



Application for Development Approval

3 Shenton Road, Claremont

Norup Pty Ltd

Prepared by:

SLR Consulting Australia Pty Ltd

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Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
A	15 December 2025	Howard Wu	Christian Parker	Daniel Lees
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Basis of Report

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1.0 Site Details

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1.1 Site Context

The subject site is located at Lot 508 (No. 3) Shenton Road, Claremont. The site overlooks Claremont Oval and is surrounded by other high-density development within the Town of Claremont (the Town).

Refer to **Figure 1 – Aerial Imagery**



Figure 1: Aerial Image

1.2 Surrounding Land Uses

The subject site is situated within an established residential precinct characterised by a mix of multiple dwelling and mixed use development, as well as some single and grouped dwellings on the periphery. In recent years, redevelopment in alignment with the Town's



local planning framework has facilitated a transition towards higher-density residential forms, including several mid-rise apartment developments ranging from 4 to 8 storeys.

The area is well serviced by public transport infrastructure, being within walking distance of Claremont Train Station and various bus services along Shenton Road and Stirling Highway, facilitating efficient access to the Perth CBD and surrounding activity centres.

Additionally, the locality enjoys high amenity proximity, with Claremont Oval, Lake Claremont, and the Claremont Quarter retail precinct all located within a short walk, contributing to a vibrant, highly liveable urban environment consistent with the strategic objectives of the Claremont North-East Precinct Structure Plan.

Refer to **Figure 2 – Context Plan**

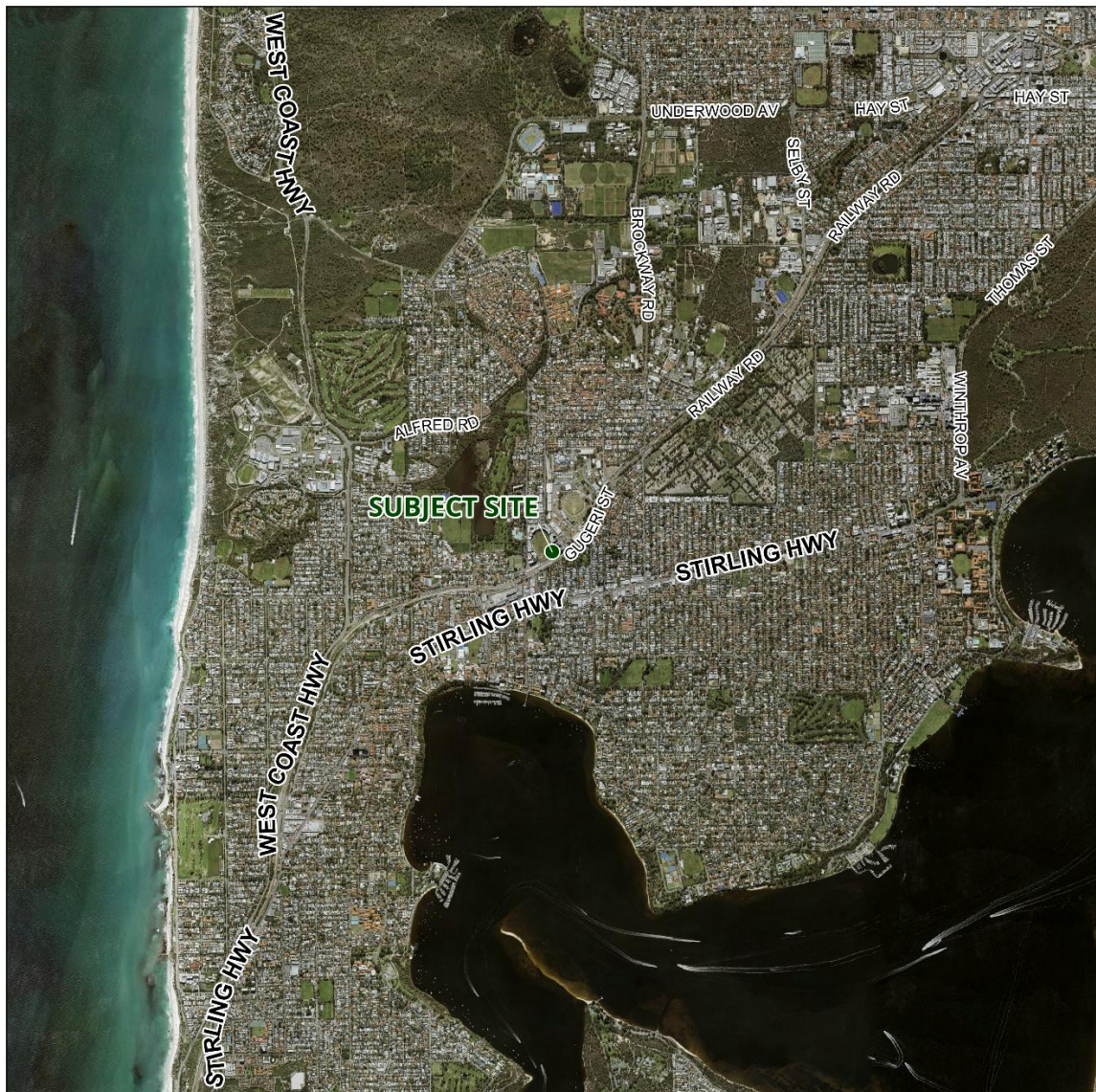
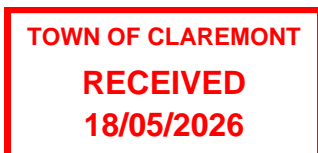


