



# DEVELOPMENT APPLICATION

Serviced Apartments - Lot 4  
(829) South Western Highway,  
Byford

Prepared for  
**CONSOLIDATED UT PTY. LTD**  
10 August 2020

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

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Report Number	Rev2Final

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# 1. OVERVIEW

## 1.1. INTRODUCTION

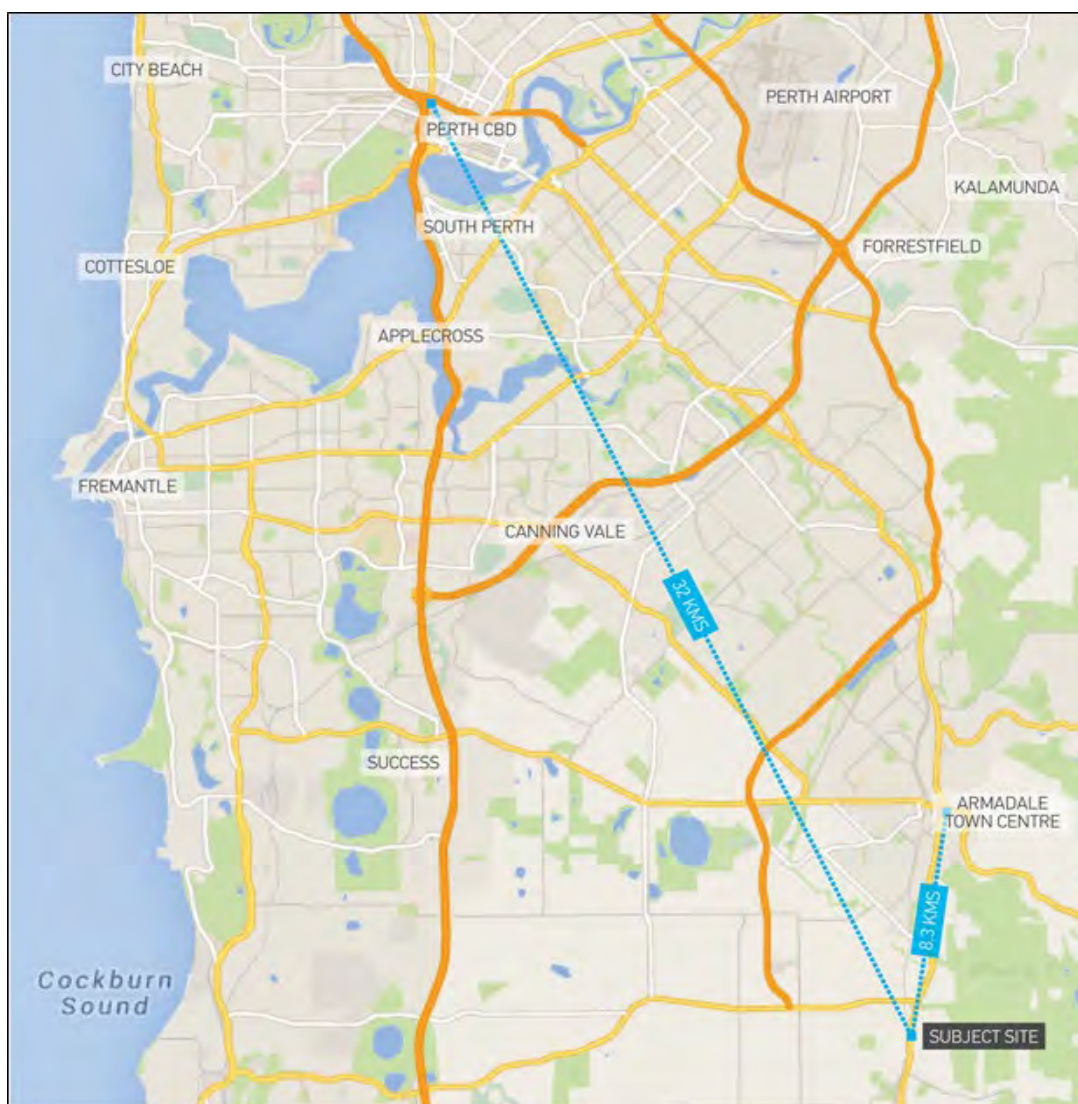
Urbis, on behalf of Consolidated Ut Pty Ltd is pleased to submit this development application to the Shire of Serpentine Jarrahdale (the Shire). This application is seeking development approval for 'serviced apartments'. The proposed serviced apartments will be located on Lot 4 (829) South Western Highway, Byford (**subject site**).

The serviced apartments will have a strong short stay tourist accommodation focus as there is a fantastic opportunity to improve tourist accommodation offerings within the Byford Town Centre. Improving the tourist offering will further help diversify and establish the Byford Town centre. The proposal seeks to develop the serviced apartments on the northern portion of the subject site (currently used as an at grade carpark). This report sets out the proposed scope of the development and outlines its compliance with the local and state government planning framework.

## 1.2. SITE LOCATION AND LOT PARTICULARS

The subject site is located within the suburb of Byford. It is approximately 32.5km south-east of the Perth CBD and is approximately 8.3km south of the Armadale Town Centre. It has frontage to South Western Highway to the east, Pitman Way to the south and George Street to the west. The surrounding land uses are a mix of town centre, mixed use and highway commercial.

Figure 1 – Regional Context Map





The site currently has a Dome café and associated car parking present. This application relates specifically to the northern portion of the site that encompasses the car park, which presently interfaces with a blank concrete panel wall from the adjoining service commercial units. Refer to **Figure 2** for the Aerial Plan.

