

CITY OF GREATER GERALDTON
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CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

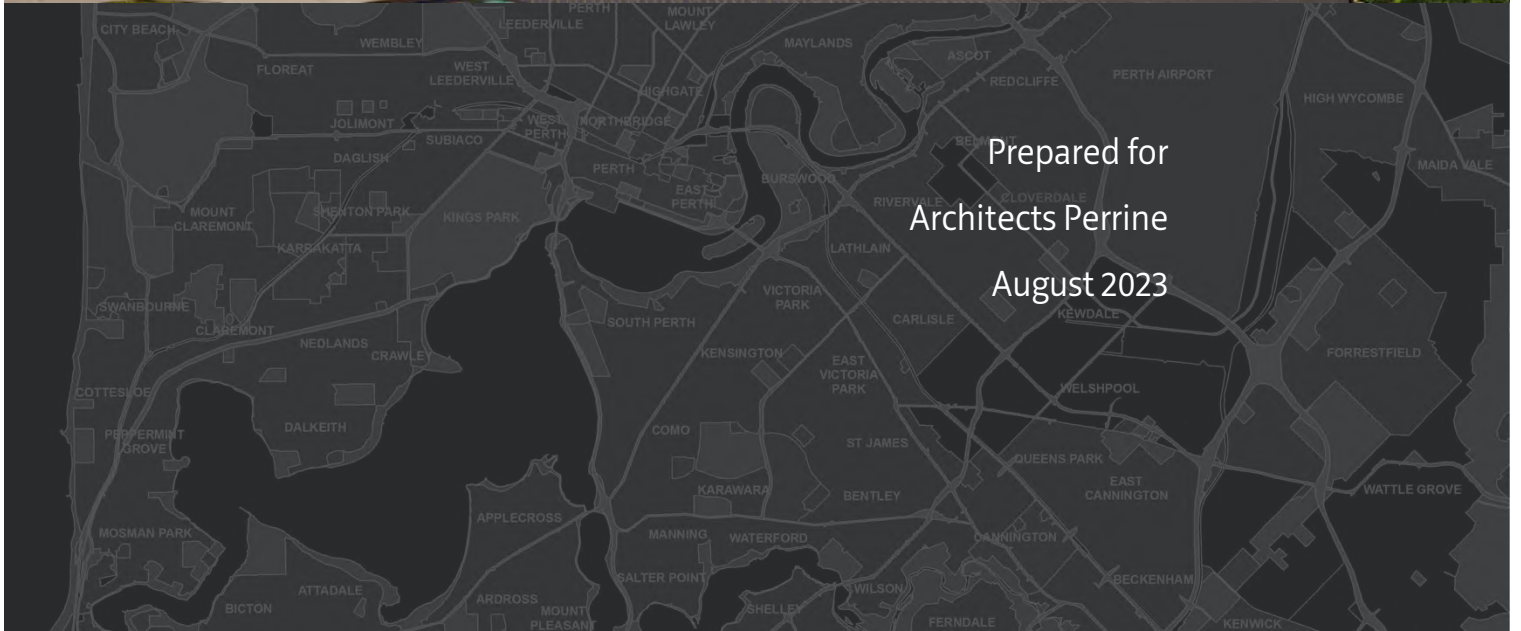
Development Application Report

Mixed Use Development

Lot 12 (238) Durlacher Street
Geraldton



Prepared for
Architects Perrine
August 2023



Contents

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1	PRELIMINARY	1
1.1	Introduction.....	1
2	SITE DETAILS.....	2
2.1	Land description	2
2.2	Location and Context.....	2
2.3	Site conditions.....	3
3	PROPOSED DEVELOPMENT	4
3.1	Development Summary	4
3.2	Built Form	5
3.3	Access and Parking.....	8
3.4	Waste Management	8
3.5	Acoustic Attenuation	8
4	STATUTORY PLANNING FRAMEWORK.....	9
4.1	Greater Geraldton Local Planning Scheme No. 1.....	9
4.1.1	Zoning	9
4.1.2	Land use permissibility	10
4.1.3	Development standards and requirements.....	10
4.1.4	Matters to be considered.....	13
4.2	State Planning Policies	15
4.2.1	State Planning Policy 7.0 - Design of the Built Environment	15
4.2.2	State Planning Policy 7.2 – Residential Design Codes (Volume 2)	15
4.3	Local Planning Policies	16
4.3.1	Signage Local Planning Policy	16
5	CONCLUSION.....	18

Figures

Figure 1 – Locality plan
Figure 2 – Aerial photograph
Figure 3 – Perspective of proposed development from Durlacher Street
Figure 4 – Perspective of proposed development from Durlacher Street
Figure 5 – Perspective of proposed development looking north-west
Figure 6 – Perspective of proposed development looking north-east
Figure 7 – LPS1 Zoning Map

Appendices

Appendix 1: Certificate of Title
Appendix 2: Development Plans
Appendix 3: Design Statement
Appendix 4: Transport Impact Statement
Appendix 5: Acoustic Report
Appendix 6: R-Codes Volume 2 Assessment

1 PRELIMINARY

1.1 Introduction

has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

- Site details.
- Proposed development.
- Statutory planning framework.

This development application seeks approval for the development of a four-storey mixed use development, comprising five commercial tenancies, 40 serviced apartment, and 56 multiple dwellings, as well as associated landscaping, parking, amenities, and vehicle access on the subject site.

The proposed development includes necessary site works due to the substantial topographical changes in natural ground level across the subject site.

The proposed medium density development has been designed in a contextual manner with reference to the desired future character of the area as identified within the City of Geraldton local planning framework, and its surrounds. It is considered the development responds to both the existing and emerging urban character of the area.

The development is suitably located within an area of Geraldton identified as an urban growth area and will provide increased housing options within an area close to public transit, amenities, and the Geraldton centre. The provision of commercial tenancies and serviced apartments provide activation at the street and to the surrounding area and is a catalyst to improve the existing site conditions.

Overall, the proposed development has been demonstrated to have a well-considered design, and will provide contemporary, sustainable, and liveable residences and commercial spaces to the Geraldton region.

Accordingly, it is respectfully requested that the Regional Development Assessment Panel consider the application on its merits and approve the development.

2 SITE DETAILS

2.1 Land description

Refer to **Table 1** below for lot details of the subject site.

Table 1: Lot details

Lot	Deposited Plan	Volume	Folio	Area (m²)
12	409870	2958	331	5,388

Refer **Appendix 1** for a copy of the Certificates of Title.

2.2 Location and Context

The subject site is located within the local government municipality of the City of Greater Geraldton (**City**), approximately 1km south of the Geraldton city centre. The Brand Highway and the North West Coastal Highway are within 500m of the subject site, providing connection to the wider region.

Refer **Figure 1**, Location Plan.



Figure 1 - Location Plan

The subject site benefits from its close proximity to a range of local amenities and infrastructure, including:

- St John of God Geraldton Hospital (750m)
- Geraldton Senior High School (950m).
- Beachlands Primary School (1.1km)
- Central Regional Tafe (southwest 800m)
- Geraldton foreshore (1.7km)

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The area immediately surrounding the subject site is predominantly undeveloped, with adjoining residential sites comprising a mix of low density housing developments. To the southern boundary are two detached single residential dwellings, both having frontage to Durlacher Street and being significantly smaller in scale than the subject site. To the north of the site is a vacant site, approximately 19,500m² in area and with frontages to Durlacher Street and Cathedral Avenue.

The broader locality is defined by a mix of detached single and grouped residential housing, predominantly to the north and west of the subject site. Health, education and accommodation land uses are prominent to the north and east of the subject site.

2.3 Site conditions

The subject site is vacant and predominantly cleared. Some shrubs have sparsely revegetated the mainly sandy terrain. Refer **Figure 2** for an aerial photograph showing the subject site and its immediate surrounds.



Figure 2 – Aerial Photograph

The topography of the site is extremely varied and presents a number of challenges to the future development of the locality. At its peak, the subject site is 17.8 AHD and at its lowest 7.9 AHD, a variance of 9.9m. Refer **Appendix 2** for a feature survey of the subject site.

3 PROPOSED DEVELOPMENT

3.1 Development Summary

The application proposes a four-storey mixed use development comprising 56 multiple dwellings, 40 short stay accommodation units, four commercial tenancies, and one level of subterranean parking and services.

The particulars of the development are outlined in **Table 2** below.

Table 2: Development particulars

Element	Development Particulars
Basement Level	158 x parking bays total (inclusive of 5 ACROD bay) 81m ² refrigerated bin store 13m ² of general bin store 152 stores (all approximately 4m ²) 10m ² bicycle storage 8 x motorcycle bays 3 elevators Bin lift
Ground Level	Pedestrian entrance via Durlacher Street Vehicle access via drive through to drop off zone from Durlacher Street Down ramp to basement on northern lot boundary, up ramp from basement on southern lot boundary 4 x commercial tenancies fronting Durlacher Street 6 x 1-bedroom dwellings 4 x 2-bedroom dwellings 1 x 3-bedroom dwellings Alfresco veranda Communal gym Communal lounge Reception Swimming pool Communal outdoor covered lounge adjacent to swimming pool Artificial lawn acting as water capture to grey water recycling system
First Floor	6 x 1-bedrooms dwellings 6 x 2-bedroom dwellings 3 x 3-bedroom dwellings Communal outdoor area
Second Floor	6 x 1-bedroom dwellings 6 x 2-bedroom dwellings 3 x 3-bedroom dwellings 20 x short stay dwellings Communal outdoor area
Third Floor	6x 1-bedroom dwellings 6 x 2-bedroom dwellings 3 x 3-bedroom dwellings 20 x short stay dwellings
Roof Terrace	Lawn bowl area with shaded artificial green 2 x communal outdoor lounges Hydroponic garden beds

Refer **Appendix 2** for the Development Plans.

3.2 Built Form

The design proposes a four-storey mixed use development that provides residential infill and dwelling diversity to the local area.

The proposed development is designed in a site-responsive and contextual manner and aligns with the future vision of the subject site and wider locality, identified as a medium-high density mixed use development precinct.

Through provision of considered positioning of building massing, and use of setbacks, articulation, materiality, and landscaping, the design response responds to the context of the existing and future locality. Specifically, the development has the following key design and sustainability attributes:

- The landmark development is designed in a manner to engage and respond to its prominent location, immediate surrounds and challenging topography while creating a functional development outcome. This is achieved through a well-considered design response that creates an activated streetscape and distinct changes to the materiality and colour palette. Design elements ensue community, amenity, and sustainability attributes are all achieved.
- The development presents a considered response to each lot boundary, with a prominent active commercial and residential interface provided to Durlacher Street. Each interface is designed to provide passive surveillance, introduce visual interest, and create activation. Specifically:
 - The commercial tenancies on the ground floor provide activation to the primary street frontage, with offices and balconies to the upper floor providing additional passive surveillance.
 - The commercial offerings at the ground floor level provide differing forms of activation to Durlacher Street, with the café and associated alfresco providing an active use directly adjoining the pedestrian entry. Large open glazing treatments and alfresco dining areas a clear connection between internal and external areas.
 - The development is designed to ensure appropriate separation between commercial and residential uses, with the commercial and short stay residential units located in Block C, and all permanent residential (multiple dwelling) apartments located in Blocks A and B.
 - It is intended that each commercial tenancy provides differing peak demand, ensuring activation throughout the day / evening. In addition, the tenancies provide additional employment opportunities for the community.
 - The articulated design response to Durlacher Street ensures integration built form, landscaping, changes in colour and materiality, tiered front elevation and separated vehicle and pedestrian entry zones, minimising vehicular prominence on the primary building interface.
- The development reduces perceived bulk and scale at the street interface through the use of form and materials at the front façade, and provision of articulation and landscaping/open space zones along the tiered upper levels.
- Incorporation of a roof top terrace featuring hydroponic garden beds and substantial outdoor areas.
- All dwelling incorporate balconies and have access to generous indoor and outdoor communal open spaces. A residential gym and internal communal lounge increase residential amenity.
- Each dwelling has strong liveability attributes and are generously proportioned to ensure residential amenity is enhanced. All permanent residential dwellings are designed to meet Platinum Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).
- Landscaping is strategically used on the ground floor to help soften the built form.
- Apartments are designed in a sustainable and liveable manner, with consideration of solar access and ventilation requirements. The proponent is committed to achieving a sustainable development outcome, incorporating sustainability enhancements throughout the development.

Refer **Figures 3 – 6** showing perspectives of the proposed development.



Figure 3 - Perspective of proposed development from Duralcher Street



Figure 4 - Perspective of proposed development from Duralcher Street



Figure 5 - Perspective of proposed development looking north-west



Figure 6 - Perspective of proposed development looking north-east

Refer **Appendix 3** for a Design Statement outlining the proposed development and consideration with the 10 design principles of State Planning Policy 7 – Design of the Built Environment.

3.3 Access and Parking

The proposed development is accessed by vehicles from Durlacher Street. A 6.38m crossover provides entry access to the site, with a dedicated drive through lane for pedestrian drop off zone at the ground floor level, and a down ramp adjoining the northern lot boundary to the basement car park. All vehicle traffic is designed to exit the site via the basement up ramp on the southern lot boundary and the ground floor vehicle drop lane.

Facilities are provided for bicycle and motorcycle parking within the basement level.

A service loading bay is provided at ground level via the drive-through drop off vehicle access. This loading zone is intended to service small rigid vehicles associated with the commercial tenancies at the ground floor.

Refer **Appendix 4** Transport Impact Statement.

3.4 Waste Management

A Waste Management Strategy (**WMS**) has been prepared and is provided on the basement floor plan. The WMS proposes:

- Three bin system for daily use serviced daily by strata body cleaners.
- When full, bins are moved to the two refrigerated bin stores (70m² total) on the basement level and replaced with clean, empty bins.
- Weekly, the bins are moved via the bin lift to the ground floor and placed on the verge for collection by the City.

Refer **Appendix 2** Development Plans.

3.5 Acoustic Attenuation

An Acoustic Report has been prepared by _____ to consider noise levels and compliance with the relevant requirements of the *Environmental Protection (Noise) Regulations 1997* (**regulations**).

As detailed within the acoustic report, the proposed development will comply with the regulations at all times. This includes the impact of service and delivery vehicles, residential dwelling noise attenuation measures, and proposed commercial land uses.

Refer **Appendix 5** Acoustic Report.

4 STATUTORY PLANNING FRAMEWORK

4.1 Greater Geraldton Local Planning Scheme No. 1

4.1.1 Zoning

The subject site is zoned 'Mixed Use' under the provisions of the Greater Geraldton Local Planning Scheme No. 1 (LPS1) with an applicable density code of R80.

LPS1 is supplemented by the Deemed Provisions in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Where a deemed provision is inconsistent with a provision of the Scheme, the deemed provision prevails to the extent of the inconsistency.

Refer **Figure 7** for the zoning of the subject site and surrounding area.

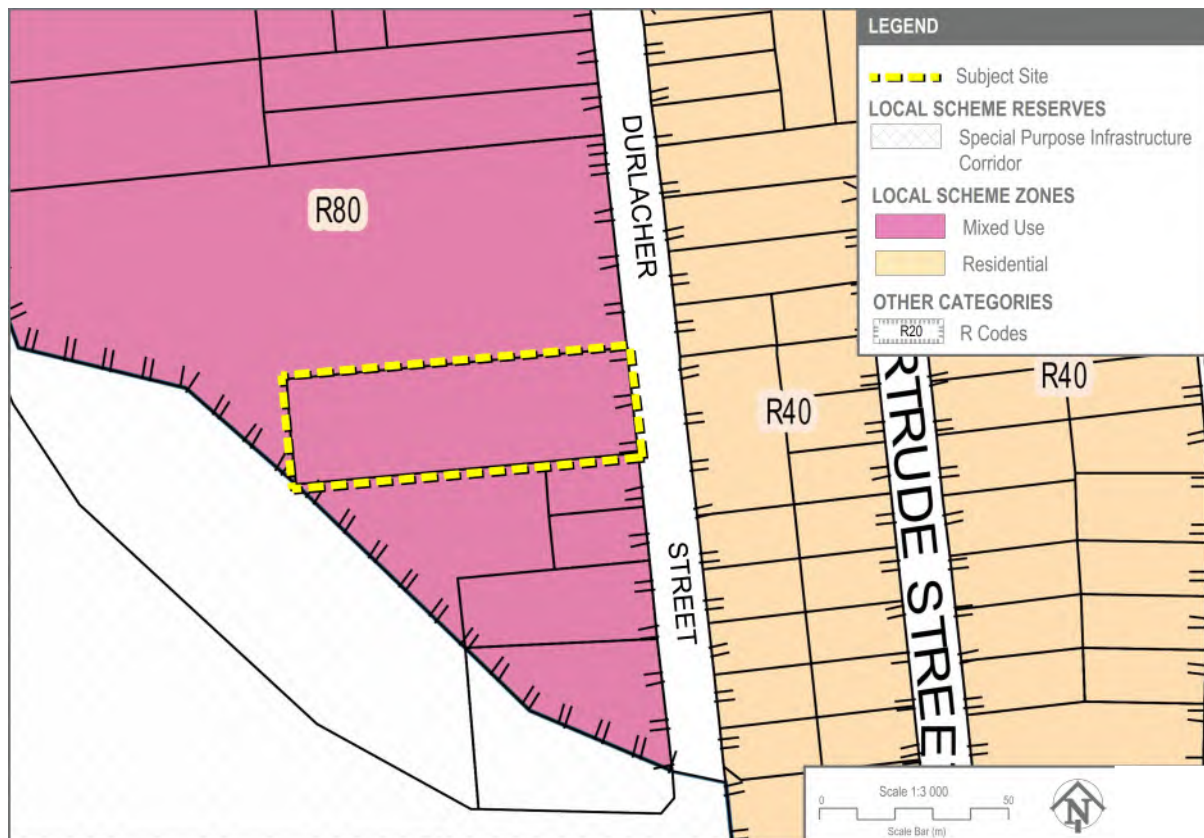


Figure 7 – LPS1 Zoning Map

The objectives of the Mixed Use zone are as follows:

- Provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.
- Provide for the establishment of a mix of high-density residential development with small-scale retail and commercial businesses in a residential scale environment that provides an area of transition between centres and surrounding residential areas.
- Provide for development that complements but does not compete with the established and/or planned hierarchy of centres.
- Ensure that development is at a human scale with buildings, facilities and uses that activate and address the street in a manner sympathetic to the desired urban character of the area.

The proposed development is a high-quality, articulated mixed use development that seeks to enhance the primary street through an activated ground floor through provision of commercial tenancies and short stay units on the upper floors at the street frontage.

The proposed commercial tenancies complement and expand provision of existing commercial services within the locality. The commercial frontages at ground and first floor level are designed to create an activated frontage at the streetscape, whilst creating a human scale built form as a result of the stepped built form comprising a two storey facade.

Residential dwellings are appropriately segregated from the commercial tenancies, located at the rear of the development, and separated into two buildings across three floors. As this development is one of the first higher density developments within the area, its built form has been scaled to be compatible with existing lower density residential housing.

The proposed development is consistent with the objectives of the Mixed Use zone and warrants approval accordingly.

4.1.2 Land use permissibility

The development proposes a mix of commercial tenancies on the ground and first floor comprising a café, consulting rooms and office.

The proposed 'Restaurant / Cafe', 'Consulting Rooms' and 'Office' land use are 'D' (discretionary) land uses in the Mixed Use zone under the zoning table of LPS1, meaning the use is not permitted unless the local government has exercised its discretion by granting development approval. The land uses are capable of approval.

The short term accommodation units provided by the development are most suitably classified as 'Serviced Apartments' pursuant to LPS1. Serviced Apartment is defined by LPS1 as meaning:

Serviced Apartment: means a group of units or apartments providing:

- a) Self-contained short-stay accommodation for guests; and
- b) Any associated reception or recreation facilities.

Pursuant to LPS1, Serviced Apartments are an 'A' (discretionary) land use in the Mixed Use zone, meaning the land use is capable of approval subject to the local government exercising its discretion by granting development approval after first giving notice in accordance with clause 64 of the deemed provisions.

4.1.3 Development standards and requirements

The proposed development is considered with the City's local planning framework in **Table 3** below.

Table 3: LPS1 applicable development requirements and standards

Requirement	Proposed	Complies
Minimum Setback		
- Primary Street: 2m - Boundary 3.5m or 3m where abutting residential development. - Rear Boundary / Other: 3m or as per R-codes where abutting residential development	<u>Primary Street</u> The development proposes a minimum primary street setback of 2.2m and maximum setback of 10m.	✓
	<u>Side setback</u> Minimum side setback (north): 6.2m Minimum side setback (south): 3.75m	✓
	<u>Rear Setback</u>	✓

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Development Application Report – Mixed Use Development
Lot 12 (238) Durlacher Street, Geraldton

**CITY OF GREATER GERALDTON
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Requirement	Proposed	Complies
	The development maintains while maintaining a 3.33m minimum setback.	
Maximum Plot Ratio		
• 1.0	1.57	VARIATION
Maximum Building Height		
• As per R80 code (4 storeys)	Four storeys	✓
Minimum Landscaping		
• 10% of site area	16% of site area	✓
Other		
<i>Prior to approving development or considering subdivision the local government may require design guidelines to be prepared and adopted as a local planning policy pursuant to Part 2, Division 2 of the deemed provisions.</i>	The high quality design of the proposed development provides design guidelines are not required. In addition, liaison with the local government prior to lodgement did not indicate this would be required.	✓
<i>Where mixed use development incorporating a residential component is proposed in a building, the residential component should be restricted to above the ground floor.</i>	Dwellings are proposed on the ground floor at the rear of the development.	VARIATION

The development is largely compliant with the local planning framework. The variations sought are minor when considered within the context of the site. Where variations are proposed, these are considered acceptable in the context of the design and the benefit the proposed development will have to the wider locality. As such, the proposed development warrants approval accordingly.

Parking Requirements

Clause 4.14 of LPS1 requires parking is provided for new developments. Parking rates are set out in Schedule 5.

LPS1 prescribes parking ratios for residential uses "in accordance with the Residential Design Codes". The assessment incorporates the 'Acceptable Outcomes' car parking ratios set out in clause 3.9 of State Planning Policy 7.3 Residential Design Codes Volume 2 (R-Codes) for Location B.

The short stay component of the development has been assessed on the parking ratio of 'Tourism Uses (Serviced Apartments)' as per LPS1.

Refer **Table 4** for an assessment against the car parking requirements.

Table 4: Car parking requirements

Land use	Parking rate	Proposed	Bays required
1-bedroom dwellings	0.75 bay per dwelling	24 dwellings	18
2+ bedroom dwellings	1 bay per dwelling	32 dwellings	32
Residential visitors	1 bay per four dwellings up to 12 dwellings, 1 bay per eight dwellings for the 13th dwelling and above	56 dwellings	9
Total Residential Parking			59
Office	1 per 50m ²	900m ²	18

Land use	Parking rate	Proposed	Bays required
Consulting Rooms	<i>5 per practitioner</i>	5 practitioners (assumed)	30
Cafe	<i>1 per 4 patrons</i>	80	20
Serviced Apartment	<i>1 bay per unit plus 1 bay per four patrons</i>	40 units, 80 patrons	60
Total Commercial Parking			108
Total Parking			167

The multiple dwelling (residential) component of the development requires provision of 50 vehicle parking bays for residential dwellings and 9 visitor parking bays. The commercial component of the development (inclusive of office, café, consulting room and serviced apartment uses) requires provision of 108 commercial parking bays.

The development requires provision of 167 vehicle parking bays, with a total of 157 vehicle parking bays proposed within the basement level of the development. This equates to a shortfall of 10 parking bays which is considered acceptable for the following reasons:

- It is unlikely all serviced apartment short term accommodation units will be occupied at the same time and also unlikely that all dual-key apartments will be booked as individual rooms. The potential apartment operator has advised that the average occupancy rate for the serviced apartments would likely be no greater than 75%. Assuming this, parking would reduce by 15 bays, which in itself removes the parking shortfall.
- There is likely to be opportunities to combine parking for the commercial café and office visitors, permitting flexible use of allocated parking bays. The peak periods of parking and operation of these uses are not expected to overlap and therefore flexible allocation may allow for efficient use of available parking.
- Provision of set-down parking bays on the ground floor level allows people to be dropped off and collected from the site rather than necessarily having to drive and park at the site. Drop off function may be particularly useful for the consulting room tenancies.
- Provision of alternate modes of transport, particularly cycling and use of public transport offers means for reduction in required car parking bays.

Given the above, the proposed development warrants approval accordingly.

Pursuant to clause 4.14.5 of LPS1 a Travel Plan is required to be prepared for the development which addresses parking management, bay allocation and the potential reciprocal use of bays. We would accept a condition requiring provision of a Travel Plan subject to occupancy of the development.

Refer **Table 5** for an assessment against bicycle and motorcycle parking requirements.

Table 5: Bicycle and motorcycle parking

Parking types	Parking rate	Proposed	Bays required
Bicycle Parking			
Resident	0.5 per dwelling	56	28
Visitor	1 per 10 dwelling	56	6
Consulting Rooms	1 per four practitioners	5 (assumed)	5
Office	1 per 800m ²	900m ²	2
Cafe	2	1	2
Serviced Apartment	1 per 30 units	40	1
Total			44
Motorcycle / Scooter Parking			
Total	2 for every 15 car parking spaces	158	21
Total Storage			10m²

All permanent residential and serviced apartment units are provided with a 4m² providing ample opportunity for bicycle storage. Additional bicycle storage is provided for commercial land uses within the basement level.

Bicycle parking is considered sufficient for the proposed development.

4.1.4 Matters to be considered

Clause 67(2) of the Deemed Provisions sets out the matters which due regard is to be given when considering an application for development approval. Refer **Table 6** below for consideration of these matters (with irrelevant matters omitted).

Table 6: Matters to be considered

Matter to be considered	Provided
(a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	Refer section 4.1 of this report for consideration against the aims and objectives of LPS1.
(b) <i>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;</i>	This report demonstrates the proposed development is generally compliant with the local planning framework applicable to the subject site. There are no known Scheme amendments proposed which are relevant to this proposal.
(c) <i>any approved State planning policy</i>	Refer section 4.2 of this report for consideration against relevant state planning policies.
(fa) <i>any local planning strategy for this Scheme endorsed by the Commission</i>	The proposed development is consistent with the City's Local Planning Strategy, which identifies the locality as providing an increased residential density.
(g) <i>any local planning policy for the Scheme area;</i>	The City's Signage Local Planning Policy is addressed in section 4.3.1 of this report

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Development Application Report – Mixed Use Development
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Matter to be considered	Provided
(m) <i>the compatibility of the development with its setting, including –</i> (i) <i>the compatibility of the development with the desired future character of its setting; and</i> (ii) <i>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;</i>	The proposed development is compliant with the desired future character of its setting: • The proposed development fits in with the desired future character of the area, the development fitting in with the desired outcomes of the surrounding Mixed-Use zone and the R80 zoning. • The proposed development is sympathetic to the existing built form of the area. • Through high quality design, appropriate massing and the use of balconies and parapets, the proposal has been designed to alleviate issues of perceived bulk and overshadowing. • The bulk, scale and design of the proposed development is consistent with the vision for the locality and doesn't pose negative impacts on the surrounding site. • The subject site should have minimal impact on the surrounding roads and ensure local streets are not impacted by additional traffic generated by the proposed development. • The land uses surrounding the subject site mainly consists of residential, education and health, therefore the proposed land use is complementary to the setting.
(n) <i>the amenity of the locality including the following–</i> (i) <i>environmental impacts of the development,</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	• There are no environmental impacts resulting from the proposed development. • The development contributes positively to the built form of the area. ○ The development will not have any adverse social impacts on the surrounding locality as: ○ This development improves housing diversity in the locality. ○ The proposed mixed-use development will provide employment opportunities to the area and help contribute to economic development.
(p) <i>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;</i>	Appropriate landscaping is proposed throughout the development area, comprising suitable landscaped areas in private and communal spaces.
(s) <i>the adequacy of –</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	Vehicular access is provided from Durlacher Street. A loading zone is provided for servicing the development on northern lot boundary. Pedestrian access is encouraged from the feature entrance on Durlacher Street.
(t) <i>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;</i>	The development application is supported by a Transport Impact Statement addressing the suitability of access to and from the development. Refer Appendix 4 for the Transport Impact Statement.

Matter to be considered	Provided
(u) <i>the availability and adequacy for the development of the following –</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	- Public transport is available within proximity to the subject site. Refer Appendix 4 for consideration of specific public transport services. - All necessary utility services are available and connected to the subject site. - Provision is made for the storage and collection of waste. Refer Appendix 2. - Refer Appendix 4 for consideration of pedestrian and bicycle facilities. - Five accessible car parking bays are provided. Additionally, accessible paths of travel are provided around the site, and lifts provide stair-free access to upper floors. All dwellings meet the Platinum Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).
(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>	The proposed development will add vibrancy to the area by providing a range of uses and housing diversity to the locality. As a result, the proposed development will contribute to economic growth and activity in the broader community.
(w) <i>the history of the site where the development is to be located;</i>	The subject site has been undeveloped for the past decade.
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	The development allows the provision of stable and secure work for a number of staff. The proposal will provide tenancies that may benefit the local residents.

The proposal complies with the relevant matters for consideration in accordance with the Deemed Provisions, and warrants approval accordingly.

4.2 State Planning Policies

4.2.1 State Planning Policy 7.0 - Design of the Built Environment

State Planning Policy 7 – Design of the Built Environment (SPP7) is the lead policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals.

Refer to **Appendix 3** for a copy of the Design Statement prepared by the project architect.

4.2.2 State Planning Policy 7.2 – Residential Design Codes (Volume 2)

State Planning Policy 7.3: R-Codes Volume 2 Apartments (Apartment Design Policy) places considerable focus on facilitating positive design outcomes for apartments and applies to apartments in areas coded R40 and above, and in mixed use developments and activity centres.

Refer to **Appendix 6** for detailed assessment against the relevant Element Objectives of the Residential Design Codes Volume 2.

