



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 1 September 2017; 2:00pm
Meeting Number: MNWJDAP/183
Meeting Venue: City of Wanneroo
Lechenaultia Meeting Room
23 Dundobar Road
Wanneroo

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Ray Haeren (Deputy Presiding Member)
Mr John Syme (Specialist Member)
Cr Russell Driver (Local Government Member, City of Wanneroo)
Cr Frank Cvitan JP (Local Government Member, City of Wanneroo)
Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)
Cr Philippa Taylor (Local Government Member, City of Joondalup)

Officers in attendance

Mr Mitchell Hoad (City of Wanneroo)
Mr Pas Bracone (City of Wanneroo)
Mr Jay Naidoo (City of Wanneroo)
Mr Ryan Bailey (City of Joondalup)
Mr Chris Leigh (City of Joondalup)
Mr Joe Hussey (City of Joondalup)

Local Government Minute Secretary

Ms Michelle Padovan (City of Wanneroo)

Applicants and Submitters

Ms Michelle Lawrence (Total Project Management)
Mr Sheldon Turner (Total Project Management)
Mr Tony Papalia (Total Project Management)
Ms Sophie Bottcher (MJA Studio)
Mr Christopher Dwyer (MJA Studio)
Mr Matt Raymond (TPG and Place Match)
Mr Marc Spadaccini (KPA Architects)
Mr Todd Paterson (KPA Architects)
Mr Tayne Evershed (Planning Solutions)
Mr Ross Underwood (Planning Solutions)
Mr Rod Edenburg (Peter Hunt Architect)
Mr Graham Hunt (Peter Hunt Architect)
Mr Linden Wears (Strategen Environmental)
Mr Dale Newsome (Strategen Environmental)



Members of the Public / Media

Nil

1. Declaration of Opening

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

2. Apologies

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Minutes of meeting no.181 held on 23 August 2017 and meeting no.182 held on 30 August 2017 were not available at time of agenda preparation.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Member/Officer	Report Item	Nature of Interest
Ms Karen Hyde	8.1	Impartiality

The applicant Ms Michelle Lawrence is known to Ms Karen Hyde. Ms Lawrence works for a project management consultancy TPM on a project Ms Hyde is involved in (through Taylor Burrell Barnett) for a mutual client, Curtin Aged Care.

7. Deputations and Presentations

- 7.1** Ms Sophie Bottcher and Mr Christopher Dwyer (MJA Studio) presenting in support of the application at Item 8.1. The presentation will be in support of the proposed development and will propose minor rewording of conditions.
- 7.2** Mr Todd Paterson (KPA Architects) presenting in support of the application at Item 8.2. The presentation will provide an overview of the proposed Aged Care Facility design and acknowledge support of the RAR report and recommendation.
- 7.3** Mr Tayne Evershed (Planning Solutions) and Mr Ron Edenburg (Peter Hunt Architects) presenting in support of the application at Item 8.3. The presentation will be in support of the application and against the recommendation for refusal.



- 7.4** Mr Linden Wears (Strategen Environmental) presenting in support of the application at Item 8.3. The presentation will be in support of the application and against the recommendation for refusal.

8. Form 1 - Responsible Authority Reports – DAP Applications

- 8.1** Property Location: Lots 82 (449), 83 (451) and 84 (453) Beach Road, Duncraig
Application Details: 21 Apartments in Multi-Unit Residential
Applicant: Ms Michelle Lawrence, Carine Developments Pty Ltd
Owner: Ms Michelle Lawrence, Carine Developments Pty Ltd
Responsible authority: City of Joondalup
DAP File No: DAP/17/01223
- 8.2** Property Location: Lots 555 (1) Marangaroo Drive and 11250 (33) Kent Street, Marangaroo
Application Details: Three Storey plus Mezzanine Nursing Home
Applicant: Mr Matt Raymond, TPG and Place Match
Owner: Mr Chris Roberts, Aged Homes Project Italian Australian Welfare Inc.
Responsible authority: City of Wanneroo
DAP File No: DAP/17/01231
- 8.3** Property Location: Lot 1579 (14) Magellan Road, Alkimos
Application Details: Nursing Home
Applicant: Mr Tayne Evershed, Planning Solutions
Owner: Mr Michael Cross, Aegis Aged Care Group Pty Ltd
Responsible authority: City of Wanneroo
DAP File No: DAP/17/01237