Figure 2 – Aerial Plan



Source: Nearmap

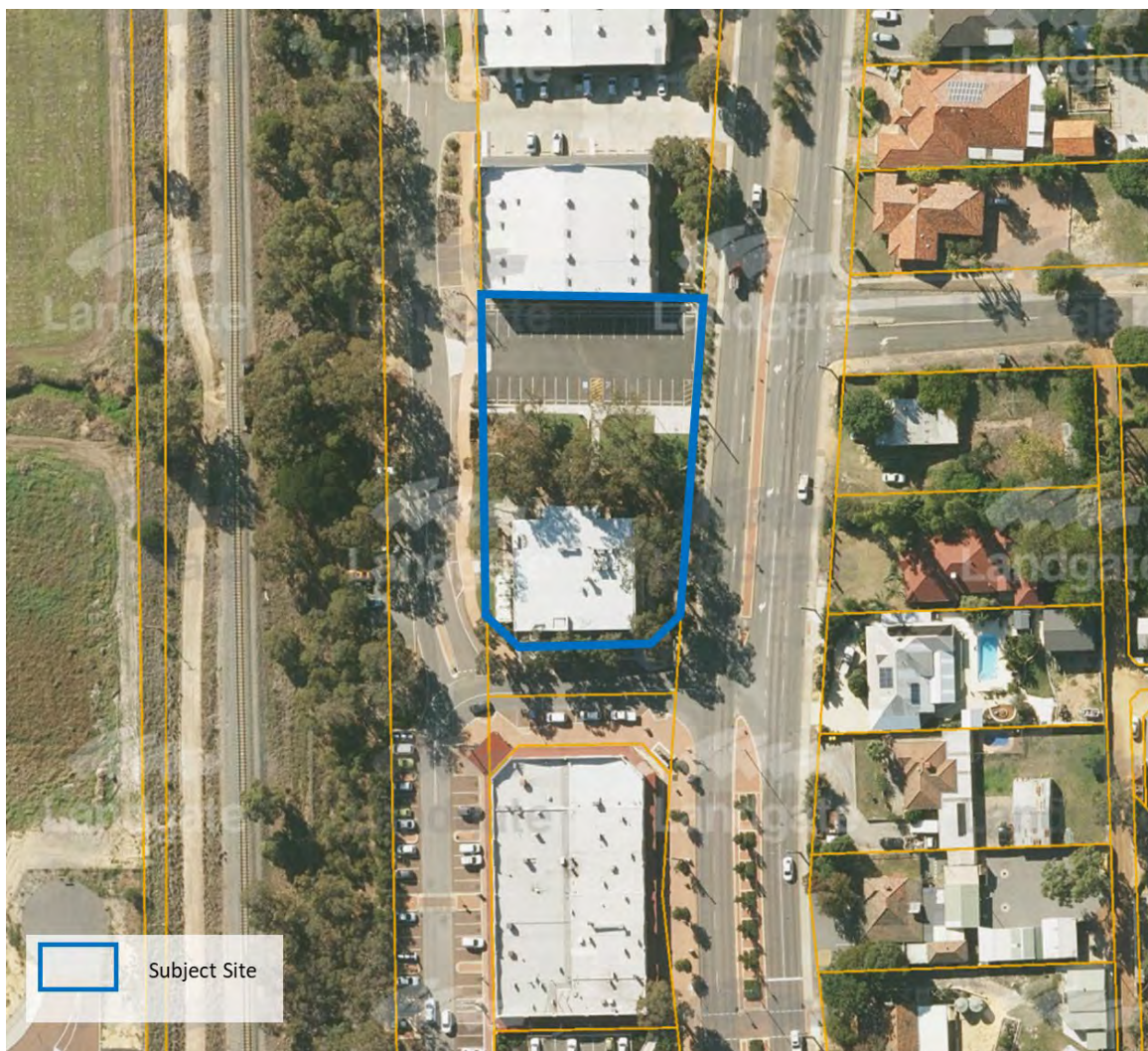


A summary of the lot particulars is provided at **Table 1** below. Refer to Figure 3 for a cadastral plan

Table 1 – Lot Particulars

Element	Description
Address	829 South Western Highway, Byford
Lot	4
Deposit Plan	38031
Volume/Folio	1918/585
Area	2,934 sq.m.
Proprietor	Consolidated Ut Pty. Ltd.

Figure 3 – Landgate Extract



Source: Landgate 2020





## 2. PROPOSED DEVELOPMENT

The proposed development sees a three-storey serviced apartment complex with a total of 14 units. The proposed development is limited to the northern portion of the site and does not impact the existing Dome café.

The proposed development has a strong focus on improving the tourist offering in the Byford Town Centre. There is significant opportunity to further develop tourist facilities within the locality. Provision of high quality, architecturally designed tourist accommodation facilities will have a range of benefits in improving the Town Centre. There will likely be a range of benefits to surrounding businesses and opportunities for further land use diversification as a result.

This proposal adds to the surrounding land use diversity, helping to create a more vibrant and attractive district centre. The design offers an improvement to the existing urban form, breaking up the wall mass of the neighbouring property and improving the vitality and passive surveillance of the area.

The Byford town centre is an important district centre in Perth's south-east and the proposal strongly contributes to further establishing this centre. Byford has been identified as an important outer metropolitan area that requires major rail infrastructure investment. The proposed METRONET expansion of the Armadale line to Byford highlights the importance of servicing this important area with appropriate infrastructure. The growing population and the demand for increasingly diverse land uses is becoming evident and there are no short stay accommodation options currently within the Town Centre.

This proposal seeks to capitalise on the site's strategic importance. It also demonstrates the confidence that landowners have in investing in the town centre as well as the recognition of the importance of a well-designed urban form.

## 2.1. LAND USE AND CONFIGURATION

As noted above, the proposal sees a three-storey development with a total of 14 fully self-contained units. Associated car parking will be located on the ground floor under the serviced apartments. The development incorporates a total GFA of approximately 631.89 sq.m and incorporates ground floor, first floor and second floor components. Refer to **Appendix B** for the full development plans.

Figure 5 – Overall Site Plan



## Ground Floor

Ground floor development sees the removal of some of the northern car parking bays from the existing car park. This will be replaced with the following components:

- A lobby of approximately 33.4 sq.m in area.
- Storage space of approximately 10.2 sq.m in area.
- A total of 14 car parking bays retained beneath the first and second floor components of the development.

## First Floor

First floor development incorporates units 1-7, housekeeping space, a corridor, lobby and lift facilities as well as staircase access at both the western and eastern ends of the corridor. The total GFA of the first floor is approximately 294.44 sq.m. Unit specifications are as follows:

- Units 1-6:
  - Internal space of approximately 20.62 sq.m.
  - Private kitchenette and bathroom facilities.
  - Outdoor balcony area of approximately 5.06 sq.m.
- Unit 7:
  - Internal space of approximately 21.61 sq.m.
  - Private kitchenette and bathroom facilities.
  - Outdoor balcony area of approximately 5.27 sq.m.

## Second Floor

Second floor development incorporates units 8-14, housekeeping space, corridor, lobby and lift facilities as well as staircase access at both the western and eastern ends of the corridor. The total GFA of the second floor is approximately 293.81 sq.m. Unit specifications are as follows:

- Units 8-13:
  - Internal space of approximately 27.22 sq.m.
  - Private bathroom and kitchenette facilities.
  - Outdoor balcony area of approximately 5.06 sq.m.
- Unit 14:
  - Internal space of approximately 28.21 sq.m.
  - Private bathroom and kitchenette facilities.
  - Outdoor balcony area of approximately 5.27 sq.m.

## Design Approach

The design is contemporary, with use of timber detailing in provision of shade whilst maintaining good overlooking to the carpark and creek line. Simple lines and colour palette are considered appropriate in the setting and complement the natural and build environment.

The configuration and placement of the units, both enable an improved northern interface (replacing the current blank wall) whilst improving the amenity and security of the area through the increased passive surveillance through generous windows overlooking the area.

Some preliminary renders are included below to show the design and interface proposed.





## 2.2. VEHICLE ACCESS AND CAR PARKING

The existing vehicle access will be maintained, with access being limited to a single crossover via George Street. There is no direct vehicle access from South Western Highway as part of this application.

As mentioned above, the proposed development will be co-located on the same site as the existing Dome cafe. The proposal seeks to remove a total of 4 parking bays to incorporate the ground floor components of the serviced apartments. This will see net onsite parking bays reduced from 35 to 31. There is an additional 8 'shared car parking bays' located on the immediately adjacent George Street and Pitman Way. Inclusive of both on site and shared car parking bays, there is a total of 39 car parking bays.

The peak requirement for parking associated with the serviced apartments will be in the evening, whilst the Dome café and surrounding commercial uses peak requirement is during the day. The carpark has low night usage based on this and the proposed development will enable better use of the existing site whilst also improving the security of the bays.

The vehicle movement associated with a serviced apartment development of the scale is nominal and the functioning of both the carpark and the access is not considered to be affected. In the context of the broader town centre any impacts from either traffic or parking are considered minimal.

## 3. PLANNING FRAMEWORK ASSESSMENT

### 3.1. STATE PLANNING ASSESSMENT

This section outlines the key elements of the state planning framework that are relevant to this application.