4.3 Local Planning Policies

4.3.1 Signage Local Planning Policy

The City's Signage Local Planning policy (**Signage LPP**) provides direction on the design of signage within the City. The objectives of the Signs and Advertising LPP are as follows:

- To control signs in order to safeguard the visual amenity of the district.*
- To ensure signs do not compromise safety issues regarding thoroughfares.*
- To set out standards which apply to different types of signs and the considerations the local government should have in determining applications.*
- To specify what types of signs do not require the development approval of the local government.*

The proposed development incorporates two signs relevant to the serviced apartment component and one sign for the medical land uses, as follows:

- 2 x 'RIALTO QGUEST' signs
- 1 x 'MEDICENTRE' sign

The proposed signage is incorporated into the built form as to contribute to the buildings aesthetic and not detract from the visual amenity of the locality. The proposed signage is consistent with the objectives of the City's Signage LPP and warrants approval accordingly.

An assessment of the proposed signage against the relevant provisions of the Signage LPP is provided in **Table 7** below.

Table 7: Signage Assessment

Provision	Comment	Complies
A sign should not be displayed where:		
a) <i>Where it would detract from the aesthetic environment of a park or other land used by the public for recreation;</i>	The proposed signage is incorporated into the built form and aesthetic of the building. The proposed signage does not detract from the aesthetic of the adjacent crown land.	✓
b) <i>Where it would be likely to interfere with, or cause risk or danger to traffic on a thoroughfare by virtue of the fact that it;</i>	The proposed signage does impact on the flow of traffic. The proposed signage is not located on the street frontage.	✓
i) <i>May be mistaken or confused with, or obstruct or reduce the effectiveness of any control device;</i>		
ii) <i>Would invite traffic to turn and would be sited so close to the turning point that there would not be reasonable time for a driver of a vehicle to signal and turn safely;</i>		
iii) <i>Would invite traffic to move contrary to any traffic control device;</i>		

iv)	<i>Would invite traffic to turn where there is fast moving traffic and no turning lane;</i>		
v)	<i>May obscure the vision of a person driving a vehicle.</i>		
c)	<i>Where it significantly obstructs or obscures the view of a river, the sea or any other natural feature of beauty;</i>	The proposed signage is incorporated into the built form of the building and does not obstruct view of any natural features.	✓
d)	<i>Where it would detrimentally affect the amenity of the area;</i>	The proposed signage wholly relates to the proposed development, typical of what is envisioned for the locality.	✓
e)	<i>Where it is not associated with the approved use of the property on which it is displayed;</i>	The proposed signage wholly relates to the proposed development.	✓
f)	<i>On a property which does not relate to the sign;</i>	The proposed signage wholly relates to the proposed development.	✓
g)	<i>On or adjacent to a footpath which results in the pedestrian access being less than 1.8m in width, however the local government may specify a greater width in certain cases;</i>	The proposed signage does not affect the movement of pedestrians.	✓
h)	<i>On or within 3m of a carriageway;</i>	The proposed signage is not located on or within 3m of a carriageway.	✓
Horizontal Signs			
A Horizontal sign should: a) <i>Not exceed 3m in height or 4m in length;</i> b) <i>Not exceed 5m² in area;</i> c) <i>Not project more than 1.5m from the wall to which it is attached;</i> d) <i>Not project more than 1m above the top of the wall to which it is attached;</i> e) <i>Afford a minimum headway of 2.75m where the sign projects more than 12mm into a thoroughfare;</i> f) <i>Not be within 450mm of the edge of a carriageway; and</i> g) <i>Not be within 600mm of either end of the wall to which it is attached.</i>		The proposed Rialto QGuest signs are: • 9m in length and 4.3m in height. • 27m² in area. • Do not project above the walls to which they are attached. • Not located in proximity to a carriageway and centred, approximately 0.5m from either end of the walls to which they are attached. The proposed medical centre signage is: • 7m in length and 1m in height. • 7m² in area. • Do not project above the walls to which they are attached. • Not located in proximity to a carriageway and centred, approximately 0.5m from either end of the walls to which they are attached.	VARIATION

The proposed signage is largely consistent with the Signage LPP. The size of the proposed signage is justified as it is typical of development which incorporates a short stay component. The proposed signage has been incorporated into the built form of the building as to form part of its aesthetic.

Accordingly, the proposed signage warrants approval.

5 CONCLUSION

As detailed above, the proposed development of four-storey mixed-use development on the subject site and achieves the purpose and intent of the applicable local planning framework.

The proposal appropriately responds to all the relevant aspects of the planning framework and warrants approval for the following key reasons:

- The proposed land uses are permissible in this location, pursuant to the LPS1, and are consistent with the planning vision for subject site and locality, as established by the City.
- The proposed density and scale of development has been sensitively managed in terms of its interface with the adjoining residential property to the south.
- The proposed development complies with the requirements of the local planning framework and performs strongly against the various design element objectives of the R-Codes.
- The proposed development is supported by expert consultant reports demonstrating the suitability of the design with respect to transport/access and noise transmission.

On balance, the proposed development warrants approval on its individual merits.

CITY OF GREATER GERALDTON
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CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

Appendix 2: Development Plans

CITY OF GREATER GERALDTON
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PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023



DURALCHER RD VIEW NORTH-EAST



DIURALCHER RD VIEW EAST



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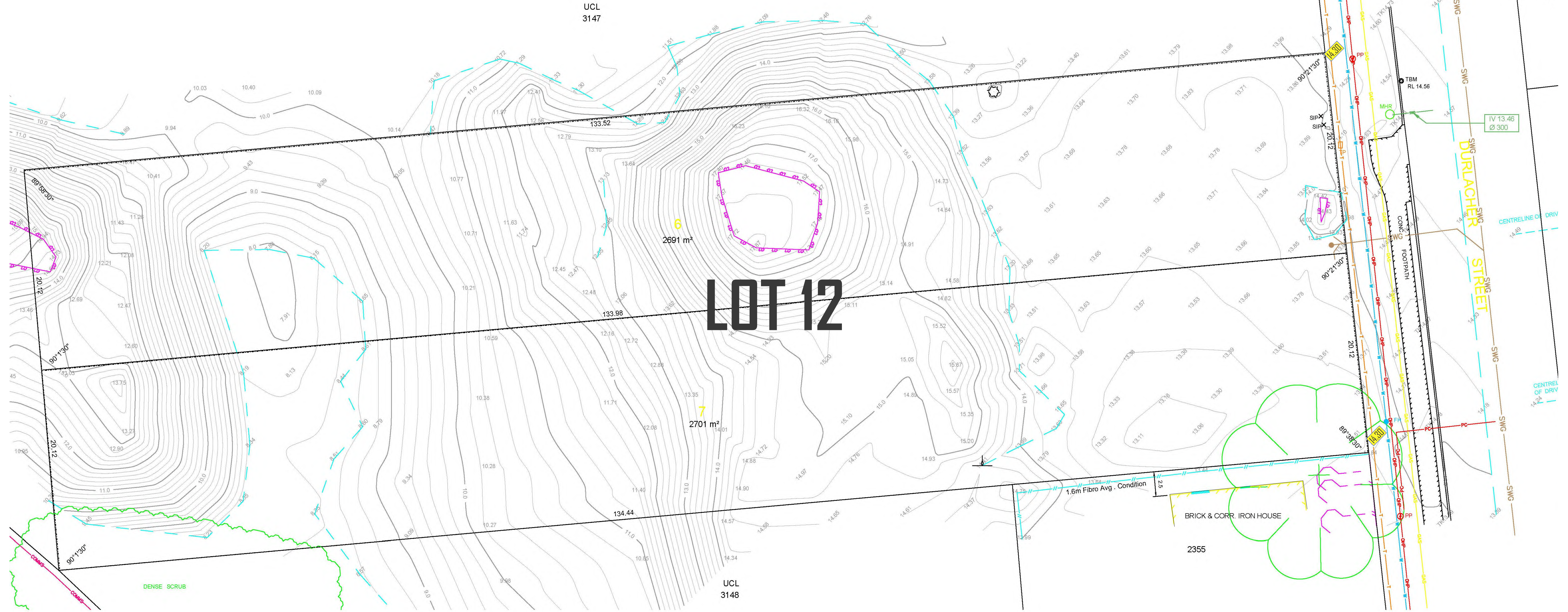


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VIEW SOUTH LOOKING N-E



SURVEYED SITE & CONTOUR PLAN - 1:200

LEGEND

- MHR STORMWATER MAN HOLE
- FH FIRE HYDRANT (SOURCED FROM ESINET - NOT VISIBLE ON SITE)
- PP POWER POLE
- TP TELSTRA PIT
- TREE
- DEAD TREE
- SIP STAR IRON PICKET
- TBM TEMPORARY BENCH MARK

- OVERHEAD POWER
- UNDERGROUND POWER (SOURCED FROM DBYD)
- WATER (SOURCED FROM ESINET)
- TELSTRA (SOURCED FROM DBYD)
- COMMS CONDUIT (SOURCED FROM DBYD)
- GAS (SOURCED FROM DBYD)
- SEWER GRAVITY (SOURCED FROM ESINET)
- FENCE
- TOP OF BANK
- BOTTOM OF BANK
- RETAINING WALL
- EDGE CONCRETE
- CENTRELINE OF ROAD
- VEGETATION
- STORM WATER UNDERGROUND

EXPLANATORY NOTE

THE TITLE BOUNDARIES AS SHOWN HEREON WERE NOT MARKED AT THE TIME OF SURVEY AND HAVE BEEN DETERMINED BY PLAN DIMENSIONS ONLY AND NOT BY FIELD SURVEY. SERVICES SHOWN HEREON HAVE BEEN LOCATED WHERE POSSIBLE BY FIELD SURVEY. IF NOT ABLE TO DO SO, LOCATED SERVICES HAVE BEEN PLOTTED FROM THE RECORDS OF RELEVANT AUTHORITIES WHERE AVAILABLE AND HAVE BEEN NOTED ACCORDINGLY ON THIS PLAN.

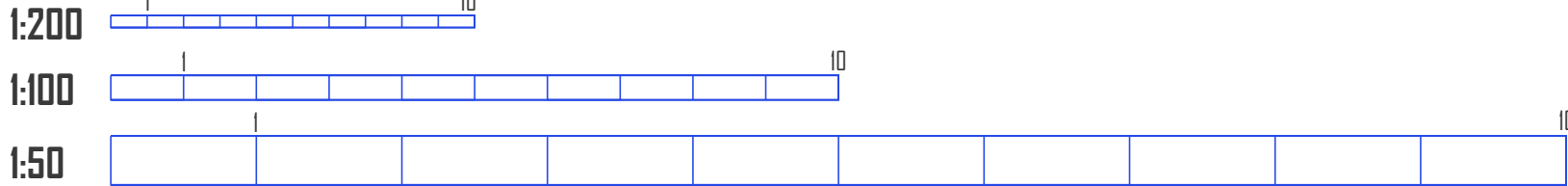
WHERE SUCH RECORDS EITHER DO NOT EXIST OR ARE INADEQUATE, ANNOTATION HAS BEEN MADE HEREON.

PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, THE RELEVANT AUTHORITY SHOULD BE CONTACTED FOR POSSIBLE LOCATION OF FURTHER UNDERGROUND SERVICES AND DETAILED LOCATIONS OF ALL SERVICES.

SURVEYED BY:	FD	07/02/14	AREA FILE: 742
DRAWN BY:	QT	14/02/14	CONF. INTVL: 0.2m
CHECKED BY:	FD	14/02/14	V DATUM: AHD
APPROVED BY:			H DATUM: GCGM
			FIELD Bk

CLIENT:	INSTYLE RESIDENCE		
	LOTS 6 & 7 on D 14753		
	DETAIL SURVEY		
	DURLACHER ST, GERALDTON - CITY OF GREATER GERALDTON		
SCALE 1: 200	DRAWN BY	A1	DATE
ALL DISTANCES IN METRES			05914DS1-1-1

SCALE BARS
METRES
@ A1 PAPER SIZE



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8



HUMAN SCALE,
2 STOREY INTERACTION WITH STREETScape

STEPPED BACK 10-12m BUILT FORM WITH GENEROUS SETBACKS

STREET ACTIVATION AT GROUND FLOOR

HEIGHT APPROPRIATE TO STREETScape & DESIRED CHARACTER
& LESS THAN PERMISSIBLE UNDER R-CODES

AMMELIORATION OF BUILT FORM AND VALUES OF THE LOCALITY

NO SIGNIFICANT IMPACT ON AMENITY OF LOCALITY

RESIDENTIAL TO RESIDENTIAL INTERFACE

LANDMARK GATEWAY







SITE CONTEXT ISOMETRIC SOUTH VIEW - 1:500

SCALE BARS
METRES
@ A1 PAPER SIZE

1:200

1:100

1:50

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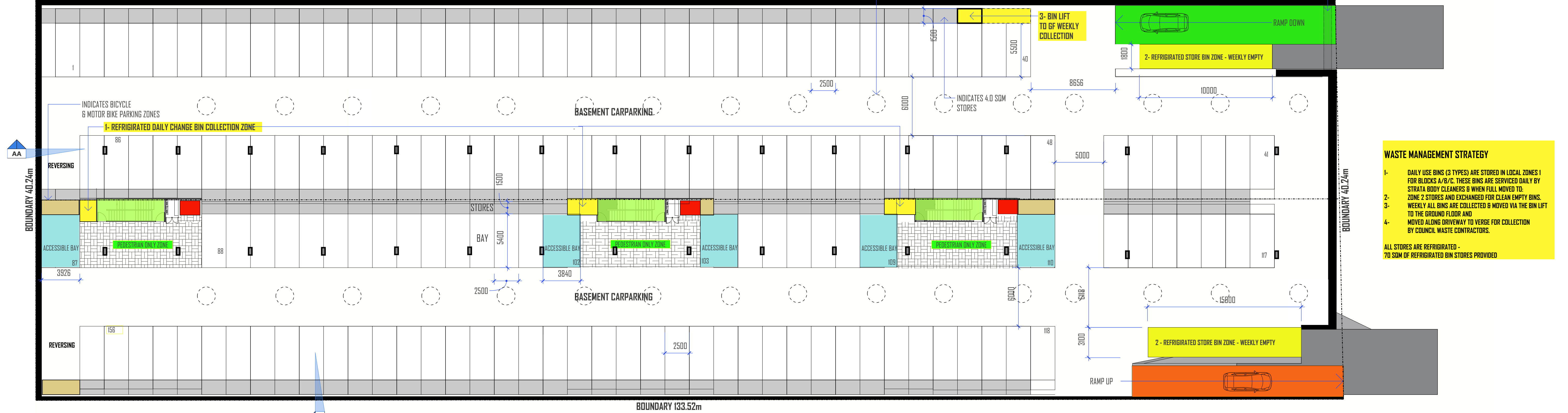
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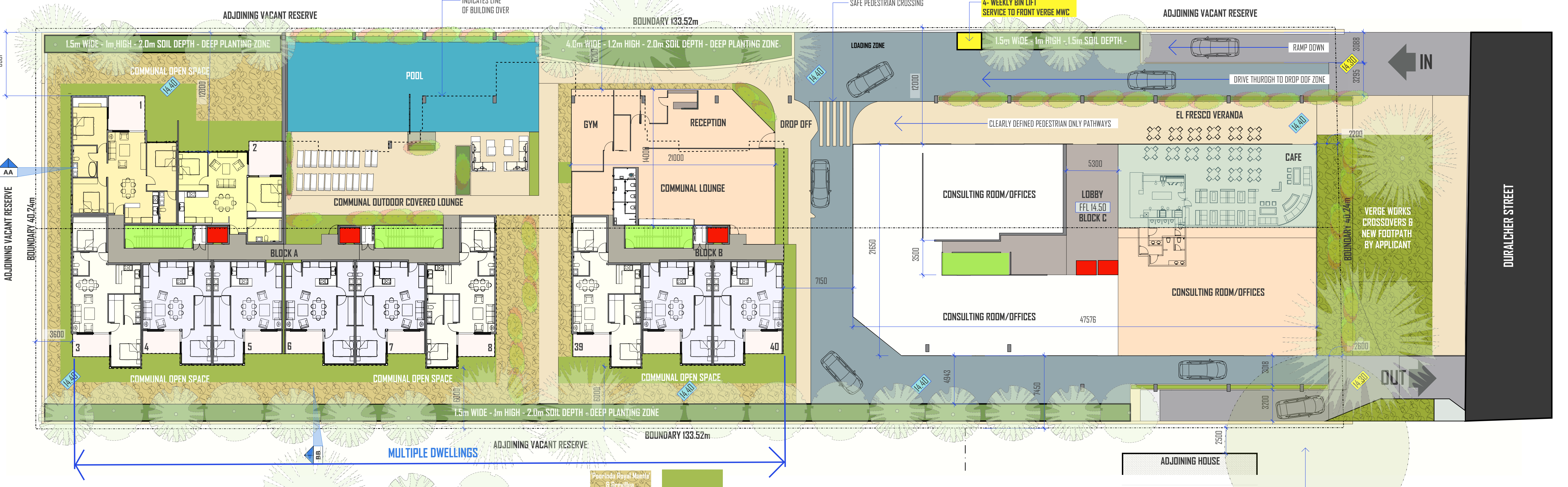
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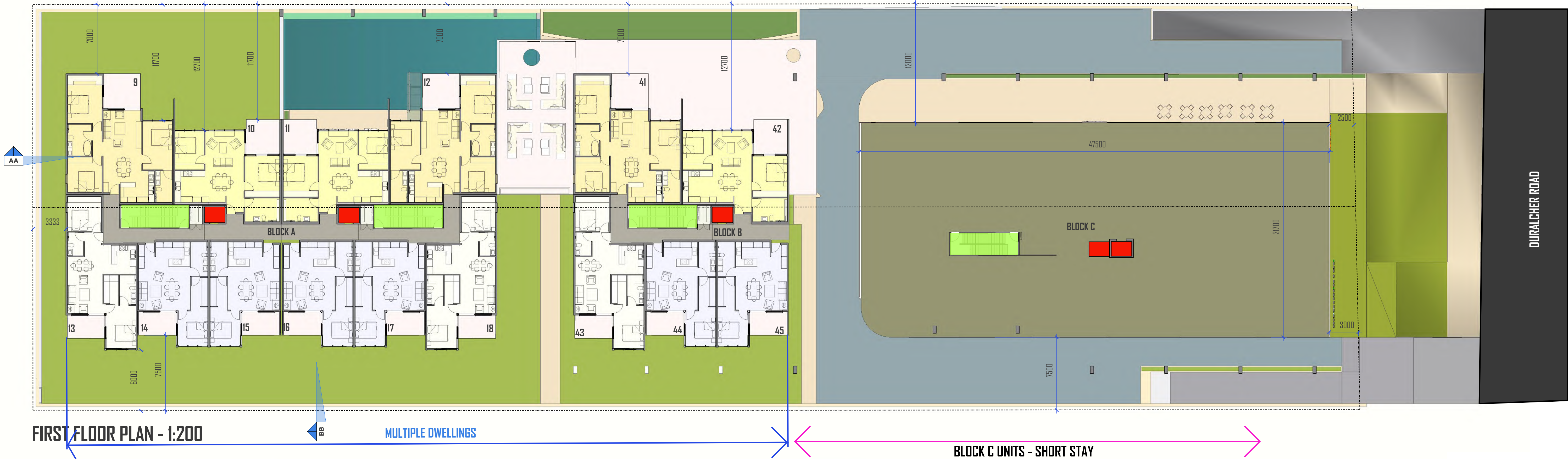
COLOUR LEGEND



BASEMENT PLAN - 1:200

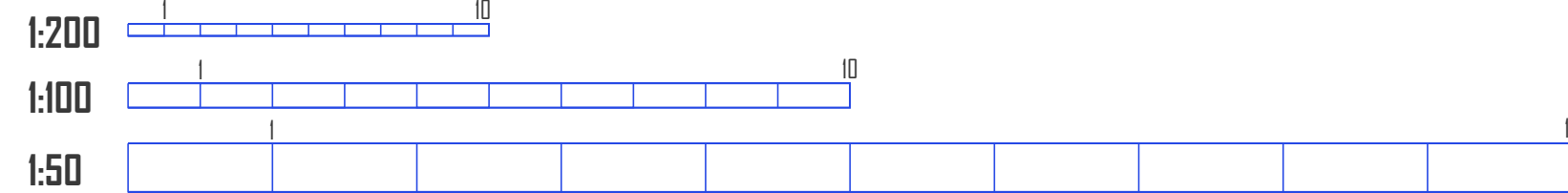


GROUND & LANDSCAPING PLAN - 1:200





← BLOCK C UNITS - SHORT STAY →





ALL ENTRY & INTERNAL DOORS HAVE
820mm CLEAR OPENING

INDICATES 1200mm DIAM
MANOEUVERING ZONE

INDICATES 1000mm+ CLEAR
ACCESSIBLE PATH OF TRAVEL
(CAPT)

CROSS VENTILATION
(SEE SECTION BB)
VENTILATION SHAFT TO ROOF

Length	9 m	600mm X 800mm CLEAR DISCHARGE AREA PER DEDICATED APARTMENT AIRSHAFT
Width	7 m	
Floor area	63 m ²	
Ceiling height	2.7 m	
Volume	170.1 m ³	
Airflow requirements		
Air changes per hour (ACH)	4	
Required airflow	400.5 CFM	ACTUAL PROVIDED FOR AVERAGED 63 SOM APARTMENT = 0.18 AIRFLOW RATE 400 CFM
Airflow rate in other units	0.189 m ³ /s	

LIGHT/VENTILATION OPENING AREAS

SD1	3300 W x 2650 H	OPENING AREA - 4.35sqm
SD2	2350 W x 2650 H	OPENING AREA - 3.10sqm
W1	1000 W x 2650 H	FIXED GLASS
W2	1000 W x 2650 H	OPENING AREA - 1.30sqm AW
W3	1000 W x 2650 H	FIXED GLASS

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RIALTO GERALDTON

CLIENT
SFC

PROJECT ADDRESS
LOT 12 STREET NUMBER 238 DURALCHER ST GERALDTON

DATE MODIFIED
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DATE MODIFIED
July 19, 2023

PROJECT NO.
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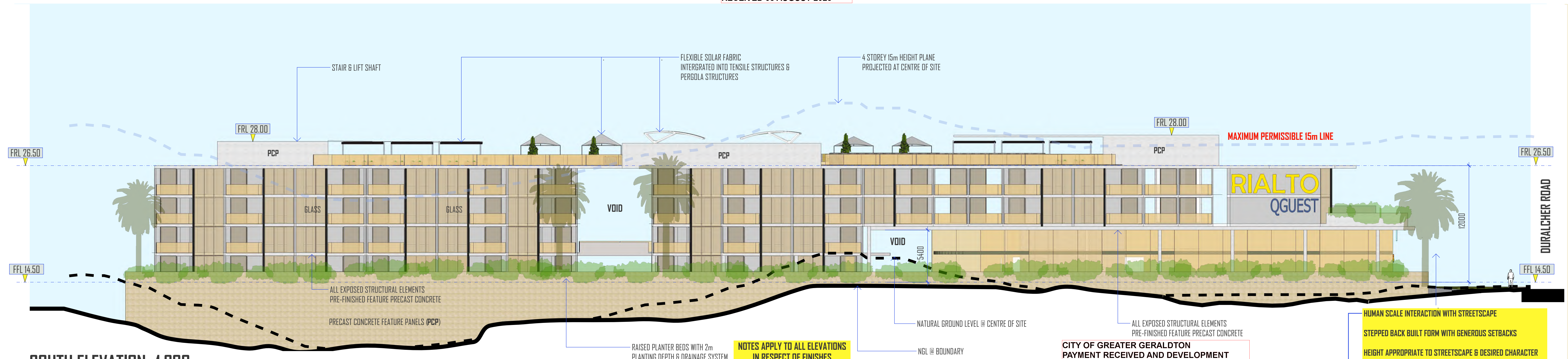
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TYPICAL FLOOR PLANS & CORE PLAN

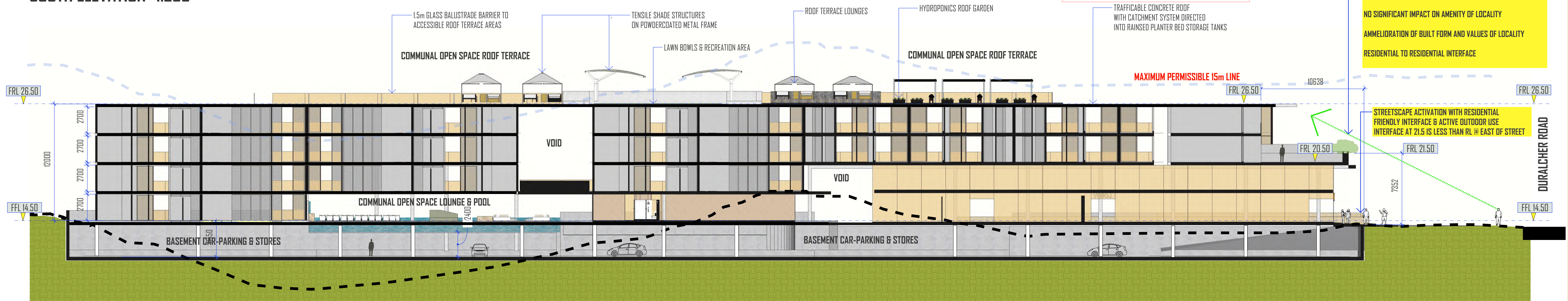
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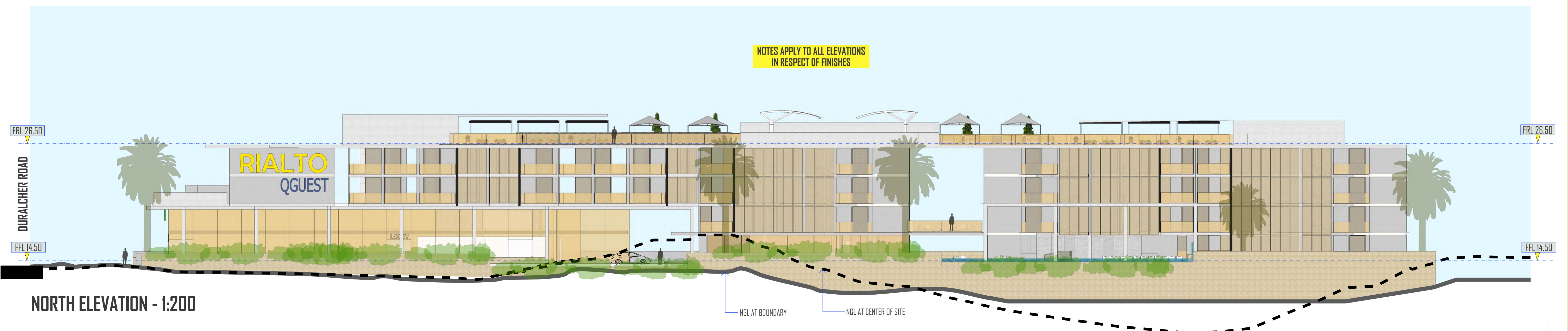
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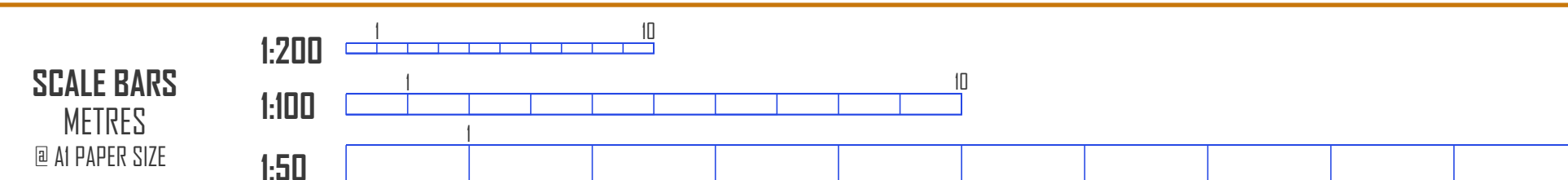
SOUTH ELEVATION- 1:200



SECTION AA - 1:200



NORTH ELEVATION - 1:200



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— INDICATES R-80 MIXED USE PERMISSIBLE DEVELOPMENT ENVELOPE



WEST ELEVATION- 1:200



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APPLICATION ACCEPTED 21 SEPTEMBER 2023

Appendix 3: Design Statement



CONTENTS

1. DEVELOPMENT DETAILS 4

LOT 12 DURALCHER ROAD GERALDTON 4

SITE AREA:..... 4

ZONING:..... 4

..... 4

..... 4

PLOT RATIO 5

DAYLIGHT & CROSS VENTILATION 7

HEIGHT 7

3. DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT – PLOT RATIO 8

4. DESIGN STATEMENTS 10

5. CONTEXT & CHARACTER..... 15

6. STREET VIEWS 19

..... 20

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1. DEVELOPMENT DETAILS

LOT 12 DURALCHER STREET GERALDTON

Street Number 238 - SITE SURVEY Refer DASET-2023.1

SITE AREA:

5592Sqm

ZONING:

R80 Mixed-Use



**CITY OF GREATER GERALDTON
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APPLICATION ACCEPTED 21 SEPTEMBER 2023**

PLOT RATIO

**CITY OF GREATER GERALDTON
RECEIVED 08 AUGUST 2023**

AREA (EXCLUDES COMMUNAL AREAS/CIRCULATION & OTHER NON-PLOT RATIO AREAS as per R-Codes)*	FLOOR LEVEL	IF MINIMUM (Sqm) /APT AREAS APPLIED	ACTUAL (Sqm) BASED ON APT AREAS PROPOSED	NUM OF APTS/ AREAS	IF MIN APT AREAS TOTAL (Sqm)	TOTAL ACTUAL (Sqm)
1 Bedroom <i>TYPE D</i>	G+1+2+3	47	64	24	1128	1536
2 Bedroom 1 Bathroom <i>TYPE B</i>	G+1+2+3	67	82	10	1474	1804
2 Bedroom 2 Bathroom <i>TYPE C</i>	G+1+2+3	67	90	12	804	1080
1 Bedroom Suite + 1 Bedroom Studio 2 Bathrooms Twin-key <i>TYPES D&E</i>	2+3	67	67	22	1474	1474
<i>TYPE E</i> Studio Only			25	4	100	100
3 Bedroom 2 Bathroom <i>TYPE A</i>	G+1+2+3	90	110	10	900	1100
Commercial (NLA)*	G		800	1	800	800
Office (NLA)* Excludes Future Ablutions & Common Areas (By Tenant)	1		900	1	900	900
Total Sqm					7580	8794
PLOT RATIO					1.35	1.57

The R-Codes relevantly provides that:

“Development incentives are a method through which additional development potential or flexibility (such as additional plot ratio and/or building height) is offered in exchange for tangible community benefit, such as public amenities, culture and recreation facilities or affordable and/or accessible housing. It is important that the cost and value of the community benefit can be objectively measured and assessed as the local government will need to determine whether the incentive is sufficient to attract investment in the desired community benefit, and also demonstrate that the value of the community benefit is broadly commensurate with the additional development entitlement”

A Plot Ratio Bonus of 0.55 is sought for the development on the grounds set out below:

All Dwellings all been designed to meet the ABCB Standard for Livable Housing Design (**LHDS**) Platinum Level; For that reason alone, the minimum areas set out in the R-Codes for dwelling types (5880sqm) have been exceeded by 1214sqm, to provide the increased level of amenity and circulation required by the LDHS. This converts to 0.22 of the 0.55 bonus sought.

