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Sustainable Transport. Safe Solutions

192 Stirling Street, Perth

Proposed Mixed-Use Development

PARKING MANAGEMENT PLAN



Prepared for:
Marprop Pty Ltd

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192 Stirling Street, Perth

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1 Introduction

This Parking Management Plan (PMP) has been prepared by Urbii on behalf of Marprop Pty Ltd with regard to the Proposed Mixed-Use Development, located at 192 Stirling Street, Perth.

The subject site is situated at the southern corner of Stirling Street and Edward Street, as shown in Figure 1. The site is surrounded by a mix of land uses, including residential, commercial and community uses.

This PMP has been revised in response to an amended development application for the subject site. The amended proposal includes changes to the development layout and parking arrangement, including the deletion of the previously proposed basement level and the consolidation of parking, bicycle parking, e-scooter charging, end-of-trip facilities, services and waste storage at ground level.

The amended proposal comprises 88 co-living units, 4 guest suites and a reduced ground floor commercial tenancy of approximately 285m². The residential component is intended to function as Build to Rent (BTR) co-living accommodation. The primary target market is young professionals, FIFO workers and students without cars.

The purpose of this PMP is to set out how the on-site parking, EV resident car share bays, visitor parking, commercial parking, bicycle parking, e-scooter charging, servicing and waste collection arrangements will be managed to support the intended low-car operation of the development.





Figure 1: Subject site

2 Project background

A Parking Management Plan was previously prepared to support the development application for the proposed mixed-use development at 192 Stirling Street, Perth. The previous proposal included a basement level, with parking and bicycle parking distributed between the basement and ground floor.

The development application has since been amended. The amended proposal removes the previously proposed basement level and consolidates parking, bicycle parking, e-scooter charging, end-of-trip facilities, building services, storage areas and waste storage at ground level.

The amended proposal continues to seek to promote sustainable transport choices and support a low-car mode share for building occupants. The parking strategy is based on the site's inner-city location, the co-living residential model, unbundled resident parking, managed visitor parking, resident EV car share vehicles, bicycle parking, e-scooter charging, end-of-trip facilities and access to public transport, walking and cycling networks.

This PMP has been prepared to document how the amended parking and access arrangements will be managed. The PMP addresses the operation of resident parking, EV resident car share bays, residential visitor parking, commercial parking, bicycle parking, e-scooter charging, loading / servicing, waste collection, signage, enforcement and ongoing review.



3 Mission

The objective of this PMP is to ensure safe, convenient and orderly access to and from the parking areas, and to provide an effective framework for managing the limited on-site parking supply.

The PMP sets out the management arrangements for resident parking, EV resident car share bays, residential visitor parking, commercial parking, bicycle parking, e-scooter charging, short-term deliveries and waste collection. The PMP also seeks to maintain legibility, safety and access efficiency for all users, while supporting the intended low-car operation of the co-living development.

4 Property description

The proposal for the subject site is for a mixed-use residential and commercial development, comprising:

- A 285.49m² commercial tenancy on the Ground Floor;
- A total of 88 co-living units on the upper levels;
- 4 guest suites;
- A total of 16 on-site car parking bays, comprising:
 - 2 residential bays;
 - 8 EV residential car share bays;
 - 4 residential visitor bays; and
 - 2 commercial bays;
- 1 motorcycle bay;
- 44 resident bicycle parking spaces;
- 4 commercial bicycle parking spaces;
- 12 visitor bicycle parking spaces proposed within the Stirling Street verge;
- 10 e-scooter charging points;
- An end-of-trip facility including a shower and lockers;
- Residential and commercial bin stores;
- Building services, including transformer, fire pump room, tanks and pump rooms; and
- Residential storage areas.

The amended proposal removes the previously proposed basement level. Parking, bicycle parking, end-of-trip facilities, building services, storage areas and waste storage are now proposed to be accommodated at ground level. The revised layout also results in a substantial reduction in commercial floor space, with the ground floor commercial tenancy reduced from 565.1m² in the previous proposal to 285.49m². This represents a reduction of approximately 279.6m², or around 49%, and will correspondingly reduce the parking and transport demand associated with the commercial component of the development.

Vehicle access to the site is proposed via the existing crossover on Edward Street, with a shared easement / right-of-carriageway in place at the rear of the site. The shared easement continues through adjacent properties to the south and connects through to Parry Street.

Waste collection is proposed to occur on site within the rear easement / right-of-carriageway area.

People walking and cycling will access the development from the external path network near the site.

The proposed development plans are included for reference in Appendix A.



5 Vehicle access

5.1 Existing vehicle access

As detailed in Figure 2, vehicle access to the site is currently via an existing crossover on Edward Street with a shared easement in place at the rear of the site. The shared easement continues through adjacent properties to the south and connects all the way through to Parry Street.



Figure 2: Existing vehicle access to the site

5.2 Proposed vehicle access

As detailed in the proposed development plans and in Figure 3, the amended proposal retains vehicle access via Edward Street and the shared easement / right-of-carriageway at the rear of the site. The shared easement continues through adjoining properties to the south and connects through to Parry Street.

The previously proposed basement car park has been removed from the amended proposal. On-site car parking is now provided at ground level, accessed directly from the rear easement / right-of-carriageway. Vehicles will enter and exit the on-site parking area via the existing Edward Street access arrangement and the rear easement connection.

The ground level parking area accommodates resident bays, residential visitor bays, EV residential car share bays, commercial bays and associated servicing / waste collection areas. The access arrangement allows vehicles to enter and exit the site in forward gear.

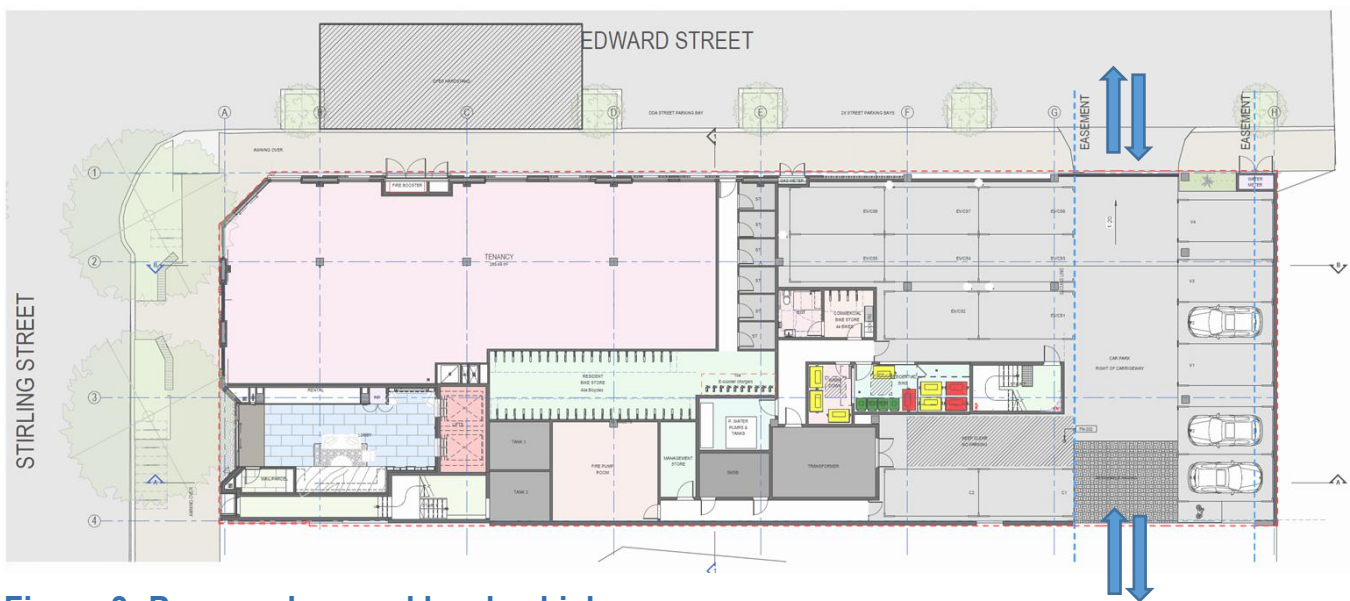


Figure 3: Proposed ground level vehicle access

6 Parking management plan

6.1 General

The parking associated with the amended development caters for resident parking, EV resident car share vehicles, residential visitor parking, commercial tenant parking, bicycle parking, e-scooter charging, short-term deliveries, waste collection and service vehicles.