Table 2 – Key State Planning Documents

Document	Relevant Provisions/Objectives	Compliance
<b>Metropolitan Region Scheme (MRS)</b>  The MRS is a high-level statutory land use plan over the metropolitan region.	The subject site is zoned 'urban' under the MRS (refer <b>Figure 6</b> ).	Serviced apartments are a typical 'urban' land use.
<b>State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)</b>  SPP3.7 outlines the requirements and guidelines for development in bushfire prone areas.	The subject site is identified as a bushfire prone area (refer <b>Figure 7</b> ). The following key objectives apply to the site: <ul style="list-style-type: none"> <li>▪ The preservation of life and the management of bushfire impact are paramount.</li> <li>▪ Avoid any increase in the threat of bushfire to people, property and infrastructure. The preservation of life and the management of bushfire impact are paramount.</li> <li>▪ Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The proposed development does not significantly increase the bushfire danger of the site.</li> <li>▪ However, it is requested that should the Shire feel bushfire considerations be required as part of this application that they be conditioned accordingly.</li> </ul>
<b>State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2)</b>  SPP 4.2 establishes the activity centre hierarchy and function for centres throughout the Perth and Peel region.	The subject site is located within the Byford 'District Centre'. District centres are to provide a diverse range of retail, commercial and residential options.	Serviced apartments are consistent with the desired form and function of a district centre.  The proposal contributes towards the desired diversity of land uses within the district centre.

Figure 6 – MRS Extract



Source: DPLH

Figure 7 – Bushfire Prone Areas



## 3.2. LOCAL PLANNING FRAMEWORK

This section outlines the key elements of the local planning framework that are relevant to this application. The current Local Planning Scheme No. 2 (LPS2) will be a key document in the assessment of this development. It is also noted that the Shire have recently prepared and advertised draft Local Planning Scheme No. 3 (DLPS3). Whilst DLPS3 has not yet been formally gazetted, it will be a due regard document in the assessment of this application. The below sections outline the land use permissibility considerations and the relevant local instruments.

### 3.2.1. Land Use Permissibility

#### 3.2.1.1. LPS2

Under LPS2 the subject site is zoned 'urban development' – refer to **Figure 8**.

Serviced apartments are not a listed use in the LPS2 zoning table. However, land use permissibility within the urban development zone is typically not specified within the zoning table of LPS2. Instead, section 5.19 (noted above) of LPS2 identifies a broad set of objectives that development within the urban development zone should comply with.

The use and built form of the proposed development is consistent with the zone because:

- The use is commercial in nature and offers a service for the local and broader community that contributes to the diversification of town centre land uses.
- The use offers improved urban built form outcome from the car park currently on the site.
- The proposed development will see compatible development with the surrounding land uses which will offer suitable activity and employment opportunities in the town centre.
- There are no nearby noise sensitive or other vulnerable uses nearby that would be unduly impacted by the proposal.

Additionally, section 5.19 of LPS2 requires any development within the urban development zone to be preceded by a structure plan. The below section highlights the proposals consistency with the applicable Byford Town Centre Local Structure Plan (BTCSP).

#### 3.2.1.2. DLPS3

Although DLPS3 is only a 'due regard' document for this application, the draft Scheme provides guidance on how 'serviced apartments' will be dealt with in the future planning framework. The DLPS3 identifies the site within a 'District Centre' zoning. DLPS3 defines serviced apartments as:

*means a group of units or apartments providing -*

*(a) self-contained short-stay accommodation for guests; and*

*(b) any associated reception or recreational facilities.*

Serviced apartments are noted as a 'D' use in DLPS3 meaning that the land use is capable of obtaining approval.



### 3.2.1.3. Byford Town Centre Local Structure Plan (BTCSP)

The subject site is located within the BTCSP area. Specifically, the site is within the 'town centre – retail core' classification. Refer to **Figure 9** – BTCSP map extract.

The proposals compliance with the BTCSP is outlined in the below table.

Table 3 – BTCSP Assessment

Relevant Provisions	Comment	Compliance
<b>Zoning Classification Intent</b> <ul style="list-style-type: none"> <li><i>The Retail Core area will be the priority area for retail and commercial development. Complimentary residential development, in the form of mixed-use development, is encouraged to assist with surveillance and after-hours activation.</i></li> </ul>	<ul style="list-style-type: none"> <li>The proposed serviced apartment development is consistent with the desired intent of the town centre – retail core classification.</li> <li>The proposal incorporates commercial development that is highly compatible with the surrounding uses and allows for mixed use development on the site (adding to the existing Dome café).</li> <li>The proposal also assists with the surveillance and after-hours activation. The provision of accommodation in the town centre offers opportunity for the community to stay overnight, encouraging activation beyond the normal hours of retail operations.</li> </ul>	✓
<b>Preferred Land Uses</b> <ul style="list-style-type: none"> <li>Retail Shops; Restaurants and Cafes; Leisure and Entertainment; Commercial Offices; Civic and Community use including a town square; Child Care Facilities, Consulting Rooms and Medical Suites; Residential Developments; Open Space.</li> </ul>	<ul style="list-style-type: none"> <li>Serviced apartments are not specifically noted as a preferred use. However, the land use is suitable as it is highly consistent and compatible with many of the preferred uses such as retail, restaurant, café, entertainment etc.</li> <li>The serviced apartments can support the listed preferred land uses and will contribute to the activation of the town centre.</li> <li>District centres usually have a diverse range of land uses. The provision of accommodation within the town centre is consistent with the diverse nature of a district centre.</li> </ul>	✓
<b>Specific Provisions: Lot 4 South Western Highway</b>	<ul style="list-style-type: none"> <li>All lot specific provisions identified in the BTCSP were satisfied as part of the development approval relating</li> </ul>	✓

Relevant Provisions	Comment	Compliance
<ul style="list-style-type: none"> <li>i. An Urban Water Management Plan will be required to be submitted with the application and must ensure peak flow rates and floodplain storage are maintained consistent with the Byford Town Centre Local Water Management Strategy.</li> <li>ii. Setbacks of 10 metres from the north and south of the existing creek line are required from any development which will affect water flow.</li> <li>iii. Restrict access to and from South Western Highway in accordance with Main Roads Western Australia Access Strategy for this section of South Western Highway.</li> <li>iv. A plan which identifies and protects and significant vegetation worthy of retention, particularly in proximity to the creekline, to the satisfaction of the local government.</li> <li>v. Any drainage on the site as required by the local government.</li> </ul>	<p>the Dome which is currently located on the site (P00778/01).</p> <ul style="list-style-type: none"> <li>▪ This application for development approval only applies to the very northern portion of the site and maintains all Urban Water Management, setback, access, vegetation protection and drainage practices that were granted as part of the previous planning approval.</li> <li>▪ Should the Shire require specific information relating to any lot specific requirements, it is requested that this be dealt with through an appropriate condition of approval.</li> </ul>	
<p><b>Parking</b></p> <ul style="list-style-type: none"> <li>▪ The parking requirement is 1 bay per 20 sq.m GLA.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The new proposed development increases the net site GFA to 1,104 sq.m. This means there is a 55-car parking bay requirement.</li> <li>▪ The total number of parking bays proposed on the site is 31. There are also an additional 8 shared street parking bays located on the adjacent George Street and Pitman Way.</li> <li>▪ The total number of on site and street parking bays is 39. This represents a shortfall of 16 parking bays.</li> </ul>	<p>This represents a variation of 16 parking bays. However, this is considered acceptable due to the reciprocal arrangements, evening peak and availability of shared parking arrangements throughout the Town Centre.</p>

Relevant Provisions	Comment	Compliance
	<ul style="list-style-type: none"> <li>Although a parking bay shortfall, there is ample shared parking availability in the Town Centre close to the subject site. Additionally, the site offers activation of the town centre outside of peak demand meaning parking demand will likely be stagnated.</li> </ul>	

### 3.2.2. Byford Town Centre Built Form Guidelines

Design guidelines applicable to the subject site are outlined in the Shire's local planning policies (LPPs). Under the relevant LPPs, the subject site is located within the 'town centre east precinct'. The below table provides a summary of the preferred design outcomes applicable to the subject site.

