Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 30 May 2024; 9.30am
Meeting Number: MIDAP/14
Meeting Venue: 140 William Street, Perth
Public Observing: Online

A live stream will be available at the time of the meeting, via the following link:
MIDAP/14 - 30 May 2024 - City of Vincent - City of Stirling

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF VINCENT

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   3.1 No. 195 (Lot 616) Beaufort Street, Perth - Mixed Use Development – DAP/24/02633
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   3.1 Lot 79 (House Number 6-8) Osborne Place, Stirling - 22 Multiple Dwellings – DAP/23/02596
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. General Business
3. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

ATTENDANCE

DAP Members

Francesca Lefante (Presiding Member)
Lee O'Donohue (Deputy Presiding Member)
John Syme (Specialist Member)

Part B – City of Vincent
Cr Ashley Wallace (Local Government Member, City of Vincent)
Cr Nicole Woolf (Local Government Member, City of Vincent)

Part C – City of Stirling
Cr Suzanne Migdale (Local Government Member, City of Stirling)
Cr Michael Dudek (Local Government Member, City of Stirling)

Minute Secretary

Tenielle Brownfield (DAP Secretariat)

Officers in Attendance

Ashlee Kelly (DAP Secretariat)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

This meeting is being recorded and livestreamed on the DAP website in accordance with regulation 40(2A) of the *Planning and Development (Development Assessment Panels) Regulations 2011*. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Nil.

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

PART B – CITY OF VINCENT

1. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

2. Disclosure of Interests

Nil.

3. Form 1 DAP Applications

3.1 No. 195 (Lot 616) Beaufort Street, Perth - Mixed Use Development – DAP/24/02633

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

ITEM 3.1 - NO. 195 (LOT: 616) BEAUFORT STREET, PERTH – MIXED USED DEVELOPMENT

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Vincent
Applicant:	Lateral Planning
Owner:	Mum Resources Pty Ltd
Value of Development:	$2.4 million
Responsible Authority:	City of Vincent
Authorising Officer:	Karsen Reynolds A/Manager Development & Design
LG Reference:	5.2024.5.1
DAP File No:	DAP/24/02633
Application Received Date:	5 January 2024
Report Due Date:	20 May 2024
Application Statutory Process Timeframe:	90 Days with an additional 44 days agreed
Attachment(s):	1. Location and Consultation Plan 2. Development Plans 3. Development Perspectives 4. Applicant's Planning Report 5. Landscaping Plans 6. Public Art Concept 7. Heritage Impact Statement 8. Acoustic Assessment 9. Environmentally Sustainable Design Report 10. Waste Management Plan (WMP) 11. Summary of Submissions – City's Response 12. Summary of Submissions – Applicant's Response 13. Design Review Panel Minutes

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Approve** DAP Application reference DAP/24/02633 and accompanying plans included in **Attachment 2** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of City of Vincent Local Planning Scheme No. 2, subject to the following conditions:

Conditions

1. General

1.1. Pursuant to Clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

1.2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

1.3. This approval is for Mixed Use Development comprising of Eight Multiple Dwellings, one Fast Food Outlet and one Office as shown on the approved plans dated 5 January 2024 & 3 May 2024 and as defined in the City of Vincent Local Planning Scheme No. 2. No other development forms part of this approval.

1.4. Apartments 1 to 8, as shown on the approved plans shall be used as Dwellings, as defined in the Residential Design Codes and may not be used for any other use without the prior approval of the City.

2. Building Design

2.1. The surface finish of boundary walls facing the adjoining property shall be of a good and clean condition, **prior to the occupation or use of the development**, and thereafter maintained, to the satisfaction of the City. The finish of boundary walls is to be fully rendered or face brick, or material as otherwise approved, to the satisfaction of the City.

2.2. All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, solar panels, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive, to the satisfaction of the City.

2.3. Doors and windows and adjacent floor areas fronting Beaufort Street shall maintain an active and interactive relationship with the street. Glazing and/or tinting shall have a minimum of 70 percent visible light transmission to provide unobscured visibility between the street and the interior of the tenancy. Internal security and privacy treatments shall be located and installed internally behind the glazing line, or recessed, and shall be transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street, to the satisfaction of the City.

2.4. Meter boxes, fire boosters and other service utilities shall be located behind the street setback area, not be visible from the street and where integrated into the building, designed and located so as not to be visually obtrusive, to the satisfaction of the City.

2.5. **Prior to the issue of a building permit**, amended plans shall be submitted to and approved by the City which provide horizontal banding as indicatively shown on the development perspectives, or other design features as approved by the City to the south-west boundary wall of the proposed development, to the satisfaction of the City.

3. Colours and Materials

Prior to the issue of a building permit, a schedule detailing the colour and texture of the building materials that is consistent with the approved plans and demonstrating that the proposed development complements the surrounding area, shall be submitted to and approved by the City, on the advice of the City's Design Review Panel.

The development must be finished, and thereafter maintained, in accordance with the schedule provided to and approved by the City, **prior to occupation or use of the development**.

4. Landscaping

4.1. A detailed landscape and reticulation plan for the development site, to the satisfaction of the City, shall be lodged with and approved by the City **prior to the issue of a building permit**.

The plan shall be drawn to a scale of 1:100, be generally in accordance with the landscaping plans dated 3 May 2024 prepared by Kelsie Davies Landscape Architecture, and shall show the following:

- The location and type of proposed trees and plants;
- Areas to be irrigated or reticulated;
- The provision of a minimum of 20 percent on-structure planting areas; and
- The provision of a minimum of 9 small trees and 1 medium tree within the on-structure planting areas provided, with a minimum soil depth of 1 metre. The tree species are to be in accordance with the City's recommended tree species list;

4.2. All works shown in the approved landscaping plan shall be undertaken in accordance with the approved plans to the satisfaction of the City, **prior to the occupation or use of the development** and maintained thereafter to the satisfaction of the City, at the expense of the owners/occupiers.

5. Car Parking, Access and Bicycle Facilities

5.1. **Prior to the occupation or use of the development**, eight resident car parking bays, two dedicated residential visitor car parking bays and one commercial car parking bay, shall be provided on site and provided in accordance with Australian Standard AS2890.1, to the satisfaction of the City.

5.2. **Prior to the occupation or use of the development** all driveways, car parking and manoeuvring area(s) which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans and maintained thereafter by the owner/occupiers, to the satisfaction of the City.

5.3. **Prior to the occupation or use of the development**, the allocation of car parking bays shall be completed as follows, to the satisfaction of the City:

- The car parking bays provided for the residential component of the development shall be clearly marked and signposted for the exclusive use of the residents of the development; and
- Visitor parking bays shall be permanently marked, always maintained and legally accessible at all times for use exclusively by residential visitors to the property, be clearly visible and suitably sign posted from the street and communal accessways.
- The car parking bays provided for the commercial component of the development shall be clearly marked for the exclusive use of the commercial component of the development.

5.4. **Prior to the occupation of the development**, a Parking Management Plan shall be submitted to and approved by the City. Vehicle access gates to the visitor parking bays are to always remain open unless otherwise approved through the Parking Management Plan. The Parking Management Plan is to include, but not limited to, the following:

- Detailed management measures for the operation of the vehicular entry gates, to ensure access is readily available for owners, visitors and tenants to the residential and non-residential units at all times;
- The allocation of the car parking bays;
- Matters listed in Clause 13 of the Perth Parking Management Policy 2014.

The approved Parking Management Plan shall be implemented, and the development shall be carried out in accordance with the approved Parking Management Plan and approved plans, to the satisfaction of the City in consultation with the Department of Transport, at the expense of the owners/occupiers.

5.5. Bicycle racks shall be designed and constructed in accordance with Australian Standards AS2890.3: 2015 Parking Facilities Part 3: Bicycle Parking, and shall be installed **prior to the occupation or use of the development** in the following locations, generally in accordance with approved plans, to the satisfaction of the City:

5.5.1. A minimum of eight bicycle parking bays provided on-site for the residential component. Where provided within the storerooms of the dwellings, the bicycle parking bays are to be provided as wall mounted bicycle racks; and

5.5.2. A minimum of two short-term bicycle parking bays provided within the Beaufort Street verge adjacent to the subject site, for residential visitors and the commercial tenancy. The short-term bicycle bays in the Beaufort Street verge shall be provided in accordance with a CBR5B bicycle rack specification from the City's supplier, unless otherwise approved by the City.

6. Acoustic Report

6.1. **Prior to the issue of a building permit** the Acoustic Report (Acoustics Consultants Australia, January 2024) shall be revised then lodged with and approved by the City, in accordance and to demonstrate compliance with the City's Policy No. 7.5.21 – Sound Attenuation, State Planning Policy 5.4 – Road and Rail Noise, and the *Environmental Protection (Noise) Regulations 1997*. The revised acoustic report shall reflect the final detailed design, include details related to mechanical plant, equipment and other potential noise sources, and shall demonstrate that noise impacts from the commercial tenancies to the above apartments will be appropriately mitigated and managed.

6.2. All recommended measures included in the revised approved Acoustic Report shall be implemented **prior to the occupation or use of the development** and be maintained thereafter, to the satisfaction of the City, at the expense of the owners/occupiers.

Written certification from an acoustic consultant shall be provided to the City demonstrating that the recommended measures have been undertaken to the City's satisfaction, **prior to the occupation or use of the development.**

6.3. A Notification under Section 70A of the *Transfer of Land Act 1893* must be registered over the certificate of title to the land the subject of the proposed development. The notification shall notify owners and prospective purchasers of the property as follows:

"The lot is situated in the vicinity of transport corridors and is in close proximity to commercial and non-residential activities. The use or enjoyment of the property may be currently affected, or may in future be affected, by increased noise levels resulting from live and/or amplified music, traffic, car parking, and other impacts associated with nearby transport corridors, and commercial and non-residential activities."

This notification shall be lodged and registered **prior to the occupation or use of the development.**

7. Construction Management

7.1. **Prior to the issue of a building permit**, a Construction Management Plan is to be prepared and submitted to the City for approval that details how the construction of the development will be staged and managed to minimise the impact on the surrounding area (including demolition and/or forward works). The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:

- Public safety, amenity and site security;
- Contact details of essential site personnel;
- Construction operating hours;
- Noise control and vibration management;
- A dilapidation report of No. 193 Beaufort Street;
- Air, sand and dust management;
- Stormwater and sediment control;
- Waste management;
- Traffic and access management including materials delivery;
- Parking arrangements for contractors and subcontractors;
- Consultation plan with nearby properties; and

7.2. The approved Construction Management Plan shall be complied with for the duration of the construction of the development.

8. Stormwater

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

9. Signage

All signage is to be in strict accordance with the City's Local Planning Policy: Signs and Advertising, unless further development approval is obtained.

10. Sight Lines and Truncations

Walls, fences and other structures are to be truncated or reduced to no higher than 0.75 metres within 1.5 metres of where vehicle access points and where two streets meet, with the exception of:

- Fencing or screening panels to the residential car park that provides a minimum of 50 percent unobstructed view;
- The two posts at the corner of Little Parry Street and Beaufort Street;
- Fencing or screening panels within 1 metre of where the vehicle access points meet Elovalis Lane that provides a minimum of 50 percent unobstructed view;

to the satisfaction of the City.

11. Public Art

11.1. In accordance with the Development Policy 4 – Providing Public Art the application is required to make a public art contribution of $24,000 being one percent of the $2.4 million cost of development.

11.2. The owner(s), or the applicant on behalf of the owner(s), shall, **prior to the issue of a building permit** for the development, obtain approval for the Public Art Project and associated Artist in accordance with the City of Vincent Local Planning Policy: Percent for Art; and

11.3. **Prior** to **the occupation or use of the development**, install the approved public art project, and thereafter maintain the artwork;

12. Clothes Drying Facilities

Prior to the occupation or use of the development, each multiple dwelling shall be provided with a clothes drying facility screened from the public realm in accordance with the Residential Design Codes Volume 2, to the satisfaction of the City.

13. Environmentally Sustainable Design

13.1. **Prior to the issue of a building permit**, the Target Setting Report (Emergen, March 2024) shall be revised then lodged with and approved by the City, in accordance and to demonstrate compliance with the Residential Design Codes Volume 2, to the satisfaction of the City.

13.2. All recommended measures included in the revised approved Target Setting Report shall be implemented **prior to the occupation or use of the development** and be maintained thereafter, to the satisfaction of the City, at the expense of the owners/occupiers.

14. Waste Management

14.1. **Prior to the issue of a building permit**, the Waste Management Plan (SML Group & Associates, April 2024) shall be revised to address the following:

Prior to the operation of the approved development, a Waste Management Plan must be submitted to and approved by the City. The Waste Management Plan shall address the following, to the satisfaction of the City:

- Screening of the commercial and residential bin store areas from Elovalis Lane and Little Parry Street;
- Details of the provision of a private collection service for the commercial component of the development and waste/refuse stream of the residential component of the development;
- The number, volume and type of bins, and the type of waste to be placed in the bins in accordance with the City's Waste Guidelines for New Developments;

- Details on the future ongoing management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas;
- Provision of water and waste connections to the bin stores to facilitate cleaning; and
- Details of the collection of bins from Elovalis Lane including vehicle movements and servicing times.

14.2. All recommended measures included in the revised approved Waste Management Plan shall be implemented **prior to the occupation or use of the development** and the development shall operate in accordance with this plan at all times, to the satisfaction of the City and at the expense of the owners/occupiers, and unless otherwise approved by the City.

Advice Notes

1. This is a development approval only and is issued under the City of Vincent's Local Planning Scheme No. 2 only. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with any other laws.

2. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005, Part 14. An application must be made within 28 days of the determination.

3. All new crossovers to lots are subject to a separate application to be approved by the City. All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications, which specify that the portion of the existing footpath traversing the proposed crossover must be retained. The proposed crossover levels shall match into the existing footpath levels. Should the footpath not to be in satisfactory condition, it must be replaced with in-situ concrete panels in accordance with the City's specification for reinstatement of concrete paths.

4. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5m) shall be maintained for all users at all times during construction works. Permits are required for placement of any material within the road reserve.

5. An Infrastructure Protection Bond together with a non-refundable inspection fee shall be lodged with the City by the applicant, prior to the commencement of works, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable.

6. All pedestrian access and vehicle driveway/crossover levels shall match into existing verge, footpath and reserve levels to the satisfaction of the City.

7. All stormwater produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City. No further consideration shall be given to the disposal of stormwater 'off site' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of stormwater 'off site' be subsequently provided, detailed design drainage plans and associated calculations for the proposed stormwater disposal shall be lodged together with the building permit application working drawings.

8. With reference to boundary walls, the owners of the subject land shall obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls.

9. With reference to the Construction Management Plan, the owner/applicant may be required to obtain a Work Zone Permit from the City in order to satisfy this Condition due to the location of the site with access constraints. The requirement for, and cost of any such permit shall be determined by the City following the lodgement of a Building Permit.

10. The applicant is advised of existing signage and City infrastructure adjacent to the subject site may require relocation to facilitate the proposed development. The applicant/owner is advised to liaise with the City's Technical Services team in regards to the potential relocation of this infrastructure.

11. Any external artificial lighting installations, including in carparks and common areas, is to comply with Australian Standard AS 4282-1997 'Control of the obtrusive effects of outdoor lighting' and must not be permitted to shine or reflect into other properties, creating a nuisance.

12. The approved landscaping plan is required to be maintained once implemented and maintenance requirements should be outlined in the strata management plan to ensure landscaping areas within strata properties are suitably maintained. Modifications to the approved landscaping that has been installed on-site at the time of occupancy will require subsequent approval of the City. The City encourages landscaping methods and species selection which do not rely on reticulation.

13. The applicant and landowner are advised that sufficient parking can be provided on the subject site and as such the City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the multiple dwellings in accordance with the City's Parking Permits Policy. This information should be provided to all prospective purchasers, and it is recommended that a notice be placed on Sales Contracts to advise purchasers of this restriction.

14. The applicant is advised that any future strata title of the property must be consistent with this approval and the lot sizes demonstrated in the application.

15. The applicant is advised of the following by the City's Health Services:

    a. Food businesses are proposed on the ground floor tenancies, and the mechanical ventilation plans or type of businesses is not yet known. The City recommends that control of cooking odours/smoke are managed on a worst case scenario, by ensuring that vertically discharging mechanical ventilation systems are built in to the building. Mechanical ventilation systems are required to comply with AS1668.2 - *The use of ventilation and air conditioning in buildings (Part 2: Mechanical ventilation in buildings)* in order to prevent odours/smoke causing a nuisance to the residential apartments above.

    b. The food business proprietor/s are to submit a Food Business Notification/Registration application form to register the new food premises under the Food Act 2008. The application must be assessed by Health Services and approved prior to opening. For any queries please contact Health Services.

16. Land Uses

    The City of Vincent Local Planning Scheme No. 2 defines Fast Food Outlet and Office land uses as follows:

    - Fast Food Outlet: *means premises, including premises with a facility for drive through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten –*
      (a) without further preparation; and
      (b) primarily off the premises.
    - Office: *premises used for administration, clerical, technical, professional or similar business activities.*

    The Residential Design Codes define a Dwelling as follows: *a building or portion of a building being used, adapted, or designed or intended to be used for the purpose of human habitation on a permanent basis by a single person, a single family, or no more than six persons who do not comprise a single family.*

17. The applicant/owner is advised that a sewer runs along the northwestern lot boundary. Approvals are required for working in proximity to Water Corporation assets. The Applicant is advised to liaise with the Water Corporation about any construction requirements.

18. The applicant/owner is advised that the subject site is located within the Perth Parking Management Area. Commercial car parking bays within the Perth Parking Management Area are required to obtain a licence from the Department of Transport. For more information on car bay licensing liaise with the Department of Transport.

19. An application and approval under the City of Vincent Vibrant Public Spaces Policy is required to be submitted and obtained prior to the installation of the bicycle parking facility within the Beaufort Street road reserve.

20. At its meeting on 15 November 2022, Council resolved to commence implementation of the provisions of Development Control Policy 2.3 – Public Open Space in Residential Areas for applications received on or after 1 July 2023, which would apply for this development. The provision of public open space or a cash-in-lieu contribution will be recommended by the City as a condition for any future subdivision, survey strata subdivision or built strata subdivision.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Vincent Local Planning Scheme No. 2
Local Planning Scheme - Zone/Reserve	Mixed Use R80
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Multiple Dwellings: 'P' use Office: 'D' use Fast Food Outlet: 'A' use
Lot Size:	480 square metres
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The subject site is located at No. 195 Beaufort Street, Perth, as shown in the location included in **Attachment 1**.

The application seeks approval for a four-storey mixed use development on the subject site.

Details of the proposal are summarised as follows:

- A 33 square metre Fast Food Outlet and a 69.5 square metre Office on the ground floor with frontages to Beaufort Street;
- A total of eight apartments across the first to third floors, including:
  - One one-bedroom apartment (with home office/lounge);
  - Four two-bedroom apartments; and
  - Three three-bedroom apartments;

- Parking provided on the ground floor, including:
  - Eight car bays for residents, accessed from Little Parry Street;
  - Two car bays for apartment visitors, accessed from Elovalis Lane;
  - One commercial bay, accessed from Elovalis Lane;
  - Eight on-site bicycle bays for apartment residents, located within the storerooms for each dwelling; and
  - Two bicycle bays located on verge/footpath of Beaufort Street for apartment visitors and the two commercial tenancies;
- Pedestrian access to the apartment lobby from Beaufort Street. Alternate pedestrian access for the apartments would be available through the car park;
- Communal amenities for residents provided on the first floor including space for tables, seating and BBQ facilities; and
- Landscaping provided on-site at ground level and on-structure across the first, second and third floors.

The proposed development plans are included in **Attachment 2**. Perspectives of the development are included in **Attachment 3**.

The applicant's supporting information including a Planning Report, Landscaping Plans, Public Art Concept, Heritage Impact Statement, Acoustic Assessment, Environmentally Sustainable Design (ESD) Report and Waste Management Plan (WMP) are included in **Attachments 4, 5, 6, 7, 8, 9** and **10** respectively.

Background:

Site Context

The subject site has an area of 480 square metres and is bound by Beaufort Street to the south-east, Little Parry Street to the north-east, Elovalis Lane to the north-west, and a two-storey commercial development fronting Beaufort Street to the south-west.

Weld Square Public Open Space is located on the south-east side of Beaufort Street opposite the subject site.

Little Parry Street is 5 metres wide and Elovalis Lane is 6 metres wide. Both streets are dedicated roads, providing vehicular access to the subject site and adjacent properties.

The subject site is currently vacant but includes wooden bollards and limestone blocks around the perimeter of the lot. The natural ground level of the subject site falls by approximately 1.2 metres from the south-east corner to the north-west of the lot.

The subject site was previously utilised as an informal unauthorised car parking area. This use has since ceased. All existing structures on the lot are proposed to be removed to facilitate the proposed development.

Planning Context

Local Planning Scheme No. 2

The subject site is zoned Mixed Use under the City's Local Planning Scheme No. 2 (LPS2) and is coded R80.

Lindsay Street Precinct

The East Perth Redevelopment Authority (EPRA) was formed in 1991 to guide the renewal of Claisebrook Cove in East Perth. In 2010, EPRA's responsibility expanded to a range of inner-city renewal projects such as the East Perth Power Station, Riverside area, Northbridge, and Perth City Link.

EPRA was combined with other redevelopment authorities across Perth in 2012 to form the Metropolitan Redevelopment Authority (now known as DevelopmentWA).

At this time, a planning framework for the redevelopment of the central Perth area was established. The new framework included the redevelopment scheme, New Northbridge Design Guidelines, Central Perth Redevelopment Policies 1-10 and a Heritage Inventory.

The subject site is located within the portion of redevelopment area known as the Lindsay Street Precinct. The Lindsay Street Precinct is bound by Newcastle Street, Stirling Street, Parry Street/Little Parry Street, and William Street, excluding some properties on William Street and Money Street.

On 24 December 2020, LPS2 was amended to return planning control and development functions of the area from DevelopmentWA to the City of Vincent. To ensure consistency in planning decisions, the redevelopment policies and guidelines have been retained, and continue to apply as if adopted under LPS2.

This means that the City of Vincent Policy No. 7.1.1 – Built Form (Built Form Policy) does not apply to the Lindsay Street Precinct. New development is assessed against the Central Perth Development Policies and New Northbridge Design Guidelines.

The New Northbridge Design Guidelines provide performance standards common to the whole redevelopment area as well as precinct-specific performance standards. The New Northbridge Design Guidelines are a performance-based policy and applications for development approval need to demonstrate that they are consistent with the objectives and intent of the guidelines.

The objectives for the Lindsay Street Precinct specific to the subject site are to:

- *allow a mixture of compatible land uses in appropriate circumstances, such as residential, retail and commercial;*
- *promote mixed use planning by locating facilities such as housing, places of employment and shops in close proximity to each other;*
- *create a precinct which recognises the capacity to accommodate a variety of compatible land uses while retaining the unique character and identity referred to above;*
- *impose specific land use controls which manage the impacts of non-residential development;*
- *minimise any adverse effect on residential amenity by devising appropriate design assessment criteria and applying specific impact mitigation requirements;*
- *increase the significance of heritage buildings by encouraging a contemporary design response from infill development;*
- *facilitate the development of affordable housing within the Precinct; and*
- *encourage built form to promote security and safety within the Precinct through the activation of streets, under-width roads and laneways.*

The Central Perth Development Policies and New Northbridge Design Guidelines were originally adopted to operate under the provisions of the Central Perth Redevelopment Scheme, rather than LPS2.

The provisions of the New Northbridge Design Guidelines have been developed to be subjective and are design-based. This is reflective of the planning framework in which they were intended to operate. As a result of the design focus many of the provisions overlap with the considerations of the more contemporary State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) which was gazetted in 2019. The City's assessment of these overlapping provisions has been considered through the assessment of the Design Review Panel comments provided against SPP7.0 on the proposed development.

The site-specific provisions within the New Northbridge Design Guidelines have been included in the detailed assessment table and are considered in the planning assessment section of this report.

The subject and adjoining sites are within the Beaufort Street, Lindsay Street and Money Street Heritage Precinct under the Central Perth Heritage Inventory (CPHI), which is a Historic Precinct of Local Significance.

Perth Parking Management Plan Area (PPMP)

The subject site and surrounding properties to the east, west and south are located within the PPMP area, and are subject to the Perth Parking Policy 2014 (Perth Parking Policy) and *Perth Parking Management Act 1998*. Properties to the north of Little Parry Street are not within the PPMP area.

The Perth Parking Policy imposes maximum parking limits on developments and seeks to encourage the design of off-street parking facilities to minimise impacts on visual amenity and pedestrian and public transport movements. Parking bays provided within the PPMP area are required to be licensed by the Department of Transport (DoT) and pay an annual levy.

Metropolitan Region Scheme (MRS)

The subject site is zoned Urban under the MRS. The portion of Beaufort Street that abuts the subject site is reserved as an Other Regional Roads (ORR). The proposed awning that extends beyond the boundaries of the subject site would be located within the ORR reserve.

Surrounding Context

Planning Context

Under LPS2 the properties to the south-west along Beaufort Street and north-west along Lindsay Street are zoned Mixed Use R80. The properties to north-east along Beaufort Street are zoned Commercial under LPS2.

Neighbouring properties along Beaufort Street and Lindsay Street, south of Little Parry Street are located within the Lindsay Street Precinct and are subject to the planning framework consistent with the subject site.

The neighbouring properties along Beaufort Street and Lindsay Street, north of Little Parry Street are subject to the provisions of the City's Built Form Policy.

The properties along Beaufort Street are located within the Activity Corridor Built Form Area under the Built Form Policy, with a building height standard of five storeys. The properties along Lindsay Street are located within the Mixed Use Area Built Form Area, with a building height standard of four storeys.

Adjoining Property

The adjoining property to the south west of the subject site is currently developed with a two storey commercial development.

The property is included on the CPHI as Level 2 – Place of Local Significance. The site is within the Beaufort Street, Lindsay Street and Money Street Heritage Precinct under the CPHI, consistent with the subject site.

The CPHI Statement of Significance for the heritage place is as follows:

- *Aesthetic Value: The place has interest as a fine example of a Federation Free Classical style of commercial buildings.*

  The place is a local landmark. The place forms part of a small group of residential and commercial buildings and contributes to the historic character of the area.

- *Historic Value: The place reflects the expansion and development of residential and commercial buildings on the city fringes during the rapid population increase of 1890's gold boom and the early years of the twentieth century.*

  The place represents the changing character of the local community from the typically heterogeneous population of the gold boom of the 1890's to the increasing concentration of ethnic minorities in the course of the twentieth century.

- *Social Value: The place is valued by the local community.*

- *Representativeness: The place is representative as an example of a commercial building dating from the late nineteenth century.*

  A change of use to 'live music venue' in 2009 involved the adaptive reuse of the site which does not maintain the original mixed use function of the building, however the heritage significance of the building has been retained through refurbishment works which respect the original fabric.

The building currently operates as the Ellington Jazz Club, which has been approved as Live Music Venue.

The original portion of this building is set back 1.4 metres from its northeastern lot boundary that it shares with the subject site. A portion of the outdoor area of the venue is built up to the boundary and is set back 9.2 metres from Beaufort Street.

Beaufort Street

Development along Beaufort Street between Brisbane Street to the north and Newcastle Street to the south is characterised by a mix of commercial and mixed use developments.

Development to the north of the subject site is predominately characterised by single and two storey commercial developments as well as more recent five and six storey mixed use developments. Most of these developments provide a nil setback to Beaufort Street. Contemporary mixed use developments have nil setbacks to Beaufort Street for the first three to four storeys with increasing setbacks provided for higher floors.

The development to the south of the subject site is characterised by Weld Square which is an urban park approximately 1 hectare in size and is located to the south-east side of Beaufort Street. The western side of Beaufort Street is characterised by single and two storey heritage listed buildings and a four storey mixed use development located to the corner of Beaufort Street and Newcastle Street. The adjoining property to the south-west and the four storey mixed use development provide a nil setback to the Beaufort Street.

Legislation and Policy:

Legislation

- *Perth Parking Management Act 1998*
- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- *Environmental Protection (Noise) Regulations 1997*
- Metropolitan Region Scheme
- City of Vincent Local Planning Scheme No.2

The objectives of the Mixed-Use zone under LPS2 are:

- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*
- *To provide for a compatible mix of high density residential and commercial development.*
- *To promote residential use as a vital and integral component of these mixed use zones.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including, but not limited to, solar passive design, energy efficiency and water conservation.*
- *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.*

Planning Codes

- Residential Design Codes Volume 2 – Apartments

State Planning Policies

- Perth Parking Policy 2014
- State Planning Policy 5.4 – Road and Rail Noise
- State Planning Policy 7.0 – Design of the Built Environment
- WAPC Transport Impact Assessment Guidelines

Local Policies

- City of Vincent Community and Stakeholder Engagement Policy
- City of Vincent Local Planning Policy – Percent for Art
- City of Vincent Local Planning Policy No. 7.5.21 – Sound Attenuation
- City of Vincent Local Planning Policy No. 7.5.23 – Construction Management Plans
- City of Vincent Local Planning Policy No. 7.6.1 – Heritage Management – Development Guidelines for Heritage and Adjacent Properties
- City of Vincent Policy No. 2.2.6 – Truncations

Lindsay Street Precinct Policies

- Central Perth Redevelopment Area – Development Policies 1-10; and
- New Northbridge Design Guidelines.

Consultation:

Public Consultation

Community consultation was undertaken by the City for a period of 28 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* from 12 February 2024 to 12 March 2024.

The method of advertising was as per the City's Community and Stakeholder Engagement Policy. This included 1,494 letters being mailed to all owners and occupiers within a 200-metre radius of the subject site as shown in **Attachment 1**, a sign on site for each street frontage, a newspaper advertisement, and notice on the City's website.

At the conclusion of the consultation period, a total of 14 submissions were received which comprised of:

- Eight submissions in support;
- Four submissions in objection; and
- Two submissions that were neither in support nor objection, but which raised concerns.

The key reasons for support raised during the consultation period were:

- The proposal would result in the redevelopment of a site that has remained vacant for a long time.

- The proposal would result in additional infill housing in the area and would assist in addressing the need for additional accommodation in Perth.
- The Beaufort Street elevation would be consistent with the prevailing streetscape character of the street.

The key concerns and objections raised during the consultation period were:

- Noise and odours from the operations of the Ellington Jazz Club in the adjoining property to the southwest at 193 Beaufort Street may adversely affect the amenity of residents of the proposed development.
- Noise complaints from the residents may adversely affect the operations of the established Ellington Jazz Club live music venue.
- Construction of the proposed development may adversely affect the adjoining heritage listed building at 193 Beaufort Street.
- The design and aesthetics of the development does not enhance the streetscape and detracts from the street appeal of the adjoining heritage listed building.
- The locality is filled with apartments and affected by homelessness and anti-social behaviour which would not be improved by this development.
- External landscaping may be poorly maintained and may not cope in the local environment.
- General concerns with construction management, management of construction waste and anti-social behaviour.

A summary of the submissions received and the City's response to these is included in **Attachment 11**. The applicant's response to these is included in **Attachment 12**.

<u>Referrals/consultation with Government/Service Agencies</u>

Department of Planning, Lands and Heritage (DPLH)

The application was referred to DPLH for comments in accordance with the Instrument of Delegation 2022/03 – Powers of Local Governments Metropolitan Region Scheme. This is because the subject site abuts the Beaufort Street which is a Category 2 ORR under the MRS.

DPLH advised it did not object to the proposal on ORR planning grounds and provided recommendations for the following:

- Parking arrangement are to be in accordance with City of Vincent by-laws; and
- Noise treatments and measures identified in the Acoustics Consultants Australia (ACA) assessment be implemented as applicable.

The proposal provides car parking consistent with the acceptable outcomes of the R Codes Volume 2. A condition of approval is recommended for the measures identified in the acoustic assessment to be implemented, addressing the above comments.

<u>Design Review Panel Advice</u>

The table below outlines how the proposal has progressed through the DRP process in accordance with the Ten Principles of Good Design.

Design Review Progress Report				
Design Quality Evaluation				
	Supported			
	Pending further attention			
	Not supported			
	Insufficient information for comments to be able to be provided.			
	DRP 1 3 May 2023	**DRP 2 28 February 2024**	**DRP 3 1 May 2024**	**DRP Chair 3 May 2024**
Principle 1 – **Context & Character**				
Principle 2 – **Landscape Quality**				
Principle 3 – **Built Form & Scale**				
Principle 4 – **Functionality & Build Quality**				
Principle 5 – **Sustainability**				
Principle 6 – **Amenity**				
Principle 7 – **Legibility**				
Principle 8 – **Safety**				
Principle 9 – **Community**				
Principle 10 – **Aesthetics**				

The minutes from these DRP meetings are included in **Attachment 13**

Prelodgement Proposal

Prior to the lodgement of the application, the proposal was presented to the City's DRP on 3 May 2023.

Lodged Application

Following the lodgement of the application, the proposed was presented back to the City's DRP on 28 February 2024 and 1 May 2024. The DRP comments are summarised as follows:

- The proposal has improved on every occasion that it has returned to the DRP. This has resulted in improved outcomes for future residents and commercial tenants and the wider community.
- The ground floor street activation to Beaufort Street would positively contribute to the street and the use of face brick and vertical expression of windows is appropriate given the context of the development and adjoining heritage building.
- The introduction of balconies behind the Beaufort Street facade is not supported as this reduces access to direct sun and daylight for residents and better engage with the streetscape.
- The colours of the third floor Beaufort Street elevation accentuate the presentation of bulk and scale. A softer architectural form or a colour scheme should be explored to reduce visual prominence of this level when viewed from

Beaufort Street. New windows to this elevation should more closely match the proportions of the windows of the adjoining heritage building.
- Express safety concerns with fire-engineering solutions, ceiling height clearances and use of pedestrian zones for vehicle manoeuvring and potential impact of the fire booster on the proposed artwork.
- The communal open space is a positive addition to the development and assists in providing apartments with high levels of cross ventilation.
- Provision of landscaping on-structure is appropriate in this inner-city location. Suggest modifications to increase 'sense of place' and connection between planters and the communal open space.
- Suggestions for improvements to amenity relating to Apartment 1 Bedroom 1, commercial tenancy toilets and location of internal stairwell.

DRP Chairperson Referral

Following the third DRP meeting on 1 May 2024, further changes to the proposal were made.

The key changes made were:

- Modifications to the Beaufort Street elevation of the building including changing the colour of the third floor and awning and modifications to the size and style of window openings.
- Introduction of medium tree species and reduction in the height of planter walls to 0.8 metres to improve visual connection between the communal open space and on structure planting, while maintaining 1 metre soil depth for trees.
- Introduction of an additional window to the northern wall of Apartment 2 Bedroom 1 to provide additional access to northern sunlight.

These changes were referred to the DRP Chairperson on 3 May 2024. Their final comments are summarised as follows:

- The Beaufort Street façade openings have been widened with sash-style windows added to the Beaufort Street façade to match the adjacent heritage building more closely.
- The colour of the upper-level elevation facing Beaufort Street has been softened, this has reduced the visual prominence of the upper level.
- The applicant is encouraged to consider introducing passive shading devices to the north facing apartment windows.
- One medium tree has been added to the landscaping plan which also has included more native species.
- The applicant is encouraged to consider an all-electric (no gas) development including electric cooktops and provision of shading devices to the northern elevation windows.

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

DRP Comments Received	City Comment
<u>Principle 5 – Sustainability</u> The applicant is encouraged to consider an all-electric (no gas) development including electric cooktops which would be sufficient to change this principle from orange to green. Installing gas in this type of development is not encouraged or common at present.	The proposal incorporates appropriate sustainability measures for a development of this type and scale. The development would satisfy the performance standards of the Central Perth Redevelopment Policy: Development Policy 1 – Green Building (Green Building Policy) and a condition of approval is recommended requiring the development to meet the acceptable outcomes of the R Codes Volume 2 relating to energy efficiency, which safeguards the implementation of a sound ESD outcome in accordance with the applicable planning framework.
The applicant is encouraged to consider introducing passive shading devices to the north facing apartment windows.	Shading devices to the north facing apartment windows are not able to be provided as these will extend outside the lot boundaries of the subject site. While these devices cannot be accommodated, the proposal includes recessed balconies along the northern elevation on the first and second floors which will ensure the private open spaces areas of the apartments are provided with passive shading. This is achieved through the shadow of the upper levels of the building acting as shading devices for these spaces.
<u>Principle 6 – Amenity</u> The introduction of balconies behind the Beaufort Street facade is not supported as this reduces access to natural light for residents.	The proposed balconies for Apartments 2 and 6 will provide an appropriate level of amenity for future residents of the dwellings while integrating the façade design into the existing Beaufort Street streetscape. The introduction of the balcony elements behind the façade will not detrimentally restrict access to natural light for the internal living spaces of these dwellings. This is because the external living room portions of wall for these balconies have been provided with openings that will maximise the

	extent of glazing to the north and east. This will ensure suitable access to natural light is provided for these spaces.
It is recommended that the applicant reviews the Apartment 2 Bed 2 and Apartment 6 Bed 3 openings onto the communal passage and stair from a fire, acoustic and privacy perspective. Some bedrooms are fully reliant on high level or opaque windows which is not supported by the DRP. It is suggested that the communal stair is moved in a west direction to provide a buffer between the stair and apartment windows.	The applicant has confirmed that the subject openings are suitable to meet the fire and acoustic requirements. The openings provide suitable levels of privacy and amenity to future residents of the development. This is because the building design ensures that windows and private open spaces are suitably separated from communal travel paths and communal open space. This discussed further in the Officer Comments section of this report. Refer to the applicant's response to the final DRP comments in the Applicant's Planning Report, included as **Attachment 4**.
Recommend the applicant reviews all internal passages to ensure they are 1.0 metre clear. The toilet and bathrooms provided appear quite narrow.	The applicant has confirmed that all internal passages are a minimum of 1.0 metres.
The Fast Food Outlet tenancy toilet door currently opens straight out into the customer area which is not recommended by the DRP. Recommend locating the Office tenancy toilet to the south side 'back of house' area as the current design includes a window from the toilet facing the apartment's main pedestrian entrance lobby.	The applicant has advised that the ground floor tenancy layouts are indicative only and are subject to final detailed design by the future tenants. The tenancies provide a suitable area to be functional and useable for the intended land uses and provide suitable activation to the street, improving the amenity of the area.

Planning Assessment:

The proposal has been assessed against all relevant legislative requirements. The table below summarises the planning assessment of the proposal against the provisions of LPS2, the Residential Design Codes Volume 2 (R Codes Volume 2), the New Northbridge Design Guidelines, and the Central Perth Redevelopment Policies 1-10.

The R Codes Volume 2 includes Element Objectives and Acceptable Outcomes for each design element. Proposals are required to demonstrate that the design achieves the Element Objectives for each design element. Meeting the Acceptable Outcomes means that it is likely to achieve the Element Objectives.

The New Northbridge Design Guidelines provide performance standards common to the whole redevelopment area as well as precinct and site-specific performance standards. The New Northbridge Design Guidelines is a performance-based policy. Applications for development approval need to demonstrate that they are consistent with the objectives and intent of the guidelines.

The Acceptable Outcomes and Performance Standards that are not achieved in the proposal are as follows:

Land Use	
Land Use Permissibility	**Proposal**
LPS2 'P' permitted use.	 Fast Food Outlet – 'A' use. Office – 'D' use.
Building Height	
Performance Standard	**Proposal**
New Northbridge Design Guidelines – Clause 5.5 Front portion: Storeys – 2 Building Height – 9.0 metres Rear portion: Storeys – 3 Building Height – 12.0 metres	 Front portion: Storeys – 4 Building Height – 14.0 metres Rear portion: Storeys – 4 Building Height – 14.5 metres.
Street Setbacks	
Acceptable Outcome/ Performance Standard	**Proposal**
R Codes Volume 2 – Element 2.3 Primary and Secondary Street Setback – 2.0 metres **New Northbridge Design Guidelines – Clause 5.5** Elovalis Lane – 3.0 metres	 Nil setback to all streets.
Side and Rear Setbacks	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 2.4 Boundary Walls • Storeys – 2 • Maximum length – 24 metres	 *South West Boundary* Storeys – 3 Length – 37.6 metres

Lot Boundary Setbacks • 3F – 3.0 metres	3F – 2.9 metres.
Site Coverage	
Performance Standard	**Proposal**
New Northbridge Design Guidelines – Clause 5.3 Maximum site coverage – 80 percent (384 square metres).	Site coverage – 100 percent (480 square metres).
Building Separation	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 2.7 *Separation as follows:*	

Level	Rooms	Separation Required
1F	U4 Balcony to U1 Bed 2	12 metres
1F	U3 Bed 1 to U4 Bed 2	12 metres
2F	U8 Balcony to U5 Bed 2	12 metres
2F	U7 Bed 2 to U5 Bed 3	12 metres

Level	Rooms	Separation Provided
1F	U4 Balcony to U1 Bed 2	7.2 metres
1F	U3 Bed 1 to U4 Bed 2	7.2 metres
2F	U8 Balcony to U5 Bed 2	7.2 metres
2F	U7 Bed 2 to U5 Bed 3	7.2 metres

Tree Canopy and Deep Soil Areas	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 3.3 Trees – 1 medium tree and small trees to suit area within deep soil areas.	Trees – 1 medium tree and 9 small trees located in planting areas on structure.
Visual Privacy	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 3.5 Balconies are unscreened for at least 25 percent of their perimeter.	Screening of balconies as follows: • U2 – 22.9 percent unscreened. • U3 – 24.4 percent unscreened. • U4 – 17.8 percent unscreened. • U6 – 22.9 percent unscreened. • U7 – 24.4 percent unscreened.
Vehicle Access	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 3.8 Development reduced to no higher than 0.75m within 1.5m of where they adjoin	Screen panels and posts within 1.5 metres of where:

vehicle access points where a driveway meets a public street and where two streets intersect.	• The resident car park driveway meets Little Parry Street; and • Little Parry Street meets Beaufort Street.
Car Parking and Access	
Performance Standard	**Proposal**
New Northbridge Design Guidelines – Clause 5.6 & 5.7 Vehicle access required from Elovalis Lane.	Vehicle access proposed from Little Parry Street.
Car and Bicycle Parking	
Acceptable Outcome/ Performance Standard	**Proposal**
R Codes Volume 2 – Element 3.9 *Bicycle Parking* Resident Visitors – 1 bay **New Northbridge Design Guidelines – Clause 1.4** *Bicycle Parking* Commercial development – 1 bay	*Bicycle Parking* Nil on-site bicycle bays for residential visitors and the commercial tenancies
Solar and Daylight Access	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.1 The building incorporates external shading devices.	No external shading devices are provided to north, west and east facing major openings.
Private Open Space and Balconies	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.3 Minimum dimensions for balconies as follows:	The following apartments balconies do not meet the minimum dimensions:

Apartment Type	Minimum Area	Minimum Dimension
2 Bedroom	10 square metres	2.4 metres
3 Bedroom	12 square metres	2.4 metres

Apartment No.	Minimum Area	Minimum Dimension
U1 (2 bed)	9.4 square metres	2.3 metres
U2 (2 bed)	Complies	1.2 metres
U5 (3 bed)	9.7 square metres	2.3 metres
U6 (3 bed)	Complies	1.2 metres
U7 (2 bed)	8.7 square metres	Complies
U8 (3 bed)	11.1 square metres	Complies

Circulation and Common Spaces	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.5 Circulation corridors are a minimum 1.5 metres in width.	Circulation corridors are minimum 1.4 metres in width on upper floors and 1.1 metres on ground floor.
Circulation spaces avoid opportunities for concealment.	The circulation/entry spaces for Apartments 1, 2, 5 and 6 provide opportunities for concealment.
Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces.	Apartment 2 – Bed 2 window and Apartment 6 – Bed 3 windows open directly onto circulation spaces.

Storage	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.6 Minimum internal dimensions and areas for stores as follows:	The following stores do not meet the minimum dimensions:

Apartment Type	Minimum Area
1 Bedroom	3.0 square metres
2 Bedroom	4.0 square metres
3 Bedroom	5.0 square metres

Minimum Dimension	Minimum Height
1.5 metres	2.1 metres

Apartment No.	Minimum Area
U5 (3 bedroom)	4.4 square metres
U6 (3 bedroom)	3.0 square metres
U8 (3 bedroom)	4.2 square metres

Apartment No.	Minimum Dimension	Minimum Height
U3	1.2 metres	1.5 metres

Managing the Impact of Noise	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.7 Separation between active areas of communal open space and bedroom windows – 3.0 metres	Separation between active area of communal open space and bedroom windows as follows: U1 Bedroom 2 – 2.7 metres U3 Bedroom 1 – 2.0 metres

Landscape Design	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.12 Medium trees are provided with: • 36 cubic metres of soil. • 36 square metres of soil area with a minimum dimension of 5.0 metres.	3F medium tree provided with: • 15.8 cubic metres of soil. • 15.8 square metres of soil area with a minimum dimension of 2.3 metres.

These matters are discussed in the Officer Comments section below, together with other relevant planning matters as considered against the planning framework.

Officer Comments:

The City's assessment of the proposal against the applicable planning framework is provided below under section headers.

Land Use

The proposed Fast Food Outlet and Office land uses that have an 'A' and 'D' land use permissibility under LPS2, respectively, would be consistent with the objectives of the Mixed Use zone under LPS2 for the following reasons:

- Activation – Both tenancies are located on the ground floor, fronting Beaufort Street. The Fast Food Outlet tenancy provides high level of glazing to the street and an operable 'coffee window'. This ensures that the tenancy would activate and provide surveillance to the public realm at ground level. The Office tenancy provides extensive glazing the street and to the residential pedestrian entry to the building which would generate passive surveillance for the area and future residents of the building.
- Compatibility – The low scale nature of the Fast Food Outlet and Office tenancies and the concentration of activity towards the Beaufort Street frontage would ensure the uses are compatible with the residential uses on the upper levels. The low intensity of these uses would ensure the development does not generate nuisances detrimental to the amenity of the area.
- Context – The proposed uses would service the local area and would be appropriate in this context. This is because the portion of Beaufort Street in which the subject site is located contains a mix of residential and commercial land uses. This includes other similar uses including offices and small Restaurant/Cafés and Fast Food Outlets.

Building Height and Site Coverage

The performance standards of the New Northbridge Design Guidelines identify a height standard of two storeys for the front portion of the site and three storeys for the rear portion of the site with maximum heights of 9.0 metres and 12.0 metres respectively. The performance standards of the New Northbridge Design Guidelines identify a maximum site coverage of 80 per cent, equivalent to 384 square metres.

The proposal would have a height of four storeys across the site with a maximum height of 14.5 metres. It would have site coverage of 100 percent, equivalent to 480 square metres.

The proposed building height and site coverage satisfy the objectives of the New Northbridge Design Guidelines and the element objectives of the R Codes Volume 2 and is supported for the following reasons:

Bulk and Scale

The element objectives of the R Codes Volume 2 relate to the bulk and scale of the development being appropriate and responding to the planned and desired future scale and character of the street and local area. This is considered below.

The existing character of the area, being Beaufort Street between Brisbane Street and Newcastle Street is reflective of:

- Medium and high rise mixed use development to the north and south of the subject site. The area includes a four to six storey mixed use developments and is undergoing transition to accommodate an increase in density in line with the Commercial zoning to the north of the subject site with an equivalent density coding of R-AC3 and building height standard of five storeys;
- Low and medium rise commercial development to the north of the subject site. The area includes existing single and two storey commercial developments which are underdeveloped for the area and include and associated uncovered car parking areas.
- Single to four storey heritage listed buildings that are unlikely to change such as those directly to the south west of the subject site and at Nos. 225-241 Beaufort Street to the north of the subject site; and
- Weld Square which is a predominant feature of the existing development context along Beaufort Street.

The future character of the area is:

- Medium to higher density development. The applicable zoning and density coding, and the assigned building height standards of four to five storeys to the north of the subject site are reflective of this future character.

While the area includes existing heritage buildings that are unlikely to change in the near future, the broader vision for character of this area is clear, with individual interfaces to these sites, including the subject site, to be managed on a case-by-case basis.

The proposal is for a four-storey mixed use development which is consistent with the existing and future character of the area. The subject site, aided by its undeveloped nature, is well placed for proposed scale and density to be contemplated.

The development has been designed to incorporate a number of design measures to reduce the bulk, scale and height impact of the building.

- The development largely appears as a three-storey building when viewed from Beaufort Street given the fourth storey (third floor) provides setbacks to the street. The balconies of the third floor (fourth storey) are setback 0.6 metres – 1.4 metres from the street boundary, with windows to Apartments 5 and 6 setback 2.5 metres from the street. Setbacks are also provided to the southern and northern boundaries, reducing the extent of built form to the third floor. Landscaping is incorporated to the third floor, softening the built form when viewed from the street and reducing the bulk and scale of the third floor when viewed from the street.
- The development incorporates separated skillion roof forms and concealed roof elements along with roof terraces to provide an appropriate roof design to integrate the development with the surrounding area.
- The ground, first and second floors respond well to the character of Beaufort Street through vertical proportioned windows and brickwork materiality. The building mass is further broken down through the use of varying materials and colours as well as horizontal elements, that draw reference to the south-western property.

- At the ground floor, the incorporation of shopfront style windows, an open walkway to the lobby and pedestrian awnings, ensures the development presents a human scale.

Character of the Area and Infill Development

The objectives of the Lindsay Street precinct relate to retaining the unique character and identity of the area and increasing the significance of heritage buildings by encouraging a contemporary design response from infill development. This development appropriately responds to these objectives for the following reasons:

- Development Typology – The proposal provides a development typology that is consistent with the existing character of the area and provides materiality that are unique to the existing historical development in the area. The development includes face brickwork into the Beaufort Street and ground floor design of the building which references the nearby heritage listed properties and extensive use of brickwork in the original buildings. The building typology is consistent with an area which includes a number of mixed use development developments and would maintain the land use variety currently present in the area.
- Design Response to Adjoining Heritage Property – The building provides a contemporary design response to infill development addresses the heritage significance of the adjoining property. This has been achieved through the use of design features from the heritage property in the façade of the proposed development to ensure character of the street dictated by the existing heritage building. The expression of these design features on a contemporary building provides a suitable design response for infill development adjacent to heritage buildings.
- Design Review – The proposal has progressed through the City's design review process and incorporated changes stemming from DRP feedback. The building design is supported by the DRP, including the proposed context and character, and built form and scale and how this has been managed.

Response to Solar Access

The height of the development would not impact on the need for daylight and solar access for nearby residential development. This is because the shadow cast by the proposed development would fall on the south western adjoining properties at Nos. 191 & 193 Beaufort Street which are currently both utilised for non-residential land uses.

The building height would not restrict solar access for daylight and northern light for the first floor communal open space. This is because the building design includes a 'break' between the front and rear portion of the building which facilities solar access for this space.

Street Setbacks, Side and Rear Setbacks & Adjoining Heritage Property

The acceptable outcomes of the R Codes Volume 2 identify a primary and secondary street setback of standard of 2.0 metres. The performance standards of the New Northbridge Design Guidelines identify a minimum rear setback of 3 metres from Elovalis Lane.

The acceptable outcomes of the R Codes Volume 2 provide a boundary wall height standards of two storeys for a maximum length of 24.0 metres, with lot boundary setbacks of 3.0 metres.

The proposal would have a nil setback to all street frontages. It would have boundary walls to a height of three storeys (12.0 metres) for a length of 37.6 metres, with lot boundary setbacks on the third floor of 2.9 metres.

The adjoining property to the south west of the subject site at No. 193 Beaufort Street contains a heritage listed two storey commercial building which is used as a live music venue.

The proposed street setbacks and side setbacks satisfy the element objectives of the R Codes Volume 2 and objectives of the New Northbridge Design Guidelines and are supported. The proposed relationship with adjacent heritage listed building satisfies the Performance Criteria and Objectives of the City's Local Planning Policy No. 7.6.1 – Heritage Management – Development Guidelines for Heritage and Adjacent Properties and is supported. The reasons for this are as follows:

- Streetscape Character – The proposed nil street setbacks and boundary walls would be consistent with the existing streetscape character. The portion of Beaufort Street in which the subject site is located, contains a number of mixed use development that provide nil street setbacks and three storey boundary walls. This includes the developments at Nos. 211, 250 and 273 Beaufort Street. The proposal would reinforce this existing character and pattern of development along Beaufort Street.
- Interaction with Adjoining Property – The design of the building would suitably reference the existing heritage building while ensuring the adjoining heritage listed property is not dominated or replicated. This design includes the materiality and features of the Beaufort Street façade and the interaction of the two storey boundary walls with the adjoining property. The proposal includes design features such as horizontal banding across the Beaufort Street façade, face brick materiality, vertical window styles which suitably relate the proposed development to the adjoining heritage building. The proposal is still clearly identifiable as contemporary development while providing an appropriate streetscape context for the adjoining property. The applicant has provided a Heritage Impact Statement, included as **Attachment 7,** which details the interaction of the proposed development with the adjoining property. The proposal was supported by the City's DRP in relation to context and character which included a DRP Member specialising in heritage architecture.
- Views from Adjoining Property – The development would provide suitable separation to the southwest adjoining property. This property current operates as the Ellington Jazz Club and the venue includes an outdoor area located on the north east boundary adjacent to the subject site. The portion of the boundary wall that is reduced in height on the south west boundary would align with the outdoor area of the adjoining property. This portion of wall includes a maximum solid height of 6.4 metres which is consistent with a two storey boundary wall height and would meet the acceptable outcomes under the R Codes Volume 2. The design response would balance the need for privacy and noise separation between the properties while providing an appropriate visual outcome to the outdoor area which facilities access to sunlight, should the venue be operating during daytime hours. A condition of approval is recommended requiring horizontal banding to be provided along the south west boundary walls, this will

provide additional visual interest when viewed from the outdoor area of the venue.

- Public and Private Realm Transition – The street setback to Beaufort Street would provide a clear transition between the public and private realm. This is achieved through the large expanses of glazing that provide interaction with the street, while maintain an urban edge, consistent with existing development on Beaufort Street.
- Passive Surveillance – The setbacks provided by the development would enable high levels of passive surveillance to all streets. This is due to the provision of large openings to all streets from habitable rooms and balconies, which would allow for visibility to the street from all levels of the development. While passive surveillance is provided, a suitable level of privacy is also provided to internal dwellings due to the recessed nature of the balconies as well as the proposed window styles.
- Little Parry Street – The proposal would provide nil setbacks to Little Parry Street which is consistent with the existing development in the street. This includes the adjoining property to the northeast at No. 201-207 Beaufort Street and the properties to the north west at Nos. 24 and 28-32 Lindsay Street.

Building Separation and Circulation and Common Spaces

The acceptable outcomes of the R Codes Volume 2 identify that habitable rooms within the subject site should be separated by 12.0 metres and that circulation corridors should have a minimum width of 1.5 metres.

The proposed building separation, and circulation and common spaces satisfy the element objectives of the R Codes Volume 2 and are supported for the following reasons:

- Adequate Circulation Space – The circulation spaces are adequately sized to provide convenient access throughout the proposed development. The development contains eight apartments and the reduced number of apartments limits the likelihood of conflicting circulation movements between residents and their visitors. The narrow circulation points do not exceed 6.5 metres in length which would allow for residents to directly negotiate any movements with one another. Circulation spaces widen at the ground floor lobby, first floor communal open space, and second floor walkway to provide for attractive and convenient spaces for social interaction between residents. The portion of the circulation corridor that narrows to 1.1 metres on the ground floor relates to the access area for a store room and stairs. It is expected that residents would use the lifts to access the upper floors and that these areas would be infrequently used, limiting the impact of this narrowing of the circulation space on the amenity of residents.
- Secure Access – The circulation spaces on the first and second floors include service areas that act as screening between the communal open space and the adjacent apartments. These services would provide opportunities for concealment outside of Apartments 1, 2, 5 and 6 as approached from the west. These portions of the circulation space are located within the development and would not be accessible to the public. This would ensure that they remained safe for residents and their visitors.
- Protection of Bedroom Amenity – The development has been designed to protect the amenity of the Apartment 2 Bedroom 2 and Apartment 6 Bedroom 3 that open directly onto circulation spaces. These windows facing the circulation space are provided with a sill height or obscure glazing to 1.6 metres to protect

residents' privacy. Further, the circulation space adjacent to these bedrooms are private whereby they only provide access to the entry door of the related apartment. This means that windows are separated to communal travel paths of other apartments, which ensures the impact on users of these bedrooms is minimised.

- Protection of Resident Privacy – The development has been designed to minimise the impact of overlooking from communal spaces to habitable rooms on the subject site to protect the visual privacy of future residents. Major openings and unscreened balconies facing the communal open space have been located so that they do not directly face one-another. This has been achieved through the provision highlight windows to the northwestern elevation of Apartments 1, 5 and 6 and horizontal privacy screens to restrict overlooking from the floor above.
- Resident Amenity and Landscaping – The separation between the two portions of building is proportionate to the building height. The first floor communal open space would act as the ground floor for users of this space, resulting in a building height of 8.7 metres compared to the 7.2 metres of building separation and would ensure that the buildings were provided with adequate access to sunlight and ventilation. The separation between the buildings provides space for a consolidated communal open space and associated landscaping that would positively contribute to resident amenity.

Tree Canopy and Deep Soil Areas, and Landscape Design

The acceptable outcomes of the R Codes Volume 2 identify that the development should provide one medium tree and small trees to suit the area within deep soil on site. Medium trees are to be provided with a minimum of 36 cubic metres of soil to support its growth.

The proposal would provide one medium tree and nine small trees. The medium tree would be provided with 15.8 cubic metres of soil which would limit its growth to its full potential.

The applicant's landscaping plans are included in **Attachment 5**.

The proposed tree canopy and deep soil areas, and landscape design satisfies the element objectives of the R Codes Volume 2, and is supported for the following reasons:

- Trees – The proposal would provide for 10 trees on-site. Four would be in the communal open space on the first floor, with a further six on the third floor. One tree on the third floor is proposed as a medium tree. Each of the trees are provided within an on-structure planter with a minimum soil depth of 1 metre, consistent with the acceptable development standards identified in the R Codes Volume 2. Based on the 48 square metres of deep soil standard for the subject site under the R Codes, the development would be expected to provide five small trees or one medium tree and one small tree. The number of trees proposed exceeds this standard.

  The applicant's landscaping plan indicates different species would be used to provide a variety of foliage colours and textures, with canopy spreads of between 4 and 6 metres at maturity. The trees selected and their locations would make an effective contribution to increased urban air quality and a sense of open space between buildings. This would benefit the locality and contribute to improved tree

canopy. The tree planting would provide improved amenity within the communal open space and would soften the appearance of the building, and particularly the upper floors, when viewed from the public realm.

- On Structure Planting – The use of on structure planting was supported by the City's DRP as being an appropriate design response to the context of the subject site, being of limited size, located on an important high street and in proximity to the Perth CBD. The extent of on structure planting provided meets the acceptable outcomes of the R Codes Volume 2 and the soil volumes provided would be sufficient to maintain ongoing health of trees and other plants.

Visual Privacy and Private Open Space and Balconies

The acceptable outcomes of the R Codes Volume 2 identify that balconies to two and three-bedroom dwellings shall be a minimum of 10 and 12 square metres, respectively, with a minimum dimension of 2.4 metres. Balconies to all dwellings are to be unscreened for a minimum 25 percent of their perimeter.

The proposed visual privacy and private open space and balconies, satisfy the element objectives of the R Codes Volume 2 and is supported for the following reasons:

- Integrated into Building – All of the balconies included in the development are integrated into its design and architectural form. This ensures that they are sited, orientated, and designed to enhance the amenity and liveability of residents by having access to daylight and external outlook over the adjacent streets, public open space or communal open space.
- Functionality and Amenity – Each of the balconies would provide a functional area for outdoor living which would positively contribute to the amenity of residents. Apartments with more bedrooms are provided with more than one private open space. This improves the amenity of these larger apartments, by offering residents a variety of outdoor living options.
    - Apartments 1 and 5 Balconies – While the balconies to Apartments 1 and 5 narrow to 2.3 metres, this is only to a portion of the balconies. An unobstructed area of 3.5 metres by 2.4 metres is provided which can accommodate functional outdoor entertaining and furniture settings to enhance future occupant amenity. The balconies have a north-east orientation, providing access to winter sun and a consolidated clear area which can accommodate functional outdoor entertaining and furniture settings to enhance future occupant amenity. Apartment 5, which contains three bedrooms, has been designed with access to two other balconies measuring 2.3 metres by 4.4 metres (10.2 square metres) and 1.9 metres by 3.4 metres (5.8 square metres) on the third floor. These balconies provide Apartment 5 with additional areas for outdoor living to enhance resident amenity, proportionate with the larger size of the dwelling.
    - Apartments 2 and 6 Balconies – While the balconies to Apartments 2 and 6 narrow to 1.2 metres, this is only to a portion of the balconies, where they abut the living rooms. An unobstructed area of 3.7 metres by 2.4 metres is provided which can accommodate functional outdoor entertaining and furniture settings to enhance future occupant amenity. The consolidated portion of these balconies is unscreened and would provide clear views to Weld Square, providing passive surveillance of the public domain and enhancing resident amenity. These balconies do not overlook any neighbouring properties. The primary living space of the apartments would

maintain an external outlook and would facilitate cross-ventilation of the dwellings. Apartment 6, which contains three bedrooms, has been designed with access to two other balconies measuring 0.8 – 1.1 metres by 3.6 metres (3.5 square metres) and 2.6 metres by 5.4 metres (14.0 square metres) on the third floor. These balconies provide Apartment 6 with additional areas for outdoor living to enhance resident amenity, proportionate with the larger size of the dwelling.

- Apartments 3 and 7 – The balconies to Apartments 3 and 7 are unscreened for 24.4 percent of their perimeters. These balconies are orientated to the north-west and would have access to direct sun throughout the year and do not result in any overlooking habitable rooms on neighbouring properties. This is due to the favourable orientation and given the apartments are dual-aspect and would be able to be cross ventilated. Clear outlooks are provided from the primary living space looking north-west though the balcony and the major openings in the adjoining 'Home Office/ Family Living Lounge'. Apartment 7, which has two bedrooms, has a second balcony on the third floor measuring 2.6 metres by 2.7 metres (6.8 square metres) adjoining the master bedroom. This balcony is orientated to the south-east, providing access to morning sun. This additional area for outdoor living would enhance resident amenity, proportionate to the size of the dwelling.
- Apartment 4 – The Apartment 4 balcony is unscreened for 17.8 percent of its perimeter. Angled screening is provided to provide for visual privacy between the balcony and the communal open space on the same level. This angled screening would provide users of the balcony with views of the first floor landscaping and would facilitate ventilation of the space. The development provides the Apartment 4 primary living space with major openings to the north eastern elevation and the balcony is unscreened to this elevation. This ensures that the apartment has access to an external outlook and access to direct sun and daylighting.
- Apartment 8 – Apartment 8 is provided with a consolidated balcony area of 2.4 metres by 4.3 metres (11.1 square metres) and is orientated to the south-east and north-east. The orientation of the balcony would facilitate access to winter sun and provide a consolidated clear area which can accommodate functional outdoor entertaining and furniture settings to enhance future occupant amenity. Additional balconies are provided on the first and second floors. On the first floor a triangular balcony measuring 2 metres by 2 metres with integrated landscaping provides the adjoining bedrooms with access to northern sun and an attractive and landscaped outlook. On the second floor a balcony measuring 2.8 metres by 2.6 metres (7.2 square metres) is accessed via the master bedroom. These additional areas of private open space would enhance resident amenity, proportionate to the larger size of the dwelling.

Storage

The R Codes Volume 2 identifies that residential stores are to have a minimum dimension of 1.5 metres with a 2.1 metre ceiling height. Stores are to be a minimum of 3 square metres for one-bedroom dwellings and 5 square metres for two bedroom dwellings.

Four of the apartments would not meet either the minimum dimension or area for their respective stores under the acceptable outcomes of the R Codes Volume 2.

The proposed storage satisfies the element objectives of the R Codes Volume 2 and is supported for the following reasons:

- Additional Height – All stores exceed the 2.1 metre minimum height standard of the R Codes, as they are provided with 4.7m high ceilings. This would allow for vertical storage of long or bulky items and improved functionality. The co-location of the bicycle parking within the store rooms is supported in this instance as the additional height of the store rooms would allow for efficient storage of bicycles without impacting the useability of the spaces. A condition of approval is recommended requiring the bicycle parking within the stores to be provided as wall mounted racks, to ensure this useability is maintained.
- Shape and Functionality – Where the minimum dimension has not been satisfied, this relates to a portion of store rather than for the full area. The Apartment 3 store is provided with an area that is a minimum 1.5m by 1.5 metre dimension which ensures that it would have adequate space to be functional and to flexibly meet the storage needs of residents.
- Additional Storage Areas – Apartment 6 is provided with an additional 4 square metres of storage space within the apartment, above the lift core. This additional storage area is conveniently accessible to the occupants of the apartment and would be able to be used for the storage of bulky goods. Apartment 8 would be provided with an additional storage area on the balcony, co-located with services. This would provide convenient access to residents for the storage of items associated with private open space.
- Apartment Sizes – Where the minimum area has not been satisfied, the affected stores are all for three-bedroom apartments. These apartments have been designed to be generously sized and exceeding the minimum apartment floor areas specified under R Codes Volume 2 acceptable outcomes by between 7.6 and 26.4 square metres. The additional space within the apartments ensures that sufficient area would be provided for future residents to flexibly store items depending on their needs.
- Location – All apartment stores are located in spaces that would be conveniently accessible, safe, well-lit and secure. They are either located within the apartments or within the car parking areas.

Vehicle Access and Car Parking & Access

The proposed vehicle access, car parking and access satisfies the element objectives of the R Codes Volume 2 and objectives of the New Northbridge Design Guidelines and is supported for the following reasons:

- Design and Location – The provision of vehicle access from Little Parry Street is a response to the size and dimensions of the lot to maximise the provision of on-site car parking while minimising visual impact to the primary street. The vehicle entry point to Little Parry Street is located 20.6 metres from Beaufort Street. This location minimises its visual impact on the Beaufort Street streetscape, which will be activated by the commercial tenancies to this frontage. The provision of car parking access from Little Parry Street is consistent with its established streetscape, which predominantly consists of walls with no openings and vehicle access points areas.
- Safety and Sightlines
    - Beaufort Street – Within 1.5 metres of the where Little Parry Street meets Beaufort Street the development includes two 0.1 metre by 0.1 metre support posts. These posts are slender and would allow adequate sightlines for

vehicles exiting Little Parry Street through the surrounding unobstructed area ensuring it would be safe in use.

- Little Parry Street – Within 1.5 metres of where the driveway to the residential car park meets Little Parry Street the development includes fencing and support posts. Little Parry Street is a narrow 5 metre wide right of way. Vehicles travelling down this street are expected to be travelling at low speed to match the road environment. In addition to the low traffic speeds, sight lines between the car park and Little Parry Street are provided through the visually permeable screens to either side of the access point ensuring it would be safe in use.
- Internal Manoeuvring – Car bays 4 and 5 would require the use of the pedestrian access path to the bin store for manoeuvring which was included in the DRP comments. The proposed development would provide for safe operations within the car park. This is because the proposed car bays would be accessible to residents only, who would be familiar with the car park and would be operating at low speeds. The access and manoeuvring areas also satisfy the provisions of Australian/New Zealand Standard AS/NZS 2890.1: Parking facilities - Off-street car parking. A condition of approval is recommended to ensure that the infill panels to either side vehicle access points to the site are visually permeable and that sightlines between Beaufort Street and Little Parry Street are maintained.

Bicycle Parking

The element objectives of the R Codes Volume 2 and the performance standards of the New Northbridge Design Guidelines identify a requirement for one residential visitor and one commercial bicycle parking bay.

The proposal would provide nil on-site residential visitor or commercial bicycle parking bays. Two off-site bicycle parking bays for apartment visitors and the commercial tenancies would be provided.

The following comments are relevant to the proposed bicycle parking as considered against the element objectives of the R Codes Volume 2 and the objectives of the New Northbridge Design Guidelines:

- Accessibility – The provision of bicycle bays within the verge would ensure that they are clearly identifiable and easily accessible for users of the commercial tenancies and residential visitors. These short-term bicycle bays have been located adjacent to main entrances to the building to further support their usage and ease of access.
- Supporting Alternative Transport Use – The office tenancy includes an end-of-trip facility that would support staff shift towards more active and sustainable transport modes. It would also be open to any future tenant of the commercial tenancies to provide further bicycle parking within the tenancies as part of a future fit-out. A condition of approval is recommended to ensure that the bicycle facility within the verge would also be able to be used for e-scooters.
- Bicycle Bays Arrangement – The City's Technical Officer's have reviewed the provision of bicycle bays on the development site and within the verge and are satisfied with the arrangement proposed. Passive surveillance of the bays would be provided from the ground floor commercial tenancies, ensuring the security of bicycles and/or e-scooters.

- Alternative Transport Options – The subject site is in a highly accessible location, with bus stops located directly in front of and across the road from the adjacent property at No. 193 Beaufort Street. These stops serve four bus routes, including the 950 route which runs every 10 to 15 minutes during the day. The site is also within 660 metres walk from the Perth train station through which the Airport, Armadale, Fremantle and Midland train lines run, providing connection to the wider Perth metropolitan area.

Solar and Daylight Access

The R Codes Volume 2 acceptable outcomes identifies that development is to include external shading devices to minimise direct sun into habitable rooms between late September and early March. The proposed development does not include external shading devices to the openings to the north-east (Little Parry Street) elevation.

The proposed solar and daylight access satisfies the element objectives of the R Codes Volume 2 and is supported for the following reasons:

- Access to Winter Sun – The development has been designed to maximise the number of habitable rooms which receive direct winter sunlight as shown in the shadowing diagrams included in **Attachment 2**.
- Glazing Treatments – The development is built up to the north-east lot boundary and any shading for the first and second floors would need to be located within the Little Parry Street road reserve. The applicant has advised that the development would incorporate glazing treatments to ensure that the development satisfied the thermal efficiency standards of the National Construction Code to minimise the heat gain to habitable rooms from mid-spring to autumn.

Acoustic Assessment and Managing the Impact of Noise

The applicant has prepared an acoustic assessment to address the City's Policy No. 7.5.21 – Sound Attenuation (Sound Attenuation Policy) in relation to noise generated and received by the proposal, and to address State Planning Policy 5.4 – Road and Rail Noise (SPP5.4) in relation to the potential impacts of traffic noise from Beaufort Street. The acoustic assessment is included in **Attachment 8**.

The proposed development would also include communal open space on the first floor adjacent to the external wall of the primary living space of Apartment 4, and within 3.0 metres of windows to bedrooms for Apartments 1 and 3.

The City has reviewed the acoustic report and is satisfied that the proposed development would appropriately manage the impacts of noise, including in relation to the Sound Attenuation Policy and SPP5.4, for the following reasons:

- SPP5.4 – The acoustic report sets out recommended specifications for external walls, glazing treatments and acoustic seals that need to be implemented to satisfy the requirements of SPP5.4. To satisfy SPP5.4 there is a requirement for a notification to be placed on the certificate of title to inform future owners that the subject site is located within the vicinity of transport corridors and is currently affected, or may in future be affected, by transport noise. A condition of approval is recommended to be imposed accordingly requiring this.

- Sound Attenuation Policy – The acoustic assessment sets out that the proposed development can be designed to achieve compliance with the *Environmental Protection (Noise) Regulations 1997* and the Sound Attenuation Policy. To facilitate this, it recommends treatments and measures for mechanical plant, communal open space areas and the ground floor commercial tenancies, including appropriate internal lining and insulation and glazing treatments.
- Internal Sound Attenuation – The acoustic report sets out that the proposed development can be designed to achieve compliance with the requirements for internal sound attenuation under the National Construction Code. This includes through recommended treatments and construction materials for the walls, doors and floors, and includes specific requirements for walls between apartments and public areas. Implementation of these would also ensure the proposal meets the element objectives of the R Codes Volume 2.
- Adjacent Live Music Venue – The proposed development is located adjacent to an existing live music venue, being the Ellington Jazz Club. The City's Health Services Team have confirmed that the noise attenuation measures proposed by the development are appropriate to respond the presence of existing noise generating sources in close proximity. The recommended condition of approval notifying future owners of impacts to transport noise includes reference to the presence of live music sources to ensure appropriate notification is provided.
- Noise Emission – Noise generated from the premises would be subject to compliance with the *Environmental Protection (Noise) Regulations 1997*. This would require noise levels, including for users of the open communal open space areas, to be within the prescribed limit.
- Condition of Approval – A condition of approval is recommended to be imposed requiring the proposal to be constructed and to operate in accordance with the requirements and recommendations outlined in the acoustic assessment. It also requires the acoustic assessment to be updated prior to the issue of a building permit to reflect the final detailed design, the necessary details on mechanical plant and other potential sources as required in the Sound Attenuation Policy.

Environmentally Sustainable Design

R Codes Volume 2

The acceptable outcomes of the R Codes Volume 2 identify for developments to provide for a minimum of one energy initiative which exceeds the minimum practice.

The applicant has provided a Target Setting Report which is included in **Attachment 9** and identifies potential environmentally sustainable design features that can be pursued by the proposed development.

The report does not provide confirmation of an energy initiative which meets the requirements of the R Codes Volume 2. A condition of approval is recommended requiring an updated report to be provided which identifies which energy initiatives are proposed to be pursued by the development.

This would satisfy the element objectives of the R Codes Volume 2 relating to energy efficiency.

Green Building Policy

The performance standards of the Green Building Policy identify that the proposed development must meet a minimum of a 4 Star Green Star Rating.

The Green Star Rating and NatHERS rating are both systems for assessing environmental performance of new developments. The Green Star Rating is a voluntary energy rating system, while the NatHERS rating system is a requirement under the Building Code of Australia.

A 4 Star Green Star Rating represents best practice under the Green Star Rating system and is considered equivalent to the minimum NatHERS rating of 6 Stars.

The report confirms that the development would meet a minimum 6 Star NatHERS energy rating. This would satisfy the performance standards of the Green Building Policy.

Waste Management

The applicant has provided a Waste Management Plan (WMP) which is included as **Attachment 10** and proposes the following:

- For residential waste, weekly collection of recycling and fortnightly collection of Food Organics and Garden Organics (FOGO) by the City, with general waste to be collected twice per week by a private contractor.
- For commercial waste, general waste, recycling and FOGO to be collected twice per week by a private contractor.
- One residential and one commercial bin storage areas would be provided on the ground floor of the development along to Elovalis Lane. These are of sufficient in size to accommodate the bin numbers and volumes specified in the WMP for both residential and commercial waste. The residential bin storage area would be accessible externally from Elovalis Lane and internally from the car park. The commercial bin store would be accessible Elovalis Lane only.
- Residential bins to be presented on Beaufort Street for collection and are to be placed and returned to the bin store by the building caretaker.
- The private contractor would collect the commercial bins directly from the bin storage area from Elovalis Lane.

There are no dedicated on-site parking bays for servicing and deliveries to the commercial tenancies. This would need to be performed utilising on-street parking.

City's Assessment

The City's Waste team has reviewed the plans and WMP in accordance with its Waste Management Guidelines and advised that it is acceptable.

A condition of approval is recommended to be imposed requiring the submission of an updated waste management plan to address the following:

- The number of bins provided to reflect the City of Vincent Waste Guidelines for New Developments; and
- Provide details of the private waste collection servicing proposed including the timing of servicing.

The condition also requires that the bin stores are screened from view from Elovalis Lane and Little Parry Street and for the proposed development to implement and operate in accordance with the updated WMP. This would ensure that the proposal

satisfies the element objectives of the R Codes Volume 2 relating to waste management.

Construction Management

The subject site would be constrained from a construction perspective due to its size and the footprint of the built form across the entirety of the site. Access from Beaufort Street would need to be minimised due to the importance of this road a key pedestrian and vehicular thoroughfare. Alternative access be via Little Parry Street or Elovalis Lane which are narrow access roads used by surrounding residential and commercial properties, each with their own existing traffic constraints. Elovalis Lane is a dead-end road. This means alternative access for properties that rely on vehicle access from Elovalis Lane is not available.

The careful management of the construction process and associated off-site impacts is required to ensure that the development would not have an adverse impact on the amenity of the surrounding properties.

The City received comments during the consultation period which raised concerns with the impact of construction on the surrounding area relating to control of dust and anti-social behaviour during the construction period as well as the potential impact on the adjoining heritage listed property.

A condition of approval is recommended to be imposed requiring the submission of a construction management plan prior to the issue of a building permit in accordance with the City's Policy No. 7.5.23 – Construction Management Plans. This would require demonstration of how off-site impacts would be managed, including details on waste and site management, provision of a dilapidation report, and parking and traffic management and access.

Public Art

As a mixed use development the proposal is subject to the Central Perth Redevelopment Policy: Development Policy 4 – Providing Public Art (Providing Public Art Policy) and the City's Local Planning Policy: Percent for Art (Percent for Art Policy). These policies set out that a minimum of one percent of the total project cost is to be allocated to the development of public art, being a contribution of $24,000 for this proposal.

The Providing Public Art Policy requires the owner/applicant to coordinate and delivering the public art project in consultation with the City.

A condition of approval has been recommended to be imposed for this public art contribution to be made.

The applicant has provided a Public Art Concept, included as **Attachment 6**, indicating that the public art in the form of an installation would be provided on the ground floor wall to Little Parry Street between Beaufort Street and the car park access point to Little Parry Street.

Traffic

The City's Engineering Services Team have reviewed the proposal and confirmed that a Traffic Impact Statement or Assessment is not required to be provided, in

accordance with the Western Australian Planning Commission's Transport Impact Assessment Guidelines (Transport Guidelines).

This is because, based on the location and parking provided, the development would generate less than 10 vehicle trips in the development's peak hour.

In accordance with the Transport Guidelines, this means the development is considered to have a low traffic impact.

Conclusion:

The proposal has been assessed in accordance with and is consistent with the planning framework which includes LPS2, the R Codes Volume 2, the New Northbridge Design Guidelines, the Central Perth Redevelopment Policies, and the City's local planning policies.

The proposal is acceptable as it responds to the context of the subject site and has been appropriately designed to mitigate the impact of the building from the interface to the southwest adjoining property. The building provides an articulated façade, varying finishes, landscaping and building design that will integrate the development within the existing streetscape context.

The proposed development satisfies the objectives of LPS2, the relevant objectives of the R Codes Volume 2, the New Northbridge Design Guidelines, the Central Perth Redevelopment Policies, and the City's policies. It is recommended that the DAP approve the application subject to conditions.

PART C – CITY OF STIRLING

1. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 79 (House Number 6-8) Osborne Place, Stirling - 22 Multiple Dwellings – DAP/23/02596

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

NO. 195 (LOT: 616) BEAUFORT STREET, PERTH – MIXED USED DEVELOPMENT

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Vincent
Applicant:	Lateral Planning
Owner:	Mum Resources Pty Ltd
Value of Development:	$2.4 million
Responsible Authority:	City of Vincent
Authorising Officer:	Karsen Reynolds A/Manager Development & Design
LG Reference:	5.2024.5.1
DAP File No:	DAP/24/02633
Application Received Date:	5 January 2024
Report Due Date:	20 May 2024
Application Statutory Process Timeframe:	90 Days with an additional 44 days agreed
Attachment(s):	1. Location and Consultation Plan 2. Development Plans 3. Development Perspectives 4. Applicant's Planning Report 5. Landscaping Plans 6. Public Art Concept 7. Heritage Impact Statement 8. Acoustic Assessment 9. Environmentally Sustainable Design Report 10. Waste Management Plan (WMP) 11. Summary of Submissions – City's Response 12. Summary of Submissions – Applicant's Response 13. Design Review Panel Minutes

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Approve** DAP Application reference DAP/24/02633 and accompanying plans included in **Attachment 2** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of City of Vincent Local Planning Scheme No. 2, subject to the following conditions:

Conditions

1. <u>General</u>

1.1. Pursuant to Clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

1.2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

1.3. This approval is for Mixed Use Development comprising of Eight Multiple Dwellings, one Fast Food Outlet and one Office as shown on the approved plans dated 5 January 2024 & 3 May 2024 and as defined in the City of Vincent Local Planning Scheme No. 2. No other development forms part of this approval.

1.4. Apartments 1 to 8, as shown on the approved plans shall be used as Dwellings, as defined in the Residential Design Codes and may not be used for any other use without the prior approval of the City.

2. Building Design

2.1. The surface finish of boundary walls facing the adjoining property shall be of a good and clean condition, **prior to the occupation or use of the development**, and thereafter maintained, to the satisfaction of the City. The finish of boundary walls is to be fully rendered or face brick, or material as otherwise approved, to the satisfaction of the City.

2.2. All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, solar panels, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive, to the satisfaction of the City.

2.3. Doors and windows and adjacent floor areas fronting Beaufort Street shall maintain an active and interactive relationship with the street. Glazing and/or tinting shall have a minimum of 70 percent visible light transmission to provide unobscured visibility between the street and the interior of the tenancy. Internal security and privacy treatments shall be located and installed internally behind the glazing line, or recessed, and shall be transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street, to the satisfaction of the City.

2.4. Meter boxes, fire boosters and other service utilities shall be located behind the street setback area, not be visible from the street and where integrated into the building, designed and located so as not to be visually obtrusive, to the satisfaction of the City.

2.5. **Prior to the issue of a building permit**, amended plans shall be submitted to and approved by the City which provide horizontal banding as indicatively shown on the development perspectives, or other design features as approved by the City to the south-west boundary wall of the proposed development, to the satisfaction of the City.

3. Colours and Materials

Prior to the issue of a building permit, a schedule detailing the colour and texture of the building materials that is consistent with the approved plans and demonstrating that the proposed development complements the surrounding area, shall be submitted to and approved by the City, on the advice of the City's Design Review Panel.

The development must be finished, and thereafter maintained, in accordance with the schedule provided to and approved by the City, **prior to occupation or use of the development**.

4. Landscaping

4.1. A detailed landscape and reticulation plan for the development site, to the satisfaction of the City, shall be lodged with and approved by the City **prior to the issue of a building permit**.

The plan shall be drawn to a scale of 1:100, be generally in accordance with the landscaping plans dated 3 May 2024 prepared by Kelsie Davies Landscape Architecture, and shall show the following:

- The location and type of proposed trees and plants;
- Areas to be irrigated or reticulated;
- The provision of a minimum of 20 percent on-structure planting areas; and
- The provision of a minimum of 9 small trees and 1 medium tree within the on-structure planting areas provided, with a minimum soil depth of 1 metre. The tree species are to be in accordance with the City's recommended tree species list;

4.2. All works shown in the approved landscaping plan shall be undertaken in accordance with the approved plans to the satisfaction of the City, **prior to the occupation or use of the development** and maintained thereafter to the satisfaction of the City, at the expense of the owners/occupiers.

5. Car Parking, Access and Bicycle Facilities

5.1. **Prior to the occupation or use of the development**, eight resident car parking bays, two dedicated residential visitor car parking bays and one commercial car parking bay, shall be provided on site and provided in accordance with Australian Standard AS2890.1, to the satisfaction of the City.

5.2. **Prior to the occupation or use of the development** all driveways, car parking and manoeuvring area(s) which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans and maintained thereafter by the owner/occupiers, to the satisfaction of the City.

5.3. **Prior to the occupation or use of the development**, the allocation of car parking bays shall be completed as follows, to the satisfaction of the City:

- The car parking bays provided for the residential component of the development shall be clearly marked and signposted for the exclusive use of the residents of the development; and
- Visitor parking bays shall be permanently marked, always maintained and legally accessible at all times for use exclusively by residential visitors to the property, be clearly visible and suitably sign posted from the street and communal accessways.
- The car parking bays provided for the commercial component of the development shall be clearly marked for the exclusive use of the commercial component of the development.

5.4. **Prior to the occupation of the development**, a Parking Management Plan shall be submitted to and approved by the City. Vehicle access gates to the visitor parking bays are to always remain open unless otherwise approved through the Parking Management Plan. The Parking Management Plan is to include, but not limited to, the following:

- Detailed management measures for the operation of the vehicular entry gates, to ensure access is readily available for owners, visitors and tenants to the residential and non-residential units at all times;
- The allocation of the car parking bays;
- Matters listed in Clause 13 of the Perth Parking Management Policy 2014.

The approved Parking Management Plan shall be implemented, and the development shall be carried out in accordance with the approved Parking Management Plan and approved plans, to the satisfaction of the City in consultation with the Department of Transport, at the expense of the owners/occupiers.

5.5. Bicycle racks shall be designed and constructed in accordance with Australian Standards AS2890.3: 2015 Parking Facilities Part 3: Bicycle Parking, and shall be installed **prior to the occupation or use of the development** in the following locations, generally in accordance with approved plans, to the satisfaction of the City:

5.5.1. A minimum of eight bicycle parking bays provided on-site for the residential component. Where provided within the storerooms of the dwellings, the bicycle parking bays are to be provided as wall mounted bicycle racks; and

5.5.2. A minimum of two short-term bicycle parking bays provided within the Beaufort Street verge adjacent to the subject site, for residential visitors and the commercial tenancy. The short-term bicycle bays in the Beaufort Street verge shall be provided in accordance with a CBR5B bicycle rack specification from the City's supplier, unless otherwise approved by the City.

6. Acoustic Report

6.1. **Prior to the issue of a building permit** the Acoustic Report (Acoustics Consultants Australia, January 2024) shall be revised then lodged with and approved by the City, in accordance and to demonstrate compliance with the City's Policy No. 7.5.21 – Sound Attenuation, State Planning Policy 5.4 – Road and Rail Noise, and the *Environmental Protection (Noise) Regulations 1997*. The revised acoustic report shall reflect the final detailed design, include details related to mechanical plant, equipment and other potential noise sources, and shall demonstrate that noise impacts from the commercial tenancies to the above apartments will be appropriately mitigated and managed.

6.2. All recommended measures included in the revised approved Acoustic Report shall be implemented **prior to the occupation or use of the development** and be maintained thereafter, to the satisfaction of the City, at the expense of the owners/occupiers.

Written certification from an acoustic consultant shall be provided to the City demonstrating that the recommended measures have been undertaken to the City's satisfaction, **prior to the occupation or use of the development.**

6.3. A Notification under Section 70A of the *Transfer of Land Act 1893* must be registered over the certificate of title to the land the subject of the proposed development. The notification shall notify owners and prospective purchasers of the property as follows:

"The lot is situated in the vicinity of transport corridors and is in close proximity to commercial and non-residential activities. The use or enjoyment of the property may be currently affected, or may in future be affected, by increased noise levels resulting from live and/or amplified music, traffic, car parking, and other impacts associated with nearby transport corridors, and commercial and non-residential activities."

This notification shall be lodged and registered **prior to the occupation or use of the development.**

7. Construction Management

7.1. **Prior to the issue of a building permit**, a Construction Management Plan is to be prepared and submitted to the City for approval that details how the construction of the development will be staged and managed to minimise the impact on the surrounding area (including demolition and/or forward works). The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:

- Public safety, amenity and site security;
- Contact details of essential site personnel;
- Construction operating hours;
- Noise control and vibration management;
- A dilapidation report of No. 193 Beaufort Street;

- Air, sand and dust management;
- Stormwater and sediment control;
- Waste management;
- Traffic and access management including materials delivery;
- Parking arrangements for contractors and subcontractors;
- Consultation plan with nearby properties; and

7.2. The approved Construction Management Plan shall be complied with for the duration of the construction of the development.

8. Stormwater

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

9. Signage

All signage is to be in strict accordance with the City's Local Planning Policy: Signs and Advertising, unless further development approval is obtained.

10. Sight Lines and Truncations

Walls, fences and other structures are to be truncated or reduced to no higher than 0.75 metres within 1.5 metres of where vehicle access points and where two streets meet, with the exception of:

- Fencing or screening panels to the residential car park that provides a minimum of 50 percent unobstructed view;
- The two posts at the corner of Little Parry Street and Beaufort Street;
- Fencing or screening panels within 1 metre of where the vehicle access points meet Elovalis Lane that provides a minimum of 50 percent unobstructed view;

to the satisfaction of the City.

11. Public Art

11.1. In accordance with the Development Policy 4 – Providing Public Art the application is required to make a public art contribution of $24,000 being one percent of the $2.4 million cost of development.

11.2. The owner(s), or the applicant on behalf of the owner(s), shall, **prior to the issue of a building permit** for the development, obtain approval for the Public Art Project and associated Artist in accordance with the City of Vincent Local Planning Policy: Percent for Art; and

11.3. **Prior** to **the occupation or use of the development**, install the approved public art project, and thereafter maintain the artwork;

12. Clothes Drying Facilities

Prior to the occupation or use of the development, each multiple dwelling shall be provided with a clothes drying facility screened from the public realm in

accordance with the Residential Design Codes Volume 2, to the satisfaction of the City.

13. Environmentally Sustainable Design

13.1. **Prior to the issue of a building permit**, the Target Setting Report (Emergen, March 2024) shall be revised then lodged with and approved by the City, in accordance and to demonstrate compliance with the Residential Design Codes Volume 2, to the satisfaction of the City.

13.2. All recommended measures included in the revised approved Target Setting Report shall be implemented **prior to the occupation or use of the development** and be maintained thereafter, to the satisfaction of the City, at the expense of the owners/occupiers.

14. Waste Management

14.1. **Prior to the issue of a building permit**, the Waste Management Plan (SML Group & Associates, April 2024) shall be revised to address the following:

Prior to the operation of the approved development, a Waste Management Plan must be submitted to and approved by the City. The Waste Management Plan shall address the following, to the satisfaction of the City:

- Screening of the commercial and residential bin store areas from Elovalis Lane and Little Parry Street;
- Details of the provision of a private collection service for the commercial component of the development and waste/refuse stream of the residential component of the development;
- The number, volume and type of bins, and the type of waste to be placed in the bins in accordance with the City's Waste Guidelines for New Developments;
- Details on the future ongoing management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas;
- Provision of water and waste connections to the bin stores to facilitate cleaning; and
- Details of the collection of bins from Elovalis Lane including vehicle movements and servicing times.

14.2. All recommended measures included in the revised approved Waste Management Plan shall be implemented **prior to the occupation or use of the development** and the development shall operate in accordance with this plan at all times, to the satisfaction of the City and at the expense of the owners/occupiers, and unless otherwise approved by the City.

Advice Notes

1. This is a development approval only and is issued under the City of Vincent's Local Planning Scheme No. 2 only. It is the responsibility of the

applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with any other laws.

2. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005, Part 14. An application must be made within 28 days of the determination.

3. All new crossovers to lots are subject to a separate application to be approved by the City. All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications, which specify that the portion of the existing footpath traversing the proposed crossover must be retained. The proposed crossover levels shall match into the existing footpath levels. Should the footpath not to be in satisfactory condition, it must be replaced with in-situ concrete panels in accordance with the City's specification for reinstatement of concrete paths.

4. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5m) shall be maintained for all users at all times during construction works. Permits are required for placement of any material within the road reserve.

5. An Infrastructure Protection Bond together with a non-refundable inspection fee shall be lodged with the City by the applicant, prior to the commencement of works, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable.

6. All pedestrian access and vehicle driveway/crossover levels shall match into existing verge, footpath and reserve levels to the satisfaction of the City.

7. All stormwater produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City. No further consideration shall be given to the disposal of stormwater 'off site' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of stormwater 'off site' be subsequently provided, detailed design drainage plans and associated calculations for the proposed stormwater disposal shall be lodged together with the building permit application working drawings.

8. With reference to boundary walls, the owners of the subject land shall obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls.

9. With reference to the Construction Management Plan, the owner/applicant may be required to obtain a Work Zone Permit from the City in order to satisfy this Condition due to the location of the site with access constraints. The requirement for, and cost of any such permit shall be determined by the City following the lodgement of a Building Permit.

10. The applicant is advised of existing signage and City infrastructure adjacent to the subject site may require relocation to facilitate the proposed development. The applicant/owner is advised to liaise with the City's Technical Services team in regards to the potential relocation of this infrastructure.

11. Any external artificial lighting installations, including in carparks and common areas, is to comply with Australian Standard AS 4282-1997 'Control of the obtrusive effects of outdoor lighting' and must not be permitted to shine or reflect into other properties, creating a nuisance.

12. The approved landscaping plan is required to be maintained once implemented and maintenance requirements should be outlined in the strata management plan to ensure landscaping areas within strata properties are suitably maintained. Modifications to the approved landscaping that has been installed on-site at the time of occupancy will require subsequent approval of the City. The City encourages landscaping methods and species selection which do not rely on reticulation.

13. The applicant and landowner are advised that sufficient parking can be provided on the subject site and as such the City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the multiple dwellings in accordance with the City's Parking Permits Policy. This information should be provided to all prospective purchasers, and it is recommended that a notice be placed on Sales Contracts to advise purchasers of this restriction.

14. The applicant is advised that any future strata title of the property must be consistent with this approval and the lot sizes demonstrated in the application.

15. The applicant is advised of the following by the City's Health Services:

    a. Food businesses are proposed on the ground floor tenancies, and the mechanical ventilation plans or type of businesses is not yet known. The City recommends that control of cooking odours/smoke are managed on a worst case scenario, by ensuring that vertically discharging mechanical ventilation systems are built in to the building. Mechanical ventilation systems are required to comply with AS1668.2 - *The use of ventilation and air conditioning in buildings (Part 2: Mechanical ventilation in buildings)* in order to prevent odours/smoke causing a nuisance to the residential apartments above.

    b. The food business proprietor/s are to submit a Food Business Notification/Registration application form to register the new food premises under the Food Act 2008. The application must be assessed by Health Services and approved prior to opening. For any queries please contact Health Services.

16. Land Uses

    The City of Vincent Local Planning Scheme No. 2 defines Fast Food Outlet and Office land uses as follows:

    - Fast Food Outlet: *means premises, including premises with a facility for drive through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten –*

(a) without further preparation; and
(b) primarily off the premises.

- Office: *premises used for administration, clerical, technical, professional or similar business activities.*

The Residential Design Codes define a Dwelling as follows: *a building or portion of a building being used, adapted, or designed or intended to be used for the purpose of human habitation on a permanent basis by a single person, a single family, or no more than six persons who do not comprise a single family.*

17. The applicant/owner is advised that a sewer runs along the northwestern lot boundary. Approvals are required for working in proximity to Water Corporation assets. The Applicant is advised to liaise with the Water Corporation about any construction requirements.

18. The applicant/owner is advised that the subject site is located within the Perth Parking Management Area. Commercial car parking bays within the Perth Parking Management Area are required to obtain a licence from the Department of Transport. For more information on car bay licensing liaise with the Department of Transport.

19. An application and approval under the City of Vincent Vibrant Public Spaces Policy is required to be submitted and obtained prior to the installation of the bicycle parking facility within the Beaufort Street road reserve.

20. At its meeting on 15 November 2022, Council resolved to commence implementation of the provisions of Development Control Policy 2.3 – Public Open Space in Residential Areas for applications received on or after 1 July 2023, which would apply for this development. The provision of public open space or a cash-in-lieu contribution will be recommended by the City as a condition for any future subdivision, survey strata subdivision or built strata subdivision.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Vincent Local Planning Scheme No. 2
Local Planning Scheme - Zone/Reserve	Mixed Use R80
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Multiple Dwellings: ‘P’ use Office: ‘D’ use Fast Food Outlet: ‘A’ use
Lot Size:	480 square metres
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A

	☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The subject site is located at No. 195 Beaufort Street, Perth, as shown in the location included in **Attachment 1**.

The application seeks approval for a four-storey mixed use development on the subject site.

Details of the proposal are summarised as follows:

- A 33 square metre Fast Food Outlet and a 69.5 square metre Office on the ground floor with frontages to Beaufort Street;
- A total of eight apartments across the first to third floors, including:
  - One one-bedroom apartment (with home office/lounge);
  - Four two-bedroom apartments; and
  - Three three-bedroom apartments;
- Parking provided on the ground floor, including:
  - Eight car bays for residents, accessed from Little Parry Street;
  - Two car bays for apartment visitors, accessed from Elovalis Lane;
  - One commercial bay, accessed from Elovalis Lane;
  - Eight on-site bicycle bays for apartment residents, located within the storerooms for each dwelling; and
  - Two bicycle bays located on verge/footpath of Beaufort Street for apartment visitors and the two commercial tenancies;
- Pedestrian access to the apartment lobby from Beaufort Street. Alternate pedestrian access for the apartments would be available through the car park;
- Communal amenities for residents provided on the first floor including space for tables, seating and BBQ facilities; and
- Landscaping provided on-site at ground level and on-structure across the first, second and third floors.

The proposed development plans are included in **Attachment 2**. Perspectives of the development are included in **Attachment 3**.

The applicant's supporting information including a Planning Report, Landscaping Plans, Public Art Concept, Heritage Impact Statement, Acoustic Assessment, Environmentally Sustainable Design (ESD) Report and Waste Management Plan (WMP) are included in **Attachments 4, 5, 6, 7, 8, 9** and **10** respectively.

Background:

Site Context

The subject site has an area of 480 square metres and is bound by Beaufort Street to the south-east, Little Parry Street to the north-east, Elovalis Lane to the north-west, and a two-storey commercial development fronting Beaufort Street to the south-west.

Weld Square Public Open Space is located on the south-east side of Beaufort Street opposite the subject site.

Little Parry Street is 5 metres wide and Elovalis Lane is 6 metres wide. Both streets are dedicated roads, providing vehicular access to the subject site and adjacent properties.

The subject site is currently vacant but includes wooden bollards and limestone blocks around the perimeter of the lot. The natural ground level of the subject site falls by approximately 1.2 metres from the south-east corner to the north-west of the lot.

The subject site was previously utilised as an informal unauthorised car parking area. This use has since ceased. All existing structures on the lot are proposed to be removed to facilitate the proposed development.

Planning Context

Local Planning Scheme No. 2

The subject site is zoned Mixed Use under the City's Local Planning Scheme No. 2 (LPS2) and is coded R80.

Lindsay Street Precinct

The East Perth Redevelopment Authority (EPRA) was formed in 1991 to guide the renewal of Claisebrook Cove in East Perth. In 2010, EPRA's responsibility expanded to a range of inner-city renewal projects such as the East Perth Power Station, Riverside area, Northbridge, and Perth City Link.

EPRA was combined with other redevelopment authorities across Perth in 2012 to form the Metropolitan Redevelopment Authority (now known as DevelopmentWA).

At this time, a planning framework for the redevelopment of the central Perth area was established. The new framework included the redevelopment scheme, New Northbridge Design Guidelines, Central Perth Redevelopment Policies 1-10 and a Heritage Inventory.

The subject site is located within the portion of redevelopment area known as the Lindsay Street Precinct. The Lindsay Street Precinct is bound by Newcastle Street, Stirling Street, Parry Street/Little Parry Street, and William Street, excluding some properties on William Street and Money Street.

On 24 December 2020, LPS2 was amended to return planning control and development functions of the area from DevelopmentWA to the City of Vincent. To

ensure consistency in planning decisions, the redevelopment policies and guidelines have been retained, and continue to apply as if adopted under LPS2.

This means that the City of Vincent Policy No. 7.1.1 – Built Form (Built Form Policy) does not apply to the Lindsay Street Precinct. New development is assessed against the Central Perth Development Policies and New Northbridge Design Guidelines.

The New Northbridge Design Guidelines provide performance standards common to the whole redevelopment area as well as precinct-specific performance standards. The New Northbridge Design Guidelines are a performance-based policy and applications for development approval need to demonstrate that they are consistent with the objectives and intent of the guidelines.

The objectives for the Lindsay Street Precinct specific to the subject site are to:

- *allow a mixture of compatible land uses in appropriate circumstances, such as residential, retail and commercial;*
- *promote mixed use planning by locating facilities such as housing, places of employment and shops in close proximity to each other;*
- *create a precinct which recognises the capacity to accommodate a variety of compatible land uses while retaining the unique character and identity referred to above;*
- *impose specific land use controls which manage the impacts of non-residential development;*
- *minimise any adverse effect on residential amenity by devising appropriate design assessment criteria and applying specific impact mitigation requirements;*
- *increase the significance of heritage buildings by encouraging a contemporary design response from infill development;*
- *facilitate the development of affordable housing within the Precinct; and*
- *encourage built form to promote security and safety within the Precinct through the activation of streets, under-width roads and laneways.*

The Central Perth Development Policies and New Northbridge Design Guidelines were originally adopted to operate under the provisions of the Central Perth Redevelopment Scheme, rather than LPS2.

The provisions of the New Northbridge Design Guidelines have been developed to be subjective and are design-based. This is reflective of the planning framework in which they were intended to operate. As a result of the design focus many of the provisions overlap with the considerations of the more contemporary State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) which was gazetted in 2019. The City's assessment of these overlapping provisions has been considered through the assessment of the Design Review Panel comments provided against SPP7.0 on the proposed development.

The site-specific provisions within the New Northbridge Design Guidelines have been included in the detailed assessment table and are considered in the planning assessment section of this report.

The subject and adjoining sites are within the Beaufort Street, Lindsay Street and Money Street Heritage Precinct under the Central Perth Heritage Inventory (CPHI), which is a Historic Precinct of Local Significance.

Perth Parking Management Plan Area (PPMP)

The subject site and surrounding properties to the east, west and south are located within the PPMP area, and are subject to the Perth Parking Policy 2014 (Perth Parking Policy) and *Perth Parking Management Act 1998*. Properties to the north of Little Parry Street are not within the PPMP area.

The Perth Parking Policy imposes maximum parking limits on developments and seeks to encourage the design of off-street parking facilities to minimise impacts on visual amenity and pedestrian and public transport movements. Parking bays provided within the PPMP area are required to be licensed by the Department of Transport (DoT) and pay an annual levy.

Metropolitan Region Scheme (MRS)

The subject site is zoned Urban under the MRS. The portion of Beaufort Street that abuts the subject site is reserved as an Other Regional Roads (ORR). The proposed awning that extends beyond the boundaries of the subject site would be located within the ORR reserve.

Surrounding Context

Planning Context

Under LPS2 the properties to the south-west along Beaufort Street and north-west along Lindsay Street are zoned Mixed Use R80. The properties to north-east along Beaufort Street are zoned Commercial under LPS2.

Neighbouring properties along Beaufort Street and Lindsay Street, south of Little Parry Street are located within the Lindsay Street Precinct and are subject to the planning framework consistent with the subject site.

The neighbouring properties along Beaufort Street and Lindsay Street, north of Little Parry Street are subject to the provisions of the City's Built Form Policy.

The properties along Beaufort Street are located within the Activity Corridor Built Form Area under the Built Form Policy, with a building height standard of five storeys. The properties along Lindsay Street are located within the Mixed Use Area Built Form Area, with a building height standard of four storeys.

Adjoining Property

The adjoining property to the south west of the subject site is currently developed with a two storey commercial development.

The property is included on the CPHI as Level 2 – Place of Local Significance. The site is within the Beaufort Street, Lindsay Street and Money Street Heritage Precinct under the CPHI, consistent with the subject site.

The CPHI Statement of Significance for the heritage place is as follows:

- *Aesthetic Value: The place has interest as a fine example of a Federation Free Classical style of commercial buildings.*

The place is a local landmark. The place forms part of a small group of residential and commercial buildings and contributes to the historic character of the area.

- *Historic Value: The place reflects the expansion and development of residential and commercial buildings on the city fringes during the rapid population increase of 1890's gold boom and the early years of the twentieth century.*

  The place represents the changing character of the local community from the typically heterogeneous population of the gold boom of the 1890's to the increasing concentration of ethnic minorities in the course of the twentieth century.

- *Social Value: The place is valued by the local community.*

- *Representativeness: The place is representative as an example of a commercial building dating from the late nineteenth century.*

  A change of use to 'live music venue' in 2009 involved the adaptive reuse of the site which does not maintain the original mixed use function of the building, however the heritage significance of the building has been retained through refurbishment works which respect the original fabric.

The building currently operates as the Ellington Jazz Club, which has been approved as Live Music Venue.

The original portion of this building is set back 1.4 metres from its northeastern lot boundary that it shares with the subject site. A portion of the outdoor area of the venue is built up to the boundary and is set back 9.2 metres from Beaufort Street.

Beaufort Street

Development along Beaufort Street between Brisbane Street to the north and Newcastle Street to the south is characterised by a mix of commercial and mixed use developments.

Development to the north of the subject site is predominately characterised by single and two storey commercial developments as well as more recent five and six storey mixed use developments. Most of these developments provide a nil setback to Beaufort Street. Contemporary mixed use developments have nil setbacks to Beaufort Street for the first three to four storeys with increasing setbacks provided for higher floors.

The development to the south of the subject site is characterised by Weld Square which is an urban park approximately 1 hectare in size and is located to the south-east side of Beaufort Street. The western side of Beaufort Street is characterised by single and two storey heritage listed buildings and a four storey mixed use development located to the corner of Beaufort Street and Newcastle Street. The adjoining property to the south-west and the four storey mixed use development provide a nil setback to the Beaufort Street.

Legislation and Policy:

Legislation

- *Perth Parking Management Act 1998*
- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- *Environmental Protection (Noise) Regulations 1997*
- Metropolitan Region Scheme
- City of Vincent Local Planning Scheme No.2

The objectives of the Mixed-Use zone under LPS2 are:

- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*
- *To provide for a compatible mix of high density residential and commercial development.*
- *To promote residential use as a vital and integral component of these mixed use zones.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including, but not limited to, solar passive design, energy efficiency and water conservation.*
- *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.*

Planning Codes

- Residential Design Codes Volume 2 – Apartments

State Planning Policies

- Perth Parking Policy 2014
- State Planning Policy 5.4 – Road and Rail Noise
- State Planning Policy 7.0 – Design of the Built Environment
- WAPC Transport Impact Assessment Guidelines

Local Policies

- City of Vincent Community and Stakeholder Engagement Policy
- City of Vincent Local Planning Policy – Percent for Art
- City of Vincent Local Planning Policy No. 7.5.21 – Sound Attenuation
- City of Vincent Local Planning Policy No. 7.5.23 – Construction Management Plans
- City of Vincent Local Planning Policy No. 7.6.1 – Heritage Management – Development Guidelines for Heritage and Adjacent Properties
- City of Vincent Policy No. 2.2.6 – Truncations

Lindsay Street Precinct Policies

- Central Perth Redevelopment Area – Development Policies 1-10; and
- New Northbridge Design Guidelines.

Consultation:

Public Consultation

Community consultation was undertaken by the City for a period of 28 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* from 12 February 2024 to 12 March 2024.

The method of advertising was as per the City's Community and Stakeholder Engagement Policy. This included 1,494 letters being mailed to all owners and occupiers within a 200-metre radius of the subject site as shown in **Attachment 1**, a sign on site for each street frontage, a newspaper advertisement, and notice on the City's website.

At the conclusion of the consultation period, a total of 14 submissions were received which comprised of:
- Eight submissions in support;
- Four submissions in objection; and
- Two submissions that were neither in support nor objection, but which raised concerns.

The key reasons for support raised during the consultation period were:

- The proposal would result in the redevelopment of a site that has remained vacant for a long time.
- The proposal would result in additional infill housing in the area and would assist in addressing the need for additional accommodation in Perth.
- The Beaufort Street elevation would be consistent with the prevailing streetscape character of the street.

The key concerns and objections raised during the consultation period were:

- Noise and odours from the operations of the Ellington Jazz Club in the adjoining property to the southwest at 193 Beaufort Street may adversely affect the amenity of residents of the proposed development.
- Noise complaints from the residents may adversely affect the operations of the established Ellington Jazz Club live music venue.
- Construction of the proposed development may adversely affect the adjoining heritage listed building at 193 Beaufort Street.
- The design and aesthetics of the development does not enhance the streetscape and detracts from the street appeal of the adjoining heritage listed building.
- The locality is filled with apartments and affected by homelessness and anti-social behaviour which would not be improved by this development.
- External landscaping may be poorly maintained and may not cope in the local environment.
- General concerns with construction management, management of construction waste and anti-social behaviour.

A summary of the submissions received and the City's response to these is included in **Attachment 11**. The applicant's response to these is included in **Attachment 12**.

Referrals/consultation with Government/Service Agencies

Department of Planning, Lands and Heritage (DPLH)

The application was referred to DPLH for comments in accordance with the Instrument of Delegation 2022/03 – Powers of Local Governments Metropolitan Region Scheme. This is because the subject site abuts the Beaufort Street which is a Category 2 ORR under the MRS.

DPLH advised it did not object to the proposal on ORR planning grounds and provided recommendations for the following:

- Parking arrangement are to be in accordance with City of Vincent by-laws; and
- Noise treatments and measures identified in the Acoustics Consultants Australia (ACA) assessment be implemented as applicable.

The proposal provides car parking consistent with the acceptable outcomes of the R Codes Volume 2. A condition of approval is recommended for the measures identified in the acoustic assessment to be implemented, addressing the above comments.

Design Review Panel Advice

The table below outlines how the proposal has progressed through the DRP process in accordance with the Ten Principles of Good Design.

Design Review Progress Report				
Design Quality Evaluation				
	Supported			
	Pending further attention			
	Not supported			
	Insufficient information for comments to be able to be provided.			
	DRP 1 **3 May 2023**	**DRP 2** **28 February 2024**	**DRP 3** **1 May 2024**	**DRP Chair** **3 May 2024**
Principle 1 – **Context & Character**				
Principle 2 – **Landscape Quality**				
Principle 3 – **Built Form & Scale**				
Principle 4 – **Functionality & Build Quality**				
Principle 5 – **Sustainability**				
Principle 6 – **Amenity**				
Principle 7 – **Legibility**				
Principle 8 – **Safety**				

Principle 9 – **Community**				
Principle 10 – **Aesthetics**				

The minutes from these DRP meetings are included in **Attachment 13**

Prelodgement Proposal

Prior to the lodgement of the application, the proposal was presented to the City's DRP on 3 May 2023.

Lodged Application

Following the lodgement of the application, the proposed was presented back to the City's DRP on 28 February 2024 and 1 May 2024. The DRP comments are summarised as follows:

- The proposal has improved on every occasion that it has returned to the DRP. This has resulted in improved outcomes for future residents and commercial tenants and the wider community.
- The ground floor street activation to Beaufort Street would positively contribute to the street and the use of face brick and vertical expression of windows is appropriate given the context of the development and adjoining heritage building.
- The introduction of balconies behind the Beaufort Street facade is not supported as this reduces access to direct sun and daylight for residents and better engage with the streetscape.
- The colours of the third floor Beaufort Street elevation accentuate the presentation of bulk and scale. A softer architectural form or a colour scheme should be explored to reduce visual prominence of this level when viewed from Beaufort Street. New windows to this elevation should more closely match the proportions of the windows of the adjoining heritage building.
- Express safety concerns with fire-engineering solutions, ceiling height clearances and use of pedestrian zones for vehicle manoeuvring and potential impact of the fire booster on the proposed artwork.
- The communal open space is a positive addition to the development and assists in providing apartments with high levels of cross ventilation.
- Provision of landscaping on-structure is appropriate in this inner-city location. Suggest modifications to increase 'sense of place' and connection between planters and the communal open space.
- Suggestions for improvements to amenity relating to Apartment 1 Bedroom 1, commercial tenancy toilets and location of internal stairwell.

DRP Chairperson Referral

Following the third DRP meeting on 1 May 2024, further changes to the proposal were made.

The key changes made were:

- Modifications to the Beaufort Street elevation of the building including changing the colour of the third floor and awning and modifications to the size and style of window openings.

- Introduction of medium tree species and reduction in the height of planter walls to 0.8 metres to improve visual connection between the communal open space and on structure planting, while maintaining 1 metre soil depth for trees.
- Introduction of an additional window to the northern wall of Apartment 2 Bedroom 1 to provide additional access to northern sunlight.

These changes were referred to the DRP Chairperson on 3 May 2024. Their final comments are summarised as follows:

- The Beaufort Street façade openings have been widened with sash-style windows added to the Beaufort Street façade to match the adjacent heritage building more closely.
- The colour of the upper-level elevation facing Beaufort Street has been softened, this has reduced the visual prominence of the upper level.
- The applicant is encouraged to consider introducing passive shading devices to the north facing apartment windows.
- One medium tree has been added to the landscaping plan which also has included more native species.
- The applicant is encouraged to consider an all-electric (no gas) development including electric cooktops and provision of shading devices to the northern elevation windows.

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

DRP Comments Received	City Comment
<u>Principle 5 – Sustainability</u> The applicant is encouraged to consider an all-electric (no gas) development including electric cooktops which would be sufficient to change this principle from orange to green. Installing gas in this type of development is not encouraged or common at present.	The proposal incorporates appropriate sustainability measures for a development of this type and scale. The development would satisfy the performance standards of the Central Perth Redevelopment Policy: Development Policy 1 – Green Building (Green Building Policy) and a condition of approval is recommended requiring the development to meet the acceptable outcomes of the R Codes Volume 2 relating to energy efficiency, which safeguards the implementation of a sound ESD outcome in accordance with the applicable planning framework.
The applicant is encouraged to consider introducing passive shading devices to the north facing apartment windows.	Shading devices to the north facing apartment windows are not able to be provided as these will extend outside the lot boundaries of the subject site. While these devices cannot be accommodated, the proposal includes recessed balconies along the northern

	elevation on the first and second floors which will ensure the private open spaces areas of the apartments are provided with passive shading. This is achieved through the shadow of the upper levels of the building acting as shading devices for these spaces.
<u>Principle 6 – Amenity</u> The introduction of balconies behind the Beaufort Street facade is not supported as this reduces access to natural light for residents.	The proposed balconies for Apartments 2 and 6 will provide an appropriate level of amenity for future residents of the dwellings while integrating the façade design into the existing Beaufort Street streetscape. The introduction of the balcony elements behind the façade will not detrimentally restrict access to natural light for the internal living spaces of these dwellings. This is because the external living room portions of wall for these balconies have been provided with openings that will maximise the extent of glazing to the north and east. This will ensure suitable access to natural light is provided for these spaces.
It is recommended that the applicant reviews the Apartment 2 Bed 2 and Apartment 6 Bed 3 openings onto the communal passage and stair from a fire, acoustic and privacy perspective. Some bedrooms are fully reliant on high level or opaque windows which is not supported by the DRP. It is suggested that the communal stair is moved in a west direction to provide a buffer between the stair and apartment windows.	The applicant has confirmed that the subject openings are suitable to meet the fire and acoustic requirements. The openings provide suitable levels of privacy and amenity to future residents of the development. This is because the building design ensures that windows and private open spaces are suitably separated from communal travel paths and communal open space. This discussed further in the Officer Comments section of this report. Refer to the applicant's response to the final DRP comments in the Applicant's Planning Report, included as **Attachment 4**.

Recommend the applicant reviews all internal passages to ensure they are 1.0 metre clear. The toilet and bathrooms provided appear quite narrow.	The applicant has confirmed that all internal passages are a minimum of 1.0 metres.
The Fast Food Outlet tenancy toilet door currently opens straight out into the customer area which is not recommended by the DRP. Recommend locating the Office tenancy toilet to the south side 'back of house' area as the current design includes a window from the toilet facing the apartment's main pedestrian entrance lobby.	The applicant has advised that the ground floor tenancy layouts are indicative only and are subject to final detailed design by the future tenants. The tenancies provide a suitable area to be functional and useable for the intended land uses and provide suitable activation to the street, improving the amenity of the area.

Planning Assessment:

The proposal has been assessed against all relevant legislative requirements. The table below summarises the planning assessment of the proposal against the provisions of LPS2, the Residential Design Codes Volume 2 (R Codes Volume 2), the New Northbridge Design Guidelines, and the Central Perth Redevelopment Policies 1-10.

The R Codes Volume 2 includes Element Objectives and Acceptable Outcomes for each design element. Proposals are required to demonstrate that the design achieves the Element Objectives for each design element. Meeting the Acceptable Outcomes means that it is likely to achieve the Element Objectives.

The New Northbridge Design Guidelines provide performance standards common to the whole redevelopment area as well as precinct and site-specific performance standards. The New Northbridge Design Guidelines is a performance-based policy. Applications for development approval need to demonstrate that they are consistent with the objectives and intent of the guidelines.

The Acceptable Outcomes and Performance Standards that are not achieved in the proposal are as follows:

Land Use	
Land Use Permissibility	**Proposal**
LPS2 'P' permitted use.	Fast Food Outlet – 'A' use. Office – 'D' use.

Building Height	
Performance Standard	**Proposal**
New Northbridge Design Guidelines – Clause 5.5 Front portion: Storeys – 2 Building Height – 9.0 metres Rear portion: Storeys – 3 Building Height – 12.0 metres	Front portion: Storeys – 4 Building Height – 14.0 metres Rear portion: Storeys – 4 Building Height – 14.5 metres.
Street Setbacks	
Acceptable Outcome/ Performance Standard	**Proposal**
R Codes Volume 2 – Element 2.3 Primary and Secondary Street Setback – 2.0 metres **New Northbridge Design Guidelines – Clause 5.5** Elovalis Lane – 3.0 metres	Nil setback to all streets.
Side and Rear Setbacks	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 2.4 Boundary Walls • Storeys – 2 • Maximum length – 24 metres Lot Boundary Setbacks • 3F – 3.0 metres	*South West Boundary* Storeys – 3 Length – 37.6 metres 3F – 2.9 metres.
Site Coverage	
Performance Standard	**Proposal**
New Northbridge Design Guidelines – Clause 5.3 Maximum site coverage – 80 percent (384 square metres).	Site coverage – 100 percent (480 square metres).

<table>
<tr><th colspan="2">Building Separation</th></tr>
<tr><th>Acceptable Outcome</th><th>Proposal</th></tr>
<tr><td>R Codes Volume 2 – Element 2.7

Separation as follows:

<table>
<tr><th>Level</th><th>Rooms</th><th>Separation Required</th></tr>
<tr><td>1F</td><td>U4 Balcony to U1 Bed 2</td><td>12 metres</td></tr>
<tr><td>1F</td><td>U3 Bed 1 to U4 Bed 2</td><td>12 metres</td></tr>
<tr><td>2F</td><td>U8 Balcony to U5 Bed 2</td><td>12 metres</td></tr>
<tr><td>2F</td><td>U7 Bed 2 to U5 Bed 3</td><td>12 metres</td></tr>
</table></td><td>

<table>
<tr><th>Level</th><th>Rooms</th><th>Separation Provided</th></tr>
<tr><td>1F</td><td>U4 Balcony to U1 Bed 2</td><td>7.2 metres</td></tr>
<tr><td>1F</td><td>U3 Bed 1 to U4 Bed 2</td><td>7.2 metres</td></tr>
<tr><td>2F</td><td>U8 Balcony to U5 Bed 2</td><td>7.2 metres</td></tr>
<tr><td>2F</td><td>U7 Bed 2 to U5 Bed 3</td><td>7.2 metres</td></tr>
</table></td></tr>
<tr><th colspan="2">Tree Canopy and Deep Soil Areas</th></tr>
<tr><th>Acceptable Outcome</th><th>Proposal</th></tr>
<tr><td>R Codes Volume 2 – Element 3.3

Trees – 1 medium tree and small trees to suit area within deep soil areas.</td><td>Trees – 1 medium tree and 9 small trees located in planting areas on structure.</td></tr>
<tr><th colspan="2">Visual Privacy</th></tr>
<tr><th>Acceptable Outcome</th><th>Proposal</th></tr>
<tr><td>R Codes Volume 2 – Element 3.5

Balconies are unscreened for at least 25 percent of their perimeter.</td><td>Screening of balconies as follows:
• U2 – 22.9 percent unscreened.
• U3 – 24.4 percent unscreened.
• U4 – 17.8 percent unscreened.
• U6 – 22.9 percent unscreened.
• U7 – 24.4 percent unscreened.</td></tr>
<tr><th colspan="2">Vehicle Access</th></tr>
<tr><th>Acceptable Outcome</th><th>Proposal</th></tr>
<tr><td>R Codes Volume 2 – Element 3.8

Development reduced to no higher than 0.75m within 1.5m of where they adjoin vehicle access points where a driveway meets a public street and where two streets intersect.</td><td>Screen panels and posts within 1.5 metres of where:
• The resident car park driveway meets Little Parry Street; and
• Little Parry Street meets Beaufort Street.</td></tr>
<tr><th colspan="2">Car Parking and Access</th></tr>
<tr><th>Performance Standard</th><th>Proposal</th></tr>
<tr><td>New Northbridge Design Guidelines – Clause 5.6 & 5.7</td><td></td></tr>
</table>

Vehicle access required from Elovalis Lane.	Vehicle access proposed from Little Parry Street.
Car and Bicycle Parking	
Acceptable Outcome/ Performance Standard	**Proposal**
R Codes Volume 2 – Element 3.9 *Bicycle Parking* Resident Visitors – 1 bay **New Northbridge Design Guidelines – Clause 1.4** *Bicycle Parking* Commercial development – 1 bay	*Bicycle Parking* Nil on-site bicycle bays for residential visitors and the commercial tenancies
Solar and Daylight Access	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.1 The building incorporates external shading devices.	No external shading devices are provided to north, west and east facing major openings.
Private Open Space and Balconies	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.3 Minimum dimensions for balconies as follows:	The following apartments balconies do not meet the minimum dimensions:

Apartment Type	Minimum Area	Minimum Dimension
2 Bedroom	10 square metres	2.4 metres
3 Bedroom	12 square metres	2.4 metres

Apartment No.	Minimum Area	Minimum Dimension
U1 (2 bed)	9.4 square metres	2.3 metres
U2 (2 bed)	Complies	1.2 metres
U5 (3 bed)	9.7 square metres	2.3 metres
U6 (3 bed)	Complies	1.2 metres
U7 (2 bed)	8.7 square metres	Complies
U8 (3 bed)	11.1 square metres	Complies

Circulation and Common Spaces	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.5 Circulation corridors are a minimum 1.5 metres in width.	Circulation corridors are minimum 1.4 metres in width on upper floors and 1.1 metres on ground floor.

Circulation spaces avoid opportunities for concealment.	The circulation/entry spaces for Apartments 1, 2, 5 and 6 provide opportunities for concealment.
Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces.	Apartment 2 – Bed 2 window and Apartment 6 – Bed 3 windows open directly onto circulation spaces.
Storage	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.6 Minimum internal dimensions and areas for stores as follows: **Apartment Type** / **Minimum Area** 1 Bedroom – 3.0 square metres 2 Bedroom – 4.0 square metres 3 Bedroom – 5.0 square metres **Minimum Dimension** / **Minimum Height** 1.5 metres – 2.1 metres	The following stores do not meet the minimum dimensions: **Apartment No.** / **Minimum Area** U5 (3 bedroom) – 4.4 square metres U6 (3 bedroom) – 3.0 square metres U8 (3 bedroom) – 4.2 square metres **Apartment No.** / **Minimum Dimension** / **Minimum Height** U3 – 1.2 metres – 1.5 metres
Managing the Impact of Noise	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.7 Separation between active areas of communal open space and bedroom windows – 3.0 metres	Separation between active area of communal open space and bedroom windows as follows: U1 Bedroom 2 – 2.7 metres U3 Bedroom 1 – 2.0 metres
Landscape Design	
Acceptable Outcome	**Proposal**
R Codes Volume 2 – Element 4.12 Medium trees are provided with: • 36 cubic metres of soil. • 36 square metres of soil area with a minimum dimension of 5.0 metres.	3F medium tree provided with: • 15.8 cubic metres of soil. • 15.8 square metres of soil area with a minimum dimension of 2.3 metres.

These matters are discussed in the Officer Comments section below, together with other relevant planning matters as considered against the planning framework.

Officer Comments:

The City's assessment of the proposal against the applicable planning framework is provided below under section headers.

Land Use

The proposed Fast Food Outlet and Office land uses that have an 'A' and 'D' land use permissibility under LPS2, respectively, would be consistent with the objectives of the Mixed Use zone under LPS2 for the following reasons:

- Activation – Both tenancies are located on the ground floor, fronting Beaufort Street. The Fast Food Outlet tenancy provides high level of glazing to the street and an operable 'coffee window'. This ensures that the tenancy would activate and provide surveillance to the public realm at ground level. The Office tenancy provides extensive glazing the street and to the residential pedestrian entry to the building which would generate passive surveillance for the area and future residents of the building.
- Compatibility – The low scale nature of the Fast Food Outlet and Office tenancies and the concentration of activity towards the Beaufort Street frontage would ensure the uses are compatible with the residential uses on the upper levels. The low intensity of these uses would ensure the development does not generate nuisances detrimental to the amenity of the area.
- Context – The proposed uses would service the local area and would be appropriate in this context. This is because the portion of Beaufort Street in which the subject site is located contains a mix of residential and commercial land uses. This includes other similar uses including offices and small Restaurant/Cafés and Fast Food Outlets.

Building Height and Site Coverage

The performance standards of the New Northbridge Design Guidelines identify a height standard of two storeys for the front portion of the site and three storeys for the rear portion of the site with maximum heights of 9.0 metres and 12.0 metres respectively. The performance standards of the New Northbridge Design Guidelines identify a maximum site coverage of 80 per cent, equivalent to 384 square metres.

The proposal would have a height of four storeys across the site with a maximum height of 14.5 metres. It would have site coverage of 100 percent, equivalent to 480 square metres.

The proposed building height and site coverage satisfy the objectives of the New Northbridge Design Guidelines and the element objectives of the R Codes Volume 2 and is supported for the following reasons:

Bulk and Scale

The element objectives of the R Codes Volume 2 relate to the bulk and scale of the development being appropriate and responding to the planned and desired future scale and character of the street and local area. This is considered below.

The existing character of the area, being Beaufort Street between Brisbane Street and Newcastle Street is reflective of:

- Medium and high rise mixed use development to the north and south of the subject site. The area includes a four to six storey mixed use developments and is undergoing transition to accommodate an increase in density in line with the

Commercial zoning to the north of the subject site with an equivalent density coding of R-AC3 and building height standard of five storeys;
- Low and medium rise commercial development to the north of the subject site. The area includes existing single and two storey commercial developments which are underdeveloped for the area and include and associated uncovered car parking areas.
- Single to four storey heritage listed buildings that are unlikely to change such as those directly to the south west of the subject site and at Nos. 225-241 Beaufort Street to the north of the subject site; and
- Weld Square which is a predominant feature of the existing development context along Beaufort Street.

The future character of the area is:

- Medium to higher density development. The applicable zoning and density coding, and the assigned building height standards of four to five storeys to the north of the subject site are reflective of this future character.

While the area includes existing heritage buildings that are unlikely to change in the near future, the broader vision for character of this area is clear, with individual interfaces to these sites, including the subject site, to be managed on a case-by-case basis.

The proposal is for a four-storey mixed use development which is consistent with the existing and future character of the area. The subject site, aided by its undeveloped nature, is well placed for proposed scale and density to be contemplated.

The development has been designed to incorporate a number of design measures to reduce the bulk, scale and height impact of the building.

- The development largely appears as a three-storey building when viewed from Beaufort Street given the fourth storey (third floor) provides setbacks to the street. The balconies of the third floor (fourth storey) are setback 0.6 metres – 1.4 metres from the street boundary, with windows to Apartments 5 and 6 setback 2.5 metres from the street. Setbacks are also provided to the southern and northern boundaries, reducing the extent of built form to the third floor. Landscaping is incorporated to the third floor, softening the built form when viewed from the street and reducing the bulk and scale of the third floor when viewed from the street.
- The development incorporates separated skillion roof forms and concealed roof elements along with roof terraces to provide an appropriate roof design to integrate the development with the surrounding area.
- The ground, first and second floors respond well to the character of Beaufort Street through vertical proportioned windows and brickwork materiality. The building mass is further broken down through the use of varying materials and colours as well as horizontal elements, that draw reference to the south-western property.
- At the ground floor, the incorporation of shopfront style windows, an open walkway to the lobby and pedestrian awnings, ensures the development presents a human scale.

Character of the Area and Infill Development

The objectives of the Lindsay Street precinct relate to retaining the unique character and identity of the area and increasing the significance of heritage buildings by encouraging a contemporary design response from infill development. This development appropriately responds to these objectives for the following reasons:

- Development Typology – The proposal provides a development typology that is consistent with the existing character of the area and provides materiality that are unique to the existing historical development in the area. The development includes face brickwork into the Beaufort Street and ground floor design of the building which references the nearby heritage listed properties and extensive use of brickwork in the original buildings. The building typology is consistent with an area which includes a number of mixed use development developments and would maintain the land use variety currently present in the area.
- Design Response to Adjoining Heritage Property – The building provides a contemporary design response to infill development addresses the heritage significance of the adjoining property. This has been achieved through the use of design features from the heritage property in the façade of the proposed development to ensure character of the street dictated by the existing heritage building. The expression of these design features on a contemporary building provides a suitable design response for infill development adjacent to heritage buildings.
- Design Review – The proposal has progressed through the City's design review process and incorporated changes stemming from DRP feedback. The building design is supported by the DRP, including the proposed context and character, and built form and scale and how this has been managed.

Response to Solar Access

The height of the development would not impact on the need for daylight and solar access for nearby residential development. This is because the shadow cast by the proposed development would fall on the south western adjoining properties at Nos. 191 & 193 Beaufort Street which are currently both utilised for non-residential land uses.

The building height would not restrict solar access for daylight and northern light for the first floor communal open space. This is because the building design includes a 'break' between the front and rear portion of the building which facilities solar access for this space.

Street Setbacks, Side and Rear Setbacks & Adjoining Heritage Property

The acceptable outcomes of the R Codes Volume 2 identify a primary and secondary street setback of standard of 2.0 metres. The performance standards of the New Northbridge Design Guidelines identify a minimum rear setback of 3 metres from Elovalis Lane.

The acceptable outcomes of the R Codes Volume 2 provide a boundary wall height standards of two storeys for a maximum length of 24.0 metres, with lot boundary setbacks of 3.0 metres.

The proposal would have a nil setback to all street frontages. It would have boundary walls to a height of three storeys (12.0 metres) for a length of 37.6 metres, with lot boundary setbacks on the third floor of 2.9 metres.

The adjoining property to the south west of the subject site at No. 193 Beaufort Street contains a heritage listed two storey commercial building which is used as a live music venue.

The proposed street setbacks and side setbacks satisfy the element objectives of the R Codes Volume 2 and objectives of the New Northbridge Design Guidelines and are supported. The proposed relationship with adjacent heritage listed building satisfies the Performance Criteria and Objectives of the City's Local Planning Policy No. 7.6.1 – Heritage Management – Development Guidelines for Heritage and Adjacent Properties and is supported. The reasons for this are as follows:

- Streetscape Character – The proposed nil street setbacks and boundary walls would be consistent with the existing streetscape character. The portion of Beaufort Street in which the subject site is located, contains a number of mixed use development that provide nil street setbacks and three storey boundary walls. This includes the developments at Nos. 211, 250 and 273 Beaufort Street. The proposal would reinforce this existing character and pattern of development along Beaufort Street.
- Interaction with Adjoining Property – The design of the building would suitably reference the existing heritage building while ensuring the adjoining heritage listed property is not dominated or replicated. This design includes the materiality and features of the Beaufort Street façade and the interaction of the two storey boundary walls with the adjoining property. The proposal includes design features such as horizontal banding across the Beaufort Street façade, face brick materiality, vertical window styles which suitably relate the proposed development to the adjoining heritage building. The proposal is still clearly identifiable as contemporary development while providing an appropriate streetscape context for the adjoining property. The applicant has provided a Heritage Impact Statement, included as **Attachment 7,** which details the interaction of the proposed development with the adjoining property. The proposal was supported by the City's DRP in relation to context and character which included a DRP Member specialising in heritage architecture.
- Views from Adjoining Property – The development would provide suitable separation to the southwest adjoining property. This property current operates as the Ellington Jazz Club and the venue includes an outdoor area located on the north east boundary adjacent to the subject site. The portion of the boundary wall that is reduced in height on the south west boundary would align with the outdoor area of the adjoining property. This portion of wall includes a maximum solid height of 6.4 metres which is consistent with a two storey boundary wall height and would meet the acceptable outcomes under the R Codes Volume 2. The design response would balance the need for privacy and noise separation between the properties while providing an appropriate visual outcome to the outdoor area which facilities access to sunlight, should the venue be operating during daytime hours. A condition of approval is recommended requiring horizontal banding to be provided along the south west boundary walls, this will provide additional visual interest when viewed from the outdoor area of the venue.
- Public and Private Realm Transition – The street setback to Beaufort Street would provide a clear transition between the public and private realm. This is

achieved through the large expanses of glazing that provide interaction with the street, while maintain an urban edge, consistent with existing development on Beaufort Street.

- Passive Surveillance – The setbacks provided by the development would enable high levels of passive surveillance to all streets. This is due to the provision of large openings to all streets from habitable rooms and balconies, which would allow for visibility to the street from all levels of the development. While passive surveillance is provided, a suitable level of privacy is also provided to internal dwellings due to the recessed nature of the balconies as well as the proposed window styles.
- Little Parry Street – The proposal would provide nil setbacks to Little Parry Street which is consistent with the existing development in the street. This includes the adjoining property to the northeast at No. 201-207 Beaufort Street and the properties to the north west at Nos. 24 and 28-32 Lindsay Street.

Building Separation and Circulation and Common Spaces

The acceptable outcomes of the R Codes Volume 2 identify that habitable rooms within the subject site should be separated by 12.0 metres and that circulation corridors should have a minimum width of 1.5 metres.

The proposed building separation, and circulation and common spaces satisfy the element objectives of the R Codes Volume 2 and are supported for the following reasons:

- Adequate Circulation Space – The circulation spaces are adequately sized to provide convenient access throughout the proposed development. The development contains eight apartments and the reduced number of apartments limits the likelihood of conflicting circulation movements between residents and their visitors. The narrow circulation points do not exceed 6.5 metres in length which would allow for residents to directly negotiate any movements with one another. Circulation spaces widen at the ground floor lobby, first floor communal open space, and second floor walkway to provide for attractive and convenient spaces for social interaction between residents. The portion of the circulation corridor that narrows to 1.1 metres on the ground floor relates to the access area for a store room and stairs. It is expected that residents would use the lifts to access the upper floors and that these areas would be infrequently used, limiting the impact of this narrowing of the circulation space on the amenity of residents.
- Secure Access – The circulation spaces on the first and second floors include service areas that act as screening between the communal open space and the adjacent apartments. These services would provide opportunities for concealment outside of Apartments 1, 2, 5 and 6 as approached from the west. These portions of the circulation space are located within the development and would not be accessible to the public. This would ensure that they remained safe for residents and their visitors.
- Protection of Bedroom Amenity – The development has been designed to protect the amenity of the Apartment 2 Bedroom 2 and Apartment 6 Bedroom 3 that open directly onto circulation spaces. These windows facing the circulation space are provided with a sill height or obscure glazing to 1.6 metres to protect residents' privacy. Further, the circulation space adjacent to these bedrooms are private whereby they only provide access to the entry door of the related apartment. This means that windows are separated to communal travel paths of

other apartments, which ensures the impact on users of these bedrooms is minimised.

- Protection of Resident Privacy – The development has been designed to minimise the impact of overlooking from communal spaces to habitable rooms on the subject site to protect the visual privacy of future residents. Major openings and unscreened balconies facing the communal open space have been located so that they do not directly face one-another. This has been achieved through the provision highlight windows to the northwestern elevation of Apartments 1, 5 and 6 and horizontal privacy screens to restrict overlooking from the floor above.
- Resident Amenity and Landscaping – The separation between the two portions of building is proportionate to the building height. The first floor communal open space would act as the ground floor for users of this space, resulting in a building height of 8.7 metres compared to the 7.2 metres of building separation and would ensure that the buildings were provided with adequate access to sunlight and ventilation. The separation between the buildings provides space for a consolidated communal open space and associated landscaping that would positively contribute to resident amenity.

Tree Canopy and Deep Soil Areas, and Landscape Design

The acceptable outcomes of the R Codes Volume 2 identify that the development should provide one medium tree and small trees to suit the area within deep soil on site. Medium trees are to be provided with a minimum of 36 cubic metres of soil to support its growth.

The proposal would provide one medium tree and nine small trees. The medium tree would be provided with 15.8 cubic metres of soil which would limit its growth to its full potential.

The applicant's landscaping plans are included in **Attachment 5**.

The proposed tree canopy and deep soil areas, and landscape design satisfies the element objectives of the R Codes Volume 2, and is supported for the following reasons:

- Trees – The proposal would provide for 10 trees on-site. Four would be in the communal open space on the first floor, with a further six on the third floor. One tree on the third floor is proposed as a medium tree. Each of the trees are provided within an on-structure planter with a minimum soil depth of 1 metre, consistent with the acceptable development standards identified in the R Codes Volume 2. Based on the 48 square metres of deep soil standard for the subject site under the R Codes, the development would be expected to provide five small trees or one medium tree and one small tree. The number of trees proposed exceeds this standard.

  The applicant's landscaping plan indicates different species would be used to provide a variety of foliage colours and textures, with canopy spreads of between 4 and 6 metres at maturity. The trees selected and their locations would make an effective contribution to increased urban air quality and a sense of open space between buildings. This would benefit the locality and contribute to improved tree canopy. The tree planting would provide improved amenity within the communal open space and would soften the appearance of the building, and particularly the upper floors, when viewed from the public realm.

- On Structure Planting – The use of on structure planting was supported by the City's DRP as being an appropriate design response to the context of the subject site, being of limited size, located on an important high street and in proximity to the Perth CBD. The extent of on structure planting provided meets the acceptable outcomes of the R Codes Volume 2 and the soil volumes provided would be sufficient to maintain ongoing health of trees and other plants.

Visual Privacy and Private Open Space and Balconies

The acceptable outcomes of the R Codes Volume 2 identify that balconies to two and three-bedroom dwellings shall be a minimum of 10 and 12 square metres, respectively, with a minimum dimension of 2.4 metres. Balconies to all dwellings are to be unscreened for a minimum 25 percent of their perimeter.

The proposed visual privacy and private open space and balconies, satisfy the element objectives of the R Codes Volume 2 and is supported for the following reasons:

- Integrated into Building – All of the balconies included in the development are integrated into its design and architectural form. This ensures that they are sited, orientated, and designed to enhance the amenity and liveability of residents by having access to daylight and external outlook over the adjacent streets, public open space or communal open space.
- Functionality and Amenity – Each of the balconies would provide a functional area for outdoor living which would positively contribute to the amenity of residents. Apartments with more bedrooms are provided with more than one private open space. This improves the amenity of these larger apartments, by offering residents a variety of outdoor living options.
    - Apartments 1 and 5 Balconies – While the balconies to Apartments 1 and 5 narrow to 2.3 metres, this is only to a portion of the balconies. An unobstructed area of 3.5 metres by 2.4 metres is provided which can accommodate functional outdoor entertaining and furniture settings to enhance future occupant amenity. The balconies have a north-east orientation, providing access to winter sun and a consolidated clear area which can accommodate functional outdoor entertaining and furniture settings to enhance future occupant amenity. Apartment 5, which contains three bedrooms, has been designed with access to two other balconies measuring 2.3 metres by 4.4 metres (10.2 square metres) and 1.9 metres by 3.4 metres (5.8 square metres) on the third floor. These balconies provide Apartment 5 with additional areas for outdoor living to enhance resident amenity, proportionate with the larger size of the dwelling.
    - Apartments 2 and 6 Balconies – While the balconies to Apartments 2 and 6 narrow to 1.2 metres, this is only to a portion of the balconies, where they abut the living rooms. An unobstructed area of 3.7 metres by 2.4 metres is provided which can accommodate functional outdoor entertaining and furniture settings to enhance future occupant amenity. The consolidated portion of these balconies is unscreened and would provide clear views to Weld Square, providing passive surveillance of the public domain and enhancing resident amenity. These balconies do not overlook any neighbouring properties. The primary living space of the apartments would maintain an external outlook and would facilitate cross-ventilation of the dwellings. Apartment 6, which contains three bedrooms, has been designed with access to two other balconies measuring 0.8 – 1.1 metres by 3.6

metres (3.5 square metres) and 2.6 metres by 5.4 metres (14.0 square metres) on the third floor. These balconies provide Apartment 6 with additional areas for outdoor living to enhance resident amenity, proportionate with the larger size of the dwelling.

- Apartments 3 and 7 – The balconies to Apartments 3 and 7 are unscreened for 24.4 percent of their perimeters. These balconies are orientated to the north-west and would have access to direct sun throughout the year and do not result in any overlooking habitable rooms on neighbouring properties. This is due to the favourable orientation and given the apartments are dual-aspect and would be able to be cross ventilated. Clear outlooks are provided from the primary living space looking north-west though the balcony and the major openings in the adjoining 'Home Office/ Family Living Lounge'. Apartment 7, which has two bedrooms, has a second balcony on the third floor measuring 2.6 metres by 2.7 metres (6.8 square metres) adjoining the master bedroom. This balcony is orientated to the south-east, providing access to morning sun. This additional area for outdoor living would enhance resident amenity, proportionate to the size of the dwelling.
- Apartment 4 – The Apartment 4 balcony is unscreened for 17.8 percent of its perimeter. Angled screening is provided to provide for visual privacy between the balcony and the communal open space on the same level. This angled screening would provide users of the balcony with views of the first floor landscaping and would facilitate ventilation of the space. The development provides the Apartment 4 primary living space with major openings to the north eastern elevation and the balcony is unscreened to this elevation. This ensures that the apartment has access to an external outlook and access to direct sun and daylighting.
- Apartment 8 – Apartment 8 is provided with a consolidated balcony area of 2.4 metres by 4.3 metres (11.1 square metres) and is orientated to the south-east and north-east. The orientation of the balcony would facilitate access to winter sun and provide a consolidated clear area which can accommodate functional outdoor entertaining and furniture settings to enhance future occupant amenity. Additional balconies are provided on the first and second floors. On the first floor a triangular balcony measuring 2 metres by 2 metres with integrated landscaping provides the adjoining bedrooms with access to northern sun and an attractive and landscaped outlook. On the second floor a balcony measuring 2.8 metres by 2.6 metres (7.2 square metres) is accessed via the master bedroom. These additional areas of private open space would enhance resident amenity, proportionate to the larger size of the dwelling.

Storage

The R Codes Volume 2 identifies that residential stores are to have a minimum dimension of 1.5 metres with a 2.1 metre ceiling height. Stores are to be a minimum of 3 square metres for one-bedroom dwellings and 5 square metres for two bedroom dwellings.

Four of the apartments would not meet either the minimum dimension or area for their respective stores under the acceptable outcomes of the R Codes Volume 2.

The proposed storage satisfies the element objectives of the R Codes Volume 2 and is supported for the following reasons:

- Additional Height – All stores exceed the 2.1 metre minimum height standard of the R Codes, as they are provided with 4.7m high ceilings. This would allow for vertical storage of long or bulky items and improved functionality. The co-location of the bicycle parking within the store rooms is supported in this instance as the additional height of the store rooms would allow for efficient storage of bicycles without impacting the useability of the spaces. A condition of approval is recommended requiring the bicycle parking within the stores to be provided as wall mounted racks, to ensure this useability is maintained.
- Shape and Functionality – Where the minimum dimension has not been satisfied, this relates to a portion of store rather than for the full area. The Apartment 3 store is provided with an area that is a minimum 1.5m by 1.5 metre dimension which ensures that it would have adequate space to be functional and to flexibly meet the storage needs of residents.
- Additional Storage Areas – Apartment 6 is provided with an additional 4 square metres of storage space within the apartment, above the lift core. This additional storage area is conveniently accessible to the occupants of the apartment and would be able to be used for the storage of bulky goods. Apartment 8 would be provided with an additional storage area on the balcony, co-located with services. This would provide convenient access to residents for the storage of items associated with private open space.
- Apartment Sizes – Where the minimum area has not been satisfied, the affected stores are all for three-bedroom apartments. These apartments have been designed to be generously sized and exceeding the minimum apartment floor areas specified under R Codes Volume 2 acceptable outcomes by between 7.6 and 26.4 square metres. The additional space within the apartments ensures that sufficient area would be provided for future residents to flexibly store items depending on their needs.
- Location – All apartment stores are located in spaces that would be conveniently accessible, safe, well-lit and secure. They are either located within the apartments or within the car parking areas.

Vehicle Access and Car Parking & Access

The proposed vehicle access, car parking and access satisfies the element objectives of the R Codes Volume 2 and objectives of the New Northbridge Design Guidelines and is supported for the following reasons:

- Design and Location – The provision of vehicle access from Little Parry Street is a response to the size and dimensions of the lot to maximise the provision of on-site car parking while minimising visual impact to the primary street. The vehicle entry point to Little Parry Street is located 20.6 metres from Beaufort Street. This location minimises its visual impact on the Beaufort Street streetscape, which will be activated by the commercial tenancies to this frontage. The provision of car parking access from Little Parry Street is consistent with its established streetscape, which predominantly consists of walls with no openings and vehicle access points areas.
- Safety and Sightlines
    - Beaufort Street – Within 1.5 metres of the where Little Parry Street meets Beaufort Street the development includes two 0.1 metre by 0.1 metre support posts. These posts are slender and would allow adequate sightlines for vehicles exiting Little Parry Street through the surrounding unobstructed area ensuring it would be safe in use.

- Little Parry Street – Within 1.5 metres of where the driveway to the residential car park meets Little Parry Street the development includes fencing and support posts. Little Parry Street is a narrow 5 metre wide right of way. Vehicles travelling down this street are expected to be travelling at low speed to match the road environment. In addition to the low traffic speeds, sight lines between the car park and Little Parry Street are provided through the visually permeable screens to either side of the access point ensuring it would be safe in use.
- Internal Manoeuvring – Car bays 4 and 5 would require the use of the pedestrian access path to the bin store for manoeuvring which was included in the DRP comments. The proposed development would provide for safe operations within the car park. This is because the proposed car bays would be accessible to residents only, who would be familiar with the car park and would be operating at low speeds. The access and manoeuvring areas also satisfy the provisions of Australian/New Zealand Standard AS/NZS 2890.1: Parking facilities - Off-street car parking. A condition of approval is recommended to ensure that the infill panels to either side vehicle access points to the site are visually permeable and that sightlines between Beaufort Street and Little Parry Street are maintained.

Bicycle Parking

The element objectives of the R Codes Volume 2 and the performance standards of the New Northbridge Design Guidelines identify a requirement for one residential visitor and one commercial bicycle parking bay.

The proposal would provide nil on-site residential visitor or commercial bicycle parking bays. Two off-site bicycle parking bays for apartment visitors and the commercial tenancies would be provided.

The following comments are relevant to the proposed bicycle parking as considered against the element objectives of the R Codes Volume 2 and the objectives of the New Northbridge Design Guidelines:

- Accessibility – The provision of bicycle bays within the verge would ensure that they are clearly identifiable and easily accessible for users of the commercial tenancies and residential visitors. These short-term bicycle bays have been located adjacent to main entrances to the building to further support their usage and ease of access.
- Supporting Alternative Transport Use – The office tenancy includes an end-of-trip facility that would support staff shift towards more active and sustainable transport modes. It would also be open to any future tenant of the commercial tenancies to provide further bicycle parking within the tenancies as part of a future fit-out. A condition of approval is recommended to ensure that the bicycle facility within the verge would also be able to be used for e-scooters.
- Bicycle Bays Arrangement – The City's Technical Officer's have reviewed the provision of bicycle bays on the development site and within the verge and are satisfied with the arrangement proposed. Passive surveillance of the bays would be provided from the ground floor commercial tenancies, ensuring the security of bicycles and/or e-scooters.
- Alternative Transport Options – The subject site is in a highly accessible location, with bus stops located directly in front of and across the road from the adjacent property at No. 193 Beaufort Street. These stops serve four bus routes, including

the 950 route which runs every 10 to 15 minutes during the day. The site is also within 660 metres walk from the Perth train station through which the Airport, Armadale, Fremantle and Midland train lines run, providing connection to the wider Perth metropolitan area.

Solar and Daylight Access

The R Codes Volume 2 acceptable outcomes identifies that development is to include external shading devices to minimise direct sun into habitable rooms between late September and early March. The proposed development does not include external shading devices to the openings to the north-east (Little Parry Street) elevation.

The proposed solar and daylight access satisfies the element objectives of the R Codes Volume 2 and is supported for the following reasons:

- Access to Winter Sun – The development has been designed to maximise the number of habitable rooms which receive direct winter sunlight as shown in the shadowing diagrams included in **Attachment 2**.
- Glazing Treatments – The development is built up to the north-east lot boundary and any shading for the first and second floors would need to be located within the Little Parry Street road reserve. The applicant has advised that the development would incorporate glazing treatments to ensure that the development satisfied the thermal efficiency standards of the National Construction Code to minimise the heat gain to habitable rooms from mid-spring to autumn.

Acoustic Assessment and Managing the Impact of Noise

The applicant has prepared an acoustic assessment to address the City's Policy No. 7.5.21 – Sound Attenuation (Sound Attenuation Policy) in relation to noise generated and received by the proposal, and to address State Planning Policy 5.4 – Road and Rail Noise (SPP5.4) in relation to the potential impacts of traffic noise from Beaufort Street. The acoustic assessment is included in **Attachment 8**.

The proposed development would also include communal open space on the first floor adjacent to the external wall of the primary living space of Apartment 4, and within 3.0 metres of windows to bedrooms for Apartments 1 and 3.

The City has reviewed the acoustic report and is satisfied that the proposed development would appropriately manage the impacts of noise, including in relation to the Sound Attenuation Policy and SPP5.4, for the following reasons:

- SPP5.4 – The acoustic report sets out recommended specifications for external walls, glazing treatments and acoustic seals that need to be implemented to satisfy the requirements of SPP5.4. To satisfy SPP5.4 there is a requirement for a notification to be placed on the certificate of title to inform future owners that the subject site is located within the vicinity of transport corridors and is currently affected, or may in future be affected, by transport noise. A condition of approval is recommended to be imposed accordingly requiring this.
- Sound Attenuation Policy – The acoustic assessment sets out that the proposed development can be designed to achieve compliance with the *Environmental Protection (Noise) Regulations 1997* and the Sound Attenuation Policy. To

facilitate this, it recommends treatments and measures for mechanical plant, communal open space areas and the ground floor commercial tenancies, including appropriate internal lining and insulation and glazing treatments.

- Internal Sound Attenuation – The acoustic report sets out that the proposed development can be designed to achieve compliance with the requirements for internal sound attenuation under the National Construction Code. This includes through recommended treatments and construction materials for the walls, doors and floors, and includes specific requirements for walls between apartments and public areas. Implementation of these would also ensure the proposal meets the element objectives of the R Codes Volume 2.
- Adjacent Live Music Venue – The proposed development is located adjacent to an existing live music venue, being the Ellington Jazz Club. The City's Health Services Team have confirmed that the noise attenuation measures proposed by the development are appropriate to respond the presence of existing noise generating sources in close proximity. The recommended condition of approval notifying future owners of impacts to transport noise includes reference to the presence of live music sources to ensure appropriate notification is provided.
- Noise Emission – Noise generated from the premises would be subject to compliance with the *Environmental Protection (Noise) Regulations 1997*. This would require noise levels, including for users of the open communal open space areas, to be within the prescribed limit.
- Condition of Approval – A condition of approval is recommended to be imposed requiring the proposal to be constructed and to operate in accordance with the requirements and recommendations outlined in the acoustic assessment. It also requires the acoustic assessment to be updated prior to the issue of a building permit to reflect the final detailed design, the necessary details on mechanical plant and other potential sources as required in the Sound Attenuation Policy.

Environmentally Sustainable Design

R Codes Volume 2

The acceptable outcomes of the R Codes Volume 2 identify for developments to provide for a minimum of one energy initiative which exceeds the minimum practice.

The applicant has provided a Target Setting Report which is included in **Attachment 9** and identifies potential environmentally sustainable design features that can be pursued by the proposed development.

The report does not provide confirmation of an energy initiative which meets the requirements of the R Codes Volume 2. A condition of approval is recommended requiring an updated report to be provided which identifies which energy initiatives are proposed to be pursued by the development.

This would satisfy the element objectives of the R Codes Volume 2 relating to energy efficiency.

Green Building Policy

The performance standards of the Green Building Policy identify that the proposed development must meet a minimum of a 4 Star Green Star Rating.

The Green Star Rating and NatHERS rating are both systems for assessing environmental performance of new developments. The Green Star Rating is a voluntary energy rating system, while the NatHERS rating system is a requirement under the Building Code of Australia.

A 4 Star Green Star Rating represents best practice under the Green Star Rating system and is considered equivalent to the minimum NatHERS rating of 6 Stars.

The report confirms that the development would meet a minimum 6 Star NatHERS energy rating. This would satisfy the performance standards of the Green Building Policy.

Waste Management

The applicant has provided a Waste Management Plan (WMP) which is included as **Attachment 10** and proposes the following:

- For residential waste, weekly collection of recycling and fortnightly collection of Food Organics and Garden Organics (FOGO) by the City, with general waste to be collected twice per week by a private contractor.
- For commercial waste, general waste, recycling and FOGO to be collected twice per week by a private contractor.
- One residential and one commercial bin storage areas would be provided on the ground floor of the development along to Elovalis Lane. These are of sufficient in size to accommodate the bin numbers and volumes specified in the WMP for both residential and commercial waste. The residential bin storage area would be accessible externally from Elovalis Lane and internally from the car park. The commercial bin store would be accessible Elovalis Lane only.
- Residential bins to be presented on Beaufort Street for collection and are to be placed and returned to the bin store by the building caretaker.
- The private contractor would collect the commercial bins directly from the bin storage area from Elovalis Lane.

There are no dedicated on-site parking bays for servicing and deliveries to the commercial tenancies. This would need to be performed utilising on-street parking.

City's Assessment

The City's Waste team has reviewed the plans and WMP in accordance with its Waste Management Guidelines and advised that it is acceptable.

A condition of approval is recommended to be imposed requiring the submission of an updated waste management plan to address the following:

- The number of bins provided to reflect the City of Vincent Waste Guidelines for New Developments; and
- Provide details of the private waste collection servicing proposed including the timing of servicing.

The condition also requires that the bin stores are screened from view from Elovalis Lane and Little Parry Street and for the proposed development to implement and operate in accordance with the updated WMP. This would ensure that the proposal satisfies the element objectives of the R Codes Volume 2 relating to waste management.

Construction Management

The subject site would be constrained from a construction perspective due to its size and the footprint of the built form across the entirety of the site. Access from Beaufort Street would need to be minimised due to the importance of this road a key pedestrian and vehicular thoroughfare. Alternative access be via Little Parry Street or Elovalis Lane which are narrow access roads used by surrounding residential and commercial properties, each with their own existing traffic constraints. Elovalis Lane is a dead-end road. This means alternative access for properties that rely on vehicle access from Elovalis Lane is not available.

The careful management of the construction process and associated off-site impacts is required to ensure that the development would not have an adverse impact on the amenity of the surrounding properties.

The City received comments during the consultation period which raised concerns with the impact of construction on the surrounding area relating to control of dust and anti-social behaviour during the construction period as well as the potential impact on the adjoining heritage listed property.

A condition of approval is recommended to be imposed requiring the submission of a construction management plan prior to the issue of a building permit in accordance with the City's Policy No. 7.5.23 – Construction Management Plans. This would require demonstration of how off-site impacts would be managed, including details on waste and site management, provision of a dilapidation report, and parking and traffic management and access.

Public Art

As a mixed use development the proposal is subject to the Central Perth Redevelopment Policy: Development Policy 4 – Providing Public Art (Providing Public Art Policy) and the City's Local Planning Policy: Percent for Art (Percent for Art Policy). These policies set out that a minimum of one percent of the total project cost is to be allocated to the development of public art, being a contribution of $24,000 for this proposal.

The Providing Public Art Policy requires the owner/applicant to coordinate and delivering the public art project in consultation with the City.

A condition of approval has been recommended to be imposed for this public art contribution to be made.

The applicant has provided a Public Art Concept, included as **Attachment 6**, indicating that the public art in the form of an installation would be provided on the ground floor wall to Little Parry Street between Beaufort Street and the car park access point to Little Parry Street.

Traffic

The City's Engineering Services Team have reviewed the proposal and confirmed that a Traffic Impact Statement or Assessment is not required to be provided, in accordance with the Western Australian Planning Commission's Transport Impact Assessment Guidelines (Transport Guidelines).

This is because, based on the location and parking provided, the development would generate less than 10 vehicle trips in the development's peak hour.

In accordance with the Transport Guidelines, this means the development is considered to have a low traffic impact.

Conclusion:

The proposal has been assessed in accordance with and is consistent with the planning framework which includes LPS2, the R Codes Volume 2, the New Northbridge Design Guidelines, the Central Perth Redevelopment Policies, and the City's local planning policies.

The proposal is acceptable as it responds to the context of the subject site and has been appropriately designed to mitigate the impact of the building from the interface to the southwest adjoining property. The building provides an articulated façade, varying finishes, landscaping and building design that will integrate the development within the existing streetscape context.

The proposed development satisfies the objectives of LPS2, the relevant objectives of the R Codes Volume 2, the New Northbridge Design Guidelines, the Central Perth Redevelopment Policies, and the City's policies. It is recommended that the DAP approve the application subject to conditions.

CITY OF VINCENT

ATTACHMENT 1

DEVELOPMENT ASSESSMENT PANEL MEETING

Location and Consultation Plan

CITY OF VINCENT
LOCAL PLANNING SCHEME NO. 2

SCHEME MAP 1 - LEEDERVILLE

LEGEND

METROPOLITAN REGION SCHEME RESERVES

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

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

CITY OF VINCENT LOCAL SCHEME RESERVES

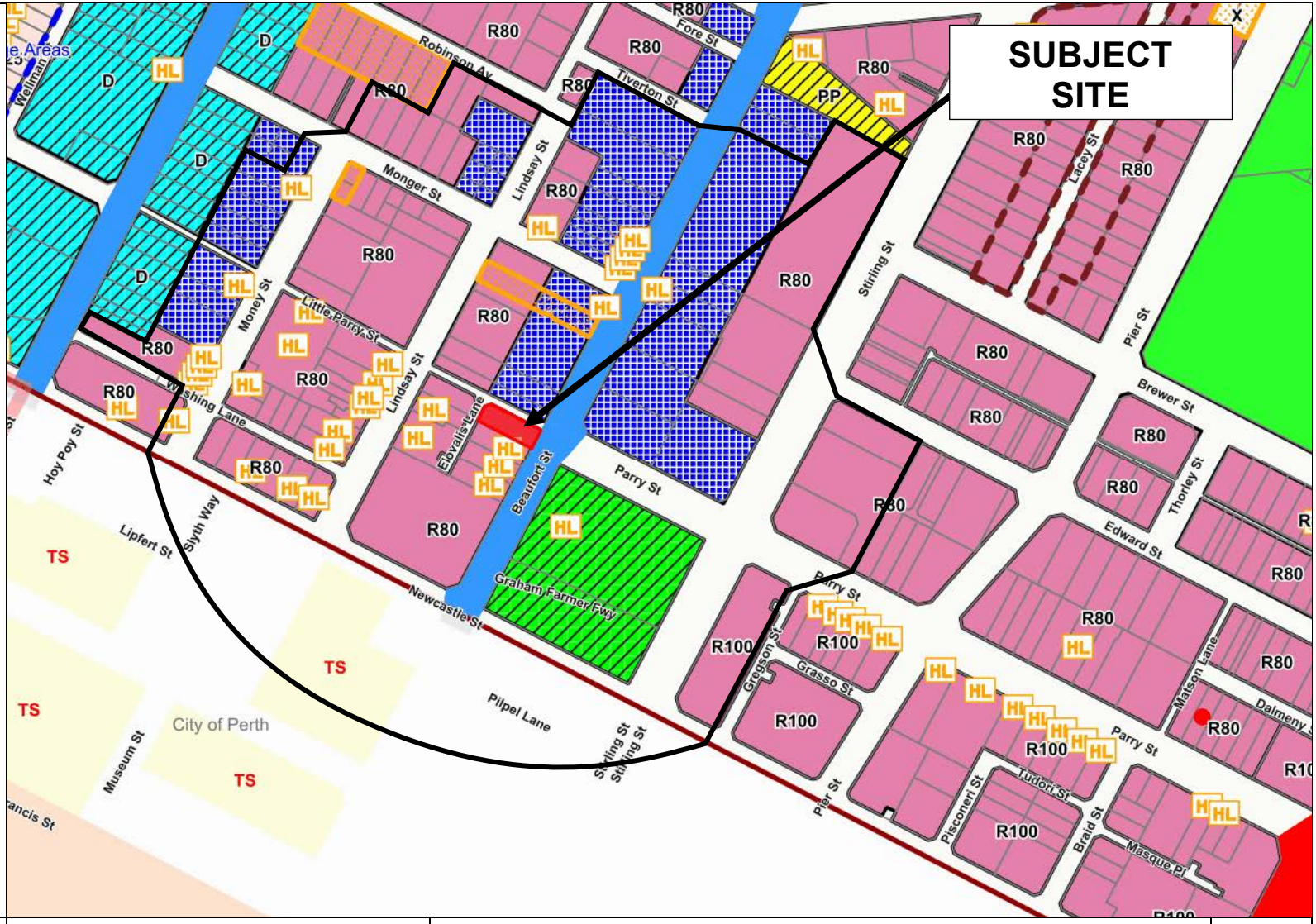
- PUBLIC OPEN SPACE
- R — Restricted
- PUBLIC PURPOSES — Particular use denoted as follows:
  - PS — Primary School
  - CP — Car Park
  - CU — Civic Uses
  - HS — High School
  - I — Institute for the Deaf
  - W — Water Supply Sewerage and Drainage
  - TS — Technical School

CITY OF VINCENT SCHEME ZONES

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

ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES

- CODE AREA BOUNDARY
- SCHEME AREA BOUNDARY
- R20 — DENSITY CODE



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Consultation and Location Map

No. 195 Beaufort Street, Perth

Extent of Consultation

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No. 195 Beaufort Street, Perth

CITY OF VINCENT

ATTACHMENT 2

DEVELOPMENT ASSESSMENT PANEL MEETING

Development Plans

NOTES:

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THIS SURVEY DOES NOT INCLUDE A TITLE SEARCH AND AS SUCH MAY NOT SHOW EASEMENTS OR OTHER INTERESTS. THE TITLE SHOULD BE CHECKED TO VERIFY ALL LOT DETAILS AND FOR ANY EASEMENTS OR OTHER INTERESTS WHICH MAY AFFECT BUILDING ON THE PROPERTY.

THIS SURVEY DOES NOT INCLUDE VERIFICATION OF CADASTRAL BOUNDARIES. THE BOUNDARY HAS BEEN POSITIONED BASED UPON THE ORIENTATION TO EXISTING PEGS, WALLS AND FENCES ONLY WHICH MAY NOT BE ON THE CORRECT BOUNDARY ALIGNMENT. ANY DESIGNS BASED OR DEPENDANT ON THE TRUE LOCATION OF EXISTING FEATURES SHOULD HAVE THOSE FEATURES LOCATION VERIFIED IN RELATION TO THE TRUE BOUNDARY.

THIS SURVEY SHOWS ONLY THE RELEVANT VISIBLE FEATURES THAT ARE LOCATED IN THE FIELD AND WILL NOT SHOW LOCATIONS OF UNDERGROUND PIPES OR CONDUITS FOR INTERNAL AND MAINS SERVICES. VERIFICATION OF THE LOCATION OF ALL INTERNAL AND MAINS SERVICES SHOULD BE CONFIRMED PRIOR TO FINALISATION OF ANY DESIGN WORK AND/OR DEMOLITION, EXCAVATION OR CONSTRUCTION.

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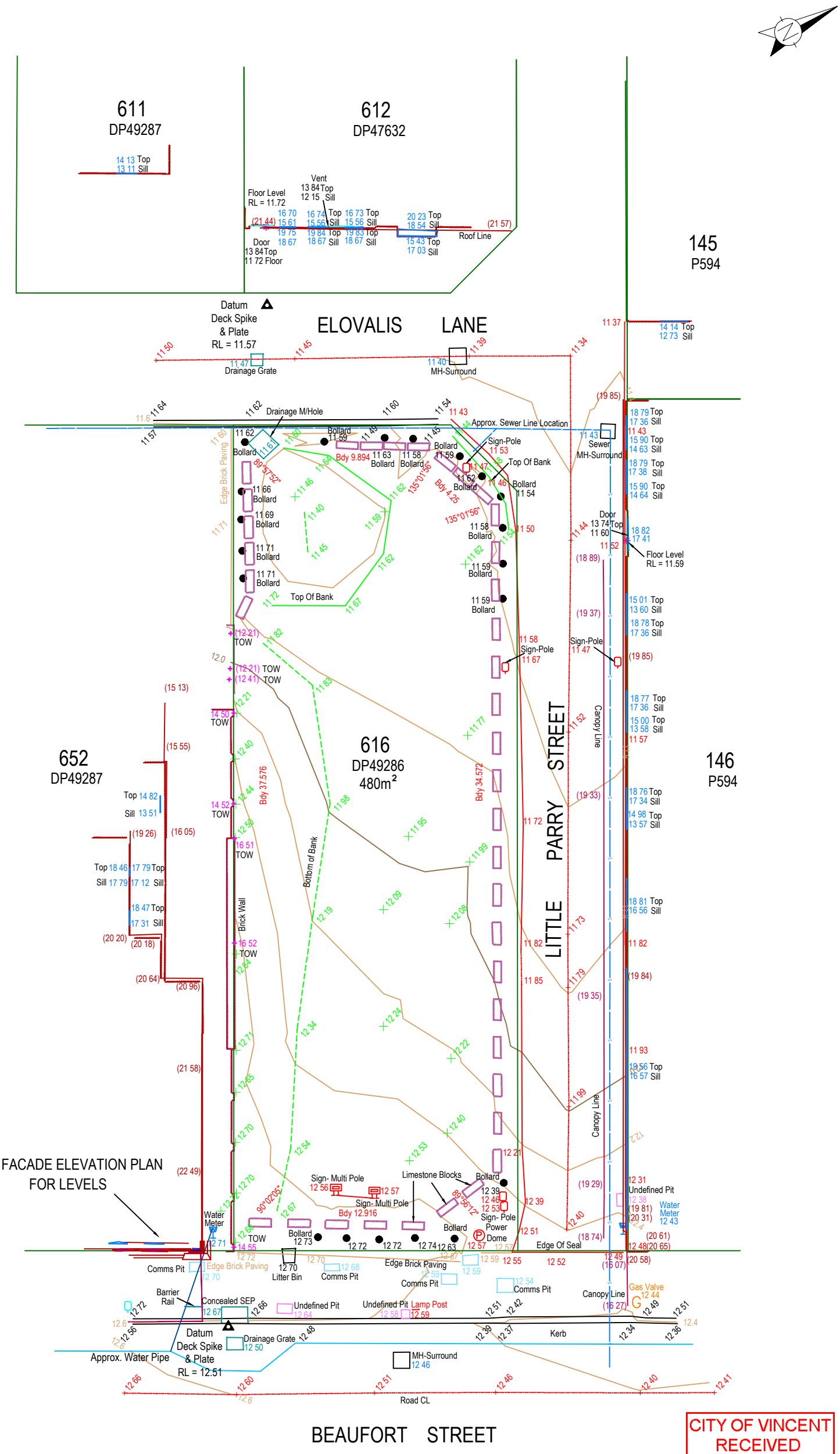
ST SPATIAL ACCEPT NO RESPONSIBILITY FOR ANY FEATURES NOT LOCATED NOR ANY PHYSICAL ON SITE CHANGES THAT HAVE OCCURRED AFTER THE DATE OF THIS SURVEY.

VERTICAL DATUM IS A.H.D. HEIGHTS HAVE BEEN ADOPTED FROM S.S.M CITY 120 RL:10.060

XX XX -TOP
XX XX - SILL DENOTES "WINDOW HEIGHTS".



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DRAWN	P. PATERSON	24/5/2023
SURVEYOR	A.PREBBLE	16/5/2023
CHECKED	P. SAID	24/5/2023

HORIZONTAL DATUM: ARBITRARY
VERTICAL DATUM: AHD

No.	DATE	REVISION	DRAWN	SURVEYOR	CHECKED	CLIENT
1	24/5/2023	BUILDING FACADE ADDED	FB	AP	PP	RECHITECTS

DRAWING NUMBER	REV	SIZE
23029-01	1	A3

ZONING	MIXED USED R80
SITE AREA	480 m²
PERMISSIBLE PLOT RATIO AREA	960 m²
PROPOSED 1BED X 1BATH+ACTIVITY	1 UNIT (U3)
PROPOSED 2BED X 2BATH	3 UNITS (U1,2,4)
PROPOSED 2BED X 2BATH+ACTIVITY	1 UNIT (U7)
PROPOSED 3BED X 2BATH	1 UNIT (U8)
PROPOSED 3BED X 2BATH+ACTIVITY	2 UNITS (U5,6)
TOTAL	**8 UNITS**
PROPOSED PLOT RATIO AREA (RESIDENT)	793m²
PROPOSED PLOT RATIO AREA (COMMERCIAL)	100m²
TOTAL PROPOSED PLOT BOTH AREA	**893m²**
PROPOSED BICYCLE BAY (RESIDENTIAL)	8 (IN STORE)
PROPOSED BICYCLE BAY (VISITORS)	2 ON STREET
PROPOSED CARBAY	8
PROPOSED VISITOR CARBAY	3
PROPOSED STORES	8

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3 May 2024

RECHITECTS ARCHITECTURE+DESIGN
RECHITECTS ARCHITECTURE AND DESIGN
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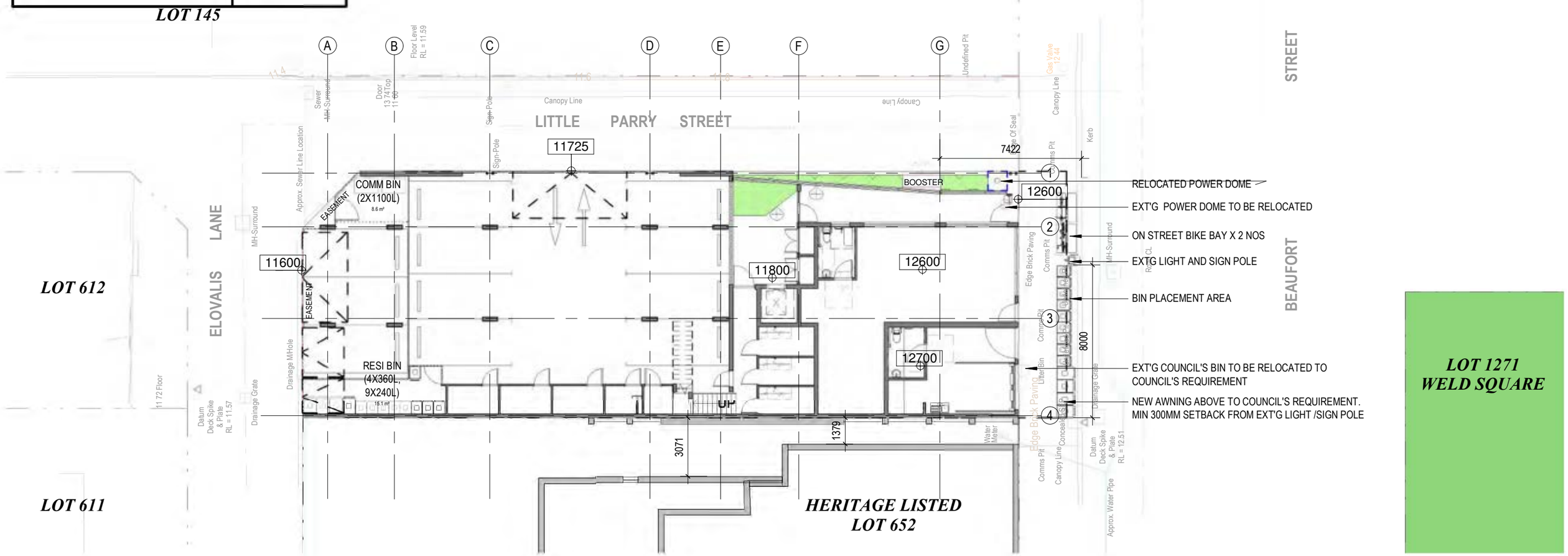
220 Fulham Street Cloverdale WA 6105
M 0433490048 P 08 9277 3393 E leo@rechitects.biz



SUBJECT TO COUNCIL APPROVAL

2 4 6 8 M Scale: 1 : 200 (A3)

PROJECT
PROPOSED MIXED USE - 8 APTS & TENANCIES
195 BEAUFORT ST, PERTH

MUM RESOURCES PTY LTD

SITE PLAN

DESIGNED BY	DRAWN BY	DATE	
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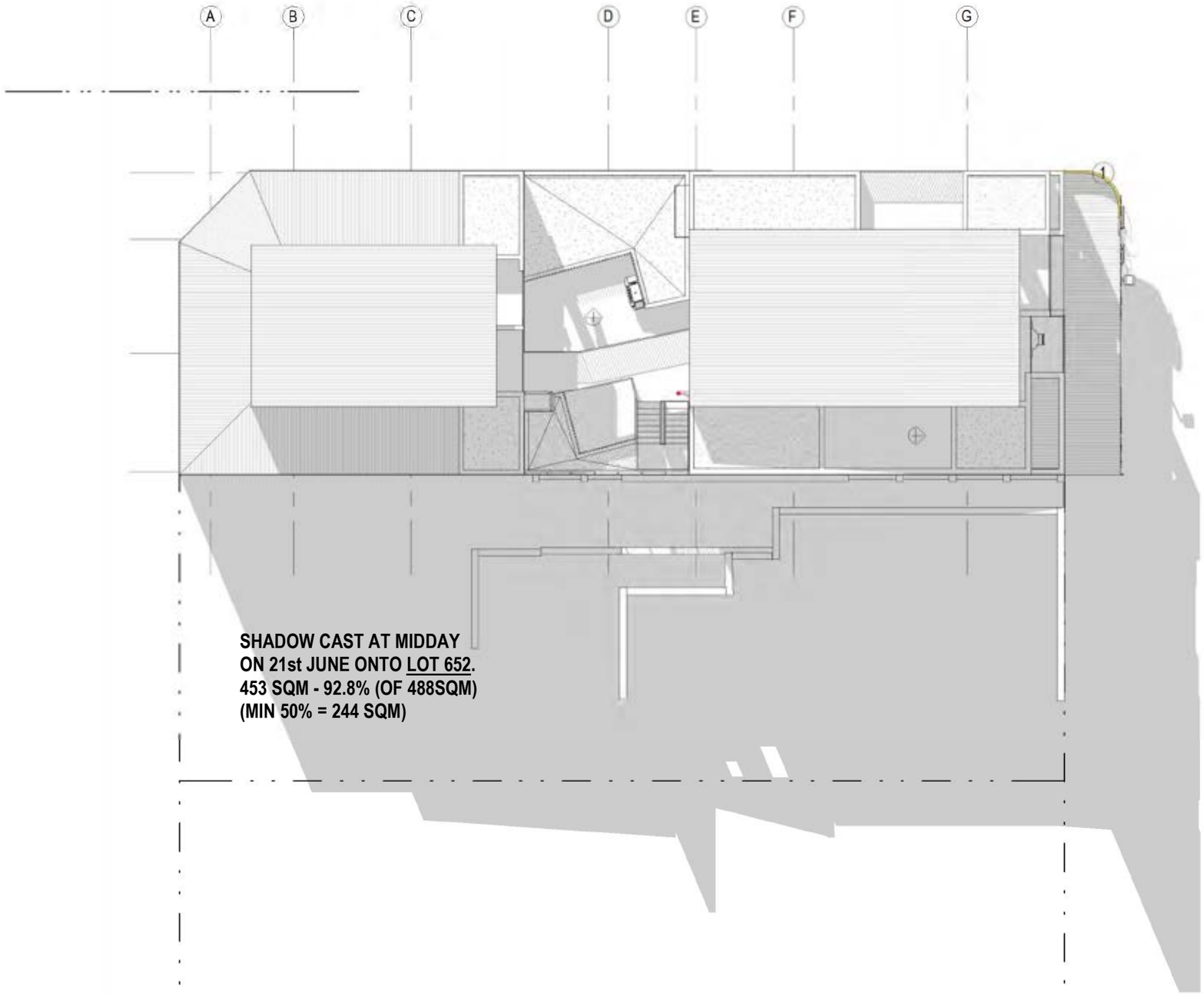

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			PROPOSED MIXED USE - 8 APTS & TENANCIES 195 BEAUFORT ST, PERTH	MUM RESOURCES PTY LTD	OVERALL OVERSHADOW DIAGRAM	LC	EY	02/05/2024	**A01.02**

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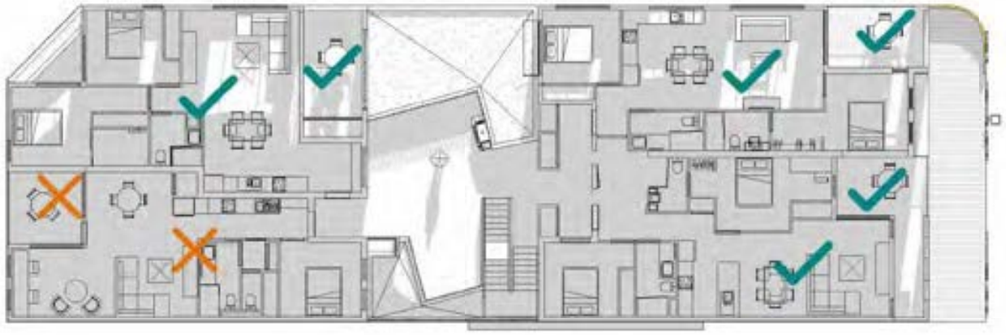
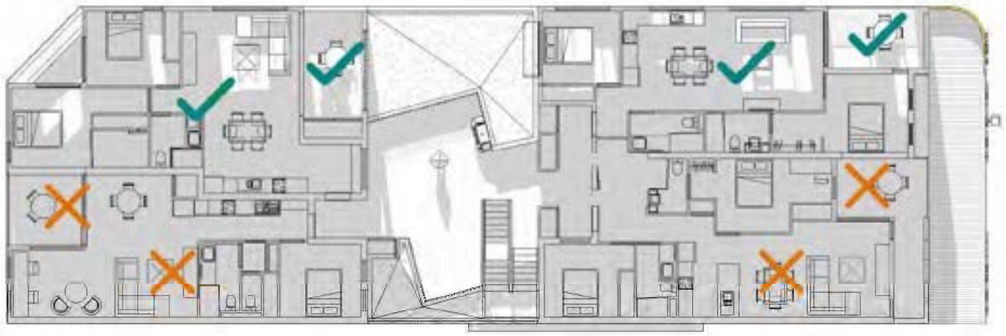
OVERSHADOW L1 - 9AM



OVERSHADOW L1 - 10AM



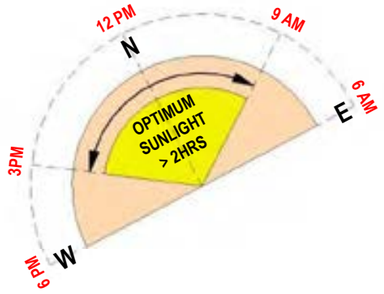
OVERSHADOW L1 - 11AM

OVERSHADOW L1 - 12PM

OVERSHADOW L1 - 1PM

OVERSHADOW L1 - 2PM

OVERSHADOW L1 - 3PM



DIRECT SUNLIGHT ACCESS BETWEEN 9 AM TO 3 PM ON 21 JUNE

REFER TO SHADOW DIAGRAM - L 2 ON SHEET A01.04 FOR SUMMARY TABLE

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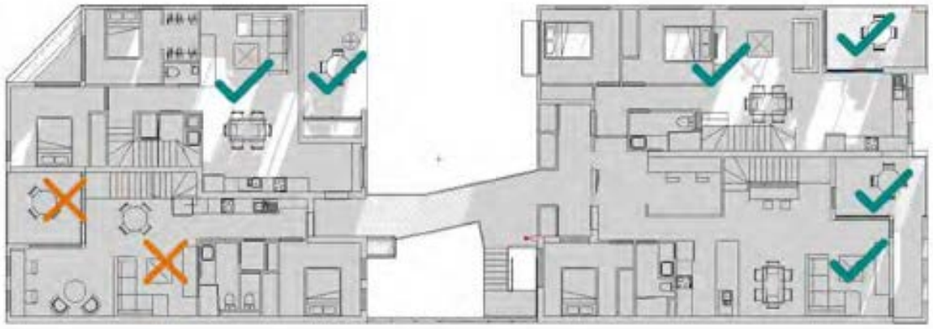
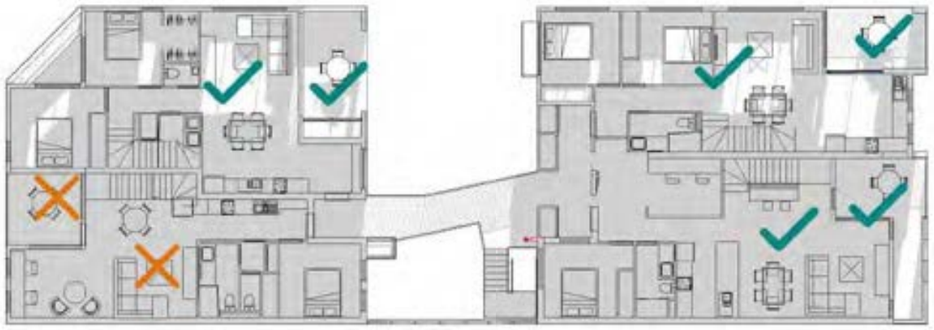
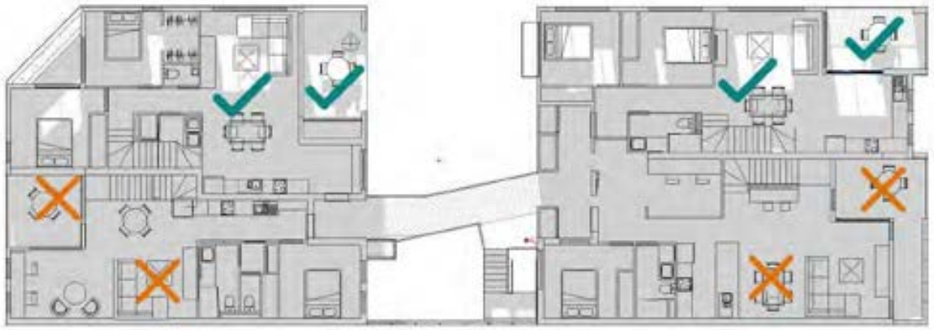


OVERSHADOW L2 - 9AM



OVERSHADOW L2 - 10AM

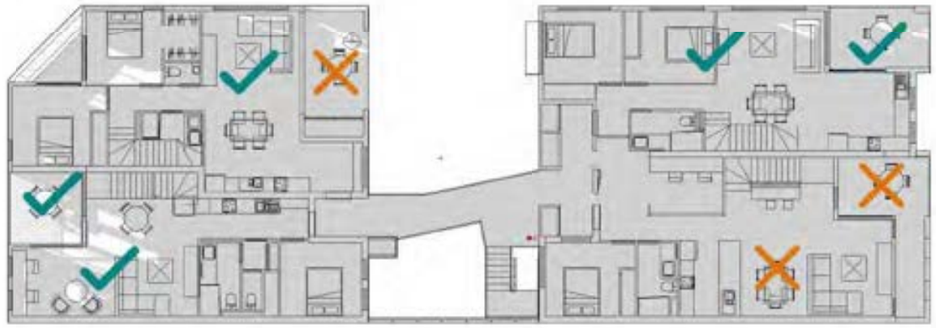


OVERSHADOW L2 - 11AM

OVERSHADOW L2 - 12PM

OVERSHADOW L2 - 1PM

OVERSHADOW L2 - 2PM



OVERSHADOW L2 - 3PM

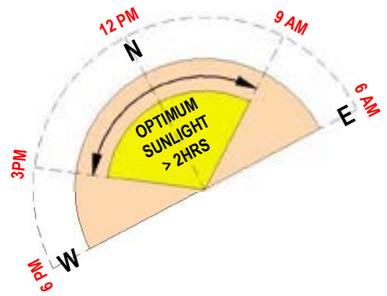
DIRECT SUNLIGHT ACCESS BETWEEN 9 AM TO 3 PM ON 21 JUNE

REFER TO SHADOW DIAGRAM - L 2 ON SHEET A01.04 FOR SUMMARY TABLE

DIRECT SUNLIGHT ACCESS BETWEEN 9 AM TO 3 PM ON 21 JUNE

LEVELS	MIN 2 HOURS ACHIEVED		4 HOURS ACHIEVED
	YES	NO	
L 1	4	0	3
L 2	4	0	3
TOTAL	8	2	6
(%)	100 %	0 %	75 %

NOTE:
8 UNITS (100%) ACHIEVED MINIMUM 2HRS DIRECT SUNLIGHT.



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SHADOW DIAGRAM - L2

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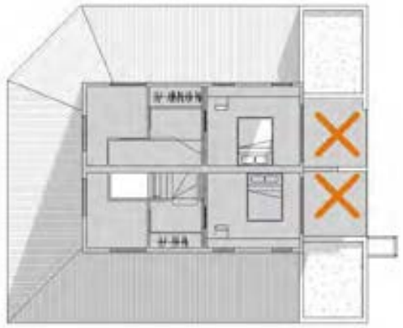


OVERSHADOW L3 - 9AM

OVERSHADOW L3 - 12PM

OVERSHADOW L3 - 10AM

OVERSHADOW L3 - 1PM

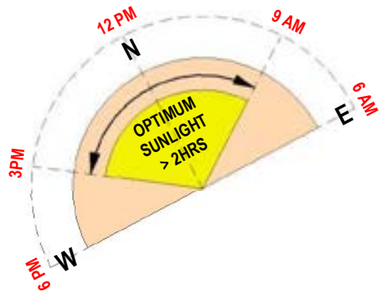
OVERSHADOW L3 - 11AM

OVERSHADOW L3 - 2PM

OVERSHADOW L3 - 3PM

DIRECT SUNLIGHT ACCESS BETWEEN
9 AM TO 3 PM ON 21 JUNE

REFER TO SHADOW DIAGRAM - L 2 ON SHEET A01.04 FOR SUMMARY TABLE



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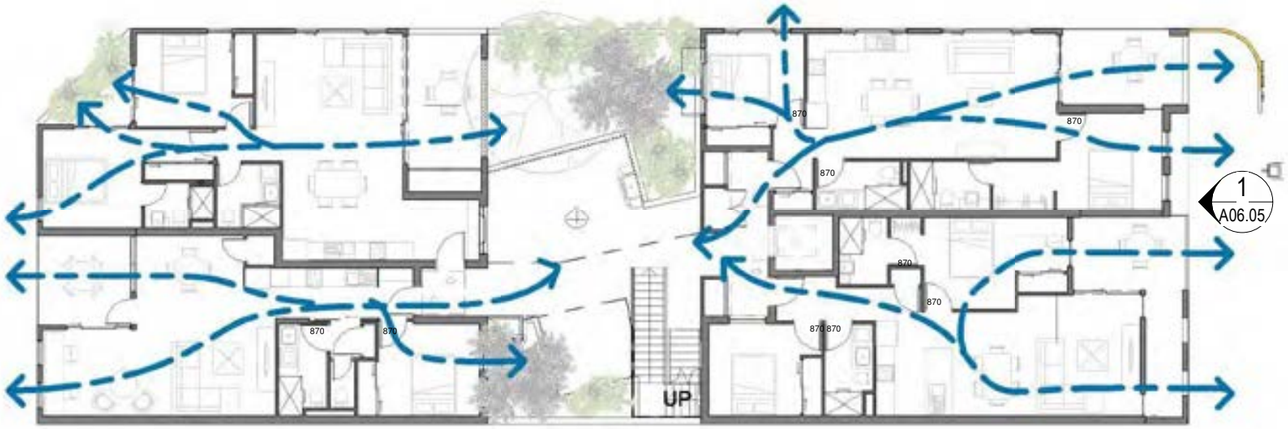
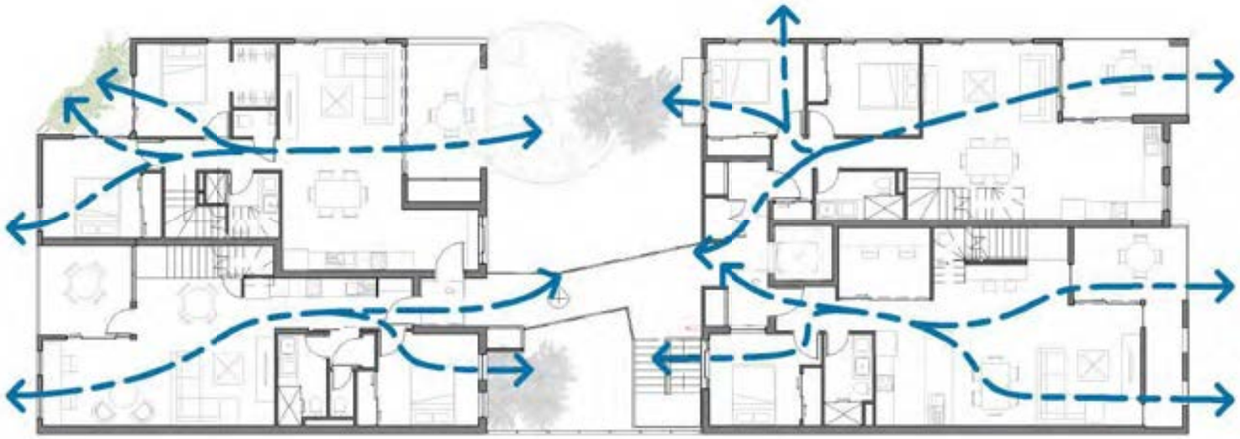
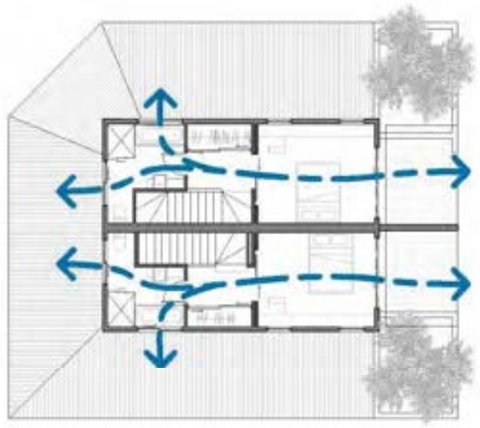
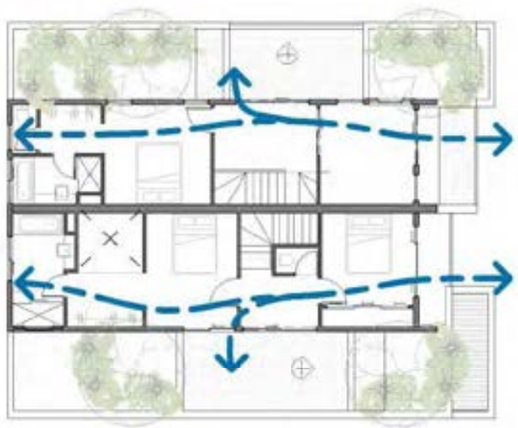


CROSS VENTILATION DIAGRAM - L 1
1 : 200

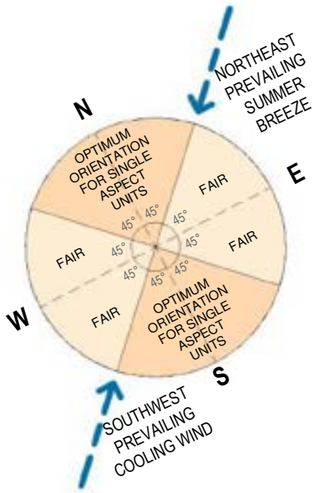


CROSS VENTILATION DIAGRAM - L 2
1 : 200





CROSS VENTILATION DIAGRAM - LOWER ROOF
1 : 200



NATURAL CROSS VENTILATIONS

LEVELS	YES	NO
L1	4	0
L2 + LR	4	0
TOTAL	8	0
%	100 %	0

NOTE:
1. ALL UNITS (100%) OBTAIN NATURAL CROSS VENTILATION.

2. ALL UNITS ARE OF CROSS-THROUGH TYPE & NO SINGLE ASPECT APARTMENTS. MOST EXTERIOR OPENINGS ORIENTATIONS ARE TOWARDS PREVAILING WIND (DWA-4.2.2-b)

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2 4 6 8 M Scale: As indicated (A3)

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CROSS VENTILATION DIAGRAM

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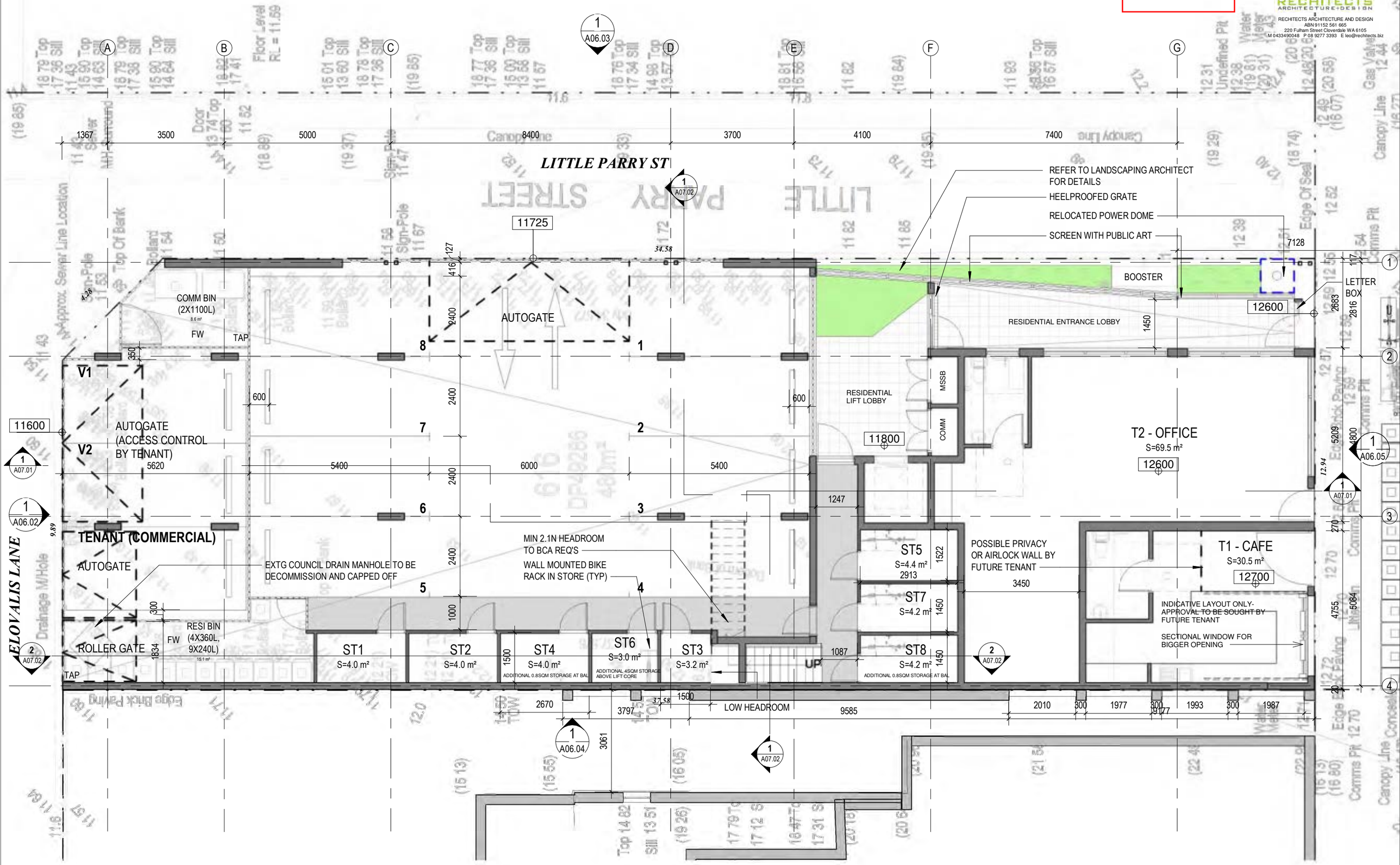

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1	2	3	4	M	Scale:	1 : 100 (A3)	PROJECT PROPOSED MIXED USE - 8 APTS & TENANCIES 195 BEAUFORT ST, PERTH	MUM RESOURCES PTY LTD	GROUND FLOOR PLAN	DESIGNED BY LC	DRAWN BY LC	DATE 02/05/2024	A02.01

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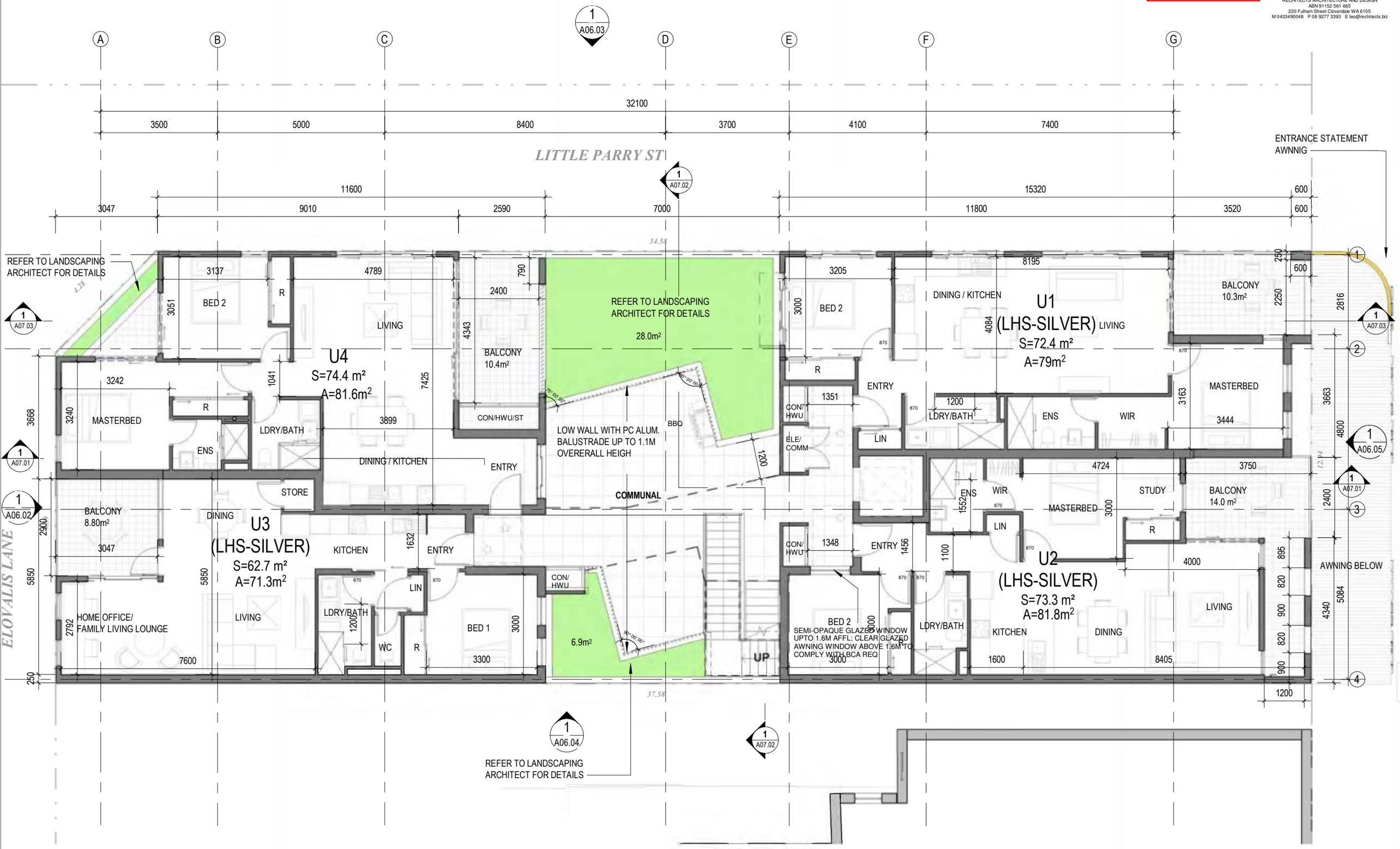

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1 2 3 4 M Scale: 1 : 100 (A3)

PROJECT
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195 BEAUFORT ST, PERTH

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FIRST FLOOR PLAN

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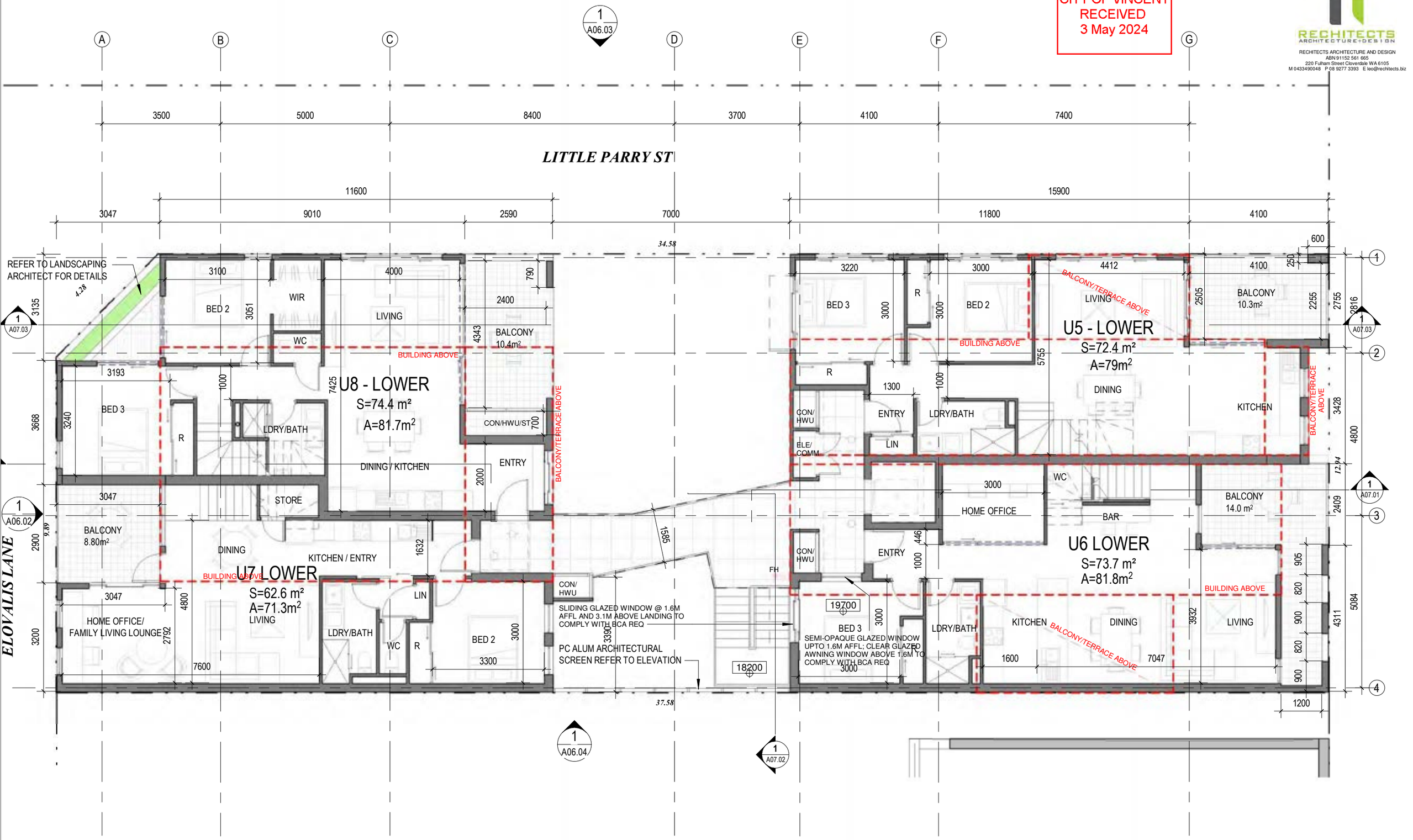

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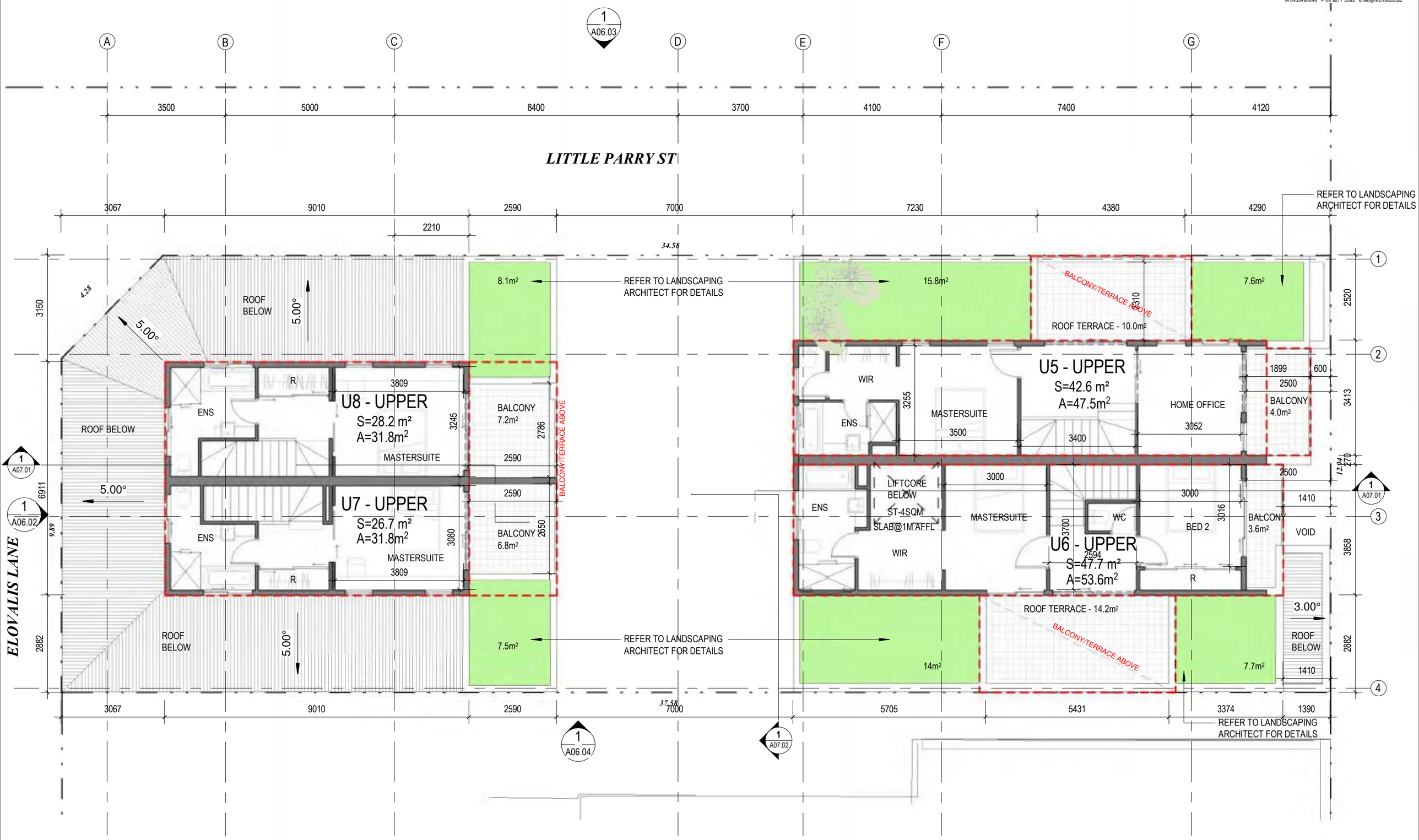

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ELEVATIONS - MATERIALS / FINISHES	
NO	DESCRIPTIONS
2	POWDER COATED ALUMINIUM FEATURE FASCIA
3	MIDLAND BRICK - SUBIACO RED OR SIMILAR
4	JAMES HARDIE STRIA CLADDING (WHITE TERRACE /BREAD CRUMB HALF)
5	JAMES HARDIE FINE TEXTURE CLADDING
6	POWDER COATED ALUMINIUM VERTICAL BALUSTRADE
7	POWDER COATED ALUMINIUM FRAMED WINDOWS
8	COLORBOND ROOF (SURFMIST)
9	EXPOSED SLAB PAINT FINISH
10	PAINTED PRECAST WALL PANEL OR SIMILAR
11	POWDER COATED ALUMINIUM FENCE
12	MIDLAND BRICK - CASTLE GREY
13	POWDER COATED ALUMINIUM SCREEN

"DULUX HAPPY"

"DULUX BREAD CRUMB HALF"

"DULUX WHITE TERRACE"

1

3

4

5

6

12

13

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1	2	3	4	M	Scale:	1 : 100 (A3)	PROJECT PROPOSED MIXED USE - 8 APTS & TENANCIES 195 BEAUFORT ST, PERTH	MUM RESOURCES PTY LTD	EAST ELEVATION	DESIGNED BY LC	DRAWN BY EY	DATE 02/05/2024	A06.01

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ELEVATIONS - MATERIALS / FINISHES	
NO	DESCRIPTIONS
2	POWDER COATED ALUMINIUM FEATURE FASCIA
3	MIDLAND BRICK - SUBIACO RED OR SIMILAR
4	JAMES HARDIE STRIA CLADDING (WHITE TERRACE /BREAD CRUMB HALF)
5	JAMES HARDIE FINE TEXTURE CLADDING
6	POWDER COATED ALUMINIUM VERTICAL BALUSTRADE
7	POWDER COATED ALUMINIUM FRAMED WINDOWS
8	COLORBOND ROOF (SURFMIST)
9	EXPOSED SLAB PAINT FINISH
10	PAINTED PRECAST WALL PANEL OR SIMILAR
11	POWDER COATED ALUMINIUM FENCE
12	MIDLAND BRICK - CASTLE GREY
13	POWDER COATED ALUMINIUM SCREEN

"DULUX HAPPY"

"DULUX BREAD CRUMB HALF"

"DULUX WHITE TERRACE"

1

3

4

5

6

12

13

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ELEVATIONS - MATERIALS / FINISHES	
NO	DESCRIPTIONS
2	POWDER COATED ALUMINIUM FEATURE FASCIA
3	MIDLAND BRICK - SUBIACO RED OR SIMILAR
4	JAMES HARDIE STRIA CLADDING (WHITE TERRACE /BREAD CRUMB HALF)
5	JAMES HARDIE FINE TEXTURE CLADDING
6	POWDER COATED ALUMINIUM VERTICAL BALUSTRADE
7	POWDER COATED ALUMINIUM FRAMED WINDOWS
8	COLORBOND ROOF (SURFMIST)
9	EXPOSED SLAB PAINT FINISH
10	PAINTED PRECAST WALL PANEL OR SIMILAR
11	POWDER COATED ALUMINIUM FENCE
12	MIDLAND BRICK - CASTLE GREY
13	POWDER COATED ALUMINIUM SCREEN

1

3

4

5

6

12

13

"DULUX HAPPY"

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"DULUX WHITE TERRACE"

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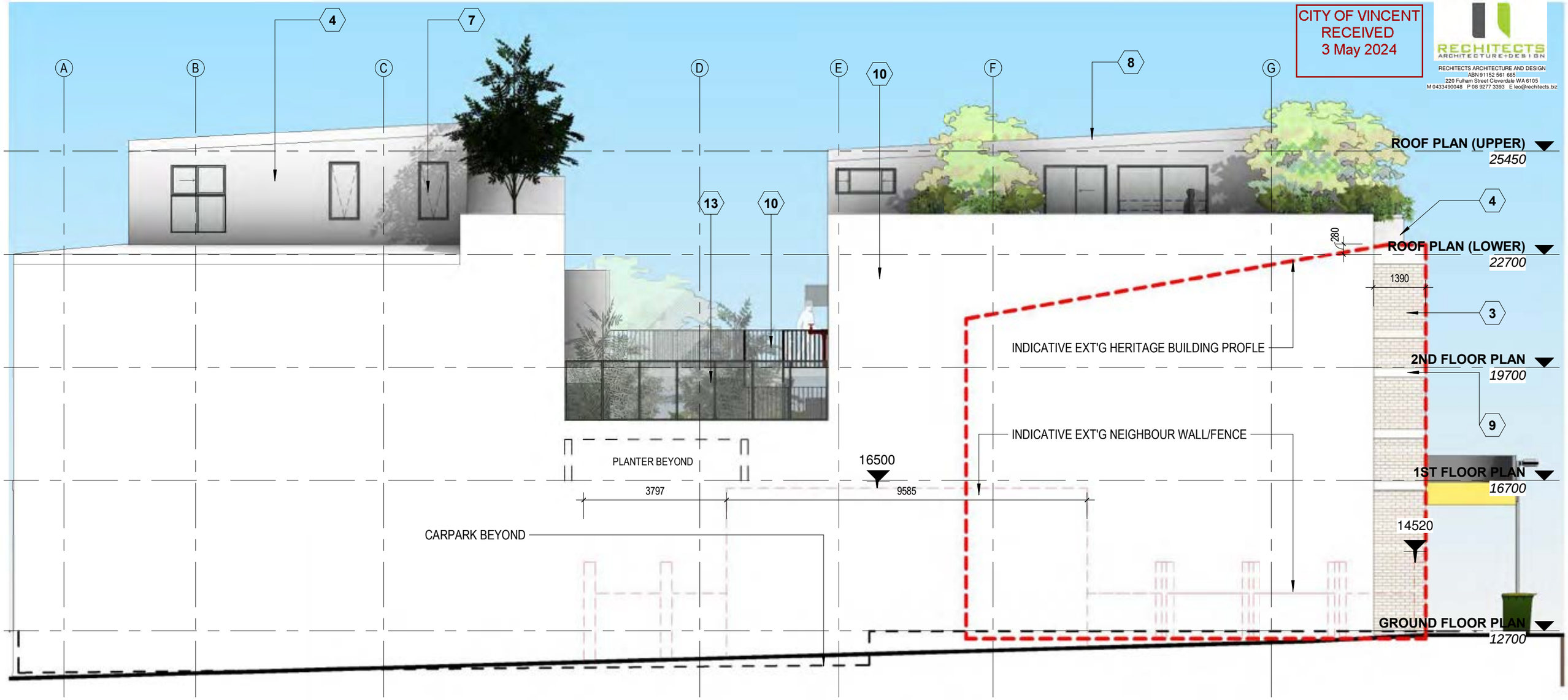

ELEVATIONS - MATERIALS / FINISHES	
NO	DESCRIPTIONS
2	POWDER COATED ALUMINIUM FEATURE FASCIA
3	MIDLAND BRICK - SUBIACO RED OR SIMILAR
4	JAMES HARDIE STRIA CLADDING (WHITE TERRACE /BREAD CRUMB HALF)
5	JAMES HARDIE FINE TEXTURE CLADDING
6	POWDER COATED ALUMINIUM VERTICAL BALUSTRADE
7	POWDER COATED ALUMINIUM FRAMED WINDOWS
8	COLORBOND ROOF (SURFMIST)
9	EXPOSED SLAB PAINT FINISH
10	PAINTED PRECAST WALL PANEL OR SIMILAR
11	POWDER COATED ALUMINIUM FENCE
12	MIDLAND BRICK - CASTLE GREY
13	POWDER COATED ALUMINIUM SCREEN

1

3

4

5

6

12

13

"DULUX HAPPY"

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"DULUX TERRACE WHITE"

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							PROPOSED MIXED USE - 8 APTS & TENANCIES 195 BEAUFORT ST, PERTH	MUM RESOURCES PTY LTD	SECTION A-A	DESIGNED BY	LC	DRAWN BY	LC	DATE	02/05/2024	A07.01

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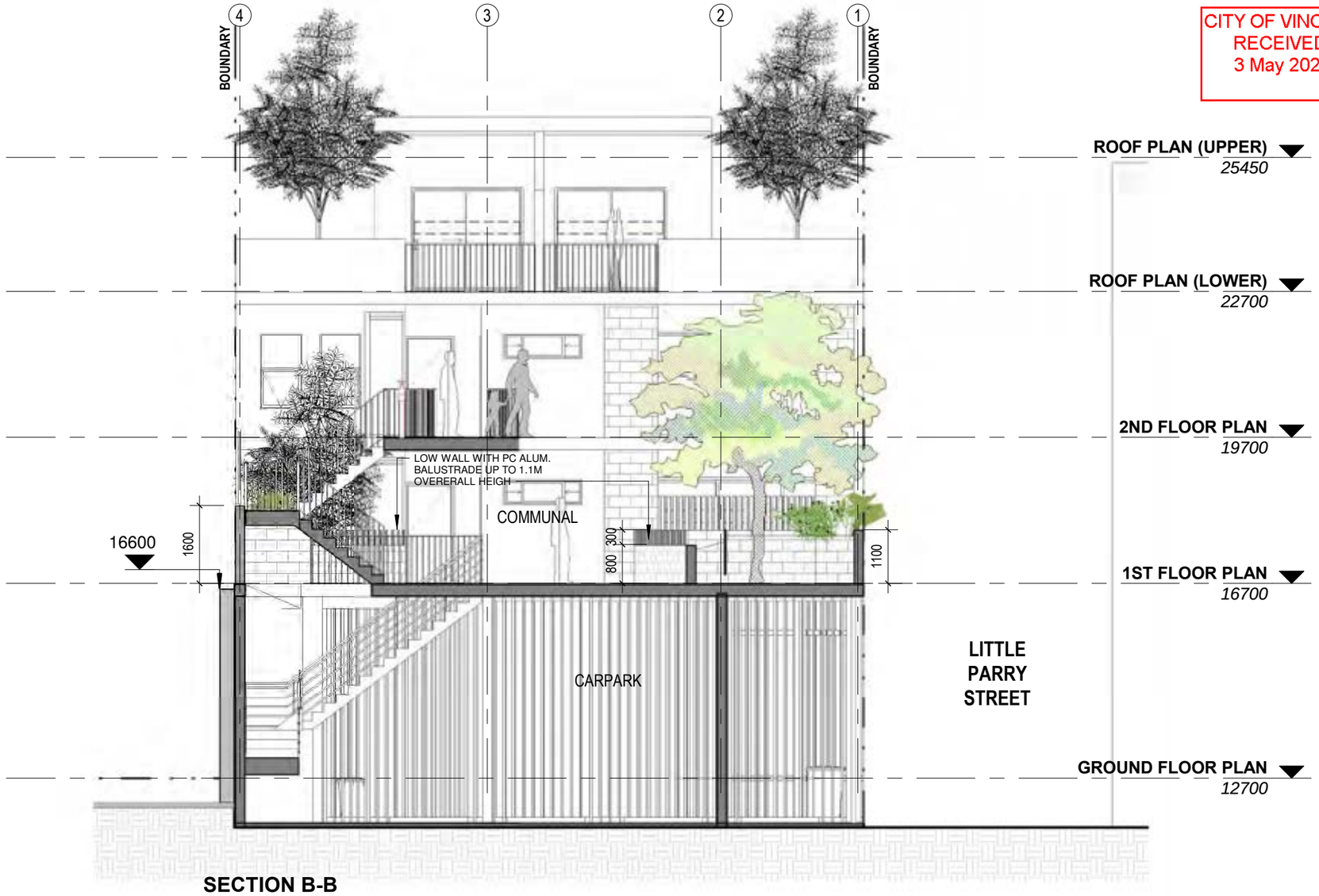

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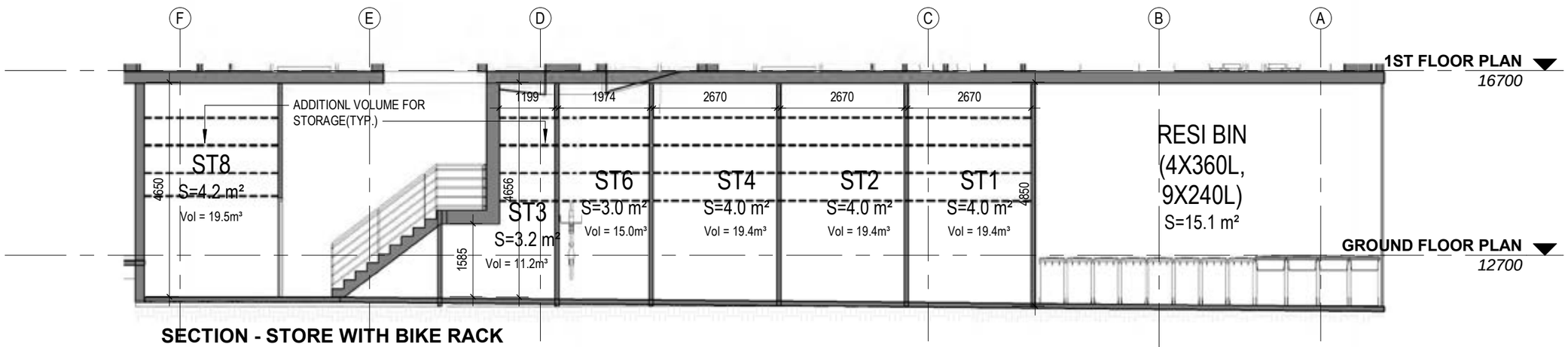

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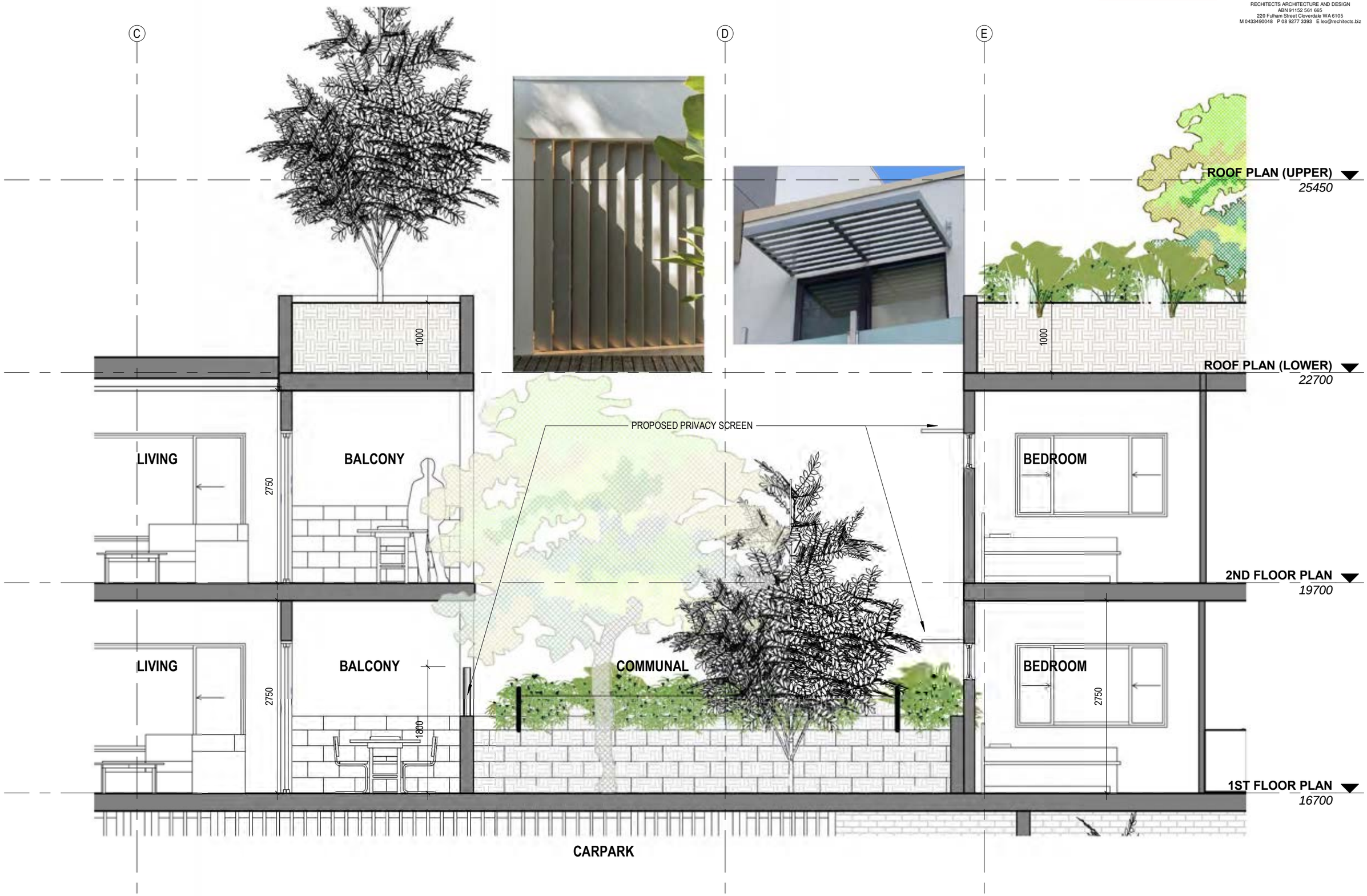

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ATTACHMENT 3

DEVELOPMENT ASSESSMENT PANEL MEETING

Development Perspectives

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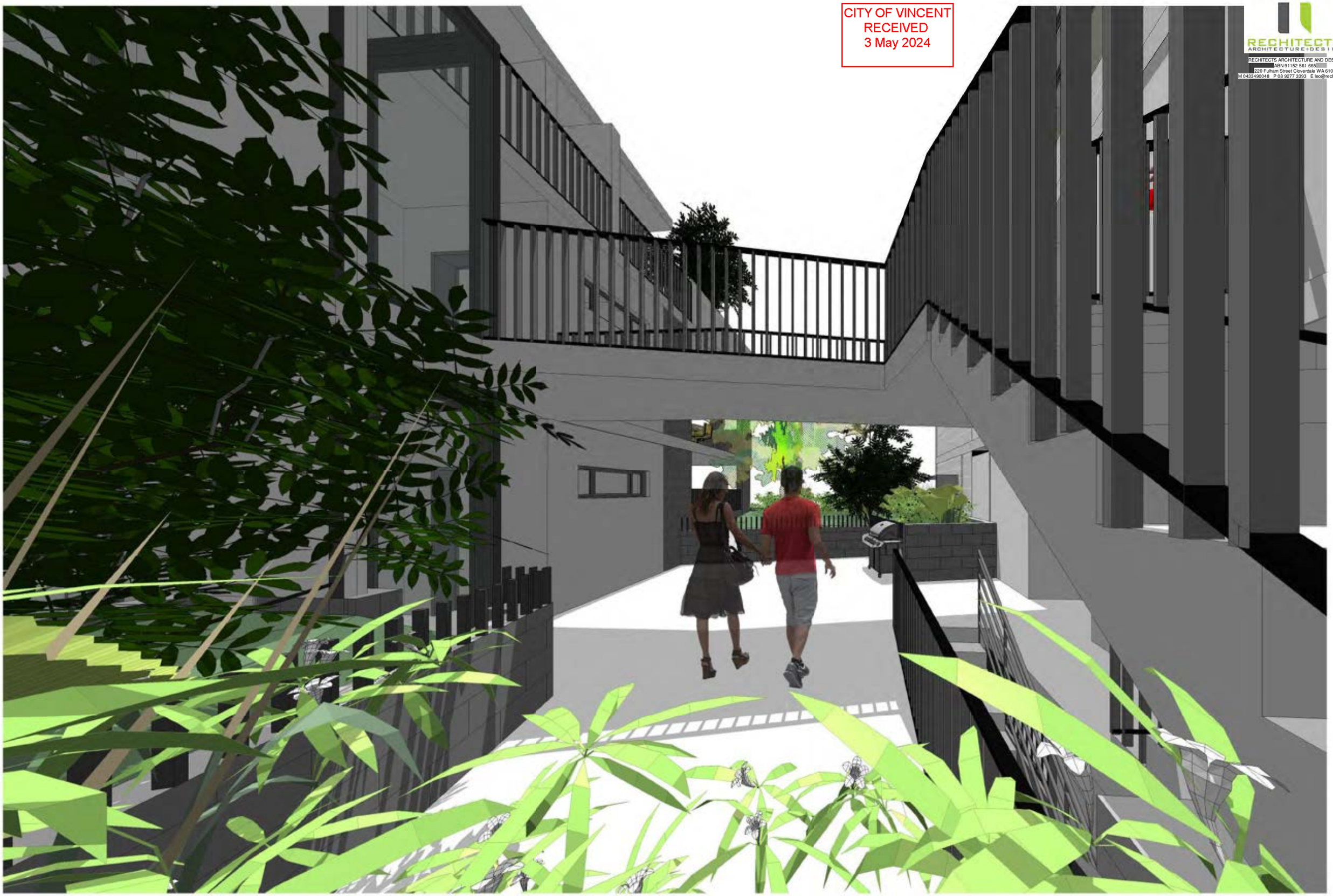

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ATTACHMENT 4

DEVELOPMENT ASSESSMENT PANEL MEETING

Applicant's Planning Report

Application for Development Approval

Mixed Use Development

Lot 616 (No. 195) Beaufort Street, Perth

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LATERAL
PLANNING

LATERAL PLANNING

Document Control

Reference	0248
Location	Lot 616 (No. 195) Beaufort Street, Perth
Client	Mum Resources Pty Ltd
Document Title	Application for Development Approval
Document File Name	0248 Town Planning Statement.docx
Document Date	18 December 2023
Document Version	V1

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LATERAL PLANNING

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1.0 Introduction

Lateral Planning acts for Mum Resources Pty Ltd, the owner of the land situated at Lot 616 (No.195) Beaufort Street, Perth (**Site**).

This Town Planning Report (**Report**) has been prepared in support of an Application for Development Approval (**Application**) which proposes to construct a mixed-use building comprising eight (8) multiple dwellings and two (2) commercial tenancies, together with associated car parking, driveways, services and communal open space.

The development has an estimated cost of construction of $2.4 million. As such, the Application is an 'opt-in' application for determination by the Metro-Inner North Joint Development Assessment Panel (**JDAP**).

The project team which has assisted in preparing the Application is listed below.

DISCIPLINE	CONSULTANT
Surveyor	ST Spatial
Architect	Rechitects
Town Planner	Lateral Planning
Landscape Architect	Kelsie Davies Landscape Architecture
Heritage Architect	Hocking Heritage + Architecture
Waste Management Consultant	SML Group and Associates
Acoustic Consultant	Acoustics Consultants Australia
Public Art Consultant	Peter McMeikan
Sustainability Consultant	Emergen

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2.0 Subject Site

2.1 Overview

Address	195 Beaufort Street, Perth	
Local Authority	City of Vincent	
Certificate of Title	Volume 2676 Folio 173	
Cadastral	Lot 616 on Deposited Plan 49286	
Land Area	480m^2	
Street Frontages	Beaufort Street	12.9 metres
	Little Parry Street	34.5 metres
	Elovalis Lane	9.9 metres
Existing Land Use	Vacant Land	

2.2 Context

The Site is located in the City of Vincent (**City**), 650 metres to the north-east of the Perth Central Area, in the locality of Perth.

Figure 1: Regional Context

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The Site is located on the western side of Beaufort Street, on the corner of Little Parry Street, opposite Weld Square. The locality is within the former Central Perth Redevelopment Area and has undergone a period of urban renewal, transforming an under-utilised area into a mixed-use precinct close to Perth city centre. The area is characterised by a mix of retail, commercial and residential developments. The adjacent site to the south is occupied by the former Chinese Laundry and Dye Works, a heritage listed place constructed in 1896 and now occupied by the Ellington Jazz Club. Weld Square, Russell Square, Birdwood Square and Hyde Park are within 1 kilometre of the Site. A pedestrian pathway is provided in the verge of Beaufort Street adjacent to the Site, with bus stops provided immediately to the south and opposite the Site.

The Site and surrounds are shown in **Figure 2** below.

Figure 2: Local Context

2.3 Site Characteristics

The Site is vacant with no buildings or vegetation. A review of aerial imagery indicates the Site has been vacant for approximately 20 years. The topography of the site falls by 1.2 metres in an east to west direction, from a level of approximately 12.7 metres AHD at the Beaufort Street frontage to 11.5 metres AHD at the Elovalis Lane frontage. A right-of-carriageway of between 0.05 and 0.08 metres in width affects the rear portion of the Site abutting Elovalis Lane.

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Figure 3: Site Plan

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3.0 Description of Proposed Development

The Application proposes the construction of a four-storey mixed use building on the Site.

3.1 Commercial Tenancies

The Ground Floor of the building will contain two commercial tenancies fronting Beaufort Street: an Office tenancy with a floor area of 67m^2 and a Café tenancy of 34m^2. The Café will function as a boutique "hole-in-the-wall" premises, offering an intimate and welcoming space for patrons with a glazed active frontage to the street. Both tenancies are accessed directly from the footpath on Beaufort Street.

3.2 Apartments

A total of eight (8) apartments are proposed on the upper floors of the building. Four single-storey dwellings are proposed on the First floor, including one 1-bedroom apartment and three two-bedroom apartments. Four two-storey apartments are proposed on the upper two floors of the building, including one 2-bedroom apartment and three 3-bedroom apartments.

The apartments are positioned in an east-west orientation, either side of a central landscaped communal open space area. Four apartments overlook Beaufort Street while the four apartments to the rear have an outlook toward Elovalis Lane and Little Parry Street. All apartments benefit from natural cross-ventilation and are designed to maximise solar access.

Pedestrian access to the apartments is provided at-grade from a secure lobby off Beaufort Street, which can also be accessed from the car parking area at the rear of the Ground Floor. Each apartment is provided with a secure private store room on the Ground Floor.

3.3 Car Parking and Access

3.3.1 Car Parking

Car parking is provided to the rear of the Ground Floor commercial tenancies. A total of eight (8) resident car bays (one per dwelling) are provided within a secure parking area with access obtained from Little Parry Street. Two (2) resident visitor bays and one (1) commercial tenant bay are provided at the rear of the Ground Floor with access obtained from Elovalis Lane. These car bays are also provided with a secure automatic gate operated by residents and staff only. Given the inner city location and high level of access by walking, cycling and public transport, none of the on-site car bays will be available for customers of the commercial tenancies.

3.3.2 Bicycle and Motorcycle / Scooter Parking

Each apartment is provided with a wall mounted bike rack in the store room for secure parking of a resident bike. The generous floor-to-ceiling height (>4.6 metres) allows for the wall mounted bike rack without compromising the overall storage capacity of the store rooms.

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Two (2) bike racks are proposed to be installed in the Beaufort Street footpath adjacent to the residential entry lobby, for use by visitors / customers. Each commercial tenancy is provided with a universal access toil ('UAT') that includes a shower suitable for use by staff as an end-of-trip cyclist facility.

Due to the small-scale of the development, it is not proposed to provide any on-site parking for scooters / motorcycles, noting that five (5) on-street motorcycle bays are provided on Parry Street directly opposite the site.

3.4 Servicing and Waste

Due to the small-scale of the development, a dedicated on-site loading bay is not proposed. There are two Loading Zones on Beaufort Street just to the north of the site that will be available for use by delivery / service vehicles attending the Site.

Two (2) secure bin stores are provided at the rear of the development to provide separate waste collection areas for residential and commercial waste. Residential waste will be collected by the City on Beaufort Street. The caretaker / cleaner will be responsible for ensuring bins are presented alongside the Beaufort Street kerb prior to collection, and for returning bins to the storage areas after collection. Commercial waste will be collected by a private contractor directly from the bin compound.

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4.0 Town Planning Considerations

4.1 Metropolitan Region Scheme

The Site is zoned Urban under the Metropolitan Region Scheme (**MRS**). The development is consistent with the intent of the Urban zone. Beaufort Street is reserved as an Other Regional Road under the MRS. No portion of the reserve encroaches into the Site.

4.2 State Planning Policies

4.2.1 State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 – Road and Rail Noise (**SPP5.4**) seeks to minimise the adverse impacts of traffic noise on sensitive land uses (i.e. residential) in proximity to major transport routes, including 'strategic freight and major traffic routes' and 'other significant freight / traffic routes'.

According to Main Roads on-line 'Traffic Map', the section of Beaufort Street in the vicinity of the site carries less than 14,000 vehicles per weekday, with fewer than 20 Class 7 to 12 Austroads vehicles (2021/22). As such, Beaufort Street does not meet the threshold for consideration as a strategic, major or other significant traffic route pursuant to SPP5.4. This means the site is not within the trigger distance of a major transport route and an assessment of traffic generated noise pursuant to SPP5.4 is not required.

Notwithstanding, the Application is accompanied by an Acoustic Assessment which recommends measures to ensure that occupants of the building are not exposed to excessive noise from traffic and surrounding land uses.

4.2.2 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (**SPP7.0**) seeks to achieve 'good design' through the application of ten (10) Design Principles.

Consideration has been given to the Design Principles of SPP7.0. Preliminary drawings were considered by the City's Design Review Panel (**DRP**) prior to lodgement of the Application and the design was subsequently amended in response to the DRP. The Application will be further considered by the DRP to ensure the development responds appropriately to SPP7.0.

The table below summaries how the development responds to the ten (10) Design Principles.

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Design Principle	Design Response
Context and Character	The original vision for New Northbridge as expressed by the former Metropolitan Redevelopment Authority was to create a safe, friendly and enjoyable place for Perth people and visitors to live, work and play. The current Lindsay Street Precinct upholds this vision and is progressively being developed, comprising of mixed-use buildings that provide activation as well as residential density to support the viability of Northbridge. The proposed development proposes a considered response to the pre-existing development in the Lindsay Street Precinct, positively reinforcing the existing heritage and character of the area, whilst still creating a building with a sense of individuality that can be identified in its greater context.
Landscape Quality	The project provides the opportunity to deliver key landscaping elements, predominately for residents and the wider community. The integrated landscaping on the building will soften the built form and interface with adjoining buildings. The development also provides significant amounts of on-structure planting referencing the existing ecologies and promoting sustainable tree canopy in the precinct.
Built Form and Scale	The design is driven by the desire to respond to the existing character and scale of buildings in the surrounding area. The proposed architecture ensures that the building is appropriately scaled with articulated and dynamic facades that presents a high-quality outcome when viewed from the street.
Functionality and Build Quality	The development contains well resolved apartment layouts as well as functional communal spaces. The apartment layouts have been designed to carefully consider and respond to contemporary living requirements.
Sustainability	The orientation and design of the proposed building work to maximise natural cross-ventilation and access to daylight to apartments, focussing on the amenity of future residents, which is reinforced through landscaping, areas of communal open space and the lifestyle offered by the location of the development.
Amenity	The proposal includes an area of communal open space on Level 1 to enhance resident amenity. The Application is accompanied by an Acoustic Assessment to ensure external noise sources do not adversely affect resident amenity.
Legibility	The development has clearly defined entrances to the commercial tenancies and residential apartments. Pedestrian movement is separated from vehicular traffic to improve pedestrian safety and legibility.
Safety	All apartments are provided with openings and balconies that overlook the surrounding public realm and maximise passive surveillance. The residential entry lobby and parking areas are provided with secure access doors / gates. The ground floor tenancies are provided with glazing to creative an active and safe environment with high levels of passive surveillance of the adjacent public realm public.
Community	The design incorporates a mix of apartment typologies, providing housing choice to accommodate various demographics. The commercial tenancies are designed to allow for adaptive use over time.
Aesthetics	The aesthetics of the development draw from the existing building fabric in the area, resulting in building facades that are consistent with the prevailing built form and character of the area. The Beaufort Street façade has been designed in consultation with the project Heritage Architect to ensure that it compliments, but does not mimic, the adjoining heritage listed building.

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4.2.3 State Planning Policy 7.3 – Residential Design Codes (Volume 2 Apartments)

State Planning Policy 7.3 – Residential Design Codes Volume 2 Apartments (**SPP 7.3**) applies to the multiple dwellings proposed by the Application. SPP 7.3 is a performance-based policy that contains a series of Design Elements, Objectives and Acceptable Outcomes. The Application satisfies the Objectives and majority of relevant Acceptable Outcomes of SPP7.3, as applicable to apartments on land coded R80.

4.3 Perth Parking Policy

The Site is located in the Perth Parking Management Area (**PPMA**) pursuant to the provisions of the Perth Parking Management Act. Development in the PPMA is subject to the provisions of the Perth Parking Policy, which stipulates a maximum commercial tenant parking allowance of 250 bays per site hectare, based on integrated access from a Category 4 street. The provision of one (1) commercial tenant car bay is consistent with the Perth Parking Policy. The minimum car parking standards set out in the City's Car Parking Local Planning Policy do not apply to land within the PPMA.

4.4 City of Vincent Local Planning Scheme No.2

4.4.1 Zoning

The Site is zoned Mixed Use under the City's Local Planning Scheme No.2 (**LPS 2**).

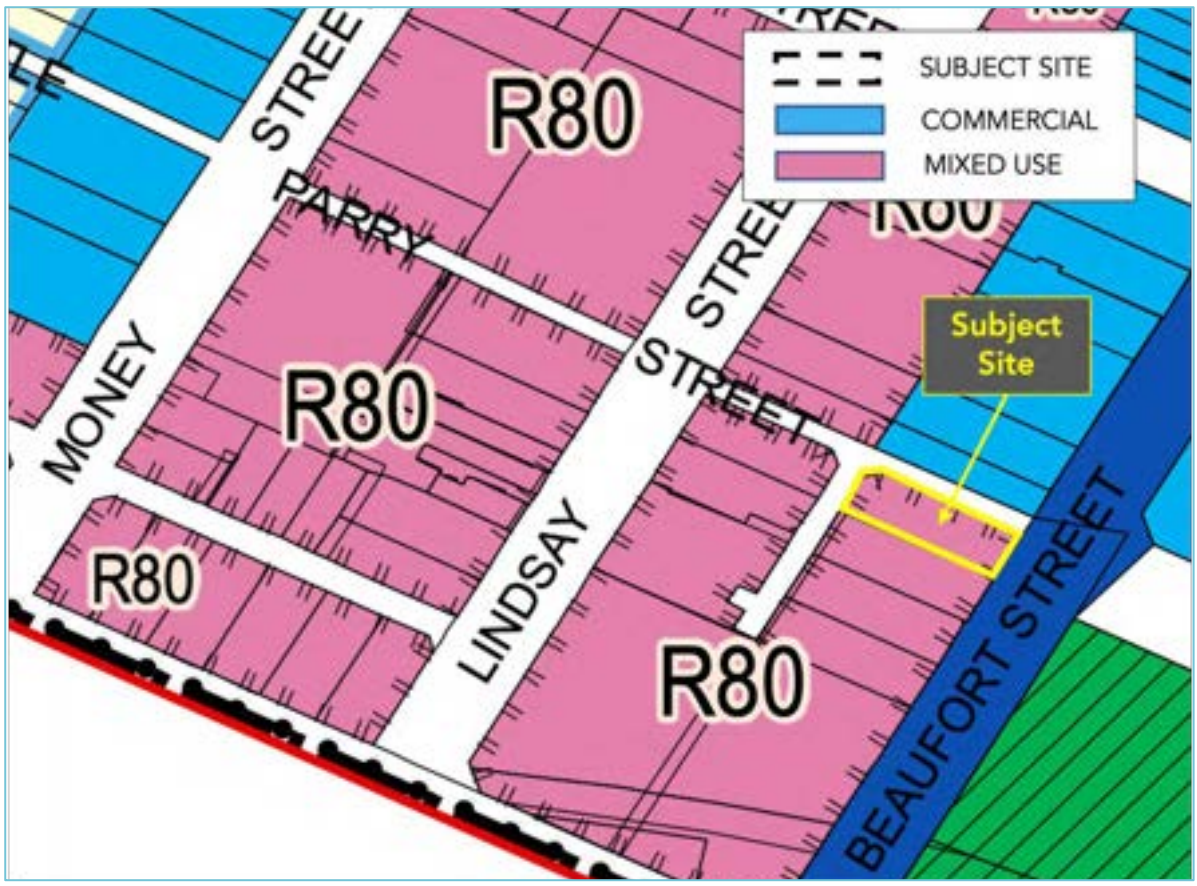

Figure 4: LPS2 Zoning

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The Objectives of the Mixed-Use Zone are:

- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*
- *To provide for a compatible mix of high density residential and commercial development.*
- *To promote residential use as a vital and integral component of these mixed use zones.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including, but not limited to, solar passive design, energy efficiency and water conservation.*

The mixed use development proposed by the Application, with ground floor commercial tenancies and upper level apartments, satisfies the Objectives of the Mixed-Use zone.

4.4.2 Land Use

The LPS2 Zoning Table sets out the permissibility of land uses in each zone. The permissibility of the uses proposed by the Application are as follows:

- Multiple Dwellings — Permitted ('P')
- Office — Discretionary ('D')
- Café — Discretionary with Advertising ('A')

4.4.3 Residential Density

The Site is subject to a residential density code of R80 under LPS2.

4.4.4 Special Control Areas

The Site is not within any Special Control Areas under LPS2.

4.5 Local Planning Policies

The City has adopted numerous Local Planning Policies pursuant to LPS2 that are relevant to the consideration of this Application, including:

- Local Planning Policy 7.5.10 – Sustainable Design;
- Local Planning Policy 7.5.21 – Sound Attenuation; and
- Percent for Art Local Planning Policy.

Many of the provisions in the Local Planning Policies address design related matters that are dealt with within SPP 5.4 – Road and Rail Noise, SPP 7.0 – Design of the Built Environment and SPP 7.3 – R-Codes Volume 2.

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4.6 Central Perth Redevelopment Area

The Site was formerly in the New Northbridge Project Area of the Central Perth Redevelopment Area pursuant to the Metropolitan Redevelopment Authority (**MRA**) Act. The area within which the Site is situated has been normalised and development control powers returned to the City. The previous Design Guidelines and Development Policies prepared by the former MRA are now administered by the City.

4.6.1 New Northbridge Design Guidelines

The Site is located in the 'Lindsay Street Precinct' under the New Northbridge Design Guidelines (**Guidelines**). The Guidelines include the following development standards applicable to the Site.

Provision	Requirement
Preferred Land Use	Mixed Use / Commercial / Residential
Site Coverage	80% maximum
Front / Side Setbacks	Consistent with adjoining buildings.
Rear Setback	3 metres minimum
Building Height	Beaufort Street (Frontage): 2 storeys (9m) Elovalis Lane: 3 storeys (12m)
Access	Access via Elovalis Lane
Plot Ratio	2.0:1
Passive Surveillance	Incorporation of elements to encourage passive surveillance of Weld Square.

4.6.2 Development Policies

The following Development Policies adopted by the former MRA for the New Northbridge Project Area are summarised below.

Development Policy	Applicant Comment
Development Policy 1 – Green Building	Refer to Sustainable Development Report.
Development Policy 2 – Heritage Places	Refer to Heritage Impact Statement.
Development Policy 3 – Sound and Vibration Attenuation	Refer to Acoustic Assessment.
Development Policy 4 – Providing Public Art	Refer to Public Art Strategy.
Development Policy 9 – Affordable and Diverse Housing	The proposed development includes a range of 1, 2 and 3 bedroom apartments to cater to the varying needs and demographics of the community.
Development Policy 10 – Adaptable Housing	All of the dwellings satisfy (or are capable of satisfying) the Silver Level Design Requirements advocated by Liveable Housing Australia.

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4.7 Development Assessment

The proposed development generally satisfies the relevant provisions of the applicable town planning framework, including the Residential Design Codes Volume 2 (**RD Codes**), as applicable to apartments on land coded R80. The following sections of this Report describe those aspects of the development that depart from key provisions of the planning framework.

4.7.1 Built Form

Site Coverage

The Application proposes 100% site coverage in-lieu of the maximum site coverage of 80% stipulated by the Guidelines. It is considered the proposed site coverage can be supported.

The characteristics of the Site, including its narrow width, three street frontages and topography, make it difficult to achieve a built form outcome on the Ground Floor with an active edge to Beaufort Street whilst car parking is sleeved behind the commercial tenancies. These characteristics also present a challenge at the upper levels with respect to residential privacy, solar access, cross-ventilation and separation between apartments. The proposed site coverage is necessary to ensure the development addresses these streetscape and amenity requirements. Further, the proposed site coverage is considered to be appropriate given the context of the site, being within an established inner-city location with many buildings built boundary-to-boundary. No planning benefit arises by reducing the site coverage of the development and the proposed site coverage is therefore considered appropriate.

Building Height

The Guidelines stipulate a maximum building height of 2 storeys fronting Beaufort Street, transitioning to 3 storeys toward the rear of the Site. The Application proposes a four (4) storey building. It is considered the proposed height of the development can be supported.

The Site is located in an inner-city location characterised by buildings of varying height, including a number of mixed-use buildings of four to six storeys fronting Beaufort Street, between Newcatsle and Brisbane Streets. The street frontage height of the development is consistent with the height of the existing heritage-listed building to the south, with the uppermost level setback to reduce its impact on the streetscape. In this regard, whilst the adjoining heritage building is only two storeys in height, it has a scale equivalent to a three-storey building, with the top of the parapet being over 10 metres above the level of the footpath. The development has been designed in collaboration with the project Heritage Architect and the Heritage Impact Statement for the Application endorses the proposed building height. Finally, the proposed height of the building does not have any adverse impact on the amenity of adjoining properties as a result of (for example) overlooking or overshadowing.

In light of the above, the proposed height is consistent with the character of the locality and will not have an adverse impact on the adjoining heritage building or the amenity of the area.

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Rear Setback

The Guidelines stipulate a minimum setback of 3 metres to Elovalis Lane. The Application proposed a nil setback to Elovalis Lane for the Ground, First and Second Floors, with the uppermost level setback the required 3 metres.

The proposed nil setback for the lower levels of the building is considered appropriate. Similar to the issue of site coverage, the characteristics of the Site make it challenging to achieve functional commercial tenancies with an active edge to the street and car parking to the rear, whilst also providing a 3-metre rear setback. Similarly, for the First and Second Floors, the provision of a 3-metre setback would impact the quality of the residential spaces with respect to privacy and access to natural ventilation and daylight, unless the number of dwellings was significantly reduced. This would reduce the opportunity to provide additional housing stock to meet demand and render the project unviable.

Importantly, the reduced setback will not have an adverse impact on the properties to the west of Elovalis Lane. Two of those properties are provided with car bays fronting Elovalis Lane, while the building directly behind the Site is setback 3 metres from Elovalis Lane and provided with an open servicing area. Elovalis Lane has a width of 6 metres which, combined with the setback of the building to the west, provides a total separation distance of 9 metres between the buildings. The rear wall of the building to the west has windows to what are presumed to be living areas and bedrooms, with open sided balconies facing Little Parry Street. The proposed development includes bedroom windows to that portion of the rear wall with a nil setback to Elovalis Lane. Even with the proposed nil setback, the total separation distance of 9 metres between the existing and proposed buildings either side of Elovalis Lane achieves the visual privacy setbacks under the RD Codes, being 3 metres for bedrooms, 4.5 metres for living areas and 6 metres for balconies. Accordingly, the proposed nil setback is not considered to have any adverse impact on the amenity of the adjoining properties.

4.7.2 Vehicle Access

Vehicle access to the resident parking bays is provided via Little Parry Street in-lieu of Elovalis Lane. Due to the narrow width of the Site, the provision of vehicle access from Elovalis Lane would require a single-sided aisle with car bays on one side only. This would effectively result in the car park occupying the entire area of the Site, with the commercial tenancies having to be deleted to make way for the car park. This would have a significant adverse impact on the streetscape and seriously compromise the viability and design of the development.

Whilst Elovalis Lane is a 'lower order' street than Little Parry Street, the later also functions as a laneway, and with only eight (8) residential car bays being accessed directly from Little Parry Street, it is not considered the proposed design will have any adverse impact on the pedestrian environment or traffic flow. Even if the access point were to be provided from Elovalis Lane, all cars would still need to travel via Little Parry Street, due to Elovalis Lane being a cul-de-sac.

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4.7.3 Residential Design Codes

The development satisfies all relevant Acceptable Outcomes under the RD Codes, as applicable to apartments on land coded R80, with the exception of the following.

Tree Canopy and Deep Soil Areas

The Acceptable Outcomes in Design Element 3.3 require a minimum of 10% deep soil area, or planting on-structure at twice the shortfall in deep soil area. Tree planting is also required. The following table details the required and proposed landscaping.

Landscaping	Requirement	Proposed
Deep Soil Area	10% of Site (48m^2)	Nil
On-Structure Planting	20% of Site (96m^2)	94m^2 (19.6%)
Tree Planting	1 medium tree and small trees to suit	10 small trees.

Due to the restricted nature of the Site, no deep soil planting is proposed. Instead, the landscaping proposal focuses on the provision of high-quality on-structure planting adjacent to the residential entry lobby, within the communal open space area on Level 1, and within six (6) planters on the upper level of the building.

The Ground Level planting areas are provided with in-ground soil (the roof over precludes these areas from being treated as deep soil areas), while all of the above-ground planters have a soil depth of 1 metre. All above-ground planting areas are designed to accommodate a small tree and enhance the quality of the communal / private open space areas. The plant species have been carefully selected to suit the Site context and planting area provided.

Private Open Space and Balconies

The Acceptable Outcomes in Design Element 4.4 stipulate the following minimum area and dimensions for balconies.

Dwelling Size	Required Minimum Area	Required Minimum Dimension
1 Bedroom	8m^2	2 metres
2 Bedrooms	10m^2	2.4 metres
3 Bedrooms	12m^2	2.4 metres

The following dwellings do not achieve the Acceptable Outcome:

- Dwelling 4 (2-Bed): Balcony dimension of 2.2 metres;
- Dwelling 5 (3-Bed): Balcony size of 10.3m^2;
- Dwelling 6 (3-Bed): Balcony size of 11m^2;
- Dwelling 7 (2-Bed): Balcony size of 9.8m^2;
- Dwelling 8 (3-Bed): Balcony size of 10.3m^2 and dimension of 2.2 metres.

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All of the proposed balcony variations are considered minor. For Dwelling 4, the balcony is accessible from two sets of sliding doors off the primary living area, directly faces the landscaped on-structure planting area, and exceeds the minimum required area by 0.3m^2. For Dwellings 5 to 8, all of the balconies are accessible from sliding doors off the primary living area on the lower level of the dwelling, and each of these dwellings is provided with a secondary balcony / roof terrace on the upper floor that is accessible from the master bedroom or a secondary living area. Including the upper level balconies / roof terraces, Dwellings 5 to 8 are all provided with external living areas in excess of the minimum required area. All dwellings are therefore provided with good access to appropriately sized balconies that will enhance resident amenity.

Managing the Impact of Noise

Acceptable Outcome A4.7.2 in Design Element 4.7 of the RD Codes stipulates that active communal open space areas should not be located within 3 metres of a bedroom window.

Dwellings 1 to 3 each have a bedroom window within 3 metres of the landscaped communal open space situated in the centre of the building on the First Floor. The small scale of the project means the communal open space area primarily functions as a landscaped transition area between the west and east portions of the building rather than an active outdoor recreation area that will be frequently used. The area abutting the bedroom windows comprises 1 metre deep in-structure planters that will be densely planted to assist with visual privacy. In addition, the use of horizontal and vertical screening, together with highlight windows, ensures that all major openings and balconies achieve the Acceptable Outcomes of the RD Codes with respect to building separation and visual privacy setbacks. The Acoustic Assessment also recommends installation of 12.5mm glass to bedroom windows to mitigate noise transfer.

Store Rooms

Acceptable Outcome A4.6.1 in Design Element 4.6 of the RD Codes requires dwellings to be provided with a secure store room. For 3-bedroom dwellings, the store room is required to have an area of 5m^2 with a minimum dimension of 1.5 metres. The 3-bedroom dwellings in the building (Dwellings 5, 6 and 8) are provided with a store room of less than 5m^2 but with a minimum dimension of 1.5 metres. Despite the reduced floor area, these store rooms have a floor to ceiling height of over 4.6 metres, providing a significant amount of vertical / cubic storage area to offset the reduce floor area.

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5.0 Conclusion

This Town Planning Report has been prepared in support of an Application for Development Approval for a mixed-use building comprising eight (8) multiple dwellings and two (2) commercial tenancies (office and café) at Lot 616 (No.195) Beaufort Street, Perth.

The development appropriately responds to the context and characteristics of the Site, being situated within a highly prominent mixed-use area fronting Beaufort Street. The design of the development is sympathetic to the scale and form of adjacent buildings, including the heritage-listed building to the south, and will fill a void in the streetscape.

The development has been designed having regard to all relevant town planning considerations pursuant to Deemed Provision 67 of the Local Planning Scheme. The development is consistent with the Objectives of the Mixed Use zone and will not have any adverse impact on the amenity of the locality.

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LATERAL PLANNING

17 April 2024

Chief Executive Officer
City of Vincent
PO Box 82
LEEDERVILLE WA 6902

Attention: Scout Walsh – Acting Senior Urban Planner

Dear Scout,

Response to Request for Information – Mixed Use Development
Lot 616 (No. 195) Beaufort Street, Perth

Lateral Planning acts for the landowner of Lot 616 (No. 195) Beaufort Street, Perth (**Site**) with respect to the Application for Development Approval which proposes a four-storey mixed-use development at the Site.

We refer to the Request for Additional Information (**RFI**) provided to Lateral Planning which summarises the outcomes of the City's town planning assessment and internal referrals. This correspondence provides a consolidated response to the RFI under corresponding headings for ease of reference.

To assist the City's consideration and assessment of the Application, we also enclose the following:

- Updated Development Application Plans;
- Updated Landscaping Plans;
- Updated Waste Management Plan; and
- Vehicle Swept Path Analysis.

Built Form and Design

An assessment of the application has been completed against the Residential Design Codes Volume 2 – Apartments (**R-Codes Vol 2**) and the New Northbridge Design Guidelines (**NNDG**). The following section of this submission responds to the concerns raised in the City's assessment.

<u>Side and Rear Setbacks</u>

As depicted on the updated development application plans, the design of the solid portion of the southern boundary wall has been reduced by 2.4m where it is adjacent to the outdoor area of the adjoining property to reduce the bulk and scale impacts. A permeable screen has been provided above 1.6m to maintain privacy of the outdoor area of the adjoining entertainment venue from the communal open space of the proposed development.

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Elements of the Beaufort Street including the facebrick and banding have also been continued around to the visible portion of the southern wall to provide visual articulation and improve the interface of the development with the adjoining heritage building.

Tree Canopy and Deep Soil Areas and Landscape Design

In response to the City's assessment, the landscape design has been amended as follows:

- 93m^2 (19.3% of site) planting on-structure, with an additional 15.3m^2 landscaped area on the ground floor (under the Level 1 slab) resulting in a total of 108.3m^2 (22.4% of site) landscaping across all levels on the development;
- A total of 46.5m^2 deep soil area on structure is achieved through providing the minimum depth and width dimension for planters equating to 9.6% of the Site area;
- A total of ten (10) small trees across the upper levels;
- All on-structure planters have been increased to meet the minimum 1.0m soil depth.

In consideration of the location of the proposed development, being within a highly urbanised central corridor, the landscape design responds to the site context by prioritising planting on structure where it will provide the most benefit to the future residents. The primary landscaped areas are positioned adjacent to the communal open space on Level 1 and will assist in enhancing the environment for community interaction. The landscaped area in the lobby also seeks to enhances the pedestrian entrance experience and soften the built form internally. Opportunities for rooftop landscaping have been maximised to promote sustainable tree canopy in the precinct.

Communal Open Space

The design of the communal open space and screening to Apartment 4 has been well considered as part of the proposed development. The design prioritises useability, amenity and safety of the private outdoor living area whilst balancing this with functionality, maintenance and the amenity that is afforded to the communal open space with the inclusion of the landscaping.

As demonstrated in the images below, angled screening is proposed along the eastern portion of the balcony adjacent to the landscaped area in the communal open space. The proposed screening prioritises safety of Apartment 4 by creating a physical separation between the raised planter and the balcony itself. This separation is crucial to preventing people from using the raised planter to access the balcony. The angled finish on the screening panel is designed to preserve vistas out to the landscaped courtyard and street, promoting a sense of openness and maximising useability whilst maintaining privacy from users of the communal open space.

If screening was to be provided along the edge of the communal open space, it would diminish the amenity afforded to communal open space, create issues for ongoing maintenance and reduce the security to the balcony of Apartment 4.

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Apartment 4 Balcony Design

Proposed Screening (Sample)

<u>Internal Apartment Amenity – Visual Privacy, Size and Layout of Dwellings and Private Open Space and Balconies</u>

In response to the City's assessment, a number of amendments have been made to improve the internal and outdoor apartment amenity afforded to residents. A summary of the changes is provided below:

- The minimum dimension of the primary portion of the balconies to Units 2, 3, 6 and 7 have been increased;
- Balconies to Units 2 and 7 have been reorientated to provide additional useable space and openings to natural daylight;
- Services on the lower-level balcony to Unit 8 have been redesigned to achieve the minimum dimension of 2.4m, noting that a secondary balcony is provided on the upper level;
- Balcony to Unit 4 has been amended to achieve a minimum dimension of 2.4m;

The updated development plans are considered to satisfy the relevant Element Objectives of R-Codes Volume 2 for the following reasons:

- The internal size and layout of dwellings achieve the minimum dimensions to ensure the internal areas are of a functional size. Furniture settings have been shown on the floor plans demonstrating the usability of the internal spaces.
- As demonstrated in the updated solar access plans, 100% of the units achieve a minimum of two (2) hours direct sunlight to the primary indoor and outdoor living spaces.
- The cross-ventilation diagrams also demonstrate that 100% of apartments are naturally cross ventilated reinforcing the internal amenity afforded to residents.
- The balconies have been redesigned such that the primary useable portions are of a size that achieves the minimum dimension that can be used in conjunction with the primary living area of the dwellings enhancing the residential amenity. Where the minimum area requirement is varied, it is noted that these apartments (Units 5, 6, 7 and 8) are provided with secondary areas of outdoor living areas on the upper levels which significantly enhance the amenity afforded to by the dwellings.
- The balconies are oriented and architecturally treated maximise outlooks to the primary or secondary frontages, improving passive surveillance of the general area.

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- The balconies fronting Beaufort Street have been redesigned to fit seamlessly into the façade design referencing elements on the adjoining heritage building, significantly contributing to the streetscape amenity afforded by the development.
- Services that are proposed on private outdoor living areas have been amended such that the service area does not impact the useable portion of the outdoor living area. Services will also be architecturally screened to mitigate any impact on the amenity of the area.

In light of the above, it is considered that the updated development application plans have improved the internal and external amenity afforded to dwellings.

Public Domain Interface and Vehicle Access

In response to the City's assessment, the materiality of the ground floor car parking area fronting Little Parry Street has been amended to include face brick elements reducing the visibility of the car park on the streetscape and reflect the overall architectural style of the development.

As a result of the amendments, the commercial bin store area is entirely screened from Little Parry Street.

Circulation and Common Spaces

The plans have been amended such that the windows from Bedroom 2 and 3 to Apartments 2 and 6, respectively, are visually opaque to a minimum height of 1.6m where they adjoin the circulation space.

The amended design ensures privacy of residents while allowing for ambient natural light to penetrate into the bedrooms. The architectural treatments at the entry to Apartments 2 and 6 also screen the windows from the high-traffic areas of the circulation corridors to further enhance the privacy of residents.

Bicycle Parking and Storage

In response to the City's assessment the allocation and design of the storage units has been reviewed and amended, such that all dwellings are provided with a storage area that achieves the minimum storage requirement, except for Unit 5. Unit 5 is provided with a 4.4m^2 storage unit and Unit 8 is provided with a 4.2m^2 storage unit in lieu of 5m^2.

The storage areas for Units 7 and 8 also have a minimum dimension of 1.45m in lieu of 1.5m.

The updated development plans are considered to satisfy the relevant Element Objective of the R-Codes Volume 2 for the following reasons:

- Each unit is provided with exclusive of at least one (1) storage area to enable residents to pursue their hobbies and lifestyle choices;
- A wall-mounted bike rack will be provided in each storeroom to retain storage functionality and reduce the requirement for bike racks in the common areas;
- All storerooms will be secured, ventilated and weatherproof to mitigate moisture ingress ensuring long-term durability of the storage areas and residents' belongings;

- All storerooms are double volume (height of over 4.5m) allowing for the installation of shelving units, maximising the usability of the storage area and providing residents with ample storage capacity.

Managing the Impact of Noise

It is acknowledged that the communal open space is located adjacent to the external window of Apartment 4 and is located within 3.0m of windows to bedrooms in Apartments for 1, 2 and 3.

As outlined in the Acoustic Assessment, the following treatments are proposed to the abovementioned areas to comply with the internal noise design levels, as recommended by the SPP 5.4 Guidelines.

Room / Façade	Building Element	Sound Insulation Required RW + Ctr (dB)	Material Recommended
Apartment 1			
Bed 2 (West Window)	Awning or Casement Type	34	10.5mm VLam High Glass with sealed awning or casement certified glass and uPVC frames.
Apartment 2			
Bed 2 (North Window)	Awning Window	34	10.5mm VLam High Glass with sealed awning or casement certified glass and uPVC frames.
Apartment 3			
Bed 1 (East Window)	Awning Windows	36	12.5mm VLam Hush Glass with sealed awning or casement certified glass and uPVC frames.
Apartment 4			
Living Room (East)	Glass Door Hinged	33	10.5mm VLam Hush Glass on certified frame.

The suggested materials have been carefully selected to ensure the impact of noise is effectively managed and internal apartment amenity is achieved.

Universal Design

As indicated on the updated plans, a total of 3 apartments (37.5%) are designed to Silver Level requirements of the *Liveable Housing Design Guidelines.*

Utilities

As shown in the updated Development Application plans, the utilities and services located on balconies have been reorientated such that they do not impact on the functionality of outdoor living areas.

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All other utilities and services have been strategically located throughout the built form in circulation and open space areas, and will be architecturally screened to seamlessly integrate utilities into the building design.

Design Review Panel Comments

The Application was reviewed by the City's Design Review Panel (**DRP**) for a second occasion on 28 February 2024. A response to the items raised within the DRP Report is provided below:

Principle	Applicant Response
Context and Character	• Refer to response to Built Form and Scale.
Landscape Quality	• Refer to response to Tree Canopy, Deep Soil Areas and Landscape Design above. The plans have been amended to provide a total of 22.4% planting on-structure to maximise opportunities for landscaping and softening of the built form. • All on-structure planters have been provided with a minimum depth of 1m to ensure the feasible long term tree growth.
Built Form and Scale	• Additional consideration has been given to the design of the upper-storey and interface with the adjoining heritage property to the south following the comments received from the DRP. As demonstrated in the updated development application plans, the design of the upper storey has been amended to provide a greater setback (2.5m to the internal door) with less bulky proportions to reduce the perceived bulk and scale of the upper level. • It has also been acknowledged that a portion of the southern blank wall will be visible from the streetscape due to the adjoining property being setback approximately 1m. As such, the design has been amended to reflect the proportions and materiality from the façade of the development to the visible portions of the southern blank wall. It is considered that this will significantly improve the interface of the proposed development and the adjoining development, also reinforcing the character of development in the area.
Functionality and Build Quality	• The stairs in Units 5 and 6 have been reorientated to provide a more functional layout and has assisted in setting back the upper-level portion of the apartments from Beaufort Street. • The height of the lift shaft has been reduced and additional internal storage for Unit 6 has been provided. • Two (2) separate bathrooms are proposed to ensure the tenancies can be separately leased without the need for shared facilities between a private (office) use and public (café) use. The tenancies have been redesigned to provide additional width for the café component to improve functionality of the café space as a "hole-in-the-wall" tenancy, whilst not impacting the functionality of the office.
Sustainability	• Emergen has prepared a Life Cycle Assessment in accordance with *EN15978 – Sustainability of Construction Works – Assessment of Environmental Performance of Buildings – Calculation Method* providing target setting and strategies for the proposed development to reduce the environmental impacts for the life of the development.
Amenity	• Units 3 and 7 have been amended such that the toilets do not open directly into the kitchens.

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	• The width of the glazing to Units 3 and 7 have been maximised to improve the penetration of natural light to the kitchen area. • The services are strategically located throughout the circulation and communal areas of the development. Where visible, services will be architecturally screened and seamlessly fit into the design of the building having no impact on the amenity of the space.
Legibility	• The Applicant notes the support from the DRP.
Safety	• The car park design has not been amended. Due to the small scale and nature of the development, we are of the view there will be minimal interaction between vehicles reversing whilst residents and / or tenants are walking to the bin store. It is also noted that due to the low-speed environment (<5km/h), there will be minimal conflict between pedestrian and vehicle movements. • The permeability of the public artwork can be maximised to ensure passive surveillance, whilst achieving a high-quality public art interface that provides vibrancy to the walls of the development, both internally and externally. • With respect to the durability of the public art component, it is noted that the artwork's printing process delivers a commercially used product that is scratch resistant. Notwithstanding, it is noted that the final public art installation will be resolved prior to lodgement of a building permit.
Community	• The Applicant notes the support from the DRP.
Aesthetics	• The Beaufort Street elevation has been reviewed extensively with the Heritage Architect to provide a symmetries and proportions that reflect the adjacent heritage façade, whilst not mimicking the heritage elements. • The widths of the western windows on the Beaufort Street façade have been increased to reflect the width of windows on the adjoining heritage building. • The colour and materiality of the awning has been amended to soften its boldness, seamlessly integrating with the context and character of development in the area. • All features depicted and collated into the proposed public art installation have been directly replicated from the many heritage architectural features displayed on the adjoining and neighbouring heritage buildings as referenced in the Heritage Report. Notwithstanding, it is noted that the final public art installation will be resolved prior to lodgement of a building permit.

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Internal Referrals

The table below provides a summary of the response to the comments received as part of the internal referrals to the City of Vincent Business Units.

City of Vincent Assessment	Applicant Response
Health	
Due regard should be given to the specific noise of the commercial operations of the neighbouring premises, being the Ellington Jazz Club.	The Applicant is aware and acknowledges that the land adjoining the Site to the south is an entertainment use, which emits noise. To address this concern, the Applicant engaged an Acoustic Consultant to assess the noise generated by Beaufort Street as well as the adjoining entertainment use (refer to Sections 4.3.3 and 4.3.4 of the Acoustic Report). In this regard, the Acoustic Report (Section 4) has made a number of recommendations which will be required to be implemented to comply with internal noise design levels. It is also noted that the Site and adjoining property is within the 'Mixed Use' Zone, which the primary objectives are to provide promote residential uses and a vital and integral component, as well as active uses that are compatible with residential and other non-active uses on upper levels.
Engineering and Waste	
A Traffic Impact Statement is required.	The development proposes eight (8) residential apartments and two (2) commercial tenancies. Based on the inner-city location and parking provided, the development will generate less than 10 vehicle trips in the development's peak hour. In accordance with the WAPC Transport Impact Assessment Guidelines, this is a low impact development. Refer to City of Vincent email dated 3 April 2024 confirming a Traffic Impact Statement is not required.
Car Bays 4 & 5 do not meet AS2890.1.	Refer to Swept Path Analysis.
The wheel-stops are non-compliant with AS2980.1.	Refer to updated Development Application Plans.
2.0m x 2.0m sightline truncation to be provided at the intersection of Beaufort Street and Little Parry Street.	Refer to updated Development Application Plans. The fire booster has been shifted out of the 2.0m x 2.0m truncation area and the solid column has been amended to two slender (100mm x 100mm) steel columns to maintain sightlines to pedestrians on the footpath and vehicles on Beaufort Street. It also noted that Little Parry Street is a left-out laneway only and the area of land comprising the visual truncation is not required for the manoeuvring of vehicles.
A Geotechnical Report is required due to the site being identified as contaminated.	The Site is not listed as contaminated within the Department of Water and Environmental Regulation (**DWER**) contaminated sites database. Refer to City of Vincent email dated 3 April 2024 confirming a Geotechnical Report is not required.

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The Waste Management Plan is to be updated.	Refer to updated Waste Management Plan. It is noted that the Waste Management Plan has used the rates contained in the WALGA Waste Management Guidelines for Commercial Waste and the WALGA Waste Management Guidelines for New Multi Dwelling Developments.
All dwellings are to be individually metered.	The Applicant confirms that all dwellings are to be individually metered.

Conclusion

We trust the information contained within this correspondence addresses the submissions received during public advertising and the City's preliminary assessment to enable a favourable determination of the application.

Should you require any further information or clarification in relation to this matter, please contact Adrian Dhue on 0400 411 114.

Yours faithfully,

Adrian Dhue
Lateral Planning

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14 May 2024

LATERAL PLANNING

14 May 2024

Chief Executive Officer
City of Vincent
PO Box 82
LEEDERVILLE WA 6902

Attention: Scout Walsh – Acting Senior Urban Planner

Dear Scout,

Response to Design Review Panel Referral – Mixed Use Development
Lot 616 (No. 195) Beaufort Street, Perth

Lateral Planning acts for the landowner of Lot 616 (No. 195) Beaufort Street, Perth (Site) with respect to the Application for Development Approval which proposes a four-storey mixed-use development at the Site.

We refer to the City's correspondence dated Friday, 10 May 2024 provided to Lateral Planning which summarise the Post-Design Review Panel 3 comments. This correspondence provides a response to the outstanding items raised by the DRP.

Design Review Panel Comments

The Application was reviewed by the City's Design Review Panel for a third occasion on 1 May 2024. The amended plans were referred to the DRP Chair for comment on 9 May 2024. A response to the outstanding items raised in the City's correspondence is provided below:

Principle	Applicant Response
Sustainability	• Refer to the Life Cycle Assessment prepared by Emergen in accordance with *EN15978 – Sustainability of Construction Works – Assessment of Environmental Performance of Buildings – Calculation Method,* noting that gas stoves and electric ovens are proposed which contribute to the reduction in the energy efficiency of the development in accordance with the City's requirements. As part of the building permit process the Applicant will investigate the sustainability measures to be implemented as part of the development to improve the overall energy efficiency of the building. • With respect to the inclusion of passive shading devices to the northern façade it is noted that the development is located on the lot boundary in accordance with the planning framework provisions. The maximum allowable projection of an architectural feature is 300mm, which would not provide any shading benefit. The northern facing windows will be adequately glazed (e.g., double glazed or laminated glass) in accordance with the National Construction Code requirements to achieve improved internal thermal performance.

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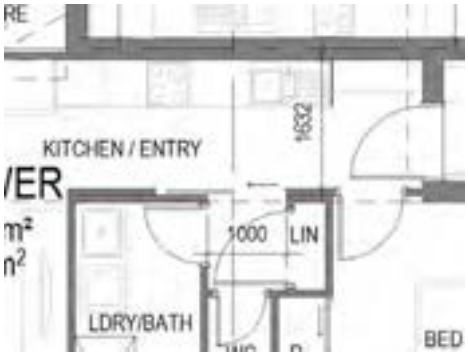
Amenity	• The design of the balconies to Units 2 and 6 is integral to achieving a harmonious streetscape with the adjoining heritage building, while ensuring optimal functionality of the balcony and maximising internal amenity for future residents. As demonstrated in the image below, the design of the balcony and living room seeks to maximise the extent of glazing between north and east to improve daylight penetration to the balcony and living room. • The development proposes to maintain the staircase in its original position. With respect to the design of Unit 2 Bedroom 3, it is noted there is no window adjacent to the stairwell to maintain privacy. Unit 2 Bedroom 3 features an openable window to the apartment entryway which is proposed to be glazed up to a height of 1.6m. This window is strategically positioned away from the communal portions of the passage and provides opportunities for ambient daylight penetration and natural ventilation. • With respect to the highlight window to Unit 6 Bedroom 2, the Applicant has consulted a Fire Engineer confirming that any window above 1.6m AFFL is acceptable. The highlight window to Unit 6 Bedroom 3 window is 3.1m above the stairwell landing (as shown on the image below). This substantial vertical separation ensures both effective acoustic isolation and privacy, further enhancing the liveability and comfort of the space. • All internal passages are a minimum of 1.0m (refer example below): 

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	• The internal tenancy plans are indicative only for the purposes of the development application and are subject to future tenant design. As demonstrated on the development application plans, there is adequate space for an airlock to be provided to the café tenancy toilet facility should it be required. The location of the toilet facility in the 'Office' tenancy can also be adjusted, subject to future tenant requirements.
Safety	• The design of the ground floor carpark remains unchanged. The pedestrian pathway will be clearly identifiable using lighting and sign marking. It is noted that only bays 4 and 5 access the shared zone for the required reversing distance to access / egress the bays. The probability of conflicts between reversing vehicles and residents accessing the bin store is minimal, especially considering the low-speed environment. Consequently, the proposed design does not present any safety concerns.
Aesthetics	• The DRP's comment regarding the height of the fire booster is noted. The location of the fire booster will be finalised as part of the building permit process. Notwithstanding, the fire booster will be located in a manner so as to minimise any interference with the public art installation. • With respect to the inclusion of the ceramic tiles below the Beaufort Street façade windows, we note that the development proposes to continue the face brick element to the ground level. The proposed design seeks to maintain the continuity of the red face brick throughout the entire façade as it is integral to preserving the heritage aesthetic. Furthermore, considering the durability and longevity of face brick in comparison to ceramic tiles, we consider that the proposal offers a more functional and resilient solution. Notwithstanding, it is anticipated that an appropriately worded condition requiring a materials schedule being approved by the City would be included on any approval.

Conclusion

We trust the information contained within this correspondence addresses the outstanding matters to enable the City to provide a favourable recommendation to the Development Assessment Panel.

Should you require any further information in relation to this matter, please contact the undersigned on 0400 411 114.

Yours faithfully,

Adrian Dhue
Lateral Planning

CITY OF VINCENT

ATTACHMENT 5

DEVELOPMENT ASSESSMENT PANEL MEETING

Landscaping Plans

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

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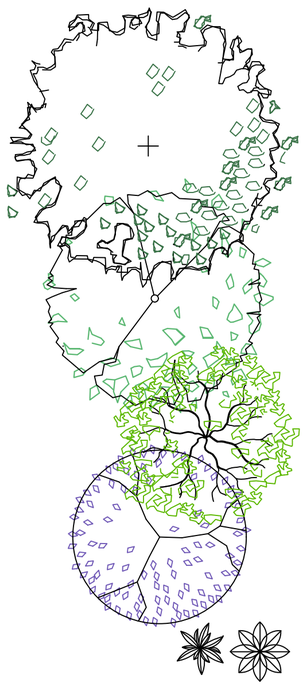
REV	DATE	DWN	APP	DESCRIPTION
A	05.04.23	KD	KD	LANDSCAPE CONCEPT NOTES + IMAGES
B	15.04.24	KD	KD	REISSUE FOR DRP
C	03.05.24	KD	KD	UPDATED FOR DA



LEGEND

TREES

SELECTED MEDIUM TREES
EG. TUCKEROO
CANOPY 6m

SELECTED SMALL TREES
EG. NON FRUITING OLIVE
CANOPY 5m

SELECTED SHADE TREES
EG. NATIVE FRANGIPANI
CANOPY 4m

SELECTED SMALL TREES
EG. CREPE MYRTLE
CANOPY 4m

FEATURE PLANTS

SELECTED FEATURE PLANTING
EG. ZAMIA, AGAVE

PLANTING

PLANTING TYPE 01
MIXED PLANTING

PLANTING TYPE 02
SHRUBS

PLANTING TYPE 02
CASCADING/CLIMBING

DEEP SOIL AREAS (DSA)

DEEP SOIL AREAS ON STRUCTURE
(CALCULATED AT 50%)

PLANTING PALETTE

Symbol	Species	Common Name	Spacing	Size
Trees:				
BAUbla	Bauhinia blakeana	Hong Kong Orchid Tree	As shown	100L
CITlim	Citrus limon	Dwarf Eureka Lemon	As shown	100L
CUPana	Cupaniopsis anarcardiodes	Tuckeroo	As Shown	100L
FEIsel	Feijoa sellowiana	Feijoa	As shown	100L
HAKlau	Hakea laurina	Pin Cushin Hakea	As shown	100L
HYMfla	Hymenosporum flavum	Native Frangipani	As shown	100L
LAGind	Lagerstroemia indica	White Crepe Myrtle	As shown	100L
LAGtus	Lagerstroemia tuscarora	Pink Crepe Myrtle	As shown	100L
MAGlit	Magnolia 'Little Gem'	Little Gem	As shown	100L
OLEeur	Olea europaea 'Bambalina'	Dwarf Non Fruiting Olive	As shown	100L
Shrubs and Groundcovers:				
ADEcun	Adenanthos cuneatus	Coral Carpet	3/m2	140mm
AJUrep	Ajuga reptans	Bungle weed	3/m2	140mm
CAScou	Casuarina glauca 'Cousin It'	Cousin It	3/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIAbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
DICsil	Dichondra 'Silver Falls'	Silver Falls	3/m2	140mm
GAZbuc	Gazania buccaneer	Silver Leaf Gazania	3/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	3/m2	140mm
HARwhi	Hardenbergia violaceae 'White Out'	White Native Wisteria	3/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	3/m2	140mm
LEUbro	Leucophyta brownii	Silver Cushion Bush	3/m2	140mm
LOMnya	Lomandra 'Nyalla'	Nyalla	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	140mm
PIMfer	Pimelea ferruginea	Rice Flower	3/m2	140mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	3/m2	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	3/m2	140mm
RHAori	Rhapiolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	3/m2	140mm
ROSoff	Rosemarunis officinalis 'prostratus'	Creeping Rosemary	3/m2	140mm
SANtri	Sansevieria trifasciata laurentii	Mother-in-law's Tongue	3/m2	140mm
SCAhum	Scaevola humilis 'Purple Fusion'	Fan Flower	3/m2	140mm
TRAjas	Trachelospermum jasminoides	Star Jasmine	3/m2	140mm
WESaus	Westringia 'Aussie Box'	Aussie Box	3/m2	140mm
WESgre	Westringia 'Grey Box'	Grey Box	3/m2	140mm
Feature Plants:				
AGAatt	Agave attenuata	Foxtail	As shown	12L
ALOtop	Aloe hybrid	Topaz	As Shown	12L
STRreg	Strelitzia reginea	Bird of Paradise	As Shown	12L
ZAMfur	Zamia furfuracea	Cardboard Palm	As Shown	12L
Shade Planting:				
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIAbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
DICrep	Dichondra repens	Kidney Weed	3/m2	140mm
DICsil	Dichondra 'Silver Falls'	Silver Falls	3/m2	140mm
LIRjus	Liriope muscari 'Just Right'	Just Right	3/m2	140mm
PHIxan	Phiodendron xanadu	Xanadu	3/m2	140mm
RHAexc	Rhapis excelsa	Lady Palm	3/m2	30L
SANtri	Sansevieria trifasciata laurentii	Mother-in-law's Tongue	3/m2	200mm
ZAMzam	Zamioculcas zamiifolia	ZZ Plant	3/m2	12L

NOTES

1. GENERAL

1.1 DRAINAGE FROM THE RAISED PLANTER AREAS AND POTS TO BE PROVIDED BY BUILDER
1.2 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.3 THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS AND PROJECT SPECIFICATIONS.
1.4 FOR ALL FINISHED LEVELS, PLANTER HEIGHTS, DRAINAGE DESIGN AND WATER CONNECTION POINTS REFER TO ASSOCIATED PROJECT DOCUMENTATION (BY OTHERS).
1.5 FOR ALL ASSOCIATED IRRIGATION DESIGN REFER TO IRRIGATION DOCUMENTATION AND SPECIFICATION (TO FUTURE DETAIL).

2. SOIL PREPARATION

2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 RAISED PLANTER AREAS AND POTS SHALL BE INSTALLED WITH APPROPRIATE DRAINAGE CELL, AGGREGATE AND GEOTEXTILE MEMBRANE BELOW SOIL. 2.5 FILL SOIL TO RAISED PLANTER AREAS AND POTS TO BE APPROVED LIGHTWEIGHT LANDSCAPE MIX.
2.5 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3.PLANTING

3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES IN RAISED PLANTERS SHALL BE TIED DOWN WITH SECURE RUBBER HOSE LOOPS ABOVE LOWER BRANCHES. TWISTED WIRE FOR SUPPORT BETWEEN LOOPS AND GUYING STAKE TIE DOWNS.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 FINAL PLANTING PLAN SHALL BE SELECTED FROM PLANTING PALETTE. REFER OPPOSITE.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.
3.8 IF SPECIES ARE UNAVAILABLE (OR IN SIZES SPECIFIED), SUBSTITUTES MUST BE APPROVED BY SUPERINTENDENT BEFORE DELIVERY AND INSTALLATION.

4. IRRIGATION

4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 PLANTING ON ALL UPPER LEVELS TO BE IRRIGATED VIA BATTERY OPERATED VALVE (CONNECTION POINTS TO BE PROVIDED TO EACH LEVEL).
4.4 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS - TO FUTURE DETAIL).
4.5 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.6 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.7 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.
4.8 PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE

PLANTING IMAGES - TREES

PLANTING IMAGES - SHRUBS AND GROUNDCOVERS

PLANTING IMAGES - SHADE PLANTING

kdla
kelsie davies
landscape architecture

Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0290 PAGE 100 REV C

BEAUFORT STREET APARTMENTS
LANDSCAPE CONCEPT PLAN NOTES

RECHITECTS
195 BEAUFORT STREET, PERTH

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GENERAL NOTES:
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2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

CITY OF VINCENT
RECEIVED
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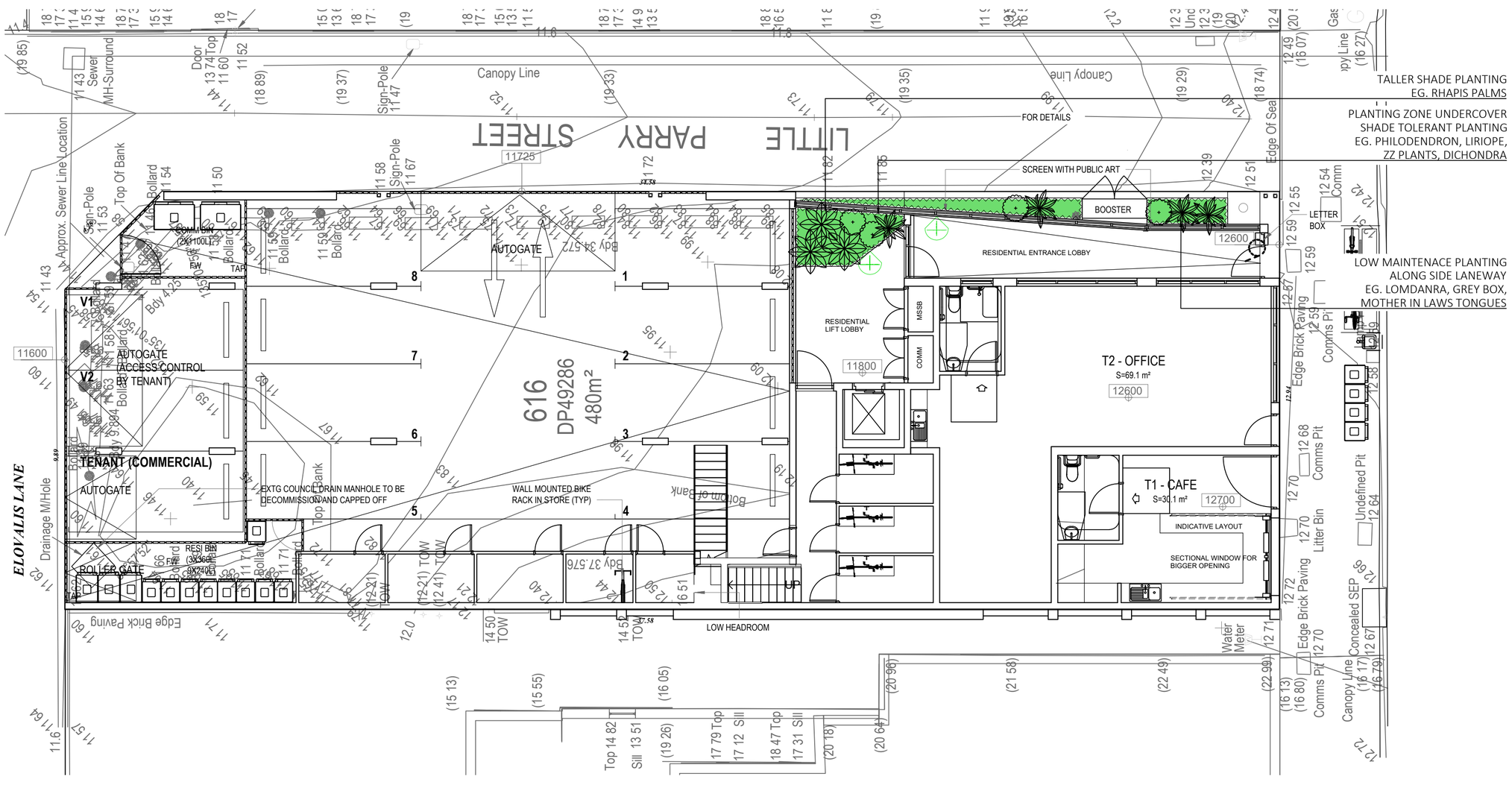
LANDSCAPE AREA CALCULATIONS

LANDSCAPE AREAS
Total Site area = 482m2
Total Landscape areas (all levels) = 108.3m2 (22.4% of site)

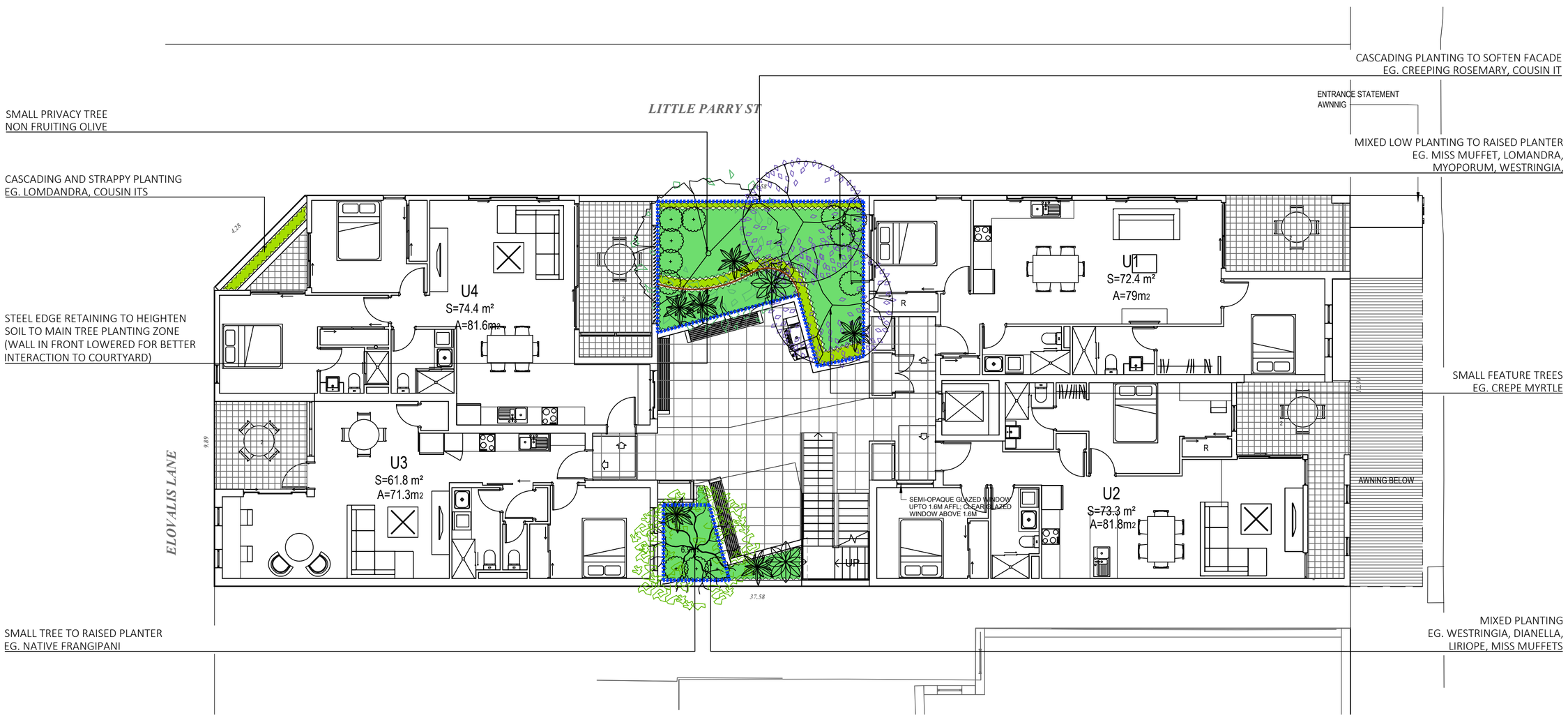
DEEP SOIL AREAS (DSA)
Ground Floor (into natural earth) = 0m2 (undercover)
Areas over slab = 93m2 (halved to 46.5m2 for DSA on structure)
Total = 46.5m2 (9.6% of site)

CANOPY COVER
Proposed Medium Tree (6m canopy) x 1 = 28.3m2
Proposed Small Trees (5m canopy) x 6 = 117.6m2
Proposed Small Trees (4m canopy) x 3 = 37.8m2
Total Canopy Cover = 183.7m2 (38% of site)

REV	DATE	DWN	APP	DESCRIPTION
A	05.04.23	KD	KD	LANDSCAPE CONCEPT PLAN GF + L1
B	05.04.23	KD	KD	UPDATED GF PLAN
C	08.12.23	AC	KD	UPDATED CONCEPT PLAN
D	15.04.24	AC	KD	UPDATED CONCEPT PLAN
E	03.05.24	KD	KD	UPDATED PLANTING DETAIL



01/101 GROUND FLOOR PLAN



02/101 LEVEL 01 PLAN

NOTE:
1. REFER TO PAGE 100 FOR LEGEND, PLANTING PALETTE, NOTES AND IMAGES

kdla kelsie davies landscape architecture

Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

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0 1 2 4 6 10m
SCALE 1:100 @A1

BEAUFORT STREET APARTMENTS
LANDSCAPE CONCEPT PLAN GF + L1

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LANDSCAPE AREA CALCULATIONS

LANDSCAPE AREAS
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CANOPY COVER
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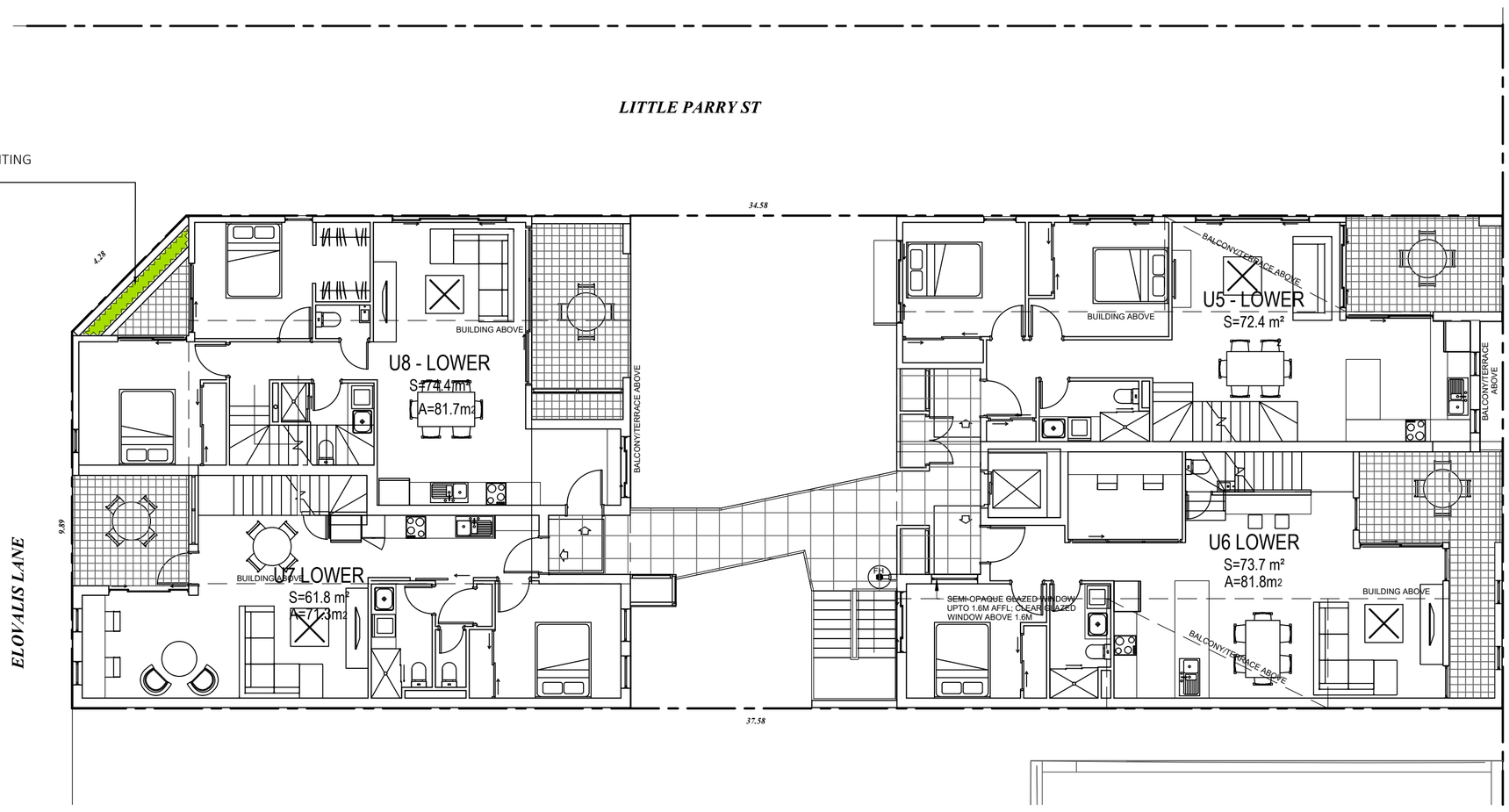
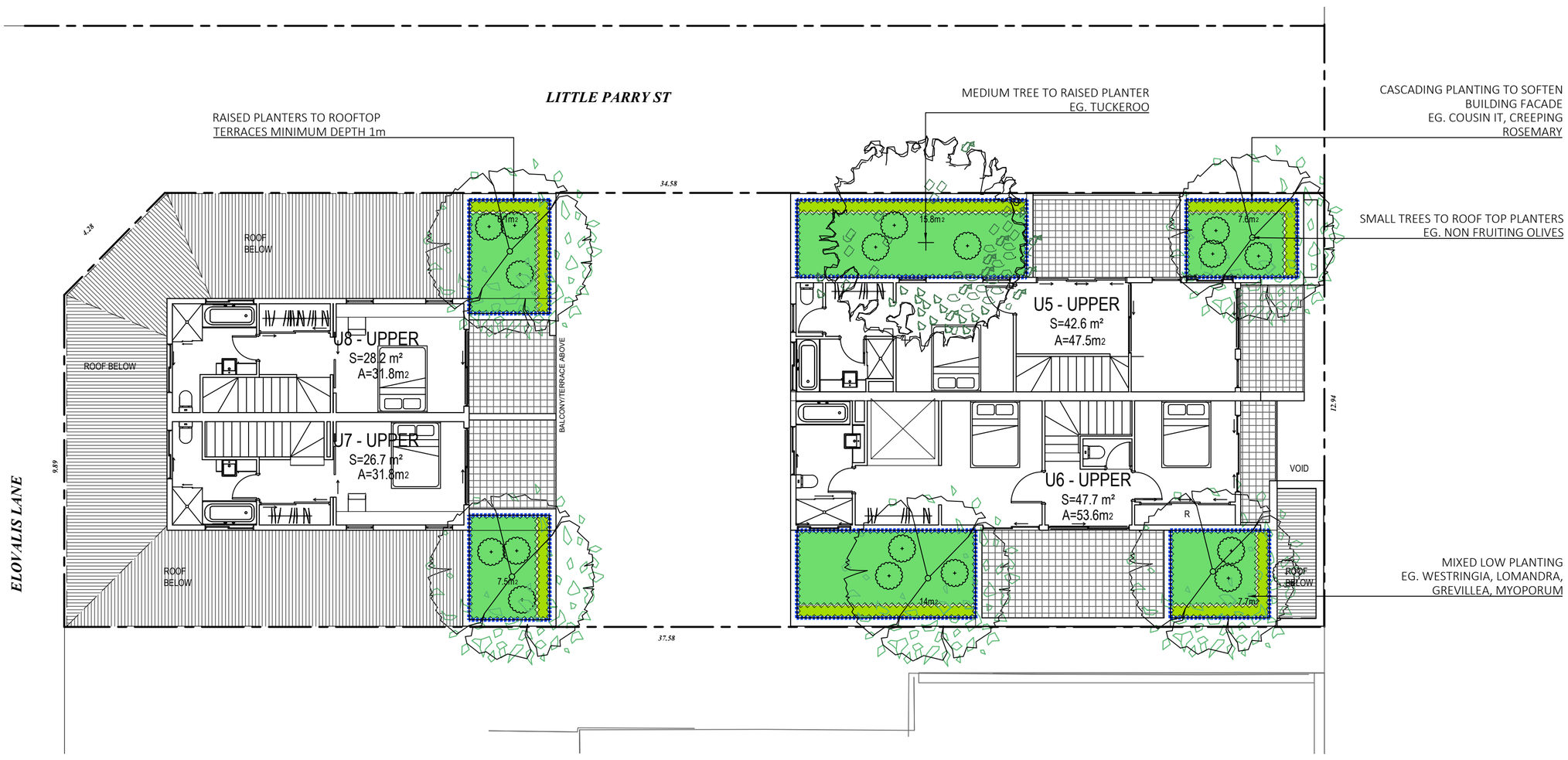
Proposed Small Trees (5m canopy) x 6 = 117.6m2
Proposed Small Trees (4m canopy) x 3 = 37.8m2
Total Canopy Cover = 183.7m2 (38% of site)

REV	DATE	DWN	APP	DESCRIPTION
A	05.04.23	KD	KD	LANDSCAPE CONCEPT PLAN L2 + L3
B	08.12.23	AC	KD	UPDATED CONCEPT PLAN L2 + L3
C	15.04.24	AC	KD	UPDATED CONCEPT PLAN L2 + L3
D	03.05.24	KD	KD	UPDATED PLANTING DETAIL



01
102

LEVEL 02 PLAN



02
102

LEVEL 03 (ROOF TERRACE) PLAN

NOTE:
1. REFER TO PAGE 100 FOR LEGEND, PLANTING PALETTE, NOTES AND IMAGES
2. REFER TO PAGE 101 FOR LANDSCAPE CALCULATIONS

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Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

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0 1 2 4 6 10m
SCALE 1:100 @A1

BEAUFORT STREET APARTMENTS
LANDSCAPE CONCEPT PLAN L2 + L3

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ATTACHMENT 6

DEVELOPMENT ASSESSMENT PANEL MEETING

Public Art Concept

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195 BEAUFORT STREET NORTHBRIDGE
PUBLIC ART PROJECT

DECEMBER 2023

RECHITECTS
ARCHITECTURE+DESIGN

Peter McMeikan | artist
Public Art. Design Form. Way Finding.

195 BEAUFORT STREET NORTHBRIDGE

THE CLIENT:

MUM RESOURCES PTY LTD C/- RECHITECTS ARCHITECTURE AND DESIGN

THE PROJECT:

195 BEAUFORT STREET NORTHBRIDGE

THE BRIEF:

The primary focus of the public artwork is to associate itself with the immediate area and to encompass the idea of new meets old in harmony with each other. The rich heritage of the area is very evident with the different architectural styles and creative features embedded into the surrounding buildings. These ideas should be considered and creatively integrated within the projects built-form.

THE CREATIVE APPROACH:

In considering the creative approach for the public artwork at the site, it was deemed important to understand how the project sits embedded within the history of the area with so much heritage displayed across periods of changing architectural styles. The project delivers a building with the architecture of our time providing a lifestyle for modern living however, this is also an opportunity to integrate a creative visual of the suburb's rich heritage so that future generations would know and understand the important place that Northbridge had in the history of our city.

ARTWORK MAINTENANCE:

The toughened glass windows and integrated framework can be accessed for easy wash and clean to ensure it is dust and debris free. The on-glass printing system is UV, water, solvent, chemical and scratch resistant and carries a 25 year warranty against UV damage.

THE BUDGET:

$23,000 exclusive GST.

PETER MCMEIKAN
PUBLIC ARTIST
Member of Artsource

I graduated from Perth Art College in 1975 (following an art scholarship award) and worked as a commercial artist/designer in advertising agencies in Perth, London and Hong Kong for over a decade. I returned to Australia in 1981 developing my skills through creative and management positions until establishing a successful design company in 1993. There have been many public art commissions awarded to me throughout the last twenty years as I focused my interests in creating innovative public art and creative design forms within the public realm for community enjoyment.

I work on every commissioned commercial art project as the sole or lead creative artist with support in some areas of computer graphics display and 3D rendering. My client list for public art projects include: Cedar Woods, Match Group, BHP, Motus Architects, Quest Hotels, Georgiou Developments, Saracen Properties, Shire of East Pilbara, Lend Lease, UDLA, Pilbara Port Authority, Blackburne Property Group, Swanline Group, FIRM Construction, Baltinas, Aria Projects and EXAL Group.

REFERENCES:

Roger Law – **Quest Hotels**	9480-8100
Murray Johns – **Saracen Properties**	0408 794 107
Barry Baltinas – **Baltinas**	0418 906 531
Cameron Buchan – **Cedar Woods**	9480 1574
Simon Jodrell – **Stirling Capital**	(08)0421 199 747
Paul Trettel – **Swanline Group**	9381-2233
Tony Metcalf – **Aria Projects**	0418 948 669
Shayne Isbister – **Blackburne Prop. Group**	9429-5788

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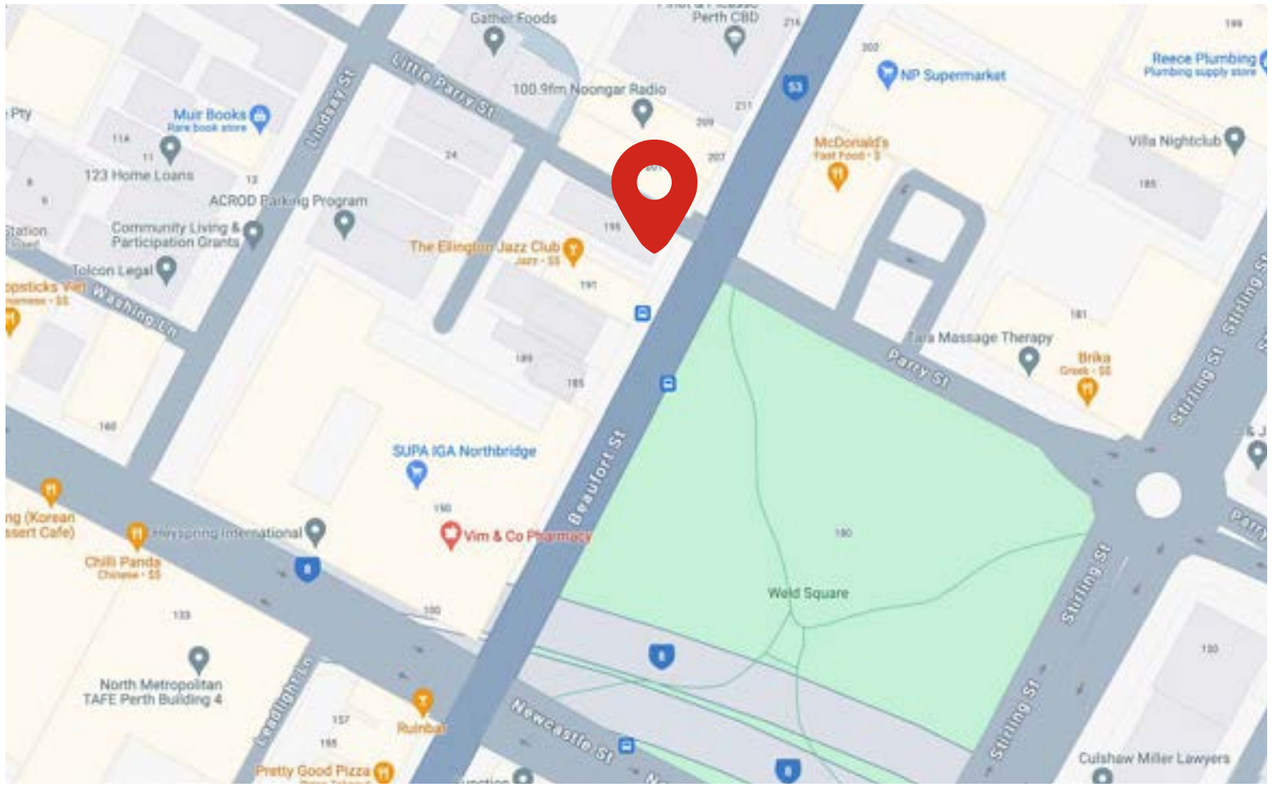
195 BEAUFORT STREET NORTHBRIDGE

LOCATION



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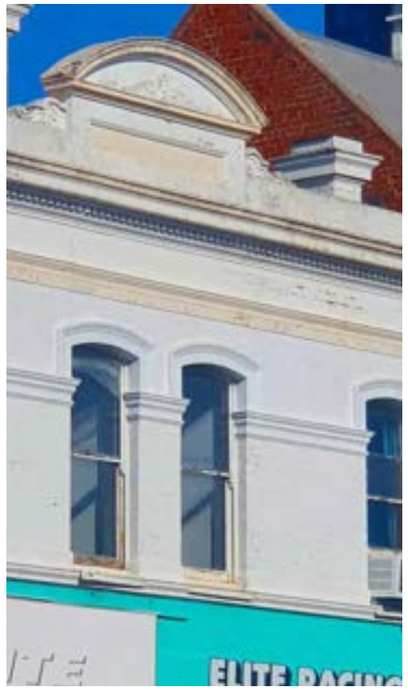
195 BEAUFORT STREET NORTHBRIDGE

THE CREATIVE DEVELOPMENT:

The architecture of the building's street front and entry does not allow for effective delivery of any significant or cohesive public artwork. The area immediately connecting the intersection of Beaufort Street and Little Parry Street containing the entry point to the building allows for a powerful artform area with high public visibility. It is this area where the artwork will be focused. The concept of a long stretch of toughened glass each 2250mm high x 1050mm wide x 14 sections running along the corridor from the entry door through to the lift lobby provides a wonderful canvas to showcase all the recognisable heritage styles, features and colour palette of past times. The ceramic ink printed artwork sections of glass will also come to life from northern sun and will transfer the amazing shapes and colours back into the internal corridor walls showing a soft Kaleidoscope effect.



Beaufort Street Apartments glass windows ▲

Woolworths Bulwer Street glass windows ▲

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195 BEAUFORT STREET NORTHBRIDGE

ARTWORK CONCEPT - HERITAGE TOUGHENED GLASS WALL [APPROX. 15M LONG X 2.25M HIGH]

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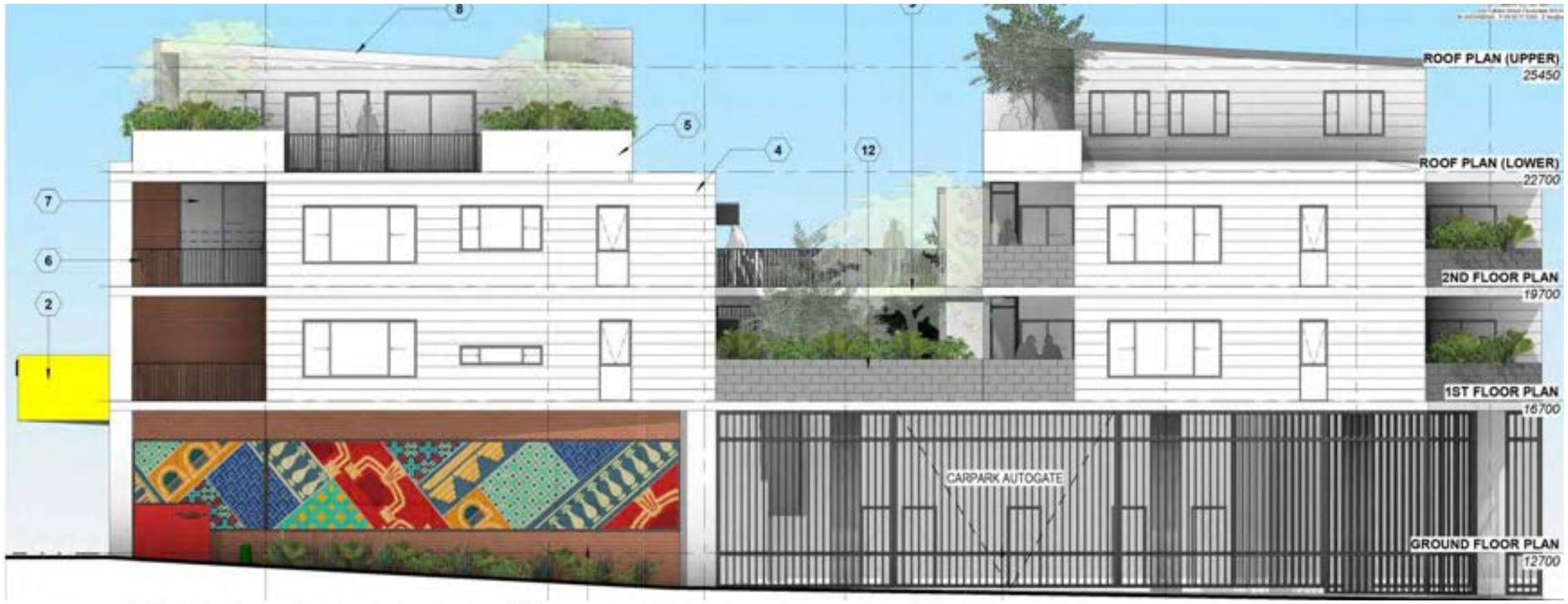
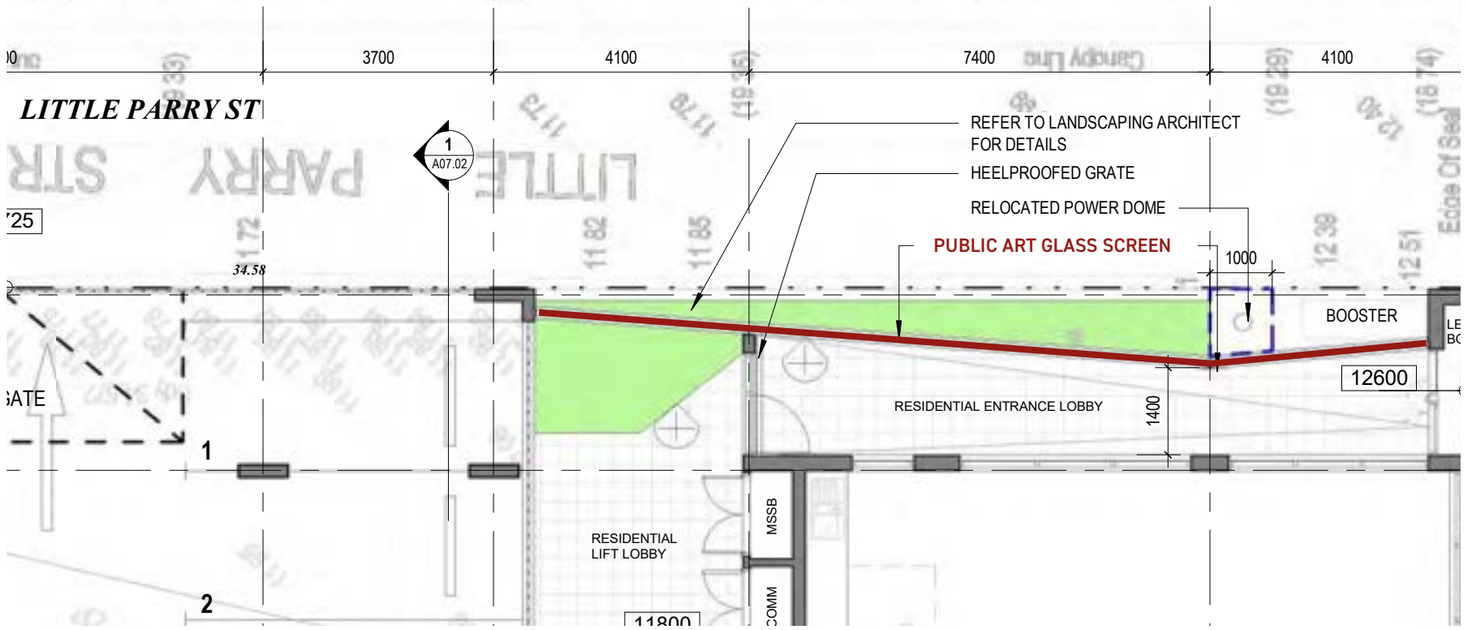
195 BEAUFORT STREET NORTHBRIDGE





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Peter McMeikan | artist
Public Art. Design Form. Way Finding.

BUDGET BREAKDOWN

PROJECT ALLOCATION
$23,000. exclusive GST.

Costs for the development of public artwork concepts through to approved finished artwork including all liaisons and documentation to City of Vincent for building approval.	$5,750
Costs for the completion of high resolution print-ready artwork in 14 separate sections to manufacturers instructions.	$1,725
Costs for all liaisons and printing of fourteen (14) toughened glass window panels each 2250mm high x 1050mm wide and delivery to site (includes one (1) scaled down sample). Installation by others.	$23,375
Supply and installation of artwork plaque at location.	$425
TOTALS:	**$31,275** (exclusive GST)

RECHITECTS
ARCHITECTURE+DESIGN

CITY OF VINCENT
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5 January 2024

195 BEAUFORT STREET NORTHBRIDGE

Mum Resources Pty Ltd

08 December 2023

Peter McMeikan

Public Artist

232a Loftus Street

North Perth

WA 6006

Dear Peter

Re: 195 BEAUFORT APARTMENTS PUBLIC ARTWORKS – BUDGET AND PAYLINE

Further to our recent discussions relating to commissioning of a public art piece for our development at 195 Beaufort Street, Perth.

We are pleased to confirm your appointment and authorise you to proceed with the City of Vincent submission and subsequently all tasks require to complete the project.

Kind regards

Chuanli Mu

Director

Mum Resources Pty Ltd

Local Community Insurance Services

7 November 2023

A division of
Jardine Lloyd Thompson Pty Ltd
ABN 69 009 098 864

Level 1
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ADELAIDE SA 5001

Tel 1300 853 800
Fax: +61 8 8235 6448
Direct 0882356495
Mob 0452348669
Oana.Spoiala@jlta.com.au
www.localcommunityinsurance.com.au

Certificate of Currency **Our Ref 051-ARTSOU-040802**

INSURED NAME	Artsource: The Artists Foundation of WA Ltd **on behalf of MAX Members**. **This certificate is to be read in conjunction with the confirmation of Membership issued by Artsource.**
INTERESTED PARTY	Any Principal in respect of work carried out by the MAX Member.
POLICY EXPIRY DATE	30th November 2024
SITUATION	Worldwide except USA and Canada subject to USA Endorsement on schedule
INTEREST	Legal liability to third parties for Injury and/or Damage to Property caused by an occurrence in connection with the Insured's business
LIMIT OF LIABILITY	Public Liability $20,000,000 any one occurrence Products Liability $20,000,000 any one occurrence and in the aggregate any period of insurance $250,000 Property in Care Custody/Control
DEDUCTIBLE / EXCESS	The insured shall bear the first $250 of each and every Property Damage claim or series of claims arising out of any one

Occurrence except for North American exports where the excessis $10,000 any one occurrence inclusive of 1.3 Supplementary

INSURER	PROPORTION	POLICY NUMBER
QBE Insurance (Australia) Ltd - LCIS A/c	100.000%	ATA040802PLB-SEP

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ARCHITECTURE+DESIGN

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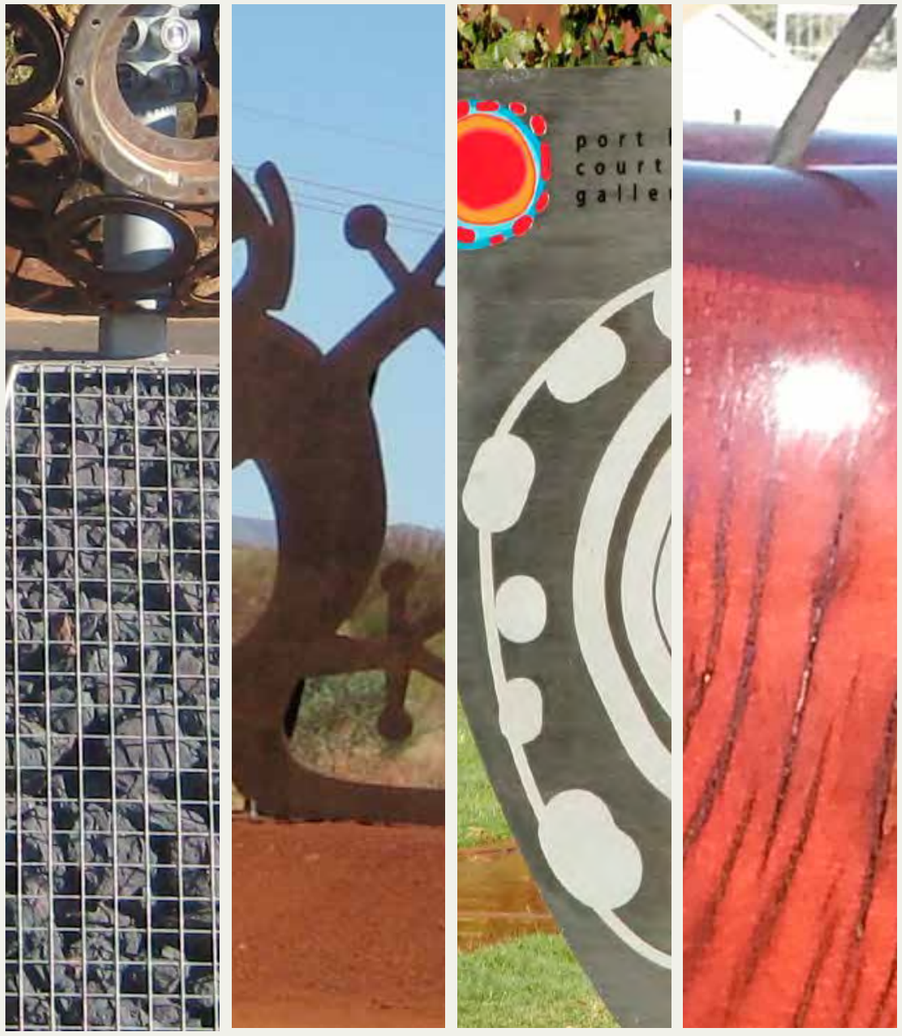

Design Form and Public Art

Capability Statement

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Peter McMeikan | artist
Public Art. Design Form. Way Finding.

Profile

PETER MCMEIKAN
PUBLIC ARTIST
Member of Artsource

I graduated from Perth Art College in 1975 (following an art scholarship award) and worked as a commercial artist/designer in advertising agencies in Perth, London and Hong Kong for over a decade. I returned to Australia in 1981 developing my skills through creative and management positions until establishing a successful design company in 1993. There have been many public art commissions awarded to me throughout the last twenty years as I focused my interests in creating innovative public art and creative design forms within the public realm for community enjoyment.

I work on every commissioned commercial art project as the sole or lead creative artist with support in some areas of computer graphics display and 3D rendering. My client list for public art projects include: Cedar Woods, Match Group, BHP, Motus Architects, Quest Hotels, Georgiou Developments, Saracen Properties, Shire of East Pilbara, Lend Lease, UDLA, Pilbara Port Authority, Blackburne Property Group, Swanline Group, FIRM Construction, Baltinas, Aria Projects and EXAL Group.

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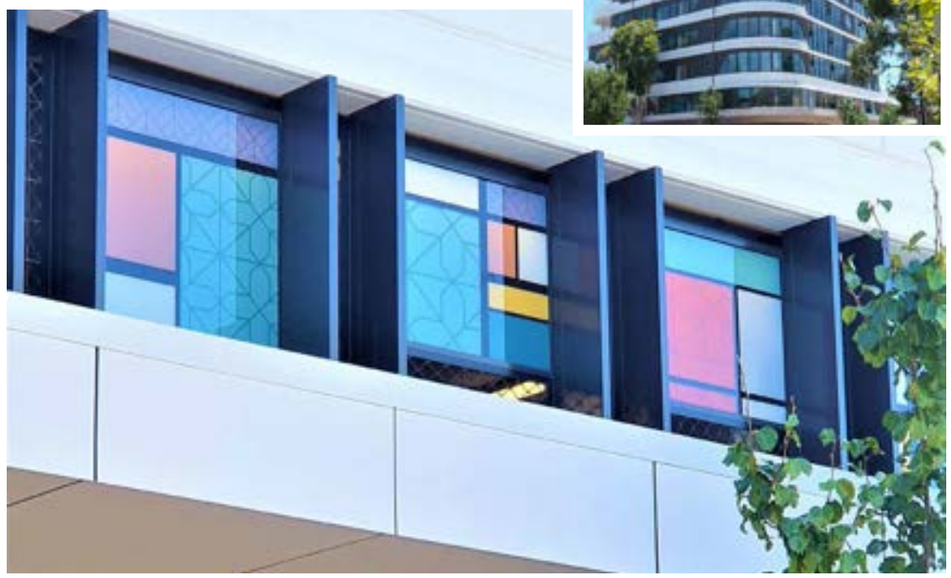
Design Form and Public Art

Client: Baltinas
Project: Highgate Apartments



Client: Cedar Woods
Project: Subi Centro
(Formally Wembley Techincal College site)

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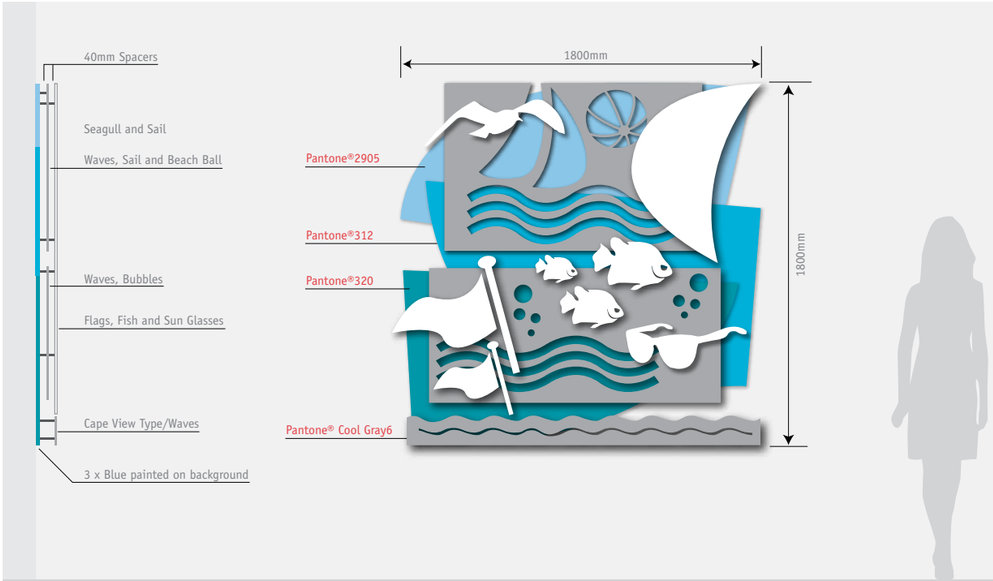
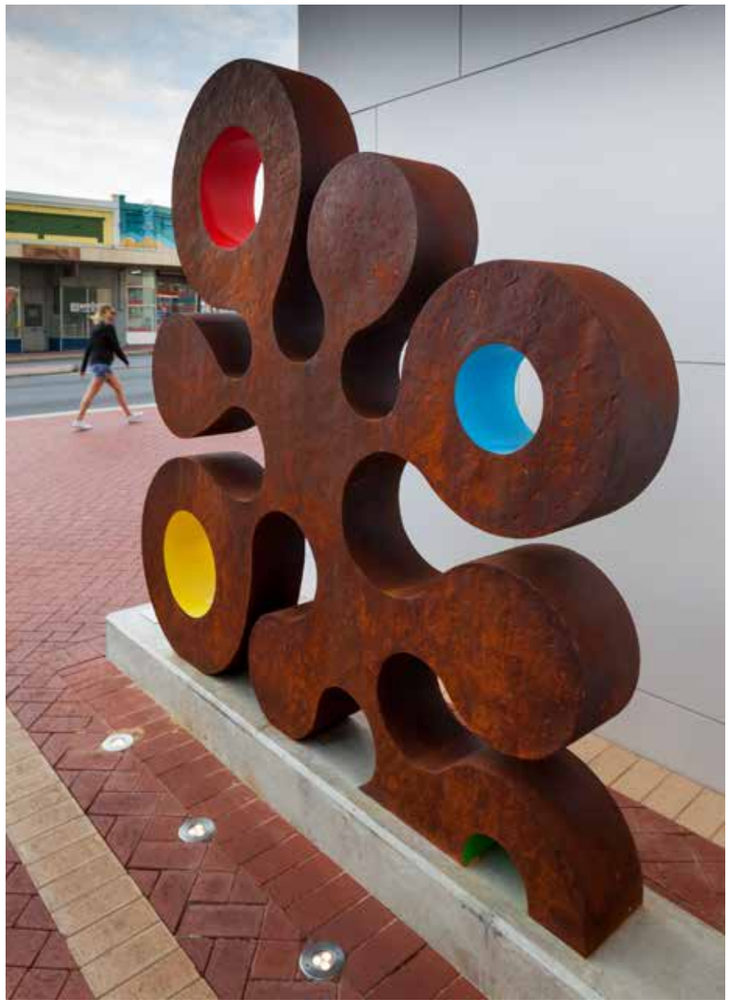
Client: PINDAN
Project: Cape View Resort
Metal Wall Art





Client: DIPLOMA PROPERTIES
Project: Highgate Apartment
Art Piece

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Client: MATCH GROUP
Project: The Racer
Quest Hotel
Ascot WA.

Client: BLACKBURNE DEVELOPMENTS
Project: The Jetty Ascot Waters

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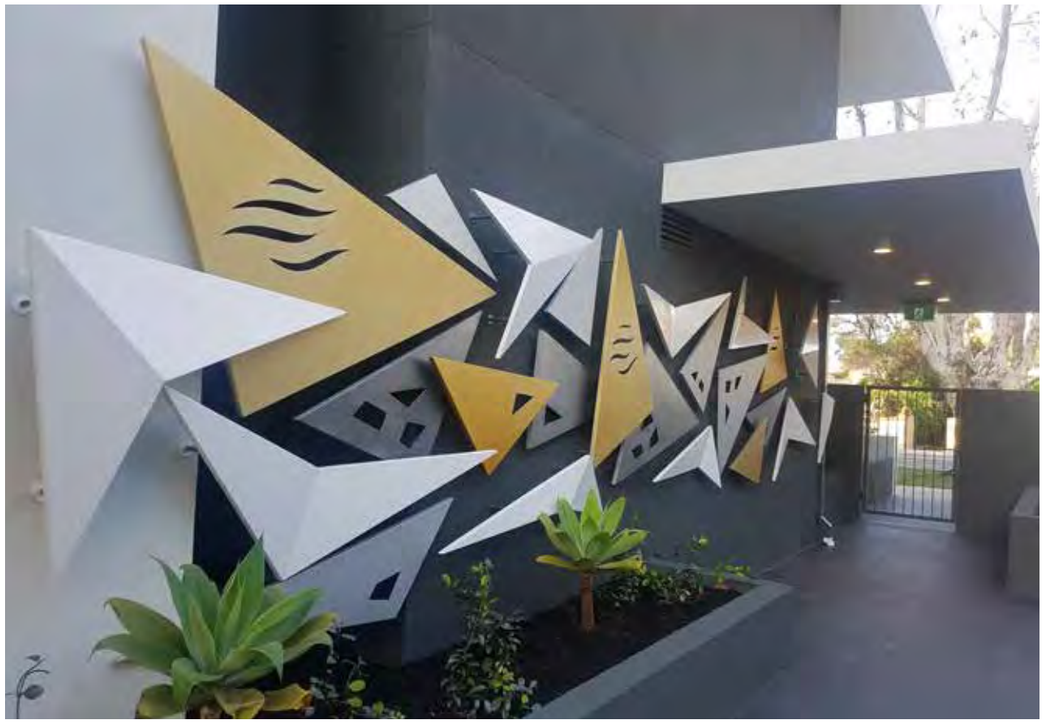
Client: Quest Hotel Apartments
Project: Lobby entry Sculptures

Client: Habitat Apartments - Lobby Entry & Carpark Entry
Project: Yachts 'n' Gulls



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Client: EXAL Group
Project: Evolution - Apartments/Retail
Riseley Street Ardross

Client: Saracen Properties
Project: Verdant Oasis -
Midvale Shopping Centre

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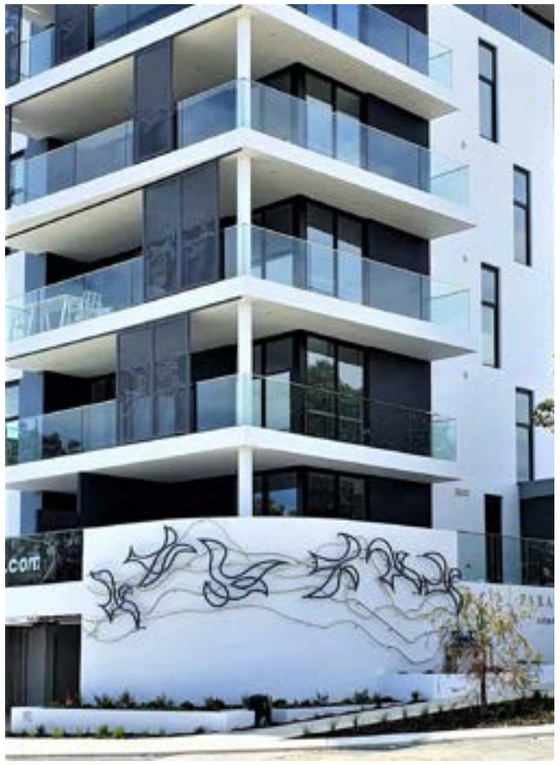
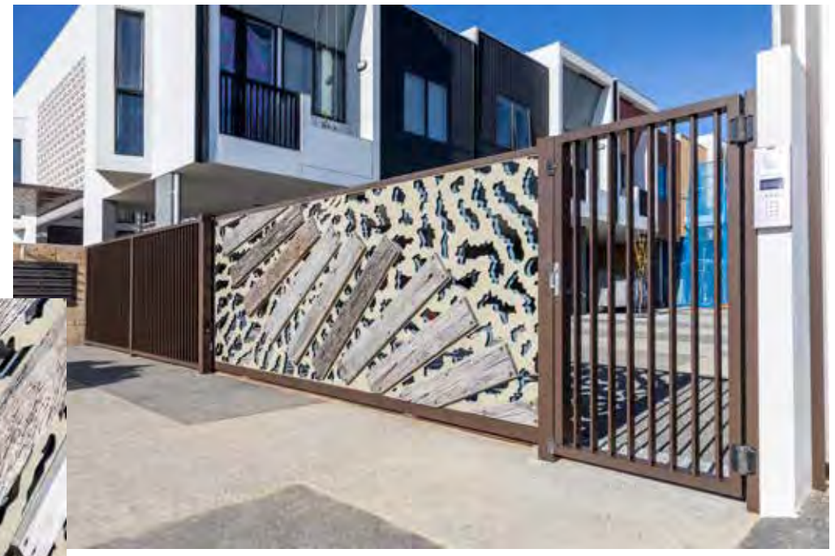


Client: Swanline Group
Project: Birds on Parade
Como Foreshore Apartments

Client: MAITHA GROUP
Project: Out 'n' About - Oxford Street,
Leederville Apartments

Client: MATCH
Project: 'Jetty Walk'
Coogee Shoreline
Entry Gate



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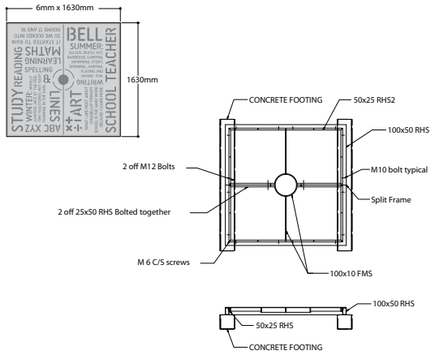
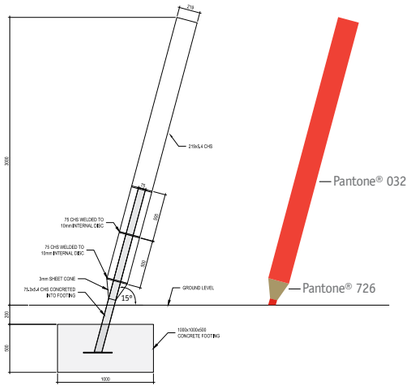
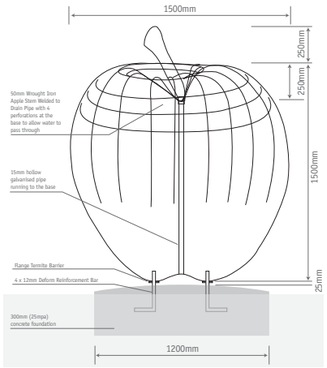
Client: Lend Lease
Project: Coolbellup Primary School Public Art







Client: MOTUS Property
Project: Regatta Apartments The Springs, Burswood.

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Client: BHP
Project: Entry Statement for new Newman Shopping Centre

Client: BHP Billiton
Project: Public Art

Client: BHP Billiton
Project: Stan and Ella Hilditch
Mount Whaleback
Pioneers

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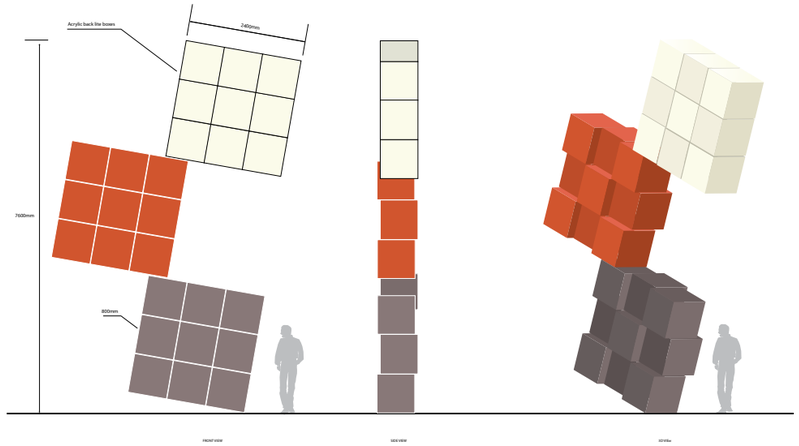
Design Form and Public Art

Client: Doric
Project: Entry Statement

Client: Pilbra Ports Authority
Project: Entry Statement



Way Finding Signage

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Project: Acrylic Flowers

Project: Acrylic Abstract

Project: Charcoal
'Reclining Woman'

Project: Wire Horse

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Peter McMeikan | artist

Public Art. Design Form. Way Finding.