The additional 0.33 bonus sought is to achieve a level of financial viability via the proposed level of Commercial/Mixed-Use development to offset the developer's aim to genuinely foster Affordable, Accessible and Diverse Housing Types as well as to provide a level of amenity on the property: Heated & Exercise Pool Areas; Gym; Communal Lounge Areas; Hydroponic Community Garden Areas; Roof Terraces; Full size Lawn Bowls Greens that can also function as Alternative Active Outdoor Recreational Sporting Area. All of these facilities and the LHDS Accessibility level for all dwellings will allow residents to have an Age in Place option, in a locality and market-place which lacks such opportunities.

The developer's bone fide intent to deliver a genuinely holistic development is emphasized by its application under ROI for the Government's Affordable Housing Initiatives. All of those closely mirror the Planning Guidance of the R-Codes PG 2.8.1 in respect of those key elements that qualify Community Benefits that warrant due consideration in respect of Plot Ration Bonuses.

Further Energy efficient design by way of solar collector [flexible materials](#) “Solar Fabric” integrated into the tensile fabric structures demonstrates exceptional energy efficient design and a significant effort to offset energy consumption & The extensive water collection and reticulation system proposed at podium and roof level demonstrates exceptional water management and conservation and a significant

reduction in mains water use.

NUMBER MIX & ACCESSIBILITY OF APARTMENTS

AREA	TOTAL NUMBER DWELLINGS	LIVABLE HOUSING DESIGN STANDARDS
1 Bedroom MULTIPLE DWELLING	24	100% MEET LHDS PLATINUM
2 Bedroom MULTIPLE DWELLING	22	100% MEET LHDS PLATINUM
3 Bedroom MULTIPLE DWELLING	10	100% MEET LHDS PLATINUM
1 Bedroom Suite + 1 Studio SHORT STAY	22	

DAYLIGHT & CROSS VENTILATION

Compliant – Refer to A10 and A18 RIALTO DA ISSUE DUR.001

HEIGHT

Compliant - Refer to RIALTO DA ISSUE DUR.001

3. DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT – PLOT RATIO

SPP 7.3 Volume 2 (R-Codes) relevantly provides “Development incentives are a method through which additional development potential or flexibility (such as additional plot ratio and/or building height) is offered in exchange for tangible community benefit, such as public amenities, culture and recreation facilities or affordable and/or accessible housing”. This landmark development proposes to provide all of these relevant benefits; which are set out in detail below, in exchange for variations to the stipulated height and plot ratio provisions of the R-Codes. This rationale addresses key elements of the R-Codes and the GGC Town Planning Scheme & Relevant Policies, which support the merit of the development to benefit from these incentives. The LOCAL PLANNING STRATEGY (LPS) 2015, relevantly provides (emphasis added) “3.4.3 : *Mixed Use - The Strategy generally includes mixed use areas as a transition between the City Centre and the adjoining residential areas. There is also potential for mixed use areas within or adjacent to activity centres, particularly those classified as Status 1 or future District Centres. The mixed use area, adjacent to the health and education facilities along Cathedral Avenue, performs an important role for ancillary and related activities*”; and the GGC Scheme Text provides acknowledgement that certain sites “*facilitate ‘Landmark’ (Iconic) development at key sites/locations*”.

The Development Site is strategically located at the entry-way to Geraldton CBD, being of such a significant size and by its relative isolation from adjoining residential sites; Provides such an opportunity for **Iconic Development**.



4. DESIGN STATEMENTS

Details of how the Development Proposal relates to the Design Principles in State Planning Policy 7.0 Design of the Built Environment.

Context & Character

- Positively contributes to the residential mix diversity of local area
- Supports the local precinct Land-uses
- Uplifts the quality & prestige of the locality in respect of built-form quality
- Provides exceptional opportunity for integrated indigenous expression with the fabric of the built-form and as an entry statement to Greater Geraldton

Landscape Quality

- Prioritises integrated external active and passive areas
- Promotes Community access to integrated landscaped areas
- Addresses natural conditions of wind and maximises solar access to all landscaped areas
- Allows easy and efficient management of landscaped areas by creating large viable, water efficient raised planter areas
- Uses locally relevant and successful species
- Allows for large mature tree canopies to envelop the site
- Proposes Resort Level detailing & maintenance of landscaped areas

Built form and Scale

- Acknowledges the unique opportunity of the Development Site's size to allow for built form to be composed as several rather than a singular element, providing undulating form and maximising the spatial quality of the unbuilt areas, creating a unique composition of Communal Spaces & Built Form.
- Places the proposed additional bulk of the Proposed Development to the rear of the Site and eliminates any impact to the street scape

- Considers meaningfully the size of the adjoining predominantly State held reserve land nominally R-80 Mixed Use Lots
- Considers and acknowledges by increased street setback of the Development the sole adjoining residential lot, also zone R80 Mixed Use and further acknowledges the lot by stepping back the street facing Development built form so as to allow the adjoining lot visual acknowledgement from the North end of Duralcher Rd
- Creates a built form of high architectural quality, composition and materiality, aimed at providing an iconic entry into Greater Geraldton and ameliorating the property values of the locality.
- Integrates local cultural elements meaningfully within the Built Form fabric.
- Provides exceptional Solar access to all areas and built form.

Functionality & build quality

- Proposes high quality built form and materials
- Creates highly distinct and well defined Use Zones which promote functionality, participation, privacy, and maintenance
- Offers clearly articulated & autonomous access from Street for Pedestrian and Vehicular and Services
- Creates highly functional Equitable Access Zones at all levels including Basement Carpark for optimal and unrestricted equitable access to all areas of the Development
- Creates zones storage Area and refrigerated and highly efficiently located Services and Refuse Areas

Sustainability

- Proposes highly efficient storm water capture from the Communal Podium Areas immediately stored and re-used within the raised Planters.
- Proposes shaded window areas with 1000mm shading canopies & with energy efficient glazing. Sets back large operable glazed sliding doors and windows within the Balcony areas
- Minimises East & West facing unshaded glazing and provides optimal orientation for all active outdoor areas
- Promotes residential mix and diversity and creates highly efficient and sustainable living units
- Creates deep shaded Communal seating areas surrounding full solar access recreational areas, allowing for year round sustainable use

- Promotes cross ventilation in all units and in conjunction with well regulated seasonal solar access; promotes the highest passive design principles available in apartment design and minimises reliance on energy use

Amenity

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APPLICATION ACCEPTED 21 SEPTEMBER 2023**

- Promotes sustainable and relevant Use Mix in sync with the precinct
- Creates full segregation and Privacy for all residential uses for other Mixed Uses
- Promotes orderly and efficient maintenance and servicing of the Development
- Considers & Designs for the prevailing elements of wind, rain and sun so as to allow continued use of all Communal Areas and highly effective internal and external residential apartments
- Fosters full equity of Access allowing for “Desirable” criteria for all apartments.
- High levels of acoustic and visual privacy inherent in the design and proposed in the construction detailing
- Exceeds requirements of the RCodes in all amenity related criteria as well as overshadowing.

Legibility

- Highly efficient segregation and planning of Pedestrian and Vehicular Access
- Efficient segregation of Mixed Use and Public Access to Communal Areas without compromise to Residential privacy
- Excellent use of the iconic site’s exceptional size and location to create a dynamically composed and highly legible built form at the entry to Greater Geraldton
- Highly respectful and considered tiered and additionally set back built form for street facing Block C
- Clear hierarchy of use and accessibility for all specific areas and uses
- Excellent visual architectural composition defining each built form Block

Safety

- Promotes high levels of community and residential apartment surveillance to all areas of use
- Addresses the street in a manner allying after hours closure and secured pedestrian and resident access

- Creates a fully secure perimeter by use of banked retaining and raised planters, without the need for a “walled off” feel for the development

Community

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PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

This iconic nodal site of R80 Mixed Use zoning has significant potential to act as:

- A high profile iconic entry statement of ‘quality and diversity’ set at the gateway to Geraldton CBD.
- A service and support link between the medical, educational and short-stay facilities along Cathedral Avenue; adjacent residential uses and ‘ancillary related activities’; within a mixed use development which incorporates synergetic commercial, community and recreational uses as set out below.
- A development which provides social, environmental and economic opportunities and mixed new housing forms offering future residents the opportunities for better living choices and affordability when seeking a home, as well as reduced operational costs; a sense of community and belonging and; the security of investment in the long term.
- A development which provides all the support elements which will encourage an Age in Place opportunity unparalleled in regional WA.
- A major development which is largely shielded from the street and residential buildings on the opposite side of the street by a highly desirable architectural form which expresses an important statement of quality and diversity of housing for Geraldton, ameliorating the values in the locality.
- A mix of commercial and office uses directly addressing the street which fulfill directly the objectives of Mixed Use Zonings: Design Guidance: DG 4.1.4.1 – “*better activation of the street development addresses the street and is directly accessed from the street; Flexible and adaptable design that can attract diverse range of activities and be adapted over time to different uses street; frontages are well-articulated and include a mix of solid wall and glazing that allow interaction between the street and the interior*”
- Provider of residential dwellings that all meet the optimal requirements of the LHDS.

Proposed Mixed Uses & Community Accessible Spaces

Ground Floor Block C: *Café/Bistro Use, with full visual connectivity to Street and major Pedestrian access & Medical.*

First Floor Block C: *Office Uses*

Second & Third Floor Block C: *Short-Stay Units*

Ground Floor Block B: *Reception & Communal Lounge*

Communal Area Between Block A&B: *Communal Pool Lounge*

Roof Terrace: *Community Club Membership Access Bowls & Other Passive Communal Lounge & Hydroponics Facilities*

Pool Communal Area Between Block A&B: *Community Club Membership Access.*

Aesthetics

- The architectural design and proposed implementation of the project is of the highest standards and unaffected by the location of the development in its intent to deliver the defining architectural form of the locality
- All compositional, climatic, contextual elements have been well thought out to benefit not just the Development but the entire community
- Architects Perrine are the 2020 Australian Institute of Architects, Marshall Clifton Award for Residential Architecture and past multi award winners for Medium and High Density Residential projects, including the Box Building which was highly awarded by the City of Perth for fostering a new era of high quality sustainable Medium Density housing in the City. This Development has been designed to be at least the equal of that aesthetic and functional architectural outcome.

5. CONTEXT & CHARACTER



Refer to Page A9 RIALTO DA ISSUE DUR.001.



The R-Codes relevantly provides “Context is defined by the broader environment within which the development occurs, with a focus on transport, land uses, economic activity, local services and open space as well as demographics and socio-economic factors. The existing, and changing context of a locality is therefore a significant consideration...”

The specific ‘Context’ of the development may be characterised by these core elements:

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APPLICATION ACCEPTED 21 SEPTEMBER 2023

- An R-80 Mixed-Use Zoned site (**Development Site**);
- An exceptionally large site area of 5592 sqm; However, with a narrow (~40m) interface to the street in comparison to its depth (~133m);
- Only One ‘adjoining’ privately owned ‘affected’ standard size residential lot, Zoned R80 Mixed Use; Currently it is a single storey house most accurately characterised having a generic “**Character**” of 1950’s-60’s stock.
- That *adjoining affected* site, being only approximately 40m deep along the contiguous Southern boundary of the Development Site, is only partially affected by overshadowing June 21 (refer to Shadow Diagrams). However SPP 7.3 (**RCodes**) cl3.2.3 provides that is NIL requirements in respect of maximum allowable overshadowing for R80 zoned lots. The Development Proposal therefore meets requirements of the RCodes.
- The immediate nearest built-forms on the Eastern (opposite) side of Duralcher St; may be most accurately characterised having a mixed ‘*Character*’, of one and two storey buildings of mixed age (mostly 1970’s/2000’s stock) and contemporary buildings; The Eastern (opposite) side of Duralcher St is also zoned R-40, although there are signs of some Mixed Use;
- The Development Site is highly visible from the major roadways into Geraldton City CBD;
- There are significant medical, short stay and educational facilities in the contiguous Cathedral Avenue precinct;
- The development site straddles both Duralcher St on its Eastern boundary and; its Western Boundary may facilitate pedestrian access to Cathedral Avenue; which may be the subject of a separate planning application.
- The depth of the development Site allows for additional Height & Plot Ratio to be provided without adversely affecting existing residential dwellings of the locality and thus;

Allow the site to be developed with the Primary Objectives of: (1) Providing exceptional solar access to all areas of the Development & its Outdoor Communal Recreation Areas; (2) Decoupling of the mass of built-form on the Development Site into 3 core elements rather than 1 single form; (3) The provision of LHDS Platinum accessibility to ALL Dwellings; (4) Provision of unique and substantial Cultural expression

opportunities, by way of murals on an Iconic scale; and (5) Provision of extensive communal, public and community accessible passive and active spaces and Recreational uses including full size bowling greens aimed at integrating community use of that facility and supporting the Mixed-Uses on the ground and first floors on Duralcher Rd.



6. STREET VIEWS



P1- TWO R80 MIXED USE
LOTS TO SOUTH



P2- DEVELOPMENT SITE



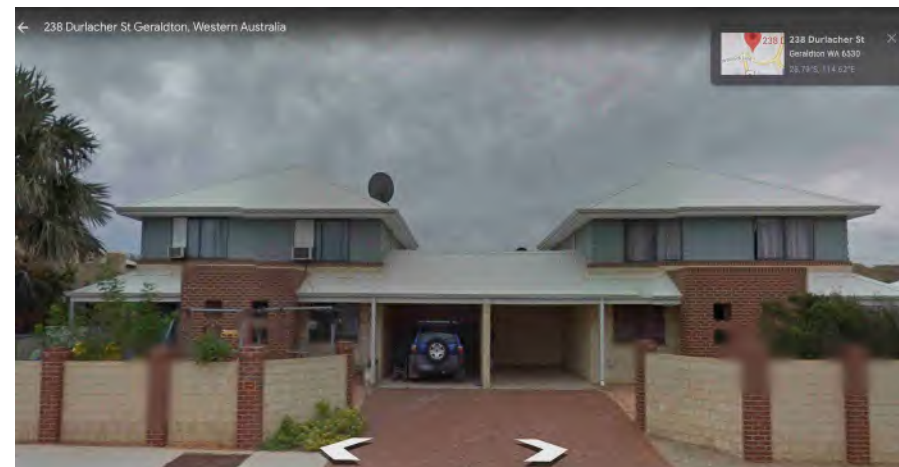
P3- VACANT R80 MIXED USE LOTS
TO NORTH



P4- R80 MIXED USE LOTS TO
NORTH



P5- R40 LOTS TO EAST



P6- R40 LOTS TO EAST



P7- R40 LOTS TO EAST



P8- R40 LOTS TO EAST

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PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023**

Appendix 4: Transport Impact Statement

Transport Impact Statement

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Project: | Proposed Mixed-Use Development
238 Durlacher Street, Geraldton

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PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023**



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Contents

1.	Introduction	1
1.1.	Proponent	1
1.2.	Site Location	1
2.	Proposed Development.....	3
2.1.	Land Use.....	3
3.	Traffic Management on Frontage Streets.....	5
3.1.	Existing Road Layout and Hierarchy.....	5
3.2.	Speed Limits	6
4.	Vehicle Access and Parking.....	7
4.1.	Vehicle Access.....	7
4.2.	Vehicle Sight Distance	8
4.3.	Parking.....	10
4.3.1.	Non Residential Parking Requirements.....	10
4.3.2.	Residential Parking Requirements	10
4.3.3.	Parking Provision	11
4.4.	Parking Layout.....	12
4.5.	Provision for Service Vehicles.....	12
5.	Traffic Volumes	13
6.	Pedestrian and Cyclist Access	14
6.1.	Accessibility	14
6.2.	Bicycle Parking	15
7.	Public Transport Access	16
8.	Site Specific Issues and Safety Issues.....	17
8.1.	Crash History	17
9.	Conclusion	18
	Appendix A – Swept Path Analysis	20

Figures

Figure 1: Site Location.....	2
Figure 2: Aerial View (May 2023)	2
Figure 3: Basement and Ground Floor Plan	4
Figure 4: Existing Road Network Hierarchy.....	5
Figure 5: Existing Speed Limits	6
Figure 6: Vehicle Access Arrangement	7
Figure 7: AS2890.1 Access Sight Distance Requirements.....	8
Figure 8: Crossover Sight Distance.....	9
Figure 9: Pedestrian / Cyclist Access	14

Tables

Table 1: LPS1 Non-Residential Car Parking Requirements	10
Table 2: RDC2 Car Parking Requirements – Location B.....	10
Table 3: AS2890.1 Car Parking Compliance	12
Table 4: Proposed Development Vehicle Trip Generation	13
Table 5: Bicycle Parking Requirements.....	15

1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by Architects Perrine to prepare a Transport Impact Statement (TIS) for proposed mixed-use development in Geraldton.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*. The assessment considers the following key matters:

- Details of the proposed development.
- Vehicle access and parking.
- Provision for service vehicles.
- Hours of operation.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Cycle access and end of trip facilities.
- Site specific and safety issues.

1.2. Site Location

The site address is 238 (Lot 12) Durlacher Street in Geraldton. The local authority is the City of Greater Geraldton.

The general site location is shown in **Figure 1**. An aerial view of the existing site is shown in **Figure 2**.

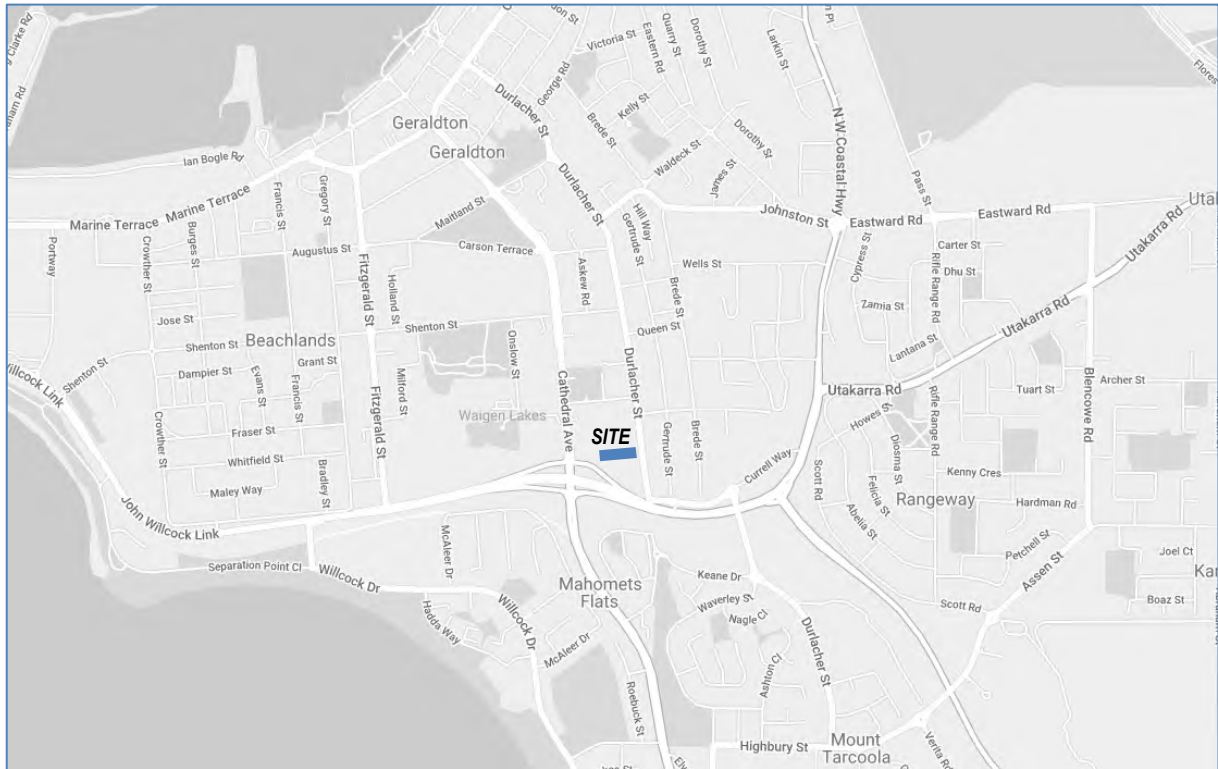


Figure 1: Site Location



Figure 2: Aerial View (May 2023)

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APPLICATION ACCEPTED 21 SEPTEMBER 2023**

2. Proposed Development

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

2.1. Land Use

The site is currently vacant and undeveloped. Under the City's Local Planning Scheme No. 1 (LPS1), the site is currently zoned *Mixed Use* with a residential density code of R80.

The proposal is a mixed-use development comprising 77 apartments and several small commercial tenancies on the ground floor (consulting room / offices and a café). 56 of the apartments will be standard residential dwellings, 18 will be dual-key short-stay dwellings (1 bedroom apartment plus 1 bedroom studio) and 4 will be short-stay studio apartments.

All Commercial/Office Areas have been calculated on the 'likely' Net Lettable Areas; Excluding: Common Cores, Ablutions and Staff Common Areas, to be created by Tenants.

The basement and ground floor plan is shown in **Figure 3**.

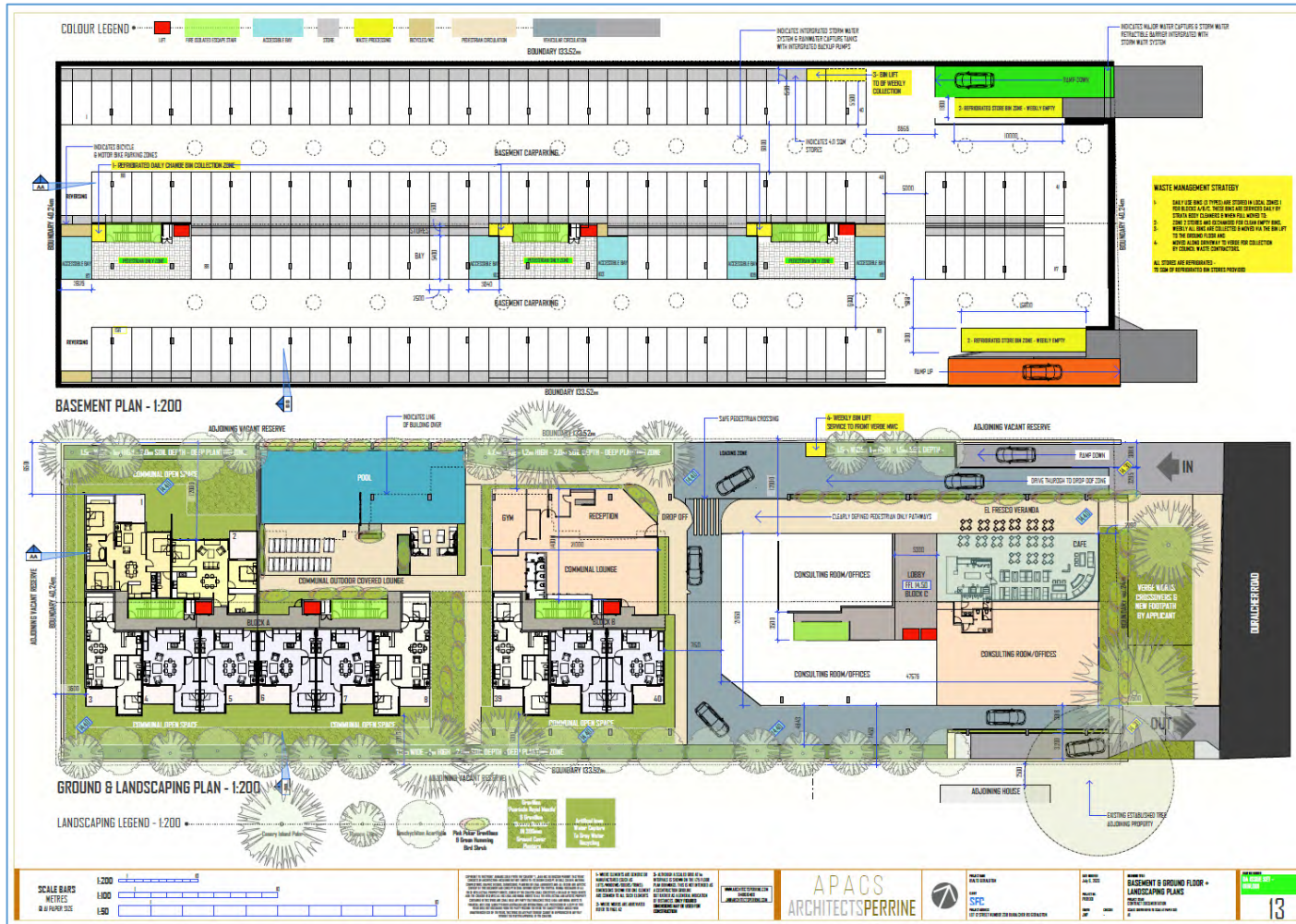


Figure 3: Basement and Ground Floor Plan

3. Traffic Management on Frontage Streets

3.1. Existing Road Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**.

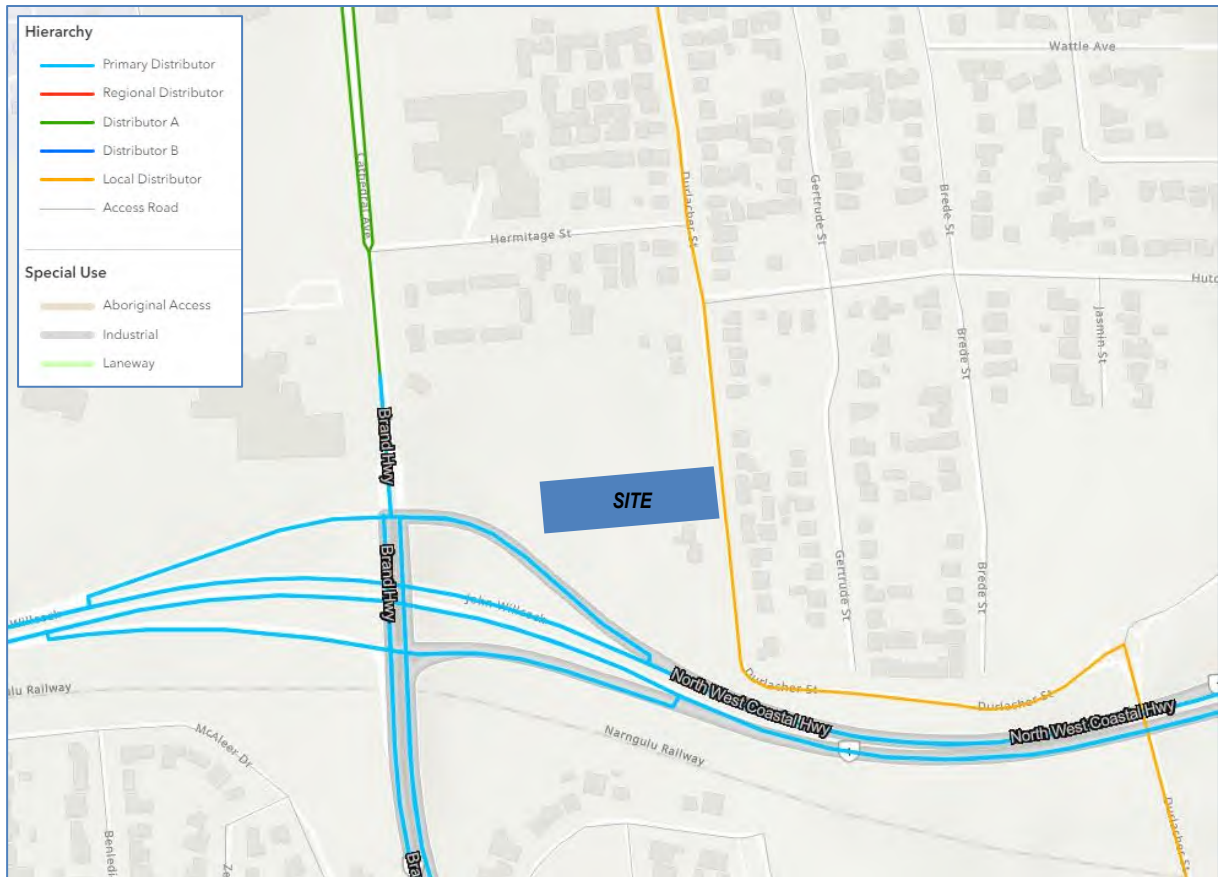


Figure 4: Existing Road Network Hierarchy

3.2. Speed Limits

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The existing speed limits are shown in Figure 5.

