

Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – DA22/1460 – 367 Scarborough Beach Road, Innaloo - Development Assessment Panel – Form 1 – Mixed Use Development	
Chairperson:	Emma Williamson	
Panel members:	Philip Gresley Wayne Dufty Lisa Shine Annelise Safstrom	
Local government officers:	Dean Williams Cameron Howell Michael Italiano Simone Palmer	Acting Coordinator Planning Senior Planning Officer Planning Officer DRP Support Officer
Observers	Shristi Rayamajhi Sophia Re Simon Peters Anthony Petrovski Travis Wright Shaun Wheatland	Planning Officer Planning Officer Planning Officer Planning Officer Senior Strategic Planning Officer Strategic Planning Officer
Date:	2 February 2023	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s

Ben Doyle	Planning Solutions (<i>Applicant</i>)
Derek Hays	Hames Sharley
Theo Valentine	UDLA
El Voss	Hames Sharley
Tarryn Stain	Windsor Knight
Greg Pearce	Windsor Knight
Tim Boekhoom	Hames Sharley
Owners	Deltaview Pty Ltd

Observer/s

Briefings

Development assessment overview	Cameron Howell	Senior Planning Officer
Technical issues	Cameron Howell	Senior Planning Officer

Design Review

Proposed development	Item 1 – DA22/1460 – 367 Scarborough Beach Road, Innaloo – Development Assessment Panel – Form 1 – Mixed Use Development
Property address	367 Scarborough Beach Road, Innaloo
Background	

Proposal		
Applicant or applicant's representative address to the design review panel	Derek Hays Theo Valentine	Hames Sharley UDLA
Key issues / recommendations	The Panel thank the applicant for their presentation and the refinements that have been made since DRP1. The Panel remain concerned in relation to the likely success of the activated laneway in a low-density area as proposed. Additionally, there is concern in relation to the long term impacts of the ground plane interface with the neighbourhood due to a lack of activation, particularly on Ewin Street. The applicant is encouraged to consider the opportunities to residents that might result from a more ambitious approach to sustainability. Refer to attached Design Quality Evaluation Report.	
Chairperson signature		

Design quality evaluation Item 1 –DA22/1460 – 367 Scarborough Beach Road, Innaloo – Development Assessment Panel – Form 1 - Mixed Use Development DRP Meeting – Thursday 2 February 2023	
	<i>Design Principle satisfied</i>
	<i>Design Principle pending further attention</i>
	<i>Design Principle not satisfied</i>
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	1a. Comment was made by the Panel that understanding the building within the future context of the area is critical to establishing the viability of the towers and laneway. In particular the Panel commented on the need for a greater understanding of the Ewen Street corner into the future. 1b. The Panel supported the idea of the laneway, noting pedestrian activation will be essential for this to be successful as well as addressing the lack of activation to some aspects of the ground floor interface. Both of these remain a concern for the Panel 1c. The Panel queried the applicability of the pitched roof addressing Scarborough Beach Road, where this reference has been made to the residential neighbours at the rear. The language between the two towers and their interface with SBR may be enhanced through a reconsideration of this element. 1d. It was recommended by the Panel the Development Application be conditioned for the use of transparent glazing only.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	2a. The Panel commented the pedestrian experience will be greatly affected by the landscaping and as such the design should continue to develop to prioritize this. 2b. The Panel questioned the ease of access to the green communal space on the most western building. 2c. Comment was made there is opportunity for additional planting on the upper levels of apartments with a west orientation. This will allow owners to have more control. 2d. The plant choices were questioned, and a comment was made the image of the native frangipani on the supermarket edge of Scarborough Beach Road needs to be reflective of the actual plant. The Panel question the applicability of this species to the location if a denser, shade canopy (as depicted in the renders) is desired by the team.
Principle 3 Built form and scale	<i>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.</i>
	3a. The Panel showed general support for the eastern portion of the project although comment was made the western portion requires more thought and development as the built form interface with the neighbouring site is not appropriately addressed. 3b. Comment was made by the Panel the laneway offers positives in the way of creating building breaks which offers relief from Scarborough Beach Road but it still requires more work. The Panel maintain their concern in relation to the lack of activation that may result from the absence of the apartment entries from the laneway.

Principle 4 Functionality and build quality	<i>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.</i>
	4a. The Panel requested further information and clarification on how egress works with cars and trucks intermingling. 4b. The Panel questioned the functionality around the location of the apartment entry points. For example there appears to be poor connectivity from the entries to the laneway and supermarket which would result in residents being exposed to the elements in inclement weather should they wish to access the amenity of the laneway.
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	5a. It was suggested by the Panel there is opportunity push this principle further and obtain a higher level of sustainability throughout the proposal. One suggestion was to consider ways in which the apartments could work to be gas free. 5b. There was concern shown by the Panel around cross ventilation to the north and south facing apartments. 5c. Comment was made the corridor is not ventilated and no attempt has been made to show how natural ventilation could be achieved. 5d. The Panel commented on the need to ensure that the heat gain through west facing glazing was addressed as an integrated response within the design. 5e. The Panel recommended the consideration of ways that excess energy created through PV's could be shared for the benefit of residents and not just used in communal spaces and given back to the grid. 5f. Comment was made by the Panel the north facing apartments do not take full advantage of the orientation through their planning.
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>
	6a. The success of the laneway precedents is based on foot traffic, in locations of relative density. There was concern expressed in the absence of residential entries to the laneway there will be a lack of foot traffic which may result in an area of poor amenity. 6b. There was concern expressed by the Panel around the amenity of the residents who are overlooking the supermarket roof and the PV cells. Further work could be done to ensure that this "fifth elevation" is designed more fully.
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	7a. The Panel commented legibility of the project has improved from the last review. 7b. Comments in relation to the legibility of apartment entries in DRP 1 remain.
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	8a. There was concern expressed by the Panel around safety in the laneway resulting in a lack of passive surveillance. 8b. The Panel expressed concern in relation to the potential conflict between trucks, cars and pedestrians on the western corner of the site.

Principle 9 Community	<i>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.</i>
	9a. The Panel questioned the views from the upper level to the pool area as this could prove to be a privacy issue. The Panel suggested there may be opportunity to include shading that could double as screening. 9b. The communal open space on the tower block is in shade all day during winter and the Panel questioned what amenity will be there for residents.
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	10a. Comment was made by the Panel further development on the western portion of the project is essential to the success of this proposal. 10b. The Panel recommended further development and thought to the podium to differentiate the podium and building through articulation. 10c. Comment was made by the Panel the black box on the roof of the eastern tower requires refinement to ensure that the language is consistent with the rest of the building.

Design Review progress Item 1 – DA22/1460 and PDA22/0114 – 367 Scarborough Beach Road, Innaloo – Development Assessment Panel – Form 1 - Mixed Use Development DRP Meeting – Thursday 2 February 2023 and previously 27 October 2022			
	<i>Design Principle satisfied</i>		
	<i>Design Principle pending further attention</i>		
	<i>Design Principle not satisfied</i>		
	DR1 27/10/2022	DR2 2/2/2023	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 – PDA2/0114 – 367 Scarborough Beach Road, Innaloo

DR1 – DRP Recommendations DRP Meeting – 27/10/2022	DR2 – Applicant Response DRP Meeting – 27/10/2022	DR2 DRP Recommendations DRP Meeting – 2/2/2023	DR2 – Applicant Response DRP Meeting –
1c. The Panel mentioned it would be beneficial to see to what extent testing and other options were explored to understand why these have not been pursued. 1d. The Applicant was encouraged to carefully consider what the proposal is giving back to the City and Scarborough Beach Road. 1e. It was stated by the Panel there is opportunity for the proposal to actively interface with Scarborough Beach Road and use it as a gateway project to a more activated street edge.	1c. Several options were explored during the concept and feasibility stages. It is the determination of the proponent's team that the option presented represents the best outcome for all. The following items were key in informing the design: • Place and context relationship • Value to the community • Clients brief and feasibility • Social and environmental considerations (solar gain/ cross ventilation) 1d. The outcome has looked to break down the mass of the LDP scheme. The proposal seeks to create apertures and relief from the hostile environment of Scarborough Beach Road. The residences located above the ground plane provide a quality offering that has the vibrancy and activity of an inner city laneway. The proposal is a pedestrian focused village that features a laneway that bisects the site. The provision of F&B and retail activity on ground plane aims to provide an activated space that is sheltered from the hostile Scarborough Beach Road environment. Woodlands Lane provides ground plane amenity that is sheltered with canopies for year round use, weather protection and activation. Mix of retail, F&B and commercial usages on ground floor encourage a wide demographic of the community to make this a destination.	1c. The Panel queried the applicability of the pitched roof addressing Scarborough Beach Road, where this reference has been made to the residential neighbours at the rear. The language between the two towers and their interface with SBR may be enhanced through a reconsideration of this element. 1d. It was recommended by the Panel the Development Application be conditioned for the use of transparent glazing only.	

	1e. Approximately 352m of street frontage on site. Proposal includes approximately 243m /69% of activated street edge Proposed SBR activation has been achieved by providing visibility into the Major Retailer. Softening to the building edge has been achieved by landscaping framing the vision windows. Activation to the majority of building edges has been achieved by retail shopfronts, residential lobbies and facilities to address street frontage. The form of the building has been carefully considered to provide a landmark building that responds to the current context of Woodlands and in addition the future aspirations of the Stirling city centre structure plan. Distinct differences in material and form between the ground floor and residential apartments creates separate identities The taller tower looks to carve and curve to reflect traffic movement, wind and coastal linkages of the wider precinct. Whilst the smaller buildings look to assimilate with the adjacent residential context.		
2a. The Panel expressed a strong desire for further landscaping throughout the development ensuring that landscape was not simply a matter of left over spaces. 2b. It was suggested by the Panel the Applicant should continue to explore the landscape interface with Scarborough Beach Road and the opportunity for a tree lined streetscape alongside the development envelope.	2a. Landscape zones have been defined to embellish and enhance the nodal locations of the building. Planting included on upper levels of development to provide access to green spaces for residents. The landscaping is designed to create visual and acoustic separation between adjoining apartments and street interfaces. 2b. A deep soil zone was introduced along Scarborough beach road to allow for local trees and low level	2a. The Panel commented the pedestrian experience will be greatly affected by the landscaping and as such the design should continue to develop to prioritize this. 2c. Comment was made there is opportunity for additional planting on the upper levels of apartments with a west orientation. This will allow owners to have more control. 2d. The plant choices were	

2d. The Panel stated some information is not present on the drawings and request inclusion in future reviews. 2e. The Applicant was encouraged to revisit the impacts of traffic flow and traffic lights on truck movements. The Panel suggested this may suggest an alternate traffic flow into and out of the site. Information in relation to this should be included in future DRP presentation. 2f. The Panel would like further information to assist in understanding the planting on structure.	coastal planting Trees have been planted along the Scarborough Beach Road interface which have been selected to have a higher leaf canopy to allow views into the retail and laneway. 2d. For the DA report a selection of vegetation and surface treatments have been included in for clarification. Refer to landscape report. 2e. Traffic movements have been considered for ease of access and egress in addition to creating a local and convenient site. Proposal suggests all major deliveries on SBR and all minor and local traffic from Ewen street as consistent with the community consultation sessions. Service access off Ewen street will be concealed behind acoustic barriers and visual screening. Proximity of Woodlands Lane to SBR intersection makes vehicle access into laneway not feasible. Extensive consultation by our traffic engineer with City of Stirling engineers and other authorities suggest that the de-acceleration lane is the most appropriate mechanism to get cars in and out of the site and is consistent with Department of Planning requirements. Consideration includes current and future volumes on Scarborough Beach Road, proximity to the intersection, merging lanes and not overloading Ewen Street. For further detail please refer to the Traffic engineer's report. 2f. Details of the planting on structure have been provided in the landscape report.	questioned, and a comment was made the image of the native frangipani on the supermarket edge of Scarborough Beach Road needs to be reflective of the actual plant. The Panel question the applicability of this species to the location if a denser, shade canopy (as depicted in the renders) is desired by the team.	
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3b. The Panel request views of the proposal from key views including Scarborough Beach Road. 3d. There was a request by the Panel to consider the proposal as a wider precinct, with consideration to ways in which the bulk and scale can respond to the various conditions of residential, retail and road.	3b. View 1: Highlights landmark and iconic nature of proposal through the height, scale and wrapping the corner with the tower form. Additional key views and photo montages have been provided within the DA report View 2: Western building demonstrates the stepping down of mass and diversity of built form in keeping context character in Woodlands and integrated landscaping over multiple levels. 3d. The height of the proposal is focused on the intersection of SBR and Odin Road . creating an iconic form in both directions. The tower is setback from Ewen street in keeping with LDP principles to soften transition to existing residential properties. The proposals architectural forms contrast in scale but they share commonality to reflect the context of woodlands Laneway creates a safe, pedestrian micro environment and vibrant destination for the local community. The future character and context of the precinct has been strongly considered. The scale and position of the proposed design is in line with the future character of the precinct and the East building is aligned with the future vision of the Stirling City Center. The proposal also creates a stepping of the form down towards the existing single residential.	3a. The Panel showed general support for the eastern portion of the project although comment was made the western portion requires more thought and development as the built form interface with the neighbouring site is not appropriately addressed. 3b. Comment was made by the Panel the laneway offers positives in the way of creating building breaks which offers relief from Scarborough Beach Road but it still requires more work. The Panel maintain their concern in relation to the lack of activation that may result from the absence of the apartment entries from the laneway.	
4a. A section analysis was requested by the Panel to assist with understanding the impacts of the change of levels across the site on the building.	4a. A consistent level has been applied to the public realm and retail across the site based on the SBR side based on RL 17.20 Detail sections have been provided	4a. The Panel requested further information and clarification on how egress works with cars and trucks intermingling.	

4b. It was suggested by one of the Panel Members there is opportunity for more residential and a stronger residential presence along Ewen Street.	4b. in the DA report and Site Section in the Submitted drawings. Development has been pitched at a realistic and deliverable outcome for the market. Provision of community title over the site will not preclude future development if /when opportunity permits. Current design satisfies SPP7.3 for solar access and overshadowing. It is designed to minimise overlooking to the Ewen street to the south. LDP suggests a minimum 100 apartments, this proposal is yielding 122 apartments.		
5b. It was suggested by the Panel the EV charging points could be increased for future use. 5c. The Panel request more information in relation to sustainability initiatives being undertaken for this project.	5b. An array of PV cells (an area of approximately 900m²) are included on the roof of retail 1. In addition, the apartments within the two residential towers far exceed the design WA requirements for naturally cross ventilated apartments, 87.7% of apartments comply. The glazing on the east and west is generally screened with user operable sun shading screens to reduce heat load into the apartments. 3 EV Charging bays are provided in basement and future EV provision for residential parking is to be accommodated 5c. The dwellings in this project have an average 8 star target NatHers rating.	5a. It was suggested by the Panel there is opportunity push this principle further and obtain a higher level of sustainability throughout the proposal. One suggestion was to consider ways in which the apartments could work to be gas free. 5d. The Panel commented on the need to ensure that the heat gain through west facing glazing was addressed as an integrated response within the design. 5e. The Panel recommended the consideration of ways that excess energy created through PV's could be shared for the benefit of residents and not just used in communal spaces and given back to the grid.	
6a. The Panel commented the amenity of the internal laneway is poor. The Applicant is encouraged to consider the opportunity of a more active street that is both functional and attractive. 6b. The Panel suggested moving the apartment entries to the laneway to	6a. The inclusion and design of Woodlands Lane provides variance in scale in creating a pedestrian focused amenity that is activated through ground plane retail and F+B offerings. The laneway features raised deep soil planters, a variety of pergola structures to	6a. The success of the laneway precedents is based on foot traffic, in locations of relative density. There was concern expressed in the absence of residential entries to the laneway there will be a lack of foot traffic which may result in an area of	

develop an active and interactive space for the community that is being created. 6c. There is opportunity to improve the views into the supermarket from the laneway and Scarborough Beach Road.	provide shade and a diverse mix of alfresco areas that have been considered in the overall design in providing further amenity for retail traders. The laneway uses high quality materials on paving surfaces and planters with integrated seating. The design and width of the laneway varies, providing ability for sunlight penetration and solar access to create a vibrant space for the community. The laneway features raised deep soil planters, a variety of pergola structures/canopy heights to provide shade and a diverse mix of alfresco areas that are embellished from the cascading planters from level 1. 6b. The residential advisor has recommended the entries to be in close proximity to amenity via covered linkages and easily accessible. By locating the entries away from the laneway residents are given secured private access to their apartments. Street facing residential entry points allow ease of access for deliveries, emergency services and visitors. Residential Entries on the periphery provide privacy and separation and encourage footfall around the development as residents transition down to the ground floor and the laneway environment for their morning coffee or evening drink. Diversity of tenancies will provide vibrancy and extend the time of day. 6c. By removing the airlocks, the visibility along the laneway has	poor amenity. 6b. There was concern expressed by the Panel around the amenity of the residents who are overlooking the supermarket roof and the PV cells. Further work could be done to ensure that this “fifth elevation” is designed more fully.	
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	been increased to provide an enhanced visual connection to all tenancies and the major retailer. SBR interface is inclusive of large vision glazing allowing visibility into major retailer showing activation and pedestrian movement. This is further embellished by feature landscaping to enhance the activation along SBR.		
9a. The Panel commented there is opportunity to think about what the project means for their own Reconciliation Action Plan (RAP) and the positive contribution consideration of context, character and working on Country could have to the development.	9a. Hames Sharley's RAP is currently at the 'reflect' stage of approval. We are implementing change and processes within our business to have a better understanding and process to respond in a meaningful way on all our projects. We encourage our clients to engage in dialogue between all stakeholders including representatives of the Traditional Owners, Whadjuk Noongar community that can positively influence the design and it's relationship to place and context. Windsor Knight have teamed up with Creating Communities to engage extensively with the wider community through stakeholder meetings, focus groups and community design review workshops. WHAT WE LEARNT FROM THE COMMUNITY: Most Common Community Aspirations for the site included: • Specialist / Local Shopping • Car Parking and Traffic Management • Housing Diversity • High Quality Design • Activation of a long dormant site with 93% of community support for the proposal	9a. The Panel questioned the views from the upper level to the pool area as this could prove to be a privacy issue. The Panel suggested there may be opportunity to include shading that could double as screening.	

