Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – DA25/1020 – 24 Milldale Way, Mirrabooka – Development Application – Mixed Use – Nine Commercial Tenancies and 16 Multiple Dwellings	
Chairperson:	Munira Mackay	
Panel members:	Tony Blackwell Simon Venturi Peter Damen	Landscape Architecture Architecture Engineering
Local government officers:	Nick Bertone Stefan Tizzone Simone Palmer	Coordinator Planning Senior Planning Officer DRP Support Officer
Observers	Samuel Hay	Undergraduate Planning Officer
Date:	26 February 2026	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s		
	Emmanuel Rofail Hakim Mousavi Ahmad Jafari	Genesis Design Studio *(Applicant)* Owner Owner
	Owners	H & H Construct Pty Ltd

Observer/s

Briefings		
Development assessment overview	Stefan Tizzone	Senior Planning Officer
Technical issues	Stefan Tizzone	Senior Planning Officer

Design Review		
Proposed development	Item 1 – DA25/1020 – 24 Milldale Way, Mirrabooka – Development Application – Mixed Use – Nine Commercial Tenancies and 16 Multiple Dwellings	
Property address	24 Milldale Way, Mirrabooka	
Background		
Proposal		
Applicant or applicant's representative to the design review panel	Emmanel Rofail	Genesis Design Studio
Key issues / recommendations	The Panel supports the proposed mix of uses on this site in Mirrabooka's Town Centre with commercial fronting the streets and housing above. However, the Panel does not support the design.	

	Given the application is seeking discretion to vary most of the requirements of the City's planning framework, and the design quality meets none of the ten Design Principles/ objectives, the Panel strongly recommends a complete re-design rather than attempting slight modifications here and there that likely won't successfully address any of the Panel's concerns. In basic terms, the proposal has squeezed in too much commercial and residential floorspace on the site, within the two-storey built form and in the poorly designed layout that also has ignored the site conditions. <u>This design approach results in the following key issues and recommendations</u>: - No provision of a context and character study with evaluation. Consider preparing a context and site analysis and evaluation to understand and respond to the site's constraints and opportunities, and where local and relevant character references may be interpreted in the design. - Inadequate landscape quality, limited provision and in poor locations. Consider engaging a Landscape Architect to prepare a high quality and detailed Landscape Plan with all relevant supporting information. - Due to overly intensive development, there is significant loss of landscape quality, a dysfunctional and unsafe carpark and limited servicing capability for the commercial, and poor residential amenity in both communal areas and apartments. Consider better responding to the planning framework and the potential therein for increased storey height and, accordingly, revise the design to successfully resolve the aforementioned key issues. - No provision of a Sustainability Report. Consider preparing a Report with a strategy and commitment to passive and active initiatives. - Very poor residential amenity. Consider omitting the use of "snorkel" windows and take on board the Panel's commentary to revise the layout in accordance with the *RD-Codes Volume 2 – Apartments* and not repeat poor design. - Numerous and illegible apartment entries. Consider providing a single residential front entry off Milldale Way that is distinguished from the commercial entries. - Unarticulated rear elevation and overly complex materials/colours palette for the front elevation. Consider improving the architectural aesthetic of all elevations in a re-design, provide details on the greater articulation of the shop fronts and provide appropriately

	located public art. The Panel notes the Applicant had not sought advice through the Design Review pathway prior to submitting this Development Application for the site that was accepted by the City in January 2026. The Panel would welcome, therefore, the opportunity to review and advise on a future revised concept for the site that responds positively to this commentary, and before the Applicant commences detailed plans. Refer to attached Design Quality Evaluation Report.
Chairperson's signature	

Design quality evaluation **Item 1 – DA25/1020 – 24 Milldale Way, Mirrabooka – Development Application – Mixed Use – Nine Commercial Tenancies and 16 Multiple Dwellings** **DRP Meeting – Thursday 26 February 2026**		
	S	*Design Principle satisfied*
	P	*Design Principle pending further attention*
	N	*Design Principle not satisfied*

Important Note

-The Panel noted inconsistencies in the building and landscape drawing set with several plans not correlating, also the inclusion of information irrelevant to the application. The Applicant should review and rectify these discrepancies to ensure future documentation submitted for review is accurate and coordinated.

-The City received the Applicant's Presentation document at noon on the day of the meeting. The DRP had no opportunity to review the Presentation's content, therefore the comments below are based solely on the initial set of drawings.

Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
	N	1a. The Panel supports the proposed mixed use development on this site in the Mirrabooka Town Centre (housing at the upper level with the ground level commercial use fronting and activating the streetscape). However, the Panel's support for the overall design proposal is subject to the Applicant responding appropriately to the many comments noted under each of the ten Design Principles below and, thus, meeting the objectives for a high quality development. 1b. An important first step is to provide a comprehensive context and site analysis and evaluation that should include: - an understanding of the site (constraints and opportunities) - relevant built form character references and design cues (form, materiality and colour) from the surrounding area to better inform and embed the proposal on the site and relationship to the context. 1c. Consider also elements of the emerging single-residential character in Mirrabooka, as well as the area's historical/cultural context. For example: - explore the meaning of 'Mirrabooka' and engage a Public Art artist to interpret this within the design - reference the former lake located on the site - incorporate themes that reflect the area's strong multicultural and Indigenous heritage. 1d. The Applicant should refer to the existing site levels and contour plan that shows a 1.5 metre slope down to the northern side of the site. This slope should be appropriately accommodated in the design.
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
	N	2a. The current landscape design is low quality, inadequate and poorly located. Provide at least the minimum 10% deep soil area required for appropriately sized trees in meaningful locations on the site. 2b. The current tree wells are deeply recessed and wouldn't support strong growth. Provide locations for trees and other soft landscape, that currently sit on the edge the site or are in the undercover area where there's limited growth potential. 2c. Review and refine the proposed list of plant species to ensure the proposal contributes to local biodiversity. 2d. As per the planning framework, provide well designed, appropriately sized and located communal open space where the development's residents may meet

		and socialise. This space should include soft landscaping. 2e. As shown on the elevations, the Panel supports the inclusion of awnings over the public footpath for the climate protection of pedestrians, however these awnings should be shown on the plan. 2f. Clarify and co-ordinate the location of on-structure planting and note the importance of safe access for maintenance. Also note that planting on an awning, as appears on the elevations, is not permitted. 2g. Provide more comprehensive information on the southern boundary fencing. 2h. The Panel strongly advises engaging a Landscape Architect to prepare a high quality and detailed Landscape Plan with all relevant supporting information. The Landscape Plan should include all landscape proposed at the ground level in open spaces and on-structure.
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
	N	3a. The proposed development on the site is overly intensive with excessive ground level commercial space and 16 residential units 'squeezed' on to the upper level; this approach has led to overdevelopment and a subsequent <u>significant</u> loss of: - landscape quantity and design quality - functionality of the development, particularly in the carpark and servicing of the commercial - natural amenity for the residents' communal areas and apartments. 3b. In view of the above comment, the Panel strongly advises decreasing the commercial floor area and, if maintaining or increasing the yield, considering additional storey height (the City's planning framework permits 2-storey minimum height and 5-storey maximum on the site) to release ground level space for landscape and improved functionality of the rear carpark/yard. The apartment plans should be revised to achieve high quality amenity for the residents. *Refer to further comments in Principle 6 - Amenity*. 3c. Consider incorporating food and beverage tenancies to maximise streetscape activation which requires a 4.5m minimum ground level floor-to-floor height. The current 3.4m floor-to-ceiling height limits flexibility of use for the commercial use at ground level.
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
	N	4a. Paths within the carpark are fragmented and obstructed by car bays and bike racks thereby preventing safe and continuous pedestrian movement, particularly to Manang Lane. Consider providing a dedicated and continuous pedestrian path throughout the carpark leading to the path in Manang Lane. 4b. As above, the bicycle parking arrangement is random and obstructs footpaths. Provide a single secure and accessible bike store within the development. 4c. The carpark includes unsafe reversing blind spots. Consider including truncations to improve maneuverability and safety of people and vehicles. 4d. Clarify the discrepancy on the drawing showing two visitor bays within the truck turnaround area. 4e. All residents' visitor and commercial car bays are shown in Milldale Way. Clarify the requirement to include residents' visitor car bays and commercial car bays within the carpark of the development. 4f. The Panel doesn't support the servicing arrangement of commercial from the rear of the commercial units other than by a small truck, and pedestrian access from the carpark to the northernmost residential entry with the only lift in the development appears impeded by the stair. Clarify servicing of commercial tenancies by larger trucks and show how pedestrians from the carpark would enter the northernmost entry to the lift. 4g. Provide plans showing the integration of utilities and services, including any air conditioning condenser units, noting that these items should be visually unobtrusive and maintain the amenity of building users. 4h. The commercial tenancy entry doors being located at the edges of each unit

		serve to limit functional shop layouts. Consider centralising the doors for a flexible shop layout and opening doors inwards to avoid impeding the public footpath.
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
	N	5a. The Application has not included a Sustainability Report. Provide a Sustainability Report with a strategy (to cover energy efficiency, low water use and materiality) and with a commitment to installing passive and active initiatives; possible inclusions are solar battery storage, PV solar panels, all electric development, EV charging, energy monitoring and use of low carbon materials etc.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.*
	N	6a. The "snorkel" windows with long, narrow recesses severely limit outlook, natural light access and cross ventilation into the habitable rooms located deep within the apartment plan and, furthermore, the glazing and recesses would be difficult to maintain. The Panel does not support the use of "snorkel" windows. - From a broader perspective and as per the comments in *Principle 3 - Built Form and Scale* and in this *Principle 6 - Amenity*, the Panel strongly recommends revision of the entire layout and better meeting the requirements of the *Residential Design Codes Volume 2 – Apartments.* 6b. The current solar access diagrams are confusing as the colour coding key varies between units and is applied inconsistently. Further to the Panel's recommendation to revise the residential planning, provide supporting and accurate diagrams on the access of natural amenity (breeze flow, daylight and mid-winter solar access) into the habitable rooms of each apartment **The Panel's comments below highlight issues that should be addressed or not repeated in any revision of the apartment planning.** 6c. Refer Unit 12 - a circulation hall should not be in a galley kitchen. 6d. For all kitchens - layouts should include work top space for food preparation. 6e. Refer Unit 9 - living area is too small and should be enlarged. 6f. Refer Unit 14 – balcony width is only 1.8m and limited in area. This should be enlarged to a 2m minimum dimension and increased in size. Many balconies are very small and, in addition to this, no communal space is provided in the development. 6g. Apartment stores are randomly located within the communal corridor impacting on apartment layouts. Consider a clear strategy for legible locations and accessibility of these stores by residents and to improve the overall residential floor plan. 6h. The communal corridor is too narrow for two people to pass, let alone move bulky furniture. Consider 1.5m minimum for the communal corridor. 6i. For all apartments and the communal corridors – consider operable windows for natural ventilation.
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
	N	7a. The development includes three separate and recessed residential entrances, including one entry in the building's southernmost rear corner that is illegible for visitors. To improve legibility and safety for residents and visitors alike, provide one main residential entry from Milldale Way. 7b. Apartment entries are not visually distinguished from the commercial tenancy shopfronts through the proposal's architectural language and materiality limiting their legibility from the streetscape.
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
	N	8a. Refer to the comments above in *Principle 7 – Legibility*, given legibility and safety

		are connected and *Principle 4 – Functionality and Build Quality*.
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
	N	9a. The Panel supports the proposed mixed uses of street-front commercial and upper level housing in the Mirrabooka Town Centre context that will support the local community's needs. However, the Panel doesn't support the current design due to the many significant concerns stated in all ten Design Principles.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
	N	10a. The rear south-western elevation appears flat and unfinished with little visual interest (the rear is visible from the adjacent Bus station). Consider greater articulation of the elevation through finer-grain detailing and greater diversity of materiality. 10b. The street front elevations include an overly complex materials and colours palette. Consider simplification and a clear rationale for the palette (note: brick and stone are load bearing materials that shouldn't be applied randomly, as in this case at the upper level). 10c. The shopfronts read as very commercial facades. Consider introducing finer grain materials, breaking up the fenestration design and provide opportunities for each business to personalize their facade. 10d. As public art is a mandatory component of the development, consider artwork at an early stage that is appropriately located and will contribute meaningfully to the development as well as the surrounding context within the Mirrabooka Town Centre.

Design Review progress
Item 1 – DA25/1020 – 24 Milldale Way, Mirrabooka – Development Application – Mixed Use – Nine Commercial Tenancies and 16 Multiple Dwellings
DRP Meeting – Thursday 26 February 2026

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	DR1 26/2/2026	***DR2***	***DR3***
Principle 1 - **Context and character**	N		
Principle 2 - **Landscape quality**	N		
Principle 3 - **Built form and scale**	N		
Principle 4 - **Functionality and build quality**	N		
Principle 5 - **Sustainability**	N		
Principle 6 - **Amenity**	N		
Principle 7 - **Legibility**	N		
Principle 8 - **Safety**	N		
Principle 9 - **Community**	N		
Principle 10 - **Aesthetics**	N		

Recommendations Summary **Item 1 – DA25/1020 – 24 Milldale Way, Mirrabooka** **DRP Meeting – Thursday 26 February 2026**			
DR1 – DRP Recommendations **DRP Meeting – 26/2/2026**	**DR1 – Applicant Response** **DRP Meeting – 26/2/2026**	**DR2 DRP Recommendations** **DRP Meeting –**	**DR2 – Applicant Response** **DRP Meeting –**
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proposed mixed use development

24-28 MILLDALE WAY, MIRRABOOKA

contents

GENESIS DESIGN STUDIO
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EMAIL: emmanuel@genesisds.com.au
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introduction

Genesis Design Studio have been engaged to prepare and submit the application for a mixed use development on current vacant land at **24-28 MILLDALE WAY, MIRRABOOKA**. The proposal is for a 2 storey building with commercial on ground floor and residential on the first floor.

This report provides a detailed assessment of the proposal in accordance with the relevant state and local planning frameworks to comprehensively demonstrate the merit of the proposal, and its supportability in development approval.

The proposal provides appropriate development density and scale for the subject site, in line with the future desired built form outlined in the local planning framework and will cater to the future housing needs of the area. The proposed design will emphasise and enhance the existing character and context of the locality.

We look forward to working with the City to achieve development approval.

development context

development site

The proposed development is located at **24-28 MILLDALE WAY, MIRRABOOKA**. The property has a total site area of 2032m². The site is flat, there are no easements located within or affecting the property and sewer and water are available to the site.

amenities and infrastructure

The subject site is located in close proximity to the following amenities and service:

- 50 metres off Mirrabooka Bus Station.
- 50 metres from the Mirrabooka Shopping Centre.
- 550 metres off Stirling Leisure Centre.

Very close access to Reid Highway and Mirrabooka Ave. Hence, it is considered the subject site is well suited for multiple dwelling development.

planning context

The development site is located within the Mirrabooka Town Centre of the City of Stirling's Local Planning Scheme No.3, with a mixed use zone.
Development proposed above the base on Mixed Use Design Guidelines, Mirrabooka Town Centre Parking Policy.

local character

A review of development and character within the immediate locality of the development site has shown the following key characteristics:

- The locality predominantly consists of commercial and some multiple dwelling development.
- Buildings consists of a mix of tilt-up, warehouses, render and brick.
- As the surrounding residential area is largely commercial with plenty of street parking.
- Contemporary development is characterised by reduced setbacks, with a minimum of 0m.
- Typical building heights are large single storey commercial heights and multiple dwelling developments being up to 3-storey.
- Verges are approximately 6.5m wide and are characterised by grano path, grass and small to medium sized trees.

the proposal

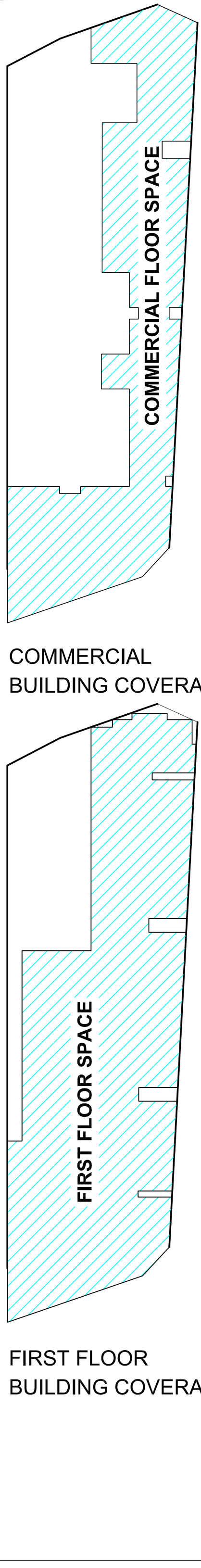
The development application proposes construction of 9 Commercial Units and 16 Multiple Dwellings (apartments). The proposed development features the following:

- 9 Commercial Units ranging from 67-115sqm. There are 12 car bays for commercial spaces plus several verge car bays & large shopping centre parking about 100m away. Including 2 bike storage lockers for up to 6 bikes
- 3x 1Bedroom 1Bathroom, 12x 2Bedroom 2Bathroom and 1x 3Bedroom 2Bathroom apartments within the development totaling 16 Multiple Dwellings.
- A building material palette that consists of renders, cladding and feature timber slates to fit in within the existing context and character of the locality.
- One vehicle access point to service the development with an automated gate separating commercial to residential.
- A total of 16 resident car parking bays and 2 visitor car parking bays.
- A total of 2 resident bicycle lockers (for 6 bikes).
- 3 pedestrian access entries from carpark to Milldale Way.
- Screening where necessary, to upper floor balconies to prevent overlooking from the development into the adjoining property.

