places in 2002 and was found to be below threshold for inclusion.

This heritage impact statement seeks to assess the impact on the cultural heritage significance of the place and some consideration of the wider impact on the streetscape. The report has been prepared following the guidelines established by the Heritage Council in their publication *Heritage Impact Statement – A Guide*.

2. Site Analysis

2.1 Location

The property is located on the southeast side of Guildford Road in the block bound by Stanley Street and East Parade.

The property is located across two lots; lot 254 (40) on Plan 2001 and lot 403 on Deposited Plan 31182 as designated on Certificate of Title Volume 2209 Folio 50.

On either side of the lot are vacant lots where former residences of a similar age were located.

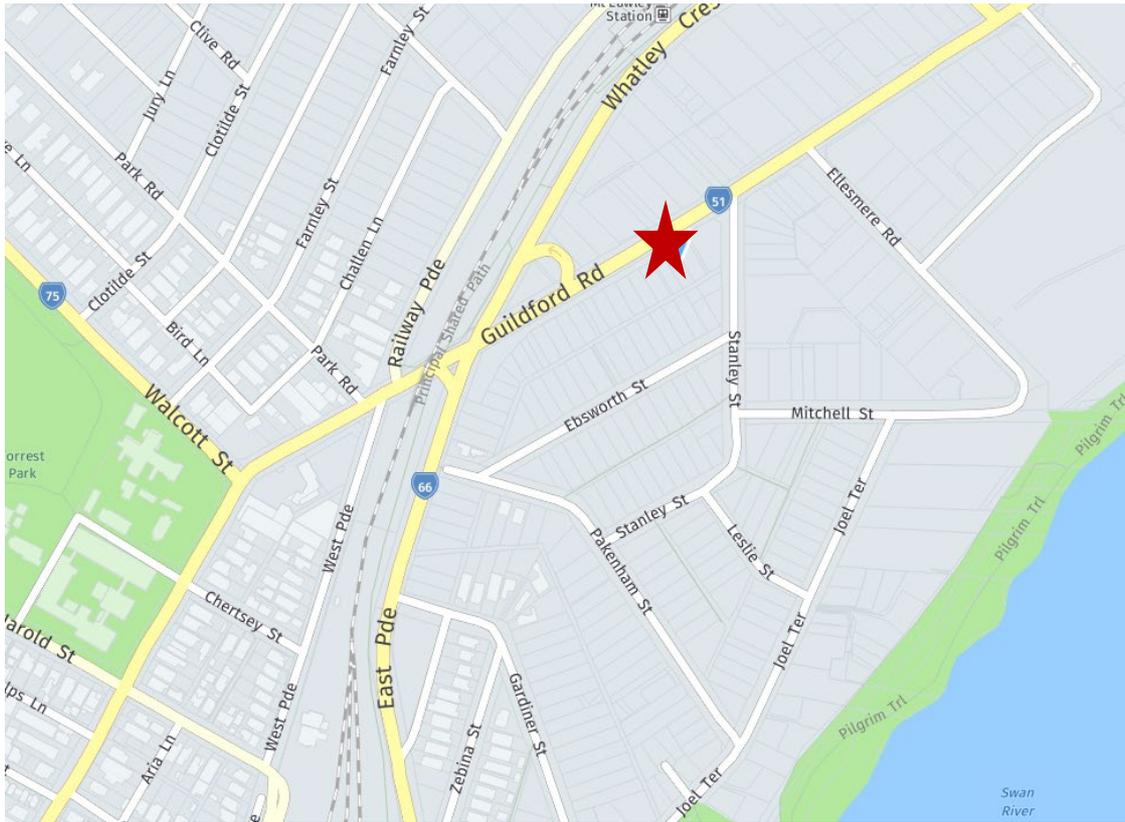


Figure 1: Location Map
Courtesy Google Maps, accessed 21 October 2022



Figure 2: Lots 254 and 403 (40) Guildford Road Mount Lawley.
COURTESY CITY OF VINCENT INTRAMAPS

2.2 Heritage Listing

The place has been identified by the City of Vincent as a Moderate Level of Significance which is described as:

Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the place.

Management Category B - Conservation Recommended

Consider for inclusion on the MHI (Heritage List) if owner/applicant consents to inclusion.

Type	Status	Date	Category
Local Heritage Survey		12 Sept 2006	Category B
Heritage List	Adopted	12 Sept 2006	
Heritage Agreement	None		
State Register	Below Threshold	30 Nov 2001	-----
Register of National Estate	-----	-----	-----
Classified by the National Trust	-----	-----	-----

2.3 Statement of Significance

The City of Vincent prepared the following statement in 2006.

The house at 40 Guildford Road is a substantial and good example of the Federation Arts and Crafts style, which demonstrates the aspirations of the original developers for this neighbourhood before the growth of traffic on Guildford Road impacted so heavily on amenity.

3. Subject Property

3.1 Physical Description

This substantial single storey brick and corrugated zincalume residence demonstrates the Federation Queen Anne style. It is an asymmetric floor plan with a verandah wrapping the front and portion of the western side of the building.

It features an elaborate gable infill on the projecting bay and a bullnose verandah roof supported on turned posts. The verandah is brick paving on sand infill that is contained by limestone foundations. The original timber verandah has been removed although the steps to the main entry do remain.

Internally the place retains its original floor plan with some additions across the rear. In general, there is little evidence of any original finishes as the place has been stripped of all architectural details, such as architraves, skirtings and the majority of the floorboards. Windows are all broken and some window frames have been completely removed. On the eastern elevation there is evidence of failed brickwork.

The place is in very poor condition and graffiti is evident internally and externally.

The garden shows no evidence of any formal planting and although some trees are large specimens there are not species of any particular rarity or merit.

3.2 Streetscape



Figure 3: View southwest on Guildford Road and vacant lot adjacent.



Figure 4: View southwest on Guildford Road towards the Mount Lawley subway.



Figure 5: View northeast on Guildford Road towards subject property.



Figure 6: View of the western elevation across the adjacent vacant lots.



Figure 7: View showing relationship to Guildford Road.



Figure 8: View showing relationship to Guildford Road.

3.3 Elevations and Landscape

The majority of the exterior of the original residence still demonstrates the brick construction with concrete bands and some remnants of tuckpointing. Large areas of the external walls have graffiti and the surrounding grounds are in poor condition with some mature trees.



Figure 9: Front Elevation



Figure 10: Front Elevation



Figure 11: Front Elevation



Figure 12: Front Elevation



Figure 13: Rear Elevation.



Figure 14: Rear Elevation.



Figure 15: West Elevation.



Figure 16: East Elevation.

3.4 Internal Photographs

The interior of the property was poorly lit and difficult to navigate because of the removed floorboards and accumulation of debris. The following photographs demonstrate that the majority of detail has been removed. Apart from some original floorboards there are no architraves, skirtings or doors. There is also asbestos sheeting in the rear of the building.



Figure 17: Front Door.



Figure 18: Hallway.



Figure 19: Bedroom



Figure 20: Bedroom.



Figure 21: Bedroom



Figure 22: Bedroom 1.



Figure 23: Bedroom 2.



Figure 24: Bedroom 3.



Figure 25: Lounge Room.



Figure 26: Lounge Room.



Figure 27: Lounge Room



Figure 28: Lounge Room



Figure 29: Dining Room (former kitchen)

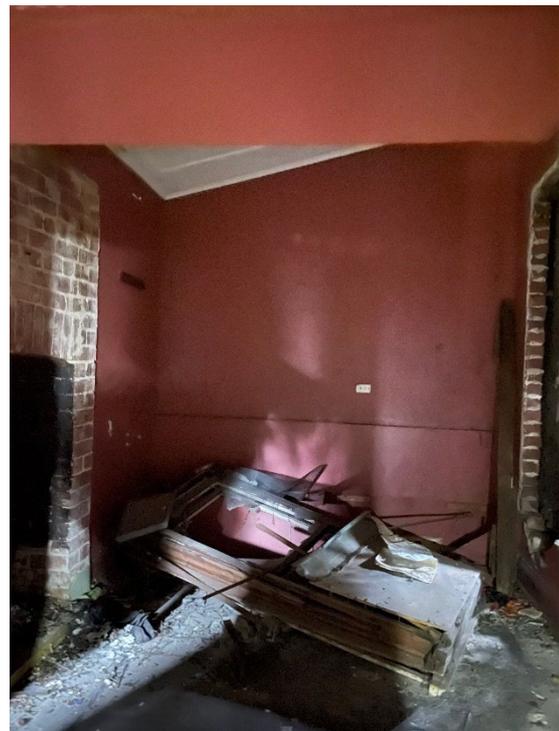


Figure 30: Dining Room (former kitchen)



Figure 31: Kitchen.



Figure 32: Kitchen ceiling.



Figure 33: Kitchen alcove.



Figure 34: Kitchen.



Figure 35: Bathroom.



Figure 36: Bathroom window.

3.5 History

This place was built c1904 as a private residence. It was used for that purpose until its declining condition made it uneconomic to repair. The place was closed and has been accessed by vagrants for some years and been stripped of any original detail.¹

The adjacent residences on Guildford Road have been demolished in the early 2000s leaving the place isolated within cleared lots to the north and south.

4. Proposed Development

The Department of Planning Lands and Heritage are proposing to develop this site and adjoining lots for future social housing. The form and scale of the development has not been finalised at this stage. Nevertheless, it is a requirement of the new development that the site is cleared to enable optimum occupancy of the site.

Alongside the proposed development of the large parcel of land owned by the DPLH, Main Roads WA have assessed that Guildford Road needs to be widened along the southern side of Guildford Road to accommodate the current increased volume of vehicle traffic. The volume of traffic is also predicted to increase with any proposed development of the land held by DPLH. The widening will require resumption of portion of all lots on the south side of Guildford Road between Stanley Street and Pakenham Street.

Specifically, the proposed resumption for road widening will require portion of the subject property at 40 Guildford Road to be removed.

Therefore the subject property is required to be removed for future development of the site and because it will hamper the road widening which is required for the ongoing safety and amenity of the community.

¹ Refer to the Archival Record for 40 Guildford Road, Mount Lawley, May 2023.

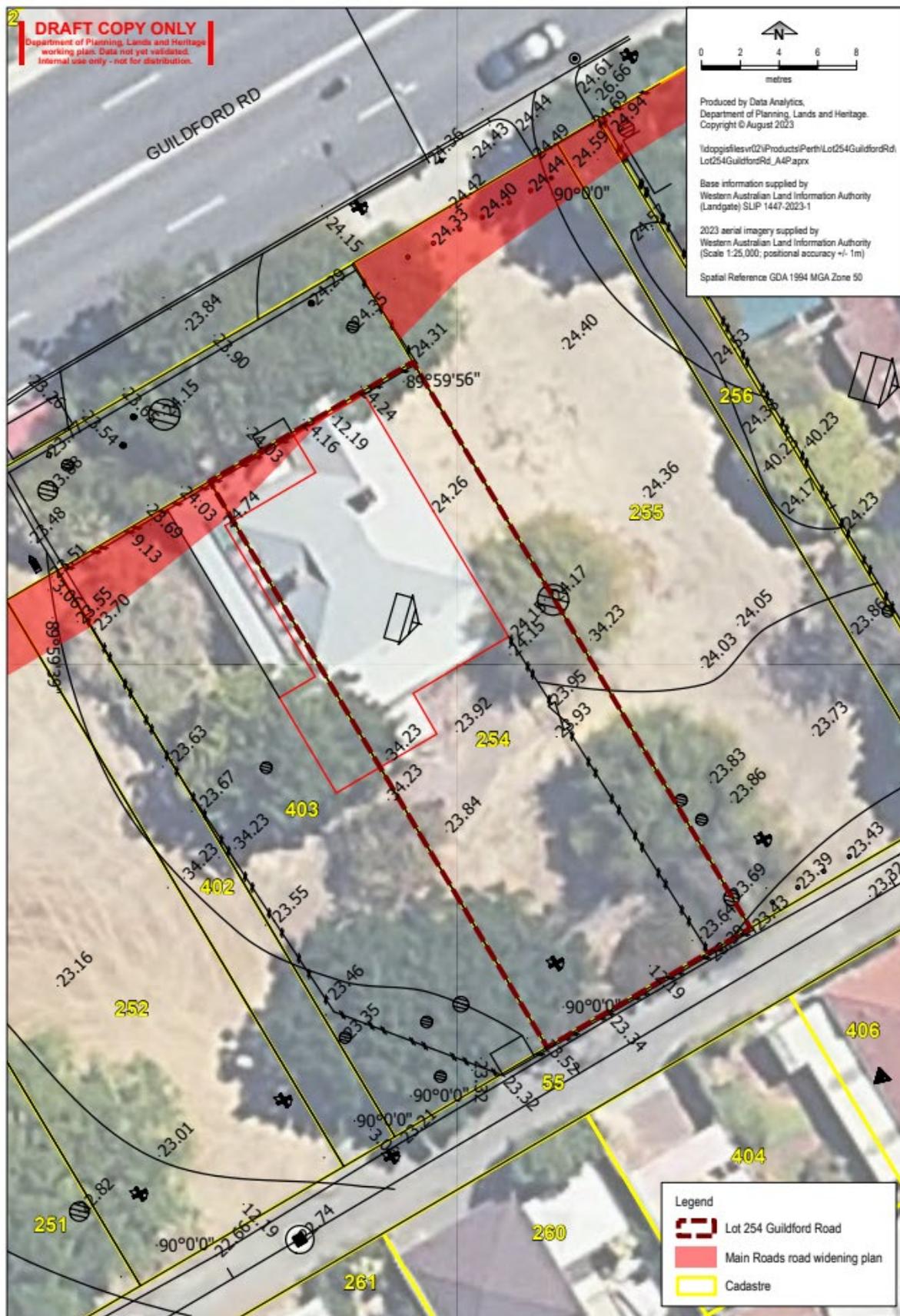


Figure 37: Road Widening Plan prepared by Main Roads.

5. Assessment of Impact

The development application is seeking to remove the building from the City's Municipal Heritage Inventory (MHI) to enable demolition of the building.

Under Clause 2 of the City of Vincent's Heritage Policy 7.6.5, amendments can be made to the MHI to accompany applications for demolition.