Figure 2: Context Plan



2.0 Proposed Development

2.1 Architectural Statement

Claremont Terraces – Stage 2 presents a refined architectural and landscape response that aligns with the Town of Claremont’s planning framework, the precinct design guidelines, and the established design character of the precinct. The proposal has been carefully developed to ensure a cohesive relationship between the existing stage 1 development to the west, with particular emphasis on strengthening the visual continuity along Shenton Road, Tiger Way, and the oval frontage.

The architectural expression builds upon a clear and elegant design language, incorporating increased façade depth, shadow play, and a well-defined massing hierarchy. Balcony treatments, screening elements, and material placement have been composed to deliver a legible and sophisticated streetscape presence, creating a strong identity for the building within the broader precinct.

Landscape design plays a central role in shaping the character of the proposal, contributing meaningfully to the public realm and enhancing pedestrian amenity. The proposal reinforces the established Stage 1 palette while introducing additional ground-level planting, improved deep-soil opportunities, podium landscaping, and integrated balcony planting to create a lush, biophilic environment throughout the rooftop amenities level.

Internally, the residential planning has been further refined, including an updated penthouse level where six premium apartments are proposed with three having roof top amenity. These layouts have been carefully considered to optimise functionality, circulation, structural efficiency, solar access, and natural ventilation, ensuring high-quality living outcomes across the building. The façade strategy focuses on controlled, well-proportioned architectural elements such as Juliet-style balustrades, operable windows, and enhanced reveal depths.

Overall, Stage 2 has been conceived as a coherent and well-resolved addition to the Claremont North East Precinct. The proposal demonstrates a commitment to design excellence, environmental performance, and high-quality urban outcomes, delivering a development that complements Stage 1 while establishing its own strong architectural presence.

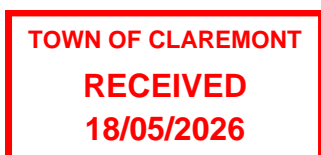
2.2 Development Details

The application for development approval seeks to undertake development of the site as shown in the accompanying development plans. The details of the proposed development are provided within the following Table.