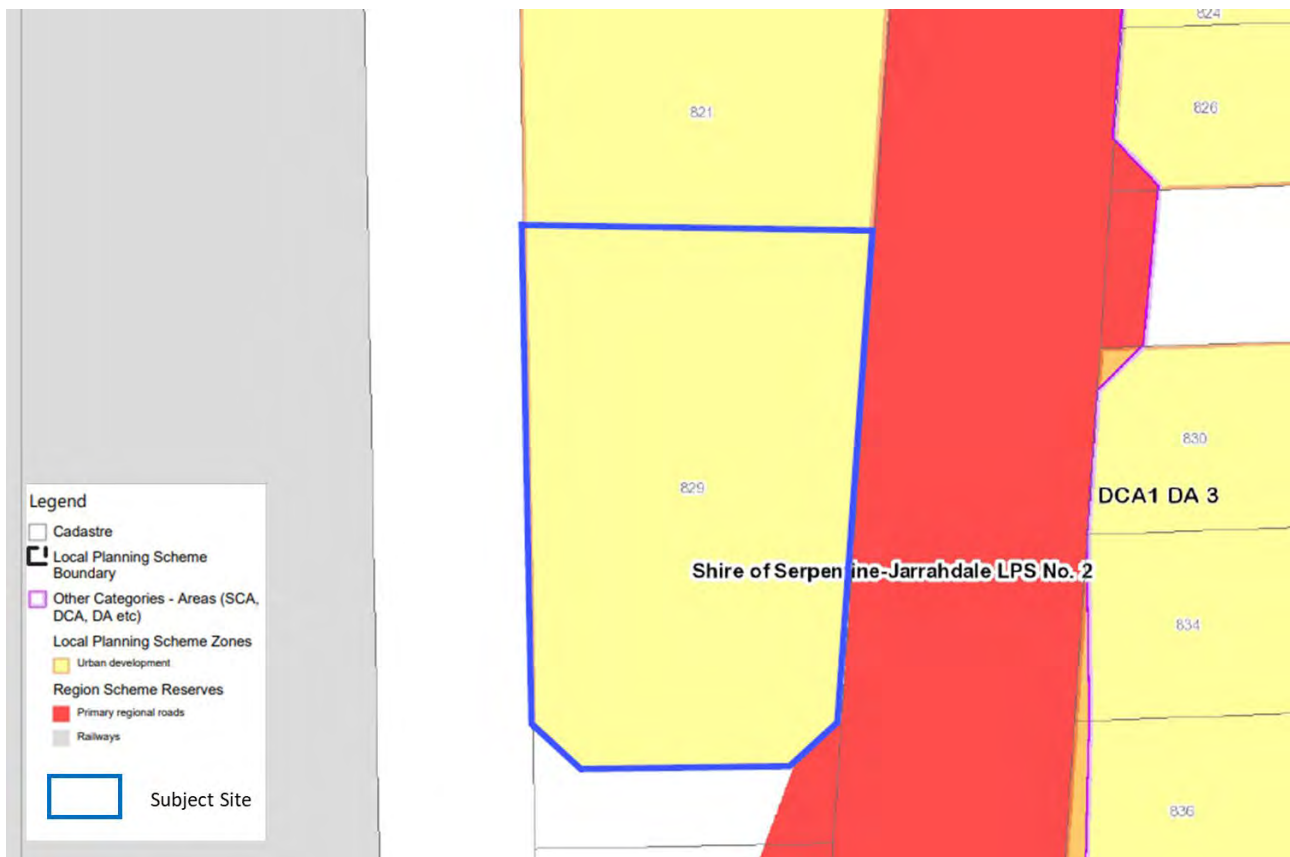
Table 4 – Relevant Design Guidelines

Relevant Provisions	Comment
<b>LPP 3.8 – Byford Town Centre Built Form Guidelines</b>	
<b>Land Use</b> <ul style="list-style-type: none"> <li>Preferred land uses include: retail; office; café; civic facilities; showrooms and; residential.</li> </ul>	<ul style="list-style-type: none"> <li>Serviced apartments are not specifically noted as a preferred use. However, the land use is suitable as it is highly consistent and compatible with many of the preferred uses.</li> </ul>
<b>Building Height</b> <ul style="list-style-type: none"> <li>The preferred building height is 1 – 2 storeys.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed development comprises three-storeys.</li> <li>Whilst it is noted that this is one storey above the preferred, the third storey component is considered acceptable in the context of the town centre.</li> <li>The three-storey proposal does not adversely impact either of the adjacent buildings and adds to the diversity of built form present within the town centre.</li> <li>The elevation of the first and second floors allows retention of the majority of the parking bays which would otherwise be lost.</li> <li>A three-storey development with retention of most of the car parking is an improved urban outcome as opposed to a two-storey development that significantly reduces parking.</li> </ul>
<b>Setbacks</b>	<ul style="list-style-type: none"> <li>The proposed development is built right up to the eastern lot boundary abutting South Western Highway. This achieves a 'village style atmosphere'.</li> </ul>

Relevant Provisions	Comment
<ul style="list-style-type: none"> <li>The maximum setback from South Western Highway is 3.0m to achieve a village style atmosphere.</li> </ul>	
<p><b>Building Orientation</b></p> <ul style="list-style-type: none"> <li>Active Ground floor uses shall be provided to address South Western Highway, George Street and the POS corridor.</li> </ul>	<ul style="list-style-type: none"> <li>The existing Dome development on the site already addresses George Street and Pitman Way with active ground floor uses.</li> <li>This proposal does not propose active uses at ground level to address South Western Highway. However, this is considered acceptable as retaining car parking on the ground floor is integral to the function of the site.</li> <li>This proposal also offers an improvement in the built form through a vertically articulated, architecturally designed building that significantly improves the built form of the northern portion of the site – currently just an open car park.</li> </ul>
<p><b>Parking and Site Access</b></p> <ol style="list-style-type: none"> <li>Shared on-street parking on George Street to be provided and shared between different uses.</li> <li>Off-street parking shall be placed in between developments to encourage shared parking and accessibility.</li> <li>Any parking facilities in the rail reserve will be subject to PTA approval.</li> <li>No vehicle access to or from South Western Highway will be permitted.</li> </ol>	<ol style="list-style-type: none"> <li>There are currently shared parking bays on both George Street to the west of the site and Pitman Way to the south of the site.</li> <li>Off street parking located on Pitman Way is situated between the subject site and the development south of Pitman Way.</li> <li>There are no proposed parking facilities in the rail reserve requiring approval.</li> <li>There is no proposed vehicle access to or from South Western Highway as part of this development.</li> </ol>
<p><b>View Corridors</b></p> <ul style="list-style-type: none"> <li>Development within the Town Centre East Precinct must respond and maintain key view corridors.</li> <li>View corridors shall have a minimum width of 15.0m and may traverse through parking areas.</li> </ul>	<ul style="list-style-type: none"> <li>N/A – the subject site is not located within any of the identified view corridors.</li> </ul>



Figure 8 – LPS Extract



Source: DPLH

Figure 9 – BTCSP Map Extract



## CONCLUSION

The proposed serviced apartment development is consistent with the relevant state and local planning framework and will contribute to the diversity of land uses within the Byford District Centre. The three-storey development will provide a suitably visually interesting building that improves the built form of the site and the local area.