The requirements under Figure 1 of that policy state that to delete a building from the MHI, the application would be to demonstrate **one** of the following

- *The cultural heritage significance of the place in the existing heritage assessment was erroneous.*
- *A structural condition report conducted by a registered structural engineers states that the structural integrity of the place has failed to the point where it cannot be rectified without the removal of a majority of its significant fabric. Note: The poor state of a place should not in itself be a reason for removal from MHI*
- *Where the heritage value is historic and/or social only the owner/applicant can demonstrate that it cannot practically be retained in its entirety or in part*

RATIONALE FOR REMOVAL FROM THE MHI	RATIONALE
<p><i>The cultural heritage significance of the place in the existing heritage assessment was erroneous.</i></p>	<p>The cultural heritage significance of the place was not erroneous in 2007 when last assessed.</p> <p>It was noted at that time that the integrity of the historic setting had been compromised. Since then, the increased traffic on Guildford Road has led to an acceleration in the changes to the streetscape and its original neighbourhood context.</p> <p>In 2007, the place was occupied and demonstrated its original use and much of its original detail. In 2023, the place is no longer habitable and original fabric has been stripped from the place and the remaining fabric is in poor condition.</p> <p>To make the place viable for use would require removal of the structures across the rear of the property and replacement of much of the remaining fabric in the front rooms of the place. These changes would have an impact on the cultural heritage significance.</p>
<p><i>A structural condition report conducted by a registered structural engineers states that the structural integrity of the place has failed to the point where it cannot be rectified without the removal of a majority of its significant fabric. Note: The poor state of a place should not in itself be a reason for removal from MHI</i></p>	<p>A structural engineer's report has not been prepared.</p>
<p><i>Where the heritage value is historic and/or social only the owner/applicant can demonstrate that it cannot practically be retained in its entirety or in part</i></p>	<p>The heritage values of the place were determined to be in part the aesthetic value of its Federation Arts and Crafts style which is no</p>

	<p>longer apparent because of the loss of original detail.</p> <p>The historic and social values of the place were identified in the remaining form and fabric of the place. This has now been significantly diminished through vandalism and the deterioration of the condition of the remaining fabric.</p> <p>The identified historic value of its role in demonstrating the creation of a neighbourhood clustered around Guildford Road is no longer evident.</p>
--	---

In addition to the above requirements of the Heritage Policy 7.6.5 an assessment of the impact of demolition on the heritage values of the place has been determined through the values designated in the 2006 Heritage Assessment for the Local Heritage Survey.

The house at 40 Guildford Road is a substantial and good example of the Federation Arts and Crafts style, which demonstrates the aspirations of the original developers for this neighbourhood before the growth of traffic on Guildford Road impacted so heavily on amenity.

The decline in the condition of the building has meant a significant loss of aesthetic values and the evolution of Guildford Road to a busy main road has meant that any connection with the former community has long been absent.

HERITAGE VALUE	ASSESSMENT OF IMPACT
<p><i>The house at 40 Guildford Road is a substantial and good example of the Federation Arts and Crafts style, which demonstrates the aspirations of the original developers for this neighbourhood before the growth of traffic on Guildford Road impacted so heavily on amenity</i></p>	<p><i>The demolition of the building will lead to a loss of the building fabric but its degraded state has meant its heritage values are already diminished from the 2006 statement.</i></p> <p><i>The association with the original development has long been absent because of the changing nature of the adjacent properties on Guildford Road.</i></p> <p><i>The future road widening of Guildford Road will have a further impact on the heritage value associated with the former streetscape and community which formerly lived adjacent.</i></p>

6. Conclusion

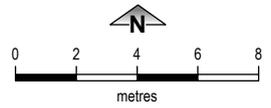
The demolition of the building at 40 Guildford Road, Mount Lawley is supported.

The road widening is essential for the safety and amenity of the wider community. Demolition of portion of the building will result in the loss of authenticity and integrity of the building. The remainder of the building could not be sustained and retain its heritage values.

The preparation of an archival photographic record will capture any remaining aesthetic heritage values evident at the place.

ATTACHMENT FIVE – ROAD WIDENING REQUIREMENTS OVERLAY

2 **DRAFT COPY ONLY**
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working plan. Data not yet validated.
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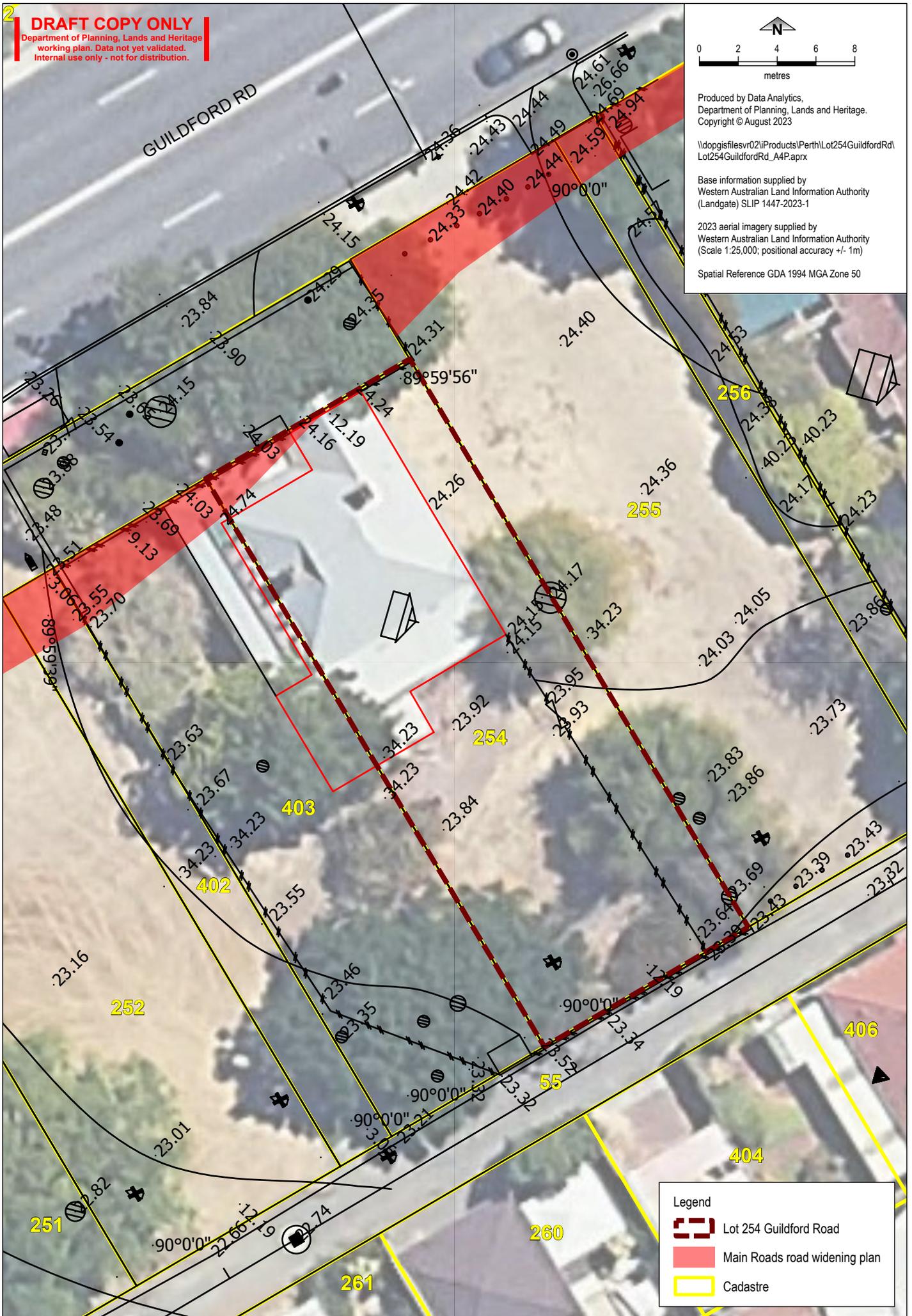
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Base information supplied by
Western Australian Land Information Authority
(Landgate) SLIP 1447-2023-1

2023 aerial imagery supplied by
Western Australian Land Information Authority
(Scale 1:25,000; positional accuracy +/- 1m)

Spatial Reference GDA 1994 MGA Zone 50



Lot 254 Guildford Road, Mount Lawley

ATTACHMENT SIX - ARCHIVAL PHOTOGRAPHIC RECORD



Department of Planning,
Lands and Heritage



P3138, LOT 254 (40) GUILDFORD RD, MOUNT LAWLEY
Photographic Archival Record



HOCKING HERITAGE + ARCHITECTURE

March 2023

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HHS Job No. 2023-08

Rev No	Author	Reviewer		Date
-	Prue Griffin	Grady O'Brien	DPLH	March 2023



Contents

Contents	3
Figures	4
1.0 Background	6
2.0 Statement of Significance.....	6
3.0 Location.....	6
4.0 Brief History	9
4.1 Occupants and owners.....	11
5.0 Photographs.....	14
5.1 Streetscape	14
5.2 Elevations and Landscape	16
5.3 Internal Photographs	20
6.0 Bibliography	27
Appendix A – Certificates of Title	28



Figures

Figure 1:	Location Plan	7
Figure 2:	Lots 254 and 403 (40) Guildford Road Mount Lawley.	7
Figure 3:	Site Plan.....	8
Figure 4:	Sewerage Plan Sheet 226, 1917.....	10
Figure 5:	Sewerage plan of the property, 1917.	12
Figure 6:	Aerial photograph, 1965.....	12
Figure 7:	Floor Plan	13
Figure 8:	View southwest on Guildford Road and vacant lot adjacent.	14
Figure 9:	View southwest on Guildford Road towards the Mount Lawley subway.....	14
Figure 10:	View northeast on Guildford Road towards subject property.....	14
Figure 11:	View of the western elevation across the adjacent vacant lots.....	14
Figure 12:	View from the lane at the rear of the property.	15
Figure 13:	View from the lane at the rear of the property.	15
Figure 14:	View from the lane showing the rear property fence and planting.....	15
Figure 15:	View from the lane to the western elevation.....	15
Figure 16:	View showing relationship to Guildford Road.....	15
Figure 17:	View showing relationship to Guildford Road.....	15
Figure 18:	Properties on the northern side of Guildford Road.	16
Figure 19:	View to buildings on the northern side of Guildford Road.	16
Figure 20:	Front Elevation.....	16
Figure 21:	Front Elevation.....	16
Figure 22:	Front Elevation.....	17
Figure 23:	Front Elevation.....	17
Figure 24:	Front Elevation showing verandah.....	17
Figure 25:	Front Elevation showing original steps.....	17
Figure 26:	Rear Elevation.	17
Figure 27:	Rear Elevation.	17
Figure 28:	Rear Elevation.	18
Figure 29:	Rear Elevation.	18
Figure 30:	West Elevation.....	18
Figure 31:	East Elevation.	18
Figure 32:	Remnant planting on the east side of the house	18
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Figure 42:	Bedroom	21
Figure 43:	Bedroom.	21
Figure 44:	Bedroom	21
Figure 45:	Bedroom 1	21
Figure 46:	Bedroom 1	21
Figure 47:	Detail of floorboards.....	21
Figure 48:	Bedroom 2.	22
Figure 49:	Bedroom 3.	22
Figure 50:	Lounge Room.....	22
Figure 51:	Lounge Room.....	22
Figure 52:	Lounge Room.....	23
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Figure 56: Kitchen.24
Figure 57: Kitchen ceiling.....24
Figure 58: Kitchen alcove.....24
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The property is located across two lots; lot 254 (40) on Plan 2001 and lot 403 on Deposited Plan 31182 as designated on Certificate of Title Volume 2209 Folio 50.

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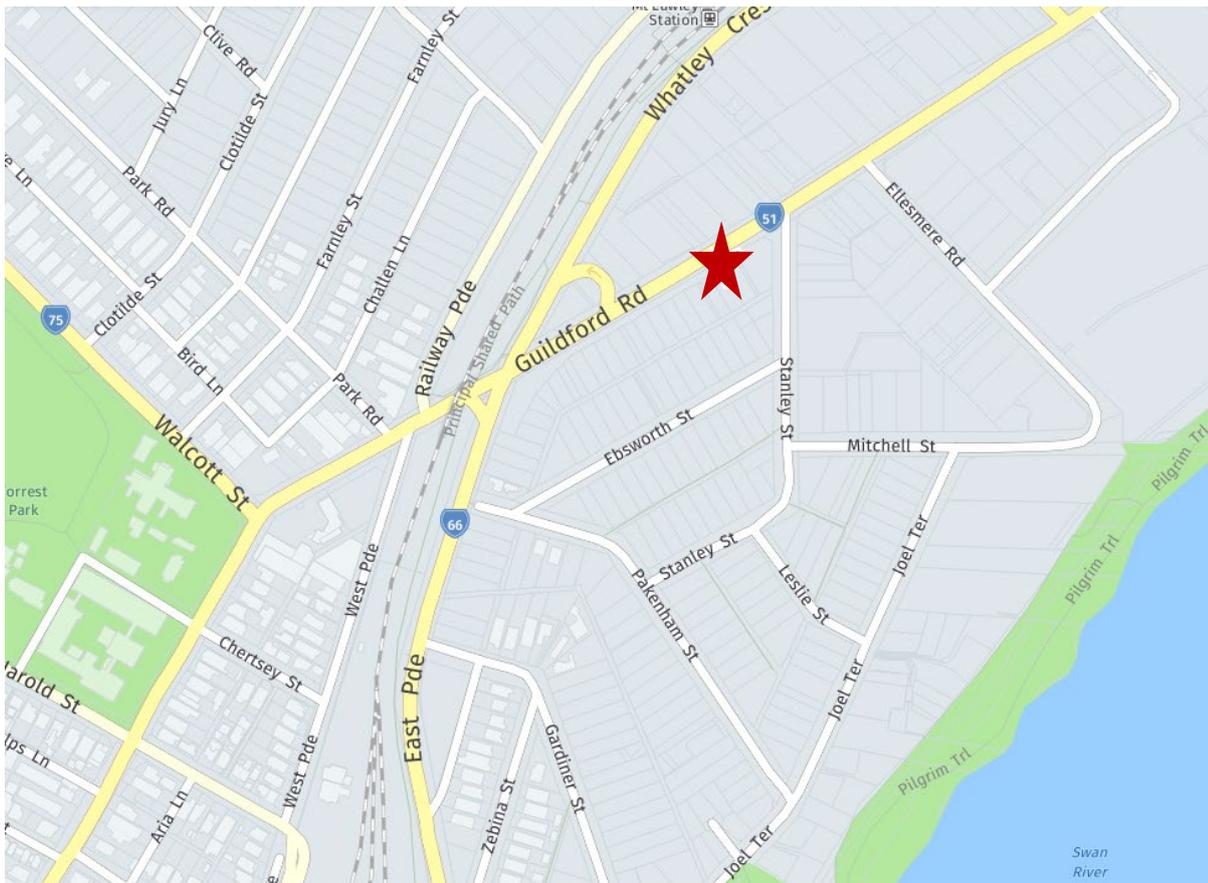


Figure 1: Location Plan

COURTESY NEARMAP



Figure 2: Lots 254 and 403 (40) Guildford Road Mount Lawley.