9. Form 2 – Responsible Authority Reports - Amending or cancelling DAP development approval

Nil

10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 82, 83 & 84 (449, 451 & 453) Beach Road, Duncraig
Development Description:	21 Multiple Dwellings
DAP Name:	Metro North-West JDAP
Applicant:	Michelle Lawrence, Carine Developments Pty Ltd
Owner:	As above
Value of Development:	\$4,252,000.00
LG Reference:	DA17/0454
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page, Director Planning and Community Development
Department of Planning File No:	DAP/17/01223
Report Due Date:	24 August 2017
Application Receipt Date:	23 May 2017
Application Process Days:	90 days
Attachment(s):	Attachment 1 - Development plans. Attachment 2 - Building perspectives. Attachment 3 - Concept Landscaping Plan. Attachment 4 - Location plan. Attachment 5 - Referral response from Department of Planning, Lands and Heritage. Attachment 6 - Transport impact statement. Attachment 7 - Applicants consideration of draft Design WA.

Officer Recommendation:

That the Metro North-West JDAP resolves to:

1. **Approve** DAP Application reference DAP/17/01223 and accompanying plans at Attachment 1 in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Joondalup *District Planning Scheme No. 2*, subject to the following conditions as follows:

Conditions:

1. This approval relates to the multiple dwelling development only, as indicated on the approved plans. It does not relate to any other development on the lot.
2. The lots included within the application site shall be amalgamated prior to commencement of development.
3. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.

4. The external surface of the development, including roofing, shall be finished in materials and colours that have low reflective characteristics, to the satisfaction of the City. The external surfaces shall be treated to the satisfaction of the City if it is determined by the City that glare from the completed development has a significant adverse effect on the amenity of adjoining or nearby neighbours.
5. All development shall be contained within the property boundaries.
6. A full schedule of colours and materials for all exterior parts to the building is to be submitted and approved prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
7. A Refuse Management Plan indicating the method of rubbish collection is to be submitted prior to the commencement of development, and approved by the City prior to the development first being occupied.
8. A Construction Management Plan being submitted and approved prior to the commencement of development. The management plan shall detail how it is proposed to manage:
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;
 - the management of dust during the construction process;
 - other matters likely to impact on the surrounding properties;

and works shall be undertaken in accordance with the approved Construction Management Plan.

9. Any bicycle parking facilities provided should be designed in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993). If the development is to include bicycle parking, details of bicycle parking area(s) shall be provided to, and approved by the City prior to the commencement of construction.
10. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas prior to the development first being occupied, to the satisfaction of the City. A lighting plan shall be submitted to the City for approval prior to the commencement of construction.
11. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of development. These landscaping plans are to address the deemed-to-comply requirement and design principles of clause 6.3.2 of the Residential Design Codes, and indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide all details relating to paving, treatment of verges and tree planting in the car park;
 - Show spot levels and/or contours of the site;

- Be based on water sensitive urban design principles to the satisfaction of the City;
 - Be based on Designing out Crime principles to the satisfaction of the City; and
 - Show all irrigation design details.
12. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
 13. The verge adjacent to the lot(s) shall be landscaped to the specifications and satisfaction of the City, and shall include one street tree for every 10 metres of frontage where a lot abuts a primary or secondary street.
 14. Prior to occupation of the dwellings, each dwelling shall be provided with an adequate area for clothes drying facilities that is screened from view from the street(s) to the satisfaction of the City.
 15. Any roof mounted or freestanding plant or equipment such as air conditioning units, satellite dishes or radio masts to be located and screened so as not to be visible from beyond the boundaries of the development site, prior to the occupation of the building(s) to the satisfaction of the City.
 16. Boundary walls and retaining walls shall be of a clean finish and made good to the satisfaction of the City.
 17. A total of 11 car parking bays shall be formally set-aside and adequately marked for "visitors only".
 18. The portion of front fencing shown as "decorative metal screen" and "decorative metal entry gate" as indicated on the approved plans shall be visually permeable (as defined in the Residential Design Codes).
 19. Screening shall be erected along the balconies as depicted on the approved plans. Screening shall be a minimum height of 1.6 metres above the approved finished floor level, and comply with the definition of screening under the Residential Design Codes. All screening shall be at least 75 percent obscure, permanently fixed, made of durable material, and restrict view in the direction of overlooking into any adjoining property. All screening shall be installed to the satisfaction of the City prior to occupation of the development.
 20. The parking areas, driveway and crossover are to be designed and constructed to the satisfaction of the City prior to occupation of the development.
 21. A Security and Access Management Plan detailing security gate operation, management of intercom controls, signage and other methods to direct and enable visitor access to private areas shall be submitted to the City for approval prior to occupation of the development, and shall be implemented in accordance with the approved Plan.