City of Stirling
31 January 2026
RECEIVED

LOT No: 511
AREA: 2032sqm

MANANG LANE
MILLDALE WAY
BUS STATION
515
LOT 511
2032 m²
NAIL IN ASPHALT A.H.D. RL: 61.45
NAIL IN ASPHALT A.H.D. RL: 62.06
NAIL IN ASPHALT A.H.D. RL: 62.69
NAIL IN ASPHALT A.H.D. RL: 63.27
FOOTPATH
CARBAY
TREE BOX
BOLLARDS
BOLLARD
SIGN
GATE
WIRE FENCE
METAL FENCE
BARRIER
SEWER PIT
COMMS PIT
POWER
GAS
SMK
TILES
FK
GP
LP
EL CABINET
EL PIT
TOP OF WALL 63.57
SECURITY OFFICE



COMMERCIAL FLOOR
- 1013sqm

1 UNIT (SHOP)	95sqm
2 UNIT (SHOP)	95sqm
3 UNIT (CAFE)	105sqm
4 UNIT (CAFE)	115sqm
5 UNIT (SHOP)	84sqm
6 UNIT (SHOP)	67sqm
7 UNIT (SHOP)	91sqm
8 UNIT (CAFE)	113sqm
9 UNIT (CAFE)	105sqm

FOYERS / PUBLIC AREAS
143sqm

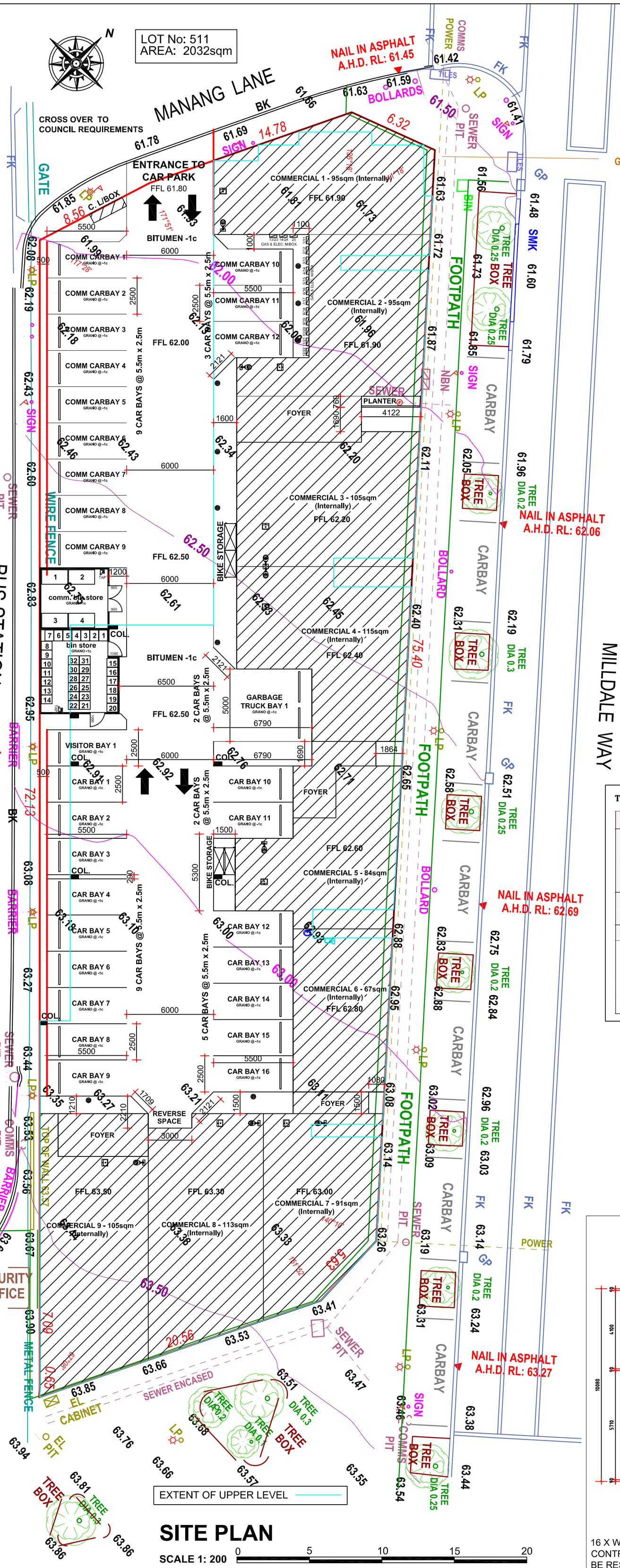
COMMERCIAL
BUILDING COVERAGE

FIRST FLOOR - 1574sqm

1 UNIT (3BED)	107sqm
2 UNIT (2BED)	95sqm
3 UNIT (1BED)	61sqm
4 UNIT (2BED)	75sqm
5 UNIT (2BED)	82sqm
6 UNIT (1BED)	61sqm
7 UNIT (2BED)	81sqm
8 UNIT (2BED)	71sqm
9 UNIT (2BED)	71sqm
10 UNIT (2BED)	90sqm
11 UNIT (2BED)	90sqm
12 UNIT (2BED)	92sqm
13 UNIT (2BED)	77sqm
14 UNIT (1BED)	53sqm
15 UNIT (2BED)	94sqm
16 UNIT (2BED)	94sqm

FOYERS / PUBLIC AREAS
280sqm

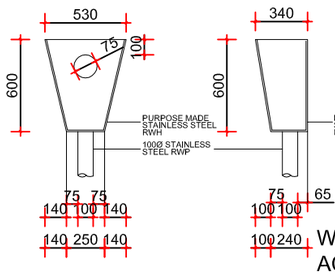
FIRST FLOOR
BUILDING COVERAGE



SITE PLAN

SCALE 1: 200 (0, 5, 10, 15, 20)

NOTE: SEWER POSITION IS PRELIMINARY BASED ON DESIGN POSITION, AS CONSTRUCTED SEWER POSITION TO BE ADDED WHEN IT BECOMES AVAILABLE FROM WATER CORPORATION



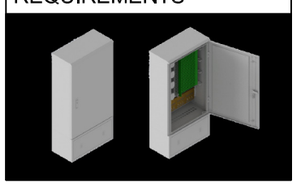
RWH DETAIL (TYP) SCALE 1:20

RAIN HEADS WITH OVERFLOW PROVISIONS TO ALL BOX GUTTERS AS PER AS3500.3

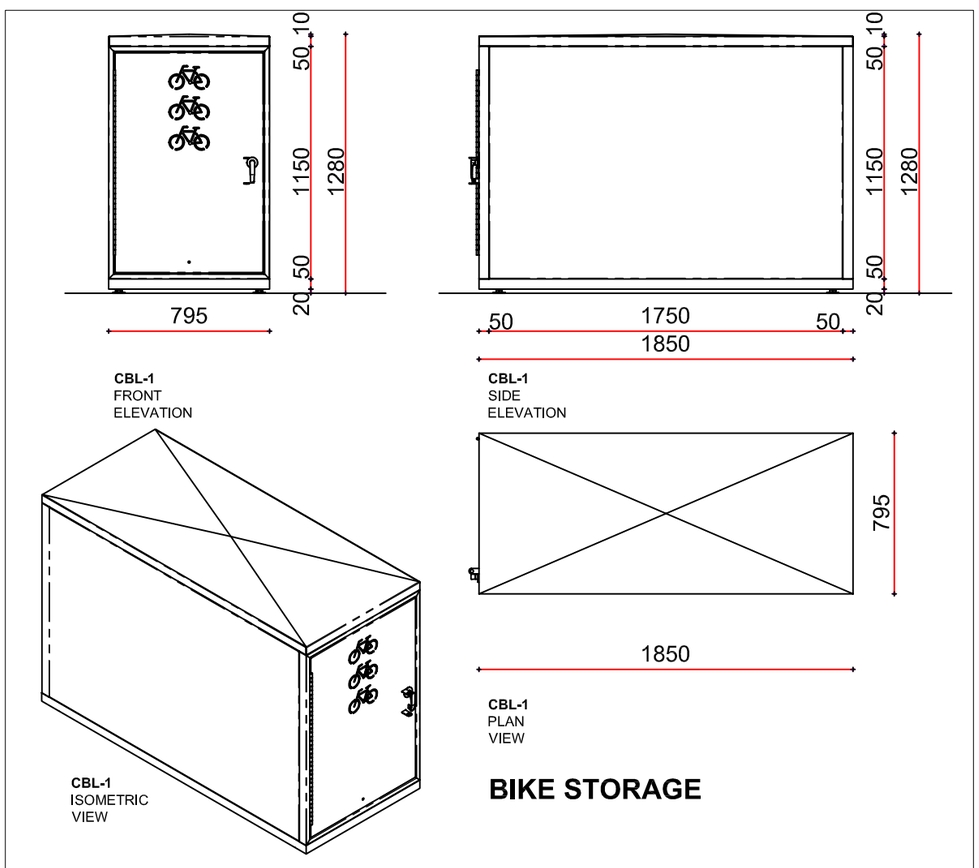
City of Stirling
31 January 2026
RECEIVED

WHEEL STOPS ARE TO BE PROVIDED IN ACCORDANCE WITH AS2890 TO ENSURE VEHICLES DO NOT OVERHANG ANY DESIGNATED PEDESTRIAN PATH OR IMPACT ANY BUILDING (INCLUDING STORE OR G.FLOOR DEVELOPMENT).

NBN FIBRE TO THE PREMISE READY. FDH HUB TO BE LOCATED IN FOYER.
IN ACCORDANCE WITH SERVICE PROVIDER REQUIREMENTS



AUTO TIMED LIGHTING FOR PATHWAYS & COMMUNAL OPEN SPACE & PARKING SPACES



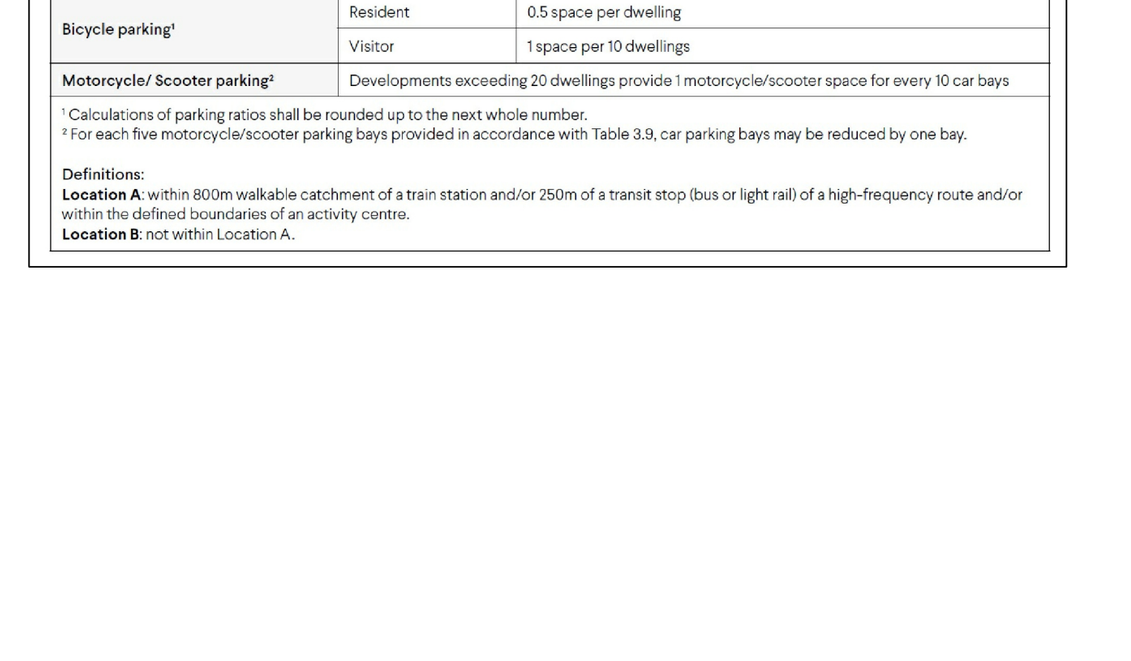
BIKE STORAGE

Table 3.9 Parking ratio

Parking types		Location A	Location B
Car parking[1]	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle parking[1]	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle/ Scooter parking[2]	Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays		

[1] Calculations of parking ratios shall be rounded up to the next whole number.
[2] For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay.

Definitions:
Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre.
Location B: not within Location A.



BIN STORAGE ENTRY DOOR WITH AIR GRILLS FOR VENTILATION

ALL DOOR TO BE -/120/30 SELF CLOSING DRS IN ACCORD WITH BCA C3.11

16 X WASTE AND 16 X RECYCLING BIN FOR UNITS. DIMENSIONED 600MM X 750MM (PER BIN) TO BE PRIVATELY CONTRACTED THROUGH A COMPANY LIKE J.J'S WASTE & RECYCLING. 4 LARGE BINS FOR COMMERCIAL.THEY WILL BE RESPONSIBLE FOR CLEANING, STORING AND COLLECTING AT LEAST ONCE A WEEK

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DRAWING TITLE: SITE PLAN

ADDRESS: 24-28 MILLDALE WAY, MIRRABOOKA

Drawn By:	E.R
Date:	MAY 2025
Scale:	1:200
Plot Info:	A2
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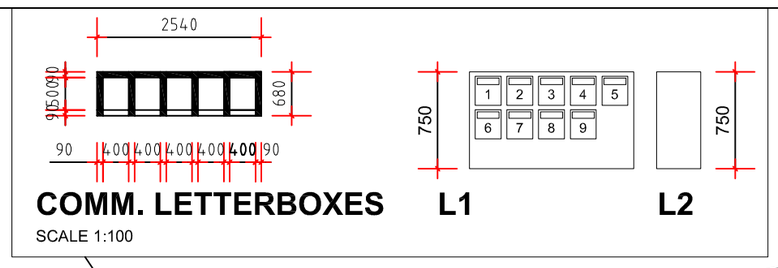
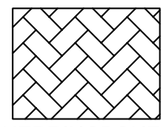
Dwg No. 5

R	Date	Description

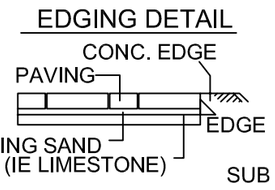


COMM. LETTERBOXES **L1** **L2**

SCALE 1:100



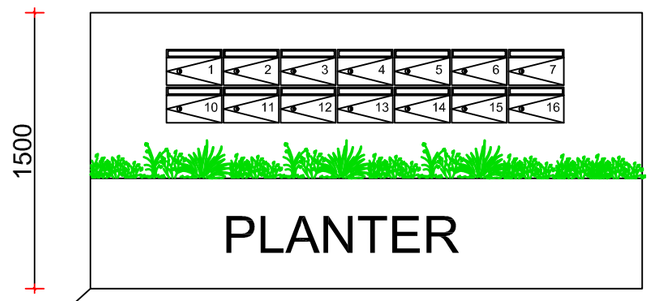
HERRINGBONE



AUTOMATIC TIMED LIGHTING FOR ALL PATHWAYS & COMMUNAL OPEN SPACE AND PARKING SPACES. EXTERNAL 400w METAL HALIDE FLOOD LIGHTS TO BE OPERATING FROM 6PM-9PM ONLY FOR SAFETY AND ADDED SECURITY. AVOIDS ADVERSE IMPACT ON ADJOINING NEIGHBOURS AND PASSING MOTORISTS.

UNIVERSAL DESIGN:

- MANEUVERING IS EASY FOR PRAMS & STROLLERS.
- SHOPS IDEAL FOR WHEELCHAIR ACCESS AND STEP FREE.
- ALL UNITS HAVE LARGE ENTRY DOOR AND NO SMALL CORRIDORS.
- ALL BATHROOM HAVE HOBLESS SHOWERS.
- GROUND FLOOR AMBULANT WCs.
- WIDE STAIRWAYS AND FOYER



RESIDENTIAL LETTERBOXES

TOTAL G.FLR AREA - 1012sqm

LEGEND

SYMBOL	*INFORMATION*
	DEEP SOIL
	HERRINGBONE STYLE PAVING
	BITUMEN / GRANO
	COLORBOND STEEL FENCING @1.8M HIGH

GRANO TOTAL AREA = 797sqm (39%)

PAVED TOTAL AREA = 157sqm (7%)

LANDSCAPE TOTAL AREA = 68sqm 3%)

CLIENT BEWARE OF UNDERGROUND SERVICE RUN-INS WHEN DIGGING

DOWNPIPES TO BE CONNECTED TO SOAKWELLS BY BUILDER

ENGINEER NOTE: REFER ALL BEAM & LINTEL SIZES TO S. ENGS DETAILS. THESE DRWGS ARE TO BE READ IN CONJUNCTION WITH S.ENG DRWGS.

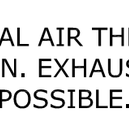
NOTE: EXHAUST FANS FLUMED TO EXTERNAL AIR THROUGH ROOF ABOVE OR IN CEILING SPACE TO WALL VENT AS PER PLAN. EXHAUST FLUME VENTS NOT TO BE FITTED ON FRONT ELEVATION WHEREVER POSSIBLE. FLUMED VENTS SHALL BE PROVIDED IN ACCORDANCE WITH STATUTORY AUTHORITY REQUIREMENTS.