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ATTACHMENT 7

DEVELOPMENT ASSESSMENT PANEL MEETING

Heritage Impact Statement

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195 Beaufort Street, Perth

Heritage Impact Statement – December 2023

HOCKING HERITAGE + ARCHITECTURE

Cover image courtesy of Rechitects 2023

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Rev No	Author	Date	Reviewer	Date
A	Renae Canterbury	December 2023	Dinah Mujati	15/12/2023

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Executive Summary

This Heritage Impact Statement is being prepared to accompany the development application for the new mixed-use building at 195 Beaufort Street, Perth.

The site falls within the local government heritage listed Beaufort, Lindsay and Money Street Precinct and adjacent to the local government heritage listed Lung Cheong Chinese Laundry (fmr). Both of which are entered as Level 2 Places of local significance on MRA's Central Perth Heritage Inventory.

The Heritage Impact Statement adheres to the requirements of the Heritage Council.

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1. Introduction

195 Beaufort Street, Perth is a vacant development site located within the City of Vincent. The lot abuts the heritage listed Lung Cheong Chinese Laundry (fmr) and falls within the Beaufort, Lindsay and Money Street Precinct.

This Heritage Impact Statement relates to construction of a new multi storey mixed use building on the site and its impact on the heritage significance of the surrounding heritage places.

In assessing the impact of the proposed works, the Statement of Significance attributed to the adjacent heritage building and precinct; the City of Vincent's development guidelines for heritage places; MRAs Central Perth Development Policies, New Northbridge Design Guidelines and Central Perth Heritage Inventory have been taken into consideration.

2. Location

The place is located at Part Lot 616 on Plan no. 49286 with a physical address of 195 Beaufort Street, Perth.

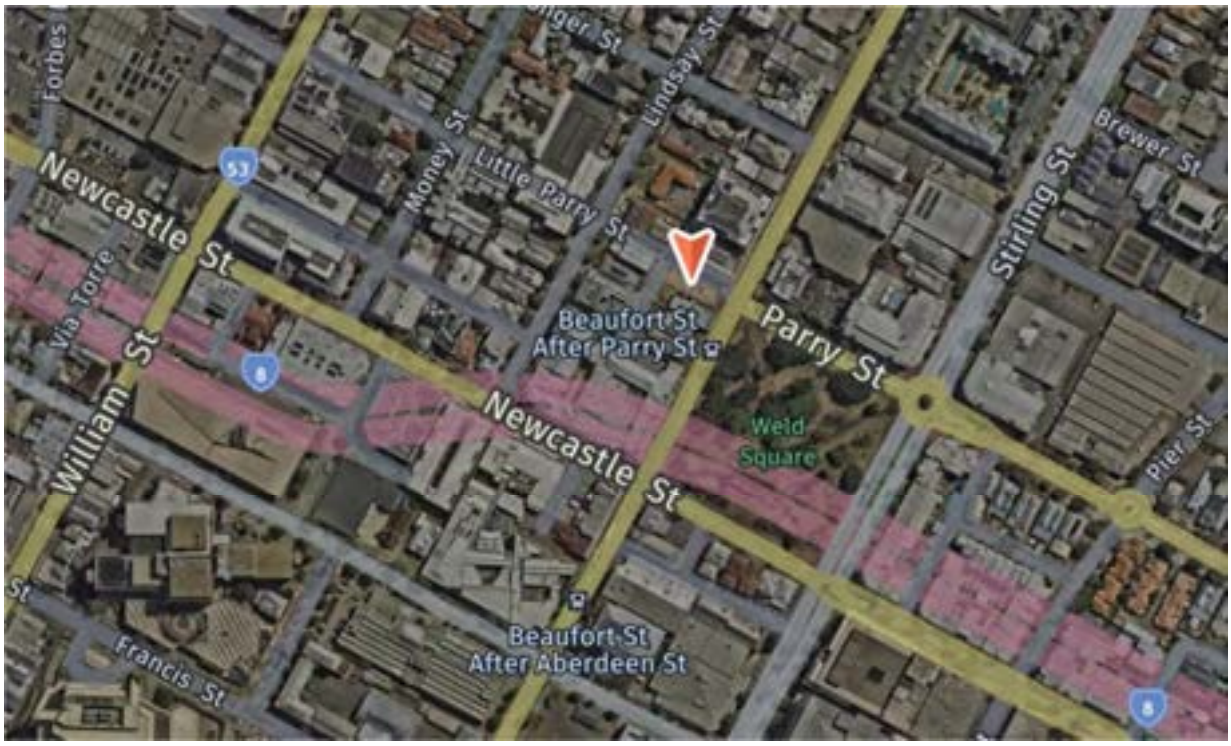

Figure 1 Location of 195 Beaufort Street, Perth

Courtesy Nearmap December 2023

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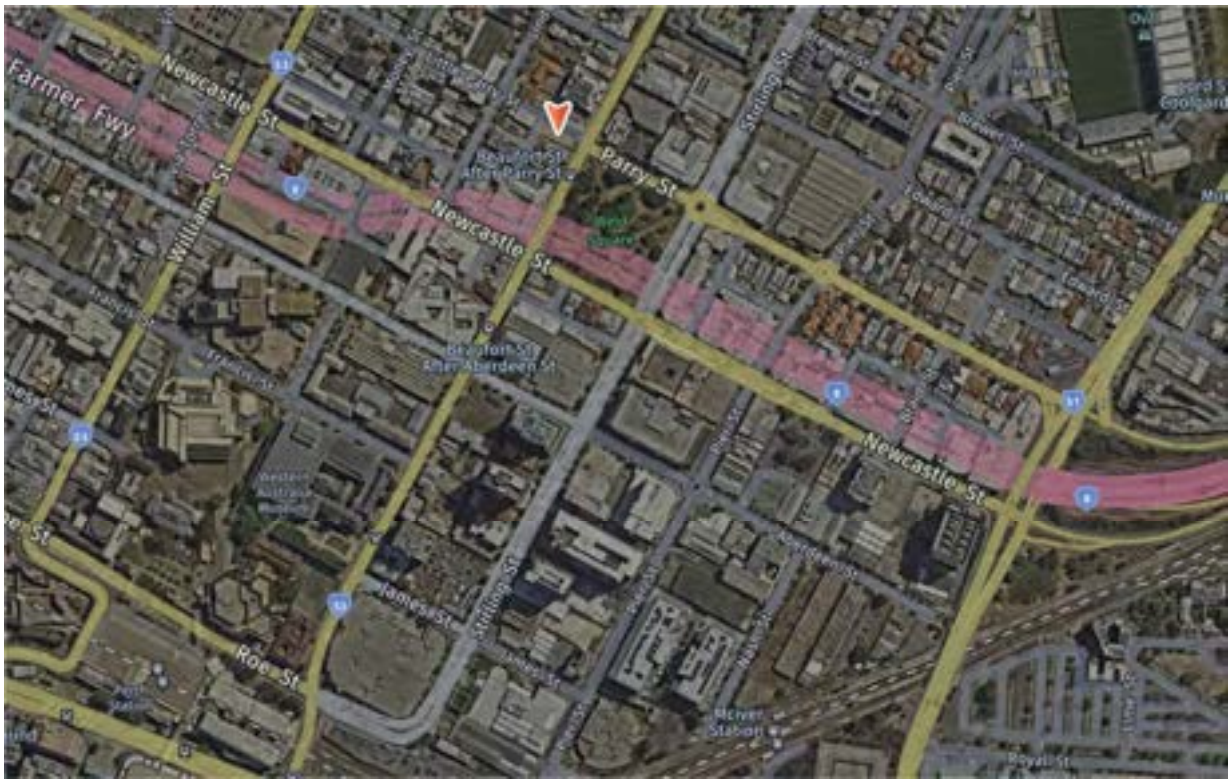

Figure 2 Location of no. 195 Beaufort Street in a city context

Courtesy Nearmap December 2023

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3. Heritage Listings

Lung Cheong Chinese Laundry (fmr) at 193 Beaufort Street, Perth benefits from the following heritage listings:

Type	Status	Date	Comment
Municipal Heritage Inventory	Adopted – Level 2 Place of Local Significance		City of Vincent Municipal Inventory
Heritage Inventory	Level 2		Development WA (MRA) Central Perth Heritage Inventory

Beaufort, Lindsay & Money Street Precinct benefits from the following heritage listings:

Type	Status	Date	Comment
Municipal Heritage Inventory	Historic Precinct of Local Significance		City of Vincent Municipal Inventory
Heritage Inventory	Historic Precinct of Local Significance		Development WA (MRA) Central Perth Heritage Inventory

4. Statement of Significance

The following Statement of Significance is taken from the City of Vincent's Municipal Inventory entry for Lung Cheong Chinese Laundry (fmr).

> *Aesthetic Value: The place has interest as a fine example of a Federation Free Classical style of commercial buildings. The place is a local landmark. The place forms part of a small group of residential and commercial buildings and contributes to the historic character of the area.*
>
> *Historic Value: The place reflects the expansion and development of residential and commercial buildings on the city fringes during the rapid population increase of 1890's gold boom and the early years of the twentieth century. The place represents the changing character of the local community from the typically heterogeneous population of the gold boom of the 1890's to the increasing concentration of ethnic minorities in the course of the twentieth century,*

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Social Value: The place is valued by the local community.

Representativeness: The place is representative as an example of a commercial building dating from the late nineteenth century.

A change of use to 'live music venue' in 2009 involved the adaptive reuse of the site which does not maintain the original mixed use function of the building, however the heritage significance of the building has been retained through refurbishment works which respect the original fabric

The following Statement of Significance is taken from the City of Vincent's Municipal Inventory entry for the Beaufort Street, Money Street and Lindsay Street Heritage Precinct.

The place has interest in providing streetscapes with important examples of a substantial Victorian Georgian style Mill, an Art Deco style factory building, a Federation Free Classical style commercial building, Federation Queen Anne style residential buildings, and substantial stables, dating from the late nineteenth to the early twentieth century, and from the mid-twentieth century. The place comprises groups of industrial, commercial and residential buildings and contributes to the historic character of the area.

Historic Value: The place reflects the expansion and development of residential and commercial buildings on the city fringes during the rapid population increase of the 1890's gold boom and the early years of the twentieth century.

The place demonstrates the characteristics of a type of industry (flour mill/bakery) - important in the economic development of the State- found in the early part of the twentieth century, with ancillary buildings. Buildings within the Precinct are associated with people prominent in Western Australian commercial and industrial activities.

Social Value: The groupings of industrial, commercial and residential buildings form streetscapes that contribute to the community's sense of place.

The place contains landmark buildings, prominent in Northbridge from 1894.

Rarity: The place is rare in containing examples of a late nineteenth or early twentieth century industrial building and a 1940's Art Deco style factory building still extant within close proximity to the Perth City centre. The place is rare as in providing an example of a late nineteenth and early twentieth century complex of industrial, commercial and residential buildings still extant within close proximity to the Perth City centre.

The place is rare in the study area in providing examples of substantial industrial and commercial buildings set within a mixed residential and commercial street setting.

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5. Photographs

The subject site is bounded by Beaufort Street, Little Parry Street and Elovalis Lane.

Figure 3 View looking south down Beaufort Street towards the subject site

Figure 4 View showing existing buildings adjacent to subject site on Beaufort Street

Figure 5 Existing Beaufort Street elevation with adjacent heritage listed property

Figure 6 View looking North along Beaufort Street showing existing modern development

Figure 7 View from Beaufort Street footpath of subject site

Figure 8 View from Little Parry Street showing rear of subject site

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Figure 9 View looking east from Elovalis Lane

Figure 10 View of subject site looking northeast from Elovalis Lane

Figure 11 View looking west along Little Parry Street

Figure 12 Existing new development on the corner of Little Parry and Lindsay Streets

Figure 13 View from Lindsay Street looking east down Little Parry Street

Figure 14 New development on Lindsay Street

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6. Development Proposal

The Applicant seeks to construct a four-storey building with commercial tenancies and parking on the ground floor and residential apartments above. The main building frontage is to Beaufort Street. Refer drawings prepared by Rechitects Architecture + Design for further details of the proposed development.

Figure 15 Proposed Beaufort Street Elevation

Courtesy of Rechitects 2023

Figure 16 View of proposed new development from Beaufort Steet

Courtesy of Rechitects 2023

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7. Central Perth Redevelopment Area Development Policy No. 2 – Heritage Places

The Central Perth Redevelopment Area Development Policy No. 2 – Heritage Places establishes the general principles for conservation of heritage places within the Central Perth Development Area. The policy applies to all places listed on the Inventory, all State Registered Places and any sites abutting heritage places within the Development Area.

The objectives of the policy are:

- To ensure that the development of heritage places and sites within heritage precincts accord with the relevant statement of significance and level of protection or management identified in the MRA's Heritage Inventory and the State Register of Heritage Places.

- To promote and facilitate appropriate and sensitive adaptive re-use of underutilised heritage buildings and to ensure high quality architectural responses for additions and infill development, to allow ongoing use and enjoyment of heritage places.

- To ensure development, including proposed demolition, does not adversely affect or detract from the significance of a heritage place or heritage precinct.

- To ensure development proposals and planning decision making is consistent with best practice in heritage conservation and the principles of the Burra Charter.

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8. Assessment of Impact

Statement of Significance

As stated above, the impacts of any proposed development adjacent to a heritage place is to be considered against any adopted statement of significance for the place. In this instance, there are two statements of significance to be considered, with the assessment of each set out below.

Statement of Significance from City of Vincent MI for Lung Cheong Chinese Laundry (fmr) – Place No. 15786	
Value Statement	**Impact**
Aesthetic Value: The place has interest as a fine example of a Federation Free Classical style of commercial buildings. The place is a local landmark. The place forms part of a small group of residential and commercial buildings and contributes to the historic character of the area.	By referencing the adjacent building style in a modern form, the proposed development provides a sympathetic solution that does not impact the aesthetic value of the adjacent place. The impact of the additional building height is reduced by setting the upper floor back from the street façade. From street level, the impact of this building bulk is considered minimal. There is no impact to the landmark nature of the adjacent place. The new development does not obscure the views to the existing place. The awning and façade are aligned with the adjacent buildings to ensure the existing vistas of the heritage building are maintained.
Historic Value: The place reflects the expansion and development of residential and commercial buildings on the city fringes during the rapid population increase of 1890's gold boom and the early years of the twentieth century. The place represents the changing character of the local community from the typically heterogeneous population of the gold boom of the 1890's to the increasing concentration of ethnic minorities in the course of the twentieth century,	The proposed development aligns with the existing development typology of mixed-use buildings in the area.
Social Value: The place is valued by the local community.	The proposed works will not impact this value as the community's sense of place will prevail.

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Representativeness: The place is representative as an example of a commercial building dating from the late nineteenth century.	The proposed development will not impact this heritage value

Statement of Significance from City of Vincent MI Beaufort, Lindsay & Money Street Precinct – Place No. 11263	
Value Statement	**Impact**
The place has interest in providing streetscapes with important examples of a substantial Victorian Georgian style Mill, an Art Deco style factory building, a Federation Free Classical style commercial building, Federation Queen Anne style residential buildings, and substantial stables, dating from the late nineteenth to the early twentieth century, and from the mid-twentieth century. The place comprises groups of industrial, commercial and residential buildings and contributes to the historic character of the area.	The proposed development references the adjacent heritage building in its design and uses a material palette that is consistent with the existing streetscape. This ensures the building, whilst modern in presentation and architecture, sits harmoniously within the existing streetscape.
Historic Value: The place reflects the expansion and development of residential and commercial buildings on the city fringes during the rapid population increase of the 1890's gold boom and the early years of the twentieth century. The place demonstrates the characteristics of a type of industry (flour mill/bakery) - important in the economic development of the State - found in the early part of the twentieth century, with ancillary buildings. Buildings within the Precinct are associated with people prominent in Western Australian commercial and industrial activities	The proposed development does not impact this heritage value. The proposed use aligns with the existing development typology of mixed-use buildings in the area.
Social Value: The groupings of industrial, commercial and residential buildings form streetscapes that contribute to the community's sense of place. The place contains landmark buildings, prominent in Northbridge from 1894.	The proposed works will not impact this value as the community's sense of place will prevail.

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Statement of Significance from City of Vincent MI Beaufort, Lindsay & Money Street Precinct – Place No. 11263	
Value Statement	**Impact**
Rarity: The place is rare in containing examples of a late nineteenth or early twentieth century industrial building and a 1940's Art Deco style factory building still extant within close proximity to the Perth City centre. The place is rare as in providing an example of a late nineteenth and early twentieth century complex of industrial, commercial and residential buildings still extant within close proximity to the Perth City centre. The place is rare in the study area in providing examples of substantial industrial and commercial buildings set within a mixed residential and commercial street setting.	The proposed works will not impact on this heritage value.

Development Policy 2 – Heritage Places

Performance Standards	Comment
P1. Heritage significance • Development should respect the recognised cultural heritage significance, statement of significance and level of management recorded for the heritage place or heritage precinct in the Heritage Inventory and/or the State Register of Heritage Places. • Development does not adversely affect, damage or destroy heritage significance.	The proposed development utilises elements of the adjacent heritage building's architectural language. This reference to the adjacent building assists in creating a harmonious relationship between the new and the old. The proposed building's façade is not overly ornate, so as not to overshadow the adjacent heritage building. The heritage significance of the adjacent place and precinct is maintained.

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P2. Quality new design • New development is of a high design quality that is sympathetic and harmonious with existing heritage character and features. It should be readily identifiable as new development, should not imitate or replicate the heritage architecture or detract from the cultural heritage significance of a heritage place or heritage precinct.	The proposed development references the adjacent heritage building through the alignment of horizontal detailing, verticality of openings, material palette and symmetry within façade elements. It is however, easily identifiable as contemporary and does not seek to replicate the existing heritage buildings of the area. By referencing the adjacent building and utilising a material palette consistent with the precinct, the building sits harmoniously within the streetscape.
P6. Development adjacent to heritage places and precincts Development to buildings and sites that are not heritage places but are located adjacent to a heritage place or are located within or next to a heritage precinct, is to be respectful and not adversely impact upon the recognised cultural heritage significance of the heritage place or heritage precinct. Development is designed to achieve the following: • Appropriate architectural style, built form, siting and setbacks, materials and finishes within the context of adjacent sites and the overall streetscape; • Does not imitate, replicate or mimic the heritage architecture; • Does not overwhelm or dominate the heritage place or heritage precinct, including the preservation of views to significant elevations and features and • Makes a positive contribution to the streetscape, landmark value and significant views.	The proposed development references the built form of the adjacent heritage building. The adjacent building has strong horizontal detailing. The proposed development references and aligns its horizontal details with the adjacent. • The ground floor awning aligns with the adjacent heritage building; • The ground floor windowsills and head align with the adjacent heritage building; • The location of the masonry and cladding elements aligns with the string courses of the adjacent building; • The third-floor slab is thickened to align with the adjacent parapet wall, creating a consistent street elevation. The alignment of horizontal elements with the adjacent also assists in obscuring the misalignment of floor levels between the two buildings. The adjacent heritage place has a sense of symmetry across its façade. The new building has a sense of balance and rhythm, though not entirely symmetrical, there is some symmetry in the Beaufort St facade, similar to the heritage facade. On the first and second floors, the façade is broken up into sections of face brickwork and

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open balconies. Two windows are used in each section in reference to the adjacent building and these are evenly spaced within the brickwork.

While the new development references the existing heritage building, it does not replicate it, and is clearly distinguishable as a modern piece of architecture.

The building façade is articulated to provide visual interest and reduce building bulk. Although the proposed development is taller than the adjacent heritage building, the upper floor is setback to minimise the impact of the additional building bulk. The building height is reflective of other developments within the precinct, creating a consistent rhythm. The impact of the additional building height on the heritage significance of the adjacent place and precinct is minimal.

The material palette of the new building is consistent with the existing precinct material palette. The red brickwork is reflective of the heritage buildings, with the textured cladding a modern representation of rendered detailing and consistent with other new developments in the area. The adjacent heritage building features weatherboard cladding to the rear of the building on the upper floor. With weatherboard cladding used on the minor facades of other buildings along Little Parry Street. The use of horizontally detailed cladding on the minor facades and setback areas of the main façade are considered consistent with the precinct.

The new development street façade and awning aligns with the existing heritage building. Maintaining all important vistas to this place.

The proposed artwork to the Little Parry Street façade takes reference from the various historic architectural styles and detailing in the area. The proposed artwork is not considered to have any impact to the heritage significance of the precinct of adjacent heritage building.

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New Northbridge Design Guidelines – Heritage Places

Performance Standards	Comment
1.5.2 Roof Form • The pitch and form of roofs affect the skyline of the street. Where new buildings include elements such as gables and pitched roofs, they must be a minimum pitch of 30 degrees where visible from the street. New roofs should be proportioned and detailed to harmonise with the streetscape. Roof materials should be compatible with the building style and character of the Project Area. Roofs within the heritage precincts should be of traditional construction. Corrugated iron roofing is permitted providing the reflectivity issues have been suitably considered.	The proposed roof to the upper level is concealed behind a parapet wall to reflect the roof form of the adjacent heritage building. The skillion roof of the upper floor is reflective of the roof form of the adjacent heritage place at 193 Beaufort Street.
1.5.3 Walls • The use of corrugated iron, steel and timber features, including recycled brick and limestone work is encouraged. Tilt-up construction may be approved provided it can be demonstrated that the aforementioned requirements relating to articulation, detail and blank walls have been satisfied.	The proposed development utilises red brickwork in reference to the adjacent heritage building. The horizontally detailed cladding draws reference to the weatherboard cladding featured to the rear of 193 Beaufort Street and other surrounding buildings, most notably along Little Parry Street. The use of the material on the lesser facades is considered acceptable and reflects an existing material palette to these laneways and streets.
1.5.4 Windows • Windows, particularly those that face the street, should generally have a vertical proportion. This design element adds to the objective of encouraging a vertical emphasis, an important factor given the industrial character of the Project Area.	The proposed development has vertically orientated openings in reference to the predominant aesthetic of the precinct.

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9. Conclusion

The proposal seeks to construct a mixed-use building at 195 Beaufort Street, Perth. The site abuts the locally heritage listed Lung Cheong Chinese Laundry (fmr) and falls within the Beaufort, Lindsay and Money Street Precinct. The proposed development has been assessed for its impact on the heritage significance of the heritage place and precinct, as well as its alignment with the various heritage planning policies for the area.

The aesthetic qualities of the adjacent heritage building at 193 Beaufort Street, Perth and the surrounding precinct are maintained, with minimal impact resulting from the new development.

The proposal does not harm any of these elements and the overall aesthetic value of the adjacent building and surrounding precinct will remain intact. Whilst there are elements of the proposal that are not fully compliant with the design standards established for heritage places, including the overall building height, the negative impact is considered to be minimal on the overall significance of adjacent heritage building and precinct.

The other values as set out in the statements of significance will not be harmed by this proposal.

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ATTACHMENT 8

DEVELOPMENT ASSESSMENT PANEL MEETING

Acoustic Assessment

acoustics consultants
AUSTRALIA

MIXED DEVELOPMENT - 195 BEAUFORT STREET, PERTH ACOUSTIC ASSESSMENT

Report 10.00532R-01

prepared for RECHITECTS
on 29/11/2023

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REPORT PREPARED BY

Acoustics Consultants Australia
ABN 25 646 422 899
Suite 4A/755 Albany Highway ▸ East Victoria Park, WA 6101
PHONE **(08) 6186 4122**
EMAIL **perth@acousticsconsultants.com.au**

BASIS OF REPORT

This report has been prepared by **Acoustics Consultants Australia (ACA)** with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with the Client. Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from ACA. ACA disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROL

REFERENCE	DATE	PREPARED	REVIEWED	AUTHORISED
10.00532R-01	29/11/2023	MdlM		Miguel de la Mata

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1. INTRODUCTION

Acoustics Consultants Australia (ACA) were commissioned by RECHITECTS to undertake acoustics consultancy services for the building design of the proposed residential development located at 195 Beaufort St, Perth.

This report presents the acoustic design recommendations for the proposed residential development in consideration of the following regulations and guidelines:

- State Planning Policy 5.4 (SPP5.4, September 2019) with regards to noise intrusion due to the nearby road (Beaufort Street);
- Australian Standard 2107:2016 *Acoustics – Recommended design sound levels and reverberation times for building interiors* (AS2107).
- State Planning Policy 7.3 (SPP7.3) *Residential Design Codes. Volume 2 – Apartments* (May 2019).
- National Construction Code 2019 (NCC), for airborne and impact sound insulation, and acoustic treatment of services, as per section F5 of the NCC;
- Association of Australasian Acoustical Consultants *Guideline for Apartment and Townhouse Acoustic Rating* (Version 1.0);
- WA Environmental Protection (Noise) Regulations 1997 (WA EPNR 1997), for noise emissions from the building compound into the environment due to reported building services;
- City of Vincent's Planning and Building Policy Manual, Development and Design Policy No. 7.5.21 *Sound Attenuation*.

By adhering to the recommendations in this report, the development will be complying with the requirements of the guidelines listed above.

Further details of methodology and Standards used to conduct the assessment, as well as the numeric assessment results are presented in the following sections of this report.

Acoustic terms used in this report are defined in the Glossary of **Appendix A**.

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2. PROJECT DESCRIPTION

The proposal is for a mix-use development, which includes four four-storey residential dwellings and two commercial units on the ground floor. The site is located at 195 Beaufort Street, Perth. **Figure 1** depicts an annotated aerial view of the site and its surroundings.

Figure 1 Site location – 195 Beaufort St

The lot is currently vacant and it is surrounded by Beaufort St, two access Lanes (Little Parry St and Elovalis Ln), an adjacent Jazz Club on Beaufort St and other commercial and residential use buildings across the Lanes. The site is zoned 'Mixed Use' in the City of Vincent's Local Planning Scheme No. 2.

A total of eight residential units and two commercial units are proposed. The specific use of the ground floor commercial units was not yet nominated as of the issuing date of this report. The main source of external noise to the proposed site, confirmed from the site visit, is road traffic from Beaufort Street. Intrusive noise has been assessed to meet Planning Policies. Noise emissions from the commercial units on the ground floor has not been assessed as the development is for base building construction only; however, the mechanical plant linked to the development has been assessed to meet regulatory environmental objectives. Internal constructions of sole occupancy units have been assessed for Code compliance. **Figures 2** and **3** show the proposed project layouts.

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Figure 2 Site Layout (Ground Floor: Commercial Tenancies and Parking)

Figure 3 Site Layout (Residential: 1st, 2nd and Lower Roof Levels)

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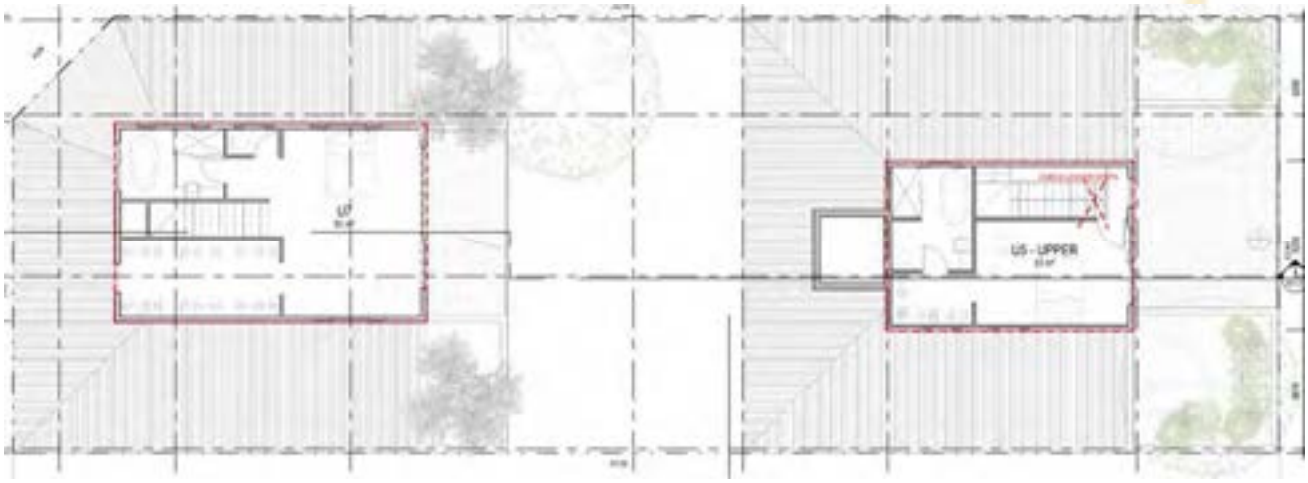

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3. ACOUSTIC CRITERIA

Acoustic criteria have been determined from a review of the following documents:

- State Planning Policy 5.4 (SPP5.4) *'Road and Rail Noise'*.
- Australian Standard 2107:2016 *Acoustics – Recommended design sound levels and reverberation times for building interiors*.
- State Planning Policy 7.3 (SPP7.3) 'Residential Design Codes. Volume 2 – Apartments' (May 2019).
- National Construction Code 2019.
- Association of Australasian Acoustical Consultants (AAAC) *Guideline for Apartment and Townhouse Acoustic Rating*.
- The WA Environmental Protection (Noise) Regulations 1997 (EPNR).
- City of Vincent's Planning and Building Policy Manual, Development and Design Policy No. 7.5.21 *Sound Attenuation*.

3.1. Road Noise – State Planning Policy 5.4 (SPP5.4)

Noise sensitive development proposed in close proximity to major or significant traffic routes are subject to the State Planning Policy 5.4 'Road and Rail Noise' (SPP5.4, Sept. 2019). Table 1 of the SPP5.4 outlines the 'trigger distances', which are distances between the edge of the subject road and the line of expected transport noise impacts, as defined in the Policy. The applicable section of this table to road corridors is shown in **Table 1**.

Table 1 SPP5.4 transport corridor classification and trigger distances

Transport corridor classification	Trigger Distance	Triggers Assessment?
Strategic freight and major traffic routes Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume	300 metres	No
Other significant freight/traffic routes These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meets the criteria of either >= 100 Class 7 to 12 Austroads vehicles daily or >= 23,000 daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes).	200 metres	Yes Beaufort St

Further, the Department of Planning Lands and Heritage (DPLH) 'PlanWA' website provides a digital map of the SPP5.4 trigger zones. This map is shown in the following **Figure 4**.

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Figure 4 SPP5.4 Road and Rail Noise trigger distances – DPLH

Relevant outdoor noise targets regarding road, rail and freight related transport noise are stated within Section 6.1 of SPP5.4 and are outlined in **Table 2**. These noise criteria are not retrospective and relevant to the emission of road traffic noise as received at a sensitive land use such as residential dwellings, offices, schools and child-care centres. The outdoor criteria are applicable at 1 metre from the most exposed habitable façade of the building receiving the noise, at ground floor level.

Table 2 SPP5.4 Noise Criteria (1m from a noise sensitive façade)

Time of the Day	Outdoor Noise Target – $L_{Aeq,Period}$	Indoor Noise Target – L_{Aeq}
Day (6am to 10pm)	55 dB	40 dB (living and work areas)
Night (10pm to 6am)	50 dB	35 dB (bedrooms)

The noise target is defined as the level from which further investigation would be required to determine potential noise impacts to sensitive receivers. Where the outdoor noise levels meet the noise target, no further measures are required under the SPP5.4.

The SPP5.4 Implementation Guideline provides methodology for assessment and treatment of cases where detailed assessments may be required. Further, the Guideline provides direction for development of site-specific noise management plans, intended to meet the Policy objectives by following a set of recommendations called the *Quiet House Packages*. These packages define sound insulation requirements to achieve internal noise level objectives as recommended by Australian Standards.

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Notification on Certificate of Title

Notification and advice to prospective purchasers of the potential for noise impacts from major transport corridors should be provided and required as a condition of subdivision (including strata subdivision) for the purposes of planning approval involving noise sensitive development where external noise levels are forecasted to exceed the 'Target'. An example of a suitable notice is provided in **Appendix C**.

3.2. Noise Intrusion – Australian Standard 2107:2016

For internal spaces, Australian Standard 2107:2016 *Acoustics – Recommended design sound levels and reverberation times for building interiors* (AS/NZS 2107) provides recommended noise limits for specific room usages.

The following **Table 3** presents recommended internal noise levels for residential houses and apartments near major roads in table 1 of AS/NZS 2107.

Table 3 AS/NZS 2107 Recommended design sound levels

Type of occupancy	Design sound levels ($L_{Aeq,t}$ range) – dB
Houses and apartments in inner city areas or entertainment districts or near major roads	
Living areas	35-45
Sleeping areas (night-time)	35-40
Work areas	35-45

3.3. Internal Building Sound Insulation

3.3.1. National Construction Code (NCC) 2019

The acoustic provisions for inter-tenancy walls in Class 2 and 3 Buildings are outlined in Part F5 of the National Construction Code, NCC 2019. These requirements consist of the minimum airborne and impact sound insulation performance parameters, which are summarised in **Table 4**.

Table 4 Performance requirements NCC 2019

Condition	Deemed-to-Satisfy Requirements	Verification (1)
Walls		
Airborne Sound Insulation		
Between sole-occupancy units	Minimum $R_w + C_{tr}$ 50	Minimum $D_{nT,w} + C_{tr}$ 45
Between a sole-occupancy unit and a plant room, lift shaft, stairway corridor, public corridor or the like	Minimum R_w 50	Minimum $D_{nT,w}$ 45
Impact Sound Insulation		

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Condition	Deemed-to-Satisfy Requirements	Verification (1)
Between a laundry, kitchen, bathroom or sanitary compartment in a sole-occupancy unit, and a habitable room in an adjoining unit	Discontinuous construction	As deemed to satisfy
Between a sole-occupancy unit and a plant room or lift shaft	Discontinuous construction	As deemed to satisfy
Floors		
Airborne Sound Insulation		
Between sole-occupancy units	Minimum $R_w + C_{tr}$ 50	Minimum $D_{nT,w} + C_{tr}$ 45
Between a sole-occupancy unit and a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification	Minimum $R_w + C_{tr}$ 50	Minimum $D_{nT,w} + C_{tr}$ 45
Impact Sound Insulation		
Between sole-occupancy units	Maximum $L_{n,w}$ 62	Maximum $L_{nT,w}$ 62
Between a sole-occupancy unit and a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification	Maximum $L_{n,w}$ 62	Maximum $L_{nT,w}$ 62
Door Assemblies		
Between a sole-occupancy unit and a stairway, public corridor, public lobby or the like	Minimum R_w 30	Minimum $D_{nT,w}$ 25
Services		
Between a habitable room (other than a kitchen) in a sole-occupancy unit and a duct, soil, waste or water supply pipe duct (if the duct or pipe is located in a wall or floor cavity and serves or passes through more than one sole-occupancy unit)	Minimum $R_w + C_{tr}$ 40	Deemed-to-Satisfy Provisions
Between a kitchen or non-habitable room in a sole-occupancy unit and a duct, soil, waste or water supply pipe duct (if the duct or pipe is located in a wall or floor cavity and serves or passes through more than one sole-occupancy unit)	Minimum $R_w + C_{tr}$ 25	
If a storm water pipe passes through a sole-occupancy unit (habitable room other than kitchen)	Minimum $R_w + C_{tr}$ 40	
If a storm water pipe passes through a sole-occupancy unit (kitchen or non-habitable room)	Minimum $R_w + C_{tr}$ 25	

Notes: (1) Determined under AS/NZS ISO 717.1 (airborne noise) and AS/NZS ISO 717.2 (impact noise).
(2) For the purposes of this part, "discontinuous construction" means a wall having a minimum 20 mm cavity between two separate leaves.

3.3.1. AAAC Guideline for Apartment and Townhouse Acoustic Rating

Evidence suggests that the NCC requirements for sound transmission do not manage noise levels to the satisfaction of occupants. This element identifies design initiatives that aim to exceed these minimum requirements to provide better long-term outcomes for residents.

The AAAC Guideline provides a reasonable tool to determine the expected acoustical built quality of sole occupancy units. A Star Rating system is presented in the Guideline for use by designers,

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developers and purchasers of apartments or townhouses to encourage consistency between the apparent quality of the design of apartments and the underlying acoustical quality of the structure.

The acoustical attributes covered in the AAAC Guideline are external noise intrusion, internal building services noise, airborne sound insulation of walls and floors, impact sound isolation of floors. **Table 5** presents a summary of the sound insulation rating criteria.

Table 5 AAAC Star Rating

Intertenancy Activities	2 Star	3 Star	4 Star	5 Star	6 Star
Airborne Sound Insulation for Walls and Floors					
Between Separate Tenancies – $D_{nT,w} + C_{tr} \geq$	35	40	45	50	55
Between Lobby/Corridor and Bedrooms – $D_{nT,w} + C_{tr} \geq$	30	40	40	45	50
Between Lobby/Corridor and Living – $D_{nT,w} + C_{tr} \geq$	25	40	40	40	45
Impact Isolation of Floors					
Between Tenancies – $L_{nT,w} \leq$	65	55	50	45	40
Between all other spaces and Tenancies – $L_{nT,w} \leq$	65	55	50	45	40
Impact Isolation of Floors					
Between Tenancies	No	Yes	Yes	Yes	Yes
Between common areas and Tenancies	No	No	No	Yes	Yes

It is noted that the NCC requirements are equivalent of 4-star for airborne noise and 2-star for impact noise.

3.4. Environmental Protection (Noise) Regulations 1997

Noise emissions from residential and commercial premises to nearby residential properties are covered by State noise policy in the form of the Western Australia Environmental Protection (Noise) Regulations of 1997 (EPNR). To achieve compliance with this policy, noise levels at nearby residential areas are not to exceed defined limits. These limits are determined from consideration of prevailing background noise levels and 'influencing factors' that consider the level of commercial and industrial zoning in the locality.

The influencing factor considers land use (limited to 'Industrial', 'Commercial' or 'Noise Sensitive' Premises, as defined in Schedule 1 of the EPNR *Classification of premises*) and road traffic volumes around the sensitive receiver of interest, within 100 metre and 450 metre radii (see **Figure 5**). This is represented by the nearest resident.

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The resulting influencing factor is 9 dB, based on:

- A transport factor of 2 dB, due to a secondary road (between 6,000 and 15,000 vehicles per day) Beaufort St within the inner circle.
- A commercial zoning factor of 6.5 dB, due to 67% commercial/mixed use area within the inner circle and 64% within the outer circle.

Figure 5 Zoning map. Influencing factor calculation.

A summary of the applicable outdoor noise criteria is provided in **Table 6**. These criteria are applicable to noise emissions from mechanical plant to be installed in the proposed development, in this case, air conditioning units proposed for the residential units. It is noted that potential noise generated at the two commercial units of the ground floor shall also meet the assigned noise levels when assessed within residential receivers at the same lot; that is, at the residents located directly above the commercial unit within the development.

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Table 6 WA EPNR Assigned Noise Levels

Type of premises receiving noise	Time of day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area	0700 to 1900 hours Monday to Saturday	54	64	74
	0900 to 1900 hours Sunday and public holidays	49	59	74
	1900 to 2200 hours All days	49	59	64
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	44	54	64
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80

A series of adjustments must be added to the noise source levels If noise received at the sensitive premises cannot reasonably be free of intrusive characteristics of tonality, modulation and impulsiveness, and the adjusted level must comply with the assigned level. Definition of these terms (tonality, modulation and impulsiveness) can be read from Regulation 9(1) of the EPNR. **Table 7** summarises the adjustments, as defined by the Regulations.

Table 7 Noise character adjustments

Adjustment where noise emission is not music		
Where tonality is present	**Where modulation is present**	**Where impulsiveness is present**
+5 dB	+5 dB	+10 dB

Notes: The full table in the EPNR includes corrections for tonality, modulation and impulsiveness for the case when noise emission is music. Such case does not apply to this assessment. Thus, not included herein to avoid confusion.

Mechanical plant and, in general, building services must comply with the assigned noise levels when assessed at the nearest noise sensitive receiver. Air conditioning units and toilet/kitchen extraction fans must be designed to minimise noise emissions to adjacent dwellings.

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4. NOISE INTRUSION ASSESSMENT

A detailed assessment has been prepared for the proposed site in accordance with the methodology described in the SPP5.4 Guidelines. In general, the following tasks were conducted as part of the noise study to determine road traffic noise levels at the proposed residential dwelling:

- A screening assessment to investigate the likelihood of exceeding the noise target;
- A noise survey conducted in order to quantify existing levels of road traffic noise from Beaufort Street;
- Based on the results of the noise survey, noise levels at the proposed dwelling and the relevant sound insulation package recommended.

It is noted that other sources of noise are present in the existing surroundings of the site such entertainment noise. While the assessment considers that overall trends of noise levels on site are dominated by road noise, entertainment noise can be present and dominant during the evening hours of weekends.

4.1. SPP5.4 Screening Assessment

A basic screening level assessment was undertaken in accordance with the SPP5.4 Implementation Guidelines for the proposed development site. A noise exposure forecast calculation tool is provided in Table 2 of the Guidelines and based on distance of the development façade to the road corridor and the number of the road lanes, a forecast noise level is estimated.

The screening assessment (**Appendix B**) results in a forecasted daytime noise level between **L_{Aeq} 64 dB** and **69 dB**, depending on the relative location of the proposed unit on site. This corresponds to noise levels 9 to 14 dB in excess of the daytime noise target. The 'Exposure Categories' shown in Table 2 of the Guidelines define bands of noise exceeding the target. In this case, the Exposure Categories 'C' or 'D' are suggested, which require a detailed noise management plan to control noise intrusion to the proposed noise-sensitive development.

A detailed assessment has been undertaken as outlined in the following section.

4.2. Detailed Road Noise Assessment

ACA carried out ambient noise measurements of ambient noise levels. From traffic counts of Beaufort St (year 2018/19, site No. 0049) provided by MainRoads' Traffic Data (**Figure 6**) it was determined that 90% of the traffic occurs during daytime (6 am to 10 pm). Thus, daytime assessment is the most stringent period with regards to noise impacts as daytime road traffic noise is expected to be over 5 dB louder than that of night-time.

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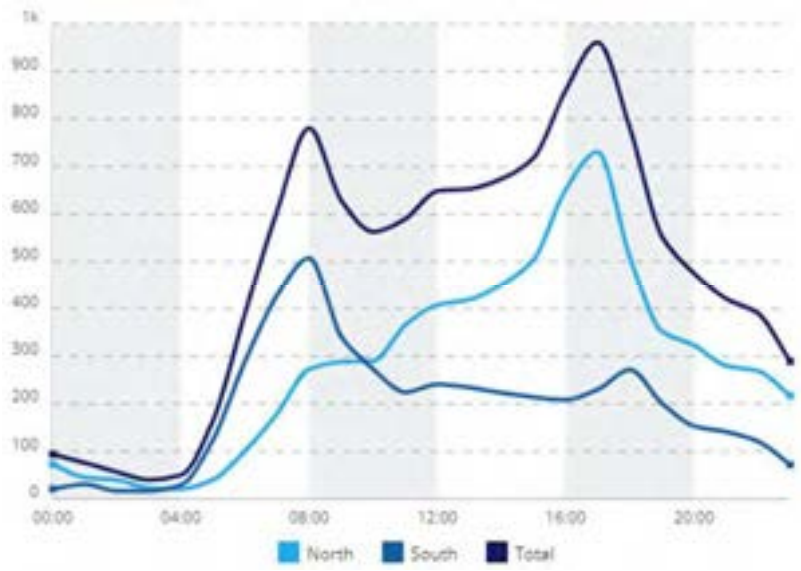
Figure 6 Beaufort St Traffic Volumes (Weekday hourly data)



4.3. Ambient Noise Measurements

4.3.1. Methodology

Unattended noise monitoring was conducted on site between Tuesday 4th of April and Wednesday 19th of April 2023. **Figure 7** shows the location of the noise monitoring, which was elevated to a 1st floor level, 1m away from the existing façade at 201 Beaufort St (next lot north).

Figure 7 Noise measurements location

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Table 7 lists the equipment used to measure existing noise levels.

Table 7 Monitoring Equipment

Sound Level Meter			
Make and model	**Type**	**Serial No.**	**Calibrated on**
SVANTEK 971	1	77604	13/03/2023
Field Calibrator			
SVANTEK SV-33		76674	10/03/2023

Note: The equipment used is NATA certified IEC 61672 Type 1 meters.

All items of acoustic instrumentation employed for noise monitoring were set to 'Slow' response. The instrumentation employed during the noise measurement surveys comply with AS IEC 61672.1-2019 *Electroacoustics - Sound level meters – Specifications*. The sound levels meter was field calibrated before and after the measurements with the calibrator. No significant drift (greater than 0.5 dB) in calibration was detected.

4.3.2. Results

Table 8 Noise measurements conducted between 4th and 19th April 2023

Date	Daytime $L_{Aeq\ (6am\text{-}10pm)}$ (dB)	Night-time $L_{Aeq\ (10pm\text{-}6am)}$ (dB)
Tuesday 4th April 2023	66*	61
Wednesday 5th April 2023	65	59
Thursday 6th April 2023	66	60
Friday 7th April 2023	63	58
Saturday 8th April 2023	64	65
Sunday 9th April 2023	64	59
Monday 10th April 2023	64	58
Tuesday 11th April 2023	65	62
Wednesday 12th April 2023	67	59
Thursday 13th April 2023	66	60
Friday 14th April 2023	65	61
Saturday 15th April 2023	65	65
Sunday 16th April 2023	63	58
Monday 17th April 2023	66	58
Tuesday 18th April 2023	67	62
Wednesday 19th April 2023	65*	-
Representative L_{Aeq} Rating	**$L_{Aeq,Day}$ 66 dB**	**$L_{Aeq,Night}$ 60 dB**

NOTES: (*) Incomplete periods

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It is observed that noise levels measured during all periods are fairly consistent; therefore, an overall conservative rating has been calculated averaging all periods available. Noise logging graphs are presented in **Appendix E**.

4.3.3. Road Noise

The resulting measured future façade noise level was adjusted following the corrections applied:

- + 2 dB for traffic growth adjustment (assuming 60% traffic growth in the next 20 years).
- The façade correction of +2.5 dB has not been applied as the noise measurements were conducted at façade level. Measurements already include these building reflections.

Thus, the resulting building façade levels are:

- Adjacent to the road (Units 3, 4, 7 and 8): **$L_{Aeq,Day}$ 68 dB** / **$L_{Aeq,Night}$ 62 dB**, 'Exposure Category D', applies to apartments directly adjacent to Beaufort St.
- Further away from Beaufort St, ~26 metres away (Units 1, 2, 5 and 6): **$L_{Aeq,Day}$ 57 dB** / **$L_{Aeq,Night}$ 51 dB**, 'Exposure Category A', applies to apartments away from the road.

Floorplans of the proposed building were provided by Rechitects dated 29/03/2023.

4.3.4. Entertainment Noise

Elevated noise levels can be observed during the evenings and early night-time hours of weekends and some weekdays. This is attributed to entertainment noise in addition to increased traffic on those periods. Short-term noise levels can go up to approximately L_{A1} 85 dB and L_{A10} 75 dB and the spectral noise levels indicate dominant levels at low frequencies such 125 Hz and below.

This limits the possible building materials to use as external walls at apartments facing Beaufort Street to masonry elements (e.g. Concrete panels), which attenuate low frequencies better than lightweight materials.

4.4. Recommendations

The following recommendations will be required to comply with internal noise design levels, as recommended by the SPP5.4 Guidelines

The building materials recommended in **Table 9** would provide sound attenuation to reduce internal noise levels to meet internal design as recommended in **Table 2**. Acoustic markups are provided in **Appendix D**.

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Table 9 Building façade treatment

Room / Façade	Building Element	Sound Insulation Required $R_w + C_{tr}$ (dB)	Material Recommend
External Walls			
All façades – **Units 1, 2, 5 & 6**	Walls	55	Masonry Option only with internal plasterboard lining. For example: 150mm precast concrete– outside to inside - 50 mm Masterwall panels (M-Series panels) - 150 mm precast concrete wall - 45 mm furring channels secured to wall - 16 mm fire rated plasterboard.
All façades – **Units 3, 4, 7 & 8**	Walls	45	Lightweight Option. For example: One Row of 92 mm studs at 600 mm centres with– - Resilient steel channels fixed to the outside of the studs; and - 9 mm fibre cement sheeting; and - 90 mm insulation 11 kg/m^3 positioned between studs; - 2 layers x 16 mm fire-protective grade plasterboard fixed to the inside face of studs.
FIRST FLOOR			
UNIT 1			
BED 1 / EAST	Awning windows	37	Double glazing: 10 mm Float – 16 mm gap – 10.5 mm VLam Hush Sealed awning or casement certified glass and uPVC frames.
BED 1 / NORTH	Sliding door	34	12.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
LIVING / EAST	Sliding door	34	12.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
LIVING / NORTH KITCHEN / NORTH	Awning or casement type (Sliding not recommended)	32	6.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
BED 2 / NORTH BED 2 / WEST	Awning or casement type (Sliding not recommended)	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
ENTRY / WEST	Door	30	40 mm Solid core sealed door. Certified frame and door.

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Room / Façade	Building Element	Sound Insulation Required $R_w + C_{tr}$ (dB)	Material Recommend
UNIT 2			
LIVING / EAST	Awning windows	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
LIVING / NORTH	Sliding door	31	10.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
BED 1 / EAST	Glass Door Hinged (Sliding not recommended)	34	Double glazing: 10 mm Float – 16mm gap – 10.5mm VLam Hush Sealed certified glass and uPVC frames.
BED 2 / NORTH	Awning window	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
ENTRY / WEST	Door	30	40 mm Solid core sealed door. Certified frame and door.
UNIT 3			
BED 1 / EAST	Awning windows	36	12.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
ENTRY / EAST	Door	30	40mm Solid core sealed door. Certified frame and door.
LIVING / WEST	Awning, fixed sash or casement windows	28	6.38 mm Laminated glass
LIVING / NORTH	Sliding door	28	6.38 mm Laminated glass
DINING / WEST	Sliding door	28	6.38 mm Laminated glass
UNIT 4			
LIVING / EAST	Glass Door hinged (Sliding not recommended)	33	10.5 Vlam Hush Glass on certified frame
ENTRY / EAST	Door	30	40 mm Solid core sealed door. Certified frame and door.
LIVING / EAST	Sliding door	31	10.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
DINING / EAST	Sliding door	31	10.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)

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Room / Façade	Building Element	Sound Insulation Required $R_w + C_{tr}$ (dB)	Material Recommend
DINING / NORTH	Awning or casement type (Sliding not recommended)	31	6.38 mm Laminated glass
BED 1 / NORTH	Awning window	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
BED 1 / WEST	Sliding door	31	10.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
BED 2 / NORTH	Sliding door	31	10.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
BED 2 / WEST	Awning window	31	6.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
SECOND FLOOR			
UNIT 5			
Lower Level			
ROOF	Ceiling	45	Terracotta tile pitched roof – - Anticon beneath roof sheeting; - 150 mm insulation ceiling batts 10 kg/m^3 - 2 x 13 mm fire rated plasterboard
BED 1 / EAST	Awning windows	37	Double glazing: 10 mm Float – 16mm gap – 10.5 mm VLam Hush Sealed awning or casement certified glass and uPVC frames.
BED 1 / NORTH	Sliding door	34	12.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
LIVING / EAST	Sliding door	34	12.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
LIVING / NORTH KITCHEN / NORTH	Awning or casement type (Sliding not recommended)	32	6.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
BED 2 / NORTH BED 2 / WEST	Awning or casement type (Sliding not recommended)	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
ENTRY / WEST	Door	30	40 mm Solid core sealed door. Certified frame and door.
Upper Level			

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Room / Façade	Building Element	Sound Insulation Required $R_w + C_{tr}$ (dB)	Material Recommend
ROOF	Ceiling	45	Terracotta tile pitched roof – - Anticon beneath roof sheeting; - 150 mm insulation ceiling batts 10 kg/m^3 - 2 x 13 mm fire rated plasterboard
BED / EAST	Glass Door Hinged (Sliding not recommended)	36	Double glazing: 10 mm Float – 16 mm gap – 10.5 mm VLam Hush Sealed awning or casement certified glass and uPVC frames.
BED / SOUTH	Awning windows	37	Double glazing: 10 mm Float – 16 mm gap – 10.5 mm VLam Hush Sealed awning or casement certified glass and uPVC frames.
HALL / EAST	Awning window	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
BATH / NORTH	Awning window	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
WALKING ROBE / SOUTH	Awning window	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
UNIT 6			
ROOF	Ceiling	45	Terracotta tile pitched roof – - Anticon beneath roof sheeting; - 150 mm insulation ceiling batts 10 kg/m^3 - 2 x 13 mm fire rated plasterboard
LIVING / EAST	Awning windows	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
LIVING / NORTH	Sliding door	31	10.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
BED 1 / EAST	Glass Door Hinged (Sliding not recommended)	34	Double glazing: 10 mm Float – 16 mm gap – 10.5 mm VLam Hush Sealed certified glass and uPVC frames.
BED 2 / NORTH	Awning window	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
ENTRY / WEST	Door	30	40 mm Solid core sealed door. Certified frame and door.

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Room / Façade	Building Element	Sound Insulation Required $R_w + C_{tr}$ (dB)	Material Recommend
BED 2 / WEST	Awning windows	36	12.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
UNIT 7			
ROOF	Ceiling	35	Metal roof sheeting or Terracotta tile roof – - Anticon beneath roof sheeting; - 100 mm insulation ceiling batts 10 kg/m^3 - 10 mm standard plasterboard
BED 1 / EAST	Awning windows	36	12.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
ENTRY / EAST	Door	30	40 mm Solid core sealed door. Certified frame and door.
LIVING / WEST	Awning, fixed sash or casement windows	28	6.38 mm Laminated glass
LIVING / NORTH	Sliding door	28	6.38 mm Laminated glass
DINING / WEST	Sliding door	28	6.38 mm Laminated glass
UNIT 8			
Lower Level			
ROOF	Ceiling	35	Metal roof sheeting or Terracotta tile roof – - Anticon beneath roof sheeting; - 100 mm insulation ceiling batts 10 kg/m^3 - 10 mm standard plasterboard
LIVING / EAST	Glass Door hinged (Sliding not recommended)	33	10.5 Vlam Hush Glass on certified frame
ENTRY / EAST	Door	30	40 mm Solid core sealed door. Certified frame and door.
LIVING / EAST	Sliding door	31	10.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
DINING / EAST	Sliding door	31	10.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)

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Room / Façade	Building Element	Sound Insulation Required $R_w + C_{tr}$ (dB)	Material Recommend
DINING / NORTH	Awning or casement type (Sliding not recommended)	31	6.38 mm Laminated glass
BED 1 / NORTH	Awning window	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
BED 1 / WEST	Sliding door	31	10.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
BED 2 / NORTH	Sliding door	31	10.5 Vlam Hush Glass on certified frame (e.g. AWS Series Apartment Sliding Door)
BED 2 / WEST	Awning window	31	6.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
Upper Level			
ROOF	Ceiling	35	Terracotta tile pitched roof – - Anticon beneath roof sheeting; - 150 mm insulation ceiling batts 10 kg/m^3 - 2 x 13 mm fire rated plasterboard
BED / EAST	Glass Door Hinged (Sliding not recommended)	36	Double glazing: 10 mm Float – 16 mm gap – 10.5 mm VLam Hush Sealed awning or casement certified glass and uPVC frames.
BED / SOUTH BED / NORTH	Awning windows	37	Double glazing: 10mm Float – 16 mm gap – 10.5 mm VLam Hush Sealed awning or casement certified glass and uPVC frames.
BATH / NORTH BATH / WEST	Awning window	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.
WALKING ROBE / WEST	Awning window	34	10.5 mm VLam Hush Glass Sealed awning or casement certified glass and uPVC frames.

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5. INTER-TENANCY BUILDING ASSESSMENT

5.1. Party Walls

Table 10 shows typical party wall configurations to meet 'Deemed to Satisfy' NCC standards and the proposed system. Any alternative method of wall systems proposed shall be verified by the acoustic engineer. **Appendix D** provides acoustic mark ups to be read in conjunction with this table, these markups consider the minimum NCC objectives.

Table 10 Assessment of internal walls

Wall Type	Typical Compliant System	Performance Required	Verification Required	Star Rating (AAAC)
Sole-occupancy unit party walls (Discontinuous)	**Deemed-to-Satisfy:** Two rows of 64 mm steel studs at 600 mm centres with – • An airgap not less than 80 mm between the rows of studs; • 200 mm thick polyester insulation with a density of 14 kg/m^3 positioned between studs; and • Two layers of 13 mm fire-protective grade plasterboard on one outside face and one layer of 13 mm fire-protective grade plasterboard on the other face. 	R_w + C_{tr} 50 dB	No	4
	Performance solution: Two rows of 64 mm steel studs at 600 mm centres with – • An airgap not less than 20 mm between the rows of studs; • 75 mm thick glass wool insulation with a density of 11 kg/m^3 positioned between one row of studs; and • Two layers of 13 mm fire-protective grade plasterboard fixed to the outside of the face of studs. ➔ Sample System: **CSR 1355**	R_w + C_{tr} 50 dB	Yes	4

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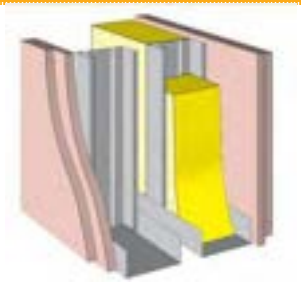
Wall Type	Typical Compliant System	Performance Required	Verification Required	Star Rating (AAAC)
				

Any deviation of the recommended walls system must be consulted with the acoustic engineer for approval. Chasing of pipes or other services in acoustically rated walls is not allowed per NCC and penetrations must be avoided.

NCC Part F5.5(f) states that where a separating wall that is required to have a minimum sound insulation performance as a floor or roof above, then that wall must continue to the underside of the floor/roof above, or the roof or ceiling must have an equal sound insulation performance as the wall.

5.2. Floors

The colour-coded markups in **Appendix D** identify the recommended vertical airborne sound insulation performance and impact sound insulation performance for the project.

The proposed development might have a 220-230 mm concrete slab with hard floors. A solution will be provided to achieve compliance with the NCC requirements. A thicker slab, acoustic underlay or additional elements (e.g., recessed ceilings) can improve the performance.

All floor areas with tile finish directly located above a sole-occupancy unit shall be acoustically treated to limit footfall impact noise. Acoustic underlay installed beneath tiles, laminate, timber or vinyl floors is recommended to prevent structure borne noise.

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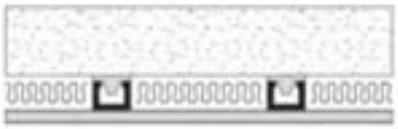
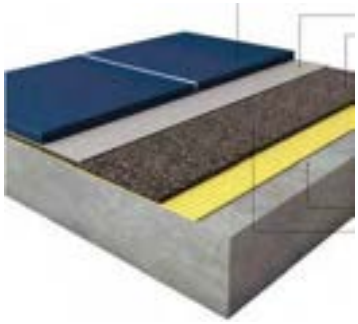
Table 11 Assessment of floors

Floor Finish Type	Typical Compliant System	Performance Required	Verification Required	Star Rating (AAAC)
Tile, Hardwood	**Deemed-to-Satisfy:** 8 mm ceramic tiles with flexible adhesive and waterproof membrane, located above the concrete slab – • 28 mm metal furring channels and resilient isolation mounts fixed to the underside of slab, at 600 mm centres; • 65 mm polyester insulation with a density of 8 kg/m^3 positioned between furring channels; and • One layer of 13 mm plasterboard fixed to furring channels. 	$L_{n,W} \leq 62$ dB	No	2
	Performance solution: 8 mm ceramic tiles with flexible adhesive and waterproof membrane– • High performance acoustic underlay (e.g. REGUPOL sonus multi 4.5) • Minimum 150 mm concrete slab. • 28 mm metal furring channels fixed to the underside of slab, at 600 mm centres; • 50 mm insulation 8 kg/m^3 positioned between furring channels; and • One layer of 10 mm plasterboard fixed to furring channels. 	$L_{n,W} \leq 62$ dB	No (Laboratory tested)	2

Floor Finish Type	Typical Compliant System	Performance Required	Verification Required	Star Rating (AAAC)
Carpet	**Deemed-to-Satisfy:** 200 mm thick concrete slab with carpet on underlay. 	$L_{n,W} \leq 62$ dB	No	2

The preferred resilient underlay treatment must have test results in accordance with AS ISO 140-8: 2006 – *Measurement of sound insulation of buildings and of building elements* laboratory measurements of the reduction of transmitted impact noise by floor coverings on a heavyweight standard floor and rated in accordance with AS ISO 717-2: 2004 – *Acoustics – Rating of sound insulation in buildings and of building elements – Part 2: Impact Sound Insulatio*n.

5.3. Building Services

5.3.1. NCC Requirements

The NCC makes provision of criteria specific to the placement and function of mechanical building services. To be deemed to satisfy, provisions must be made such that;

i) Services must not be chased into concrete or masonry elements.

ii) Access doors/panels required to have a certain $R_w + C_{tr}$ that provides access to a duct, pipe or other service must –

a) not open into any habitable room; and

b) be firmly fixed such that the rebate or frame is overlapped by the access panel by not less than 10 mm, and be fitted with a sealing gasket along all edges. And be constructed of;

- wood, particleboard or block board > 33 mm thick
- compressed fibre reinforced cement sheeting > 9 mm thick
- Other suitable material with mass per unit area > 24.4 kg/m^2

iii) A water supply pipe must –

a) Only be installed in the cavity of a discontinuous construction; and

b) In the case of a pipe that serves only one sole-occupancy unit, not be fixed to the wall leaf on the side adjoining any other sole-occupancy unit, and have a clearance of at least 10 mm to the other leaf.

iv) Electrical outlets must be offset from each other –

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a) In masonry walling, not less than 100 mm; and

b) In timber or steel framed walling, not less than 300 mm.

5.3.2. Service Risers and Ducts

Walls

In addition to minimum airborne sound insulation performance parameters as specified for separating walls, the NCC also prescribes minimum airborne sound insulation parameters for service duct walls which separate building services from residential spaces, in order to preserve a minimum level of acoustic amenity for building occupants.

Where a duct, soil, waste or water supply pipe passes through more than one sole occupancy unit they must be located within a construction capable of achieving an $R_w + C_{tr}$ not less than 40 if they pass through a habitable room (other than a kitchen) or an $R_w + C_{tr}$ not less than 25 if they pass through a kitchen or a non-habitable room.

Ceilings

The appropriate treatments for concealment of hydraulic services are presented in **Table 12**. This applies if a service riser is to be shared between adjacent apartments. Where services risers will not be shared by adjacent apartments, this section may not be applicable.

Table 12 Services inside buildings

Schematic Services Concealment Treatment	Ceiling Lining	Insulation	Pipe Lagging	Max No. of Downlights per 5 m²	$R_W + C_{tr}$
	1 layer of 13 mm fire rated plasterboard	Min 75 mm thick glass wool batts, min density 14 kg/m³. Installed to a min distance of 1200 mm either side of pipe.	Min 25 mm glass wool or foam bonded to a loaded vinyl noise barrier layer (min mass per unit area of 4.5 kg/m², Pyrotek 4525C or equivalent).	5	≥ 40 (Habitable Rooms)
	1 layer of 13 mm fire rated plasterboard	N/A	N/A	2	≥ 25 (Non-Habitable Rooms)

All pipes should be secured in cavities, voids or service risers using resilient pipe clip connections which incorporate an isolating rubber or neoprene collar, to avoid introducing pipe-borne noise into the surrounding structural elements.

Furthermore, all pipe runs connected to hydraulic circulation pumps or similar plant equipment must be connected via flexible couplings to avoid the introduction of structure borne noise through rigid connections.

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5.3.3. Hydraulic Services

Location

Where practicable, pipe systems should be routed away from noise sensitive areas to minimise penetrations in acoustically rated walls and minimise noise impacts.

Pipe system layouts should minimise the number of turns. The internal cross-sectional area throughout each bend should be maintained either through a suitable pipe bending technique (e.g. mandrel bending instead of ram bending) or inserted junction.

Vibration Isolation

All piping (including internal soil, waste and stormwater pipes) must be isolated at each support point to prevent vibration energy transfer into the building structure or between noise sensitive areas. There must be no rigid contact between the pipe and building structure and a 20 mm clearance is recommended. Isolation elements manufactured from neoprene rubber, closed-cell foam at least 6 mm thick or commercial pipe isolation products such as Unistrut 'Unicushion' will suffice.

Penetrations

Pipe penetrations through all vertical and horizontal building elements must employ acoustic isolation treatments to prevent contact between the pipe and the structure and hence provide vibration isolation. More effective sealing is obtained in practice where the pipe axis throughout the penetration is perpendicular to the building element.

Provide a minimum 12 mm clearance around the pipe for all penetrations, and pack with acoustic insulation as required. Vertical riser pipes should employ pipe clamps which rest on neoprene pads or mounts. In acoustically rated partitions, the seal around the pipe must be airtight.

Figure 8 presents an example of a floor penetration using the above principles. Major drywall manufacturers provide additional in-principle examples of achieving appropriate acoustic and fire rated seals around penetrations.

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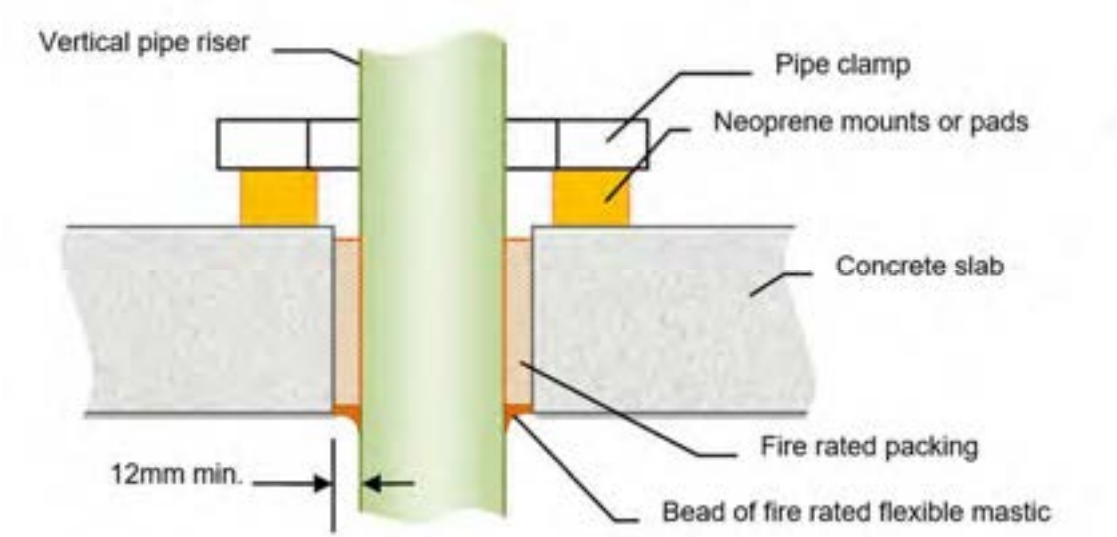
Figure 8 Vertical pipe penetration detail



Water Flow Rates

Relocate major control valves to less-sensitive areas where practicable. Reduce flow velocities to less than 2.5 m/s in general areas and less than 1 m/s in critical spaces through increasing the size of the internal pipe diameter.

Actions to avoid and minimise water hammer must be addressed in the hydraulics specification. Water hammer may be controlled through use of confined air arrestors mounted to the outlet side of valves that quickly close.

5.3.4. Electrical Outlets and Services

Electrical services drawings have been reviewed to confirm the following:

- Electrical outlets are offset at least 100 mm for masonry walls;
- Distribution boards are not placed so as to compromise the performance over acoustically rated walls (e.g. party or corridor walls); and
- Light fittings do not compromise the performance of recessed ceilings or bulkheads where hydraulic services are to be installed.

5.3.5. Mechanical Services

Internal Services

Noise from internal mechanical services such as fan coil units (air conditioning), toilet exhaust fans must meet internal noise criteria set out in **Section 3.2**.

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A/C units

Where internal FCU units are required, FCUs should be located above living and open-plan spaces wherever possible. If an FCU is located above bedrooms, then this should be enclosed with plasterboard layers and insulation within. The return path must be ducted and lined to minimise excessive breakout.

Toilet Exhaust Fans

Fans must be concealed within non-habitable areas' ceiling voids, fitted with anti-vibration mounts and, subject to detailed review, wrapped with mass loaded vinyl to avoid breakout noise. Access panels must be acoustically rated.

External Services

Noise from external mechanical services such as air conditioning, fans, car park ventilation fans and services linked to the commercial units on ground floor must meet the WA Environmental Protection (Noise) Regulations 1997 (EPNR). Noise prediction will be undertaken when design details of the project are further developed.

It is envisaged that residential external A/C condensing units will be located on balconies or at the ground floor car park. Suitable placement of these units, with enough shielding provided by walls or parapets would be sufficient for a typical A/C unit to meet the EPNR assigned noise levels. Ventilation fans (where required) may require further assessment.

Any penetrations used for pipes or electrical connections must be treated and filled with acoustic/fire rated mastic or fire rated pillows to minimise flanking paths for external noise.

Anti-vibration mounts are recommended to minimise structure-borne noise within the apartments (for example, Embelton NR1 mechanical isolation rubber mount).

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Statement of Prediction Uncertainty

The typical uncertainty of measurements in L_{Aeq} for the testing described in the previous sections is estimated as being U_{95} 3 dB according to the methods listed within the ISO Guide to Uncertainty of Measurement with empirical data obtained from published sources[1]. This infers that the true value for such a scenario is expected to lie within a +/- 3 dB range for 95 out of 100 observations.

[1] Craven, N.J., Kerry, G., 2007, A Good Practice Guide on the Sources and Magnitude of Uncertainty Arising in the Practical Measurement of Environmental Noise, University of Salford, Edition 1a, Salford UK.

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APPENDIX A: GLOSSARY

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1 Sound Level or Noise Level

Sound consists of minute fluctuations in atmospheric pressure capable of evoking the sense of hearing. Noise is often used to refer to unwanted sound.

The human ear responds to changes in sound pressure over a very wide range. The loudest sound pressure to which the human ear responds is ten million times greater than the softest. The decibel (abbreviated as dB) scale reduces this ratio to a more manageable range by using logarithms.

The symbols SPL, L or L_P are commonly used to represent Sound Pressure Level.

The symbol L_A represents A-weighted Sound Pressure Level. The standard reference unit for Sound Pressure Levels expressed in decibels is 2×10^{-5} Pa.

2 "A" Weighted Sound Levels

The overall level of a sound is usually expressed in terms of dB(A), which is measured using a sound level meter with an "A-weighting" filter. This is an electronic filter with a frequency response corresponding approximately to that of human hearing.

People's hearing is most sensitive to sounds at mid frequencies (500 Hz to 4000 Hz), and less sensitive at lower and higher frequencies. Thus, the level of a sound in dB(A) is a good measure of the loudness of that sound. Different sources having the same dB(A) level generally sound about equally loud.

A change of 1 dB or 2 dB in the level of a sound is difficult for most people to detect, whilst a 3 dB to 5 dB change corresponds to a small but noticeable change in loudness. A 10 dB(A) change corresponds to an approximate doubling or halving in loudness. The table below lists examples of typical noise levels:

Typical noise levels and subjective scale

Sound Pressure Level dB(A)	Noise Source	Subjective Evaluation
130	Threshold of pain	Intolerable
120	Heavy rock concert	Extremely loud
110	Grinding on steel	
100	Loud car horn at 3 m	Very loud
90	Construction site with pneumatic hammering	
80	Kerbside of busy street	Loud
70	Loud radio or television	
60	Department store	Moderate to quiet
50	General Office	
40	Inside private office	Quiet to very quiet
30	Inside bedroom	
20	Recording studio	Almost silent

Other weightings (e.g. B, C and D) are less commonly used than A-weighting in environmental acoustics. Sound Levels measured without any weighting are referred to as "linear" and the units are expressed as dB(Lin) or dB.

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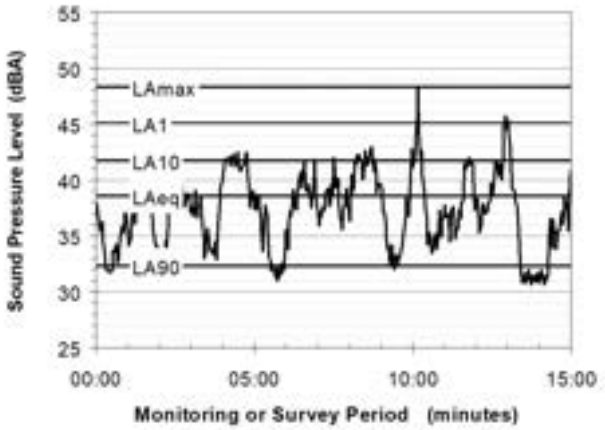
3 Sound Power Level

The Sound Power of a source is the rate at which it emits acoustic energy. As with Sound Pressure Levels, Sound Power Levels are expressed in decibel units, and these may be identified by the symbols SWL or L_W. The Sound Power definitions expressed in dB are typically referenced to the acoustic energy unit 10^{-12} W.

4 Statistical Noise Levels

Sounds that vary in level over time, such as road traffic noise and most community noise, are commonly described in terms of the statistical exceedance levels L_{AN}, where L_{AN} is the A-weighted sound pressure level exceeded for N% of a given measurement period. For example, the L_{A1} is the noise level exceeded for 1% of the time, L_{A10} the noise exceeded for 10% of the time.

The following figure presents a hypothetical 15-minute noise survey, illustrating various common statistical indices of interest.



Of particular relevance, are:

L_{A1} The noise level exceeded for 1% of the 15 minute interval.

L_{A10} The noise level exceeded for 10% of the 15 minute interval. This is commonly referred to as the average maximum noise level.

L_{A90} The noise level exceeded for 90% of the sample period. This noise level is described as the average minimum background sound level (in the absence of the source under consideration), or simply the background level.

L_{Aeq} The A-weighted equivalent noise level (basically the average noise level). It is defined as the steady sound level that contains the same amount of acoustical energy as the corresponding time-varying sound.

When dealing with numerous days of statistical noise data, it is sometimes necessary to define the typical noise levels at a given monitoring location for a particular time of day. Standardised methods are available for determining these representative levels. Different jurisdictions would choose to define their own preferred Standard.

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APPENDIX B: SCREENING / NOISE EXPOSURE

Table 2 of The SPP5.4 Implementation Guidelines.

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AUSTRALIA

Between 4m and 22m from Beaufort St

Beaufort St (4 lanes)

Transport Corridor Classification		Number of lanes (both directions), including bus/priority lanes and entrance/exit ramps	Forecast noise exposure category based on lot distance(m) from edge of nearest main road carriageway (not entrance/exit ramps)																					
			adjacent	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	175	200	225	250	275	300
Strategic freight/major traffic route • 500 or more Class 7-12 Austroads vehicles per day, or • 50,000+ vehicles per day		2 to 4 lanes	72	68	66	65	63	62	61	61	60	59	59	58	57	57	56	55	54	53	52	51	50	
		5 to 6 lanes	74	70	68	66	65	64	63	62	61	61	60	59	59	58	58	57	56	55	54	53	52	
		7 to 8 lanes	76	72	69	68	66	65	64	64	63	62	62	61	60	60	59	58	57	56	55	54	53	
		9 to 10 lanes	77	73	70	69	67	66	65	65	64	63	63	62	61	61	60	59	58	57	56	55	54	
		10 or more lanes	78	74	71	70	68	67	66	66	65	64	64	63	62	62	61	60	59	58	57	56	56	
Other significant freight / traffic routes • Any actual or planned future State Administered Road • Local Government Roads Carrying 100 or more Class 7 – 12 Austroads vehicles/day • 25,000+ vehicles per days vehicles/day	Urban Region Scheme areas 60-80 km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	56	55	54	54	53	53	52	51	50	49	48	47	
		3 to 6 lanes	69	66	64	63	62	61	60	59	58	58	57	56	56	55	55	54	53	52	51	50	49	
	Urban Region Scheme areas 100+ km/hr	1 to 2 lanes	70	67	65	64	63	62	61	60	59	59	58	57	57	56	56	55	54	53	52	51	50	
		3 to 6 lanes	74	70	68	66	65	64	63	62	61	61	60	60	59	59	58	57	56	55	54	53	52	
	Rural areas 60-80 km/hr	1 to 2 lanes	62	59	57	56	55	54	53	52	51	51	50	49	49	48	48	46	45	44	43	42	41	
		3 to 4 lanes	66	63	61	60	59	58	56	56	55	54	53	53	52	52	51	50	49	48	47	46	45	
	Rural areas 100+ km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	55	54	54	53	53	52	51	50	49	48	47	46	
		3 to 4 lanes	69	66	64	63	62	61	60	59	58	57	56	56	55	55	54	53	52	51	50	49	48	

Forecast Excess Noise Level, dB	Exposure Category	Policy requirements for noise-sensitive land-use and/or development
0 or less	-	No further measures
1 to 3	A	Noise-sensitive land-use and/or development is acceptable, subject to:
–	*A+	
4 to 7	B	Mitigation measures in accordance with an approved noise management plan;
–	*B+	
8 to 11	C	or quiet house package as specified
–	*C+	
12 to 15	D	Noise-sensitive land-use and/or development is not recommended. There is no default quiet house option due to excessive forecast noise: professional design input is required in order to achieve compliance with relevant criteria. If noise-sensitive land-use and/or development is unavoidable, an approved noise management plan is required to demonstrate compliance with the noise target (see Table 1).
16 +	E	

* Assits to mitigate short term noise events from freight rail.

Railway Transport Corridor Classification		Forecast period average noise level and exposure category based on distance from nearest rail centreline (m)																	
		adjacent	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	175	200
Passenger railways	Fremantle, Midland and Thornlie main lines only	68	64	62	60	59	58	56	56	55	54	53	52	52	51	51	49	48	
	All other metro passenger rail lines, and where multiple metro rail services share the same transport corridor	70	66	64	62	61	60	58	57	56	56	55	54	54	53	52	51	50	
Freight railways, up to 1 movement per hour		72	68	65	63*	62*	60*	59*	58*	57*	57*	56	55	55	54	53	52	51	

The noise levels in noise exposure forecast table are based on a number of assumptions including:

- Level and open ground between the noise source and the receiver and neutral weather effects
- All values include a +2.5 dB façade correction, typical ground absorption, some scattering from buildings in line with measured data for urban and rural scenarios; and include in-built cumulative noise factors for urban areas
- Development building outline is within 10metres of the lot boundary facing transport corridor
- Number of road lanes roughly scale with traffic volume (at up to ~18,000/vehicle per day for a 2 lane road)
- Railway noise levels are based on level straight track with adjustments included for future growth over 20 years in line with historical averages
- For railway noise levels 3 dB per doubling of traffic per hour can be added if higher noise levels may be expected near tight curves and turnouts

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APPENDIX C: TITLE NOTIFICATION

A Notification, pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the Certificate(s) of Title of the proposed lot(s) / subject lot(s) [DELETE AS APPLICABLE]. Notice of this Notification is to be included on the diagram or plan of survey (Deposited Plan).

The Notification is to state as follows:

'This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.'

(Western Australian Planning Commission)

For development approvals, local governments use Section 70A of the Transfer of Land Act 1893. It is strongly encouraged that proponents make prospective purchasers aware of the existence of the Notifications on Title on affected lots, such as through Contracts of Sale.

Prospective purchasers of land/lots/dwellings located within the area to which the policy applies may wish to contact the relevant local government for further advice.

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PHONE (08) 6186 4122 EMAIL perth@acousticsconsultants.com.au
ADDRESS Suite 4A/755 Albany Highway East Victoria Park, WA 6101

APPENDIX D: ACOUSTIC MARK UPS

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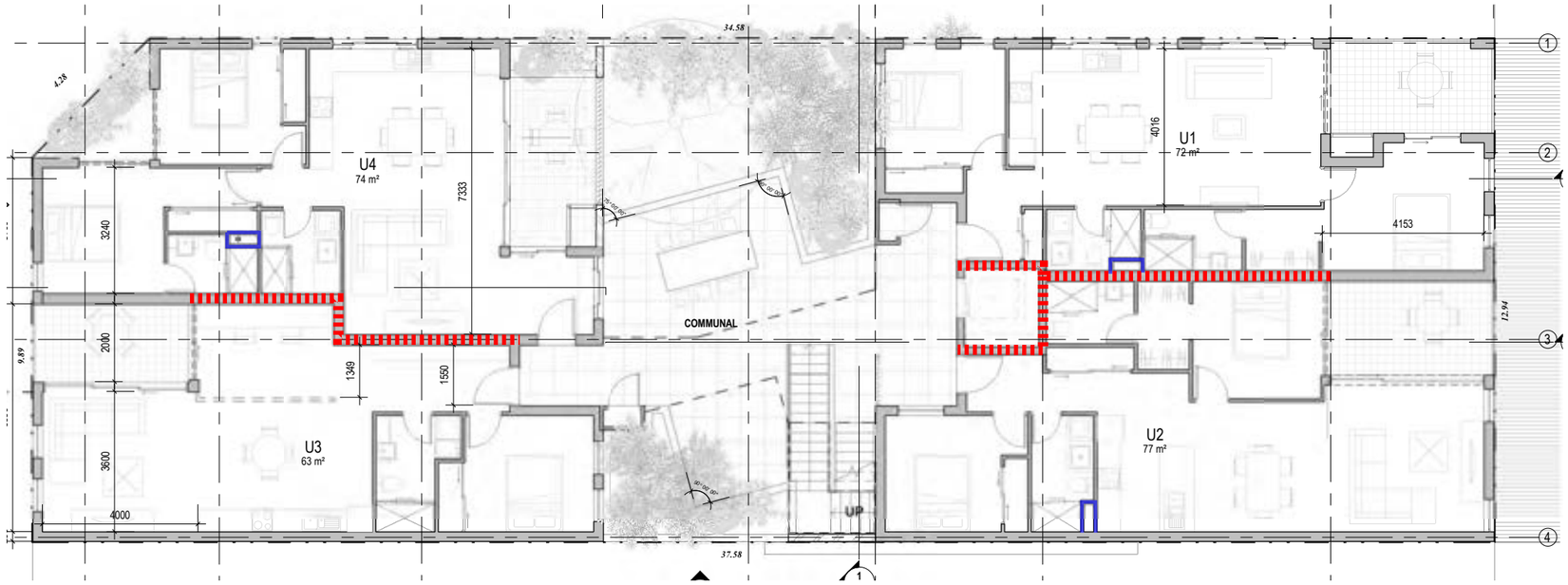
PHONE (08) 6186 4122 EMAIL perth@acousticsconsultants.com.au
ADDRESS Suite 4A/755 Albany Highway East Victoria Park, WA 6101

ACOUSTIC MARKUPS
SOUND INSULATION REQUIREMENTS

Project: 195 Beaufort St, Perth
Project No.: 10.00532
Consultant: MdIM
Date: 28/11/2023

RESIDENTIAL SOUND INSULATION PERFORMANCE

- Rw + Ctr not less than 50 dB
- Rw + Ctr not less than 40 dB
- Rw + Ctr not less than 25 dB
- Rw not less than 50 dB
- Discontinuous partition
- Floors: Provide airborne and impact isolation Rw + Ctr 50 dB and Ln,w < 62 dB
- Door assembly - Rw 30 dB



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FIRST FLOOR

ACOUSTIC MARKUPS
SOUND INSULATION REQUIREMENTS

Project: 195 Beaufort St, Perth
Project No.: 10.00532
Consultant: MdIM
Date: 28/11/2023

RESIDENTIAL SOUND INSULATION PERFORMANCE

- Rw + Ctr not less than 50 dB
- Rw + Ctr not less than 40 dB
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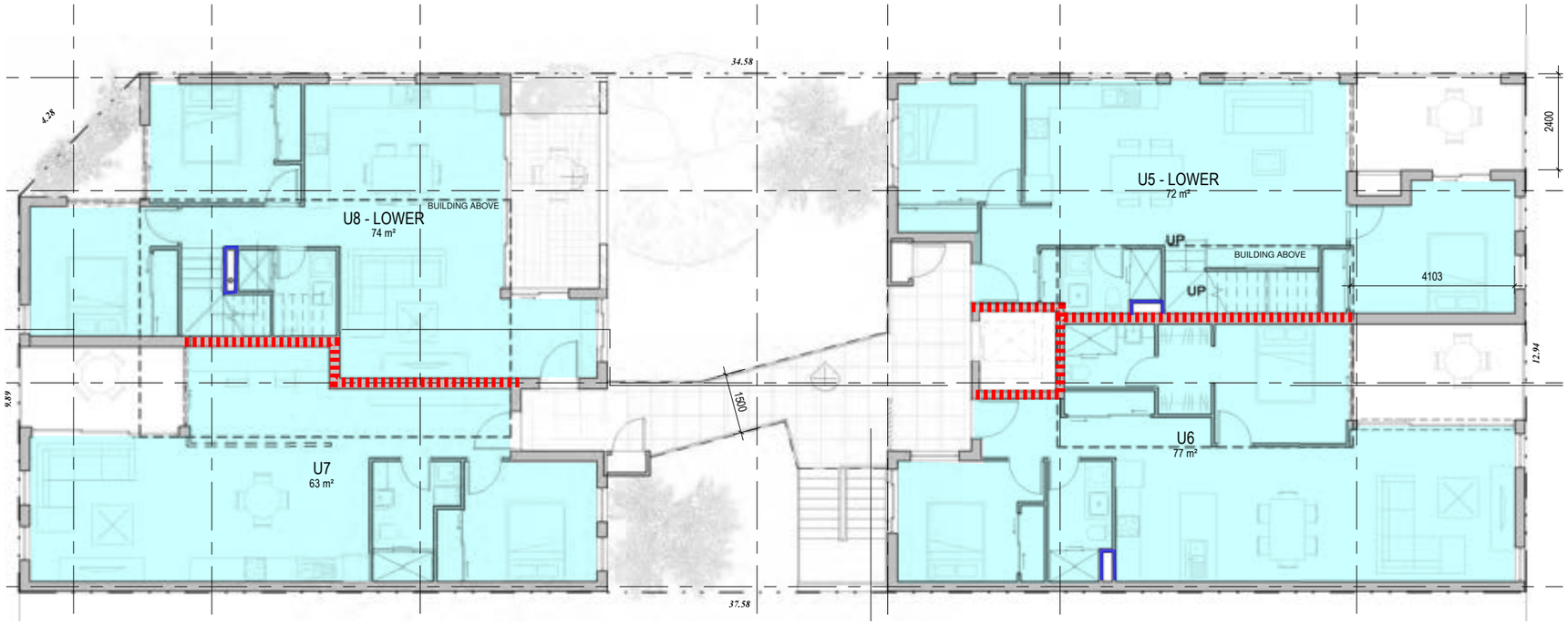
- Rw not less than 50 dB
- Discontinuous partition
- Floors: Provide airborne and impact isolation Rw + Ctr 50 dB and Ln,w < 62 dB
- Door assembly - Rw 30 dB



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SECOND FLOOR

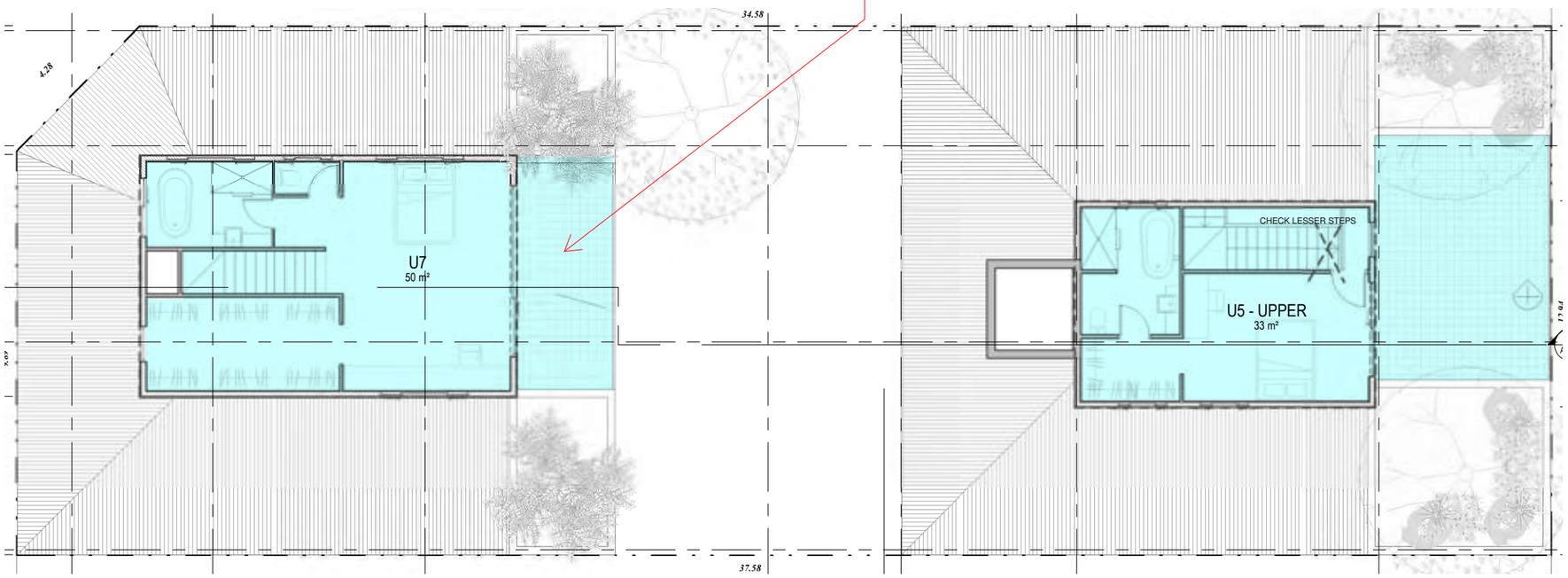
ACOUSTIC MARKUPS
SOUND INSULATION REQUIREMENTS

Project: 195 Beaufort St, Perth
Project No.: 10.00532
Consultant: MdIM
Date: 28/11/2023

RESIDENTIAL SOUND INSULATION PERFORMANCE

- Rw + Ctr not less than 50 dB
- Rw + Ctr not less than 40 dB
- Rw + Ctr not less than 25 dB
- Rw not less than 50 dB
- Discontinuous partition
- Floors: Provide airborne and impact isolation Rw + Ctr 50 dB and Ln,w < 62 dB
- Door assembly - Rw 30 dB

Note where hard floors are proposed (timber, hybrid, vinyl, tile or similar) suitable acoustic underlay to be provided throughout this level. The acoustic underlay shall be laid below floors, door frames and cabinetry



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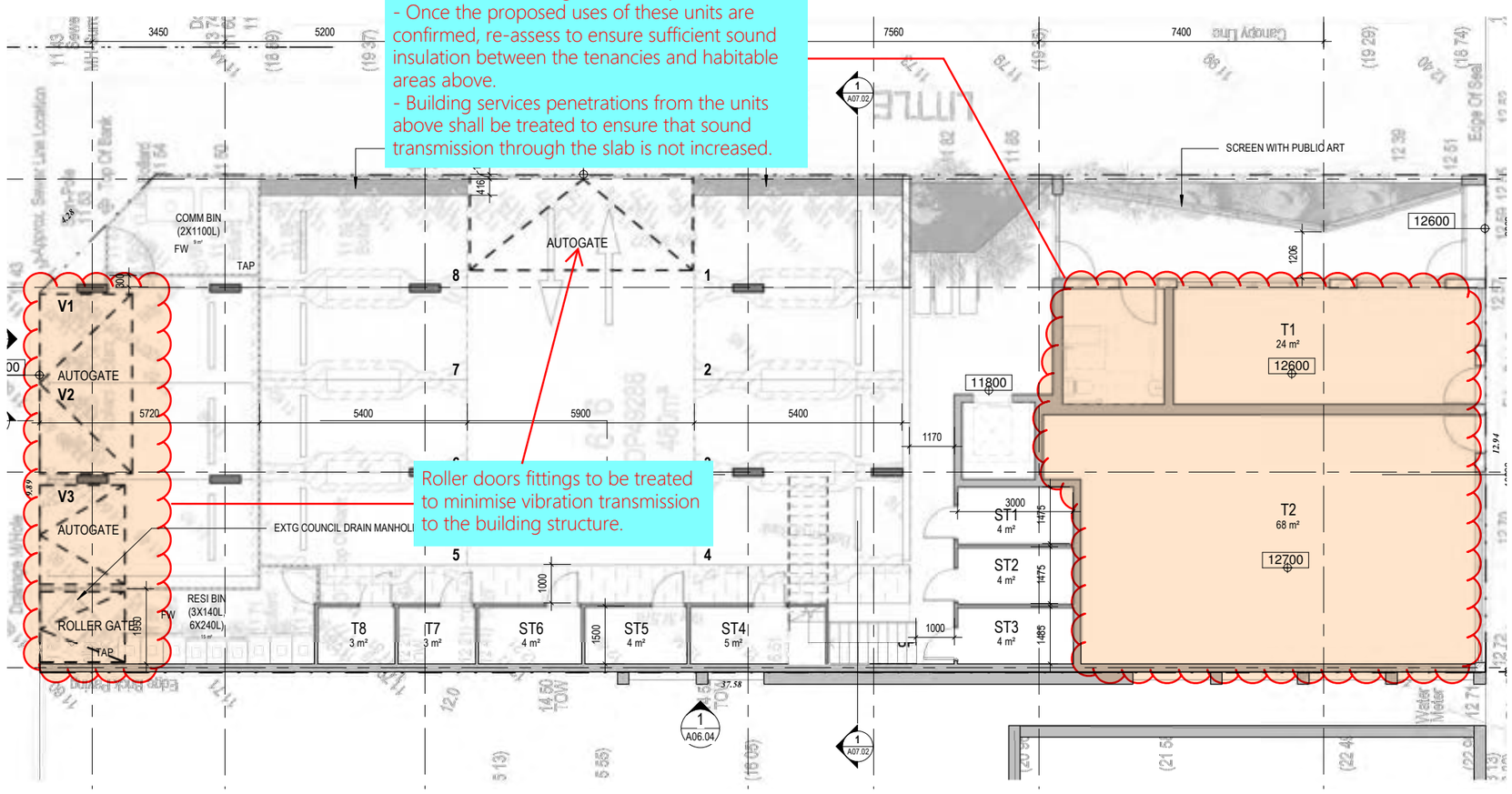
ROOF LEVEL

ACOUSTIC MARKUPS
SOUND INSULATION REQUIREMENTS

Project: 195 Beaufort St, Perth
Project No.: 10.00532
Consultant: MdIM
Date: 28/11/2023

NOTES:
- Use insulated ceilings and absorptive finishes.
- Once the proposed uses of these units are confirmed, re-assess to ensure sufficient sound insulation between the tenancies and habitable areas above.
- Building services penetrations from the units above shall be treated to ensure that sound transmission through the slab is not increased.



NOTES:

1) Windows and Doors:

To comply with the ratings provided in this table, all external glass windows and doors specified must:
- Have a seal to restrict air infiltration fitted to each edge of an operable window; and
- Within doors or fixed framing, glazing must be set and sealed using an airtight arrangement of non-hardening sealar
by manufacturer or otherwise approved person that the construction system as to be installed complies with the releva

2) Mechanical Ventilation

- Mechanical ventilation systems will comply with AS 1668.2 – The use of mechanical ventilation and air-conditioning in
- Fresh intake and relief air paths will need to be fully ducted to allow windows to be closed, and be located at position

External Walls

- Masonry Rw + Ctr 55 dB
- Lightweight Rw + Ctr 45 dB

Legend (See the Report Section 5 for further details):

1. 6.5 mm VLam Hush glass
2. 10.5 mm VLam Hush glass
3. 12.5 mm VLam Hush glass
4. 6.38mm laminated glass
5. 10.38mm laminated glass
6. 12.38mm laminated glass
7. 4mm float glass
8. 6mm float glass
9. 6mm - 12mm - 6mm double glass
10. 10mm - 16mm - 10.5mm VLam double glass

Sliding

Fixed Sash / Awning or Casement type only

40mm solid core door and certified frame to with seals (10.38mm lam glass inserts)

35mm solid core door and certified frame to with seals (6.38mm lam glass inserts)

Corrugated steel sheeting or Terracotta tile roof, 100mm ceiling insulation, 10mm plasterboard

Terracotta roof tiles, Anticon, 150mm ceiling insulation, 2 x 13mm fire-rated plasterboard

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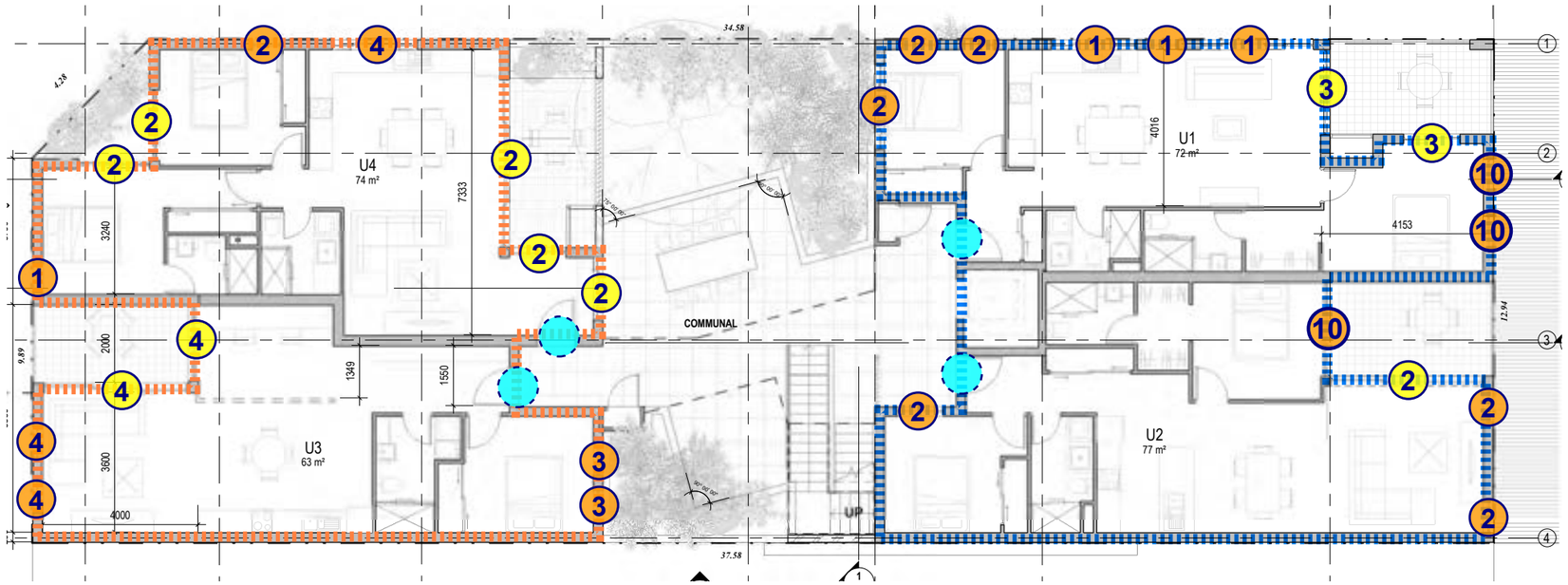
GROUND FLOOR

ACOUSTIC MARKUPS
SOUND INSULATION REQUIREMENTS

Project: 195 Beaufort St, Perth
Project No.: 10.00532
Consultant: MdIM
Date: 28/11/2023



Legend (See the Report Section 5 for further details):

- (1) 6.5 mm VLam Hush glass
- (2) 10.5 mm VLam Hush glass
- (3) 12.5 mm VLam Hush glass
- (4) 6.38mm laminated glass
- (5) 10.38mm laminated glass
- (6) 12.38mm laminated glass
- (7) 4mm float glass
- (8) 6mm float glass
- (9) 6mm - 12mm - 6mm double glass
- (10) 10mm - 16mm - 10.5mm VLam double glass
- Sliding
- Fixed Sash / Awning or Casement type only
- 40mm solid core door and certified frame to with seals (10.38mm lam glass inserts)
- 35mm solid core door and certified frame to with seals (6.38mm lam glass inserts)
- Corrugated steel sheeting or Terracotta tile roof, 100mm ceiling insulation, 10mm plasterboard
- Terracotta roof tiles, Anticon, 150mm ceiling insulation, 2 x 13mm fire-rated plasterboard

External Walls

- Masonry Rw + Ctr 55 dB
- Lightweight Rw + Ctr 45 dB

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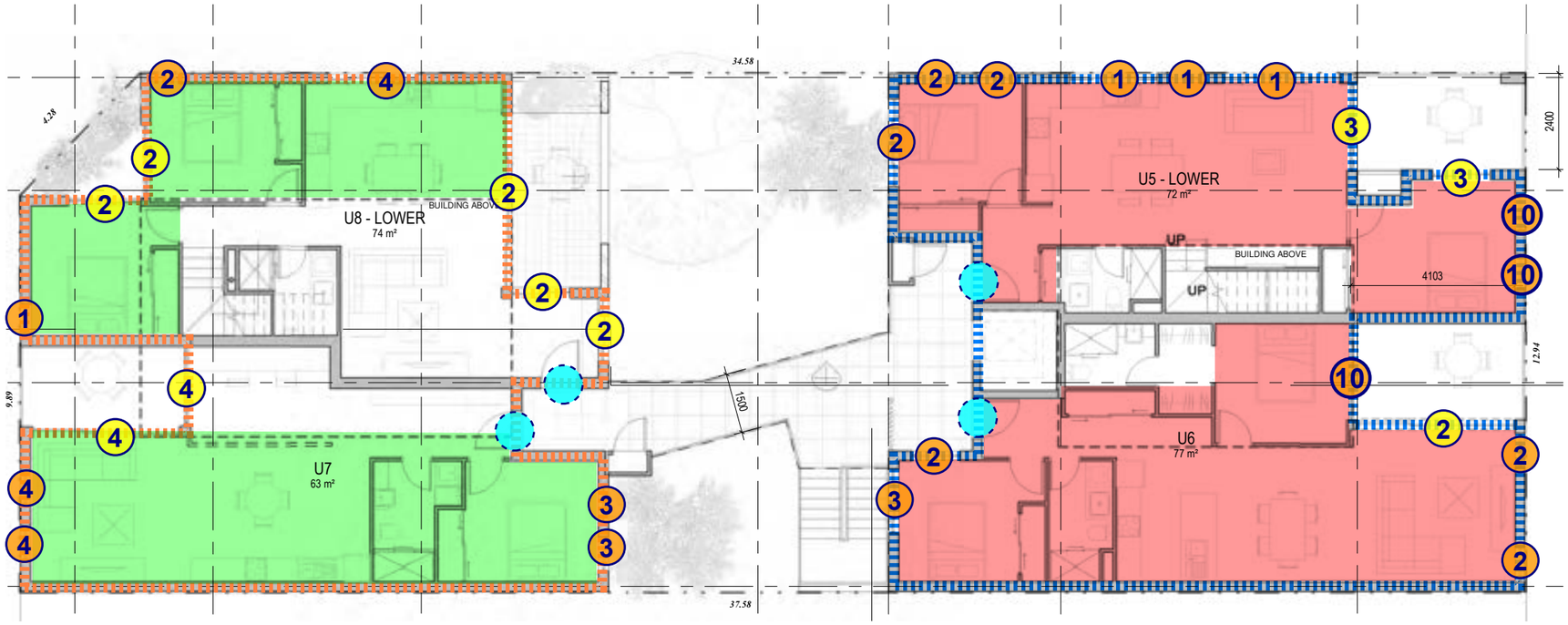
FIRST FLOOR

ACOUSTIC MARKUPS
SOUND INSULATION REQUIREMENTS

Project: 195 Beaufort St, Perth
Project No.: 10.00532
Consultant: MdIM
Date: 28/11/2023



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- (3) 12.5 mm VLam Hush glass
- (4) 6.38mm laminated glass
- (5) 10.38mm laminated glass
- (6) 12.38mm laminated glass
- (7) 4mm float glass
- (8) 6mm float glass
- (9) 6mm - 12mm - 6mm double glass
- (10) 10mm - 16mm - 10.5mm VLam double glass
- Sliding
- Fixed Sash / Awning or Casement type only
- 40mm solid core door and certified frame to with seals (10.38mm lam glass inserts)
- 35mm solid core door and certified frame to with seals (6.38mm lam glass inserts)
- Corrugated steel sheeting or Terracotta tile roof, 100mm ceiling insulation, 10mm plasterboard
- Terracotta roof tiles, Anticon, 150mm ceiling insulation, 2 x 13mm fire-rated plasterboard

External Walls

- Masonry Rw + Ctr 55 dB
- Lightweight Rw + Ctr 45 dB

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SECOND FLOOR

ACOUSTIC MARKUPS
SOUND INSULATION REQUIREMENTS

Project: 195 Beaufort St, Perth
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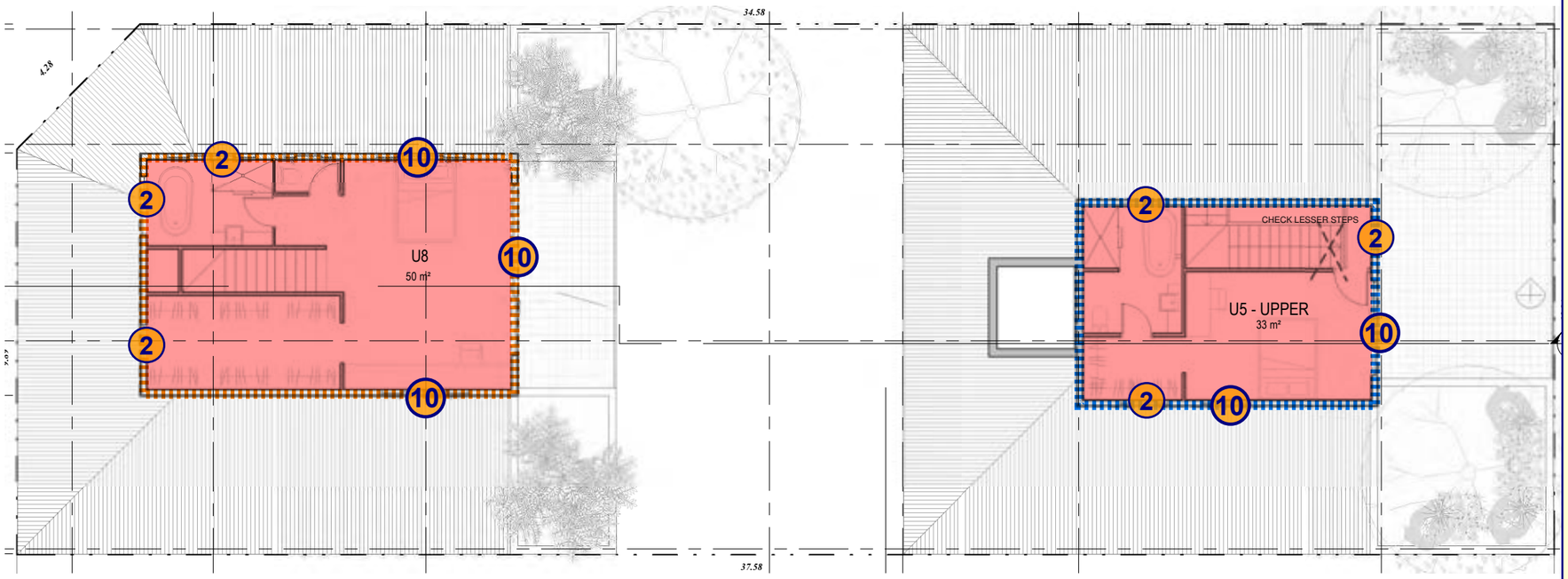

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- (3) 12.5 mm VLam Hush glass
- (4) 6.38mm laminated glass
- (5) 10.38mm laminated glass
- (6) 12.38mm laminated glass
- (7) 4mm float glass
- (8) 6mm float glass
- (9) 6mm - 12mm - 6mm double glass
- (10) 10mm - 16mm - 10.5mm VLam double glass
- Sliding
- Fixed Sash / Awning or Casement type only
- 40mm solid core door and certified frame to with seals (10.38mm lam glass inserts)
- 35mm solid core door and certified frame to with seals (6.38mm lam glass inserts)
- Corrugated steel sheeting or Terracotta tile roof, 100mm ceiling insulation, 10mm plasterboard
- Terracotta roof tiles, Anticon, 150mm ceiling insulation, 2 x 13mm fire-rated plasterboard

External Walls

- Masonry Rw + Ctr 55 dB
- Lightweight Rw + Ctr 45 dB

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ROOF LEVEL

APPENDIX E: NOISE LOGGING GRAPHS

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ADDRESS Suite 4A/755 Albany Highway East Victoria Park, WA 6101

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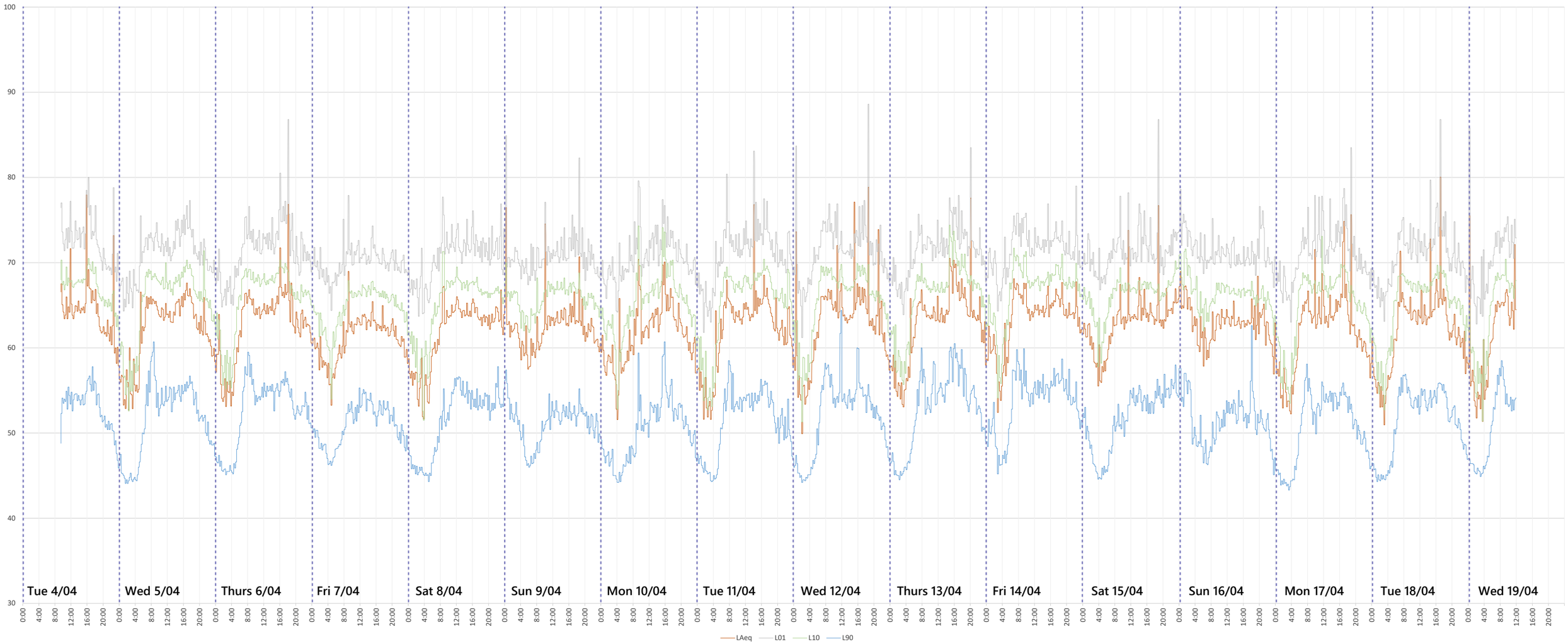
ENVIRONMENTAL NOISE LOGGING - 195 BEAUFORT STREET, PERTH



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ATTACHMENT 9

DEVELOPMENT ASSESSMENT PANEL MEETING

Environmentally Sustainable Design Report

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TARGET SETTING REPORT

PROPOSED MIXED USE DEVELOPMENT

195 BEAUFORT STREET, PERTH

PREPARED BY: NYONIKA OBERAI

Company: Emergen

Developer Name: ETOOL

Project: 128192

Published date.

28/02/2024

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DOCUMENT HISTORY AND REVISION DETAILS

DATE	DOCUMENT	COMPLETED BY	APPROVED BY	REVISION NO.
28/02/2024	Architectural Plans	Nyonika Oberai	Glenn Underwood	1

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DRAWING NO.	DRAWING TITLE	REVISION NO.
A1.01-A40.07	Architectural Drawings	Design Approval

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DISCLAIMER

The contents of this report are based on the documentation and plans provided by the Client to EMERGEN/CADDS Group. The outcomes presented are representative of schematic systems, schedules, and project design. These results should not be considered as actual energy usage.

EMERGEN

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2 CITY OF VINCENT REQUIREMENT 5
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3.1 SYSTEM BOUNDARIES 6
3.2 SYSTEM DESCRIPTION INTRODUCTION 6
3.3 BUILDING DESIGN CHARACTERISTICS 8
4 LIFE CYCLE DESIGN STRATEGIES 9
5 APPENDIX 10
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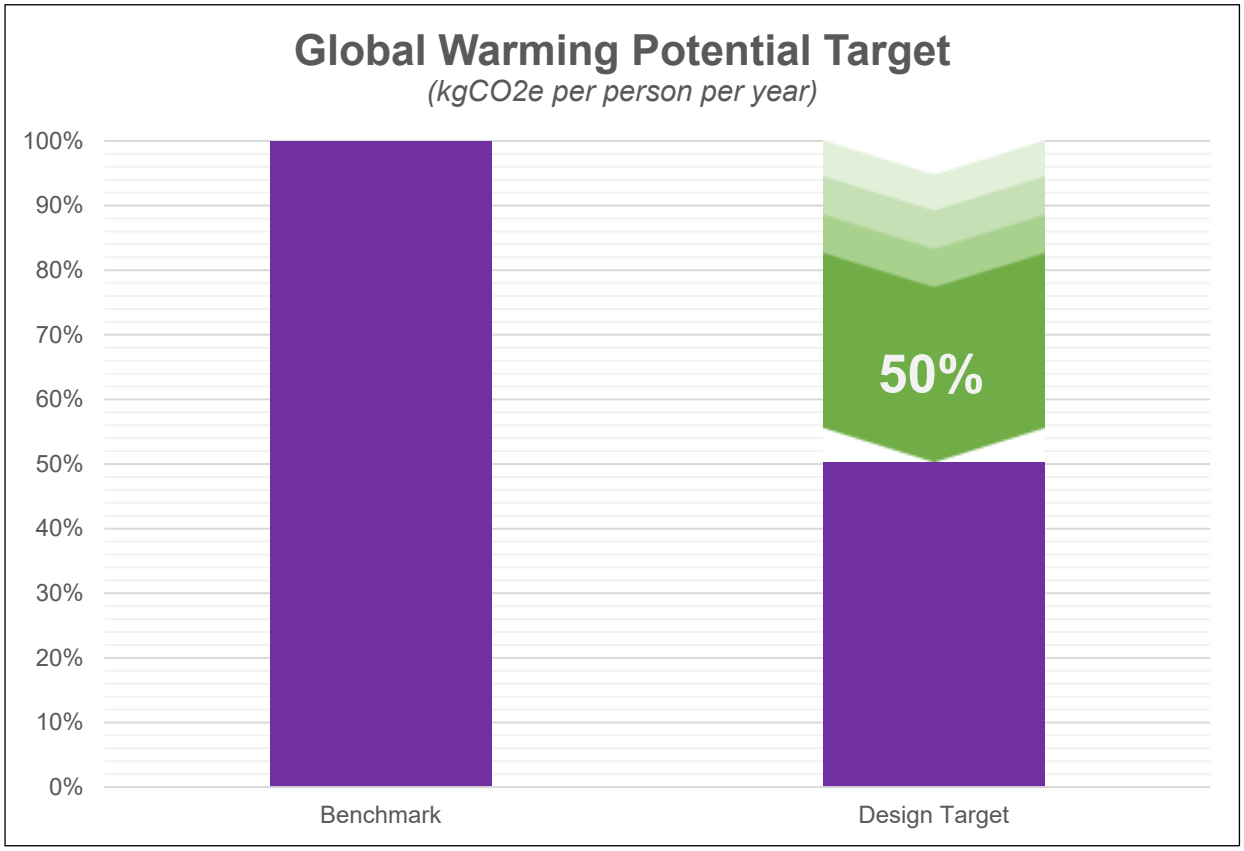
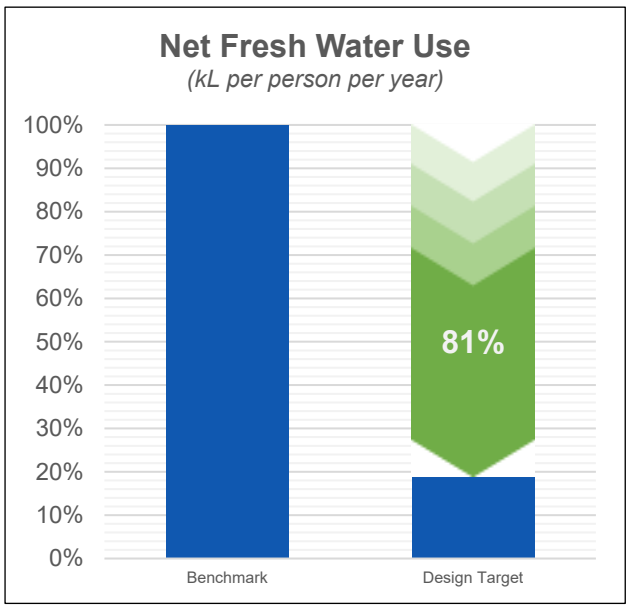
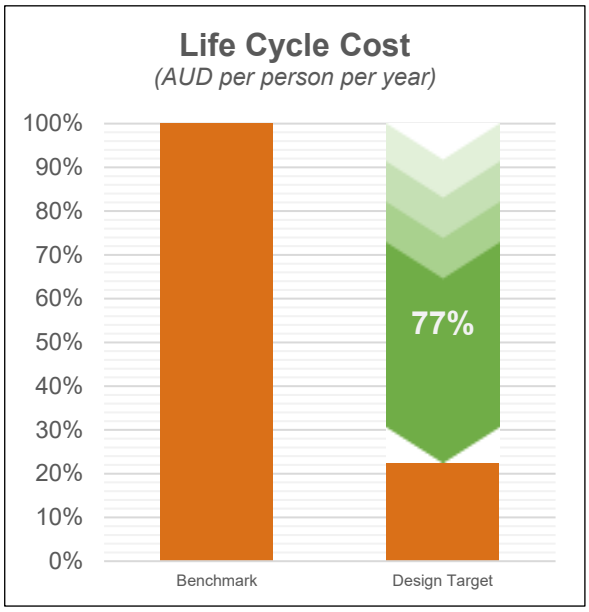
1 RESULTS SUMMARY







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2 CITY OF VINCENT REQUIREMENT

Life Cycle Assessment may be used to support a Development Application with the City of Vincent, in particular to satisfy the requirements of the *City of Vincent Planning and Building Policy Manual No. 7.1.1 Built Form*.

CITY OF VINCENT PLANNING AND BUILDING POLICY MANUAL
POLICY NO. 7.1.1
BUILT FORM

1.8 Environmentally Sustainable Design

Local Housing Objectives — Best Addressed by Architect

P1.8.1 Development that considers the whole of life environmental impact of the building and incorporates measures to reduce this impact.

P1.8.2 Development that optimises thermal performance of the building throughout the year through design elements and material selection.

P1.8.3 Development shall incorporate:
(a) Site planning principles that maximise solar passive design opportunities for both summer and winter;
(b) Natural ventilation and daylight penetration to reduce energy consumption;
(c) Daytime areas with north-facing glazing to allow passive solar heating during winter;
(d) Openable windows and/or ceiling fans to habitable rooms or occupied spaces that allow natural and cross ventilation;
(e) Recovery and re-use of rainwater, storm water, grey water and/or black water for non-potable water applications;
(f) Shading devices to reduce unwanted solar gain in summer and increase passive solar gain in winter; and
(g) Integration of renewable energy and energy storage systems to optimise energy consumption.

P1.8.4 Flat roof structures that are not visible from the street or adjacent properties shall have a maximum solar absorptance rating of 0.4.

P1.8.5 Pitched roof structures or roof structures that are visible from the street or adjacent properties shall have a maximum solar absorptance rating of 0.5, unless a suitable alternative is identified in the Urban Design Study.

P1.8.6 Demonstrate that the development is capable of achieving one of the environmental performance standards shown in the below table, or a recognised equivalent*. — Best Addressed with LCA

Accepted Rating Framework	Specification / Compliance Requirements	Minimum Requirement to be Achieved	Evidence
Life Cycle Assessment in Accordance with *EN15978-Sustainability of construction works – Assessment of environmental performance of buildings – Calculation method*	System Boundary must include all Life Cycle Modules (A1-2, B1-7, C1-4 and D) in addition to nonintegrated energy (plug loads)	Global Warming Potential and Net Fresh Water Use Performance Reduction as per Table *** below.	Independently Reviewed EN15978 Compliant Target Setting LCA with a 20% factor of safety applied to improvement strategies

Building Type	Performance Requirement	
	Global Warming Potential	Net Fresh Water Use
Residential (BCA Class 1-3)	< 2,250 kgCO2e / Occupant / Year (50% saving against Perth statistical average residences)	< 57m^3 / Occupant / Year (50% saving against Perth statistical average residences)
Commercial Office (BCA Class 5)	< 104 kgCO2e / m^2 Net Lettable Area / year (30% saving against Perth statistical average office)	< 1.25 m^3 / m^2 Net Lettable Area / year (25% saving against Perth statistical average office)
All Other Building Types	30% saving against Code-Compliant design	25% saving against Code-Compliant design

*The City accepts sustainability assessment frameworks and mechanisms that are nationally or internationally recognised, compliant with applicable Australian/international standards and subject to oversight by a certifying body.

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3 INTRODUCTION

The target setting service is a very early stage LCA study with the goal of determining the feasibility of various design options and deciding the performance target for a development. Although most elements of study meet the requirements of the EN15978 and ISO14044 standards, there are significant deviations most notably in data collection accuracy. The target setting service is designed for very early-stage developments without any more information than a design brief and significant assumptions need to be made to study the life cycle impacts of design options. The study confirms the design team has thoroughly considered the life cycle design performance of the development and has shortlisted strategies that will enable the stated performance target to be met. To prove that the target has been met with the final design, a comprehensive Life Cycle Assessment must be conducted in compliance with EN15978.

3.1 SYSTEM BOUNDARIES

The system boundary, shown in Figure 1, follows guidance given in EN15978.

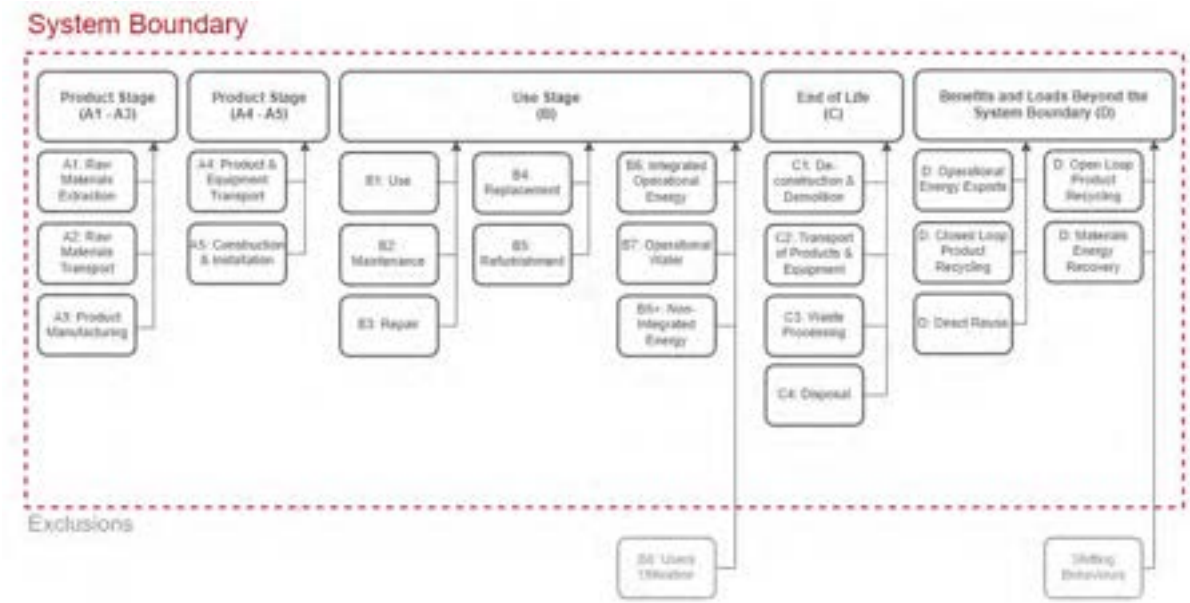

Figure 1: System Boundary Diagram

3.2 SYSTEM DESCRIPTION INTRODUCTION

The object of the assessment is the Whole Building, located at 195 Beaufort STREET, WA. The assessment includes all the upstream and downstream processes needed to provide the primary function of the structure from construction, maintenance, operation, and finally demolition and disposal. The inventory includes the extraction of raw materials or energy and the release of substances back to the environment or to the point where inventory items exit the system boundary either during or at the end of the project life cycle.

It is a mixed-use development located in Beaufort, Perth, WA. It has two tenancies on the ground floor and 8 units spread across 8 floors.

The project location is shown in figures 1 and 2.

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Figure 2: Location of the project - Global View

Figure 3: Location of the project - Locality View.

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3.3 BUILDING DESIGN CHARACTERISTICS

The below table shows the key characteristics of the designs being compared in the report.

	Business as Usual
Design Details	
Design Name	Base design (TS COV)
Stories (#)	4
Functional Focus	residential
Structural Service Life Limit	100
Predicted Design Life	40
Functional Characteristics	
Dwellings	8
Bedrooms	25
Occupants	22
Total Floor Areas	
Usable Floor Area	1,724
Net Lettable Area	0
Fully Enclosed Covered Area	1,297
Unenclosed Covered Area	427
Gross Floor Area	1,724
Usable and Lettable Yield	100 %

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4 LIFE CYCLE DESIGN STRATEGIES

A target setting workshop has been conducted with eTool and the current design team to profile average indicators of similar dwellings. The root causes of these impacts have been interrogated to understand what influence the design team can have on reducing them. A mix of strategies has been identified and prioritised. The design team will pursue the preferred strategies initially to achieve the LCA targets, but also has a list of back up strategies should these not achieve the targets or prove unsuitable for this development.

STRATEGY DESCRIPTION	GWP Saving	FW Saving	AUD Saving
BASE DESIGN PERFORMANCE COMPARED TO BENCHMARK (E.G. DENSITY, YIELD, OCCUPANCY, DESIGN LIFE, REDUCED OUTDOOR WATER USE)	32.11%	78.00%	76.89%
EFFICIENT WATER APPLIANCES (TOILETS AND SHOWERS)	0.10%	1.82%	0.00%
LIGHTING: HIGH EFFICIENCY LED LIGHTS (COMMERCIAL AND RESIDENTIAL)	0.93%	-0.01%	0.07%
ENERGY MONITORING: RESIDENTIAL	3.25%	0.22%	0.24%
IMPROVED THERMAL PERFORMANCE (6 TO 7 STARS)	0.73%	0.05%	0.05%
HVAC: RESIDENTIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP-3.8, EER-4)	0.22%	0.01%	0.02%
SOLAR PV (18 KW)	11.22%	0.73%	0.20%
COOKING: GAS STOVE & ELECTRIC OVEN	0.56%	0.11%	0.00%
HVAC: COMMERICIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP-4.4, EER-4.4)	0.46%	0.03%	0.03%
TOTAL	50%	81%	77%

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5 APPENDIX

5.1 APPENDIX 1

Benchmark vs Scenario Design, Environmental Impacts of Each Life Cycle Phase.

Characterised Impacts Per Absolute (No Functional Unit) Per No Time Scale		Construction Phases			Use Phases								End of Life Phases				Benefits and Loads Beyond the System Boundary	Total
		A1–A3	A4	A5	B1	B2	B3	B4	B5	B6	B6+	B7	C1	C2	C3	C4	D	
Benchmark																		
GWP	kg CO_2 eq	8.23E+6	1.23E+6	5.77E+4	0.00E0	0.00E0	0.00E0	5.67E+6	0.00E0	3.25E+6	1.60E+6	2.44E+6	2.05E+4	6.31E+4	1.23E+6	4.65E+4	-8.38E+4	6.47E+6
Scenario Design																		
GWP	kg CO_2 eq	8.37E+6	7.73E+4	4.89E+4	-1.94E0	2.27E+4	0.00E0	2.38E+6	0.00E0	6.06E+6	3.35E+6	2.82E+6	1.96E+4	4.47E+4	1.18E+3	7.98E+4	-2.26E+6	1.99E+6
Savings (Benchmark Compared to Scenario Design)																		
GWP	kg CO_2 eq	-1.37E+4	4.57E+4	8.79E+3	1.94E0	-2.27E+4	0.00E0	3.18E+6	0.00E0	2.45E+6	1.9E+6	1.88E+6	8.90E+3	1.84E+4	1.21E+5	-3.43E+4	2.62E+6	**69.26%**

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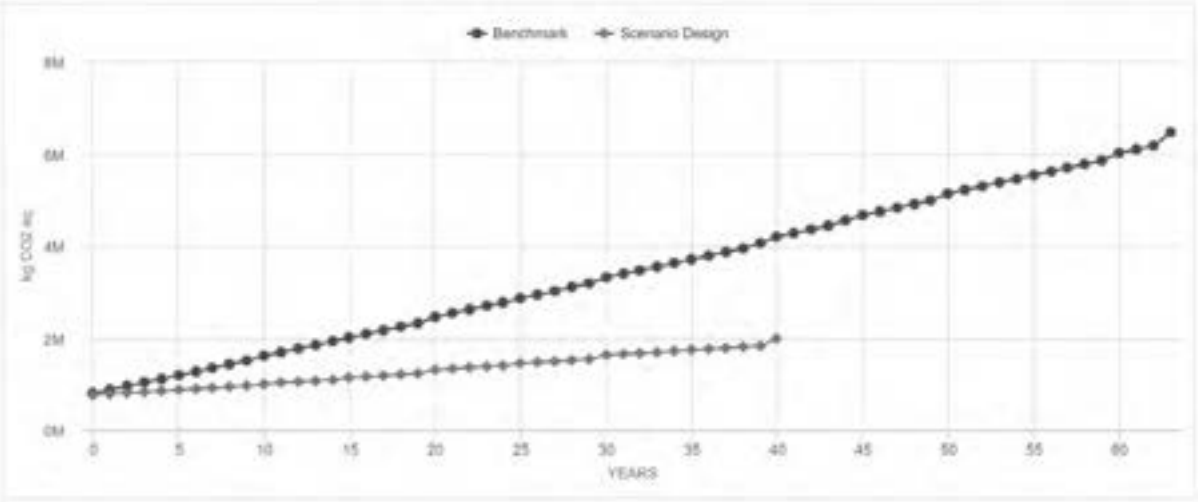
5.2 APPENDIX 2

Time series Global Warming Potential Total, GWP chart



Highest and Lowest Impact Templates (kg CO2 eq)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Templates								
(TS) Services Multi Res - NCC Compliant	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]
(TS) Target Setting - Large multi residential apartment building (embodied only, no carpark)	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
(LCA) Office - Operational (incl embodied)	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
(TS) Car Park basement above ground (lap + em. natural ventilation)	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
Cooking, Res Gas Stove Electric Oven	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
Lighting Residential LED High Natural Light	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
Lighting Commercial (LED) 8W lag Common / Office) by area	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
Average Water Use & Treatment WA/ALD (no pool)	0	0	0	0	[illegible]	0	0	[illegible]
(TS) Target Setting - BCA Compliant Common Area Lighting for Residential Building	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
Gas Connection (single dwelling)	[illegible]	0	0	0	0	[illegible]	[illegible]	[illegible]

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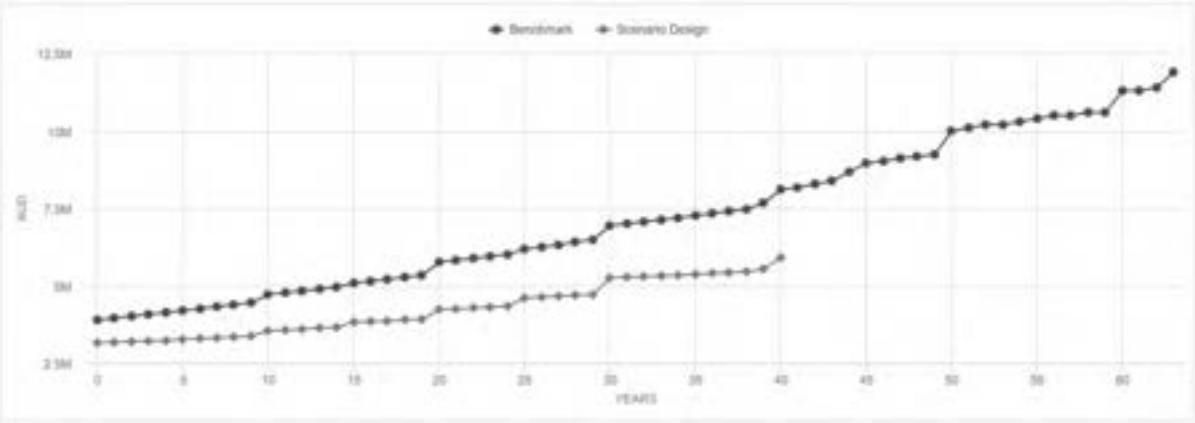
5.3 APPENDIX 3

Time series Australian Dollars chart



Highest and Lowest Impact Templates (AUD)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Templates								
(T5) Target Setting - Large multi residential apartment building (embodied only, no carpet)	[illegible]	[illegible]	[illegible]	0	0	[illegible]	0	[illegible]
(T2) Services, Multi Res - NCC Compliant	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	0	[illegible]
(T3) Car Park basement above ground (Up - em. natural ventilation)	[illegible]	[illegible]	[illegible]	0	0	[illegible]	0	[illegible]
(L1A) Office - Operational (incl embodied)	[illegible]	[illegible]	[illegible]	0	0	[illegible]	0	[illegible]
Cooking, Res Gas Stove Electric Oven	[illegible]	[illegible]	[illegible]	0	0	[illegible]	0	[illegible]
Lighting Residential LED High Natural Light	[illegible]	[illegible]	[illegible]	0	0	[illegible]	0	[illegible]
(T5) Target Setting - BCA Compliant Common Area Lighting for Residential Building	[illegible]	[illegible]	[illegible]	0	0	[illegible]	0	[illegible]
Lighting Commercial LED 3W (kg Common / Office) by area	[illegible]	[illegible]	[illegible]	0	0	[illegible]	0	[illegible]
Gas Connection Single dwelling)	[illegible]	0	0	0	0	[illegible]	0	[illegible]
Average Water Use & Treatment WA(NUD (no pool)	0	0	0	0	[illegible]	0	0	[illegible]

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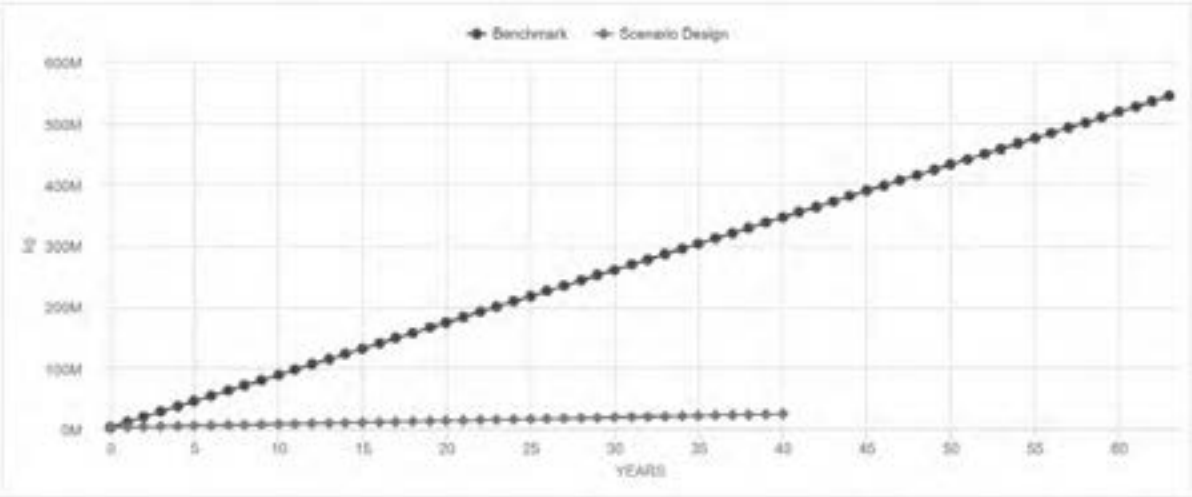
5.4 APPENDIX 4

Time series Net use of fresh water, FW chart



Highest and Lowest Impact Templates (kg)

	Initial Materials & Construction (A1-A3)	Use Stage Materials & Construction (B1-B3)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Templates								
Average Water Use & Treatment 184/kL (no pool)	0	0	0	0	[illegible]	0	0	[illegible]
(TS) Target Setting - Large multi residential apartment building (embodied only, no carpark)	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
(TS) Serviced Multi Res - NCC Compliance	20017	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]
(LCA) Office - Operational (incl embodied)	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
(TS) Car Park basement above ground (up + enc natural ventilation)	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
Lighting Commercial (LED), BW (eg Common / Office) by area	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
Lighting Residential LED High Natural Light	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
Cooking, Res Gas Stove Electric Oven	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
(TS) Target Setting - BCA Compliant Common Area Lighting for Residential Building	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]
Gas Connection (single dwelling)	[illegible]	0	0	0	0	[illegible]	[illegible]	[illegible]

5.5 APPENDIX 5

Scenario Design Strategies

The following low impact strategies are included in the Scenario Design

Design Strategy Performance	GWP	AUD	FW
<Business as Usual>			
EFFICIENT WATER APPLIANCES (TOILETS AND SHOWERS)	[illegible]	[illegible]	[illegible]
LIGHTING: HIGH EFFICIENCY LED LIGHTS (COMMERCIAL AND RESIDENTIAL)	[illegible]	[illegible]	[illegible]
ENERGY MONITORING: RESIDENTIAL	[illegible]	[illegible]	[illegible]
IMPROVED THERMAL PERFORMANCE (6 TO 7 STARS)	[illegible]	[illegible]	[illegible]
HVAC: RESIDENTIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP=3.8, EER=4)	[illegible]	[illegible]	[illegible]
SOLAR PV (18 KW)	[illegible]	[illegible]	[illegible]
COOKING: GAS STOVE & ELECTRIC OVEN	[illegible]	[illegible]	[illegible]
HVAC: COMMERCIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP=4.4, EER=4.4)	[illegible]	[illegible]	[illegible]
<Scenario Design>			

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8 Low Impact Strategies

The following low impact design strategies were modelled in the LCA study to determine the relative benefits and aid the design decision making process.

The relative saving of each progressed recommendation against the Benchmark is provided in the following tables for each strategy. Further information regarding each strategy is also provided regarding motivation and logistical constraints.

8.1 Scenario Design Strategies

The following low impact strategies are included in the Scenario Design.

Design Strategy Performance	GWP	AUD	FW
<Business as Usual>			
EFFICIENT WATER APPLIANCES (TOILETS AND SHOWERS)	0.08 %	0.00 %	0.56 %
LIGHTING: HIGH EFFICIENCY LED LIGHTS (COMMERCIAL AND RESIDENTIAL)	0.76 %	0.20 %	0.00 %
ENERGY MONITORING: RESIDENTIAL	2.71 %	0.65 %	0.07 %
IMPROVED THERMAL PERFORMANCE (6 TO 7 STARS)	0.61 %	0.14 %	0.02 %
HVAC: RESIDENTIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP-3.8, EER-4)	0.18 %	0.04 %	0.00 %
SOLAR PV (18 KW)	9.36 %	0.54 %	0.22 %
COOKING: GAS STOVE & ELECTRIC OVEN	0.47 %	0.00 %	0.03 %
HVAC: COMMERICIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP-4.4, EER-4.4)	0.38 %	0.09 %	0.01 %
<Scenario Design>			

Table 14: Design Strategies in Scenario Design

8.1.1 EFFICIENT WATER APPLIANCES (TOILETS AND SHOWERS)

% Changes Against the Benchmark

Design Strategy Performance	GWP	AUD	FW
EFFICIENT WATER APPLIANCES (TOILETS AND SHOWERS)	0.08 %	0.00 %	0.56 %

Table 15: Impact savings (or increases) associated with the EFFICIENT WATER APPLIANCES (TOILETS AND SHOWERS) as a percentage of the Scenario Design.

By specifying water appliances that go beyond the BCA requirements, savings in water consumption can be made.

Efficient appliances example specification,

- 4/2 flush toilet
- Aerated taps with flow restrictors
- Low flow showers, 5l/min

Builders and developers need to ensure products supplied are valid under the Water and Efficiency Labeling Standard (WELS) registration. Plumbers will need to meet these requirements as well when supplying products.

Valid WELS products must be certified under the Watermark Certification Scheme. AS/NZ6400 Water Efficient Products-Rating and labeling refers to the Standards necessary to meet certification including,

- Installation needs to match performance requirements in registration.
- Alterations should not be made that change performance specified in certification. Additional components such as flow controllerscannot be rated separately.
- The labeling of products needs to be appropriately displayed and contain the correct information.

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The following standards also apply to the following specific fixtures:

- AS/NZS3662-Performance of showers for bathing.
- AS/NZS3718- Water Supply – Tap ware.
- Minimum WELS requirements are included in the NCC,

Features for consideration for improved WELS performance include,

- Taps - Flow restrictors, reduced drip, aerators and mixer taps.
- Showers- Aerators, dispersion, flow restriction and pressurisation, maintenance (self-cleaning option, and anti-calcium build up).
- Toilets- Dual flush (required), pressure assisted toilet, integrated hand basin toilet and grey water use.

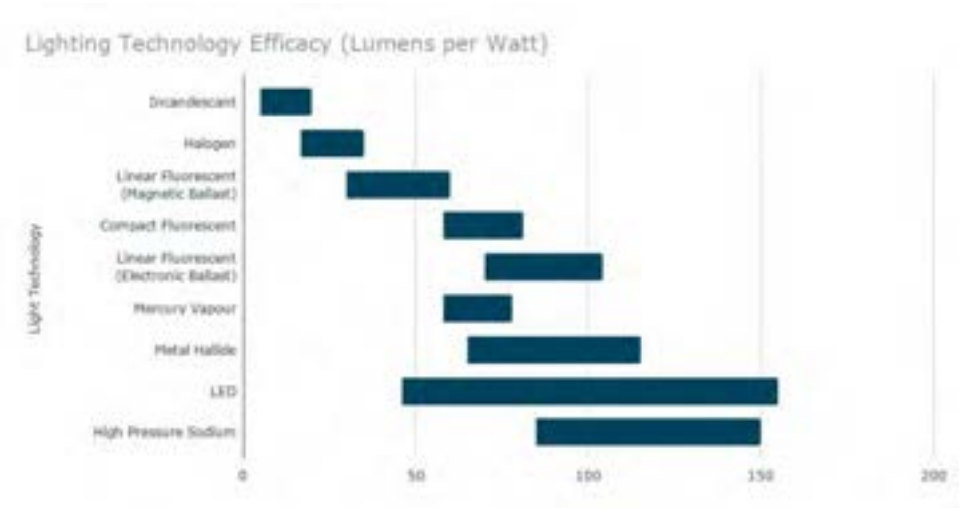
8.1.2 LIGHTING: HIGH EFFICIENCY LED LIGHTS (COMMERCIAL AND RESIDENTIAL)

% Changes Against the Benchmark

Design Strategy Performance	GWP	AUD	FW
LIGHTING: HIGH EFFICIENCY LED LIGHTS (COMMERCIAL AND RESIDENTIAL)	0.76 %	0.20 %	0.00 %

Table 16: Impact savings (or increases) associated with the LIGHTING: HIGH EFFICIENCY LED LIGHTS (COMMERCIAL AND RESIDENTIAL) as a percentage of the Scenario Design.

As LED lights continue to develop they are surpassing fluorescent lighting in efficiency and provide designers with a greater array of colour and configurations. The efficiency of LED lights now allows significant savings in electricity providing they are specified appropriately. The lighting industry uses the term "efficacy" to describe the amount of visible light produced with a unit of power input. The higher the number the more effective the lighting solution is at producing visible light with electricity. Below is a comparison of the efficacy ranges of various lighting technologies (as of 2020).



Source:

Courtesy of support.eToollcd.com

In this recommendation, lighting efficiency is increased by specifying LED lighting with a luminous efficacy of higher than 100lm/W.

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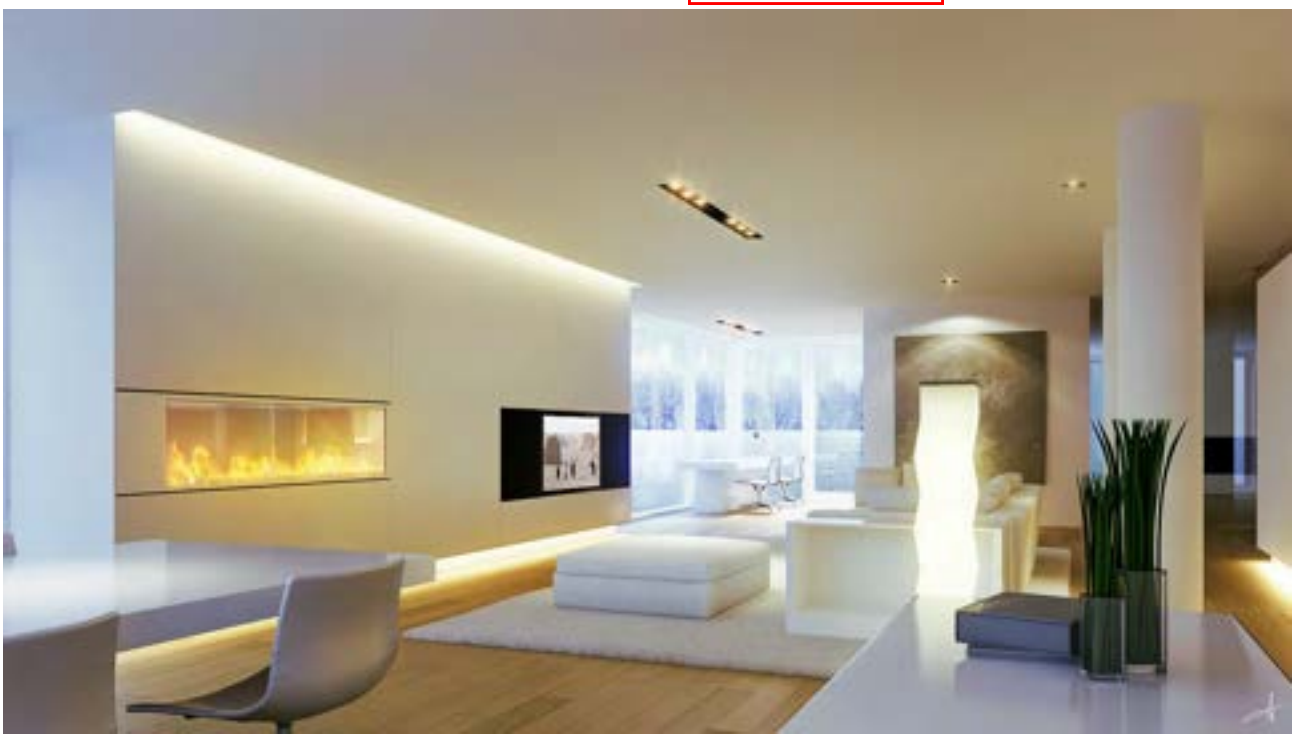

(Images from www.home-designing.com/2011/10/living-rooms-round-up)

In order to meet the performance modelled in the LCA for this strategy the lighting solutions must utilise fittings with a system luminous efficacy of 100lm/watt.

LED lighting is a highly energy efficient option, that will assist in meeting NCC lighting requirements, Subclause J6.2 (b) - lighting for commercial buildings.

Contractors must be registered and comply with all Australian regulations and standards, including Electrical Safety Regulations (AS/NZS 61347.2.11), Electro-magnetic compatibility regulations (AS/NZS CISPR15) and energy efficient regulations. Electrical contractors are responsible for installation safety and must refuse to install non-compliant products.

Australian lighting regulations (AS1680) and NCC Section J6 refers to interior lighting energy efficiency, lux levels, and maximum illumination power density per sqm2 but not specifically LED lighting.

Equipment must be registered on the Australian Government National Equipment Registration System and contain the Regulatory Compliance Mark (RCM).

Vendor must specify:

- Fitting type, size, beam angle and dimming compatibility of LEDs. Dimming and motion sensor functions can be included with a fixture, or LED compatibility will need to be ensured, as not all LED's are compatible.
- Colour rendering needs to match building function, a cool white light, 4000K is the standard for offices. AS1680 recommends minimum light levels for different spaces and uses.

Ensure that the lumens per watt of LED lights are sufficient to meet the required illumination to avoid occupants replacing under-lit areas with less efficient lighting. We have assumed average of 100 lumens per watt for LED lights.

8.1.3 ENERGY MONITORING: RESIDENTIAL

% Changes Against the Benchmark

Design Strategy Performance	GWP	AUD	FW
ENERGY MONITORING: RESIDENTIAL	2.71 %	0.65 %	0.07 %

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Table 17: Impact savings (or increases) associated with the ENERGY MONITORING: RESIDENTIAL as a percentage of the Scenario Design.

This smart technology essentially empowers residents to better control their energy use. It's appealing to people who are conscious of their energy costs, their environmental footprint or just want to have real control of their home. Tech-savvy people will also be drawn to energy monitoring as it's a neat gadget. It can be very marketable if presented well and many new dwellings now come fitted with energy monitoring as standard or offered as an optional upgrade. The technology is user friendly, low cost to install and normally a "no brainer" for influencing all energy consumption in the dwelling. Installation is very straightforward and in many cases existing owners are installing monitoring systems themselves.

The solution allows occupants to:

- Understand what appliances and devices are demanding the most energy (electricity) and adjust behaviour accordingly (immediate improvement).
- Identify unexpected consumption and pre-empt blow-outs before it's too late such as when the energy bill arrives. (longer term improvement).
- Determine which tariff arrangement will be best for them if time of use tariffs are in place on their connection.
- View energy generation (if installed) versus consumption to see their net energy use.
- In most cases monitoring of energy consumption remotely is also an added feature.

There are many different types of energy monitors on the market, all are likely to provide a positive impact on average, however depending on the durability, sophistication and effectiveness at influencing behaviour, savings will vary. Studies show that energy monitoring can provide between a 5% and 30% saving in electricity. The savings are largely dependent on the sophistication of the interface and level of customer support available. More details at this eTool online presentation and article.

In this recommendation we have assumed a basic installation with fairly minimal durability and sophistication. This solution will be all that's required to influence energy consumption of residents that are already interested, however will be unlikely to influence those that are indifferent to energy savings. An additional risk of these basic systems is they're not integrated into the building so a departing owner or rental tenant could easily physically pull out the system and take with them when they leave.

We have assumed a conservative saving of 5% energy use with the installation of this system. These simple systems are typically a $100/unit capital cost (replaced every 10 years) but will usually have very fast payback periods.

If the implementation of this strategy is outside of the project budget the developer may offer the strategy as an upgrade package for purchasers. This eliminates the need for upfront capital while promoting best practices and educating the public.

Example of a Basic Energy Monitoring System, Current Cost model. (Image source: diyhomeautomation.com.au)

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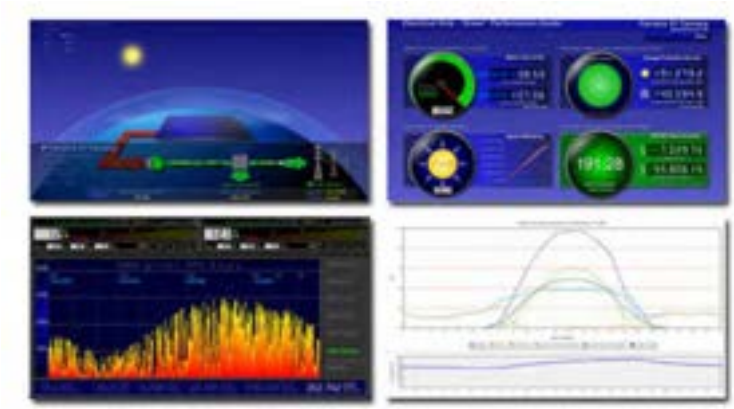
Example of dashboard. (Image source: efergy.com)



Further Reading demonstrating the potential of energy monitoring:

- Electric Energy Management in the Smart Home: Perspectives on Enabling Technologies and Consumer Behaviour" Recent reviews have concluded that real time feedback can effectively deliver durable 4% to 9% reductions in residential electricity consumption".
- Results from Recent Real Time Feedback Studies" Residential electricity savings from real-time feedback in the nine pilots reviewed here ranged from 0-19% with average savings across the pilots of 3.8%".
- Electric Energy Management in the Smart Home: Perspectives on Enabling Technologies and Consumer behaviour. In the studies we review, energy savings range from three to 13 percent, with an average of 7 percent.

To meet the environmental performance hurdle the energy monitoring system must meet the following criteria to allow occupants to identify high energy use and adjust behaviour accordingly:

- The system must display near real time energy use (delay of <=15minutes).
- The system must store and display energy use history.
- The system display must be accessible inside the dwelling

Relevant Safety Standards for the design strategy including;

- Australian Wiring Rules AS3000.
- AS 4836 Safe Working on Low-Voltage Electrical Installations.

These simple systems are typically a $100/unit capital cost (replaced every 10 years) but will usually have very fast payback periods.

Considering the technical competency of the occupancy of the dwelling, the actual energy monitoring product chosen should be one where the user interface can be simplified or adaptable to accommodate different levels of technological aptitude.

If a system has wireless transmitters needing battery power, the life cost of these should be considered as well. Frequent battery changing can be a deterrent to using the basic energy monitoring system.

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These simpler systems are typically $100 per unit in capital cost with replacement expected every 7.5-10 years. If the implementation of this strategy is outside of the project budget, the developer may offer the strategy as an upgrade package for purchasers. This eliminates the need for upfront capital while promoting best practices and educating the public.

8.1.4 IMPROVED THERMAL PERFORMANCE (6 TO 7 STARS)

% Changes Against the Benchmark

Design Strategy Performance	GWP	AUD	FW
IMPROVED THERMAL PERFORMANCE (6 TO 7 STARS)	0.61 %	0.14 %	0.02 %

Table 18: Impact savings (or increases) associated with the IMPROVED THERMAL PERFORMANCE (6 TO 7 STARS) as a percentage of the Scenario Design.

The current assumption is that the dwelling will achieve a 6 star NatHERS average. The carbon emissions associated with heating and cooling accounts for approximately 13% of the total operational carbon. A seven or eight star NatHERS design may require any combination of the following, depending on thermal modelling results:

- Increase insulation
- Attention to detailing around thermal bridges
- Reduced air permeability
- Reduce glazing areas or increase glazing performance (double glazing or laminated glass)

eTool recommends that the thermal performance of some sample worst case units is modelled prior to committing to this recommendation to determine the likely costs associated with improvement measures.

$0-1500/unit capital cost depending on modelling results

Refer to NatHERS Climate Zone maps to determine climate zone -http://apps.nowwhere.com.au/DCCEE/climatezonemaps

NatHERS Climate Zone 13 (Perth):

- 6 Star - 70 MJ/m2/yr thermal load
- 7 Star - 52 MJ/m2/yr thermal load
- 8 Star - 34 MJ/m2/yr thermal load
- 9 Star - 14 MJ/m2/yr thermal load
- 10 Star - 4 MJ/m2/yr thermal load

NatHERS Climate Zone 52 (Swanbourne):

- 6 Star - 39 MJ/m2/yr thermal load
- 7 Star - 29 MJ/m2/yr thermal load
- 8 Star - 20 MJ/m2/yr thermal load
- 9 Star - 11 MJ/m2/yr thermal load
- 10 Star - 3 MJ/m2/yr thermal load

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Image source: NatHERS.

8.1.5 HVAC: RESIDENTIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP-3.8, EER-4)

% Changes Against the Benchmark

Design Strategy Performance	GWP	AUD	FW
HVAC: RESIDENTIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP-3.8, EER-4)	0.18 %	0.04 %	0.00 %

Table 19: Impact savings (or increases) associated with the HVAC: RESIDENTIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP-3.8, EER-4) as a percentage of the Scenario Design.

By increasing the efficiency of the air-conditioners, gains in environmental performance can be made. In the LCA, it was assumed that the COP (heating) was increased from 3.65 to 4.4 and the EER increased from 3.4 to 4.4. This will require changing to a single split system instead of a multi-split. A number of single split air-conditioners that currently match or go above this specification (EER/COP - 5.9/5.77 from Daikin) are available on the market (not available for multi-split).

Estimated additional costs: approximately $500/dwelling. If the implementation of this strategy is outside of the project budget the developer may offer the strategy as an upgrade package for purchasers. This eliminates the need for upfront capital while promoting best practices and educating the public.

To achieve the environmental performance targets of the building the Air Source Heat Pump must meet the following requirements:

- Minimum system COP and EER of 3.2.
- Variable Refrigerant temperature technology selection can adjust the refrigerant temperature automatically according to building loads.
- Alterations made must be accounted for without adversely affecting efficiency performance provisioned. Provision of plant sensible and latent, and cooling and heating capacity and loads.
- Correct zoning and distribution of cooling loads identified.

Well designed, compliant and efficient HVAC systems such as Variable Refrigerant Temperature technology can make significant energy savings.

Relevant required Standards:

- NCC- Part J5 Air conditioning and Ventilation Systems.
- AS1668 Parts 1-3: The use of ventilation and air conditioning in buildings.

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- AS/NZS3666 Parts 1-3 Air handling and water systems of buildings: microbial control.

Product and design specifications:

- Installation and maintenance scheduling to relevant regulations and manufacturers specifications, and technicians holding a registered licence listed with the Australian Refrigeration Council.
- Preferably equipment that is registered and tested with a reputable body such as the Air Conditioning and Refrigeration Association (ACRA).
- Appropriate location, with consideration for easy and safe access, and acoustic levels.
- Fire safety provisions identified.

At this point, MEPS ratings are only available for single split systems. Credit for COP efficiency can only be given if single split units are specified. Costs approximately $500/dwelling.

8.1.6 SOLAR PV (18 KW)

% Changes Against the Benchmark

Design Strategy Performance	GWP	AUD	FW
SOLAR PV (18 KW)	9.36 %	0.54 %	0.22 %

Table 20: Impact savings (or increases) associated with the SOLAR PV (18 KW) as a percentage of the Scenario Design.

With the rising price of electricity, the economics of solar are very favourable and add to the value of the property. 22% of total Australian dwellings now have solar technologies on their roof. Using solar generated power on site results in much lower emissions associated with the building compared to using the (predominantly) fossil fuel powered grid.

By connecting the system to the grid, any excess electricity produced by the system will feed back into the grid. This reduces the demand on the grid from neighbouring properties and can therefore be thought of as a net environmental credit, offsetting the carbon associated with the materials used in constructing and maintaining the building.

The embodied impacts of the solar PV system are included in the calculations.

eTool have assumed a conservative price of approximately $3000/kW however recent quotes on projects suggest costs more in the range of $1500-$2000/kW. If the implementation of this strategy is outside of the project budget the developer may offer the strategy as an upgrade package for purchasers. This eliminates the need for upfront capital while promoting best practices and educating the public. Another option to save on upfront costs is to consider companies such as Amanda Energy (https://amandaenergy.com.au/) that rent your roof space to install solar PV while passing down the benefits to the tenant in the form of lower power bills.

Worst case panel dimensions 1070mm x 1685mm.

(Image source: www.forceofthesun.com)

Solar system and electrical systems need to comply with relevant Australian standards and local legislation (usually grid specific). Australian Standards and requirements to be adhered to:

- AS4509 Stand-alone power systems. Part 1: Safety and installation. Part 2: Design guidelines.
- AS/NZS5033 Installation of photo-voltaic (PV) arrays.
- AS/NZS1170.2 Wind Loads, AS4777 Grid Connections of Energy Systems via Inverters.

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- AS4086 Secondary Batteries for Use with Stand-alone Power Systems.
- AS/NZS3000 Electrical Wiring Rules, AS1768 Lightning Protection.
- Applicable state and Local electricity distributor may have requirements as well.
- Installation and maintenance must be carried out by a registered technician and the owner advised if a system does not meet Australian Standards.

Vendor installation specifications need to specify the design of the proposed system including layout, performance ranges, weight, size, appropriate gradient, additional electrical work, building support integrity, maintenance requirements, and warranties and guarantees. The installer must manage all approvals for the installation and also assist the developer with any applicable rebate claims.

Panels need to be located predominately north facing and be clear of shade caused by trees or neighboring structures. The support structure needs to be capable of supporting the weight and additional loading due to wind and rain loading. Panels must be laid out to enable cleaning with a 4m pole. For roofs above single story, the installer must provide for installation of fall arrest fix points (if not already in place). Installers should assume that building scaffolding will not be in place for the installation.

Panels need to be located predominately north facing and be clear of shade caused by trees or neighbouring structures. Costing will come down to local suppler price, and bulk ordering may attract discounts. Allow 10m2 per kW of installed solar generation capacity (less area will be required with high efficiency panels and/or detailed panel layout design).

8.1.7 COOKING: GAS STOVE & ELECTRIC OVEN

% Changes Against the Benchmark

Design Strategy Performance	GWP	AUD	FW
COOKING: GAS STOVE & ELECTRIC OVEN	0.47 %	0.00 %	0.03 %

Table 21: Impact savings (or increases) associated with the COOKING: GAS STOVE & ELECTRIC OVEN as a percentage of the Scenario Design.

In regions with fossil fuel dominated electricity grids such as WA, gas represents a large advantage over electricity for providing energy to cook with. This is due to the heat and electricity losses associated with distributed power. Burning the fuel (gas) at the source eliminates these losses and is a more efficient way of using the fuel.

The majority of gas cookers sold today include safety features that automatically turn off the gas when no flame is present. Rinnai has also developed the 'inner flame' technology that produces a flame that is directed inwards which is about 27% more efficient than standard gas stoves.

The drawback to moving to gas cooking is that a gas pipeline may need to be installed. If the implementation of this strategy is outside of the project budget the developer may offer the strategy as an upgrade package for purchasers. This eliminates the need for upfront capital while promoting best practices and educating the public.

This recommendation assumes 'inner flame'/standard hob used.

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(source: www.rinnai.com.my/)

Requires gas connection to each dwelling if not already available. Availability of gas ovens + stoves are limited however will contribute to savings if specified.

8.1.8 HVAC: COMMERICIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP-4.4, EER-4.4)

% Changes Against the Benchmark

Design Strategy Performance	GWP	AUD	FW
HVAC: COMMERICIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP-4.4, EER-4.4)	0.38 %	0.09 %	0.01 %

Table 22: Impact savings (or increases) associated with the HVAC: COMMERICIAL HIGH EFFICIENCY AIR-SOURCE HEAT PUMP (COP-4.4, EER-4.4) as a percentage of the Scenario Design.

By increasing the efficiency of the air-conditioners, gains in environmental performance can be made. In the LCA, it was assumed that the COP (heating) was increased from 3.65 to 4.4 and the EER increased from 3.4 to 4.4. This will require changing to a single split system instead of a multi-split. A number of single split air-conditioners that currently match or go above this specification (EER/COP - 5.9/5.77 from Daikin) are available on the market (not available for multi-split).

Estimated additional costs: approximately $500/dwelling. If the implementation of this strategy is outside of the project budget the developer may offer the strategy as an upgrade package for purchasers. This eliminates the need for upfront capital while promoting best practices and educating the public.

To achieve the environmental performance targets of the building the Air Source Heat Pump must meet the following requirements:

- Minimum system COP and EER of 3.2.
- Variable Refrigerant temperature technology selection can adjust the refrigerant temperature automatically according to building loads.
- Alterations made must be accounted for without adversely affecting efficiency performance provisioned. Provision of plant sensible and latent, and cooling and heating capacity and loads.
- Correct zoning and distribution of cooling loads identified.

Well designed, compliant and efficient HVAC systems such as Variable Refrigerant Temperature technology can make significant energy savings.

Relevant required Standards:

- NCC- Part J5 Air conditioning and Ventilation Systems.
- AS1668 Parts 1-3: The use of ventilation and air conditioning in buildings.

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- AS/NZS3666 Parts 1-3 Air handling and water systems of buildings: microbial control.

Product and design specifications:

- Installation and maintenance scheduling to relevant regulations and manufacturers specifications, and technicians holding a registered licence listed with the Australian Refrigeration Council.
- Preferably equipment that is registered and tested with a reputable body such as the Air Conditioning and Refrigeration Association (ACRA).
- Appropriate location, with consideration for easy and safe access, and acoustic levels.
- Fire safety provisions identified.

At this point, MEPS ratings are only available for single split systems. Credit for COP efficiency can only be given if single split units are specified. Costs approximately $500/dwelling.

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ATTACHMENT 10

DEVELOPMENT ASSESSMENT PANEL MEETING

Waste Management Plan (WMP)

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WASTE MANAGEMENT PLAN

195 BEAUFORT STREET PERTH

PREPARED BY SL THOE
SML GROUP & ASSOCIATES

VERSION 4

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1.0 OBJECTIVE AND BACKGROUND

1.1 Objective

The City of Vincent requires a Waste Management Plan (WMP) to be included as part of a development application. This WMP has been prepared to fulfil this requirement.

The objectives of this plan is to ensure that waste disposal is undertaken efficiently to minimising impact on the community and the environment during both construction and operation of the development.

The plan will also strive to achieve an aesthetically pleasing facility that is also a safe work environment where residents, service apartment patrons and staff can have complete confidence that the health standards adopted are of the highest standard.

- **Objective 1 – Anticipation of waste produce by the development and provide adequate level of services to minimise health impact and safety for the occupiers and general amenity.**
- **Objective 2 – Provide suitable facilities to allow for the efficient disposal and collection of the rubbish bins by the relevant waste collection contractors.**
- **Objective 3 – Provide adequate information, communication and awareness for the residents, occupiers, staff and stakeholders to ensure the waste management plan is implemented effectively and efficiently.**

The Plan addresses both design features and operational controls required to ensure that the plan can be implemented effectively.

1.2 Background

This Waste Management Plan (WMP) has been prepared for the proposed development at 195 Beaufort Street Perth.

The proposed development is a mixed used complex consists of eight (8) residential unit apartments; commercial tenancies consist of a cafe and an office.

- 1-bedroom apartments
- 2 bedrooms apartments
- 3 bedrooms apartments
- cafe tenancy 30 m^2
- office tenancy 69.5m^2

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This Waste Management Plan has been prepared based on the following information:

- Architectural plans provided by Rechitects Pty Ltd;
- Liaison with City of Vincent, regarding Council waste management requirements;
- The City of Vincent Health Local Laws which provide relevant information on compliance level to ensure the waste management at the development doesn't impact to amenities.
- WALGA multiple dwellings and commercial and industrial waste management plan guidelines.

2.0 WASTE MANAGEMENT PLAN

For efficient and effective waste management, the collection and centralisation of general, fogo waste and recyclables will be considered at the building design phase. Key factors to consider at the design phase include:

- Local council requirements
- The volumes of waste and recyclables likely to be generated.
- Size of bin storage area
- Amenity (odours and noise) & Safety for all operatives involved in waste management
- Waste collection
- Waste management strategies

2.1 Local government - Waste management requirements

Waste management collection must be implemented in accordance with the Waste Avoidance and Recovery Act 2007 and taking the City of Vincent's waste strategy 2019-2023, Health Local Laws and relevant waste management guidelines into consideration.

The City of Vincent's provides relevant information regarding the waste management requirements and guidelines for designers and developers of both residential and commercial properties. The City of Vincent encourages all relevant parties to utilise the most efficient and effective waste management systems available when developing a WMP.

Pursuant to the Waste Avoidance and Recovery Act 2007, the residential tenancies waste collection will be collected and disposed by the City of Vincent waste collection services. Commercial tenancies will be collected and disposed by suitable private waste collection contractor, on a frequent basis.

For practical and effective waste management, this WMP will adopt WALGA multiunit development and Commercial and Industrial Waste Management Plan Guidelines and its waste generation model for general waste and for recycling respectively.

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2.2 Waste Generation – Volume

Residential waste Generation:

The estimated residential general, fogo wastes and recycling volume have been calculated using the waste generation rates based on the WALGA Waste Management Plan Guidelines for New Multi Dwelling Developments, which is a conservative approach to ensure that adequate rubbish bins will be provided.

The waste generation rate adopted for residential apartments are as follow:

Table 1

Type of Development	Residential (Mix Used)		
Waste contractor	City of Vincent		
Size of Unit	No. Units	V(L)	General Waste
			Fortnightly
Single Room Unit	1	60	60
Two Room Units	4	100	400
Three Room Units	3	140	880
Total Waste Generation (L)			1,340

The recycling generation rates prescribed for residential apartments by the guidelines for development are as follow:

Table 2

Type of Development	Residential (Mix Used)		
Waste contractor	City of Vincent		
Size of Unit	No. Units	V (L)	Recycling
			Fortnightly
Single Room Unit	1	80	80
Two Room Units	4	120	480
Three Room Units	3	240	720
Total Waste Generation (L)			1,280

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Table 3

Type of Development	Residential (Mix Used)		
Waste contractor	City of Vicent		
Size of Unit	No. Units	V/m3	FOGO
			Weekly
Single Room Unit	1	**40**	40
Two Room Units	4	**80**	320
Three Room Units	3	**120**	360
Total Waste Generation (L)			**720**

Based on Table 1, 2 and 3, the total residential can be summarised in the table 4.

Table 4

Type of Development	Residential (Mix Used)						
Waste contractor	City of Vicent						
Size of Unit	No. Units	V (L)	General Waste	V (L)	Recycling	V (L)	FOGO
			Fortnightly		Fortnightly		Weekly
Single Room Unit	1	**60**	60	80	80	**40**	40
Two Room Units	4	**100**	400	120	480	**80**	320
Three Room Units	3	**140**	880	240	720	**120**	360
Total Waste Generation (L)			**1,340**		**1,280**		**720**

Commercial Waste

The estimated residential general and recycling volume have been calculated using the waste generation rates based on WALGA Commercial and Industrial waste management plan guidelines, which is a conservative approach to ensure that adequate rubbish bins will be provided.

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Table 5 – Summary of commercial waste and recycling

Commercial waste generation			
General Waste			
Premise Type		Waste Gen.	TotLtr/Wk
Office (69.5m^2)	1	10L/100m^2/day	48
Cafe(30m^2)	1	660L/100m^2/day	882
		tot Dev. Ltr	930L

Recycling			
Premise Type		Waste Gen.	TotLtr/Wk
Office	1	10L/100m^2/day	48
Cafe (30m^2)	1	130L/100m^2/day	420
		tot Dev. Ltr	468L

Assumption:
cafe trading 7 days - Office trading 5 days
Calculation based on WALGA commercial and Industrial Waste Management Guidelines

2.3 Number and type of bins required for development

As part of the consultation process, the architect has discussed the waste management requirements with officers from the City of Vincent Waste and Engineering Services. Based on the comments and feedback from the officers and the recent repeal of the City of Vincent Waste management policy 2.2.11.

The City's waste management services prefer the residential waste collection using the mobile garbage bin - 140L or 240L or 360L bin system. Secondly, the residential waste bins must be collected from the street front as part of the kerbside collection.

Additionally, the City is no longer collect the commercial waste and it is responsibility of the developer/owner to engage the private waste contractor to manage the collection and dispose of the commercial waste.

Residential waste bin system:

Based on the estimated volume of waste generated by the proposed development/ land use the number of bins and collection required are as follow:

Size of Unit	**General Waste**	**Size of Unit**	**Recycling**	**Size of Unit**	**FOGO**
Freq. of Collection	**Fortnightly**	**Freq. of Collection**	**Fortnightly**		**Weekly**
Total Waste Generation (L)	**1340**	Total Waste Generation (L)	**1280**	Total Waste Generation (L)	**720**
Bin system (240L)	6	Bin System (360L)	5	Bin system (240L)	3

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Commercial waste bin system

Based on the estimated volume of waste generated by the proposed development/ land use the number of bins and collection required are as follow:

General Waste			Co Mingle Recycling	
Volume of Waste	930		Volume of Waste	468
General Waste Bins (1100L) required	1		Recycling Bins (1100L) Required	1

PROVISIONAL WASTE MANAGEMENT COLLECTION		
Category of waste	**Collection contractor**	**General Waste**
Commercial Collection	Private contractor 2x per week	1x1100L
	No of General Waste Bins Required	**1**
Category of waste	**Collection contractor**	**Recycling**
Commercial Collection	Private contractor 1 x per fortnight	1x1100L
	No of Recycling Bins Required	**1**

The typical 1100L bin and specification are illustrated in the table below

Figure 1

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2.4 Bin store configuration

The bin storage areas are located on the ground floor (refer to Appendix 1: Site Plan and Bin storage area residential & Commercial). The storage areas are screened sufficiently from the entrance to ensure they are not in public view but still easily accessible for the occupiers, cleaners and waste collection contractors.

The bin storage will be accessible either by key or code access panel. The building management will provide the waste collection contractors and the relevant key to access the bin storage area.

The building will have two designated area for residential and commercial wastes.
The bin storage (residential) area is 14.5 square metres. The area is adequate to store:

- 6 x 240L (MGB) receptacles for general waste;
- 4 x 360 L (MGB) receptacles for co mingle recyclables items and
- 3 x 240L (MGB) receptacles for Fogo materials.

The bin storage (residential) area is approximately 9 square metres. The area is adequate to store;

- 1 x 1100L receptacles for general waste and
- 1 x 1100L receptacles for co mingle recyclables items.

(The commercial bin system above is based on the frequent collection).

The each of bin store areas will have concrete slab floor with falls to drains. A tap will also be included to facilitate washout of bins and washout of the area. The walls of the bin store will be washable to facilitate wash down and cleaning.

The cater taker/ cleaners will also be responsible to wash waste and recycling bins and the bin area as required.

2.5 Amenity (odours and noise) & Safety for all operatives involved in waste management

General health and safety:	Waste systems are designed to ensure that bins (particularly when full) are not required to be moved over any significant distances with the maximum distance of 10 metres, up/down steep ramps (grade of slope <1:14) and avoid stairs or other potential hazards. Manual handling of waste in garbage bags is excluded from the waste management system where possible.

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Bin store	
Washing bins and waste storage area:	Impermeable floors grading to an industrial floor waste (including a charged 'water-trap' connected to sewer or an approved septic system), with a hose cock to enable bins and /or the enclosure to be washed out. 100mm floor waste gully to waste outlet. Both hot and cold water will be available.
Bin store walls:	All internal walls in bin stores will be solid and washable to enable easy cleaning. Ceilings (if applicable) will be finished with a smooth faced, non-absorbent material capable of being easily cleaned.
Ventilation and odour:	The design of bin store room will provide for adequate separate ventilation with a system that complies with Australian Standard 1668 (AS1668). The ventilation outlet is not in the vicinity of windows or intake vents associated with other ventilation systems.
Vermin:	The bin stores will be kept cleaned and adequately sealed to eliminate access by vermin
Noise:	Noise is to be minimised to prevent disruption to occupants or neighbours. The waste collection vehicles will only collect the bin during reasonable business hours
Enclosed compound :	The bin compound will be enclosed and only be accessible by residents, cleaners, staff and the waste service provider.
Aesthetics:	The bin compound to be consistent with the overall aesthetics of the development.

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2.6 Collection service

Residential Collection

The residential waste bins are to be collection by the City of Vincent waste collection services on Beaufort Street as part of the City's kerbside collection. The Fogo bins are collected once per week while the general waste and recycling bins are collected fortnightly on alternate week.

The Caretaker/ Cleaner is responsible to place the bins at the front pn Beaufort Street on collection days and return it to the bin storage area as soon as practicable back to the storage area.

Commercial collection

Commercial waste bins at 195 Beaufort Street Perth to be collected by private waste management contractor. The general waste bins are collected twice times per week and the recycling bin is collection once per forthnight.

The bins are to be collected directly from the bin compound by private waste collection Contractor.

A number of the local private waste collection contractors have advised that they have the vehicles that are able to access the laneway and their drivers can collect the bins directly from the bin compound off Earl Street/laneway.

Given the private waste contractor can collects the waste bins from the bin compound without the need to present the waste bin, in the laneway, for collection. This would therefore be a preferred option for this development.

3.0 WASTE MANAGEMENT STRATEGIES

Due to the communal residential bin system and the nature of the business operation, a suitably experience cleaners and their responsibilities are as follow:

- The Cleaner/caretaker to be responsible to monitor and take the necessary action to ensure the bin storage areas are always kept clean.
- The Cleaner/caretaker to be responsible to place the residential bins for collection weekly and return it to the bin storage area as soon as practicable.
- The Cleaner/caretaker to be responsible to report to the centre manager and keep a record of any maintenance or hygiene issues in the bin storage areas.

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- The Cleaner/caretaker to be responsible to clean all the rubbish bins and keep the bin store clean and tidy at all times.

- The Cleaner/caretaker to be responsible clean-up any spillages of refuses including the liquid waste (used oil) and reported the issues to the relevant tenants and centre manager.

The Management Strategies require the suitable caretaker/cleaners to be responsible for the cleanliness of the bins and the bin storage area to be kept clean and tidy at all times.

The café and office tenancies will be responsible to deliver all their waste and recycling materials to the bin stores. The cafe and office management will be made aware of the Waste Management Plan and the role they are required to fulfil. This documentation will be included in the handover package given to owners/tenants at time of purchase or leasing arrangement.

The Caretaker/cleaners will liaise with the waste collection contractor to ensure the bins as stipulated in this WMP.

The Waste Management Plan will also form part of the standard business operational procedures.

- In the cafe and Office shop, separate receptacles will be used for refuse and recycling. These receptacles will then be emptied into the larger receptacles in the Bin Storage Area by the management of the café and retail shop.

4.0 CONCLUSION

The waste management plan demonstrated that the proposed development at 195 Beaufort Street Perth provides a sufficient bin storage area for the storage of rubbish bins for both refuse and recyclables materials.

The City of Vincent waste collection services will service the residential bin from Beaufort Street.

A private waste collection contractor will service the commercial bins in the laneway at the development.

The proposed development will utilise experience caretaker/cleaners to management the waste disposal and collection within the development.

The cleaners will be responsible to ensure the bin compound is always kept clean and tidy and liaise with the corporate body and contractors to ensure the rubbish bins are collected in an efficient manner.

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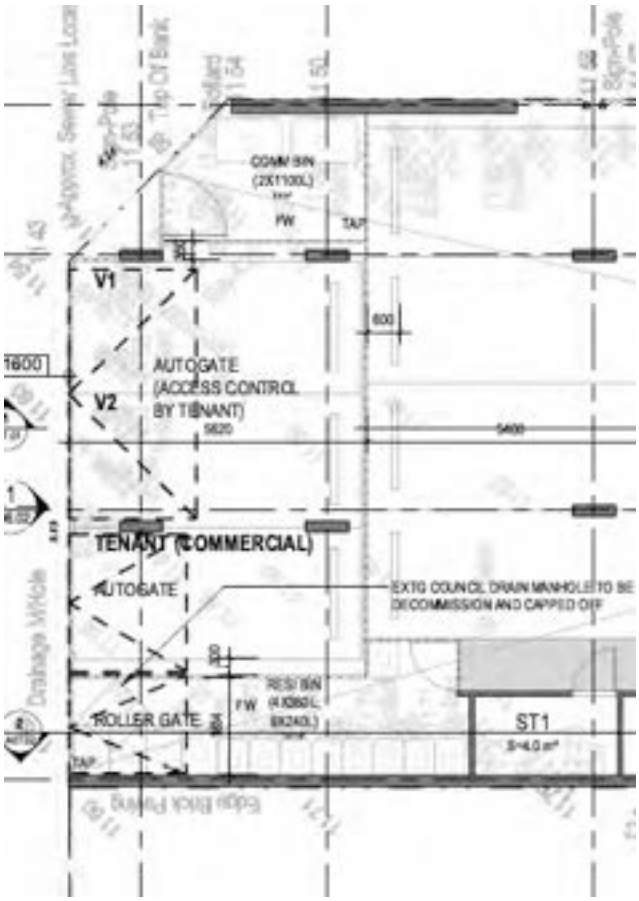
Finally, the waste management strategies will ensure the waste collection is monitored and management by the cleaner/caretaker to ensure compliance with the City of Vincent's waste management and health local laws requirements.

APPENDIX 1 – SITE PLAN

APPENDIX 2 – BIN STORAGE AREAS



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ATTACHMENT 11

DEVELOPMENT ASSESSMENT PANEL MEETING

Summary of Submissions – City's Response

Summary of Submissions:

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

Comments Received in Support:	City Comment:
Activation of Vacant Site	
• General support that the proposal will result in the use of a land parcel which has stood vacant for many years.	• Noted.
• Generally supportive of the intent of the proposal. The vacant lot is an opportunity for sound and appropriate development within the City of Vincent and would benefit from investment.	• Noted.
• The site, in its present state, is a blight on the streetscape and a waste of land in a desirable area.	• Noted.
• Request for the City to limit this type of land banking. Speculative land banking is a drain on the community causing blight and crime and limiting housing development.	• The planning framework does not allow for the City to require private landowners develop their land.
Provision of Infill Development	
It will be great to have further infill in the suburb and for more people to share the area. There is a need for additional accommodation in Perth and this fills the gap.	• Noted. This development would provide eight additional dwellings within the City of Vincent, ranging in size from one to two bedrooms.
Planning Assessment	
• The variations to the R-Codes and New Northbridge DG are modest in nature, with the design broadly in keeping with the surrounding development context.	• Noted. The City has recommended that the development be approved as it is consistent with the objectives of the City of Vincent Local Planning Scheme No. 2, the New Northbridge Design Guidelines, Central Perth Development Policies and Residential Design Codes Volume 2.
• The public domain interface variations are acceptable on the basis that Little Parry Street and Elovalis Lane are minor access streets, which would typically be expected to provide for vehicular access and parking in a high density environment.	• Noted. Vehicular access is proposed to be taken from Little Parry Street and Elovalis Lane. In both cases the existing streetscape is dominated by walls without major openings and vehicular access. This development would be consistent with this established streetscape context. This is reflective of their function as laneways, which enable improved activation of the primary street, Beaufort Street.
• The frontage to Beaufort Street, which is the critical interface between the development and the public realm, has been well detailed and shall	• Noted.

Summary of Submissions:

Comments Received in Support:	City Comment:
present a frontage which is consistent with the prevailing character of Beaufort Street north of Newcastle Street.	
• The development's design is 'uncontroversial' and, it appears, broadly aligns with the planning framework. Council should recommend that JDAP approve the proposed development.	• Noted.

Comments Received in Objection:	City Comment:
General	
• General recommendations to improve the proposed design, better enhance the streetscape and integrate with the existing neighbourhood character include, aligning the upper floors' to closely reflect the Ellington's rooftop frontage, relocate a portion of the proposed public art to more visible, add architectural detailing to the building's frontage, enhance the car park wall visual interest fronting Little Parry Street, update the landscaping plan to increase cohesiveness, incorporate and appropriately screen drying courts.	• These comments were provided to the applicant for their consideration. The City's Design Review Panel supported the street presentation of the proposed development and as appropriately responding to the site context, including the presence of the adjoining heritage property through consideration of the colours and materials and location of building massing. Little Parry Street and Elovalis Lane function as rights of way, providing vehicular access to adjoining properties. The streetscape is dominated by walls without major openings and vehicle access points. Visual interest is provided to Little Parry Street through use of different colours and materials, public art and landscaping. The City's recommendation for approval includes a condition requiring the provision of clothes drying facilities that are screened from view of the street.
• Comment on the number of existing coffee shops and apartments in the area.	• The subject site and adjoining and adjacent properties are zoned Mixed Use under the City of Vincent Local Planning Scheme No. 2. The proposed Office and Restaurant/Café uses are consistent with the objectives of this zone, which includes the *"provid[ing] for a wide variety of* active *uses on street level which are compatible with residential and other non-active uses on upper levels".* The proposed uses would provide ground floor activation fronting Beaufort Street, with the dwellings above providing casual surveillance of Beaufort Street and Weld Square. The proposed uses are both small in scale and would be compatible with the residential development in the floors above and in the vicinity of the subject site.
Impact of Adjoining Ellington Jazz Club	
• Concerns that insufficient noise monitoring has been conducted to	• The applicant has prepared an acoustic report in accordance with the City's Policy

Summary of Submissions:

Comments Received in Objection:	City Comment:
understand the impact the Ellington Jazz Club may have on residents of the mixed-use development including the existing courtyard being open to the proposed reception area. It is noted that the venue is licensed to operate until late (midnight-3am) on various nights with a courtyard area and designated smoking area. Noise includes live music and daily business noises (emptying glasses into bins, noise from patrons etc). • Concerns raised regarding the acoustic report measuring the average noise levels and not account for spiked noise level which exceed comfortable noise levels. Whilst is it noted that the report mentions external wall materials attenuating this noise, the overall and ongoing noise, that may be produced by the Ellington, has not been considered. • Suggestion to reassess the noise impact under the maximum scenario conditions to ensure future residents' comfort, noting high levels of activity from the adjoining Ellington Jazz Club. • Concerns relate to the impact that the construction of the development will have on the Ellington Jazz Club structure, due to the venue is over 100 years old and possible damage to the existing venue.	7.5.21 – Sound Attenuation. The Environmental Protection (Noise) Regulations 1997 do not account for patron noise and the Ellington Jazz Club has its own Noise and Operational Management Plan with which it is required to comply, which include restrictions on the operation of the courtyard area and hours in which bins may be emptied. • The applicant has prepared an acoustic report in accordance with the requirements of the City's Local Planning Policy 7.5.21 – Sound Attenuation. The acoustic report has assessed noise intrusion into the development from surrounding traffic and entertainment noise. Recommendations have been provided to appropriately attenuate the development from these surrounding noise sources. The report specifically includes construction materials best suited to attenuate noise from the entertainment venue. While the presence of the adjoining venue is an important influencing factor for determining the assigned levels for the subject site under the *Environmental Protection (Noise) Regulations 1997* and the acceptability of the amenity of the proposed development in the context of the proposed attenuation methodology it is not the responsibility of the subject site to attenuate any and all noise from the adjoining property. The City's Health Services Team have confirmed that the noise attenuation measures proposed by the development are appropriate to respond the presence of existing noise generating sources in close proximity. The City's recommendation to the DAP includes a condition of approval that requires a notification to be placed on any future certificates of title, notifying future owners of potential impacts to amenity from live music sources. • The City's recommendation to the DAP includes a condition of approval that a detailed Construction Management Plan be submitted to and approved by the City that includes a dilapidation report of the Ellington Jazz Club at No. 193 Beaufort Street, Perth. Under the *Building Act 2011* work may not adversely affect other land. Any alleged damage to the adjoining property should be reported to the City's Compliance Services for investigation.
<u>Heritage</u> • Concerns regarding the design of the development not enhancing the streetscape, and detracting from the existing heritage listed facade and	• The presentation of the development to Beaufort Street was supported by the City's Design Review Panel which noted that the ground floor street activation to Beaufort

Summary of Submissions:

Comments Received in Objection:	City Comment:
street appeal of the Ellington Jazz Club. • Request that dilapidation reporting be conducted, noting the Ellington Jazz Club heritage listing, prior to building permit, to ensure the preservation of the structural integrity and heritage value of the surrounding buildings.	Street would positively contribute to the street and the use of face brick and vertical expression of windows is appropriate given the context of the development and adjoining heritage building. The third floor is set back from the street and the visual expression of the floor softens its appearance from the street. • See above response regarding potential impact of construction.
Landscaping Suggestion that a community garden or a nature strip would be a better proposal for the development site.	The subject site is private land which is zoned Mixed Use R80 under the City's Local Planning Scheme. The intent for land under this zone is to provide for a mix of residential and commercial land uses. The DAP is required to determine the application before it based on its planning merits. Alternative uses for the land are not a relevant planning consideration.
Congestion Concerns the area currently being congested by cars and the addition of the proposed development would be detrimental to the community due to the small size of the block.	The proposed development includes eight dwellings, each with one car bay. Two dedicated residential visitor bays are proposed with one commercial bay. The City's Engineering Services Team have reviewed the proposal and confirmed that a Traffic Impact Statement or Assessment is not required to be provided, in accordance with the Western Australian Planning Commission's Transport Impact Assessment Guidelines (Transport Guidelines). This is because, based on the location and parking provided, the development would generate less than 10 vehicle trips in the development's peak hour.
Safety and Anti-Social Behaviour • Concerns the area is currently saturated by apartments, homelessness and anti social behaviour. The addition of more apartments would not be supportive or add value to the area. • Concerns that the adjacent park, Weld Square, is 'unusable' by the community due to broken glass, abusive language and intoxicated people.	• The proposal is consistent with the principles of Crime Prevention Through Environmental Design (CPTED) which include providing passive and active surveillance of the public domain and reducing opportunities for concealment. This is because an environment that feels overlooked discourages crime and anti-social behaviour. The proposed development would provide active surveillance of Beaufort Street and Weld Square, opposite the subject site, during the business operating hours. The

Summary of Submissions:

Comments Received in Objection:	City Comment:
• Give current residents security, greenery, something safe for children. This is of absolute no value to add a building in a saturated area where residents are crying out for safety and nature.	dwellings on the first, second and third floors would provide passive surveillance of these areas. This extends the hours of surveillance, of the public domain and would service to enhance safety. • See above response to request for a community garden.

Comments Received Expressing Concern:	City Comment
Tree Canopy and Deep Soil Areas • External building shrubs, as proposed on Little Parry Street are rarely maintained and should be removed in favour of more of the planned internal canopy. • The external greenery proposed should be removed as it is not robust enough for the area.	• This feedback has been provided to the applicant for their consideration. The City's recommendation to the DAP includes a condition of approval requiring a detailed landscaping and reticulation plan be provided. This plan is to include species and is reviewed by the City's Parks Team to confirm the suitability of the plantings. The condition f approval further requires that the landscaping shown on the plan is implemented and maintained for the life of the development. The proposed landscaping to Little Parry Street assists in providing visual interest to the north-eastern elevation and softening the appearance of the development.
Construction Management • Query regarding what provisions/steps will be made to ensure no trespassing occurs and the site is kept secure during the building phase of the development. • Query regarding the waste management measures that will be in place during the build to avoid excess material ending up in the surrounding area.	• The City's recommendation to the DAP includes a condition of approval that a detailed Construction Management Plan be submitted to and approved by the City that includes, details of site security and waste management.
Impact on the Existing Use at the Adjoining Property • Concerns regarding the impact on the Ellington Jazz Club which has a positive impact on the Western Australian jazz music scene. The venue has been in operation for 15 years and provides a purpose-built jazz venues. The venue gives musicians a platform and adds cultural depth to the arts offerings of the City.	• The City's recommendation to the DAP includes a condition of approval that a notification be placed on the title of the apartments that they are in the vicinity of existing commercial land uses that may affect their use or enjoyment of their property. This is in recognition of the existing established commercial uses near the subject site, including the Ellington Jazz Club at No. 193 Beaufort Street, Perth.

Summary of Submissions:

Comments Received Expressing Concern:	City Comment
• There have been previous instances where land adjacent to a pre-existing live music venue has been developed, and then that live music venue has been effectively shut down due to noise complaints made by people living in the apartments in the development. This situation has always seemed incredibly unfair to me - if people want to build / buy / reside in apartments next to a pre-existing jazz club that's fine - but they should not be allowed to wield the power to close that venue. • It would be an absolute tragedy for the City of Vincent, and the entire WA and Australian jazz scene, if the continued existence and operation of The Ellington Jazz Club was somehow threatened by this new development. • What safeguards will the City put in place in order to ensure that the continued existence and operation of The Ellington Jazz Club won't be threatened by residents of the proposed new apartments. • Have the plans for the new building considered and planned for the need to minimise acoustic resonances within the structure of the building in order to provide a comfortable environment for those living in the apartments, while mitigating any potential issues that might be created for the Ellington Jazz Club.	• The acoustic report submitted as part of this application addresses the existing context of the subject site, including the noise generated by Beaufort Street and the Ellington Jazz Club to the south. The acoustic report includes several recommendations to protect the amenity of the future residents on the subject site, these include glazing treatments. The City's recommendation to the DAP includes a condition of approval requiring that the recommendations of the acoustic report are implemented prior to the occupation of the development.

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

CITY OF VINCENT

ATTACHMENT 12

DEVELOPMENT ASSESSMENT PANEL MEETING

Summary of Submissions – Applicant's Response

Summary of Submissions:

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

Comments Received in Support:	Applicant Comment:
Activation of Vacant Site • General support that the proposal will result in the use of a land parcel which has stood vacant for many years.	Noted.
• Generally supportive of the intent of the proposal. The vacant lot is an opportunity for sound and appropriate development within the City of Vincent and would benefit from investment.	Noted.
• The site, in its present state, is a blight on the streetscape and a waste of land in a desirable area.	Noted.
• Request for the City to limit this type of land banking. Speculative land banking is a drain on the community causing blight and crime and limiting housing development.	Noted.
Provision of Infill Development It will be great to have further infill in the suburb and for more people to share the area. There is a need for additional accommodation in Perth and this fills the gap.	Noted.
Planning Assessment • The variations to the R-Codes and New Northbridge DG are modest in nature, with the design broadly in keeping with the surrounding development context.	Noted.
• The public domain interface variations are acceptable on the basis that Little Parry Street and Elovalis Lane are minor access streets, which would typically be expected to provide for vehicular access and parking in a high density environment.	Noted.
• The frontage to Beaufort Street, which is the critical interface between the development and the public realm, has been well detailed and shall present a frontage which is consistent with the prevailing character of Beaufort Street north of Newcastle Street.	Noted.

Summary of Submissions:

Comments Received in Support:	Applicant Comment:
• The development's design is 'uncontroversial' and, it appears, broadly aligns with the planning framework. Council should recommend that JDAP approve the proposed development.	Noted.

Comments Received in Objection:	Applicant Comment:
General • General recommendations to improve the proposed design, better enhance the streetscape and integrate with the existing neighbourhood character include, aligning the upper floors' to closely reflect the Ellington's rooftop frontage, relocate a portion of the proposed public art to more visible, add architectural detailing to the building's frontage, enhance the car park wall visual interest fronting Little Parry Street, update the landscaping plan to increase cohesiveness, incorporate and appropriately screen drying courts.	The proposed development will contribute to the existing built form and enhance the streetscape of the Little Parry Street and Beaufort Street Precinct. The application was referred to the Design Review Panel, formally on three occasions, with a fourth referral to the Design Review Panel Chairperson. As demonstrated in the outcomes of the DRP, the aesthetics of the development is supported. In addition, the proposed location of the public art seeks to promote activation of the secondary street frontage.
• Comment on the number of existing coffee shops and apartments in the area.	A key objective of the 'Mixed-Use' zone as stated within the City's Local Planning Scheme No. 2 is to *"provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels".* The proposed development seeks to promote a vibrant mixed-use precinct with a focus on providing active street-level uses that are entirely compatible with residential uses on the upper-levels. The proposed development satisfies and is entirely consistent the Objectives of the Mixed-Use Zone.
Impact of Adjoining Ellington Jazz Club • Concerns that insufficient noise monitoring has been conducted to understand the impact the Ellington Jazz Club may have on residents of the mixed-use development including the existing courtyard being open to the proposed reception area. It is noted that the venue is licenced to operate until late (midnight-3am) on various nights with a courtyard area and designated smoking area. Noise includes live music and daily business noises (emptying glasses into bins, noise from patrons etc).	The Applicant is aware and acknowledges the land adjoining the Site to the south is an entertainment use which emits noise. To address this concern, the Applicant engaged an Acoustic Consultant to assess the noise generated by Beaufort Street, in addition to, the noise generated by the adjoining entertainment use (refer to Sections 4.3.3 and 4.3.4 of the Acoustic Report). In this regard, the Acoustic Report (Section 4.4) has made a number of recommendations which will be required to be implemented (by way of a suitably worded condition) to comply with internal noise design levels. It is noted that the proposed

Summary of Submissions:

Comments Received in Objection:	Applicant Comment:
	glazing is of a standard that will ensure the internal amenity for residents is maintained (e.g., 10.5mm – 12.5mm VLam Hush Glass with sealed awning or casement certified glass and uPVC frames). Furthermore, the Ellington Jazz Club is located in a 'Mixed Use' Precinct and is not in an exclusive entertainment precinct and therefore, must adequately manage its offsite impacts to surrounding development in accordance with the *Environmental Protection (Noise) Regulations 1997*.
• Concerns raised regarding the acoustic report measuring the average noise levels and not account for spiked noise level which exceed comfortable noise levels. Whilst is it noted that the report mentions external wall materials attenuating this noise, the overall and ongoing noise, that may be produced by the Ellington, has not been considered.	Refer to response above.
• Suggestion to reassess the noise impact under the maximum scenario conditions to ensure future residents' comfort, noting high levels of activity from the adjoining Ellington Jazz Club.	Refer to response above.
• Concerns relate to the impact that the construction of the development will have on the Ellington Jazz Club structure, due to the venue is over 100 years old and possible damage to the existing venue.	Noted. It is anticipated a suitably worded condition would be included requiring a Construction Management Plan be prepared prior to commencement of construction to ensure there are no offsite impacts during construction.
<u>Heritage</u> • Concerns regarding the design of the development not enhancing the streetscape, and detracting from the existing heritage listed facade and street appeal of the Ellington Jazz Club.	The proposed development will contribute to the existing built form and enhance the streetscape of the Little Parry Street and Beaufort Street Precinct. The application was referred to the Design Review Panel, formally on three occasions, with a fourth referral to the Design Review Panel Chairperson. As demonstrated in the outcomes of the DRP, the context and character and aesthetics of the development is supported and the development.
• Request that dilapidation reporting be conducted, noting the Ellington Jazz Club heritage listing, prior to building permit, to ensure the preservation of the structural integrity and heritage value of the surrounding buildings.	Noted. This is a matter that will be dealt with at Building Permit stage through the Construction Management Plan.

Summary of Submissions:

Comments Received in Objection:	Applicant Comment:
Landscaping Suggestion that a community garden or a nature strip would be a better proposal for the development site.	In consideration of the location of the proposed development, being within a highly urbanised central corridor, the landscape design responds to the site context prioritising planting on-structure, where it will provide the most benefit to the future residents.
Congestion Concerns the area currently being congested by cars and the addition of the proposed development would be detrimental to the community due to the small size of the block.	The development proposes eight (8) apartments and two (2) commercial tenancies. Based on the inner-city location and parking provided (11 bays total), the development will generate less than 10 vehicle trips in its peak hour. In accordance with the WAPC Transport Impact Assessment Guidelines, this is a low impact development and will not have any impact on the existing road network.
Safety and Anti-Social Behaviour • Concerns the area is currently saturated by apartments, homelessness and anti-social behaviour. The addition of more apartments would not be supportive or add value to the area.	Noted. The proposed development will significantly enhance the streetscape, active the currently underutilised area and promote passive and active surveillance over the public realm. It is considered that the proposed development will have a positive impact on safety and anti-social behaviour.
• Concerns that the adjacent park, Weld Square, is 'unusable' by the community due to broken glass, abusive language and intoxicated people.	Refer to comment above. The proposed development has been designed to maximise openings and outlook to the adjoining public realm and public open space to improve passive surveillance. It is considered that the proposed development will have a positive impact on safety and anti-social behaviour.
• Give current residents security, greenery, something safe for children. This is of absolute no value to add a building in a saturated area where residents are crying out for safety and nature.	Refer to comment above.

Comments Received Expressing Concern:	Applicant Comment
Tree Canopy and Deep Soil Areas • External building shrubs, as proposed on Little Parry Street are rarely maintained and should be removed in favour of more of the planned internal canopy.	Noted. The on-structure planters are proposed to be maintained by Strata.

Summary of Submissions:

Comments Received Expressing Concern:	Applicant Comment
• The external greenery proposed should be removed as it is not robust enough for the area.	In consideration of the location of the proposed development, being within a highly urbanised central corridor, the landscape design responds to the site context prioritising planting on-structure, where it will provide the most benefit to the future residents. The on-structure planters are proposed to be maintained by Strata.
Construction Management • Query regarding what provisions/steps will be made to ensure no trespassing occurs and the site is kept secure during the building phase of the development.	It is anticipated a suitably worded condition would be included requiring a Construction Management Plan be prepared prior to commencement of construction addressing site access / security.
• Query regarding the waste management measures that will be in place during the build to avoid excess material ending up in the surrounding area.	It is anticipated a suitably worded condition would be included requiring a Construction Management Plan be prepared prior to commencement of construction addressing the collection and disposal of waste collection.
Impact on the Existing Use at the Adjoining Property • Concerns regarding the impact on the Ellington Jazz Club which has a positive impact on the Western Australian jazz music scene. The venue has been in operation for 15 years and provides a purpose-built jazz venues. The venue gives musicians a platform and adds cultural depth to the arts offerings of the City. • There have been previous instances where land adjacent to a pre-existing live music venue has been developed, and then that live music venue has been effectively shut down due to noise complaints made by people living in the apartments in the development. This situation has always seemed incredibly unfair to me - if people want to build / buy / reside in apartments next to a pre-existing jazz club that's fine - but they should not be allowed to wield the power to close that venue. • It would be an absolute tragedy for the City of Vincent, and the entire WA and Australian jazz scene, if the continued existence and operation of The Ellington Jazz Club was somehow threatened by this new development. • What safeguards will the City put in place in order to ensure that the continued existence and operation of The Ellington Jazz Club won't be	The Applicant is aware and acknowledges the land adjoining the Site to the south is an entertainment use which emits noise. To address this concern, the Applicant engaged an Acoustic Consultant to assess the noise generated by Beaufort Street, in addition to, the noise generated by the adjoining entertainment use (refer to Sections 4.3.3 and 4.3.4 of the Acoustic Report). In this regard, the Acoustic Report (Section 4.4) has made a number of recommendations which will be required to be implemented (by way of a suitably worded condition) to comply with internal noise design levels. It is also noted that the Ellington Jazz Club is located in a 'Mixed Use' Precinct and is not in an exclusive entertainment precinct and therefore, must adequately manage its offsite impacts to surrounding development in accordance with the *Environmental Protection (Noise) Regulations 1997*.

Summary of Submissions:

Comments Received Expressing Concern:	Applicant Comment
threatened by residents of the proposed new apartments. • Have the plans for the new building considered and planned for the need to minimise acoustic resonances within the structure of the building in order to provide a comfortable environment for those living in the apartments, while mitigating any potential issues that might be created for the Ellington Jazz Club.	

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

CITY OF VINCENT

ATTACHMENT 13

DEVELOPMENT ASSESSMENT PANEL MEETING

Design Review Panel Minutes

MINUTES

CITY OF VINCENT

DESIGN REVIEW PANEL

Wednesday 1 May 2024 at 3:45pm
Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Meeting Attendees	
Design Review Panel Members	• Simon Venturi - Chairperson • Damien Pericles • Joe Chindarsi • Marc Beattie
City of Vincent Officers	• Karsen Reynolds – A/Manager Development and Design • Haydn Ruse – A/Coordinator Planning Services • Scout Walsh – A/Senior Urban Planner
Applicants	Item 3.1 • Adrian Dhue – Lateral Planning • Leo Chong – Rechitects

Meeting Minutes	
1	**Welcome and Declaration of Meeting Opening** Simon Venturi declared the meeting open at 4:00pm
2	**Apologies** N/A
3	**Meeting Business**
3.1	**Item 3.1** Address: 195 Beaufort Street, Perth Proposal: Mixed Use Development Applicant: Lateral Planning Reason for Referral: Lodged DA – Previously Referred

DRP Comments 1 May 2025		
Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.
Strengths of the Proposal		

• The width of the 'hole-in-the wall' window and proportions of café tenancy are more functional • The overall relationship to the adjacent heritage building has addressed many of the previous comments • The feature brick and horizontal banding has returned around the corner on the southern elevation • The increase in the front setback at upper level is positive • The Little Parry Lane elevation has improved at ground level and on the upper floors • A more muted yellow colour for the front awning is supported • A recess / transition has been added between the apartment toilets & kitchens in close proximity to each other • The proposal is very close to achieving landscaping compliance through the on-structure pathway which is appropriate in an inner city location • The on-structure planters are shown as 1m deep • The applicant has engaged an ESD professional to input into the project • A Life Cycle Assessment has been provided which commits to an 18kW PV solar panel system, apartment energy monitoring and heat pump HVAC system		
Design Principles		
Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
	• No comments. Supported	
Principle 2 - **Landscape quality**		***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
	• The applicant is encouraged to consider including a medium sized tree in the large north side rooftop planter • The applicant is encouraged to consider a higher proportion of native / endemic planting species which contribute to the local sense of 'place', provide a water-wise as well as climate tolerant option and contribute to local biodiversity • Recommend ensuring the on-structure planters are maintained by the strata • The applicant is encouraged to consider lowering the balustrade planters whilst maintaining the 1m depth to improve visual connectivity	
Principle 3 - **Built form and scale**		***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
	• No comments. Supported	
Principle 4 - **Functionality and build quality**		***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
	• No comments. Supported	
Principle 5 - **Sustainability**		***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
	• The applicant is encouraged to consider an all-electric (no gas) development including electric cooktops • The applicant is encouraged to consider introducing passive shading devices to the north facing apartment windows	
Principle 6 - **Amenity**		***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***

		• The introduction of balconies behind the Beaufort Street facade is not supported • The Unit 1 Master Bed could provide a window to the façade providing natural light into that space improving resident amenity • Recommend reviewing Unit 2 Bed 2 and Unit 6 Bed 3 openings onto the communal passage and stair from a fire, acoustic and privacy perspective. Can the communal stair move in a west direction to provide a buffer between the stair and apartment windows? • Recommend reviewing and ensuring all internal passages are 1.0 metre clear. The toilet and bathrooms seem quite narrow • The café toilet door currently opens straight out into the customer area which is not ideal • The office toilet could be located around the corner in the south side BoH area as a window from the toilet is not ideal facing the apartment's main pedestrian entrance lobby
Principle 7 - **Legibility**		***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
		• No comments. Supported
Principle 8 - **Safety**		***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
		• The internal stair from the ground floor lobby to the first floor communal area may not achieve head clearance requirements • The proposal will generally require a high number of fire engineered solutions. Recommend the applicant liaising with the fire engineer to ensure a number of items are achievable such as the height of the southern side boundary walls to the third floor roof terrace and communal space as these generally require higher fire rated walls • The parking reversing zone uses the pedestrian pathway used by residents accessing the stores as well as bin-store which presents a safety concern
Principle 9 - **Community**		***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***
		• Recommend ensuring the communal space is useable and a space residents want to spend time in. The loose furniture currently appears a little sparse
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
		• Symmetry with adjacent heritage façade has not yet been fully achieved. More closely matching the openings with the adjacent heritage facade would help achieve this • The new windows should more closely match the proportions of the heritage fenestration adjacent. Breaking the horizontal banding to achieve this would be acceptable. Sash style windows are also preferred • Balconies behind the east side façade windows are not supported. Living spaces in Units U2 and lower floor of U6 should be directly behind the façade to better engage with the streetscape • Using glazed ceramic tiles below the shopfront windows would reference character shopfronts in the adjacent context and help break up the use of brick on the front facade • The portal type form on the upper floor facing Beaufort Street accentuates the bulk and scale of the upper level. Recommend exploring a softer architectural form or a visually recessive darker grey colour to reduce the visual prominence of this level when viewed from Beaufort Street • Recommend introducing a white finish to the awning on the corner where it has the number and wrapping the proposed yellow colour underneath the awning • The ground level north east corner appears a little untidy. The applicant is encouraged to remove the small pedestrian entry recess to the ground level front façade so the front wall is in one plane and extend the soffit through rather than the higher section of soffit to the main canopy near the corner • The fire booster cabinet will likely be higher than shown which will impact on the north elevation artwork at ground level

Other comments provided by the DRP
The DRP's role is to provide architectural advice to the City of Vincent to inform the City's assessment and determination of planning applications. The DRP's advice is not planning advice and the DRP's support for the above principles will not fetter the final recommendation of the City made in respect to the application for planning approval.
Other general comments provided by the City
Comments regarding timing for the responsible authority report due date – to be discussed separately following DRP meeting.
Conclusion
The proposal has improved on every occasion that it has returned to the DRP and the applicant is commended for working with the DRP in order to improve the outcome for future residents, commercial tenants as well as in relation to how the proposal sits within and contributes to the surrounding community. The range of uses will contribute positively to the surrounding context. The applicant is encouraged to undertake some further development within the Sustainability, Amenity, Safety and Aesthetics Principles in order to achieve full DRP support for the project.

DRP Comments 28 February 2024

Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.

Strengths of the Proposal

- The diverse range of uses are generally supported in this area.
- The additional diversity introduced into the apartment product mix is positive.
- Architectural language generally has improved from the previous version presented to the DRP.
- The proposal has expanded on the use of face brick on the Beaufort Street elevation and the vertical format windows are starting to better relate to the adjoining heritage building.
- The apartments receive good levels of cross ventilation due to the central break in the building's form.
- Northern light access into many apartments has improved.
- The Landscape Plan generally incorporates native planting species which is supported.
- The bedrooms in the apartments have increased in size.

Design Principles		
Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
	• Refer to comments in the Built Form & Scale and Aesthetics Principles in relation to the massing of the project and the relationship with the adjoining heritage building which can both be further developed and resolved.	
Principle 2 - **Landscape quality**		***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***

	• No true deep soil zone has been provided on the site and the proposal doesn't achieve compliance through the alternate Design WA on-structure landscaping pathway. • The applicant is encouraged to look for all further opportunities to increase on-structure planting areas including planting on balconies, communal corridors / bridges and vertical surfaces. • Explore planting on the ground floor near the fencing facing the laneway to green and soften the fencing as well as laneway interface. • The applicant is encouraged to increase the depth of on-structure planters to a minimum of 1m to ensure on structure planting is consistent with Policy requirements, will support feasible long term tree growth and provide additional details on the construction of the proposed planters. • Consider integrating additional climbing planting on level two. • Consider lighter / warmer colours for the walls in the central communal space.
Principle 3 - **Built form and scale**	***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
	• Given the proposal is seeking additional height the applicant is encouraged to move the front apartment on the top level facing Beaufort Street further back to minimise its visibility and the bulk and scale impact on the streetscape. • The proposal has a large nil-setback wall on the south boundary which will be visible from the streetscape due to the adjoining property being setback approximately 1m. Draw the outline of the adjacent building dashed on the south elevation to illustrate how the massing on each site aligns with each other and consider aesthetic treatments, articulation or recesses to the south boundary wall.
Principle 4 - **Functionality and build quality**	***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
	• Consider re-orientating the stair in Units 5 and 6 to provide more functional layouts which would also assist in moving of upper level portion of these apartments back from Beaufort Street. • Consider reducing the height of the lift shaft to provide additional internal storage in Unit 6. • The applicant is encouraged to confirm fire egress compliance with a fire engineer in relation to the store doors opening out into the egress corridor and the residential lift lobby door which currently opens inwards. • Consider introducing a shared toilet accessed by the two commercial tenancies from the rear. • Consider an airlock for the toilets in both commercial tenancies, especially the café tenancy as the toilet door currently opens out directly into the customer area. • The dimensions and shape of the café tenancy appears to be caught in 'no man's land' between a 'hole in the wall' operation and a 'walk in' operation. Hole in the wall tenancies operate best when their long aspect faces the street with a wide 'hole in the wall' window. The width of the current opening is narrow and appears awkward in relation to the counter. The tenancy also appears very small to operate as a 'walk in' with limited space for customers to pass each other. The size of the tenancy (with a dedicated toilet in it) and narrow width with the short side facing the street is currently creating functional issues. Consider changing the shape of the tenancy so it has a wider shopfront and window if it will operate as a 'hole in the wall'. The commercial office could wrap around the back of the café with office back of house, toilet or staff areas located around the corner allowing the café to have a wider shopfront.
Principle 5 - **Sustainability**	***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
	• The current ESD initiatives are underwhelming and essentially just achieving NCC / BCA Section J compliance which is a low benchmark. • The ESD Report nominates options in relation to initiatives however no certainty is provided in terms of the actual ESD initiatives that will be integrated into the project. • The ESD Report notes a 6.6kW system (which is not shown on the drawings) as one option. This is a very small system for a development of this size.

Principle 6 - **Amenity**		***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
		• Units 3 and 7 have toilets opening directly into the Kitchens which is not ideal in terms of resident amenity. • Units 3 and 7 have a Family Room / Office but small and awkward kitchens lacking natural light access. Explore alternative layouts to provide more functional and generous kitchens in these units. • The office spaces in Units 3 and 7 could be relocated to where the Bedrooms are so visitors don't need to walk through the living areas and the Offices are more separated from the living areas. • The central communal areas have multiple services boxes scattered throughout the space which negatively impacts on the amenity of the central communal space and corridors, even if screened. Explore alternative strategies to centralise and amalgamate services in locations which are less visible to improve the amenity of the communal areas.
Principle 7 - **Legibility**		***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
		• No comments. Supported.
Principle 8 - **Safety**		***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
		• The reversing area for the car park uses the pedestrian pathway leading to the storage rooms and bin store. Consider alternatives that require less crossover between vehicle and pedestrian movement. • The deep recess to the apartment main pedestrian entry remains a safety concern. Consider moving the secure pedestrian gate further forward (half way down the entry corridor) to reduce the size of the concealed entry space. • The applicant is encouraged to maintain a sense of visual permeability to the artwork to provide passive surveillance of Little Parry Street and establish greater visibility to the entry corridor. • The applicant noted glass as one potential material for the artwork however facing the laneway in this location vandalism should also be considered and a more robust outcome may be preferable.
Principle 9 - **Community**		***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***
		• No comments. Supported.
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
		• The proposed Beaufort Street elevation should have a more symmetrical relationship with the adjacent heritage façade, potentially reading as a contemporary 'twin' in the streetscape. • The vertical format fenestration on the front façade is supported however the applicant should consider the widths of these windows as they currently appear very thin. Consider replicating the width of the windows on the adjacent heritage building more closely. • The proportions of the windows and banding are currently a little out of sync with the adjoining heritage property. The applicant could explore further aligning the heights and widths of the windows and banding with the adjoining heritage facade. • The smaller window sizes on the Beaufort Street façade should be located higher on this elevation than the larger windows which would assist with expressing the verticality of the facade. • Consistent spacing should also be considered between the windows on the Beaufort Street elevation. • Consider introducing ceramic tiles on the ground floor streetscape shopfront below the windows to reference character shopfronts in the area, in a contemporary way.

	• Consider thinning down the vertical section where the property number is located to reduce the heaviness of the awning. • The bright yellow colour on the awning appears out of place. A softer cream or okra colouring would better relate to the adjoining heritage building and wider context. • The Little Parry Street elevation lacks rhythm. Consider a consistent datum for the windows on the elevations. • Consider incorporating meaningful local references into the artwork as the themes currently appear a little generic.

Other comments provided by the DRP

The DRP's role is to provide architectural advice to the City of Vincent to inform the City's assessment and determination of planning applications.

The DRP's advice is not planning advice and the DRP's support for the above principles will not fetter the final recommendation of the City made in respect to the application for planning approval. This is particularly relevant to the height and plot ratio proposed which does not achieve the acceptable outcomes of the R Codes Volume 2 and/or City's Built Form Policy and is required to be assessed against the relevant objectives of the planning framework. This should be discussed separately with the City following the receipt of the DRP Minutes.

Other general comments provided by the City

None

Conclusion

Office and multiple dwellings are discretionary uses in this location. The applicant is also seeking additional height as well as a significant rear setback variation. As such a high quality design response is required to build a justification for the level of discretion being sought. The DRP considers some discretion relating to height may be supportable in this location if a high quality proposal is achieved and the impact on adjacent properties is minimised.

The proposal has improved in a number of areas including the front elevation and front façade's relationship with the adjoining heritage building. The applicant is encouraged to further develop the proposal particularly in relation to the Landscaping, Built Form & Scale, Functionality & Build Quality, Sustainability, Amenity and Aesthetics Principles in order to gain DRP support for the project.

DRP Comments 3 May 2023

Design Quality Evaluation

		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.

Strengths of the Proposal

- Some discretion to raise building height is potentially supportable subject to a comprehensive high quality proposal, the proposal responding appropriately to the unique characteristics of the precinct heritage buildings and minimizing impact on adjacent properties.
- Beaufort Street ground level streetscape activation is generally positive.
- The upper level open central communal space is generally a positive strategy worth developing further.
- Use of face brick on the ground level streetscape interface is supported as a contextual material.
- A landscape architect has been engaged on the project.

Design Principles

Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
		• Further evaluate the context and character analysis of the site and streetscape to translate it into the proposal in a meaningful way.

	• Illustrate the existing condition and interfaces on both laneways to understand how the proposal sits within and relates to these interfaces. • A stronger visual relationship with the neighbouring heritage building is important and needs to be further developed. The proposal does not currently generate a sympathetic response to the heritage building. • The upper level light weight weatherboard materiality currently appears out of place since elsewhere it's used only as an incidental material, on adaptive re-use projects and doesn't align with the solidity of the adjacent heritage building. Consider drawing from the tones and patina of the adjacent heritage building to benefit the relationship between these buildings. • The building's proportions, heights and asymmetrical façade contrasts with the symmetrical façade of the neighbouring heritage building. • Consider the roof form and the parapet design noting that the characteristic in the area is a solid parapet. • The fenestration pattern doesn't relate to the neighbouring heritage building due to misalignment of levels and floor-to-floor heights. • Historic proportions and rhythms of the streetscape should be reflected. Suggest 'twinning' windows at the frontage with the adjacent heritage building and use of vertical emphasis rather than horizontal emphasis on openings would be beneficial. • Consider establishing contemporary references to the traditional character shopfronts in the area. Reviewing recessed shop entry doors, stall risers, ceramic glazed tiles below windows, thin profile window framing etc on traditional shopfronts is encouraged.
Principle 2 - **Landscape quality**	***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
	• Areas of landscaping integrated into the proposal are minimal. • Limited deep soil zones are proposed on the site. • Consider opportunities to provide more on-structure landscaping across floors to improve amenity for residents. • Consider using landscaping at first floor level as a buffer to improve the green interface around Unit 4 interfacing with the communal area. • Provide further information in relation to planter volumes, reticulation etc in relation to onstructure planting to ensure the viability of these areas.
Principle 3 - **Built form and scale**	***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
	• The proposal does not comply with the City's rear setback policy requirements which will impact on the proposed design significantly. • The level of amenity generated for residents currently indicates the proposal is an overdevelopment of the site. Consider reducing the number of apartments and/or making some apartments one bedroom apartments to improve the quality of the upper level apartment planning and communal space. • The upper level of the development currently appears quite boxy with little articulation which accentuates the visual bulk and scale of the development.
Principle 4 - **Functionality and build quality**	***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
	• The proposal does not have any fire tanks etc. The applicant indicated this would be addressed as an engineered solution. Fire safety should be explored at an early stage to confirm it can be achieved as this may require significant changes if not achievable. • The car bays are currently accessed from both Little Parry Street and the rear laneway. Removing access from Little Parry Street to further activate this interface would be desirable since this east-west laneway is undergoing redevelopment and connects directly to other parts of the CBD for pedestrians.

	• The 23m2 T1 café tenancy is small in area, has a narrow frontage and therefore has limited potential for a kitchen and walk-in indoor seating area. If this tenancy is intended as a 'hole in the wall' it would generally need to be have a wider shopfront to establish a generous width 'hole in the wall' window. Consider enlarging this tenancy to support a walk in operation or showing it as a smaller 'hole in the wall' tenancy with a wider shopfront. The larger tenancy T2 could wrap around the rear of this tenancy. Consider the potential opportunity of access this tenancy from the laneway side to activate the corner of the building and the laneway. • Staff in both commercial tenancies currently need to come out onto the footpath to access the shared toilet rather than having a direct rear access pathway. Also suggest the commercial WC is relocated from the residential entry lobby. • The upper level communal corridors are tight and have fragmented and disjointed services located throughout these areas which impacts on the quality of these spaces. Services locations should be considered and consolidated to minimise the impact on the amenity of the communal spaces. • The upper level communal open space does not appear appropriately sized or functional. Consider providing movable furniture and seating to improve functionality. • The apartment internal planning generally appears constrained and awkward, such as Unit 5 with a bathroom accessed off dining areas and a small living area. • The apartment bathrooms appear extremely small and have very narrow doors impacting on resident amenity. • Large apartment windows facing the circulation areas and communal space are not ideal. • Floor-to-floor heights are low and should be increased to 3.2m at minimum in lieu of 3m for the integration of concealed services and to achieve Design WA ceiling levels. • The volume of car parking at ground floor level is detrimental to the functionality of the ground floor plan. • Space for post boxes etc. needs to be considered in the design of the residential lobby. • The parking allocation for residents and commercial tenancies is not clear. If dual use visitor / tenant bays are proposed consider and provide further information in relation to how this will function. • There may be an opportunity to accommodate areas on level four to assist with unlocking the tight and awkward planning of the lower levels provided it is done with careful consideration of the massing in relation to the streetscape and adjoining properties.
Principle 5 - **Sustainability**	***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
	• The applicant is encouraged to engage an ESD professional on the project to generate a report identifying ESD initiatives that will be incorporated into the project and quantify sustainability targets. • A higher sustainability rating should be targeted. 4 Star Green Star is a low benchmark and is no longer considered a high-quality outcome in terms of sustainability. Suggest targeting 5 Star Green Star as a minimum best practice. • The site has a northern aspect however the proposal doesn't currently integrate strategies for northern sun access into apartment living areas and balconies. • The proposal has many large north, east and west facing windows with no passive shading devices. Opening size and shading should be optimized to provide good daylight amenity and thermal performance.
Principle 6 - **Amenity**	***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
	• The site has a northern aspect however the proposal doesn't currently integrate strategies to capture north sun access into apartment living areas and balconies. The apartments are generally organised east west meaning a number of apartments currently gain very limited north light access. Kitchens are located on the northern face of apartments limiting north light access into living areas. Some balconies face inwards towards the central open space when they could be positioned with a north aspect. • Long deep south facing living spaces to some dwellings create poor resident amenity and are not ideal. Consider reorienting living spaces to maximise northern solar access.

		• Unit 4's balcony is oriented towards the communal area and should be re-oriented to face Little Parry Street to maximise northern solar access and provide passive surveillance. • Some apartment balconies are very small with a 2m dimension which is not supported. • Some bedrooms are less than 3m in dimension. 3m is a minimum however the DRP encourages all bedrooms to exceed 3m dimensions.
Principle 7 - **Legibility**		***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
		• Recessed entry to residential lobby and access past the toilet is not ideal. • Separation of the lift and stairwell is not ideal. Consider combining them in one legible space. • Consider centralising the residential pedestrian entry lobby at ground level to establish a more legible and direct 'entry experience' to the lift and stair core by placing the smaller tenancy on the north side.
Principle 8 - **Safety**		***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
		• The residential entry is recessed from Beaufort Street and appears concealed from Little Parry Street. Unclear whether this space is enclosed or open however in this location an enclosed secure space is encouraged. • Both laneway interfaces appear as service interfaces and could be improved in terms of passive surveillance.
Principle 9 - **Community**		***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***
		• The response and relationship with the adjacent heritage building needs to be developed further. • The public art currently appears to indicate a graffiti based curatorial direction which is not in keeping with high quality contemporary mural art. The applicant is encouraged to engage a public art consultant or high quality artist at an early stage to refine the themes and direction for the public art. • Bicycle parking for residents and visitors should be included. • The apartment product mix does not generate any housing diversity.
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
		• The upper level architectural language currently appears very boxy. Consider further articulation of form to break up the massing of the facades. • The upper level light weight weatherboard materiality currently appears out of place, since elsewhere it is used only incidentally or on adaptive re-use projects and doesn't align with the solidity of the adjacent heritage building. • The use of face brick at ground level on the Beaufort Street shopfront elevation is supported. Consider the use of face brick at upper levels and further develop the patterns/detail on the brickwork to strengthen the fine grain human scale interface with the footpath. Try not to mimic the rough texture of brickwork on the neighbouring heritage building. • The architectural language and materiality of the two ground level laneway interfaces should be further developed as these spaces are commonly used by pedestrians. • Refer to further comments in the Context and Character Principle.
Other comments provided by the DRP		
• None.		
Other general comments provided by the City		
• The planning framework applicable to the site is complex due to the site historically falling within a Redevelopment Area and will need to be carefully navigated. Early engagement with the City on key areas of variation sought is strongly encouraged.		

Conclusion
• Multiple dwellings are a discretionary use in this location and the applicant is seeking additional height as well as a rear setback variation. As such a high quality design response is required to build a justification for the level of discretion being sought. The DRP considers some discretion relating to height may be supportable in this location if a high quality proposal is achieved and the impact on adjacent properties is minimised. • The proposal currently has many areas that require significant further development in order to gain DRP support for the project. The relationship to the adjacent heritage building as well as laneways, amount of landscaping, functionality of the commercial tenancies, ESD targets / initiatives, general organisation as well as level of resident amenity generated by the apartment layouts, communal space, legibility of the resident entry and aesthetics are all keys areas that require significant further development to improve the outcome for future residents as well as the surrounding local community.

4	**Meeting Close** Simon Venturi closed the meeting at 5.00pm The next meeting is scheduled to be held on 22 May 2024

PART C – CITY OF STIRLING

1. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 79 (House Number 6-8) Osborne Place, Stirling - 22 Multiple Dwellings – DAP/23/02596

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

ITEM 3.1 - LOT 79 (HOUSE NUMBER 6-8) OSBORNE PLACE, STIRLING – 22 MULTIPLE DWELLINGS

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Stirling
Applicant:	Dynamic Planning and Developments
Owner:	Latenza 2 Pty Ltd
Value of Development:	$5.2 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
LG Reference:	DA23/1381
DAP File No:	DAP/23/02596
Application Received Date:	24 November 2023
Report Due Date:	17 May 2024
Application Statutory Process Timeframe:	90 Days with an additional 91 days agreed between the Applicant and City of Stirling under Clause 75(1)(c) of the Deemed Provisions
Attachment(s):	1. Development Plans (date stamped 16 May 2024) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme Zoning Map 5. Applicant's Original Planning Submission (as accepted for assessment on 23 November 2023) 6. Applicant's Revised Planning Submission (received 16 February 2024, 15 March 2024, 22 March 2024, 24 April 2024, 14 May 2024 and 16 May 2024) 7. Schedule of Submissions 8. Schedule of Referral Responses from Public Authorities 9. City of Stirling Design Review Panel Reports a. Design Review Report dated 17 August 2023 b. Design Review Report dated 23 November 2023 10. Planning Assessment
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☒ N/A ☐ No

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

Approve DAP Application reference DAP/23/02596 and accompanying plans (as listed in Condition 3) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Stirling Local Planning Scheme No. 3, for 22 Multiple Dwellings at Lot 79, House Number 6-8, Osborne Place, Stirling, subject to the following conditions:

1. Pursuant to Clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under Clause 24(1) of the Metropolitan Region Scheme.

2. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the Development Assessment Panel. The plans approved as part of this application form part of the planning approval issued (including any modifications required by conditions of approval).

   List of Development Plans

PLAN TITLE	DATE & REVISION	DRAWN BY
105861 DE 001 Detail Survey	23 October 2023 Revision A	McMullen Nolan Group
95465 DOC 012 Feature Survey - General Legend	30 October 2020 Revision H	McMullen Nolan Group
Master Plan GF	9 May 2024 DA Drawings V4	Jamie Daniels Design
Master Plan UF	9 May 2024 DA Drawings V4	Jamie Daniels Design
Site Plan	9 May 2024 DA Drawings V4	Jamie Daniels Design
Site Plan - Verge	9 May 2024 DA Drawings V4	Jamie Daniels Design
Master Elevations • C1 Primary Street Elevation • C8 Primary Street Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design
Master Elevations • West Elevation Overall (Units 1-10)	9 May 2024 DA Drawings V4	Jamie Daniels Design
Master Elevations • C2 West Street Elevation (Units 1-6) • C2 West Street Elevation (Units 6-10)	9 May 2024 DA Drawings V4	Jamie Daniels Design
Master Elevations • C3 South Street Elevation • C5 Rear 'Type C' Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design

PLAN TITLE	DATE & REVISION	DRAWN BY
Master Elevations • C4 East Street Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design
Master Elevations • Communal Drive Overall (Units 1-10) • Communal Drive Overall (Units 11-16)	9 May 2024 DA Drawings V4	Jamie Daniels Design
Master Elevations • C6 Communal Drive Overall (Units 10-6) • C6 Communal Drive Overall (Units 5-1)	9 May 2024 DA Drawings V4	Jamie Daniels Design
Master Elevations • C7 Communal Drive Elevation (Units 16-15) • C7 Communal Drive Elevation (Units 14-11)	9 May 2024 DA Drawings V4	Jamie Daniels Design
Type A OLA • Outdoor Living Area	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 2 - Type ‘A’ • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 2 - Type ‘A’ • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 4 & 6 - Type ‘A’ • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 4 & 6 - Type ‘A’ • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 8 - Type ‘A’ • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 8 - Type ‘A’ • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 9 - Type ‘A’ • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 9 - Type ‘A’ • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 10 - Type ‘A’ • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 10 - Type ‘A’ • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 13 & 15 - Type ‘A’ • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 13 & 15 - Type ‘A’ • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 14 - Type ‘A’ • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 14 - Type ‘A’ • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 16 - Type ‘A’ • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design

PLAN TITLE	DATE & REVISION	DRAWN BY
Unit 16 - Type 'A' • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 1 - Type 'B' • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 1 - Type 'B' • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 3, 5 & 7 - Type 'B' • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 3, 5 & 7 - Type 'B' • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 17 - Type 'C*' • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 17 - Type 'C*' • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 18 - Type 'C' • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 18 - Type 'C' • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 19 & 21 - Type 'C' • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 19 & 21 - Type 'C' • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 20 - Type 'C' Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 20 - Type 'C' First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 22 - Type 'C' • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 22 - Type 'C' • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 11 - Type 'D' • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 11 - Type 'D' • First Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 12 - Type 'D' • Ground Floor	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit 11 - Type 'D' • First Floor [Unit 12]	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'A' • Front Elevation • Rear Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'A' • Unit 10 - Side Elevation • Unit 16 - Side Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'B' • Front Elevation • Rear Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'B' • Unit 1 - Side Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design

PLAN TITLE	DATE & REVISION	DRAWN BY
Unit Type 'C' • Front Elevation • Rear Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'C' • Unit 22 - Side Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'D' • Front Elevation • Rear Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'D' • Unit 11 - Side Elevation	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'A' o Kitchen, Laundry and Powder Room layout plans	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'A' o Bathroom and Ensuite layout plans	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit (2, 5, 9, 10, 13 & 15) Type 'A' o Ensuite layout plans	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'B' o Bathroom, Kitchen and Laundry layout plans	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'B' o Ensuite and Powder Room layout plans	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'C' o Kitchen, Laundry and Powder Room layout plans	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'C' o Bathroom and Ensuite layout plans	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'C*' Unit 17 o Bathroom, Kitchen and Laundry layout plans	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'D' o Kitchen and Laundry layout plans	9 May 2024 DA Drawings V4	Jamie Daniels Design
Unit Type 'D' o Bathroom, Ensuite and Powder Room layout plans	9 May 2024 DA Drawings V4	Jamie Daniels Design
0346 101 Landscape Concept Plan	15 February 2024 Revision I	Kelsie Davies Landscape Architecture
0346 102 Landscape DSA and Tree Requirements	15 February 2024 Revision B	Kelsie Davies Landscape Architecture

Building Design

4. The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City of Stirling.

Construction Management

5. Prior to the submission of a Building Permit application, a Site Management Plan shall be submitted to the City of Stirling for approval. The Site Management Plan shall include specific details on the management of aspects including but not limited to, dust, noise, vibration, waste management, contractor parking, traffic, on-site and street tree protection zones, storage of materials, site safety / security and any other relevant matters to the satisfaction of the City of Stirling. The Site Management Plan is to be complied with for the duration of the construction of the development.

Landscaping

6. Prior to the submission of a Building Permit application, a detailed Landscaping Plan is to be provided for the City of Stirling's approval that is generally in accordance with the landscaping plans prepared by Kelsie Davies Landscape Architecture dated 15 February 2024 and that demonstrates compliance with the approved development plans, all conditions of this approval and Local Planning Policy 6.6 – Landscaping, to the satisfaction of the City of Stirling.

7. Planting of the new street trees at the landowner's cost with planting by the City of Stirling to be scheduled to occur in the next available planting season after the completion of the development. The landowner shall pay the cost of planting of nine new street trees prior to commencement of development as determined by the City of Stirling in the City's Street and Reserve Trees Policy, unless the landowner's payment towards the planting and maintenance costs are approved in an alternative manner in writing by the City of Stirling.

8. All street trees located on the verge shall be retained and protected in accordance with Australian Standard AS 4970-2009 Protection of Trees on Development Sites, to the satisfaction of the City of Stirling.

9. Prior to occupation of the development, all Advanced Trees required by the approved detailed Landscaping Plan must be planted on site in the area indicated on the approved plan and be thereafter maintained for the duration of the development. The Advanced Trees must be provided with the approved deep soil area at ground level free of intrusions, to the satisfaction of the City of Stirling.

10. Prior to the occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the approved plans and maintained thereafter for the duration of the development in accordance with the City of Stirling's Local Planning Policy 6.6 – Landscaping, to the satisfaction of the City of Stirling.

Legal

11. Prior to occupation of the development, notifications, pursuant to Section 70A of the *Transfer of Land Act 1893* are to be placed on Certificates of Title of the development. Notice of these notifications are to be included on the diagram or plan of survey (deposited plan). The notifications are to state:

    "The lots are situated in the vicinity of a transport corridor and are currently affected, or may in the future be affected by transport noise. Road and rail

transport noise levels may rise or fall over time depending on the type and volume of traffic."

12. Where the satisfaction of any condition requires the preparation of a legal agreement, these agreements are to be prepared by the City of Stirling's solicitors and, all costs incidental to the satisfaction of these conditions, including the City of Stirling's legal costs and registration fees and stamp duty (if any), must be paid by the landowner.

Lighting and Security

13. Adequate lighting being provided to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points, to the satisfaction of the City of Stirling.

14. Any outside lighting to comply with Australian Standard AS 4282-2019 - Control of the Obtrusive Effects of Outdoor Lighting (as amended) for the control of obstructive effects of outdoor lighting and must not spill into any adjacent premises. Details of any outside lighting to be submitted at the Building Permit application stage demonstrating compliance with Australian Standard AS 4282-2019 (as amended).

Noise

15. Prior to the submission of a Building Permit application, a revised Acoustic Report shall be submitted to the City of Stirling for review and approval. The revised Acoustic Report shall detail specific control measures relating to noise modelling and impact of the development including but not limited to:

    a. Vibration and noise emissions from all on-site mechanical services, including air-conditioning systems.

    b. Compliance with the noise requirements of State Planning Policy 5.4 Road and Rail Noise.

    The recommendations and control measures identified in the revised Acoustic Report/s shall be incorporated into the design, development and operation of the proposed development, to the satisfaction of the City of Stirling. The recommendations of the revised Acoustic Report shall be complied with for the duration of the development, to the satisfaction of the City of Stirling.

16. Prior to the submission of an Occupancy Permit application, the landowner is to provide written confirmation that all recommendations in the Acoustic Report/s have been incorporated into the building design, to the satisfaction of the City of Stirling.

Parking and Vehicle Access

17. The minimum number and allocation of car parking on-site is to be provided as follows:

    a. One residential car parking bay per dwelling; and

    b. Two residential visitor car parking bays.

18. Prior to the occupation of the development, a marked visitor parking bay shall be constructed on the verge as a 'Verge Treatment', to the satisfaction of the City of Stirling.

19. All on-site car parking bays are to be compliant with the Australian/New Zealand Standard AS/NZS2890.1:2004 - Parking Facilities Part 1: Off-Street Car Parking, to the satisfaction of the City.

20. Prior to the occupation of the development, all driveways, parking and manoeuvring areas shall be hard surface, drained and maintained in accordance with the City of Stirling Local Planning Policy 6.7 - Parking and Access, to the satisfaction of the City of Stirling.

21. Visitor car parking bays shall be permanently marked, maintained and accessible at all times for use exclusively by visitors to the property, be clearly visible or suitably sign posted from the street or communal driveway, unless otherwise approved by the City of Stirling.

22. The crossover shall be designed and constructed in accordance with the City of Stirling Local Planning Policy 6.7 - Parking and Access. The crossover is to be installed prior to occupation of the development.

23. Prior to the occupation of the development, any redundant crossover shall be removed and the kerbing and road verge reinstated at the owners cost in accordance with the City of Stirling Local Planning Policy 6.7 - Parking and Access.

24. Unless otherwise approved, no walls, fences, letterboxes or other structures above 0.75 metres in height to be constructed within the 1.5 metre width x 1.5 metre depth triangular area of where:

    a. Walls, letterboxes or fences adjoin vehicular access points to the site, or
    b. A driveway meets a public or private street, or
    c. Two streets intersect, or
    d. A driveway meets a right of way, or

    unless the further approval of the City of Stirling is obtained.

25. Prior to the occupation of the development, the landowner shall pay the cost of installing 'No Parking' signage on the verge by the City of Stirling, for the purpose of preventing on-street car parking in front of the designated bin collection area on the verge on bin collection day, to the satisfaction of the City of Stirling, unless the landowner's payment towards the installation costs are approved in an alternative manner in writing by the City of Stirling.

26. Prior to the occupation of the development, the 12 bicycle parking hooks shall be provided on-site, to the satisfaction of the City of Stirling.

27. Where a storeroom is solely accessible through an adjacent car parking bay, the storeroom and the car parking bay are to be assigned to the same dwelling.

Public Art

28. Prior to the submission of an Occupancy Permit application:

    a. A public art proposal for the subject development to the value of 1.0% of the construction value in accordance with City of Stirling Local Planning Policy 6.12 - Public Art on Private Land must be submitted to, and approved by, the City of Stirling.

    b. The approved public art proposal shall be completed and installed by the developer and maintained for the duration of the development by the owners of the development, in accordance with City of Stirling Local Planning Policy 6.12 - Public Art on Private Land, to the satisfaction of the City of Stirling.

Utilities, Facilities and External Fixtures

29. All clothes drying devices and clothes drying areas shall be located and positioned so as not to be visible from the street, neighbouring properties or a public place.

30. Prior to the occupation of the development, each multiple dwelling shall be provided with a mechanical dryer, where a concealed drying area is not provided exclusively for the dwelling.

31. All external fixtures, building services and utilities of the development are to be integrated into the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive areas, to the satisfaction of the City of Stirling.

32. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view from the surrounding streets and adjoining properties, to the satisfaction of the City of Stirling.

Visual Privacy

33. Prior to occupation of the development, all privacy screening shall be visually impermeable, to the satisfaction of the City of Stirling.

Waste Management

34. The development is to comply with the Waste Management Plan prepared by Dynamic Planning and Developments dated 15 March 2024, unless otherwise approved by the City of Stirling.

Water Management

35. The development is to be connected to the sewer.

36. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve. There shall be no connection to the City's drainage infrastructure without the written consent of the City of Stirling.

Advice Notes

1. Where an approval has so lapsed, no development shall be carried out without the further approval of the Development Assessment Panel or City of Stirling having first been sought and obtained.

2. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application for review must be made within 28 days of the determination.

3. This is a Development Approval under the City of Stirling Local Planning Scheme and related policies. It is not a Building Permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.

4. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the Development Assessment Panel or City of Stirling to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the Development Assessment Panel or City of Stirling's attention.

5. The applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.

6. Development is to comply in all respects with the attached approved plans which have been stamped accordingly.

7. Where, in the opinion of the City of Stirling, achieving compliance with the conditions of approval require significant modifications to the approved plans, a Form 2 application will be required for consideration in accordance with Clause 17 or 17A of the Planning and Development (Development Assessment Panels) Regulations 2011.

<u>Construction Management</u>

8. All construction works to comply with the requirements of the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997. Noisy construction work outside the period 7:00am to 7:00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.

<u>Landscaping</u>

9. The detailed Landscaping Plan is to include the retention of the existing street trees planted in the verge.

10. An Advanced Tree is defined in Local Planning Scheme No. 3 and Local Planning Policy 6.11 as “a tree which requires planting in at least a 90 litre contained or greater size and which is at least two (2) metres in height and at least two (2) years of age”.

11. The associated contribution costs for the planting of nine new street trees are as follows:
    a. Cost of new tree: $680.00 (current cost excluding GST)
    b. Number of new trees required: Nine
    c. Total for the associated works: $6,120.00 (current cost excluding GST)

    Tree species will be chosen by the City to reflect the surrounding streetscape. Costs include 2 years of watering and the provision that the City will replace the tree should it be damaged or die during that period. The City will invoice the cost of the trees upon lodgement of a building permit. Please note the above costs are in line with the current City's adopted Fees and Charges. These are subject to change and the associated costs at time of payment will reflect the adopted Fees and Charges at that time.

Land Use

12. The approved land use of the development is Multiple Dwelling. To ensure conformity with the approved land use and the land use permissibility of Tables 6.11.9 and 6.11.10(a) of Local Planning Scheme No. 3, this requires all dwellings to have part of their plot ratio area either vertically above or below any part of the plot ratio area of another dwelling.

Parking and Vehicle Access

13. The proposed crossover configuration and car parking bay on the verge is subject to the approval of the City of Stirling’s Verge Control and Swimming Pool Business Unit. A “Crossover Installation Application” is required to be submitted and approved prior to the commencement of the crossover installation. A “Verge Treatment Application” is required to be submitted and approved prior to the commencement of the car parking bay installation.

14. The ‘No Parking’ restriction on Osborne Place will apply each Tuesday between 6.00am and 3.00pm.

Public Art

15. In relation to the Public Art condition, please refer to the City of Stirling Developer's Guide to Public Art, the City of Stirling Public Art Masterplan and City of Stirling Local Planning Policy 6.12 - Public Art on Private Land.

16. Based upon the estimated cost of development identified on the development application forms, the 1.0% public art contribution will equate to a value of $52,000.

Strata Title

17. The applicant is advised that any future strata title or community title subdivision of the property must be consistent with this approval and the lot sizes demonstrated in the application.

18. The applicant/owner is reminded of their obligation under the Strata Titles Act which may require consent from the adjoining strata owners and/or strata company before commencing any works on site.

Waste Management

19. The bin enclosure is required to comply with the requirements of the City of Stirling's Waste Management Local Law 2010.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone/Reserve	City Centre Area
Local Planning Scheme	City of Stirling Local Planning Scheme No. 3 (LPS3)
Local Planning Scheme - Zone/Reserve	Development City Residential Land Use Category
Structure Plan/Precinct Plan	Draft Stirling City Centre Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Residential Sector Residential Gardens Character Zone
Use Class and permissibility:	Multiple Dwelling – P 'P' means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;
Lot Size:	3,718m^2
Existing Land Use:	Vacant land (previously Single House)
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Multiple Dwelling
Proposed No. Storeys	Two
Proposed No. Dwellings	22

Development approval is sought for a Multiple Dwelling development at Lot 79, House Number 6-8, Osborne Place, Stirling. The development is summarised as follows:

- The development consists of three main buildings that are all two storeys in height, containing a total of 22 dwellings.
- Externally the built form of the development presents as a complex of townhouses.

- There are a total of 41 on-site car parking bays, all at ground level and accessed from the communal driveway. 34 car bays are proposed to be provided within 17 double garages and seven car bays are provided communally within two carports.

All existing development on the subject site will be demolished.

Background:

Pre-Lodgement

The proposed development was the subject of a pre-lodgement process which included pre-development advice from the City and the City's Design Review Panel (DRP).

Further information regarding the DRP process in detailed later in this report.

Development Application

The proposed development has been the subject of multiple Clause 65A Requests for Further Information. The Applicant submitted a final submission on 16 May 2024.

Site Context

The subject site is zoned City Centre Area under the Metropolitan Region Scheme (MRS) (Attachment 3) and Development under Local Planning Scheme No. 3 (Attachment 4).

The subject site has an area of 3,718m^2. The lot fronts Osborne Place to the north and the Mitchell Freeway to the west. The subject site is located within the Stirling Activity Centre.

The subject site is vacant land. There are no recent development approvals over the subject site.

Osborne Place is classified as a Local Road under the City's Functional Road Hierarchy. This section of Osborne Place is a no-through road to vehicles, with the end of the cul-de-sac located in front of the subject site at its western end.

Mitchell Freeway is a Primary Regional Road, with the reserve also containing the Joondalup Line Railway in the freeway median and a principal shared path for cyclists and pedestrians on the eastern side of the reserve. A noise wall is built along the entirety of the western lot boundary of the subject site, with the principal shared path located between the noise wall and the southbound on-ramp from Karrinyup Road. The principal shared path can be directly accessed from the footpath on Osborne Place.

The neighbouring properties to the north east, east, south east and south are zoned Development and consist of single-storey Single House or Grouped Dwelling developments.

To the north is Karrinyup Osborne Reserve, a public open space reserve, which is classified as 'local open space' in the City's Public Open Space Strategy 2021-2031.

The reserve includes a playground, trees, sections of open grass and a pathway that provides a direct pedestrian and cycling connection to Karrinyup Road.

Stirling City Centre

The Stirling City Centre is a Strategic Centre under the Activity Centres Hierarchy in State Planning Policy 4.2 'Activity Centres'. The Activity Centre boundary is identified in Figure 6.11.2 of LPS3 and other planning documents including the City's Local Planning Strategy endorsed by the Western Australian Planning Commission (WAPC) in October 2019, the Stirling City Centre Local Development Plans and the draft Structure Plan. Broadly, the Stirling City Centre comprises the Stirling Station, Westfield Innaloo Shopping Centre and a walkable catchment around these nodes, as shown in Figure 1 below.

LPS3 designates Stirling City Centre as a Special Control Area. Associated planning controls are contained in Clause 6.11 of LPS3, the applicable Local Development Plan and Local Planning Policy 5.8 – Stirling City Centre Parking. The Special Control Area is split into six precincts, with the subject site located within the Northern Precinct as shown in Figure 1 below. Council adopted the draft Stirling City Centre Structure Plan on 9 December 2014, although final approval from the Western Australia Planning Commission remains outstanding, hence the Structure Plan remains in draft form.

Figure 1: Stirling City Centre (Figure 6.11.2 of LPS3 - Stirling City Centre Special Control Area Precinct Plan)

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Development Assessment Panel) Regulations 2011*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- Metropolitan Region Scheme (MRS)

- City of Stirling Local Planning Scheme No. 3 (LPS3)

State Government Policies

- State Planning Policy 4.2 – Activity Centres (SPP4.2)
- State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)
- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)
- State Planning Policy 7.2 – Precinct Design (SPP7.2)
- Residential Design Codes Volume 2 (R-Codes Volume 2)
- Development Control Policy 5.1 – Regional Roads (Vehicular Access) (DC5.1)

Structure Plans/Activity Centre Plans

- Draft Stirling City Centre Structure Plan

Local Policies

- Local Planning Policy 4.2 – Mixed Use Design Guidelines (LPP4.2)
- Local Planning Policy 5.8 – Stirling City Centre Parking (LPP5.8)
- Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3)
- Local Planning Policy 6.6 – Landscaping (LPP6.6)
- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.11 – Trees and Development (LPP6.11)
- Local Planning Policy 6.12 – Public Art on Private Land (LPP6.12)
- Local Planning Policy 6.18 – Public Consultation (LPP6.18)
- Stirling City Centre Northern Precinct Local Development Plan (LDP)

Consultation:

Public Consultation

The application was advertised between 18 December 2023 and 23 January 2024 as a 'Complex Application' in accordance with LPP6.18.

During the public consultation period, the City received five submissions. These are summarised along with their relative locations in the tables below.

Submissions Received	Within 200m Radius		Greater than 200m		All Submissions	
Support	1	(20%)	0	(0%)	1	(20%)
Object	4	(80%)	0	(0%)	4	(80%)
Total	5	(100%)	0	(0%)	5	(100%)

Submission Number	Submission Details	Officer Comment
1	Objects to the development expressing the following key concerns: • The low density achieved by the development. • The car centric nature of the development.	The development meets the minimum density and minimum height requirements of the applicable LDP. The access arrangements to service the development comply

Submission Number	Submission Details	Officer Comment
	Supports the setbacks to the eastern and southern boundary, which maximise the use of the site.	with the City's associated standards. The appearance of the access position is enhanced with proposed landscaping.
2	Objects to the development expressing the following key concerns: • The privacy and overshadowing impacts. • Parking and traffic impacts.	The City is satisfied that the proposed design minimises overlooking of the neighbouring properties and adequately protects the privacy of habitable rooms and outdoor living areas. The provision of on-site car parking for residents is within the minimum and maximum range required by the Residential Design Codes. The City is satisfied that the provision of on-site parking bays and on-street parking for visitors is sufficient to accommodate the likely demand. There is suitable capacity within the local road network to accommodate the additional traffic impacts without prejudice to the free flow of traffic and safety.
3	Supports the proposal in principle despite concerns regarding increased traffic.	See above.
4	Objects to the development and raises the following key concerns: • The number of visitor car bays. • The impact of additional traffic on pedestrian and cycle safety. • The maintenance impacts within the local open space reserve.	Discretion is sought in respect of the number of visitor car parking bays to be provided. Further detailed commentary in this respect is provided elsewhere in this report. Refer above regarding traffic impacts. Maintenance issues for the public open space reserve are not considered to be material planning considerations for this proposal.
5	Objects to the development and raises the following key concerns:	Officer comments in relation to traffic impacts are provided in the response to Submission 2 above.

Submission Number	Submission Details	Officer Comment
	• On street parking and traffic impacts.	The revised plans show the addition of 'no standing' signs to prevent parking in front of the bins on bin collection day, to allow the waste truck unrestricted access to the bins. A condition requiring a payment for the installation of these signs has been recommended. The City can review the parking restrictions elsewhere within Osborne Place if it found that parked cars are blocking waste vehicles or through traffic.

The Schedule of Submissions for this application is contained in Attachment 7.

Referrals/consultation with Government/Service Agencies

Main Roads Western Australia (MRWA)

The application was referred to MRWA for comment, as the subject site abuts Mitchell Freeway. MRWA has no objection to the development and recommended three conditions, all relating to the acoustic requirements to mitigate the road noise impacts and compliance with SPP5.4. These recommended conditions have been incorporated within the proposed conditional approval as recommended by this report.

Water Corporation

The application was referred to the Water Corporation for water and wastewater services advice. The Water Corporation has advised that reticulated water, reticulated sewerage and drainage is available to the subject site and that the removal and/or upgrading of services to the development's requirement will be at the cost of the land owner. Separate approvals from the Water Corporation are required for the construction of the development and for any works carried out in proximity to their assets.

Design Review Panel Advice

The proposed development was referred to the City's DRP on two separate occasions prior to lodgement of the Development Application. The Design Review Reports are included in Attachment 8 of this report, noting the development has been refined through the DRP process, and is now considered to be of suitable design quality.

Other Advice

The proposed development was referred to relevant internal City stakeholders. No objections were raised in principle to the development as proposed. Any comments and recommendations of relevance have been accommodated via the receipt of amended plans or the imposition of conditions and/or advice notes.

Planning Assessment:

The proposed development has been assessed against LPS3 and the relevant State Planning Policies, Planning Codes, Local Planning Policies and the Northern Precinct Local Development Plan. The following matters have been identified as key considerations in the assessment of this application:

1. Proposed Land Use
2. Built Form
3. Car Parking
4. Stirling City Centre Northern Precinct Local Development Plan (LDP)
5. Local Planning Policy 6.6 – Landscaping (LPP6.6) and Local Planning Policy 6.11 – Trees and Development (LPP6.11)
6. State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)

Additional planning assessment comments, addressing the key relevant planning requirements and objectives, are contained within Attachment 10 of this report.

1. Proposed Land Use

The subject site is zoned Development in accordance with LPS3. Table 1 Zoning Table of LPS3 states that:

"*Development and use of land shall have due regard to any WAPC approved Activity Centre Plan, and any approved Local Development Plan or Local Planning Policy prepared under this Scheme; and is to be in accordance with the Special Control Area land use permissibility provisions under Part 6*".

Under the provisions of the draft Stirling City Centre Structure Plan and Northern Precinct LDP, the subject site has a zoning of City Residential on the ground and upper floors. In accordance with LPS3, a Multiple Dwelling is a 'P' use which means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

In relation to proposed development, all dwellings are designed with a part of the plot ratio area of one dwelling being located either above or below the plot ratio area of another dwelling, consistent with the Multiple Dwelling definition of LPS3 and the Residential Design Codes.

It is considered that the proposed land use is consistent with the planning policy framework. The proposed development is recommended for approval on that basis.

2. Built Form

Built form controls are provided by the LDP. A summary of the proposed development against the relevant provisions is listed in the table below:

Built Form		
Provisions	**Requirement**	**Officer Comments**
Building Height – Storeys	Minimum two storeys Maximum five storeys	Two storeys proposed. **Acceptable**.

Built Form		
Provisions	**Requirement**	**Officer Comments**
Building Height – Metres	Maximum 22.5 metres roof height	Maximum 8.4 metres proposed. **Acceptable**.
Street Setbacks	Minimum 3.0 metres Maximum 0.75 metres projection for unenclosed balconies (Clause 2.1.4.5 of the LDP).	Proposed street setbacks: • Nil – Unit 1. **Discretion sought**. • 2.4 metres – Units 17-22 balconies, which are not unenclosed as each balcony is bound by a permanent wall on three sides and has impervious roof cover. **Discretion sought**. • Minimum 3.6 metres – Units 17-22 buildings. **Acceptable**.
Side Setbacks	Minimum 3.0 metres	Minimum proposed side setbacks: • Nil to the western boundary. • 1.0 metre to the eastern boundary. **Discretion sought**.
Rear Setbacks	Minimum 6.0 metres	Minimum 2.0 metres proposed. **Discretion sought**.

Further comments on the assessment of the street setbacks, side setbacks and rear setbacks are provided as an attachment to this report (Attachment 10).

3. Car Parking

Car parking is assessed in accordance with the requirements of the R-Codes Volume 2. Table 3.9 of the R-Codes suggests that in providing the following minimum and maximum provision of car parking, the Element Objectives of the R-Codes would be satisfied:

- A minimum 22 bays and maximum 44 bays for residents.
- A minimum five bays and maximum nine bays for visitors.

The provision for residential parking is acceptable in this context, there being 39 dedicated parking bays located within the site.

In respect of visitor bays, three are proposed to be provided in this case, hence an assessment taking into account the Element Objectives of Clause 3.9 has been undertaken.

The Element Objectives of the R-Codes Volume 2 state at O 3.9.2, as follows.

> *O 3.9.2 Carparking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have*

good public transport or cycle networks and/or are close to employment centres.

The development provides 41 bays on site, 39 of which are dedicated resident bays and two are to be allocated and marked for visitor use.

In addition to the on-site parking, a visitor car bay is proposed to be located on the verge. This is supported in principle by the City.

The Osborne Place roadway at approximately 10 metres wide, is of sufficient width to accommodate on-street parking without prejudice to traffic flow and safety. As such, the additional demands for visitor parking from the proposed development may be readily absorbed within the adjoining road.

It is noted by the City that parking on the street to the front of the subject site will need to be controlled to facilitate waste collection on one day per week. It is recommended that a condition of approval be imposed to ensure the collection of waste without prejudice to the City. This is proposed to be achieved via the installation of signage to prohibit parking in that location between the hours of 6.00am and 3.00pm, at this stage to cover off on Tuesdays, which is the current waste collection day for that suburb.

The City is satisfied that the development achieves the relevant Element Objectives of the R-Codes and the provision of car parking is supported for the following reasons:

- Providing one or two resident bays per dwelling is appropriate for this within an activity centre with access to high frequency public train and bus services.
- The development provides at least 50% of its required visitor parking on-site, which ensures the development accommodates some of the parking demand regardless of the availability of parking spaces and parking restrictions on Osborne Place.
- The roadway on Osborne Place has sufficient width to accommodate on-street parking on both sides without blocking through access.
- Other than on bin collection day, Osborne Place can accommodate the on-site shortfall of visitor car parking based upon the minimum Acceptable Outcomes requirement.
- The bins will be collected on a weekday between 6.00am and 3.00pm, which is not typically a peak period for visitors to a residential development. The two on-site bays and the verge bay are sufficient to accommodate the likely demand for visitor parking during this period.

4. Stirling City Centre Northern Precinct Local Development Plan (LDP)

The subject site is located within the Northern Precinct LDP. The City's assessment of the development against all relevant provisions and objectives of the LDP is provided as an attachment to this report (Attachment 10).

The LDP provides specific development provisions which are designed to address the objectives of the LDP, and deliver development that meets those objectives. In that respect there are a number of areas where discretion is sought by the development proposed. The assessment undertaken by the City in respect of these concludes that the variations sought do not prejudice the overall objectives of the LDP and are supported on that basis.

Attachment 10 to this report provides a detailed summary of the key areas where discretion is sought by the development, and provides justification relative to each discretion sought.

5. Local Planning Policy 6.6 – Landscaping (LPP6.6) and Local Planning Policy 6.11 – Trees and Development (LPP6.11)

There are no existing Significant Trees on the subject site and none of the existing vegetation is proposed to be retained. The landscaping for the proposed development (tree retention and new planting) has been assessed against the provisions of LPP6.6 and LPP6.11. The City has included its assessment of the development against LPP6.6 and LPP6.11 within Attachment 10 of this report, and concludes that the proposed landscaping is acceptable subject to the imposition of associated landscape conditions of approval. The proposed landscape plan is appended as Attachment 1 to this report.

There are four existing palm trees in the verge. One of these existing street trees is mature and is required to be retained. A contribution towards the planting of nine street trees is required in accordance with Clause 5.13.3 d) of LPS3 and Clause 5.2 a) of LPP6.11, with this reflected in the recommended conditions. The trees will be planted and maintained by the City following the completion of construction.

6. State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)

The development is affected by road and rail noise, due its proximity to Mitchell Freeway, a Strategic Freight and Transport Route, Karrinyup Road, an Other Significant Freight/Traffic Route and the Joondalup Line Passenger Railway. Residential land use is defined as noise sensitive under SPP5.4, which sets associated target maximum noise levels for bedrooms (L_{Aeq} (Night) 35dB), indoor living and works areas (L_{Aeq} (Day) 40dB) and outdoor living areas (L_{Aeq} (Day) 55dB and L_{Aeq} (Night) 50dB).

Based upon the Noise Exposure Forecast table in the SPP5.4 Guidelines, the forecast noise for the subject site is as follows:

- Mitchell Freeway: 78dB = Exposure Category E.
- Karrinyup Road: 59dB = Exposure Category B.
- Joondalup Line: 58dB = Exposure Category A.

A 4dB deduction, which usually equates to one Exposure Category, can be applied to the forecast noise from the Mitchell Freeway and Joondalup Line, as there is a continuous solid noise wall at least 1.8 metres high facing that corridor. With the application of the 4dB reduction, the adjusted forecast noise for the subject site is as follows:

- Mitchell Freeway: 74dB = Exposure Category E.
- Karrinyup Road: 59dB = Exposure Category B.
- Joondalup Line: 54dB = No further measures.

In general, and as supported by the findings of an Acoustic Noise Report (Attachment 6), it is considered that subject to the implementation of noise mitigation measures, as identified in the Acoustic Noise Report, that the development can occur without compromise to the provisions of SPP5.4. This includes the outdoor living areas of eight of the proposed dwellings which are noted within the Acoustic Noise Report as having

a shortfall with the associated outdoor noise targets of SPP5.4, ranging between 1dB and 3dB above the target.

The City is satisfied that the expected noise levels for these outdoor living areas are acceptable given they abut a constructed noise wall which is between 2.6 and 3.2 metres in height. This, together with a notification on title to manage expectations in respect of the noise environment, mean that issues with noise and amenity are suitably identified and addressed.

Conclusion:

The proposed development has been assessed against the prevailing planning policy framework whilst accounting for the relevant submissions made in response to the consultation exercise undertaken.

It is considered that the development as proposed, subject to the imposition of conditions of planning approval as outlined, will result in a positive outcome for this site in this location within the Stirling City Activity Centre. On that basis it is the recommendation of the City as Responsible Authority that the application is supported by the Metro Inner DAP

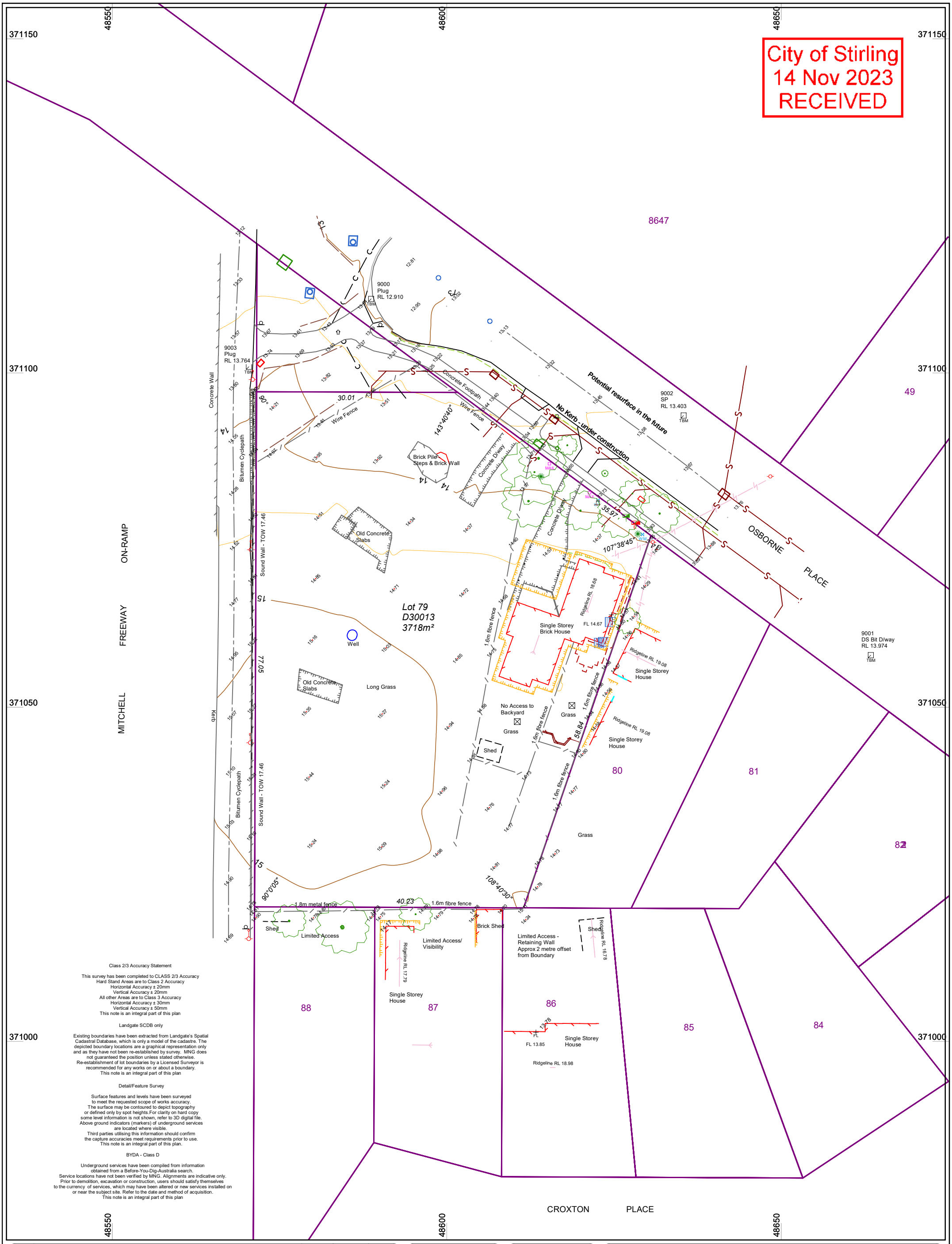
The City's assessment has identified that discretion is being sought to a variety of planning requirements, particularly the Stirling City Centre Northern Precinct Local Development Plan. As outlined in the Planning Assessment section of this report above and within Attachment 10, the City has considered the proposal against the corresponding objectives and has concluded that the development satisfies the relevant objectives. As such, the proposed development is supported by the City.

It is recommended that the Metro Inner DAP approve the application, subject to the recommended conditions.

<u>Alternatives</u>

An alternative recommendation may be sought by a DAP member under Regulation 13.

City of Stirling
14 Nov 2023
RECEIVED



Class 2/3 Accuracy Statement

This survey has been completed to CLASS 2/3 Accuracy
Hard Stand Areas are to Class 2 Accuracy
Horizontal Accuracy ± 20mm
Vertical Accuracy ± 20mm
All other Areas are to Class 3 Accuracy
Horizontal Accuracy ± 30mm
Vertical Accuracy ± 50mm
This note is an integral part of this plan

Landgate SCDB only

Existing boundaries have been extracted from Landgate's Spatial Cadastral Database, which is only a model of the cadastre. The depicted boundary locations are a graphical representation only and as they have not been re-established by survey. MNG does not guaranteed the position unless stated otherwise. Re-establishment of lot boundaries by a Licensed Surveyor is recommended for any works on or about a boundary.
This note is an integral part of this plan

Detail/Feature Survey

Surface features and levels have been surveyed to meet the requested scope of works accuracy. The surface may be contoured to depict topography or defined only by spot heights.For clarity on hard copy some level information is not shown, refer to 3D digital file. Above ground indicators (markers) of underground services are located where visible. Third parties utilising this information should confirm the capture accuracies meet requirements prior to use.
This note is an integral part of this plan.

BYDA - Class D

Underground services have been compiled from information obtained from a Before-You-Dig-Australia search. Service locations have not been verified by MNG. Alignments are indicative only. Prior to demolition, excavation or construction, users should satisfy themselves to the currency of services, which may have been altered or new services installed on or near the subject site. Refer to the date and method of acquisition.
This note is an integral part of this plan

Rev.	Description	Drawn	Date	Checked
A	Initial Issue	JA	23/10/23	MJ

Surveyor:- JA
Survey Date:- 20/10/2023
Precal/Cad:- SCDB

N

Lot 79 (#8) Osborne Place
Stirling, 6021
Detail Survey

CLIENT:
Locus Development Group

The contents of this plan are current and correct as of the date stated within the revision panel. All consultants and persons wishing to utilise this data should satisfy themselves of this plans currency by contacting the McMullen Nolan Group.

SCALE 1:500 @ A3
0 10 20
ALL DISTANCES ARE IN METRES
For a true to scale reproduction of this plan, plot it to A3 with the Paging Scaling set to None.

The boundaries shown on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Existing easements, encumbrance or interest are not depicted and a title search is recommended to obtain this information. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

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ABN 90 009 363 311

Project Mngr: Matt Jilley | Datum: PCG2020/AHD

105861 - DE - 001 - A
Job Number | Type | Plan Number | Revision

ROAD FEATURES

- Traffic Junction Box
- Traffic Signals - 1 Aspect
- Traffic Signals - 2 Aspect
- Traffic Signals - 3 Aspect
- Traffic Signals - 4 Aspect
- Pedestrian Signals
- Sign On One Pole
- Sign Multiple Poles
- Overhead Sign
- Traffic Controller Box
- Finger Sign (F SIGN)
- Traffic Earth Pit
- Police Traffic Camera
- Guide Post
- Km Marker (SLKP)
- Traffic Count

ELECTRICAL

- Earth Pit (Earth)
- Electrical Pillar (E)
- Electrical Dome (WP)
- Light Pole - Directional
- Power Pole
- Transformer Single Pole
- Stay Pole
- Steel Wire Anchor
- High Mast Lighting (HL)
- Electrical Cable Marker (E)
- MRWA Cable Marker (M)
- MRWA Electrical Cable Box (MR)
- Electrical Cable Pit/Box (E)
- MRWA Distribution Board (EDB)
- High Tension Power Pole (PP)
- Electrical Supply Pole (EP)
- Ground Floodlight (GFL)
- MRWA Electrical Manhole
- Meter Box (MB)
- Power Meter Box
- Electrical Transformer
- MRWA Light Pole
- MRWA Multiple Light Pole

COMMUNICATION

- Telstra Pit (T)
- Telstra Pillar (T)
- Telstra Marker (T)
- Telstra Pole
- Telephone Booth (T)
- Emergency Phone (TEL)
- Antenna
- Telstra Elevated Joint (TEJ)
- Cable Marker (Optus)
- Telstra Tower
- Communication Manhole

WATER

- Water Meter (WM)
- Water Stop Valve (WA)
- Hydrant (Ground Level) (G.HYD)
- Hydrant (Pillar) (FH)
- Water Bore (WB)
- Stand Pipe
- Reticulation Sprinkler
- Reticulation Control Valve (WA)
- Well (WELL)
- Water Main Marker (W)
- Water Tap
- Flushing Point (FP)
- Air Valve (AV)
- Peizometer (P)
- Hydrant Booster Box

GAS

- Gas Marker (G)
- Gas Valve (GV)
- Gas Test Valve (GTV)
- LPG Tank (LPG)
- Gas Test Pit (Gas Pit)
- Gas Manhole

DRAINAGE

- Invert Level (IL)
- Overt Level (OL)
- Flood Level (FL)
- Water Line (WL)
- Flood Level Indicator (FL)
- Storm Water Grate
- Drainage Gully
- Drainage Manhole
- Drainage Headwall

SEWER

- Sewer Vent (S)
- Sewer Line Marker (S)
- Sewer Inspection Shaft (IS)
- Sewer Inspection Opening (IO)
- Sewer Manhole

RAIL

- Rail Traffic Signals (3)
- Rail Traffic Control Box (RAIL)
- Rail Telephone Box (T)
- Rail Cable Pit (RAIL)
- Rail Cable Marker (T)
- Rail SLK Post (SLKP)
- Manhole - Rail Cable (RC)

STRUCTURE

- Deck Level (DL)
- Floor Level (FL)
- Column Centre

GENERAL

- Clothes Hoist
- Air Conditioner
- Marker Unk/Undefined
- Undefined Manhole
- Control Of Access Sign
- Count Station
- Advertising Sign (AD)
- Windmill
- Stock Trough (TROUGH)
- Litter Bin (BIN)
- Mail Box (MAIL)
- Parking Meter (PM)
- Bus Stop (BUS)
- Ticket Machine (T)
- Borehole (BORE)
- Flag Pole (FLAG)
- Bollard
- Fuel Bowser
- Underground Filler (UTF)
- Diesel Tank (D)
- Oil Main Marker (O)
- Security Post
- Tank (TANK)

GROUND FEATURES

- Natural Surface (12.34)
- Aerial Survey Marker

VEGETATION

- Tree Details - Canopy & Trunk
- Tree 0.1m-0.3m Trunk Diameter
- Tree 0.3m-0.5m Trunk Diameter
- Tree 0.5m-1.0m Trunk Diameter
- Tree > 1.0m Trunk Diameter
- Bush
- Die Back Area - Marker
- Nesting Tree
- Tree Trunk / Stump
- Grass Tree

SURVEY CONTROL

- Star Iron Picket
- Trig Point
- SSM
- Bench Mark (BM)
- Photo Point
- Cadastral Peg/Post (OP)
- Reference Peg (R.PEG)
- Alignment Control
- Spring Head Nail
- Spike (SP)
- TBM
- Peg Placed / Found

ROAD FEATURES

- Edge Of Bitumen
- Road Shoulder
- Edge Of Unsealed Road
- On Road
- Centre Of Road
- Kerb Top
- Kerb Bottom
- Cattle Grid
- Centre Of Driveway
- Edge Of Driveway
- Pedestrian Ramp
- Pedestrian Crosswalk
- Track
- Parking Bay
- Line Markings 1m Line & 1m Gap
- Line Markings 1m Line & 3m Gap
- Line Markings 3m Line & 9m Gap
- Lane Marking (9m*3m GAP)
- Lane Markings - Audible
- Shared Pathway - Guide Line 900mm*300mm GAP
- Footpath/Shared Path - Give Way 200mm*200mm GAP
- Giveway/Hold/Turn Lines 600mm*600mm GAP
- Double Barrier Line
- Overtaking Lane Left
- Overtaking Lane Right
- Single Solid Line
- Arrow Straight
- Arrow Straight/Left
- Arrow Straight/Right
- Arrow Left
- Arrow Right
- Arrow 3 Ways
- Arrow Right & Left
- Arrow U-Turn
- Arrow Merge
- Painted Lettering On Seal
- Painted Bicycle Traffic Signal Detector
- Guardrail - W Beam
- Guardrail - Thrie
- Barrier Concrete
- Barrier Steel Rope
- Barrier - Single Rail
- Barrier - Double Rail
- Barrier Triple Rail
- Bridge Barrier - (All Types)
- Bridge Expansion Joints
- Bridge - Outside Of Deck
- Soffit String

STRUCTURE

- Bridge
- Abutment
- Columns
- Piers
- Underpass
- Ramp
- Steps/Stairs
- Edge Of Concrete
- Bus Shelter
- Memorial
- Ruin
- Building / Structure
- Awning
- Shed
- Verandah
- Door Opening
- Window
- Roof Gutter Line
- Roof Ridge Line
- Top Of Wall
- Brick Wall
- Concrete Wall
- Livestock Grid

GROUND FEATURE

- Major Contour (10)
- Minor Contour
- Bank Bottom
- Bank Top
- Line Of Levels
- Levee Top
- Levee Bottom
- Rock Outcrop
- Ridge Line
- Borrow Pit
- Earthworks Area
- Ground Subsidence
- Rock Pitching

VEGETATION

- Tree Line/Canopy
- Bush Line
- Hedge
- Garden Bed
- Lawn Area
- Vineyard
- Plantation
- Orchard
- Nursery
- Market Garden
- Recreational Area
- Trunk Circumference Circle
- Tree-line Face Of Trunks

ELECTRICAL

- Varible Message Sign
- Electrical Structure String
- Overhead Powerlines - Null Height
- Overhead Powerlines - True Height
- High Tension Power Lines - Null Height
- High Tension Power Lines - True Height

COMMUNICATION

- Unidentifed Service Pit
- Telstra Cable (T)
- Amcom Cable

WATER

- Water Pipe (W)

GAS

- Gas Line (G)

DRAINAGE

- Drainage Pipe (D)
- Drainage Culvert
- Floodway
- Drain
- Edge Of Drain
- Sump
- Waters Edge
- Swamp
- Dam
- Edge Of Creek/Water
- Centre Of Channel
- Wet Area
- Flood Level Line
- Waterways Cross Section

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SEWER

- Sewer Pressure Main (PM)
- Sewer Pipe (S)

RAIL

- Railway Platform
- On Rail
- Rail Boom Gate
- Rail Underground Cable
- Dual Gauge Rail
- Narrow Gauge Rail
- Cross Setion - Rail
- Standard Gauge Rail
- Rail U/G Cable

CADASTRAL

- MNG Precal/Re Established
- (SCDB) - State Cadastral Data Base
- Cadastre By Others

GENERAL

- Swimming Pool
- Tank Perimeter
- Mine Shaft
- Mine Workings
- Koppa Logging Fence
- Fence/Gate
- Wall
- Top Of Barrier / Wall etc
- Retaining Wall
- Boundary Line
- Footpath
- Gas Cylinder/Tank
- Brick Paving
- Bike Rack
- Bench Seating
- Handrail

UNDERGROUND SERVICES

UNDERGROUND SERVICES - inDIRECT MEASUREMENT - CLASS B

(PZA)	Underground Amcom/Vocus Cable
(PZC)	Underground Drainage Pipe
(PZE)	Underground Electrical Cable
(PZF)	Underground Western Power Comms
(PZG)	Underground Gas Line
(PZH)	Underground MRWA Comms
(PZI)	Underground MRWA Power
(PZJ)	Underground NBN Comms
(PZK)	Underground TPG /Pipe Networks
(PZN)	Underground Next Gen Comms
(PZO)	Underground Optus Fibre_Optic
(PZP)	Underground Optus Copper
(PZR)	Underground Rail Services
(PZS)	Underground Sewer Pipe
(PZT)	Underground Telstra Copper
(PZU)	Underground Unknown Service
(PZV)	Underground Telstra Optic_Fibre
(PZW)	Underground Water Pipe
(PZX)	Underground Reticulation Pipe
(PZZ)	Abandoned Service

(MAIN ROADS - SURFACE LOCATION) - CLASS B POINT MEASRUED AT GROUND LEVEL DIRECTLY ABOVE TRACED SERVICE

HA	AMCOM/VOCUS Cable - Surface Location
HC	Drainage Pipe / Stormwater - Surface Location
HE	Electrical Cable - Surface Location
HF	Western Power Communication - Surface Location
HG	Gas Line - Surface Location
HH	MRWA Communication - Surface Location
HI	MRWA Power - Surface Location
HJ	Underground NBN Fibre - Surface Location
HK	Underground TPG/Pipe Networks Surface Location
HN	Next Gen Communication - Surface Location
HO	Optus Optic_Fibre - Surface Location
HP	Optus Copper - Surface Location
HR	Rail Services - Surface Location
HS	Sewer Pipe - Surface Location
HT	Telstra Copper - Surface Location
HU	Unknown Service - Surface Location
HV	Telstra Optic_Fibre - Surface Location
HW	Water Pipe - Surface Location
HX	Reticulation - Surface Location
HZ	Abandoned Service - Surface Location

UNDERGROUND SERVICES DIRECT MEASUREMENT - CLASS A

(PQA)	Underground Amcom/Vocus Cable
(PQC)	Underground Drainage Pipe
(PQE)	Underground Electrical Cable
(PQF)	Underground Western Power Comms
(PQG)	Underground Gas Line
(PQH)	Underground MRWA Comms
(PQI)	Underground MRWA Power
(PQJ)	Underground NBN Comms
(PQK)	Underground TPG /Pipe Networks
(PQN)	Underground Next Gen Comms
(PQO)	Underground Optus Fibre_Optic
(PQP)	Underground Optus Copper
(PQR)	Underground Rail Services
(PQS)	Underground Sewer Pipe
(PQT)	Underground Telstra Copper
(PQU)	Underground Unknown Service
(PQV)	Underground Telstra Optic_Fibre
(PQW)	Underground Water Pipe
(PQX)	Underground Reticulation Pipe
(PQZ)	Abandoned Service

(MAIN ROADS - UNVERIFIED, NO MEASURMENT) DBYD COMPILED - CLASS C AND D

QA	AMCOM/VOCUS Cable - Unverified, No Measurement
QC	Drainage Pipe / Stormwater - Unverified, No Measurement
QE	Electrical Cable - Unverified, No Measurement
QF	Western Power Communication - Unverified, No Measurement
QG	Gas Line - Unverified, No Measurement
QH	MRWA Communication - Unverified, No Measurement
QI	MRWA Power- Unverified, No Measurement
QJ	Underground NBN Comms - Unverified, No Measurement
QK	Underground TPG/Pipe Networks - Unverified, No Measurement
QN	Next Gen Communication - Unverified, No Measurement
QO	Optus Optic_Fibre - Unverified, No Measurement
QP	Optus Copper - Unverified, No Measurement
QT	Telstra Copper - Unverified, No Measurement
QV	Telstra Optic_Fibre - Unverified, No Measurement
QR	Rail Services - Unverified, No Measurement
QS	Sewer Pipe - Unverified, No Measurement
QU	Unknown Service - Unverified, No Measurement
QW	Water Pipe - Unverified, No Measurement
QX	Reticulation - Unverified, No Measurement
QZ	Abandoned Service - Unverified, No Measurement

Rev.	Description	Drawn	Date	Checked
H	U/G Services Amended	SAH	30/10/2020	TKI

SCALE 1:1000 @ A3

0 10 20 30 40 50

ALL DISTANCES ARE IN METRES

For a true to scale reproduction of this plan, plot it to A3 with the Paging Scaling set to None.

The contents of this plan are current and correct as at the date stated within the revision panel. All consultants and persons wishing to utilise this data should satisfy themselves of this plans currency by contacting the McMullen Nolan Group.

Surveyor:- MNG
Survey Date:- 30/06/2020
Precal/Cad:- 30/06/2020

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N

The boundaries shown on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Existing easements, encumbrance or interest are not depicted and a title search is recommended to obtain this information. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

MNG.
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Jandakot, W.A. 6164
PO Box 3526, Success
W.A. 6964, Australia
Offices in: Perth | Melbourne | Kimberley| South West WA
Tel: (08) 6436 1599
Fax: (08) 6436 1500
info@mngsurvey.com.au
www.mngsurvey.com.au
ABN 90 009 363 311

McMULLEN NOLAN GROUP
FEATURE SURVEY - GENERAL LEGEND

CLIENT: N/A

Project Mngr	MNG Group	Datum	LOCAL

95465 - DOC - 012 - H
(Job Number - Type - Plan Number - Revision)

Master Plan GF

SCALE: 1:250

City of Stirling
16 May 2024
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Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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BUILDER

Master Plan UF

SCALE: 1:250

City of Stirling
16 May 2024
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Jamie Daniels Design

CLIENT Locus Development Group

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DA Drawings V4	09/05/24

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Site plan

SCALE: 1:250

City of Stirling
16 May 2024
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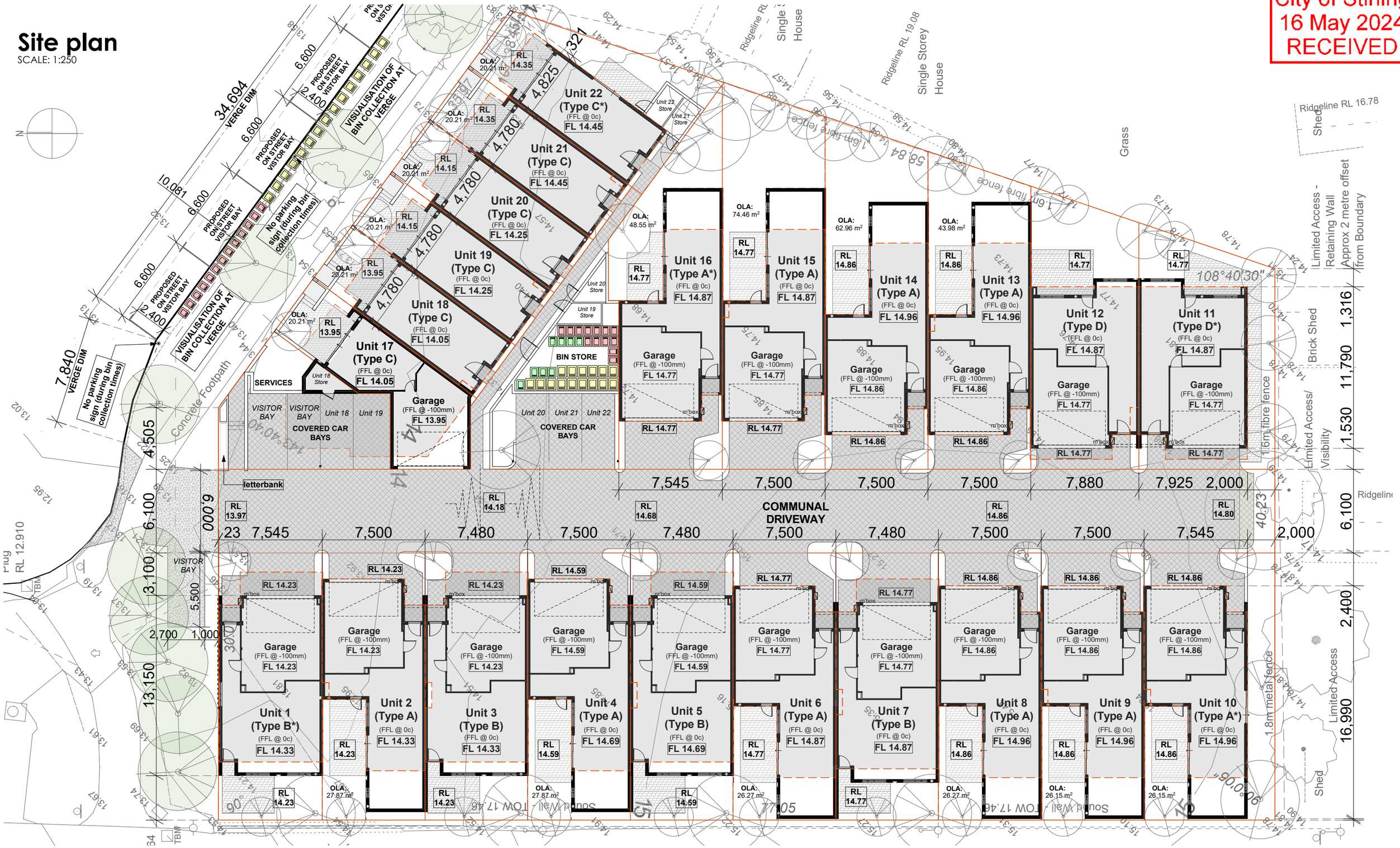

Jamie Daniels Design

CLIENT Locus Development Group

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DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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Site plan - Verge

SCALE: 1:200

City of Stirling
16 May 2024
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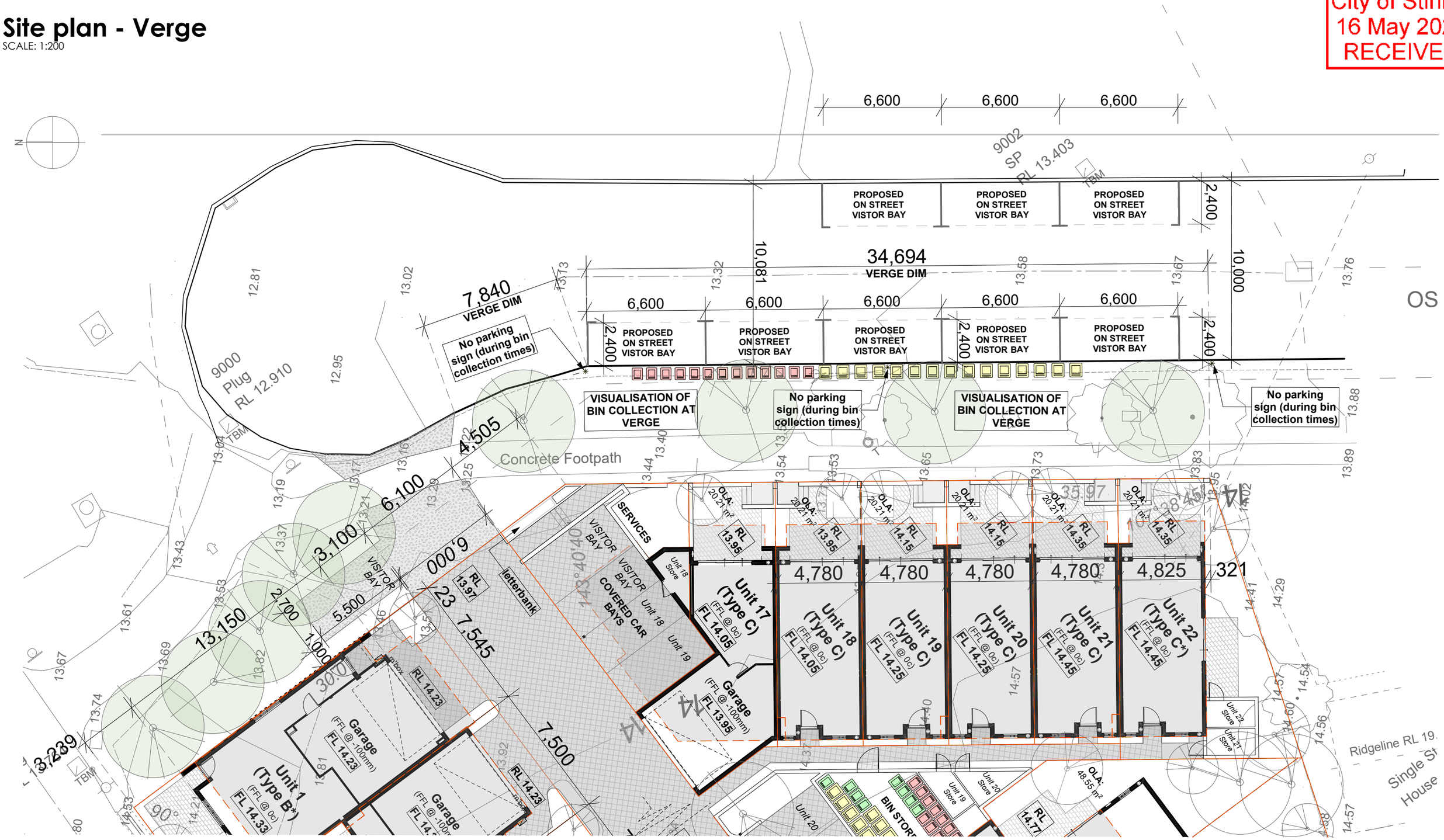

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

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Design Development (V2)	24/01/24
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DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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16 May 2024
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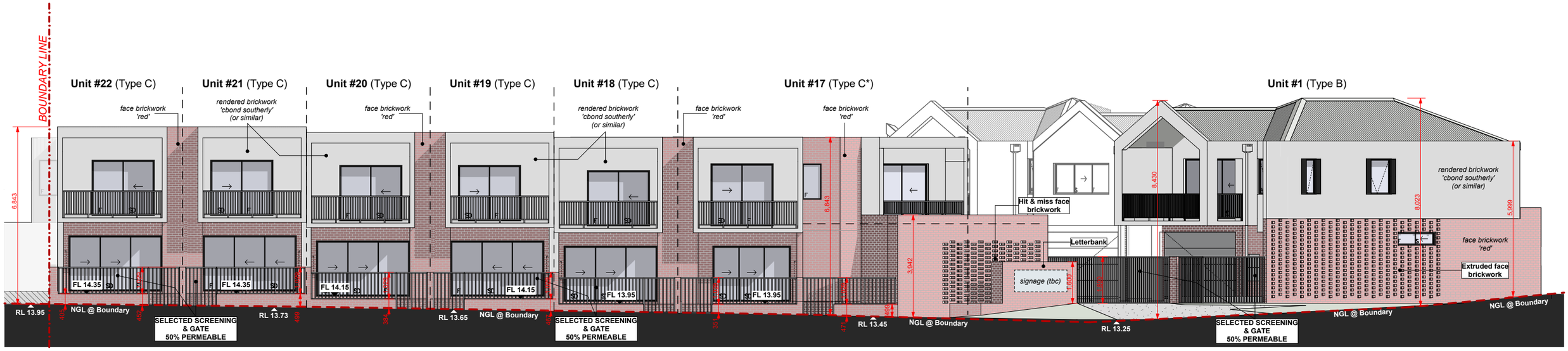
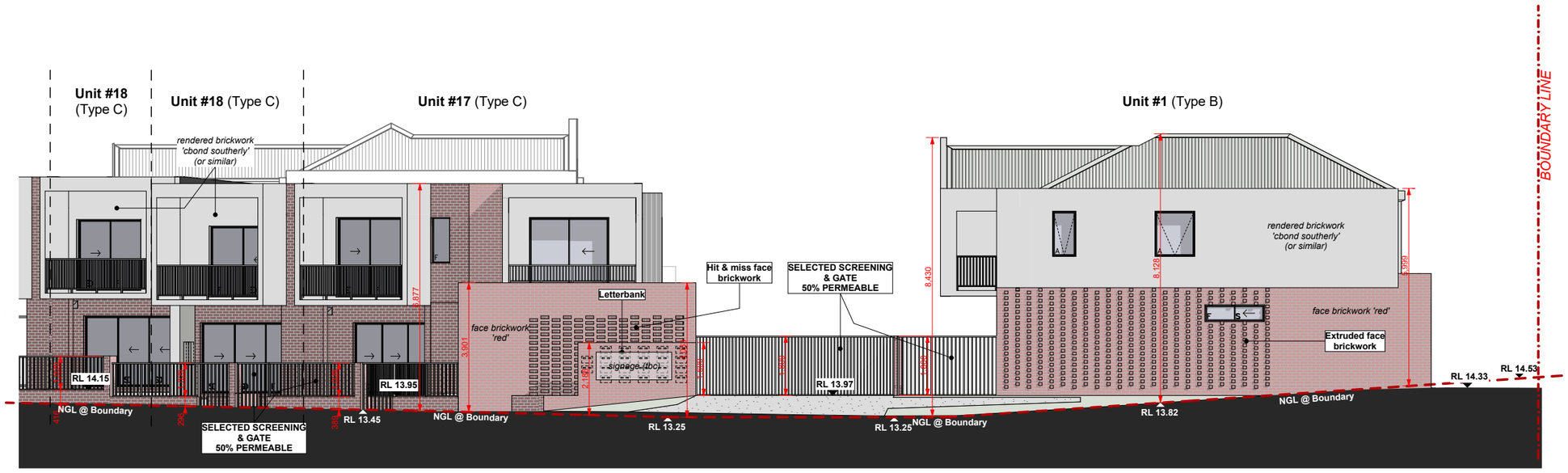
Master Elevations

SCALE: 1:150



C1 Primary Street Elevation

SCALE: 1:150



C8 Primary Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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Master Elevations

SCALE: 1:200

City of Stirling
16 May 2024
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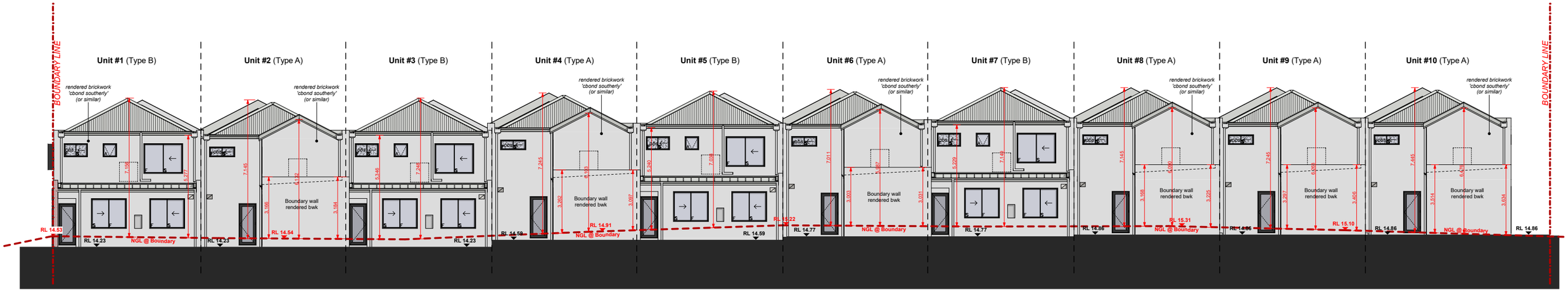

West Elevation Overall (Units 1-10)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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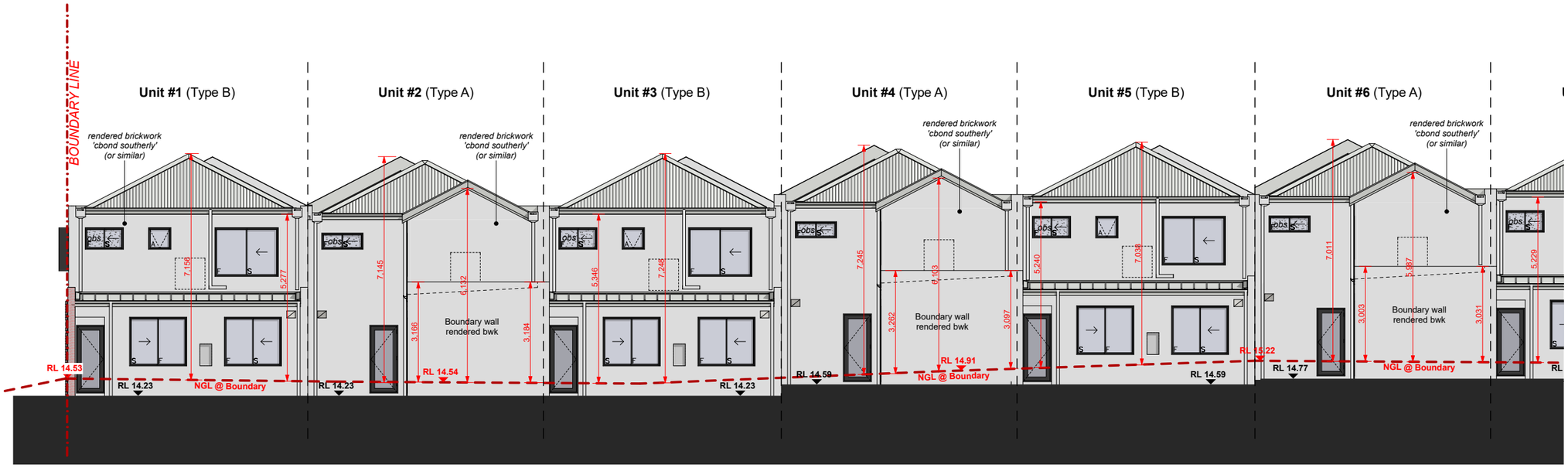
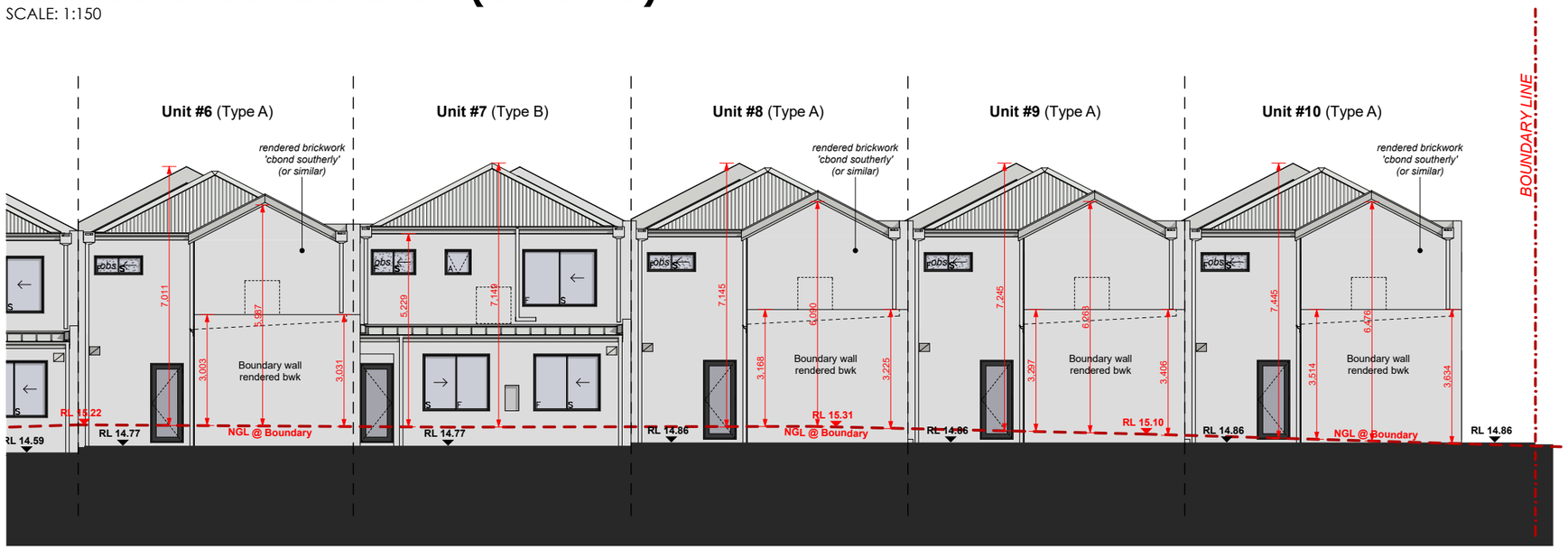
Master Elevations

SCALE: 1:150



C2 West Street Elevation (Units 1-6)

SCALE: 1:150



C2 West Street Elevation (Units 6-10)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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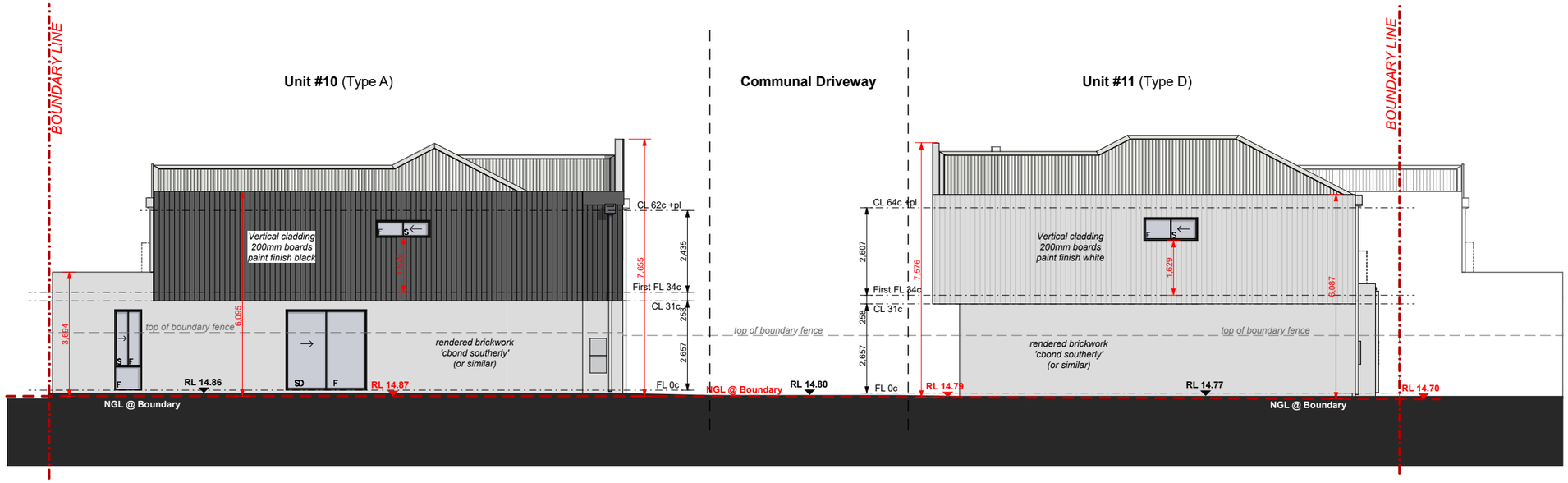
Master Elevations

SCALE: 1:150



C3 South Street Elevation

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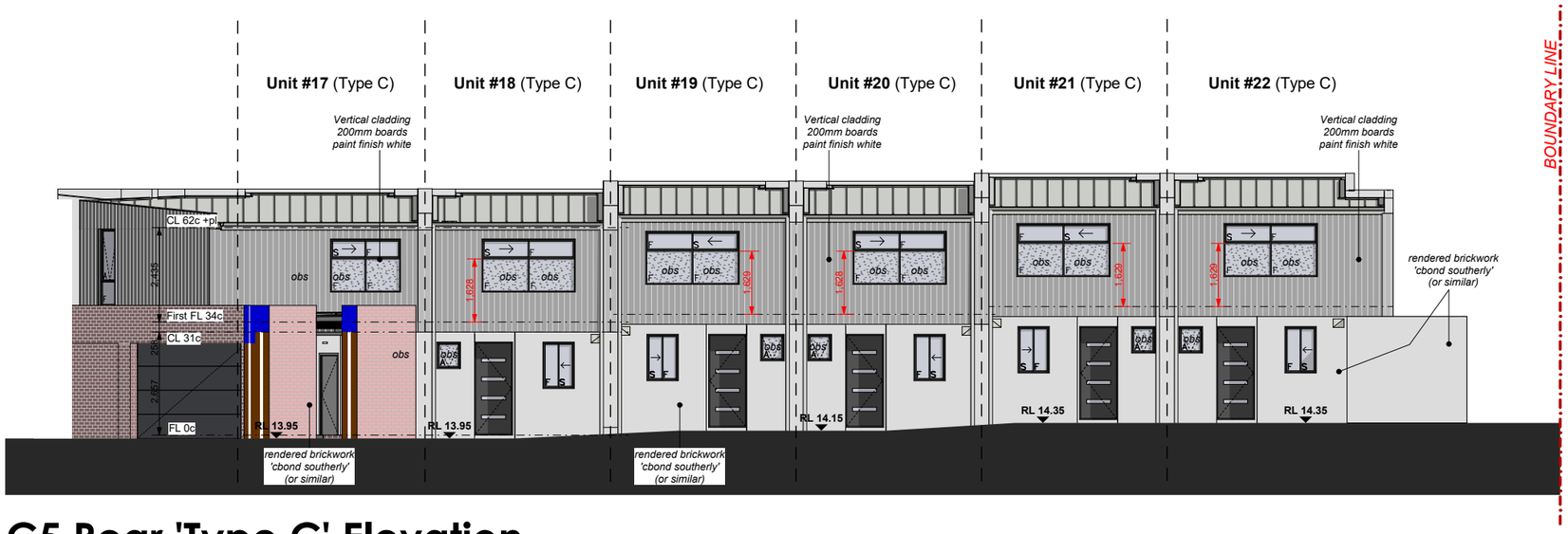

C5 Rear 'Type C' Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
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DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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Master Elevations

SCALE: 1:150

City of Stirling
16 May 2024
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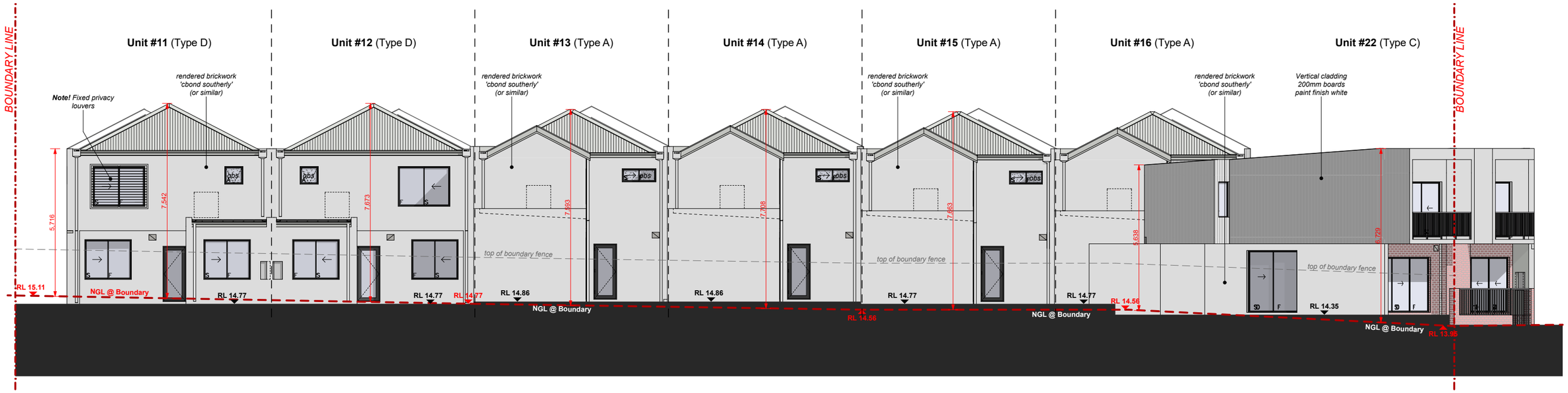

C4 East Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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16 May 2024
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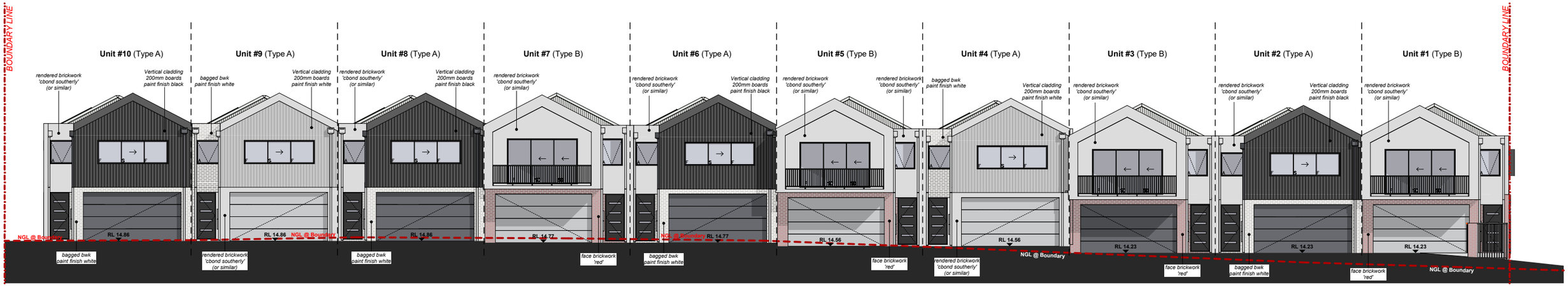
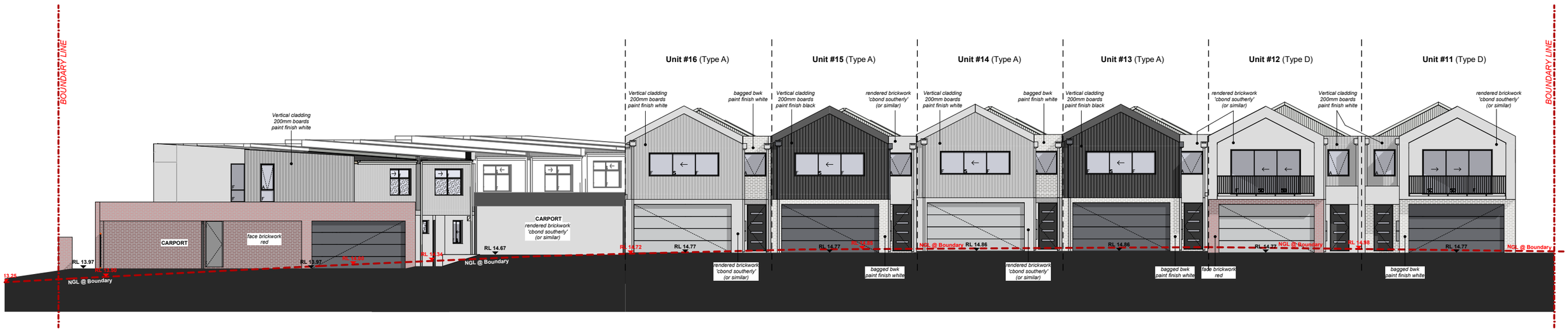
Master Elevations

SCALE: 1:200



Communal Drive Overall (Units 1-10)

SCALE: 1:200



Communal Drive Overall (Units 11-16)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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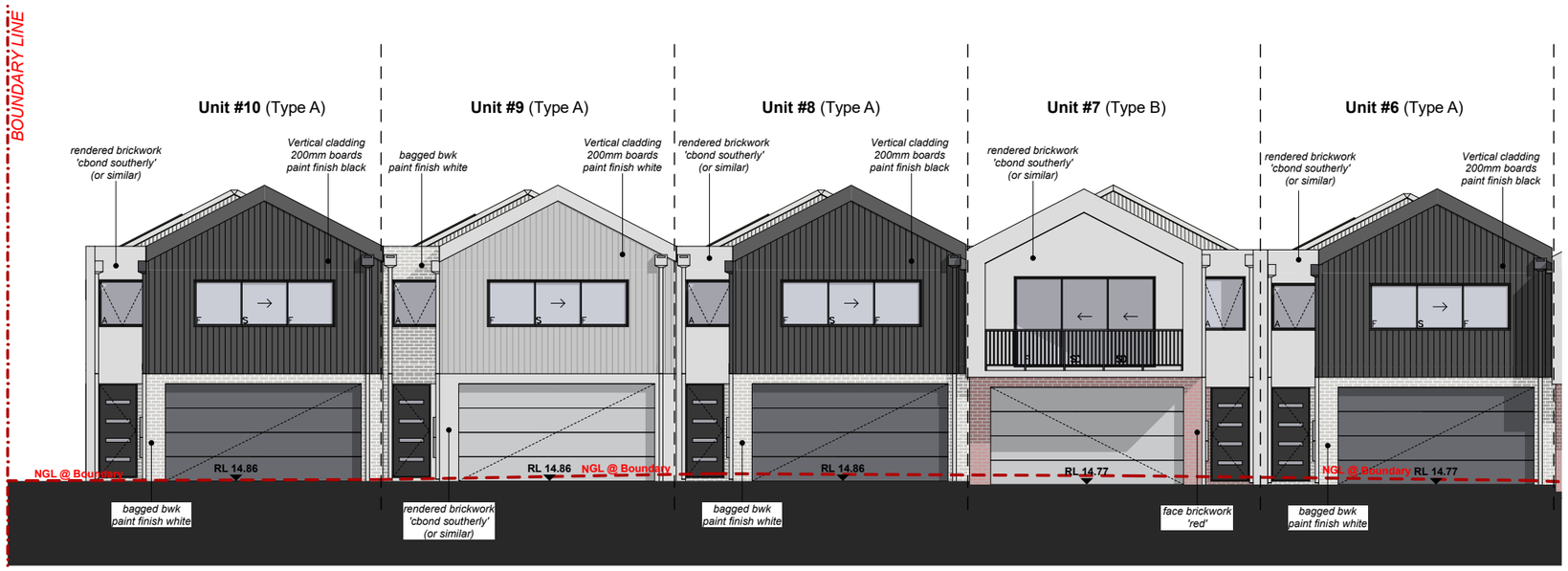
City of Stirling
16 May 2024
RECEIVED

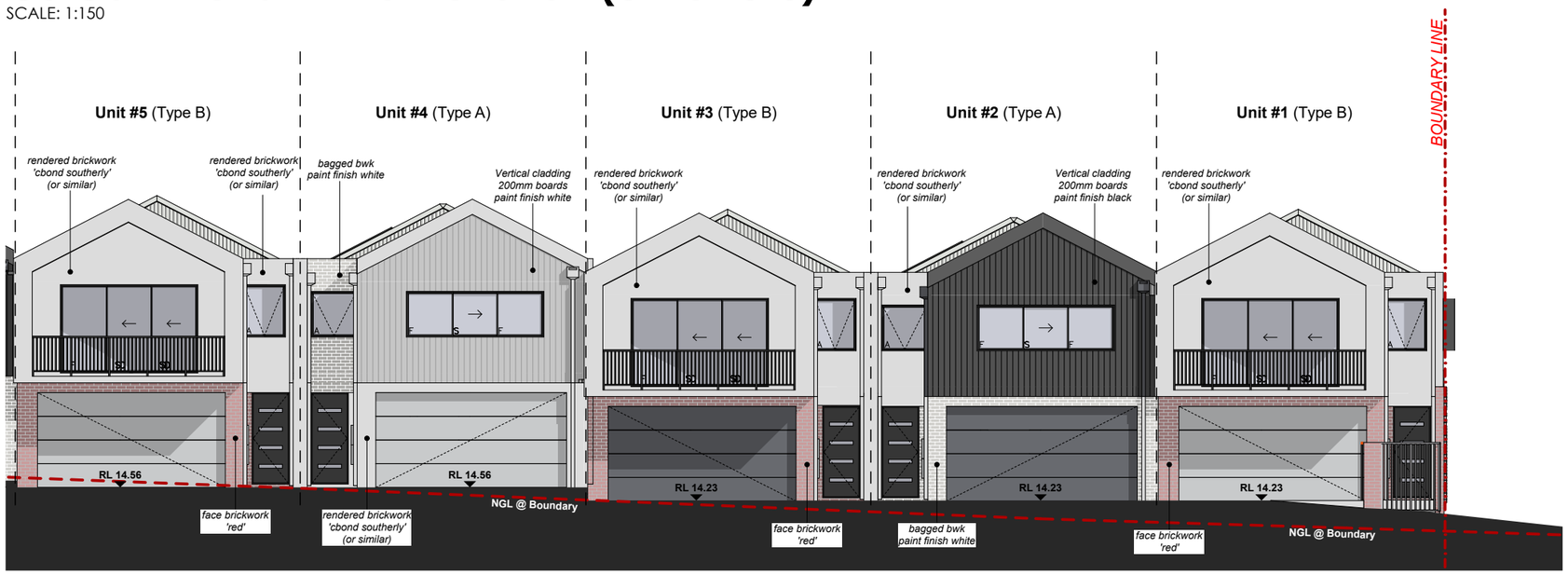
Master Elevations

SCALE: 1:150



C6 Communal Drive Elevation (Units 10-6)

SCALE: 1:150



C6 Communal Drive Elevation (Units 5-1)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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City of Stirling
16 May 2024
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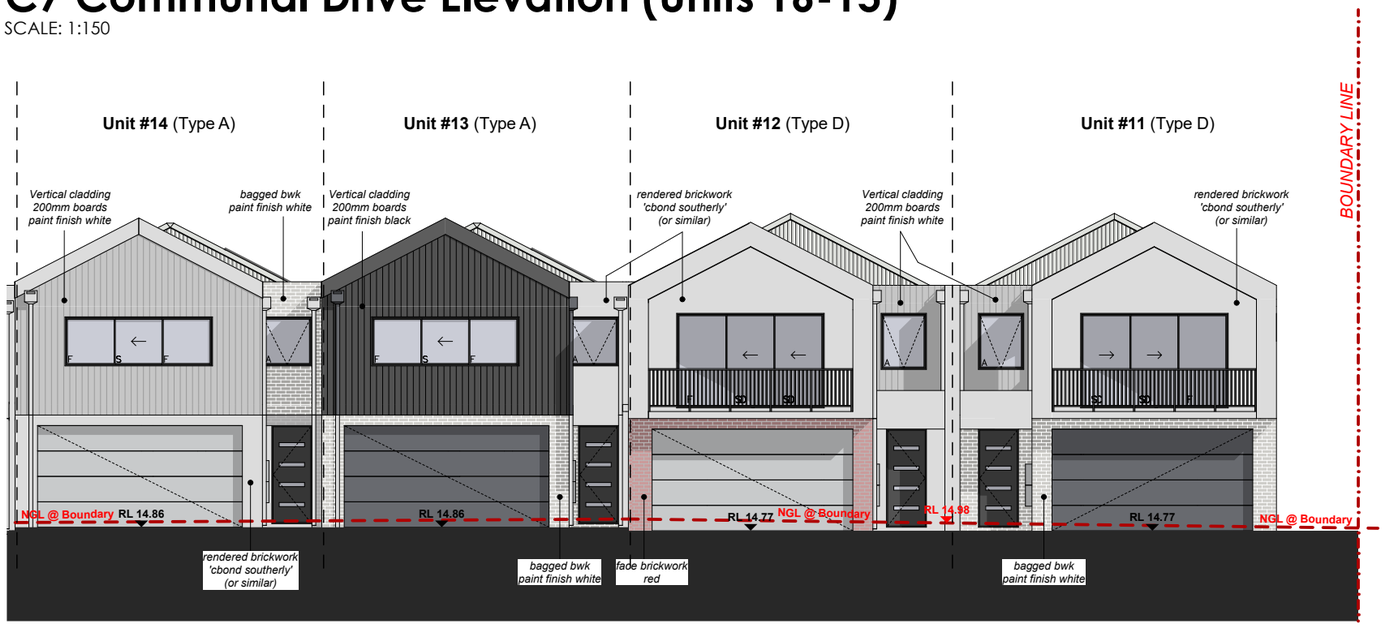
Master Elevations

SCALE: 1:150

C7 Communal Drive Elevation (Units 16-15)

SCALE: 1:150



C7 Communal Drive Elevation (Units 14-11)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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BUILDER

TYPE 'A' OLA

City of Stirling
16 May 2024
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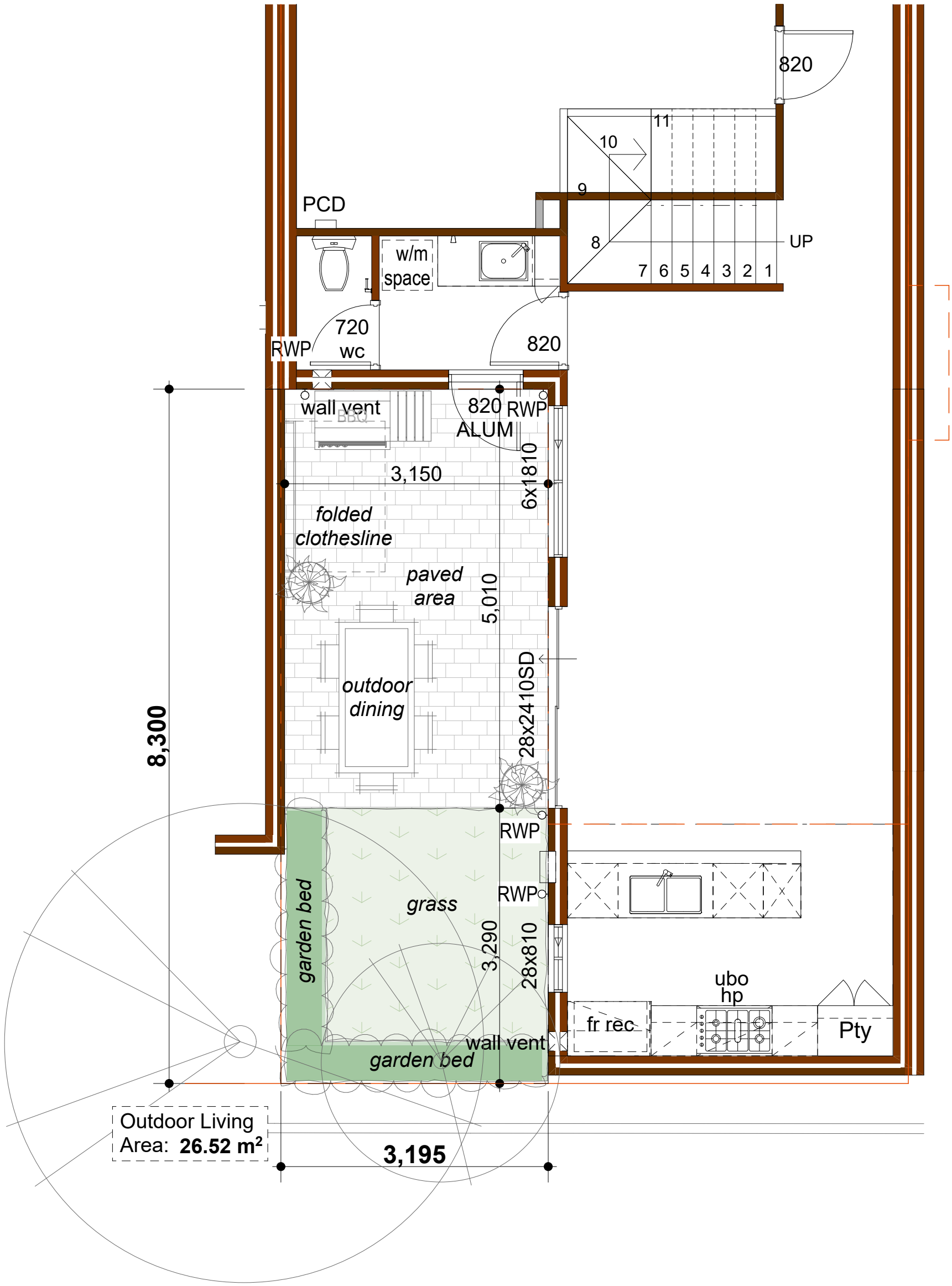

OUTDOOR LIVING AREA

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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BUILDER

City of Stirling
16 May 2024
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UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

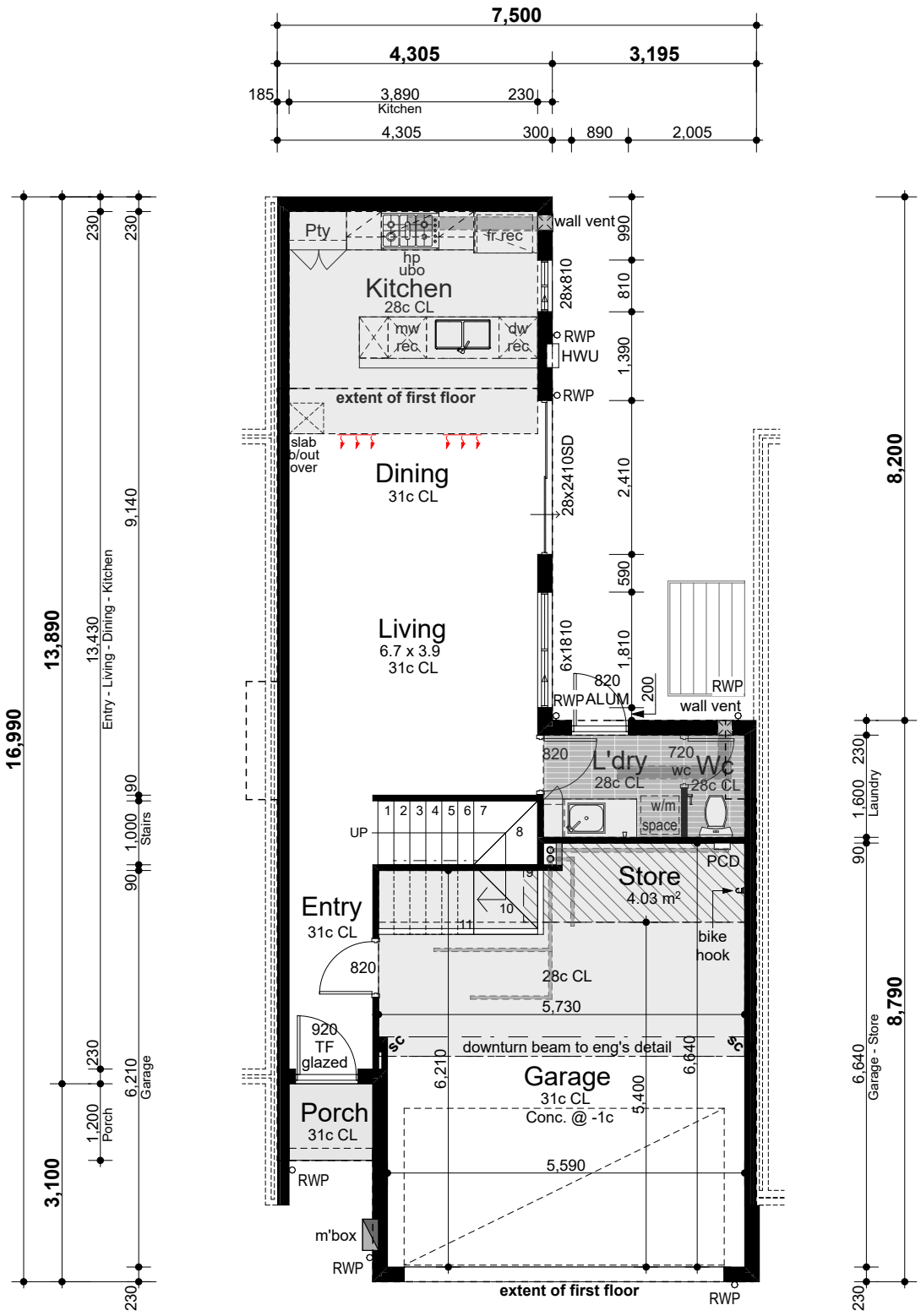
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

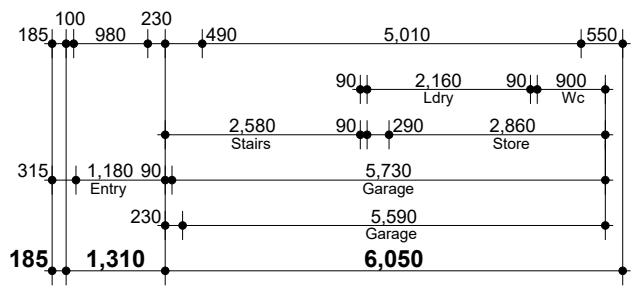
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	85.72m²
Garage	38.71m²
Porch	1.79m²
Total	**183.01m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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BUILDER

City of Stirling
16 May 2024
RECEIVED

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

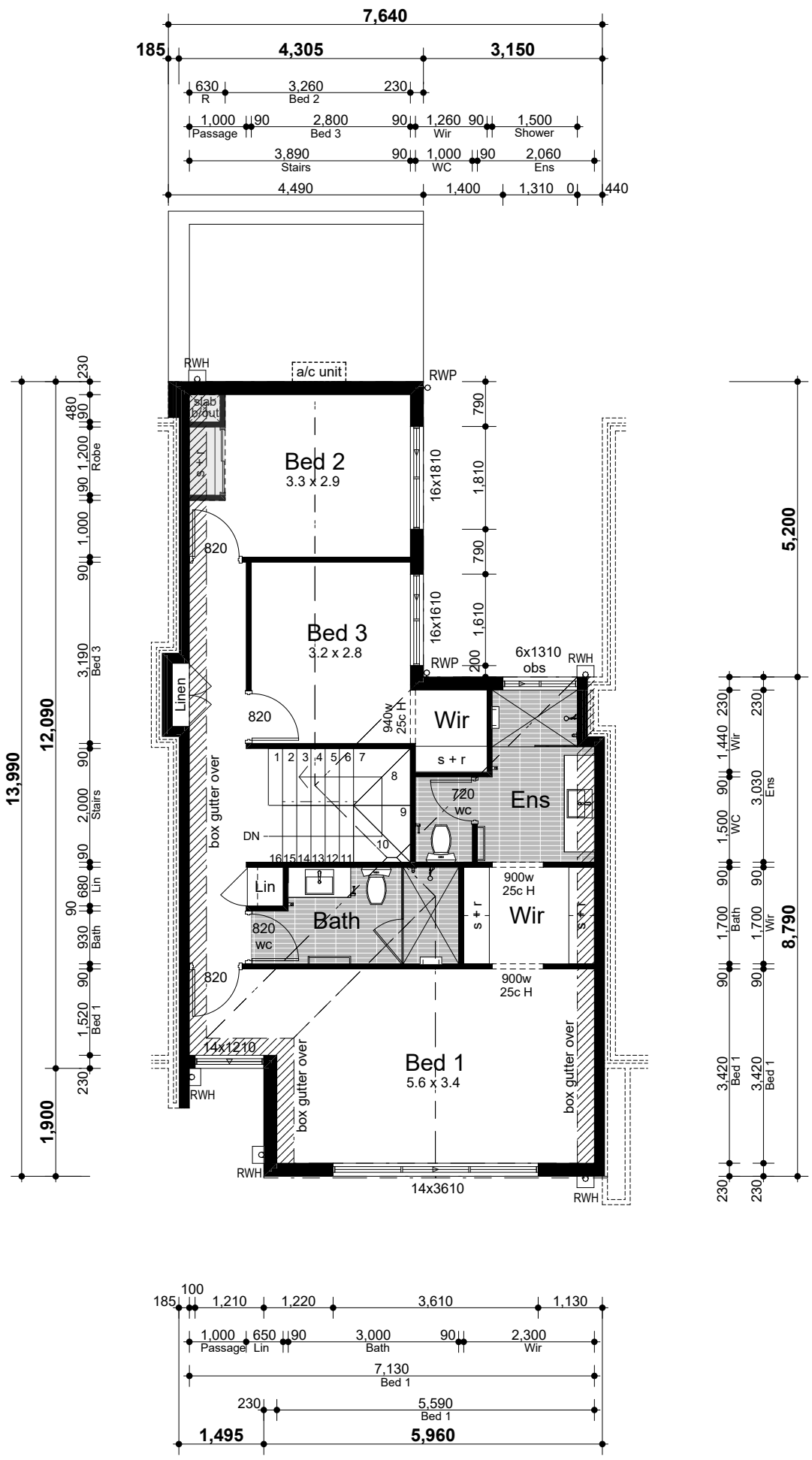
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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BUILDER

City of Stirling
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UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

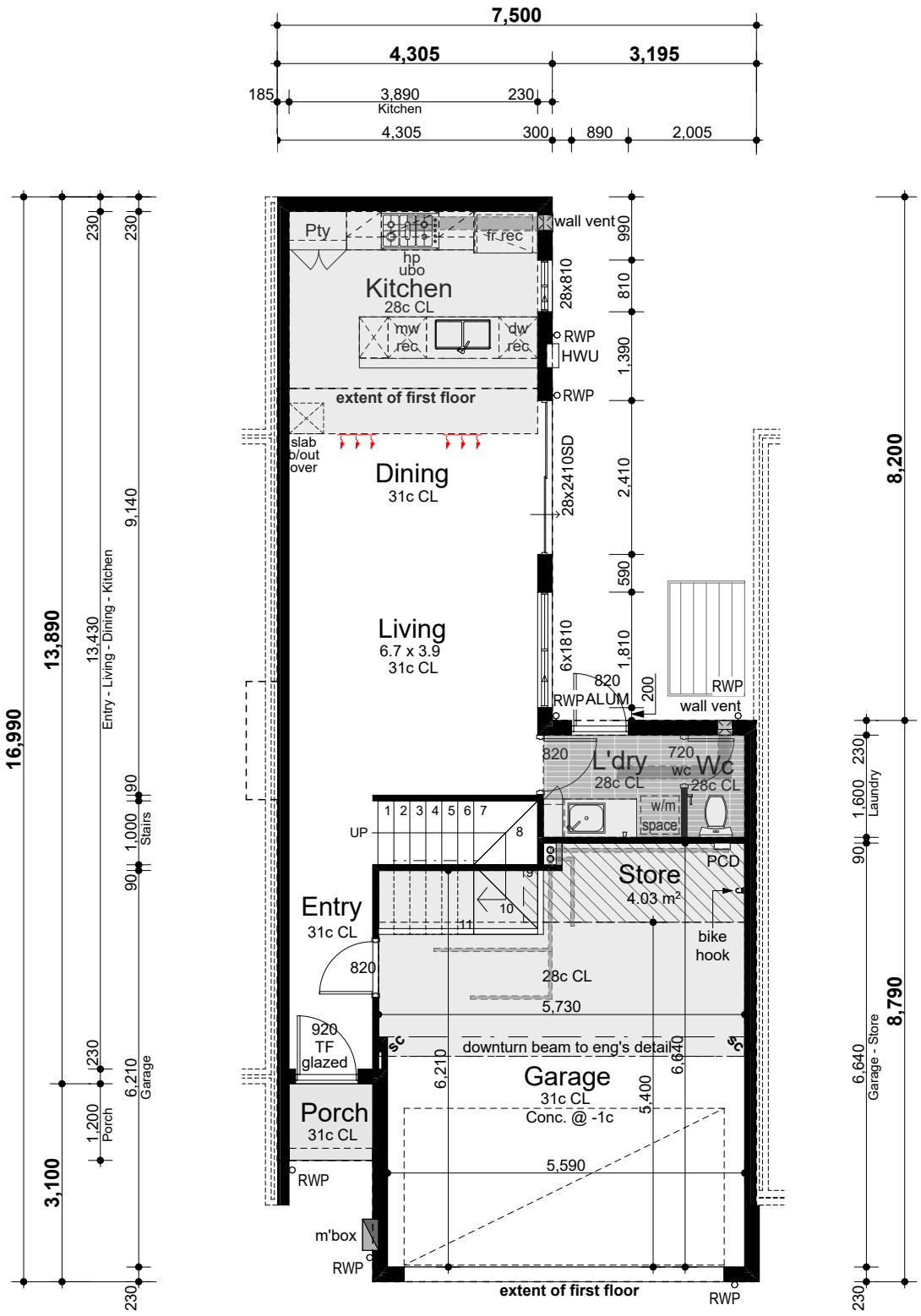
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

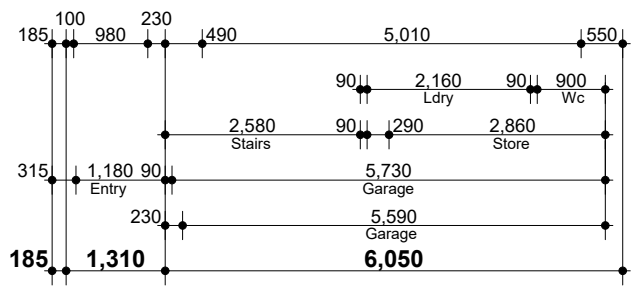
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	86.03m²
Garage	38.71m²
Porch	1.79m²
Total	**183.32m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