10b. The Panel commented there is opportunity for the material palette to connect with country and local materials. 10d. The Panel encourage the Applicant to treat every portion of the project with equal significance. 10e. The Panel noted the importance of including renders from key locations within the locale to communicate the visual impact of the proposal on the broader area.	10b. Palette provided. 10d. Articulation of materials across the elevations and further design consideration of the 3d form has given the previously underdeveloped portions of the project more character.	10a. Comment was made by the Panel further development on the western portion of the project is essential to the success of this proposal. 10b. The Panel recommended further development and thought to the podium to differentiate the podium and building through articulation. 10c. Comment was made by the Panel the black box on the roof of the eastern tower requires refinement to ensure that the language is consistent with the rest of the building.	
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WOODLANDS NORTH

CORNER SCARBOROUGH BEACH ROAD & EWEN STREET
LOTS 100, 300 & 104
INNALOO / WOODLANDS

DEVELOPMENT APPLICATION - SHEET LIST				
Sheet Name	Sheet Number	Current Revision	Current Revision Date	
COVER PAGE	DA000	E	11/11/22	
SITE PLAN	DA150	J	11/11/22	
BASEMENT 2 PLAN	DA200	M	11/11/22	
BASEMENT 1 PLAN	DA201	N	11/11/22	
GROUND FLOOR PLAN	DA202	P	11/11/22	
GROUND FLOOR PLAN - PART 2	DA203	H	11/11/22	
LEVEL 1 PLAN	DA205	K	11/11/22	
LEVEL 2-3 PLAN	DA206	J	11/11/22	
LEVEL 4 PLAN AMENITY	DA207	J	11/11/22	
LEVEL 5-10 PLAN	DA208	J	11/11/22	
LEVEL 11-12 PLAN	DA209	F	11/11/22	
LEVEL ROOF PLAN	DA210	C	11/11/22	
ELEVATIONS	DA400	A	11/11/22	
ELEVATIONS	DA401	A	11/11/22	
ELEVATIONS	DA402	A	11/11/22	
SITE SECTION	DA410	H	11/11/22	
SITE SECTIONS	DA411	B	11/11/22	
ELEVATIONS - CONTEXT	DA420	B	11/11/22	
SHADOW ANALYSIS - SUMMER	DA802	B	11/11/22	
SHADOW ANALYSIS - WINTER	DA803	B	11/11/22	
SHADOW ANALYSIS - WINTER	DA804	B	11/11/22	
SHADOW ANALYSIS LDP - WINTER	DA805	B	11/11/22	
SHADOW ANALYSIS LDP - WINTER	DA806	B	11/11/22	
APARTMENT TYPES	DA900	A	11/11/22	
APARTMENT TYPES	DA901	A	11/11/22	



OVERALL AREA SCHEDULE			
Level	Area	Name	Count

BASEMENT 2	5661 m²	BASMENT 02 CARPARK	1
BASEMENT 2	107 m²	EAST RESI BIN	1
BASEMENT 2	13 m²	MECH ROOM	1
BASEMENT 2	279 m²	ST	58
BASEMENT 2	49 m²	WEST RESI BIN	1
BASEMENT 2: 60	6109 m²		

BASEMENT 1	5920 m²	BASMENT 01 CARPARK	1
BASEMENT 1	54 m²	CENTER AND TOWER MANAGEMENT OFFICE	1
BASEMENT 1	6 m²	CULNR	1
BASEMENT 1	64 m²	EOT	1
BASEMENT 1	32 m²	GREASE TRAP	1
BASEMENT 1	13 m²	MECH FAN ROOM	1
BASEMENT 1	17 m²	MECH ROOM	1
BASEMENT 1	18 m²	NBN ROOM	1
BASEMENT 1	20 m²	RETAIL STORE	1
BASEMENT 1	65 m²	SERVICES ZONE	1
BASEMENT 1: 10	6209 m²		

GROUND FLOOR	85 m²	BOH CORRIDOR	2
GROUND FLOOR	282 m²	F&B 06	1
GROUND FLOOR	113 m²	F&B 06 EXT	1
GROUND FLOOR	188 m²	F&B 07	1
GROUND FLOOR	82 m²	F&B 07 EXT	1
GROUND FLOOR	12 m²	GAS + WATER METER	1
GROUND FLOOR	355 m²	LOADING DOCK + RETAIL BINS	1
GROUND FLOOR	84 m²	RESI BIN HOLDING	1
GROUND FLOOR	107 m²	RESI LOBBY	2
GROUND FLOOR	27 m²	RESI BIKE STORE	1
GROUND FLOOR	216 m²	RETAIL 01	1
GROUND FLOOR	88 m²	RETAIL 02	1
GROUND FLOOR	132 m²	RETAIL 03	1
GROUND FLOOR	104 m²	RETAIL 04	1
GROUND FLOOR	65 m²	RETAIL 05	1
GROUND FLOOR	191 m²	RETAIL 08	1
GROUND FLOOR	101 m²	RETAIL 09	1
GROUND FLOOR	3812 m²	RETAIL 10	1
GROUND FLOOR	68 m²	RETAIL AMENITY	1
GROUND FLOOR	160 m²	RETAIL LOBBY	1
GROUND FLOOR: 22	6272 m²		

LEVEL 1			
LEVEL 1	56 m²	1 BED A1	1
LEVEL 1	230 m²	2 BED B1 (L)	3
LEVEL 1	81 m²	2 BED B2	1
LEVEL 1	91 m²	2 BED B4	1
LEVEL 1	88 m²	2 BED B5	1
LEVEL 1	86 m²	2 BED B6 (L)	1
LEVEL 1	113 m²	3 BED C2	1
LEVEL 1	6 m²	AC	1
LEVEL 1	100 m²	ST	22
LEVEL 1: 32	851 m²		

LEVEL 1A			
LEVEL 1A	110 m²	1 BED A1	2
LEVEL 1A	111 m²	1 BED A2 (L)	2
LEVEL 1A	406 m²	2 BED B3	5
LEVEL 1A	127 m²	3 BED C1 (L)	1
LEVEL 1A	407 m²	COURTYARD	10
LEVEL 1A: 20	1161 m²		

LEVEL 2			
LEVEL 2	56 m²	1 BED A1	1
LEVEL 2	230 m²	2 BED B1 (L)	3
LEVEL 2	81 m²	2 BED B2	1
LEVEL 2	91 m²	2 BED B4	1
LEVEL 2	88 m²	2 BED B5	1
LEVEL 2	86 m²	2 BED B6 (L)	1
LEVEL 2	113 m²	3 BED C2	1
LEVEL 2	6 m²	AC	1
LEVEL 2	100 m²	ST	22
LEVEL 2: 32	851 m²		

LEVEL 2A			
LEVEL 2A	110 m²	1 BED A1	2
LEVEL 2A	111 m²	1 BED A2 (L)	2
LEVEL 2A	406 m²	2 BED B3	5
LEVEL 2A	127 m²	3 BED C1 (L)	1
LEVEL 2A: 10	754 m²		

LEVEL 3			
LEVEL 3	56 m²	1 BED A1	1
LEVEL 3	230 m²	2 BED B1 (L)	3
LEVEL 3	81 m²	2 BED B2	1
LEVEL 3	91 m²	2 BED B4	1
LEVEL 3	88 m²	2 BED B5	1
LEVEL 3	86 m²	2 BED B6 (L)	1
LEVEL 3	113 m²	3 BED C2	1
LEVEL 3	6 m²	AC	1
LEVEL 3	100 m²	ST	22

RETAIL SCHEDULE			
Name	Level	Area	Occupancy
F&B 06	GROUND FLOOR	282 m²	F&B
F&B 06 EXT	GROUND FLOOR	113 m²	F&B
F&B 07	GROUND FLOOR	188 m²	F&B
F&B 07 EXT	GROUND FLOOR	82 m²	F&B
F&B: 4		665 m²	
RETAIL 01	GROUND FLOOR	216 m²	RETAIL
RETAIL 02	GROUND FLOOR	88 m²	RETAIL
RETAIL 03	GROUND FLOOR	132 m²	RETAIL
RETAIL 04	GROUND FLOOR	104 m²	RETAIL
RETAIL 05	GROUND FLOOR	65 m²	RETAIL
RETAIL 08	GROUND FLOOR	191 m²	RETAIL
RETAIL 09	GROUND FLOOR	101 m²	RETAIL
RETAIL 10	GROUND FLOOR	3812 m²	RETAIL
RETAIL: 8		4710 m²	
Grand total: 12		5375 m²	

AREA CALCULATION TO PAINT FINISH

OVERALL AREA SCHEDULE			
Level	Area	Name	Count

LEVEL 3: 32	851 m²		
LEVEL 3A			
LEVEL 3A	111 m²	1 BED A1	2
LEVEL 3A	110 m²	1 BED A2 (L)	2
LEVEL 3A	406 m²	2 BED B3	5
LEVEL 3A	127 m²	3 BED C1 (L)	1
LEVEL 3A: 10	754 m²		

LEVEL 4			
LEVEL 4	56 m²	1 BED A1	1
LEVEL 4	83 m²	2 BED B1a	1
LEVEL 4	81 m²	2 BED B2	1
LEVEL 4	88 m²	2 BED B5	1
LEVEL 4	114 m²	3 BED C2	1
LEVEL 4	6 m²	AC	1
LEVEL 4	33 m²	GYM	1
LEVEL 4	38 m²	PRIVATE DINING	1
LEVEL 4	44 m²	PRIVATE LOUNGE	2
LEVEL 4	5 m²	UAT	1
LEVEL 4: 11	548 m²		

LEVEL 4A			
LEVEL 4A	110 m²	1 BED A1	2
LEVEL 4A	110 m²	1 BED A2 (L)	2
LEVEL 4A	406 m²	2 BED B3	5
LEVEL 4A	127 m²	3 BED C1 (L)	1
LEVEL 4A: 10	754 m²		

LEVEL 5			
LEVEL 5	110 m²	1 BED A1	2
LEVEL 5	83 m²	2 BED B1a	1
LEVEL 5	162 m²	2 BED B2	2
LEVEL 5	88 m²	2 BED B5	1
LEVEL 5	111 m²	3 BED C2a	1
LEVEL 5	6 m²	AC	1
LEVEL 5	49 m²	BBQ	1
LEVEL 5	24 m²	COMMUNITY KITCHEN	1
LEVEL 5	54 m²	PRIVATE LOUNGE	1
LEVEL 5: 11	687 m²		

LEVEL 6			
LEVEL 6	110 m²	1 BED A1	2
LEVEL 6	83 m²	2 BED B1a	1
LEVEL 6	162 m²	2 BED B2	2
LEVEL 6	88 m²	2 BED B5	1
LEVEL 6	111 m²	3 BED C2a	1
LEVEL 6	6 m²	AC	1
LEVEL 6: 8	561 m²		

LEVEL 7			
LEVEL 7	110 m²	1 BED A1	2
LEVEL 7	83 m²	2 BED B1a	1
LEVEL 7	162 m²	2 BED B2	2
LEVEL 7	88 m²	2 BED B5	1
LEVEL 7	111 m²	3 BED C2a	1
LEVEL 7	6 m²	AC	1
LEVEL 7: 8	561 m²		

LEVEL 8			
LEVEL 8	110 m²	1 BED A1	2
LEVEL 8	83 m²	2 BED B1a	1
LEVEL 8	162 m²	2 BED B2	2
LEVEL 8	88 m²	2 BED B5	1
LEVEL 8	111 m²	3 BED C2a	1
LEVEL 8	6 m²	AC	1
LEVEL 8: 8	561 m²		

LEVEL 9			
LEVEL 9	110 m²	1 BED A1	2
LEVEL 9	83 m²	2 BED B1a	1
LEVEL 9	162 m²	2 BED B2	2
LEVEL 9	88 m²	2 BED B5	1
LEVEL 9	111 m²	3 BED C2a	1
LEVEL 9	6 m²	AC	1
LEVEL 9: 8	561 m²		

LEVEL 10			
LEVEL 10	110 m²	1 BED A1	2
LEVEL 10	83 m²	2 BED B1a	1
LEVEL 10	163 m²	2 BED B2	2
LEVEL 10	88 m²	2 BED B5	1
LEVEL 10	112 m²	3 BED C2a	1
LEVEL 10	6 m²	AC	1
LEVEL 10: 8	564 m²		

LEVEL 11			
LEVEL 11	82 m²	2 BED B2	1
LEVEL 11	125 m²	3 BED P1	1
LEVEL 11	148 m²	3 BED P2	1
LEVEL 11	187 m²	3 BED P3	1
LEVEL 11	8 m²	AC	1
LEVEL 11: 5	561 m²		

LEVEL 12			
LEVEL 12	81 m²	2 BED B2	1
LEVEL 12	124 m²	3 BED P1	1
LEVEL 12	149 m²	3 BED P2	1
LEVEL 12	187 m²	3 BED P3	1
LEVEL 12	8 m²	AC	1
LEVEL 12: 5	550 m²		

APARTMENT TYPE AND COUNT		
Name	Count	ACCESSIBLE
1 BED A1	24	
1 BED A2 (L)	8	SILVER STANDARD
2 BED B1 (L)	9	SILVER STANDARD
2 BED B1a	7	
2 BED B2	18	
2 BED B3	20	
2 BED B4	3	
2 BED B5	10	
2 BED B6 (L)	3	SILVER STANDARD
3 BED C1 (L)	4	SILVER STANDARD
3 BED C2	4	
3 BED C2a	6	
3 BED P1	2	
3 BED P2	2	
3 BED P3	2	
Grand total: 122		122

APARTMENT MIX RATIO		
Type	Number	
1x1	32	26.2%
2x2	70	57.4%
3x2	20	16.4%
Grand total:	122	

PLOT RATIO AREA
Area

GROUND FLOOR	
368 m²	
575 m²	
4362 m²	

LEVEL 1	
226 m²	
249 m²	
368 m²	
388 m²	
438 m²	

LEVEL 2	
226 m²	
249 m²	
368 m²	
388 m²	
438 m²	

LEVEL 3	
226 m²	
249 m²	
368 m²	
388 m²	
438 m²	

LEVEL 4	
180 m²	
186 m²	
254 m²	
388 m²	
438 m²	

PLOT RATIO CALCULATIONS	
SITE AREA 11329m²	
TOTAL PLOT RATIO AREA 16708m²	
= 1.474%	

PLOT RATIO AREA
Area

LEVEL 5	
186 m²	
441 m²	

LEVEL 6	
182 m²	
438 m²	
LEVEL 7	
186 m²	
441 m²	

LEVEL 8	
186 m²	
441 m²	
LEVEL 9	
186 m²	
441 m²	

LEVEL 10	
249 m²	
368 m²	
388 m²	
441 m²	

LEVEL 11	
597 m²	

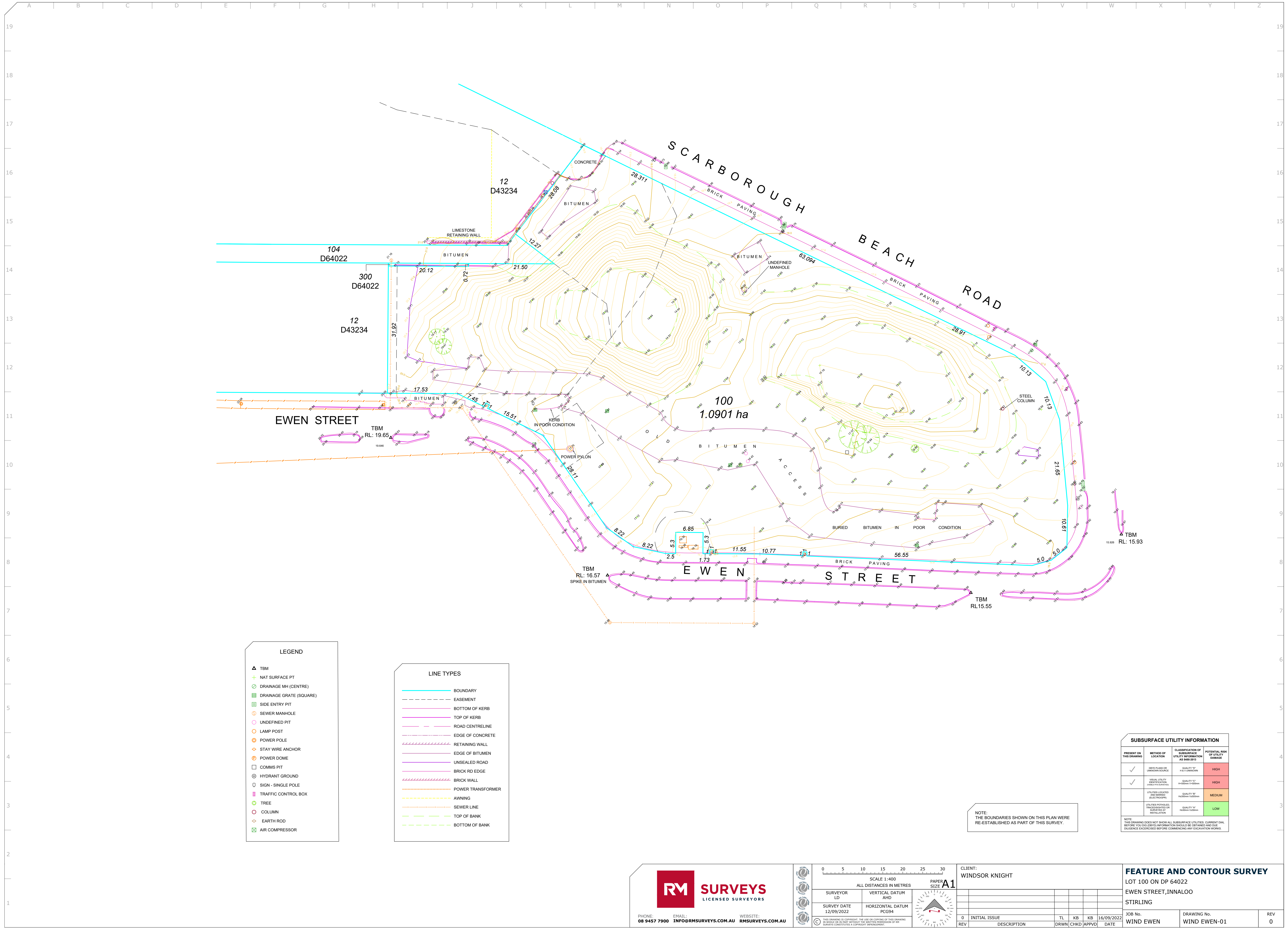
LEVEL 12	
597 m²	
16708 m²	

STORE COUNT		
Level	Area	Count

BASEMENT 2		
BASEMENT 2	4 m²	28
BASEMENT 2	5 m²	10
BASEMENT 2	6 m²	11
BASEMENT 2	7 m²	5
BASEMENT 2	8 m²	1
BASEMENT 2	9 m²	1

LEVEL 1		
LEVEL 1	4 m²	13
LEVEL 1	5 m²	5
LEVEL 1	6 m²	3
LEVEL 1	7 m²	1

LEVEL 2		
LEVEL 2	4 m²	13
LEVEL 2	5 m²	5
LEVEL 2	6 m²	3
LEVEL 2	7 m²	1



LEGEND	
	TBM
	NAT SURFACE PT
	DRAINAGE MH (CENTRE)
	DRAINAGE GRATE (SQUARE)
	SIDE ENTRY PIT
	SEWER MANHOLE
	UNDEFINED PIT
	LAMP POST
	POWER POLE
	STAY WIRE ANCHOR
	POWER DOME
	COMMS PIT
	HYDRANT GROUND
	SIGN - SINGLE POLE
	TRAFFIC CONTROL BOX
	TREE
	COLUMN
	EARTH ROD
	AIR COMPRESSOR

LINE TYPES	
	BOUNDARY
	EASEMENT
	BOTTOM OF KERB
	TOP OF KERB
	ROAD CENTRELINE
	EDGE OF CONCRETE
	RETAINING WALL
	EDGE OF BITUMEN
	UNSEALED ROAD
	BRICK RD EDGE
	BRICK WALL
	POWER TRANSFORMER
	AWNING
	SEWER LINE
	TOP OF BANK
	BOTTOM OF BANK

NOTE:
THE BOUNDARIES SHOWN ON THIS PLAN WERE
RE-ESTABLISHED AS PART OF THIS SURVEY.