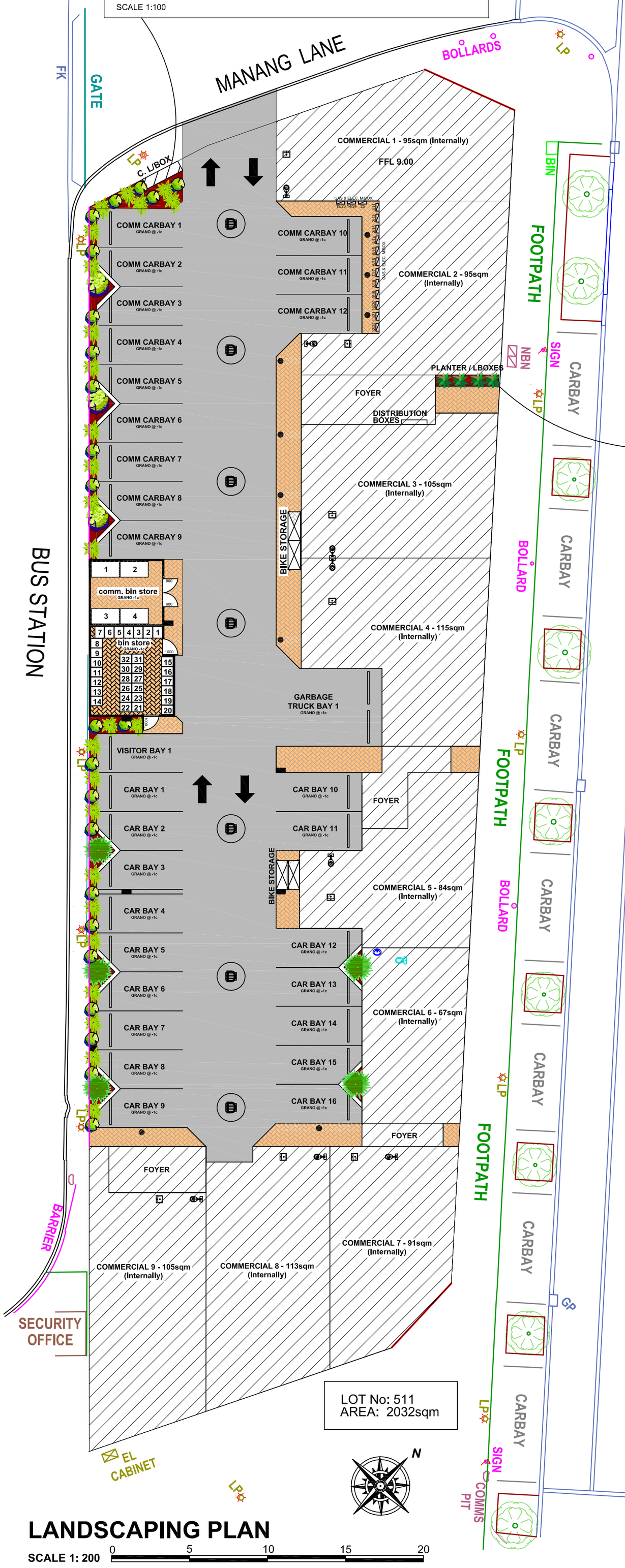
ALL PRIMARY BUILDING ELEMENTS USED FOR THE CONSTRUCTION OF THIS BUILDING WILL BE CONSIST ENTIRELY OF, OR A COMBINATION OF, MATERIALS CONSIDERED NOT SUBJECT TO TERMITE ATTACK. SPECIFICALLY, ALL TIMBERS USED IN THIS DWELLING WILL BE PRESERVATIVE TREATED IN ACCORDANCE WITH AS 3660.1 AND WILL COMPLY WITH PART 3.1.3.2 OF THE BCA

LANDSCAPING WATERED BY HARVESTED WATER USING A MOISTURE CENSORED RETICULATION SYSTEM PLANTS TREATED WITH SEAWEED SOLUTION APPLY AGED MULCH & SLOW RELEASE FERTILIZER & SOIL CONDITIONER

DRAINAGE MANAGEMENT TO COMPLY WITH 2.15 OF DESIGN GUIDELINES.

LEGEND

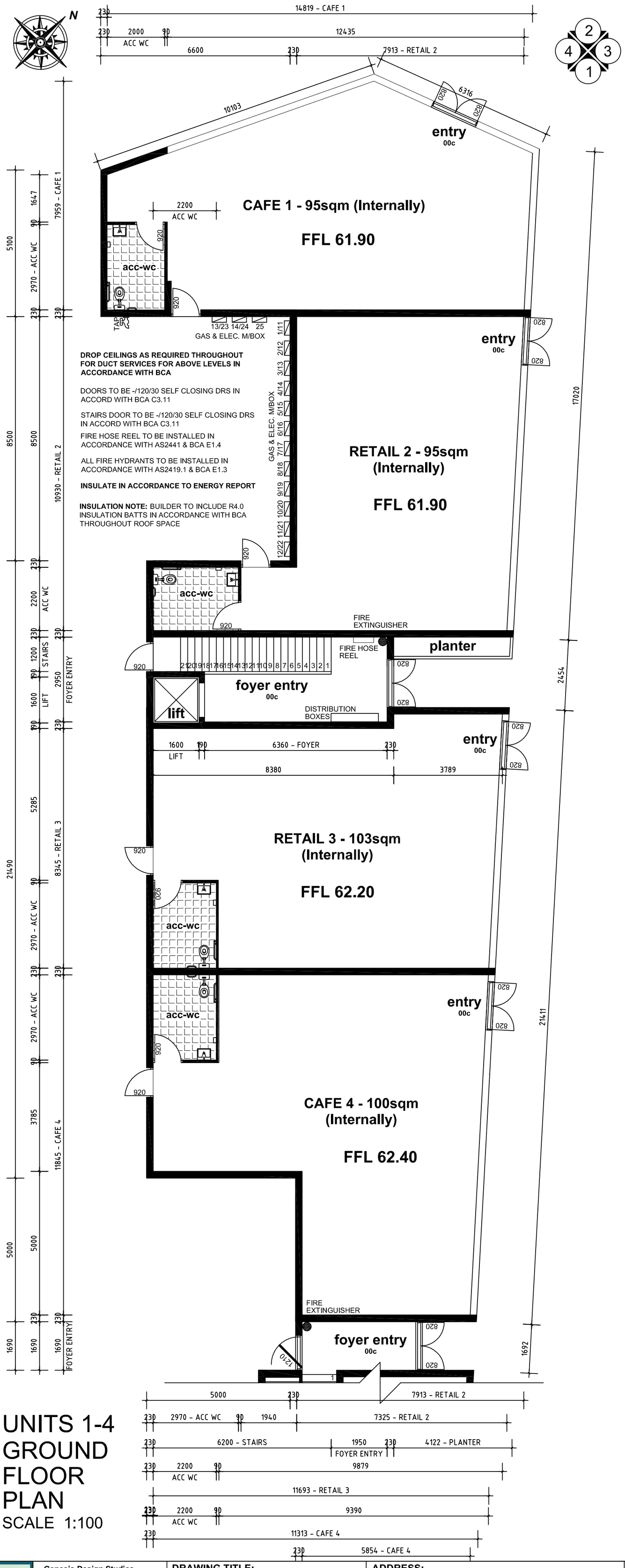
PIC	*SYMBOL*	*INFORMATION*	*HEIGHT MAXIMUM*	*PIC*	*SYMBOL*	*INFORMATION*	*HEIGHT MAXIMUM*
		4X GROUND COVERS. PLANT TYPE: HEMIANDRA PUNGENS	750mm			10X TREES PLANT TYPE: TEMPLETONIA RETUSA	1.8m
		10X SHRUBS. PLANT TYPE: ACACIA TRUNCATA	1m			3X TREES PLANT TYPE: AGONIS FLEXUOSA	5m - 8m
		5X TREES. PLANT TYPE: MACROZAMIA RIEDLEI	3m				
		150DIA STEEL BOLLARD	1.2m			1500w x 1800 deep SOAKWELL W/-GRATE	1.8m



LANDSCAPING PLAN

SCALE 1: 200 0 5 10 15 20

Genesis Design Studios ABN: 39978062273 ARCHITECTURAL DESIGN & DRAFTING MOBILE: 0424 463 007 EMAIL: admin@genesisds.com.au WEB: www.genesisds.com.au	**DRAWING TITLE:** **SITE PLAN**	**ADDRESS:** **24-28 MILLDALE WAY, MIRRABOOKA**	Drawn By: E.R Date: MAY 2025 Scale: 1:200 Plot Info: A2 © COPYRIGHT	Dwg No. 6	R / Date / Description



UNITS 1-4 GROUND FLOOR PLAN

SCALE 1:100

LOCKERS TO BE PROVIDED FOR EMPLOYEES.

ALL MATERIALS AND BUILDING TO COMPLY WITH 2.11 OF DESIGN GUIDELINES FOR CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN.

AUTOMATIC FUSION FIRE DETECTION AND SMOKE HAZARD SYSTEM TO BE INSTALLED IN ACCORDANCE WITH AS1670.1 TO SATISFY BCA PART E2. INCLUDING SMOKE DETECTION AND ALARM SYSTEMS THROUGHOUT ALL AREAS.

FIXTURES - VANDALISM RESISTANT, STEEL FRAME DOORS, LAMINATED GLASS AND STURDY HARDWARE. ALL ETERNAL FITTINGS STURDY AND FIXED SECURELY TO THE BUILDING

NOTE: BUILDER TO CHECK DRAWINGS PRIOR TO COMMENCEMENT OF ANY WORK

ALL AWNING WINDOWS ARE OPENABLE AT MAXIMUM 125mm.

ENERGY MANAGEMENT TO COMPLY WITH 3.2 OF DESIGN GUIDELINES. THERE IS PLENTY OF GLAZING AND OPENINGS ON BUILDINGS. A FULL ENERGY ASSESSMENT WILL BE DONE WITH BUILDING APPLICATION.

WALL FINISH NOTE: DIMENSIONS SHOWN ON PLAN ARE TO BRICKWORK ONLY, SIZES WILL VARY ONSITE, DUE TO ALLOWANCE FOR WALL FINISHES.

STAIRS NOTE: SELECT HANDRAIL & BALUSTRADE AS PER PROP SPEC. IN ACCORD WITH B.C.A 3.9.2

GENERAL NOTES:

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3. VENTILATION IN ACCORD WITH THE SEWERAGE, LIGHTING, VENTILATION, & CONSTRUCTION REGULATIONS 1971 & AS1688.

4. THE BUILDER RESERVES THE RIGHT TO ALTER ANY DIMENSION ON SITE TO SUIT SITE CONDITIONS OR CONSTRUCTION NEEDS.

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7. ANY WORKS INVOLVING SUCH ITEMS AS BUT NOT LIMITED TO SEWER, EARTHWORKS, RETAINING, DRAINAGE, & ENGINEERING SOLUTIONS, UNLESS OTHERWISE NOTED ON THE PLANS AND / OR SPECIFICATIONS ARE AT THE EXPENSE OF THE OWNER.

8. ALL BUILDING & OTHER WORKS TO BE CARRIED OUT IN ACCORD. WITH THE BCA & OTHER RELEVANT STANDARDS, REGULATIONS, BY-LAWS & LOCAL LAWS OF ALL STATUTORY AUTHORITIES.

9. FIX ALL FLASHING AND DAMP-PROOF-COURSES SHOWN, SPECIFIED, OR REQUIRED TO PREVENT RAINWATER ENTERING THE WORKS ON COMPLETION.

10. WHEN ADDING / ALTERING MATCH EXISTING DETAILS FINISHES & MATERIALS IN ALL RESPECTS UNLESS OTHERWISE SHOWN, SPECIFIED OR DIRECTED BY THE BUILDER.

11. DOWNPIPES TO ROOF SHALL BE CENTRED & LOCATED TO ROOF PLUMBERS DISCRETION.

12. DO NOT SCALE FROM THESE DRAWINGS

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ENGINEER NOTE: REFER ALL BEAM & LINTEL SIZES TO STRUCTURAL ENGINEERS DETAILS. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH S.ENGINEERS DRAWINGS.

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DRAWING TITLE:	FLOOR PLAN
ADDRESS:	24-28 MILLDALE WAY, MIRRABOOKA
Drawn By:	E.R
Date:	MAY 2025
Scale:	1:100
Plot Info:	A2
Dwg No.	7
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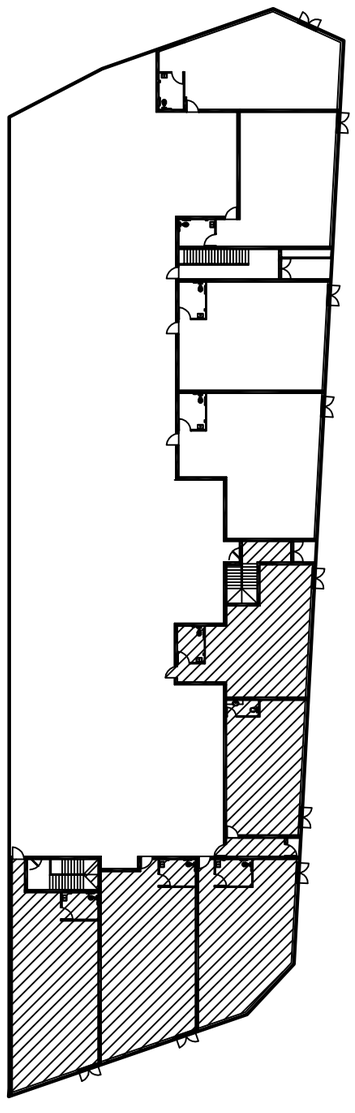
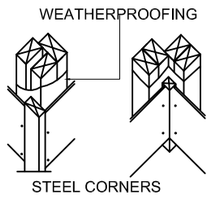
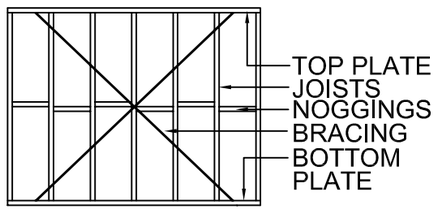
R	Date	Description



CORNER DETAILS





WALL FRAMING

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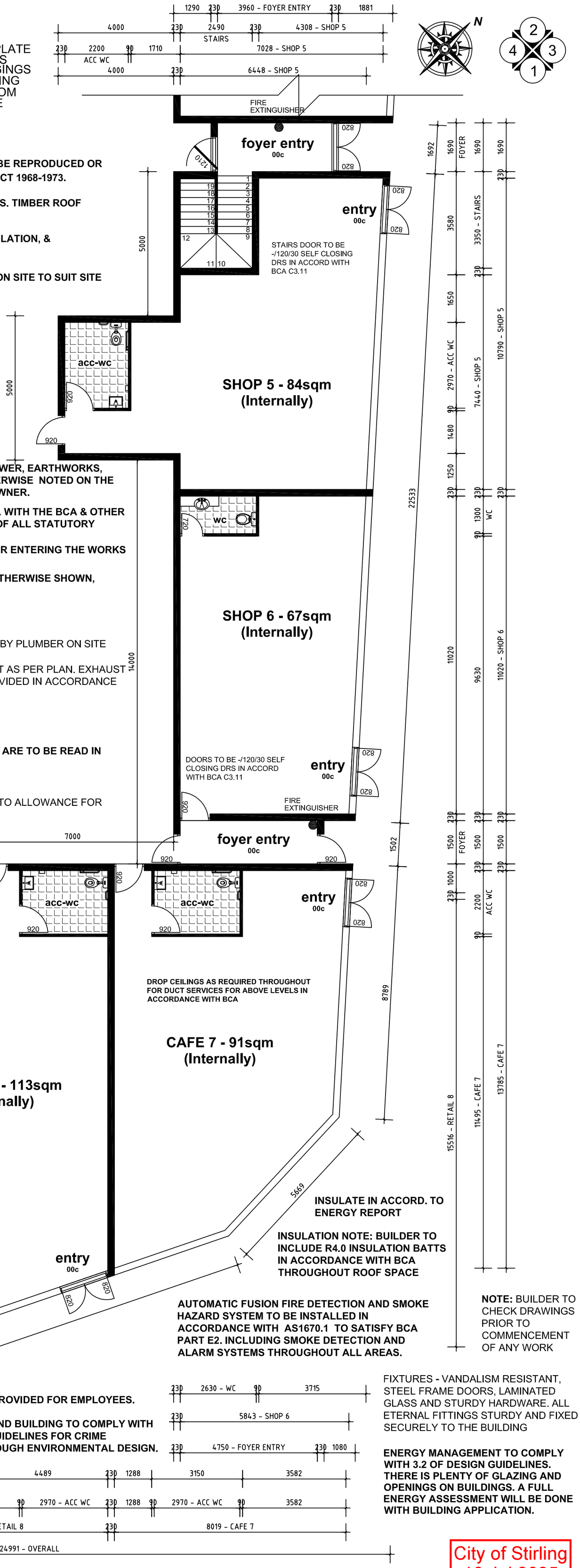

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FIXTURES - VANDALISM RESISTANT, STEEL FRAME DOORS, LAMINATED GLASS AND STURDY HARDWARE. ALL ETERNAL FITTINGS STURDY AND FIXED SECURELY TO THE BUILDING

ENERGY MANAGEMENT TO COMPLY WITH 3.2 OF DESIGN GUIDELINES. THERE IS PLENTY OF GLAZING AND OPENINGS ON BUILDINGS. A FULL ENERGY ASSESSMENT WILL BE DONE WITH BUILDING APPLICATION.