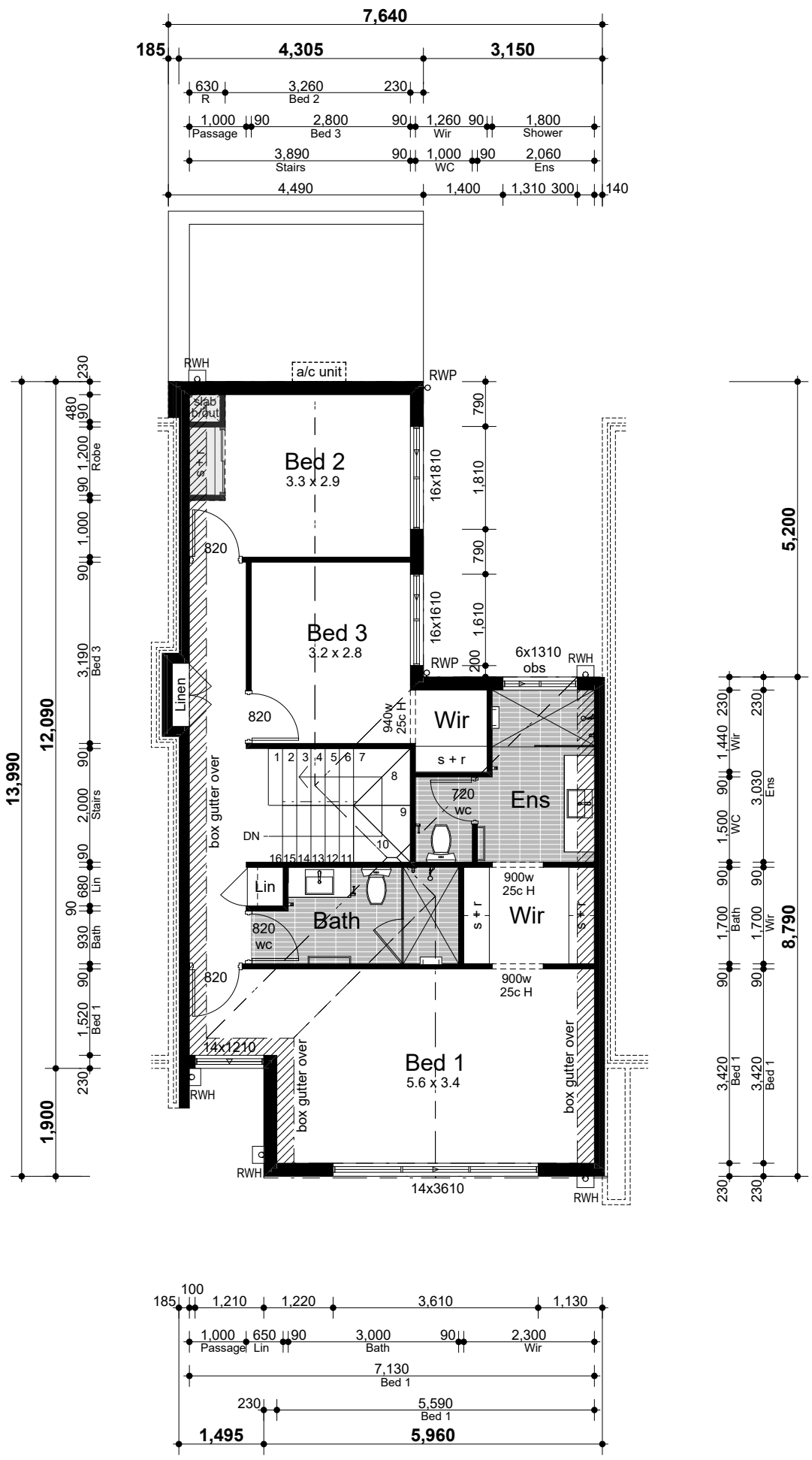
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

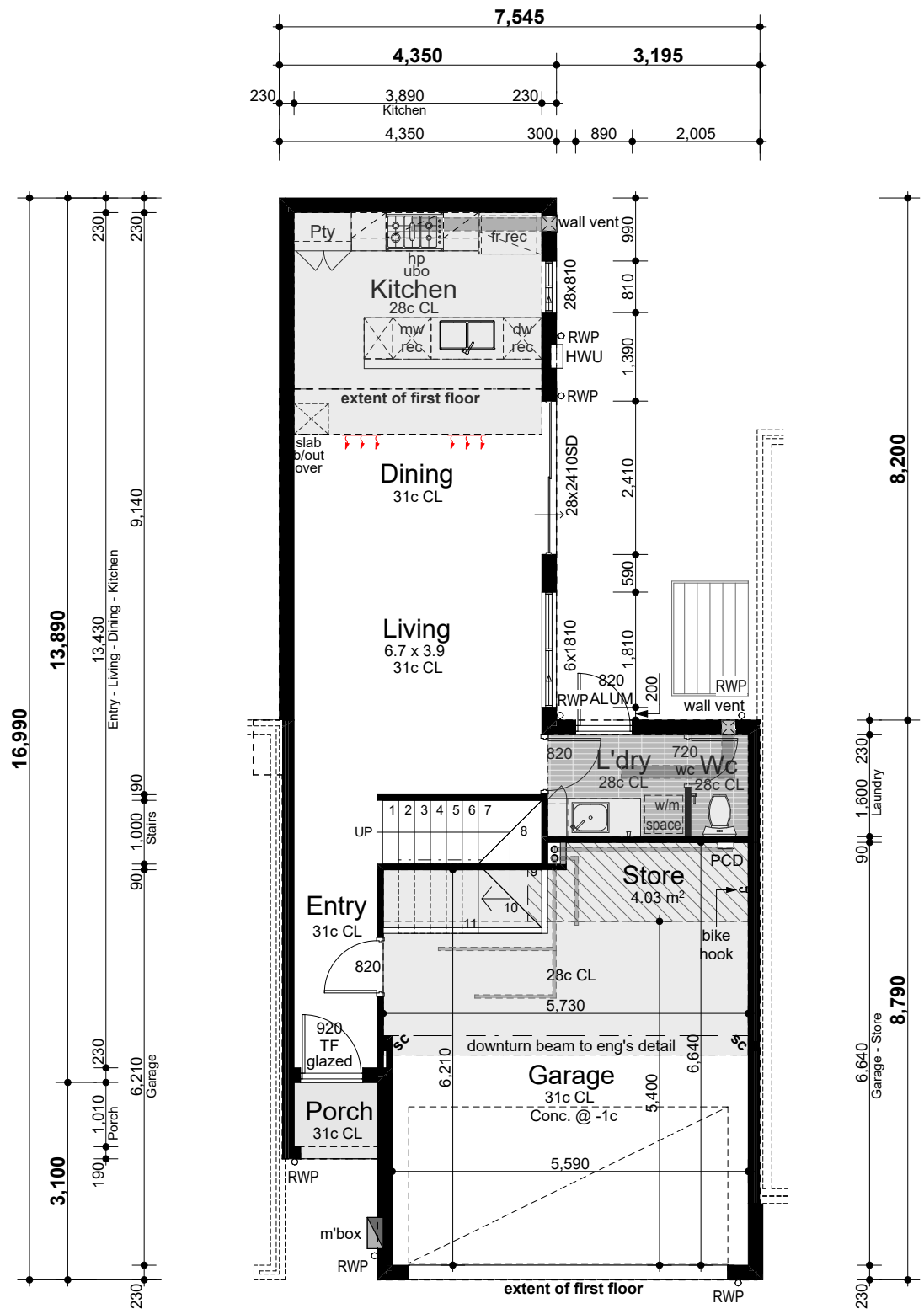
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

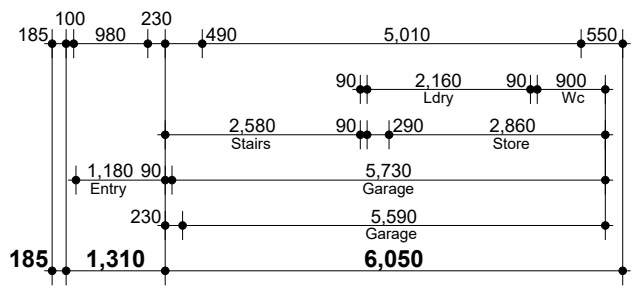
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	86.02m²
Garage	38.71m²
Porch	1.79m²
Total	**183.68m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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BUILDER

City of Stirling
16 May 2024
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UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

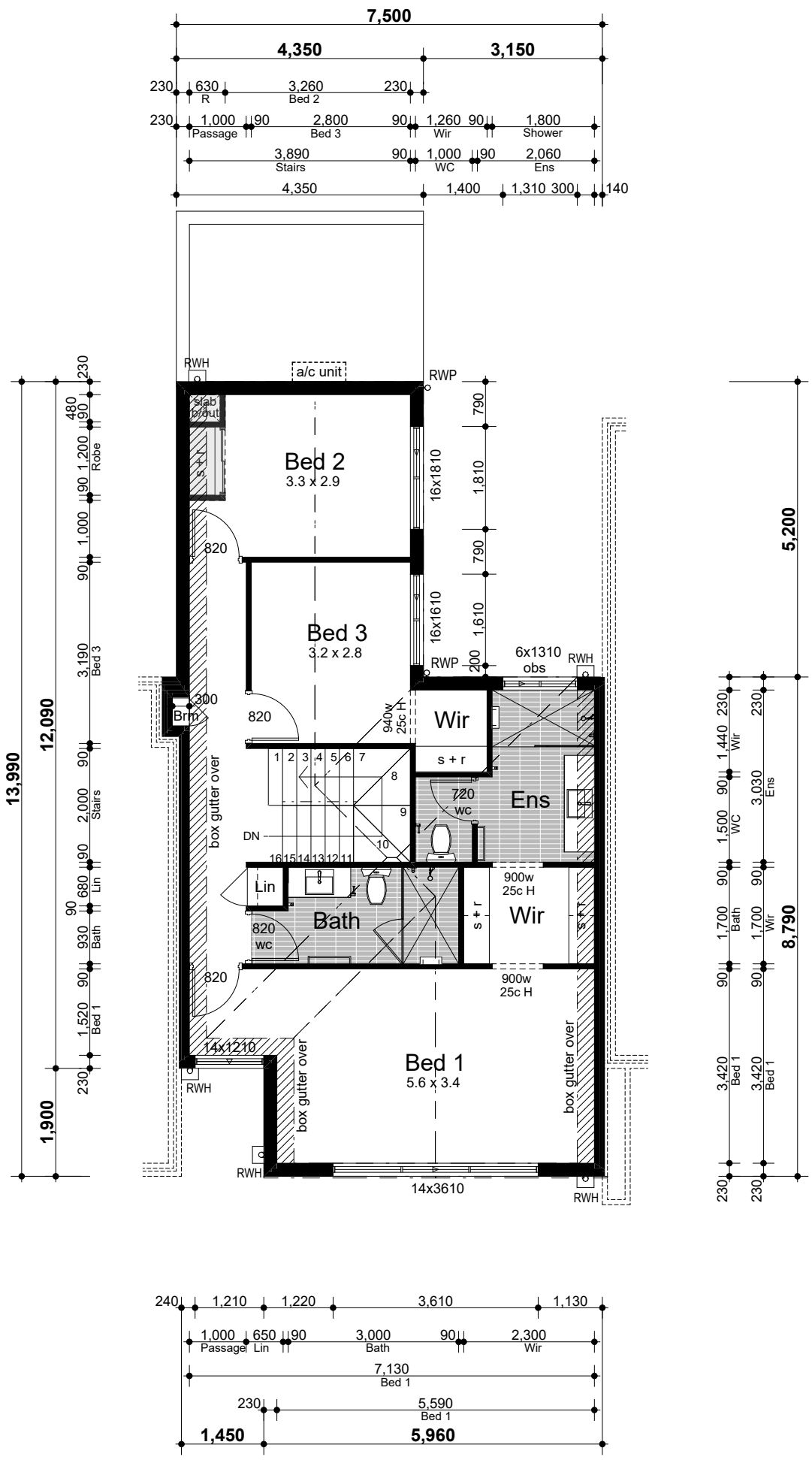
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

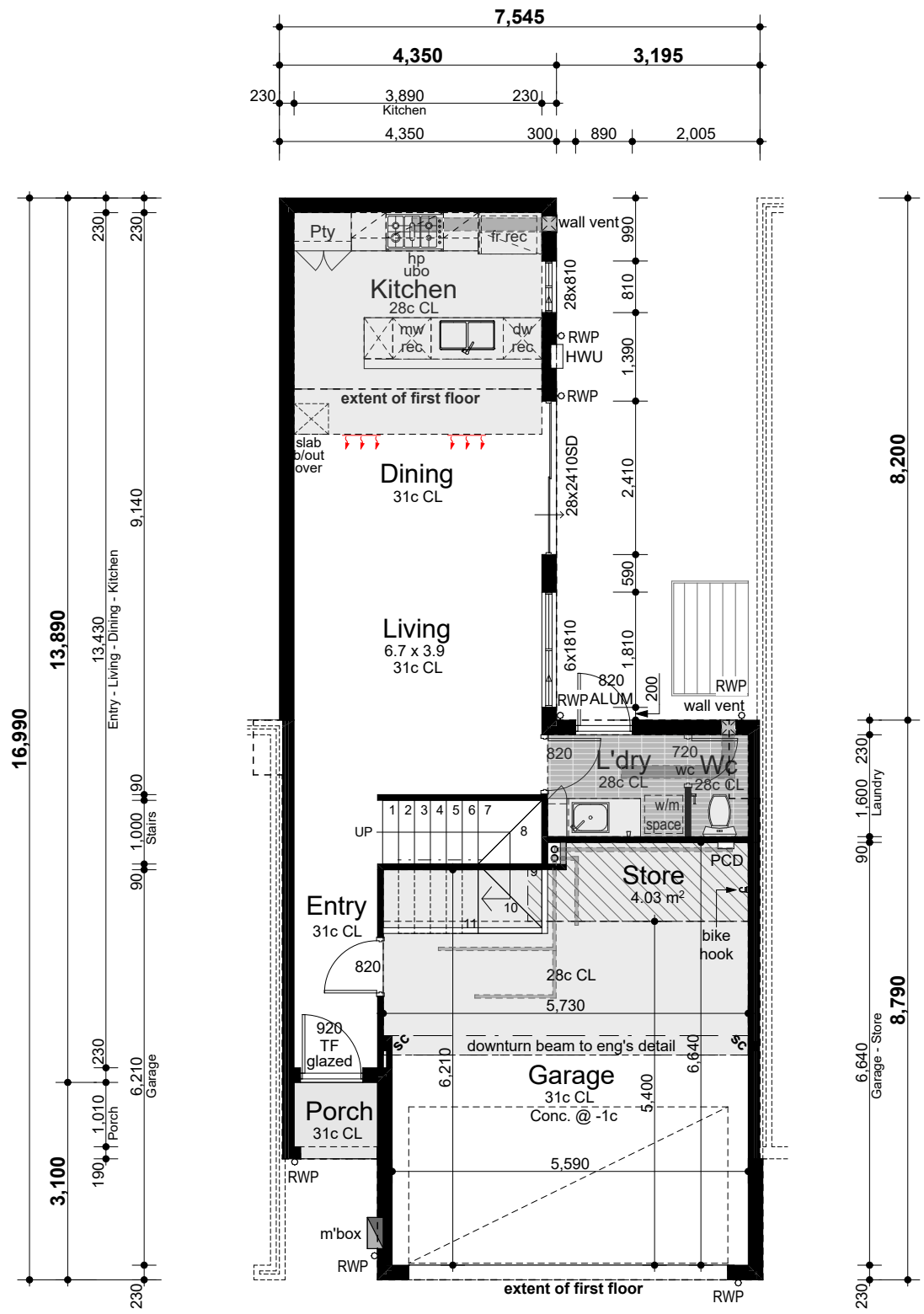
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

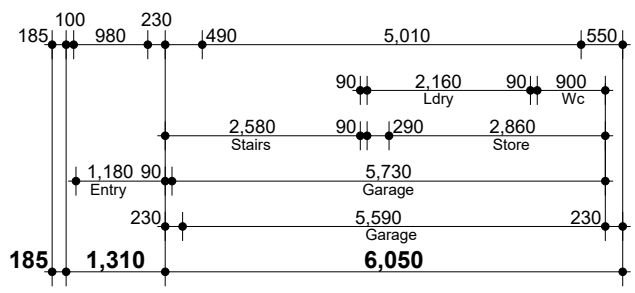
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	85.79m²
Garage	38.74m²
Porch	1.79m²
Total	**183.48m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

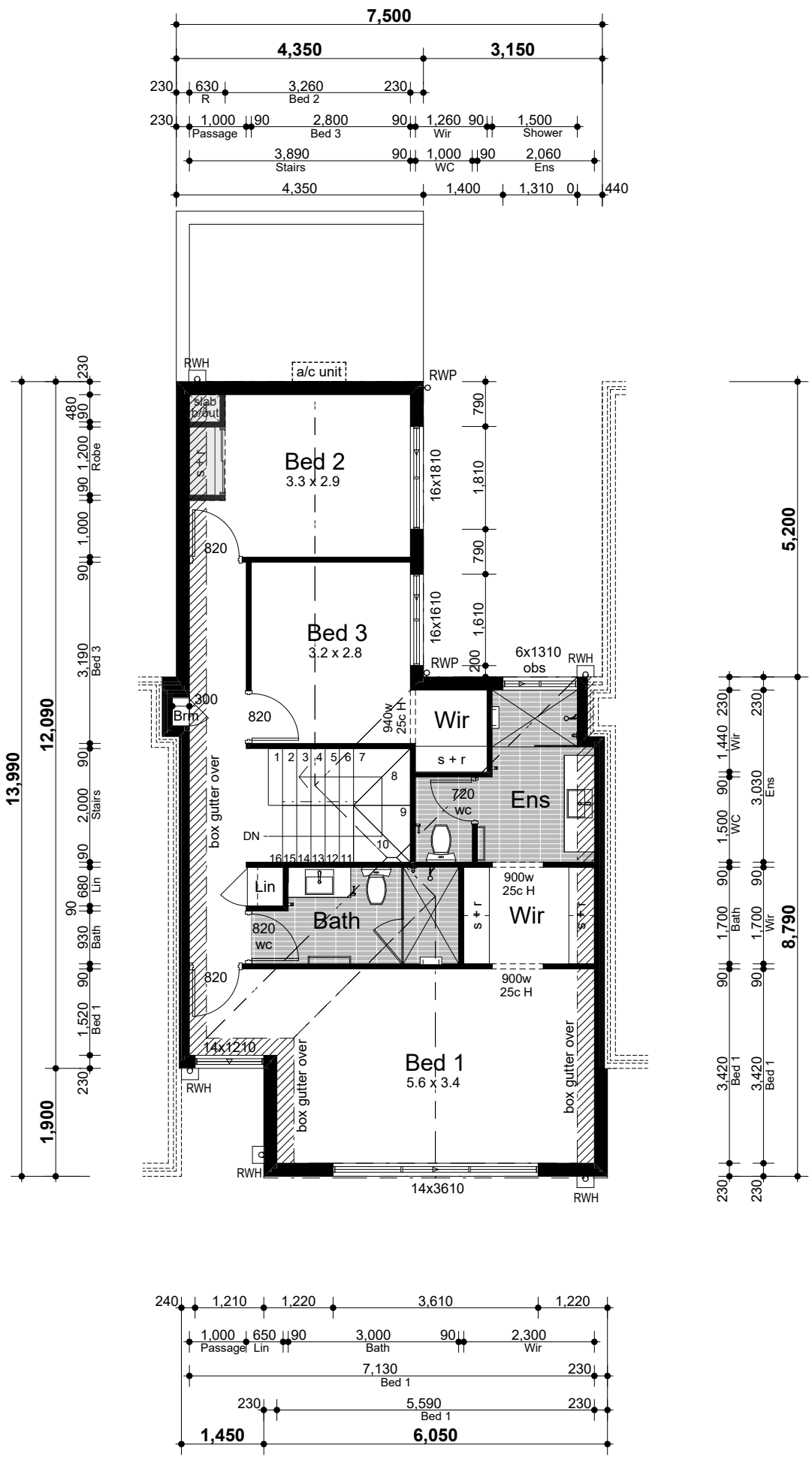
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

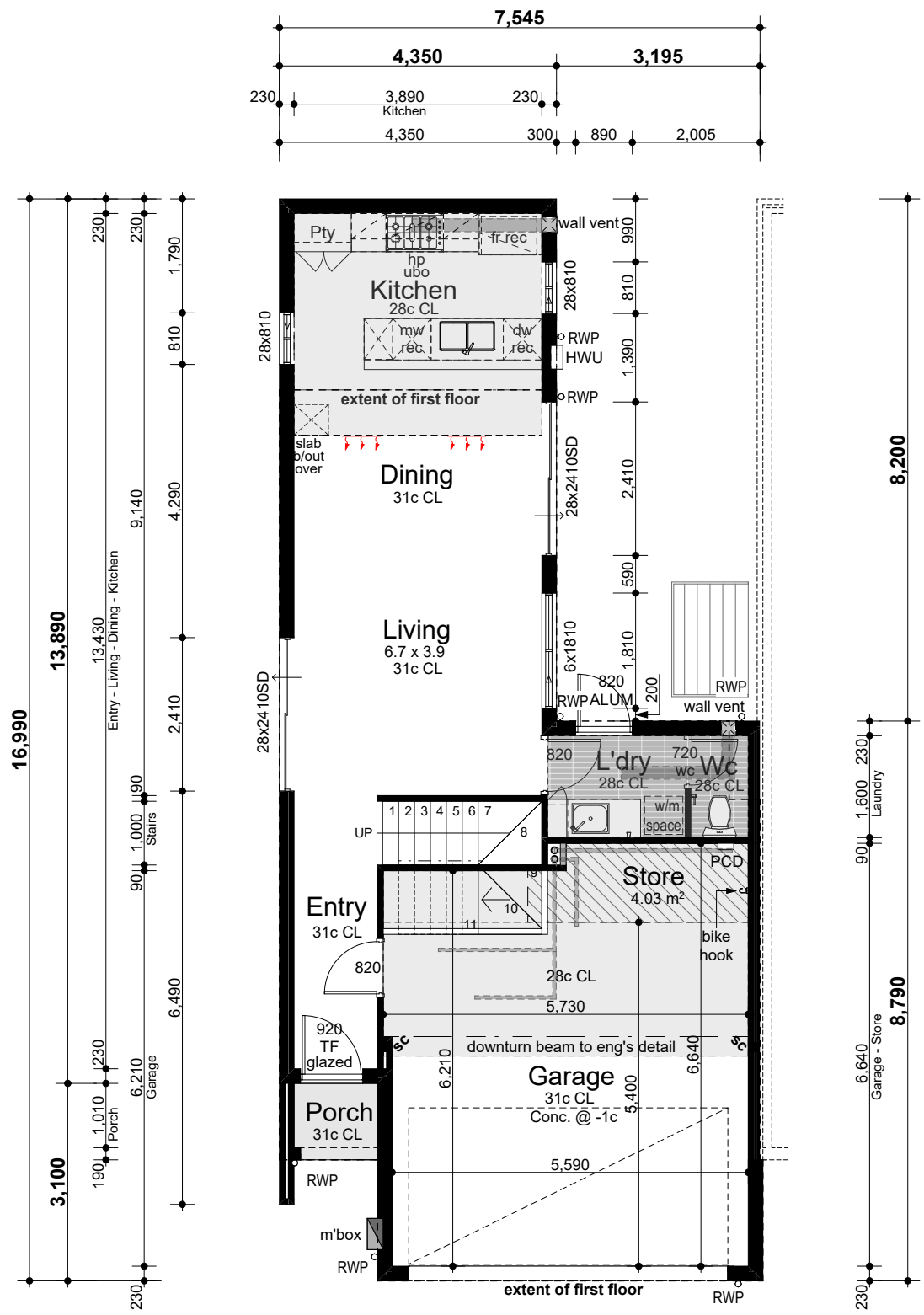
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

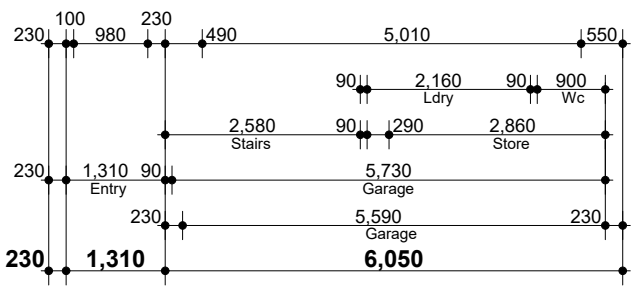
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.41m²
First floor	85.79m²
Garage	38.74m²
Porch	1.85m²
Total	**183.79m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

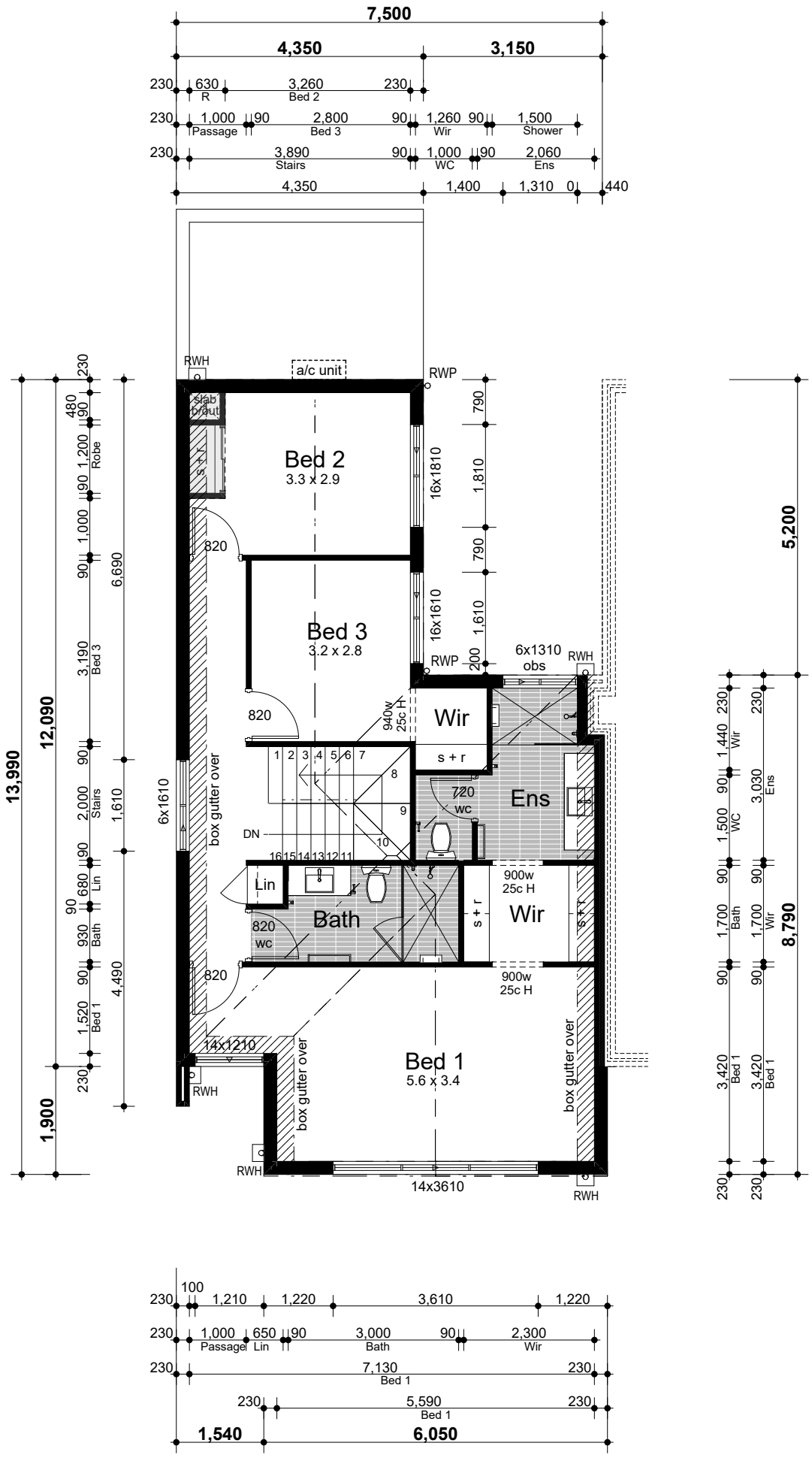
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS	
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

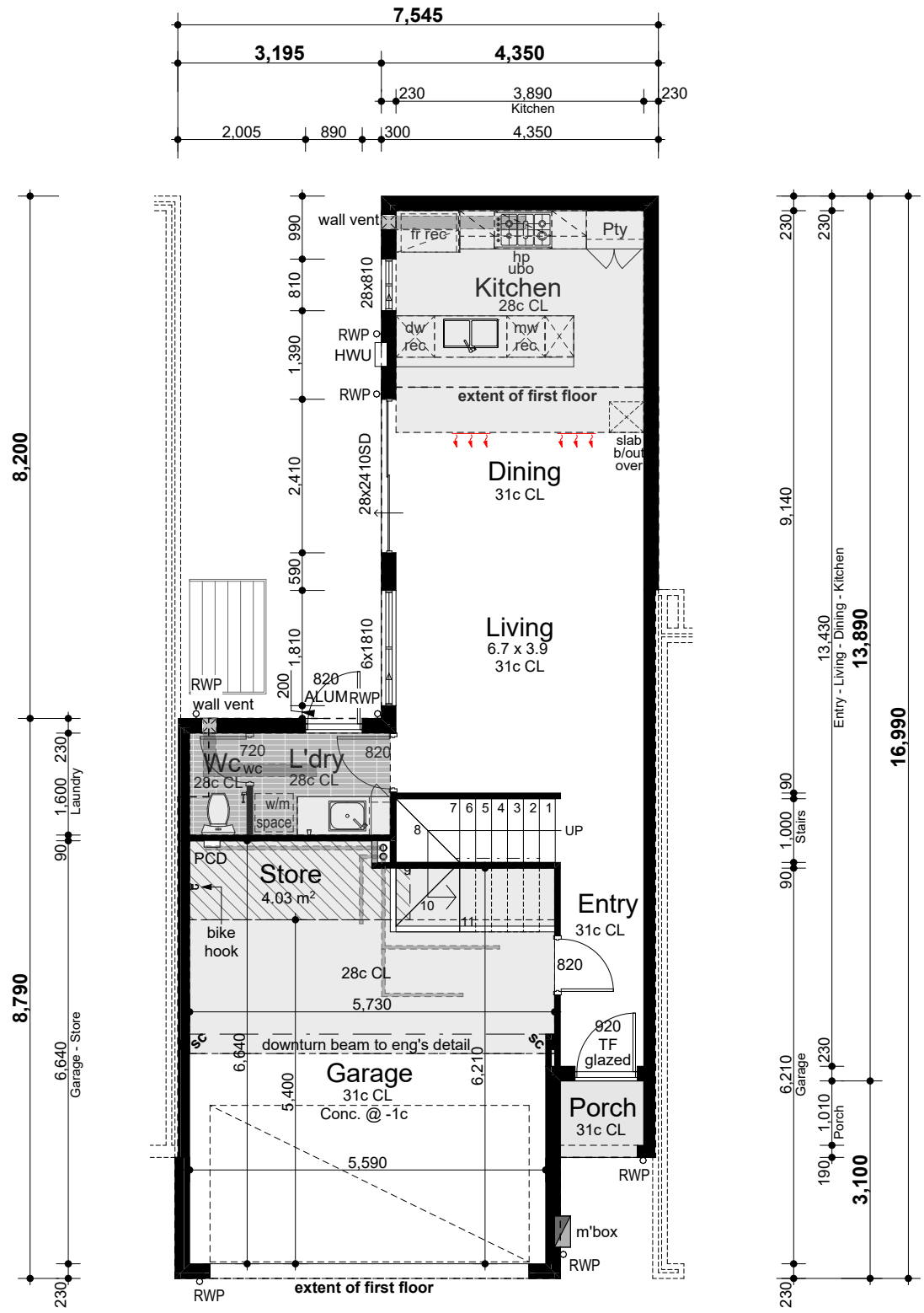
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

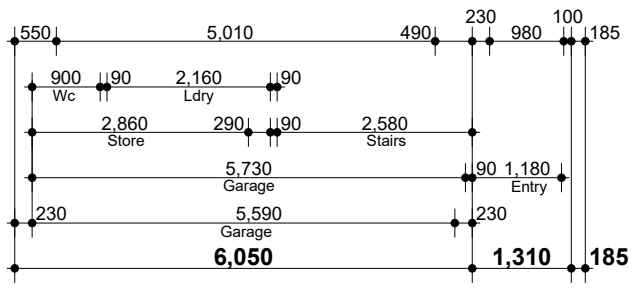
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.07m²
First floor	85.39m²
Garage	38.74m²
Porch	1.79m²
Total	**182.99m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

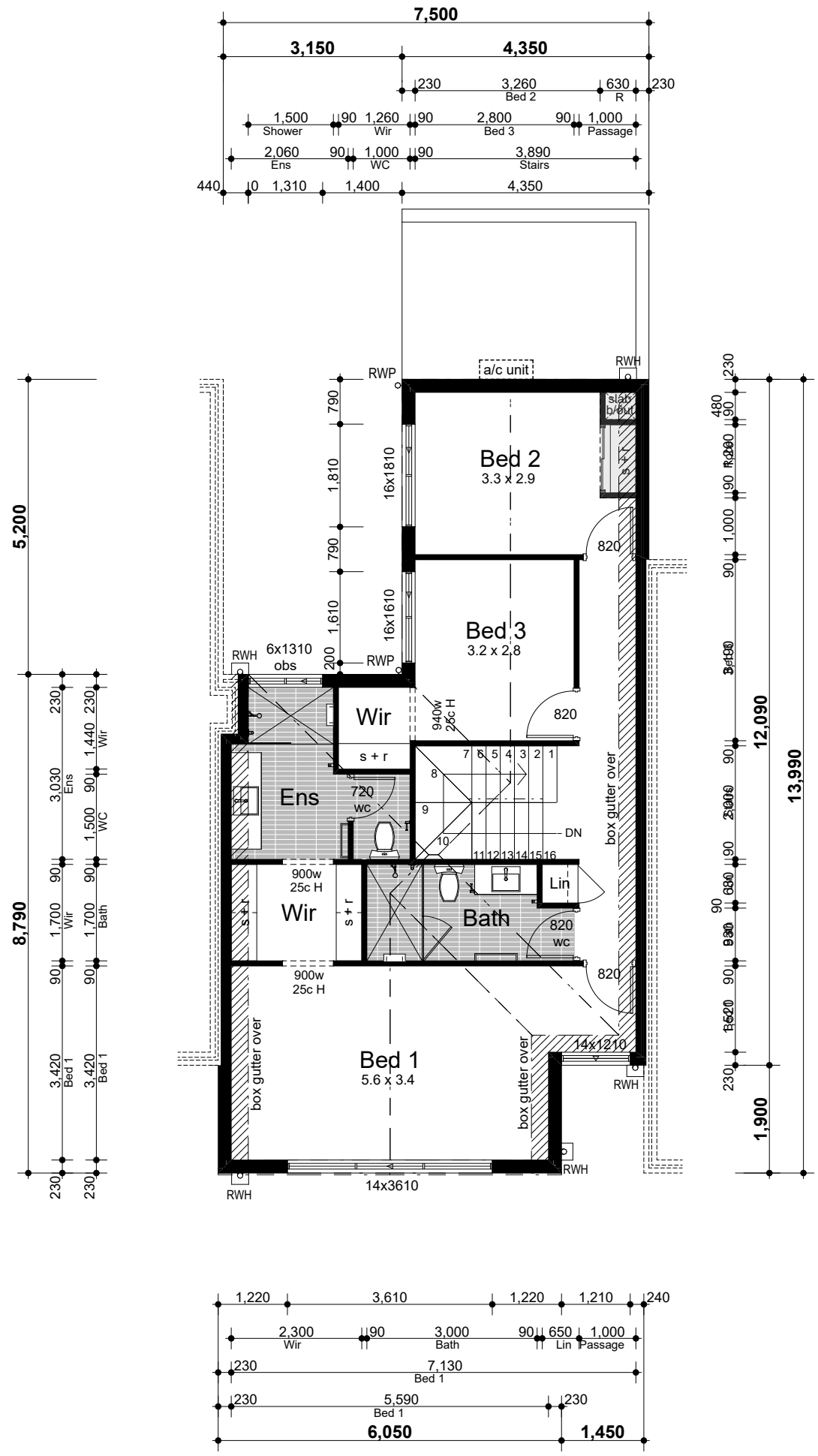
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

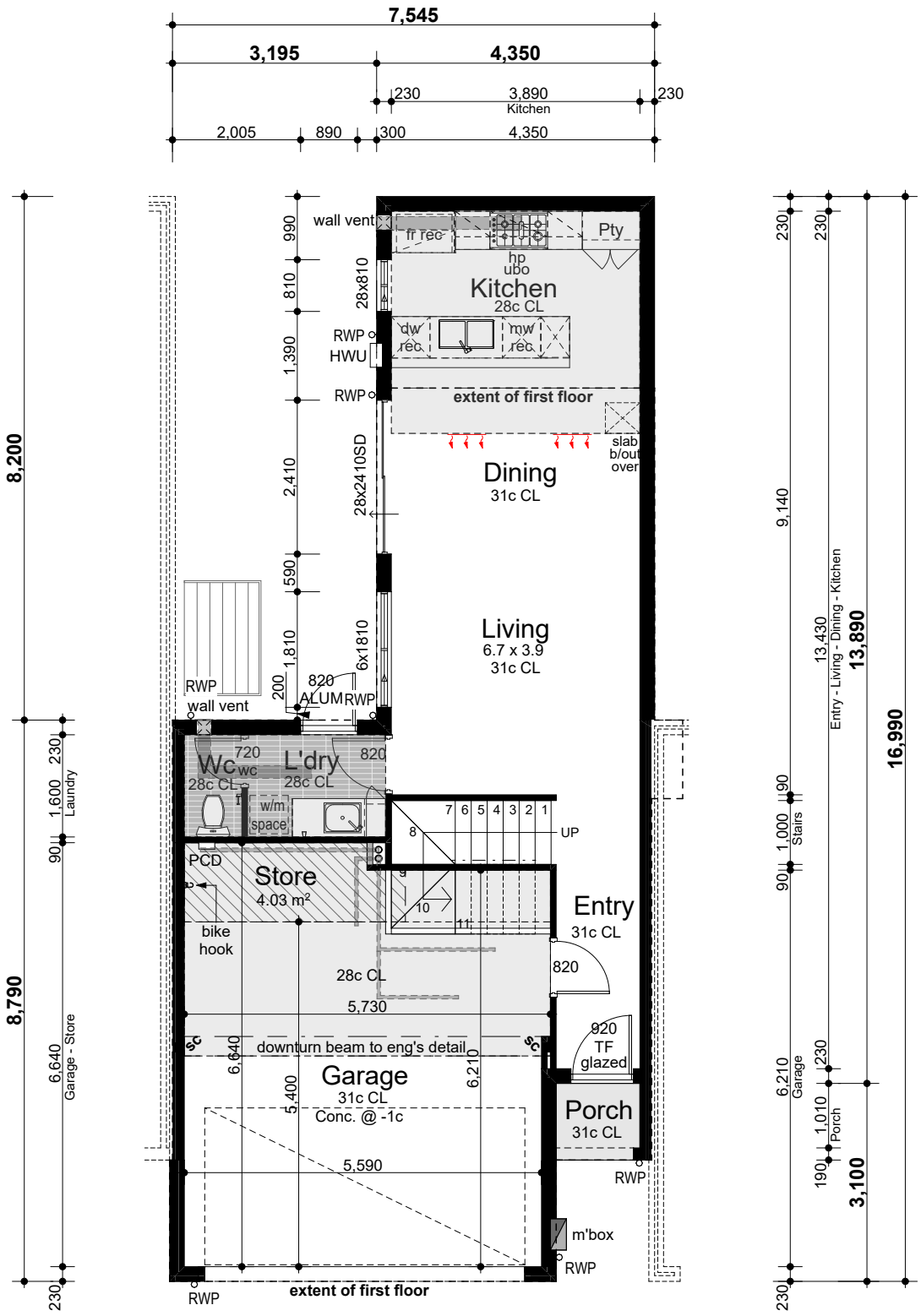
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

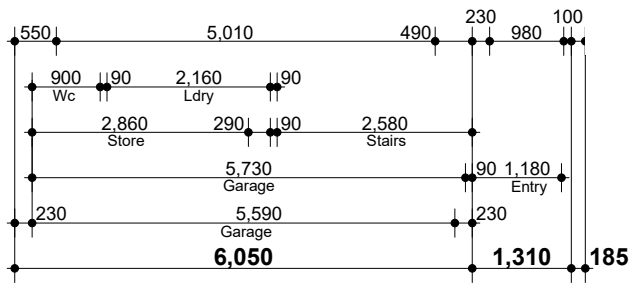
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.16m²
First floor	86.11m²
Garage	38.63m²
Porch	1.57m²
Total	**182.47m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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BUILDER

City of Stirling
16 May 2024
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UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

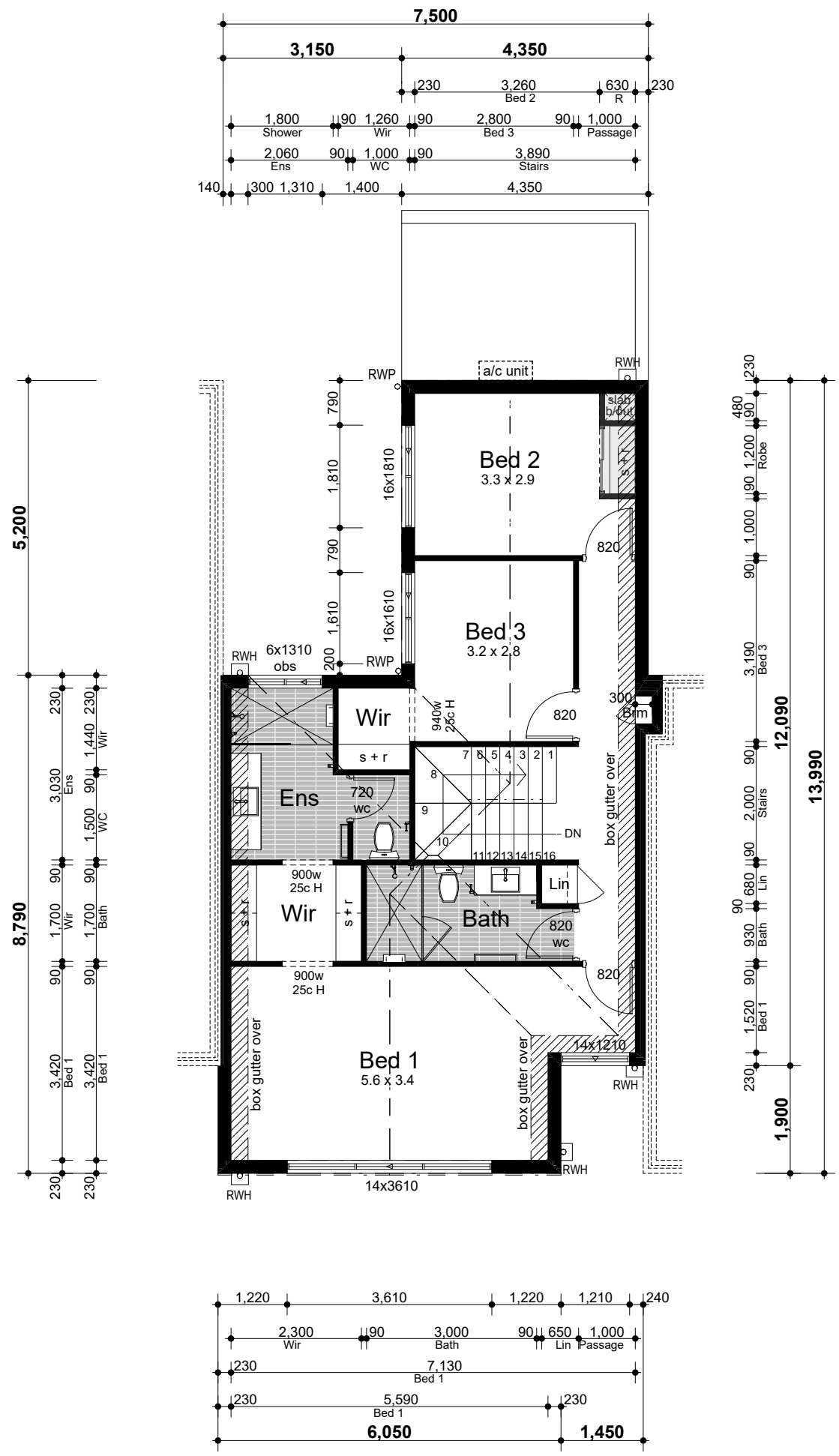
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

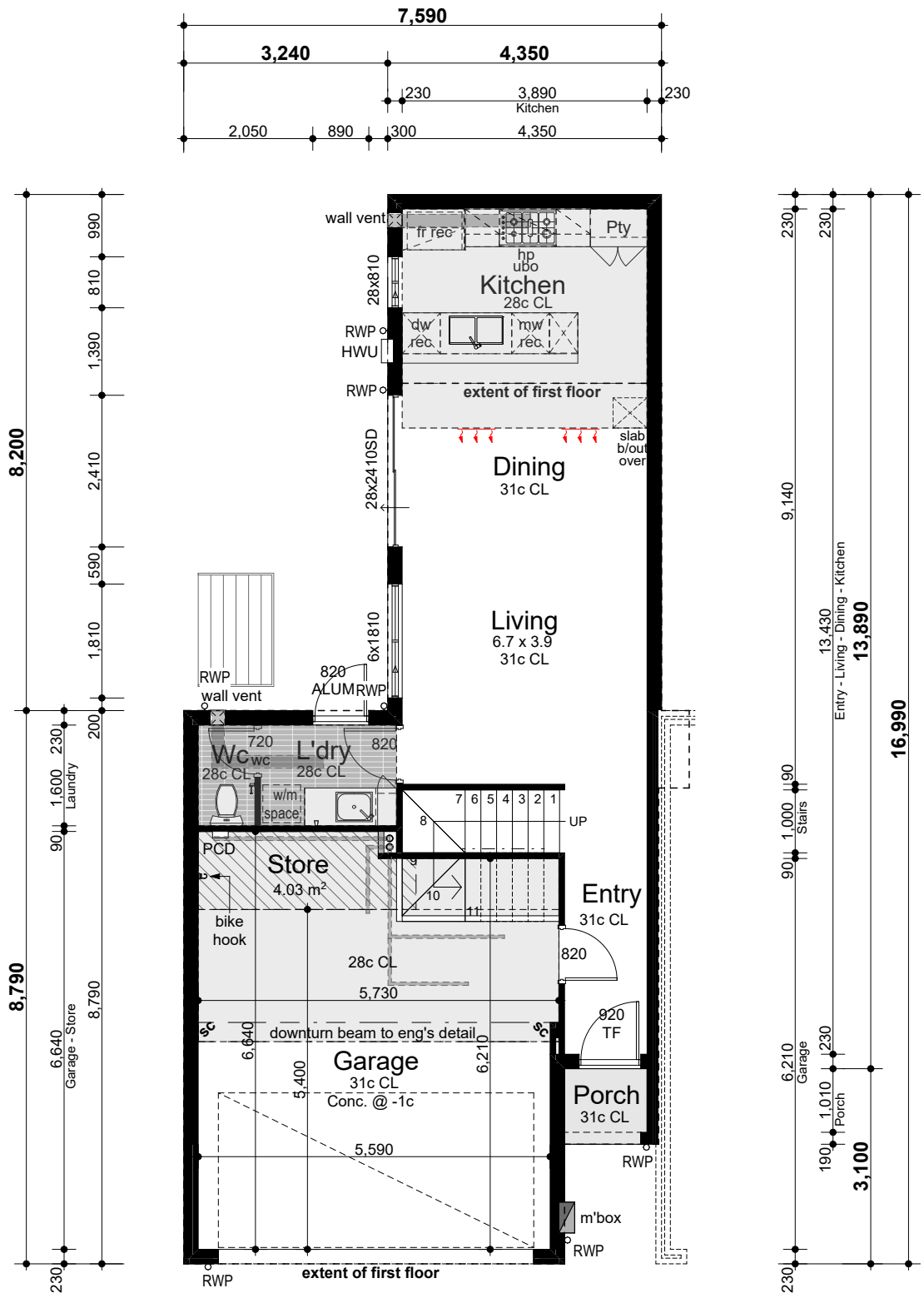
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

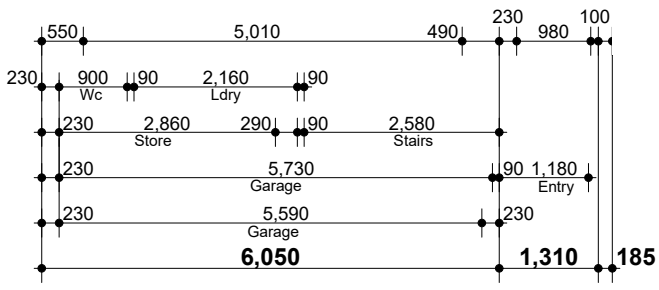
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



or	57.24m²
	86.42m²
	38.96m²
	1.79m²
	184.41m²



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

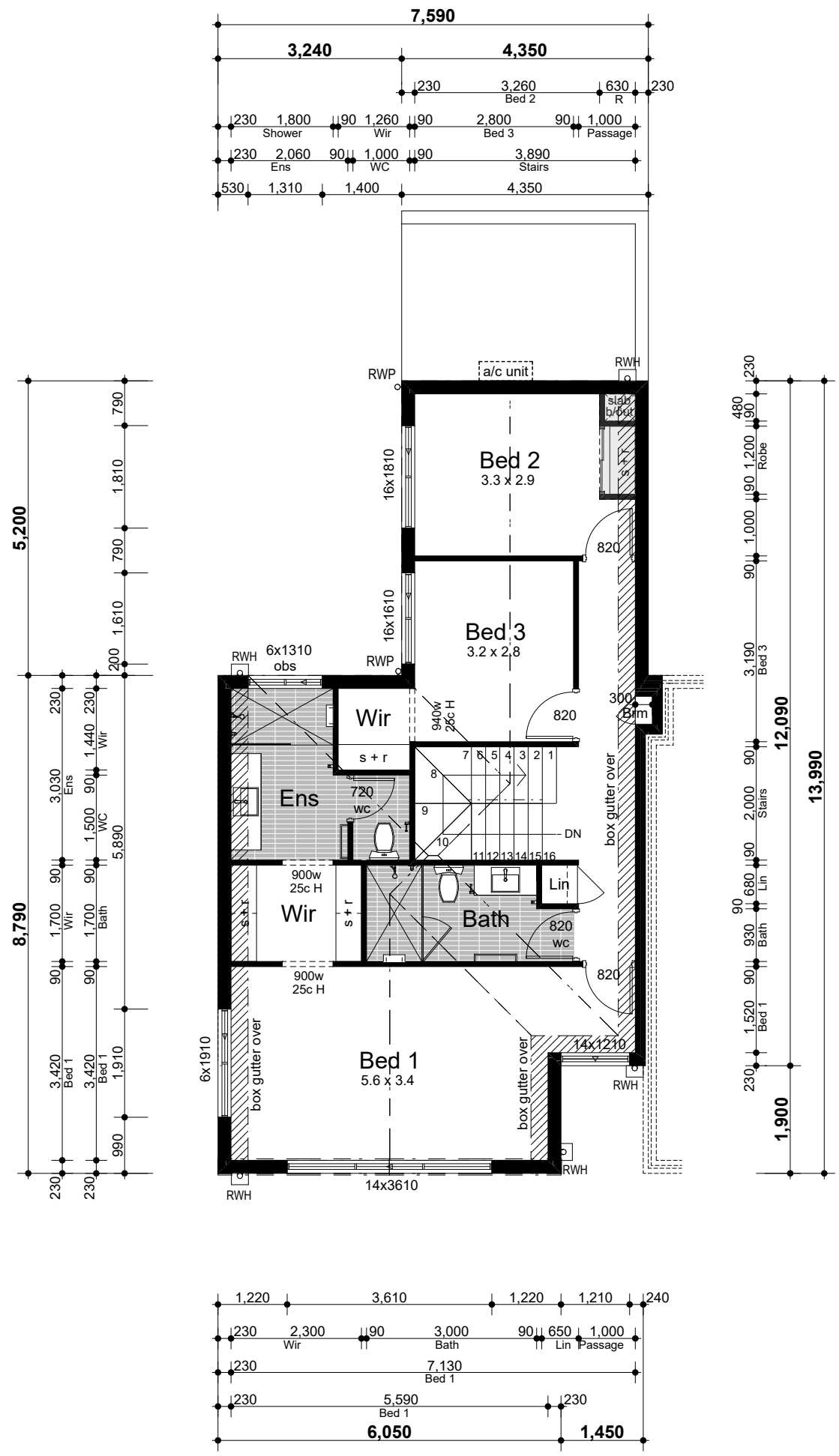
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
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UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

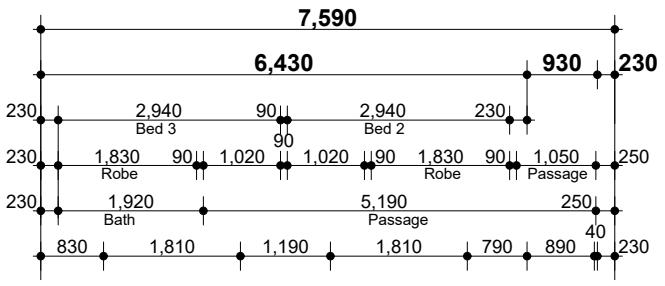
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

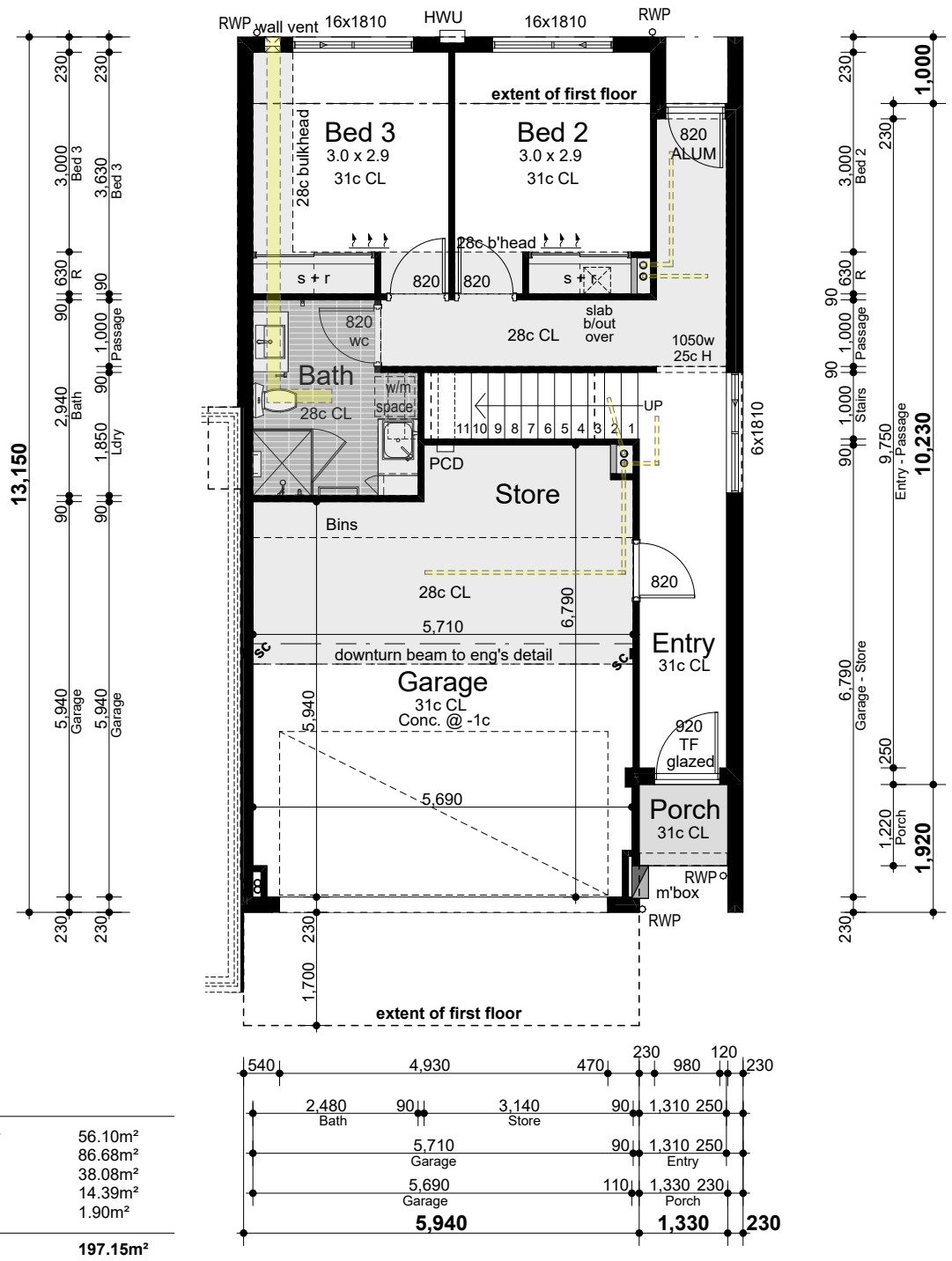
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	56.10m²
First floor	86.68m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.90m²
Total	**197.15m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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City of Stirling
16 May 2024
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UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

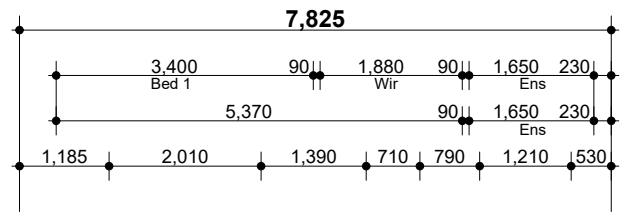
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

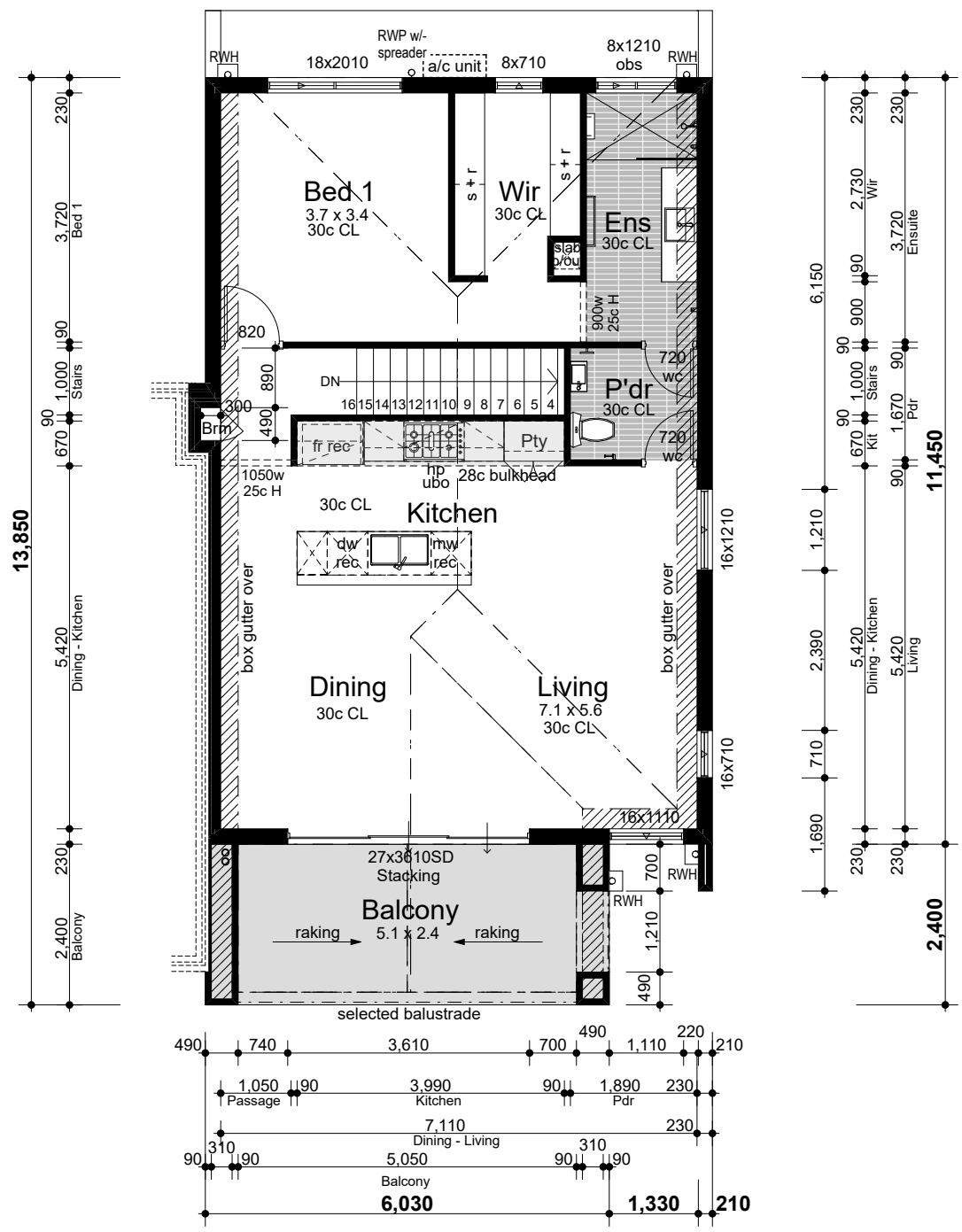
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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BUILDER

City of Stirling
16 May 2024
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UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

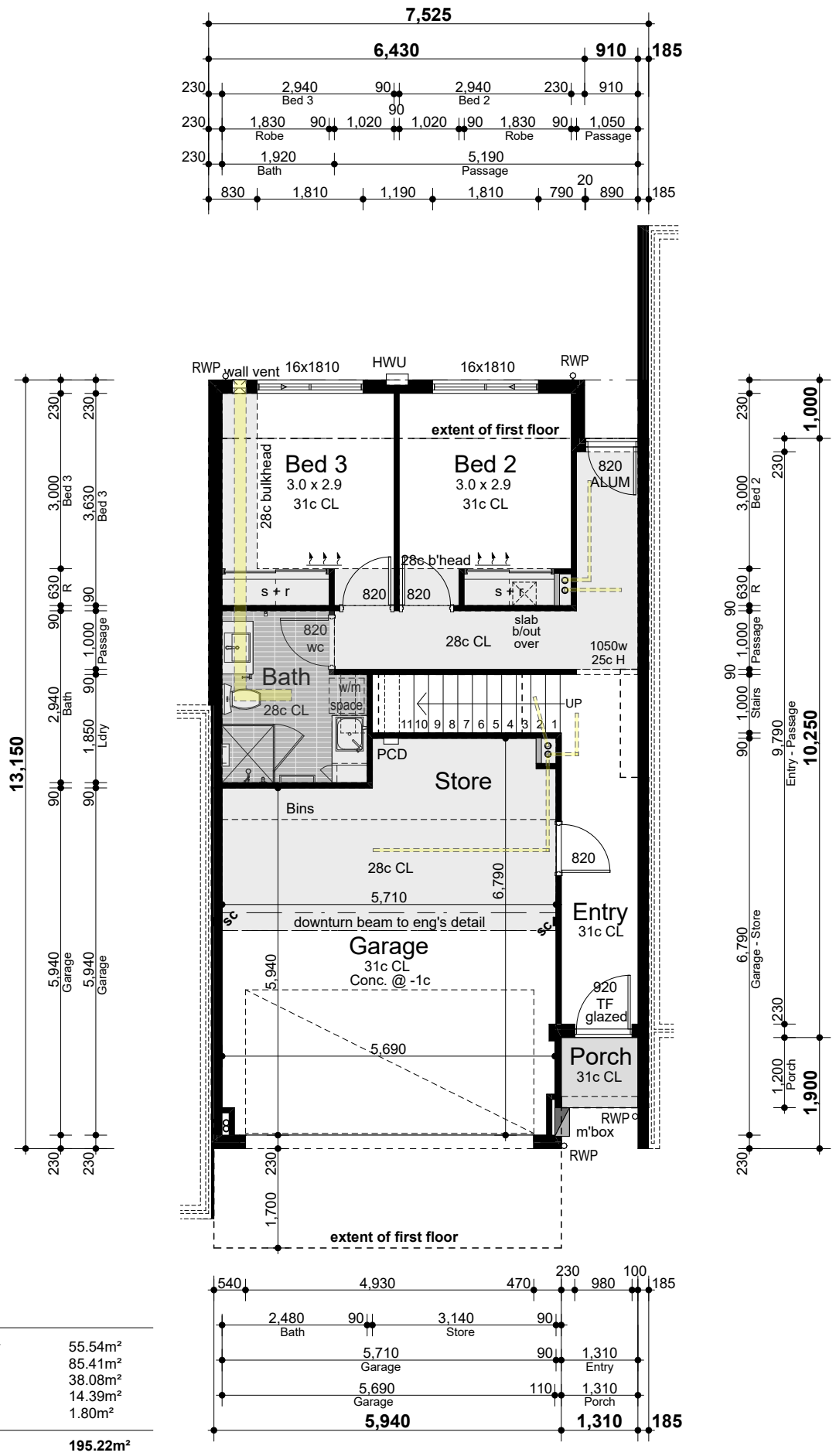
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	55.54m²
First floor	85.41m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.80m²
Total	**195.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

City of Stirling
16 May 2024
RECEIVED

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

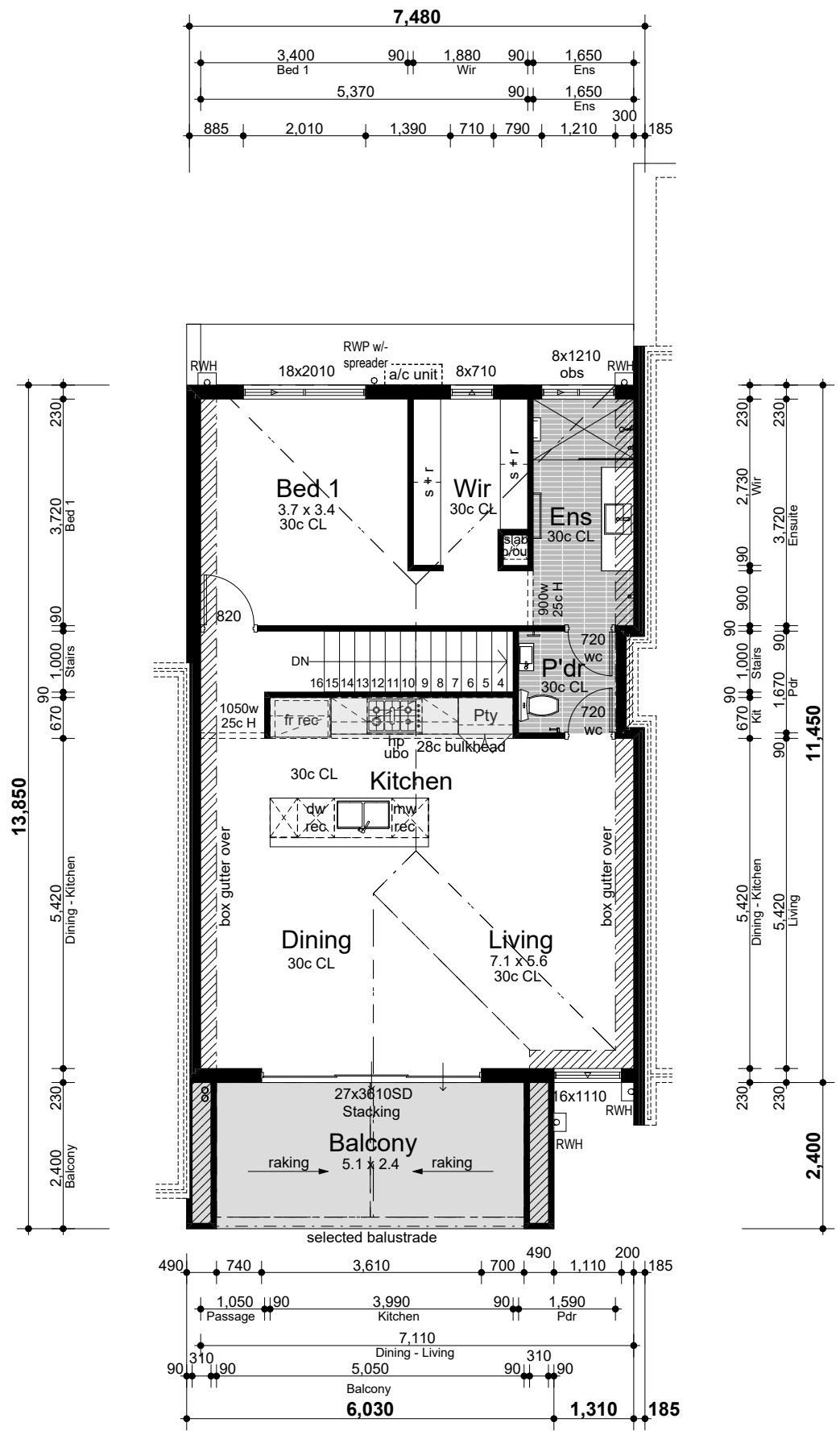
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS	
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 17 - TYPE 'C*'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

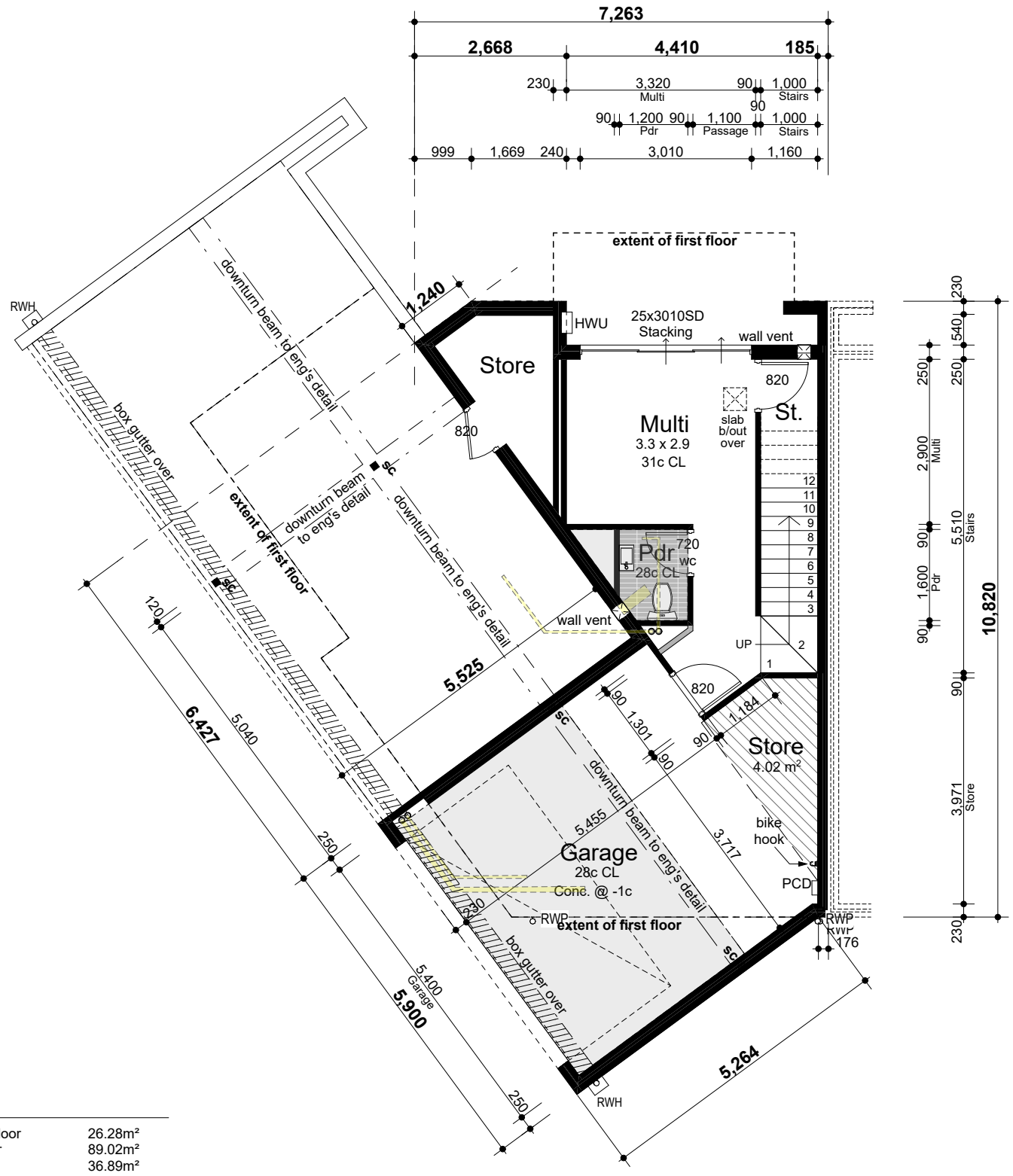
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	26.28m²
First floor	89.02m²
Garage	36.89m²
Balcony 1	5.08m²
Balcony 2	5.08m²
Total	**162.35m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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BUILDER

City of Stirling
16 May 2024
RECEIVED

UNIT 17 - TYPE 'C*'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

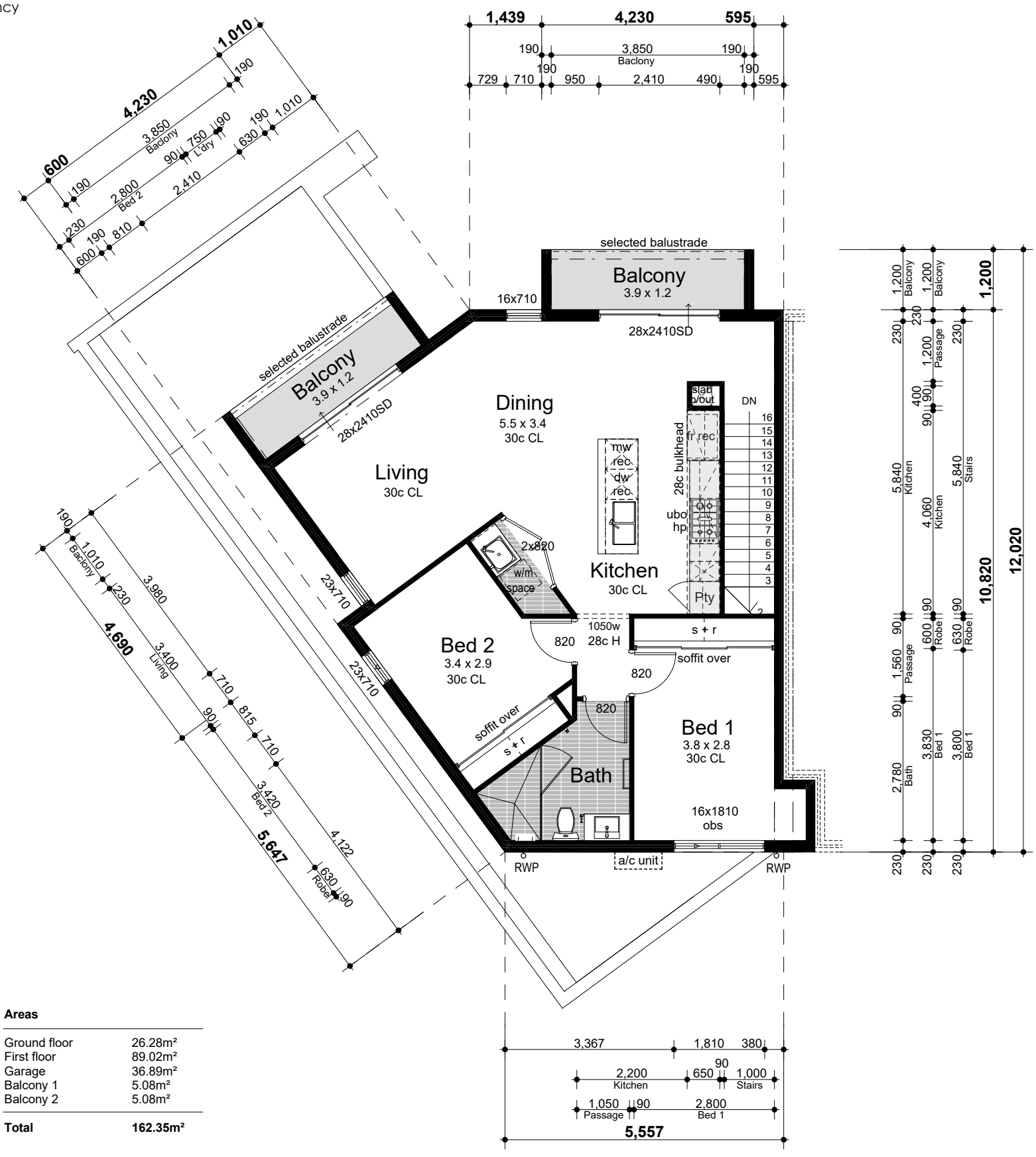
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	26.28m²
First floor	89.02m²
Garage	36.89m²
Balcony 1	5.08m²
Balcony 2	5.08m²
Total	**162.35m²**

FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 18 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

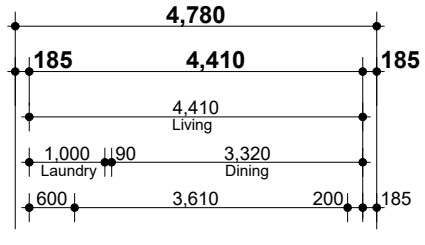
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

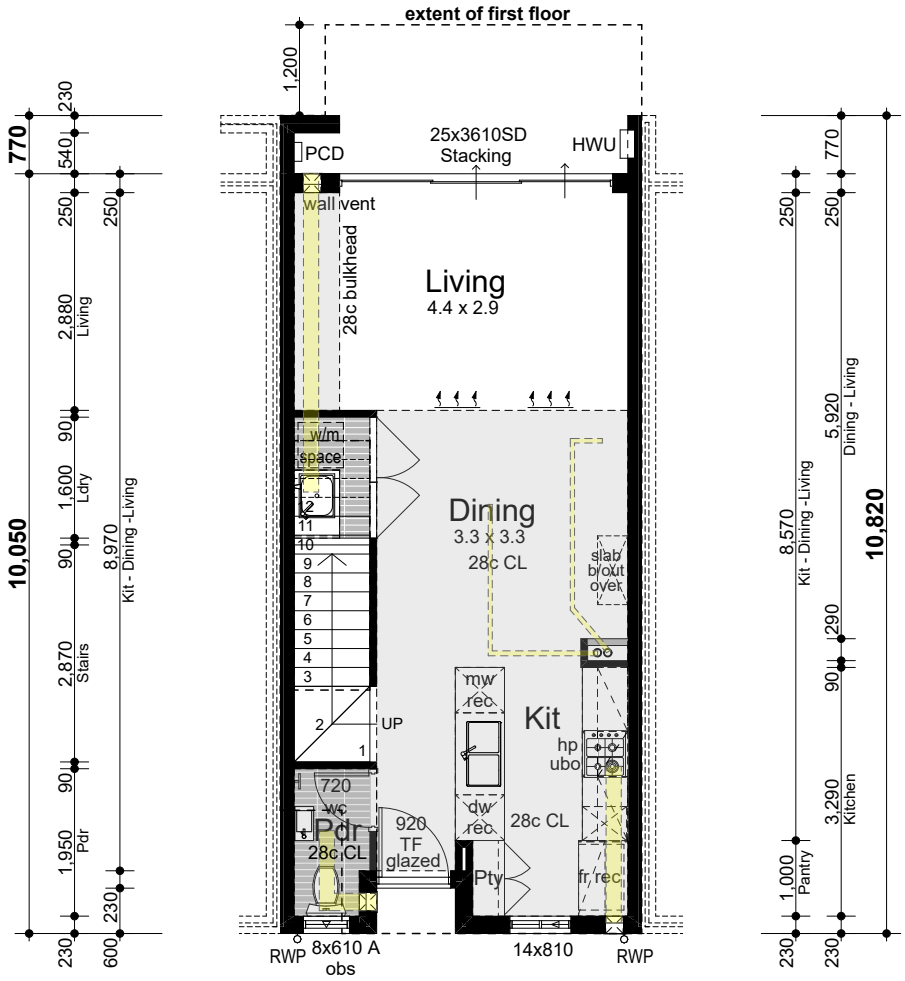
ADDITIONAL NOTES

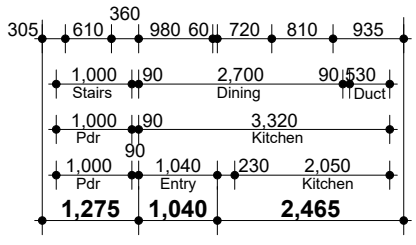
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	50.81m²
Balcony	5.02m²
Total	**103.25m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 18 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

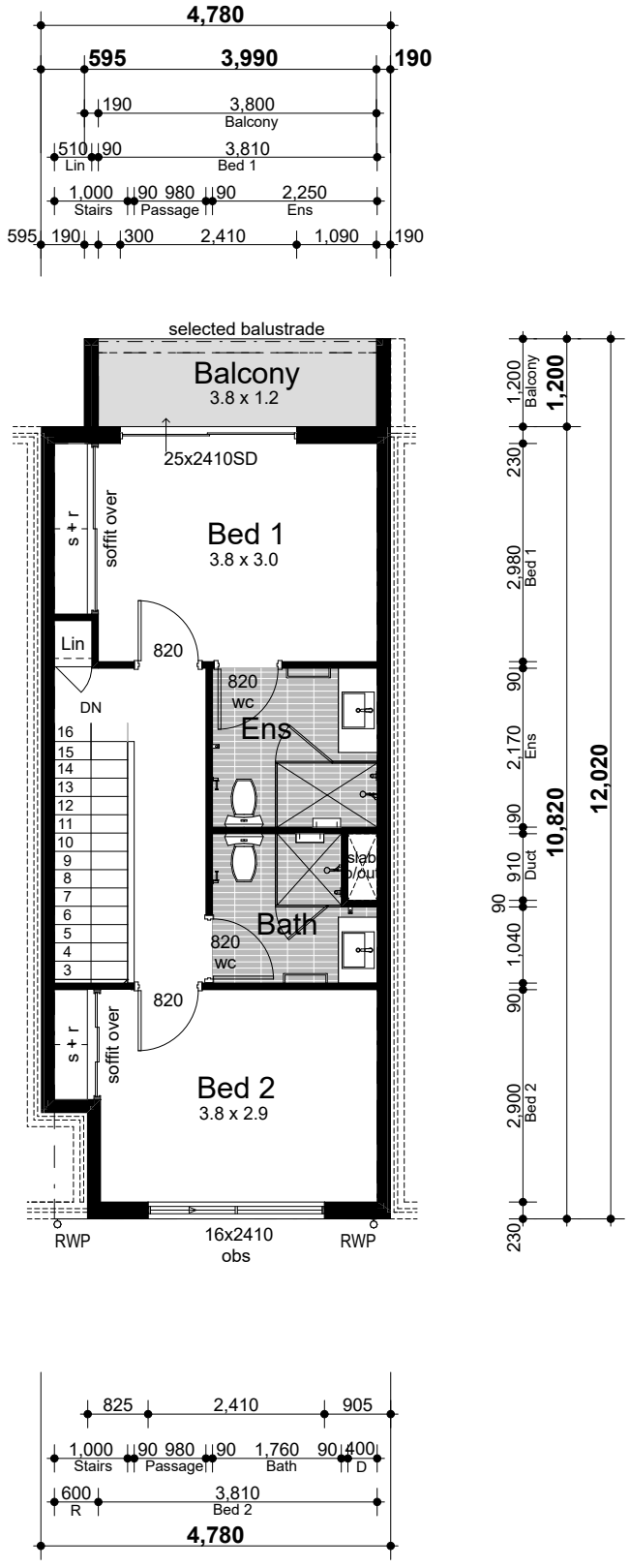
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

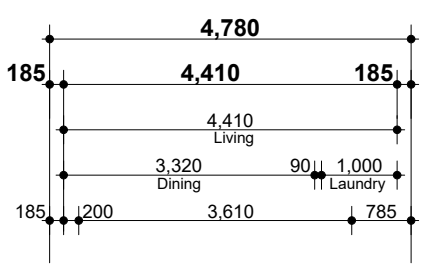
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

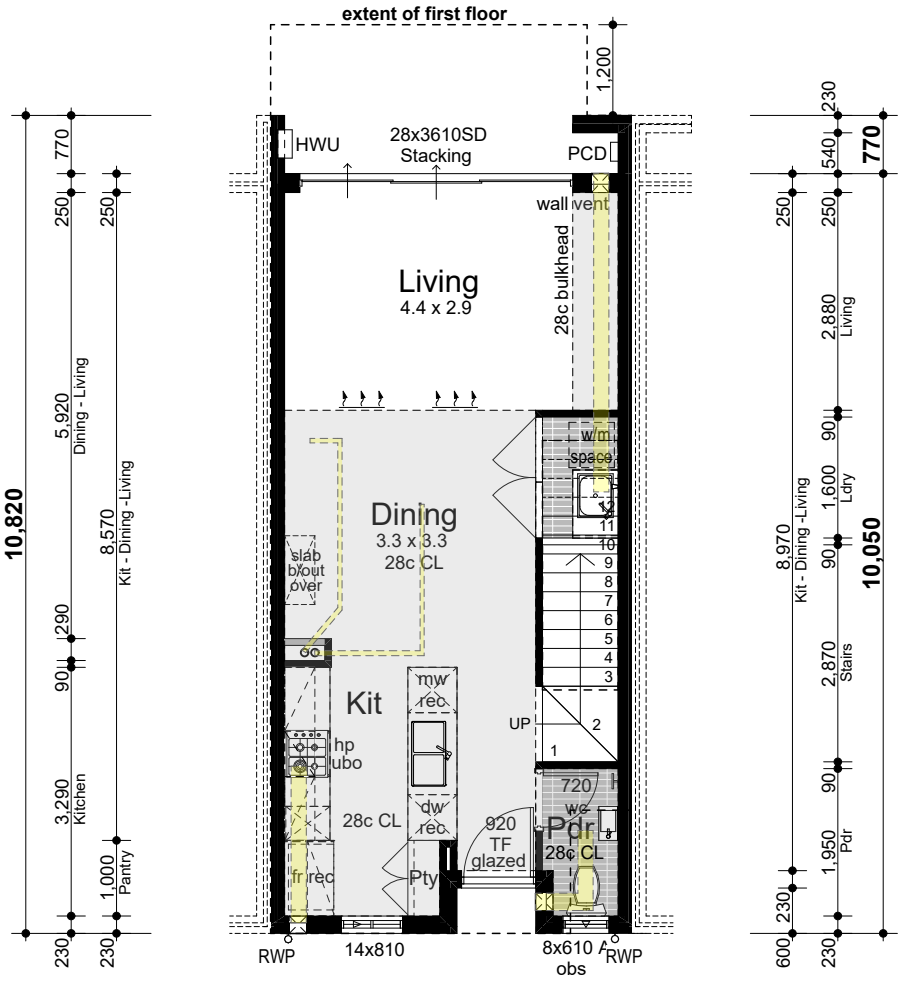
ADDITIONAL NOTES

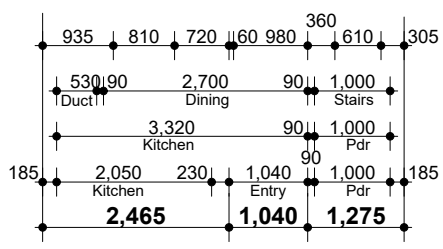
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	50.81m²
Balcony	5.08m²
Total	**103.31m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

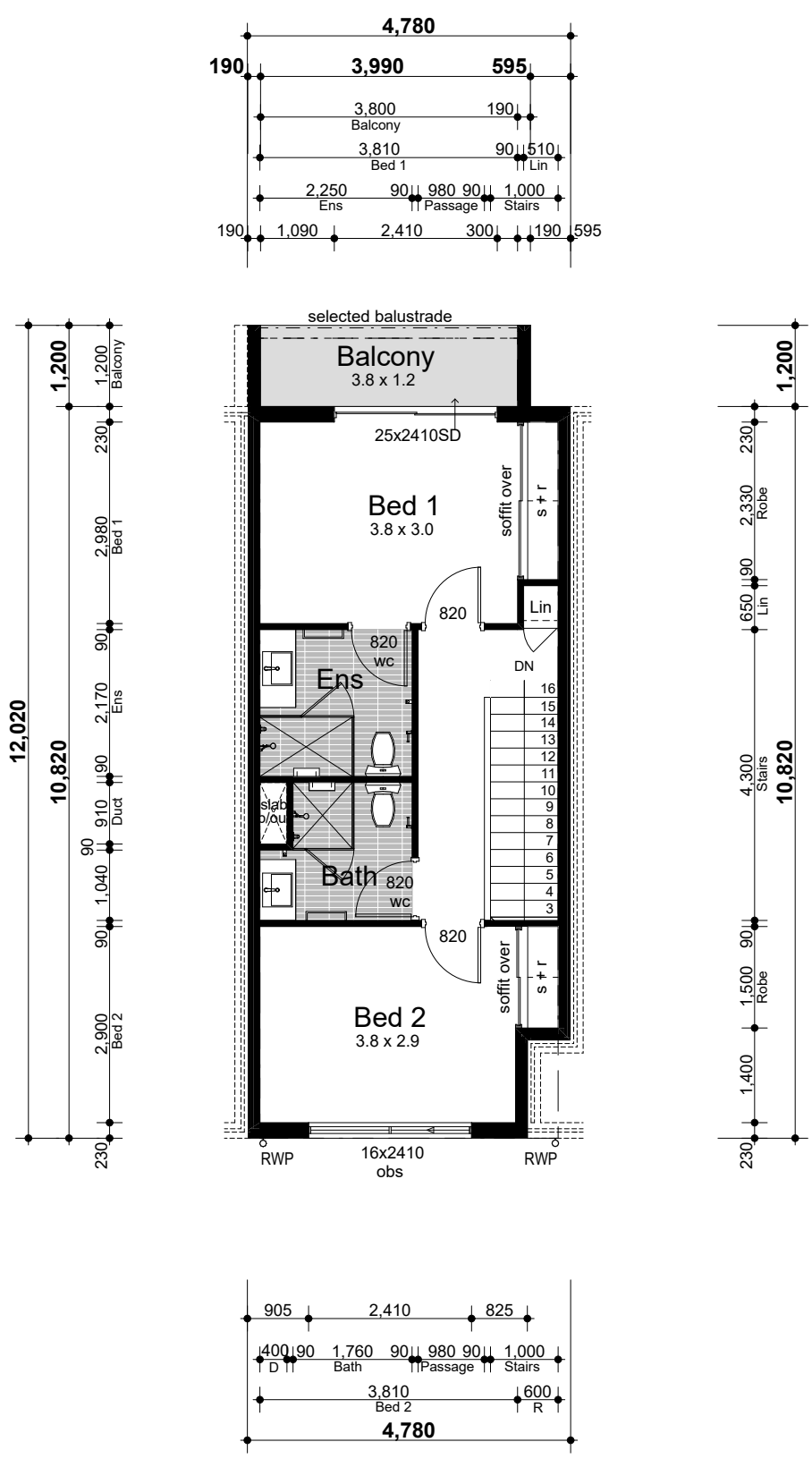
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

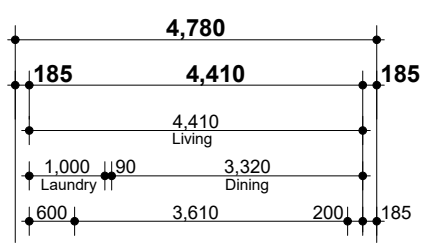
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

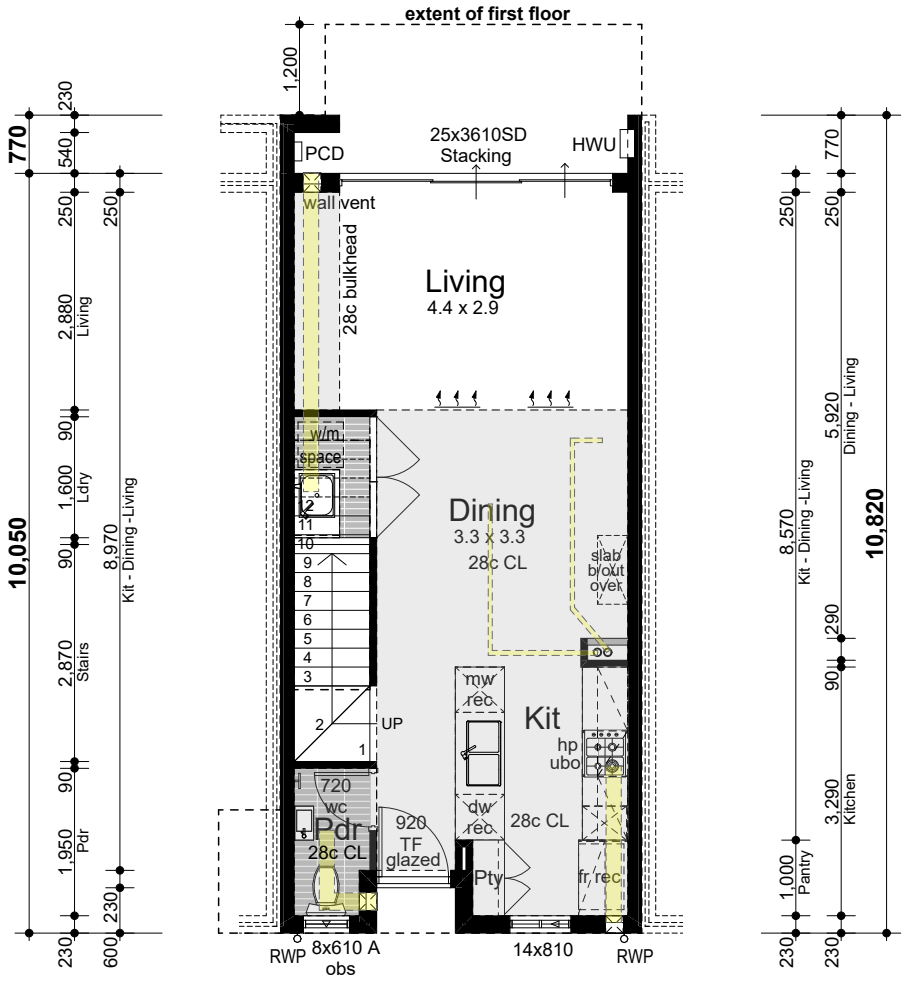
ADDITIONAL NOTES

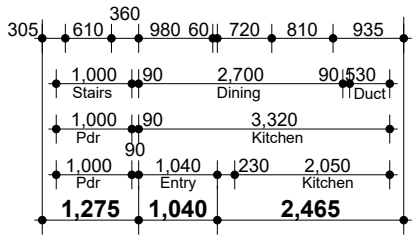
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	51.72m²
Balcony	5.08m²
Total	**104.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

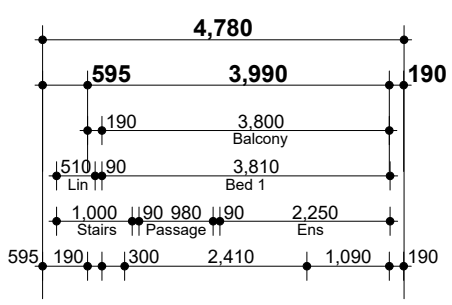
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

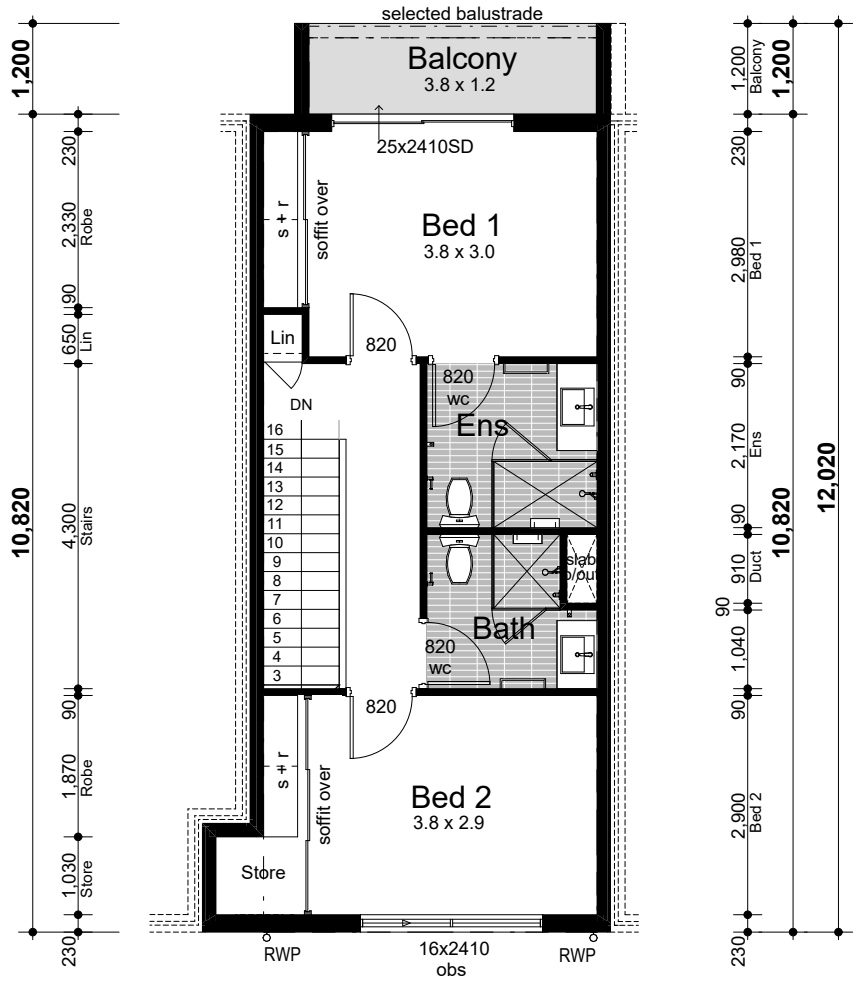
ADDITIONAL NOTES

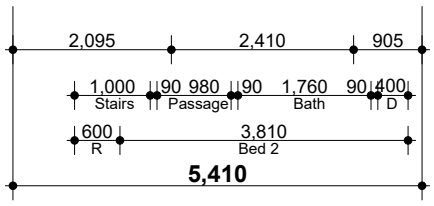
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 22 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

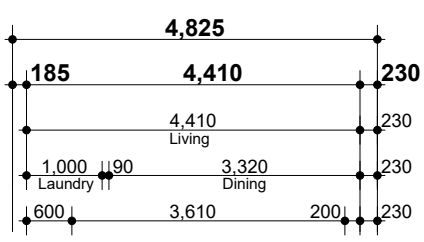
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

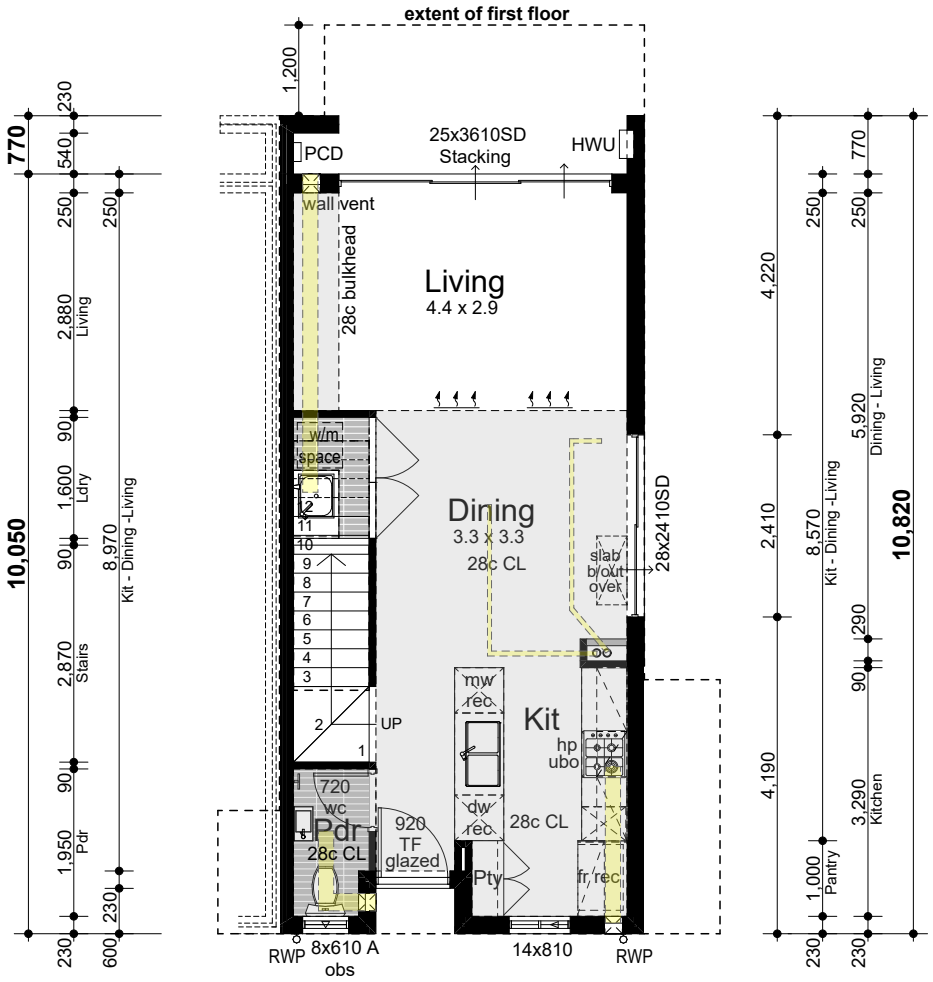
ADDITIONAL NOTES

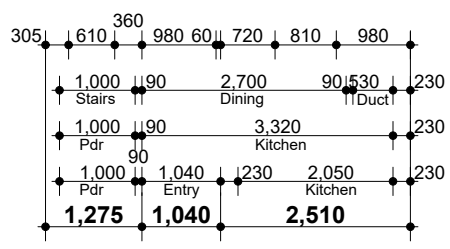
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.87m²
First floor	56.48m²
Balcony	5.08m²
Total	**109.43m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

City of Stirling
16 May 2024
RECEIVED

UNIT 22 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

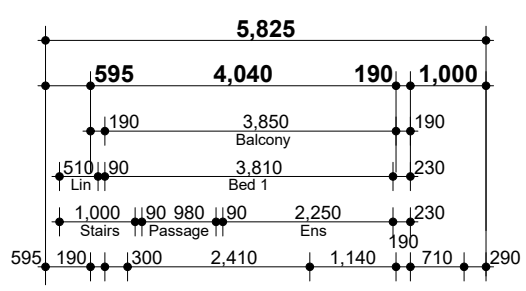
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

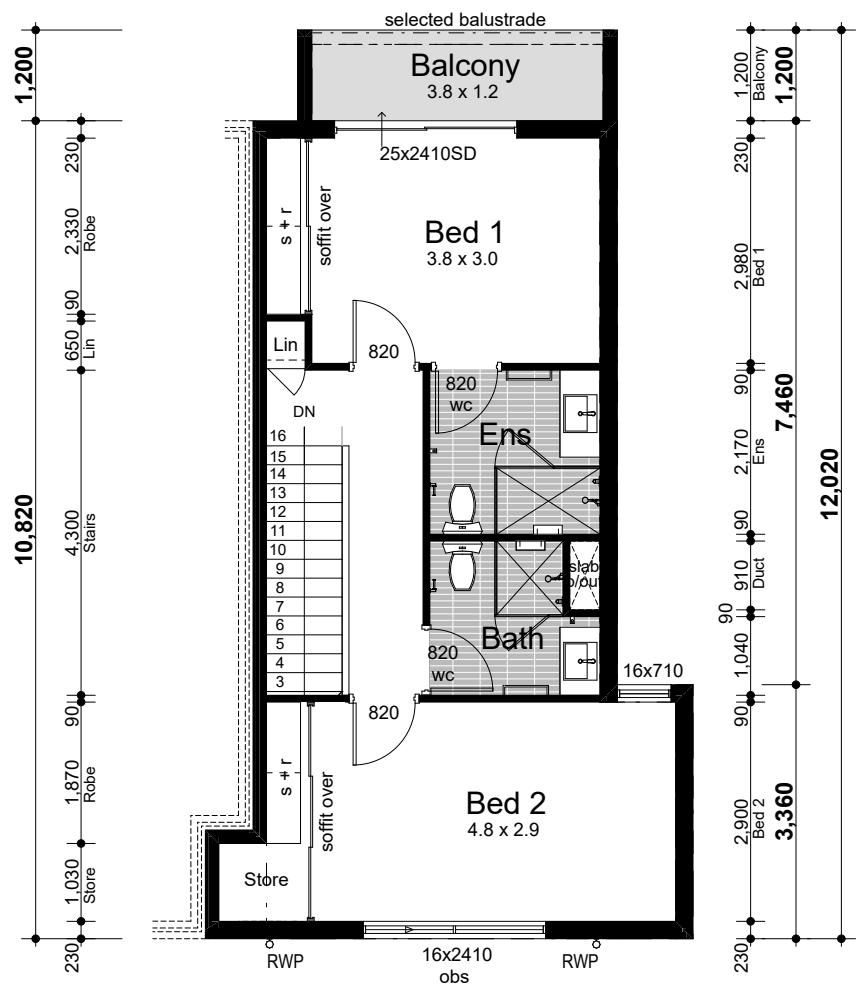
ADDITIONAL NOTES

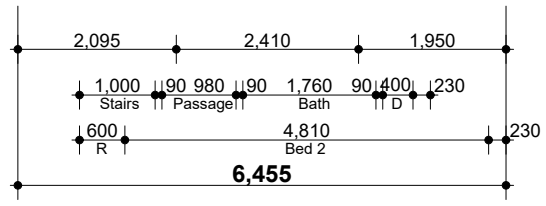
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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BUILDER

City of Stirling
16 May 2024
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UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

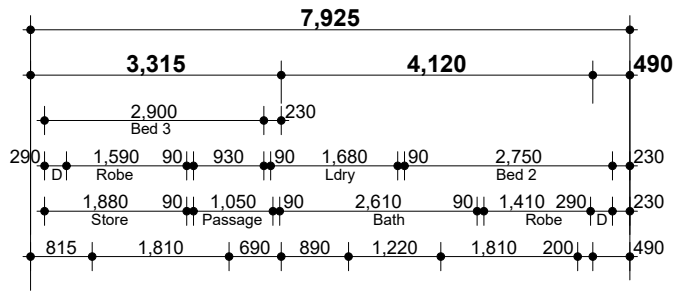
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

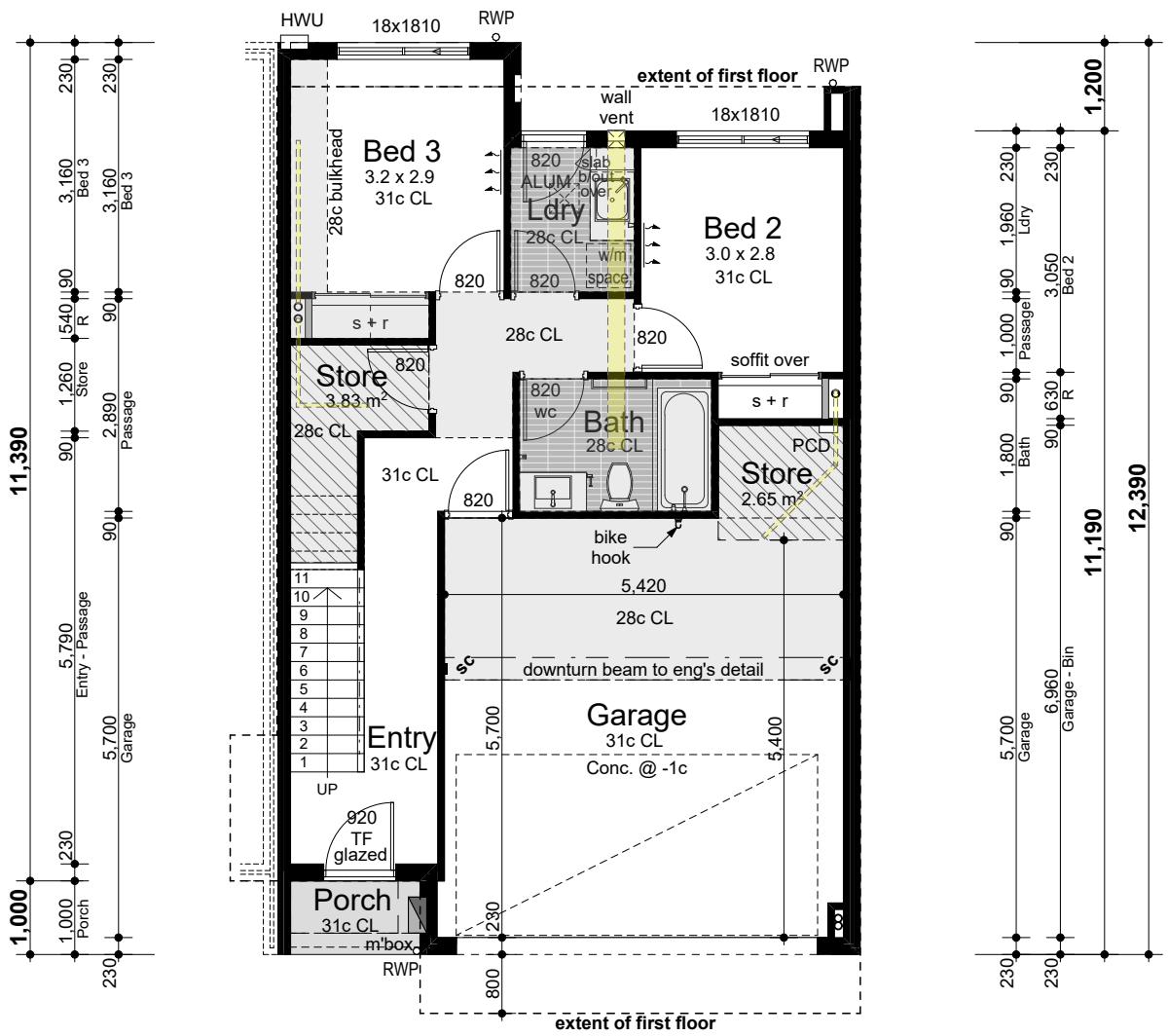
ADDITIONAL NOTES

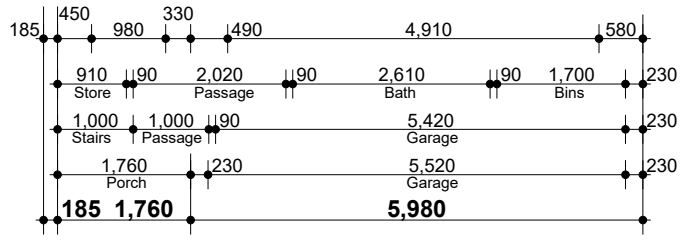
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	54.74m²
First floor	83.02m²
Garage	35.14m²
Balcony	14.06m²
Porch	1.95m²
Total	**188.91m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

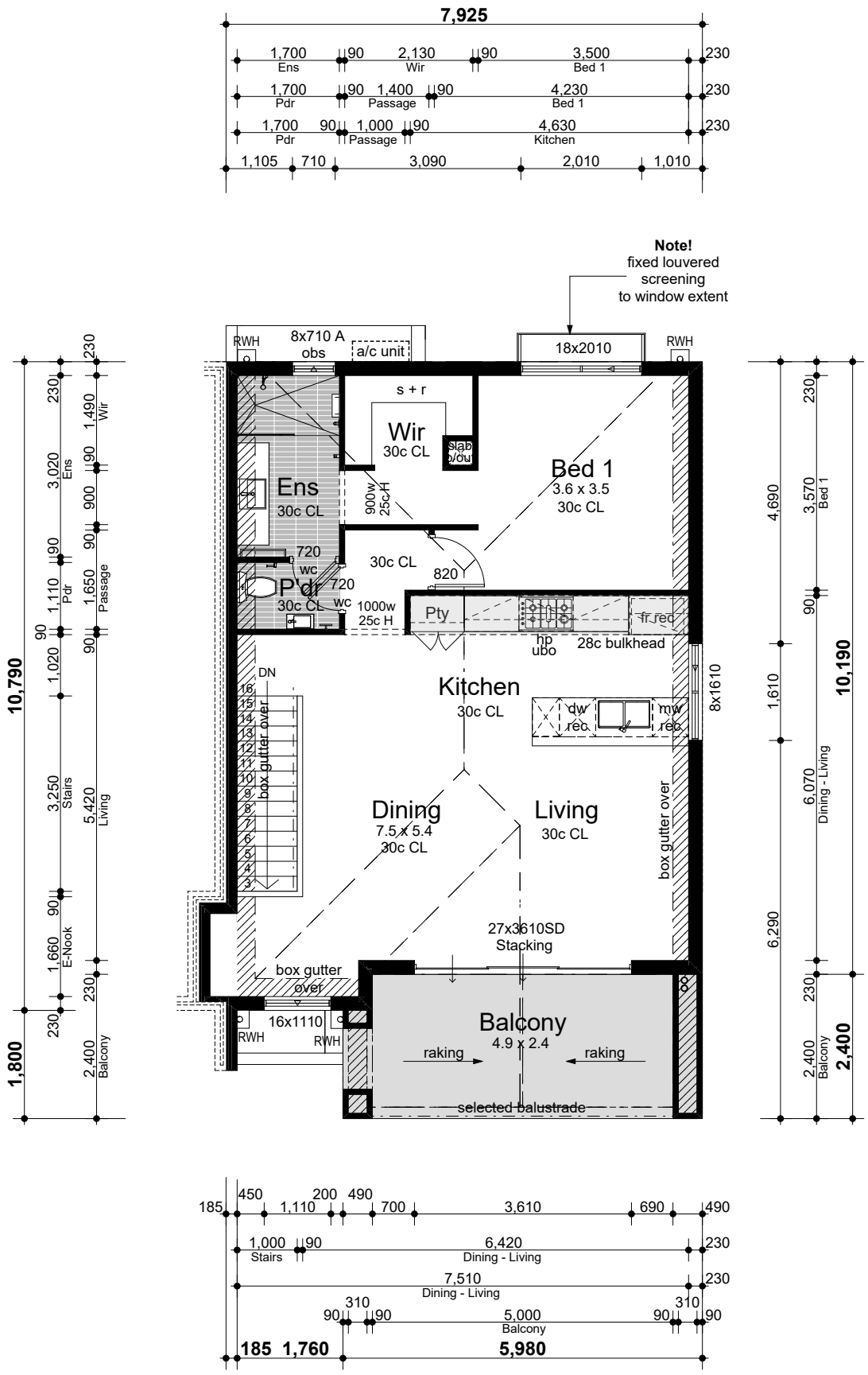
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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BUILDER

City of Stirling
16 May 2024
RECEIVED

UNIT 12 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

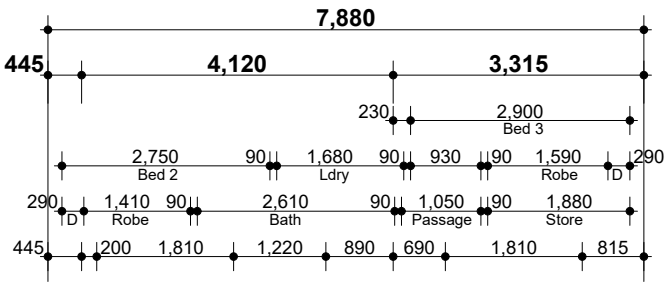
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

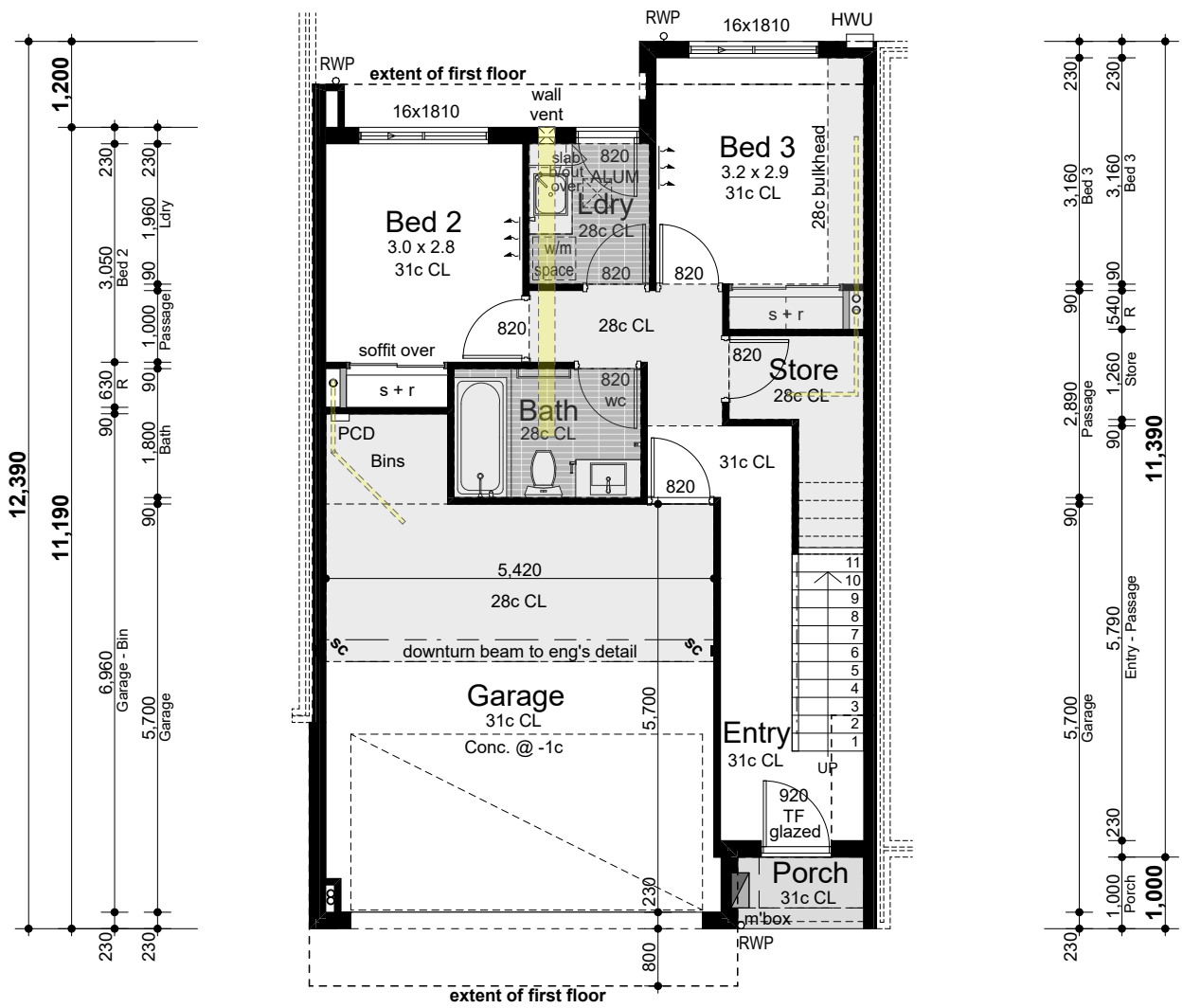
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

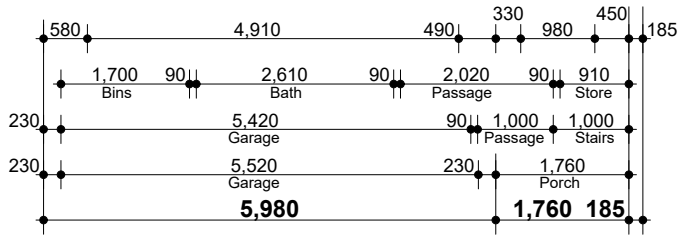
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	54.53m²
First floor	81.01m²
Garage	34.94m²
Balcony	14.06m²
Porch	1.95m²
Total	**186.49m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

City of Stirling
16 May 2024
RECEIVED

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

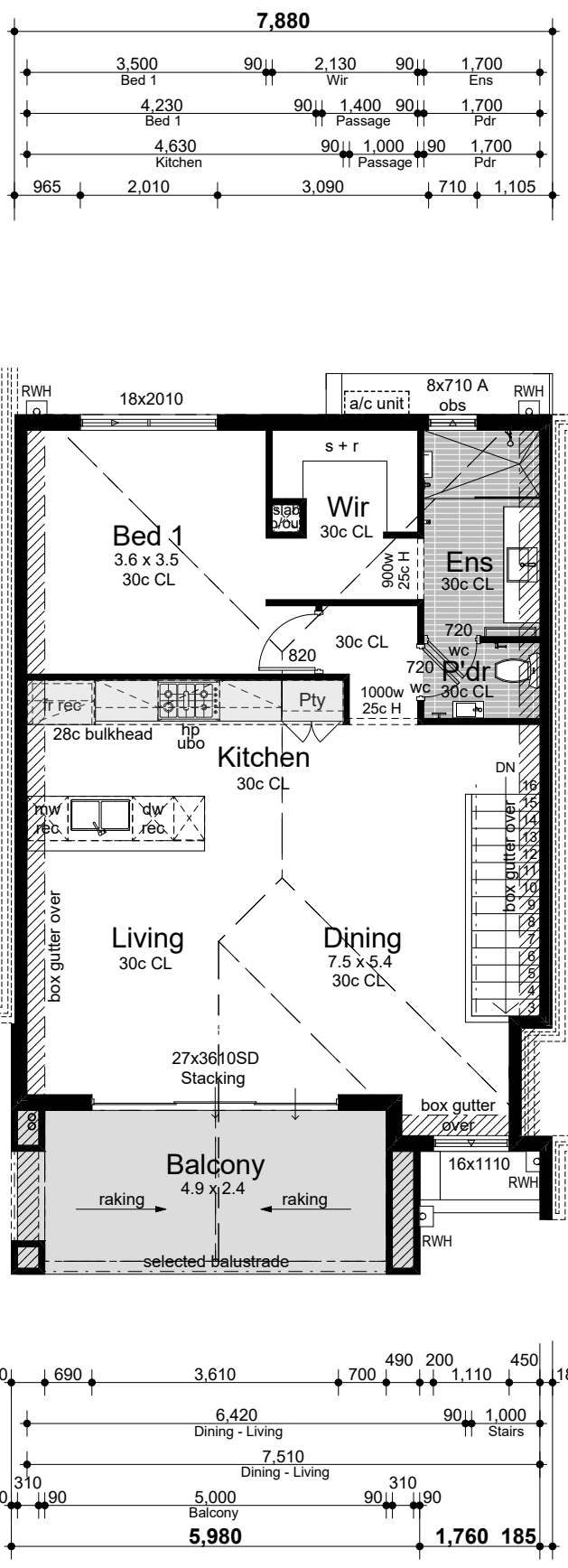
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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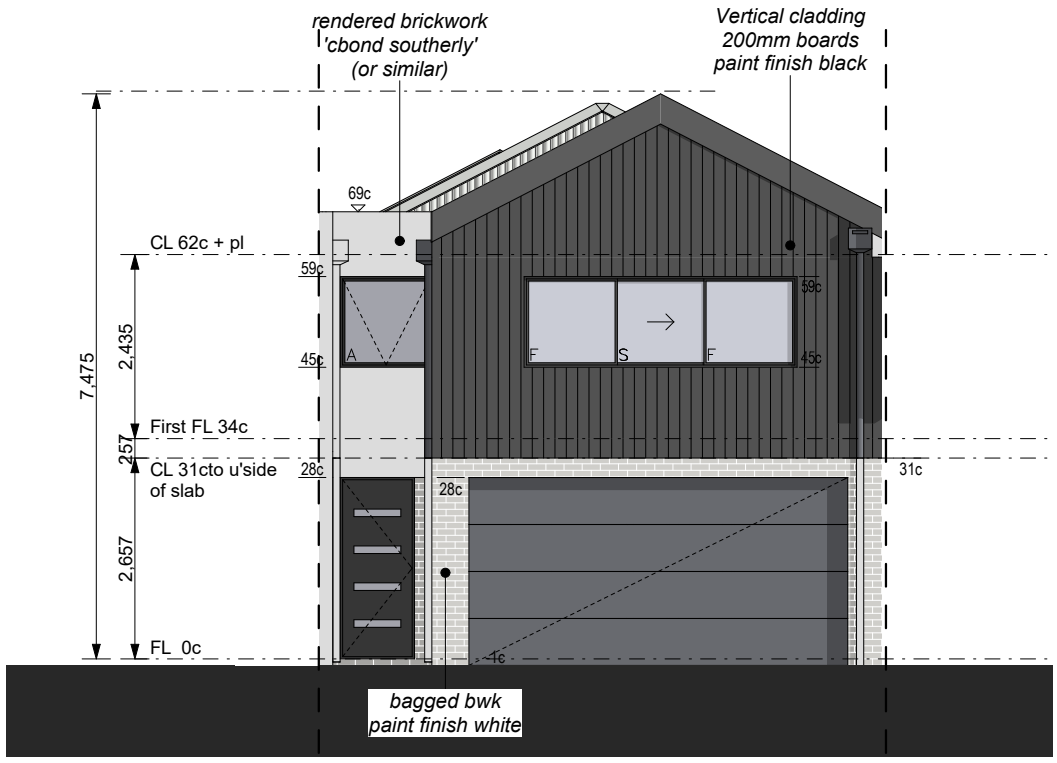
BUILDER

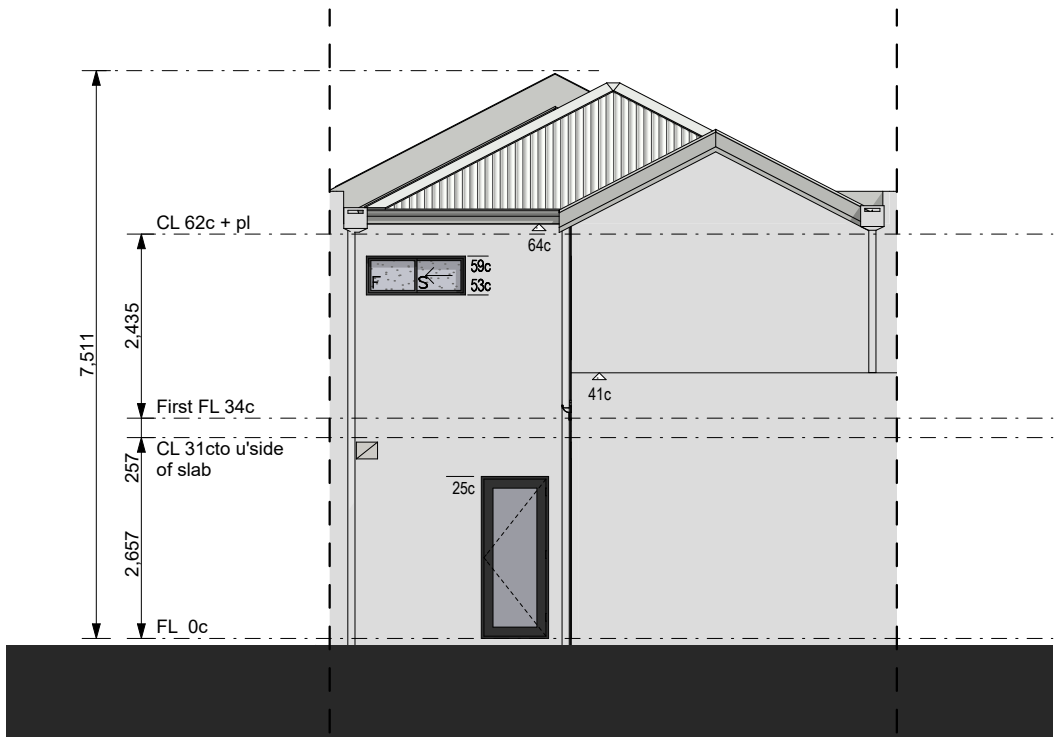
UNIT TYPE 'A'

City of Stirling
16 May 2024
RECEIVED



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

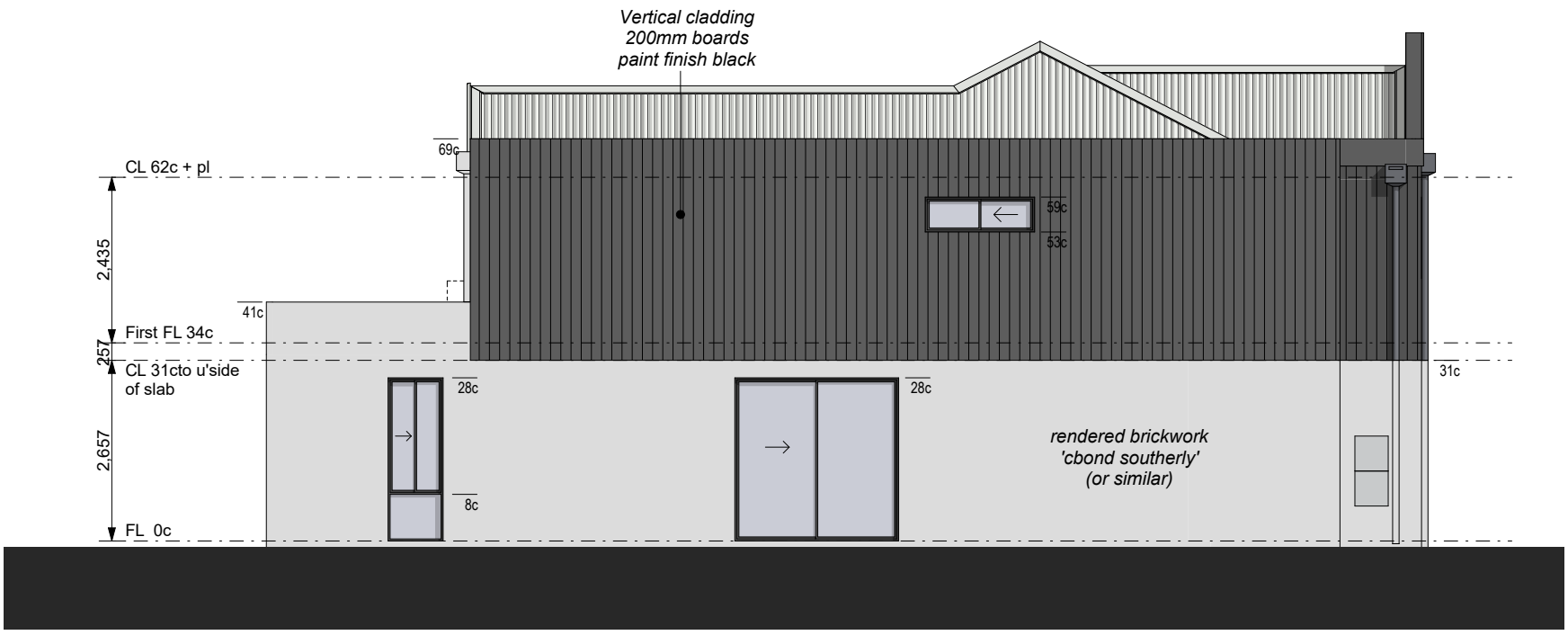
CLIENT

CLIENT

BUILDER

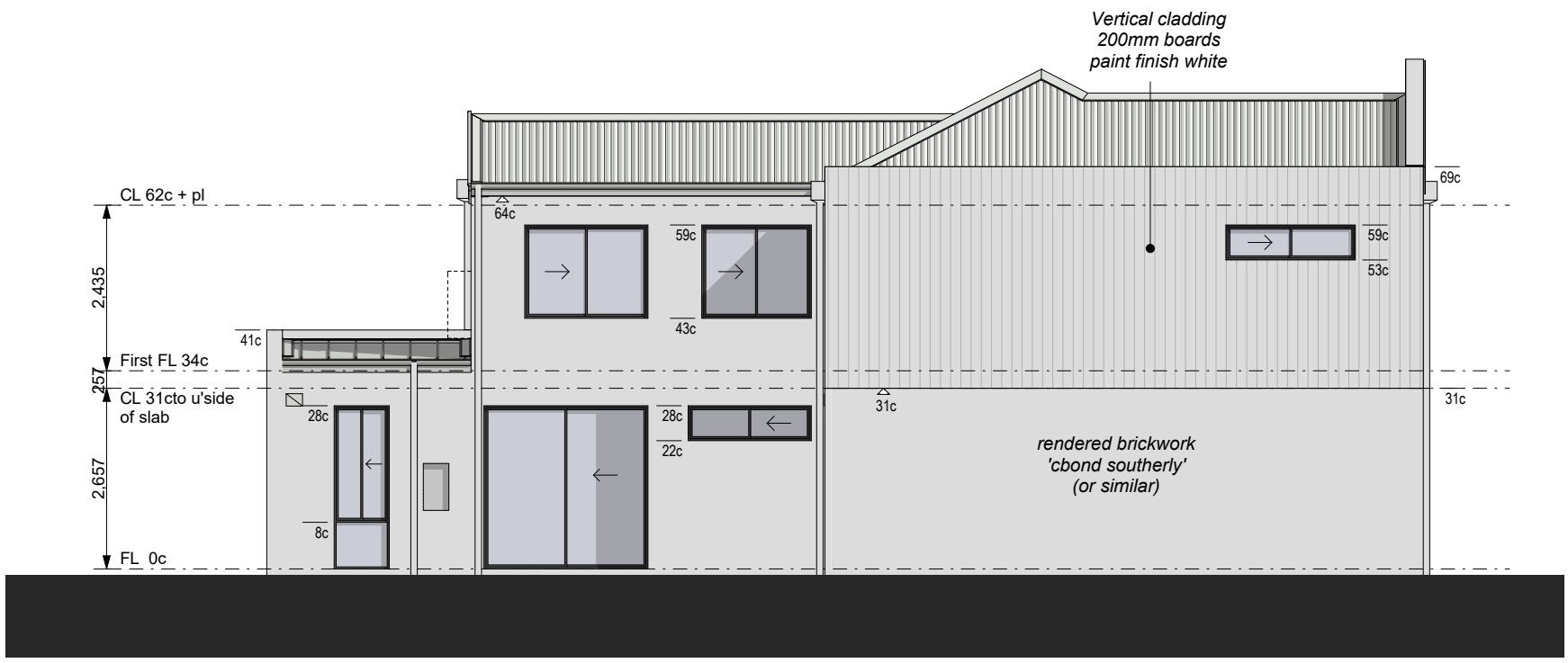
UNIT TYPE 'A'

City of Stirling
16 May 2024
RECEIVED



Unit 10 - Side Elevation

SCALE: 1:100



Unit 16 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

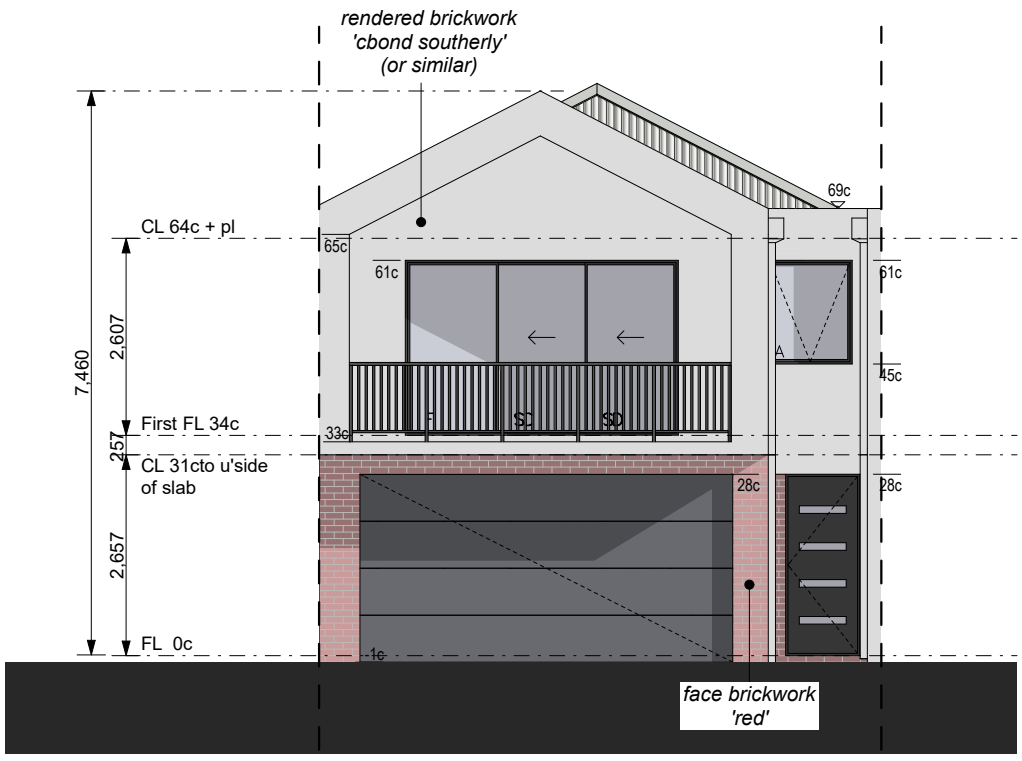
CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'

City of Stirling
16 May 2024
RECEIVED



Front Elevation

SCALE: 1:100

Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

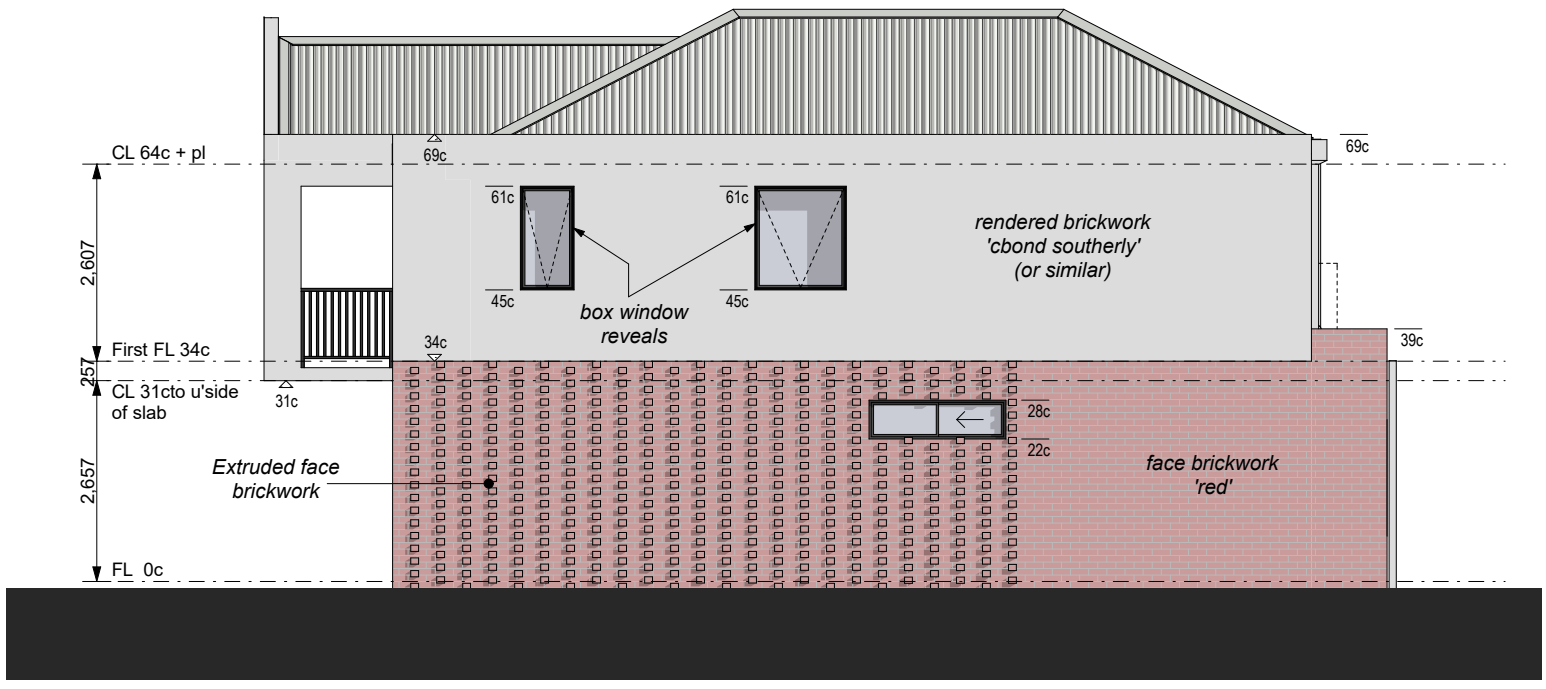
CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'

City of Stirling
16 May 2024
RECEIVED



Unit 1 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

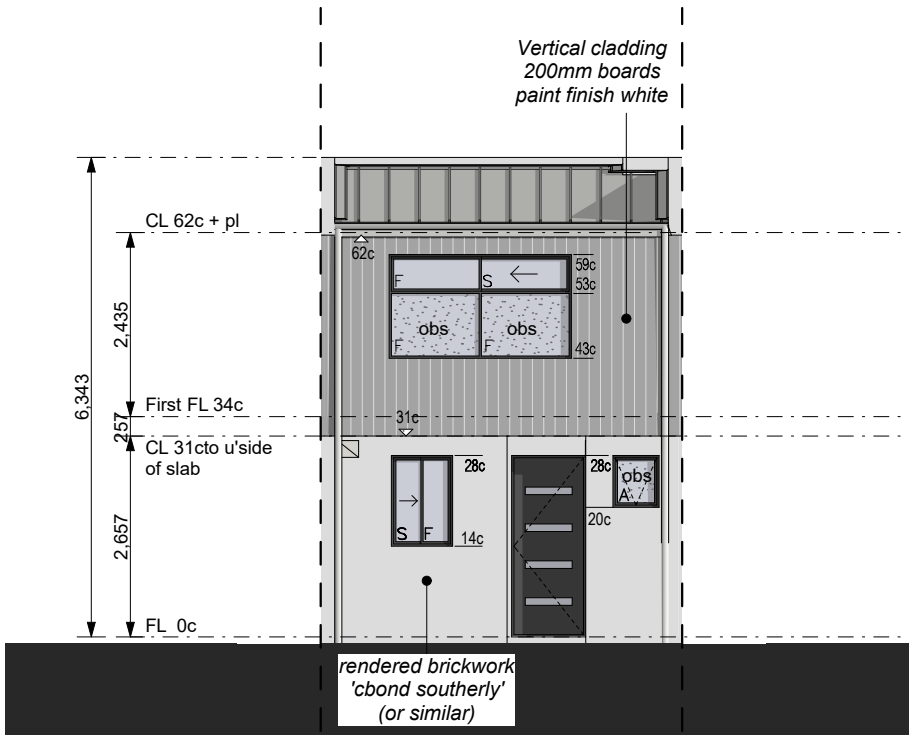
CLIENT

CLIENT

BUILDER

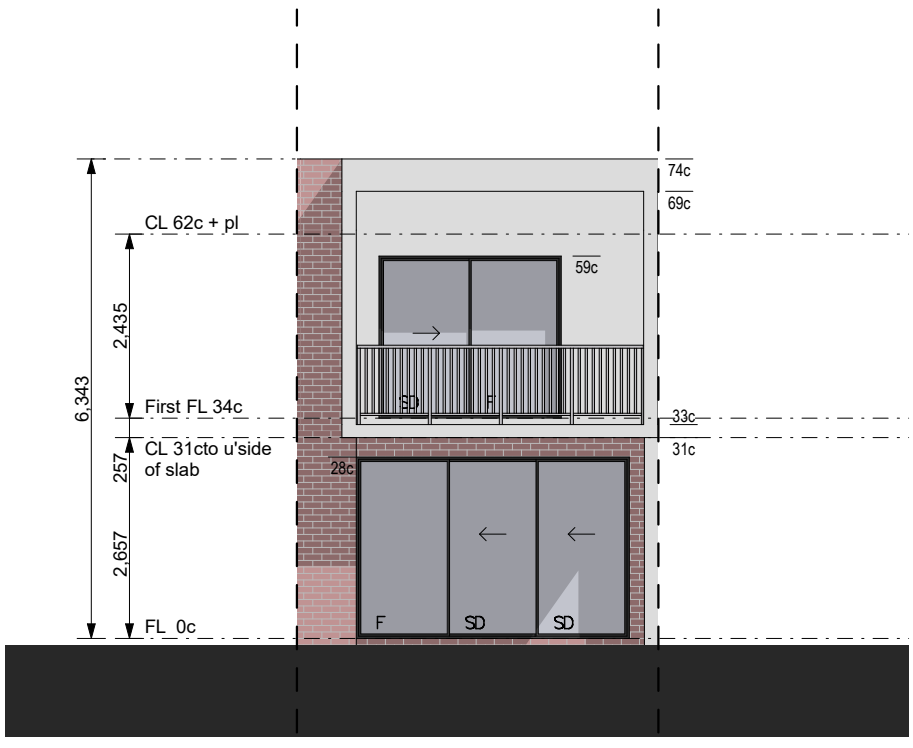
UNIT TYPE 'C'

City of Stirling
16 May 2024
RECEIVED



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

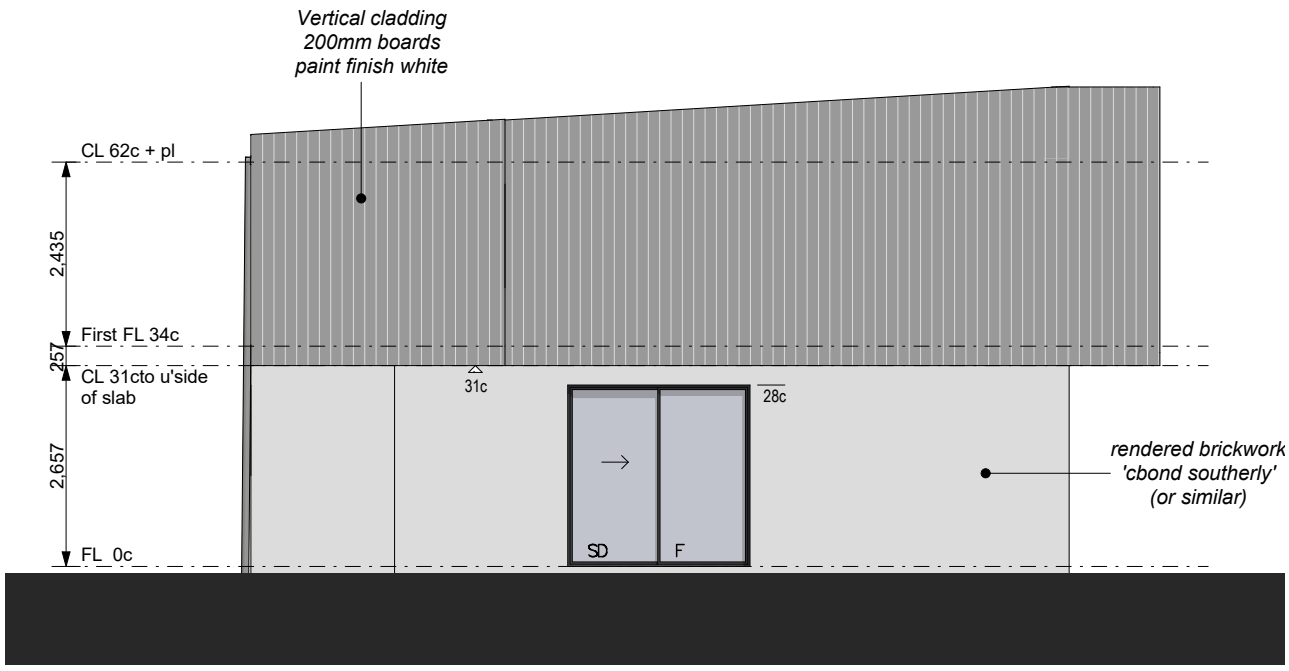
CLIENT

CLIENT

BUILDER

UNIT TYPE 'C'

City of Stirling
16 May 2024
RECEIVED



Unit 22 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

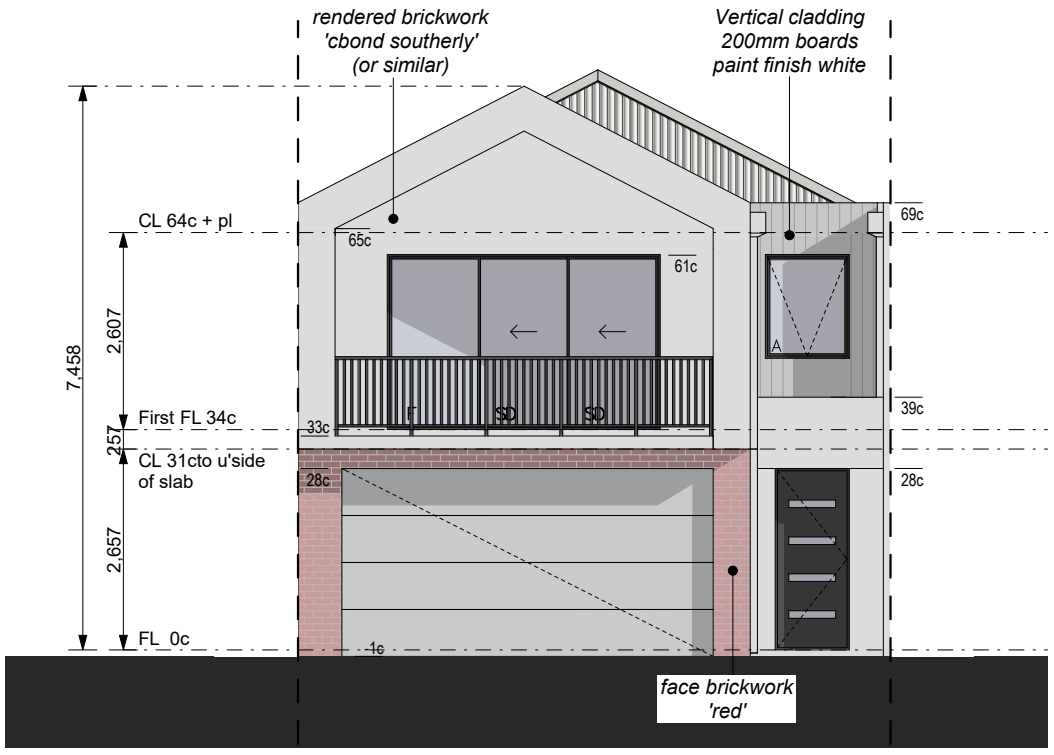
CLIENT

CLIENT

BUILDER

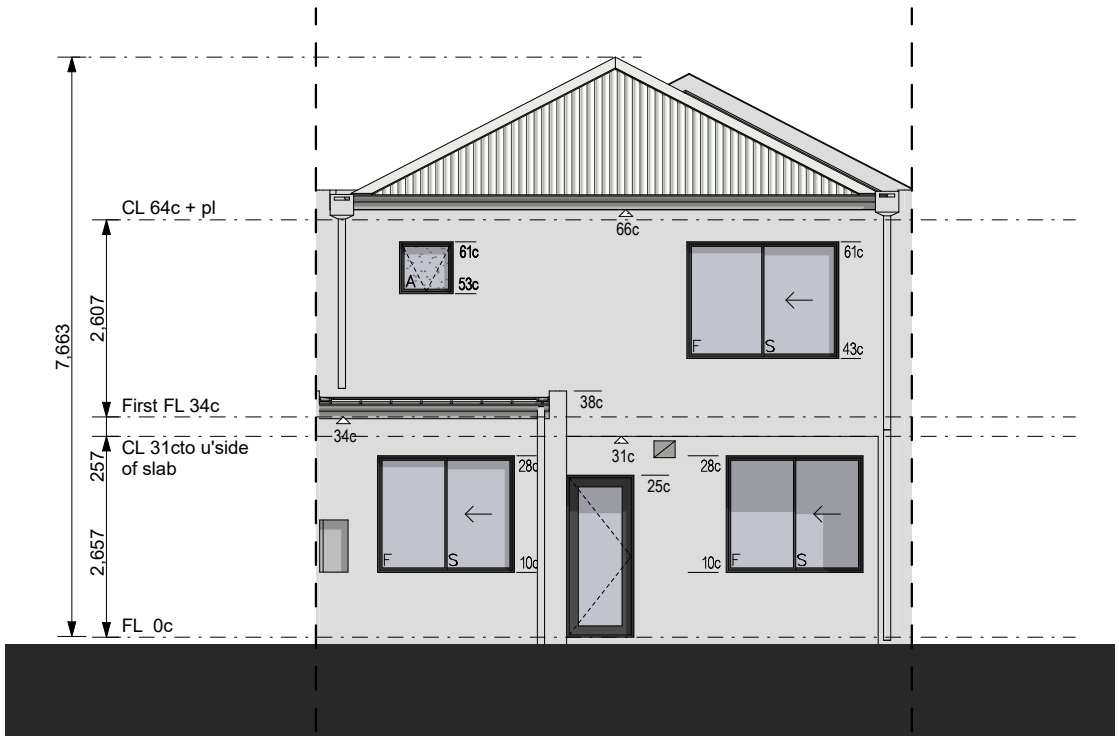
UNIT TYPE 'D'

City of Stirling
16 May 2024
RECEIVED



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

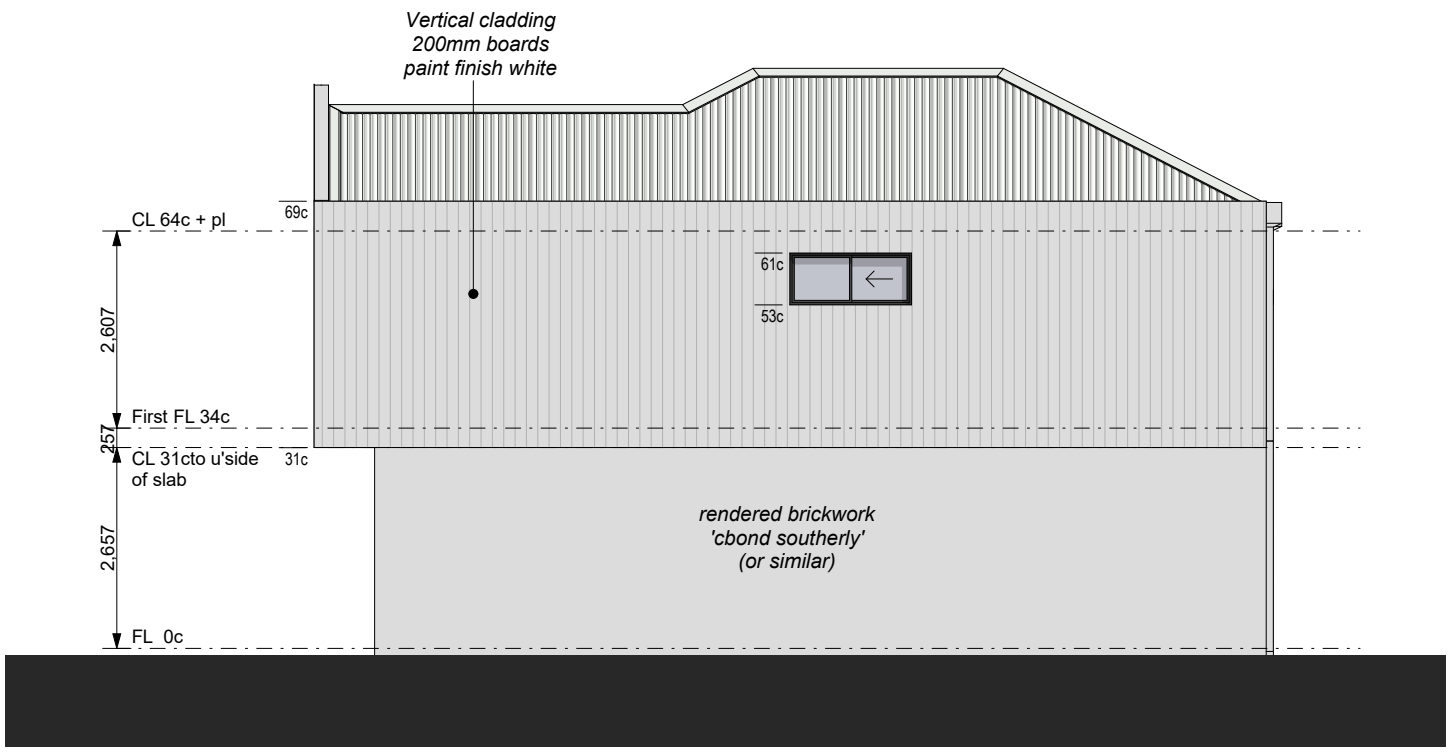
CLIENT

CLIENT

BUILDER

UNIT TYPE 'D'

City of Stirling
16 May 2024
RECEIVED



Unit 11 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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UNIT TYPE 'A'

City of Stirling
16 May 2024
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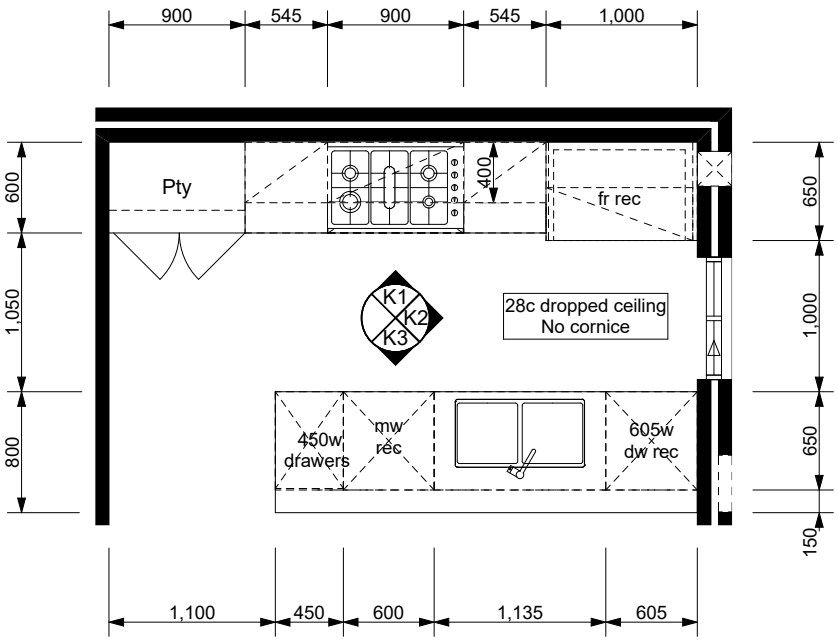
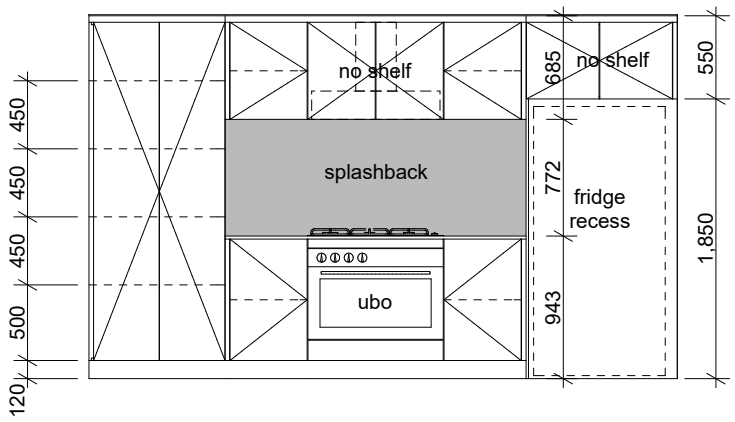
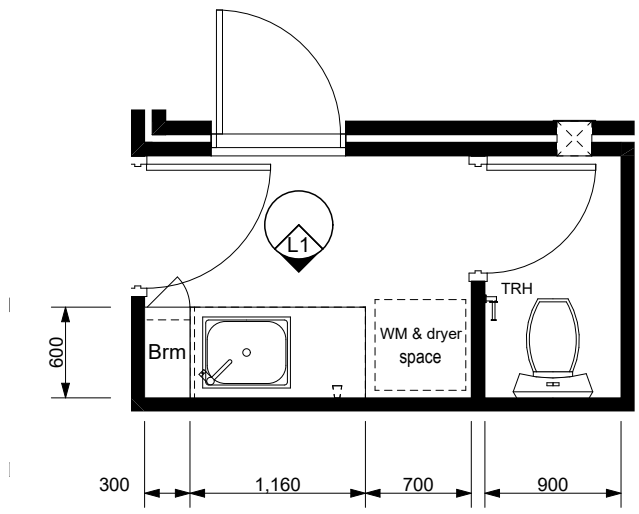


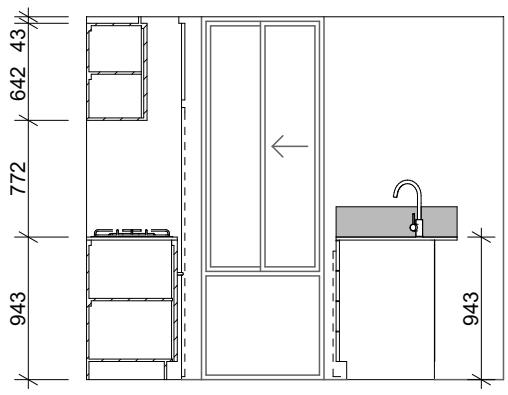
Kitchen Layout
SCALE: 1:50



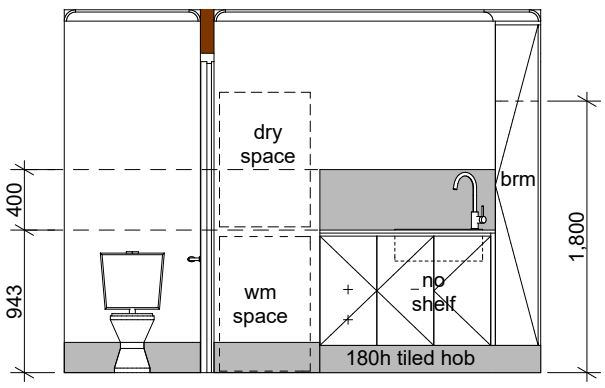
Kitchen 1
SCALE: 1:50



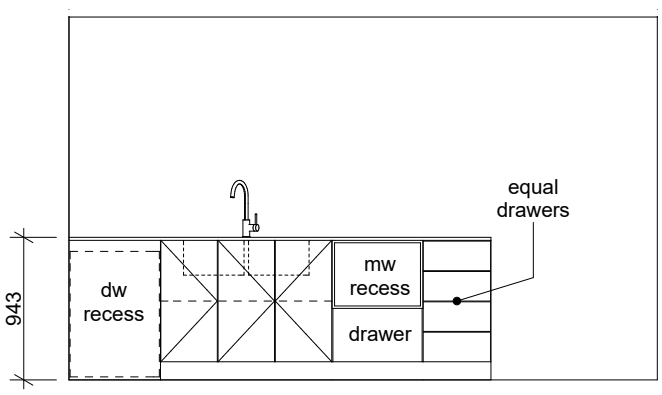
L'dry & P'dr Layout
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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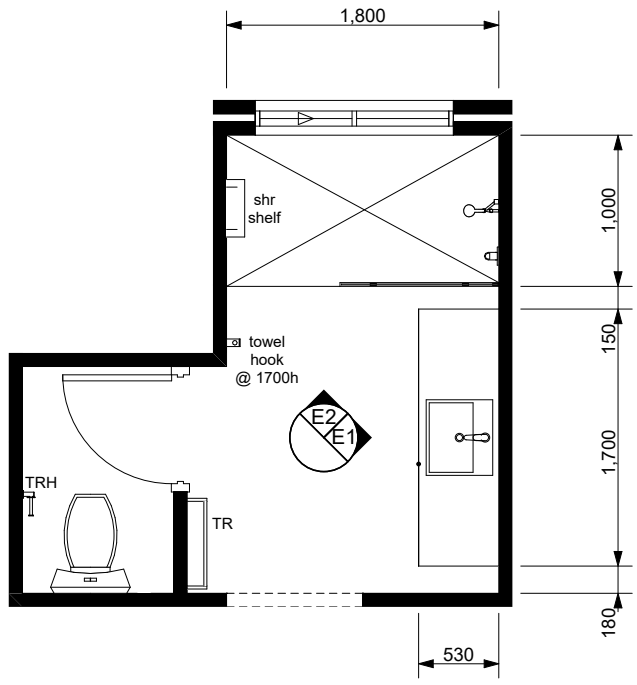
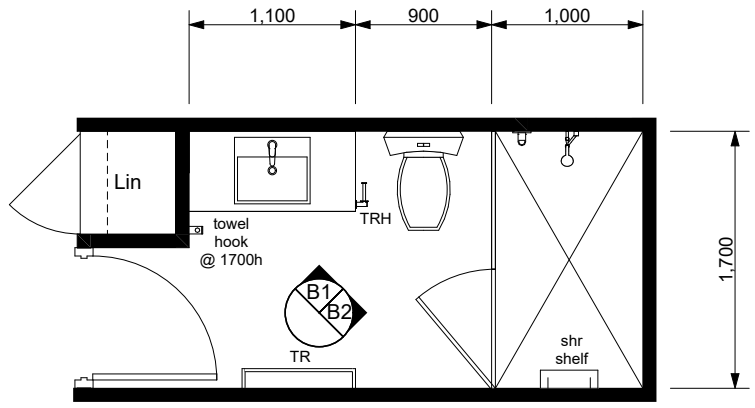
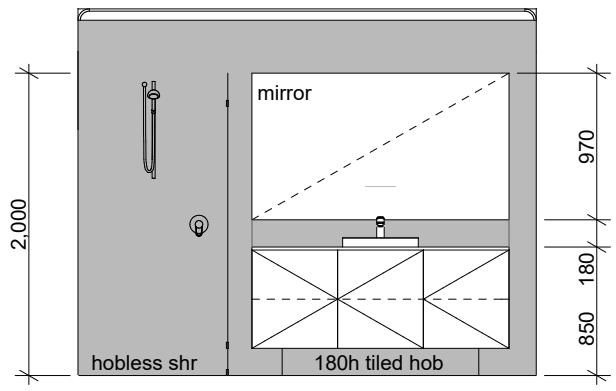
UNIT TYPE 'A'



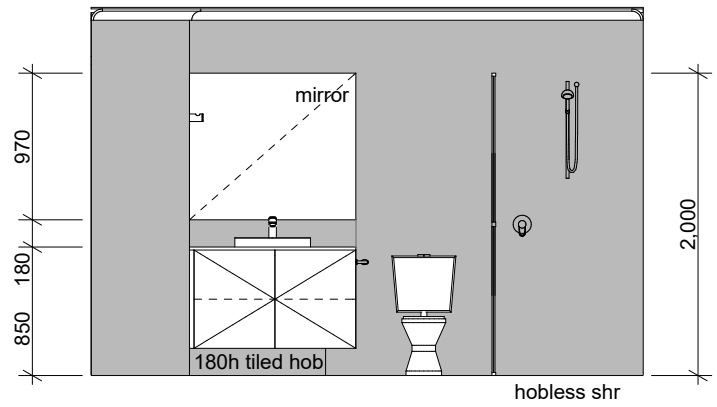
Ensuite Layout
SCALE: 1:50



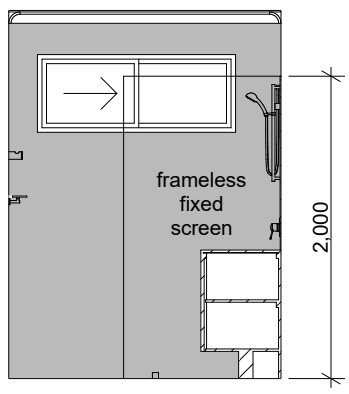
Bathroom Layout
SCALE: 1:50



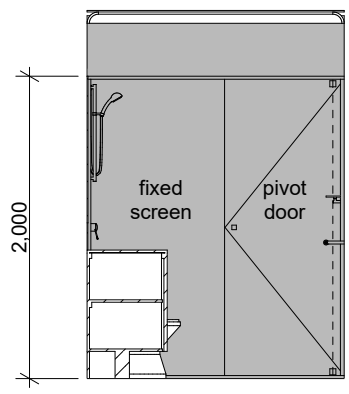
Ensuite 1
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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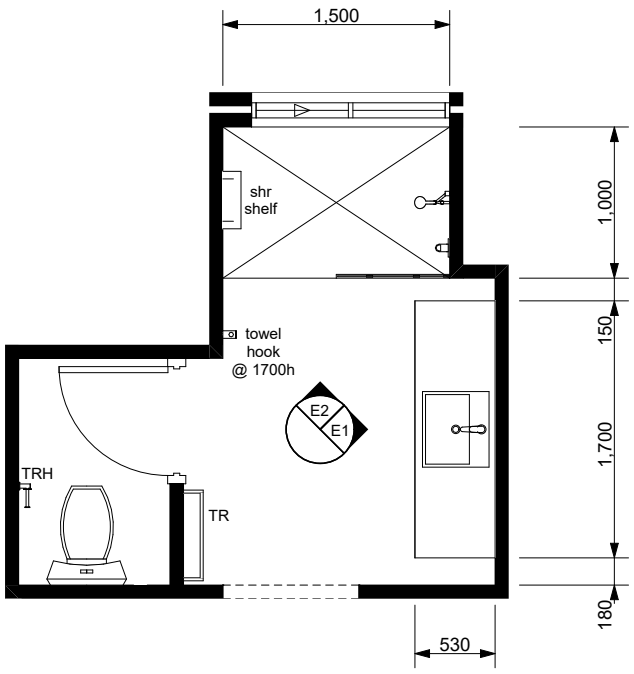
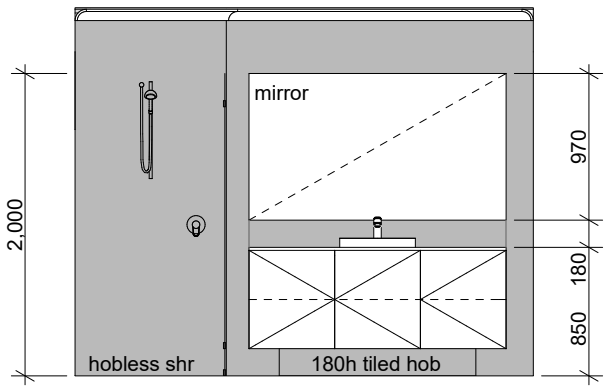
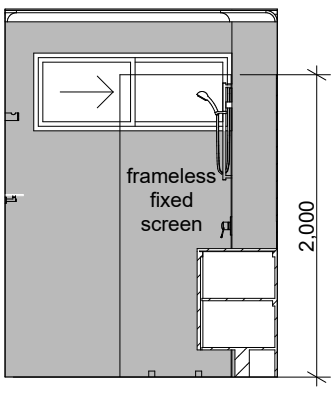
UNIT (2, 5, 9, 10, 13 & 15) TYPE 'A'



Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
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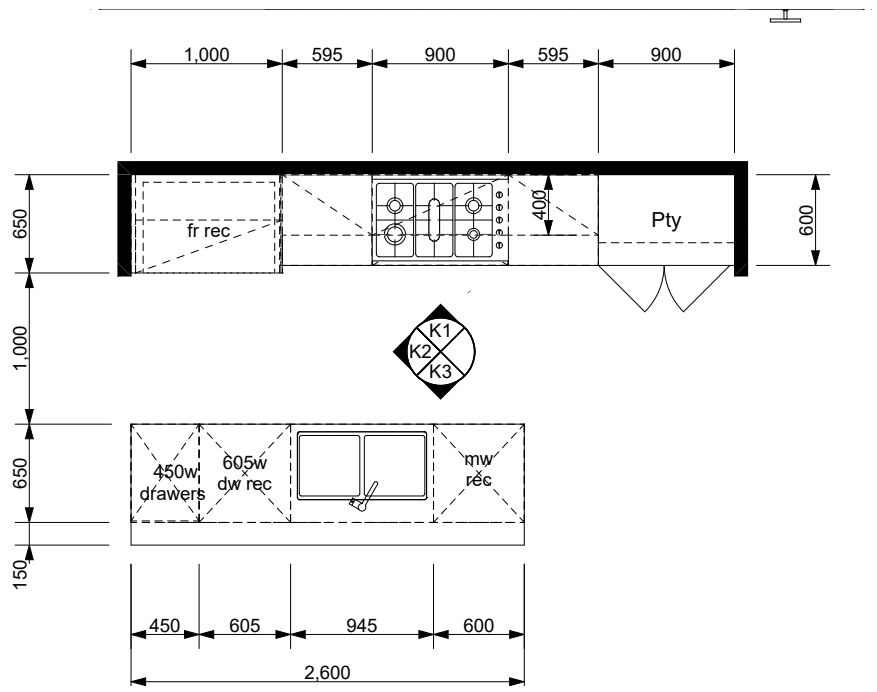
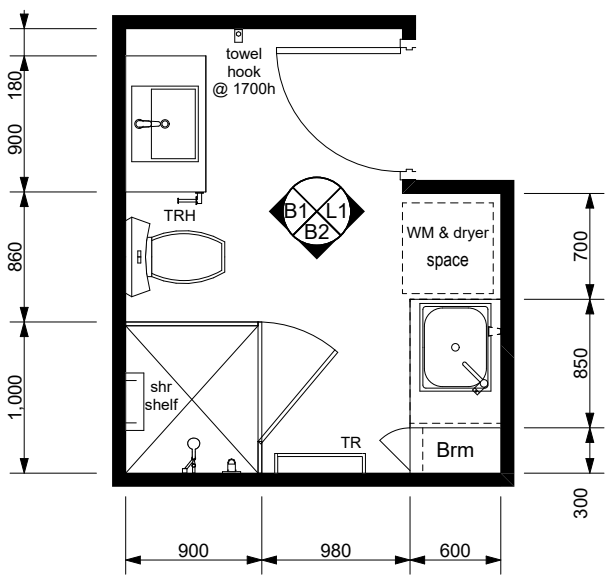
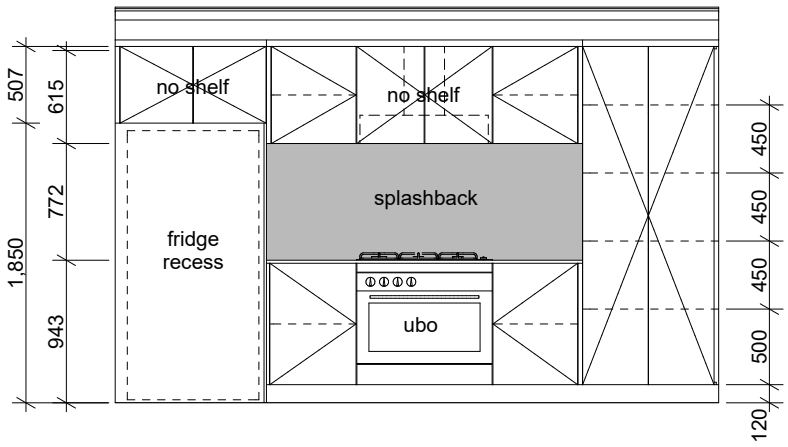
UNIT TYPE 'B'



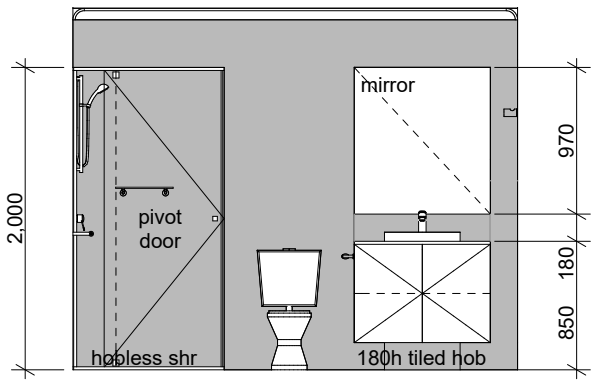
Kitchen Layout
SCALE: 1:50



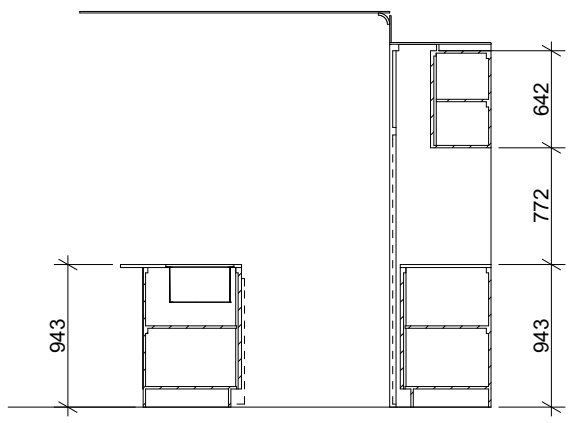
Bath & L'dry Layout
SCALE: 1:50



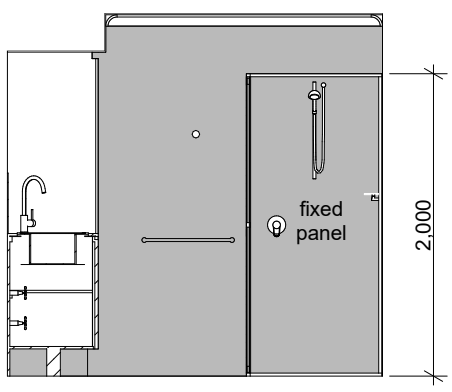
Kitchen 1
SCALE: 1:50



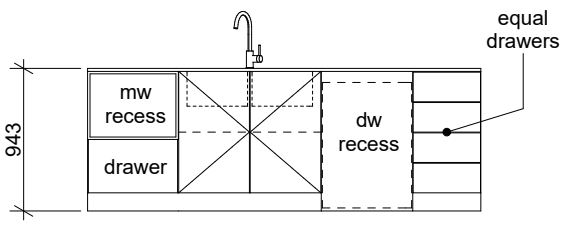
Bathroom 1
SCALE: 1:50



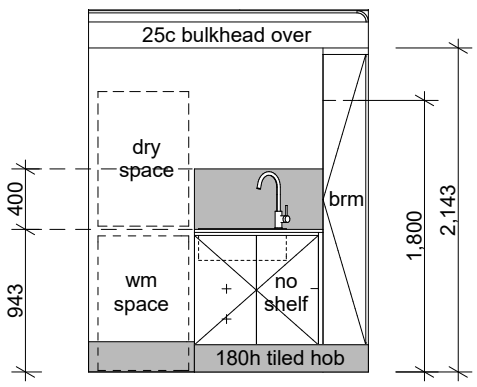
Kitchen 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50



Laundry 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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UNIT TYPE 'B'

City of Stirling
16 May 2024
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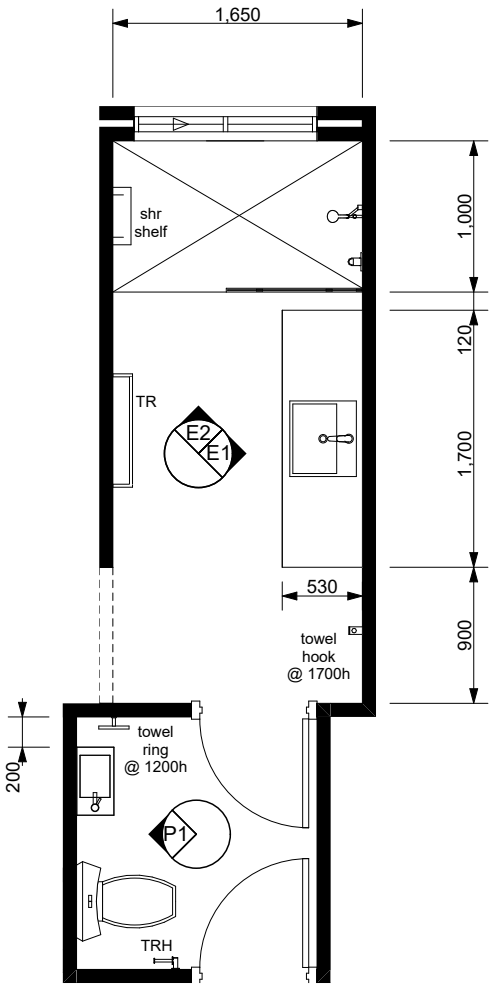
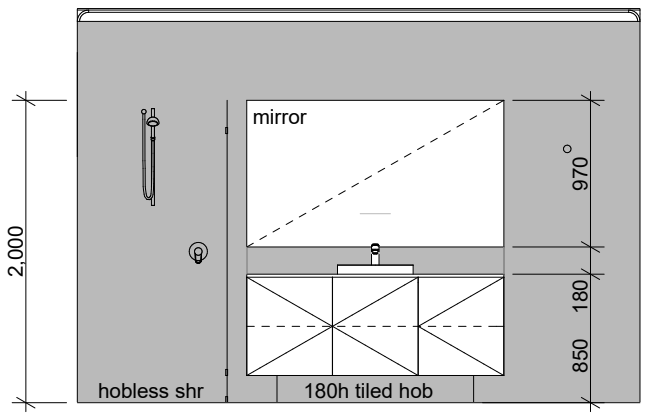
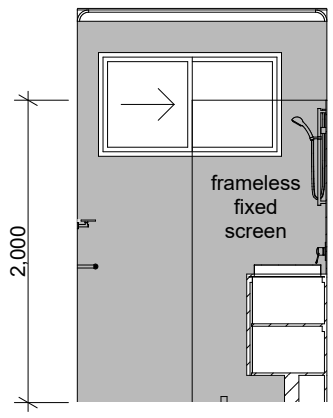


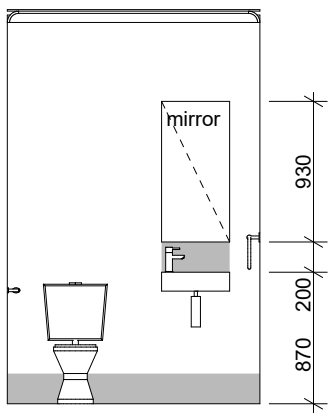
Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Powder 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
16 May 2024
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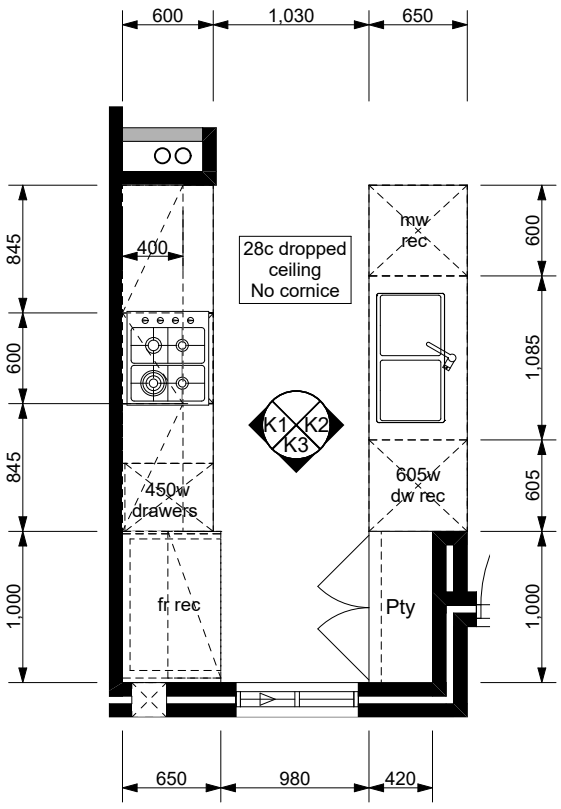
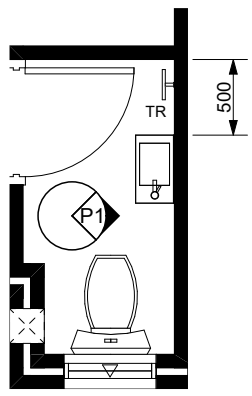
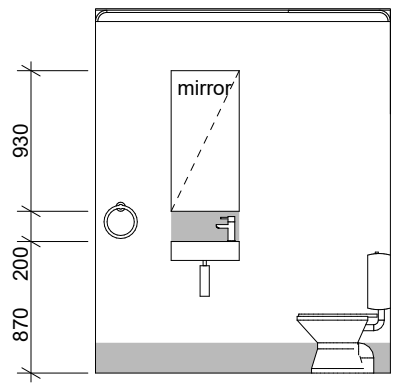
UNIT TYPE 'C'



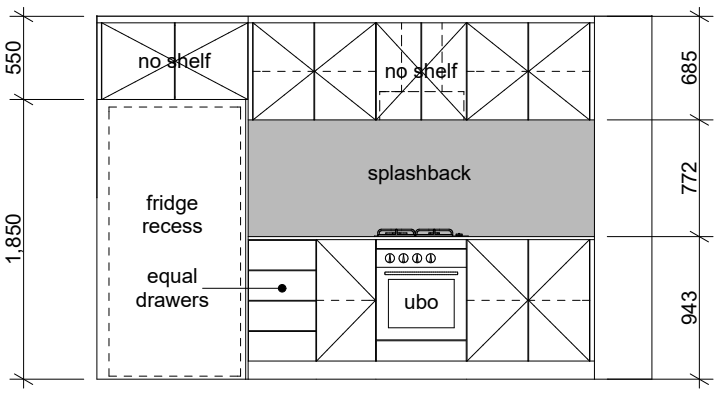
Kitchen Layout
SCALE: 1:50



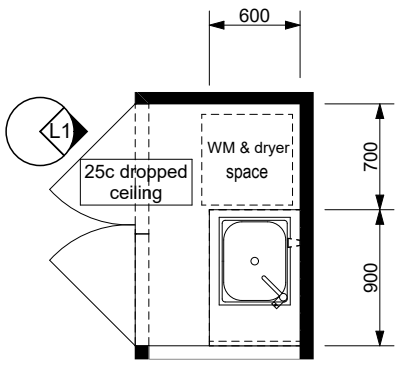
Powder Layout
SCALE: 1:50



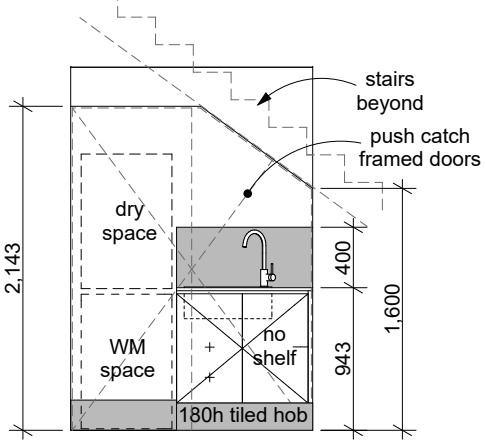
Powder 1
SCALE: 1:50



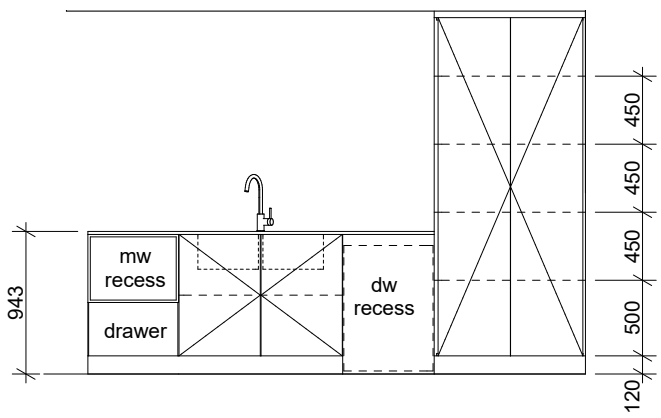
Kitchen 1
SCALE: 1:50



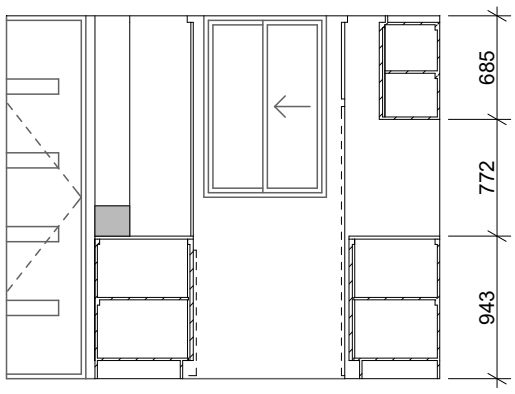
Laundry Layout
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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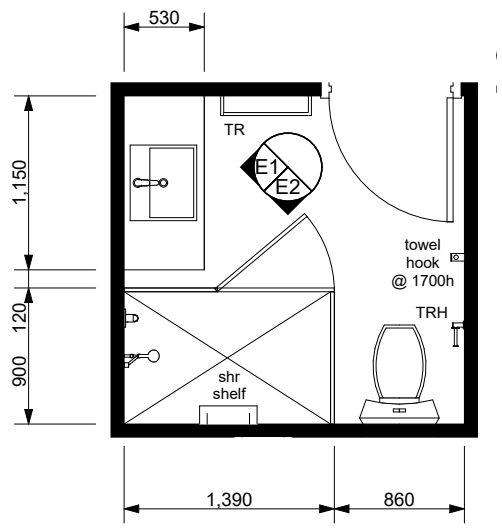
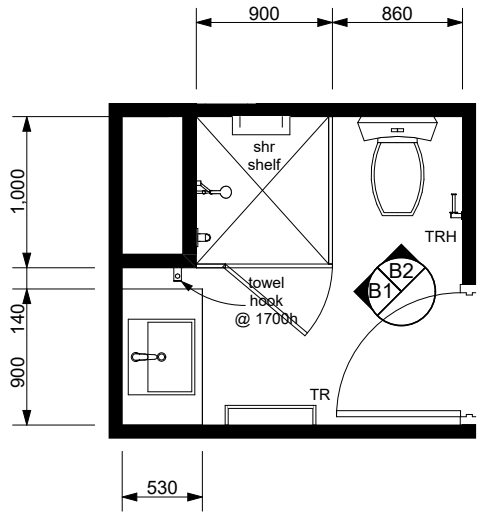
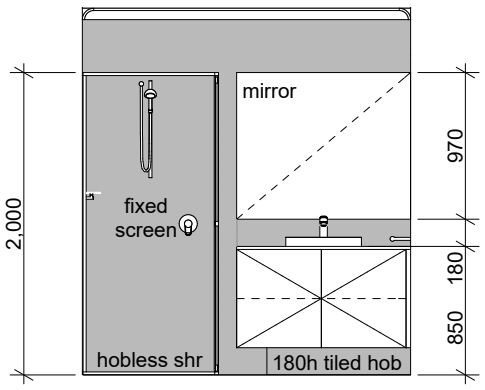
UNIT TYPE 'C'



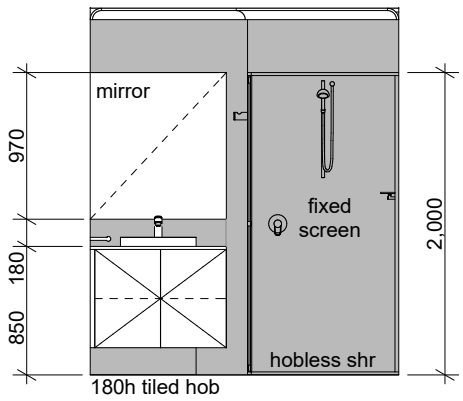
Ensuite Layout
SCALE: 1:50



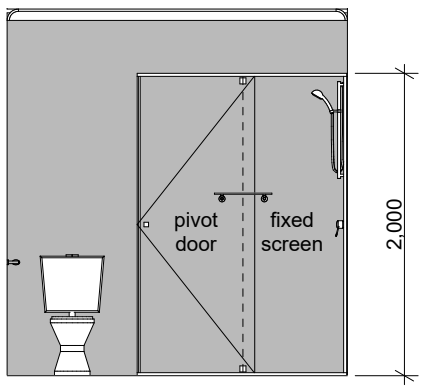
Bathroom Layout
SCALE: 1:50



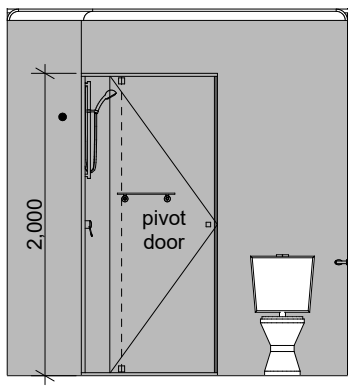
Ensuite 1
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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City of Stirling
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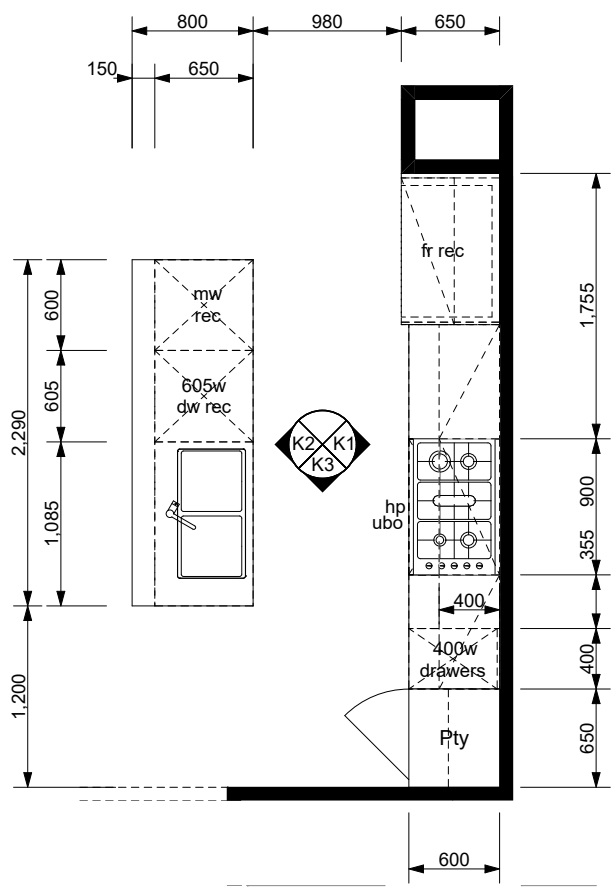
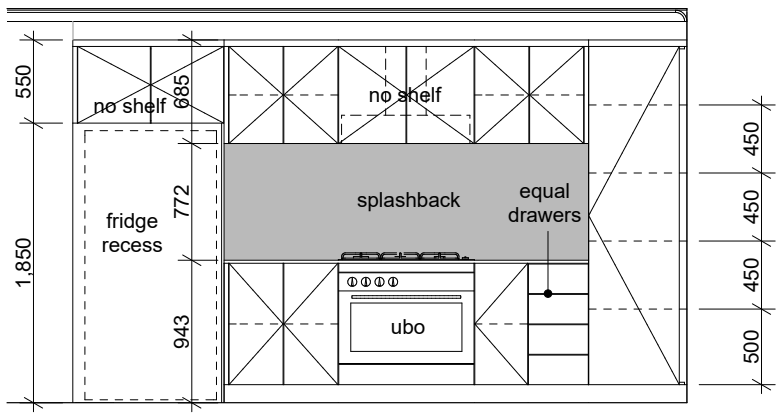
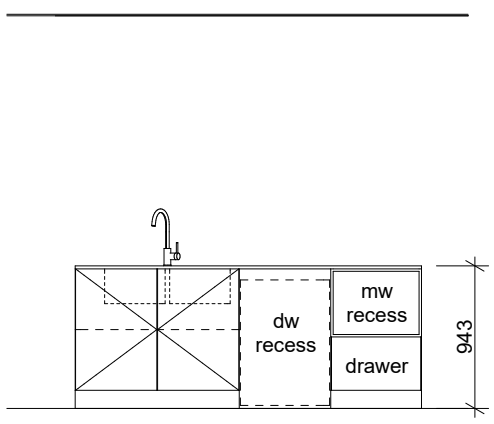
UNIT TYPE 'C*' Unit 17



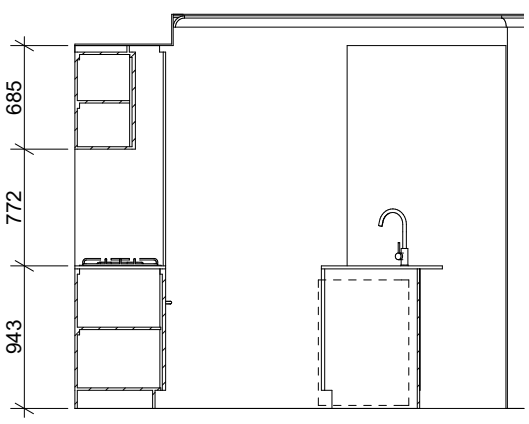
Kitchen Layout
SCALE: 1:50



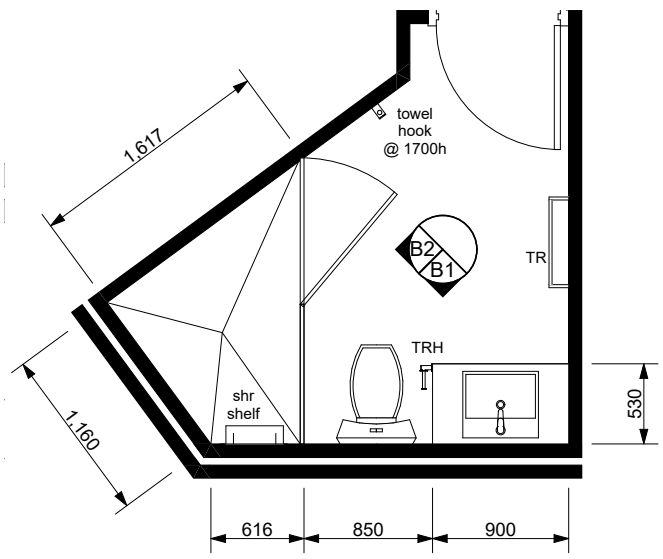
Kitchen 1
SCALE: 1:50



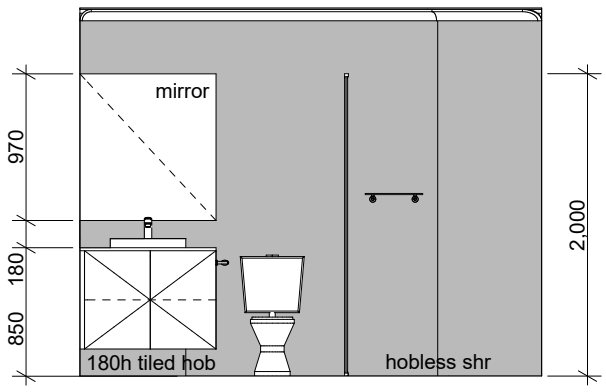
Kitchen 2
SCALE: 1:50



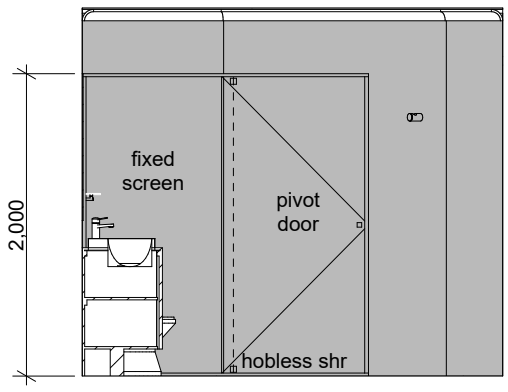
Kitchen 3
SCALE: 1:50



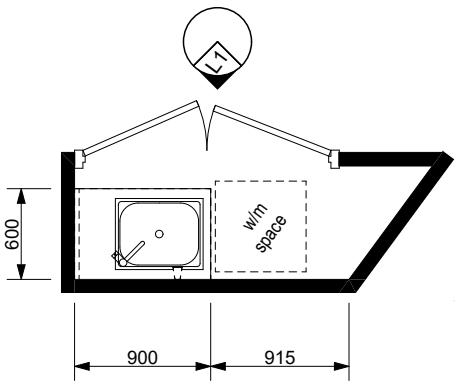
Bathroom Layout
SCALE: 1:50



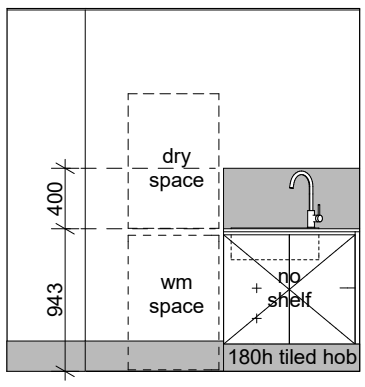
Bath 1
SCALE: 1:50



Bath 2
SCALE: 1:50



Laundry Layout
SCALE: 1:50



Laundry 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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UNIT TYPE 'D'

City of Stirling
16 May 2024
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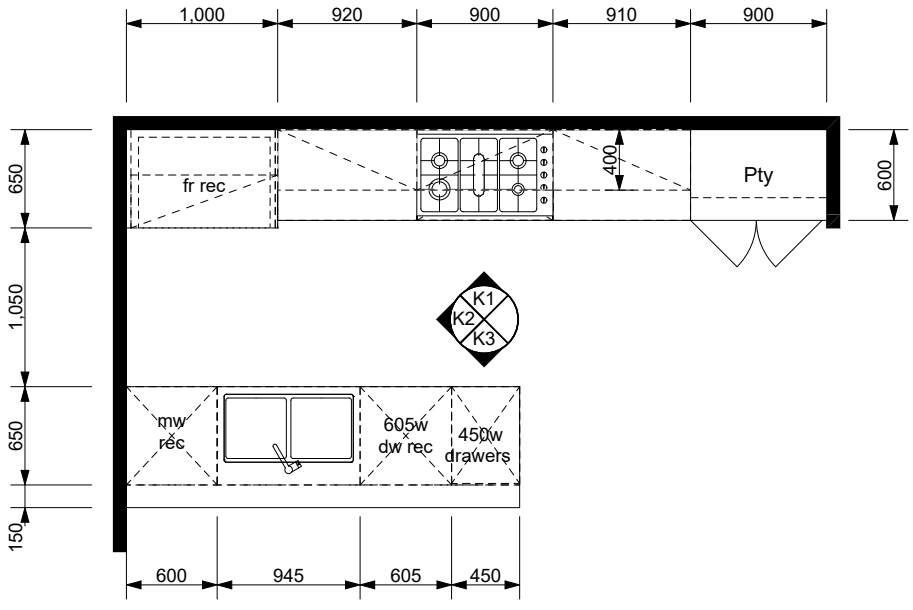
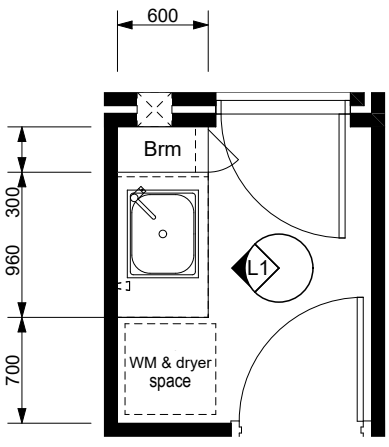
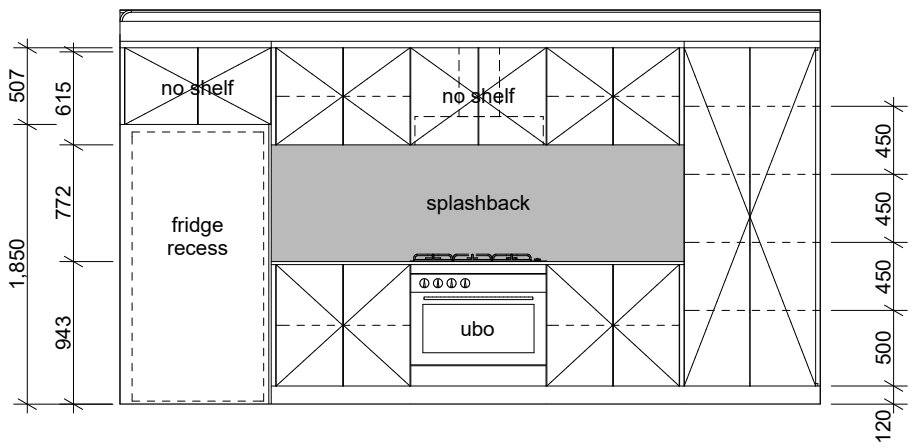


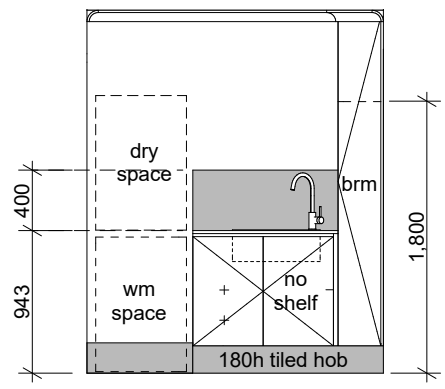
Kitchen Layout
SCALE: 1:50



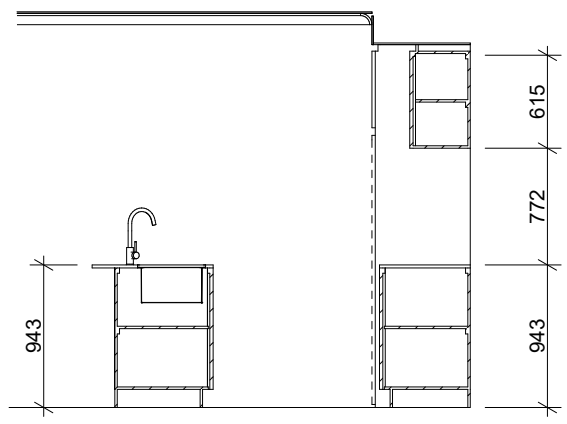
Laundry Layout
SCALE: 1:50



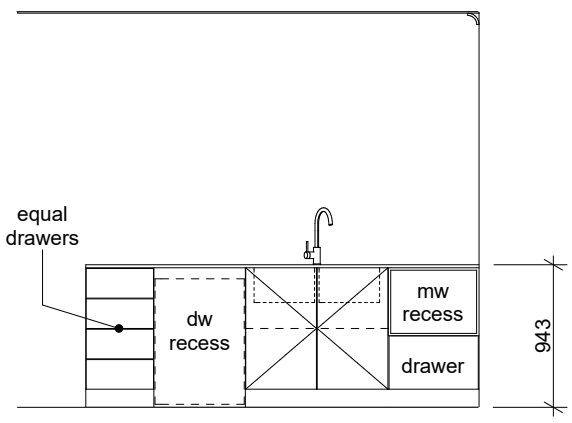
Kitchen 1
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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UNIT TYPE 'D'

City of Stirling
16 May 2024
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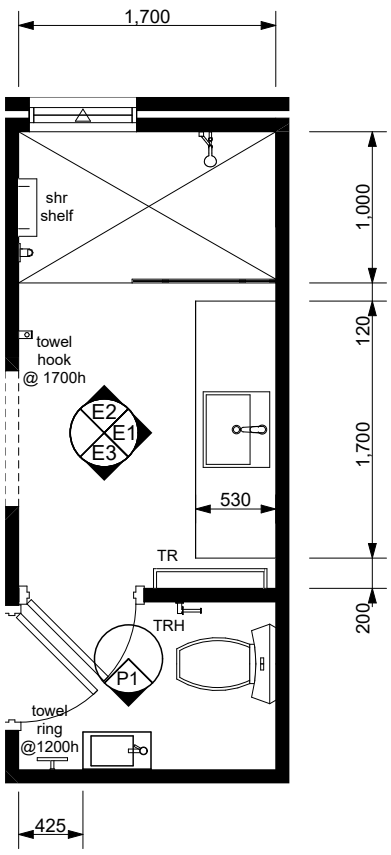
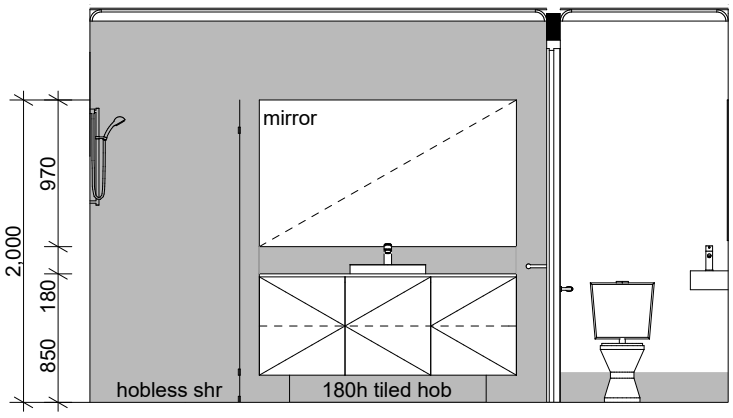
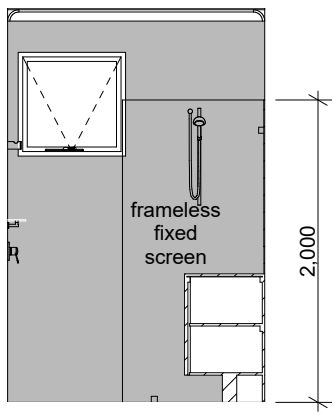


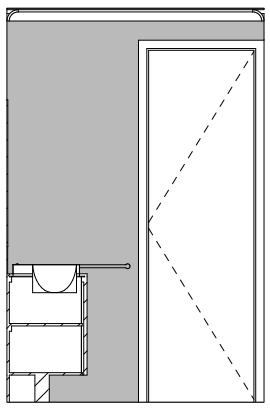
Ensuite Layout
SCALE: 1:50



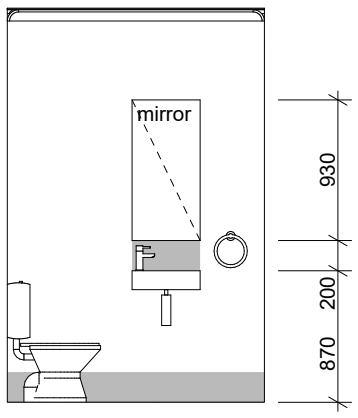
Ensuite 1
SCALE: 1:50



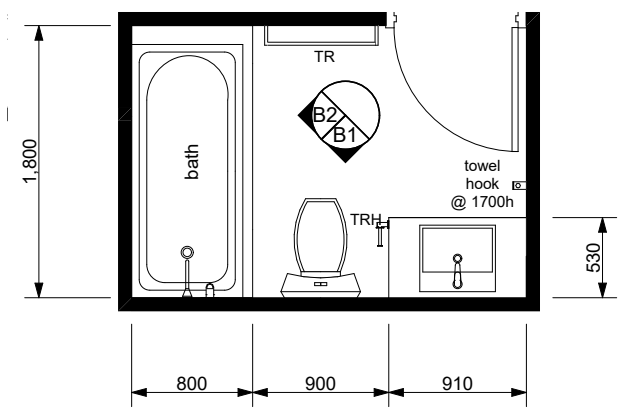
Ensuite 2
SCALE: 1:50



Ensuite 3
SCALE: 1:50



Powder 1
SCALE: 1:50



Bathroom Layout
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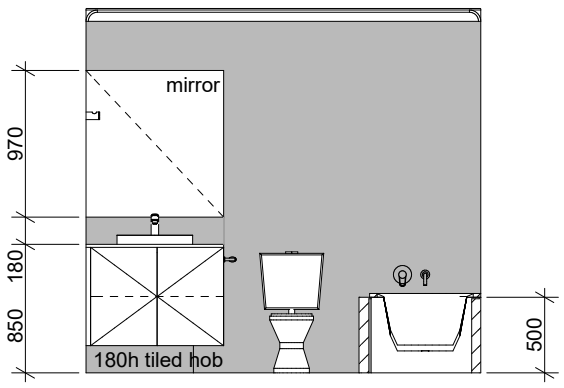
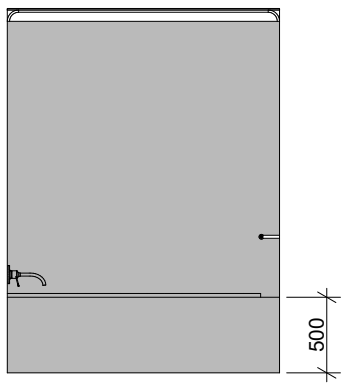


Bathroom 1
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

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REV	DATE	DWN	APP	DESCRIPTION
E	08.08.23	KD	KD	UPDATED LANDSCAPE CONCEPT PLAN
F	31.10.23	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
G	02.11.23	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
H	14.02.24	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
I	15.02.24	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN

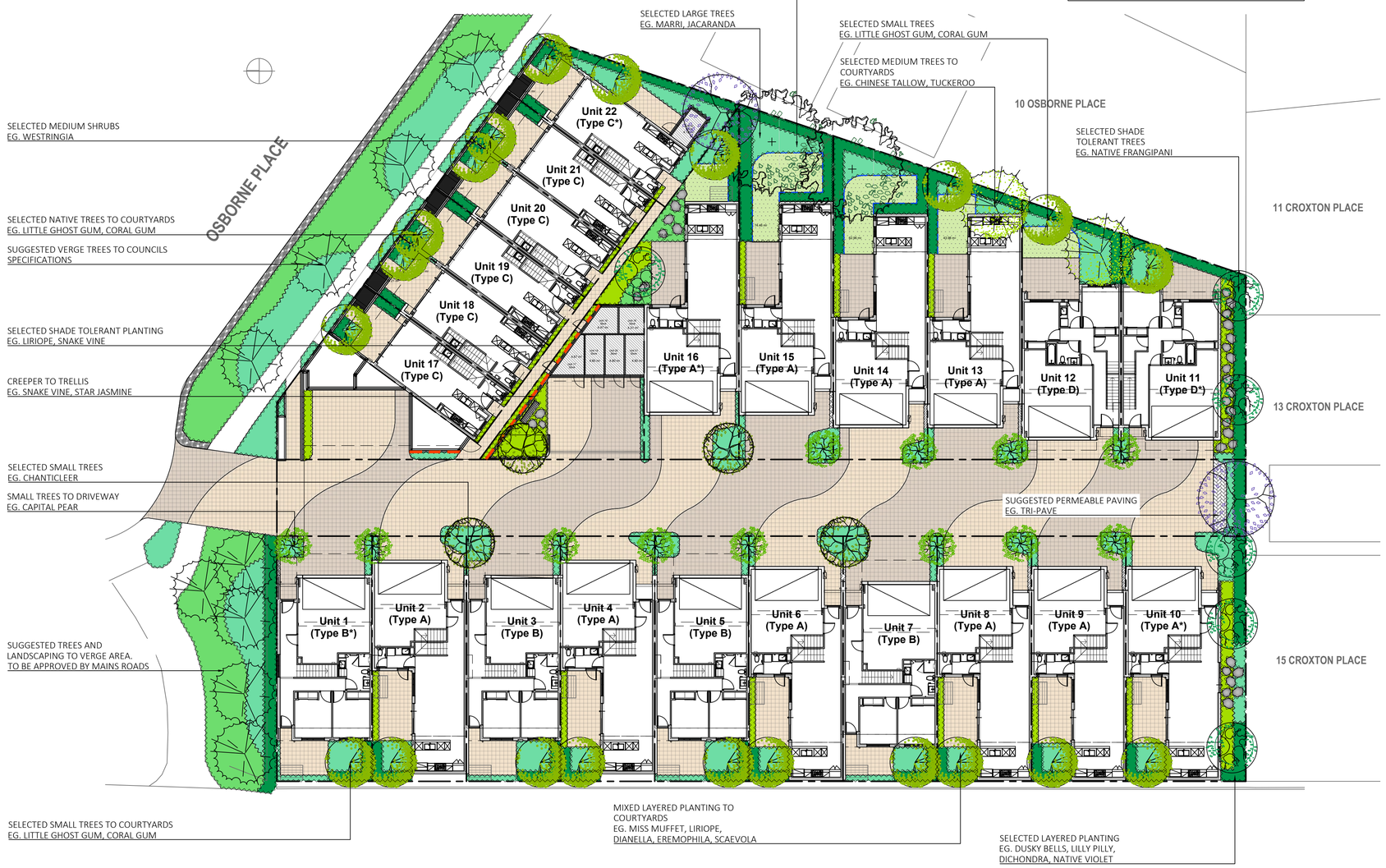
LANDSCAPE AREA CALCULATIONS

TOTAL SITE AREA
Total Sire Area = 3717.6m2

LANDSCAPE AREAS
Total Landscape areas (all levels) = 622.6m2 (16.7% of site)

DEEP SOIL AREAS (DSA)
Total = 453.1m2 (12.2% of site)

CANOPY COVER
Proposed Large Trees (8m canopy) x 2 = 100.6m2
Proposed Medium Trees (6m canopy) x 4 = 113.2m2
Proposed Small Trees (4m canopy) x 31 = 390.6m2
Proposed Small Trees (3m canopy) x 12 = 84m2
Total Canopy Cover = 688.4m2 (18.5% of site)



LEGEND

TREES
SUGGESTED VERGE TREES TO COUNCIL SPECIFICATIONS
SELECTED LARGE TREES EG. MARRI, JACARANDA CANOPY: 8m
SELECTED MEDIUM TREES EG. CHINESE TALLOW, TUCKEROO CANOPY: 6m
SELECTED MEDIUM TREES EG. PINK MARRI, RED FLOWERING GUM CANOPY: 6m
SELECTED SMALL TREES EG. NATIVE FRANGIPANI CANOPY: 4m
SELECTED SMALL TREES EG. LITTLE GHOST GUM, CORAL GUM CANOPY: 4m
SELECTED SMALL TREES EG. CHANTICLEER CANOPY: 4m
SELECTED SMALL TREES EG. CAPITAL PEAR CANOPY: 3m

PLANTING
PLANTING TYPE 01 GROUNDCOVERS
PLANTING TYPE 02 SHRUBS
PLANTING TYPE 03 STRAPPY/MIXED
PLANTING TYPE 04 SHADE TOLERANT
SELECTED LAWN SPECIES EG. SOFT LEAF BUFFALO

MISC
PAVEMENT TREATMENTS (TBC)
DEEP SOIL AREAS (DSA)
SELECTED CLIMBER ON TRELLIS OR STRUCTURE
SELECTED EDGE RESTRAINT EG. MILD STEEL
SUGGESTED PERMEABLE PAVING EG. TRI-PAVE

NOTES

1. GENERAL
1.1 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.2 THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS AND PROJECT SPECIFICATIONS.
1.3 FOR ALL FINISHED LEVELS DRAINAGE DESIGN AND WATER CONNECTION POINTS REFER TO ASSOCIATED PROJECT DOCUMENTATION (BY OTHERS).
1.4 FOR ALL ASSOCIATED IRRIGATION DESIGN REFER TO IRRIGATION DOCUMENTATION AND SPECIFICATION.

2. SOIL PREPARATION
2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3.PLANTING
3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 REFER TO PLANTING SCHEDULE FOR PROPOSED SPECIES, SPACING AND SIZES.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.
3.8 IF SPECIES ARE UNAVAILABLE (OR IN SIZES SPECIFIED), SUBSTITUTES MUST BE APPROVED BY SUPERINTENDENT BEFORE DELIVERY AND INSTALLATION.

4. IRRIGATION
4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 CONTROLLER TO BE LOCATED IN BIN STORE AND INDIVIDUAL GARAGES (OR AS SHOWN ON IRRIGATION DETAILS).
4.4 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.5 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.6 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.
4.7 PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE

PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
CORcal	Corymbia calophylla	Marri Tree	As Shown	100L
CORcal	Corymbia calophylla grafted	Pink Marri Tree	As Shown	100L
CORfic	Corymbia ficifolia (grafted)	WA Red Flowering Gum	As Shown	100L
CUPana	Cupaniopsis anacardioides	Tuckeroo	As Shown	100L
EUCtor	Eucalyptus torquata	Coral Gum	As Shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	100L
HYMfla	Hymenosporum flavum	Native Frangipani	As Shown	100L
JACmim	Jicaranda mimosifolia	jacaranda	As Shown	100L
PYRcal	Pyrus calleryana	Capital Pear	As Shown	100L
PYRcal	Pyrus calleryana	Chanticleer	As Shown	100L
SAPseb	Sapium sebifera	Chinese Tallow	As Shown	100L
Shrubs and Groundcovers:				
ANIgol	Anigozanthos 'Gold Velvet'	Kangaroo Paw	3/m2	200mm
CORdus	Correa 'Dusky Bells'	Dusky Bells	2/lm	200mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIAbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
DICrep	Dichondra repens	Kidney Weed	3/m2	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	3/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	3/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	3/m2	140mm
LEUbro	Leucophyta brownii	Silver Cushion Bush	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
PHIxan	Philodendron Xanadu	Xanadu	3/m2	140mm
PIMfer	Pimelea ferruginea	Rice Flower	3/m2	200mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	2/lm	200mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	3/m2	140mm
RHAori	Rhaphiolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/lm	200mm
SANtri	Sansevieria trifasciata laurentii	Mother-in-law's Tongue	3/m2	200mm
SCAhum	Scaevola humilis 'Purple Fusion'	Fan Flower	3/m2	140mm
SYZora	Syzigium 'Orange Twist'	Lilly Pilly	2/lm	200mm
TRAjas	Trachelospermum jasminoides	Star Jasmine	3/m2	140mm
WESgre	Westringia 'Grey Box'	Compact Coastal Rosemary	2/lm	200mm
VIOhed	Viola hederacea	Native Violet	3/m2	140mm

REFER TO PAGE 102 FOR PLANTING IMAGES AND DSA REQUIREMENTS

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Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0346 PAGE 101 REV I

0 1 2 4 6 10 20m
SCALE 1:200 @A1

OSBORNE PLACE DEVELOPMENT
LANDSCAPE CONCEPT PLAN

LOCUS DEVELOPMENT GROUP
8 OSBORNE PLACE, STIRLING

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16 February 2024
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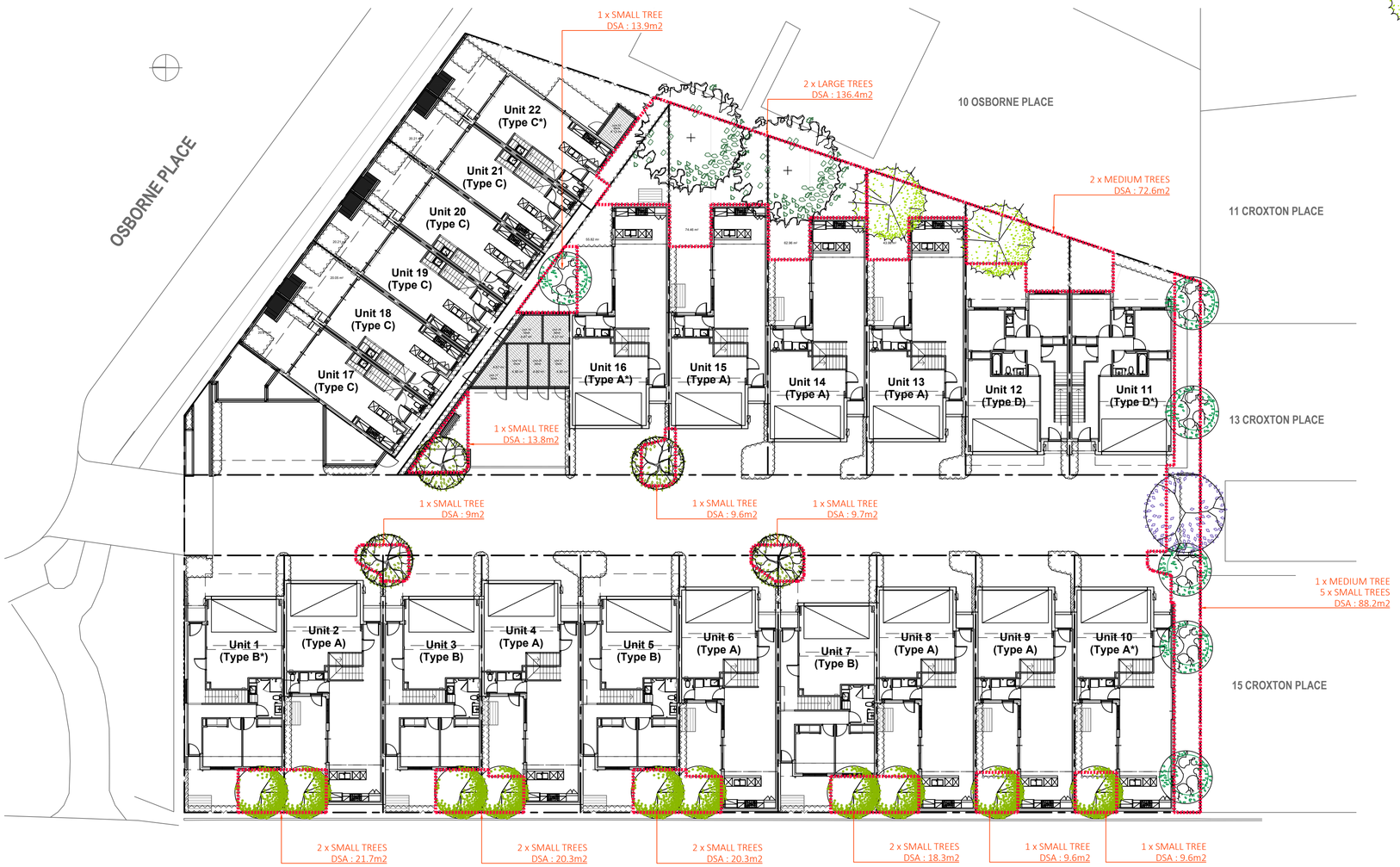
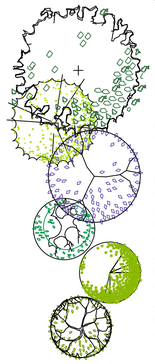
REV	DATE	DWN	APP	DESCRIPTION
A	14.02.24	AC	KD	DSA AND TREE REQUIREMENTS
B	15.02.24	AC	KD	DSA AND TREE REQUIREMENTS



LEGEND

TREES



SELECTED LARGE TREES
EG. MARRI, JACARANDA
CANOPY: 8m

SELECTED MEDIUM TREES
EG. CHINESE TALLOW, TUCKEROO
CANOPY: 6m

SELECTED MEDIUM TREES
EG. PINK MARRI, RED FLOWERING GUM
CANOPY: 6m

SELECTED SMALL TREES
EG. NATIVE FRANGIPANI
CANOPY: 4m

SELECTED SMALL TREES
EG. LITTLE GHOST GUM, CORAL GUM
CANOPY: 4m

SELECTED SMALL TREES
EG. CHANTICLEER
CANOPY: 4m

DSA

DEEP SOIL AREAS (DSA)

LANDSCAPE AREA CALCULATIONS PER R CODE TABLE 3.3A

TOTAL SITE AREA
Total Site Area = 3717.6m2

LANDSCAPE AREAS
Total Landscape areas (all levels) = 622.6m2 (16.7% of site)

DEEP SOIL AREAS (DSA)
Total = 453.1m2 (12.2% of site)

CANOPY COVER
Proposed Large Trees (8m canopy) x 2 = 100.6m2
Proposed Medium Trees (6m canopy) x 3 = 84.9m2
Proposed Small Trees (4m canopy) x 20 = 252m2
Total Canopy Cover = 437.5m2 (11.8% of site)

PLANTING IMAGES - TREES

STRAPPY AND GROUNDCOVERS

SHADE TOLERANT

MEDIUM SHRUBS

kelsie davies
landscape architecture

Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0346 PAGE 102_B REV B

0 1 2 4 6 10 20m
SCALE 1:200 @A1

OSBORNE PLACE DEVELOPMENT
LANDSCAPE DSA AND TREE REQUIREMENTS

LOCUS DEVELOPMENT GROUP
8 OSBORNE PLACE, STIRLING

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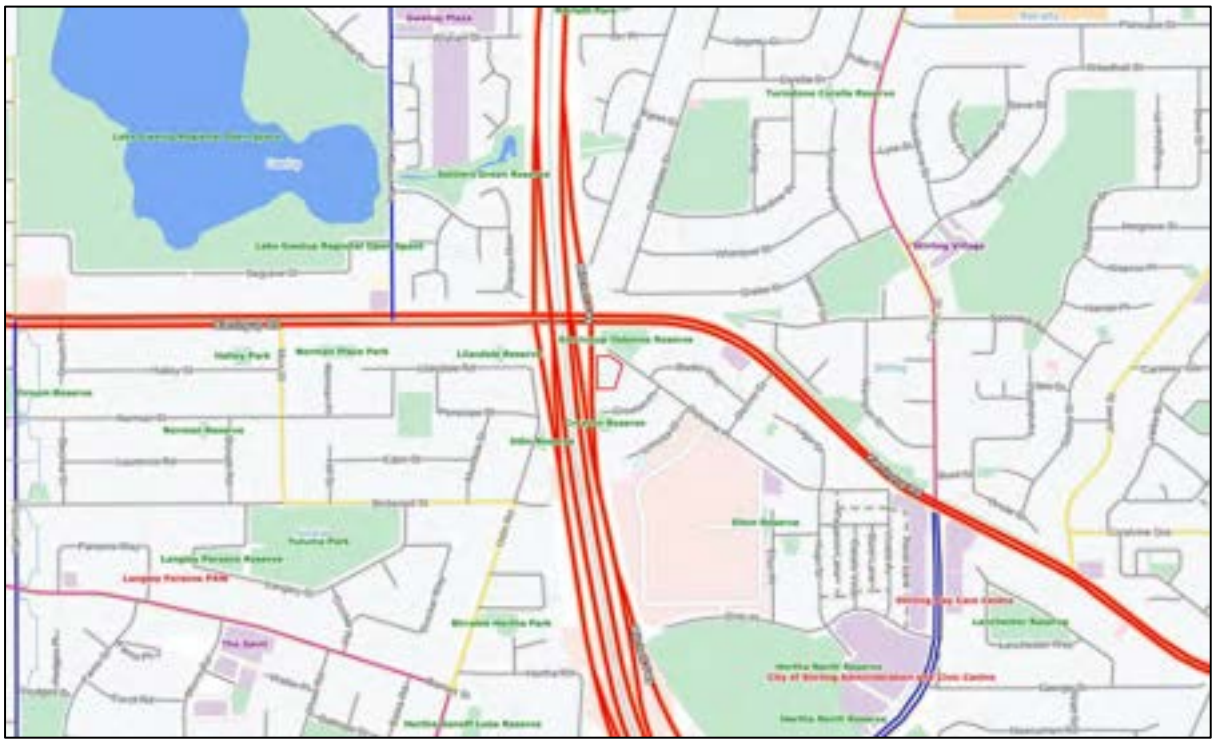
Location Plan



Site Aerial Plan

April 2024

Metropolitan Region Scheme Zoning Map

- Metropolitan Regional Scheme
  - Primary regional roads
  - Central city area
  - Parks and recreation
  - Public purposes - hospital
  - Urban

City of Stirling Local Planning Scheme No. 3 Zoning Map

- Az LPS3 Special Use, Restricted Use, Additional Use, and Additional Requirements
- Az LPS3 Non-Residential Labels
- Az LPS3 Residential Labels
- LPS3 Additional Use
- Local Planning Scheme No.3
  - Development
  - Not Zoned under current Planning Scheme
  - Local Centre
  - Service Station
  - Local Reserve: POS and Local Authority Purposes
  - Public Use Reserve - Utility
  - MRS Reserve: Primary Regional Road
  - MRS Reserve: Parks and Recreation
  - MRS Reserve: Hospital
  - Residential R20
  - Residential R30
  - Residential R40

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8 OSBORNE PLACE, STIRLING

PROJECT REF: 1802

PLANNING REPORT

DYNAMIC PLANNING AND DEVELOPMENTS

City of Stirling
14 Nov 2023
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Prepared for
Locus Development Group
1/295 Rokeby Road
Subiaco WA 6008

History and Status of this Document

Revision	Date issued	Prepared by	Reviewed by	Revision type
Rev 1	29/9/23	RC	NT	Lodgement

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Author/s Reegan Cake
Name of Document Planning Report
Document Version Rev 1

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PLANNING REPORT

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1.0 Introduction

Dynamic Planning and Developments acts on behalf of the registered proprietor of Lot 79 (No. 8) Osborne Place, Stirling (herein referred to as the 'subject site').

This planning report has been prepared in support of an Application for Planning Approval for a proposed 'Multiple Dwelling' development at the subject site. The planning report contains the following pertinent details of the proposal relevant to the assessment of the proposed application:

- Details of the proposal;
- Detailed assessment of the proposal against the relevant planning provisions applicable under the City of Stirling Local Planning Scheme No. 3, the Stirling Centre Structure and the Northern Precinct Local Development Plan and any relevant Local Planning Policies; and
- Detailed justification of any variations sought.

In addition to this planning report, the following documentation has been provided in order to assist the City of Stirling in determining the proposed application:

- Certificate of Title (**Appendix 1**)
- Relevant development plans (**Appendix 2**).
- Traffic Impact Statement (**Appendix 3**).
- Acoustic Report (**Appendix 4**).
- Waste Management Plan (**Appendix 5**).

It will be demonstrated in subsequent sections of this submission that the proposed development is entirely appropriate for approval.

2.0 Site Details

2.1 Legal Description

The subject site is legally described as:

Lot	Plan	Volume	Folio	Street Address
79	30013	1281	698	8 Osborne Place, Stirling

The area of the subject site is 3,719m².

A copy of the Certificate of Title pertinent to the subject site is provided as part of the application package.

2.2 Locational and Land Use Context

2.2.1 Regional Context

The subject site is located within the City of Stirling municipal area and within the designated Stirling City Centre area. The site benefits from access to both Karrinyup Road and the Mitchell Freeway which will afford future residents key regional road and public transport access to the broader Perth Metropolitan Area.

Amenities in the broader area include Karrinyup Shopping Centre 3km to the west, Trigg Beach 6km to the west, Stirling Train Station 800m away and numerous areas of regional and local open space.

Figure 1 below depicts the subject site in its regional context.

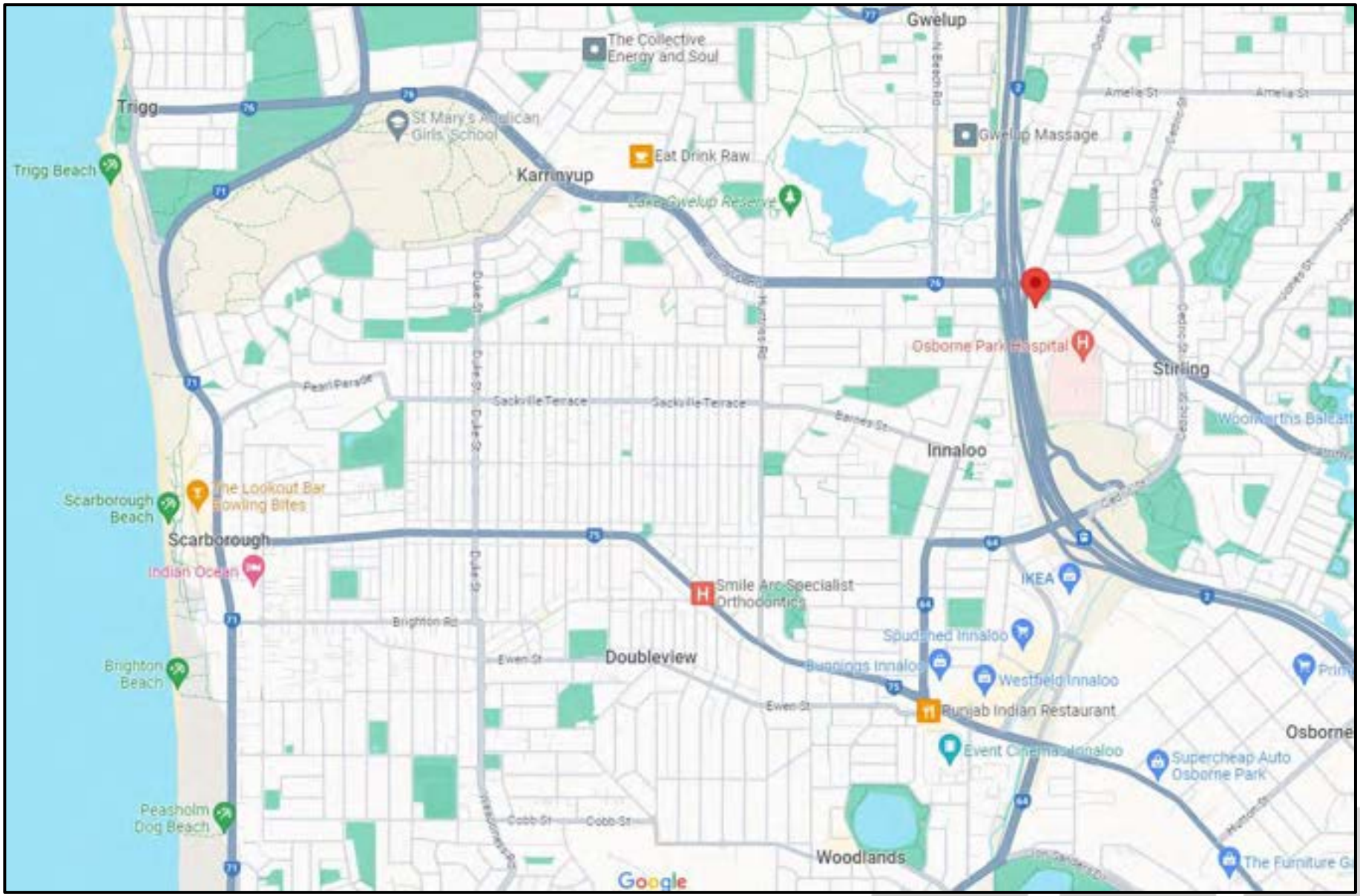


Figure 1 – Regional Context

2.2.2 Local Context

Locally, the subject site is unique in it's context with a number of site specific contextual elements that were considered in detail as part of the planning process. These included:

- Proximity to the freeway and the traffic noise that results.
- A large acoustic wall on the western boundary to mitigate against the traffic noise.
- Positioned at the end of a cul-de-sac with a portion of the street frontage adjacent to a dual use path connected to the freeway.
- Proximity and outlook to a local park on the opposite side of Osborne Place.
- Proximity to the Osborne Park hospital (250m).

The surrounding local area is characterised by older single houses on large blocks with much of the existing development established in the 1970's. As a result, the built form in the area is dated and consequently appropriate for infill development.

Figure 2 provides some contextual imagery of the site itself.

Figure 3 provides examples of existing built form along Osborne Place.

Figure 4 provide a local contextual analysis of the subject site.

THE SITE & IMMEDIATE SURROUNDS

NORTH-EAST CORNER OF SITE

SITE FRONT

SITE FRONT

NORTH-WEST CORNER OF SITE

CUL-DE-SACK

DUAL ACCESS PATH TRAVELLING SOUTH

Figure 2 – Contextual imagery of the subject site

STREETSCAPE—OSBORNE PLACE

EXISTING BUILDINGS ON OSBORNE PLACE

PARK ACROSS FROM SITE

Figure 3 – Osborne Place built form

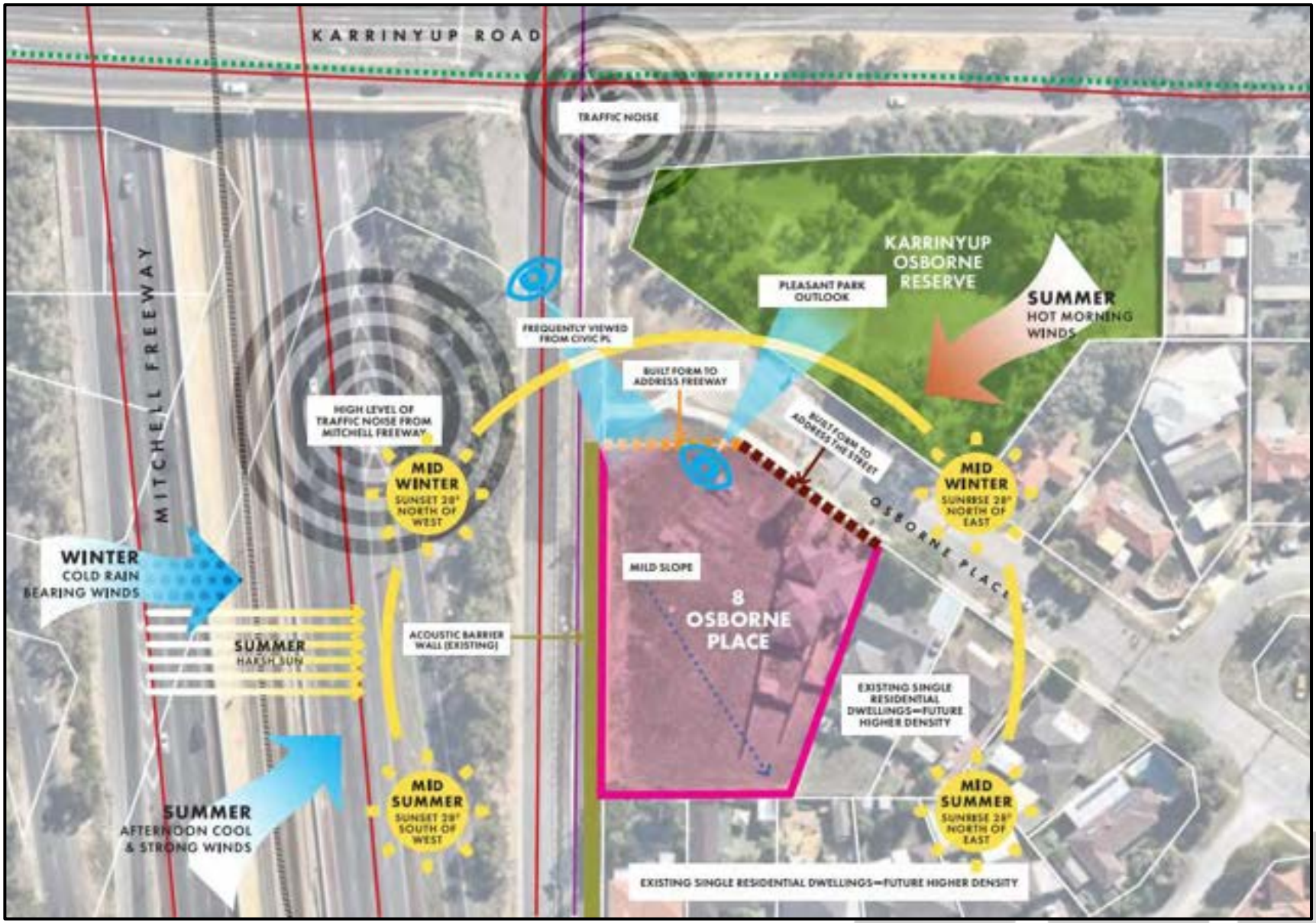


Figure 4 – Local context analysis

3.0 Planning Framework

3.1 Metropolitan Region Scheme (MRS)

The subject site is zoned 'Central City Area' under the provisions of the Metropolitan Region Scheme (MRS). In accordance with this zoning, the City of Stirling have prepared and adopted the Stirling City Centre Structure Plan. It will be demonstrated that the proposed development is consistent with the Stirling City Centre Structure Plan and as such consistent with the 'Central City Area' zoning applicable under the MRS. The subject site also abuts a Primary Regional Road reservation associated with the Mitchell Freeway however no access to or from the freeway and the development is proposed.

3.2 City of Stirling Local Planning Scheme No. 3 (LPS No. 3)

The subject site is zoned 'Development' under the provisions of LPS No. 3. The objectives of the 'Development' zone are:

a) *To provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.*
b) *To avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.*

In accordance with the 'Development' zoning, the City of Stirling have adopted the Stirling City Centre Structure Plan and associated Stirling City Centre Special Control Area. The Special Control Area gives force and effect to the provisions of the structure plan and details land use permissibility for the subject site which has been addressed in Section 5 of this report.

3.3 Stirling City Centre Structure Plan & Northern Precinct Local Development Plan

The subject site falls within the Stirling City Centre Structure Plan area and specifically the Northern Precinct. In accordance with the provisions of the structure plan, the Northern Precinct Local Development Plan (LDP) has been adopted to guide subdivision and development at the subject site. The LDP provides development requirements for the proposed development to be considered against which is addressed in Section 5 of this report.

3.4 State Planning Policies

State Planning Policy 7.0: Design of the Built Environment (SPP7.0)
This policy prescribes a number of design principles to be considered in the assessment of the proposed development and as part of the Design Review Panel (DRP) process.

State Planning Policy 5.4: Road and Rail Noise (SPP5.4)
Due to the subject site's proximity to the Mitchell Freeway, the provisions of SPP 5.4 are relevant and have been examined as part of a detailed acoustic report prepared to support the proposed application. This has been provided in **Appendix 4**.

3.5 Local Planning Policies

Local Planning Policies applicable to the proposed development are address in Section 5 and include:

- Local Planning Policy 6.3 – Bin Storage Areas.
- Local Planning Policy 6.6 – Landscaping.
- Local Planning Policy 6.11 – Trees and Development.

4.0 Proposal Details

The proposed development seeks approval for a 'Multiple Dwelling' development at the subject site and will represent one of the first and most significant developments within the Northern Precinct of the Stirling City Centre Structure Plan area since the adoption of the framework. The intent of Locus Development Group is to deliver the entire development and sell a completed built form product to the end consumer as opposed to a house and land package model which will ensure improved and coordinated built form outcomes.

A summary of the proposed development includes:

- A total of twenty two (22) individual dwellings, each with a portion of plot ratio overlap between another dwelling proposed on site.
- There will be four (4) distinct unit types proposed with a mixture of 2 and 3 bedroom product. In a number of the units there will be minor variations on the prominent unit type design in order to respond to the units location within the development.
- Units 1-16 will be provided with double garages with Units 17-22 provided with a single open air car park, all of which will be accessed from a communal driveway. The dwellings have been provided with a staggered setback to the communal driveway in order to introduce some visual articulation to this space and reduce the prominence of the garage doors.
- The communal driveway will have a decorative paving in order to illustrate pedestrians have priority and further increase the activation of this space.
- There will be five (5) visitor car parking bays in the verge area as well as an array of landscaping in order to beautify the verge area.
- Whilst the development does not provide any communal open space, there is a total of 864sqm of private open space across the development.
- The development will provide a landscaped buffer to adjoining properties to the south and east and a nil setback to the freeway boundary.
- The designs of each dwelling will include varied building materials and colours with a mix of face brick, fibre cement cladding, textured board, bagged brick and render

4.1 Design Review Panel

To ensure a robust design process occurred prior to the lodgement of the development application, the proposed development was presented to the City's Design Review Panel who considered the proposal against the provisions of State Planning Policy 7.0. A summary of the relevant comments and the proposed design response has been provided in the below table.

It is commented that the development is due to be presented to the DRP a second time shortly after lodgement of the development application.

DRP Comments	Design Response
Principle 1 – Context and Character	
• The Panel acknowledged that they understood the complex array of constraints that relate to this site, (as outlined by the Applicant in their presentation), including *inter alia* the multiple dwelling zoning and associated setbacks, plus the current economic circumstances regarding builders and the general lack of appetite for risk, especially in this sector of the 'development marketplace'. • Mention was also made by the Applicant that they have endeavoured, as much as possible, to comply with the Medium Density Design Codes, (which were very recently deferred by the Minister). The Panel commended this approach and strongly encouraged the Applicant team to continue to use these as a guide in the interest of achieving a higher level of amenity and a better overall outcome. • Comment was made by the Panel that the proposal responds well to the built form context and character of the immediate environs, including the necessary responses to the freeway and expressed their appreciation for the work done on the context analysis. • It was noted by the Panel that there is no overall site plan with internal layouts and openings showing how each unit relates to one another as a whole. The Panel requested that the Applicant provide such plans at subsequent meetings. • Comment was made by the Panel that the architectural form and materiality would benefit from further design development and requested additional information to assist in further reviews, including: levels, colours, materials, finishes, swept path movements, fencing, internal furniture layouts and air conditioning condenser locations. • It was noted that the imagery on the plans and elevations didn't achieve the same level of sophistication, (including articulation, variation in building heights, variety of colours and materiality, spaciousness, and generosity of fenestration), as the precedent imagery as shown under 'aesthetics' in the presentation. The Panel encouraged the Applicant to pursue the level of	• The medium density design codes have remained front of mind in the amended plans with regard to the size and layout of the dwelling and private open space areas. • An updated masterplan with the ground floor plans has been added to the development plan set. • The architectural form, materials, colours, levels etc. has developed further with this additional information included in the updated development plan set. • The provided precedent imagery has been used and relied on to guide materiality etc. in the amended development plans. • The design of Unit 1 and the presentation to the street has been considered in detail with additional glazing being provided to ensure surveillance of the street is achieved.

sophistication and aspirations as indicated in the precedent imagery provided. • The Panel considered that, from a strictly design perspective, the zero side boundary setback on Unit 01 was acceptable in light of the unusual lot configuration at the end of a cul-de-sac, which in this case results in a particularly wide verge space creating the same end effect as a greater setback. The Applicant's intent to improve the verge landscape further supports this position. Though the Panel did also make comment that a higher level of passive surveillance on the western façade of this unit is required and that direct access from the street would be a significant improvement.	
Principle 2 – Landscape Quality	
• It was noted by the Panel that there is a high percentage of deep soil and a large number of trees provided, which is a positive attribute and a good gesture. • The placement of a large tree at the end of the driveway was also seen as a positive outcome. • Comment was made by the Panel that site planning is a big part of 'getting the design right' and whilst it was acknowledged that a central driveway made sense, there was concern expressed around the size, shape and functionality of the Communal Open Space, also noting that as this is a multiple dwelling development, there is a requirement for 132sqm of such space. This Communal Open Space should be a design priority, not merely a convenient left over space. • The Panel expressed further concern that the triangular Communal Open Space was closeted away behind a row of dedicated car parking bays. This has compromised both the visual amenity that this space might otherwise have provided, as well as restricting physical access to this area, all of which should be further addressed to achieve a better outcome offering a higher level of amenity. • Comment was made by the Panel that citrus trees tend to struggle in alkaline soil. The suggestion was made to obtain the services of an arborist.	• The communal open space area has been removed in order for this to not be considered as a 'left over space' with additional private open space areas being provided which are considered more likely to be well utilised, • Alternate species type to the citrus trees has been included in the updated landscaping plan. • Units 11 & 12 (previously 15 and 16) have been provided with more generous private open space areas that have improved landscape amenity.

• The Panel felt that the level of landscape amenity provided to Units 15 and 16 are overly compromised.	
Principle 3 – Built Form and Scale	
• The Panel acknowledged that the low, (as compared to the intent of the town planning scheme), two-storey, 'grouped-dwelling-style' of development was a direct product of the current (and foreseeable) circumstances affecting the building industry, particularly in relation to apartments. • Comment was made by the Panel that it would have been helpful to have dimensions on the drawings which would have provided a better understanding of bedroom sizes and outdoor living areas. • Swept path movements are also required to ensure that vehicular access is achievable. • The Panel also noted it would be beneficial to include internal furniture layouts and ground floor plans in the overall site plans for subsequent reviews. • The Panel recommended articulating the driveway to reduce the impact of the long driveway and allow improved active frontages. • The Panel felt that the development would benefit significantly from having a number of single car units, which would help also help reduce the monotony and purely car orientated character of the driveway space. • The Panel noted that there was a high degree of similarity between some of the unit types, and that overall there was insufficient variety and/or articulation, falling short of the aspirational 'precedent' photographs included in the presentation.	• Dimensions and furniture have been added to the plans for context around room sizes and outdoor living areas. In this regard, the intent has been to broadly comply the size and layout of dwellings noted in the medium density design codes. • Swept paths have been included in the Traffic Impact Assessment provided as part of the lodgement process. • Garages of Unit Type B have been setback further with a generous balcony area added above that projects forward and adjoins the primary living area which reduces the impact of the garage doors and articulates and activates the driveway area. This design change together with the landscaping of the communal driveway we feel has reduced the car orientated feel of the driveway. • Floor plan changes have been made to increase variety and differences between unit types across the development with four dwelling types and variations on the A and B dwelling types proposed.
Principle 4 – Functionality and Build Quality	
• The Panel noted that it would be beneficial to have swept path movements shown on the plans as some areas, particularly at the end of the driveway, look tight. • The Panel mentioned there was an general lack of information available in relation to functionality and build quality in this first presentation.	• Swept paths have been included in the Traffic Impact Assessment provided as part of the lodgement process. • Additional design and development with regard to site and floor plan layouts has occurred with additional information presented in the plan set.

• The Panel noted that the 'balcony storerooms', as well, as the triangular ground floor storeroom, are problematic and require further thought and resolution. • The Panel noted that there appeared to be some conflicts between the already tight access points to the units and the driveway landscape areas as shown on the landscape site plan, which requires further resolution. • The Applicant was advised that, having submitted under multi-res zoning, that SPP7.3 4.9 Universal Design applies, which stipulates the requirement for 20% LHA silver level, or 5% of LHA platinum level apartments to be included.	• Balcony storerooms have been removed in favour of storerooms within the garages. Triangular storerooms have also been removed in favour of a communal storeroom area for the use of Units 17-22.
Principle 5 – Sustainability	
• No discussion was held around sustainability. • Further information is required with regard to sustainability to ensure a properly integrated approach to this important aspect of the design.	• Sustainability measures included as part of the proposed development include: 1. Solar PV ready roofs (conduits in place). 2. Separate EV charging circuits in garages (Unit Types A, B and D only). 3. Light coloured roofs. 4. Natural cross ventilation. 5. Use of native plans and waterwise planting. 6. WELS rated water fixtures and energy efficient appliances.
Principle 6 – Amenity	
• It was noted by the Panel that solar access into the living areas looked to be good, apart from Unit 16. • Comment was made by the Panel that the storerooms compromise both the bedrooms and balconies in their current location and these should be reviewed, along with the triangular, ground floor storeroom. • The Panel expressed concern in relation to the amount of private open space allocated for Units 15 and 16 and commented that it is essential that the living areas in all apartments have direct access to these spaces and vice versa. • Comment was made by the Panel that the space for the 2x2 units is generous although the 3x2 units require further work. • A request was made by the Panel for the Applicant to provide the location of the air conditioning condensers on the plans,	• Balcony storerooms have been removed in favour of storerooms within the garages. Triangular storerooms have also been removed in favour of a communal storeroom area for the use of Units 17-22. • Units 11 & 12 (previously 15 and 16) have been provided with more generous private open space areas. • Changes to the floor plan layout have resulted in upper floor living and access to a second private open space area in the form of a first floor balcony for the Unit Type B product.

noting that the placement of these on balconies is not acceptable. • The Panel recommended exploring ways of giving over more land by integrating some single parking to increase the amenity of the proposal.	
Principle 7 – Legibility	
• Comment was made by the Panel there is currently no separate pedestrian access path. The Applicant was urged to think about how the driveway and pavement pattern are detailed and consider the pedestrian experience and commented that the landscape architect would be able to assist with this. • The Panel expressed some concern in relation to the visibility of the entrances and suggested further consideration of the entrances, in concert with the driveway landscape treatments, and the principles of way finding should be applied. • It was stated by the Panel that access / way finding to the communal area is not clear, being largely obscured by the dedicated car parking bays.	• A separate pedestrian path has been contemplated, however the design intent is to create a communal driveway that feels more like a space where the pedestrian is the priority over the vehicle through landscaping. This is hoped to also encourage use as a communal space. • The communal open space area has been removed in order for this to not be considered as a 'left over space' with additional private open space areas being provided which are considered more likely to be well utilised.
Principle 8 – Safety	
• Comment was made that there is a lack of passive surveillance from Unit 01 to the street. It was mentioned this could be improved by reviewing how this apartment better addresses the street. • The central driveway, being dominated by garage doors, offers nothing by way of activation, or passive surveillance, at ground level. • The location of the storerooms on the first level further exacerbates this problem by limiting the outlook from both bedrooms or balconies.	• The Unit 1 design has been modified to be a variation on the Type B product to provide additional glazing and passive surveillance of the street. • Garages of Unit Type B have been setback further with a generous balcony area added above that projects forward and adjoins the primary living area which reduces the impact of the garage doors and articulates and activates the driveway area. This design changes also resulted in the removal of the first floor storerooms.
Principle 9 – Community	
• The Panel considered that it was a very positive attribute that Units 17-22 addressed the street. However, this isn't the case for Unit 1, which is not supported. • It was acknowledged by the Panel that the Applicant has recognised that the community would not likely welcome a larger (high-rise) development in this area.	• As discussed above, the Unit 1 design has been modified to provide passive surveillance of the street. It is commented that we don't view this frontage as a 'street frontage' more a side frontage to the development given it is positioned at the end of a cul-de-sac. • Whilst the removal of the communal open space may be viewed as a negative with regard to community. It is commented that the site is

	in very close proximity to a park across Osborne Place which will enable community interaction.
Principle 10 – Aesthetics	
• Comment was made by the Panel that the aesthetics of the proposal are heading in the right direction, but notwithstanding the overall development is too monotonous and requires further development, more along the lines of the precedent photographs provided in the presentation package. • The central driveway is dominated by garage doors, presenting a rather bleak and un-activated frontage and entry experience. • The Panel expressed some concern about the prominent location of the bin store by the front gate. The Applicant was advised that, if the bin store was to remain in this location, then it would need particular attention to detail architecturally.	• Further information on aesthetics has been provided in the updated development plans with the use of varied materials and colours to encourage visual interest in the development. • As previously noted, the garages of the Type B product have been setback further from the communal driveway with primary living areas and balconies to reduce the impact of the garages and increase the activation of the driveway. • The nature of the bin store design is such that this has been incorporated into the architectural design of the built form, so much so that you wouldn't know it is a bin store.

5.0 Assessment

The statutory provisions applicable to the subject site require assessment of the proposal to be undertaken against the requirements noted in the following documents:

- City of Stirling Local Planning Scheme No. 3.
- State Planning Policy 5.4 – Road and Rail Noise.
- Stirling City Centre Structure Plan & Northern Precinct Local Development Plan.
- Local Planning Policy 6.3 – Bin Storage Areas.
- Local Planning Policy 6.6 – Landscaping.
- Local Planning Policy 6.11 – Trees and Development.

The below sections will address the relevant land use permissibility, planning considerations and development requirements outlined in the abovementioned statutory planning documents.

5.1 Land Use Permissibility

The proposed development seeks approval for a 'Multiple Dwelling' land use for each proposed dwellings at the subject site. Whilst the proposed development looks and feels like a townhouse typology, there is an element of plot ratio overlap between each of the dwellings which excludes them from the 'Grouped Dwelling' land use definition and results in them being classified as 'Multiple Dwellings'.

Relevant definitions and evidence to demonstrate the 'Multiple Dwelling' land use classification has been provided below:

'Grouped Dwelling – a dwelling that is one of a group or two or more dwellings on the same lot such that <u>no dwelling is placed wholly or partly vertically above or below another</u>, except where special conditions of landscape topography dictate otherwise, and includes a dwelling on a survey strata with common property.

'Multiple Dwelling – a dwelling in a group of more than one dwelling on a lot where <u>any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other</u> but:

- *Does not include a grouped dwelling; and*
- *Includes any dwellings above the ground floor in a mixed use development.'*

'Plot Ratio - Means the ratio of the gross total of the areas of all floors of buildings on a site to the area of land within the site boundaries. For this purpose, such areas shall include the area of any walls but not include the areas of lift shafts, stairs or stair landings common to two or more dwellings, machinery, air conditioning equipment rooms, non habitable space that is wholly below natural ground level, areas used exclusively for the parking of wheeled vehicles at or below natural ground level, lobbies or amenities areas common to more than one dwelling, or balconies or verandas.'

As all of the proposed dwellings include a portion of 'plot ratio' area either above or below that of another dwelling, as has been illustrated in Figure 5, the dwellings are unable to be classified as 'Grouped Dwellings' and instead are classified as 'Multiple Dwellings'. Whilst the extent of plot ratio overlap is limited to linen closets or similar it is still 'plot ratio' area.

Figure 5 – Example of Plot Ratio Overlap

In accordance with the Northern Precinct Local Development Plan, the City Residential land use category is the only land use category capable of approval at the subject site. As noted in Table 6.11.9 'Multiple Dwellings' are a 'Permitted (P)' land use within the 'City Residential land use category and as such it warrants approval subject to compliance with the relevant development requirements.

5.2 State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)

Given the subject sites proximity to the Kwinana Freeway, it falls within the trigger distance noted in SPP5.4 as requiring an acoustic analysis to assess whether or not prescribed noise levels can be achieved.

Herring Storer Acoustics were engaged to undertake this analysis for the proposed development with their report include in Appendix 4. In undertaking their analysis, they determined that there were a number of exceedances to the prescribed noise levels and as a result the proposed development would be required to incorporate Quiet House Design requirements into the detailed design process, post planning approval.

Provided the Quiet House Design requirements are being met and a futher assessment is undertaken, the noise levels received at the proposed development would comply with those specified in SPP5.4.

5.3 Development Requirements

The proposed development requires consideration and assessment against the requirements outlined in the below mentioned documents:

- Stirling City Centre Structure Plan & Northern Precinct Local Development Plan.
- Local Planning Policy 6.3 – Bin Storage Areas.
- Local Planning Policy 6.6 – Landscaping.
- Local Planning Policy 6.11 – Trees and Development.

The table below provides a summary of our assessment of the proposed development against deemed to comply requirements outlined in the abovementioned documents. Where variations have been noted, the development has been assessed against the relevant design objectives.

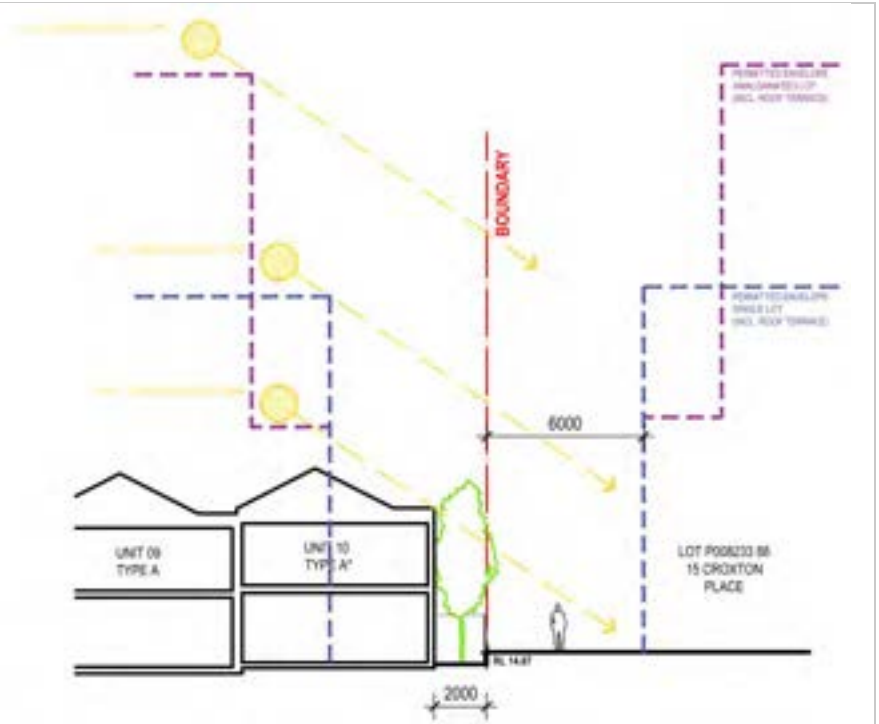
General Provisions of the Northern Precinct Local Development Plan		
Planning Framework Provisions		**Developments Compliance**
2.1 Built Form & Design		
Lot Size	**Objectives** • To ensure air movement, view corridors and green spaces between residential buildings; and • To prevent fragmentation of landholdings in order to enable development intensification with appropriate **Provisions** • As per Sub Precinct Area (refer Section 3).	Not applicable – subdivision is not being proposed.
Lot Street Frontage	**Objectives** • To ensure that the frontage of lots do not constrain the ability to provide gaps in residential building frontages along the street; and • To prevent fragmentation of landholdings in order to enable development intensification. **Provisions** • Minimum lot frontage of 16m. • Maximum lot frontage of 70m.	Lot frontage is existing and not proposed to be modified.
Dwelling Mix	**Objectives** • To ensure a number of smaller dwellings are developed.	The proposed development includes a mix of typologies with a two and three bedroom product being offered which addresses diversity within the development. More broadly the nature of the product being offered as part of the proposed development is such that it varies greatly to what is existing in the area and represents a high quality infill development that will appeal to a wide demographic and allow residents to downsize in the same area without needing to occupy a traditional apartment.
	Provisions • All developments and subdivisions comprising of ten or more dwellings shall provide a minimum of 10% single bedroom dwellings as part of the development; and • Single bedroom dwelling provision is to be calculated by rounding to the nearest whole number. In the case of exactly 0.5 the requirement shall be rounded up to the nearest whole number.	• No single bedroom dwellings are being proposed in lieu of two being required. Justification • The development includes a vastly different product to what exists in the local area and will represent a quality infill development. In this regard, despite not providing the dwelling

		diversity internally, it introduces dwelling diversity into the broader area.
Multiple Dwelling Size	**Objectives** • To ensure multiple dwellings have sufficient space to cater for the needs of residents.	Due to the nature of the proposed development, the dwellings are vary generously proportioned in comparison to traditional apartments and will easily meet the needs of residents.
	Provisions • Minimum multiple dwelling size of 40sqm plot ratio area, excluding outdoor living areas and external storage and car parking areas.	• All dwellings greatly exceed the minimum plot ratio area of 40sqm.
Minimum number of dwellings	**Objectives** • To achieve the dwelling targets outlined in the Stirling City Centre Structure Plan.	The proposed development greatly exceeds the minimum dwelling targets set for Precinct 3B.
	Provisions • Except for single dwellings, ancillary dwellings and grouped dwellings, the minimum number of dwellings required in a development or subdivision shall be calculated using formula below and the numbers outlined in Figures 3 and 4.	• The minimum dwelling yield for the site is 1.24 dwellings with 22 dwellings being proposed.
Wall Height	**Objectives** • To protect habitable rooms and outdoor living areas of existing landowners and reduce bulk of buildings.	The proposed development is of a very low scale compared to what is permitted i.e. two storeys instead of five. In this regard, the impacts to adjoining landowners by way of building bulk is much less than a compliant built form outcome.
	Provisions • 9m for typical single lot. • 15m for amalgamated lots. • Top of external wall (concealed roof) 1.0m above wall height limit outlined in sub precinct areas; and • Floor to ceiling heights on upper floors are to be as per sub precinct provision.	• The maximum wall height proposed is around 6.5m from the Type C unit types fronting the street. • The floor to ceiling heights is only 2.435m for upper floors and 2.657m for lower ground floors. Justification • Whilst the ceiling heights are not being met, the proposed development is not a traditional apartment development, in this regard the dwellings benefit from open air, unenclosed outdoor living that gives a greater perception of space. • The amenity afforded to residents is still of a high quality in that the ceiling heights are broadly consistent with the requirements of the medium density design codes.

Architectural features above Wall Height	**Objectives** • To add architectural interest to the street façade which contributes to the streetscape.	The proposed development is positioned at the end of a cul-de-sac and as such the design focus for the streetscape aspect has been the portion of the subject site directly fronting Osborne Place. In this regard Units 17-22 positively contribute to the streetscape and achieve a level of architectural interest through a mixture of landscaping, varied building materials and outdoor living areas that open directly to the street.
	Provisions • Maximum 1.0m projection for 15% on any frontage.	• No projections above wall heights are proposed.
Roof Height	**Objectives** • To limit the impact of bulk and scale on adjoining neighbours.	As previously noted, the proposed development is of a low scale in comparison to what is permitted under the planning framework, in this regard there will be no undue building bulk and scale impacts resulting from roof heights at the proposed development.
	Provisions • 14m for single lots. • 22.5m for amalgamated lots. • For skillion roofs, a maximum additional height of 2.0m above the wall height can be approved, but on one side only. • Maximum roof height for buildings 4 storeys and below shall be 3.0m with a 33-degree pitch from the top of the wall; and • Maximum roof height of buildings over 4 storeys in height shall be 5.0m with a 33-degree pitch from the top of the wall.	• All roof heights are less than 14m.
Bonus Height	**Objectives** • To allow bonus heights where lots are identified as 'Landmark' sites and are amalgamated.	Not applicable – no bonus height is being sought.
	Provisions • To achieve a bonus height as outlined in Clause 3.3, development shall require the amalgamation of the groups of lots outlined in Figure 20, 22, 24 and 26.	
Street Setbacks	**Objectives** • To ensure that buildings provide a consistent frontage to the street; and	The area adjoining the subject site is at the start of a transition to higher density development. In this regard consistency with the existing street setbacks shouldn't be encouraged.

	• To provide visually accessible areas of open space on privately owned land	The ground floor of the Unit Type C dwellings fronting Osborne Place have their outdoor living areas fronting the street.
	Provisions • 3m primary street setback. • 3m secondary street setback.	• Unit 1 proposes a nil setback to the primary street. Justification • As previously noted the subject site is located at the end of a cul-de-sac and where the Unit 1 setback variation exists is past the termination of the road reserve. In this regard, the boundary to Unit 1 is not a traditional 'primary street' interface with this existing in front of Unit 17-22 where the 3m setback has been provided. • The reduced setback, given the above context has been supported by the DRP provided an appropriate level of surveillance and activation is achieved. • The verge adjacent to the Unit 1 is of a considerable depth and this space will be landscaped to improve the streetscape appearance adjacent to Unit 1. • In addition to the glazing to Unit 1, this dwelling will also have a balcony and outdoor living area that overlooks the street to increase passive surveillance of the street.
Side/Rear Setbacks	**Objectives** • To provide sufficient space for trees and landscaped areas. • To protect habitable rooms and outdoor living areas of existing landowners and reduce bulk	The proposed development where adjoining other residential properties has provided at least a 2m wide buffer or landscaping strip which will allow for sufficient space for trees to be accommodated. Further, as noted earlier, the scale of the built form proposed, despite the reduced side and rear setbacks will not impact on adjoining properties, by way of bulk and scale, any more than a compliant approved development would.
	Provisions • 4.0m to a major opening to a habitable room with a major opening or balcony above ground level; and • 3m side setbacks • 6m rear setback or 3m for corner single lots.	• No major openings to a habitable room or balconies are facing adjoining properties. • There is a nil setback proposed to the western boundary. • There is a 1m tapered 2.5m setback proposed to the eastern boundary. • There is a 2m rear setback proposed. Justification

		• The reduced setback to the western boundary is a result of this frontage being the freeway. In this regard there will be no impact on any adjoining landowners and the reduced setback allows additional northern light access to the ground floor living areas. • The reduced setback to the eastern boundary really results from the angled boundary and the dwellings being perpendicular to either the street or the communal driveway as this results in sections where the 3m setback is unable to be complied with. Despite this the impact of the built form on adjoining properties will be minimal with sufficient space for landscaping still available. • The setback to the rear, despite being much less than the required 6m will not have a profound impact on the adjoining properties to the rear and the 2m setback will still be sufficient for a landscaped buffer to be implemented. Evidence to demonstrate the lack of bulk and scale impacts has been illustrated in the below diagram which compares the proposed development with a compliant 5 storey development that is setback 6m. In addition to bulk and scale, there will be no undue overshadowing or visual privacy impacts that result from the proposed development.

		
Setbacks between Buildings on the Same Lot (3 storeys and below)	**Objectives** • To protect habitable rooms and outdoor living areas of existing landowners and reduce bulk; and • To allow sufficient space for landscaping and trees.	The nature of the proposed development, not being a typical apartment building and only being two storeys in height ensures that setbacks between buildings is not necessary with sufficient space provided along the boundaries with existing residential properties for landscaping.
	Provisions • Minimum 4.0m distance habitable buildings for developments incorporating from 6 to 12 units. • Minimum 5.0m distance between habitable buildings or developments incorporating from 13 to 20 units; and • Minimum 8.0m distance between habitable buildings or developments incorporating more than 20 units.	• Whilst the required setback of 6m between buildings is acknowledged, this requirement is intended for traditional apartment towers and is not applicable to the proposed development.
	Objectives	Not applicable.

Setbacks Between Buildings (4 storeys and above)	• To provide sufficient space for light, cross ventilation, outlook, landscaping, and trees between buildings; and • To reduce buildings bulk **Provisions** • As per Section 3 and corresponding figures; and • As per Table 2	
Minor Projections into Setback Area	**Objectives** • To allow for architectural features to have minor projections into the setback area whilst providing sufficient space for light, cross ventilation, outlook, landscaping, and trees between buildings; and • To protect major openings to habitable rooms and outdoor living areas of existing landowners and reduce bulk. **Provisions** • Maximum projection of 0.75m for chimneys, unenclosed balconies, eaves over-hang and other architectural features	Not applicable – no minor projections into setback areas.
Open Rooftop Terraces	**Objectives** • To maximise the useability of roof space whilst minimising impacts on adjoining properties. **Provisions** • Rooftops may be used as an open terrace. • Rooftops shall not include habitable rooms. • All rooftop terraced areas shall be set back a minimum of 4.0m from the side and rear boundaries. • Pergola rafters may extend to the edge of the terrace. • Maximum 10% of rooftop terrace may be covered by impermeable roof unless it can be demonstrated there is sufficient access to uncovered space. • Rooftop terraces can be included in the calculation of required communal open space; and • Pergolas and structures on the rooftop may exceed buildings heights by a maximum of 3.0m	Not applicable – no rooftop terraces proposed.

Outdoor Living Areas	**Objectives** • To ensure that every dwelling has sufficient outdoor space to cater for the needs of residents	The proposed development includes a very generous provision of outdoor living areas with each provide having an outdoor living area provision above 20sqm. This space will accommodate the recreational desires of residents and will be a functional and well landscaped part of the dwellings.
	Provisions Each dwelling shall be provided with either: • One balcony with minimum dimension of 2.4m and minimum area of 10sqm; or • One courtyard accessed directly from a habitable room with minimum dimension of 4m and minimum area of 20sqm	• Where balconies are proposed and attached to the primary living area they are a minimum dimension of 2.6m and are a total of 13.5sqm in area. • Where ground floor courtyards are relied upon as the primary outdoor living areas they exceed the required 20sqm in all instances. • The minimum dimension for some ground floor courtyards are less than 4m Justification • Despite the variation to the minimum required dimensions, these spaces are still more than functional with a minimum dimension of 3m and benefit of the reduced dimension is that often the primary living areas are more generous in area.
Communal Open Space	**Objectives** • To encourage social interaction between residents and workers in a development and provide spaces for rest and recreation	Whilst the lack of communal open space is acknowledged, it is considered that sufficient space exists for community interaction and recreation both within the development and also the adjoining area of public open space that exists on the opposite side of the Osborne Place.
	Provisions • Residential Developments incorporating between six and twelve units (inclusive) shall provide a minimum of 40sqm of communal open space with a minimum dimension of 4.0m; or • Residential Developments incorporating between thirteen and twenty units (inclusive) shall provide a minimum of 80sqm of communal open space with a minimum dimension of 5.0m; or • Residential Developments incorporating more than twenty units or all non-residential development shall	• 0sqm of communal open space is provided in lieu of 372sqm. Justification • Whilst there is no communal space provided as part of the proposed development, there is a surplus of private open space being proposed as part of the development that residents are more likely to enjoy. • The nature of the development is less reliant on the provision of communal open space than a traditional apartment development that usually only has 10sqm of private open space with the communal open space provided for residents

	provide communal open space of no less than 10% of the lot area with a minimum dimension of 8.0m • A minimum of 50% of the communal open space shall be designed as landscaped areas inclusive of soft landscaping and shall include shade trees. • A maximum 10% of total communal open space area to be covered with an impermeable roof cover; and • Communal facilities such as BBQ's, seating, shade structures, tables etc. shall be provided.	to enjoy. In this regard the proposed development includes 864sqm of private open space which greatly exceeds the combination of 372sqm of communal open space and 220sqm of private open space that would be provided in a traditional apartment development (22 dwellings x 10sqm of balcony area). • The ability for interaction between residents remains for residents given the proximity to the public open space across from the development along Osborne Pace. • Whilst a communal driveway is used primarily for access, the nature of the paving design increases the priority of the pedestrian and is likely to encourage use of this space for recreational activities.
Special Purpose Dwellings	**Objectives** • To ensure residential development is provided for people with or without special needs, providing ancillary accommodation, which is independent or semi-independent to residents of the single.	Not applicable.
	Provisions • As per the Ancillary Provisions of the Residential Design Codes	
Facades and Walls (Ground Storey to 3rd Storey)	**Objectives** • To ensure that buildings facades are articulated, indented with openings, and use different materials and colours.	The proposed facades of the dwellings use a range of materials and colours throughout to distinguish between each dwelling and provide a variety of dwelling designs. There is also a mixture of dwellings with and without balconies to provide articulation to the development throughout.
	Provisions • No wall (other than side boundary walls with nil setback) to be longer than 10.0m in length without indentation. • Minimum indentation to be at least 1.0m deep and 2.0m wide; and • As per sub precinct area (refer Section 3)	• No wall longer than 10m without indentation.
Balconies	**Objectives** • To ensure that the bulk of the building is reduced and provides articulation.	The use of balconies within the development, particularly along the communal driveway assist in achieving articulation to the proposed dwellings and reducing the impact of garages along the driveway.

	Provisions • Balcony balustrades shall be 75% visually permeable.	• All balcony balustrades shall be greater than 75% visually permeable.
External Fixtures	**Objectives** • To ensure that services do not detract from the streetscape and adjoining properties.	The proposed services for the development will be contained in a central area at the front of the site and will be screened from the view of the street and adjoining properties.
	Provisions • All service meters and related infrastructure are to be screened as viewed from the street; and • All external fixtures such as television and radio antennae, satellite dishes, plumbing vents and pipes, air conditioners and hot water systems are to be screened as viewed from the street and adjoining properties.	• The proposed service metres etc. will be included in a central services area that will be screened from view from the street. • Other external fixtures will not be visible from the street, the communal driveway or adjoining properties
Essential Facilities	**Objectives** • To ensure provision is made for external storage, rubbish collection/storage areas and clothes drying areas that are adequate to meet the needs of residents.	Units 1-16 will be provided with bin and dwelling storage within the proposed garages with Units 17-22 provided with access to a communal bin store and consolidate storeroom area.
	Provisions • Every dwelling shall be provided with an enclosed storage area of at least 4.0sqm, minimum 1.5m dimension, which may be accessed from outside the dwelling. • Every dwelling shall be provided with a clothes-drying area (communal or private) that is not visible from the street. Alternatively, every dwelling shall be provided with a clothes dryer: and • Bin Storage areas shall be provided in accordance with the City's Bin Storage Areas Policy and shall not be located within landscaped areas or building setback areas.	• All dwellings will be provided with a storeroom that is 4sqm in area with a minimum dimension of 1.5m. • All dwellings will be provided with a clothes drying area. • Bin storage areas has been discussed below and within the provided Waste Management Plan.
Outbuildings	**Objectives** • To ensure that outbuildings do not detract from the streetscape or amenity of the area.	Not applicable.
	Provisions	

	• Outbuildings shall have a minimum dimension of 1.0m. • Outbuildings shall not be located within the street setback areas or landscaping areas; and • Shall be in accordance with the relevant clauses relating to outbuildings as contained in the Residential Design Codes.	
Basements	**Objectives** • To allow appropriate uses while ensuring basement developments do not impact on underground services, neighbouring developments, or groundwater flows.	Not applicable.
	Provisions • Bedrooms and living areas shall not be permitted in the basement. • Basements are not to interfere with any service infrastructure unless written approval has been obtained from the relevant authority/s; and • Basements must be setback at least one metre from any lot boundary.	
2.2 Streetscape Relationship		
Location of Land Use Category	**Objectives** • To ensure active non-residential uses on the ground floor of mixed-use developments; and • To ensure that non-residential uses do not have a detrimental impact on residential uses.	No non-residential uses are proposed.
	Provisions • City Residential	The proposed development is consistent with the 'City Residential' land use category.
Non-Residential Ground Floor Frontages	**Objectives** • To ensure that active non-residential frontages face the street and portray an attractive and inviting frontage.	Not applicable.
	Provisions • Minimum of 80% clear glazing; and • Have non-residential uses on the ground floor facing the street.	
	Objectives	Not Applicable.

Non-residential Entry Points	• To ensure pedestrian entrances are clearly defined and designed to enable safe and comfortable access.
	Provisions
	Entry shall:
	• Directly face the street
	• Be at ground level; and
	• Include at least two of the following:
	  o Signage above the entry door
	  o Indentation of the entry point, where recessed entrances are provided, they should be truncated at an angle to the pedestrian route of no less than 60 degrees.
	  o Highlighting of the entry point through the use of different materials; and
	• Increased awning height above the entry point to no higher than 4.0m above footpath level.	

Residential Entry Points	**Objectives** • To ensure that all residential buildings have an entry point facing the primary street on the ground level.	All proposed dwellings abutting Osborne Place have a separate pedestrian entry at the ground level through their outdoor living areas.
	Provisions • Entry points to be no more than 1.2m above the ground level of residential and mixed-use development. • In a mixed-use development, the residential entrance is to be differentiated from the commercial entrance; and • Each development shall have entry points facing all streets and residential uses on the ground floor facing the street	• Entry points are at ground level. • Development is not mixed use. • Entry points from Osborne Place and each dwelling with direct street frontage has access from the street.
Surveillance of Streets, Public Open Space & Public Access Ways	**Objectives** • To ensure there is passive surveillance of public open space areas and public access ways for safety; and • To ensure buildings address streets, Public Open Space and Public Access Ways with balconies and major openings to habitable rooms.	The proposed development includes a number of balconies and living spaces that overlook the communal driveway area in addition to Units 17-22 which have outdoor living areas and primary living areas that are orientated toward the street.

	Provisions • The building shall have courtyards and balconies facing all streets; and • The building shall provide a minimum of one major opening from a habitable room for every dwelling that orients to the street, public open space, and public access way on the ground floor.	• The development includes courtyard facing Osborne Place. • All dwellings facing the street or communal driveway have at least one major opining in this direction.
Major Openings to Habitable Rooms	**Objectives** • To ensure that there is sufficient access to natural light, ventilation, and outlook from all habitable rooms.	All dwellings have major openings to habitable rooms which will allow a generous access to natural light and ventilation. Further the design is such that it maximises access to natural light.
	Provisions • One major opening (exceeding 1sqm) shall be provided to each habitable room and have a sill height less than 1.6m above floor height.	• All habitable rooms have major openings.
Weather Protection	**Objectives** • To support a comfortable external environment for pedestrians.	The proposed development is residential only and as such awnings to the public realm is not required.
	Provisions • Awnings shall have a minimum depth of 2.5m • Awnings shall have a maximum vertical clearance from the pavement level of 3.5m (4.0m for entry points) • Awnings shall be constructed using materials that are opaque and non-reflective; and • New awnings shall match with existing awnings (where present).	
Street Walls and Fences	**Objectives** • To promote surveillance of the street	Units 17-22 have dwellings facing the street and include low height and visually permeable fencing to ensure surveillance of the street is able to be achieved.
	Provisions • Front walls and fences within primary street and secondary street setback area are visually permeable above 1.2m to a maximum height of 1.8m	• Fencing to the street is no higher than 1.3m and is visually permeable throughout.

Excavation or Fill	**Objectives** • To ensure that development follows the topography of the land.	The existing site is very flat with the extent of site works very limited to enable the development to follow the topography of the land.
	Provisions • A maximum of 0.5m of fill above the natural ground level is permitted; and • Excavation within all boundaries shall have no limit.	• No more than 0.5m of fill is proposed in any locations. • Limited to no excavation is required to accommodate the development.
Retaining Walls	**Objectives** • To ensure development considers and responds to the natural features of the site and requires minimal excavation/fill. • Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site as viewed from the street.	Not applicable – no retaining is required to accommodate the proposed development.
	Provisions • For residential development as per the Residential Design Codes; and • For non-residential development a maximum of 0.5m retaining wall is permitted above natural ground level.	
Levels	**Objectives** • To ensure that there is equitable access for pedestrians and that excessive differences will not have a negative impact on the amenity of the area.	The proposed development is very level with pedestrian access available to the entry of all dwellings.
	Provisions • The ground floor level of buildings shall match footpath level for all non-residential and mixed-use development. • Basement parking structures between a street frontage and the main front elevation are no more than 1.2m above natural ground level for residential developments; and • A maximum of 0.5m of fill is permitted above natural ground level.	• All ground floor levels match that of the street and / or the communal driveway. • No basement parking proposed. • No more than 0.5m of fill is proposed.

Landscaping	**Objectives** • To improve the visual appeal of development, screen service areas and provide shade and green relief in built up areas.	The proposed landscaping has been well thought out with the provision of shade and landscape buffers to adjoining properties a key priority.
	Provisions • A landscaping Plan shall be submitted for all non-residential developments and all residential developments with five or more dwellings in accordance with the City's Landscaping Policy. • Landscaping shall be provided in all landscaping areas and setback areas as illustrated in Section 3 and in accordance with the City's relevant Tree Policy. • All ground floor courtyards shall include one tree. • Landscaping strips, setback areas and ground floor courtyards shall include trees (minimum 45 litres, with a potential to reach 8-10m height). • Trees shall be planted every 5.0m and include other soft landscaping. • All developments shall make provision for deep planting zones in the rear landscaping strip and other landscaping areas; and • Street Trees shall be planted in front of all developments, at 7.0m intervals, where possible.	• A landscaping plan has been provided as part of the development plans. • Landscaping has been proposed in all setback areas. • All ground floor courtyards will include at least one tree. • The proposed setback areas will accommodate 100L tree that will achieve 6m in height. • Trees along the boundaries are planted every 5m with other soft landscaping around them. • Deep soil areas has been provided in the rear landscaping street and throughout the development. • 9 street trees have been proposed and the site has 66,m of street frontage.
Lighting, Safety and Security	**Objectives** • To ensure appropriate lighting to improve safety.	Lighting will be provided to the communal driveway and parking areas to ensure it is well lit in the evenings.
	Provisions • Shall be in accordance with the City's Mixed Use and Commercial Centre Zone Guidelines.	• The proposed development is not a mixed use or commercial development.
2.3 Access and Parking		
Parking Provisions	**Objectives** • To provide parking for short term visitors, residents, and employees.	The proposed development includes an appropriate resident and visitor parking provisions that exceeds that of the R-Codes.
	Provisions • Parking shall be provided in accordance with the Parking Policy applicable to this Local Development Plan and.	• Not applicable.

	• Residential parking ratios as per the Residential Design Codes.	• The proposed parking provision exceeds what is required by the R-Codes with 1 bay per dwelling required for resident parking and 5 resident bays.
Design and Location of Car Parking Bays	**Objectives** • To ensure that car parking areas do not disrupt the continuity of building frontages. • To ensure that parking is not visible from any street; and • To ensure parking is sleeved with residential and non-residential buildings.	Parking proposed at the development does not impact the street frontage / presentation and will not be visible from the street with it hidden behind the entry statement where located within the setback area.
	Provisions • Car parking bays located within a building shall be located in accordance with Figures 6, 7, 8, 9 and 10; and • Where side setbacks are required (refer Section 3), no parking areas permitted in the setback area; and • Basement car parking is permitted in all situations.	• Car parking has been located within the primary street setback. • Side setbacks are not required for parking. • Basement car parking is not proposed/necessary. Justification • Despite the car parking being located within the primary street setback area, it has been located behind the entry statement of the development and the services area which effectively screen the parking from view.
Vehicle Access	**Objectives** • To ensure vehicle access ways are safe and easily traversed. • To limit the number of, and width of crossovers, reducing the impact on pedestrians, traffic, movement, and safety; and • To minimise the amount of land used for driveways.	The proposed development has one vehicular access point with the driveway width limited to the area required for safe vehicle access. The intent of the accessway is to prioritise the pedestrian and make it a low speed environment.
	Provisions • Driveways serving up to 15 dwellings shall be 3.0m wide. • Driveways servicing mixed use developments and developments of more than 15 dwellings shall be 6.0m wide; and • Convex mirrors and/or pedestrian warning devices shall be provided where driver line of sight is obscured by buildings or landscaping.	• Not applicable. • Driveway is at least 6m wide. • Not applicable.

Crossovers	**Objectives** • To limit the number of crossovers, reducing the impact on pedestrians and traffic	Only one crossover to the proposed development is proposed at the end of a cul-de-sac which ensures there will be no impact on pedestrians or traffic.
	Provisions • No more than one crossover is permitted for any one site. • Existing redundant crossovers will be required to be removed at the expense of the developer and the verge reinstated; and • Maximum crossover width 6.0m.	• Only one crossover is proposed. • Existing crossovers will be removed. • Crossover is 6m in width.
2.4 Other Considerations		
Signage	**Objectives** • To ensure there is not a proliferation of signage within the streetscape.	Not Applicable
	Provisions • Signage detail shall be in accordance with the Stirling City Centre Structure Plan.	
Sound Attenuation	**Objectives** • To ensure that noise from non-residential uses does not adversely affect amenity of residential development.	Not Applicable
	Provisions • Noise attenuation of non-residential uses shall be in accordance with the City's Mixed Use and Commercial Centre Design Guidelines; and • An acoustic report is required for all non-residential uses.	
Existing Buildings	**Objectives** • To ensure only major extensions to existing buildings are assessed under the provisions of the LDP.	Not Applicable
	Provisions • Major additions, two storey additions or single storey buildings and structures more than 200sqm shall be assessed under the provisions of this LDP.	
	Objectives	Not Applicable

Single and Grouped Dwellings	• To ensure applications for single dwellings and additions are assessed under the Residential Design Codes. **Provisions** • Applications for single dwellings and additions to existing single dwellings shall be assessed under the R20 provisions of the Residential Design Codes; and • Additions to existing grouped dwellings as per the R40 provisions of the Residential Design Codes.	
Local Planning Policies		
LPP 6.3 Bin Storage Areas	• Bin storage shall be a minimum width of 3.5m and have a minimum depth of 2.5m. • The bin store shall be located behind the building setback line. • The bin store shall ensure adequate space is available for the waste truck to access the bin store. • The bin store shall be 1.8m high and not visible from the street. • The bin store materials shall match the building. • The bin store shall be sealed and regularly cleaned and maintained. • The bin store shall be capable of drainage.	• The proposed bin store is sufficient in area to accommodate the required bins as it will simply service Units 17 to 22 with other units having bins within the garage. • The bin store is located behind the setback line. • The bin store will be enclosed and will be a height of 1.8m • The bin store is proposed to be the same material as the rest of the development. • As per the submitted waste management plan the bin store will be required with cleaning and drainage facilities.
LPP 6.6 Landscaping	**Objectives:** • Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; an provides an attractive outlook for habitable rooms. • Plan selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses. • Landscape design includes water efficient irrigation systems and, where appropriate incorporates water harvesting or water re-use technologies. • Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	The proposed landscaping has been designed by a qualified landscape architect with species selection suited to the site and area meaning the proposed landscaping will prosper and enhance the amenity of residents and the streetscape. Reliance on waterwise landscaping will be critical.

	Provisions	
	Landscaping Areas The following requirements are applicable to all applications subject of this policy: • All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of two square metres; and • The inclusion of verge areas (abutting the site) in the overall landscaping design is required.	• All planting areas are minimum 500mm in area. • The verge area has been included in the landscaping plan.
	Plant Numbers & Types • All landscaped areas (beds) are required to be planted with a suitable number of plants that satisfy the objectives of this policy (plant numbers will be assessed with due regard to the eventual size of the species selected). Species should be chosen to suit the climate, environment, location and required function whilst taking into consideration surrounding landscapes. The use of native species is encouraged to reduce water and fertiliser use.	• The density, type and size of species is considered to be appropriate to the chosen location on site and local area.
	Street Trees • The provision of new street tree(s) are required where no street tree(s) currently exist. Species must be approved by the City.	• 9 additional street trees are being proposed.
	Retention of Existing Vegetation • Council encourages the retention of existing vegetation and will consider the exercise of discretion in its application of scheme requirements and adopted local policies where such a variation would allow for the retention of significant existing vegetation on a site. (Note: Concessions cannot	• No existing vegetation is available for retention.

	apply to non-discretionary provisions such as residential density). *Reticulation and Mulching* • All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum depth of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds. *Parking Areas* • A minimum of 1 tree per 4 bays for residential development and 1 tree per 6 bays for non-residential development (Minimum 45 litre container for exotics and 11 litre containers for natives) is required in open parking areas. Shrubs are generally not permitted as they may interfere with sight lines in and around parking areas and driveways. Acceptable examples of tree planting patterns within car parking areas are shown in the following illustrations.	• All landscaping areas will be reticulated with 75mm of mulch. • No parking areas have more than 3 open car bays together. However, there is a tree located between the two lots of three car bays.
LPP 6.11 Trees and Development	**Objectives** • To promote and facilitate development that enables existing significant trees to be retained; • To minimise the removal of significant trees on zoned land as a consequence of development; • To protect significant trees which are to be retained on zoned land and existing street trees during the demolition and construction phase of development; • To ensure appropriate advanced trees are planted which are suited to their environment and location where significant trees have been removed or do not exist on zoned land; • To ensure suitable advanced trees are planted on verges forming part of the road reserves abutting a	The subject site does not include any vegetation capable of retention both on the site and within the verge and it proposes a large number of additional trees throughout the development which will greatly improve the canopy coverage at the site.

	development site where street trees have been removed; • To protect and increase the long term viability of City trees on verges adjacent to development sites; and • To preserve the existing streetscapes within the City • Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees; • Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition; and • Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	

	Provisions
	• The retention of significant trees may be imposed as a condition of development approval in accordance with Clause 68(2) of the Planning and Development (Local Planning Schemes) Regulations 2015 and Clause 10.3 of the Local Planning Scheme No.3 (refer to Appendix 1 for further information).
	• Where the Council approves development on a site which, at the time of subdivision or demolition does not contain a significant tree or involves the removal of a significant tree from the land, the Council may, as a condition of development approval, require advanced trees approved by the Council to be planted by the applicant in particular locations on the site in accordance with:
	  o In the case of Multiple Dwellings: Design Element 3.3 Table 3.3a of State Planning Policy 7.3 Residential Design Codes Volumes 2 – Apartments; or
	  o For all other development: Table 1 below:
		• No significant trees exist on site.
		• Trees are proposed to be added in excess of the requirements of the policy.

SITE AREA	NUMBER OF ADVANCED TREES TO BE PLANTED
1m² - 500m²	1
501m² - 1,000m²	2
1,001m² - 1,500m²	3
1,501m² - 2,000m²	4
Over 2,000m²	1 for every 500m² (or part thereof)

- Where the maximum ratio specified in Table 1 is inconsistent with the maximum ratio specified by a Local Planning Policy, Structure Plan, Activity Centre Plan Local Development Plan or State Planning Policy 7.3 Residential Design Codes which applies to the particular site or the area in which the site is located, the maximum ratio of that specific planning instrument shall apply and the Council may as a condition of development approval, require advanced trees approved by the Council to be planted in particular locations on the site in accordance with that maximum ratio.
- Where the Council approves development on a site with a condition of development approval requiring the retention of a significant tree or the planting of an advanced tree, the following minimum soil space (at ground level free of intrusions) is required around each tree:
    - In the case of Multiple Dwellings: in accordance with Design Element 3.3 Table 3.3b of the Residential Design Codes – Volume 2; or
    - For all other development: 9m2.
- Significant trees being retained as part of a proposed development are to be protected during the demolition and construction phase of development.

Street Trees

- The Council may impose a condition of development approval to require the planting of an advanced tree, at the applicant's cost, on an

- The proposed number of trees exceed relevant ratios and R-Code requirements.
- A landscape architect has confirmed the minimum soil space available at the site is sufficient to accommodate the proposed tree.
- No significant trees are available for retention.
- Nine (9) street trees are proposed as part of the proposed development.

	abutting road reserve. All new developments that do not have a street tree on the verge will have a tree planted in the next available planting season, as deemed appropriate by the City, and included as a condition of development along with a contribution payment by the applicant towards the cost of the tree/s planted as per Council's Fees and Charges.	
	• Street and reserve trees need to be protected at development sites in order to preserve the amenity of streetscapes and neighbourhoods	• No street trees exist at the site.
	• A minimum setback of a crossover/driveway from any street tree on the verge is required. The setback distance will be in direct relation to the Diameter at Breast Height (DBH) of the street tree: o DBH of up to 200mm requires a minimum setback of one metre; o DBH of 201mm to 400mm requires a minimum setback of two metres; o DBH of 401mm or greater requires a minimum setback of three metres. Should the distances required need to be less than the above specifications, a site inspection will need to be conducted to determine if the distance can be reduced on a tree by tree basis. Council inspection fees and charges may apply	• No street trees exist at the site and as such the setback considerations are not relevant.
	• To keep retained trees in a sound condition and to reduce the impact on its root system, no setback requests less than 1.0 metre will be accepted	• No trees are available for retention.
	• The City prioritises tree retention on City managed land adjacent to development sites, and will only consider removal when no other reasonable design alternative exists. Where a tree is to be removed/pruned, the landowner/applicant will be required to meet the contributory costs associated with the removal and replacement of the tree and will be required to compensate the City for the	• No street trees are existing within the verge of the subject site.

	costs associated with the loss of the tree asset (as outlined in Section 5 'Bonds and Payments' of the City's Street and Reserve Trees Policy).
	• Replacement street trees that are required as a result of being removed through the development process will be in line with the following:
	  o A minimum of one replacement tree will be planted on the verge adjacent to the development;
	  o Where a number of frontages are created due to subdivision, then a minimum of one tree shall be planted on each frontage, space permitting;
	  o Where there is room for more than one tree on each frontage/lot, then multiple trees will be planted in relation to the available space;
	  o Any additional replacement trees that are not able to be planted on the verge adjacent to the development will be planted elsewhere in the City and at the City's discretion;
	  o All replacement trees will be of a species and size that is acceptable to the City; and
	  o The replacement cost will be met by the developer/applicant (as outlined in Section 5 'Bonds and Payments' in the City's Street and Reserve Trees Policy)
		• No trees are being removed so no requirement for replacement trees exist.

6.0 Conclusion

Based on the contents of this planning report, it is clear that the project proposal is appropriate for approval as it is broadly consistent with the applicable planning framework and introduces a high-quality infill development in an area that has been planned for redevelopment for many years.

The proposed development is considerate of the local community with regard to impacts on adjoining landowners and is considered to provide a housing product that will appeal to downsizers in the local market as well a range of other demographics.

With regard to the above, the support of the City of Stirling and the Metro Inner North is warranted with approval likely to be the catalyst for subsequent development in the area.

Appendices

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APPENDIX 1 – Certificate of Title

City of Stirling
14 Nov 2023
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WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1281	**698**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 79 ON DIAGRAM 30013

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

LATENZA 2 PTY LTD OF UNIT 1 295 ROKEBY ROAD SUBIACO WA 6008

(T P741654) REGISTERED 12/10/2023

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	1281-698 (79/D30013)
PREVIOUS TITLE:	1058-853
PROPERTY STREET ADDRESS:	8 OSBORNE PL, STIRLING.
LOCAL GOVERNMENT AUTHORITY:	CITY OF STIRLING

Town or District.	Number of Lot or Location.	Field Book.	Scale	Certificate in which Land is Vested:	Area
PERTHSHIRE	PT Lot 76 of Loc. A[illegible]	22447	1:1267 ~~160 lks~~ ~~Chains to one inch~~	Vol. 1058 Fol. 853	A. ~~R.~~ ~~P.~~ ~~Ha Gr O-L~~ 4052 m²

City of Stirling
14 Nov 2023
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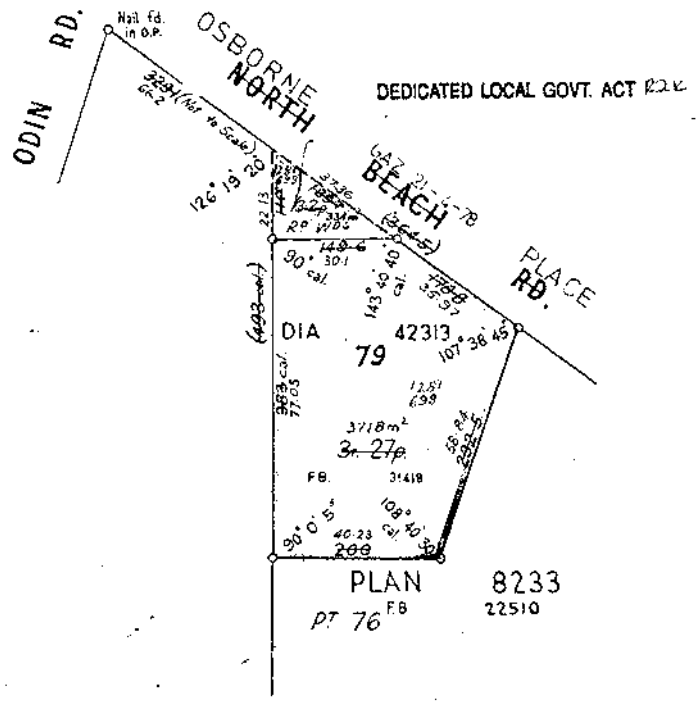

IN ORDER FOR DEALINGS

DIA 30013

DRAWN BY LTD.
R.V.R.

CI

CERTIFICATE

I hereby certify that this survey was performed by me personally (or under my own personal supervision, inspection and field check) in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations, 1961.

Date 5-2-64

Ian T. Cameron
Licensed Surveyor.

Approved by Town Planning Board

21953

Chairman

Date 3/2/64

Approved	On	Registered	Diagram No.
W. T. MEHARRY Inspector of Plans and Surveys	Plan 2926	1/15922	30013
Examined Date 16 3 64	Diagram		
R.O. Cal. Bk. & P.B.	Index Plan ~~2750(3)~~ PERTH 2000 10.32		

DKT Dia 30013

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APPENDIX 2 – Development Plans

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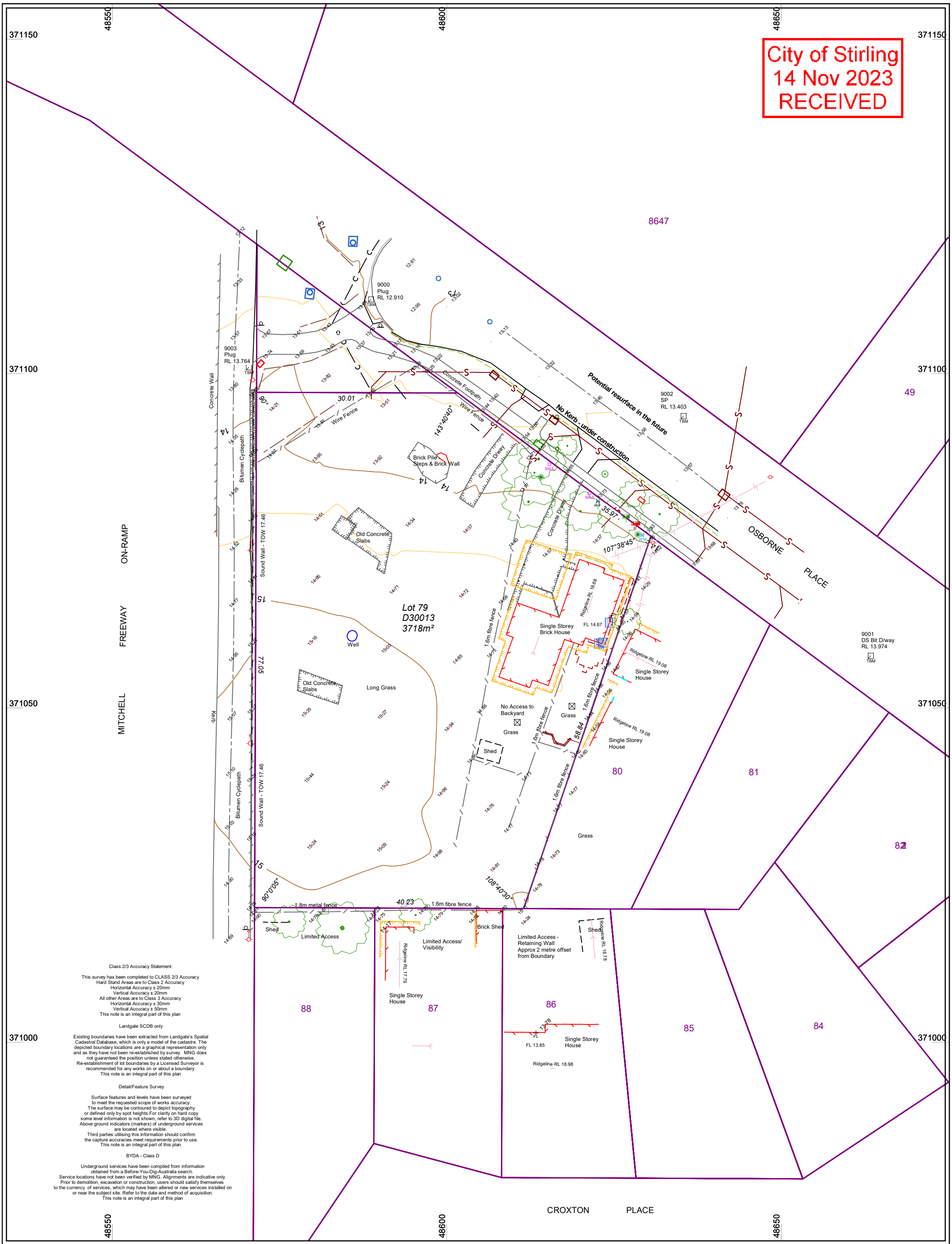

Class 2/3 Accuracy Statement

This survey has been completed to CLASS 2/3 Accuracy
Hard Stand Areas are to Class 2 Accuracy
Horizontal Accuracy ± 20mm
Vertical Accuracy ± 20mm
All other Areas are to Class 3 Accuracy
Horizontal Accuracy ± 30mm
Vertical Accuracy ± 50mm
This note is an integral part of this plan

Landgate SCDB only

Existing boundaries have been extracted from Landgate's Spatial Cadastral Database, which is only a model of the cadastre. The depicted boundary locations are a graphical representation only and as they have not been re-established by survey. MNG does not guaranteed the position unless stated otherwise. Re-establishment of lot boundaries by a Licensed Surveyor is recommended for any works on or about a boundary.
This note is an integral part of this plan

Detail/Feature Survey

Surface features and levels have been surveyed to meet the requested scope of works accuracy. The surface may be contoured to depict topography or defined only by spot heights.For clarity on hard copy some level information is not shown, refer to 3D digital file. Above ground indicators (markers) of underground services are located where visible. Third parties utilising this information should confirm the capture accuracies meet requirements prior to use.
This note is an integral part of this plan.

BYDA - Class D

Underground services have been compiled from information obtained from a Before-You-Dig-Australia search. Service locations have not been verified by MNG. Alignments are indicative only. Prior to demolition, excavation or construction, users should satisfy themselves to the currency of services, which may have been altered or new services installed on or near the subject site. Refer to the date and method of acquisition.
This note is an integral part of this plan

Rev.	Description	Drawn	Date	Checked
A	Initial Issue	JA	23/10/23	MJ

Surveyor:- JA
Survey Date:- 20/10/2023
Precal/Cad:- SCDB

N

Lot 79 (#8) Osborne Place
Stirling, 6021
Detail Survey

CLIENT:
Locus Development Group

The contents of this plan are current and correct as of the date stated within the revision panel. All consultants and persons wishing to utilise this data should satisfy themselves of this plans currency by contacting the McMullen Nolan Group.

SCALE 1:500 @ A3
0 10 20
ALL DISTANCES ARE IN METRES
For a true to scale reproduction of this plan, plot it to A3 with the Paging Scaling set to None.