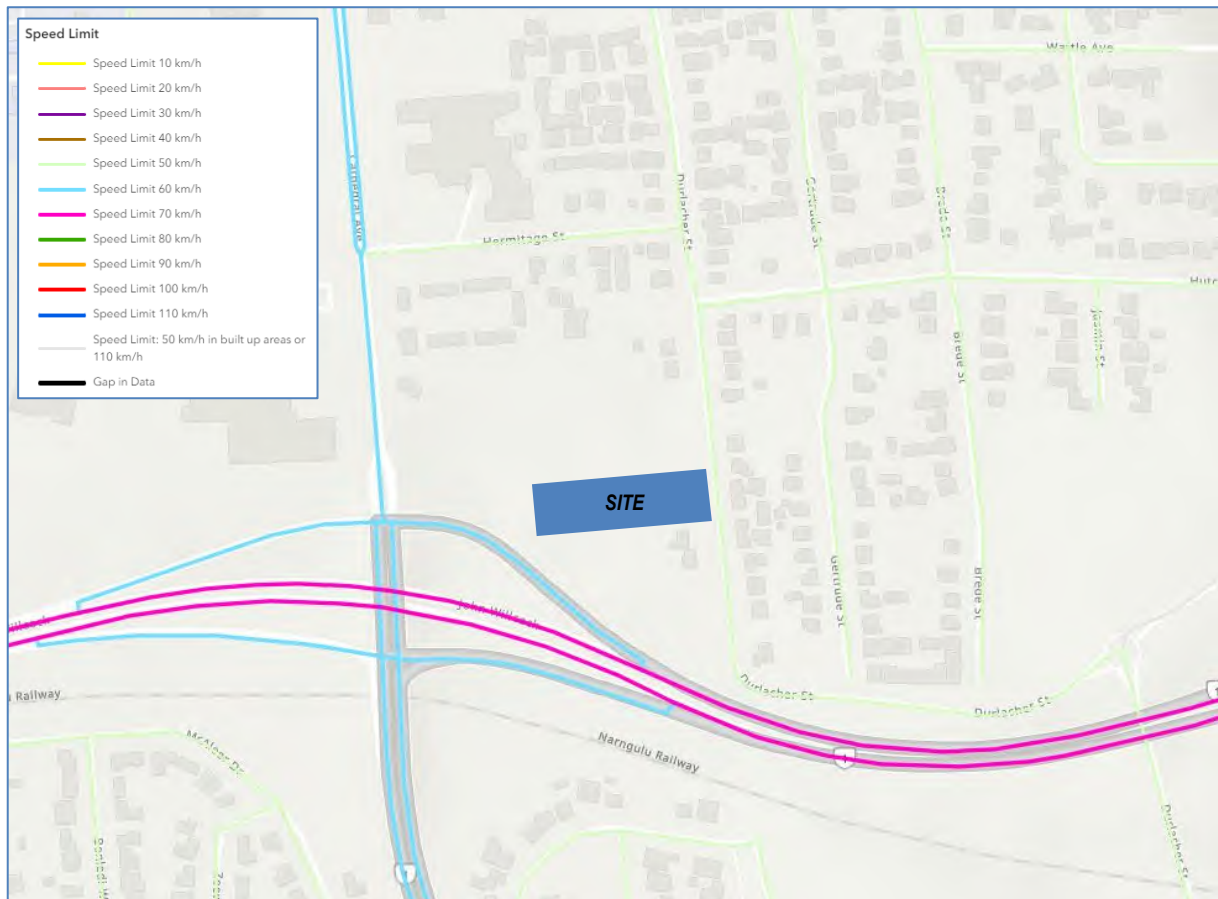


Figure 5: Existing Speed Limits

4. Vehicle Access and Parking

4.1. Vehicle Access

Vehicle access is proposed via two new crossovers on Durlacher Street as shown in **Figure 6**. The northern access will be entry-only and the southern access will be exit-only.



Figure 6: Vehicle Access Arrangement

4.2. Vehicle Sight Distance

Sight distance requirements from vehicle exit points are defined in Figure 3.2 of Australian Standard AS2890.1-2004 *Parking facilities Part 1: Off street car parking* (AS2890.1) which is shown in **Figure 7**.

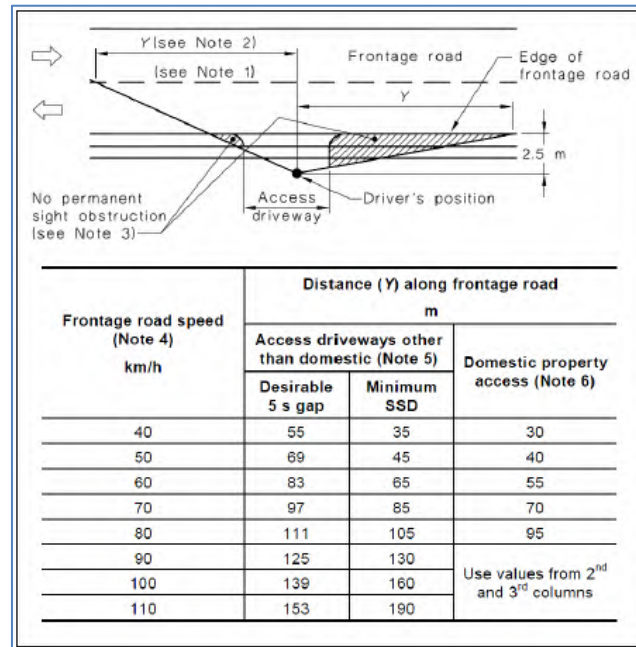


Figure 7: AS2890.1 Access Sight Distance Requirements

Based on the 50km/h speed limit along Durlacher Street, the minimum required sight distance from the crossovers is 45m. As shown in **Figure 8**, the required sight distance is achieved in both directions.

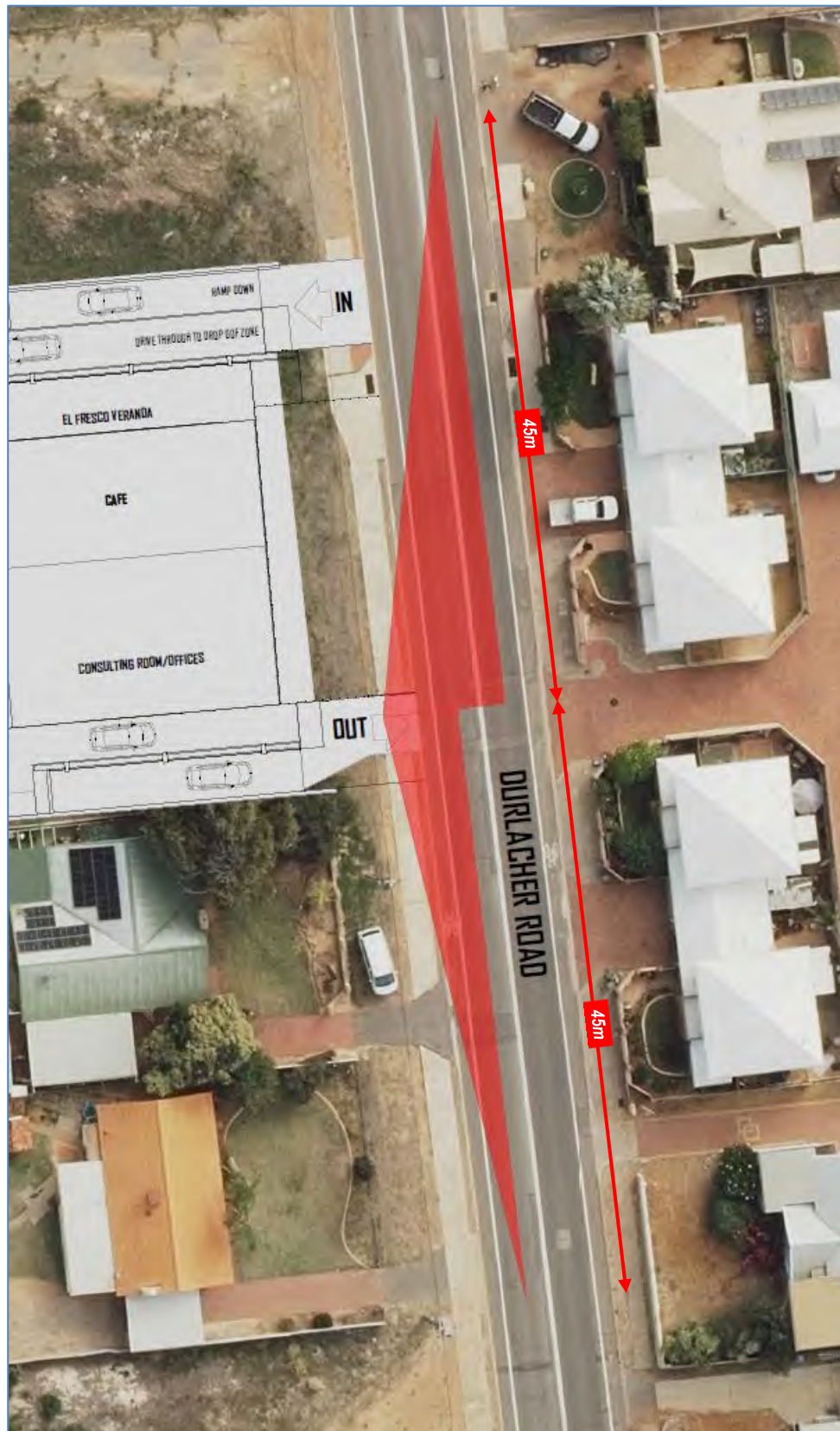


Figure 8: Crossover Sight Distance

4.3. Parking

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4.3.1. Non Residential Parking Requirements

The car parking requirements for non-residential development are outlined in the City's LPS1. The non-residential parking requirements are calculated in **Table 1**. As mentioned previously, 18 apartments will be dual-key short-stay dwellings each with a 1 bedroom suite and studio. As these short-stay apartments can be split and booked separately, these apartments have been separated into the maximum number of units.

Table 1: LPS1 Non-Residential Car Parking Requirements

Land Use	Requirement	Quantum	Required Bays
Accommodation	1 bay per unit	40 units	40
Café	1 per 4 patrons	80 patrons	7
Commercial (Office)	1 bay per 50m ²	NLA 1400m ²	28
Commercial (Consulting Rooms)	5 bays per practitioner	5 practitioners (assumed)	25
Motorcycle / Scooter	2 motorcycle / scooter bays for every 15 car bays	100 bays	13

As shown, the non-residential component of the development requires 100 car bays and 15 motorcycle bays.

4.3.2. Residential Parking Requirements

For residential uses, the minimum parking requirements are outlined in the Residential Design Codes. As the proposed dwellings are multiple dwellings, the Residential Design Codes Volume 2 (RDC2) are applicable. As the site is not within an activity centre or close to high frequency public transport, the Location B requirements of the RDC2 have been applied.

The residential parking requirements are calculated in **Table 2**.

Table 2: RDC2 Car Parking Requirements – Location B

Land Use	Unit	Requirement	Quantum	Required Bays
Residential - Apartments	1 bedroom dwellings	1 bay per dwelling	23	23
	2+ bedroom dwellings	1.25 bays per dwelling	32	40
	Visitor	1 bay per 4 dwellings up to 12 dwellings	12	3
		1 bay per 8 dwellings for the 13 th dwelling and above	43	5
	Motorcycle / Scooter	1 motorcycle / scooter bay for every 10 car bays for developments exceeding 20 dwellings	71 car bays	7

As above, the residential component of the development requires a minimum of 63 resident bays, 8 residential visitor bays and 7 motorcycle / scooter bays.

4.3.3. Parking Provision

As outlined in the previous sections, the development requires a total of 171 car bays (100 commercial bays, 63 resident bays, 8 residential visitor bays) and 20 motorcycle bays.

The current site plan indicates a provision of approximately 157 car parking bays which is short of the calculated requirements by 14 bays. This shortfall is considered to be relatively minor and can be managed with measures such as:

- Allowing flexible allocation of bays for the short-stay apartments on an as-needs basis. It is unlikely that all the accommodation units will be occupied at the same time and also unlikely that all dual-key apartments will be booked as individual rooms. The client has advised that the average occupancy for accommodation developments is approximately 75%.
- There may be opportunities to combine parking for café customers, office visitors and residential visitors to allow flexible use. The peak periods of parking demand for these uses do not wholly overlap and so flexible allocation may allow for the most efficient use of the available parking.
- Up to 10 Additional bays are available as Set-down Bays at Ground and Basement Levels

The parking bays will need to be suitably allocated to each user group to ensure appropriate use. This can be achieved with pavement markings and signage.

The plans indicate several zones for bicycle and motorcycle / scooter parking on the basement level and the development analysis document indicates that 8 motorcycle / scooter spaces will be provided. It is recommended to provide additional spaces to meet the minimum requirements calculated above.

4.4. Parking Layout

The layout and dimensions of the car parking areas have been assessed for compliance with Australian Standards AS2890.1-2004 *Parking facilities Part 1: Off street car parking* (AS2890.1) as detailed in **Table 3**. Resident and employee bays are considered to be User Class 1 or 1A as all bays are for long-term parking and visitor bays are considered to be User Class 2 for medium-term parking.

Table 3: AS2890.1 Car Parking Compliance

Dimension	Requirement	Provided
90-degree parking – Class 1A – Residential, domestic parking		
Car Bay Width	2.4m	2.5m
Car Bay Length	5.4m	5.5m
Parking Aisle Width	5.8m	6.0m minimum
Blind Aisle Extension	1.0m	1.425m
90-degree parking – Class 2 – Medium-term Parking		
Car Bay Width	2.5m	2.5m
Car Bay Length	5.4m	5.5m
Parking Aisle Width	5.8m	6.0m minimum
Blind Aisle Extension	1.0m	1.425m

As shown, the parking layout satisfies the minimum dimensions of AS2890.1. However, there are proposed 200mm wide columns in between to in three bays which reduce the effective width of around 20% bays to 2.4m which is 100mm short of the requirement for User Class 2 bays. Around 80% of Bays are unaffected by the column zone and are 2.5m clear width. All public parking is allocated to the 2.5m wide bays which are free from columns.

4.5. Provision for Service Vehicles

Two bin zones are proposed on the ground level adjacent to the parking ramps. The client has advised that waste will be collected from the verge by council waste collection. The bins will be transported to and from the verge by site staff on collection days. On this basis, there is no need to accommodate waste collection vehicles on the site. Based on the proposed uses, it is assumed that most deliveries and servicing will be undertaken using light vehicles, vans and small commercial vehicles. A vehicle swept path analysis has been undertaken to check the manoeuvrability of small commercial vehicles through the site crossovers and the pick-up / drop-off zone on the ground level. The analysis has been undertaken in Autodesk Vehicle Tracking using the Australian Standard 6.4m Small Rigid Vehicle (SRV) template.

The results of the analysis are attached as **Appendix A** and these demonstrate that the site layout will accommodate the 6.4m SRV subject to some minor modifications which can be addressed during detailed design.

5. Traffic Volumes

The volume of traffic generated by the proposed development has been estimated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition* as detailed in **Table 4**. The peak hour trip rates are based on the peak hour of the adjacent road network typically occurring between 7 to 9am and between 4 to 6pm. For the proposed development, the weekday peak hours are likely to represent the peak period of combined development and background traffic.

Table 4: Proposed Development Vehicle Trip Generation

Land Use	Units	Quantity	Generation Rate		Number of Trips	
			AM Peak	PM Peak	AM Peak	PM Peak
Multifamily Housing (Mid-Rise)	Dwellings	55	0.37	0.39	20	21
Accommodation	Rooms	40	0.34	0.36	14	14
Café	100m ² GFA	200m ² GFA	10.30	9.74	21	19
Commercial (Office)	100m ² GFA	1400m ² GFA	1.64	1.55	23	22
Commercial (Consulting Rooms)	100m ² GFA	600m ² GFA	2.96	3.97	18	24
				Total	96	100

As shown, the proposed development is predicted to generate approximately 96 vehicle trips during the morning peak hour and 100 during the afternoon peak hour.

It is noted that the traffic generation rates are based on surveys undertaken at standalone developments in urban/suburban areas. The trip generation to a mixed-use development in a regional location is likely to be lower compared to a development in a metropolitan location.

The following is also noted with regards to the traffic generation:

- A proportion of development trips will be internal trips that do not generate vehicle movements. E.g. a short-stay guest or office employee dining at the cafe.
- The calculation above assumes full occupancy of the short-stay apartments based on the maximum possible number of accommodation units (36 rooms). Many guests will book joined rooms and so the realistic number of occupied units at any one time will be much lower.
- The site has good access to public transport with multiple bus services within short walking distance.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed acceptable without requiring detailed capacity analysis.

After factoring in the above considerations, the realistic additional peak hour traffic generation is expected to be comfortably below 100 vehicles during any peak hour and so the development traffic is considered to have a moderate impact and can be accommodated within the existing capacity of the road network.

6. Pedestrian and Cyclist Access

6.1. Accessibility

There is an existing path along one side of Durlacher Street. The path switches sides at various points along the street and there are some sections with paths on both sides. There are also on-road cycle lanes along both sides of the road.

Based on the location of the site and the proposed uses, the demand for pedestrian movements to and from the site is expected to be relatively low and so the provision of additional infrastructure is not warranted by the development.

Internally, pedestrian access from the street is proposed via a wide walkway adjacent to the inbound vehicle access as shown in **Figure 9**. The walkway connects to the various lobbies and common areas.

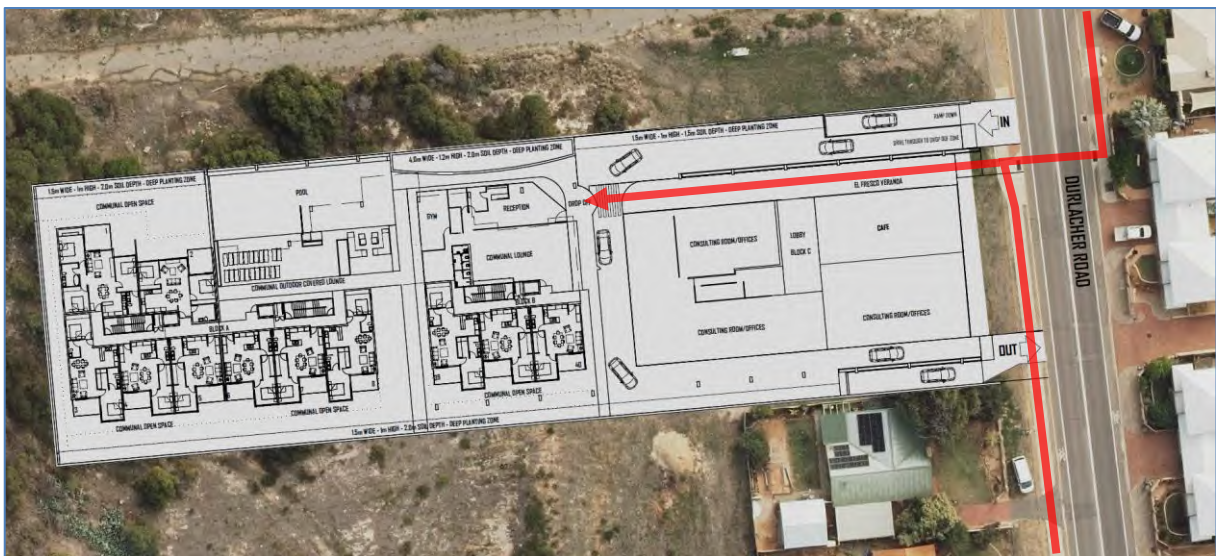


Figure 9: Pedestrian / Cyclist Access

6.2. Bicycle Parking

The bicycle parking requirements are also outlined in the City's LPS1 and RDC2 for the residential dwellings.

The bicycle parking requirements are calculated in **Table 5**.

Table 5: Bicycle Parking Requirements

Land Use	Requirement	Quantum	Required Spaces
Accommodation	1 per 30 units	40 units	1
Café	2 spaces	-	2
Commercial (Office)	1 space per 800m ²	NLA 1400m ²	2
Commercial (Consulting Rooms)	1 space per 4 practitioner	5 practitioners (assumed)	1
Residential	0.5 spaces per dwelling	56	28
Residential Visitor	1 space per 10 dwellings	56	6

As above, the development requires a total of 28 resident bicycle spaces and 12 non-residential bicycle spaces.

The plans indicate several zones for bicycle and motorcycle / scooter parking on the basement level and the development analysis document indicates that 15 bicycle spaces will be provided. It is recommended to provide additional spaces to meet the minimum requirements calculated above. RDC2 notes that wall mounted bicycle racks can be accommodated with the residential store areas.

7. Public Transport Access

The following public transport services currently operate within reasonable walking distance of the site:

- TransGeraldton Bus Route 800 which is a circular route operating around Geraldton via Central Regional TAFE and Geraldton Hospital. The closes stops for this service are on Hermitage Street, approximately 400m walking distance north and west of the site.
- TransGeraldton Bus Route 851 which operates between Geraldton and Forrester Park via Chapman Road.
- TransGeraldton Bus Route 852 which operates between Geraldton and Spalding via Wonthella.
- TransGeraldton Bus Route 854 which operates between Geraldton and Wandina via Mt Tarcoola.
- TransGeraldton Bus Route 855 which is a circular route operating around Geraldton via Mahomets Flats, Wandina and Mt Tarcoola.

The closest stops for Routes 852 and 854 are on Durlacher Street, between 450m and 500m walking distance north of the site.

The closest stops for Routes 851 and 855 are on Cathedra Avenue, approximately 700m walking distance north and west of the site.

The existing available public transport services are considered to be adequate to meet the demand for these services.

8. Site Specific Issues and Safety Issues

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

8.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA *Reporting Centre*. The search included the length of Durlacher Street between Currell Way and Hermitage Street. Only one crashes has been recorded along this section of road over the five-year period from January 2018 to December 2022.

The single crash occurred at the Durlacher Street / Currell Way roundabout in January 2020. The detailed crash history indicates that this was a single vehicle crash involving a speeding motorcycle losing control at the roundabout.

The crash history is low and does not appear to indicate any safety issue that needs to be addressed. There is no indication that the development would increase the risk of crashes to unacceptable levels.

9. Conclusion

**CITY OF GREATER GERALDTON
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This Transport Impact Statement for the proposed mixed-use development at 238 Durlacher Street in Geraldton concluded the following:

- The peak hour traffic generation is estimated to be below 100 vehicles during any peak hour and so the development traffic is considered to have a moderate impact and can be accommodated within the existing capacity of the road network.
- The minimum required sight distance is achieved in both directions from the proposed exit crossover on Durlacher Street.
- According to the City's Local Planning Scheme requirements and the Residential Design Codes Volume 2, the development requires a total of 171 car bays (100 commercial bays, 63 resident bays, 8 residential visitor bays) and 20 motorcycle bays.
- The current site plan indicates a provision of approximately 157 car parking bays which is short of the calculated requirements by 14 bays. This shortfall is considered to be relatively minor and can be managed with measures such as:
 - Allowing flexible allocation of bays for the short-stay apartments on an as-needs basis. It is unlikely that all the accommodation units will be occupied at the same time and also unlikely that all dual-key apartments will be booked as individual rooms. The client has advised that the average occupancy for accommodation developments is approximately 75%.
 - There may be opportunities to combine parking for café customers, office visitors and residential visitors to allow flexible use. The peak periods of parking demand for these uses do not wholly overlap and so flexible allocation may allow for the most efficient use of the available parking.
- The parking bays will need to be suitably allocated to each user group to ensure appropriate use. This can be achieved with pavement markings and signage.
- The plans indicate several zones for bicycle and motorcycle / scooter parking on the basement level and the development analysis document indicates that 8 motorcycle / scooter spaces will be provided. It is recommended to provide additional spaces to meet the minimum requirements calculated above.
- The parking layout satisfies the minimum dimensions of AS2890.1. However, there are proposed columns in between many of the bays which reduce the effective width of some bays to 2.4m which is 100mm short of the requirement for User Class 2 bays. It is recommended to either ensure all public parking is allocated to the 2.5m wide bays or to adjust the column layout to ensure all public bays are 2.5m wide.
- Waste will be collected from the verge by council waste collection and so there is no need to accommodate waste collection vehicles on the site.
- Based on the proposed uses, it is assumed that most deliveries and servicing will be undertaken using light vehicles, vans and small commercial vehicles. A vehicle swept path analysis indicates that the site

layout will accommodate the Australian Standard 6.4m Small Rigid Vehicle to and from the pick-up / drop-off zone on the ground level subject to some minor modifications which can be addressed during detailed design.

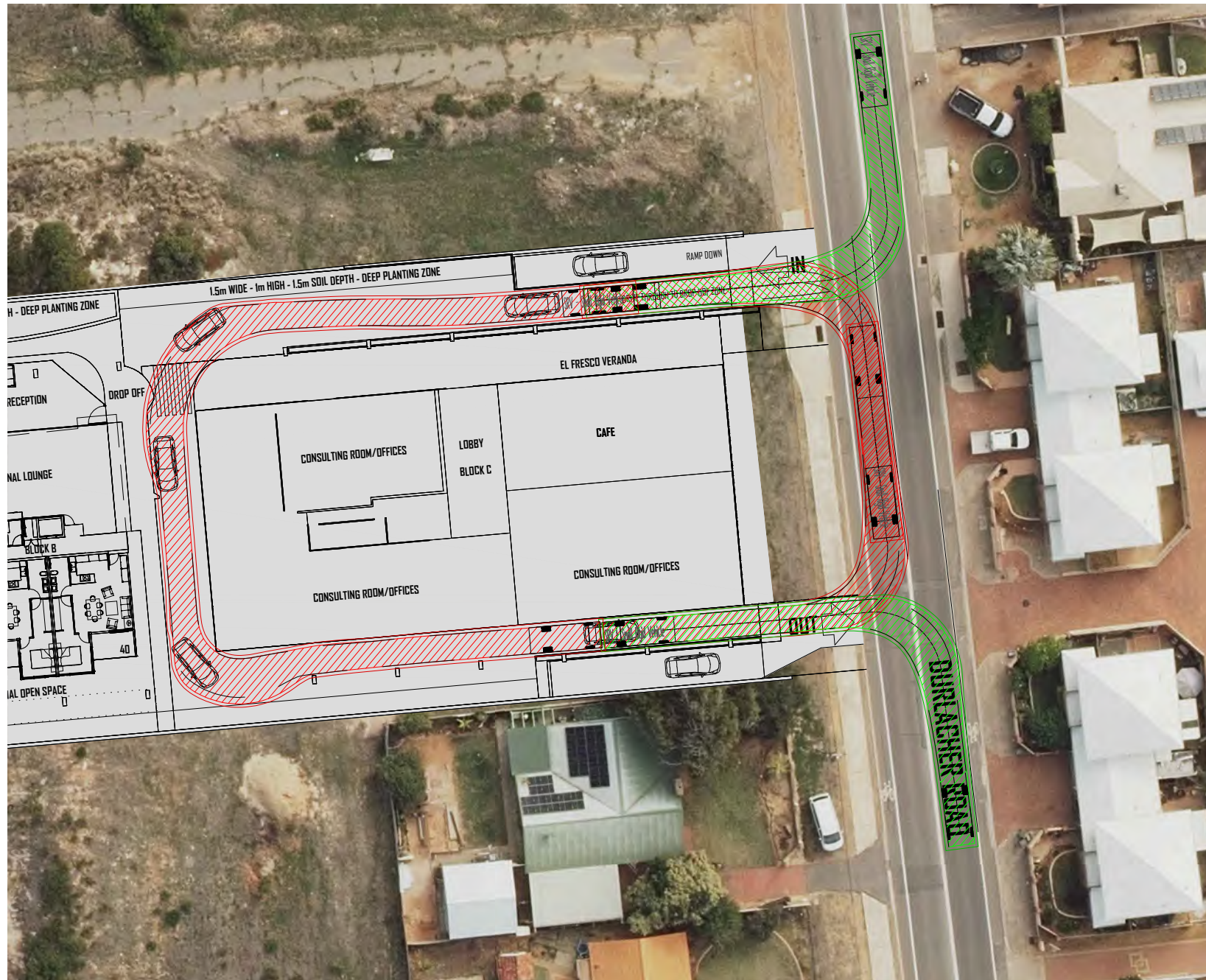
- The external path network is considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas.
- The development requires a total of 28 resident bicycle spaces and 12 non-residential bicycle spaces. It is recommended to provide additional spaces to meet the minimum requirements calculated above. RDC2 notes that wall mounted bicycle racks can be accommodated with the residential store areas.
- The existing available public transport services are considered to be adequate to meet the demand for these services.
- The crash history is low and does not indicate any major safety issue that needs to be addressed. There is no indication that the development would increase the risk of crashes to unacceptable levels.