COURTESY CITY OF VINCENT INTRAMAPS



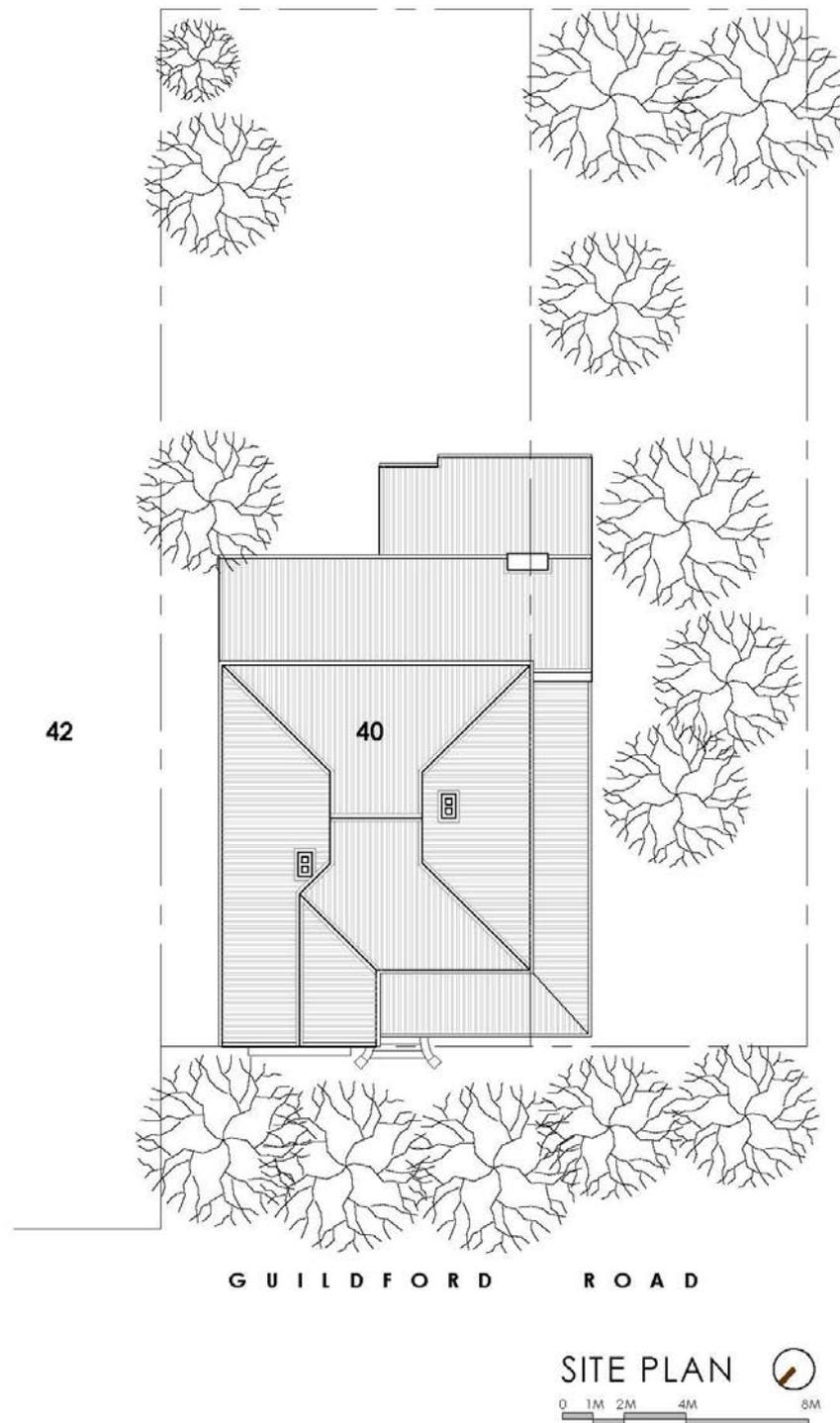


Figure 3: Site Plan



4.0 Brief History

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No 40 Guildford Road, was well positioned for access to Perth's train system via the nearby Mount Lawley Station. Then in 1924 a single tram track was laid from the tram terminus on the corner of Lord and Lincoln Streets through the Mount Lawley Subway to Maylands. In 1939 this line was duplicated, and the Subway widened to accommodate the second track. This further improved access to the city.

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The subdivision plan for this property was approved in 1898 and lots were purchased from the developer British Westralia Syndicate Limited.² Lots 253 and 254 were purchased in 1902 by Alice Victoria McColl.³

Alice Victoria McColl (c1863-1914) was the wife of railway employee, Stawell Austral McColl (c1861-1916). From the available evidence in the Post Office Directories and Electoral Rolls the place was built in 1904 as A. McColl is recorded living in Guildford Road in 1905. The builder or architect of the residence has not been determined. It is likely that a local builder, such as John Berne Hawkins who lived in Guildford Road, constructed the home in accordance with readily available plans from pattern books that were in common usage at the time. The plan form and remaining detail of the building indicate that the home was of some quality and not a cottage for occupants of limited

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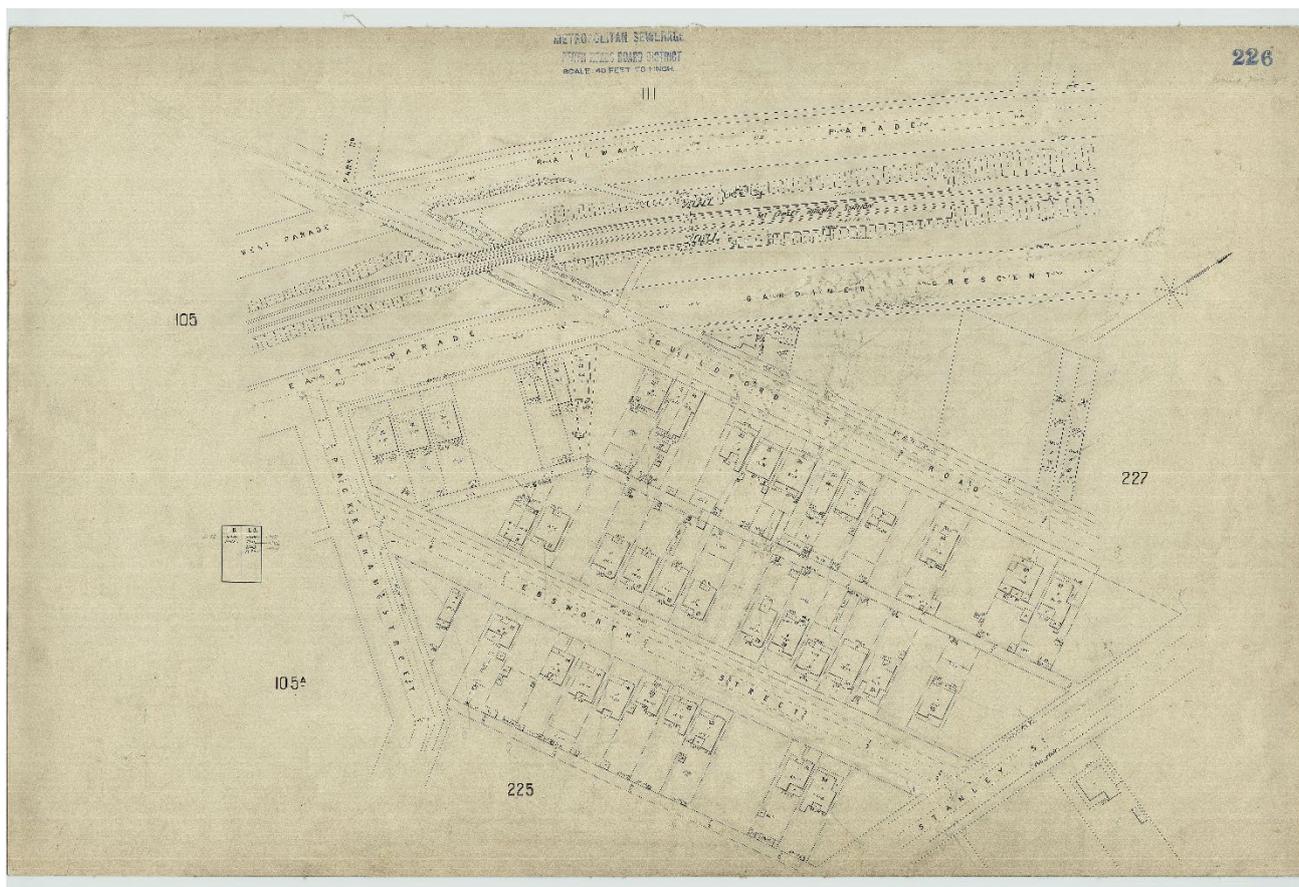


Figure 4: Sewerage Plan Sheet 226, 1917.

COURTESY SROWA SERIES 634 CONS 4156 ITEM 0226

The McColls appear to have lived in the place until c1911 and subsequently leased the place to tenants. A newspaper article from March 1911 records that Stawell and Alice McColl were living in St Georges Terrace Perth at that time.⁵

Post Office Directories record that there was a rapid turnover of occupants between 1912 and 1915 and was then occupied by caterer Andrew Cavanagh and his wife Jane until 1918.

In 1914, Alice McColl died, and the property transferred to Stawell McColl, and on his death in 1916 the property was transferred to their children, Alice Sophia McColl and Archibald Dougald McColl.⁶ The siblings continued to lease the property to tenants, traveller Herbert Illingworth and his wife Ethel Illingworth from 1919 to 1926.⁷

In 1926, the property was transferred to clerk Frederick William James Joyce (c1893-1973) and his wife Eunice Hilda Joyce, nee Bevan (c1895-1977). The couple married in 1914 and had at least four children and lived at this house until the 1970s. Frederick Joyce died in 1973 and Eunice lived on in the house until at least 1975 when the place was transferred to draftsman William Richard Marks and

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Public Relations Officer Lynette Marks.⁸ The couple lived at the house until 1986 when the house was transferred to the Western Australian Planning Commission.⁹ With the transfer of the property to the WAPC the residence was leased to tenants.

Aerial photographs from the mid 20th century indicate that the extent and form of the residence have not changed considerably since that time. The WAPC and its subsequent authorities maintained the property when it was occupied by tenants including the replacement of the roof cladding in the late 1980s.

The physical evidence suggests that the timber verandah was replaced in the late 1980s with the current verandah which is brick laid on sand.

The houses located to the south of the 40 Guildford Road were demolished in 2000, and the house to the north was demolished c2009. The original residential context of this portion of Guildford Road has been lost as a result of these changes.

The residence has been unoccupied for several years and is in a very poor condition.

4.1 Occupants and owners

DATE	OWNERS	OCCUPANT
1898 - 1902	British Westralia Syndicate Limited	None
1902 - 1918	Alice Victoria McColl	1905 – 1911 Stawell Austral McColl and Alice Victoria McColl. 1912 William J Franz 1913 Frederick W Koeppe 1914 John Dillon and Haswell Bromley 1915 - 1918 Andrew and Jane Cavanagh
1918 - 1926	Alice Sophia McColl and Archibald Dougald McColl	1919 - 1926 Herbert Illingworth
1926 – 1975	Frederick William Joyce and Eunice Hilda Joyce.	Frederick William Joyce (until 1973) and Eunice Hilda Joyce.
1975 - 1986	William Richard Marks and Theresa Barbara Marks	William Richard Marks and Theresa Barbara Marks
1986 - 2001	Western Australian Planning Commission	Various
2001 – 2023	Western Australian Planning Commission (Dept of Planning Lands and Heritage)	Various and vacant

⁸ Certificate of Title 1033/111, Landgate.

⁹ Certificate of Title 1070/301, Landgate.



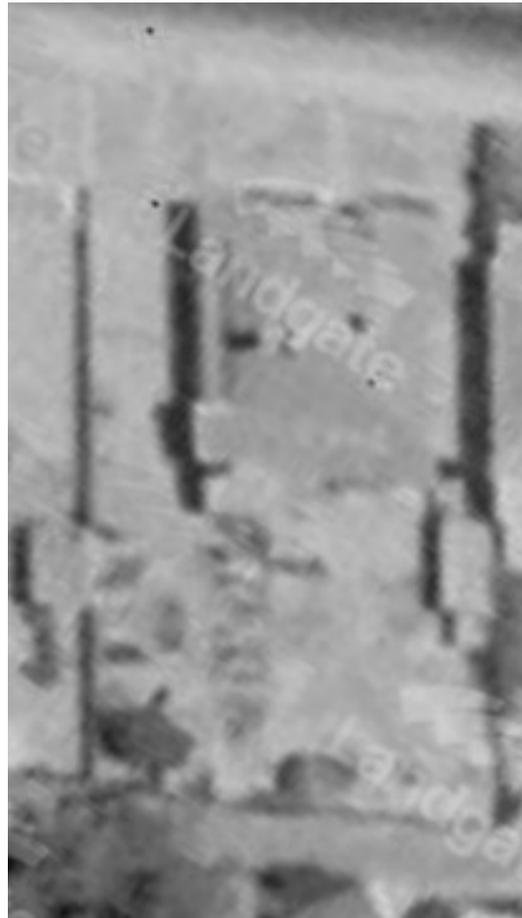
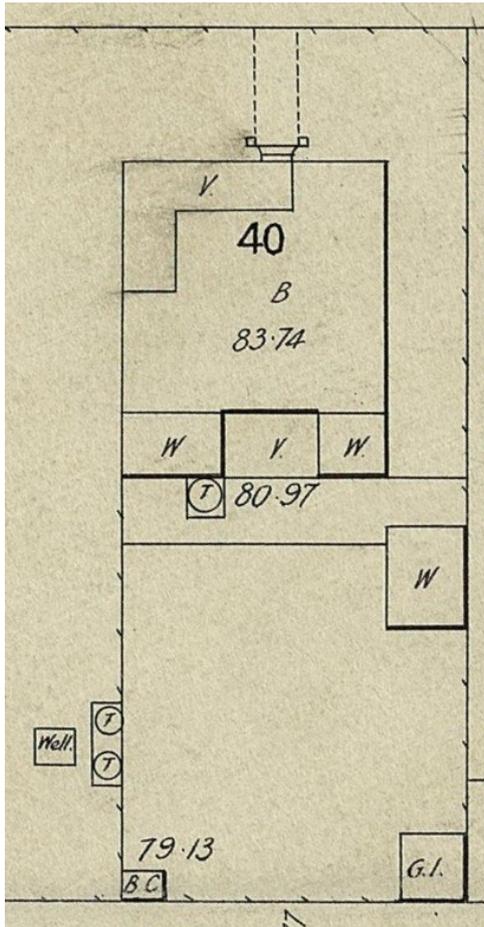


Figure 5: Sewerage plan of the property, 1917.
COURTESY SROWA. SERIES 634 CONS 4156 ITEM 0226.