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MNG
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ABN 90 009 363 311

Project Mngr: Matt Jilley | Datum: PCG2020/AHD

105861 - DE - 001 - A
Job Number | Type | Plan Number | Revision

ROAD FEATURES

- Traffic Junction Box
- Traffic Signals - 1 Aspect
- Traffic Signals - 2 Aspect
- Traffic Signals - 3 Aspect
- Traffic Signals - 4 Aspect
- Pedestrian Signals
- Sign On One Pole
- Sign Multiple Poles
- Overhead Sign
- Traffic Controller Box
- Finger Sign (F SIGN)
- Traffic Earth Pit
- Police Traffic Camera
- Guide Post
- Km Marker (SLKP)
- Traffic Count

ELECTRICAL

- Earth Pit (Earth)
- Electrical Pillar (E)
- Electrical Dome (WP)
- Light Pole - Directional
- Power Pole
- Transformer Single Pole
- Stay Pole
- Steel Wire Anchor
- High Mast Lighting (HL)
- Electrical Cable Marker (E)
- MRWA Cable Marker (M)
- MRWA Electrical Cable Box (MR)
- Electrical Cable Pit/Box (E)
- MRWA Distribution Board (EDB)
- High Tension Power Pole (PP)
- Electrical Supply Pole (EP)
- Ground Floodlight (GFL)
- MRWA Electrical Manhole
- Meter Box (MB)
- Power Meter Box
- Electrical Transformer
- MRWA Light Pole
- MRWA Multiple Light Pole

COMMUNICATION

- Telstra Pit
- Telstra Pillar
- Telstra Marker (T)
- Telstra Pole
- Telephone Booth (T)
- Emergency Phone (TEL)
- Antenna
- Telstra Elevated Joint (TEJ)
- Cable Marker (Optus)
- Telstra Tower
- Communication Manhole

WATER

- Water Meter (WM)
- Water Stop Valve (WA)
- Hydrant (Ground Level) (G.HYD)
- Hydrant (Pillar) (FH)
- Water Bore (WB)
- Stand Pipe
- Reticulation Sprinkler
- Reticulation Control Valve (WA)
- Well (WELL)
- Water Main Marker (W)
- Water Tap
- Flushing Point (FP)
- Air Valve (AV)
- Peizometer (P)
- Hydrant Booster Box

GAS

- Gas Marker (G)
- Gas Valve (GV)
- Gas Test Valve (GTV)
- LPG Tank (LPG)
- Gas Test Pit (Gas Pit)
- Gas Manhole

DRAINAGE

- Invert Level (IL)
- Overt Level (OL)
- Flood Level (FL)
- Water Line (WL)
- Flood Level Indicator (FL)
- Storm Water Grate
- Drainage Gully
- Drainage Manhole
- Drainage Headwall

SEWER

- Sewer Vent
- Sewer Line Marker (S)
- Sewer Inspection Shaft (IS)
- Sewer Inspection Opening (IO)
- Sewer Manhole

RAIL

- Rail Traffic Signals (3)
- Rail Traffic Control Box (RAIL)
- Rail Telephone Box (T)
- Rail Cable Pit (RAIL)
- Rail Cable Marker (C)
- Rail SLK Post (SLKP)
- Manhole - Rail Cable (RC)

STRUCTURE

- Deck Level (DL)
- Floor Level (FL)
- Column Centre

GENERAL

- Clothes Hoist
- Air Conditioner
- Marker Unk/Undefined
- Undefined Manhole
- Control Of Access Sign
- Count Station
- Advertising Sign (AD)
- Windmill
- Stock Trough (TROUGH)
- Litter Bin (BIN)
- Mail Box (MAIL)
- Parking Meter (PM)
- Bus Stop (BUS)
- Ticket Machine (T)
- Borehole (BORE)
- Flag Pole (FLAG)
- Bollard
- Fuel Bowser
- Underground Filler (UTF)
- Diesel Tank (D)
- Oil Main Marker (O)
- Security Post
- Tank (TANK)

GROUND FEATURES

- Natural Surface (12.34)
- Aerial Survey Marker

VEGETATION

- Tree Details - Canopy & Trunk
- Tree 0.1m-0.3m Trunk Diameter
- Tree 0.3m-0.5m Trunk Diameter
- Tree 0.5m-1.0m Trunk Diameter
- Tree > 1.0m Trunk Diameter
- Bush
- Die Back Area - Marker
- Nesting Tree
- Tree Trunk / Stump
- Grass Tree

SURVEY CONTROL

- Star Iron Picket
- Trig Point
- SSM
- Bench Mark (BM)
- Photo Point
- Cadastral Peg/Post (OP)
- Reference Peg (R.PEG)
- Alignment Control
- Spring Head Nail
- Spike (SP)
- TBM
- Peg Placed / Found

ROAD FEATURES

- Edge Of Bitumen
- Road Shoulder
- Edge Of Unsealed Road
- On Road
- Centre Of Road
- Kerb Top
- Kerb Bottom
- Cattle Grid
- Centre Of Driveway
- Edge Of Driveway
- Pedestrian Ramp
- Pedestrian Crosswalk
- Track
- Parking Bay
- Line Markings 1m Line & 1m Gap
- Line Markings 1m Line & 3m Gap
- Line Markings 3m Line & 9m Gap
- Lane Marking (9m*3m GAP)
- Lane Markings - Audible
- Shared Pathway - Guide Line 900mm*300mm GAP
- Footpath/Shared Path - Give Way 200mm*200mm GAP
- Giveway/Hold/Turn Lines 600mm*600mm GAP
- Double Barrier Line
- Overtaking Lane Left
- Overtaking Lane Right
- Single Solid Line
- Arrow Straight
- Arrow Straight/Left
- Arrow Straight/Right
- Arrow Left
- Arrow Right
- Arrow 3 Ways
- Arrow Right & Left
- Arrow U-Turn
- Arrow Merge
- Painted Lettering On Seal
- Painted Bicycle Traffic Signal Detector
- Guardrail - W Beam
- Guardrail - Thrie
- Barrier Concrete
- Barrier Steel Rope
- Barrier - Single Rail
- Barrier - Double Rail
- Barrier Triple Rail
- Bridge Barrier - (All Types)
- Bridge Expansion Joints
- Bridge - Outside Of Deck
- Soffit String

STRUCTURE

- Bridge
- Abutment
- Columns
- Piers
- Underpass
- Ramp
- Steps/Stairs
- Edge Of Concrete
- Bus Shelter
- Memorial
- Ruin
- Building / Structure
- Awning
- Shed
- Verandah
- Door Opening
- Window
- Roof Gutter Line
- Roof Ridge Line
- Top Of Wall
- Brick Wall
- Concrete Wall
- Livestock Grid

GROUND FEATURE

- Major Contour (10)
- Minor Contour
- Bank Bottom
- Bank Top
- Line Of Levels
- Levee Top
- Levee Bottom
- Rock Outcrop
- Ridge Line
- Borrow Pit
- Earthworks Area
- Ground Subsidence
- Rock Pitching

VEGETATION

- Tree Line/Canopy
- Bush Line
- Hedge
- Garden Bed
- Lawn Area
- Vineyard
- Plantation
- Orchard
- Nursery
- Market Garden
- Recreational Area
- Trunk Circumference Circle
- Tree-line Face Of Trunks

ELECTRICAL

- Varible Message Sign
- Electrical Structure String
- Overhead Powerlines - Null Height
- Overhead Powerlines - True Height
- High Tension Power Lines - Null Height
- High Tension Power Lines - True Height

COMMUNICATION

- Unidentifed Service Pit
- Telstra Cable (T)
- Amcom Cable

WATER

- Water Pipe (W)

GAS

- Gas Line (G)

DRAINAGE

- Drainage Pipe (D)
- Drainage Culvert
- Floodway
- Drain
- Edge Of Drain
- Sump
- Waters Edge
- Swamp
- Dam
- Edge Of Creek/Water
- Centre Of Channel
- Wet Area
- Flood Level Line
- Waterways Cross Section

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SEWER

- Sewer Pressure Main (PM)
- Sewer Pipe (S)

RAIL

- Railway Platform
- On Rail
- Rail Boom Gate
- Rail Underground Cable
- Dual Gauge Rail
- Narrow Gauge Rail
- Cross Setion - Rail
- Standard Gauge Rail
- Rail U/G Cable

CADASTRAL

- MNG Precal/Re Established
- (SCDB) - State Cadastral Data Base
- Cadastre By Others

GENERAL

- Swimming Pool
- Tank Perimeter
- Mine Shaft
- Mine Workings
- Koppa Logging Fence
- Fence/Gate
- Wall
- Top Of Barrier / Wall etc
- Retaining Wall
- Boundary Line
- Footpath
- Gas Cylinder/Tank
- Brick Paving
- Bike Rack
- Bench Seating
- Handrail

UNDERGROUND SERVICES

UNDERGROUND SERVICES - inDIRECT MEASUREMENT - CLASS B

(PZA)	Underground Amcom/Vocus Cable
(PZC)	Underground Drainage Pipe
(PZE)	Underground Electrical Cable
(PZF)	Underground Western Power Comms
(PZG)	Underground Gas Line
(PZH)	Underground MRWA Comms
(PZI)	Underground MRWA Power
(PZJ)	Underground NBN Comms
(PZK)	Underground TPG /Pipe Networks
(PZN)	Underground Next Gen Comms
(PZO)	Underground Optus Fibre_Optic
(PZP)	Underground Optus Copper
(PZR)	Underground Rail Services
(PZS)	Underground Sewer Pipe
(PZT)	Underground Telstra Copper
(PZU)	Underground Unknown Service
(PZV)	Underground Telstra Optic_Fibre
(PZW)	Underground Water Pipe
(PZX)	Underground Reticulation Pipe
(PZZ)	Abandoned Service

(MAIN ROADS - SURFACE LOCATION) - CLASS B POINT MEASRUED AT GROUND LEVEL DIRECTLY ABOVE TRACED SERVICE

HA	AMCOM/VOCUS Cable - Surface Location
HC	Drainage Pipe / Stormwater - Surface Location
HE	Electrical Cable - Surface Location
HF	Western Power Communication - Surface Location
HG	Gas Line - Surface Location
HH	MRWA Communication - Surface Location
HI	MRWA Power - Surface Location
HJ	Underground NBN Fibre - Surface Location
HK	Underground TPG/Pipe Networks Surface Location
HN	Next Gen Communication - Surface Location
HO	Optus Optic_Fibre - Surface Location
HP	Optus Copper - Surface Location
HR	Rail Services - Surface Location
HS	Sewer Pipe - Surface Location
HT	Telstra Copper - Surface Location
HU	Unknown Service - Surface Location
HV	Telstra Optic_Fibre - Surface Location
HW	Water Pipe - Surface Location
HX	Reticulation - Surface Location
HZ	Abandoned Service - Surface Location

UNDERGROUND SERVICES DIRECT MEASUREMENT - CLASS A

(PQA)	Underground Amcom/Vocus Cable
(PQC)	Underground Drainage Pipe
(PQE)	Underground Electrical Cable
(PQF)	Underground Western Power Comms
(PQG)	Underground Gas Line
(PQH)	Underground MRWA Comms
(PQI)	Underground MRWA Power
(PQJ)	Underground NBN Comms
(PQK)	Underground TPG /Pipe Networks
(PQN)	Underground Next Gen Comms
(PQO)	Underground Optus Fibre_Optic
(PQP)	Underground Optus Copper
(PQR)	Underground Rail Services
(PQS)	Underground Sewer Pipe
(PQT)	Underground Telstra Copper
(PQU)	Underground Unknown Service
(PQV)	Underground Telstra Optic_Fibre
(PQW)	Underground Water Pipe
(PQX)	Underground Reticulation Pipe
(PQZ)	Abandoned Service

(MAIN ROADS - UNVERIFIED, NO MEASURMENT) DBYD COMPILED - CLASS C AND D

QA	AMCOM/VOCUS Cable - Unverified, No Measurement
QC	Drainage Pipe / Stormwater - Unverified, No Measurement
QE	Electrical Cable - Unverified, No Measurement
QF	Western Power Communication - Unverified, No Measurement
QG	Gas Line - Unverified, No Measurement
QH	MRWA Communication - Unverified, No Measurement
QI	MRWA Power- Unverified, No Measurement
QJ	Underground NBN Comms - Unverified, No Measurement
QK	Underground TPG/Pipe Networks - Unverified, No Measurement
QN	Next Gen Communication - Unverified, No Measurement
QO	Optus Optic_Fibre - Unverified, No Measurement
QP	Optus Copper - Unverified, No Measurement
QT	Telstra Copper - Unverified, No Measurement
QV	Telstra Optic_Fibre - Unverified, No Measurement
QR	Rail Services - Unverified, No Measurement
QS	Sewer Pipe - Unverified, No Measurement
QU	Unknown Service - Unverified, No Measurement
QW	Water Pipe - Unverified, No Measurement
QX	Reticulation - Unverified, No Measurement
QZ	Abandoned Service - Unverified, No Measurement

Rev.	Description	Drawn	Date	Checked
H	U/G Services Amended	SAH	30/10/2020	TKI

SCALE 1:1000 @ A3

0 10 20 30 40 50

ALL DISTANCES ARE IN METRES

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Surveyor:- MNG
Survey Date:- 30/06/2020
Precal/Cad:- 30/06/2020

ISO 9001, AS/NZS 4801, ISO 14001
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N

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McMULLEN NOLAN GROUP
FEATURE SURVEY - GENERAL LEGEND

CLIENT: N/A

Project Mngr	MNG Group	Datum	LOCAL

95465 - DOC - 012 - H
Job Number — Type — Plan Number — Revision

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Drawing List

Survey By **MNG.**

A0.00 Legend

A0.01 Drawing List _Rev B
A0.02 Materials/ Finishes_Rev A

A1.00 Master Plan and Elevations

A1.01 Master Plan_Rev B
A1.02 Master Plan Elevations 1 & 2_Rev B
A1.03 Master Plan Elevations 3 & 4_Rev B
A1.04 Master Plan Elevations 5 & 6_Rev B
A1.05 Master Plan Elevation 7_Rev B
A1.06 Site Sections AA & BB_Rev A
A1.07 Master Plan (With Ground Floor Internals)_Rev A
A1.08 Master Plan (With First Floor Internals) _Rev A
A1.09 Overshadowing Diagram_Rev A

A2.00 Type A & B

A2.01 Type A & B (Unit 2 - 7)_Ground Floor Plan_Rev A
A2.02 Type A & B (Unit 2 - 7)_First Floor Plan_Rev A
A2.03 Type A & B (Unit 2 - 7)_Elevation_Rev B

A3.00 Type C & C*

A3.01 Type C (Unit 17 - 22)_Ground Floor & First Floor Plans_Rev A
A3.02 Type C (Unit 17 - 22) _Elevations_Rev B
A3.03 Type C (Unit 17 - 22) _Elevations_Rev B

A4.00 Type D

A4.01 Type D (Unit 11 - 12)_Ground Floor Plans_Rev A
A4.02 Type D (Unit 11 - 12)_First Floor Plans_Rev A
A4.03 Type D (Unit 11 - 12)_Elevations_Rev B

A5.00 Type A & A*

A5.01 Type A & A* (Unit 8 - 10)_Ground Floor Plans_Rev A
A5.02 Type A & A* (Unit 8 - 10)_First Floor Plans_Rev A
A5.03 Type A & A* (Unit 8 - 10)_Elevations_Rev B

A6.00 Type B*

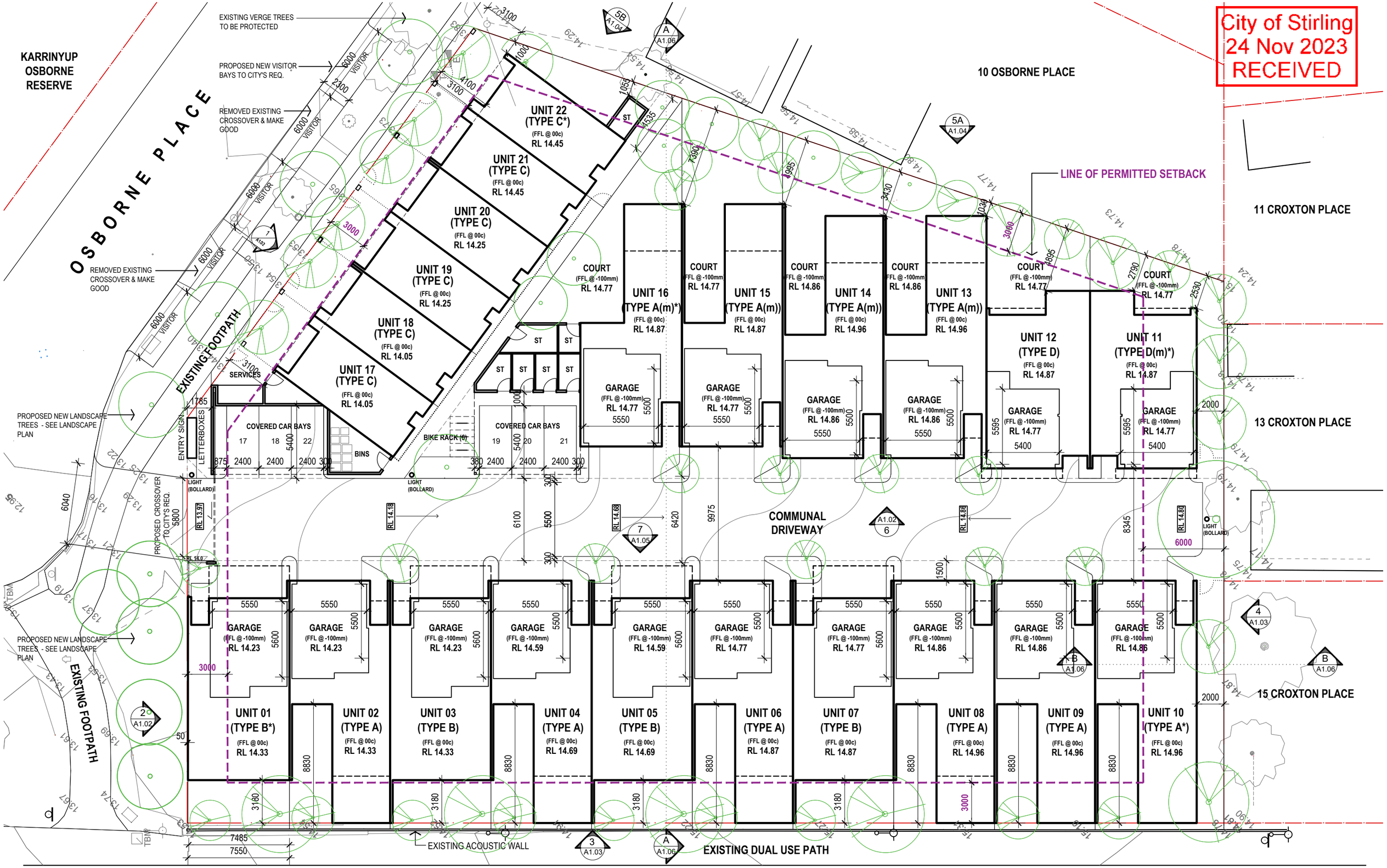
A6.01 Type B* (Unit 1)_Plans_Rev A
A6.02 Type B* (Unit 1)_Elevations_Rev B

A7.00 Type A & A* Mirrored

A7.01 Type A & A*Mirrored (Unit 13 - 16)_Ground Floor Plans_Rev A
A7.02 Type A & A*Mirrored (Unit 13 - 16)_First Floor Plans_Rev A
A7.03 Type A & A*Mirrored (Unit 13 - 16)_Elevations_Rev B

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	DRAWING LIST	DEVELOPMENT APPLICATION	-	2305	A0.01	B	23.11.23



PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	MASTER PLAN	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.01	B	23.11.23

0 1 5m 10m

City of Stirling
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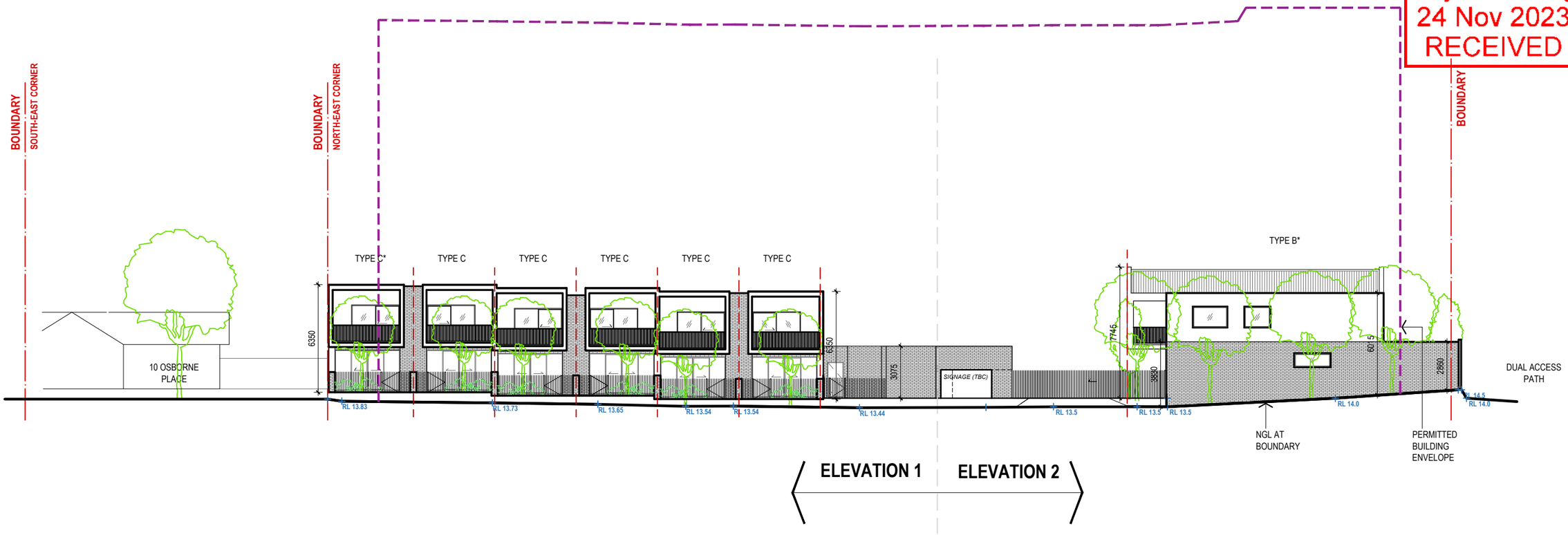

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	MASTER PLAN ELEVATIONS 1 & 2	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.02	B	23.11.23

0 1 5m 10m

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24 Nov 2023
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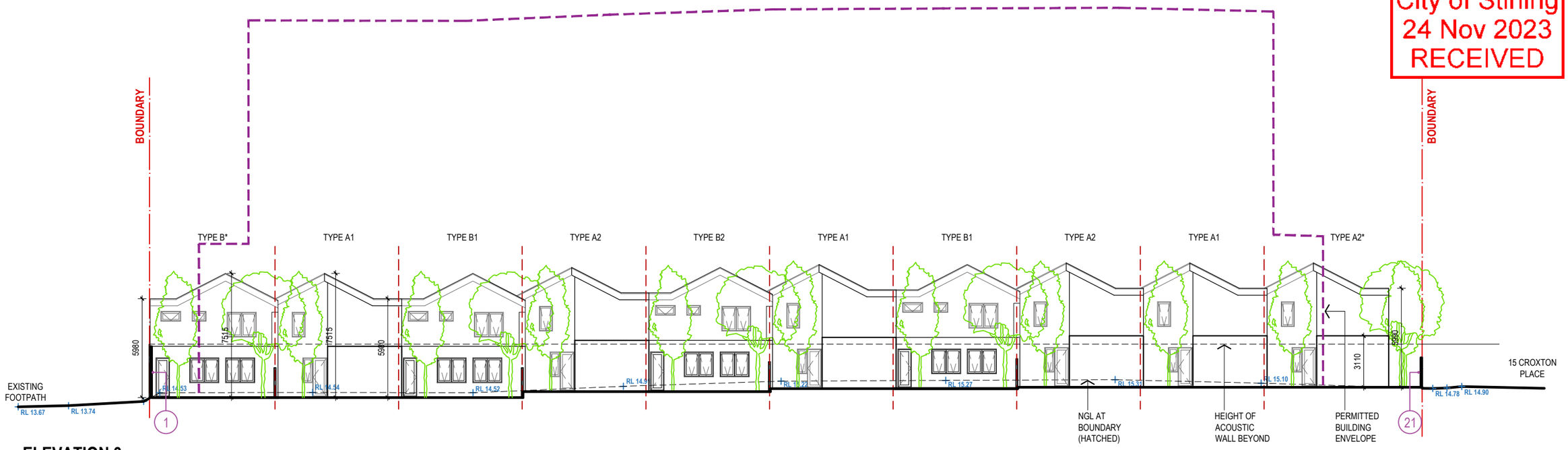
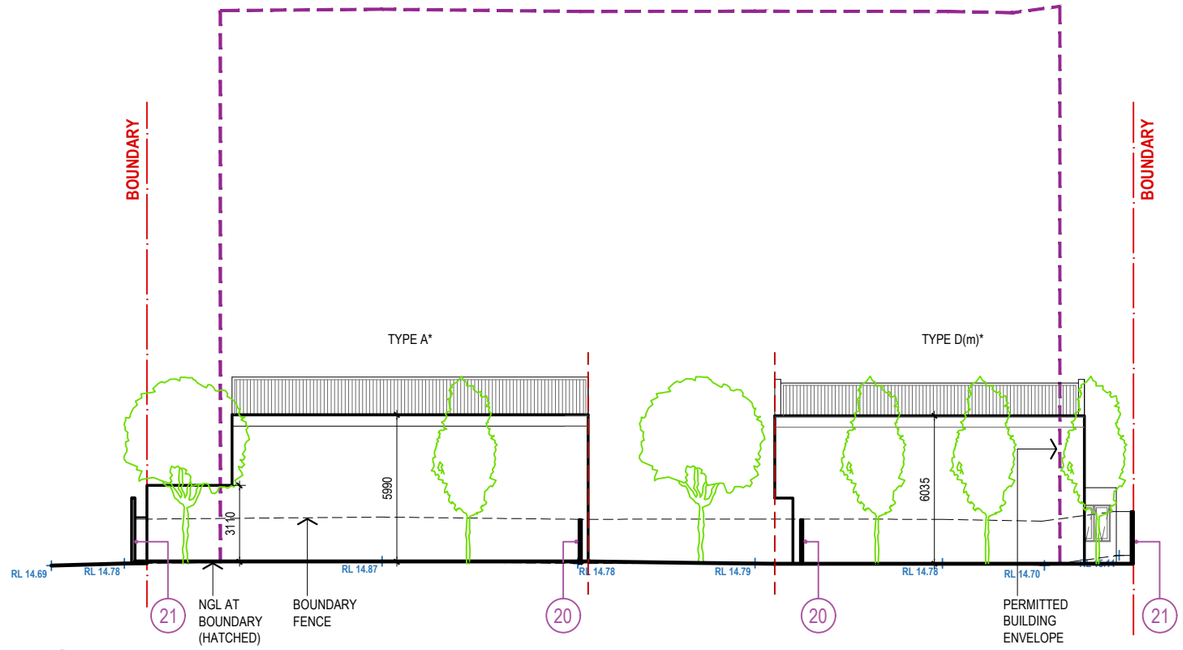


ELEVATION 3



ELEVATION 4

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	MASTER PLAN ELEVATIONS 3 & 4	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.03	B	23.11.23

0 1 5m 10m

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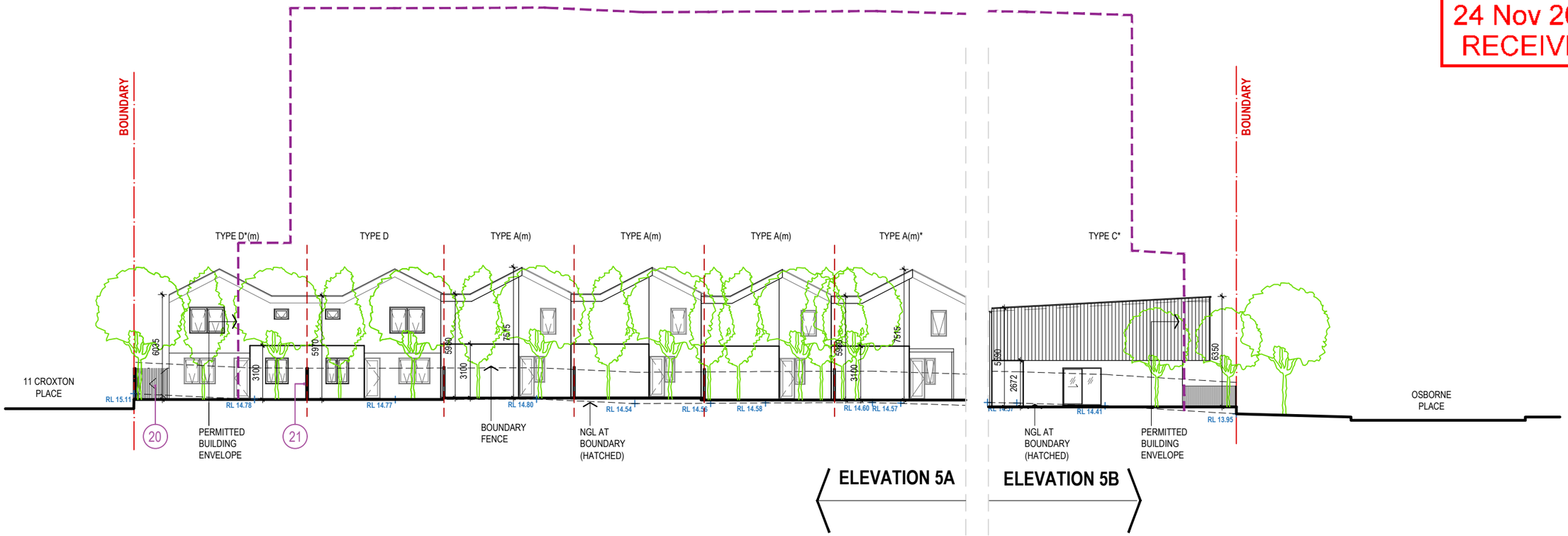

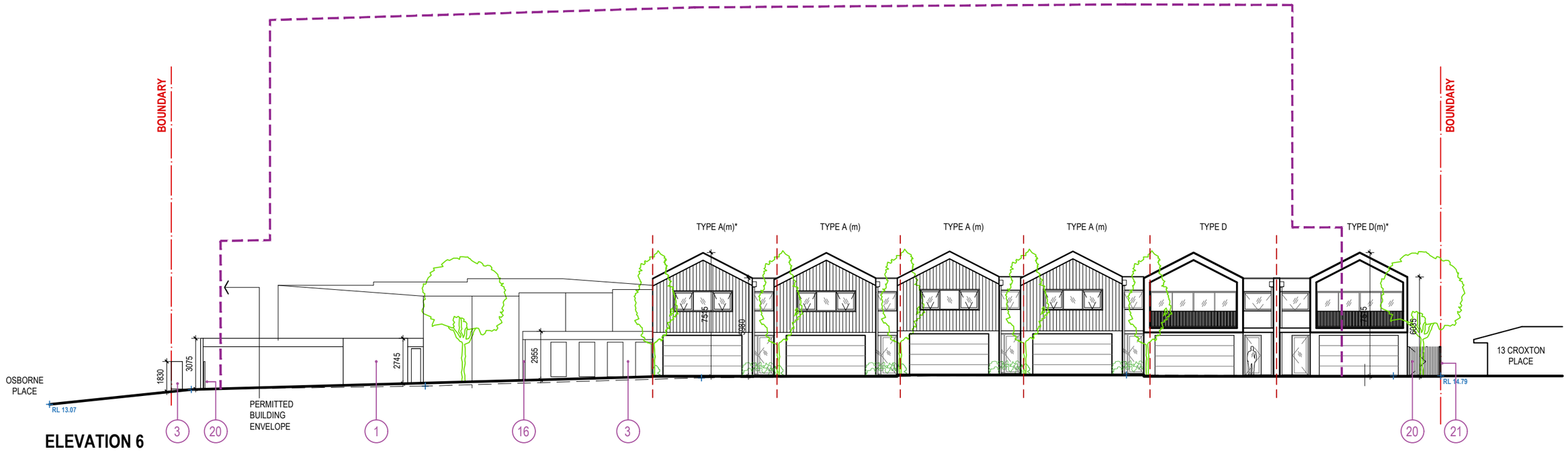

ELEVATION 6

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	MASTER PLAN ELEVATIONS 5 & 6	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.04	B	23.11.2023

0 1 5m 10m

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24 Nov 2023
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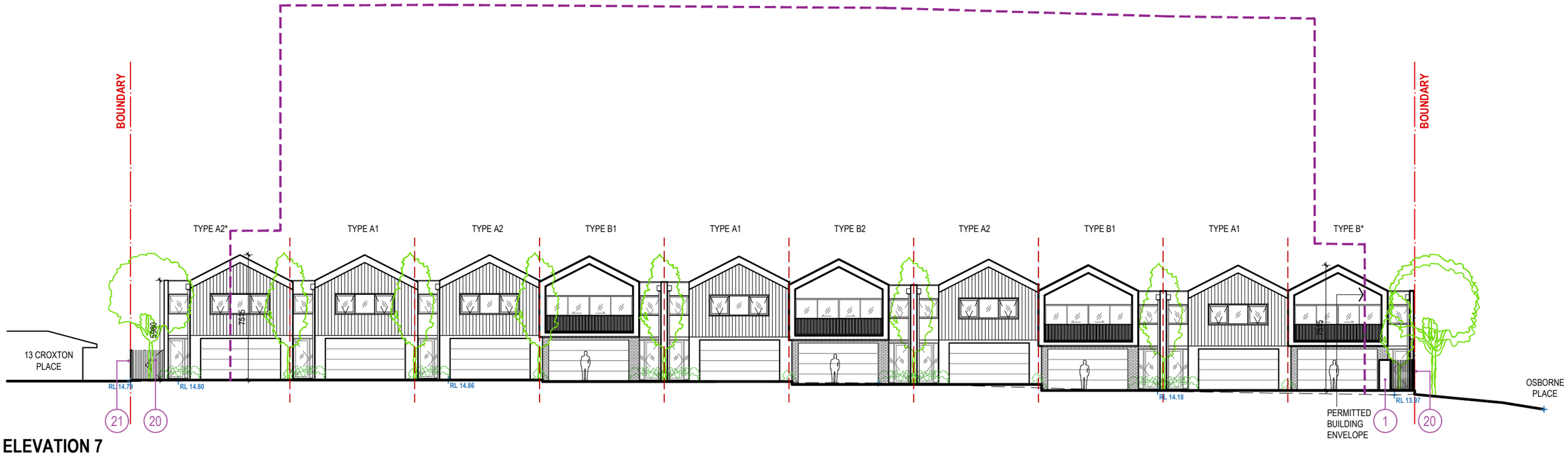

ELEVATION 7

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	MASTER PLAN ELEVATION 7	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.05	B	23.11.2023

0 1 5m 10m

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24 Nov 2023
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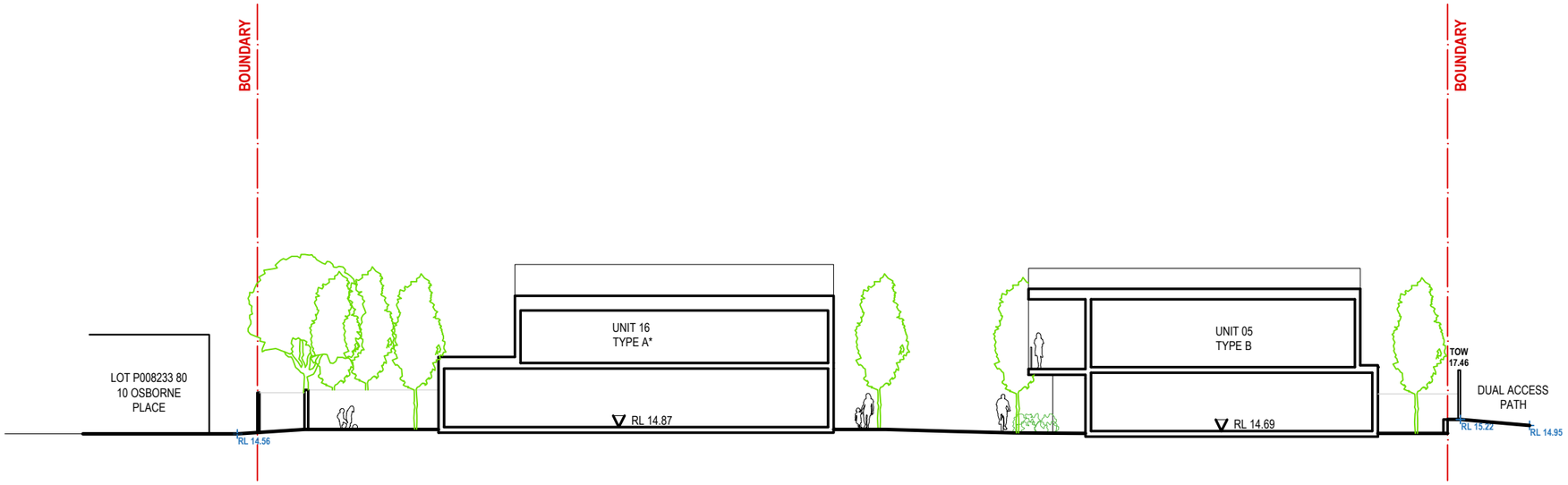
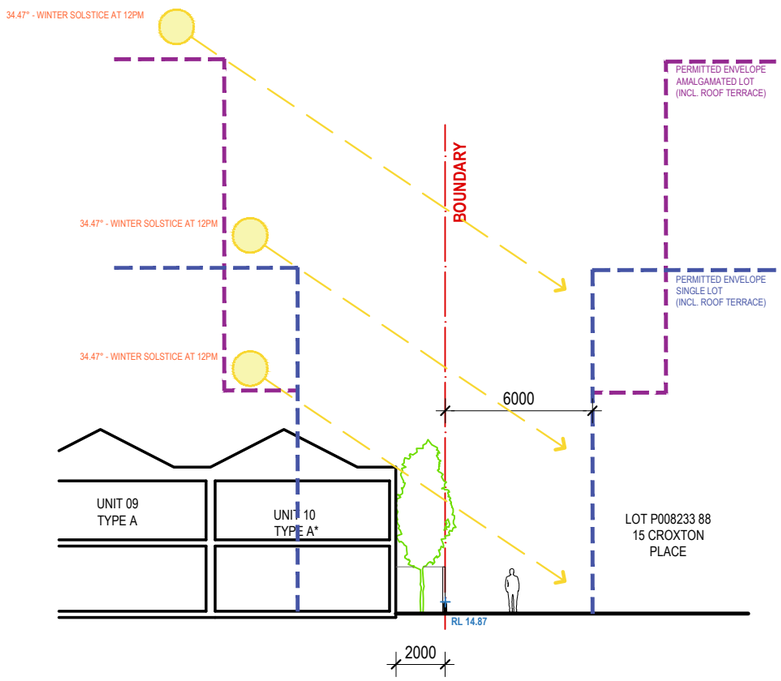


SECTION AA



SECTION BB

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	MASTER PLAN SITE SECTIONS	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.06	A	14.11.2023

0 1 5m 10m

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	GROUND FLOOR MASTER PLAN	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.07	A	14.11.23

0 1 5m 10m

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	FIRST FLOOR MASTER PLAN	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.08	A	14.11.23

0 1 5m 10m

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	OVERSHADOWING DIAGRAM	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.09	A	14.11.23

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24 Nov 2023
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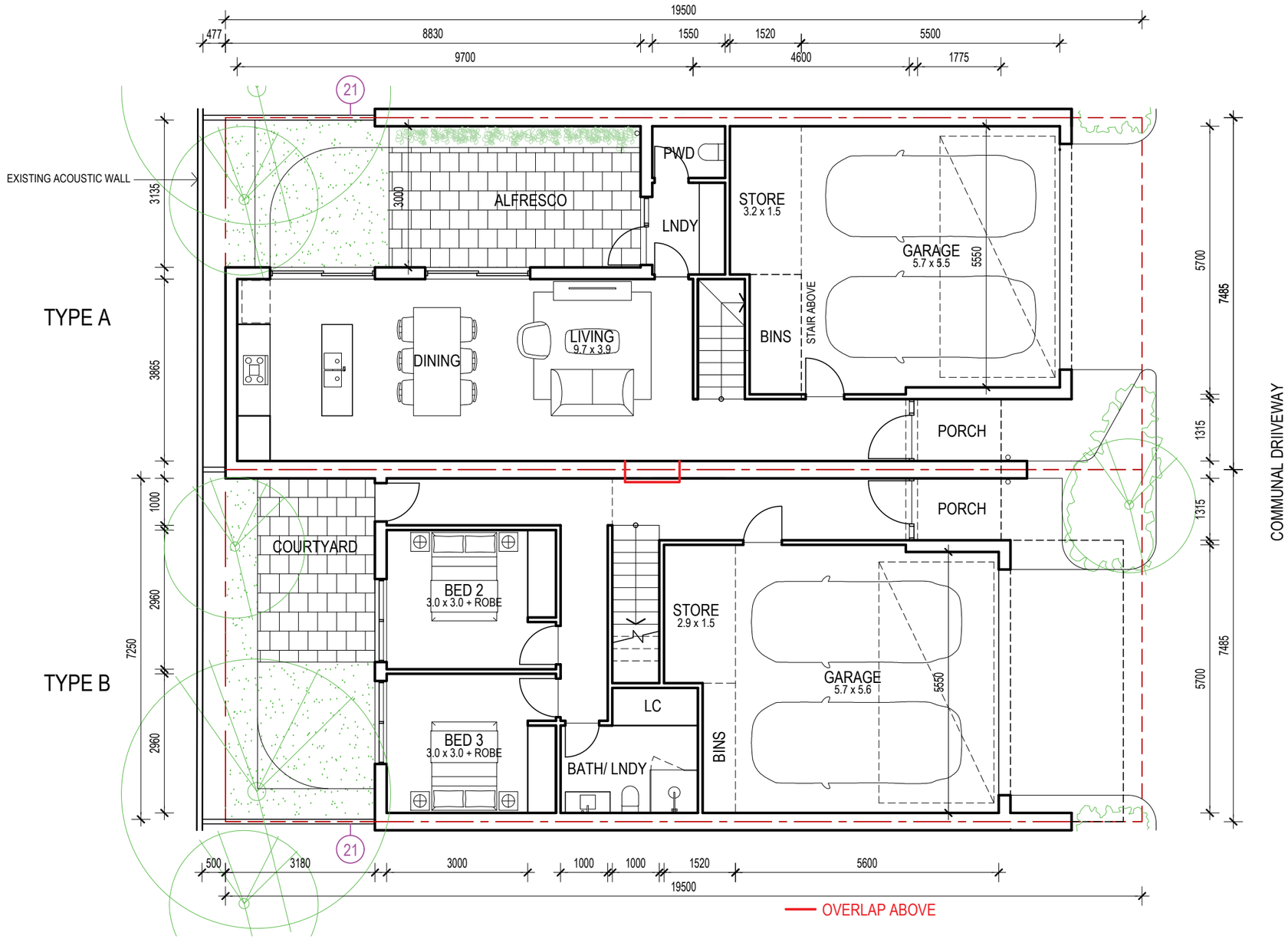

GROUND FLOOR

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE A & B (UNIT 2 - 7) GROUND FLOOR	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A2.01	A	14.11.23

0 1 2.5 5m

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24 Nov 2023
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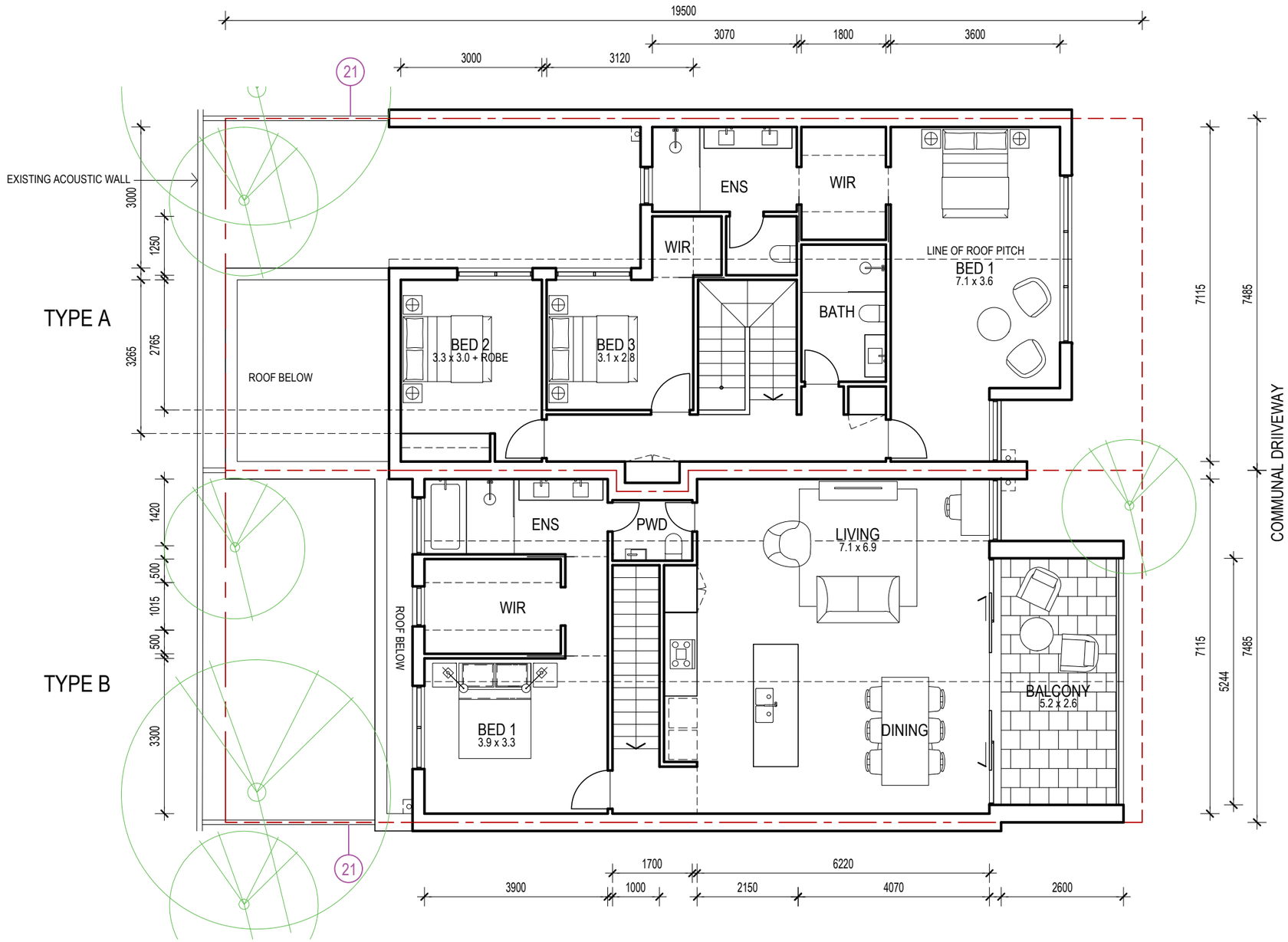


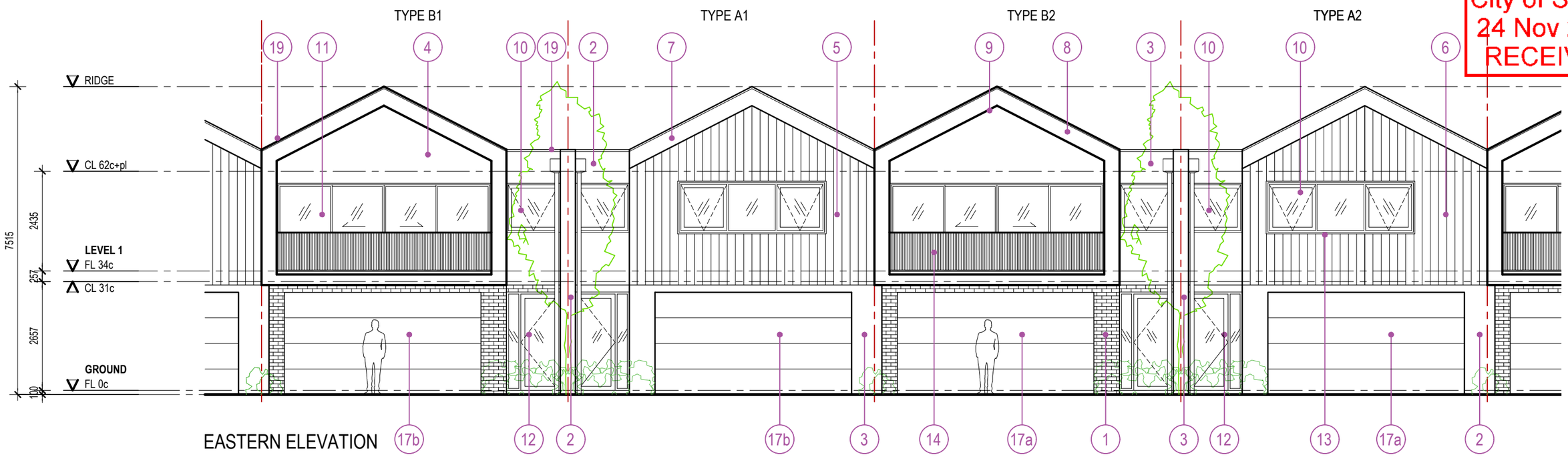
FIRST FLOOR

PENNOCK ARCHITECTS

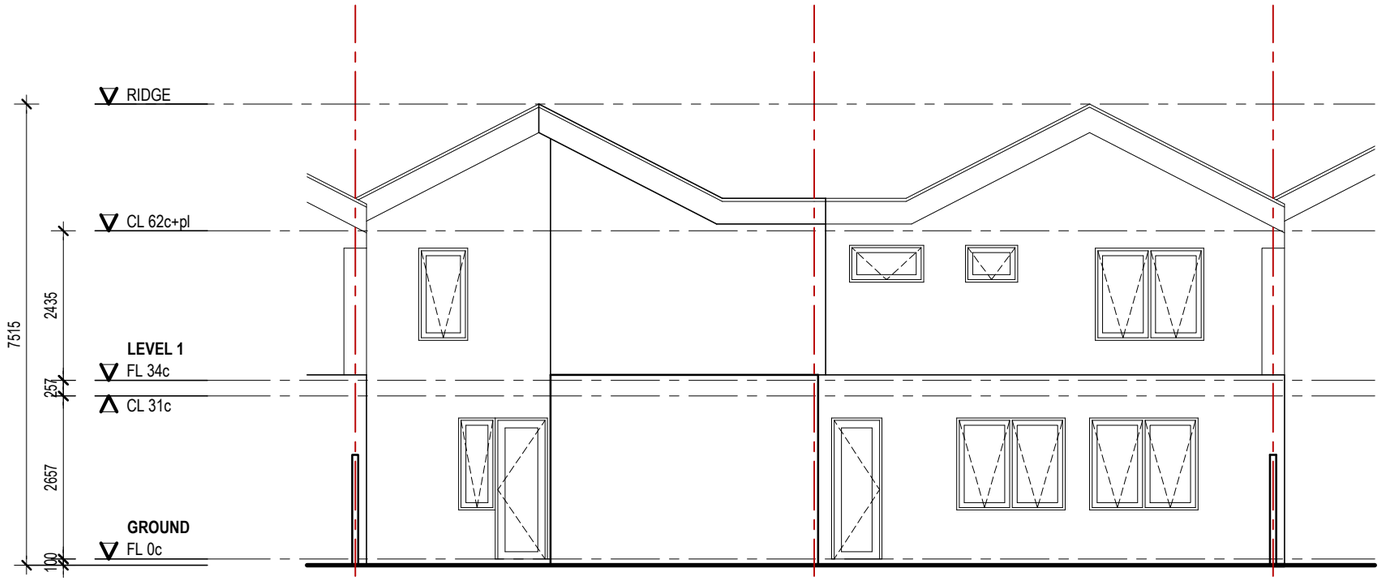
PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE A & B (UNIT 2 - 7) FIRST FLOOR	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A2.02	A	14.11.23

0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED



EASTERN ELEVATION



WESTERN ELEVATION

MATERIALS/ FINISHES

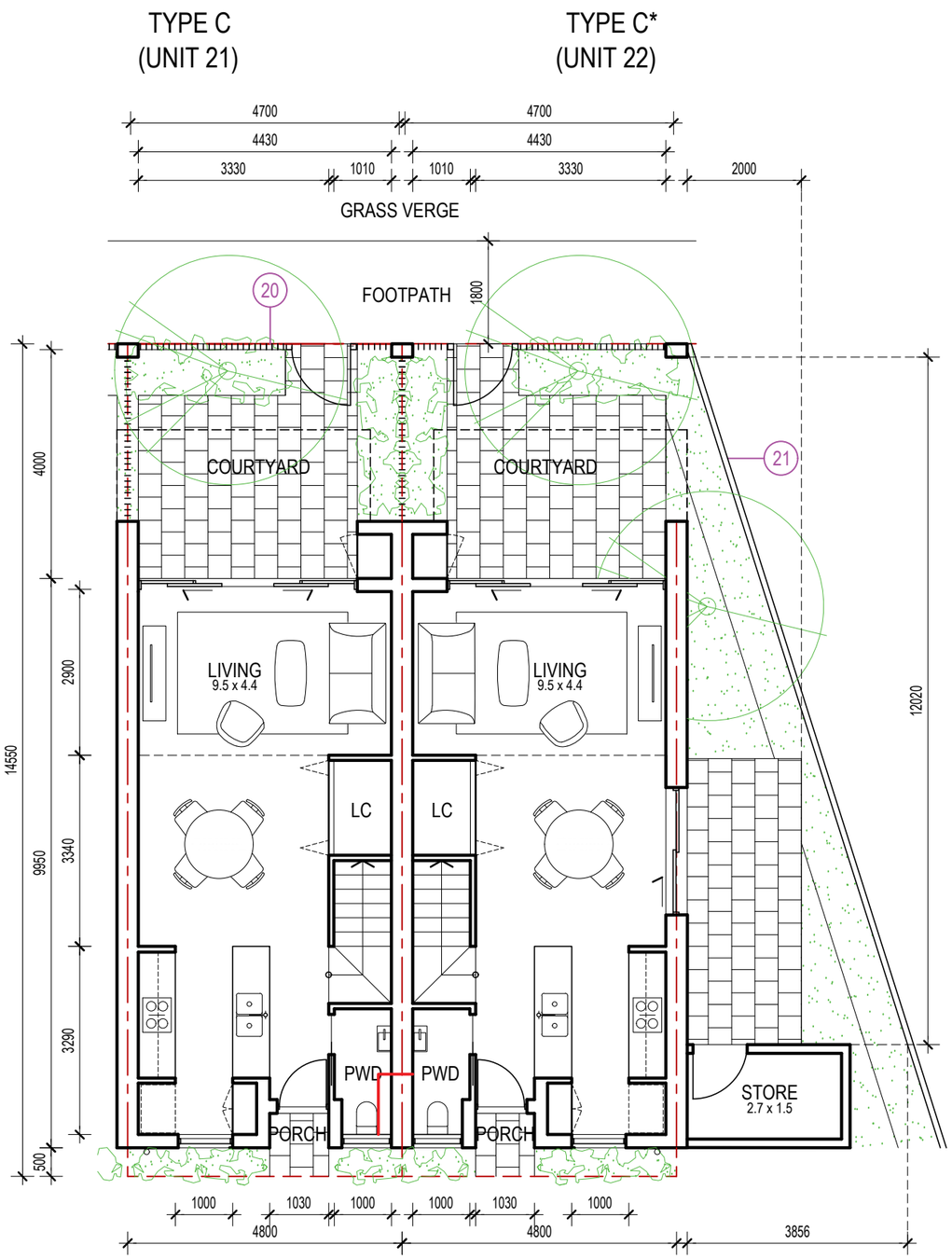
1. Face Brickwork. Colour: Red
2. Bagged Brickwork. Paint finish. Colour: White
3. Rendered Brickwork. Paint finish. Colour: White
4. Rendered Brickwork. Paint finish. Colour: Colorbond Southerly (or similar)
5. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: White
6. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: Black
7. Fascia board. Paint finish. Colour: White
8. Textured board. Paint finish. Colour: White
9. Soffit lining. Fibre cement sheet, paint finish Colour: Colorbond Southerly (or similar)
10. Awning windows: Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black.
11. Aluminium Sliding doors. Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black
12. Glazed Entry Door with fixed side panel. Aluminium framing. Finish: powdercoat paint. Colour: Black
13. Bespoke feature surround to glazing: Aluminium extrusions. Finish: Powdercoat paint. Colour: Black
14. Aluminium Routered Balustrade, 1000mm high, 40x40mm tubes. Powdercoat. Colour: Black
15. Vertical aluminium battens. Finish: Powdercoat paint. Colour: TBC
16. Steel Structure. Finish: Powdercoat paint. Colour: TBC
17a. Sectional roller door. Finish: Colorbond Finish. Colour: Monument
17b. Sectional roller door. Finish: Colorbond Finish. Colour: Dover White
18. Profiled Steel Sheet Roofing. Colorbond Finish. Colour: TBC
19. Metal cappings and flashings. Colorbond Finish. Colour: TBC
20. Aluminium Vertical Blade Gate and Fencing System. Powdercoat. Colour: Black
21. Boundary/ inter-unit dividing fencing. Colorbond Finish. Colour: Monument

PENNOCK ARCHITECTS

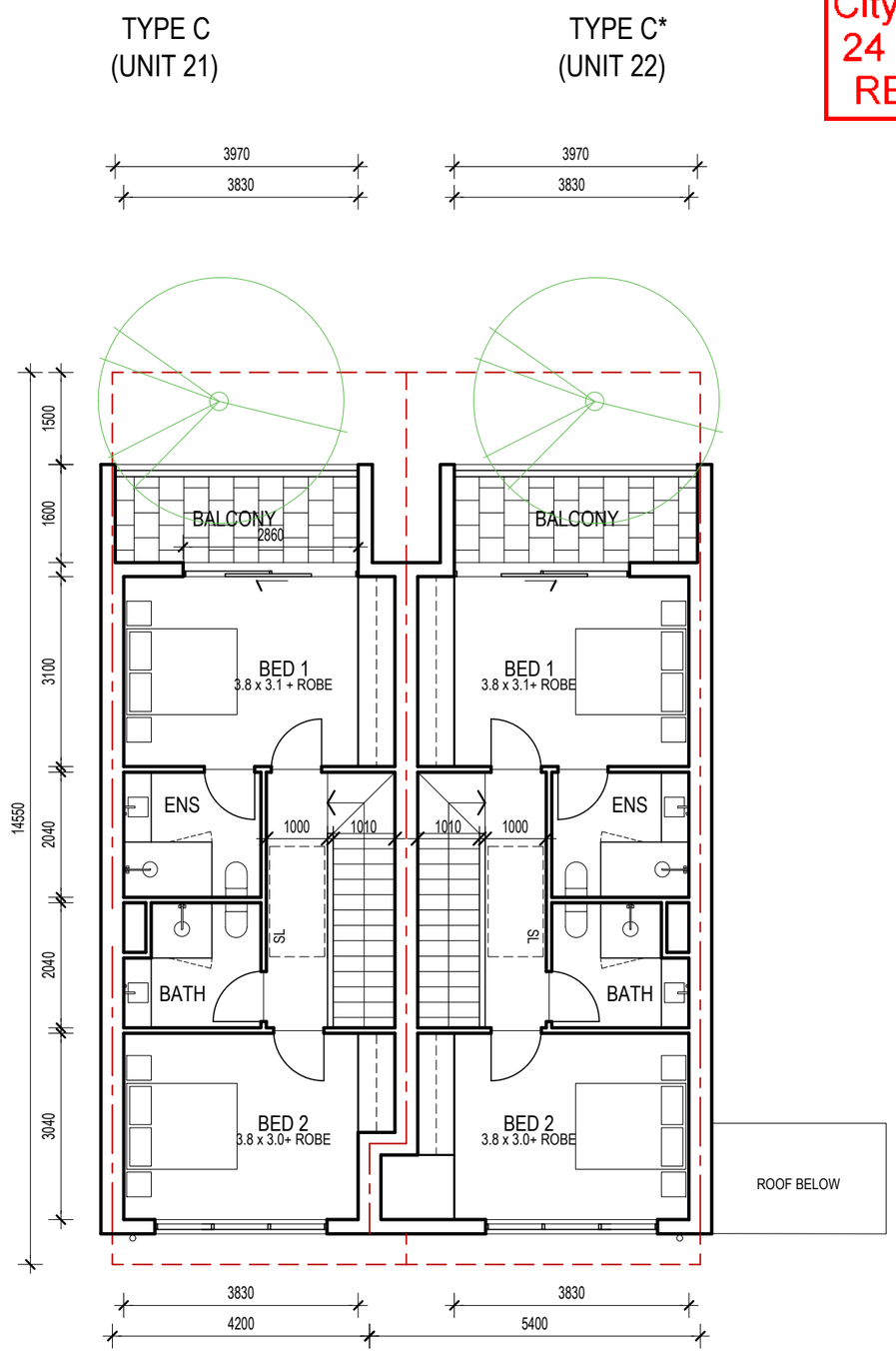
PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE A & B (UNIT 2 - 7) ELEVATION E & W	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A2.03	B	23.11.23

0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED



GROUND FLOOR



FIRST FLOOR

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE C PLANS (UNIT 17-22) GROUND & FIRST FLOOR	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A3.01	A	23.11.23

PENNOCK ARCHITECTS

0 1 2.5 5m

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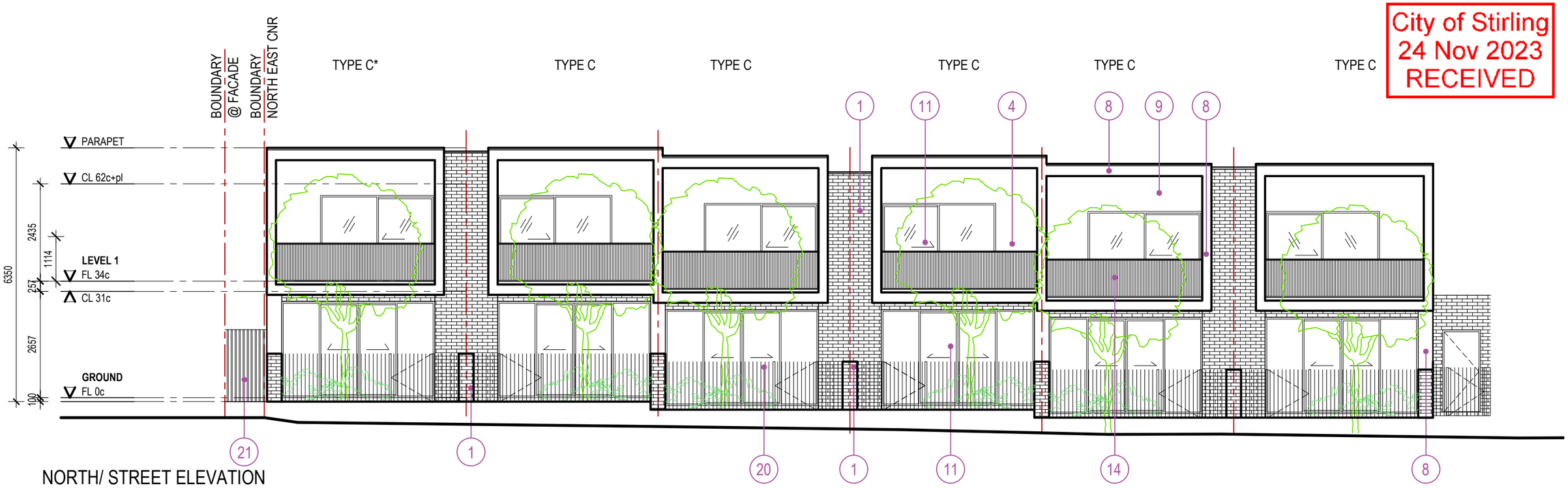
24 Nov 2023
RECEIVED



NORTH/ STREET ELEVATION

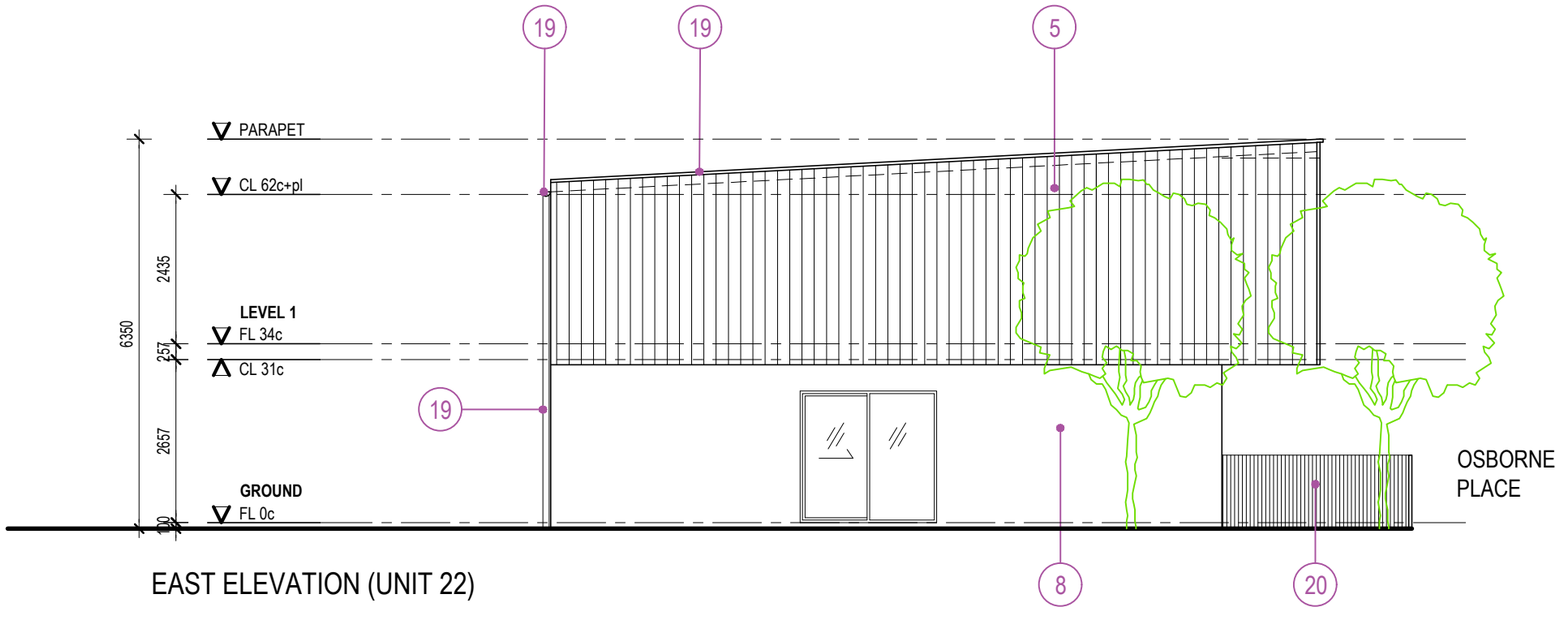
MATERIALS/ FINISHES

1. Face Brickwork. Colour: Red
2. Bagged Brickwork. Paint finish. Colour: White
3. Rendered Brickwork. Paint finish. Colour: White
4. Rendered Brickwork. Paint finish. Colour: Colorbond Southerly (or similar)
5. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: White
6. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: Black
7. Fascia board. Paint finish. Colour: White
8. Textured board. Paint finish. Colour: White
9. Soffit lining. Fibre cement sheet, paint finish Colour: Colorbond Southerly (or similar)
10. Awning windows: Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black.
11. Aluminium Sliding doors. Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black
12. Glazed Entry Door with fixed side panel. Aluminium framing. Finish: powdercoat paint. Colour: Black
13. Bespoke feature surround to glazing: Aluminium extrusions. Finish: Powdercoat paint. Colour: Black
14. Aluminium Routered Balustrade, 1000mm high, 40x40mm tubes. Powdercoat. Colour: Black
15. Vertical aluminium battens. Finish: Powdercoat paint. Colour: TBC
16. Steel Structure. Finish: Powdercoat paint. Colour: TBC
17a. Sectional roller door. Finish: Colorbond Finish. Colour: Monument
17b. Sectional roller door. Finish: Colorbond Finish. Colour: Dover White
18. Profiled Steel Sheet Roofing. Colorbond Finish. Colour: TBC
19. Metal cappings and flashings. Colorbond Finish. Colour: TBC
20. Aluminium Vertical Blade Gate and Fencing System. Powdercoat. Colour: Black
21. Boundary/ inter-unit dividing fencing. Colorbond Finish. Colour: Monument

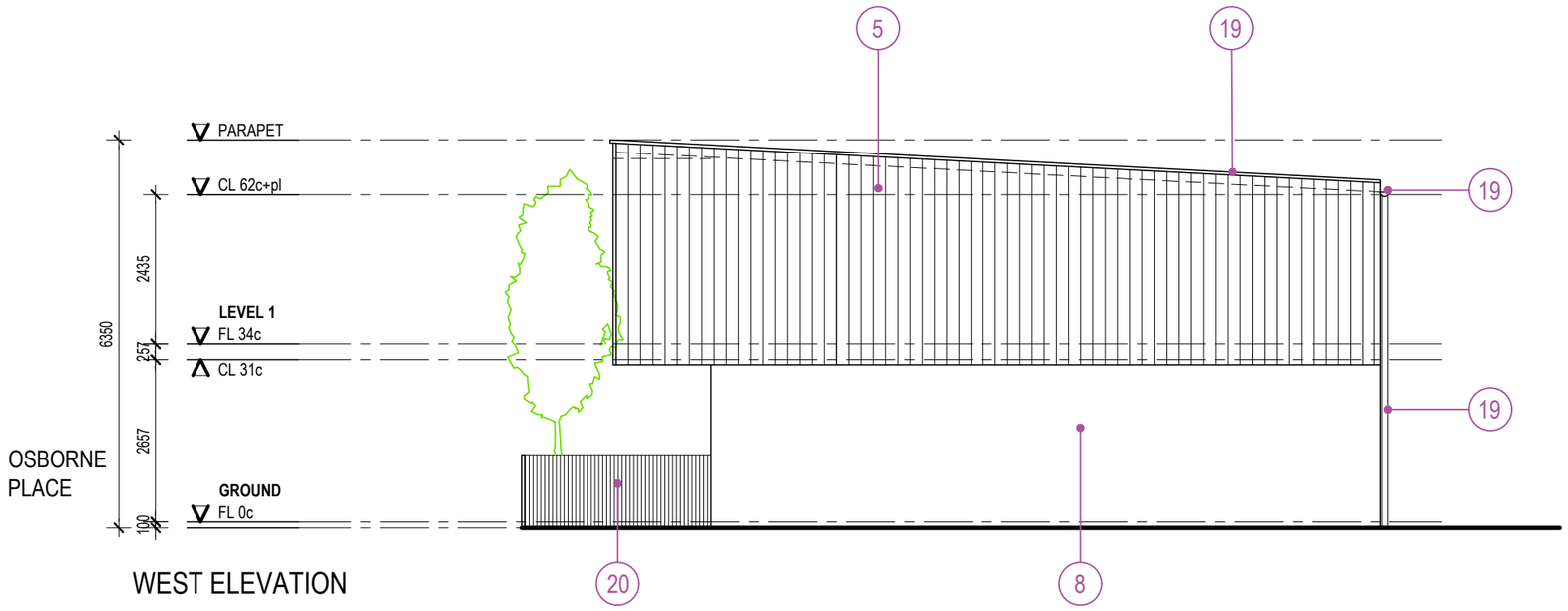
PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE C (UNIT17-22) ELEVATION N	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A3.02	B	23.11.23

0 1 2.5 5m



EAST ELEVATION (UNIT 22)



WEST ELEVATION

NOTE: CARPORT AND STORES IN FOREGROUND ARE NOT DRAWN

MATERIALS/ FINISHES

City of Stirling
24 Nov 2023
RECEIVED

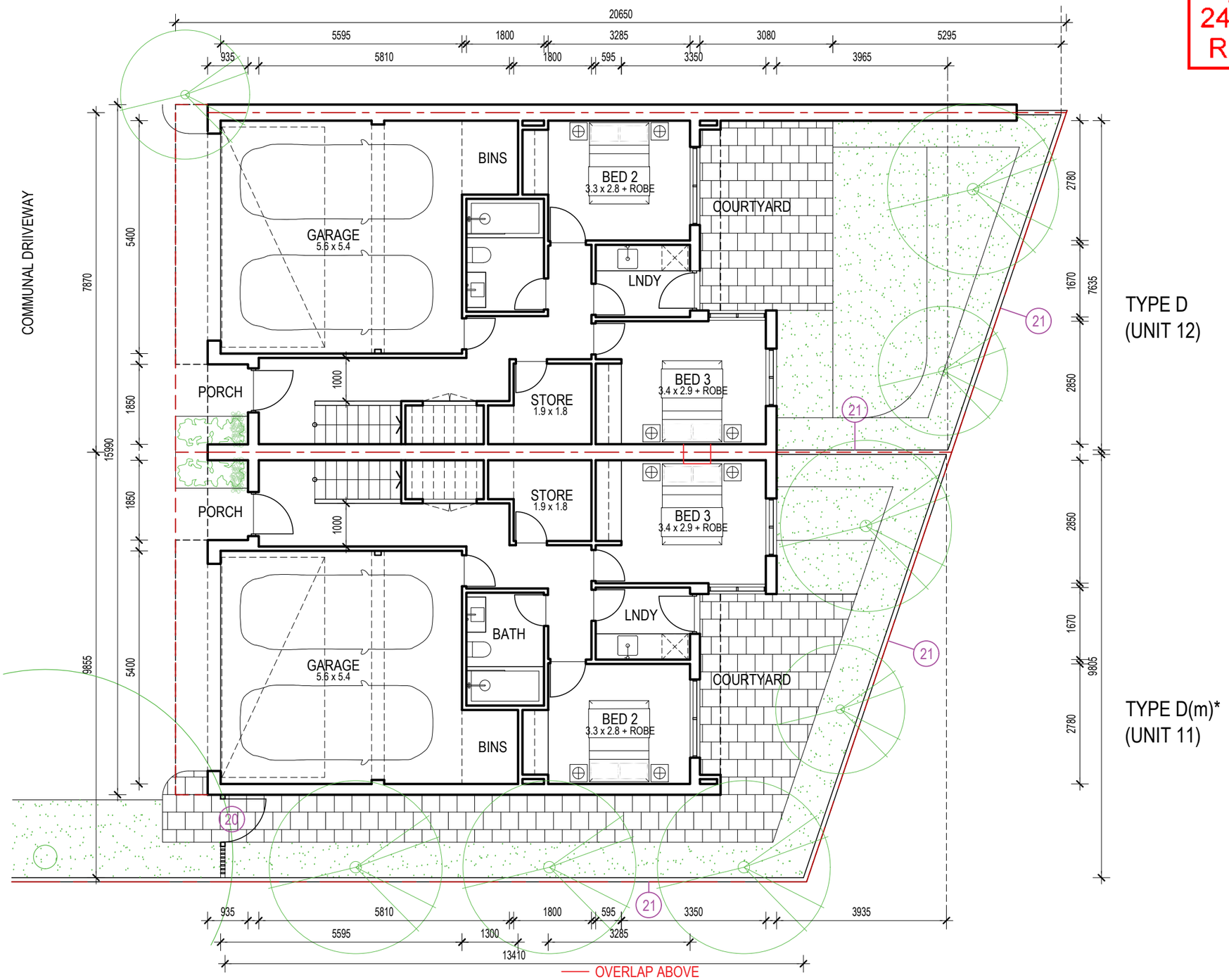
1. Face Brickwork. Colour: Red
2. Bagged Brickwork. Paint finish. Colour: White
3. Rendered Brickwork. Paint finish. Colour: White
4. Rendered Brickwork. Paint finish. Colour: Colorbond Southerly (or similar)
5. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: White
6. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: Black
7. Fascia board. Paint finish. Colour: White
8. Textured board. Paint finish. Colour: White
9. Soffit lining. Fibre cement sheet, paint finish Colour: Colorbond Southerly (or similar)
10. Awning windows: Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black.
11. Aluminium Sliding doors. Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black
12. Glazed Entry Door with fixed side panel. Aluminium framing. Finish: powdercoat paint. Colour: Black
13. Bespoke feature surround to glazing: Aluminium extrusions. Finish: Powdercoat paint. Colour: Black
14. Aluminium Routered Balustrade, 1000mm high, 40x40mm tubes. Powdercoat. Colour: Black
15. Vertical aluminium battens. Finish: Powdercoat paint. Colour: TBC
16. 100mm SHS. Finish: Powdercoat paint. Colour: TBC
17a. Sectional roller door. Finish: Colorbond Finish. Colour: Monument
17b. Sectional roller door. Finish: Colorbond Finish. Colour: Monument
18. Profiled Steel Sheet Roofing. Colorbond Finish. Colour: TBC
19. Metal cappings and flashings. Colorbond Finish. Colour: TBC
20. Aluminium Vertical Blade Gate and Fencing System. Powdercoat. Colour: Black
21. Boundary/ inter-unit dividing fencing. Colorbond Finish. Colour: Monument

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE C (UNIT17-22) ELEVATION E & W	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A3.03	B	23.11.23

0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED



GROUND FLOOR

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE D (UNIT 11-12) GROUND FLOOR PLAN	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A4.01	A	14.11.23

0 1 2.5 5m

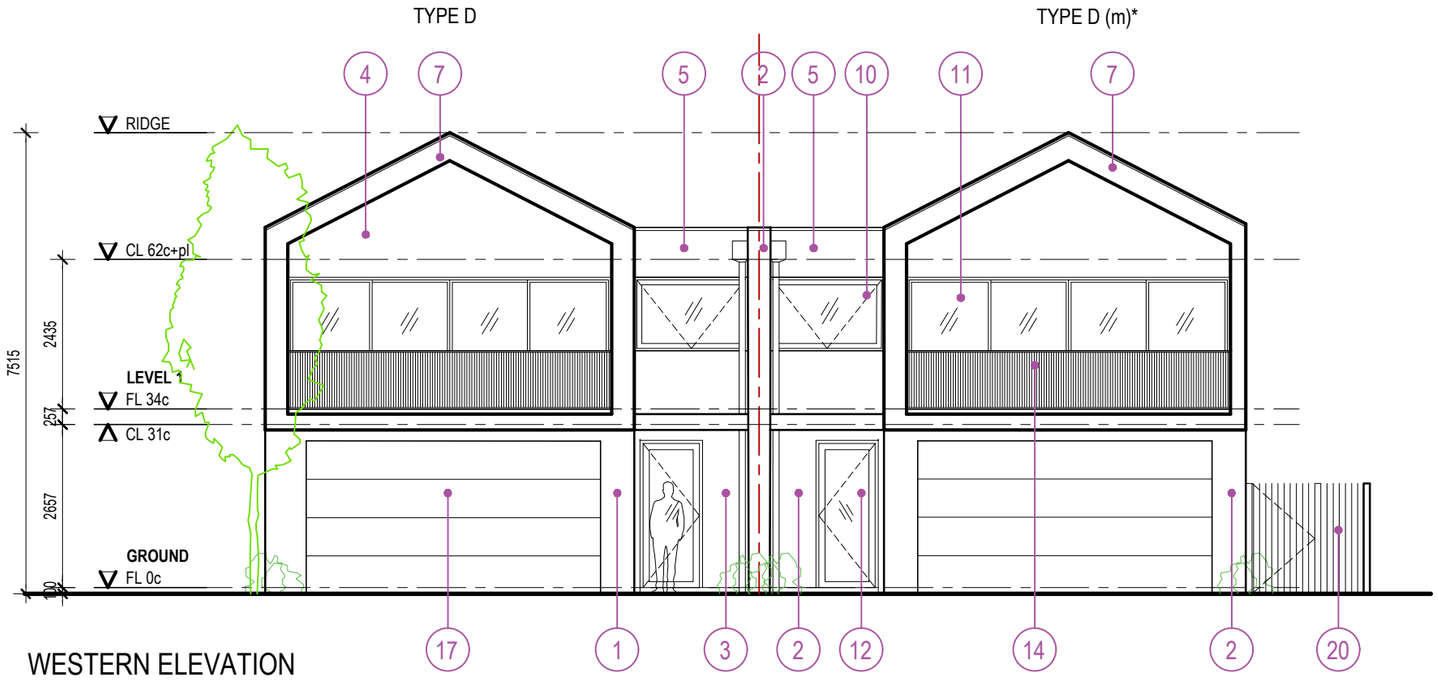
City of Stirling
24 Nov 2023
RECEIVED

FIRST FLOOR

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE D (UNIT 11-12) FIRST FLOOR PLANS	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A4.02	A	14.11.23

0 1 2.5 5m



WESTERN ELEVATION

MATERIALS/ FINISHES

City of Stirling
24 Nov 2023
RECEIVED

1. Face Brickwork. Colour: Red
2. Bagged Brickwork. Paint finish. Colour: White
3. Rendered Brickwork. Paint finish. Colour: White
4. Rendered Brickwork. Paint finish. Colour: Colorbond Southerly (or similar)
5. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: White
6. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: Black
7. Fascia board. Paint finish. Colour: White
8. Textured board. Paint finish. Colour: White
9. Soffit lining. Fibre cement sheet, paint finish Colour: Colorbond Southerly (or similar)
10. Awning windows: Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black.
11. Aluminium Sliding doors. Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black
12. Glazed Entry Door with fixed side panel. Aluminium framing. Finish: powdercoat paint. Colour: Black
13. Bespoke feature surround to glazing: Aluminium extrusions. Finish: Powdercoat paint. Colour: Black
14. Aluminium Routered Balustrade, 1000mm high, 40x40mm tubes. Powdercoat. Colour: Black
15. Vertical aluminium battens. Finish: Powdercoat paint. Colour: TBC
16. 100mm SHS. Finish: Powdercoat paint. Colour: TBC

17a. Sectional roller door. Finish: Colorbond Finish. Colour: Monument

17b. Sectional roller door. Finish: Colorbond Finish. Colour: Monument

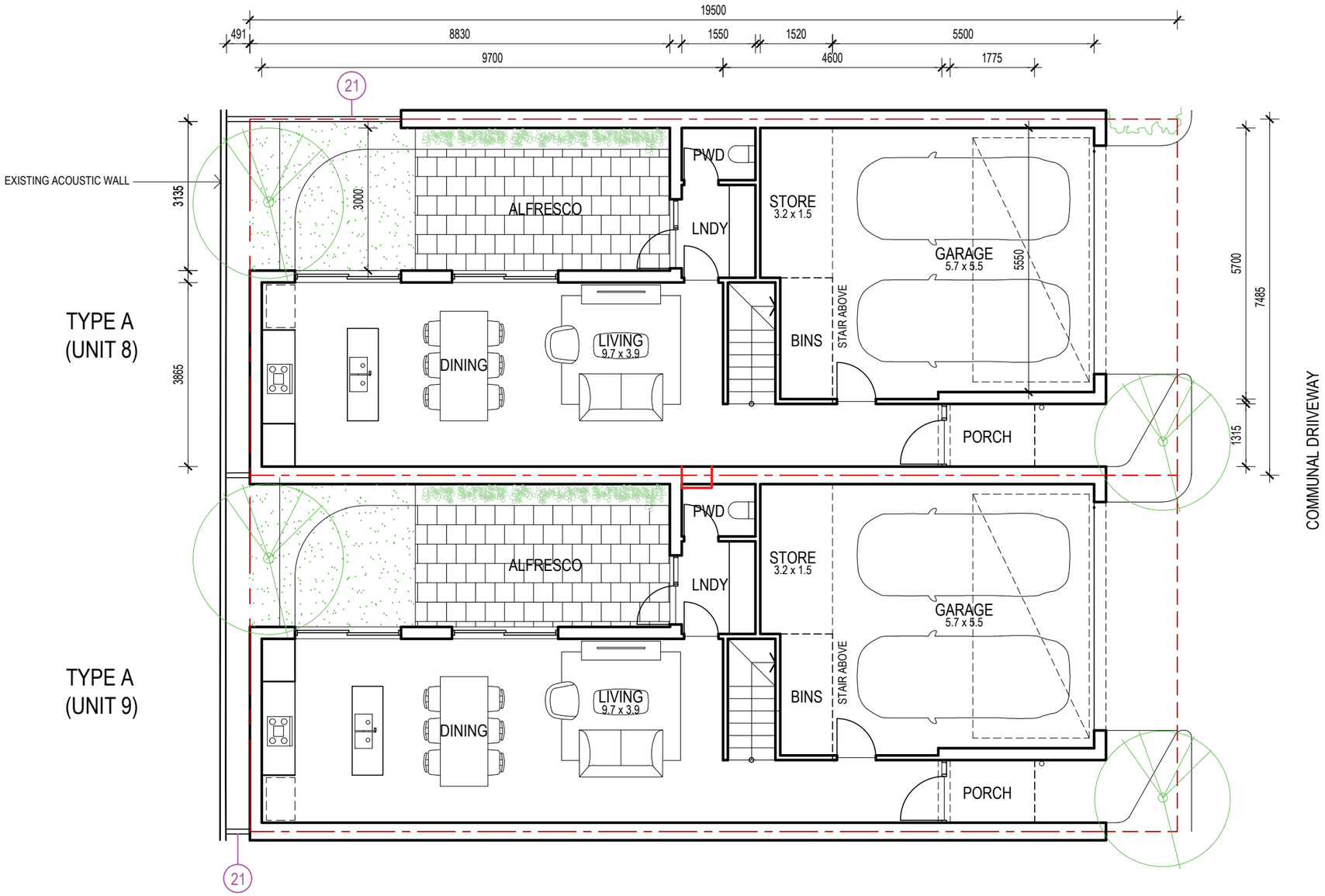
18. Profiled Steel Sheet Roofing. Colorbond Finish. Colour: TBC
19. Metal cappings and flashings. Colorbond Finish. Colour: TBC
20. Aluminium Vertical Blade Gate and Fencing System. Powdercoat. Colour: Black
21. Boundary/ inter-unit dividing fencing. Colorbond Finish. Colour: Monument

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE D (UNIT 11-12) ELEVATION	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A4.03	B	23.11.23

0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED



GROUND FLOOR

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE A & A (UNIT 8-10) GROUND FLOOR PLANS	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A5.01	A	14.11.23

0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED

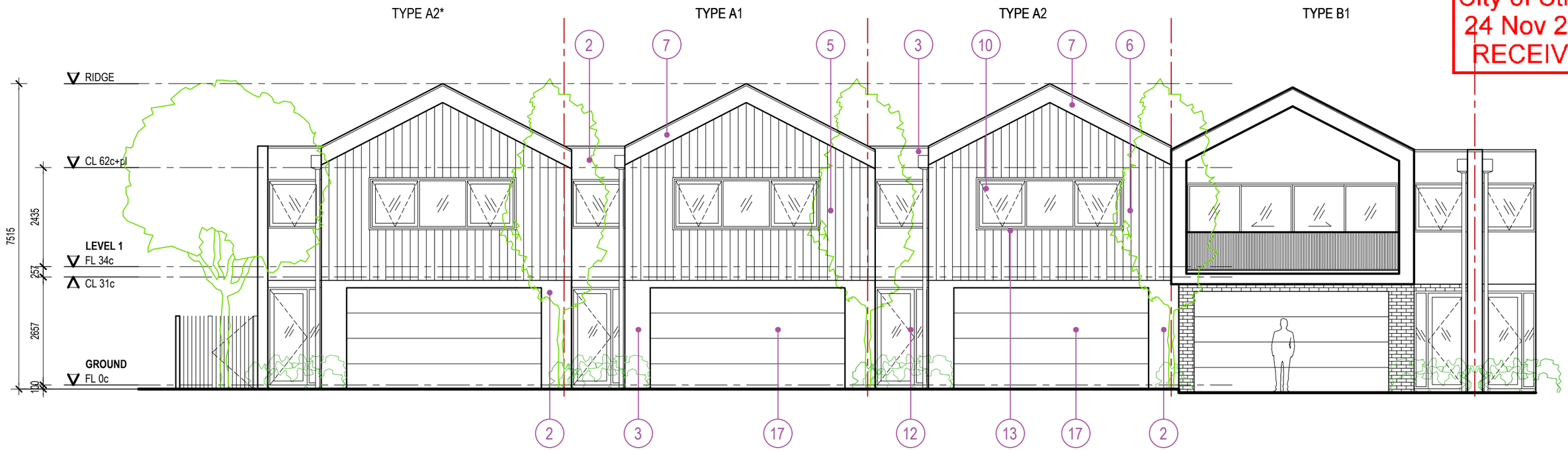
FIRST FLOOR

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE A & A (UNIT 8-10) FIRST FLOOR PLANS	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A5.02	A	14.11.23

0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED



EASTERN ELEVATION

MATERIALS/ FINISHES

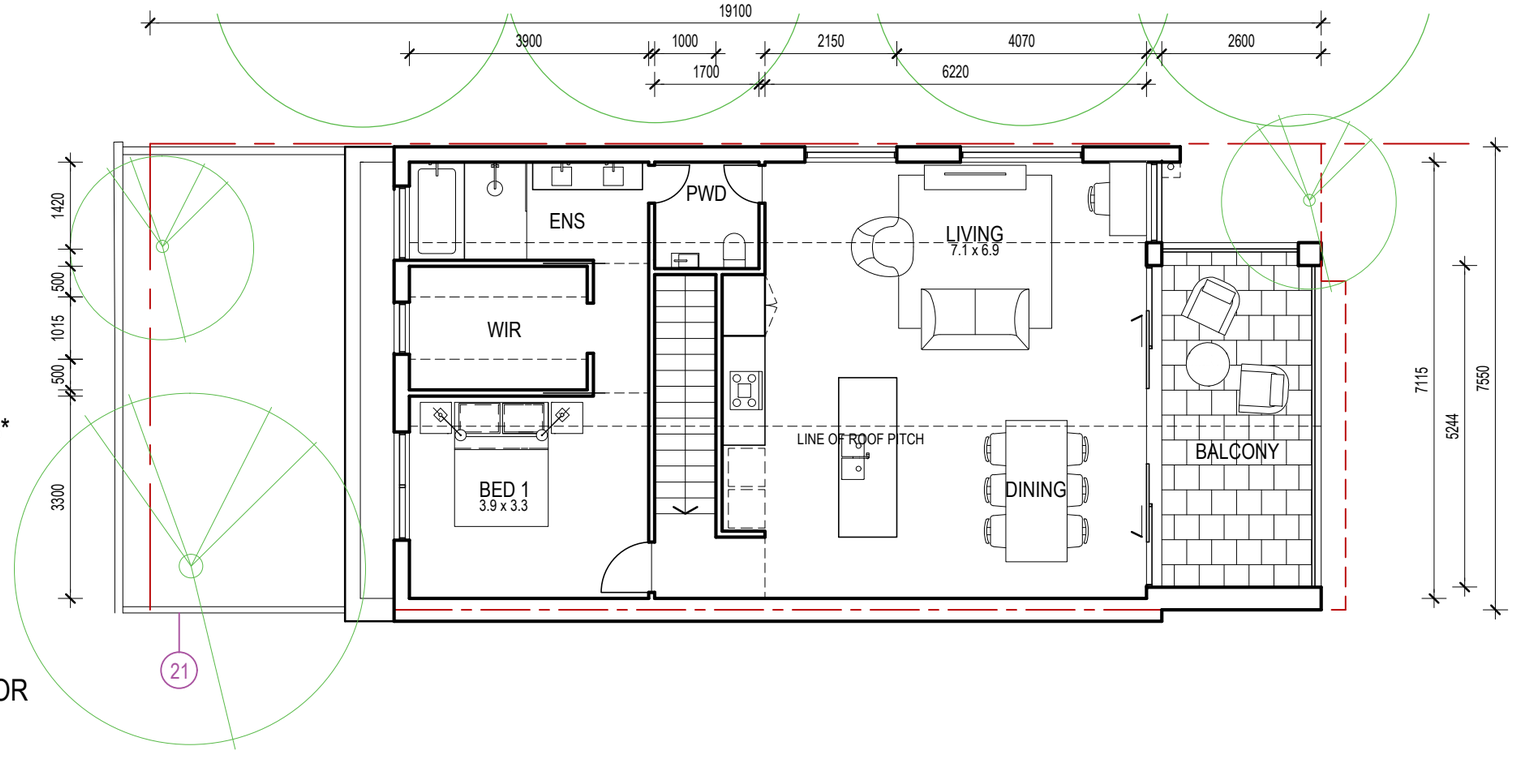
1. Face Brickwork. Colour: Red
2. Bagged Brickwork. Paint finish. Colour: White
3. Rendered Brickwork. Paint finish. Colour: White
4. Rendered Brickwork. Paint finish. Colour: Colorbond Southerly (or similar)
5. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: White
6. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: Black
7. Fascia board. Paint finish. Colour: White
8. Textured board. Paint finish. Colour: White
9. Soffit lining. Fibre cement sheet, paint finish Colour: Colorbond Southerly (or similar)
10. Awning windows: Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black.
11. Aluminium Sliding doors. Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black
12. Glazed Entry Door with fixed side panel. Aluminium framing. Finish: powdercoat paint. Colour: Black
13. Bespoke feature surround to glazing: Aluminium extrusions. Finish: Powdercoat paint. Colour: Black
14. Aluminium Routered Balustrade, 1000mm high, 40x40mm tubes. Powdercoat. Colour: Black
15. Vertical aluminium battens. Finish: Powdercoat paint. Colour: TBC
16. 100mm SHS. Finish: Powdercoat paint. Colour: TBC
17a. Sectional roller door. Finish: Colorbond Finish. Colour: Monument
17b. Sectional roller door. Finish: Colorbond Finish. Colour: Dover White
18. Profiled Steel Sheet Roofing. Colorbond Finish. Colour: TBC
19. Metal cappings and flashings. Colorbond Finish. Colour: TBC
20. Aluminium Vertical Blade Gate and Fencing System. Powdercoat. Colour: Black
21. Boundary/ inter-unit dividing fencing. Colorbond Finish. Colour: Monument

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	UNIT TYPE A & A (UNIT 8-10) ELEVATION E	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A5.03	B	23.11.23

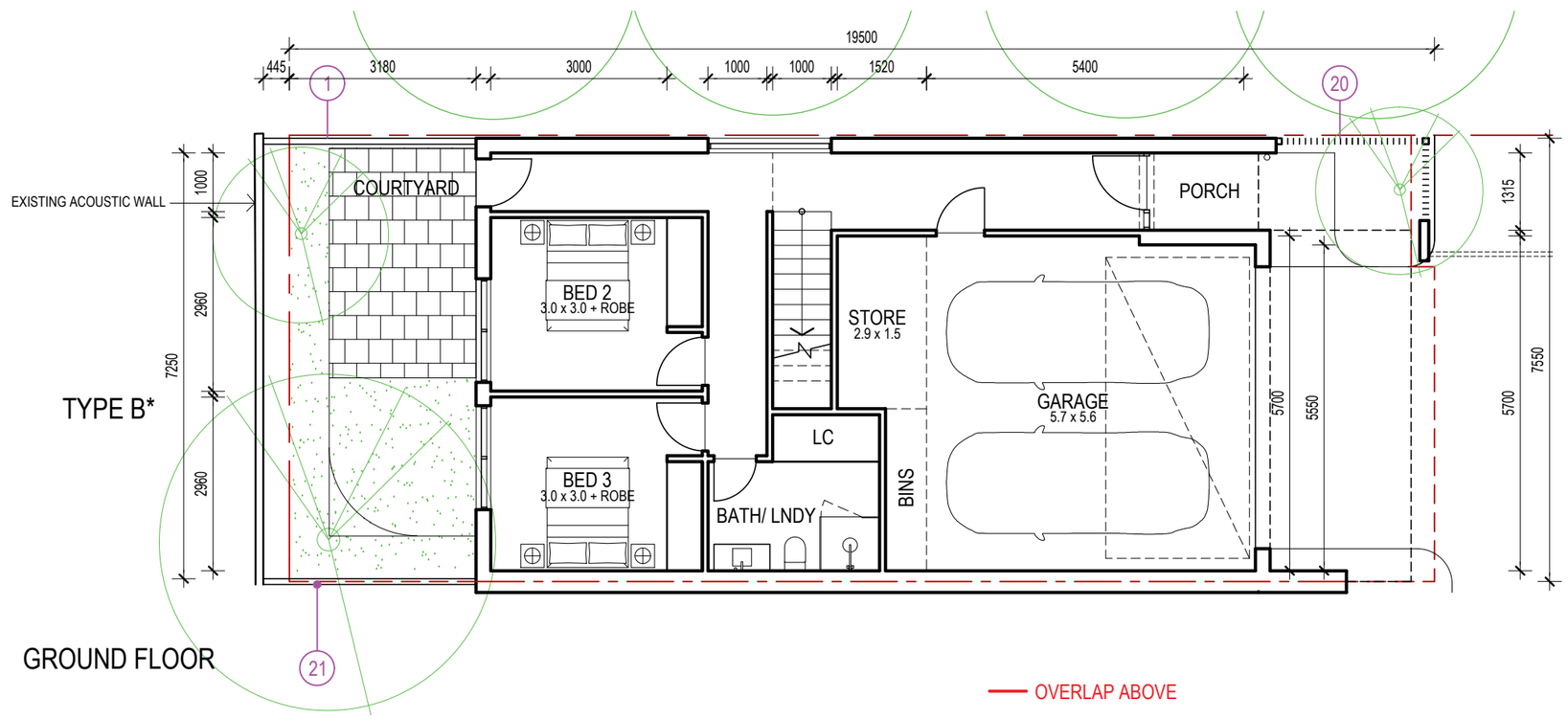
0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED



TYPE B*

FIRST FLOOR



TYPE B*

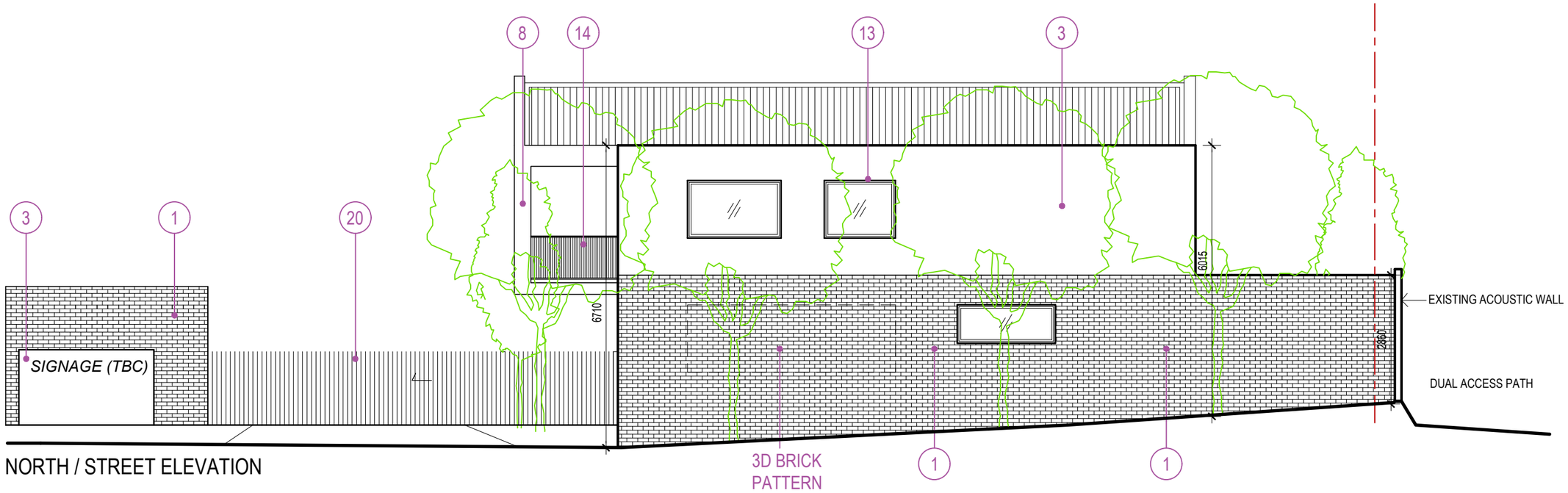
GROUND FLOOR

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE B* (UNIT 1) PLANS	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A6.01	A	14.11.23

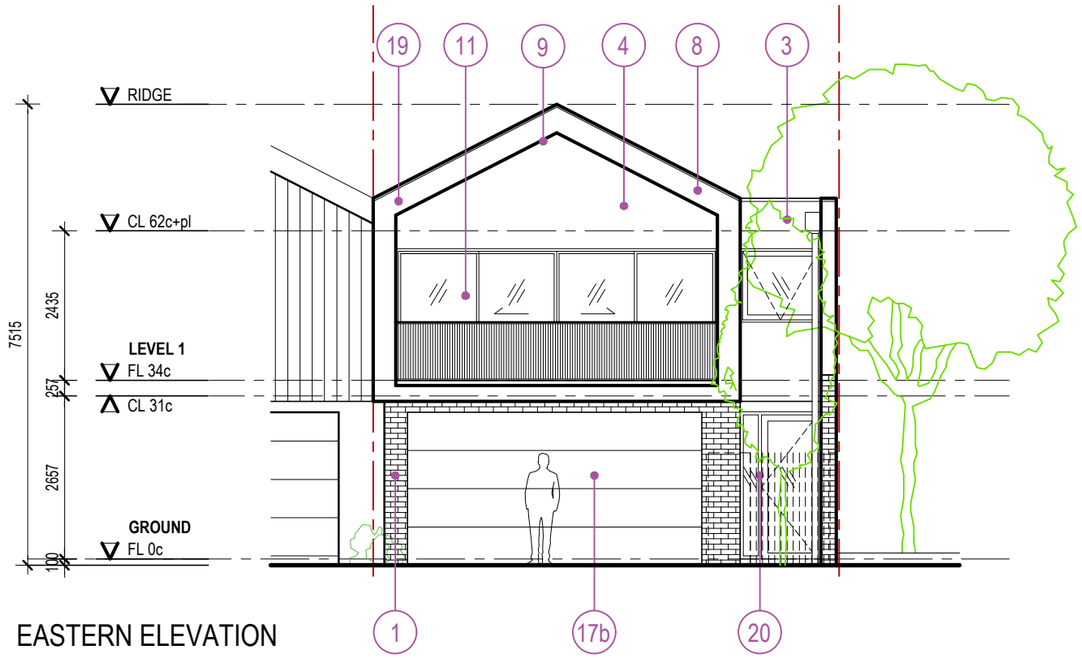
0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED



NORTH / STREET ELEVATION

TYPE B*



EASTERN ELEVATION

MATERIALS/ FINISHES

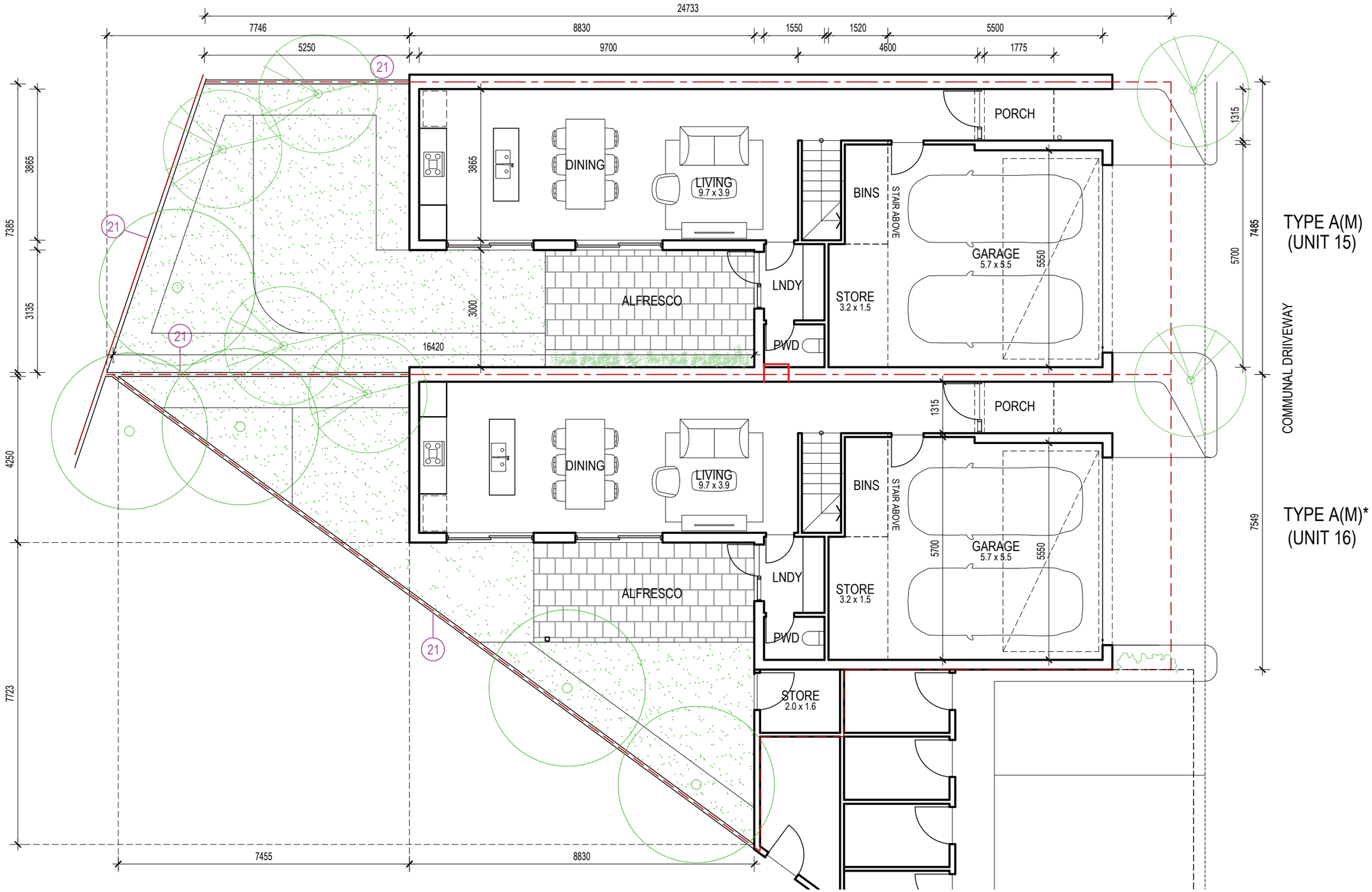
1. Face Brickwork. Colour: Red
2. Bagged Brickwork. Paint finish. Colour: White
3. Rendered Brickwork. Paint finish. Colour: White
4. Rendered Brickwork. Paint finish. Colour: Colorbond Southerly (or similar)
5. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: White
6. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: Black
7. Fascia board. Paint finish. Colour: White
8. Textured board. Paint finish. Colour: White
9. Soffit lining. Fibre cement sheet, paint finish Colour: Colorbond Southerly (or similar)
10. Awning windows: Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black.
11. Aluminium Sliding doors. Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black
12. Glazed Entry Door with fixed side panel. Aluminium framing. Finish: powdercoat paint. Colour: Black
13. Bespoke feature surround to glazing: Aluminium extrusions. Finish: Powdercoat paint. Colour: Black
14. Aluminium Routered Balustrade, 1000mm high, 40x40mm tubes. Powdercoat. Colour: Black
15. Vertical aluminium battens. Finish: Powdercoat paint. Colour: TBC
16. Steel Structure. Finish: Powdercoat paint. Colour: TBC
17a. Sectional roller door. Finish: Colorbond Finish. Colour: Monument
17b. Sectional roller door. Finish: Colorbond Finish. Colour: Dover White
18. Profiled Steel Sheet Roofing. Colorbond Finish. Colour: TBC
19. Metal cappings and flashings. Colorbond Finish. Colour: TBC
20. Aluminium Vertical Blade Gate and Fencing System. Powdercoat. Colour: Black
21. Boundary/ inter-unit dividing fencing. Colorbond Finish. Colour: Monument

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE B* (UNIT 1) ELEVATION E & W	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A6.02	B	23.11.23

0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED

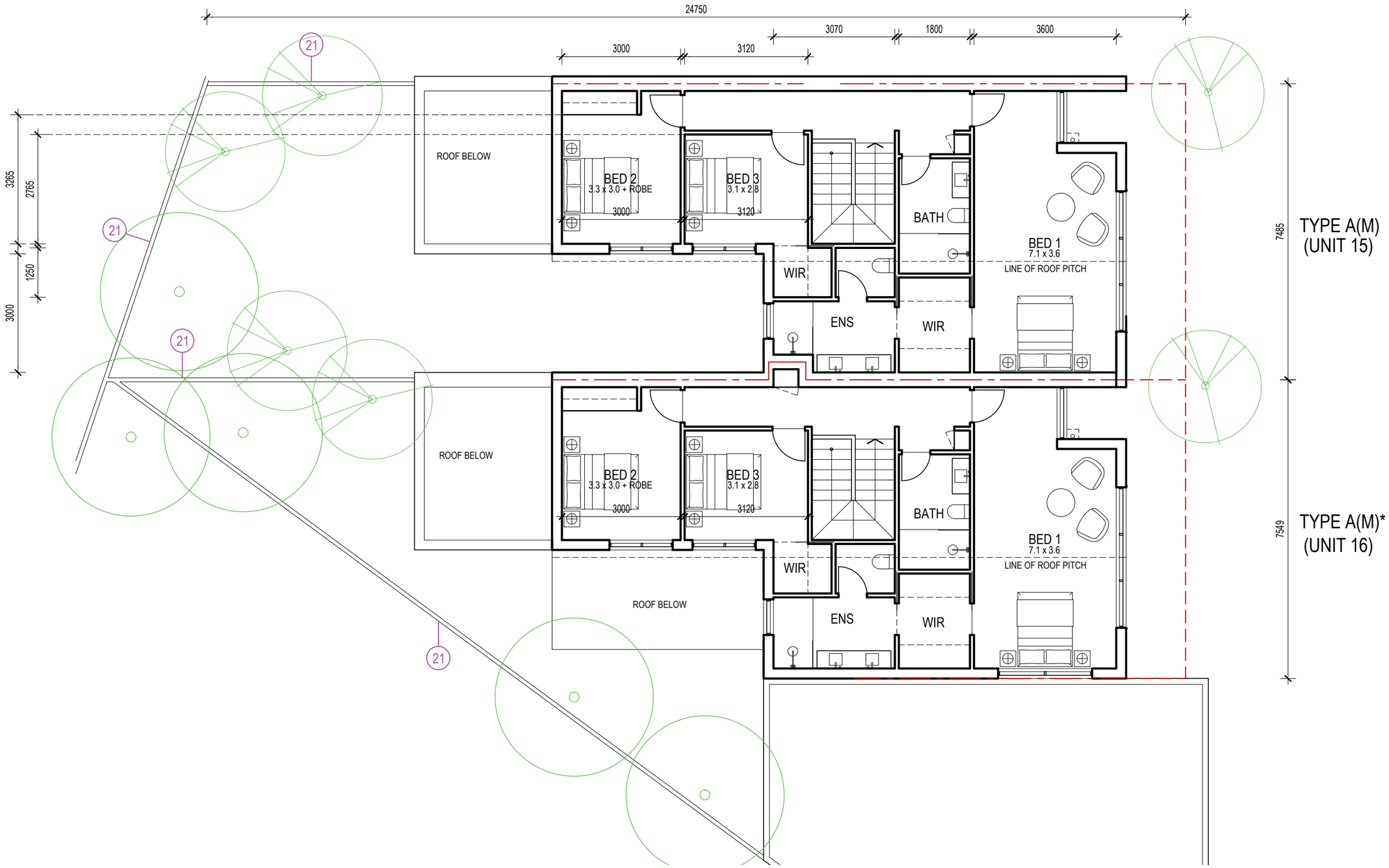


PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE A & A (MIRROR) (U 13-16) GROUND FLOOR PLANS	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A7.01	A	14.11.23

0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED

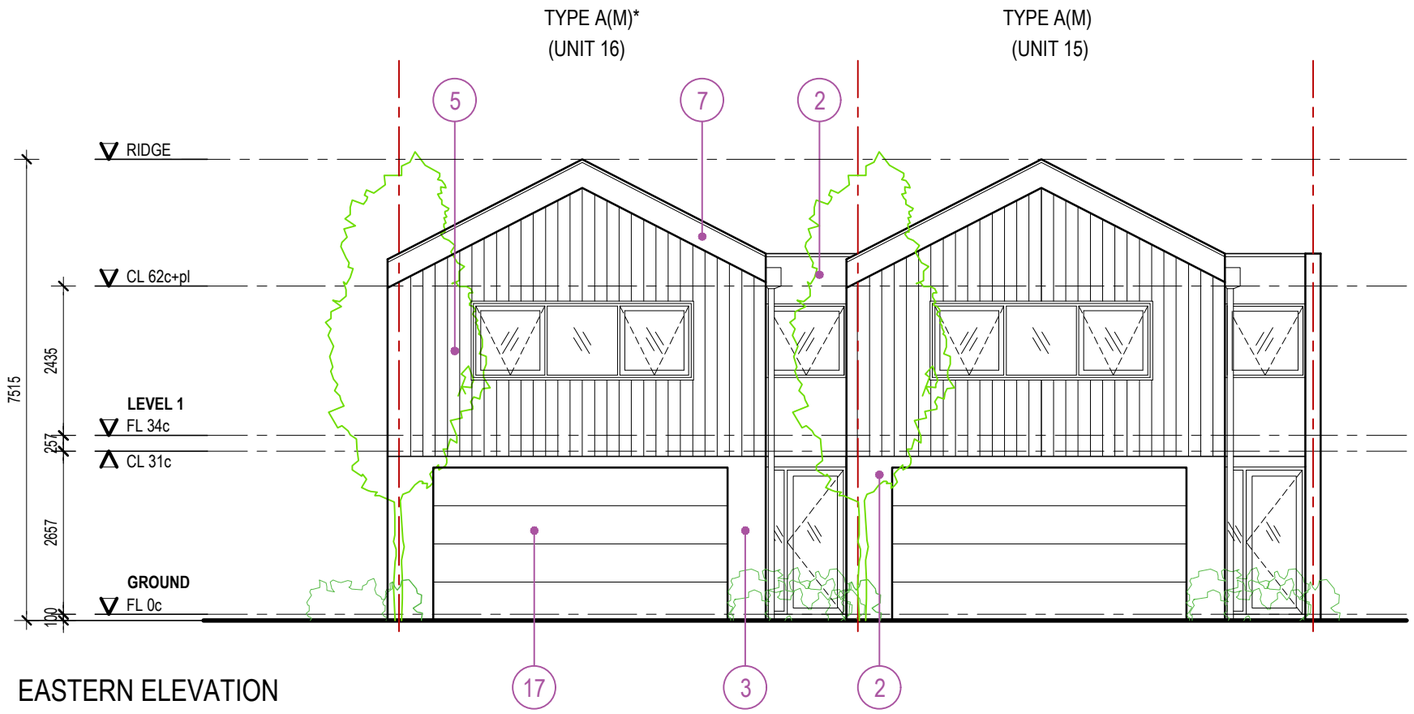


PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE A & A (MIRROR) (U 13-16) FIRST FLOOR PLANS	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A7.02	A	14.11.23

0 1 2.5 5m

City of Stirling
24 Nov 2023
RECEIVED



EASTERN ELEVATION

MATERIALS/ FINISHES

1. Face Brickwork. Colour: Red
2. Bagged Brickwork. Paint finish. Colour: White
3. Rendered Brickwork. Paint finish. Colour: White
4. Rendered Brickwork. Paint finish. Colour: Colorbond Southerly (or similar)
5. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: White
6. Vertical profile Fibre cement Cladding (Hardie Oblique Cladding 200mm boards or similar). Paint finish. Colour: Black
7. Fascia board. Paint finish. Colour: White
8. Textured board. Paint finish. Colour: White
9. Soffit lining. Fibre cement sheet, paint finish Colour: Colorbond Southerly (or similar)
10. Awning windows: Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black.
11. Aluminium Sliding doors. Aluminium framing with glazing. Hardware: TBC. Glass: Transparent. Aluminium finish: Powdercoat paint. Colour: Black
12. Glazed Entry Door with fixed side panel. Aluminium framing. Finish: powdercoat paint. Colour: Black
13. Bespoke feature surround to glazing: Aluminium extrusions. Finish: Powdercoat paint. Colour: Black
14. Aluminium Routered Balustrade, 1000mm high, 40x40mm tubes. Powdercoat. Colour: Black
15. Vertical aluminium battens. Finish: Powdercoat paint. Colour: TBC
16. Steel Structure. Finish: Powdercoat paint. Colour: TBC
17a. Sectional roller door. Finish: Colorbond Finish. Colour: Monument
17b. Sectional roller door. Finish: Colorbond Finish. Colour: Dover White
18. Profiled Steel Sheet Roofing. Colorbond Finish. Colour: TBC
19. Metal cappings and flashings. Colorbond Finish. Colour: TBC
20. Aluminium Vertical Blade Gate and Fencing System. Powdercoat. Colour: Black
21. Boundary/ inter-unit dividing fencing. Colorbond Finish. Colour: Monument

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE A & A (MIRROR) (U 13-16) ELEVATION E	DEVELOPMENT APPLICATION	1:100 @ A3	2305	A7.03	B	23.11.23

0 1 2.5 5m

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LANDSCAPE AREA CALCULATIONS

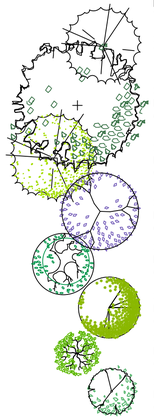
LANDSCAPE AREAS
Total Landscape areas (all levels) = 542.3m2 (14.6% of site)

DEEP SOIL AREAS (DSA)
Total = 416.6m2 (11.2% of site)

CANOPY COVER
Proposed Large Trees (8m canopy) x 1 = 50.3m2
Proposed Medium Trees (6m canopy) x 5 = 141.5m2
Proposed Medium Trees (5m canopy) x 1 = 19.6m2
Proposed Small Trees (4m canopy) x 20 = 252m2
Proposed Small Trees (3m canopy) x 28 = 196m2
Total Canopy Cover = 659.4m2 (17.7% of site)

LEGEND

TREES



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CANOPY: 4m

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CANOPY: 3m

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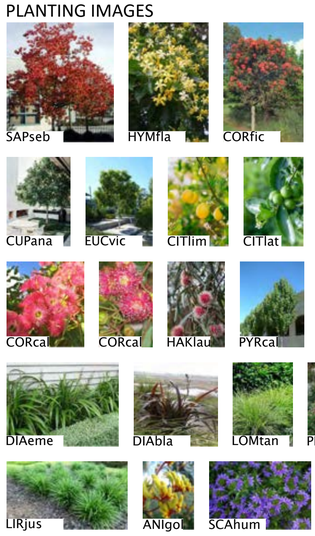

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Karrinyup WA 6018
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DEVELOPMENT APPROVAL

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OSBORNE PLACE DEVELOPMENT
LANDSCAPE CONCEPT PLAN

LOCUS DEVELOPMENT GROUP
8 OSBORNE PLACE, STIRLING

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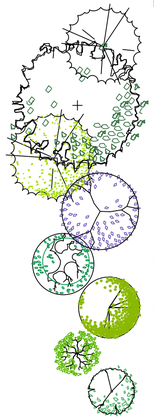

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DEVELOPMENT APPROVAL

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OSBORNE PLACE DEVELOPMENT
LANDSCAPE CONCEPT PLAN - UNITS ONLY

LOCUS DEVELOPMENT GROUP
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APPENDIX 3 – Traffic Impact Statement

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Sustainable Transport. Safe Solutions

8 Osborne Place, Stirling
Proposed Residential Development

TRANSPORT IMPACT STATEMENT

Prepared for:
Locus Development Group

November 2023

City of Stirling
14 Nov 2023
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8 Osborne Place, Stirling

Prepared for: Locus Development Group
Prepared by: Paul Ghantous
Date: 8 November 2023
Project number: U23.116

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U23.116.r01	21/10/23	PG	DRAFT	Dynamic Planning
U23.116.r01a	08/11/23	PG	FINAL	Dynamic Planning

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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Locus Development Group with regards to the proposed residential development, located at 8 Osborne Place, Stirling.

The subject site is situated on the southern side of Osborne Place, at the end of a culdesac, as shown in Figure 1. The site is presently vacant and is surrounded by mostly residential land uses.

It is proposed to develop the site into a residential development, delivering 22 residential dwelling units.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.

Figure 1: Subject site

2 Scope of work

The WAPC *Transport Assessment Guidelines 2016* identifies the proposed development as being "Moderate Impact" (Figure 2). A Transport Impact Statement (TIS) has been prepared to support a robust Development Application and to assist the LGA with demonstration of traffic impact.

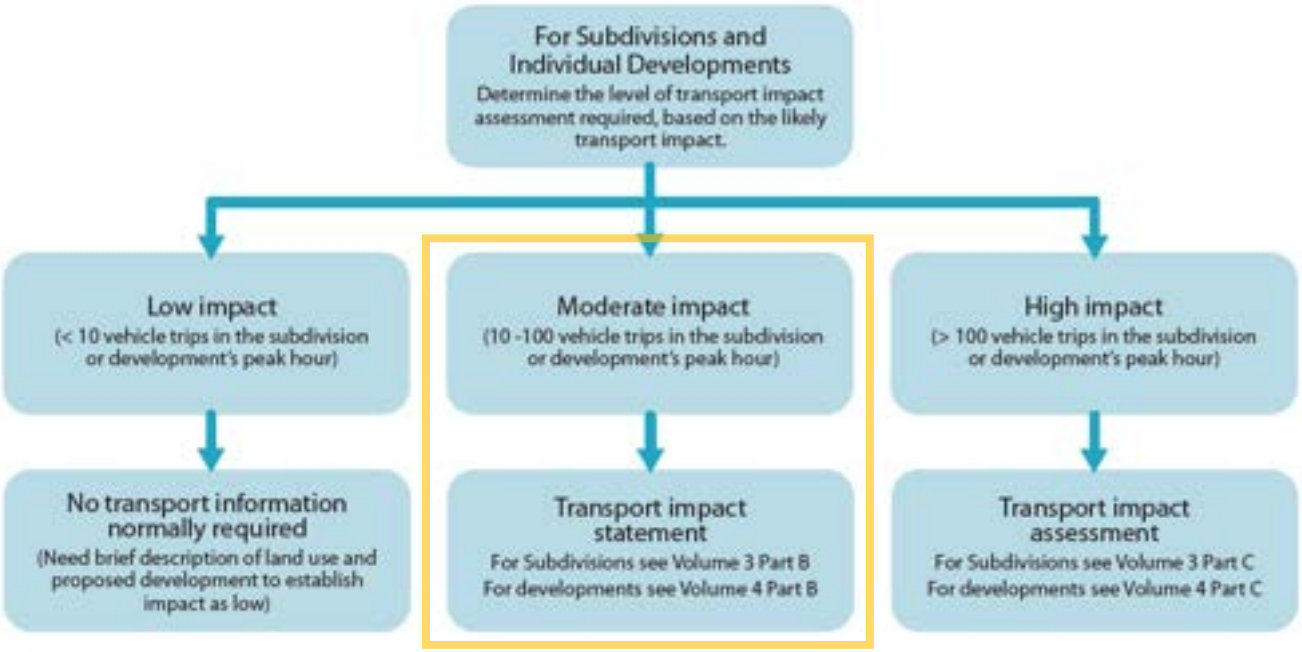


Figure 2: WAPC Transport Assessment Guidelines – reporting requirements

3 Proposed development

The proposal for the subject site is for a residential development, comprising:

- A total of 22 residential dwellings configured as townhouses;
- Car parking providing 1-2 bays per dwelling;
- Five visitor car parking bays provided in Osborne Place adjacent to the site;
- Internal shared zone for walking, cycling and driving; and,
- Communal bin store on the ground level located near the site entry.

Vehicle access to the site is proposed via a single crossover on Osborne Place. Bins will be wheeled out from the communal bin store for kerbside waste collection from the street.

People walking and cycling will access the development from the external path network abutting the site. The proposed development has been designed to accommodate a 'shared space' for residents who choose to walk, cycle or drive.

The proposed development plans are included for reference in Appendix A.

4 Vehicle access and parking

4.1 Vehicle access

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

The site is presently vacant with no existing vehicle access or parking. As detailed in the proposed development plans and in Figure 3, vehicle access for all dwellings will be via a single crossover on Osborne Place. The crossover is approximately 6m wide within the verge and a sliding access gate is provided at the property boundary to secure the site.

Internally, there is a street which is proposed to be shared for the movement of people choosing to drive, cycle or walk. There is a functional internal street width which ranges between 5.5m and 6.1m, which is sufficient for people driving in opposite directions to pass each other at low speed.

Parking garages are setback from the street to provide the required manoeuvring width for cars to enter or exit garages.

Figure 3: Proposed vehicle access

4.2 Movement and place analysis

The philosophy of movement and place recognises that streets perform multiple functions. Transport links not only move people from point A to B, but they can also function as key places. There is a natural tension between these two functions. As a movement corridor, every link aims to minimise travel time and keep people and goods moving. On the other hand, as a place, streets aim to increase visitor dwell time.

Not all streets can be popular destinations, just as not all streets can prioritise vehicle movement. It is important to recognise the roles of movement and place on our roads and streets. Finding an appropriate balance is key for integrated transport planning.

The movement and place framework, categorises roads and streets as a function of their role in moving people and being a place (Figure 4).

Figure 4: Movement and place – road and street categories

Source: *Movement and Place in Victoria*, Department of Transport Victoria, 2019

The proposed internal street meets the functional definition of 'M5' for movement. M5 links are for local movements. The internal street has no through connectivity, and its sole function is to facilitate movement for the proposed townhouses. The internal street meets the functional definition of 'P5' for place. P5 links are places of local significance. The internal street functions as a place for residents and visitors of the development.

Based on the movement and place categories, the proposed internal access street can be defined as a Local Street. Successful Local Streets should provide quiet, safe and desirable residential access for all ages and abilities that foster community spirit and local pride. They are part of the fabric of our neighbourhoods, where we live our lives and facilitate local community access.

The Main Roads WA *Speed Zoning - Policy and Application Guidelines - May 2021* recommends a speed limit of 10km/h in confined areas where movement of pedestrians and cyclists has priority over motor vehicles. Generally, the volume of traffic is very low. This definition is appropriate for the proposed development internal street.

To support the successful function of the proposed internal street, it is therefore recommended that a 10km/h speed limit apply internally. This speed limit applies equally for all modes of transport and can be reinforced through installation of shared zone signs.

The Australian Standard AS 1742.4-2008: *Manual of uniform traffic control devices - Speed controls*, provides guidance on the use of shared zones. Signs shall be used at the start and end of shared zones as specified in Clause 3.2.6 and shown in Figure 5. A typical shared zone treatment is shown in Appendix D.

SHARED ZONE (R4-4)

END SHARED ZONE (R4-5)

R4-4 R4-5

Figure 5: Signs for shared zones

<u>Clause 3.2.6 Shared zones</u>

"Shared zones are generally provided in areas where the competing demands of pedestrians, moving vehicles and parking require a form of control which allows complete pedestrian mobility and restricts vehicle speeds thereby enhancing pedestrian safety. A speed limit of 10 km/h is recommended.

In the design of a shared zone the environment needs to be altered to make it obviously different from other streets. This can be achieved by the use of different coloured and textured paving, by the use of full width paving between property lines and by judicial and aesthetic placement of planters and other landscaping. Perimeter (threshold) treatments in accordance with AS 1742.13 should also be considered. The signs SHARED ZONE (R4-4) and END SHARED ZONE (R4-5) (see Clause 3.1.5) shall be used at every entrance to and exit from the shared zone."

4.3 Car parking layout

Dimensions of car parking aisles and bays are compliant with AS2890.1. Parking garages are compliant with Australian Standard and there is sufficient manoeuvring apron width in front of garages.

Swept path analysis was undertaken for parking garages which confirms sufficient internal geometry. Refer to Appendix B for the swept path diagram.

Unit 10 & 11 which are at the end of the site may need 3-point turns to enter and/or exit parking spaces. AS2890.1 permits multi-point turns in low-speed, low-traffic car parks such as User Class 1A *Residential*.

4.4 Parking supply and demand

Units 1-16 are provided with a double garage to accommodate two parking spaces. Units 17-22 are allocated one car parking space each which is accessible within the internal access roadway. Five parallel car parking spaces are provided on Osborne Place adjacent to the site.

The proposed car parking supply will accommodate the needs of the development.

5 Provision for service vehicles

The proposed development is residential in nature and will not generate significant delivery and other service vehicle traffic. Bins will be wheeled out to Osborne Place from bin stores for kerbside waste collection on designated days.

6 Hours of operation

For most residential developments, the peak traffic hours typically coincide with the weekday AM and PM peak hours on the surrounding road network.

The weekday AM peak hour for the local road network occurs between 8am to 9am and the weekday PM peak hour occurs between 4pm to 5pm. The peak hours for the proposed development are anticipated to coincide at around these times.

7 Daily traffic volumes and vehicle types

7.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments (2002);* and
- RTA TDT 2013/ 04a.

The trip generation rates adopted are detailed in Table 1.

Table 1: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Residential	RTA NSW - Medium density residential building	5	0.5	0.5	25%	75%	65%	35%

The estimated traffic generation of the proposed development is detailed in Table 2. The proposed development is estimated to generate a total of 110 vehicles per day (vpd), with 11 vehicles per hour (vph) generated during the AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs.

Table 2: Traffic generation – Weekday AM and PM peak hours

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Residential	22	110	11	11	3	8	7	4

7.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is acceptable.

8 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

8.1.1 Osborne Place

Osborne Place near the subject site is an approximately 10m wide, two-lane undivided road. A footpath is provided along the southern side of the road.

Osborne Place is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 6) and operates under a built-up area speed limit of 50km/h (Figure 7). Access roads are the responsibility of Local Government and are typically for the provision of vehicle access to abutting properties (Figure 8).

The City of Stirling advised that no traffic data was available for Osborne Place at the time of preparation of this report. The proposed development is located at the end of a culdesac. Therefore, traffic volumes adjacent to the site will be minimal.

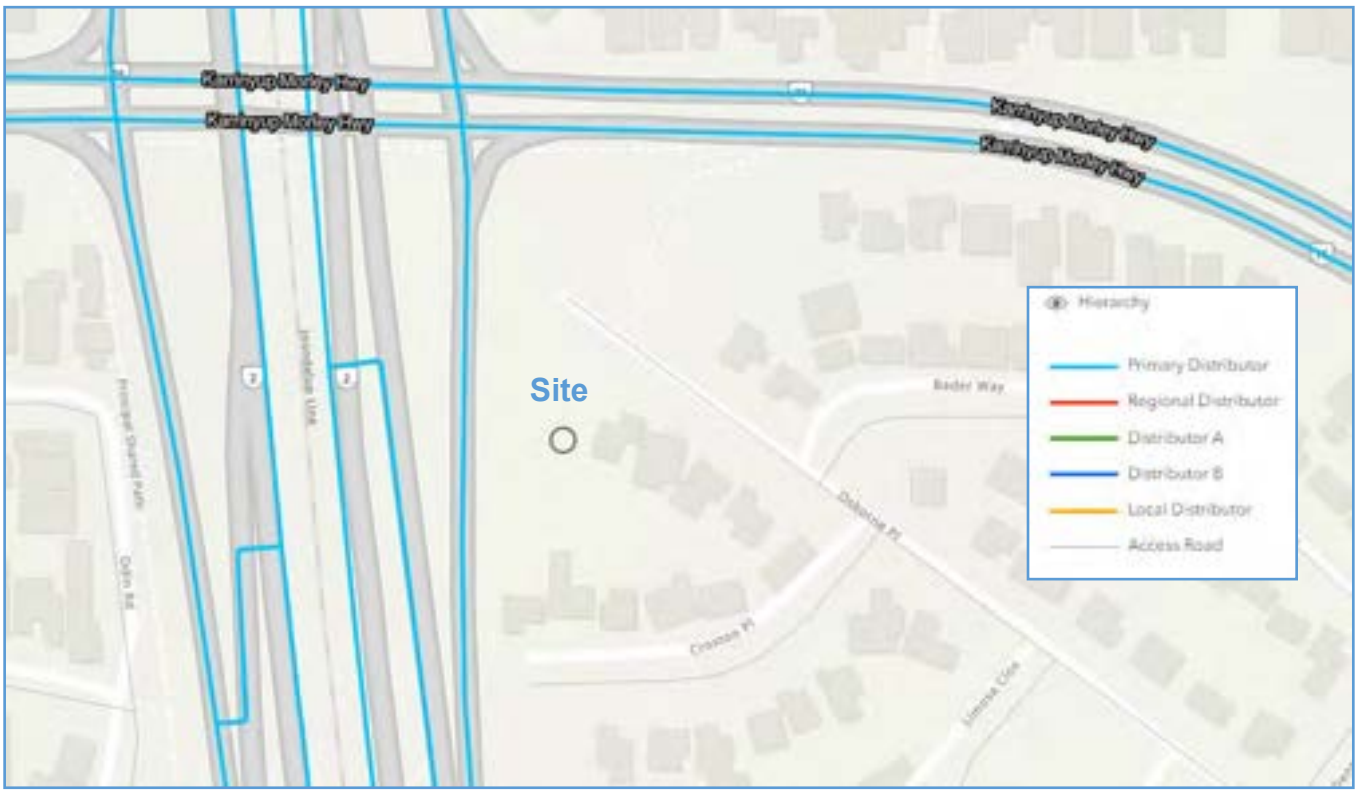


Figure 6: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

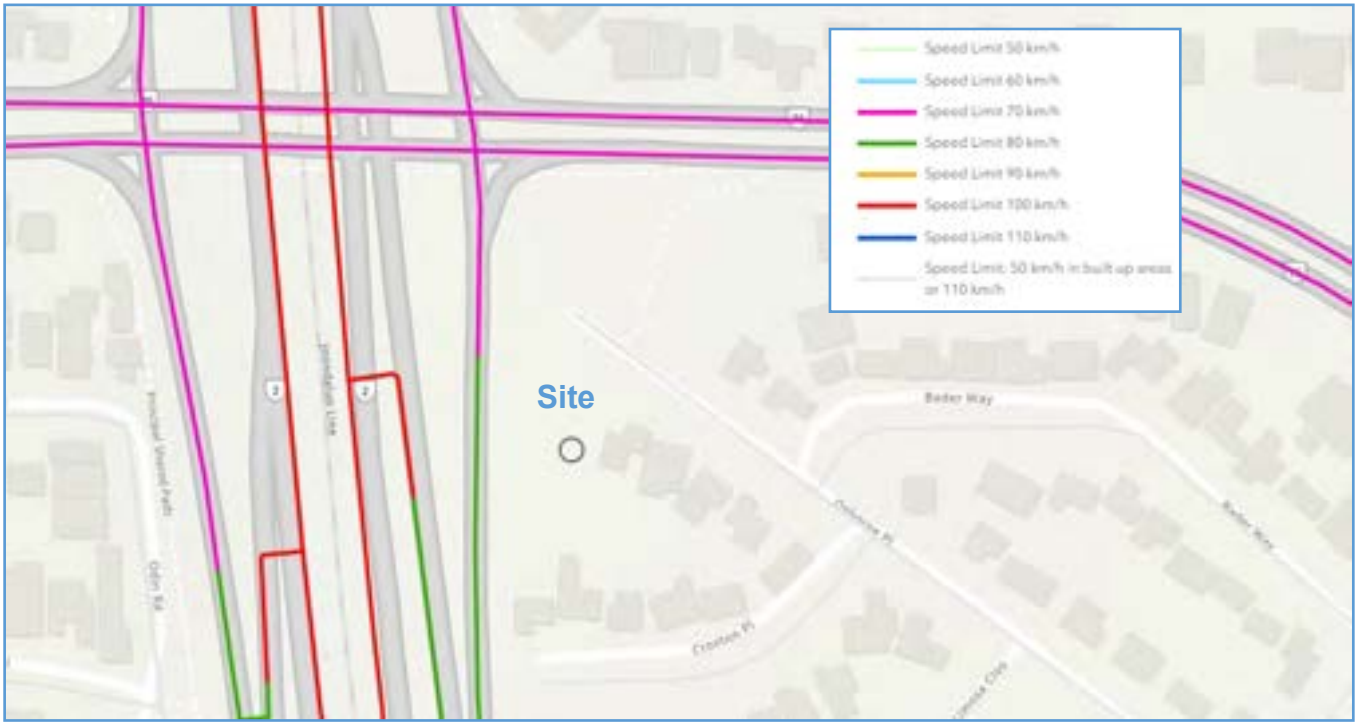


Figure 7: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area	Only Built Up Area	Only Non Built Up Area (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia	Local Government	Local Government	Local Government	Local Government	Local Government
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics)	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics)
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' Roadside Stopping Places Policy.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 8: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

9 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to the following bus service within walking distance:

- Bus Route 424: Stirling Stn - Karrinyup Bus Stn via North Beach Rd & Gwelup.
- Bus Route 425: Stirling Stn - Warwick Stn via Karrinyup Bus Stn & Carine.
- Bus Route 427: Stirling Stn - Warwick Stn via North Beach Rd & Erindale Rd.

The closest bus stops are located on Karrinyup Road less than 500m walk to the north-east of the site (Figure 9). Bus services provide excellent coverage and connectivity to the rail network.

Public transport services provide a viable alternative mode of transport for residents and visitors of the proposed development.

The existing public transport network plans are shown in Figure 10 and Figure 11.

Figure 9: Closest bus stops serving the proposed development

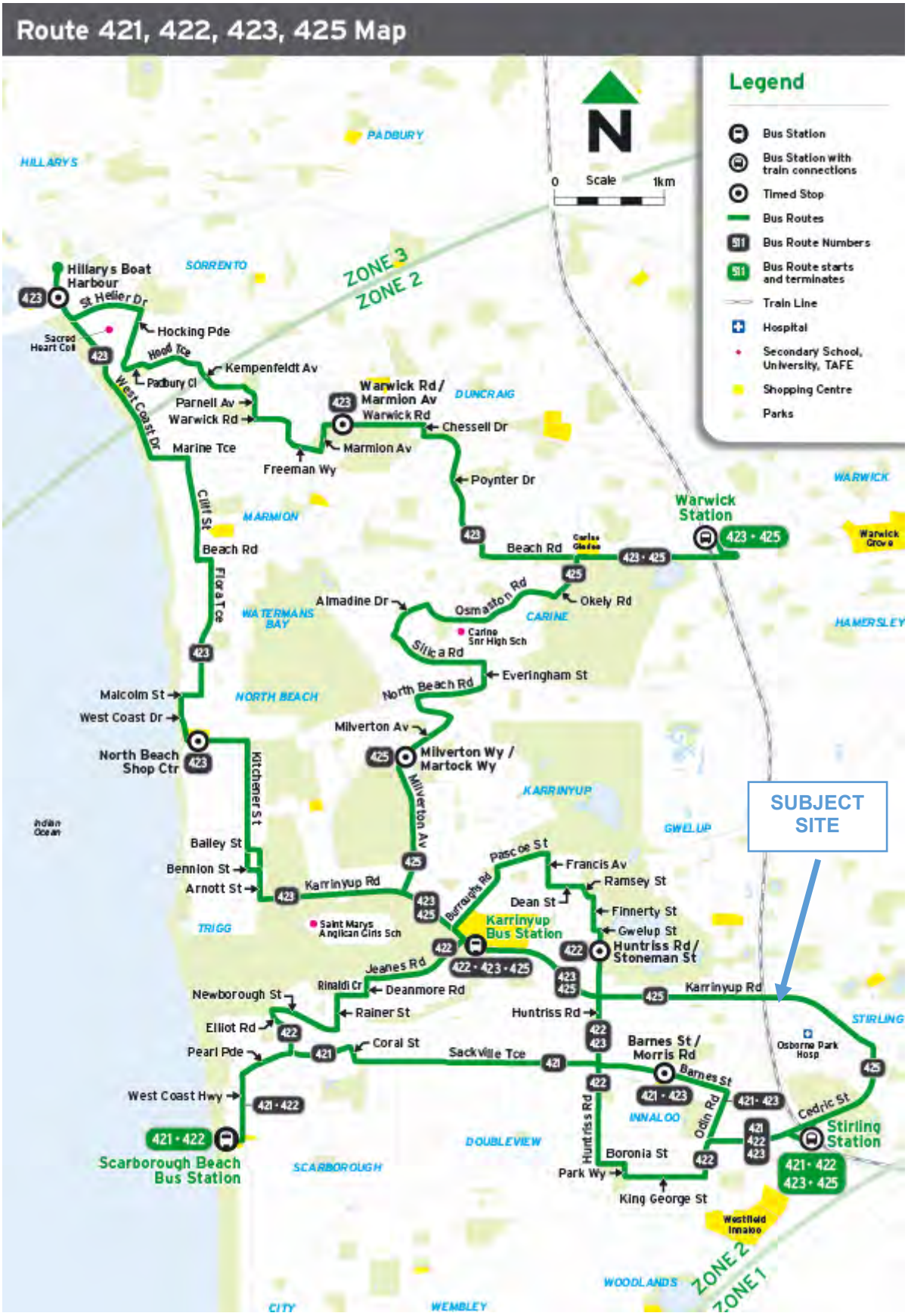


Figure 10: Transperth public transport plan (Route 425)

Source: Transperth

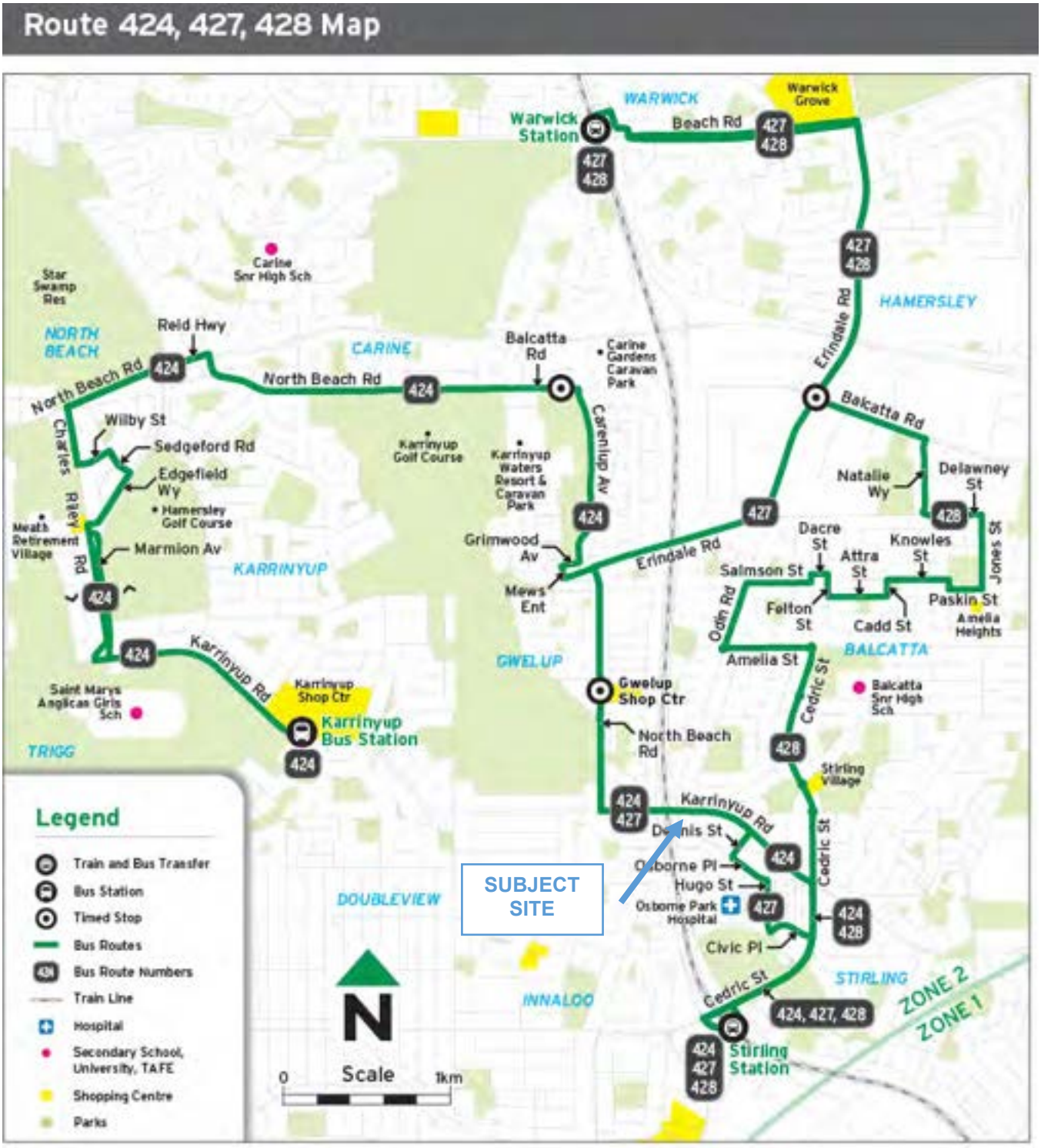


Figure 11: Transperth public transport plan (Route 424 & 427)

Source: Transperth

10 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

10.1 Pedestrian facilities and level of service

A footpath is provided adjacent to the site on Osborne Place. A footpath extends through Karrinyup Osborne Reserve, which links to a path on Karrinyup Road. Pedestrian crossing facilities including kerb ramps are provided for crossing Osborne Place, which promotes improved access for bicycles, wheelchairs and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 3.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. Traffic volumes on the road network adjacent to the site are below the threshold for safe pedestrian crossing. Therefore, pedestrian crossing level of service is satisfactory on the adjacent road network.

Table 3: Traffic volume thresholds for pedestrian crossings

Road cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour

10.2 Pedestrian sightline assessment

For small scale residential/mixed-use developments which generate low traffic volumes, reference was made to the Residential Design Codes.

As shown in the extract in Figure 12, this document specifies a required sightline truncation of 1.5mx1.5m for residential developments. The sightline truncation provided in the proposed development plan meets this minimum requirement and is therefore satisfactory. The access gate and surrounding infrastructure will be visually permeable, to maintain the required sightline truncation.

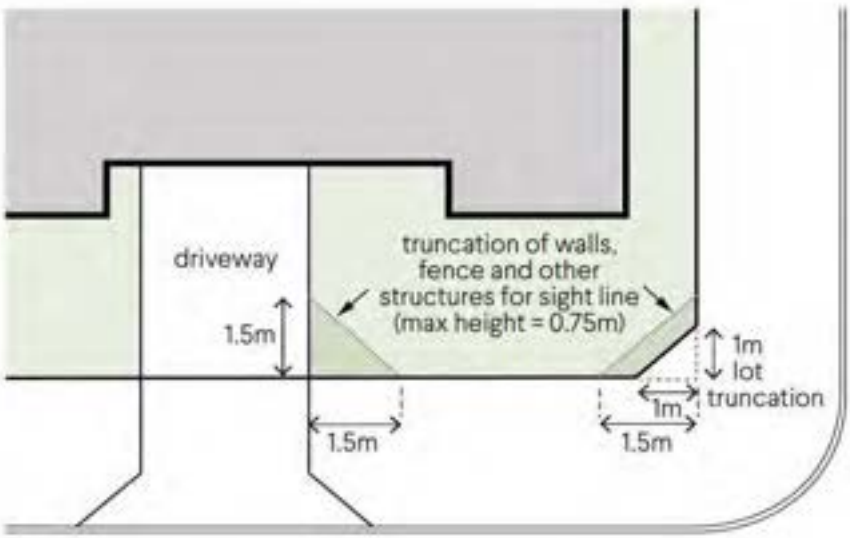


Figure 3.8a Truncation at street corner to provide sightlines (refer A3.8.7).

Figure 12: Design WA – Sightline truncations

10.3 Internal provision for walking and active transport

The proposed development internal street is designed to function as a "shared zone." People driving must give way to people walking or cycling. As the street is designed to be a low-speed shared space, people can walk and cycle a sufficient distance away from garages to feel comfortable at the speed at which they are travelling.

The Cycling Aspects of Austroads Guides 2017 provides guidance on the separation of cyclists and motorists. Applying the thresholds detailed in Figure 13, internal motorised traffic volumes are "very low". The 85th percentile target speed is well below 30km/h. Therefore, people can share the carriageway and cycle anywhere on the internal street, away from parking garage doors.

It is recommended that adequate outdoor lighting be provided for people cycling or walking along the internal street at night.

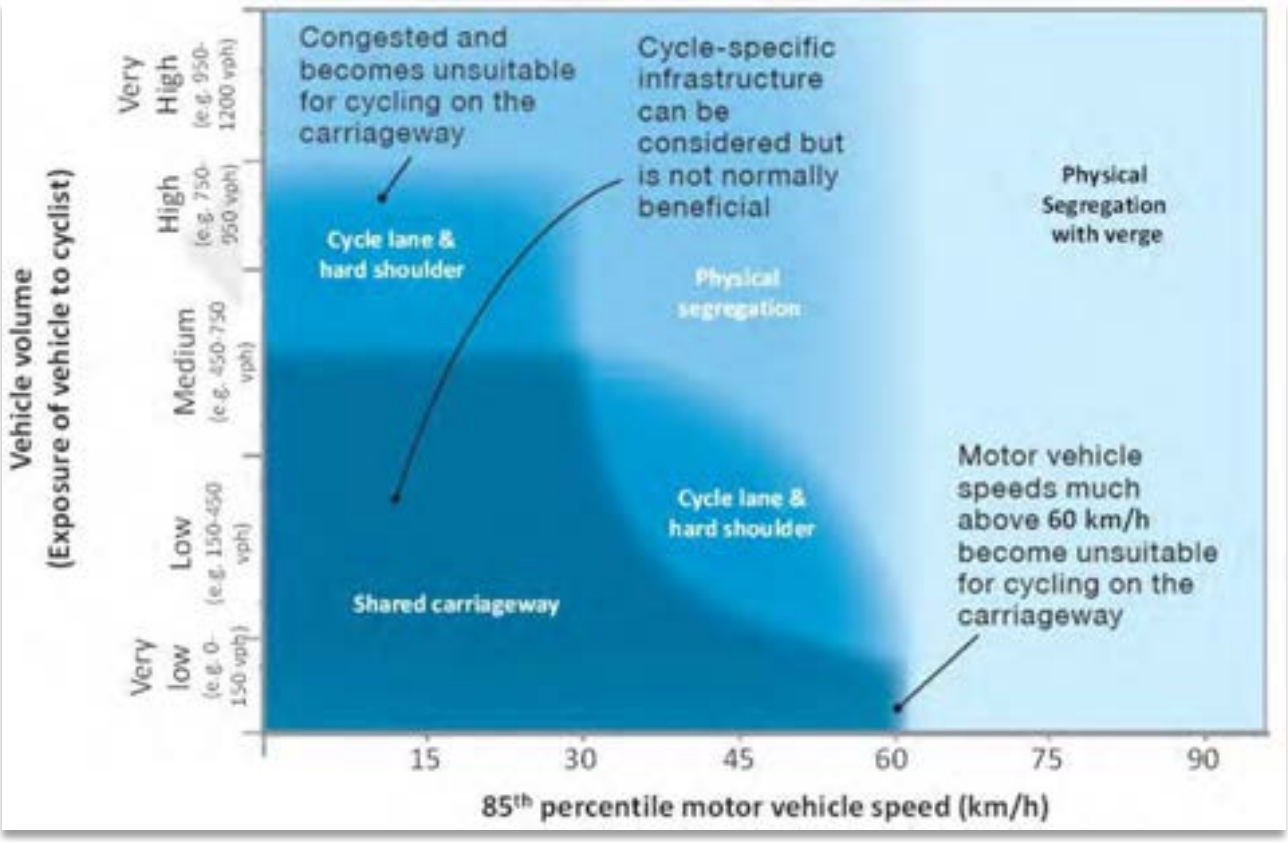


Figure 13: Guidance on the separation of cycling and driving

Source: Cycling Aspects of Austroads Guides, June 2017

11 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

11.1 Bicycle network

The Department of Transport Bicycle Network Map (see Figure 14) shows the existing cycling connectivity to the subject site. Osborne Place is rated as a 'Good Road Riding Environment'. The freeway PSP is accessible nearby to the west. A new PSP has been recently constructed along the eastern side of the freeway, which connects to Civic Place.

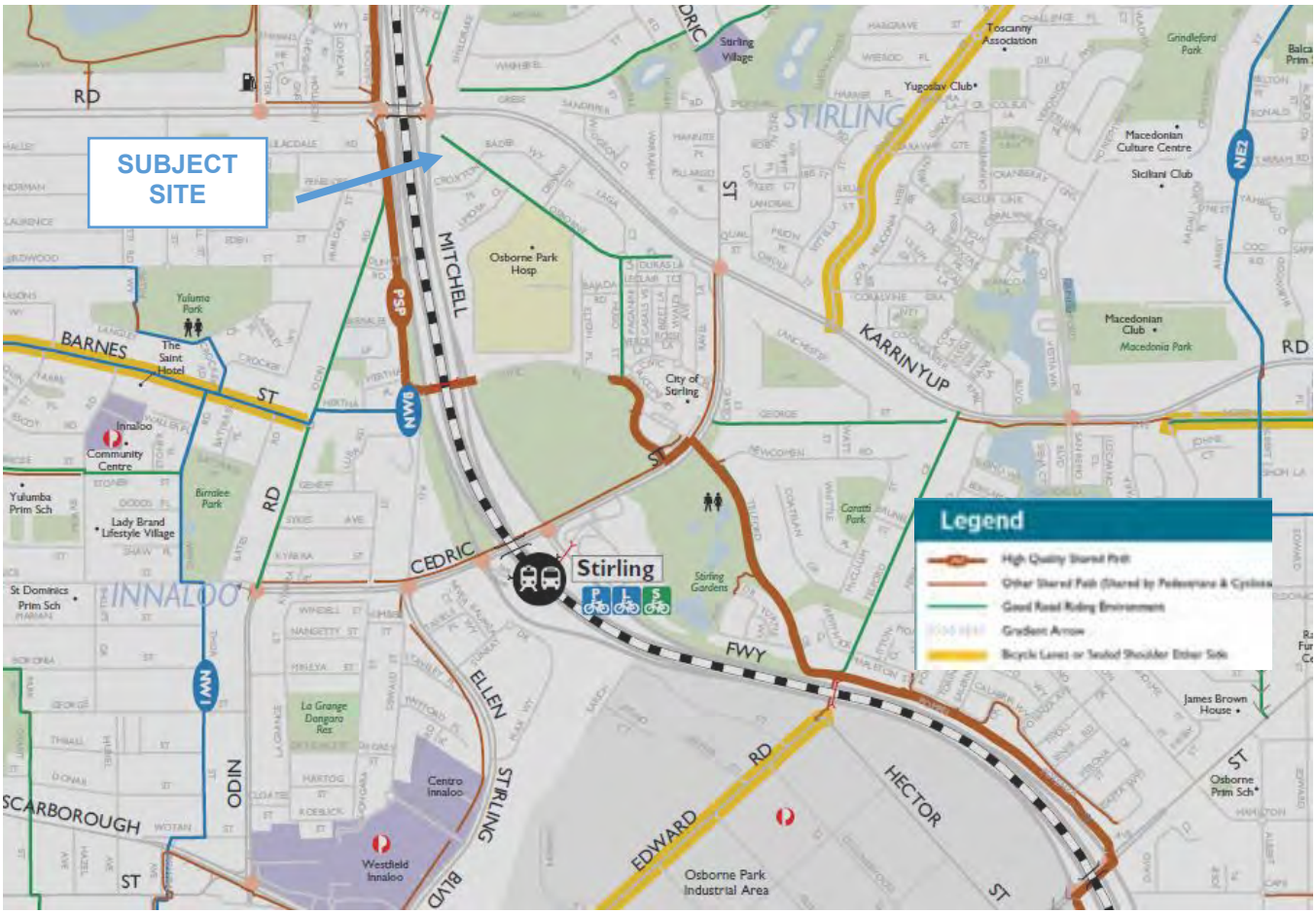


Figure 14: Perth bicycle network plan

The Strava cycling heatmap tool shows that Freeway PSP and Karrinyup Road are popular cycling routes in the area (Figure 15).

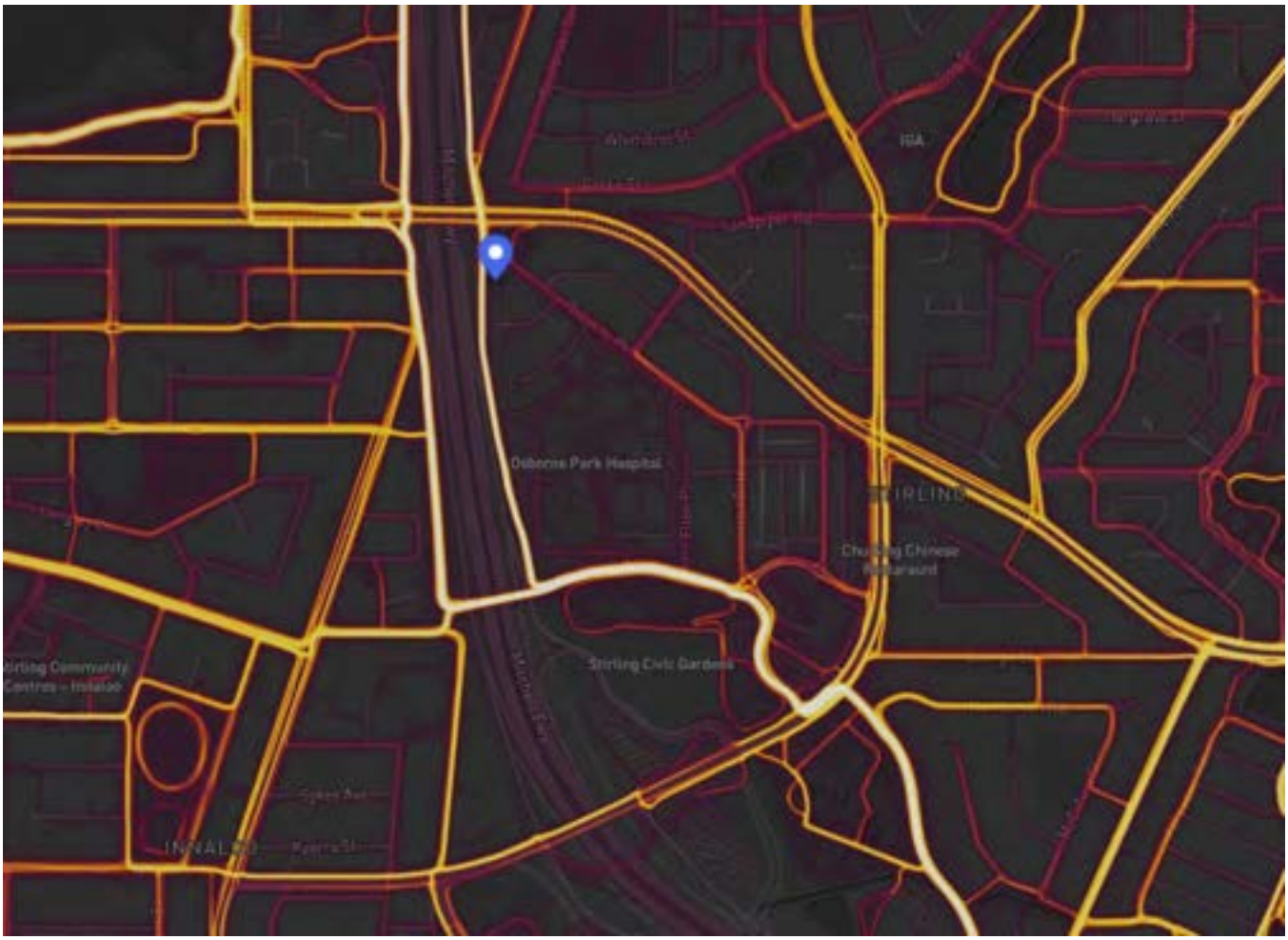


Figure 15: Strava cycling heatmap

11.2 Bicycle parking and end of trip facilities

The proposed development plans show that 3 x bicycle racks be installed for visitors within the site. This will provide parking for six bicycles.

12 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.

13 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 16, no crashes were recorded in the immediate locality in the last five years.

The low traffic generation of the proposed development is unlikely to impact traffic safety in the area.

Figure 16: 5-year crash map in the locality (2018-2022)

Source: MRWA crash mapping tool

14 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Locus Development Group with regards to the proposed residential development, located at 8 Osborne Place, Stirling.

The subject site is situated on the southern side of Osborne Place, at the end of a culdesac. The site is presently vacant and is surrounded by mostly residential land uses.

It is proposed to develop the site into a residential development, delivering 22 residential dwelling units.

The site features good connectivity with the existing road, cycling and walking network. There is good public transport coverage through nearby bus services.

The car parking supply is sufficient to meet the needs of the proposed development.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is low (less than 100vph on any lane) and as such would have negligible impact on the surrounding road network.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.

15 Appendices

Appendix A: Proposed development plans

11 CROXTON PLACE
13 CROXTON PLACE
15 CROXTON PLACE
10 OSBORNE PLACE
OSBORNE PLACE
KARRINYUP OSBORNE RESERVE
UNIT 11 (TYPE D(iv))
UNIT 12 (TYPE D)
UNIT 13 (TYPE A(iii))
UNIT 14 (TYPE A(iii))
UNIT 15 (TYPE A(iii))
UNIT 16 (TYPE A(iv))
UNIT 10 (TYPE A*)
UNIT 09 (TYPE A)
UNIT 08 (TYPE A)
UNIT 07 (TYPE B)
UNIT 06 (TYPE A)
UNIT 05 (TYPE B)
UNIT 04 (TYPE A)
UNIT 03 (TYPE B)
UNIT 02 (TYPE A)
UNIT 01 (TYPE B*)
UNIT 22 (TYPE C*)
UNIT 21 (TYPE C)
UNIT 20 (TYPE C)
UNIT 19 (TYPE C)
UNIT 18 (TYPE C)
UNIT 17 (TYPE C)
DUAL USE PATH (TO THE WEST)
ACOUSTIC WALL (ESTIMATE ONLY)
PENNOCK ARCHITECTS
TITLE MASTER PLAN
DRAWING STATUS REVIEW
SCALE 1:250 @ A3
PROJECT CODE 2325
SHEET NO A1.01
REVISION 0
DATE 30.10.23
PROJECT 8 OSBORNE PLACE STIRLING, WA

Appendix B: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a 300mm / 500mm safety buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.

OSBORNE PLAC
UNIT 22 (TYPE C)
UNIT 21 (TYPE C)
UNIT 20 (TYPE C)
UNIT 19 (TYPE C)
UNIT 18 (TYPE C)
UNIT 17 (TYPE C)
UNIT 16
UNIT 15
UNIT 14
UNIT 13
UNIT 12
UNIT 11
UNIT 10 (TYPE A*)
UNIT 09
UNIT 08
UNIT 07 (TYPE B)
UNIT 06
UNIT 05 (TYPE B)
UNIT 04
UNIT 03 (TYPE B)
UNIT 02
UNIT 01 (TYPE B*)
DUAL USE PATH (TO THE WEST)
ACOUSTIC WALL (ESTIMATE ONLY)
urbii
Sustainable Transport. Safe Solutions

Appendix C: Movement and place classifications

Source: *Movement and Place in Victoria*, Department of Transport Victoria, 2019

Movement classifications

Movement classifications represent the mix of transport links that are required to support the overall demand for movement across a network.

Movement classifications communicate the broad aspirational movement function of a transport link in relation to its place function. The classification of M1 to M5 is determined by examining the overall mix and function of different transport modes on the link.

Movement definitions

M1	Mass movement of people and/or goods on routes with a state or national-level movement function or provides primary access to state-level places.
M2	Significant movement of people and/or goods on routes connecting across multiple municipalities or provides primary access to regional-level places.
M3	Moderate movement of people and/or goods on routes connecting municipalities or provides primary access to municipal-level places.
M4	Movement of people and/or goods within a municipality.
M5	Local movement.

Mode classification types

Victoria's multi-modal transport system is represented in a series of sub-movement types with a defined hierarchy within each.

- General Traffic
- Tourist
- Rail
- Interchange
- Tram
- Cycling
- Bus
- Walking
- Freight

Melbourne – Example of mapping available which shows the various movement classifications on the arterial road network.

Wangaratta

Shepparton

General Traffic

- GT1
- GT2
- GT3
- GT4
- GT5

Place classifications

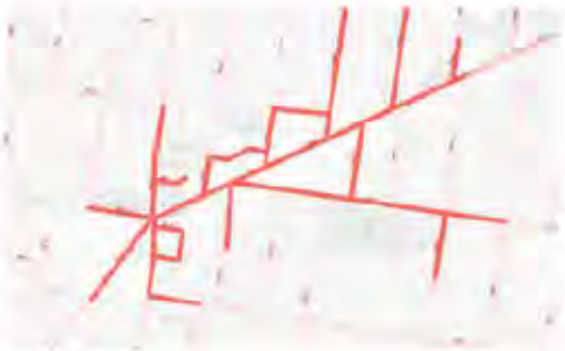
Place classifications are defined by State-level planning strategies such as the Plan Melbourne's activity centre hierarchy, State Planning Policy Framework, Planning Zones and regional growth plans.

Place classifications represent the future vision for a place. It is the first classification applied to a link and takes account of all place characteristics that have an impact on movement.

Place definitions

P1	Place of state or national significance.
P2	Place of regional significance.
P3	Place of municipal significance .
P4	Place of neighbourhood significance.
P5	Place of local significance.

Central Bendigo



Kew Junction

Places of Activity (PA)

- PA1
- PA2
- PA3
- PA4
- PA5

Place classification types

Place categories are currently being defined to identify three different types of places, and how they are experienced by users.

Places of activity

- Applies to areas with differing street-based activity such as areas with retail and commercial frontages and public uses.

Typical areas classified:

- Activity centres with strip shopping areas.
- Precincts with active ground floor frontages as part of their zoning requirements.
- Parks and public amenities.

Places of off-street activity

- Applies to areas often set-back from the street but still having an impact on the road & street network.

Typical areas classified:

- Shopping centres and land-uses set-back from the street
- Industrial areas
- Event spaces such as stadia and sports complexes

Places of landscape and culture

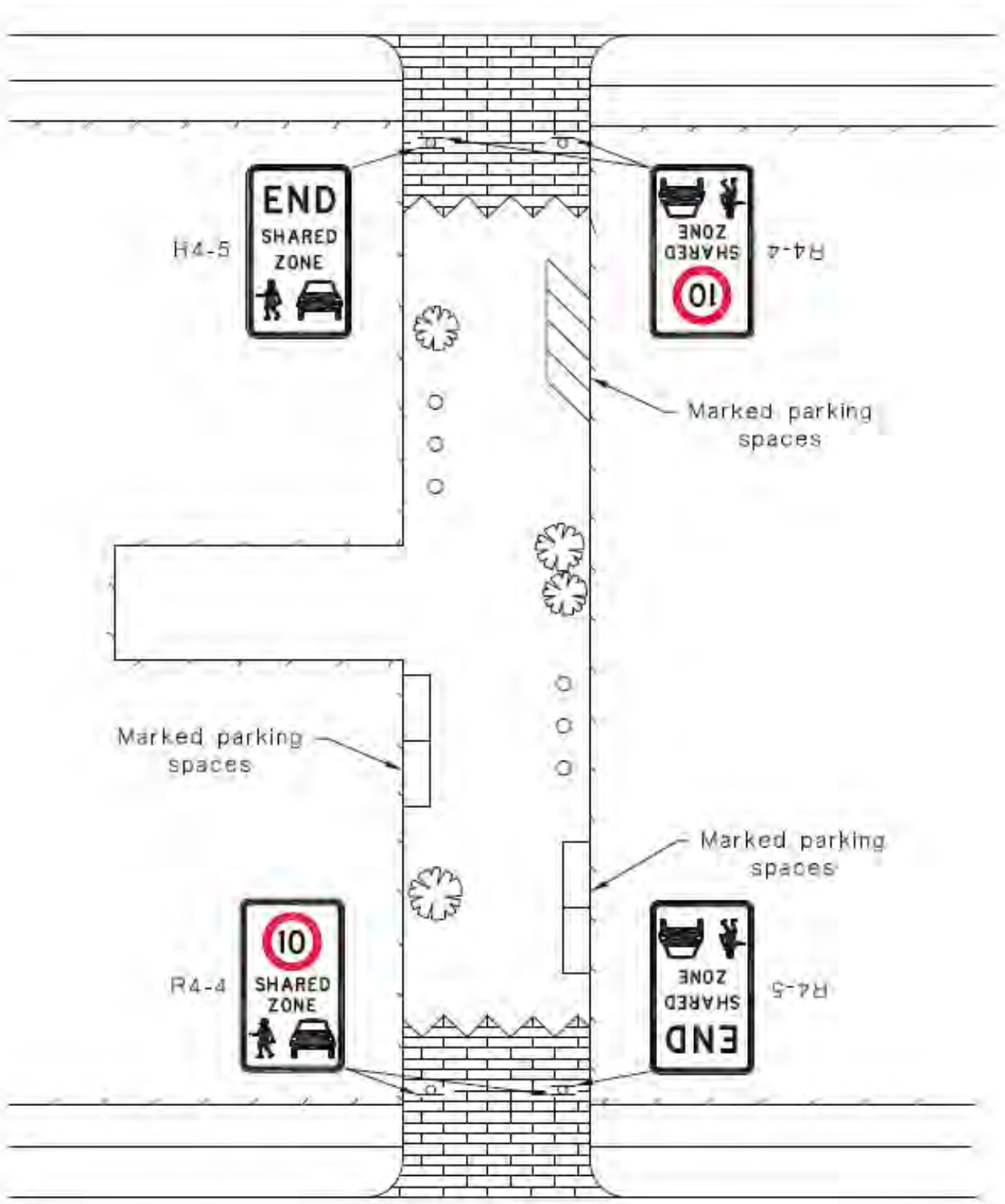
- Applies to open space zoning of places of landscape or cultural significance. Predominantly urban parks and in regional Victoria.

Typical areas classified:

- Rural and regional landscapes
- Farming zones
- National parks and world-heritage areas
- Urban open space.

Appendix D: Typical shared zone treatment

Source: AS 1742.4 – 2008



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APPENDIX 4 – Acoustic Report

HERRING STORER ACOUSTICS

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LOCUS PROPERTY

8 OSBORNE PLACE
STIRLING

SPP 5.4 NOISE MANAGEMENT PLAN

NOVEMBER 2023

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SPP 5.4 NOISE MANAGEMENT PLAN
8 OSBORNE PLACE
STIRLING

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Document Reference: 31822-3-23335

FOR

LOCUS PROPERTY

DOCUMENT INFORMATION			
Author:	Geoffrey Harris	**Checked By:**	Paul Daly
Date of Issue:	3 November 2023		

REVISION HISTORY

Revision	Description	Date	Author	Checked
1	Initial Issue	03/11/23	GH	PLD
2	Updated with noise contours	13/11/23	GH	PLD
3	Clarification to contours	14/11/23	GH	PLD

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APPENDICES

A Plans

B Building Requirements

C Noise Contours

D Main Roads Traffic Flow Data

1. INTRODUCTION

Herring Storer Acoustics were commissioned through Locus Property to carry out an acoustic study with regards to traffic related noise for the proposed residential development at 8 Osborne Place, Stirling.

The purpose of the study was to:

- Assess the noise that would be received within the development area from vehicles travelling on Mitchell Freeway and Karrinyup Road for future traffic volumes.
- Compare the results with accepted criteria and if exceedances exist, develop the framework for the management of noise.

A plan is attached in Appendix A.

It is noted that whilst this study references *State Planning Policy 5.4* as the criteria, some parts of the assessment have not been conducted under strict accordance with the policy, although a conservative approach where possible has been utilised. The intent of this preliminary assessment is to inform of general acoustic requirements as well as garner development approval.

A further report will be required with precise specifications once the detailed design stage of the project is commenced, in response to an anticipated development approval condition requesting a full assessment in accordance with *State Planning Policy 5.4*.

2. SUMMARY

The noise modelling indicates that noise received at the proposed development from vehicles travelling along Mitchell Freeway and Karrinyup Road in the future (2042) would exceed the Western Australian Planning Commission (WAPC) State Planning Policy (SPP) 5.4 "Road and Rail Transport Noise and Freight Considerations In Land Use Planning" "day time limit" criteria as the highest calculated noise level at a façade is 69 dB $L_{AEq(day)}$.

Herring Storer Acoustic recommends the development be conditioned as such to require a full assessment of the development in accordance with *State Planning Policy 5.4* once detailed designed is finalised to provide a more accurate assessment – this would include finalised window sizes, façade constructions and the like to be accounted for.

3. ACOUSTIC CRITERIA

3.1 NOISE

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

POLICY APPLICATION (Section 4)

When and where it applies (Section 4.1)

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

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

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

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

Policy trigger distances (Section 4.1.2)

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

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

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

TABLE 1: TRANSPORT CORRIDOR CLASSIFICATION AND TRIGGER DISTANCES

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

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

POLICY MEASURES (Section 6)

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

Noise Targets (Section 6.1)

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

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

- *indoor noise levels as specified in **Table 2** in noise sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and*
- *a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise target.*

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

TABLE 2: NOISE TARGETS

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

Notes:

- *The noise target is to be measured at one metre from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source. A habitable room has the same meaning as defined in State Planning Policy 3.1 Residential Design Codes.*
- *For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.*
- *The 5dB difference in the criteria between new and upgrade infrastructure proposals acknowledges the challenges in achieving noise level reduction where existing infrastructure is surrounded by existing noise-sensitive development.*
- *Outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines. For example, it is likely unreasonable for a transport infrastructure provider to achieve the outdoor targets at more than 1 or 2 floors of an adjacent development with direct line of sight to the traffic.*

Noise Exposure Forecast (Section 6.2)

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

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

4. ACOUSTIC ENVIRONMENT

The acoustic environment of the site was measured via the used of noise logger from 16 October until 20 October. Traffic volume details for this road section are included in Appendix D.

Noise measurements were conducted with two NSRT MK3 Noise Loggers, one located near the northern boundary of the lot to capture primarily Karrinyup Road, and one located between the noise wall and Mitchell Freeway. The Sound Level Meter was calibrated prior to and after use with a Bruel and Kjaer 4230 Calibrator. All equipment used is currently NATA laboratory calibrated. Calibration certificates are available on request.

TABLE 3: SUMMARY OF MEASURED NOISE LEVELS

Measurement Location	Measured/Calculated Noise Level, dB(A)		
	L_{A10}	$L_{Aeq,\ day\ (6am\ to\ 10pm)}$	$L_{Aeq,\ night\ (10pm\ to\ 6am)}$
Karrinyup Road	57.5	56.3	49.7
Mitchell Freeway	72.5	69.9	64.6

5. MODELLING

To determine the noise levels from traffic on Mitchell Freeway and Karrinyup Road, acoustic modelling was carried out using Sound Plan, using the Calculation of Road Traffic Noise (CoRTN)[1] algorithms.

The input data for the model included:

- Topographical and cadastral data supplied by client (Shown in Appendix A).
- Traffic data as per Table 4 (Obtained from MRWA ROM Department, Attached in Appendix D).
- Adjustments as listed in Table 5.

TABLE 4 - NOISE MODELLING INPUT DATA*

Parameter	Mitchell Freeway (Current) 2021	Mitchell Freeway (Future) 2043**	Karrinyup Road (Current) 2021	Karrinyup Road (Future) 2043**
Traffic Volumes	113,500	168,210	20,200	32,120
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%	94%	94%
Heavy Vehicles (%) (Assumed)	8%	8%	5.9%	5.9%
Speed (km/hr)	80 km/h**r	100 km/hr	70 km/hr	70 km/hr
Road Surface	Open Graded Asphalt	Open Graded Asphalt	Dense Graded Asphalt	Dense Graded Asphalt

*The above data is abridged as there is influence from the Freeway on ramps, full details of numbers used are available in Appendix D
** Due to the presence of roadworks on the current freeway, 80 km/hr speed limited was utilised.
*** Extrapolated to 2043 from 2041 data using same linear increase.

TABLE 5 – ADJUSTMENTS FOR NOISE MODELLING

Description	Value
Façade Reflection Adjustment	+2.5 dB
Conversion from $L_{A10\ (18\ hour)}$ to $L_{Aeq\ (16\ hour)}$ (Day)	-2.6 dB / -1.2 dB*

* Mitchell Freeway and Karrinyup Road respectively.

6. TRAFFIC NOISE ASSESSMENT

Using the data contained in Tables 3, 4 and 5, modelling was carried out under existing conditions for calibration. The Sound Plan model for the site has been set up for the 2043 scenario as defined in Table 4. The following assumptions have been made:

- 18 hour traffic count will be 94% of daily figures.
- Noise model calibrated to measured noise level as per Table 3.
- The same diurnal relationship will exist in the future between the $L_{A10\ (18\ hour)}$ and the L_{Aeq} parameters; and
- 2.5 dB(A) has been added to the results for façade reflection.

The noise requirements based on the above have been listed in Appendix B.

It is noted that these requirements pertain to acoustic requirements only, with regard to *State Planning Policy 5.4,* and may be superseded by other requirements (BAL, Thermal, etc).

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

7. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development 8 Osborne Place, Stirling, from vehicles travelling on Mitchell Freeway and Karrinyup Road has been undertaken.

In accordance with the Policy, the following would be the acoustic criteria applicable to this project:

External	
Day	55 dB(A) L_{Aeq}
Night	50 dB(A) L_{Aeq}
Internal	
Sleeping Areas	35 dB(A) $L_{Aeq(night)}$
Living Areas	40 dB(A) $L_{Aeq(day)}$

It is noted that walls of the development would be required to be constructed of either masonry or tilt up concrete panel. If a lightweight construction or similar is desirable, investigation into constructions that would meet the requirement of State Planning Policy 5.4 would have to be undertaken.

The results of the acoustic assessment indicate that noise received at the development from future traffic, exceed external noise level criteria. Therefore, noise amelioration in the form of quiet house design listed in Appendix B, as well as notifications on the title is required.

Herring Storer Acoustic recommends the development be conditioned as such to require a full assessment of the development in accordance with *State Planning Policy 5.4* once detailed designed is finalised to provide a more accurate assessment – this would include finalised window sizes, façade constructions and the like to be accounted for.

APPENDIX A

PLANS

KARRINYUP OSBORNE RESERVE
OSBORNE PLACE
10 OSBORNE PLACE
11 CROXTON PLACE
13 CROXTON PLACE
15 CROXTON PLACE
UNIT 22 (TYPE C*)
UNIT 21 (TYPE C)
UNIT 20 (TYPE C)
UNIT 19 (TYPE C)
UNIT 18 (TYPE C)
UNIT 17 (TYPE C)
UNIT 16 (TYPE A(m)*)
UNIT 15 (TYPE A(m))
UNIT 14 (TYPE A(m))
UNIT 13 (TYPE A(m))
UNIT 12 (TYPE D)
UNIT 11 (TYPE D(m)*)
UNIT 01 (TYPE B*)
UNIT 02 (TYPE A)
UNIT 03 (TYPE B)
UNIT 04 (TYPE A)
UNIT 05 (TYPE B)
UNIT 06 (TYPE A)
UNIT 07 (TYPE B)
UNIT 08 (TYPE A)
UNIT 09 (TYPE A)
UNIT 10 (TYPE A*)
ACOUSTIC WALL (ESTIMATE ONLY)
DUAL USE PATH (TO THE WEST)
PENNOCK ARCHITECTS
PROJECT
8 OSBORNE PLACE STIRLING, WA
TITLE
MASTER PLAN
DRAWING STATUS
REVIEW
SCALE
1:250 @ A3
PROJECT CODE
2305
SHEET NO.
A1.01
REVISION
D
DATE
30.10.23

TYPE A

TYPE B

GROUND FLOOR

OVERLAP ABOVE

PENNOCK ARCHITECTS	PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
	8 OSBORNE PLACE STIRLING, WA	TYPE A & B GROUND FLOOR	REVIEW	1:100 @ A3	2305	A2.01	TBA	24.10.23

TYPE A

TYPE B

FIRST FLOOR

PENNOCK ARCHITECTS	PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
	8 OSBORNE PLACE STIRLING, WA	TYPE A & B FIRST FLOOR	REVIEW	1:100 @ A3	2305	A2.02	TBA	24.10.23

GROUND FLOOR

OVERLAP ABOVE

FIRST FLOOR

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE C PLANS GROUND & FIRST FLOOR	REVIEW	1:100 @ A3	2305	A3-01	TBA	23.10.23

GROUND FLOOR

OVERLAP ABOVE

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE D GROUND FLOOR PLAN	REVIEW	1:100 @ A3	2305	A4.01	-	23.10.23

FIRST FLOOR

PENNOCK ARCHITECTS	PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
	8 OSBORNE PLACE STIRLING, WA	TYPE D FIRST FLOOR PLANS	REVIEW	1:100 @ A3	2305	A4.02	-	23.10.23

APPENDIX B

BUILDING REQUIREMENTS

Calculated Noise Levels and Required R_w and C_{tr} Ratings for Glazing			
Unit	**Floor**	**Level dB $L_{Aeq(Day)}$**	**Required $R_w + C_{tr}$**
Unit 1	BED2	57	31
	BED3	57	31
	BED1	68	40
	ENSUITE	68	28
	WIR	68	28
	LIVING	54	23
	DINING	54	23
Unit 2	DINING	55	23
	LAUNDRY	55	26
	BED1	54	28
	BED2	65	39
	BED3	65	39
	ENSUITE	65	25
Unit 3	BED2	57	31
	BED3	57	31
	BED1	69	41
	ENSUITE	69	29
	WIR	69	29
	LIVING	54	23
	DINING	54	23
Unit 4	DINING	55	23
	LAUNDRY	55	26
	BED1	54	28
	BED2	65	39
	BED3	65	39
	ENSUITE	65	25
Unit 5	BED2	58	32
	BED3	58	32
	BED1	69	41
	ENSUITE	69	29
	WIR	69	29
	LIVING	55	23
	DINING	55	23
Unit 6	DINING	56	23
	LAUNDRY	56	27
	BED1	55	29
	BED2	66	40
	BED3	66	40
	ENSUITE	66	26
Unit 7	BED2	58	32
	BED3	58	32
	BED1	69	41
	ENSUITE	69	29
	WIR	69	29
	LIVING	55	23
	DINING	55	23
Unit 8	DINING	56	23
	LAUNDRY	56	27
	BED1	55	29
	BED2	65	39
	BED3	65	39
	ENSUITE	65	25

Calculated Noise Levels and Required R_w and C_{tr} Ratings for Glazing			
Unit	**Floor**	**Level dB $L_{Aeq(Day)}$**	**Required $R_w + C_{tr}$**
Unit 9	DINING	56	23
	LAUNDRY	56	27
	BED1	54	28
	BED2	65	39
	BED3	65	39
	ENSUITE	65	25
Unit 10	DINING	56	23
	LAUNDRY	56	27
	BED1	54	28
	BED2	66	40
	BED3	66	40
	ENSUITE	66	26
Unit 11	Living Dining	61	29
Unit 12	Living Dining	57	25
Unit 13	BED1	57	31
Unit 14	BED1	57	31
Unit 15	BED1	57	31
Unit 16	BED1	57	31
Unit 17	LIVING DINING	58	26
	BED1	57	33
Unit 18	LIVING DINING	58	26
	BED1	57	33
Unit 19	LIVING DINING	58	26
	BED1	57	33
Unit 20	LIVING DINING	57	25
	BED1	57	33
Unit 21	LIVING DINING	57	25
	BED1	57	33
Unit 22	LIVING DINING	57	25
	BED1	57	33

Notes: The required R_W rating can be reduced by reducing the area of glazing.
Requirements pertain to only acoustic advice in regard to *State Planning Policy 5.4* and may be superceded by other requirements (BAL, Thermal, etc).
Unlisted Elements would comply given standard construction.

Calculated Noise Levels and Required R_w and C_{tr} Ratings for Walls and Windows			
Unit	**Element**	**Level dB $L_{Aeq(Day)}$**	**Required $R_w + C_{tr}$**
Unit 1-10 Ground Floor	Walls	55	45
Unit 1-10 Upper Floors	Walls	68	50
	Ceiling	68	40
Unit 11 Ground Floor	Walls	<55	N/A
Unit 11 Upper Floor	Walls	61	50
	Ceiling	61	35
Unit 12-22 Ground Floor	Walls	<55	N/A
Unit 12-22 Upper Floors	Walls	58	45
	Ceiling	58	35

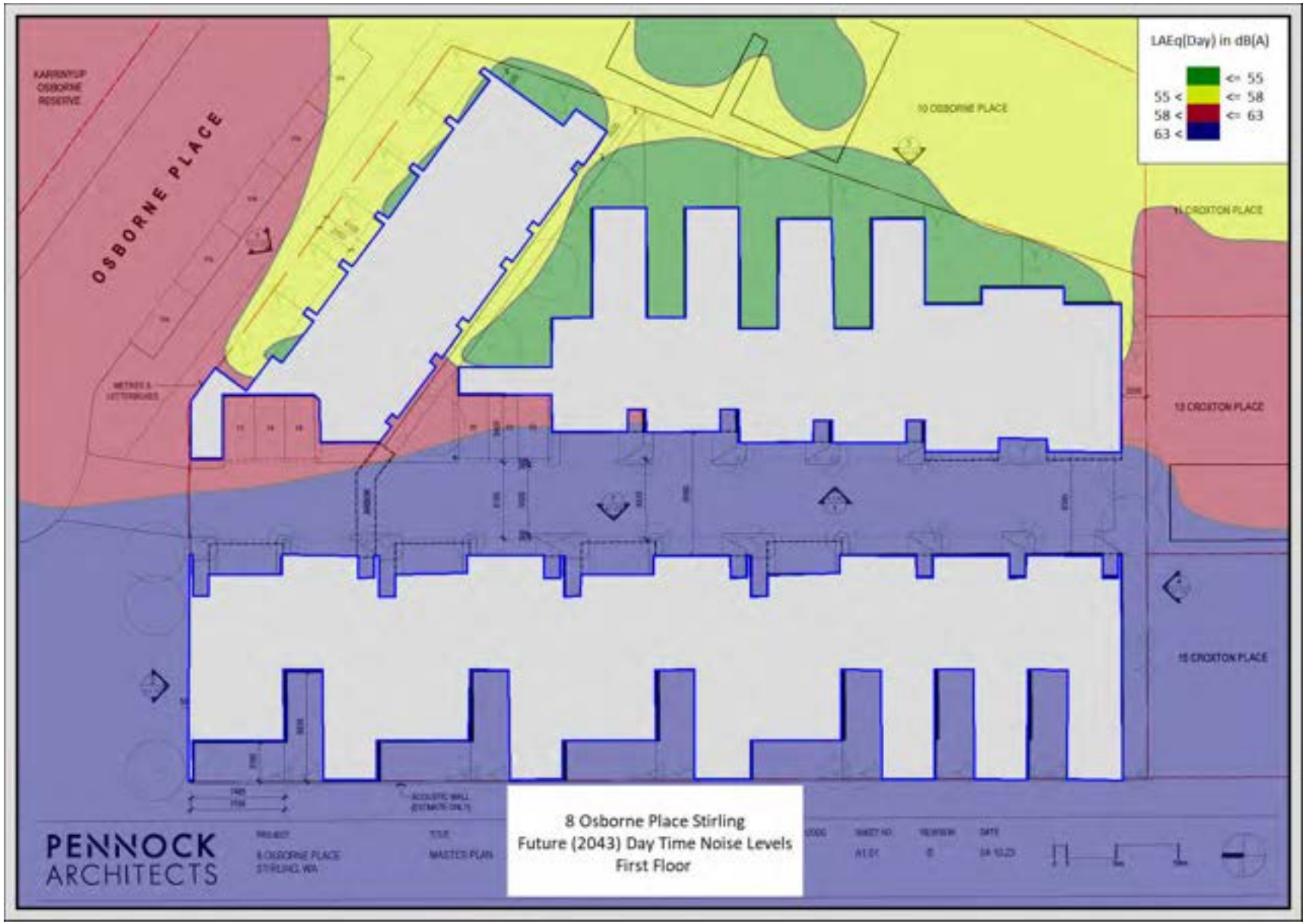
Calculated Noise Levels – Outdoor Living Area		
Unit	**Level dB $L_{Aeq(Day)}$**	
Unit 1	57	+2
Unit 2	55	Complies
Unit 3	57	+2
Unit 4	55	Complies
Unit 5	58	+3
Unit 6	56	+1
Unit 7	58	+3
Unit 8	56	+1
Unit 9	56	+1
Unit 10	56	+1
Unit 11	<55	Complies
Unit 12	<55	Complies
Unit 13	<55	Complies
Unit 14	<55	Complies
Unit 15	<55	Complies
Unit 16	<55	Complies
Unit 17	<55	Complies
Unit 18	<55	Complies
Unit 19	<55	Complies
Unit 20	<55	Complies
Unit 21	<55	Complies
Unit 22	<55	Complies

Note, whilst Units, 1, 3, 5-10 are in exceedance to the Outdoor Living Area criteria, there is a 3m barrier separating the development from Mitchell Freeway (the primary noise source), meeting the deem to comply criteria. Additional amelioration for these outdoor living areas would likely not be practicable.

APPENDIX C

NOISE CONTOURS

LAEq(Day) in dB(A)
<= 55
55 < <= 58
58 < <= 63
63 <
OSBORNE PLACE
10 OSBORNE PLACE
11 CROXTON PLACE
13 CROXTON PLACE
15 CROXTON PLACE
PENNOCK ARCHITECTS
8 Osborne Place Stirling
Future (2043) Day Time Noise Levels
Ground Floor



8 Osborne Place Stirling
Future (2043) Day Time Noise Levels
First Floor

APPENDIX D

MRWA TRAFFIC FLOW DATA

2021 ROM24 Scenario - Link Volume Plot for Mitchell Fwy / Karrinyup Rd, Stirling Noise Assessment
All Day
Land Use Scenario: DAEDS Version 3.1

MODEL ASSUMPTIONS

NETWORK: 2021 ROM24 Network (20-Year Road Network Development Plan)
LAND USE: 2021 DAEDS V3.1 Land Use

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

Terms & Conditions
MRWA Traffic Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations. This data should not be used for any purpose other than the stated purpose for which it was requested from MRWA. The MRWA ROM is for estimating regional traffic volumes on regional and major local roads, and it should not be used for estimating local traffic on local roads. The MRWA ROM includes local roads but this is to provide connectivity in the model.
MRWA Traffic Modelling Data should be interpreted by an experienced/qualified person.
This data should not be used in making decisions relating to commercial or residential developments.

mainroads WESTERN AUSTRALIA

Transport Modelling Section
Enquiries Clare Yu 9323 4987
MRWA Reference Job #42734
Mon 23 Oct 2023
T:\VOYAGER\JOBS_V2025\42734\Reports\L\VP42734_All Day_LVP_Y21 DAEDS V31_Mitchell Fwy_Karrinyup Rd_Stirling.VPR

MRWA ROM24 Base Network - Version 2014
MRWA Transport Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations

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2041 ROM24 Scenario - Link Volume Plot for Mitchell Fwy / Karrinyup Rd, Stirling Noise Assessment
All Day
Land Use Scenario: DAEDS Version 3.1

MODEL ASSUMPTIONS

NETWORK: 2041 ROM24 Network (20-Year Road Network Development Plan)
LAND USE: 2041 DAEDS V3.1 Land Use

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

Terms & Conditions
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MRWA ROM24 Base Network - Version 2014

MRWA Transport Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations

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City of Stirling
14 Nov 2023
RECEIVED

APPENDIX 5 – Waste Management Plan

DYNAMIC PLANNING AND DEVELOPMENTS

City of Stirling
14 Nov 2023
RECEIVED

WASTE MANAGEMENT PLAN

LOT 79 (NO. 8) OSBORNE PLACE, STIRLING
WASTE MANAGEMENT PLAN

OUR REF: 1802

City of Stirling
14 Nov 2023
RECEIVED

INTRODUCTION

This waste management plan pertains to the following:

Development: Proposed 'Multiple Dwelling' development.

Address: Lot 79 (No. 8) Osborne Place, Stirling

This waste management plan is to address the operational phases of the development and has been developed having reference to the WALGA *Multiple Dwelling Waste Management Plan Guidelines.*

Once approved by the City, waste collection and disposal is to be undertaken in accordance with this Waste Management Plan, subject to any additional conditions of planning approval.

The development consists of:

☑ Residential

If yes, how many dwellings? **N/A**

☒ Non-Residential Tenancies

If yes, complete the table below:

Land Use	***No. of Dwellings***
Residential Dwellings (Unit 1-16)	16
Residential Dwellings (Unit 17-22)	6

WASTE AND RECYCLABLES CAPACITY

The applicable waste generation rates for the proposed development have been determined in consultation with the City of Stirling. The below table provides a summary of the expected waste to be generated by the proposed development:

Land Use	***General Waste***	***Recycle Waste***	***Green Organics***
Units 1-16	140L per dwelling p/w = 2240L p/w	120L per dwelling p/w = 1920L p/w	120L per dwelling p/w = 1920L p/w
Unit 17-22	140L per dwelling p/w = 840L p/w	120L per dwelling p/w = 720L p/w	120L per dwelling p/w = 720L p/w
Total	**3080L p/w**	**2640L p/w**	**2640L p/w**

BIN SELECTION

Type of bins to service the development:

Residential

Bin Capacity	**80L**	**120L**	**140L**	**240L**	**360L**
Height (mm)	870	940	1065	1080	1100
Depth (mm)	530	560	540	735	885
Width (mm)	450	485	500	580	600
Approx. footprint (m^2)	0.24	0.27	0.27	0.43	0.53

Total number of bins proposed:

Units 1-16: Each of these units will have:

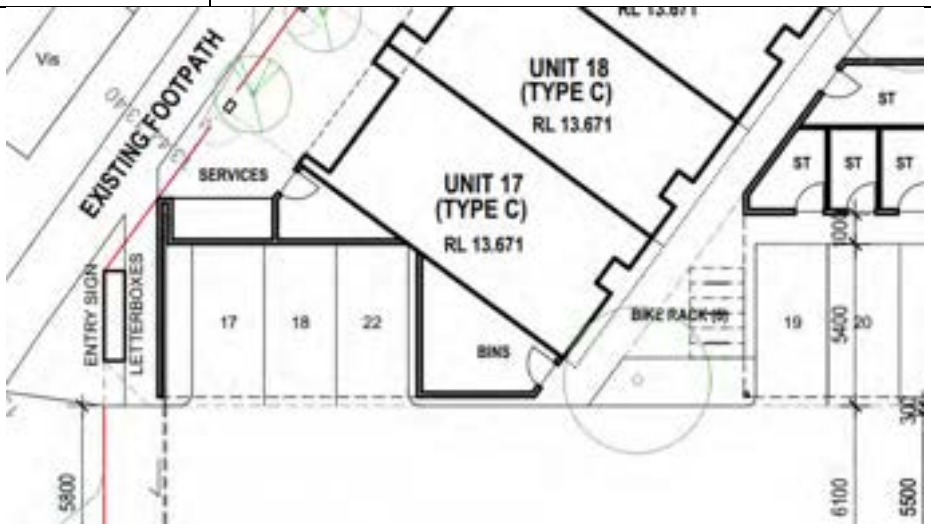
- 1 x 240L General Waste Bin
- 1 x 360L Recycle Waste Bin
- 1 x 240L Green Waste Bin

Units 17-22: These units will have a communal bin store with the following:

- 4 x 240L General Waste Bin
- 4 x 360L Recycle Waste Bin
- 6 x 240L Green Waste Bin

BIN STORE & COLLECTION ARRANGEMENT

Units 1-16	
Total Waste Generated	2,240L general waste per week 1,920L recycling waste per week 1,920L green waste per week
Storage and Capacity	1x 240L general waste per unit on a one a week pick up 1x 360L recycle waste per unit on a fortnightly week pick up 1x 240L green waste bin per unit on a fortnightly week pick up Total Capacity: 3840L General Waste per week 2880L Recycle Waste per week 1920L Green Waste per week
Units 17-22	
Total Waste Generated	840L general waste per week 720L recycling waste per week 720L green waste per week
Storage and Capacity	4x 240L general waste per unit on a one a week pick up 4x 360L recycle waste per unit on a fortnightly week pick up 6x 240L green waste bin per unit on a fortnightly week pick up Total Capacity: 960L General Waste per week 720L Recycle Waste per week 720L Green Waste per week
Bin Store Area Required	6.42sqm
Bin store area proposed	11.9sqm



Collection

- ☒ On-Site
- ☑ Street Collection

The City of Stirling will manage refuse collection and it is proposed to have this occur in accordance with the City's standard collection days. Residents of Units 1-16 will transfer their bins to the verge for collection with a strata manager or similar to transfer bins for Units 17-22 to the verge for collection.

Bin Compound Information

The location of the relevant bin storage area has been identified on the development plans – please refer **Attachment 1**.

OTHER CONSIDERATIONS

Other Waste Requirements

Liquid or hazardous waste generated on-site? **N/A**
If Yes, please detail collection arrangements:

_____

_____

Medical waste products controlled by the *Environmental Protection (Controlled Waste) Regulations 2004* generated on-site? **N/A**

If Yes, please detail collection arrangements:

_____

_____

Will processing, retail and/or wholesale of animal products occur on-site? **N/A**

If Yes, please detail collection arrangements:

_____

_____

ATTACHMENT 1
Proposed Development Plans

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	MASTER PLAN	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.01	A	14.11.23

0 1 5m 10m

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	GROUND FLOOR MASTER PLAN	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.07	A	14.11.23

0 1 5m 10m

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	FIRST FLOOR MASTER PLAN	DEVELOPMENT APPLICATION	1:250 @ A3	2305	A1.08	A	14.11.23

0 1 5m 10m

City of Stirling
16 February 2024
RECEIVED

DYNAMIC PLANNING AND DEVELOPMENTS

RESPONSE TO REQUEST FOR FURTHER INFORMATION

22 MULTIPLE DWELLINGS
LOT 79 (NO. 8) OSBORNE PLACE, STIRLING

OUR REF:1802

Our Ref: 1802
City Ref: DA23/1381

16 February 2024

Chief Executive Officer
City of Stirling
25 Cedric Street
STIRLING WA 6021

sent via email: development@stirling.wa.gov.au
cameron.howell@stirling.wa.gov.au

Dear Sir,

22 MULTIPLE DWELLINGS
LOT 79 (No. 8) OSBORNE PLACE, STIRLING

We refer to the City's correspondence dated 18 January 2024 in regard to a request for further information.

This submission concisely responds to the various information requests as raised in the abovementioned City correspondence. An amended set of development plans are contained in Appendix 1 of this correspondence.

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
1.	Units 2-22 have part of the plot ratio area of their dwelling either vertically above or below the plot ratio area of another dwelling. Unit 1 does not have any plot ratio area of their dwelling positioned either vertically above or below the plot ratio area of another dwelling. To ensure conformity with the land	• This has been amended on the amended DA drawing set whereby Units 1 and 2 have plot ratio possess an overlap.	Master Plan GF and Master Plan UF

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	use definition of Multiple Dwelling, noting Grouped Dwelling is a 'X' (prohibited) use on the subject site, in accordance with Table 6.11.9 of LPS3, Units 1 and 2 are to be amended so that all dwellings have a part of the plot ratio area of their dwelling either vertically above or below the plot ratio area of another dwelling.		
2.	a. East – Visual Privacy The City is not supportive of the Unit 11 Bedroom 1 window on the First Floor Level being setback less than 4.0 metres from the eastern lot boundary, as per Clause 2.1.4.2 of the LDP. This window directly overlooks the rear garden area of the eastern adjoining property, House Number	• This matter has been resolved through the provision of louvres to the Unit 11 Bedroom Window 1	The Master Plan UF plan makes notations accordingly and the Master Elevation – C4 Street Elevation depicts the fixed privacy louvres.

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	10 Osborne Place. Converting this window to a highlight window is not an appropriate solution, as this will conflict with the requirement for each habitable room to be provided with a major opening as per Clause 2.2.2.5 of the LDP. The addition of exterior screening or louvres may assist in restricting overlooking whilst maintaining a reasonable outlook.		
3.	b. East – Building Articulation The City is not supportive of the exterior design of the Unit 22 section of the Type C building, visible from the eastern adjoining property, House Number 10 Osborne Place. The upper floor of the building, parts of which are setback less than 3.0	• This has been resolved through improving the articulation of this elevation through the use of vertical cladding 200mm boards in addition to stepping out a portion of the rear portion of the upper floor which has created the opportunity for a viewing window towards the Osborne Place.	The Master Plan UF and C4 East Street Elevation depict the plan improvements .

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	metres from the boundary, provides minimal visual articulation and is not adequately addressing the provisions or objectives of Clause 2.1.7.1 of the LDP.		
4.	c. South – Building Articulation The City is not supportive of the design of the Units 10 and 11 sections of the Type A/B and A/D buildings, visible from the southern adjoining properties, House Numbers 11-15 Croxton Place. The upper floor of the building, setback at 2.0 metres in lieu of 6.0 metres as per Clauses 2.1.4.2 and 3.2 of the LDP, provides no visual articulation and is not adequately addressing the requirements or objectives of Clause 2.1.7.1 of the LDP, which require development to provide	• Visual articulation of Units 10 and 11 have been improved by utilising vertical cladding 200mm boards on the southern upper floor elevations. A differentiation in the cladding colour being applied to Units 10 and 11 shall also create difference and interest. • Narrow trees and planting have been selected on the southern side to ensure screening is still possible for the end Units, providing a buffer to window outlooks and opening. • Native Frangipanis have been proposed for their ability to grow well in south facing areas. • Alternatively, Capital Pears or other narrow tree varieties could be looked at if council prefer.	C3 South Street Elevation depict the materiality improvements to Units 10 and 11. The landscaping plans in Appendix 3 detail the location of trees and species selection.

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	sufficient space for trees and landscaping and to protect habitable rooms and outdoor living areas of adjoining properties and reduce bulk.		
5.	The development requires new Advanced Trees to be planted as per one of the two options listed in Table 3.3a of State Planning Policy 7.3 Residential Design Codes Volume 2 (R-Codes), with a deep soil area provided around each tree as per Table 3.3b of the R-Codes, in accordance with Clause 2.2.4.4 of the LDP and Clause 5.1 of LPP6.11. This equates to: o Tree planting option 1: Six (6) Large trees and six (6) Medium trees. □ The minimum number of Large and Medium trees required by	• We have proposed 2 large trees, 3 medium trees and 20 small trees in the required DSA areas outlined in Planning Policy 7.3 • Page 102 has been included to outline the DSA areas of each of these compliant trees to ensure the minimum areas have been achieved. • For a site with an area of 3718m2, we would need to provide 1 large tree and 6-7 medium trees. This would provide a canopy cover of 233.4-261.7m2 • Our tree provision (calculated solely on the trees in adequate DSA to comply) provides a canopy coverage of 437.5m2 which is far greater than the requirement outlined. • We have also proposed a vast number of small trees thought out the development in addition to the compliant tree numbers above with canopy cover reaching 18.5% of the site area.	Refer Appendix 3 for Landscaping Plans.

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	this option is not achieved, with one (1) Large tree, five (5) Medium trees and 49 Small trees proposed. o Tree planting option 2: Three (3) Large trees and Small trees to suit area. □ The minimum number of Large trees required by this option is not achieved. o Small trees – Minimum 9m2 area and 2.0 metres dimension deep soil area for each tree. □ The City has calculated that up to 20 Small trees could meet the minimum deep soil area requirements of Table 3.3b, as described above. o Medium trees – Minimum 36m2 area and 3.0 metres dimension deep soil area for each tree.		

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	None of the proposed Medium trees meet the required deep soil area, as described above. o Large trees – Minimum 64m2 area and 6.0 metres dimension deep soil area for each tree. None of the proposed Medium trees meet the required deep soil area, as described above. • The deep soil area needs to be free of buildings, fixed structures, impervious surfaces and roof cover. The City recommends that trees are planted centrally within the deep soil area. • Advanced Trees are to be a minimum of 90 litres plant stock or 45 litres if local native trees are selected.		

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	As identified above, the development does not meet the minimum LPP6.11 tree planting requirements. Additional tree planting comments are also listed in Section 3.3b below.		
6.	All trees should be planted at least 2.0 metres off the property boundary, fence, wall or building and spaced apart to avoid conflict between canopies. Most trees are too close to either the property boundaries, walls, fences or buildings. For example, the trees planted for Units 1-10 would benefit by positioning those trees centrally, away from the buildings and property boundaries.	• We have located trees 2m within property boundaries where possible. • This has not been achievable in all areas due to site constraints, but we have proposed small trees to these areas. • Western Units have been updated to include one tree per courtyard, located centrally.	Refer Appendix 3 for Landscaping Plans.
7.	The tree species proposed for Units 2, 4, 6 and 8-10 are too small to provide	• All units here have been updated to a small tree. Available space doesn't allow for medium or large trees but we have achieved the required number elsewhere on site. Trees have been updated to ensure canopy width is classified as a small tree	Refer Appendix 3 for Landscaping Plans.

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	beneficial canopy cover and be classified as either Medium or Large trees under Tables 3.3a and 3.3b of the R-Codes.		
8.	The access gate adjacent to Unit 10 is shown leading into planting	• The planting has been removed to avoid any obstruction to pedestrian access.	Refer Appendix 3 for Landscaping Plans.
9.	The trees proposed for Units 14-16 should be changed to a combination of medium to large species, rather than small species, and positioned to provide the 2.0 metres setback clearance identified area, to obtain the greatest benefit from the available deep soil area in this location.	• Noted and updated accordingly.	Refer Appendix 3 for Landscaping Plans.
10.	Consideration should be given to installing paved access to the external store area for Unit 16	• Whilst this suggestion has been noted, we consider that it is suitable to leave the access for to the store area for Unit 16 for soft landscaping area.	
11.	The upper floor and balcony of Units 17-22 covers most of those dwellings courtyard areas. The	• This is true. Small native trees have been proposed along here to provide a native streetscape. If Council would prefer deciduous trees for winter light, this can be a condition of DA.	Refer Appendix 3 for Landscaping Plans.

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	limited space provided for tree planting will impact the growth of these trees and will affect the amount of winter sunlight obtained in the living areas.		
12.	The side setback area adjacent to Unit 22 is a potential location to plant larger trees. The external storeroom could be repositioned to provided a greater sized deep soil area.	• Repositioning of storeroom was not beneficial. Small and medium trees remain in this area with large trees planted in units 14 and 15. The outcome as proposed is considered purposeful and objective for a positive landscaping outcome.	Refer Appendix 3 for Landscaping Plans.
13.	There are more planting areas that will be heavily shaded than what is shown on the plan. The planting selection for these areas needs to be considered.	• Shade planting will be proposed in all shaded areas. A final planting plan will come post DA as part of the construction drawings.	Refer Appendix 3 for Landscaping Plans.
14.	The large Marri tree at the southern end of the driveway will require a wider planting area to allow for a greater setback from the property boundary than the 550mm	• A smaller grafted Marri has been proposed due to site constraints. • Permeable paving in front of the tree has been added to benefit root development to ensure its successful growth to maturity.	Refer Appendix 3 for Landscaping Plans.

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	distance provided.		
15.	The trees in the small planting areas alongside the driveway would greatly benefit from more deep soil area. The limited soil area and radiant heat from surrounding paving and walls will impact the health of the trees. If the driveway is going to be modified, updated vehicle manoeuvring plans need to be supplied, showing that all vehicles can still enter and exit the garages, including leaving the site in forward gear.	• Trees have been retained in this area. Soil areas have been increased where possible to help support this. The Green Avenue to the centre is an important part of the design and will help both soften the shade the development and entry journey.	Refer Appendix 3 for Landscaping Plans.
16.	The inclusion of taller narrow growing shrubs into the species list would be beneficial for some planting areas, particularly alongside boundary fences.	• Noted and updated.	Refer Appendix 3 for Landscaping Plans.

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17.	The proposed landscape works within the verge will need to comply with the City's Verge Treatment Policy.	• Noted and this can be dealt with through the implementation of a development approval. Low planting has been included to ensure sight lines and passive surveillance can be achieved. A number of trees have also been proposed in this area to add to the landscape amenity within the property. A final layout can be made in conjunction with input from the City to cater for any service infrastructure.	Refer Appendix 3 for Landscaping Plans.
18.	The development is an intensification of development compared to the existing development and proposes a noise-sensitive land use. For the City to be satisfied that SPP5.4 is being satisfactorily addressed at the development application stage and that the subject site is an appropriate location for this type and density of development, a revised Acoustic Report is required. This report will need to demonstrate that all dwellings, including their outdoor living area, can be designed to achieve the	• An updated Acoustic Report has been provided and is contained in Appendix 2. The updated Acoustic Report confirms that the findings embrace the provisions of SPP5.4	Refer Appendix 2

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	permitted noise levels and an indication of how this can be achieved. The supplied Acoustic Report states that it has not been conducted in strict accordance with the SPP5.4 and a further report is required once the detailed design stage of the project has commenced. No substantive recommendations have been provided in the Acoustic Report. • The revised Acoustic Report will need to address the following matters: o Noise from rail traffic on the Joondalup Passenger Rail Line must be measured on-site and modelled for the development for a 20-year planning horizon, in		

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	accordance with SPP5.4, with the recommended noise treatments amended accordingly. o Times, dates and year(s) of noise measurements need to be stated in the acoustic report. o The acoustic report must clearly state the position and specifications of any acoustic wall or fence included as an input to the noise modelling. o Evidence that dwellings on any affected lots are designed and orientated to provide at least one outdoor living area that is shielded from road and rail noise and meets the SPP5.4 outdoor noise targets. o Future noise predictions for alfresco, courtyards and balconies of		

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	proposed dwellings and associated treatment recommendations need to be presented in the Acoustic Report. • Should the development be supported, the City will require a subsequent Acoustic Report prior to the submission of a building permit application demonstrating how the detailed design satisfies SPP5.4. • Should the development be supported, the City will require the certification from a qualified acoustic consultant, prior to the occupation of the development, confirming the requirements the approved Acoustic Report have been achieved. • Should the development		

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	be supported, the City will require a notification, pursuant to Section 70A of the Transfer of Land Act 1893, to be placed on the certificates of title of the proposed lots. The notification is to state as follows: 'This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.'		
19.	The development requires a minimum of five (5) visitor car bays and the development proposes to provide these bays on the street, in embayed parking, in accordance with Clause	• We commend the City's approach to utilise the existing roadway to accommodate on-street parking as the development site is located at the end of a cul-de-sac. • The amended development plans demonstrate that 5 on-street bays on the southern side of Osborne Place can be accommodated and another 3 on-street bays can be accommodated on the northern side of Osborne Place (refer below image). In addition, the developer is willing to construct two bays within the northern verge adjacent to the existing public open space reserve. As such, 10 bays are able to accommodate any visitor parking requirements.	Refer Site Plan - Verge

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	2.3.1 of the LDP and Local Planning Policy 5.8 Stirling City Centre Parking (LPP5.8). The following comments require further attention, to comply with the City's requirements: • The embayed parking bays will need to be removed from the development plans and landscaping plans, as the design is not supported by the City. Specifically, the design is not supported as the subject site is located at the end of the cul-de-sac and the road is of sufficient width to accommodate on-street parking without affecting traffic movements. • The City may permit hardstand on the verge for vehicle parking, as a verge treatment. The	 • We consider that embracing the use of the roadway for on-street visitor parking results in an improved activation of the streetscape and promotes natural surveillance opportunities. This is considered to be particularly important when the development site is at the end of a cul-de-sac. In addition, the increased natural and passive surveillance opportunities promoted through the use of on-street bays is important, as the end of Osborne Place connects to the dual-use path along the Mitchell Freeway. • Whilst off-street visitor parking has not been formally provided, it is important to note that under the provisions of SPP 7.3 Volume 2 (Apartments), only 20 bays are required for the proposed dwellings (in total). Of the 22 dwellings proposed, 16 dwellings have an additional bay provided for within a garage. As such, these 16 bays are capable of accommodating the needs of visitor parking, as well under the aforementioned Volume 2. • With consideration of the extra parking provided on-site and the logical and proactive use of the roadway, parking for the development for occupants and visitors are well catered for. • This site specific approach optimises land uses and maximises housing output where the site specific conditions are appropriate. We submit this demonstrates sustainable urban development. • It is noted that a bicycle hook within garages or store rooms will be provided. Likewise, the garage and /or storerooms are of sufficient dimension to cater for the parking of E-scooters. It is submitted that with the value of bicycles and E-Scooters, providing communal parking areas for such infrastructure is non-purposeful as users will be reluctant to leave such a valuable item in an open environment.	

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	hardstand would need to be constructed in either concrete or paving and the existing kerb would need to remain in place. To install hardstand, the City will require a Verge Treatment Application Form to be submitted and approved by the Development Services Business Unit – Verges team. • The required length for parallel on-street car bays is 6.6 metres, rather than 6.0 metres as shown on the development plans. If provided on the verge, a 2.4 metre gap in between each bay is required for a tree pit. • On-street parking cannot block pedestrians using the footpath to cross the road, or cyclists using the shared path. The City will exclude this		

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	part of the roadway and verge when assessing compliance with the minimum car parking requirements. • The City will only consider the available length of the roadway and verge on the same side of the street as the subject site, for assessing compliance with the minimum car parking requirements. The available frontage for on-street visitor parking will be affected by the placement of bins on the verge for on-street collection, which the City will consider for assessing compliance with the minimum car parking requirements (refer to Section 3.6). With respect to the above, the proposed on-		

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	street parking is constrained by the site conditions and the relevant design considerations. As such, the City does not support the proposed on-street visitor parking, with the majority of the visitor parking to be provided on site. The City may consider some bays within the verge or on-street subject to addressing the above matters.		
20.	The proposed Waste Management Plan does not align with the Waste team's requirements. The waste requirements are as follows: • The dwellings will receive a Standard Waste Service in the form of communal bins. • 13x 240 litres red lid general waste bins, emptied once a week.	• The removal of bins/waste is an integral consideration to a harmonious and functioning development. • With the exception of Units 17-22 (i.e. 6 dwelling units), all other dwellings have been purposefully designed to accommodate bins within garages. Units 17-22 shall store their bins in a communal area. • Discussions with the City's Waste Services has supported a waste calculation where our provision is a 40L variance from the City's requirement. Our understanding is this minor variance is acceptable given that waste from individual dwellings are likely to be less by virtue of their size and smaller garden areas. • All bins can be presented along the front boundary of the property for easy collection via side arm operated waste collection vehicles. • The development will have a caretaker employed as part of a Strata Scheme arrangement. • The caretaker, as well as strata management bylaws, will ensure that no on-street bays are	Site Plan & Site Plan Verge

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	o The development proposes 20x 240 litres red bins, including individual bins for Units 1-16. • 15x 360 litres yellow lid recycling bins, emptied once a fortnight. o The development proposes 20x 360 litres yellow bins, including individual bins for Units 1-16. • The complex can have up to 22x 240 litres green lid garden organics bins, emptied once a fortnight. o The development proposes 22x 240 litres green bins, including individual bins for Units 1-16. • The bins are to be presented to the verge on collection day, by a caretaker or the residents. The development plans and the Waste	used during the anticipated waste collection period so as to avoid any potential conflict between waste removal and use of the on-street parking bays. Sign posts showing no parking times are also proposed to be installed. • The caretaker will have bins in the communal store presented to the street for disposal/collection. The caretaker shall also return these bins as well as bins of all units who store them within their garage. Once the expected timing schedule is known from the City's waste collection services, the caretaker would collect bins from the verge and return them into the property boundaries in a timely manner. This approach shall ensure that there is no conflict between waste removal and any on-street parking. • It is added that the proposed 5 on-street/verge bays on the northern side of Osborne Place would also provide any temporary relief where these southern bays are to be excluded for use (during waste collection). This exclusion period would only be for approximately 3-5 hours for one day of the week, which is considered negligible given that the road itself would largely be in a low-peak state with the majority Osborne Place population being off-site at work.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	Management Plan will need to accommodate the following changes to the proposal: • As all residents need to share the red lid waste and yellow lid recycling bins, and potentially the green lid garden organics bins, a larger communal bin store area is required. • The presentation areas for the bins will need to be shown. Bins cannot be placed on footpaths or crossovers and need to be clear of street signs. Each bin requires 1.0 metre of verge to be set aside – for example, a total length of 28 metres is required on the verge on recycling bin collection days. The available frontage for on-street visitor parking will be reduced on bin collection days, which the City		

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	will consider for the purpose of assessing compliance with the minimum car parking requirements (refer to Section 3.5). • The preferred location for bin presentation is where bins can be placed in a straight line, aligned with the straight section of road, as generally indicated in Figure 1. The curved section of cul-de-sac is not supported, due to servicing difficulties.		
21.	The City is not supportive of the design of the façade of Unit 1 section of the Type A/B building that presents to the road reserve. The façade presents predominately as a large flat and blank wall. Further attention should be given to providing more	• As it can be seen in the amended development plans, the use of extruded face brickwork for the front wall creates definition and interest to the portion of the development adjacent to Unit 1. A rendered finish to the upper floor and window boxes to these windows have also been added. These plans also demonstrate that with the use of openings and a more accurate depiction of the cul-de-sac curvature, this elevation of Unit 1 provides significant surveillance towards Osborne Place.	Master Elevations – C1 and C8 Primary Street Elevation Plans

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	articulation and variation to this building's façade.		
22.	All dwellings are provided with an outdoor living area, though for some dwellings, it does not meet the minimum area and/or dimension requirements, that being a 10m2 balcony area with at least a 2.4 metres dimension or a 20m2 courtyard area with at least a 4.0 metres dimension, in accordance with Clause 2.1.5.2 of the LDP. Further consideration should be given to the design and layout of these spaces to improve resident amenity: • Unit Type A, Units 2, 4, 6, 8-10 (six (6) dwellings) – The width of the courtyards are between 3.0 and 3.1 metres, which	• The objective of Clause 2.1.5.2 of the Northern Precinct LDP reads *"To ensure that every dwelling has sufficient outdoor space to cater for the needs of residents."* • With respect to a few of the dwellings not meeting the minimum 4.0m dimension, this does not mean the outdoor living area (OLA) is detrimentally compromised in its functionality. As can be observed in the Type A OLA plan in Appendix 1, whilst the 4.0m dimension is not met for the western Type A units, a significant depth of 8.8m is provided which results in these OLA's exceeding the minimum area requirement by at least 6m^2. The extra 6m^2 is significant overprovision when considering the spatial impact to an OLA and the concept OLA Layout clearly articulates this fact whereby there is ample room for a circa 5m x 3.15m paved area accommodating a 6 seater outdoor table, BBQ as well as a 3.195m x 3.29m soft landscaped area. As such, not achieving the minimum 4.0m dimension does not cause any detrimental impact when it has been demonstrated that the amenity and functionality of these subject OLA's are still high in quality. • With respect to Units 17-22, these dwellings achieve a minimum 4.0m dimension and 20m^2 area. • With respect to the balconies of Units 11 and 12, these are modified to be 2.4m in depth. It is added that both of these units also have a ground floor outdoor living area and as such, these balconies provide an extra passive recreation area for the respective units. • With regard to Units 11 and 12, these dwellings have compliant balconies (2.4m dim and >10m2 area). • It is also emphasised that the City's Design Review Panel (DRP) at its final consideration of the proposal congratulated the development for its private open space – "*Each dwelling has significant and well-designed private open space and successfully introduces high levels of ventilation and access to natural light.*".	Refer Type A OLA plan

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	is less than the minimum 4.0 metres requirement. • Unit Type A, Unit 13 – The courtyard has no area that is at least 20m2 in size with at least 4.0 metres in width and depth in both directions. The outdoor area is over 40m2 in size, but has a minimum 3.0 metres width (as described above) and the depth of the area between the building and the eastern boundary varies between 1.0 and 2.4 metres. • Unit Type C, Units 17-21 (five (5) dwellings) – The courtyards are 18.5m2 in size and minimum 3.8 metres in width, which are less than 20m2 area with minimum 4.0 metres depth requirements. The balcony is too small to be a compliant	Clearly, from an architectural design consideration, the private open spaces are viewed as high in quality and functionality despite is departure from deemed to comply measurements. In this regard, we reiterate the OLA's for the proposed dwellings are appropriate.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	outdoor living area. • Unit Type C, Unit 22 – The courtyard has no area that is at least 20m2 in size with at least 4.0 metres in width and depth in both directions. The front courtyard is 20m2 in size, but has a minimum width of 3.8 metres. The side courtyard is 22m2 in size, but has width varying between 1.0 and 3.8 metres. • Unit Type D, Units 11-12 (two (2) dwellings) – o The depth of the balconies are 2.2 metres, which is less than the minimum 2.4 metres requirement. o The courtyard for Unit 11 is not a compliant outdoor living area, which has no area that is at least 20m2 area with at least 4.0 metres in		

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	depth. The depth of the outdoor space between the building and the eastern boundary varies between 2.0 metres and 4.5 metres and is predominately less than 4.0 metres. Additionally, the courtyard is not directly accessed from a habitable room, being only accessible from the Laundry. o The courtyard for Unit 12 is not a compliant outdoor living area, as it is not directly accessed from a habitable room, being only accessible from the Laundry. The balcony and courtyard designs should be amended so that all dwellings are provided with a 10m2 or 20m2 (as applicable) space that is at least 2.4 metres or 4.0 metres (as		

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	applicable) in width and depth in both directions, to adequately cater for the needs of the future residents.		
23.	The development does not provide communal open space, in accordance with Clause 2.1.5.3 of LDP which requires a minimum 10% (371.8m2) of the lot area along with other design requirement for this space. The objective for communal open space is "to encourage social interaction between residents and workers in a development and provide space for rest and recreation". It is noted that the public open space reserve opposite could provide some of the functions and amenity of a	• Clause 2.1.5.3 states the following objective with respect to Communal Open Space (COS) – *"To encourage social interaction between residents and workers in a development and provide spaces for rest and recreation."* • Whilst the development proposal does not provide the 371.8m^2 of COS, the DRP at its final consideration of the proposal stated the following "*The Panel conceded the removal of the communal open space and additional private open space to individual apartments is a better outcome and supported."* Clearly, from an expert panel, the departure from the required COS is applauded. • Notwithstanding the above, the Landscaping Plans contained in Appendix 3 has reintroduced a COS area which contains a bench seated area is available for the occupants to undertake passive recreation activities such as reading a book, having a coffee, etc. The location of this COS is central and obvious to the proposal so that it achieves a strong level of natural surveillance within the development which will assist in fostering a safe environment to encourage its utilisation. • It is also mentioned that the absence of the required minimum COS must be balanced in the context of the subject site's direct location opposite a well manicured public open space (POS) reserve – Karrinyup Osborne Reserve. Given that this POS is located at the end of a cul-de-sac and bordered by two regional roads carrying significant volumes of traffic, it places a greater importance for this development to utilise this POS, as it will increase its natural and passive surveillance of this POS. At present, only the 3 dwellings on the southern side of Osborne Place abutting the subject site have a visual connection to the POS. This lack of existing natural surveillance is not a good planning outcome for crime prevention	Refer Appendix 3.

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	communal open space area and some discretion could be supported. However, the development as proposed does not demonstrate compliance with the abovementioned objective of the LDP and further attention to the following matters should be given: • The development does not comply with the requirements for the provision of private open space (outdoor living areas) for each dwelling, as outlined in Section 0. The provided courtyards and balconies should be made wider and larger, as per Clause 2.1.5.2 of the LDP, to provide more useable outdoor spaces for residents' rest and recreation. • The design of the	through design principles. The proposed development will create a strong relationship between its occupants and the POS and greatly improve the current lack of natural surveillance of this POS. As such, the objective to achieve social interaction amongst the occupants is not lost by the reduction of on-site COS. If anything, it is enhanced and embraced by encouraging residents to utilise an existing manicured POS directly opposite the subject site. • Accordingly, the departure from providing the requisite COS is warranted.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	development, including the common spaces, provide limited opportunities for social interaction between residents. For example: o There is no space on common property that supports residents gathering together. o The Units 1-16 dwellings are largely self contained, with limited use of common spaces required. o The area immediately in front of the Units 1-16 dwellings at ground level is dominated by garage doors and driveways. The space in front of each dwelling does not support extended use of this space that could lead to social interaction opportunities within the common driveway.		

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
24.	a. Street Trees • There are four (4) existing street trees in front of the subject site, all of which are Palm trees. The City has identified the street tree closest to the eastern lot boundary (asset TR0038649) as 'mature' and the remaining three (3) trees (assets TR0038650, TR0038651 and TR0038652) as 'less than average' – refer to Figure 2 for further identification of these trees. Figure 2: December 2023 Photograph of the Existing Street Trees, with the City Asset Numbers Annotated • The City requires the mature Palm street tree (TR0038649) to be retained. The retention of this tree will need to be	• Tree # TR0038649 shall be retained as encouraged by the City.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	clearly identified on the development plans and landscaping plans. • The City would consent to the removal of the remaining three (3) Palm street trees (TR0038650, TR0038651 and TR0038652) by the developer at their cost, if necessary. If removal is proposed, this will need to be clearly identified on the development plans and landscaping plans. • It is possible to interplant the verge between the Palm trees with additional trees. • While it is noted the landscaping plan proposes the planting of nine (9) street trees, the City will supply and plant the trees in the verge instead. As such, the Applicant will		

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	need to provide a cost contribution for the City to supply and plant these nine (9) street trees, prior to the commencement of the development. The City will plant trees in a 35 litres bag during the City's winter planting program following completion of the development and thereafter maintain the trees for a two year period. Should the trees fail to establish, these would be replaced by the City. • The applicable fees and charges applicable are reviewed each financial year. As a guide, the current cost for this financial year is $680.00 GST exempt per tree, which totals $6,120.00 GST exempt for nine (9) trees.		

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
25.	b. Detailed Landscaping Plan • A detailed Landscaping Plan will need to be submitted to the City for final approval, prior to a building application, that meets the requirements of LPP6.6 and LPP6.11, as outlined previously in this letter.	• This is acknowledged.	
26.	4.5. Storage Areas Further attention should be given to the layout of the storage areas provided. Some storage areas do not achieve the minimum 1.5 metres and 4m2 requirements of Clause 2.1.7.4 of the LDP. Particular attention should be given to Units 11, 12 and 22, which are between 3.7 and 3.8m2 in area.	• All storage areas have been corrected to achieve 4m$^{2.}$. • Whilst the minimum dimension of 1.5m may not be achieved, the storage areas are adequate and in a modernised format which, for the majority of the proposal, is contained within the garages. • The objective of Clause 2.1.7.4 of the LDP reads *"To ensure provision is made for external storage, rubbish collection/storage areas and clothes drying areas that are adequate to meet the needs of residents."*. It is commonplace with new conventional dwelling design to incorporate storage areas as part of the garage as such an area is easy to access, un/load items from vehicles and store accordingly. Furthermore, security of such storage when combined into a garage is improved. • We submit the storage areas provided are functional and purposeful for the intended use.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
27.	4.6. Major Openings to Habitable Rooms Additional internal elevation plans are required, to assess compliance with Clause 2.2.2.5 of the LDP. From the provided information, it cannot be determined if the following habitable rooms have a window that is at least 1.0m2 in size with a sill height less than 1.6 metres above floor level: • Unit Type A, Units 2, 4, 6, 8-10 (six (6) dwellings) – Bedroom 2. • Unit Type A, Units 2, 4, 6, 8-10 (six (6) dwellings) – Bedroom 3. • Unit Type C, Units 17-22 (six (6) dwellings) – Bedroom 2.	• The amended plans (refer Appendix 1) provide the elevations sought.	
28.	4.7. Parking – Additional Comments	• With respect to bicycle and E-scooter parking, it is more purposeful and effective to have bicycle storage contained in secured private	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	The provision of parking spaces for this development is inconsistent with the requirements of Clause 6.11.18 of LPS3, Local Planning Policy 5.8 Stirling City Centre Parking (LPP5.8), Local Planning Policy 6.7 Parking and Access (LPP6.7) and Element 3.9 of State Planning Policy 7.3 Residential Design Codes Volume 2 (R-Codes). a. Bicycle Parking The development does not demonstrate compliance with the bicycle parking requirements of Clause 8 of LPP5.8: • The proposal does not indicate the provision of bicycle parking for Units 1-16. It is suggested that either a dedicated space on the ground, or a wall rack, be provided	areas than communal areas. Bicycles in the modern era are prized assets to many of their users are often of a value whereby keeping them secured is imperative. As such, all garages and storeroom for Type C dwellings will have bike hooks provided within them for efficient spatial storage. With respect to motorcycle and e-scooter parking, there is no reason why this doesn't also occur within garages, carports or dedicated storage areas. Accordingly, the departure from communal spaces for such parking is considered inferior to what is proposed. • With respect to garage door dimensions, fencing detail, etc., the amended plans have now provided this detail.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	within each garage. The City's assessment has assigned the six (6) bicycle spaces provided adjacent to car bay 19 to visitor parking for the whole development and to resident parking for Units 17-22. b. Car Parking and Access Design The following comments on the car parking and design require further attention, to comply with the City's requirements: • All garage doors should be dimensioned on the plans, with a minimum width of 4.8 metres proposed, in accordance with Australian Standard AS/NZS 2890.1:2004. The proposed width has been measured at 4.7 metres. • For Units 11 and 12, the width		

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	between the piers on the sides of the garage is 5.2 metres and a minimum of 5.4 metres is required, being within the additional 0.3 metres wide side car door opening area in accordance with Australian Standard AS/NZS 2890.1:2004. The piers should either be moved to be clear of the car door opening area, or the garage widened to provide the minimum 5.4 metres width required. • Further details of the design of the front fencing adjacent to the common driveway are required, to determine the proposed permeability percentage, particularly within the 1.5 metres x 1.5 metres triangular sightline areas. The City's Engineer Development		

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	Services has confirmed that the sight line requirements of the Residential Design Codes can be used for this proposal instead of Australian Standard AS/NZS 2890.1:2004 and the 1:10 solid to open ratio, as per Clause 5c of Local Planning Policy 6.15 Exemption from Requiring Development Approval (LPP6.15), will apply. If blade fencing is proposed, the largest dimension of the blade is used for the calculation. c. Motorcycle and Scooter Parking The development does not clearly provide spaces where motorcycle and scooter could park, in accordance with the requirements of Clause 9 of		

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	LPP5.8. With the subject site being located next to the principle shared path, this encourages residents to use electric scooters and accordingly suitable spaces for parking/storage should be set aside.		
29.	4.8. Public Art This application meets the development and financial thresholds for the application of Local Planning Policy 6.12 Public Art on Private Land (LPP6.12). LPP6.12 requires the proposed location of the public art is to be provided at the time of submission of the application for development approval, along with a brief report showing how the public art requirements	• It is submitted that the front wall adjacent to the gate is suitable for the inclusion of public art. This detail shall be addressed in detail post planning approval.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	have been integrated into the development. The required contribution is minimum 1% contribution cost of development provided as public art. The proposal does not indicate the installation of any public art proposals, which is required.		
30.	4.9. Site Works Further clarification of the design of the front courtyards of Units 17-22 is required. The proposed finished ground levels of these courtyards is unclear and accordingly the resultant level of fill and height of retaining walls proposed is unclear. The finished floor levels of the Unit Type C dwellings are up to 0.7	• The amended plans now depict the necessary detail.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	metres above the verge level at the adjacent street boundary. The site and floor plans show gates in the front fencing, providing direct pedestrian access to and from the street. The elevation plans show a retaining wall along the street boundary, with fencing and gates located above. The artistic render does not include a retaining wall and has level pedestrian access to the street. Clause 2.2.4.1 of the LDP permits up to 0.5 metres of fill.		
31.	4.10. Storm water Drainage All stormwater is to be contained on-site. The City will not allow any private connections from this	• This is noted.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	development into the City's stormwater drainage network.		
32.	5.1. Design Review Panel (DRP) The City first received the development plans of the current proposal prior to the submission of the development application. These plans were referred to the City's DRP on 23 November 2023. The DRP's key issues and recommendations are provided as an attachment to this letter. Please ensure that the revised submission addresses the DRP's comments. The DRP's advice is one component of a planning assessment and is design advice only. The proposal	• Our review of the DRP minutes is that the proposal not only satisfied the relevant considerations but *"The Panel congratulates the applicant for their commitment to delivering quality design in the City of Stirling."*	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	will need to comply with the applicable statutory planning framework and the City's requirements.		
33.	5.2. Local Planning Scheme 4 (LPS4) Comment was sought from the City's City Future Business Unit, to identify the current strategic planning of the subject site. Draft LPS4 proposes to remove the Stirling City Centre Local Development Plans and apply an appropriate zoning and density code. The City intends to advertise draft LPS4 concurrently with other planning instruments, which support the local planning framework, and require consequential changes as a	• This is noted	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	result of draft LPS4. It is anticipated that the draft LPS4 will be advertised mid-2024. Once advertised, draft LPS4 becomes a planning instrument the local government is seriously considering adopting and can inform discretionary decision making for development approvals. The City advises that draft LPS4 proposes to delete the LDP, remove the Stirling City Centre Special Control Area and zone the subject site to 'Residential' with a R50 density coding.		
34.	5.3. General Building Comments The following comments are brought to your attention, particularly for consideration	• This is noted and a matter for consideration as part of the building licence process.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	when the detailed design for construction is being prepared: • The buildings will not be classified as Class 1 buildings under the Building Code of Australia, due to the overlapping floors. The buildings will be subject to more onerous building construction requirements, such as fire suppression, than a Class 1 building. • Unit 1 has a nil setback to the street boundary, including windows built up to the boundary. The windows will need to be designed to meet the relevant fire requirements, which prevents them being openable.		
35.	5.4. Public Open Space Contribution	• This is noted and is a matter for consideration at a potential subdivision phase.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	The future subdivision application will trigger the requirement to provide a contribution towards public open space, in this instance as a cash in lieu payment. The required contribution is up to 10% of the value of the land.		
36.	5.5. Public Consultation Consistent with the requirements of Schedule 2 Clause 64(3) of the Planning and Development (Local Planning Schemes) Regulations 2015, the application is being advertised for a period of 28 days, plus eight excluded holiday period days, with advertising commencing on 18 December 2023 and concluding on 23 January 2024. Advertising included	• This is noted. A separate response to submissions received shall be provided by the Applicant.	

Item #	City of Stirling Comment	Proponent Response	Image/Plan Reference
	letters to owners and occupiers within 200m of the site, the installation of signage on site, and a notice placed on the City's website. Following the conclusion of public consultation, the City will forward all submissions received for your review and response. The City recommends a response to these submissions is provided as part of the revised submission which will be included as an attachment to the City's RAR.		

We consider that with the amendments made to the proposal, and the justification provided in the above table, the proposal further enhances the quality of development that was applauded by the City's DRP. Accordingly, we respectfully request the City to support the proposal through its reporting process to the JDAP.

Should you have further queries or seek clarification with regard to the matters raised above, please do not hesitate to contact us on 9275-4433.

NEIL TEO
DIRECTOR
240216 1802 RFI Response.doc

APPENDIX 1

Amended Development Plans

Master Plan GF

SCALE: 1:250

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

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BUILDER

Master Plan UF

SCALE: 1:250

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

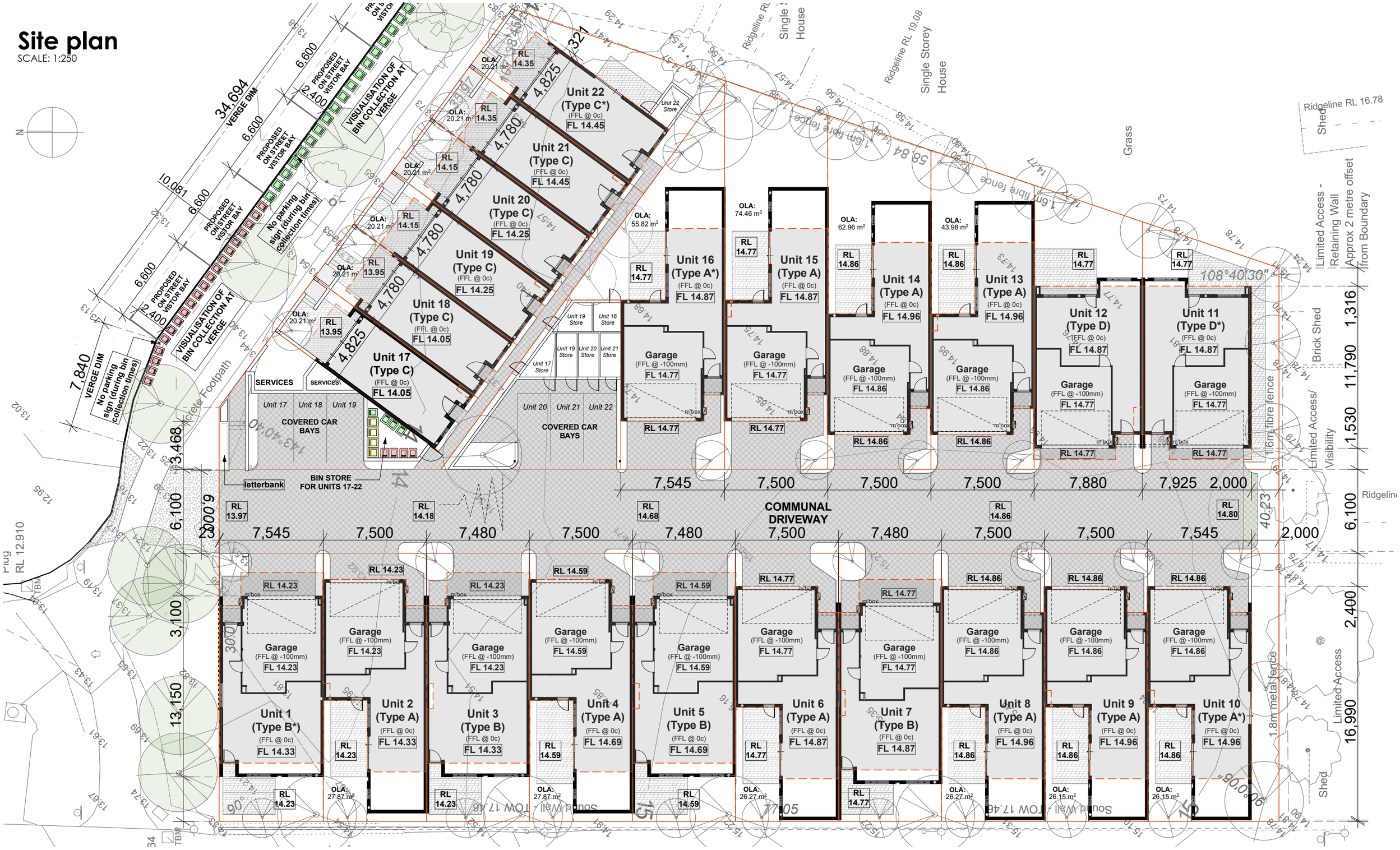
CLIENT

CLIENT

BUILDER

Site plan

SCALE: 1:250



Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

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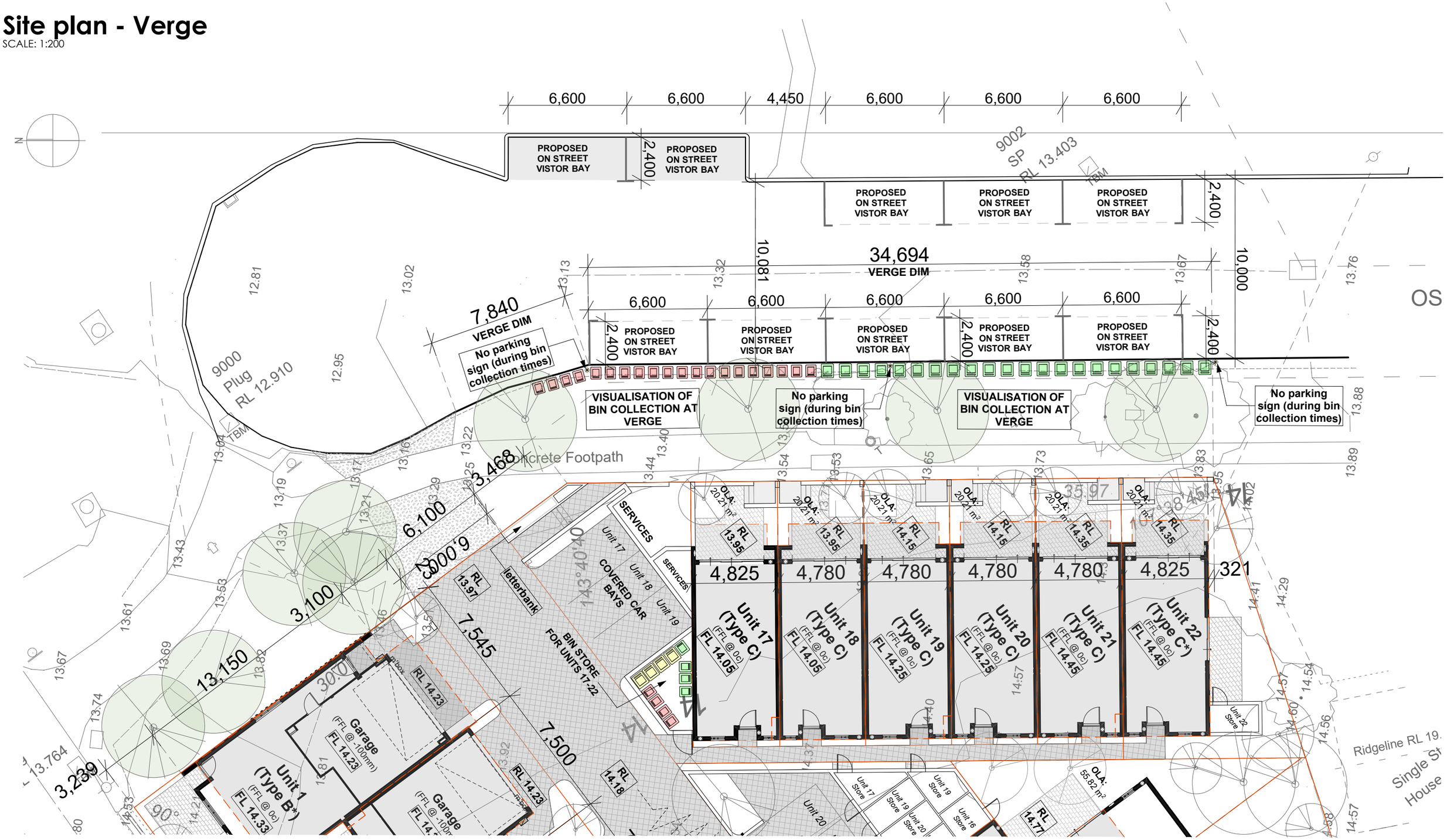
BUILDER

Site plan - Verge

SCALE: 1:200



Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

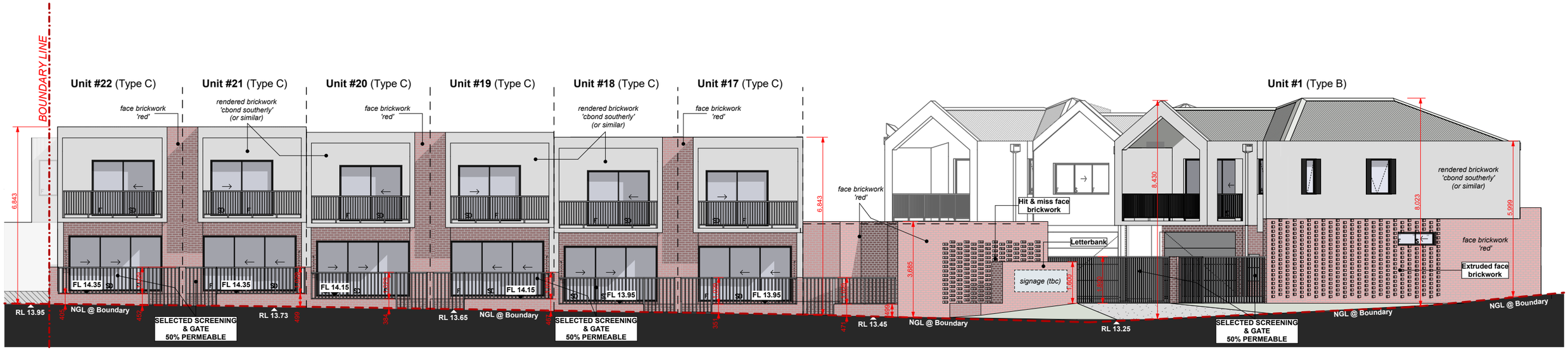
CLIENT

CLIENT

BUILDER

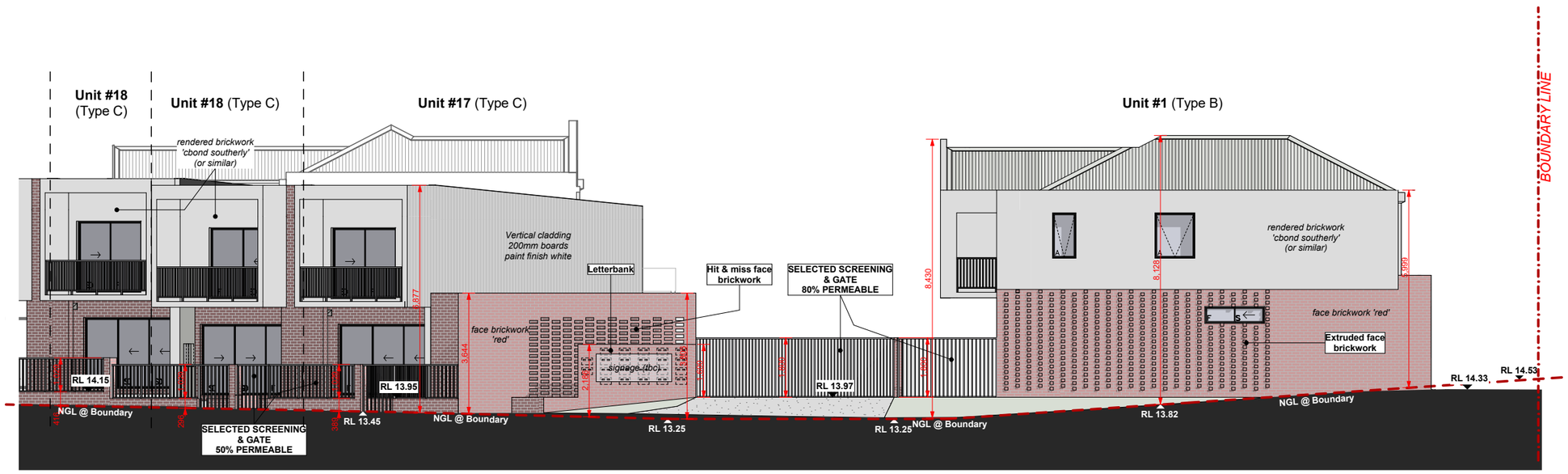
Master Elevations

SCALE: 1:150



C1 Primary Street Elevation

SCALE: 1:150



C8 Primary Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

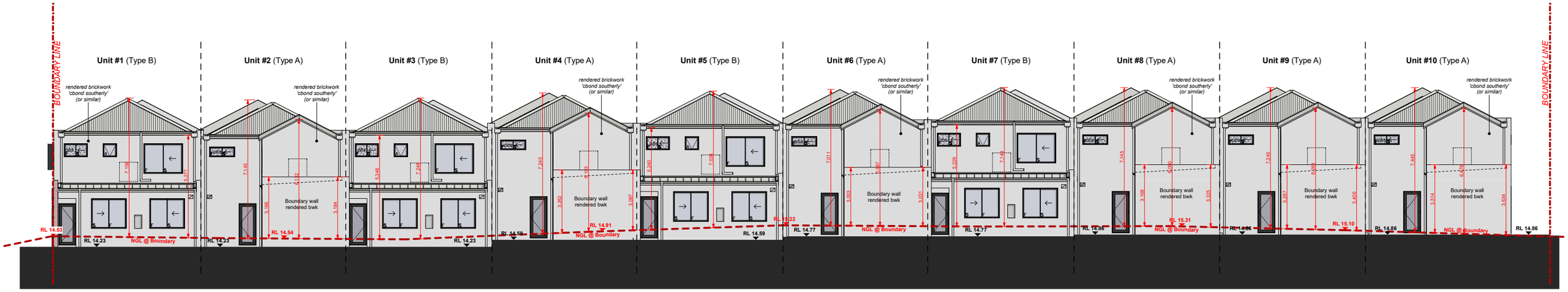
CLIENT

CLIENT

BUILDER

Master Elevations

SCALE: 1:200



West Elevation Overall (Units 1-10)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

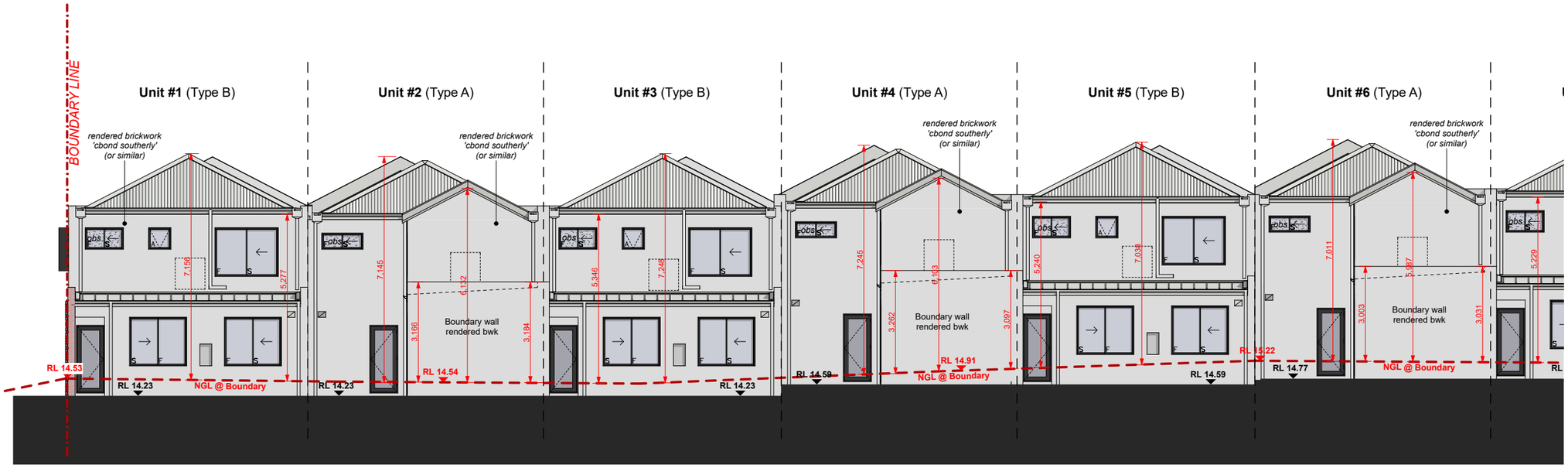
CLIENT

CLIENT

BUILDER

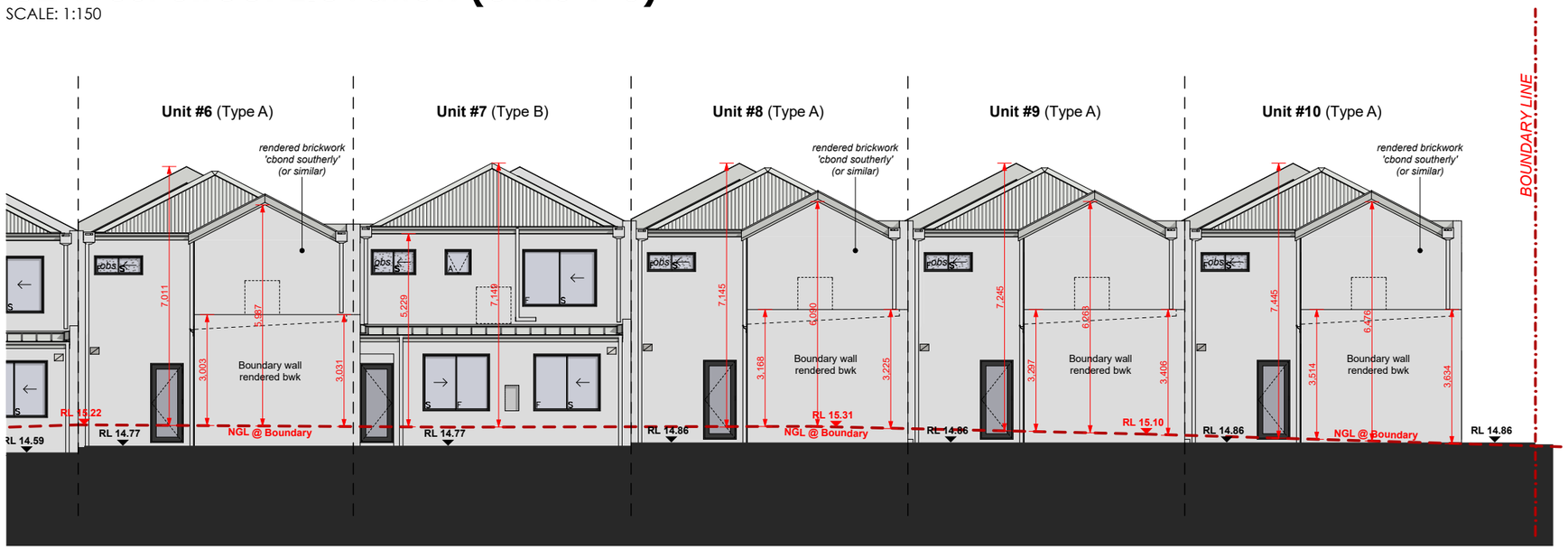
Master Elevations

SCALE: 1:150



C2 West Street Elevation (Units 1-6)

SCALE: 1:150



C2 West Street Elevation (Units 6-10)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

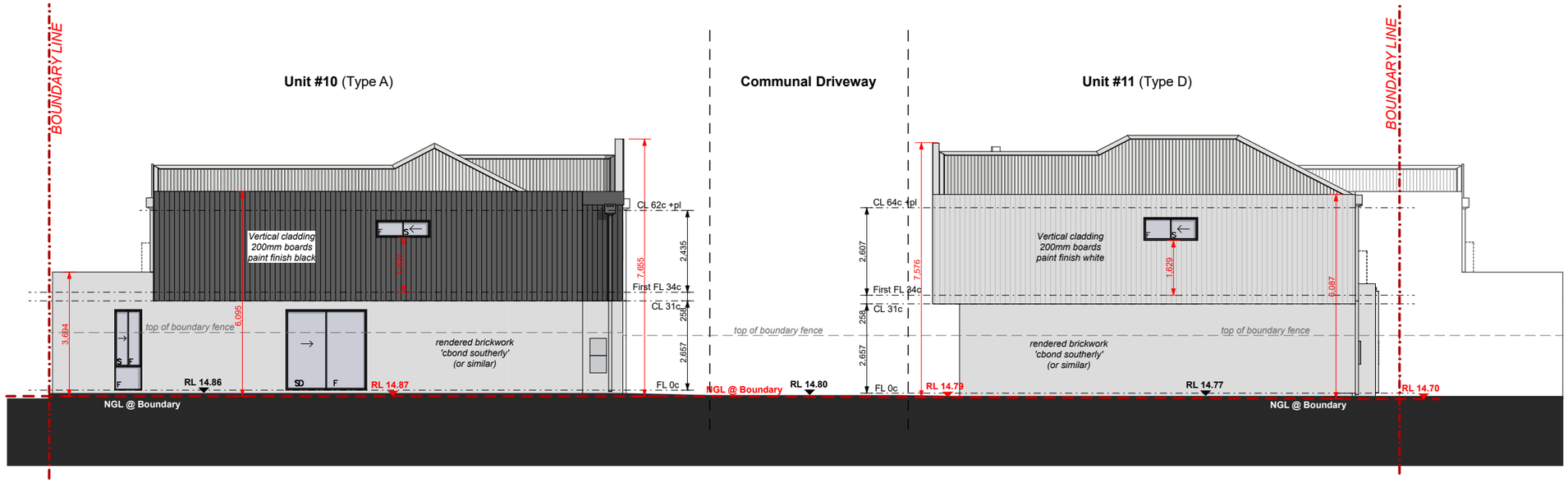
CLIENT

CLIENT

BUILDER

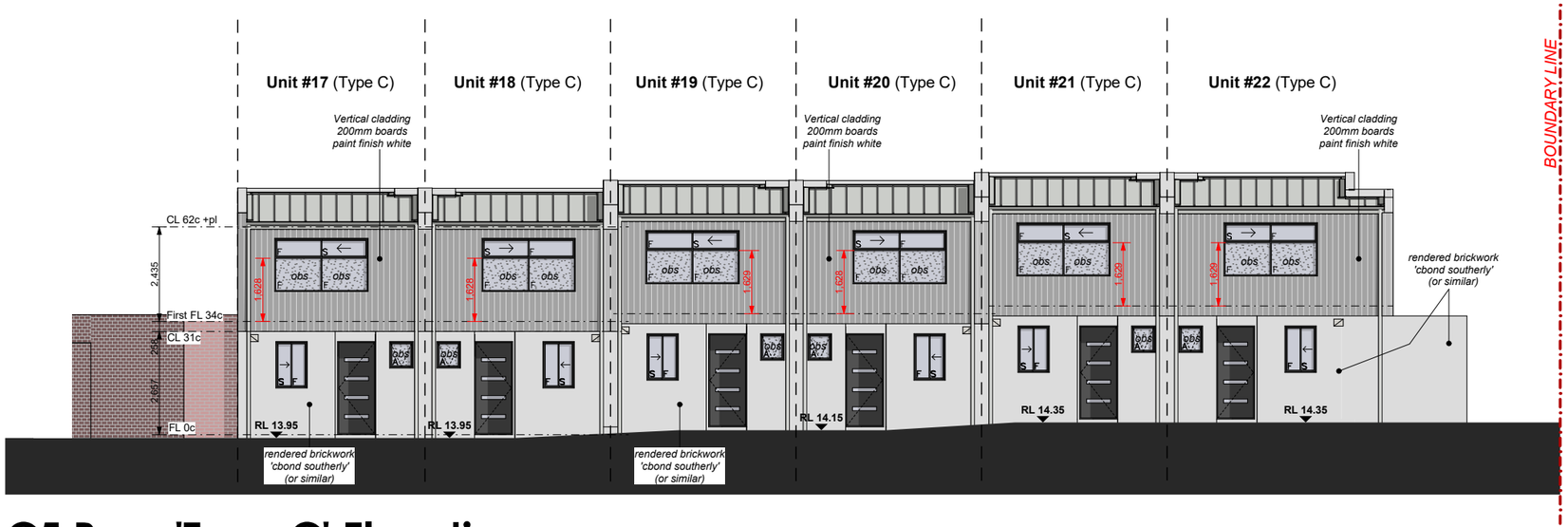
Master Elevations

SCALE: 1:150



C3 South Street Elevation

SCALE: 1:150



C5 Rear 'Type C' Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

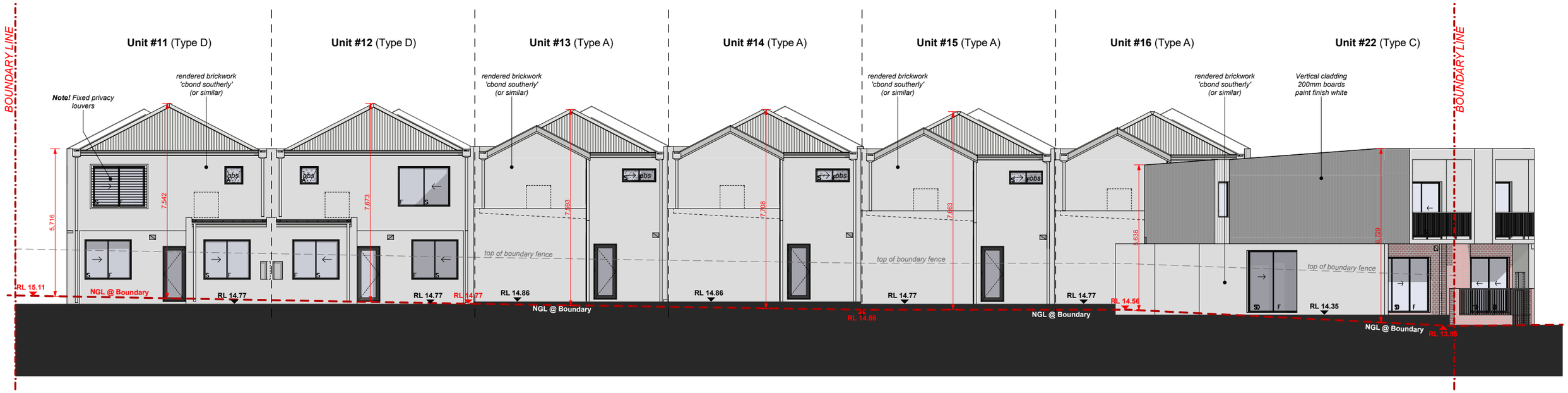
CLIENT

CLIENT

BUILDER

Master Elevations

SCALE: 1:150



C4 East Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

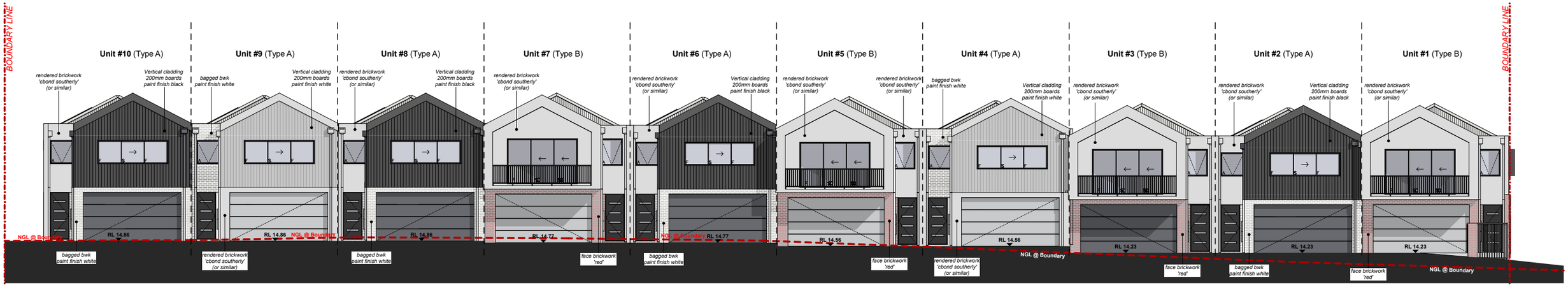
CLIENT

CLIENT

BUILDER

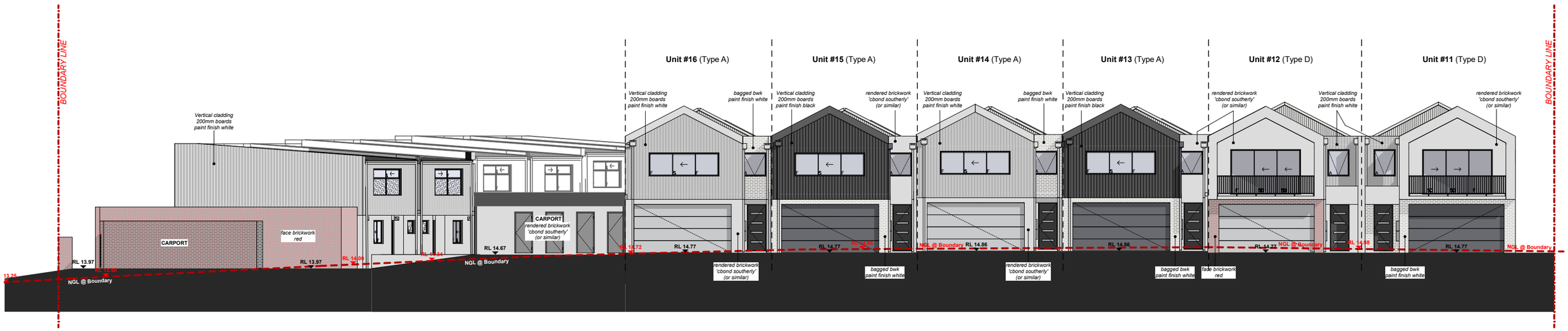
Master Elevations

SCALE: 1:200



Communal Drive Overall (Units 1-10)

SCALE: 1:200



Communal Drive Overall (Units 11-16)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

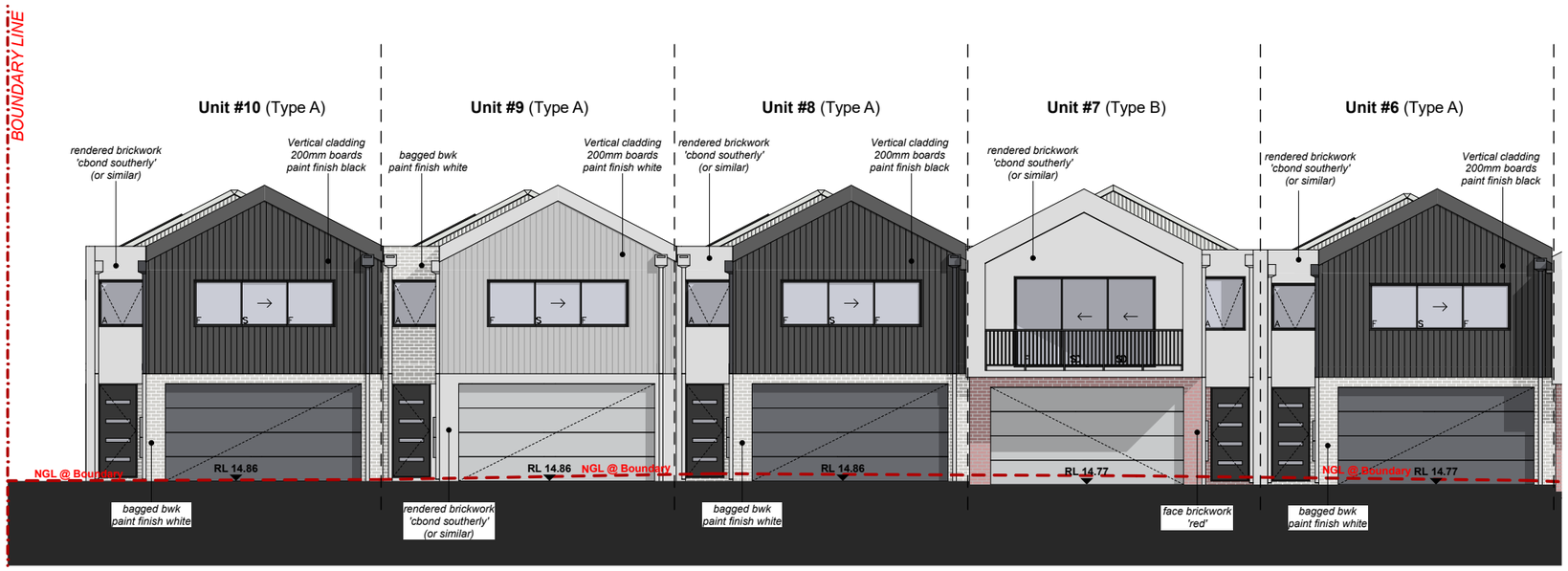
CLIENT

CLIENT

BUILDER

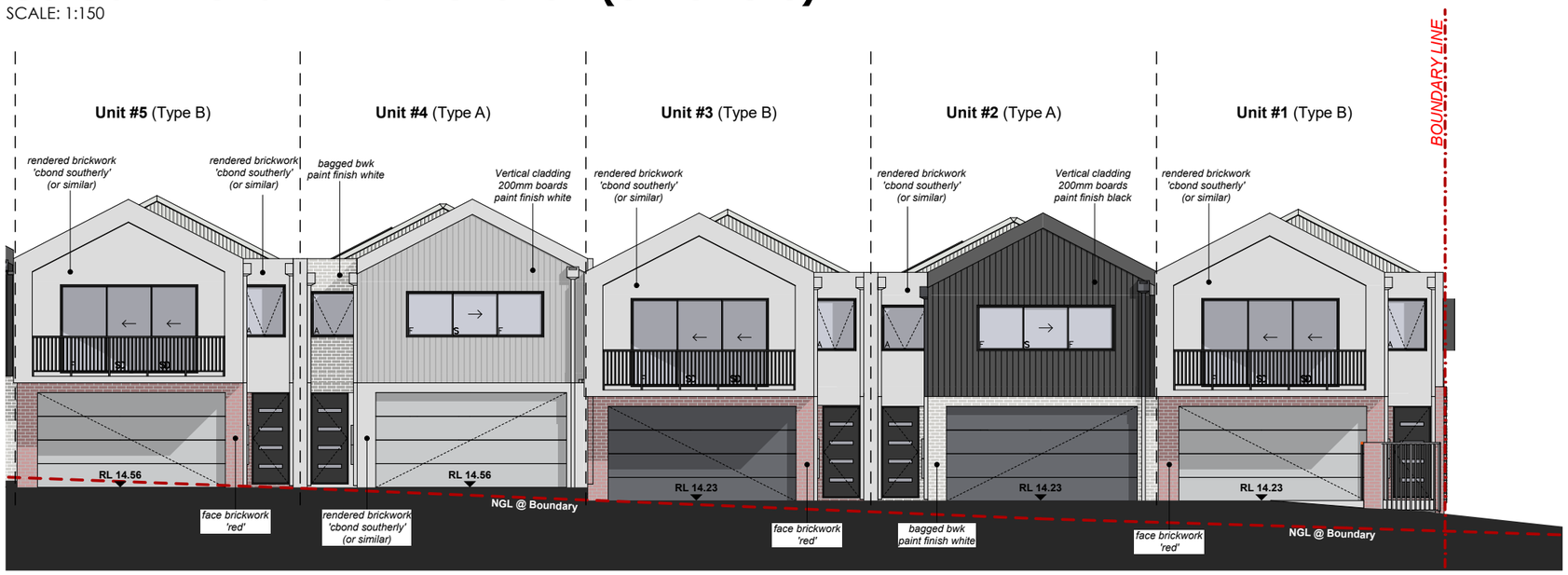
Master Elevations

SCALE: 1:150



C6 Communal Drive Elevation (Units 10-6)

SCALE: 1:150



C6 Communal Drive Elevation (Units 5-1)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

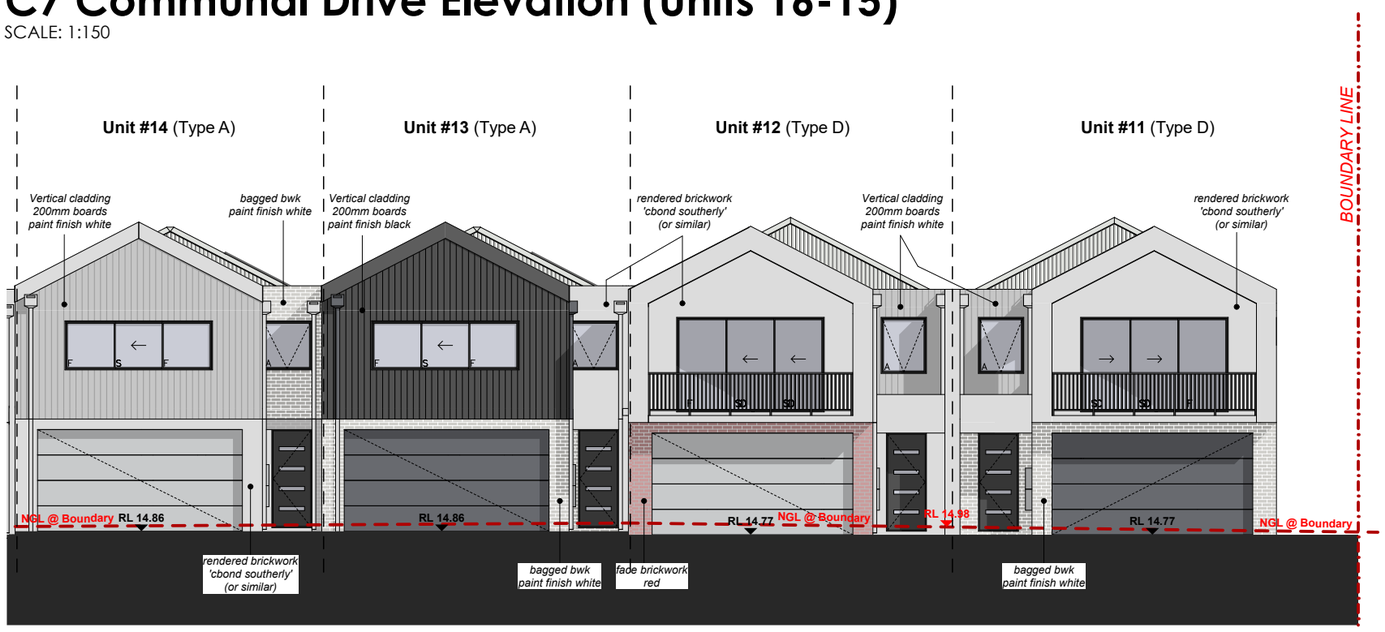
BUILDER

Master Elevations

SCALE: 1:150

C7 Communal Drive Elevation (Units 16-15)

SCALE: 1:150



C7 Communal Drive Elevation (Units 14-11)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

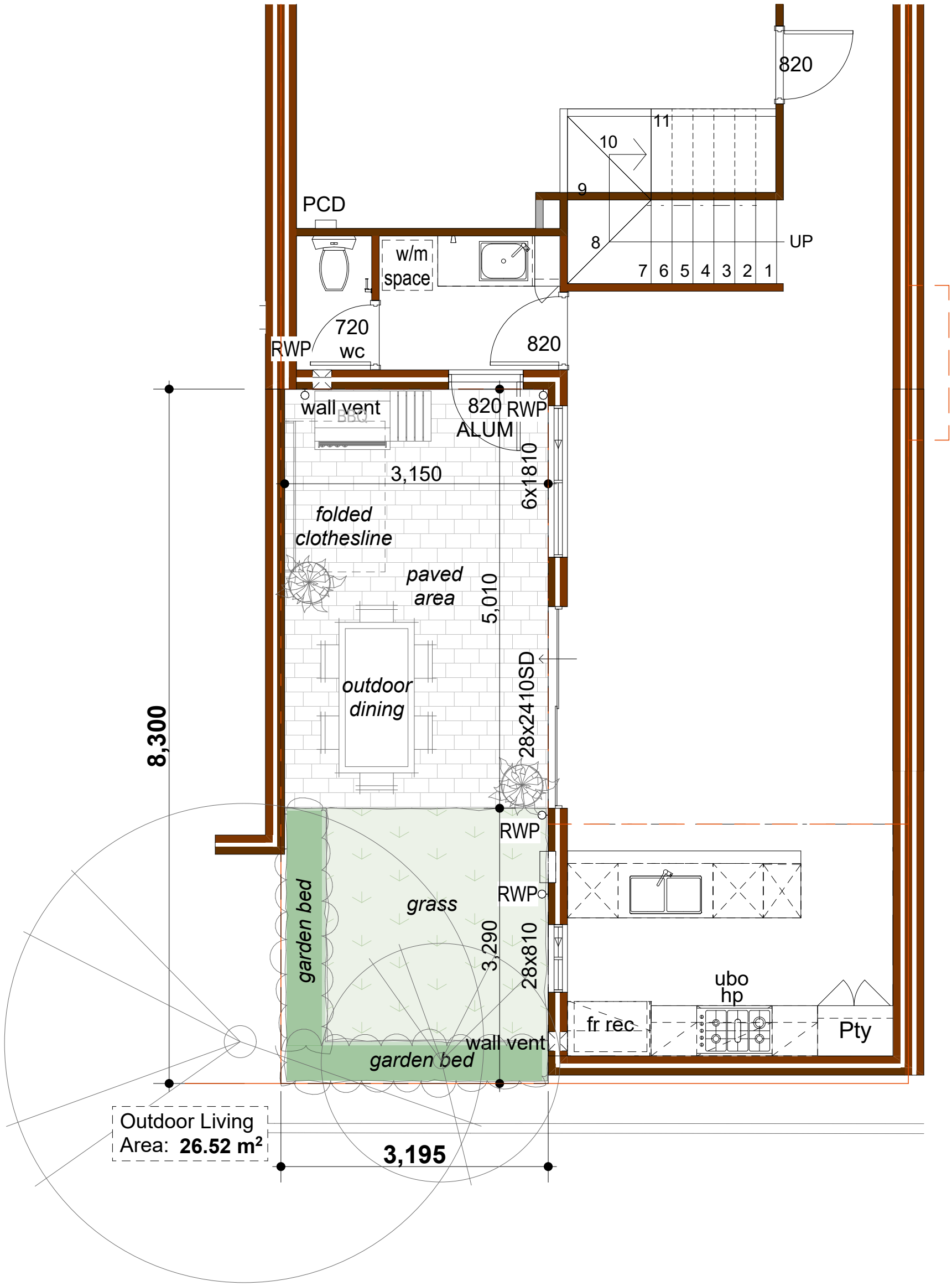
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

TYPE 'A' OLA



OUTDOOR LIVING AREA

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

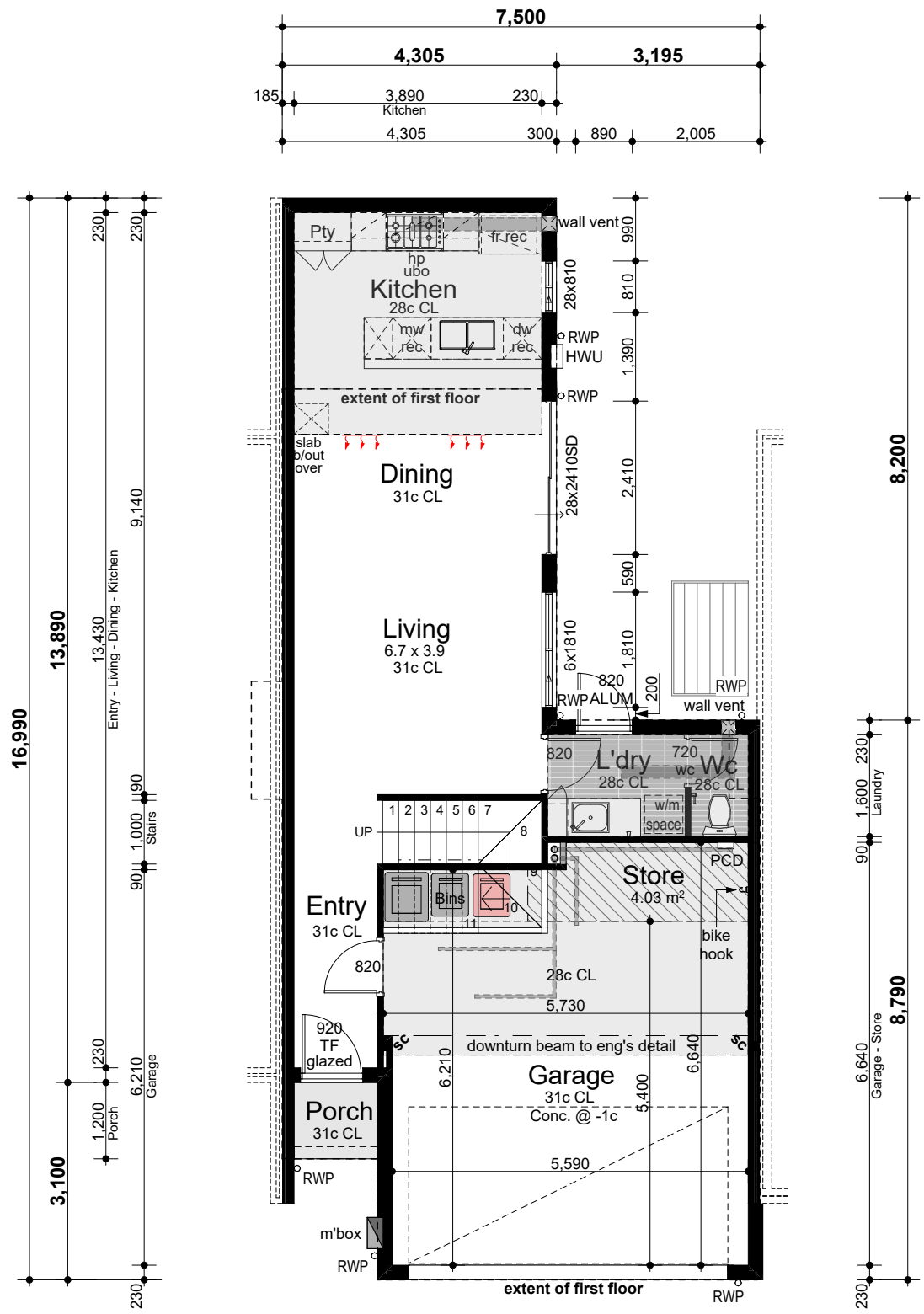
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

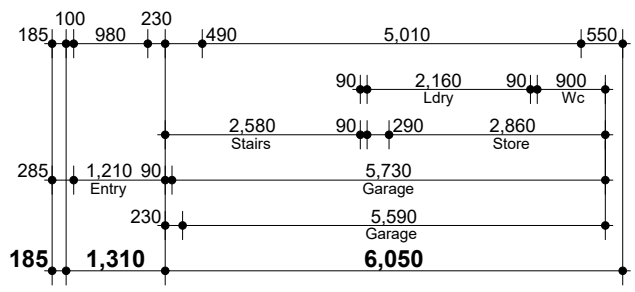
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	85.72m²
Garage	38.71m²
Porch	1.79m²
Total	**183.01m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

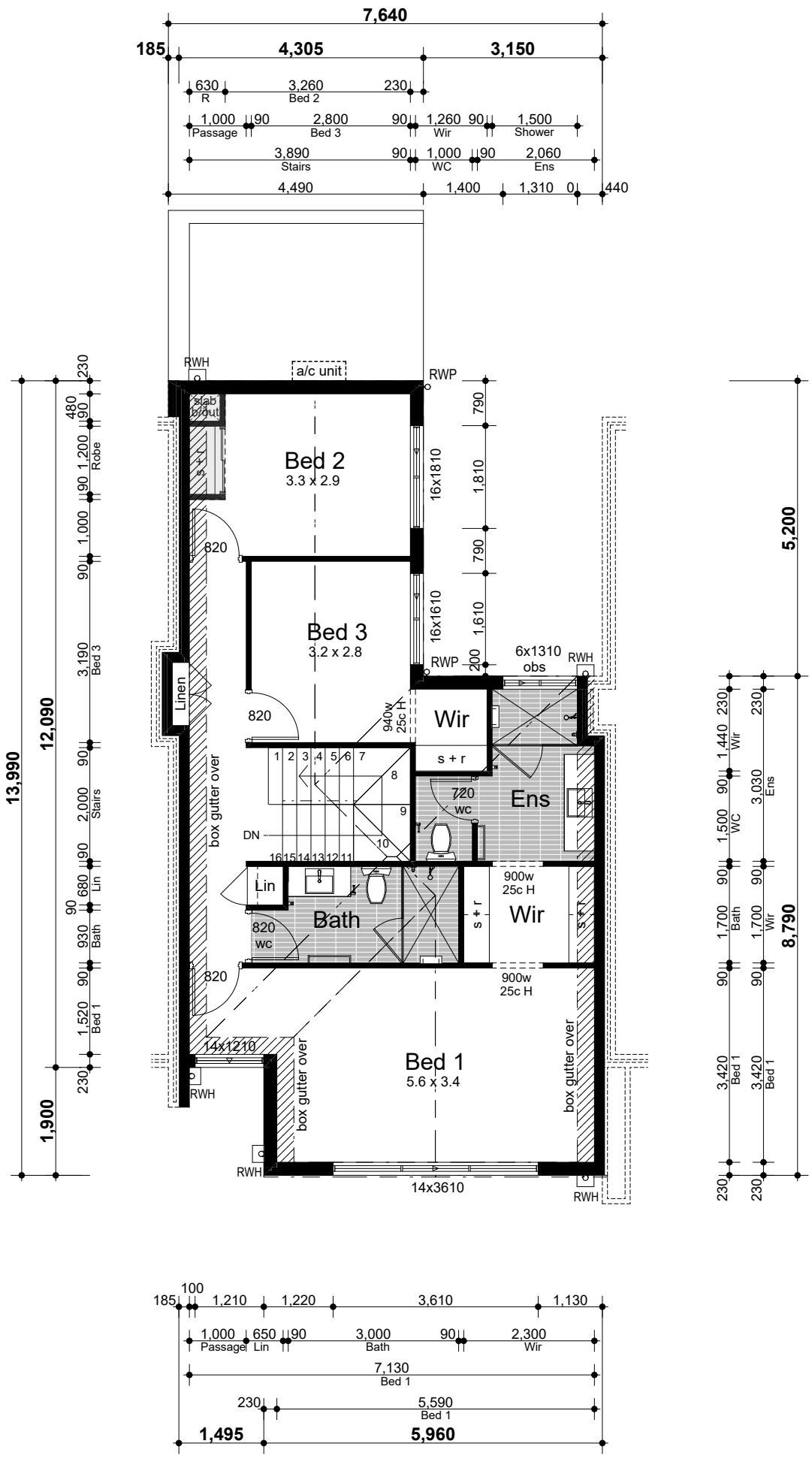
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

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BUILDER

UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

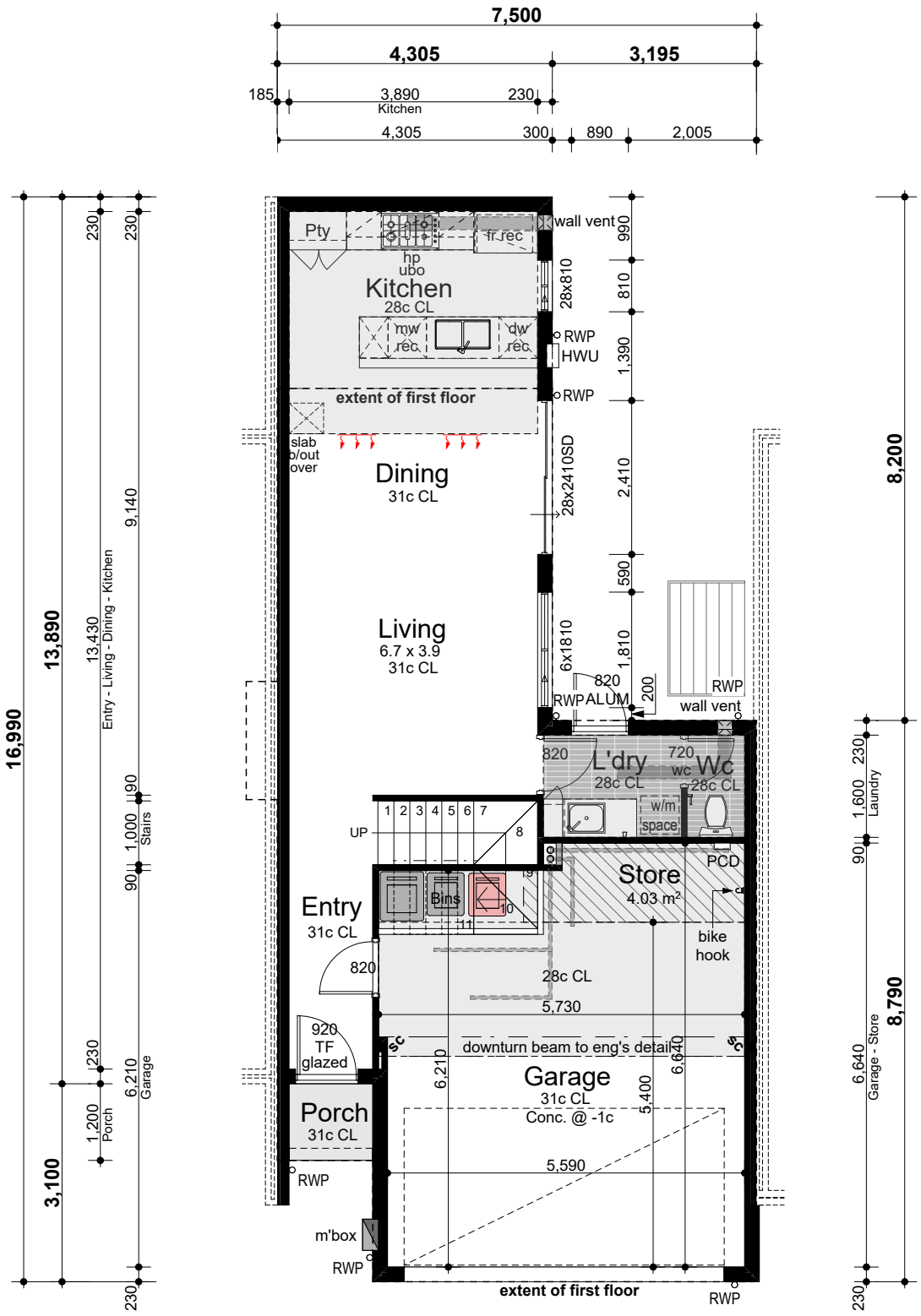
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

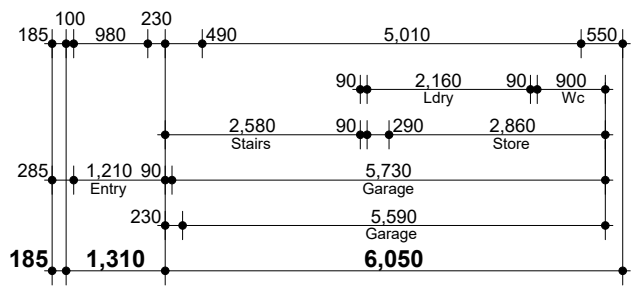
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	86.03m²
Garage	38.71m²
Porch	1.79m²
Total	**183.32m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

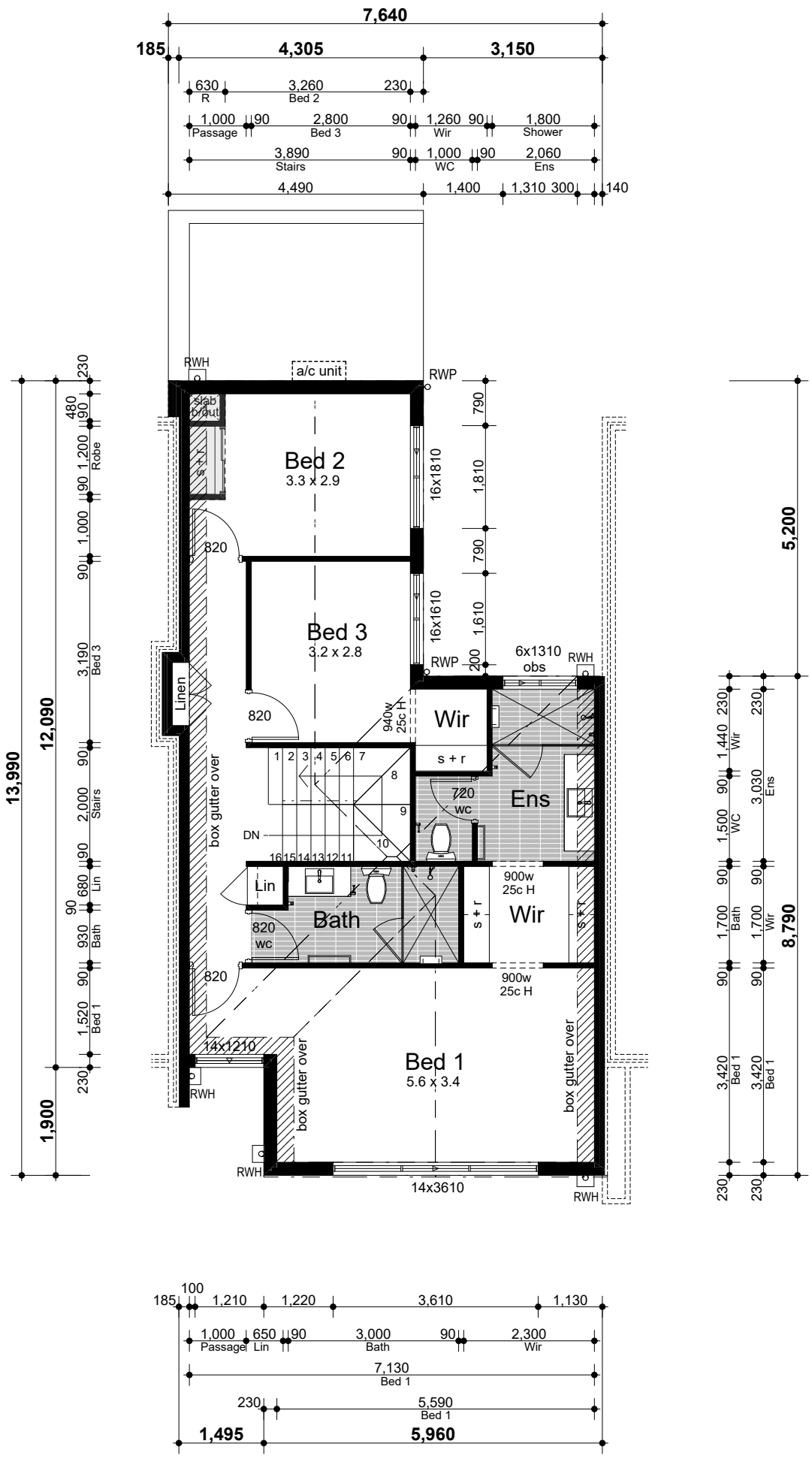
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

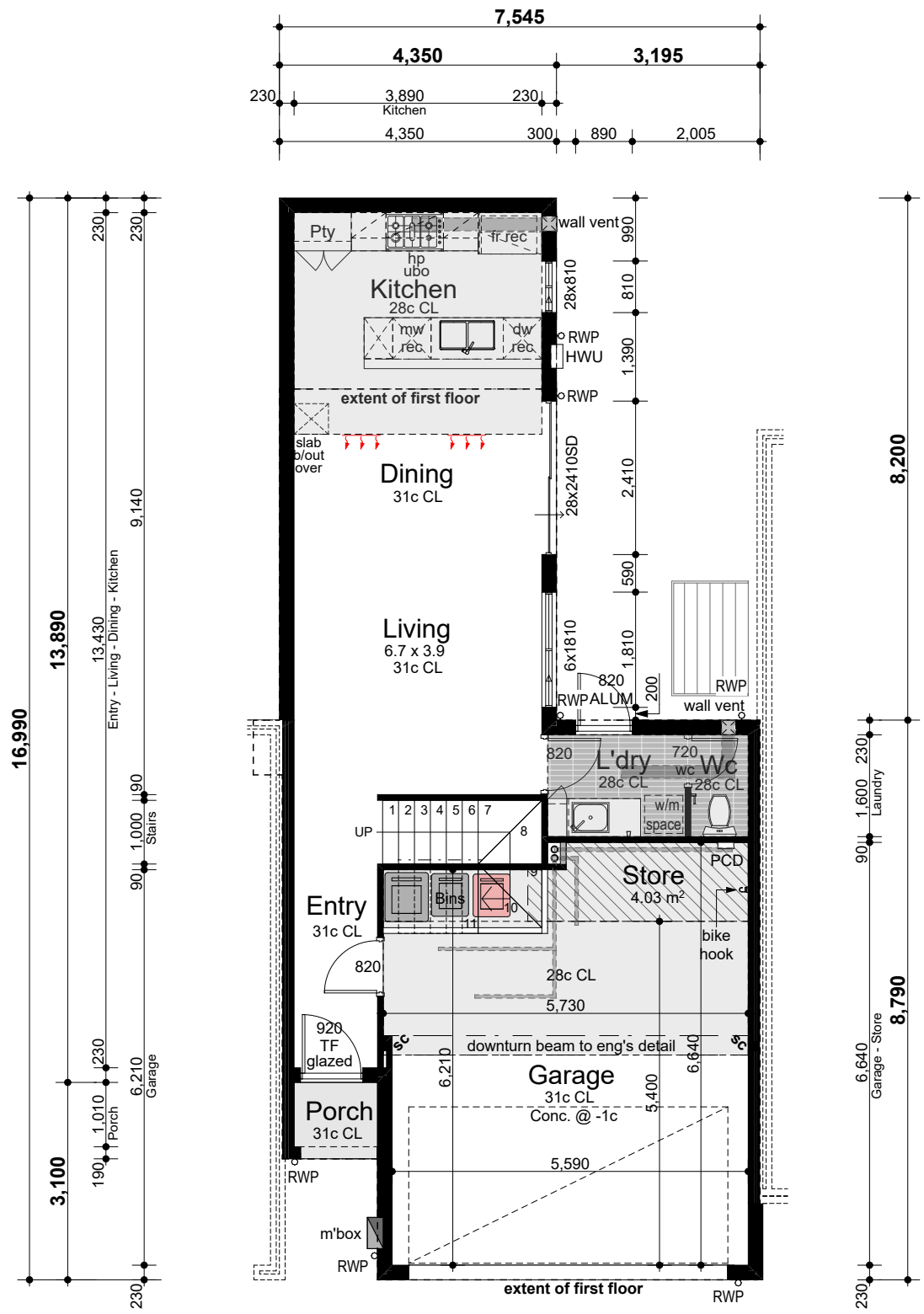
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

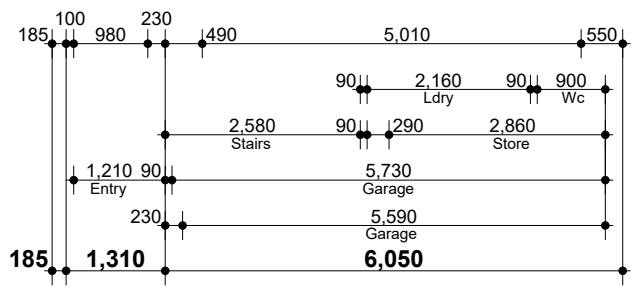
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	86.02m²
Garage	38.71m²
Porch	1.79m²
Total	**183.68m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

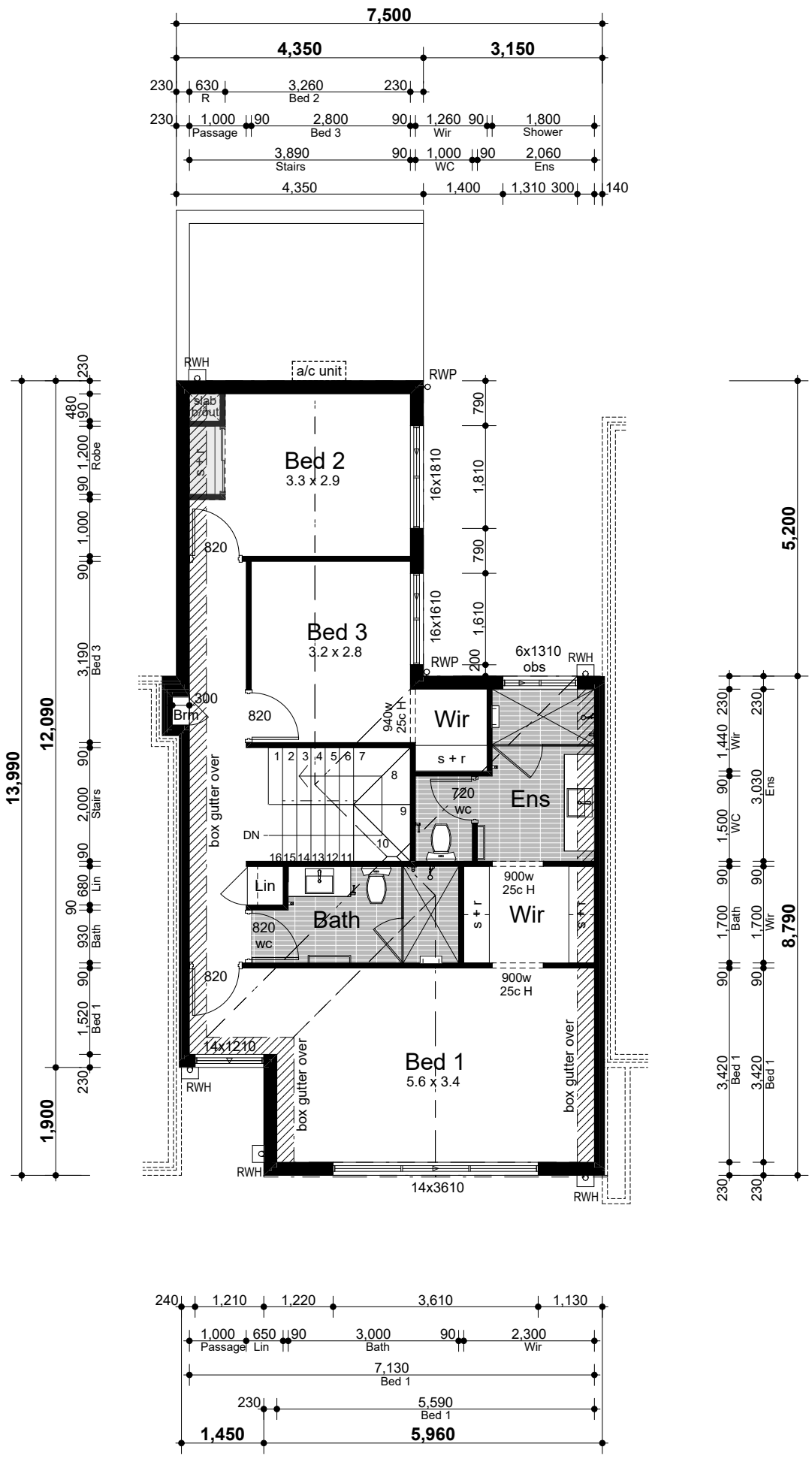
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

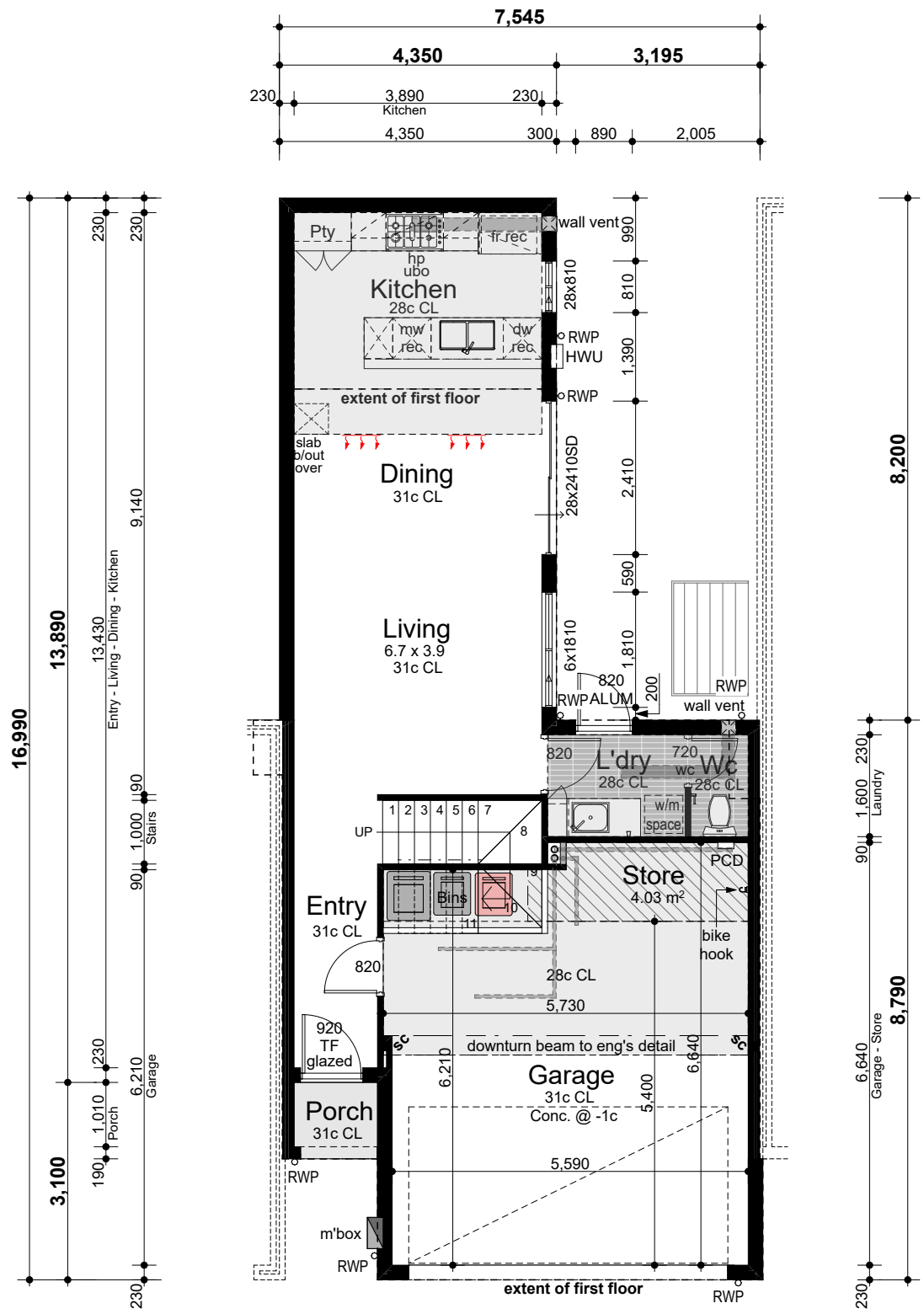
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

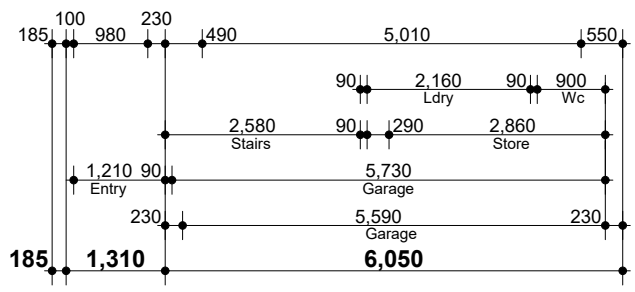
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	85.79m²
Garage	38.74m²
Porch	1.79m²
Total	**183.48m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

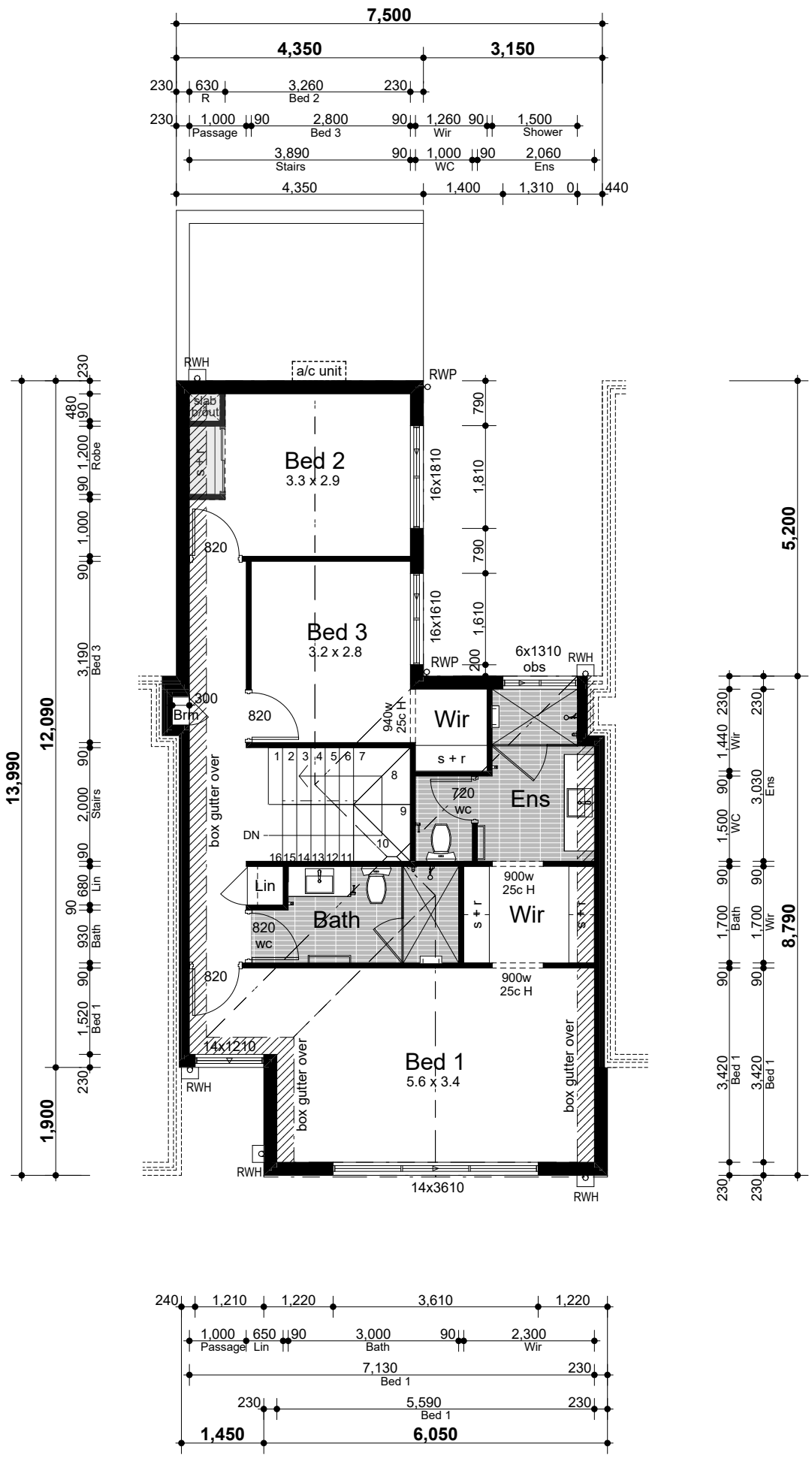
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

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BUILDER

UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

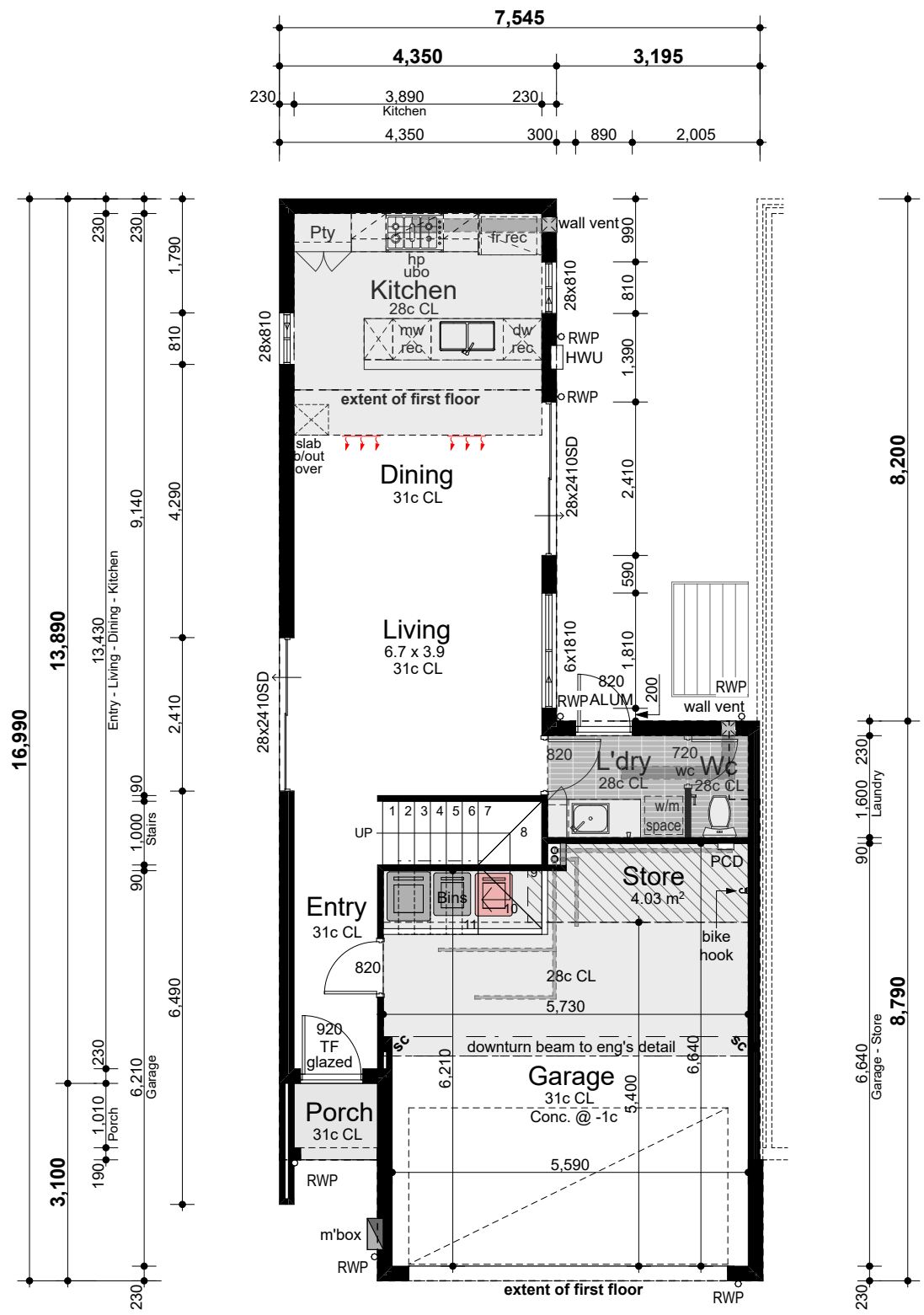
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

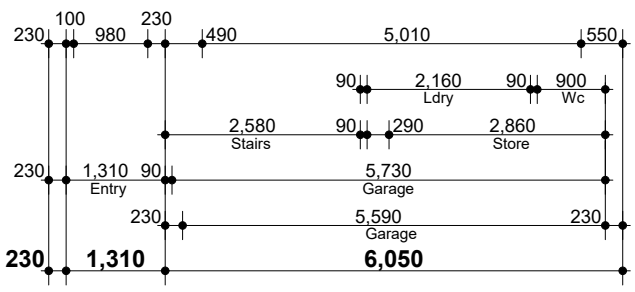
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.41m²
First floor	85.79m²
Garage	38.74m²
Porch	1.85m²
Total	**183.79m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

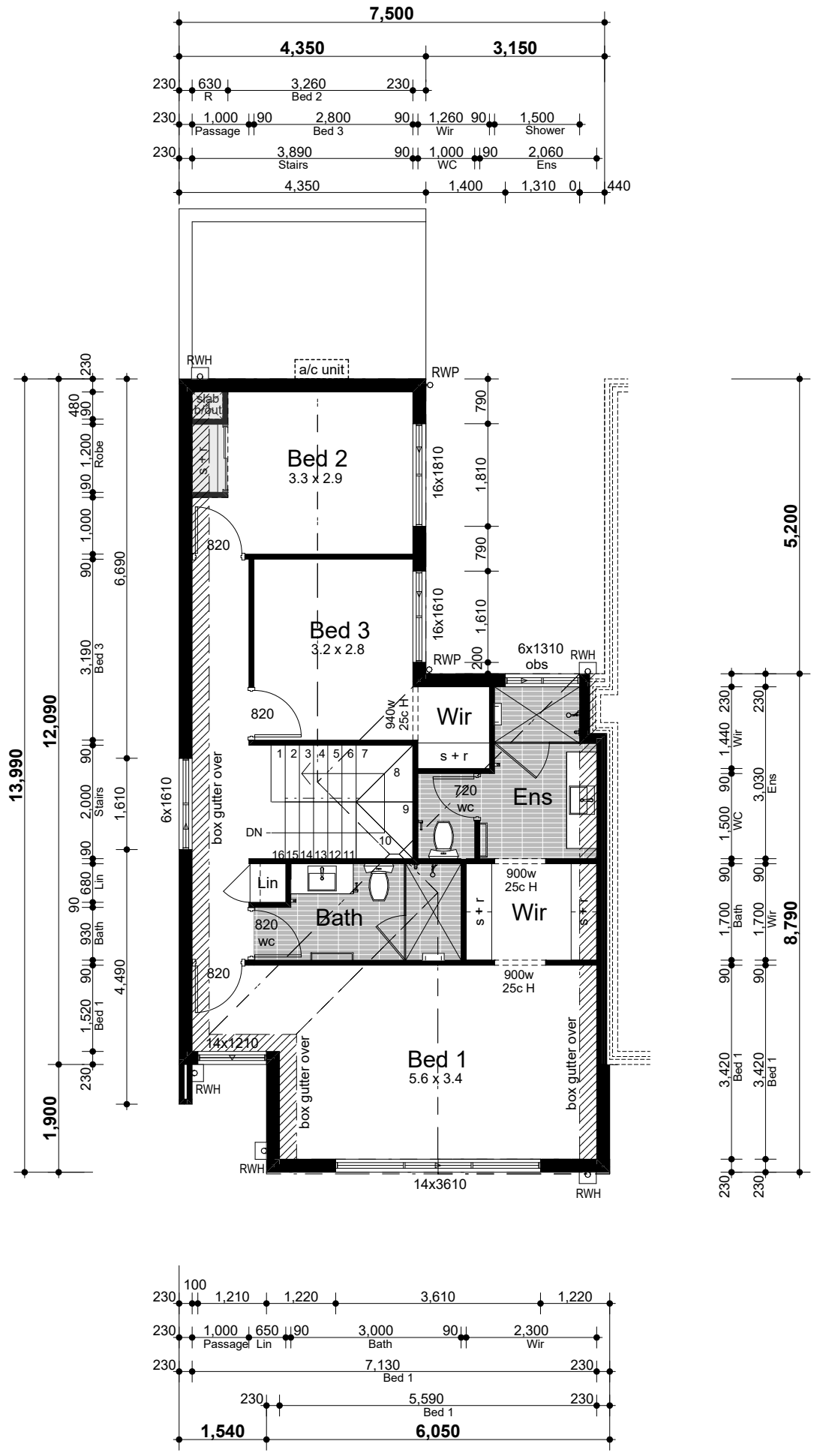
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

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BUILDER

UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

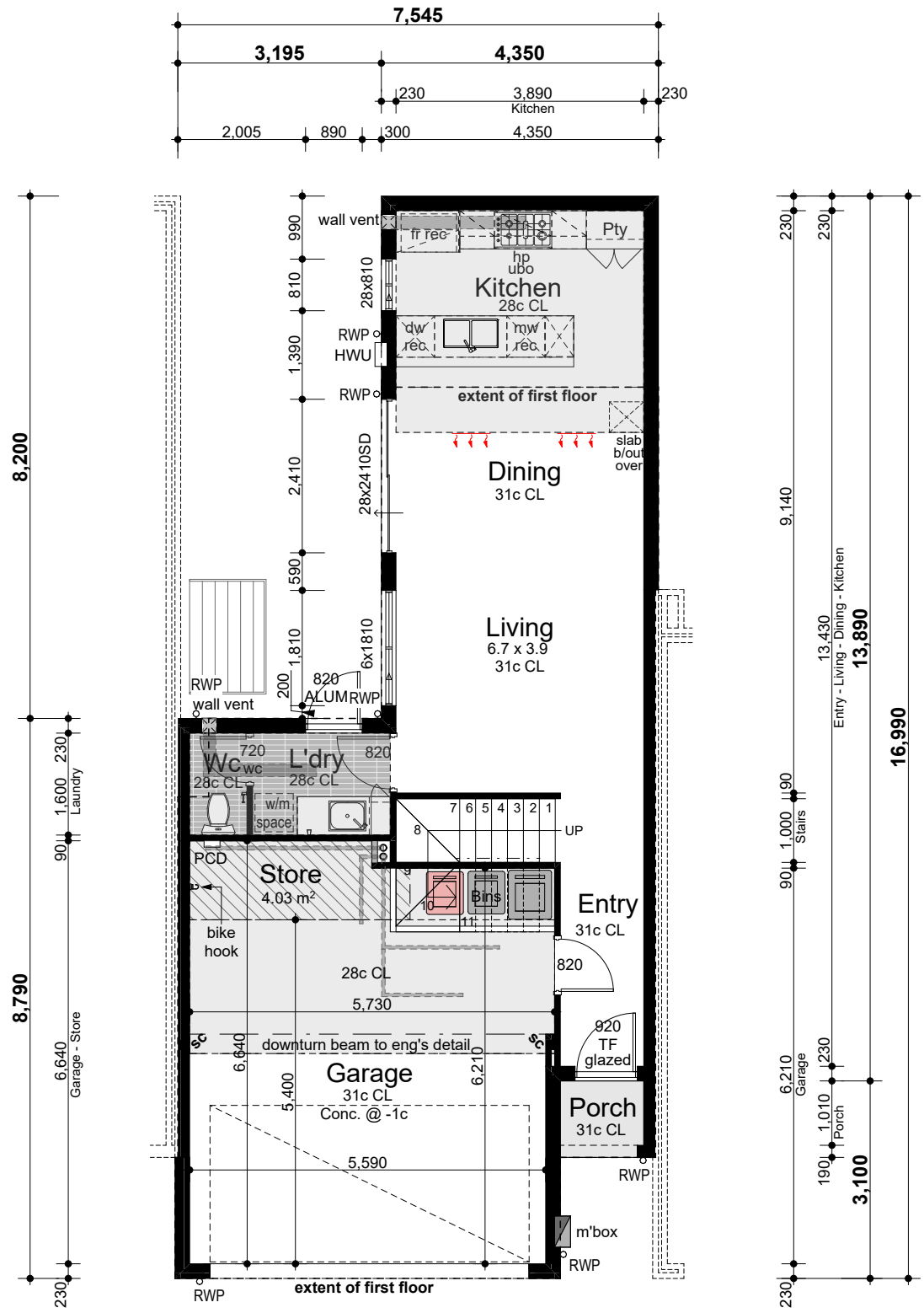
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

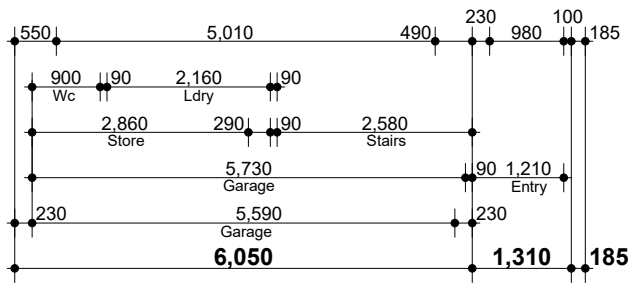
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.07m²
First floor	85.39m²
Garage	38.74m²
Porch	1.79m²
Total	**182.99m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

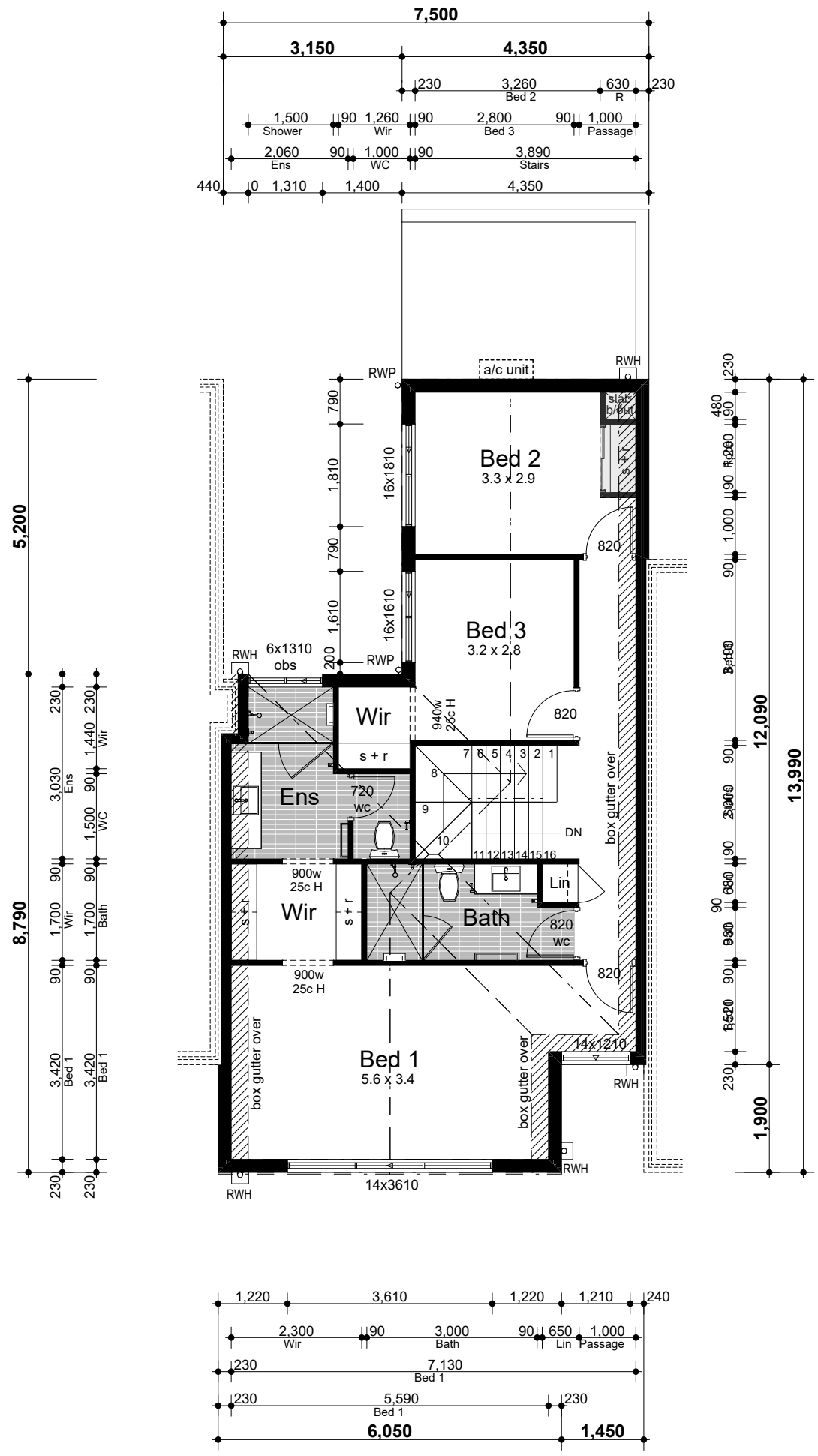
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

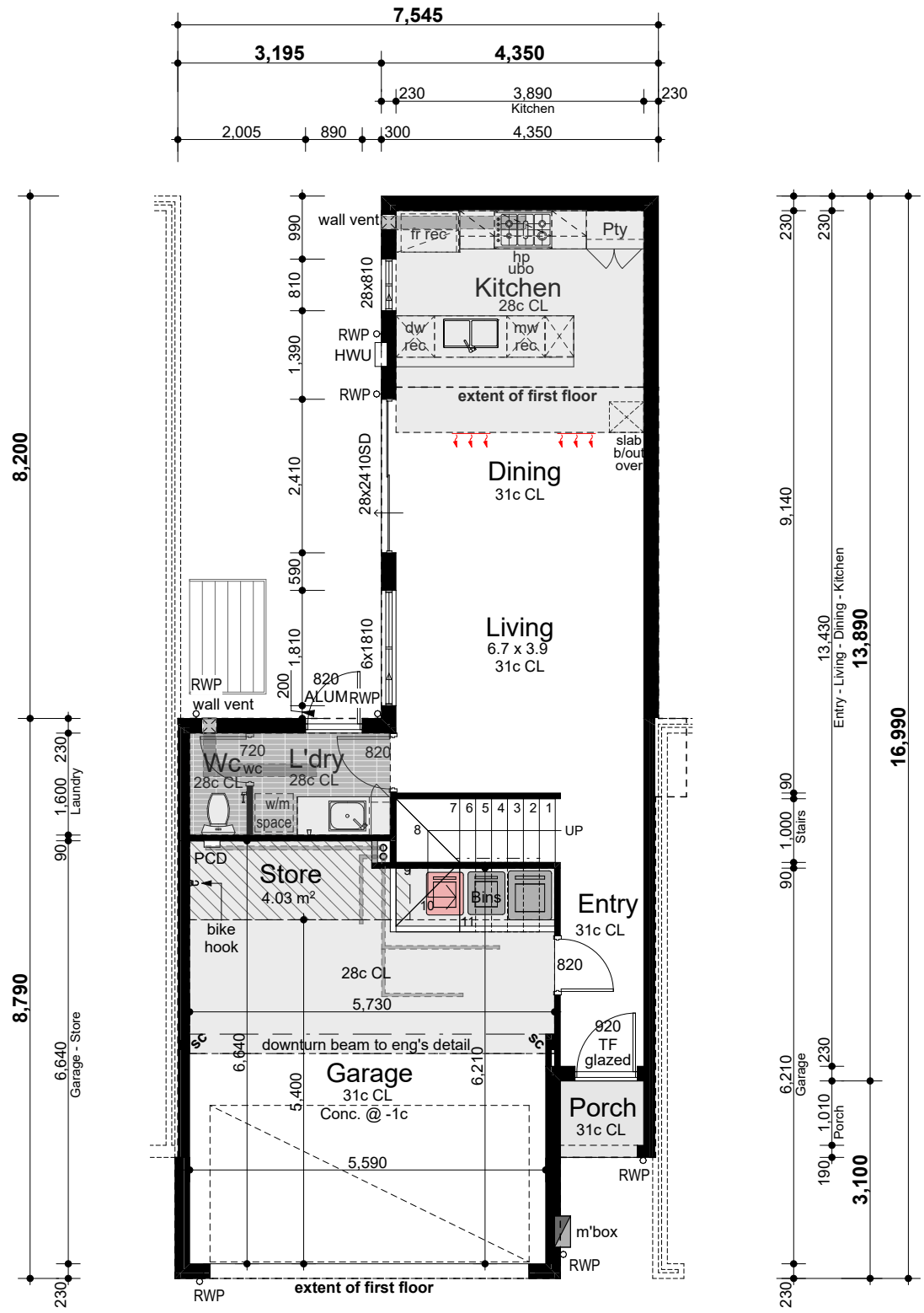
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

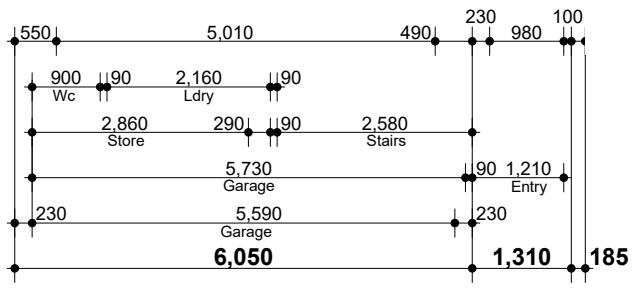
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.16m²
First floor	86.11m²
Garage	38.63m²
Porch	1.57m²
Total	**182.47m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

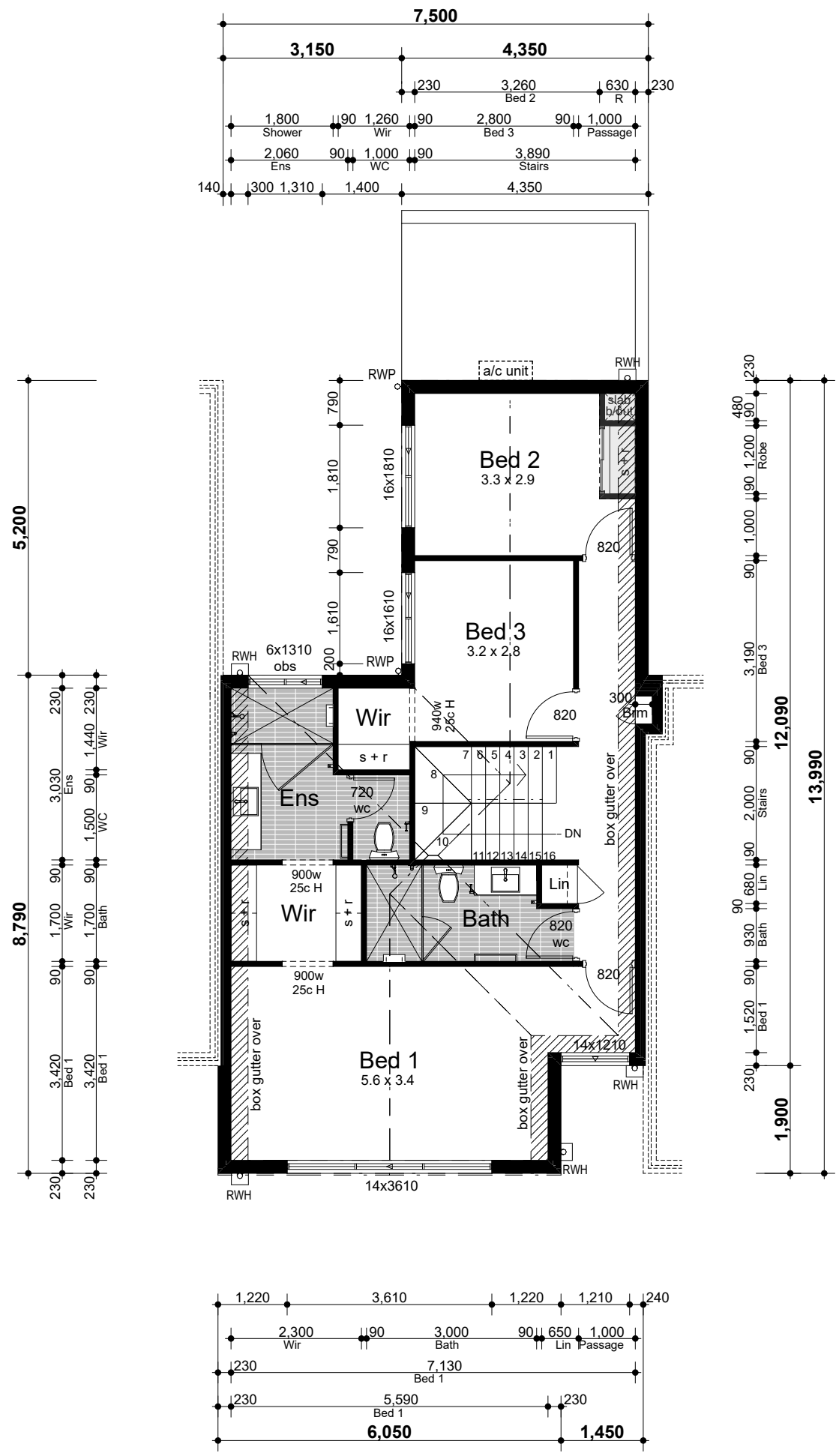
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

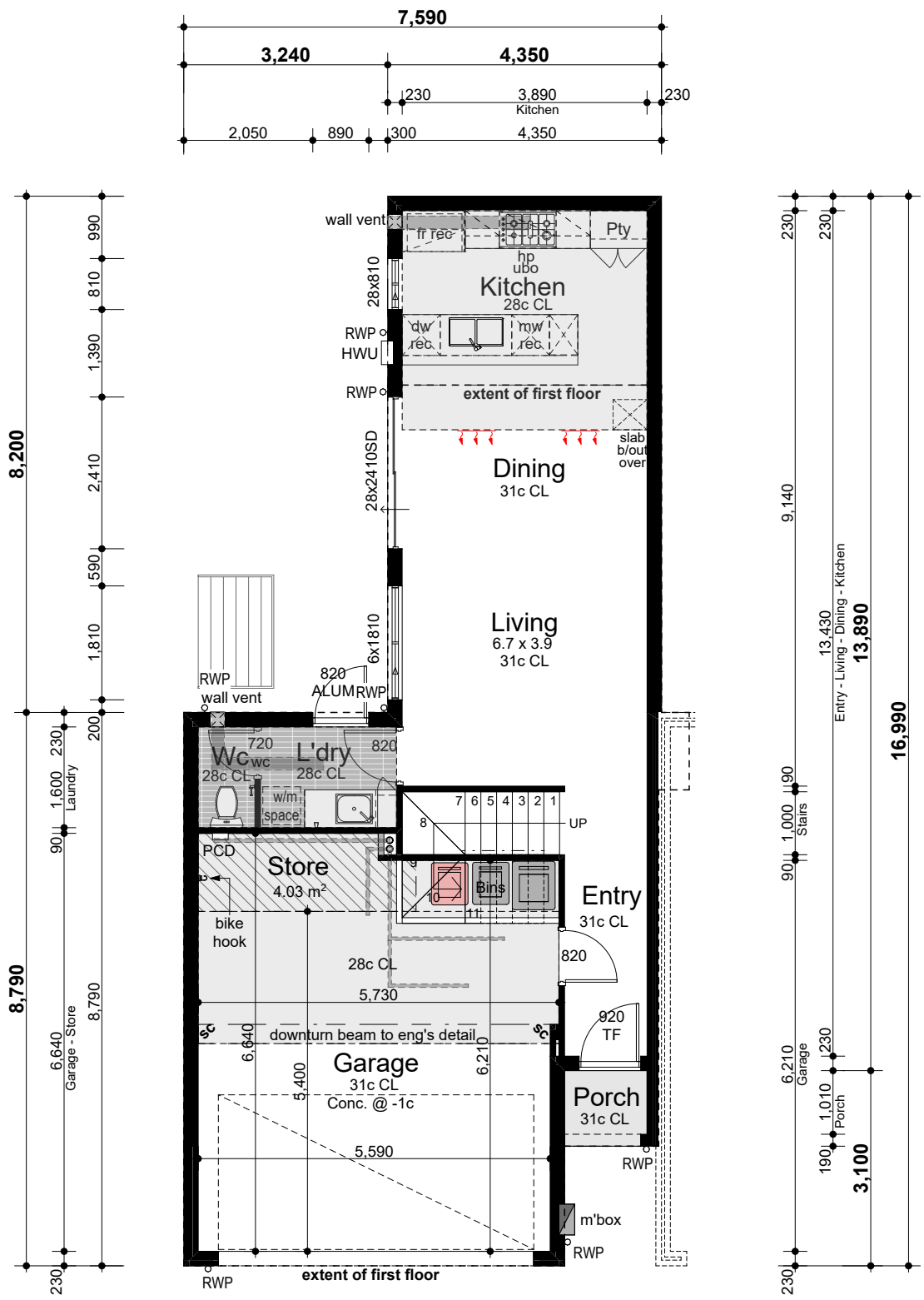
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

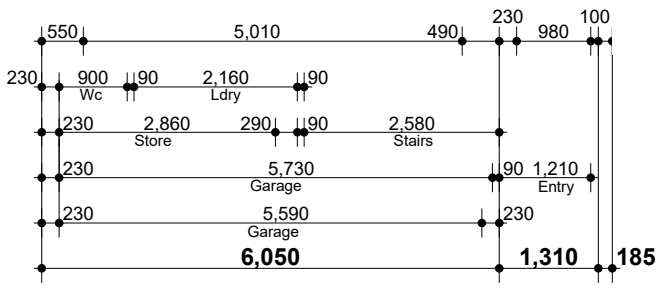
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



	57.24m²
or	86.42m²
	38.96m²
	1.79m²
	184.41m²



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

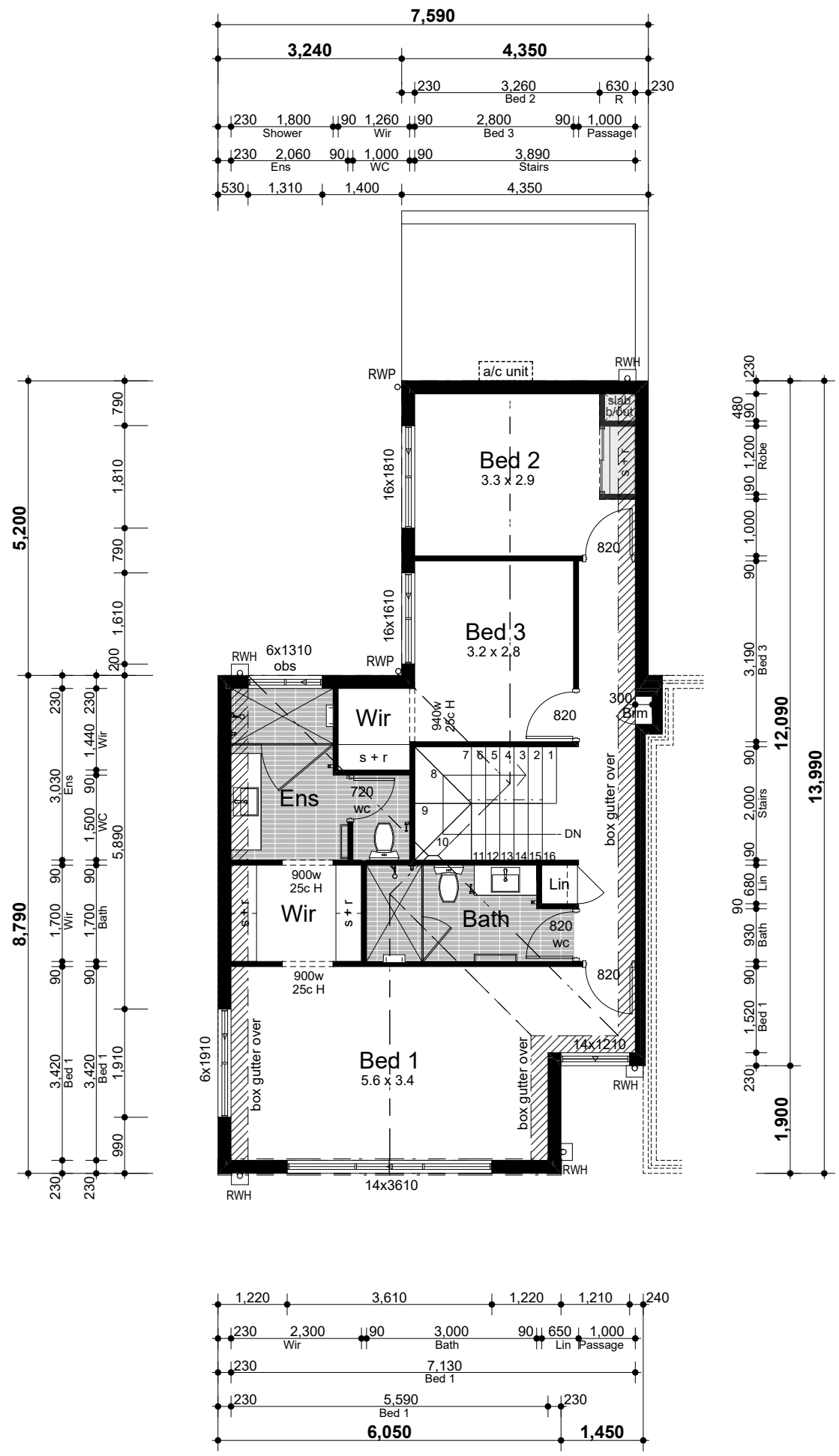
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

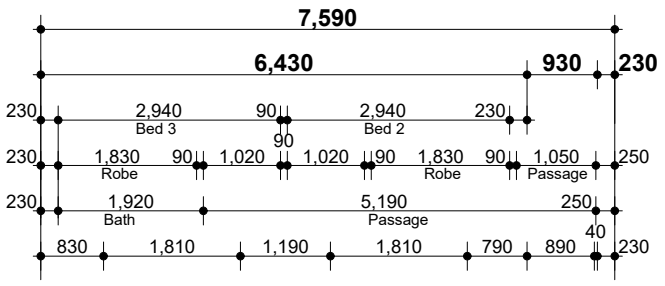
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

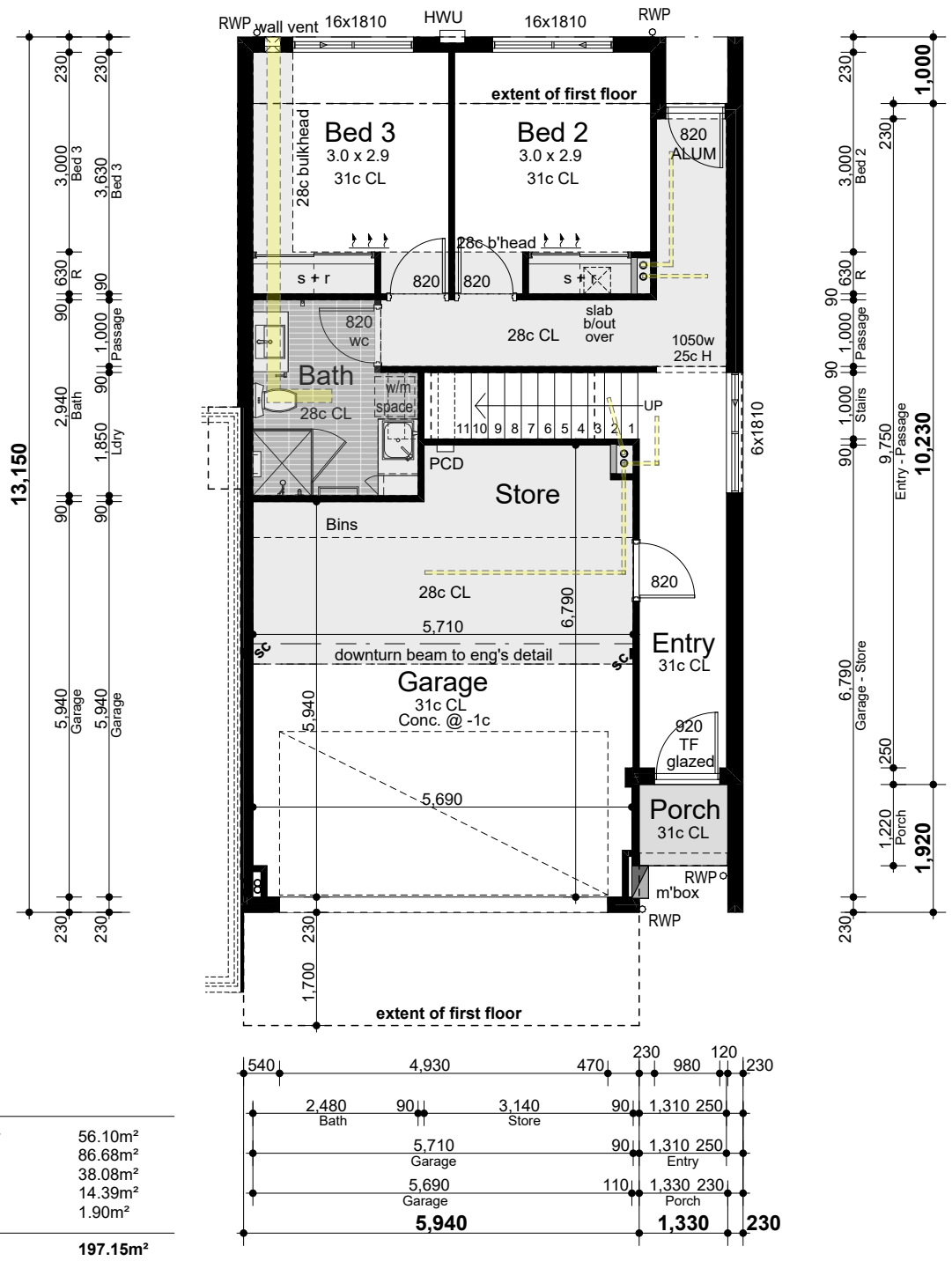
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	56.10m²
First floor	86.68m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.90m²
Total	**197.15m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

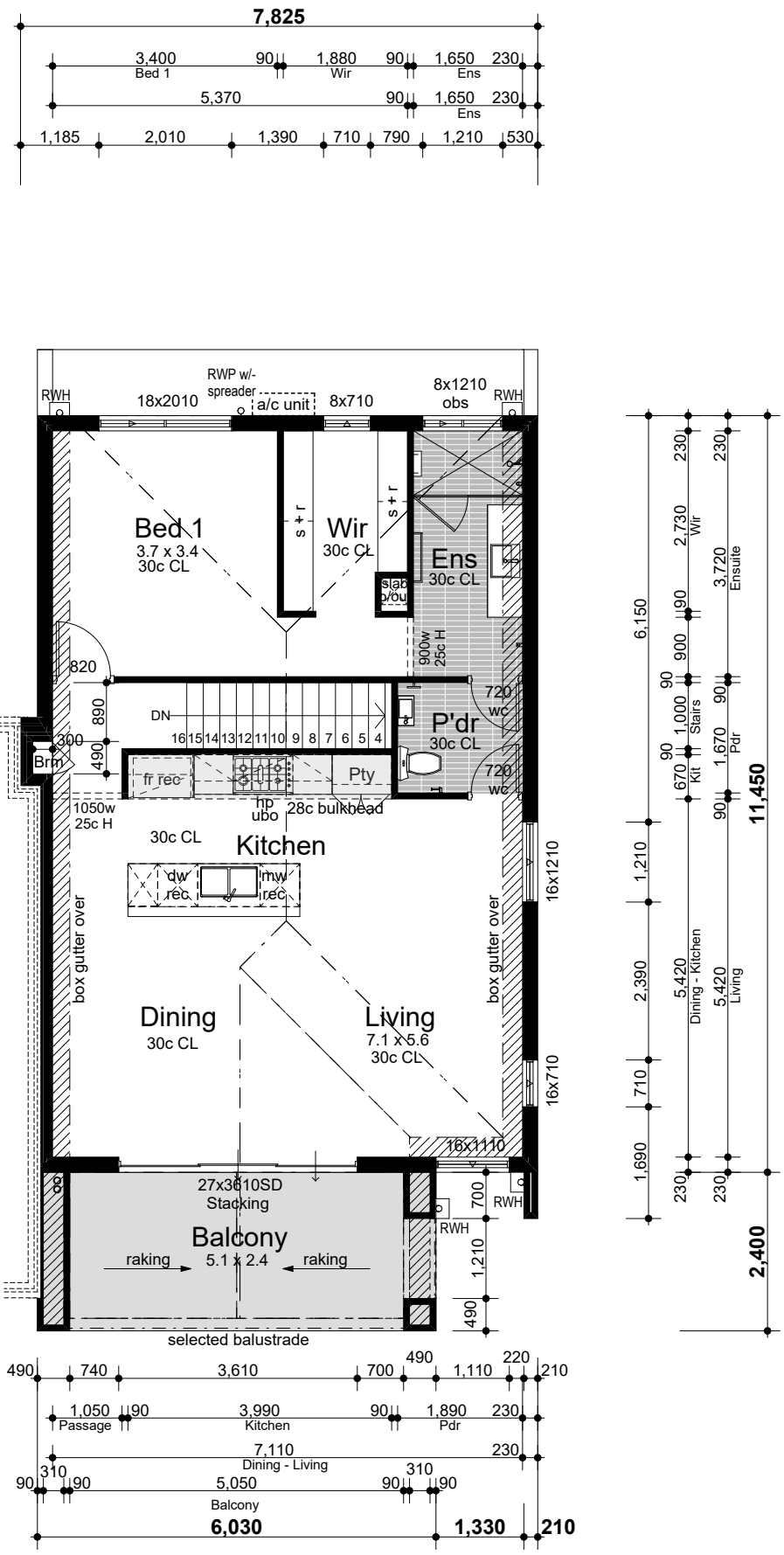
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

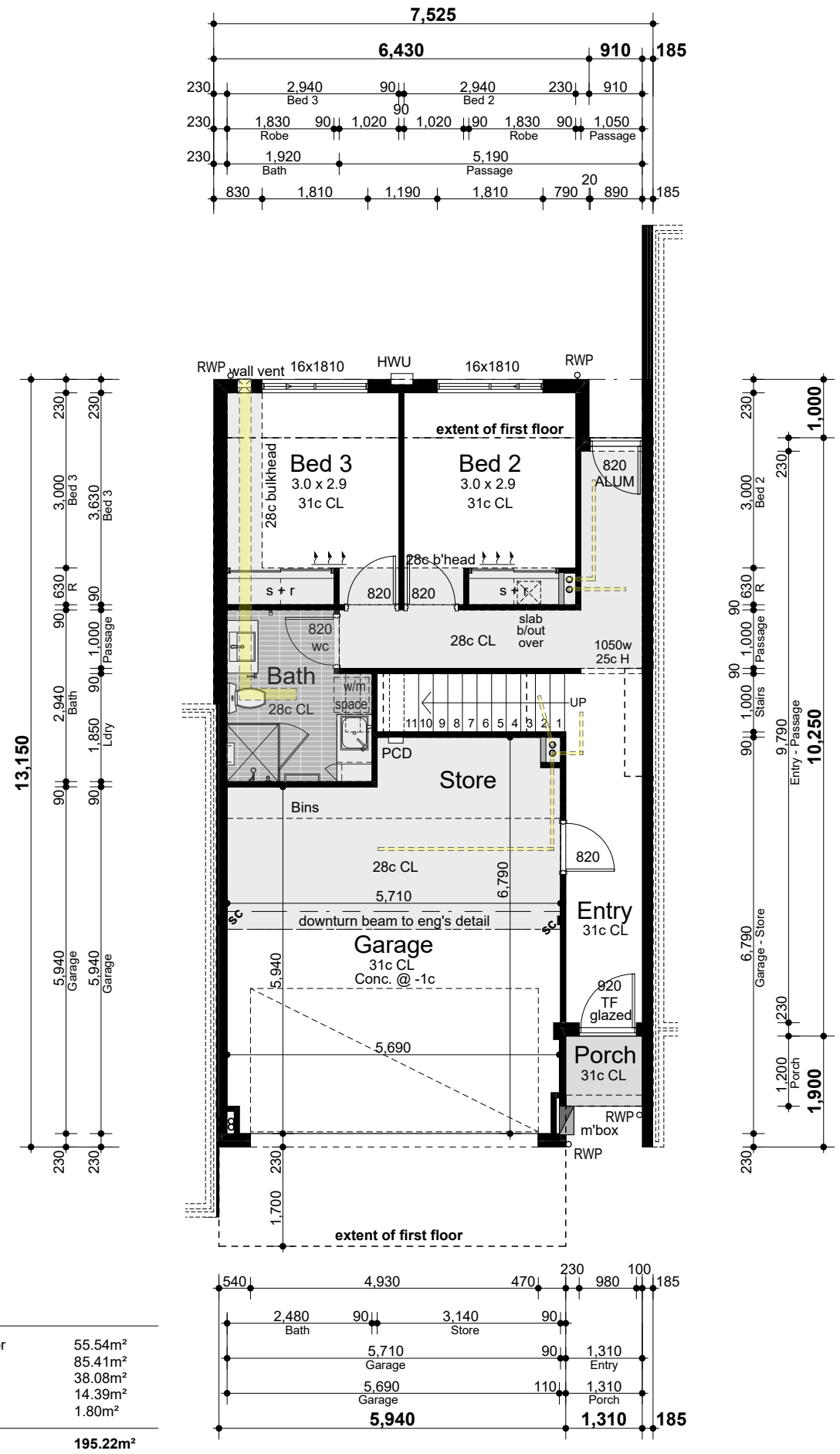
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	55.54m²
First floor	85.41m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.80m²
Total	**195.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

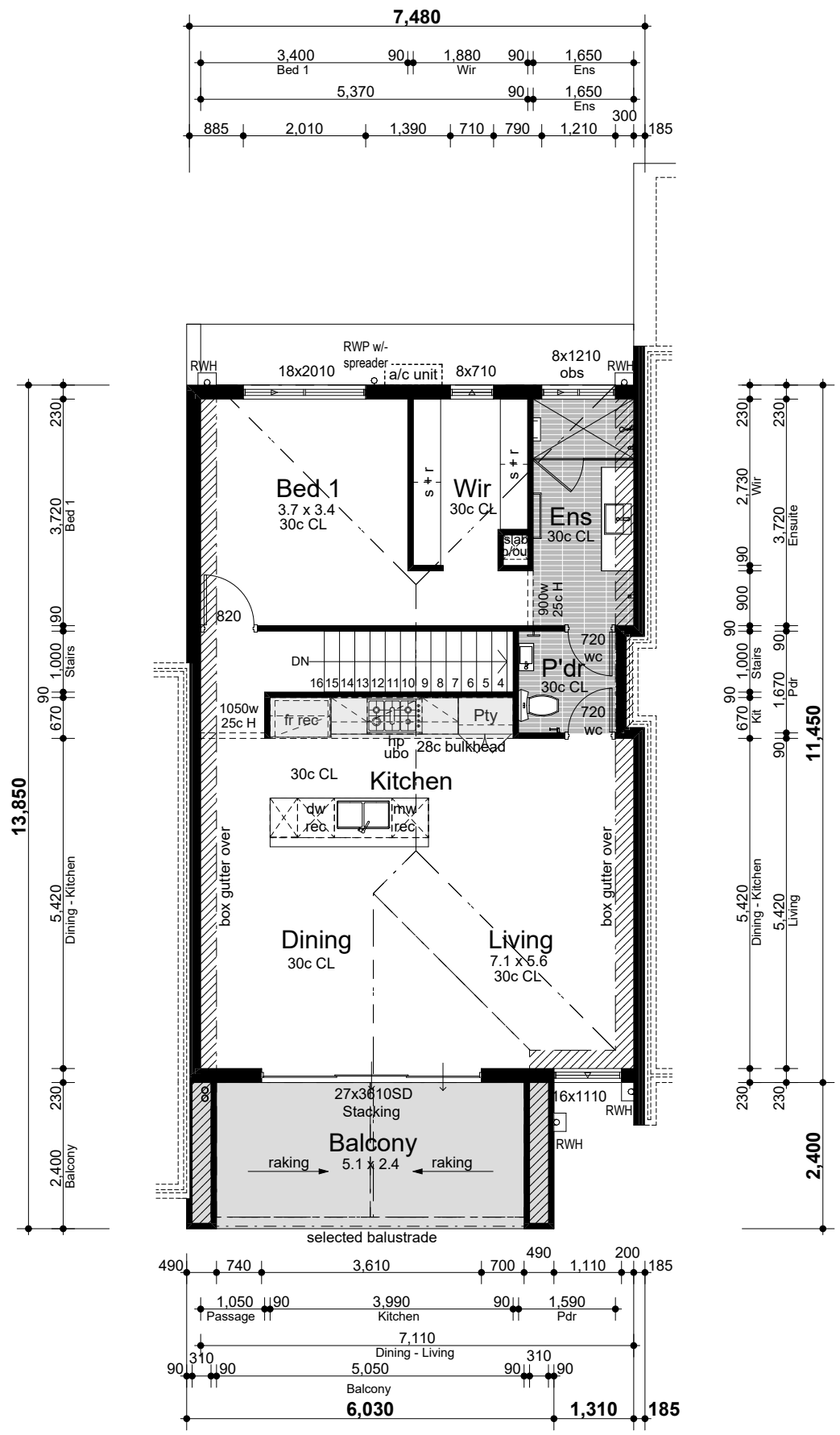
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 17 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

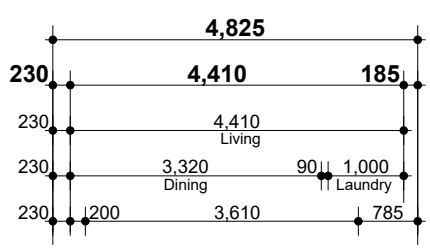
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

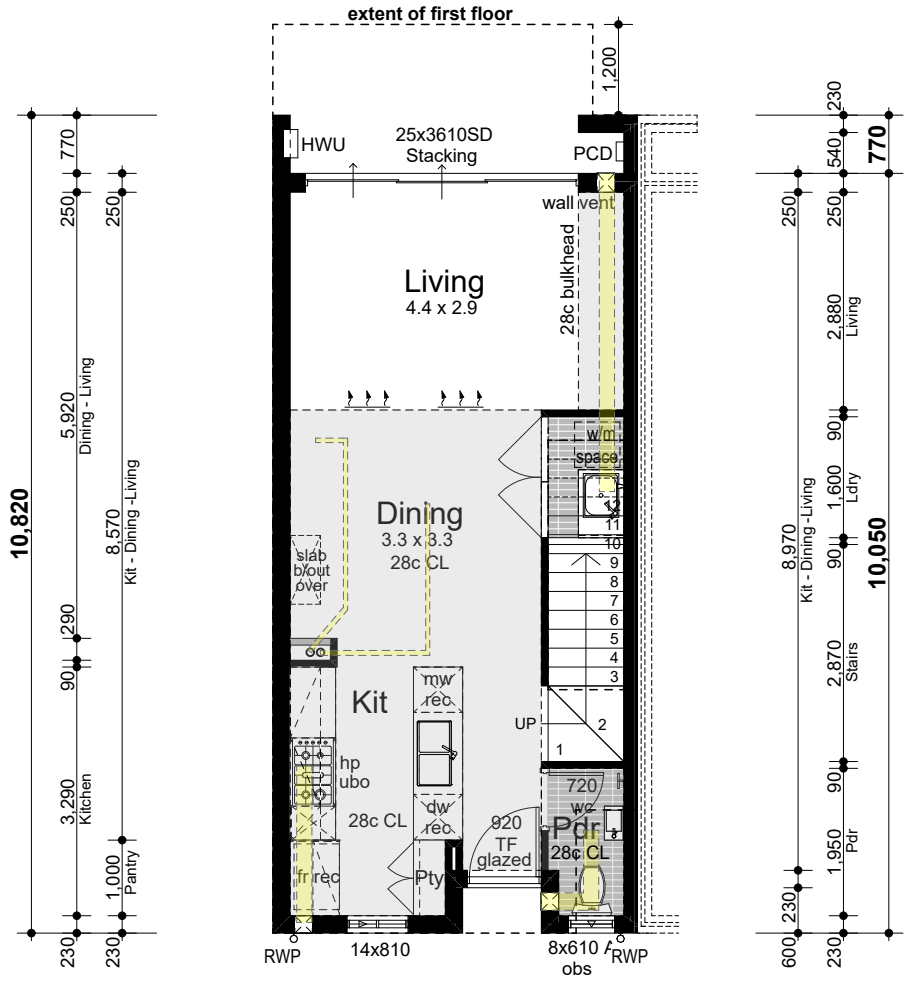
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

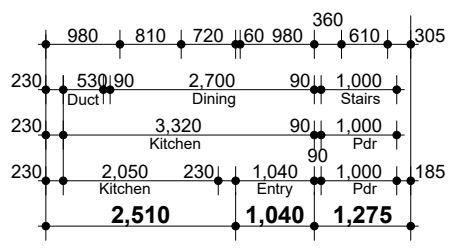
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	47.87m²
First floor	51.30m²
Balcony	5.08m²
Total	**104.25m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 17 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

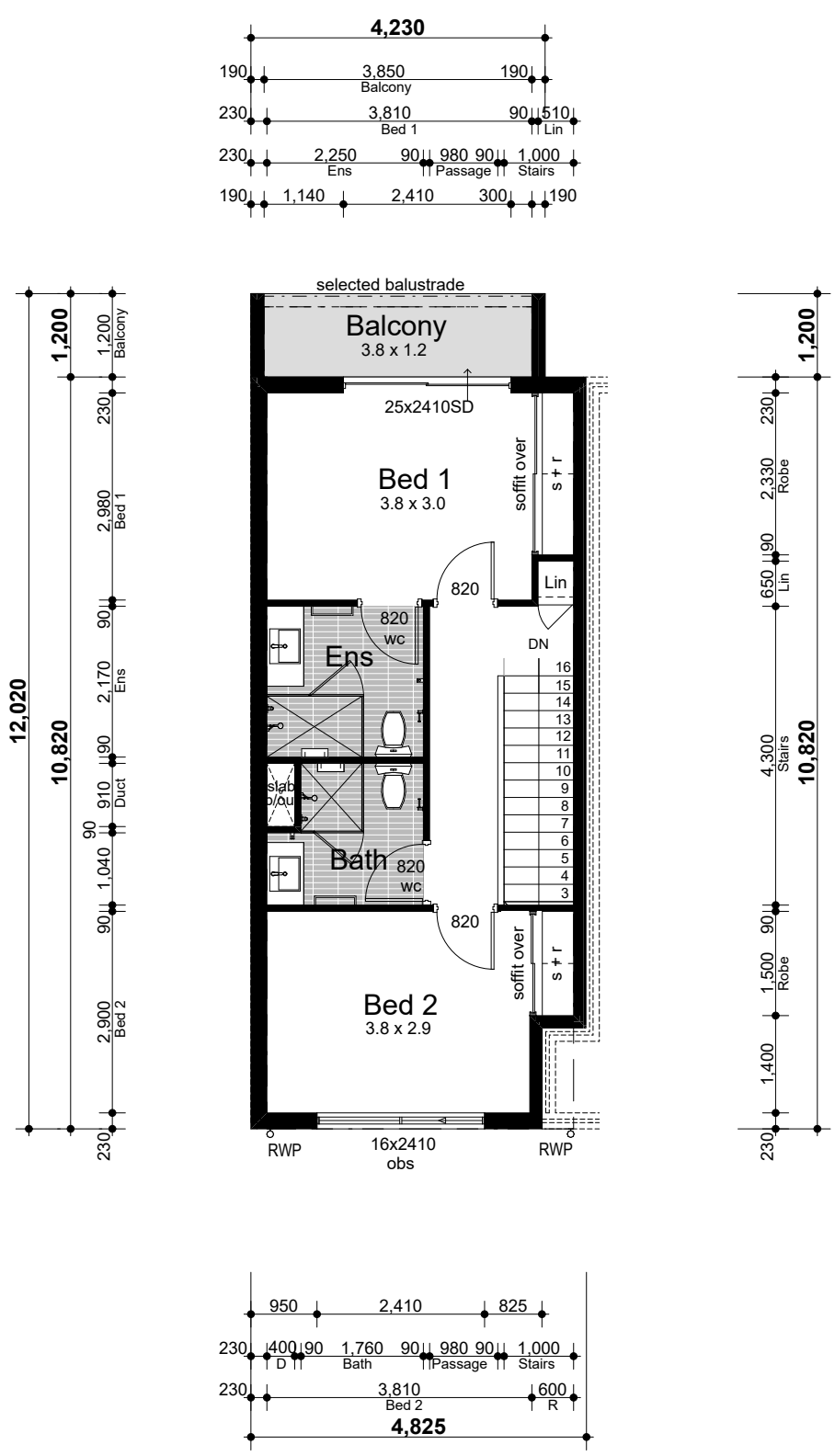
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 18 & 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

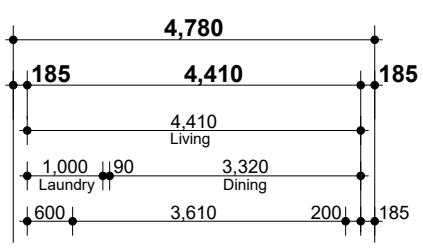
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

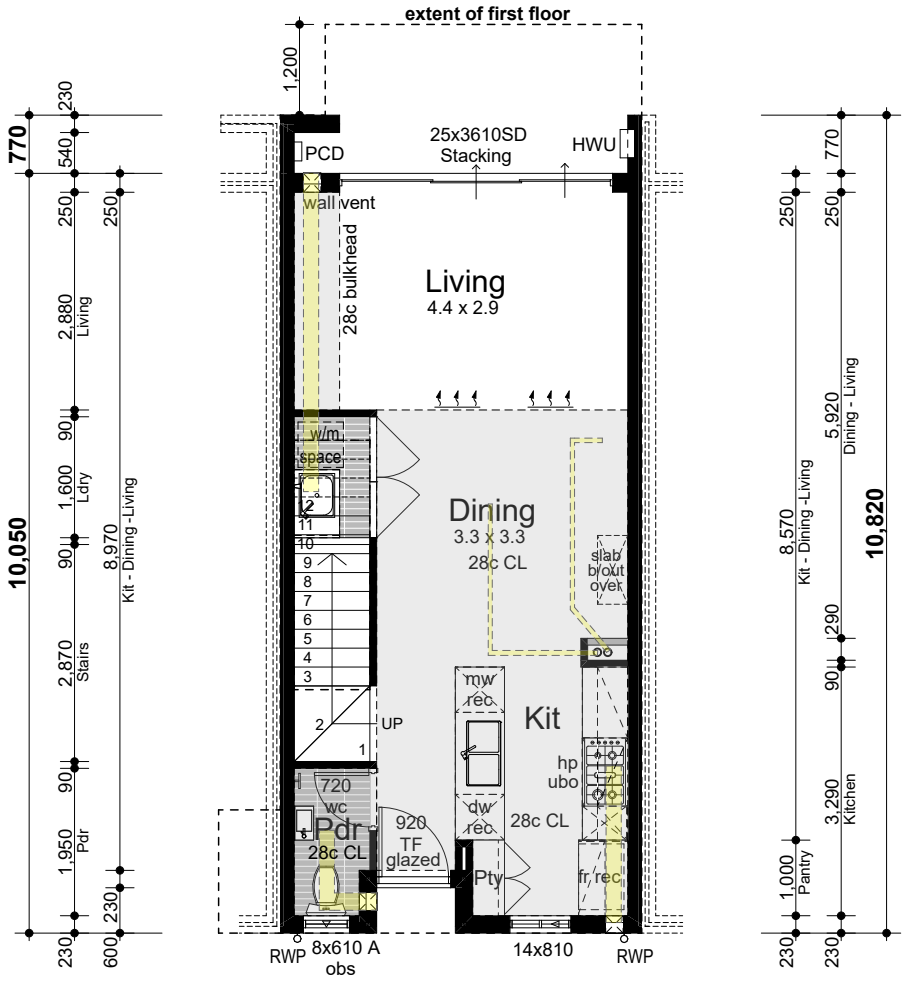
ADDITIONAL NOTES

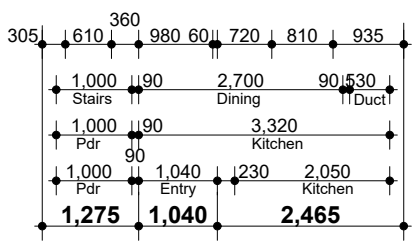
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	51.72m²
Balcony	5.08m²
Total	**104.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 18 & 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