SUBSURFACE UTILITY INFORMATION			
PRESENT ON THIS DRAWING	METHOD OF LOCATION	CLASSIFICATION OF SUBSURFACE UTILITY INFORMATION AS S488-2013	POTENTIAL RISK OF UTILITY DAMAGE
	DEPT PLANS OR UNKNOWN SOURCE	QUALITY "D" (H-100mm V-100mm)	HIGH
	VISUAL UTILITY IDENTIFICATION (UNDER FUTURE SURVEY)	QUALITY "D" (H-100mm V-100mm)	HIGH
	UTILITIES LOCATED AND SHOWN (ELECTROGRAPHY)	QUALITY "D" (H-100mm V-100mm)	MEDIUM
	UTILITIES POIHOLED, PROTECTED OR BURIED AT INSTALLATION	QUALITY "A" (H-100mm V-100mm)	LOW
NOTE: THIS DRAWING DOES NOT SHOW ALL SUBSURFACE UTILITIES. CURRENT DIAL BEFORE YOU DIG (DIBY) INFORMATION SHOULD BE OBTAINED AND DUE DILIGENCE EXERCISED BEFORE COMMENCING ANY EXCAVATION WORKS.			

RM SURVEYS
LICENSED SURVEYORS

PHONE: 08 9457 7900
EMAIL: INFO@RMSURVEYS.COM.AU
WEBSITE: RMSURVEYS.COM.AU

0 5 10 15 20 25 30

SCALE 1:400
ALL DISTANCES IN METRES

PAPER SIZE **A1**

SURVEYOR LD VERTICAL DATUM AHD

SURVEY DATE 12/09/2022 HORIZONTAL DATUM PCG94

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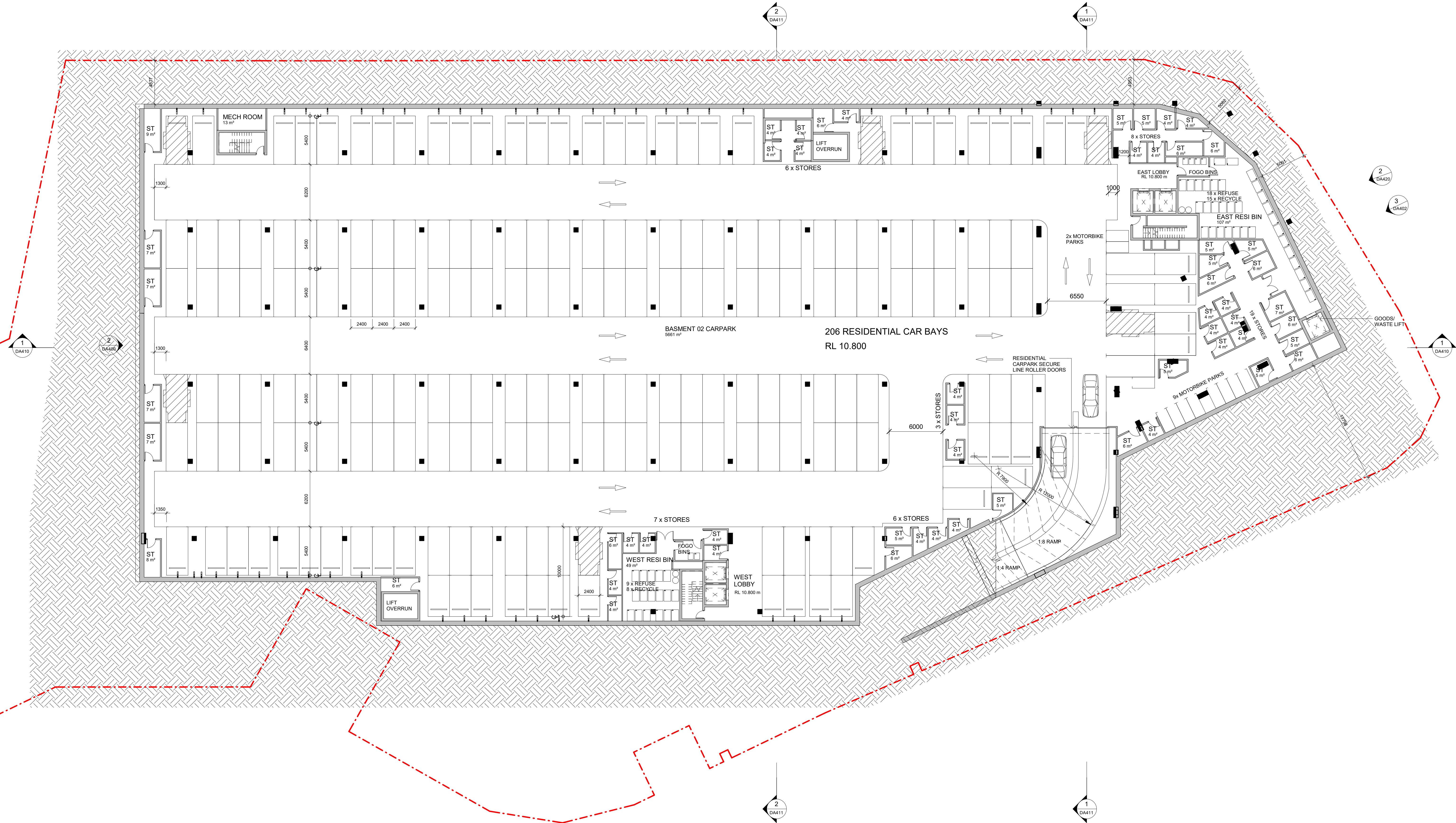
CLIENT: WINDSOR KNIGHT		JOB No. WIND EWEN	
REV		DRAWING No. WIND EWEN-01	
DESCRIPTION		DATE	
TL KB KB		16/09/2022	

FEATURE AND CONTOUR SURVEY

LOT 100 ON DP 64022
EWEN STREET, INNALOO
STIRLING

REV 0





PARKING SCHEDULE B2			
Level	Type	Use	Count
BASEMENT 2	RESIDENTIAL	STANDARD	170
BASEMENT 2	RESIDENTIAL	TANDEM	36
Grand total: 206			

WINDSOR KNIGHT

BASEMENT 2 PLAN
WOODLANDS NORTH MIXED USE DEVELOPMENT,
367 SCARBOROUGH BEACH ROAD

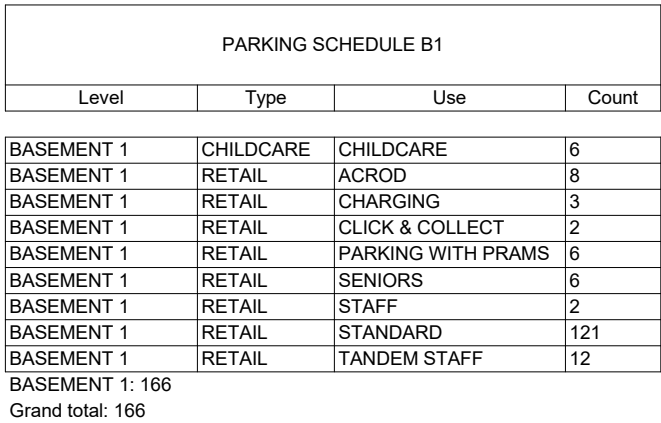
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0 16
© Hames Sharley:



Project Number: 44557
Drawing Number: DA200
Revision: M
Date: 11/11/22

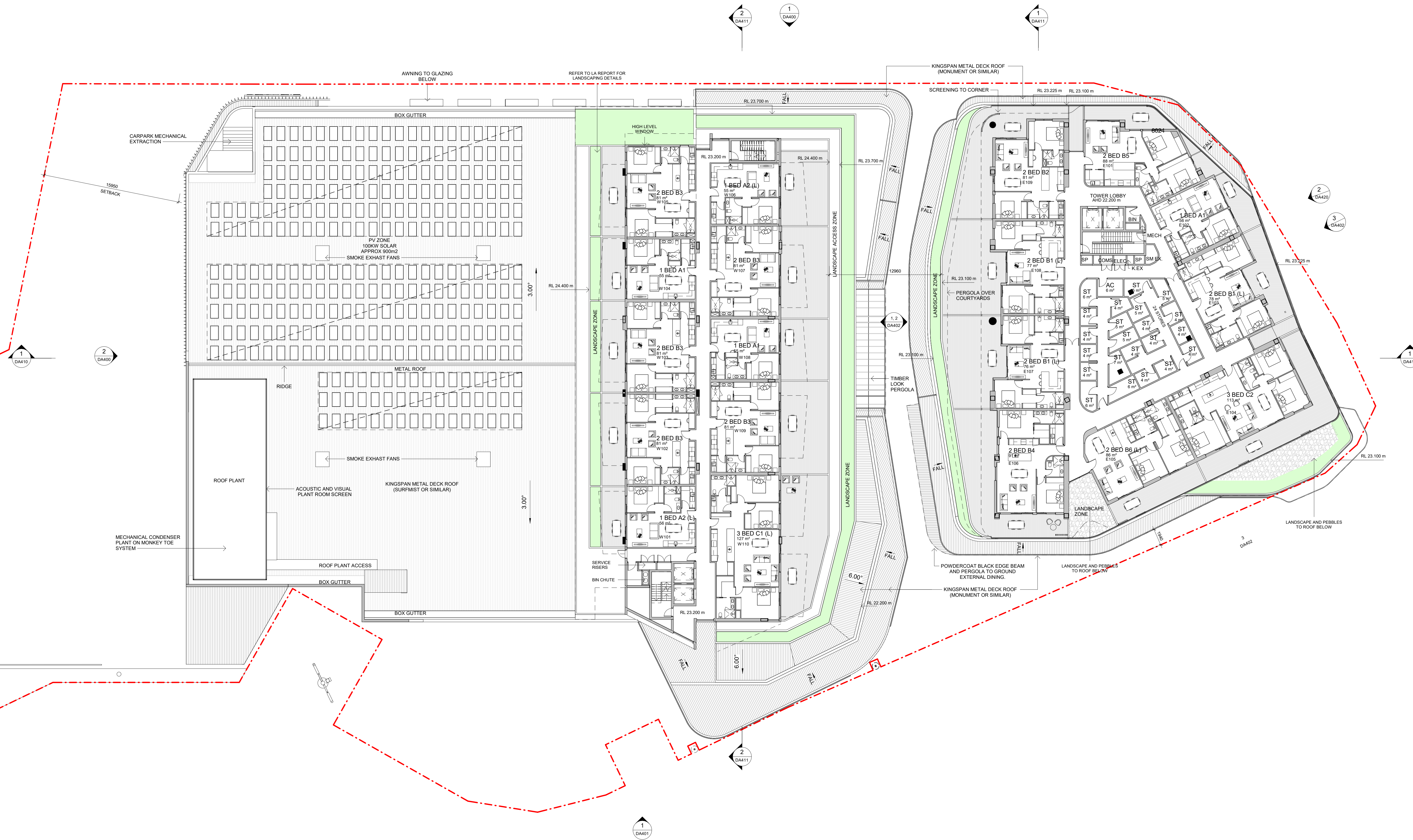


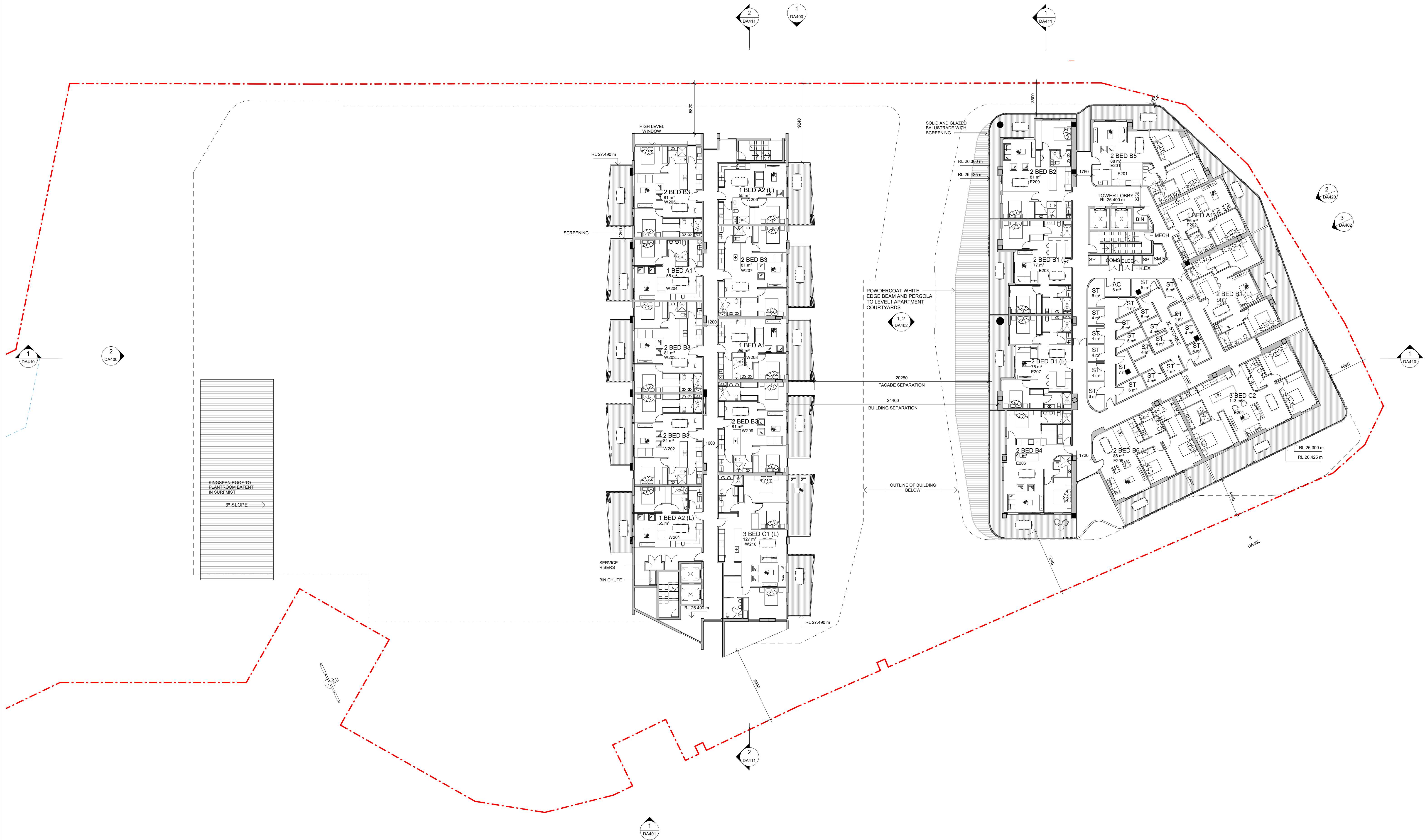


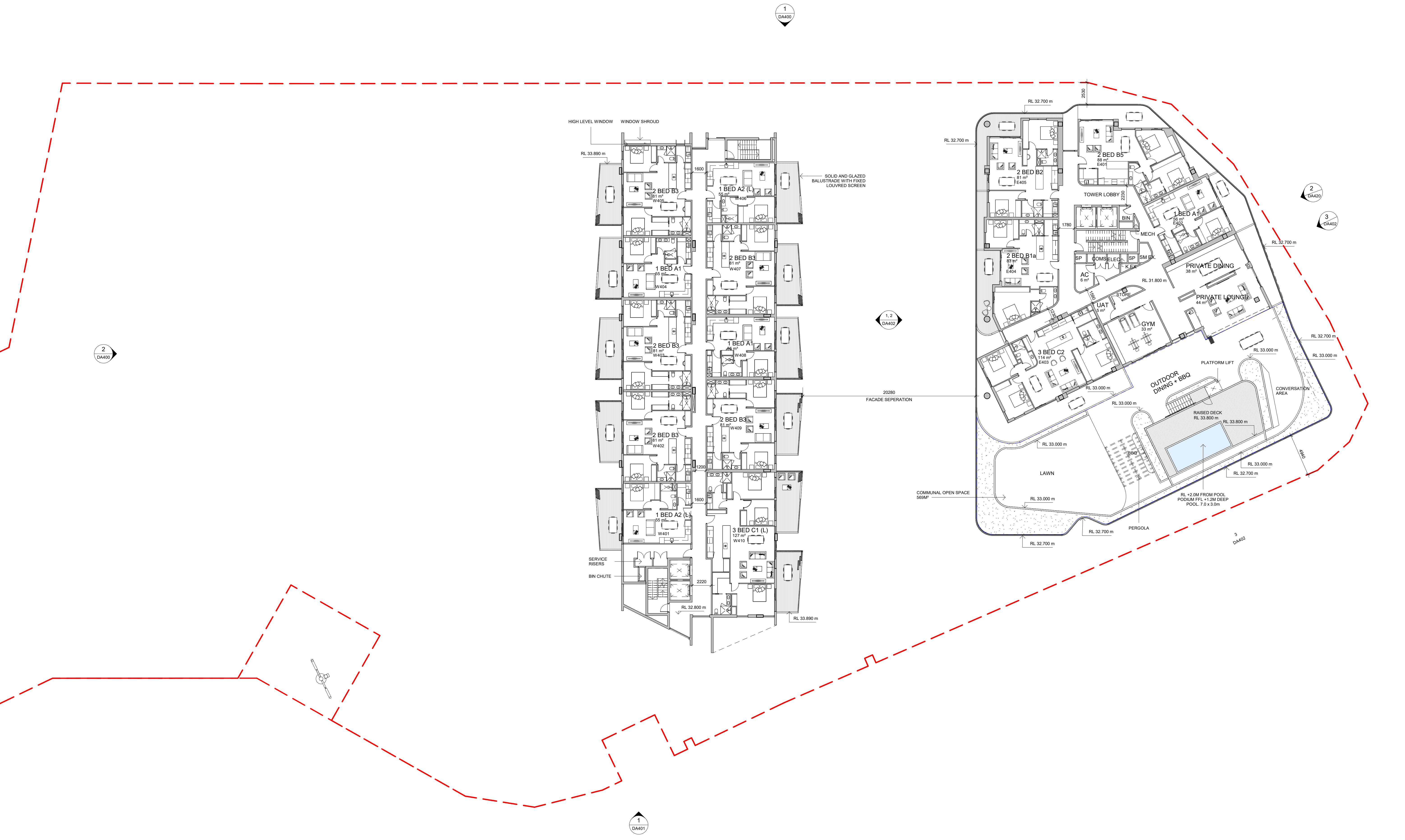


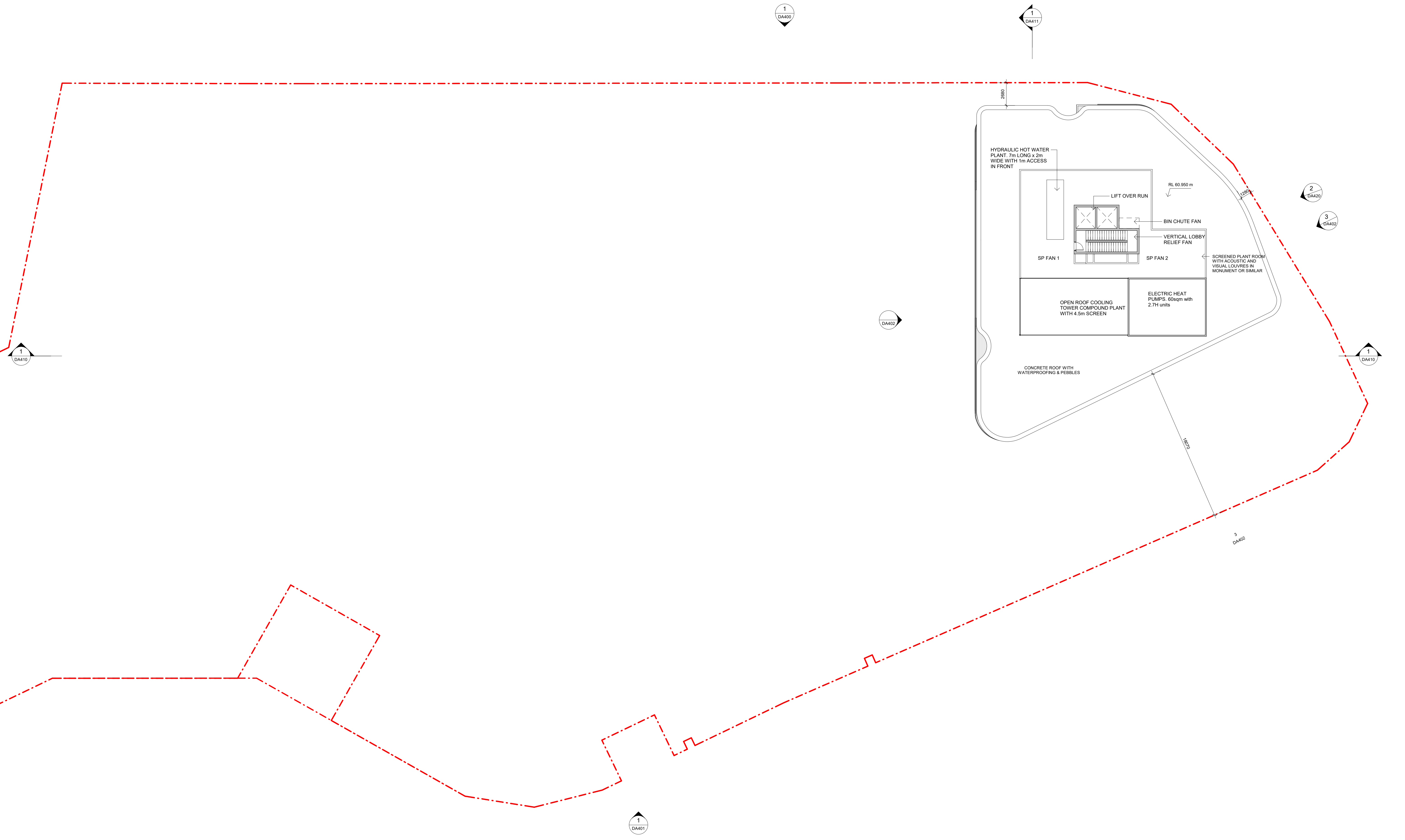
RETAIL SCHEDULE			
Name	Level	Area	Occupancy
RESTAURANT 06	GROUND FLOOR	282 m ²	F&B
RESTAURANT 06 EXT	GROUND FLOOR	113 m ²	F&B
RESTAURANT 07	GROUND FLOOR	188 m ²	F&B
RESTAURANT 07 EXT	GROUND FLOOR	82 m ²	F&B
F&B 4	GROUND FLOOR	665 m ²	RETAIL
SHOP 01	GROUND FLOOR	216 m ²	RETAIL
SHOP 02	GROUND FLOOR	88 m ²	RETAIL
SHOP 03	GROUND FLOOR	132 m ²	RETAIL
SHOP 04	GROUND FLOOR	104 m ²	RETAIL
SHOP 05	GROUND FLOOR	65 m ²	RETAIL
SHOP 08	GROUND FLOOR	191 m ²	RETAIL
SHOP 09	GROUND FLOOR	101 m ²	RETAIL
SHOP 10	GROUND FLOOR	3812 m ²	RETAIL
RETAIL: 8		4710 m ²	
Grand total: 12		5375 m ²	

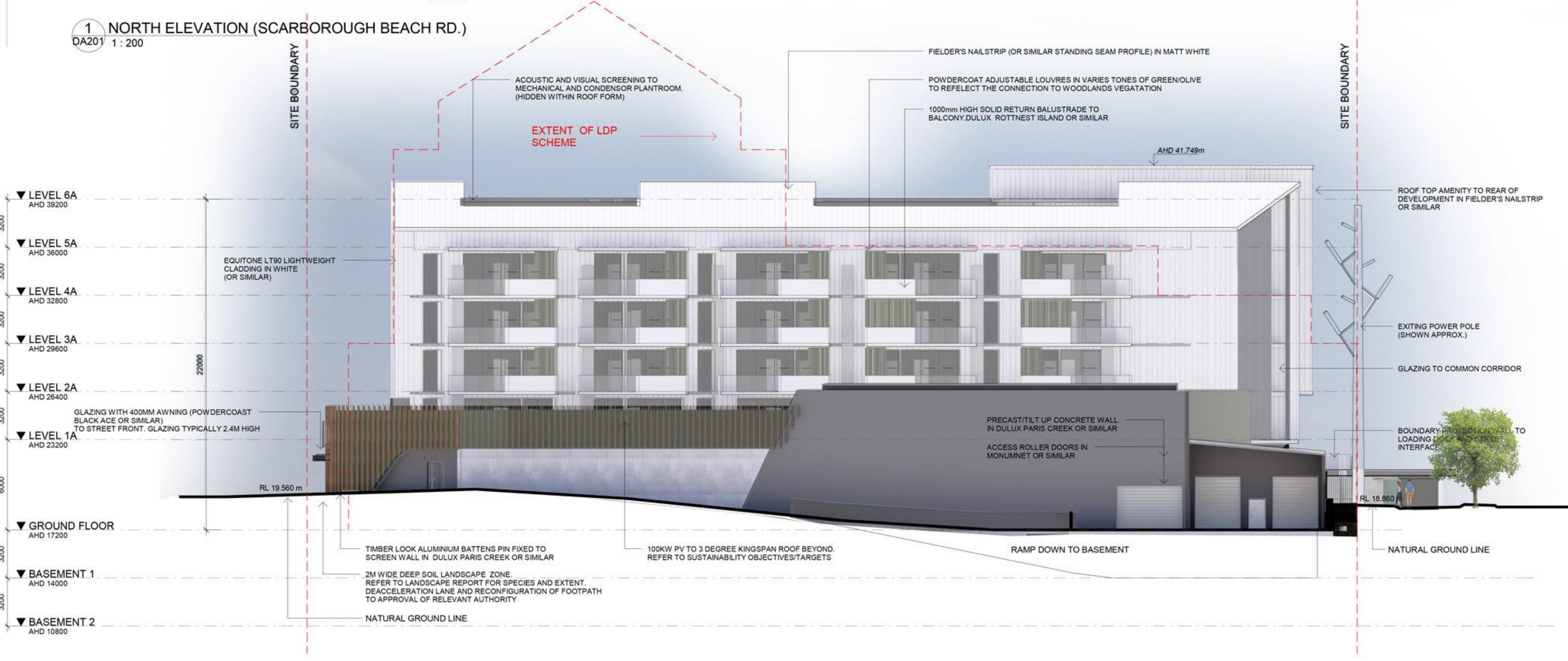
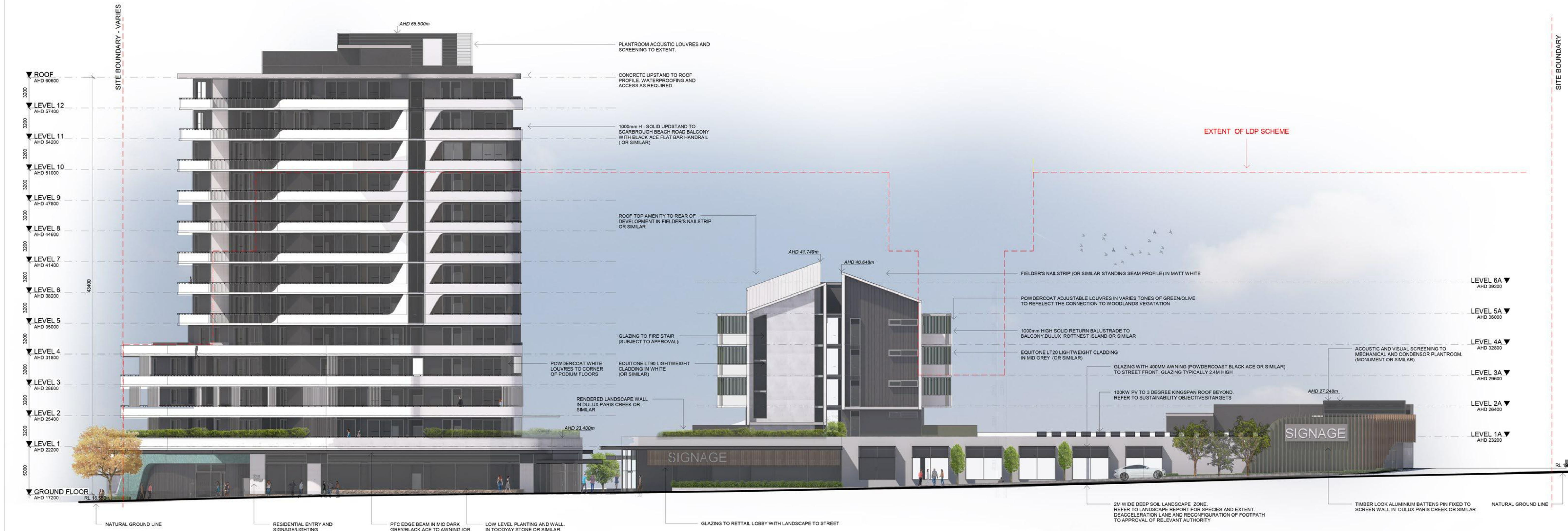












WINDSOR KNIGHT

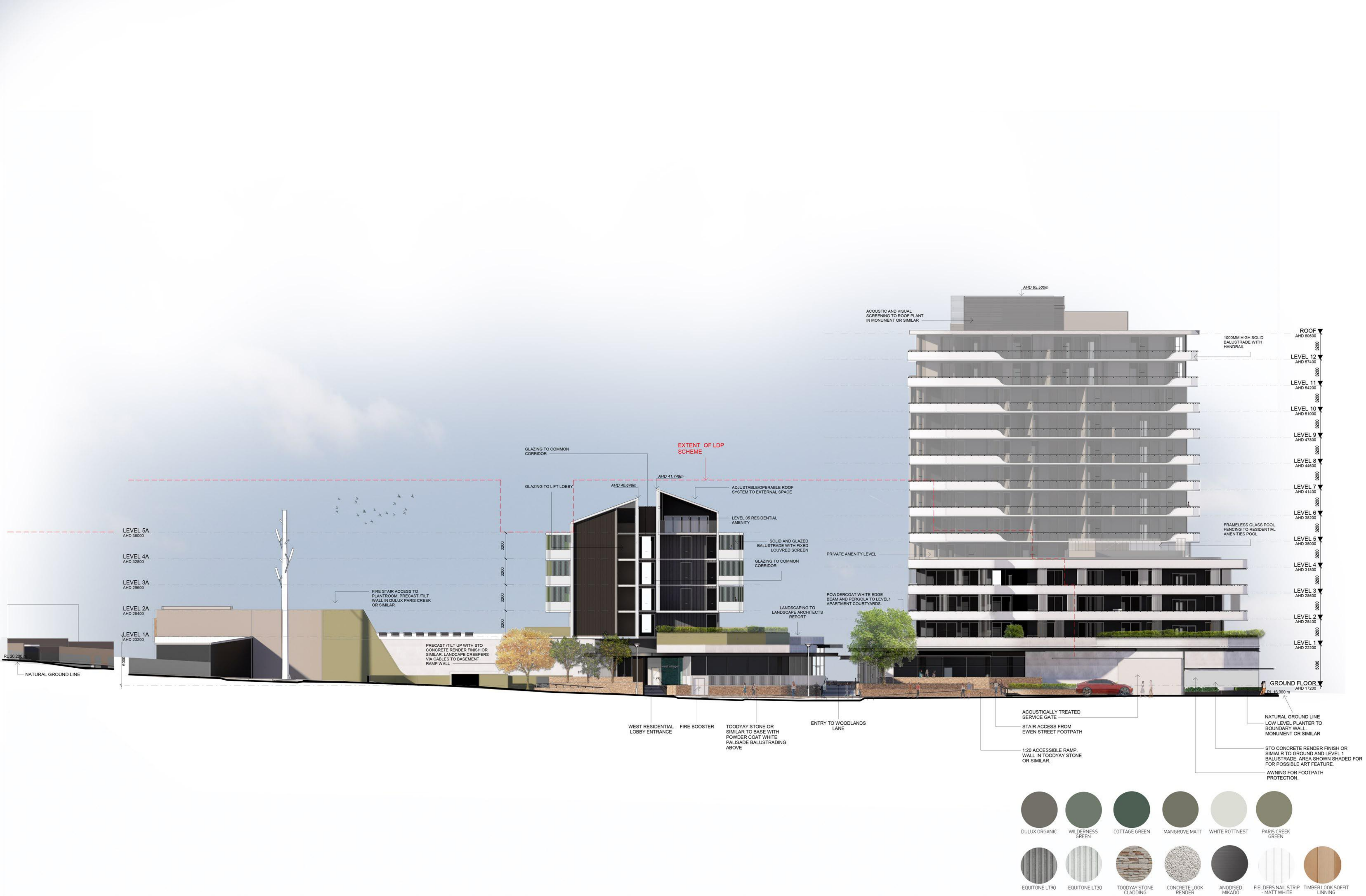
ELEVATIONS
WOODLANDS NORTH MIXED USE DEVELOPMENT,
367 SCARBOROUGH BEACH ROAD

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Scale: 1:200 @ A1
0 1 2 3 4 5 6
© Hames Sharley:

Project Number: 44557
Drawing Number: DA400
Revision: A
Date: 11/11/22





WINDSOR KNIGHT

ELEVATIONS
WOODLANDS NORTH MIXED USE DEVELOPMENT,
367 SCARBOROUGH BEACH ROAD

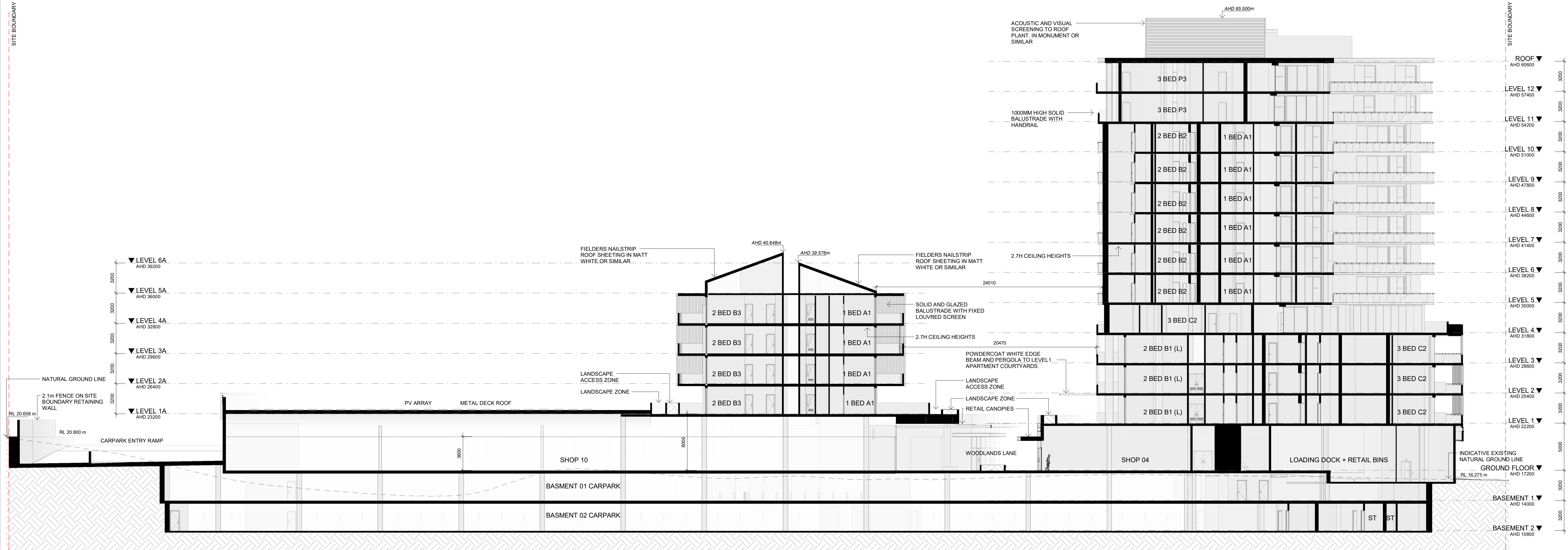
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Scale: 1:200 @ A1
0 1 2 3 4 5 6
© Hames Sharley:

Project Number: 44557
Drawing Number: DA401
Revision: A
Date: 11/11/22

Hames Sharley





WINDSOR KNIGHT

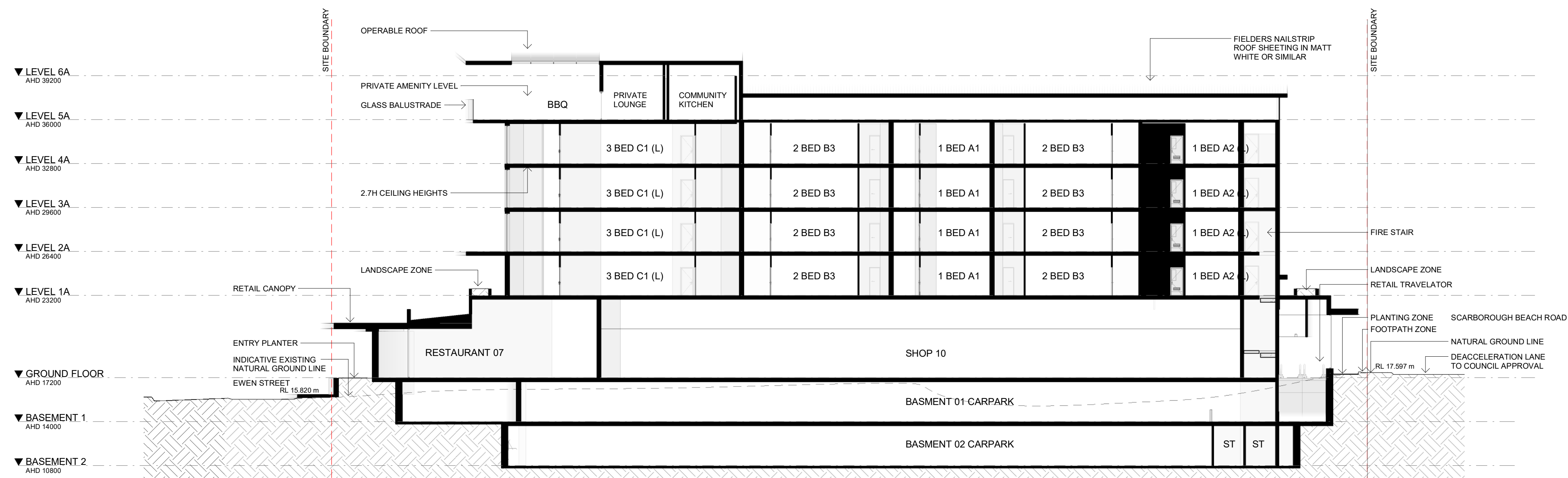
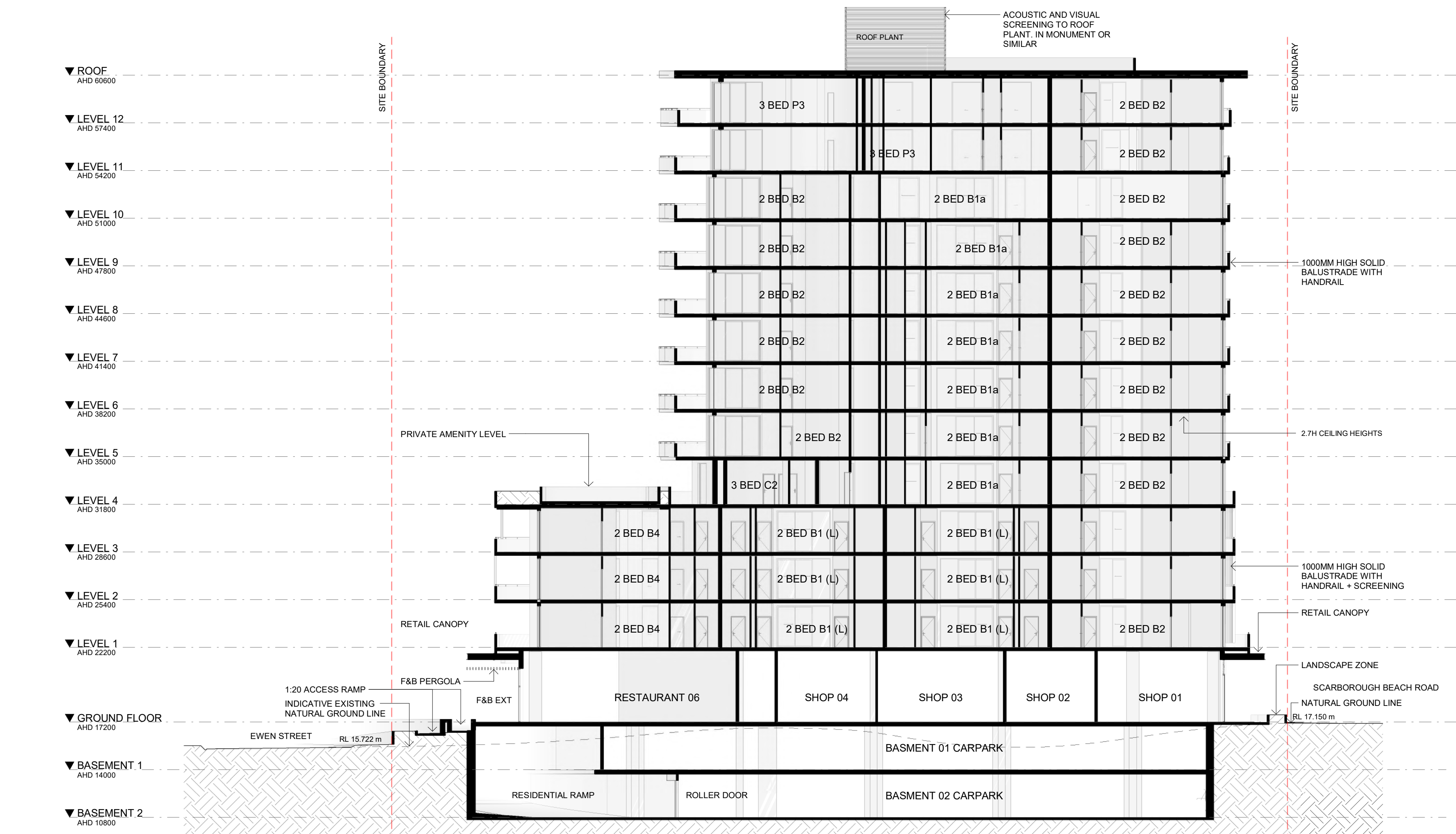
SITE SECTION
WOODLANDS NORTH MIXED USE DEVELOPMENT,
367 SCARBOROUGH BEACH ROAD

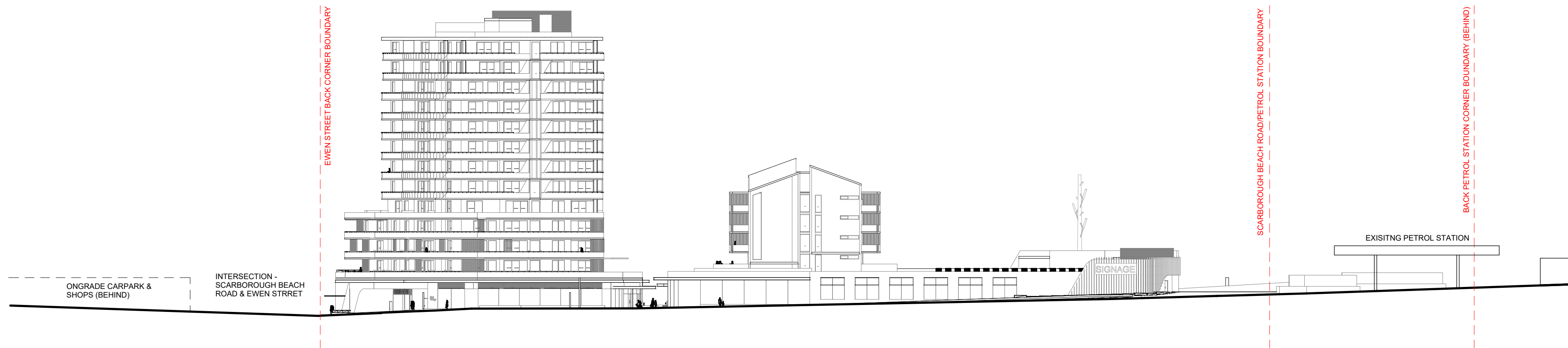
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0 16
© Hames Sharley:

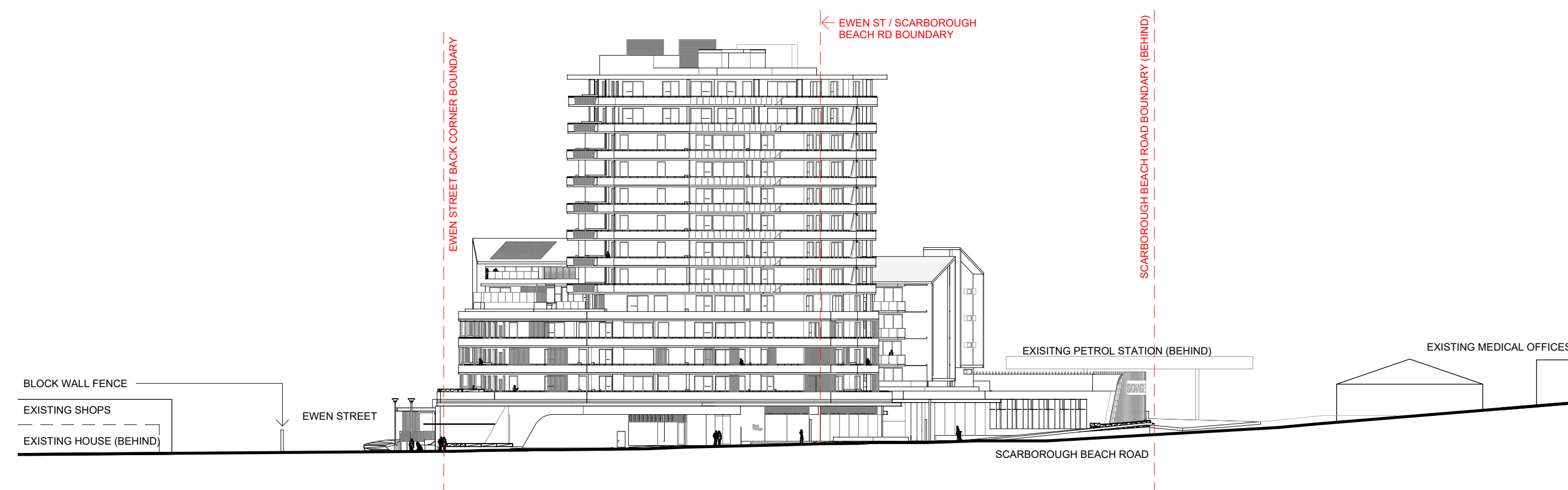
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Drawing Number: DA410
Revision: H
Date: 11/11/22