Figure 6: Aerial photograph, 1965
COURTESY LANDGATE

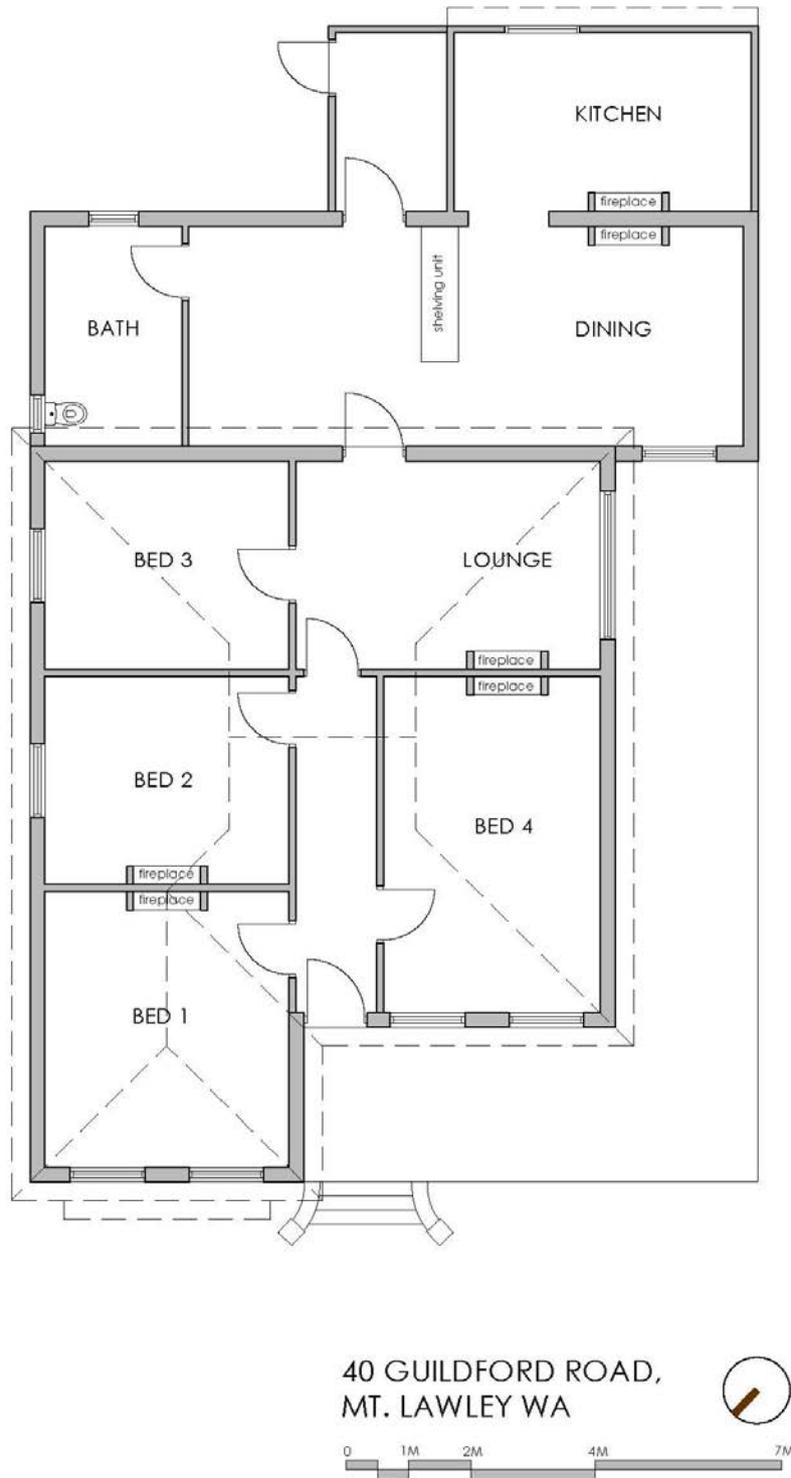


Figure 7: Floor Plan



5.0 Photographs

The following images were taken on 8 March 2023 by Hocking Heritage + Architecture. No access was available to the roof space or underfloor space.

5.1 Streetscape



Figure 8: View southwest on Guildford Road and vacant lot adjacent.



Figure 9: View southwest on Guildford Road towards the Mount Lawley subway.



Figure 10: View northeast on Guildford Road towards subject property.



Figure 11: View of the western elevation across the adjacent vacant lots.



Figure 12: View from the lane at the rear of the property.



Figure 13: View from the lane at the rear of the property.



Figure 14: View from the lane showing the rear property fence and planting.



Figure 15: View from the lane to the western elevation.



Figure 16: View showing relationship to Guildford Road.



Figure 17: View showing relationship to Guildford Road.



Figure 18: Properties on the northern side of Guildford Road.



Figure 19: View to buildings on the northern side of Guildford Road.

5.2 Elevations and Landscape

The majority of the exterior of the original residence still demonstrates the brick construction with concrete bands and some remnants of tuckpointing. Large areas of the external walls have graffiti and the surrounding grounds are in poor condition although there are some mature trees.



Figure 20: Front Elevation



Figure 21: Front Elevation



Figure 22: Front Elevation.



Figure 23: Front Elevation.

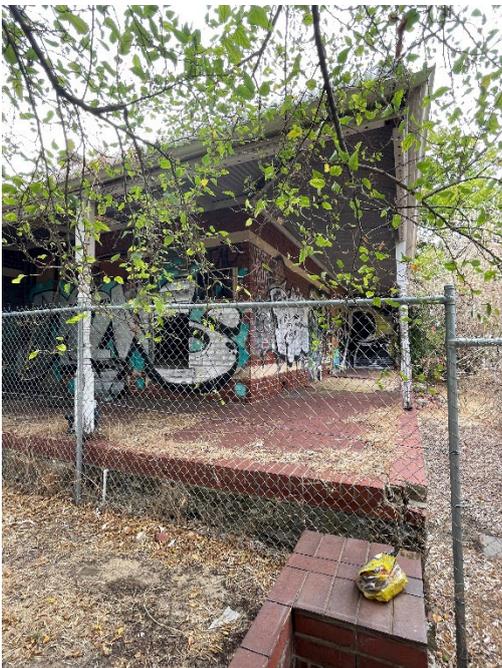


Figure 24: Front Elevation showing verandah.



Figure 25: Front Elevation showing original steps.



Figure 26: Rear Elevation.



Figure 27: Rear Elevation.



Figure 28: Rear Elevation.



Figure 29: Rear Elevation.



Figure 30: West Elevation.



Figure 31: East Elevation.



Figure 32: Remnant planting on the east side of the house



Figure 33: Overgrown creeper on the west elevation.



Figure 34: Rubble and degraded plants on the west side of the lot.



Figure 35: Fenced western side of the lot and some remnant hardscaping.



Figure 36: View of the mature trees in the backyard from the lane.



Figure 37: Back yard.

5.3 Internal Photographs

The interior of the property was poorly lit and difficult to navigate because of the removed floorboards and accumulation of debris. The following photographs demonstrate that the majority of detail has been removed. Apart from some original floorboards there are no architraves, skirtings or doors. There is also asbestos sheeting in the rear of the building.



Figure 38: Front Door.



Figure 39: Hallway.



Figure 40: Hallway.



Figure 41: Hallway.



Figure 42: Bedroom



Figure 43: Bedroom.



Figure 44: Bedroom



Figure 45: Bedroom 1.



Figure 46: Bedroom 1.

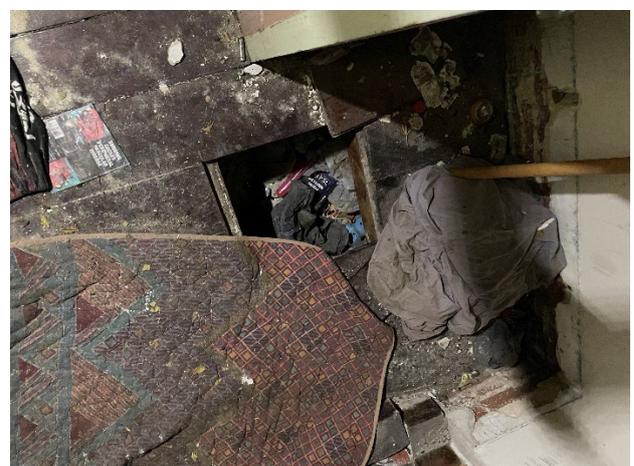


Figure 47: Detail of floorboards.



Figure 48: Bedroom 2.

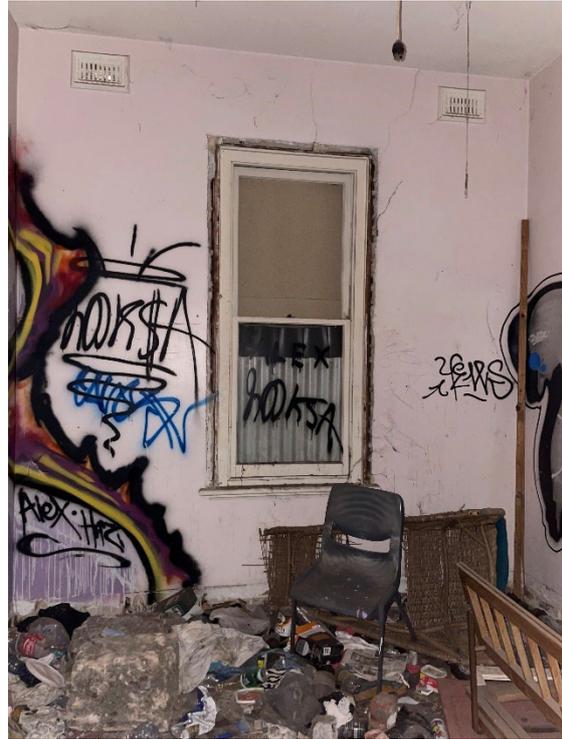


Figure 49: Bedroom 3.



Figure 50: Lounge Room.



Figure 51: Lounge Room.



Figure 52: Lounge Room



Figure 53: Lounge Room



Figure 54: Dining Room (former kitchen)

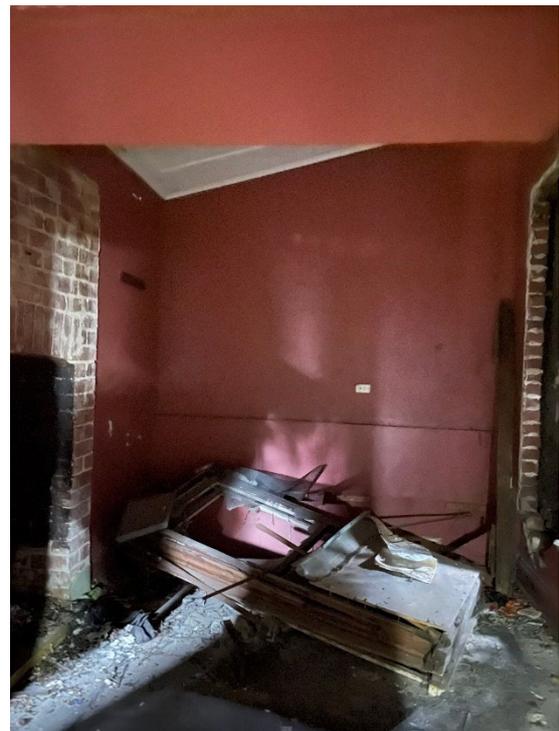


Figure 55: Dining Room (former kitchen)



Figure 56: Kitchen.



Figure 57: Kitchen ceiling.



Figure 58: Kitchen alcove.



Figure 59: Kitchen.



Figure 60: Sleepout looking through to Dining Room.



Figure 61: Sleepout looking through to Dining Room.



Figure 62: Bathroom door and ceiling.



Figure 63: Bathroom.



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Figure 65: Bathroom window.

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Department of Planning,
Lands and Heritage



P3138, LOT 254 (40) GUILDFORD RD, MOUNT LAWLEY
Photographic Archival Record



HOCKING HERITAGE + ARCHITECTURE

March 2023

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HHS Job No. 2023-08

Rev No	Author	Reviewer		Date
-	Prue Griffin	Grady O'Brien	DPLH	March 2023



Contents

Contents	3
Figures	4
1.0 Background	6
2.0 Statement of Significance.....	6
3.0 Location.....	6
4.0 Brief History	9
4.1 Occupants and owners.....	11
5.0 Photographs.....	14
5.1 Streetscape	14
5.2 Elevations and Landscape	16
5.3 Internal Photographs	20
6.0 Bibliography	27
Appendix A – Certificates of Title	28

Figures

Figure 1:	Location Plan	7
Figure 2:	Lots 254 and 403 (40) Guildford Road Mount Lawley.	7
Figure 3:	Site Plan.....	8
Figure 4:	Sewerage Plan Sheet 226, 1917.....	10
Figure 5:	Sewerage plan of the property, 1917.	12
Figure 6:	Aerial photograph, 1965.....	12
Figure 7:	Floor Plan	13
Figure 8:	View southwest on Guildford Road and vacant lot adjacent.	14
Figure 9:	View southwest on Guildford Road towards the Mount Lawley subway.....	14
Figure 10:	View northeast on Guildford Road towards subject property.....	14
Figure 11:	View of the western elevation across the adjacent vacant lots.....	14
Figure 12:	View from the lane at the rear of the property.	15
Figure 13:	View from the lane at the rear of the property.	15
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Figure 15:	View from the lane to the western elevation.....	15
Figure 16:	View showing relationship to Guildford Road.....	15
Figure 17:	View showing relationship to Guildford Road.....	15
Figure 18:	Properties on the northern side of Guildford Road.	16
Figure 19:	View to buildings on the northern side of Guildford Road.	16
Figure 20:	Front Elevation.....	16
Figure 21:	Front Elevation.....	16
Figure 22:	Front Elevation.....	17
Figure 23:	Front Elevation.....	17
Figure 24:	Front Elevation showing verandah.....	17
Figure 25:	Front Elevation showing original steps.....	17
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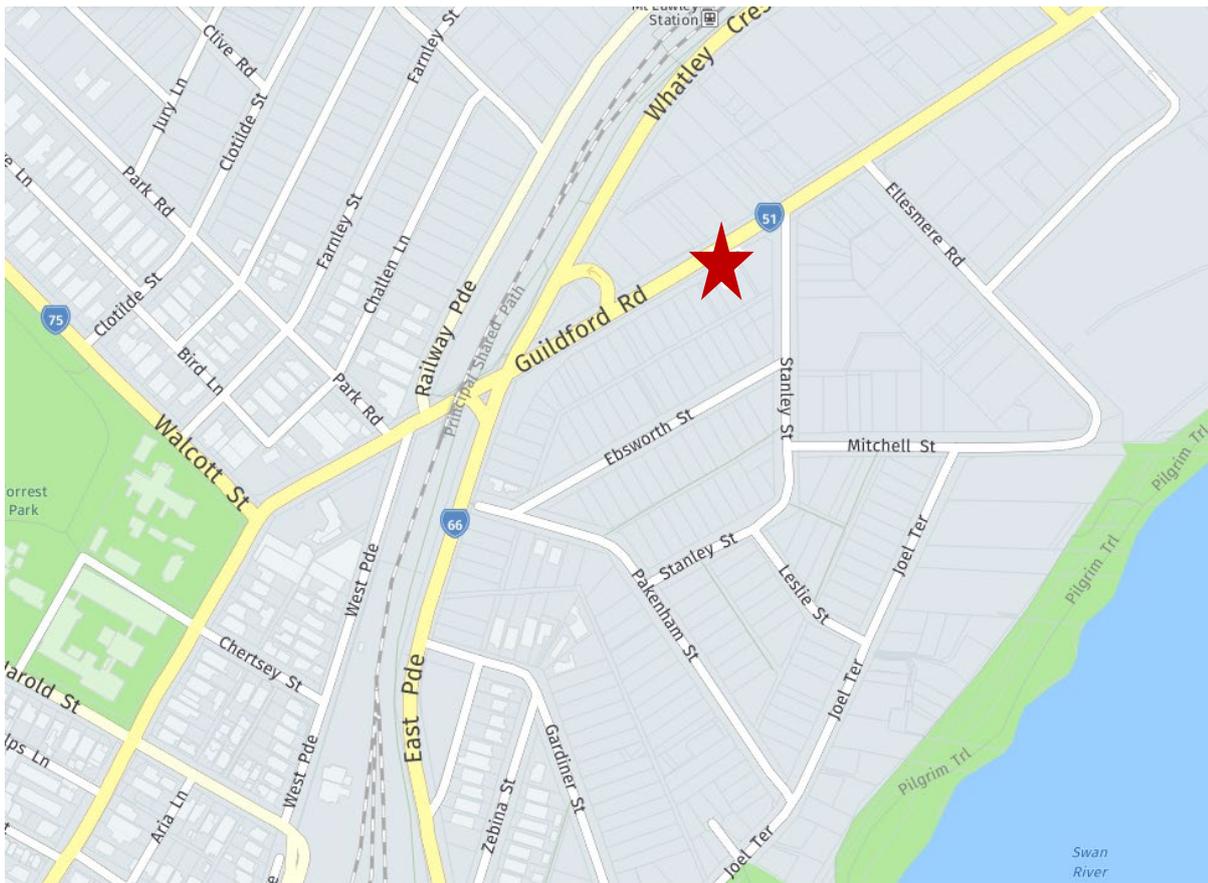