UNITS 5-9 GROUND FLOOR PLAN

SCALE 1:100

City of Stirling
16 Jul 2025
RECEIVED

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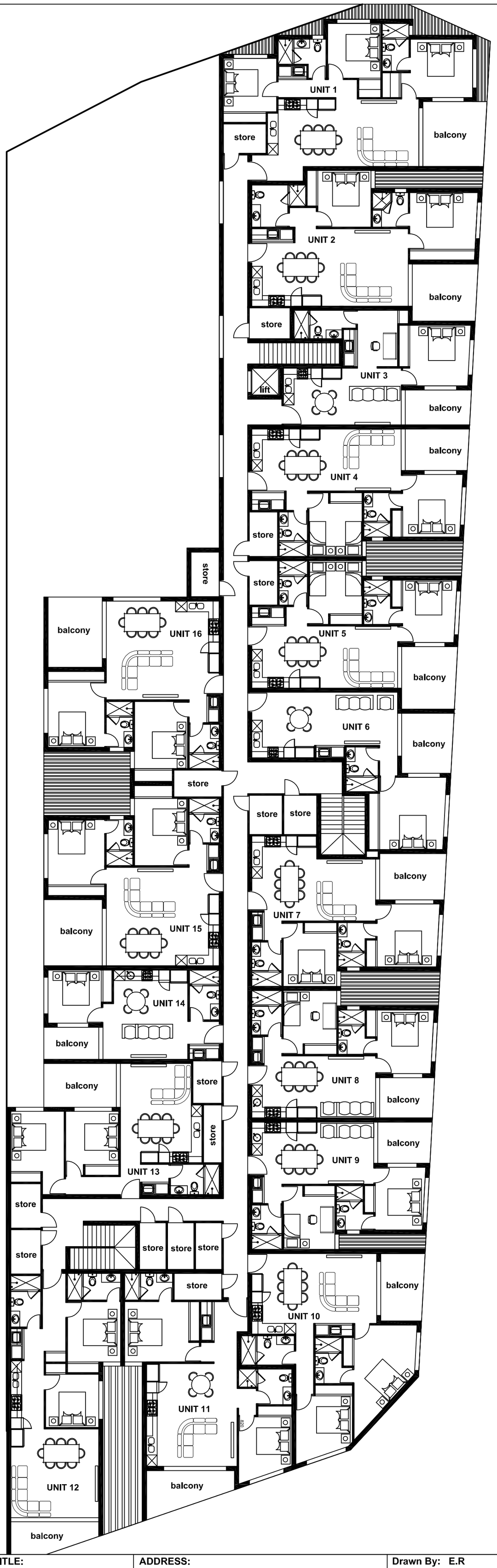
DRAWING TITLE:	FLOOR PLAN
ADDRESS:	24-28 MILLDALE WAY, MIRRABOOKA
Drawn By:	E.R
Date:	MAY 2025
Scale:	1:100
Plot Info:	A2
Dwg No.	7

R	Date	Description

City of Stirling
31 January 2026
RECEIVED



N

FIRST FLOOR AREAS	
UNIT 1 LIVING	96.10sqm
BALCONY	13.60sqm
TOTAL UNIT 1	110.10sqm
UNIT 2 LIVING	84.00sqm
BALCONY	11.70sqm
TOTAL UNIT 2	95.70sqm
UNIT 3 LIVING	56.70sqm
BALCONY	7.30sqm
TOTAL UNIT 3	64.00sqm
UNIT 4 LIVING	75.20sqm
BALCONY	8.70sqm
TOTAL UNIT 4	83.90sqm
UNIT 5 LIVING	72.90sqm
BALCONY	10.70sqm
TOTAL UNIT 5	83.60sqm
UNIT 6 LIVING	62.80sqm
BALCONY	7.70sqm
TOTAL UNIT 6	70.50sqm
UNIT 7 LIVING	69.80sqm
BALCONY	12.00sqm
TOTAL UNIT 7	81.80sqm
UNIT 8 LIVING	65.10sqm
BALCONY	8.50sqm
TOTAL UNIT 8	73.60sqm
UNIT 9 LIVING	65.10sqm
BALCONY	8.50sqm
TOTAL UNIT 9	73.60sqm
UNIT 10 LIVING	79.30sqm
BALCONY	15.30sqm
TOTAL UNIT 10	94.60sqm
UNIT 11 LIVING	81.50sqm
BALCONY	10.10sqm
TOTAL UNIT 11	91.60sqm
UNIT 12 LIVING	81.10sqm
BALCONY	12.00sqm
TOTAL UNIT 12	93.10sqm
UNIT 13 LIVING	63.60sqm
BALCONY	15.60sqm
TOTAL UNIT 13	79.20sqm
UNIT 14 LIVING	48.20sqm
BALCONY	6.10sqm
TOTAL UNIT 14	54.30sqm
UNIT 15 LIVING	80.90sqm
BALCONY	12.30sqm
TOTAL UNIT 15	93.20sqm
UNIT 16 LIVING	77.10sqm
BALCONY	16.20sqm
TOTAL UNIT 16	93.30sqm
FOYER / STORES / CORRIDORS	216.60sqm
TOTAL FLOOR AREA	1552.70sqm
TOTAL PERIMETER	289.1m

FIRST FLOOR PLAN

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DRAWING TITLE: FLOOR PLAN

ADDRESS: 24-28 MILLDALE WAY, MIRRABOOKA

Drawn By:	E.R
Date:	MAY 2025
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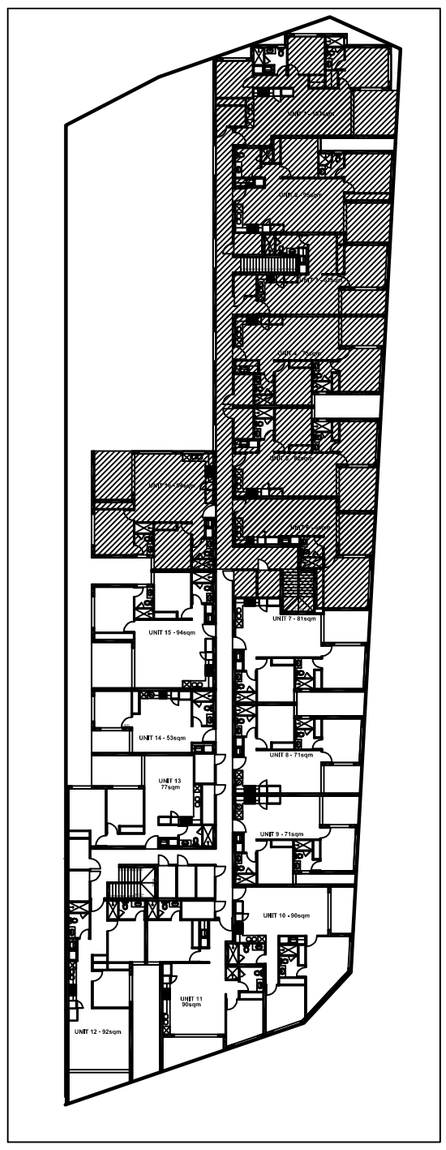

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2 4 3 1

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11. **DOWNPIPES TO ROOF SHALL BE CENTRED & LOCATED TO ROOF PLUMBERS DISCRETION.**

12. **DO NOT SCALE FROM THESE DRAWINGS**

DOWNPIPE NOTE: NUMBER & POSITION OF DOWNPIPES ARE SUGGESTED ONLY & ARE SUBJECT TO VARIATION BY PLUMBER ON SITE

NOTE: EXHAUST FANS FLUMED TO EXTERNAL AIR THROUGH ROOF ABOVE OR IN CEILING SPACE TO WALL VENT AS PER PLAN. EXHAUST FLUME VENTS NOT TO BE FITTED ON FRONT ELEVATION WHEREVER POSSIBLE. FLUMED VENTS SHALL BE PROVIDED IN ACCORDANCE WITH STATUTORY AUTHORITY REQUIREMENTS.

WINDOW NOTE: BUILDER TO CHECK WITH CLIENT ALL WINDOW TYPES BEFORE ORDERING & COSTING

ALL AWNING WINDOWS ARE OPENABLE AT MAXIMUM 125mm.

ENGINEER NOTE:
REFER ALL BEAM & LINTEL SIZES TO STRUCTURAL ENGINEERS DETAILS. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH S.ENGINEERS DRAWINGS.

INSULATION NOTE:
BUILDER TO INCLUDE R4.0 INSULATION BATTS IN ACCORDANCE WITH BCA THROUGHOUT ROOF SPACE

INSULATE IN ACCORD. TO ENERGY REPORT

WALL FINISH NOTE:
DIMENSIONS SHOWN ON PLAN ARE TO BRICKWORK ONLY, SIZES WILL VARY ONSITE DUE TO ALLOWANCE FOR WALL FINISHES.

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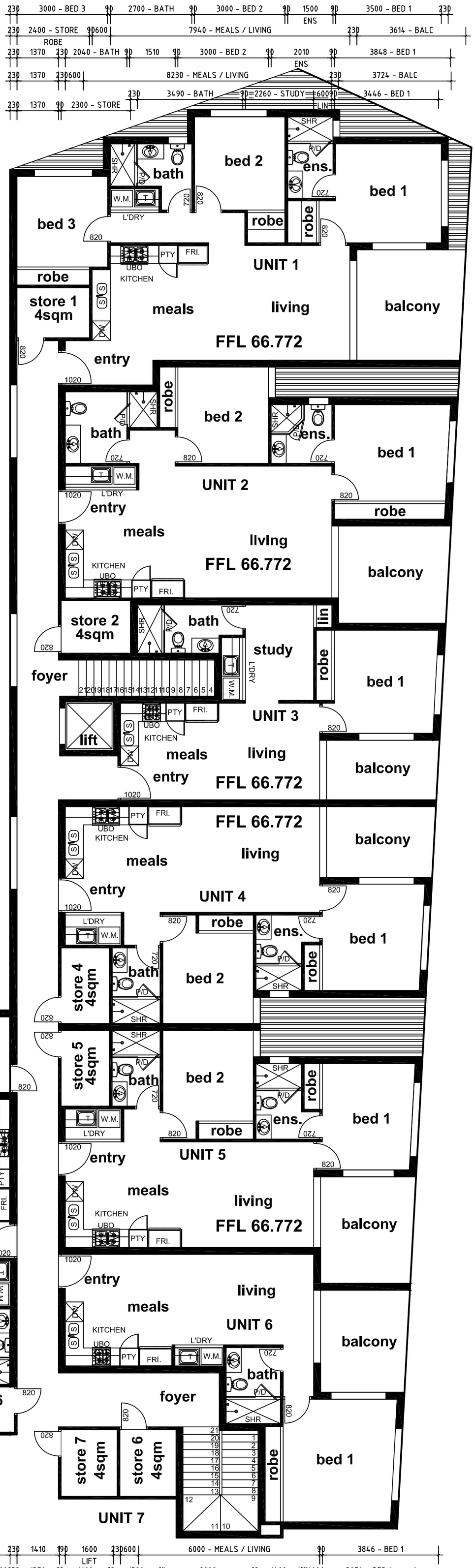
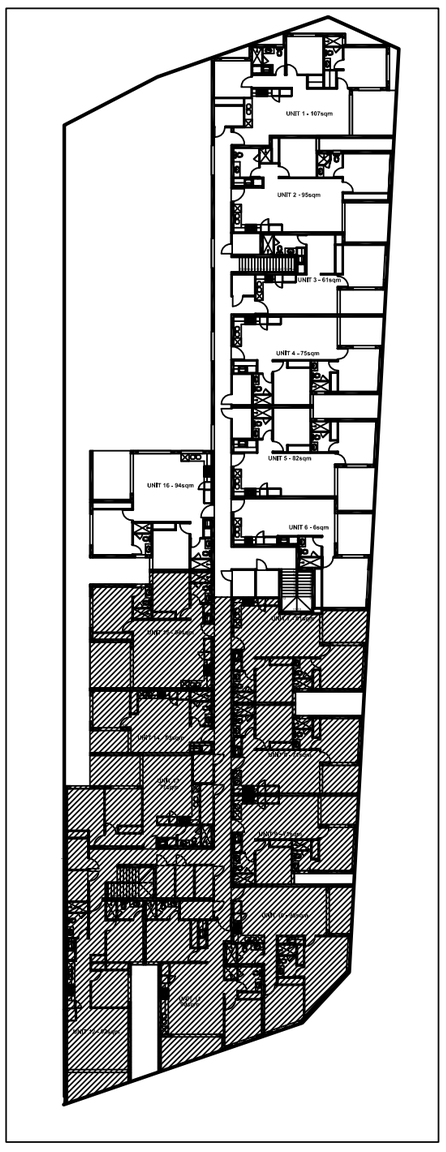


UNITS 1-6 & 16 FIRST FLOOR PLAN

SCALE 1:100

STAIRS NOTE: SELECT HANDRAIL & BALUSTRADE AS PER PROP SPEC. IN ACCORD WITH B.C.A 3.9.2

Genesis Design Studios ABN: 39978062273 ARCHITECTURAL DESIGN & DRAFTING MOBILE: 0424 463 007 EMAIL: admin@genesisds.com.au WEB: www.genesisds.com.au	**DRAWING TITLE:** **FLOOR PLAN**	**ADDRESS:** **24-28 MILLDALE WAY, MIRRABOOKA**	Drawn By: E.R Date: MAY 2025 Scale: 1:100 Plot Info: A2 © COPYRIGHT	Dwg No. 9	R / Date / Description



AUTOMATIC FUSION FIRE DETECTION AND SMOKE HAZARD SYSTEM TO BE INSTALLED IN ACCORDANCE WITH AS1670.1 TO SATISFY BCA PART E2. INCLUDING SMOKE DETECTION AND ALARM SYSTEMS THROUGHOUT ALL AREAS.

ENERGY MANAGEMENT TO COMPLY WITH 3.2 OF DESIGN GUIDELINES. THERE IS PLENTY OF GLAZING AND OPENINGS ON BUILDINGS. A FULL ENERGY ASSESSMENT WILL BE DONE WITH BUILDING APPLICATION.

NOTE: BUILDER TO CHECK DRAWINGS PRIOR TO COMMENCEMENT OF ANY WORK

GENERAL NOTES:

1. THESE PLANS ARE THE PROPERTY OF THE BUILDER & MAY NOT BE REPRODUCED OR MODIFIED IN WHOLE OR PART WITHOUT PERMISSION. COPYRIGHT ACT 1968-1973.

2. ROOF TIE-DOWN IN ACCORDANCE WITH AUSTRALIAN STANDARDS. TIMBER ROOF FRAMING IN ACCORD. WITH AUSTRALIAN STANDARDS

3. VENTILATION IN ACCORD WITH THE SEWERAGE, LIGHTING, VENTILATION, & CONSTRUCTION REGULATIONS 1971 & AS1688.

4. THE BUILDER RESERVES THE RIGHT TO ALTER ANY DIMENSION ON SITE TO SUIT SITE CONDITIONS OR CONSTRUCTION NEEDS.

5. PLANS ARE TO BE READ IN CONJUNCTION WITH ANY SPECIFICATIONS, ENGINEERS DRAWINGS & ANY OTHER DOCUMENTATION FORMING PART OF THE CONTRACT.

6. ALL PRIMARY BUILDING ELEMENTS USED FOR THE CONSTRUCTION OF THIS BUILDING WILL BE CONSIST ENTIRELY OF, OR A COMBINATION OF, MATERIALS CONSIDERED NOT SUBJECT TO TERMITE ATTACK. SPECIFICALLY, ALL TIMBERS USED IN THIS DWELLING WILL BE PRESERVATIVE TREATED IN ACCORDANCE WITH AS 3660.1 AND WILL COMPLY WITH PART 3.1.3.2 OF THE BCA

7. ANY WORKS INVOLVING SUCH ITEMS AS BUT NOT LIMITED TO SEWER, EARTHWORKS, RETAINING, DRAINAGE, & ENGINEERING SOLUTIONS, UNLESS OTHERWISE NOTED ON THE PLANS AND / OR SPECIFICATIONS ARE AT THE EXPENSE OF THE OWNER.

8. ALL BUILDING & OTHER WORKS TO BE CARRIED OUT IN ACCORD. WITH THE BCA & OTHER RELEVANT STANDARDS, REGULATIONS, BY-LAWS & LOCAL LAWS OF ALL STATUTORY AUTHORITIES.

9. FIX ALL FLASHING AND DAMP-PROOF-COURSES SHOWN, SPECIFIED, OR REQUIRED TO PREVENT RAINWATER ENTERING THE WORKS ON COMPLETION.

10. WHEN ADDING / ALTERING MATCH EXISTING DETAILS FINISHES & MATERIALS IN ALL RESPECTS UNLESS OTHERWISE SHOWN, SPECIFIED OR DIRECTED BY THE BUILDER.

11. DOWNPIPES TO ROOF SHALL BE CENTRED & LOCATED TO ROOF PLUMBERS DISCRETION.

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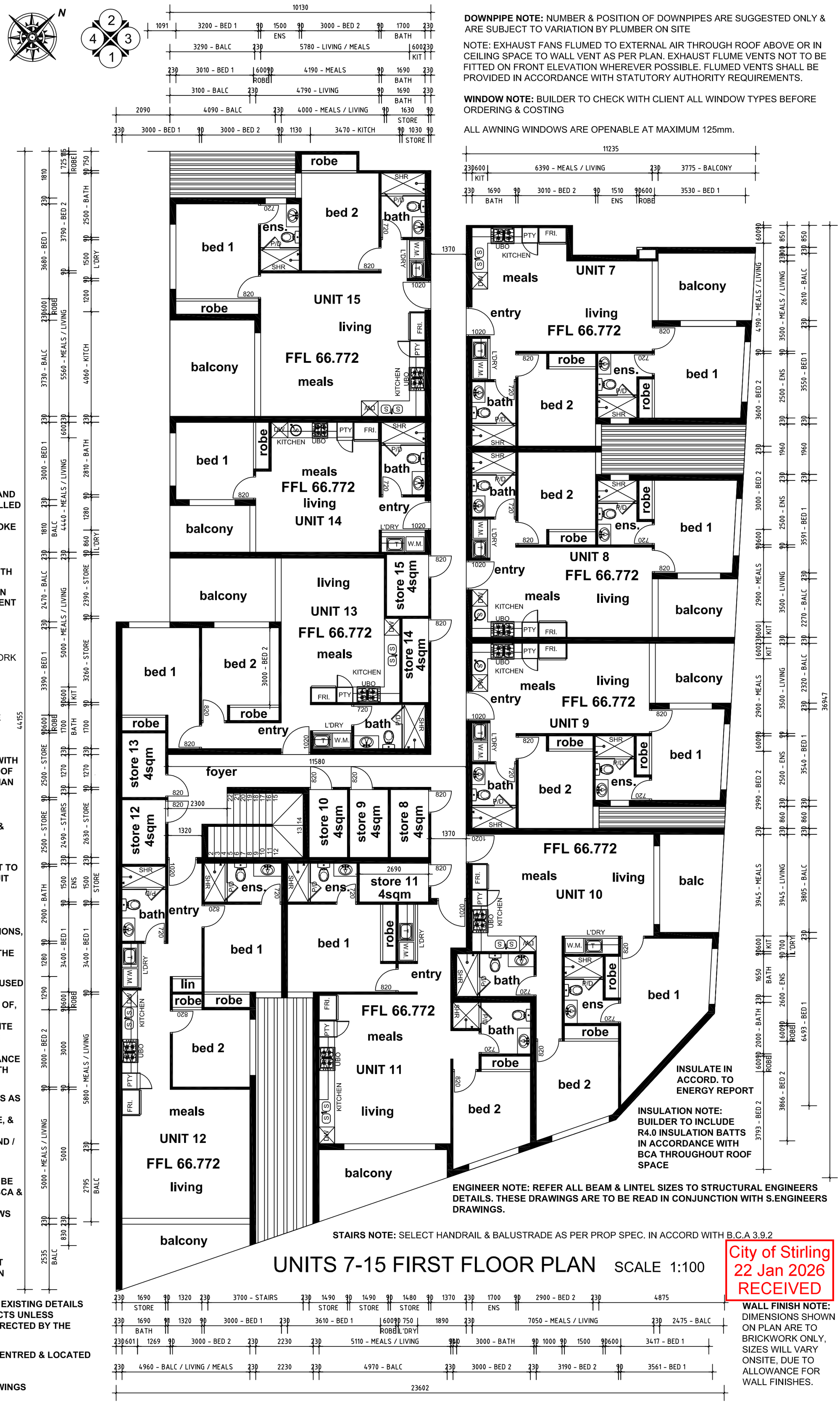
ALL AWNING WINDOWS ARE OPENABLE AT MAXIMUM 125mm.