It is respectfully requested that the Shire approve the proposed development with fair and reasonable conditions.

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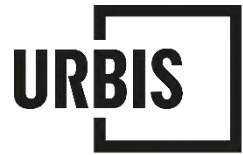
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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.



## **APPENDIX B**

## **DEVELOPMENT PLANS**





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DESIGN

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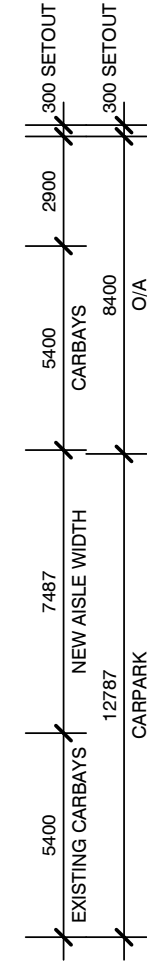
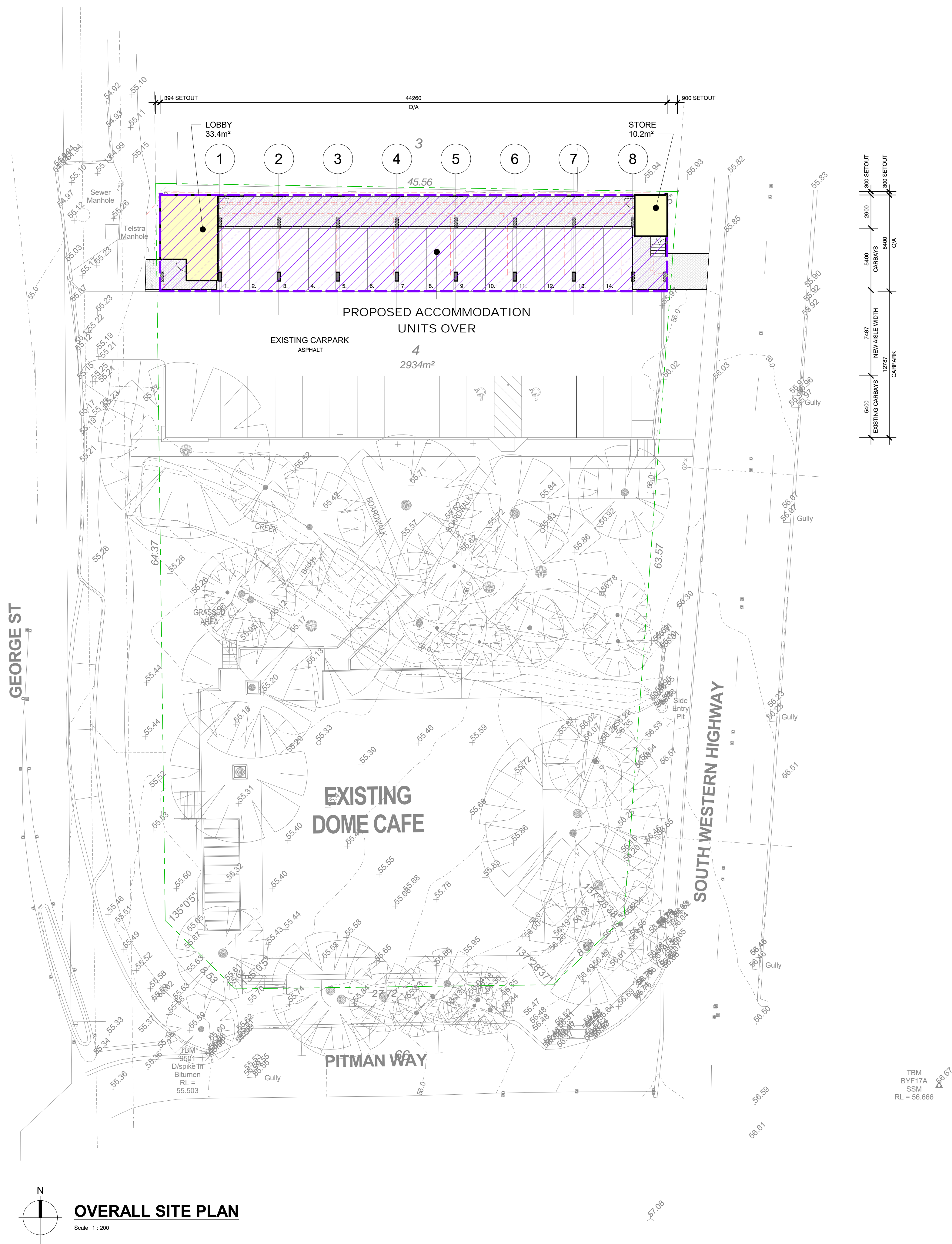
Suite 11w, 817 Beelihar Drive, COCKBURN CENTRAL WA 6164

## PROPOSED DEVELOPMENT

For Stephen White  
829 South Western Hwy, BYFORD WA 6122

DRAWN	DATE	SCALE	PROJECT No.	DRAWING No.	REV.
M.Sibum	July 2020	1 : 200 @ A1	0735	Sheet 1	SK01





OVERALL GFA	
LEVEL	AREA
Ground Floor	43.65 m²
First Floor	294.44 m²
Second Floor	293.81 m²
TOTAL	631.89 m²

AREAS (GFA)	
LAND USE	AREA
CORRIDORS	120.24 m²
HOUSE KEEPING	25.78 m²
LOBBY	59.91 m²
STORE	10.22 m²
UNITS	415.75 m²
TOTAL	631.89 m²