Refer to Appendix A – Development Plans and Appendix B – Landscape Plans

Table 2: Development particulars

Element	Description
Use class	Multiple Dwelling
Number of dwellings	61
Building height	8-storeys (i.e., 28 metres)
Car parking	110 Residential bays plus 7 visitor bays
Bicycle parking	61 Bicycle parking available within the store area allocated to every residential unit.
Site access	Single consolidated crossover via Tiger Way, with two-way access



2.3 Contribution for Public Art

The corner of Tiger Way and Shenton Road is envisioned as a Special Corner Element, defined by distinctive architectural features and materials designed to serve as canvases for public art. These surfaces will provide opportunities for the artist to showcase their work, enriching the streetscape with diverse creative expressions. Integrating public art at this prominent location will enhance the vibrancy of the public realm and contribute to a strong sense of character and identity within the Claremont North East Precinct.

In addition to the above canvas, the pedestrian environment along Tiger Way and between the proposed development and Claremont Oval will be enhanced with public art wrapping the building at ground level, creating visual interest and a sense of place.

2.4 Community Benefit

The proposal represents a high-quality design outcome for the subject site and local community. The Town's support and the Development Assessment Panel's (DAP's) favourable determination of the development proposal will deliver the following benefits to the local community and broader sub-region.

- **Dwelling diversity** – the proposal will deliver a diverse range of housing configurations, including one, two, three and four bedroom apartments, to meet the needs of a diverse residential demographic. This housing diversity ensures the development can accommodate a range of household types and life stages, from young professionals and tertiary students to families and downsizing residents.
- **Sustainable design** – the proposal demonstrates energy and water efficient design to reduce resource usage and promote environmental resource efficiency.
- **Residential amenity** – the proposal represents a high level of amenity by maximising the number of dwellings and private open spaces that overlook Claremont Oval and internal courtyards. The subject site is also within walking distance of Lake Claremont, Claremont Golf Course and Claremont Quarter. Within the development, a total of 539m² is allocated to residential amenity which includes communal spaces within the ground floor, level 1 and on the rooftop.

In addition to the residential amenity contained within Stage 2, residents will have optional access to use the amenities within Stage 1, a Level 1 pedestrian connection has been provided to enable this. Legal and strata arrangements have been setup with Stage 1 to achieve this sharing of facilities.

- **Transit-oriented development** – the proposal delivers higher-density residential development within a well-connected, transit-oriented precinct, optimising the site's strategic location within walking distance of Claremont Train Station. The development leverages its proximity to high-frequency public transport services and established pedestrian and cycling networks, facilitating sustainable mobility choices and reducing car dependency while maintaining convenient access to the Perth CBD and surrounding activity centres.

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3.0 Planning Assessment

3.1 Requirement for Planning Approval

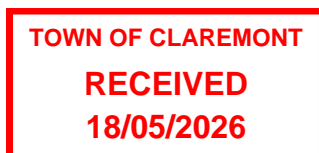
The proposed development has an estimated construction cost that is in excess of \$2 million and therefore the applicant elects for this application to be determined by the Metro Inner Development Assessment Panel (DAP).

3.2 Planning framework details

The applicable planning framework is outlined in the following Table.

Table 3: Development controls

Planning instrument	Description
Metropolitan Region Scheme (MRS)	Urban Refer to <i>Figure 3 – Metropolitan Region Scheme</i>
Town of Claremont Local Planning Scheme No. 3 (LPS3)	Development Refer to <i>Figure 4 – Town of Claremont Local Planning Scheme No. 3</i>
Structure Plan(s)	Claremont North East Precinct Structure Plan
Local Development Plan(s)	N/A
Development Contributions	N/A
State Planning Policy	<ul style="list-style-type: none"> SPP5.4 Road and Rail Noise SPP7.0 Design of the Built Environment SPP7.3 Residential Design Codes Volume 2 – Apartments
Development Control Policy	<ul style="list-style-type: none"> DCP1.6 Planning to Support Transit Use and Development
Local Planning Policy	<ul style="list-style-type: none"> Local Planning Policy 128 – NEP Design Guidelines Local Planning Policy 207 – Public Art