STAIRS NOTE: SELECT HANDRAIL & BALUSTRADE AS PER PROP SPEC. IN ACCORD WITH B.C.A 3.9.2

INSULATE IN ACCORD. TO ENERGY REPORT

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WALL FINISH NOTE: DIMENSIONS SHOWN ON PLAN ARE TO BRICKWORK ONLY, SIZES WILL VARY ONSITE, DUE TO ALLOWANCE FOR WALL FINISHES.

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ABN: 39978062273
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EMAIL: admin@genesisds.com.au
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DRAWING TITLE: FLOOR PLAN

ADDRESS: 24-28 MILLDALE WAY, MIRRABOOKA

Drawn By:	E.R
Date:	MAY 2025
Scale:	1:100
Plot Info:	A2
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Dwg No. 10

R	Date	Description

City of Stirling
31 January 2026
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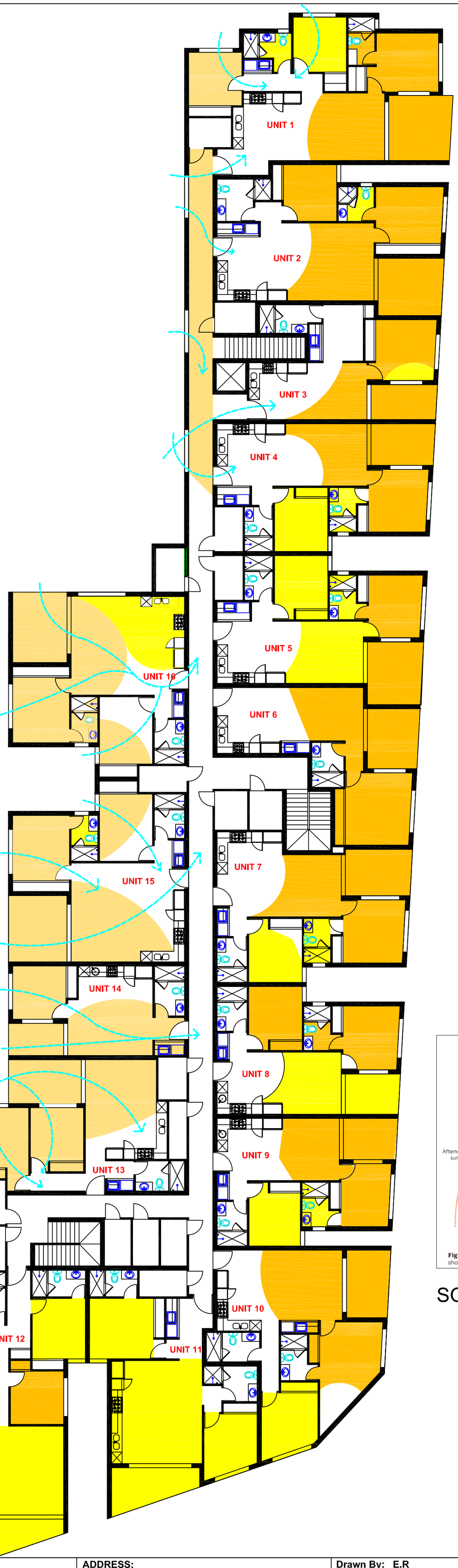

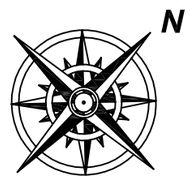

COOL BREEZE WINDS COMING IN THE SOUTH WEST & SOUTH EAST DIRECTION AND MOVES THROUGH THE ROOMS WITH EASY FLOW.

UNIT 1:
48% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
11% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
9% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
31% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 2:
72% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
2% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
26% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 3:
44% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
3% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
53% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 4:
47% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
14% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
39% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 5:
27% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
42% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
31% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 6:
67% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
0% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
33% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 7:
69% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
16% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
15% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 8:
32% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
31% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
37% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 9:
52% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
16% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
32% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 10:
58% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
16% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
26% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 11:
0% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
72% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
28% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 12:
9% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
75% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
0% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
16% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 13:
0% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
0% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
76% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
24% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 14:
0% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
0% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
81% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
19% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 15:
0% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
1% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
68% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
31% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

UNIT 16:
0% IS NORTH FACING 6HRS OF DIRECT SUNLIGHT.
26% WILL RECEIVE >2HRS BUT <4HRS OF DIRECT SUNLIGHT
52% WILL RECEIVE >2HRS OF DIRECT SUNLIGHT
22% WILL RECEIVE <2HRS OF DIRECT SUNLIGHT

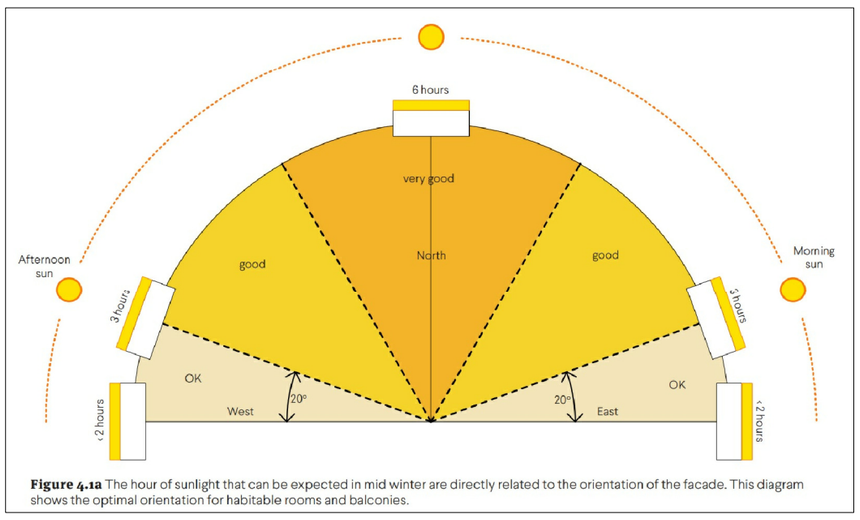

Figure 4.1a The hour of sunlight that can be expected in mid winter are directly related to the orientation of the facade. This diagram shows the optimal orientation for habitable rooms and balconies.

SOLAR & VENTILATION DIAGRAM PLAN

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WEB: www.genesisds.com.au

DRAWING TITLE: **SOLAR & VENTILATION DIAGRAMS**

ADDRESS: **24-28 MILLDALE WAY, MIRRABOOKA**

Drawn By:	E.R
Date:	MAY 2025
Scale:	N/A
Plot Info:	A2
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Dwg No. 11

R	Date	Description

City of Stirling
31 January 2026
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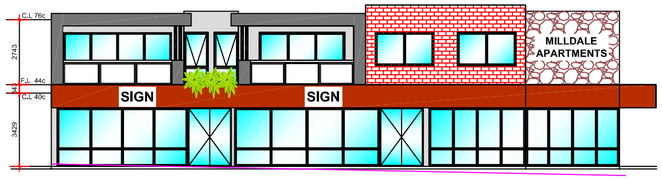
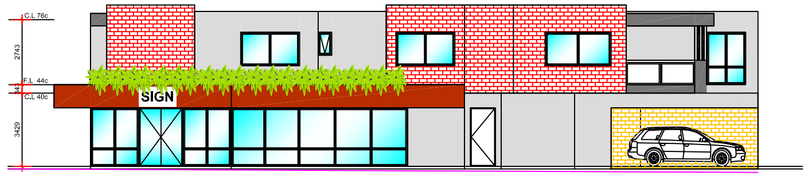
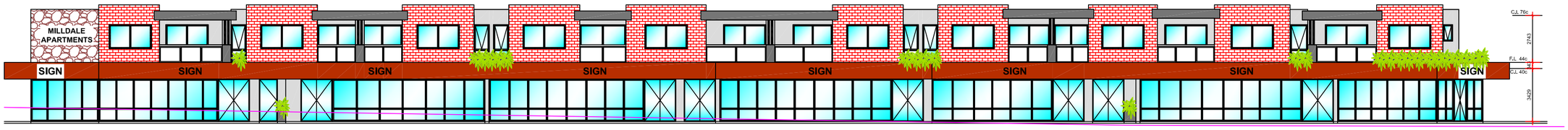


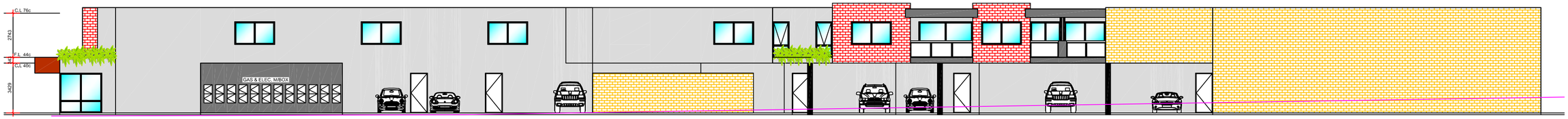
SIDE VIEW



MANANG LANE



MILLDALE WAY VIEW



REAR VIEW

STREET SURVEILLANCE: LARGE WINDOWS ARE PROVIDED FACING MAIN STREETS. SECURITY CAMERAS AND SENSORS WOULD ALSO BE PROVIDED AT OWNERS DISCRETION.

ENERGY MANAGEMENT TO COMPLY WITH 3.2 OF DESIGN GUIDELINES. THERE IS PLENTY OF GLAZING AND OPENINGS ON BUILDINGS. A FULL ENERGY ASSESSMENT WILL BE DONE WITH BUILDING APPLICATION.

FIXTURES - VANDALISM RESISTANT, STEEL FRAME DOORS, LAMINATED GLASS AND STURDY HARDWARE. ALL ETERNAL FITTINGS STURDY AND FIXED SECURELY TO THE BUILDING

ALL BRICK COURSING NUMBERS ARE IN STANDARD FACEBRICK COURSING. FOR FASTWALL / MAXI BRICK COURSING, SIMPLY HALF THE PROVIDED BRICK COURSING NUMBER.

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ALL AWNING WINDOWS ARE OPENABLE AT MAXIMUM 125mm. SCREENING 1.7m ABOVE F.L WERE NEEDED

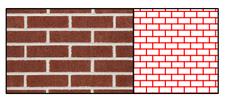
ALL OTHER PROTECTION OF OPENABLE WINDOWS ON THE UPPER FLOOR HAS BEEN ADDRESSED AND COMPLY WITH BCA 3.8.2.5

SELECT HANDRAIL & BALUSTRADE AS PER PROP SPEC. IN ACCORDANCE WITH B.C.A 3.9.2

FEATURE BRICK. FLORENTINE LIMESTONE (CREAM) FOR BOUNDARY REAR WALLS AND BIN STORAGE.

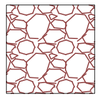
WALL RENDERED AND PAINTED A MANHATTAN DARK WHITE

RENDERED AND PAINTED A MANHATTAN DARK GREY FOR BALCONIES



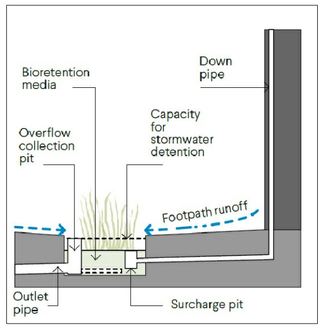
FEATURE BRICK. RED BRICK & WHITE MORTAR TO ATTRACT ATTENTION & FOR VISUAL AESTHETICS. TO MAINTAIN CLASSIC STREETSCAPE.

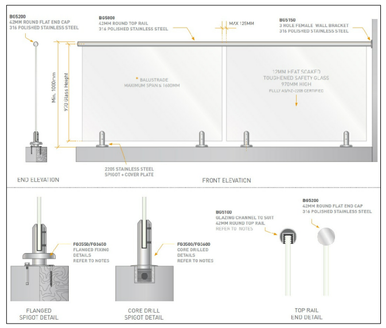
STEEL FRAME CANOPY, WITH THICK MATERIAL COVER AND SIGNAGE. (MAROON COLOUR) TO ATTRACT ATTENTION & SHADE. TO MAINTAIN CLASSIC STREETSCAPE.

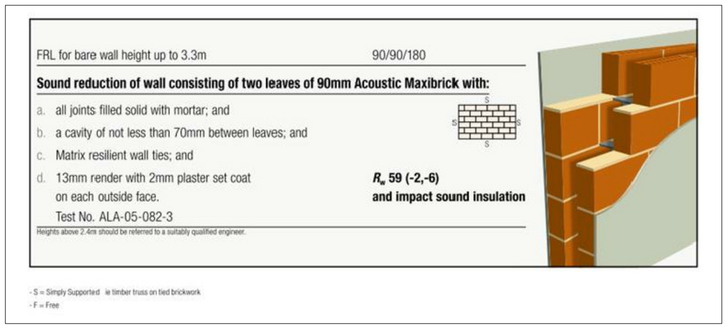


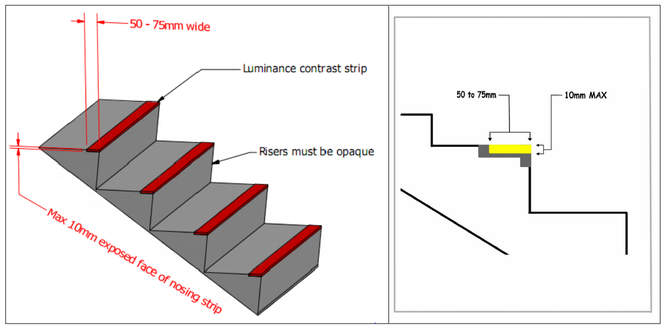
FEATURE WALL SECTION TO BE A STONE CLADDING. (BURGUNDY COLOUR) FOR VISUAL AESTHETICS. NAME OF APARTMENT COMPLEX TO BE DISPLAYED.

WINDOW NOTE: BUILDER TO CHECK WITH CLIENT ALL WINDOW TYPES BEFORE ORDERING & COSTING









R	Description	Date

Dwg No. 12

Drawn By: E.R
Date: MAY 2025
Scale: 1:100
Plot Info: A2

ADDRESS: 24-28 MILLDALE WAY, MIRRABOOKA

DRAWING TITLE: ELEVATIONS

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ARCHITECTURAL DESIGN & DRAFTING
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EMAIL: admin@genesisds.com.au
WEB: www.genesisds.com.au

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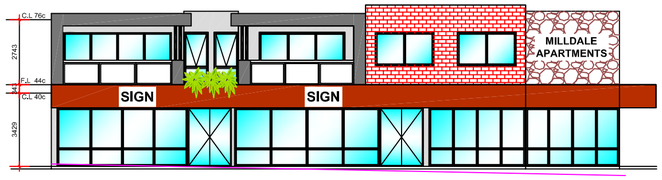
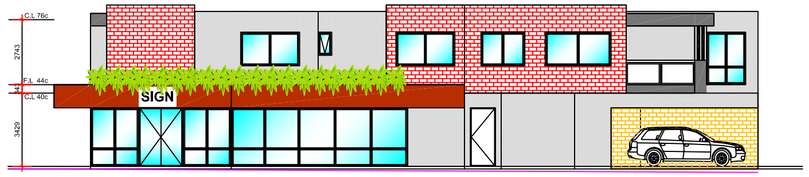
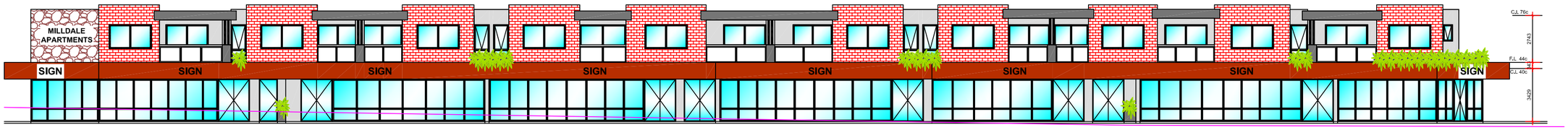


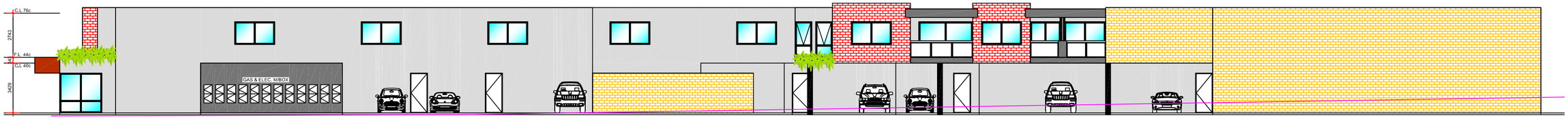
SIDE VIEW



MANANG LANE



MILLDALE WAY VIEW



REAR VIEW

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SELECT HANDRAIL & BALUSTRADE AS PER PROP SPEC. IN ACCORDANCE WITH B.C.A 3.9.2

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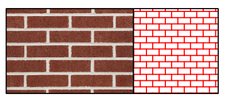
RENDERED AND PAINTED A MANHATTAN DARK GREY FOR BALCONIES



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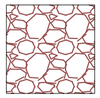