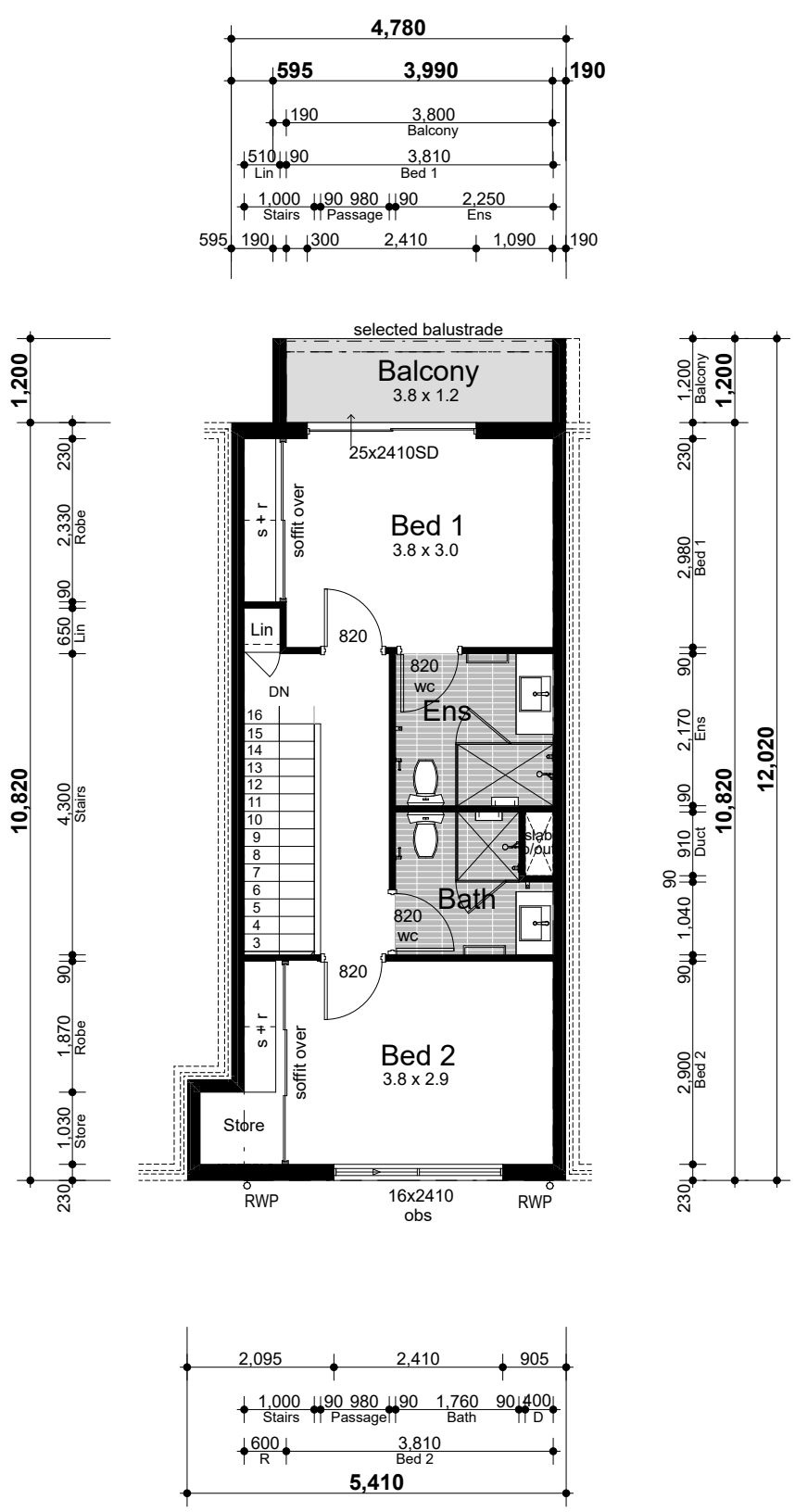
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

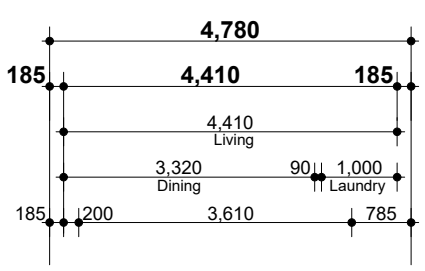
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

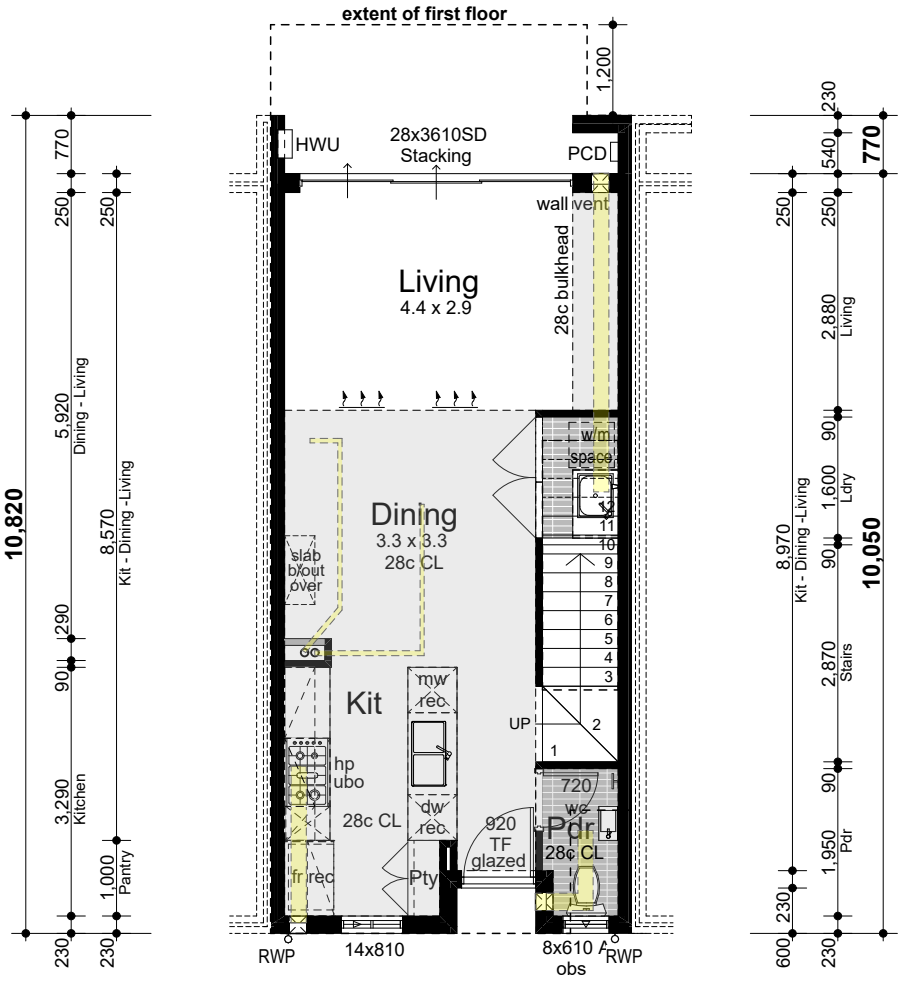
ADDITIONAL NOTES

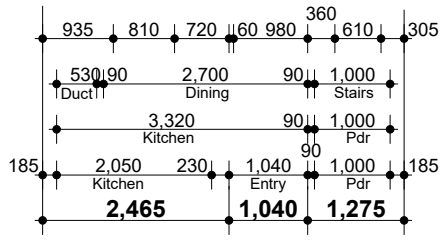
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	50.81m²
Balcony	5.08m²
Total	**103.31m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

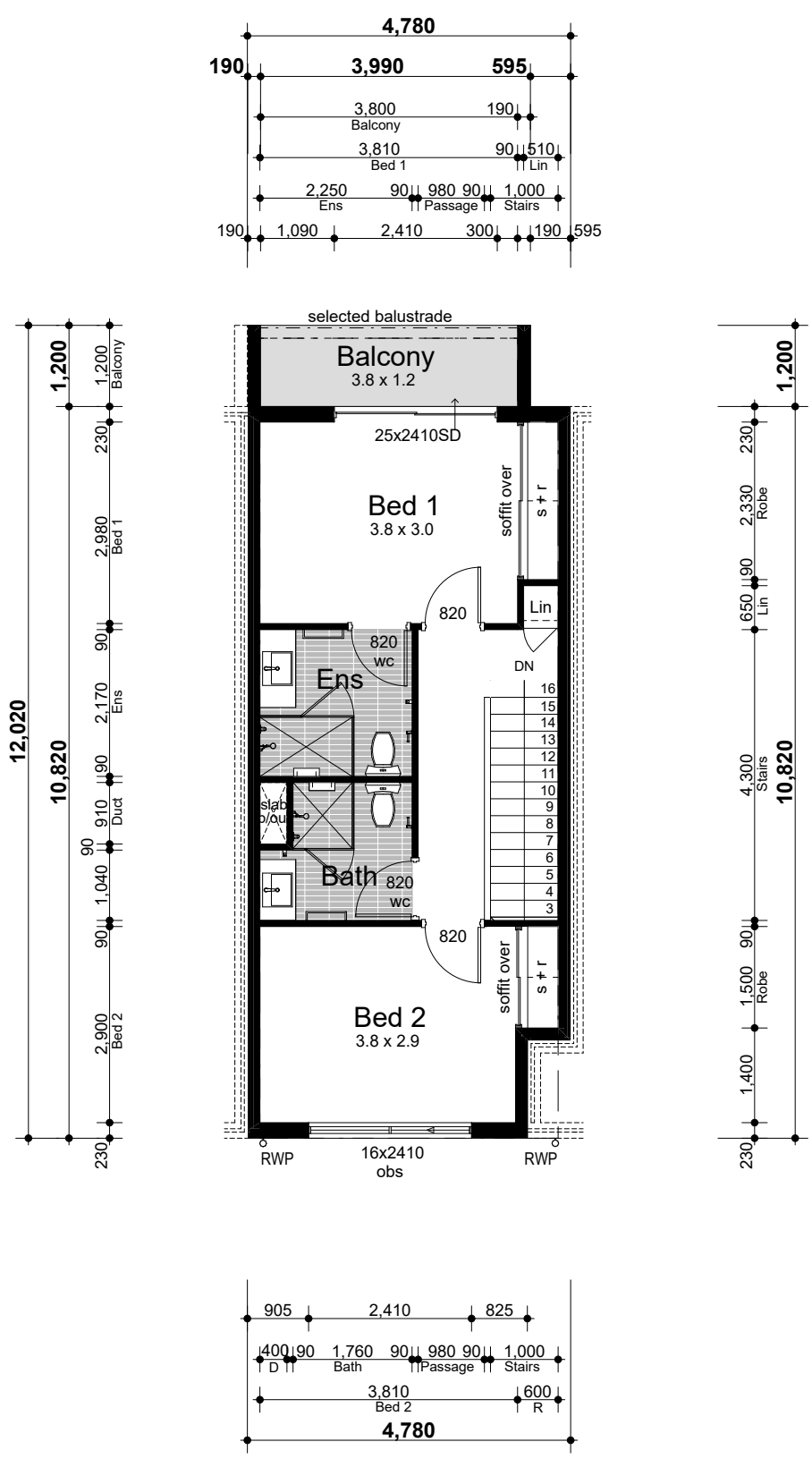
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 22 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

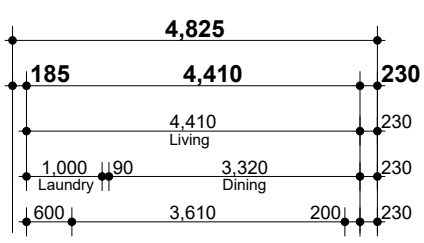
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

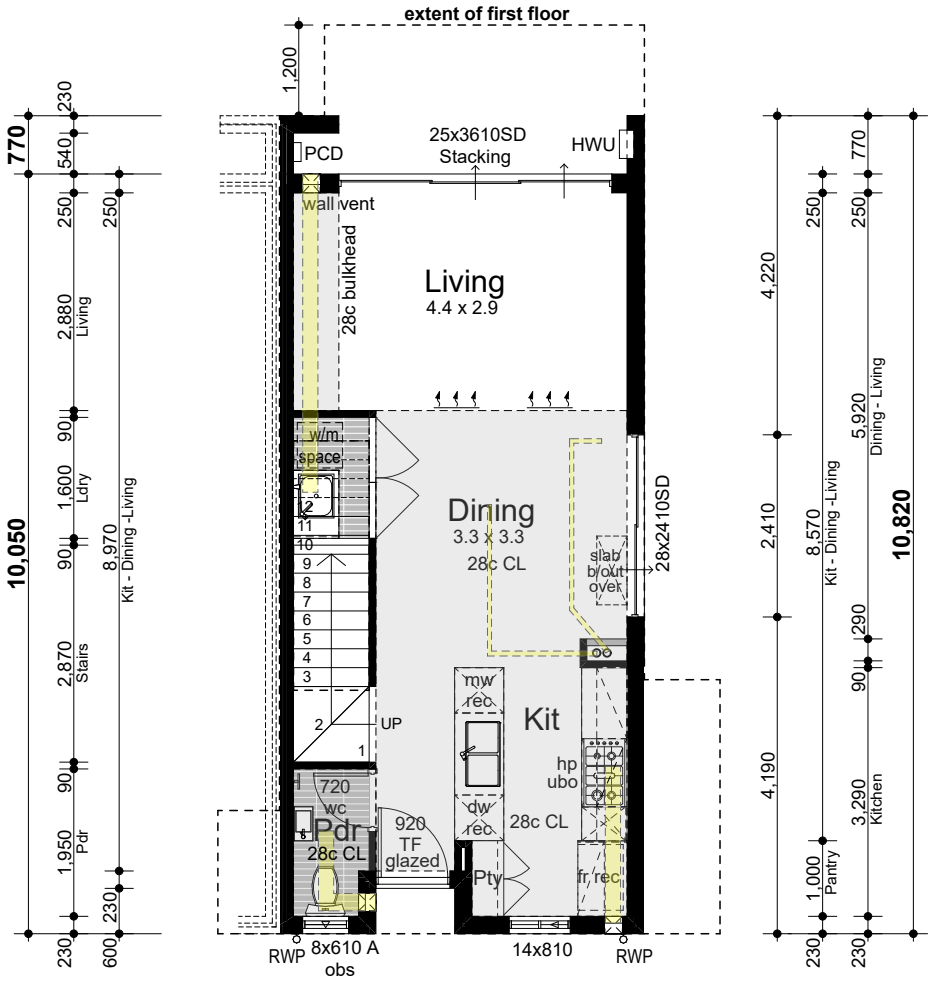
ADDITIONAL NOTES

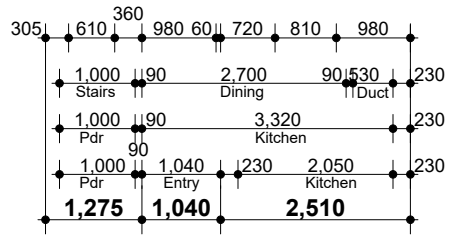
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.87m²
First floor	56.48m²
Balcony	5.08m²
Total	**109.43m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

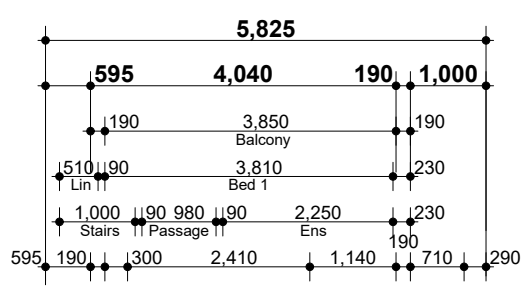
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

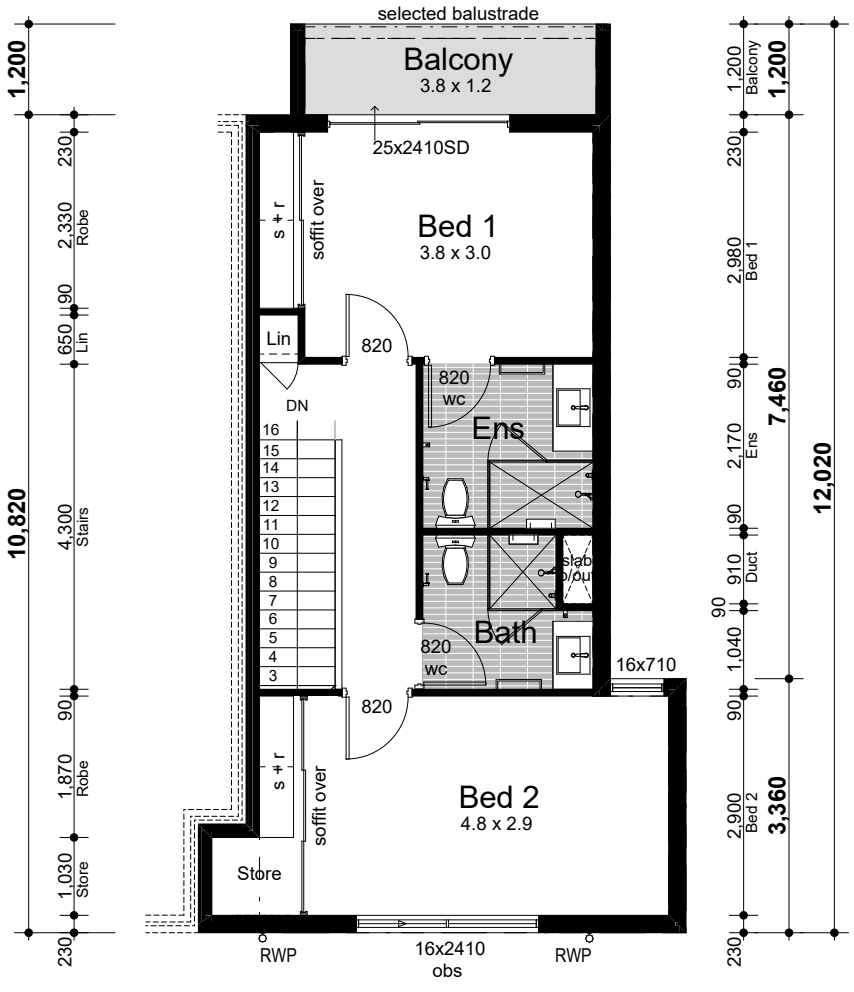
ADDITIONAL NOTES

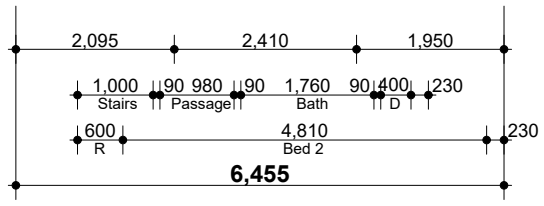
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

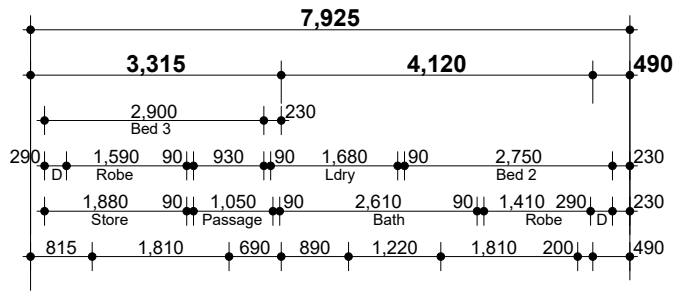
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

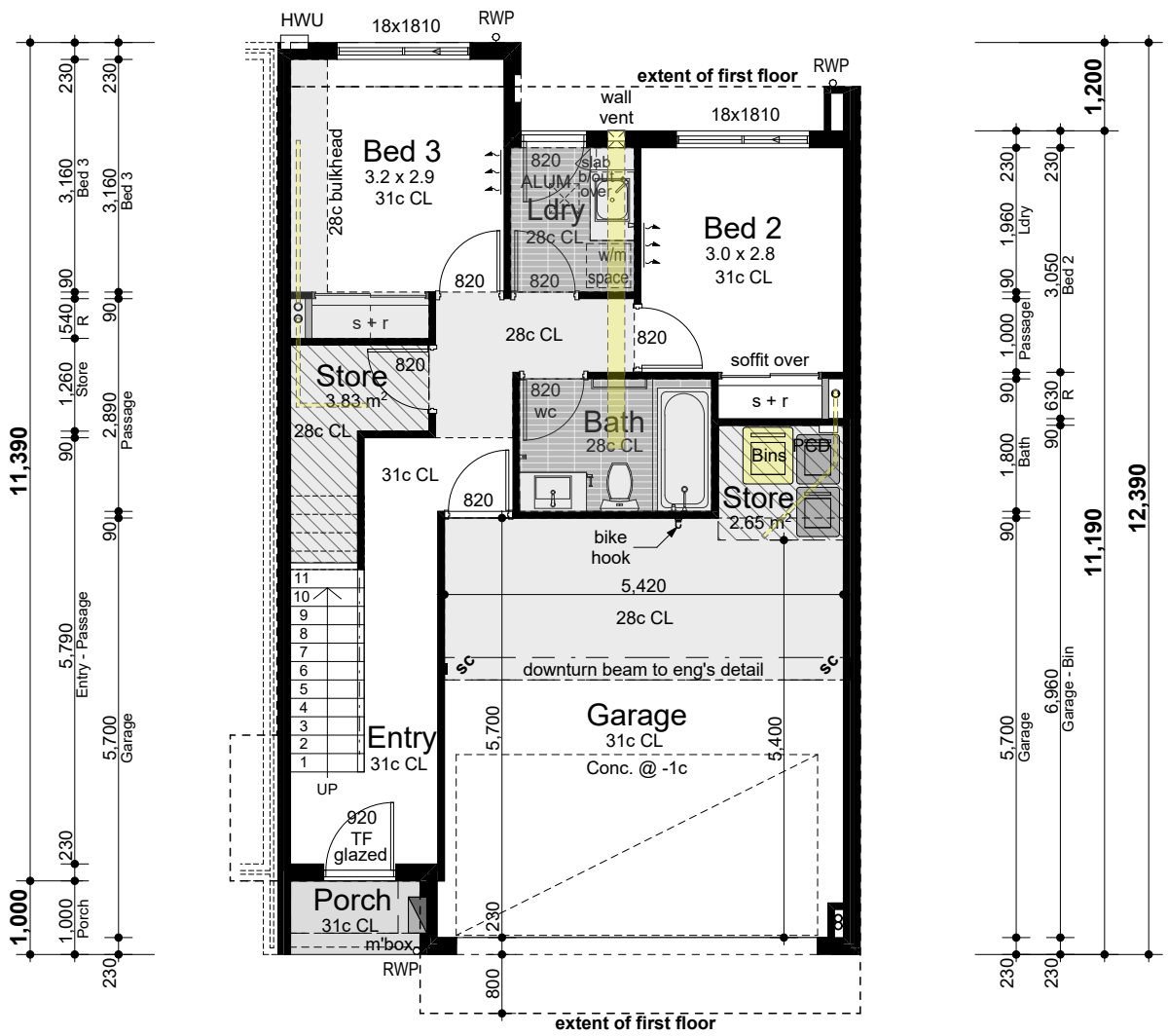
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

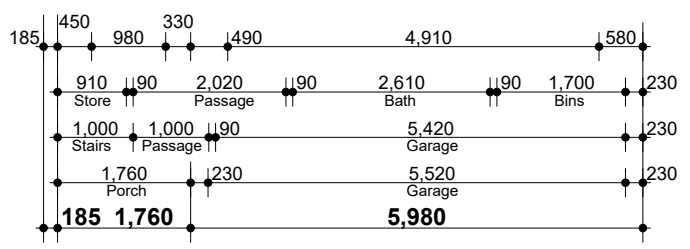
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	54.74m²
First floor	83.02m²
Garage	35.14m²
Balcony	14.06m²
Porch	1.95m²
Total	**188.91m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

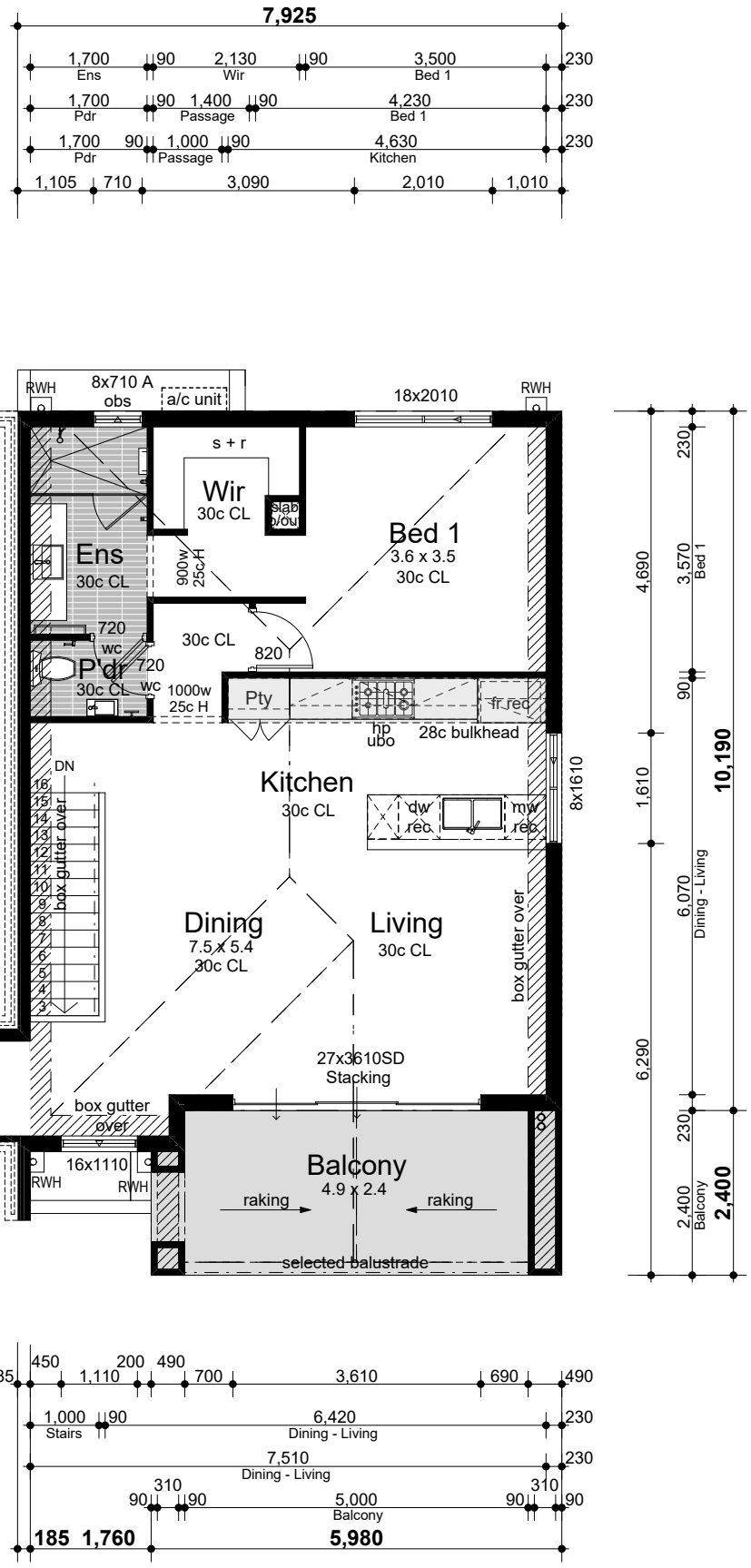
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 12 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

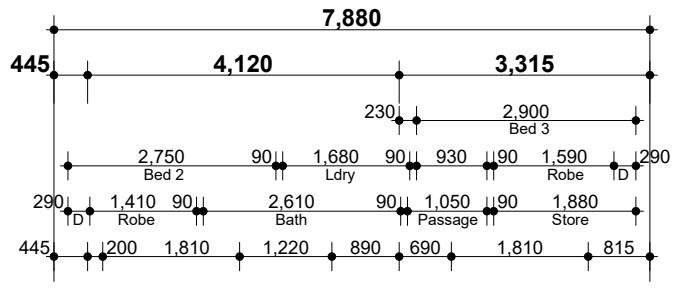
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

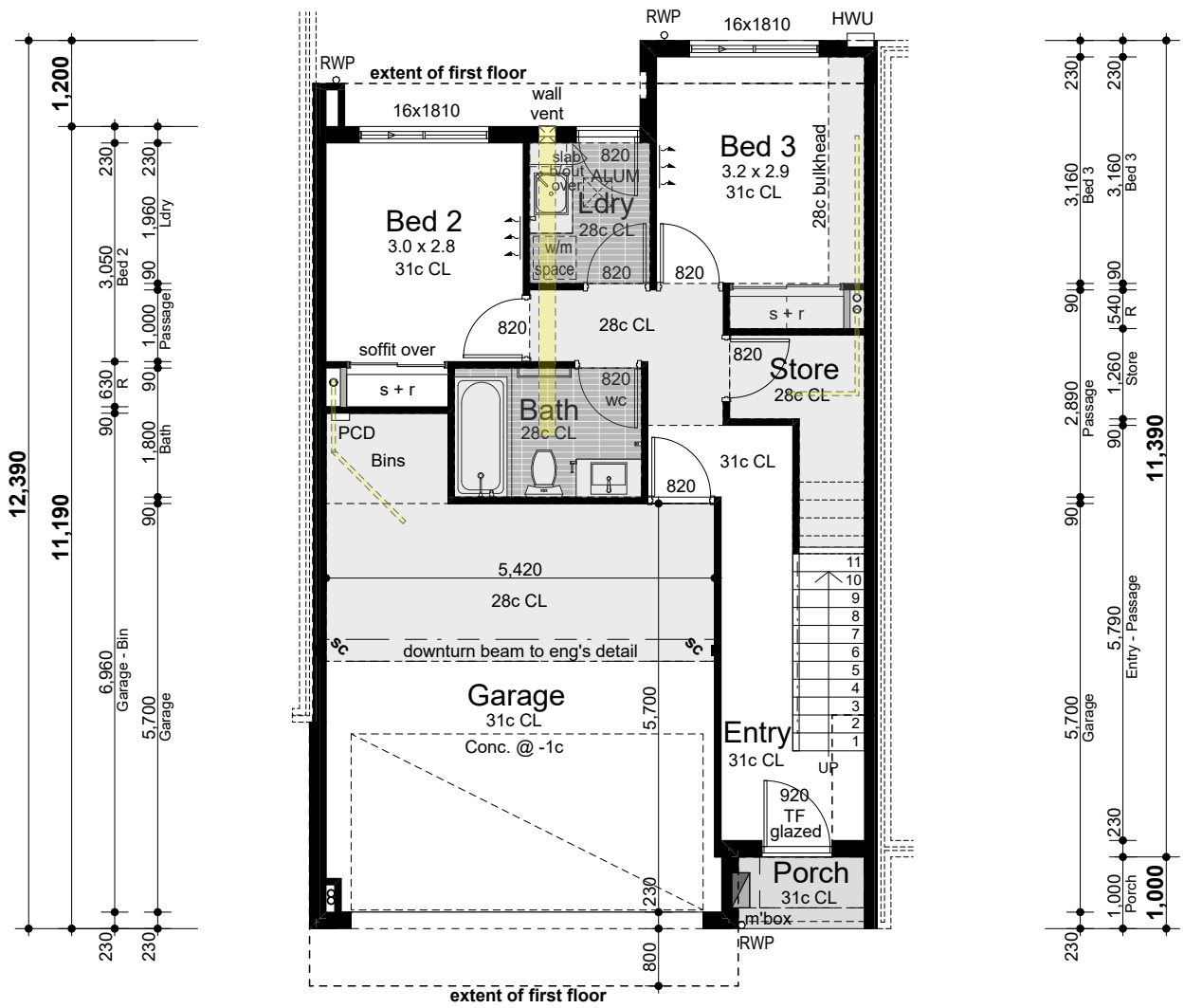
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

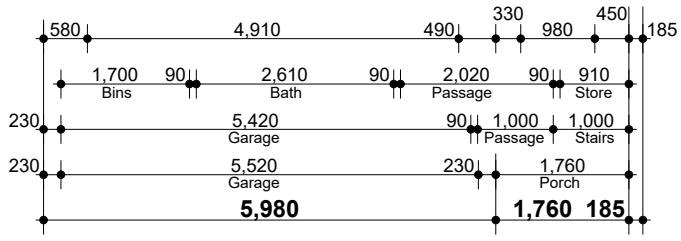
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	54.53m²
First floor	81.01m²
Garage	34.94m²
Balcony	14.06m²
Porch	1.95m²
Total	**186.49m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

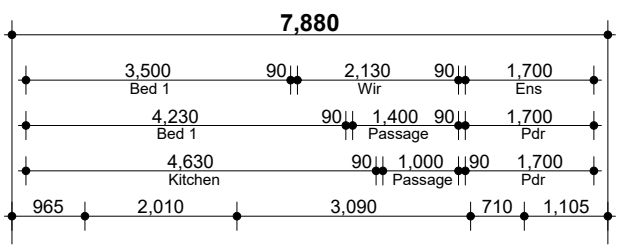
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

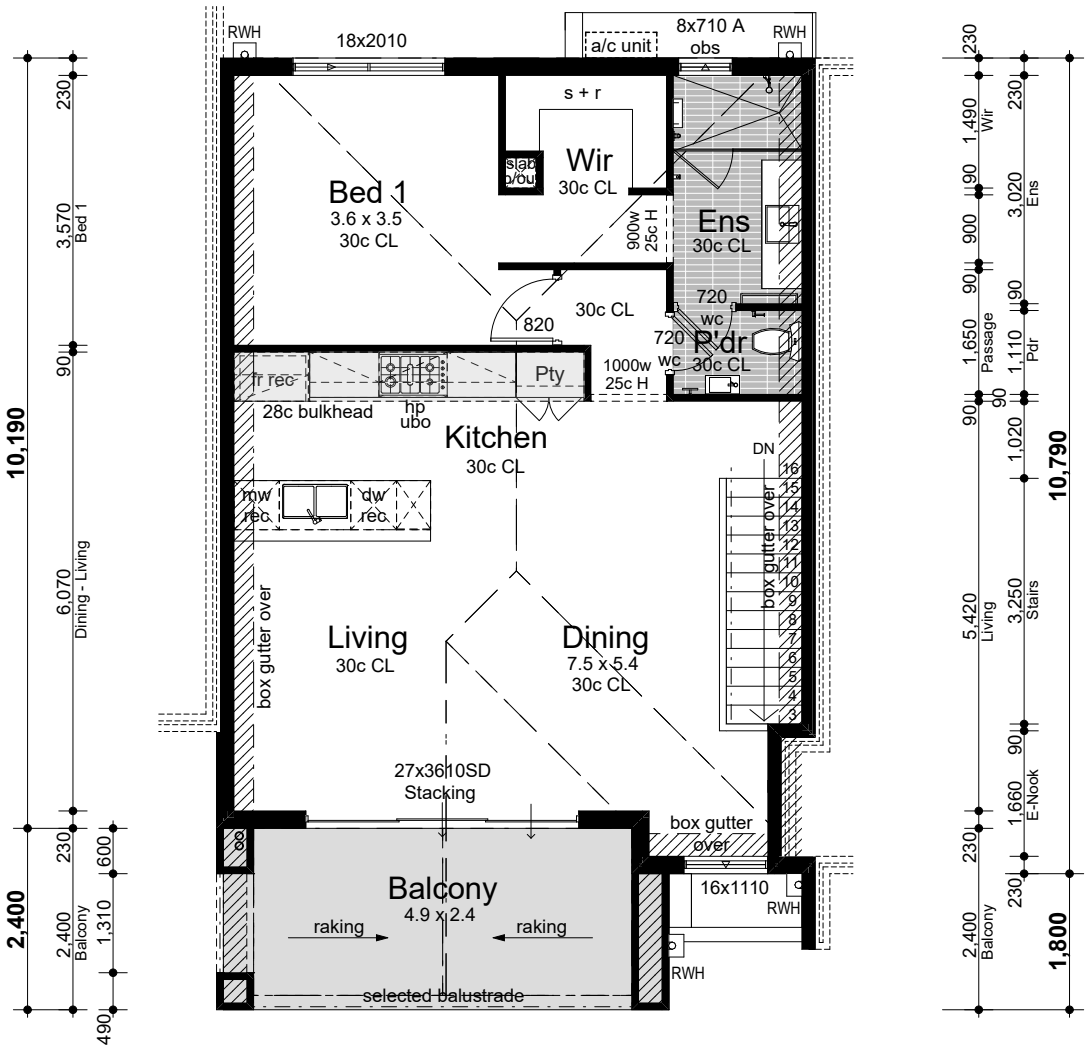
ADDITIONAL NOTES

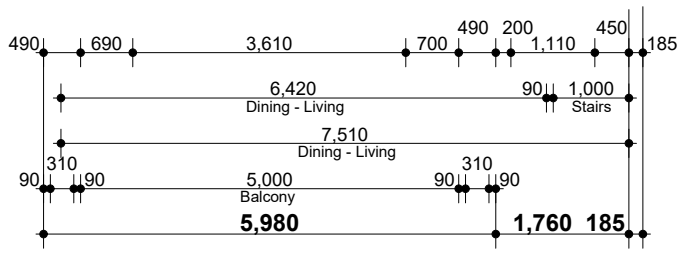
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

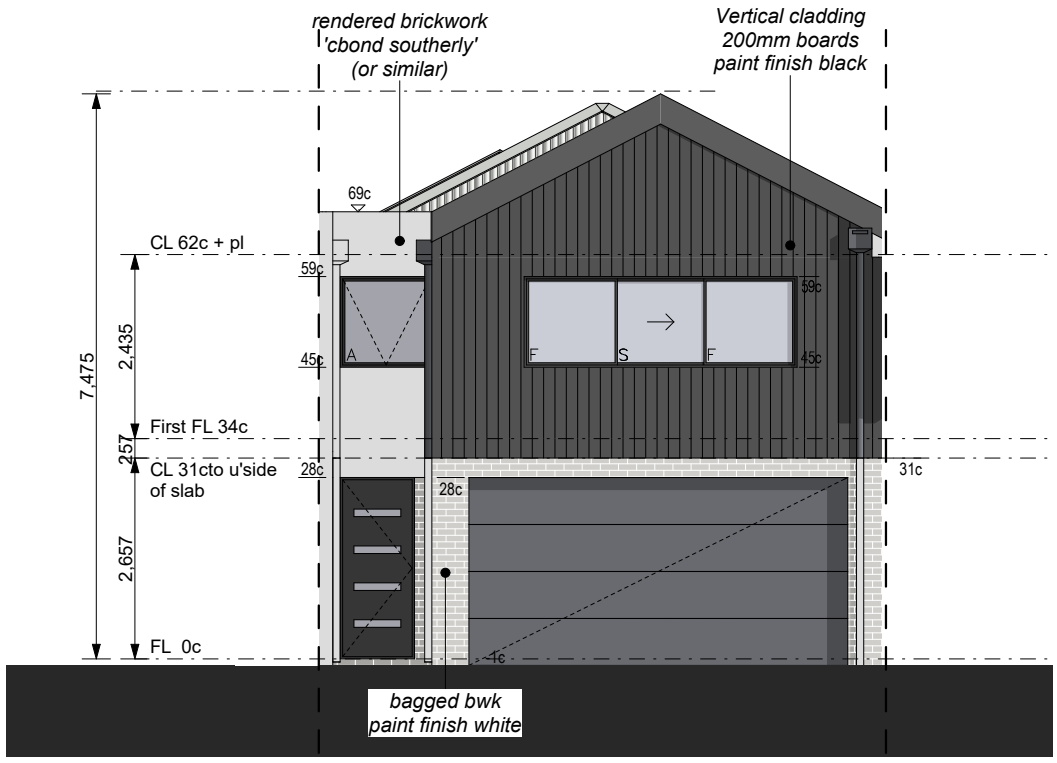
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

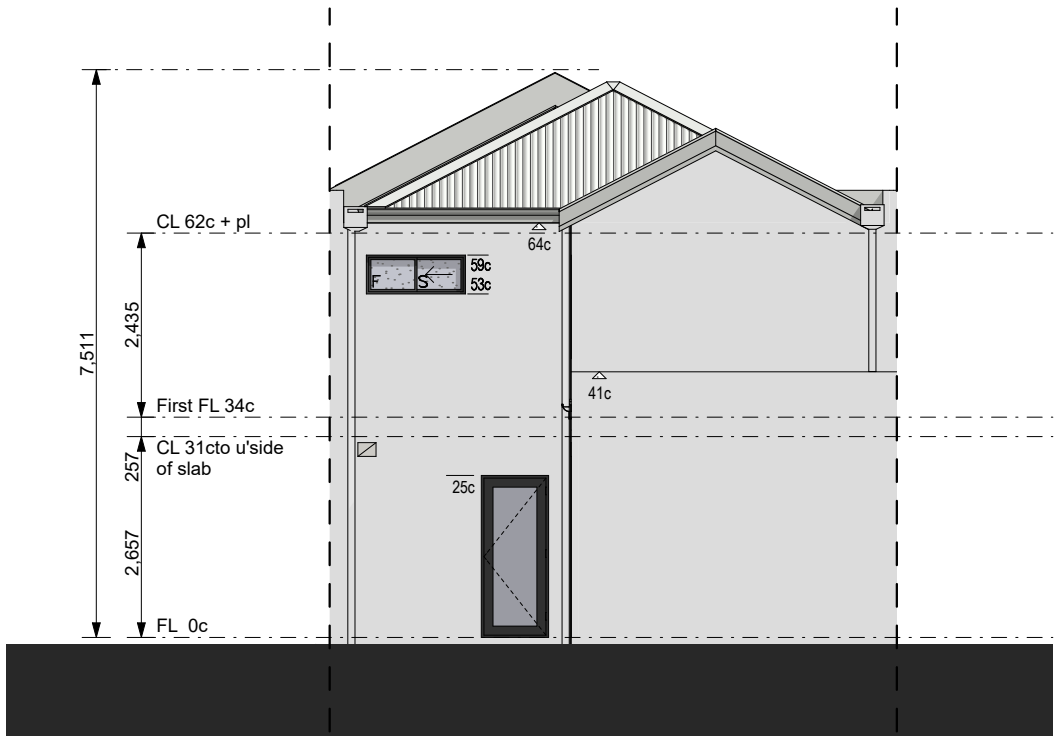
BUILDER

UNIT TYPE 'A'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

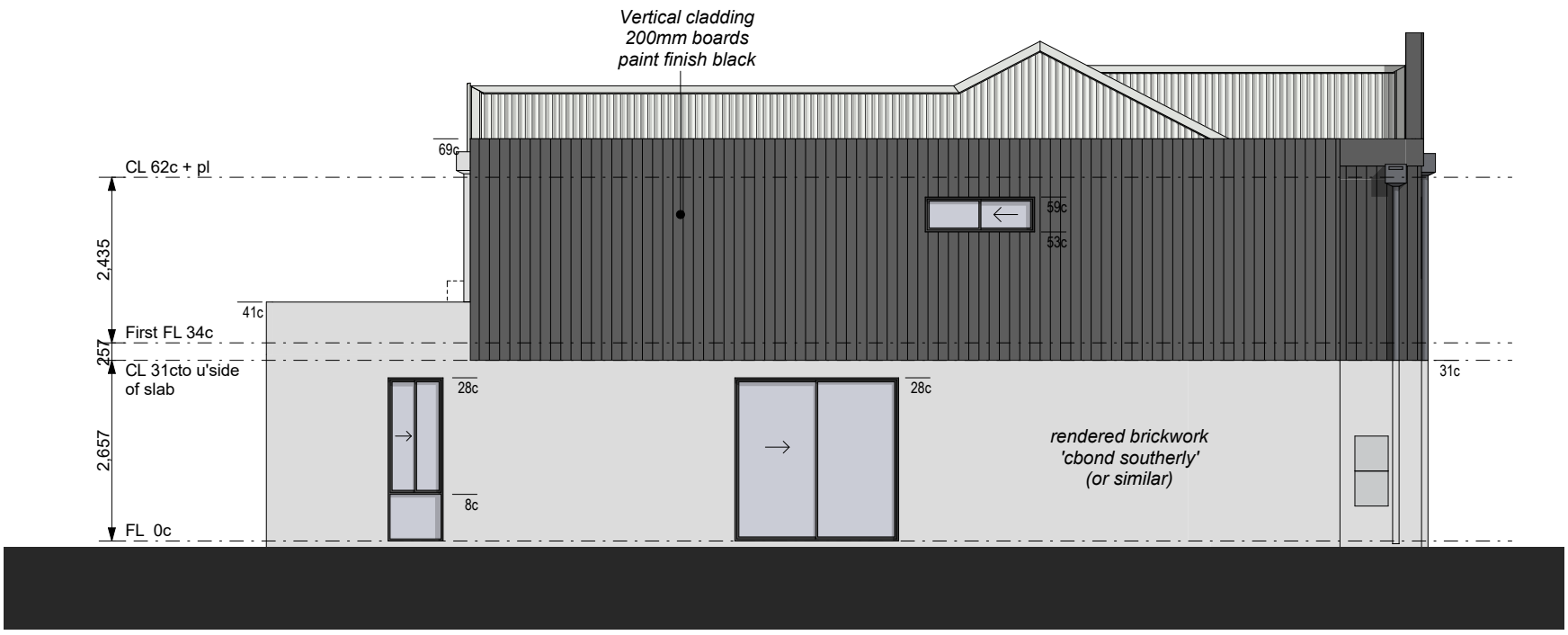
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

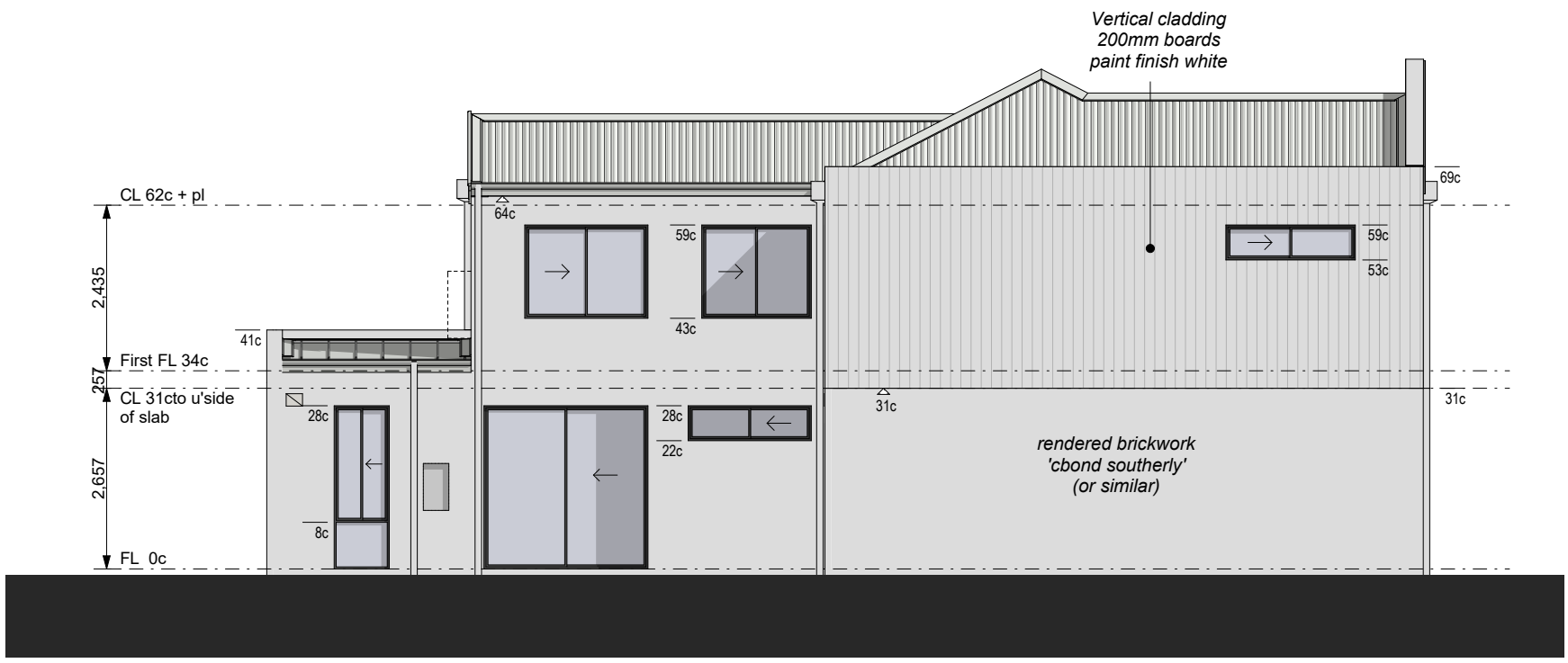
BUILDER

UNIT TYPE 'A'



Unit 10 - Side Elevation

SCALE: 1:100



Unit 16 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

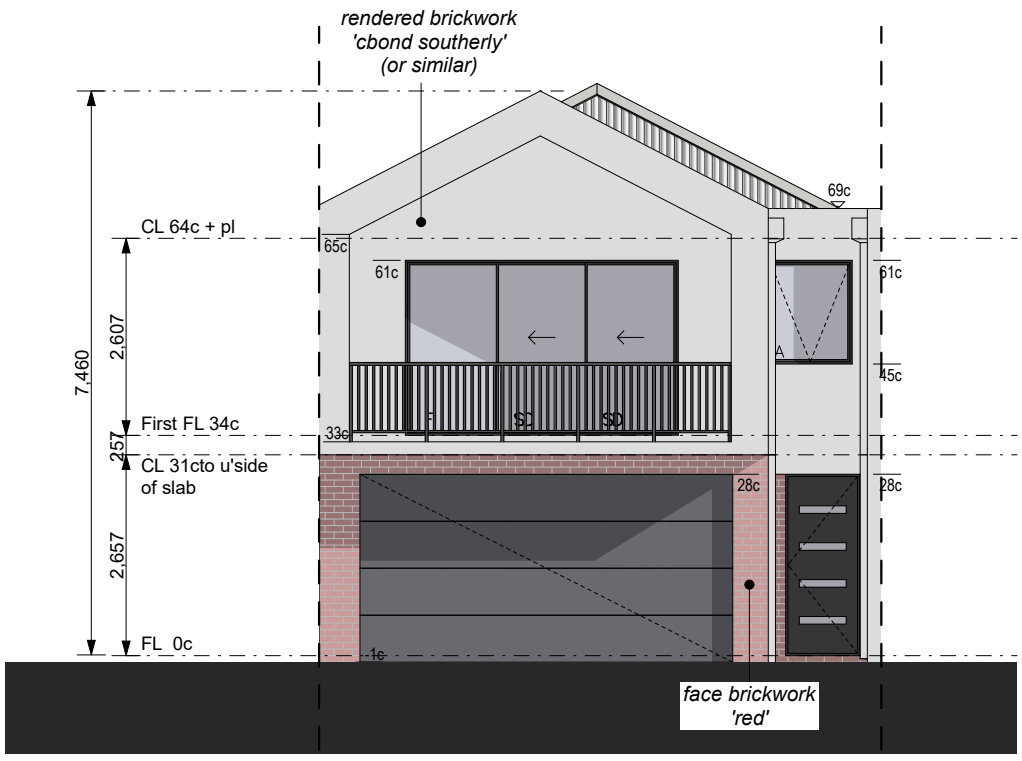
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'



Front Elevation

SCALE: 1:100

Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

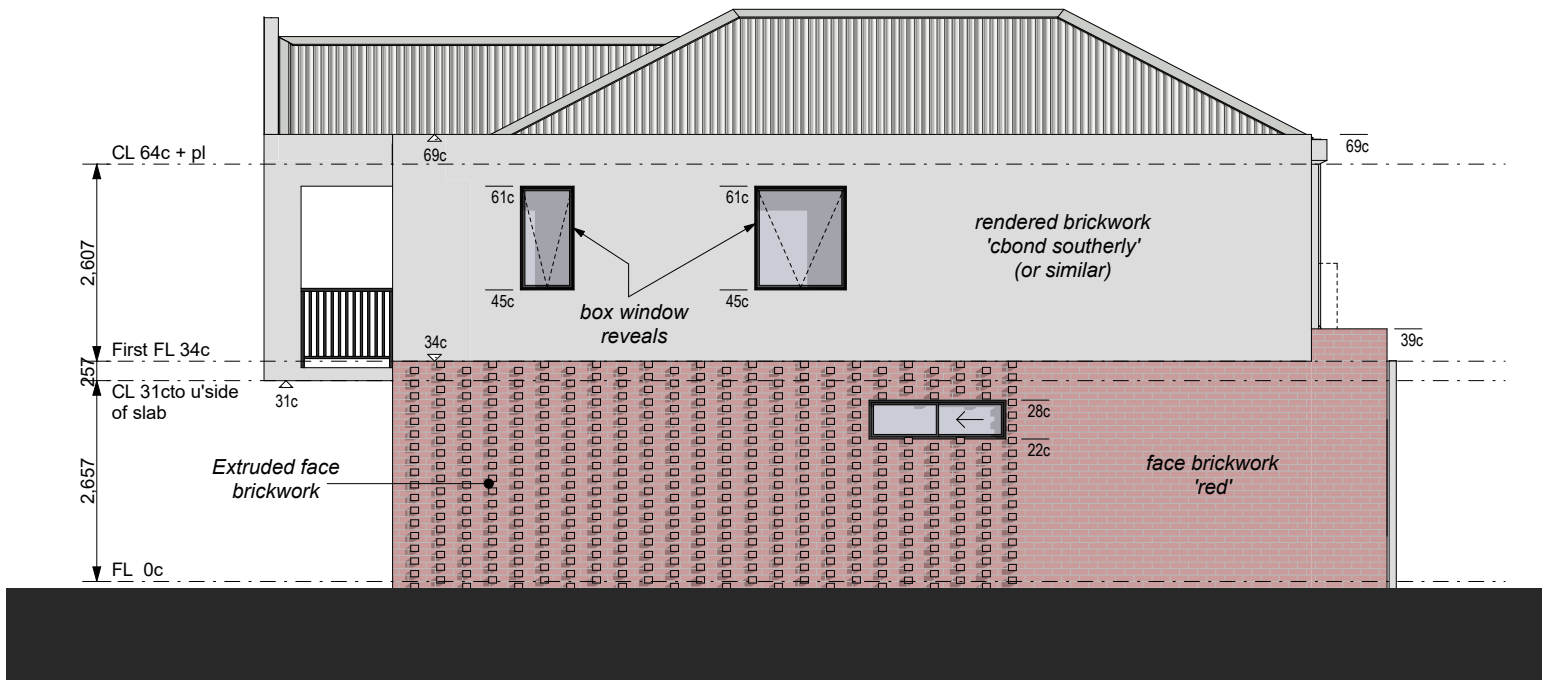
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'



Unit 1 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

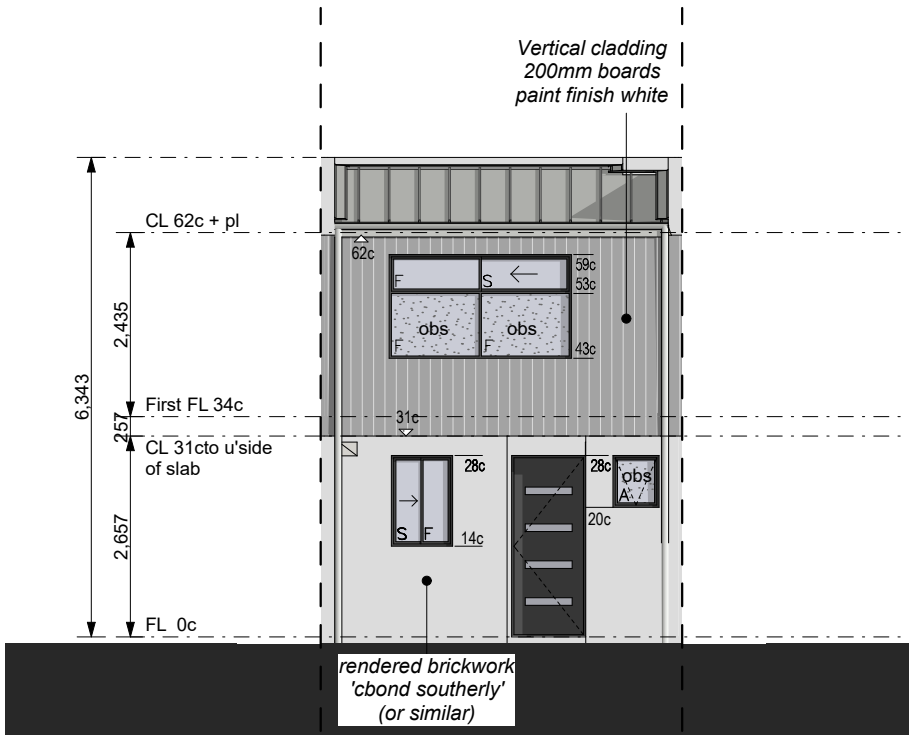
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

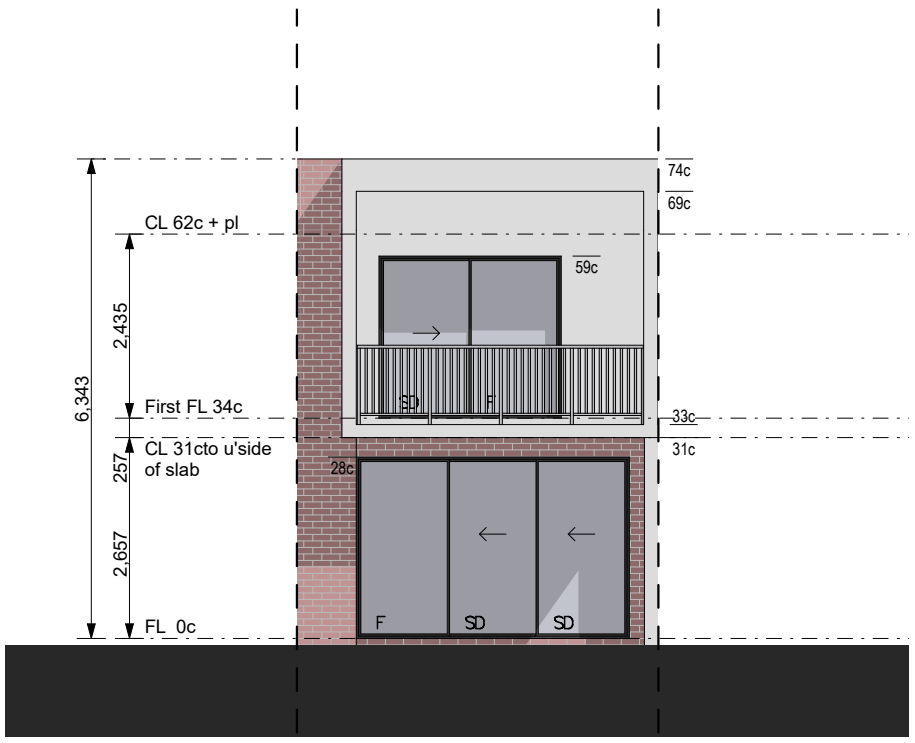
BUILDER

UNIT TYPE 'C'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

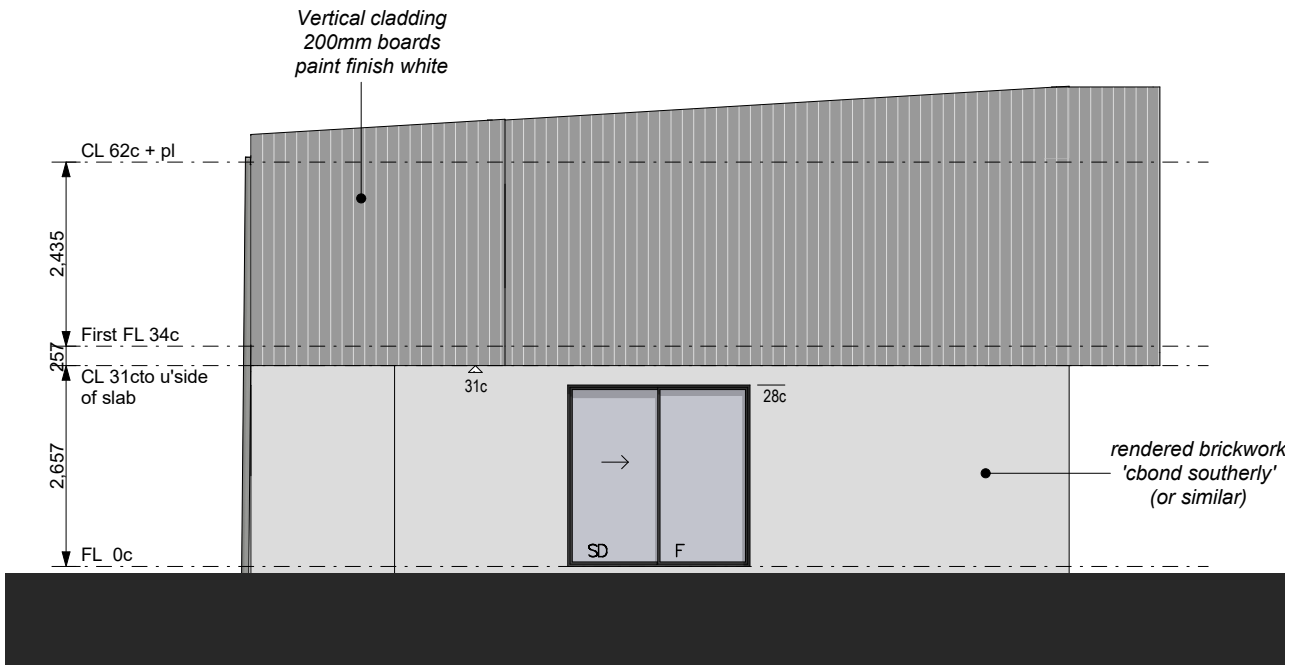
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'C'



Unit 22 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

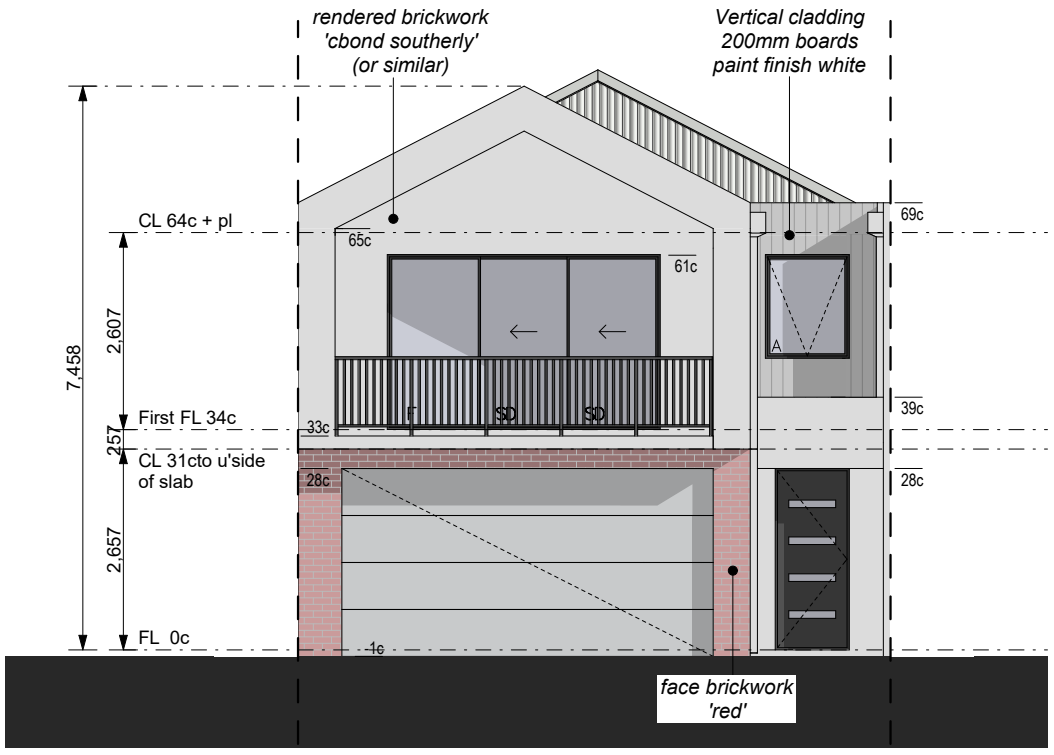
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

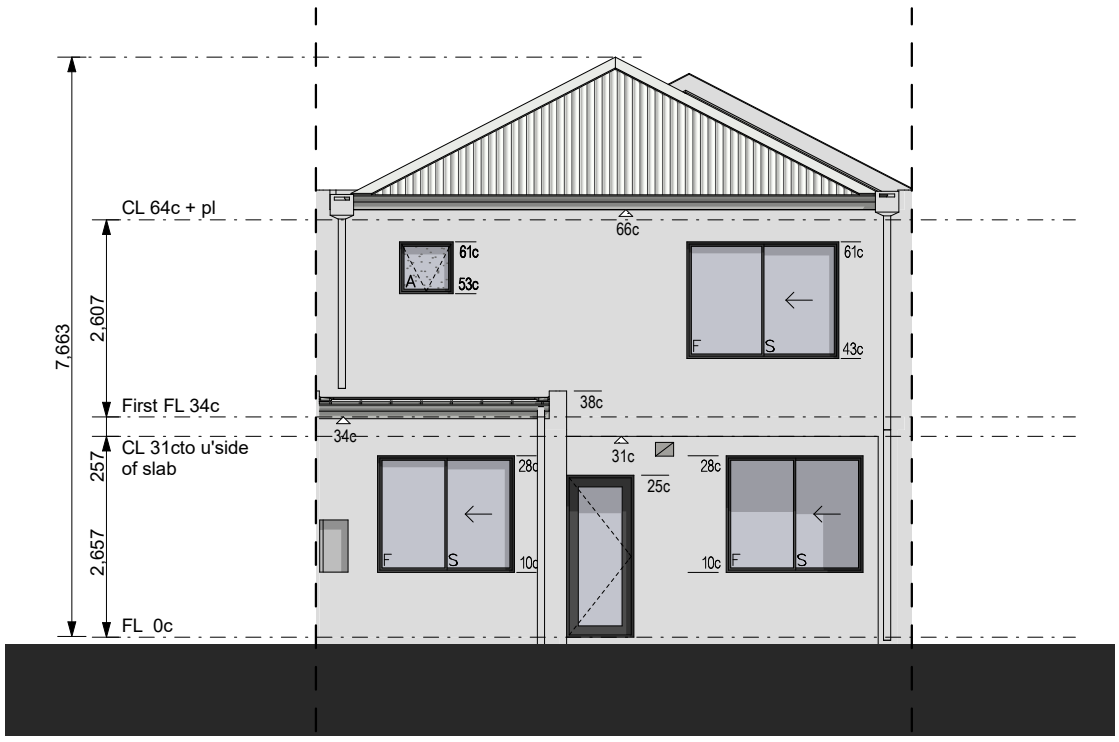
BUILDER

UNIT TYPE 'D'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

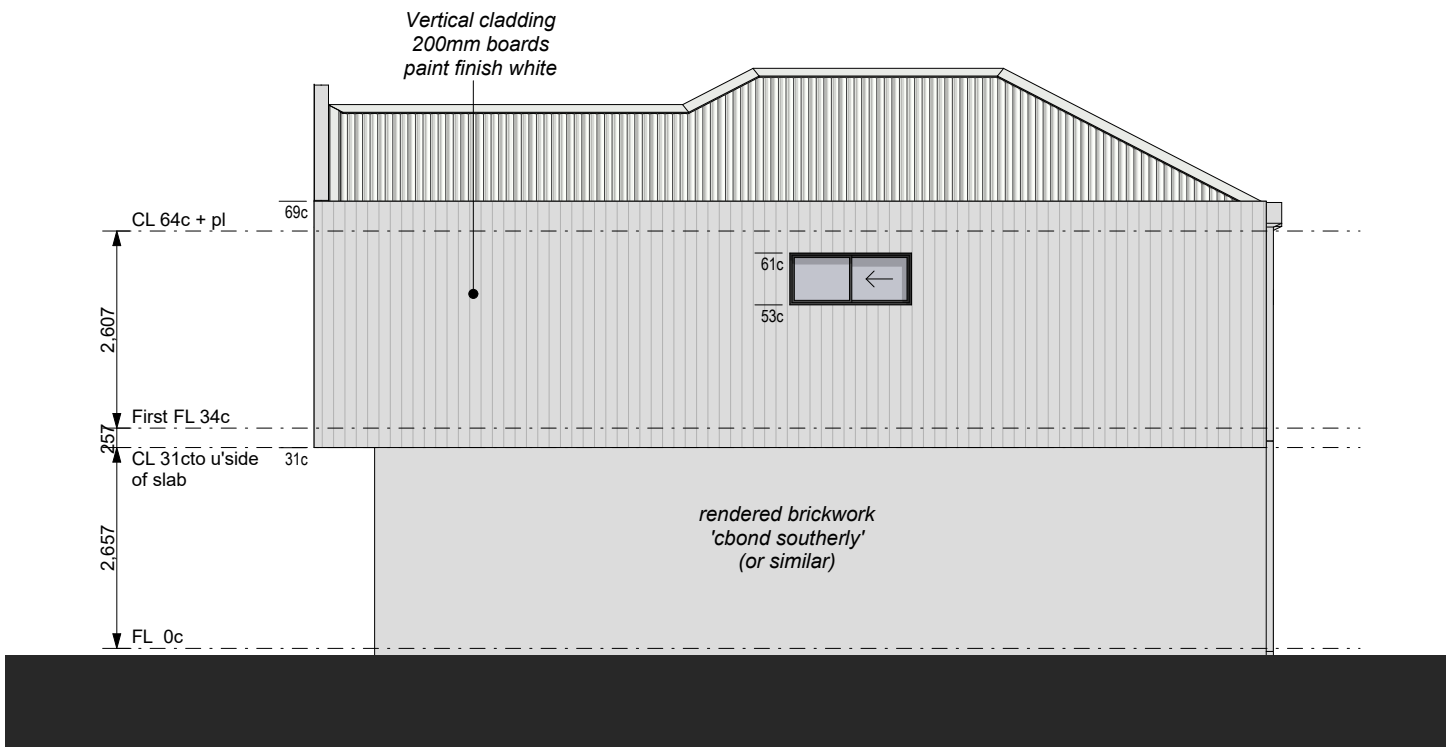
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'D'



Unit 11 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

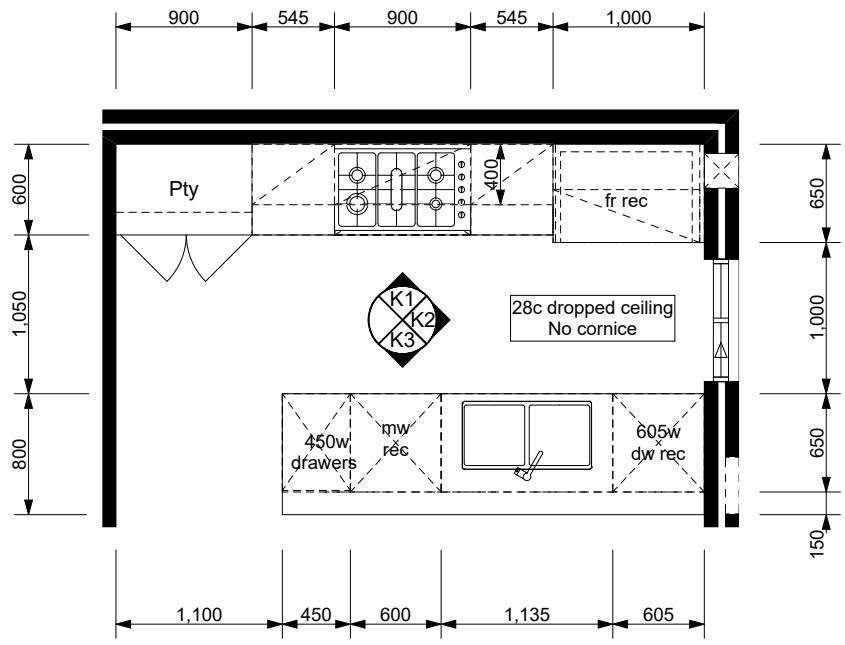
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

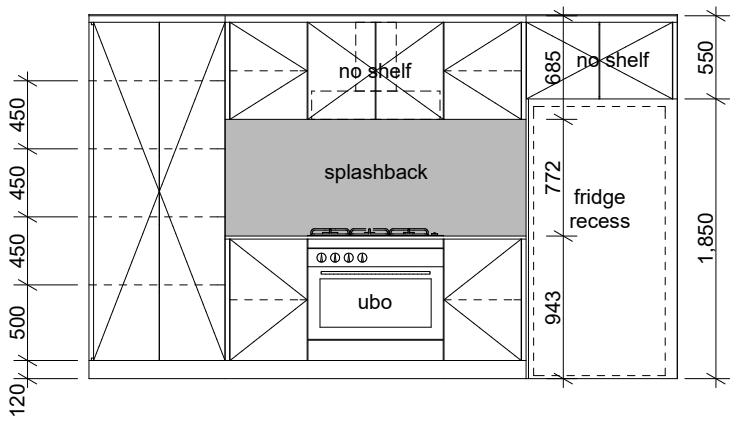
BUILDER

UNIT TYPE 'A'



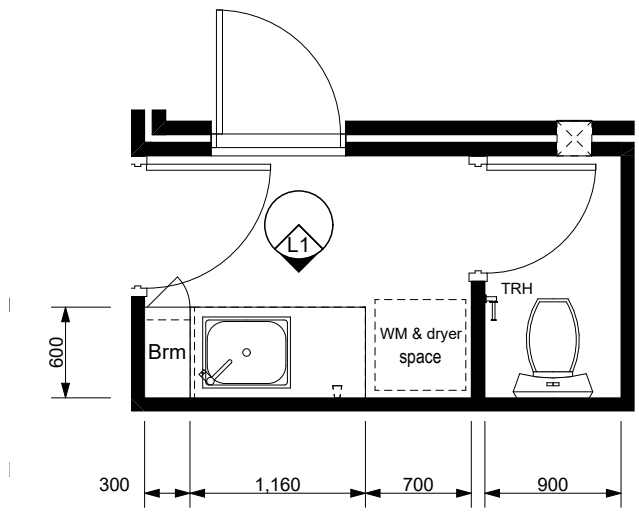
Kitchen Layout

SCALE: 1:50



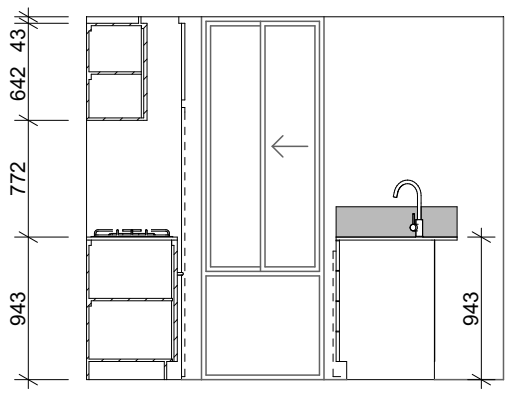
Kitchen 1

SCALE: 1:50



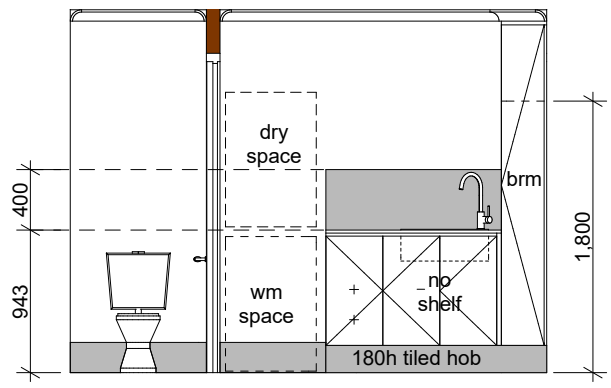
L'dry & P'dr Layout

SCALE: 1:50



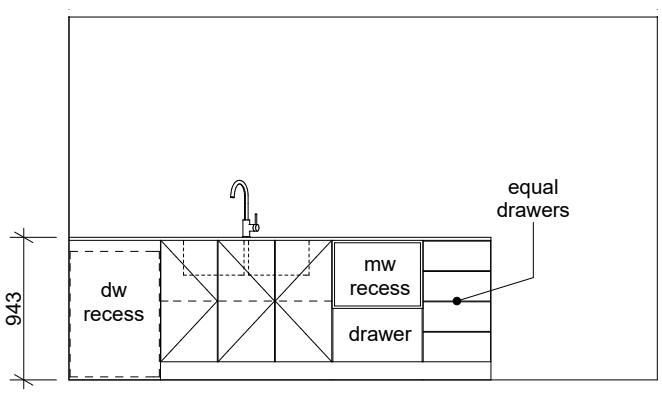
Kitchen 2

SCALE: 1:50



Laundry 1

SCALE: 1:50



Kitchen 3

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

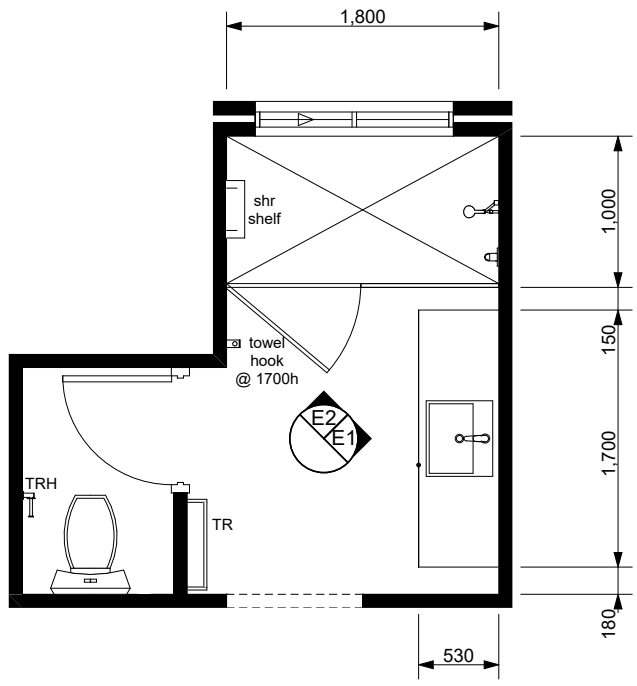
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

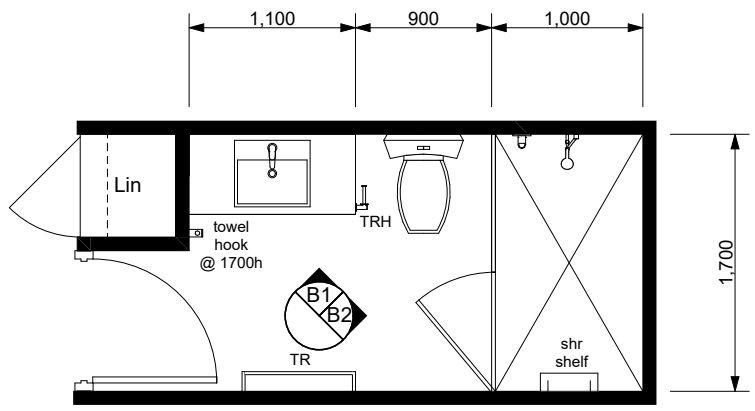
CLIENT

BUILDER

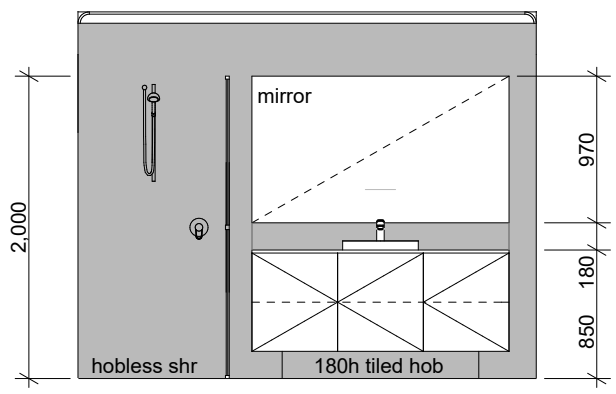
UNIT TYPE 'A'



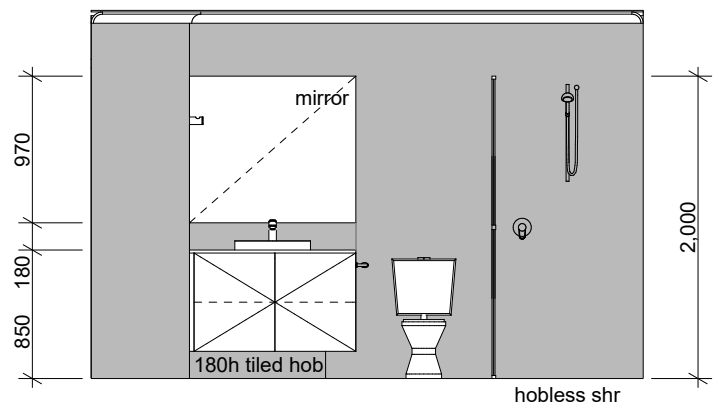
Ensuite Layout
SCALE: 1:50



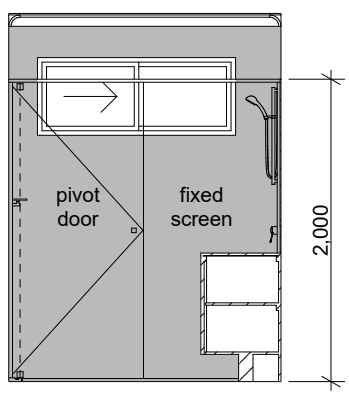
Bathroom Layout
SCALE: 1:50



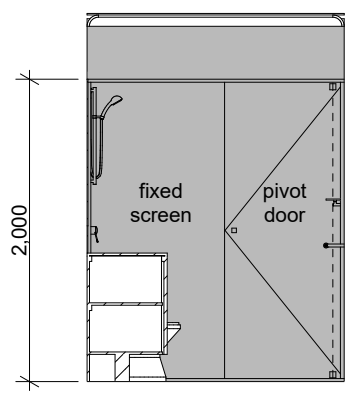
Ensuite 1
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

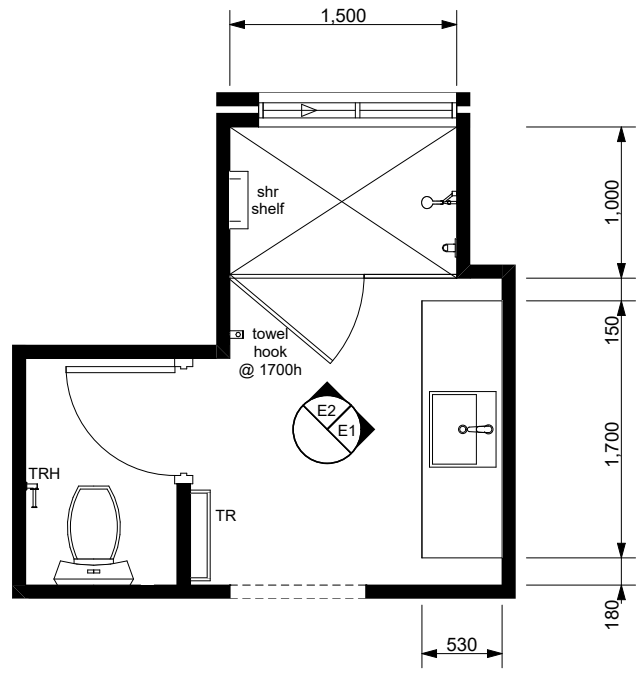
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

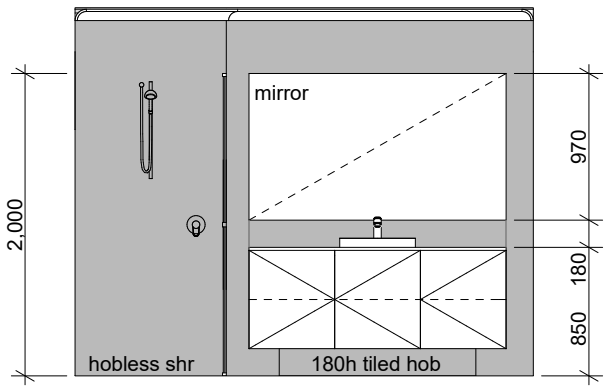
CLIENT

BUILDER

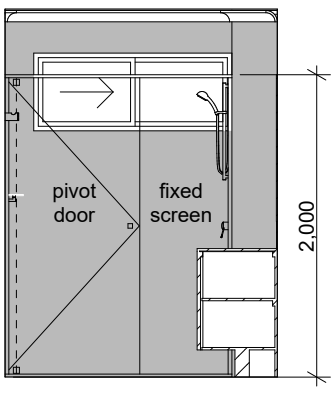
UNIT (2, 5, 9, 10, 13 & 15) TYPE 'A'



Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

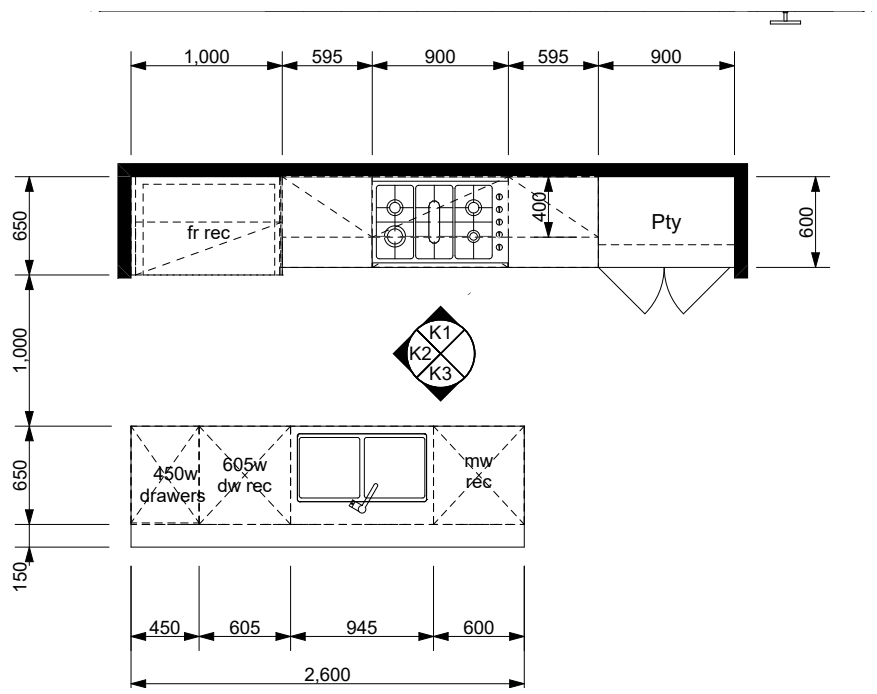
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

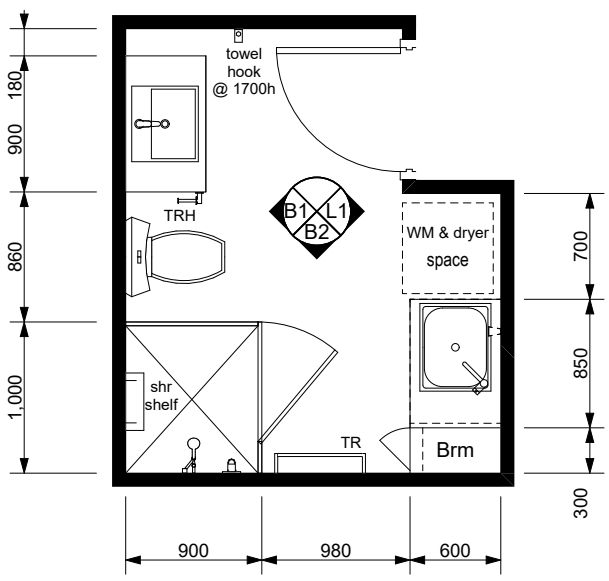
CLIENT

BUILDER

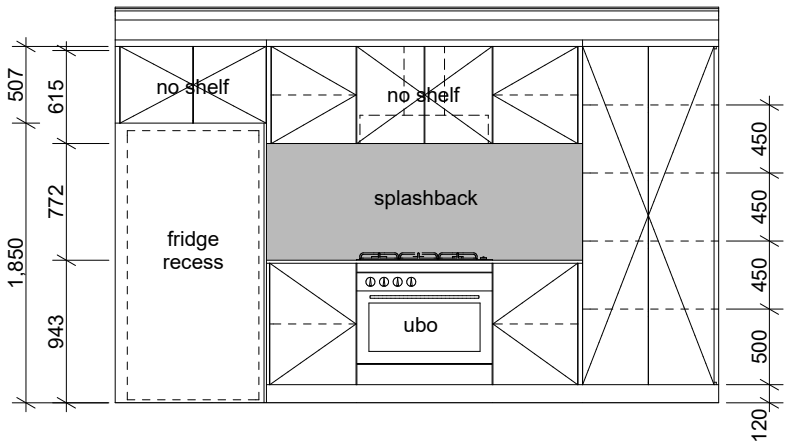
UNIT TYPE 'B'



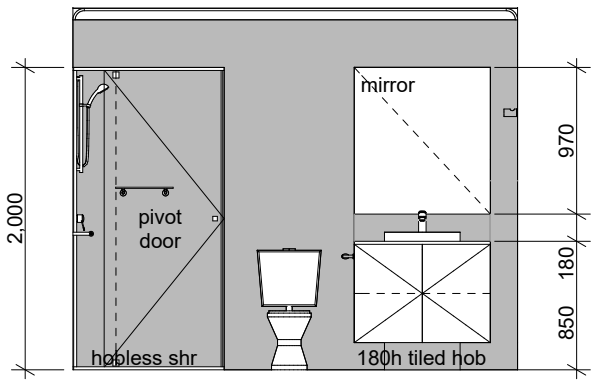
Kitchen Layout
SCALE: 1:50



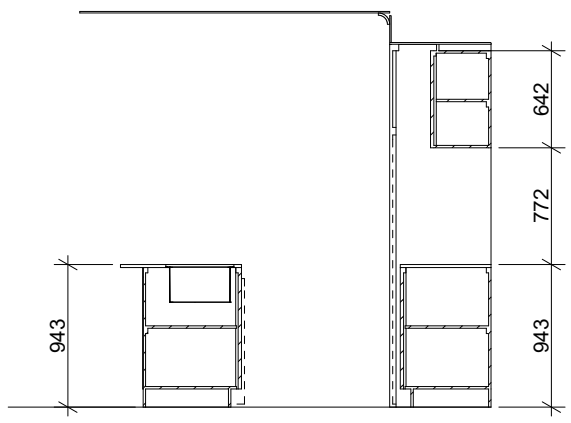
Bath & L'dry Layout
SCALE: 1:50



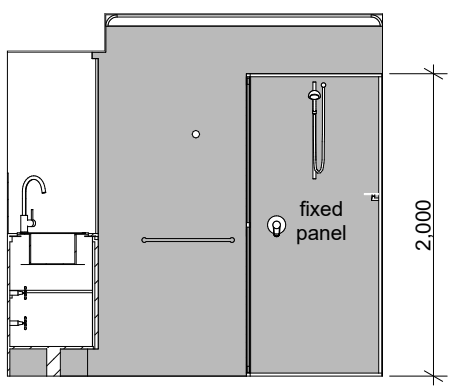
Kitchen 1
SCALE: 1:50



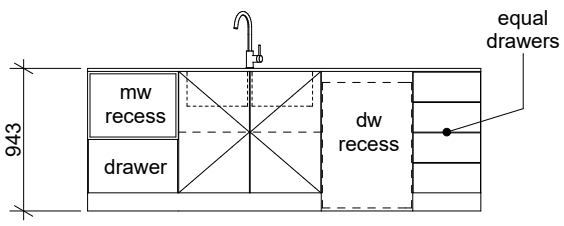
Bathroom 1
SCALE: 1:50



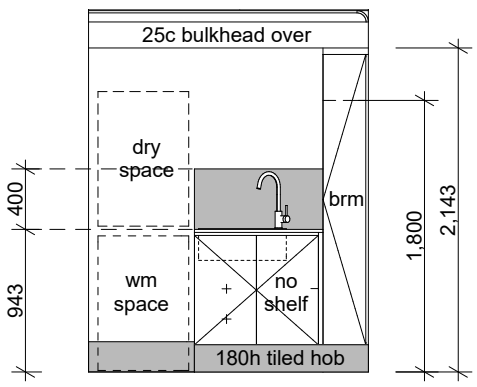
Kitchen 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50



Laundry 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

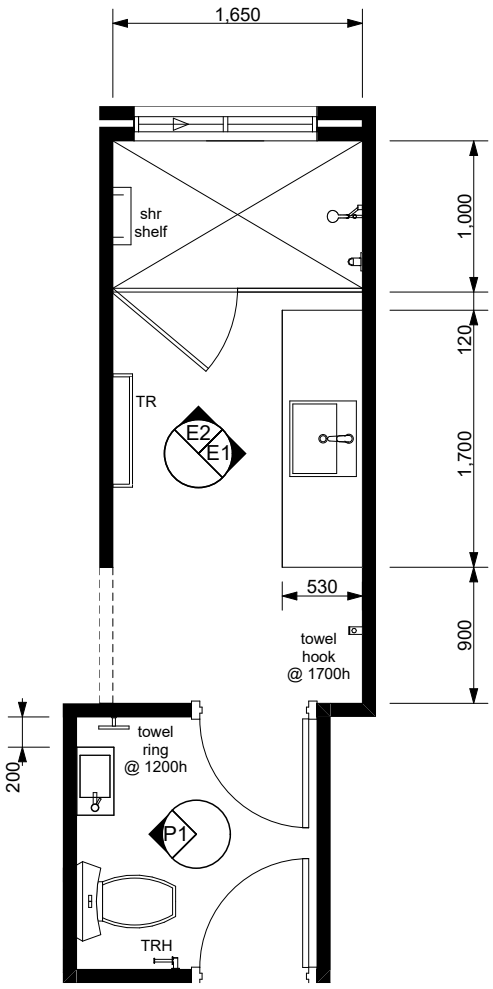
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

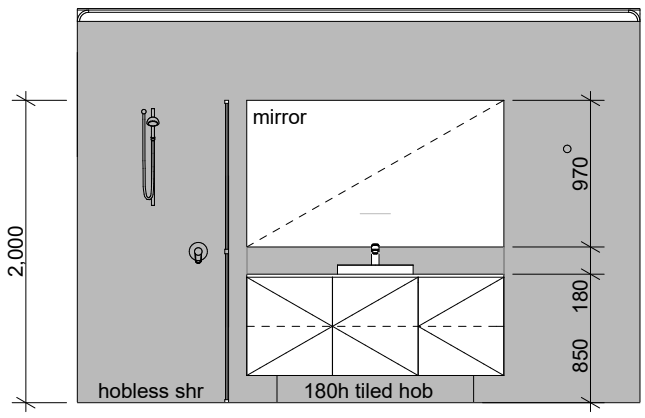
CLIENT

BUILDER

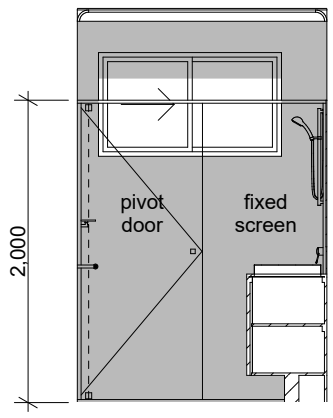
UNIT TYPE 'B'



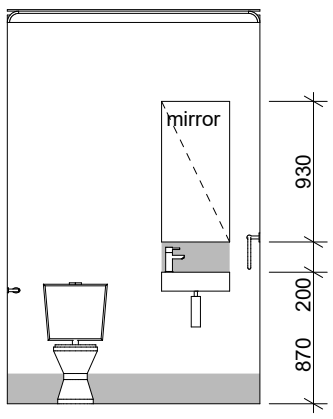
Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Powder 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

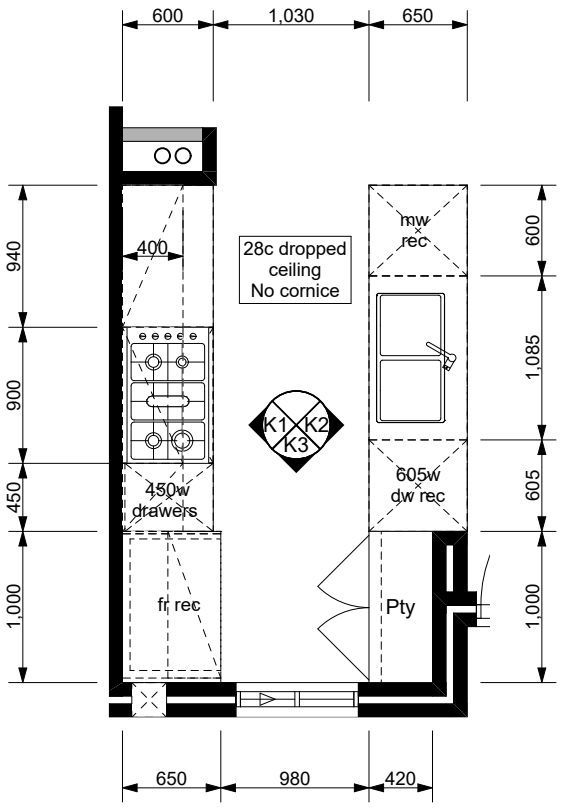
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

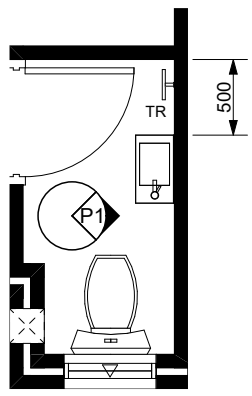
CLIENT

BUILDER

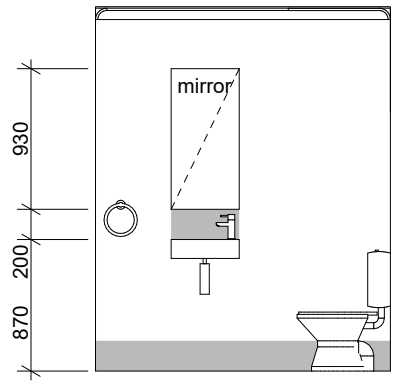
UNIT TYPE 'C'



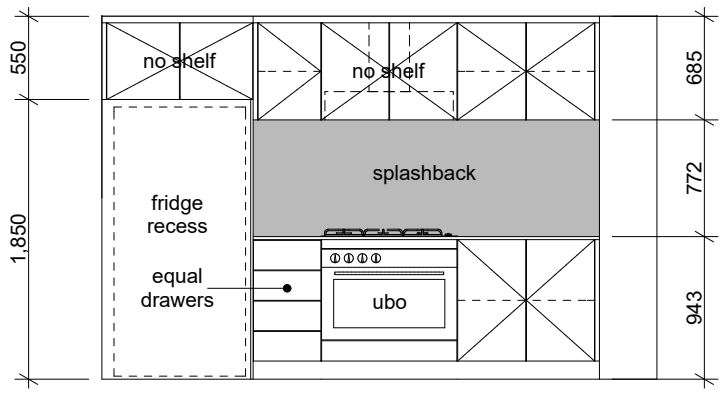
Kitchen Layout
SCALE: 1:50



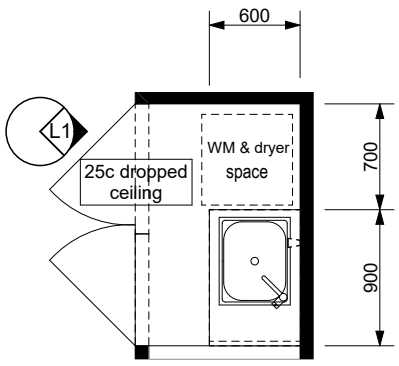
Powder Layout
SCALE: 1:50



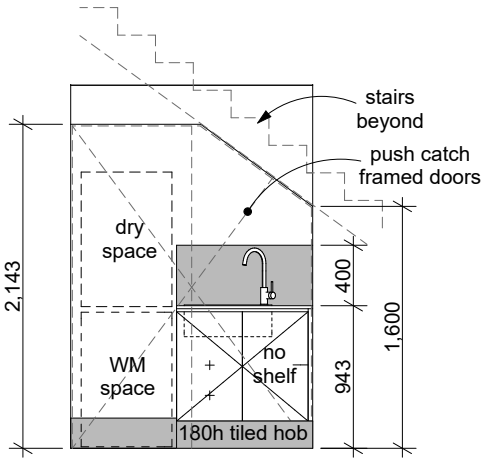
Powder 1
SCALE: 1:50



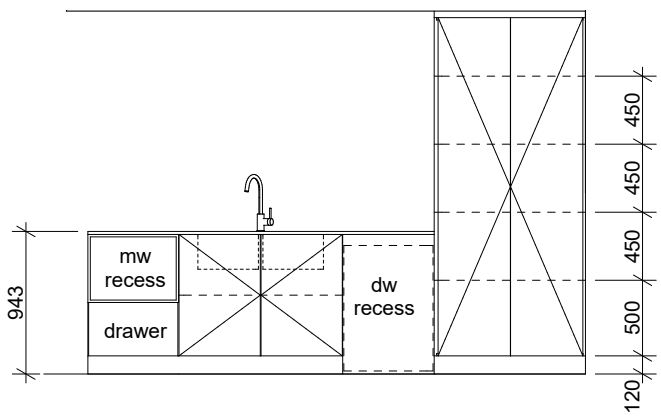
Kitchen 1
SCALE: 1:50



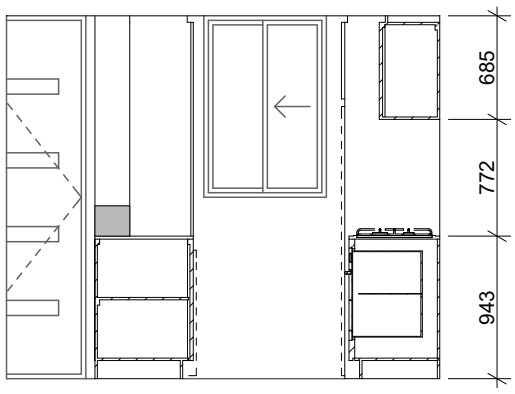
Laundry Layout
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

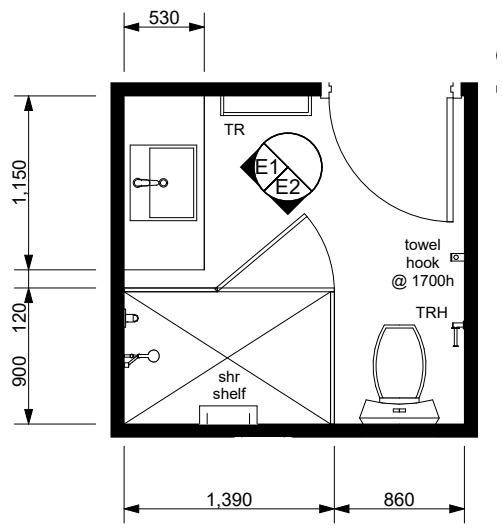
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

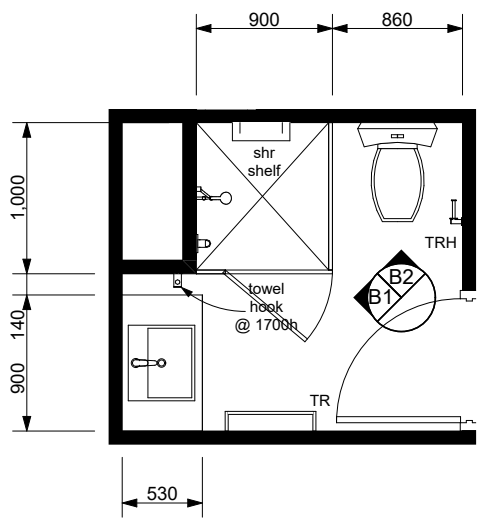
CLIENT

BUILDER

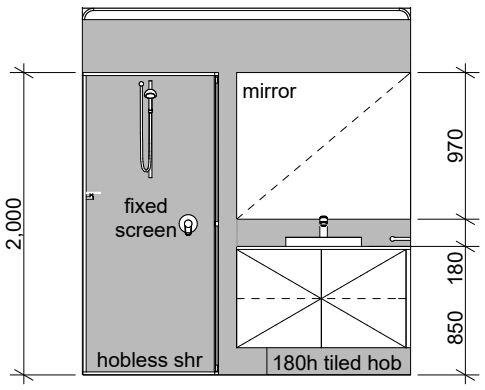
UNIT TYPE 'C'



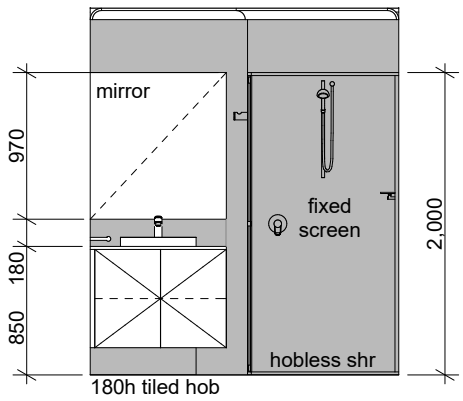
Ensuite Layout
SCALE: 1:50



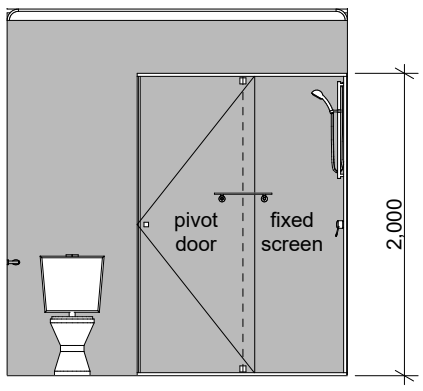
Bathroom Layout
SCALE: 1:50



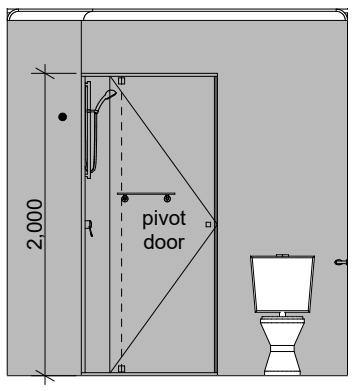
Ensuite 1
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

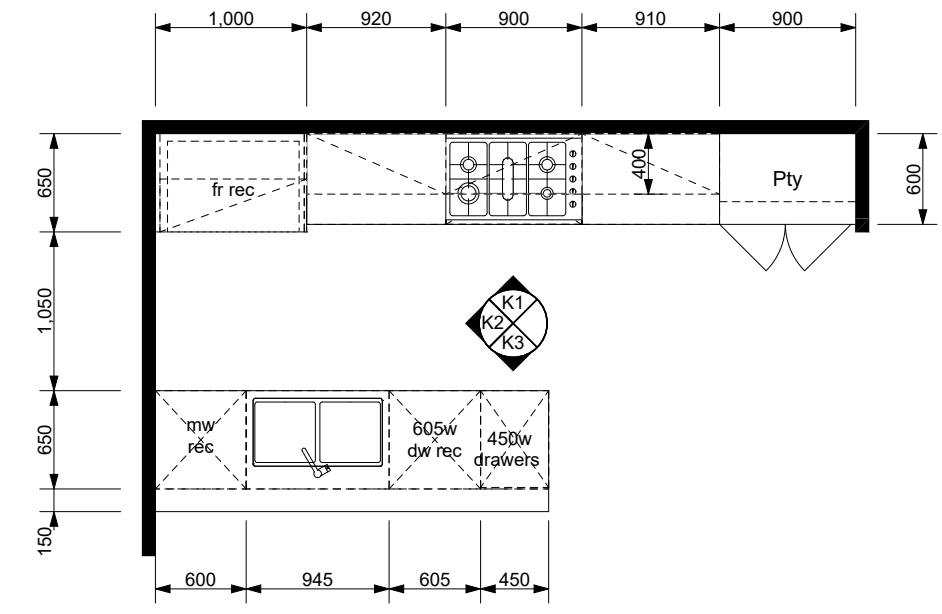
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'D'



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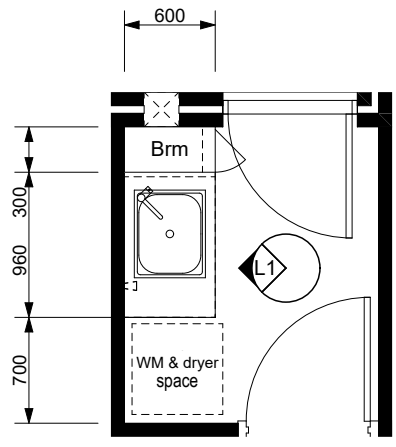

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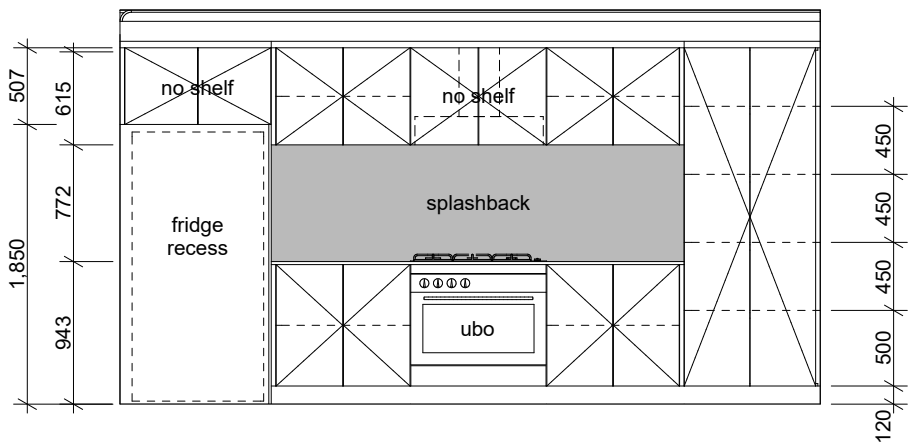

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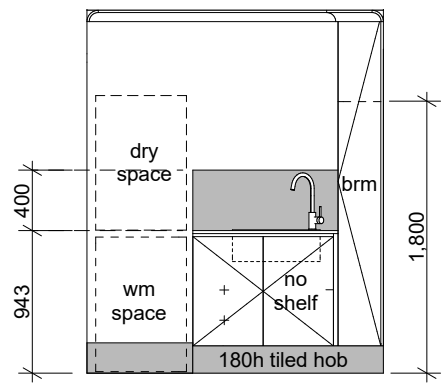

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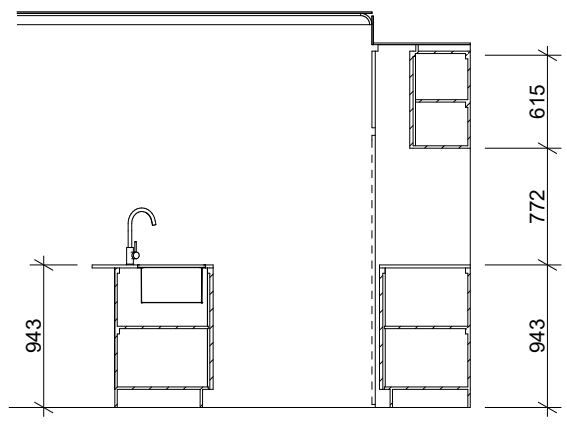

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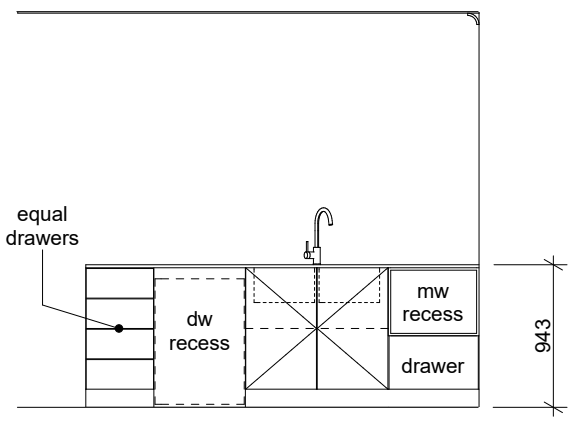

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Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

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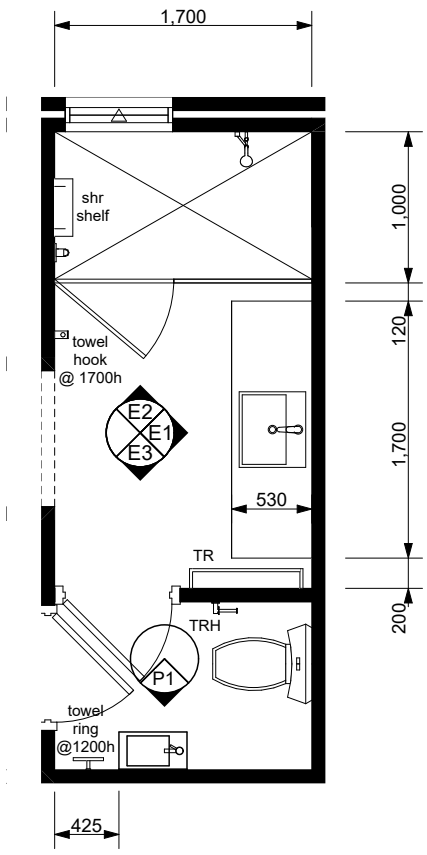
UNIT TYPE 'D'



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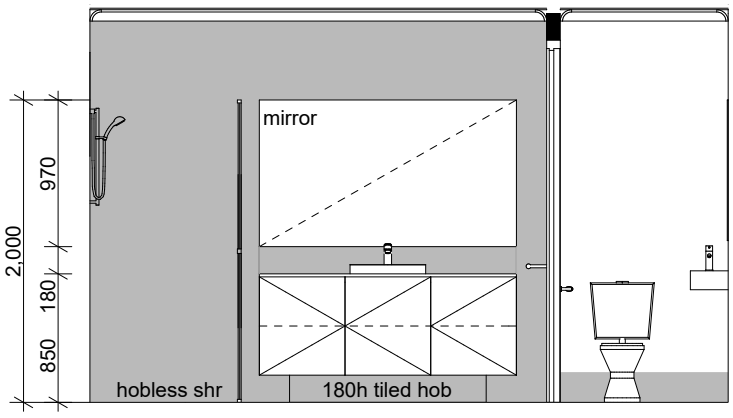

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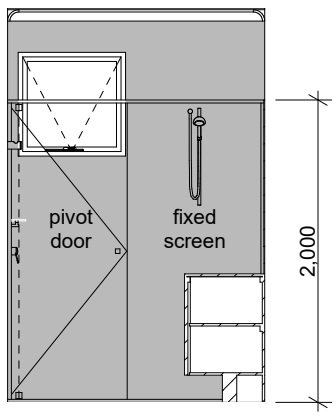

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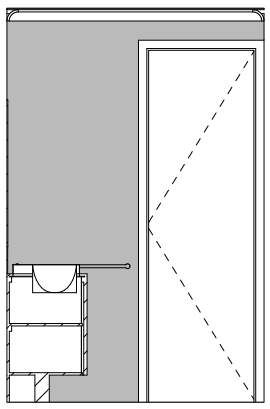

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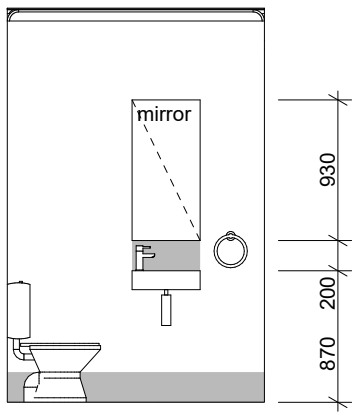

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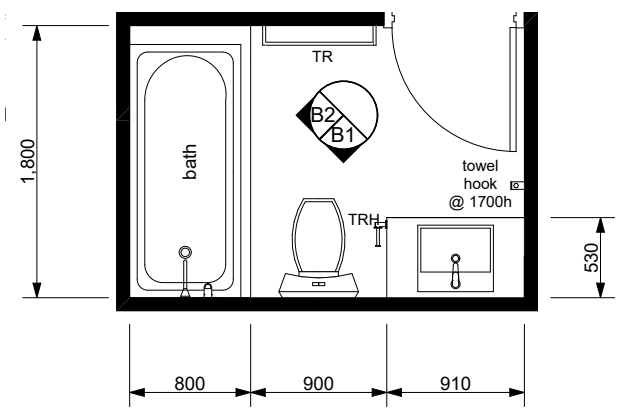

Bathroom Layout
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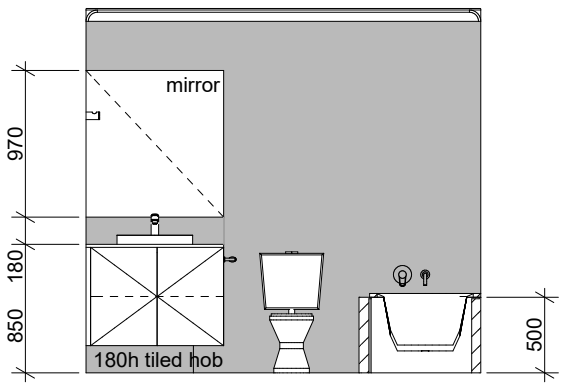

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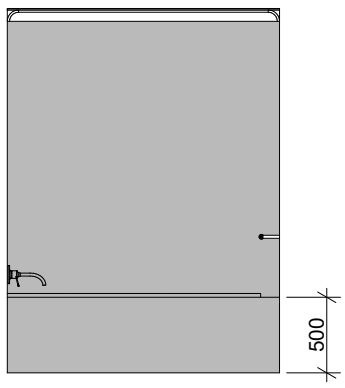

Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

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APPENDIX 2

Updated Acoustic Report

LOCUS PROPERTY

8 OSBORNE PLACE
STIRLING

SPP 5.4 NOISE MANAGEMENT PLAN

NOVEMBER 2023

OUR REFERENCE: 31822-4-23335

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
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DOCUMENT CONTROL PAGE

SPP 5.4 NOISE MANAGEMENT PLAN
8 OSBORNE PLACE
STIRLING

Job No: 23335

Document Reference: 31822-4-23335

FOR

LOCUS PROPERTY

DOCUMENT INFORMATION			
Author:	Geoffrey Harris	**Checked By:**	Paul Daly
Date of Issue:	3 November 2023		

REVISION HISTORY

Revision	Description	Date	Author	Checked
1	Initial Issue	03/11/23	GH	PLD
2	Updated with noise contours	13/11/23	GH	PLD
3	Clarification to contours	14/11/23	GH	PLD
4	Updates re: council commentary	05/02/24	GH	PLD

DOCUMENT DISTRIBUTION

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APPENDICES

A Plans

B Building Requirements

C Noise Contours

D Main Roads Traffic Flow Data

1. INTRODUCTION

Herring Storer Acoustics were commissioned through Locus Property to carry out an acoustic study with regards to traffic related noise for the proposed residential development at 8 Osborne Place, Stirling.

The purpose of the study was to:

- Assess the noise that would be received within the development area from vehicles travelling on Mitchell Freeway, the Joondalup Passenger Rail Line and Karrinyup Road for future traffic volumes.
- Compare the results with accepted criteria and if exceedances exist, develop the framework for the management of noise.

A plan is attached in Appendix A.

2. SUMMARY

The noise modelling indicates that noise received at the proposed development from vehicles travelling along Mitchell Freeway, the Joondalup Passenger Rail Line and Karrinyup Road in the future (2042) would exceed the Western Australian Planning Commission (WAPC) State Planning Policy (SPP) 5.4 "Road and Rail Transport Noise and Freight Considerations In Land Use Planning" "day time limit" criteria as the highest calculated noise level at a façade is 69 dB $L_{AEq(day)}$ and as a result "Quiet House" Design listed in Appendix B is required.

3. ACOUSTIC CRITERIA

3.1 NOISE

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

POLICY APPLICATION (Section 4)

When and where it applies (Section 4.1)

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

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

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

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

Policy trigger distances (Section 4.1.2)

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

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

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

TABLE 1: TRANSPORT CORRIDOR CLASSIFICATION AND TRIGGER DISTANCES

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

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

POLICY MEASURES (Section 6)

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

Noise Targets (Section 6.1)

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

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

- *indoor noise levels as specified in **Table 2** in noise sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and*
- *a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise target.*

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

TABLE 2: NOISE TARGETS

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

Notes:

- *The noise target is to be measured at one metre from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source. A habitable room has the same meaning as defined in State Planning Policy 3.1 Residential Design Codes.*
- *For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.*
- *The 5dB difference in the criteria between new and upgrade infrastructure proposals acknowledges the challenges in achieving noise level reduction where existing infrastructure is surrounded by existing noise-sensitive development.*
- *Outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines. For example, it is likely unreasonable for a transport infrastructure provider to achieve the outdoor targets at more than 1 or 2 floors of an adjacent development with direct line of sight to the traffic.*

<u>Noise Exposure Forecast (Section 6.2)</u>

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

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

4. ACOUSTIC ENVIRONMENT

The acoustic environment of the site was measured via the used of noise logger from 16 October until 20 October. Traffic volume details for this road section are included in Appendix D.

Noise measurements were conducted with two NSRT MK3 Noise Loggers, one located near the northern boundary of the lot to capture primarily Karrinyup Road, and one located between the noise wall and Mitchell Freeway to capture the Mitchell Freeway and the Joondalup Passenger Rail Line.

Whilst the noise logging in between the site and the Mitchell Freeway would contain noise associated with train passes on the Joondalup Passenger Rail Line, on 5 February 2024 two handheld measurements were taken, one of a northbound travelling train pass and one of a southbound travelling train pass.

The Sound Level Meter was calibrated prior to and after use with a Bruel and Kjaer 4230 Calibrator. All equipment used is currently NATA laboratory calibrated. Calibration certificates are available on request.
All measured noise levels are shown in Table 3.

TABLE 3: SUMMARY OF MEASURED NOISE LEVELS

Measurement Location	Measured/Calculated Noise Level, dB(A)		
	L_{A10}	$L_{Aeq,\ day\ (6am\ to\ 10pm)}$	$L_{Aeq,\ night\ (10pm\ to\ 6am)}$
Karrinyup Road	57.5	56.3	49.7
Mitchell Freeway	72.5	69.9	64.6
Element	**Noise Level**		
Northbound Train	69.7 dB $L_{AEq,12s}$		
Southbound Train	71.1 dB $L_{AEq,12s}$		

During site visit, it was noted that noise from the train pass was audible over other road traffic, however the duration was brief, approximately 12s for it to become inaudible other traffic noise.

5. MODELLING

To determine the noise levels from traffic on Mitchell Freeway, Joondalup Passenger Rail Line and Karrinyup Road, acoustic modelling was carried out using Sound Plan, using the Calculation of Road Traffic Noise (CoRTN)[1] algorithms.

The input data for the model included:

- Topographical and cadastral data supplied by client (Shown in Appendix A).
- Existing road layout.
- Traffic data as per Table 4 (Obtained from MRWA ROM Department, Attached in Appendix D).
- Existing 'noise barrier' to the west of site as shown in Figure 1 below.
- Adjustments as listed in Table 5.

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

TABLE 4 - NOISE MODELLING INPUT DATA*

Parameter	Mitchell Freeway (Current) 2021	Mitchell Freeway (Future) 2043**	Karrinyup Road (Current) 2021	Karrinyup Road (Future) 2043**
Traffic Volumes	113,500	168,210	20,200	32,120
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%	94%	94%
Heavy Vehicles (%) (Assumed)	8%	8%	5.9%	5.9%
Speed (km/hr)	80 km/h**r	100 km/hr	70 km/hr	70 km/hr
Road Surface	Open Graded Asphalt	Open Graded Asphalt	Dense Graded Asphalt	Dense Graded Asphalt

*The above data is abridged as there is influence from the Freeway on ramps, full details of numbers used are available in Appendix D
** Due to the presence of roadworks on the current freeway, 80 km/hr speed limited was utilised.
*** Extrapolated to 2043 from 2041 data using same linear increase.

TABLE 5 – ADJUSTMENTS FOR NOISE MODELLING

Description	Value
Façade Reflection Adjustment	+2.5 dB
Conversion from $L_{A10\ (18\ hour)}$ to $L_{Aeq\ (16\ hour)}$ (Day)	-2.6 dB / -1.2 dB*

* Mitchell Freeway and Karrinyup Road respectively.

FIGURE 1 – EXISTING NOISE WALL ON SITE

6. TRAFFIC NOISE ASSESSMENT

Using the data contained in Tables 3, 4 and 5, modelling was carried out under existing conditions for calibration. The Sound Plan model for the site has been set up for the 2043 scenario as defined in Table 4. The following assumptions have been made:

- 18 hour traffic count will be 94% of daily figures.
- Noise model calibrated to measured noise level as per Table 3.
- The same diurnal relationship will exist in the future between the $L_{A10\ (18\ hour)}$ and the L_{Aeq} parameters; and
- 2.5 dB(A) has been added to the results for façade reflection.

The noise requirements based on the above have been listed in Appendix B.

It is noted that these requirements pertain to acoustic requirements only, with regard to *State Planning Policy 5.4,* and may be superseded by other requirements (BAL, Thermal, etc).

7. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development 8 Osborne Place, Stirling, from vehicles travelling on Mitchell Freeway. Joondalup Passenger Rail and Karrinyup Road has been undertaken.

In accordance with the Policy, the following would be the acoustic criteria applicable to this project:

External	
Day	55 dB(A) L_{Aeq}
Night	50 dB(A) L_{Aeq}
Internal	
Sleeping Areas	35 dB(A) $L_{Aeq(night)}$
Living Areas	40 dB(A) $L_{Aeq(day)}$

It is noted that walls of the development would be required to be constructed of either masonry or tilt up concrete panel. If a lightweight construction or similar is desirable, investigation into constructions that would meet the requirement of State Planning Policy 5.4 would have to be undertaken.

The results of the acoustic assessment indicate that noise received at the development from future traffic, exceed external noise level criteria. Therefore, noise amelioration in the form of quiet house design listed in Appendix B, as well as notifications on the title is required.

Additionally, whilst Units, 1, 3, 5-10 are in exceedance to the Outdoor Living Area criteria, there is a barrier separating the development from Mitchell Freeway and Joondalup Passenger Rail Line (the primary noise source), meeting the deem to comply criteria. Additional amelioration for these outdoor living areas would likely not be practicable.

APPENDIX A

PLANS

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	MASTER PLAN	REVIEW	1:250 @ A3	2305	A1.01	D	30.10.23

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE A & B GROUND FLOOR	REVIEW	1:100 @ A3	2205	A2.01	TEA	24.10.23

TYPE A

TYPE B

FIRST FLOOR

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE A & B FIRST FLOOR	REVIEW	1:100 @ A3	2305	A2.02	TBA	24.10.23

GROUND FLOOR

OVERLAP ABOVE

FIRST FLOOR

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE C PLANS GROUND & FIRST FLOOR	REVIEW	1:100 @ A3	2305	A3-01	TBA	23.10.23

GROUND FLOOR

OVERLAP ABOVE

PENNOCK ARCHITECTS

PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
8 OSBORNE PLACE STIRLING, WA	TYPE D GROUND FLOOR PLAN	REVIEW	1:100 @ A3	2305	A4.01	-	23.10.23

FIRST FLOOR

PENNOCK ARCHITECTS	PROJECT	TITLE	DRAWING STATUS	SCALE	PROJECT CODE	SHEET NO.	REVISION	DATE
	8 OSBORNE PLACE STIRLING, WA	TYPE D FIRST FLOOR PLANS	REVIEW	1:100 @ A3	2305	A4.02	-	23.10.23

APPENDIX B

BUILDING REQUIREMENTS

Calculated Noise Levels and Required R_w and C_{tr} Ratings for Glazing			
Unit	**Floor**	**Level dB $L_{Aeq(Day)}$**	**Required $R_w + C_{tr}$**
Unit 1	BED2	57	31
	BED3	57	31
	BED1	68	40
	ENSUITE	68	28
	WIR	68	28
	LIVING	54	23
	DINING	54	23
Unit 2	DINING	55	23
	LAUNDRY	55	26
	BED1	54	28
	BED2	65	39
	BED3	65	39
	ENSUITE	65	25
Unit 3	BED2	57	31
	BED3	57	31
	BED1	69	41
	ENSUITE	69	29
	WIR	69	29
	LIVING	54	23
	DINING	54	23
Unit 4	DINING	55	23
	LAUNDRY	55	26
	BED1	54	28
	BED2	65	39
	BED3	65	39
	ENSUITE	65	25
Unit 5	BED2	58	32
	BED3	58	32
	BED1	69	41
	ENSUITE	69	29
	WIR	69	29
	LIVING	55	23
	DINING	55	23
Unit 6	DINING	56	23
	LAUNDRY	56	27
	BED1	55	29
	BED2	66	40
	BED3	66	40
	ENSUITE	66	26
Unit 7	BED2	58	32
	BED3	58	32
	BED1	69	41
	ENSUITE	69	29
	WIR	69	29
	LIVING	55	23
	DINING	55	23
Unit 8	DINING	56	23
	LAUNDRY	56	27
	BED1	55	29
	BED2	65	39
	BED3	65	39
	ENSUITE	65	25

Calculated Noise Levels and Required R_w and C_{tr} Ratings for Glazing			
Unit	**Floor**	**Level dB $L_{Aeq(Day)}$**	**Required $R_w + C_{tr}$**
Unit 9	DINING	56	23
	LAUNDRY	56	27
	BED1	54	28
	BED2	65	39
	BED3	65	39
	ENSUITE	65	25
Unit 10	DINING	56	23
	LAUNDRY	56	27
	BED1	54	28
	BED2	66	40
	BED3	66	40
	ENSUITE	66	26
Unit 11	Living Dining	61	29
Unit 12	Living Dining	57	25
Unit 13	BED1	57	31
Unit 14	BED1	57	31
Unit 15	BED1	57	31
Unit 16	BED1	57	31
Unit 17	LIVING DINING	58	26
	BED1	57	33
Unit 18	LIVING DINING	58	26
	BED1	57	33
Unit 19	LIVING DINING	58	26
	BED1	57	33
Unit 20	LIVING DINING	57	25
	BED1	57	33
Unit 21	LIVING DINING	57	25
	BED1	57	33
Unit 22	LIVING DINING	57	25
	BED1	57	33

Notes: The required R_W rating can be reduced by reducing the area of glazing.
Requirements pertain to only acoustic advice in regard to *State Planning Policy 5.4* and may be superceded by other requirements (BAL, Thermal, etc).
Unlisted Elements would comply given standard construction.

Calculated Noise Levels and Required R_w and C_{tr} Ratings for Walls and Windows			
Unit	**Element**	**Level dB $L_{Aeq(Day)}$**	**Required $R_w + C_{tr}$**
Unit 1-10 Ground Floor	Walls	55	45
Unit 1-10 Upper Floors	Walls	68	50
	Ceiling	68	40
Unit 11 Ground Floor	Walls	<55	N/A
Unit 11 Upper Floor	Walls	61	50
	Ceiling	61	35
Unit 12-22 Ground Floor	Walls	<55	N/A
Unit 12-22 Upper Floors	Walls	58	45
	Ceiling	58	35

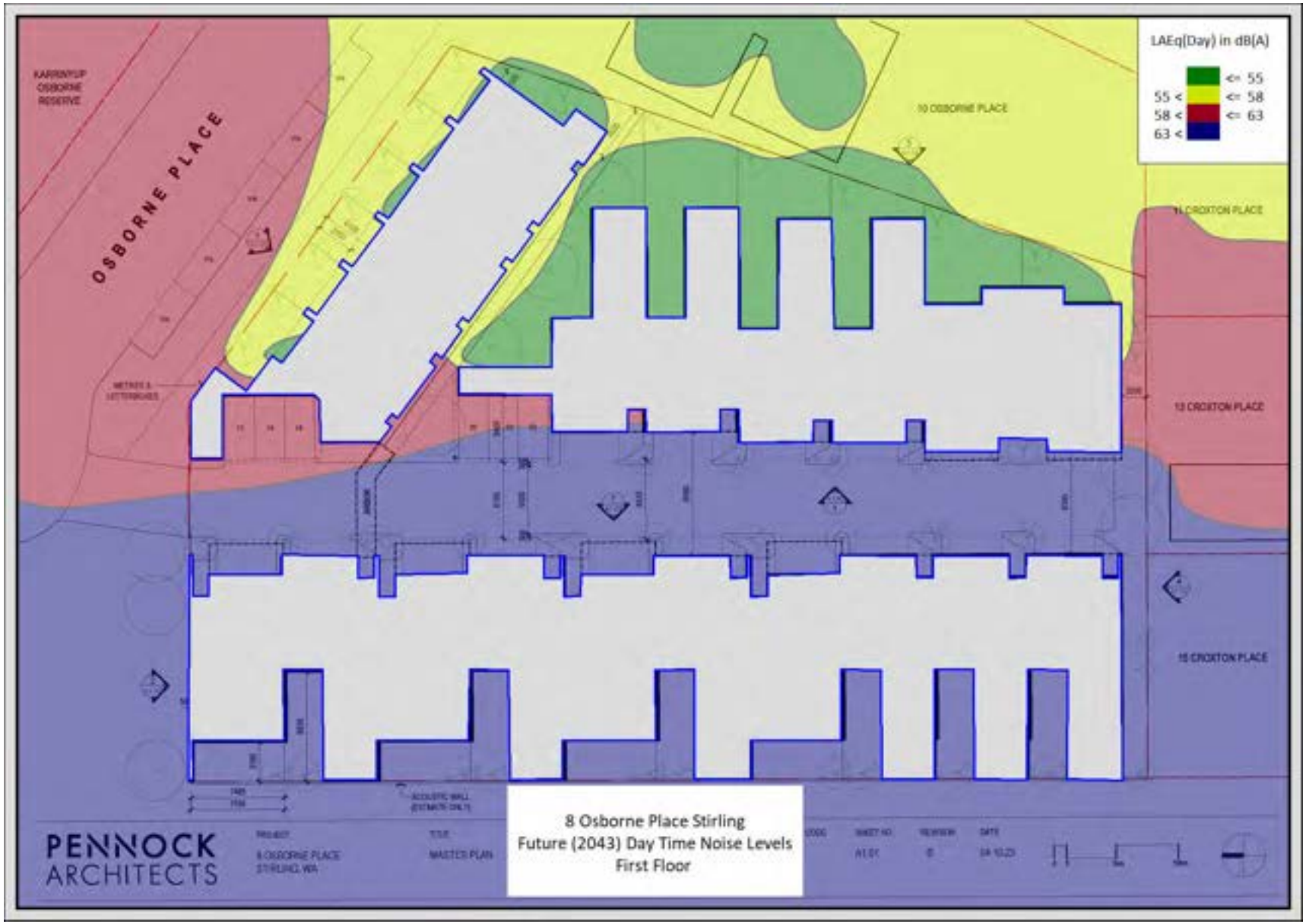
Calculated Noise Levels – Outdoor Living Area		
Unit	**Level dB $L_{Aeq(Day)}$**	**Compliance**
Unit 1	57	+2
Unit 2	55	Complies
Unit 3	57	+2
Unit 4	55	Complies
Unit 5	58	+3
Unit 6	56	+1
Unit 7	58	+3
Unit 8	56	+1
Unit 9	56	+1
Unit 10	56	+1
Unit 11	<55	Complies
Unit 12	<55	Complies
Unit 13	<55	Complies
Unit 14	<55	Complies
Unit 15	<55	Complies
Unit 16	<55	Complies
Unit 17	<55	Complies
Unit 18	<55	Complies
Unit 19	<55	Complies
Unit 20	<55	Complies
Unit 21	<55	Complies
Unit 22	<55	Complies

Note, whilst Units, 1, 3, 5-10 are in exceedance to the Outdoor Living Area criteria, there is a barrier separating the development from Mitchell Freeway (the primary noise source), meeting the deem to comply criteria. Additional amelioration for these outdoor living areas would likely not be practicable.

APPENDIX C

NOISE CONTOURS

LAEq(Day) in dB(A)
<= 55
55 < <= 58
58 < <= 63
63 <
OSBORNE PLACE
10 OSBORNE PLACE
11 CROXTON PLACE
13 CROXTON PLACE
15 CROXTON PLACE
PENNOCK ARCHITECTS
8 Osborne Place Stirling
Future (2043) Day Time Noise Levels
Ground Floor


LAEq(Day) in dB(A)
<= 55
55 < <= 58
58 < <= 63
63 <
OSBORNE PLACE
KARRINYUP OSBORNE RESERVE
10 OSBORNE PLACE
11 CROXTON PLACE
13 CROXTON PLACE
15 CROXTON PLACE
PENNOCK ARCHITECTS
8 OSBORNE PLACE STIRLING WA
MASTER PLAN
8 Osborne Place Stirling
Future (2043) Day Time Noise Levels
First Floor

APPENDIX D

MRWA TRAFFIC FLOW DATA

2021 ROM24 Scenario - Link Volume Plot for Mitchell Fwy / Karrinyup Rd, Stirling Noise Assessment
All Day
Land Use Scenario: DAEDS Version 3.1

MODEL ASSUMPTIONS

NETWORK: 2021 ROM24 Network (20-Year Road Network Development Plan)
LAND USE: 2021 DAEDS V3.1 Land Use

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

Terms & Conditions
MRWA Traffic Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations. This data should not be used for any purpose other than the stated purpose for which it was requested from MRWA. The MRWA ROM is for estimating regional traffic volumes on regional and major local roads, and it should not be used for estimating local traffic on local roads. The MRWA ROM includes local roads but this is to provide connectivity in the model.
MRWA Traffic Modelling Data should be interpreted by an experienced/qualified person.
This data should not be used in making decisions relating to commercial or residential developments.

mainroads WESTERN AUSTRALIA

Transport Modelling Section
Enquiries Clare Yu 9323 4987
MRWA Reference Job #42734
Mon 23 Oct 2023
T:\VOYAGER\JOBS_V2025\42734\Reports\L\VP42734_All Day_LVP_Y21 DAEDS V31_Mitchell Fwy_Karrinyup Rd_Stirling.VPR

MRWA ROM24 Base Network - Version 2014
MRWA Transport Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations

cube

(Licensed to)

2041 ROM24 Scenario - Link Volume Plot for Mitchell Fwy / Karrinyup Rd, Stirling Noise Assessment
All Day
Land Use Scenario: DAEDS Version 3.1

MODEL ASSUMPTIONS

NETWORK: 2041 ROM24 Network (20-Year Road Network Development Plan)
LAND USE: 2041 DAEDS V3.1 Land Use

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

Terms & Conditions
MRWA Traffic Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations. This data should not be used for any purpose other than the stated purpose for which it was requested from MRWA. The MRWA ROM is for estimating regional traffic volumes on regional and major local roads, and it should not be used for estimating local traffic on local roads. The MRWA ROM includes local roads but this is to provide connectivity in the model.
MRWA Traffic Modelling Data should be interpreted by an experienced/qualified person.
This data should not be used in making decisions relating to commercial or residential developments.

KARRINYUP - MORLEY HWY
183
195
156
152
142
112
194
128
126
344
129
152
1058
990
1058
990
1320
1320
1320

APPENDIX 3

Landscaping Plans

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

REV	DATE	DWN	APP	DESCRIPTION
E	08.08.23	KD	KD	UPDATED LANDSCAPE CONCEPT PLAN
F	31.10.23	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
G	02.11.23	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
H	14.02.24	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
I	15.02.24	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN

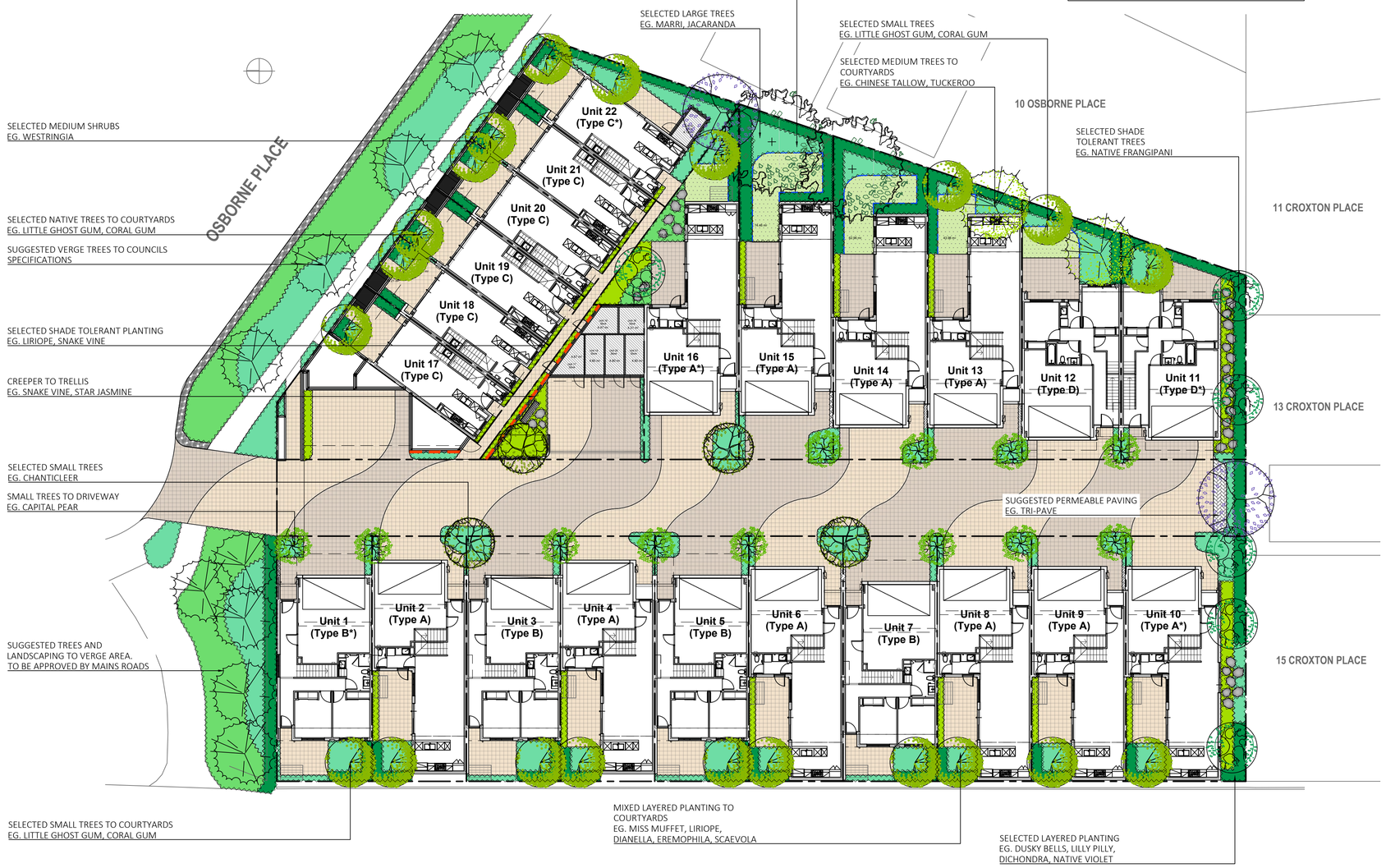
LANDSCAPE AREA CALCULATIONS

TOTAL SITE AREA
Total Sire Area = 3717.6m2

LANDSCAPE AREAS
Total Landscape areas (all levels) = 622.6m2 (16.7% of site)

DEEP SOIL AREAS (DSA)
Total = 453.1m2 (12.2% of site)

CANOPY COVER
Proposed Large Trees (8m canopy) x 2 = 100.6m2
Proposed Medium Trees (6m canopy) x 4 = 113.2m2
Proposed Small Trees (4m canopy) x 31 = 390.6m2
Proposed Small Trees (3m canopy) x 12 = 84m2
Total Canopy Cover = 688.4m2 (18.5% of site)



LEGEND

TREES
SUGGESTED VERGE TREES TO COUNCIL SPECIFICATIONS
SELECTED LARGE TREES EG. MARRI, JACARANDA CANOPY: 8m
SELECTED MEDIUM TREES EG. CHINESE TALLOW, TUCKEROO CANOPY: 6m
SELECTED MEDIUM TREES EG. PINK MARRI, RED FLOWERING GUM CANOPY: 6m
SELECTED SMALL TREES EG. NATIVE FRANGIPANI CANOPY: 4m
SELECTED SMALL TREES EG. LITTLE GHOST GUM, CORAL GUM CANOPY: 4m
SELECTED SMALL TREES EG. CHANTICLEER CANOPY: 4m
SELECTED SMALL TREES EG. CAPITAL PEAR CANOPY: 3m

PLANTING
PLANTING TYPE 01 GROUNDCOVERS
PLANTING TYPE 02 SHRUBS
PLANTING TYPE 03 STRAPPY/MIXED
PLANTING TYPE 04 SHADE TOLERANT
SELECTED LAWN SPECIES EG. SOFT LEAF BUFFALO

MISC
PAVEMENT TREATMENTS (TBC)
DEEP SOIL AREAS (DSA)
SELECTED CLIMBER ON TRELLIS OR STRUCTURE
SELECTED EDGE RESTRAINT EG. MILD STEEL
SUGGESTED PERMEABLE PAVING EG. TRI-PAVE

NOTES

1. GENERAL
1.1 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.2 THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS AND PROJECT SPECIFICATIONS.
1.3 FOR ALL FINISHED LEVELS DRAINAGE DESIGN AND WATER CONNECTION POINTS REFER TO ASSOCIATED PROJECT DOCUMENTATION (BY OTHERS).
1.4 FOR ALL ASSOCIATED IRRIGATION DESIGN REFER TO IRRIGATION DOCUMENTATION AND SPECIFICATION.

2. SOIL PREPARATION
2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3.PLANTING
3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 REFER TO PLANTING SCHEDULE FOR PROPOSED SPECIES, SPACING AND SIZES.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.
3.8 IF SPECIES ARE UNAVAILABLE (OR IN SIZES SPECIFIED), SUBSTITUTES MUST BE APPROVED BY SUPERINTENDENT BEFORE DELIVERY AND INSTALLATION.

4. IRRIGATION
4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 CONTROLLER TO BE LOCATED IN BIN STORE AND INDIVIDUAL GARAGES (OR AS SHOWN ON IRRIGATION DETAILS).
4.4 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.5 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.6 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.
4.7 PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE

PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
CORcal	Corymbia calophylla	Marri Tree	As Shown	100L
CORcal	Corymbia calophylla grafted	Pink Marri Tree	As Shown	100L
CORfic	Corymbia ficifolia (grafted)	WA Red Flowering Gum	As Shown	100L
CUPana	Cupaniopsis anacardioides	Tuckeroo	As Shown	100L
EUCtor	Eucalyptus torquata	Coral Gum	As Shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	100L
HYMfla	Hymenosporum flavum	Native Frangipani	As Shown	100L
JACmim	Jicaranda mimosifolia	jacaranda	As Shown	100L
PYRcal	Pyrus calleryana	Capital Pear	As Shown	100L
PYRcal	Pyrus calleryana	Chanticleer	As Shown	100L
SAPseb	Sapium sebifera	Chinese Tallow	As Shown	100L
Shrubs and Groundcovers:				
ANIgol	Anigozanthos 'Gold Velvet'	Kangaroo Paw	3/m2	200mm
CORdus	Correa 'Dusky Bells'	Dusky Bells	2/lm	200mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIAbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
DICrep	Dichondra repens	Kidney Weed	3/m2	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	3/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	3/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	3/m2	140mm
LEUbro	Leucophyta brownii	Silver Cushion Bush	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
PHIxan	Philodendron Xanadu	Xanadu	3/m2	140mm
PIMfer	Pimelea ferruginea	Rice Flower	3/m2	200mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	2/lm	200mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	3/m2	140mm
RHAori	Rhaphiolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/lm	200mm
SANtri	Sansevieria trifasciata laurentii	Mother-in-law's Tongue	3/m2	200mm
SCAhum	Scaevola humilis 'Purple Fusion'	Fan Flower	3/m2	140mm
SYZora	Syzigium 'Orange Twist'	Lilly Pilly	2/lm	200mm
TRAjas	Trachelospermum jasminoides	Star Jasmine	3/m2	140mm
WESgre	Westringia 'Grey Box'	Compact Coastal Rosemary	2/lm	200mm
VIOhed	Viola hederacea	Native Violet	3/m2	140mm

REFER TO PAGE 102 FOR PLANTING IMAGES AND DSA REQUIREMENTS

kelsie davies landscape architecture
Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0346 PAGE 101 REV I

0 1 2 4 6 10 20m
SCALE 1:200 @A1

OSBORNE PLACE DEVELOPMENT
LANDSCAPE CONCEPT PLAN

LOCUS DEVELOPMENT GROUP
8 OSBORNE PLACE, STIRLING

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GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
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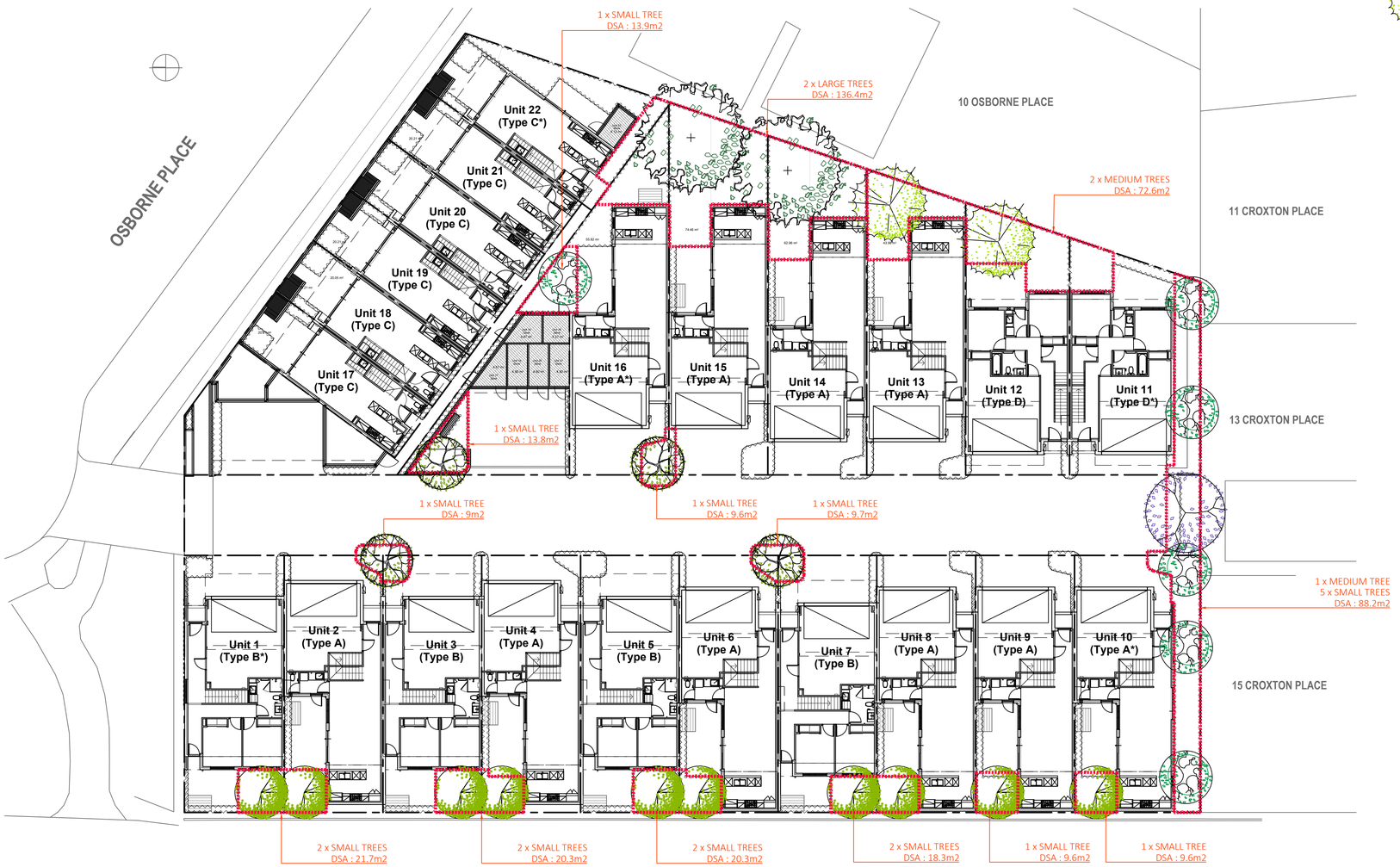
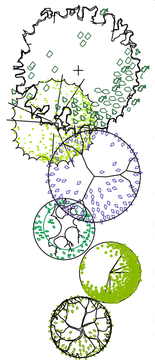
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

REV	DATE	DWN	APP	DESCRIPTION
A	14.02.24	AC	KD	DSA AND TREE REQUIREMENTS
B	15.02.24	AC	KD	DSA AND TREE REQUIREMENTS



LEGEND

TREES



SELECTED LARGE TREES
EG. MARRI, JACARANDA
CANOPY: 8m

SELECTED MEDIUM TREES
EG. CHINESE TALLOW, TUCKEROO
CANOPY: 6m

SELECTED MEDIUM TREES
EG. PINK MARRI, RED FLOWERING GUM
CANOPY: 6m

SELECTED SMALL TREES
EG. NATIVE FRANGIPANI
CANOPY: 4m

SELECTED SMALL TREES
EG. LITTLE GHOST GUM, CORAL GUM
CANOPY: 4m

SELECTED SMALL TREES
EG. CHANTICLEER
CANOPY: 4m

DSA

DEEP SOIL AREAS (DSA)

LANDSCAPE AREA CALCULATIONS PER R CODE TABLE 3.3A

TOTAL SITE AREA
Total Site Area = 3717.6m2

LANDSCAPE AREAS
Total Landscape areas (all levels) = 622.6m2 (16.7% of site)

DEEP SOIL AREAS (DSA)
Total = 453.1m2 (12.2% of site)

CANOPY COVER
Proposed Large Trees (8m canopy) x 2 = 100.6m2
Proposed Medium Trees (6m canopy) x 3 = 84.9m2
Proposed Small Trees (4m canopy) x 20 = 252m2
Total Canopy Cover = 437.5m2 (11.8% of site)

SHADE TOLERANT

PLANTING IMAGES - TREES

STRAPPY AND GROUNDCOVERS

MEDIUM SHRUBS

kelsie davies
landscape architecture

Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0346 PAGE 102_B REV B

0 1 2 4 6 10 20m
SCALE 1:200 @A1

OSBORNE PLACE DEVELOPMENT
LANDSCAPE DSA AND TREE REQUIREMENTS

LOCUS DEVELOPMENT GROUP
8 OSBORNE PLACE, STIRLING

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City of Stirling
15 March 2024
RECEIVED

DYNAMIC PLANNING AND DEVELOPMENTS

WASTE MANAGEMENT PLAN

LOT 79 (NO. 8) OSBORNE PLACE, STIRLING
WASTE MANAGEMENT PLAN

OUR REF: 1802

INTRODUCTION

This waste management plan pertains to the following:

Development: Proposed 'Multiple Dwelling' development.

Address: Lot 79 (No. 8) Osborne Place, Stirling

This waste management plan is to address the operational phases of the development and has been developed having reference to the WALGA *Multiple Dwelling Waste Management Plan Guidelines.*

Once approved by the City, waste collection and disposal is to be undertaken in accordance with this Waste Management Plan, subject to any additional conditions of planning approval.

The development consists of:

☑ Residential

If yes, how many dwellings? **N/A**

☒ Non-Residential Tenancies

If yes, complete the table below:

Land Use	***No. of Dwellings***
Residential Dwellings (Unit 1-16)	16
Residential Dwellings (Unit 17-22)	6

WASTE AND RECYCLABLES CAPACITY

The applicable waste generation rates for the proposed development have been determined in consultation with the City of Stirling. The below table provides a summary of the expected waste to be generated by the proposed development:

Land Use	***General Waste***	***Recycle Waste***	***Green Organics***
Units 1-16	140L per dwelling p/w = 2240L p/w	120L per dwelling p/w = 1920L p/w	120L per dwelling p/w = 1920L p/w
Unit 17-22	140L per dwelling p/w = 840L p/w	120L per dwelling p/w = 720L p/w	120L per dwelling p/w = 720L p/w
Total	**3080L p/w**	**2640L p/w**	**2640L p/w**

BIN SELECTION

Type of bins to service the development:

Residential

Bin Capacity	**80L**	**120L**	**140L**	**240L**	**360L**
Height (mm)	870	940	1065	1080	1100
Depth (mm)	530	560	540	735	885
Width (mm)	450	485	500	580	600
Approx. footprint (m^2)	0.24	0.27	0.27	0.43	0.53

Total number of bins proposed:

Units 1-16: Each of these units will have:

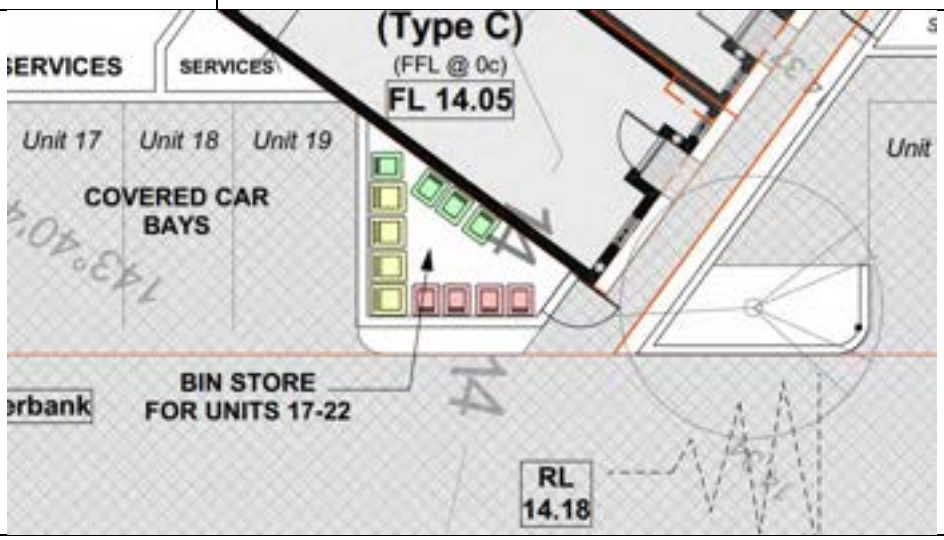
- 1 x 240L General Waste Bin
- 1 x 360L Recycle Waste Bin
- 1 x 240L Green Waste Bin

Units 17-22: These units will have a communal bin store with the following:

- 4 x 240L General Waste Bin
- 4 x 360L Recycle Waste Bin
- 3 x 240L Green Waste Bin

BIN STORE & COLLECTION ARRANGEMENT

Units 1-16	
Total Waste Generated	2,240L general waste per week 1,920L recycling waste per week 1,920L green waste per week
Storage and Capacity	1x 240L general waste per unit on a once a week pick up 1x 360L recycle waste per unit on a fortnightly pick up 1x 240L green waste bin per unit on a once a week pick up Total Capacity: 3840L General Waste per week 2880L Recycle Waste per week 3840L Green Waste per week
Units 17-22	
Total Waste Generated	840L general waste per week 720L recycling waste per week 720L green waste per week
Storage and Capacity	4x 240L general waste per unit on a once a week pick up 4x 360L recycle waste per unit on a fortnightly week pick up 3x 240L green waste bin per unit on a once a week pick up Total Capacity: 960L General Waste per week 720L Recycle Waste per week 720L Green Waste per week
Bin Store Area Required	5.13sqm
Bin store area proposed	11.9sqm



Collection

- ☒ On-Site
- ☑ Street Collection

A private waste contractor will be engaged by the strata to manage waste collection from the verge in front of the development. Collections will be in accordance with the below:

- General waste collection – 1 day per week with a total of 20 bins presented on the verge for collection.
- Recycle waste collection – 1 day per fortnight with a total of 20 bins presented on the verge for collection.
- Green waste collection – 1 day per week with a total of 19 bins presented on the verge for collection.

The arrangement will be managed so that there will be no days where two different waste types will be collected to ensure no more than 20 bins are presented to the verge at any one time. Residents of Units 1-16 will transfer their bins to the verge for collection with a strata manager or a resident appointed by the strata will transfer bins for Units 17-22 to the verge for collection.

The verge space in front of the subject site is more than sufficient to accommodate a total of 20 bins as illustrated in Figure 1 below. To ensure the visitor parking is free from cars when bins are being collected, signs will be installed on the verge and collection times will be included in strata management bylaws to ensure residents are aware of waste collection times and the unavailability of the visitor parking bays.

Figure 1 – Waste Collection Location

Bin Compound Information

The location of the relevant bin storage area has been identified on the development plans – please refer **Attachment 1**.

OTHER CONSIDERATIONS

Other Waste Requirements

Liquid or hazardous waste generated on-site? **N/A**
If Yes, please detail collection arrangements:

_____

_____

Medical waste products controlled by the *Environmental Protection (Controlled Waste) Regulations 2004* generated on-site? **N/A**

If Yes, please detail collection arrangements:

_____

_____

Will processing, retail and/or wholesale of animal products occur on-site? **N/A**

If Yes, please detail collection arrangements:

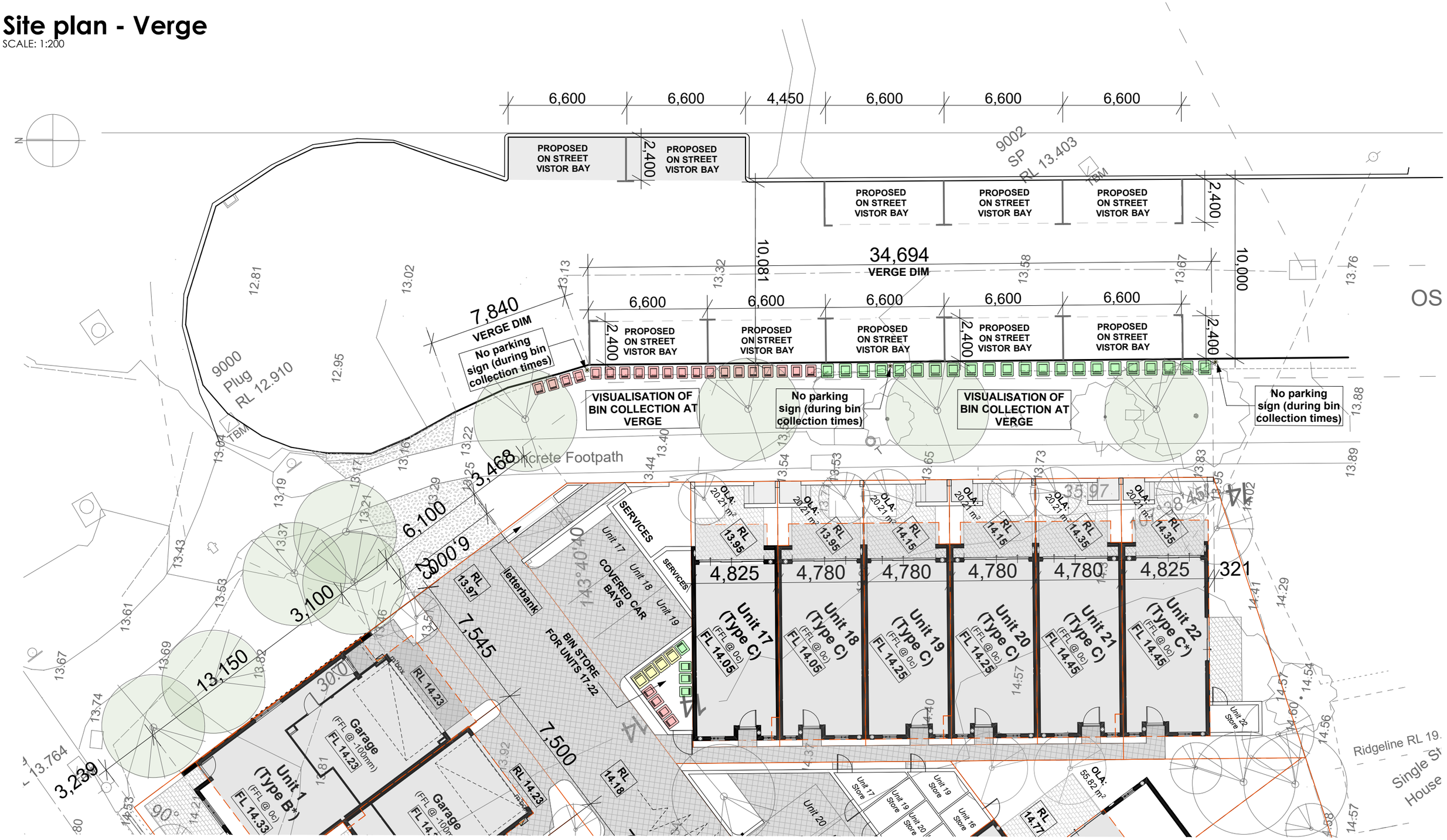
_____

_____

ATTACHMENT 1
Proposed Development Plans

Site plan - Verge

SCALE: 1:200



Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24

CLIENT

CLIENT

BUILDER

City of Stirling
22 March 2024
RECEIVED

From: Stuart Sinclair
Sent: Friday, 22 March 2024 3:55 PM
To: Cameron Howell; Reegan Cake
Cc: Dean Williams; DPD-Public
Subject: RE: 8 Osborne Place, Stirling (Our Ref: 1802)
Attachments: Parklane_Planning (22.03.24).pdf

Afternoon all,

Please see attached plan set incorporating the waste changes as discussed.

Have a great weekend.

Thanks

Stuart Sinclair
Director - Development

LOCUS PROPERTY

locusproperty.au

Master Plan GF

SCALE: 1:250

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

Master Plan UF

SCALE: 1:250

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

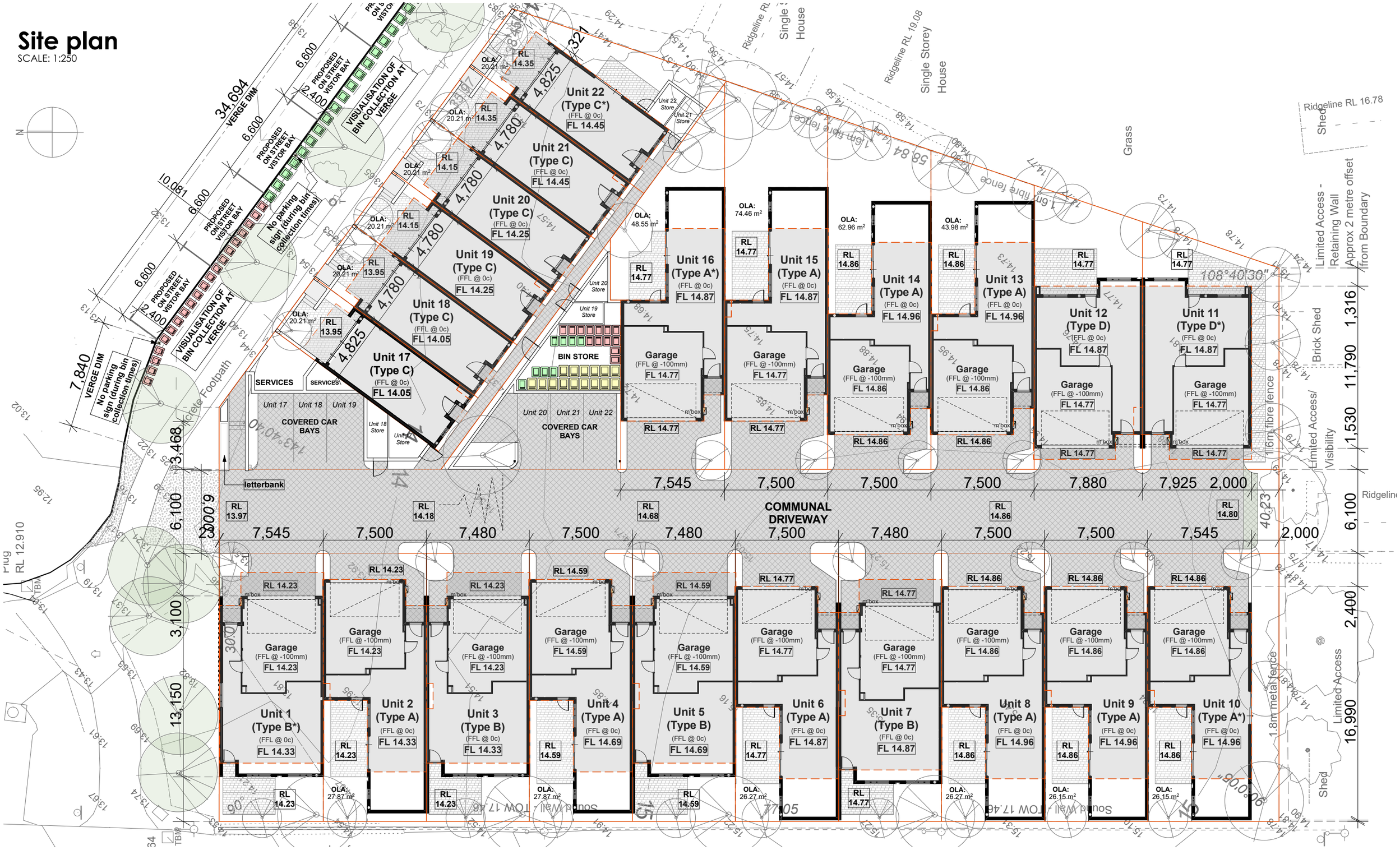
CLIENT

CLIENT

BUILDER

Site plan

SCALE: 1:250



Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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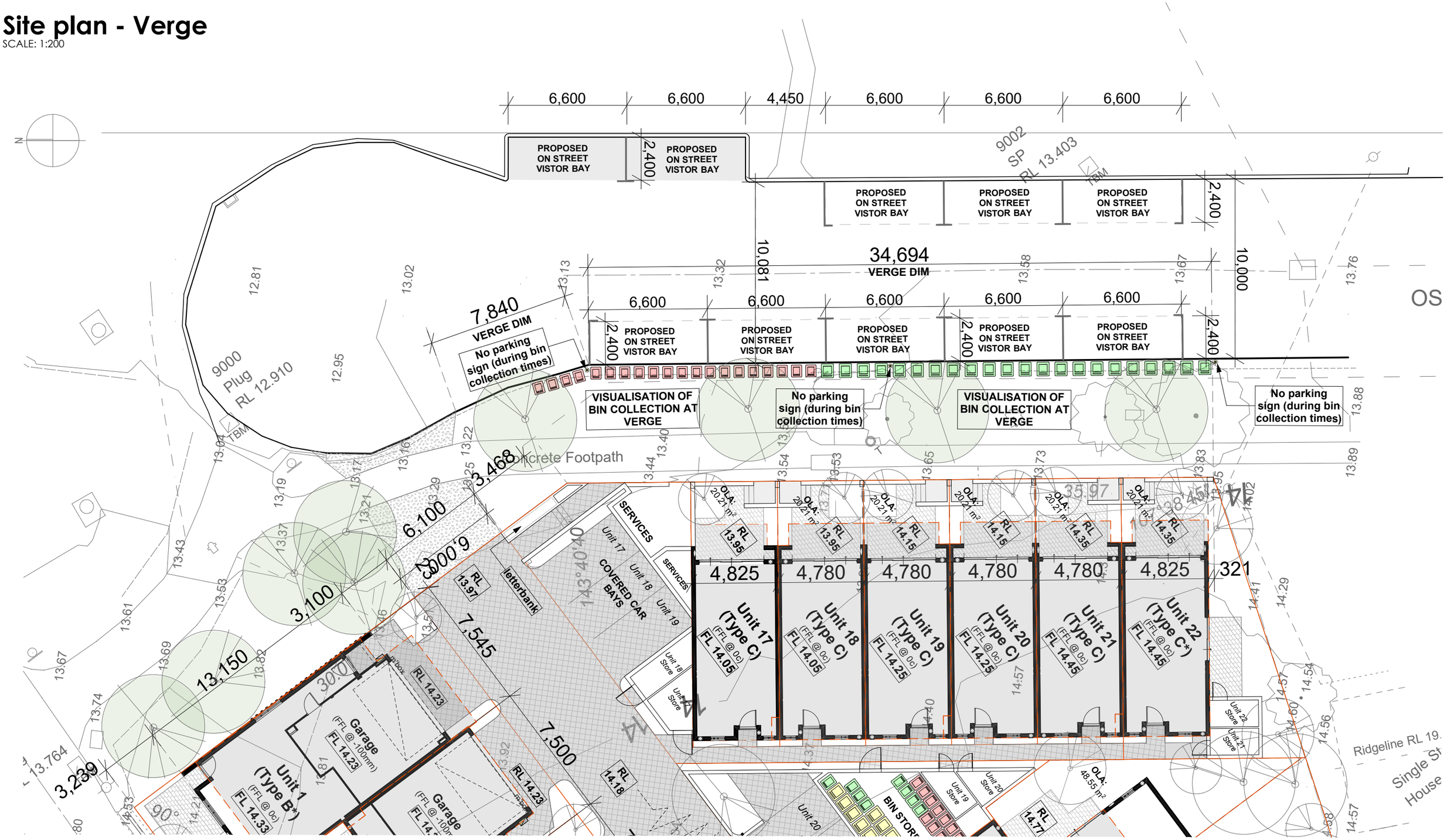
BUILDER

Site plan - Verge

SCALE: 1:200



Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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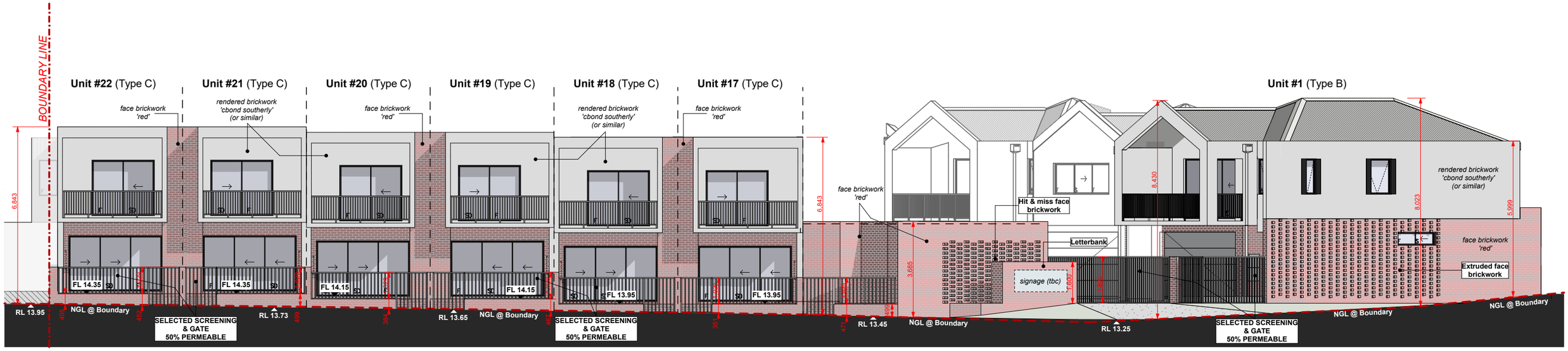
BUILDER

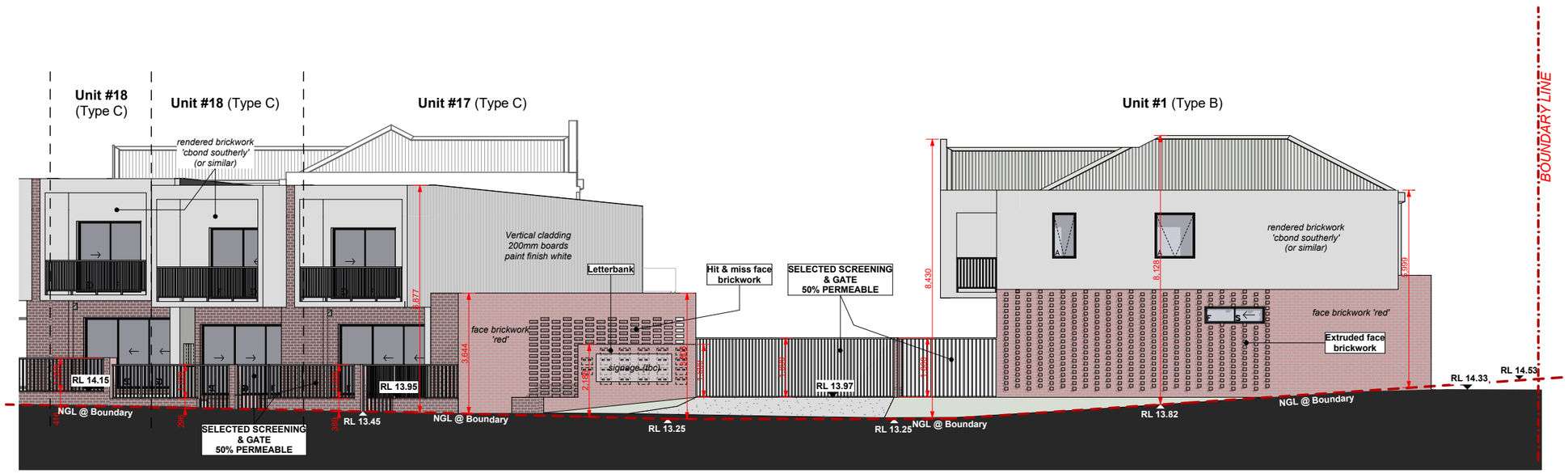
Master Elevations

SCALE: 1:150



C1 Primary Street Elevation

SCALE: 1:150



C8 Primary Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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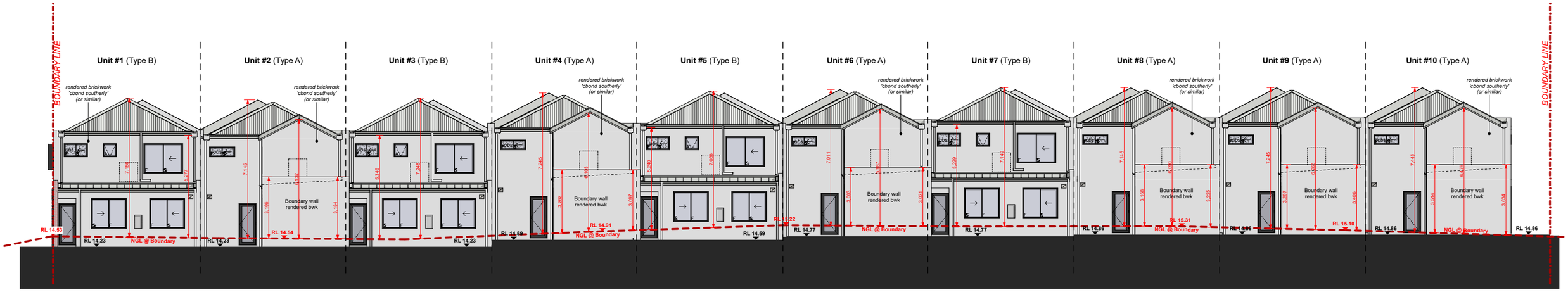
BUILDER

Master Elevations

SCALE: 1:200



West Elevation Overall (Units 1-10)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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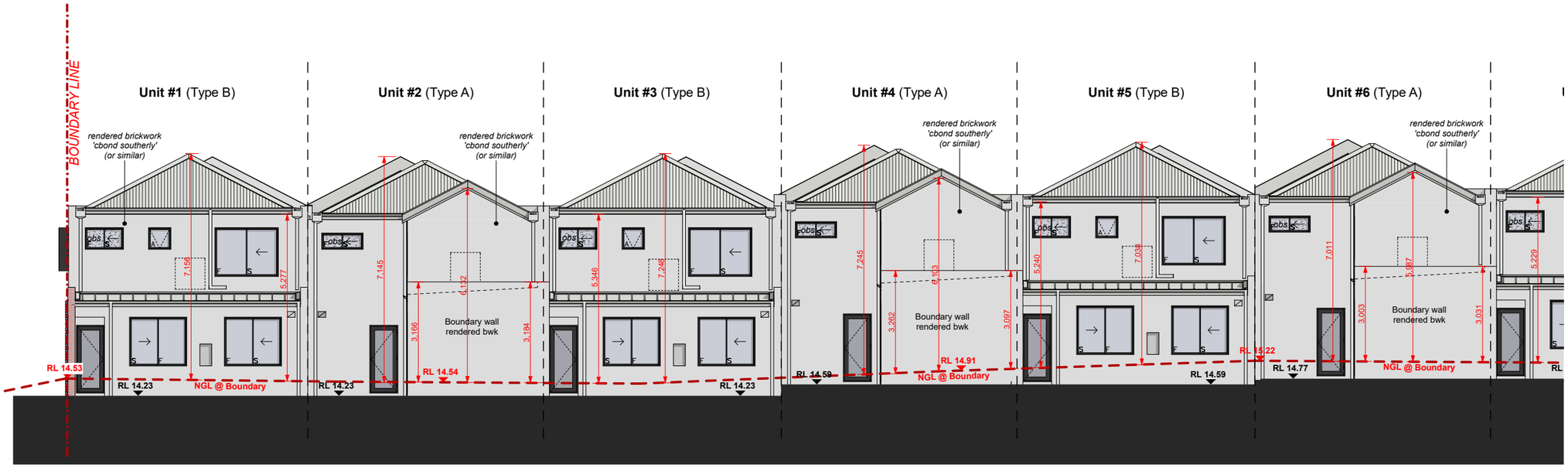
BUILDER

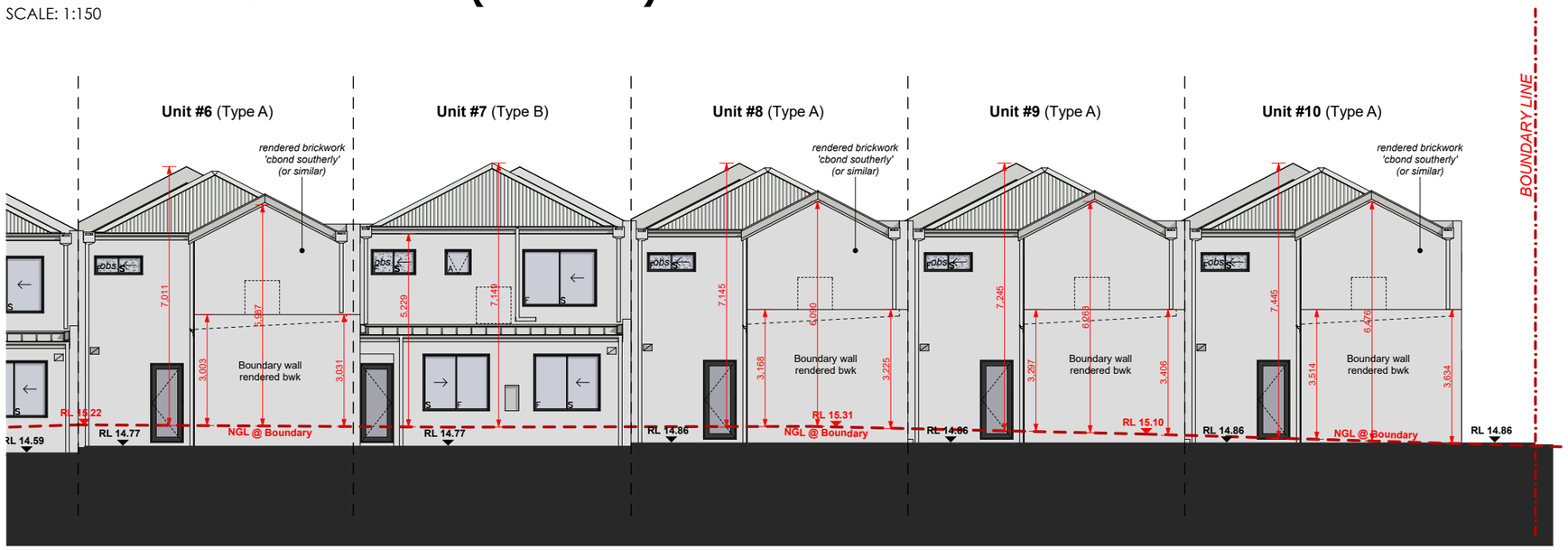
Master Elevations

SCALE: 1:150



C2 West Street Elevation (Units 1-6)

SCALE: 1:150



C2 West Street Elevation (Units 6-10)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

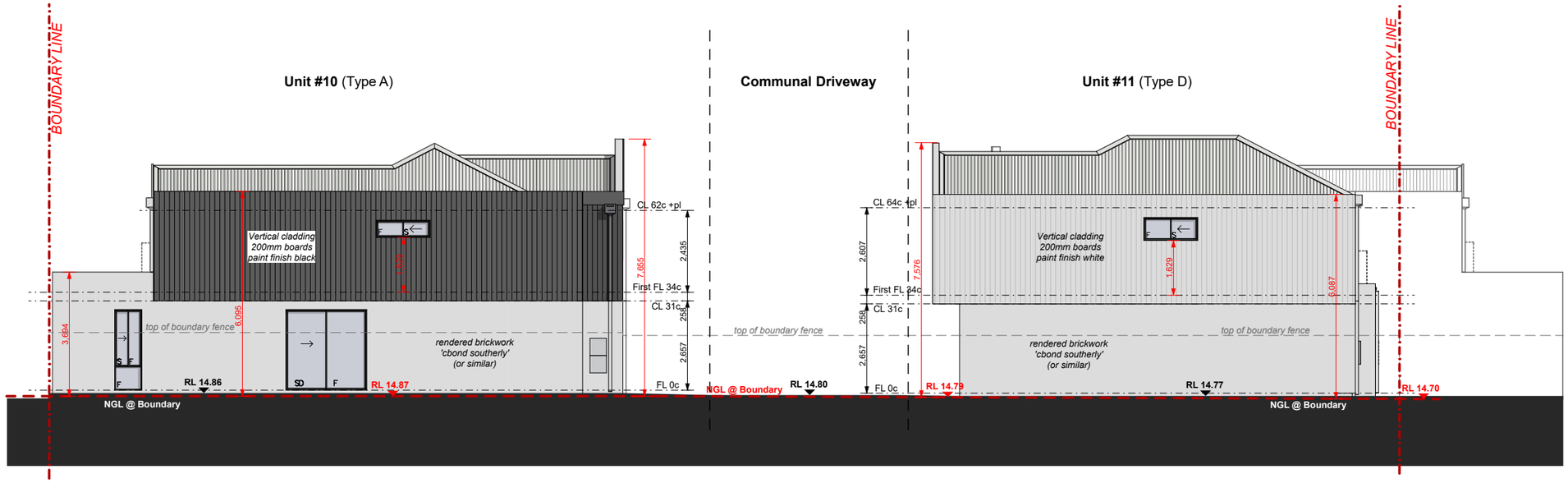
CLIENT

CLIENT

BUILDER

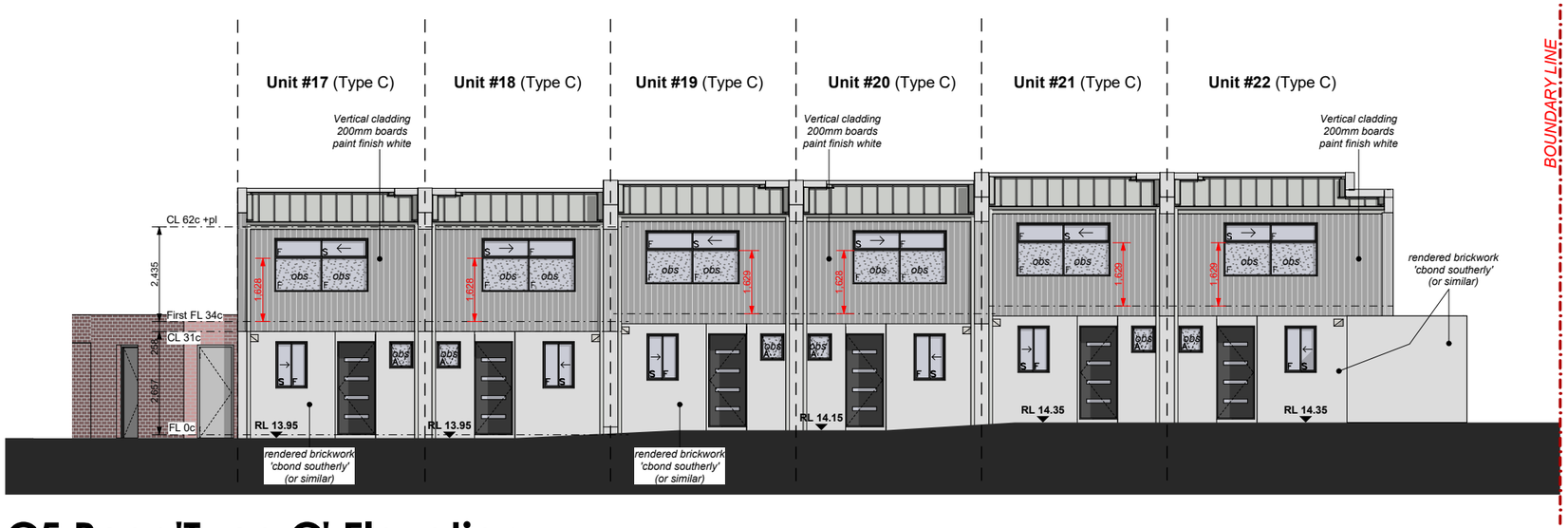
Master Elevations

SCALE: 1:150



C3 South Street Elevation

SCALE: 1:150



C5 Rear 'Type C' Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

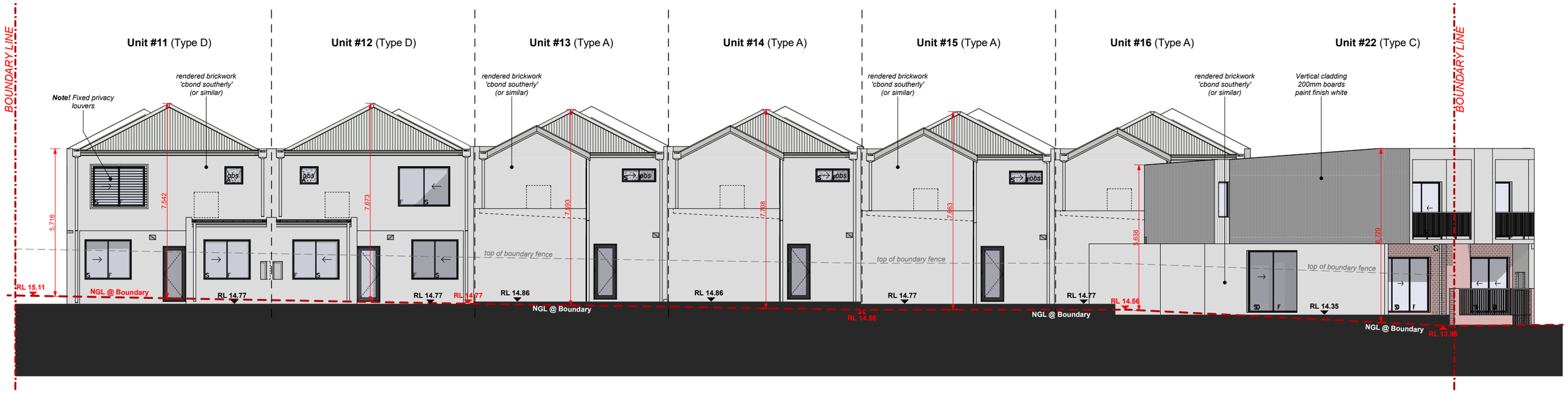
CLIENT

CLIENT

BUILDER

Master Elevations

SCALE: 1:150



C4 East Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

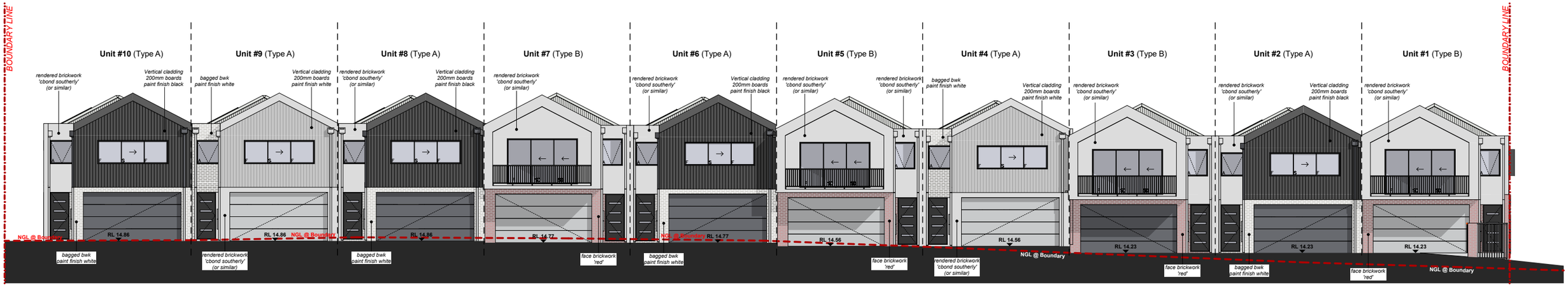
CLIENT

CLIENT

BUILDER

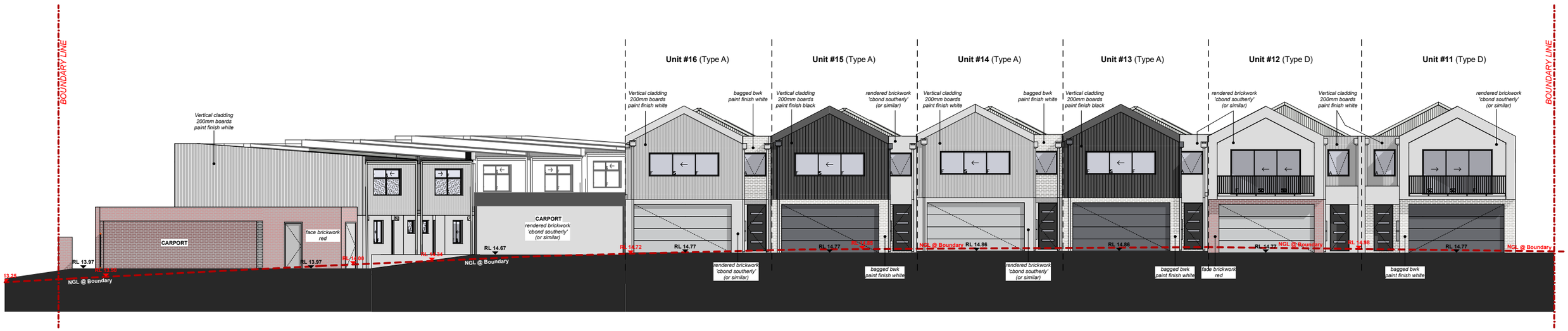
Master Elevations

SCALE: 1:200



Communal Drive Overall (Units 1-10)

SCALE: 1:200



Communal Drive Overall (Units 11-16)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

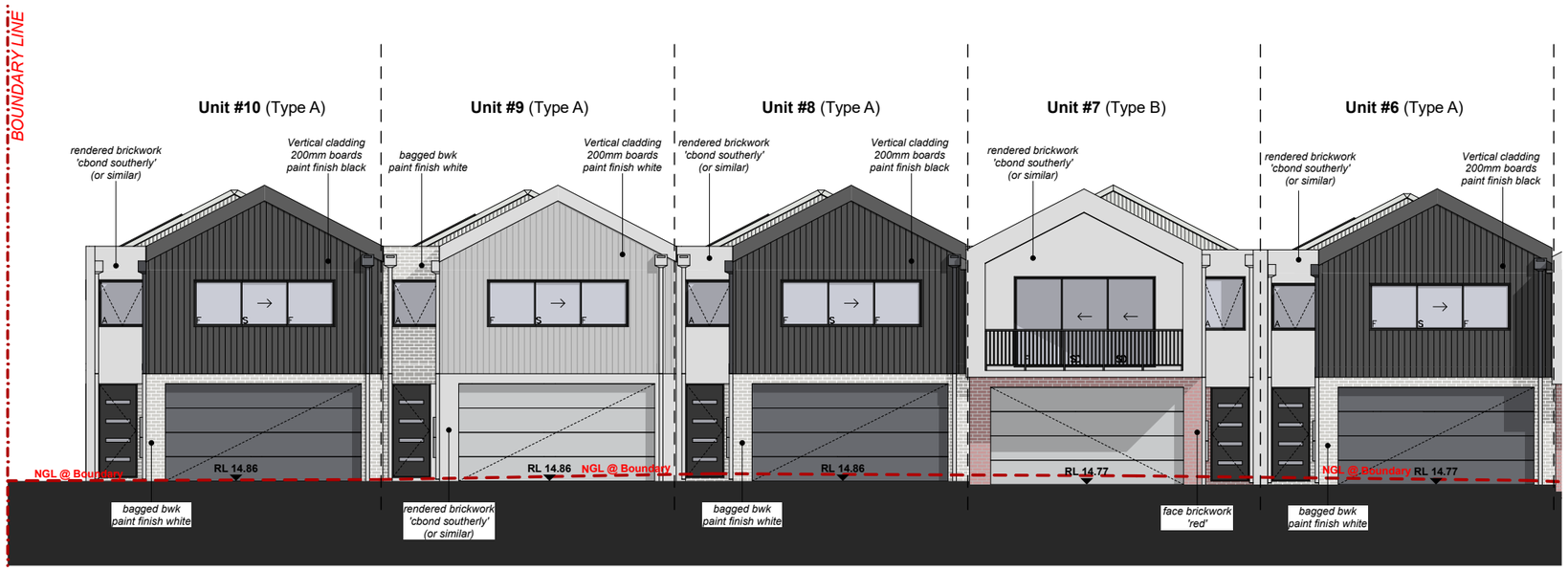
CLIENT

CLIENT

BUILDER

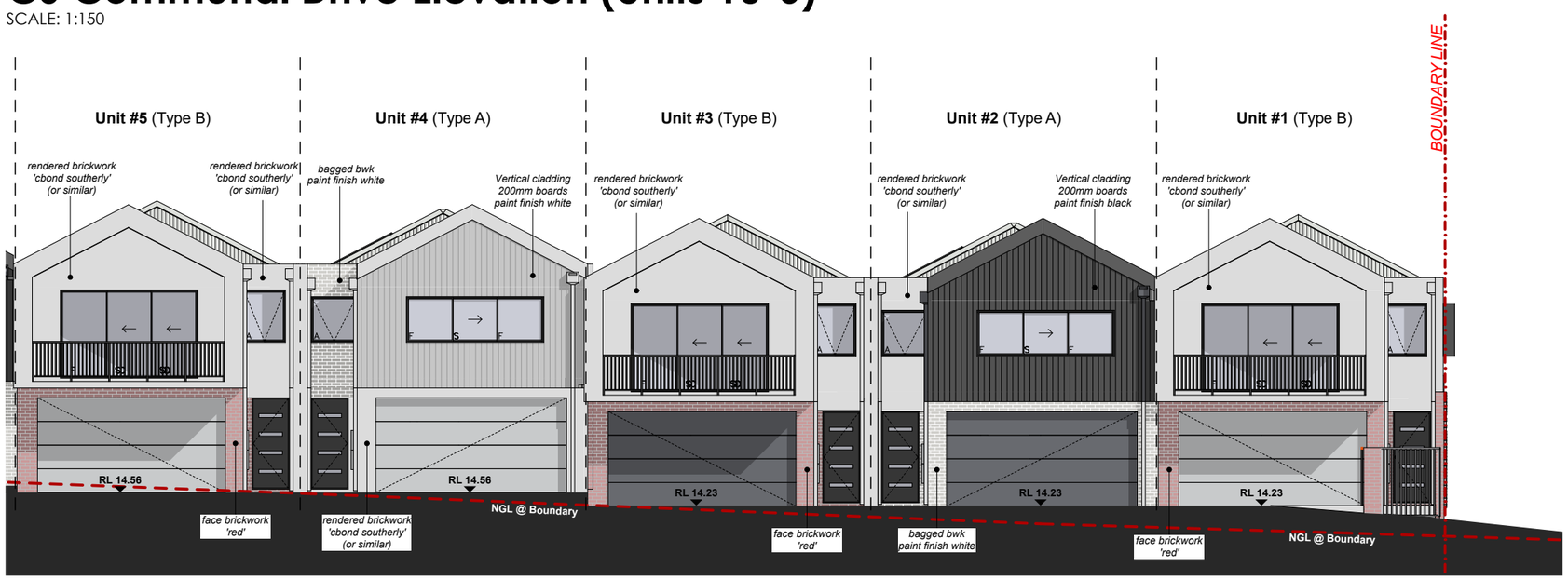
Master Elevations

SCALE: 1:150



C6 Communal Drive Elevation (Units 10-6)

SCALE: 1:150



C6 Communal Drive Elevation (Units 5-1)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

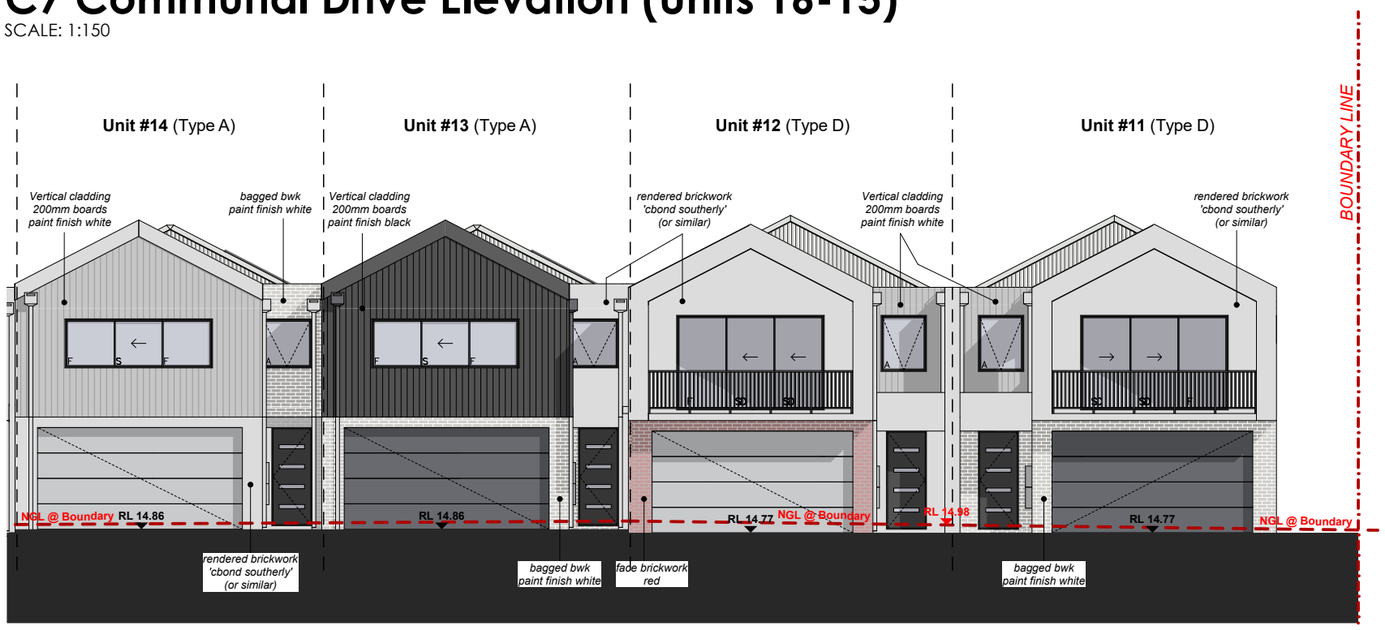
BUILDER

Master Elevations

SCALE: 1:150

C7 Communal Drive Elevation (Units 16-15)

SCALE: 1:150



C7 Communal Drive Elevation (Units 14-11)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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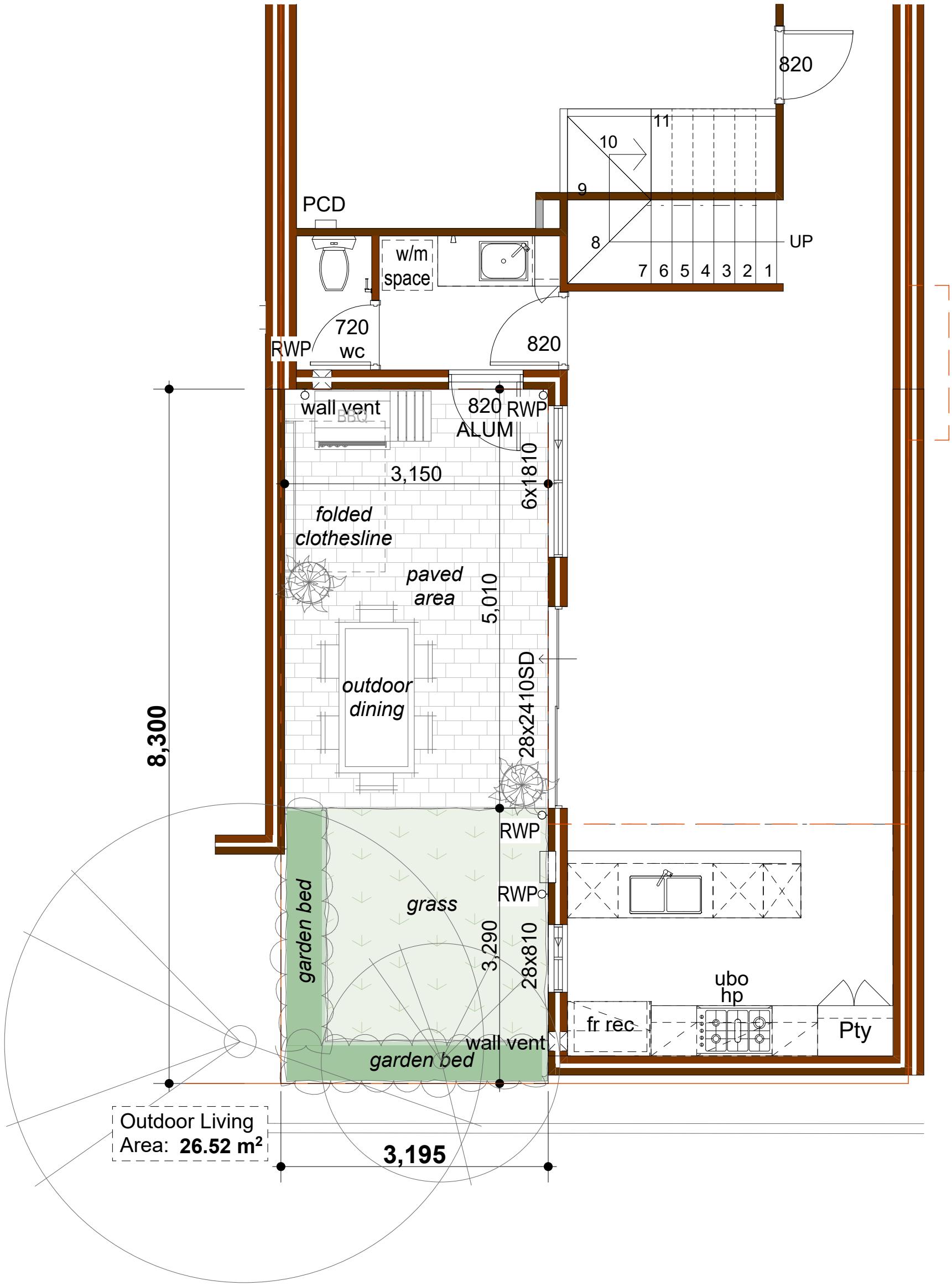
BUILDER

TYPE 'A' OLA



OUTDOOR LIVING AREA

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

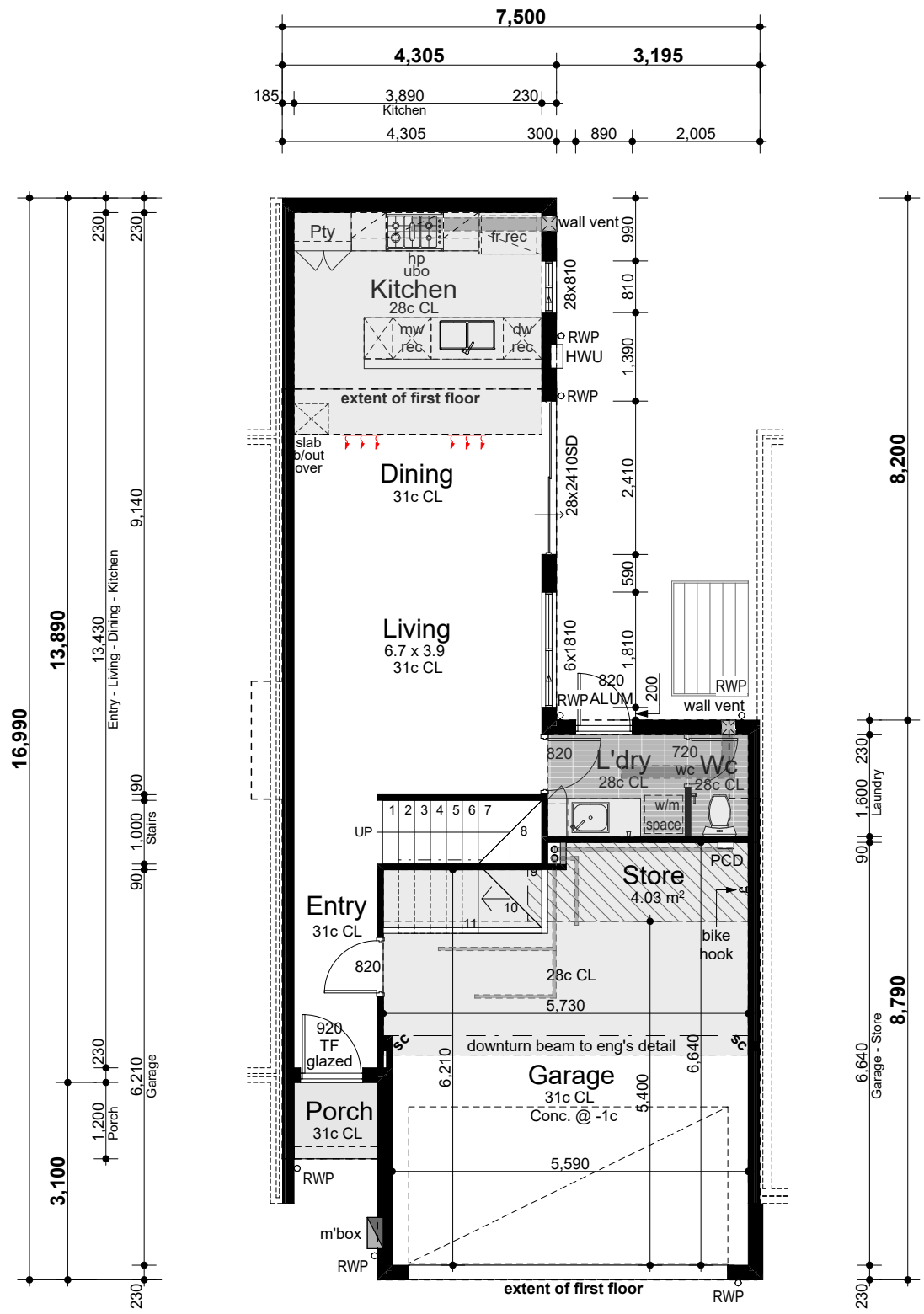
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

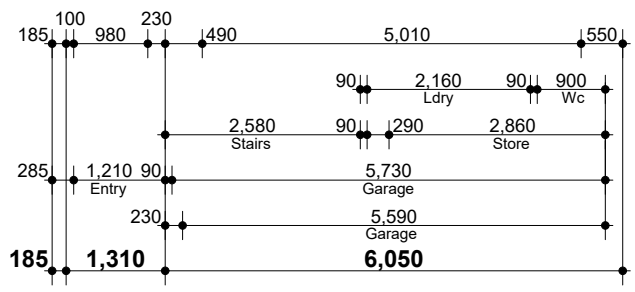
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	85.72m²
Garage	38.71m²
Porch	1.79m²
Total	**183.01m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

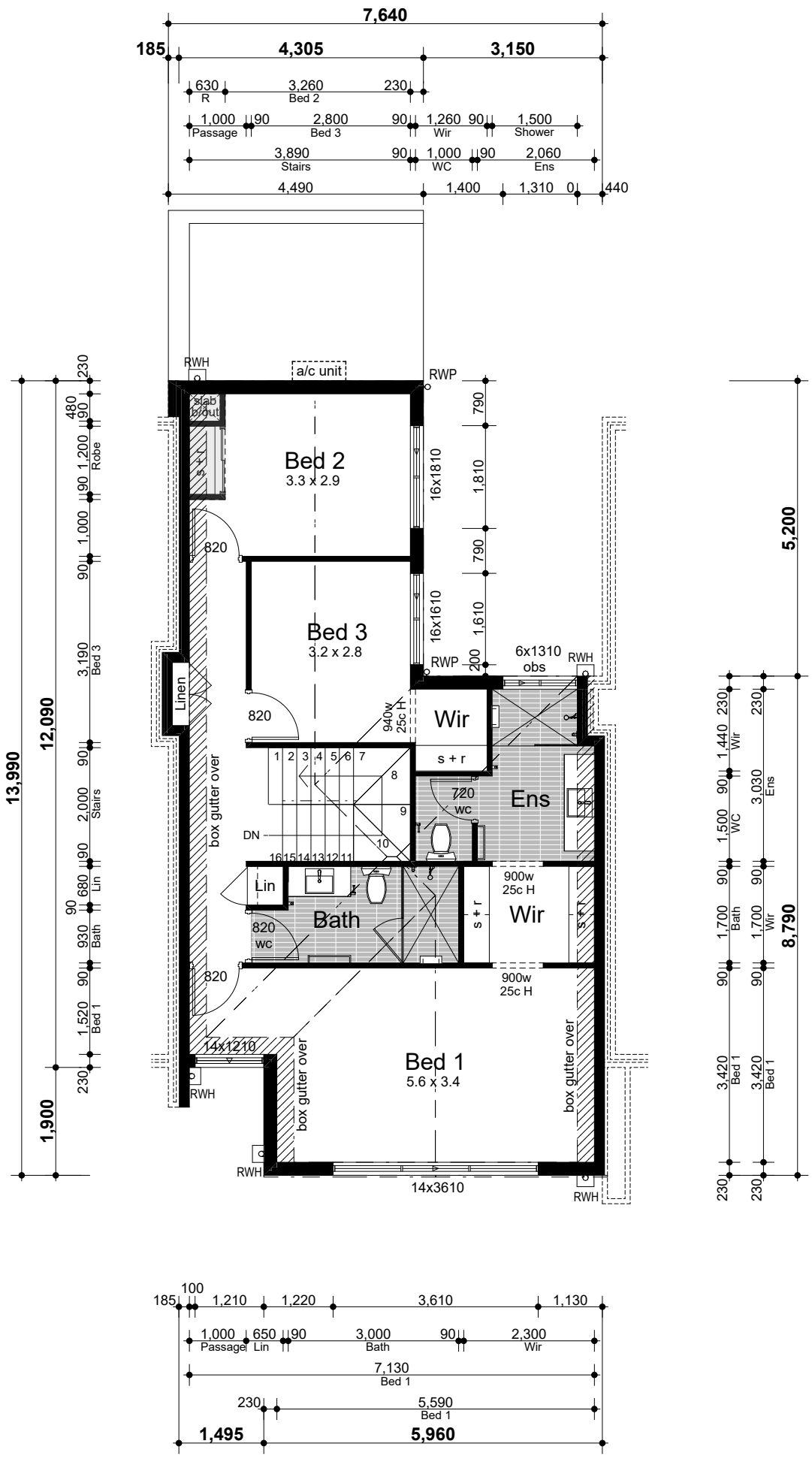
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

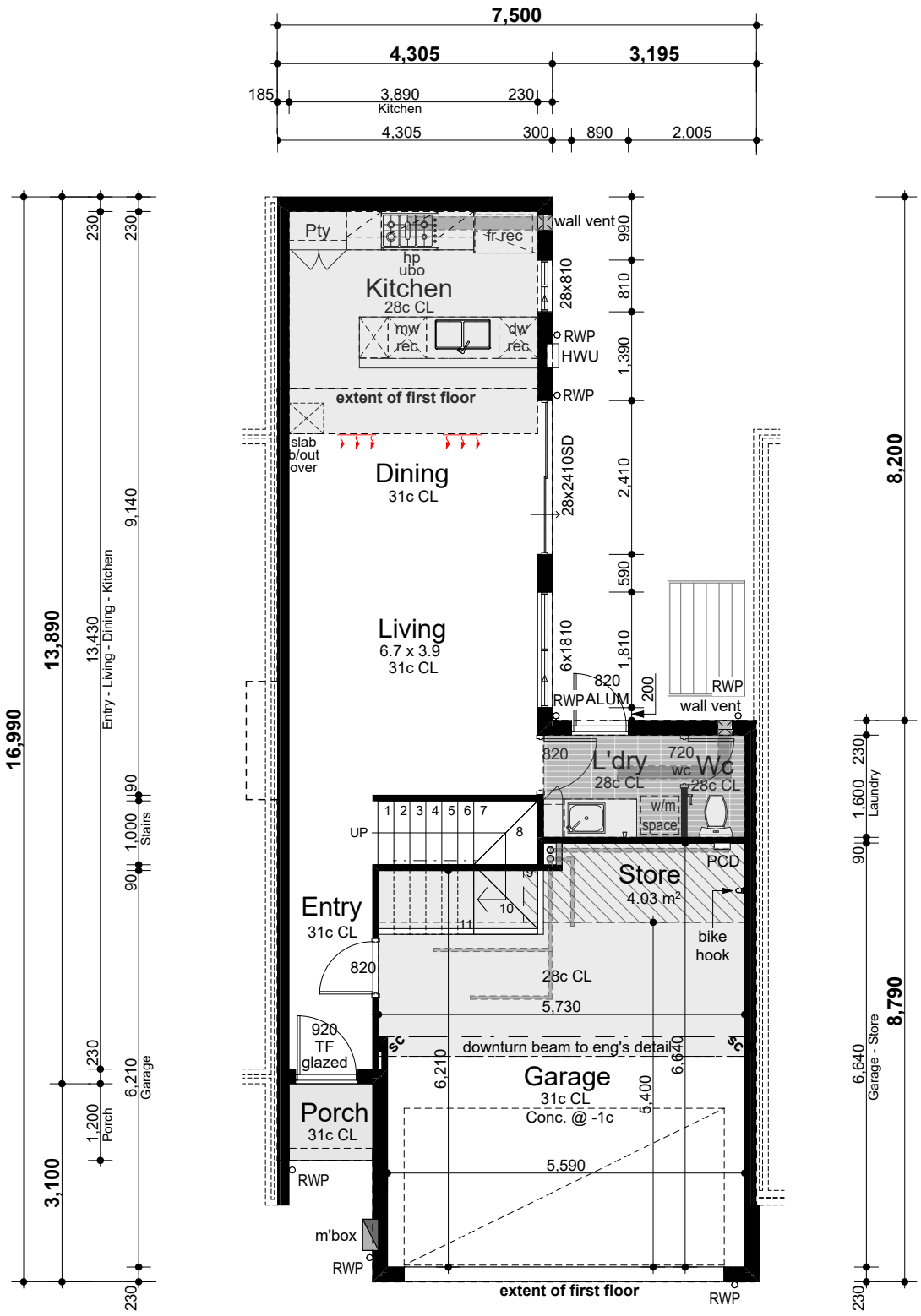
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

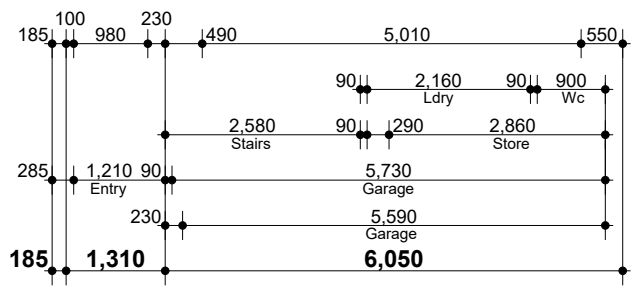
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	86.03m²
Garage	38.71m²
Porch	1.79m²
Total	**183.32m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

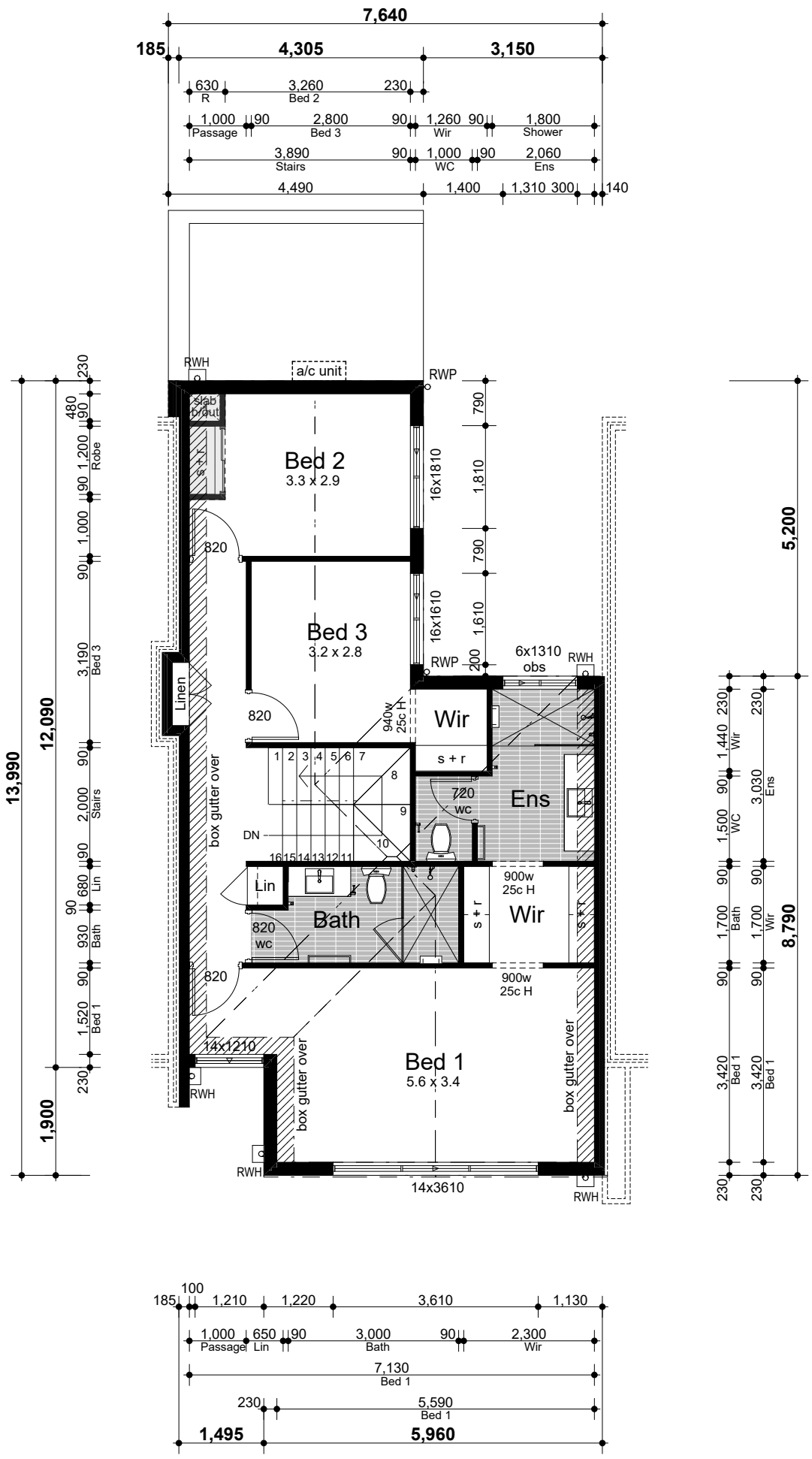
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

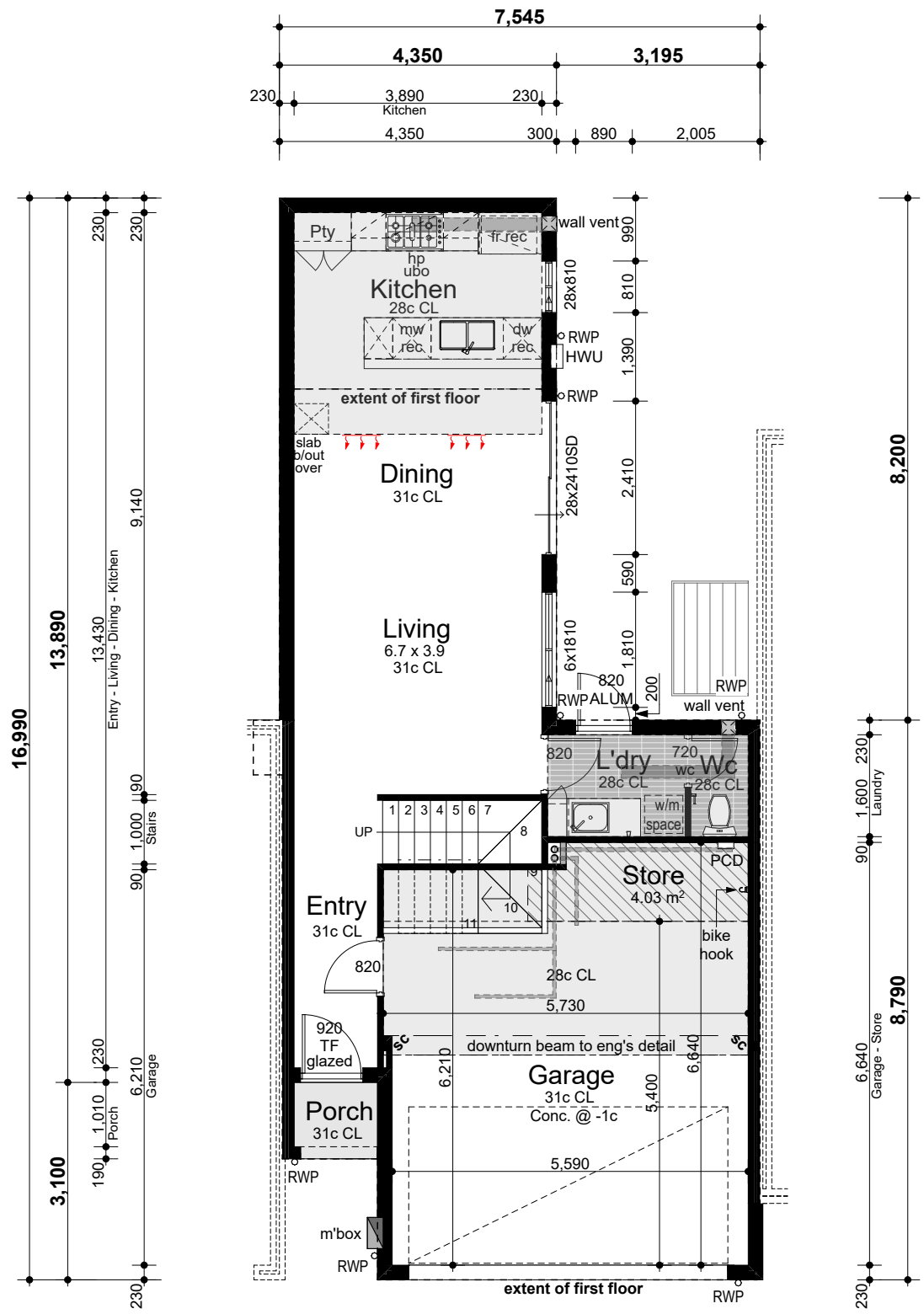
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

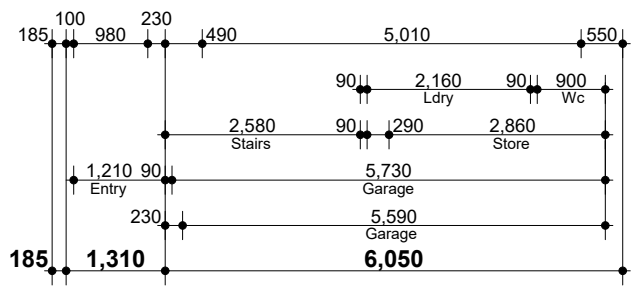
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	86.02m²
Garage	38.71m²
Porch	1.79m²
Total	**183.68m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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BUILDER

UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

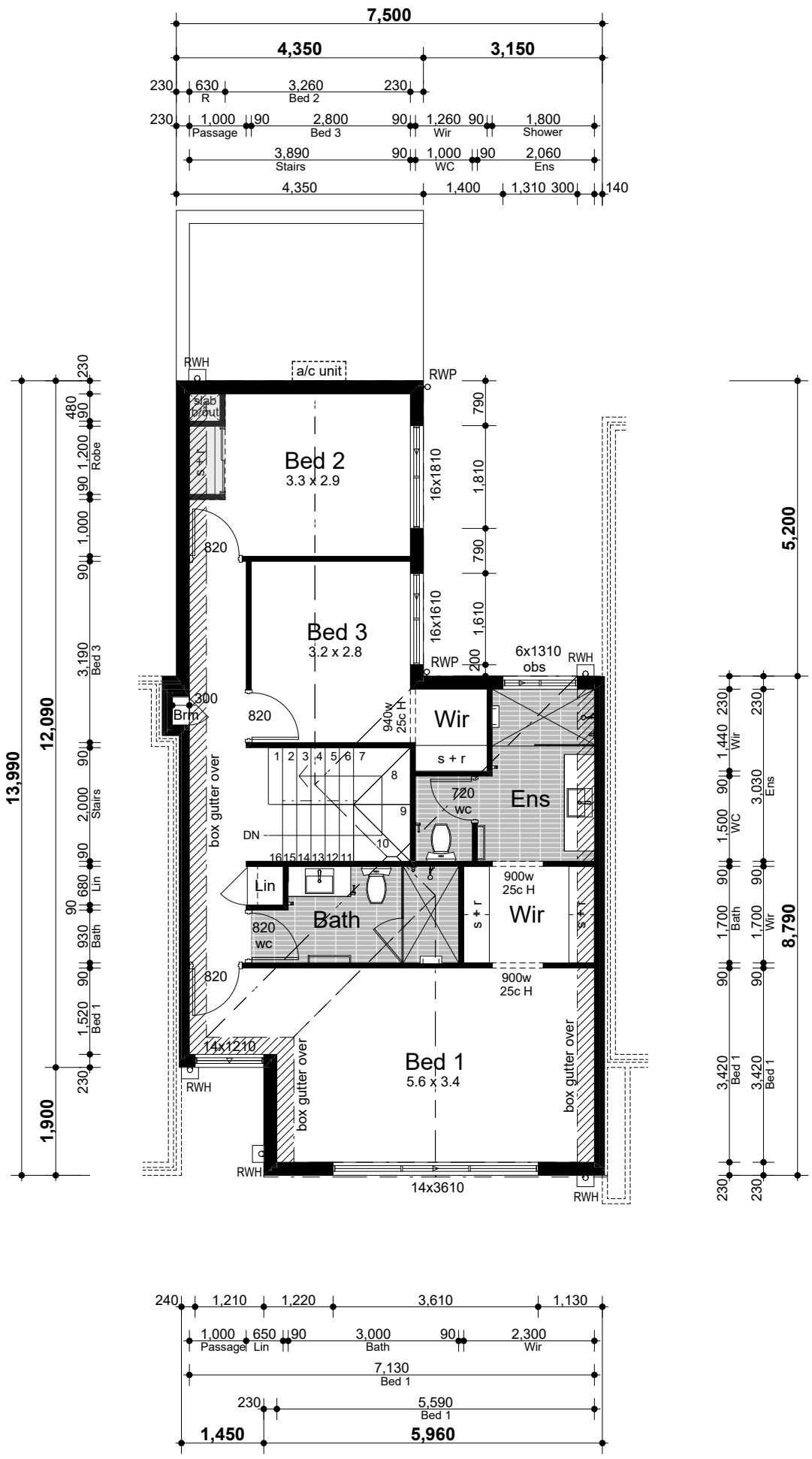
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

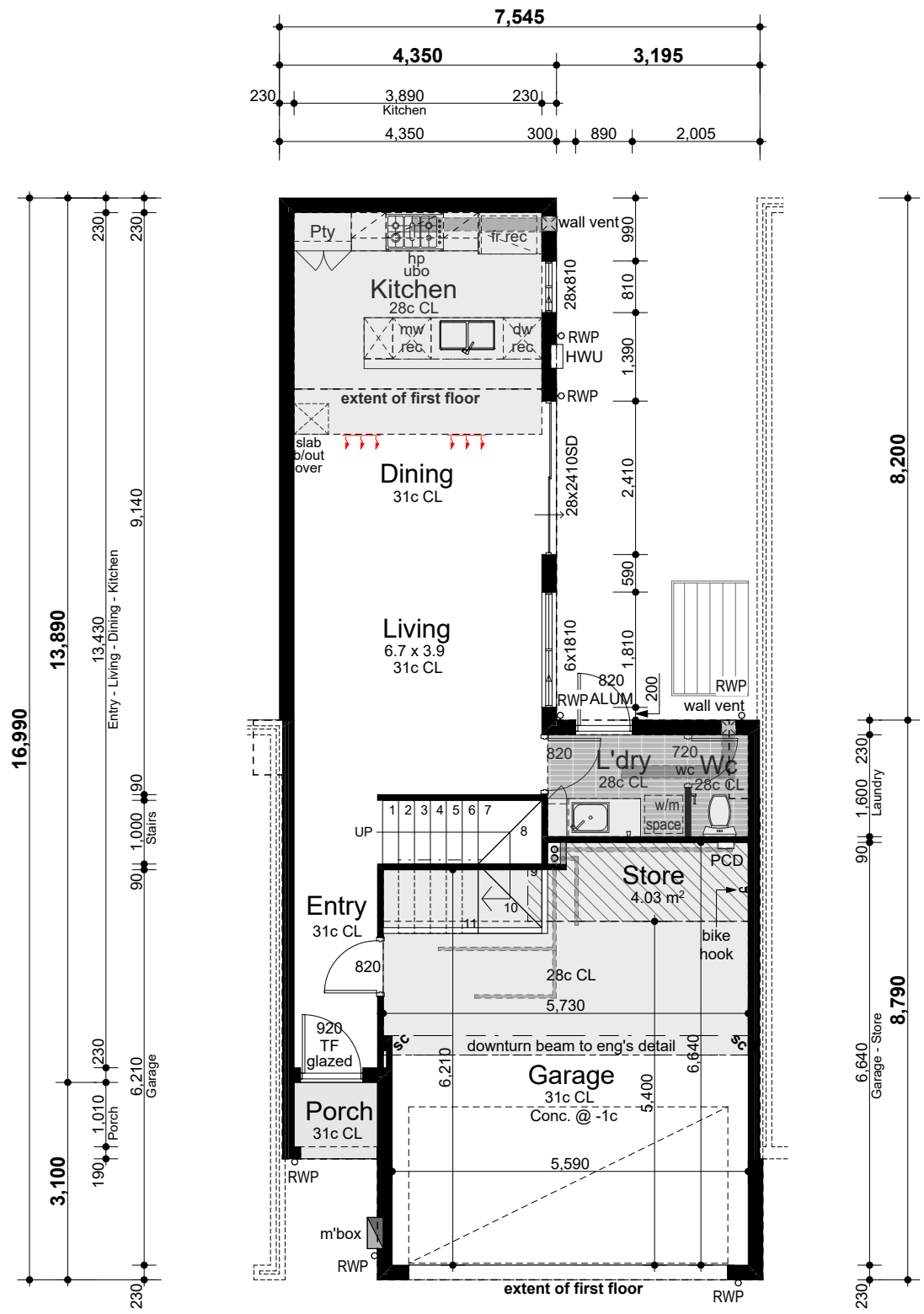
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

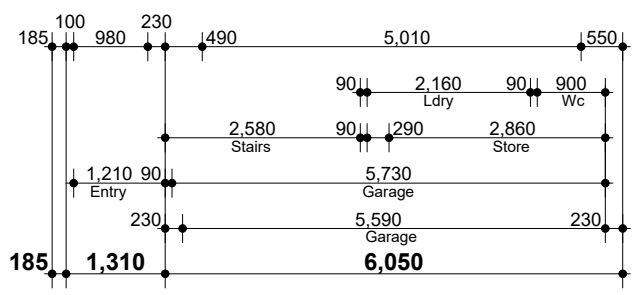
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	85.79m²
Garage	38.74m²
Porch	1.79m²
Total	**183.48m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

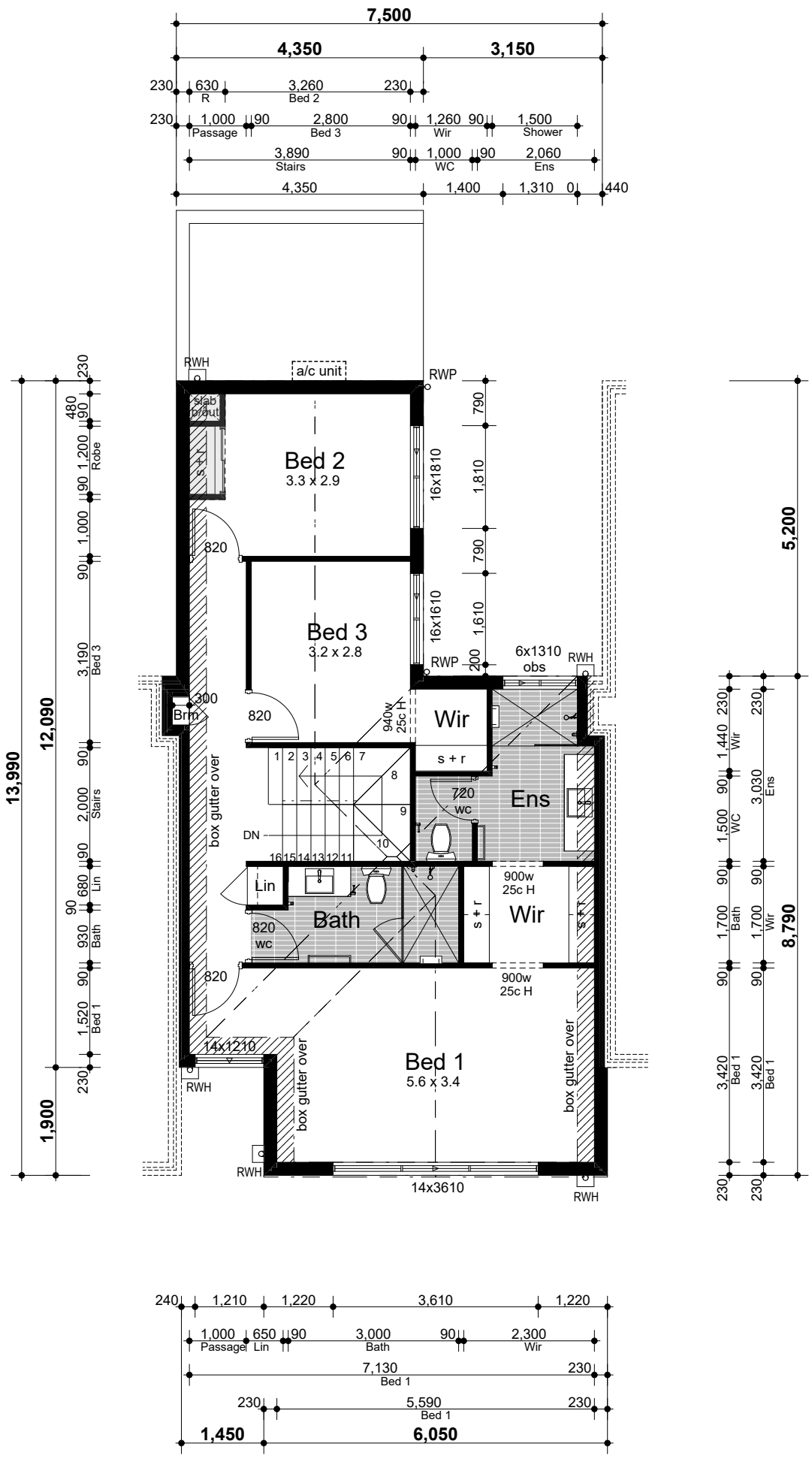
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

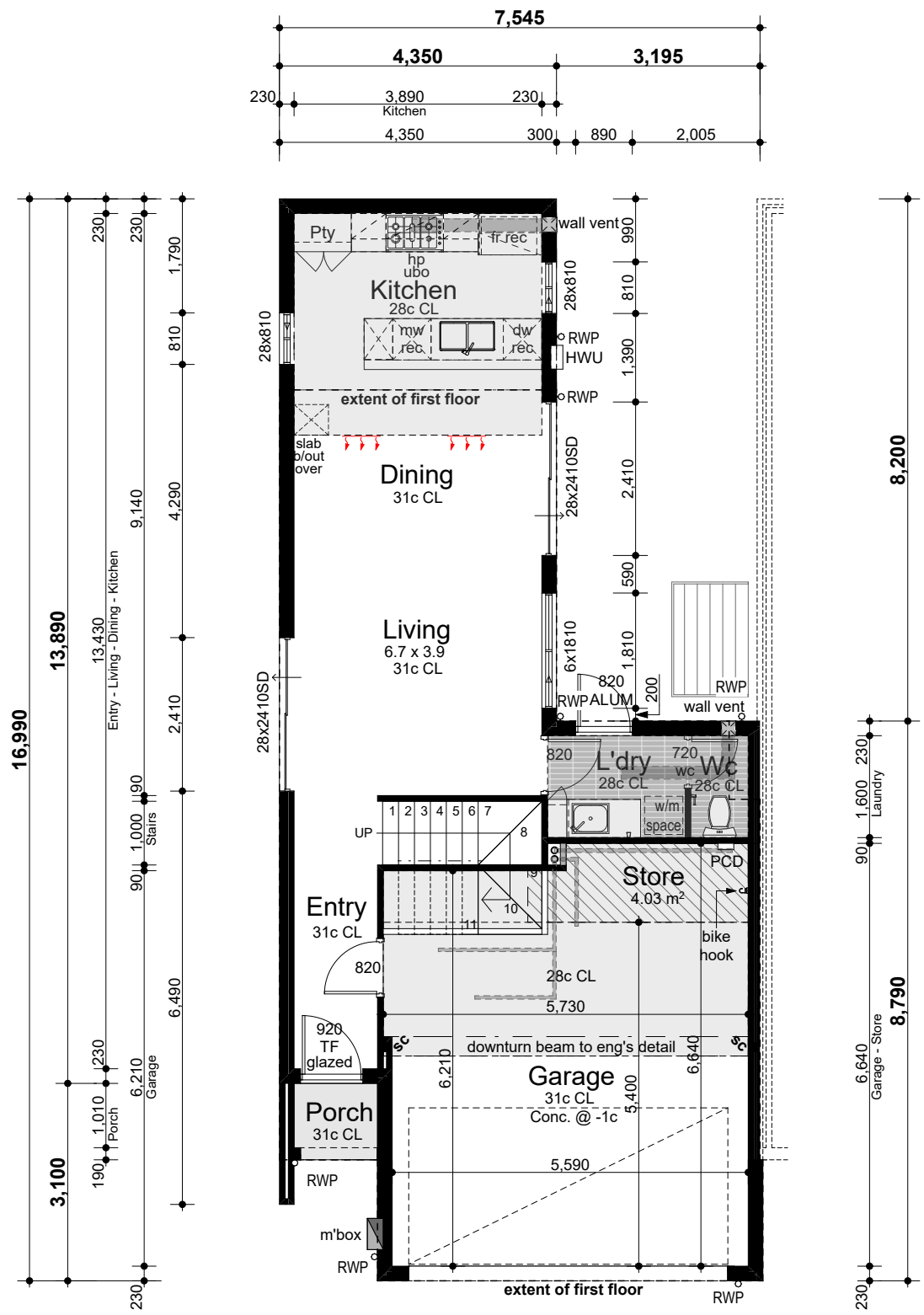
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

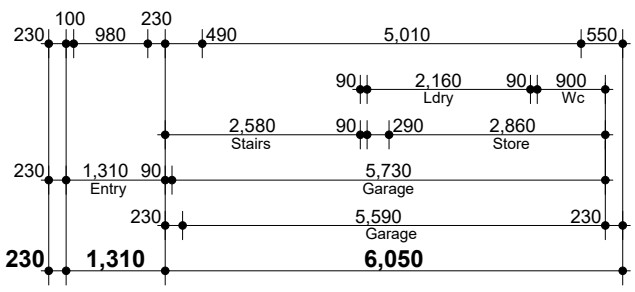
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.41m²
First floor	85.79m²
Garage	38.74m²
Porch	1.85m²
Total	**183.79m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

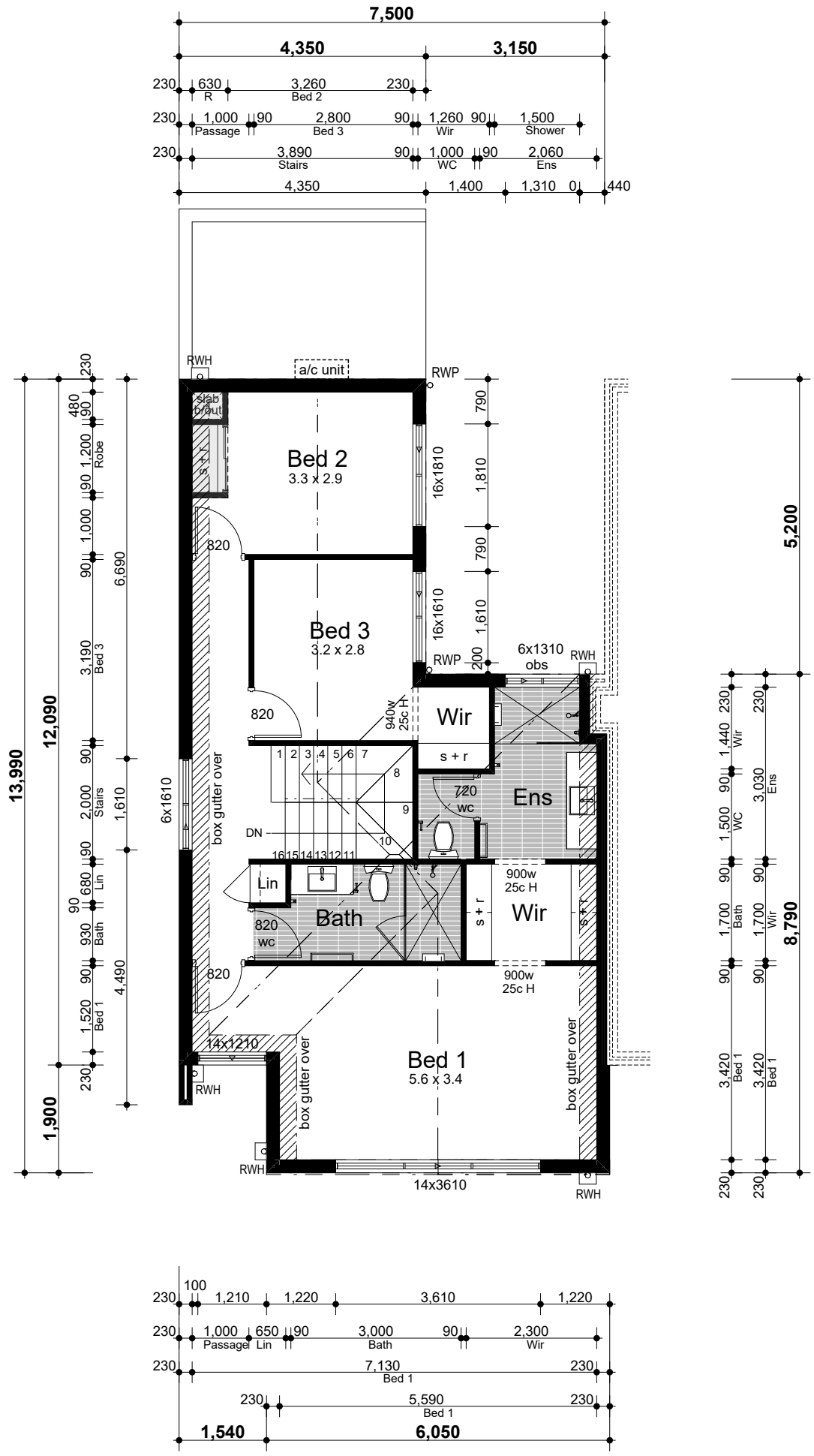
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

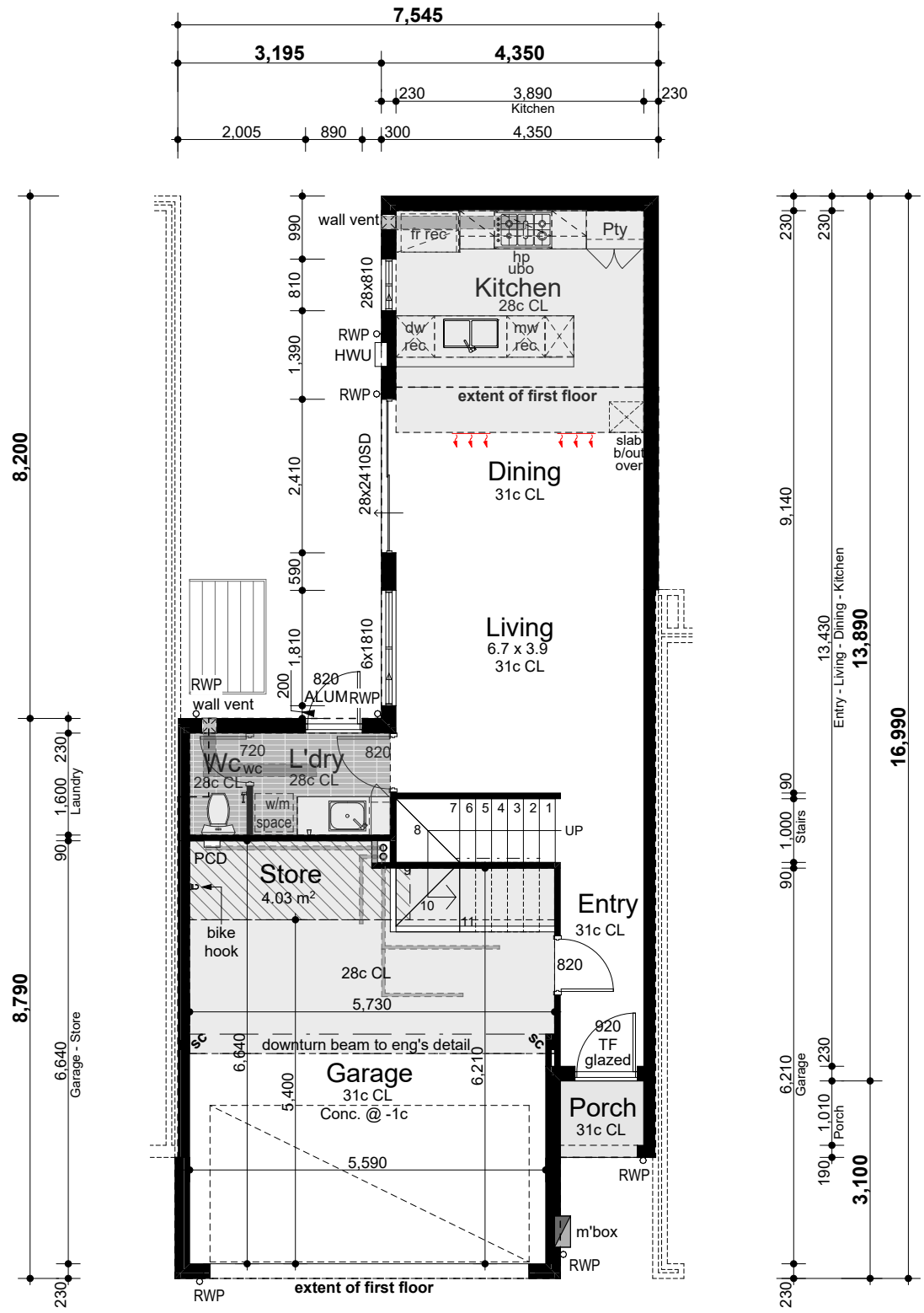
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

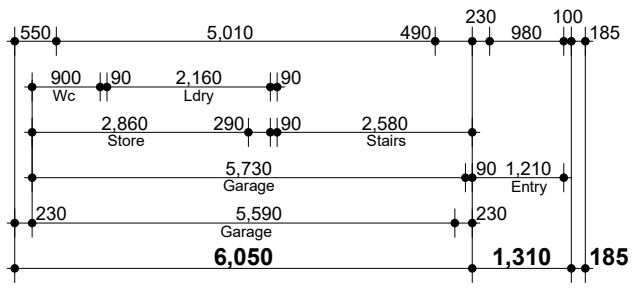
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.07m²
First floor	85.39m²
Garage	38.74m²
Porch	1.79m²
Total	**182.99m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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BUILDER

UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

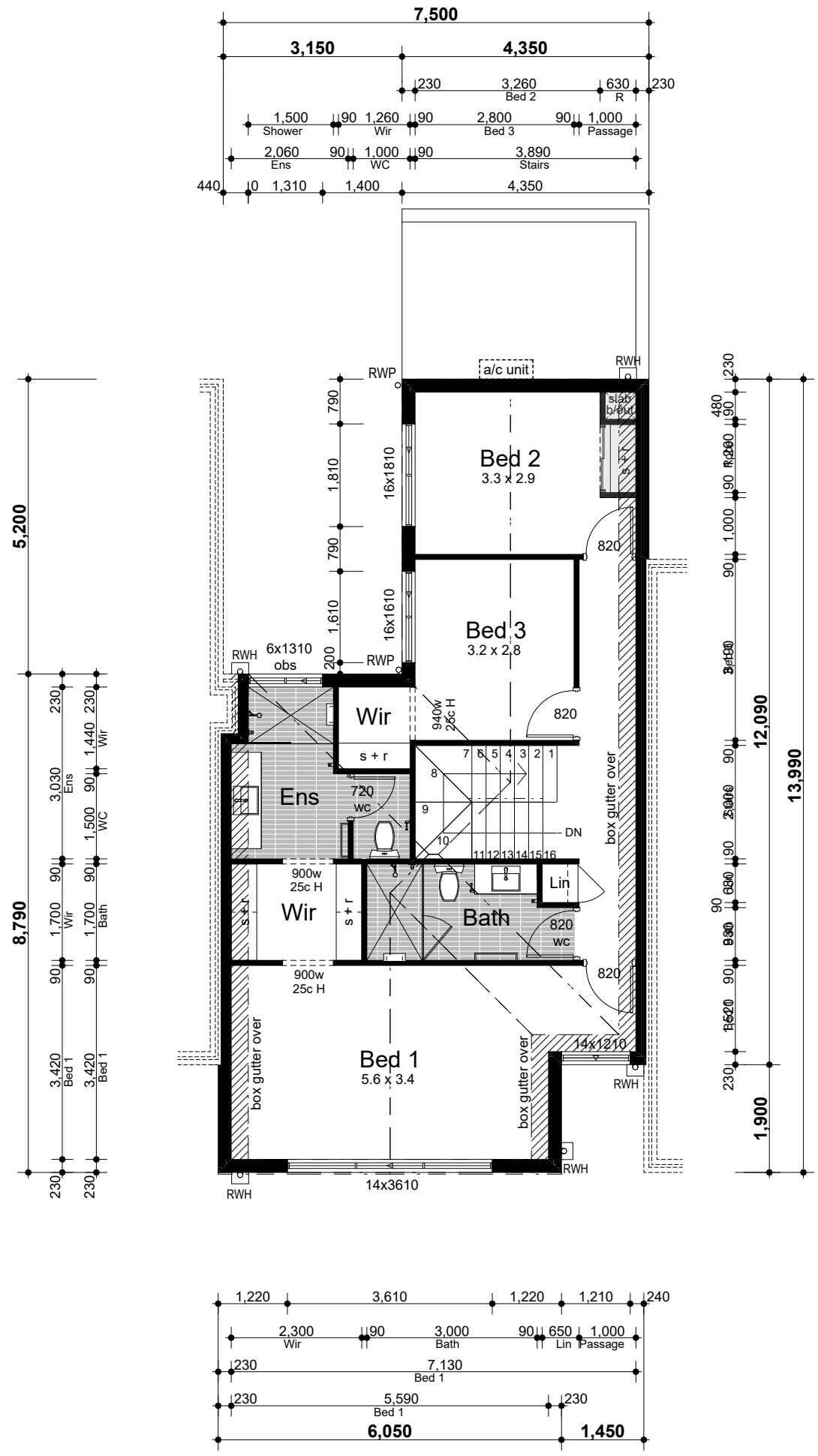
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

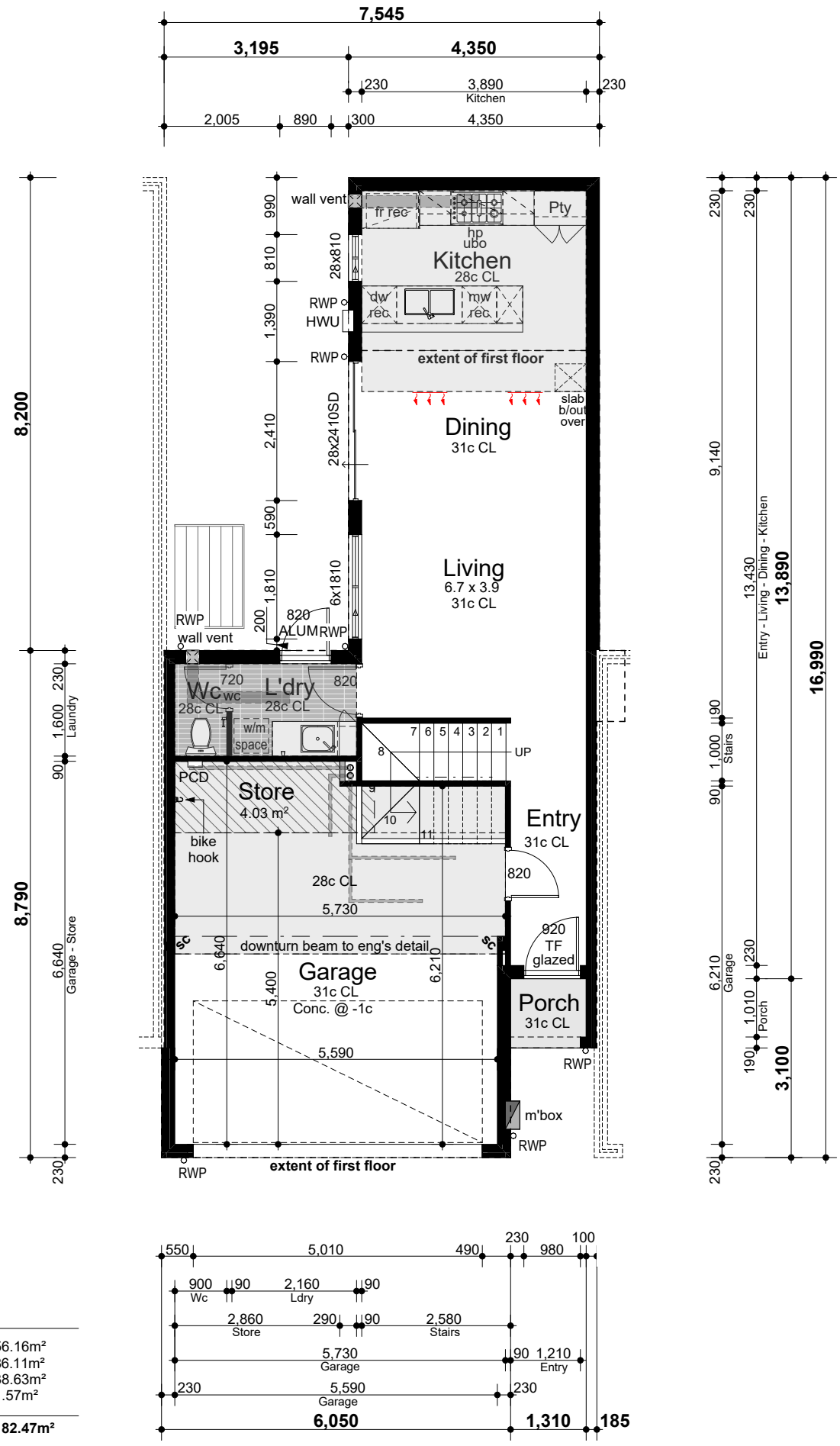
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.16m²
First floor	86.11m²
Garage	38.63m²
Porch	1.57m²
Total	**182.47m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

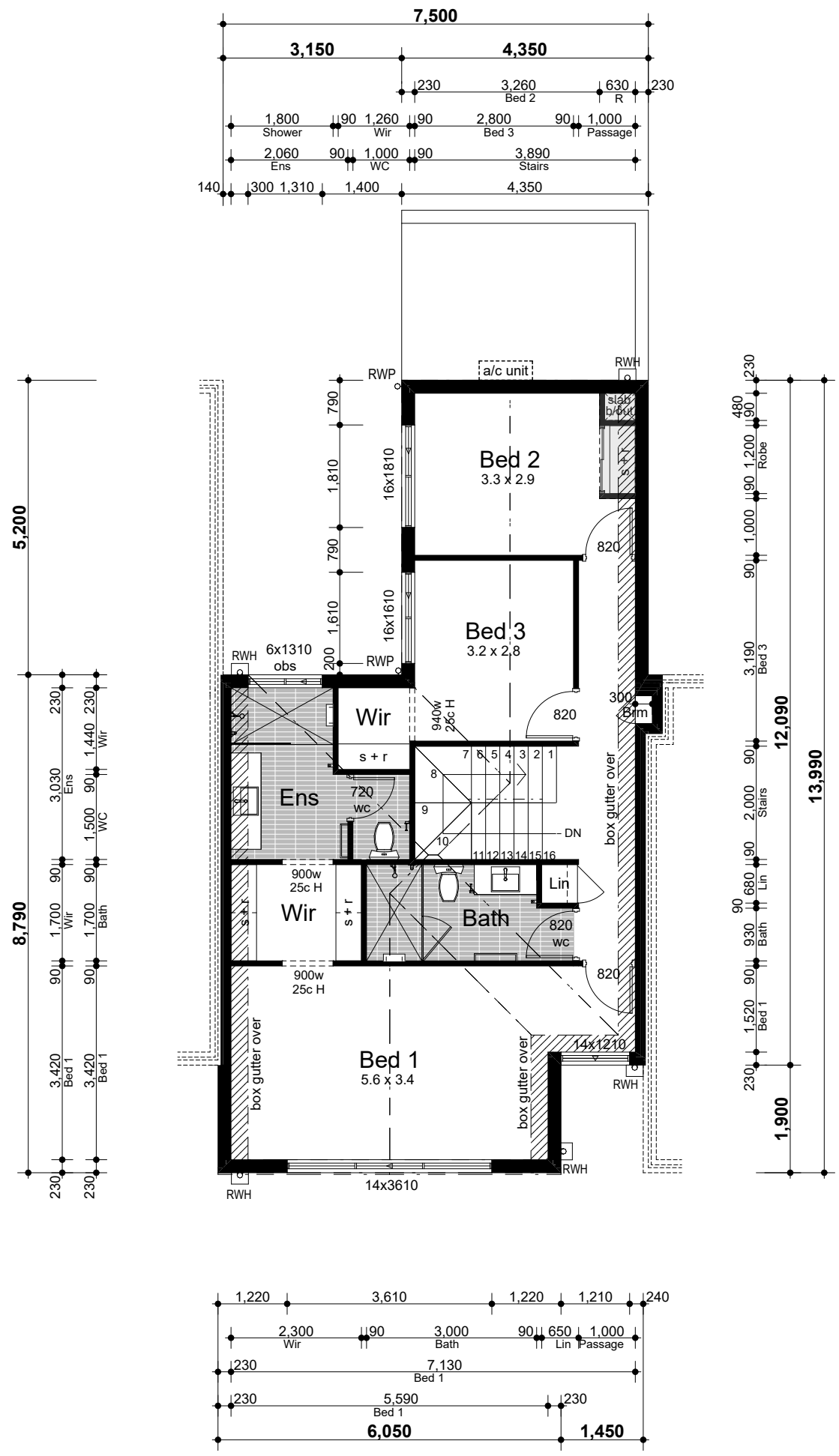
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

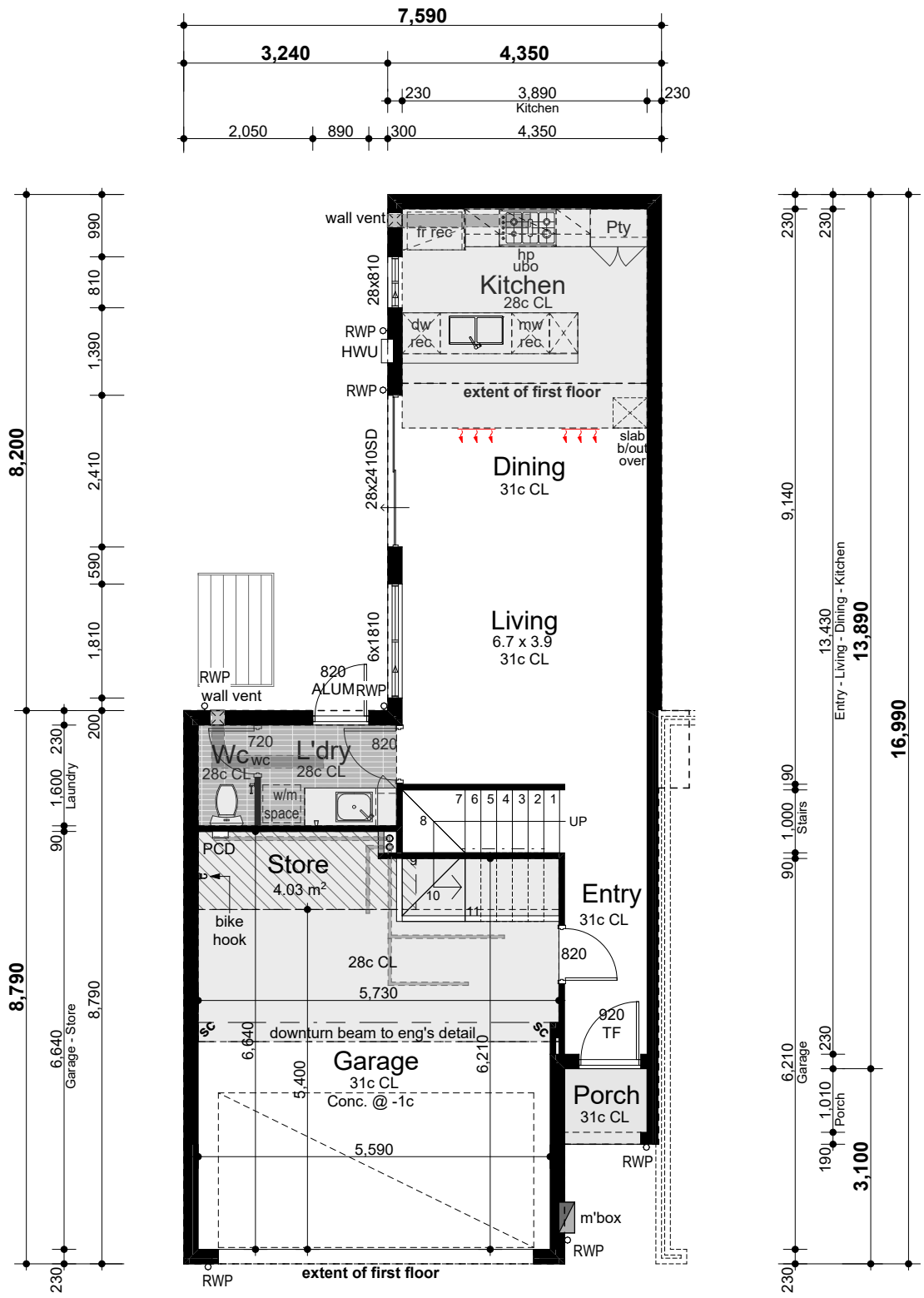
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

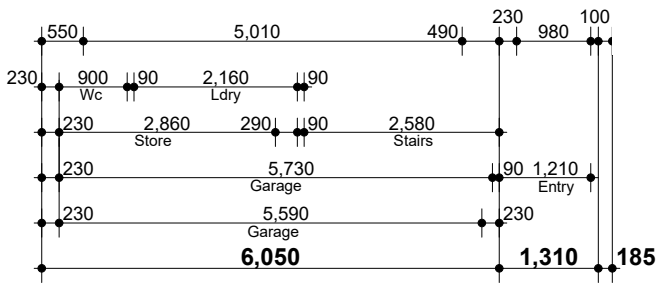
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



or	57.24m²
	86.42m²
	38.96m²
	1.79m²
	184.41m²



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

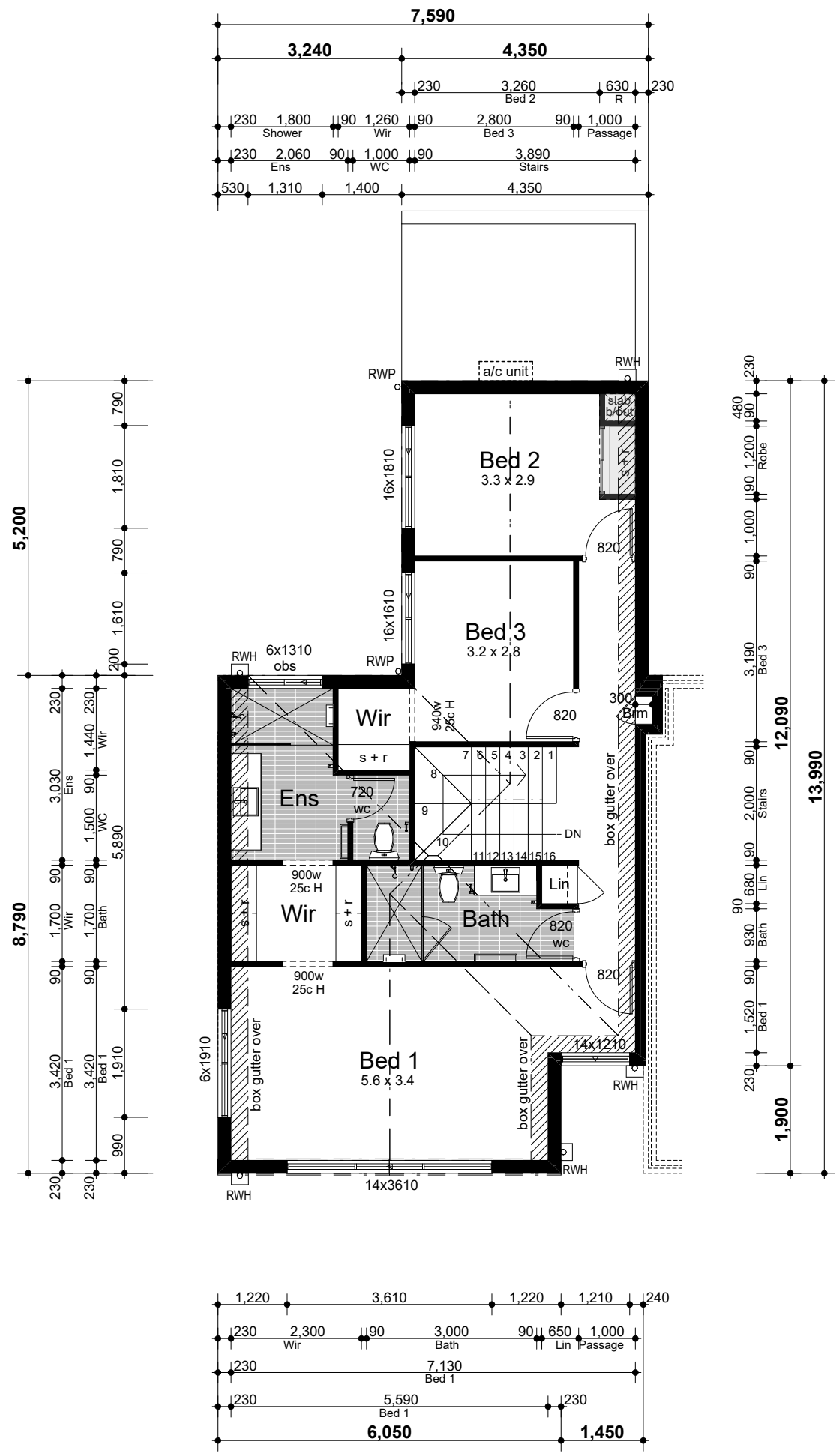
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

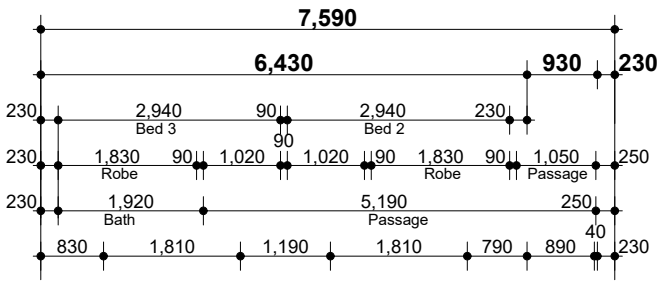
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

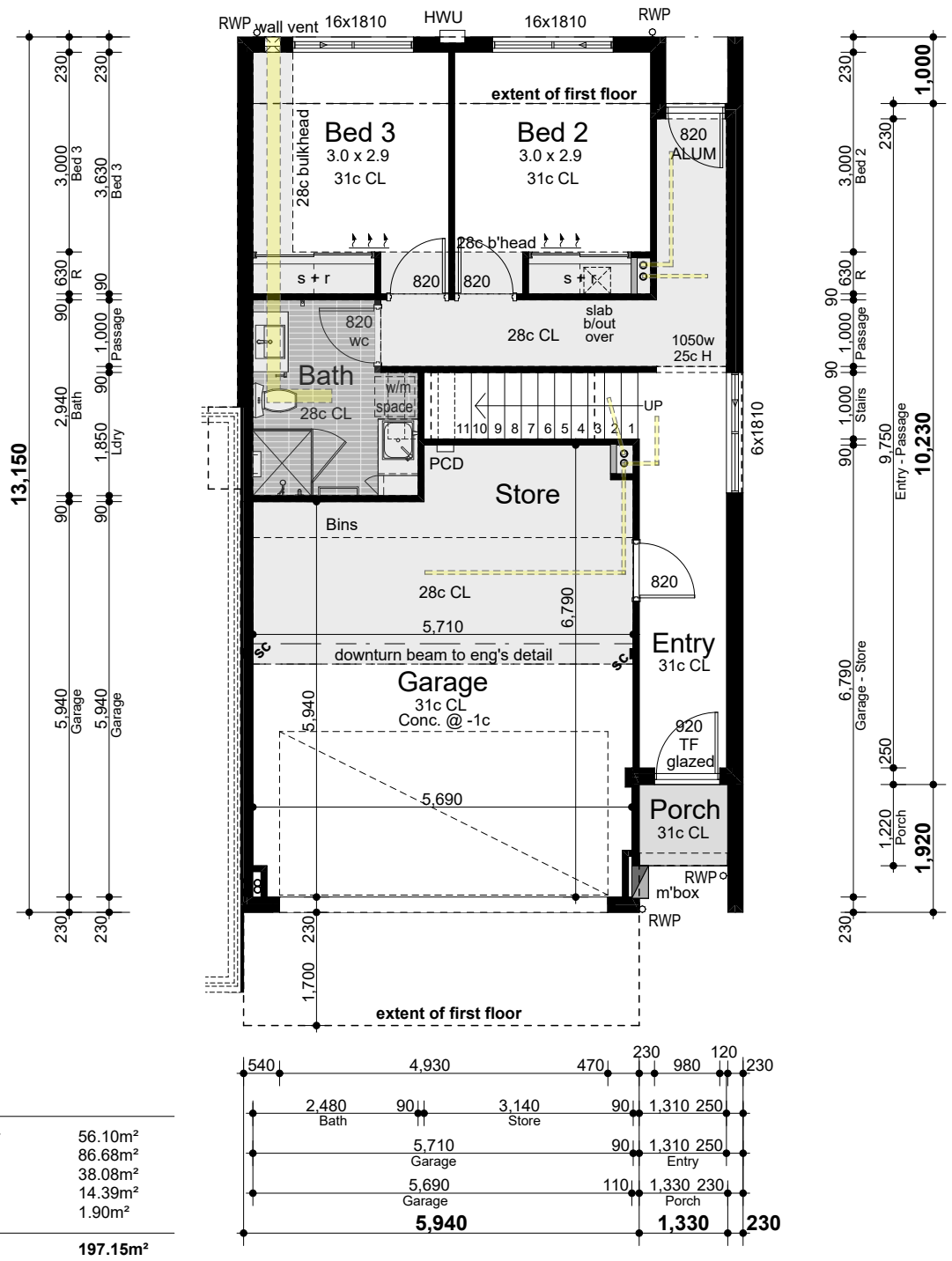
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	56.10m²
First floor	86.68m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.90m²
Total	**197.15m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

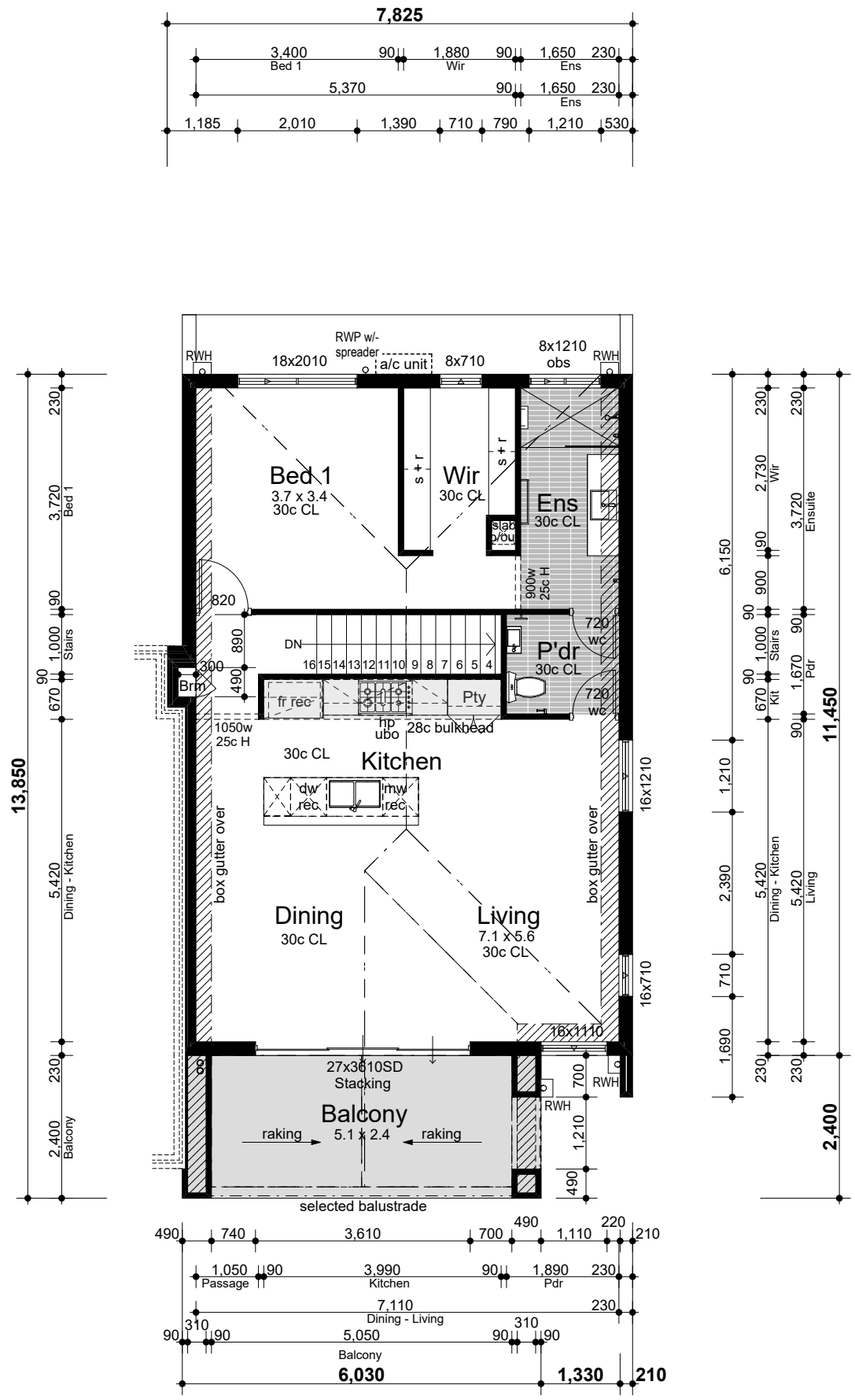
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

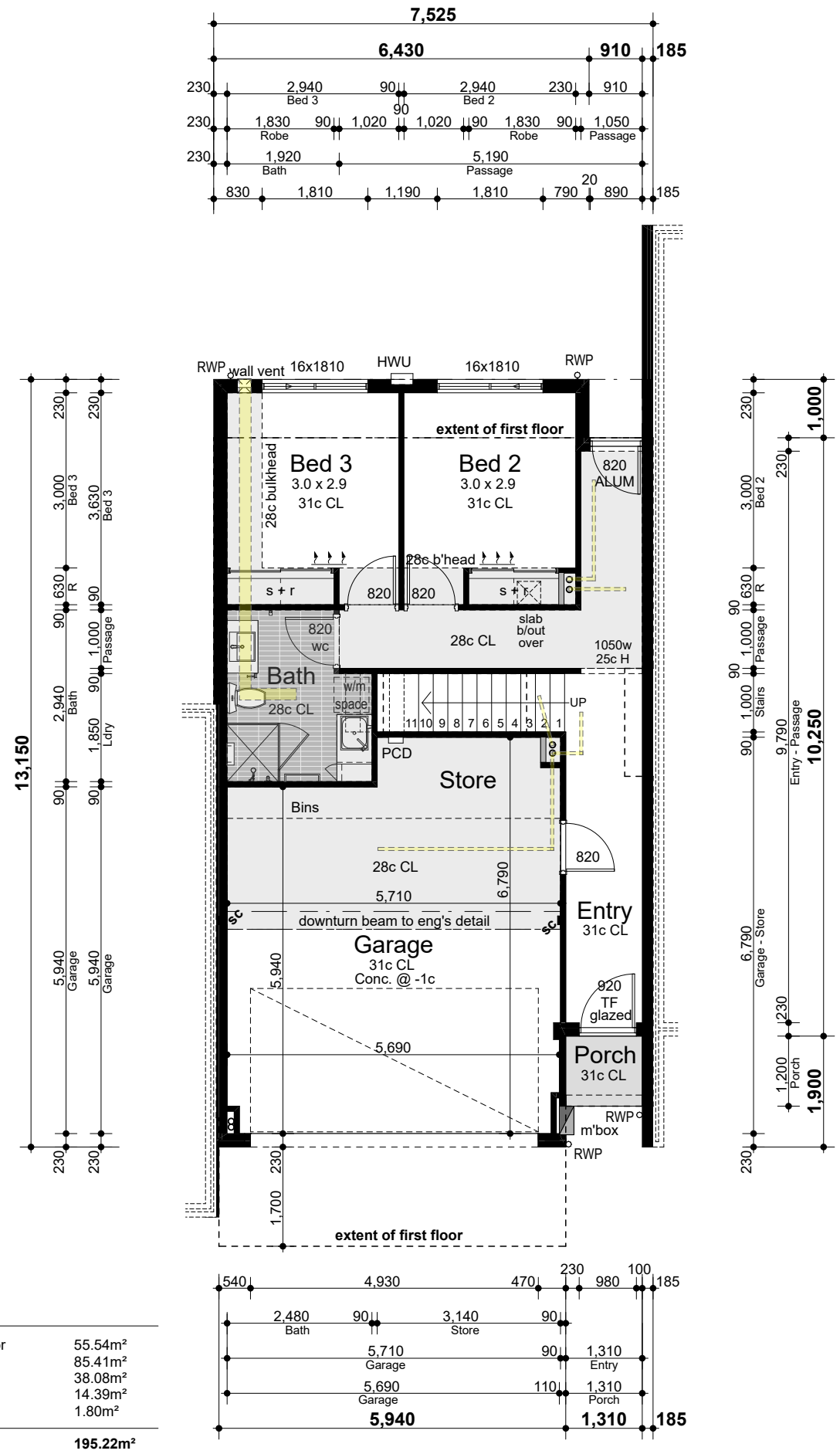
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	55.54m²
First floor	85.41m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.80m²
Total	**195.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

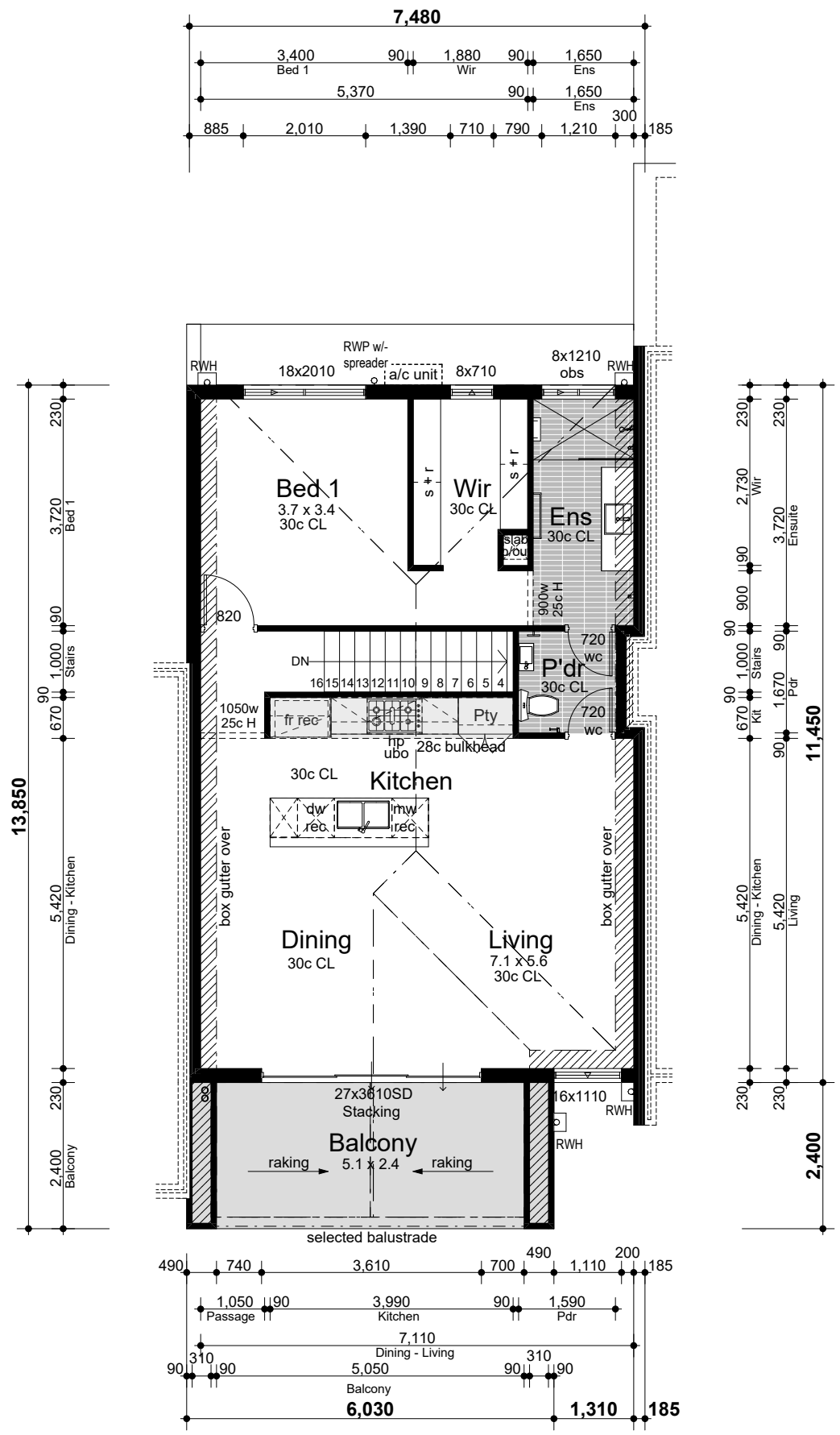
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 17 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

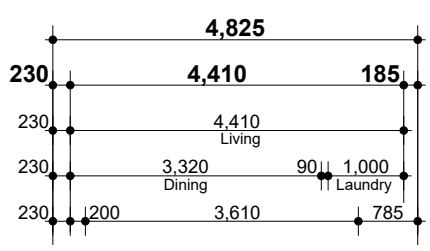
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

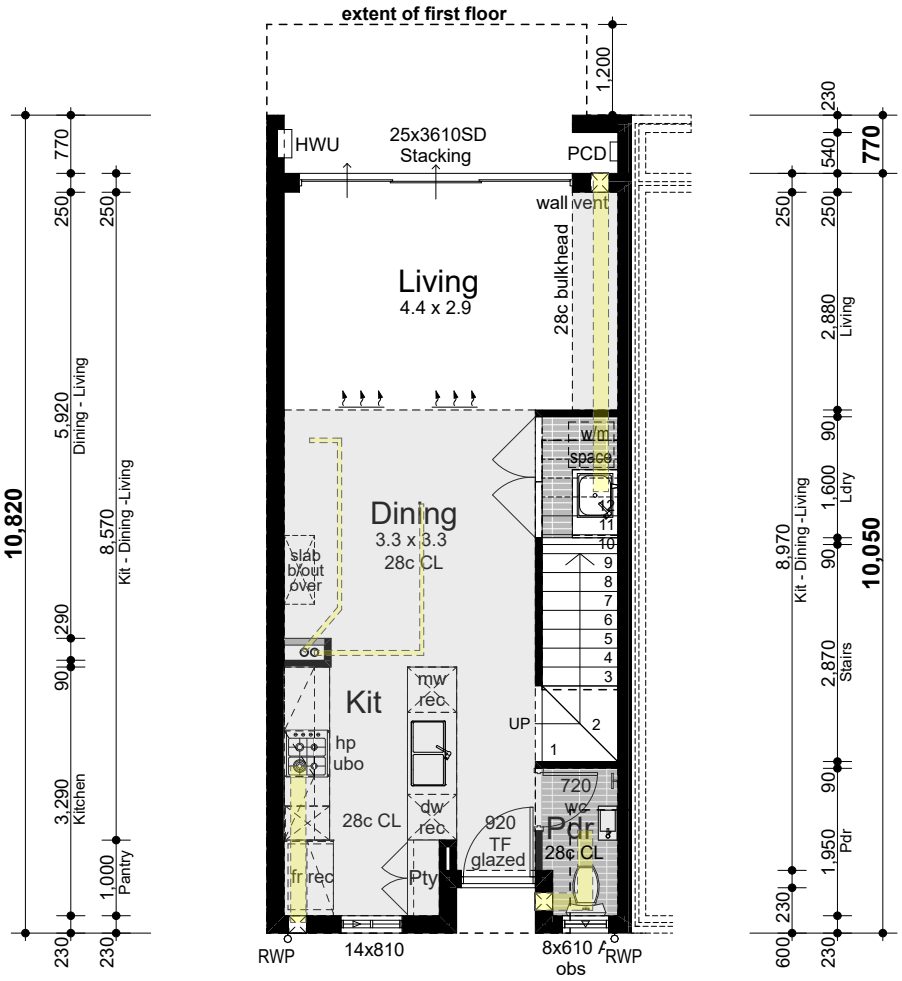
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

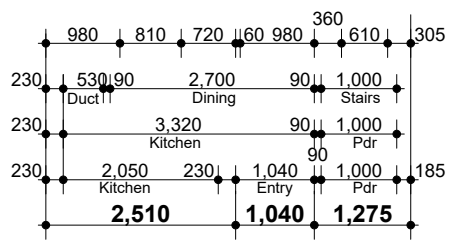
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	47.87m²
First floor	51.30m²
Balcony	5.08m²
Total	**104.25m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 17 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

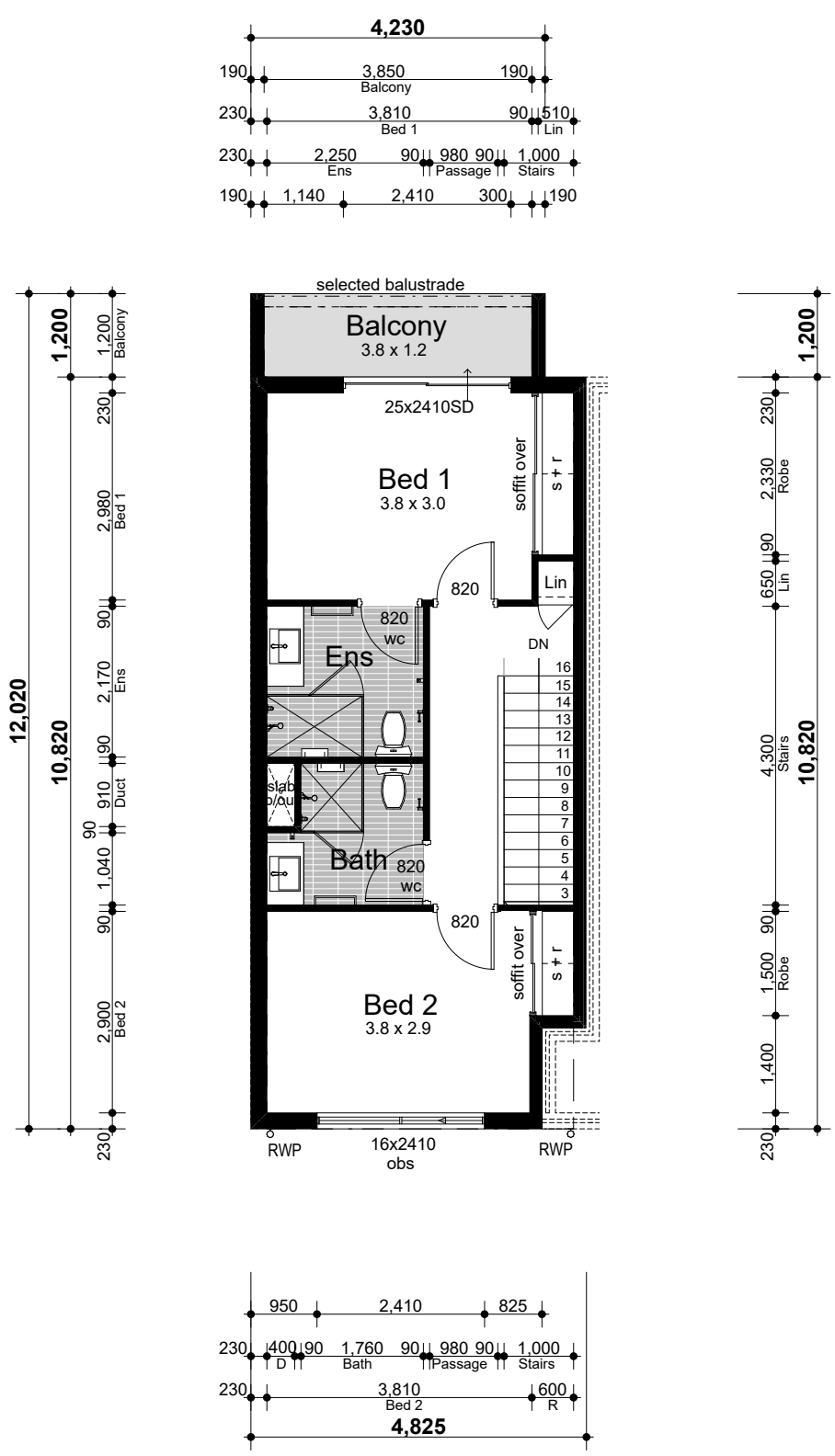
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 18 & 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

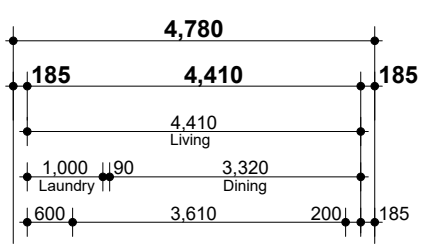
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

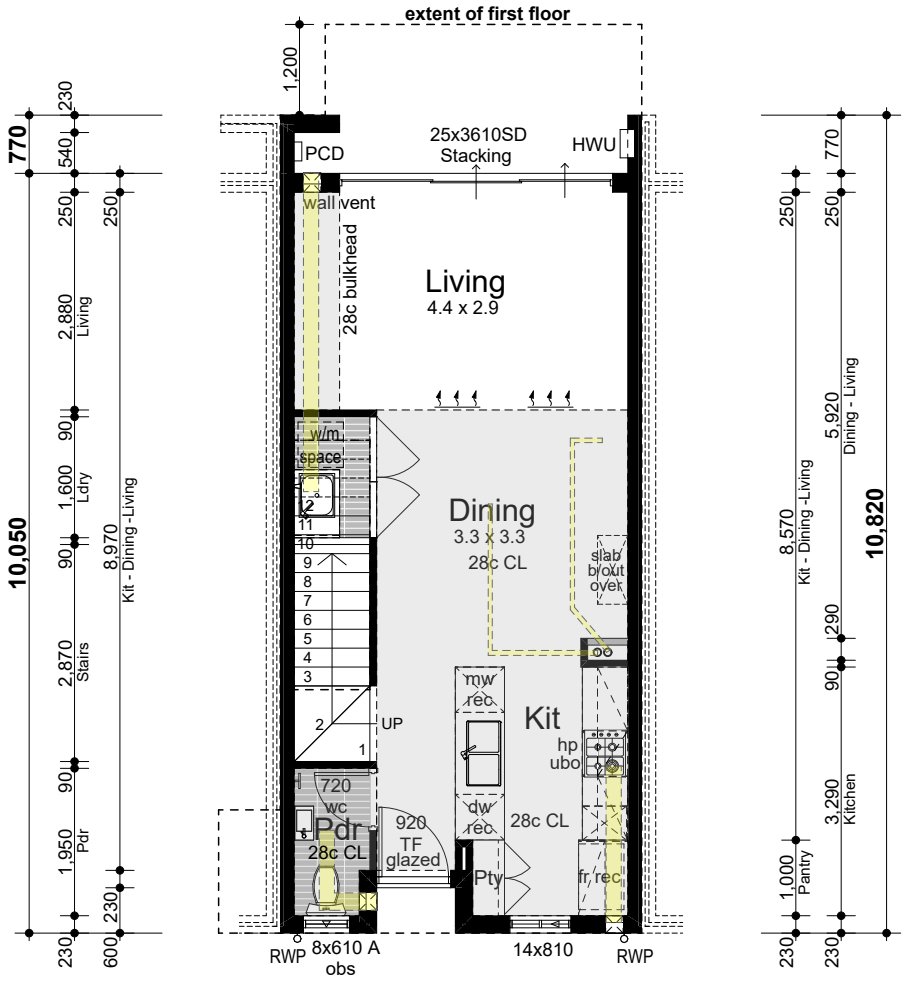
ADDITIONAL NOTES

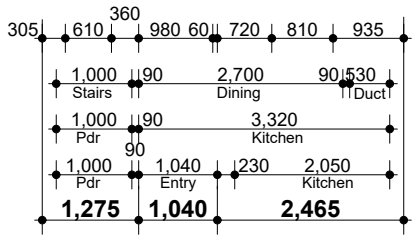
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	51.72m²
Balcony	5.08m²
Total	**104.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 18 & 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

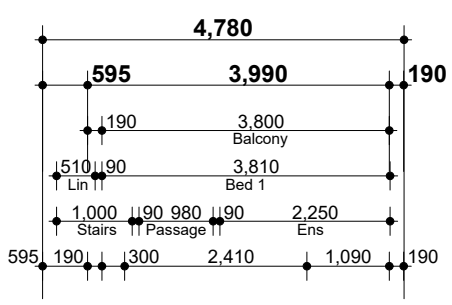
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

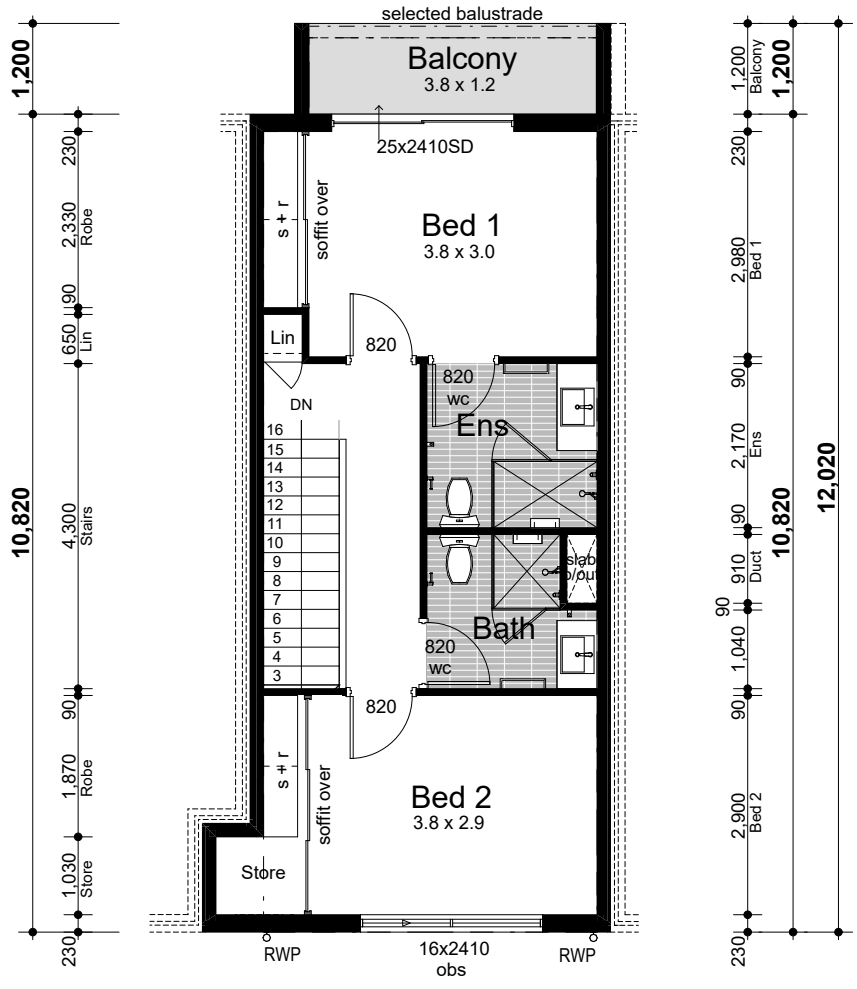
ADDITIONAL NOTES

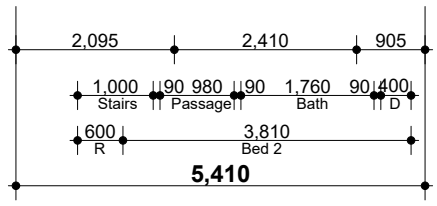
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

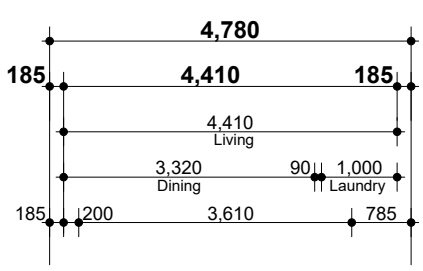
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

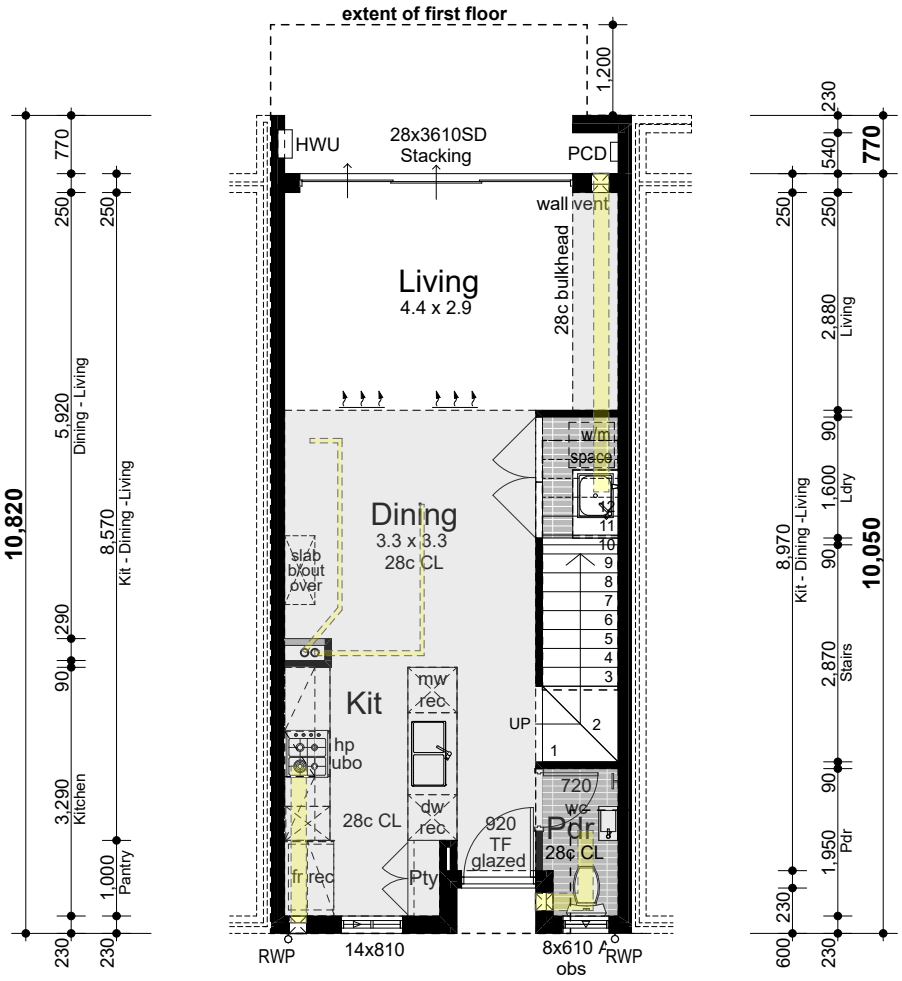
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

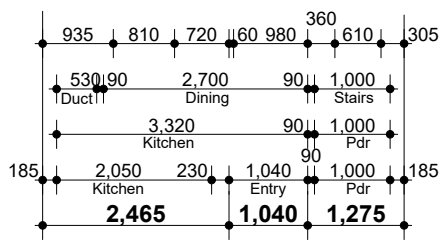
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	47.42m²
First floor	50.81m²
Balcony	5.08m²
Total	**103.31m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

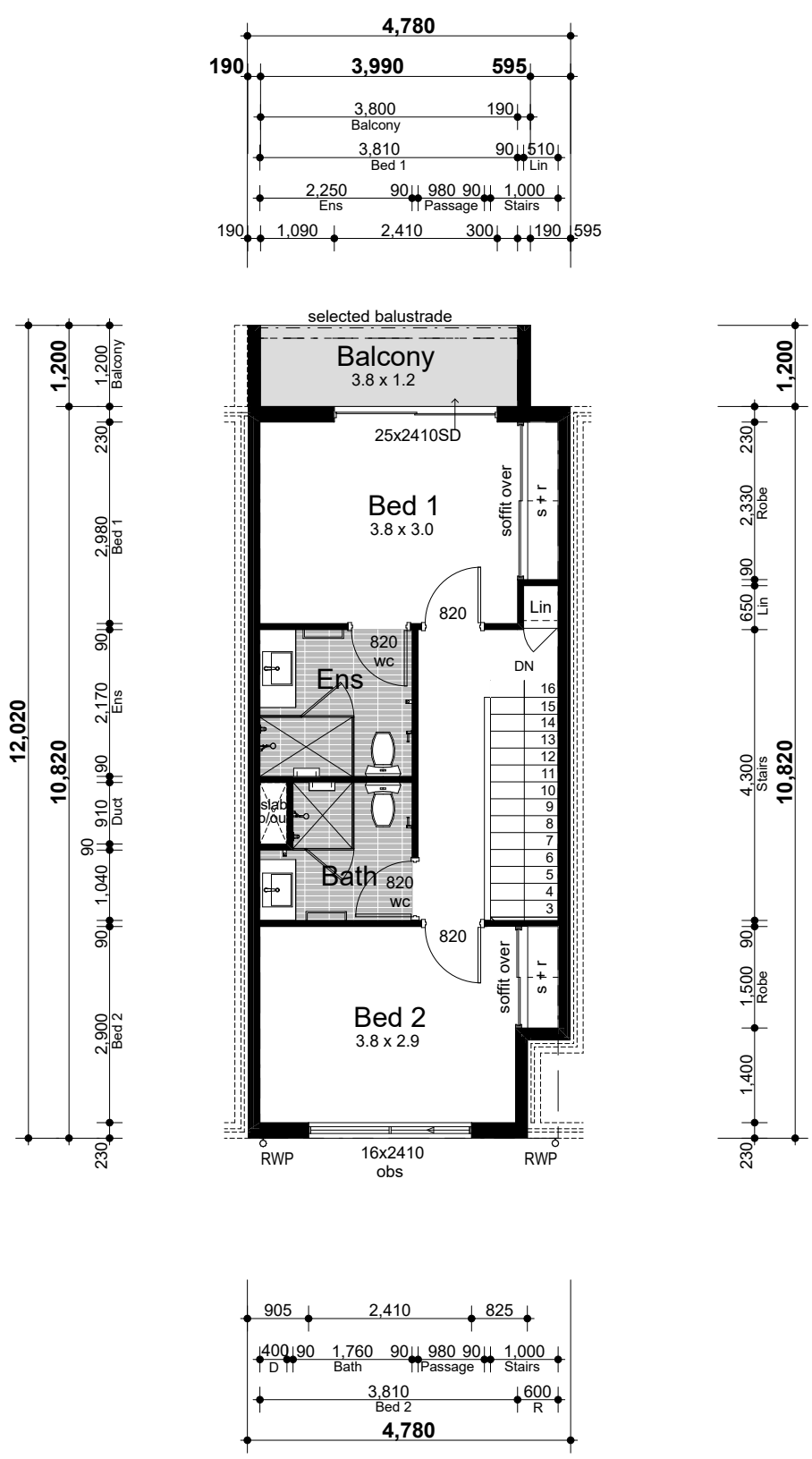
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 22 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

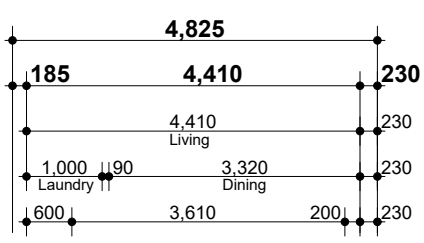
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

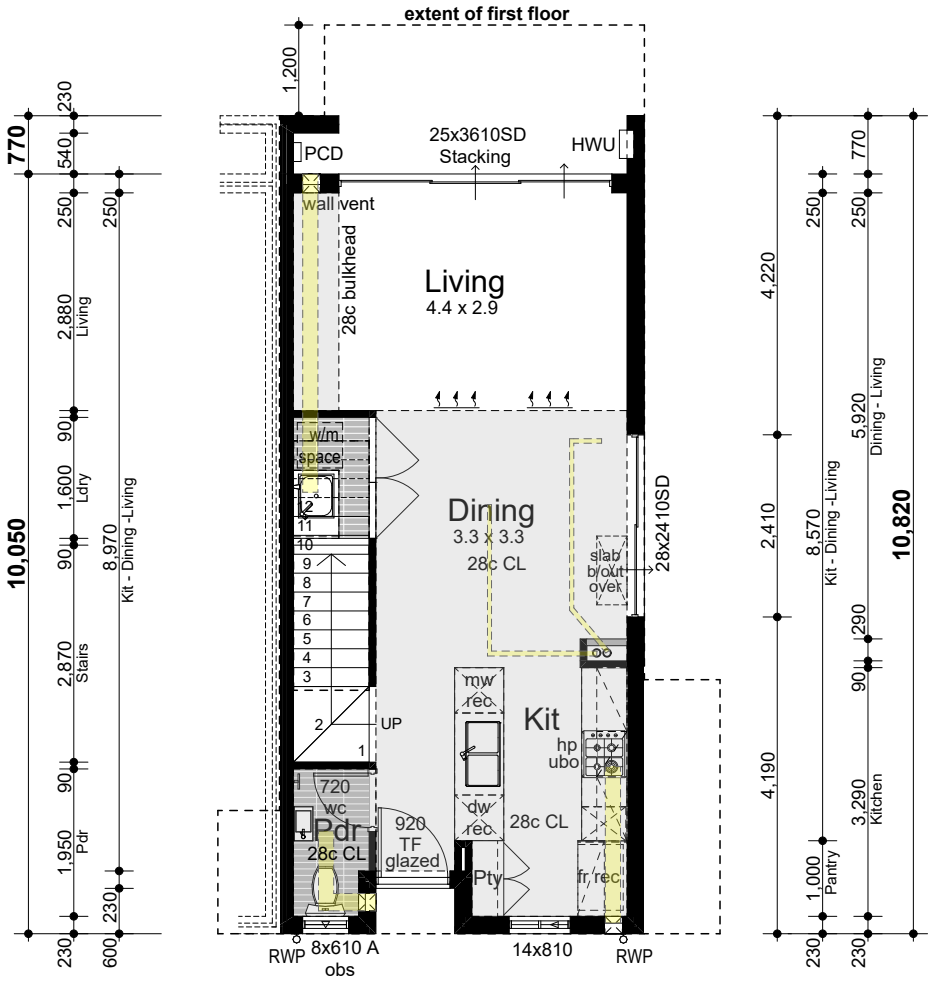
ADDITIONAL NOTES

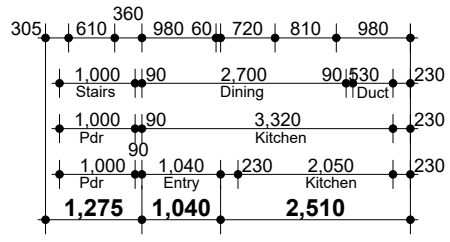
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.87m²
First floor	56.48m²
Balcony	5.08m²
Total	**109.43m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

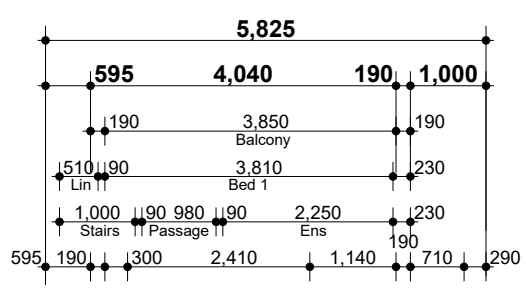
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

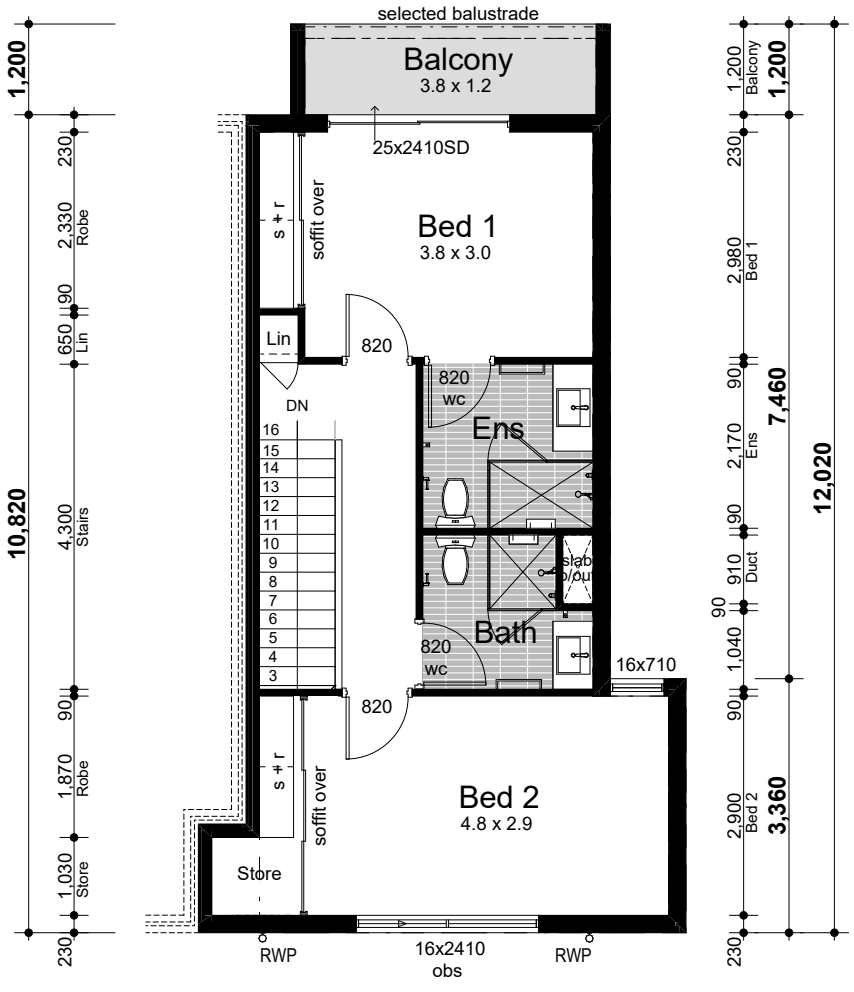
ADDITIONAL NOTES

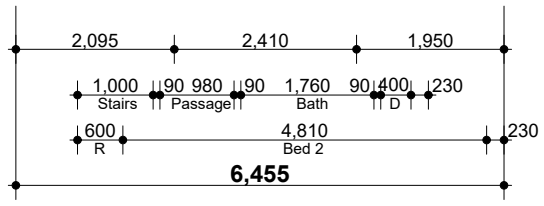
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

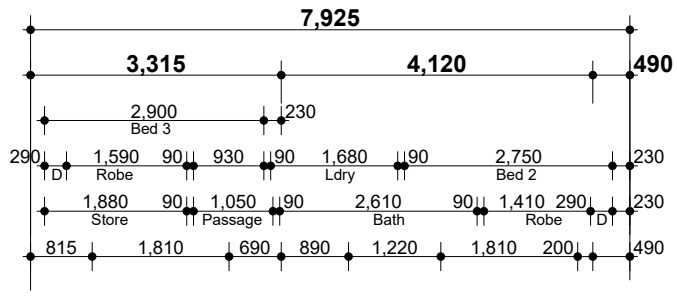
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

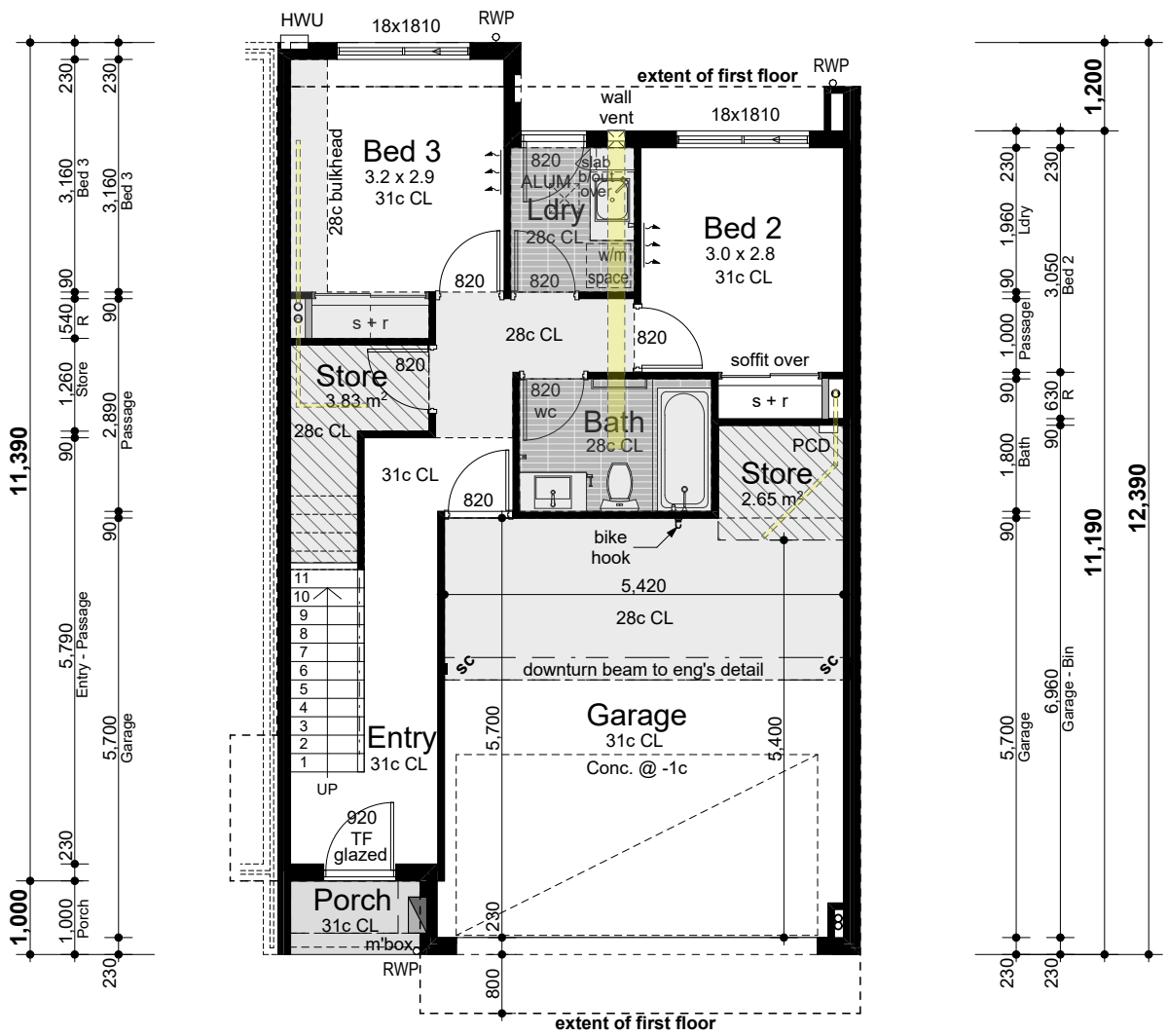
ADDITIONAL NOTES

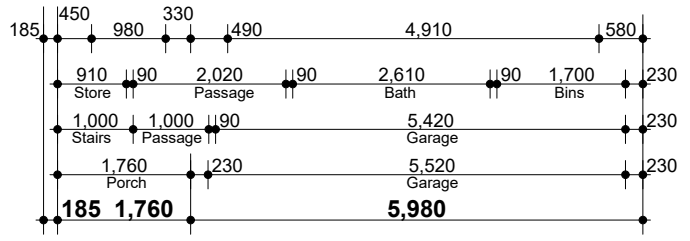
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	54.74m²
First floor	83.02m²
Garage	35.14m²
Balcony	14.06m²
Porch	1.95m²
Total	**188.91m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

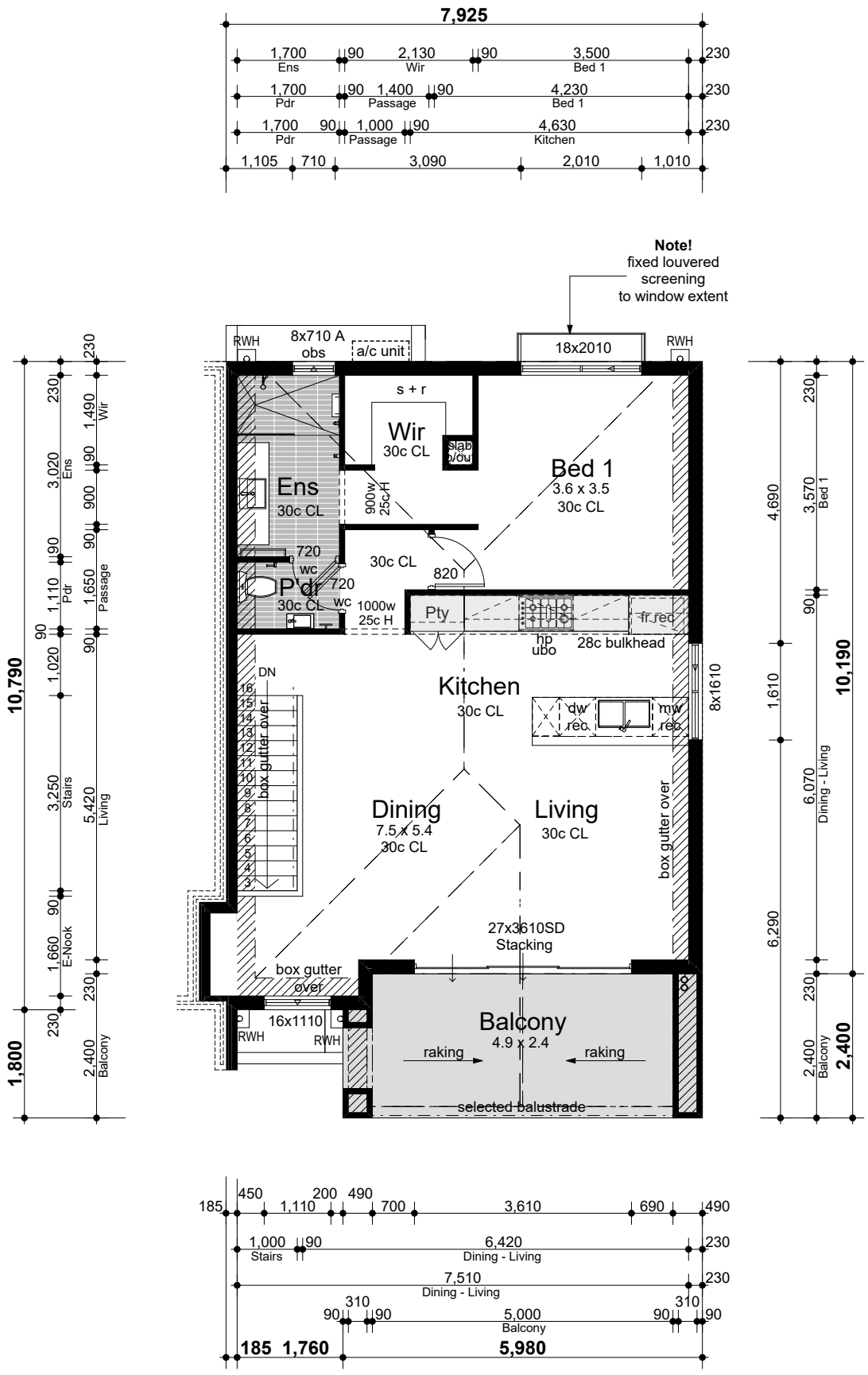
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 12 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

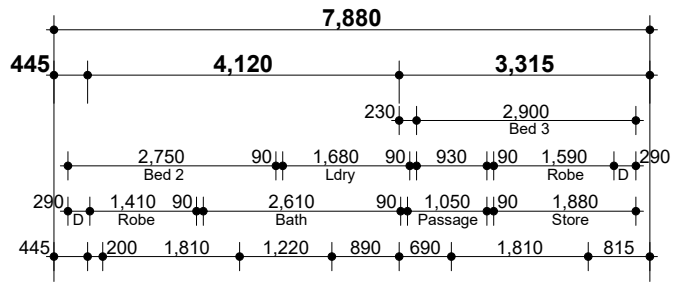
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

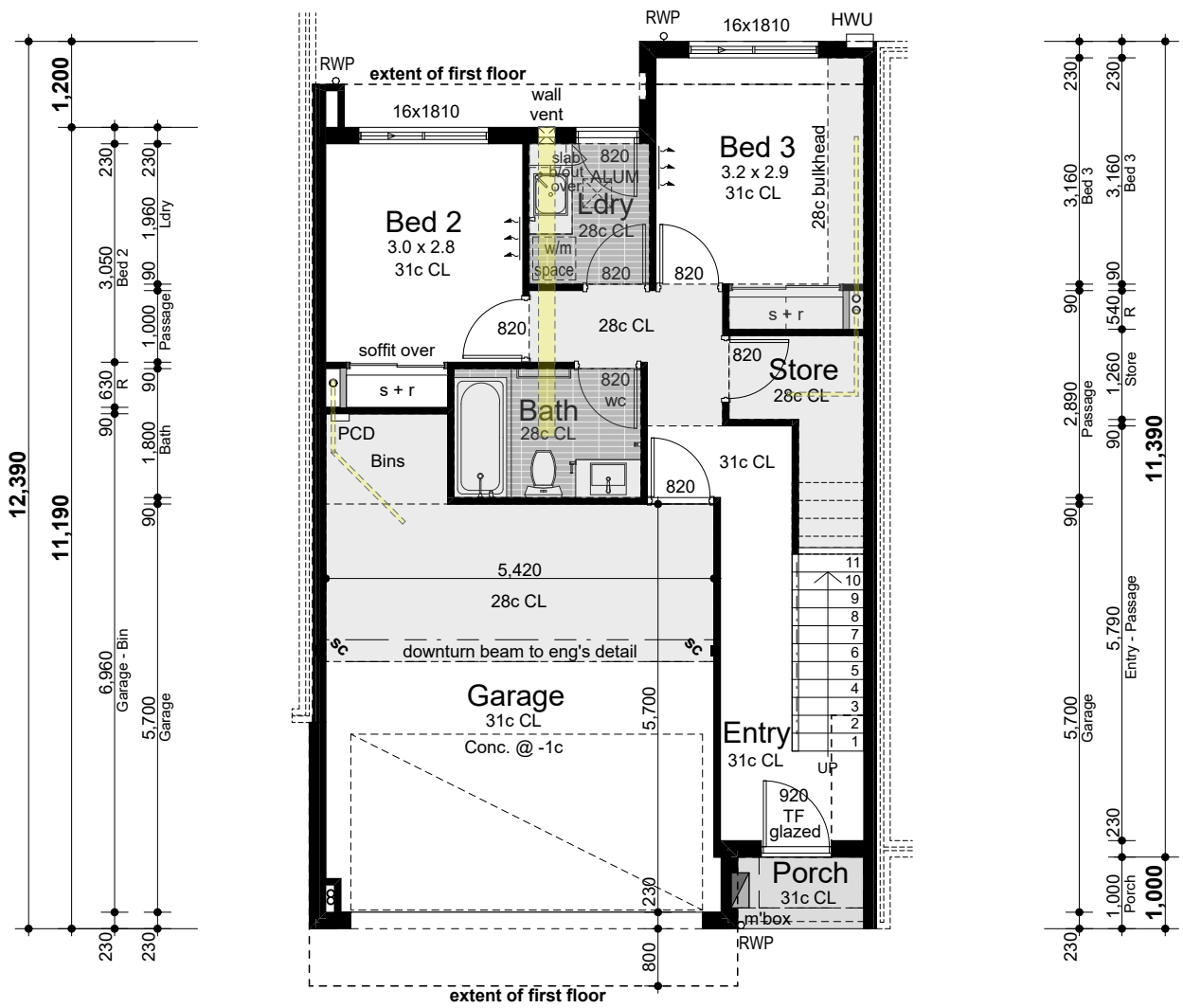
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

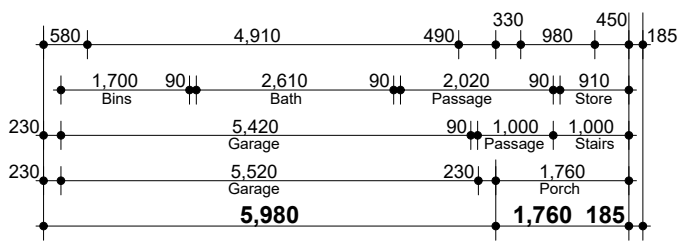
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





Areas	
Ground floor	54.53m²
First floor	81.01m²
Garage	34.94m²
Balcony	14.06m²
Porch	1.95m²
Total	**186.49m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

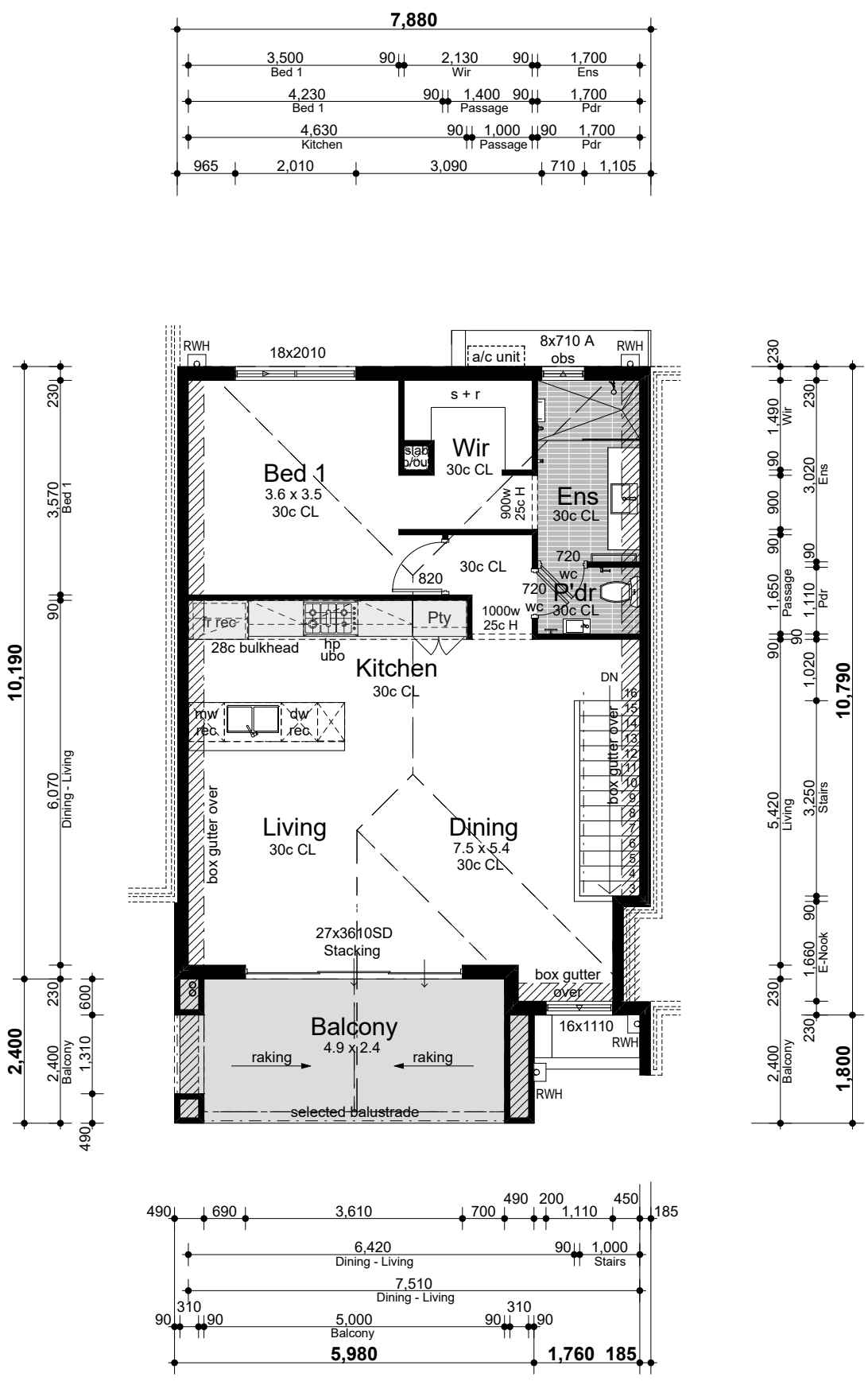
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

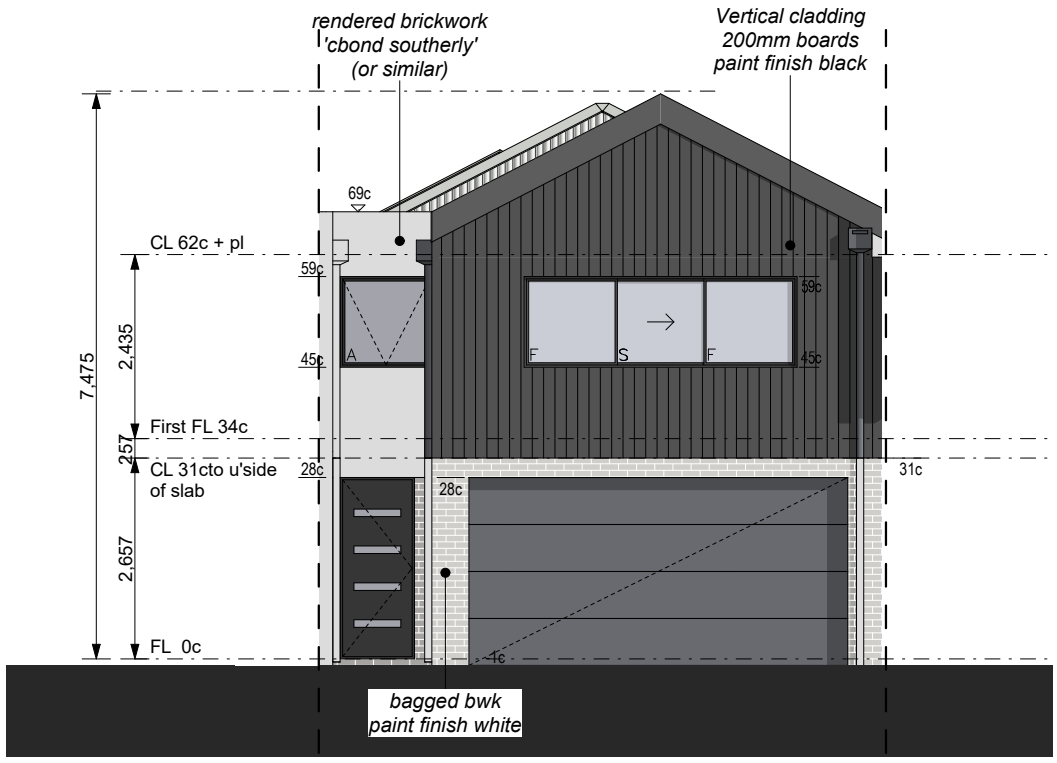
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