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COURTESY NEARMAP



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COURTESY CITY OF VINCENT INTRAMAPS



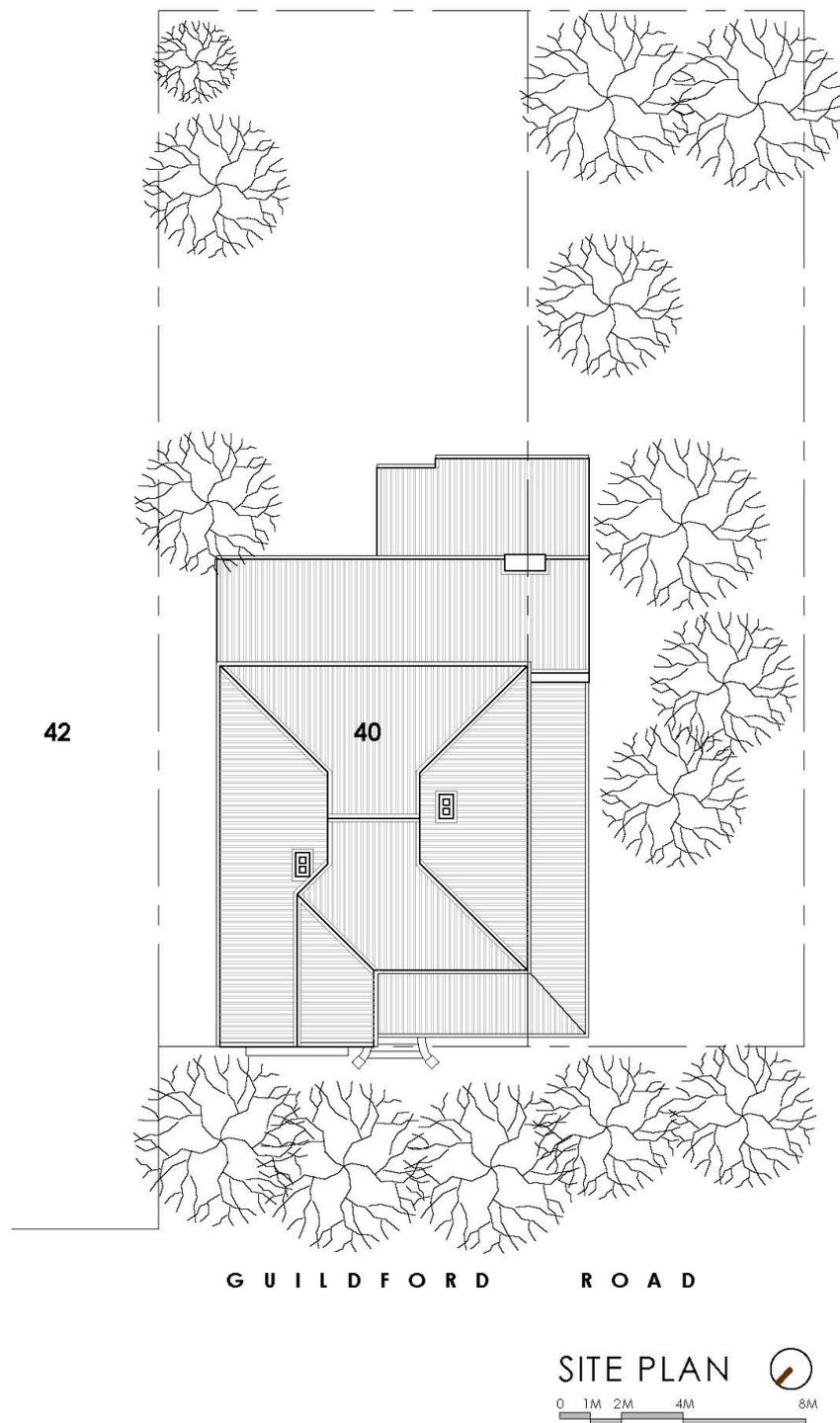


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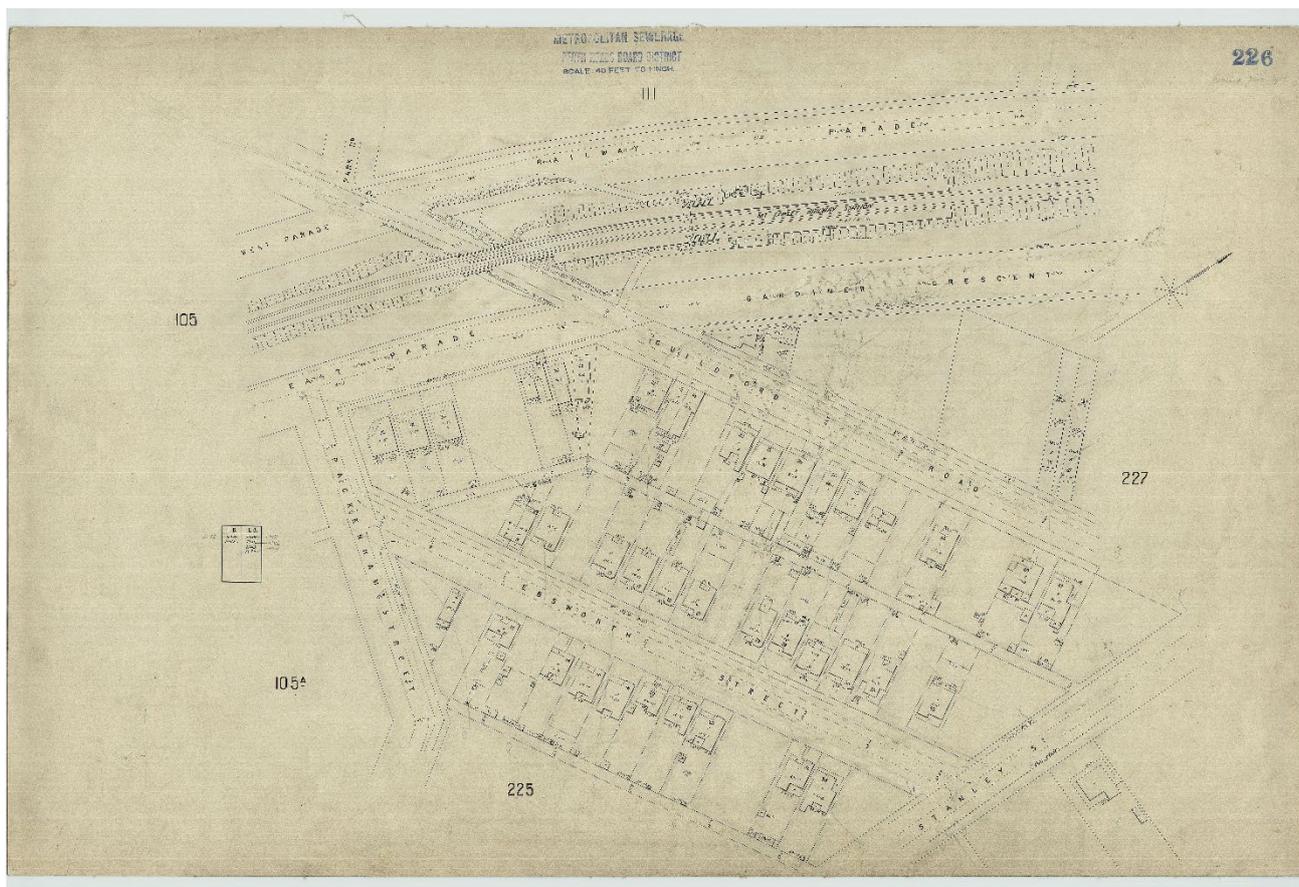


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COURTESY SROWA SERIES 634 CONS 4156 ITEM 0226

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⁷ Post Office Directories, State Library of WA, [Post office directories | State Library of Western Australia \(slwa.wa.gov.au\)](https://www.slsa.wa.gov.au/post-office-directories) accessed February 2023.

Public Relations Officer Lynette Marks.⁸ The couple lived at the house until 1986 when the house was transferred to the Western Australian Planning Commission.⁹ With the transfer of the property to the WAPC the residence was leased to tenants.

Aerial photographs from the mid 20th century indicate that the extent and form of the residence have not changed considerably since that time. The WAPC and its subsequent authorities maintained the property when it was occupied by tenants including the replacement of the roof cladding in the late 1980s.

The physical evidence suggests that the timber verandah was replaced in the late 1980s with the current verandah which is brick laid on sand.

The houses located to the south of the 40 Guildford Road were demolished in 2000, and the house to the north was demolished c2009. The original residential context of this portion of Guildford Road has been lost as a result of these changes.

The residence has been unoccupied for several years and is in a very poor condition.

4.1 Occupants and owners

DATE	OWNERS	OCCUPANT
1898 - 1902	British Westralia Syndicate Limited	None
1902 - 1918	Alice Victoria McColl	1905 – 1911 Stawell Austral McColl and Alice Victoria McColl. 1912 William J Franz 1913 Frederick W Koeppe 1914 John Dillon and Haswell Bromley 1915 - 1918 Andrew and Jane Cavanagh
1918 - 1926	Alice Sophia McColl and Archibald Dougald McColl	1919 - 1926 Herbert Illingworth
1926 – 1975	Frederick William Joyce and Eunice Hilda Joyce.	Frederick William Joyce (until 1973) and Eunice Hilda Joyce.
1975 - 1986	William Richard Marks and Theresa Barbara Marks	William Richard Marks and Theresa Barbara Marks
1986 - 2001	Western Australian Planning Commission	Various
2001 – 2023	Western Australian Planning Commission (Dept of Planning Lands and Heritage)	Various and vacant

⁸ Certificate of Title 1033/111, Landgate.

⁹ Certificate of Title 1070/301, Landgate.



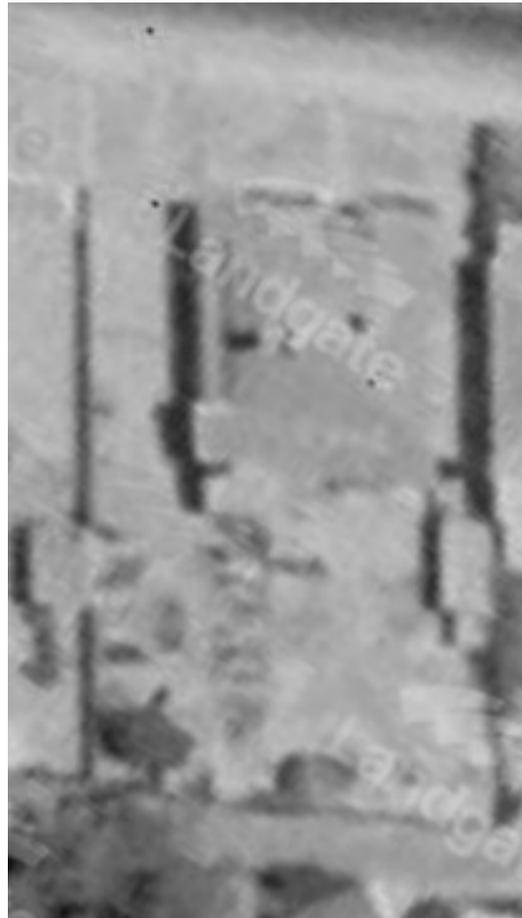
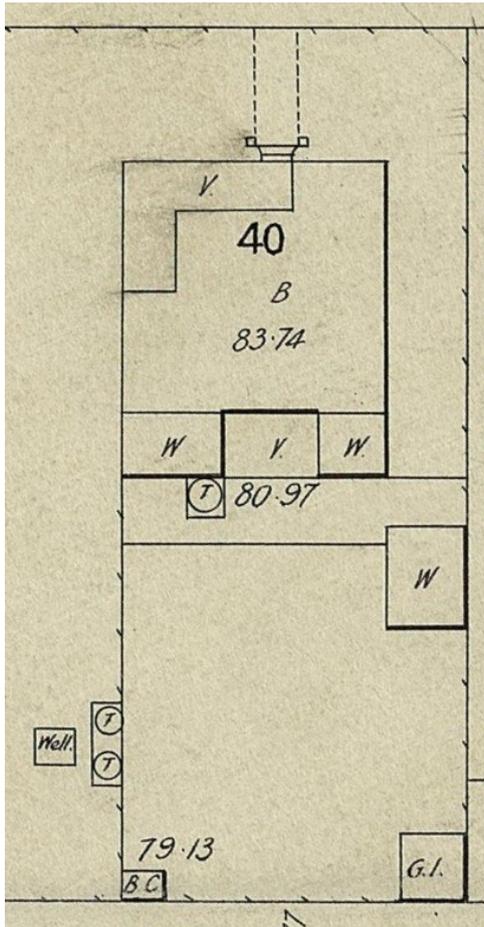


Figure 5: Sewerage plan of the property, 1917.
COURTESY SROWA. SERIES 634 CONS 4156 ITEM 0226.