Advice Notes:

1. Any existing footpath and kerbing shall be retained and protected during construction of the development and shall not be removed or altered for the purposes of a vehicle crossover. Should the footpath/kerb be damaged during the construction of the development, it shall be reinstated to the satisfaction of the City.
2. The applicant/owner is advised that verge treatments are required to comply with the City's Street Verge Guidelines. A copy of the Guidelines can be obtained at <http://www.ioundalup.wa.gov.au/Live/Streetscapes.aspx>.
3. This approval does not include the dividing fence(s) shown on the approved plans. You are advised that in accordance with the Dividing Fences Act 1961 you are required to reach agreement with the adjoining owners as to the height, appearance and location of the dividing fence. Further information is available at www.buildingcommission.wa.gov.au.
4. In regard to condition 13, the applicant should contact the City's Planning Services on 9400 4100 for further information. The applicant shall:
 - Prior to installation of the trees submit a detailed design to the City for approval. The detailed design shall indicate the tree preparation zone(s);
 - Upon gaining approval, shall install tree preparation zone(s) to the City's satisfaction prior to occupation of the dwellings; and
 - Notify the City upon completion so that an inspection can be undertaken.
5. In relation to condition 18, the Residential Design Codes define visually permeable as:

In reference to a wall, gate, door or fence that the vertical surface has:

- *continuous vertical or horizontal gaps of 50mm or greater width occupying not less than one third of the total surface area;*
- *continuous vertical or horizontal gaps less than 50mm in width, occupying at least one half of the total surface area in aggregate; or*
- *a surface offering equal or lesser obstruction to view.*

as viewed directly from the street.

6. In relation to condition 19, the Residential Design Codes define screening as:

Permanently fixed external perforated panels or trellises composed of solid or obscured translucent panels.

Details: outline of development application

Zoning	MRS:	Urban.
	TPS:	Residential, R20/R60.
Use Class:		Multiple Dwelling.
Strategy Policy:		N/A
Development Scheme:		District Planning Scheme No. 2.
Lot Size:		2,064m ² (combined).
Existing Land Use:		Single House.

Lots 82, 83 & 84 (449, 451 & 453) Beach Road, Duncraig (subject site) are zoned 'Residential' under the City's *District Planning Scheme No. 2* (DPS2) and Urban under the *Metropolitan Region Scheme* (MRS). The subject site has a dual density code of 'R20/R60'.

The proposed development consists of the following:

- A combined site area of 2,064m² (subject to amalgamation of existing lots);
- A total of 21 two and three bedrooms apartments over three storeys;
- A common property (singular) vehicle access point from Beach Road;
- A total of 32 car parking bays located on-site, with 21 bays allocated to residents and 11 for visitors;
- Seven bicycle bays;
- A communal roof deck;
- A ground floor entry/lobby which provides pedestrian access to the development;
- Landscaped courtyards fronting Beach Road;
- Visually permeable front fencing along the Beach Road street boundary;
- Store rooms/'Colorbond' storage sheds adjacent to parking and drying court or accessible from balconies; and
- Associated site works and retaining walls.

The development plans, concept landscaping plan and building perspectives are included in Attachment 1, 2 and 3 respectively.

Background:

The proposal was originally submitted to the City on 27 April 2017 as an application for development approval by the City. The applicant subsequently submitted a DAP Form 1 on 23 May 2017 to enable the DAP to determine the application.

The subject site includes three freehold lots which are currently occupied by three separate single houses. The subject site is bounded by Residential zoned land (existing single storey dwellings) to the west, north and east, and Beach Road to the south (Attachment 4 refers).

The subject site is located approximately 1.2km from Warwick train station and 200 metres from the Carine Glades Shopping Centre and Carine regional open space. Beach Road is identified as a *Category 1 - Other Regional Road Reserve* (ORR) under the MRS and is a high frequency bus route.

Legislation & policy:

Legislation

- *Planning and Development Act 2005*.
- *Metropolitan Region Scheme* (MRS).
- *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations).
- *City of Joondalup District Planning Scheme No. 2* (DPS2).