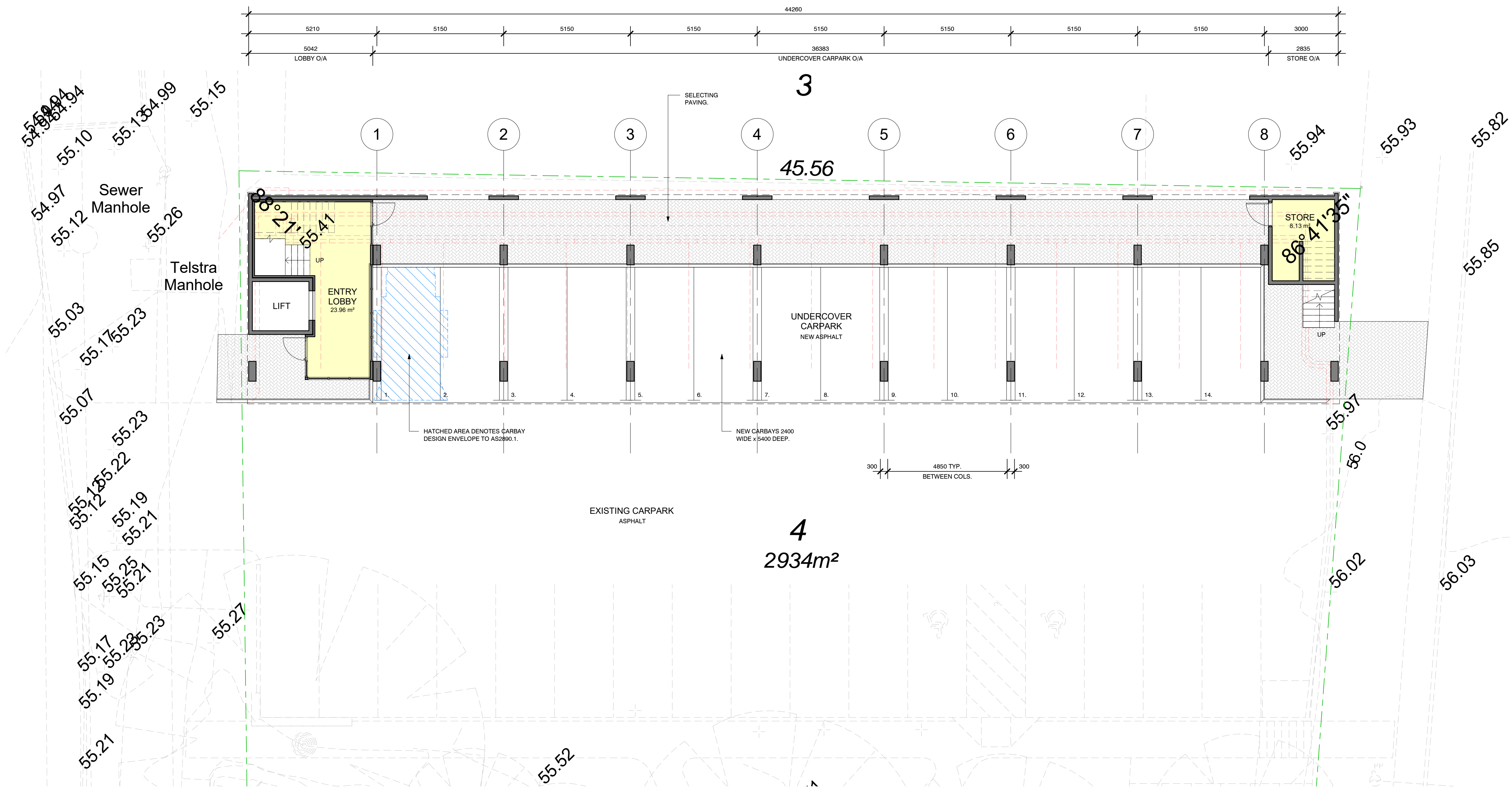
**MULDER KAMPMAN**  
DESIGN

## PROPOSED DEVELOPMENT

For Stephen White  
829 South Western Hwy, BYFORD WA 6122

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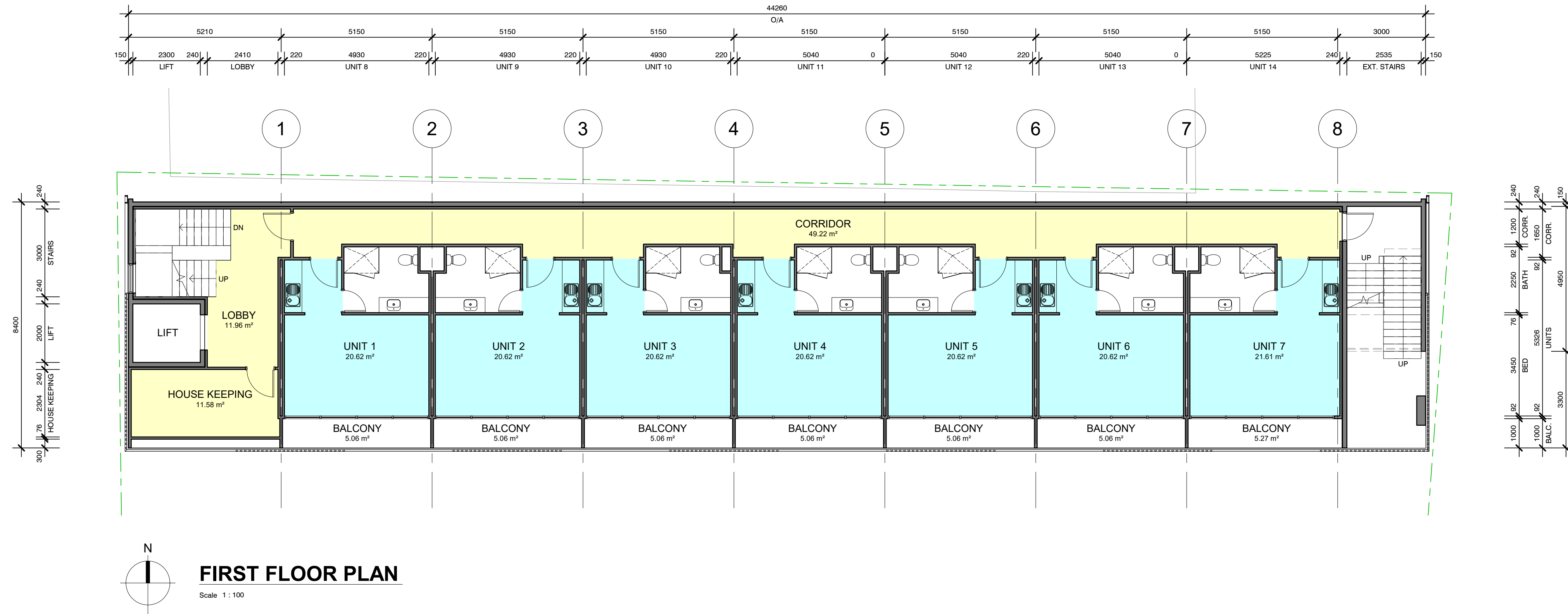