Figure 6: Aerial photograph, 1965
COURTESY LANDGATE

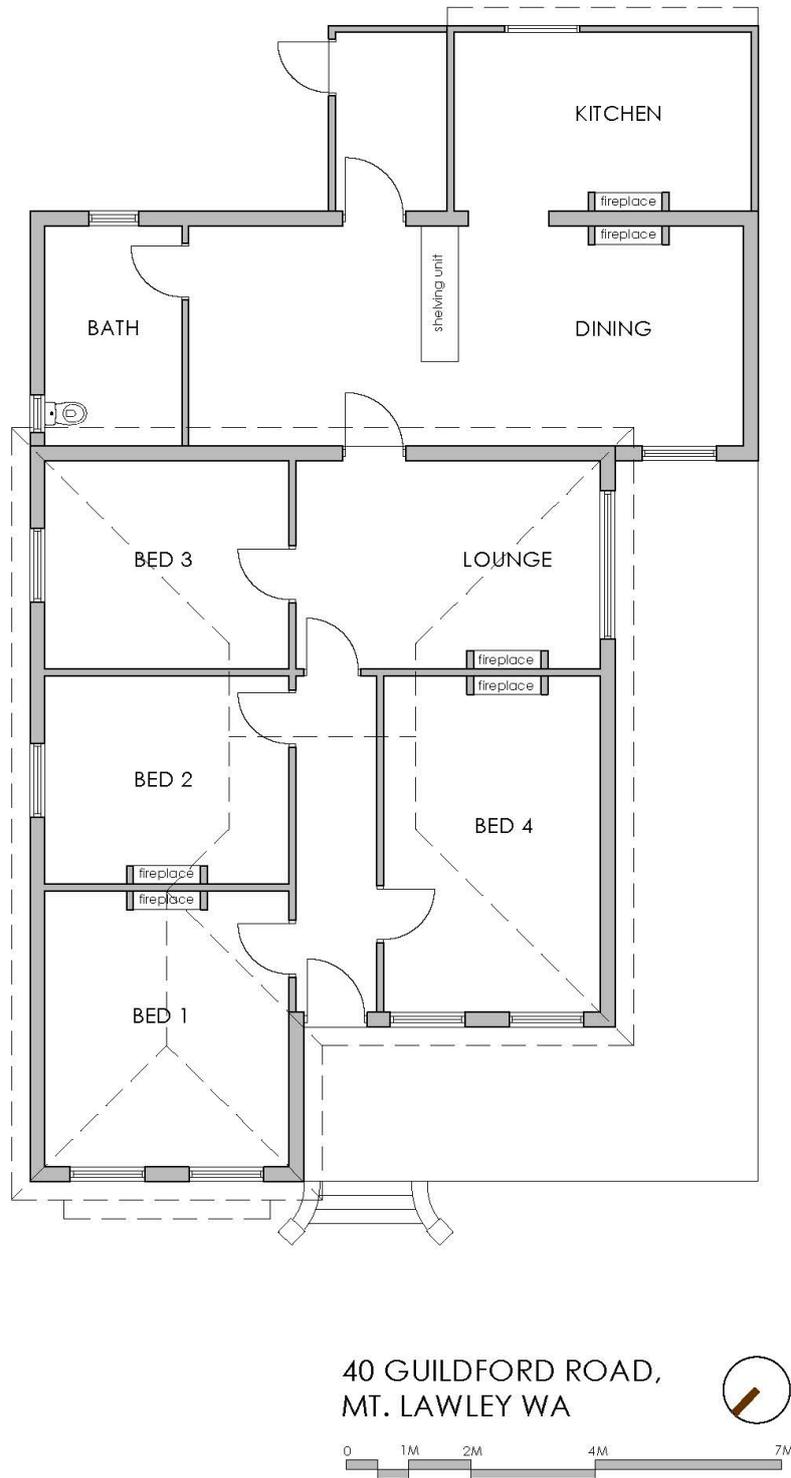


Figure 7: Floor Plan



5.0 Photographs

The following images were taken on 8 March 2023 by Hocking Heritage + Architecture. No access was available to the roof space or underfloor space.

5.1 Streetscape



Figure 8: View southwest on Guildford Road and vacant lot adjacent.



Figure 9: View southwest on Guildford Road towards the Mount Lawley subway.



Figure 10: View northeast on Guildford Road towards subject property.



Figure 11: View of the western elevation across the adjacent vacant lots.



Figure 12: View from the lane at the rear of the property.



Figure 13: View from the lane at the rear of the property.



Figure 14: View from the lane showing the rear property fence and planting.



Figure 15: View from the lane to the western elevation.



Figure 16: View showing relationship to Guildford Road.



Figure 17: View showing relationship to Guildford Road.



Figure 18: Properties on the northern side of Guildford Road.



Figure 19: View to buildings on the northern side of Guildford Road.

5.2 Elevations and Landscape

The majority of the exterior of the original residence still demonstrates the brick construction with concrete bands and some remnants of tuckpointing. Large areas of the external walls have graffiti and the surrounding grounds are in poor condition although there are some mature trees.



Figure 20: Front Elevation



Figure 21: Front Elevation



Figure 22: Front Elevation.



Figure 23: Front Elevation.

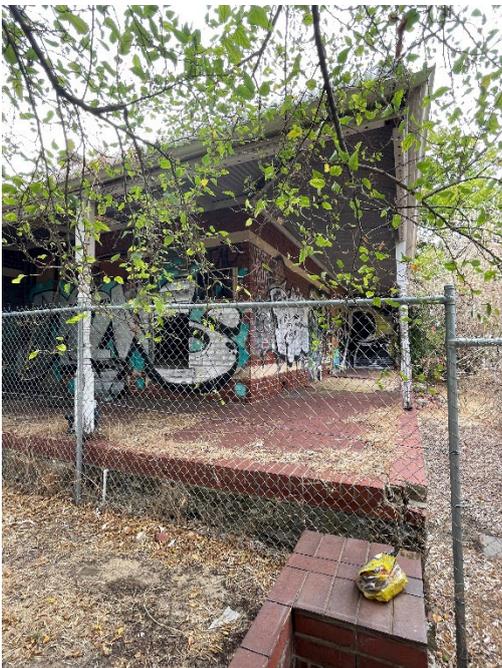


Figure 24: Front Elevation showing verandah.



Figure 25: Front Elevation showing original steps.



Figure 26: Rear Elevation.



Figure 27: Rear Elevation.



Figure 28: Rear Elevation.



Figure 29: Rear Elevation.



Figure 30: West Elevation.



Figure 31: East Elevation.



Figure 32: Remnant planting on the east side of the house



Figure 33: Overgrown creeper on the west elevation.



Figure 34: Rubble and degraded plants on the west side of the lot.



Figure 35: Fenced western side of the lot and some remnant hardscaping.



Figure 36: View of the mature trees in the backyard from the lane.



Figure 37: Back yard.

5.3 Internal Photographs

The interior of the property was poorly lit and difficult to navigate because of the removed floorboards and accumulation of debris. The following photographs demonstrate that the majority of detail has been removed. Apart from some original floorboards there are no architraves, skirtings or doors. There is also asbestos sheeting in the rear of the building.



Figure 38: Front Door.



Figure 39: Hallway.



Figure 40: Hallway.



Figure 41: Hallway.



Figure 42: Bedroom



Figure 43: Bedroom.



Figure 44: Bedroom



Figure 45: Bedroom 1.



Figure 46: Bedroom 1.



Figure 47: Detail of floorboards.



Figure 48: Bedroom 2.

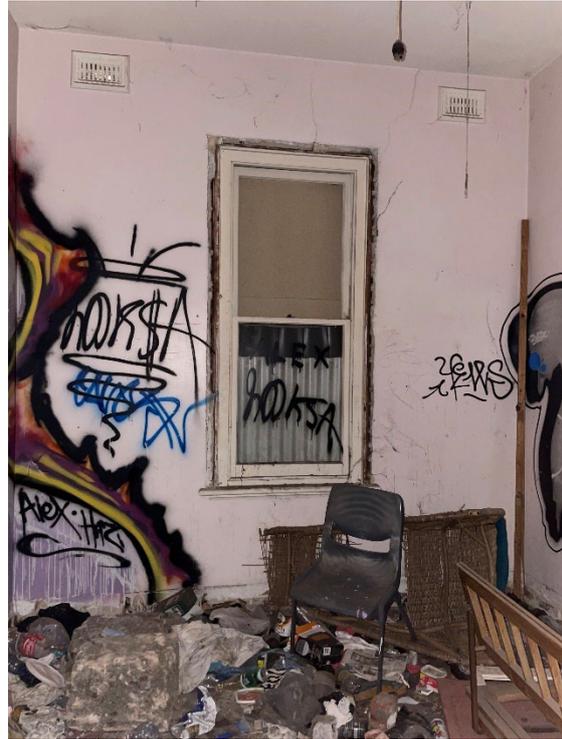


Figure 49: Bedroom 3.



Figure 50: Lounge Room.



Figure 51: Lounge Room.



Figure 52: Lounge Room



Figure 53: Lounge Room



Figure 54: Dining Room (former kitchen)



Figure 55: Dining Room (former kitchen)



Figure 56: Kitchen.



Figure 57: Kitchen ceiling.



Figure 58: Kitchen alcove.



Figure 59: Kitchen.



Figure 60: Sleepout looking through to Dining Room.



Figure 61: Sleepout looking through to Dining Room.



Figure 62: Bathroom door and ceiling.



Figure 63: Bathroom.



Figure 64: Bathroom.



Figure 65: Bathroom window.



Department of Planning,
Lands and Heritage

GOVERNMENT OF
WESTERN AUSTRALIA

Your ref: DA5.2023.176.1
Our ref: A13337550
Enquiries: Blake Rawlinson 6551 8191
blake.rawlinson@dplh.wa.gov.au

David MacLennan
Chief Executive Officer
City of Vincent
Via email to: mail@vincent.wa.gov.au

Dear Mr MacLennan

RESPONSE TO COUNCIL RESOLUTION - AMENDMENT TO THE MUNICIPAL HERITAGE INVENTORY: 40 GUILDFORD ROAD, MOUNT LAWLEY

At its ordinary council meeting on 17 October 2023, the City of Vincent Council considered an item (item 9.2) submitted by the Department of Planning, Lands and Heritage (DPLH) for the amendment of the Municipal Heritage Inventory to remove the place located at Lots 254 & 403 (No.40) Guildford Road, Mount Lawley from the inventory.

Council resolved the following:

‘That the motion be deferred to seek further advice from the Department of Planning, Lands and Heritage and Main Roads WA regarding the justification for widening in this particular location, supported by traffic studies, applicable standards and potentially requesting some level of detailed design around what is proposed in this area that would necessitate demolition of this structure.’

DPLH provides the following information in response to the Council’s resolution:

Traffic Study and Road Widening Requirement

DPLH has been in consultation with Main Roads WA (MRWA) regarding the proposed road widening along Guildford Road required for the purpose of future upgrades to the intersection of Guildford Road and East Parade.

DPLH requested MRWA to provide any available traffic studies, standards, and concept designs forming the rationale for the land take requirements on Guildford Road impacting Lots 254 and 403. MRWA provided the attached Traffic Assessment Report which details the traffic study undertaken and the analysis and applicable standards applied in determining the road widening requirements.

The key findings of the report are summarised as follows:

- The current movement from Guildford Road turning left into East Parade is significant and the proposed intersection upgrade concept design includes double left turning lanes under traffic signal control.
- Traffic impacts under the current intersection concept design sit just within the desirable level of service limits and shortening the length of the left turning lanes would have a negative impact on service at the intersection particularly on queuing of through traffic in the central lanes.

- Given the significant left turn movements the current proposed length of the turning lanes need to be maintained to ensure that vehicles do not queue into the through lanes on Guildford Road creating traffic safety issues or exacerbating congestion.
- On this basis, the road widening land take requirement impacting Lots 254 and 403 Guildford Road is necessary to ensure acceptable traffic impacts and level of service can be maintained at the Guildford Road / East Parade intersection into the future.

Detailed Design

MRWA have advised that the intersection upgrade is yet to progress through the project development phase which includes development of detailed road designs and road sections. As such, at this time, there are no detailed designs or road design cross sections available for dissemination. Once the project development phase progresses, MRWA will undertake further consultation with the City of Vincent to resolve the detailed designs.

The authorised MRWA Land Dealings Plan dated 5 September 2023 is the most accurate plan currently available which delineates the extent of road widening required to accommodate the current intersection upgrade design based on the preferred design scenarios tested in the Traffic Impact Assessment.

DPLH requests the City of Vincent accepts this letter and its attachments as its formal response to the Council resolution in support of our application for the removal of No. 40 Guildford Road from the City's Municipal Heritage Inventory. DPLH respectfully requests that the City submits this response in support of the application to Council for consideration at the next available Council meeting in order to have the item determined.

Should you have any queries, please contact Blake Rawlinson, Senior Project Officer on telephone 6551 8191 or via email to blake.rawlinson@dplh.wa.gov.au.

Yours sincerely



Scott McGill
Director Housing Diversity Pipeline

1 March 2024

Att. Traffic Assessment Report -Guildford Road to East Parade Left Turn Assessment



mainroads
WESTERN AUSTRALIA

*We're working for
Western Australia.*

Traffic Assessment Report

Guildford Road to East Parade Left Turn
Assessment

Printed copies are uncontrolled unless marked otherwise.
This report is for Main Roads WA internal use only.

January 2024

Contents

1	SCOPE	4
2	SCENARIOS	5
3	MODEL ASSUMPTIONS & CALIBRATION	5
4	ASSESSMENT – EXISTING LAYOUT	6
4.1	Model Layout – Guildford Road & East Parade & Whatley Crescent.....	6
4.2	Modelling Results – 2021 Traffic Volumes	7
4.3	Modelling Results – 2026 Traffic Volumes	8
5	ASSESSMENT – OPTION 2A	9
5.1	Model Layout – Guildford Road & East Parade & Whatley Crescent.....	9
5.2	Modelling Results – 2031 Traffic Volumes	10
5.3	Modelling Results – 2036 Traffic Volumes	11
6	COMMENTARY	12

Report Details

Project Manager:	Gary Manning – Project Development
Description:	Guildford Road to East Parade Left Turn Assessment
RTE Reference:	T23018
Analysed by:	Timothy Wong, Traffic Engineer, Road & Traffic Engineering Branch
Reviewed by:	Raj Shah, Senior Traffic Engineer, Road & Traffic Engineering Branch
Issue Date:	22 January 2024
Software Version:	SIDRA Intersection, Ver 9.1.4.221

Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
0	22/01/2024	Report Issued	All
1	5/02/2024	Minor commentary changes	All
2	2/04/2024	Existing Layout 2021 results added	All

1 SCOPE

The Project Development branch has requested Road & Traffic Engineering (RTE) to undertake a comparative SIDRA analysis of the existing Guildford Road to East Parade single left turn pocket (shown in Figure 1 below) as compared to the dual left turn pockets in the proposed layout (labelled Option 2a in this report). The intent of this analysis is to assess the optimum length for the left turn pockets in the proposed Option 2a layout at various timeframes.



Figure 1: Guildford Rd & East Parade & Whitley Crescent. Source: ImageNow 2023

2 SCENARIOS

Table 1 details the models and options of Guildford Road & East Parade & Whatley Crescent intersection that have been assessed. Traffic volumes used in the models have been provided by the Project Manager for direct input into the models. The URP method has been used to calibrate the ROM volumes.