Hames
Sharley

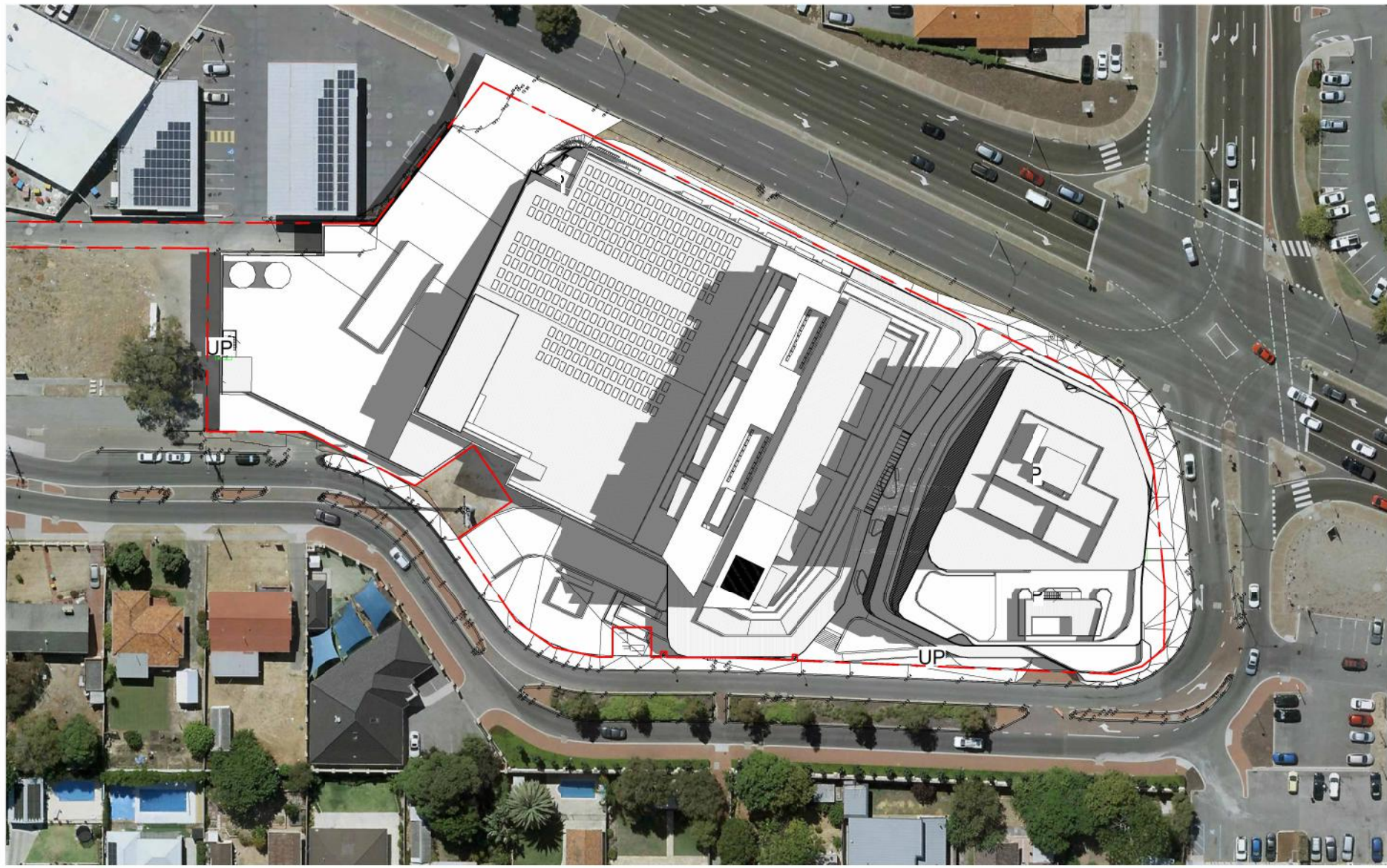




1 ELEVATION - CONTEXT 1
1 : 500



2 ELEVATION - CONTEXT 2
1 : 500



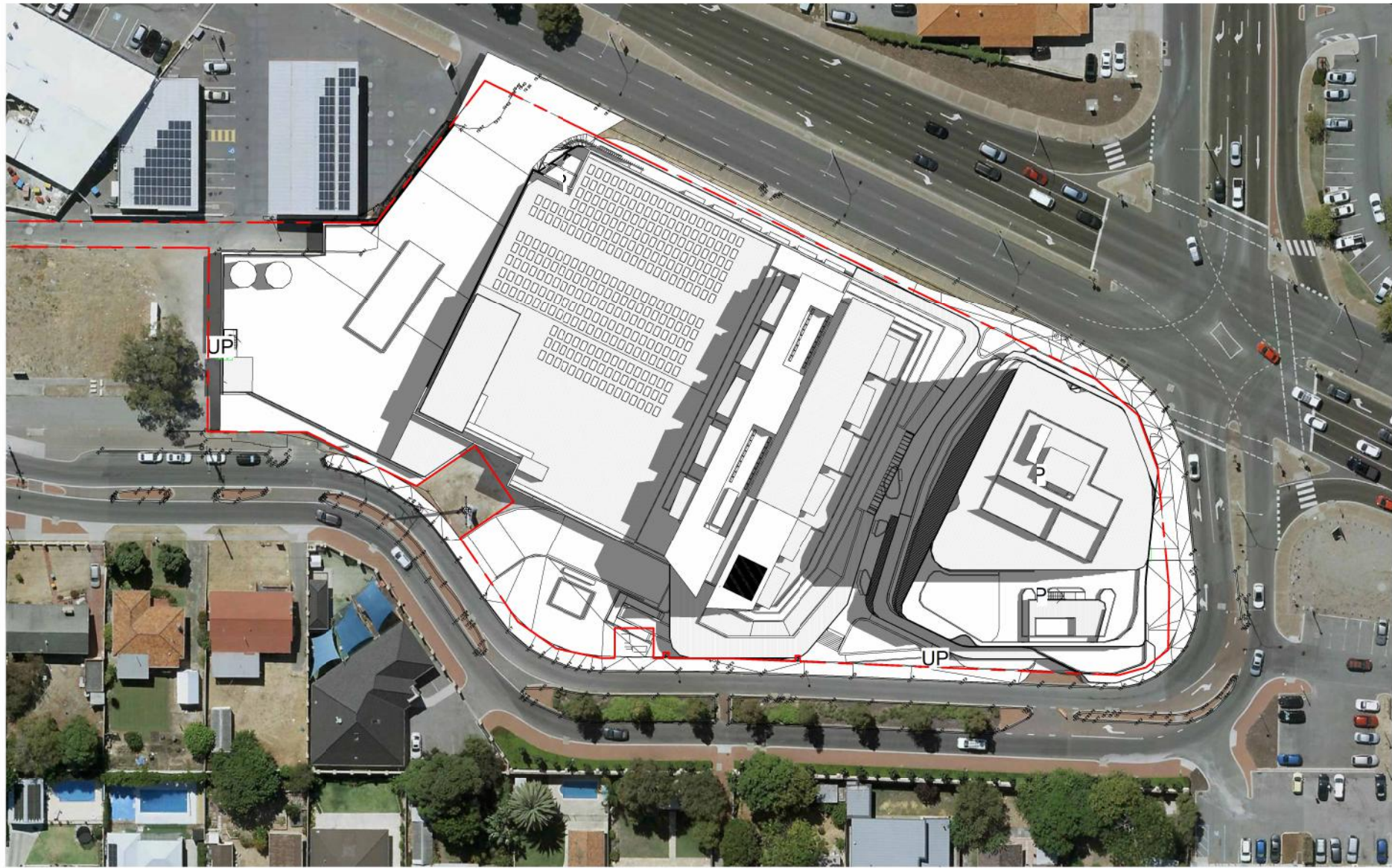
SUMMER SOLSTICE - 9AM



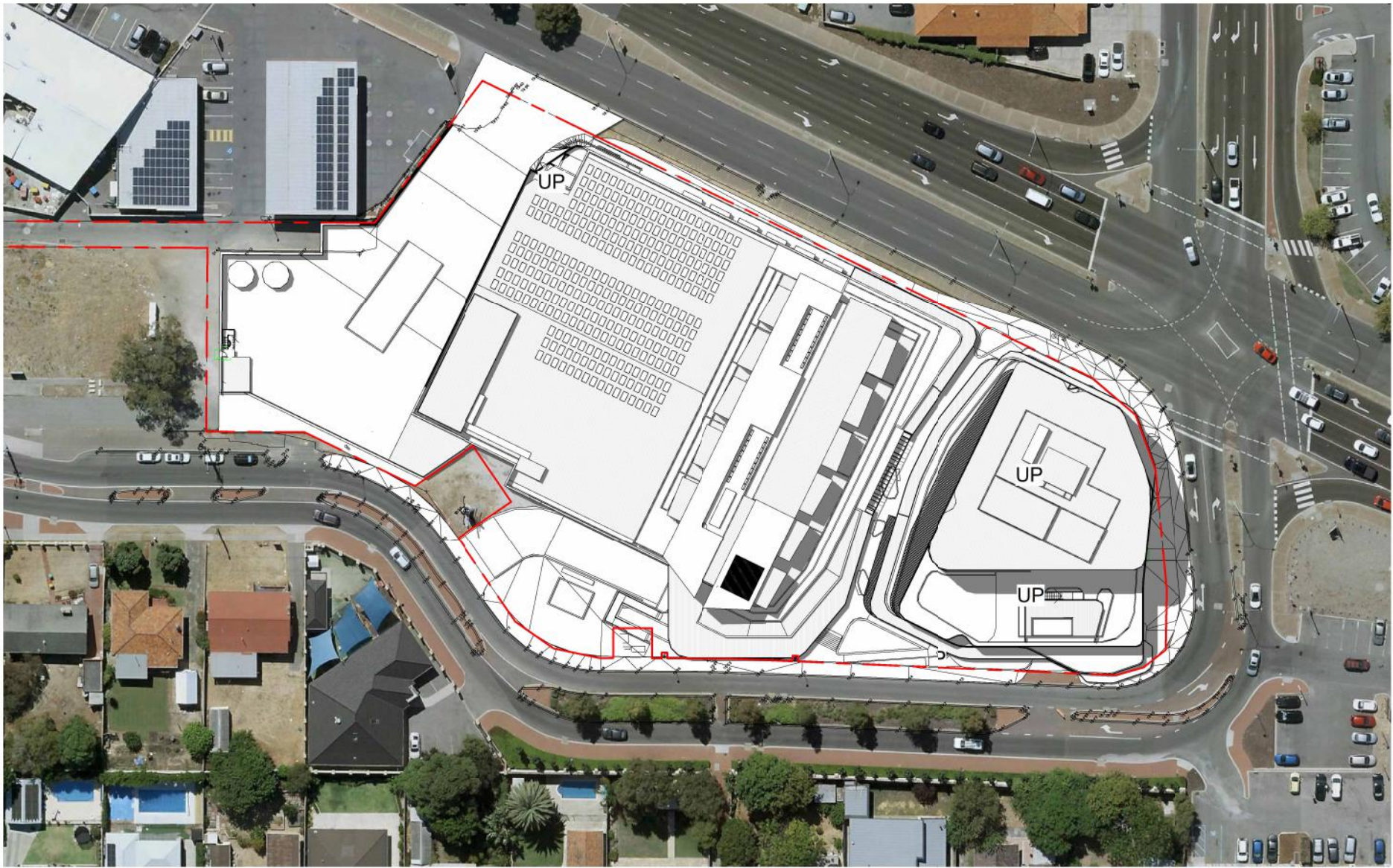
SUMMER SOLSTICE - 12PM



SUMMER SOLSTICE - 3PM



SUMMER SOLSTICE - 10AM



SUMMER SOLSTICE - 1PM



SUMMER SOLSTICE - 11AM

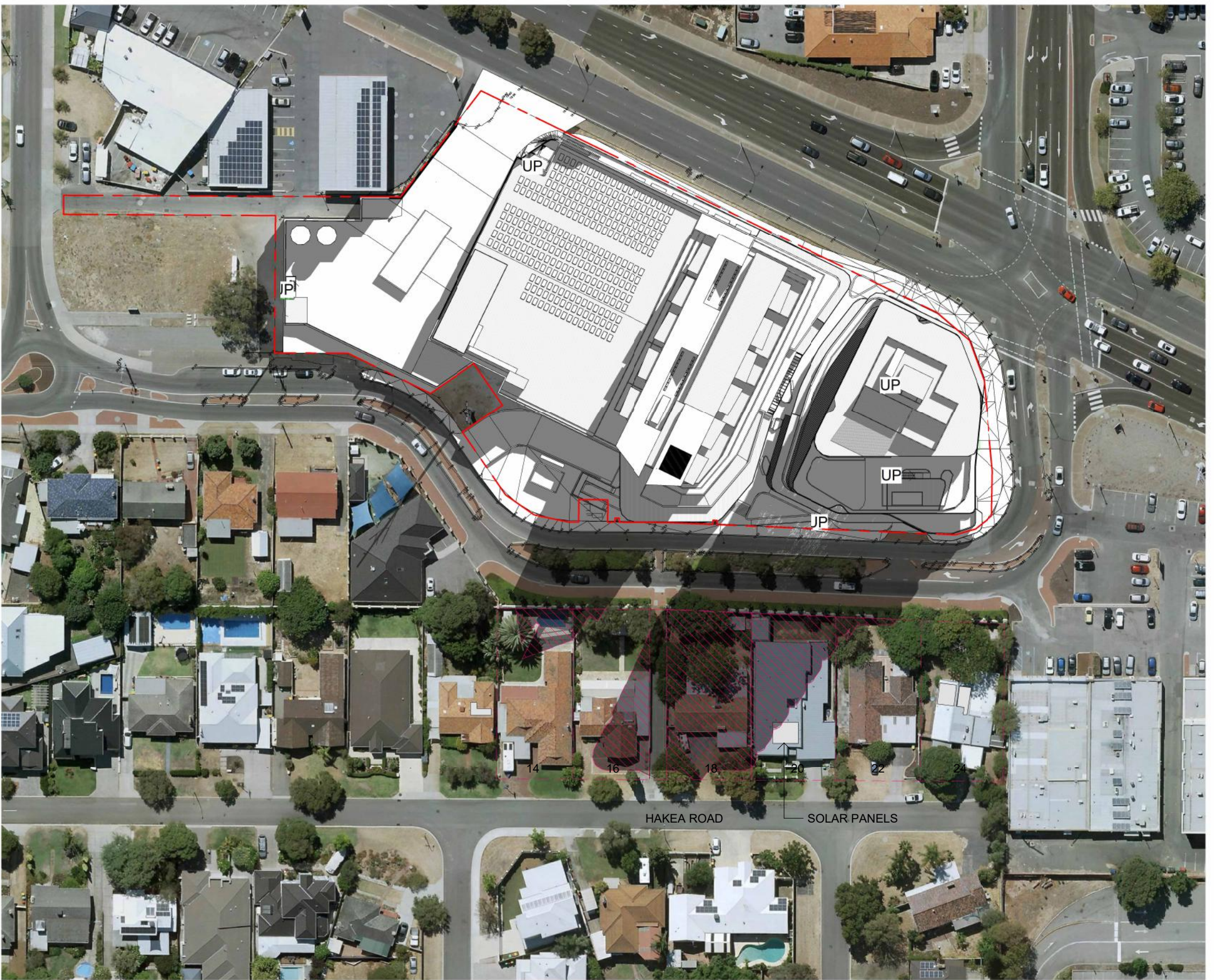


SUMMER SOLSTICE - 2PM



273 EWEN ST - 19.0%
10 HAKEA RD - 7.0%
12 HAKEA RD - 88.0%
14 HAKEA RD - 99.0%
16 HAKEA RD - 96.0%
18 HAKEA RD - 50.0%
20 HAKEA RD - 26.0%
22 HAKEA RD - 1.0%
24 HAKEA RD - 0.0%
10 LAUREL RD - 6.0%
26 LAUREL RD - 3.0%