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Appendix A – Swept Path Analysis

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COLOUR LEGEND



BOUNDARY 133.52m

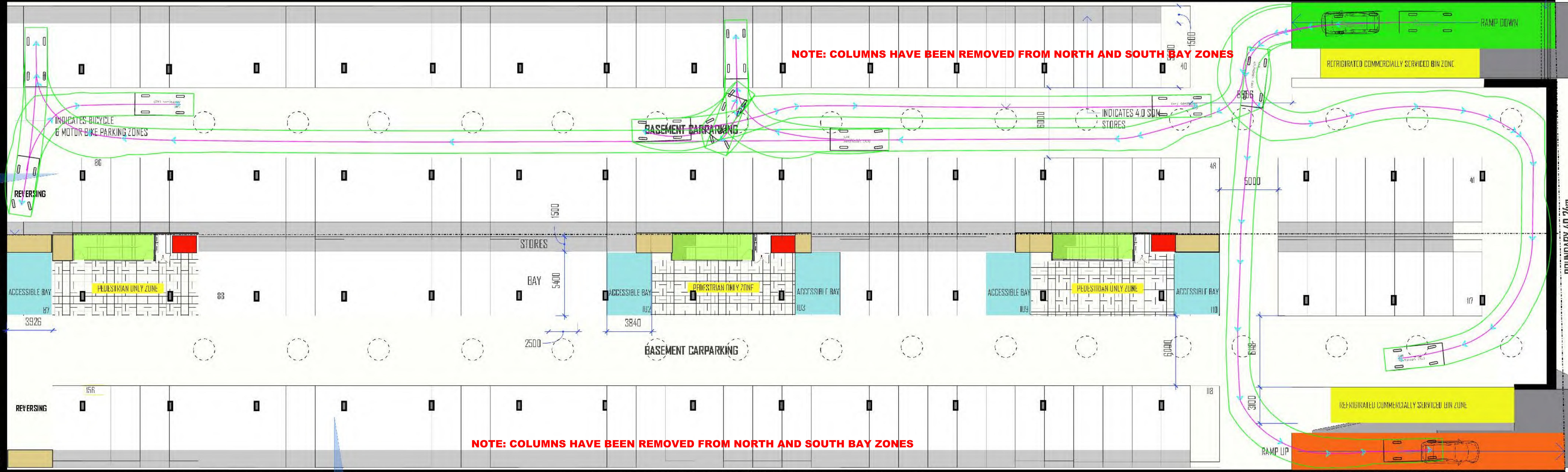
INDICATES INTEGRATED STORM WATER SYSTEM & RAINWATER CAPTURE TANKS WITH INTEGRATED BACKUP PUMPS

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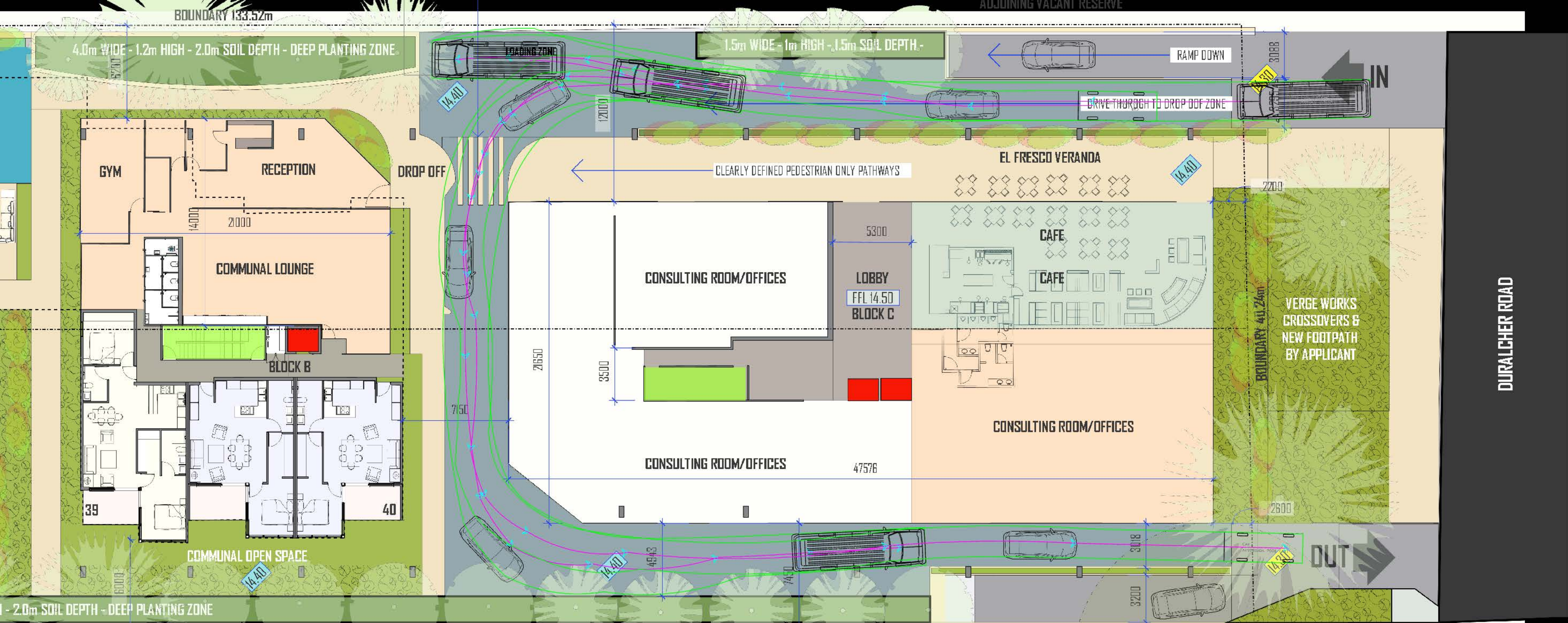
INDICATES MAJOR WATER CAPTURE & RETRACTIBLE BARRIER INTEGRATED STORM WATER SYSTEM

NOTE: COLUMNS HAVE BEEN REMOVED FROM NORTH AND SOUTH BAY ZONES



NOTE: COLUMNS HAVE BEEN REMOVED FROM NORTH AND SOUTH BAY ZONES

BOUNDARY 133.52m



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Appendix 5: Acoustic Report

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**PROPOSED DEVELOPMENT
238 DURALCHER ROAD
GERALDTON**

SPP 5.4 NOISE MANAGEMENT PLAN

JULY 2023

CITY OF GREATER GERALDTON
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CONTENTS

1.	INTRODUCTION	1
2.	ACOUSTIC CRITERIA	1
2.1	Noise	1
3.	MEASUREMENTS	4
4.	MODELLING	4
5.	TRAFFIC NOISE ASSESSMENT	5
6.	CONCLUSION	5

APPENDICES

A	Plans
B	Glazing Requirements
C	Main Roads Traffic Flow Data

1. INTRODUCTION

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to carry out an acoustic study
with regards to traffic related noise for the proposed residential development at 238 Duralcher Rd Geraldton

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The purpose of the study was to:

- Assess the noise that would be received within the development area from vehicles travelling on North West Coastal Hwy & Duralcher Rd 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. ACOUSTIC CRITERIA

2.1 NOIS

On 6th September 2019 State Planning Policy 5.4 “Road and Rail Noise” was released by The Western Australian Planning Commission (WAPC). Those requirements of State Planning Policy include relevant to this report:

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:

- noise-sensitive land-use within the policy’s trigger distance of a transport corridor as specified in **Table 1**.*
- New or major upgrades of roads as specified in **Table 1** and maps (**Schedule 1, 2 and 3**); or*
- 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)

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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 ($L_{Aeq}(\text{Day})$ dB) (6 am-10 pm)	Night ($L_{Aeq}(\text{Night})$ 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	$L_{Aeq}(\text{Day})$ 40(Living and work areas) $L_{Aeq}(\text{Night})$ 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."

3. MEASUREMENTS

Measurements were taken on 6 July 2023 for a short-term during peak traffic hour to ascertain relevant L_{A10} sound levels.

Comparative reference to the DEFRA publication has been made. The resulting difference between the $L_{A10,18hr}$ and the $L_{Aeq,8hr}$ and the $L_{Aeq,16hr}$ calculated.

The $L_{Aeq(Day)}$ and $L_{Aeq(Night)}$ are shown in Table 3.1.

Measurements taken are from a SMART SENSOR AS834+ Noise Meter calibrated prior to and after use.

TABLE 3.1: 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)
238 Duralcher Rd Geraldton	66.9	63.5	56.4

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4. MODELLING

To determine the noise levels from traffic on North West Coastal Hwy & Duralcher Rd, acoustic modelling was carried

The input data for the model included:

- Plans supplied by client (Shown in Appendix A);
- Traffic data as per Table 4.1 (And Sourced in Appendix C);
- Adjustments as listed in Table 4.2.
- Change in road surface from current to dense grade asphalt to future.

TABLE 4.1 - NOISE MODELLING INPUT DATA

Parameter	North West Coastal Hwy Current	North West Coastal Hwy Future
Traffic Volumes Peak 2041 (Future)	12,493 vpd	19,106 vpd
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%
Heavy Vehicles (%) (Assumed)	6.5%	6.5%
Speed (km/hr)	70-80	70-80

TABLE 4.2 – ADJUSTMENTS FOR NOISE MODELLING

Description	Value
Façade Reflection Adjustment	+2.5 dB
Conversion from L_{A10} (18 hour) to L_{Aeq} (16 hour) (Day)	-3.4 dB

5. TRAFFIC NOISE ASSESSMENT

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The assessment results in, recommended adjustments as listed in Appendix B. Title Notifications are required for this development.

The proposed glazing for the development is a double glazed 12mm external glass with a fully sealed 9mm air gap and 6mm internal glass, which has a calculated R_w+C_{tr} of 32 dB and a result complies with the requirements of State Planning Policy 5.4. Further the external wall construction uses Aerated Concrete Panels with a calculated R_w+C_{tr} of 42 dB which will also complies with the requirements of State Planning Policy 5.4

6. CONCLUSION

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WAPC Planning Policy 5.4, Assessment of the noise received within the development of 238 Duralcher Rd Geraldton, from vehicles travelling on North West Coastal Hwy & Duralcher Road and set out below:

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) $L_{Aeq(day)}$

The proposed glazing for the development is a double glazed 12mm external glass with a fully sealed 9mm air gap and 6mm internal glass, which has an R_w+C_{tr} of 32 dB and a result complies with the requirements of State Planning Policy 5.4.

Further the external wall construction uses Aerated Concrete Panels with a calculated R_w+C_{tr} of 42 dB which will also complies with the requirements of State Planning Policy 5.4

The Assessment indicates that noise at the development from future traffic, exceed external noise level criteria. Noise attenuation in the form of quiet house design listed in Appendix B, and notifications on the title is required.

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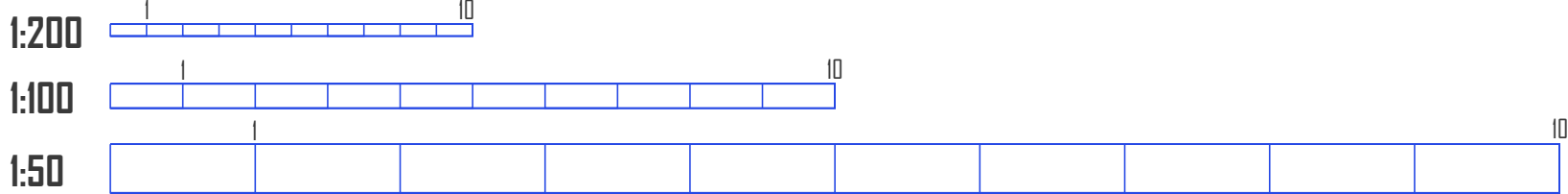
APPENDIX A

PLANS



SITE CONTEXT ISOMETRIC SOUTH VIEW - 1:500

SCALE BARS
METRES
@ A1 PAPER SIZE



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2- WHERE WORDS ARE ABBREVIATED REFER TO PAGE A2

3- ALTHOUGH A SCALED GRID AT 10 INTERVALS IS SHOWN ON THE 1/5 FLOOR PLAN DRAWINGS, THIS IS NOT INTENDED AS A CONSTRUCTION GRIDLINE BUT RATHER AS A GENERAL INDICATION OF DISTANCES. ONLY FIGURED DIMENSIONS MAY BE USED FOR CONSTRUCTION

PROJECT NAME
REALTO GERALDTON

CLIENT
SFC

PROJECT ADDRESS
LOT 12 STREET NUMBER 238 OURALCHER RD GERALDTON

DATE MODIFIED
July 6, 2023

PROJECT NO.
P18/00101

DESIGN
JMP

CHECKED
-

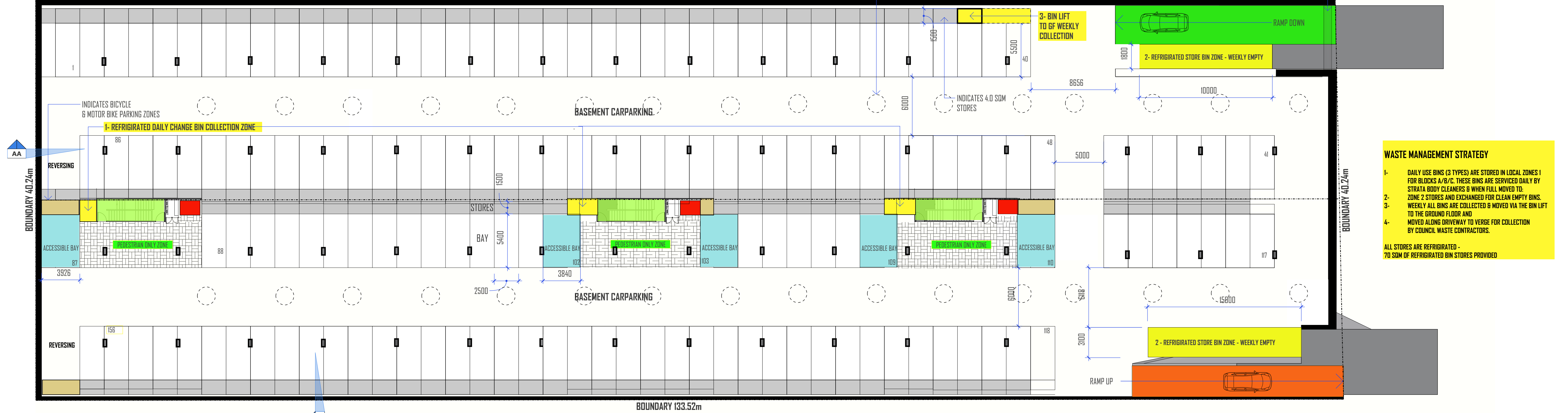
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PROJECT STAGE
CONTRACT DOCUMENTATION
SCALES SHOWN REFER TO SCALE AT PAPER SIZE
A1

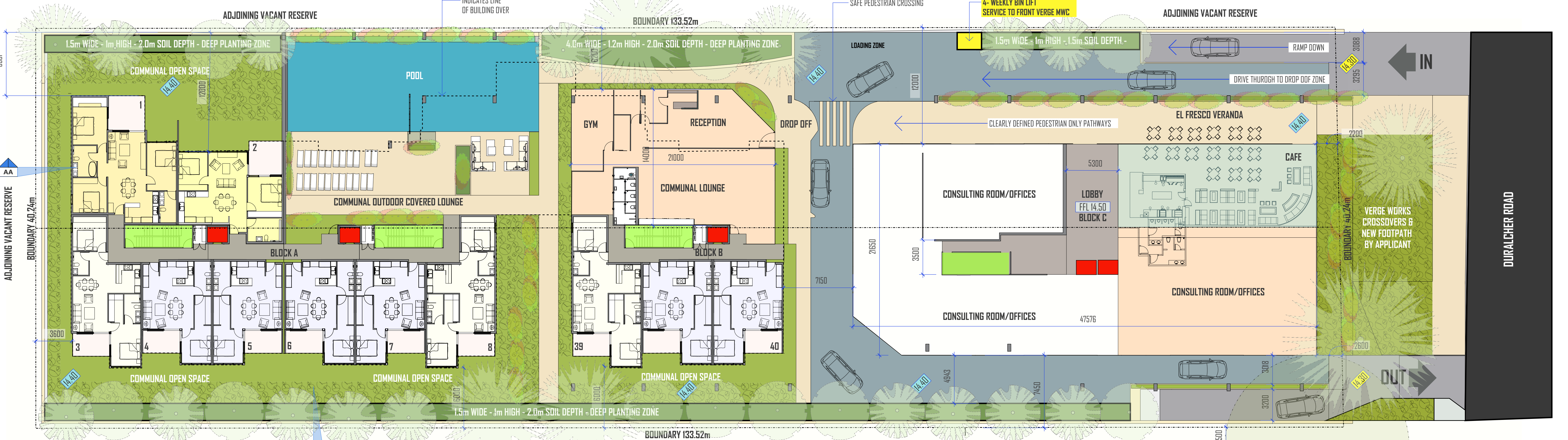
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COLOUR LEGEND

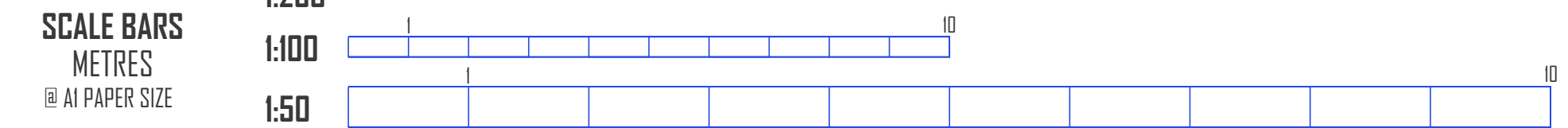
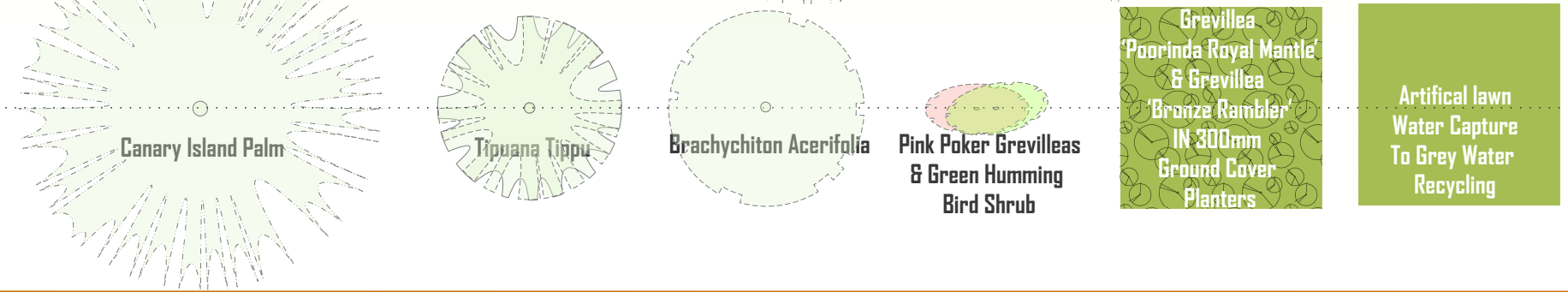


BASEMENT PLAN - 1:200



GROUND & LANDSCAPING PLAN - 1:200

LANDSCAPING LEGEND - 1:200



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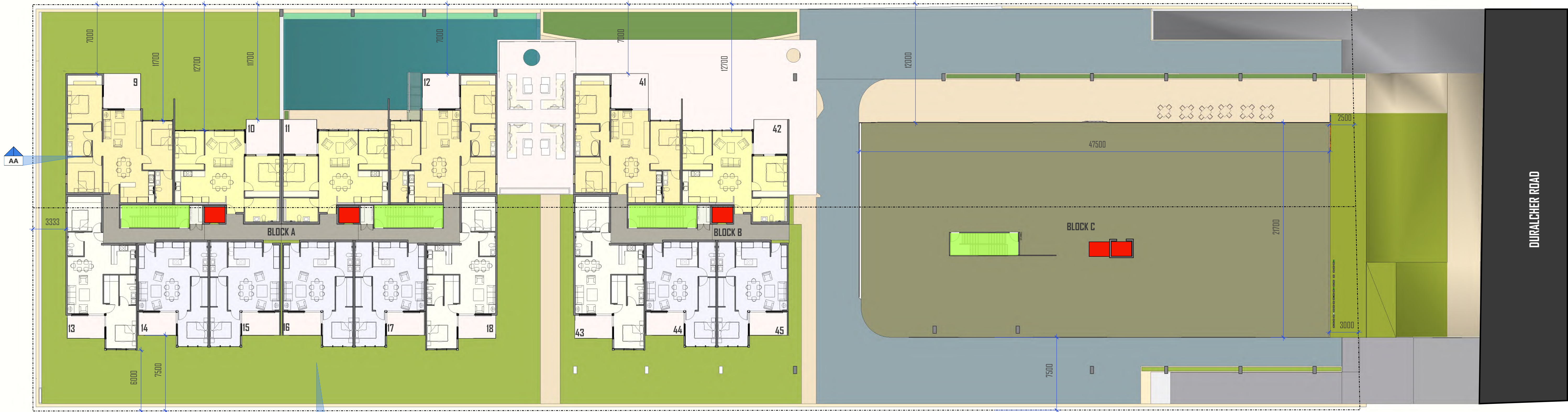


PROJECT NAME
R1AL TO GERALDTON
CLIENT
SFC
PROJECT ADDRESS
LOT 12 STREET NUMBER 228 DURALCHER RD GERALDTON

DATE MODIFIED
July 6, 2023
PROJECT NO.
P1870111
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DRAWING TITLE
BASEMENT & GROUND FLOOR + LANDSCAPING PLANS
PROJECT DATE
CONTRACT DOCUMENTATION
SCALES SHOWN REFER TO SCALE AT PAPER SIZE
A1

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DA ISSUE SET - OUR.D01
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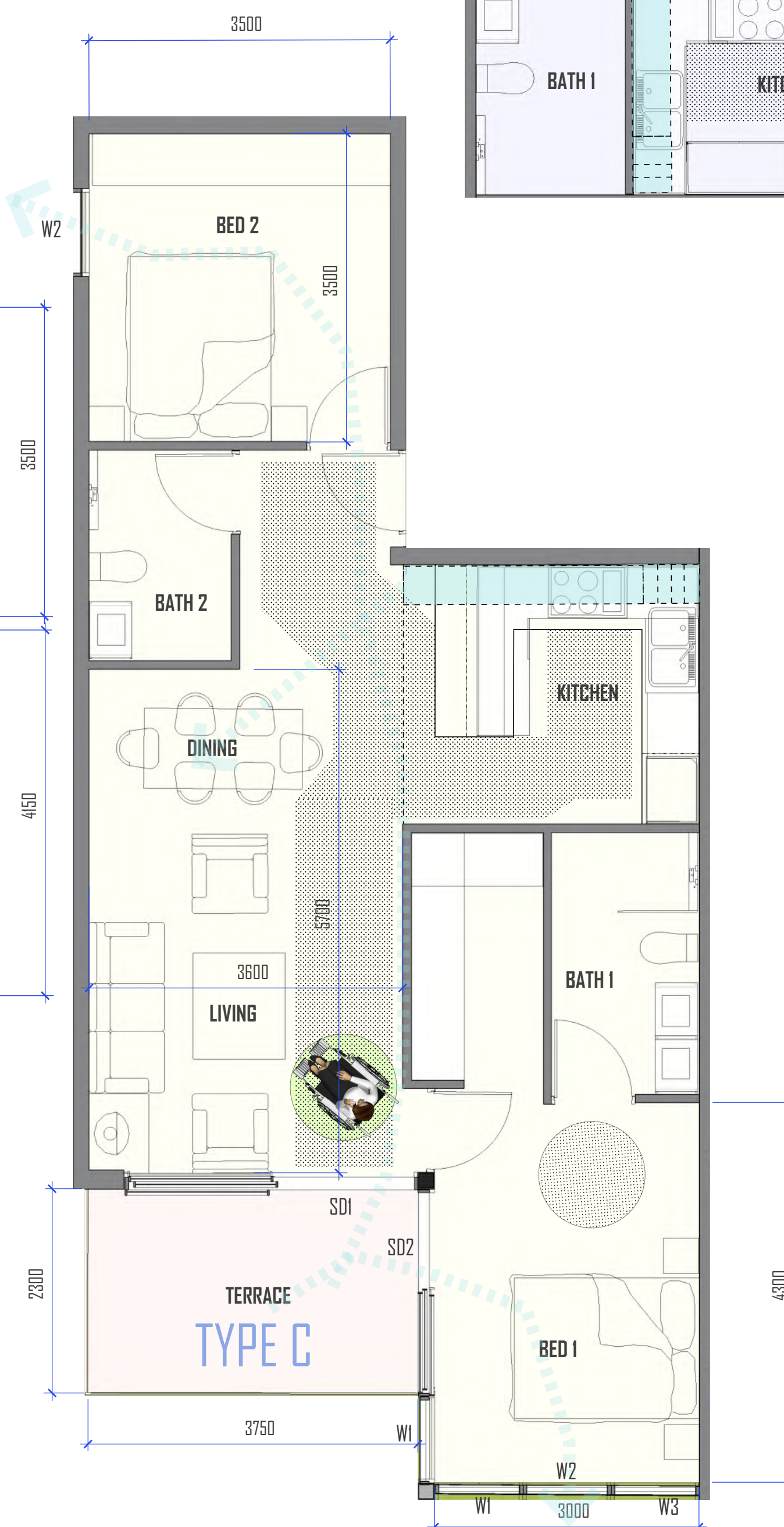


FIRST FLOOR PLAN - 1:200

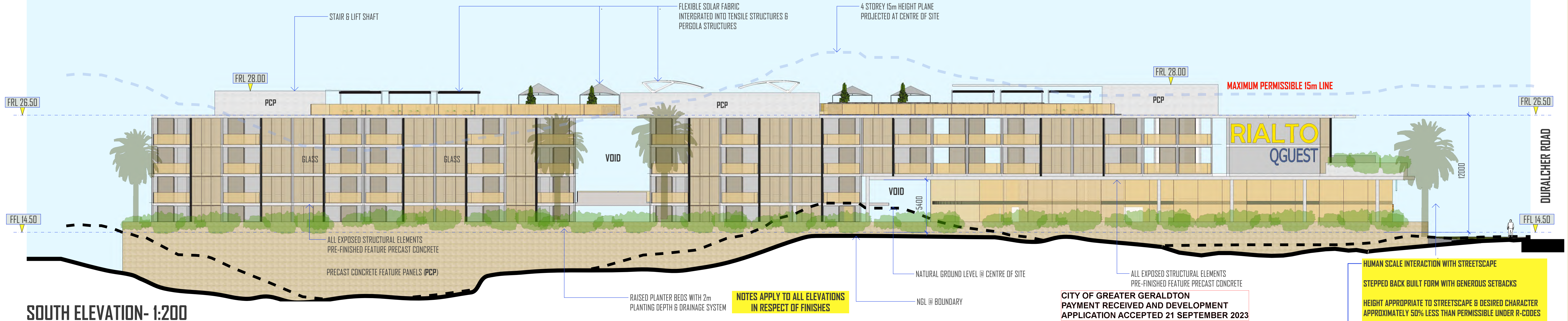


SECOND FLOOR PLAN - 1:200

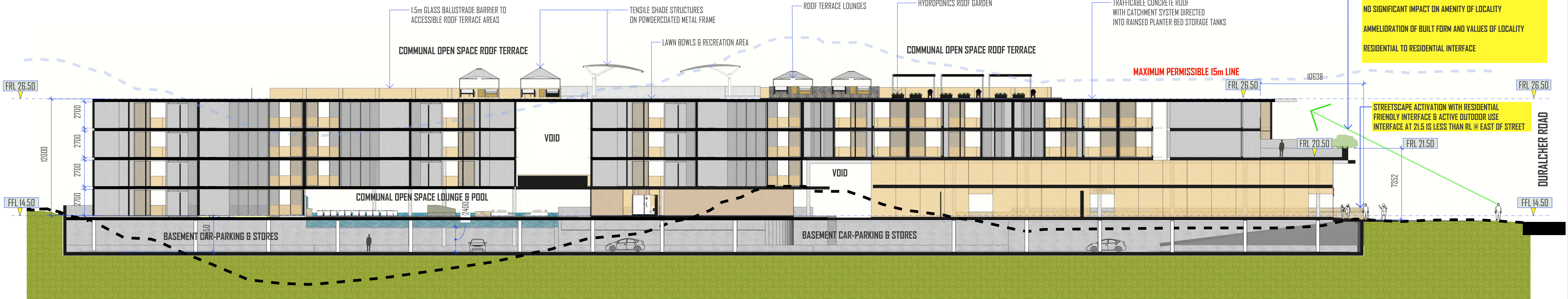




SD1	3300 W x 2650 H	OPENING AREA - 4.35sqm
SD2	2350 W x 2650 H	OPENING AREA - 3.10sqm
W1	1000 W x 2650 H	FIXED GLASS
W2	1000 W x 2650 H	OPENING AREA - 1.30sqm AW
W3	1000 W x 2650 H	FIXED GLASS



SOUTH ELEVATION - 1:200

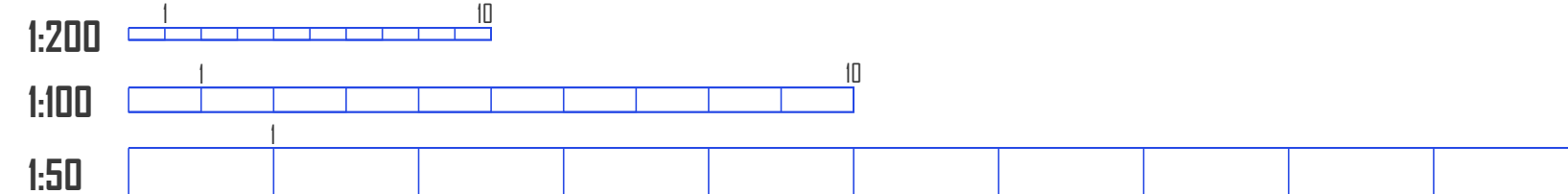


SECTION AA - 1:200



NORTH ELEVATION - 1:200

SCALE BARS
METRES
@ A1 PAPER SIZE



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PROJECT NAME
RIALTO GERALDTON
CLIENT
SFC
PROJECT ADDRESS
LOT 12 STREET NUMBER 228 DURALCHER RD GERALDTON

DATE MODIFIED
July 6, 2023
PROJECT NO.
P180701
DRAWN
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DRAWING TITLE
ELEVATIONS & SECTION AA
PROJECT STAGE
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APPENDIX B

GLAZING REQUIREMENTS

[illegible]

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 superseded by other requirements (BAL, Thermal, etc).