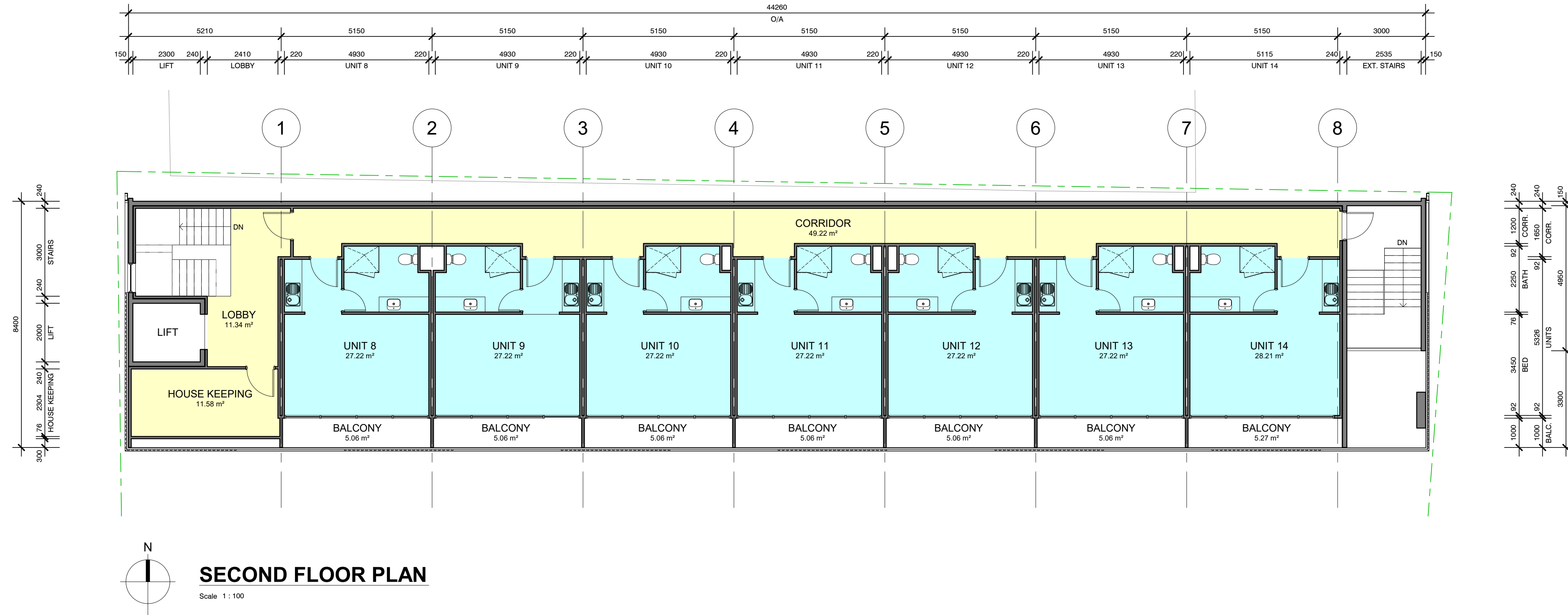
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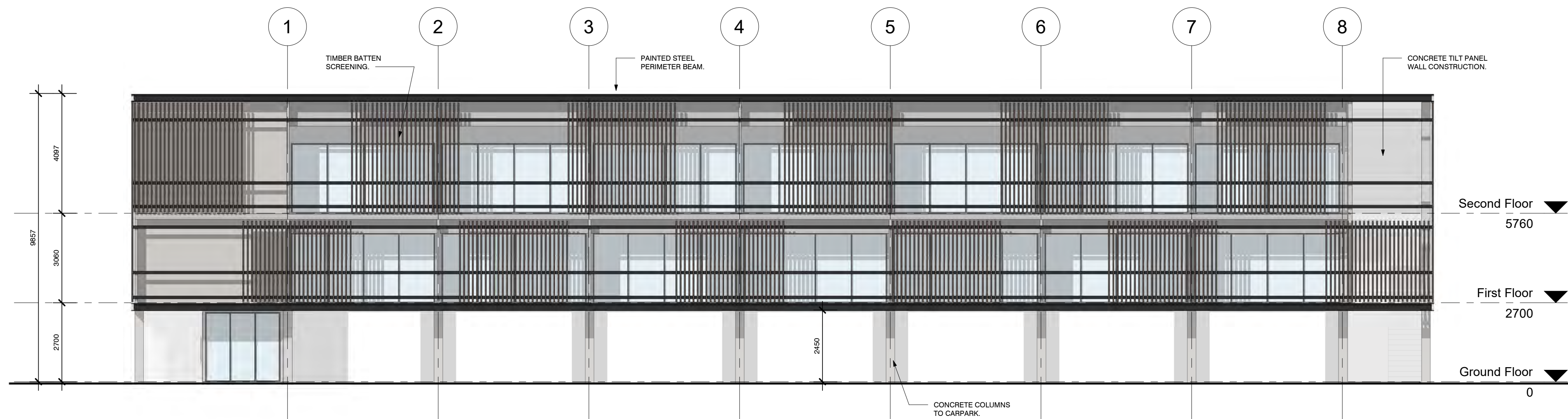
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SCALE 1 : 100 @ A1