The amended proposal provides a limited on-site parking supply and is intended to operate as a low-car co-living development. The parking arrangements will therefore require active management by building management to ensure the parking areas operate safely, efficiently and in accordance with the intended allocation.

6.2 Parking requirements

Based on planning information provided to Urbii, the amended proposal results in an 'on-paper' shortfall in car parking provision when assessed against the applicable planning requirements.

This PMP addresses the proposed parking supply shortfall through a combination of parking management and parking demand management measures, including:

- unbundled resident parking;
- provision of EV resident car share vehicles;
- managed residential visitor parking;
- managed commercial tenant parking;
- bicycle parking and end-of-trip facilities;
- e-scooter charging;
- resident and staff travel information;
- access to nearby public transport, walking and cycling networks; and
- ongoing monitoring and review by building management.

The detailed parking supply, allocation, management and enforcement arrangements are outlined in the following sections of this PMP.

6.3 Parking supply and allocation

A total of 16 on-site car parking bays are provided as part of the amended development. The allocation of car parking includes:

- 2 resident car bays;
- 8 EV resident car share bays;
- 4 residential visitor bays; and
- 2 commercial bays.

The resident car bays, EV resident car share bays, residential visitor bays and commercial bays are provided at ground level and are accessed from the rear easement / right-of-carriageway.

The EV resident car share bays are provided for use by residents and will be supplied with electric vehicle charging facilities. A total of 8 EV resident car share bays are proposed, which equates to approximately one car share vehicle per 11 co-living units, or one car share vehicle per 11.5 rooms if the 4 guest suites are included.

The Austroads *Guide to Traffic Management Part 11: Parking Management Techniques* advises that car share or short-term car rental is increasing in many urban areas. A recent report by Phillip Boyle & Associates (2015) found many transport, environmental and financial benefits of car share, including a reduction of nine privately owned vehicles for each car share vehicle.

Based on this approach, the 8 EV resident car share vehicles have the potential to offset demand for up to 72 privately owned vehicles. When combined with the 2 standard resident bays provided on site, this represents an assessed resident parking equivalency of up to 74 bays. The car share provision is therefore a key parking demand management measure for the amended proposal.

The EV resident car share bays are proposed to operate in a managed tandem arrangement. Residents will book access to a car from one of the designated tandem bay stacks, rather than booking a specific vehicle. The electronic booking system will track vehicle scheduling to ensure cars are not double-booked by residents. Residents will take the first available car in the relevant stack and, on return, park in the next available space within the same designated stack.

The tandem stacks will be colour-coded and letter-coded to assist with wayfinding and management. Each car share vehicle will be required to be returned to its designated parking stack. Further details regarding the operation of the car share system are provided in Section 7 of this PMP.

The commercial bays are proposed in a tandem arrangement and are intended for commercial tenant use, rather than general customer parking. This will avoid customer vehicles blocking each other and supports more orderly operation of the commercial parking supply.

The residential visitor bays will be available for visitors to the residential component and will be managed by building management. Visitor parking arrangements are detailed further in this PMP.



6.4 ACROD parking

The amended proposal includes a proposed ACROD bay within the Edward Street verge, replacing an existing on-street parking bay. This replaces the previous on-site ACROD parking arrangement and allows the limited on-site parking supply to be used more efficiently.

The proposed on-street ACROD bay is located outside the development site boundary and would be subject to separate review and approval by the City. The bay is shown on the development plans for context and completeness.

6.5 Loading bays / delivery vehicles

The amended proposal does not include a dedicated loading bay. Deliveries associated with the commercial tenancy and residential component are expected to be undertaken by smaller vehicles, such as vans or utes.

Short-term deliveries by smaller vehicles can be accommodated within an available visitor bay, subject to the parking management arrangements outlined in this PMP. Delivery activity will be managed to avoid conflict with peak parking demand and general vehicle circulation within the ground level parking area.

Residents and commercial tenants will be required to coordinate larger deliveries, move-in / move-out activity and other service vehicle access with building management. Where required, these activities will be scheduled outside peak access periods to minimise disruption to resident, visitor and commercial vehicle movements.

Waste collection will be undertaken from the rear easement / right-of-carriageway adjacent to the site. The waste collection vehicle will temporarily park within the shared parking aisle / driveway adjacent to the site while bins are serviced, before exiting in forward gear. Waste collection will be scheduled and managed to minimise disruption to the operation of the parking area.

Swept path diagrams for waste truck movements are included in Appendix B.

6.6 Bicycle parking and end of trip facilities

The amended proposal includes a reduced commercial tenancy of 285.49m² on the ground floor. Based on an employee density of 1 employee per 20m² GFA, the commercial tenancy would generate an estimated regular building occupancy of approximately 15 staff.

Based on Green Star criteria for sustainable transport, it is estimated that a minimum of 1 shower and 3 lockers is required for the commercial tenancy, as shown in Table 1.

Table 1: Estimated bicycle end-of-trip facility requirements for employees

Attribute	Quantity	Units
Regular building occupancy	15	people
Shower requirements	1	shower
Locker requirements	3	lockers

An end-of-trip facility for commercial tenants / staff is provided on the ground level. This includes 1 unisex shower and associated lockers. A secure commercial bicycle store is provided adjacent to the end-of-trip facility, with parking for 4 bicycles.

The amended development provides a total of 48 on-site bicycle parking spaces, comprising:

- 44 secure resident bicycle parking spaces within the ground floor resident bike store; and
- 4 secure commercial tenant bicycle parking spaces within the ground floor commercial bike store.

In addition, 12 visitor bicycle parking spaces are proposed within the Stirling Street verge. These visitor bicycle spaces are intended to be shared by residential visitors and commercial visitors in a reciprocal arrangement.

The amended proposal also provides 10 e-scooter charging points at ground level, located adjacent to the resident bicycle store. These facilities will support the intended low-car operation of the development and provide residents, staff and visitors with practical alternatives to private car use.



7 Enforcement and compliance

Enforcement of this PMP will be the responsibility of building management. Compliance will be required for all site users, including residents, staff, visitors, commercial tenants, delivery drivers, service providers and waste collection contractors.

Building management will be responsible for maintaining the parking allocation system, monitoring use of the parking areas, managing bookings, responding to non-compliance and ensuring that all parking areas remain available for their intended use.

7.1.1 Staff and commercial tenant parking

- The commercial component is provided with 2 on-site commercial car bays.
- The commercial bays are provided in a tandem arrangement and are intended for commercial tenant / staff use only.
- The tandem commercial bays are not intended for general customer parking, as tandem parking requires users to be coordinated by the same tenancy or management system.
- Commercial tenants / staff will be trained in the limited availability and correct use of on-site parking as part of the induction process.
- Commercial tenants / staff will be informed of public parking, walking, cycling, e-scooter and public transport travel options.
- Information regarding the correct use of parking and alternative transport options will be provided to commercial tenants / staff and displayed in appropriate staff areas.

7.1.2 Customer car parking

- No dedicated on-site customer parking is provided for the commercial tenancy.
- Customers may use public parking within the surrounding walking catchment area.
- The commercial tenancy is expected to serve a local inner-city catchment, including residents within the development and people already living or working within walking distance of the site.
- The commercial tenant will be encouraged to inform customers about walking, cycling, e-scooter, public transport and public parking options through published electronic media, such as websites and social media accounts.
- The proposed ACROD bay within the Edward Street verge, if approved by the City, will provide an accessible on-street parking option near the site.