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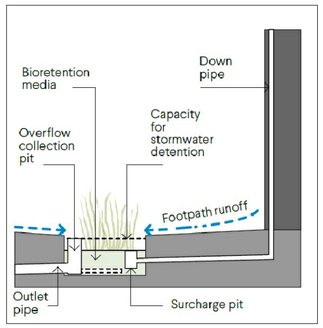
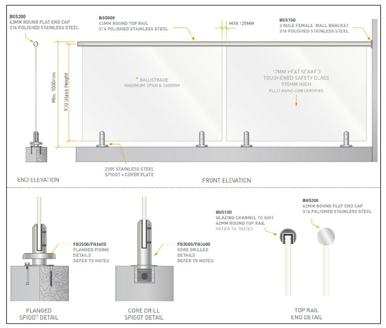
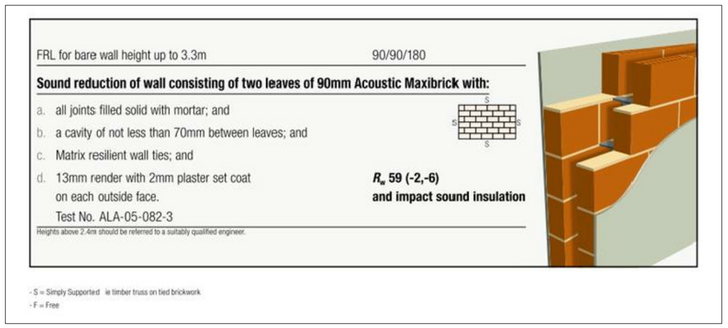
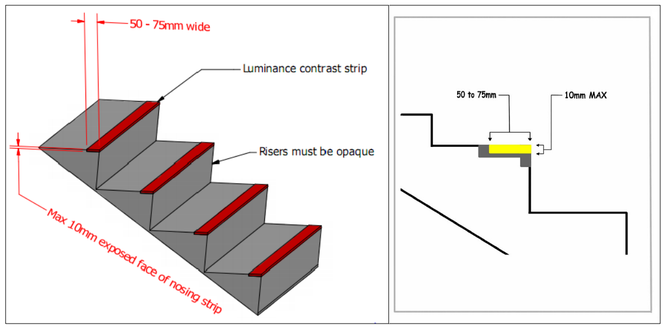
WINDOW NOTE: BUILDER TO CHECK WITH CLIENT ALL WINDOW TYPES BEFORE ORDERING & COSTING









R	Description	Date

Dwg No. 12

Drawn By: E.R
Date: MAY 2025
Scale: 1:100
Plot Info: A2
© COPYRIGHT

ADDRESS: 24-28 MILLDALE WAY, MIRRABOOKA

DRAWING TITLE: ELEVATIONS

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ACOUSTICS

ALL AREAS WITHIN A SOU WITHOUT SERVICES IN THE AIR GAP BELOW THE SUSPENDED FLOOR:

CERAMIC TILES DIRECTLY LAID WITH A SUITABLE FLEXIBLE ACCOUSTIC ADHESIVE (3mm ACCOUSTIBOND) ONTO CONCRETE FLOOR OR CUSHIONED VINYLS (ARMSTRONG OR SOMER) OR T&G 14mm DIRECT STICK ONTO CONCRETE FLOOR OR PARQUETRY 19mm DIRECT STICK ONTO CONCRETE FLOOR; AND
- MIN 172mm CONCRETE SLAB; AND
- MIN 65mm AIR GAP WITHOUT SERVICES IN THE AIR GAP; AND
- NO SERVICES IN THE AIR GAP; AND
- MIN 65mm THICK INSULATION OF MIN DENSITY 8kg/m3 IN THE AIR GAP; AND
- 28mm FURRING CHANNELS & VIBRATION ISOLATION MOUNTS FIXED TO UNDERSIDE OF SLAB AT 600 CENTERS; AND
- ONE LAYER 13mm PLASTERBOARD FIXED TO FURRING CHANNELS FIXED TO JOISTS R

CARPET & UNDERLAY; AND MINIMUM 172mm CONCRETE SLAB; AND SKIM COAT.
2mm VINYL PLANK GLUED WITH ACOUSTAMAT 3mm RUBBER UNDERLAY; AND MINIMUM 172MM CONCRETE SLAB; AND SKIM COAT

NB: HARD SURFACE FINISHES SHALL BE POSITIONED SO THAT A CLEARANCE IS MAINTAINED BETWEEN THE HARD SURFACE FINISHES AND ANY WALLS AND/OR CABINET WORK AND/OR SKIRTING BOARDS. SEAL THE CLEARANCE WITH A FLEXIBLE SEALANT.

LOCKERS FOR COMMERCIAL UNITS

KITCHEN OR NON- HABITABLE ROOM OR BALCONIES OVER A HABITABLE ROOM OTHER THAN A KITCHEN WITH SERVICES IN THE AIR GAP BELOW THE FLOOR
- CERAMIC TILES DIRECTLY LAID WITH A SUITABLE FLEXIBLE ACOUSTIC ADHESIVE (3MM ACOUSTICBOND) ONTO CONCRETE FLOORING OR CUSHIONED VINYLS (ARMSTRONG OR SOMER) OR T&G 14MM DIRECT STICK ONTO CONCRETE FLOOR OR PARQUETRY 19MM DIRECT STICK ONTO CONCRETE FLOOR; AND
-MINIMUM 172MM CONCRETE SLAB; AND
-NOMINAL 150MM AIR GAP WITH SERVICES IN THE AIR GAP; AND
- SERVICES SHALL BE ACOUSTICALLY WRAPPED WITH A MINIMUM 4KG/M2 VINYL WRAP WITH A MINIMUM 25MM ACOUSTIC FOAM INNER LINING SUCH AS PROPRIETRY ITEMS ACOUSTILAG 45 OR PYROTEK 4525 OR A PROPRIETRY SYSTEM SUCH A RAULPIANO PLUS & ALL SERVICES SHALL NOT COME INTO CONTACT WITH THE CEILING NOR THE CEILING SUSPENSION SYSTEM; AND
-MINIMUM 75MM THICK INSULATION OF MINIMUM DENISTY 11 KG/M3 LAID ONTO THE CEILING; AND
-SUSPENDED CEILING UTILISING A LIGHT STEEL GRID WITH THE CEILING COMPRISING EITHER 2X13MM PLASTERBOARD OR 3X10MM PLASTERBOARD.

NB1: HARD SURFACE FINISHES SHALL BE POSITIONED SO THAT A CLEARANCE IS MAINTAINED BETWEEN THE HARD SURFACE FINISHES AND ANY WALLS AND/OR CABINET WORK AND/OR SKIRTING BOARDS. SEAL THE CLEARANCE WITH A FLEXIBLE SEALANT.

NB2: TABLE 4.2C -BCA RECOMMENDATIONS FOR SERVICES RW + CTR (AIRBORNE)>40

KITCHEN OR NON- HABITABLE ROOM OR BALCONIES OVER A NON-HABITABLE ROOM OTHER THAN A KITCHEN WITH SERVICES IN THE AIR GAP BELOW THE FLOOR
- CERAMIC TILES DIRECTLY LAID WITH A SUITABLE FLEXIBLE ACOUSTIC ADHESIVE (3MM ACOUSTICBOND) ONTO CONCRETE FLOORING OR CUSHIONED VINYLS (ARMSTRONG OR SOMER) OR T&G 14MM DIRECT STICK ONTO CONCRETE FLOOR OR PARQUETRY 19MM DIRECT STICK ONTO CONCRETE FLOOR; AND
-MINIMUM 172MM CONCRETE SLAB; AND
-NOMINAL 150MM AIR GAP WITH SERVICES IN THE AIR GAP; AND
- SERVICES SHALL BE ACOUSTICALLY WRAPPED WITH A MINIMUM 4KG/M2 VINYL WRAP WITH A MINIMUM 25MM ACOUSTIC FOAM INNER LINING SUCH AS PROPRIETARY ITEMS ACOUSTILAG 45 OR PYROTEK 4525 OR A PROPRIETRY SYSTEM SUCH A RAULPIANO PLUS & ALL SERVICES SHALL NOT COME INTO CONTACT WITH THE CEILING NOR THE CEILING SUSPENSION SYSTEM;
AND
-MINIMUM 75MM THICK INSULATION OF MINIMUM DENSITY 11 KG/M3 LAID ONTO THE CEILING; AND
-SUSPENDED CEILING UTILIZING A LIGHT STEEL GRID WITH THE CEILING COMPRISING EITHER 1X13MM PLASTERBOARD OR 2X10MM PLASTERBOARD.

NB1: HARD SURFACE FINISHES SHALL BE POSITIONED SO THAT A CLEARANCE IS MAINTAINED BETWEEN THE HARD SURFACE FINISHES AND ANY WALLS AND/OR CABINET WORK AND/OR SKIRTING BOARDS. SEAL THE CLEARANCE WITH A FLEXIBLE SEALANT.

NB2: TABLE 4.2C -BCA RECOMMENDATIONS FOR SERVICES RW + CTR (AIRBORNE)>25

SOU'S EXTERNAL WALLS' CONSTRUCTION: WALL EXTERNAL BETWEEN SOU & AMBIENT/EXTERIOR (EXCEPT WHERE SHOWN AS DISCONTINUOUS USE SAME SYSTEM AS FOR COMMON WALLS)
TYPICAL RECOMMENDATION Rw45

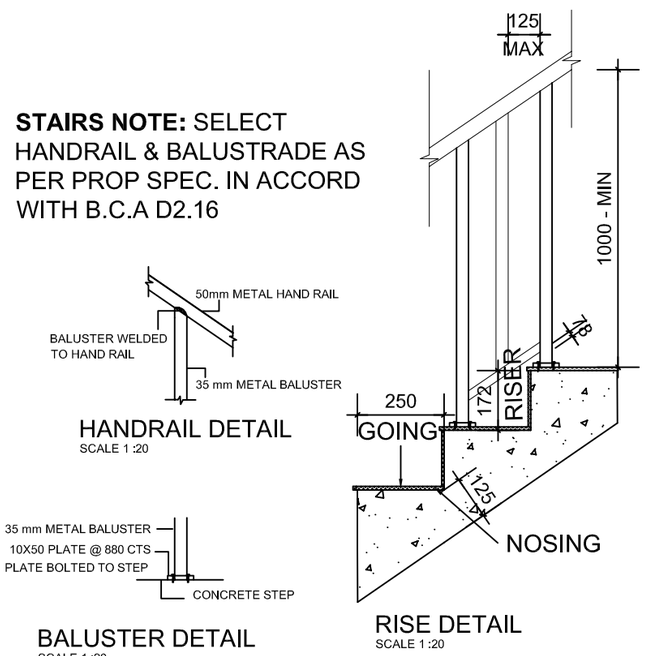
SOU'S BOUNDING WALLS' CONSTRUCTION: TYPICAL REQUIREMENT: Rw (AIRBORNE) > 50 (OR Dnt,W+Ctr>45) AND WITH SOME LOCATIONS DISCONTINUOUS WHERE HABITABLE ROOMS ABUT NON HABITABLE ROOMS.

SOU'S EXTERNAL WALLS' CONSTRUCTION: WALL EXTERNAL BETWEEN SOU & AMBIENT/EXTERIOR (EXCEPT WHERE SHOWN AS DISCONTINUOUS USE SAME SYSTEM AS FOR COMMON WALLS)
TYPICAL RECOMMENDATION Rw45

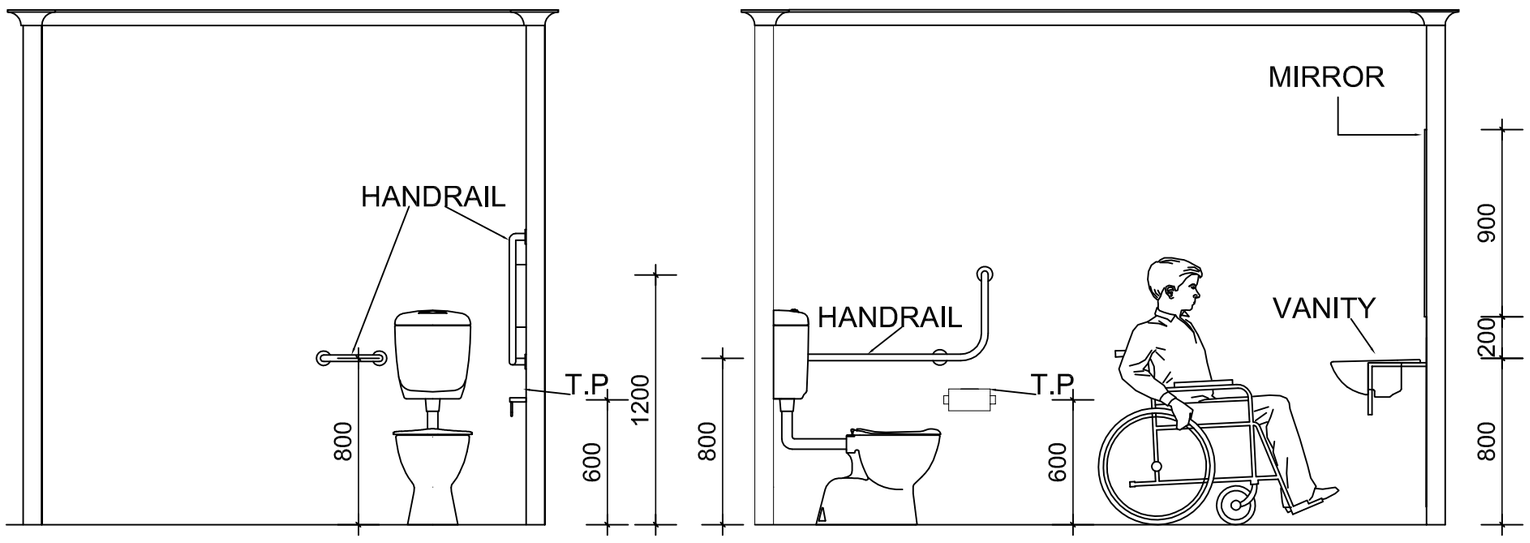
ALL MAIN ENTRY DOORS ARE TO BE FIRE RATED ACOUSTIC DOORS.

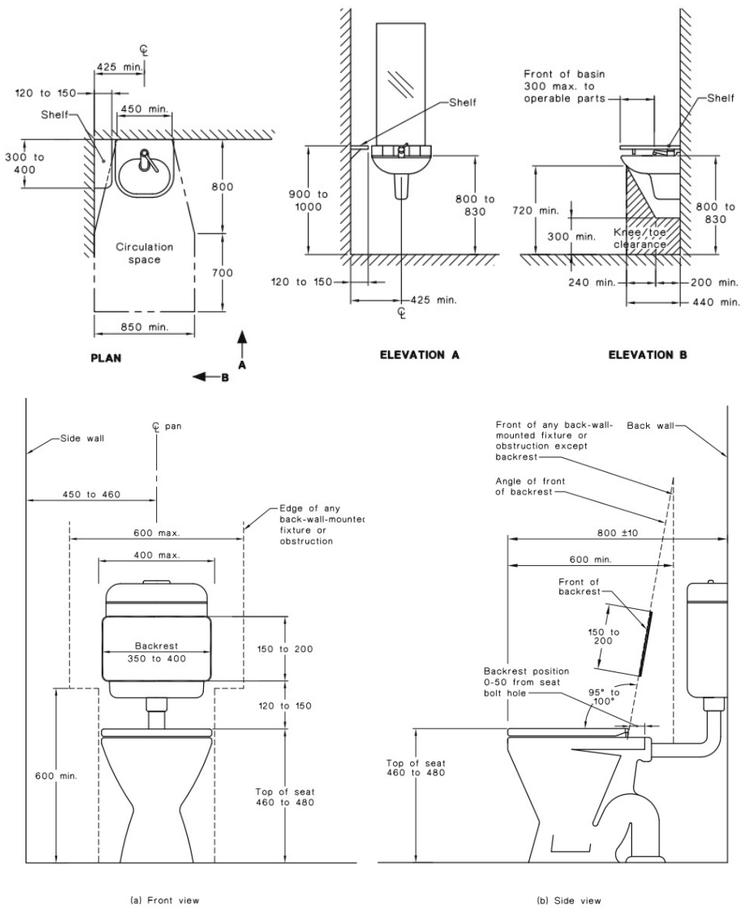
SOU'S BOUNDING WALLS' CONSTRUCTION: TYPICAL REQUIREMENT: Rw (AIRBORNE) > 50 (OR Dnt,W+Ctr>45) AND WITH SOME LOCATIONS DISCONTINUOUS WHERE HABITABLE ROOMS ABUT NON HABITABLE ROOMS.

STAIRS NOTE: SELECT HANDRAIL & BALUSTRADE AS PER PROP SPEC. IN ACCORD WITH B.C.A D2.16



ALL MECHANICAL EXTRACTION OR VENTILATION SERVICES SHALL BE DESIGNED TO COMPLY WITH THE HEALTH (AIR HANDLING AND WATER SYSTEMS) REGULATIONS 1994, AUSTRALIAN STANDARD 1668.2-2002 AND AUSTRALIAN STANDARD 3666. UPON COMPLETION OF INSTALLATION OF ASSOCIATED MECHANICAL SERVICES, CERTIFICATION FROM A QUALIFIED MECHANICAL SERVICES ENGINEER OR AIR CONDITIONER INSTALLER IS TO BE PROVIDED TO THE CITY'S HEALTH SERVICES VERIFYING THAT INSTALLATION IS IN ACCORDANCE WITH THE REQUIRED STANDARDS. AN AS CONSTRUCTED DIAGRAM IS ALSO TO BE PROVIDED UPON COMPLETION OF INSTALLATION.





DIS-WC TOILETS

DRAWINGS ARE DIA-DRAMATIC ONLY

PLEASE NOTE: ALL FIXTURES, KITCHEN WALL & FLOOR TILES TO OWNERS DETAIL.

WATERPROOFING TO ALL WET AREAS MUST ACHIEVE A WATERPROOF BARRIER, INCLUDING, SUBSTRATE, MEMBRANE, BOND BREAKERS, SEALANTS, FINISHES AND IN COMPLIANCE WITH BCA 10.2 AND AS3740

CABINET MAKER NOTE: CABINET MAKER TO CONFIRM SIZES OF APPLIANCES & CUPBOARDS WITH OWNER PRIOR TO START (C.O.S).

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DRAWING TITLE:	DETAILS
ADDRESS:	24-28 MILLDALE WAY, MIRRABOOKA
Drawn By:	E.R
Date:	MAY 2025
Scale:	N/A
Plot Info:	A2
Dwg No.	13

R	Date	Description

Transport Impact Statement

Project:	Proposed Mixed-Use Development 24-28 Milldale Way, Mirrabooka
Client:	Genesis Design Studio
Author:	P. Nguyen
Date:	22nd January 2026
Shawmac Document #:	2508014-TIS-001

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Document Status: Client Review

Version	Prepared By	Reviewed By	Approved By	Date
A	P. Nguyen	J. Bridge	P. Nguyen	22/01/2026

Disclaimer

File Reference: Y:\Jobs Active 2025\T&T - Traffic & Parking\Genesis_24-28 Milldale Way, Mirrabooka_TIS_2508014\3. Documents\3.20 TIS\Genesis_24-28 Milldale Wy, Mirrabooka_TIS_Rev A.docx

Contents

Figures

Tables

1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by Genesis Design Studio to prepare a Transport Impact Statement (TIS) for a proposed mixed-use development in Mirrabooka.