State Government Policies

- *State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning* (SPP5.4).
- *State Planning Policy 3.1: Residential Design Codes* (R-Codes).

Local Policies

- *Residential Development Local Planning Policy* (RDLPP).
- *Environmentally Sustainable Design Local Planning Policy*.

Consultation:

Public Consultation

Consultation was undertaken via letters to the six adjoining landowners and occupiers and a notice was placed on the City's website. Consultation was undertaken for 14 days in accordance with the R-Codes.

One submission was received, being an objection, which is summarised in the below table:

Issue Raised	Officer comment
Objection to proposed building height.	<p>The proposed wall height exceeds that permitted under the deemed-to-comply requirements of the R-Codes by 1.8 metres. However, it is noted that the overall roof ridge height is compliant, being a maximum of 12 metres high.</p> <p>As outlined in the report, it is considered that the proposed wall height meets the relevant design principles of the R-Codes as it is considered to have limited, if any, impact on adjoining landowners or the streetscape.</p>
Not in keeping with the suburb or R-Code regulations.	<p>The coding of the area under the City's DPS2 allows for development of the type, density and scale proposed in the application.</p> <p>The design of the development is considered to be compatible with the area, although a different form of development to the single houses that currently characterise the area. The applicant has designed the building using similar colours and materials to that of those existing dwellings, including: exposed brick work, rendered walls, and a neutral colour pallet.</p>
Presents as a potential invasion of privacy to our residence with people overlooking our backyard.	The proposed development complies with the deemed-to-comply requirements of the R-Codes in relation to visual privacy/overlooking.
Concern with noise associated with a large number of vehicles coming	It is acknowledged that the development will result in an increase in residents (and vehicles) in the immediate vicinity; however this increase is in

and going from car parking area.	<p>accordance with the R-Code density applicable to the site. Additionally, the applicant has designed the development to include appropriate fencing, landscaping and store rooms that will serve as a buffer between the parking and access areas and adjoining residential properties.</p> <p>Where unreasonable noise occurs, such as idling or revving of a vehicle engine, an occupier would be required to comply with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p>
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Consultation with other Agencies or Consultants

The application was referred to the Department of Planning, Lands and Heritage (DPLH) on 11 July 2017 in respect to the development abutting an ORR reserve as identified under the MRS.

Comments were received on 17 July 2017, stating that the DPLH had no objection to the proposed development due to the consolidation of crossovers/access points from Beach Road (Attachment 5 refers).

Joondalup Design Reference Panel

The proposal was presented the City's Joondalup Design Reference Panel (JDRP) at its meeting held on 23 May 2017. The key issues raised by the JDRP, and the summary of applicant's responses and modifications are provided below:

No.	JDRP comment	Applicant response	City Response
1	The Panel noted that the proposed landscaping does not meet the City's standards and queried if there is an opportunity to increase the landscaping in order to comply.	<p>The landscaping of the setback area and the amount of soft and hard landscaping proposed has been carefully considered to balance the user's amenity and needs with the requirements of the R-Codes.</p> <p>Landscaping opportunities have been incorporated as far as possible, whilst ensuring useable outdoor living areas remain.</p> <p>The landscape plan highlights the trees proposed to the side and rear boundaries and the varieties of trees and other landscaping proposed in the setback area.</p>	The proposed 53% hard surface in the front setback area in lieu of the R-Code deemed-to-comply maximum of 50% is considered to meet the design principles of the R-Codes and result in landscaping that will contribute positively to the streetscape and meet the needs of the residents.
2	Queried the material used for the roof	The roof will be a metal type pergola that is translucent,	The proposed materials described