7.1.3 Resident car parking

- The residential units are intended to function as Build to Rent (BTR) co-living units. The primary target market is young professionals, FIFO workers and students without cars.
- On-site car parking is unbundled from co-living units. Residents are not automatically provided with a parking space.
- The 2 standard resident car bays will be allocated and managed by building management.
- Resident car parking will need to be pre-arranged at the leasing stage and will be subject to availability.
- Residents who are not allocated one of the 2 resident car bays will be clearly informed at the leasing stage that no private on-site resident parking space is available.
- Car parking will be priced and managed to ensure that public transport, walking, cycling, e-scooter use and car share remain practical and attractive transport options for residents.
- Residents may only park in their allocated resident parking bay or in another bay specifically authorised by building management.
- Residents will be informed about travel options through information provided at the leasing stage, resident induction material and information displayed in shared areas.

7.1.4 EV resident car share parking

- A total of 8 EV resident car share bays are provided for use by residents.
- The EV resident car share vehicles will be managed through an electronic booking system.
- Residents will book access to a car from one of the designated tandem bay stacks, rather than booking a specific vehicle.
- The electronic booking system will track vehicle scheduling to ensure that vehicles are not double-booked.
- Residents will collect the first available vehicle in the relevant tandem stack.
- When returning a vehicle, residents will park in the next available space within the same designated stack.
- The tandem stacks will be colour-coded and letter-coded to assist with wayfinding and management.
- Each car share vehicle must be returned to its designated parking stack.
- Building management will be responsible for monitoring the use, charging, maintenance and availability of the EV resident car share vehicles.

7.1.5 Residential visitor car parking

- Residential visitor car bays will need to be pre-booked through the electronic booking system.
- Visitor car bays will be clearly marked and signed.
- Visitor car bays will be numbered, and residents will be responsible for ensuring that their visitors park in the booked visitor bay.
- Visitors may only park in the allocated visitor bay for the approved booking period.
- Building management will monitor visitor parking use and respond to misuse or overstay.



7.1.6 Bicycle parking and e-scooter charging

- Resident bicycle parking is provided within the secure ground floor resident bike store.
- Commercial tenant bicycle parking is provided within the secure ground floor commercial bike store.
- Visitor bicycle parking is proposed within the Stirling Street verge and is intended to be shared by residential and commercial visitors.
- E-scooter charging points are provided at ground level for use by residents.
- Building management will monitor the bicycle parking and e-scooter charging areas to ensure they are used appropriately and kept clear of obstructions.

7.1.7 Service, delivery and waste collection

- Service, delivery and waste collection activity will be planned and managed by building management.
- Smaller delivery vehicles, such as vans or utes, may use an available visitor bay for short-term loading and unloading, subject to availability and management approval.
- Larger deliveries and move-in / move-out activity will need to be arranged with building management in advance.
- Waste collection will occur from the rear easement / right-of-carriageway adjacent to the site.
- Waste collection will be scheduled outside peak parking and access periods where practicable, to minimise disruption to resident, visitor and commercial vehicle movements.
- Delivery and waste collection vehicles must not obstruct vehicle access for longer than necessary.

All signs will be designed and installed by a qualified sign supplier in accordance with Australian Standard AS1742.11: *Manual of uniform traffic control devices Part 11: Parking controls*.

8 Public off-site parking availability

A geospatial analysis was undertaken to assess the 400m and 800m walking catchment of the site. As detailed in Section 9, there are many public parking spaces provided on surrounding streets within the walkable catchment area.

Historic City of Vincent data indicates that the surrounding streets had a car park occupancy ranging from 20% to 60%, with ample spare capacity (Figure 4).

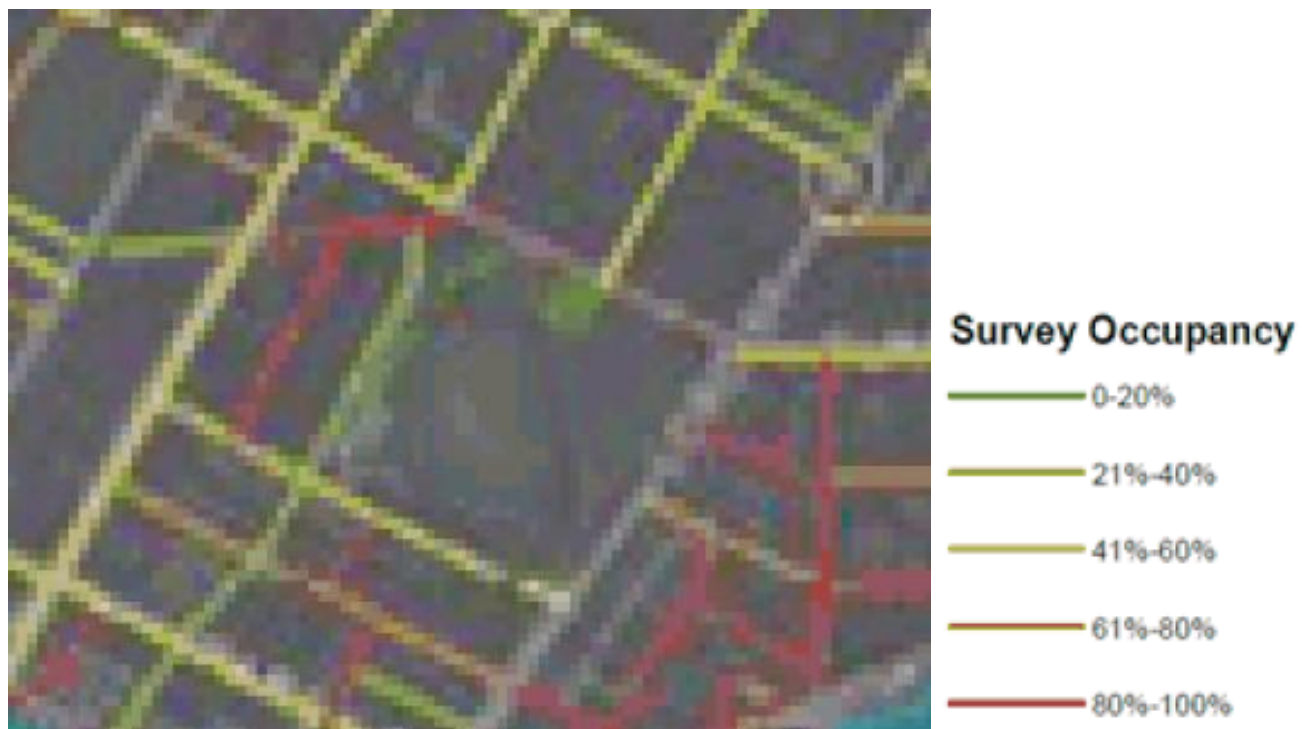


Figure 4: City of Vincent parking utilisation data

Note: Recorded on a Wednesday afternoon in November 2018

Additionally, two off-street public car parks are located within walking distance, Brisbane Street Car Park and The Stadium Car Park, providing a total of 300 off-street parking spaces.

It should also be noted that the commercial tenancy can attract patrons from within the 800m walking catchment area, which includes many people living and/or working in the locality. The commercial tenancy will also attract patrons from people living on upper levels within the same development. This will help reduce the reliance on car parking for the commercial tenancy.

9 Walking catchment

As depicted in Figure 5, Claisebrook, McIver and Perth Train Stations are located within the 800m walking catchment area. Multiple bus services and bus routes are located within the 400m walking catchment area.

Additionally, there are many public parking opportunities located within the short 400m walkable catchment area, should parking demand exceed onsite supply on occasion.

It should also be noted that there are many people living and working within the 800m walking catchment. This presents an opportunity for the proposed commercial tenancy to attract patrons and staff from within the walking catchment area, with reduced reliance on motorised traffic and onsite car parking.