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APPENDIX C

MRWA TRAFFIC FLOW DATA

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

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SITE 18139

2020/21
Monday to Friday

	E Eastbound												
	Vehicle Type												
	1	2	3	4	5	6	7	8	9	10	11	12	All
00:00	30	1	1	0	0	0	0	0	0	1	4	1	38
01:00	26	1	1	0	0	0	0	0	0	0	4	0	32
02:00	28	1	1	0	0	0	0	0	0	0	3	1	34
03:00	20	1	1	0	0	0	0	0	0	0	1	1	24
04:00	23	1	1	1	0	0	0	0	0	0	1	0	27
05:00	77	2	7	2	0	0	0	0	1	1	2	0	92
06:00	209	7	17	6	0	0	2	1	2	1	3	0	248
07:00	323	10	28	8	1	1	3	1	3	0	3	1	382
08:00	441	20	46	8	1	2	6	2	5	0	4	1	536
09:00	307	25	30	6	2	1	5	1	4	1	4	1	387
10:00	303	27	34	4	1	1	2	1	5	1	6	1	386
11:00	316	27	39	6	1	1	5	1	5	0	7	3	411
12:00	330	23	32	3	2	2	5	0	4	1	5	1	408
13:00	320	23	33	3	2	1	4	1	3	0	5	1	396
14:00	345	24	30	5	1	1	4	1	5	1	5	2	424
15:00	501	23	44	4	1	2	7	1	5	1	3	1	593
16:00	408	14	30	3	1	1	4	1	2	1	4	0	469
17:00	322	9	20	2	1	0	2	0	2	1	6	1	366
18:00	203	4	9	2	0	1	2	0	1	0	5	1	228
19:00	147	2	5	2	0	0	0	0	1	1	4	1	163
20:00	107	2	3	1	0	0	0	0	1	0	6	1	121
21:00	85	2	3	1	0	0	0	0	0	0	6	1	98
22:00	55	2	2	1	0	1	0	0	0	1	5	0	67
23:00	41	2	1	0	0	0	0	0	1	1	4	1	51
TOTAL	4967	253	418	68	14	15	51	11	50	13	100	21	5981

Peak Statistics

AM	TIME	07:45	10:30	08:00	07:30	09:15	07:45	07:45	06:15	10:15	09:45	11:15	10:45	07:45
	VOL	450	29	46	10	3	2	7	2	6	2	8	3	544
PM	TIME	15:00	13:45	15:15	14:45	15:45	12:30	15:15	15:30	15:15	15:30	21:00	14:30	15:00
	VOL	501	25	44	5	2	3	7	2	5	2	6	3	593

CITY OF GREATER GERALDTON
RECEIVED 08 AUGUST 2023

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

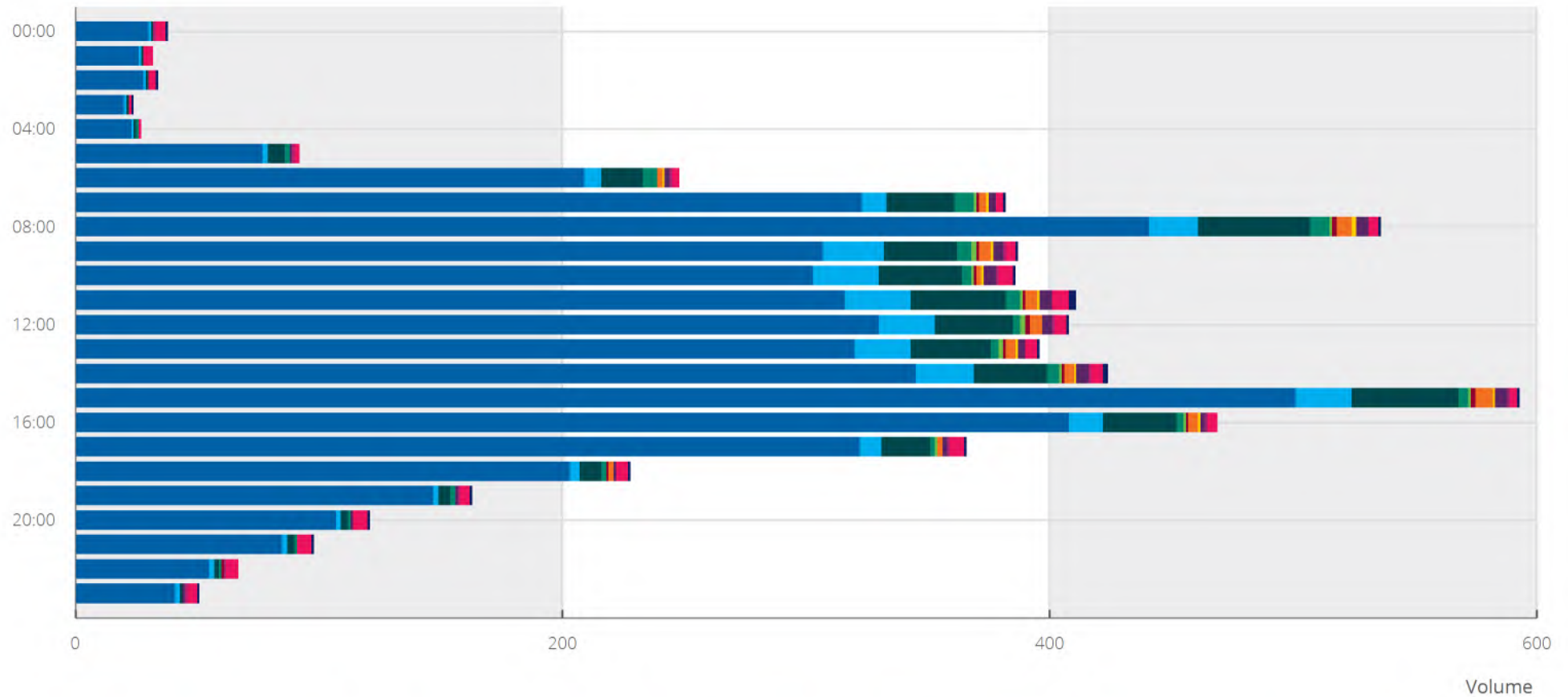
CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Monday to Friday

➡ Eastbound

Vehicle Type



Class 1 Class 2 Class 3 Class 4 Class 5 Class 6 Class 7 Class 8 Class 9 Class 10 Class 11 Class 12

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Monday to Friday

	 Westbound												
	Vehicle Type												
	1	2	3	4	5	6	7	8	9	10	11	12	All
00:00	22	1	1	0	0	0	0	0	0	0	3	1	28
01:00	14	0	0	0	0	0	0	0	0	1	3	0	18
02:00	24	1	1	0	0	0	0	0	0	0	1	2	29
03:00	19	1	2	0	1	0	0	0	0	0	2	0	25
04:00	31	1	2	0	0	0	1	0	1	0	2	0	38
05:00	68	1	7	2	0	0	0	0	0	0	4	0	82
06:00	118	8	19	1	1	1	2	0	2	0	5	0	157
07:00	300	13	38	4	1	1	5	1	3	0	3	1	370
08:00	478	24	49	6	3	2	10	2	6	1	5	1	587
09:00	316	26	37	6	2	2	5	1	6	1	6	2	410
10:00	320	31	41	4	2	2	5	1	6	1	7	3	423
11:00	329	31	45	4	1	3	6	1	5	1	7	2	435
12:00	349	28	44	3	1	2	5	1	5	1	8	2	449
13:00	309	26	41	4	1	2	5	1	5	0	7	1	402
14:00	364	24	43	4	1	2	6	1	4	1	5	3	458
15:00	476	24	52	5	2	2	6	1	6	1	6	1	582
16:00	464	17	43	3	1	2	6	1	2	1	4	1	545
17:00	421	10	37	2	1	1	5	0	2	0	6	1	486
18:00	280	4	19	1	0	1	2	0	1	0	6	1	315
19:00	167	3	10	0	0	0	1	0	1	0	8	2	192
20:00	127	2	7	0	0	0	0	0	1	0	6	1	144
21:00	94	1	4	0	0	0	0	0	0	0	4	0	103
22:00	59	1	2	0	0	0	0	0	0	0	3	0	65
23:00	37	0	2	0	0	0	0	0	0	0	3	0	42
TOTAL	5186	278	546	49	18	23	70	11	56	9	114	25	6385



Peak Statistics

AM	TIME	07:45	10:45	07:45	08:00	07:45	10:30	07:45	07:15	08:15	09:45	11:45	10:15	07:45
	VOL	487	32	51	6	3	4	10	2	7	2	8	4	594
PM	TIME	15:15	12:00	15:15	15:00	16:15	15:15	15:15	15:45	15:00	15:45	19:30	14:30	15:15
	VOL	482	28	53	5	2	3	7	2	6	2	9	3	590

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

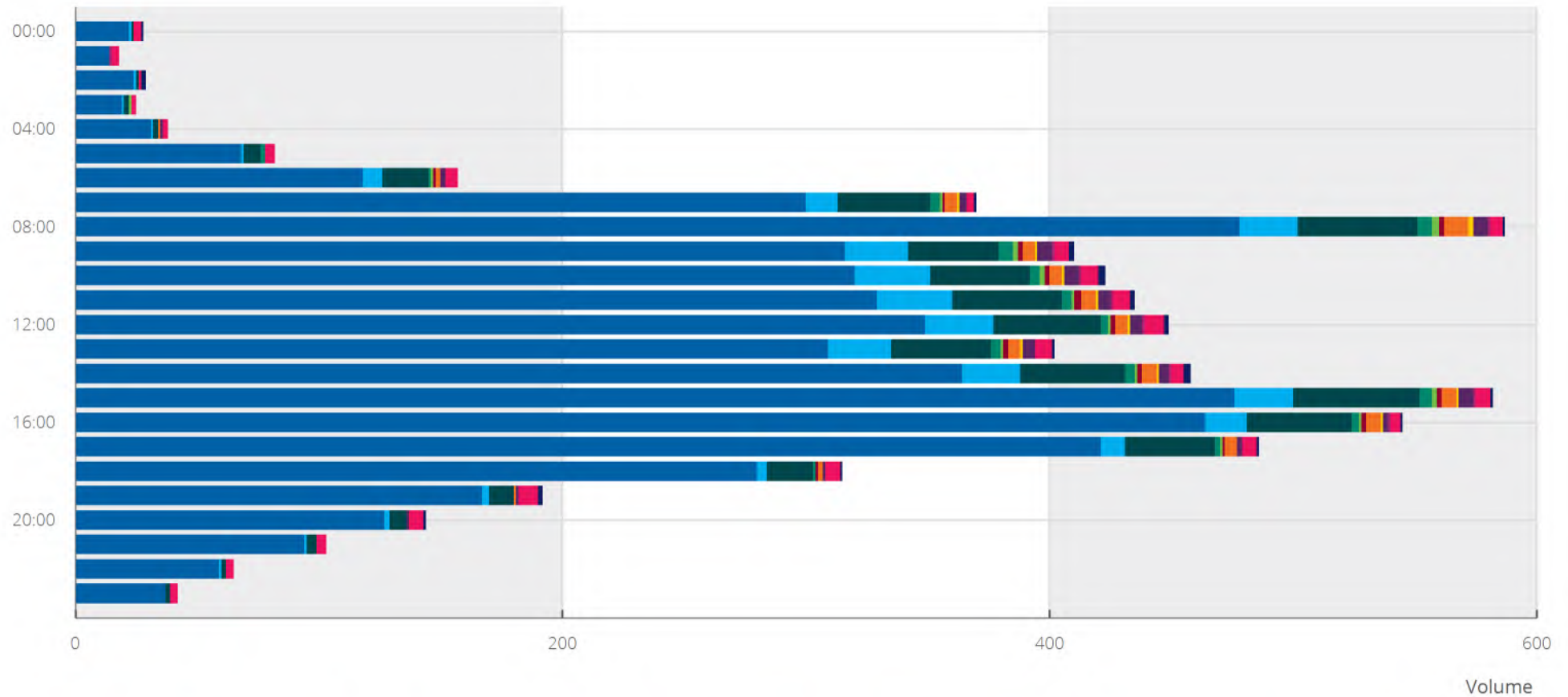
CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Monday to Friday

← Westbound

Vehicle Type



Class 1 Class 2 Class 3 Class 4 Class 5 Class 6 Class 7 Class 8 Class 9 Class 10 Class 11 Class 12

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Monday to Friday

	 Both Directions												
	Vehicle Type												
	1	2	3	4	5	6	7	8	9	10	11	12	All
00:00	52	2	2	0	0	0	0	0	0	1	7	2	66
01:00	40	1	1	0	0	0	0	0	0	1	7	0	50
02:00	52	2	2	0	0	0	0	0	0	0	4	3	63
03:00	39	2	3	0	1	0	0	0	0	0	3	1	49
04:00	54	2	3	1	0	0	1	0	1	0	3	0	65
05:00	145	3	14	4	0	0	0	0	1	1	6	0	174
06:00	327	15	36	7	1	1	4	1	4	1	8	0	405
07:00	623	23	66	12	2	2	8	2	6	0	6	2	752
08:00	919	44	95	14	4	4	16	4	11	1	9	2	1123
09:00	623	51	67	12	4	3	10	2	10	2	10	3	797
10:00	623	58	75	8	3	3	7	2	11	2	13	4	809
11:00	645	58	84	10	2	4	11	2	10	1	14	5	846
12:00	679	51	76	6	3	4	10	1	9	2	13	3	857
13:00	629	49	74	7	3	3	9	2	8	0	12	2	798
14:00	709	48	73	9	2	3	10	2	9	2	10	5	882
15:00	977	47	96	9	3	4	13	2	11	2	9	2	1175
16:00	872	31	73	6	2	3	10	2	4	2	8	1	1014
17:00	743	19	57	4	2	1	7	0	4	1	12	2	852
18:00	483	8	28	3	0	2	4	0	2	0	11	2	543
19:00	314	5	15	2	0	0	1	0	2	1	12	3	355
20:00	234	4	10	1	0	0	0	0	2	0	12	2	265
21:00	179	3	7	1	0	0	0	0	0	0	10	1	201
22:00	114	3	4	1	0	1	0	0	0	1	8	0	132
23:00	78	2	3	0	0	0	0	0	1	1	7	1	93
TOTAL	10153	531	964	117	32	38	121	22	106	22	214	46	12366



Peak Statistics

AM TIME	07:45	10:30	07:45	07:45	08:45	10:30	07:45	07:45	10:15	09:45	11:15	10:30	07:45
VOL	937	60	96	15	5	6	17	4	13	4	15	6	1138
PM TIME	14:45	13:45	15:15	14:45	13:30	14:45	15:15	15:30	15:00	15:45	19:30	14:30	14:45
VOL	978	51	97	10	4	5	14	4	11	3	15	6	1177

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

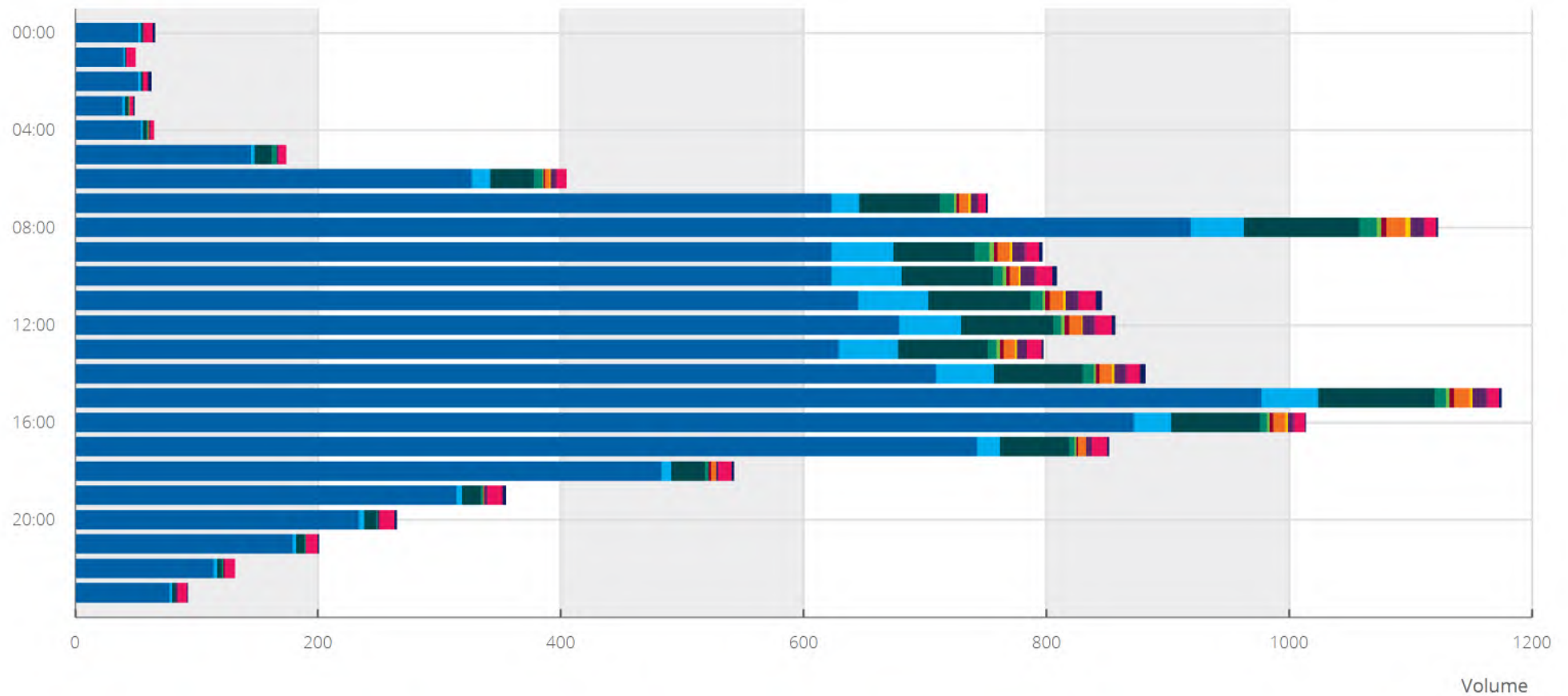
SITE 18139

2020/21
Monday to Friday



Both Directions

Vehicle Type



Class 1 Class 2 Class 3 Class 4 Class 5 Class 6 Class 7 Class 8 Class 9 Class 10 Class 11 Class 12

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Monday to Sunday

	Eastbound												
	Vehicle Type												
	1	2	3	4	5	6	7	8	9	10	11	12	All
00:00	34	1	1	0	0	0	0	0	0	1	4	0	41
01:00	28	1	2	0	0	0	0	0	0	0	5	0	36
02:00	29	1	1	0	0	0	0	0	0	0	4	1	36
03:00	23	1	1	0	0	0	0	0	0	0	2	2	29
04:00	25	0	1	1	0	0	0	0	0	0	1	0	28
05:00	67	2	5	2	0	0	0	0	1	1	2	0	80
06:00	170	6	13	5	0	1	1	1	2	0	3	0	202
07:00	266	11	21	6	1	1	3	1	2	1	4	1	318
08:00	382	19	37	7	1	2	5	2	4	0	5	1	465
09:00	295	25	26	4	1	1	4	1	3	1	5	1	367
10:00	307	28	31	3	1	1	2	1	4	0	7	1	386
11:00	322	27	34	4	1	2	5	1	4	0	8	2	410
12:00	326	25	27	3	1	2	4	1	4	1	7	0	401
13:00	314	22	28	2	1	2	3	0	2	0	7	1	382
14:00	327	24	26	4	1	1	4	1	4	1	7	2	402
15:00	429	21	34	3	1	2	6	0	4	1	4	2	507
16:00	352	14	24	3	1	1	3	1	2	1	4	0	406
17:00	290	8	16	2	1	0	2	0	1	1	7	1	329
18:00	189	5	7	2	0	0	2	0	0	1	5	0	211
19:00	137	2	4	1	0	0	0	0	0	1	5	1	151
20:00	103	2	3	1	0	0	0	0	0	0	6	1	116
21:00	80	2	3	1	0	0	0	0	0	0	5	0	91
22:00	57	1	1	1	0	0	0	0	1	1	5	0	67
23:00	39	2	1	0	0	0	0	0	0	1	5	0	48
TOTAL	4591	250	347	55	11	16	44	10	38	13	117	17	5509



Peak Statistics

AM TIME	07:45	10:15	08:15	07:30	09:15	07:45	07:45	07:45	07:30	00:00	11:15	02:45	08:00
VOL	386	30	38	8	2	2	5	3	4	1	10	3	465
PM TIME	15:00	13:45	15:15	16:30	15:45	15:15	15:00	16:15	14:45	18:45	13:15	14:30	14:45
VOL	429	25	34	4	2	3	6	1	5	2	8	4	509

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

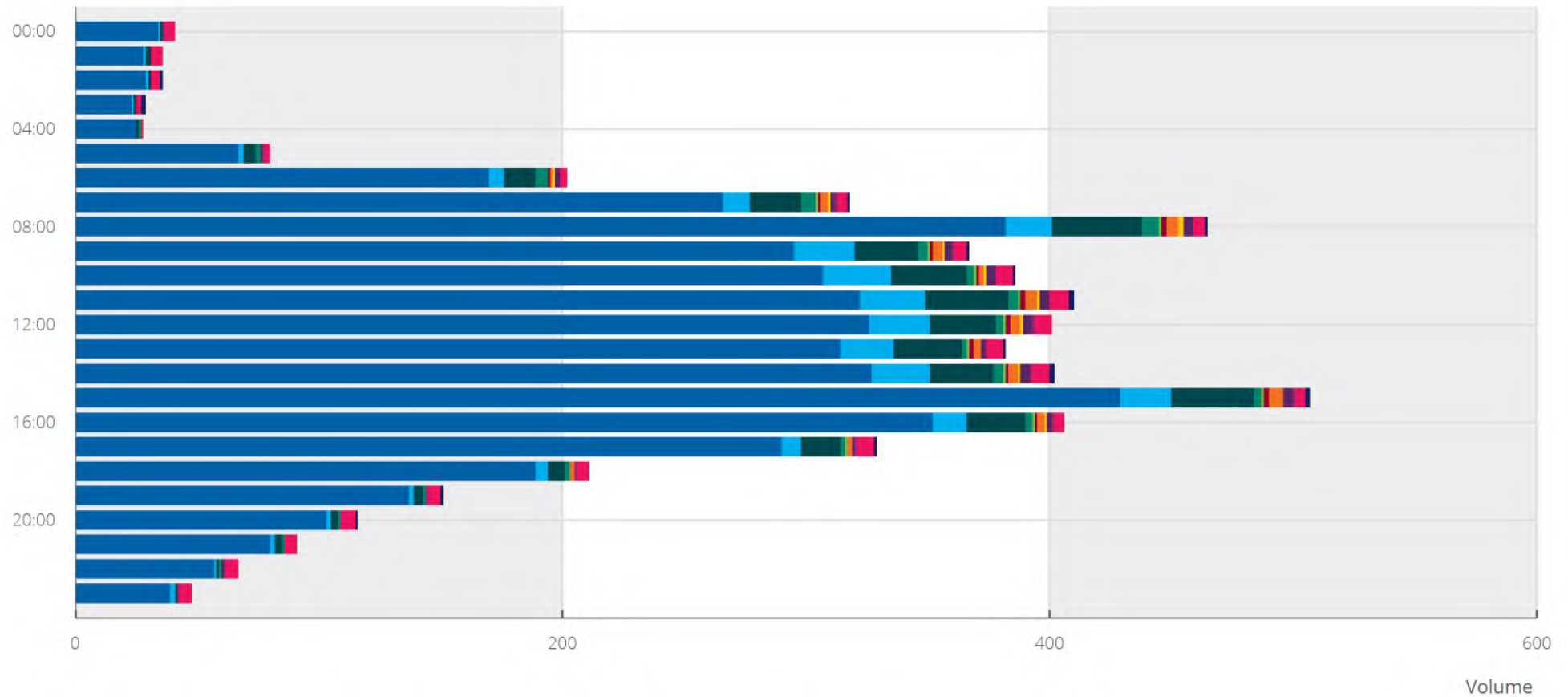
CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Monday to Sunday

➡ Eastbound

Vehicle Type



Class 1 Class 2 Class 3 Class 4 Class 5 Class 6 Class 7 Class 8 Class 9 Class 10 Class 11 Class 12

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Monday to Sunday

	 Westbound												
	Vehicle Type												
	1	2	3	4	5	6	7	8	9	10	11	12	All
00:00	30	1	1	0	0	0	0	0	0	0	4	0	36
01:00	19	0	1	0	0	0	0	0	0	0	4	0	24
02:00	27	0	1	0	0	0	0	0	0	0	3	2	33
03:00	20	0	2	0	0	0	0	0	0	0	2	0	24
04:00	31	1	2	0	0	0	1	0	1	0	3	0	39
05:00	56	2	5	1	0	0	0	0	0	0	4	0	68
06:00	106	6	15	1	1	1	2	0	1	0	5	0	138
07:00	245	12	32	3	1	1	4	1	2	0	4	1	306
08:00	393	23	40	5	3	2	8	1	4	1	6	1	487
09:00	305	30	32	5	1	2	5	0	5	1	6	2	394
10:00	335	35	41	4	1	3	5	1	4	1	9	2	441
11:00	342	31	44	4	1	3	6	1	4	1	8	1	446
12:00	359	31	41	3	1	3	5	1	4	1	9	1	459
13:00	309	27	36	3	1	2	5	1	4	0	8	1	397
14:00	349	25	39	3	1	2	5	1	3	1	7	2	438
15:00	428	22	46	4	1	2	6	1	4	0	6	1	521
16:00	430	17	40	2	1	2	5	1	2	1	5	0	506
17:00	377	10	32	2	1	1	4	0	2	0	7	1	437
18:00	262	3	17	1	0	1	1	0	1	0	7	1	294
19:00	162	4	9	0	0	0	1	0	0	0	9	2	187
20:00	118	2	6	0	0	0	0	0	1	0	6	1	134
21:00	85	1	4	0	0	0	0	0	0	1	4	0	95
22:00	58	1	2	0	0	0	0	0	0	0	4	0	65
23:00	38	1	2	0	0	0	0	0	0	0	4	0	45
TOTAL	4884	285	490	41	14	25	63	9	42	8	134	19	6014



Peak Statistics

AM	TIME	07:45	10:00	11:15	07:45	07:45	10:15	08:00	07:15	08:15	07:15	11:30	10:15	07:45
	VOL	397	35	45	5	3	4	8	2	5	1	10	3	487
PM	TIME	15:15	12:00	15:15	15:00	16:15	12:30	14:45	15:30	15:15	21:30	19:30	19:45	15:15
	VOL	436	31	47	4	2	4	7	2	4	1	9	2	530

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

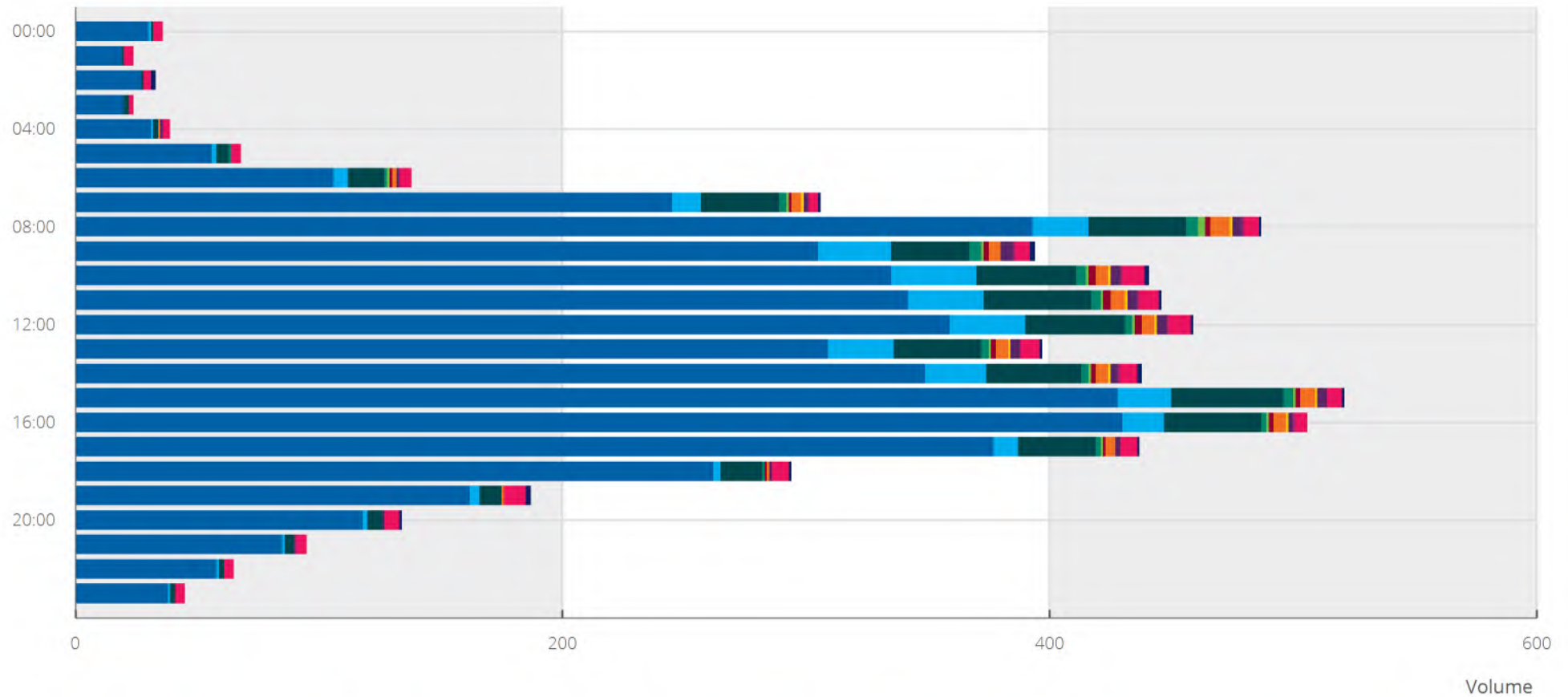
CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Monday to Sunday

← Westbound

Vehicle Type



Class 1 Class 2 Class 3 Class 4 Class 5 Class 6 Class 7 Class 8 Class 9 Class 10 Class 11 Class 12

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Monday to Sunday

	 Both Directions												
	Vehicle Type												
	1	2	3	4	5	6	7	8	9	10	11	12	All
00:00	64	2	2	0	0	0	0	0	0	1	8	0	77
01:00	47	1	3	0	0	0	0	0	0	0	9	0	60
02:00	56	1	2	0	0	0	0	0	0	0	7	3	69
03:00	43	1	3	0	0	0	0	0	0	0	4	2	53
04:00	56	1	3	1	0	0	1	0	1	0	4	0	67
05:00	123	4	10	3	0	0	0	0	1	1	6	0	148
06:00	276	12	28	6	1	2	3	1	3	0	8	0	340
07:00	511	23	53	9	2	2	7	2	4	1	8	2	624
08:00	775	42	77	12	4	4	13	3	8	1	11	2	952
09:00	600	55	58	9	2	3	9	1	8	2	11	3	761
10:00	642	63	72	7	2	4	7	2	8	1	16	3	827
11:00	664	58	78	8	2	5	11	2	8	1	16	3	856
12:00	685	56	68	6	2	5	9	2	8	2	16	1	860
13:00	623	49	64	5	2	4	8	1	6	0	15	2	779
14:00	676	49	65	7	2	3	9	2	7	2	14	4	840
15:00	857	43	80	7	2	4	12	1	8	1	10	3	1028
16:00	782	31	64	5	2	3	8	2	4	2	9	0	912
17:00	667	18	48	4	2	1	6	0	3	1	14	2	766
18:00	451	8	24	3	0	1	3	0	1	1	12	1	505
19:00	299	6	13	1	0	0	1	0	0	1	14	3	338
20:00	221	4	9	1	0	0	0	0	1	0	12	2	250
21:00	165	3	7	1	0	0	0	0	0	1	9	0	186
22:00	115	2	3	1	0	0	0	0	1	1	9	0	132
23:00	77	3	3	0	0	0	0	0	0	1	9	0	93
TOTAL	9475	535	837	96	25	41	107	19	80	21	251	36	11523

Peak Statistics

AM TIME	07:45	10:15	08:15	07:30	07:45	10:15	08:00	07:45	09:15	07:15	11:15	07:30	08:00
VOL	783	64	79	12	4	6	13	5	9	2	19	4	952
PM TIME	14:45	12:00	15:15	14:45	13:30	12:30	14:45	15:30	14:45	21:30	12:00	14:30	14:45
VOL	862	56	81	8	4	7	13	3	9	2	16	6	1037