Table 1: Models and Options

Model	Description
Existing Layout	<ul style="list-style-type: none"> Existing Layout and Configuration (2021, 2026)
Option 2a	<ul style="list-style-type: none"> Layout as provided by the Project Manager in the Modelling Scope (2031, 2036)

3 MODEL ASSUMPTIONS & CALIBRATION

The following lists outlines the assumptions and calibration used for the SIDRA traffic models:

- Forecast traffic volumes have been calibrated with 2021 ROM24 base volumes, and projected to 2031 and 2036 based on the URP method.
- In the absence of saturation flow data obtained from the site, conservative values ranging from 1800 pcu/hr/lane to 1950 pcu/hr/lane have been assumed.
- Where there are pedestrian crossings, a value of 20 peds/hr has been assumed.
- For Option 2a, there is no current volume data for the South approach right turn movement as the movement is currently banned. The 2021 volumes for the right turn volume have been calculated by using the same ratio of East approach left turn volume to ROM volume in the alternate peak period (ie. AM peak ratio has been used in determining the PM peak ratio for the banned right turn movement). The right turn volumes on the South approach are then subtracted from the through volumes.

4 ASSESSMENT – EXISTING LAYOUT

4.1 Model Layout – Guildford Road & East Parade & Whatley Crescent

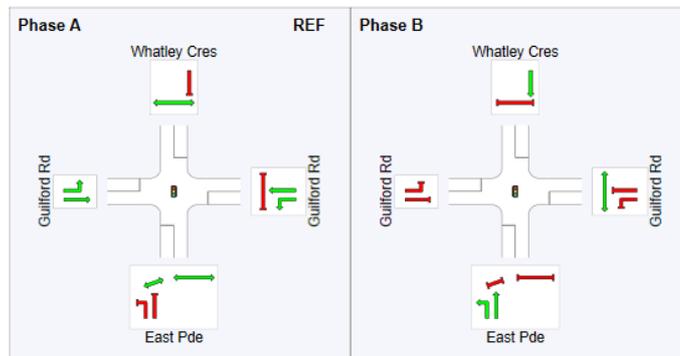
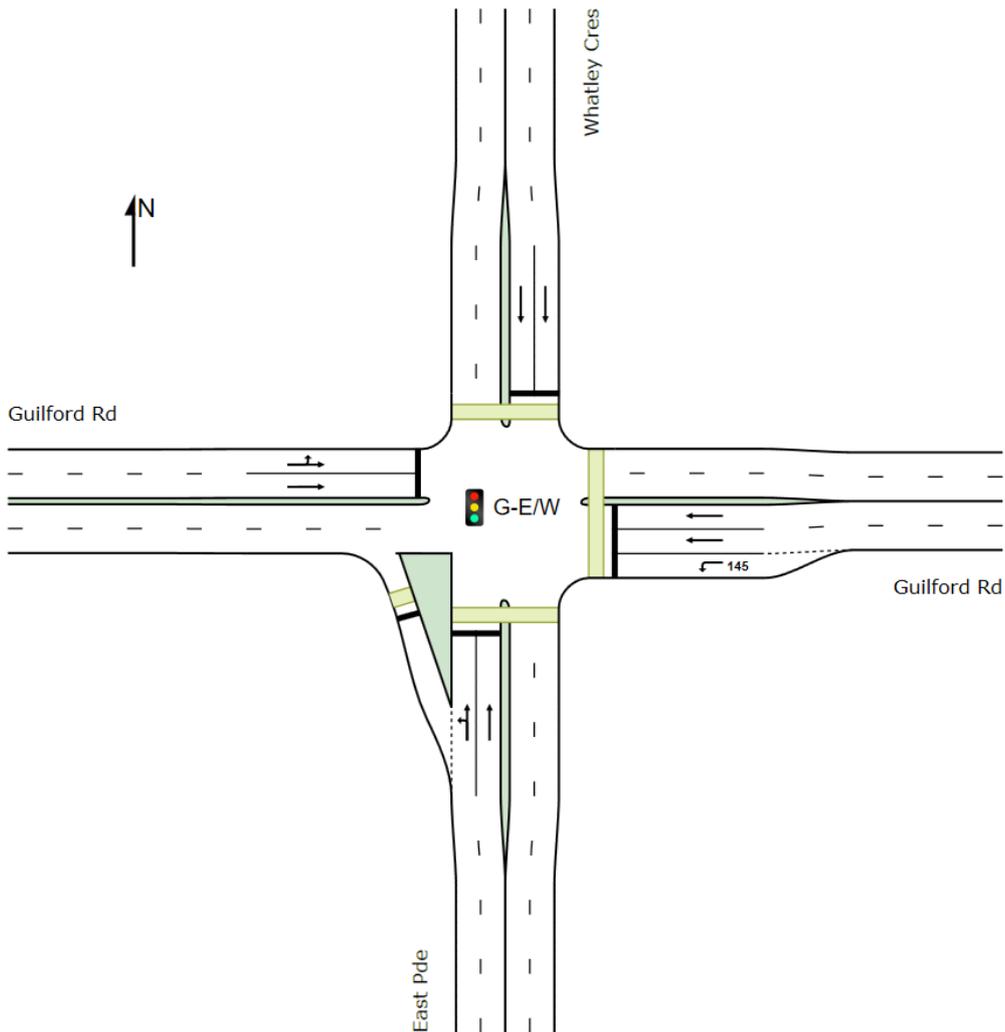


Figure 2: Existing layout and phasing from SIDRA

4.2 Modelling Results – 2021 Traffic Volumes

Site: G-E/W [AM 2021 - Guilford Rd & East Pde/Whatley Cres (Site Folder: Existing Layout)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec			veh	m			
South: East Pde															
1	L2	All MCs	368	1.4	368	1.4	1.016	73.5	LOS E	37.4	282.0	1.00	1.24	1.47	22.2
2	T1	All MCs	854	3.2	854	3.2	1.016	67.7	LOS E	38.1	290.2	1.00	1.28	1.47	28.3
Approach			1222	2.7	1222	2.7	1.016	69.4	LOS E	38.1	290.2	1.00	1.27	1.47	26.6
East: Guilford Rd															
4	L2	All MCs	953	1.3	953	1.3	* 1.064	83.3	LOS F	63.1	470.7	1.00	1.22	1.55	25.4
5	T1	All MCs	1344	2.7	1344	2.7	0.652	17.2	LOS B	20.7	157.2	0.76	0.69	0.76	44.1
Approach			2297	2.2	2297	2.2	1.064	44.6	LOS D	63.1	470.7	0.86	0.91	1.09	31.4
North: Whatley Cres															
8	T1	All MCs	1285	1.6	1285	1.6	* 1.039	74.2	LOS E	40.7	303.7	1.00	1.35	1.52	27.1
Approach			1285	1.6	1285	1.6	1.039	74.2	LOS E	40.7	303.7	1.00	1.35	1.52	27.1
West: Guilford Rd															
10	L2	All MCs	52	2.0	52	2.0	0.419	19.1	LOS B	11.0	83.4	0.63	0.58	0.63	43.0
11	T1	All MCs	804	3.4	804	3.4	0.419	12.9	LOS B	11.1	84.1	0.63	0.57	0.63	45.9
Approach			856	3.3	856	3.3	0.419	13.3	LOS B	11.1	84.1	0.63	0.57	0.63	45.7
All Vehicles			5660	2.3	5660	2.3	1.064	52.0	LOS D	63.1	470.7	0.89	1.03	1.20	30.1

Site: G-E/W [PM 2021 - Guilford Rd & East Pde/Whatley Cres (Site Folder: Existing Layout)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec			veh	m			
South: East Pde															
1	L2	All MCs	284	0.0	284	0.0	0.995	58.6	LOS E	80.2	594.2	1.00	1.15	1.22	26.0
2	T1	All MCs	1945	1.0	1945	1.0	* 0.995	52.9	LOS D	80.9	600.9	1.00	1.16	1.22	32.0
Approach			2229	0.8	2229	0.8	0.995	53.6	LOS D	80.9	600.9	1.00	1.16	1.22	31.3
East: Guilford Rd															
4	L2	All MCs	483	1.3	483	1.3	0.856	54.1	LOS D	29.0	216.2	1.00	0.93	1.11	30.9
5	T1	All MCs	597	1.8	597	1.8	0.493	35.6	LOS D	14.1	105.8	0.86	0.74	0.86	32.8
Approach			1080	1.6	1080	1.6	0.856	43.9	LOS D	29.0	216.2	0.92	0.82	0.97	31.8
North: Whatley Cres															
8	T1	All MCs	796	1.6	796	1.6	0.356	13.9	LOS B	12.0	90.1	0.56	0.50	0.56	48.9
Approach			796	1.6	796	1.6	0.356	13.9	LOS B	12.0	90.1	0.56	0.50	0.56	48.9
West: Guilford Rd															
10	L2	All MCs	92	0.0	92	0.0	1.000	80.9	LOS F	45.1	338.2	1.00	1.19	1.32	21.3
11	T1	All MCs	1112	2.3	1112	2.3	* 1.000	74.3	LOS E	45.4	341.6	1.00	1.20	1.32	21.9
Approach			1203	2.1	1203	2.1	1.000	74.8	LOS E	45.4	341.6	1.00	1.20	1.32	21.9
All Vehicles			5308	1.4	5308	1.4	1.000	50.5	LOS D	80.9	600.9	0.92	1.00	1.09	30.9

4.3 Modelling Results – 2026 Traffic Volumes

Site: G-E/W [AM 2026 - Guilford Rd & East Pde/Whatley Cres (Site Folder: Existing Layout)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec	veh		m				
South: East Pde															
1	L2	All MCs	396	1.4	396	1.4	1.125	107.5	LOS F	43.1	324.3	1.00	1.47	1.88	17.2
2	T1	All MCs	917	3.2	917	3.2	1.125	101.7	LOS F	43.9	334.0	1.00	1.54	1.87	22.4
Approach			1313	2.7	1313	2.7	1.125	103.5	LOS F	43.9	334.0	1.00	1.52	1.88	20.9
East: Guilford Rd															
4	L2	All MCs	1098	1.3	1098	1.3	* 1.186	130.0	LOS F	79.7	594.0	1.00	1.42	2.03	19.5
5	T1	All MCs	1549	2.7	1549	2.7	0.761	19.2	LOS B	24.0	181.6	0.84	0.78	0.85	43.7
Approach			2647	2.1	2647	2.1	1.186	65.1	LOS E	79.7	594.0	0.91	1.04	1.34	25.9
North: Whatley Cres															
8	T1	All MCs	1397	1.6	1397	1.6	* 1.164	117.2	LOS F	48.8	364.5	1.00	1.65	2.00	20.6
Approach			1397	1.6	1397	1.6	1.164	117.2	LOS F	48.8	364.5	1.00	1.65	2.00	20.6
West: Guilford Rd															
10	L2	All MCs	58	2.0	58	2.0	0.475	18.5	LOS B	11.5	87.8	0.67	0.61	0.67	43.4
11	T1	All MCs	900	3.4	900	3.4	0.475	12.3	LOS B	11.6	88.5	0.67	0.60	0.67	46.4
Approach			958	3.3	958	3.3	0.475	12.7	LOS B	11.6	88.5	0.67	0.60	0.67	46.2
All Vehicles			6315	2.3	6315	2.3	1.186	76.6	LOS E	79.7	594.0	0.91	1.21	1.50	24.3

Site: G-E/W [PM 2026 - Guilford Rd & East Pde/Whatley Cres (Site Folder: Existing Layout)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec	veh		m				
South: East Pde															
1	L2	All MCs	305	0.0	305	0.0	1.080	88.9	LOS F	99.3	735.4	1.00	1.27	1.38	19.9
2	T1	All MCs	2088	1.0	2088	1.0	* 1.080	83.2	LOS F	100.2	743.9	1.00	1.29	1.38	25.3
Approach			2394	0.9	2394	0.9	1.080	84.0	LOS F	100.2	743.9	1.00	1.29	1.38	24.7
East: Guilford Rd															
4	L2	All MCs	557	1.3	557	1.3	0.945	69.8	LOS E	40.7	302.9	1.00	1.02	1.20	27.3
5	T1	All MCs	688	1.8	688	1.8	0.544	38.1	LOS D	17.7	133.0	0.87	0.75	0.87	31.9
Approach			1245	1.6	1245	1.6	0.945	52.3	LOS D	40.7	302.9	0.93	0.87	1.02	29.2
North: Whatley Cres															
8	T1	All MCs	865	1.6	865	1.6	0.392	15.9	LOS B	14.7	110.2	0.59	0.52	0.59	47.7
Approach			865	1.6	865	1.6	0.392	15.9	LOS B	14.7	110.2	0.59	0.52	0.59	47.7
West: Guilford Rd															
10	L2	All MCs	103	0.0	103	0.0	1.071	105.9	LOS F	56.5	423.8	1.00	1.28	1.42	17.7
11	T1	All MCs	1243	2.3	1243	2.3	* 1.071	99.3	LOS F	56.9	427.9	1.00	1.29	1.42	18.1
Approach			1346	2.1	1346	2.1	1.071	99.8	LOS F	56.9	427.9	1.00	1.29	1.42	18.1
All Vehicles			5851	1.4	5851	1.4	1.080	70.8	LOS E	100.2	743.9	0.92	1.09	1.20	25.9