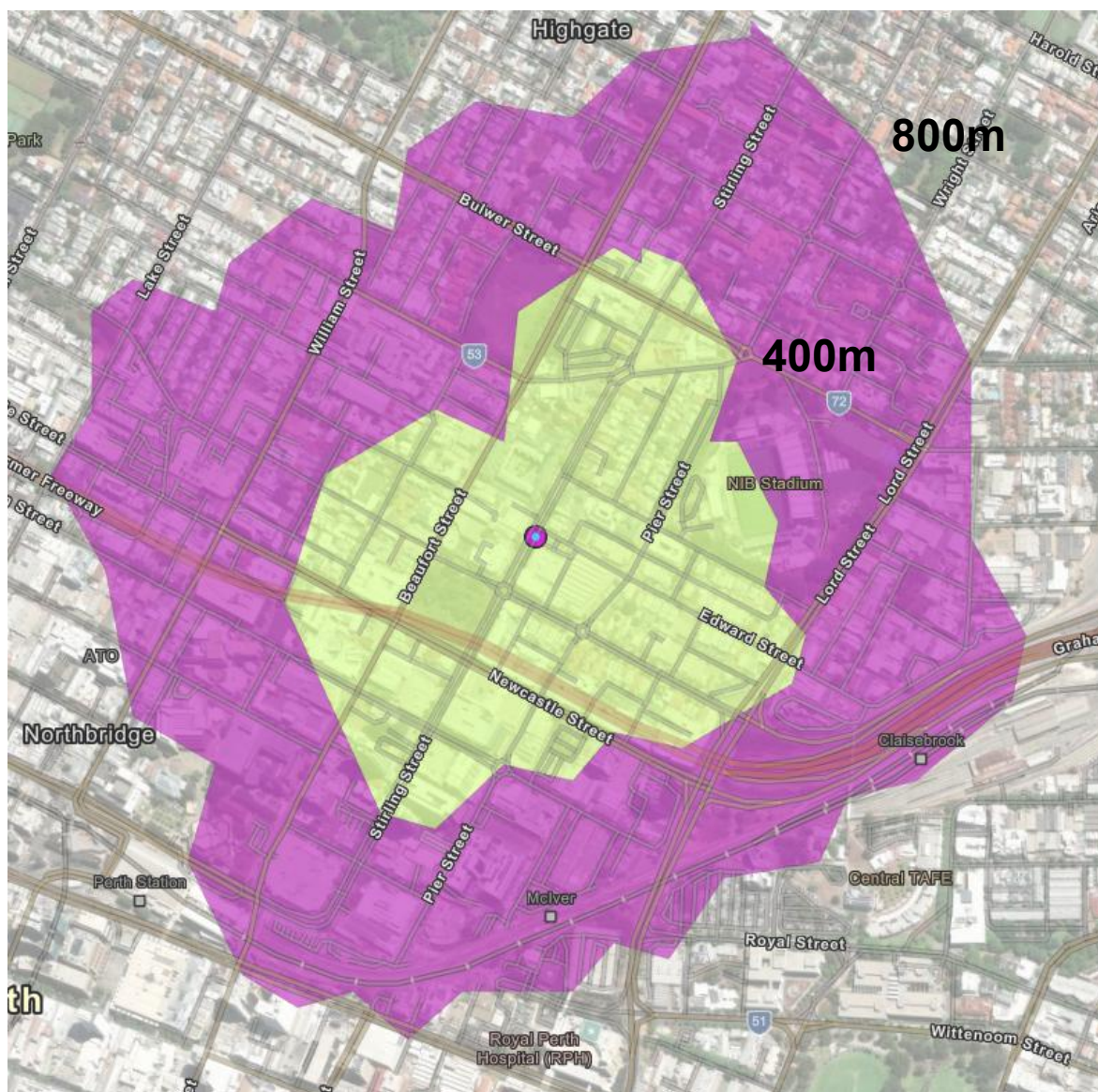


Figure 5: Proposed development walking catchment

10 Sustainable transport catchment

As detailed in Figure 6, the subject site is well placed for residents, staff and visitors to travel by sustainable modes of transport. A comfortable 8km or 20-25min cycle will provide the development with a large catchment.

This range can be further increased through a combination of micro-mobility and train travel with access to train stations.

The location of the site provides an excellent opportunity for the proposed commercial tenancy to attract patrons and staff from within the large cycling catchment area, with reduced reliance on motorised traffic and onsite car parking.



Figure 6: Cycling and micro-mobility catchment (8km)



11 Public transport

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The closest bus routes to the subject site are listed below:

- Bus route 66: Perth - Morley Bus Stn via Beaufort St.
- Bus route 67: Perth - Mirrabooka Bus Stn via Grand Promenade.
- Bus route 68: Perth - Mirrabooka Bus Stn via Lennard St.
- Bus route 40: Perth - Morley Bus Stn via Lord St, Guildford Rd & Bayswater Stn.
- Bus route 41: Perth - Bayswater Stn via Lord St, Guildford Rd & Caledonian Av.
- Bus route 42: Perth – Maylands via Lord St, Guildford Rd, Eighth Av & Peninsula Rd.
- Bus route 43: Perth – Maylands via Lord St, Guildford Rd, Central Av & Peninsula Rd.
- Bus route 950: Perth - Morley Bus Stn - QEII Medical Centre via Beaufort St, Perth & University of WA.

The closest bus stops are located on Beaufort Street and Newcastle Street, which is less than 400m walk from the site. The walking routes to the nearest bus stops are detailed in Figure 7.

The existing public transport network plans are shown in Figures 8 to 10. Public transport services provide a viable alternative mode of transport for residents, staff and visitors to the proposed development. There is a reliable, high-frequency bus service which connects to Perth CBD and the rail network.

Claisebrook, Mclver and Perth Train Stations are located within 800m walking distance of the site.