	located over the front courtyards.	and will allow for natural sunlight to filter in and it will provide privacy.	by the applicant are considered acceptable and will be detailed further through a colours and materials schedule recommended as a condition of any approval.
3	The Panel asked whether the ground floor air conditioning units will be screened.	The air conditioning enclosures are noted on the plans. All air conditioning units are screened from view.	The City supports the proposed screening of air conditioning units.
4	The Panel noted that there appears to be limited access to the balcony for the third unit, located on the right end of the plans (GO4).	This was a documentation drafting error and has now been rectified.	Noted.
5	The Panel noted the Colorbond storage sheds located on the boundary fence to the rear neighbours and suggested the use of masonry or similar to match the building.	The stores will be a lightweight structure of an aesthetic in keeping with the proposed development. They will be a profiled compressed fibre cement sheet or Colorbond cladding, painted and finished in a level in-keeping with the development.	A colours and materials schedule is recommended as a condition of any approval. It is noted that the storage sheds will be in keeping with the development.
6	The Panel queried the communal roof deck and whether it was covered as it had concerns that it would be uncomfortable during summer. The representatives advised that it is located on the east side of the development and allows for the north sun to come in. The Panel commented that there is limited roof cover as a result of height restrictions.	The inclusion of a lightweight shading element would compete with the existing built form and encroach outside of the permitted roof height. It is important to maintain an aesthetic for the development whilst respecting the City's stipulated roof heights. The use of temporary shading elements (market umbrellas or the like) would create a festive atmosphere and provide the required shade when it is required. The communal roof deck looks to compliment the spaces provided in the individual apartments, rather than duplicate these spaces.	The City supports the proposed use of temporary shading elements on the roof deck rather than permanent structures that may have an adverse impact on the aesthetics and bulk/height of the building.

Planning assessment:

The proposed development complies with the majority of the requirements and provisions under DPS2, and the deemed-to-comply requirements of the R-Codes and the replacement deemed-to-comply requirements of the City's Residential Development Local Planning Policy (RDLPP), excluding the following:

Residential Design Codes (R-Codes)

Item	Deemed-to-comply	Proposal	Compliance
6.1.1 Building size	0.7 plot ratio area.	0.88 plot ratio area	0.18 of additional plot ratio area. See officer comments below.
6.1.2 Building height	Maximum wall height of nine metres and maximum roof ridge height of 12 metres.	Maximum wall height of 10.8 metres and maximum roof ridge height of 12 metres.	Wall height 1.8 metres higher than deemed-to-comply requirement. Ridge height meets deemed-to-comply requirement. See officer comments below.
6.1.3 Street Setbacks	Minimum 2.0 metres for minor incursions including ground floor alfresco/patios and entry canopy	Minimum setback of 1.6 metres proposed to ground floor alfresco/patios; nil setback proposed to entry canopy.	Considered to meet relevant Design Principles of the R-Codes.
6.1.4. Lot boundary setbacks	Ground floor, eastern boundary – Unit 108: 2.7m setback required. Second floor, western boundary – Unit 201: 2.5m setback required.	Ground floor, eastern boundary – Unit 108: 2.0m setback proposed. Second floor, western boundary – Unit 201: 1.98m to 4.0m setback required.	Reduced lot boundary setback to eastern boundary of 0.7m. Reduced lot boundary setback to western boundary of 0.52m. Considered to meet relevant Design Principles of R-Codes.
6.1.4. Lot boundary setbacks	Boundary wall length of 1/3 the length of the boundary behind the front setback area.	The northern (rear) lot boundary wall (stores) is proposed with a total length of 22.7 metres in lieu of 18.7 metres.	4 metres longer than deemed-to-comply requirement. See officer comment below.

6.3.2 Landscaping	Maximum 50% hard landscaping within street setback area.	53% hard landscaping within street setback area.	Considered to meet relevant Design Principles of R-Codes.
6.3.3 Parking	A total of 22 (21.75) parking bays are required on-site for residents; 11 bays are required for visitors.	21 bays provided on-site for residents; 11 bays provided on-site for visitors	One bay shortfall proposed for resident parking. See officer comment below.
6.4.3 Dwelling size	Minimum 20% one (1) bedroom dwellings, up to maximum of 50% of the development.	0% - one (1) bedroom dwellings.	No single bedroom dwellings proposed. See officer comment below.
6.4.4 Outbuilding	Outbuilding setback in accordance with Table 2a and 2b.	Nil setback (lot boundary wall) proposed.	Considered to meet relevant Design Principles of R-Codes.

Residential Development Local Planning Policy (RDLPP)

Item	Requirement	Proposal	Compliance
Street setbacks	2.0m minimum setback. Average of 4.0m setback.	Minimum of 1.6m proposed.	0.4 metre reduced setback. Considered to meet relevant Design Principles of R-Codes.
Visitor Car Parking	0.5 visitor bays per dwelling. Total of 11 bays required.	11 bays provided, however four (4) are located behind the security gate.	See officer comment below.