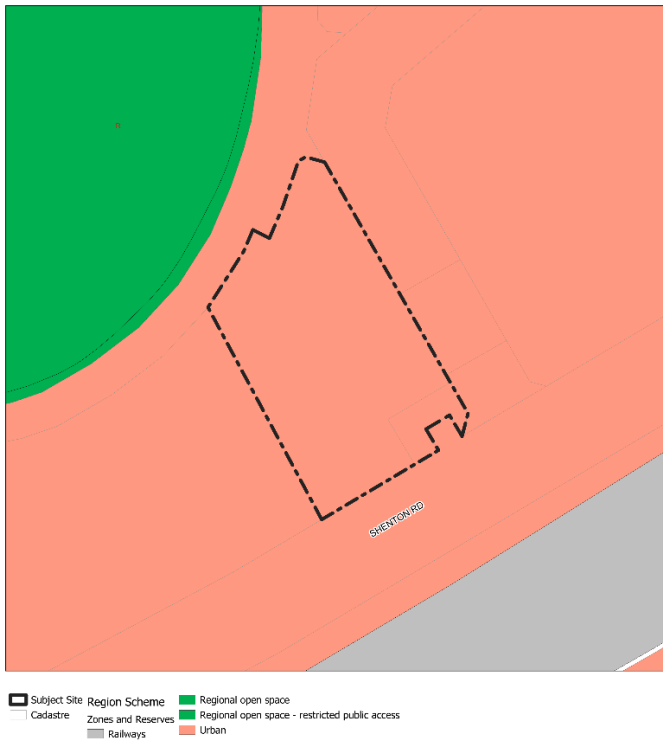


Figure 3: MRS Zone

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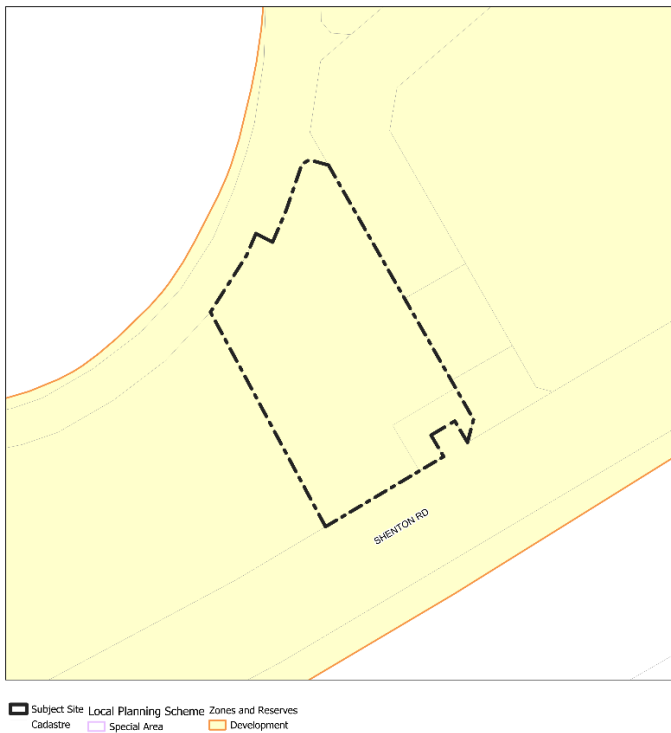


Figure 4: LPS Zone



3.3 Pre-lodgement Engagement

The project team has undertaken meaningful early engagement with the Town, DevelopmentWA and the Claremont on the Park Architect prior to the submission of the subject application. The proposal has been amended based on feedback received. Some fundamental changes based on feedback received include:

- Moving the vehicle access way from Shenton Road to Tiger Way.
- Refining the rooftop amenity level to limit any bulk impact on surrounding streetscapes and Claremont Oval.
- Increasing the overall landscaped area and creating larger deep soil areas.
- Removal of commercial parking and ground floor tenancy.