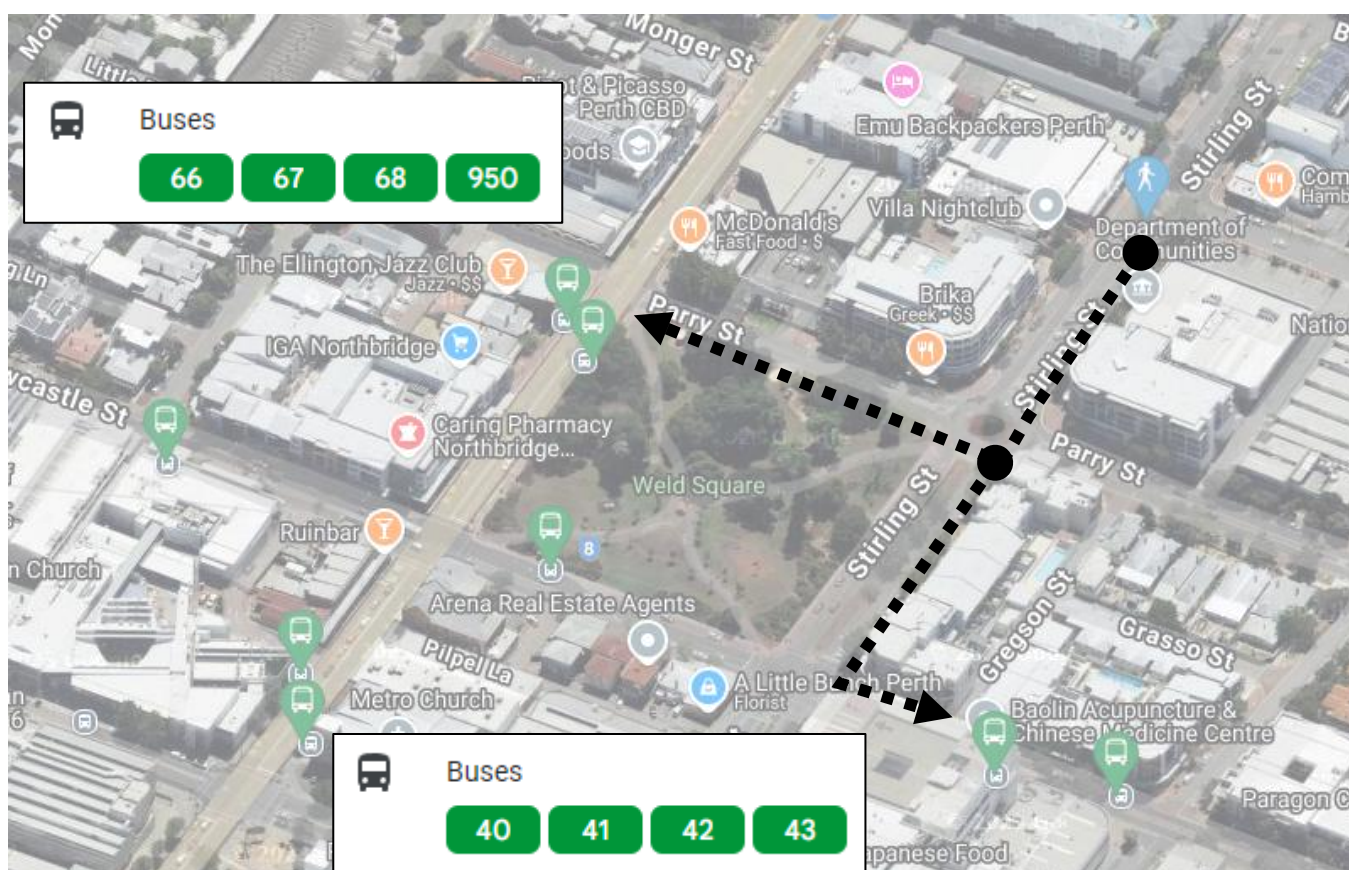


Figure 7: Closest bus stops serving the proposed development



Figure 8: Transperth public transport plan (routes 66, 67, 68)

Source: Transperth

Route 40, 41, 42, 43, 45, 46 Map

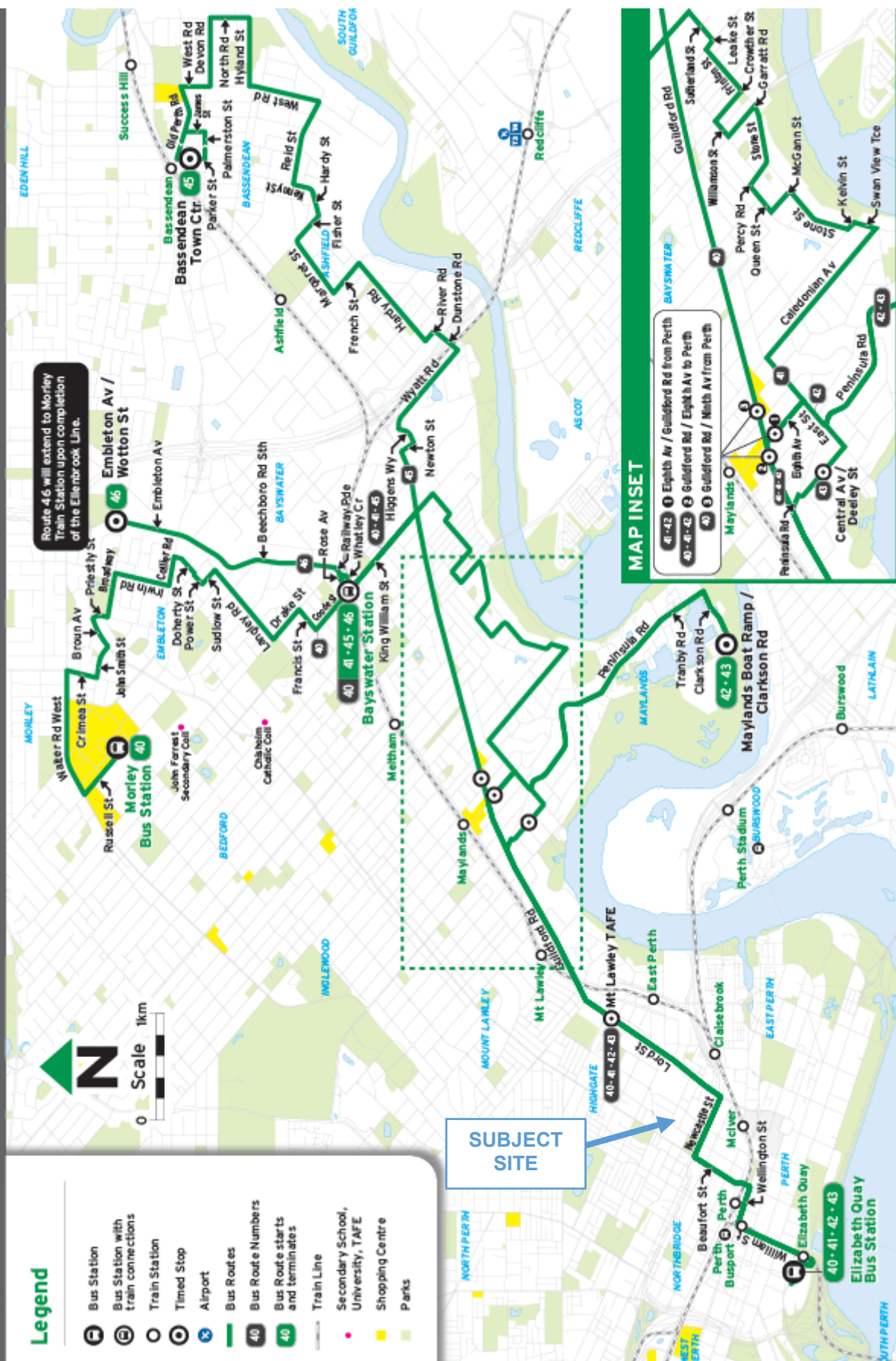


Figure 9: Transperth public transport plan (routes 40, 41, 42, 43)