Officer Comments

Plot Ratio

The applicant has proposed a plot ratio area of 0.88 in lieu of the deemed-to-comply plot ratio area of 0.7 under the R60 coding.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. The design principle for clause 6.1.1 states the following:

“Development of the building is at a bulk and scale indicated in the local planning framework and is consistent with the existing or future desired built form of the locality.”

In consideration of the above, the development generally complies with the deemed-to-comply requirements of open space, overshadowing, visual privacy and the design

principles of street setbacks, lot boundary setbacks and building height requirements to ensure that the overall bulk and scale of the building is appropriate.

It is also noted that the proposed streetscape/built form is consistent with the local planning framework, as the development generally meets the provisions and objectives of the City's RDLPP due to the following:

- Includes an improved streetscape outcome compared to the current development on the subject site.
- The development is of a high quality in relation to its design and layout.
- Provides a safe, consolidated and functional access arrangement in and out of the site.
- Has regard to crime prevention by providing active surveillance of the street and pedestrian/vehicle approach to the development.
- Provides an alternative housing type/product at a higher density compared to that existing within the immediate area.

In light of the above, it is considered that the proposed plot ratio area is appropriate as it does not directly impact any adjoining landowner and is considered to be at a bulk and scale contemplated by the City's RDLPP and is consistent with the desired future built form of the locality.

Building Height

In accordance with clause 6.1.2 and Table 4 of the R-Codes, the permitted wall height for lots coded R60 is nine metres. However, the applicant has proposed a top of external wall height to a maximum of 10.8 metres above natural ground level. This increased wall height is located in the central portion of the development away from adjoining residential lots.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. The design principle for clause 6.1.2 states the following:

"Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape, including road reserves and public open space reserves; and where appropriate maintains:

- *adequate access to direct sun into buildings and appurtenant open spaces;*
- *adequate daylight to major openings into habitable rooms;*
- *access to views of significance;*
- *buildings present a human scale for pedestrians;*
- *building façades designed to reduce the perception of height through design measures; and*
- *podium style development is provided where appropriate."*

In considering the above, the discretion sought for the proposed wall height does not impact on the adjoining landowners as the section of wall exceeding the nine metre limit is located centrally within the lot (as depicted on the development plans), and does not directly impact any adjacent property. It is also noted that the development complies with the deemed-to-comply requirements of the R-Codes in respect to overshadowing.

Generally, the proposed wall height is as a result of the topography of the land which slopes west to east approximately four metres. The applicant has attempted to mitigate the overall height of the development by reducing the pitch of the roof ridge, as well as splitting the levels of the dwellings over the site.

It is considered that as the proposed roof ridge height is compliant with the deemed-to-comply requirements of the R-Codes (12 metres), the overall appearance and bulk of the development will have no greater impact on the streetscape than a development with a wall and ridge height meeting the deemed-to-comply requirements of the R-Codes.

In view of the above, it is considered that the top of external wall height is appropriate as it does not compromise the design of the development, does not directly impact any adjoining landowner and is considered to meet the relevant design principles of the R-Codes.

Lot Boundary Wall

The proposed development includes eight storerooms which are located adjacent to the rear (northern) lot boundary and accessed via the secure courtyard car parking area.

In accordance with clause 6.1.4 of the R-Codes and the City's RDLPP, the permitted length of any lot boundary wall is restricted to one-third the length of the boundary. As a result, the permitted boundary wall length under the deemed-to-comply requirements of the R-Codes is 18.7 metres. However, the total length of the proposed lot boundary wall is 22.7 metres, resulting in a variation to the deemed-to-comply requirements of four metres.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P4.1 of clause 6.1.4 states the following:

"Buildings set back from boundaries or adjacent buildings so as to:

- ensure adequate daylight, direct sun and ventilation for buildings and the open space associated with them;*
- moderate the visual impact of building bulk on a neighbouring property;*
- ensure access to daylight and direct sun for adjoining properties; and*
- assist with the protection of privacy between adjoining properties."*

The development complies with the deemed-to-comply requirements of the R-Codes in respect to overshadowing, and the boundary wall does not result in any overshadowing of any major opening or outdoor living area. There is also no overlooking or privacy concerns proposed as part of the development.

It is noted that the impact of the boundary wall is split over two separate properties (Lot 45 & 44 Halgania Way), with 12.8 metres of wall abutting Lot 45 and 9.9 metres of the wall abutting Lot 44. The boundary wall itself also includes four separate sections, with a 2.4 metre space with a tree between each wall, to mitigate the impact on the adjoining properties.