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

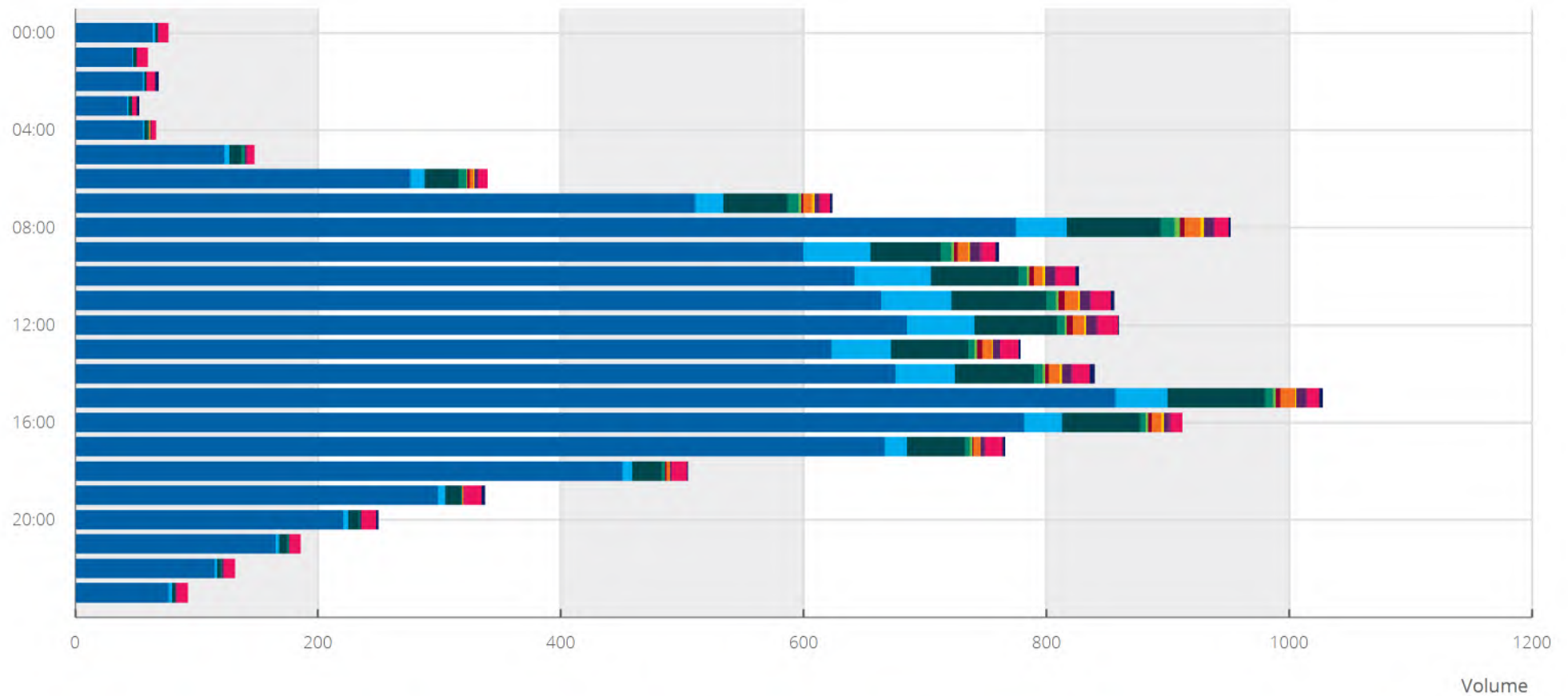
SITE 18139

2020/21
Monday to Sunday



Both Directions

Vehicle Type



Class 1 Class 2 Class 3 Class 4 Class 5 Class 6 Class 7 Class 8 Class 9 Class 10 Class 11 Class 12

Hourly vehicle type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Weekend

	E Eastbound												
	Vehicle Type												
	1	2	3	4	5	6	7	8	9	10	11	12	All
00:00	44	0	1	0	0	0	1	0	0	1	4	0	51
01:00	32	1	2	1	0	0	0	0	0	1	5	0	42
02:00	32	1	1	0	0	1	0	0	0	0	6	1	42
03:00	30	1	2	0	0	1	0	0	1	0	3	2	40
04:00	31	0	1	1	0	0	0	0	0	0	2	0	35
05:00	40	1	1	1	0	0	1	1	0	0	2	1	48
06:00	70	2	3	2	0	1	0	1	0	0	3	0	82
07:00	122	12	8	2	0	0	2	1	1	1	6	0	155
08:00	229	14	17	5	0	2	2	1	0	0	7	0	277
09:00	260	25	20	1	1	1	3	0	1	1	5	1	319
10:00	312	30	25	1	0	1	3	1	1	0	9	0	383
11:00	330	26	26	1	0	2	3	0	2	0	8	2	400
12:00	310	28	16	1	0	3	2	1	3	0	10	0	374
13:00	293	19	17	1	0	2	1	0	1	0	9	0	343
14:00	276	22	18	1	0	1	3	0	0	0	10	1	332
15:00	244	15	13	1	0	1	2	0	0	0	7	1	284
16:00	208	13	11	2	0	0	2	0	1	0	3	0	240
17:00	208	5	7	3	0	0	1	0	1	1	8	1	235
18:00	153	6	2	2	0	0	1	1	0	2	4	0	171
19:00	111	0	2	1	1	0	0	0	0	1	5	0	121
20:00	92	2	1	0	0	1	0	0	0	1	7	0	104
21:00	63	2	2	1	1	0	0	0	0	0	2	0	71
22:00	60	1	1	1	0	0	0	0	2	2	3	0	70
23:00	32	0	1	1	0	0	0	0	1	1	7	0	43
TOTAL	3582	226	198	30	3	17	27	7	15	12	135	10	4262



Peak Statistics

AM	TIME	10:30	10:15	10:30	07:45	08:30	08:15	08:15	05:30	11:30	00:00	11:45	02:45	10:30
	VOL	336	33	27	5	1	3	3	2	4	1	11	3	409
PM	TIME	12:00	12:00	14:15	17:00	21:00	12:30	15:45	18:00	12:00	18:30	14:00	14:45	12:00
	VOL	310	28	18	3	1	4	3	1	3	3	10	2	374

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

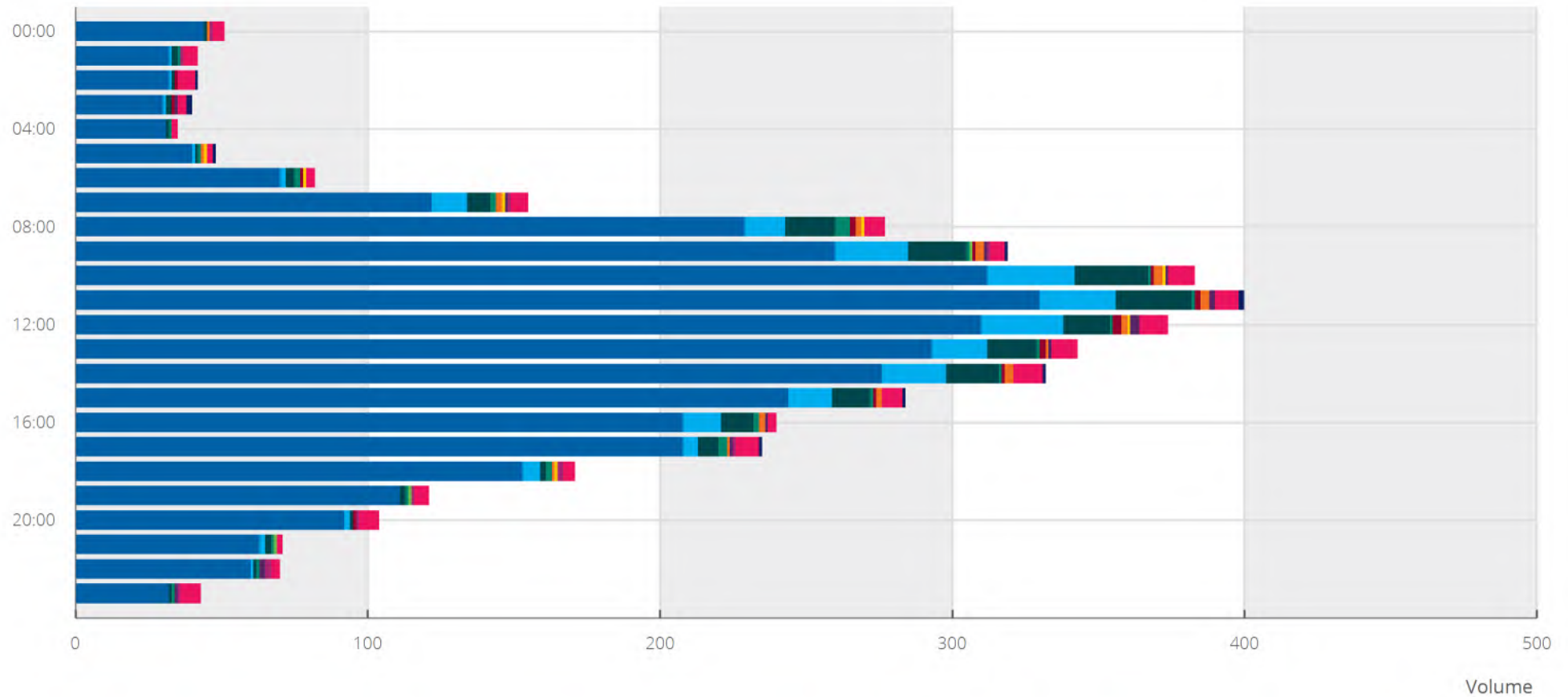
CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Weekend

➡ Eastbound

Vehicle Type



Class 1 Class 2 Class 3 Class 4 Class 5 Class 6 Class 7 Class 8 Class 9 Class 10 Class 11 Class 12

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
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SITE 18139

2020/21
Weekend

	← Westbound												
	Vehicle Type												
	1	2	3	4	5	6	7	8	9	10	11	12	All
00:00	48	1	3	0	0	0	0	0	1	0	5	0	58
01:00	31	1	2	0	1	0	0	0	0	0	6	0	41
02:00	33	0	1	1	0	0	0	0	0	0	6	2	43
03:00	22	1	1	1	0	0	0	0	0	0	2	1	28
04:00	28	0	0	0	0	0	0	0	0	1	6	0	35
05:00	26	3	2	0	0	0	0	0	0	0	3	0	34
06:00	75	1	5	0	0	1	0	0	1	0	5	0	88
07:00	103	7	16	0	0	0	0	0	0	0	8	0	134
08:00	171	17	19	2	0	3	4	1	0	1	5	0	223
09:00	269	37	21	2	1	3	5	0	1	0	7	1	347
10:00	360	40	40	3	0	4	5	0	1	1	11	0	465
11:00	362	30	43	3	0	1	5	0	1	0	9	1	455
12:00	373	36	36	2	0	4	5	0	2	0	10	1	469
13:00	299	25	22	1	0	3	6	1	2	0	10	0	369
14:00	300	26	30	1	1	2	3	0	0	0	10	2	375
15:00	294	16	29	1	0	3	5	1	0	0	7	1	357
16:00	333	13	35	0	0	2	4	0	0	0	7	0	394
17:00	256	10	20	3	0	1	1	1	0	0	7	0	299
18:00	210	1	13	1	0	0	1	0	0	0	8	0	234
19:00	141	5	8	0	0	0	1	0	0	0	9	0	164
20:00	93	2	4	1	1	0	1	0	1	0	4	0	107
21:00	58	1	3	1	0	0	0	0	1	1	3	0	68
22:00	53	2	0	0	0	0	0	0	1	1	5	0	62
23:00	39	1	3	1	0	0	0	0	1	0	5	0	50
TOTAL	3977	276	356	24	4	27	46	4	13	5	158	9	4899



Peak Statistics

AM TIME	11:15	09:45	10:45	10:30	01:00	08:45	08:15	07:15	10:15	03:15	11:30	02:00	11:15
VOL	384	41	46	4	1	5	6	1	2	1	12	2	484
PM TIME	12:00	12:00	12:00	17:00	20:45	12:30	13:00	17:15	12:45	22:45	14:15	14:15	12:00
VOL	373	36	36	3	1	5	6	1	3	1	11	2	469

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

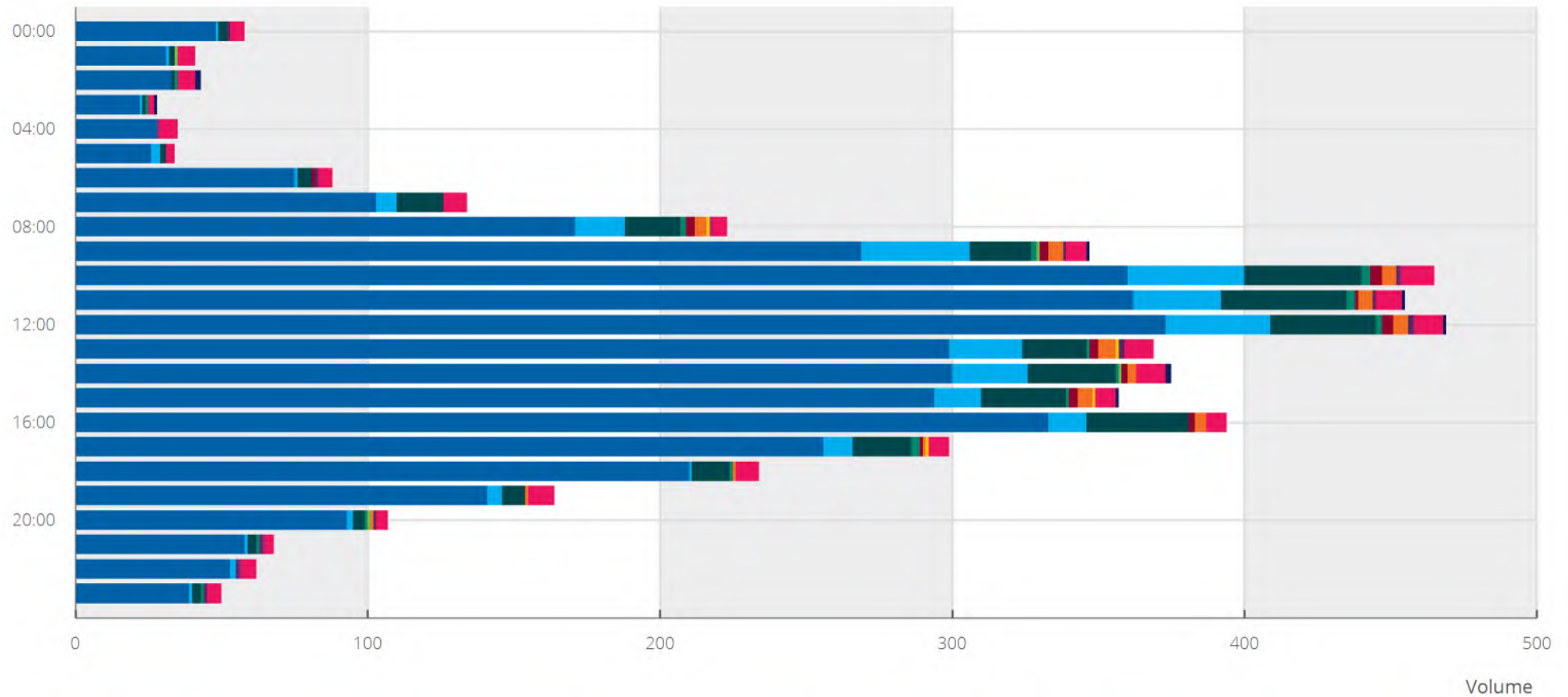
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SITE 18139

2020/21
Weekend

← Westbound

Vehicle Type



Class 1 Class 2 Class 3 Class 4 Class 5 Class 6 Class 7 Class 8 Class 9 Class 10 Class 11 Class 12

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023

SITE 18139

2020/21
Weekend

	Both Directions												
	Vehicle Type												
	1	2	3	4	5	6	7	8	9	10	11	12	All
00:00	92	1	4	0	0	0	1	0	1	1	9	0	109
01:00	63	2	4	1	1	0	0	0	0	1	11	0	83
02:00	65	1	2	1	0	1	0	0	0	0	12	3	85
03:00	52	2	3	1	0	1	0	0	1	0	5	3	68
04:00	59	0	1	1	0	0	0	0	0	1	8	0	70
05:00	66	4	3	1	0	0	1	1	0	0	5	1	82
06:00	145	3	8	2	0	2	0	1	1	0	8	0	170
07:00	225	19	24	2	0	0	2	1	1	1	14	0	289
08:00	400	31	36	7	0	5	6	2	0	1	12	0	500
09:00	529	62	41	3	2	4	8	0	2	1	12	2	666
10:00	672	70	65	4	0	5	8	1	2	1	20	0	848
11:00	692	56	69	4	0	3	8	0	3	0	17	3	855
12:00	683	64	52	3	0	7	7	1	5	0	20	1	843
13:00	592	44	39	2	0	5	7	1	3	0	19	0	712
14:00	576	48	48	2	1	3	6	0	0	0	20	3	707
15:00	538	31	42	2	0	4	7	1	0	0	14	2	641
16:00	541	26	46	2	0	2	6	0	1	0	10	0	634
17:00	464	15	27	6	0	1	2	1	1	1	15	1	534
18:00	363	7	15	3	0	0	2	1	0	2	12	0	405
19:00	252	5	10	1	1	0	1	0	0	1	14	0	285
20:00	185	4	5	1	1	1	1	0	1	1	11	0	211
21:00	121	3	5	2	1	0	0	0	1	1	5	0	139
22:00	113	3	1	1	0	0	0	0	3	3	8	0	132
23:00	71	1	4	2	0	0	0	0	2	1	12	0	93
TOTAL	7559	502	554	54	7	44	73	11	28	17	293	19	9161



Peak Statistics

AM TIME	10:30	09:30	10:45	07:45	08:45	08:45	08:15	07:30	11:30	07:15	11:45	02:45	10:30
VOL	708	70	72	7	2	6	9	3	5	2	22	5	873
PM TIME	12:00	12:00	12:15	17:00	20:45	12:30	15:45	17:15	12:45	22:00	14:00	14:45	12:00
VOL	683	64	52	6	2	9	8	2	5	3	20	3	843

Hourly Vehicle Type Volumes

North West Coastal Hwy (H007)

West of Geraldton Mount Magnet Rd (SLK 0.36)

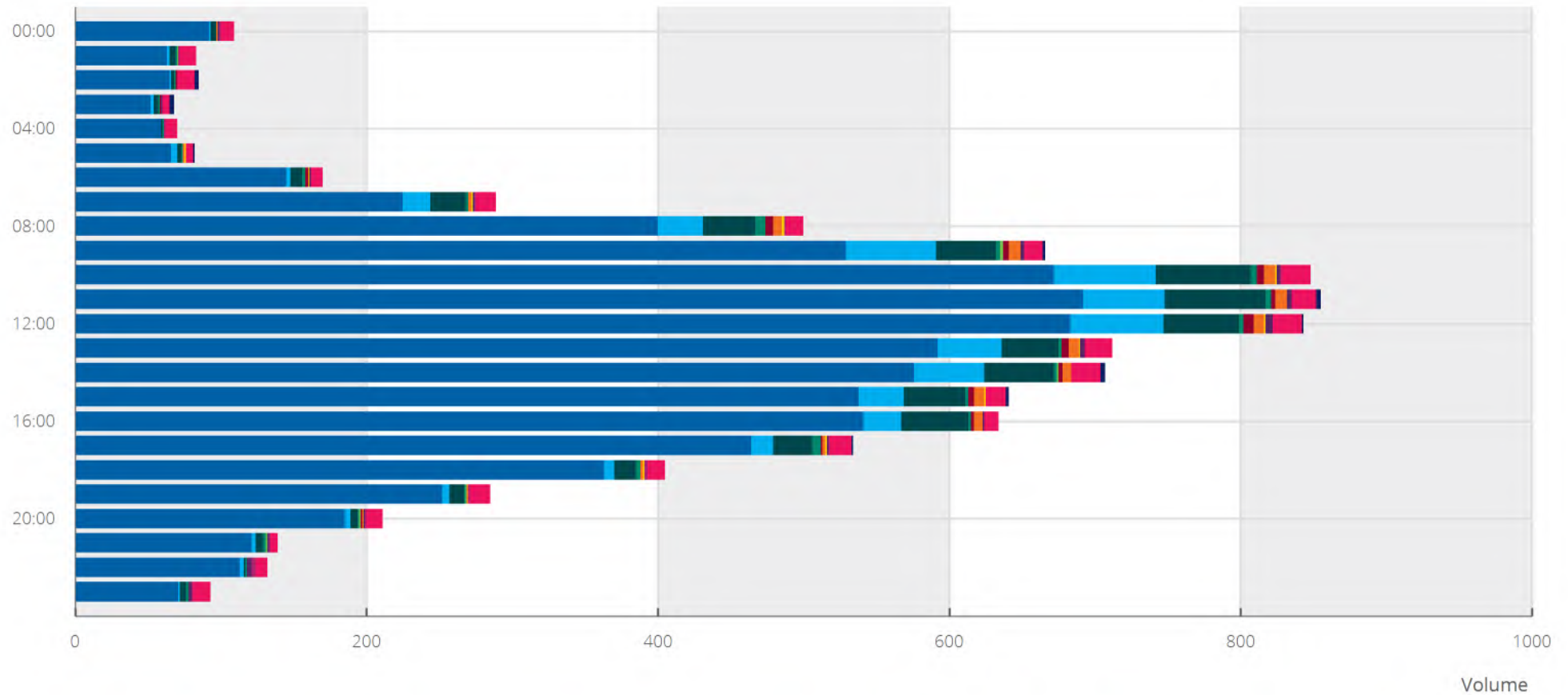
CITY OF GREATER GERALDTON
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SITE 18139

2020/21
Weekend

 Both Directions

Vehicle Type

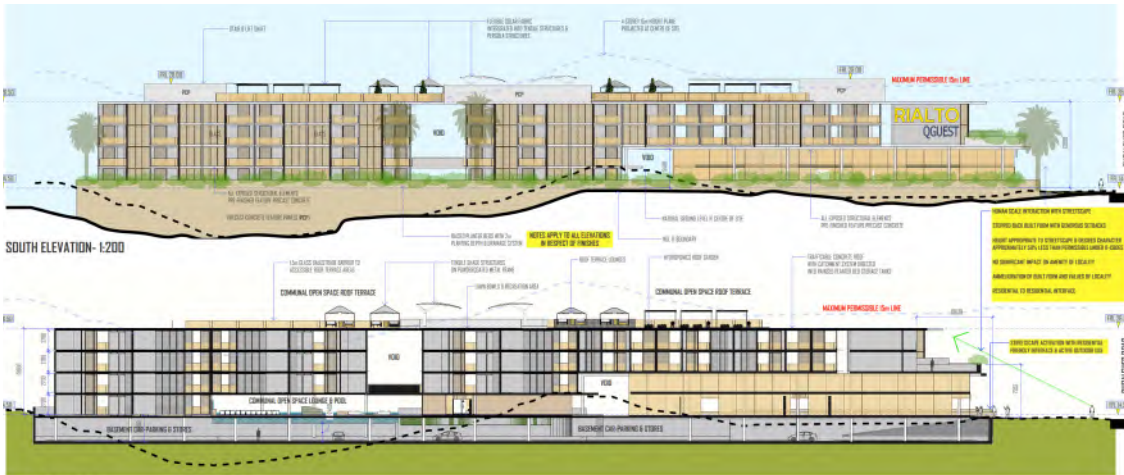


Class 1 Class 2 Class 3 Class 4 Class 5 Class 6 Class 7 Class 8 Class 9 Class 10 Class 11 Class 12

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APPLICATION ACCEPTED 21 SEPTEMBER 2023

Appendix 6: R-Codes Volume 2 Assessment

ELEMENT OBJECTIVES		APPLICANT COMMENT	ASSESSOR COMMENT
ELEMENT 2.2	BUILDING HEIGHT		
02.2.1 – The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	The development proposes a maximum building height of four storeys (15m). Due to the sites undulating topography, the overall building height is varied relative to the sloping topographical levels of the site. From Duralcher Road a two storey building form (6.5m) presents at the street interface, increasing to an overall height of four storeys (12m) - Refer Figure 1.  Figure 1 - South elevation highlighting the height the proposed development relative to the site's topography The two storey development form at the street aligns to the height of existing buildings within the local area, whilst the four storey proposed height is consistent with the desired future character as set out in the local planning framework.		
02.2.2 – The height of buildings within a development responds to changes in topography.	The height of the building considers and responds to the natural topography of the subject site, which experiences substantial change in natural ground levels across the site. As shown in Figure 1 above, at the street interface the building is entirely consistent with the natural levels present at the street.		
02.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.	The development incorporates a flat roof at the street interface with a a roof top open terrace providing open space areas to the short stay units. Above the four storey building element, communal open space areas consisting of an communal lounges, hydroponic garden beds and shade structures.		
02.2.4 – The height of development recognises the need for daylight and solar access to adjoining and nearby residential	Due to the site's relative isolation and its size in comparison to the adjoining residential properties directly to the south, overshadowing to the adjoining residential properties on the southern boundary is minimised (Refer Figure 2 below).		

ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT
development, communal open space and in some cases, public spaces.	The other adjoining lot to the south is a vacant parcel of Crown land which is a landlocked site and currently zoned Mixed Use. As this land is undeveloped and Crown land, its future purpose and usage is unclear.  Figure 2 - Site context top view overshadowing analysis As shown in Figure 2, the height of the proposed development does not create an adverse overshadowing outcome to the adjoining property.	
ACCEPTABLE OUTCOMES		
A2.2.1 – Development complies with the building height limit (storeys) set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the building height limit set out in the applicable local planning instrument.		

ELEMENT 2.3	STREET SETBACKS	
02.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.	The local planning scheme establishes a 2m primary street setback requirement, which the proposed development exceeds (street setback varies between 2.2m – 2.6m). The proposed setback complements the future character of the area as proposed by the local planning framework.	

02.3.2 – The street setback provides a clear transition between the public and private realm.	The 2.2m setback along Durlacher Street provides a clear and appropriate transition between the proposed commercial tenancies and the street reserve, ensuring transition between public and private realm.	
02.3.3 – The street setback assists in achieving visual privacy to apartments from the street.	The development does not propose any ground floor dwellings fronting Durlacher Street and achieves privacy through elevation of dwellings above street level. Visual privacy for multiple dwellings is ensured as all dwellings fronting Durlacher Street are short stay accommodation located on the second floor. The location of multiple dwellings is achieved through the location of dwellings in Block A and B and positioning of commercial tenancies at the street.	
02.3.4 – The setback of the development enables passive surveillance and outlook to the street.	Active commercial tenancies on the ground flood fronting Durlacher Street in combination with short stay dwellings on the second and third floor allowing passive surveillance to the street. This design outcome ensures opportunities for minimising crime and antisocial behaviour in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A2.3.1 Development complies with the street setback set out in LPS1.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
Local Planning Scheme No. 1	Street setbacks are modified by Clause 3.4.2 of LPS1.	

ELEMENT 2.4	SIDE AND REAR SETBACKS	
02.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.	The local planning framework sets a 3m side/rear setback for mixed-use development adjoining the residential zone. The development proposes varying side and rear setback, maintaining the 3m minimum setback requirement at all points of the proposed development.	
02.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.	The surrounding area is generally vacant with two residential dwellings on the southern boundary. The subject site and surrounding area are zoned Mixed-Use with an applicable residential density of R80. The proposed setbacks are in line with the desired character.	
02.4.3 – The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.	The subject site does not contain any trees or significant vegetation warranting retention, however substantial deep planters are proposed along the north and south boundaries in addition to landscaped communal open space areas on the ground level and rooftop terrace.	

ELEMENT 2.4		SIDE AND REAR SETBACKS	
O2.4.4 –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.		The neighbouring lot has the same density coding as the subject site. As such, it is afforded the same development potential as the subject site.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A2.4.1 -Side and rear setbacks in accordance with Clause 3.4.2 of LPS1.			
A2.4.2 – Development is setback from the boundary in order to achieve the Objectives outlined in 2.7 <i>Building separation</i> , 3.3 <i>Tree canopy and deep soil areas</i> , 3.5 <i>Visual privacy</i> and 4.1 <i>Solar and daylight access</i> .			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
Local Planning Scheme No. 1		Side setbacks are modified by Clause 3.4.2 of LPS1.	

ELEMENT 2.5		PLOT RATIO	
O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.		The proposed development has a plot ratio of 1.57, exceeding the acceptable outcome plot ratio of 1.0 as set out within Table 2.1 of the Residential Design Codes Volume 2 (R-Codes). The proposed plot ratio is considered acceptable and achieves the Element Objective for the following reasons: - Plot ratio area is not directly indicative of bulk and scale, as it is affected by many factors including efficiency of internal space, and size of communal areas. As demonstrated within this submission, the development is generally consistent with the development controls relevant to bulk and scale, particularly building height and setbacks. - The development incorporates appropriate design measures which manage the bulk and scale of the development. This is achieved through upper story building setbacks, articulation of the façades and the three blocks of the building to introduce voids and building bulk relief, and façade elements. - Significant landscaping to the street frontage and north and south facades facilitate space for future tree canopy expansion, which helps to green and soften the building and maintain the desired amenity of the locality. - The development includes 56 permanent residential (multiple) dwellings. The additional plot ratio does not intensify the use of the site but rather it permit capacity for the larger apartment sizes and facilitates provision of Platinum Level Liveable Housing for all dwelling. The incorporation of these larger apartments improves the diversity offering and viability of the development.	

	As demonstrated elsewhere, the additional plot ratio does not result in any unacceptable impacts with regarding overshadowing and visual privacy concerns and remains consistent with the future streetscape permitted under the current planning framework for adjoining properties.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A2.5.1 – Development complies with the plot ratio requirements set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the plot ratio set out in the applicable local planning instrument (<i>R80: Plot ratio = 1.0</i>).		

ELEMENT 2.6	BUILDING DEPTH	
02.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.	A variety of articulations and window placements ensure sufficient daylight to habitable rooms. Furthermore, all apartments feature large floor to ceiling double glazed doors onto outdoor living areas that maximise solar access and ability to achieve natural ventilation through dwellings.	
02.6.2 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.	Consideration of solar access at the site is significant and the design response has been to manage the predominantly detrimental sun penetration that can occur within this region. All apartments have high ceilings enabling a greater sense of space and better opportunities for sunlight being received within the apartment.	
02.6.3 – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.		
ACCEPTABLE OUTCOMES A2.6.1 – Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposals will be assessed on their merits with particular consideration to <i>4.1 Solar and daylight access</i> and <i>4.2 Natural ventilation</i> .		