Source: Transperth



Route 950 Map

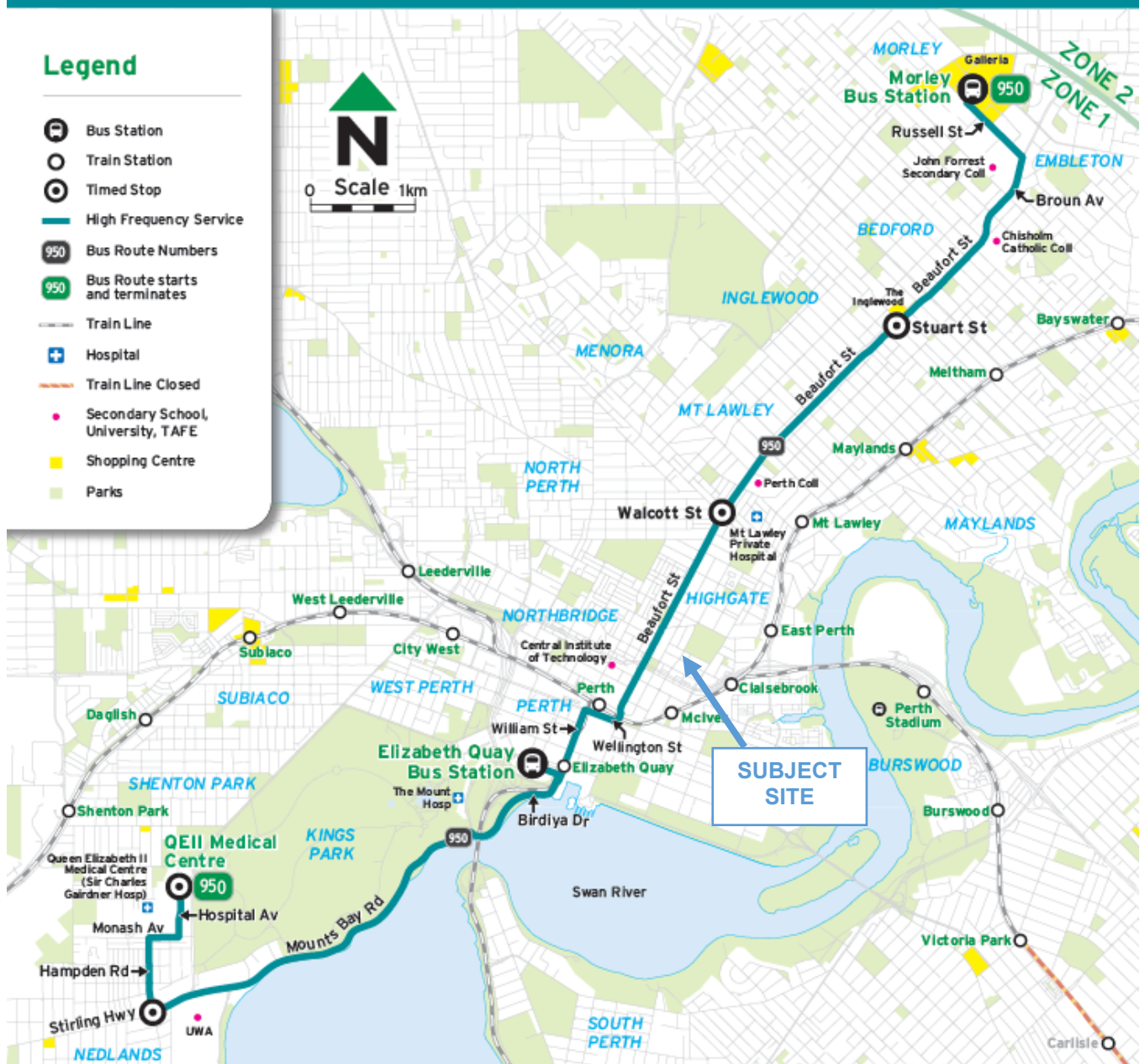


Figure 10: Transperth public transport plan (route 950)

Source: Transperth

12 Parking demand management

12.1 Introduction

Parking Demand Management (PDM) refers to various policies and programs that result in more efficient use of parking resources. When appropriately applied, PDM can significantly reduce the number of parking spaces required in a particular situation, providing a variety of economic, social and environmental benefits. When all impacts are considered, improved management is often the best solution to parking problems.

PDM measures considered in this PMP include:

- Promote telecommuting (WFH) for residents and commercial tenants.
- Unbundled car parking.
- Provision of car share bays for residents.
- Financial incentive for sustainable transport.
- Promotion of sustainable transport through education and communication.

Parking demand management can be a powerful tool for promoting sustainable transport and reductions in greenhouse gas emissions.

12.2 Sustainable transport hierarchy

A sustainable transport network should prioritise active and sustainable modes of transport, with walking and micromobility, cycling, public transport, car sharing, and then private car driving ranked in order of priority (Figure 11).



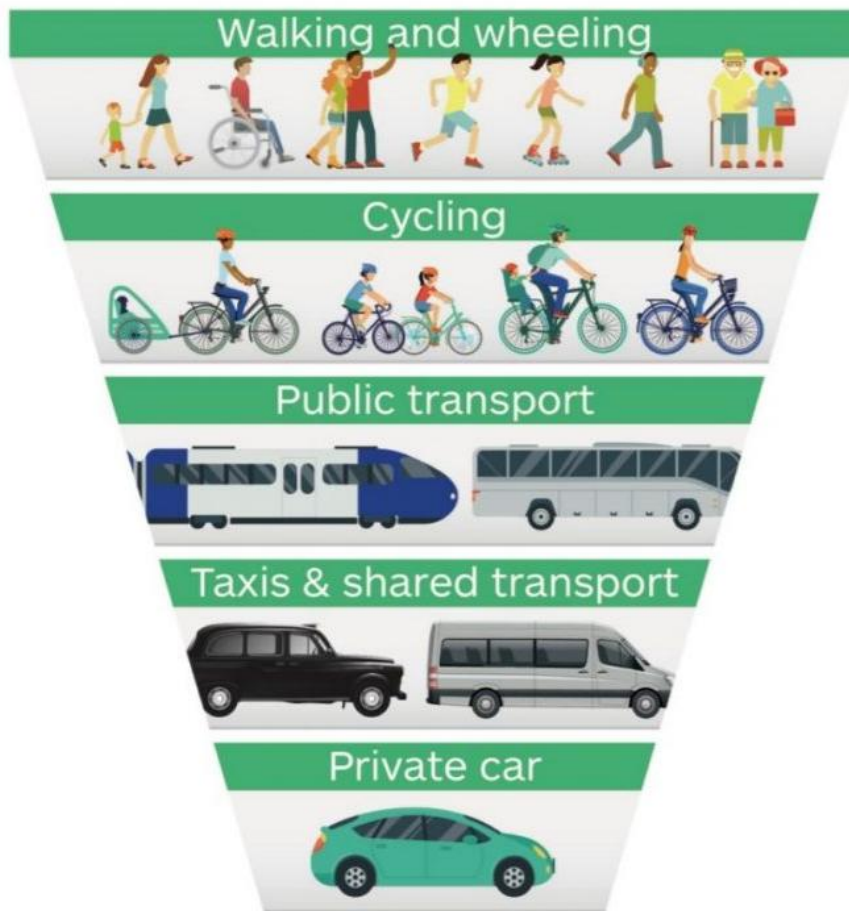


Figure 11: Sustainable transport hierarchy

Source: <https://pedalonparliament.org/>

Parking demand management strategies should consider the sustainable transport hierarchy and seek to promote it.

12.3 Financial incentives for sustainable transport

On-site car parking is unbundled from co-living units and commercial tenancies. Co-living units and commercial tenancies are not automatically provided with a parking space and will need to pay extra for car parking. Car parking needs to be pre-arranged at the leasing stage and is subject to availability.

Car parking will be carefully priced to ensure that using public transport will be a cheaper option for building occupants.

These policies provide a financial incentive for building occupants to use sustainable modes of transport.

12.4 Promote walking, micromobility and cycling

Some strategies which can be considered for promoting sustainable transport and lowering demand for car parking may include, but are not limited to:

- Running healthy, active transport campaigns and promotions in the building. For example, tracking walking and active transport and offering prizes or other incentives for participants.
- Educating staff and residents on public transport, walking and cycling travel options as part of training and recruitment.
- Offering subsidies or other incentives for using public transport.
- Monitoring and maintaining bicycle parking to ensure enough parking is provided and is maintained in good condition.
- Providing free charging stations for micromobility vehicles such as e-scooters and e-bikes.
- Implementing a car-pooling register for staff to match-up and car pool together. This can also be incentivised by issuing car-pooling badges for display on the dashboard and providing allocated priority car-pooling parking bays within the site.
- Offer tele-commuting work opportunities for staff and residents who can complete work duties remotely, for example administrative staff.

12.5 Carpooling

Eight EV share cars will be provided for the shared use of residents. Residents are in a co-living arrangement, with communal open spaces, co-working facilities and common amenities. The building amenities foster a sense of communal living. Residents will be encouraged to carpool for common trips using the share cars. For example, co-living residents may carpool to a shopping centre for grocery shopping.

Building information and booking apps typically also provide a socialising feature, which assists with co-living residents to share the use of vehicles for common trips.



12.6 Work from home

Working remotely, also called teleworking, is about moving the work, not the worker. Phones, computers connected to the internet and conferencing, collaboration and document sharing tools can make daily trips to the office unnecessary.

The proposed development provides dedicated co-working facilities within the building, to facilitate residents working from home.

12.7 Building user information

Co-living residents will be informed of alternative transport options through the general induction package provided to new residents. Information posters will be prepared and provided in communal areas in the building.

Consideration may also be given to the use of a digital application platform. These digital solutions bundle resident communications and building management. Typical functions include:

- **Digital concierge:** assists and informs resident experiences first from moving in to booking a facility, news & announcements, parcel collection, reporting an issue, document storage, and access to modern lifestyle conveniences.
- **Community and social:** residents can form social groups and organise group outings, which assist with carpooling.
- **Operational efficiency:** enhance operational efficiencies and resolve common challenges, including streamlining communications between building management staff and residents.