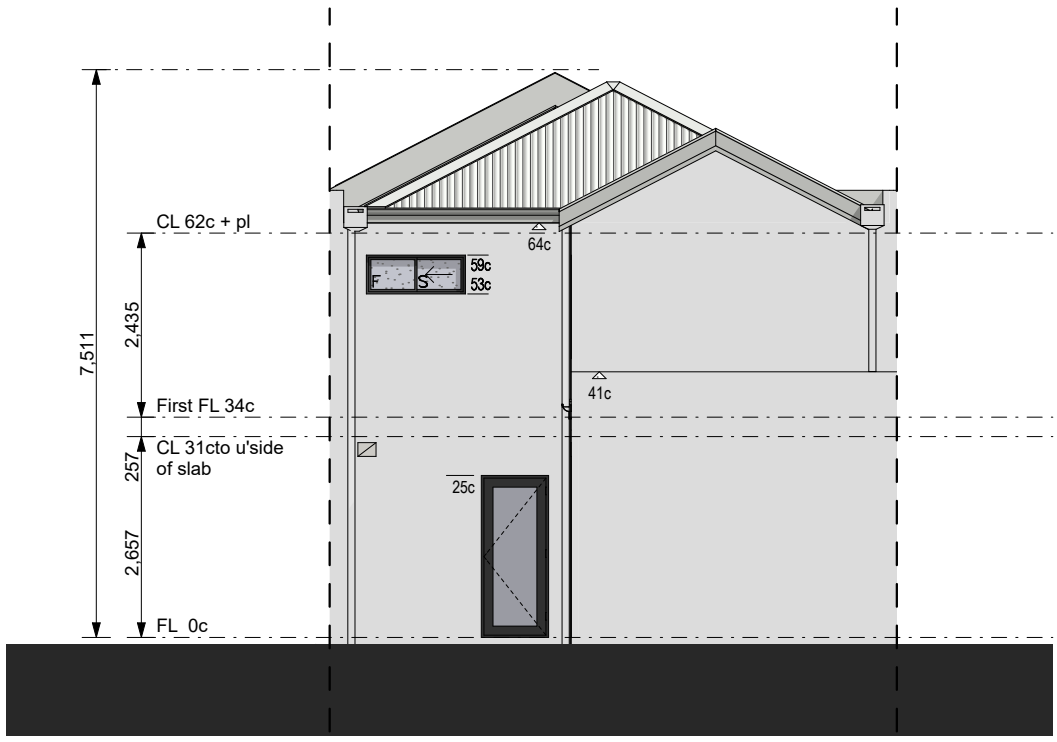
BUILDER

UNIT TYPE 'A'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

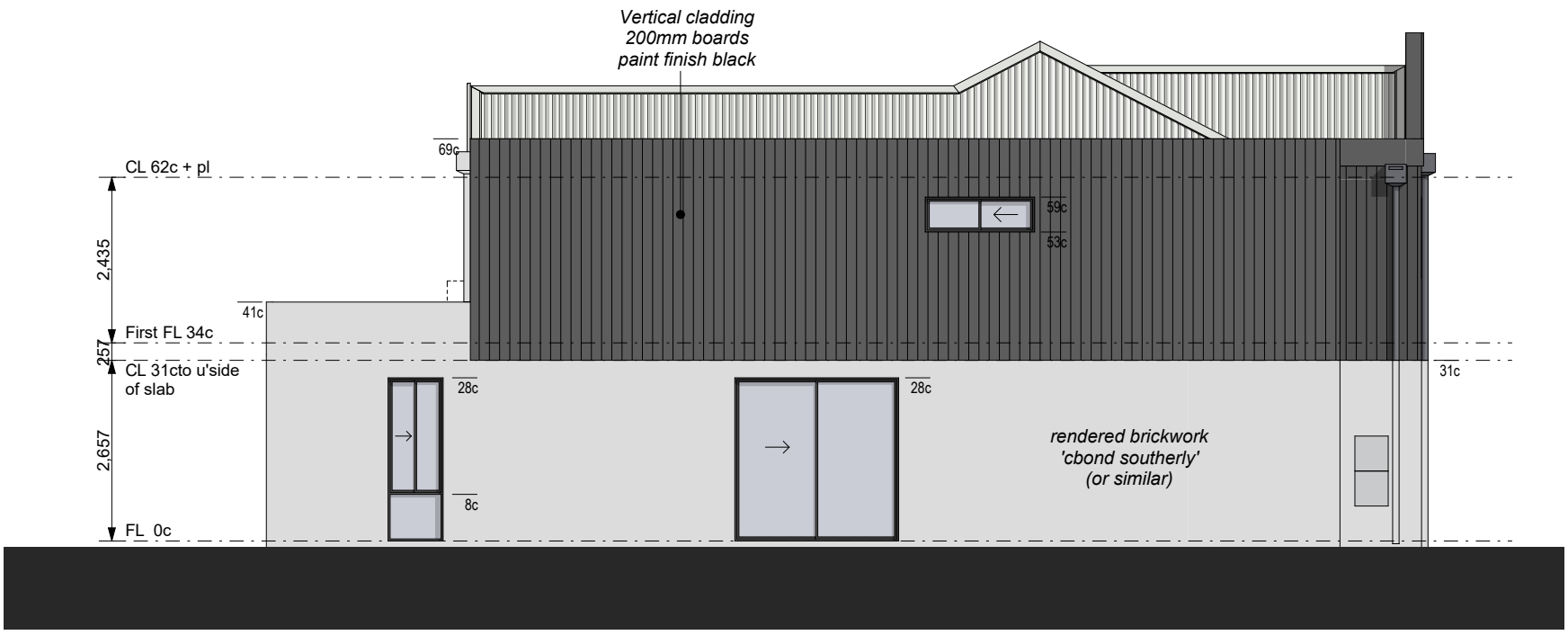
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

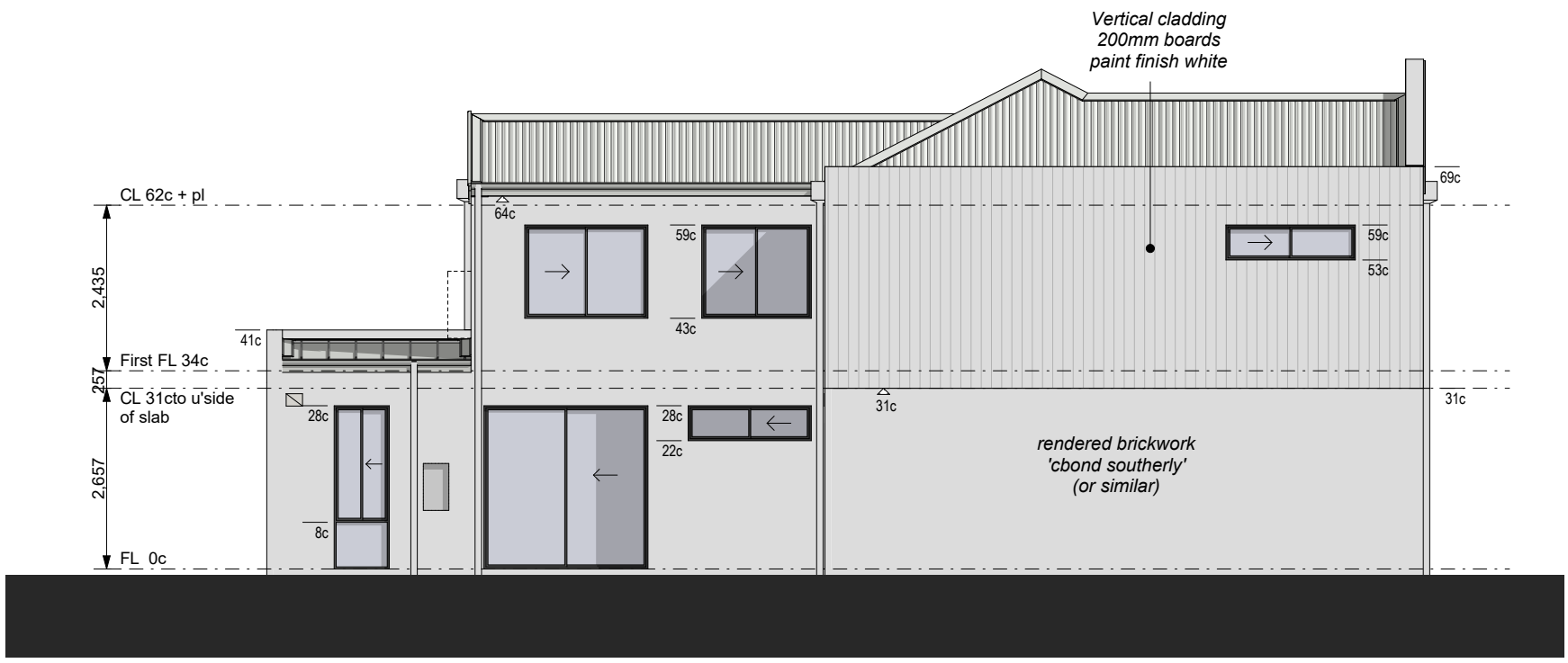
BUILDER

UNIT TYPE 'A'



Unit 10 - Side Elevation

SCALE: 1:100



Unit 16 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

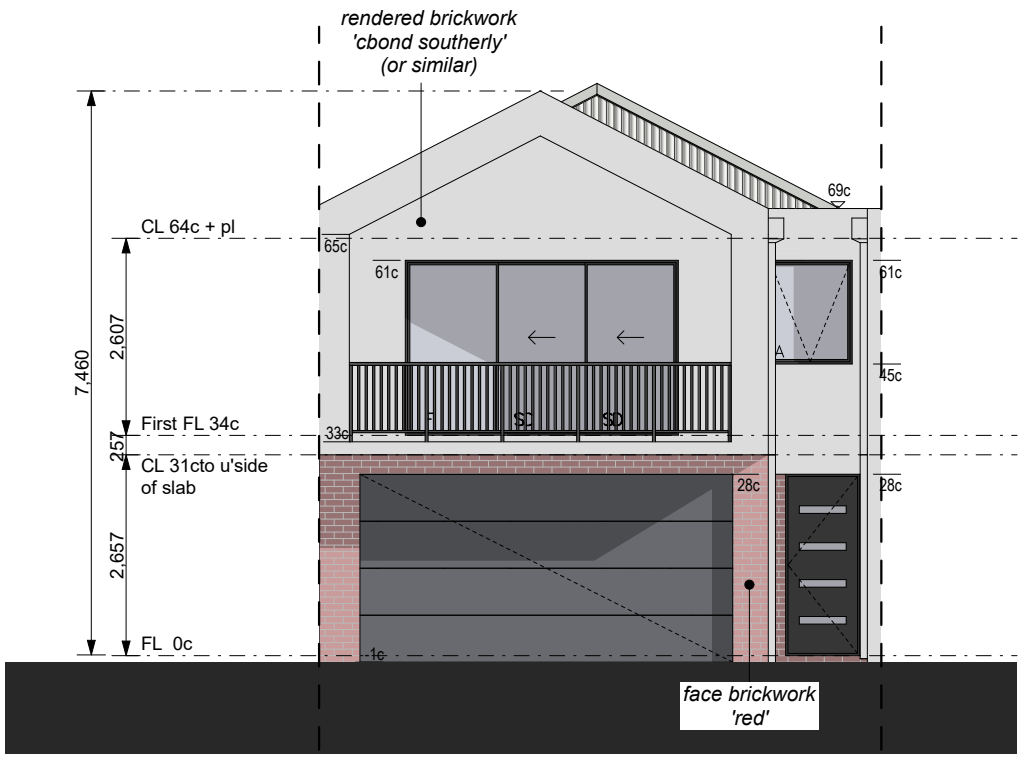
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'



Front Elevation

SCALE: 1:100

Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

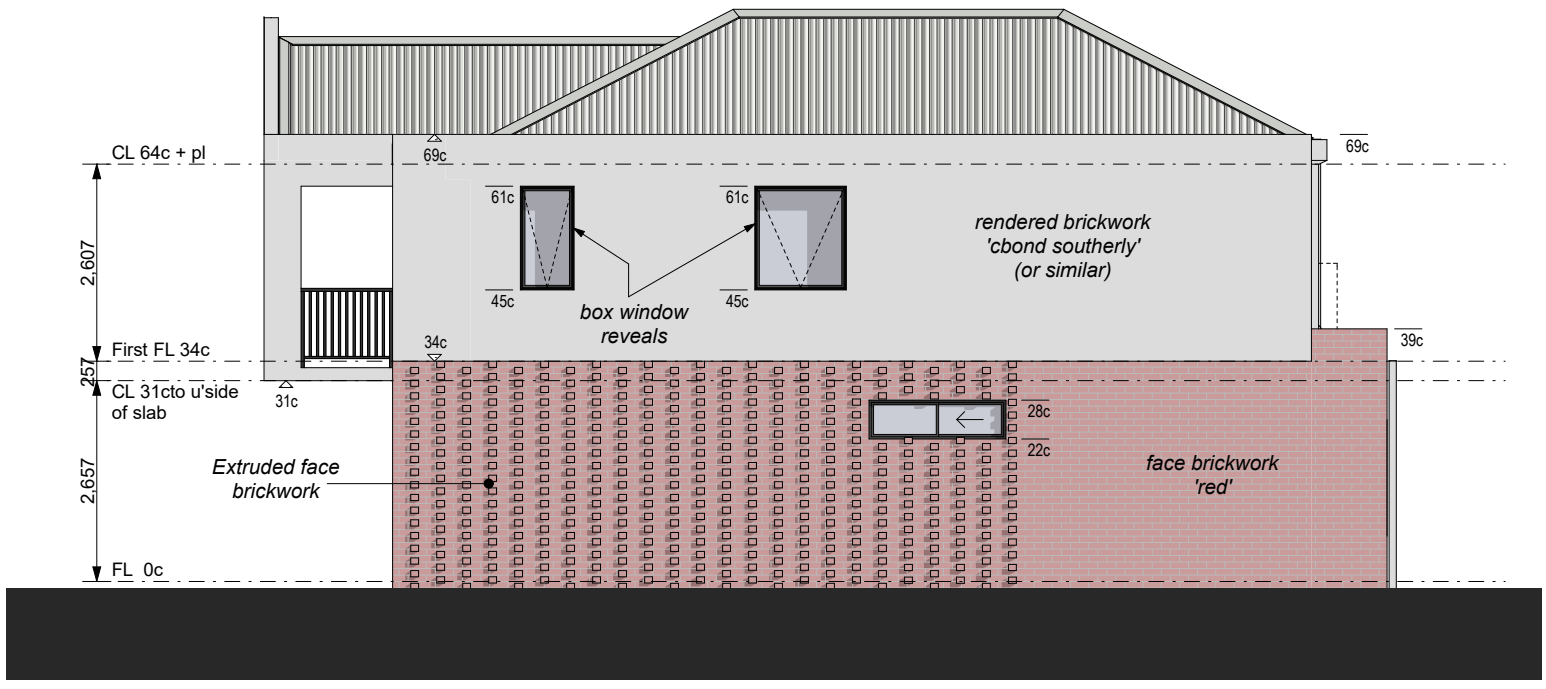
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'



Unit 1 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

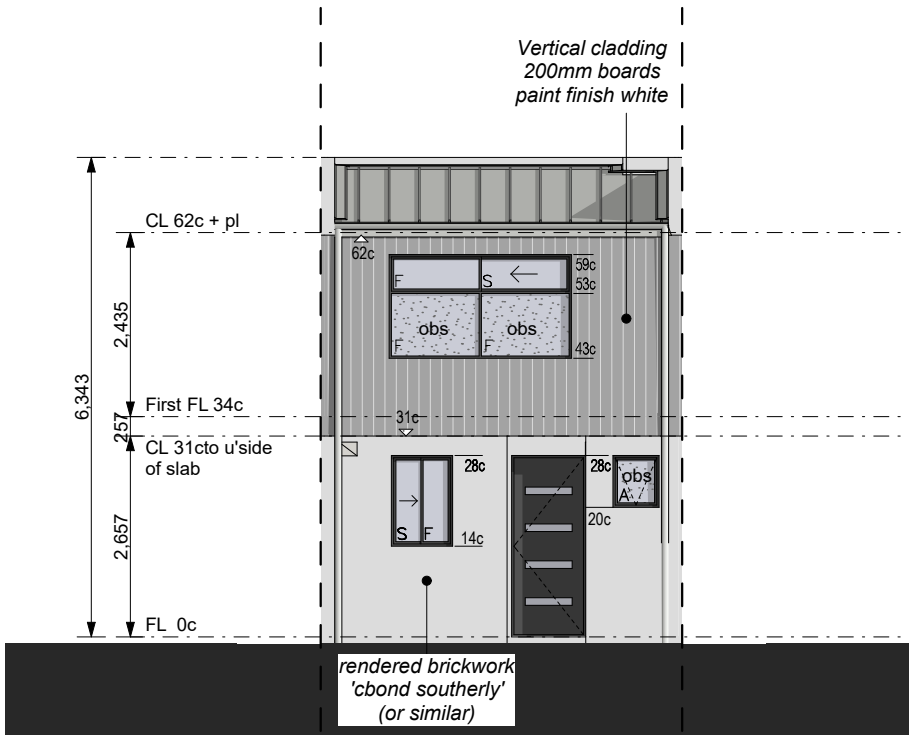
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

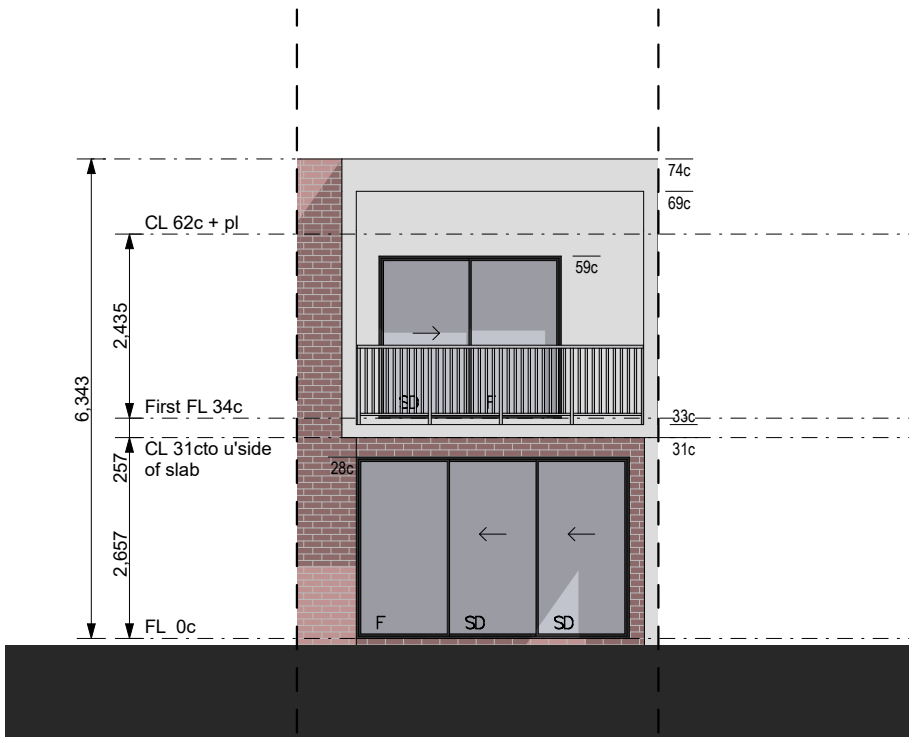
BUILDER

UNIT TYPE 'C'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

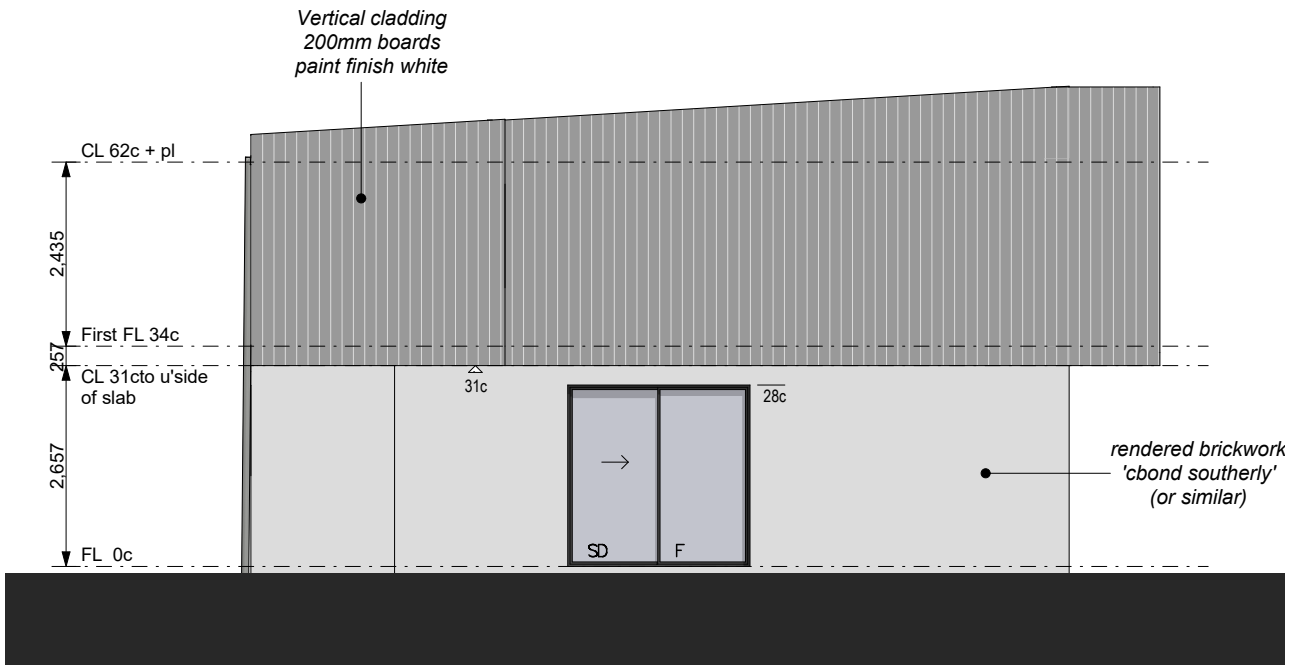
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'C'



Unit 22 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

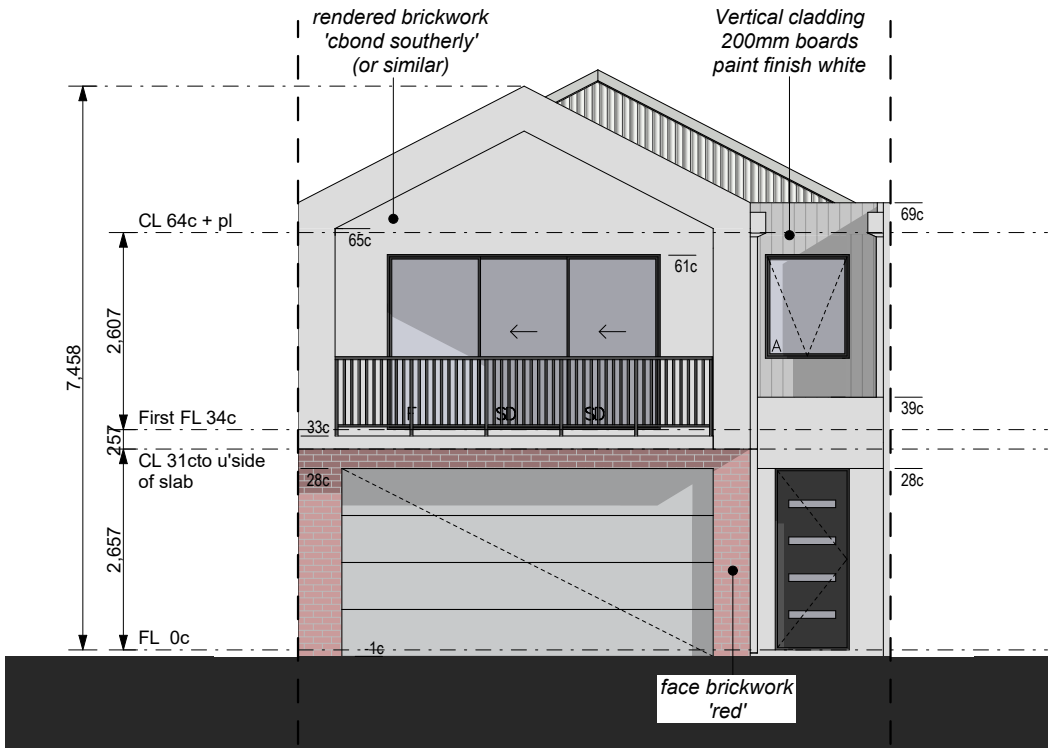
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

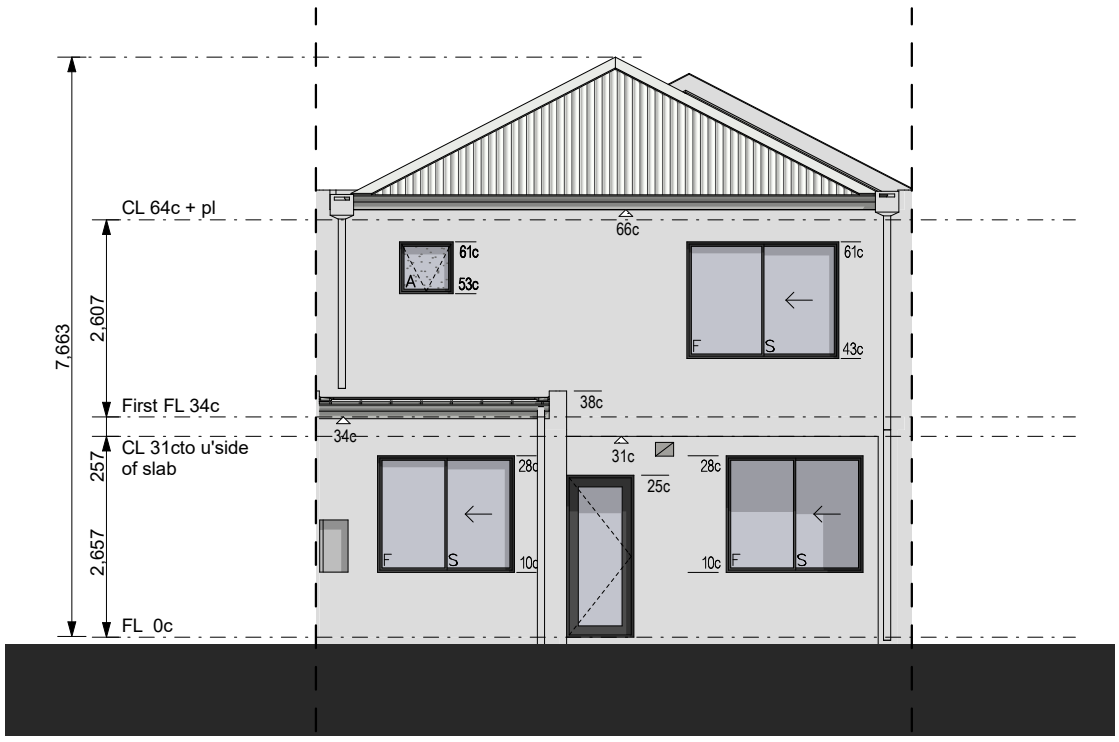
BUILDER

UNIT TYPE 'D'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

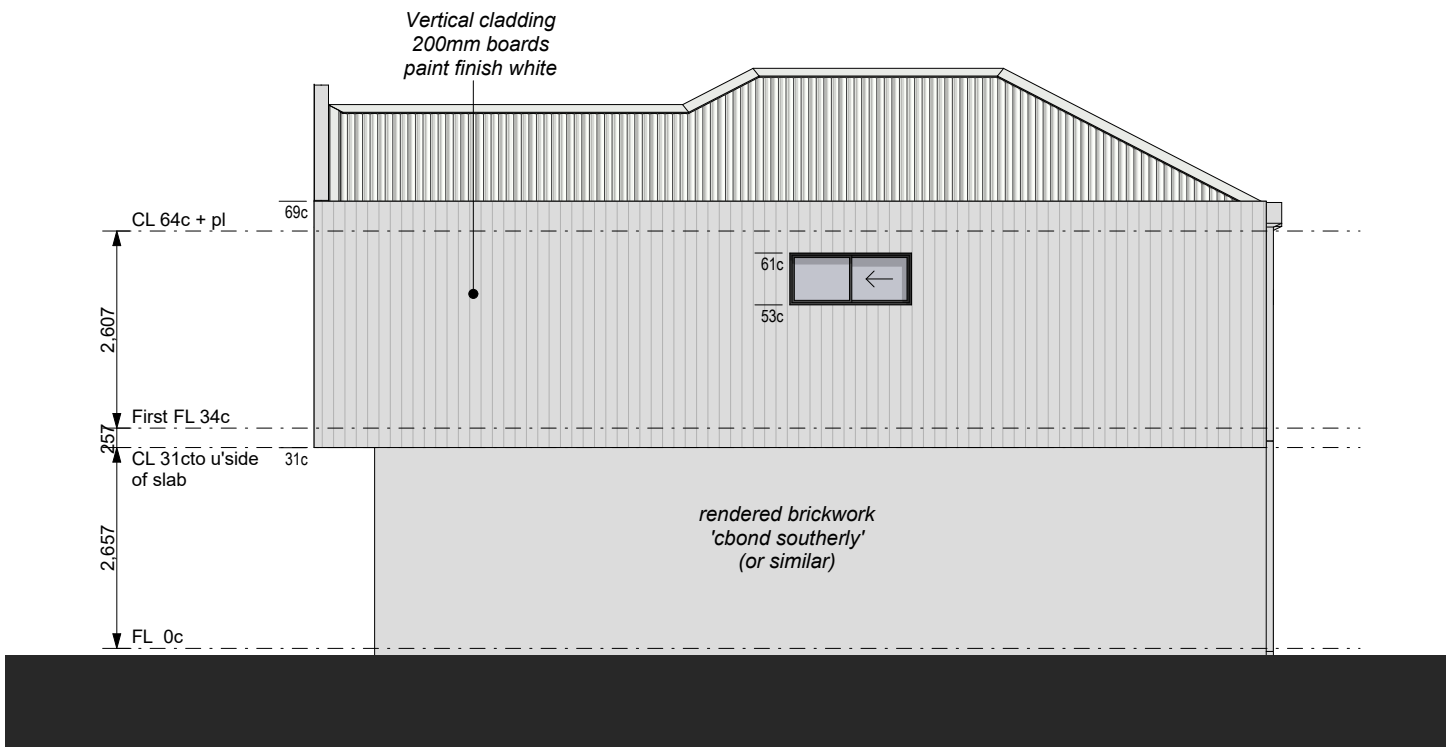
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'D'



Unit 11 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

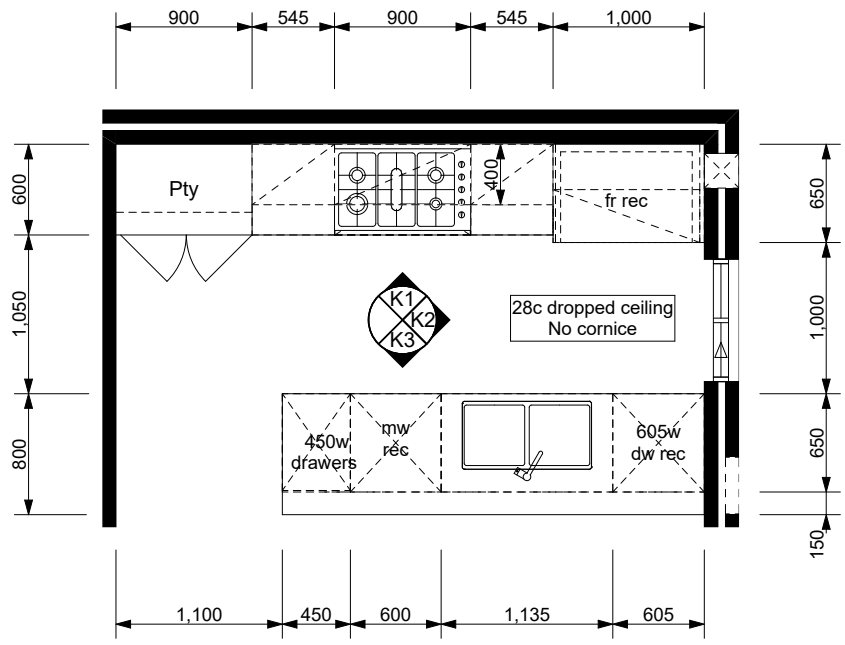
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

CLIENT

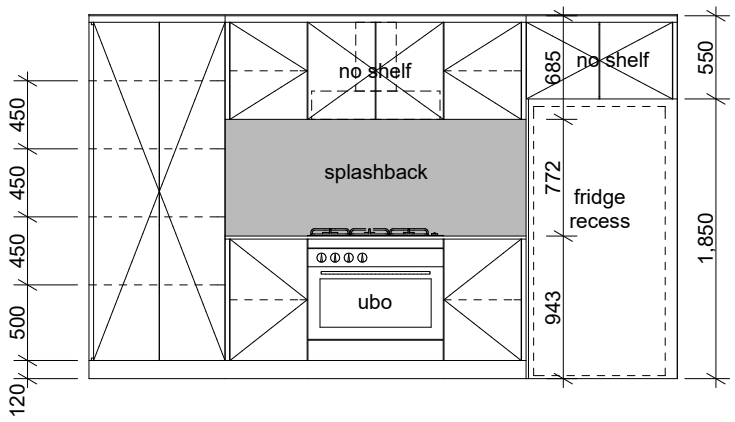
BUILDER

UNIT TYPE 'A'



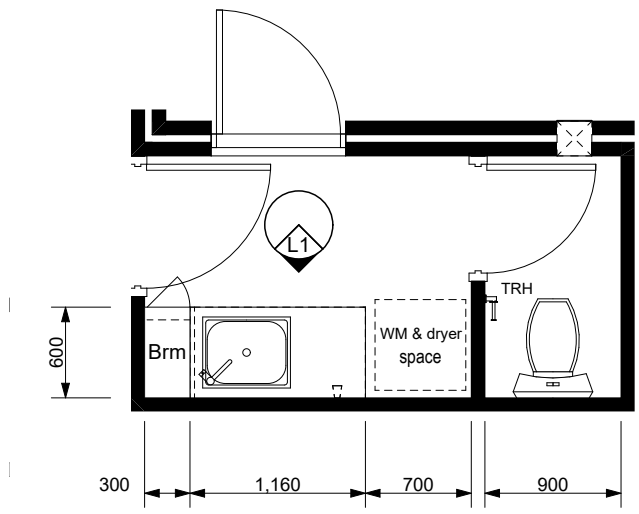
Kitchen Layout

SCALE: 1:50



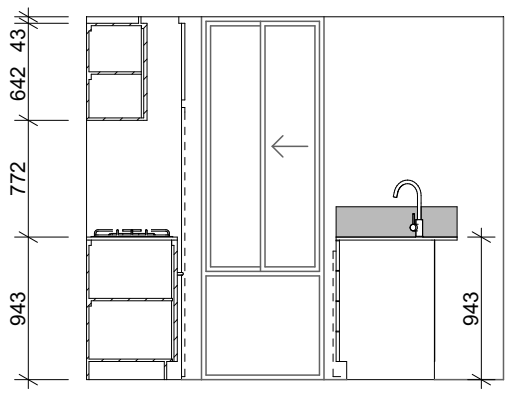
Kitchen 1

SCALE: 1:50



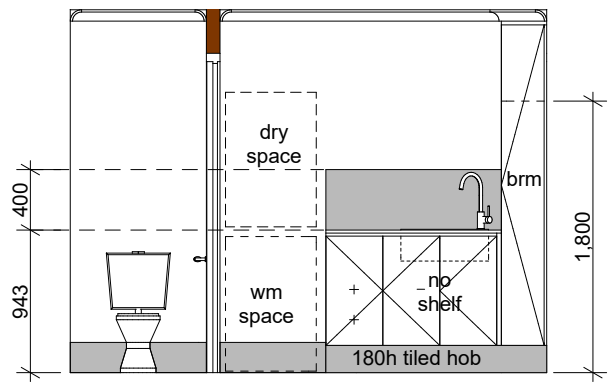
L'dry & P'dr Layout

SCALE: 1:50



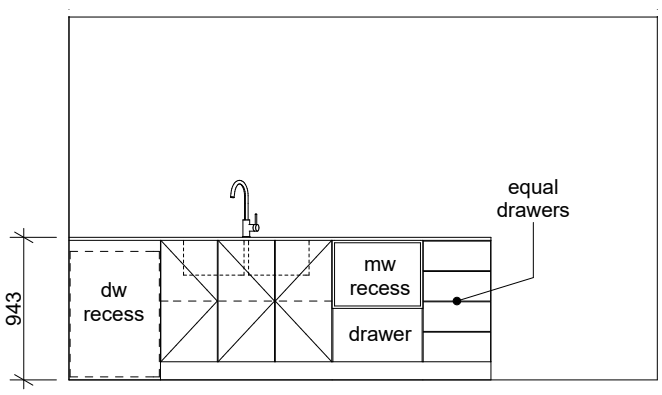
Kitchen 2

SCALE: 1:50



Laundry 1

SCALE: 1:50



Kitchen 3

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

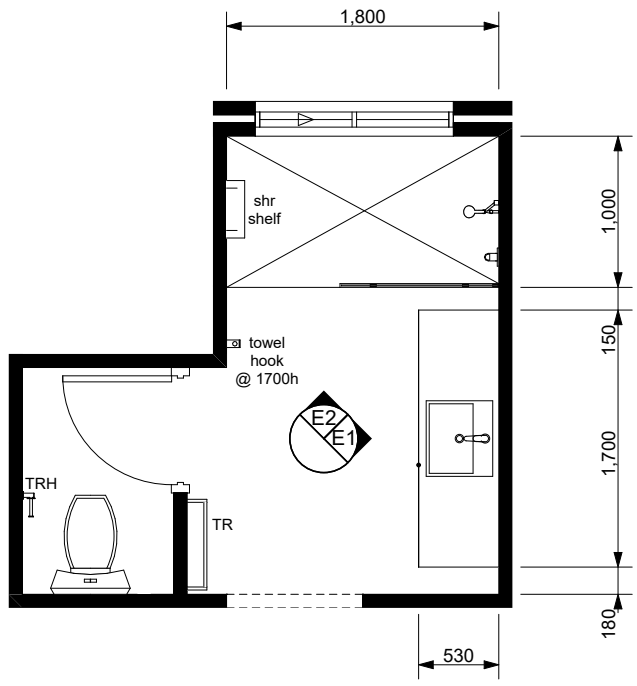
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

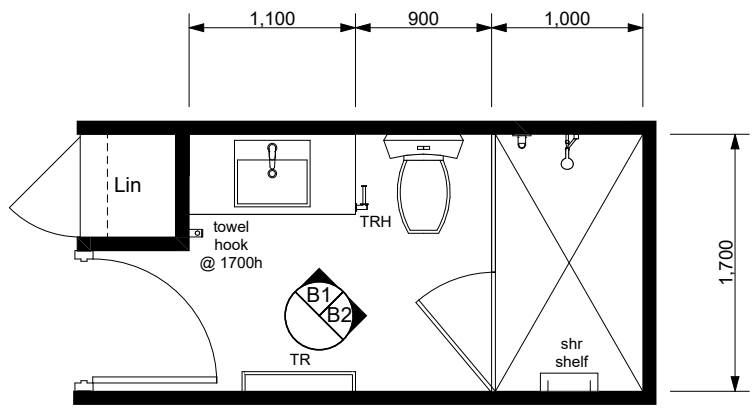
CLIENT

BUILDER

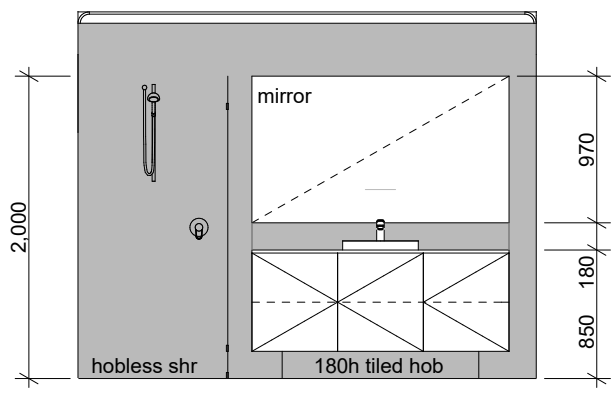
UNIT TYPE 'A'



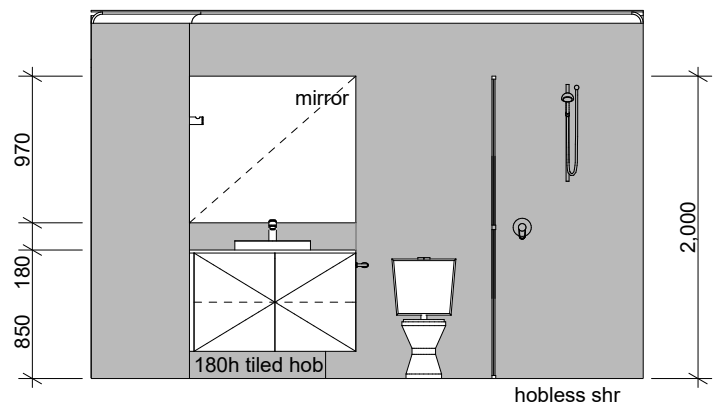
Ensuite Layout
SCALE: 1:50



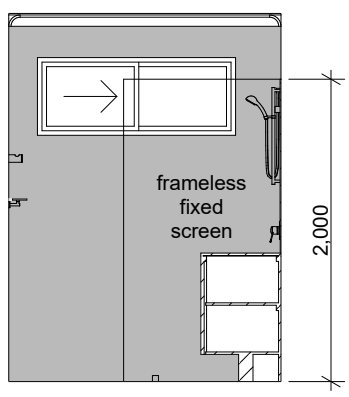
Bathroom Layout
SCALE: 1:50



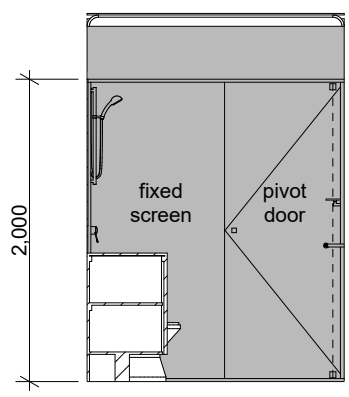
Ensuite 1
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

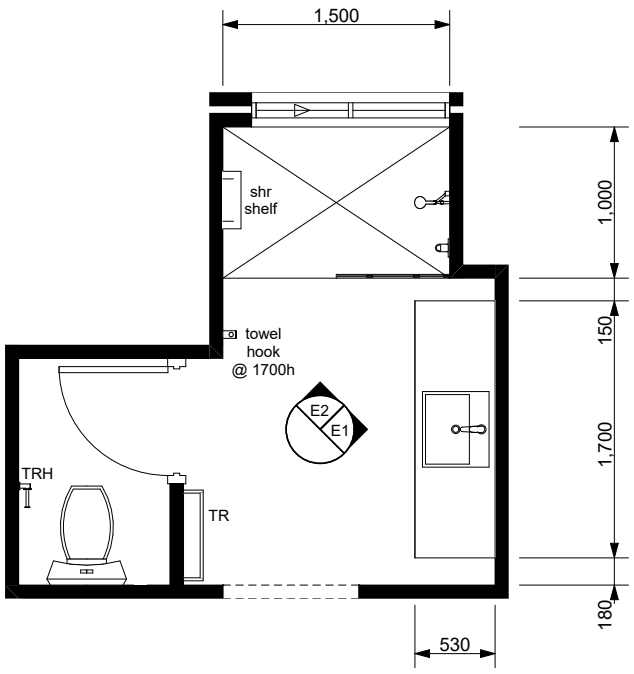
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

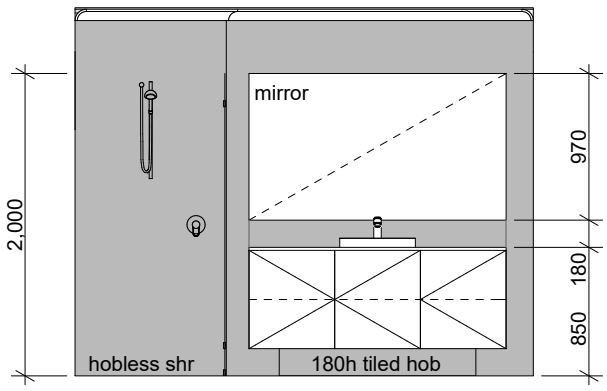
CLIENT

BUILDER

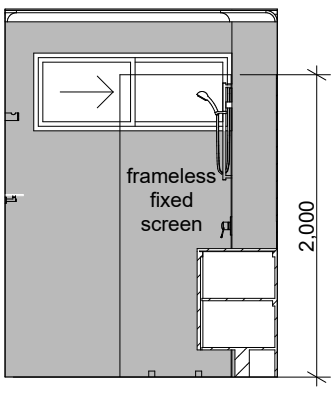
UNIT (2, 5, 9, 10, 13 & 15) TYPE 'A'



Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

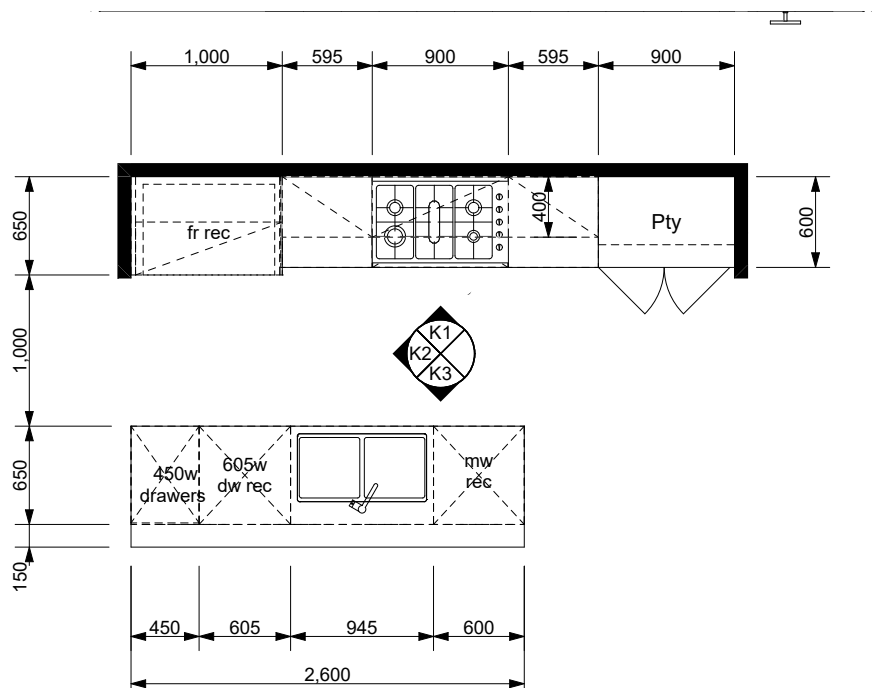
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

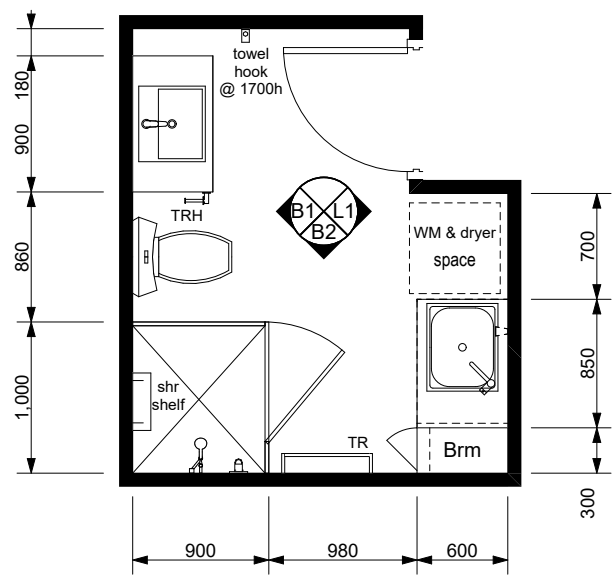
CLIENT

BUILDER

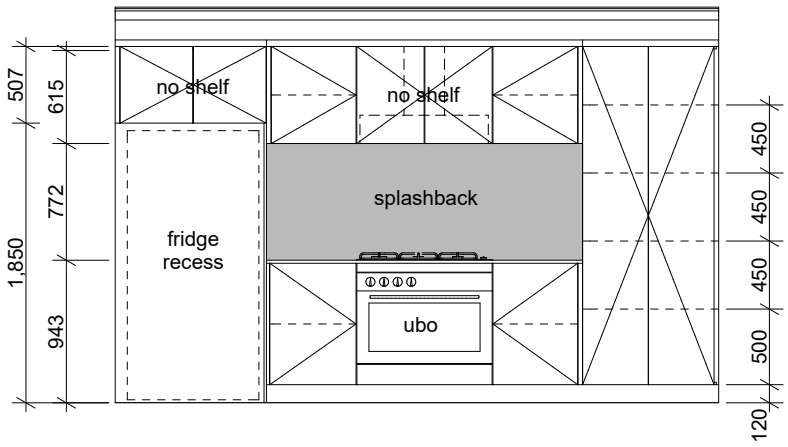
UNIT TYPE 'B'



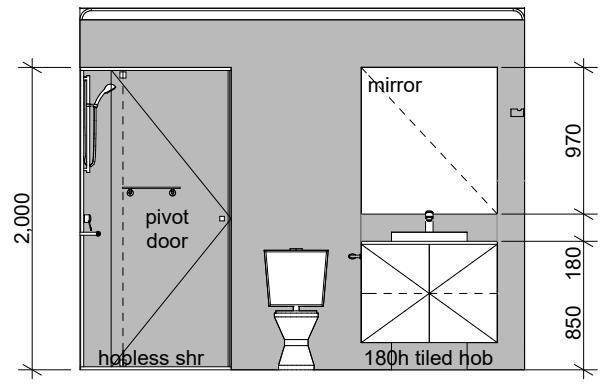
Kitchen Layout
SCALE: 1:50



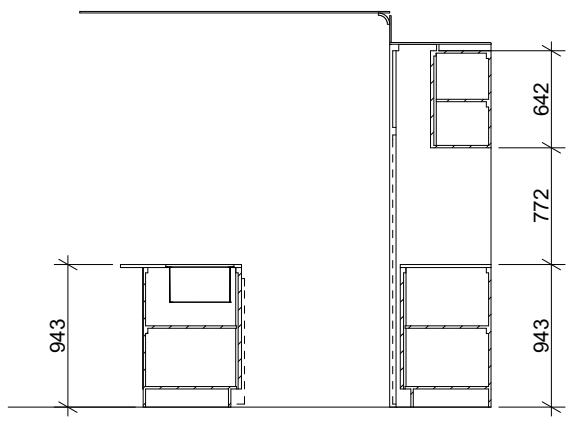
Bath & L'dry Layout
SCALE: 1:50



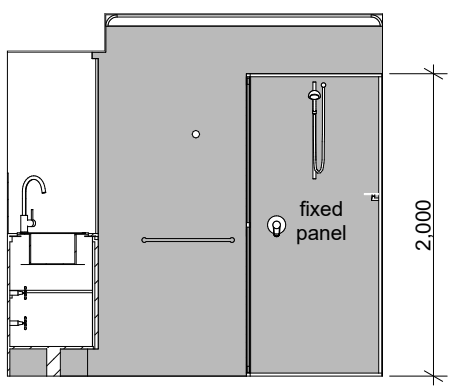
Kitchen 1
SCALE: 1:50



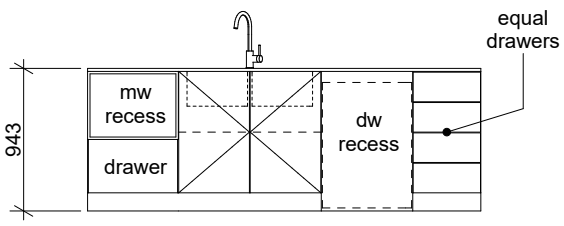
Bathroom 1
SCALE: 1:50



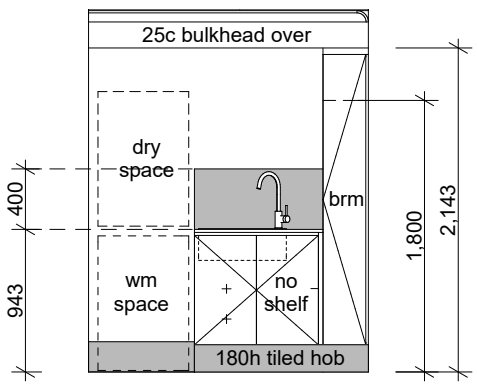
Kitchen 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50



Laundry 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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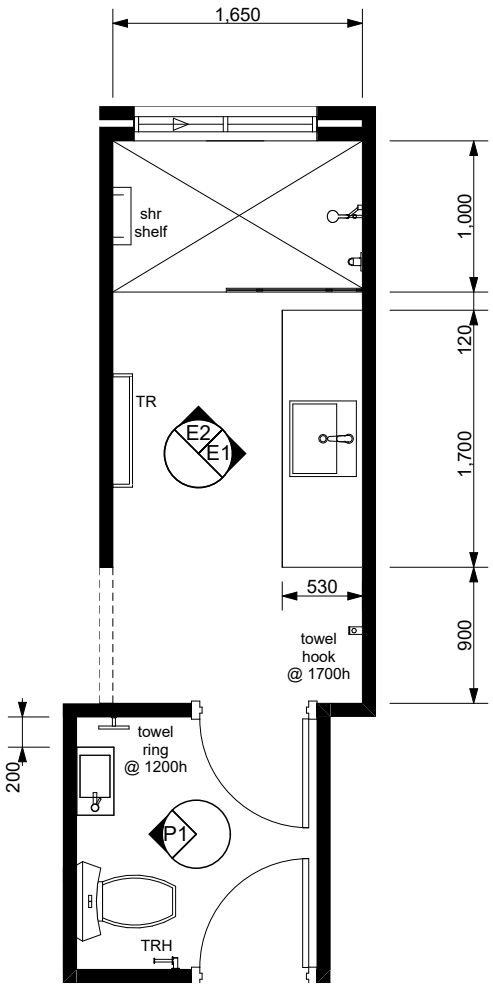
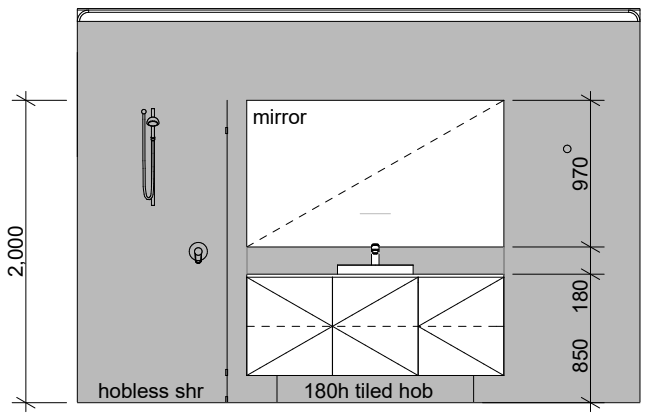
BUILDER

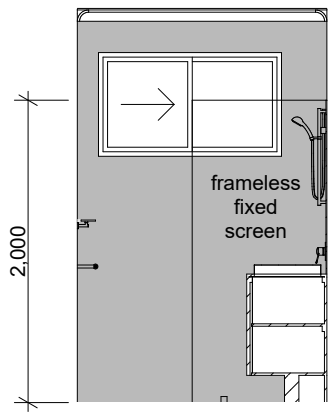
UNIT TYPE 'B'



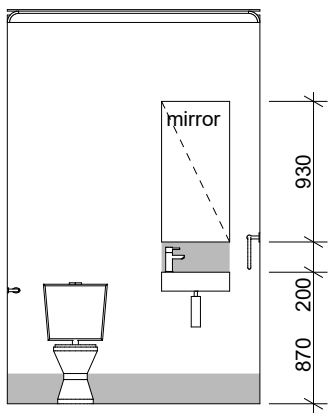
Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Powder 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

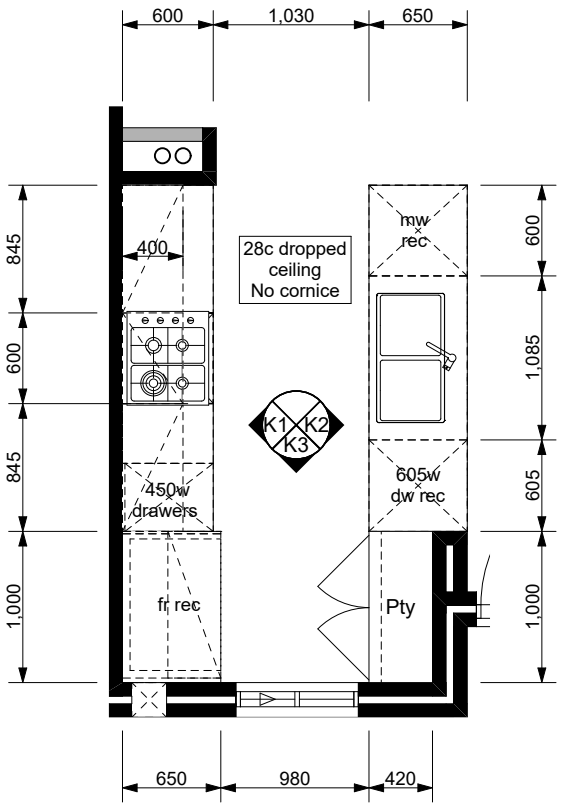
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

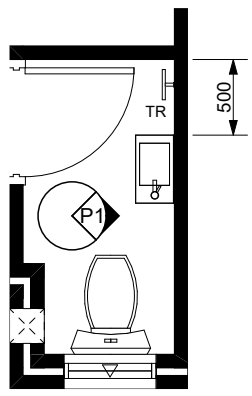
CLIENT

BUILDER

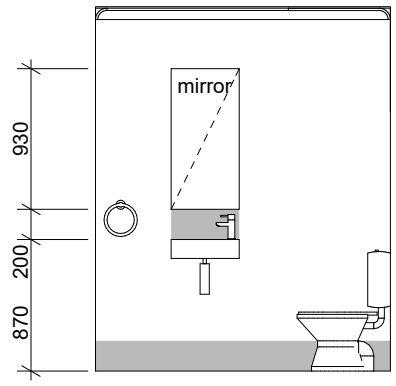
UNIT TYPE 'C'



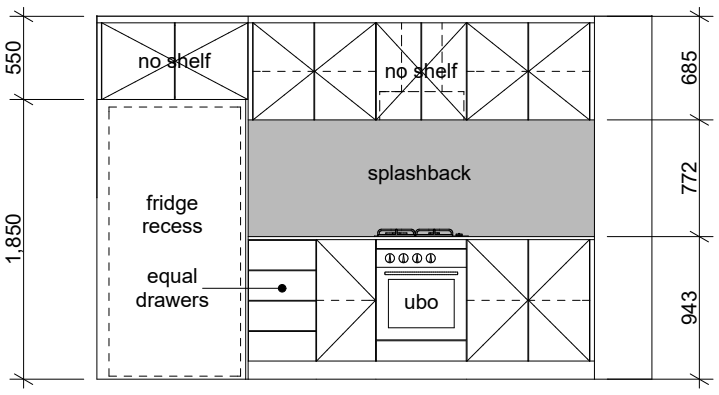
Kitchen Layout
SCALE: 1:50



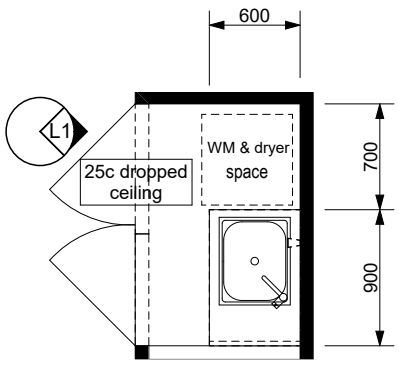
Powder Layout
SCALE: 1:50



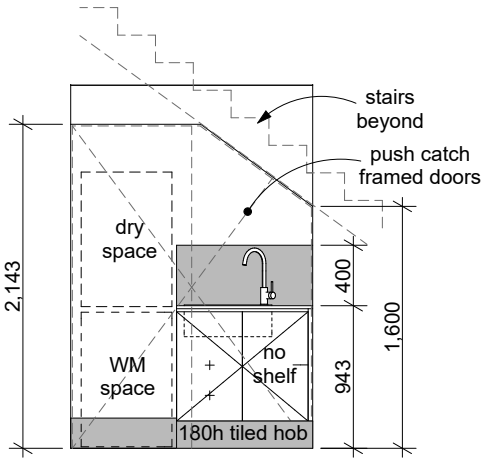
Powder 1
SCALE: 1:50



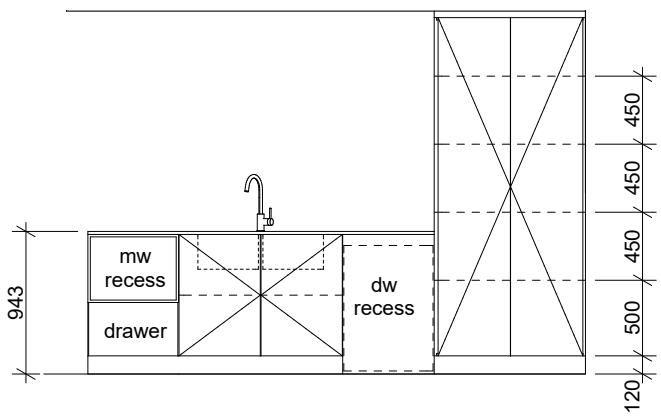
Kitchen 1
SCALE: 1:50



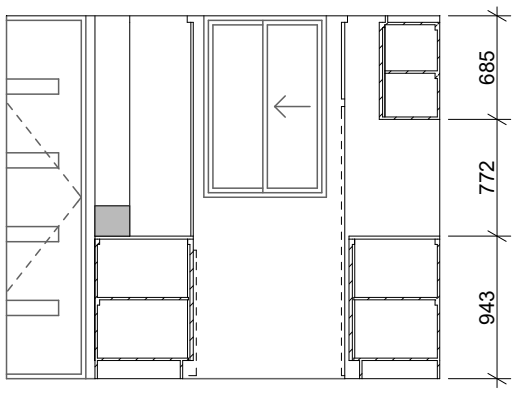
Laundry Layout
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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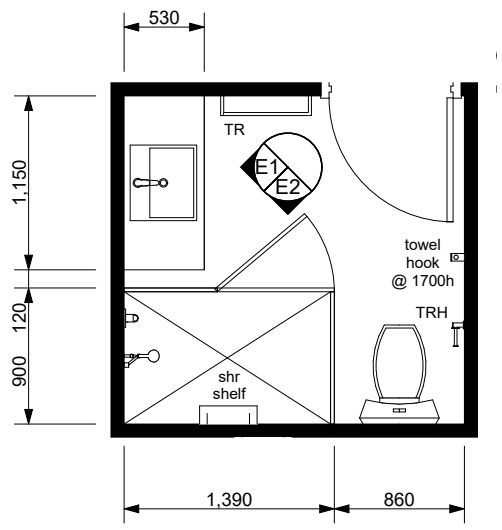
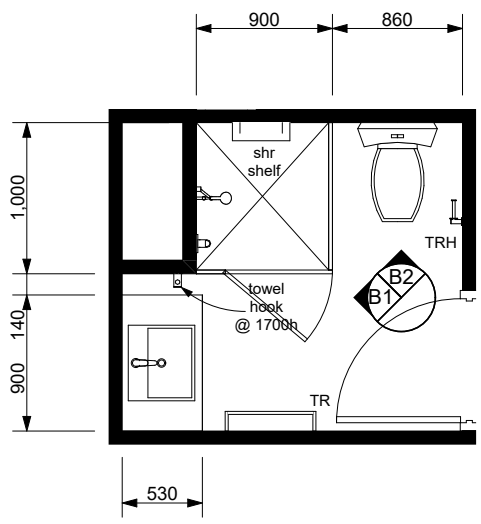
BUILDER

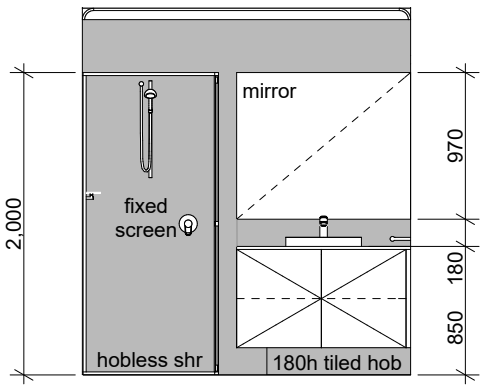
UNIT TYPE 'C'



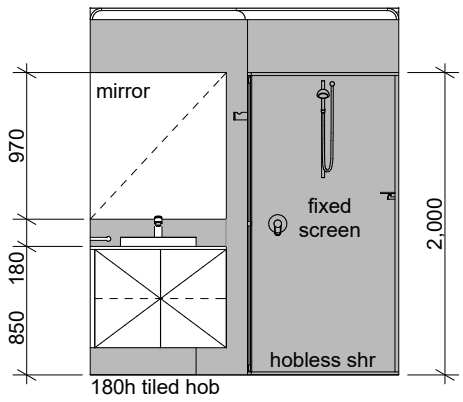
Ensuite Layout
SCALE: 1:50



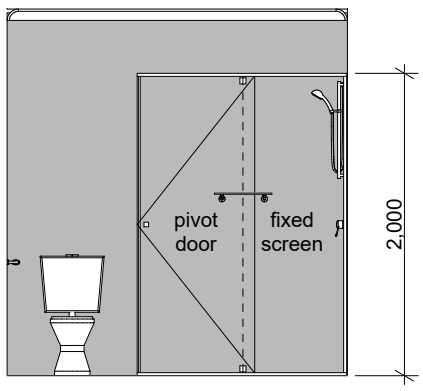
Bathroom Layout
SCALE: 1:50



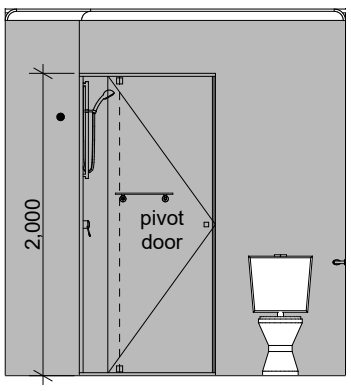
Ensuite 1
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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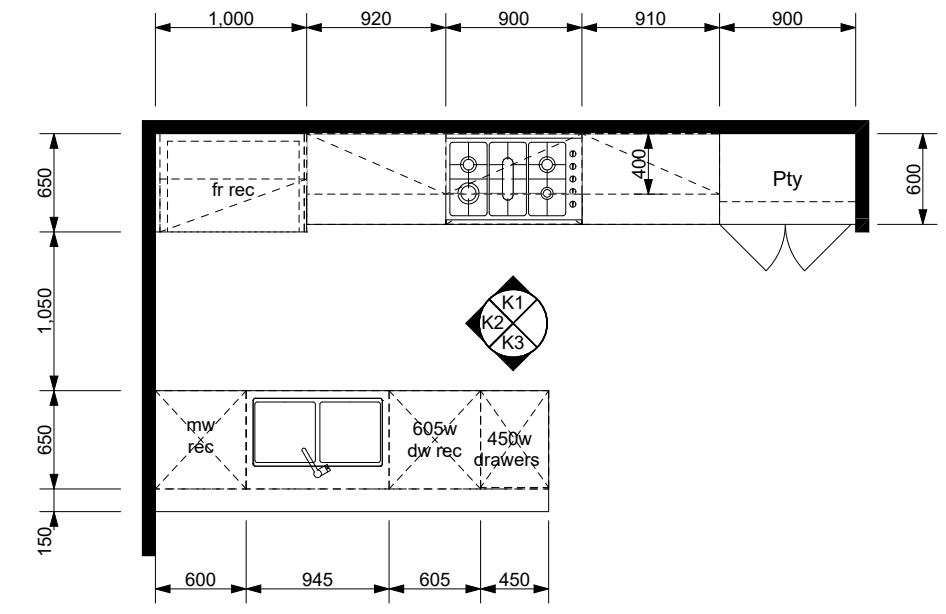
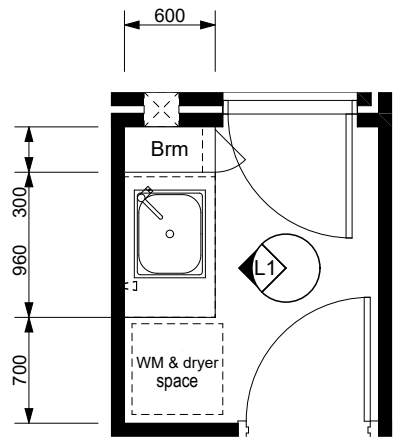
BUILDER

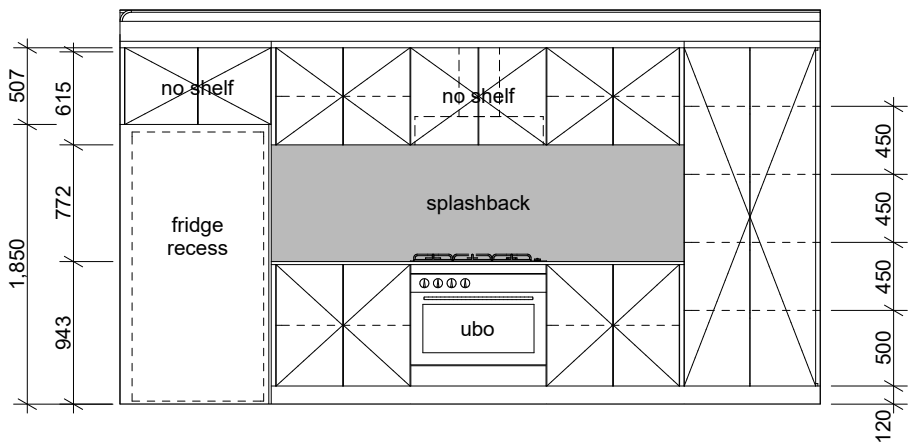
UNIT TYPE 'D'



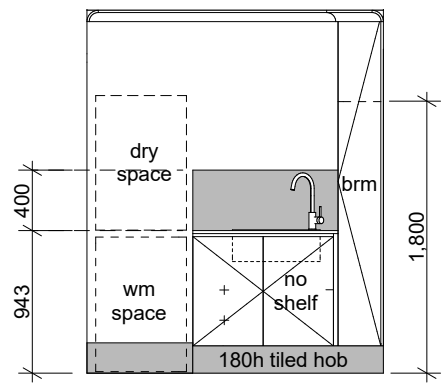
Kitchen Layout
SCALE: 1:50



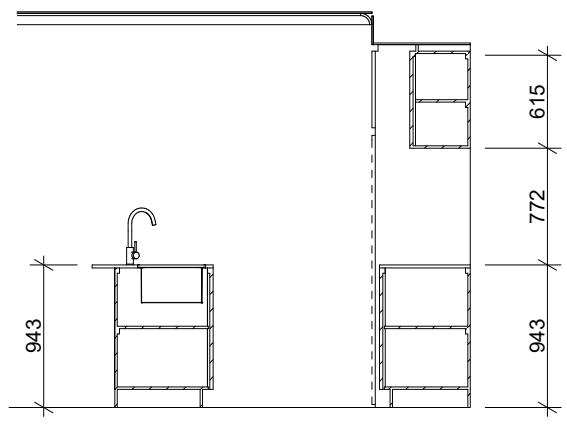
Laundry Layout
SCALE: 1:50



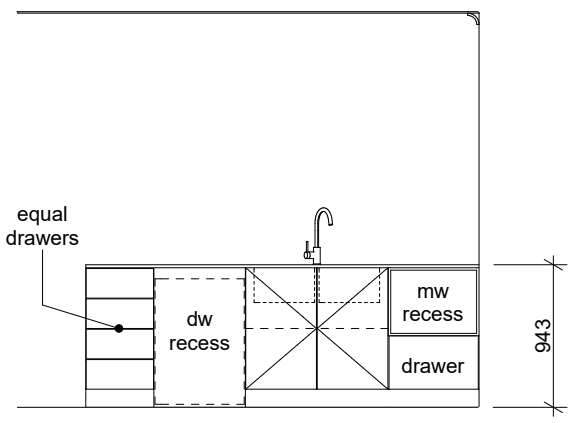
Kitchen 1
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

CLIENT

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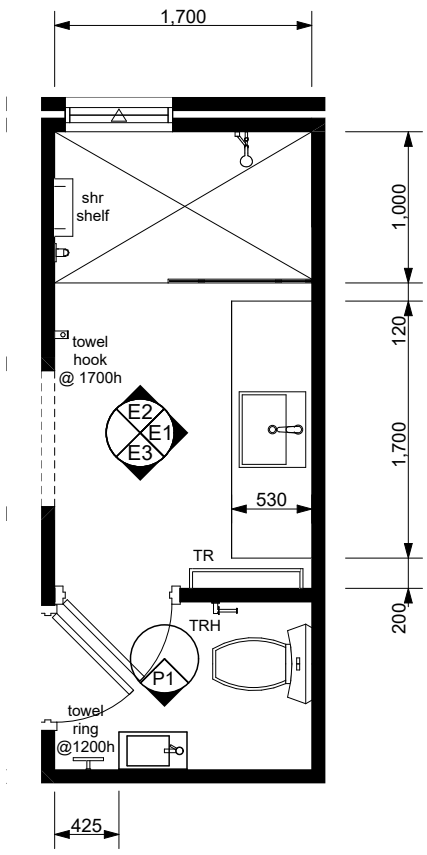
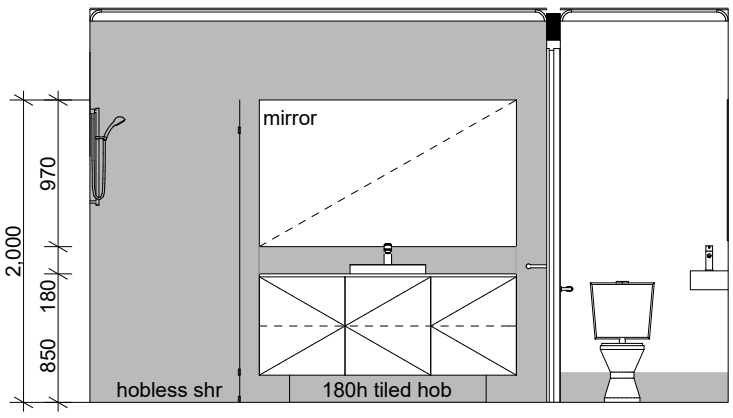
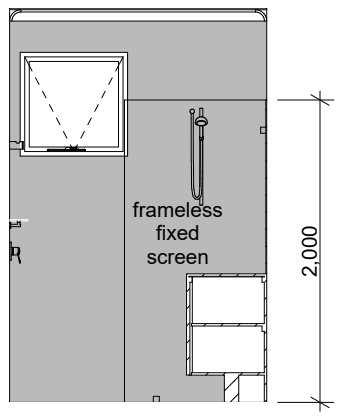
UNIT TYPE 'D'



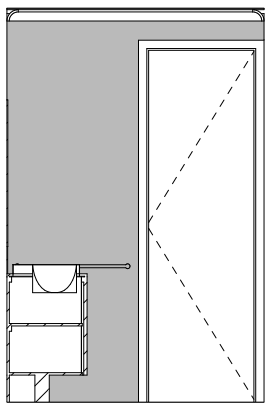
Ensuite Layout
SCALE: 1:50



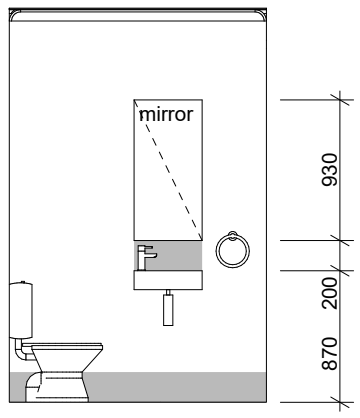
Ensuite 1
SCALE: 1:50



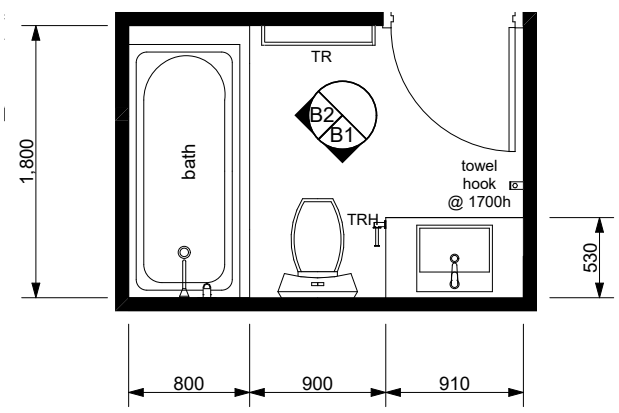
Ensuite 2
SCALE: 1:50



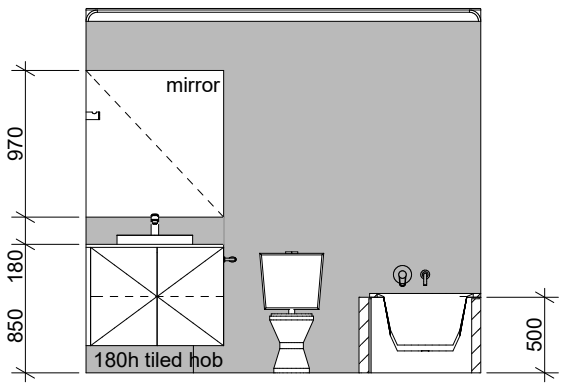
Ensuite 3
SCALE: 1:50



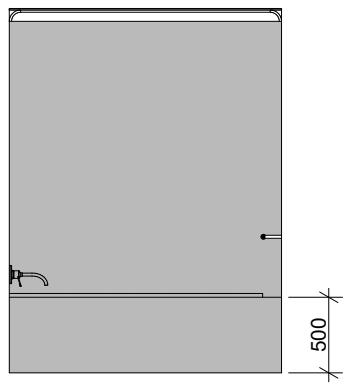
Powder 1
SCALE: 1:50



Bathroom Layout
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24

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BUILDER

City of Stirling
24 April 2024
RECEIVED

From: Reegan Cake
Sent: Wednesday, 24 April 2024 12:26 PM
To: Dean Williams; Cameron Howell
Cc: DPD-Public
Subject: RE: POS Email (Our Ref: 1802)
Attachments: 240424 Park Lane DA Set - Updated Unit 17.pdf

Hi Dean/Cameron,

Please see updated plan set that we have just received. I have just picked up that Unit 17/18 has no plot ratio overlap between them, so the draftee is just correcting this but there will be the same overlap between Unit 17/18 as there is for Units 19/20 and 21/22.

The plans also don't show the visitor bay adjacent to the driveway discussed in my below email, however if the City can support this bay we can add this to the plans as well – let us know.

Kind regards,
Reegan Cake | Planning Coordinator

Dynamic Planning and Developments | Suite 15/29 Collier Road MORLEY WA 6062
PO Box 688 INGLEWOOD WA 6932 | W: www.dynamicplanning.net.au
P: (08) 9275 4433 | M: | E:
TOWN PLANNING AND PROJECT COORDINATION | CONCEPT THROUGH TO DELIVERY

This email is intended for only the recipient it was sent to. To read our full disclaimer, please click here.

From: Reegan Cake
Sent: Friday, April 19, 2024 1:55 PM
To: Dean Williams ; Cameron Howell
Cc: DPD-Public
Subject: RE: POS Email (Our Ref: 1802)

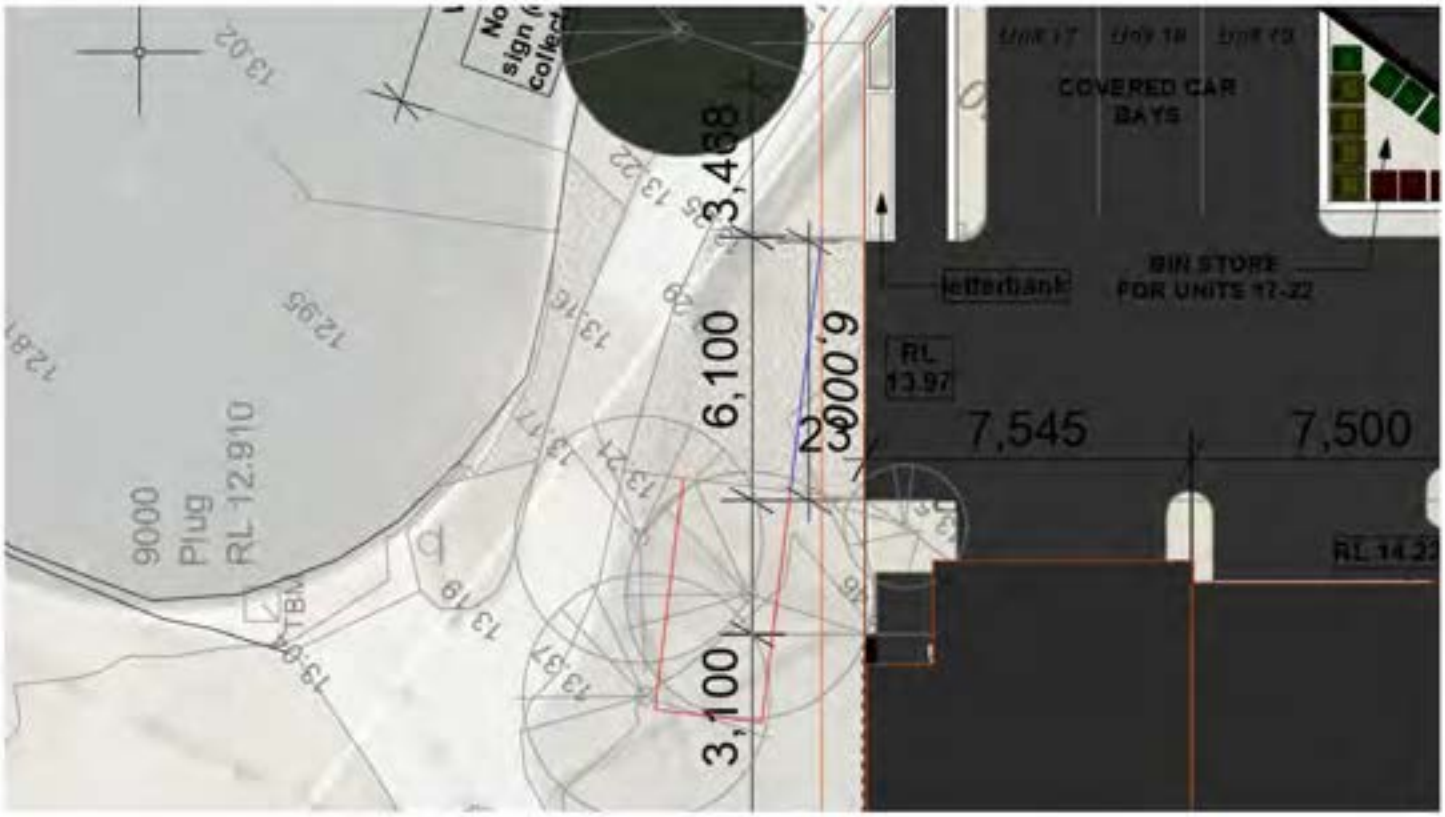
Hi Dean/Cameron,

An update – unfortunately the designer has had a death in the family last week and has had some delays in finalising full updated plan set. This should be through early next week. To enable your assessment/reporting to continue we have prepared the attached which illustrates the changes that will result with regard to the layout and space occupied by the

dwelling. Whilst we don't think there should be any concerns with the dwelling layout/design, let us know if there are and we can address ASAP.

A summary of the changes and result to parking:

- Unit 17 is being modified to become a three bedroom dwelling with two enclosed parking bays.
- The remaining Units 18-22 (5 dwellings) remain unchanged and will each have one (1) parking bay.
- The above results in the provision of two designated visitor parking bays within the open car parking bays.
- The intent is to add a third visitor bay off the driveway in the below location in addition to the visitor parking on the subject sites side of the verge. Other visitor bays will be removed.



Kind regards,

Reegan Cake | Planning Coordinator

Dynamic Planning and Developments | Suite 15/29 Collier Road MORLEY WA 6062

PO Box 688 INGLEWOOD WA 6932 | W: www.dynamicplanning.net.au

P: (08) 9275 4433 | M: | E:

TOWN PLANNING AND PROJECT COORDINATION | CONCEPT THROUGH TO DELIVERY

Master Plan GF

SCALE: 1:250

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

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Master Plan UF

SCALE: 1:250

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

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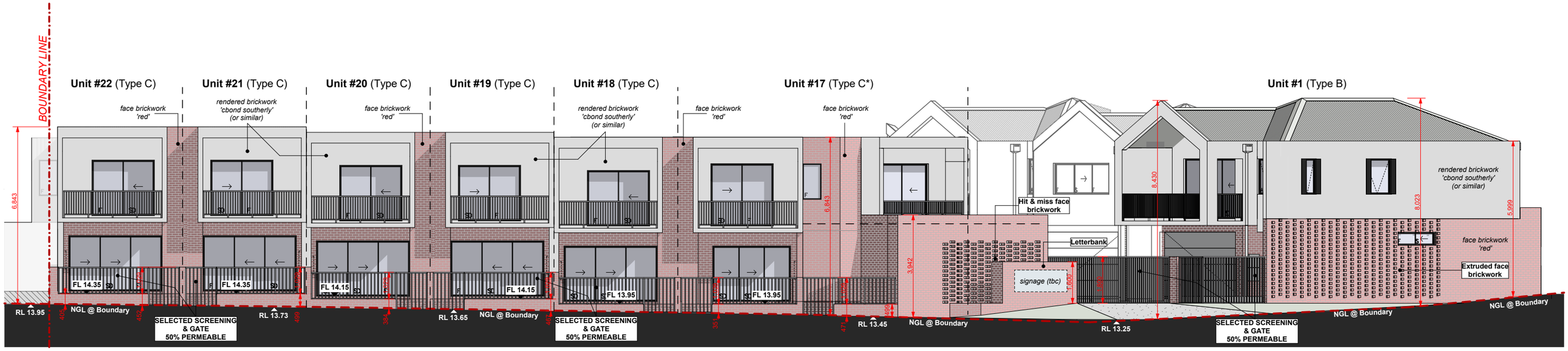
BUILDER

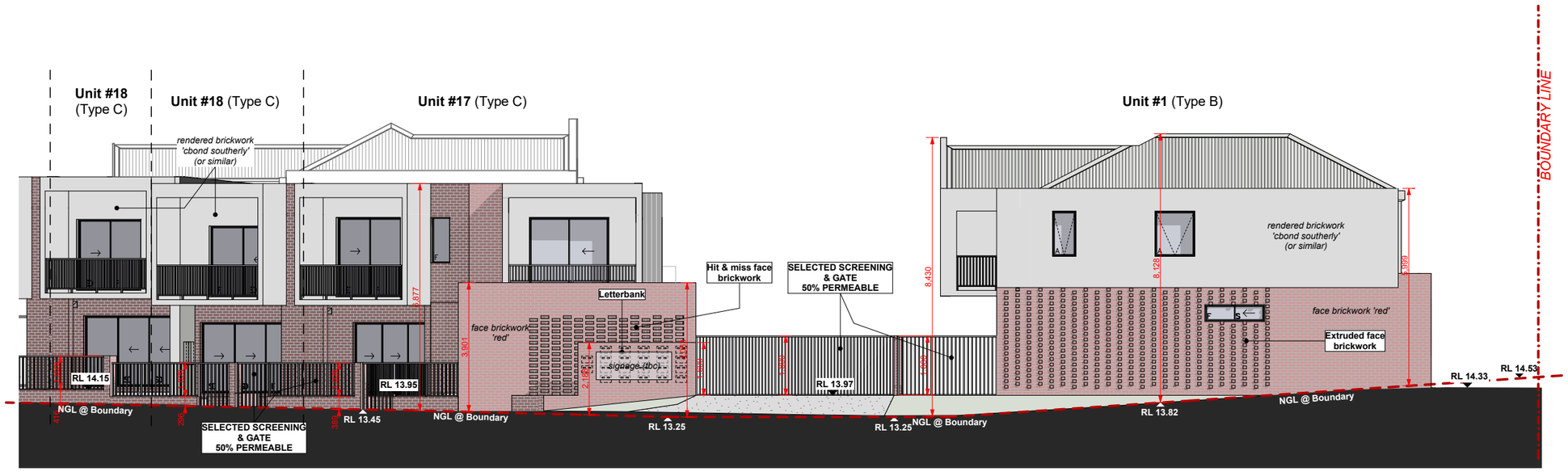
Master Elevations

SCALE: 1:150



C1 Primary Street Elevation

SCALE: 1:150



C8 Primary Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

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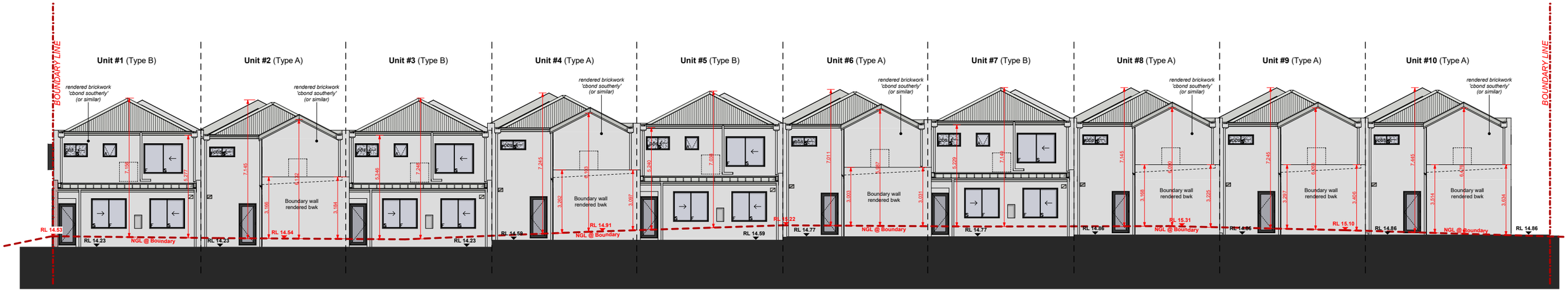
CLIENT

BUILDER

Master Elevations

SCALE: 1:200



West Elevation Overall (Units 1-10)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

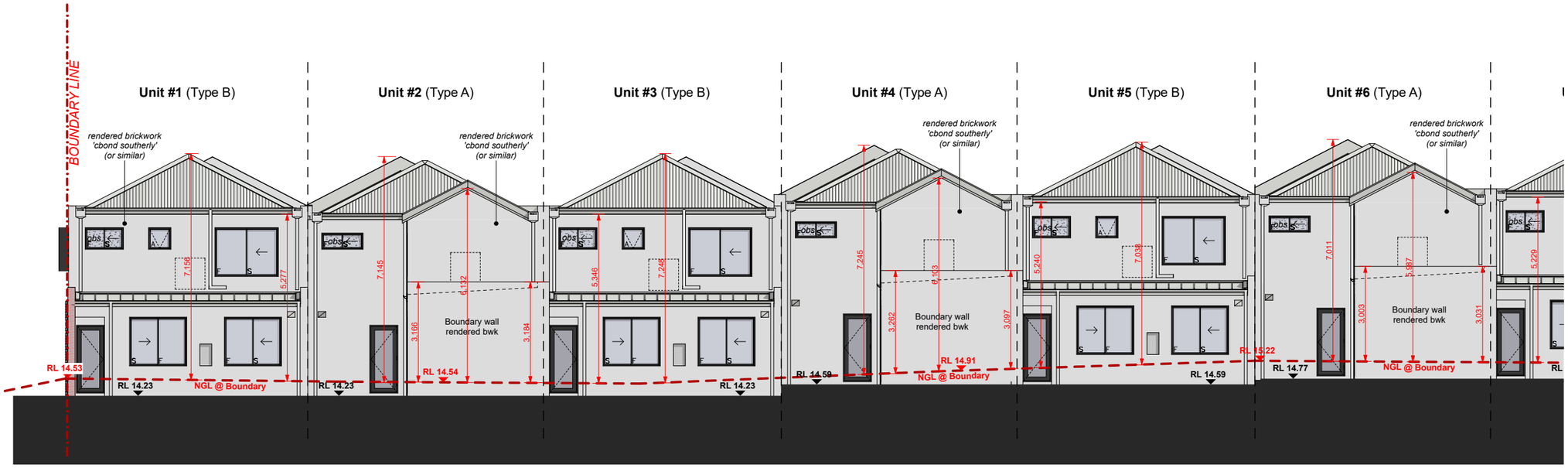
CLIENT

CLIENT

BUILDER

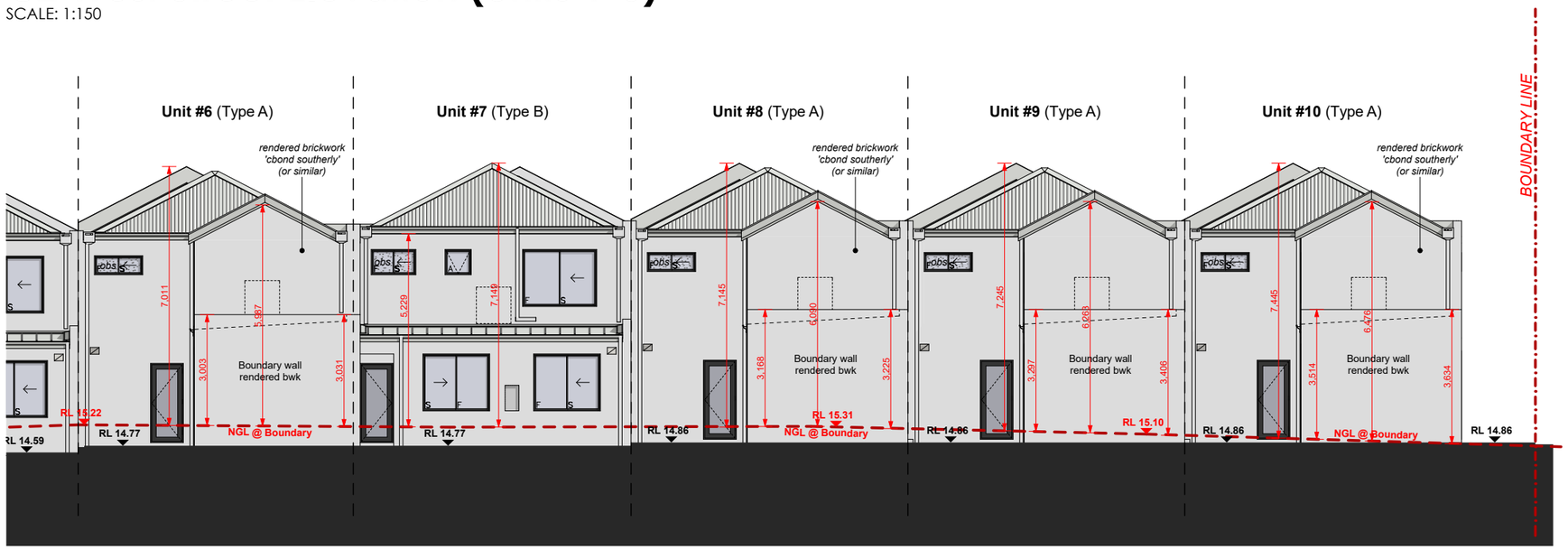
Master Elevations

SCALE: 1:150



C2 West Street Elevation (Units 1-6)

SCALE: 1:150



C2 West Street Elevation (Units 6-10)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

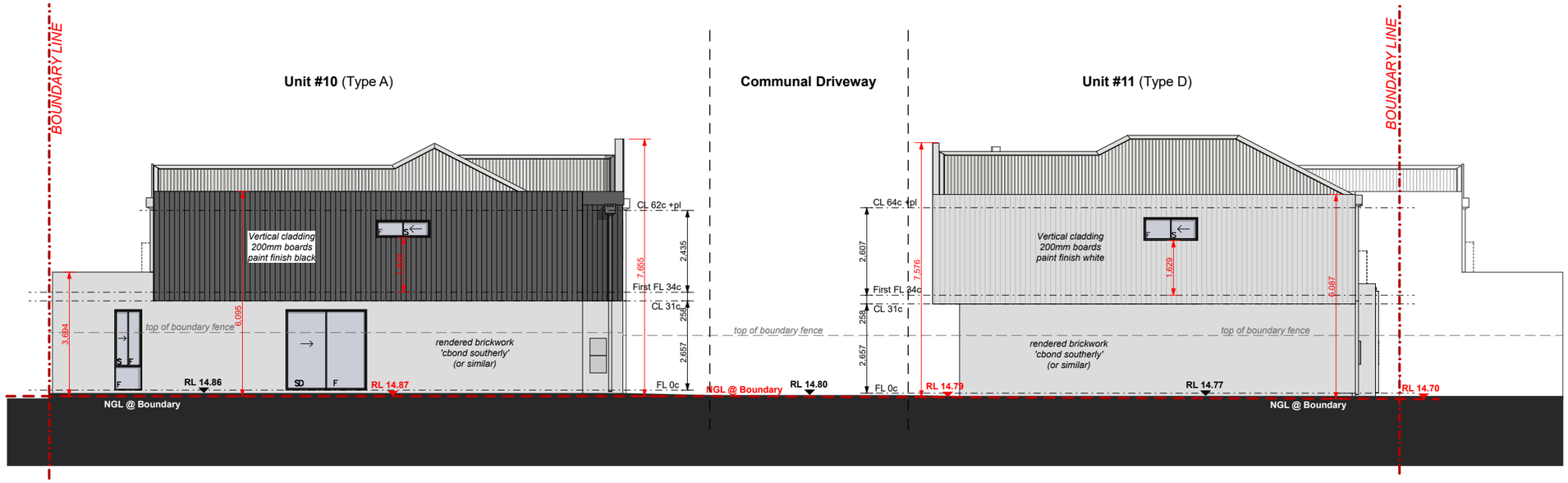
CLIENT

CLIENT

BUILDER

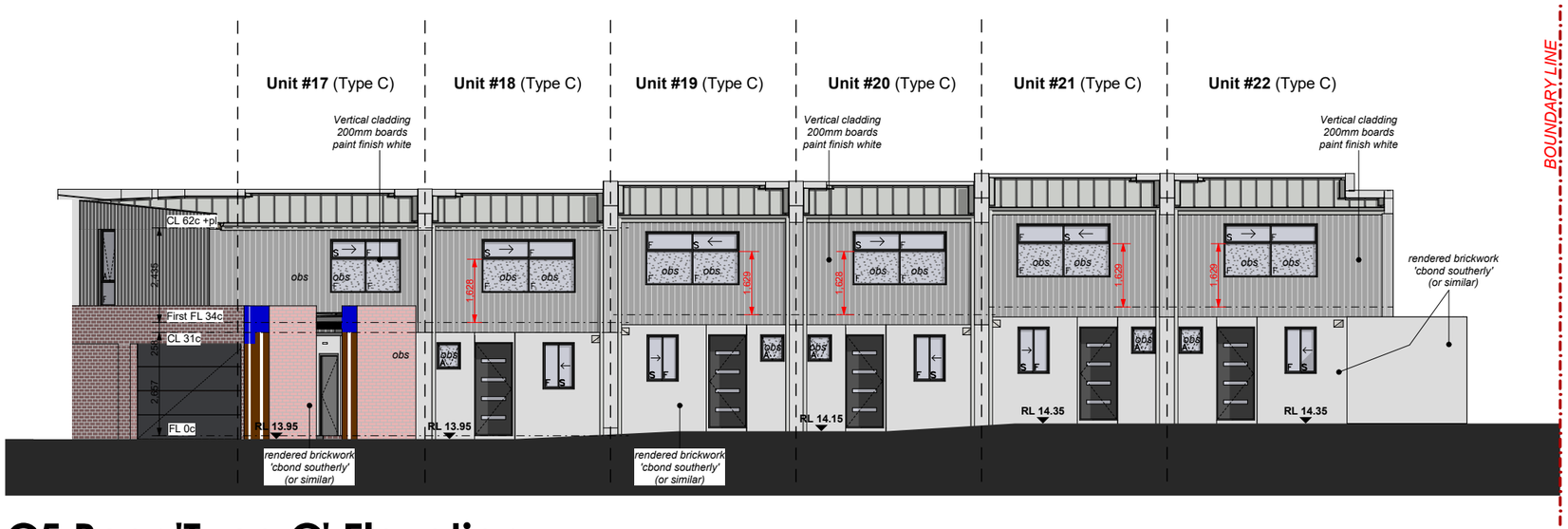
Master Elevations

SCALE: 1:150



C3 South Street Elevation

SCALE: 1:150



C5 Rear 'Type C' Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

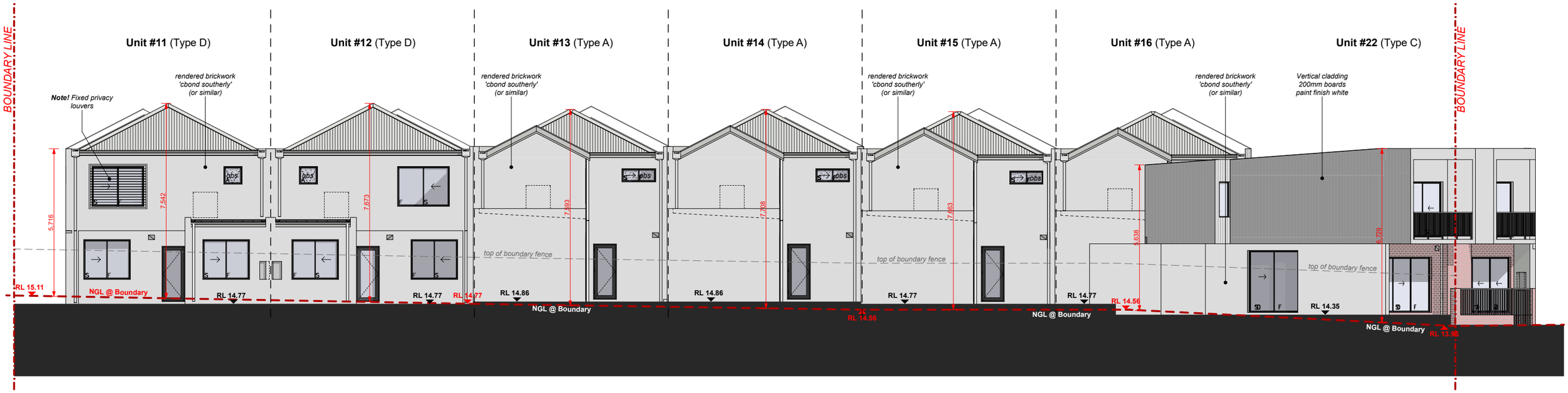
CLIENT

CLIENT

BUILDER

Master Elevations

SCALE: 1:150



C4 East Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

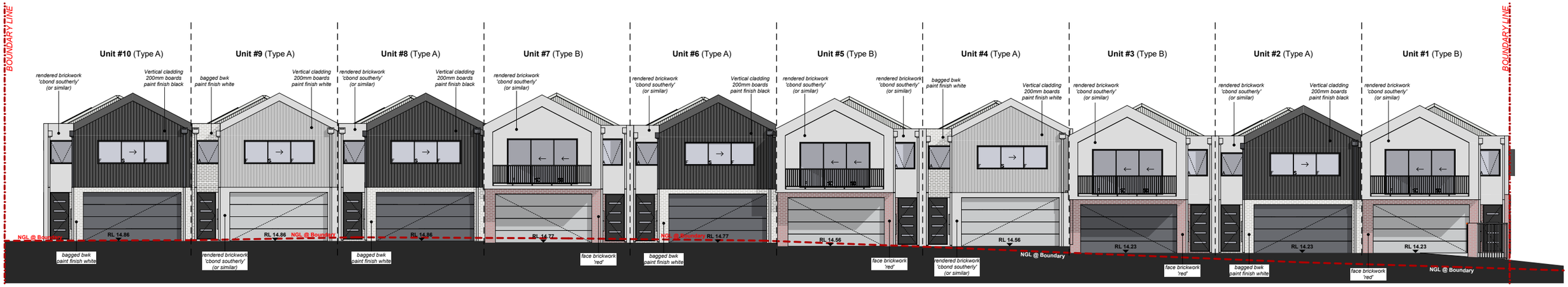
CLIENT

CLIENT

BUILDER

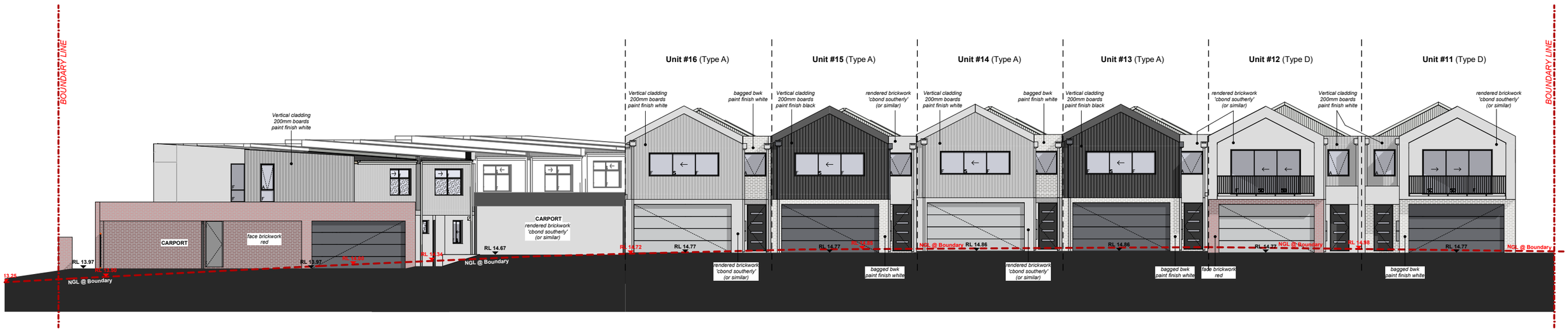
Master Elevations

SCALE: 1:200



Communal Drive Overall (Units 1-10)

SCALE: 1:200



Communal Drive Overall (Units 11-16)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

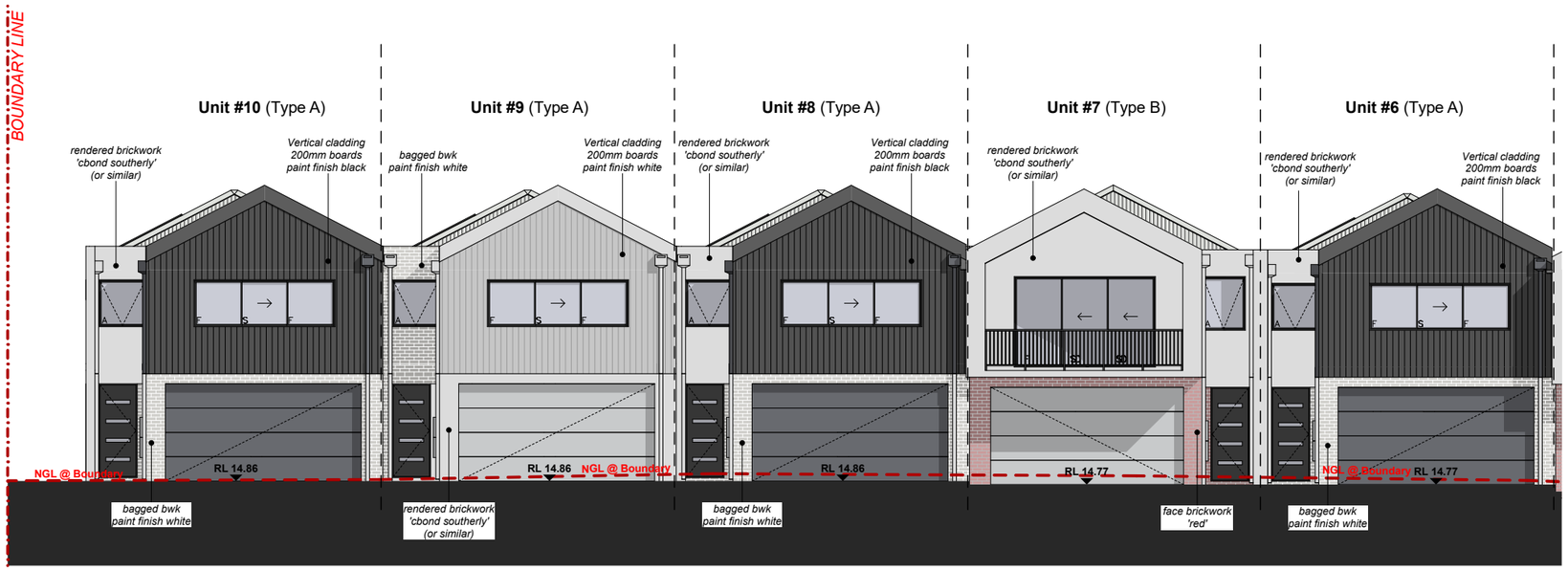
CLIENT

CLIENT

BUILDER

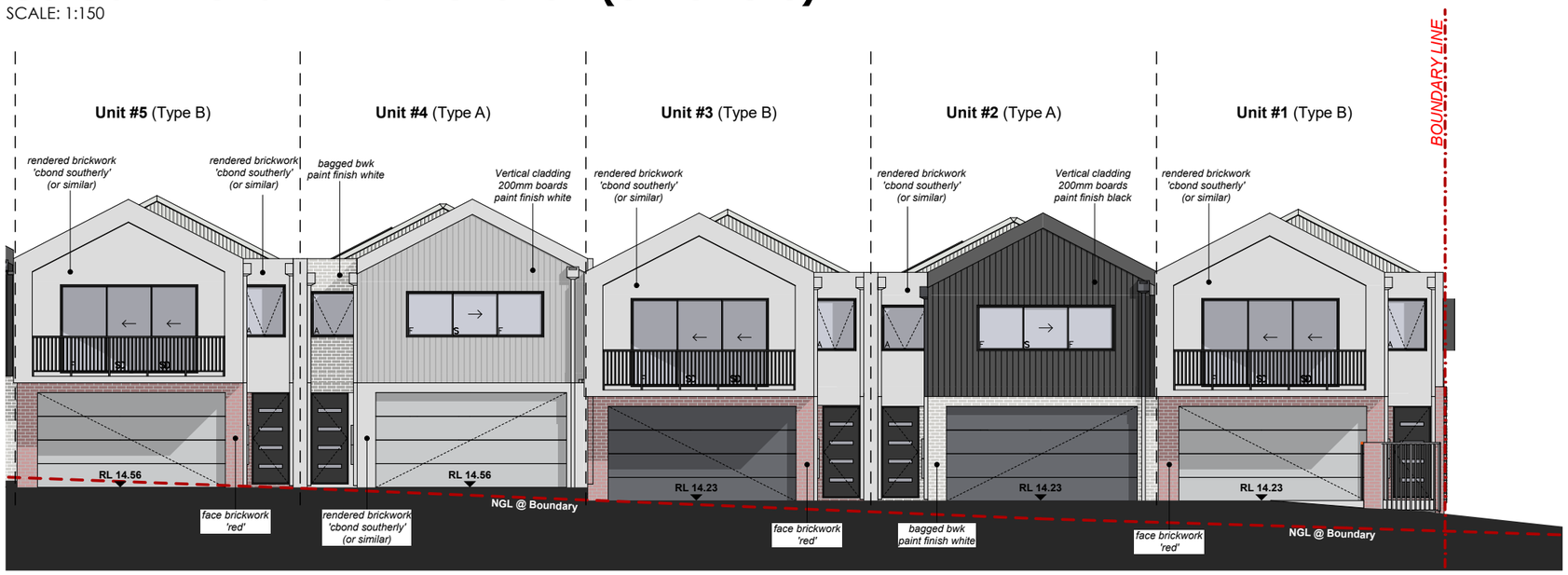
Master Elevations

SCALE: 1:150



C6 Communal Drive Elevation (Units 10-6)

SCALE: 1:150



C6 Communal Drive Elevation (Units 5-1)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

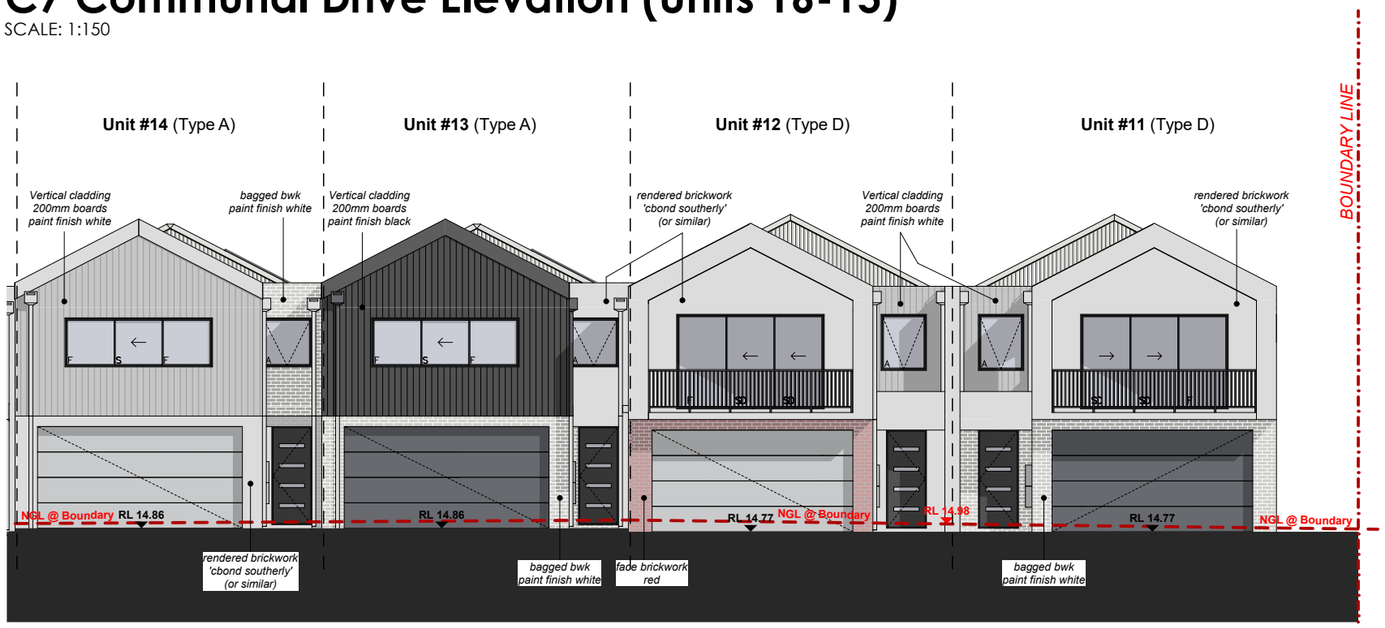
BUILDER

Master Elevations

SCALE: 1:150

C7 Communal Drive Elevation (Units 16-15)

SCALE: 1:150



C7 Communal Drive Elevation (Units 14-11)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

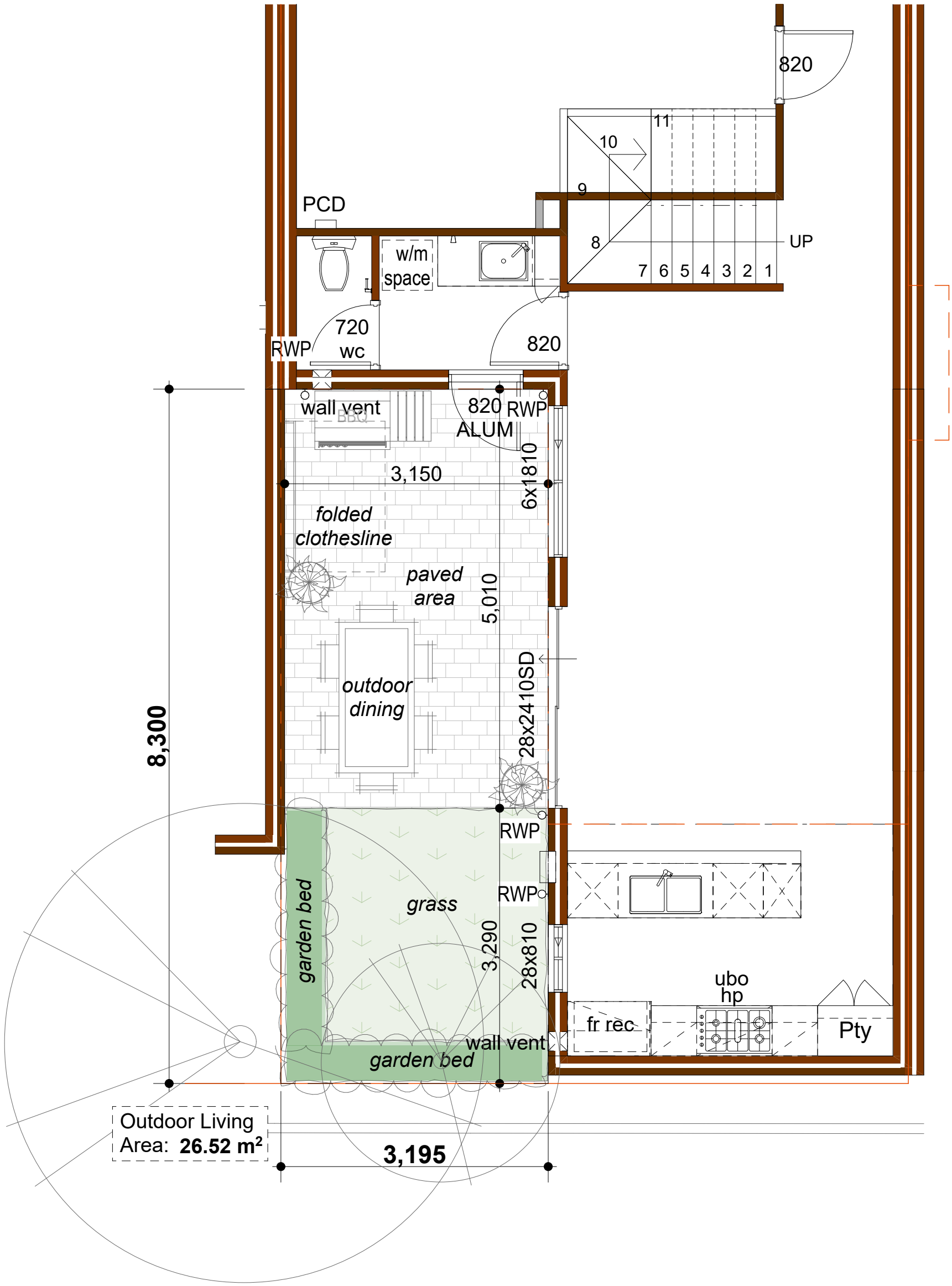
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

TYPE 'A' OLA



OUTDOOR LIVING AREA

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

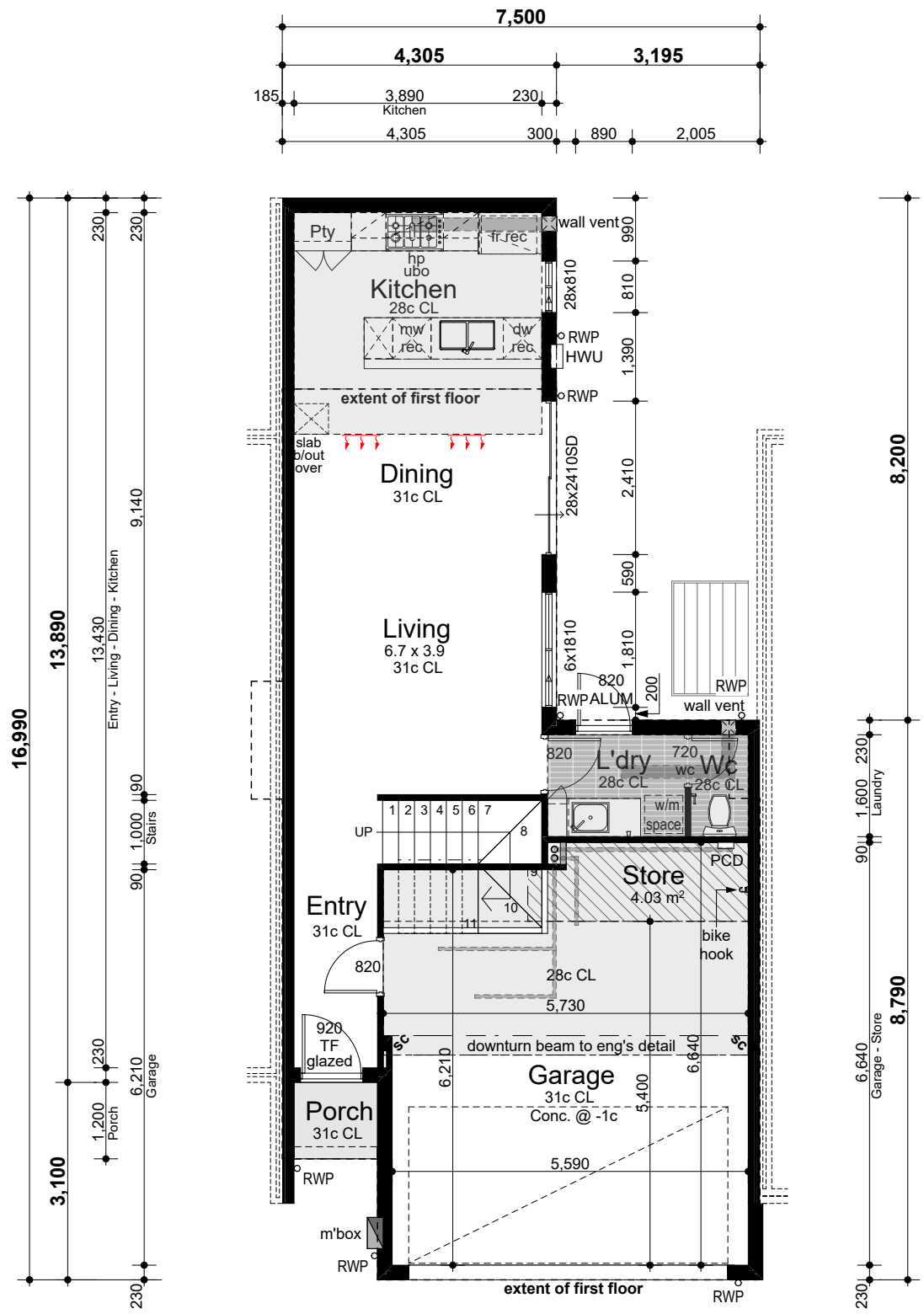
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

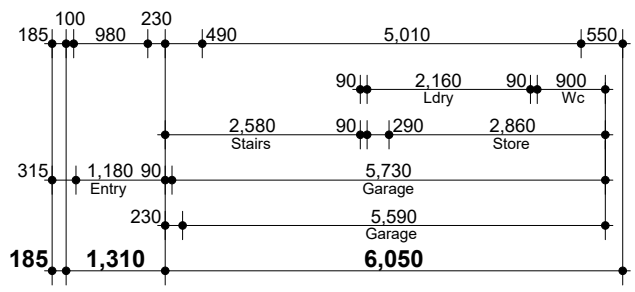
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	85.72m²
Garage	38.71m²
Porch	1.79m²
Total	**183.01m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

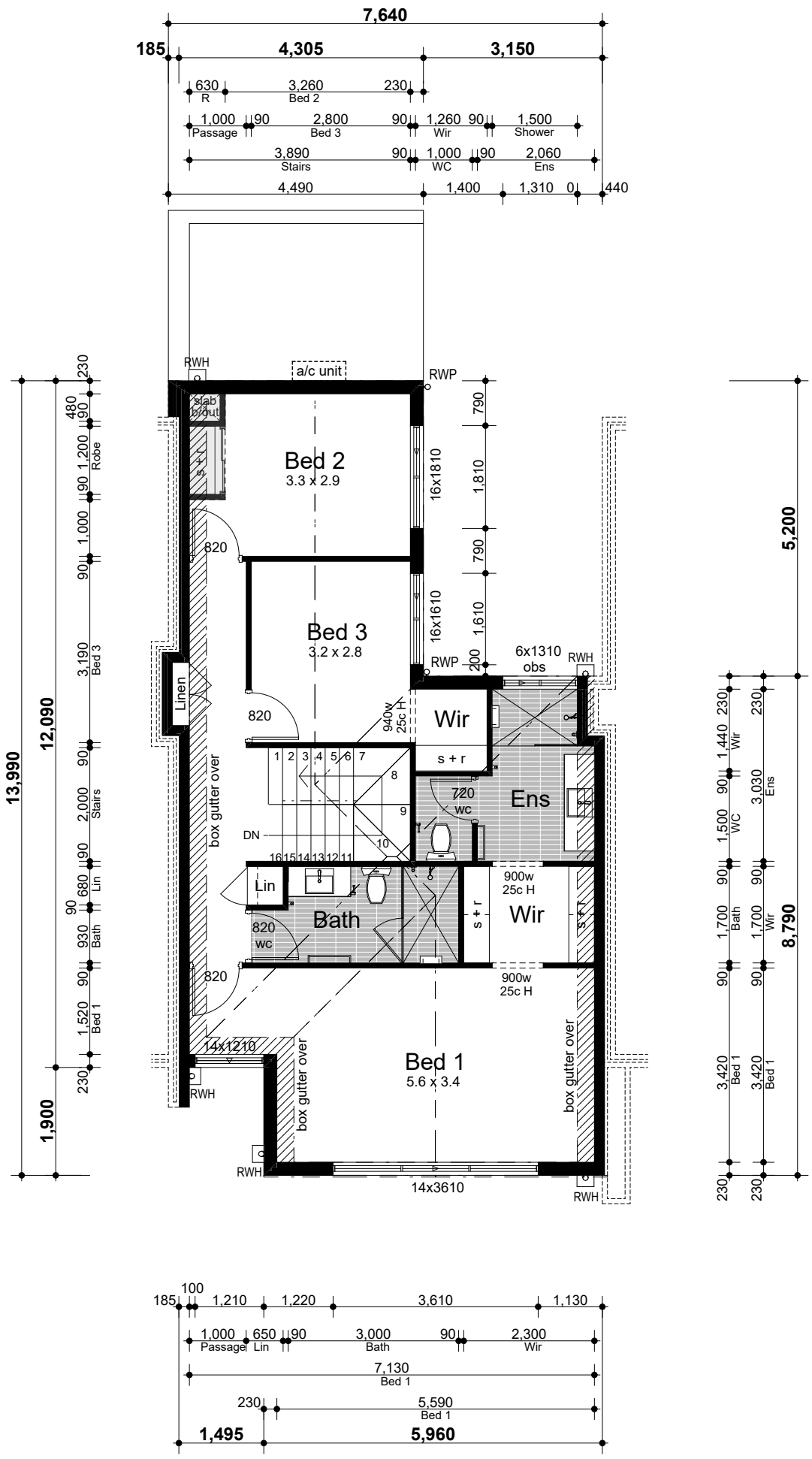
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

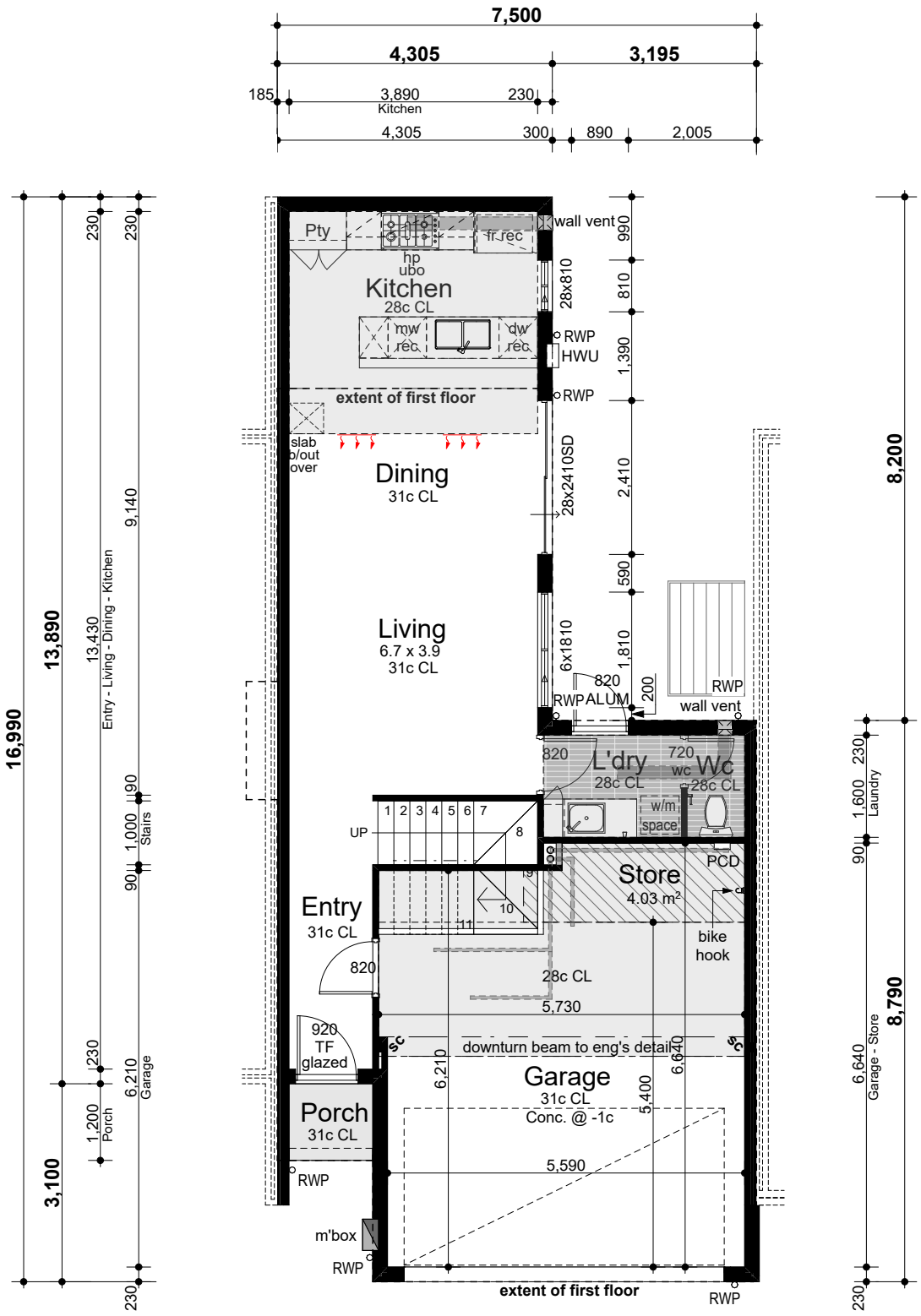
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

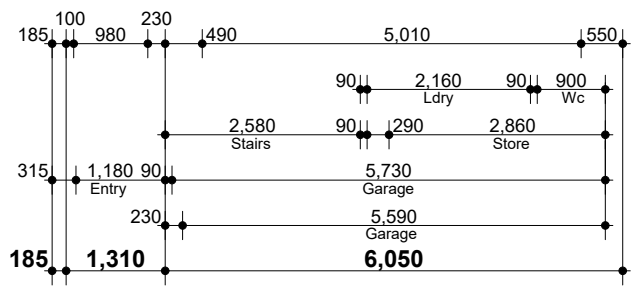
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	86.03m²
Garage	38.71m²
Porch	1.79m²
Total	**183.32m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

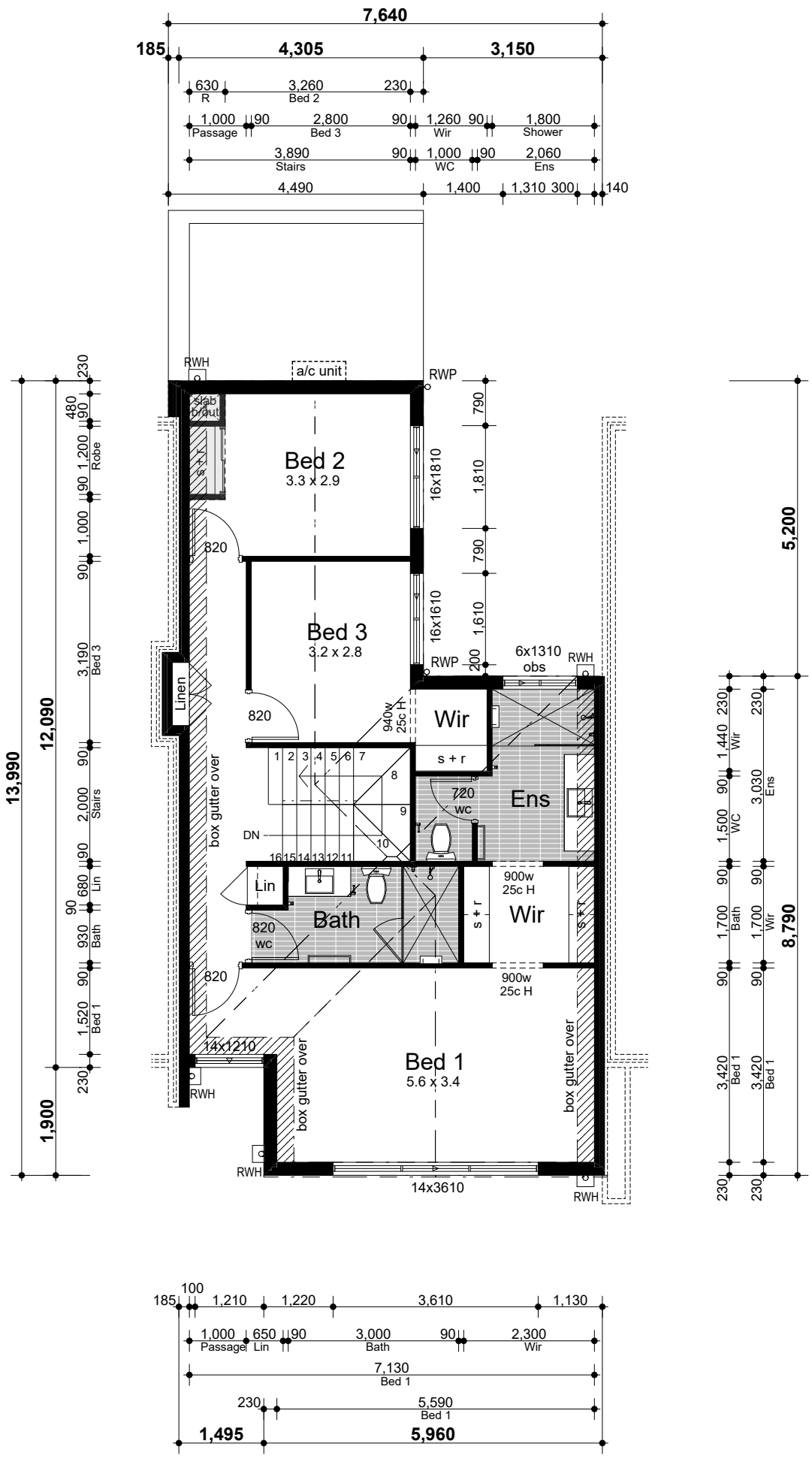
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

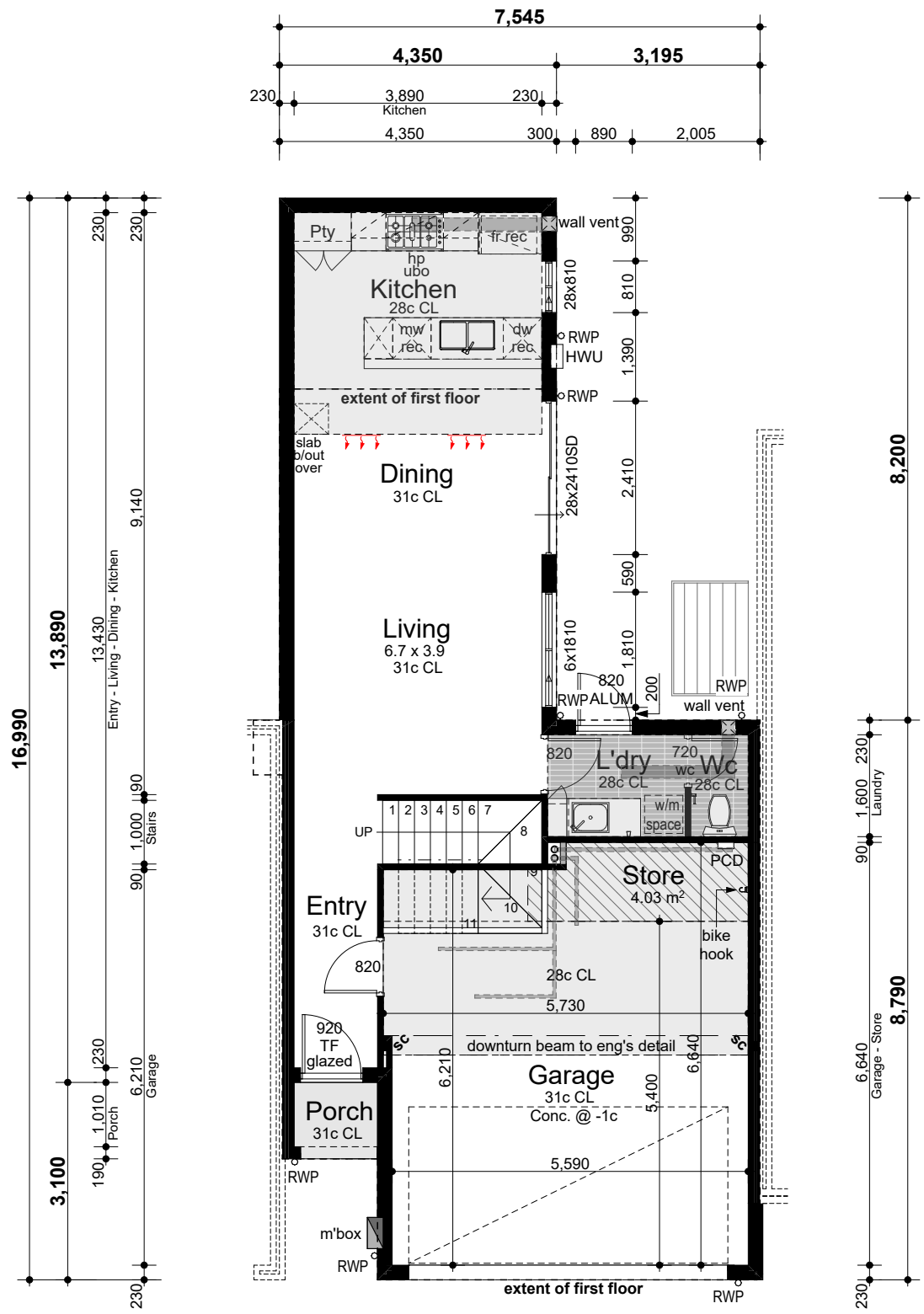
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

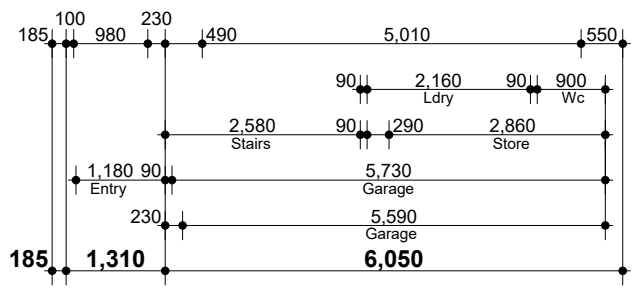
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	86.02m²
Garage	38.71m²
Porch	1.79m²
Total	**183.68m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

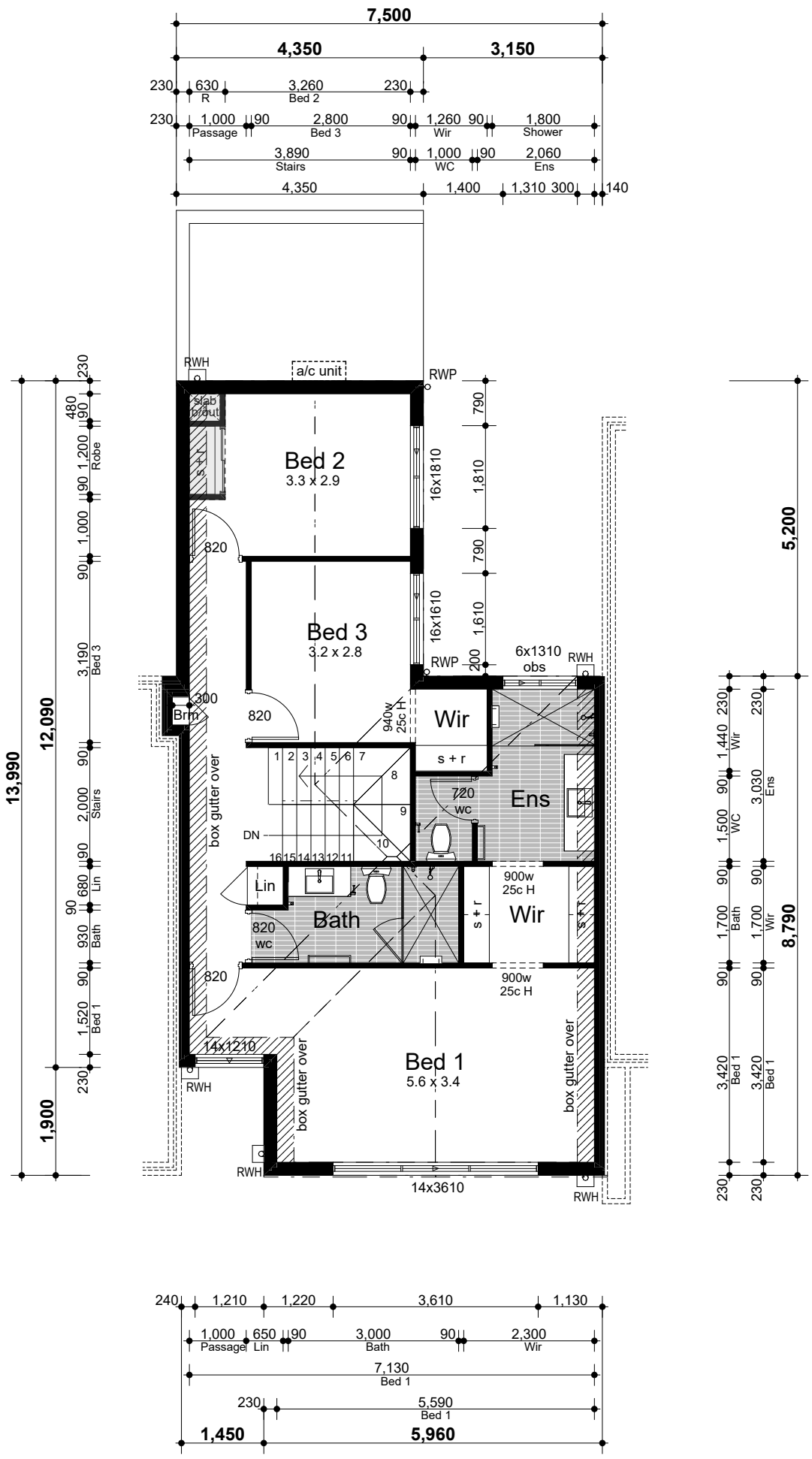
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

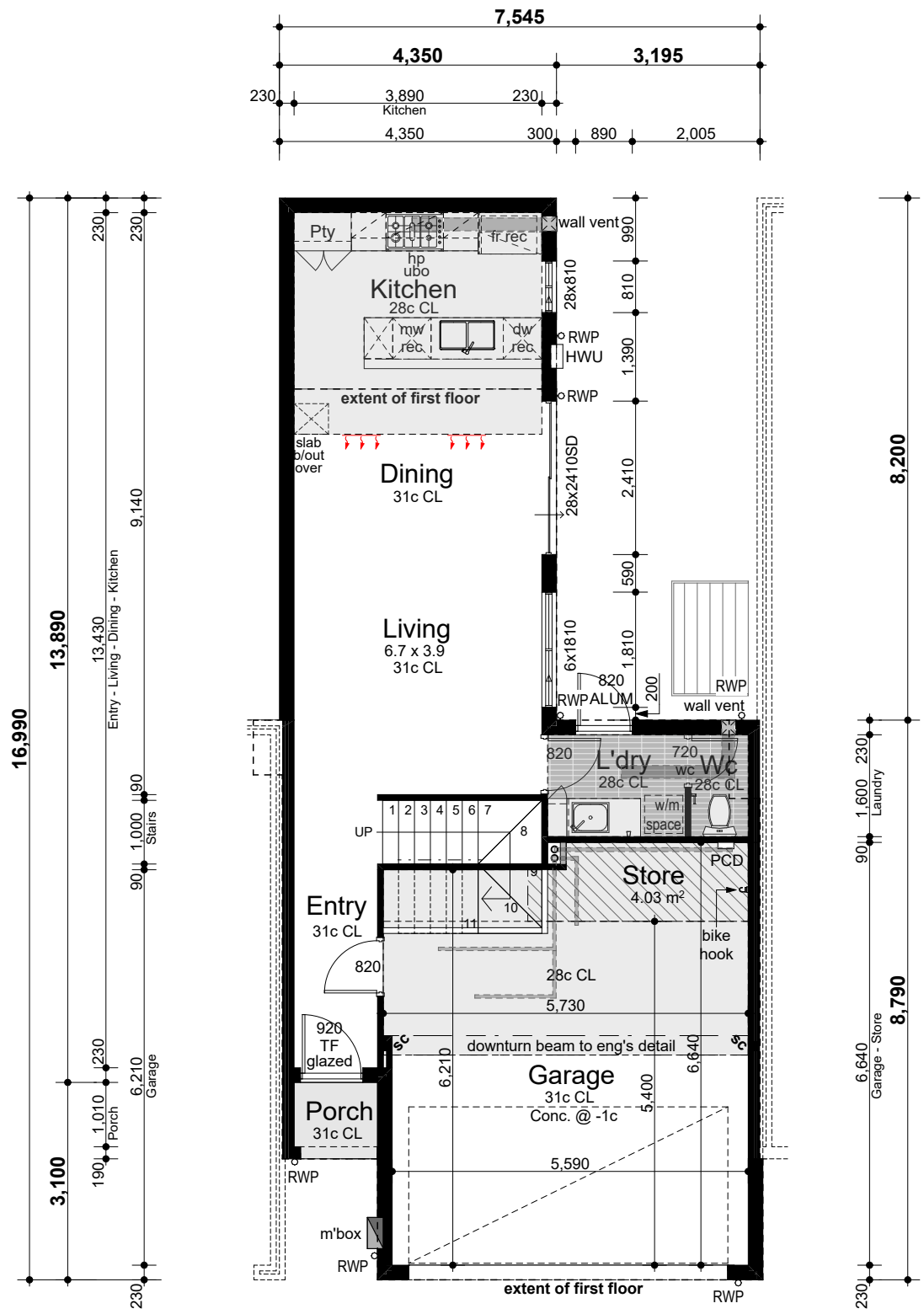
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

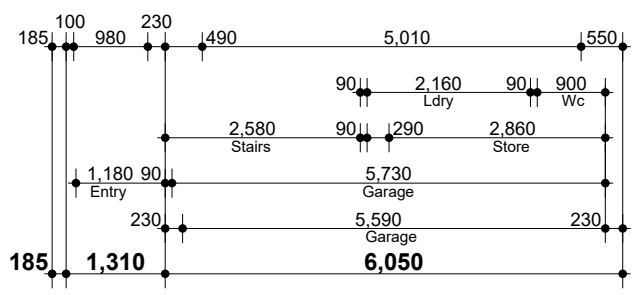
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	85.79m²
Garage	38.74m²
Porch	1.79m²
Total	**183.48m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

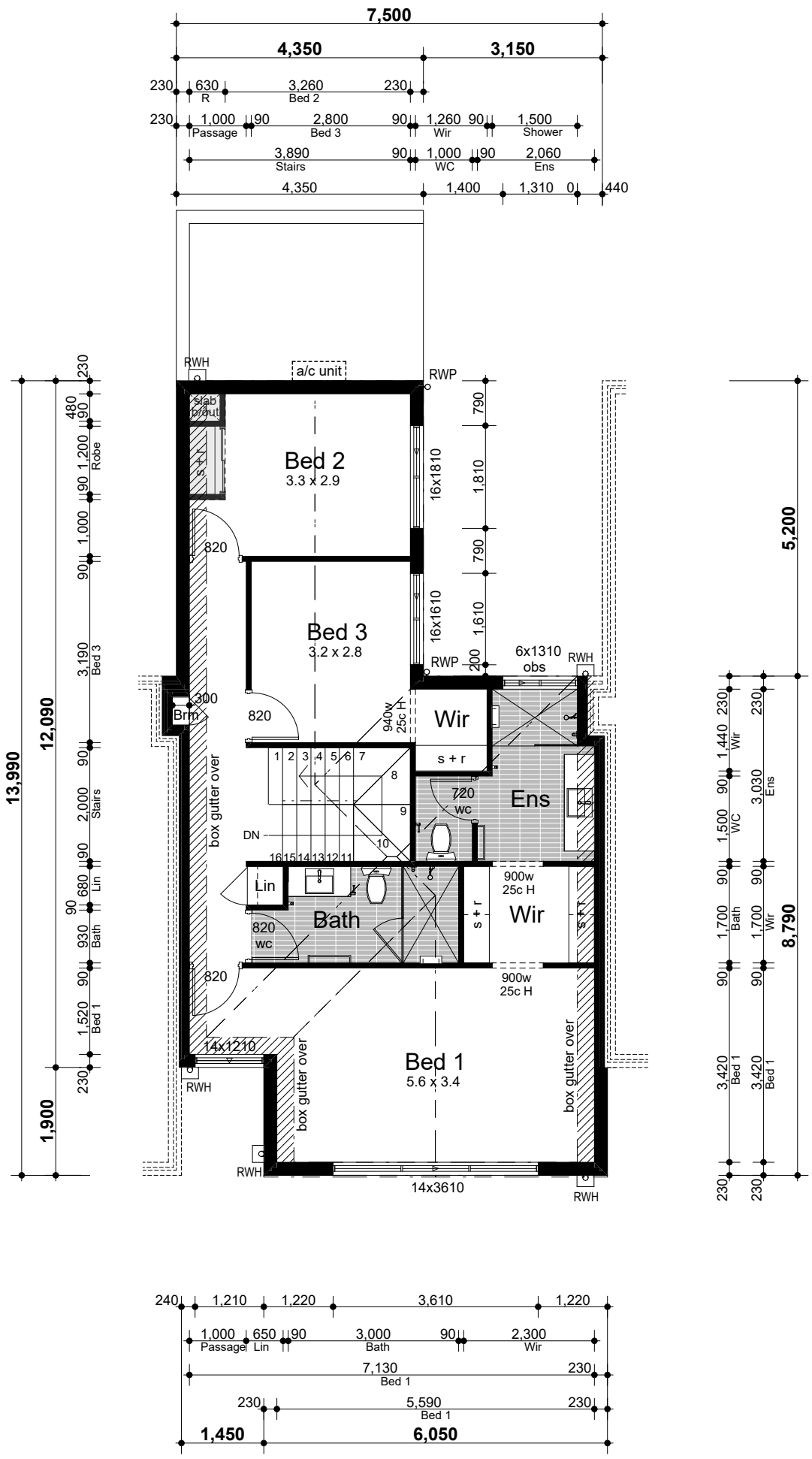
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

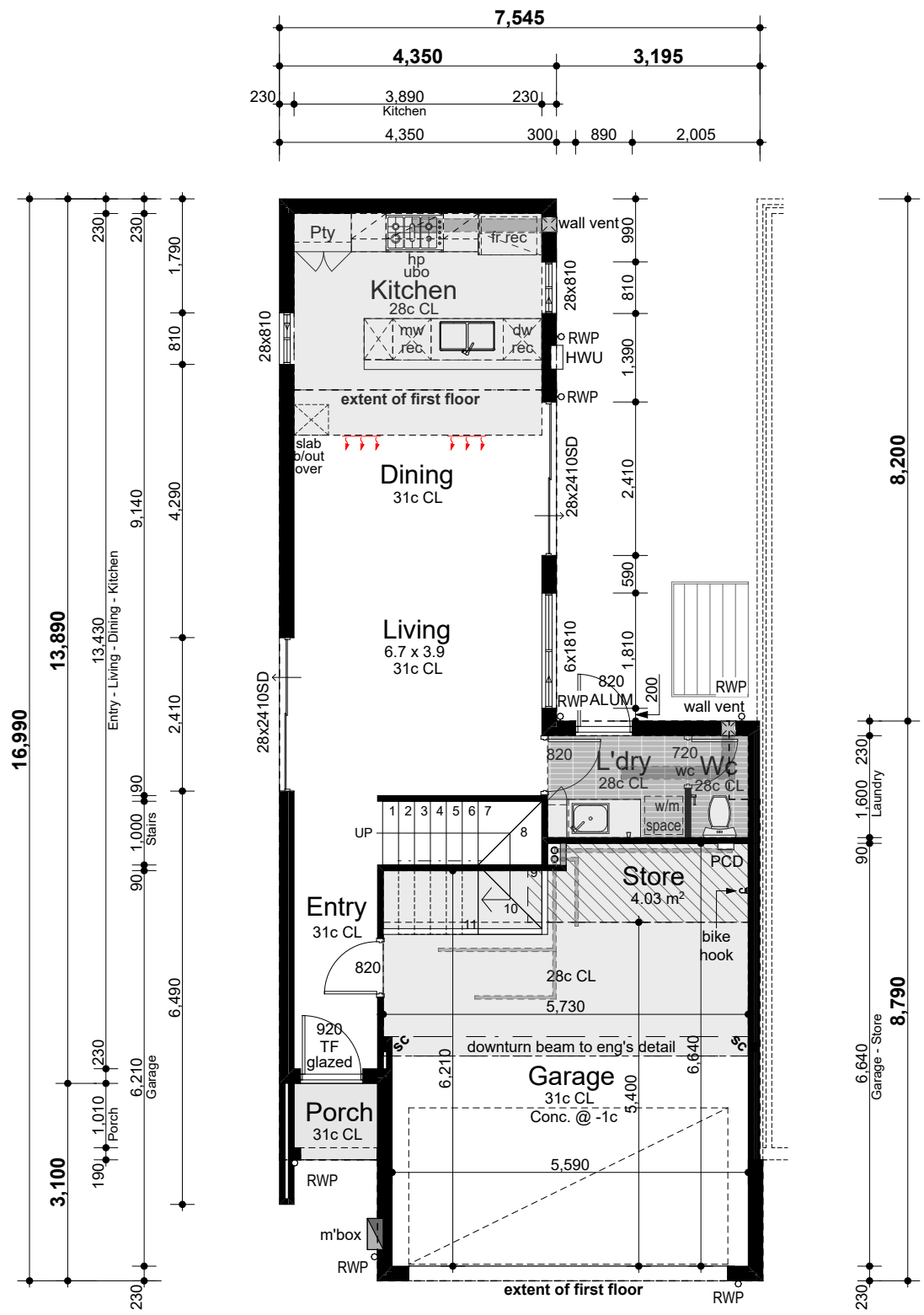
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

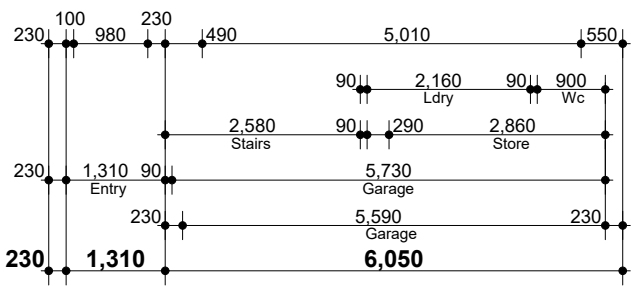
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.41m²
First floor	85.79m²
Garage	38.74m²
Porch	1.85m²
Total	**183.79m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

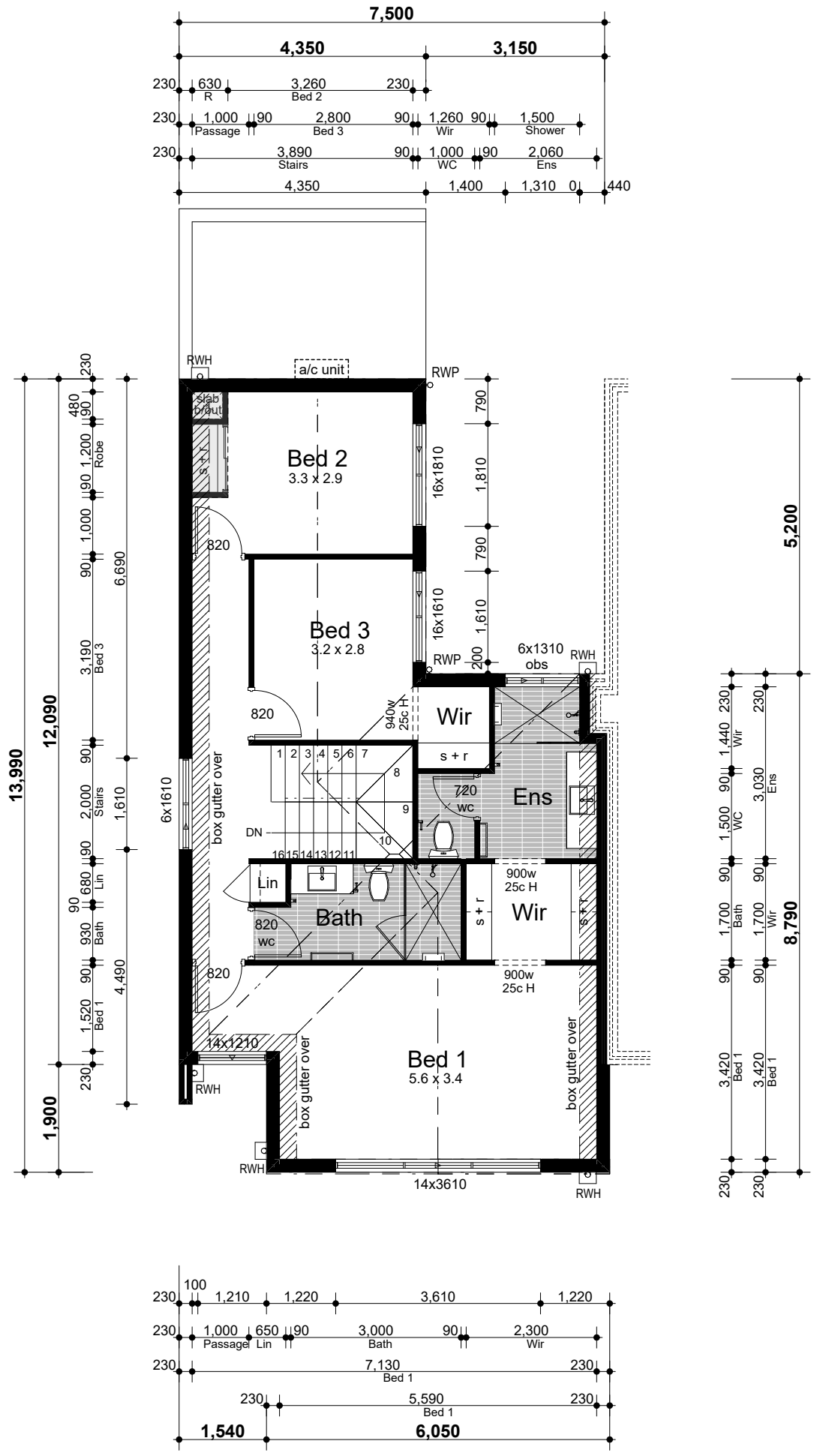
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

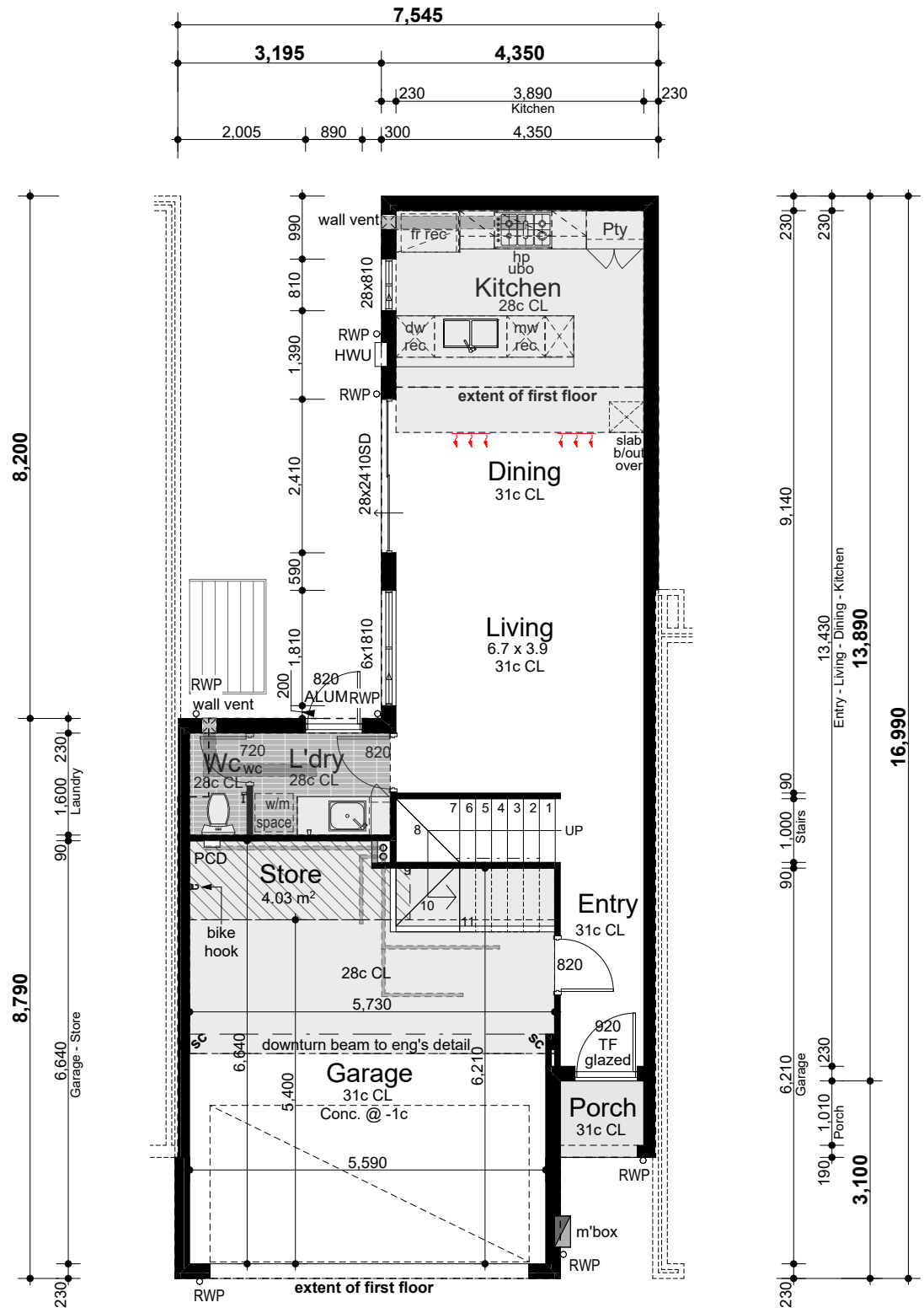
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

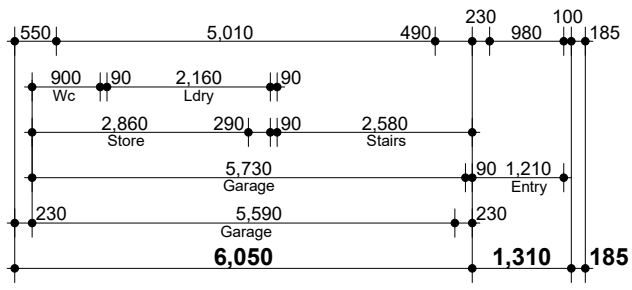
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.07m²
First floor	85.39m²
Garage	38.74m²
Porch	1.79m²
Total	**182.99m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

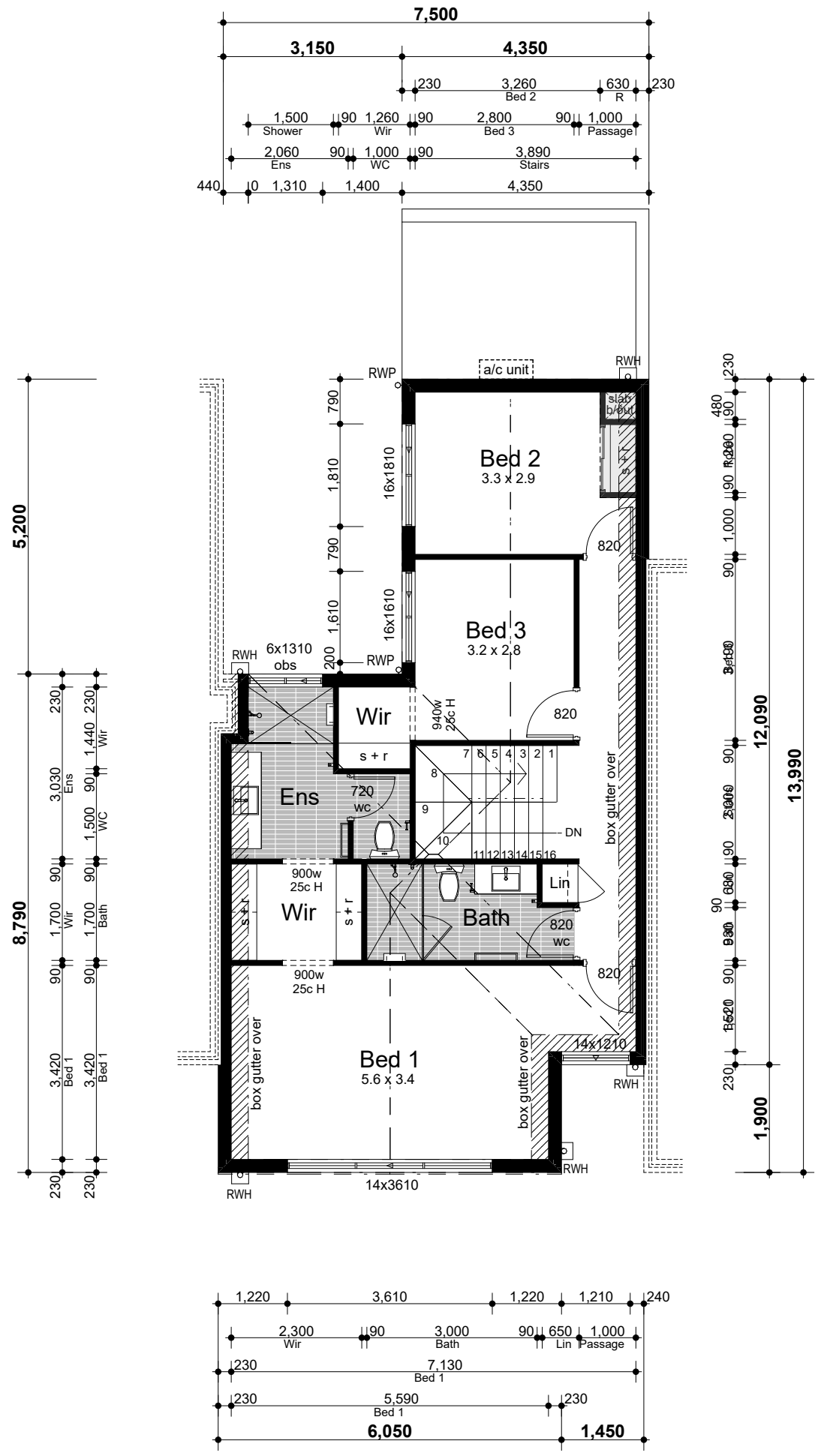
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

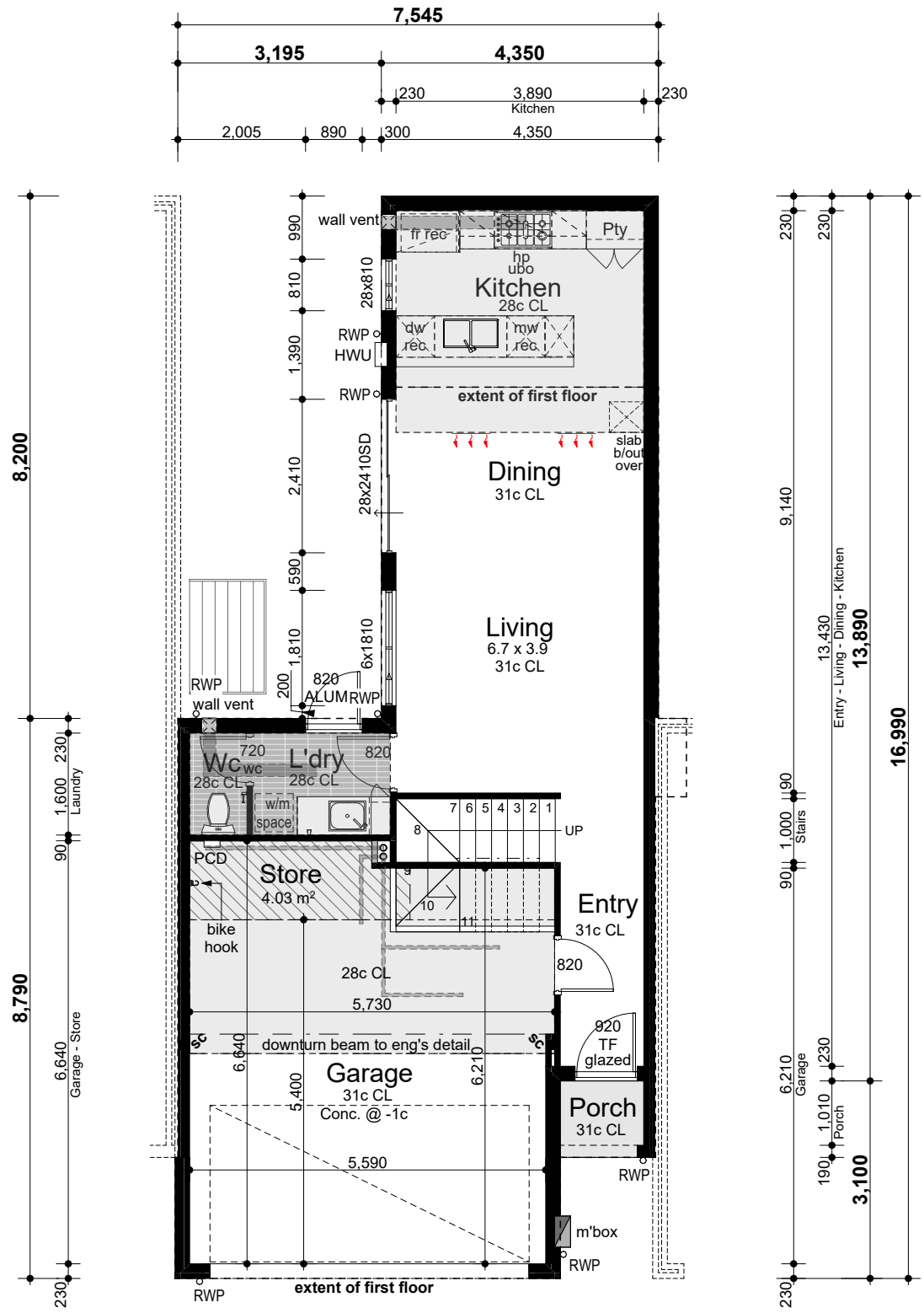
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

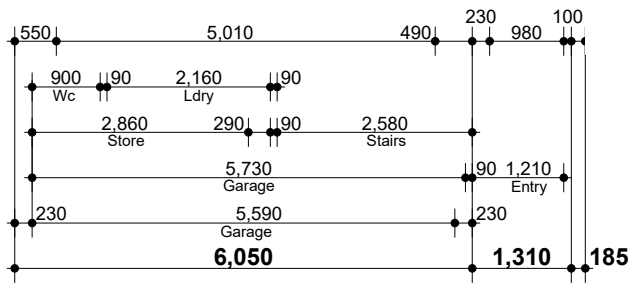
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.16m²
First floor	86.11m²
Garage	38.63m²
Porch	1.57m²
Total	**182.47m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

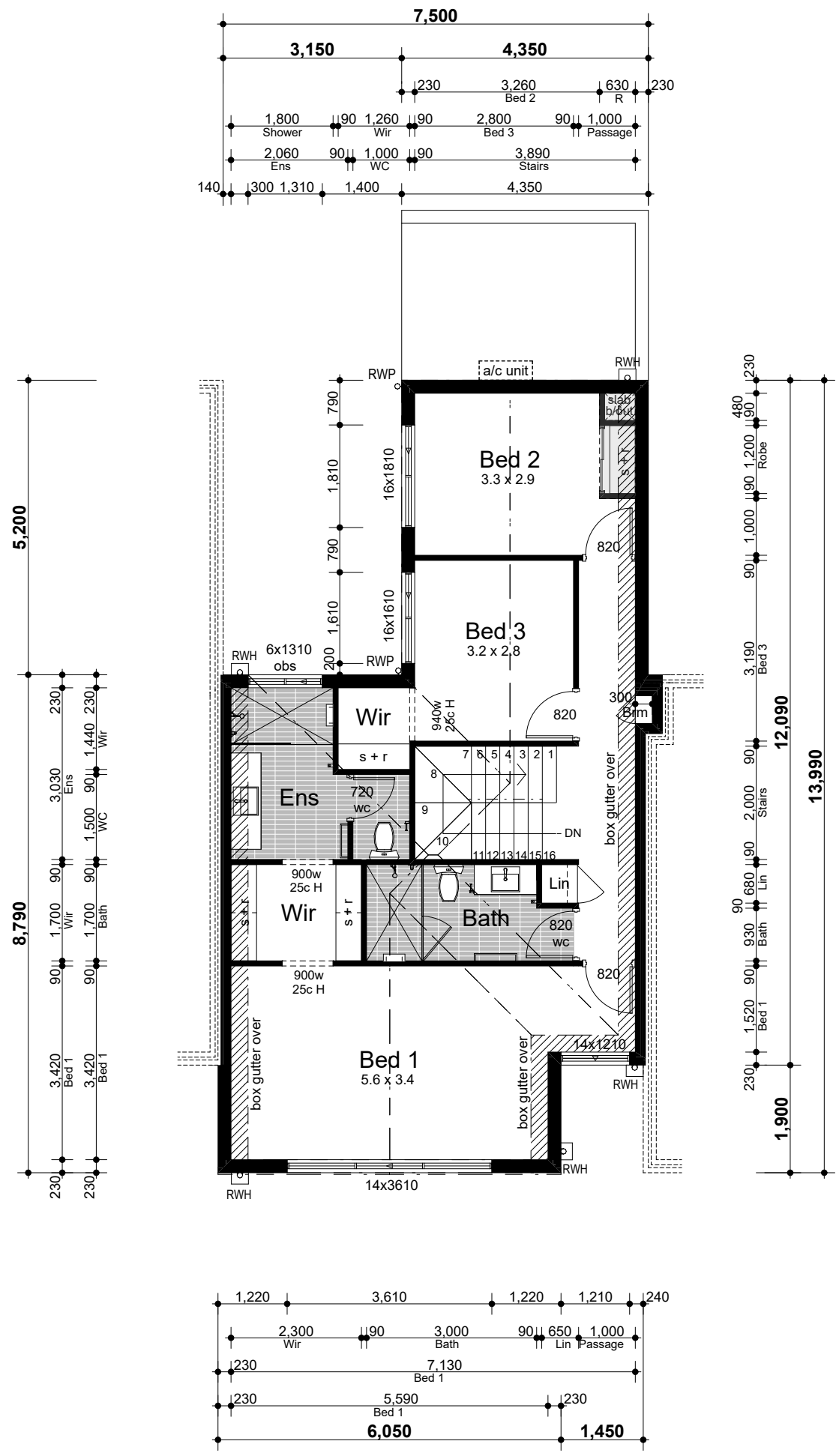
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

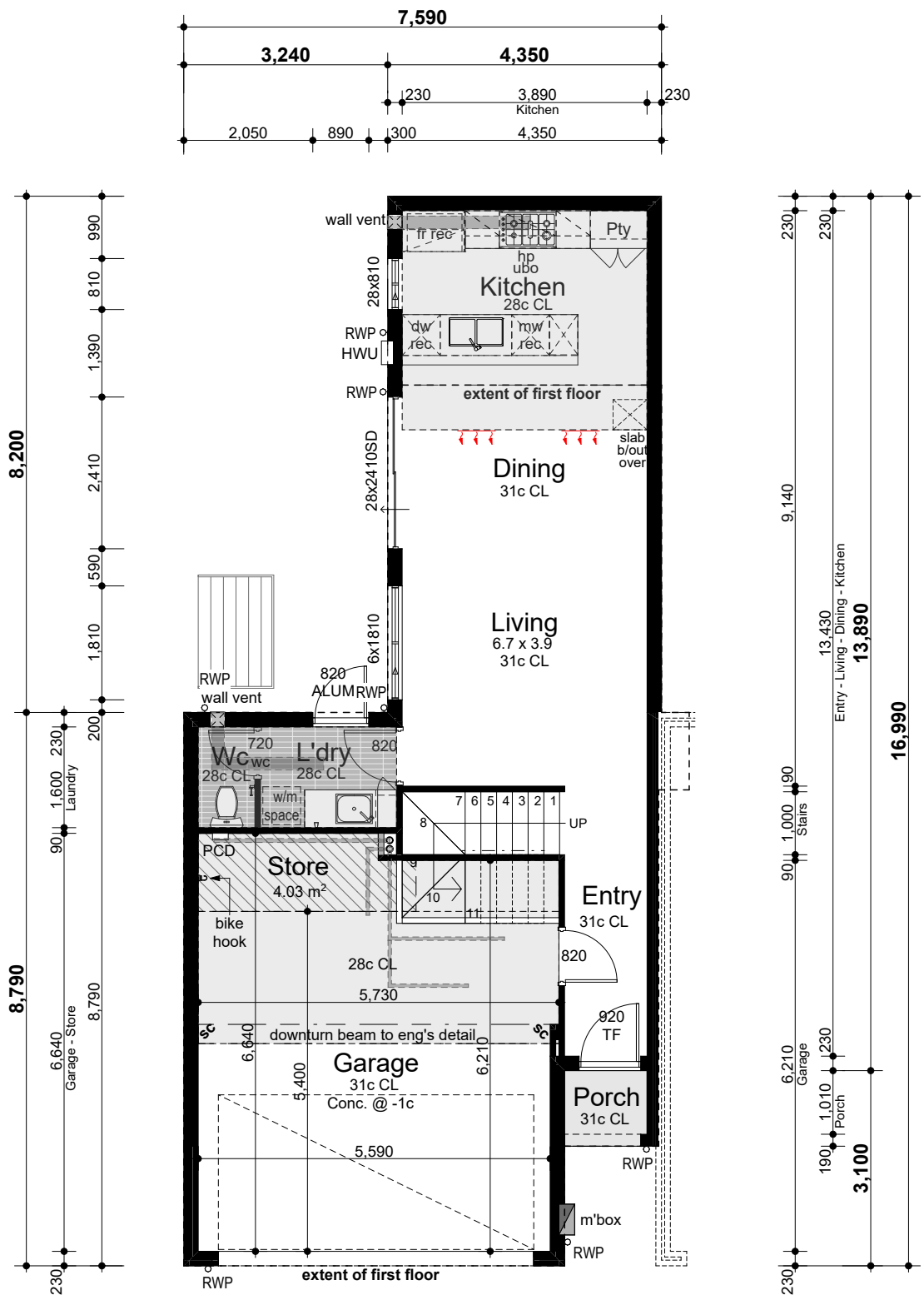
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

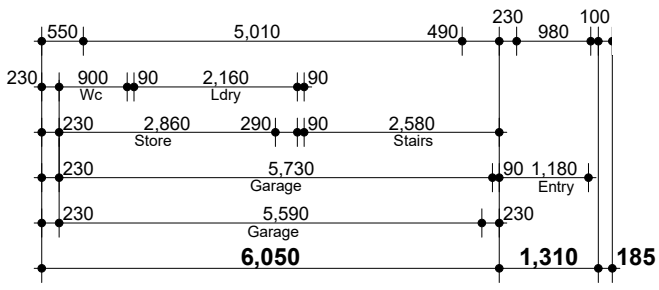
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



or	57.24m²
	86.42m²
	38.96m²
	1.79m²
	184.41m²



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

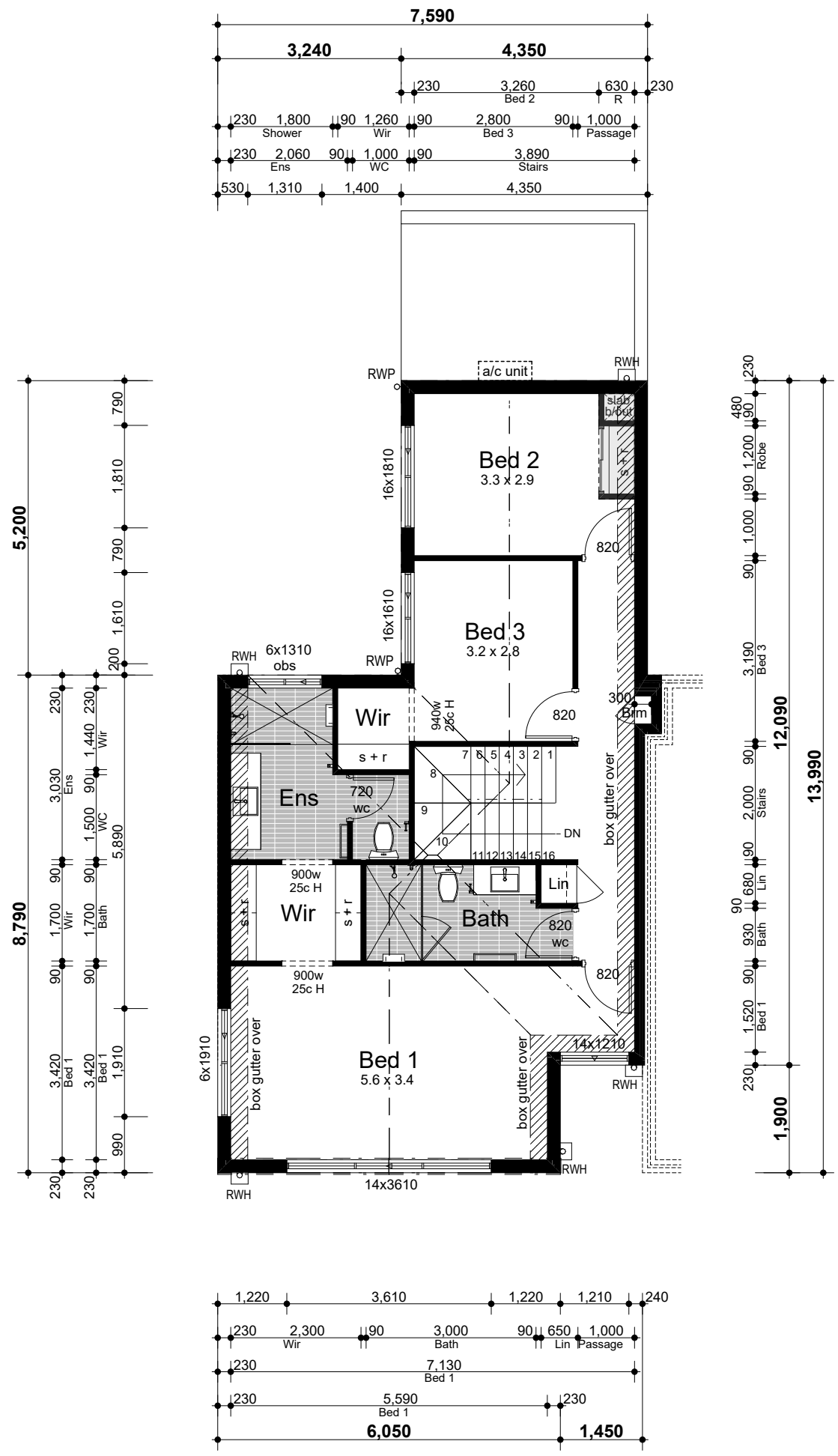
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

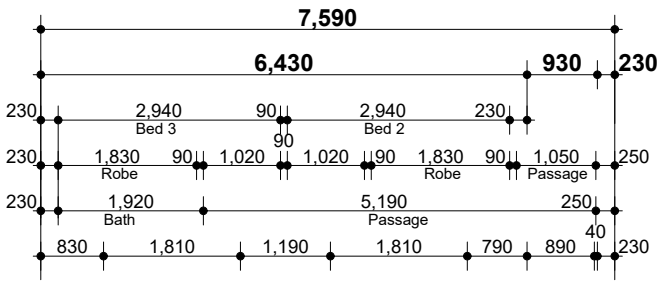
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

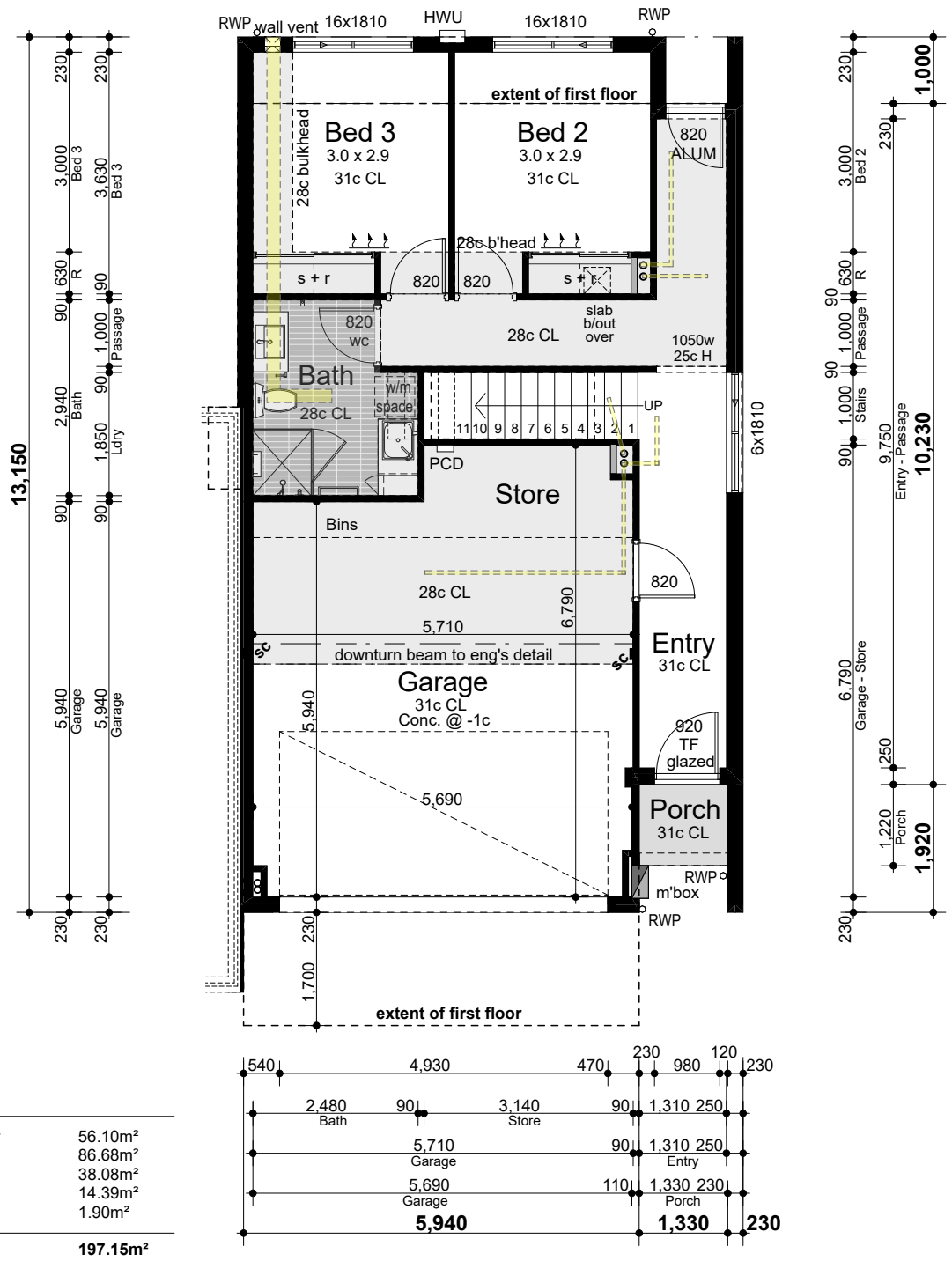
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	56.10m²
First floor	86.68m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.90m²
Total	**197.15m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

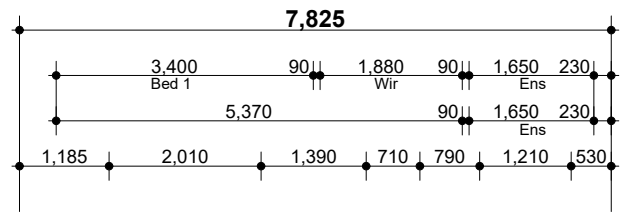
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

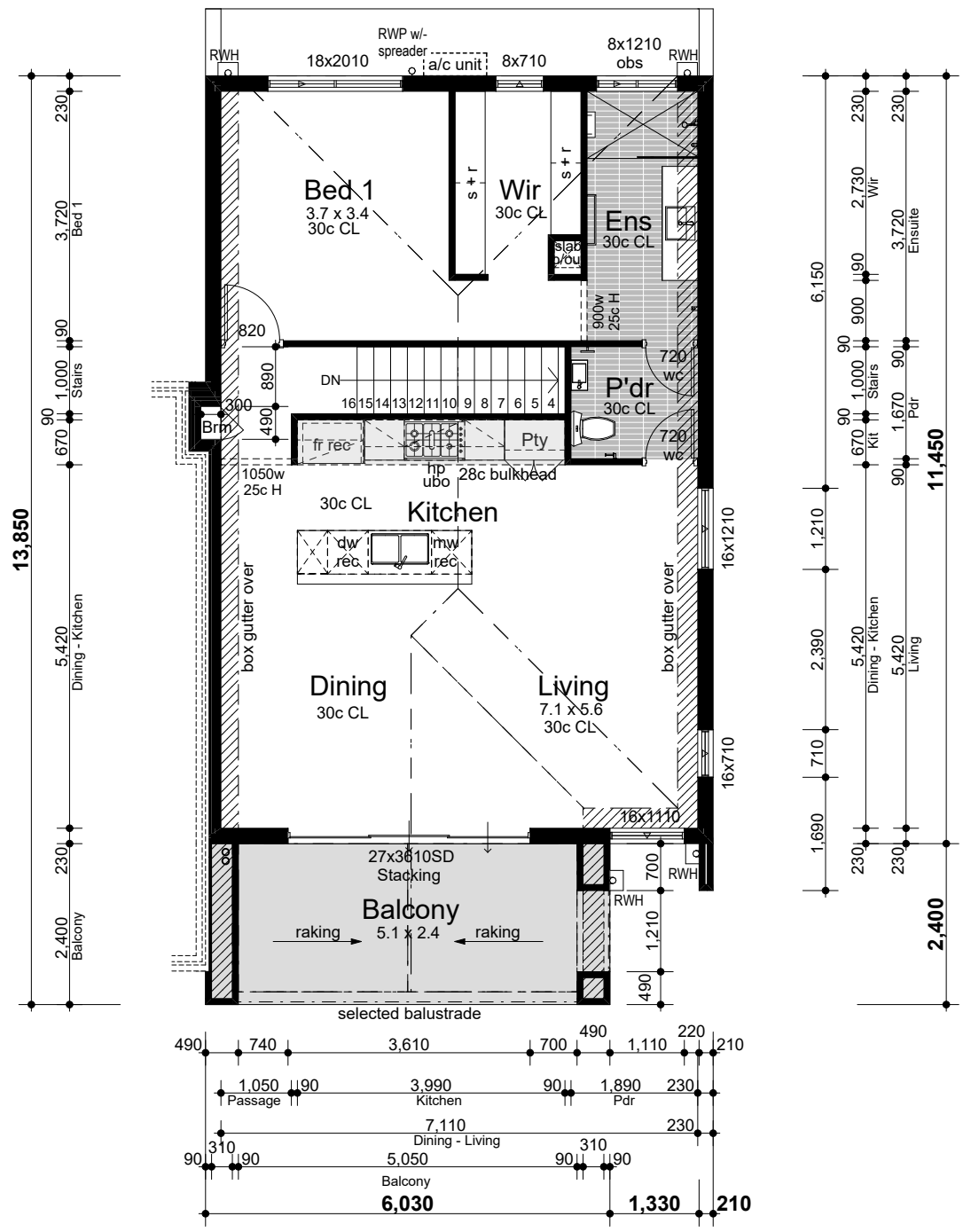
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

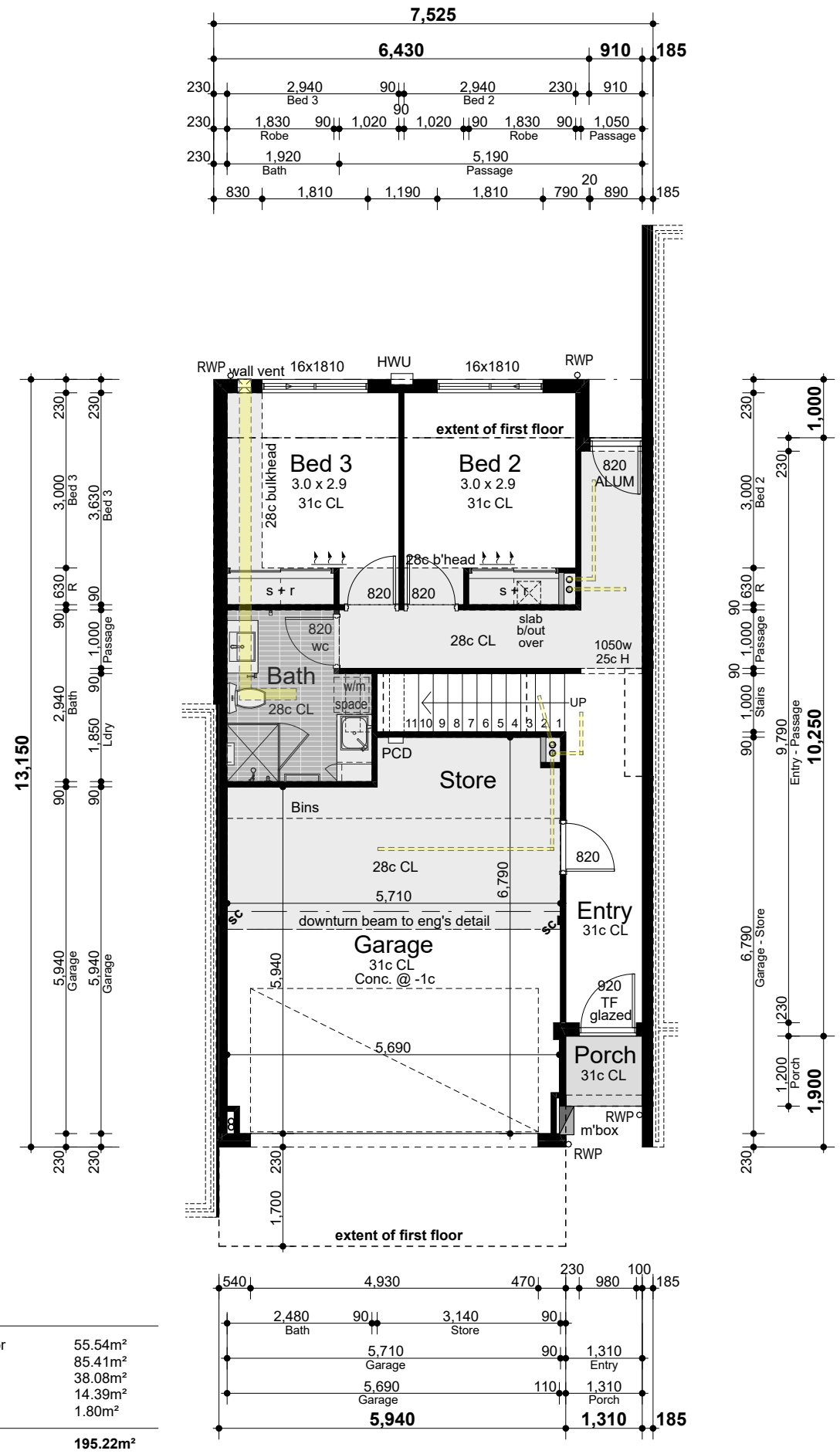
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	55.54m²
First floor	85.41m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.80m²
Total	**195.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

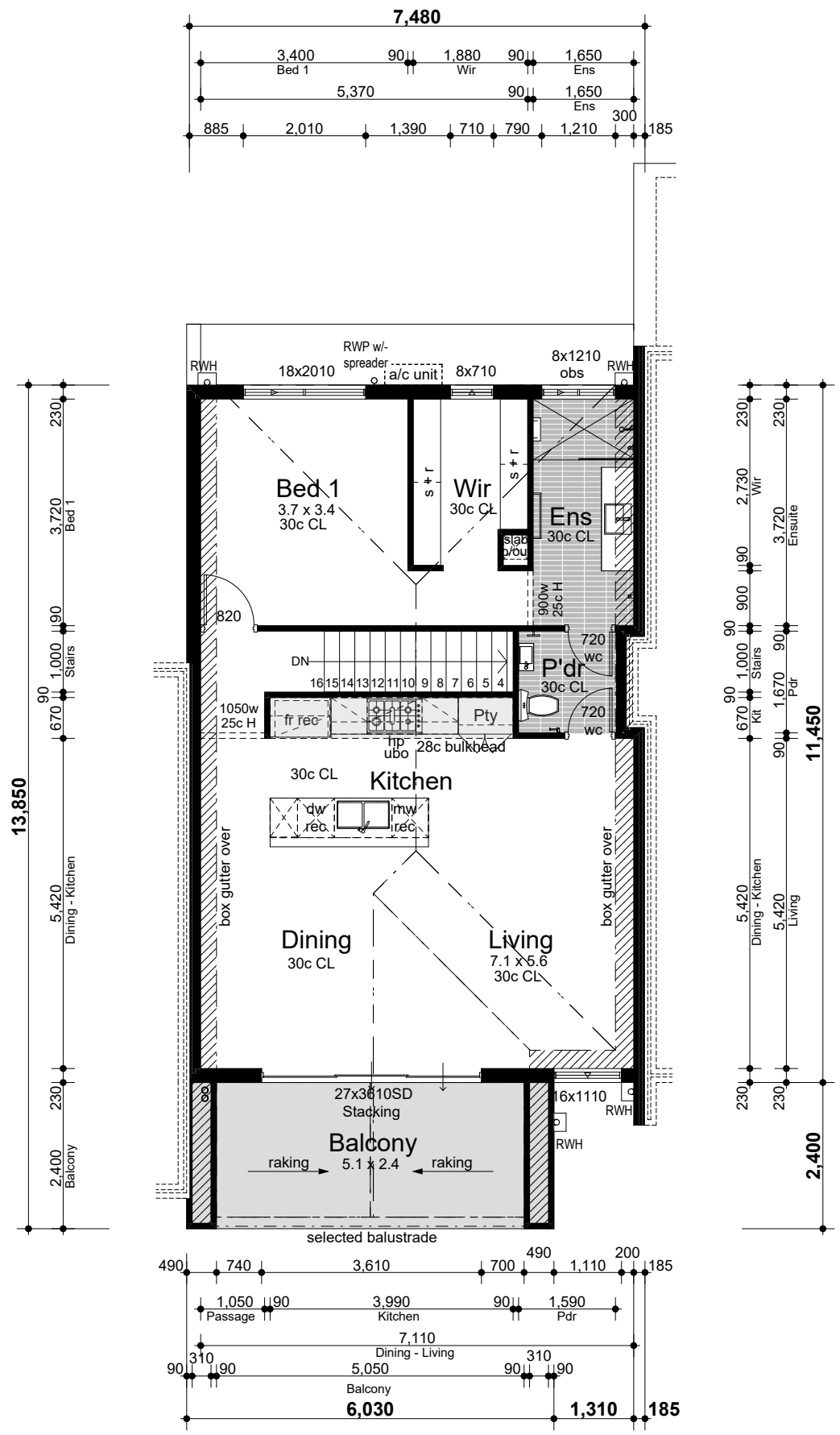
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 17 - TYPE 'C*'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

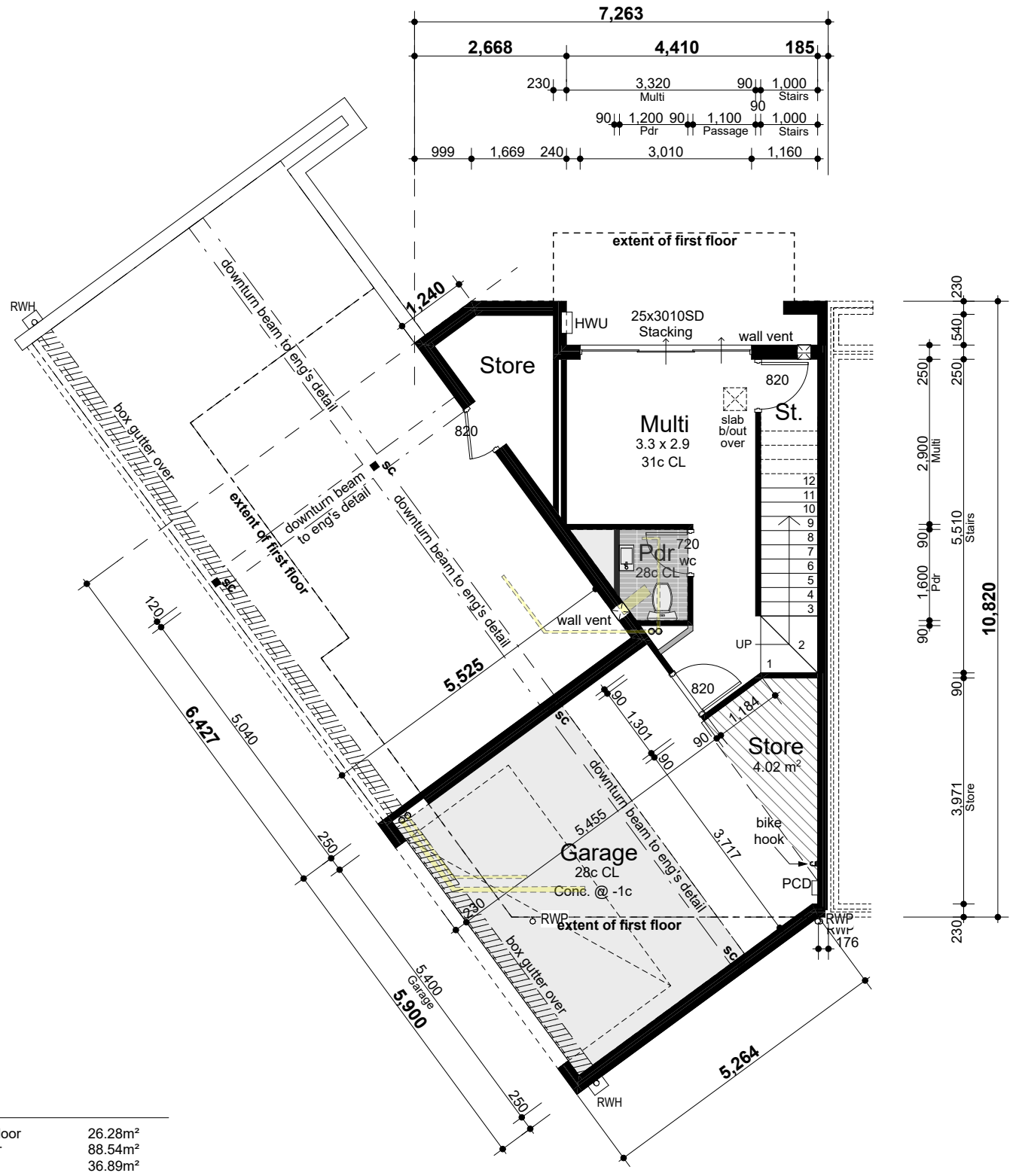
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	26.28m²
First floor	88.54m²
Garage	36.89m²
Balcony 1	5.08m²
Balcony 2	5.08m²
Total	**161.87m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 17 - TYPE 'C*'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

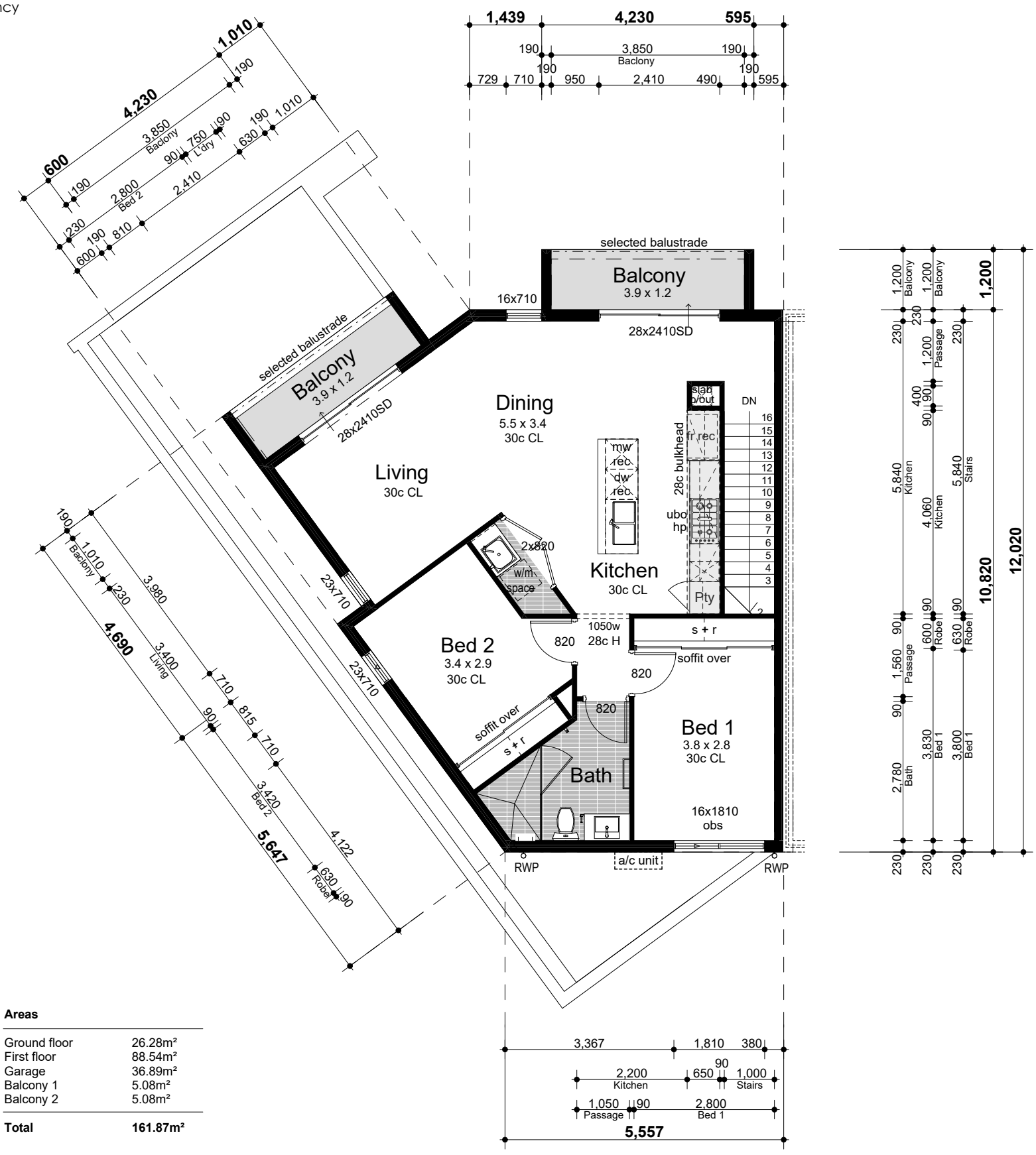
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	26.28m²
First floor	88.54m²
Garage	36.89m²
Balcony 1	5.08m²
Balcony 2	5.08m²
Total	**161.87m²**

FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 18 & 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

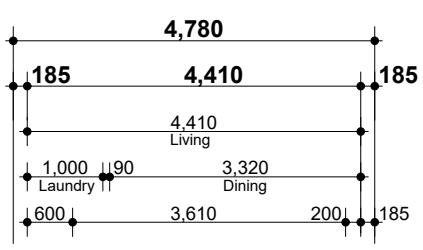
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

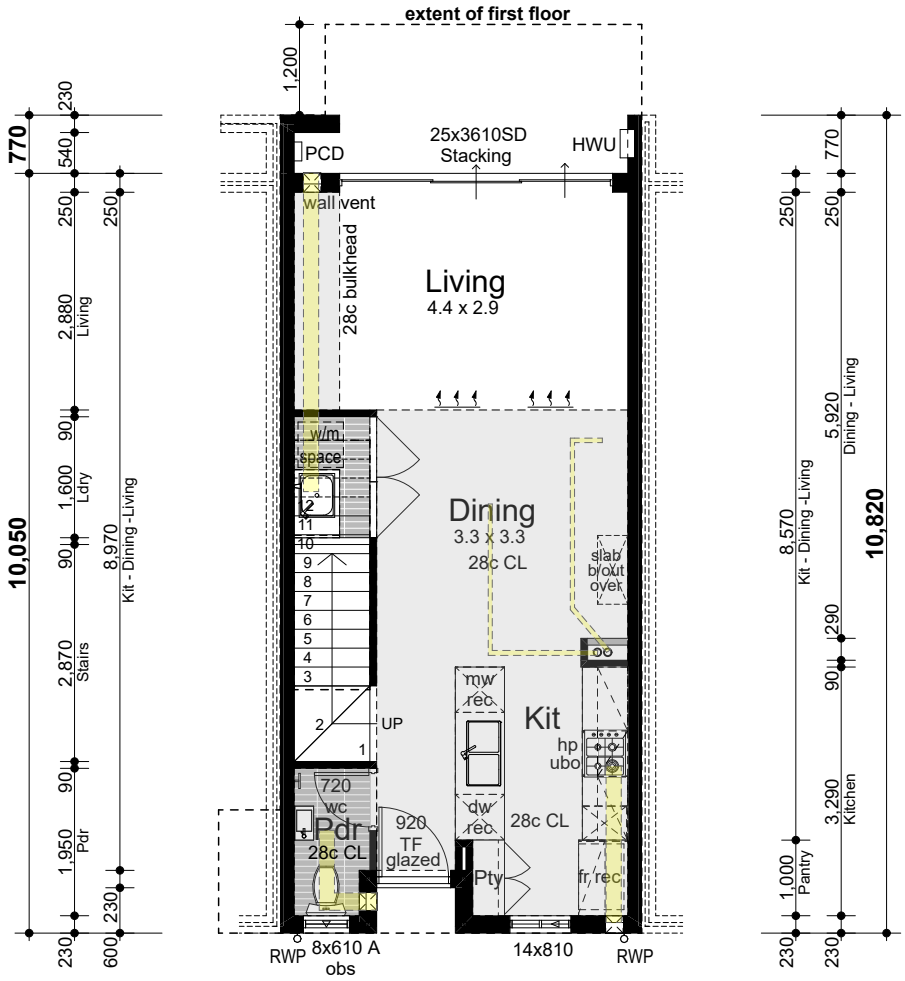
ADDITIONAL NOTES

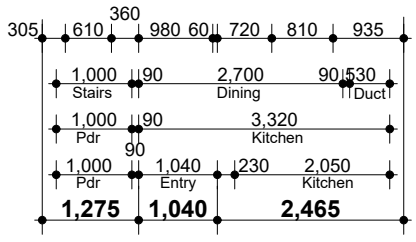
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	51.72m²
Balcony	5.08m²
Total	**104.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 18 & 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

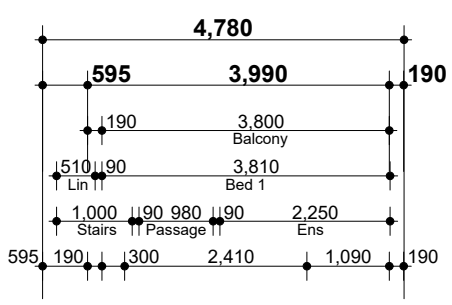
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

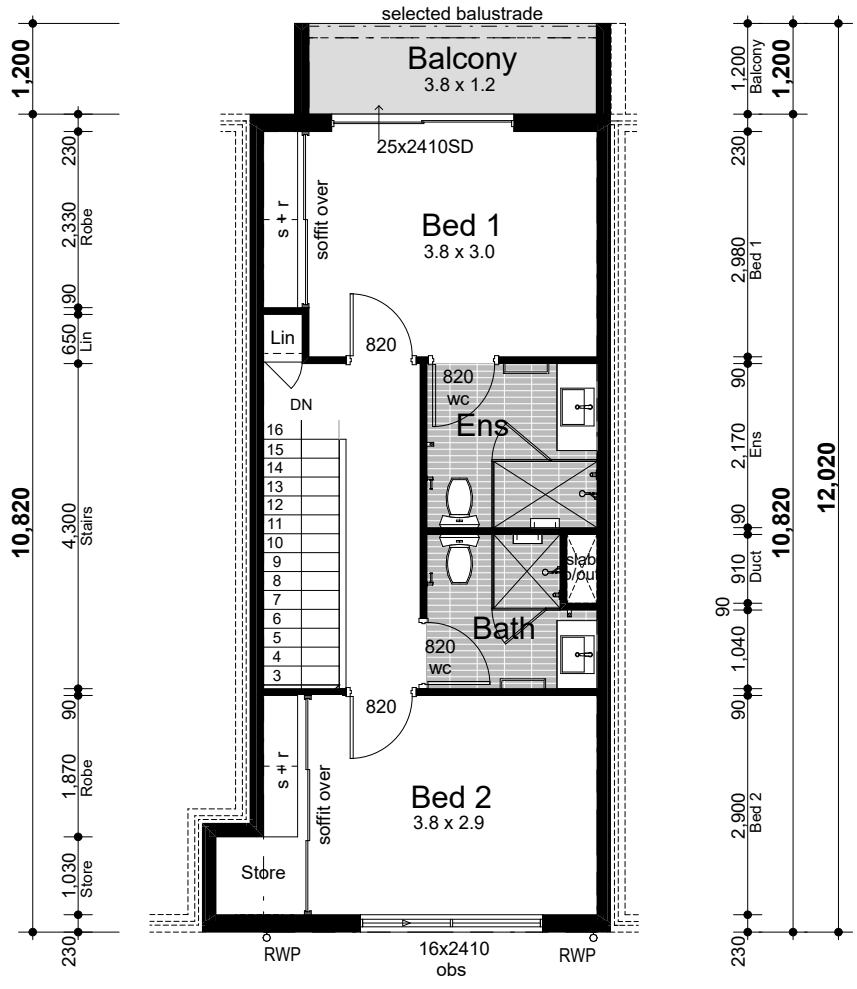
ADDITIONAL NOTES

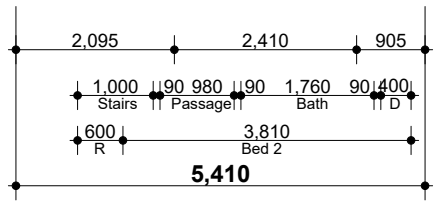
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

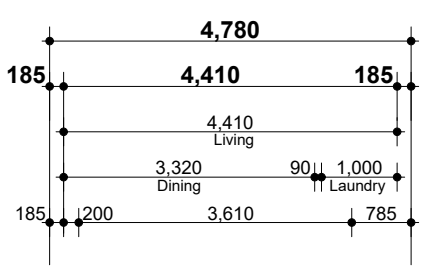
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

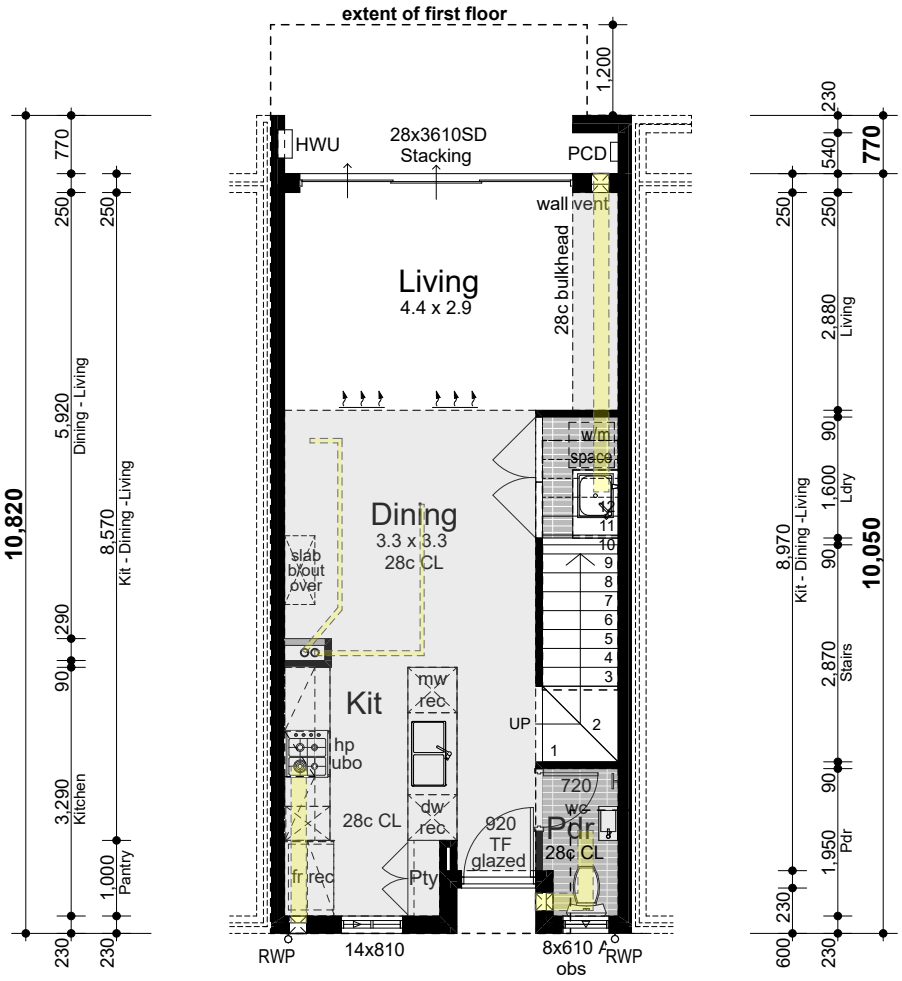
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

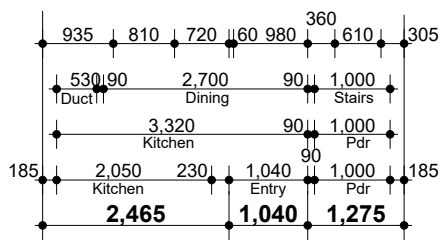
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	47.42m²
First floor	50.81m²
Balcony	5.08m²
Total	**103.31m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

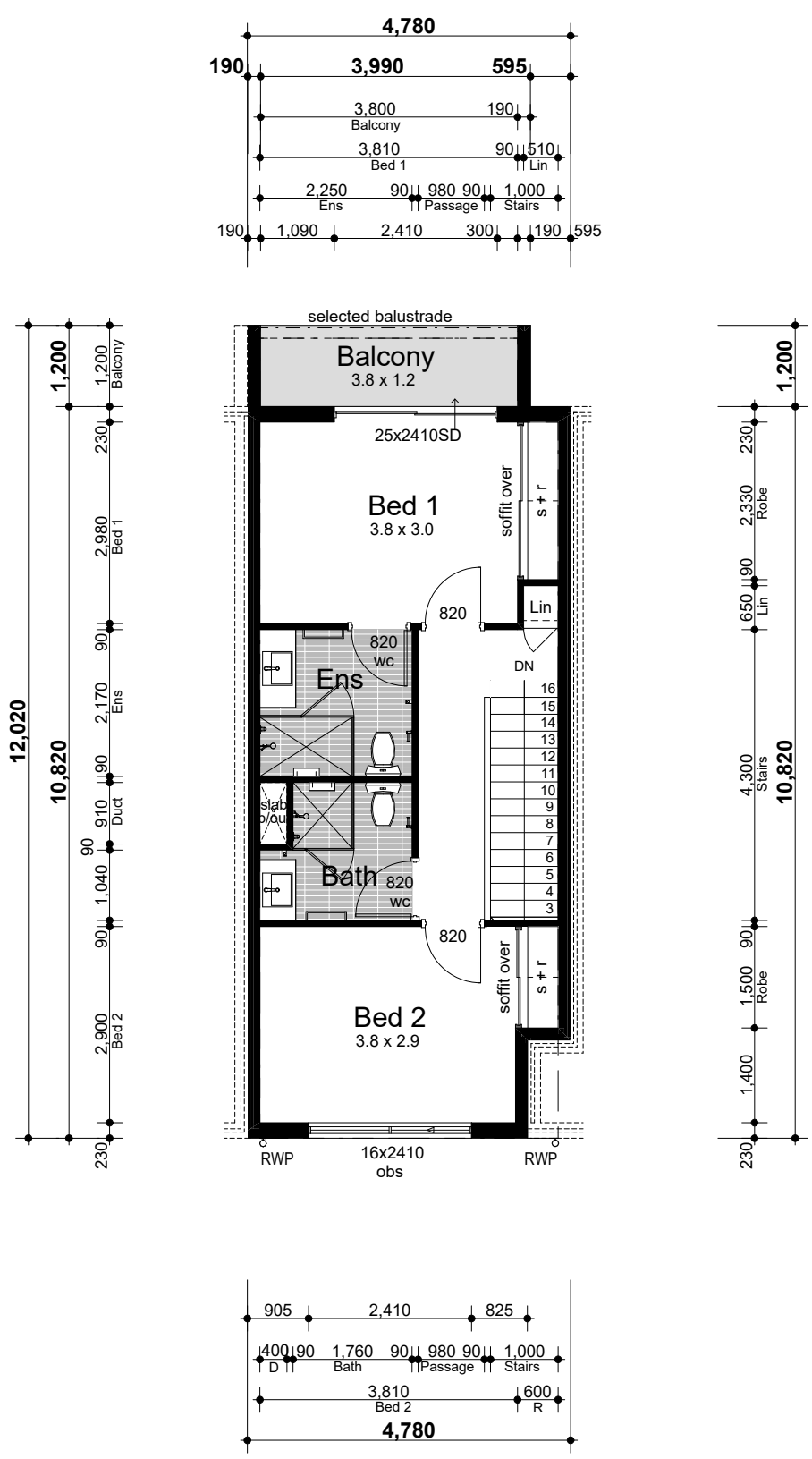
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 22 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

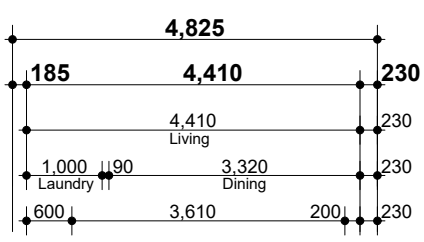
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

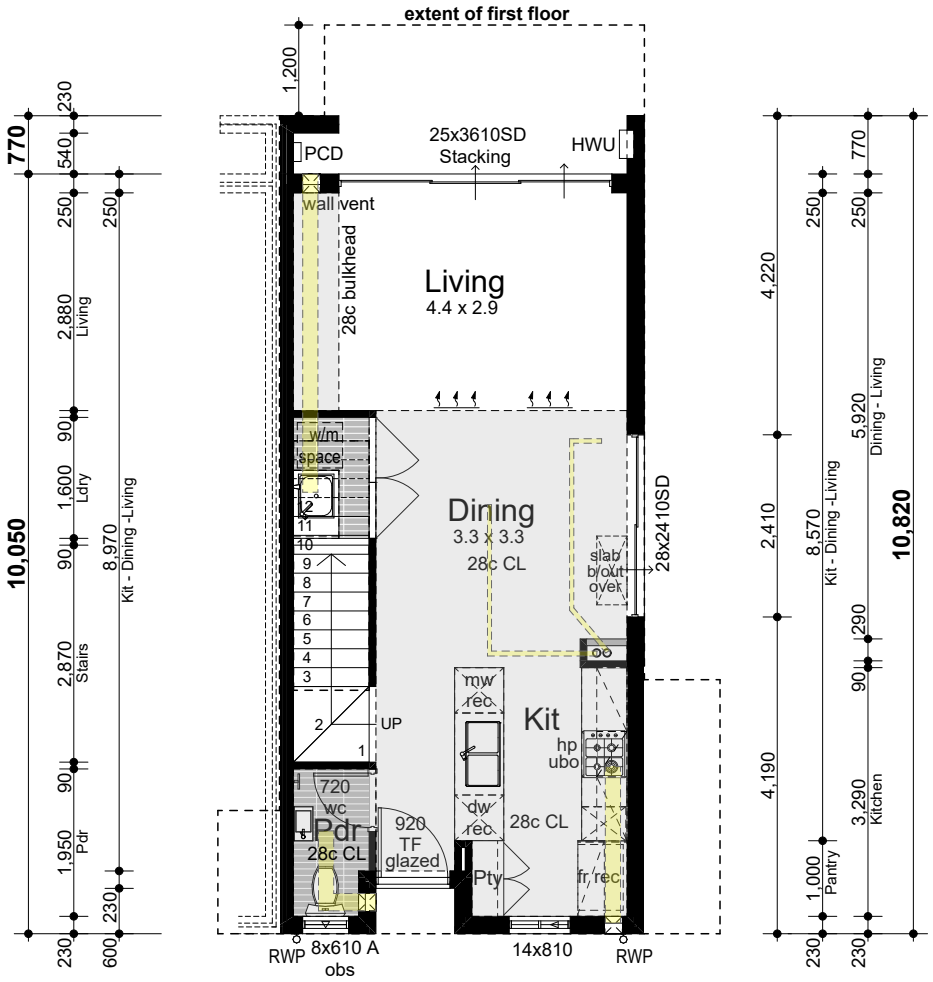
ADDITIONAL NOTES

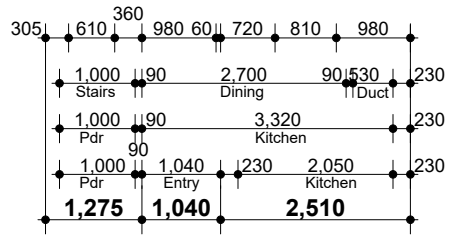
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.87m²
First floor	56.48m²
Balcony	5.08m²
Total	**109.43m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

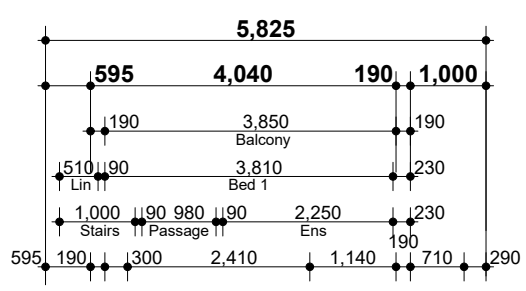
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

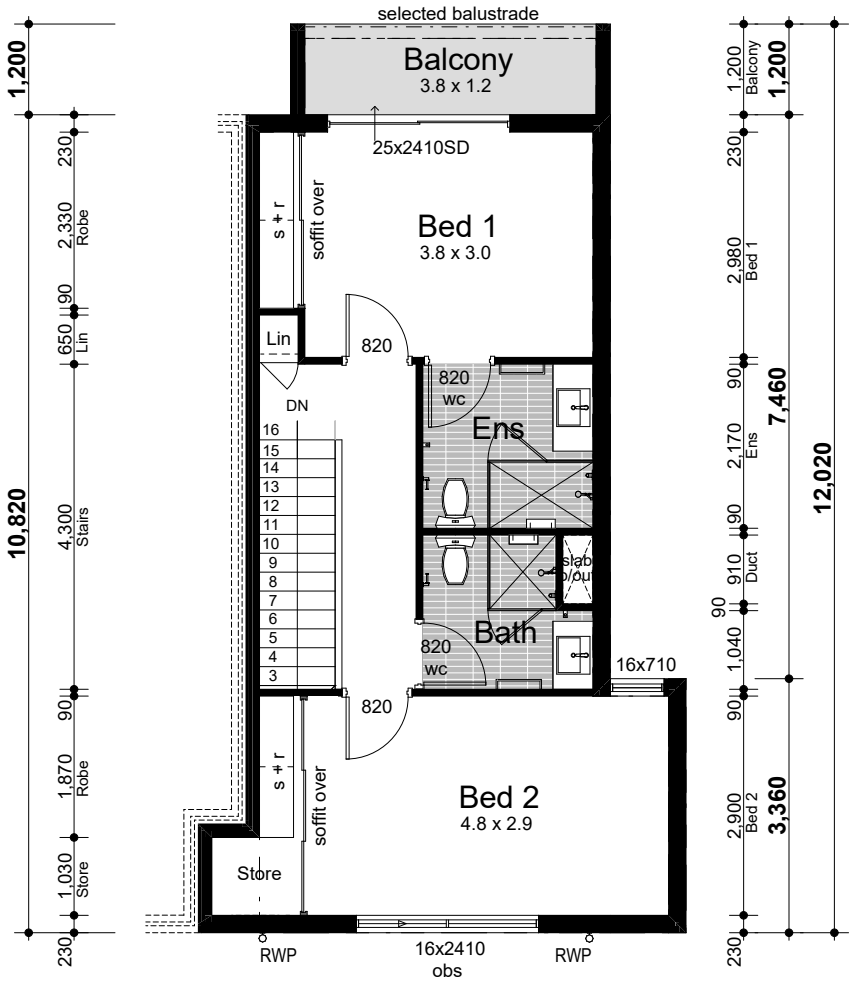
ADDITIONAL NOTES

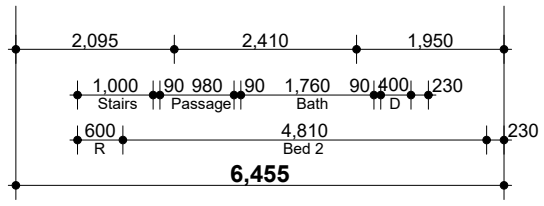
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

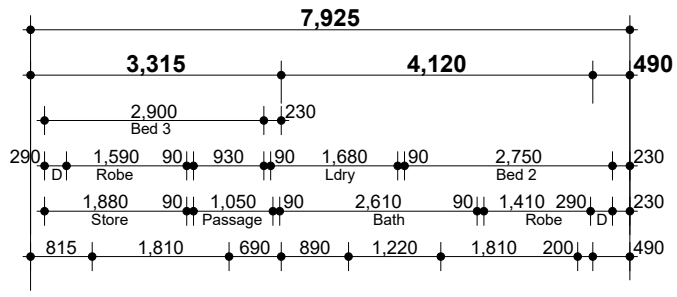
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

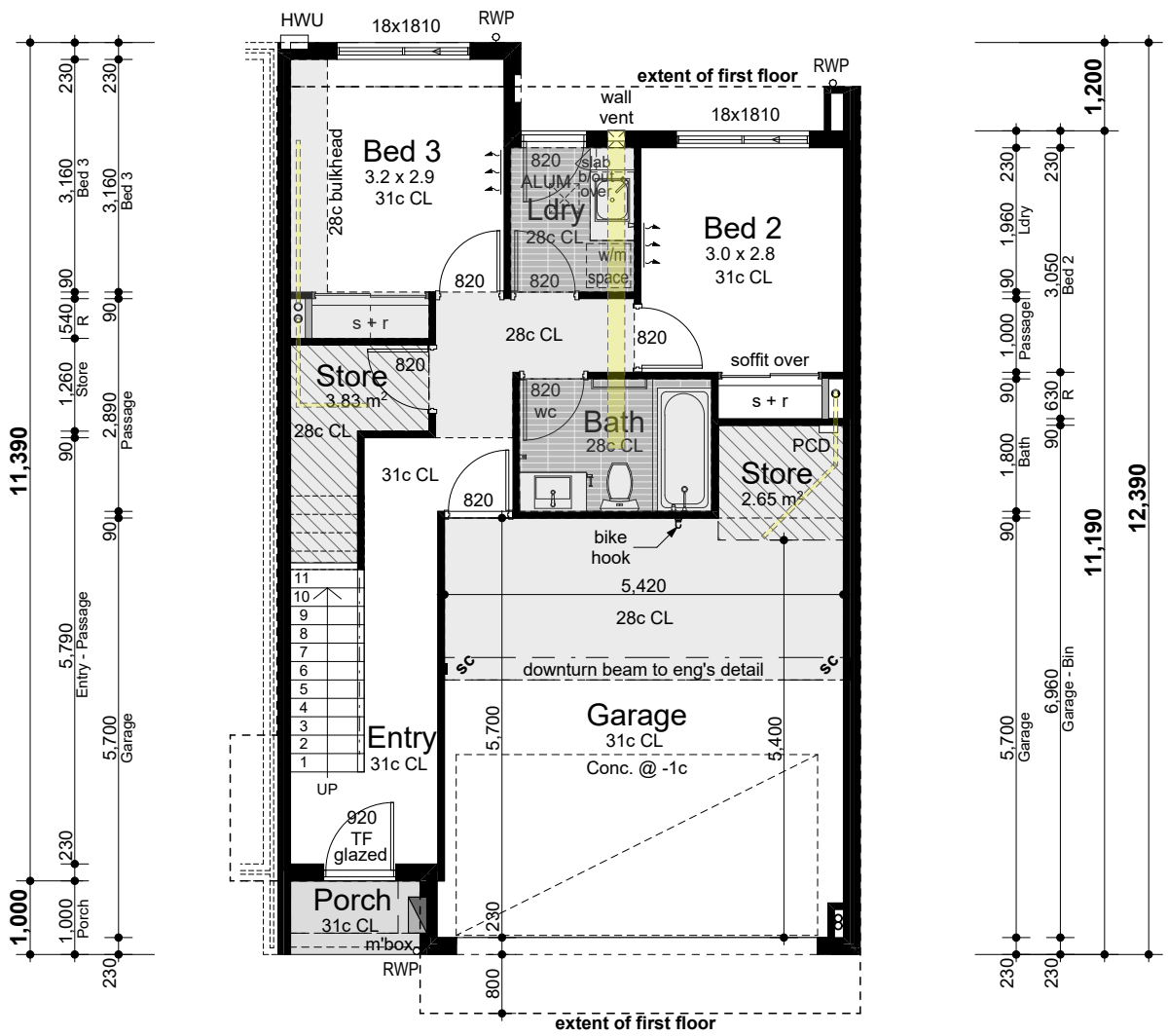
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

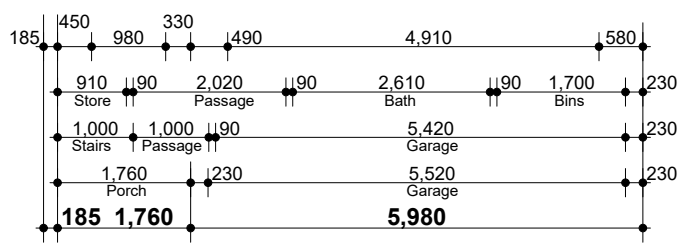
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





Areas	
Ground floor	54.74m²
First floor	83.02m²
Garage	35.14m²
Balcony	14.06m²
Porch	1.95m²
Total	**188.91m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

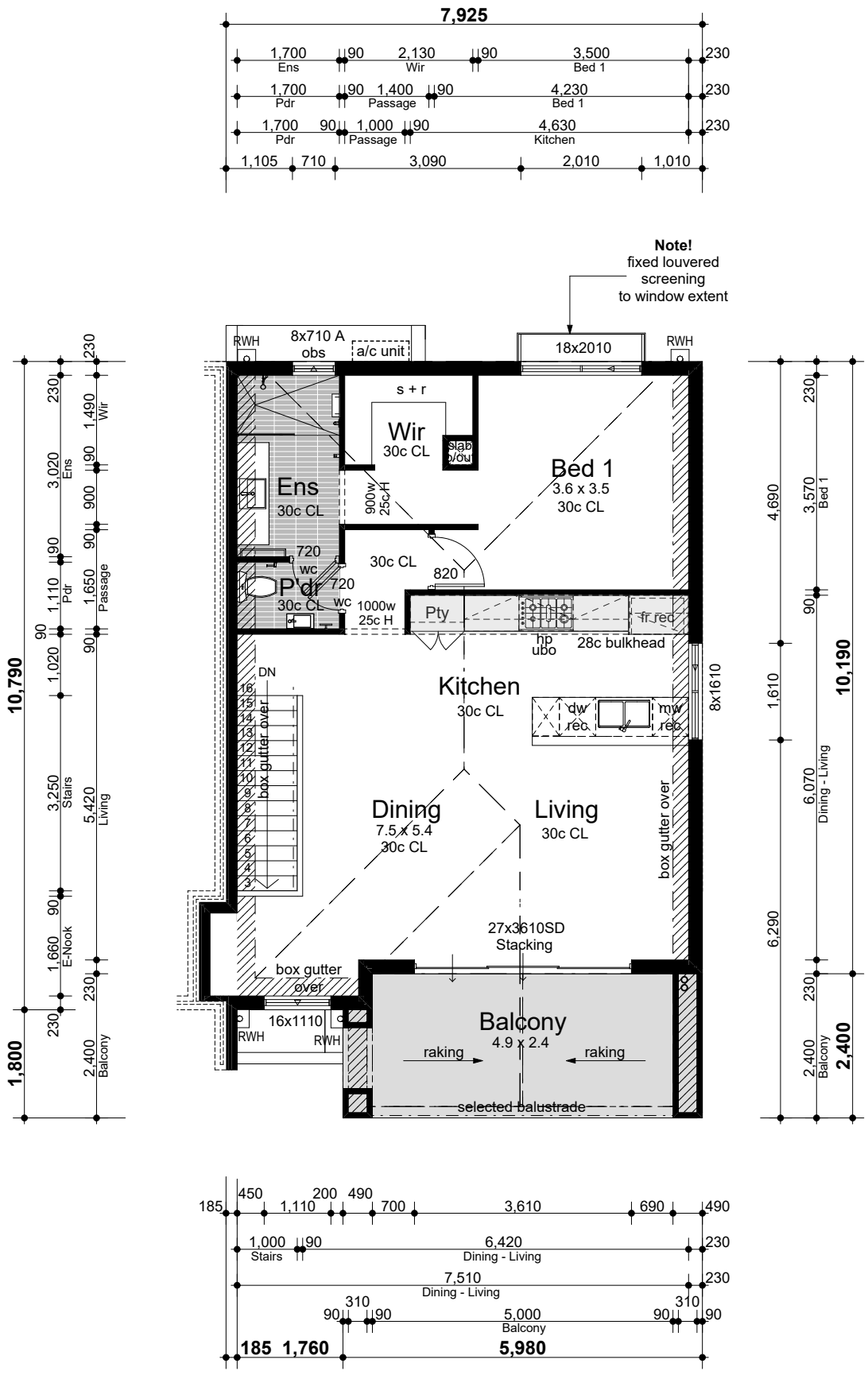
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 12 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

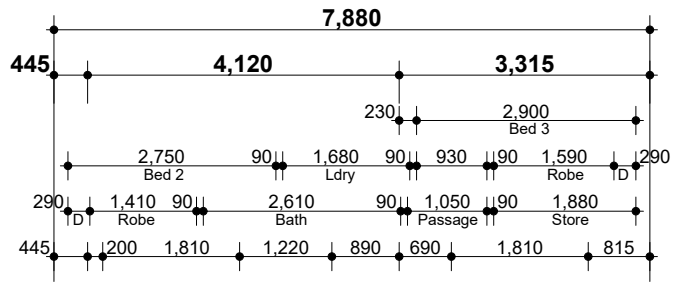
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

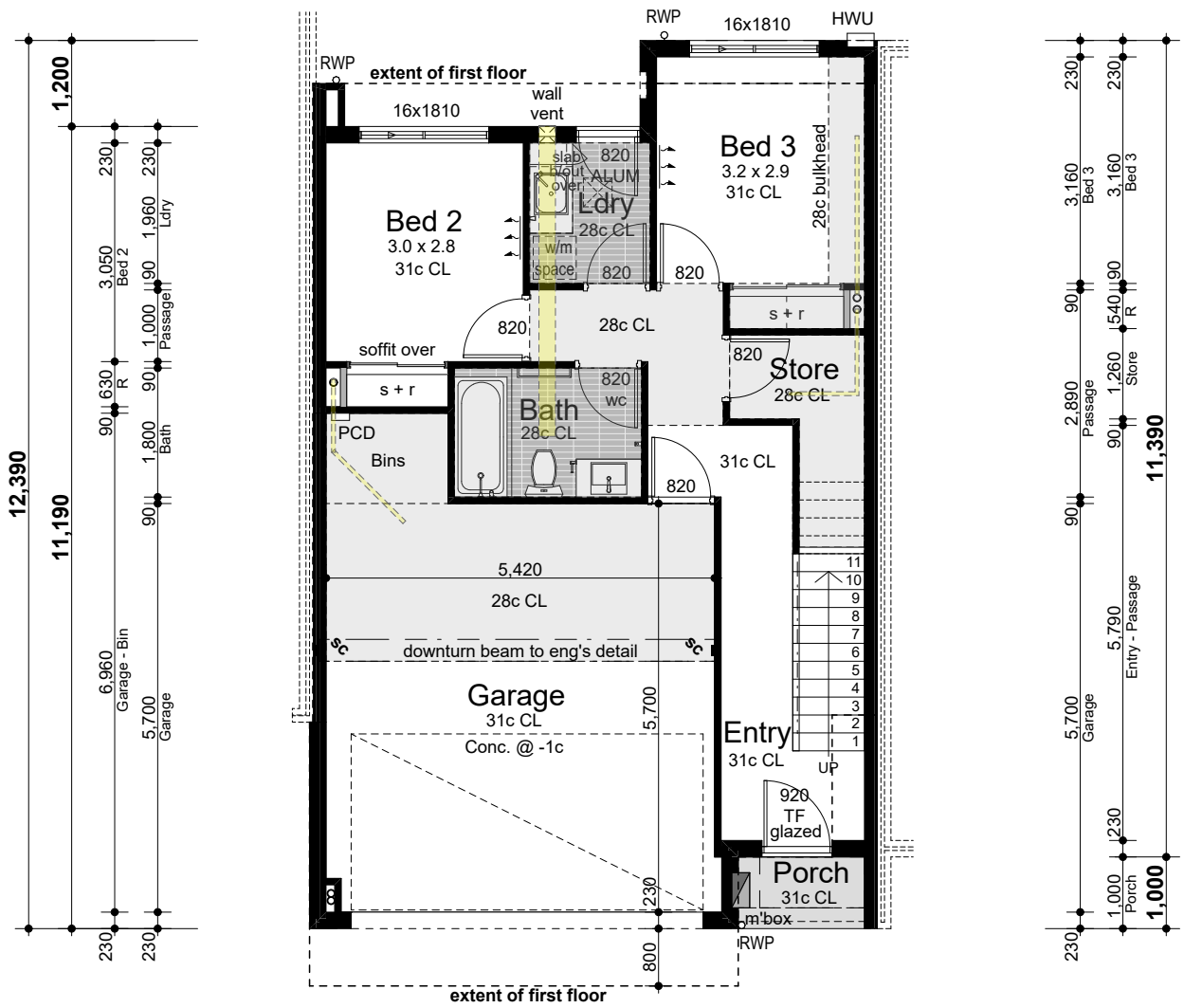
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

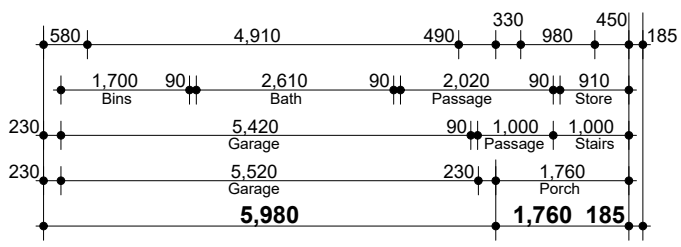
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	54.53m²
First floor	81.01m²
Garage	34.94m²
Balcony	14.06m²
Porch	1.95m²
Total	**186.49m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

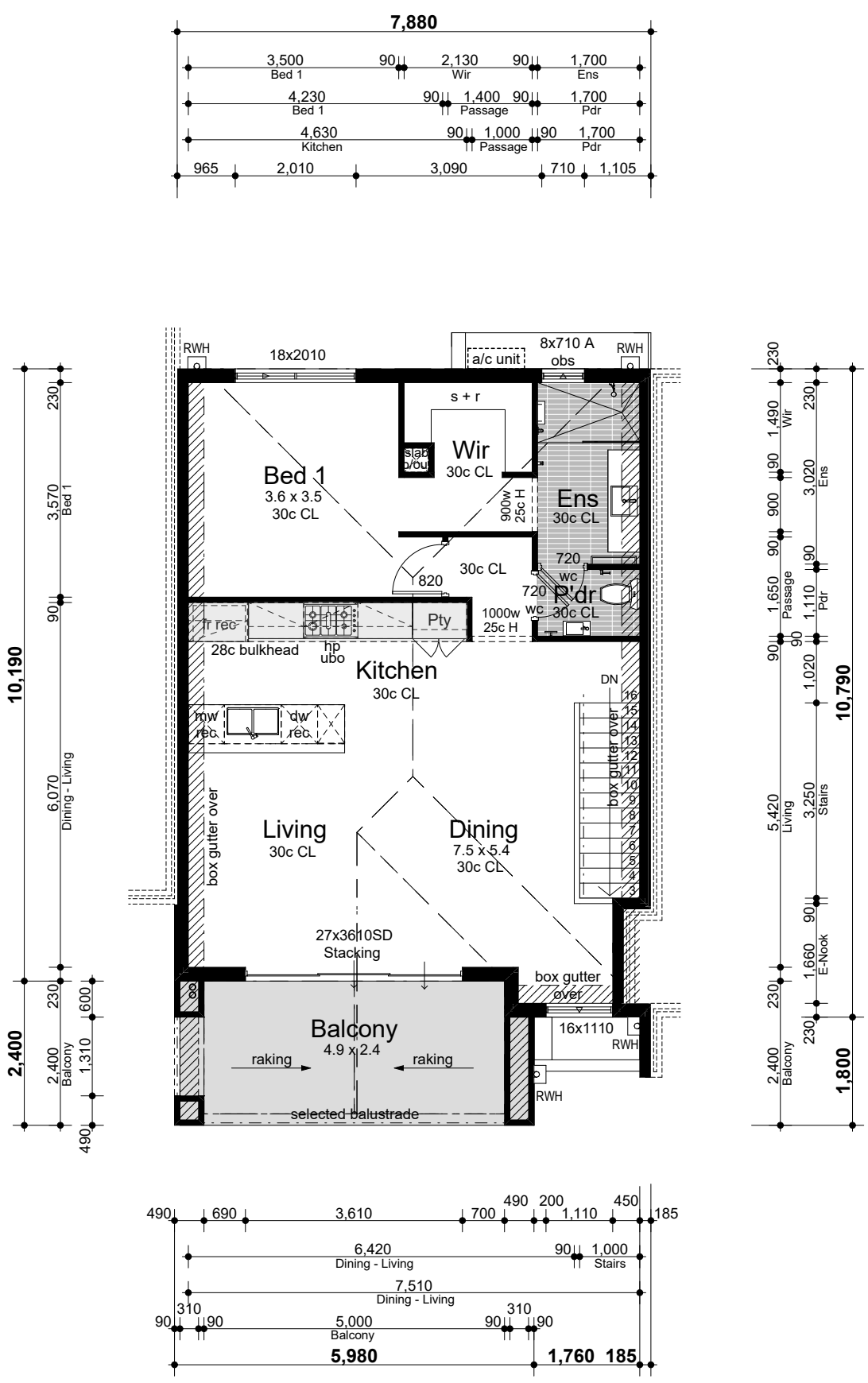
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

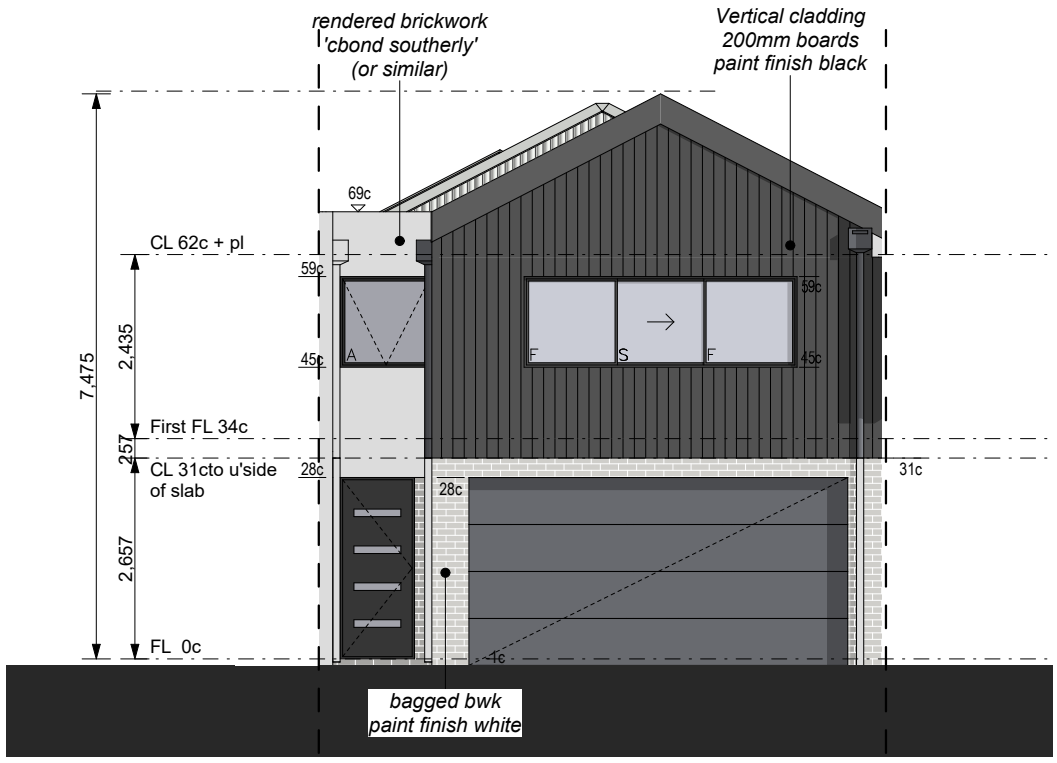
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

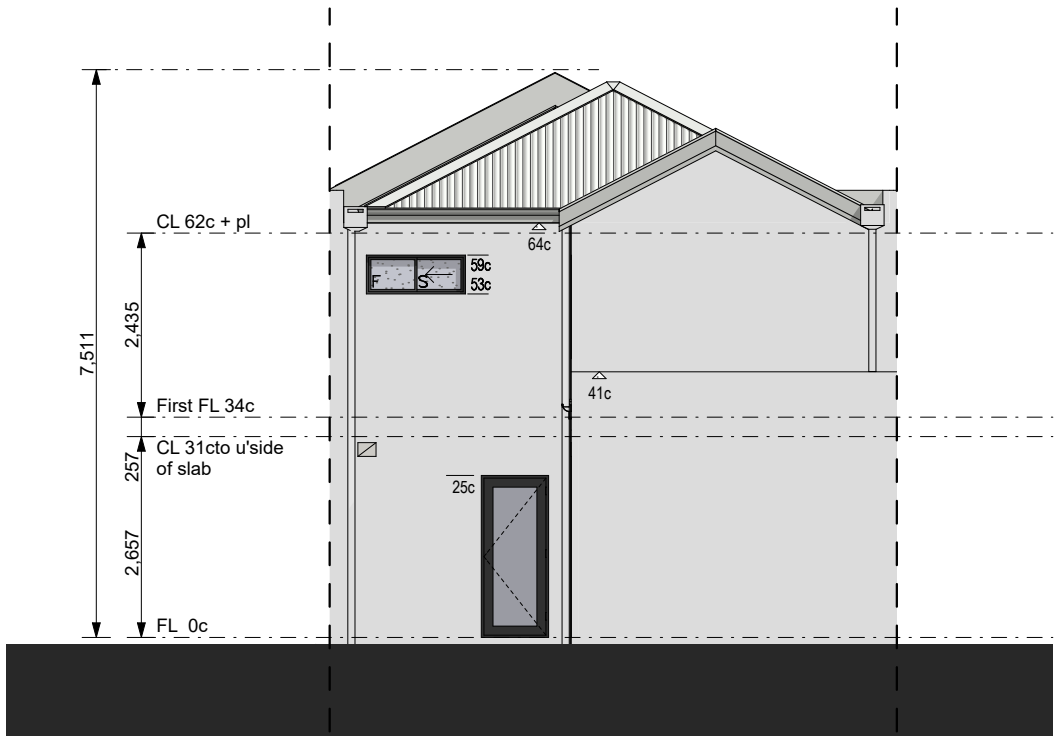
BUILDER

UNIT TYPE 'A'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

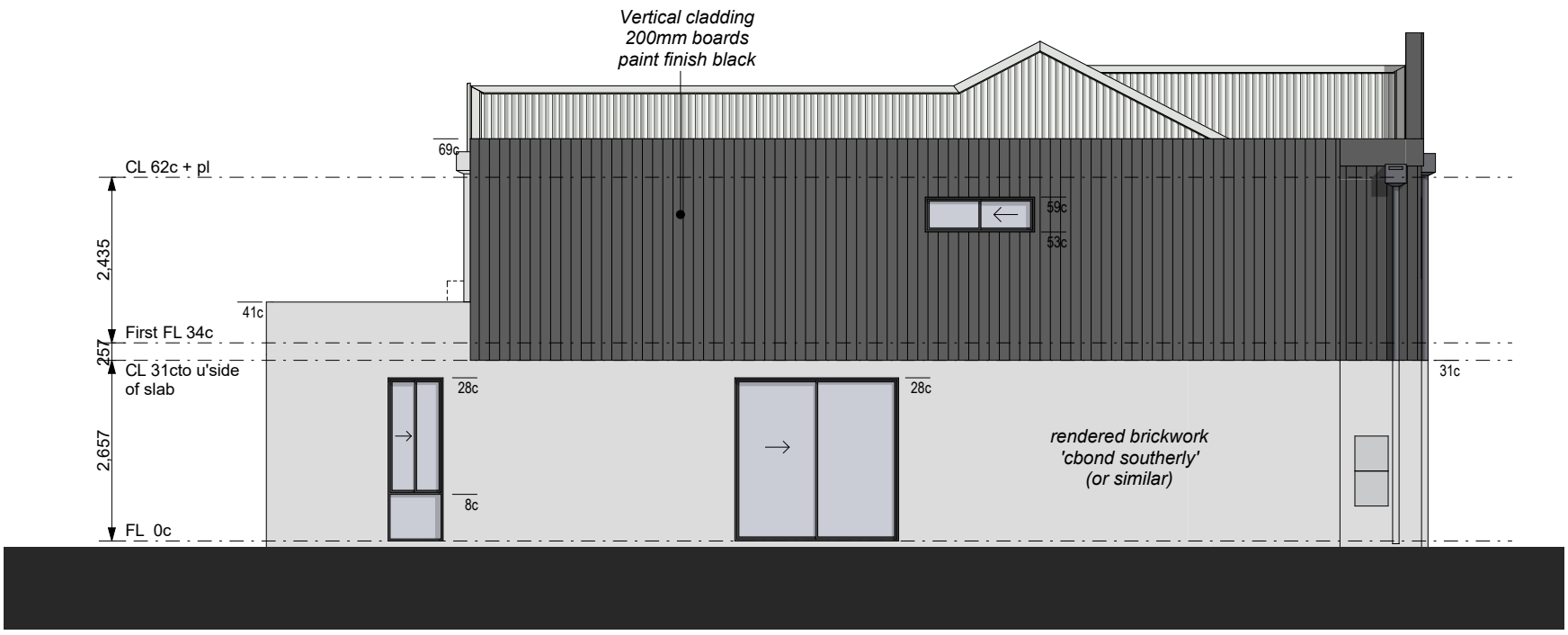
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

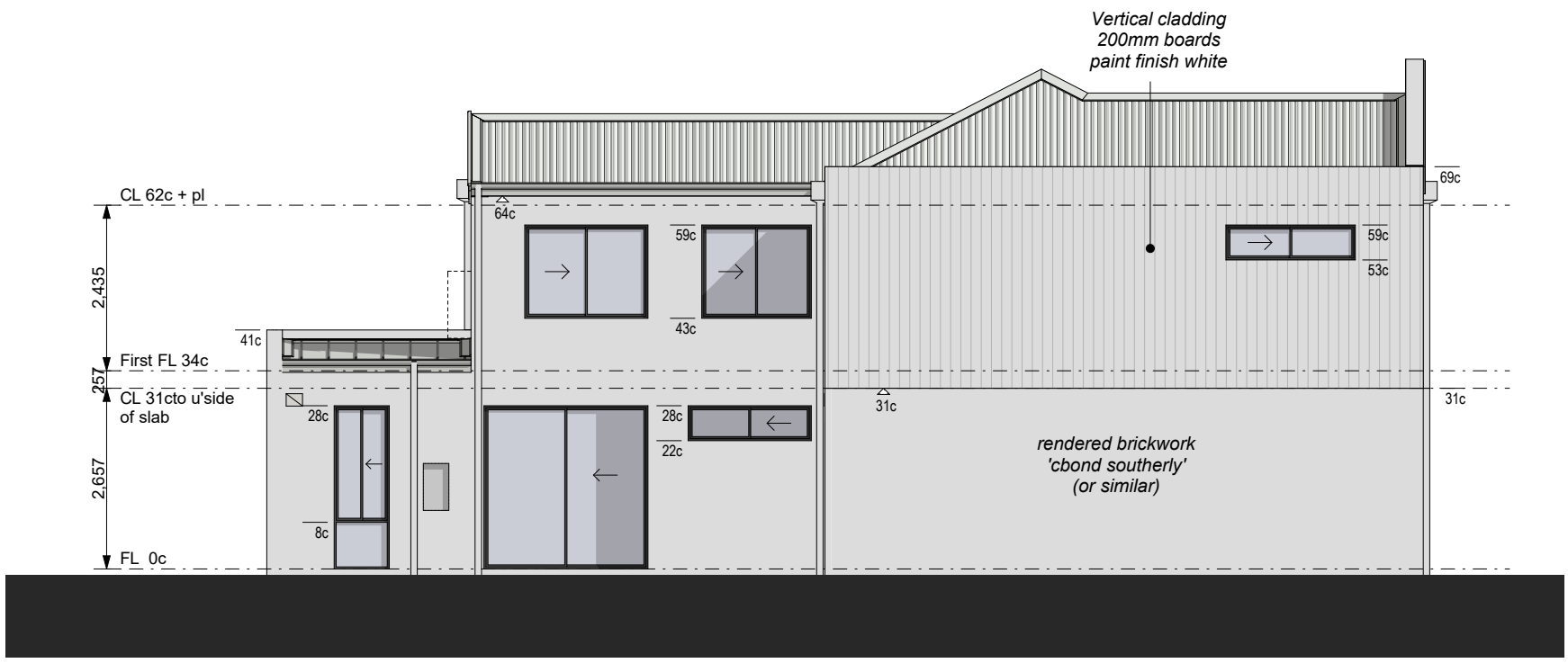
BUILDER

UNIT TYPE 'A'



Unit 10 - Side Elevation

SCALE: 1:100



Unit 16 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

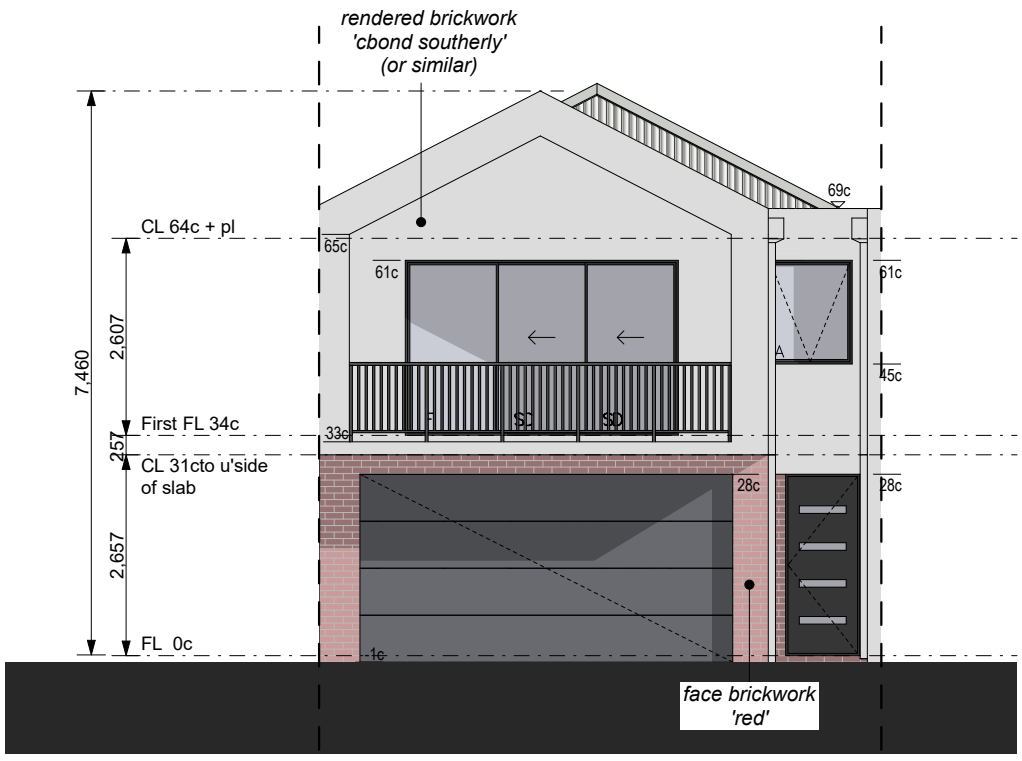
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'



Front Elevation

SCALE: 1:100

Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

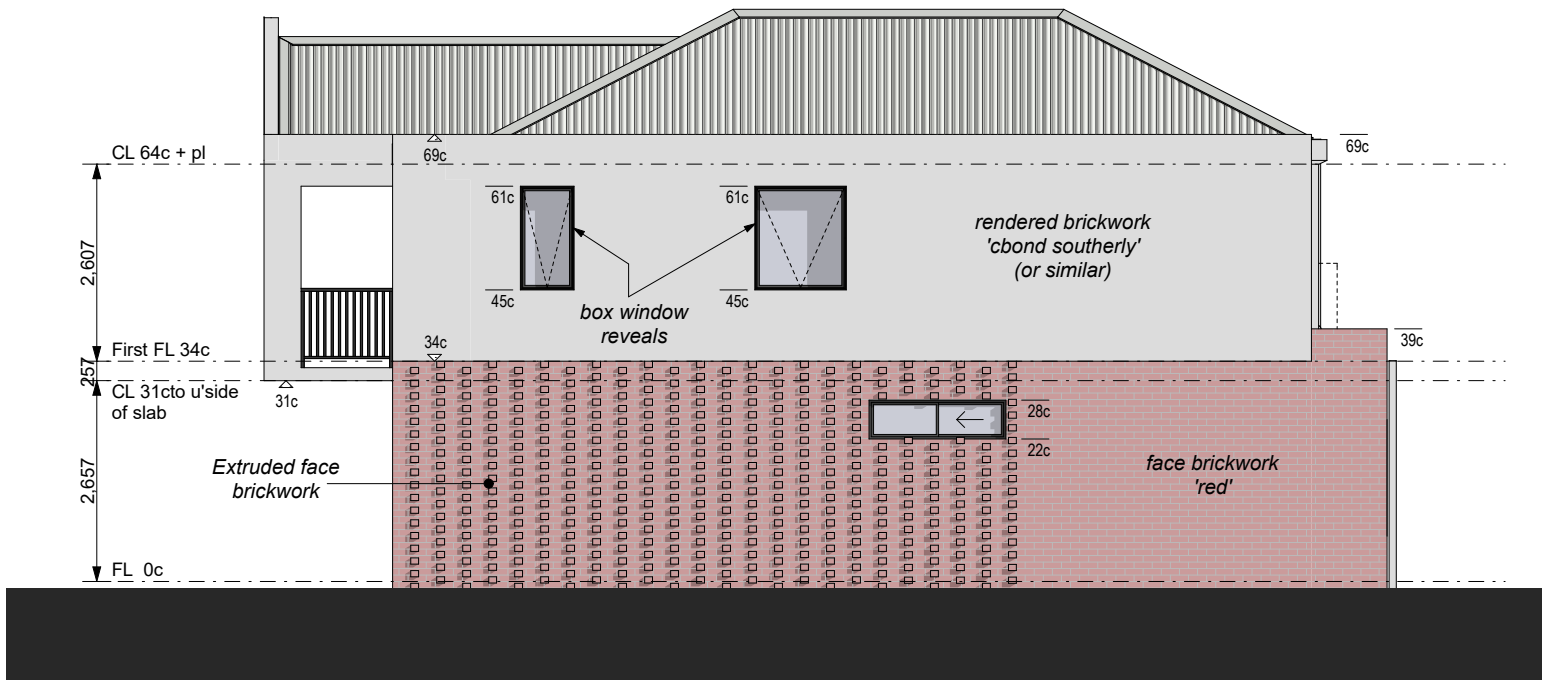
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'



Unit 1 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

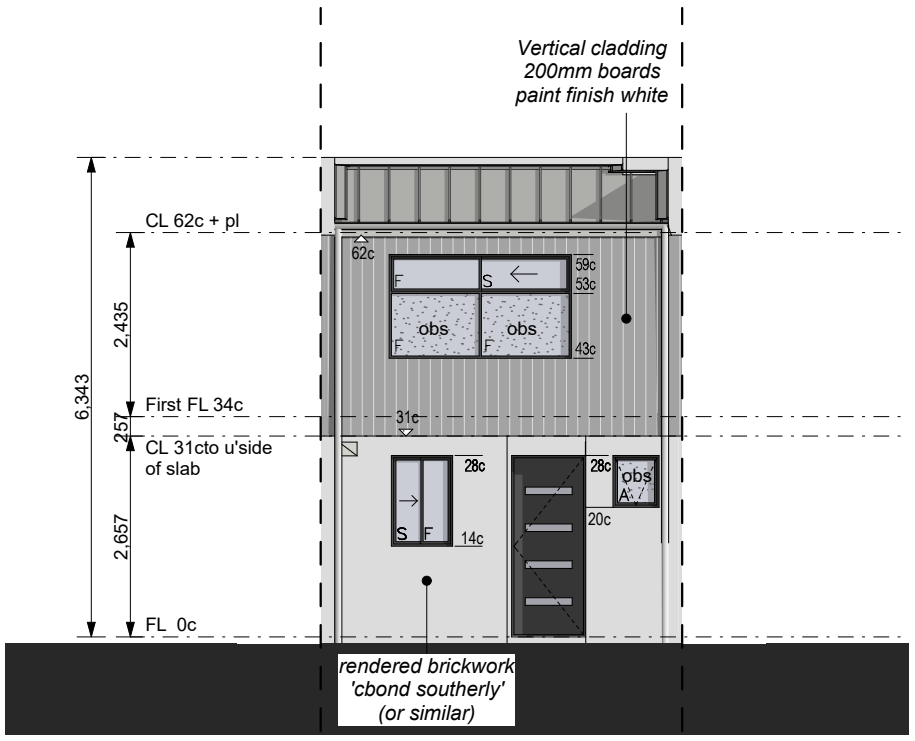
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

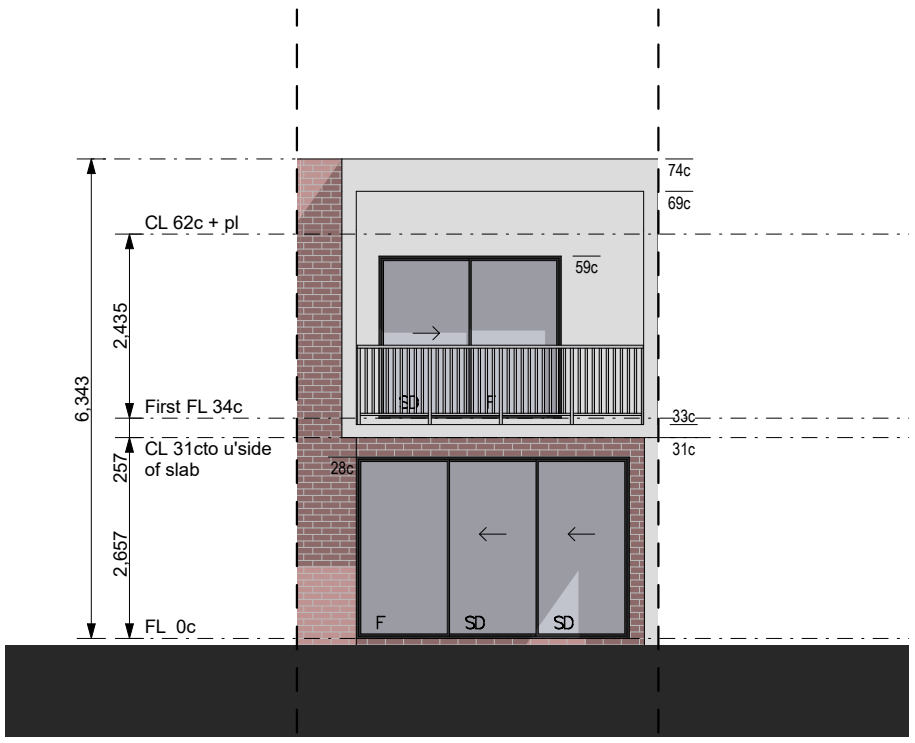
BUILDER

UNIT TYPE 'C'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

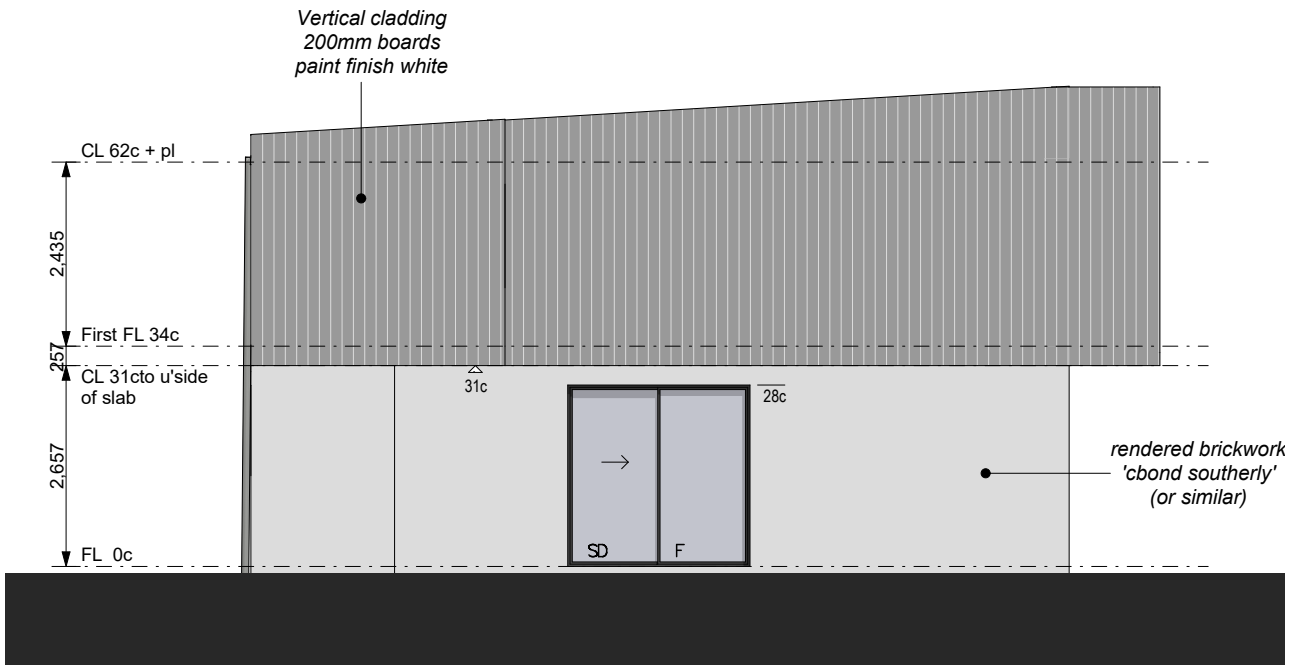
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'C'



Unit 22 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

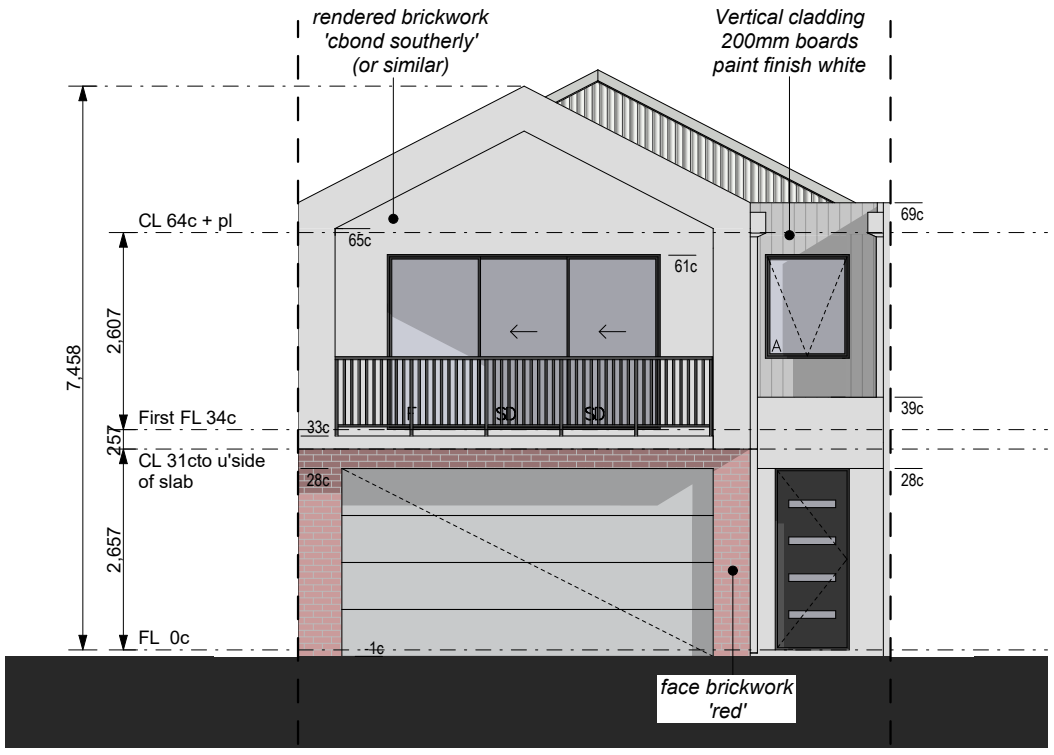
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

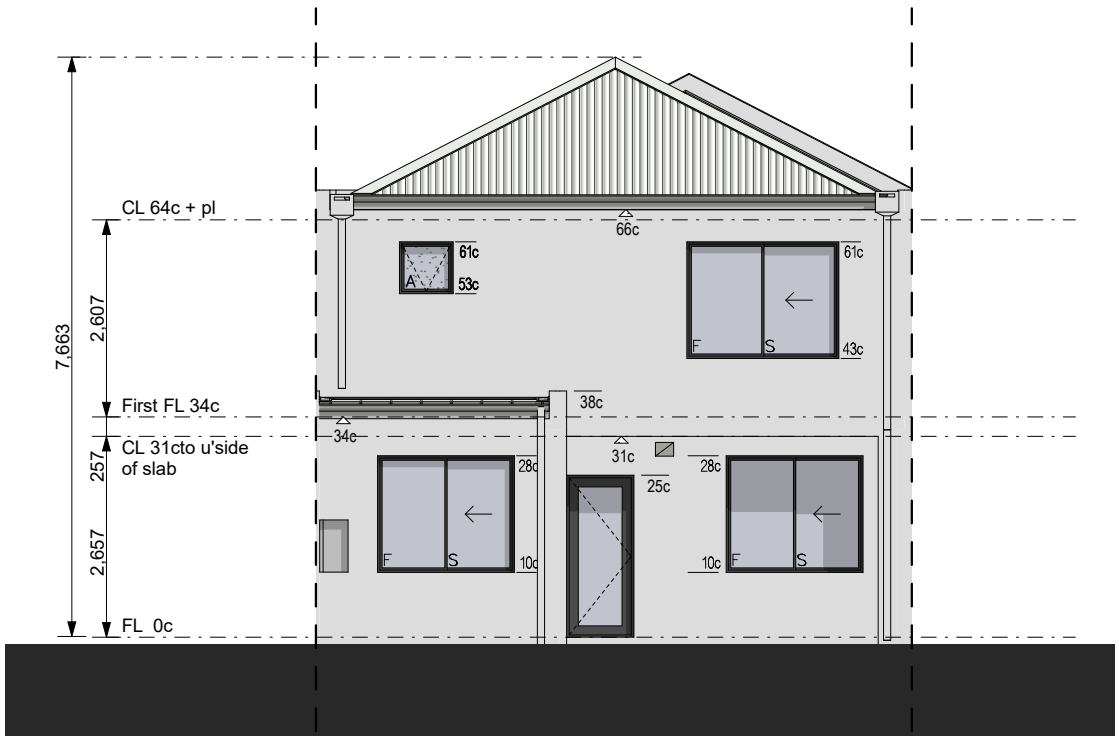
BUILDER

UNIT TYPE 'D'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

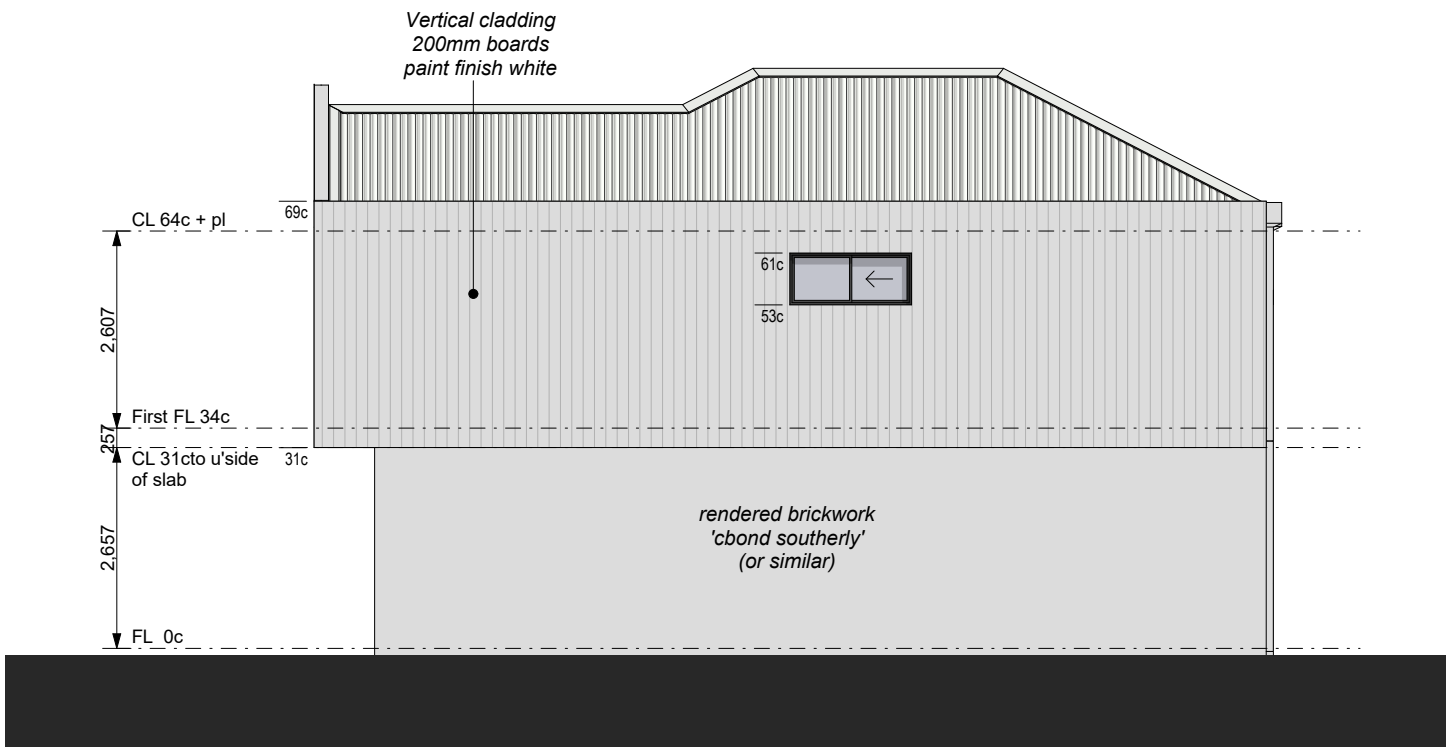
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'D'



Unit 11 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

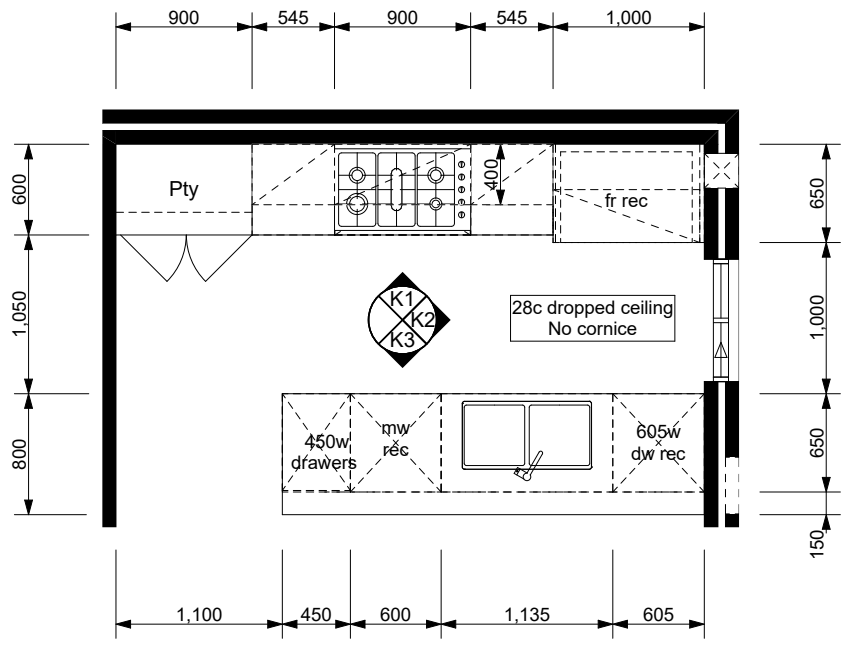
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

CLIENT

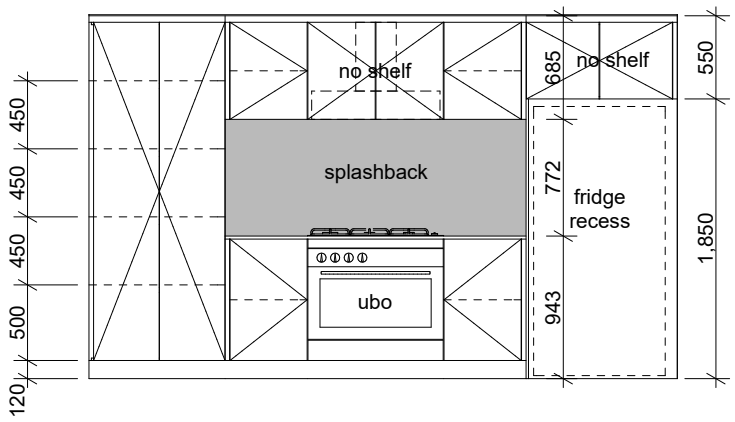
BUILDER

UNIT TYPE 'A'



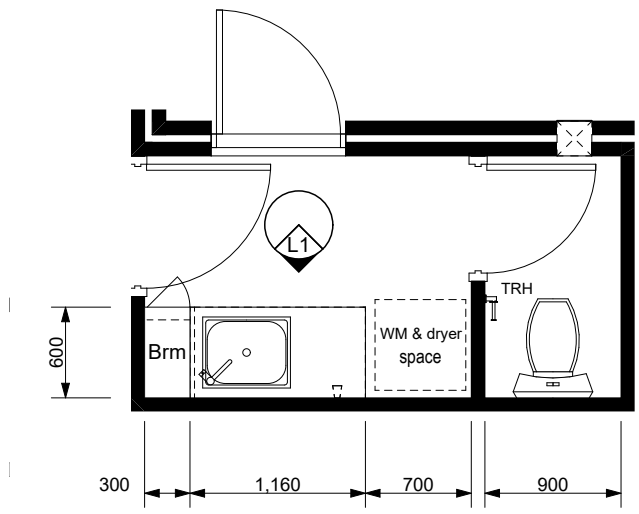
Kitchen Layout

SCALE: 1:50



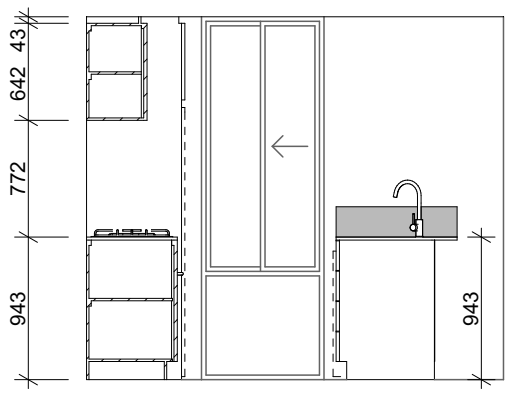
Kitchen 1

SCALE: 1:50



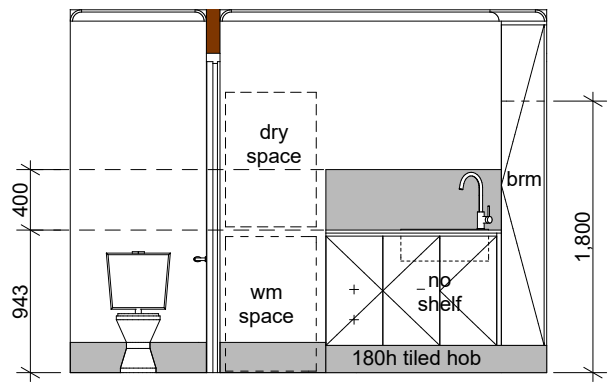
L'dry & P'dr Layout

SCALE: 1:50



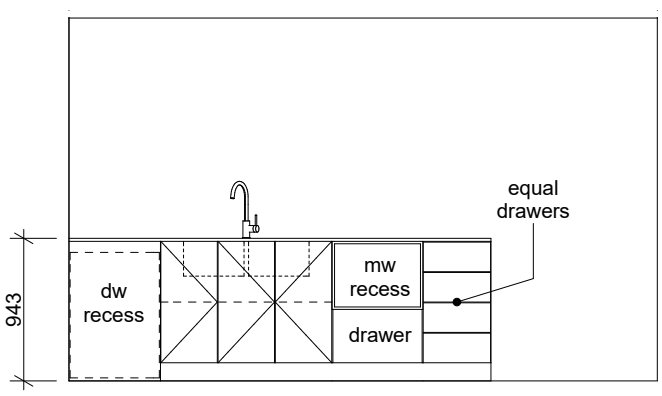
Kitchen 2

SCALE: 1:50



Laundry 1

SCALE: 1:50



Kitchen 3

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

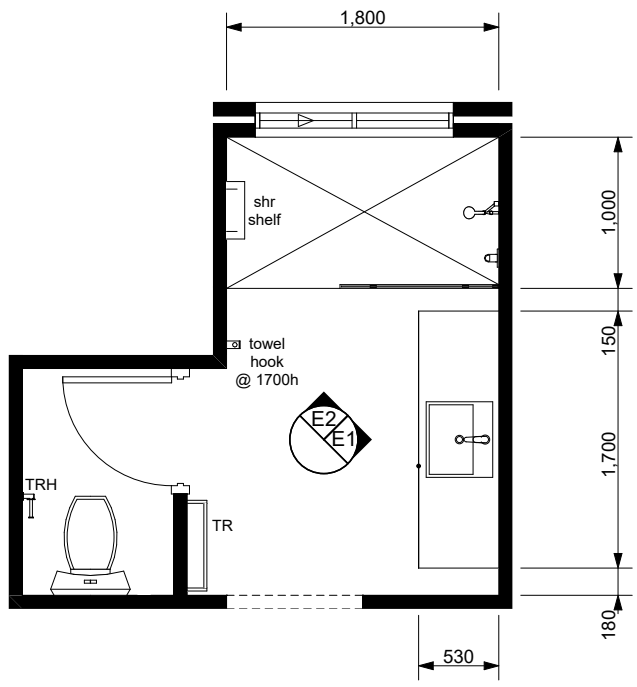
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

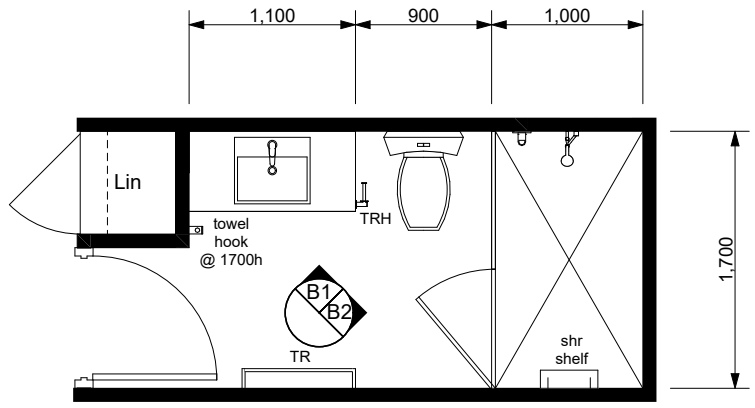
CLIENT

BUILDER

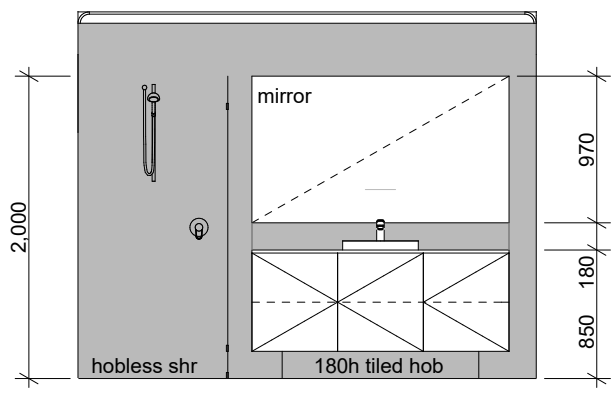
UNIT TYPE 'A'



Ensuite Layout
SCALE: 1:50



Bathroom Layout
SCALE: 1:50



Ensuite 1
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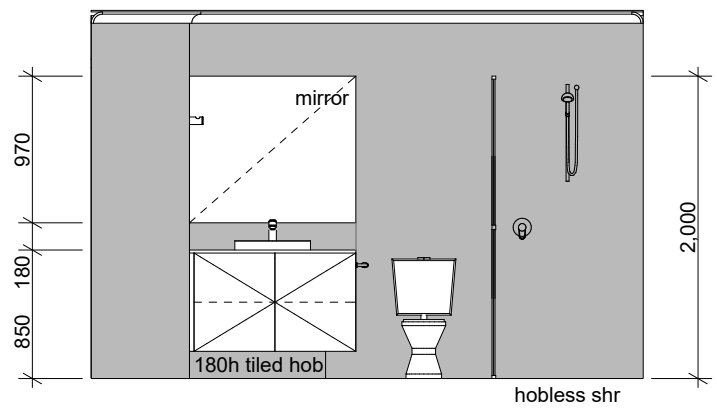
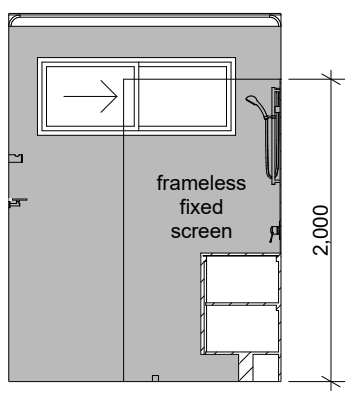
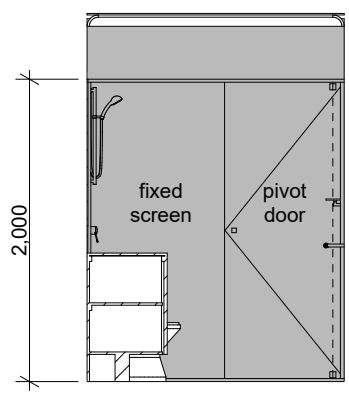


Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

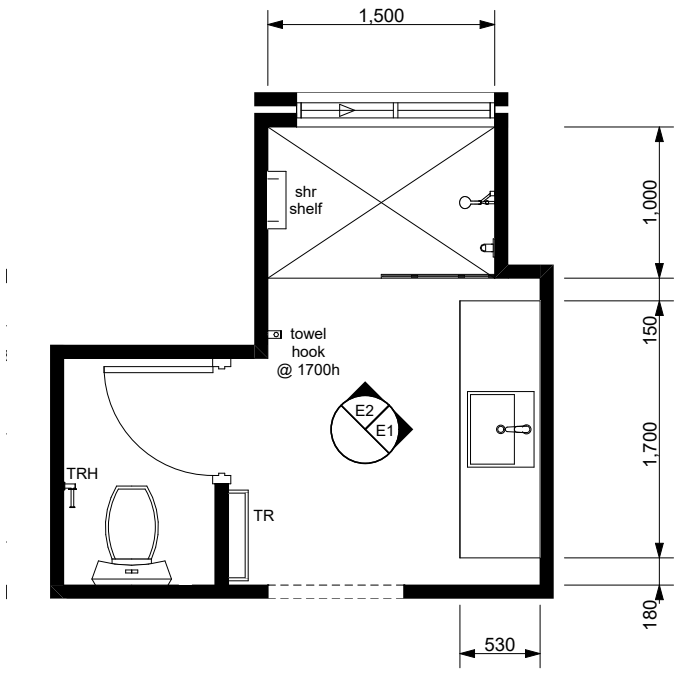
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

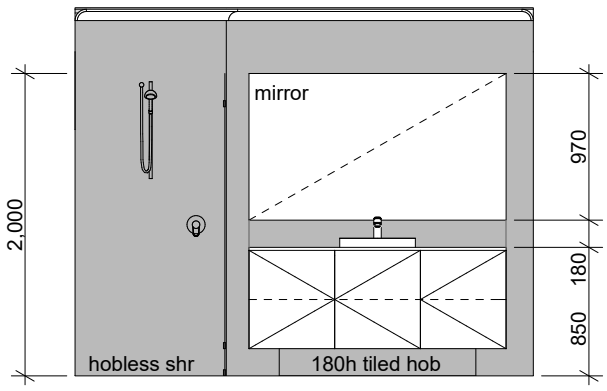
CLIENT

BUILDER

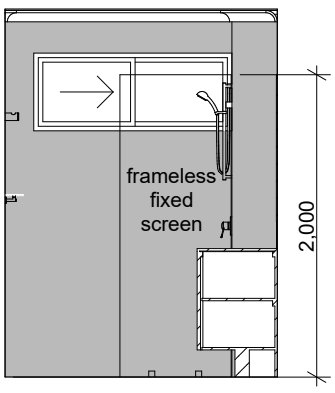
UNIT (2, 5, 9, 10, 13 & 15) TYPE 'A'



Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

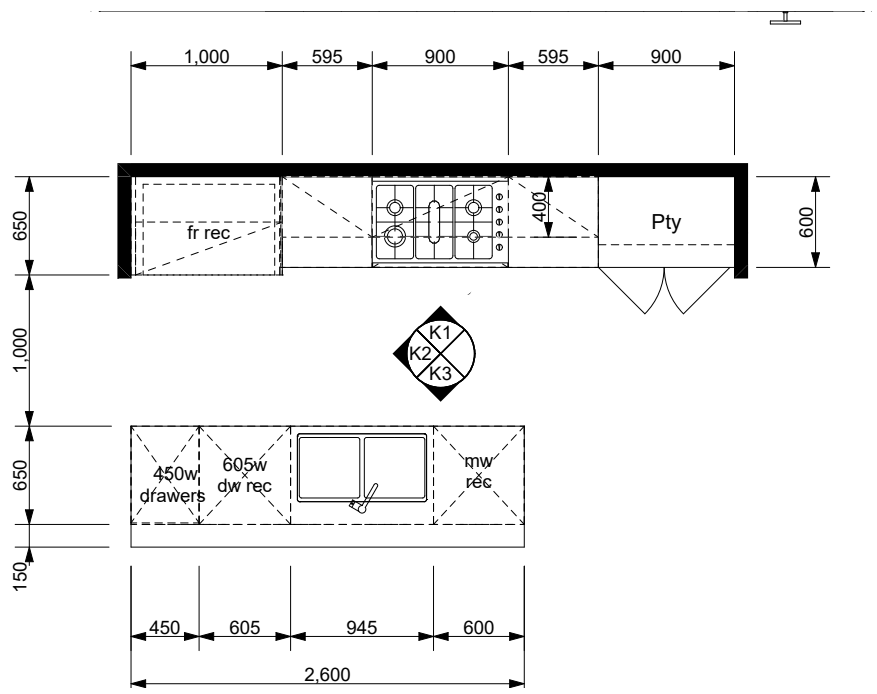
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

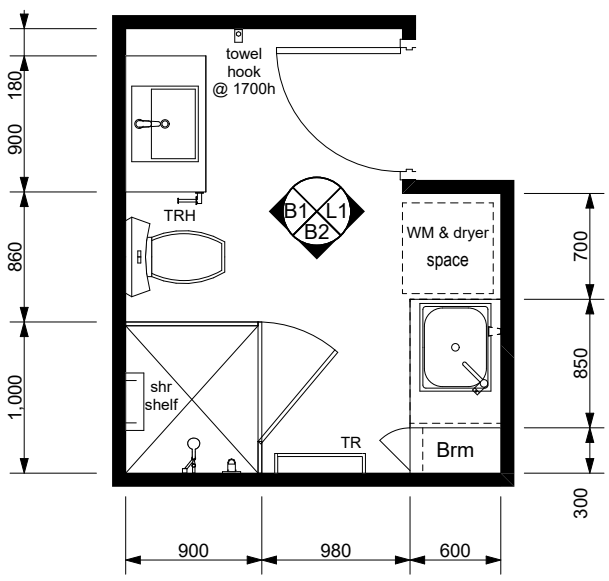
CLIENT

BUILDER

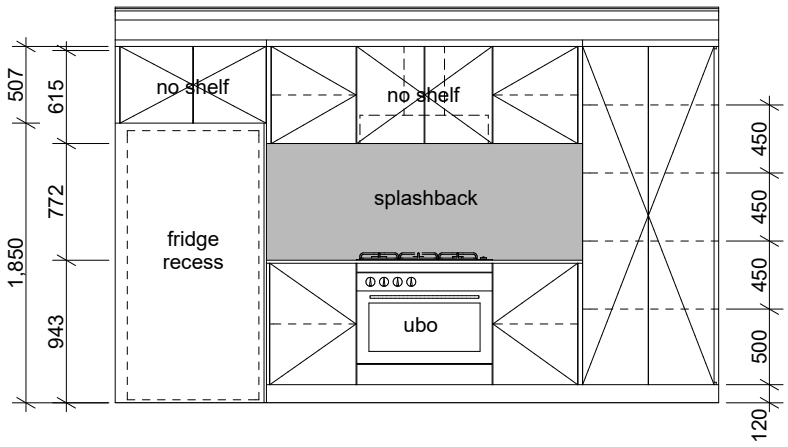
UNIT TYPE 'B'



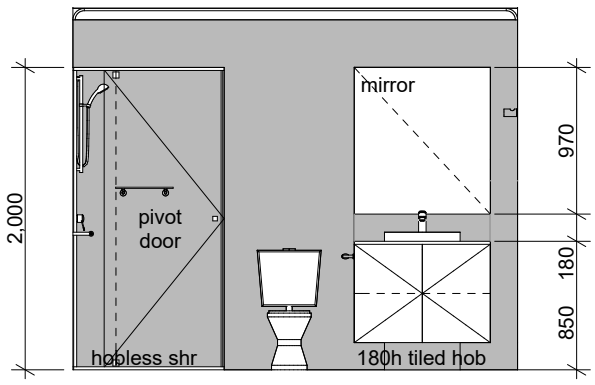
Kitchen Layout
SCALE: 1:50



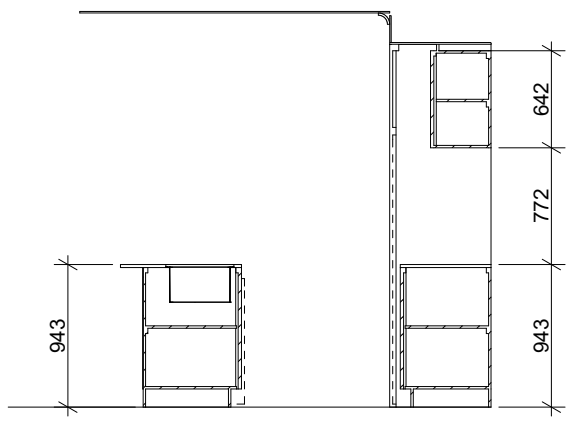
Bath & L'dry Layout
SCALE: 1:50



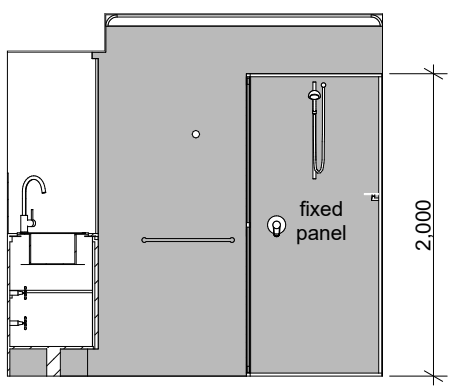
Kitchen 1
SCALE: 1:50



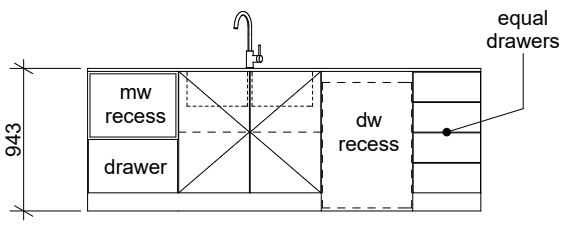
Bathroom 1
SCALE: 1:50



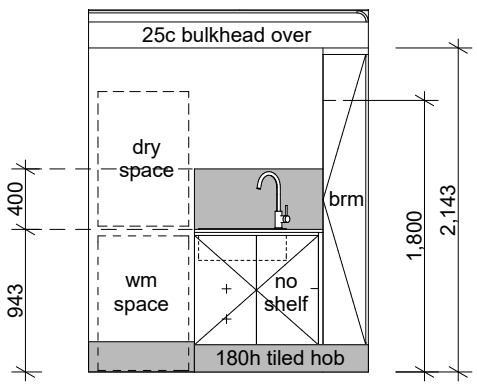
Kitchen 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50



Laundry 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

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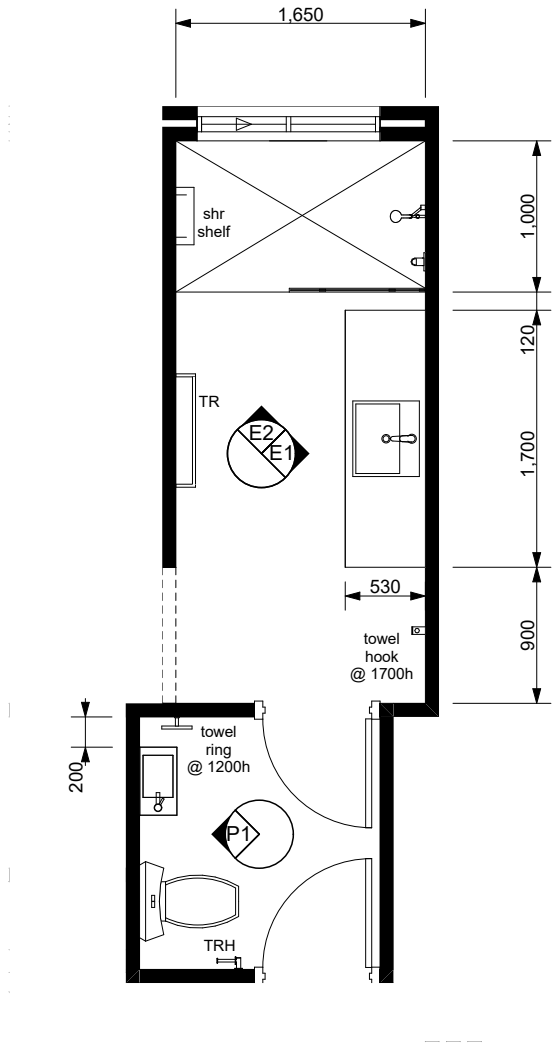
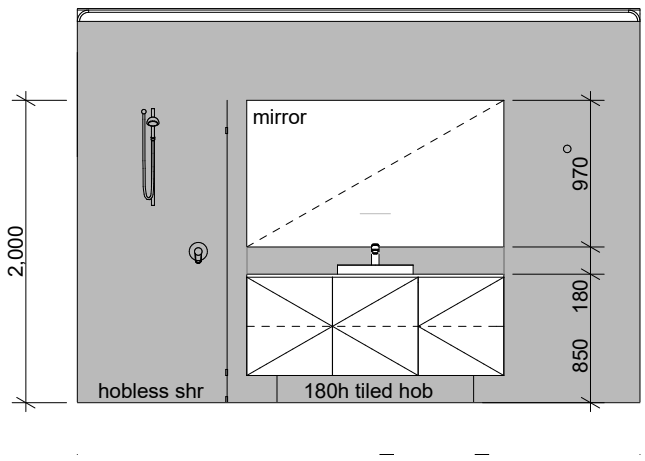
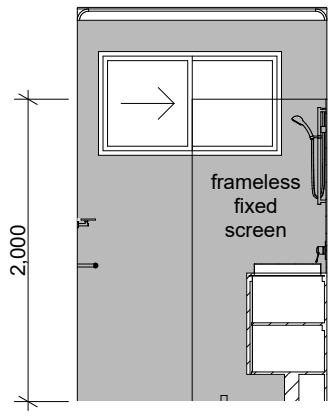
UNIT TYPE 'B'



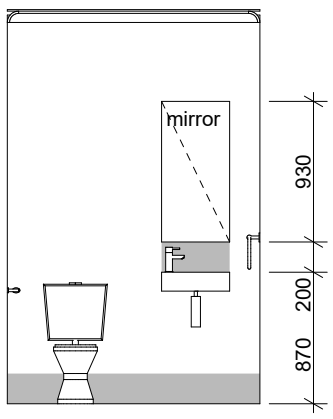
Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Powder 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

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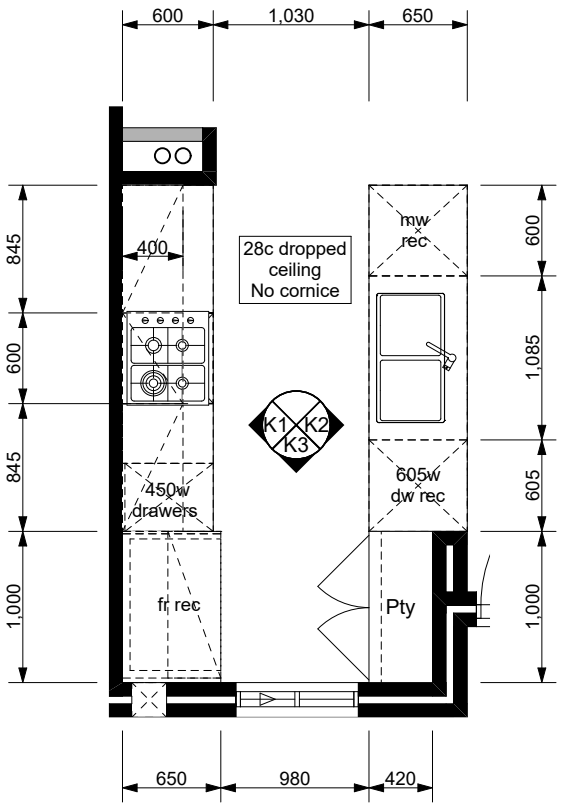
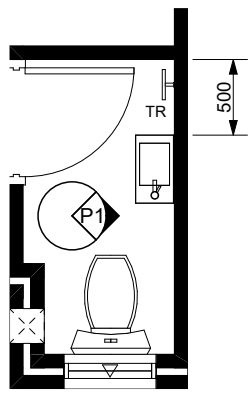
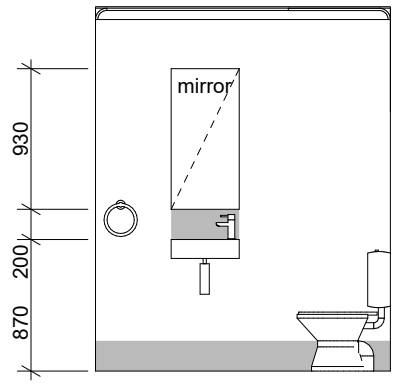
UNIT TYPE 'C'



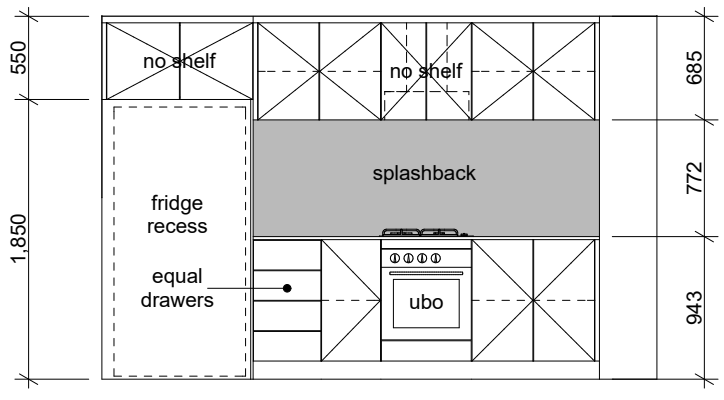
Kitchen Layout
SCALE: 1:50



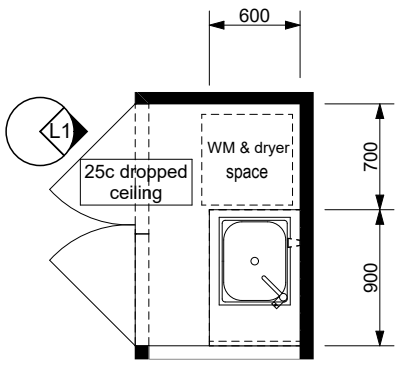
Powder Layout
SCALE: 1:50



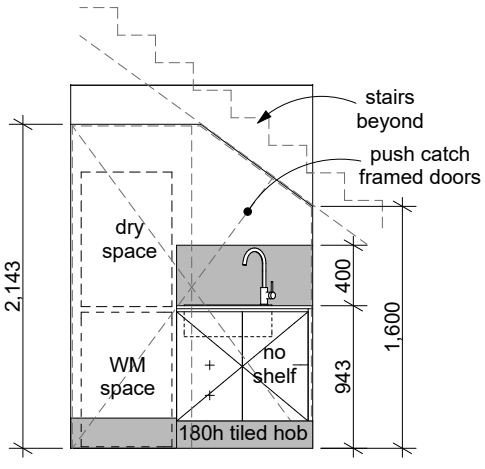
Powder 1
SCALE: 1:50



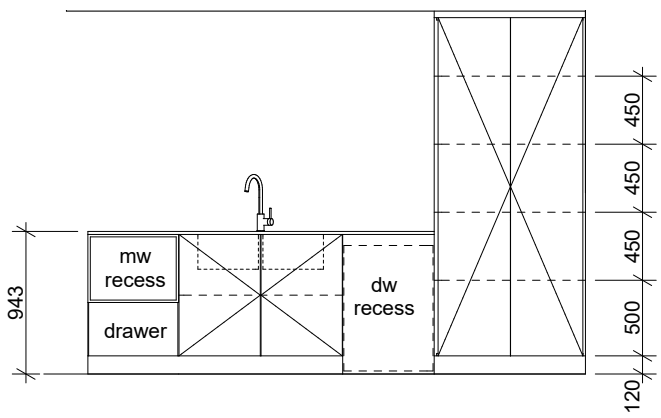
Kitchen 1
SCALE: 1:50



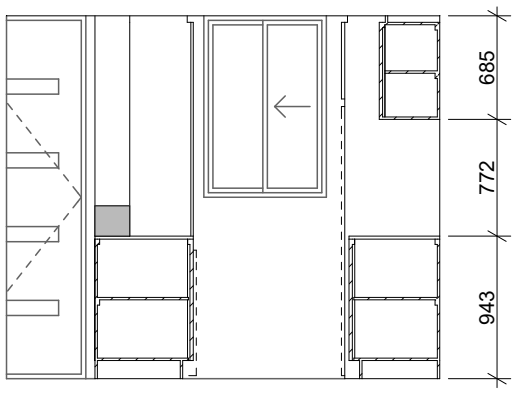
Laundry Layout
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

CLIENT

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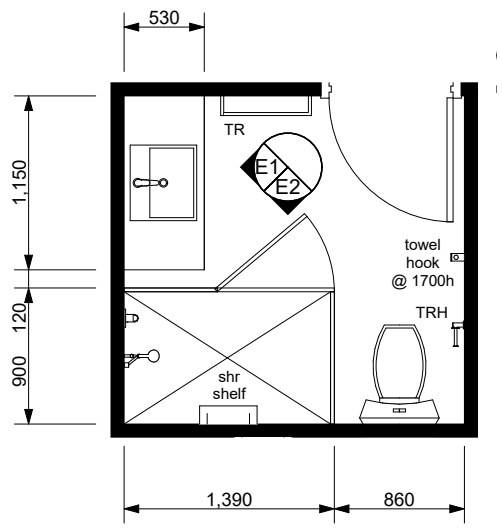
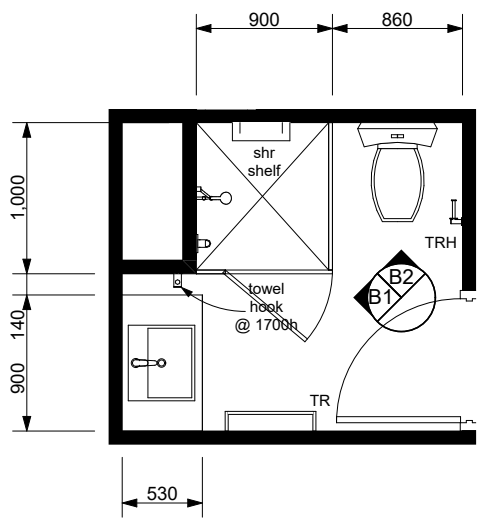
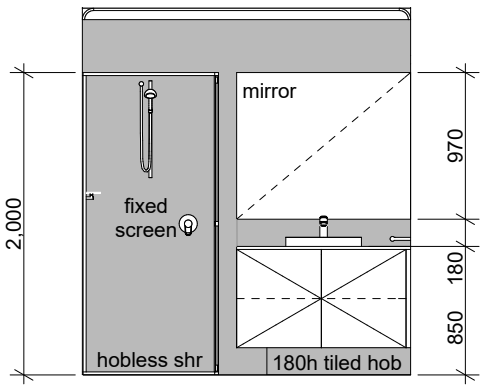
UNIT TYPE 'C'



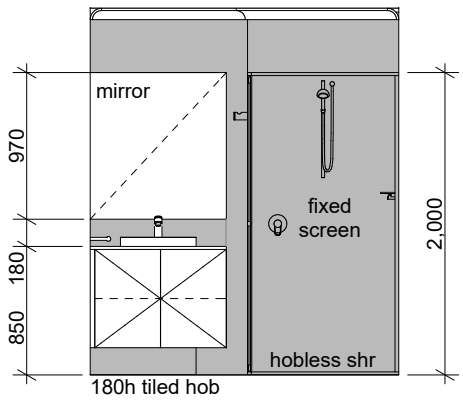
Ensuite Layout
SCALE: 1:50



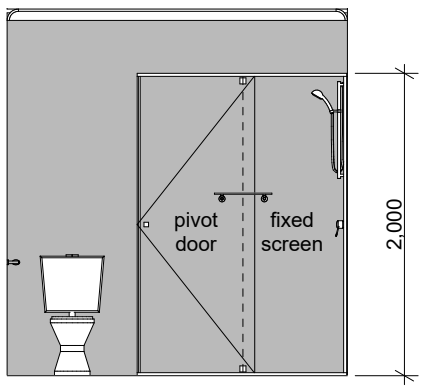
Bathroom Layout
SCALE: 1:50



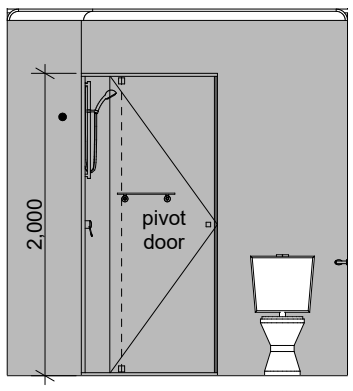
Ensuite 1
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

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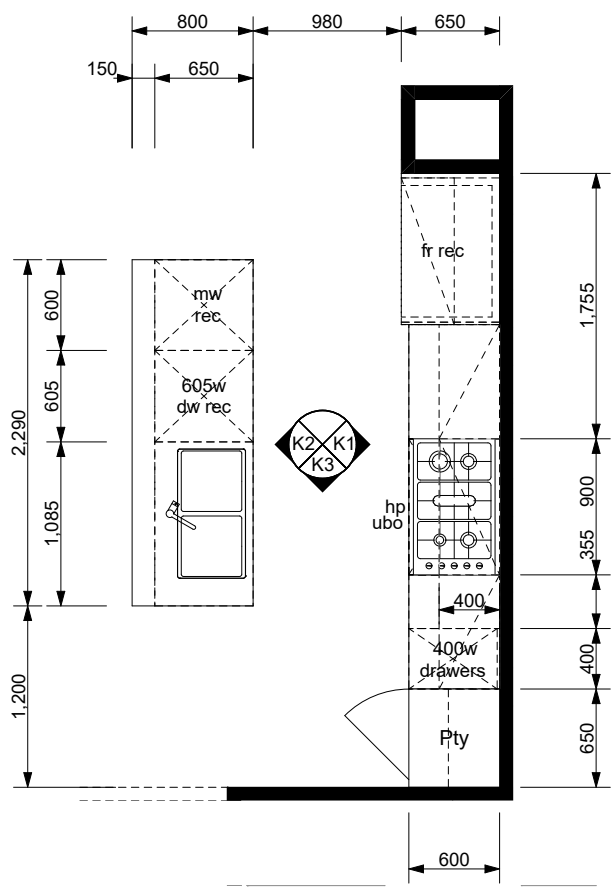
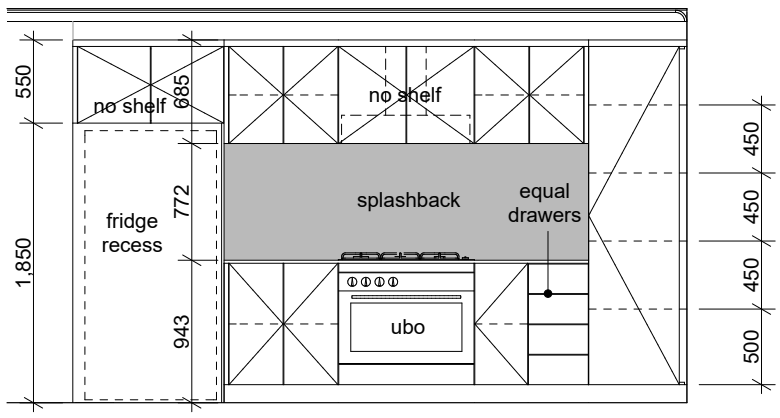
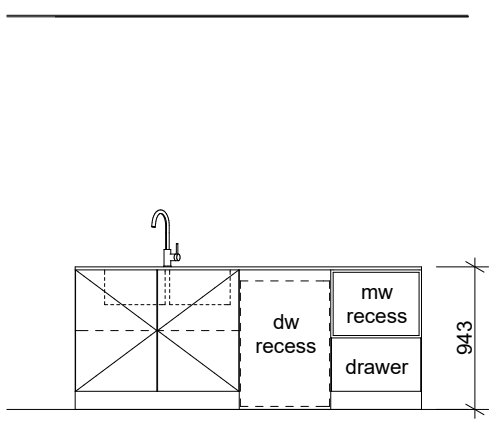
UNIT TYPE 'C*' Unit 17



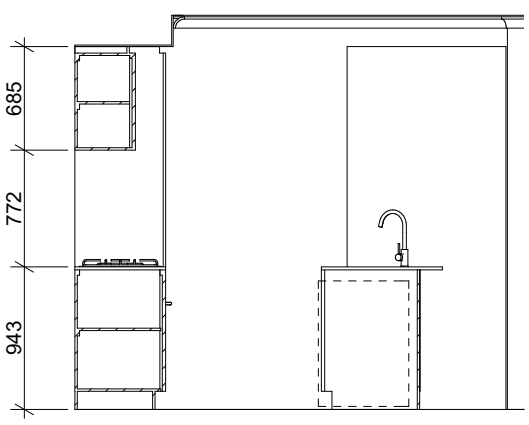
Kitchen Layout
SCALE: 1:50



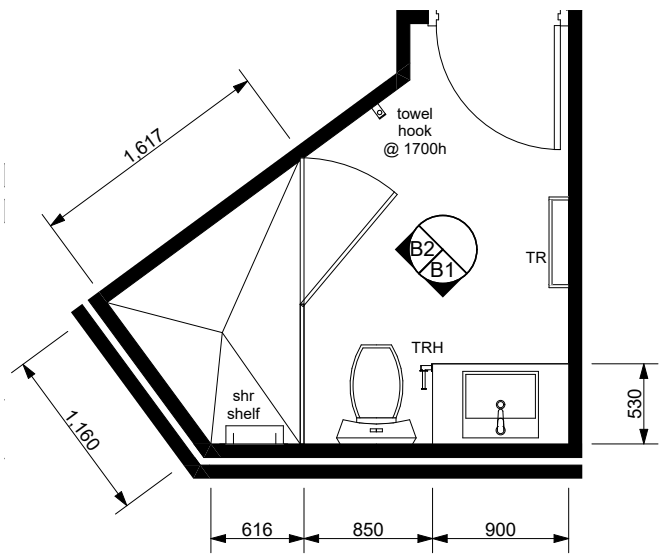
Kitchen 1
SCALE: 1:50



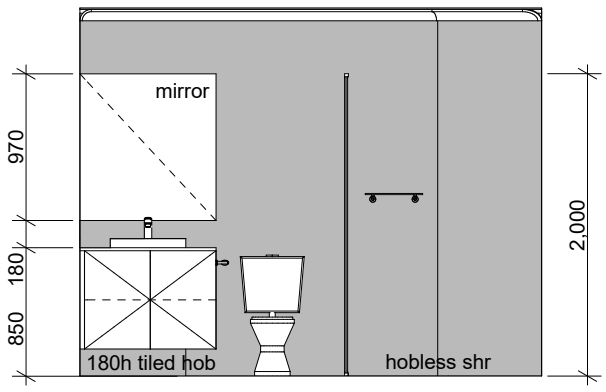
Kitchen 2
SCALE: 1:50



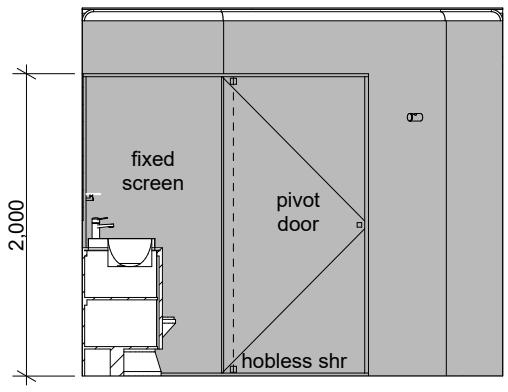
Kitchen 3
SCALE: 1:50



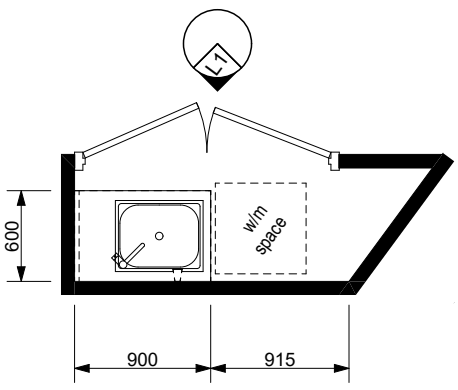
Bathroom Layout
SCALE: 1:50



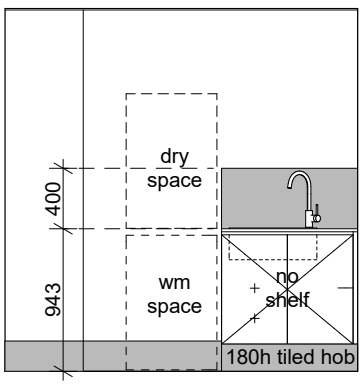
Bath 1
SCALE: 1:50



Bath 2
SCALE: 1:50



Laundry Layout
SCALE: 1:50



Laundry 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

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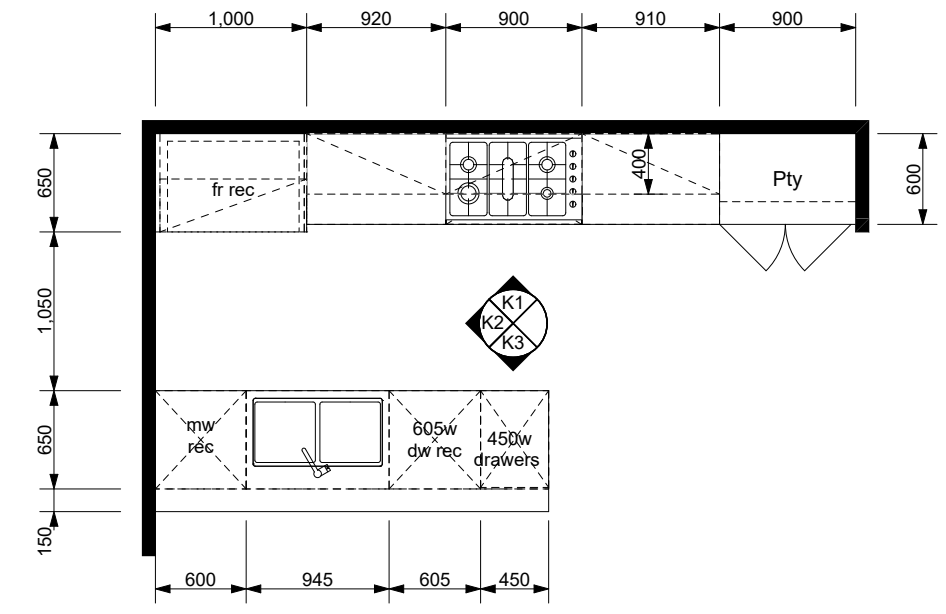
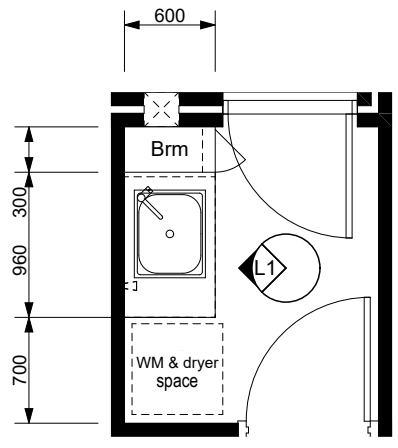
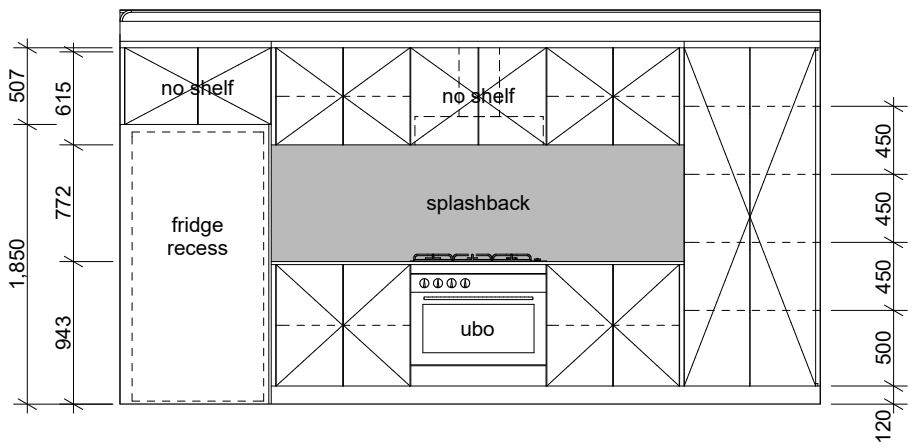
UNIT TYPE 'D'



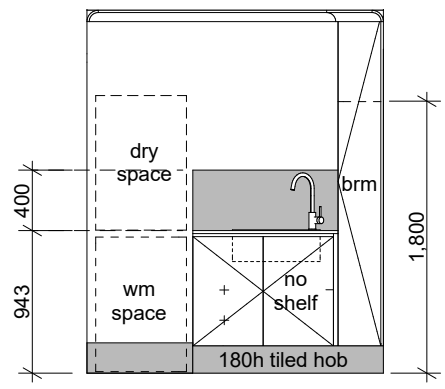
Kitchen Layout
SCALE: 1:50



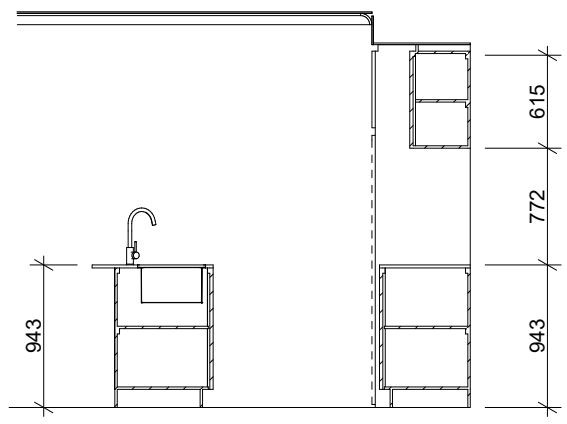
Laundry Layout
SCALE: 1:50



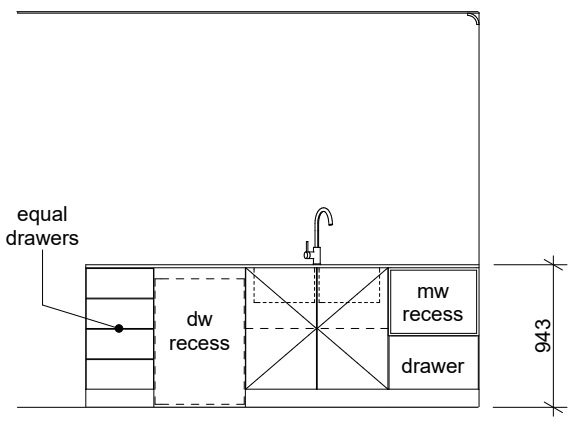
Kitchen 1
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

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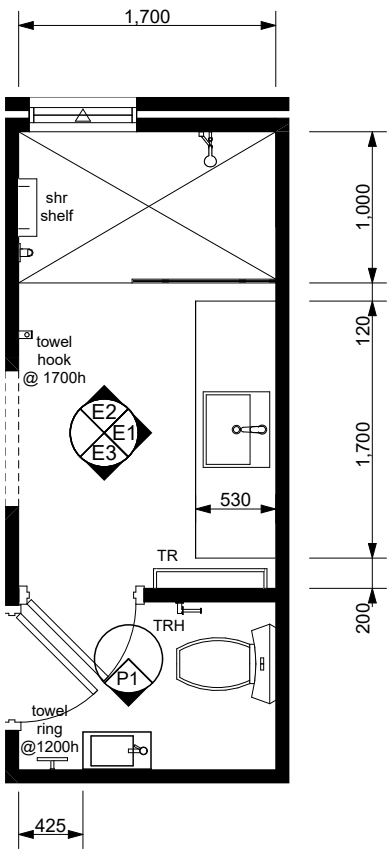
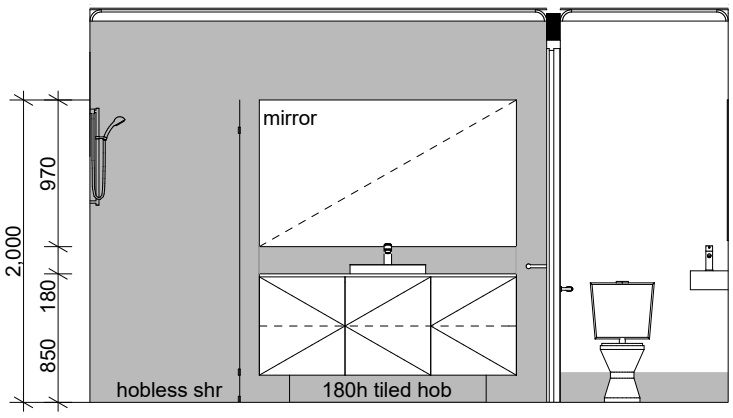
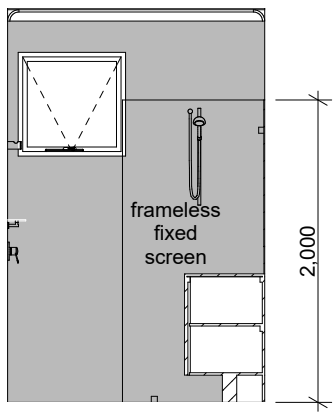
UNIT TYPE 'D'



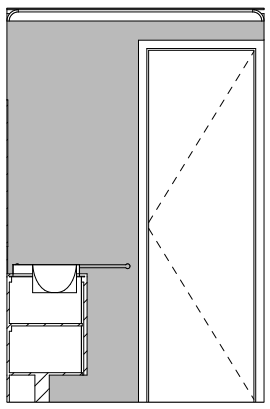
Ensuite Layout
SCALE: 1:50



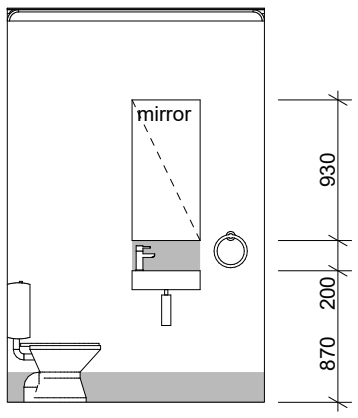
Ensuite 1
SCALE: 1:50



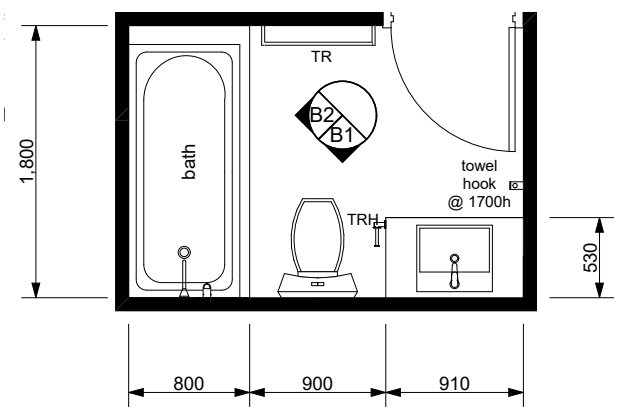
Ensuite 2
SCALE: 1:50



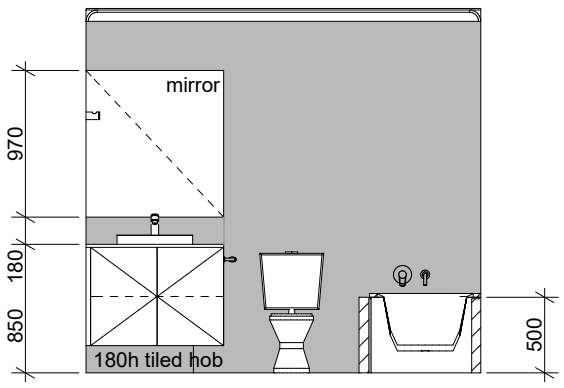
Ensuite 3
SCALE: 1:50



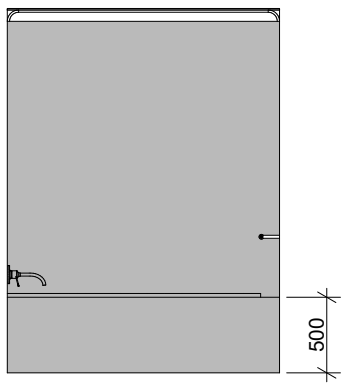
Powder 1
SCALE: 1:50



Bathroom Layout
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24

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BUILDER

City of Stirling
14 May 2024
RECEIVED

From: Reegan Cake
Sent: Tuesday, 14 May 2024 8:14 AM
To: Cameron Howell
Cc: DPD-Public
Subject: RE: POS Email (Our Ref: 1802)
Attachments: 240513 Park Lane DA set FINAL.pdf

Hi Cameron,

Sorry for the delay on these – please see attached final plan set for you to finalise your RAR report.

Kind regards,
Reegan Cake | Planning Coordinator

Dynamic Planning and Developments | Suite 15/29 Collier Road MORLEY WA 6062
PO Box 688 INGLEWOOD WA 6932 | **W:** www.dynamicplanning.net.au
P: (08) 9275 4433 | **M:** | **E:**
TOWN PLANNING AND PROJECT COORDINATION | CONCEPT THROUGH TO DELIVERY

This email is intended for only the recipient it was sent to. To read our full disclaimer, please click here.