ELEMENT 2.7	BUILDING SEPARATION	
02.7.1 – New development supports the desired future streetscape character with spaces between buildings.	The proposed building takes the form of an urban podium set back from the primary street over two storeys. The upper levels have been demonstrated to be acceptable from an overshadowing and bulk and scale perspective. The proposed development is wholly consistent with the desired future streetscape character for this locality and it generally aligns with the mixed use and R80 density coding applicable to the subject site.	
02.7.2 – Building separation is in proportion to building height.	The setback of the upper levels at the primary street frontage has been designed to be proportionate when viewed from the street level and allow the building to present in keeping with the existing streetscape whilst facilitating human scale interaction.	

**CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023**

02.7.3 – Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.	The development will not adversely impact on existing residential amenity. As addressed earlier this report, the impact to adjoining properties is considered minimal.	
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02.7.4 – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings	Suitable areas for landscaping have been located along the lot boundaries on the ground floor as well as the roof top terrace. This will improve the building interface to the street and mitigate the urban heat island effect.	
ACCEPTABLE OUTCOMES		
A2.7.1 – Development complies with the separation requirements set out in Table 2.7.		

ELEMENT 3.2	ORIENTATION	
03.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.	The development is entirely consistent with the Element Objective and achieves Acceptable Outcome A 3.2.1 by orienting the building to address the street frontage. Active commercial uses on the ground floor, a legible and attractive pedestrian entrance and landscaping treatments along the Durlacher Street Reserve. The building layout is optimised to achieve good solar and daylight access to dwellings and communal open space areas.	
03.2.2 – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	The lots to the south of the subject site are zoned Mixed Use with an applicable density code of R80. As per Acceptable Outcome A 3.2.3 the proposed development has a nil overshadowing requirement. The proposed development marginally impacts the neighbouring properties during mid-winter months, however the reduced built form outcome at the street interface appropriately minimises any impact of overshadowing to the adjoining properties.	



Figure 3: Overshadowing to adjoining properties to south

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.

A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.

A3.2.3 – Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed:

- adjoining properties coded R25 and lower – 25% of the site area¹
- adjoining properties coded R30 – R40 – 35% of the site area¹
- adjoining properties coded R50 – R60 – 50% of the site area¹
- adjoining properties coded R80 or higher – Nil requirements.

(1) Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)

A3.2.4– Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.

ELEMENT 3.3	TREE CANOPY AND DEEP SOIL AREAS	
03.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.	The subject site is covered by substantial vegetation and overgrowth but has no existing trees that are considered to be worthy of retention. A mature tree is located on the adjoining property on the southern lot boundary which substantially overhangs the subject site and is required to be cut back to an appropriate level to reduce the canopy overhang into the subject site.	
03.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.	Tree canopy will be affected by the proposed development. 411m ² of deep soil planter is proposed for future landscaping and tree planting. It is considered that the provision of deep soil zones and landscaped areas within the development improves tree canopy in the future and increases pre-development conditions.	
03.3.3 – 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 proposed development provides approximately 424.5m² of deep planters (7.6% of the subject site). 1,303.5m² of landscaping is proposed in total (24% of the subject site). The proposed planters will have sufficient area to sustain long term healthy plant and tree growth. Importantly, the proposed landscaping on all levels of the development will enhance the amenity of the building for future occupants.	
ACCEPTABLE OUTCOMES		
A3.3.1 – Retention of existing trees on the site that meet the following criteria: – healthy specimens with ongoing viability AND – species is not included on a State or local area weed register AND – height of at least 4m AND/OR – trunk diameter of at least 160mm, measured 1m from the ground AND/OR – average canopy diameter of at least 4m.		
A3.3.2 – The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.		
A3.3.3 – The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.		
A3.3.4 – Deep soil areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.		
A3.3.5 – Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.		
A3.3.6 – The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees.		

A3.3.7 – Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.

LOCAL PLANNING FRAMEWORK	REQUIREMENT

ELEMENT 3.4	COMMUNAL OPEN SPACE	
O3.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.	The proposed development achieves all acceptable outcomes. Considerable communal open space open is provided including approximately 1,880m ² on the roof terrace. Deep soil planters are located adjoining communal open space areas, providing opportunities for landscaping and tree provision.	
O3.4.2 – Communal open space is safe, universally accessible and provides a high level of amenity for residents.	Acceptable Outcome A 3.4.2 is achieved by the communal open space area being serviced by a lift which is accessible via the reception lobby and all levels of the development, including the primary street entry. Acceptable Outcome A 3.4.3 is achieved as a large majority of communal open space areas are located on the northern side of the development or on the roof terrace and therefore has direct access to natural light. Acceptable Outcome A 3.4.4 is achieved through provision of deep on-structure planting areas within the communal open space zones. Acceptable Outcome A 3.4.5 is achieved by locating the communal open space within separate areas or a separate level of the building to the waste collection and vehicular circulation areas.	
O3.4.3 – Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.	Acceptable Outcome A 3.4.7 is achieved through location of communal open space areas on the roof of the building entirely separate from dwellings. Where ground floor dwellings adjoin areas for communal open space, these have been designed to ensure minimal impacts to dwellings, particularly habitable rooms or outdoor private balconies/terraces. No dwellings on the ground floor adjacent to communal open space areas have major openings or balconies directly visible or impacted by the communal areas.	
ACCEPTABLE OUTCOMES		
<i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.4.1 – Developments include communal open space in accordance with Table 3.4		
A3.4.2 – Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development.		
A3.4.3 – There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June.		
A3.4.4 – Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces.		
A3.4.5 – Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.		
A3.4.6 – Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm.		

A3.4.7 – Communal open space is designed and oriented to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties.

ELEMENT 3.5	VISUAL PRIVACY	
O3.5.1 – The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.	The subject site maintains a minimum 6m setback from the adjoining property on the southern lot boundary to all multiple dwellings, to ensure consistency with the requirements of Acceptable Outcome A 3.5.1 and to maintain appropriate visual privacy setbacks from balconies and major openings to the adjoining residential property to the south. Acceptable Outcome A 3.5.2 is achieved by ensuring that all balconies are unscreened for more than 25% of the balcony perimeters, with the exclusion of required balustrading. Acceptable Outcome A 3.5.3 is considered to be achieved by locating all permanent residential (multiple dwellings) apartments within Block A and B away from the existing residential dwelling to the south. Provision of short stay accommodation with obscure glazing or 1.6m high screens ensures that even short stay accommodation (which is temporary in nature), maintains adequate visual privacy to the adjoining development sites.	
ACCEPTABLE OUTCOMES		
A3.5.1 – Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.		
A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).		
A3.5.3 - Living rooms have an external outlook from at least one major opening that is not obscured by a screen.		
A3.5.4 – Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies.		

ELEMENT 3.6	PUBLIC DOMAIN INTERFACE	
O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents.	Residential dwellings are suitably located away from the primary street, sleeved behind the commercial tenancies and short stay accommodation dwellings.	
O3.6.2 – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	The proposed development provides a well-considered streetscape fronting development which proposes a mixture of built form and landscaping treatments immediately fronting Durlacher Street. The stepping of built form and mixture of ground floor land uses is considered to respect the low intensity of the current locality.	

	In consideration of Acceptable Outcome A 3.6.2, all vehicle parking is within the basement level and separated entry and exit vehicle access points and the sleeved drive through drop off zones minimise vehicle parking/movements visible at the interface with the primary street. In consideration of Acceptable Outcome A 3.6.3, upper level balconies from the short stay accommodation units provide activation In consideration of Acceptable Outcome A 3.6.8, waste storage is provided within the basement level.	
ACCEPTABLE OUTCOMES		
A3.6.1 – The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard.		
A3.6.2 – Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building).		
A3.6.3 – Upper level balconies and/or windows overlook the street and public domain areas.		
A3.6.4 – Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas.		
A3.6.5 – Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m.		
A3.6.6 – Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m.		
A3.6.7 – Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.		
A3.6.8 – Bins are not located within the primary street setback or in locations visible from the primary street.		
A3.6.9 – Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage. ¹		
(1) Firefighting and access to services such as power and water meters require careful consideration in the design of the front façade. Consult early with relevant authorities to resolve functional requirements in an integrated design solution.		

ELEMENT 3.7	PEDESTRIAN ACCESS AND ENTRIES	
O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.	Pedestrian access has been carefully considered in the design with the development providing universally accessible pedestrian access from the public footpath to both the main residential lobby and to the commercial tenancies via the lobby to Block C.	
O3.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.	Specifically, the following is noted in relation to pedestrian access: 1. Pedestrian entries are generally covered for protection from weather. 2. Commercial uses on the primary street frontage provide passive surveillance to the surrounding area, with short stay units above creating connection to the street. 3. Pedestrian entries will be well lit. 4. Bins are located on the basement level.	

	5. Landscaping works within the public realm proposed to be undertaken by the applicant will provide a shaded tree canopy and attractive aesthetic at the building entrance. The above are considered to address the Element Objectives.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.7.1 – Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.		
A3.7.2 – Pedestrian entries are protected from the weather.		
A3.7.3 – Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.		
A3.7.4 – Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.		
A3.7.5 – Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry.		
A3.7.6 – Bins are not located at the primary pedestrian entry.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	

ELEMENT 3.8	VEHICLE ACCESS	
03.8.1 – Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.	The development proposes two vehicle crossovers. The entry crossover is approximately 6.4m wide at the lot boundary and provides access to the basement level and drive through drop off zone. An egress crossover from the basement and drop off zone extends along the southern boundary. Driveway widths have been kept to functional minimum and separated to allow entry and egress to the development at separate points of the development site. Corresponding vehicle ramps are provided for access to and from the basement at each crossover location. Pedestrian movements are able to be maintained as a pedestrian pathway is provided adjoining the subject site. Refer Appendix 4, Transport Impact Statement.	
03.8.2 – Vehicle access points are designed and located to reduce visual impact on the streetscape.	Parking is provided entirely on the basement level. Vehicle access is effectively managed through one-way crossovers. The visual impact of the crossovers is mitigated through separated and minimum width crossover points.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street.		

A3.8.2 – Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.	
A3.8.3 – Vehicle entries have adequate separation from street intersections.	
A3.8.4 – Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.	
A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.	
A3.8.6 – Driveways designed for two way access to allow for vehicles to enter the street in forward gear where: – the driveway serves more than 10 dwellings – the distance from an on-site car parking to the street is 15m or more OR – the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road.	
A3.8.7 – Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a).	
LOCAL PLANNING FRAMEWORK	REQUIREMENT

ELEMENT 3.9	CAR AND BICYCLE PARKING	
03.9.1 – Parking and facilities are provided for cyclists and other modes of transport.	All residential and short stay dwellings are provided with a 4m ² store on the basement level. Additionally bicycle storage is provided on the basement level for the public. As such, bicycle parking is considered sufficient for the proposed development.	
03.9.2 – Car parking 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 proposed development includes 158 car bays, including five ACROD bays, all located on the basement level. A detailed assessment of parking provision, including assessment of the commercial parking requirements against the local planning framework is provided in section 4.1.3 of the DA report.	
03.9.3 – Car parking is designed to be safe and accessible.	All proposed car parking on site is designed to be safe and accessible and will comply with AS2890.1 (as amended). As part of the detailed design process, allocation of all vehicle parking and parking management operation will be completed.	
03.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	The proposed carparking areas are located below the proposed development ensuring all parking is completely screened from Durlacher Street.	

ACCEPTABLE OUTCOMES	
A3.9.1 – Secure, undercover bicycle parking is provided in accordance with Table 3.9 and accessed via a continuous path of travel from the vehicle or cycle entry point.	
A3.9.2 – Parking is provided for cars and motorcycles in accordance with Table 3.9.	
A3.9.3 – Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9	
A3.9.4 – Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments.	
A3.9.5 – Car parking areas are not located within the street setback and are not visually prominent from the street.	
A3.9.6 – Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.	
A3.9.7 – Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries.	
A3.9.8 – Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.	
A3.9.9 – Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays.	
A3.9.10 – Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape.	
LOCAL PLANNING FRAMEWORK	REQUIREMENT

ELEMENT 4.1	SOLAR AND DAYLIGHT ACCESS	
04.1.1 – In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.	The development is located within climate zone 5. The development has been designed to maximise the number of dwellings receiving sunlight to private open space and windows to habitable spaces. 24 multiple dwellings (excludes short stay) achieve winter sun to private open space and habitable rooms, obtaining at least 2 hours of direct sunlight.	
04.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.	The internal floor plan of dwellings has been designed to includes windows in multiple rooms and fronting differing orientations to ensure provision of daylight access to interior habitable rooms. Most balconies adjoining living spaces are open to ensure light penetration to dwellings.	
04.1.3 – The development incorporates shading and glare control to minimise heat gain and glare: – from mid-spring to autumn in climate zones 4, 5 and 6 AND – year-round in climate zones 1 and 3.	Shading and glare control measures are proposed to mitigate detrimental sun penetration from northern sun. The following measures are considered to positively assist all north facing dwellings: • Use of covered balcony areas. • Double glazed low-E glazing treatments to north facing windows.	
ACCEPTABLE OUTCOMES		

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.1.1 – In climate zones 4, 5 and 6 only:

- a) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June **AND**
- b) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.

A4.1.2 – Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum of 50 per cent of clear glazing.

A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room.

A4.1.4 – The building is oriented and incorporates external shading devices in order to:

- minimise direct sunlight to habitable rooms:
 - between late September and early March in climate zones 4, 5 and 6 only **AND**
 - in all seasons in climate zones 1 and 3
- permit winter sun to habitable rooms in accordance with A 4.1.1 (a).

ELEMENT 4.2	NATURAL VENTILATION	
04.2.1 – Development maximises the number of apartments with natural ventilation.	All apartments within the proposed development are designed to maximise natural ventilation and, where possible, contain openings in two different orientations. This has been achieved by sitting dwellings on the corners of the building and also through inclusion of void areas between the building blocks. Additional apartment cross ventilation is proposed via dedicated ventilation shafts, which provide prevailing cool wind airflow in and out of dwellings (refer Figure 4 below).	
04.2.2 – Individual dwellings are designed to optimise natural ventilation of habitable rooms.		
04.2.3 – Single aspect apartments are designed to maximise and benefit from natural ventilation.		

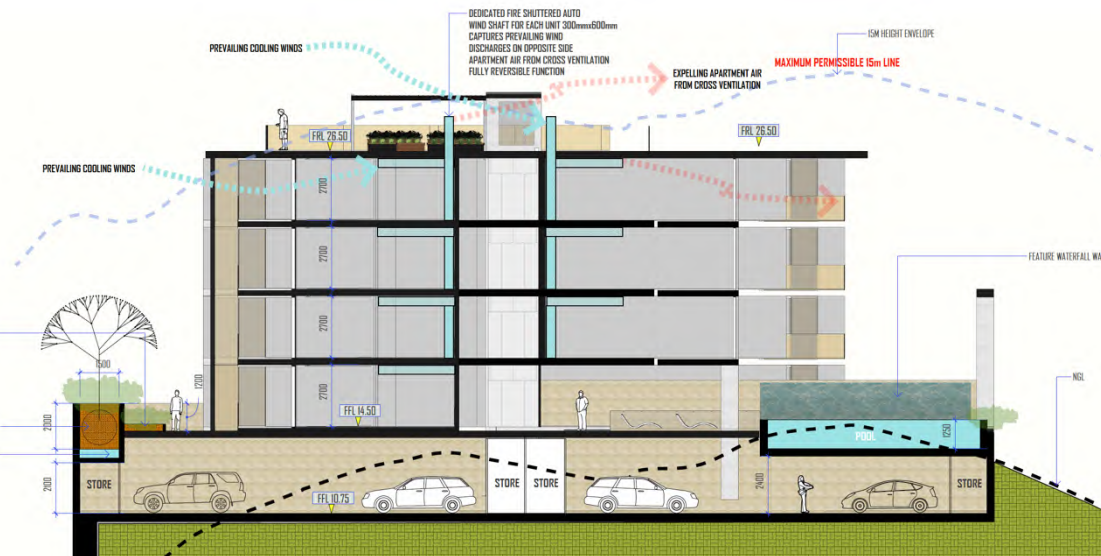


Figure 4: Building section diagram identifying internal wind shafts for prevailing wind capture and discharge

The development has been designed with biophilic principles throughout, including sustainable materials and fixtures, large and open areas, water wise greenery, double glazing and maximised cross ventilation and solar access.

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.2.1 – Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m.

A4.2.2 –

- (a) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building
- (b) Single aspect apartments included within the 60 per cent minimum at (a) above must have:
 - ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction **AND**
 - room depth no greater than 3 × ceiling height
- (c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.

A4.2.3 – The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.

A4.2.4 – No habitable room relies on lightwells as the primary source of fresh-air.

ELEMENT 4.3	SIZE AND LAYOUT OF DWELLINGS	
04.3.1 – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.	The apartments room layouts are functional, accessible and provide a high standard of amenity for residents. Refer below for a breakdown of proposed dwelling typology for proposed multiple dwelling types within the development.	
04.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	1 Bed (Type D) – min size = 64m² 2 Bed (Type B) – min size = 82m² 2 Bed (Type C) – min size = 90m² 3 Bed (Type A) – min size = 110m² The size of all apartments and bedrooms/living rooms meets the minimum sizes as set out in Table 4.3a and achieves Acceptable Outcomes A 4.3.1. All dwellings achieve a minimum internal floor to ceiling height of 2.7m consistent with Acceptable Outcomes A 4.3.3. All rooms are well-proportioned and benefit from cross ventilation and sunlight access.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.3.1 – Dwellings have a minimum internal floor area in accordance with Table 4.3a.		
A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.		
A4.3.3 – Measured from the finished floor level to finished ceiling level, minimum ceiling heights are: – Habitable rooms – 2.7m – Non-habitable rooms – 2.4m – All other ceilings meet or exceed the requirements of the NCC.		
A4.3.4 – The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.		

ELEMENT 4.4	PRIVATE OPEN SPACE AND BALCONIES	
04.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity.	Each dwelling has private open space accessed directly from a habitable room. All dwellings generally exceed the minimum dimensions as per the Acceptable Outcomes Table 4.4 with the exception of dwelling type C which is marginally under the recommended minimum size. Refer below for a breakdown of proposed dwelling private open space areas for proposed multiple dwelling types within the development.	

	1 Bed (Type D) – min size = 9.1m² 2 Bed (Type B) – min size = 11.5m² 2 Bed (Type C) – min size = 8.6m² 3 Bed (Type A) – min size = 13m² In addition to all private open areas, there is substantial communal open space provided to all multiple dwellings.	CITY OF GREATER GERALDTON PAYMENT RECEIVED AND DEVELOPMENT APPLICATION ACCEPTED 21 SEPTEMBER 2023	
04.4.2 – Private open space is sited, oriented and designed to enhance liveability for residents.	Private open spaces are sited, orientated, and designed to enhance liveability. This is achieved by maximising solar access and prevailing winds, and located directly adjoining main internal living areas. Clothes drying areas/facilities are not proposed to be located within balconies, rather, each apartment is to be fitted with a mechanical dryer.		
04.4.3 – Private open space and balconies are integrated into the overall architectural form and detail of the building.	Balconies have been carefully integrated into the overall architectural form of the building, and are not treated as individual elements. The materials and treatments are consistent with the remainder of the design.		
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.4.1 – Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4.			
A4.4.2 – Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms.			
A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design.			
A4.4.4 – Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.			
LOCAL PLANNING FRAMEWORK	REQUIREMENT		
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

ELEMENT 4.5	CIRCULATION AND COMMON SPACES		
04.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	The development proposes a single ground floor lobby accessed via Durlacher Street. Corridors are predominantly in a minimum 1.5m in width on all levels, particularly at the lift access points and adjoining residential dwelling entry points. Several small lengths of corridor narrow to approx. 1.2m in		

04.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	width where the corridor adjoins the stair wells, however, the development still permits access to all dwellings. The multiple dwelling component has three dedicated lifts servicing the residential dwellings, with each providing universal access to all dwellings consistent with the Acceptable Outcomes. The communal open space on the ground floor and roof terrace provide further amenity for future residents.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.5.1 – Circulation corridors are a minimum 1.5m in width.		
A4.5.2 – Circulation and common spaces are designed for universal access.		
A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment.		
A4.5.4 – Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.		
A4.5.5 – Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion.		

ELEMENT 4.6	STORAGE	
04.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.	The development provides sufficient and dedicated storage areas for each dwelling, with all stores located within the basement. Storage areas will meet the minimum dimensions and areas as set out in Table 4.6. All dwelling storage is conveniently located for each dwelling. A dedicated bulk bin store is not yet identified on the plans, however, substantial storage space is provided within the basement level which can accommodate this requirement.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.6.1 – Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6.		
A4.6.2 – Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance.		
A4.6.3 – Storage provided separately from dwellings or within or adjacent to private open space ¹ , is integrated into the design of the building or open space and is not readily visible from the public domain.		
(1) Storage on/adjacent to private open space is additional to required open space area and dimensions.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A	

ELEMENT 4.7		MANAGING THE IMPACT OF NOISE	
04.7.1 – The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.	The development is sited within close proximity to North West Coastal Highway, Brand Highway, Cathedral Avenue and Durlacher Street. Given proximity to these noise sources, an acoustic study was carried out to determine noise received within the development (refer Noise Management Plan in Appendix 5). The Noise Management Plan determines that the subject to provision of necessary acoustic glazing treatments to the requirements specified in the Noise Management Plan, the glazing and aerated concrete panels wil satisfactorily achieve the requirements of State Planning Policy 5.4 Road and Rail Noise. All internal noise generation and sound transfer within the development between dwellings will be in accordance with the requirements of the Environmental Noise Regulations. As per Acceptable Outcome A 4.7.2, potential noise sources such as vehicles, driveway access, waste storage areas and plant rooms are located away from dwellings. All dwellings will meet the minimum requirements of the National Construction Code.		
04.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.			
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.7.1 – Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent).			
A4.7.2 – Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.			
A4.7.3 – Major openings to habitable rooms are oriented away or shielded from external noise sources.			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:		N/A	

ELEMENT 4.8		DWELLING MIX	
04.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.		The proposed development includes 56 multiple dwellings, being a mixture of one, two and three bedroom apartments. In total the development includes • 24 x one-bedroom apartments • 22 x two-bedroom apartments • 10 x three-bedroom apartments The City's Residential Development Strategy 2013 does not set a specific residential dwelling mix target, simply confirming that increased medium, high and mixed use density is important to be provided within	

	the Geraldton urban area. The proposed development achieves contribution to this goal and subsequently achieves the Element Objectives.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.8.1 – a) Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument OR b) Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers.		
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
	N/A	

ELEMENT 4.9	UNIVERSAL DESIGN	
O4.9.1 – Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.	The development has been designed to ensure universal access is provided to all dwellings and tenancies. This includes sufficient corridor widths and provision of accessible and functional dwelling configurations. Importantly, the proposed development substantially exceeds the minimum requirements of Acceptable Outcome A 4.9.1 by ensuring that all dwellings will meet the Platinum Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).	
ACCEPTABLE OUTCOMES		
A4.9.1 – a) 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) OR b) 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).		

ELEMENT 4.10	FAÇADE DESIGN	
O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.	The proposed development is designed in a site-responsive and contextual manner to the future vision of the subject site and locality. This is achieved through building massing, setbacks, articulation, materiality, and landscaping response. The design has also been designed sustainably. Specifically, the development has the following key design and sustainability attributes:	
O4.10.2 – Building façades express internal functions and provide visual interest when viewed from the public realm.	• The landmark development is designed in a manner to engage and respond to its prominent location, immediate surrounds and challenging topography while creating a functional development outcome. This has been achieved with a unique design response activating each boundary, and distinct changes to the materiality and colour palette.	

- The built form responds to the surrounding area and is reflective of the type of development likely to occur in the surrounding area moving forward.
- Landscaping has been proposed at important points at the street interface to ensure the built form is well landscaped to soften the proposed form as viewed from the street and surrounding area.

Refer **Figure 5** below depicting the proposed development as viewed from the street.



Figure 5: Proposed developed as viewed from Durlacher Street

ACCEPTABLE OUTCOMES

A4.10.1 – Façade design includes:

- scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm
- rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.

A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.

A4.10.3 – The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights.

A4.10.4 – Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.

A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that:

- define and provide weather protection to entries
- are integrated into the façade design
- are consistent with the streetscape character.

A4.10.6 – Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character.

ELEMENT 4.11	ROOF DESIGN	
04.11.1 – Roof forms are well integrated into the building design and respond positively to the street.	The proposed development features a flat roof form which incorporates a roof top terrace providing a large area of communal open space to residents. The proposed roof form is consistent with the contemporary design of the development, is reflective of the future desired streetscape character and ultimately reduces building height and overall scale.	
04.11.2 – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.		
ACCEPTABLE OUTCOMES		
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character.		
A4.11.2 – Building services located on the roof are not visually obtrusive when viewed from the street.		
A4.11.3 – Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.		

ELEMENT 4.12	LANDSCAPE DESIGN	
04.12.1 – 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 development proposes 1303.5m² of landscaping, including 424.5m² of deep planters. Combined, the landscaping creates a significant greenscape response, enhancing the public realm and internal amenity. The development is partially setback on the ground floor, to concentrate landscaping to the street and public street frontages. This helps integrate the development into its setting with a green frame and soft edges. Ground level planting helps to delineate space and soften the building's interface at the pedestrian level. The landscaping plan (Drawing 13) includes indicative landscaping treatments and species that are considered appropriate to the site context and conditions. These are indicative but provide for a variety of textures and colours and hardy plants able to function adequately within the proposed communal areas. Refer Appendix 2 for a copy of the Development Plans, inclusive of landscaping detail	
04.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.		
04.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.		

**CITY OF GREATER Geraldton
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023**

04.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	CITY OF GREATER Geraldton RECEIVED 08 AUGUST 2023	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.12.1 – Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.		
A4.12.2 – Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas.		
A4.12.3 – Planting on building structures meets the requirements of Table 4.12.		
A4.12.4 – Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.		

ELEMENT 4.14	MIXED USE	
04.14.1 – Mixed use development enhances the streetscape and activates the street.	The development proposes four commercial tenancies on the ground floor and an office tenancy, all accessible from Durlacher Street and via a separate commercial lobby space. The proposed commercial tenancy spaces are intended to be utilised for café, consulting rooms and office uses.	
04.14.2 – A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.	The tenancies are accessed via the street and comprise a fully glazed façade, ensuring transparency and passive surveillance to the street. The ground floor cafe also provides alfresco dining areas, helping to create activation to the street. The tenancies are situated on the ground and first floor and are separate from all permanent residential dwellings. Appropriate separation of land uses ensures no noise, light, odour or waste impacts occur .	
ACCEPTABLE OUTCOMES		
Acceptable Outcome pathway may not be applicable where a performance solution is provided		
A4.14.1 – Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses.		
A4.14.2 – Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street.		
A4.14.3 – Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable.		
A4.14.4 – Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements		
A4.14.5 – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.		

**CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 21 SEPTEMBER 2023**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

**CITY OF GREATER GERALDTON
RECEIVED 08 AUGUST 2023**

ELEMENT 4.15	ENERGY EFFICIENCY
04.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.	Sustainability has been integrated into the design of the development, with the proposed development intending to meet and/or exceed minimum standards through compliance with the National Construction Code requirements.

ACCEPTABLE OUTCOMES
<i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>
A4.15.1 – a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) OR b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars. ¹ Compliance with the NCC requires that development shall achieve an average star-rating across all dwellings that meets or exceeds a nominated benchmark, and that each unit meets or exceeds a slightly lower benchmark. Compliance with this Acceptable Outcome requires that each unit exceeds that lower benchmark by at least half a star.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 4.16	WATER MANAGEMENT AND CONSERVATION
04.16.1 – Minimise potable water consumption throughout the development.	Where possible, water consumption will be minimised through the use of efficient appliances and fittings. Waterwise landscaping and irrigation systems will further minimise consumption. The development incorporates a water caption system for grey water use.
04.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.	Stormwater runoff from small rainfall events is to be managed on site consistent with the Element Objective. Detail design for stormwater management will be resolved at the detailed design stage.
04.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	Hard surface pavings will be graded to ensure all stormwater is captures on site and directed away from the buildings and towards landscaped areas with suitable drainage mechanisms.

ACCEPTABLE OUTCOMES	
A4.16.1	Dwellings are individually metered for water usage.
A4.16.2	Stormwater runoff generated from small rainfall events is managed on-site.
A4.16.3	Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.

ELEMENT 4.17	WASTE MANAGEMENT	
O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.	Two dedicated bin stores are proposed within the basement level. The bin stores provide general waste and recycling storage for commercial and residential tenancies. Waste collection is proposed to be maintained by the City of Geraldton for all commercial and residential tenancies via Durlacher Street. Exceptions may occur for the consulting rooms where specialised waste collection is required for medical waste.	
O4.17.2 – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	Building management staff will transfer bins to an identified bin pick up area/hardstand on collection days and will be returned once emptied.	
ACCEPTABLE OUTCOMES		
<i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.17.1	Waste storage facilities are provided in accordance with the Better Practice considerations of the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines</i> (or local government requirements where applicable).	
A4.17.2	A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines</i> - Appendix 4A (or equivalent local government requirements).	
A4.17.3	Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines</i> - Level 1 Waste Management Plan (Design Phase) (or local government requirements where applicable).	
A4.17.4	Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.	

ELEMENT 4.18	UTILITIES OBJECTIVES	
O4.18.1 – The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/ broadband services that are fit for purpose and meet current performance and access requirements of service providers.	The site is serviced with all necessary urban services, fit for purpose and capable of meeting the needs of residents. This includes power, water, telecommunications, and fire services.	

04.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	All utilities will be located in accessible locations for maintenance and do not restrict safe movement of vehicles or pedestrians. CITY OF GREATER GERALDTON RECEIVED 08 AUGUST 2023	
04.18.3 – Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.	All such utilities will be integrated into the building design and/or landscaping and will not be visually obtrusive (e.g. screened roof air-conditioning condenser area and concealed basement plant areas). CITY OF GREATER GERALDTON PAYMENT RECEIVED AND DEVELOPMENT APPLICATION ACCEPTED 21 SEPTEMBER 2023	
04.18.4 – Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies.	Air conditioning units are located in a screened enclosure on the rooftop and will not impact the amenity of the apartments, or the surrounding properties.	
ACCEPTABLE OUTCOMES		
A4.18.1 – Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive.		
A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.		
A4.18.3 – Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.		
A4.18.4 – Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.		