Staff will be informed of alternative transport facilities as part of regular induction and training procedures. Information posters will be prepared and placed in staff areas within the site. Other measures and initiatives are also being considered by management.

13 Operational responsibility

Building management will be responsible for the management, monitoring and enforcement of parking and servicing arrangements on site.

Residents, commercial tenants, staff, visitors, delivery drivers, service providers and waste collection contractors are required to comply with all advisory parking control signage, bay allocation requirements, booking procedures and operational requirements set out in this PMP.

Building management will be responsible for maintaining the electronic booking system, managing resident parking and EV resident car share arrangements, monitoring visitor and commercial parking use, coordinating deliveries and waste collection, and responding to non-compliance.



14 Review of the parking management plan

Operation and use of all parking will be monitored on an on-going basis by building management regarding the following:

- Compliance with parking controls and bay allocation.
- Effectiveness of the management of resident bays and EV resident car share bays.
- Occupancy and use of residential visitor bays.
- Occupancy and use of commercial tenant bays.
- Operation of the EV resident car share booking system.
- Demand and use of the proposed on-street ACROD bay, subject to City approval.
- Demand and use of bicycle parking, e-scooter charging and end-of-trip facilities.
- Operation of delivery, servicing and waste collection arrangements.

Building administration should maintain a good record of parking demand, utilisation and operational systems. These records could be made available to the City as required.

The Parking Management Plan will be reviewed as needed.

Appendices

Appendix A: Proposed development ground floor plan





APARTMENT YIELD				
LEVEL	MICROAPT	1 BED	LOFT UNIT	TOTAL
LEVEL 01	16			16
LEVEL 02	16	2	1	19
LEVEL 03	16	2	1	19
LEVEL 04	16	2	1	19
LEVEL 05	7	2	9	19
TOTAL				92

NOT FOR CONSTRUCTION

DATE DRAWN: 10/08/2018
DRAWN: Author
CHECKED: Checker
APPROVED: Approver

PROJECT: 192 STIRLING STREET - COLLIVING
192 Stirling Street, Perth, 6000 WA

SCALE: 1:100 (A1)

PROJECT: P24021
TOTAL: 92
DATE: 10/08/2018
A102

PROJECT: 192 STIRLING STREET - COLLIVING
192 Stirling Street, Perth, 6000 WA

MAP/PROP: CARBON
NUCL

KEY PLAN: DO NOT SCALE FROM DRAWING. VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. THIS DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. REFER TO THE ARCHITECT FOR ALL DIMENSIONS AND NOTES.

DATE: 10/08/2018
DRAWN: Author
CHECKED: Checker
APPROVED: Approver

Appendix B: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

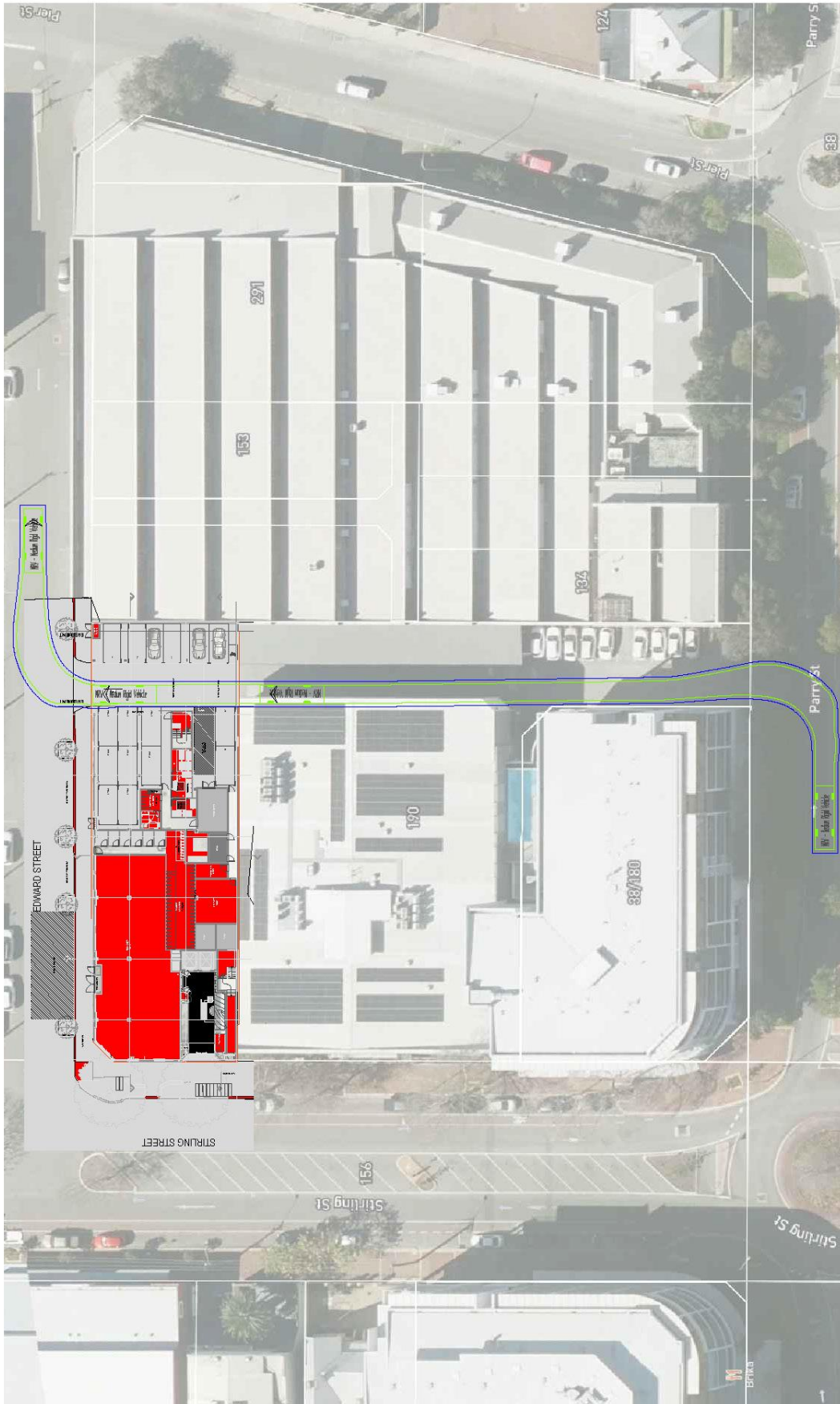
Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