PROJECT No. 0735

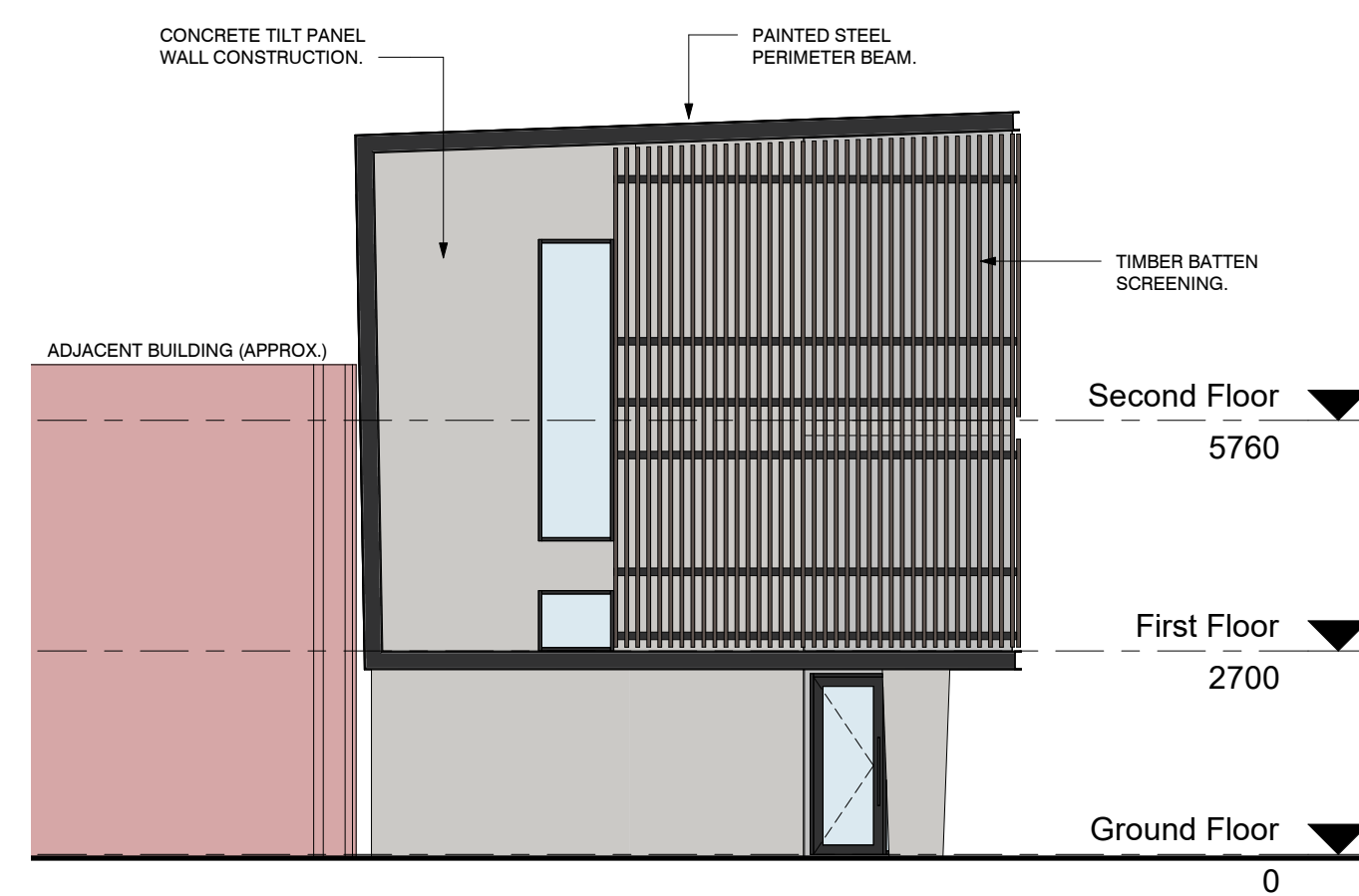
DRAWING No. Sheet 4  
REV. SK01





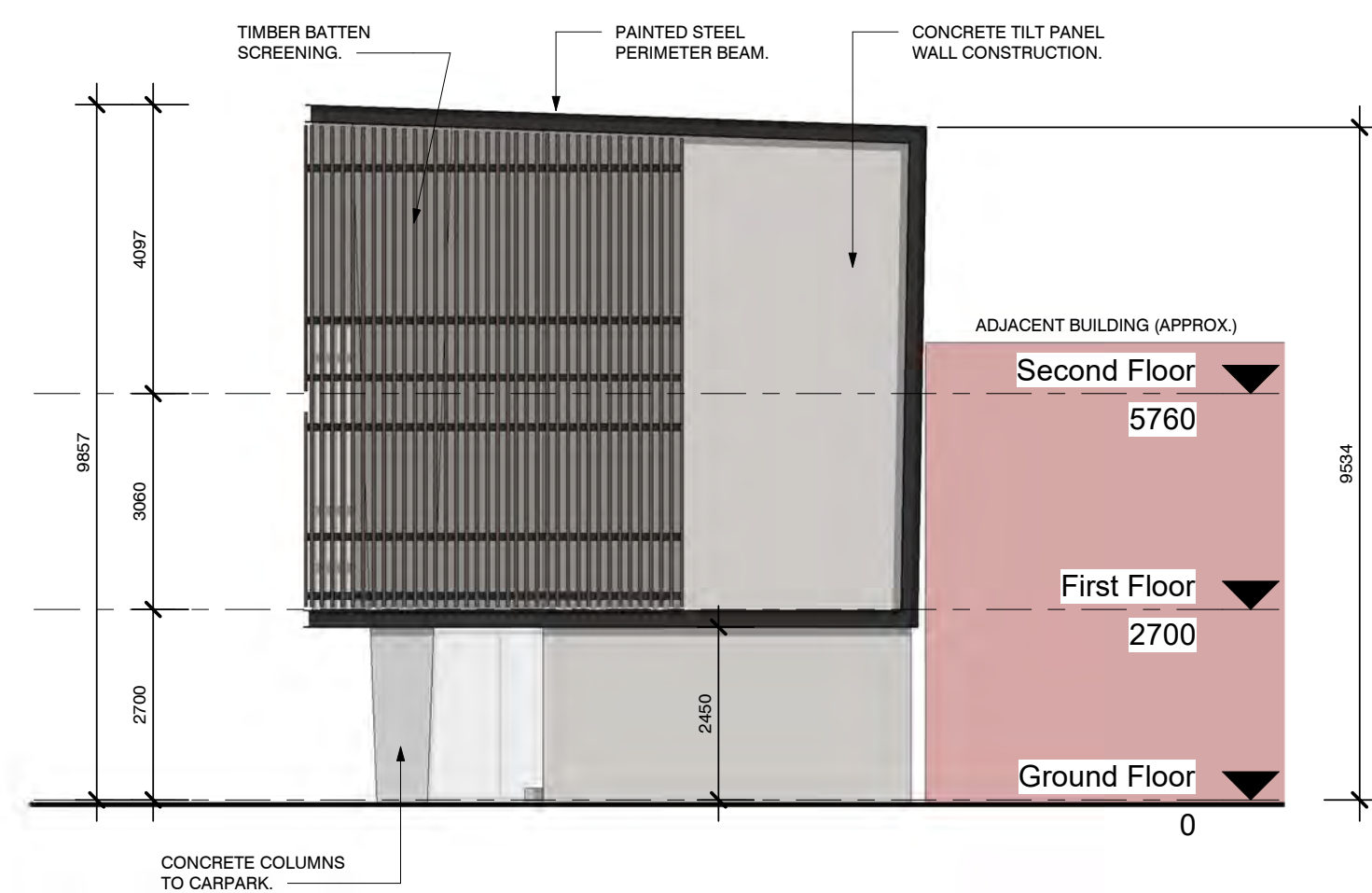
**SOUTH ELEVATION**

Scale 1 : 100



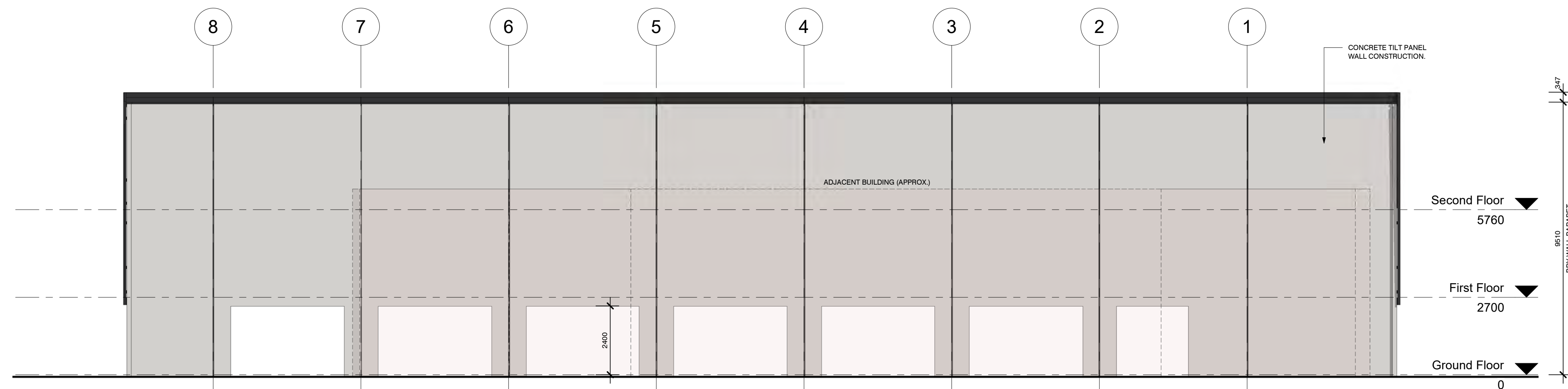
**WEST ELEVATION**

Scale 1 : 100



**EAST ELEVATION**

Scale 1 : 100



**NORTH ELEVATION**

Scale 1 : 100



**MULDER KAMPMAN**  
DESIGN

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**PROPOSED DEVELOPMENT**

For Stephen White  
829 South Western Hwy, BYFORD WA 6122

DRAWN M. Sibum  
DATE July 2020

SCALE 1 : 100 @ A1

PROJECT No. 0735

DRAWING No. Sheet 5  
REV. SK01





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## PROPOSED DEVELOPMENT

For Stephen White  
829 South Western Hwy, BYFORD WA 6122

DRAWN M. Sibum  
DATE July 2020

SCALE @ A1

PROJECT No. 0735

DRAWING No. Sheet 6

REV. SK01





## PROPOSED DEVELOPMENT

For Stephen White  
829 South Western Hwy, BYFORD WA 6122

DRAWN	DATE	SCALE	PROJECT No.	DRAWING No.	REV.
M.Sibum	July 2020	@ A1	0735	Sheet 7	SK01

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