3.4 Technical and Environmental Assessments

The following matters have been identified in association with this application for development approval, and warrant the Town's consideration:

3.4.1 Traffic

A Transport Impact Assessment (TIA) has been prepared by Stantec to assess the impact of the subject development on accessibility, traffic operation, circulation, car parking, and including a swept path analysis of the proposed carparking arrangement.

The TIA concluded that the proposed development is not expected to have any material impact on traffic operations and road safety.

Refer Appendix F – Transport Impact Assessment.

3.4.2 Waste management

A Waste Management Plan has been submitted as part of the proposal, confirming that the development includes a suitably sized bin enclosure for storing both general and recyclable waste. The enclosure design is based on estimated waste generation and provides an appropriate configuration of bins.

The proposed development is expected to utilise the Town of Claremont's waste collection services. General and recyclable waste will be collected via the Stage 1 waste collection area. On collection days, the Facility Manager will transfer bins from the Stage 2 enclosure to the platform lift, which connects to the Stage 1 loading area where the waste truck will be stationed. Once collection is complete, the bins will be returned to their respective enclosures.

Refer Appendix G – Waste Management Plan.

3.4.3 Acoustics (Mechanical)

An Acoustic Report has been prepared to assess the level of noise emissions coming from the proposed development. The review finds that the development can practicably comply with both the State Planning Policy 5.4, and the Environmental Protection (Noise) Regulations 1997.

Refer Appendix H – Acoustic Report.

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3.4.4 Road and Rail Noise

As the subject site is located within the specified trigger distance of *State Planning Policy 5.4 – Road and rail noise (SPP 5.4)*, an Acoustic Report has been prepared by SLR Consulting to address the policy provisions and requirements of SPP5.4. The preliminary assessment indicates that the proposed development is capable of compliance with the relevant policy provisions.

Refer Appendix H – Acoustic Report.

3.4.5 Sustainability

A Sustainable Design Assessment Report (Sustainability Report) has been prepared by Emergen to demonstrate the project's intended sustainability initiatives. The Sustainability Report sets out that the proposed development intends to incorporate a range of sustainability measures and targets to ensure the development achieves sustainability objectives.

Refer Appendix J – Sustainable Design Assessment Report.

3.5 Variations to Planning Framework

As enabled by State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol. 2), the Claremont North East Precinct (NEP) Design Guidelines have been established to modify the requirements of the R-Codes Vol.2 within the NEP area. As such, the R-Codes Vol. 2 do not apply in part or in whole, except where specifically referred to.

The proposal has been assessed against the relevant planning framework, including the Design Guidelines, applicable provisions of the R-Codes Vol. 2 and any other relevant State and (Local) Planning Policies.

Details of the full assessment are provided and contained within *Appendix C – Detailed Planning Assessment*.

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4.0 Conclusion

This application seeks approval from the DAP, pursuant to Regulation 6 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, for an 8-storey residential development comprising 61 apartments at 3 Shenton Road, Claremont.

The proposal delivers a well-considered and contextually responsive design, reflecting the established character and anticipated built form outcomes of the Claremont NEP, while providing a diverse mix of dwelling types and sizes to meet a variety of household needs.

The development is strategically located, providing strong connections to public transport, open space, and key precinct amenities, and has been designed to maximise solar access, cross-ventilation, and internal amenity. Generous private and communal outdoor spaces have been provided, supporting resident well-being and activation of the building edges, while the articulated façades, material selection, and landscaping enhance streetscape character and the interface with Claremont Oval.

Furthermore, residents of Stage 2 will have direct access to all common amenities as part of Stage 1. The two developments have a direct connection on level 1 and basement level. Legal agreements are in place to ensure this access into the future.

The proposal is supported by technical assessments demonstrating its compliance with the planning framework, including built form, solar access, energy efficiency, and landscape design provisions, confirming the development is appropriate for the site and surrounding context.

Accordingly, a favourable recommendation from the Town and Development Approval subject to appropriate conditions is sought from DAP.

Sincerely,

SLR Consulting Australia Pty Ltd



Christian Parker

Associate Consultant - Planning

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