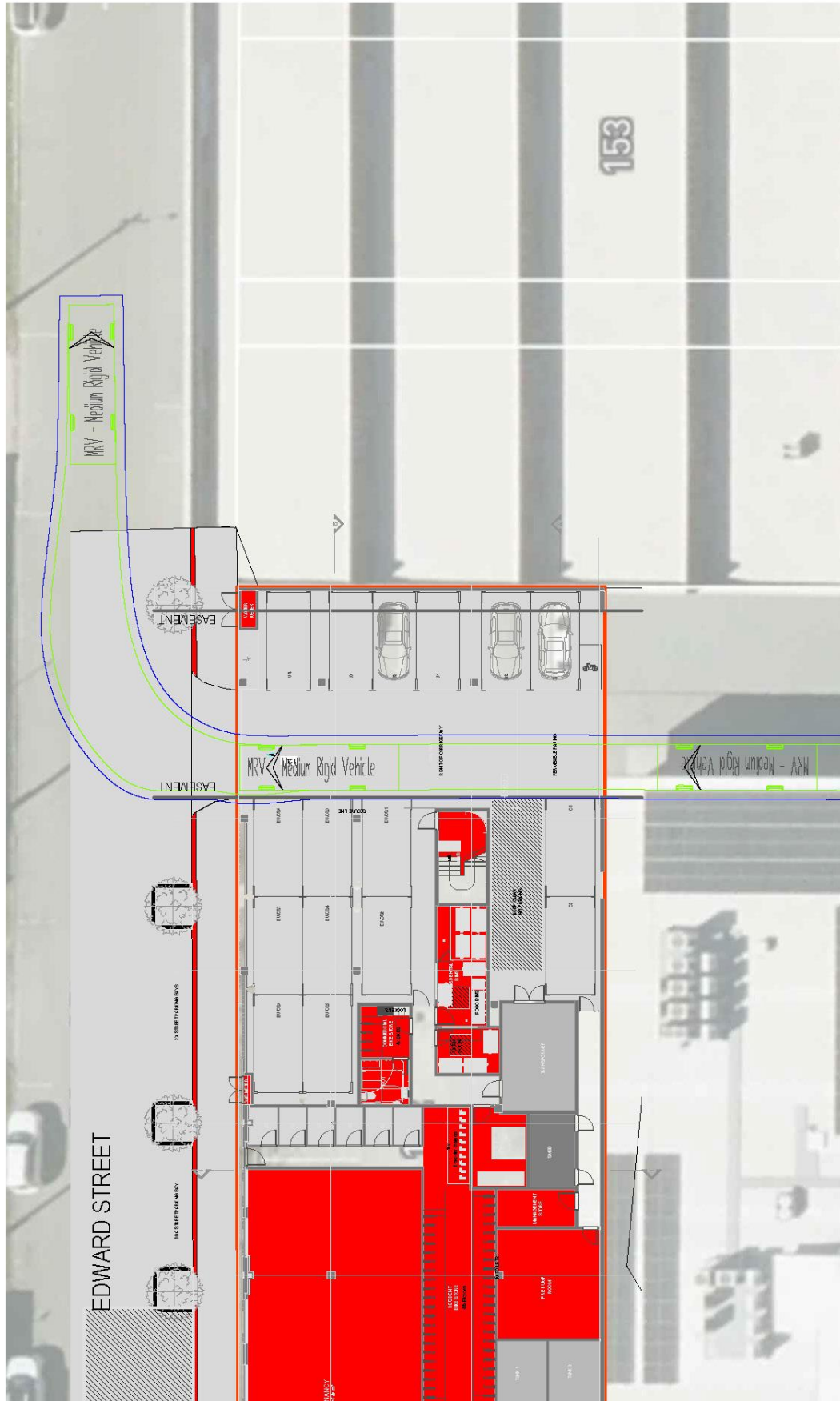
Blue represents a buffer 500mm line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.





Revision note c:		Notes:	
Rev:	Date:	Rev:	Date:
1	20/06/2026		
		Dark blue line represents a 100mm swept path buffer.	
Drawn by:		Project:	
Paul Chantous		U26.073 - 192 Stirling Street, Perth Proposed Mixed-Use Development	
Client:		Drawing Title:	
Marpro Pty Ltd		Swept path analysis AS 2890.2 - 8.0m Medium Sight Vehicle (M8V)	
		Date:	
		25/06/2026	
		Scale @ A0:	
		1:500	
		Revision:	
		1/01	
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Date:

25/06/2026

Scale @ A3:

1:200

Revision:

1/002

Project:

U02 072 - 102 Sterling Street, Perth
 Proposed Mixed-Use Development

Drawing Title:

Sweet path analysis
 AS 2885.2 - 8.8m Medium Rigid Vehicle (MRV)

Drawn by:

Paul Chantour

Client:

Marpops Pty Ltd

Revision note:

Rev:

Date:

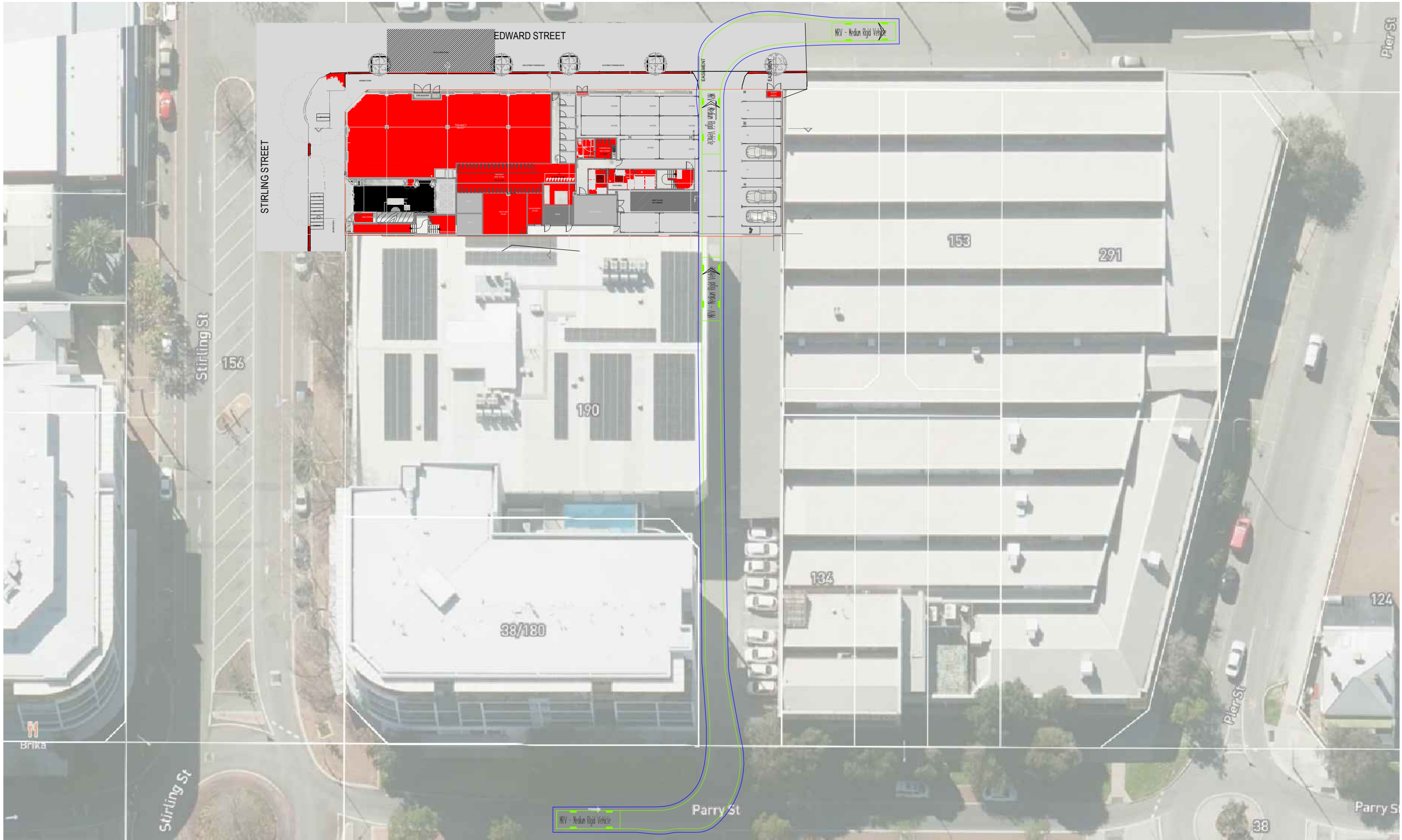
1

25/06/2026

Note:

Dark blue line represents a 100mm sweep path buffer.





Revision notes:

Rev:	Date:	Notes:
1	25/06/2026	Dark blue line represents a 500mm swept path buffer.

Drawn by:

Paul Ghantous

Client:

Marprop Pty Ltd

Project:

U26.073 - 192 Stirling Street, Perth
Proposed Mixed-Use Development

Drawing Title:

Swept path analysis
AS 2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date:

25/06/2026

Scale @ A3:

1:500

Revision:

sk01



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0433858164



Revision notes:		
Rev:	Date:	Notes:
1	25/06/2026	Dark blue line represents a 500mm swept path buffer.

Drawn by:
Paul Ghantous
Client:
Marprop Pty Ltd

Project:
U26.073 - 192 Stirling Street, Perth Proposed Mixed-Use Development
Drawing Title:
Swept path analysis AS 2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date:
25/06/2026
Scale @ A3:
1:200
Revision:
sk02

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