WINTER SOLSTICE - 9AM



14 HAKEA RD - 15.0%
16 HAKEA RD - 39.0%
18 HAKEA RD - 95.0%
20 HAKEA RD - 55.0%
22 HAKEA RD - 4.0%
24 HAKEA RD - 0.0%

WINTER SOLSTICE - 10AM



14 HAKEA RD - 0.0%
16 HAKEA RD - 6.0%
18 HAKEA RD - 23.0%
20 HAKEA RD - 73.0%
22 HAKEA RD - 46.0%
24 HAKEA RD - 0.0%

WINTER SOLSTICE - 11AM



14 HAKEA RD - 0.0%
16 HAKEA RD - 15.0%
18 HAKEA RD - 4.0%
20 HAKEA RD - 47.0%
22 HAKEA RD - 89.0%
24 HAKEA RD - 36.0%

WINTER SOLSTICE - 12PM



WINTER SOLSTICE - 1PM



WINTER SOLSTICE - 2PM



WINTER SOLISTICE - 3PM



1 WINTER SOLSTICE - 9AM
DA400 1 : 1000



2 WINTER SOLSTICE - 10AM
DA400 1 : 1000



3 WINTER SOLSTICE - 11AM
DA400 1 : 1000



4 WINTER SOLSTICE - 12PM
DA400 1 : 1000



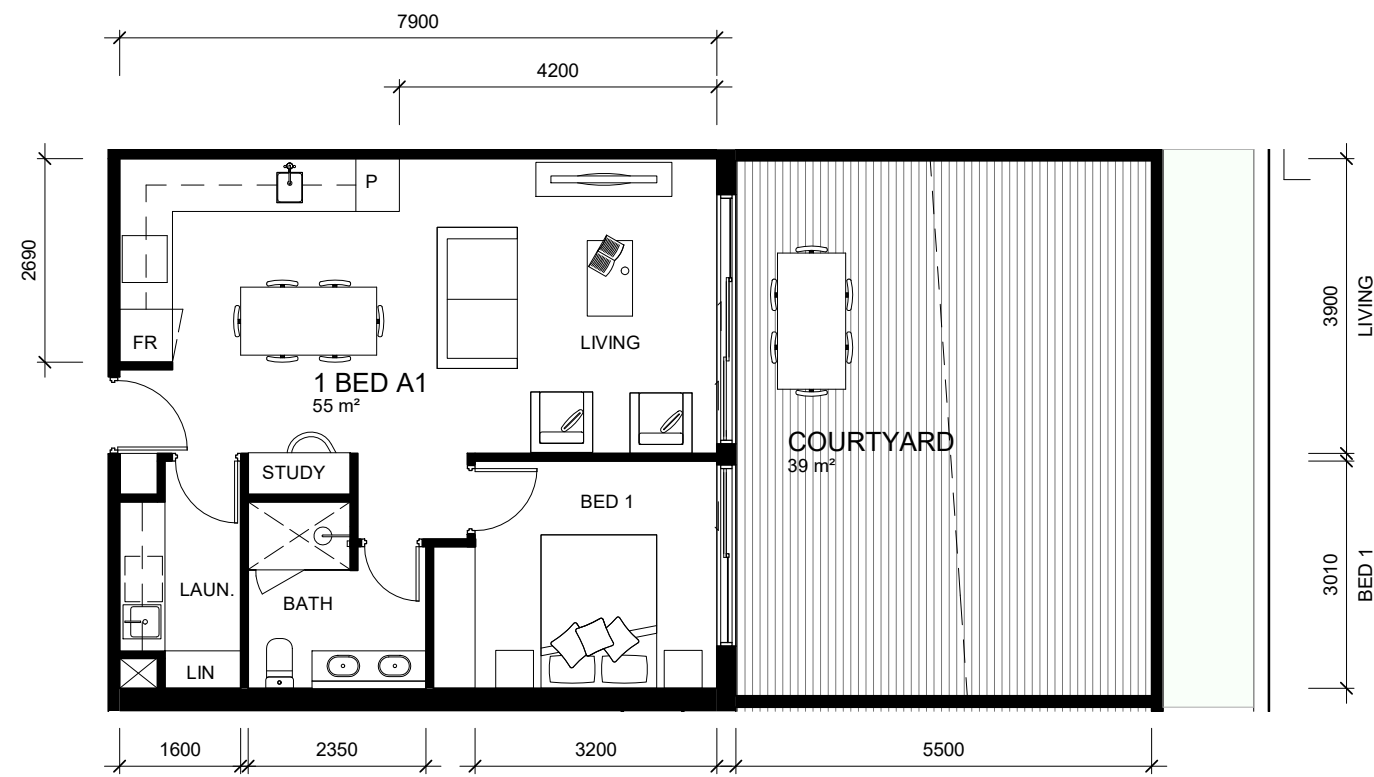
1 WINTER SOLSTICE - 1PM
DA400 1 : 1000



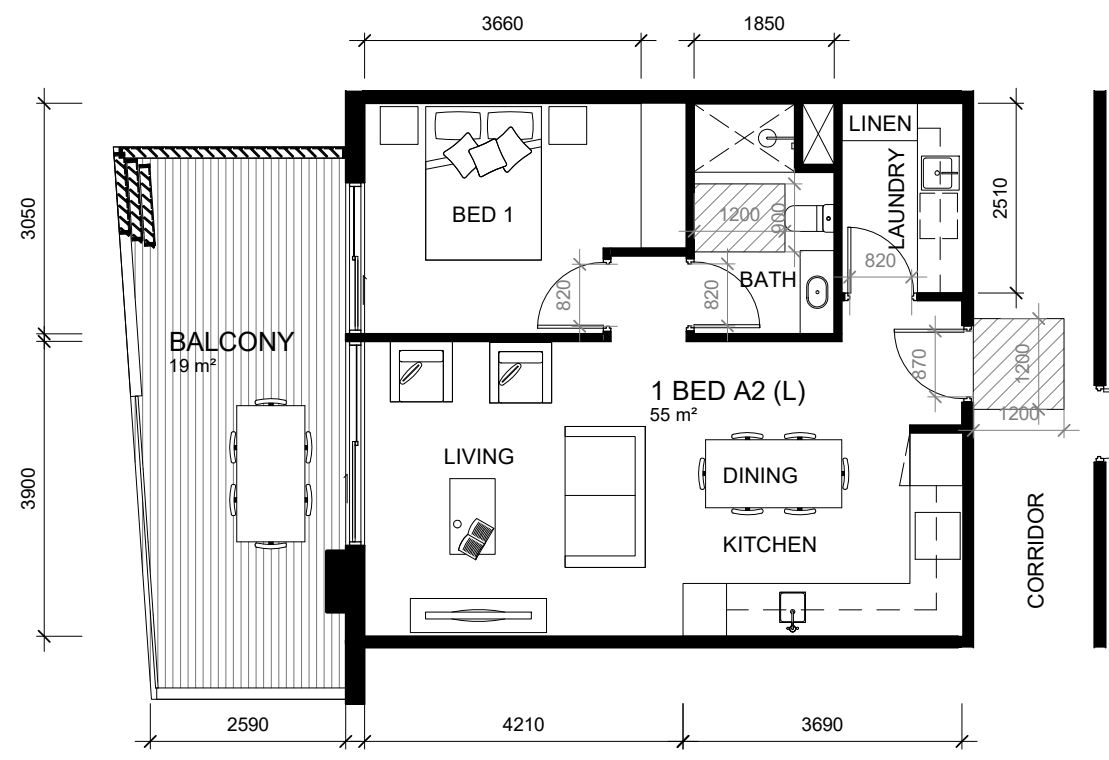
2 WINTER SOLSTICE - 2PM
DA400 1 : 1000