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

- Details of the proposed development.
- Vehicle access and parking including sight distance assessment in accordance with relevant guidelines.
- 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 24-28 Milldale Way in Mirrabooka. The local authority is the City of Stirling.

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

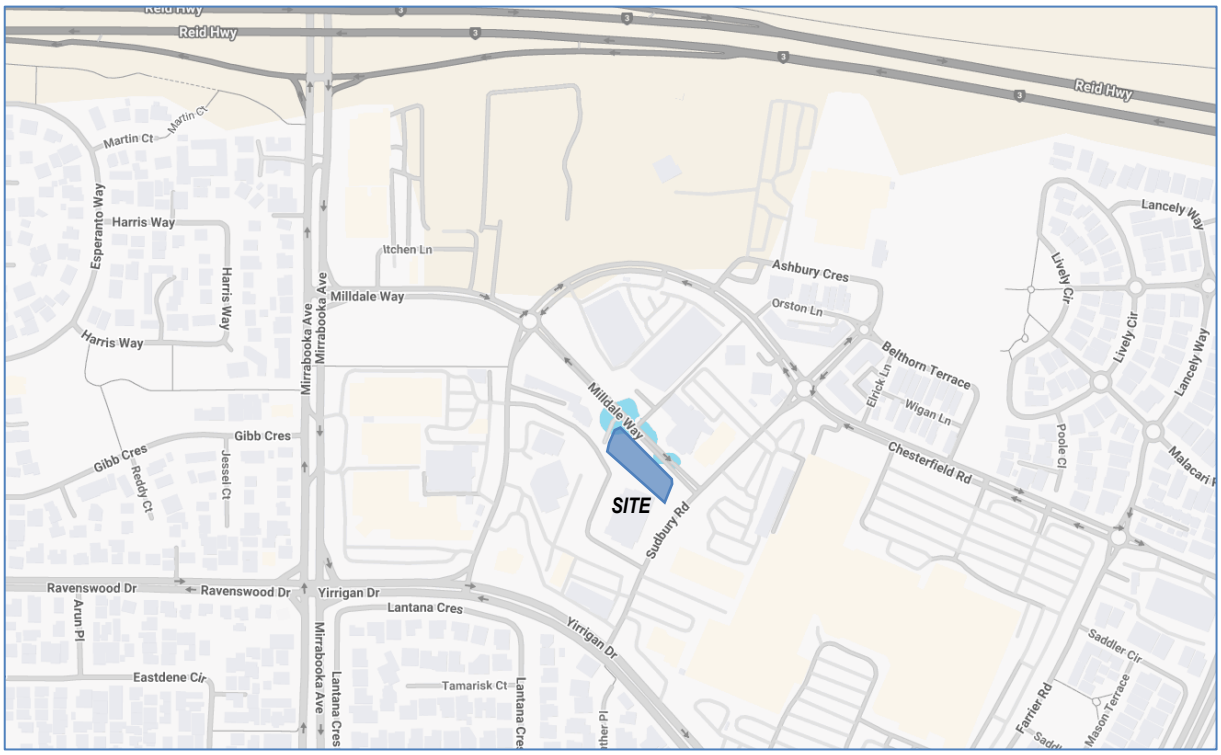


Figure 1: Site Location

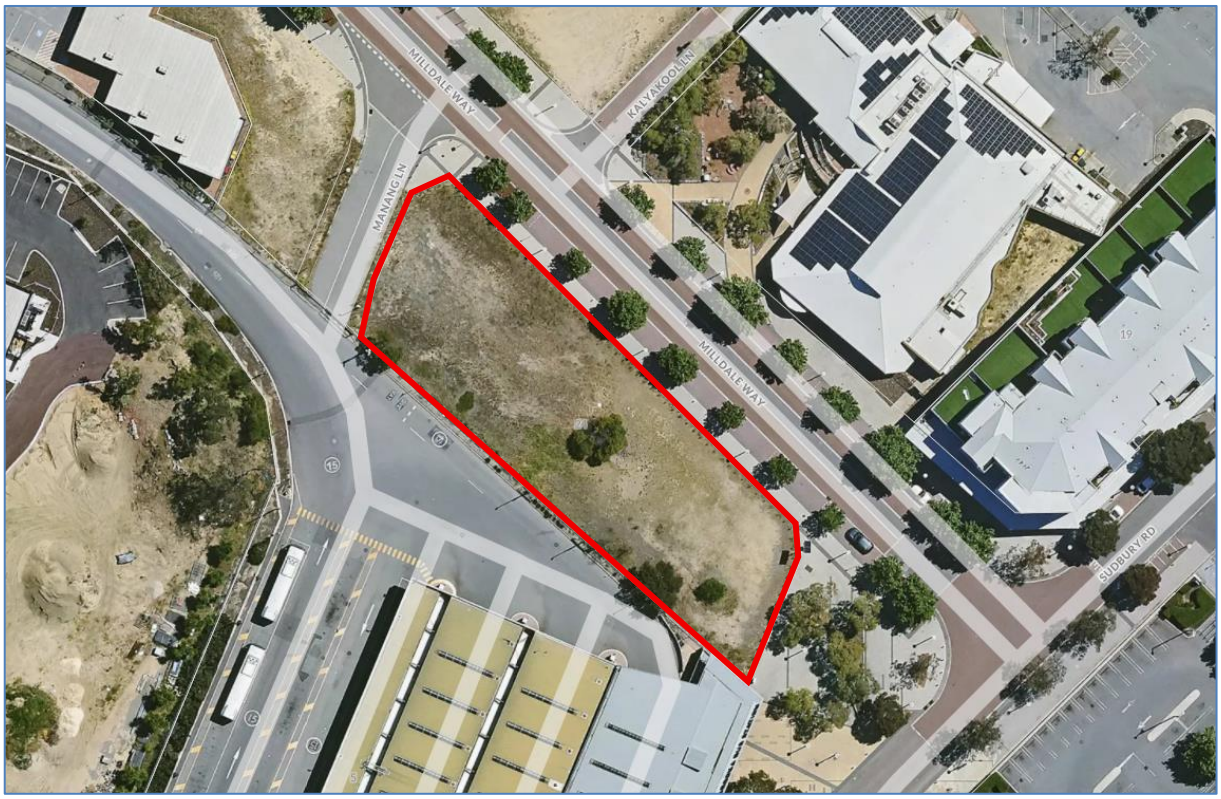


Figure 2: Aerial View (November 2025)

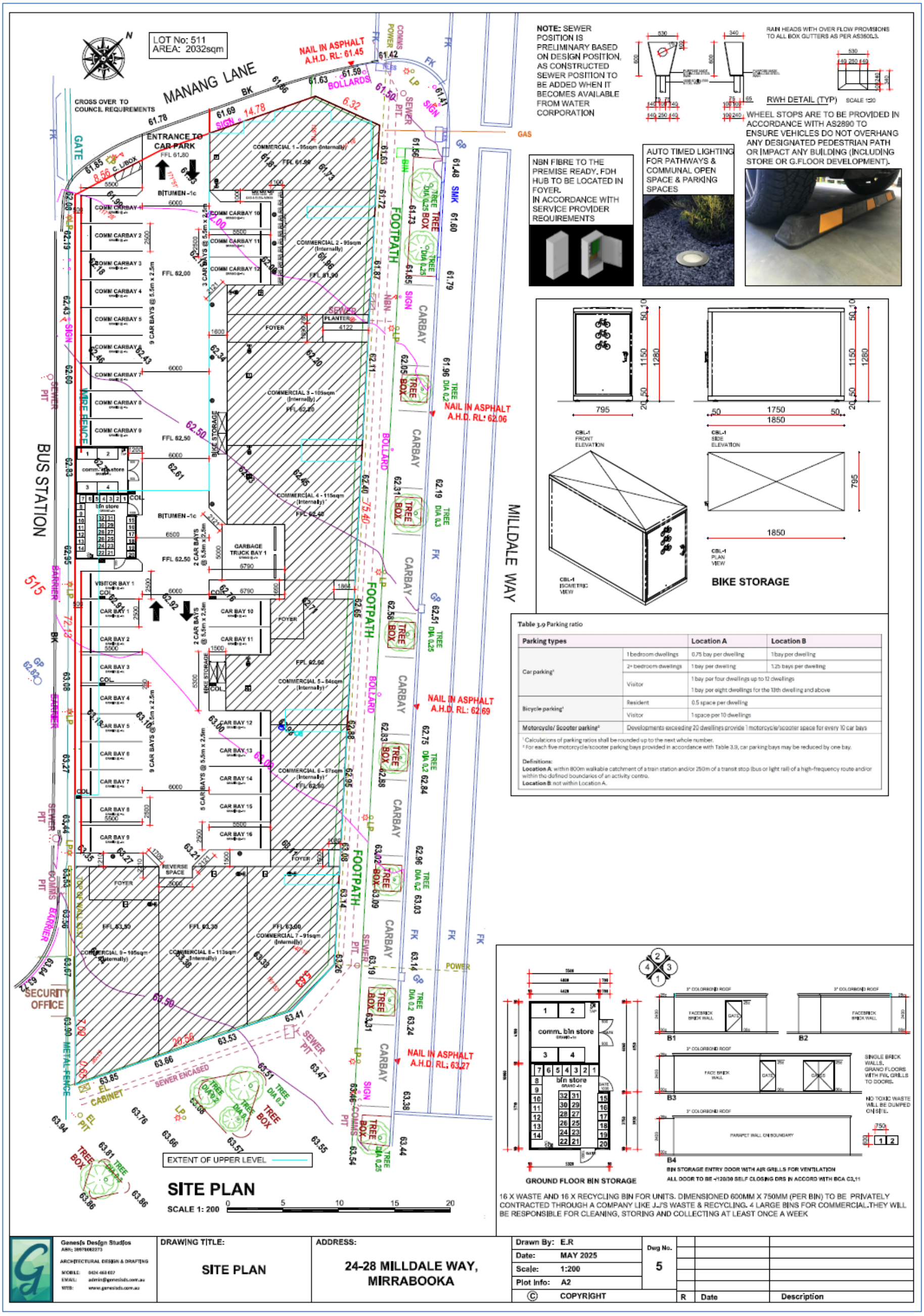
2. Proposed Development

2.1. Land Use

The site is currently vacant and undeveloped.

The proposal is a two-storey, mixed-use development comprising 9 commercial tenancies (5 shop and 4 food and beverage tenancies) on the ground level and 16 apartments (3 one-bedroom, 12 two-bedroom and 1 three-bedroom) on the first floor.

The site plan is shown in **Figure 3**.



NOTE: SEWER POSITION IS PRELIMINARY BASED ON DESIGN POSITION, AS CONSTRUCTED SEWER POSITION TO BE ADDED WHEN IT BECOMES AVAILABLE FROM WATER CORPORATION

RAIN HEADS WITH OVER FLOW PROVISIONS TO ALL BOX GUTTERS AS PER AS3500.3.

RWH DETAIL (TYP) SCALE 1:20

WHEEL STOPS ARE TO BE PROVIDED IN ACCORDANCE WITH AS2890 TO ENSURE VEHICLES DO NOT OVERHANG ANY DESIGNATED PEDESTRIAN PATH OR IMPACT ANY BUILDING (INCLUDING STORE OR G.FLOOR DEVELOPMENT).

NBN FIBRE TO THE PREMISE READY. FDH HUB TO BE LOCATED IN FOYER.
IN ACCORDANCE WITH SERVICE PROVIDER REQUIREMENTS

AUTO TIMED LIGHTING FOR PATHWAYS & COMMUNAL OPEN SPACE & PARKING SPACES

Table 3.9 Parking ratio

Parking types		Location A	Location B
Car parking[1]	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle parking[1]	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle/ Scooter parking[2]	Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays		

[1] Calculations of parking ratios shall be rounded up to the next whole number.
[2] For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay.

Definitions:
Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre.
Location B: not within Location A.

16 X WASTE AND 16 X RECYCLING BIN FOR UNITS. DIMENSIONED 600MM X 750MM (PER BIN) TO BE PRIVATELY CONTRACTED THROUGH A COMPANY LIKE J.J'S WASTE & RECYCLING. 4 LARGE BINS FOR COMMERCIAL. THEY WILL BE RESPONSIBLE FOR CLEANING, STORING AND COLLECTING AT LEAST ONCE A WEEK

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DRAWING TITLE:	SITE PLAN
ADDRESS:	24-28 MILLDALE WAY, MIRRABOOKA
Drawn By:	E.R
Date:	MAY 2025
Scale:	1:200
Plot Info:	A2
Dwg No.	5
©	COPYRIGHT

R	Date	Description

Figure 3: Site 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**.

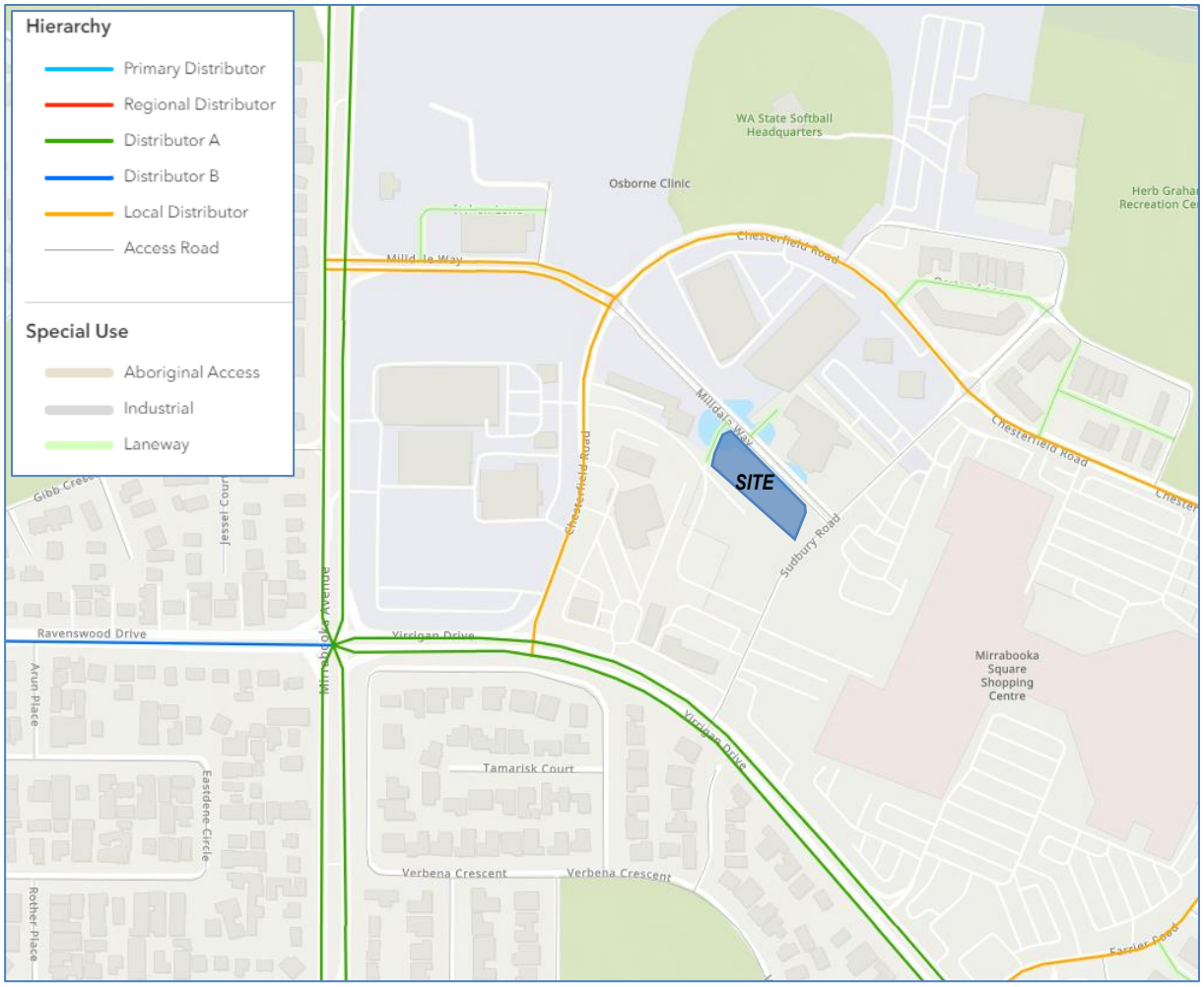

Figure 4: Existing Road Network Hierarchy

3.2. Speed Limits

The existing speed limits are shown in **Figure 5**. The adjacent sections of Milldale Way, Sudbury Road and Manang Lane are not included in the speed limit mapping. The default 50km/h speed limit for built-up areas is assumed to apply as per the adjoining sections of road.