Master Plan GF

SCALE: 1:250

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

Master Plan UF

SCALE: 1:250

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

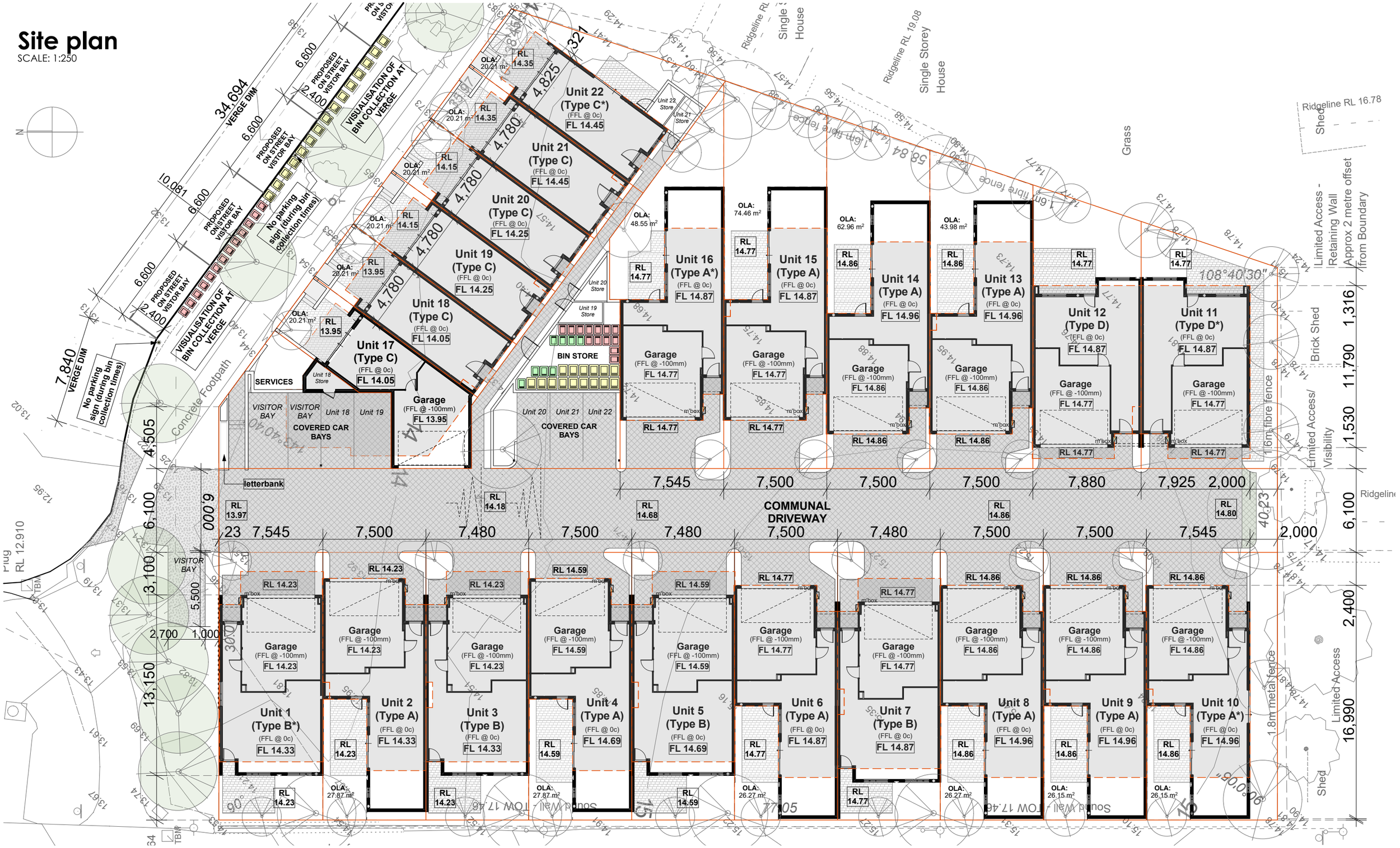
CLIENT

CLIENT

BUILDER

Site plan

SCALE: 1:250



Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS	
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

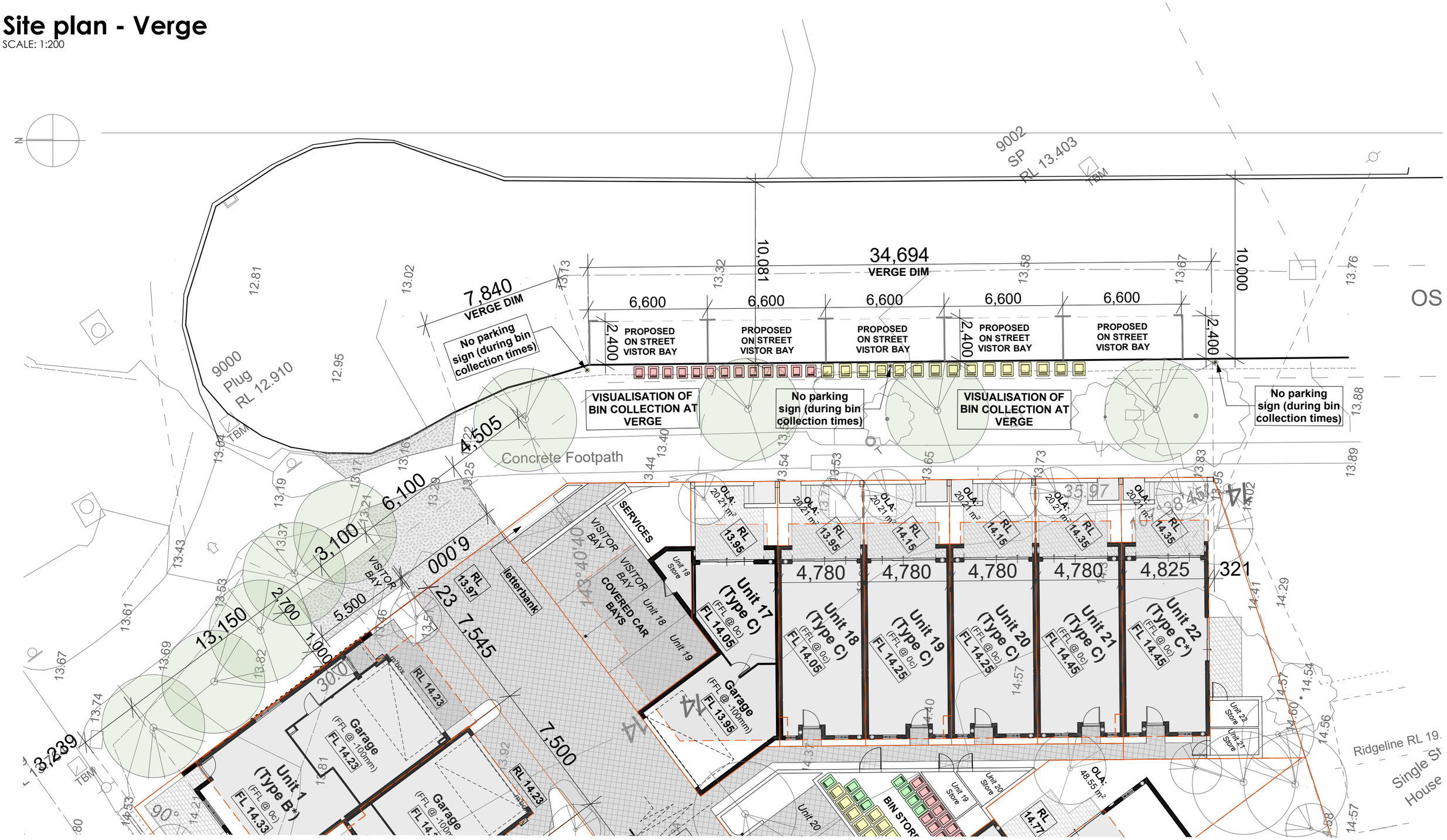
CLIENT

CLIENT

BUILDER

Site plan - Verge

SCALE: 1:200



Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

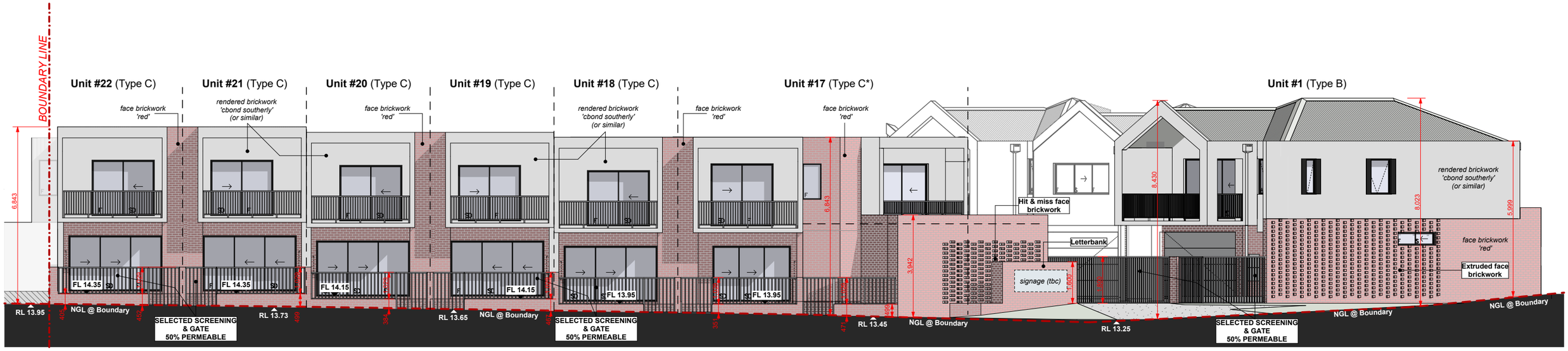
CLIENT

CLIENT

BUILDER

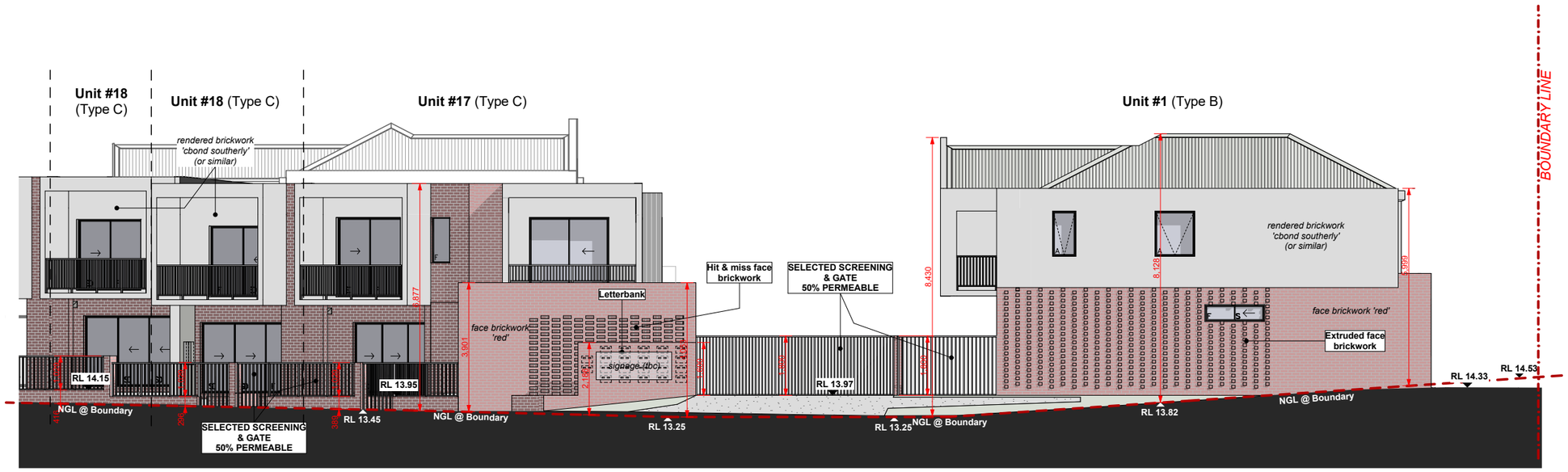
Master Elevations

SCALE: 1:150



C1 Primary Street Elevation

SCALE: 1:150



C8 Primary Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

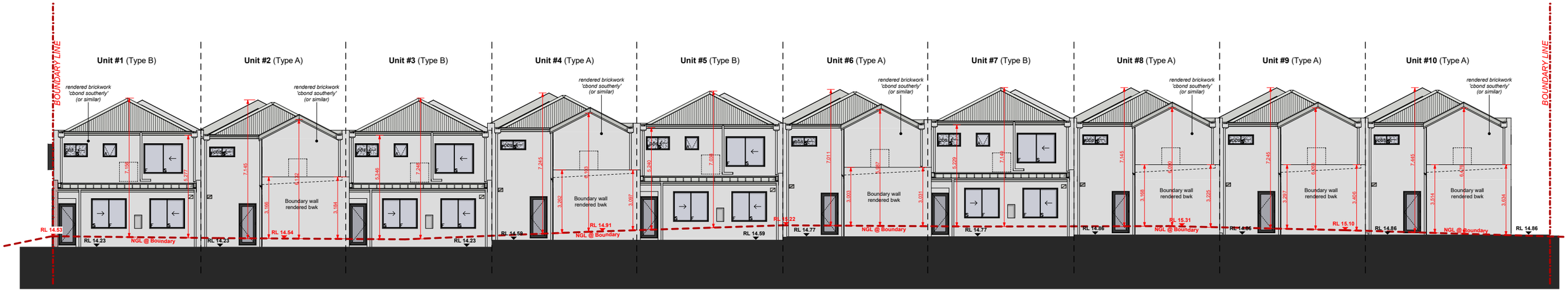
CLIENT

CLIENT

BUILDER

Master Elevations

SCALE: 1:200



West Elevation Overall (Units 1-10)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

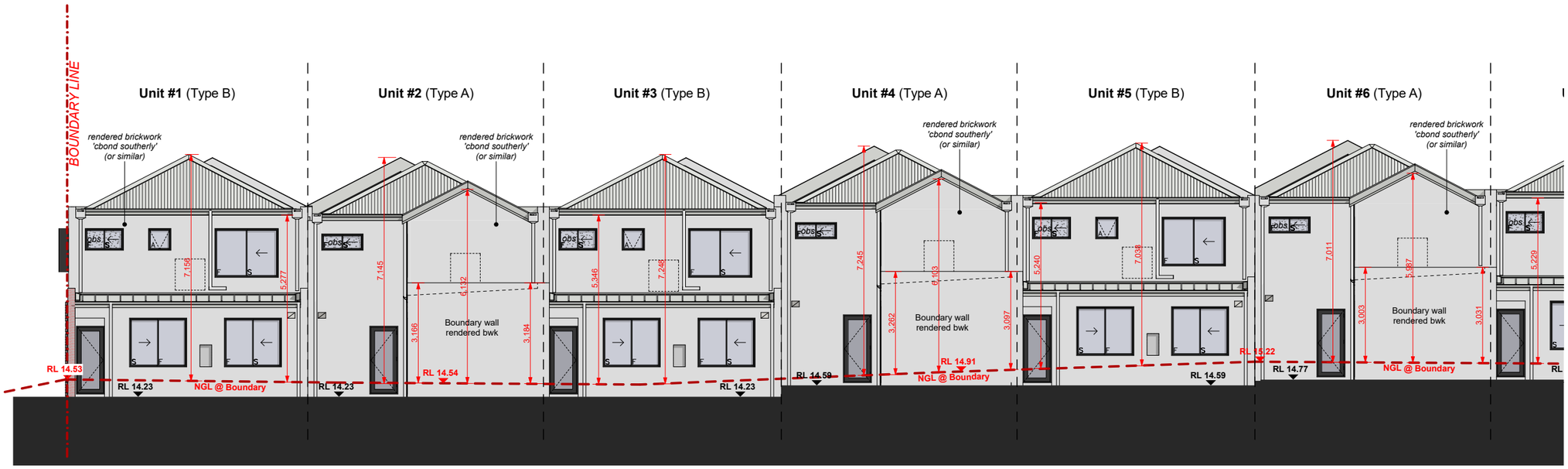
CLIENT

CLIENT

BUILDER

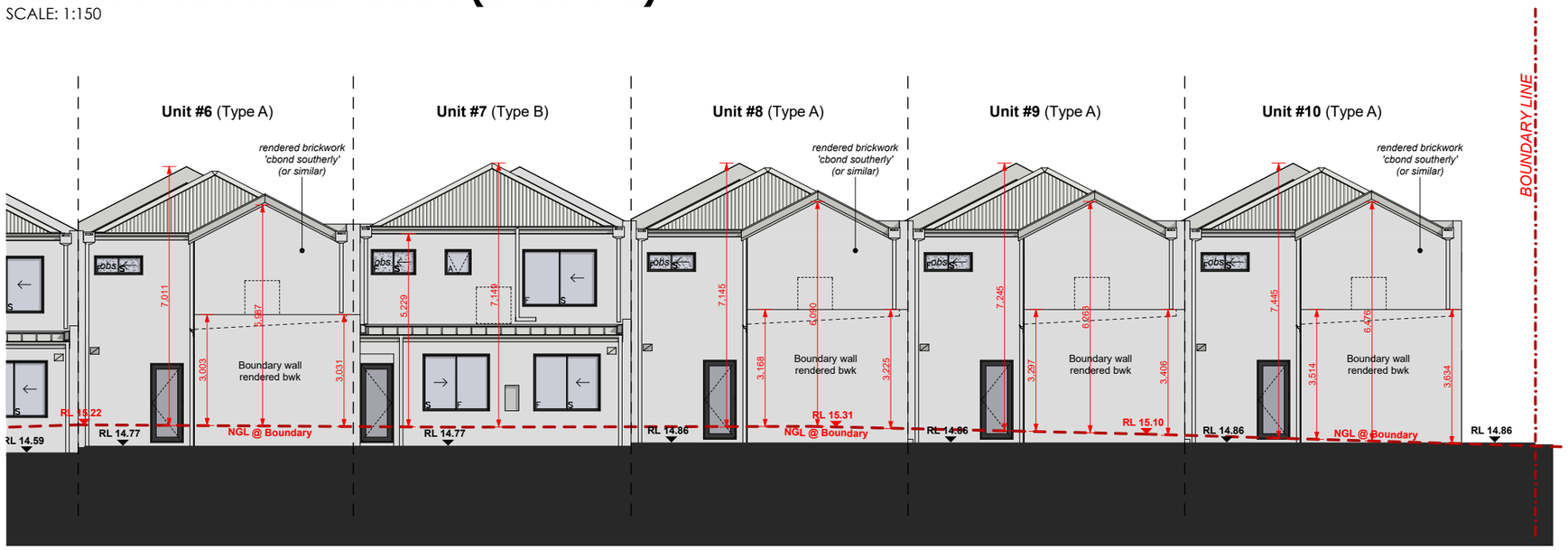
Master Elevations

SCALE: 1:150



C2 West Street Elevation (Units 1-6)

SCALE: 1:150



C2 West Street Elevation (Units 6-10)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS	
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

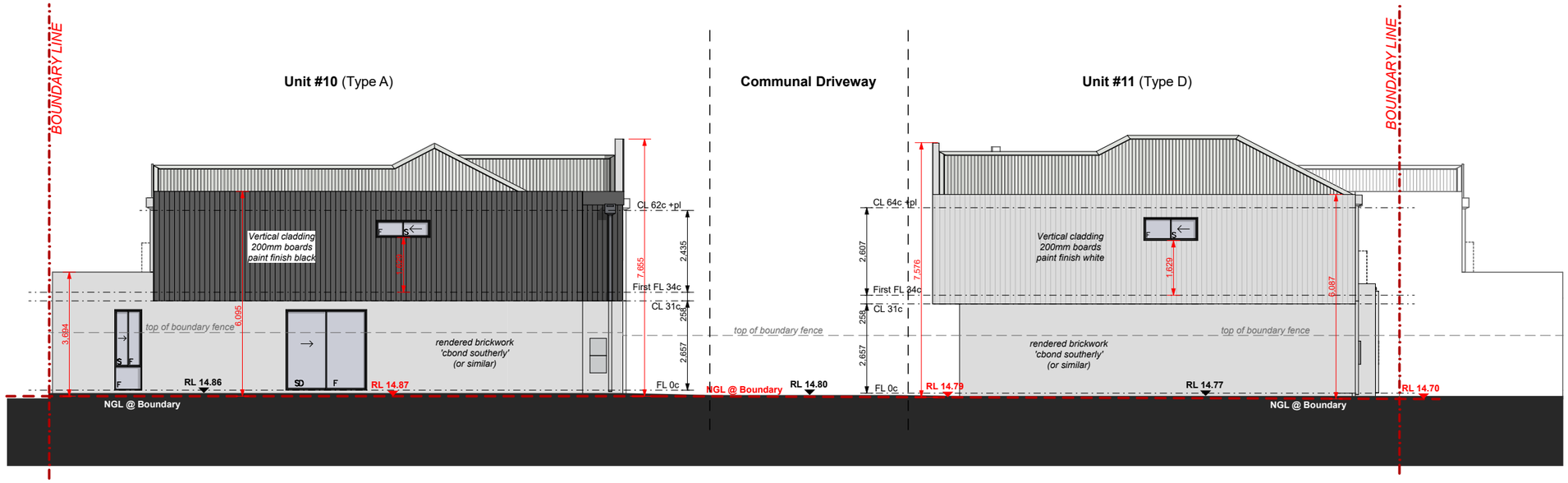
CLIENT

CLIENT

BUILDER

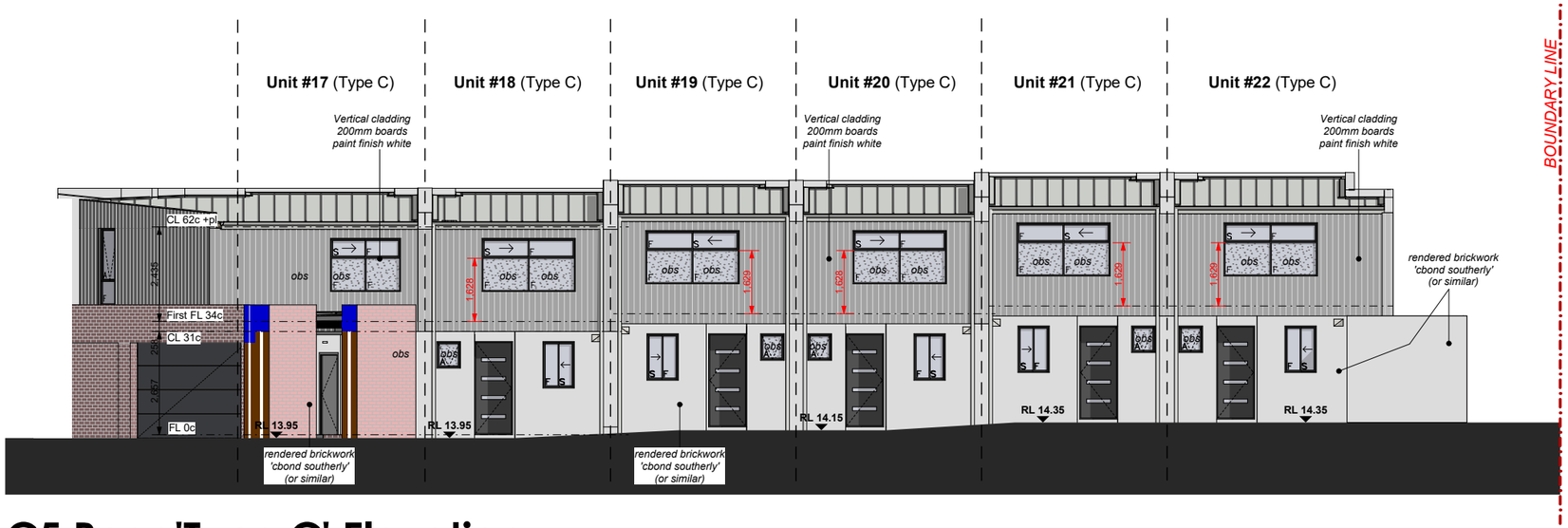
Master Elevations

SCALE: 1:150



C3 South Street Elevation

SCALE: 1:150



C5 Rear 'Type C' Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

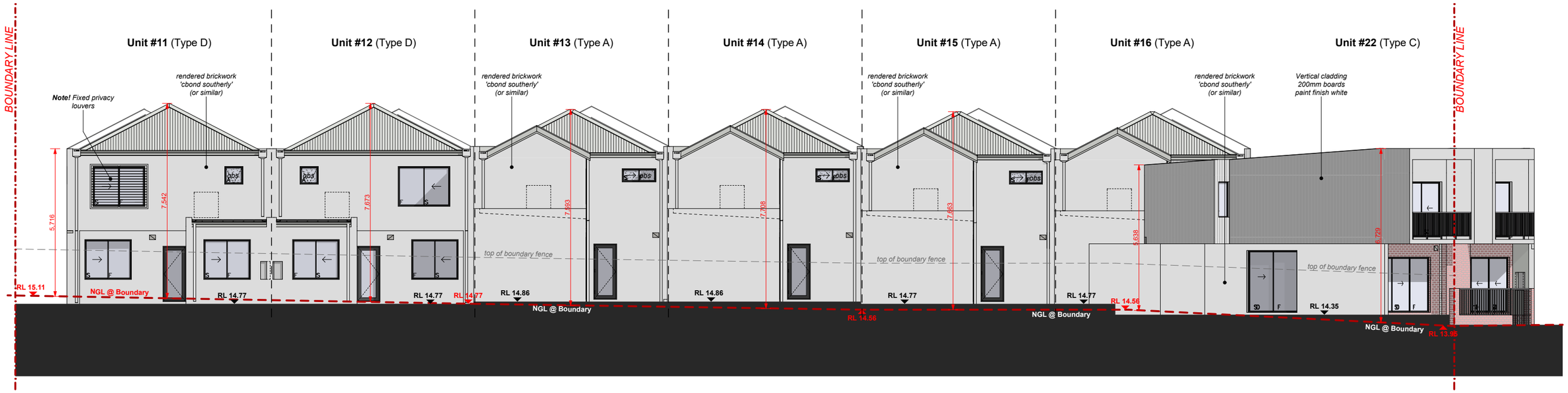
CLIENT

CLIENT

BUILDER

Master Elevations

SCALE: 1:150



C4 East Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

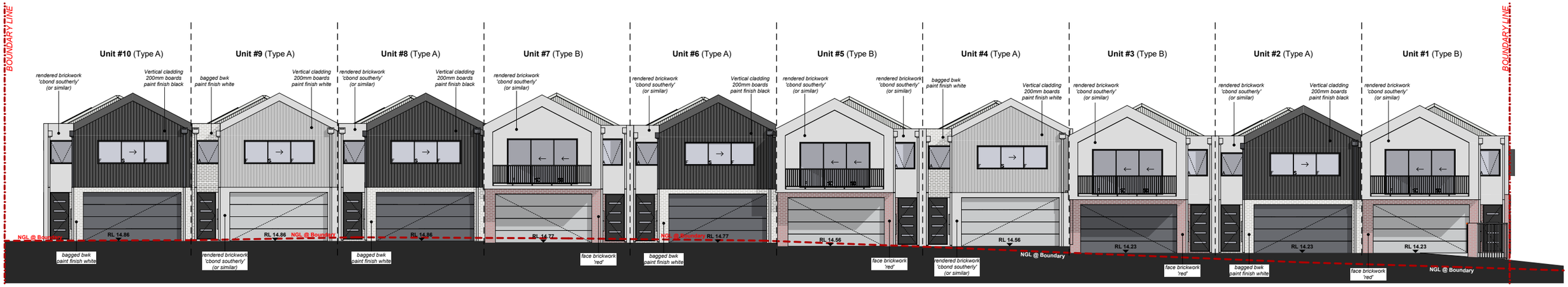
CLIENT

CLIENT

BUILDER

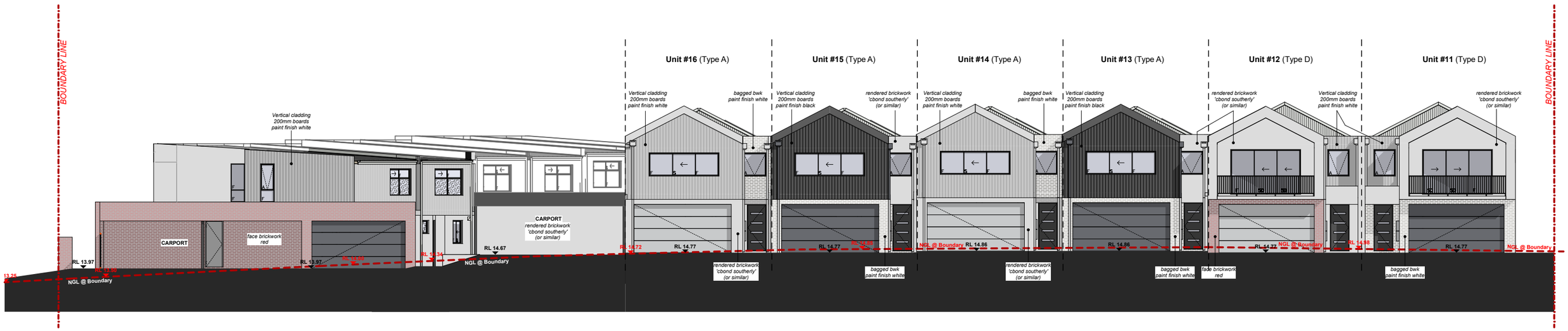
Master Elevations

SCALE: 1:200



Communal Drive Overall (Units 1-10)

SCALE: 1:200



Communal Drive Overall (Units 11-16)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

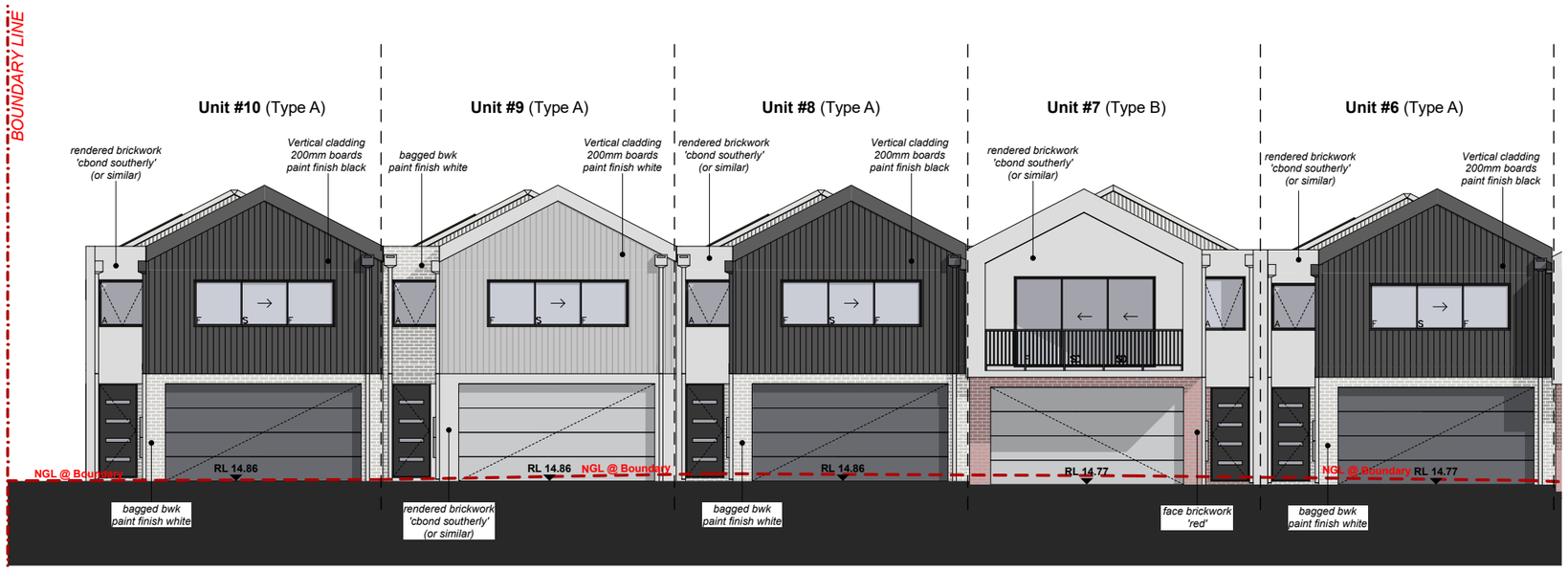
CLIENT

CLIENT

BUILDER

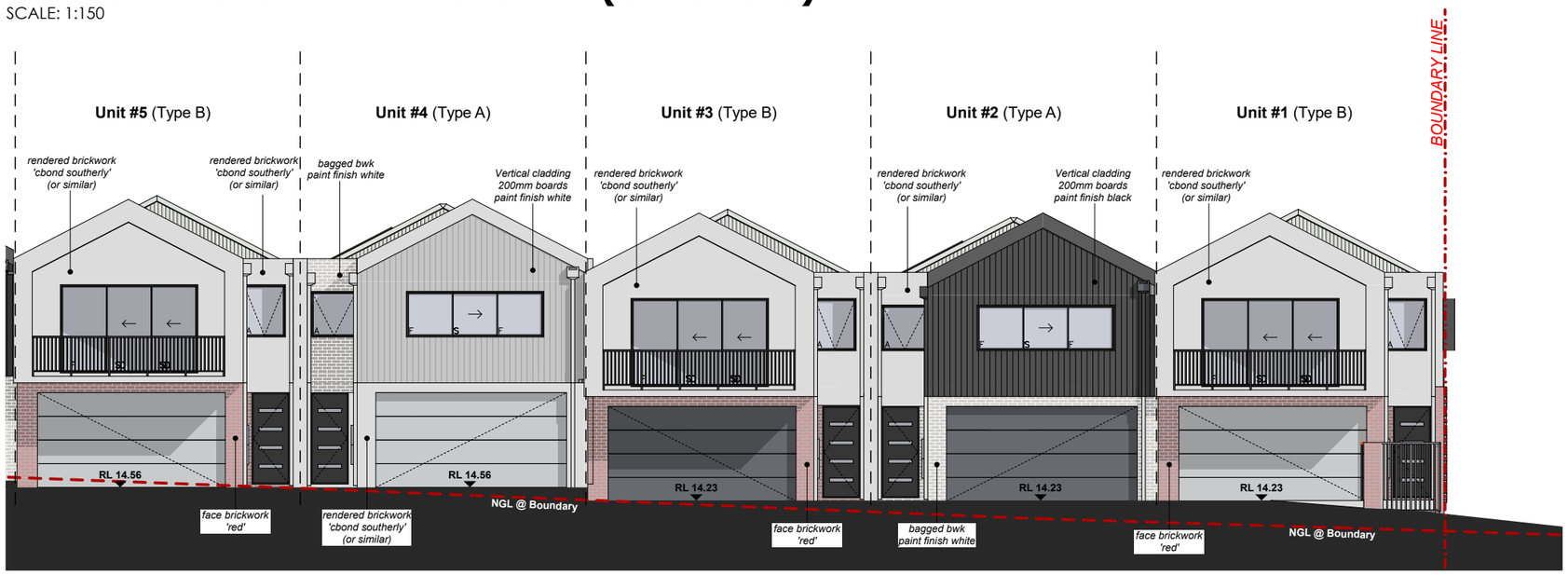
Master Elevations

SCALE: 1:150



C6 Communal Drive Elevation (Units 10-6)

SCALE: 1:150



C6 Communal Drive Elevation (Units 5-1)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

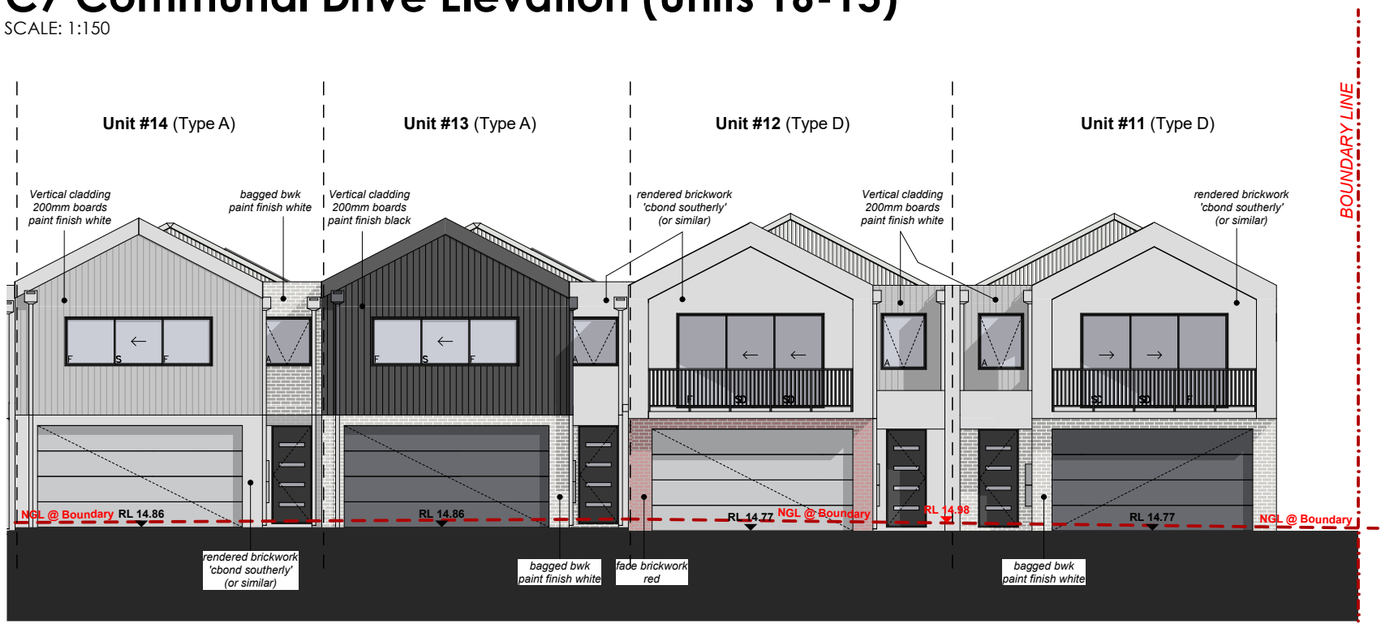
BUILDER

Master Elevations

SCALE: 1:150

C7 Communal Drive Elevation (Units 16-15)

SCALE: 1:150



C7 Communal Drive Elevation (Units 14-11)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

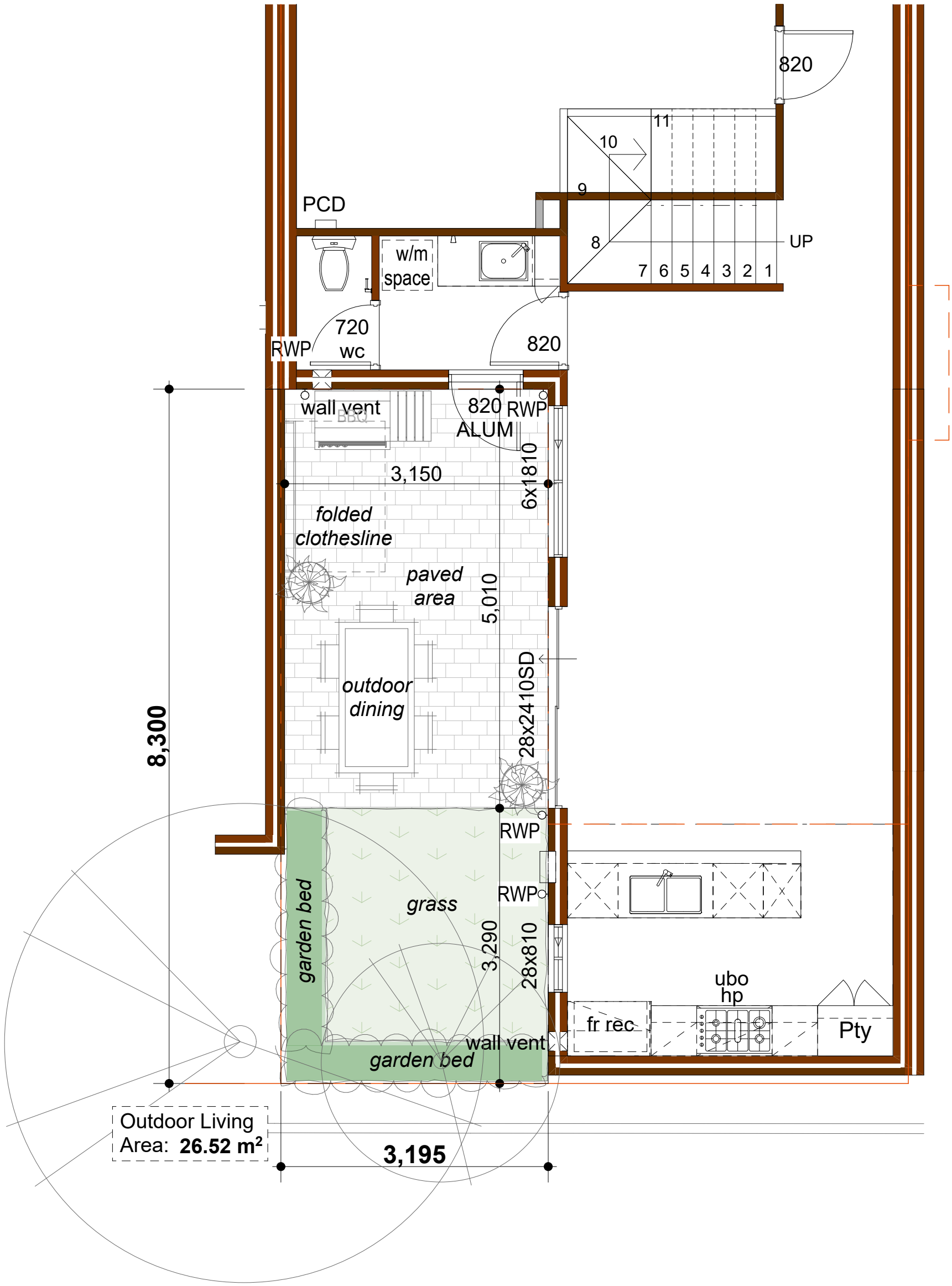
CONCEPTS	
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

TYPE 'A' OLA



OUTDOOR LIVING AREA

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

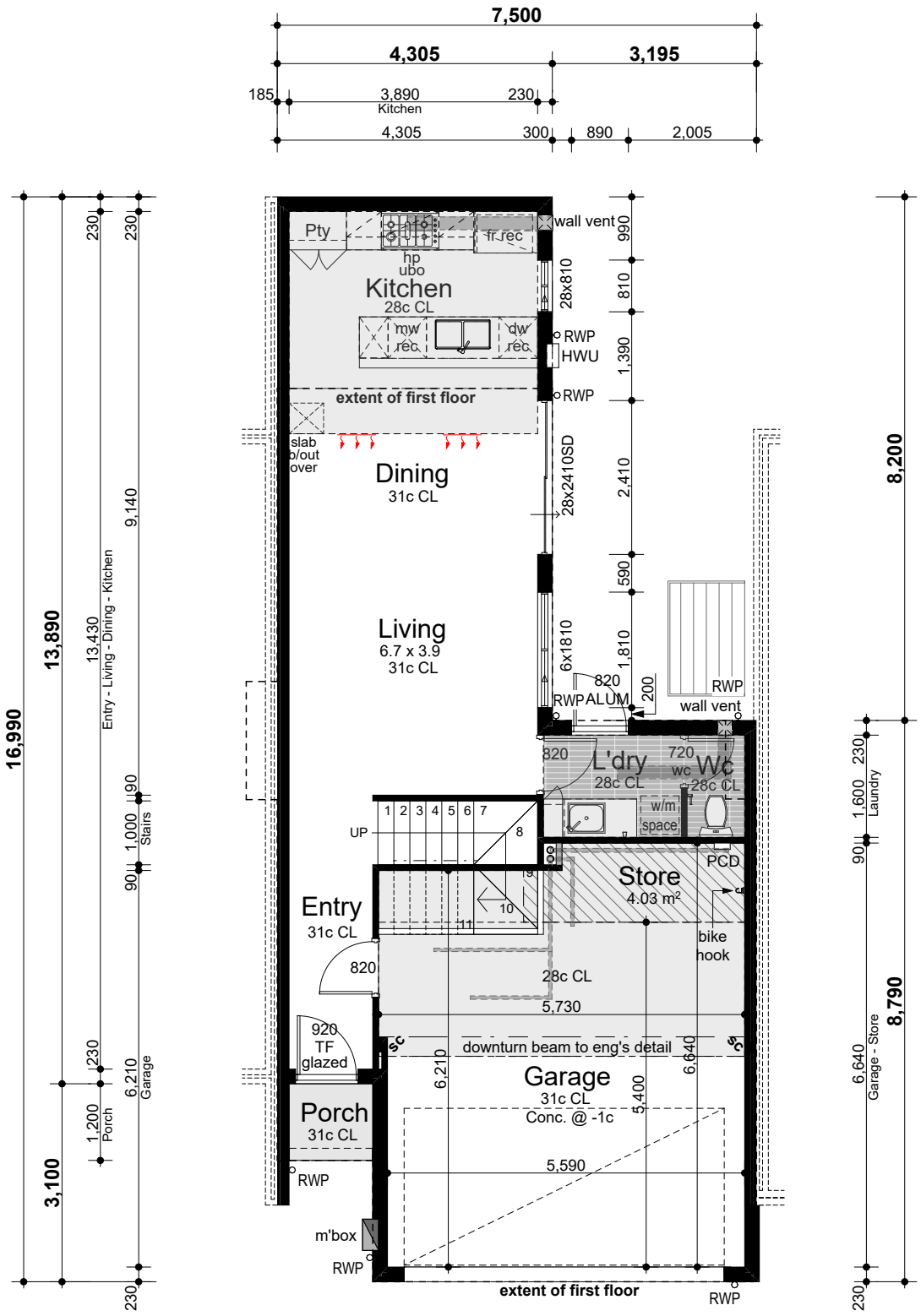
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

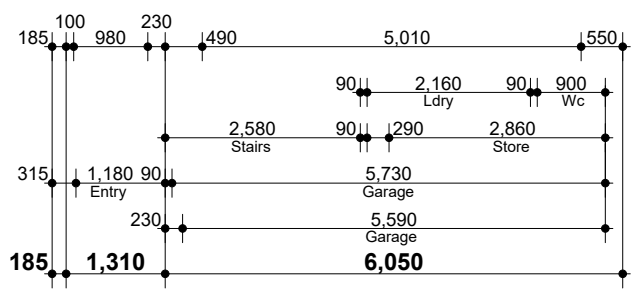
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	85.72m²
Garage	38.71m²
Porch	1.79m²
Total	**183.01m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

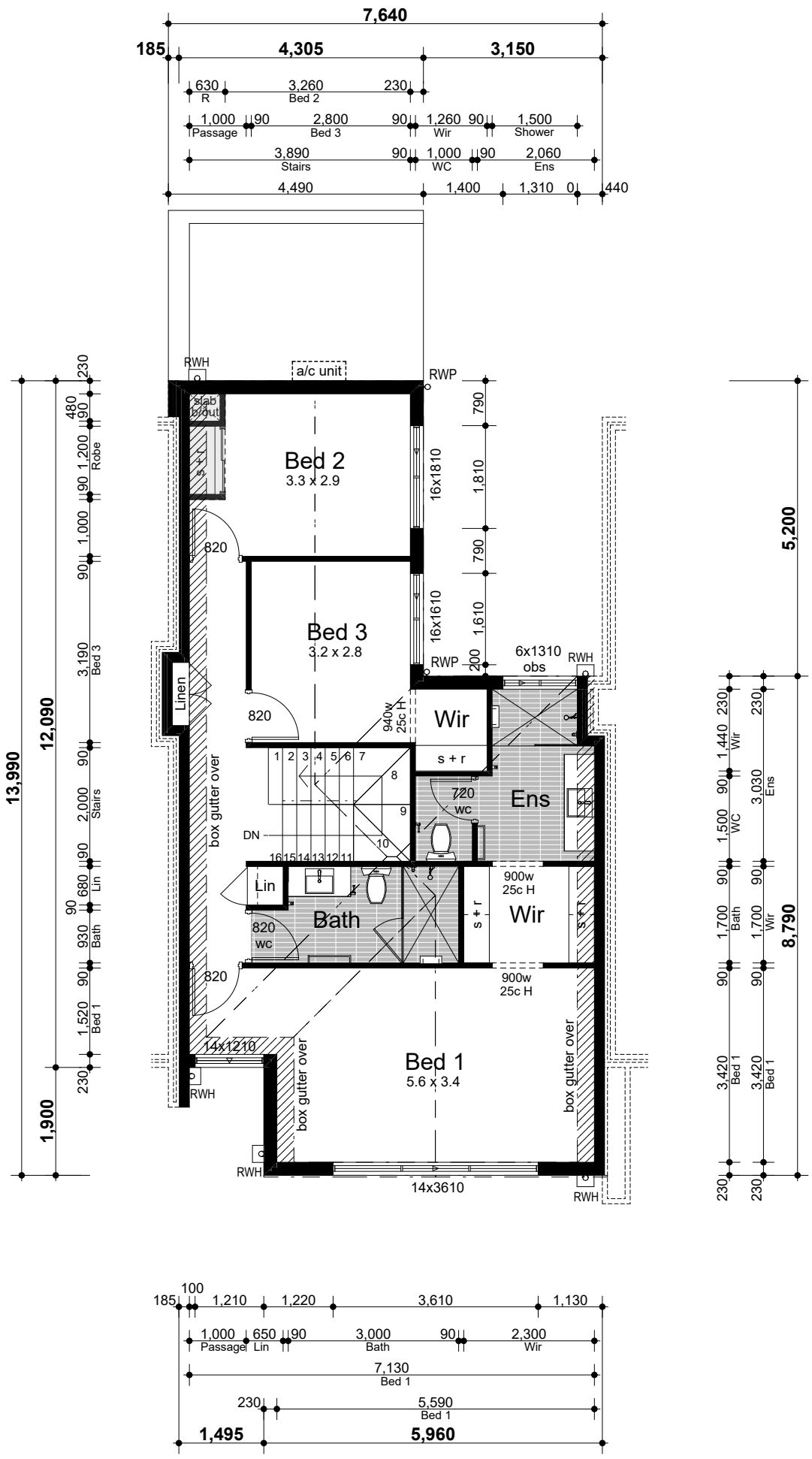
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

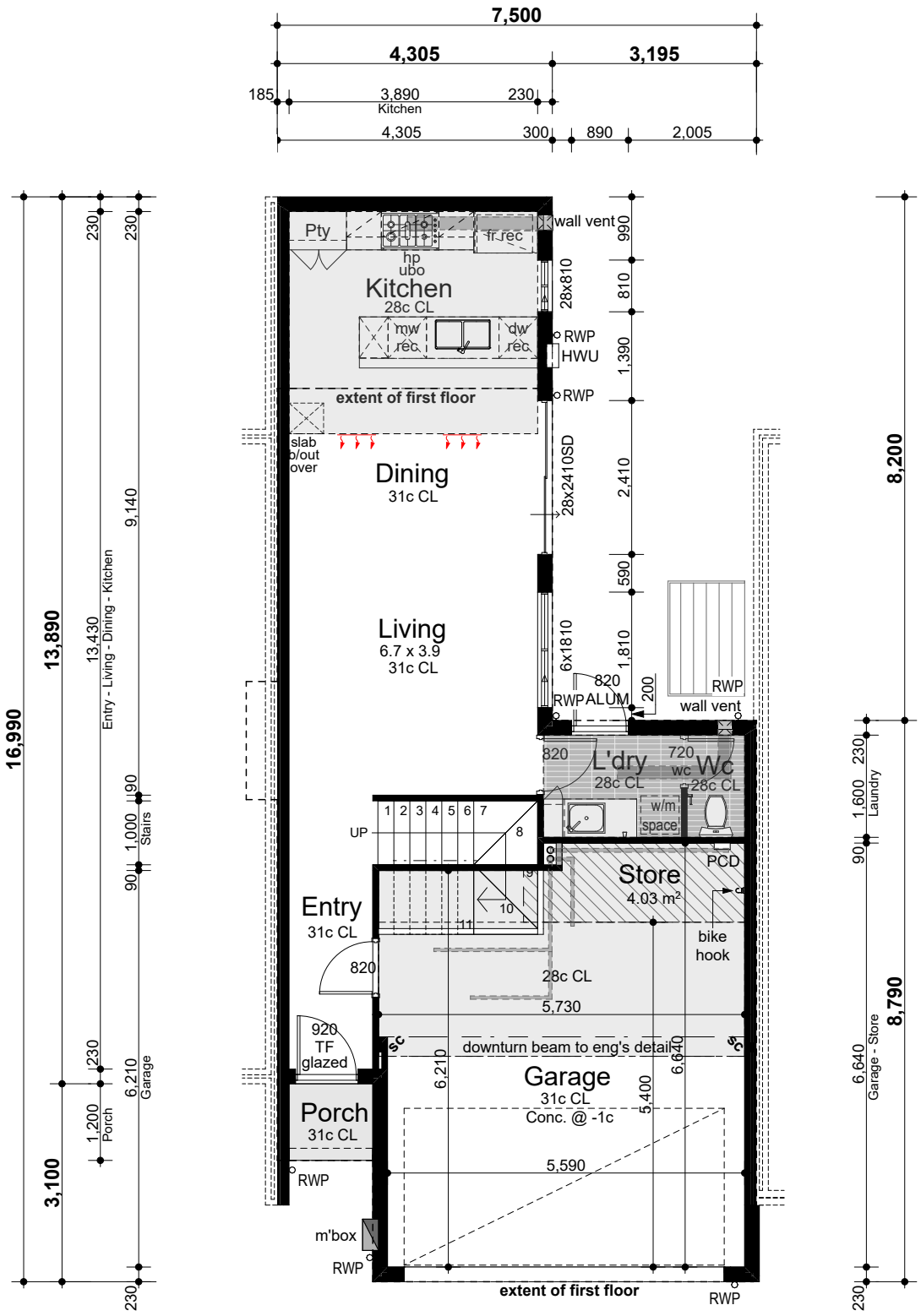
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

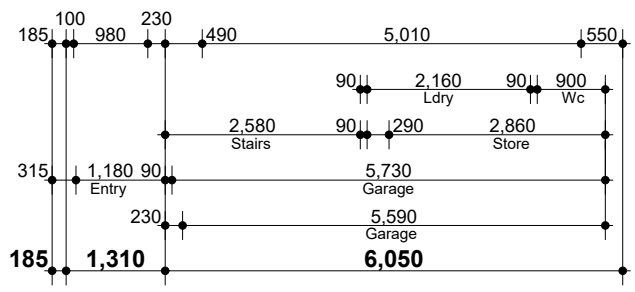
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	86.03m²
Garage	38.71m²
Porch	1.79m²
Total	**183.32m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

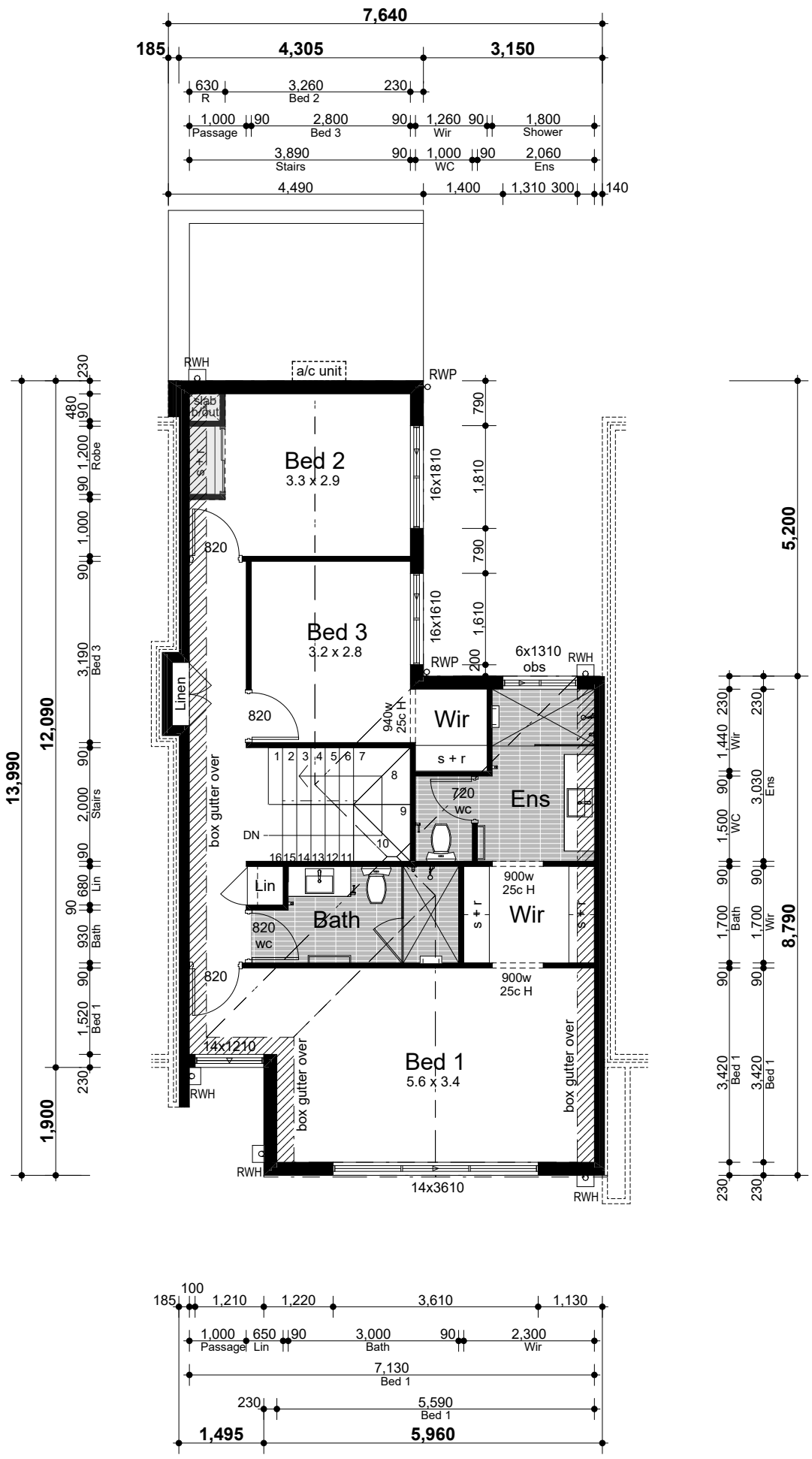
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

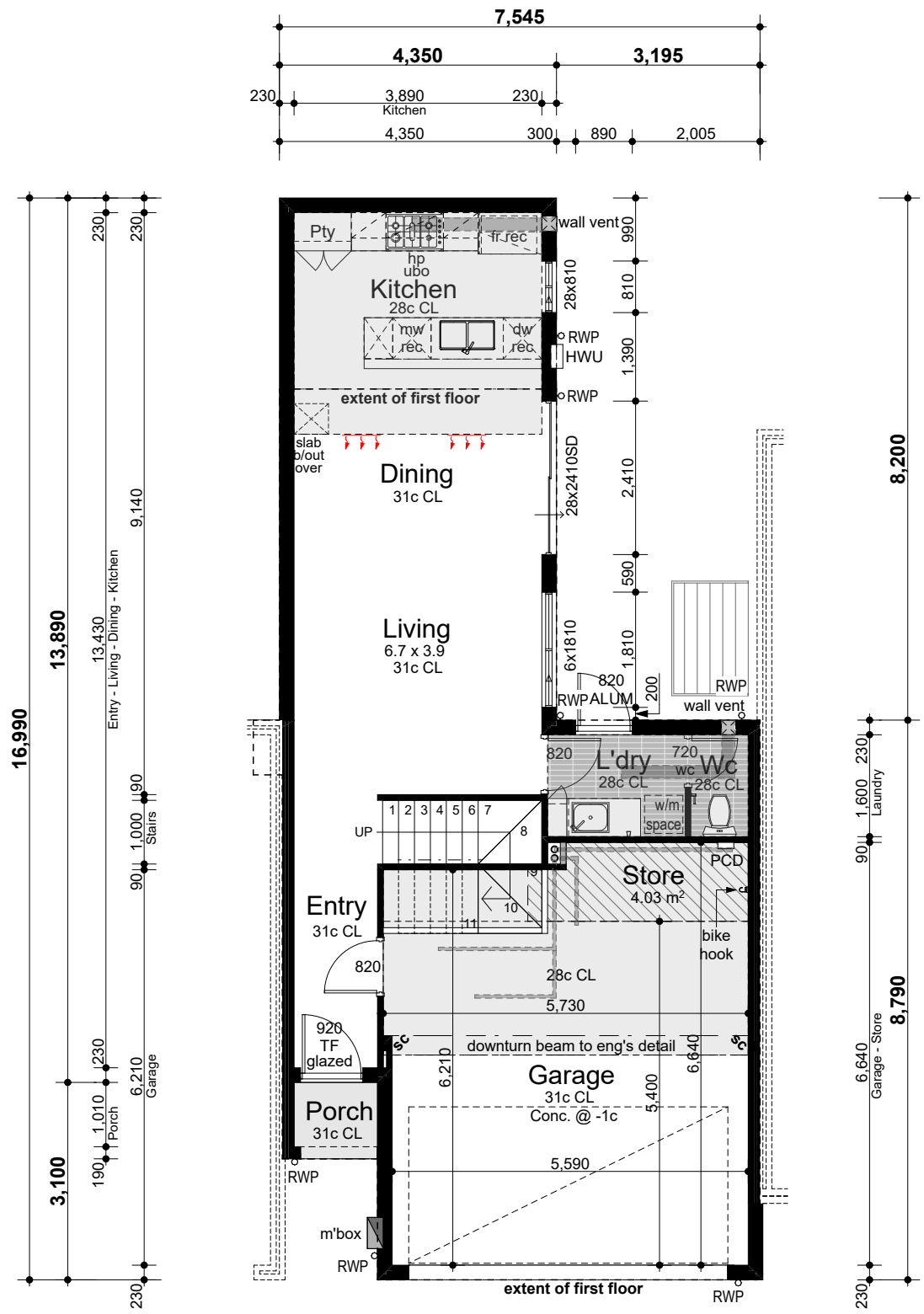
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

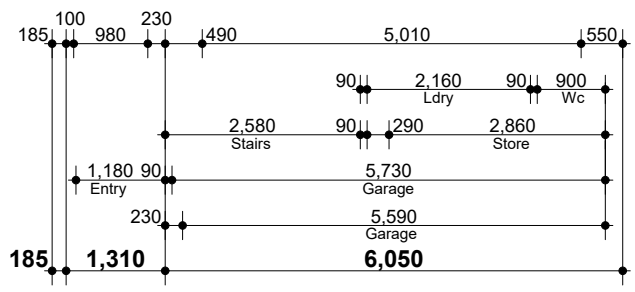
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	86.02m²
Garage	38.71m²
Porch	1.79m²
Total	**183.68m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

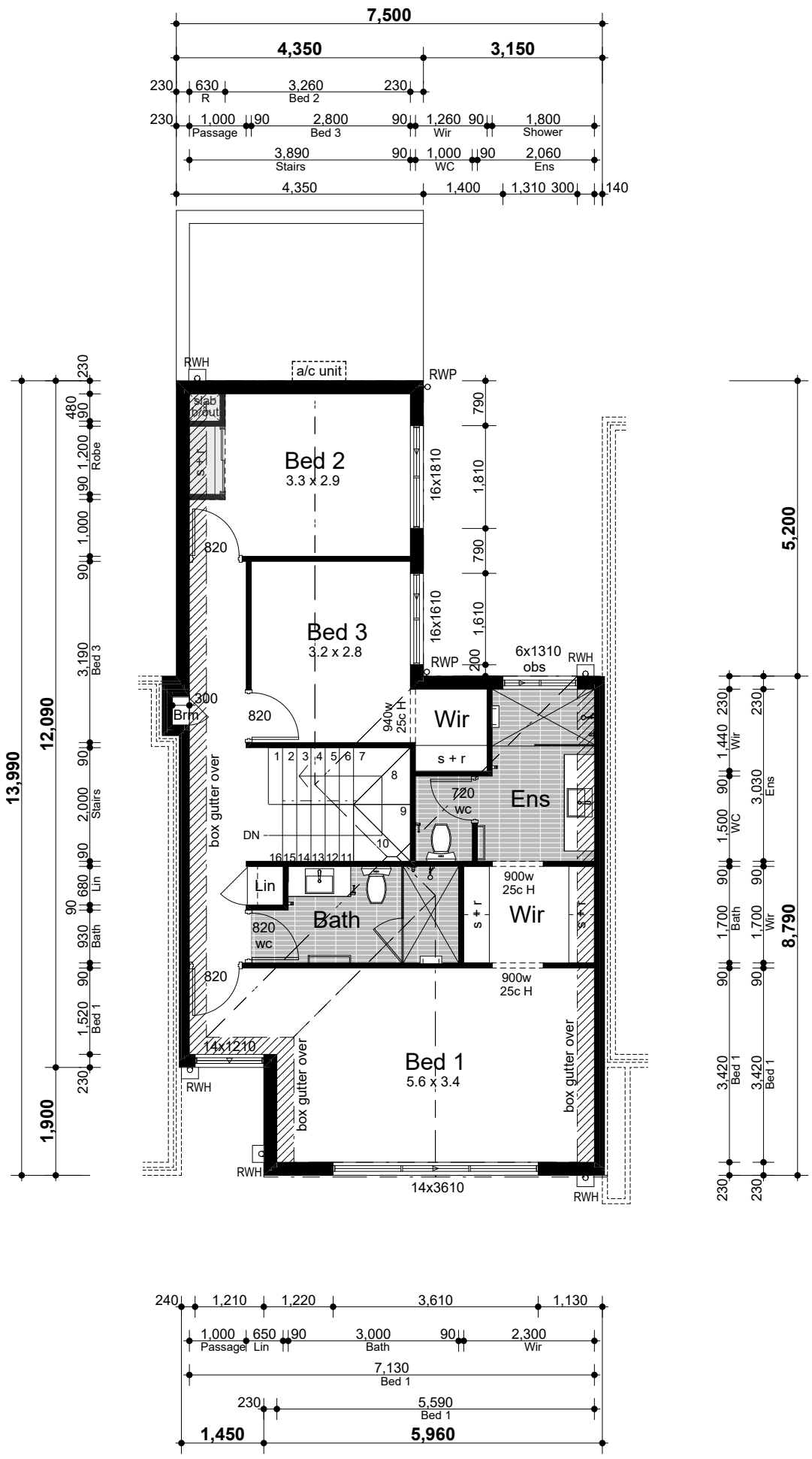
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

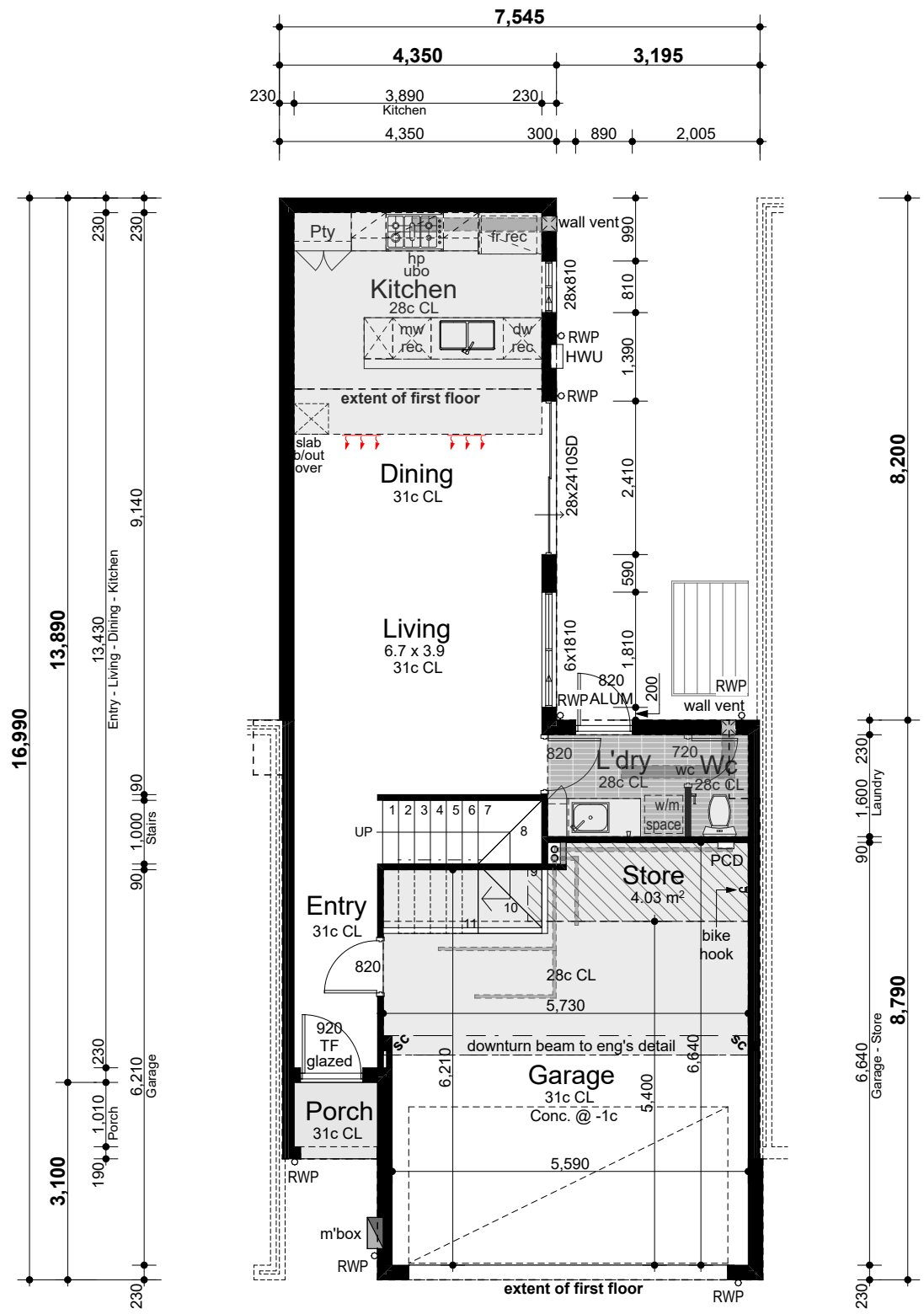
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

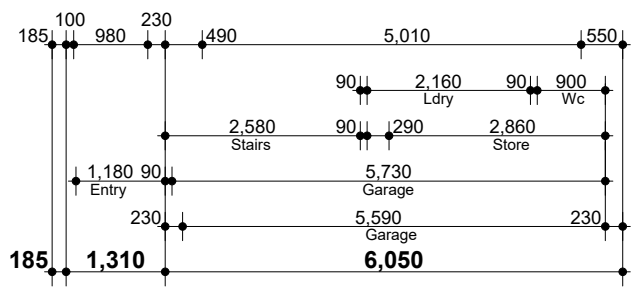
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	85.79m²
Garage	38.74m²
Porch	1.79m²
Total	**183.48m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

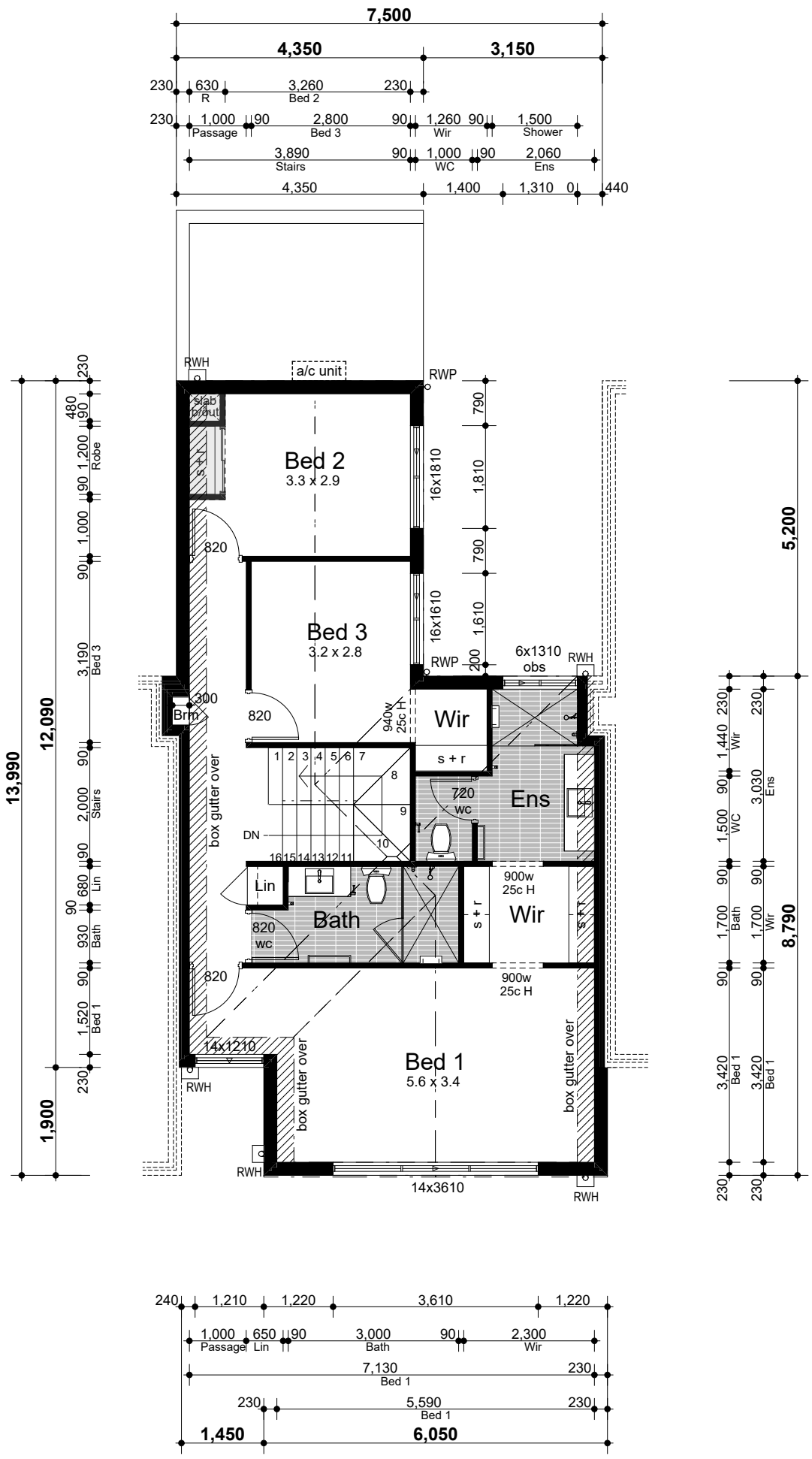
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

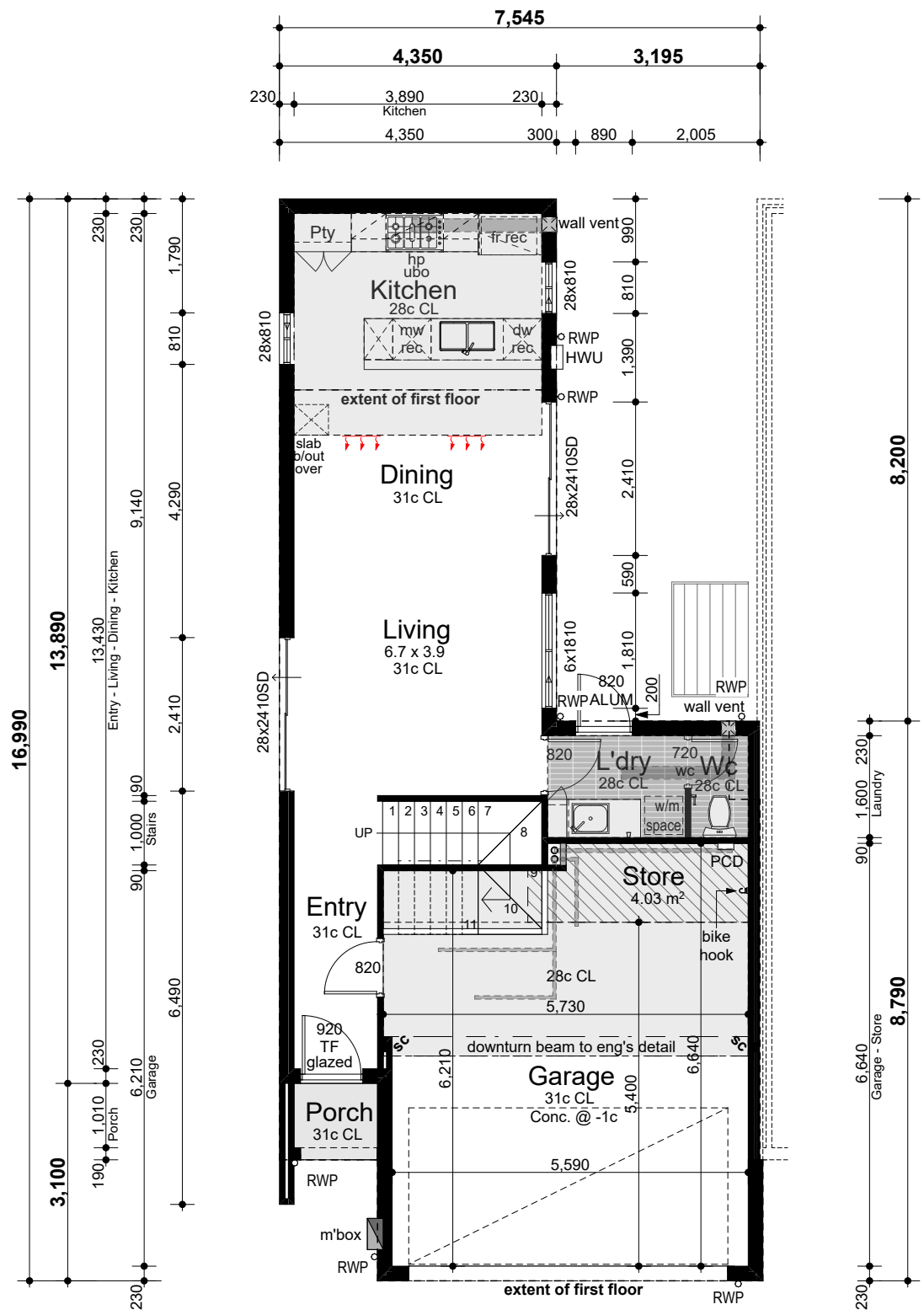
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

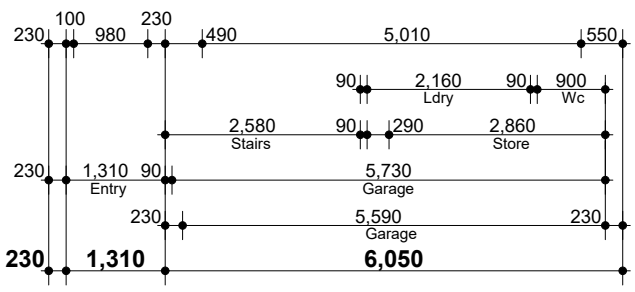
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.41m²
First floor	85.79m²
Garage	38.74m²
Porch	1.85m²
Total	**183.79m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

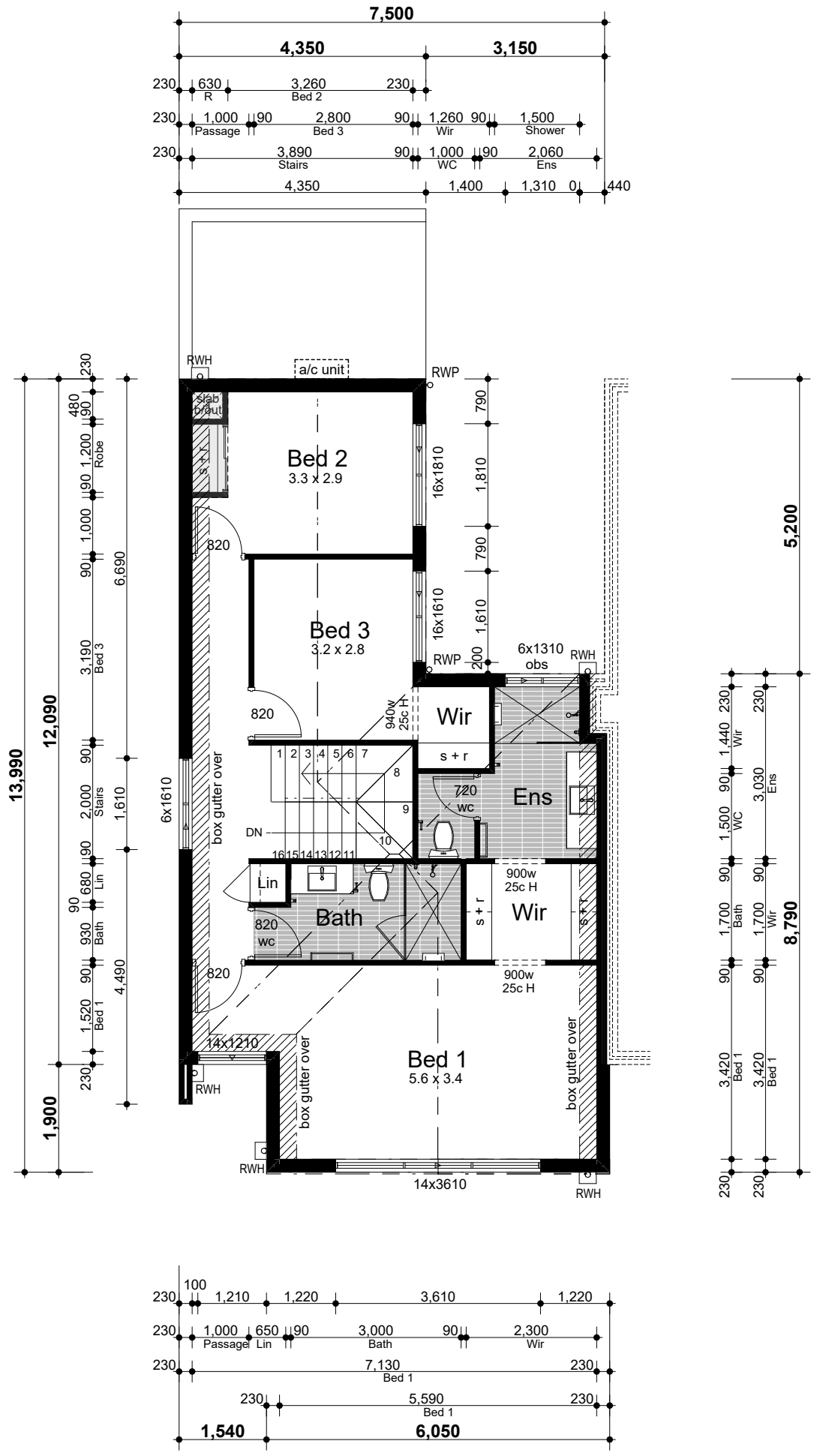
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

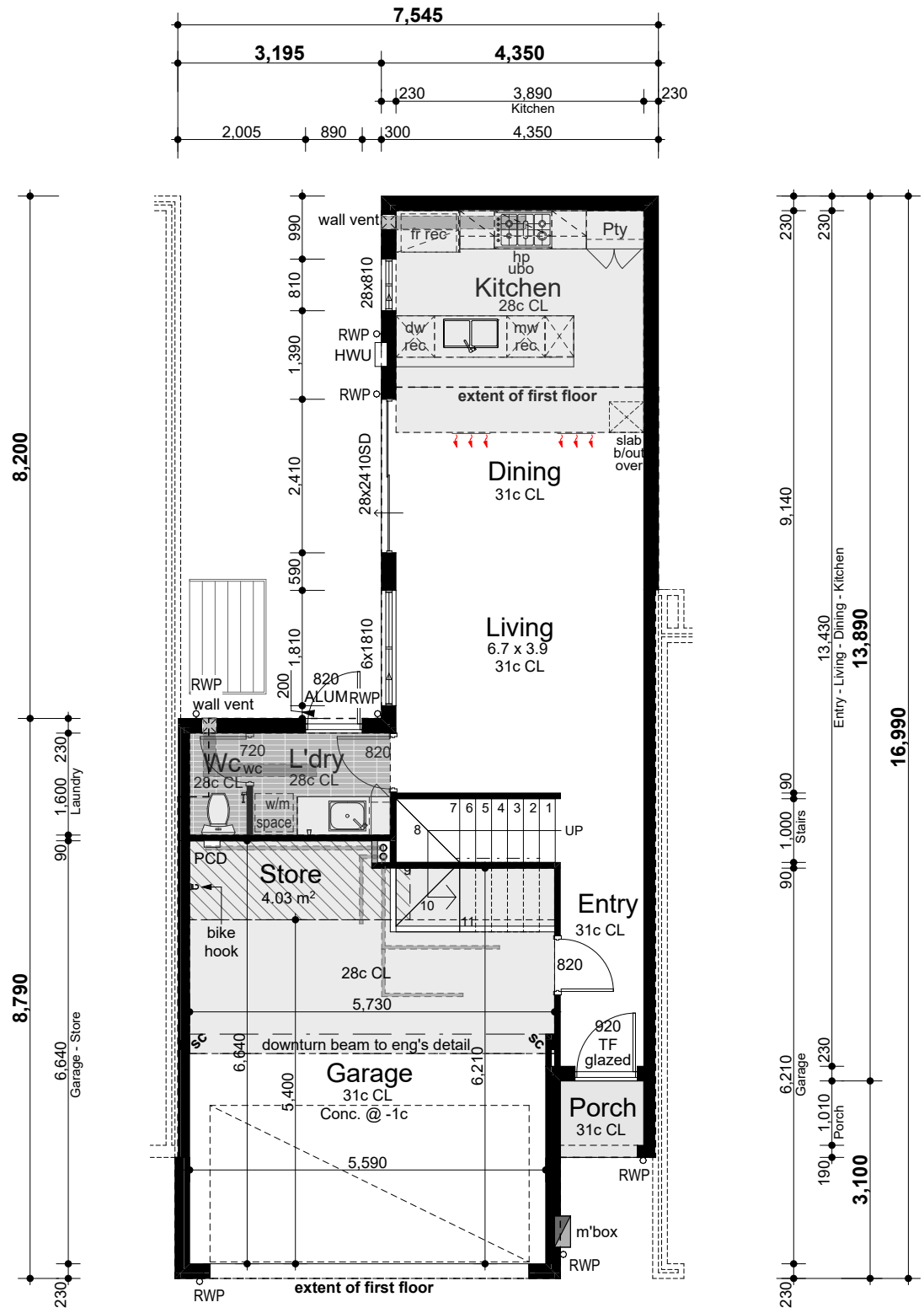
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

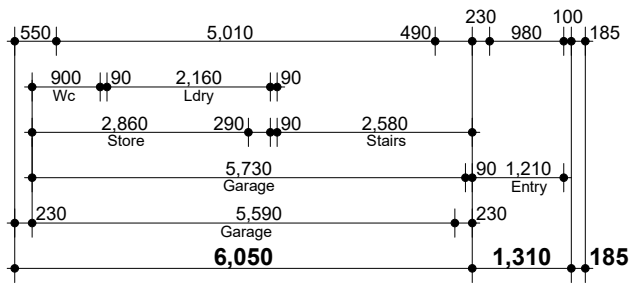
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.07m²
First floor	85.39m²
Garage	38.74m²
Porch	1.79m²
Total	**182.99m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

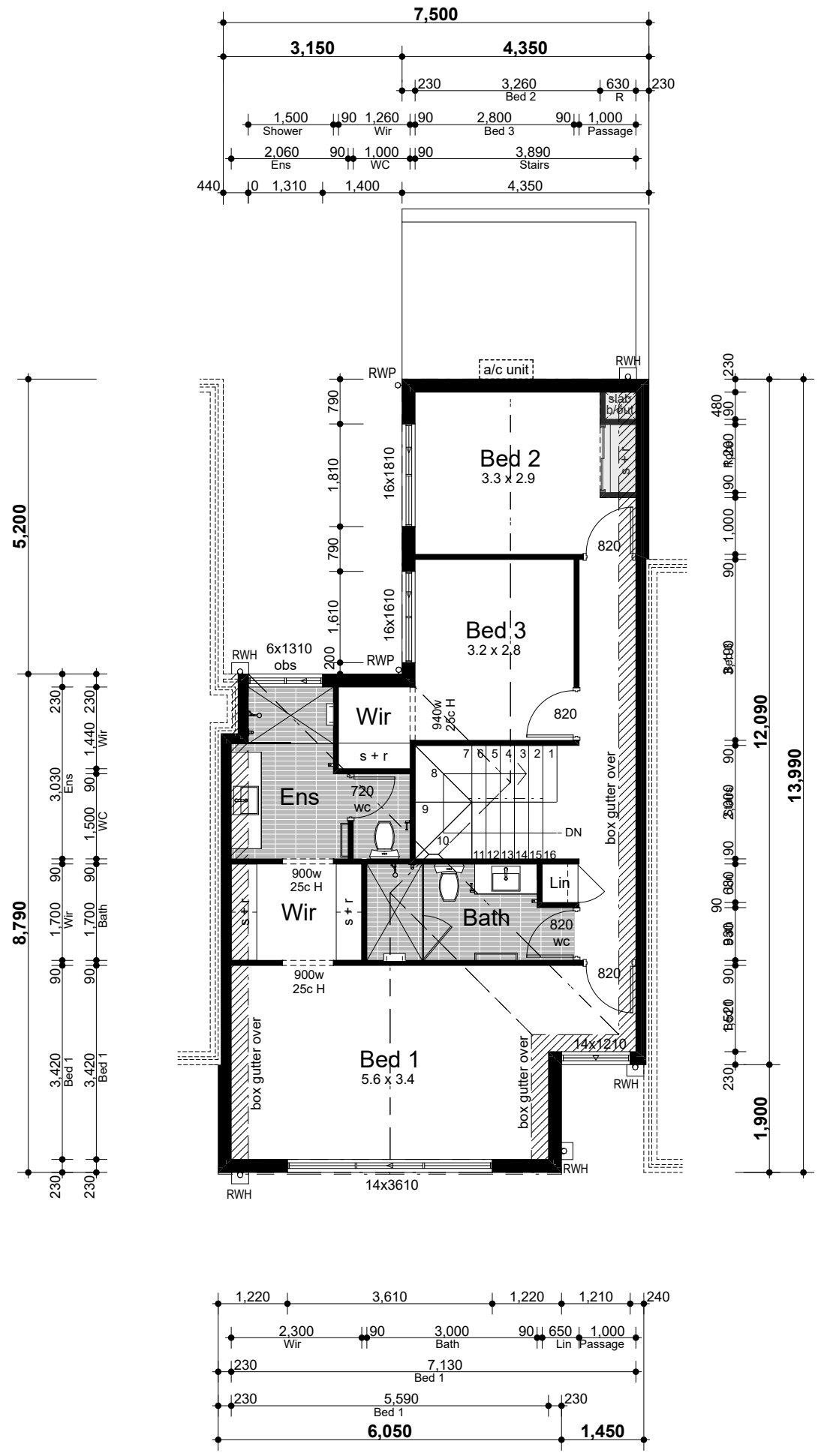
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

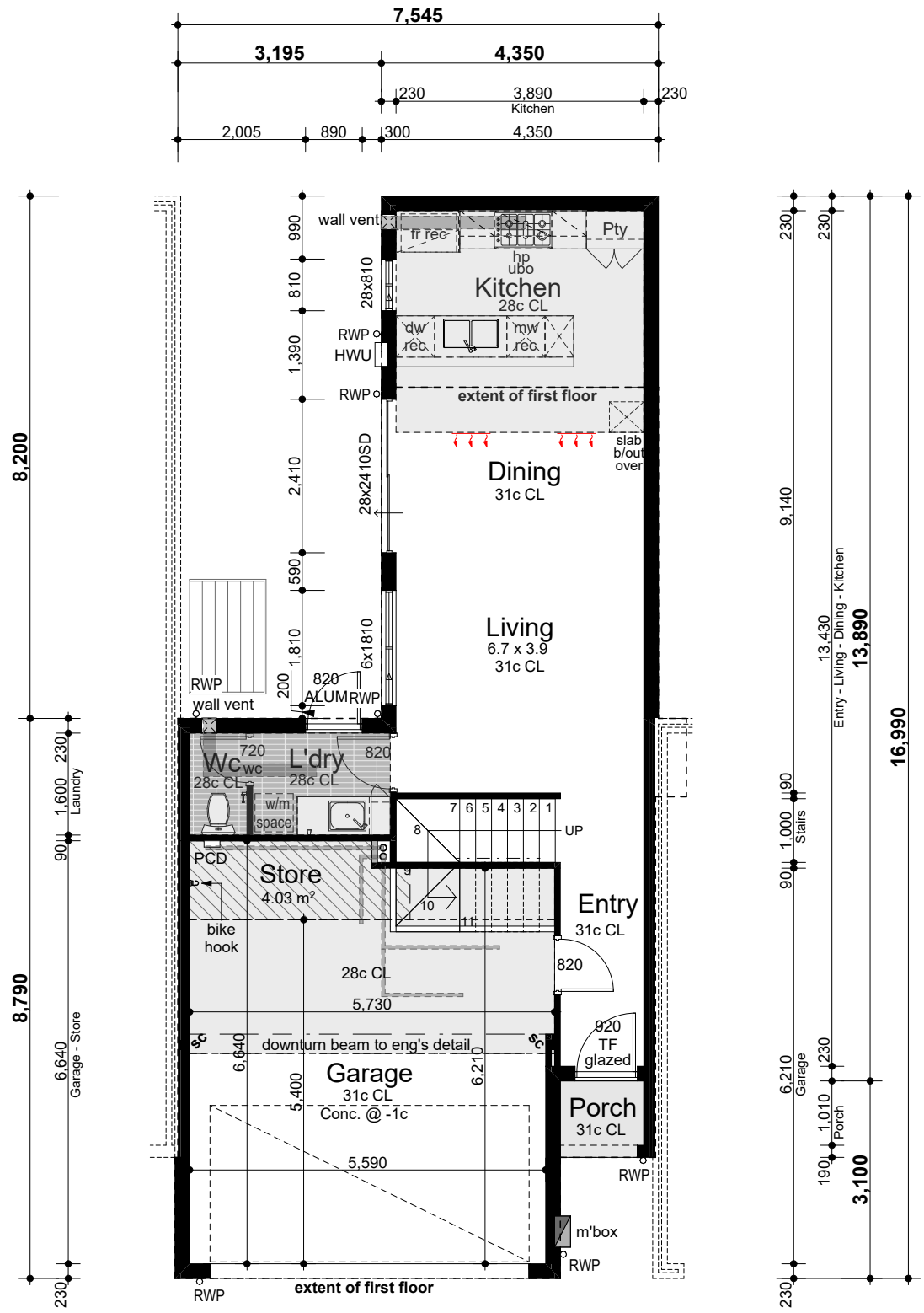
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

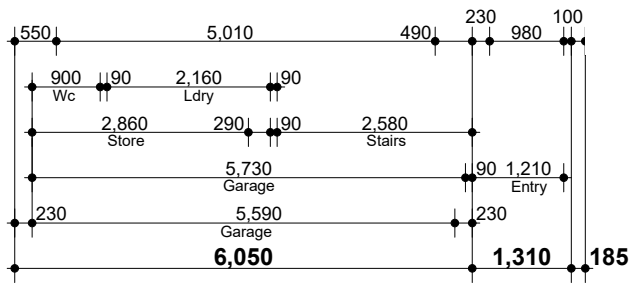
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.16m²
First floor	86.11m²
Garage	38.63m²
Porch	1.57m²
Total	**182.47m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

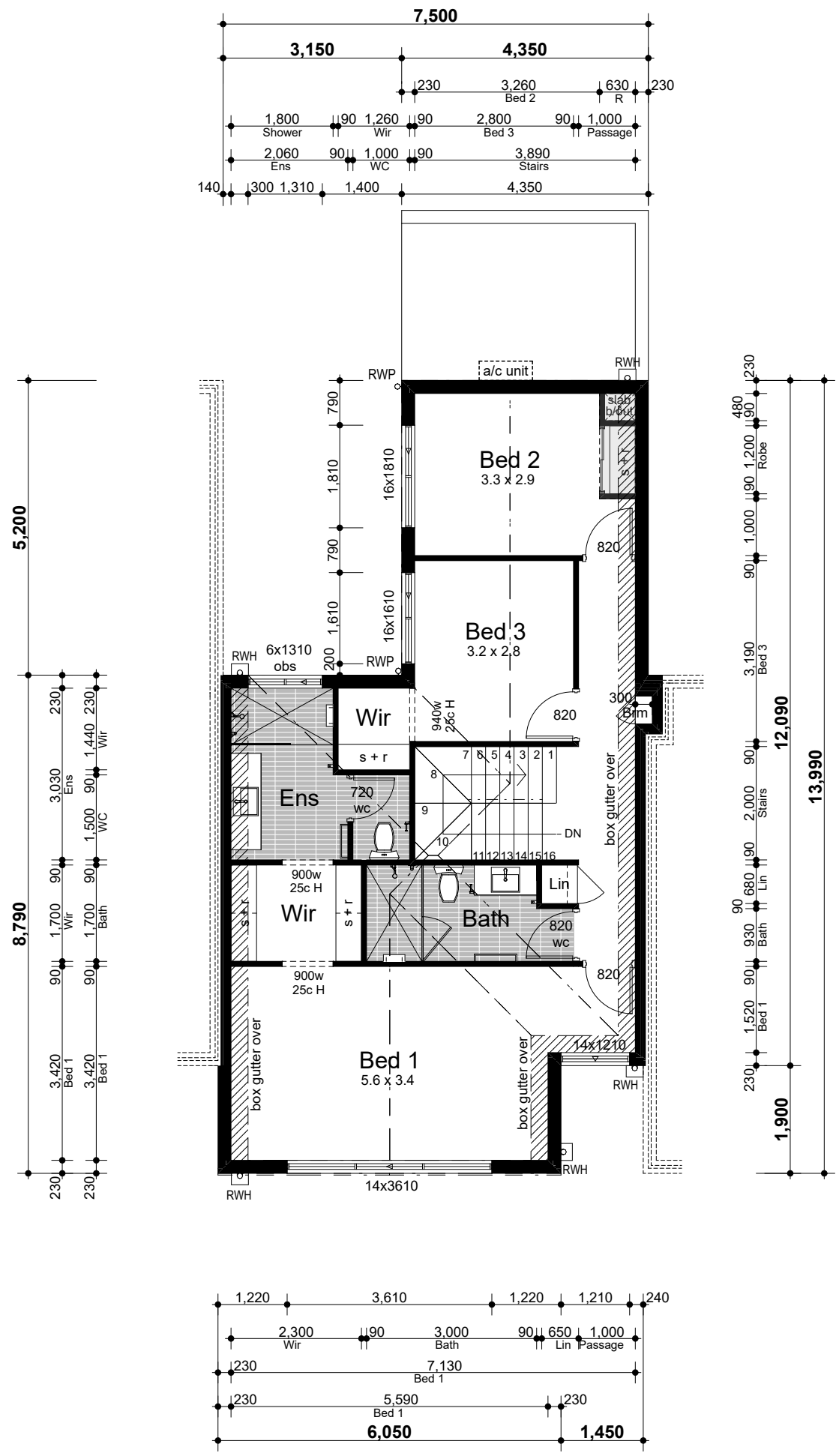
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

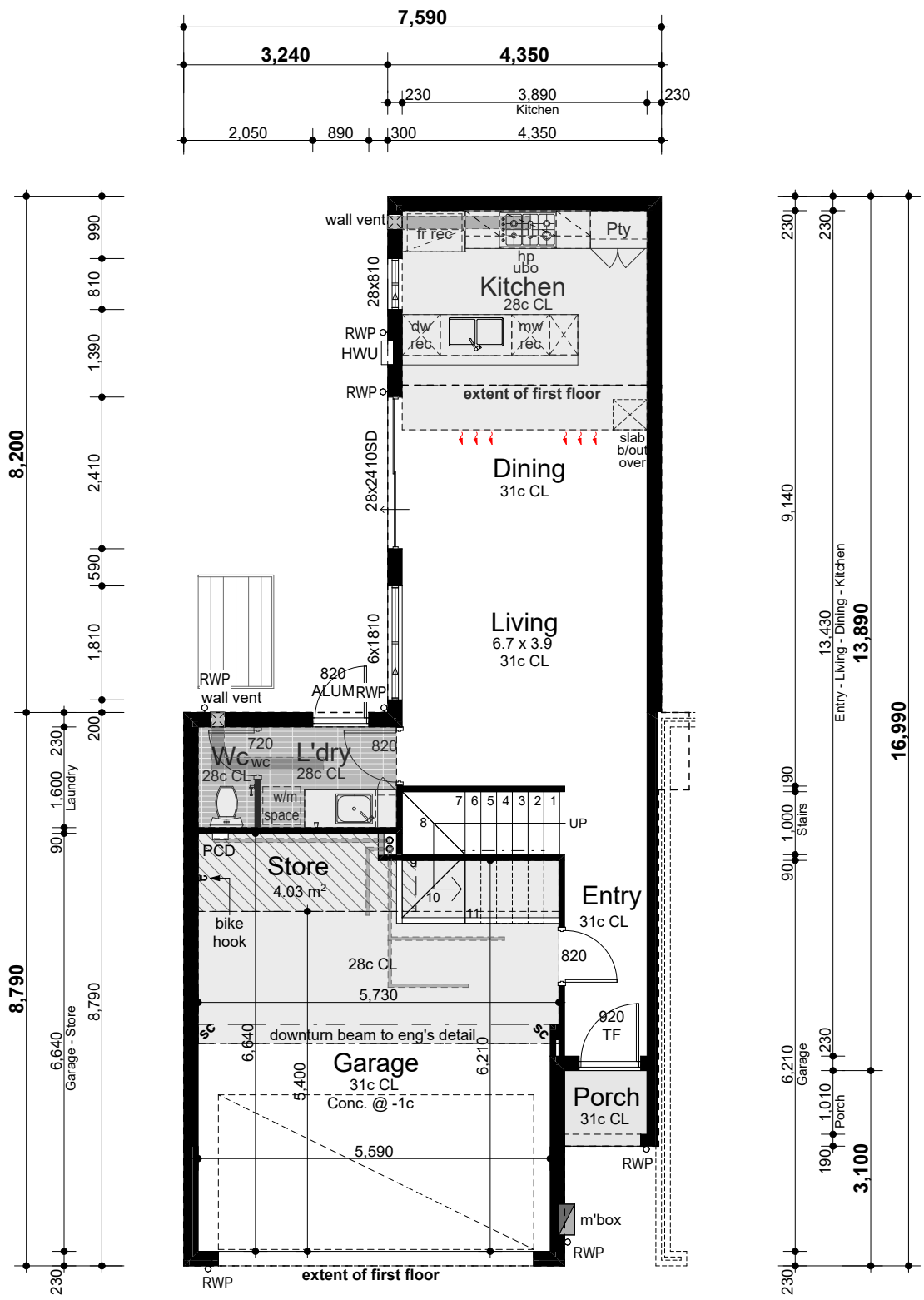
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

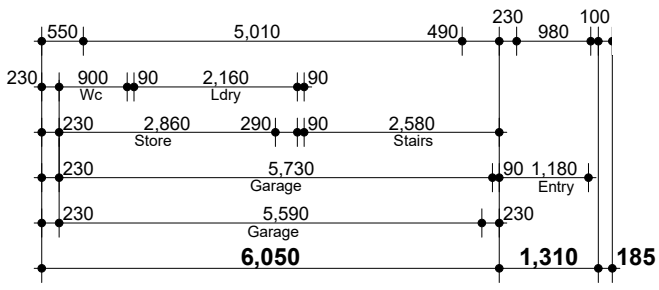
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



	57.24m²
or	86.42m²
	38.96m²
	1.79m²
	184.41m²



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

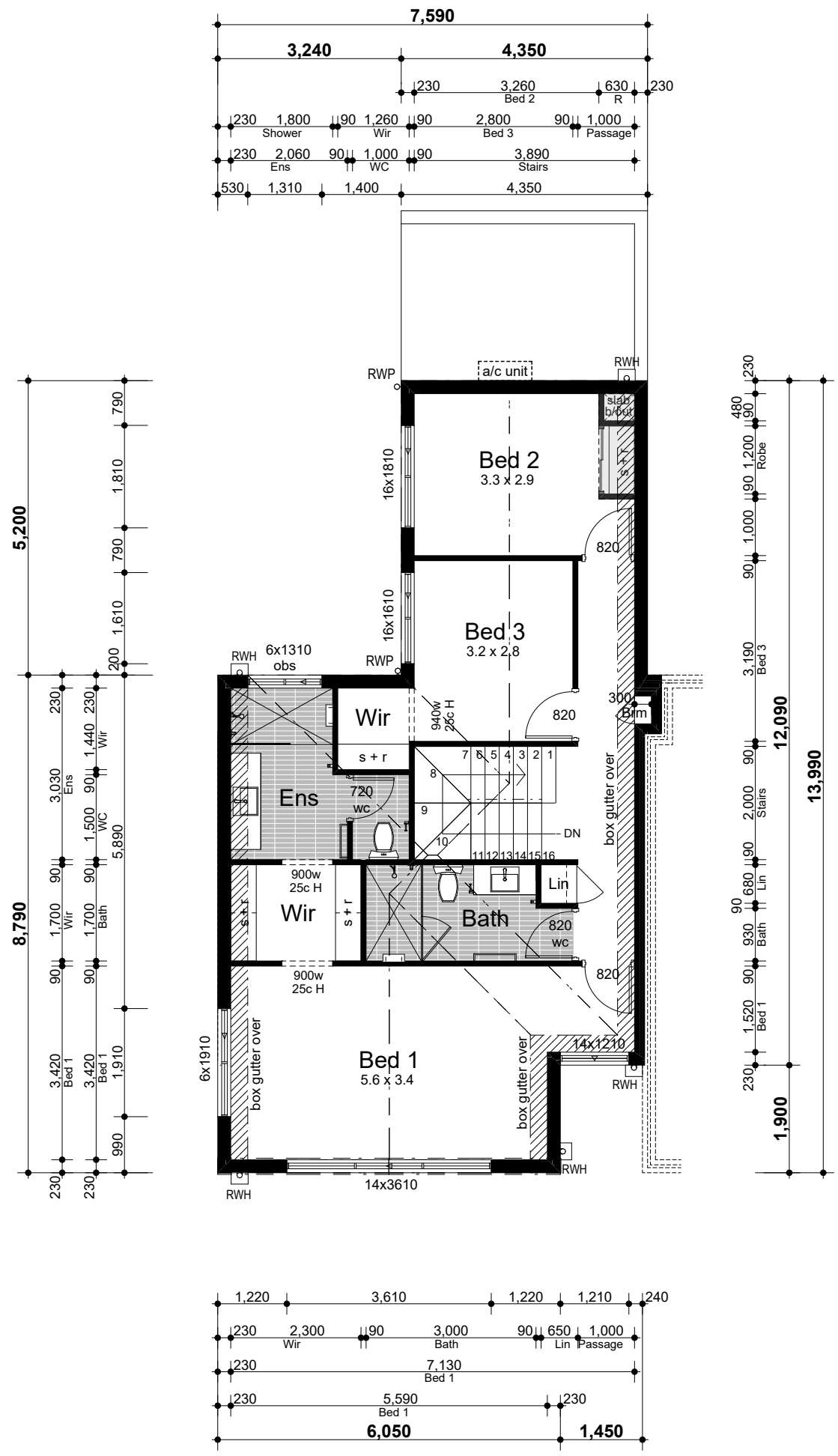
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

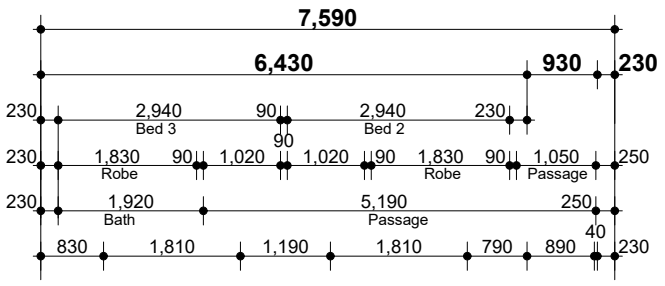
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

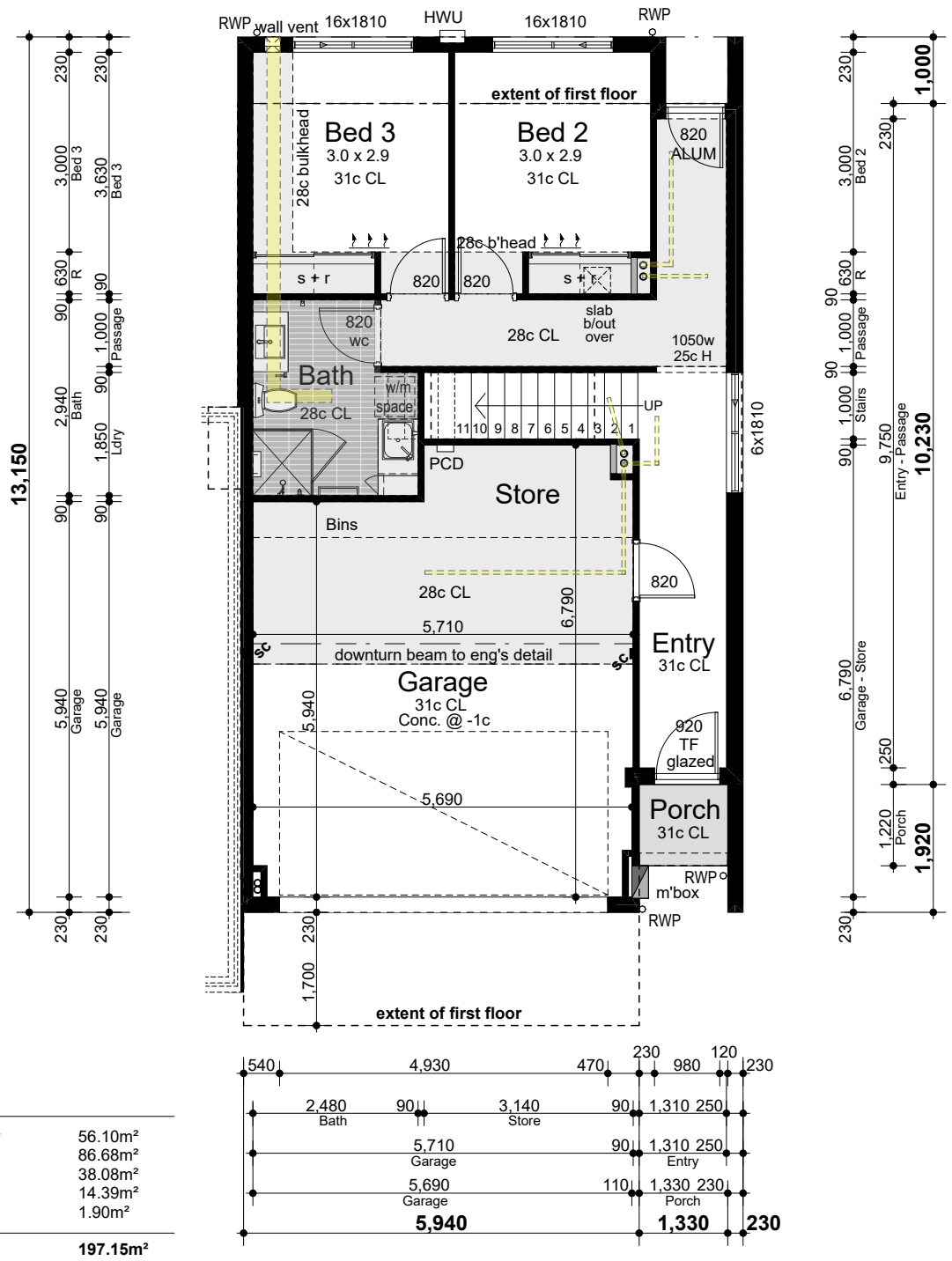
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	56.10m²
First floor	86.68m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.90m²
Total	**197.15m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

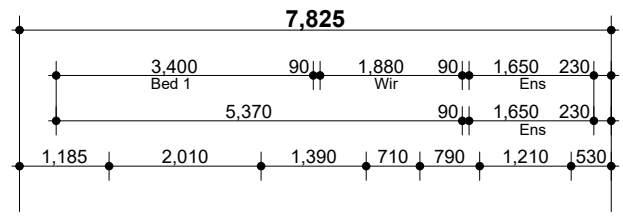
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

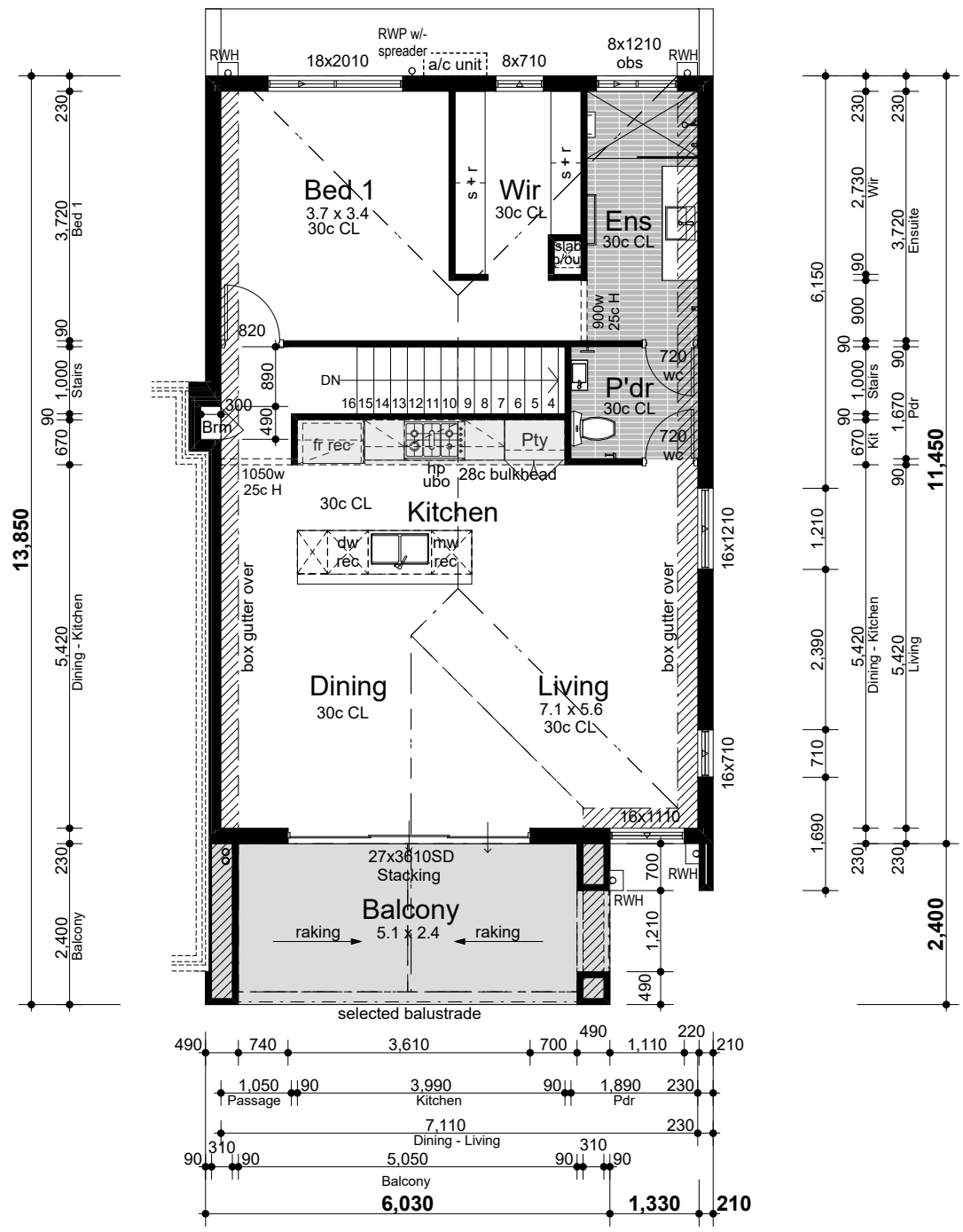
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

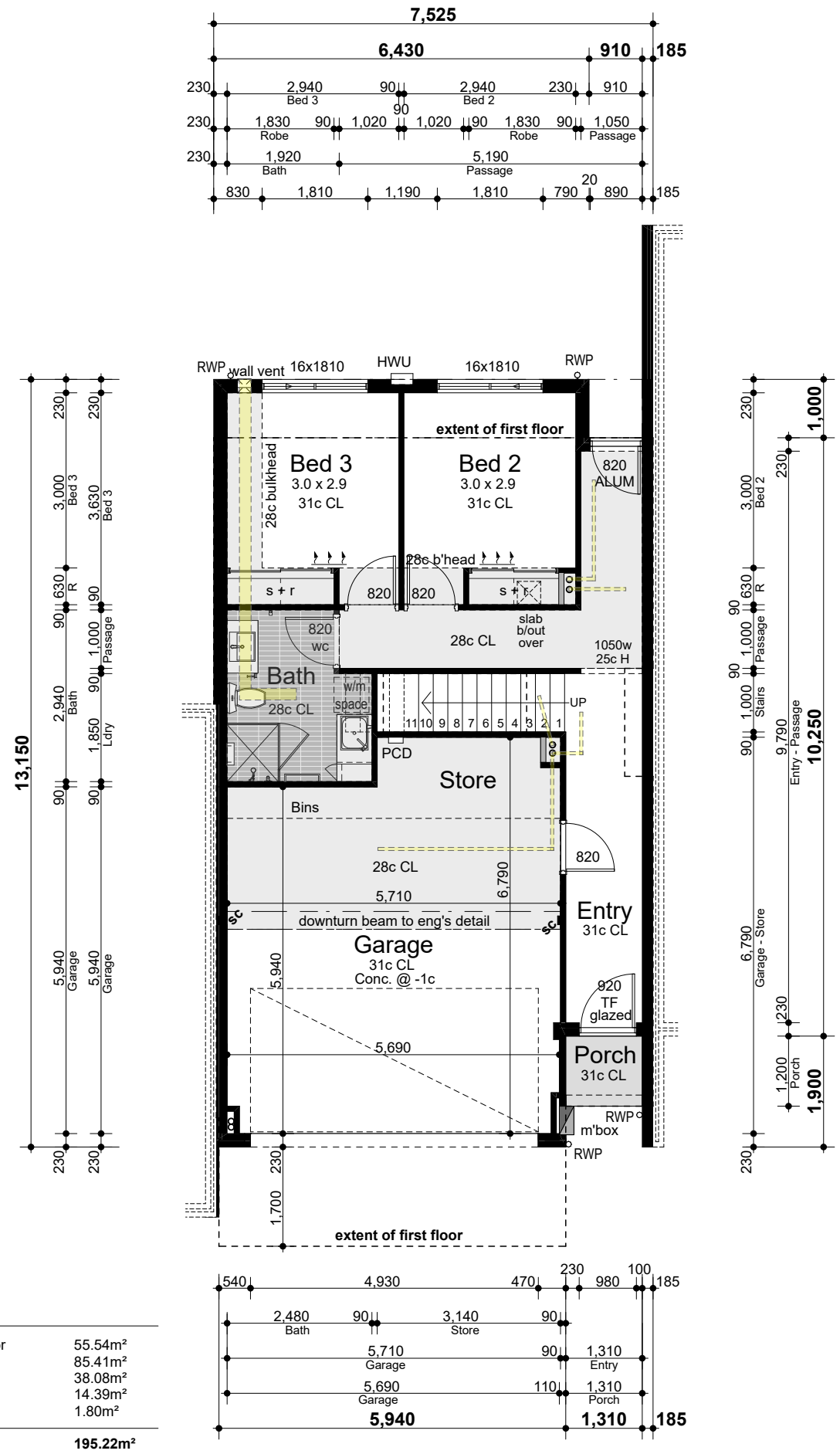
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	55.54m²
First floor	85.41m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.80m²
Total	**195.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

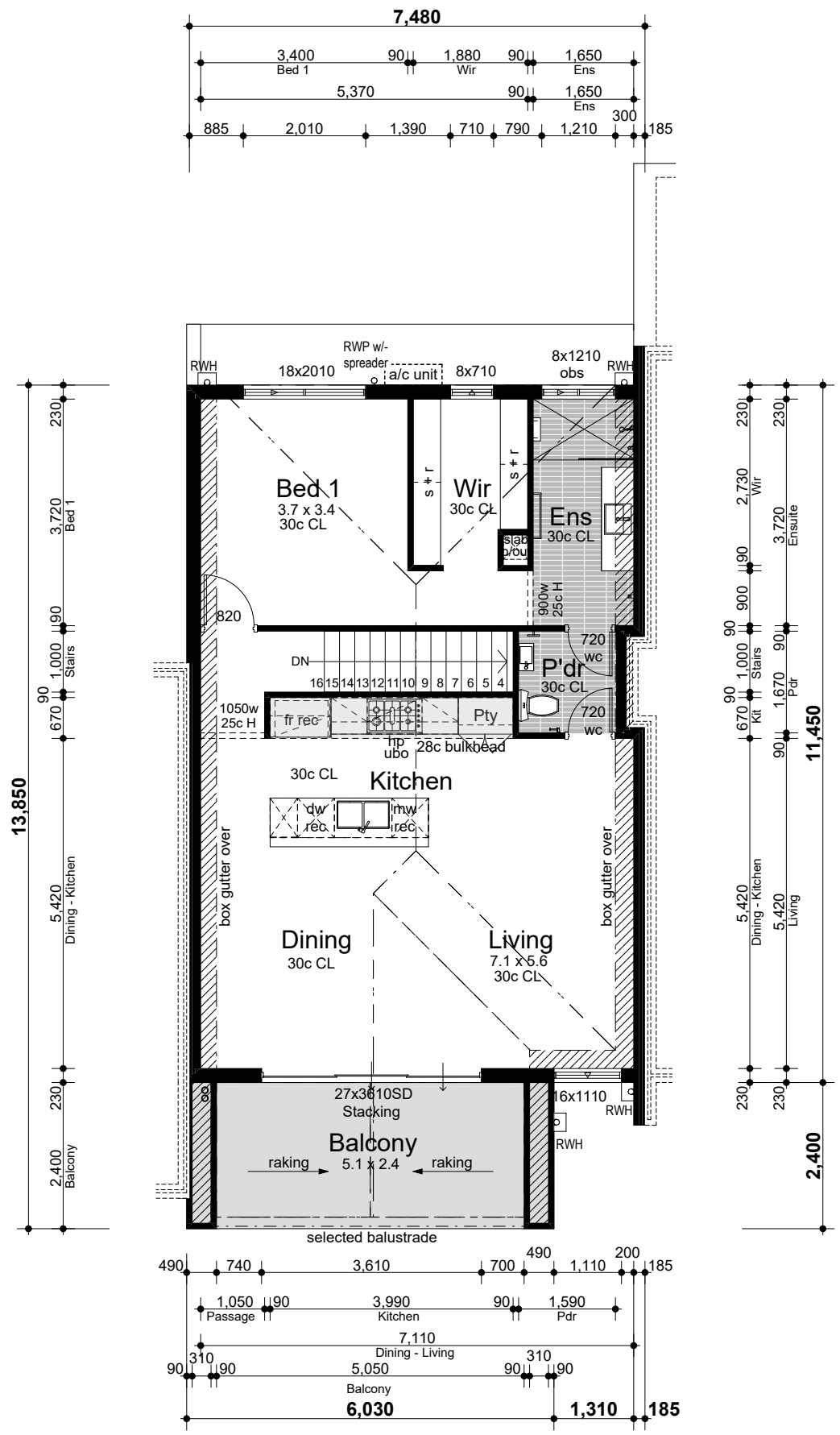
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS	
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 17 - TYPE 'C*'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

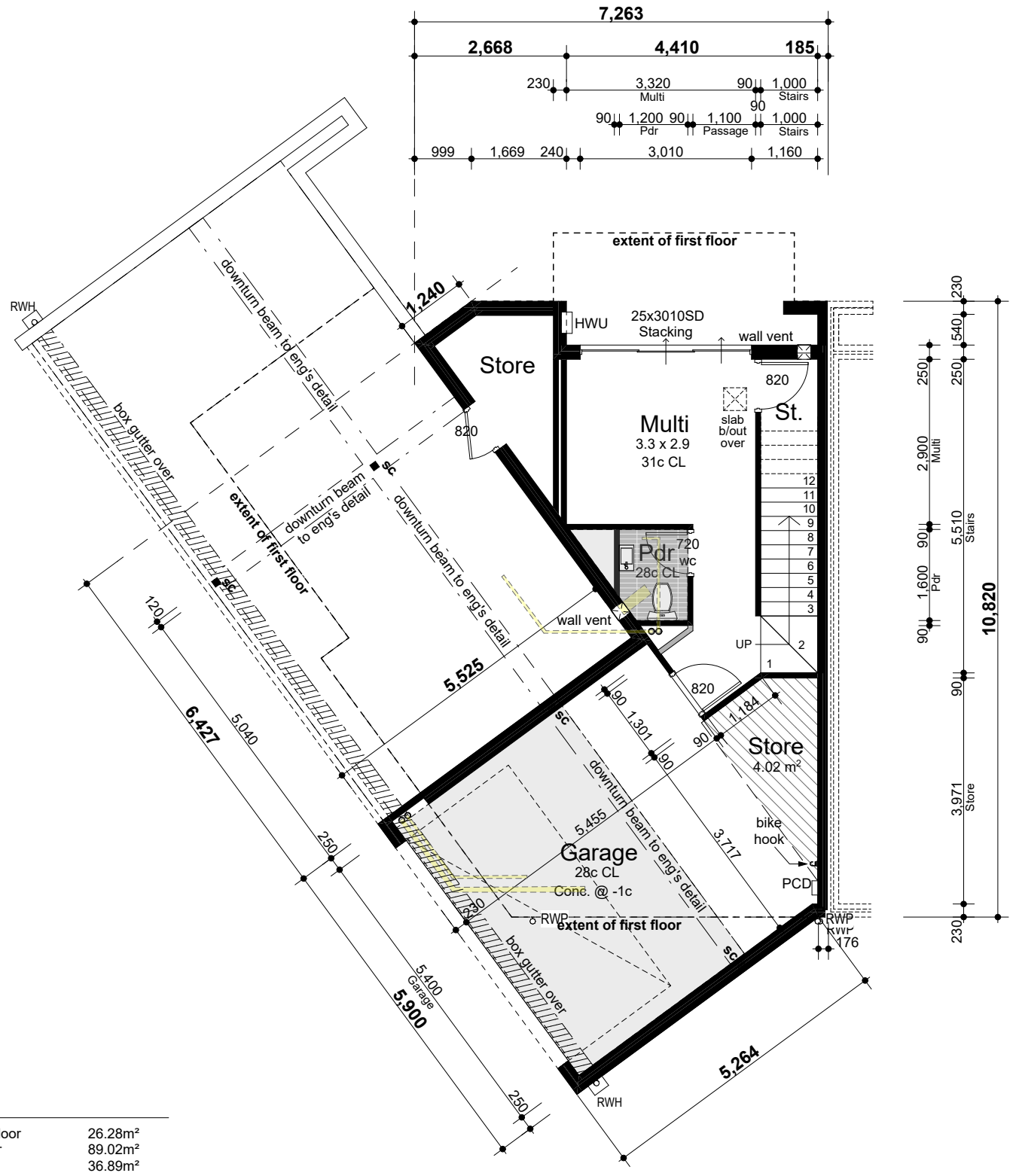
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	26.28m²
First floor	89.02m²
Garage	36.89m²
Balcony 1	5.08m²
Balcony 2	5.08m²
Total	**162.35m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 17 - TYPE 'C*'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

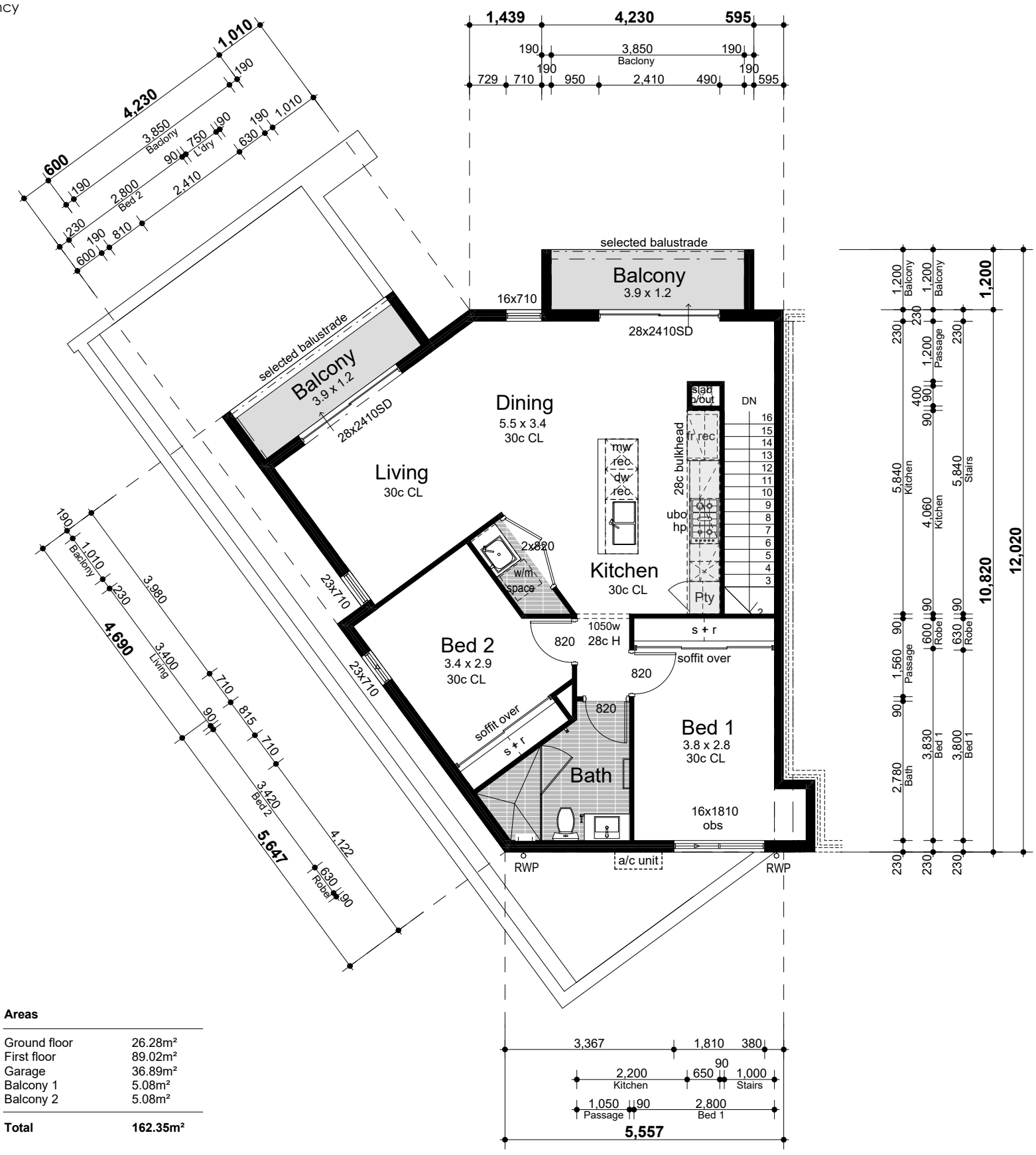
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	26.28m²
First floor	89.02m²
Garage	36.89m²
Balcony 1	5.08m²
Balcony 2	5.08m²
Total	**162.35m²**

FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 18 & 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

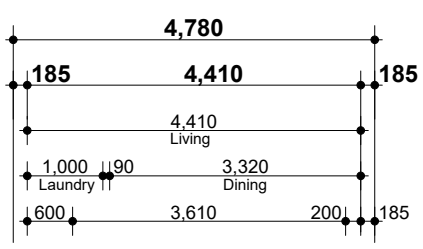
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

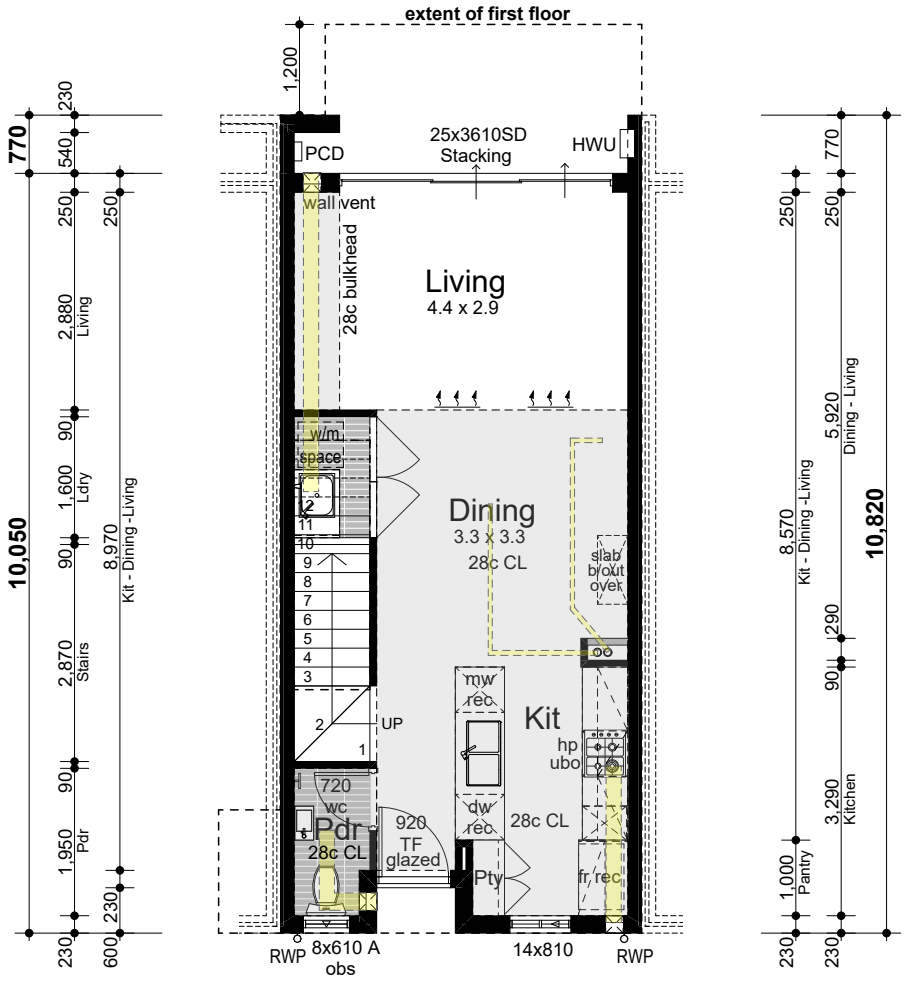
ADDITIONAL NOTES

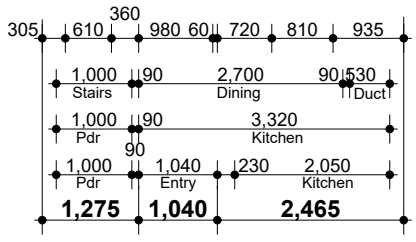
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	51.72m²
Balcony	5.08m²
Total	**104.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 18 & 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

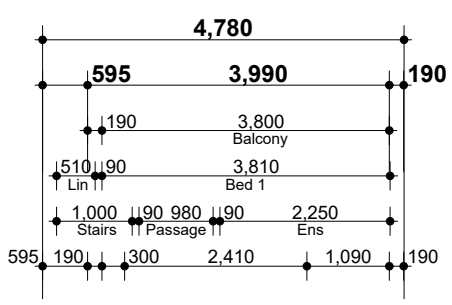
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

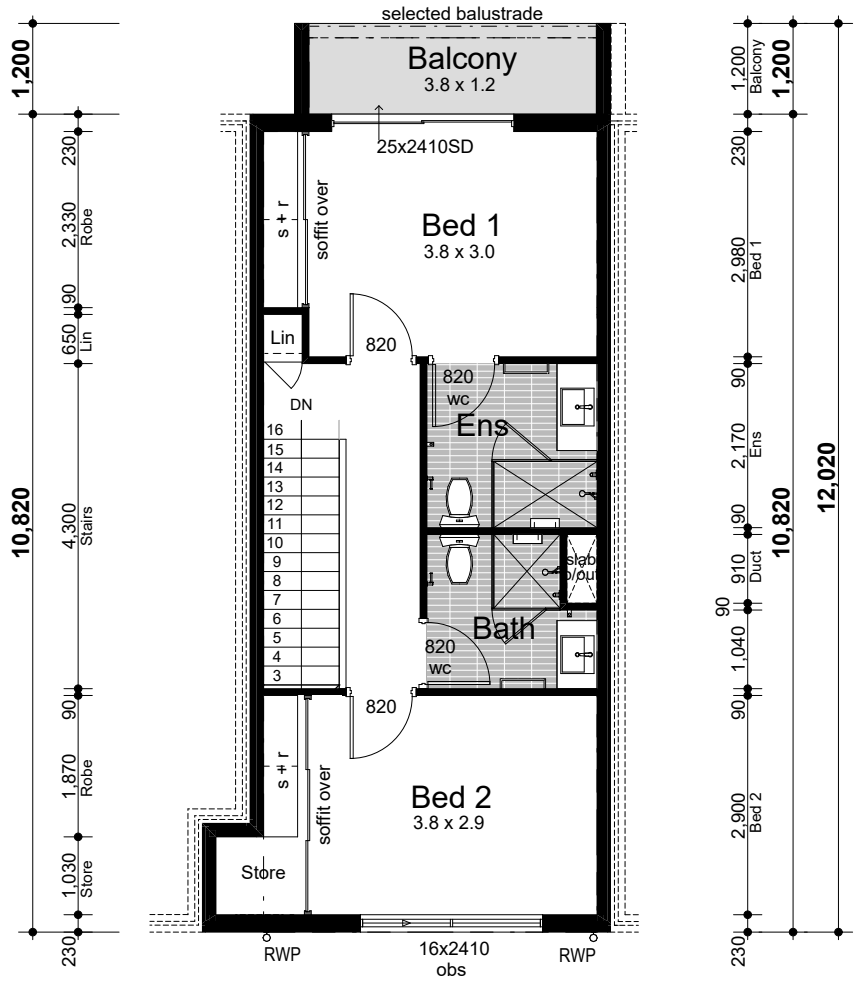
ADDITIONAL NOTES

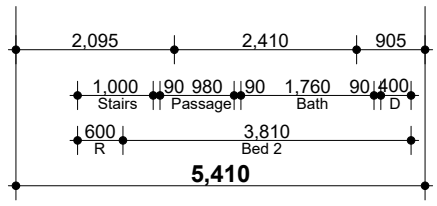
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

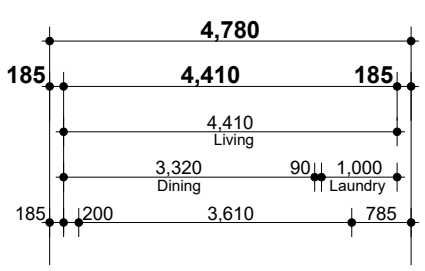
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

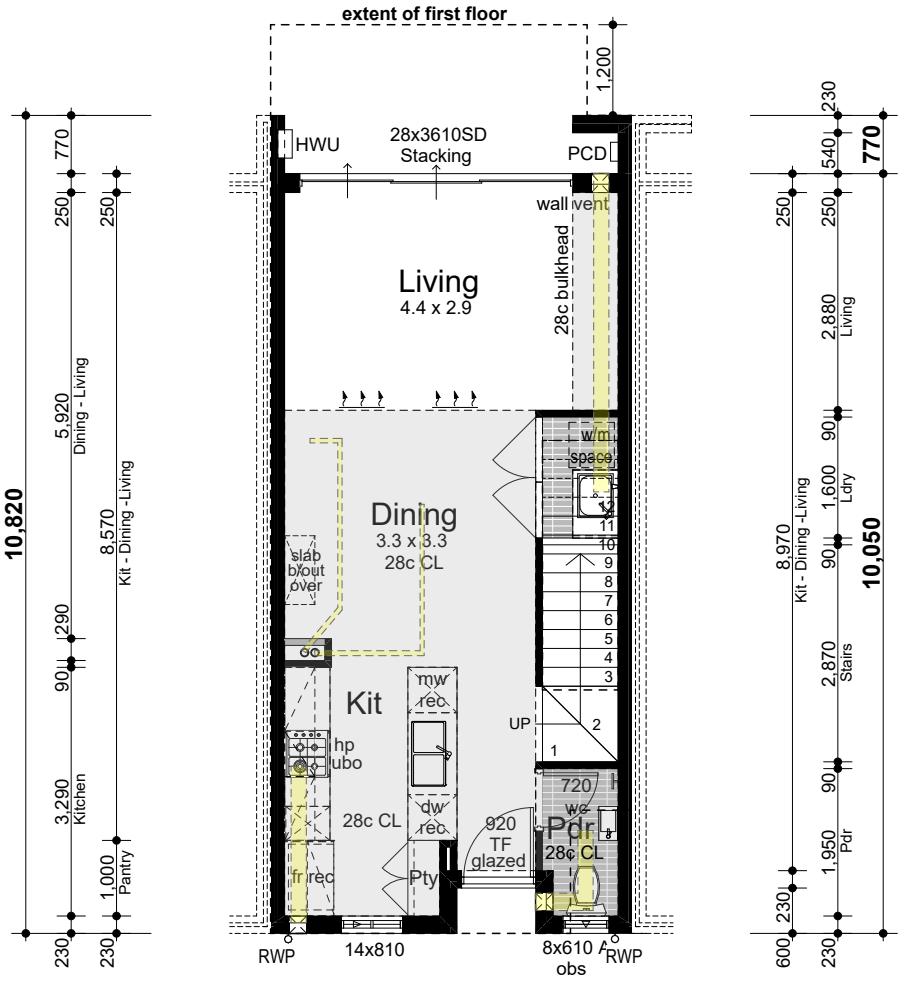
ADDITIONAL NOTES

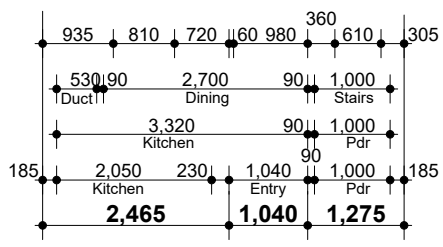
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	50.81m²
Balcony	5.08m²
Total	**103.31m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

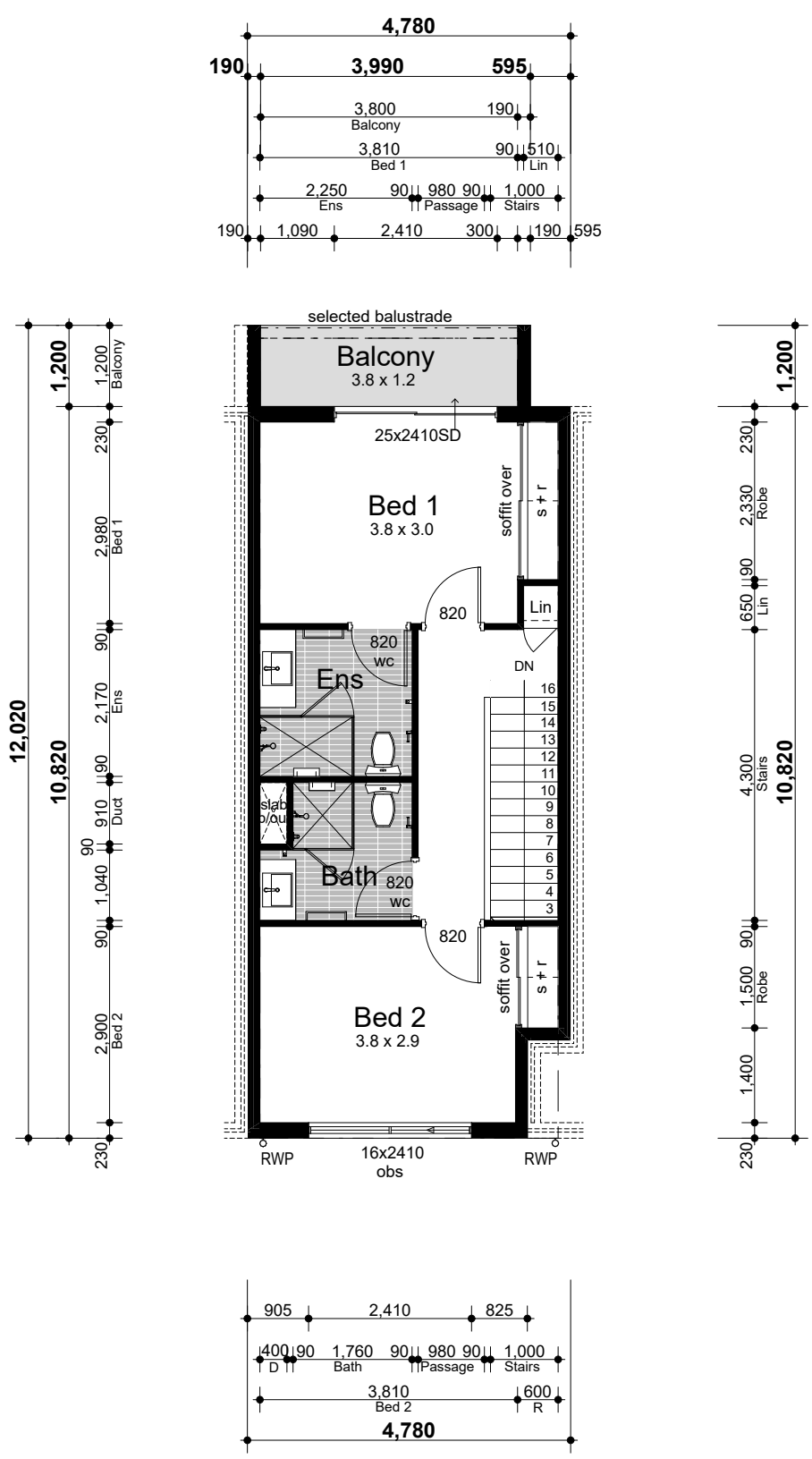
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 22 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

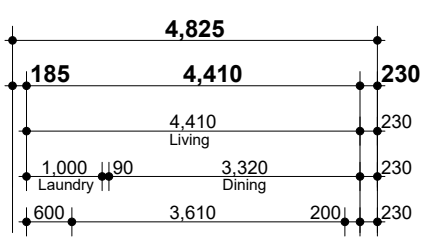
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

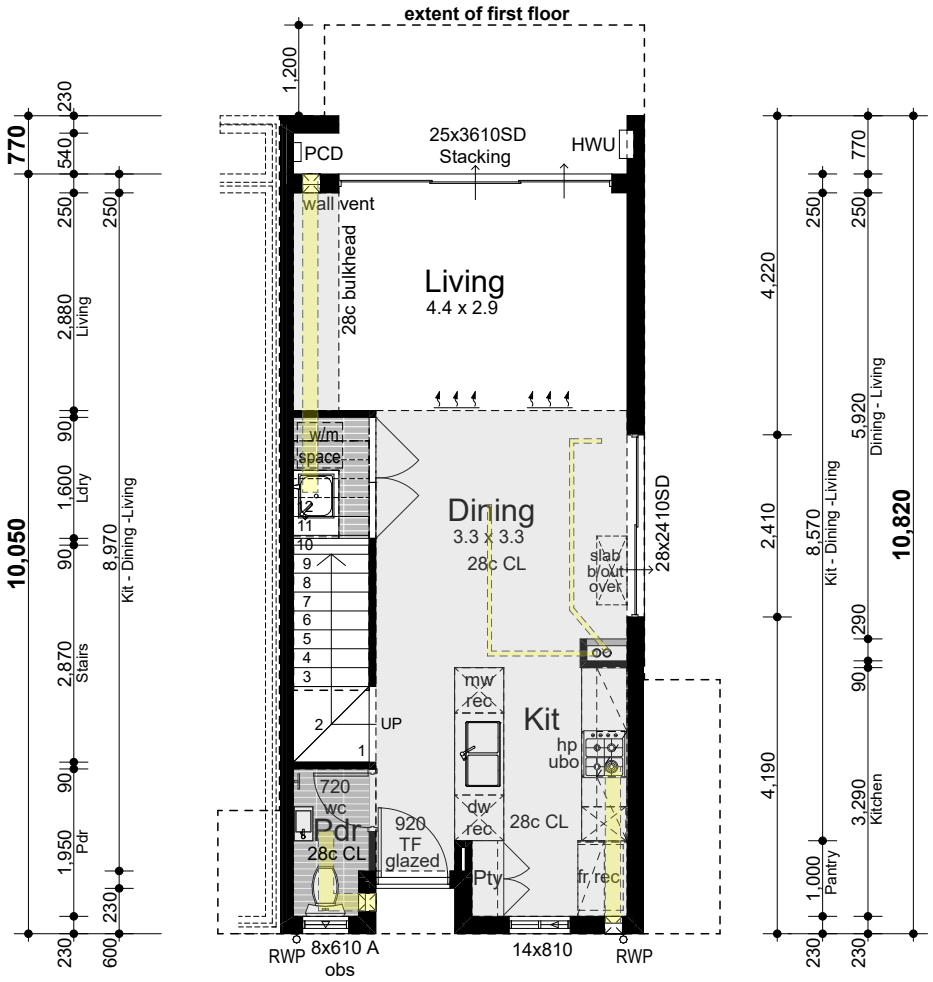
ADDITIONAL NOTES

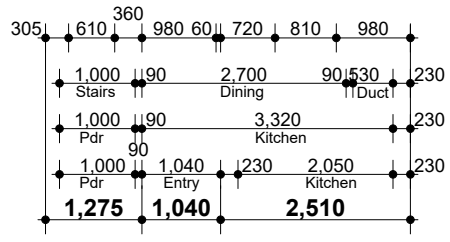
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.87m²
First floor	56.48m²
Balcony	5.08m²
Total	**109.43m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

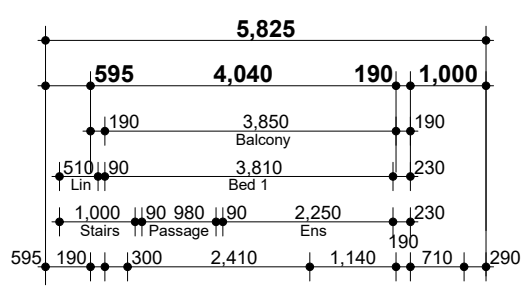
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

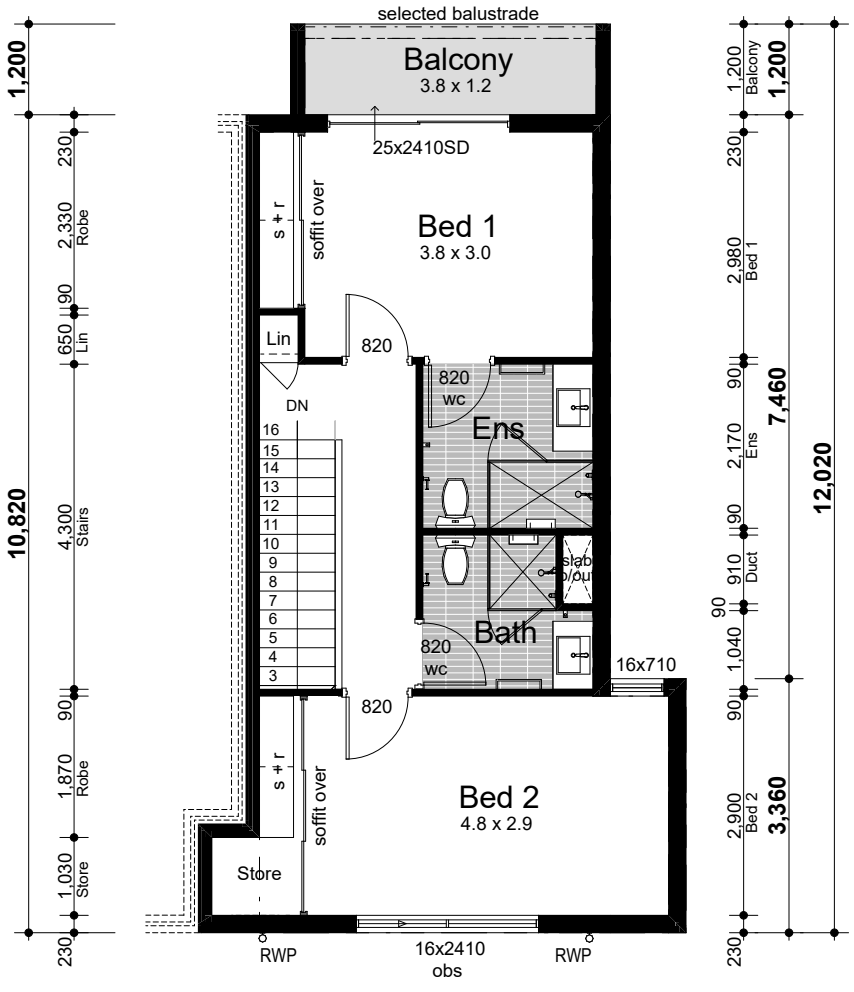
ADDITIONAL NOTES

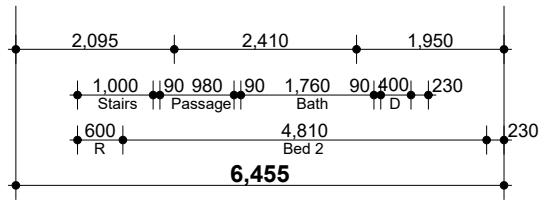
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

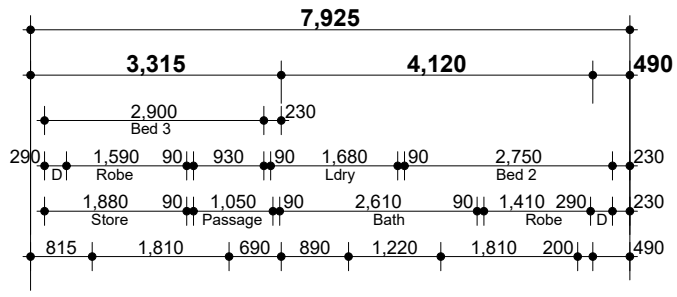
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

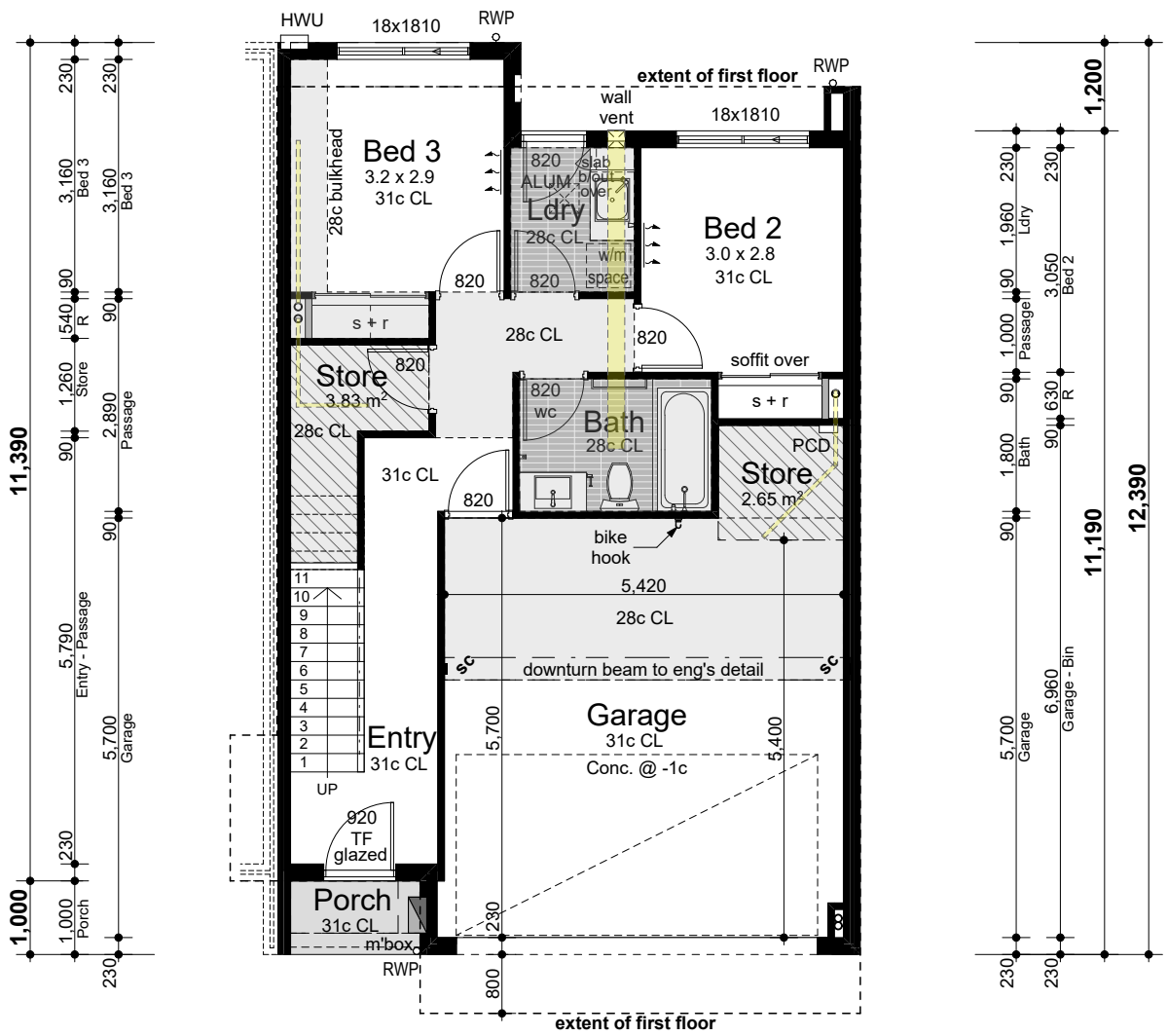
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

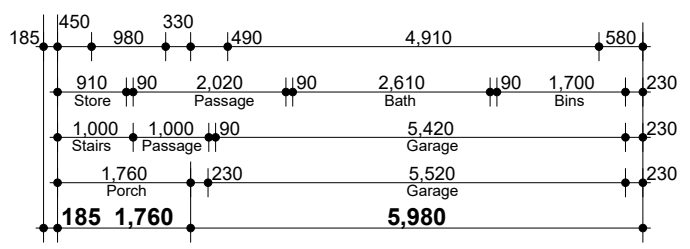
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





Areas	
Ground floor	54.74m²
First floor	83.02m²
Garage	35.14m²
Balcony	14.06m²
Porch	1.95m²
Total	**188.91m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

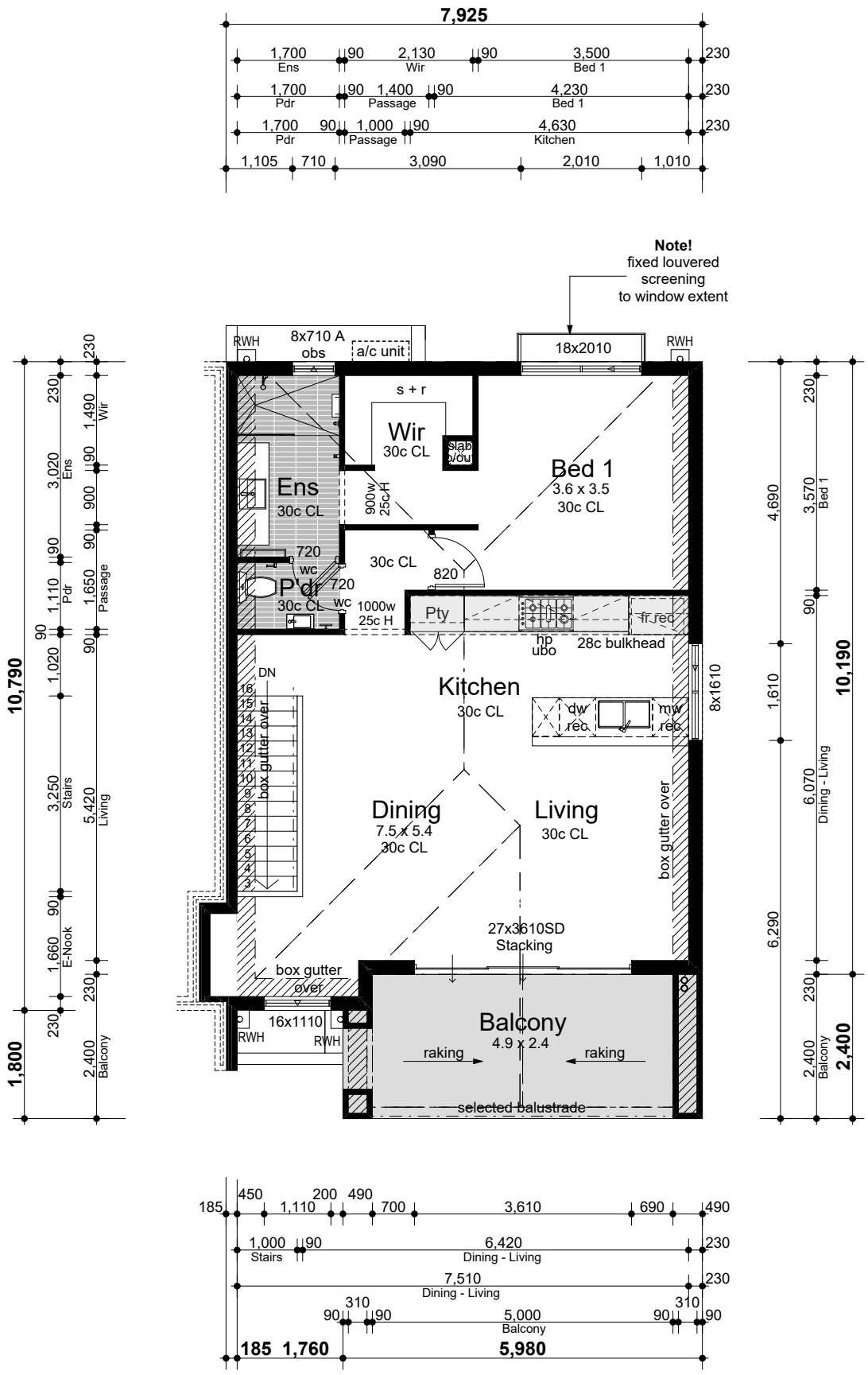
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 12 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

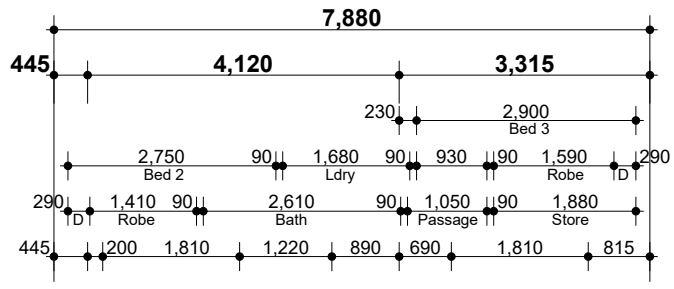
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

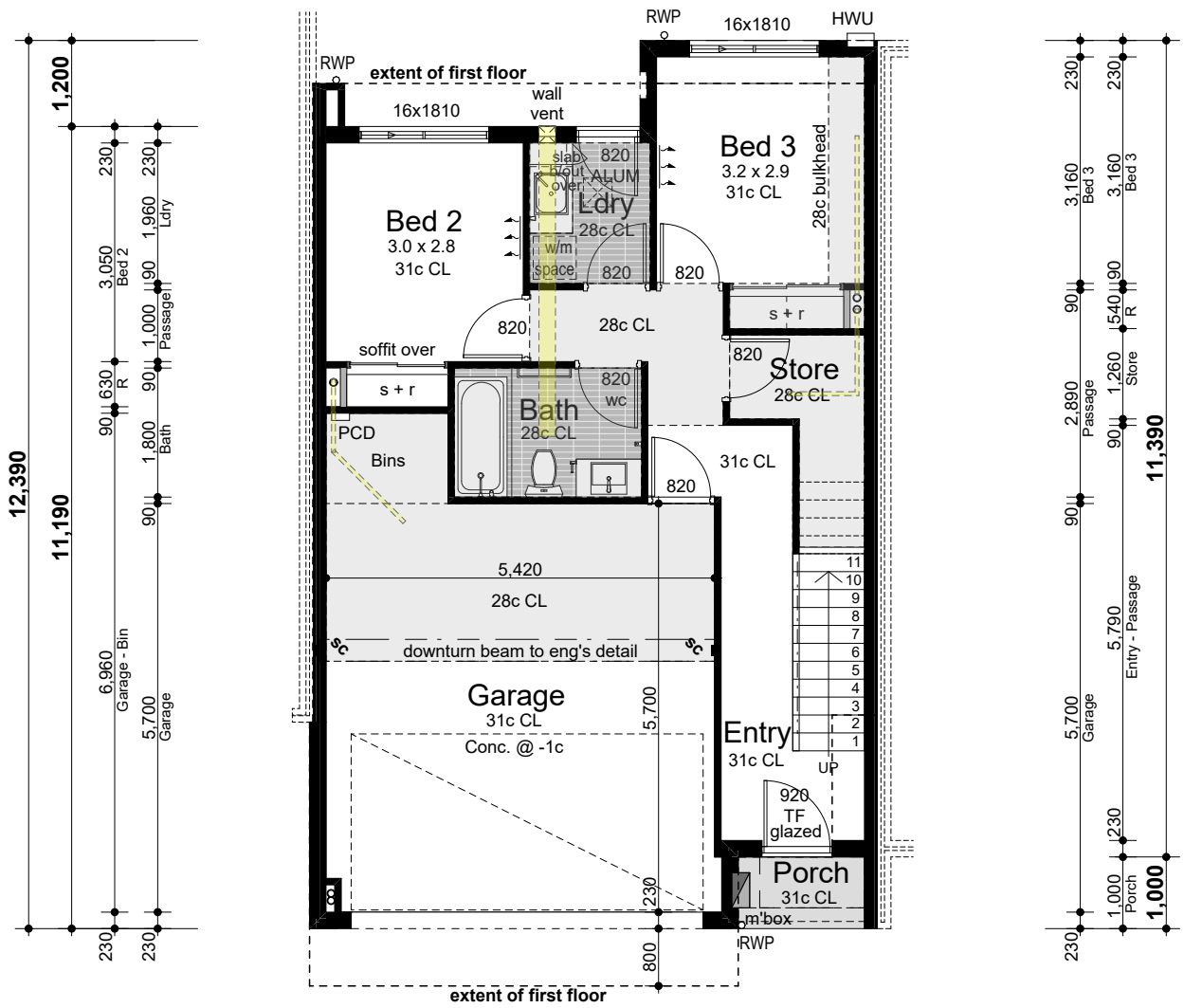
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

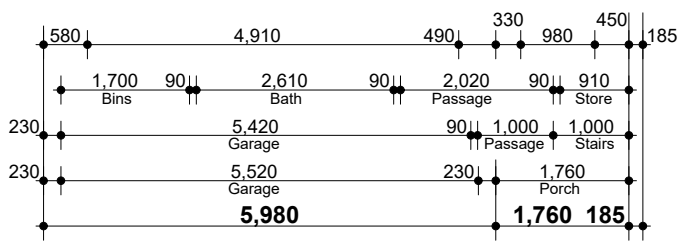
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	54.53m²
First floor	81.01m²
Garage	34.94m²
Balcony	14.06m²
Porch	1.95m²
Total	**186.49m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

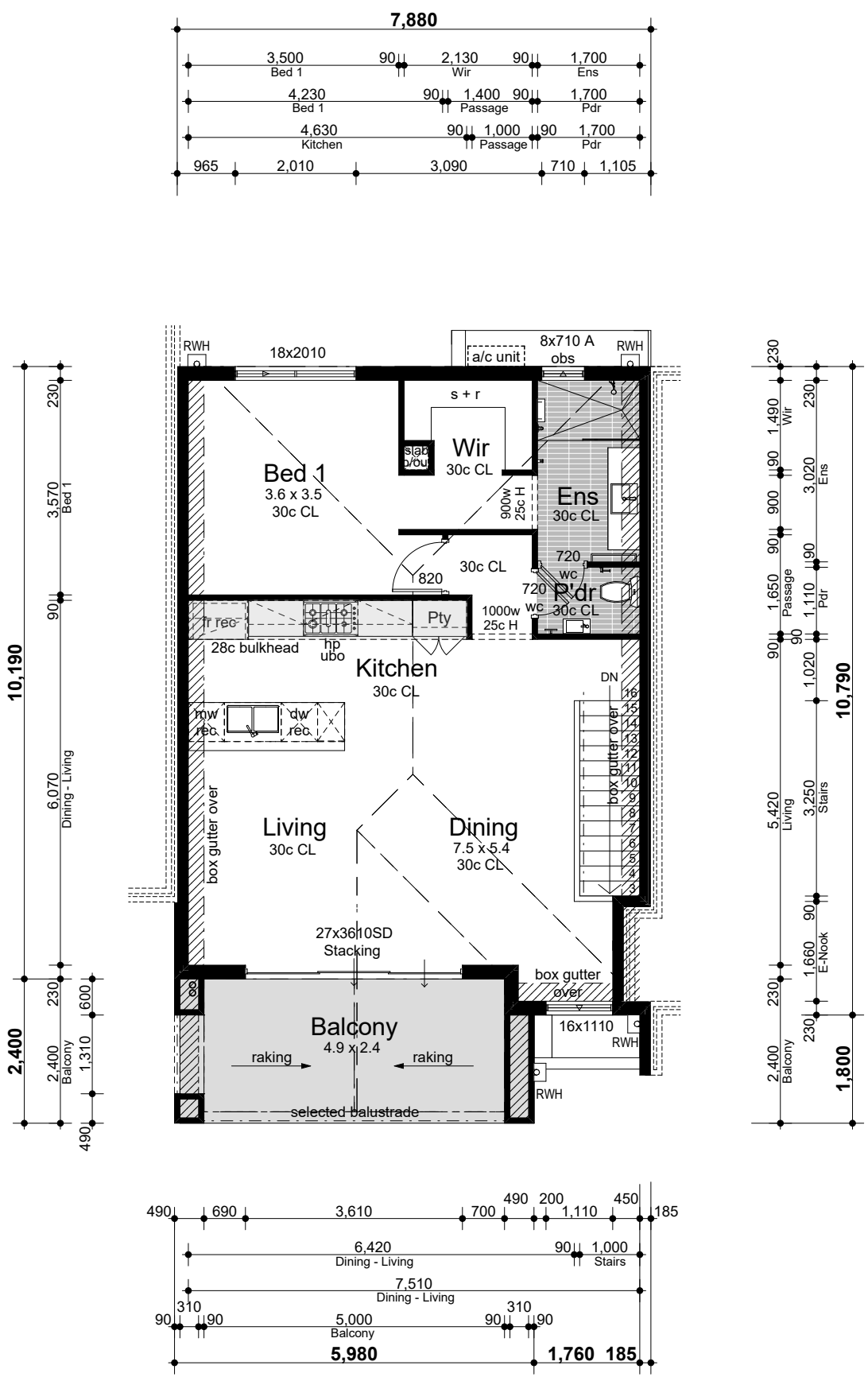
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

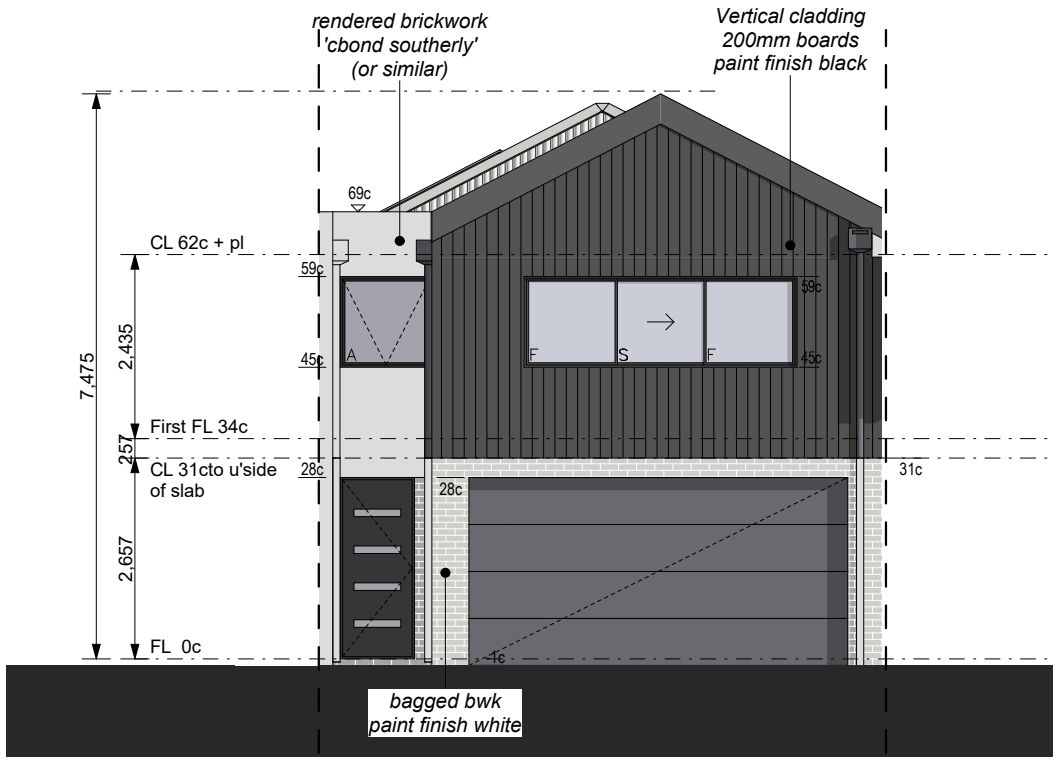
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

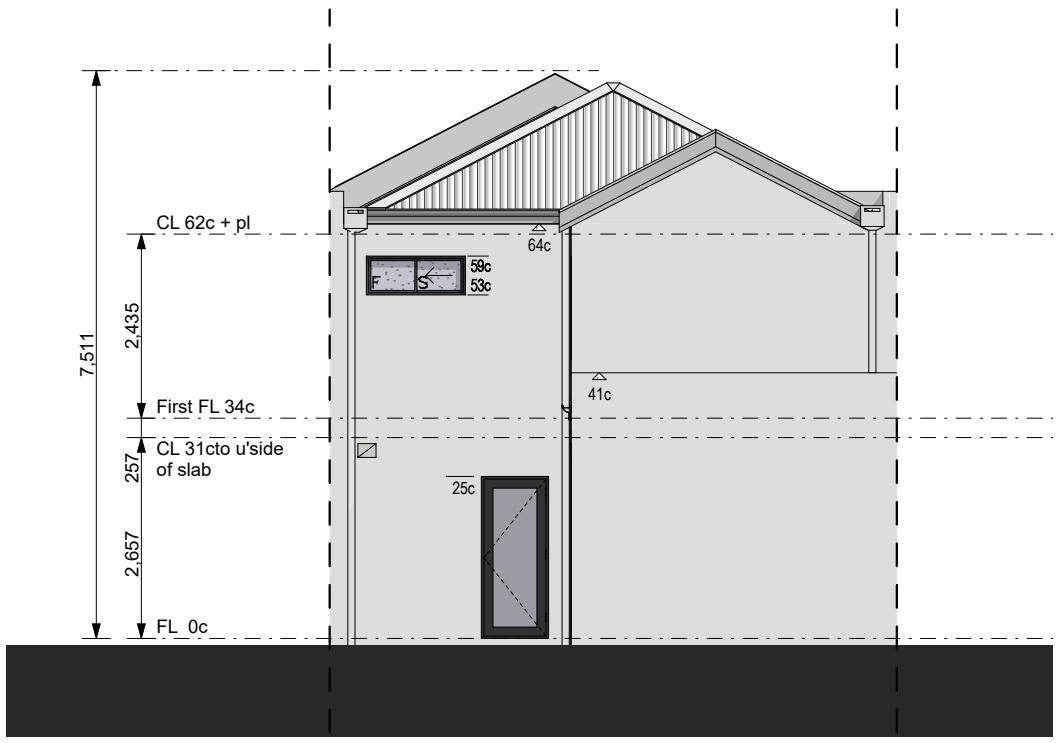
BUILDER

UNIT TYPE 'A'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

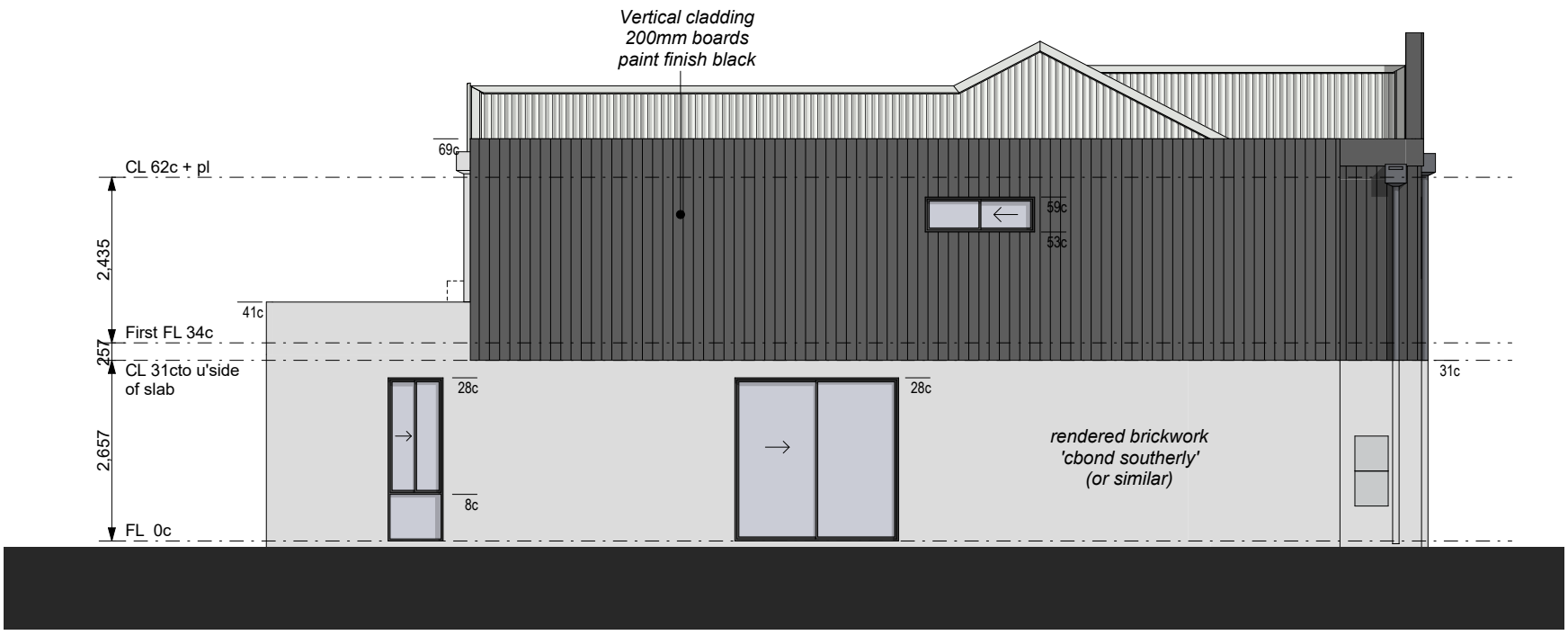
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

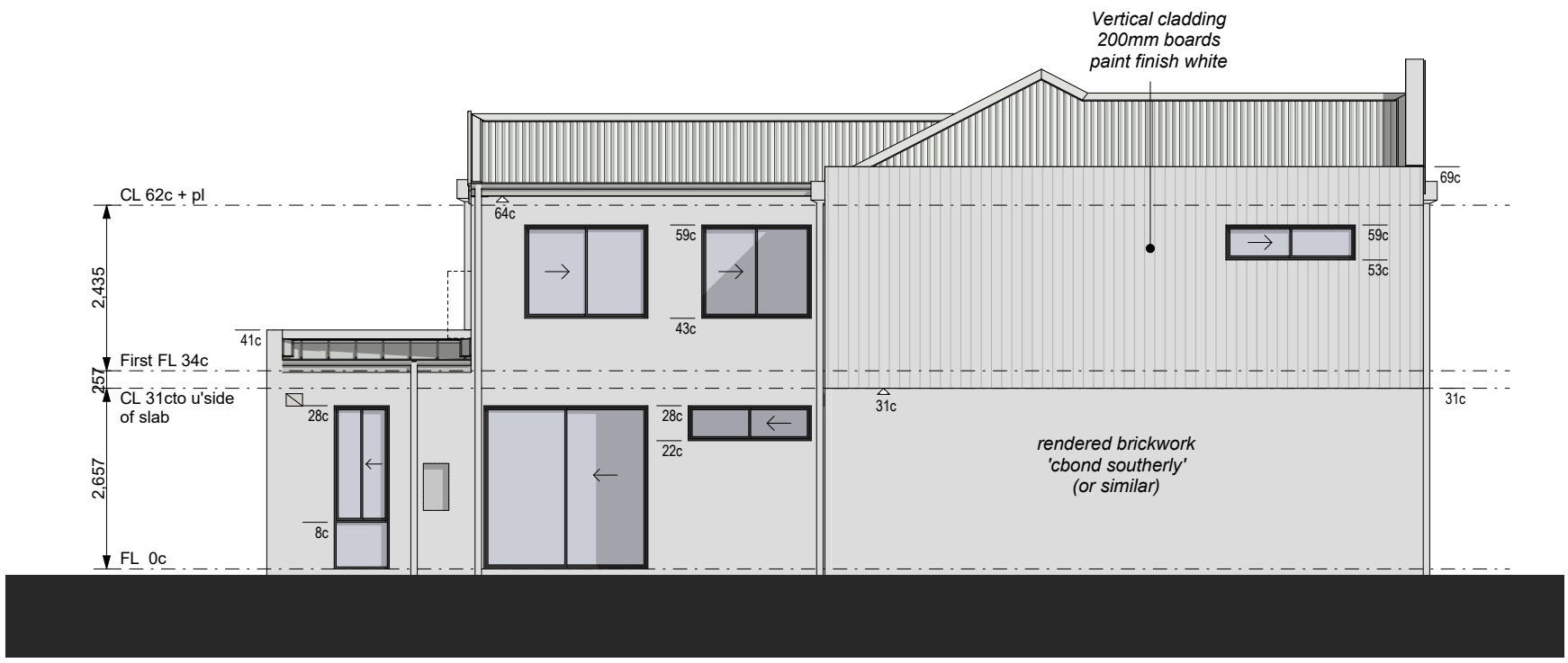
BUILDER

UNIT TYPE 'A'



Unit 10 - Side Elevation

SCALE: 1:100



Unit 16 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

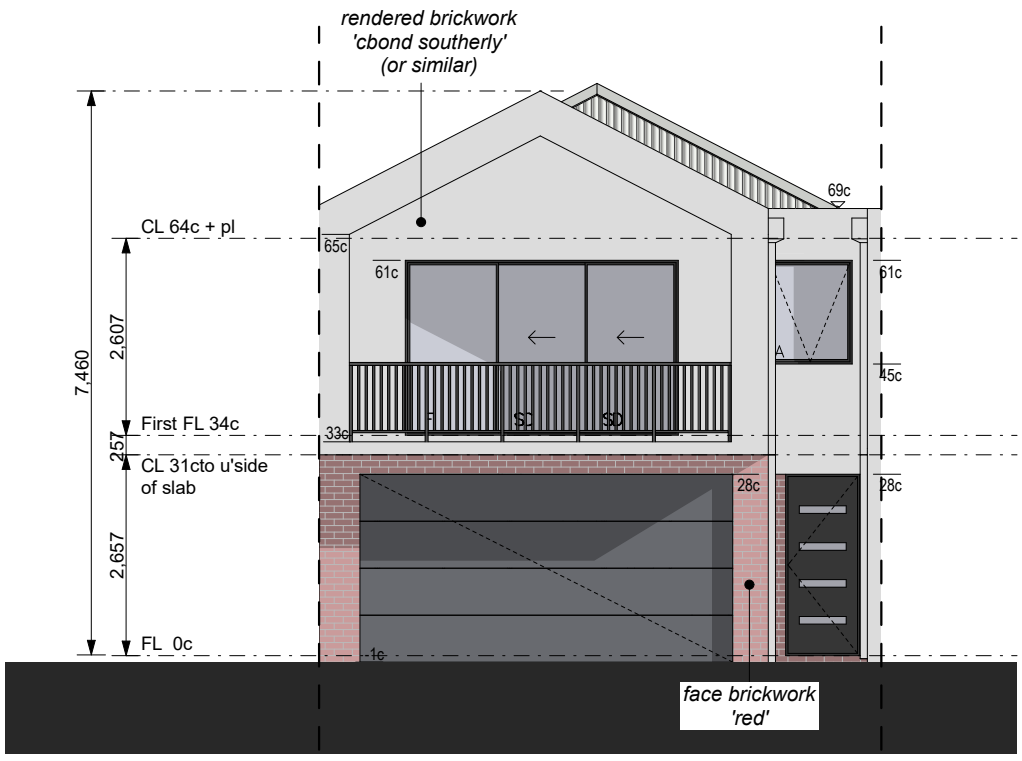
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'



Front Elevation

SCALE: 1:100

Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

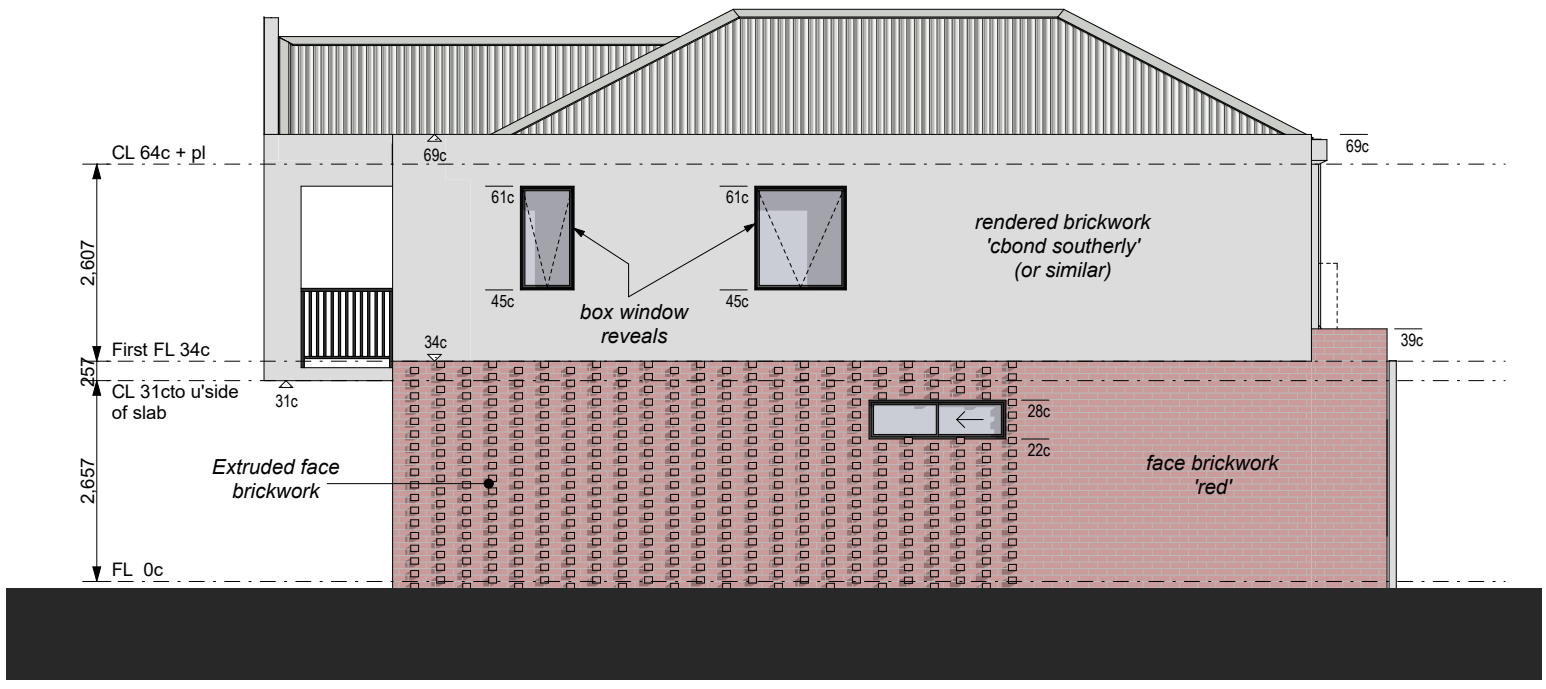
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'



Unit 1 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

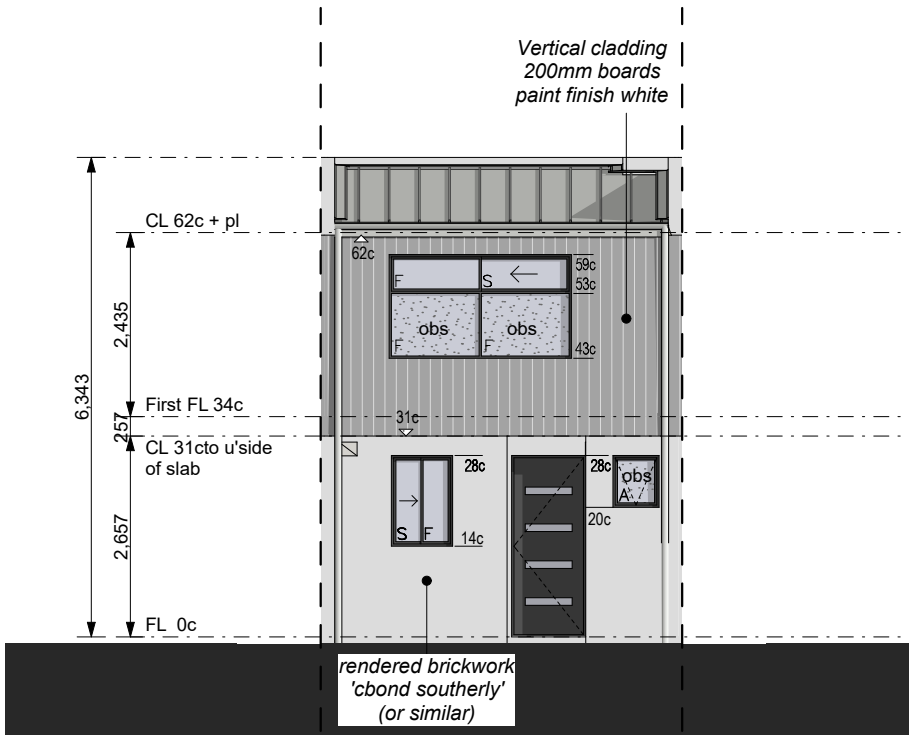
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

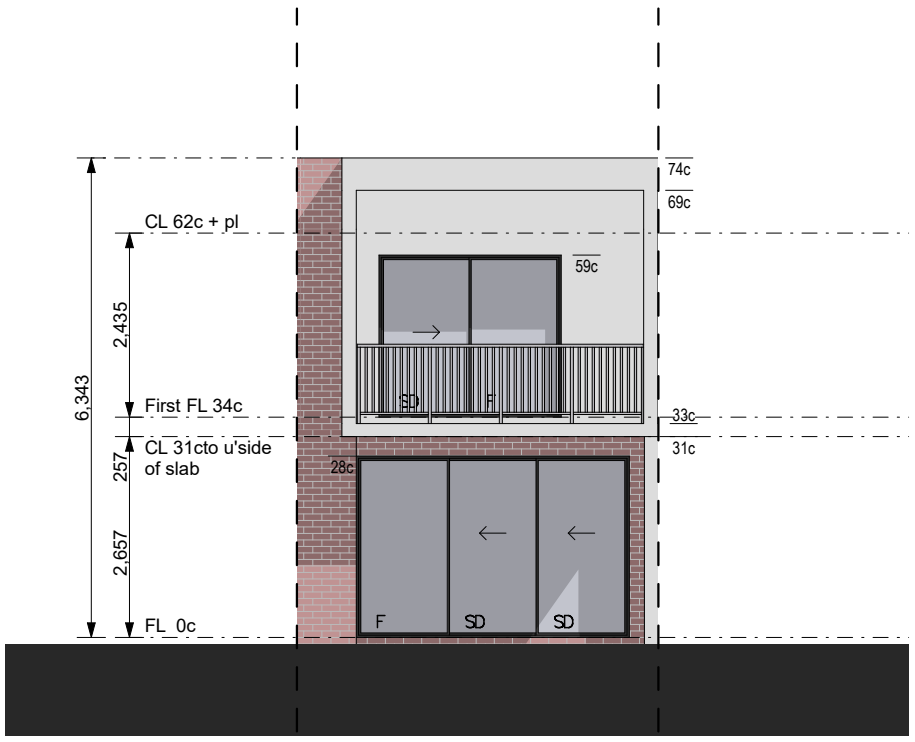
BUILDER

UNIT TYPE 'C'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

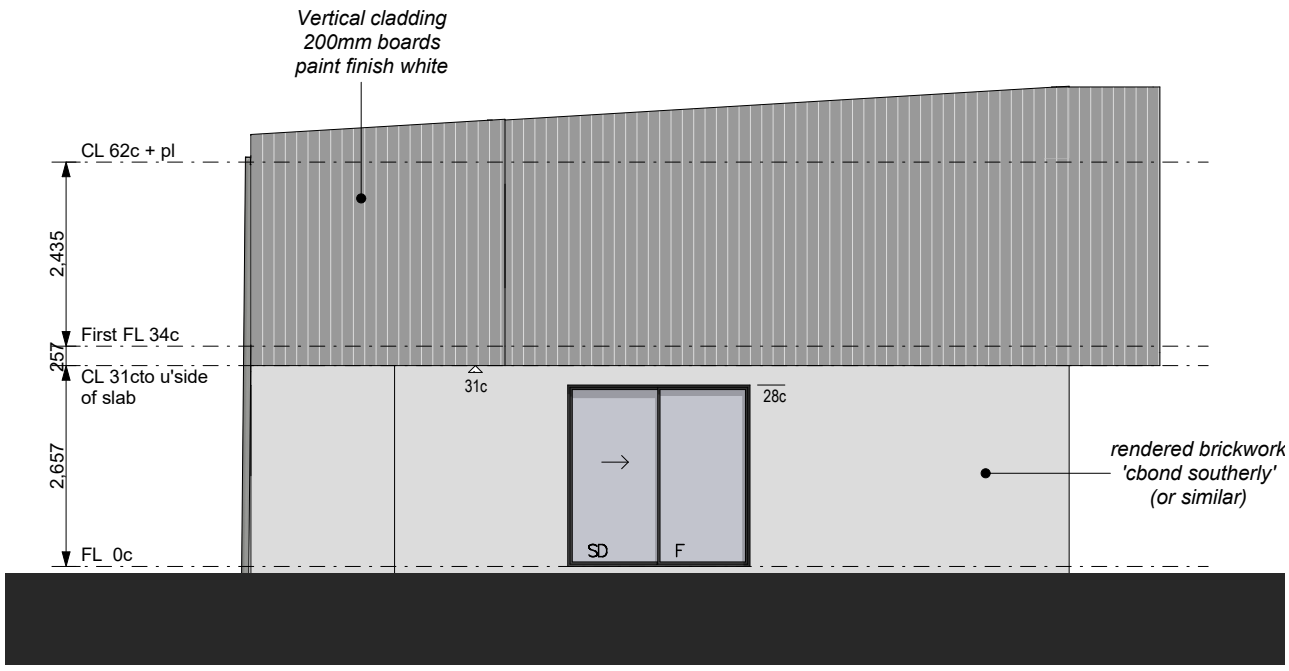
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'C'



Unit 22 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

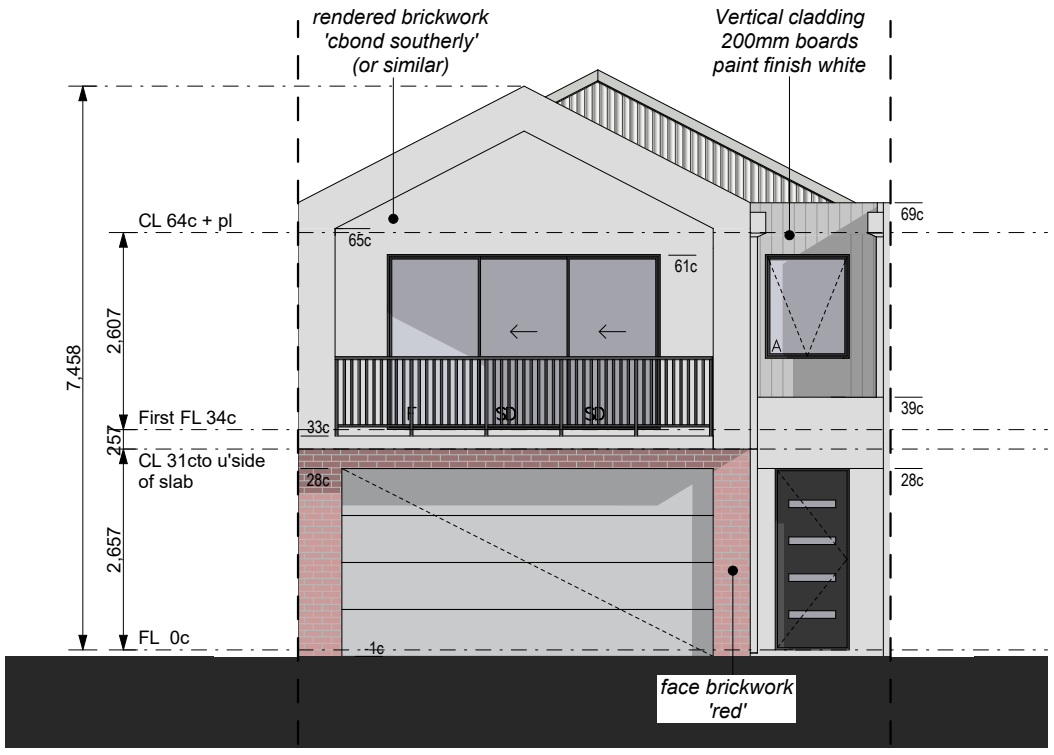
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

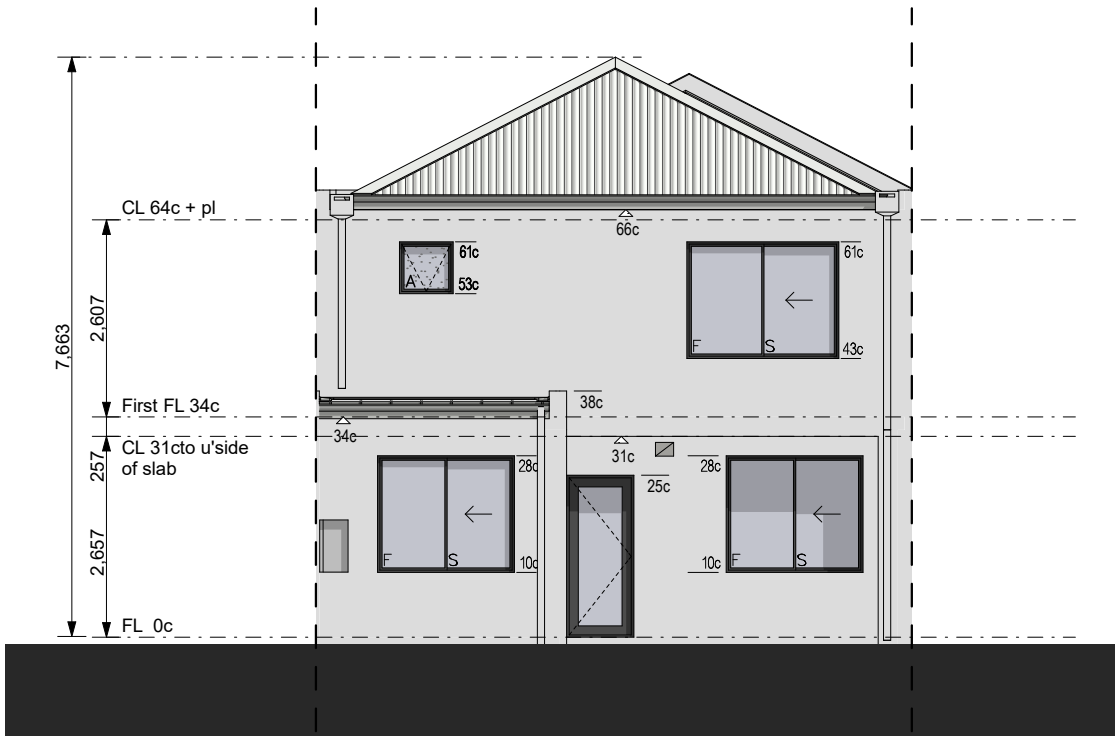
BUILDER

UNIT TYPE 'D'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

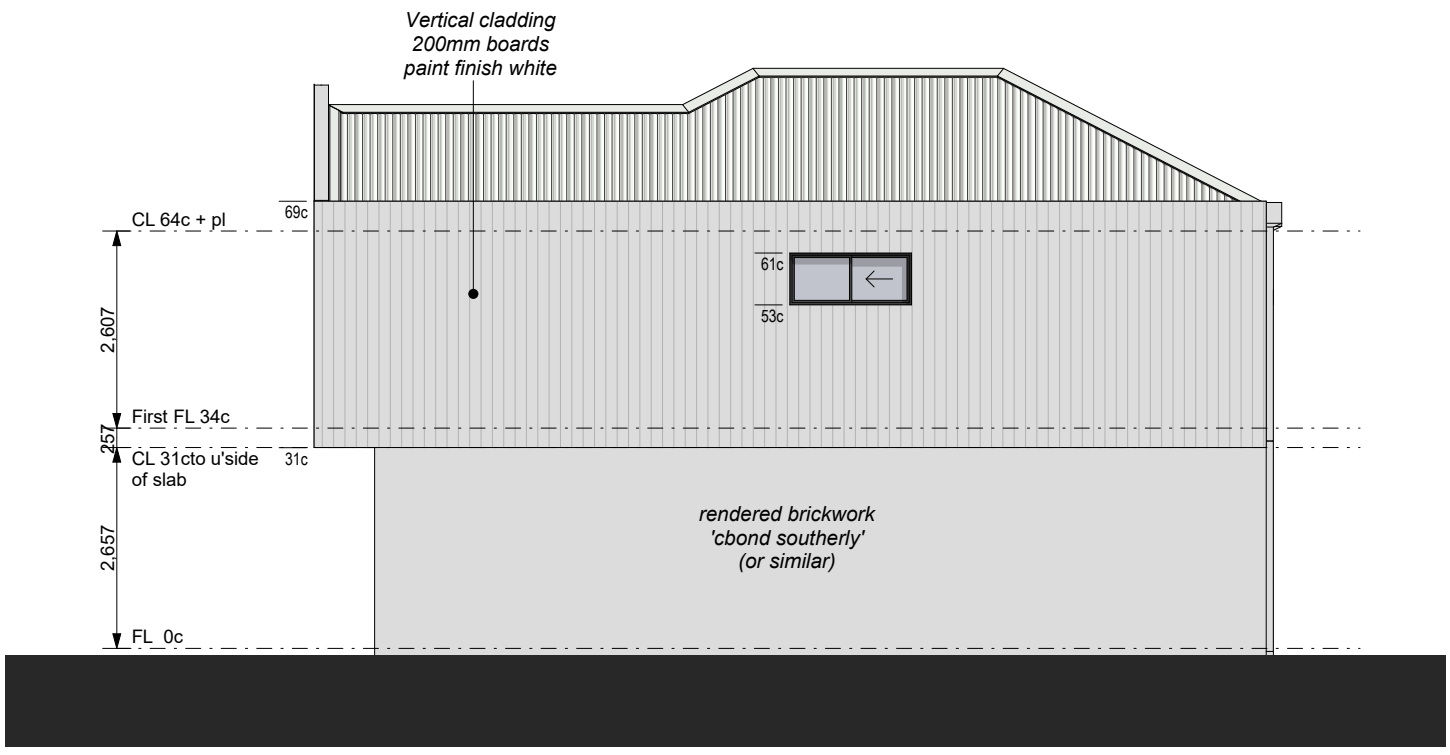
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'D'



Unit 11 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

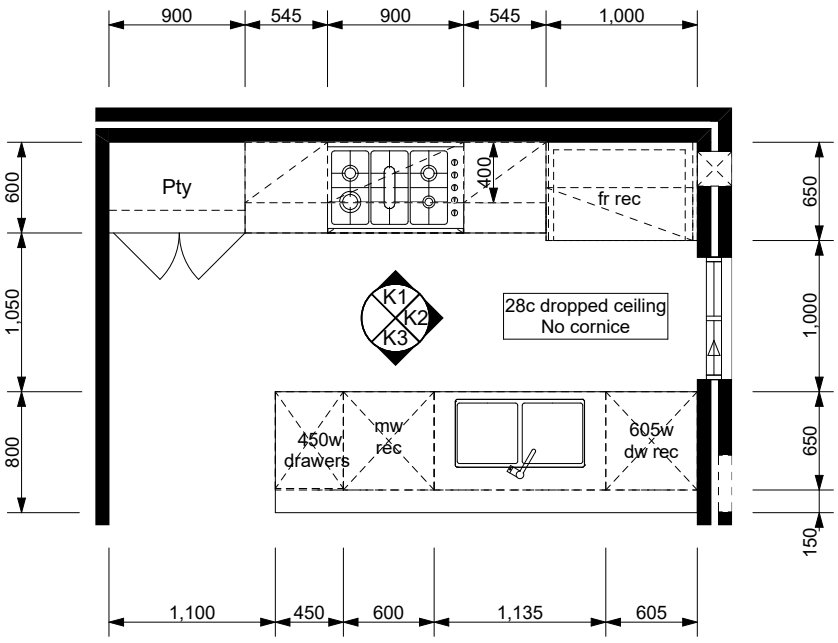
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

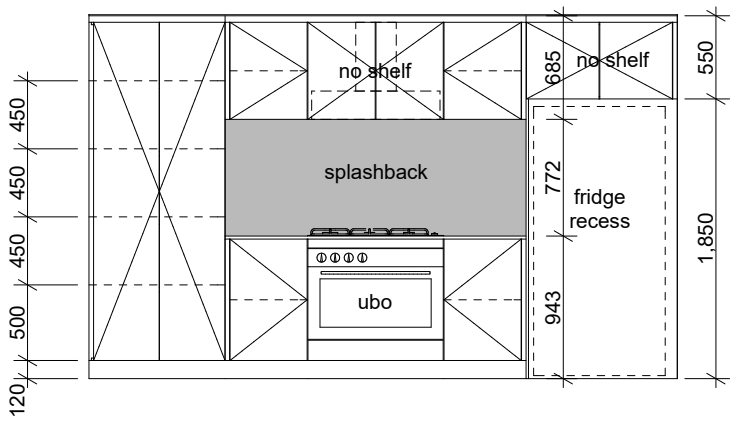
BUILDER

UNIT TYPE 'A'



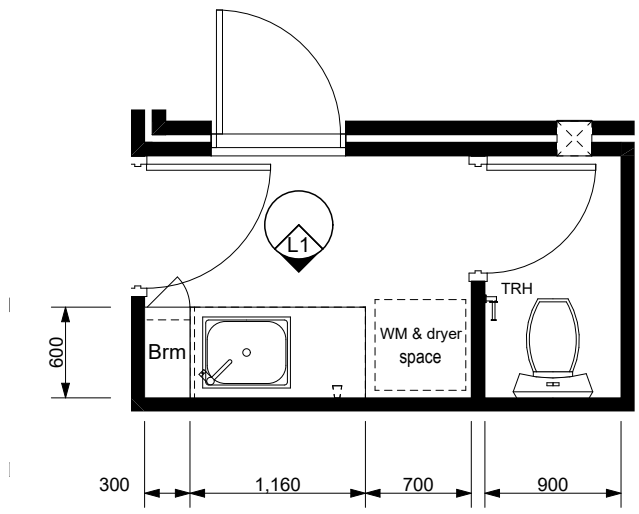
Kitchen Layout

SCALE: 1:50



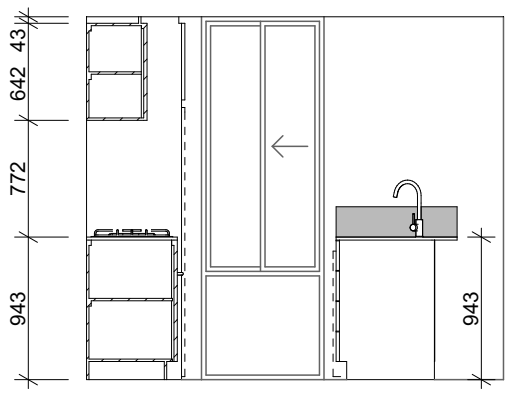
Kitchen 1

SCALE: 1:50



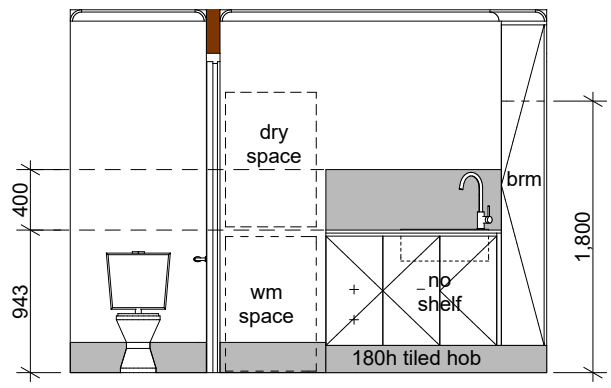
L'dry & P'dr Layout

SCALE: 1:50



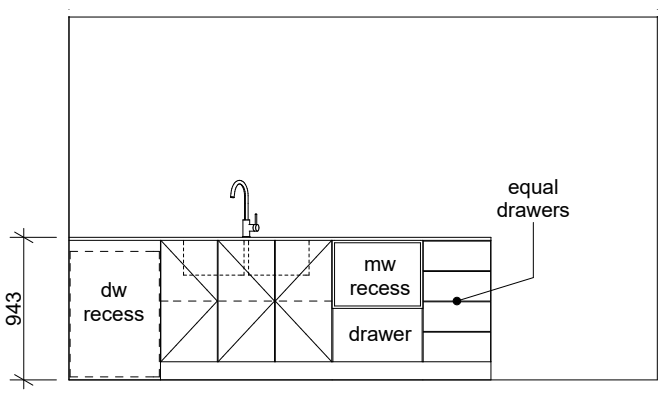
Kitchen 2

SCALE: 1:50



Laundry 1

SCALE: 1:50



Kitchen 3

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

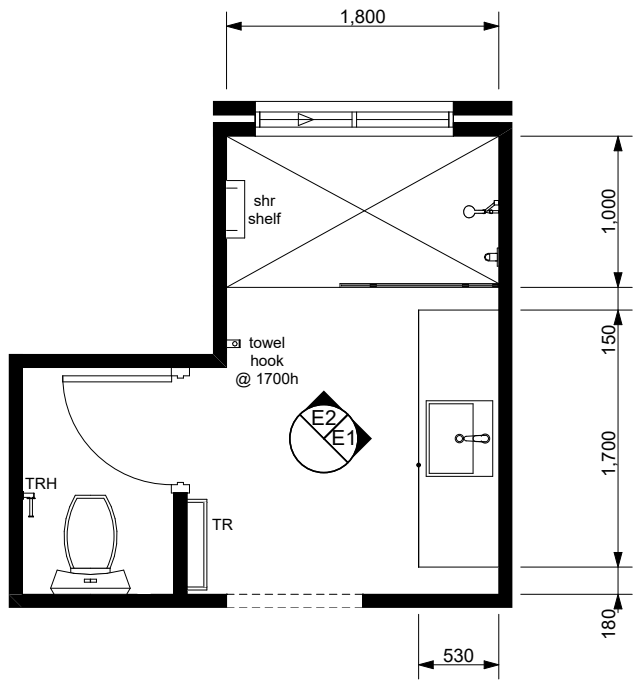
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

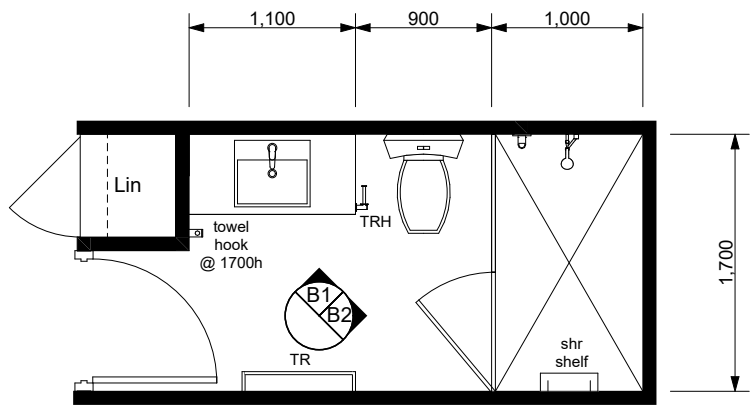
CLIENT

BUILDER

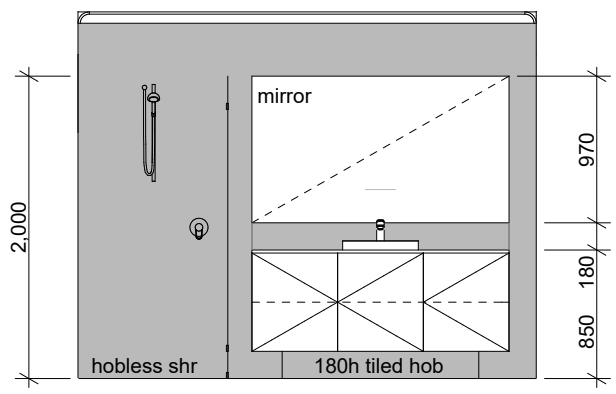
UNIT TYPE 'A'



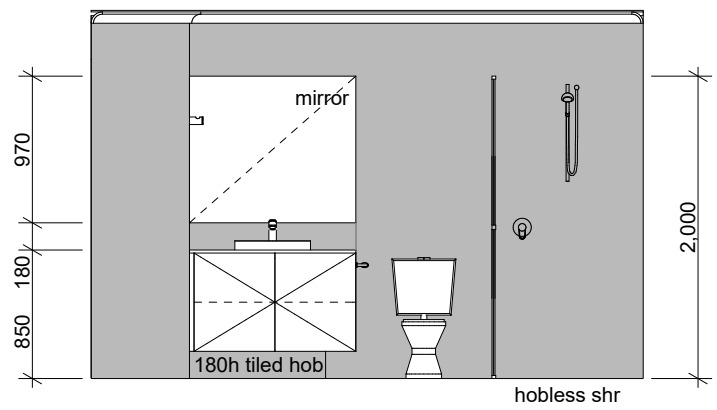
Ensuite Layout
SCALE: 1:50



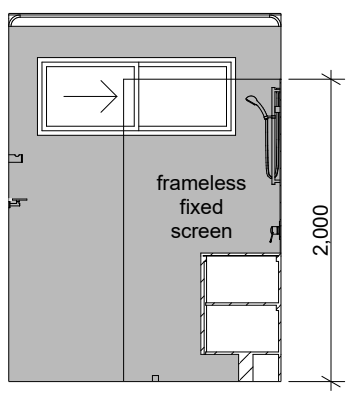
Bathroom Layout
SCALE: 1:50



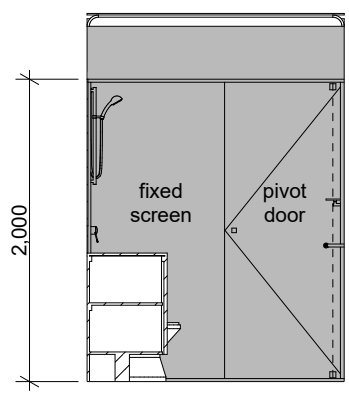
Ensuite 1
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

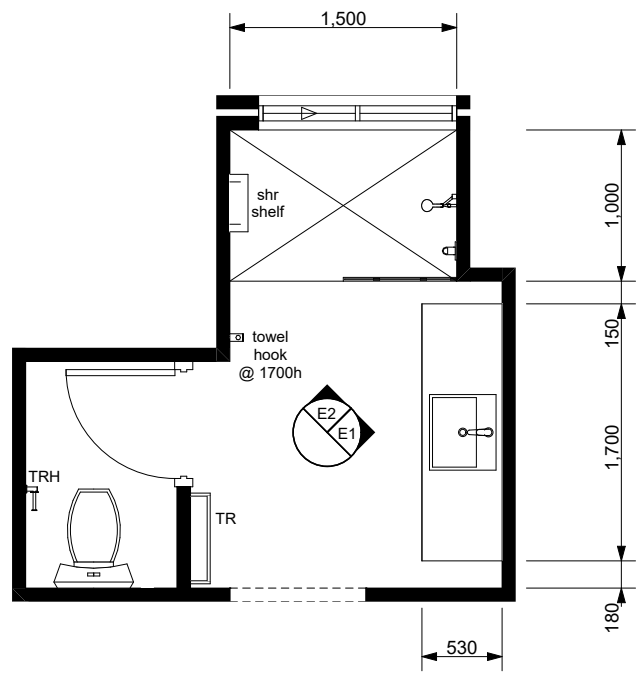
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

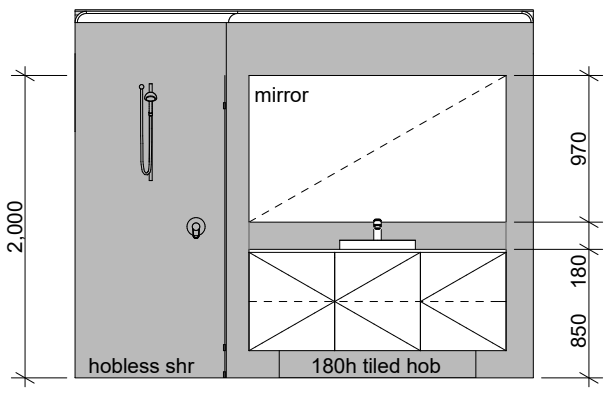
CLIENT

BUILDER

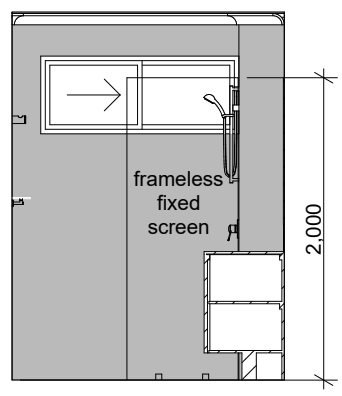
UNIT (2, 5, 9, 10, 13 & 15) TYPE 'A'



Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

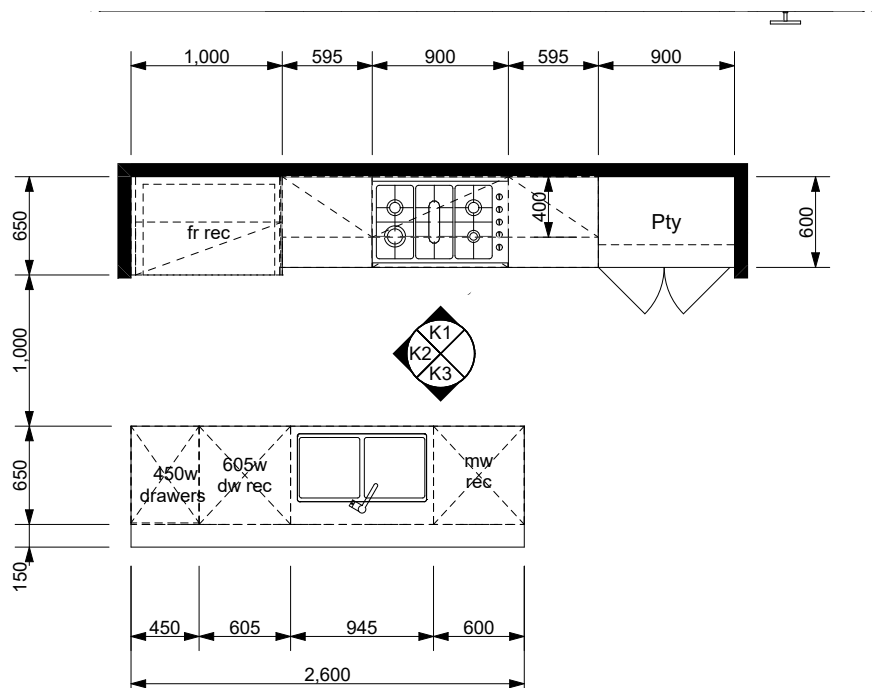
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

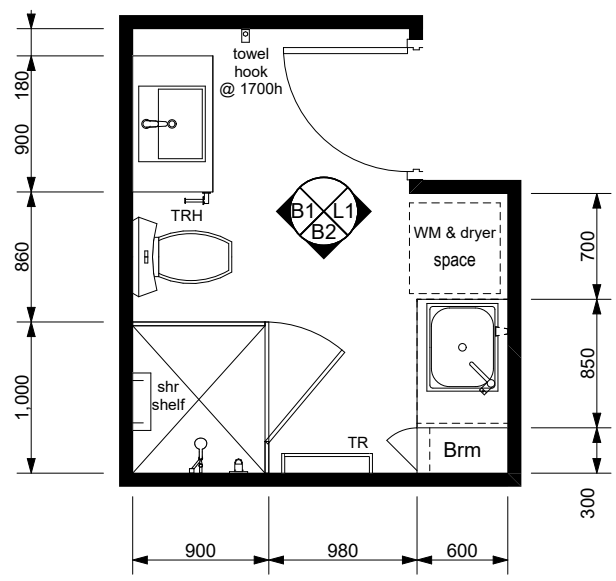
CLIENT

BUILDER

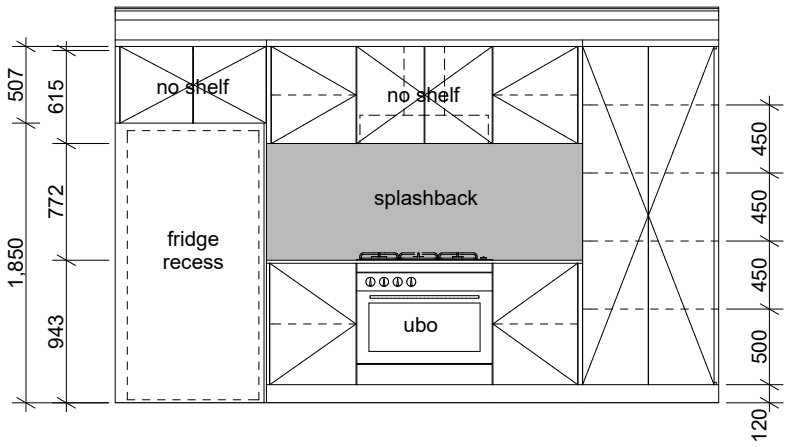
UNIT TYPE 'B'



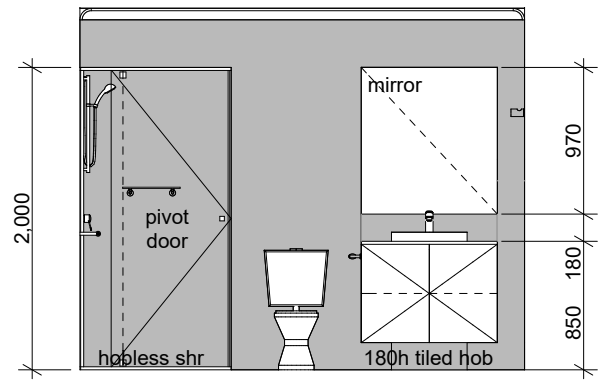
Kitchen Layout
SCALE: 1:50



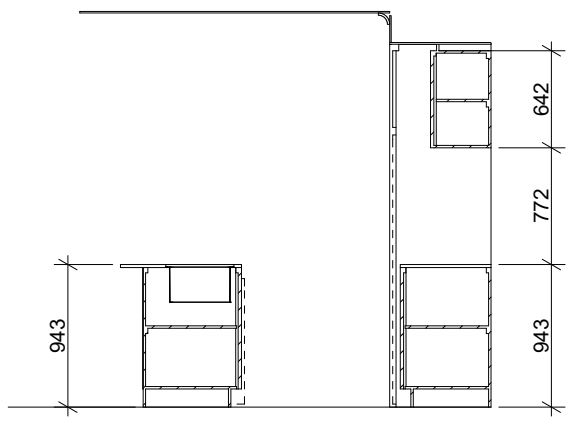
Bath & L'dry Layout
SCALE: 1:50



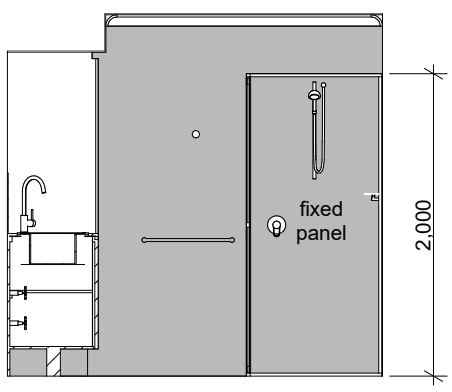
Kitchen 1
SCALE: 1:50



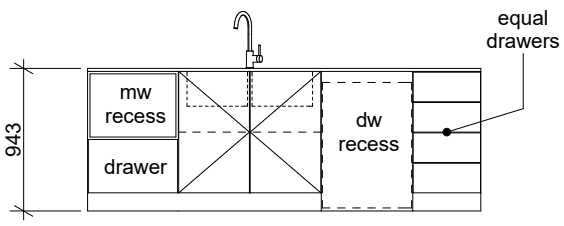
Bathroom 1
SCALE: 1:50



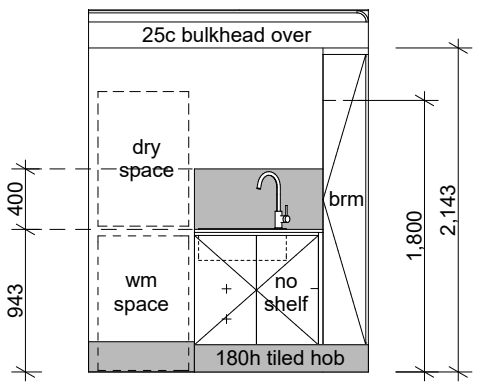
Kitchen 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50



Laundry 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

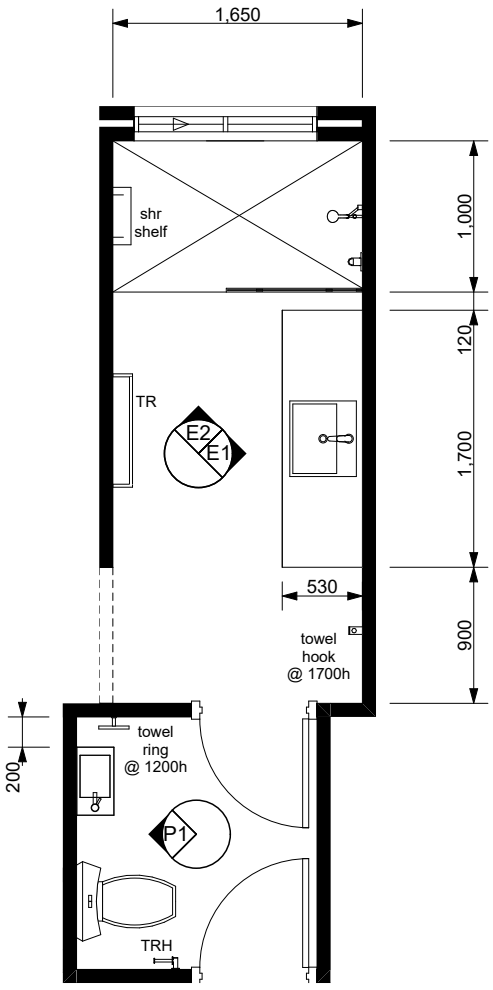
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

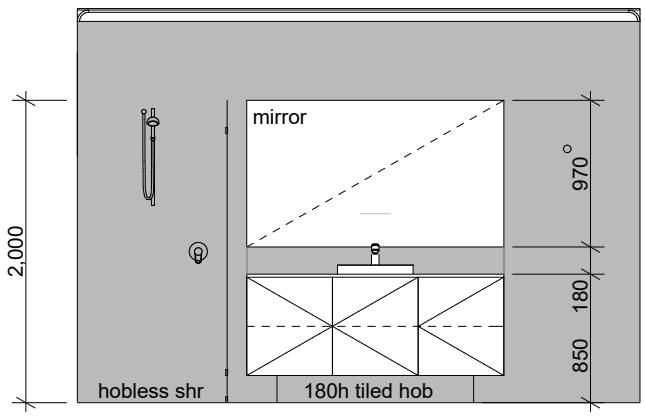
CLIENT

BUILDER

UNIT TYPE 'B'



Ensuite Layout
SCALE: 1:50



Ensuite 1
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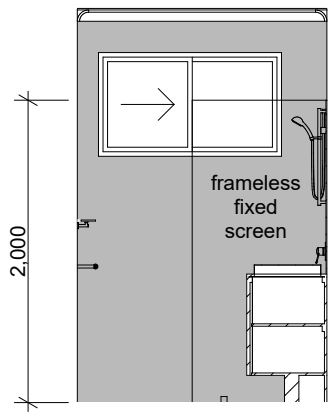

Ensuite 2
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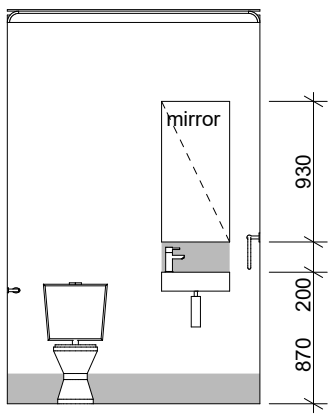


Powder 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

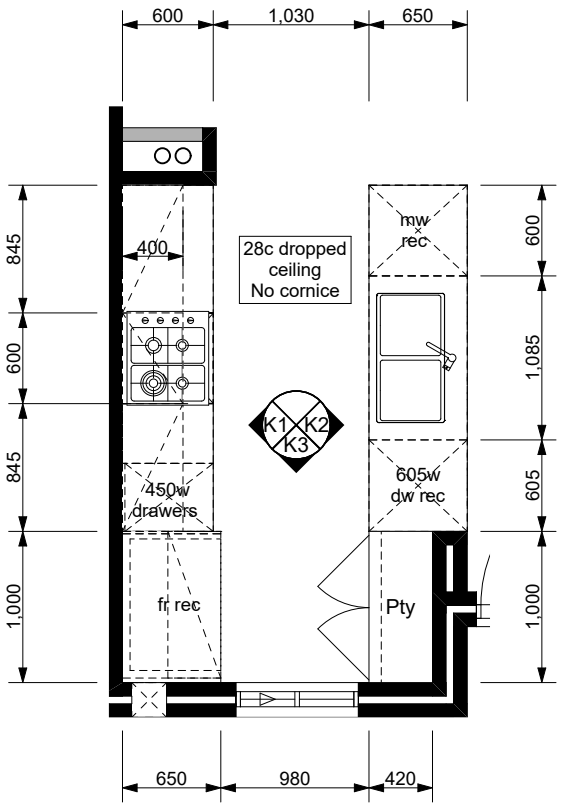
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

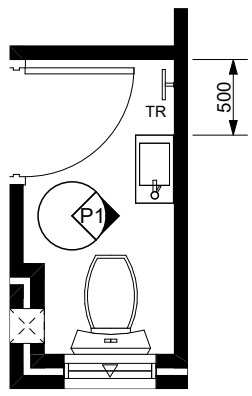
CLIENT

BUILDER

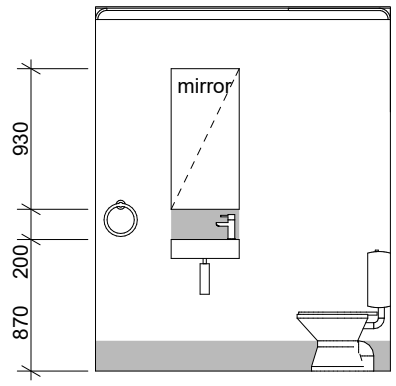
UNIT TYPE 'C'



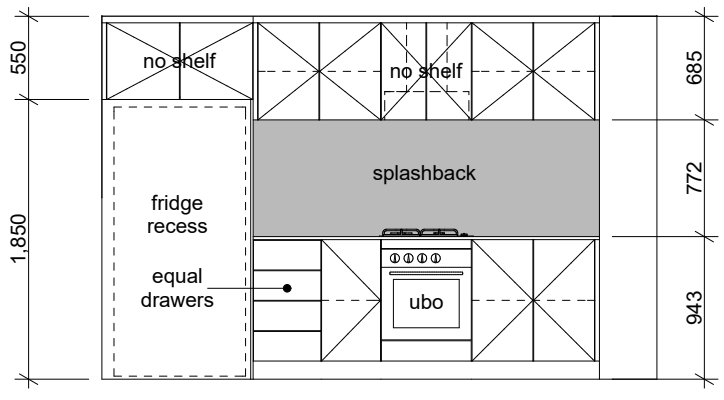
Kitchen Layout
SCALE: 1:50



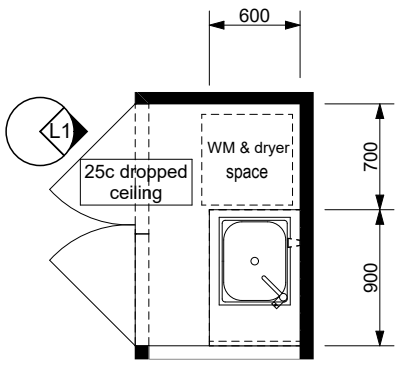
Powder Layout
SCALE: 1:50



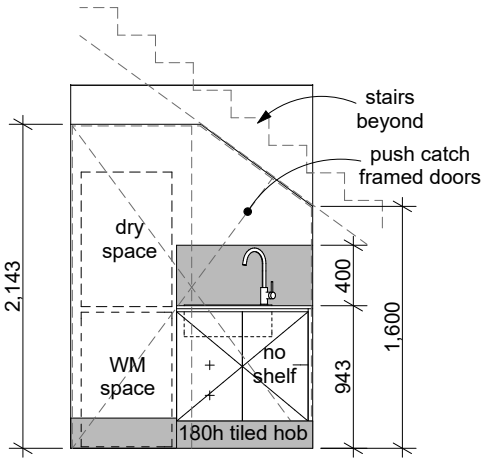
Powder 1
SCALE: 1:50



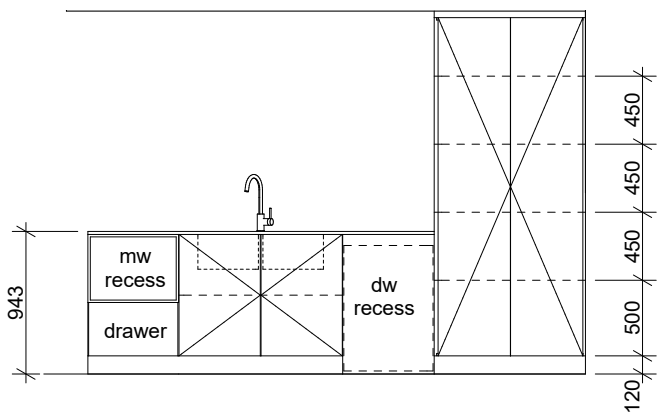
Kitchen 1
SCALE: 1:50



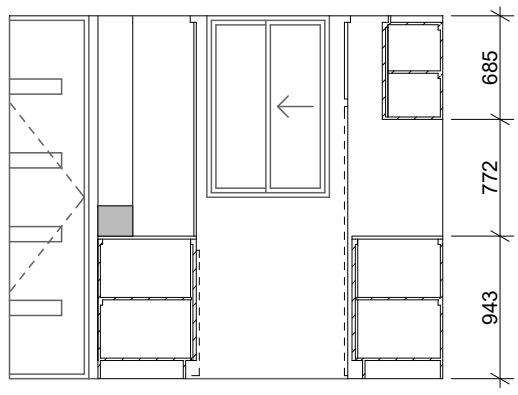
Laundry Layout
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

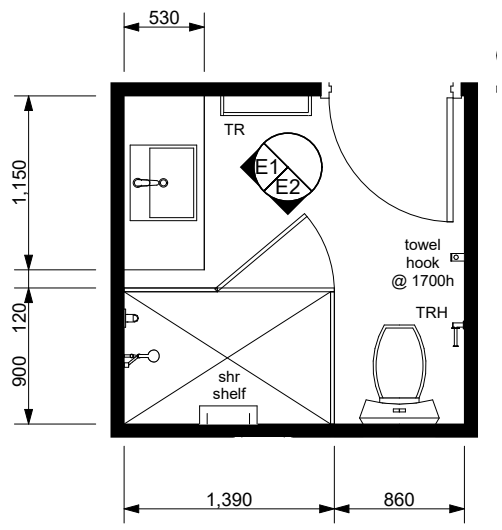
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

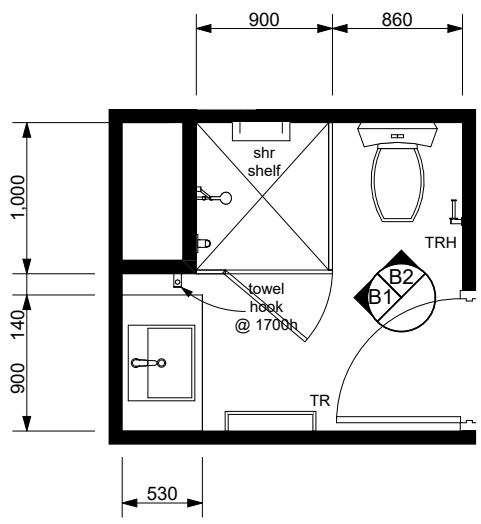
CLIENT

BUILDER

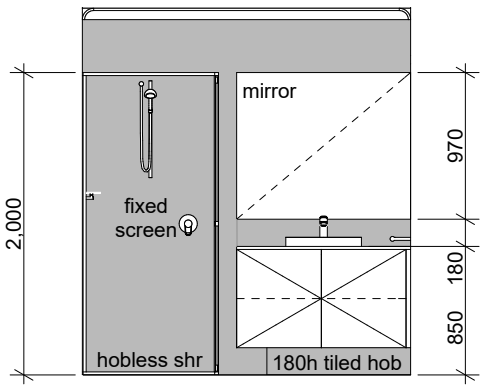
UNIT TYPE 'C'



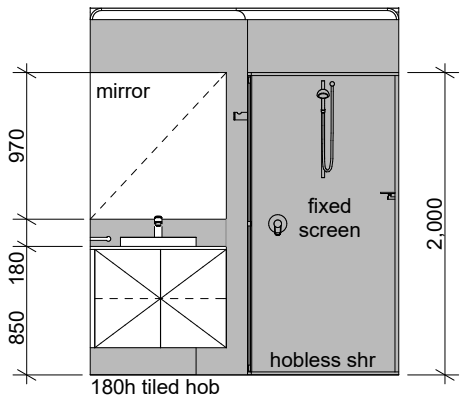
Ensuite Layout
SCALE: 1:50



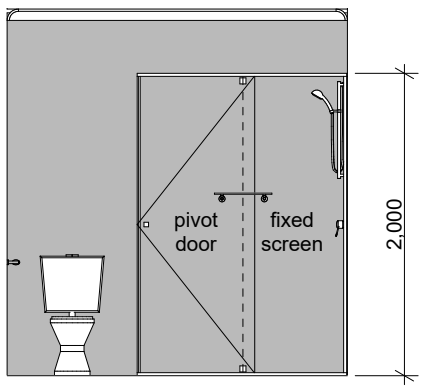
Bathroom Layout
SCALE: 1:50



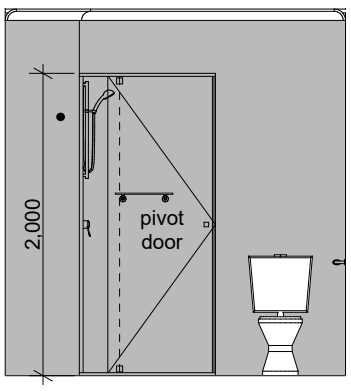
Ensuite 1
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

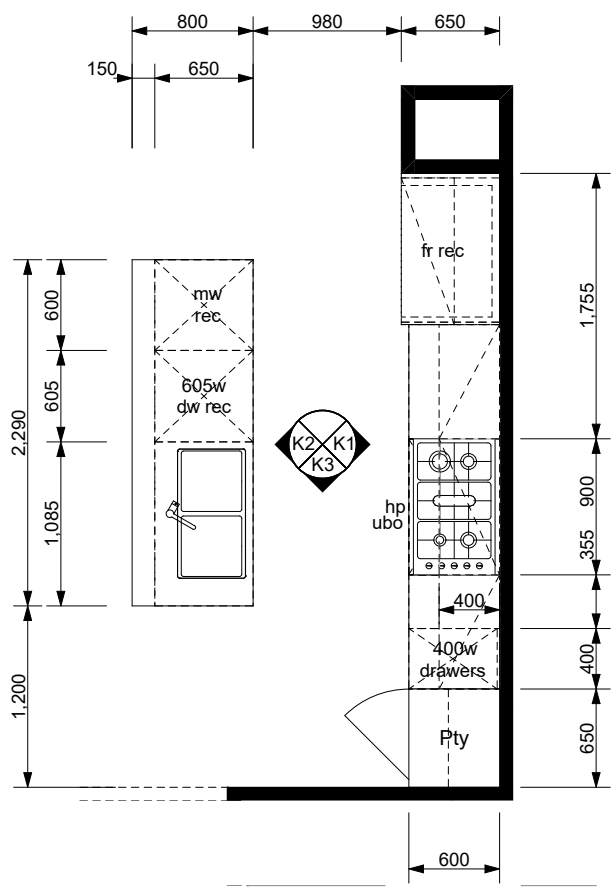
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

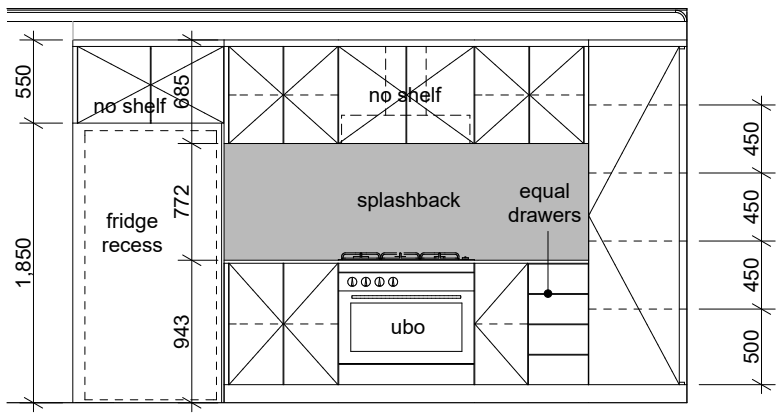
CLIENT

BUILDER

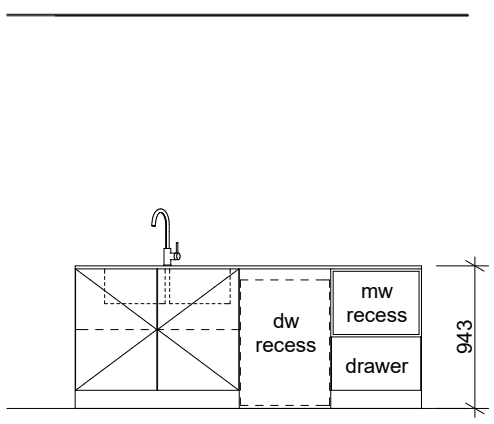
UNIT TYPE 'C*' Unit 17



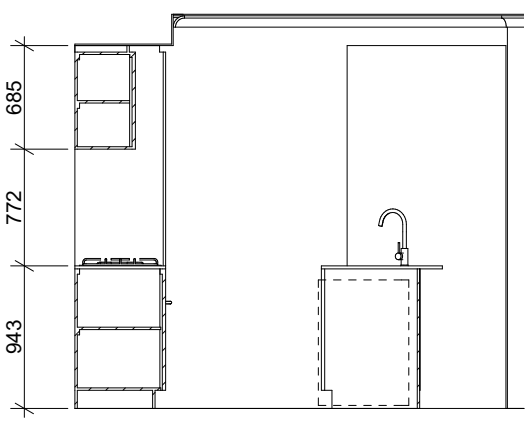
Kitchen Layout
SCALE: 1:50



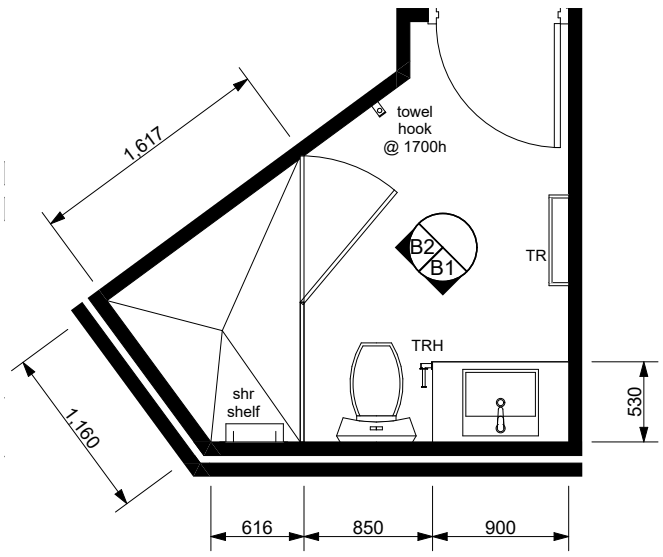
Kitchen 1
SCALE: 1:50



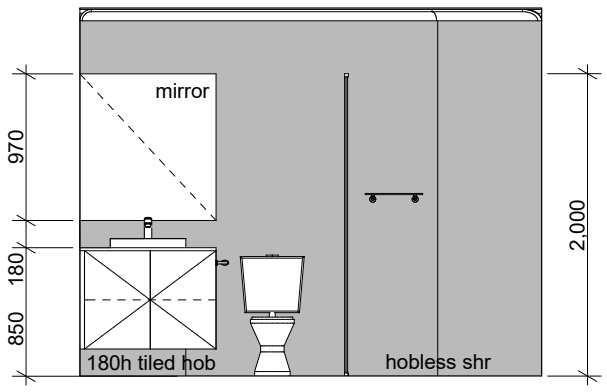
Kitchen 2
SCALE: 1:50



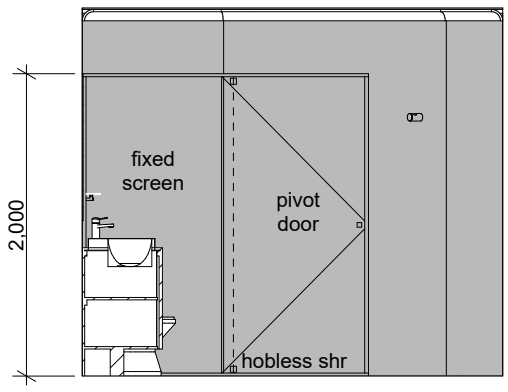
Kitchen 3
SCALE: 1:50



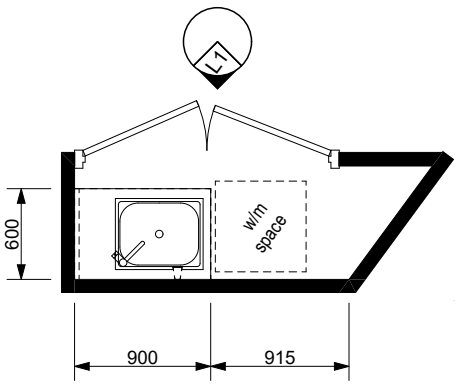
Bathroom Layout
SCALE: 1:50



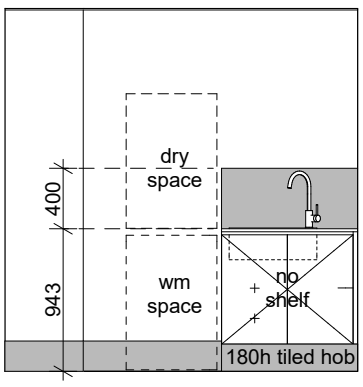
Bath 1
SCALE: 1:50



Bath 2
SCALE: 1:50



Laundry Layout
SCALE: 1:50



Laundry 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

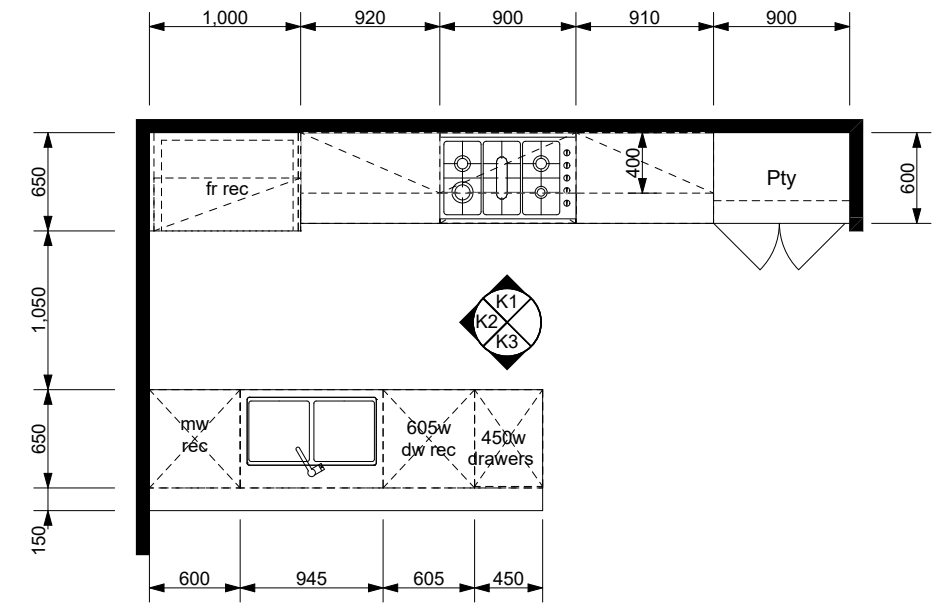
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

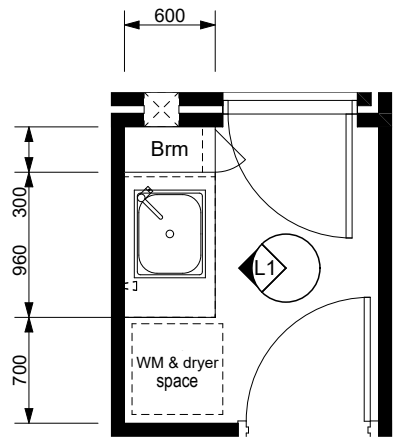
CLIENT

BUILDER

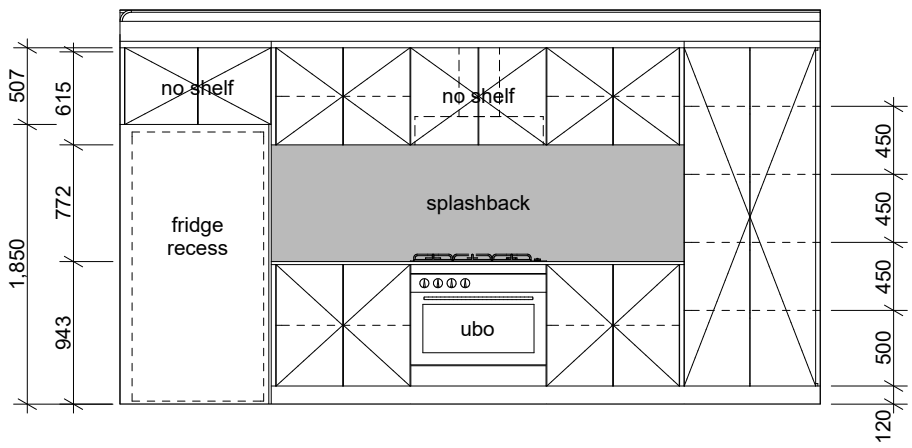
UNIT TYPE 'D'



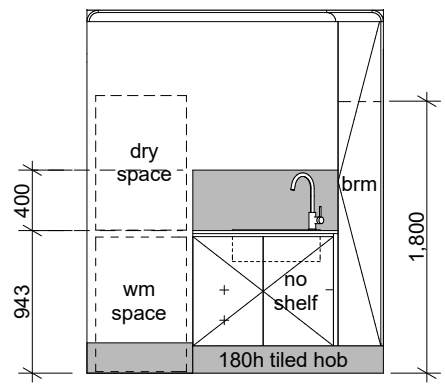
Kitchen Layout
SCALE: 1:50



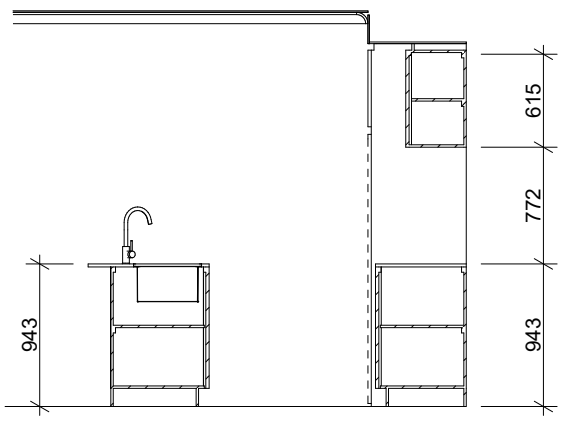
Laundry Layout
SCALE: 1:50



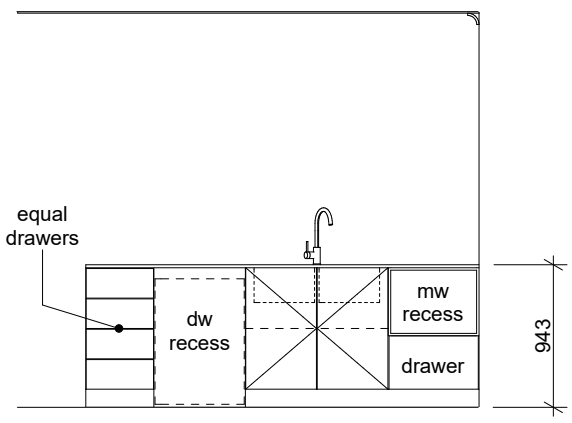
Kitchen 1
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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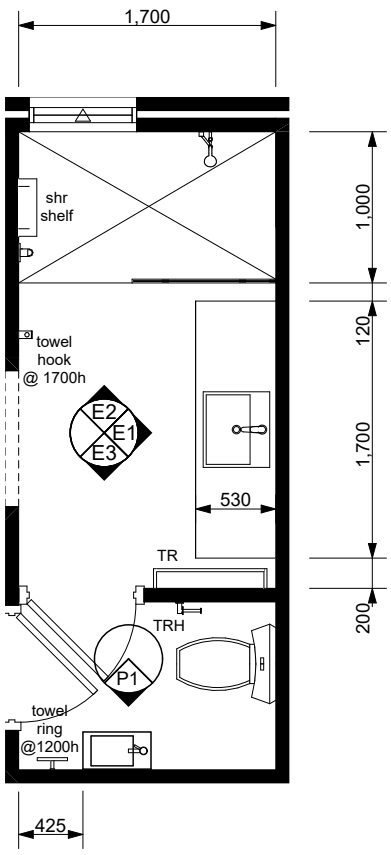
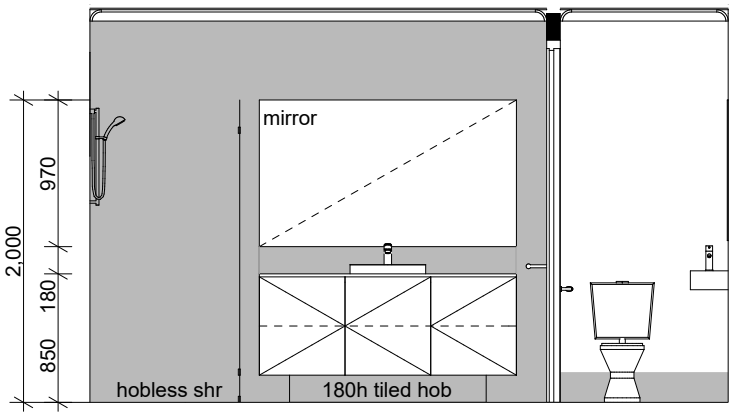
BUILDER

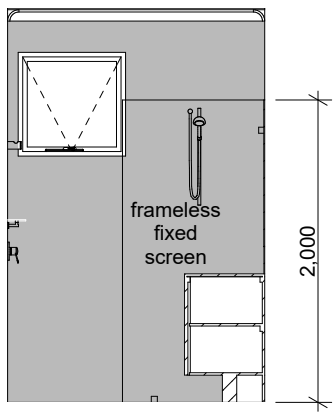
UNIT TYPE 'D'



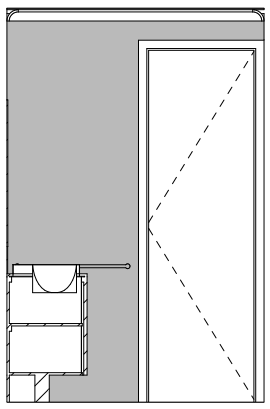
Ensuite Layout
SCALE: 1:50



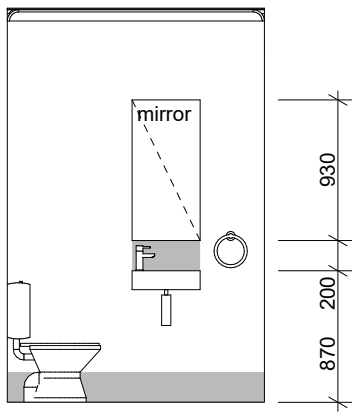
Ensuite 1
SCALE: 1:50



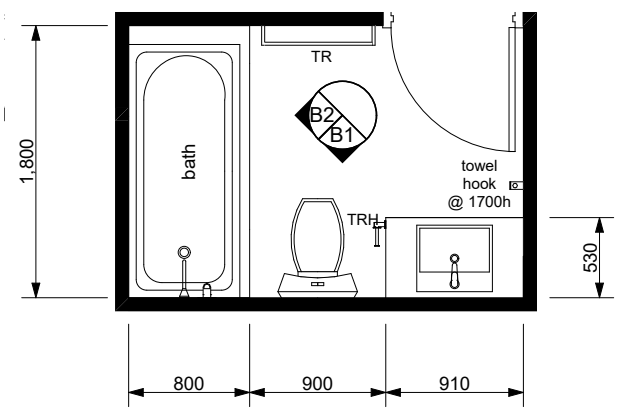
Ensuite 2
SCALE: 1:50



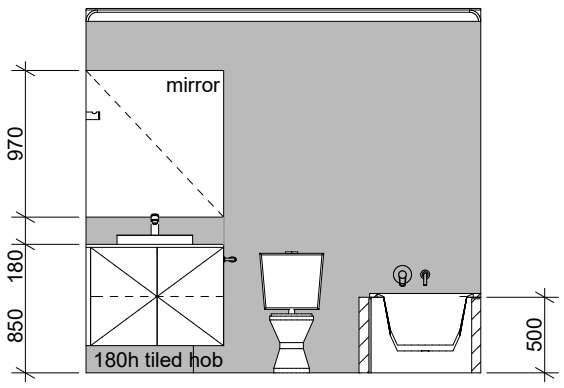
Ensuite 3
SCALE: 1:50



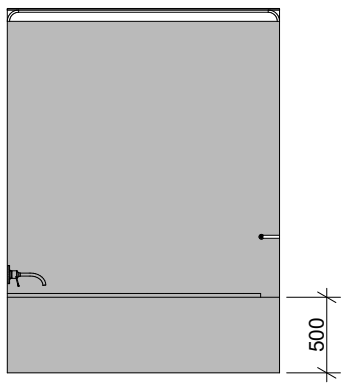
Powder 1
SCALE: 1:50



Bathroom Layout
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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BUILDER

City of Stirling
16 May 2024
RECEIVED

From: Stuart Sinclair
Sent: Thursday, 16 May 2024 2:24 PM
To: Cameron Howell; Reegan Cake
Cc: Lincoln Bishop
Subject: 8 Osborne Place - updated plans
Attachments: 240516 Park Lane DA FINAL.pdf

Hi Cameron,

Apologies again for the delay in getting these to you. The attached plans have been updated to fix the error regarding unit 18.

Thanks

Stuart Sinclair
Director - Development

LOCUS PROPERTY

locusproperty.au

Master Plan GF

SCALE: 1:250

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

Master Plan UF

SCALE: 1:250

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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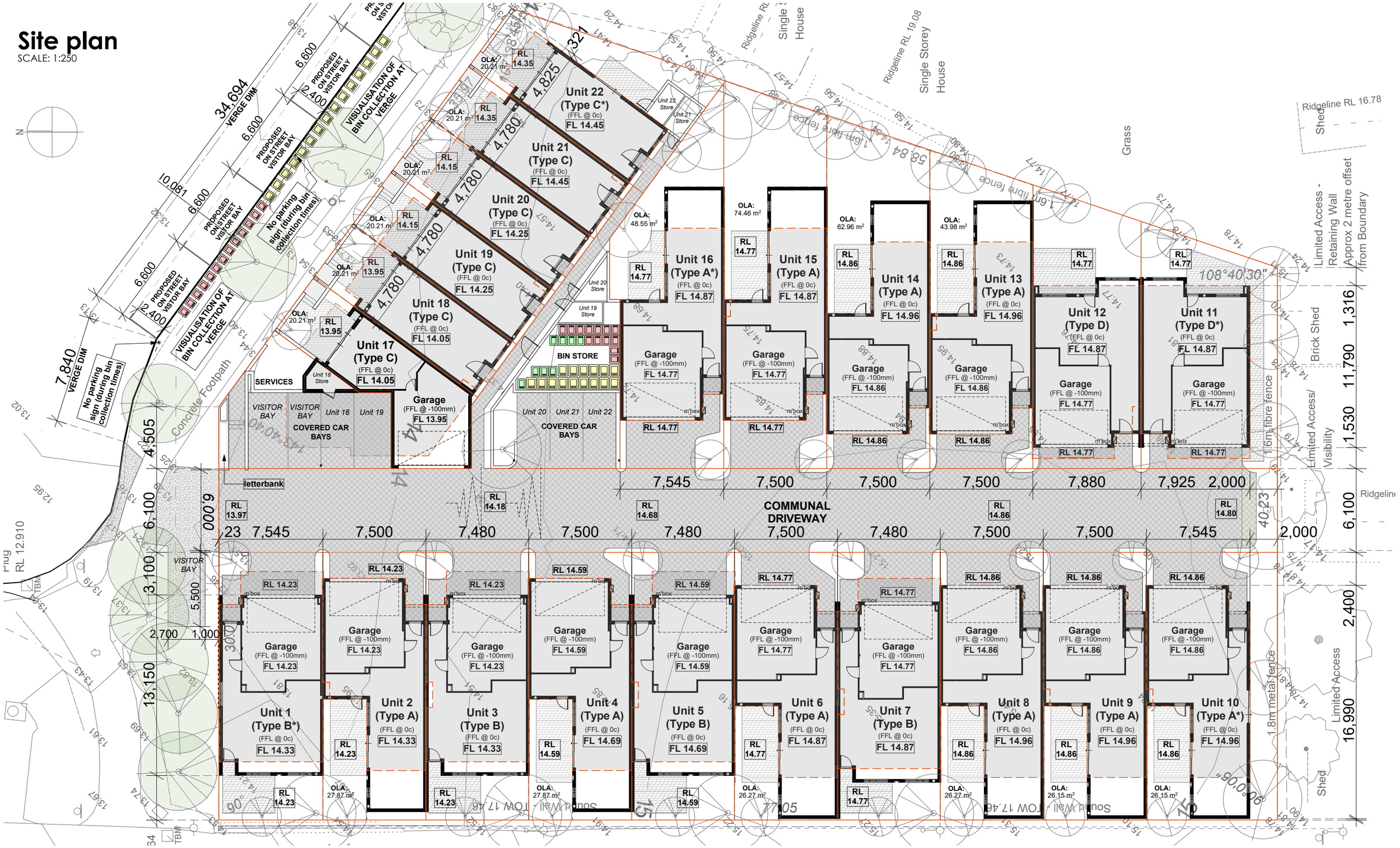
Site plan

SCALE: 1:250



Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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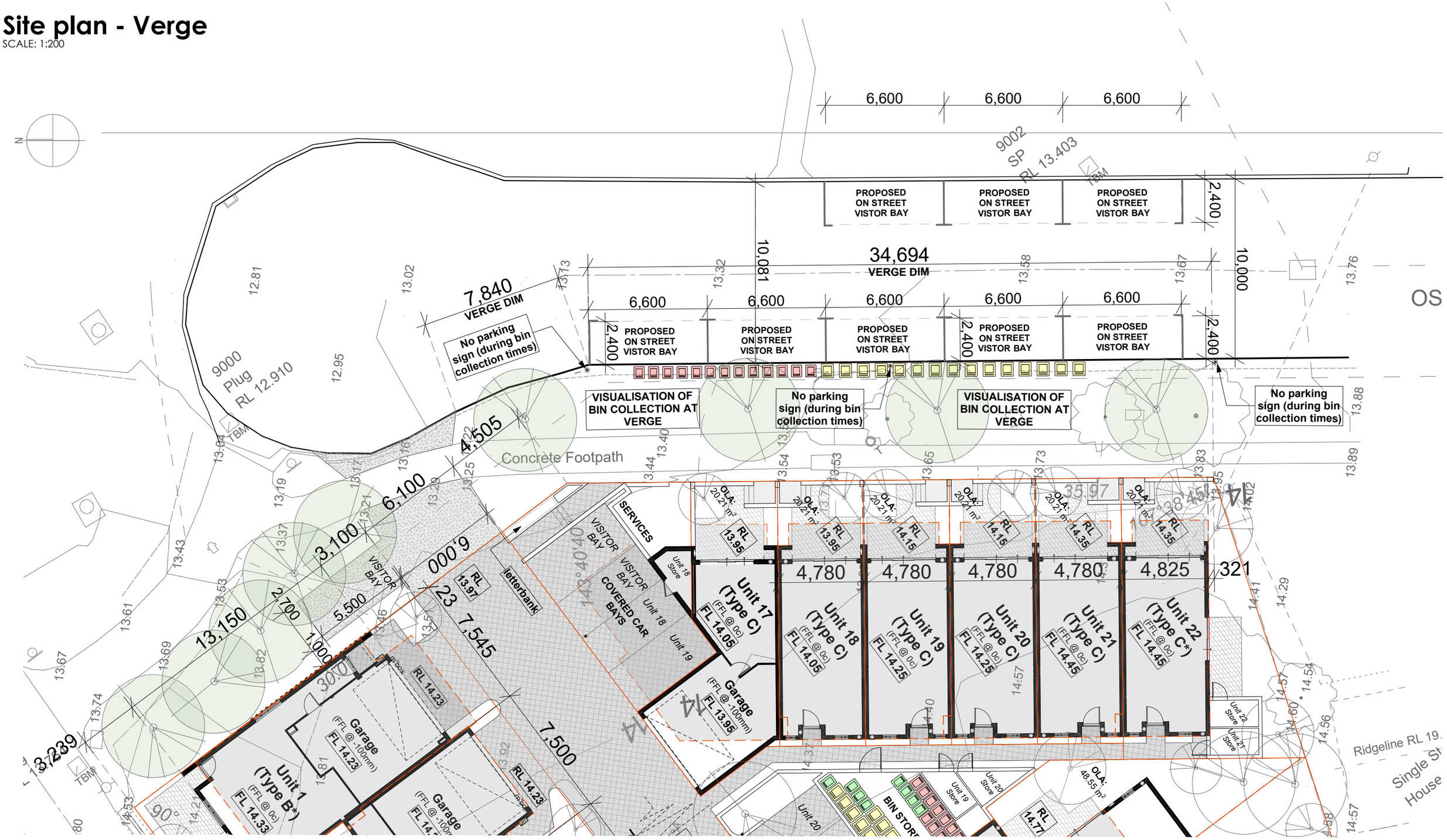
BUILDER

Site plan - Verge

SCALE: 1:200



Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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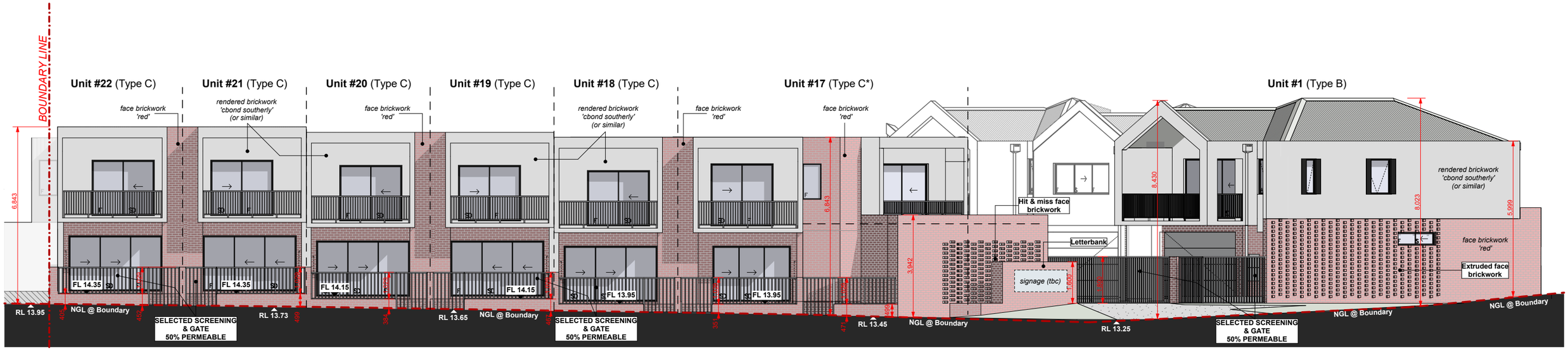
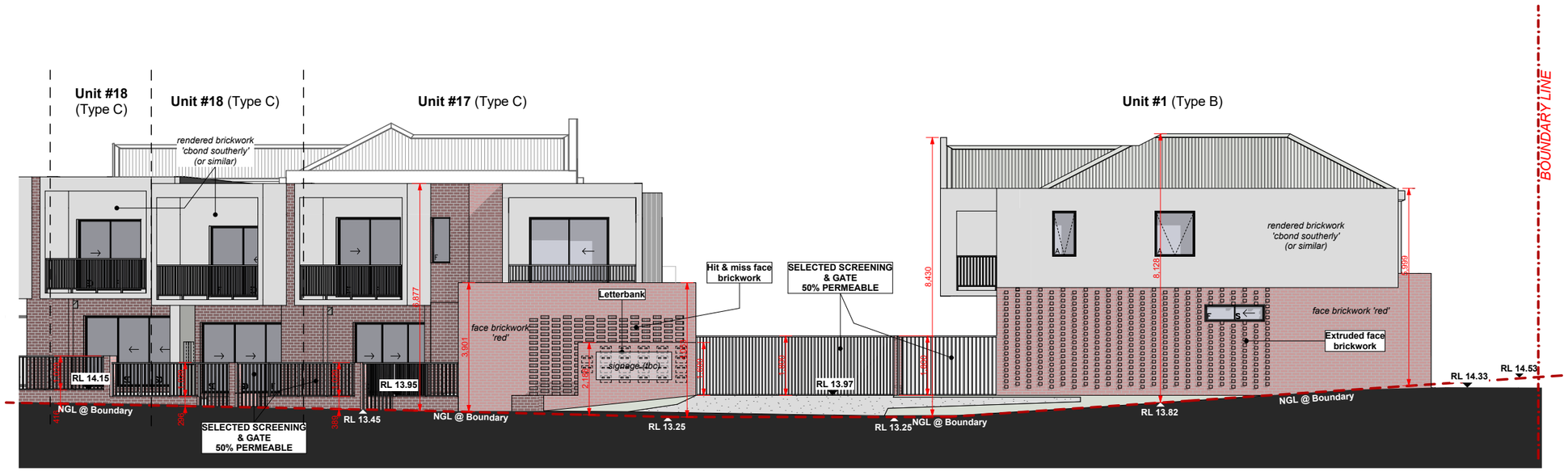
Master Elevations

SCALE: 1:150



C1 Primary Street Elevation

SCALE: 1:150



C8 Primary Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS	
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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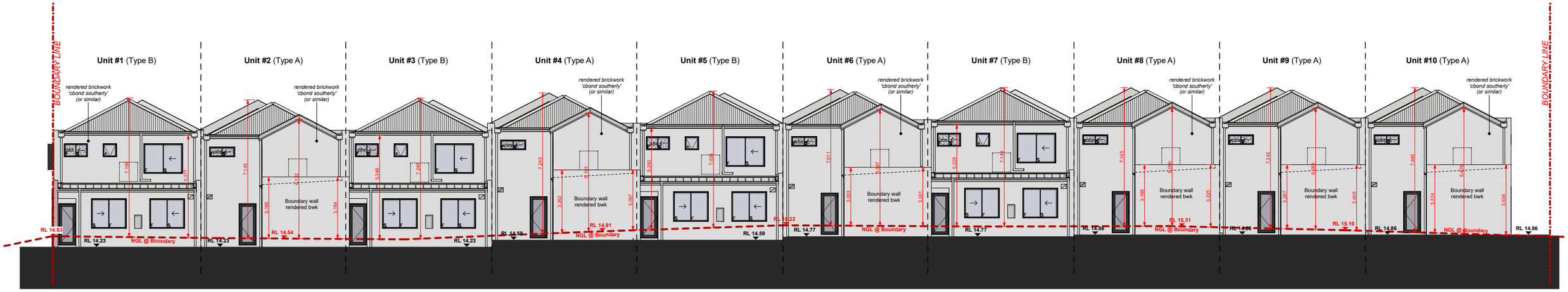
BUILDER

Master Elevations

SCALE: 1:200



West Elevation Overall (Units 1-10)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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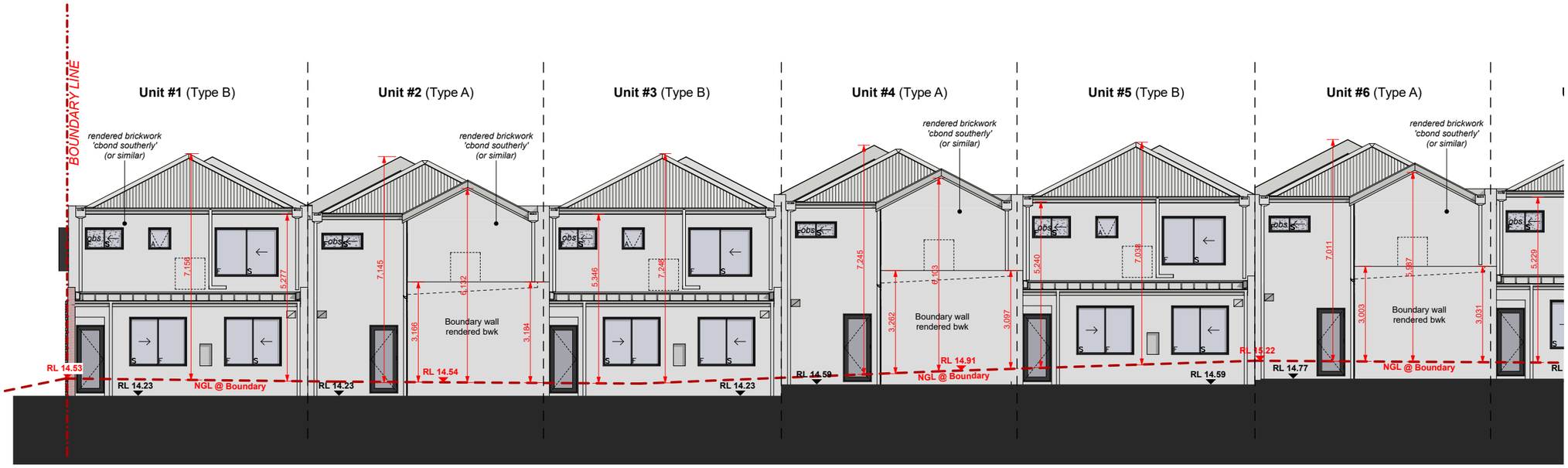
BUILDER

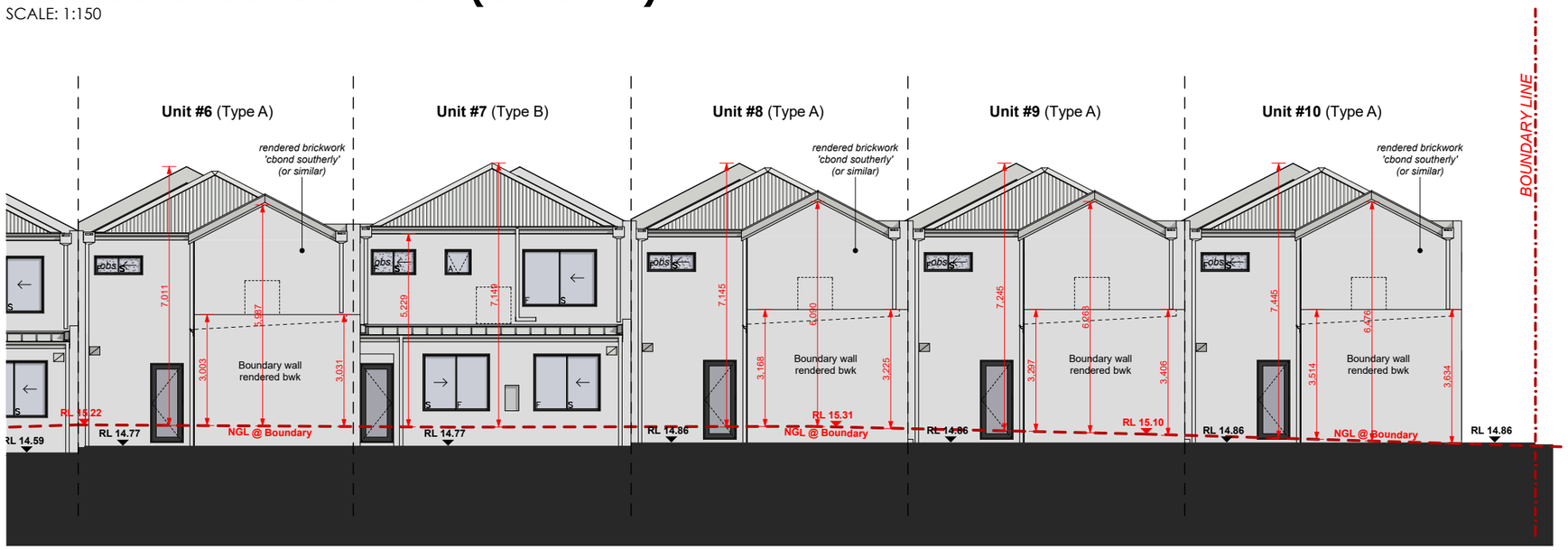
Master Elevations

SCALE: 1:150



C2 West Street Elevation (Units 1-6)

SCALE: 1:150



C2 West Street Elevation (Units 6-10)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS	
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

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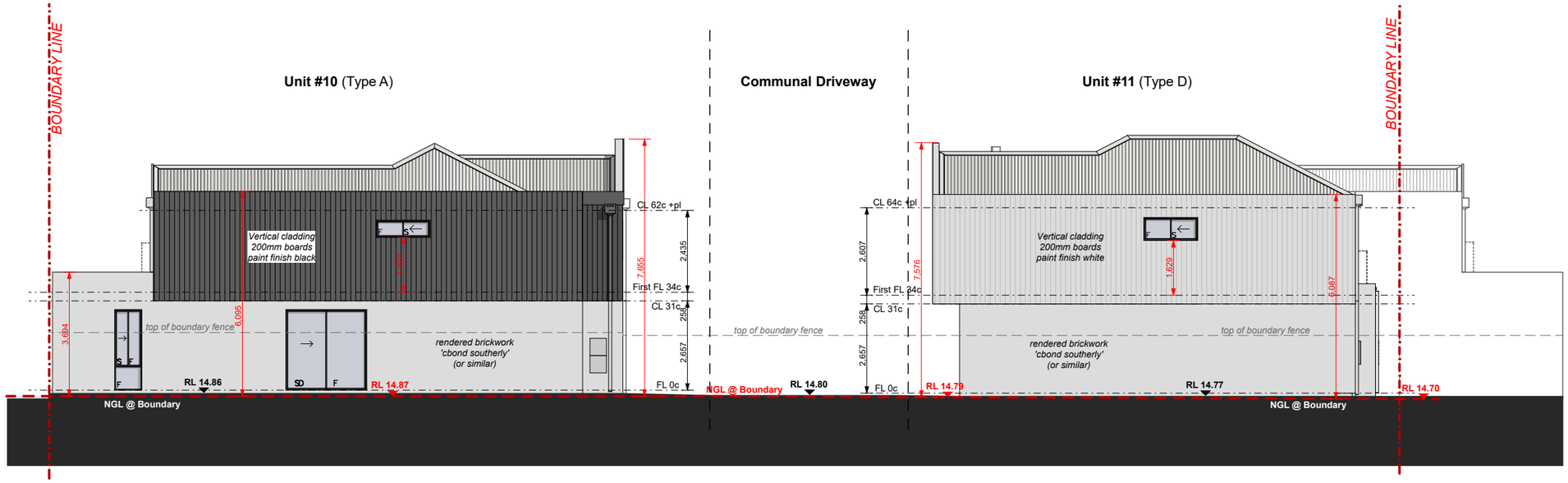
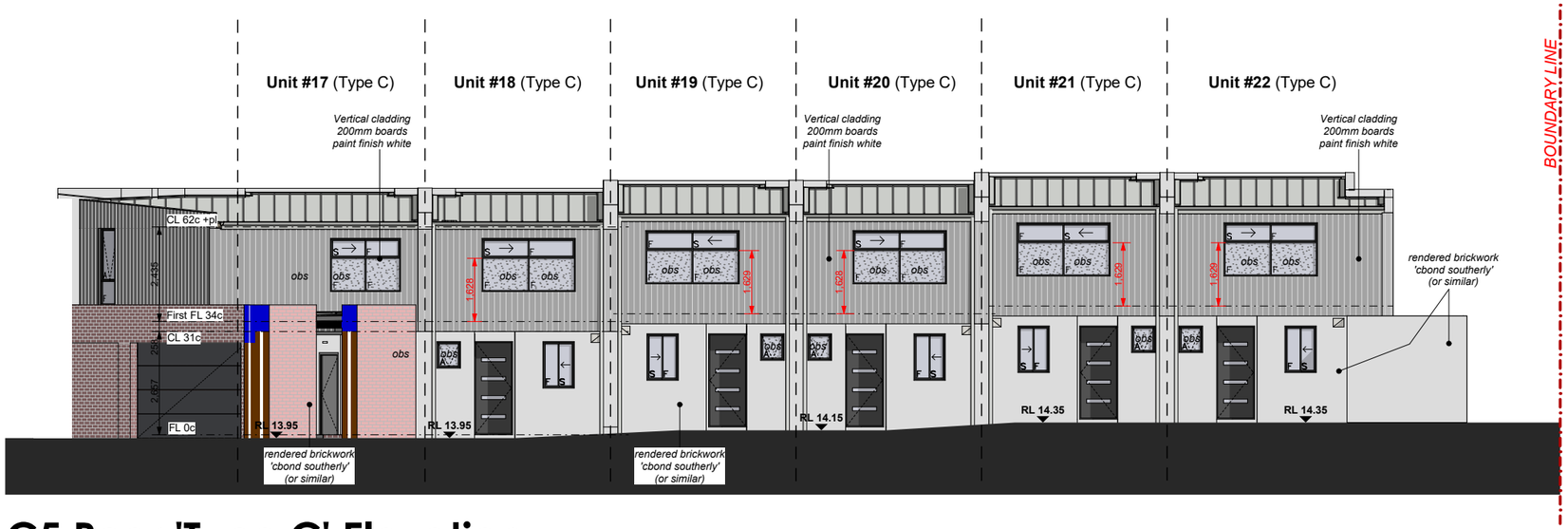
Master Elevations

SCALE: 1:150



C3 South Street Elevation

SCALE: 1:150



C5 Rear 'Type C' Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

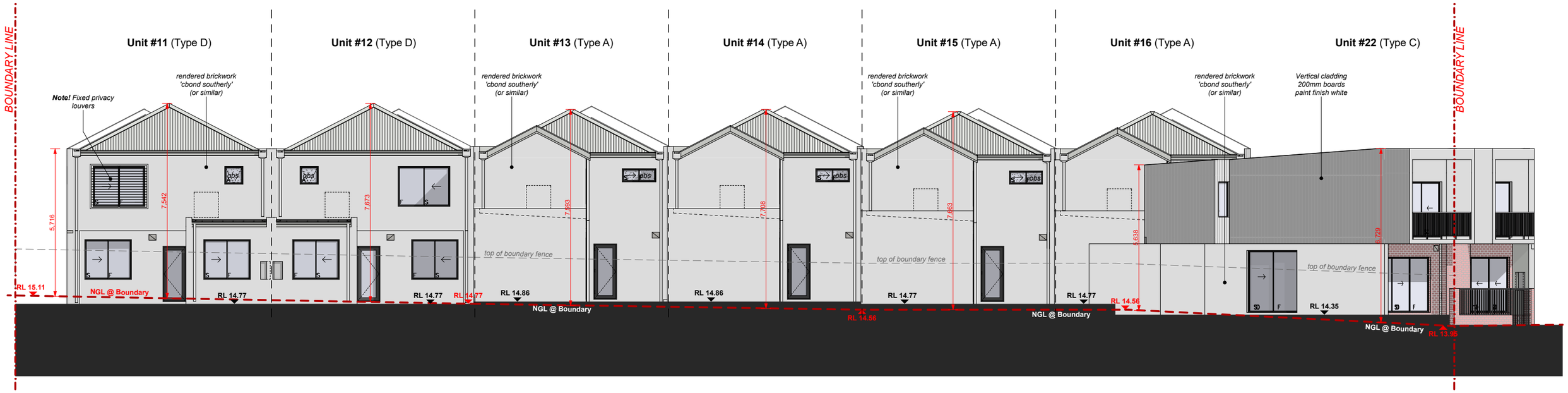
CLIENT

CLIENT

BUILDER

Master Elevations

SCALE: 1:150



C4 East Street Elevation

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

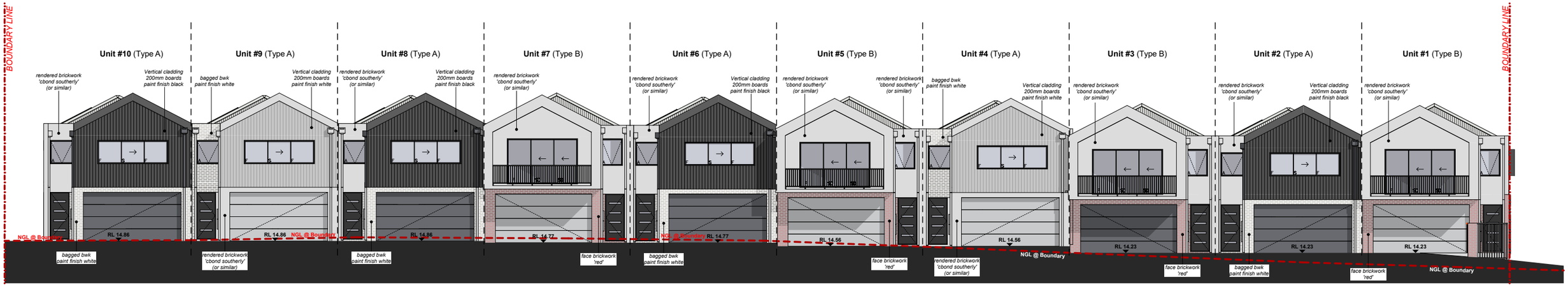
CLIENT

CLIENT

BUILDER

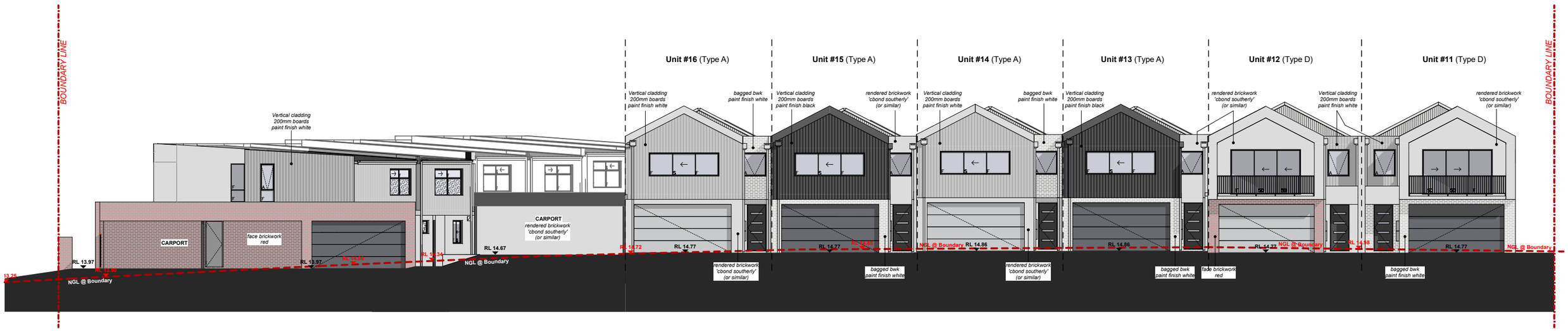
Master Elevations

SCALE: 1:200



Communal Drive Overall (Units 1-10)

SCALE: 1:200



Communal Drive Overall (Units 11-16)

SCALE: 1:200

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

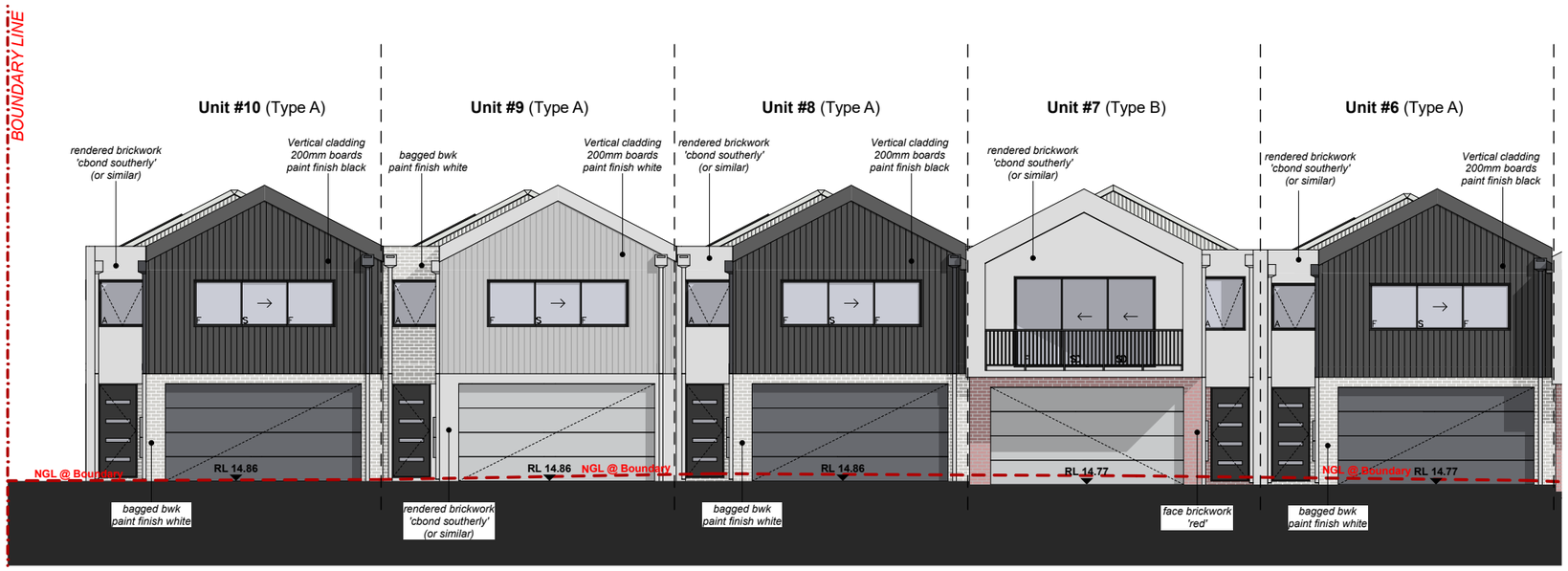
CLIENT

CLIENT

BUILDER

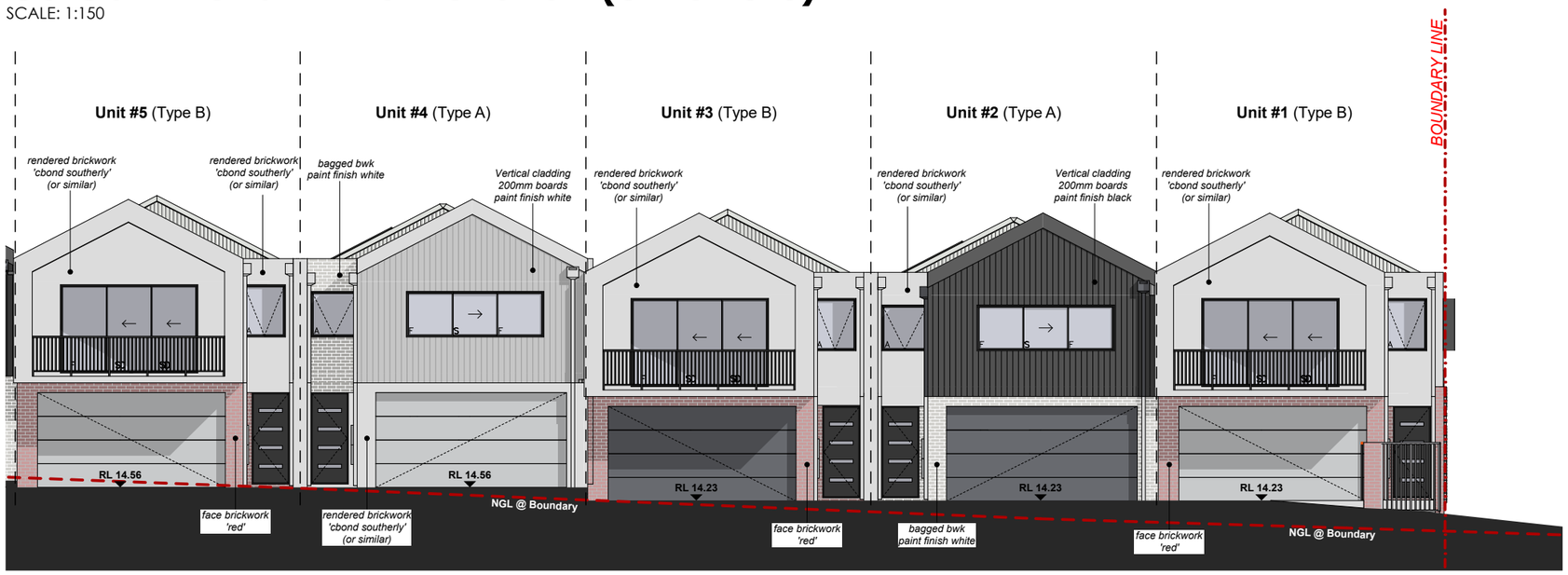
Master Elevations

SCALE: 1:150



C6 Communal Drive Elevation (Units 10-6)

SCALE: 1:150



C6 Communal Drive Elevation (Units 5-1)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

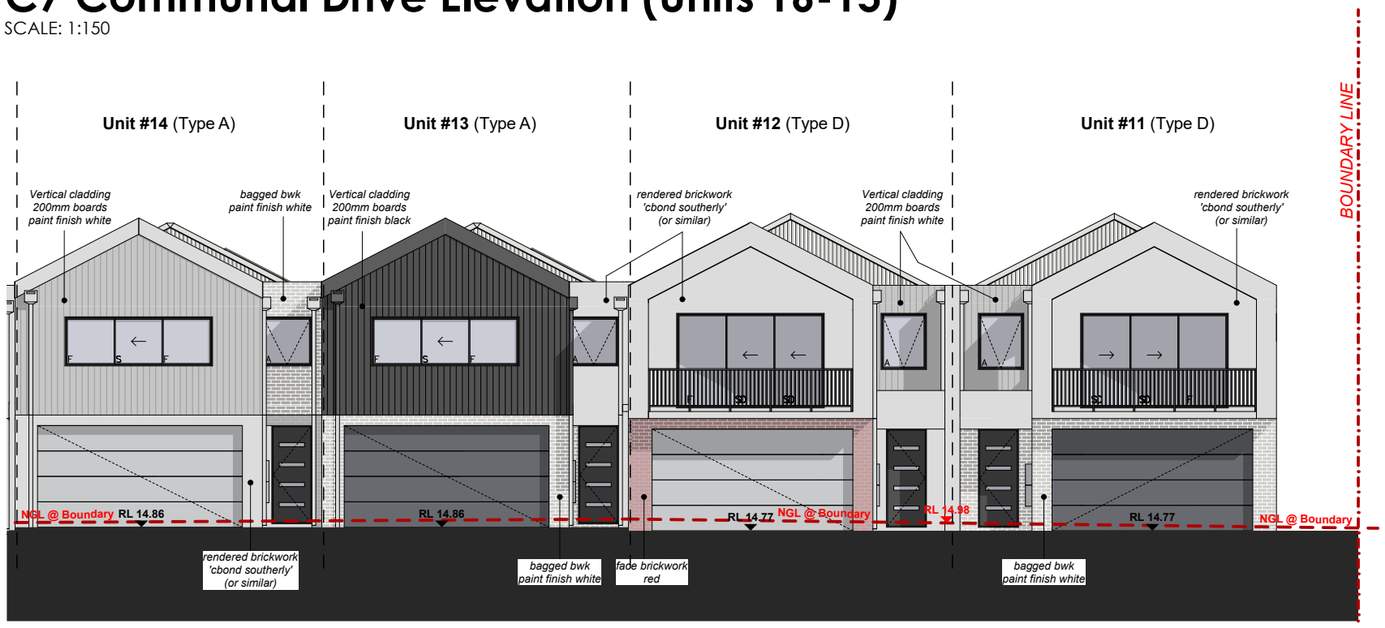
BUILDER

Master Elevations

SCALE: 1:150

C7 Communal Drive Elevation (Units 16-15)

SCALE: 1:150



C7 Communal Drive Elevation (Units 14-11)

SCALE: 1:150

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

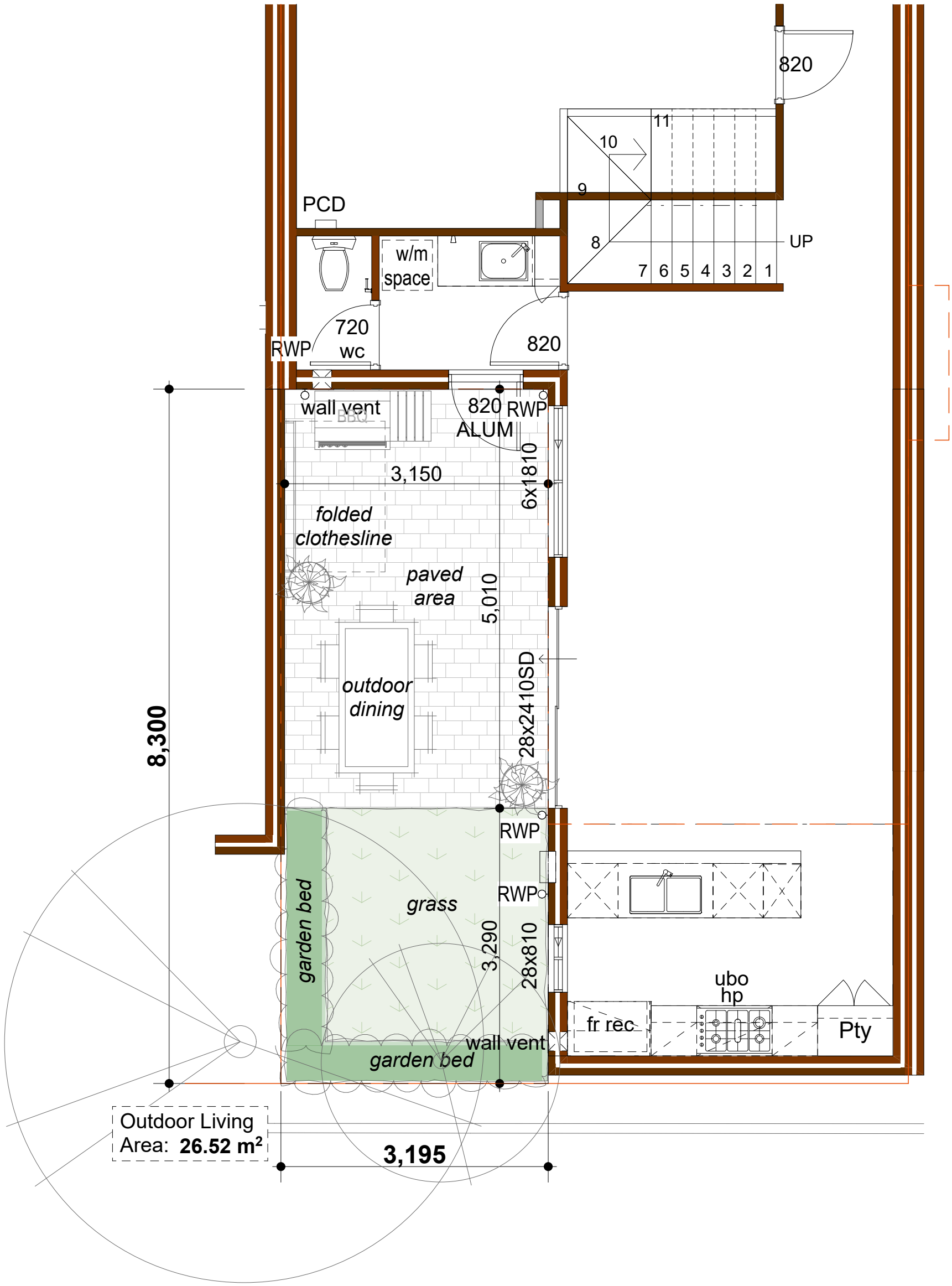
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

TYPE 'A' OLA



OUTDOOR LIVING AREA

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

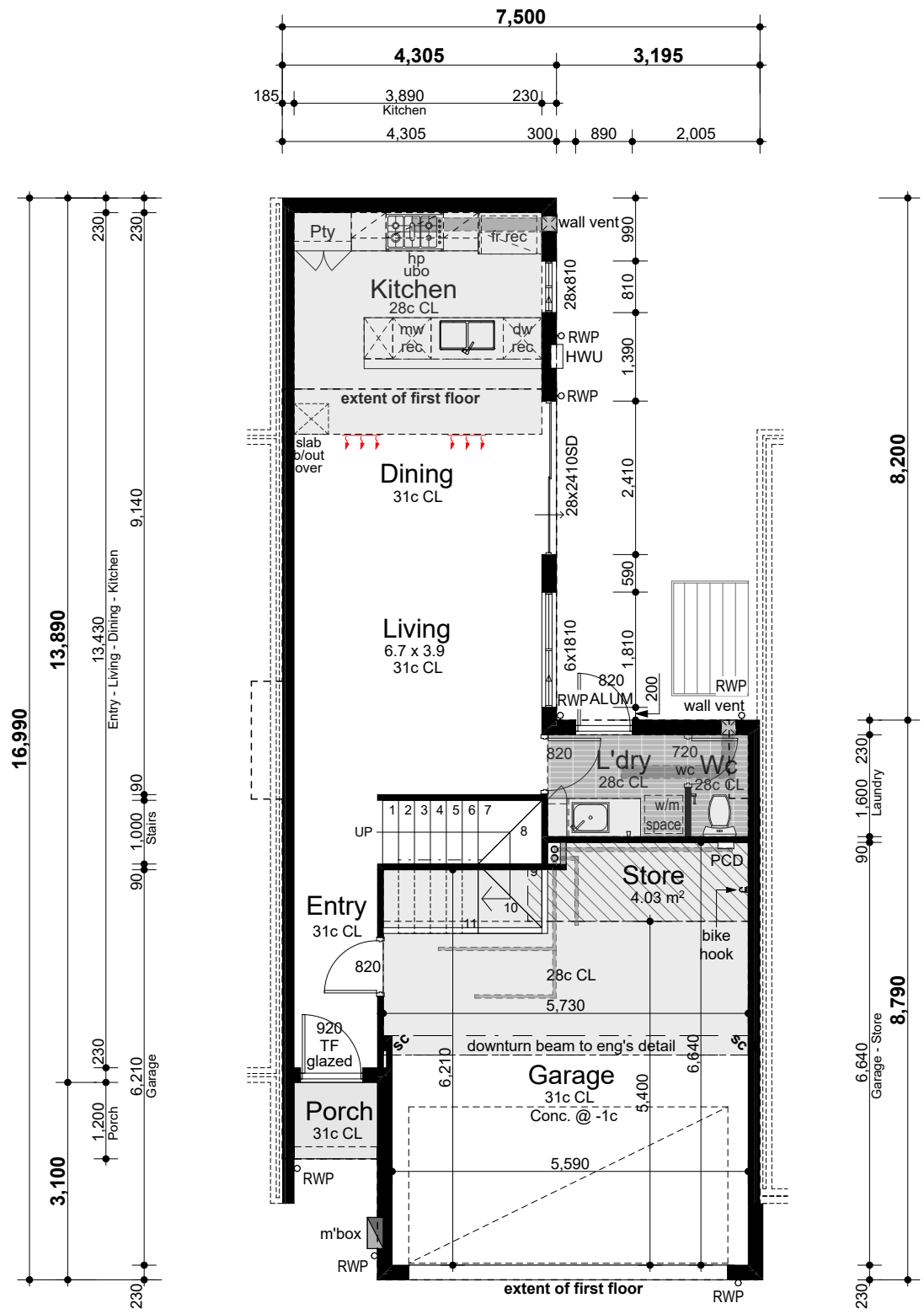
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

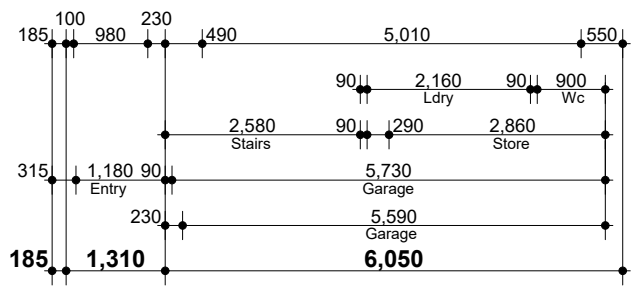
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	85.72m²
Garage	38.71m²
Porch	1.79m²
Total	**183.01m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 2 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

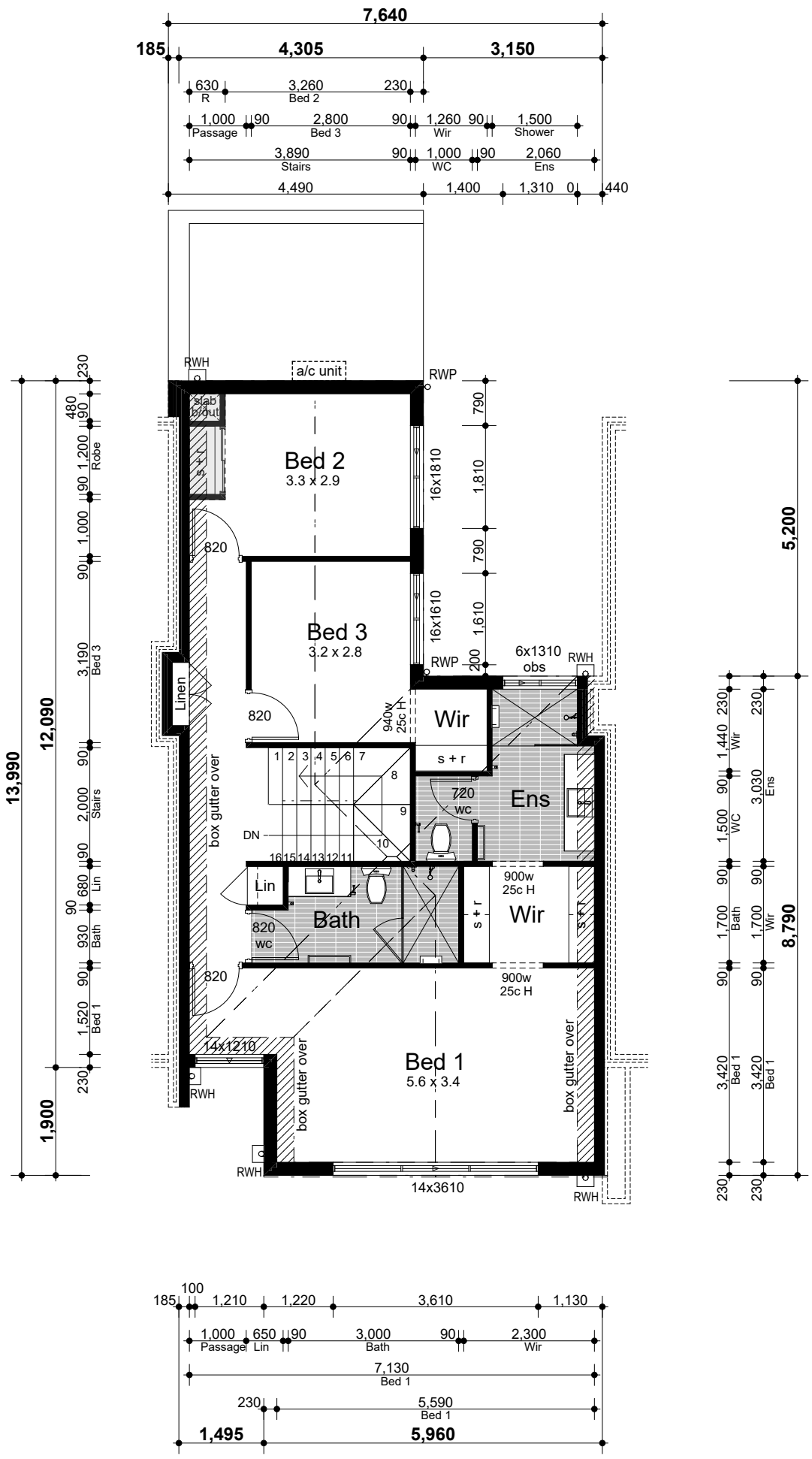
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

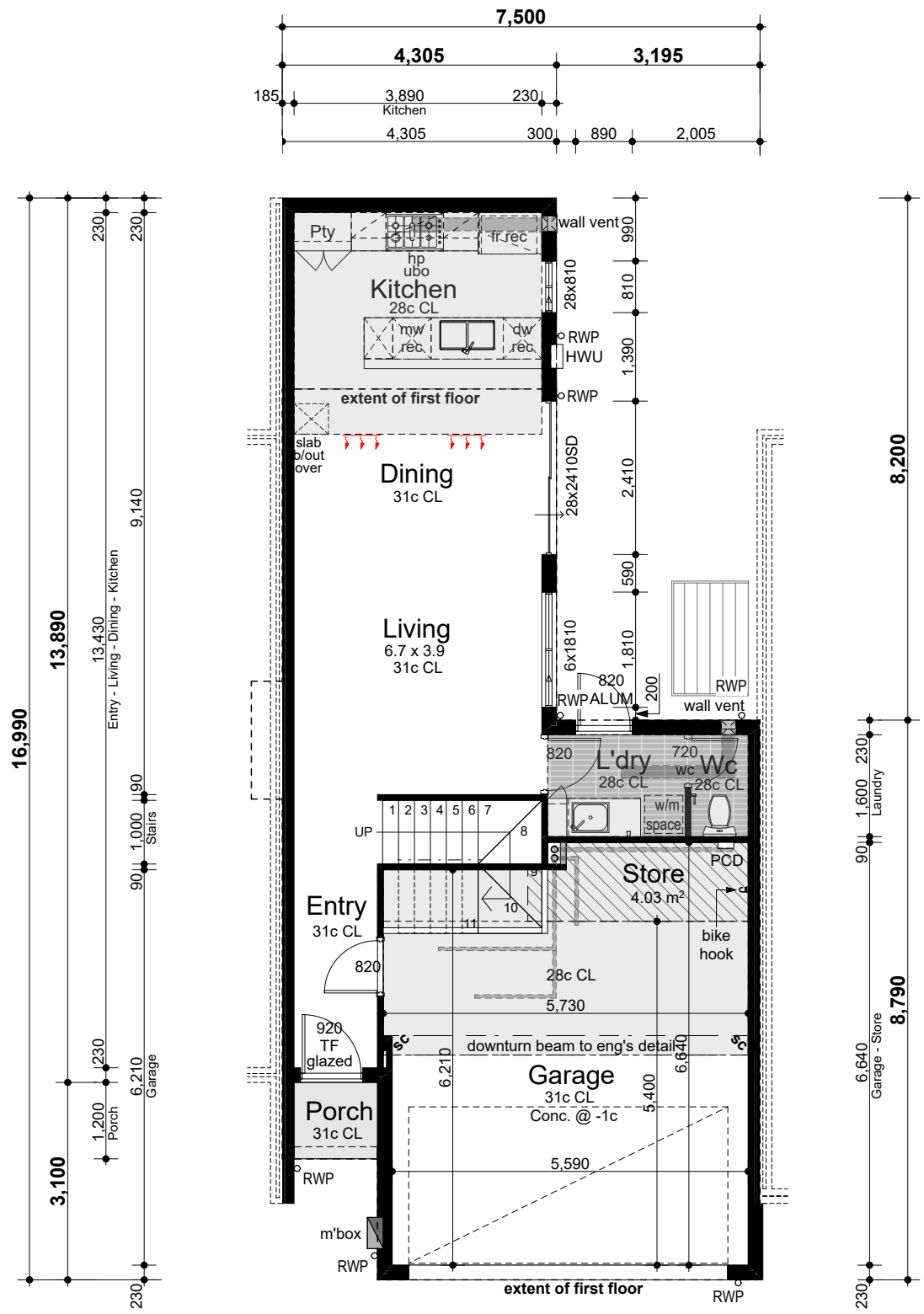
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

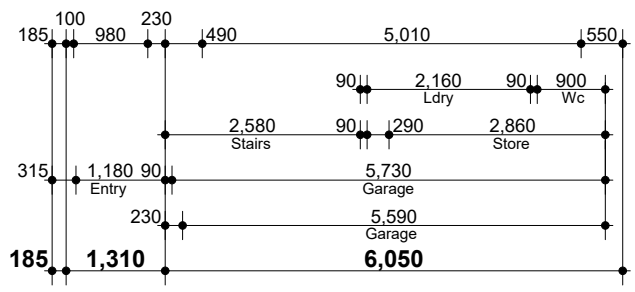
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.79m²
First floor	86.03m²
Garage	38.71m²
Porch	1.79m²
Total	**183.32m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 4 & 6 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

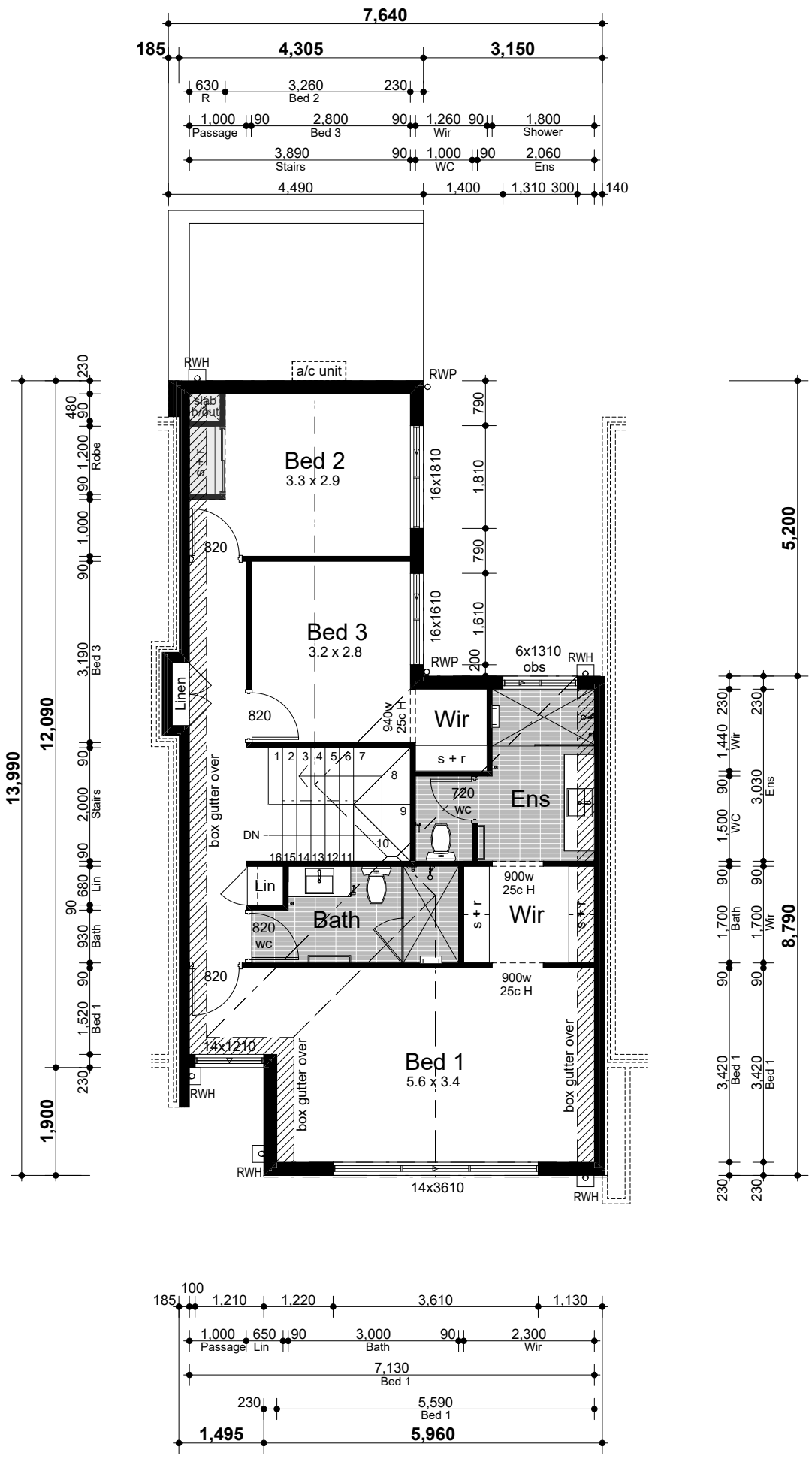
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

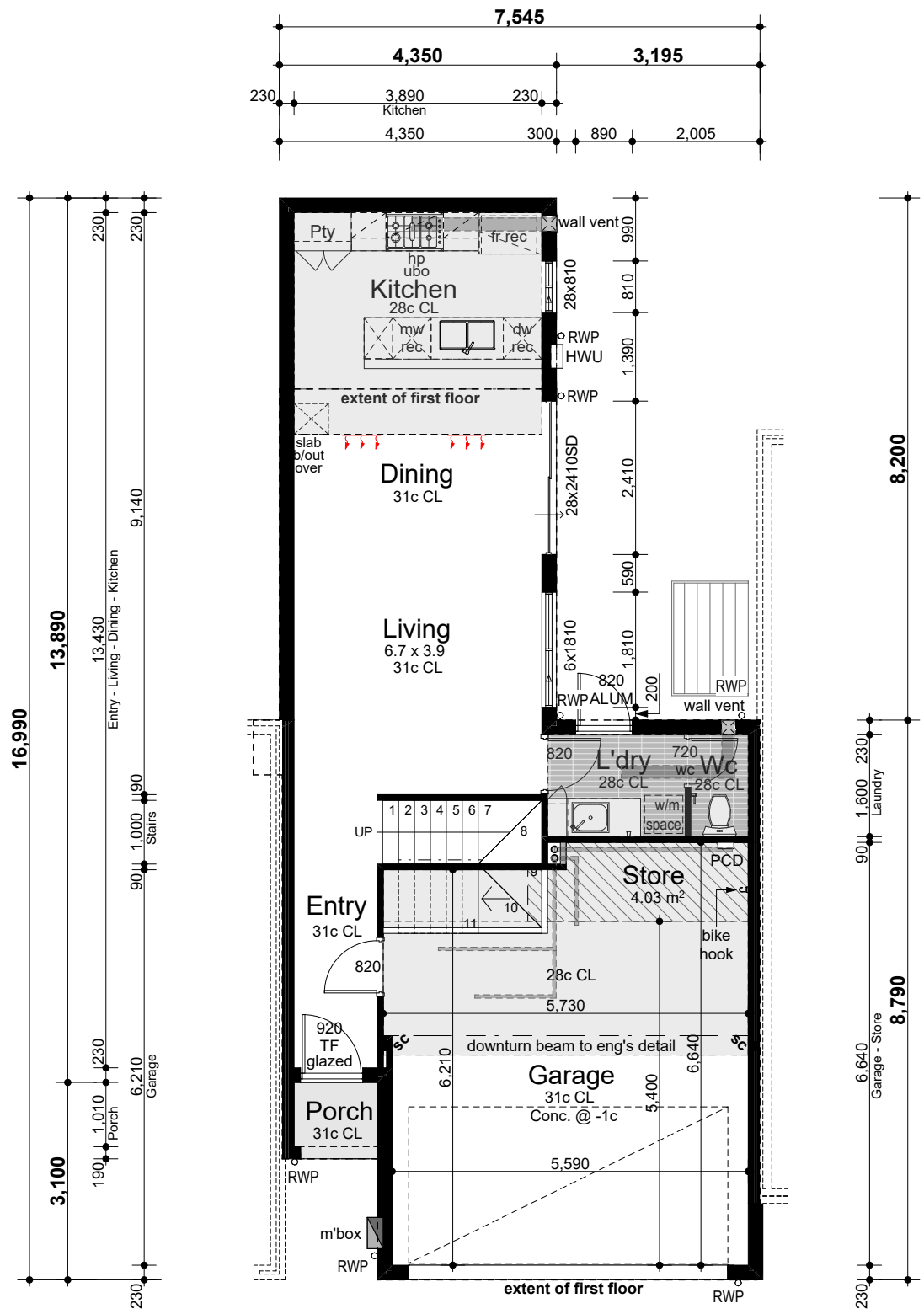
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

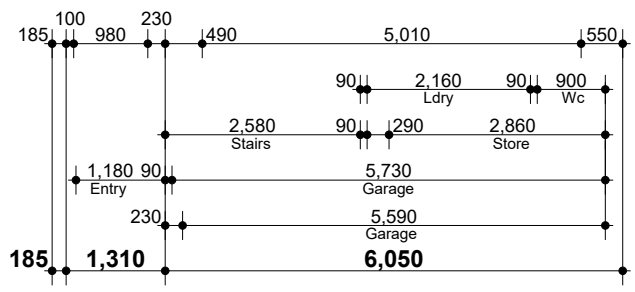
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	86.02m²
Garage	38.71m²
Porch	1.79m²
Total	**183.68m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 8 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

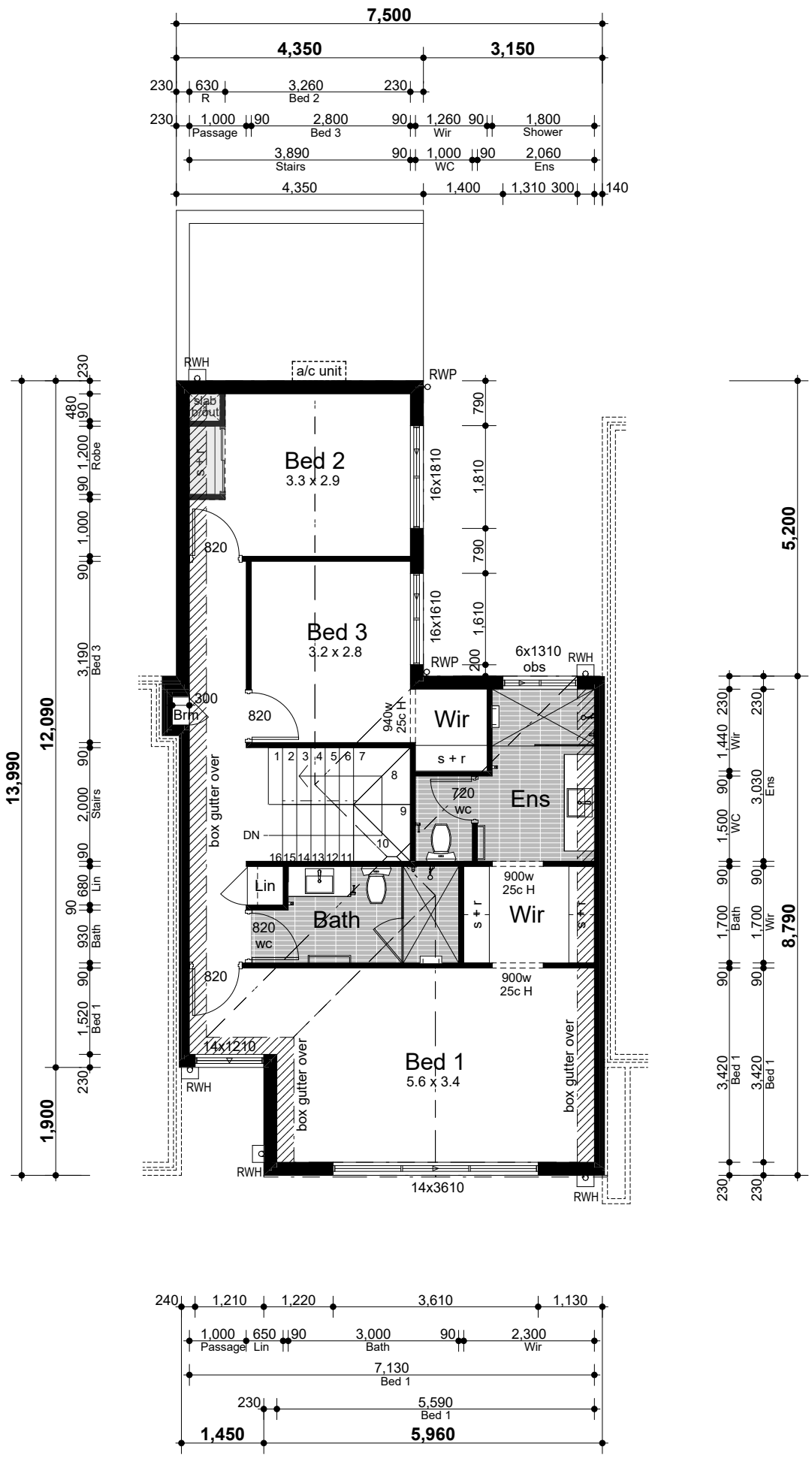
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

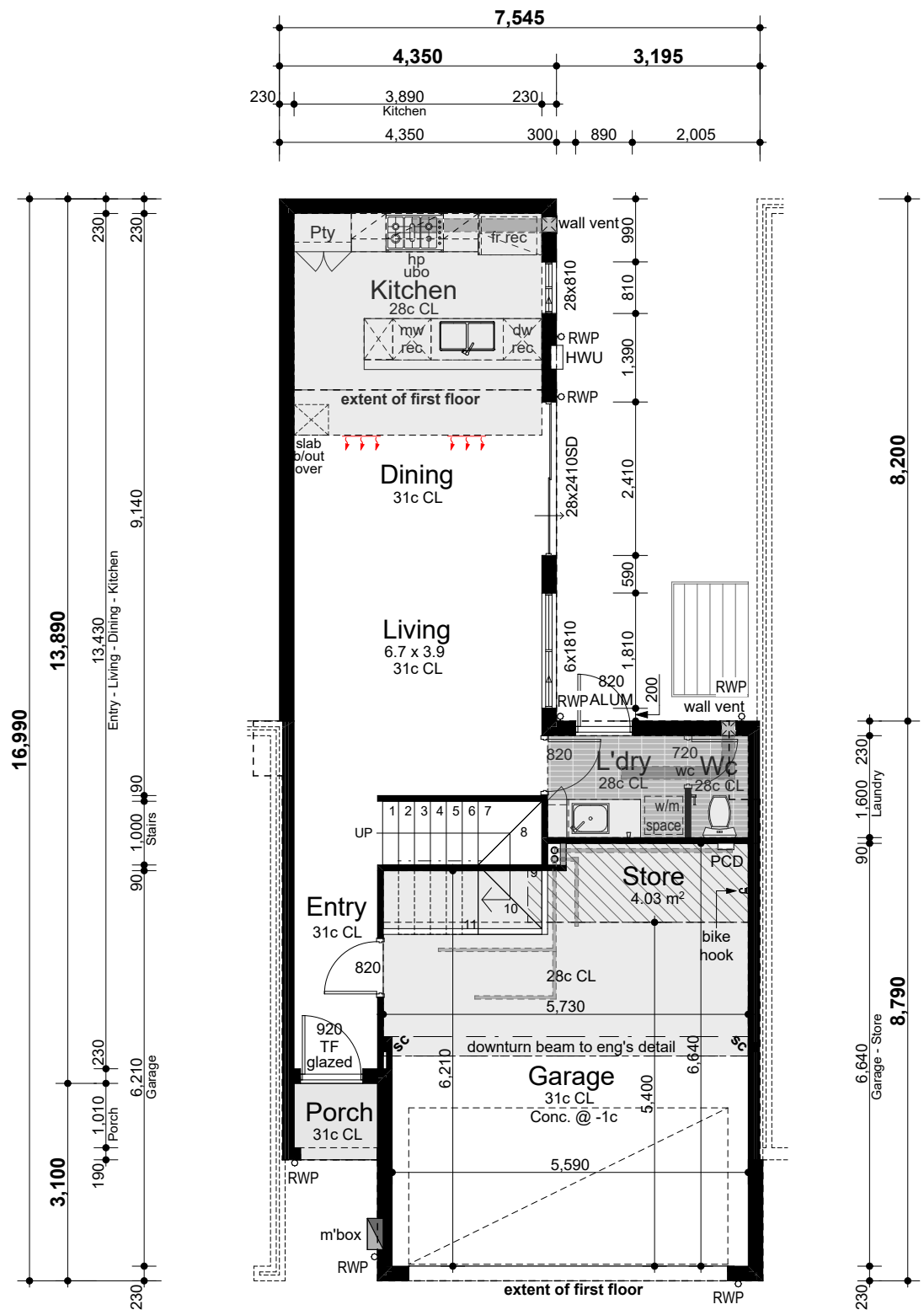
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

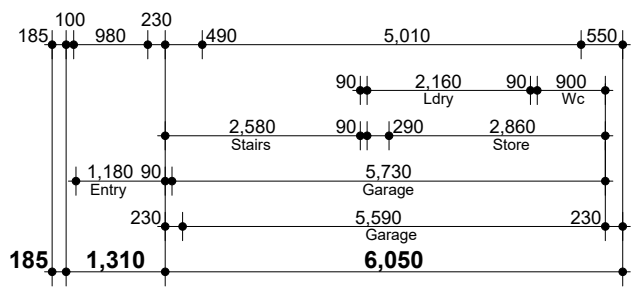
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.16m²
First floor	85.79m²
Garage	38.74m²
Porch	1.79m²
Total	**183.48m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 9 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

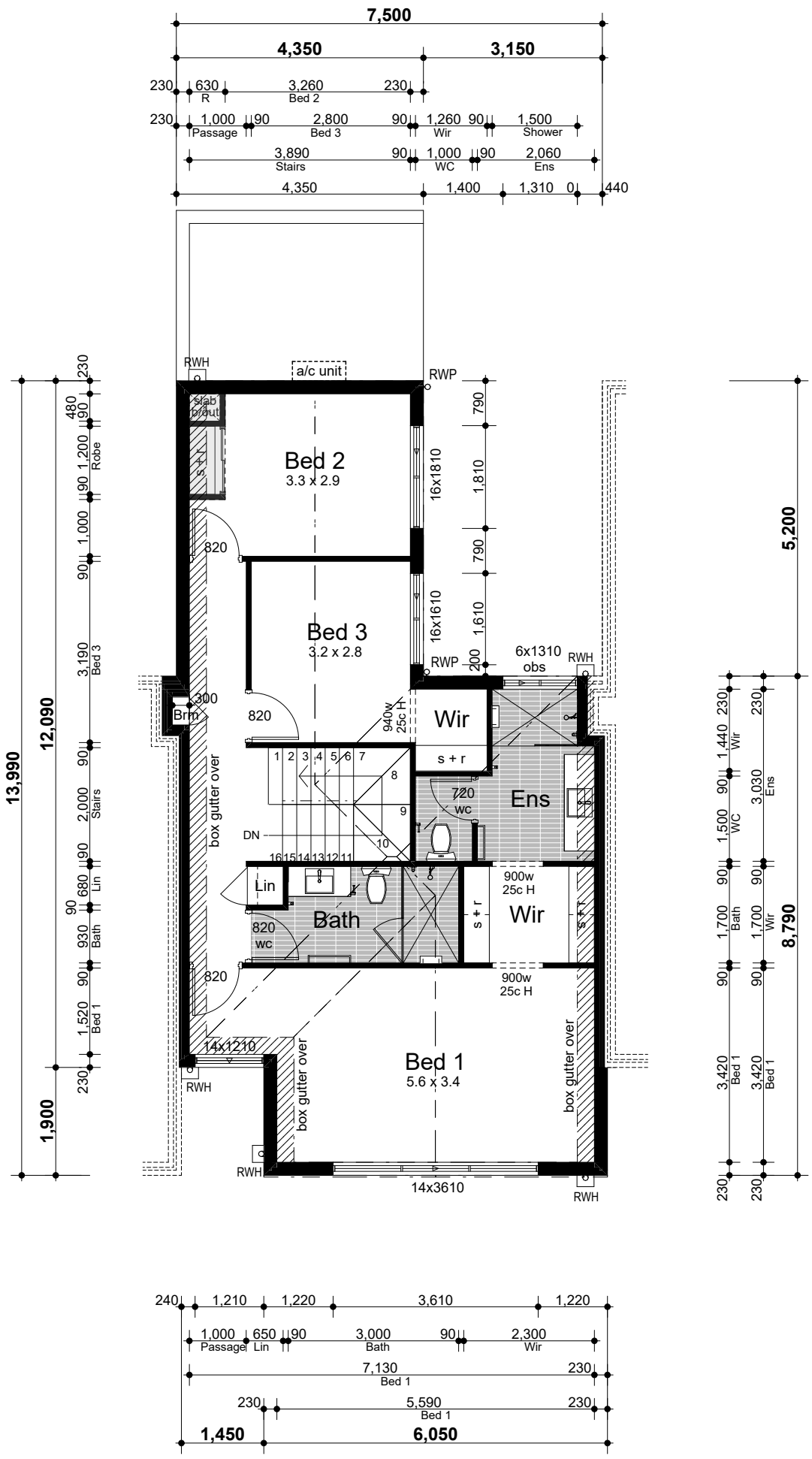
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

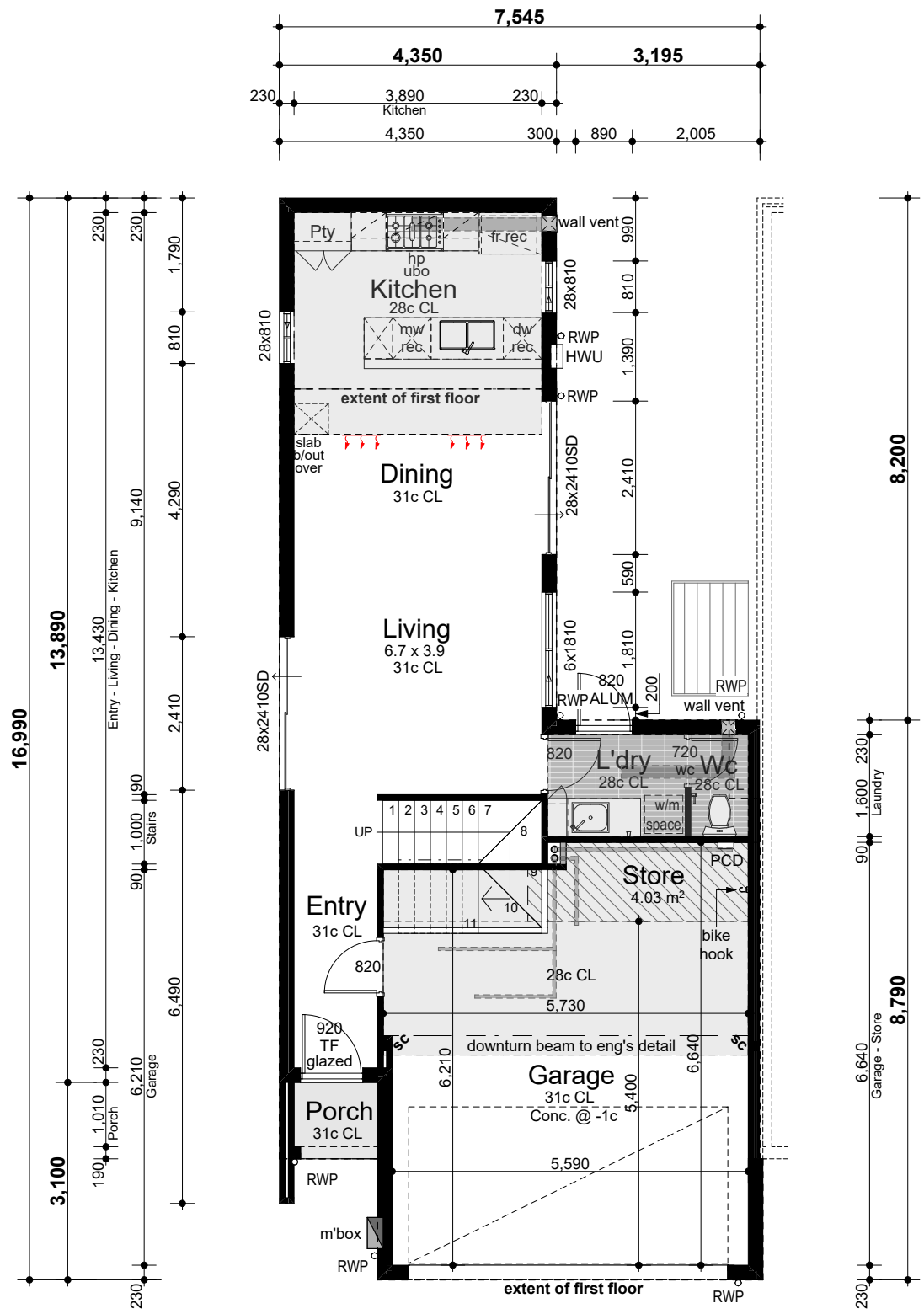
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

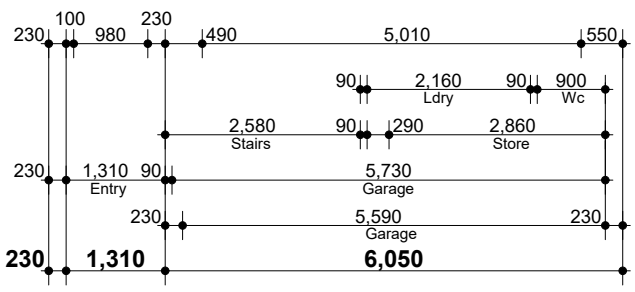
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.41m²
First floor	85.79m²
Garage	38.74m²
Porch	1.85m²
Total	**183.79m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 10 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

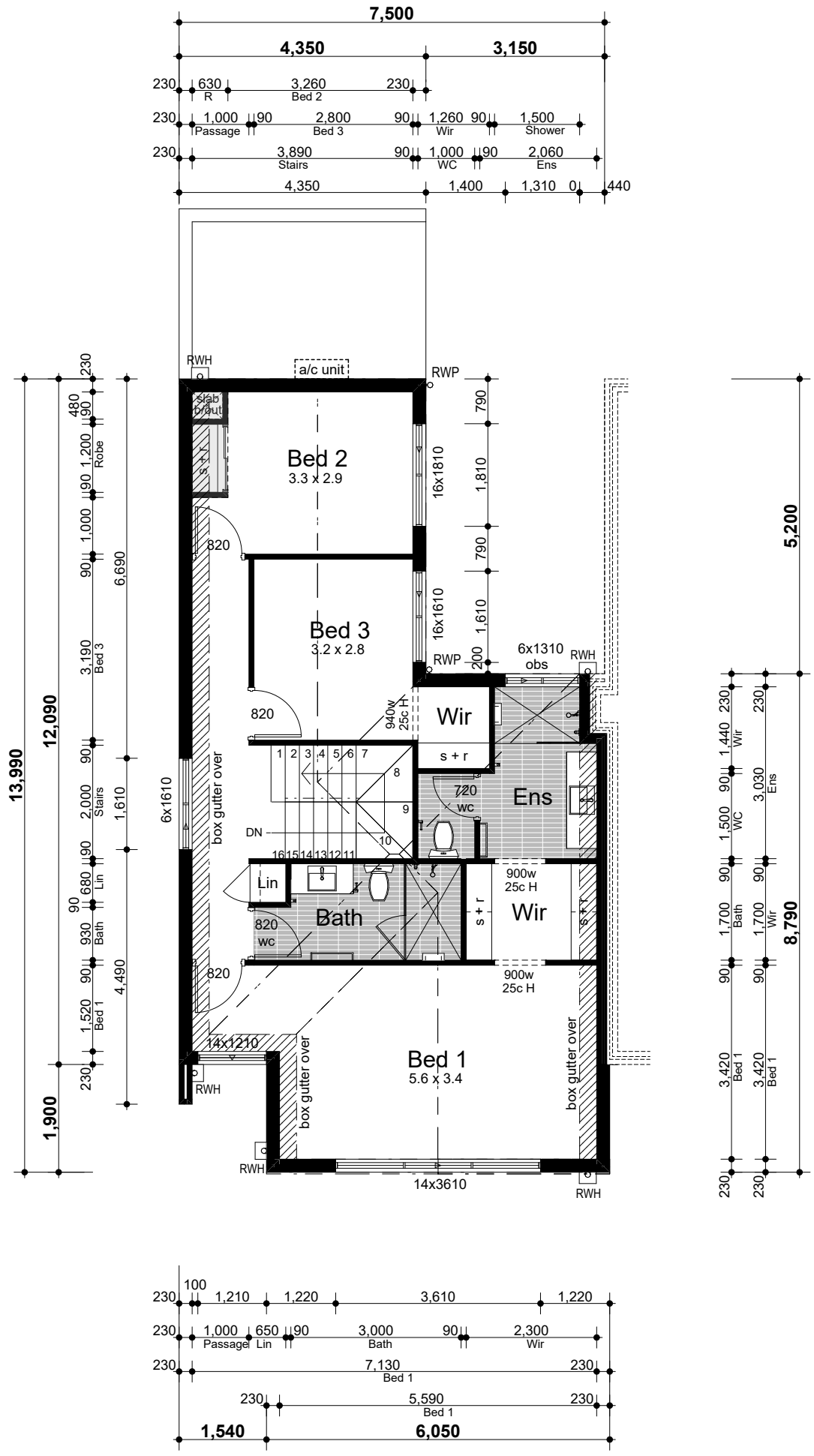
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

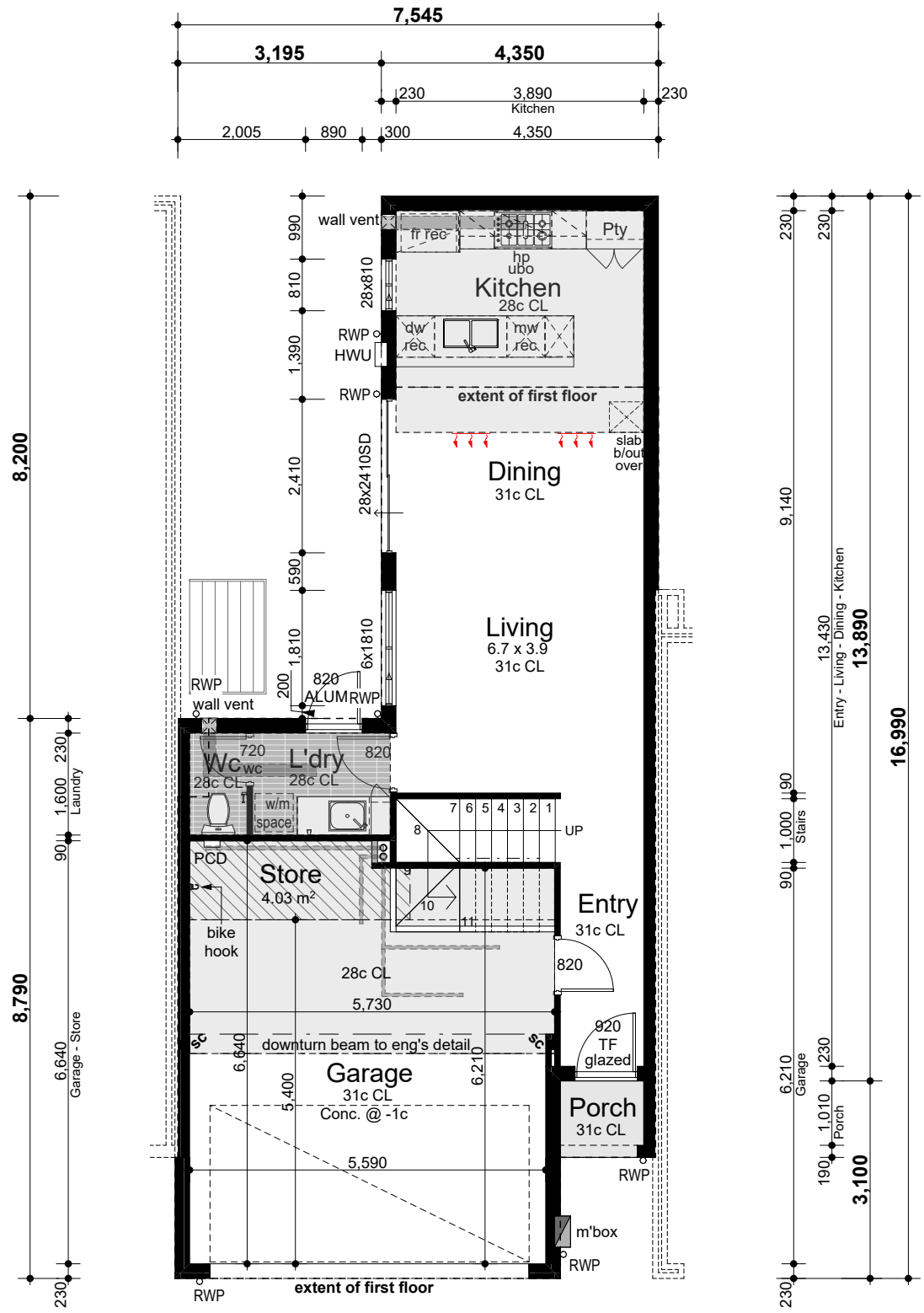
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

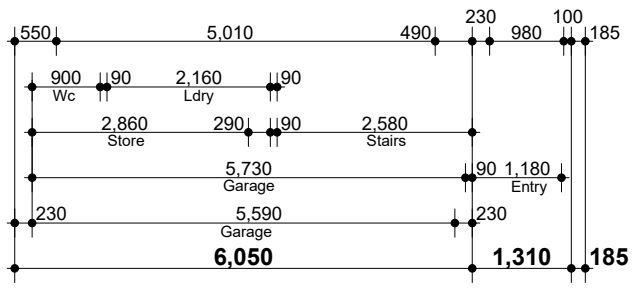
-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	57.07m²
First floor	85.39m²
Garage	38.74m²
Porch	1.79m²
Total	**182.99m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 13 & 15 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

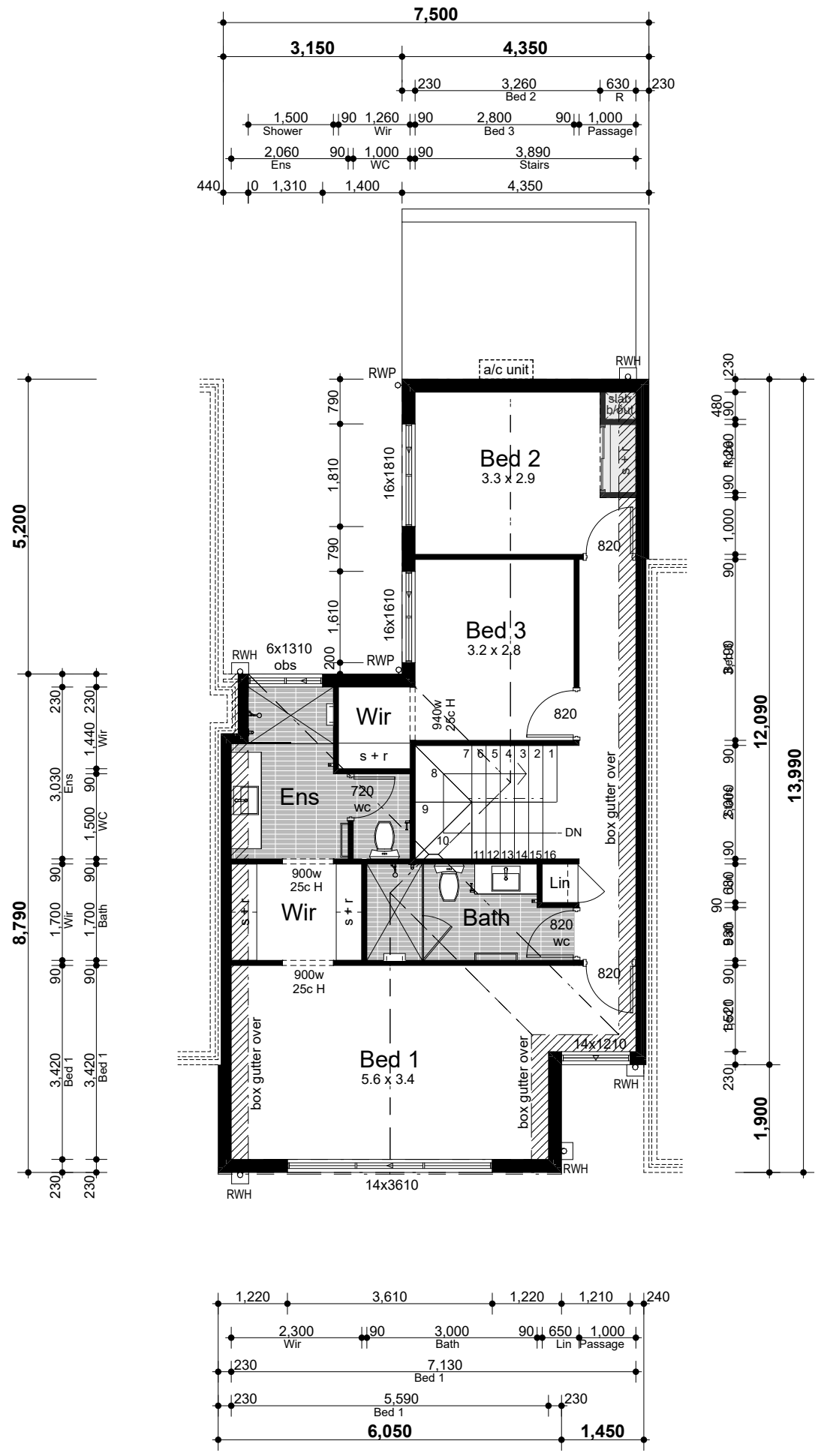
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

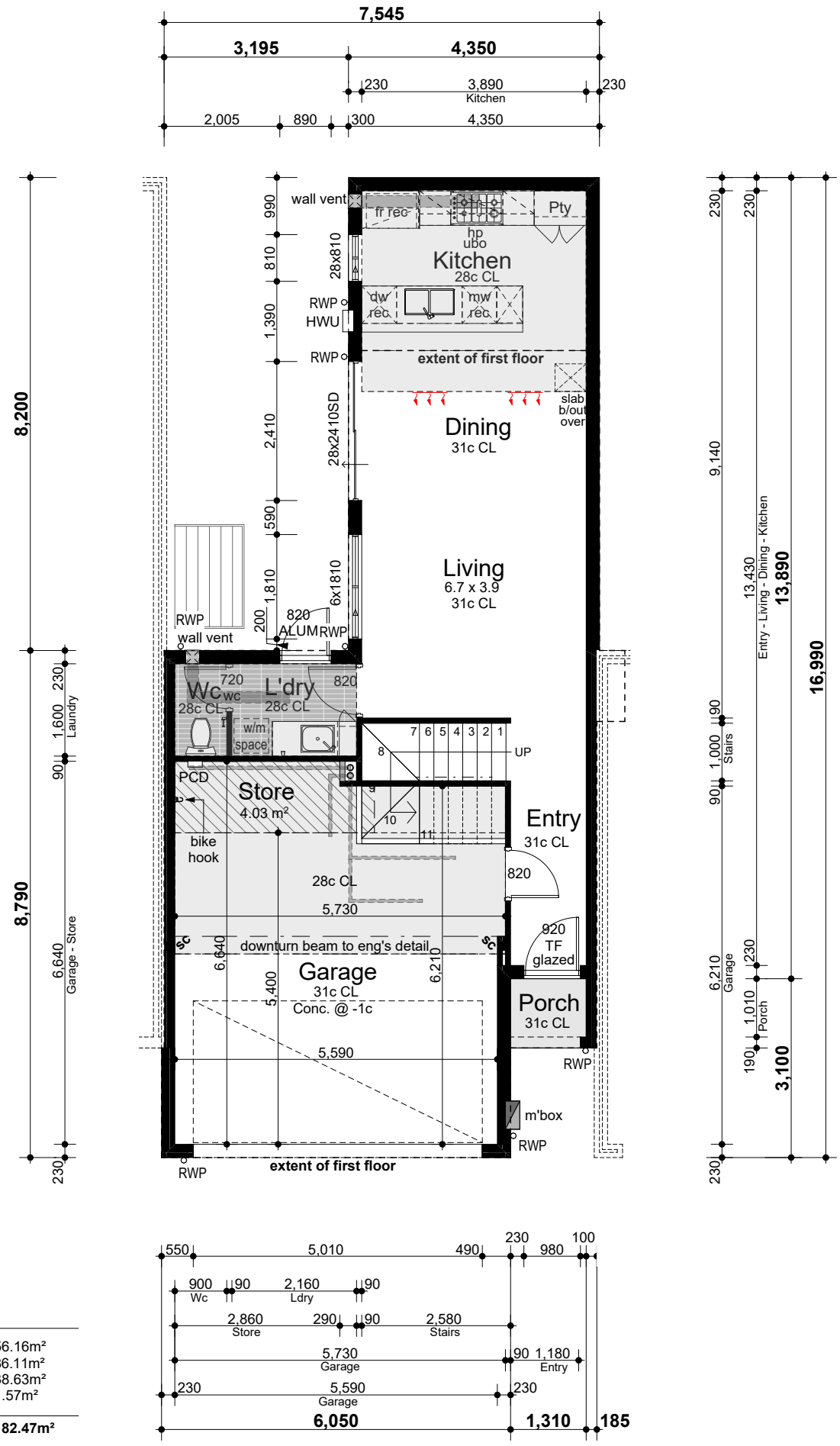
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	56.16m²
First floor	86.11m²
Garage	38.63m²
Porch	1.57m²
Total	**182.47m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 14 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

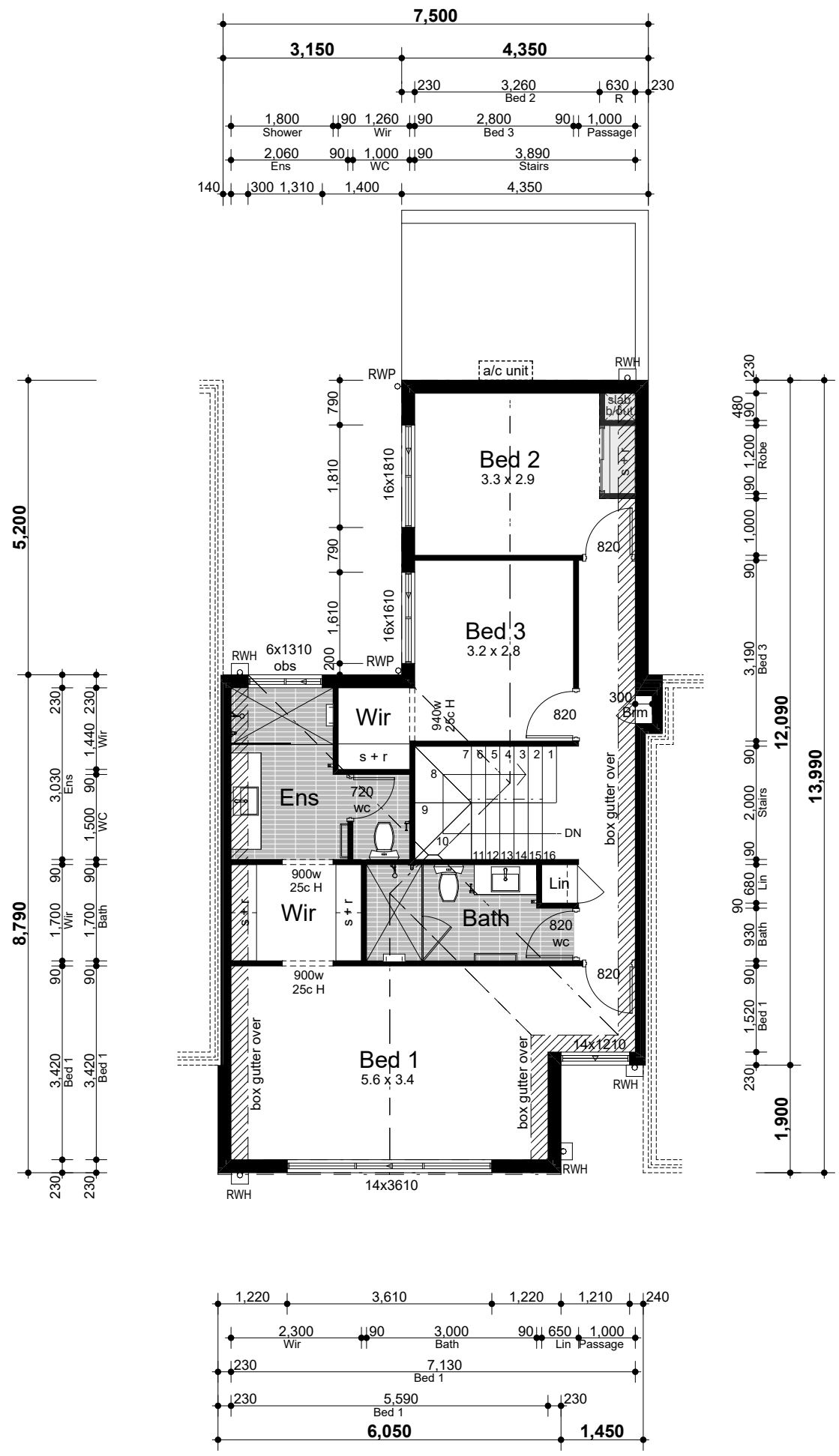
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

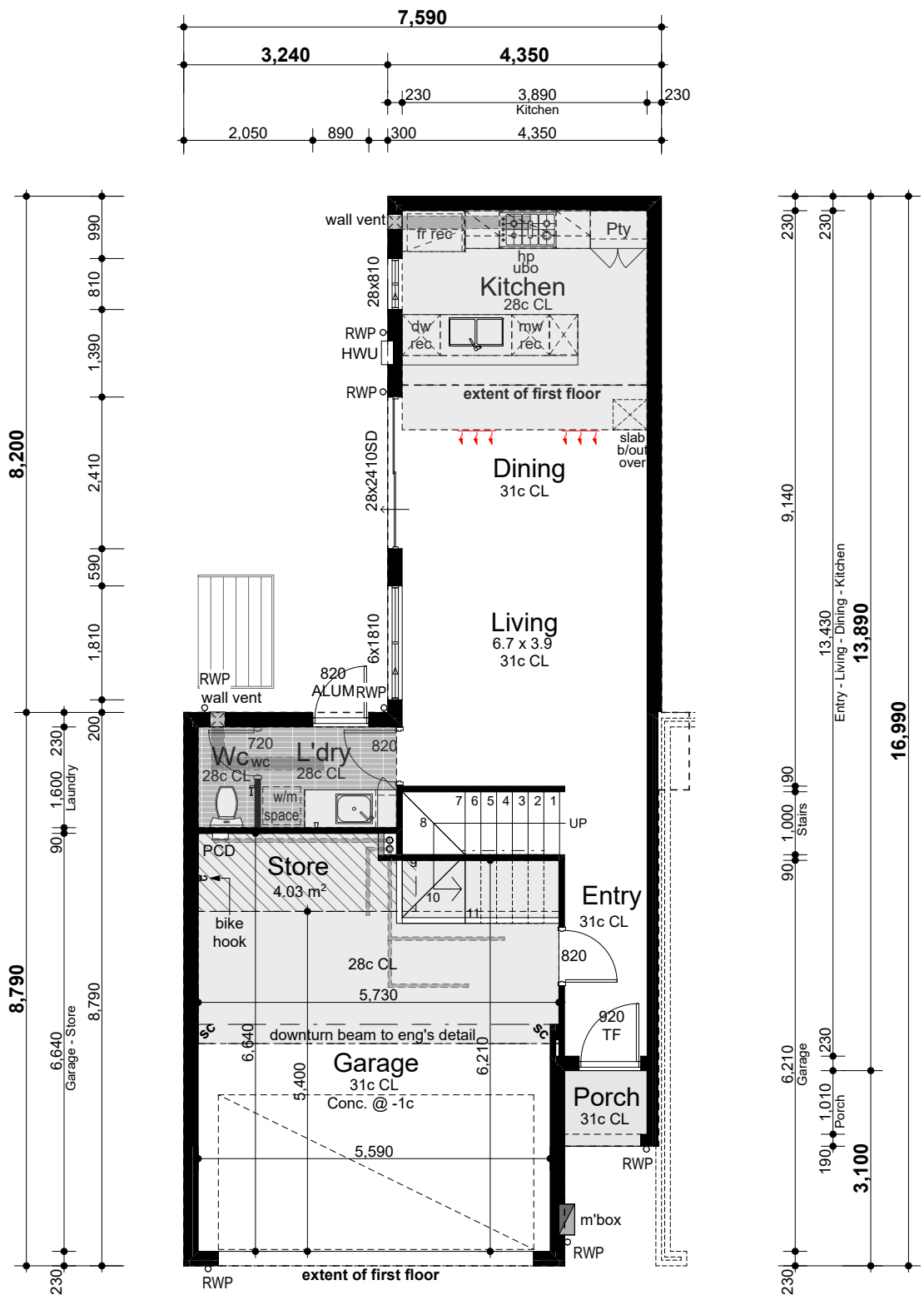
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

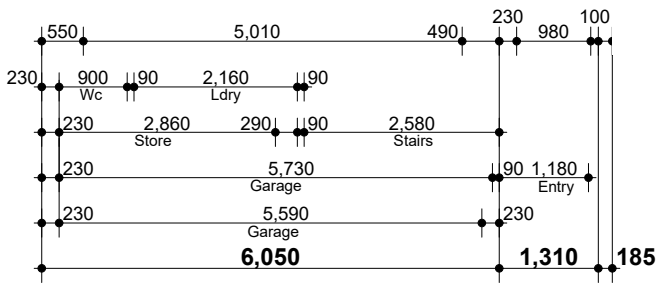
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



	57.24m²
or	86.42m²
	38.96m²
	1.79m²
	184.41m²



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 16 - TYPE 'A'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

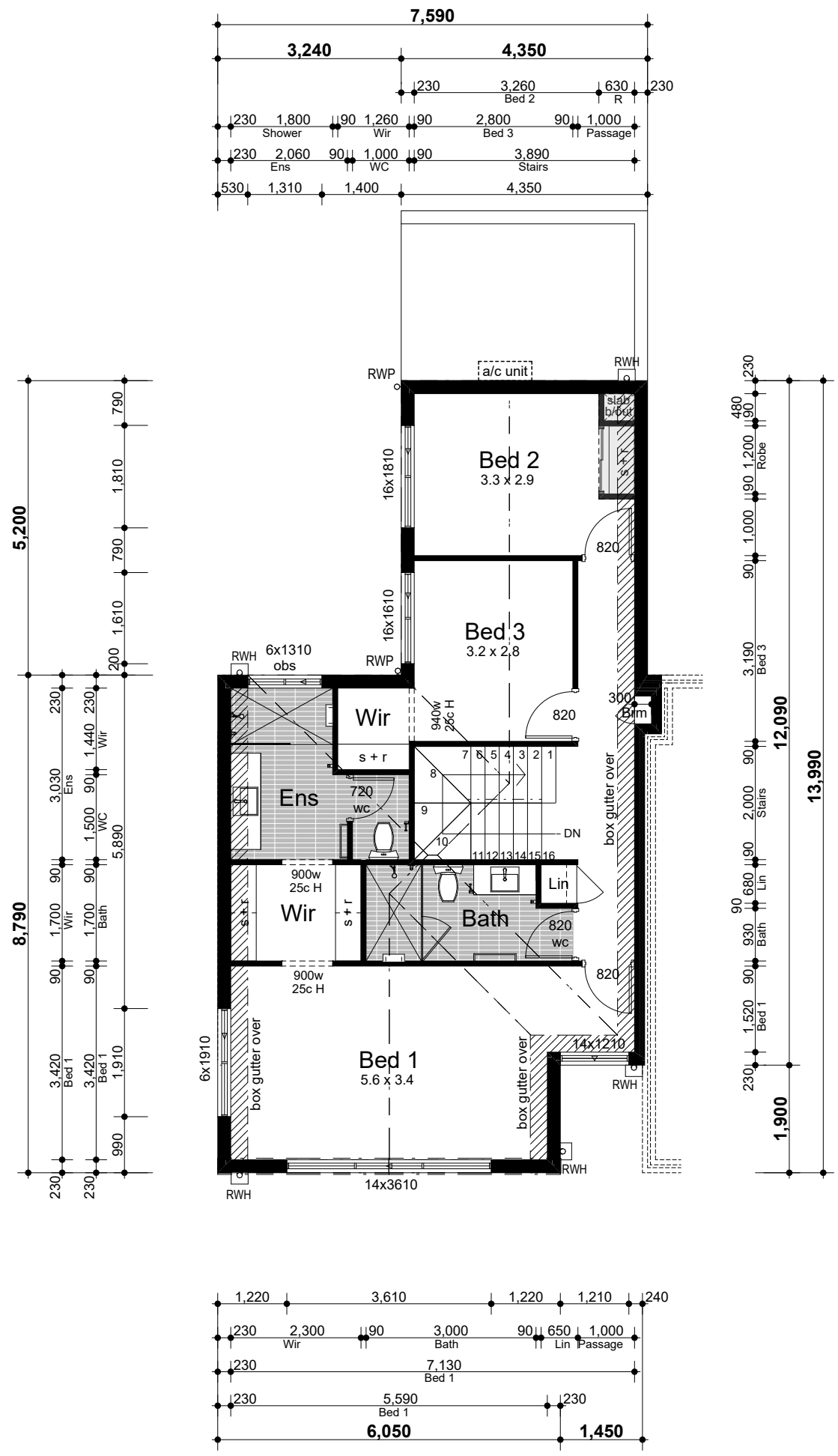
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

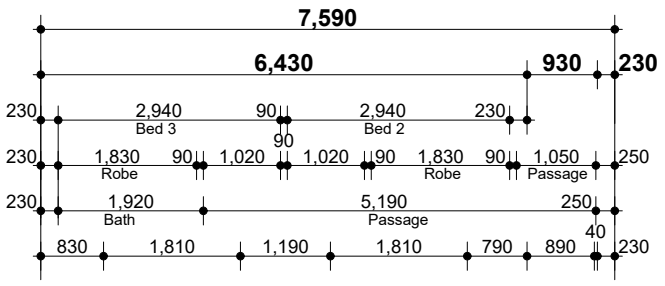
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

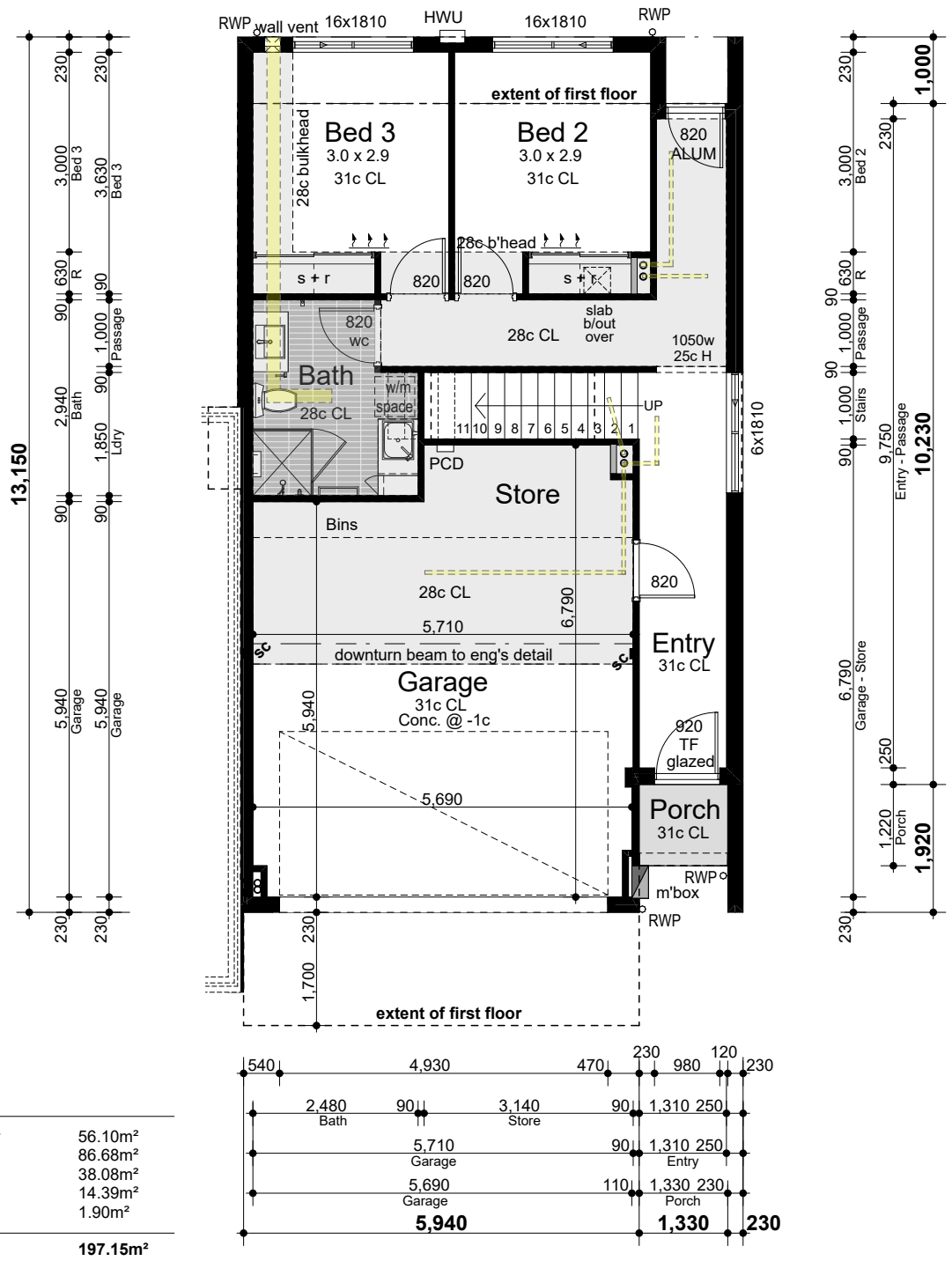
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	56.10m²
First floor	86.68m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.90m²
Total	**197.15m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 1 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

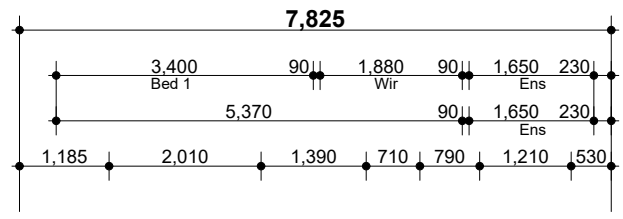
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

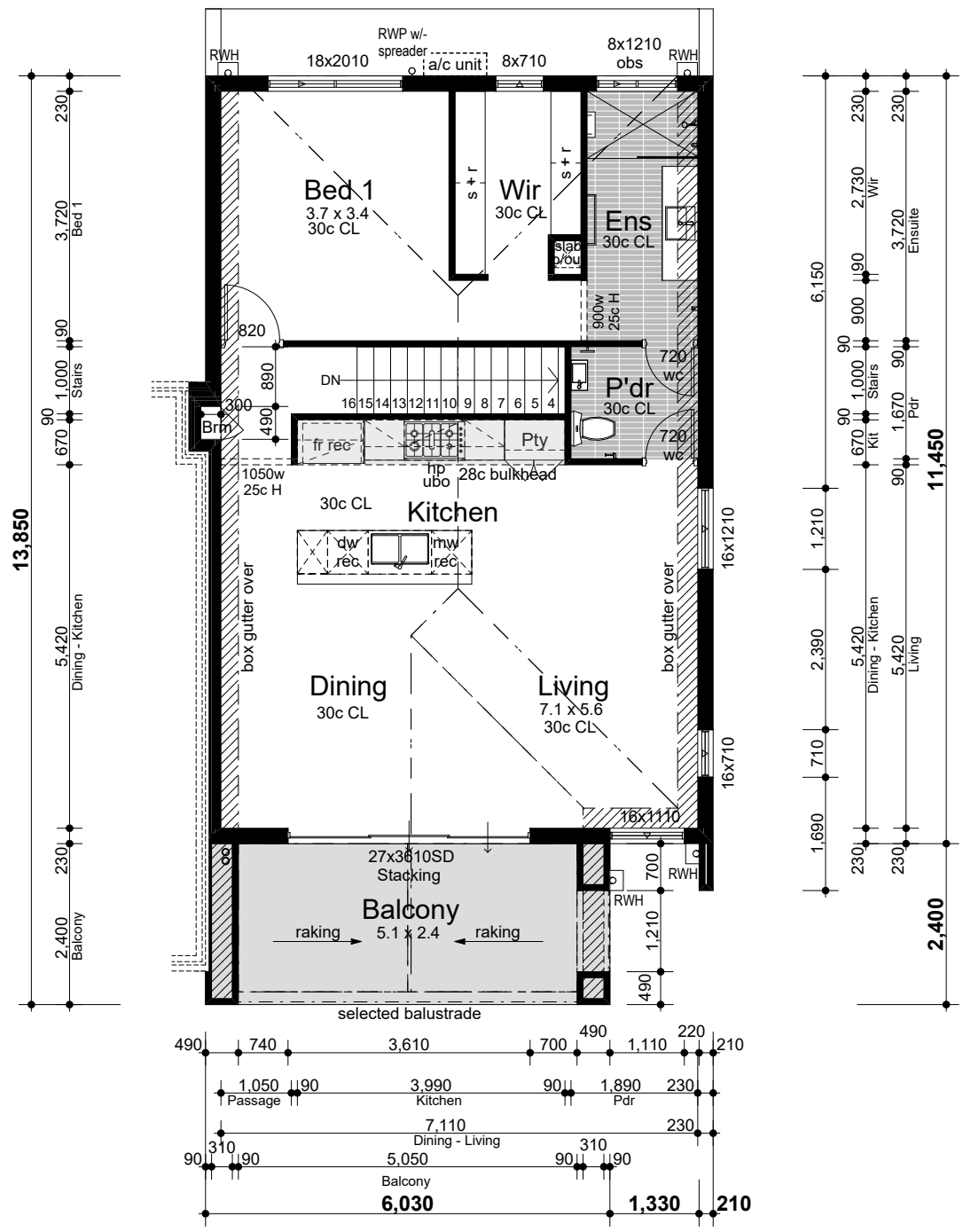
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.





FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

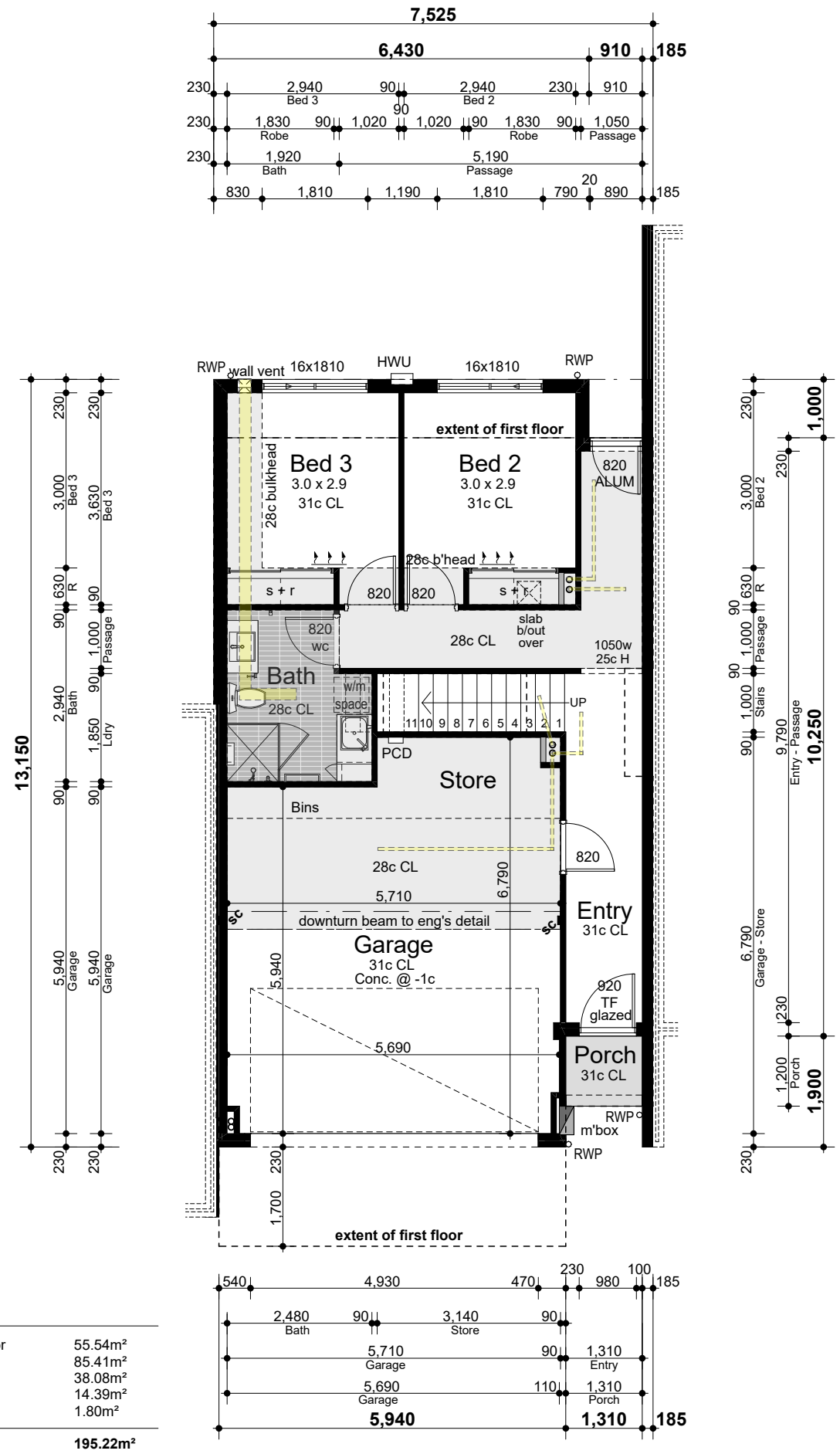
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	55.54m²
First floor	85.41m²
Garage	38.08m²
Balcony	14.39m²
Porch	1.80m²
Total	**195.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 3,5 & 7 - TYPE 'B'

DESIGN NOTES

27.28° Roof pitch to UF
12.42° Roof pitch to GF
METAL ROOF

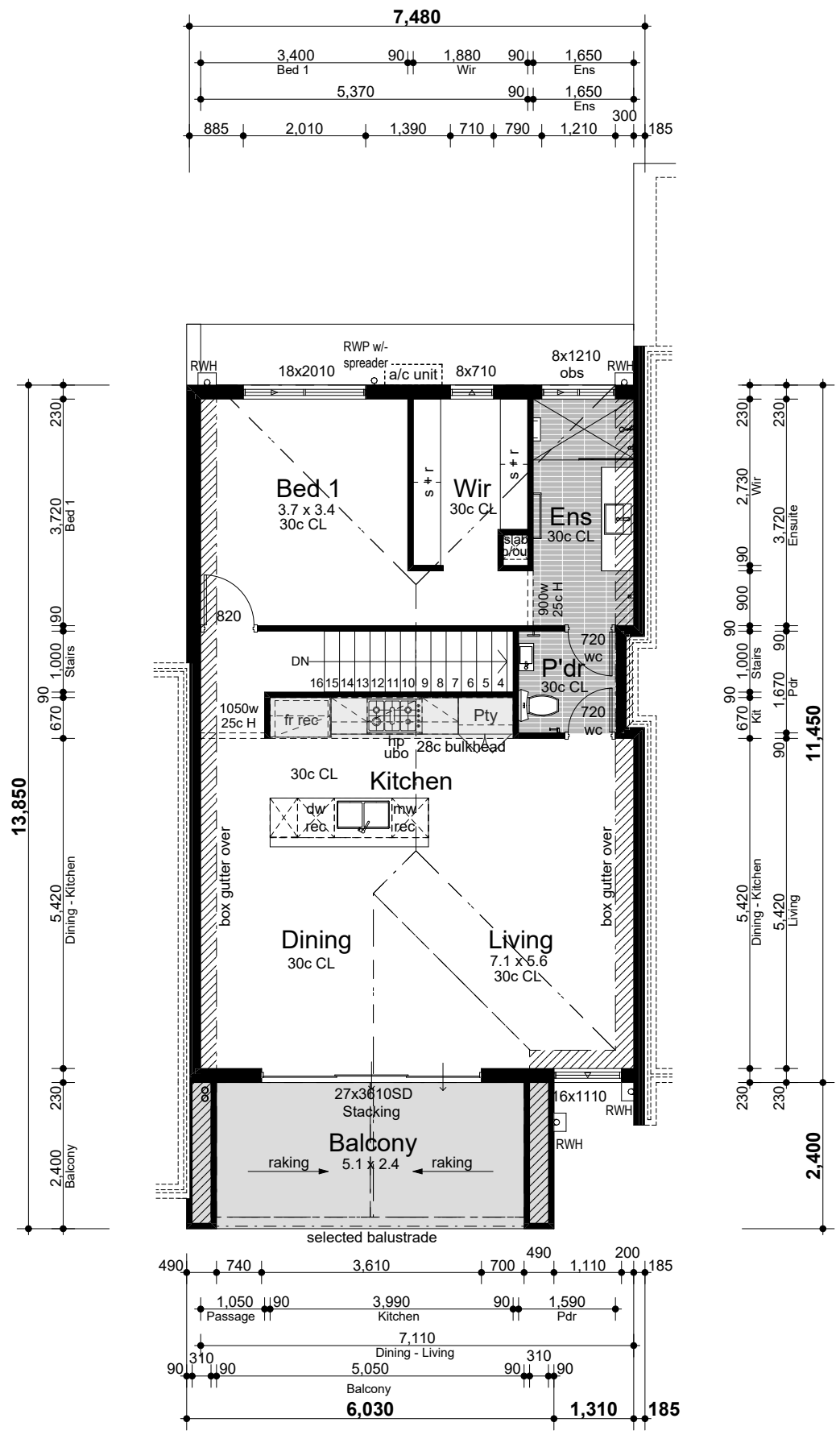
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS	
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 17 - TYPE 'C*'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

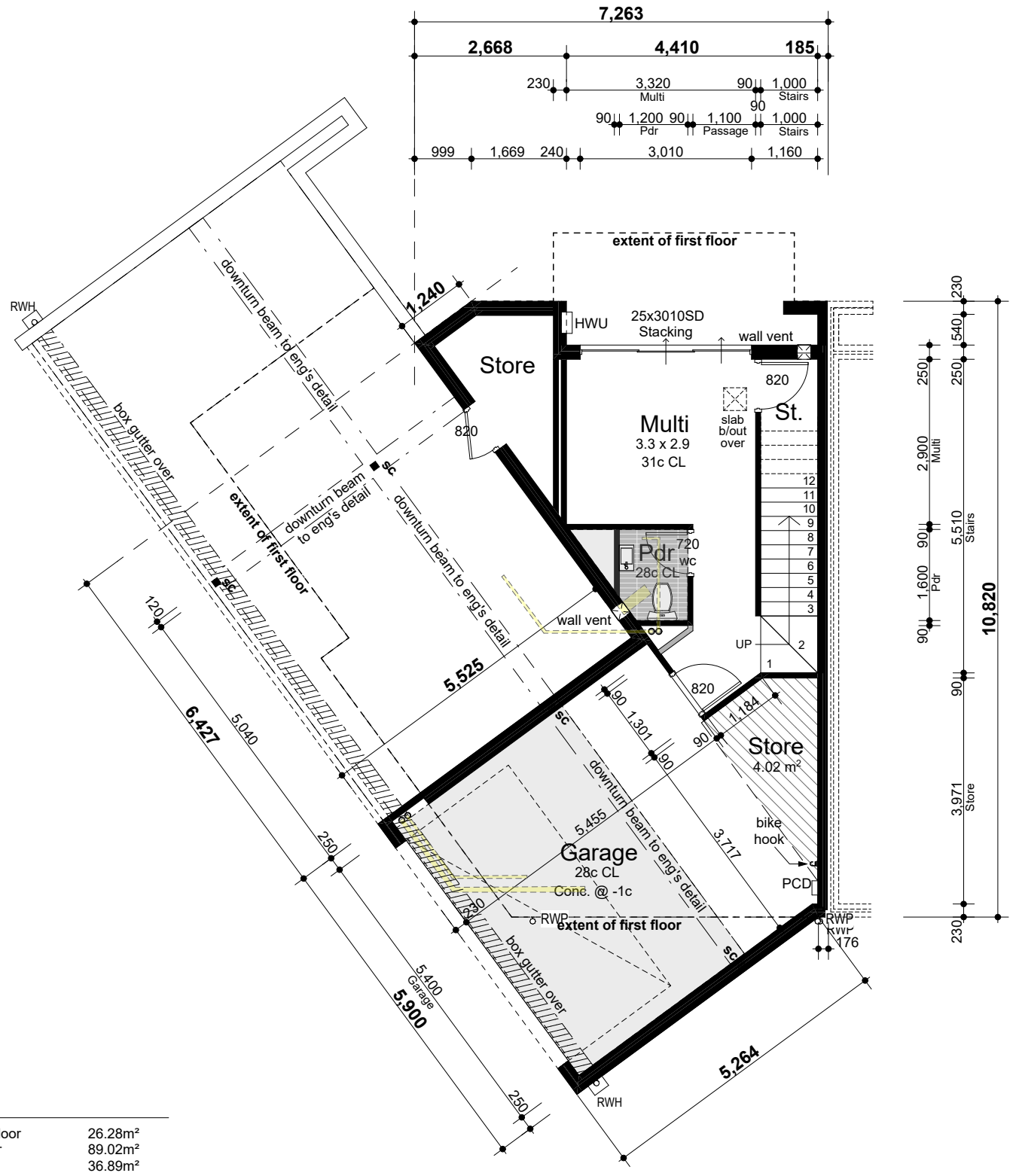
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	26.28m²
First floor	89.02m²
Garage	36.89m²
Balcony 1	5.08m²
Balcony 2	5.08m²
Total	**162.35m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 17 - TYPE 'C*'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

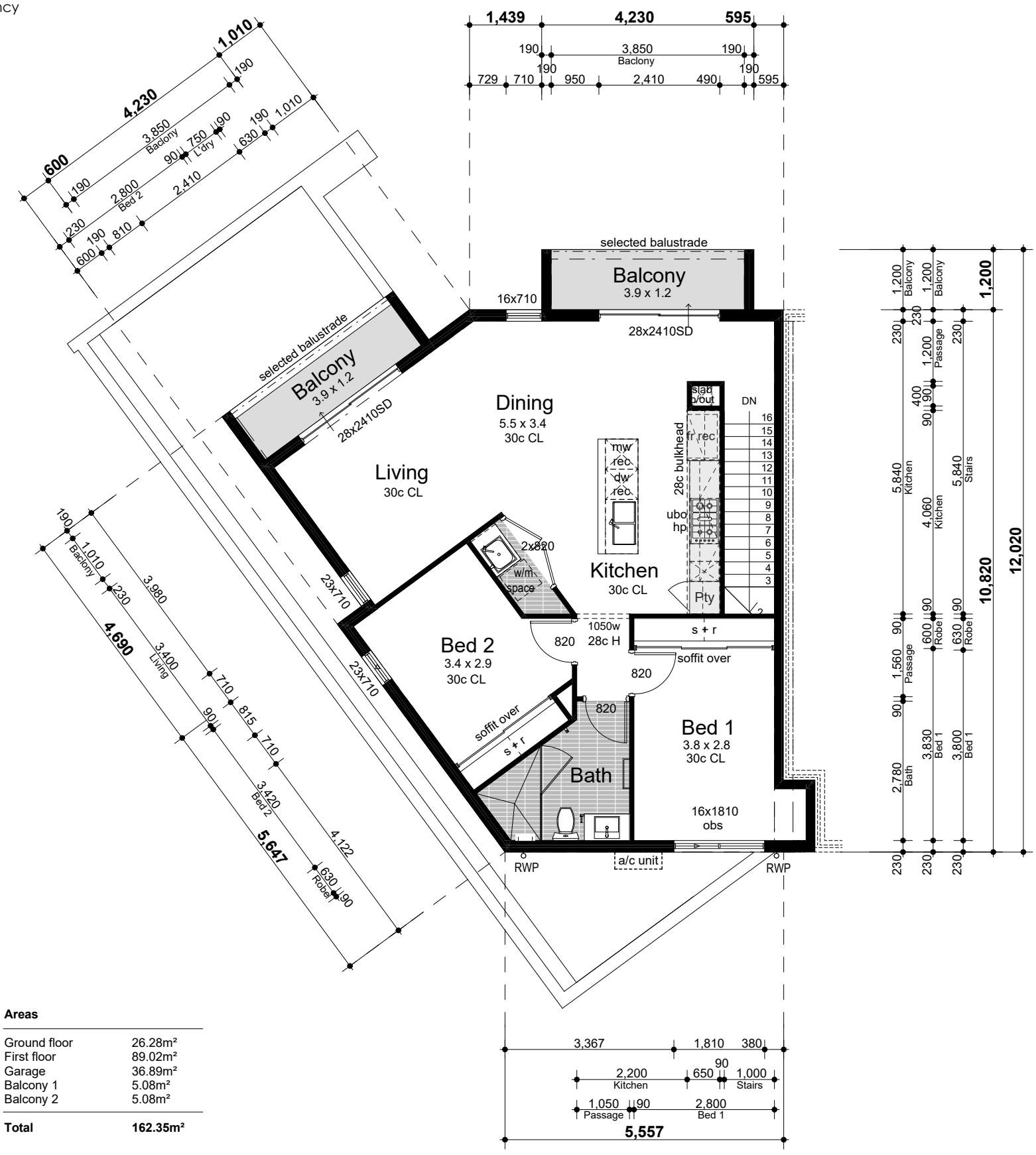
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



Areas

Ground floor	26.28m²
First floor	89.02m²
Garage	36.89m²
Balcony 1	5.08m²
Balcony 2	5.08m²
Total	**162.35m²**

FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 18 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

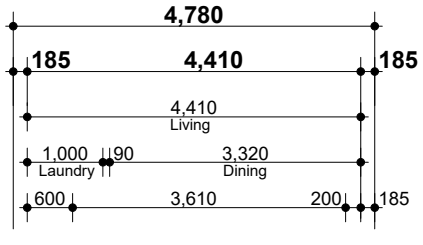
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

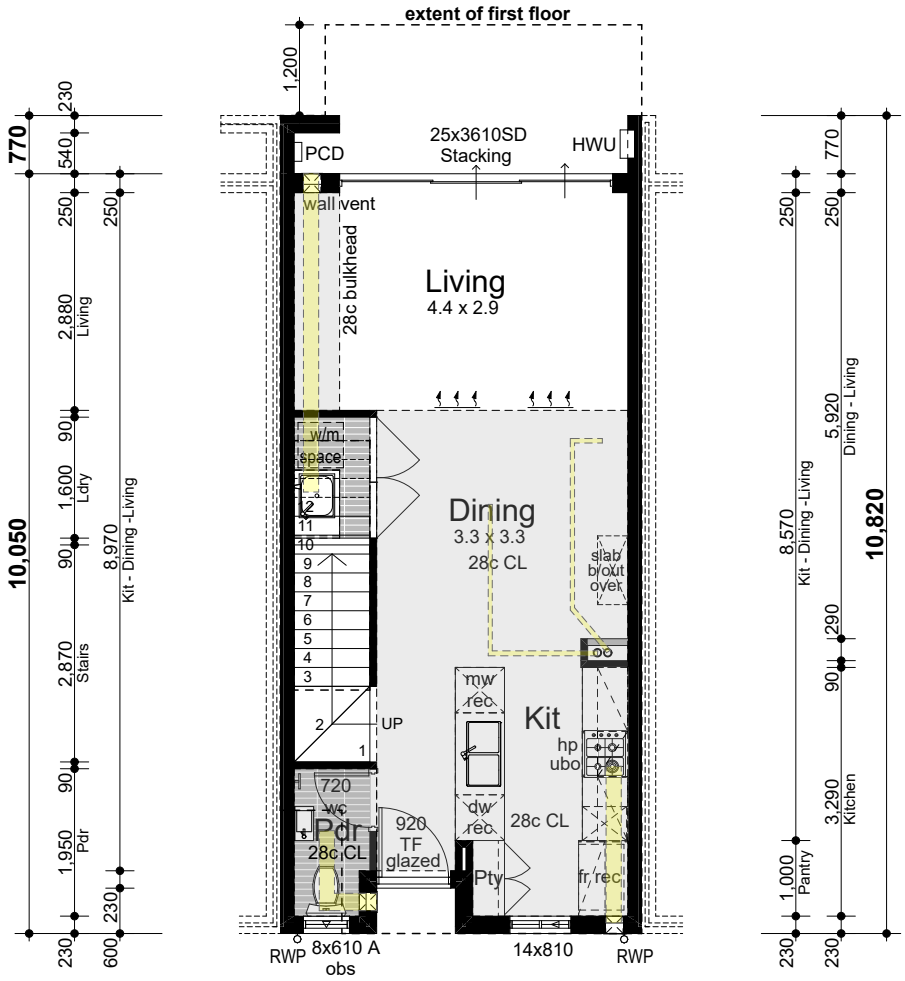
ADDITIONAL NOTES

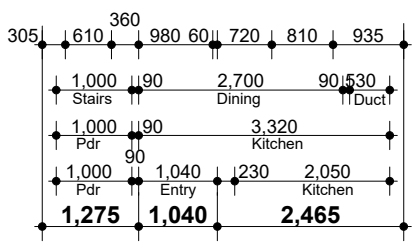
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	50.81m²
Balcony	5.02m²
Total	**103.25m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 18 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

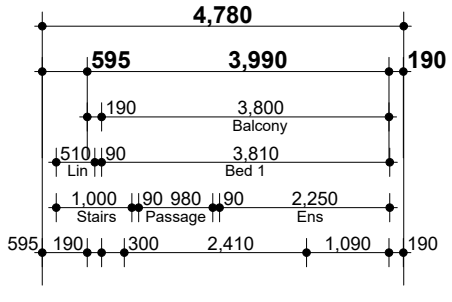
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

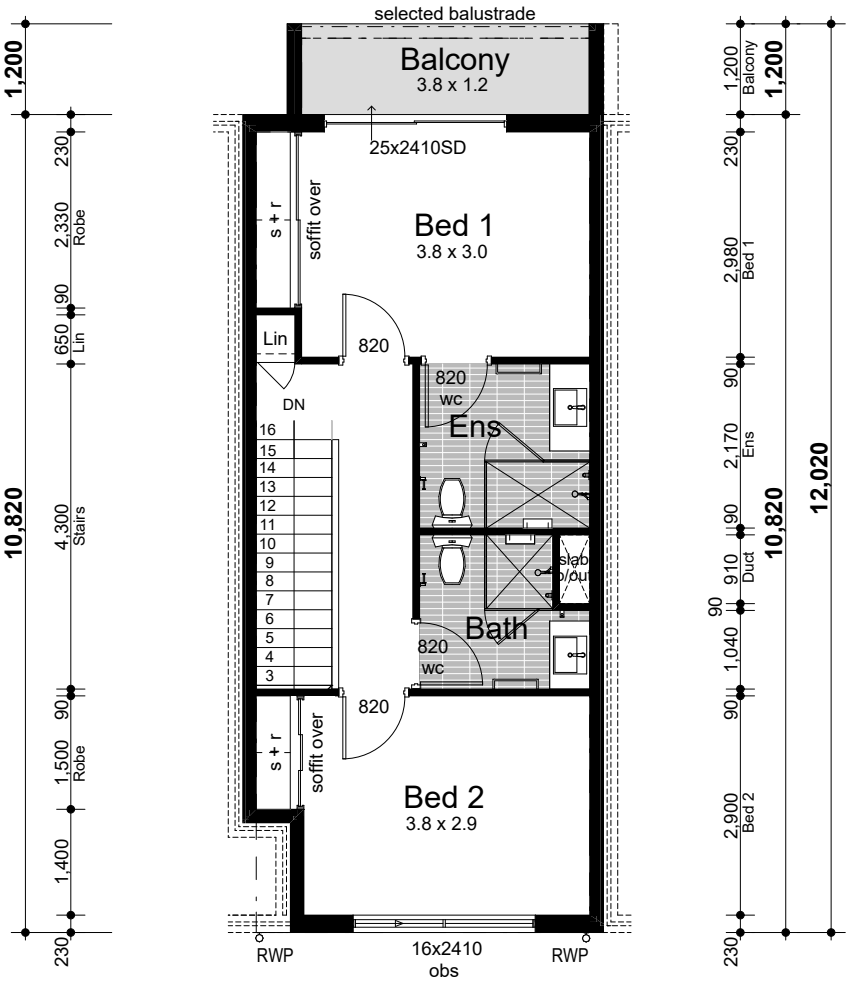
ADDITIONAL NOTES

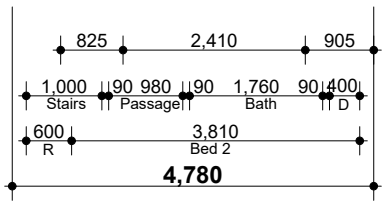
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

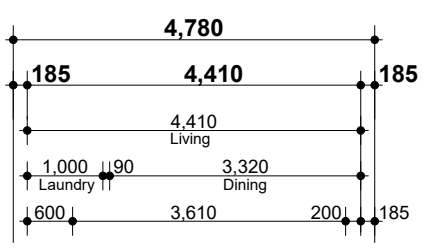
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

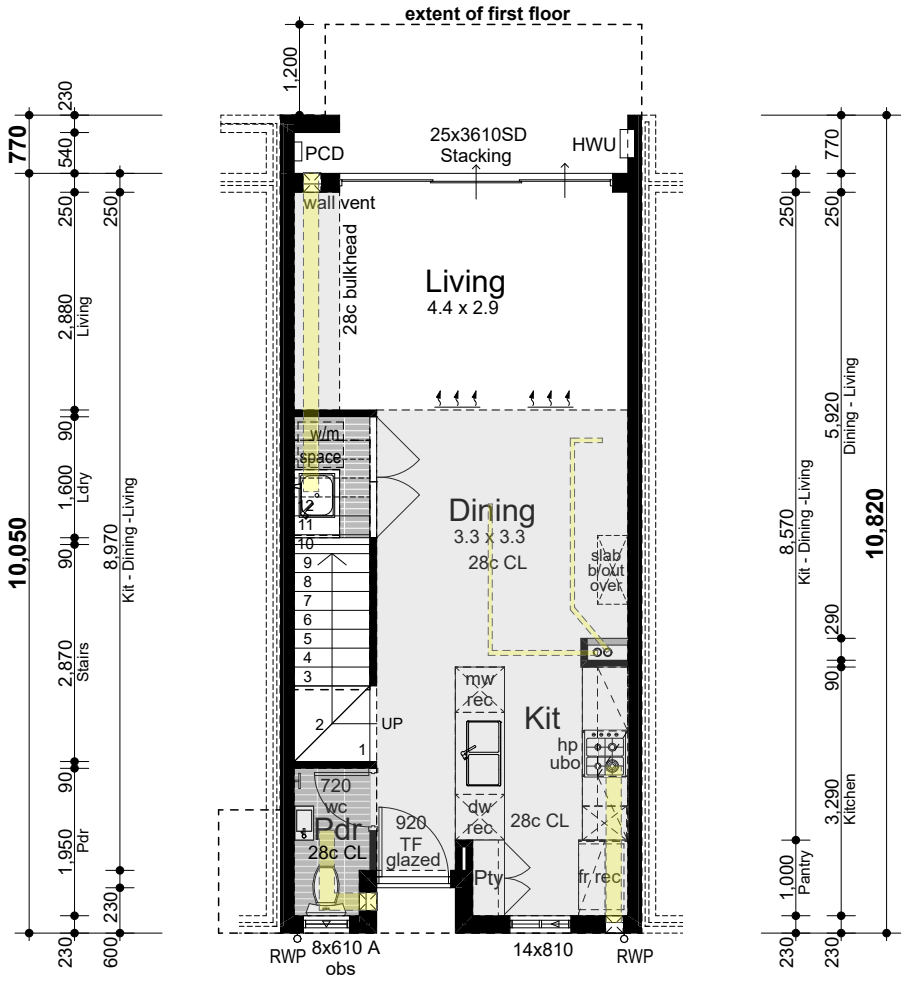
ADDITIONAL NOTES

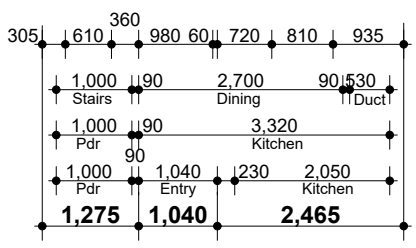
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.42m²
First floor	51.72m²
Balcony	5.08m²
Total	**104.22m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 20 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

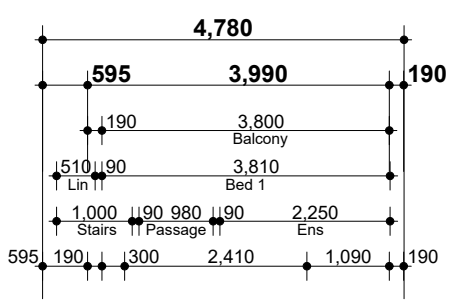
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

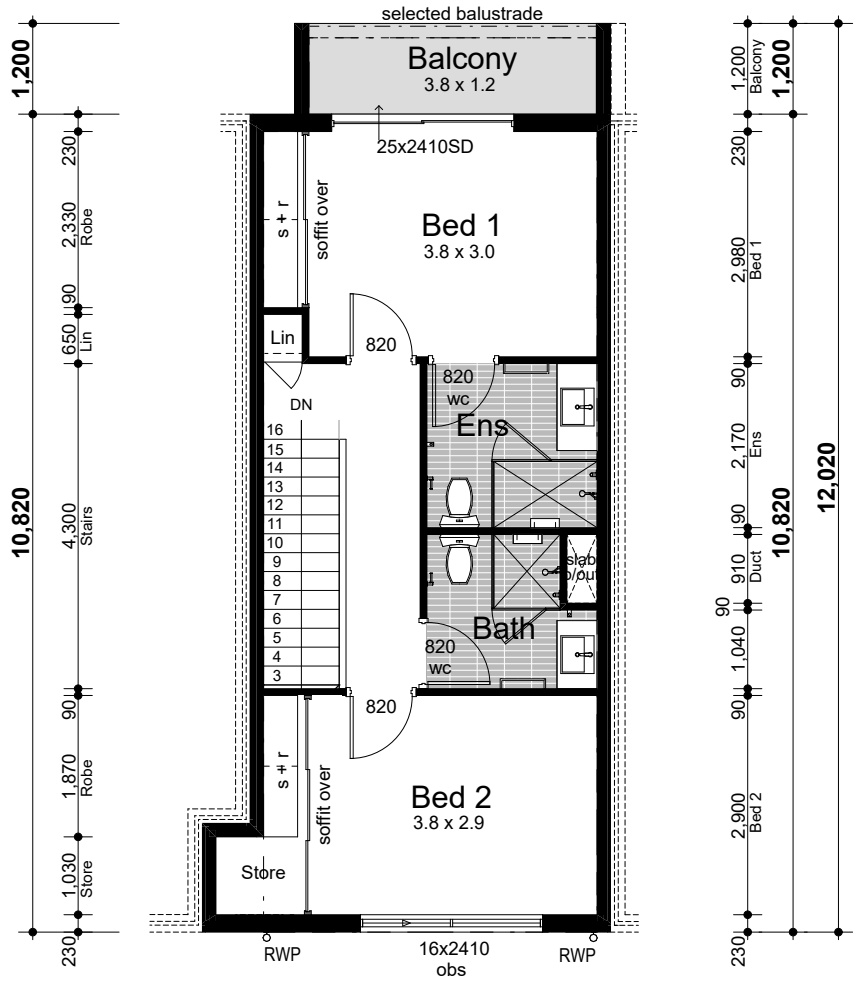
ADDITIONAL NOTES

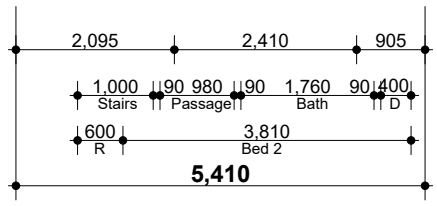
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

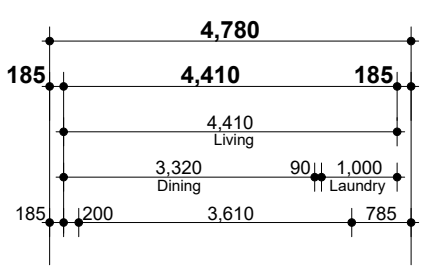
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

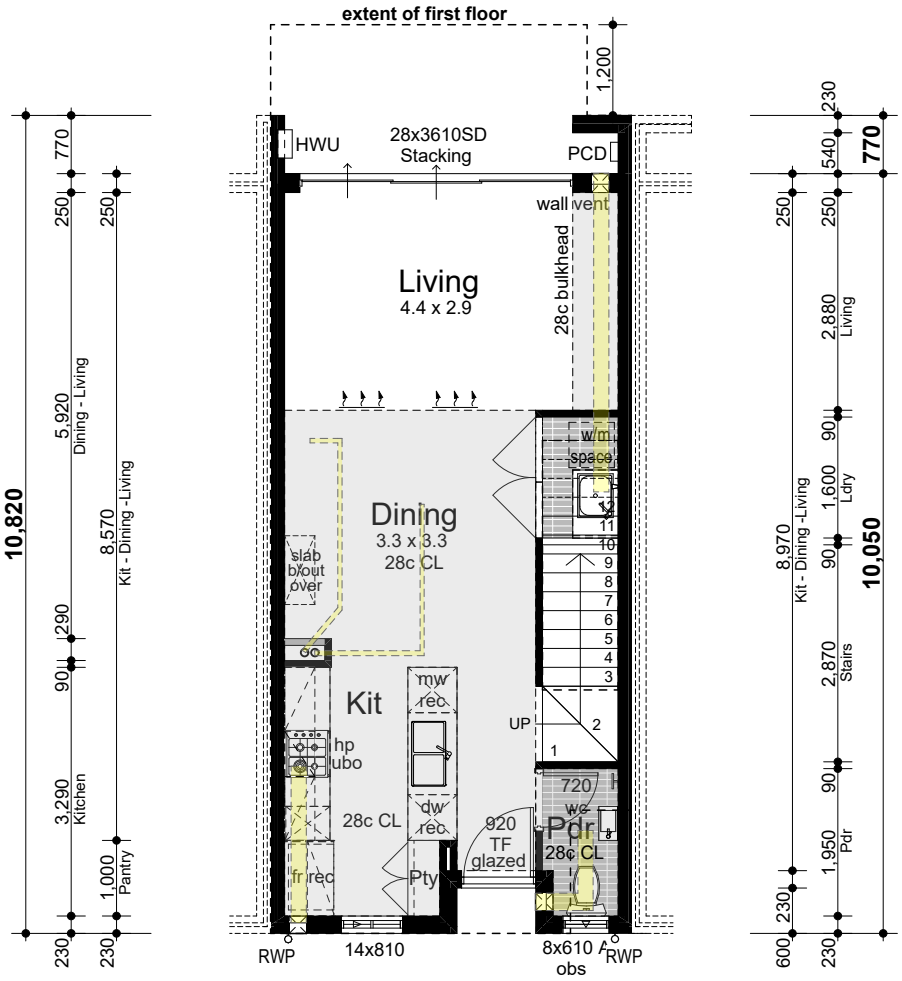
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

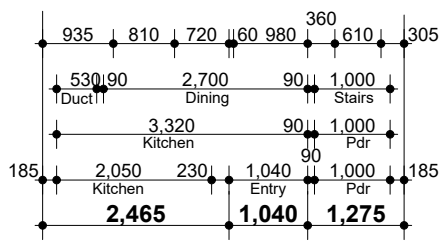
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	47.42m²
First floor	50.81m²
Balcony	5.08m²
Total	**103.31m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 19 & 21 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

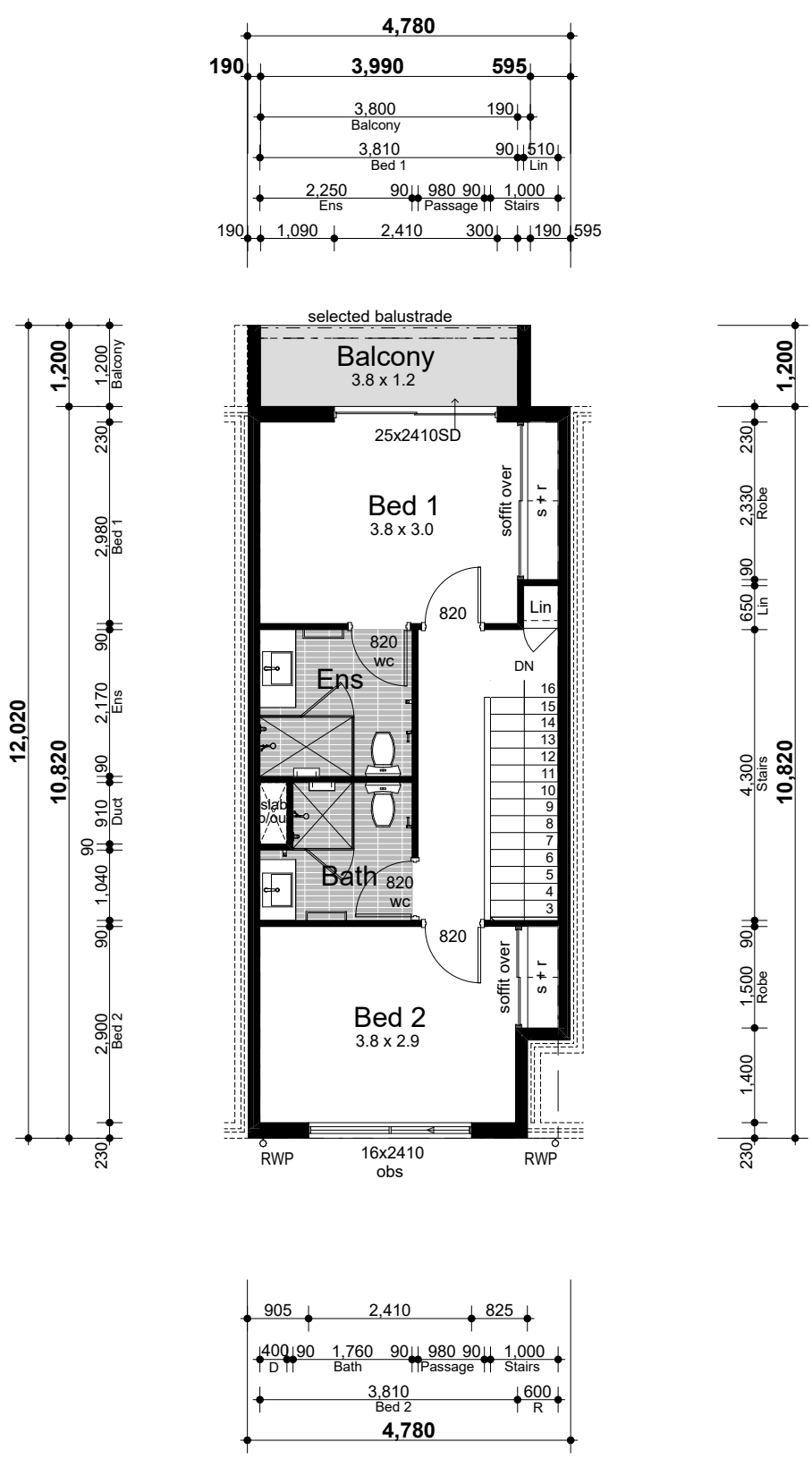
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 22 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

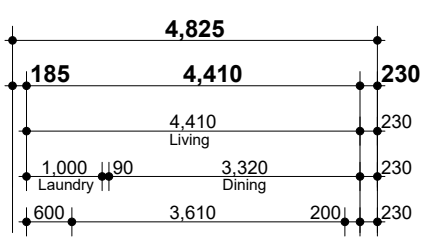
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

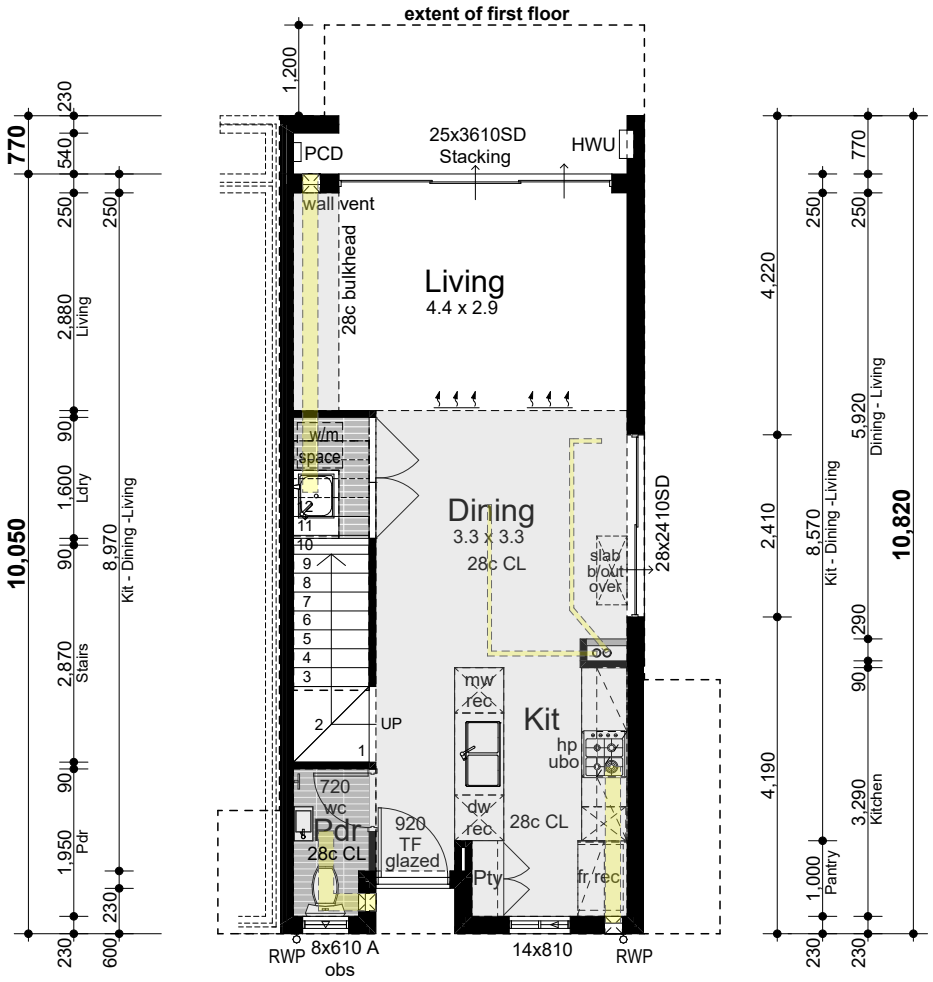
ADDITIONAL NOTES

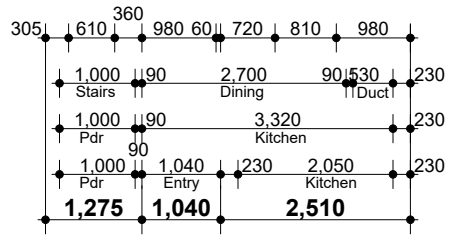
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	47.87m²
First floor	56.48m²
Balcony	5.08m²
Total	**109.43m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 22 - TYPE 'C'

DESIGN NOTES

3.43° Roof pitch to UF
METAL ROOF

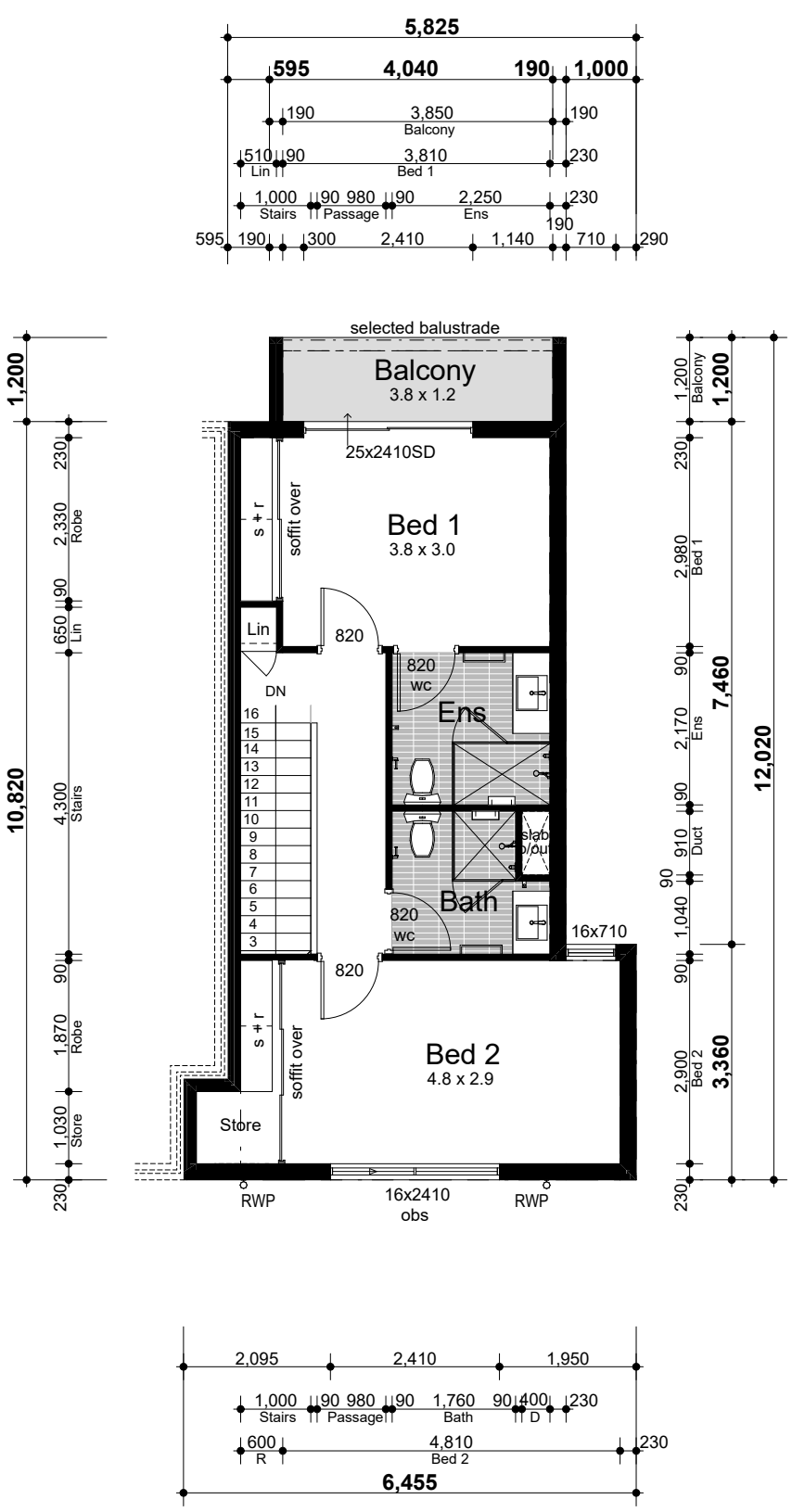
31c Ceilings to Ground Floor
(unless otherwise noted)
28c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

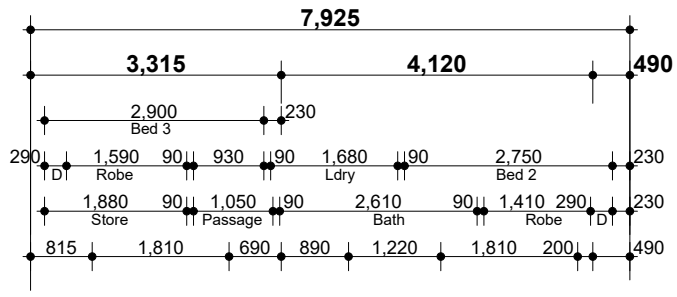
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

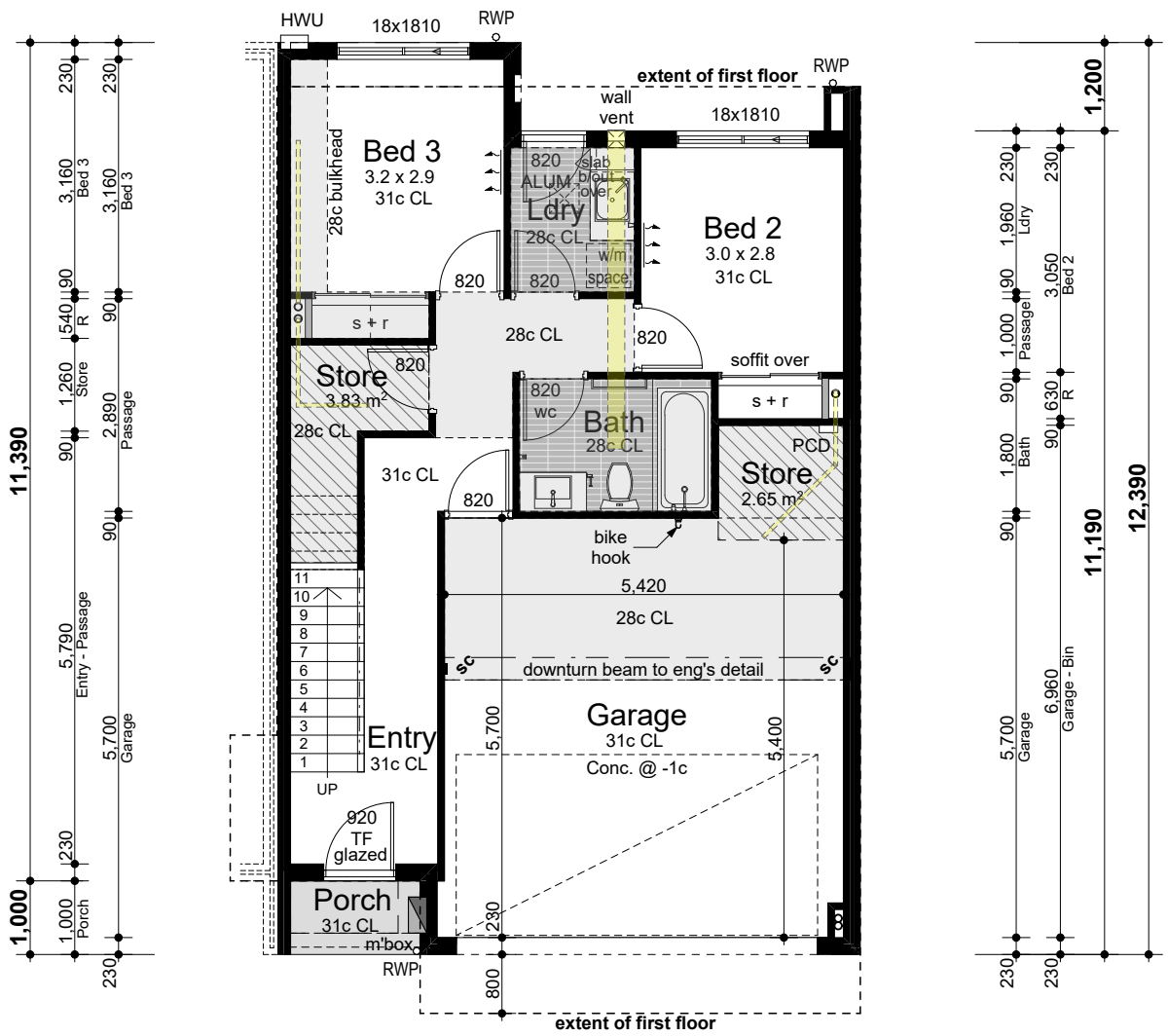
ADDITIONAL NOTES

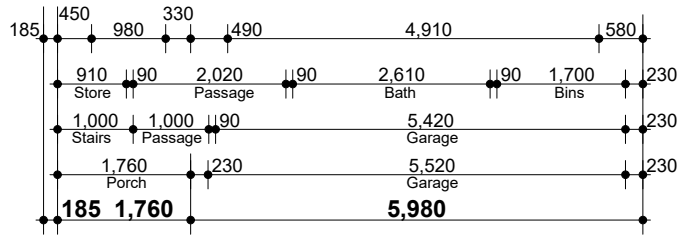
-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.







Areas

Ground floor	54.74m²
First floor	83.02m²
Garage	35.14m²
Balcony	14.06m²
Porch	1.95m²
Total	**188.91m²**

GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

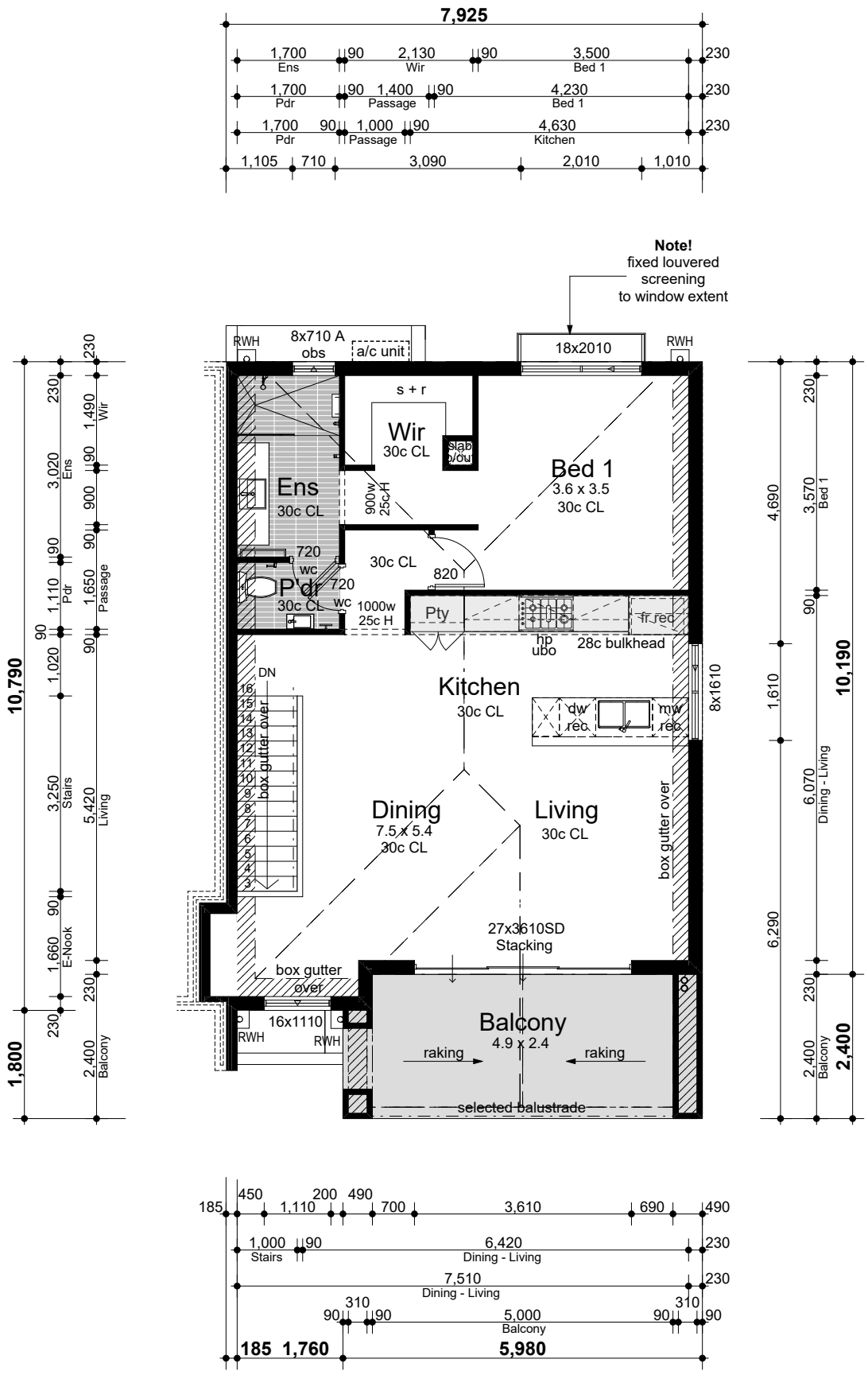
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 12 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

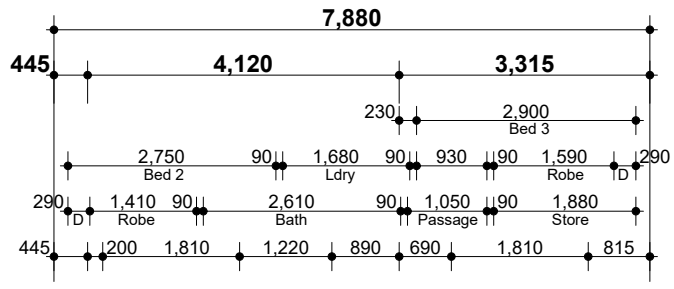
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

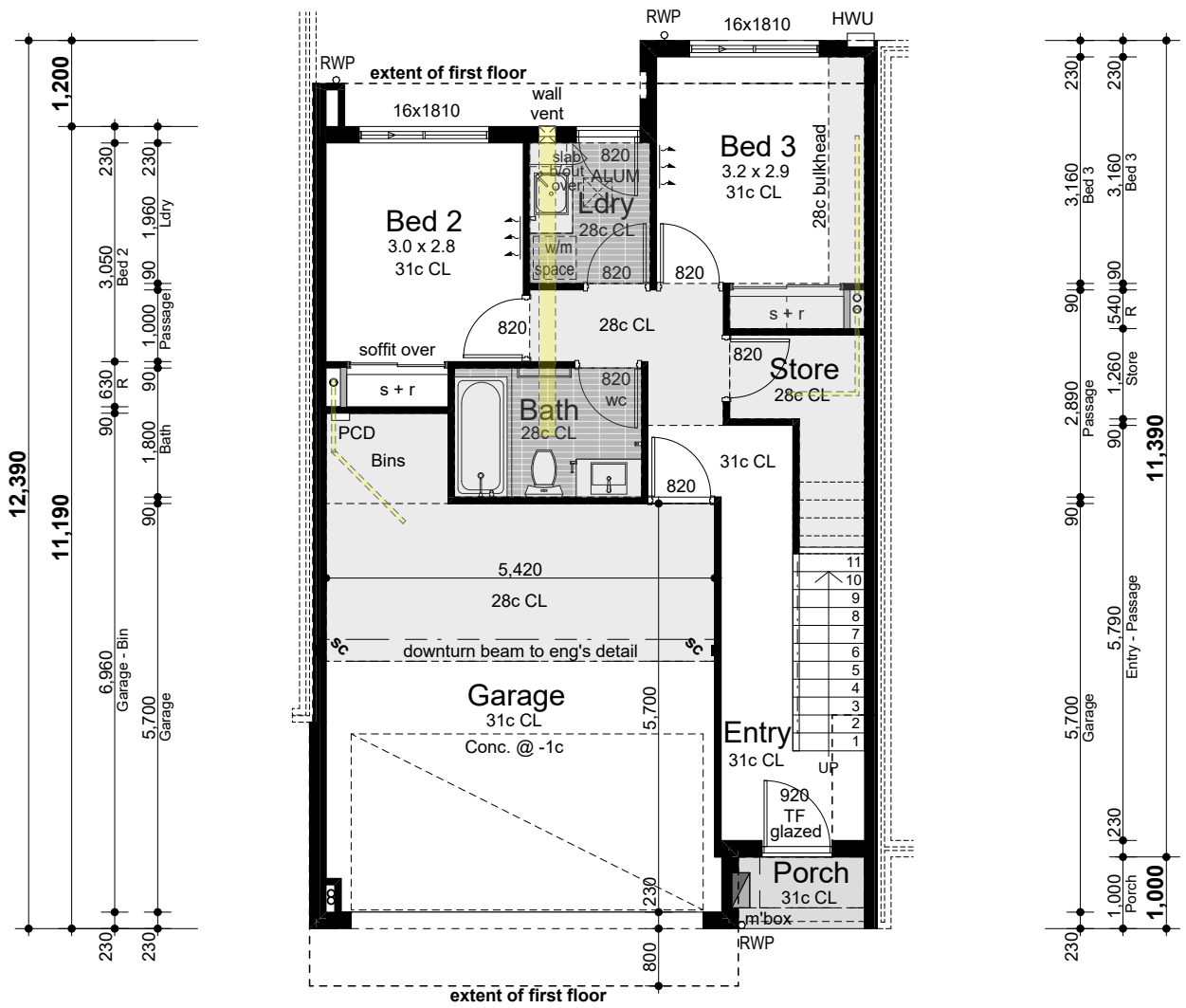
ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

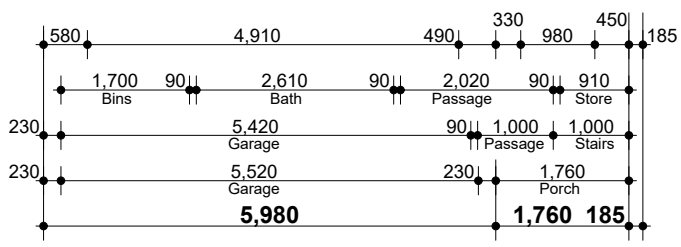
-Detail may require modifications to comply with energy efficiency requirements.





Areas

Ground floor	54.53m²
First floor	81.01m²
Garage	34.94m²
Balcony	14.06m²
Porch	1.95m²
Total	**186.49m²**



GROUND FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT 11 - TYPE 'D'

DESIGN NOTES

27.28° Roof pitch to UF
3.43° Roof pitch to GF
METAL ROOF

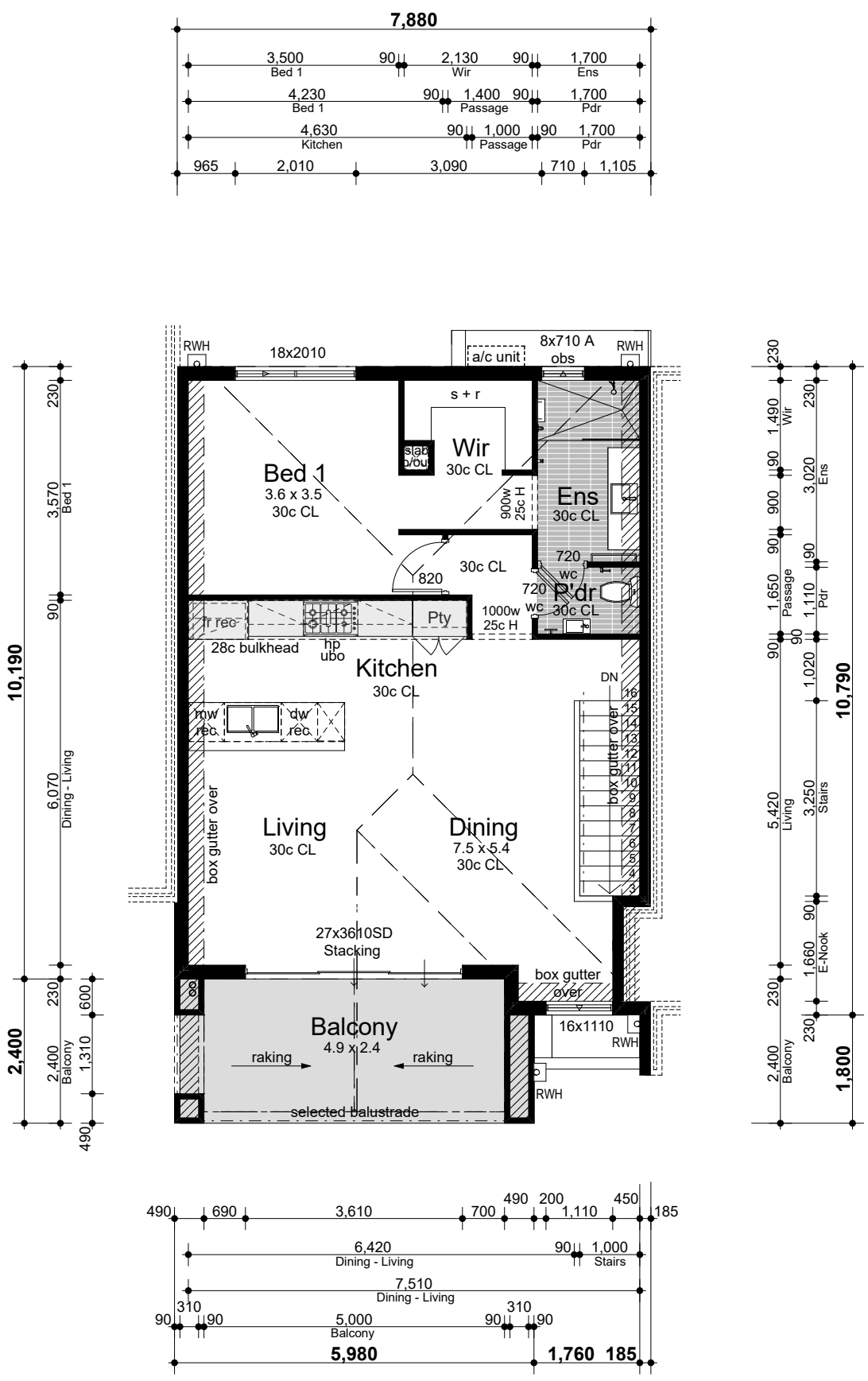
31c Ceilings to Ground Floor
(unless otherwise noted)
30c Ceilings to Upper Floor

ADDITIONAL NOTES

-Plans to be read in conjuction with specification.

-Details subject to structural requirements & certification.

-Detail may require modifications to comply with energy efficiency requirements.



FIRST FLOOR

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

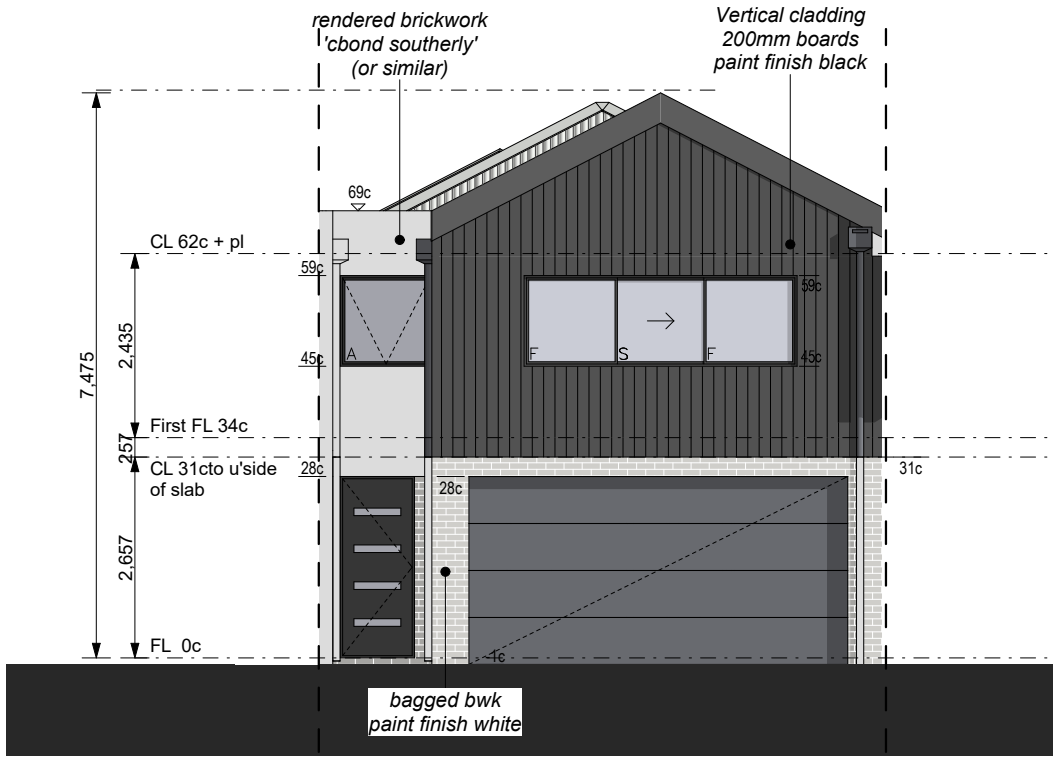
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

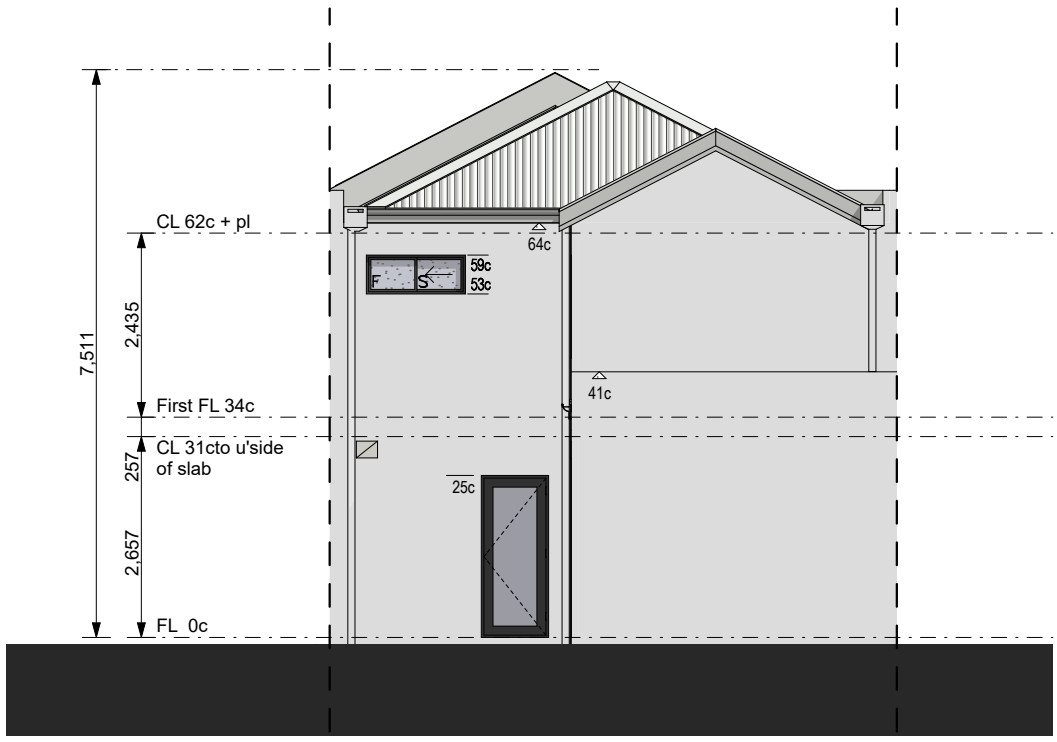
BUILDER

UNIT TYPE 'A'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

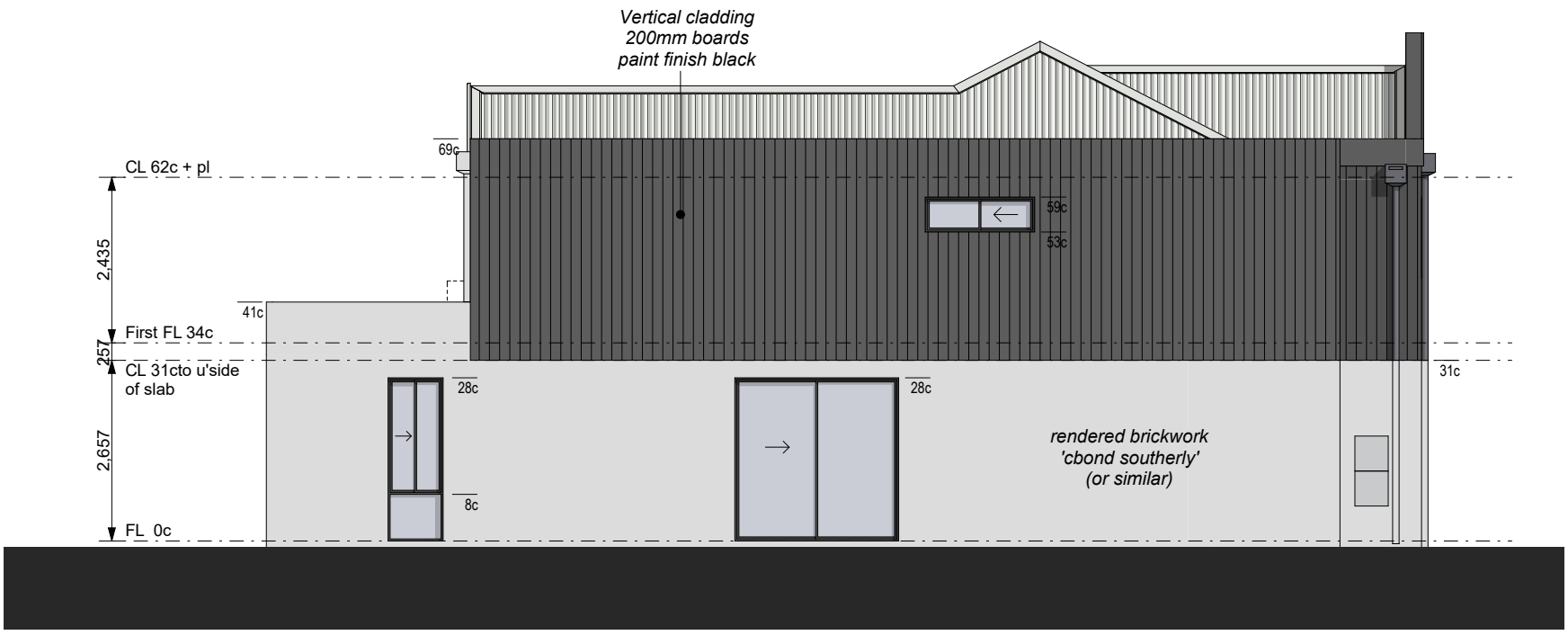
CONCEPTS	
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

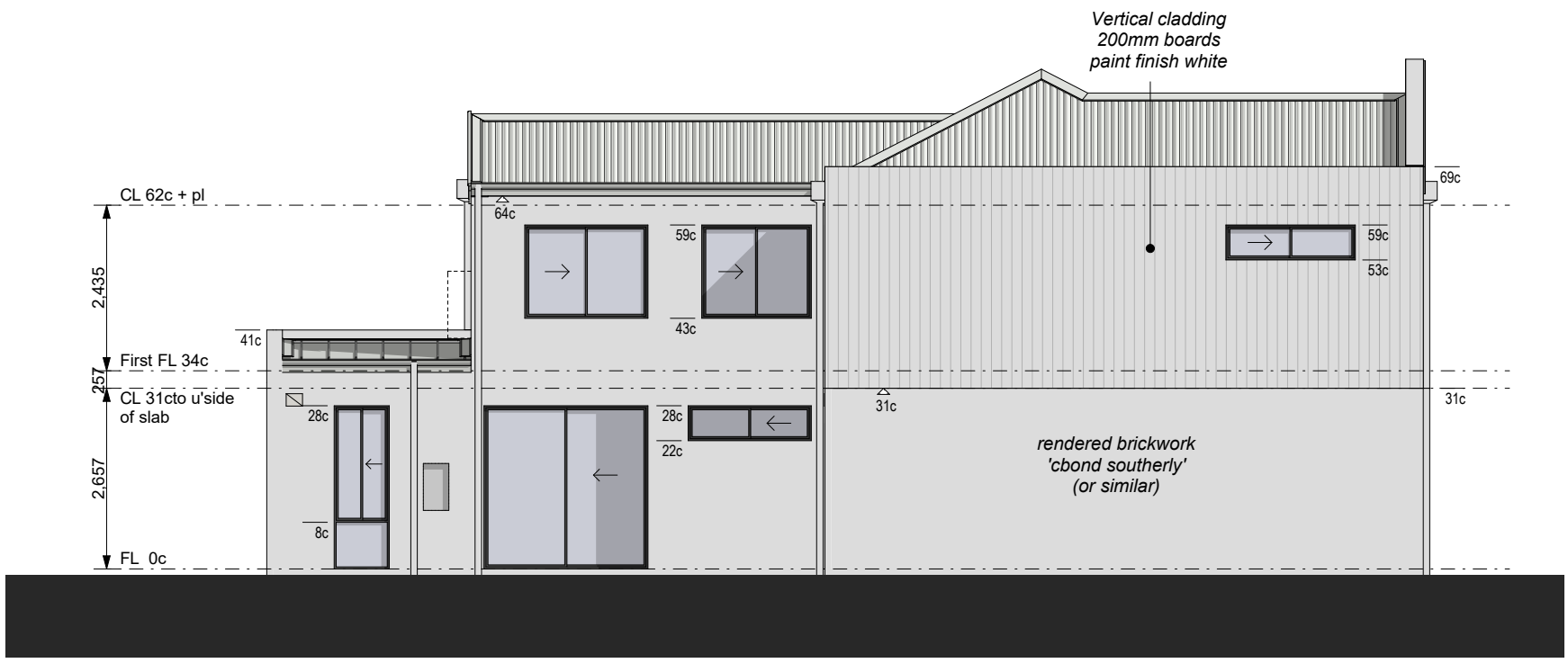
BUILDER

UNIT TYPE 'A'



Unit 10 - Side Elevation

SCALE: 1:100



Unit 16 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

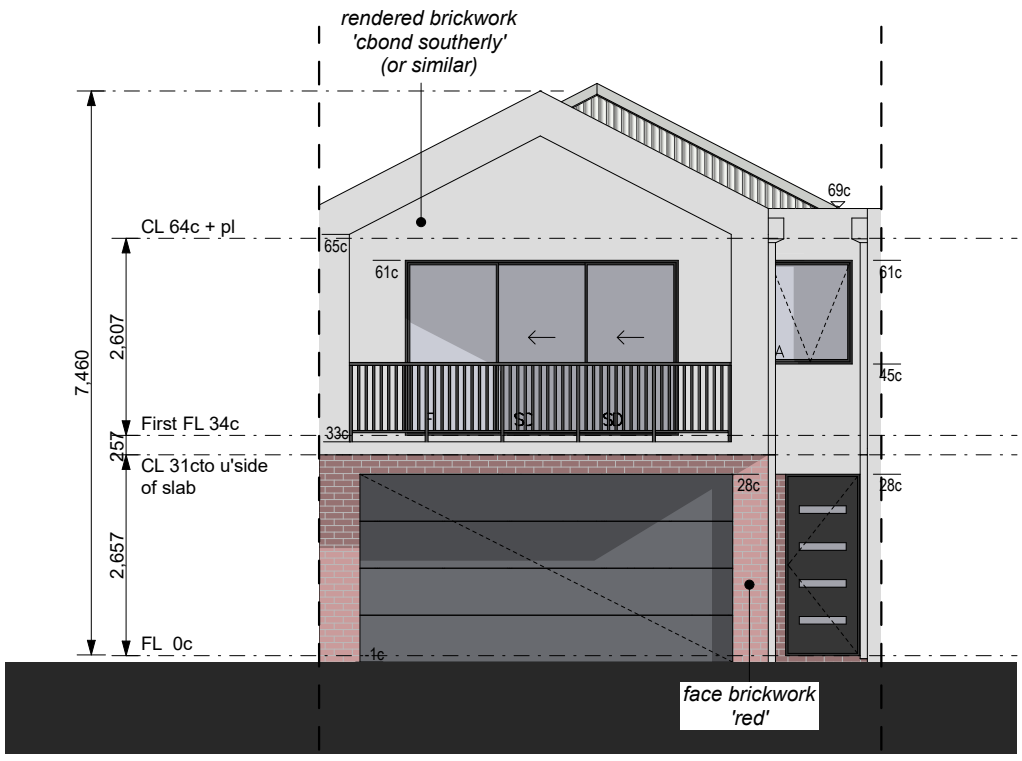
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'



Front Elevation

SCALE: 1:100

Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

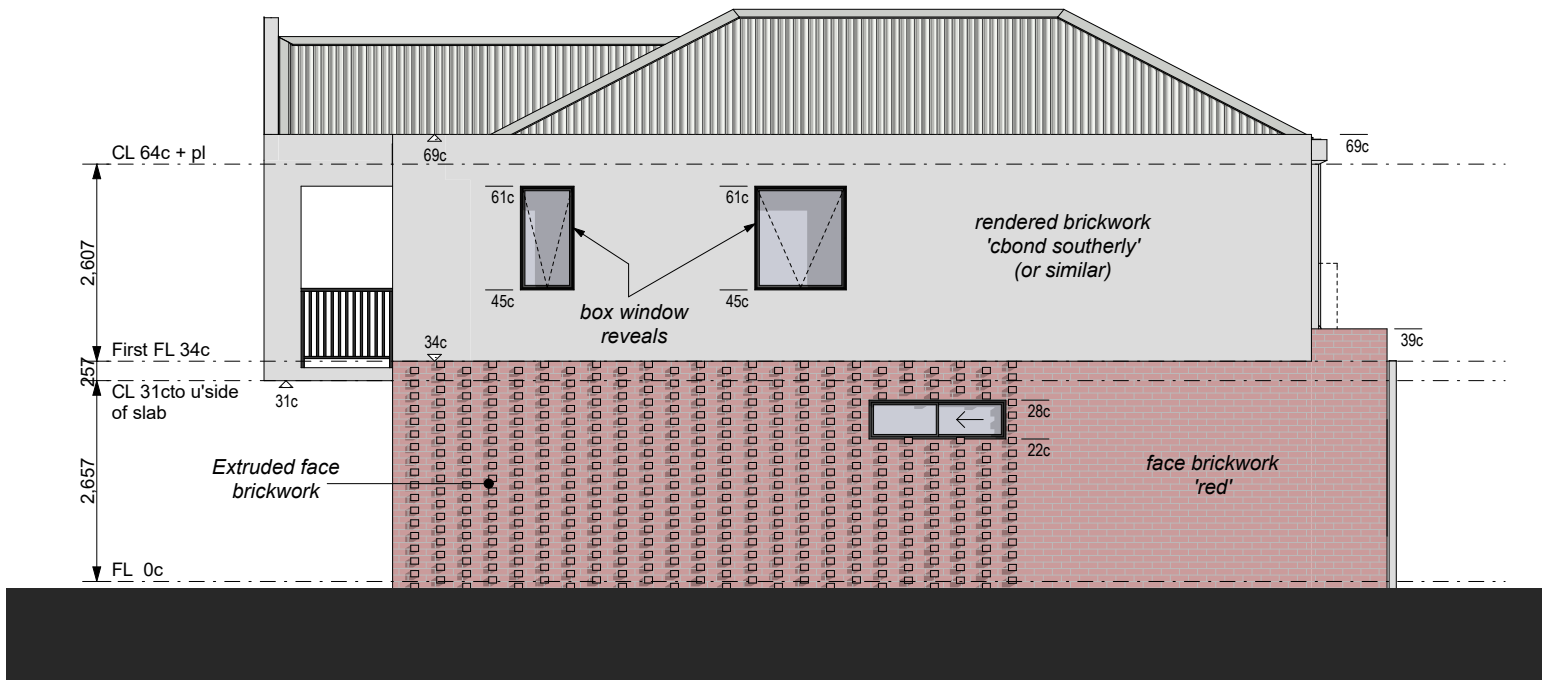
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'B'



Unit 1 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

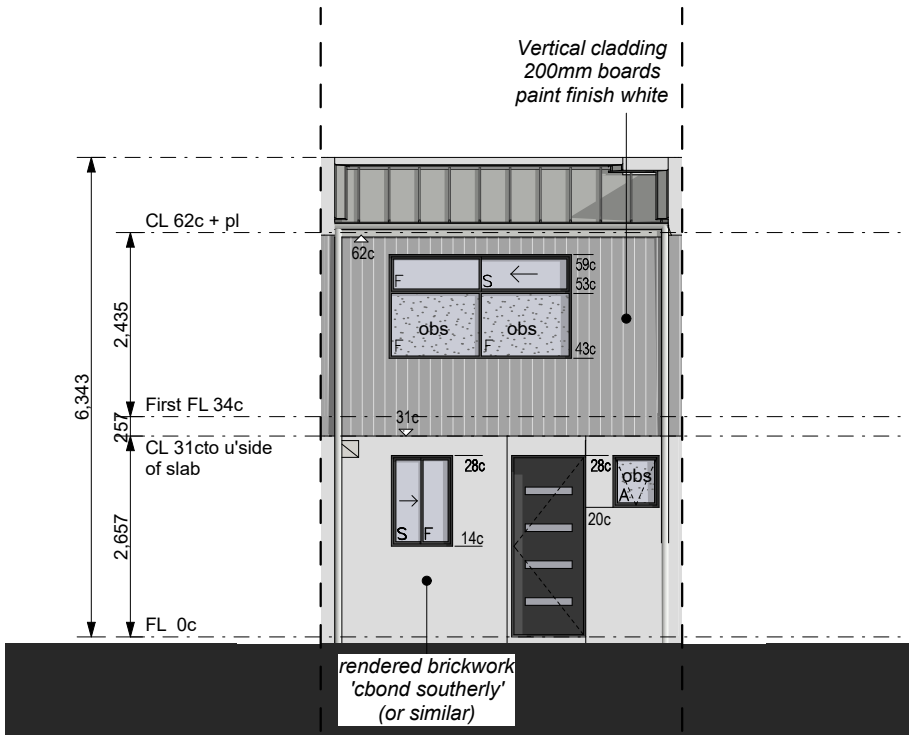
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

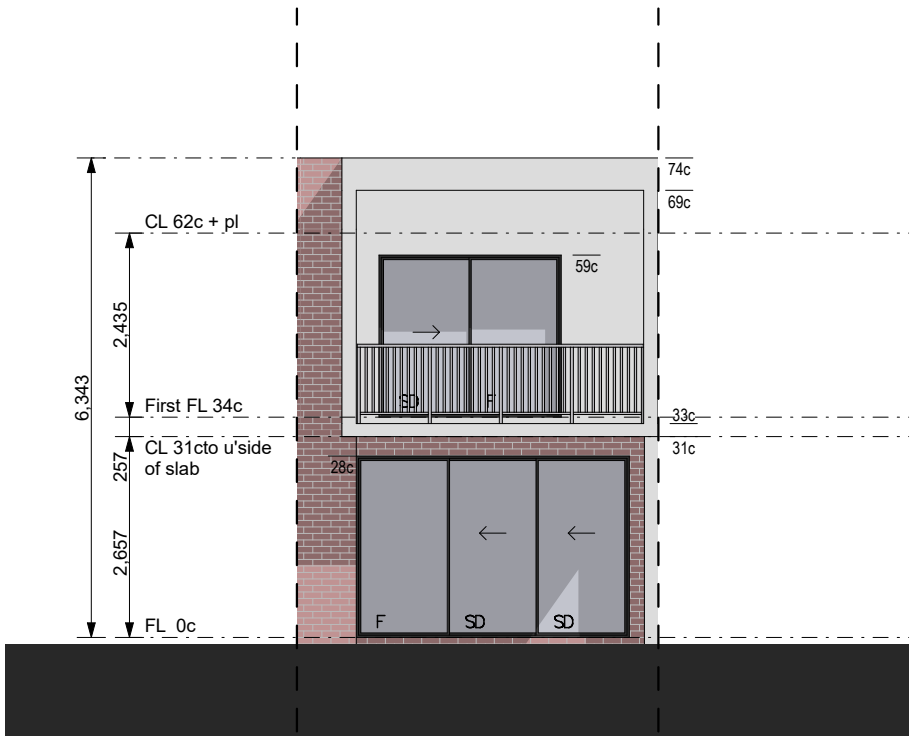
BUILDER

UNIT TYPE 'C'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

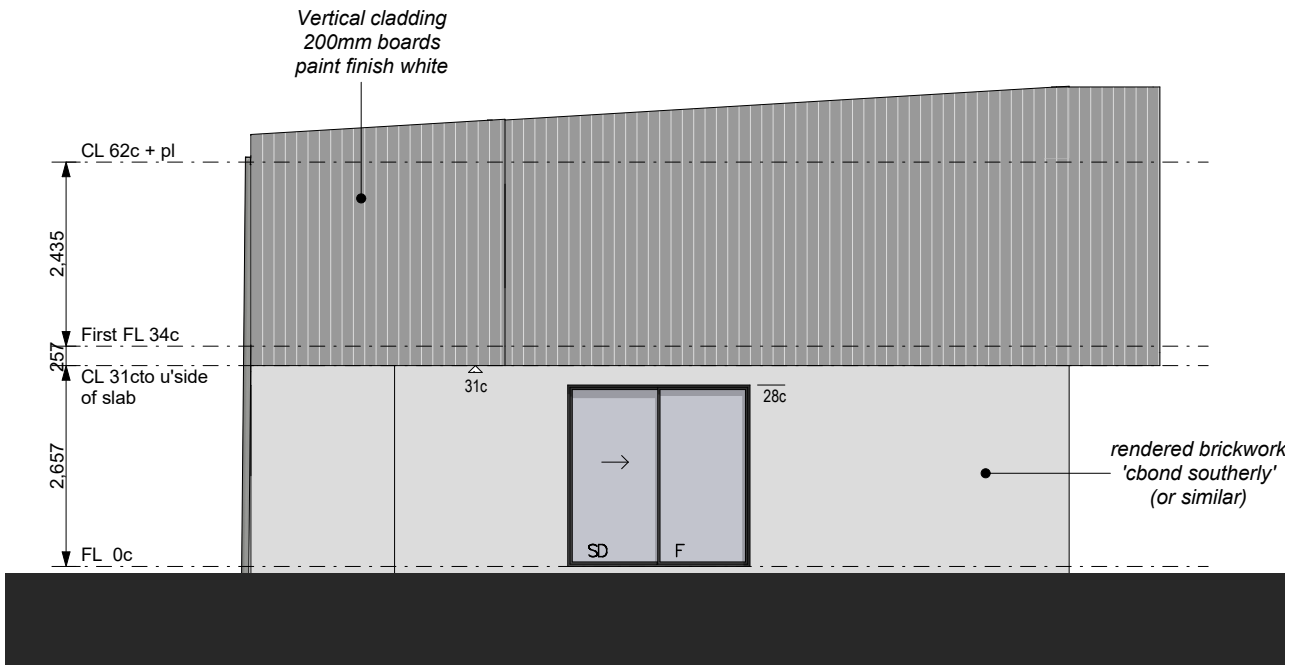
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'C'



Unit 22 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

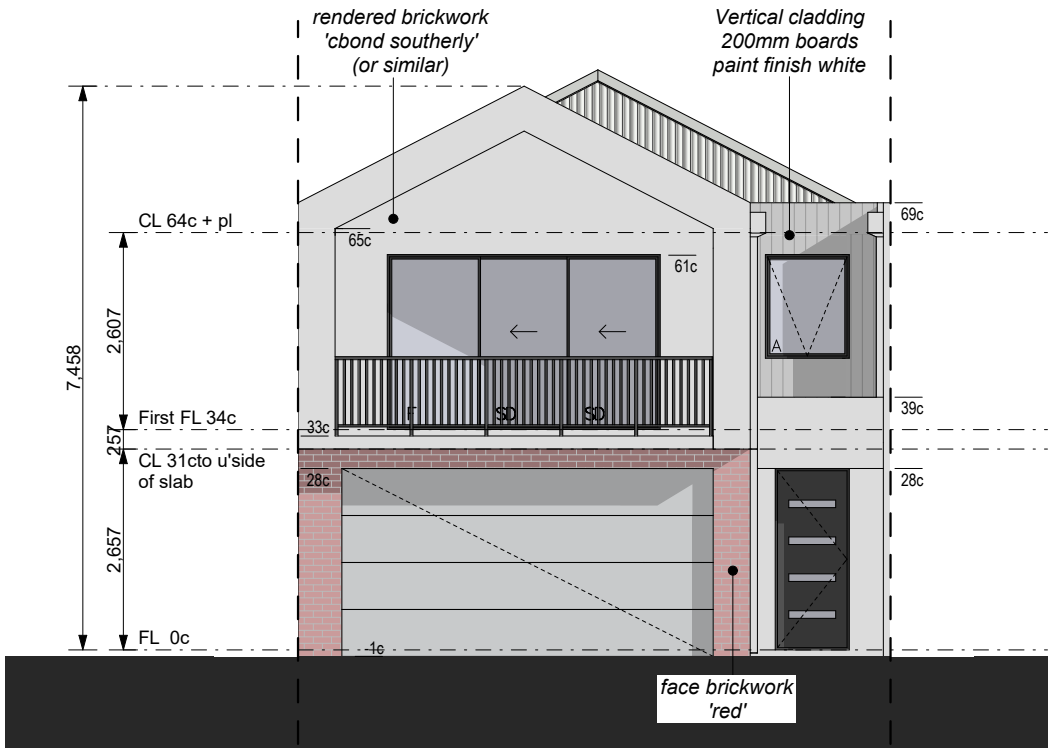
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

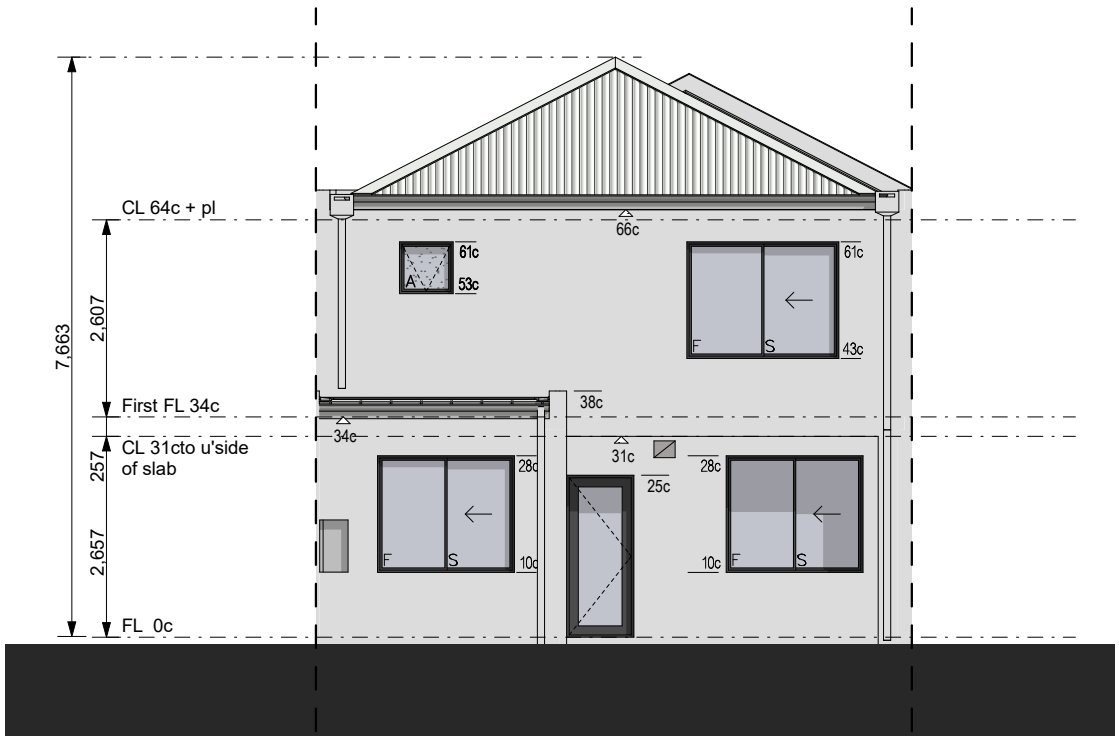
BUILDER

UNIT TYPE 'D'



Front Elevation

SCALE: 1:100



Rear Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

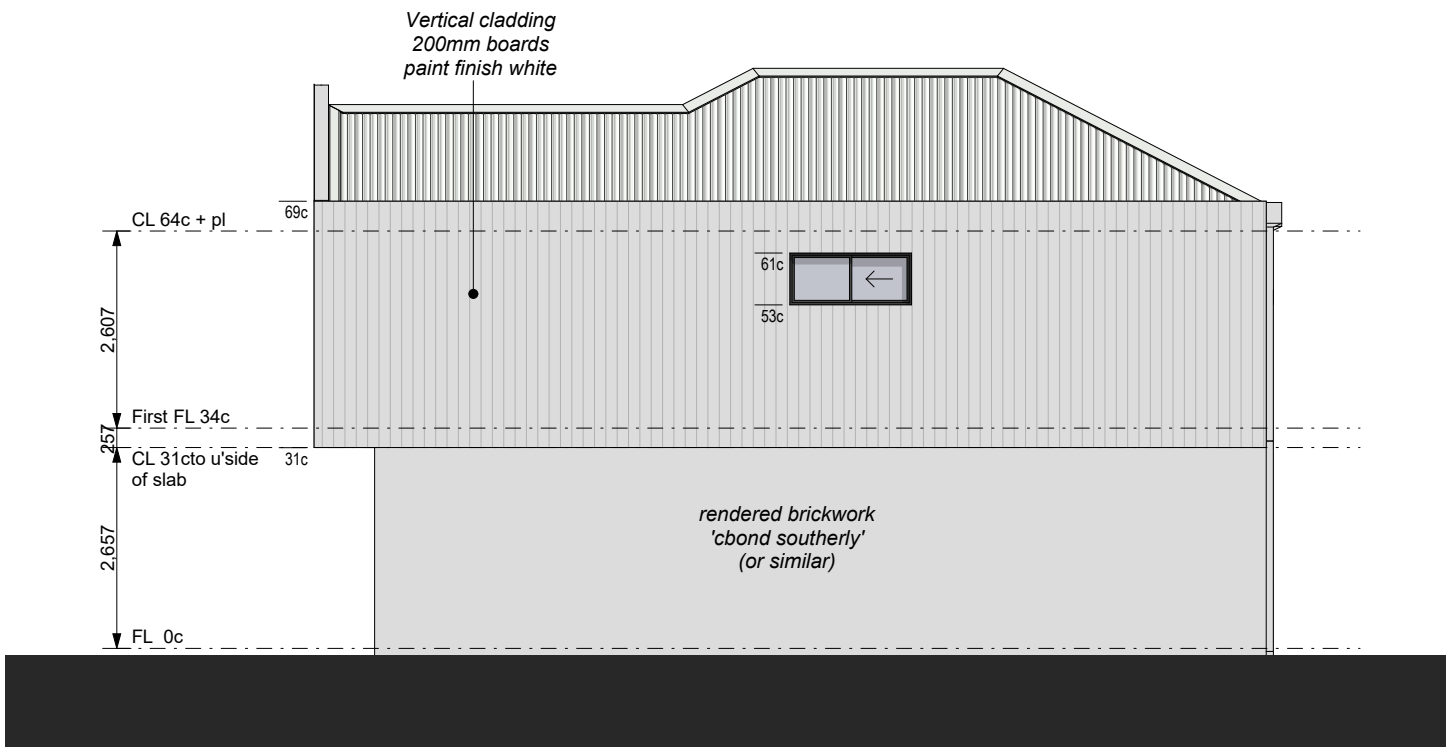
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

BUILDER

UNIT TYPE 'D'



Unit 11 - Side Elevation

SCALE: 1:100

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

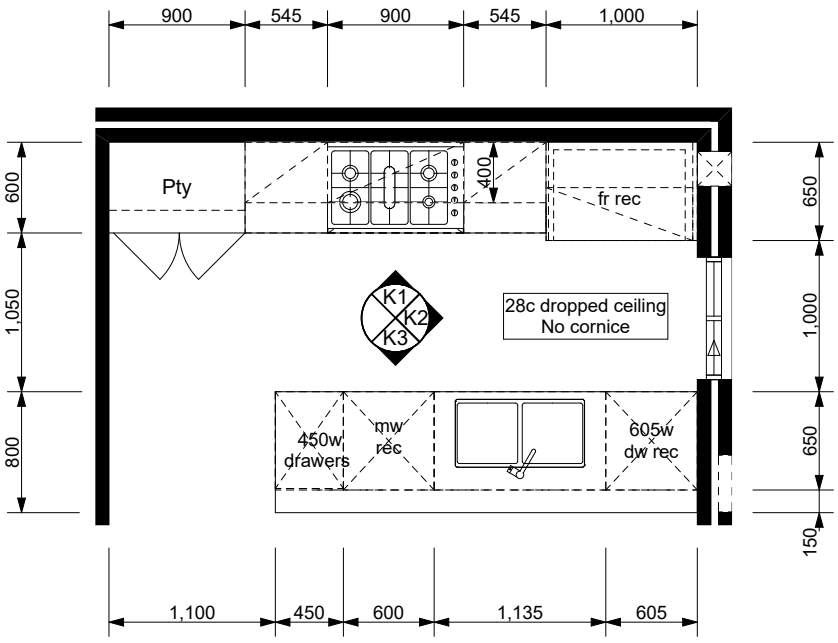
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

CLIENT

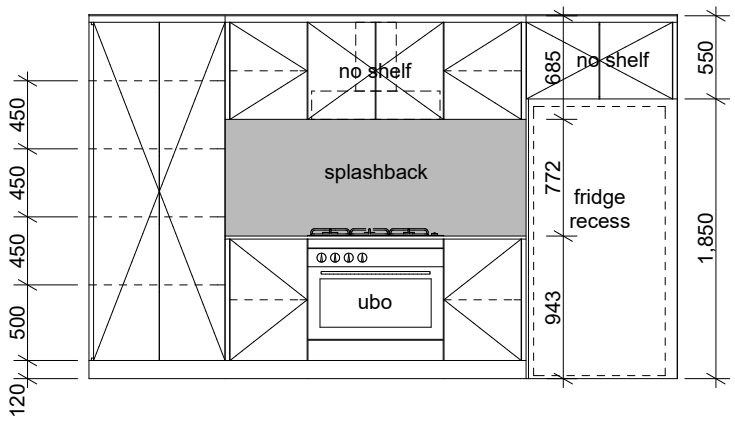
BUILDER

UNIT TYPE 'A'



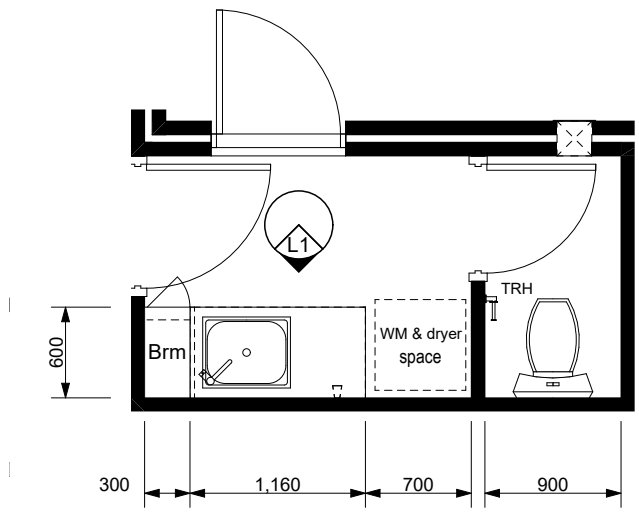
Kitchen Layout

SCALE: 1:50



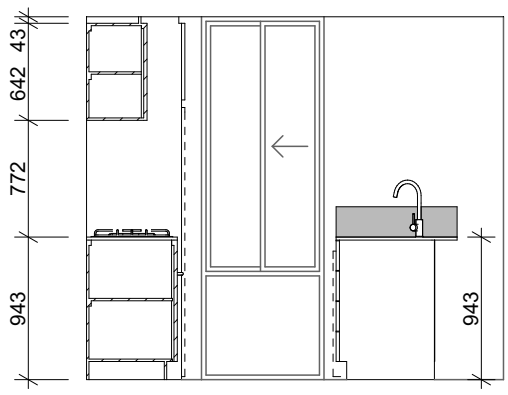
Kitchen 1

SCALE: 1:50



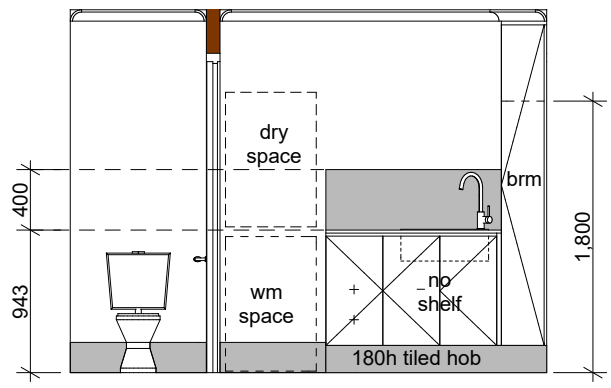
L'dry & P'dr Layout

SCALE: 1:50



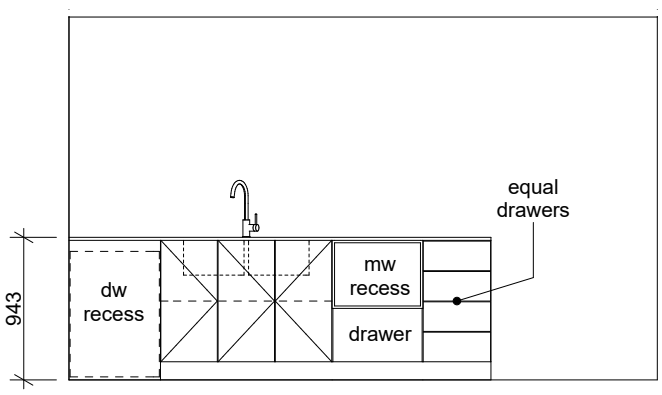
Kitchen 2

SCALE: 1:50



Laundry 1

SCALE: 1:50



Kitchen 3

SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

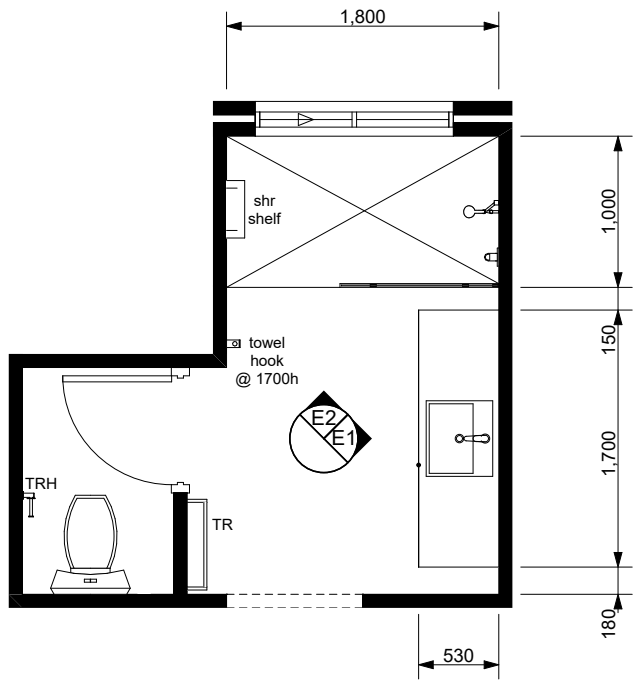
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

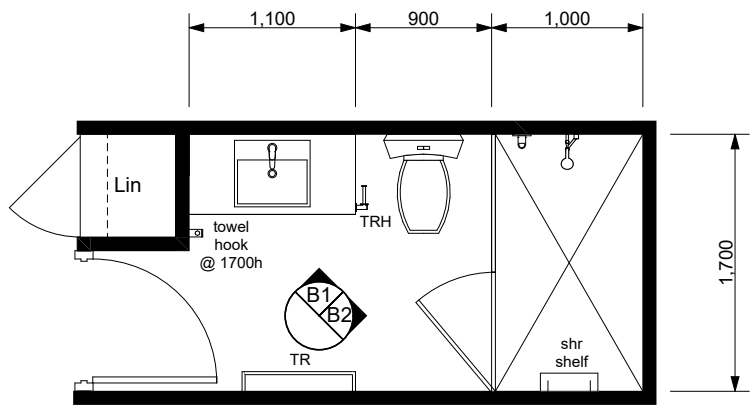
CLIENT

BUILDER

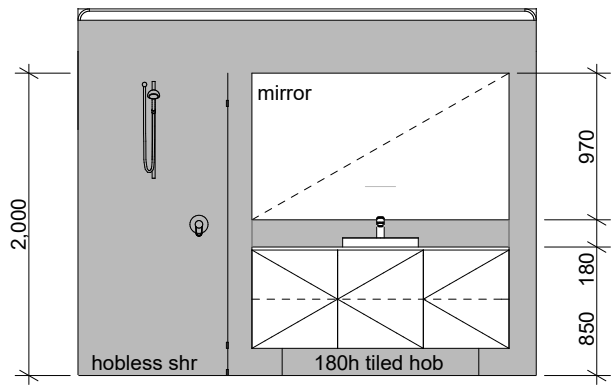
UNIT TYPE 'A'



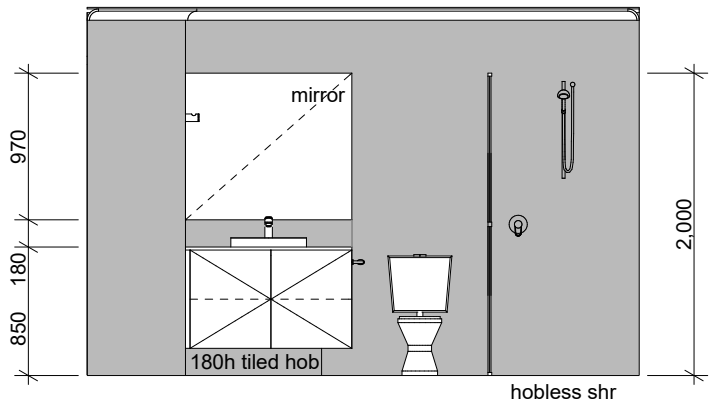
Ensuite Layout
SCALE: 1:50



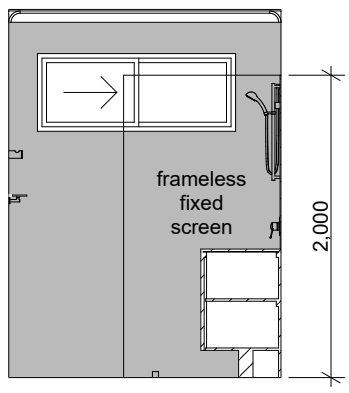
Bathroom Layout
SCALE: 1:50



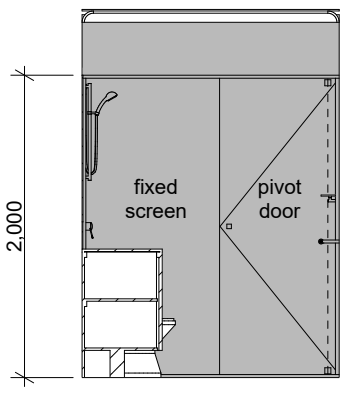
Ensuite 1
SCALE: 1:50



Bathroom 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

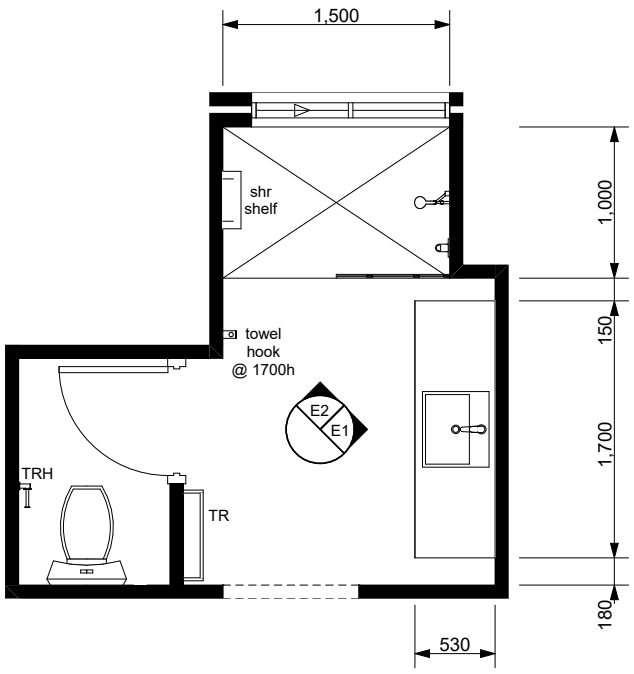
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

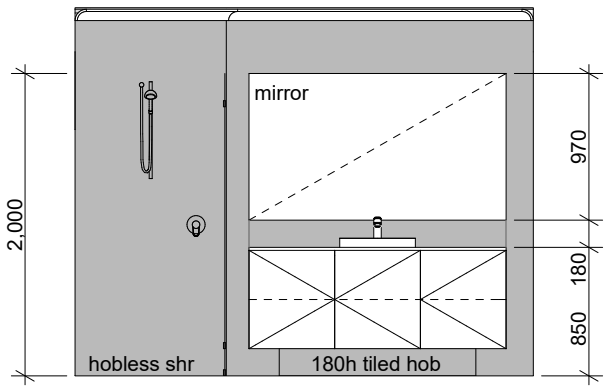
CLIENT

BUILDER

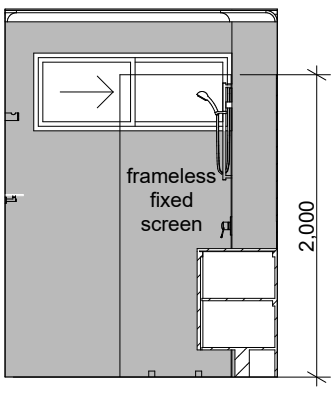
UNIT (2, 5, 9, 10, 13 & 15) TYPE 'A'



Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

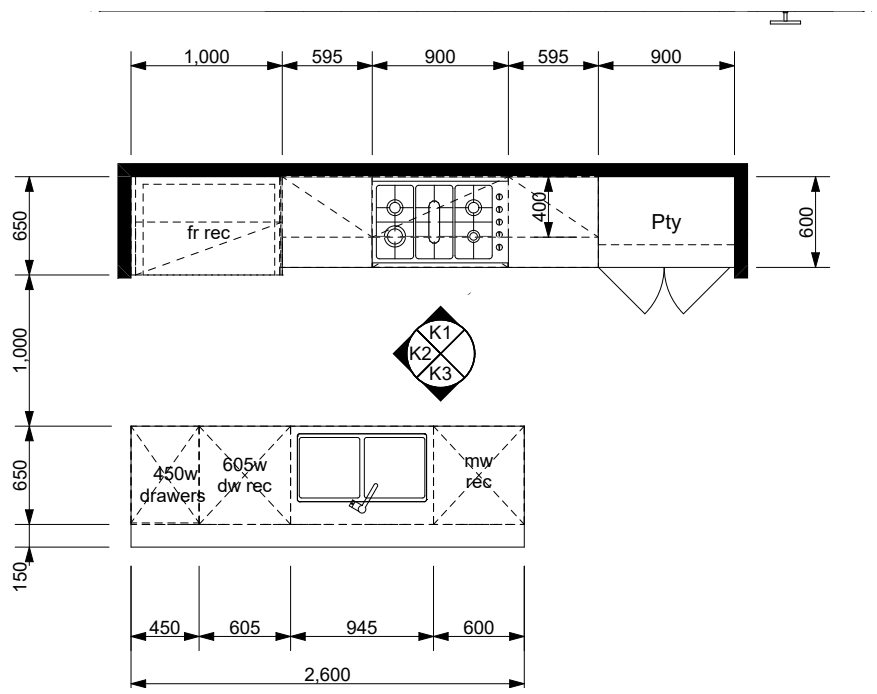
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

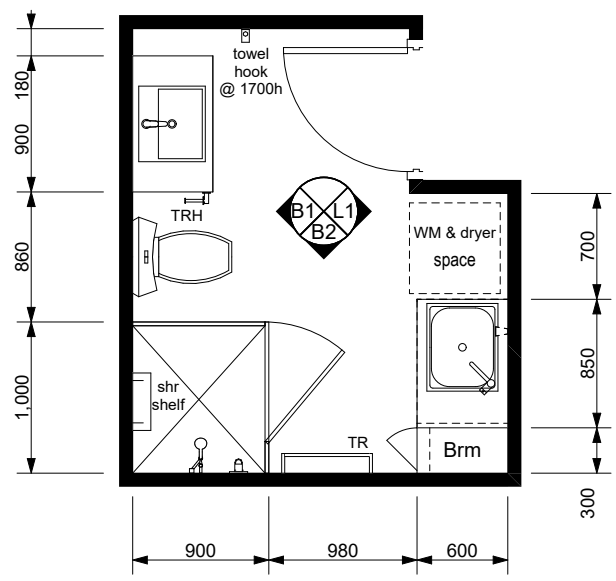
CLIENT

BUILDER

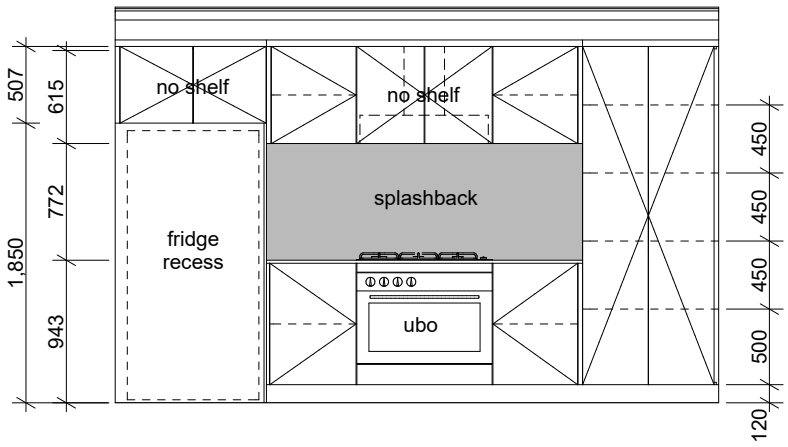
UNIT TYPE 'B'



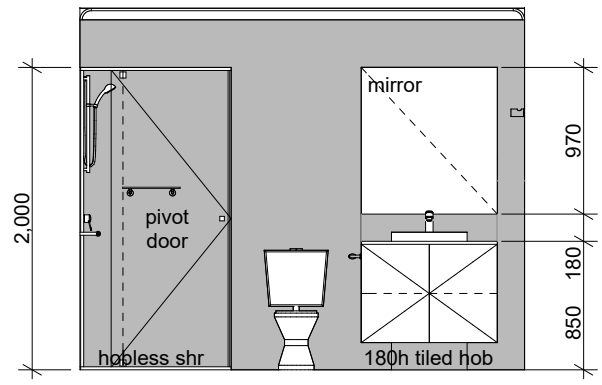
Kitchen Layout
SCALE: 1:50



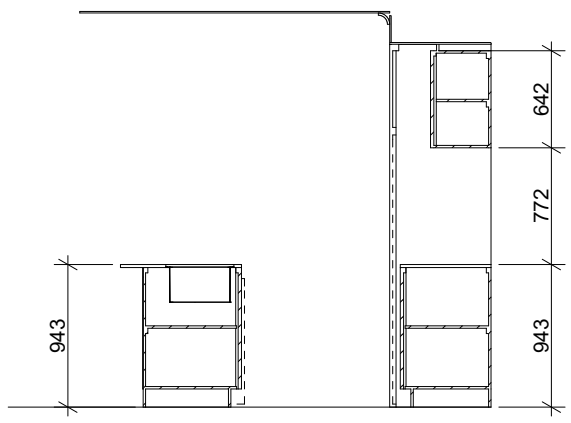
Bath & L'dry Layout
SCALE: 1:50



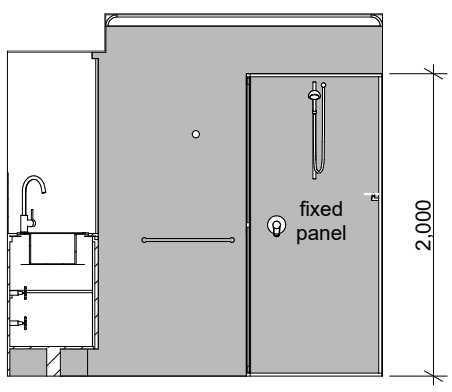
Kitchen 1
SCALE: 1:50



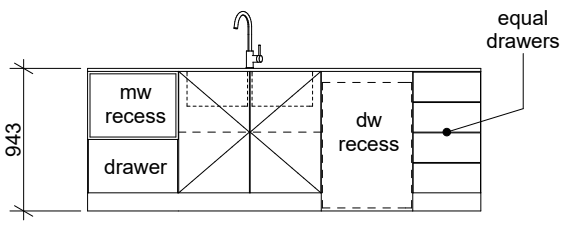
Bathroom 1
SCALE: 1:50



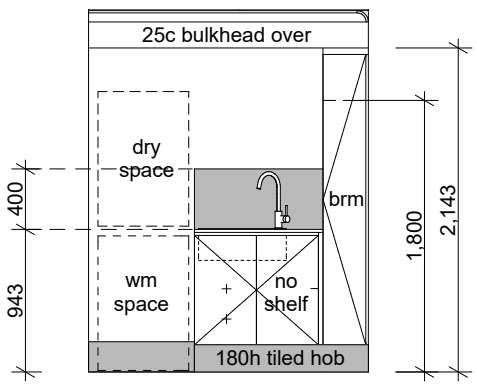
Kitchen 2
SCALE: 1:50



Bathroom 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50



Laundry 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

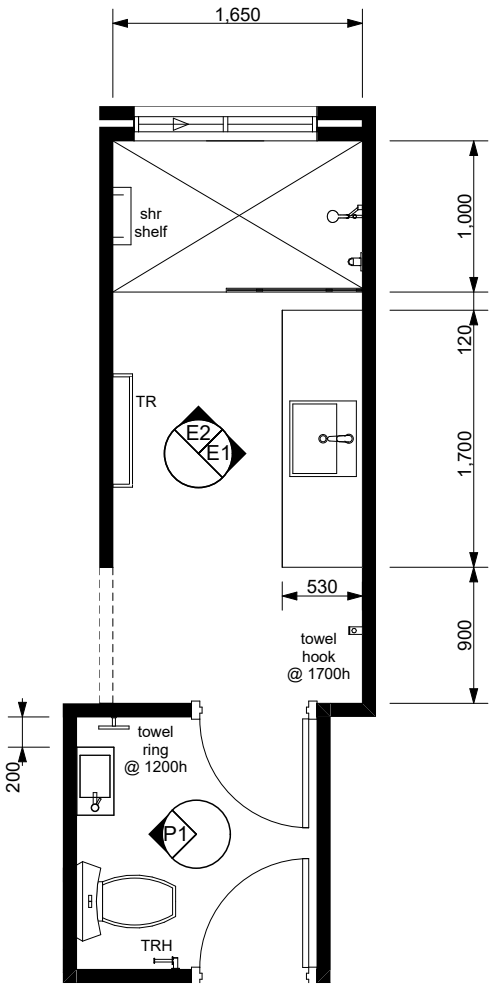
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

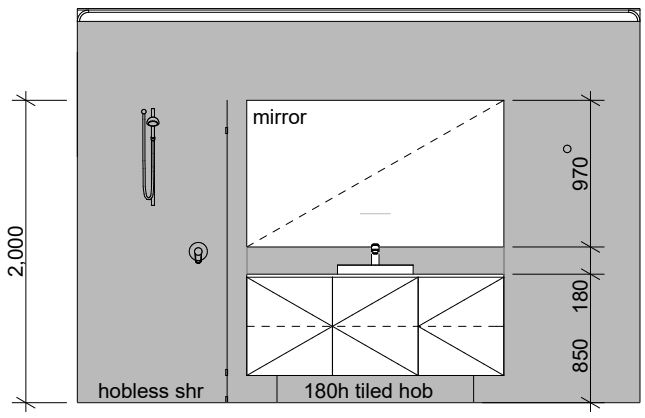
CLIENT

BUILDER

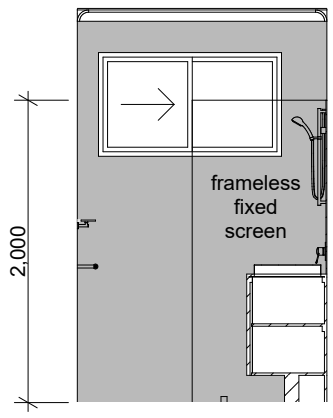
UNIT TYPE 'B'



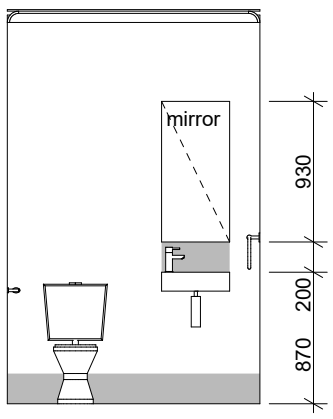
Ensuite Layout
SCALE: 1:50



Ensuite 1
SCALE: 1:50



Ensuite 2
SCALE: 1:50



Powder 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

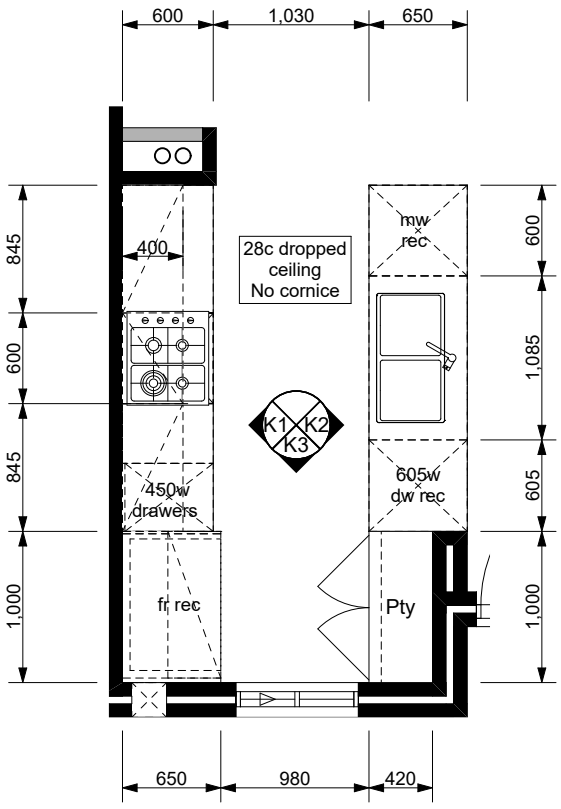
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

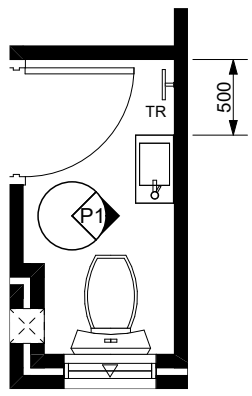
CLIENT

BUILDER

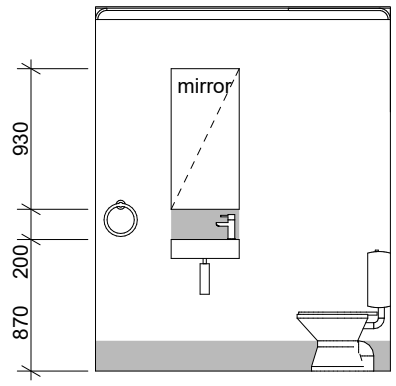
UNIT TYPE 'C'



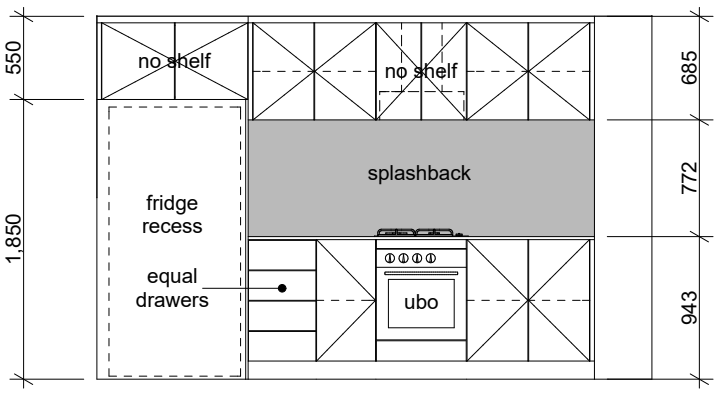
Kitchen Layout
SCALE: 1:50



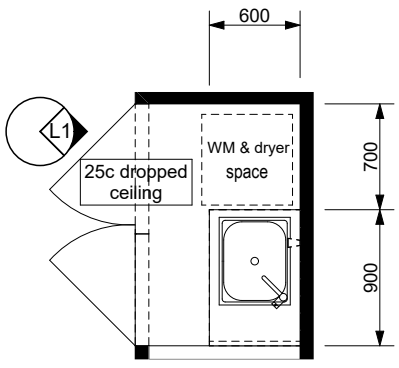
Powder Layout
SCALE: 1:50



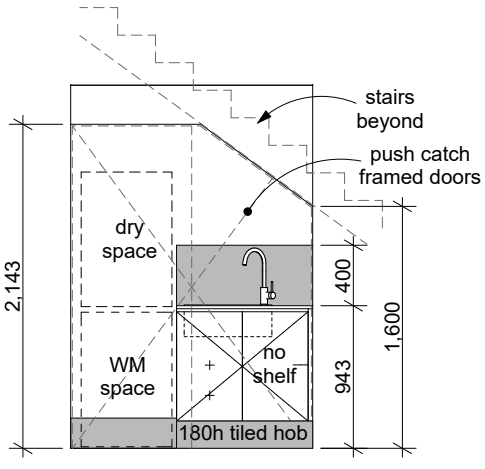
Powder 1
SCALE: 1:50



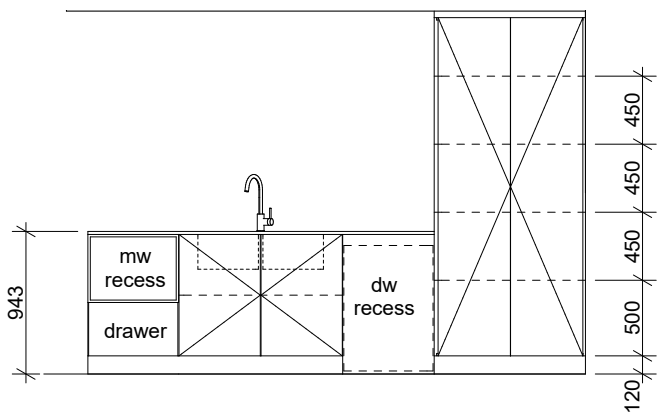
Kitchen 1
SCALE: 1:50



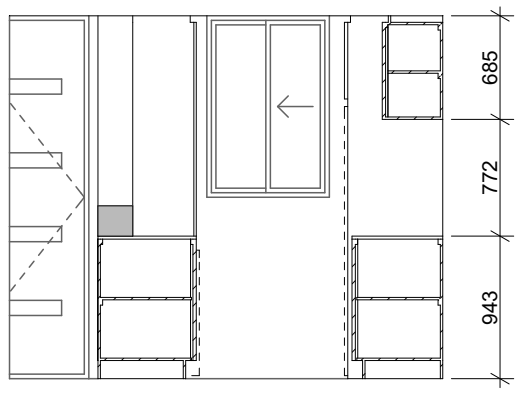
Laundry Layout
SCALE: 1:50



Laundry 1
SCALE: 1:50



Kitchen 2
SCALE: 1:50



Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

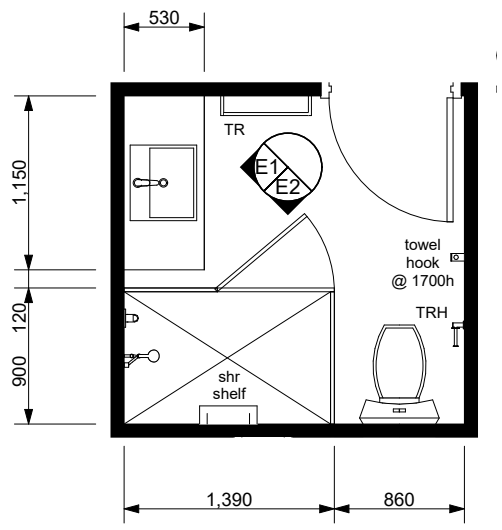
Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

CLIENT

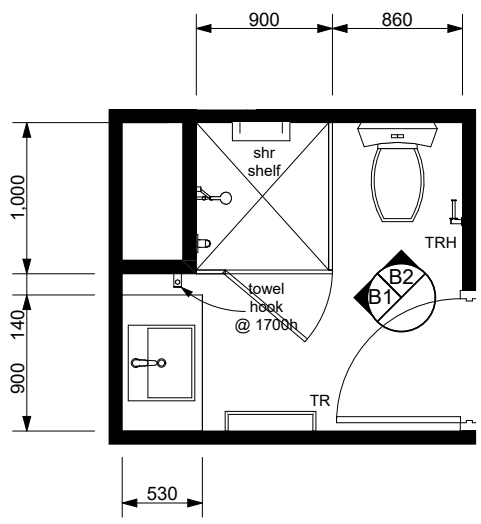
CLIENT

BUILDER

UNIT TYPE 'C'



Ensuite Layout
SCALE: 1:50



Bathroom Layout
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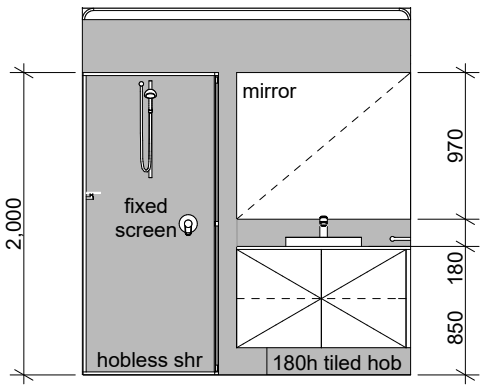

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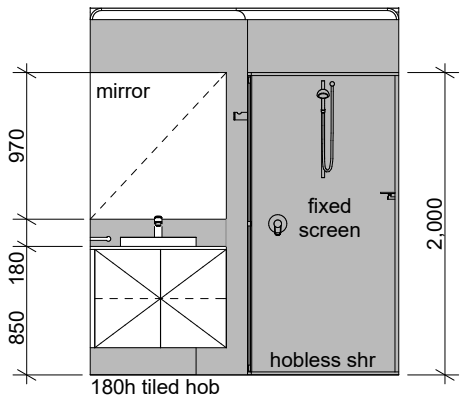

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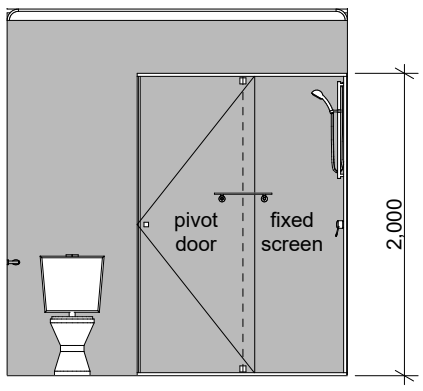

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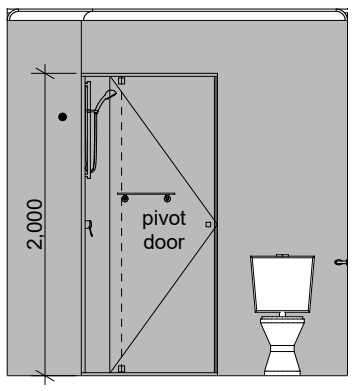

Bathroom 2
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

Design Development (V1)	08/01/24
Design Development (V2)	24/01/24
DA Drawings	24/01/24
DA Drawings V2	22/03/24
DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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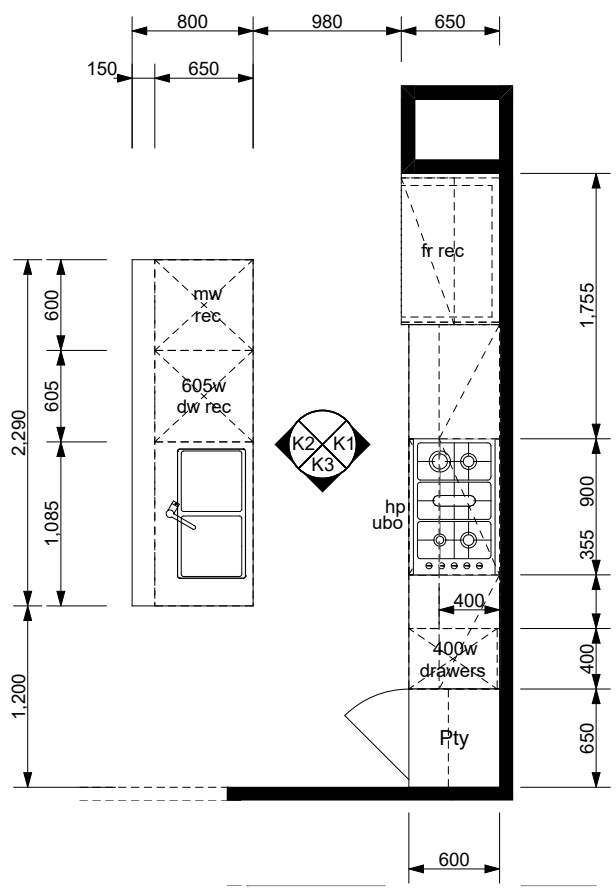
UNIT TYPE 'C*' Unit 17



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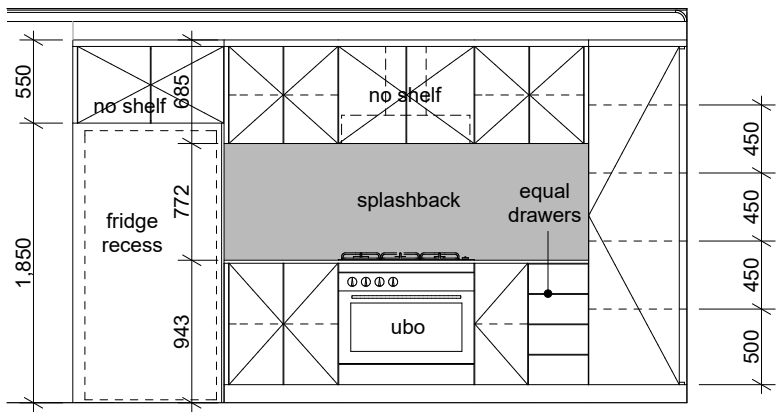

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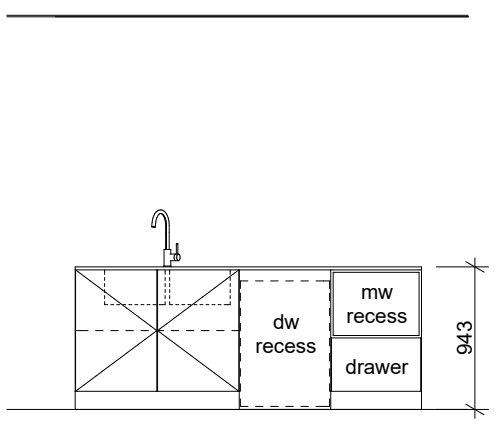

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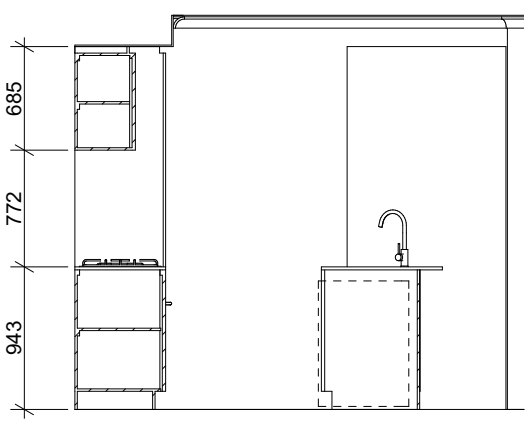

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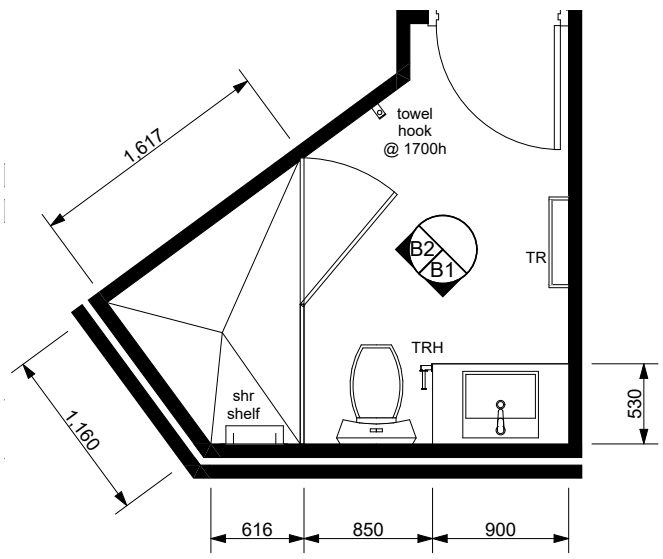

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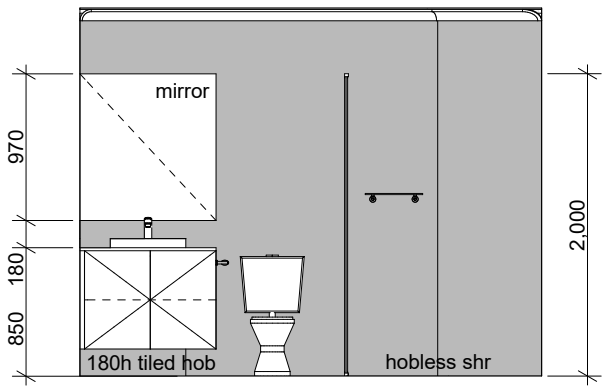

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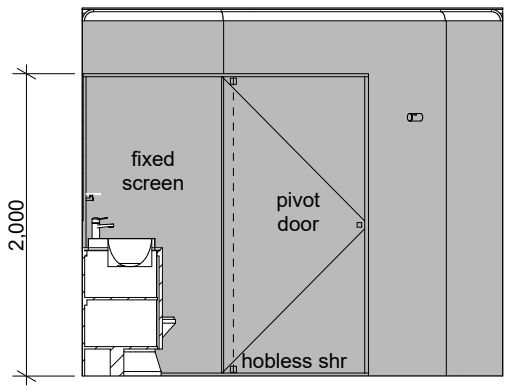

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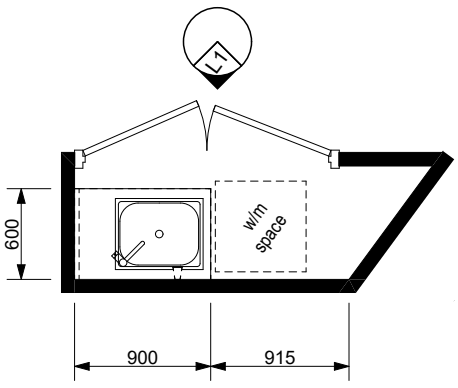

Laundry Layout
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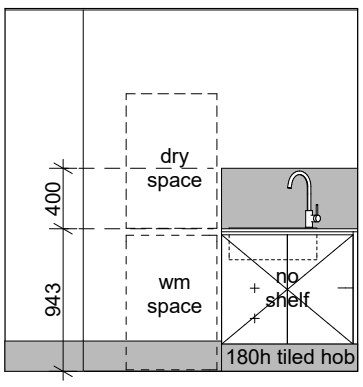

Laundry 1
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

CONCEPTS

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DA Drawings	24/01/24
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DA Drawings V3	23/04/24
DA Drawings V4	09/05/24

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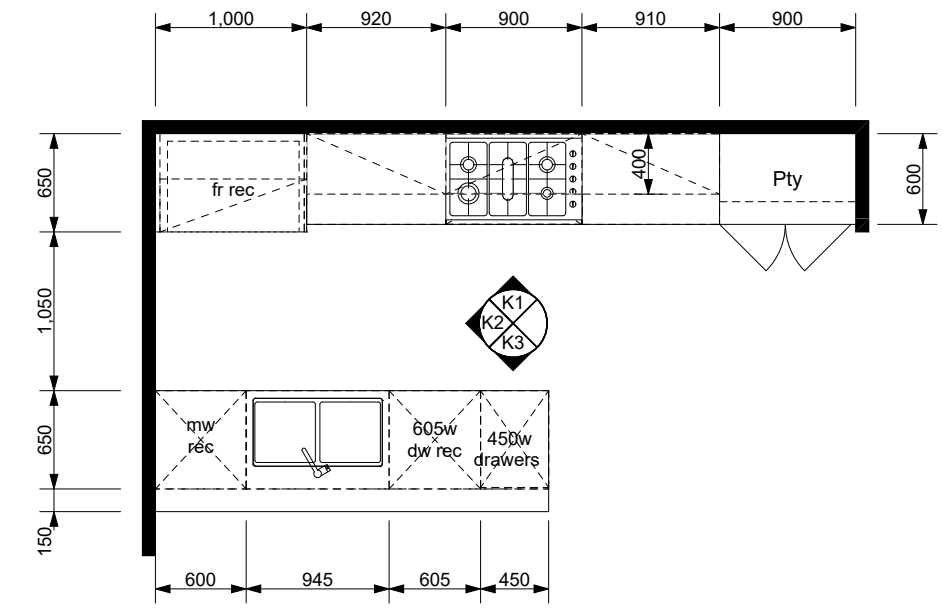
UNIT TYPE 'D'



Kitchen Layout
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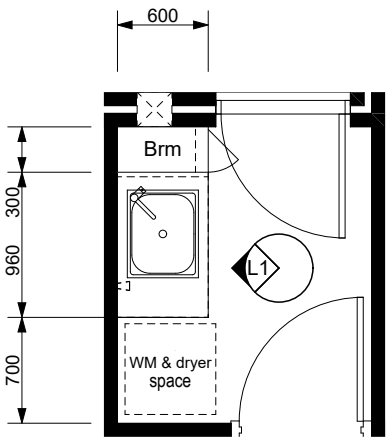

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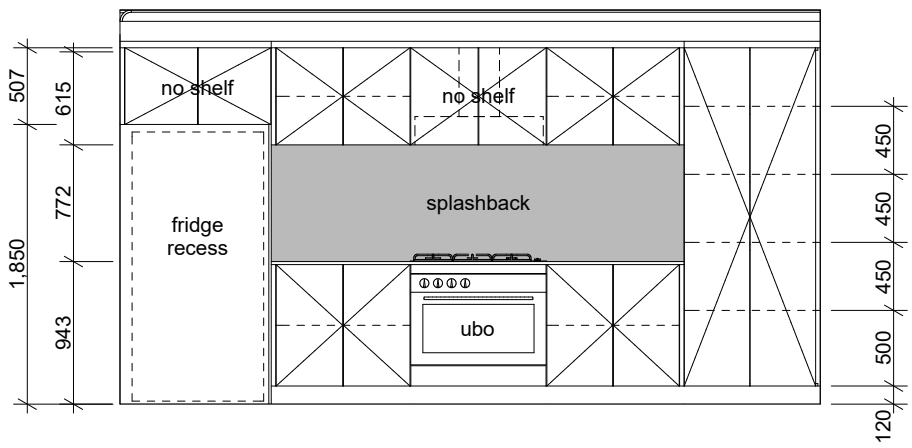

Kitchen 1
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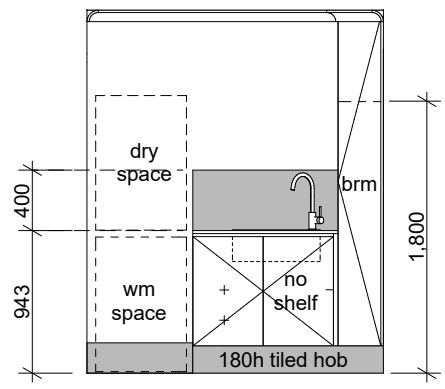

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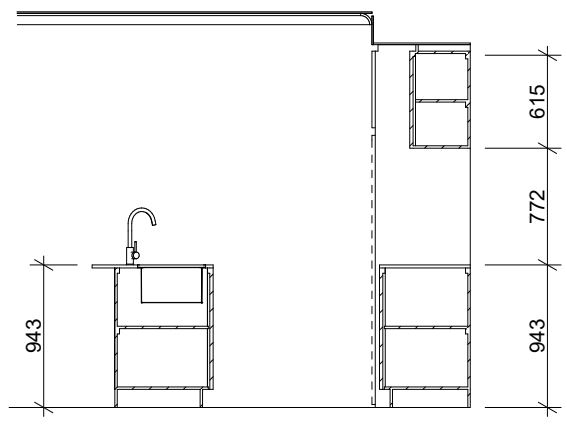

Kitchen 2
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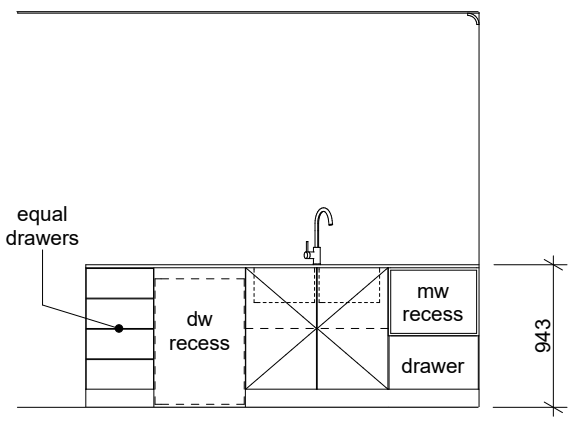

Kitchen 3
SCALE: 1:50

Jamie Daniels Design

CLIENT Locus Development Group

ADDRESS #8 Osborne Place STIRLING

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DA Drawings V4	09/05/24

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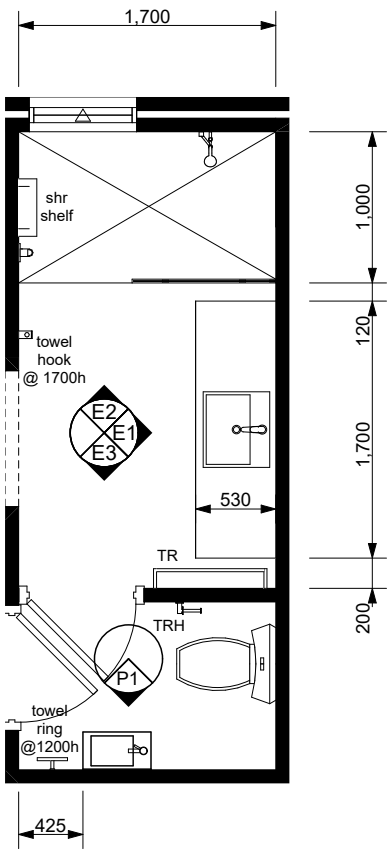
UNIT TYPE 'D'



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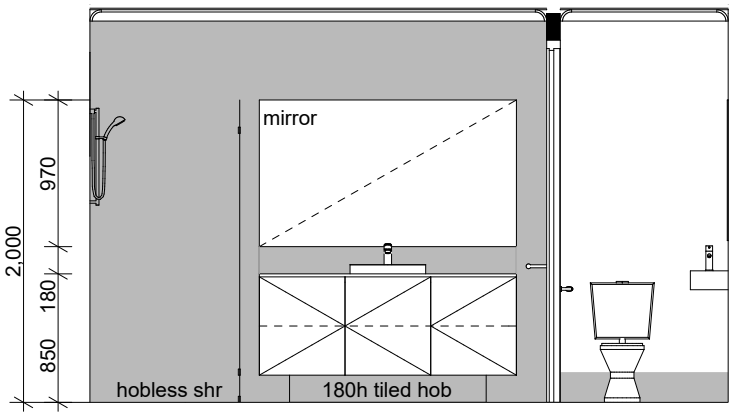

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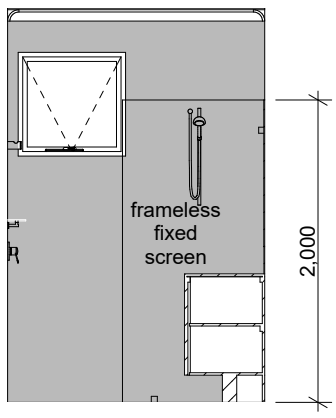

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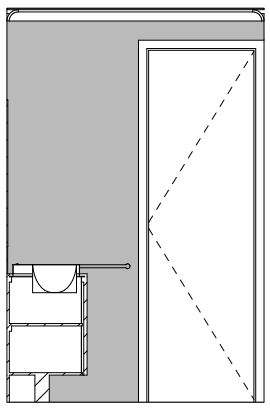

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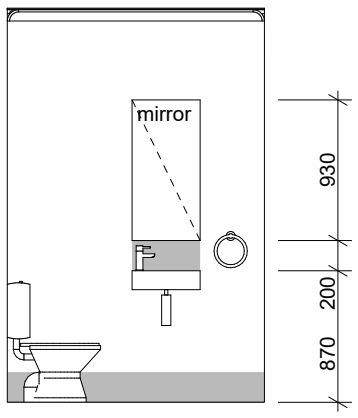

Powder 1
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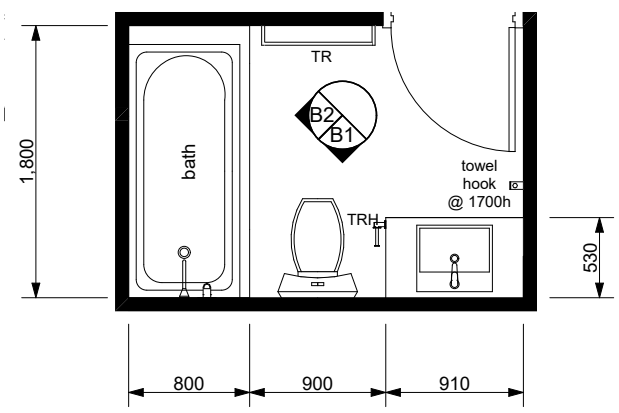

Bathroom Layout
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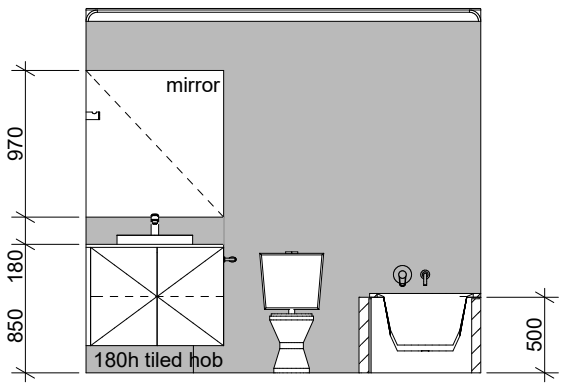

Bathroom 1
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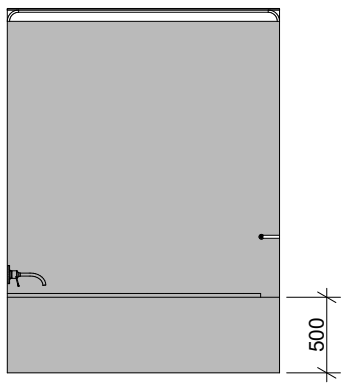

Bathroom 2
SCALE: 1:50

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ADDRESS #8 Osborne Place STIRLING

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DA Drawings V4	09/05/24

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Public Consultation – Schedule of Submissions

Schedule of Submissions	
	Submitter's Comments
1	After considering the likely impact this proposal has on your property or suburb please advise whether you support the proposal or object to the proposal: Object to the proposal Please supply your feedback and make sure to include how you will be impacted by the proposal: While I support the development of this large unused site, I am concerned about four aspects of the proposed development. 1. The proposed development is basically a series of low density townhouses. The 22 proposed dwellings are 2 storey individual homes. This does not appear to be aligned with the Northern Precinct development goals about increasing overall density, particularly given it is so close to the Stirling Train/Bus interchange. Other proposed developments in the Northern Precinct are at least three storey with a higher dwelling density. 2. Cars appear to be central to the development design. The central driveway prioritises cars over pedestrians and makes limited effort to encourage active forms of travel. The design is typical of a 1980's or 1990's lot being subdivided into individual units and the large central driveway is not aesthetically pleasing. 3. There is no allowance for single occupancy dwellings in the proposed design. According to the Northern Precinct this should be 10% of the total number of dwellings. I.e. at least 2 dwellings for this development. Particularly given the location to the Osborne Park Hospital. 4. The site setback appears to be 1 m from the existing property on the eastern boundary and 2m on the southern boundary. I am supportive of this setback to maximise site use. If these issues are addressed I would certainly support development of the site.
2	After considering the likely impact this proposal has on your property or suburb please advise whether you support the proposal or object to the proposal: Object to the proposal Please supply your feedback and make sure to include how you will be impacted by the proposal: There are few reason for our objection. 1. We actually live next to said proposal and wonder what sort of privacy we will have. Also how much of a shadow is going to affect our side of the house. This includes two bedrooms and a patio which face west looking at the said buildings. 2. We have a park across the road which is well used by the locals from the top of Osborne place and surrounding streets. The traffic is going to be very concerning for the children who use this park. We already have a problem with cars turning right out of Dennis Street into Osborne Place often not even stopping at the intersection. With this many units/ dwellings could cause a lot more problems with them having visitors. With this amount of units it is only going to exacerbate the situation eg speeding, cars parking on either side of the road due to to no spaces in the dwellings. I'm sure some of them might have more than two cars.

Schedule of Submissions	
	Submitter's Comments
3	After considering the likely impact this proposal has on your property or suburb please advise whether you support the proposal or object to the proposal: Support the proposal Please supply your feedback and make sure to include how you will be impacted by the proposal: My concern is the increased amount of traffic on the street, trying to leave at peak time with the excess of the City of Stirling Employees and Hospital employees and visitors it can be very hard to leave safely. also people like to use Osborne place as a race track especially when they think it is a short cut and then get angry when it is not. This makes it very unsafe for the children and families trying to use the park and trying to cross the road from the foot path
4	I do not have any comments on the specific planning requirements relating to Street, Side and Rear Setbacks. However, I would Like to make the following comments on the Development. 1. I believe that the number of visitor parking bays available to the property are insufficient. o Type "C" units 17 - 22 only have a single covered car bay each which means that if those occupants have more than one car, they will be using the visitor's bay to park. Similarly, if any of the occupants have more cars than the allocated bays they will be using the visitor's bays. o It could be reasonably expected that at anyone time between 4 - 6 dwellings could have single or multiple visitors. o If the occupants have young children when they grow up they will subsequently drive cars and have friends visit who also drive. When our 2 sons began driving our house went from only 2 cars in the driveway to 2 more on the street (sons cars) and at times 8 cars out the front when mates came over. 2. There is an increased safety risk for children accessing the park with the increased traffic flow from the dwellings. 3. There is an increased safety risk for individuals riding bikes up and down Osborne Place to access the cycle path, particularly younger children that use the footpath rather than the road. 4. The city will need to increase its maintenance of equipment and facilities available at the park due to increased usage. 5. I would be interested to understand what requests have been made by the developers that are outside the Regulations and how these have/will be accommodated.
5	TRAFFIC WILL NOT BE MINIMAL @ CNR OF OSBORNE PL & DENNIS ST. ALREADY A NIGHTMARE TO EXIT ONTO K'UP RD. ESPECIALLY TURNING RIGHT K'UP RD. FROM 7.20AM THERE IS NEVER ENDING TRAFFIC PLUS "U" TURNERS ALSO THE HOSP STAFF, PARAMERICS, BUSES, DIABETIC & MENTAL HEALTH @ O.P. HOSP. WE HAVE A LOT OF CHILDREN & PARENTS USING PARK. EBIKES BIKES FOR BIKE PATH TRAFFIC IS NOT MINIMAL! HAVE ANY OF YOU SAT & VIEWED WHAT ACTIVITIES TAKE PLACE IN OSBORNE PL PLUS MONITOED TRAFFIC VOLUMES WILL NOT BE MINIMAL @ THE END OF OUR CULDESAC – GARBAGE TRUCKS FIND IT DIFFICULT TO TURN IF ONE CAR IS PARKED ON END OF CULDESAAC

Schedule of Referral Responses from Public Authorities

Schedule of Referral Responses from Public Authorities	
Agency	**Comments**
Main Roads Western Australia	In response to correspondence received on 5 December 2023 please be advised Main Roads has no objections subject to the following conditions being imposed: <u>Conditions</u> 1. Prior to the issue of a building permit, an acoustic report must be prepared by a suitably qualified consultant to the satisfaction of the City. The development is to comply with *WAPC State Planning Policy 5.4 Road and Rail Noise* (SPP5.4). Any recommendations contained in the acoustic report shall be thereafter implemented and maintained for the duration of the development. <u>Justification for Condition</u> The noise report is non-compliant with SPP 5.4. The revised report is to address the following matters. a. Noise from rail traffic on the Joondalup Passenger Rail Line must be measured on-site and modelled for the development for a 20-year planning horizon, in accordance with SPP 5.4, with the recommended noise treatments amended accordingly. b. Times, dates and year(s) of noise measurements need to be stated in the acoustic report. c. The acoustic report must clearly state the position and specifications of any acoustic wall or fence included as an input to the noise modelling. d. Evidence that dwellings on any affected lots are designed and orientated to provide at least one outdoor living area, shielded from road and rail noise, meet the objectives of meeting SPP 5.4 outdoor noise targets. e. Future noise predictions for alfresco, courtyards and balconies of proposed dwellings and associated treatment recommendations need to be presented in the noise report. 2. Prior to the occupation of the building, certification from a qualified acoustic consultant is to be submitted confirming Condition 1 has been achieved. This certification must be provided to City of Stirling. <u>Justification for Condition</u> To ensure the acoustic requirements are implemented in accordance with SPP5.4. 3. A notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the certificates of title of the proposed lots. The notification is to state as follows: '*The lots are situated in the vicinity of a transport corridor and are currently affected or may in future be affected by transport noise*.' <u>Justification for Condition</u> To ensure the acoustic requirements are implemented in accordance with SPP.5.4

Schedule of Referral Responses from Public Authorities	
Agency	**Comments**
	Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network. Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development.
Water Corporation	Thank you for your email dated 5 December 2023. Water Corporation wishes to offer the following comments regarding this proposal. <u>Water</u> Reticulated water is available to the subject lot. 2x 20mm water meters are connected to the subject lot. Removal and/or upgrading of services to the development's requirement will be at a cost to the land owner. <u>Wastewater</u> Reticulated sewerage is available to the subject lot. <u>Drainage</u> Drainage is available to the subject lot. <u>Approval for works</u> Any works carried out in proximity to our Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA) To assess whether the proposed development will require and APRA details of the Prescribed Proximities and relevant legislation are available in our guidelines. <u>Building Application</u> The applicant is required to submit a Multi residential application by using our online portal BuilderNet. Attachments required for approval will include: • Final construction site & architectural floor plans • Hydraulic Plans for water and wastewater The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid.

Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – PDA23/0063 – 8 Osborne Place, Stirling – Pre Development Application – Multiple Dwelling	
Chairperson:	Tony Blackwell	
Panel members:	Jackson Liew Lisa Shine	
Local government officers:	James Fletcher Adrian Di Nella Simone Palmer	Acting Coordinator Planning Senior Planning Officer DRP Support Officer
Observers	Kelly Douglas Gareth Glanville	Client Liaison Officer Senior Strategic Planning Officer
Date:	17 August 2023	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s		
	Reegan Cake Sophie Colton Simon Linklater Cameron Alder Stephen Pennock Kelsie Davies	Dynamic Planning & Developments (*Applicant)* Locus Locus Locus Pennock Architects Kelsie Davies Landscaping
	Owners	V & J Jakovich Pty Ltd
Observer/s		

Briefings		
Development assessment overview	Adrian Di Nella	Senior Planning Officer
Technical issues	Adrian Di Nella	Senior Planning Officer
Design Review		
Proposed development	Item 1 – PDA23/0063 – 8 Osborne Place, Stirling – Pre Development Application – Multiple Dwelling	
Property address	8 Osborne Place, Stirling	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Reegan Cake Cameron Alder Stephen Pennock Kelsie Davies	Dynamic Planning & Development Locus Pennock Architects Kelsie Davies Landscaping

Key issues / recommendations	Provide an overall site plan at the next review showing internal layouts and openings demonstrating how each unit relates to one another as a whole. Further information with regard to the existing structures on adjoining properties, including the freeway and the extent of the sound wall, would also be beneficial in this regard. Provision of further information on: dimensions, levels, materiality, swept path movements, fencing, internal furniture layouts, and air conditioning condenser locations was also requested to assist in better understanding the development proposal. The Panel suggests that the Applicant should consider articulating the driveway to help reduce the impact of the uniformity and length and allow for improved and more activated frontages. The Panel recommend reviewing the site planning to achieve a better and more generous, legible and functional outcome for the Communal Open Space. Further design resolution is required to address the already rather tight access points to the units which conflict with the planting areas shown in the driveway. The Panel recommend exploring ways of giving over more land by integrating some single parking to increase the amenity of the proposal. The Panel recommends that the level of landscape amenity provided to units 15 and 16 should be improved. The Panel recommend reviewing the current balcony storeroom locations to achieve a better outcome, along with addressing the triangular ground floor storeroom. The Panel recommend exploring ways of giving over more land by integrating some single parking to increase the overall amenity of the proposal. The Panel recommend reviewing Unit 01 to better address, and provide passive surveillance to, the street. The Panel recommend further development the aesthetics and materiality, more along the lines of the precedent photographs provided. Further information is required regarding sustainability to ensure a properly integrated approach to this important aspect of the design. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation **Item 1 – PDA23/0063– 8 Osborne Place, Stirling – Pre Development Application – Multiple Dwelling** **DRP Meeting – Thursday 17 August 2023**		
		Design Principle satisfied
		Design Principle pending further attention
		Design Principle not satisfied
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		1a. The Panel acknowledged that they understood the complex array of constraints that relate to this site, (as outlined by the Applicant in their presentation), including *inter alia* the multiple dwelling zoning and associated setbacks, plus the current economic circumstances regarding builders and the general lack of appetite for risk, especially in this sector of the 'development marketplace'. 1b. Mention was also made by the Applicant that they have endeavoured, as much as possible, to comply with the Medium Density Design Codes, (which were very recently deferred by the Minister). The Panel commended this approach and strongly encouraged the Applicant team to continue to use these as a guide in the interest of achieving a higher level of amenity and a better overall outcome. 1c. Comment was made by the Panel that the proposal responds well to the built form context and character of the immediate environs, including the necessary responses to the freeway and expressed their appreciation for the work done on the context analysis. 1d. It was noted by the Panel that there is no overall site plan with internal layouts and openings showing how each unit relates to one another as a whole. The Panel requested that the Applicant provide such plans at subsequent meetings. 1e. Comment was made by the Panel that the architectural form and materiality would benefit from further design development and requested additional information to assist in further reviews, including: levels, colours, materials, finishes, swept path movements, fencing, internal furniture layouts and air conditioning condenser locations. 1f. It was noted that the imagery on the plans and elevations didn't achieve the same level of sophistication, (including articulation, variation in building heights, variety of colours and materiality, spaciousness, and generosity of fenestration), as the precedent imagery as shown under 'aesthetics' in the presentation. The Panel encouraged the Applicant to pursue the level of sophistication and aspirations as indicated in the precedent imagery provided. 1g. The Panel considered that, from a strictly design perspective, the zero side-boundary setback on Unit 01 was acceptable in light of the unusual lot configuration at the end of a cul-de-sac, which in this case results in a particularly wide verge space creating the same end effect as a greater setback. The Applicant's intent to improve the verge landscape further supports this position. Though the Panel did also make comment that a higher level of passive surveillance on the western façade of this unit is required and that direct access from the street would be a significant improvement.
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		2a. It was noted by the Panel that there is a high percentage of deep soil and a large number of trees provided, which is a positive attribute and a good gesture. 2b. The placement of a large tree at the end of the driveway was also seen as a positive outcome. 2c. Comment was made by the Panel that site planning is a big part of 'getting the design right' and whilst it was acknowledged that a central driveway made sense, there was concern expressed around the size, shape and functionality of the Communal Open Space, also noting that as this is a multiple dwelling

		development, there is a requirement for 132sqm of such space. This Communal Open Space should be a design priority, not merely a convenient left over space. 2d. The Panel expressed further concern that the triangular Communal Open Space was closeted away behind a row of dedicated car parking bays. This has compromised both the visual amenity that this space might otherwise have provided, as well as restricting physical access to this area, all of which should be further addressed to achieve a better outcome offering a higher level of amenity. 2e. Comment was made by the Panel that citrus trees tend to struggle in alkaline soil. The suggestion was made to obtain the services of an arborist. 2f. The Panel felt that the level of landscape amenity provided to Units 15 and 16 are overly compromised.
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		3a. The Panel acknowledged that the low, (as compared to the intent of the town planning scheme), two-storey, 'grouped-dwelling-style' of development was a direct product of the current (and foreseeable) circumstances affecting the building industry, particularly in relation to apartments. 3b. Comment was made by the Panel that it would have been helpful to have dimensions on the drawings which would have provided a better understanding of bedroom sizes and outdoor living areas. 3c. Swept path movements are also required to ensure that vehicular access is achievable. 3d. The Panel also noted it would be beneficial to include internal furniture layouts and ground floor plans in the overall site plans for subsequent reviews. 3e. The Panel recommended articulating the driveway to reduce the impact of the long driveway and allow improved active frontages. 3f. The Panel felt that the development would benefit significantly from having a number of single car units, which would help also help reduce the monotony and purely car orientated character of the driveway space. 3g. The Panel noted that there was a high degree of similarity between some of the unit types, and that overall there was insufficient variety and/or articulation, falling short of the aspirational 'precedent' photographs included in the presentation.
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		4a. The Panel noted that it would be beneficial to have swept path movements shown on the plans as some areas, particularly at the end of the driveway, look tight. 4b. The Panel mentioned there was an general lack of information available in relation to functionality and build quality in this first presentation. 4c. The Panel noted that the 'balcony storerooms', as well, as the triangular ground floor storeroom, are problematic and require further thought and resolution. 4d. The Panel noted that there appeared to be some conflicts between the already tight access points to the units and the driveway landscape areas as shown on the landscape site plan, which requires further resolution. 4e. The Applicant was advised that, having submitted under multi-res zoning, that SPP7.3 4.9 Universal Design applies, which stipulates the requirement for 20% LHA silver level, or 5% of LHA platinum level apartments to be included.
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		5a. No discussion was held around sustainability. 5b. Further information is required with regard to sustainability to ensure a properly

		integrated approach to this important aspect of the design.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.*
		6a. It was noted by the Panel that solar access into the living areas looked to be good, apart from Unit 16. 6b. Comment was made by the Panel that the storerooms compromise both the bedrooms and balconies in their current location and these should be reviewed, along with the triangular, ground floor storeroom. 6c. The Panel expressed concern in relation to the amount of private open space allocated for Units 15 and 16 and commented that it is essential that the living areas in all apartments have direct access to these spaces and vice versa. 6d. Comment was made by the Panel that the space for the 2x2 units is generous although the 3x2 units require further work. 6e. A request was made by the Panel for the Applicant to provide the location of the air conditioning condensers on the plans, noting that the placement of these on balconies is not acceptable. 6f. The Panel recommended exploring ways of giving over more land by integrating some single parking to increase the amenity of the proposal.
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		7a. Comment was made by the Panel there is currently no separate pedestrian access path. The Applicant was urged to think about how the driveway and pavement pattern are detailed and consider the pedestrian experience and commented that the landscape architect would be able to assist with this. 7b. The Panel expressed some concern in relation to the visibility of the entrances and suggested further consideration of the entrances, in concert with the driveway landscape treatments, and the principles of way finding should be applied. 7c. It was stated by the Panel that access / way finding to the communal area is not clear, being largely obscured by the dedicated car parking bays.
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		8a. Comment was made that there is a lack of passive surveillance from Unit 01 to the street. It was mentioned this could be improved by reviewing how this apartment better addresses the street. 8b. The central driveway, being dominated by garage doors, offers nothing by way of activation, or passive surveillance, at ground level. 8c. The location of the storerooms on the first level further exacerbates this problem by limiting the outlook from both bedrooms or balconies.
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		9a. The Panel considered that it was a very positive attribute that Units 17-22 addressed the street. However, this isn't the case for Unit 1, which is not supported. 9b. It was acknowledged by the Panel that the Applicant has recognised that the community would not likely welcome a larger (high-rise) development in this area.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		10a. Comment was made by the Panel that the aesthetics of the proposal are heading in the right direction, but notwithstanding the overall development is too monotonous and requires further development, more along the lines of the

		precedent photographs provided in the presentation package. 10b. The central driveway is dominated by garage doors, presenting a rather bleak and un-activated frontage and entry experience. 10c. The Panel expressed some concern about the prominent location of the bin store by the front gate. The Applicant was advised that, if the bin store was to remain in this location, then it would need particular attention to detail architecturally.

Design Review progress
Item 1 – PDA23/0063– 8 Osborne Place, Stirling – Pre Development Application – Multiple Dwelling
DRP Meeting – Thursday 17 August 2023

	Design Principle satisfied
	Design Principle pending further attention
	Design Principle not satisfied

	DR1 17/8/2023	*DR2*	*DR3*
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**			
Principle 7 - **Legibility**			
Principle 8 - **Safety**			
Principle 9 - **Community**			
Principle 10 - **Aesthetics**			

Recommendations Summary Item 1 – PDA23/0063 – 8 Osborne Place, Stirling			
DR1 – DRP Recommendations DRP Meeting – 17/8/2023	**DR2 – Applicant Response DRP Meeting – 17/8/2023**	**DR2 DRP Recommendations DRP Meeting –**	**DR2 – Applicant Response DRP Meeting –**
1b. Mention was also made by the Applicant that they have endeavoured, as much as possible, to comply with the Medium Density Design Codes, (which were very recently deferred by the Minister). The Panel commended this approach and strongly encouraged the Applicant team to continue to use these as a guide in the interest of achieving a higher level of amenity and a better overall outcome. 1e. Comment was made by the Panel that the architectural form and materiality would benefit from further design development and requested additional information to assist in further reviews, including: levels, colours, materials, finishes, swept path movements, fencing, internal furniture layouts and air conditioning condenser locations. 1f. It was noted that the imagery on the plans and elevations didn't achieve the same level of sophistication, (including articulation, variation in building heights, variety of colours and materiality, spaciousness, and generosity of fenestration), as the precedent imagery as shown under 'aesthetics' in the presentation. The Panel encouraged the Applicant to pursue the level of sophistication and aspirations as indicated in the precedent imagery provided. 1g. The Panel considered that, from a strictly design perspective, the zero side-boundary setback on Unit 01 was acceptable in light of the			

	unusual lot configuration at the end of a cul-de-sac, which in this case results in a particularly wide verge space creating the same end effect as a greater setback. The Applicant's intent to improve the verge landscape further supports this position. Though the Panel did also make comment that a higher level of passive surveillance on the western façade of this unit is required and that direct access from the street would be a significant improvement.			
2d.

	the impact of the long driveway and allow improved active frontages.			
3f.	The Panel felt that the development would benefit significantly from having a number of single car units, which would help also help reduce the monotony and purely car orientated character of the driveway space.			
4a.	The Panel noted that it would be beneficial to have swept path movements shown on the plans as some areas, particularly at the end of the driveway, look tight.			
4c.	The Panel noted that the 'balcony storerooms', as well, as the triangular ground floor storeroom, are problematic and require further thought and resolution.			
4d.	The Panel noted that there appeared to be some conflicts between the already tight access points to the units and the driveway landscape areas as shown on the landscape site plan, which requires further resolution.			
6b.	Comment was made by the Panel that the storerooms compromise both the bedrooms and balconies in their current location and these should be reviewed, along with the triangular, ground floor storeroom.			
6e.	A request was made by the Panel for the Applicant to provide the location of the air conditioning condensers on the plans, noting that the placement of these on balconies is not acceptable.			
6f.	The Panel recommended exploring ways of giving over more land by integrating some single parking to increase the amenity of the proposal.			
7a.	Comment was made by the Panel there is currently no separate pedestrian access path. The			

	Applicant was urged to think about how the driveway and pavement pattern are detailed and consider the pedestrian experience and commented that the landscape architect would be able to assist with this.			
7b.	The Panel expressed some concern in relation to the visibility of the entrances and suggested further consideration of the entrances, in concert with the driveway landscape treatments, and the principles of way finding should be applied.			
8a.	Comment was made that there is a lack of passive surveillance from Unit 01 to the street. It was mentioned this could be improved by reviewing how this apartment better addresses the street.			
10a.	Comment was made by the Panel that the aesthetics of the proposal are heading in the right direction, but notwithstanding the overall development is too monotonous and requires further development, more along the lines of the precedent photographs provided in the presentation package.			
10c.	The Panel expressed some concern about the prominent location of the bin store by the front gate. The Applicant was advised that, if the bin store was to remain in this location, then it would need particular attention to detail architecturally.			

Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – PDA23/0063 – 8 Osborne Place, Stirling – Pre Development Application – Multiple Dwelling	
Chairperson:	Philip Gresley	Acting Chairperson
Panel members:	Tony Blackwell Lisa Shine Jackson Liew	
Local government officers:	Dean Williams Shaun Wheatland Adrian Di Nella Simone Palmer Kelly Douglas	Coordinator Planning Senior Strategic Planning Officer Planning Officer DRP Support Officer Client Liaison Officer
Observers		
Date:	23 November 2023	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s		
	Reegan Cake Stephen Pennock Kelsie Davies Sophie Colton Stuart Sinclair	Dynamic Planning (*Applicant)* Pennock Architects Kelsie Davies Landscape Architect Locus Property Locus Property
	Owners	Conquest Capital Pty Ltd
Observer/s		

Briefings		
Development assessment overview	Adrian Di Nella	Planning Officer
Technical issues	Adrian Di Nella	Planning Officer
Design Review		
Proposed development	Item 1 – PDA23/0063 – 8 Osborne Place, Stirling – Pre Development Application – Multiple Dwelling	
Property address	8 Osborne Place Stirling	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Reegan Cake Kelsie Davies Stephen Pennock	Dynamic Planning Kelsie Davies Landscape Architects Pennock Architects

Key issues / recommendations	The applicant is thanked for the consideration they have given to the Panel DRP1 commentary. The design has been successfully improved and is now generally supported by the Panel. This proposal creates a successful arrangement of affordable dwellings in a medium density format that is a significant improvement over the typical development patterns that have emerged within the City. The proposal successfully addresses the street and provides a positive addition to the neighbourhood whilst managing difficult external contexts such as proximity to the freeway. Each dwelling has significant and well-designed landscaped private open space and successfully introduces high levels of ventilation and access to natural light. The Panel has made some additional suggestions and comments and encourages the applicant to consider these “easy wins” to further improve the design. This includes additional attention to sustainable outcomes, which are supported pending further attention. The Panel congratulates the applicant for their commitment to delivering quality design in the City of Stirling. Further consideration from the DRP is not required. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation **Item 1 – PDA23/0063– 8 Osborne Place, Stirling – Pre Development Application – Multiple Dwelling** **DRP Meeting – Thursday 23 November 2023 and 17 August 2023**		
	S	*Design Principle satisfied*
	P	*Design Principle pending further attention*
	N	*Design Principle not satisfied*
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
	S	1a. This Design Principle is satisfied. 1b. The applicant has developed a quality design response creating a considered and well refined housing typology for this area. The general arrangement of dwellings on a difficult site, including proposed setbacks, is supported. 1c. It was mentioned by the Panel further articulation on the flat facade looking over the street on the most northern unit (unit 1) would be welcomed and easy to implement.
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
	S	2a. This Design Principle is satisfied. 2b. The improvements to the landscape design since DRP 1 are positive and successful. 2c. The Panel conceded the removal of the communal open space and additional of private open space to individual apartments is a better outcome and is supported. 2d. The landscape Architect was encouraged to further develop the paving pattern to the central driveway to ensure a pedestrian experience was achieved, as this is a critical to achieving a good design outcome for residents.
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
	S	3a. This Design Principle is satisfied. 3b. It was mentioned by the Panel further articulation on the flat facade looking over the street on the most northern unit (unit 1) would be welcomed and easy to implement. 3c. It was noted by the Panel the solid acoustic wall behind the letterboxes could be broken down in height and a better understanding between the lot boundary interface and the wall would be beneficial. 3d. There is further opportunity to refine the bin enclosure by possibly reducing in size and adding landscaping thereby improving the view cone and generally providing a better entry experience. 3e. The Panel encourages further consideration of the areas within the setback to the southern boundary. There may be an opportunity to adjust the built form edges / unit mix to better utilise access and outlook onto these areas.
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
	S	4a. This Design Principle is satisfied. 4b. The Panel commented the vehicle movements are tight and have not been designed for large vehicles. The Panel supports this approach to reduce hardscape and increase landscaped area within the site. The Applicant was encouraged to further consider the design and maintenance implications should

		this approach not meet the market demands in this location. 4c. There could be opportunity with the high ceiling potential of the gable roof to have high volume ceiling space for apartments which have living and dining on level 1. 4d. The Panel noted there are a number of minor improvements that could be brought to the dwelling planning including; • Type A - some simple reconfiguring to increase the 2.8m wide bedroom size to 3m, • Type B - a better balancing of room size by reducing the WIR size. This might include a reconsideration of the of the PWD access from both sides to create more relief form the living area and provide unencumbered access from the ensuite. 4d. The Panel advises that SPP7.3 4.9 Universal Design applies, which stipulates the requirement for 20% LHA silver level, or 5% of LHA platinum level apartments to be included.
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
	P	5a. The Panel commented it is important to further explore sustainability initiatives and make a commitment to these. 5b. The Panel strongly recommends the introduction of photo voltaic cells to the design. This would be an appropriate and attractive gesture to the future residents. 5c. Comment was made by the Panel a minimum NATHERS rating of seven star would be a great outcome and could be easily achieved. 5d. The Panel do not support the inclusion of gas throughout the development and stated it is a negative outcome. 5e. It was suggested by the Panel not providing circuits for EV charging to all garages is not supported. More information should be provided confirming the capacity required (kw) for EV charging.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.*
	S	6a. This Design Principle is satisfied. 6b. It was mentioned that the air condensers are not supported in courtyards or in facing primary outdoor spaces and should be relocated to the lower roof and screened from the public eye.
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
	S	7a. This Design Principle is satisfied.
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
	S	8a. This Design Principle is satisfied.
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
	S	9a. This Design Principle is satisfied.

Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
	S	10a. This Design Principle is satisfied. 10b. It was noted by the Panel the aesthetics of the project has improved significantly.

Design Review progress **Item 1 – PDA23/0063– 8 Osborne Place, Stirling – Pre Development Application – Multiple Dwelling** **DRP Meeting – Thursday 23 November 2023 and 17 August 2023**			
	Design Principle satisfied		
	Design Principle pending further attention		
	Design Principle not satisfied		
	DR1 17/8/2023	*DR2 23/11/2023*	*DR3*
Principle 1 - **Context and character**		S	
Principle 2 - **Landscape quality**		S	
Principle 3 - **Built form and scale**		S	
Principle 4 - **Functionality and build quality**		S	
Principle 5 - **Sustainability**		P	
Principle 6 - **Amenity**		S	
Principle 7 - **Legibility**		S	
Principle 8 - **Safety**		S	
Principle 9 - **Community**		S	
Principle 10 - **Aesthetics**		S	

Recommendations Summary Item 1 – PDA23/0063 – 8 Osborne Place, Stirling			
DR1 – DRP Recommendations DRP Meeting – 17/8/2023	**DR1 – Applicant Response DRP Meeting – 17/8/2023**	**DR2 DRP Recommendations DRP Meeting – 23/11/2023**	**DR2 – Applicant Response DRP Meeting – 23/11/2023**
1b. Mention was also made by the Applicant that they have endeavoured, as much as possible, to comply with the Medium Density Design Codes, (which were very recently deferred by the Minister). The Panel commended this approach and strongly encouraged the Applicant team to continue to use these as a guide in the interest of achieving a higher level of amenity and a better overall outcome. 1e. Comment was made by the Panel that the architectural form and materiality would benefit from further design development and requested additional information to assist in further reviews, including: levels, colours, materials, finishes, swept path movements, fencing, internal furniture layouts and air conditioning condenser locations. 1f. It was noted that the imagery on the plans and elevations didn't achieve the same level of sophistication, (including articulation, variation in building heights, variety of colours and materiality, spaciousness, and generosity of fenestration), as the precedent imagery as shown under 'aesthetics' in the presentation. The Panel encouraged the Applicant to pursue the level of sophistication and aspirations as indicated in the precedent imagery provided. 1g. The Panel considered that, from a strictly design perspective, the	1. Medium density design codes have remained front of mind with regard to private open space, landscaping and the size and layout of dwellings. A reduced setback to the freeway for the Type A dwellings has been proposed as it increases the living area access to natural light. Further consideration given to the nature and type of colours and materials to be used on the dwelling facades. These include face brick, fibre cement cladding, textured board and sofit lining among others. An alternate floor plan / Unit Type has been proposed for Unit 1 and the interface with Osborne Place with some glazing offering additional passive surveillance with the landscaping of the verge area.	1c. It was mentioned by the Panel further articulation on the flat facade looking over the street on the most northern unit (unit 1) would be welcomed and easy to implement.	

zero side-boundary setback on Unit 01 was acceptable in light of the unusual lot configuration at the end of a cul-de-sac, which in this case results in a particularly wide verge space creating the same end effect as a greater setback. The Applicant's intent to improve the verge landscape further supports this position. Though the Panel did also make comment that a higher level of passive surveillance on the western façade of this unit is required and that direct access from the street would be a significant improvement.			
2d. The Panel expressed further concern that the triangular Communal Open Space was closeted away behind a row of dedicated car parking bays. This has compromised both the visual amenity that this space might otherwise have provided, as well as restricting physical access to this area, all of which should be further addressed to achieve a better outcome offering a higher level of amenity. 2e. Comment was made by the Panel that citrus trees tend to struggle in alkaline soil. The suggestion was made to obtain the services of an arborist.	2. Communal open space has been removed to avoid it being "left over space" that is constrained from a design perspective. Instead, the focus has been private open space with a provision of 864sqm which greatly exceeds a development providing a compliant 372sqm of communal open space and 10sqm balconies. 462sqm of this area is designated soft landscaping area. The intent for the driveway is to also perform a communal open space function through pedestrian priority. The updated layout allows for 14.6% landscape areas including 11.2% Deep Soil areas. Planting Palette has remained predominantly native with the option of either citrus or small native trees to the private courtyards. Unit 11 & 12 (previously 15 & 16) have been provided with more generous private open space and consequently landscape	2a. This Design Principle is satisfied. 2d. The landscape Architect was encouraged to further develop the paving pattern to the central driveway to ensure a pedestrian experience was achieved, as this is a critical to achieving a good design outcome for residents.	

	amenity in the modified masterplan.		
3b. Comment was made by the Panel that it would have been helpful to have dimensions on the drawings which would have provided a better understanding of bedroom sizes and outdoor living areas. 3c. Swept path movements are also required to ensure that vehicular access is achievable. 3d. The Panel also noted it would be beneficial to include internal furniture layouts and ground floor plans in the overall site plans for subsequent reviews. 3e. The Panel recommended articulating the driveway to reduce the impact of the long driveway and allow improved active frontages. 3f. The Panel felt that the development would benefit significantly from having a number of single car units, which would help also help reduce the monotony and purely car orientated character of the driveway space.	3. Internal layout and dimensions of all unit types has taken guidance from the Medium Density Design Codes. Unit Type B & D designs now provide first floor living areas with access to a balcony area and a larger setback to garages on the ground floor. This reduces the impact of garages and increases the articulation/activation of the driveway. Change to dwelling types and floor plans generally increases dwelling diversity across the development.	3a. This Design Principle is satisfied. 3b. It was mentioned by the Panel further articulation on the flat facade looking over the street on the most northern unit (unit 1) would be welcomed and easy to implement. 3c. It was noted by the Panel the solid acoustic wall behind the letterboxes could be broken down in height and a better understanding between the lot boundary interface and the wall would be beneficial. 3d. There is further opportunity to refine the bin enclosure by possibly reducing in size and adding landscaping thereby improving the view cone and generally providing a better entry experience. 3e. The Panel encourages further consideration of the areas within the setback to the southern boundary. There may be an opportunity to adjust the built form edges / unit mix to better utilise access and outlook onto these areas.	
4a. The Panel noted that it would be beneficial to have swept path movements shown on the plans as some areas, particularly at the end of the driveway, look tight. 4c. The Panel noted that the 'balcony storerooms', as well, as the triangular ground floor storeroom, are problematic and require further thought and resolution. 4d. The Panel noted that there appeared to be some conflicts between the already tight access points to the units and the	4. Swept path analysis has been completed with no conflict points identified. Balcony storerooms have been removed and relocated to the garages. Triangular storerooms have been relocated to the communal storeroom area at the rear of Unit 17-22	4a. This Design Principle is satisfied. 4b. The Panel commented the vehicle movements are tight and have not been designed for large vehicles. The Panel supports this approach to reduce hardscape and increase landscaped area within the site. The Applicant was encouraged to further consider the design and maintenance implications should this approach not meet the market demands in this location. 4c. There could be opportunity with the high ceiling potential of the	

driveway landscape areas as shown on the landscape site plan, which requires further resolution.		gable roof to have high volume ceiling space for apartments which have living and dining on level 1. 4d. The Panel noted there are a number of minor improvements that could be brought to the dwelling planning including; • Type A - some simple reconfiguring to increase the 2.8m wide bedroom size to 3m, • Type B - a better balancing of room size by reducing the WIR size. This might include a reconsideration of the of the PWD access from both sides to create more relief form the living area and provide unencumbered access from the ensuite.	
	5. Sustainability measures to be included in the development: • Solar PV ready roofs (conduits in place). • Separate EV charging circuits to garages (Units Types A, B and D) • Light colour roofs • Natural cross ventilation • Native or waterwise planting • WELS rated water fixtures and energy efficient appliances	5a. The Panel commented it is important to further explore sustainability initiatives and make a commitment to these. 5b. The Panel strongly recommends the introduction of photo voltaic cells to the design. This would be an appropriate and attractive gesture to the future residents. 5c. Comment was made by the Panel a minimum NATHERS rating of seven star would be a great outcome and could be easily achieved. 5e. It was suggested by the Panel not providing circuits for EV charging to all garages is not supported. More information should be provided confirming the capacity required (kw) for EV charging.	
6b. Comment was made by the Panel that the storerooms compromise both the bedrooms and balconies in their current location and these should be reviewed, along with the triangular, ground floor storeroom. 6e. A request was made by the Panel	6. Balcony and triangular storerooms have been replaced with storage within garages and a communal storage area. Private open space areas for Units 11 & 12 (previously Unit 15 and 16) are more generous.	6a. This Design Principle is satisfied. 6b. It was mentioned that the air condensers are not supported in courtyards or in facing primary outdoor spaces and should be relocated to the lower roof and screened from the public eye	

	for the Applicant to provide the location of the air conditioning condensers on the plans, noting that the placement of these on balconies is not acceptable. 6f. The Panel recommended exploring ways of giving over more land by integrating some single parking to increase the amenity of the proposal.	Unit Type B & D floor plan has been modified to provide upper floor living areas and connection to a balcony.		
7a.	Comment was made by the Panel there is currently no separate pedestrian access path. The Applicant was urged to think about how the driveway and pavement pattern are detailed and consider the pedestrian experience and commented that the landscape architect would be able to assist with this. 7b. The Panel expressed some concern in relation to the visibility of the entrances and suggested further consideration of the entrances, in concert with the driveway landscape treatments, and the principles of way finding should be applied.	7. 7. A separate pedestrian path was contemplated but intent for whole driveway to exhibit a pedestrian priority landscaping design has been preferred. Communal open space has been removed to alleviate legibility issues associated with this space.		

8a.	Comment was made that there is a lack of passive surveillance from Unit 01 to the street. It was mentioned this could be improved by reviewing how this apartment better addresses the street.	8.	An alternate floor plan for Unit 1 has been developed which provides glazing to Osborne Place to allow passive surveillance / engagement with the streetscape. The changes to the Type B floor plan have reduced the impact of garages doors and increased the passive surveillance and activation of the driveway area		
		9.	The façade of Unit 1 as it faces the street has introduced some glazing to promote surveillance together with a generously landscaped verge area. Whilst the communal open space area has been removed, the sites proximity to the public open space across Osborne Place is considered to assist in providing social interaction		
10a. 10c.	Comment was made by the Panel that the aesthetics of the proposal are heading in the right direction, but notwithstanding the overall development is too monotonous and requires further development, more along the lines of the precedent photographs provided in the presentation package. The Panel expressed some concern about the prominent location of the bin store by the front gate. The Applicant was advised that, if the bin store was to remain in this location, then it would need particular attention to detail architecturally.	10.	Materials and colours have been resolved further with additional elevational detail provided on the development plans. Materials include face brick, fibre cement cladding, textured board and sofit lining among others. The proposed entry to the development is still being resolved with regard to street presentation, materials and colours but design intent is to ensure consistence with balance of the development The previously discussed redesign of the Unit Type B has reduced impact of garages and improved the activation and passive surveillance of the communal driveway.		

Planning Assessment – Local Planning Scheme, Local Development Plan, Local Planning Policies and Other Policies

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Local Planning Scheme 3 – Clause 6.11: Stirling City Centre Special Control Area

The subject site is within the Stirling City Centre Special Control Area and the Northern Precinct of the Special Control Area.

The draft Stirling City Centre Structure Plan (Structure Plan) has not been approved by the Western Australian Planning Commission (WAPC) and hence the provisions of Clause 6.11 of LPS3 that refer to a WAPC approved Activity Centre Plan do not apply to this application.

Clause 6.11 of LPS3, in addition to the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, requires the decision-maker is to have due regard to the Stirling City Centre Northern Precinct Local Development Plan (LDP) and relevant local planning policies when determining this application.

As the subject site has not been designated with a residential density code in an approved Activity Centre Plan, as per Clause 6.11(6) of the LPS3, the Residential Design Codes do not apply to this application, except where otherwise designated in LPS3 and the LDP.

Officer comments on the manner the application responds to the objectives of the Special Control Area and the compliance with the applicable requirements of Clause 6.11 of LPS3 are as follows.

Special Control Area Objectives – Clause 6.11(1) of LPS3

Clause 6.11 of LPS3 – Stirling City Centre Special Control Area	
Scheme Provision	**Officer Comments**
6.11.1 Objectives	
a) To facilitate the development of the Stirling City Centre in a coordinated manner, recognising its significance as a Strategic Metropolitan Centre;	The proposed development is an appropriate outcome for this site that is within the Stirling City Centre.
b) To provide a strategy for the integrated development of public and private land to facilitate the creation of a safe, vibrant mixed use centre;	The subject site is not located within an identified mixed use area.
c) To ensure the provision of an effective, efficient, integrated and safe transport network which is accessible to pedestrians, cyclists and public transport users and motorists;	The development does not require any changes to be made to the existing transport network within the Stirling City Centre Special Control Area.
d) To facilitate funding mechanisms for the provision of light rail and other alternative transport infrastructure;	There is no operative mechanism that requires this development to make a financial contribution towards this infrastructure.
e) To ensure the development of a diverse range of housing types (including affordable housing) in unique precincts that have high levels of amenity;	The development provides a mix of two and three bedroom dwellings in a townhouse typology.
f) To ensure the development of a convenient network of public open space (including an urban stream) offering a wide range of high quality facilities tailored to the requirements of the local community;	The subject site is not identified as a location for public open space. Public open space contributions, if required, are applied at the subdivision stage.
g) To ensure the development of a range of commercial uses that will contribute towards economic development, local employment and the viability of the area as a commercial centre servicing residents, visitors and the local workforce;	The subject site is located within an identified residential area and is not an appropriate location to provide commercial uses. Notwithstanding, the increase to the residential population would contribute towards economic development within the Stirling City Centre Special Control Area.
h) To ensure the development of a range of community facilities that will service residents, visitors and the local workforce and contribute towards community wellbeing; and	The subject site is located within an identified residential area and this development is not expected to provide community facilities on the subject site.
i) To ensure the conservation and appropriate use of natural resources including (but not limited to) energy,	The Applicant's planning report dated 29 September 2023 advises the development will include solar

Clause 6.11 of LPS3 – Stirling City Centre Special Control Area	
Scheme Provision	**Officer Comments**
water and land to enhance the sustainable management of finite resources.	photovoltaic ready roofs, separate electric vehicle charging circuits in the garages, the use of native planting and waterwise planting, WELS rated water fixtures and energy efficient appliances.

Land Use Permissibility – Clauses 6.11(8), (9) and (10) of LPS3

City Residential is the only 'Supported' Land Use Category listed in Table 6.11.10(a) for the subject site and applies to the 'Ground' and 'Upper' storeys of the development.

In accordance with Table 6.11(9) of LPS3, Multiple Dwellings is a 'P' use on the subject site (City Residential Land Use Category), which means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

Active Frontage Streets – Clause 6.11.13 of LPS3

Clause 6.11.13 of LPS3 states that "No individual street block within the Stirling City Centre Special Control Area shall have a dimension longer than 150m along any boundary without an intersecting street". The planning intent for this provision is to provide more connectivity through the Stirling City Centre, particularly for areas such as between Stephenson Avenue and King Edward Street.

The existing street block between Croxton Place and Mitchell Freeway is longer than 150 metres. The City does not require a street connecting Osborne Place to Croxton Place to be built through the subject site, as the connectivity benefit would be minimal. The exercise of discretion using LPS3 Clause 5.5.1 is supported.

Car Parking – Clause 6.11.18 of LPS3

The provisions of the Residential Design Codes (R-Codes) relating to parking apply to this development. The application has been assessed using Volume 2, based upon Clause 5.3.2 of LPS3, which refers to the R80 coding being applicable to residential development not within the Residential Zone. Accordingly, the development will need to achieve the relevant Element Objective, O 3.9.2, of R-Codes Volume 2.

Clause 6.11.18 of LPS3 – Parking for Residential Development: Extract of Element 3.9 Car and Bicycle Parking of R-Codes Volume 2	
Element Objectives	**Acceptable Outcomes**
Development is to achieve the following Element Objectives: *O 3.9.2 Carparking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.*	*A 3.9.2 Parking is provided for cars and motorcycles in accordance with Table 3.9.* *A 3.9.3 Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9.*

The assessment of car parking against the Acceptable Outcomes is provided below. The development is consistent with the Acceptable Outcomes for the provision of resident car parking and has a shortfall of three on-site bays for minimum visitor car parking.

Clause 6.11.18 of LPS3 and Table 3.9 of R-Codes Volume 2 – Number of Car Parking Bays Assessment			
Parking Type	**Acceptable Outcomes Rate**	**Proposed Dwellings**	**Bays Required / Permitted**
1 Bedroom Dwellings	Minimum 0.75 bays per dwelling	0	0 bays
	Maximum 1.5 bays per dwelling		
2+ Bedroom Dwellings	Minimum one bay per dwelling	22	Minimum 22 bays
	Maximum two bays per dwelling		Maximum 44 bays
Visitors	Minimum one bay per four dwellings up to 12 dwellings (0.25) and one bay per eight dwellings for the 13th dwelling and above (0.125)	22	Minimum five bays Note 1
	Maximum two bays per four dwellings up to 12 dwellings (0.5) and two bays per eight dwellings for the 13th dwelling and above (0.25)		Maximum nine bays Note 1
Acceptable Outcomes Total Required (Minimum):			22 resident bays and five visitor bays
Acceptable Outcomes Total Permitted (Maximum):			44 resident bays and nine visitor bays
Total Provided On Site:			39 resident bays and two visitor bays
Acceptable Outcomes Total Surplus / Shortfall:			Residents: • 17 surplus bays over the minimum requirement. • Five fewer bays than the maximum permitted. Visitors: • Three on-site bays shortfall to

Clause 6.11.18 of LPS3 and Table 3.9 of R-Codes Volume 2 – Number of Car Parking Bays Assessment			
Parking Type	**Acceptable Outcomes Rate**	**Proposed Dwellings**	**Bays Required / Permitted**
			the minimum requirement. • Seven fewer on-site bays than the maximum permitted.

Notes:
1: The number of car bays is rounded up to the nearest whole number as per Note 1 of Table 3.9.

As outlined in the RAR, the development is considered to achieve the abovementioned Element Objectives.

Planning and Development (Local Planning Schemes) Regulations 2015

The application is required to be considered against the relevant matters listed under Clause 67(2) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The City's response to each point requiring consideration is outlined in the table below:

Deemed Provisions Consideration of Application by Local Government	
Provision	**Officer Comment**
(a) the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;	The City is satisfied that the development is consistent with the objectives of LPS3, including the objectives for the Stirling City Centre Special Control Area. The City's assessment has considered the applicable provisions of the R-Codes Volume 2. The City is satisfied that the development achieves the associated Element Objectives.
(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	Although the City has prepared draft LPS4, which proposes a Residential R50 zoning to the subject site, the final form of draft LPS4 is not imminent nor certain at this time, noting the draft scheme has not been advertised. Accordingly, no weight should be given to draft LPS4 when determining this application.
(c) any approved State planning policy;	The City's assessment has considered the relevant policies. The City is satisfied that the objectives of these polices are being achieved.

Deemed Provisions Consideration of Application by Local Government	
Provision	**Officer Comment**
(e) any policy of the Commission;	The City's assessment has considered the relevant policies. The City is satisfied that the objectives of DC5.1 are being achieved, as no vehicle access to the Mitchell Freeway is proposed.
(fa) any local planning strategy for this Scheme endorsed by the Commission;	The Local Planning Strategy identifies density outcomes for each activity centre. For Stirling, a Strategic Metropolitan Centre, this includes a minimum 30 dwelling and desirable 45 dwelling density target per gross hectare. The proposed density of the development based on the site area of the subject site is 59 dwellings per hectare.
(g) any local planning policy for the Scheme area;	The City's assessment has considered the relevant policies. The development is generally consistent with the objectives and provisions of those policies, subject to condition setting should the decision-maker be of mind to support the development.
(h) any structure plan or local development plan that relates to the development;	The structure plan is in draft form and is not a seriously entertained planning proposal. The development has been assessed against the provisions and objectives of the Northern Precinct Local Development Plan. The development is generally consistent with the objectives of the local development plan, subject to the recommended condition setting.
(m) the compatibility of the development with its setting, including — *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*	The height, bulk and scale of the development is compatible with its setting.
(n) the amenity of the locality including the following — *(i) environmental impacts of the development;*	The development will have an enhanced environmental impact as the landscaping proposed is significantly greater than the existing development on the subject site.

Deemed Provisions Consideration of Application by Local Government	
Provision	**Officer Comment**
(ii) the character of the locality; *(iii) social impacts of the development;*	The development is considered to not substantially affect the character of the locality. The development will have some positive social impacts, through the provision of additional housing in the area and the increased use of the public open space reserve opposite the subject site.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The development proposes the planting of two large trees, four medium trees and 43 small trees at ground level. Landscaping is provided with each of the private outdoor spaces and adjacent to the common driveway. The existing development contains little mature vegetation and no on-site trees are being retained. The City requires the mature street tree on the verge to be retained. The City has reviewed the submitted Landscaping Plan and it is generally acceptable, subject to some minor changes that can be addressed through the recommended condition setting.
(s) the adequacy of — *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	The vehicle access and design of the parking areas meets the City's requirements. The provision of parking spaces has been assessed against the relevant provisions of LPS3, planning policies and local development plan. The City is satisfied with the car parking arrangements.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The Applicant's Transport Impact Statement predicts the development will generate approximately 110 vehicles trips per day and approximately 22 trips during both the morning and afternoon peak hours. The road network has the capacity to accommodate the additional traffic generated by the development and is not expected to cause any substantive greater traffic safety risk.

Deemed Provisions Consideration of Application by Local Government	
Provision	**Officer Comment**
(u) the availability and adequacy for the development of the following — *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	The site has good access to public transport, being located within a short walking distance of high frequency bus routes. Stirling Station is within cycling distance or extended walking distance of the subject site. Utility services are available. The development accommodates the required number of waste and recycling bins within a communal bin store. The residents or a caretaker will be responsible for taking the bins to the verge for collection and returning them to the bin store afterwards. There is a public footpath on Osborne Place in front of the subject site. Bicycles can be parked in the garage or secured in the courtyard. Specific end-of-trip facilities are not needed as these functions are accommodated within each dwelling. The development provides a degree of universal access to the ground floor level of each dwelling.
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The development has a localised impact.
(y) any submissions received on the application;	The development application was advertised in accordance with the City's LPP6.18 and the *Planning and Development (Local Planning Schemes) Regulations 2015*. Further comments are provided in the Consultation section of the RAR.
(za) the comments or submissions received from any authority consulted under clause 66;	The City received comments from Main Roads Western Australia and the Water Corporation. These agencies have no objection to the development. Main Roads has recommended conditions relating to the noise impacts from the freeway.

Stirling City Centre Northern Precinct Local Development Plan (LDP)

Clause 1.0 of the LDP: Introduction

Officer comments on the manner the application responds to the objectives of the LDP are as follows.

Clause 1.1 of the LDP: Introduction – Objectives	
Objectives	**Officer Comments**
1.1 Objectives	
The key objectives of this Local Development Plan are to:	
• *Facilitate more intensive redevelopment of residential areas whilst protecting neighbouring amenity and maintaining adequate areas of private and communal open space;*	The development provides 22 new dwellings where currently there is one dwelling. The proposed buildings are designed to protect the amenity of the neighbouring properties as the buildings are only two storeys in height and the provided setback distances, building articulation, privacy measures and landscape design deliver adequate separation to the neighbouring residents. The development provides on-site car parking bays for residents and visitors. The City is satisfied that there is sufficient capacity on site and on the street immediately in front of the subject site to accommodate the likely parking demand. The development does not provide communal open space on-site, though the private open spaces and the public open space reserve opposite the site provides sufficient opportunities for residents to recreate and socialise with their neighbours.
• *Encourage non-residential uses on the ground floor in mixed use areas to activate the street;*	This objective is not relevant to the subject site, as it is not located in a mixed use area.
• *Ensure there is a "stepping down" of heights between buildings to the residential areas to reduce impacts on residential amenity; and*	The development is two storeys in height and is consistent with the existing and future built form of the locality.
• *Create a "Main Street" along Elton Place that provides entry to the Osborne Park Hospital and associated medical and retail facilities.*	This objective is not relevant to the subject site, as it is located away from Elton Place and the Osborne Park Hospital.

Clause 1.4 of the LDP identifies the provisions of the LDP that may be varied. Variations to nine identified clauses are permitted if the application meets the relevant objectives of that clause. Variations to three other identified clauses are permitted if the application meets the objectives of the LDP. The development is seeking to vary some provisions of the LDP, including provisions that are not listed in Clause 1.4 of the LDP as ones where variations may be permitted. Notwithstanding, the decision-maker has discretion to permit variations to any provision of the LDP, as they are required to have due regard to, but are not bound by, the LDP.

The officer comments below identify where discretion is being sought and where applicable provides comments on the manner the application responds to the corresponding objectives of that clause of the LDP. The City is satisfied that the application demonstrates compliance with the overall objectives of the LDP and the relevant objectives of the applicable clauses of the LDP and accordingly supports the exercise of discretion to the provisions of the LDP.

Clause 2.1 of the LDP: General Provisions – Built Form & Design

Clause 2.1.1 of the LDP: Built Form & Design – Lot Configuration	
Objectives and Provisions	**Officer Comments**
2.1.1.1 Lot Size	
Objectives	
• *To ensure air movement, view corridors and green spaces between residential buildings; and*	The development is on a larger sized lot and it allows the provision of air movement, view corridors and green spaces between buildings.
• *To prevent fragmentation of landholdings in order to enable development intensification with appropriate setbacks.*	The development is an intensification of a larger sized lot. The residential density of the development is consistent with the planning for the locality.
Provision	
• *As per Sub Precinct Areas (refer Section 3).*	The LDP requires a minimum 700m^2 lot size and a maximum 3,500m^2 lot size. The lot size is 3,718m^2. Discretion sought.
Note: Clause 1.4 of the LDP permits variations to Clause 2.1.1.1 where the applicant has provided justification demonstrating compliance with the relevant objectives.	A variation to Clause 2.1.1.1 is being sought.
2.1.1.2 Lot Street Frontage	
Objectives	
• To ensure that the frontage of lots do not constrain the ability to provide gaps in residential building frontages along the street; and	The development complies with Clause 2.1.1.2. No assessment against this objective is required.
• To prevent fragmentation of landholdings in order to enable development intensification.	The development complies with Clause 2.1.1.2. No assessment against this objective is required.
Provision	
• *As per Sub Precinct Areas (refer Section 3).*	The LDP requires a minimum 16 metres lot frontage and a maximum 70 metres lot frontage. The total lot frontage is 66.06 metres. Complies.
Note: Clause 1.4 of the LDP permits variations to Clause 2.1.1.2 where the applicant has provided justification demonstrating compliance with the relevant objectives.	No variations to Clause 2.1.1.2 are being sought.

Clause 2.1.2 of the LDP: Built Form & Design – Dwelling Targets and Size	
Objectives and Provisions	**Officer Comments**
2.1.2.1 Dwelling Mix	
Objective	
• *To ensure a number of smaller dwellings are developed.*	The proposed dwelling mix is 16 two-bedroom dwellings, or 73%, and six three-bedroom dwellings, or 27%, as listed below: • Unit Type A – 10 dwellings – Units 2, 4, 6, 8, 9, 10, 13, 14, 15 and 16: o Three bedrooms. o 149m^2-151m^2 plot ratio area. • Unit Type B – four dwellings – Units 1, 3, 5 and 7: o Three bedrooms. o 147m^2-150m^2 plot ratio area. • Unit Type C – six dwellings – Units 17, 18, 19, 20, 21 and 22: o Two bedrooms. o 104m^2-118m^2 plot ratio area. • Unit Type D – two dwellings – Units 11 and 12: o Three bedrooms. o 144m^2-150m^2 plot ratio area. Notwithstanding Clause 1.4 of the LDP, which does not allow a variation to be considered for this provision, the decision-maker can exercise discretion to the LDP provisions, as it is not bound by the LDP. The development provides some smaller sized units, particularly the two-bedroom Type C dwellings, and provides housing choice for smaller households.
Provision	
• All developments and subdivisions comprising ten or more dwellings shall provide a minimum of 10% single bedroom dwellings as part of the development; and	The LDP requires a minimum of two single bedroom dwellings. No single bedroom dwellings are proposed. Discretion sought.
• Single bedroom dwelling provision is to be calculated by rounding to the nearest whole number. In the case of exactly 0.5 the requirement shall be rounded up to the nearest whole number.	The calculation (2.2) has been rounded down to the nearest whole number (2).
2.1.1.2 Multiple Dwelling Size	
Objective	
• *To ensure multiple dwellings have sufficient space to cater for the needs of residents.*	The development complies with Clause 2.1.1.2. No assessment against this objective is required.

<table>
<tr><th colspan="2">Clause 2.1.2 of the LDP: Built Form & Design – Dwelling Targets and Size</th></tr>
<tr><th>Objectives and Provisions</th><th>Officer Comments</th></tr>
<tr><td><u>Provision</u></td><td></td></tr>
<tr><td>• Minimum multiple dwelling size of 40.0m² plot ratio area, excluding outdoor living areas and external storage areas and car parking areas.</td><td>All dwellings are greater than 40m^2 plot ratio area. The smallest apartments in the development are 99m^2 plot ratio area excluding their external storeroom, that being Type C, Units 19 and 21.
Complies.</td></tr>
<tr><td>2.1.2.3 Minimum number of Dwellings</td><td></td></tr>
<tr><td><u>Objective</u></td><td></td></tr>
<tr><td>• To achieve the dwelling targets outlined in the Stirling City Centre Structure Plan.</td><td>The development complies with Clause 2.1.2.3. No assessment against this objective is required.</td></tr>
<tr><td><u>Provision</u></td><td></td></tr>
<tr><td>• Except for single dwellings, ancillary dwellings and grouped dwellings, the minimum number of dwellings required in a development or subdivision shall be calculated using the formula below and the numbers outlined in Figures 3 and 4.
<table>
<tr><th>Block Number</th><th>Street Block Land Area (sqm)</th><th>Target No of Dwellings (90 sqm average)</th></tr>
<tr><td>3B</td><td>45,000</td><td>15</td></tr>
</table>
No. Dwellings = (Minimum No. of Dwellings per Street Block ÷ Street Block Land Area) × Lot Area</td><td>The LDP requires a minimum of two dwellings and the proposed development has 22 dwellings.
Complies.</td></tr>
</table>

Clause 2.1.3 of the LDP: Built Form & Design – Building Heights	
Objectives and Provisions	**Officer Comments**
2.1.3.1 Wall Height	
Objective	
• *To protect habitable rooms and outdoor living areas of existing landowners and reduce bulk of buildings*	The height of the building is two storeys in height, which is consistent with the minimum and maximum number of storeys permitted. The height of the development does not adversely affect the habitable rooms or outdoor living areas of the adjoining properties.
Provisions	
• *As per Sub Precinct Area (refer Section 3, not including* basement*);*	The LDP requires a minimum two storeys building height and a maximum five storeys building height. The development is two storeys in height. Complies. The LDP requires a minimum 3.0 metres floor to floor height on the ground floor level and a 3.0 metres floor to floor height

Clause 2.1.3 of the LDP: Built Form & Design – Building Heights	
Objectives and Provisions	**Officer Comments**
	on the upper level. The development has a 2.914 metres floor to floor height on the ground floor level. There is no floor to floor height for the upper level, but the floor to ceiling height is 2.435 metres. Discretion sought.
• *Top of external wall (concealed roof) 1.0m above wall height limit outlined in sub precinct areas; and*	The development is compliant with the maximum building height requirements.
• *Floor to ceiling heights on upper floors are to be as per sub precinct provision.*	Not applicable – the LDP does not specify floor to ceiling height requirements to the upper floors for this sub precinct.
2.1.3.2 Architectural features above Wall Height	Not applicable – no projection above the maximum wall height is proposed.
2.1.3.3 Roof Height	
Objective	
• *To limit the impact of bulk and scale on adjoining neighbours.*	The development complies with Clause 2.1.3.3. No assessment against this objective is required.
Provisions	
• *As per Sub Precinct Area (refer Section 3).*	The LDP requires a maximum 22.5 metres roof height, on the basis the subject site is considered a 'typical amalgamated lot' due to its lot size. The highest roof of the development is 8.4 metres in height above ground level. Complies.
• *For skillion roofs, a maximum additional height of 2.0m above the wall height can be approved, but on one side only.*	Not applicable – no additional height is being sought.
• *Maximum roof height for buildings 4 storeys and below shall be 3.0m with a 33 degree pitch from the top of the wall; and*	No roofs are greater than 3.0 metres in height above the wall height or have a roof pitch steeper than 33 degrees. Complies.
• *Maximum roof height for buildings over 4 storeys in height shall be 5.0m with a 33 degree pitch from the top of the wall.*	Not applicable – the development is two storeys in height.
2.1.3.4 Bonus Height	Not applicable – no bonus height is being sought.

Clause 2.1.4 of the LDP: Built Form & Design – Setbacks	
Objectives and Provisions	**Officer Comments**
2.1.4.1 Street Setbacks	
Objectives	
• *To ensure that buildings provide a consistent frontage to the street; and*	The Unit 1 building is at the end of the street and this portion of the lot has an irregular street alignment. The width of the verge in front of truncated boundary is larger than the rest of the street. The

Clause 2.1.4 of the LDP: Built Form & Design – Setbacks	
Objectives and Provisions	**Officer Comments**
	reduced setback of Unit 1 and the carport gives a more consistent frontage to the street, having regard to the street alignment. The projecting balconies of Units 17-22 do not adversely affect the streetscape. The setback would be consistent with the permissible projection for unenclosed balconies under Clause 2.1.4.5 of the LDP, if the balconies where not enclosed on three sides and covered by an impervious roof.
• *To provide visually accessible areas of open space on privately owned land.*	The larger width verge in front of Unit 1 and the carport will visually give the appearance of open space in front of the building notwithstanding the reduced setbacks to the cadastral boundary. The area underneath the projecting balconies will appear as covered outdoor space.
Provisions	
• *As per Sub Precinct Area (Refer Section 3).*	The LDP requires a 3.0 metres setback to Osborne Place. Unit 1 has a nil setback to Osborne Place. Units 17-22 have a 2.4 metres setback to Osborne Place for their balconies and between 3.6 metres and 4.3 metres to Osborne Place for the rest of the building. The front carport is setback between nil and 1.9 metres. Discretion sought.
Note: Clause 1.4 of the LDP permits variations to Clause 2.1.4.1 where the applicant has provided justification demonstrating compliance with the relevant objectives.	A variation to Clause 2.1.4.1 is being sought. The variation is highlighted in Figure 1 and Figure 2 below.

Figure 1: Street Setbacks – Ground Floor – Discretion Sought (Highlighted Yellow)

Figure 2: Street Setbacks – Upper Floor – Discretion Sought (Highlighted Yellow)

Clause 2.1.4 of the LDP: Built Form & Design – Setbacks	
Objectives and Provisions	**Officer Comments**
2.1.4.2 Side / Rear Setbacks	
Objectives	
• *To provide sufficient space for trees and landscaped areas;*	The development provides landscaping and trees around the perimeter of the site.
• *To protect habitable rooms and outdoor living areas of existing landowners and reduce bulk.*	There is no direct overlooking of sensitive areas of the adjoining properties. The setbacks of the buildings to the eastern boundary vary. The buildings have an articulated design, including through use of exterior materials, to minimise the perceived bulk and scale as viewed from adjoining properties.
Provisions	
• *4.0m to a major opening to a habitable room or balcony above ground level;*	Major openings to habitable rooms and balconies above ground level are located within 4.0 metres of the side and rear lot boundaries. Discretion sought.
• *Side and Rear setbacks as per Sub Precinct Area (refer Section 3)*	The LDP requires a 3.0 metres setback to the side boundaries and a 6.0 metres setback to the rear boundary. Buildings are proposed within these setback areas. Discretion sought.
Note: Clause 1.4 of the LDP permits variations to Clause 2.1.4.2 to a maximum of 30% of the length of this boundary if the applicant can demonstrate an application meets the objectives of the LDP.	A variation to Clause 2.1.4.2 is being sought. The variation is highlighted in Figure 3 through to Figure 10 below.

Figure 3: Eastern Boundary Side Setbacks – Walls – Ground Floor – Discretion Sought (Highlighted Yellow)

Figure 4: Eastern Boundary Side Setbacks – Walls – Upper Floor – Discretion Sought (Highlighted Yellow)

Figure 5: Eastern Boundary Side Setbacks – Upper Floor Habitable Room Windows and Balconies – Discretion Sought (Highlighted Blue and Green Respectively)

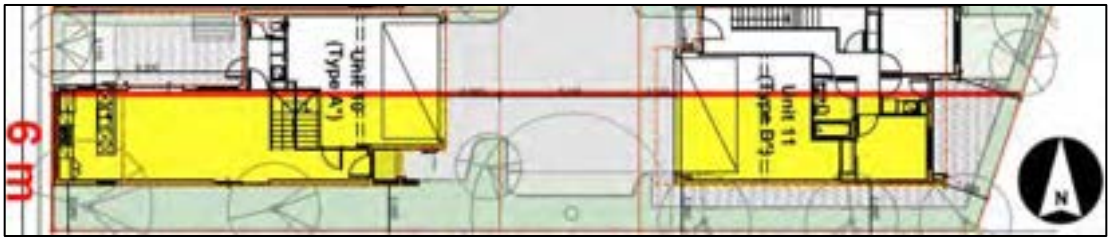


Figure 6: Southern Boundary Side Setbacks – Walls – Ground Floor – Discretion Sought (Highlighted Yellow)

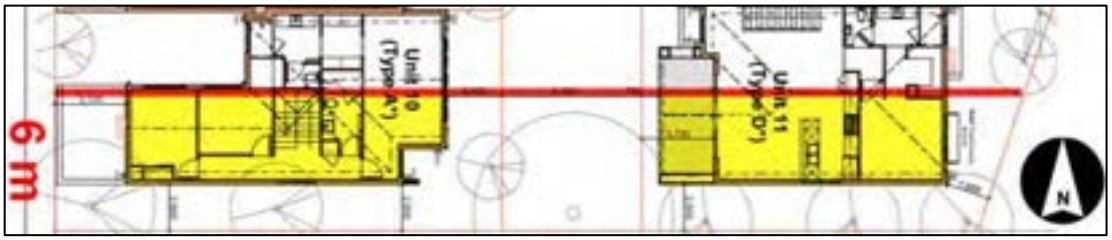


Figure 7: Southern Boundary Side Setbacks – Walls – Upper Floor – Discretion Sought (Highlighted Yellow)

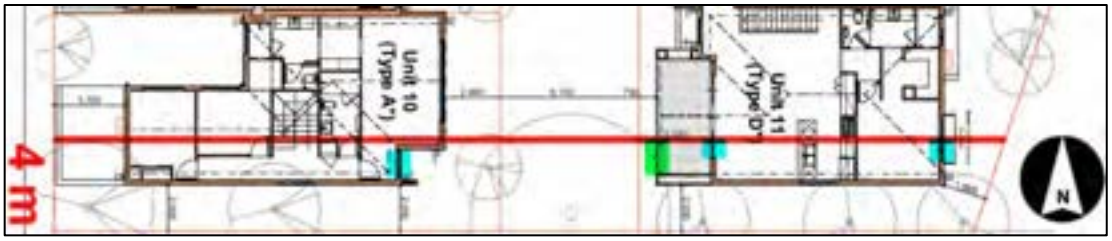
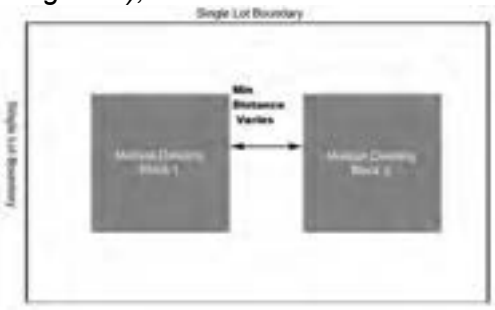


Figure 8: Southern Boundary Side Setbacks – Upper Floor Habitable Room Windows and Balconies – Discretion Sought (Highlighted Blue and Green Respectively)

Figure 9: Western Boundary Side Setbacks – Walls – Ground Floor – Discretion Sought (Highlighted Yellow)

Figure 10: Western Boundary Side Setbacks – Upper Floor Habitable Room Windows – Discretion Sought (Highlighted Blue)

Clause 2.1.4 of the LDP: Built Form & Design – Setbacks	
Objectives and Provisions	**Officer Comments**
2.1.4.3 Setbacks Between Buildings on the Same Lot (3 Storeys and below)	
Objectives	
• *To protect habitable rooms and outdoor living areas of existing landowners and* [r]*educe bulk; and*	Obscure glazing is proposed to habitable room windows of Units 17-22 facing towards Unit 16, to minimise internal overlooking impacts. The development is two storeys in height and has Unit 16 has varying setbacks. There is no adverse internal building bulk and scale impact.
• *To allow sufficient space for landscaping and trees.*	Sufficient space is provided on site to plant trees and other landscaping.

Clause 2.1.4 of the LDP: Built Form & Design – Setbacks	
Objectives and Provisions	**Officer Comments**
Provisions	
• *Minimum 4.0m distance between habitable buildings for developments incorporating from 6 to 12 units;*	Not applicable – 22 dwellings are proposed.
• *Minimum 5.0m distance between habitable buildings or developments incorporating from 13 to 20 units; and*	Not applicable – 22 dwellings are proposed.
• *Minimum 8.0m distance between habitable buildings or developments incorporating more than 20 units (refer Figure 5); and.*  **LDP Figure 5 – Minimum Distance between Buildings on a Single Lot**	The Unit 16 and Units 17-22 buildings are separated by less than 8.0 metres. Discretion sought.
Note: Clause 1.4 of the LDP permits variations to Clause 2.1.4.3 to a maximum of 30% of the length of this boundary if the applicant can demonstrate an application meets the objectives of the LDP.	A variation to Clause 2.1.4.3 is being sought. The variation is highlighted in Figure 11 and Figure 12 below.

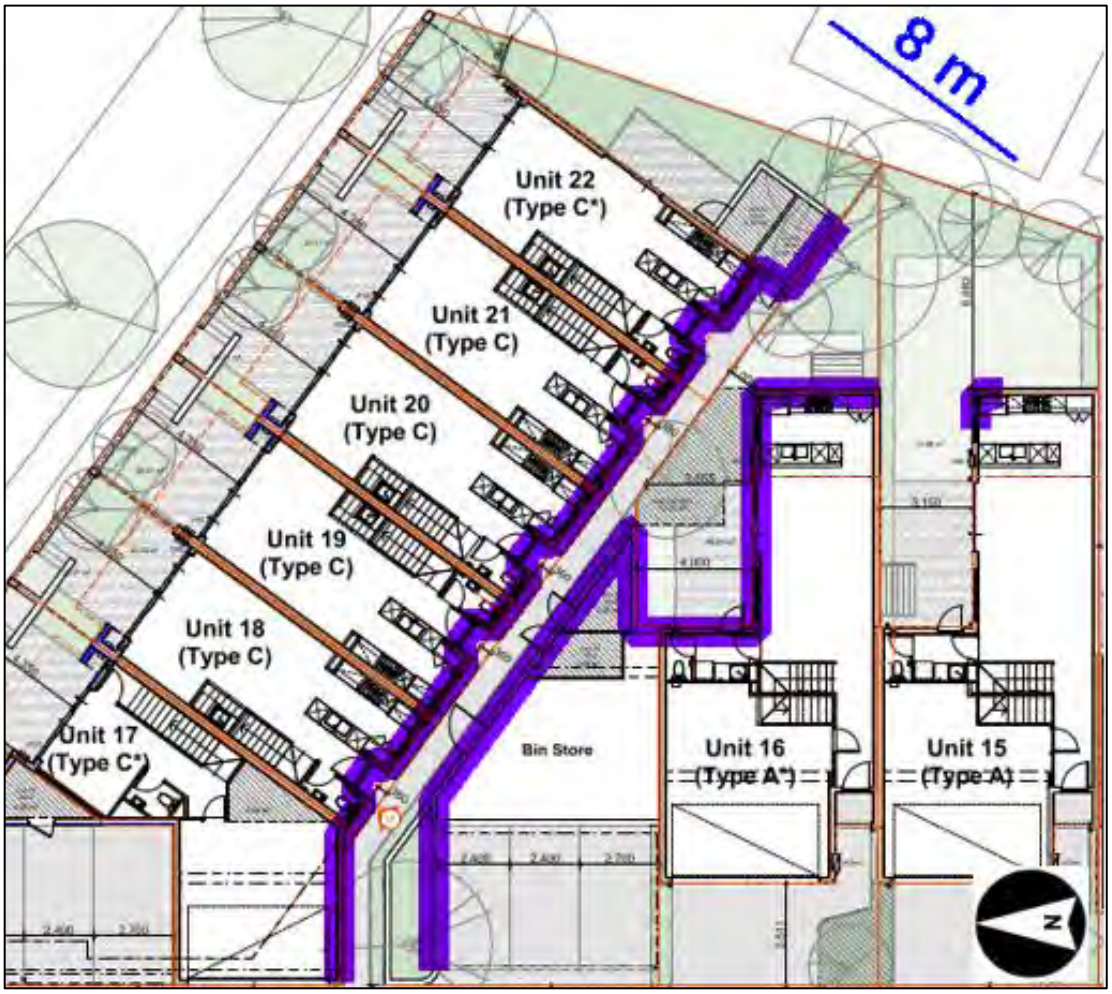


Figure 11: Setbacks Between Buildings – Ground Floor – Discretion Sought (Highlighted Purple)

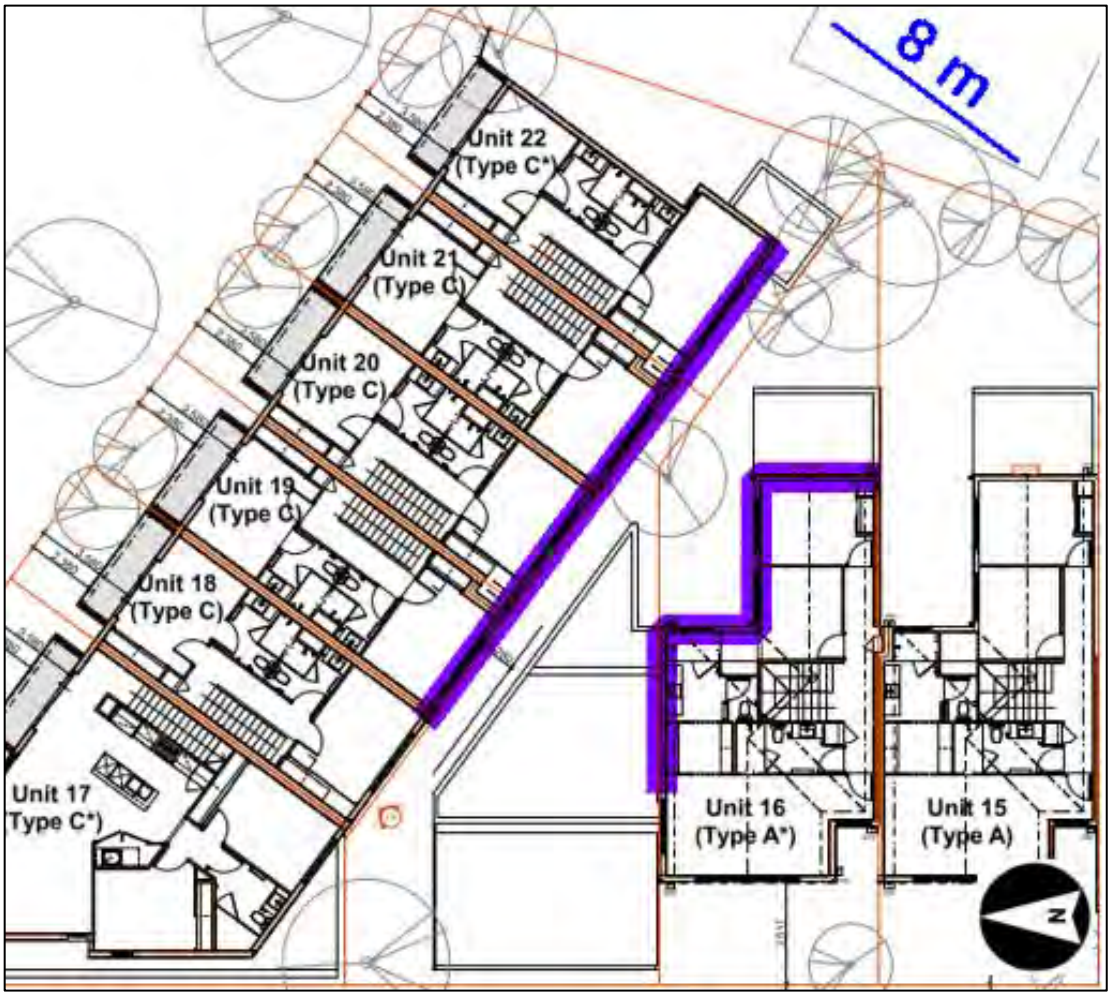


Figure 12: Setbacks Between Buildings – Upper Floor – Discretion Sought (Highlighted Purple)

Clause 2.1.4 of the LDP: Built Form & Design – Setbacks	
Objectives and Provisions	**Officer Comments**
2.1.4.4 Setbacks Between Buildings (4 storeys and above)	Not applicable – all buildings are two storeys in height.

Clause 2.1.4 of the LDP: Built Form & Design – Setbacks	
Objectives and Provisions	**Officer Comments**
2.1.4.5 Minor Projections into Setback Area	
Objectives	
• *To allow for architectural features to have minor projections into the setback area whilst providing sufficient space for light, cross ventilation, outlook, landscaping and trees between buildings; and*	The development complies with Clause 2.1.4.5. No assessment against this objective is required.
• *To protect major openings to habitable rooms and outdoor living areas of existing landowners and reduce bulk.*	The development complies with Clause 2.1.4.5. No assessment against this objective is required.
Provision	
• *Maximum projection of 0.75m for chimneys, unenclosed balconies,*	The balconies of Units 17-22 project 0.6 metres into the 3.0 metres street setback

Clause 2.1.4 of the LDP: Built Form & Design – Setbacks	
Objectives and Provisions	**Officer Comments**
eaves over-hang and other architectural features.	area to Osborne Place but are not classified as unenclosed, being enclosed on three sides and covered by an impervious roof. The discretion being sought to street setbacks has been assessed under Clause 2.1.4.1 of the LDP. No projections are proposed into the side or rear setback areas. Complies.
Note: Clause 1.4 of the LDP permits variations to Clause 2.1.4.5 where the applicant has provided justification demonstrating compliance with the relevant objectives.	No variations to Clause 2.1.4.5 are being sought.

Clause 2.1.5 of the LDP: Built Form & Design – Open Space	
Objectives and Provisions	**Officer Comments**
2.1.5.1 Open Rooftop Terraces	Not applicable – no open rooftop terraces are proposed.
2.1.5.2 Outdoor Living Areas	
Objective	
• *To ensure that every dwelling has sufficient outdoor space to cater for the needs of residents.*	The size and dimensions of the outdoor living areas are adequate to cater for the recreational and socialisation needs of residents. There is sufficient space in the outdoor living areas to plant trees and other landscaping. The residents can also easily access the public open space on the opposite side of the street.
Provisions	
Each dwelling shall be provided with either:	Nine dwellings are provided with a fully compliant sized outdoor living area. Discretion sought.
• *One balcony with minimum dimension of 2.4m and minimum area of 10m^2; or*	Six dwellings are provided with a balcony that is both at least 2.4 metres in dimension and 10m^2 in area – Type B, Units 1, 3, 5 and 7 and Type D, Units 11 and 12.
• *One courtyard accessed directly from a habitable room with minimum dimension of 4m and minimum area of 20m^2.*	Three dwellings are provided with a courtyard accessed directly from a habitable room that is both at least 4.0 metres in dimension and 20m^2 in area – Type A, Units 14, 15 and 16.
Note: Clause 1.4 of the LDP permits variations to Clause 2.1.5.2 where the applicant has provided justification demonstrating compliance with the relevant objectives.	A variation to Clause 2.1.5.2 is being sought to the outdoor living area of 13 dwellings – Units 2, 4, 6, 8, 9, 10, 13, 17, 18, 19, 20, 21 and 22.
2.1.5.3 Communal Open Space	

Clause 2.1.5 of the LDP: Built Form & Design – Open Space	
Objectives and Provisions	**Officer Comments**
Objective	
• *To encourage social interaction between residents and workers in a development and provide spaces for rest and recreation.*	Each dwelling is provided with an outdoor living area that is adequately designed for provide a space for rest and recreation. The residents can easily access the public open space reserve opposite the subject site. There are some incidental opportunities for social interaction between residents when within the common property areas.
Provisions	
• *Residential Developments incorporating between six and twelve units (inclusive) shall provide a minimum of 40m² of communal open space with a minimum dimension of 4.0m; or*	Not applicable – 22 dwellings are proposed.
• *Residential Developments incorporating between thirteen and twenty units (inclusive) shall provide a minimum of 80m² of communal open space with a minimum dimension of 5.0m; or*	Not applicable – 22 dwellings are proposed.
• *Residential Developments incorporating more than twenty units or all non-residential development shall provide communal open space of no less than 10% of the lot area with a minimum dimension of 8.0m.*	The development does not have any communal open space area provided. Discretion sought.
• *A minimum of 50% of the communal open space shall be designed as landscaped areas inclusive of soft landscaping, and shall include shade trees;*	The development does not have any communal open space area provided. Discretion sought.
• *A maximum 10% of total communal open space area to be covered with an impermeable roof cover; and*	The development does not have any communal open space area provided. Discretion sought.
• *Communal facilities such as BBQ's, seating, shade structures, tables etc. shall be provided.*	The development does not have any communal open space area provided.
Note: Clause 1.4 of the LDP permits variations to Clause 2.1.5.3 if the applicant can demonstrate an application meets the objectives of the LDP.	A variation to Clause 2.1.5.3 is being sought.

Clause 2.1.6 of the LDP: Built Form & Design – Special Purpose Dwellings	
Objectives and Provisions	**Officer Comments**
2.1.6 Special Purpose Dwellings	Not applicable – no ancillary dwellings are proposed.

Clause 2.1.7 of the LDP: Built Form & Design – Building Exterior	
Objectives and Provisions	**Officer Comments**
2.1.7.1 Podium Facades and Walls (Ground Storey to 3rd Storey)	
Objective	
• *To ensure that podium facades are articulated, indented with openings and use different materials and colours.*	The development provides adequate articulation to minimise building bulk impacts to the street and neighbouring properties. This includes varying setbacks, brickwork patterns, the use of cladding as an external materials, varying colours and inclusion of major opening or highlight windows.
Provisions	
• *No wall (other than side boundary walls with nil setback) to be longer than 10.0m in length without indentation;*	The development includes walls greater in 10.0 metres in depth that are without indentation. The variation is highlighted in Figure 13 below. Discretion sought.
• *Minimum indentation to be at least 1.0m deep and 2.0m wide; and*	Some indentations do not meet the minimum dimensions. Discretion sought.
• *As per Sub Precinct Areas (refer Section 3).*	Not applicable – the LDP does not specify articulation requirements for this sub precinct.

Figure 13: Eastern, Southern and Western Boundary Side Setbacks – Walls Greater Than 10 Metres in Length Without Indentation – Discretion Sought (Highlighted Red)

Clause 2.1.7 of the LDP: Built Form & Design – Building Exterior	
Objectives and Provisions	**Officer Comments**
2.1.7.2 Balconies	
Objective	
• *To ensure that the bulk of the building is reduced and provides articulation.*	The development complies with Clause 2.1.7.2. No assessment against this objective is required.
Provision	
• *Balcony balustrades shall be 75% visually permeable.*	The balcony balustrades are visually permeable. Complies.
2.1.7.3 External Fixtures	
Objective	
• *To ensure that services do not detract from the streetscape and adjoining properties.*	The development complies with Clause 2.1.7.3. No assessment against this objective is required.
Provisions	
• *All service meters and related infrastructure are to be screened as viewed from the street; and*	All service meters and related infrastructure are screened from the view of the street. Complies.
• *All external fixtures such as television and radio antennae, satellite dishes, plumbing vents and pipes, air conditioners and hot water systems are to be screened as* viewed *from the street and adjoining properties.*	All external fixtures are screened from the view of the street and adjoining properties. Complies.
2.1.7.4 Essential Facilities	
Objective	
• *To ensure provision is made for external storage, rubbish collection/storage areas and clothes drying areas that are adequate to meet the needs of residents.*	The provided storerooms provide adequate space to store larger items and are easily accessible. The provision of clothes drying areas is consistent with the requirements of this clause. The waste management arrangements are acceptable to the City.
Provisions	
• *Every dwelling shall be provided with an enclosed storage area of at least 4.0m^2, minimum 1.5m dimension, which may be accessed from outside the dwelling;*	Four dwellings are provided with a storage area that is at least 4.0m^2 in area and 1.5 metres in dimension. The remaining 18 dwellings each have a storeroom that is partially compliant. These storerooms are narrower than 1.5 metres in at least one dimension. Discretion sought.
• *Every dwelling shall be provided with a clothes-drying area (communal or private) that is not visible from the street. Alternatively, every dwelling shall be provided with a clothes dryer; and*	Units 1-16 each have an external clothes line shown in their courtyard, which is screened from the view of the street. A space is shown in the laundries of each dwelling for a clothes drying machine. Condition required to comply.
• *Bin storage areas* shall *be provided in accordance with the City's Bin Storage*	Some discretion to LPP6.3 is being sought. The bin store is not located

Clause 2.1.7 of the LDP: Built Form & Design – Building Exterior	
Objectives and Provisions	**Officer Comments**
Areas Policy and shall not be located within landscaped areas or building setback areas.	within a landscaped area of a building setback area. Notwithstanding the discretion sought to LPP6.3, the City is satisfied with the waste management arrangements for this development.

Clause 2.1.7.4 of the LDP – Bin Storage Areas: Local Planning Policy 6.3 Bin Storage Areas	
Objectives and Provisions	**Officer Comments**
Objectives	
• *To provide sufficient space for the storage of bulk* refuse *bins; and*	The communal bin store provides adequate space to store all required waste and recycling bins.
• *To ensure that bin areas are screened from the street and are in harmony with the materials and* finishes *of the building.*	The communal bin store is located within an enclosed building and is positioned behind Units 18 and 19 and hence is screened from the view of the street.
Development Provisions	
Bin Storage Area Size – Non-Residential Zones	
• *Bin storage areas in non-residential zones shall have the following minimum sizes:* *- Size 10m²*; and* *- Width 3.5m.* *Note: *A larger area may be required for the turning of a refuse tuck.*	Not applicable – this provision is not intended to apply to a residential development. Notwithstanding, the City is satisfied with the waste management arrangements for this development.
Location of Bin Storage Area	
• *shall be located behind the building setback line; and*	The communal bin store is behind the 3.0 metre street setback line. Complies.
• *shall ensure* that *adequate space is available for the bulk refuse truck to access the bin area and manoeuvre.*	Not applicable – the bins will be collected on the street.
Design of Bin Storage Area	
• shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street;	The communal bin store is within a building. Complies.
• materials shall match with the building;	Complies.
• shall be sealed and regularly cleaned and maintained; and	Complies.
• stormwater and effluent drainage facilities shall be contained within this area.	Complies.
Bulk Bin Sizes	
• *For residential developments containing 13 or more dwelling units provision is required to be made for a bulk refuse bin of 1.53m^2 , plus 0.38m^3 per three dwellings in* excess *of 13. **	Not applicable – the City no longer collects residential waste using bulk bins and uses the three bin system.

Clause 2.1.7.4 of the LDP – Bin Storage Areas: Local Planning Policy 6.3 Bin Storage Areas	
Objectives and Provisions	**Officer Comments**
*Note *Alternative arrangements may be made for the use of MGB's (Green Bins) in consultation with the City's Sanitation Unit.*	Notwithstanding, the City is satisfied with the waste management arrangements for this development.

The waste requirements for this development are as follows:

- All bins need to be collected from the verge.
- All bins are required to be positioned on the straight section of verge, in front of Units 17-22. It is not efficient and practical to collect the bins from the curved sections of verge at the head of the cul-de-sac, due to the number of bins and the irregular alignment of each bin to a turning truck.
- The residents, or a caretaker, are responsible for delivering the bins to and from the verge and returning them to the communal bin storage area.
- The City can only provide a communal bin service to this development, as there is insufficient space on the verge for each dwelling to have their own bins and the City does not accept a mixture of individual and communal bins in the same development. The development will require the following bins:
  - 13 x 240 litres red lid general waste bins collected weekly.
  - 15 x 360 litres yellow lid recycling bins collected fortnightly on the same day of the week as the red lid bins.
  - Up to 22 x 240 litres green lid waste bins collected fortnightly on the alternative week to the yellow lid bins and on the same day of the week as the red lid bins.
- A total of 35 metres of verge space is required to service the communal bin service, with up to 28 bins one week and up to 35 bins on alternative weeks.

The communal bin store accommodates:

- 13 x 240 litres red lid general waste bins.
- 15 x 360 litres yellow lid recycling bins.
- Eight x 240 litres green lid waste bins.

Clause 2.1.7 of the LDP: Built Form & Design – Building Exterior	
Objectives and Provisions	**Officer Comments**
2.1.7.5 Outbuildings	Not applicable – no detached outbuildings are proposed.

Clause 2.1.8 of the LDP: Built Form & Design – Basements	
Objectives and Provisions	**Officer Comments**
2.1.8 Basements	Not applicable – no basements are proposed.

<u>Clause 2.2 of the LDP: General Provisions – Streetscape Relationship</u>

Clause 2.2.1 of the LDP: Streetscape Relationship – Location of Land Use Category	
Objectives and Provisions	**Officer Comments**
<u>Objectives</u>	
• *To ensure active non-residential uses are on the ground floor of mixed use developments; and*	The development complies with Clause 2.2.1. No assessment against this objective is required.

Clause 2.2.1 of the LDP: Streetscape Relationship – Location of Land Use Category	
Objectives and Provisions	**Officer Comments**
• *To ensure that non-residential uses do not have a detrimental impact on residential uses.*	The development complies with Clause 2.2.1. No assessment against this objective is required.
Provision	
• *As per sub precinct areas (refer Section 3);*	The subject site is designated as being within the City Residential Land Use Category only, in both LPS3 and the LDP. Land use permissibility has been assessed in accordance with the relevant provisions of Clause 6.11 of LPS3. Complies.
Note: Clause 1.4 of the LDP permits variations to Clause 2.2.1 where the applicant has provided justification demonstrating compliance with the relevant objectives.	No variations to Clause 2.2.1 are being sought.

Clause 2.2.2 of the LDP: Streetscape Relationship – Ground Floor Frontages	
Objectives and Provisions	**Officer Comments**
2.2.2.1 Non-Residential Ground Floor Frontages	Not applicable – the development is solely residential.
2.2.2.2 Non-Residential Entry Points	Not applicable – the development is solely residential.
2.2.2.3 Residential Entry Points	
Objective	
• *To ensure that all residential buildings have an entry point facing the primary street on the ground level.*	The development complies with Clause 2.2.2.3. No assessment against this objective is required.
Provisions	
• *Entry points to be no more than 1.2m above the ground level for residential and mixed use development;*	All entry points are no higher than 0.7 metres above ground level. Complies.
• In a mixed use development, the residential entrance is to be differentiated from the commercial entrance; and	Not applicable – the development is solely residential.
• Each development shall have entry points facing all streets and residential uses on the ground floor facing the street.	Units 17-22 each have an entry point off Osborne Place. The ground floor of the development solely contains a residential use. Complies.
2.2.2.4 Surveillance of Streets, Public Open Space & Public Access Ways Objectives	
• *To ensure there is passive surveillance of public open space areas and public access ways for safety; and*	The subject site does not abut a public open space reserve or a pedestrian access way.
• *To ensure buildings address streets, Public Open Space and Public Access*	Units 17-22 provide passive surveillance opportunities from both levels of the

Clause 2.2.2 of the LDP: Streetscape Relationship – Ground Floor Frontages	
Objectives and Provisions	**Officer Comments**
Ways with balconies and major openings to habitable rooms.	development over the streetscape, including the public open space reserve opposite. The Unit 1 dwelling provides passive surveillance opportunities from its upper floor, with a balcony and two Living Room windows facing the street and the public open space reserve opposite.
Provisions	
• The building shall have courtyards and balconies facing all streets; and	Units 17-22 each have a courtyard and a balcony facing Osborne Place. Unit 1 has a balcony facing Osborne Place. Complies.
• The building shall provide a minimum of one major opening from a habitable room for every dwelling that orientates to the street, public open space and public access way on the ground floor.	Units 17-22 each have a Living Room window on the ground floor level facing Osborne Place. The Unit 1 dwelling does not have a major opening at ground level that faces Osborne Place. Discretion sought.
Note: Clause 1.4 of the LDP permits variations to Clause 2.2.2.4 where the applicant has provided justification demonstrating compliance with the relevant objectives.	A variation to Clause 2.2.2.4 is being sought.
2.2.2.5 Major Openings to Habitable Rooms Objective	
• *To ensure that there is sufficient access to natural light, ventilation and outlook from all habitable* rooms.	Most habitable rooms are provided with a compliant window. The remaining habitable rooms can still obtain adequate levels of natural light, ventilation and outlook. The louvres will have gaps and the obscured windows will have clear panes above that are openable.
Provision	
• *One major opening (exceeding 1m²) shall be provided to each habitable room and have a sill height less than 1.6m above floor height.*	The development includes habitable rooms that do not contain a major opening that is at least 1.0m^2 in area and has a sill height less than 1.6 metres above floor level. The Unit 11 Bedroom 1 window will have externally fixed privacy louvres installed and the Units 17-21 Bedroom 2 window will be obscured up to 1.6 metres above floor level. Discretion sought.
2.2.2.6 Weather Protection	
Objective	
• *To support a comfortable external environment for pedestrians.*	Compliance with the 3.0 metres street setback requirement makes it impractical for an awning to project over the footpath. The street trees will assist in

Clause 2.2.2 of the LDP: Streetscape Relationship – Ground Floor Frontages	
Objectives and Provisions	**Officer Comments**
	providing a comfortable external environment for pedestrians.
Provisions	
• Awnings shall have a minimum depth of 2.5m;	No awning projects over the street. Discretion sought.
• Awnings shall have a maximum vertical clearance from the pavement level of 3.5m (4.0m for entry points);	No awning projects over the street. Discretion sought.
• Awnings shall be constructed using materials that are opaque and non-reflective; and	No awning projects over the street. Discretion sought.
• New awnings shall match with existing awnings (where present).	Not applicable – there is no existing awning from the adjoining property that projects over the street.

Clause 2.2.3 of the LDP: Built Form & Design – Street Walls and Fences	
Objectives and Provisions	**Officer Comments**
Objective	
• *To promote* surveillance *of the street.*	The street fencing provided immediately in front of the dwellings is designed to allow passive surveillance of the street. The taller walls are obscuring the view of the parked vehicles underneath the carports, noting it is an objective of the LDP to conceal car parking.
Provision	
• *Front walls and fences within primary street and secondary street setback area are visually permeable above 1.2m to a maximum* height *of 1.8m.*	The street fencing in front of Units 17-22 is up to 1.5 metres high from street level and consists of 50% permeable panels between piers above 0.5 metres in height. The driveway gate and adjacent fencing is 50% permeable panels up to 2.4 metres high from street level. The letter bank wall is a solid wall that is 2.2 metres high from street level. Discretion sought.
Note: Clause 1.4 of the LDP permits variations to Clause 2.2.3 where the applicant has provided justification demonstrating compliance with the relevant objectives.	A variation to Clause 2.2.3 is being sought.

Clause 2.2.4 of the LDP: Streetscape Relationship – Site Works	
Objectives and Provisions	**Officer Comments**
2.2.4.1 Excavation or Fill	
Objective	
• *To ensure that development follows the topography of the land.*	The ground and floor levels of the development follow the natural ground levels of the site and minimal cutting or filling of the existing ground levels is needed to facilitate construction.

Clause 2.2.4 of the LDP: Streetscape Relationship – Site Works	
Objectives and Provisions	**Officer Comments**
Provisions	
• *A maximum of 0.5m of fill above the natural ground level is permitted; and*	The maximum level of fill on the subject site is 0.6 metres high above natural ground level. Discretion sought.
• *Excavation within all boundaries shall have no limit.*	Some minor excavation is proposed to level the subject site. Complies.
2.2.4.2 Retaining Walls	
Objectives	
• *To ensure development considers and responds to the natural features of the site and requires minimal excavation/fill.*	The development complies with Clause 2.2.4.2. No assessment against this objective is required.
• *Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site as viewed from the street.*	The development complies with Clause 2.2.4.2. No assessment against this objective is required.
Provisions	
• *For residential development as per Residential Design Codes; and*	R-Codes Volume 2 does not set a maximum height for retaining walls. Complies.
• *For non-residential development a maximum of 0.5m retaining is permitted above natural ground level.*	Not applicable – the development is solely residential.
2.2.4.3 Levels	
Objective	
• *To ensure that there is equitable access for pedestrians and that excessive differences will not have a negative impact on the amenity of the area.*	Step free access to all dwellings is available from the common driveway. There are no excessive differences between the existing and the proposed ground levels.
Provisions	
• *The ground floor level of buildings shall match footpath level for all non-residential and mixed use development;*	Not applicable – the development is solely residential.
• *Basement parking structures between a street frontage and the main front elevation are no more than 1.2m above natural ground level for residential developments; and*	Not applicable – no basement parking structures are proposed.
• *A maximum 0.5m of fill is permitted above natural ground level.*	The maximum level of fill on the subject site is 0.6 metres high above natural ground level. Discretion sought.
2.2.4.4 Landscaping	
Objective	
• *To improve the visual appeal of development, screen service areas*	Landscaping is provided within the street, side and rear setback areas and adjacent to the common property,

Clause 2.2.4 of the LDP: Streetscape Relationship – Site Works	
Objectives and Provisions	**Officer Comments**
and provide shade and green relief in built up areas.	including the planting of trees. The proposed landscape design is considered to meet this objective.
Provisions	
• *A Landscaping Plan shall be submitted for all non-residential developments and residential developments with five or more dwellings in accordance with the City's Landscaping Policy;*	Further comments on the City's Landscaping Policy are provided in the LPP6.6 section of the City's assessment.
• *Landscaping shall be provided in all landscaping areas and setback areas as illustrated in Section 3 and in accordance with the City's relevant Tree Policy;*	Further comments on the City's Tree Policy are provided in the LPP6.11 section of the City's assessment.
• *All ground floor courtyards shall include one tree;*	A tree is planted within each courtyard. Complies.
• *Landscaping strips and setback areas shall include large trees (minimum 45 litres, with a potential to reach 8-10m height);*	Trees are to be planted in the landscaping strips, setback areas and courtyards, with 100 litres planting stock proposed. Two trees could reach a height of 8-10 metres. Complies.
• *Trees shall be planted every 5.0m, and include other soft landscaping;*	Numerous trees are to be planted on site but they are not consistently planted at 5.0 metres intervals. Shrubs and groundcover species are proposed within the landscaped areas. Discretion sought.
• *All developments shall make provision for deep planting zones in the rear landscaping strip and other landscaping areas; and*	The landscaping areas are deep soil areas. Complies.
• *Street Trees shall be planted in front of all developments, at 7.0m intervals, where possible.*	The City has recommended a condition requiring a financial contribution towards the planting on nine street trees. The trees will be planted by the City and maintained thereafter. The trees will be planted in appropriate locations having regard to the existing and proposed infrastructure in the verge and hence will not be consistently planted at 7.0 metres intervals. Complies.
2.2.4.5 Lighting, Safety and Security	
Objective	
• *To ensure appropriate lighting to improve safety.*	The development complies with the relevant lighting provision of LPP4.2. No assessment against this objective is required.
Provision	

Clause 2.2.4 of the LDP: Streetscape Relationship – Site Works	
Objectives and Provisions	**Officer Comments**
• *Shall be in accordance with the City's Mixed Use and Commercial Design Guidelines.*	The relevant provision is Clause 4.4 of LPP4.2.

Clause 2.2.4.5 of the LDP – Lighting, Safety and Security: Extract of LPP4.2	
Design Intent and Requirements	**Officer Comments**
4.4 Safety and Public Spaces – Design and Lighting	
Design Intent	
To ensure that service areas, accessways and visitor car parking areas are safe, through design, lighting and passive surveillance.	The development complies with Clause 4.4. No assessment against this design intent is required.
Requirements	
• *Service/loading areas and accessways:* - *be designed to minimise light and noise nuisance to adjoining landuses;* - *be visible from indoor areas where located behind a building; and* - *do not create:* o *Entrapment areas, blind corners and narrow pathways;* o *Long expanses of blank walls;* o *Dead ends and hidden recesses; and* o *Landscaping which forms a visual barrier between 0.5m and 2.0m above ground level.*	Not applicable – no service/loading areas or accessway are proposed.
• *Lighting be provided:* - *under awnings;* - *in parking areas;* - *in service areas;* - *over footpaths* - *over entry points; and* - *to illuminate elements of buildings and landscaping features.*	No specific lighting details are supplied, though the development is expected to meet these requirements. The provision of lighting to the communal driveway was noted on the plans originally submitted to the City. A condition has been recommended to ensure compliance.

Clause 2.3 of the LDP: General Provisions – Access and Parking

Clause 2.3.1 of the LDP: Access and Parking – Parking Provisions	
Objectives and Provisions	**Officer Comments**
Objective	
• *To provide parking for short term visitors, residents and employees.*	The City is satisfied with the parking arrangements for the development. Further comments on the provision of parking are provided in the Planning Assessment section of the RAR.
Provisions	

Clause 2.3.1 of the LDP: Access and Parking – Parking Provisions	
Objectives and Provisions	**Officer Comments**
• *Parking shall be provided in accordance with the Parking Policy applicable to this Local Development Plan; and*	The relevant parking policies are LPP5.8 and LPP6.7. The provisions of LPP5.8 prevail where there is inconsistency with the provisions of LPP6.7.
• *Residential parking ratios as per the Residential Design Codes*	Element 3.9 of R-Codes Volume 2 applies.

Clause 2.3.1 of the LDP – Parking Provisions: Objectives of LPP5.8 and LPP6.7	
Objectives	**Officer Comments**
LPP5.8 Objectives	
• *To facilitate the provision of adequate car, bicycle and motorcycle parking facilities within the policy area.*	The City is satisfied that an adequate number of parking bays and spaces have been set aside for parking.
• *To prioritise access to the city centre by public transport, walking and cycling.*	The development accommodates people who use public transport, walking and cycling for transportation.
• *To ensure that parking is provided for various services, facilities and developments at a rate that is appropriate for an inner city environment, and to efficiently manage parking supply and demand.*	The development does not exceed the maximum car parking rates set under the R-Codes for a site within an activity centre.
• *To ensure that the number of parking bays and the resultant traffic does not exceed the capacity of the road network.*	The Applicant's Transport Impact Statement predicts the development will generate approximately 110 vehicles trips per day and approximately 22 trips during both the morning and afternoon peak hours. The road network has the capacity to accommodate the additional traffic generated by the development
• *To assist in the funding of the necessary upgrade of the parking facilities and public transport network associated with the redevelopment of Stirling City Centre.*	There are no development contribution requirements to fund parking or public transport prescribed in LPS3.
LPP6.7 Objectives	
a) To ensure development provides an appropriate level of car parking, reflecting supply and demand so that a major parking problem is unlikely to occur;	The City is satisfied that an adequate number of parking bays and spaces have been set aside for parking.
b) To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;	The development provides safe, convenient and efficient access for pedestrians, cyclists and motorists.
c) To prioritise access by public transport, walking and cycling;	The development accommodates people who use public transport, walking and cycling for transportation.

Clause 2.3.1 of the LDP – Parking Provisions: Objectives of LPP5.8 and LPP6.7	
Objectives	**Officer Comments**
d) To facilitate the provision of adequate bicycle parking and end of trip facilities;	Space has been set aside for the parking of bicycles. End of trip facilities are accommodated within the design of the dwellings.
e) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;	The development does not exceed the maximum car parking rates set under the R-Codes for a site within an activity centre.
f) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport; and	The development does not exceed the maximum car parking rates set under the R-Codes for a site within an activity centre.
g) To ensure the amount of parking is not detrimental to the urban design and character of the locality.	The car parking bays provided on-site are concealed from the view of the street.

Clause 2.3.1 of the LDP – Parking Provisions: Car Parking Provisions of LPP5.8	
Provisions	**Officer Comments**
Clauses 1-7 – Number of Car Parking Bays	LPP5.8 requires parking for residential development to be provided in accordance with the Residential Design Codes. Refer to the Element 3.9 of the R-Codes section for the car parking assessment (listed under Clause 6.11.18 of LPS3).

Clause 2.3.1 of the LDP – Parking Provisions: Bicycle Parking Provisions of LPP5.8 and LPP6.7	
Provisions	**Officer Comments**
LPP5.8 8. Rate of Bicycle Parking Provision *The following levels of bicycle parking shall be provided on site as outlined in Table 2:* Note: The requirements of LPP5.8 Table 2 are incorporated into the Number of Bicycle Parking Spaces Assessment table below.	12 dwellings, Units 2, 4, 6, 8, 9, 10, 11, 13, 14, 15, 16 and 17, are provided with a bicycle hook within the storage area located within their garage. No bicycle parking is otherwise identified on the plans, though bicycle parking for the residents of the other 10 dwellings and for visitors could be accommodated within the garage, storage area or courtyard of those properties. Discretion sought.
LPP6.7 7.2. End of Bicycle Journey Facilities	Not applicable – end of journey facilities are only required for the non-residential component of a development and this development is solely residential.
LPP6.7 7.3. Location of Bicycle Parking Facilities	

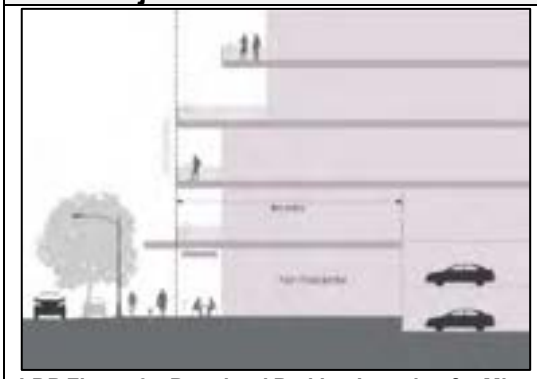
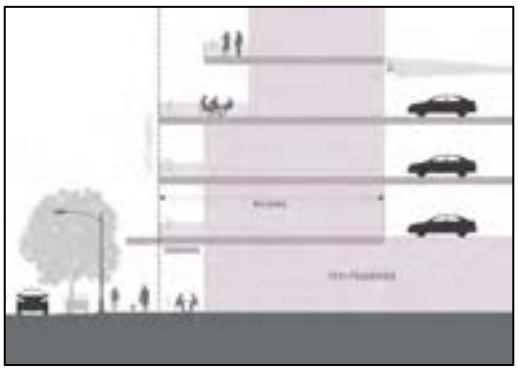
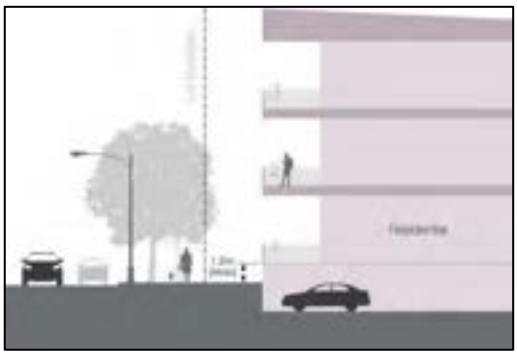
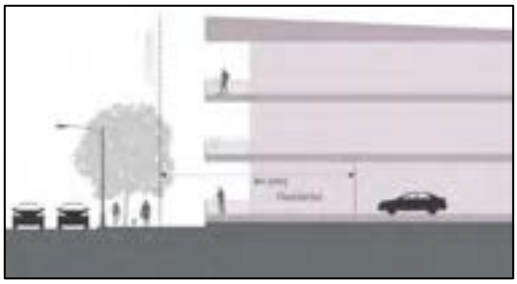
Clause 2.3.1 of the LDP – Parking Provisions: Bicycle Parking Provisions of LPP5.8 and LPP6.7	
Provisions	**Officer Comments**
All bicycle parking spaces, and end of trip facilities shall comply with the following:	The bicycle hooks, where provided, are positioned in a compliant location. Complies.
a) Bicycle parking spaces and end of trip facilities are to be within close proximity to each other, with easy navigation between;	Not applicable – end of trip facilities are not required for this development, being solely residential.
b) Parking facilities shall be located at ground floor level and not require access via steps;	The bicycle hooks are provided at ground level, with step free access from the street. Complies.
c) Parking facilities shall be located as close as possible to main entrance points;	Where provided, the bicycle hooks are located within the garage of the dwelling, which is directly accessed from the communal driveway. Complies.
d) Parking facilities shall be located in an area that allows informal surveillance of the facility to occur wherever possible; and	The bicycle hooks are located within a secure area within the dwelling. Complies.
e) Parking facilities shall be located away from areas of high pedestrian activity in order to minimise inconvenience or danger to pedestrians.	The bicycle hooks are not located near an area that has high levels of pedestrian activity. Complies.

Clause 2.3.1 of the LDP and Table 2 of LPP5.8 – Number of Bicycle Parking Spaces Assessment			
Parking Type	**Minimum Rate**	**Proposed**	**Spaces Required**
Residents	Minimum 0.5 bicycle spaces per dwelling (storage unit)	22 dwellings	Minimum 11 resident bicycle spaces
Residential Visitors	Minimum one bicycle space per 10 dwellings (0.1)	22 dwellings	Minimum three residential visitor bicycle spaces
Total Required (Minimum):		Residents: 11 spaces Residential Visitors: Three spaces	
Total Provided:		Residents: 12 dwellings have a bicycle hook provided in the storage area in the garage. Residential Visitors: No spaces	
Total Required Surplus / Shortfall:		Residents: One space surplus, but the bicycle parking is provided in a different manner. Residential Visitors: Three spaces shortfall.	

Clause 2.3.1 of the LDP – Parking Provisions: Motorcycle/Scooter Parking Provisions of LPP5.8 and LPP6.7	
Provisions	**Officer Comments**
9. Rate of Motorcycle/Scooter Parking Provision *The following levels of motor cycle/scooter parking shall be provided on site as outlined in Table 3:* Note: The requirements of LPP5.8 Table 3 are incorporated into the Number of Motorcycle / Scooter (MCS) Parking Spaces Assessment table below.	No motorcycle or scooter spaces are provided, a shortfall of four spaces. Discretion sought.

Clause 2.3.1 of the LDP and Table 3 of LPP5.8 – Number of Motorcycle / Scooter (MCS) Parking Spaces Assessment			
Parking Type	**Minimum Rate**	**Proposed**	**Spaces Required**
Residents	Minimum one MCS space per 10 car bays (0.1)	38 resident car bays	Minimum four MCS spaces
Total Required (Minimum):		Residents: Four spaces	
Total Provided:		Residents: Nil	
Total Required Surplus / Shortfall:		Residents: Four spaces shortfall	

Clause 2.3.2 of the LDP: Access and Parking – Design and Location of Car Parking Bays	
Objectives and Provisions	**Officer Comments**
Objectives • *To ensure that car parking areas do not disrupt the continuity of building frontages;*	No car bays are positioned directly in front of the dwellings. The Unit 1 garage is not a dominant feature of the streetscape. The car bays underneath the front carport are concealed from prominent view by a solid wall.
• *To ensure that onsite parking is not visible from any street; and*	The car bays within the garages are concealed from view of the street. The car bays underneath the front carport are concealed from prominent view by a solid wall.
• *To ensure parking is sleeved with residential and non-residential buildings.*	The car bays are located and designed to be concealed from the view of the street.
Provisions	
• *Car parking bays located within a development shall be located in accordance with Figures 6, 7, 8, 9 and 10; and*	The car bays for Unit 1 and underneath the front carport are located within 8.0 metres of the street boundary. The variation is highlighted in Figure 14 below. Discretion sought.

Clause 2.3.2 of the LDP: Access and Parking – Design and Location of Car Parking Bays	
Objectives and Provisions	**Officer Comments**
 **LDP Figure 6 – Permitted Parking Location for Mixed Use Developments**  **LDP Figure 7 – Permitted Parking Areas to Ground and Upper Floors**  **LDP Figure 8 – Permitted Parking Locations for Residential Developments**  **LDP Figure 9 – Permitted Parking Locations for Residential Developments**	

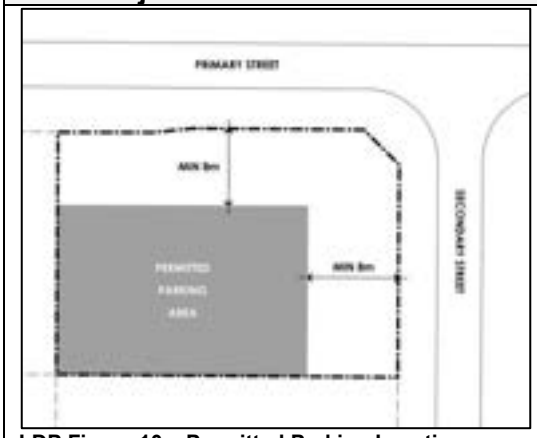
Clause 2.3.2 of the LDP: Access and Parking – Design and Location of Car Parking Bays	
Objectives and Provisions	**Officer Comments**
 **LDP Figure 10 – Permitted Parking Locations**	
• *Where side setbacks are required (refer Section 3), no parking area is permitted in the setback area; and*	No parking areas are located within the setback areas to the side lot boundaries. Complies.
• *Basement car parking is permitted in all situations.*	No basement parking is proposed.

Figure 14: Parking Location – Discretion Sought (Highlighted Yellow)

Clause 2.3.3 of the LDP: Access and Parking – Vehicle Access	
Objectives and Provisions	**Officer Comments**
Objectives	
• *To ensure vehicle accessways are safe and easily traversed;*	The communal driveway is functional and safe.
• *To limit the number of, and width of crossovers, reducing the impact on pedestrians, traffic, movement and safety; and*	One crossover is proposed and its width is consistent with the requirements of the LDP.
• *To minimise the amount of land used for driveways.*	The communal driveway is not wider than needed to be functional and safe.
Provisions	
• *Driveways serving up to 15 dwellings shall be 3.0m wide;*	Not applicable – 22 dwellings are proposed.
• *Driveways servicing mixed use developments and developments of*	The communal driveway is between 5.0 metres and 6.0 metres wide.

Clause 2.3.3 of the LDP: Access and Parking – Vehicle Access	
Objectives and Provisions	**Officer Comments**
more than 15 dwellings shall be 6.0m wide; and	Discretion sought.
• *Convex mirrors and/or pedestrian warning devices shall be provided where driver line of sight is obscured by buildings or landscaping.*	The following structures are located within the 1.5 metres x 1.5 metres sight line areas where the driveway crosses the street boundary: • Eastern side – letter bank wall. • Western side – fencing. Discretion sought.

Clause 2.3.4 of the LDP: Access and Parking – Crossovers	
Objectives and Provisions	**Officer Comments**
Objective	
• *To limit the number of crossovers, reducing the impact on pedestrians and traffic.*	The development complies with Clause 2.3.4. No assessment against this objective is required.
Provisions	
• *No more than one crossover is permitted for any one site;*	One crossover is proposed. Complies.
• *Existing redundant crossovers will be required to be removed at the expense of the developer and verge reinstated; and*	The redundant existing crossovers will be removed and the verge will be reinstated. Complies.
• *Maximum crossover width 6.0m.*	The crossover is 6.0 metres wide. Complies.

Clause 2.4 of the LDP: General Provisions – Other Considerations

The provisions of Clause 2.4 of the LDP do not apply to this application. No advertising signage is proposed. No non-residential uses are proposed. No additions to existing buildings are proposed. There are no Single Houses or Grouped Dwellings proposed.

Clause 3.2 of the LDP: Sub Precinct Areas – Sub Precinct Area B - Residential

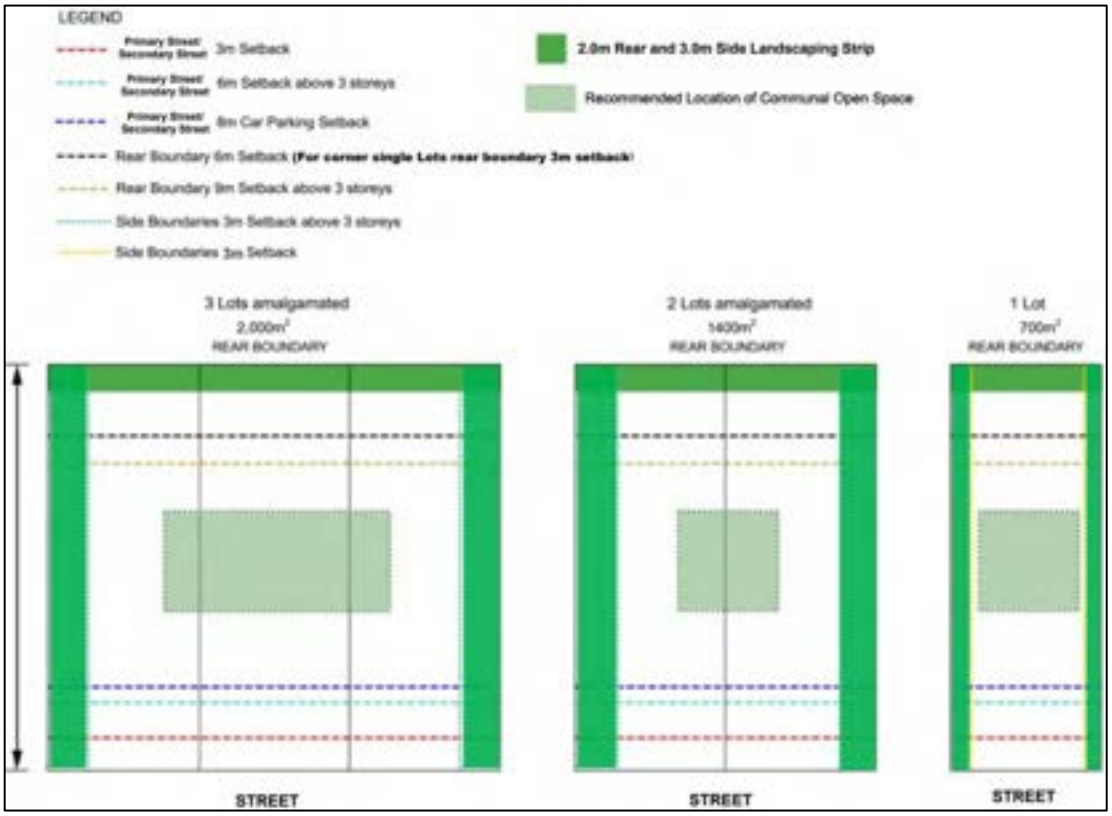
Clause 3.2.1 of the LDP: Sub Precinct Area B – Residential – Character Statement	
Objectives and Provisions	**Officer Comments**
Sub Precinct Area B predominantly consists of single detached dwellings built in the post-war era. The area will transition into a precinct characterised by attractively landscaped apartments. Rear boundary setbacks will provide spaces for tree planting, to provide green relief, privacy and cooling. Larger lots will be suitable for midrise apartments, while smaller lots will be redeveloped with low rise apartments.	The development provides landscaped spaces around the perimeter of the site and adjacent to the communal driveway. Trees are being planted within the rear landscaping strip. The two-storey building height is consistent with the minimum height requirement for this sub precinct.

Clause 3.2.1 of the LDP: Sub Precinct Area B – Residential – Character Statement	
Objectives and Provisions	**Officer Comments**
 LDP Figure 15 – Sub Precinct Area B – Residential	

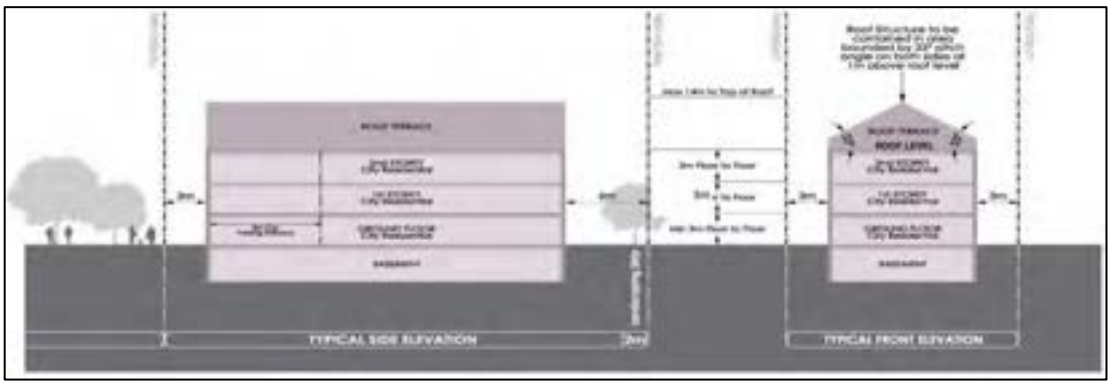
Clause 3.2.2 and Table 4 of the LDP: Sub Precinct Area B – Residential – Specific Provisions	
Objectives and Provisions	**Officer Comments**
Table 4: Ground Floor Heights • Minimum Ground Floor Level: 3.0 metres. • Maximum Ground Floor Level: 6.0 metres.	The LDP requires a minimum 3.0 metres ground floor level and a maximum ground floor level of 6.0 metres. The height of the ground floor level is 2.657 metres, measured from floor to ceiling, and 2.914 metres measured to the floor level of the upper storey. Discretion sought. Notwithstanding Clause 1.4 of the LDP, which does not allow a variation to be considered for this provision, the decision-maker can exercise discretion to the LDP provisions, as it is not bound by the LDP. There is no specific objective related to this provision. The ground floor height is supported for the following reasons: • All living areas on the ground floor level have a window with north facing orientation. • The living areas on the ground floor level do not have deep rooms from the window. The Type A dwellings have a 4.1 metres room depth. The living and dining rooms of the Type C dwellings have a 6.5 metres room depth from the window.

Clause 3.2.2 and Table 4 of the LDP: Sub Precinct Area B – Residential – Specific Provisions	
Objectives and Provisions	**Officer Comments**
	• The habitable rooms on the ground floor level of the Type B and D dwellings are bedrooms. The maximum room depth from the window is 4.0 metres. • The ground floor habitable rooms can obtain good levels of natural light. As a guide, the Type A, B and D dwellings fall with the 'Optimum' length for obtaining natural light based upon Figure 4.3a of R-Codes Volume 2, while the Type C dwellings are within the 'Acceptable' length.
Table 4: Setbacks • Primary and Secondary Street, Rear and Side: Refer to LDP Figures 16, 17 and 18. • Public open space: Minimum 3.0 metres.	The street, side and rear setbacks have been assessed in accordance with Clause 2.1.4 of the LDP.
Table 4: Location of Land Use Category • All floors: City Residential	Land use permissibility has been assessed in accordance with Clauses 6.11.9 and 6.11.10 of LPS3.
Table 4: Building Heights (m) • Maximum Wall and Roof Heights: Refer to LDP Figures 17 and 18. Note: Clause 1.4 of the LDP permits variations to the minimum and maximum building heights (as per relevant sub precinct provision) where the applicant has provided justification demonstrating compliance with the relevant objectives.	The building height has been assessed in accordance with Clause 2.1.3 of the LDP.
Table 4: Building Heights (storeys) • Maximum storeys: o 2 Storey maximum height for lots under 700m². o 3 Storey maximum height for lots under 2000m^2. o 5 Storey maximum height for lots 2000m² and above. o Refer to LDP Figures 17 and 18. Note: Clause 1.4 of the LDP permits variations to the minimum and maximum building heights (as per relevant sub precinct provision) where the applicant has provided justification demonstrating compliance with the relevant objectives.	The building height has been assessed in accordance with Clause 2.1.3 of the LDP.

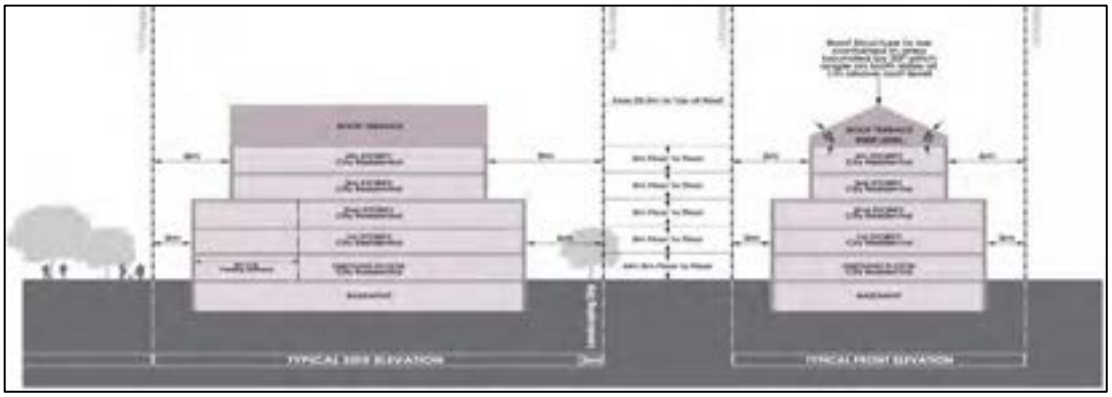
Clause 3.2.2 and Table 4 of the LDP: Sub Precinct Area B – Residential – Specific Provisions	
Objectives and Provisions	**Officer Comments**
Table 4: Lots • Minimum Lot Size: 700m^2. • Maximum Lot Size: 3500m^2. • Minimum Lot Frontage: 16 metres. • Maximum Lot Frontage: 70 metres.	The lot size and lot frontage has been assessed in accordance with Clauses 2.1.1.1 and 2.1.1.2 of the LDP.



LDP Figure 16 – Typical Site Plans for Standard Residential Lots



LDP Figure 17 – Setbacks and Heights for Typical Single Lot



LDP Figure 18 – Setbacks and Heights for Typical Amalgamated Lot

Clause 3.2.3 'Special Provisions' does not apply to this application, as no Single Houses are proposed and no variations to the minimum lot area are proposed.

Local Planning Policies

Local Planning Policy 4.2 Mixed Use Design Guidelines (LPP4.2)

LPP4.2 does not apply in its entirety to the development, as the subject site is not within one of the applicable LPS3 zones listed in LPP4.2 Clause 3. Clause 2.2.4.5 of the LDP refers to the LPP4.2 provisions relating to lighting, safety and security. The assessment against the relevant provisions of LPP4.2 is listed under Clause 2.2.4.5 of the LDP assessment. No discretion to the applicable LPP4.2 provisions is proposed.

Local Planning Policy 5.8 Stirling City Centre Parking (LPP5.8)

LPP5.8 contains the requirements relating to the number of parking spaces required for bicycles and motorcycles / scooters. The assessment against LPP5.8 is listed under Clause 2.3.1 of the LDP assessment. The development seeks discretion to the LPP5.8 requirements in relation to the provision of bicycle and motorcycle / scooter parking. The City supports discretion to the LPP5.8 requirements being granted.

Local Planning Policy 6.3 Bin Storage Area (LPP6.3)

LPP6.3 contains requirements relating to the size, location and design of bin storage areas. The assessment against LPP6.3 is listed under Clause 2.1.7.4 of the LDP assessment. The City supports discretion to the LPP6.3 requirements being granted.

Local Planning Policy 6.6 Landscaping (LPP6.6)

The supplied landscaping plan is generally consistent with the submission requirements of LPP6.6. Most planting areas are at least 500mm in width. The verge areas are included in the overall landscaping design. The plants proposed on the provided landscaping plan are generally acceptable, though an amended detailed landscaping plan is required to satisfy all of the City's requirements for the landscaping of this site. The landscaping plan notes that the required reticulation and mulching will be provided. There are no open parking areas that require shade trees.

Conditions are recommended to address the development provisions of LPP6.11 relating to the landscaping plan and the proposed species.

Some minor discretion to the development provisions is proposed, in relation to the width of planting areas. LPP6.6 requires any variations to be assessed against the objectives of LPP6.6. Variations should not be considered based on the retention of existing vegetation, as there are no Significant Trees on the subject site and no other existing vegetation is being retained. Officer comments on the manner the application responds to the objectives of LPP6.6 are as follows.

LPP6.6 – Objectives	
Objectives	**Officer Comments**
The following objectives apply to multiple dwellings:	
• *Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.*	The courtyards in front of Units 17 to 22 inclusive include the planting of a tree, which will assist in enhance the amenity of the streetscape and for pedestrians on the public footpath. Trees and landscaped areas are provided throughout the site, which improves the aesthetic appeal and comfort of the development for residents.
• *Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.*	The City is generally satisfied with the species proposed, though some minor changed are recommended. This has been addressed via the recommended conditions.
• *Landscape design includes water efficient irrigation systems and, where appropriate, incorporates water harvesting or water re-use technologies.*	All landscaped areas are proposed to be irrigated, which includes water efficient systems.
• *Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.*	The buildings will be in a landscaped setting, with landscaping provided in each private open space area and adjacent to the communal driveway
• *The inclusion of verge areas (abutting the site) in the overall landscaping design is required.*	The landscaping plans includes the verge adjacent to the subject site.

The variations to LPP6.6 are supported, as the development satisfies the objectives of LPP6.6.

<u>Local Planning Policy 6.7 Parking and Access (LPP6.7)</u>

LPP6.7 contains the requirements relating to the design of car parking and access. The provisions of LPP5.8 and the LDP prevail where LPP6.7 is inconsistent with their requirements. No discretion to the applicable provisions of LPP6.7 is being sought.

The officer comments on the objectives of LPP6.7 and the applicable bicycle parking requirements of LPP6.7 are listed under Clause 2.3.1 of the LDP assessment.

A Transport Impact Statement has been submitted and the traffic impacts have been assessed under Schedule 2 Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Local Planning Policy 6.11 Trees and Development (LPP6.11)

Trees on Development Sites – Clause 5.1 of LPP6.11

The tree planting requirements of Clause 5.1 of LPP6.7 refer to Tables 3.3a and 3.3b of the R-Codes Volume 2 for Multiple Dwelling proposals.

Site Area	Minimum deep soil area	Minimum requirement for trees [1]
Less than 700m²	10% **OR** 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 – 1,000m²		2 medium trees **OR** 1 large tree **AND** small trees to suit area
› 1,000m²		1 large tree and 1 medium tree for each additional 400m² in excess of 1000m² **OR** 1 large tree for each additional 900m² in excess of 1000m² **AND** small trees to suit area
[1] Minimum requirement for trees includes retained or new trees Refer Table 3.3b for tree sizes		

R-Codes Volume 2 Table 3.3a – Minimum Deep Soil Area and Tree Provision Requirements

Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width	Minimum DSA width where additional rootable soil zone (RSZ) width provided[1] (min 1m depth)	Indicative pot size at planting
Small	2-6m	3-8m	9m²	2m	1m (DSA) + 1m (RSZ)	100L
Medium	6-9m	8-12m	36m²	3m	2m (DSA) + 1m (RSZ)	200L
Large	>9m	>12m	64m²	6m	4.5m (DSA) + 1.5m (RSZ)	500L
[1] Rootable areas are for the purposes of determining minimum width only and do not have the effect of reducing the required DSA.						

R-Codes Volume 2 Table 3.3b – Tree Sizes

The development requires at least either:

- Three 'large' trees and three 'medium' trees; or
- Six 'large' trees and 'small' trees to suit area.

Discretion is sought for the number of trees and the deep soil area requirements, based upon the supplied Landscaping Plans and the sizes listed in Table 3.3b of the R-Codes Volume 2. The development proposes:

- Two 'large' trees – both trees have an irregularly shaped deep soil area that meets the 64m^2 and 6.0 metres requirements.
- Four 'medium' trees – all trees have an irregularly shaped deep soil area that meets the 36m^2 and 3.0 metres requirements.
- 43 'small' trees – 20 trees have a deep soil area that meets the 9m^2 and 2.0 metres requirements.

The significant trees provisions in Clause 5.1 are not applicable to this application as there are no existing trees on site that are Significant Trees.

Street Trees – Clause 5.2 of LPP6.11

There are four existing Palm trees in the verge. One of these trees is a mature tree and is to be retained. The remaining trees are small. If these small trees are proposed to be removed, the landowner will need to seek approval for this and will be responsible for the costs of the removal.

The new crossover is not located near any existing street trees.

Nine new street trees are to be planted in accordance with Clause 5.13.3 d) of LPS3 and Clause 5.2 a) of LPP6.11, having regard the available vacant verge space in front of the site and the landscaping plan submitted by the Applicant, which shows a total of nine new trees. The landowner is required to make a financial contribution for these trees, in accordance with the City's fees and charges, which will be planted and maintained by the City following the completion of the development.

Conditions are recommended to address the requirements of Clause 5.2 of LPP6.11.

Variations – Clauses 5.3 and 6.0 of LPP6.11

Clause 5.3 is not applicable to this application, as there are no existing trees on site that are Significant Trees. Clause 6.0 of LPP6.11 requires any variations to be assessed against the objectives of LPP6.11 and the relevant objectives of R-Codes Volume 2.

Officer comments on the manner the application responds to the objectives of the LDP are as follows.

Clause 2 of LPP6.11 – Objectives	
Objectives	**Officer Comments**
2.1 Objectives for all Development	
a) To promote and facilitate development that enables existing significant trees to be retained;	No significant trees are affected by the development.
b) To minimise the removal of significant trees on zoned land as a consequence of development;	No significant trees are affected by the development.
c) To protect significant trees which are to be retained on zoned land and existing street trees during the demolition and construction phase of development;	No significant trees are affected by the development. No street trees need to be removed to implement this development, though the lesser quality street trees would be permitted to be removed.

Clause 2 of LPP6.11 – Objectives	
Objectives	**Officer Comments**
d) To ensure appropriate advanced trees are planted which are suited to their environment and location where significant trees have been removed or do not exist on zoned land;	The City is generally satisfied with the species proposed to be planted, though some minor modifications are required. An alternative native species to replace the proposed Marri tree is required, as that species is known to be problematic, due to their honkey nuts and infections from the Marri canker disease.
e) To ensure suitable advanced trees are planted on verges forming part of the road reserves abutting a development site where street trees have been removed;	A financial contribution is required for the planting of nine new street trees, which will be planted and maintained by the City following completion of the development.
f) To protect and increase the long term viability of City trees on verges adjacent to development sites; and	The existing street trees in the verge are all palm trees. The City has identified one street tree that is required to be retained. The remaining street trees are not of high quality.
g) To preserve the existing streetscapes within the City.	The development will enhance the landscape quality of the streetscape.
2.2 Additional Objectives for Multiple Dwellings	
a) Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees;	The existing trees on the subject site are Palm trees and some other small trees and shrubs. There are no other existing trees of high quality on the subject site. The development does not affect the retention of trees on adjoining properties.
b) Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition; and	The development will substantially increase the tree canopy coverage over the subject site and the verge compared to the existing development.
c) Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	All landscaped areas are at ground level and excluding some small sized spaces underneath the upper floor of the development, they are also deep soil areas. There is sufficient deep soil area provided to support the growth of the smaller and larger sized trees.

Officer comments on the manner the application responds to the relevant Element Objectives of the R-Codes Volume 2 are as follows.

Clause 6.0 of LPP6.11 – Variations to Policy Requirements: Element 3.3 Tree Canopy and Deep Soil Areas of R-Codes Volume 2	
Element Objectives	**Officer Comments**
Development is to achieve the following Element Objectives: *O 3.3.1 Site planning maximises retention of existing healthy and*	The development achieves the Element Objectives for the following reasons: • There are no existing mature trees worthy of protection of the subject site.

Clause 6.0 of LPP6.11 – Variations to Policy Requirements: Element 3.3 Tree Canopy and Deep Soil Areas of R-Codes Volume 2	
Element Objectives	**Officer Comments**
appropriate trees and protects the viability of adjoining trees. O 3.3.2 Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition. O 3.3.3 Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	• The development does not affect the viability of existing trees on the adjoining properties and the streetscape. • The development provides a substantial increase to the tree canopy coverage compared to the existing development. • The development provides adequately sized deep soil areas to the support tree growth.

The variations to LPP6.11 are supported, as the development satisfies the objectives of LPP6.11 and the relevant Element Objectives of the R-Codes.

Local Planning Policy 6.12 Public Art of Private Land (LPP6.12)

LPP6.12 applies to this development and requires a public art contribution. The public art must be provided on the development site and the required contribution for this development is a minimum of 1% of the cost of development.

The application does not provide details of the location of the public art or a report showing how the public art requirements have been integrated into the development, contrary to Clause 4.0 of LPP6.12.

The Applicant provided the following comments, as enclosed in the revised submission received on 16 February 2024:

> "It is submitted that the front wall adjacent to the gate is suitable for the inclusion of public art. This detail shall be addressed in detail post planning approval."

A condition is required to ensure the public art is provided and that the development complies with LPP6.12.

Other Policies and Comments

State Planning Policy 4.2 – Activity Centres (SPP4.2)

The development is within the Stirling Activity Centre, a Strategic Centre under SPP4.2.

The City has prepared planning requirements that align with the strategic planning undertaken for the Stirling City Centre, which are specifically located in Clause 6.11 of LPS3 and in the local development plans.

In relation to dwelling density, SPP4.2 specifies an average residential density of 50+ dwellings per gross City Centre Area hectare within the walkable catchment for a

centre with a train station. Meanwhile, the City's adopted Local Planning Strategy identifies a minimum 30 dwellings and desirable 45 dwelling residential density target per gross hectare for the Stirling Activity Centre. The development proposes 22 dwellings, which is a density of 59 dwellings per net hectare (that being based on the area of the subject site only) and is consistent with the planned density of residential development for this area.

The development does not constitute 'major development' under SPP4.2, as no Category A uses are proposed.

The development is consistent with the objectives of SPP5.4.

State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

SPP7.0 applies to all development in Western Australia. The purpose of SPP7.0 is to inform and guide landowners, proponents, designers, reviewers and decision-makers to achieve good design outcomes in the built environment.

The City's summary of the proposed development against SPP7.0 is as follows:

SPP 7.0 – Design of the Built Environment	
Design Principle	**Officer Comment**
1.Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The subject site is within the Northern Precinct of the Stirling City Centre and currently surrounded primarily by a low to medium residential suburban area. The Northern Precinct is identified for a higher density form, predominately within a range of two to five storeys in height. The built form of the development fits in with the existing and future character of the area.
2. Landscape Quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The development provides a substantial area of landscaping, at 15% (575m^2) of the site area including 49 trees.
3. Built Form and Scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The built form and scale of the development fits in with the existing and future character of the area.
4. Functionality and Build Quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well*	The dwelling layouts will adequately meet the needs of residents.

SPP 7.0 – Design of the Built Environment	
Design Principle	**Officer Comment**
and deliver optimum benefit over the full life cycle.	
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The Applicant's planning report dated 29 September 2023, which was received by the City on 14 November 2023, lists the following sustainability measures which are to be included in the development: • Solar PV ready roofs (conduits in place). • Separate EV charging circuits in garages (Unit Types A, B and D only). • Light coloured roofs. • Natural cross ventilation. • Use of native plants and waterwise planting. • WELS rated water fixtures and energy efficient appliances. The landscape design provides a positive environmental outcome through increased provision of tree canopy and landscaping, particularly relative to the existing site conditions.
6. Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	The development will provide a good level of amenity to residents and visitors and it protects the existing amenity of the occupants of the neighbouring properties.
7. Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	The development has a legible layout, with evident pathways to the entrances of each dwelling.
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The development provides passive surveillance over the streetscape and the common driveway. There are no significant safety design issues present within the development.
9. Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	The development provides some opportunities for interaction for residents, such as within the common driveway.

SPP 7.0 – Design of the Built Environment	
Design Principle	**Officer Comment**
10. Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	The proposed design of the development provides an attractive façade to the street.

State Planning Policy 7.2 – Precinct Design (SPP7.2)

SPP7.2 applies to precincts, guiding the preparation, assessment, determination and implementation of precinct structure plans, local development plans, subdivision applications and development applications. As the subject site is located within a precinct which has an endorsed local development plan, SPP7.2 advises that the development should be consistent with the LDP. No further assessment using SPP7.2 is required.

Residential Design Codes Volume 2 (R-Codes Volume 2)

The purpose of R-Codes Volume 2 is to provide a comprehensive basis for the control of residential development throughout Western Australia and applies to apartments in areas coded R80 and above. The R80 density coding applies to the subject site, based upon the application of Clause 5.3.2 of LPS3. In this instance, R-Codes Volume 2 has limited application to the residential component of this development.

In accordance with Clause 6.11.6 of LPS3, the Residential Design Codes do not apply to this land in its entirety as it is not designated with a residential density code in an approved Activity Centre Plan. In accordance with Clause 1.6 of the LDP, the Residential Design Codes only apply where provided for in the LDP.

The only references to the provisions of R-Codes Volume 2 in LPS3, the LDP and local planning policies that apply to this development are as follows:

- The residential car parking ratio requirements, as per Clause 6.11.18 of LPS3, Clause 2.3.1 of the LDP and Clause 3.1 of LPP5.8;
- The number of trees and tree soil space requirements, as per Clauses 5.1b) and 5.1d) of LPP6.11; and
- The relevant Element Objections for any variations to LPP6.11, as per Clause 6.0 of LPP6.11.

The City's assessment of the applicable parts of R-Codes Volume 2 is included within the LPS3 and LDP sections above.

Development Control Policy 5.1 – Regional Roads (Vehicular Access) (DC5.1)

DC5.1 sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads. Draft Operational Policy 1.12 'Planning Proposals Adjoining Regional Roads in Western Australia' (DOP1.12) is a proposed update to DC5.1. No discretion to DC5.1 or draft DOP1.12 is being sought, as no vehicle access is proposed from Mitchell Freeway.

Draft Stirling City Centre Structure Plan

A draft version of the Stirling City Centre Structure Plan was adopted by Council on 9 December 2014. The Structure Plan has not been approved by the Western Australian Planning Commission (WAPC). The draft Structure Plan was considered by the Statutory Planning Committee of the WAPC on 27 February 2018, which requested various modifications before an approval would be granted.

The statutory section the draft Structure Plan adopted by Council in 2014 has since largely been implemented elsewhere, by the inclusion of equivalent planning provisions in Clause 6.11 of LPS3 or the local development plans.

In relation to the draft Structure Plan, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The final form of the draft Structure Plan is not imminent nor certain at this time, and accordingly no weight should be given to the proposed development controls when determining this application. Accordingly, the City has not assessed the development against the draft Structure Plan.

Notwithstanding the above, the text from the draft Structure Plan that describes the sector, character zone and precinct that the subject site is located within, are listed below for contextual purposes.

Figure 4 of the draft Structure Plan designates land as being within the City Centre Sector or the Residential Sector. The development site is in the Residential Sector and the objectives of the Residential Land Use Sector, as per Part 1 Clause 2.1.2, are as follows:

> "a) To provide for residential development at a range of densities with a variety of housing types, sizes and tenures to meet the current and future needs of the community; and
> b) To provide for a range of non-residential uses which are compatible with and complementary to residential development."

Part 1 Clause 4.1 and Figure 7 of the draft Structure Plan identifies Character Zones, which indicates its proximity to the City Centre 'heart' and informs the appropriate built form typologies in that Zone. The development site is in the Residential Gardens Character Zone, which is described in Part 2 Clause 4.3.1.1 as follows:

> "The Residential Garden Zone will integrate the proposed higher density residential and commercial development with the surrounding lower density residential housing. Residential Garden Zones are located on the periphery of the Stirling City Centre, along the boundary between the existing residential areas Innaloo, Woodlands and the Northern Precinct.
>
> Re-development will occur within a framework that is constrained physically through existing lot subdivisions and a well established street network. It's essential that new developments integrate visually with existing houses and streetscape, despite the increase in scale.
>
> The greening of this Zone will occur through the upgrading of existing parkland and the incorporation of public space into all new development proposals."

Part 1 Clause 5.3.1 of the draft Structure Plan identifies the Character Statement of the Northern Precinct, which is as follows:

"The precinct will be characterised by:

a) Redevelopment of the Osborne Park Hospital addressing the new Stephenson Avenue extension.
b) More intense inner city residential development than the current residential development.
c) Stephenson Avenue, with light rail, shall continue through the precinct to Karrinyup Road, providing much improved access to the city core and station for the hospital and local residents."

Design Review Panel Comments

A summary of the revised submission against the DRP comments discussed at its meeting on 23 November 2023 is provided in the table below.

Summary of Final DRP Comments against Design Principles of SPP7.0		
Principle	**DRP Comment**	**City Comment**
1. Context and Character	*1a. This Design Principle is satisfied.*	1a. Noted.
	1b. The applicant has developed a quality design response creating a considered and well refined housing typology for this area. The general arrangement of dwellings on a difficult site, including proposed setbacks, is supported.	1b. Noted.
	1c. It was mentioned by the Panel further articulation on the flat facade looking over the street on the most northern unit (unit 1) would be welcomed and easy to implement.	1c. The plans have subsequently been revised, with additional articulation to the street provided in the form of extruded face brickwork on the ground floor level of Unit 1.
2. Landscape Quality	*2a. This Design Principle is satisfied.*	2a. Noted.
	2b. The improvements to the landscape design since DRP 1 are positive and successful.	2b. Noted.
	2c. The Panel conceded the removal of the communal open space and additional of private open space to individual apartments is a better outcome and is supported.	2c. The original layout in the pre-development application had an awkward leftover space set aside for communal open space.
	2d. The landscape Architect was encouraged to further develop the paving pattern	2d. The communal driveway has since been revised to reduce the width in select

Summary of Final DRP Comments against Design Principles of SPP7.0		
Principle	**DRP Comment**	**City Comment**
	to the central driveway to ensure a pedestrian experience was achieved, as this is a critical to achieving a good design outcome for residents.	locations, to accommodate larger sized landscaped beds. The paving pattern for the driveway has not yet been finalised.
3. Built Form and Scale	*3a. This Design Principle is satisfied.*	3a. Noted.
	3b. It was mentioned by the Panel further articulation on the flat facade looking over the street on the most northern unit (unit 1) would be welcomed and easy to implement.	3b. The plans have subsequently been revised, with additional articulation to the street provided in the form of extruded face brickwork on the ground floor level of Unit 1.
	3c. It was noted by the Panel the solid acoustic wall behind the letterboxes could be broken down in height and a better understanding between the lot boundary interface and the wall would be beneficial.	3c. The plans have subsequently been revised, with additional articulation to the street provided in the form of hit and miss face brickwork on the wall behind the letterboxes.
	3d. There is further opportunity to refine the bin enclosure by possibly reducing in size and adding landscaping thereby improving the view cone and generally providing a better entry experience.	3d. The plans have subsequently been revised, with a landscaping strip located in front of communal bin store room.
	3e. The Panel encourages further consideration of the areas within the setback to the southern boundary. There may be an opportunity to adjust the built form edges / unit mix to better utilise access and outlook onto these areas.	3e. The plans have been subsequently revised, with additional articulation to the upper floor levels of Units 10 and 11 through the exterior material and colour of the walls and inclusion of highlight windows.
4. Functionality and Build Quality	*4a. This Design Principle is satisfied.*	4a. Noted.
	4b. The Panel commented the vehicle movements are tight and have not been designed for large vehicles. The Panel supports this approach to reduce hardscape and	4b. The communal driveway has since been revised to reduce the width in select locations, to accommodate larger sized landscaped beds.

Summary of Final DRP Comments against Design Principles of SPP7.0		
Principle	**DRP Comment**	**City Comment**
	increase landscaped area within the site. The Applicant was encouraged to further consider the design and maintenance implications should this approach not meet the market demands in this location.	
	4c. There could be opportunity with the high ceiling potential of the gable roof to have high volume ceiling space for apartments which have living and dining on level 1.	4c. The plans have since been revised to increase the ceiling height of the Unit Types B and D dwellings which have their living and dining space on the upper level.
	4d. The Panel noted there are a number of minor improvements that could be brought to the dwelling planning including; *• Type A - some simple reconfiguring to increase the 2.8m wide bedroom size to 3m,* *• Type B - a better balancing of room size by reducing the WIR size. This might include a reconsideration of the of the PWD access from both sides to create more relief form the living area and provide unencumbered access from the ensuite.*	4d. Some minor revisions have subsequently been made to the internal layout of these dwellings.
	4e. The Panel advises that SPP7.3 4.9 Universal Design applies, which stipulates the requirement for 20% LHA silver level, or 5% of LHA platinum level apartments to be included.	4e. The Residential Design Codes do not apply in their entirety within the Stirling City Centre. The development is not required to address Element 4.9 Universal Design of R-Codes Volume 2.
5. Sustainability	*5a. The Panel commented it is important to further explore sustainability initiatives and make a commitment to these.*	5a. The Applicant's planning report dated 29 September 2024, which was received by the City on 14 November 2023, lists the following sustainability

Summary of Final DRP Comments against Design Principles of SPP7.0		
Principle	**DRP Comment**	**City Comment**
		measures which are to be included in the development: • Solar PV ready roofs (conduits in place). • Separate EV charging circuits in garages (Unit Types A, B and D only). • Light coloured roofs. • Natural cross ventilation. • Use of native plants and waterwise planting. • WELS rated water fixtures and energy efficient appliances.
	5b. The Panel strongly recommends the introduction of photo voltaic cells to the design. This would be an appropriate and attractive gesture to the future residents.	5b. The Applicant has not proposed to install photovoltaic cells as part of initial construction. The future owners could install these cells later.
	5c. Comment was made by the Panel a minimum NATHERS rating of seven star would be a great outcome and could be easily achieved.	5c. The Applicant has not proposed to achieve a minimum rating higher than the statutory requirement.
	5d. The Panel do not support the inclusion of gas throughout the development and stated it is a negative outcome.	5d. There are no planning provisions in place to prevent a new dwelling connecting to the gas supply.
	5e. It was suggested by the Panel not providing circuits for EV charging to all garages is not supported. More information should be provided confirming the capacity required (kw) for EV charging.	5e. There are no planning provisions in place to require charging facilities to be installed for electric vehicles.
6. Amenity	*6a. This Design Principle is satisfied.*	6a. Noted.
	6b. It was mentioned that the air condensers are not supported in courtyards or in facing primary outdoor spaces and should be relocated to the lower roof	6b. The air conditioning units for Unit Types A, B and D are shown to be installed on the roof of the ground floor level on the opposite side of the dwelling to the

Summary of Final DRP Comments against Design Principles of SPP7.0		
Principle	**DRP Comment**	**City Comment**
	and screened from the public eye.	façade presenting to the communal driveway.
7. Legibility	*7a. This Design Principle is satisfied.*	7a. Noted.
8. Safety	*8a. This Design Principle is satisfied.*	8a. Noted.
9. Community	*9a. This Design Principle is satisfied.*	9a. Noted.
10. Aesthetics	*10a. This Design Principle is satisfied.* *10b. It was noted by the Panel the aesthetics of the project has improved significantly.*	10a. Noted. 10b. Noted.

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

The DAP notes the status of the following State Administrative Tribunal Applications and Supreme Court Appeals:

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/22/02364 DR75/2023	City of Bayswater	504A & 504-508 (Lot 30,4) Guildford Road, Bayswater	Proposed service station, fast food outlet and showroom development	23/05/2023
DAP/22/02317 DR81/2023	City of Vincent	41-43 and 45 Angove Street, North Perth	Proposed Service Station	31/05/2023
DAP/23/02480 DR184/2023	City of Vincent	Lot 3 (37-43) Stuart Street, Perth	Proposed Unlisted Use (Community Purpose) & Alterations & Additions	
DAP/22/02259 DR166/2023	City of South Perth	Lots 253 & 50 (4-8) Charles Street, South Perth	Mixed use development	03/11/2023
DAP/23/02550 DR196/2023	City of Belmont	Lots 2, 606, 608 and 609 (No. 97-107) Great Eastern Hwy and Lots 302, 304, 305 (No.2) Acton Ave, Rivervale	Warehouse (Self Storage Facility)	21/12/2023

2. General Business

3. Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2024 a DAP member must not publicly comment on any action or determination of a DAP.