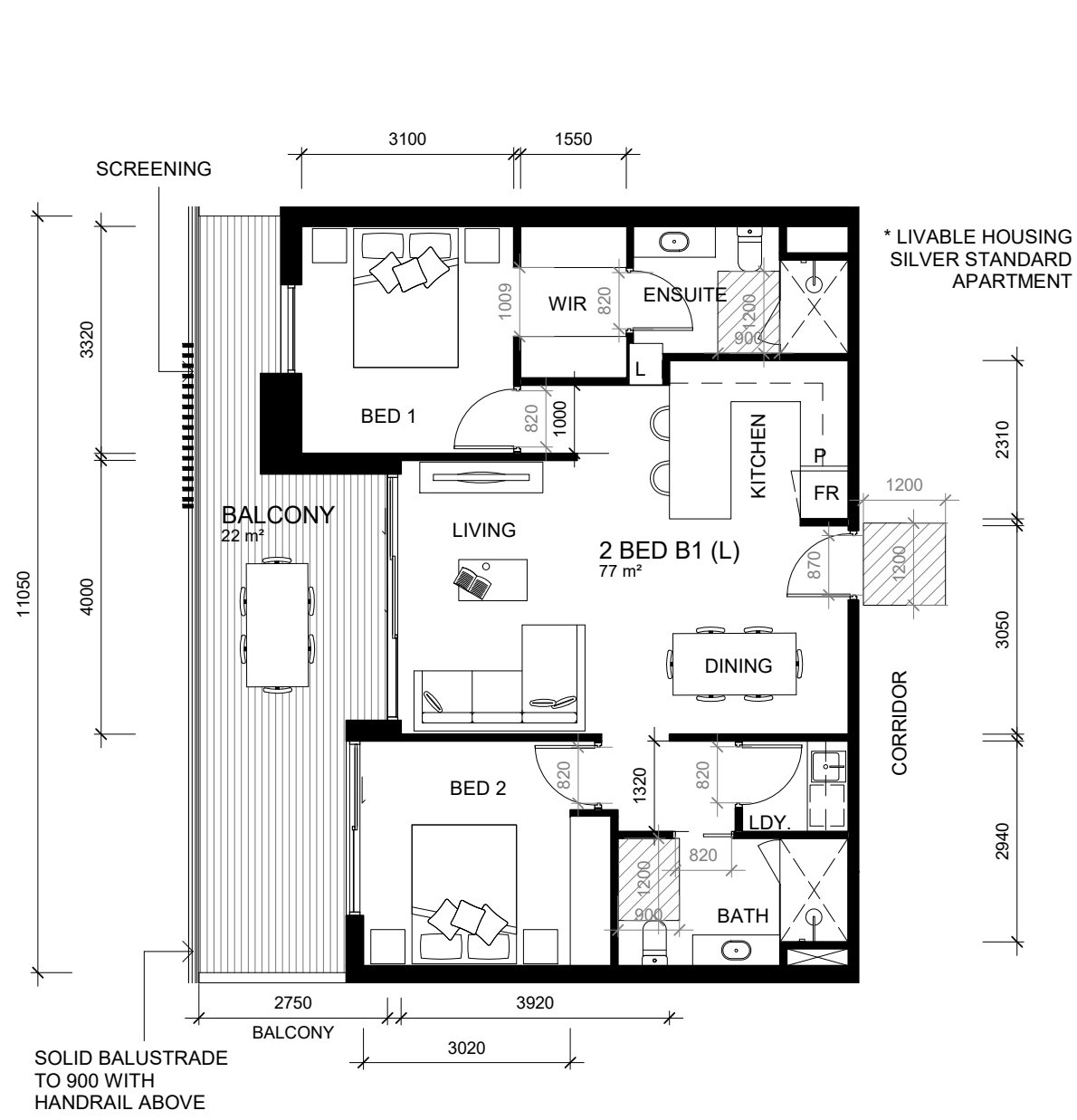
3 WINTER SOLISTICE - 3PM
DA400 1 : 1000



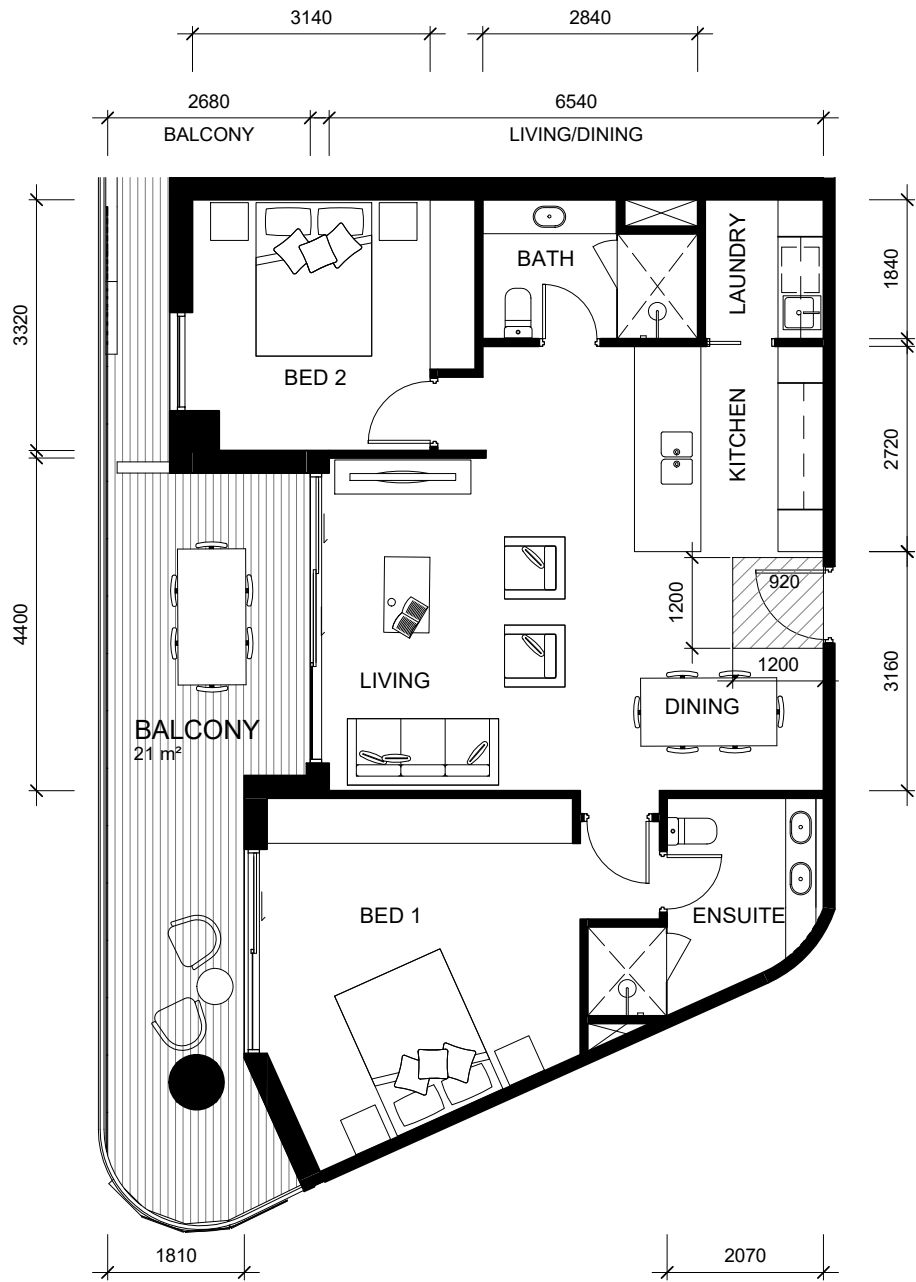
APARTMENT TYPES A1
1 : 100



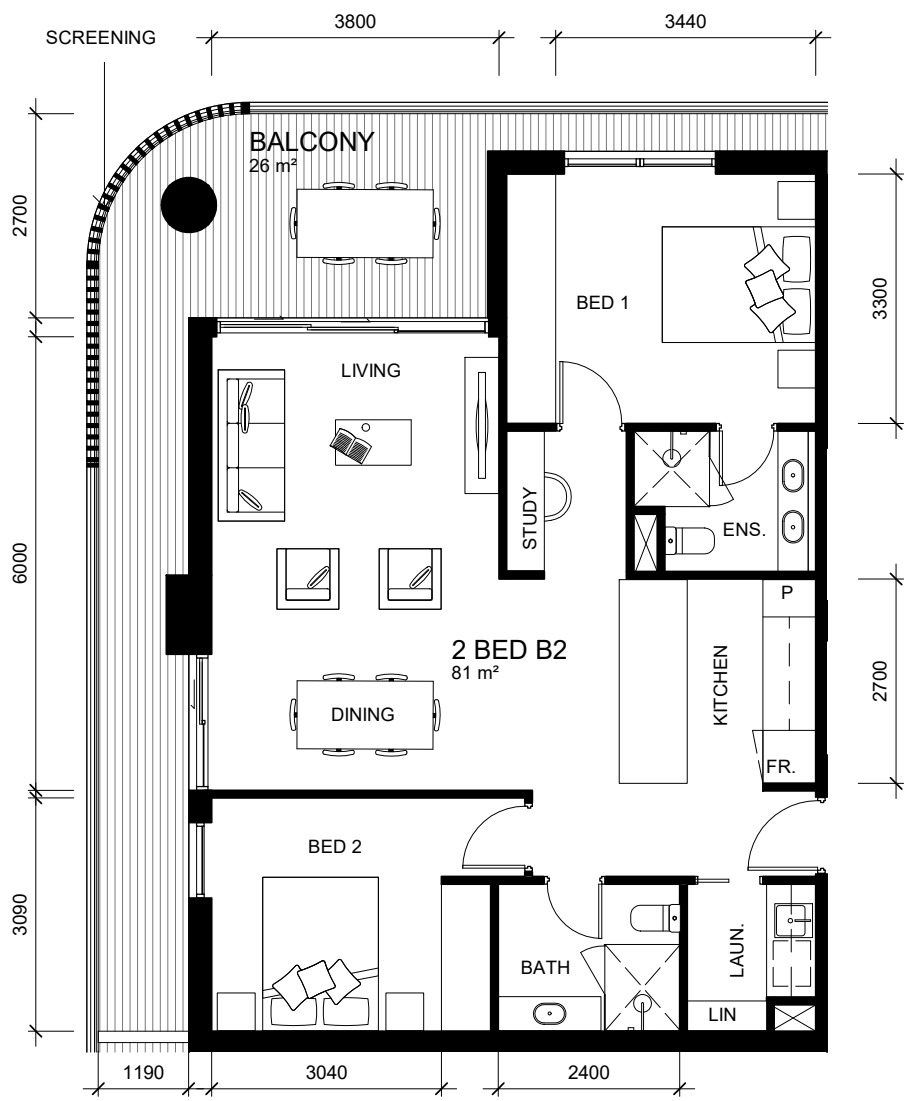
APARTMENT TYPES A2 (L)
1 : 100



APARTMENT TYPES B1
1 : 100



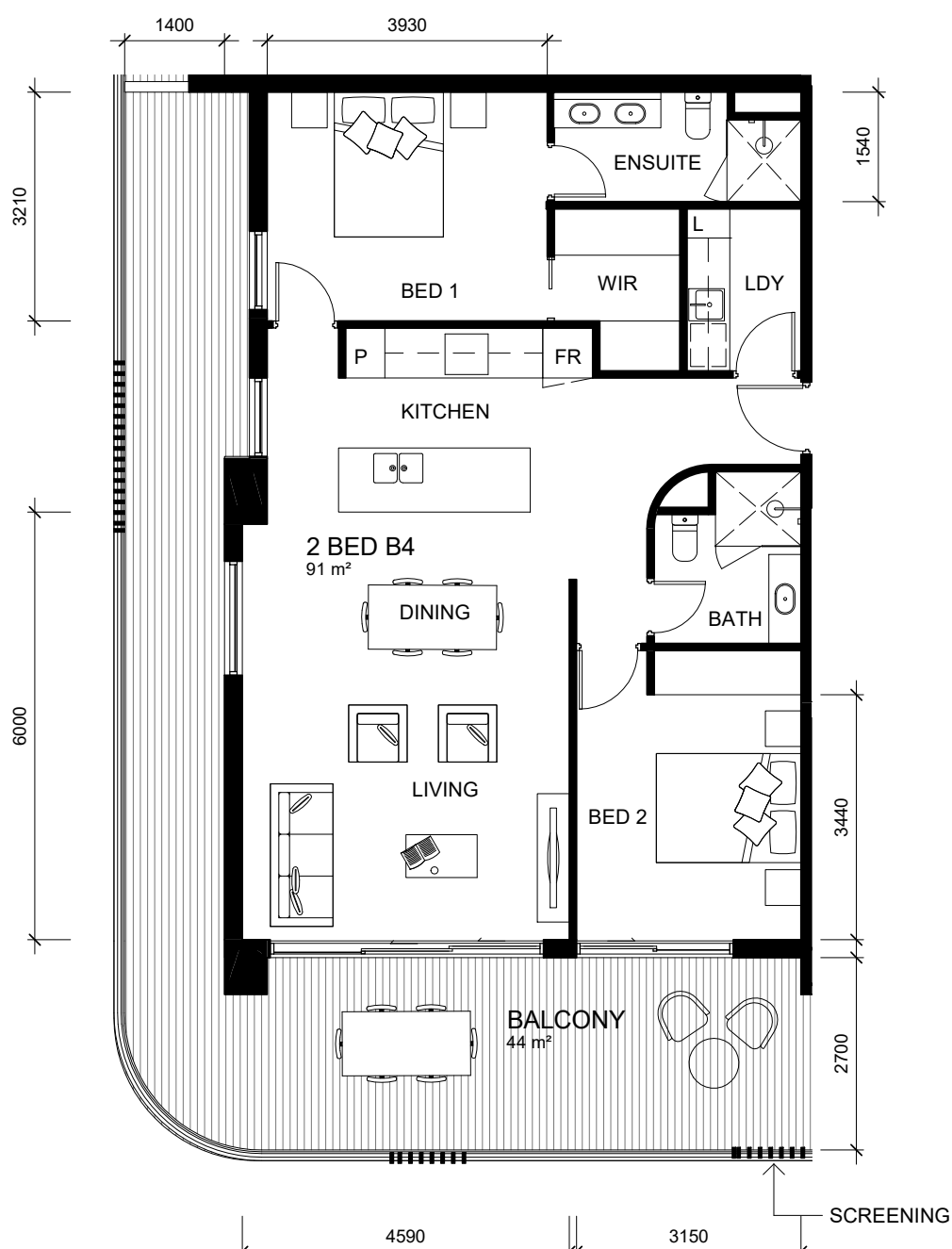
APARTMENT TYPES B1A
1 : 100



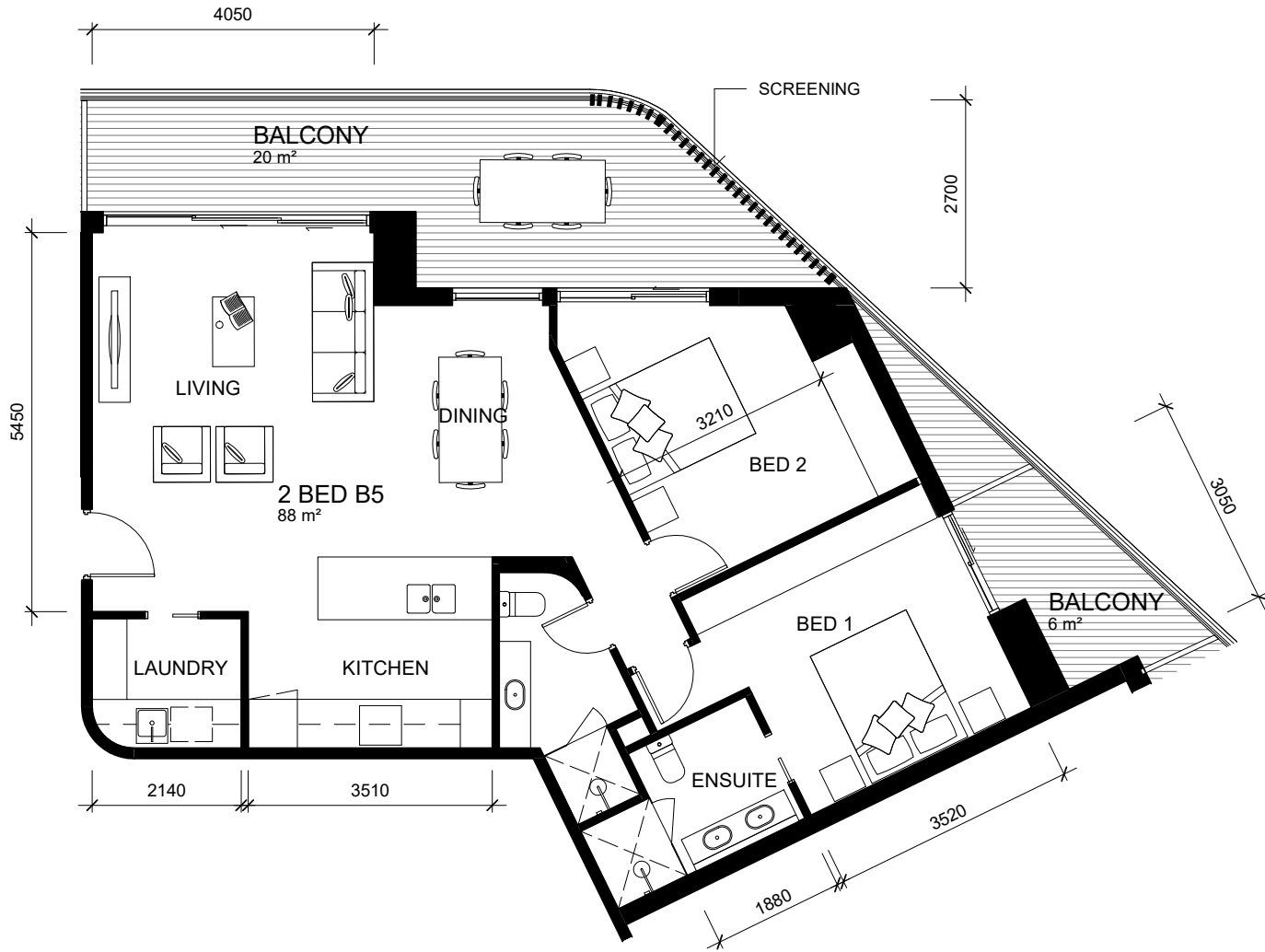
APARTMENT TYPES B2
1 : 100



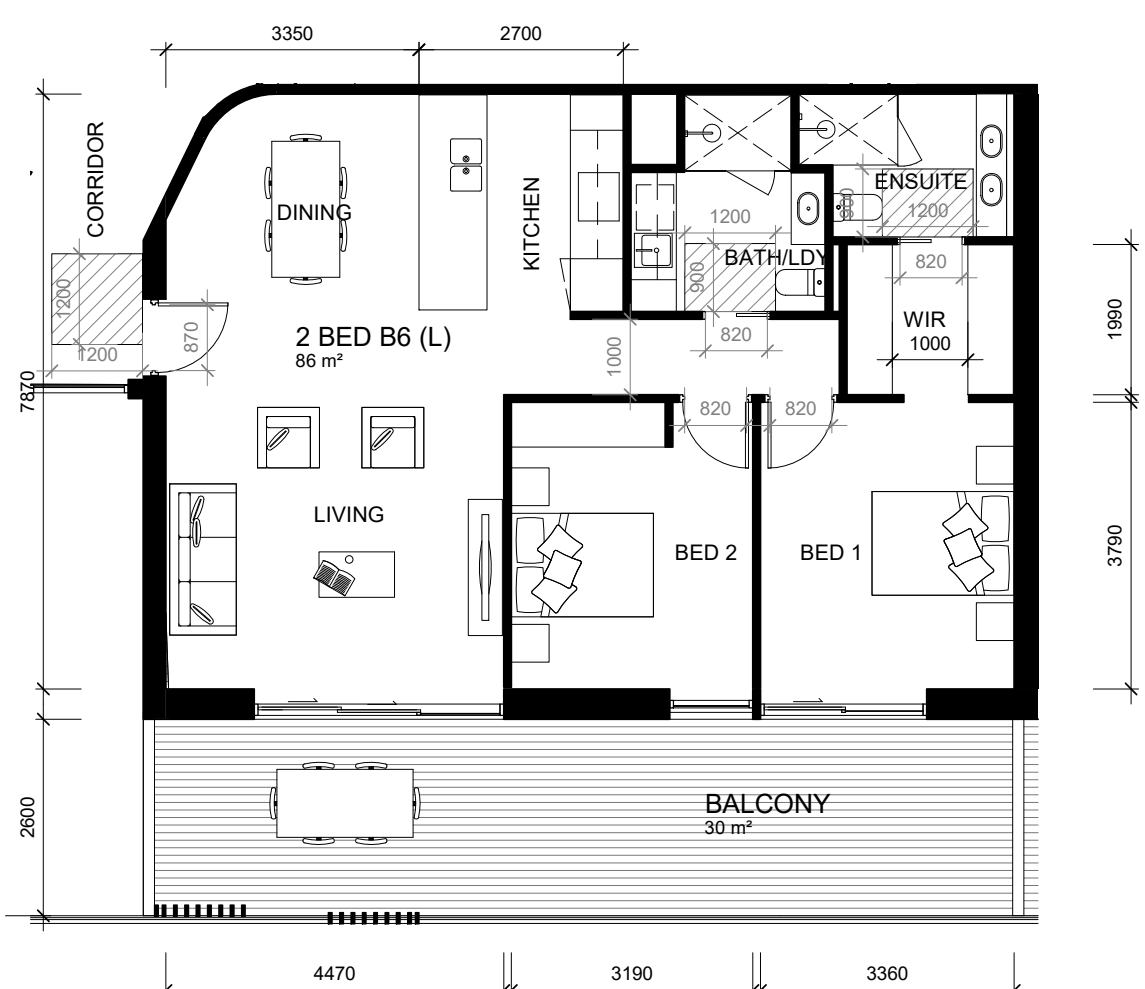
APARTMENT TYPES B3
1 : 100



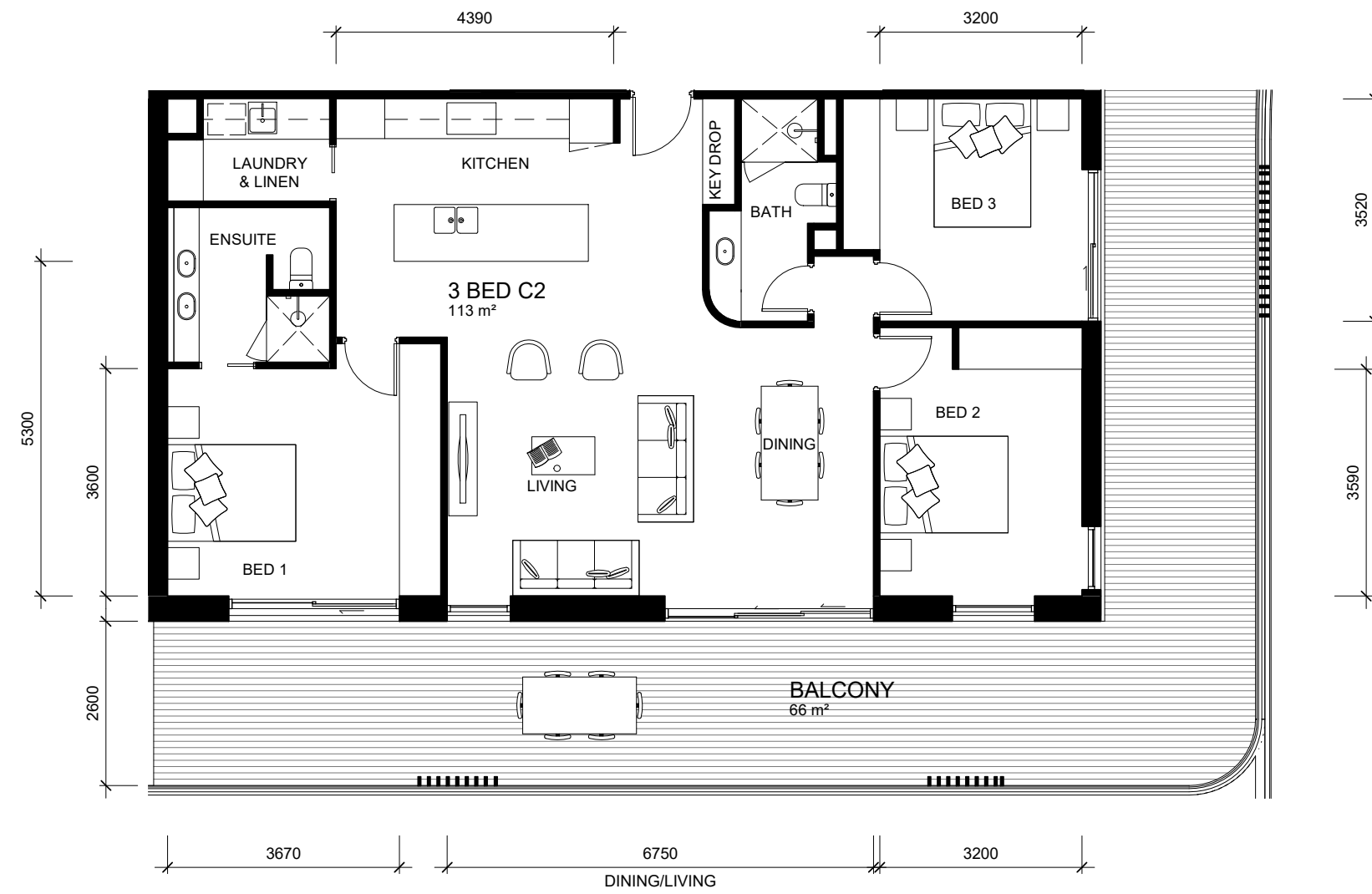
APARTMENT TYPES B4
1 : 100



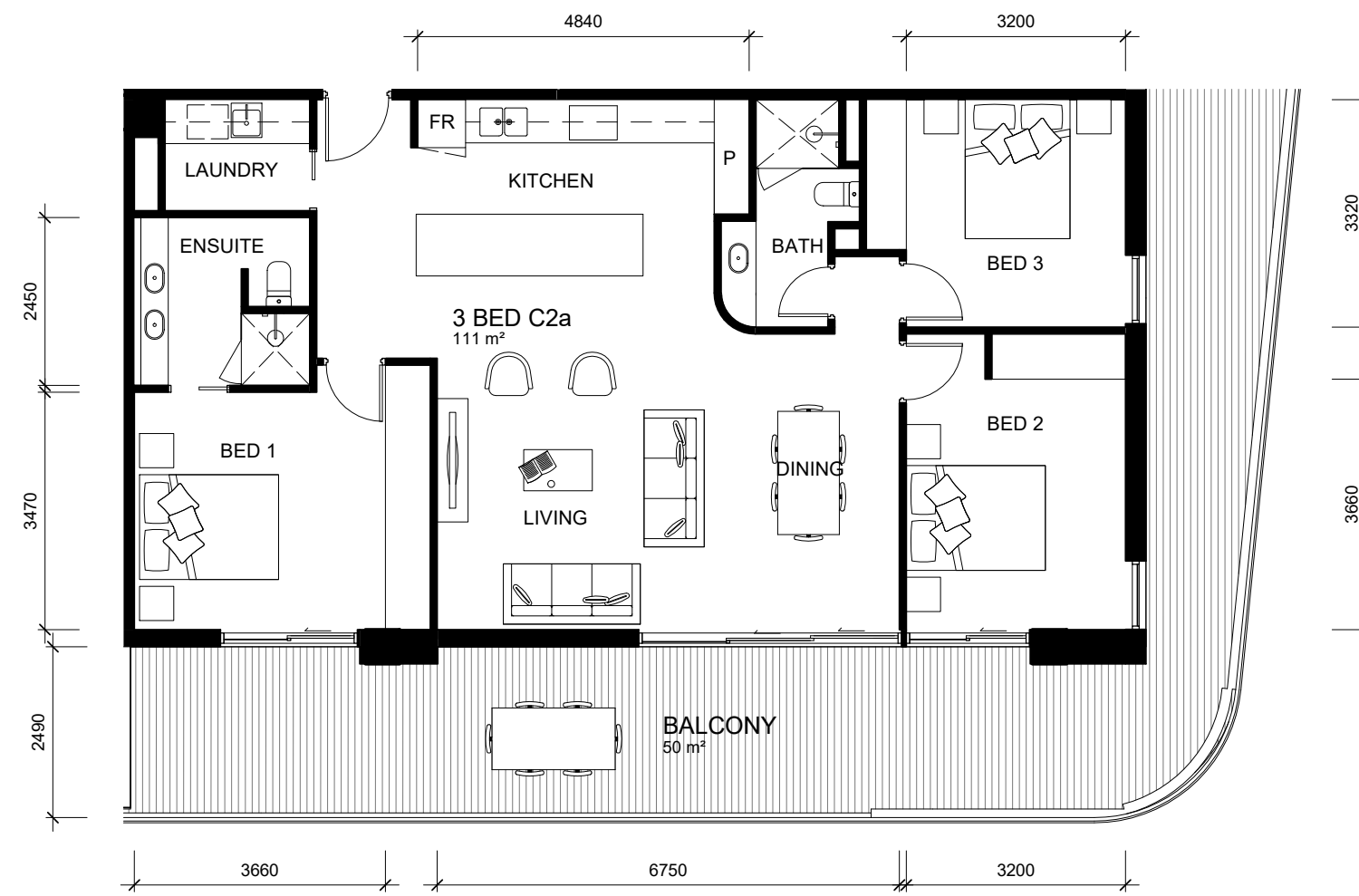
APARTMENT TYPES B5
1 : 100



APARTMENT TYPES B6
1 : 100



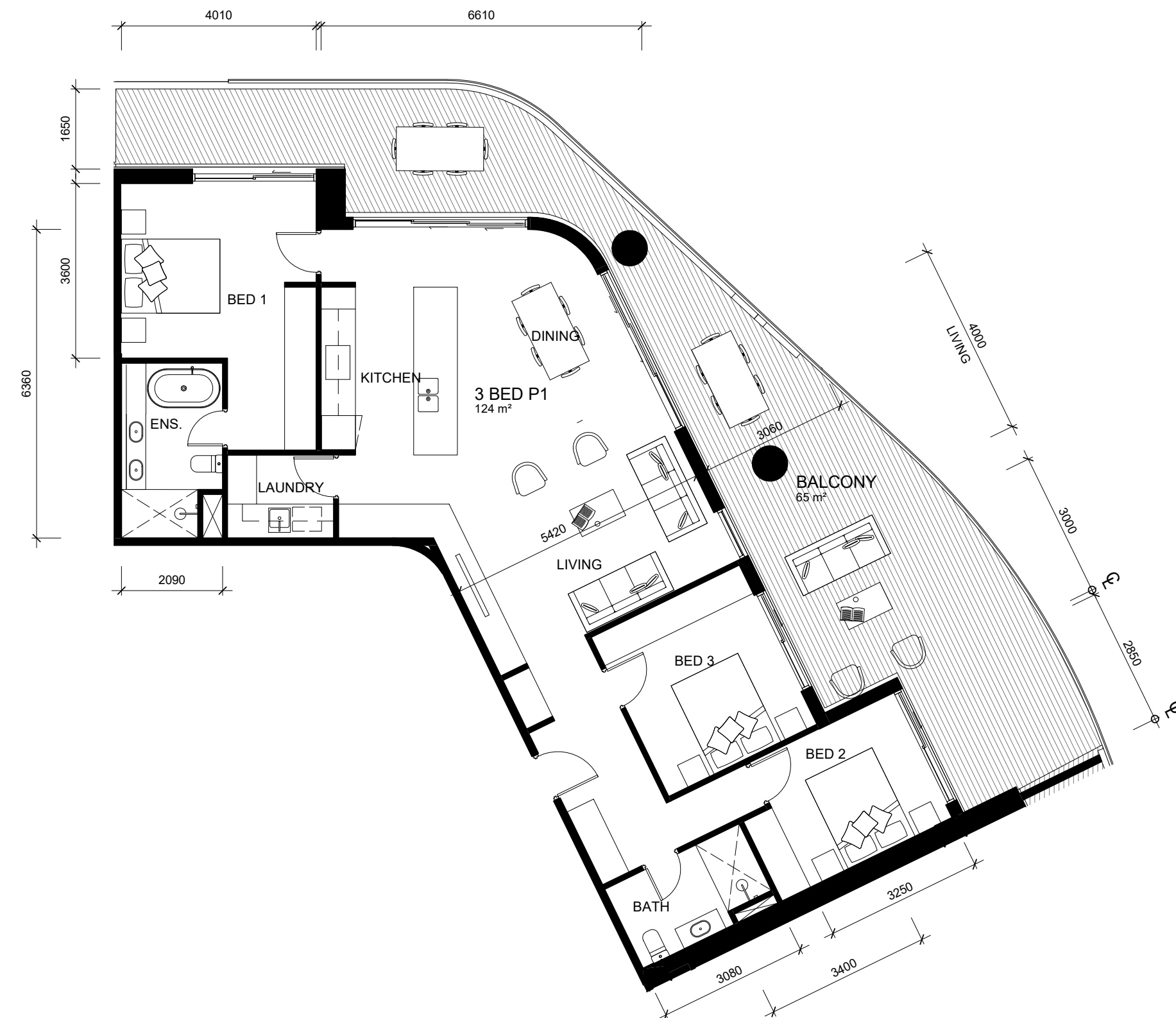
APARTMENT TYPES C2
1 : 100



APARTMENT TYPES C2A
1 : 100



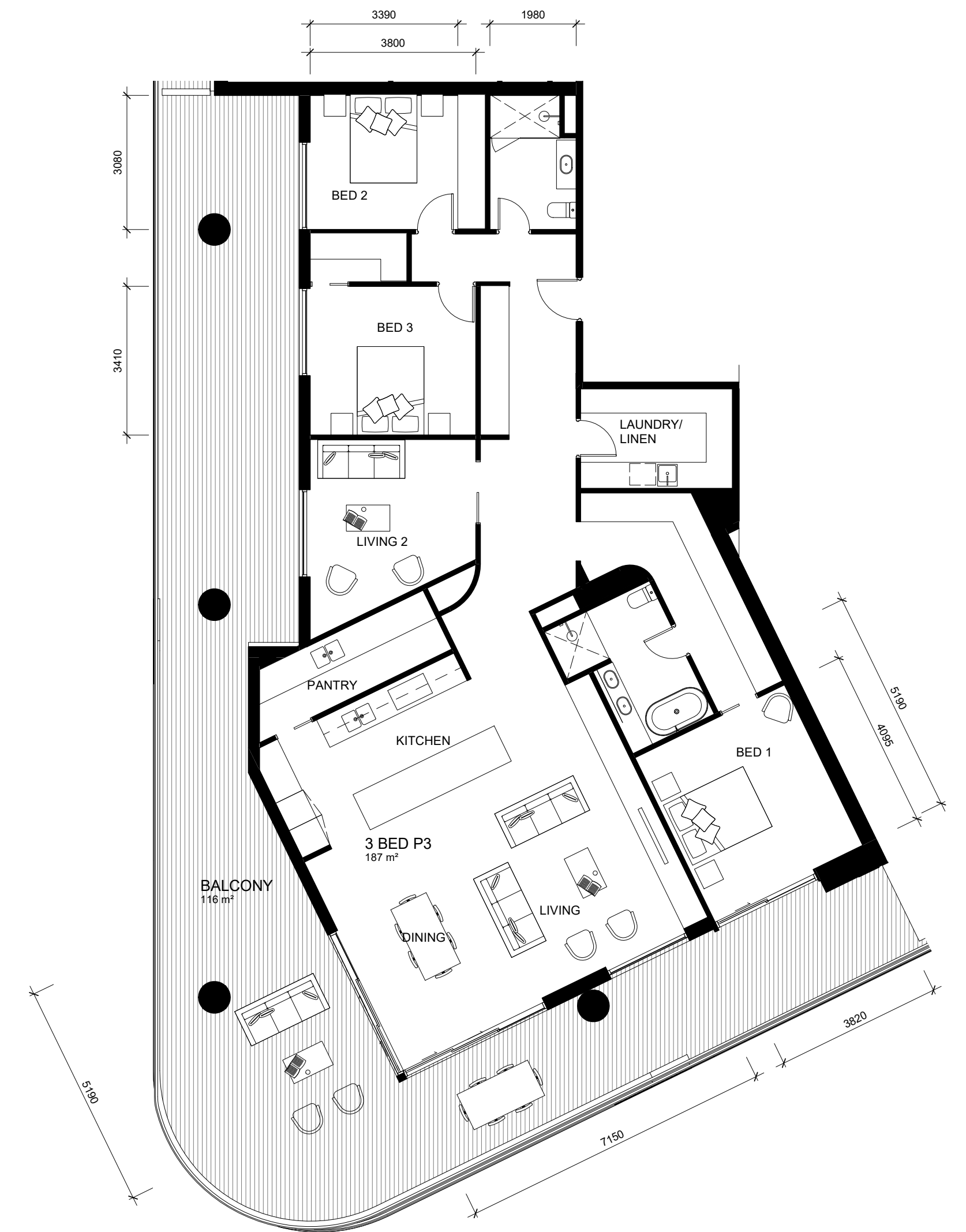
APARTMENT TYPES C1
1 : 100



APARTMENT TYPES P1
1 : 100



APARTMENT TYPES P2
1 : 100



APARTMENT TYPES P3
1 : 100