5 ASSESSMENT – OPTION 2A

5.1 Model Layout – Guildford Road & East Parade & Whatley Crescent

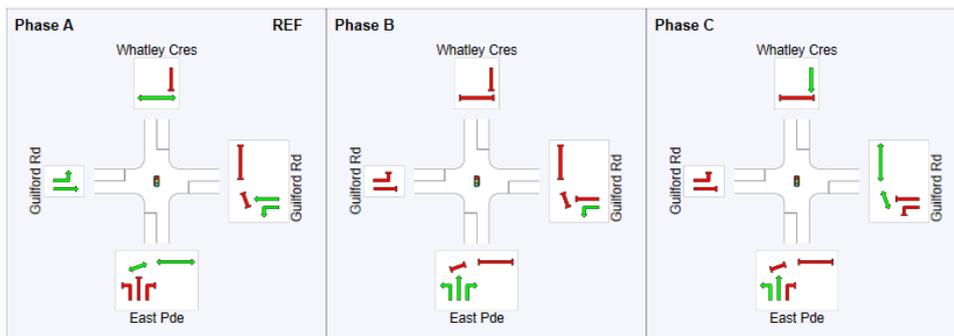
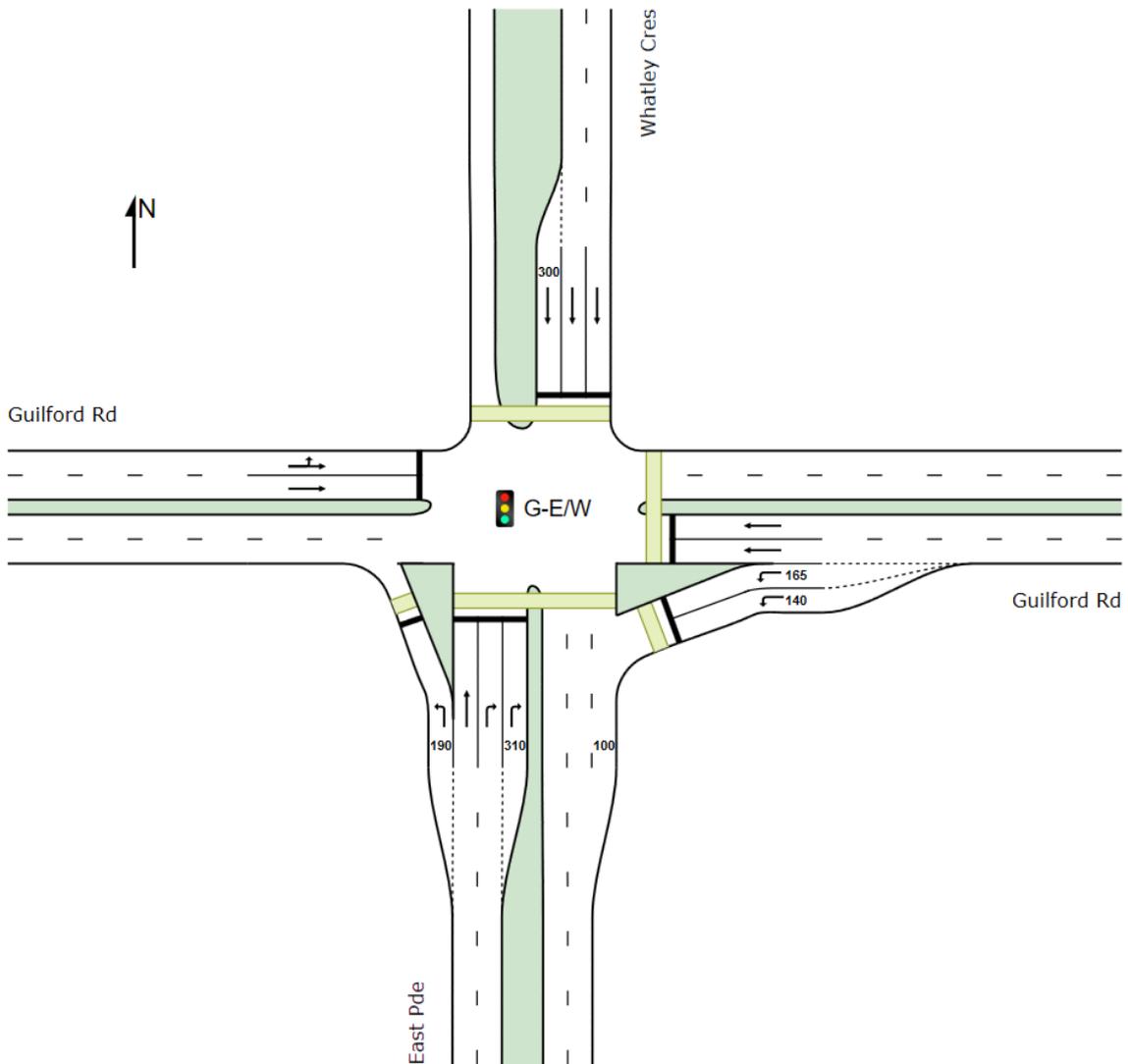


Figure 3: Option 2a layout and phasing from SIDRA

5.2 Modelling Results – 2031 Traffic Volumes

Site: G-E/W [AM 2031 - Guilford Rd & East Pde/Whatley Cres (Site Folder: Option 2a)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
South: East Pde															
1	L2	All MCs	388	1.4	388	1.4	0.444	24.0	LOS C	12.4	93.1	0.71	0.78	0.71	37.3
2	T1	All MCs	238	8.4	238	8.4	0.278	16.6	LOS B	6.9	55.7	0.64	0.54	0.64	47.2
3	R2	All MCs	662	1.3	662	1.3	* 1.064	99.3	LOS F	23.0	171.6	1.00	1.20	1.62	22.6
Approach			1288	2.7	1288	2.7	1.064	61.4	LOS E	23.0	171.6	0.85	0.95	1.16	28.2
East: Guilford Rd															
4	L2	All MCs	1134	1.3	1134	1.3	0.628	21.2	LOS C	21.4	159.8	0.62	0.77	0.62	45.3
5	T1	All MCs	1599	2.7	1599	2.7	* 1.055	80.7	LOS F	55.5	420.6	1.00	1.37	1.49	21.3
Approach			2733	2.2	2733	2.2	1.055	56.0	LOS E	55.5	420.6	0.84	1.12	1.13	28.6
North: Whatley Cres															
8	T1	All MCs	1285	1.6	1285	1.6	* 1.030	70.7	LOS E	33.3	248.6	0.99	1.16	1.36	28.2
Approach			1285	1.6	1285	1.6	1.030	70.7	LOS E	33.3	248.6	0.99	1.16	1.36	28.2
West: Guilford Rd															
10	L2	All MCs	54	2.0	54	2.0	0.584	31.6	LOS C	16.7	126.9	0.84	0.75	0.84	35.8
11	T1	All MCs	823	3.4	823	3.4	0.584	25.2	LOS C	16.8	128.0	0.84	0.74	0.84	37.8
Approach			877	3.3	877	3.3	0.584	25.6	LOS C	16.8	128.0	0.84	0.74	0.84	37.7
All Vehicles			6183	2.3	6183	2.3	1.064	55.9	LOS E	55.5	420.6	0.87	1.04	1.14	29.2

Site: G-E/W [PM 2031 - Guilford Rd & East Pde/Whatley Cres (Site Folder: Option 2a)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
South: East Pde															
1	L2	All MCs	300	0.0	300	0.0	0.282	18.3	LOS B	8.1	59.3	0.54	0.72	0.54	40.7
2	T1	All MCs	745	0.6	745	0.6	0.671	17.3	LOS B	27.4	202.7	0.75	0.69	0.75	46.8
3	R2	All MCs	1306	1.3	1306	1.3	* 1.006	76.4	LOS E	46.4	345.8	1.00	1.14	1.35	26.3
Approach			2352	0.9	2352	0.9	1.006	50.3	LOS D	46.4	345.8	0.86	0.94	1.06	32.0
East: Guilford Rd															
4	L2	All MCs	575	1.3	575	1.3	0.275	11.4	LOS B	6.7	49.7	0.36	0.67	0.36	48.9
5	T1	All MCs	711	1.8	711	1.8	0.584	33.9	LOS C	16.0	119.9	0.89	0.77	0.89	33.8
Approach			1285	1.6	1285	1.6	0.584	23.8	LOS C	16.0	119.9	0.66	0.72	0.66	40.5
North: Whatley Cres															
8	T1	All MCs	796	1.6	796	1.6	* 0.978	67.4	LOS E	20.7	154.9	0.99	1.05	1.29	28.7
Approach			796	1.6	796	1.6	0.978	67.4	LOS E	20.7	154.9	0.99	1.05	1.29	28.7
West: Guilford Rd															
10	L2	All MCs	95	0.0	95	0.0	1.020	82.8	LOS F	44.0	329.7	1.00	1.25	1.39	21.2
11	T1	All MCs	1138	2.3	1138	2.3	* 1.020	76.2	LOS E	44.3	333.1	1.00	1.26	1.39	21.8
Approach			1233	2.1	1233	2.1	1.020	76.7	LOS E	44.3	333.1	1.00	1.26	1.39	21.7
All Vehicles			5665	1.4	5665	1.4	1.020	52.4	LOS D	46.4	345.8	0.86	0.98	1.07	30.3

5.3 Modelling Results – 2036 Traffic Volumes

Site: G-E/W [AM 2036 - Guilford Rd & East Pde/Whatley Cres (Site Folder: Option 2a)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec	veh	m					
South: East Pde															
1	L2	All MCs	408	1.4	408	1.4	0.465	25.9	LOS C	14.5	108.5	0.72	0.79	0.72	36.3
2	T1	All MCs	249	8.4	249	8.4	0.290	18.3	LOS B	8.0	64.3	0.64	0.55	0.64	46.3
3	R2	All MCs	697	1.3	697	1.3	* 1.102	117.8	LOS F	27.0	200.9	1.00	1.21	1.65	20.3
Approach			1355	2.7	1355	2.7	1.102	71.8	LOS E	27.0	200.9	0.85	0.96	1.18	25.9
East: Guilford Rd															
4	L2	All MCs	1185	1.3	1185	1.3	0.649	25.6	LOS C	24.8	185.1	0.62	0.77	0.62	44.7
5	T1	All MCs	1672	2.7	1672	2.7	* 1.100	101.0	LOS F	66.0	500.2	1.00	1.42	1.55	18.5
Approach			2857	2.2	2857	2.2	1.100	69.8	LOS E	66.0	500.2	0.84	1.15	1.17	25.5
North: Whatley Cres															
8	T1	All MCs	1394	1.6	1394	1.6	* 1.097	93.2	LOS F	41.3	308.8	0.99	1.24	1.44	24.2
Approach			1394	1.6	1394	1.6	1.097	93.2	LOS F	41.3	308.8	0.99	1.24	1.44	24.2
West: Guilford Rd															
10	L2	All MCs	59	2.0	59	2.0	0.626	34.0	LOS C	20.3	154.9	0.85	0.76	0.85	34.7
11	T1	All MCs	903	3.4	903	3.4	0.626	27.6	LOS C	20.5	156.2	0.85	0.76	0.85	36.6
Approach			962	3.3	962	3.3	0.626	28.0	LOS C	20.5	156.2	0.85	0.76	0.85	36.4
All Vehicles			6567	2.3	6567	2.3	1.102	69.0	LOS E	66.0	500.2	0.88	1.07	1.18	26.2

Site: G-E/W [PM 2036 - Guilford Rd & East Pde/Whatley Cres (Site Folder: Option 2a)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 125 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec	veh	m					
South: East Pde															
1	L2	All MCs	315	0.0	315	0.0	0.298	20.4	LOS C	9.8	72.0	0.56	0.73	0.56	39.4
2	T1	All MCs	783	0.6	783	0.6	0.711	20.7	LOS C	34.1	251.9	0.79	0.72	0.79	44.9
3	R2	All MCs	1373	1.3	1373	1.3	* 1.065	100.2	LOS F	56.1	418.4	1.00	1.18	1.43	22.5
Approach			2471	0.9	2471	0.9	1.065	64.9	LOS E	56.1	418.4	0.88	0.97	1.11	28.3
East: Guilford Rd															
4	L2	All MCs	601	1.3	601	1.3	0.283	11.8	LOS B	7.7	57.4	0.35	0.66	0.35	48.7
5	T1	All MCs	742	1.8	742	1.8	0.577	36.6	LOS D	18.6	139.2	0.88	0.76	0.88	32.6
Approach			1343	1.6	1343	1.6	0.577	25.5	LOS C	18.6	139.2	0.65	0.72	0.65	39.6
North: Whatley Cres															
8	T1	All MCs	863	1.6	863	1.6	* 1.033	85.6	LOS F	26.3	197.2	1.00	1.10	1.33	25.1
Approach			863	1.6	863	1.6	1.033	85.6	LOS F	26.3	197.2	1.00	1.10	1.33	25.1
West: Guilford Rd															
10	L2	All MCs	103	0.0	103	0.0	1.058	99.4	LOS F	54.6	409.5	1.00	1.27	1.41	18.7
11	T1	All MCs	1248	2.3	1248	2.3	* 1.058	92.8	LOS F	55.0	413.5	1.00	1.28	1.41	19.1
Approach			1352	2.1	1352	2.1	1.058	93.3	LOS F	55.0	413.5	1.00	1.28	1.41	19.1
All Vehicles			6028	1.4	6028	1.4	1.065	65.4	LOS E	56.1	418.4	0.87	1.00	1.11	27.0

6 COMMENTARY

The intersections have been assessed based on the Degree of Saturation (DOS), Level of Service (LOS) and critical queue length.

The DOS is a measure of the capacity of an intersection and a DOS greater than 100% indicates the intersection is over capacity. The desired DOS for various intersections are:

- Signalised intersections: 90%
- Roundabouts: 85%
- Stop/Give-Way Control: 80%

The LOS indicates the average delay that a vehicle will experience at an intersection. There are six LOS grades ranging from A (Good) to F (Poor). Table 2 shows the average delay (d) in seconds for each grade. Generally, the desired LOS is '**D**' or better.

Table 2: Level of Service Definitions based on Delay only (for Vehicles).

Level of Service	Control delay per vehicle in seconds (d)		
	Signals	Roundabouts	Sign Control
A	$d \leq 10$	$d \leq 10$	$d \leq 10$
B	$10 < d \leq 20$	$10 < d \leq 20$	$10 < d \leq 15$
C	$20 < d \leq 35$	$20 < d \leq 35$	$15 < d \leq 25$
D	$35 < d \leq 55$	$35 < d \leq 50$	$25 < d \leq 35$
E	$55 < d \leq 80$	$50 < d \leq 70$	$35 < d \leq 50$
F	$80 < d$	$70 < d$	$50 < d$

The critical queue length indicates the extent of the backlog (in metres) caused by delayed vehicles. It helps assess whether the queued traffic in a turning pocket will encroach into the through lane.

For the requested scenarios, the following comments are of note:

Scenario	Peak	Comments
Existing Layout 2021	AM & PM	<p>The results of the analysis indicate that the Guildford Road to East Parade left turn movement is operating at capacity in the AM peak with a DOS just above 100% and LOS of 'F'.</p> <p>The 95th percentile queues of the left turn movement are expected to extend beyond the pocket length of 145m to 470m in the AM peak. The vehicles that are unable to be contained in the pocket will pose a safety risk because of the higher likelihood of being involved in a rear-ended crash with the through movement vehicles.</p>
Existing Layout 2026	AM & PM	<p>The results of the analysis indicate that the Guildford Road to East Parade left turn movement will operate poorly in the AM peak with a DOS above 100% and LOS of 'F'.</p> <p>The 95th percentile queues of the left turn movement are expected to extend beyond the pocket length of 145m to beyond 600m in the AM peak. The vehicles that are unable to be contained in the pocket will pose a safety risk because of the higher likelihood of being involved in a rear-ended crash with the through movement vehicles.</p>
Option 2a 2031 and 2036	AM & PM	<p>The results of the analysis indicate that the Guildford Road to East Parade left turn movement will operate satisfactorily with the dual left turn pockets with a DOS below 90% and worst LOS of 'D' in 2036 despite the 4.5% increase in traffic volumes.</p> <p>The length of auxiliary lanes is usually selected based on the maximum of the length of the 95th percentile queue or the length of lane required for a design vehicle to decelerate at 2.5m/s² to a stop condition. For Guildford Road with a speed limit of 60km/h, the length of lane required to decelerate to a stop condition is 75m. The 95th percentile queues of the left turn movement is expected to extend to beyond the</p>

		<p>proposed pocket length in both the 2031 and 2036 AM scenarios.</p> <p>Therefore, the current proposed left turn pocket length will be required for storage of turning movements expected by 2031 and beyond. Also, considering the through traffic queue extends over 500m, the longer pocket length would be necessary to ensure left-turning vehicles are not held up in the through queue and thus worsening the degree of saturation of the intersection.</p>
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----- END OF REPORT -----