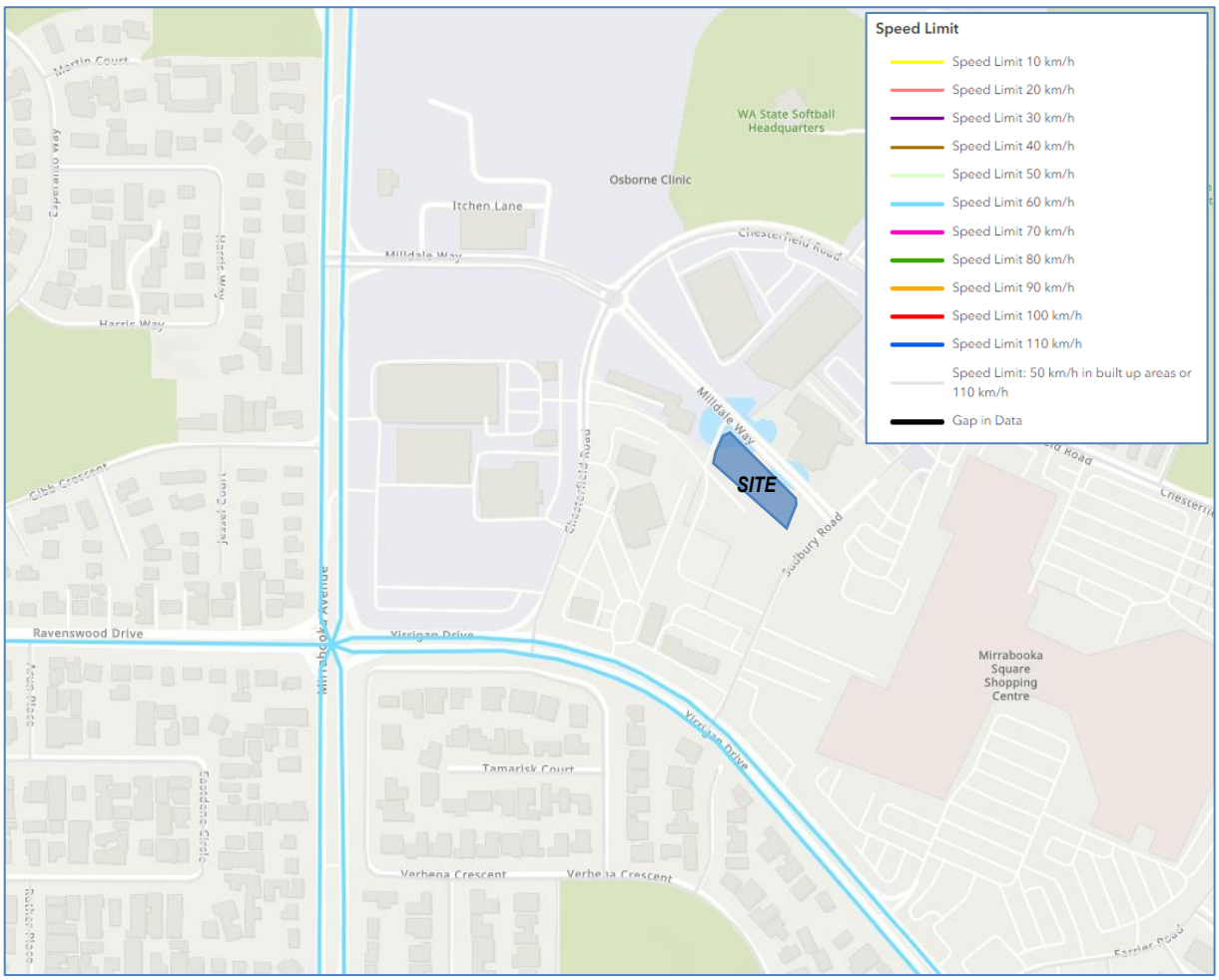

Figure 5: Existing Speed Limits

4. Vehicle Access and Parking

4.1. Vehicle Access

Vehicle access to the site is proposed via a new 6.0m wide crossover to Manang Lane as shown in **Figure 6**. No vehicle access is proposed to Milldale Way or Sudbury Road. As the southern end of Manang Lane is for buses only, all development traffic will be restricted to and from Milldale Way.

Figure 6: Vehicle Access Arrangement

According to the Mirrabooka Town Centre Local Development Plan (LDP), the maximum width of any crossover is to be 6m. The proposed crossover width complies with the LDP.

4.2. Sight Distance

Although the legal speed limit on Manang Lane is assumed to be 50km/h, it is a short laneway between the bus station gate and Milldale Way. On this basis, an operating speed of 15km/h has been assumed. The minimum required sight distance based on a 15km/h operating speed is less than 15m.

As shown in **Figure 7**, the sight distance is achieved in both directions from the proposed crossover.

Figure 7: Sight Distance Check

4.3. Parking Requirements

The relevant car parking requirements for both residential and non-residential development are outlined in the City's Mirrabooka Town Centre Activity Centre Plan (ACP) as follows:

- Residential
  - Minimum 0.75 bays per small dwelling (less than 75m^2 or 1 bedroom)
  - Minimum 1.0 bay per medium dwelling (75m^2 to 110m^2)
  - Minimum 1.25 bays per large dwelling (greater than 110m^2)
  - The visitor parking bay requirements of the Residential Design Codes may be accommodated through the provision of on-street parking and/or other public parking availability within the Mirrabooka Town ACP area.
- Non-residential (Non-core area and Plot Ratio of 1.0 or less)
  - Maximum 4 bays per 100m^2 Gross Floor Area (GFA)
  - Minimum 2 public parking bays per 100m^2 GFA
  - Minimum 60% of public parking as short stay bays

The parking requirements are summarised in **Table 1**.

Table 1: Car Parking Calculation

Land Use	Unit	Requirement	Quantum	Required Bays
Residential – Multiple Dwellings	Residential Bays	Min. 0.75 bays per small dwelling (less than 75m^2 or 1 bedroom)	5	Min. 4
		Min. 1.0 bay per medium dwelling (75m^2 to 110m^2)	10	Min. 10
		Min. 1.25 bays per large dwelling (greater than 110m^2)	1	Min. 1
	Residential Visitor Bays	Accommodated in on-street and/or public parking	NA	0
	Motorcycle / Scooter	1 motorcycle / scooter bay for every 10 car bays for developments exceeding 20 dwellings	NA	0
Non-Residential	Car Bays	Max. 4 bays per 100m^2 GFA (min 50% public parking bays)	855m^2	Max. 34 bays

As shown, the car parking requirement is a minimum of 15 resident bays for the residential component and a maximum of 34 bays for the non-residential component.

The proposed parking provision is 16 resident bays, 1 residential visitor bay and 12 commercial bays which satisfies the ACP requirements. As required, 50% of the commercial bays are to be public parking bays of which 60% are to be short stay bays. Therefore, 6 of the commercial bays shall be public bays, including 4 short stay public bays.

4.4. Parking Layout

The layout and dimensions of the car park have been assessed for compliance with AS2890.1 as detailed in **Table 2**. The User Class 1A requirements have been applied for residential bays which is the standard for long-term parking and the User Class 2 requirements (medium-term parking) have been applied to the commercial and public bays.

Table 2: AS2890.1 Car Parking Compliance

Dimension	Requirement	Provided
90 degree parking – Class 1 or 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
Blind Aisle Extension	1.0m	1.5m
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

As shown, the key parking dimensions comply with the minimum AS2890.1 requirements. There are some proposed columns and walls adjacent to car bays which may require additional clearance to be fully compliant. These include:

- Commercial Bay 12, Residential Bay 11 and Residential Bay 12 are adjacent to walls and will require a minimum 300mm additional clearance to the walls.
- A column is proposed adjacent to Residential Bay 10 in an area usually required to be clear of obstructions. It is recommended to shift this column at least 300mm from the edge of the bay.
- There are columns or bollards shown at the end of the parking aisle adjacent to Residential Bays 9 and 16. It is recommended to move these at least 300mm from the edge of the bays, ideally more to compensate for the non-standard blind aisle extension which is not the full width of the parking aisle.

It is assumed that these details can be addressed in detailed design.

4.5. Provision for Service Vehicles

A bin store is proposed within the site with separate areas for commercial bins and residential bins. Waste will be collected by a private contractor and it is assumed that the bins will be emptied within the site. A truck turning bay is proposed opposite the bin store area. A preliminary vehicle swept path analysis has been undertaken to check manoeuvring for internal waste collection. The analysis has been undertaken in AutoTURN vehicle tracking software using a template for a 9.7m waste truck as a guide. The results are attached as **Appendix A** and this demonstrate that a 9.7m truck can technically turn around within the current site layout using the turning bay. However, the truck will partially block the driveway and the feasibility of collection will also depend on the type of truck used (front-lift or rear-lift). It is recommended to confirm waste collection details (truck type, truck size, collection procedure) as early as possible to ensure that the site layout will accommodate satisfactory waste collection.

5. Traffic Volumes

5.1. Traffic Generation

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* and the WAPC TIA Guidelines as detailed in **Table 3**. 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.

Table 3: Proposed Development Vehicle Trip Generation

Land Use	Units	Quantity	Generation Rate		Number of Trips	
			AM Peak	PM Peak	AM Peak	PM Peak
Low-Rise Multifamily Housing	Dwellings	16	0.40	0.51	6	8
Retail (Food)	100m^2 GFA	423m^2	2.5	10.0	11	42
Retail (Non-Food)	100m^2 GFA	432m^2	1.25	4.0	5	17
				Total	**22**	**67**

As shown, the proposed development is predicted to generate approximately 22 vehicle trips during the morning peak hour and 67 trips during the afternoon peak hour.

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.

The estimated 22 to 67 vehicles per hour is around the middle of this range and so the development traffic will have a low to moderate impact and can be accommodated within the existing capacity of the road network.

6. Pedestrian and Cyclist Access

6.1. Accessibility

The existing path network is reasonably well established. Most roads have at least one footpath except for laneways where pedestrian movements are unlikely and traffic volumes and speeds are low. There are crossing points with median breaks and pram ramps at key intersections. The external path network is well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas. Existing gaps in the path network will eventually be filled in as the vacant sites are developed. The existing and proposed path network as per the Mirrabooka Town Centre ACP is shown in **Figure 8**. As shown, an additional path is proposed on the opposite side of Manang Lane which will likely be delivered when the adjoining lot is developed.

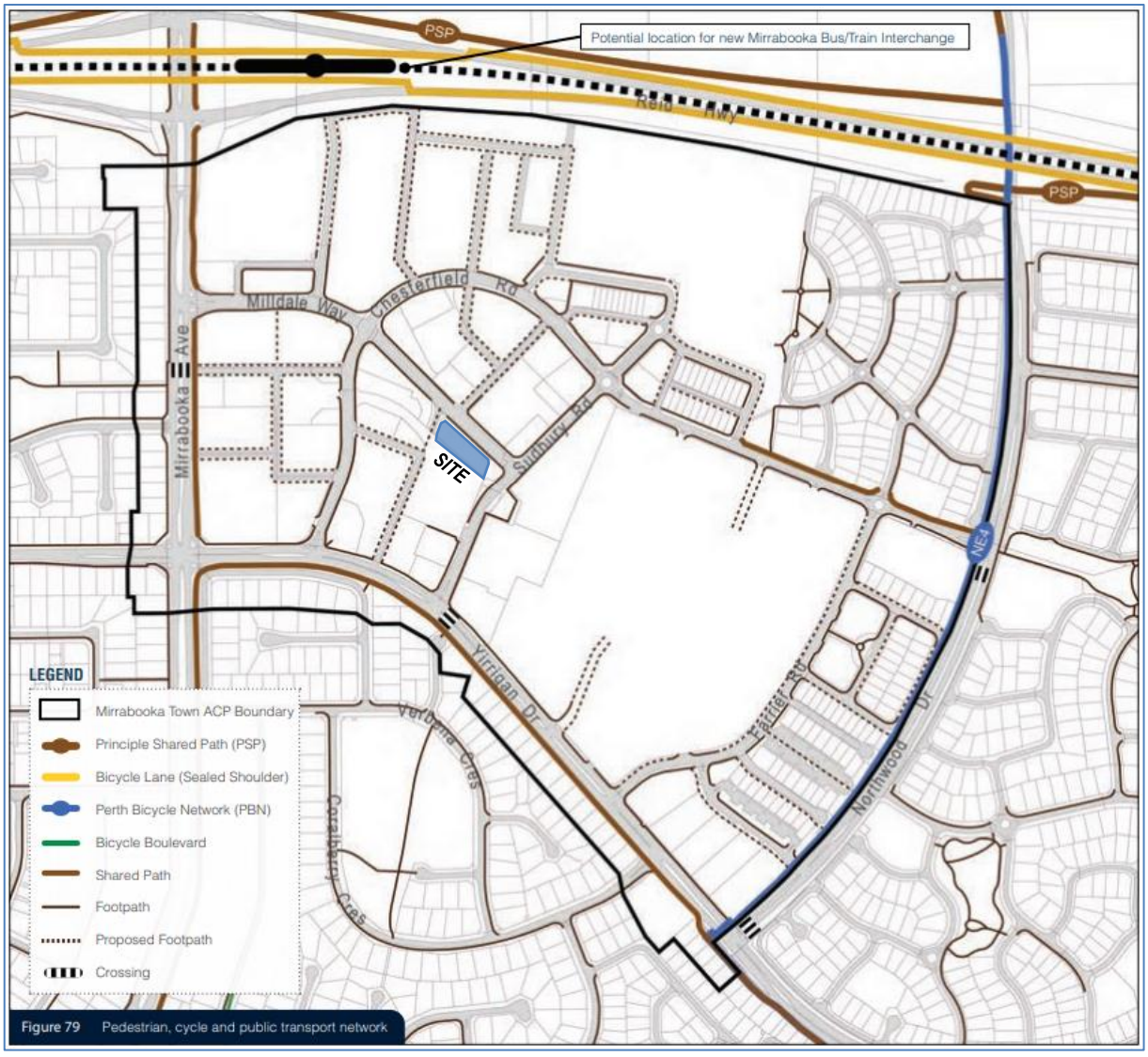

Figure 8: Mirrabooka Town Centre ACP Path Network

Pedestrian access into the site is via the existing paths around the site and from the car park as shown in **Figure 9**.

Figure 9: Pedestrian Access

6.2. Bicycle Parking

There are no specific bicycle parking requirements outlined in the ACP or the LDP and so reference has been made to the Residential Design Codes Volume 2 for the residential component and the City of Stirling Local Planning Policy 6.7 *Parking and Access* (LPP6.7) for the non-residential component.

The bicycle parking requirements are calculated in **Table 4**.

Table 4: Bicycle Parking Requirements

Land Use	Unit	Requirement	Quantum	Required Spaces
Residential	dwellings	0.5 spaces per dwelling	16	8 resident spaces
Residential Visitor	dwellings	1 spaces per 10 dwelling	16	2 visitor spaces
Shop (0-5,000m^2)	GFA	1 space per 150m^2 GFA	432m^2	3 spaces
Café	GFA	1 space per 400m^2 GFA	423m^2	1 space

As above, the development requires a total of 8 resident bicycle spaces, 2 residential visitor spaces and 3 commercial spaces.

Four bicycle lockers are proposed which will accommodate a total of 12 bicycles. It is recommended to add additional bicycle parking to at least meet the minimum requirements.

7. Public Transport Access

The site has excellent access to public transport as it is located directly adjacent to Mirrabooka Bus Station from which numerous Transperth Bus Services operate, including several high frequency bus services. The existing available public transport services are adequate to meet the demand for these services.

8. Site Specific Issues and Safety Issues

8.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre. The search included the adjacent sections of Milldale Way, Sudbury Road and Manang Lane. A summary of the recorded incidents over the five-year period from January 2020 to December 2024 is shown in **Figure 10**.

Figure 10: Crash History January 2020 to December 2024

The crash history is relatively low and does not appear to indicate a major safety issue with the road network. The proposed development will generate low to moderate volume of additional traffic and there is no indication that the development itself will increase the risk of crashes unacceptably.

9. Conclusion

This Transport Impact Statement for the proposed mixed-use development at 24-28 Milldale Road in Mirrabooka concluded the following:

- Vehicle access to the site is proposed via a new 6.0m wide crossover to Manang Lane. No vehicle access is proposed to Milldale Way or Sudbury Road. As the southern end of Manang Lane is a gated access for buses only, all development traffic will be restricted to and from Milldale Way.
- According to the Mirrabooka Town Centre Local Development Plan (LDP), the maximum width of any crossover is to be 6m. The proposed crossover width complies with the LDP.
- The required sight distance is achieved in both directions from the proposed crossover
- The car parking requirements for both residential and non-residential development are outlined in the City's Mirrabooka Town Centre Activity Centre Plan (ACP). The car parking requirement is a minimum of 15 resident bays for the residential component and a maximum of 34 bays for the non-residential component.
- The proposed parking provision is 16 resident bays, 1 residential visitor bay and 12 commercial bays which satisfies the ACP requirements. As required, 50% of the commercial bays are to be public parking bays of which 60% are to be short stay bays. Therefore, 6 of the commercial bays shall be public bays, including 4 short stay public bays.
- The key parking dimensions comply with the minimum AS2890.1 requirements. There are some proposed columns and walls adjacent to car bays which may require additional clearance to be fully compliant. It is assumed that these details can be addressed in detailed design.
- A bin store is proposed within the site with separate areas for commercial bins and residential bins. Waste will be collected by a private contractor and it is assumed that the bins will be emptied within the site. A preliminary vehicle swept path analysis demonstrates that a typical 9.7m waste truck can technically turn around within the current site layout using the turning bay. However, the truck will partially block the driveway and the feasibility of collection will also depend on the type of truck used (front-lift or rear-lift). It is recommended to confirm waste collection details (truck type, truck size, collection procedure) as early as possible to ensure that the site layout will accommodate satisfactory waste collection.
- The proposed development is predicted to generate approximately 22 vehicle trips during the morning peak hour and 67 trips during the afternoon peak hour. The development traffic will have a low to moderate impact and can be accommodated within the existing capacity of the road network.
- The external path network is well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas. Existing gaps in the path network will eventually be filled in as the vacant sites are developed. The existing and proposed path network as per the

Mirrabooka Town Centre ACP shows that an additional path is proposed on the opposite side of Manang Lane which will likely be delivered when the adjoining lot is developed.

- There are no specific bicycle parking requirements outlined in the ACP or the LDP and so reference has been made to the Residential Design Codes Volume 2 for the residential component and the City of Stirling Local Planning Policy 6.7 Parking and Access (LPP6.7) for the non-residential component. The development requires a total of 8 resident bicycle spaces, 2 residential visitor spaces and 3 commercial spaces. Four bicycle lockers are proposed which will accommodate a total of 12 bicycles. It is recommended to add additional bicycle parking to at least meet the minimum requirements.
- The site has excellent access to public transport as it is located directly adjacent to Mirrabooka Bus Station from which numerous Transperth Bus Services operate, including several high frequency bus services. The existing available public transport services are adequate to meet the demand for these services.
- The crash history is relatively low and does not appear to indicate a major safety issue with the road network. The proposed development will generate low to moderate volume of additional traffic and there is no indication that the development itself will increase the risk of crashes unacceptably.

Appendix A – Vehicle Swept Path Analysis