The proposed boundary wall height is also compliant with the deemed-to-comply requirements as the wall varies between 2.1 to 2.3 metres above natural ground

level. Therefore, only a small section of each wall will be visible from the adjoining properties to the north above a sufficient (1.8 metre high) dividing fence.

The applicant has also proposed to increase the height of the dividing fence to 2.1 metres to further reduce the impact of the wall if agreed to by the adjoining landowners. In addition, the materials and colours of the proposed storerooms (wall) will be similar to that of the dividing fence.

In view of the above, it is considered that the proposed boundary wall length is appropriate as it does not impact on the adjoining landowners and is considered to meet the relevant design principles of the R-Codes.

Parking

Resident Parking

In accordance with clause 6.3.3 of the R-Codes, 1.25 bays are required for every dwelling which is >110m² or three or more bedrooms and one bay is required for every dwelling which is <110m² and/or one or two bedroom. A total of 22 (21.75) car parking bays are required for residents, however, a total of 21 bays have been proposed on-site for residents.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P3.1 for clause 6.3.3 states the following:

“Adequate car and bicycle parking provided on-site in accordance with projected need related to:

- the type, number and size of dwellings;*
- the availability of on-street and other off-site parking; and*
- the proximity of the proposed development in relation to public transport and other facilities.”*

The one bay variation to the deemed-to-comply requirements of the R-Codes for resident parking results from each of the three, three bedroom dwellings being provided with one resident parking bay. The deemed-to-comply requirements would in practice result in two of the three bedroom dwellings being allocated a single bay each and one being allocated two parking bays (as a consequence of each dwelling requiring 1.25 bays). Given that only three, three bedroom dwellings are proposed in the development and two of these would in any event be allocated with a single car bay, it is considered that the one resident bay variation to the deemed-to-comply requirements of the R-Codes is minor, and will not impact on the provision of adequate and acceptable parking for future residents.

It is also noted that a bus stop is located directly adjacent to the subject site on Beach Road, which will give residents access to public transport. The Warwick train station is located 1.2km from the subject site which can be reached by the high frequency bus route along Beach Road.

In light of the above, it is considered that a one car parking bay variation to the deemed-to-comply requirements is acceptable and is considered to meet the relevant design principles of the R-Codes.

Visitor Parking

In accordance with the City's Residential Development Local Planning Policy (RDLPP), 0.5 visitor bays are required per dwelling proposed. Therefore, a total of 11 visitor car parking bays are required for the proposed development.

The applicant has provided a total of 11 visitor car parking bays on-site, which meets this requirement of the City's RDLPP. Four of the visitor bays are proposed to be located behind the security gate.

This arrangement is considered appropriate as the remaining (seven) visitor parking bays will be unobstructed, and freely available to visitors at all times.

In order to appropriately manage access to the remaining four visitor bays located behind the security gate, the provision of a Security and Access Management Plan has been recommended as a condition of any approval. It is anticipated this Plan will include detail regarding security gate operation, management of intercom controls, signage and other methods to direct and enable visitor access to private areas.

It is noted the above approach is consistent with objective 3.8.1 of draft *WAPC Apartment Design Policy* (forming part of *Design WA*) which requires management of intercom controls, signage and mapping to direct visitor access to private areas.

In view of the above, it is considered that the visitor bays located behind the security gate can be managed adequately through a condition requiring a Security and Access Management Plan prior to occupation of the dwellings.

Dwelling Size

In accordance with clause 6.4.3 of the R-Codes, a development with over 12 dwellings is required to provide diversity in unit types and sizes. The deemed-to-comply requirements state that between 20 - 50 per cent of dwellings shall be one bedroom; and a minimum of 40 per cent are required to be two bedroom dwellings.

Of the 21 dwellings proposed there are 18 two bedroom dwellings (85%), with the remaining being three bedroom dwellings (15%). No one bedroom dwellings are included in the proposal.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. The design principle for clause 6.4.3 states the following:

"Each dwelling within the development is of a sufficient size to cater for the needs of the residents. The development must provide diversity in dwellings to ensure that a range of types and sizes is provided."

The applicant has designed all of the dwellings so that they are adaptable for aged or dependent persons living. The development therefore can cater for independent living, but also for those people who require special care, have a disability or the lifestyle needs of the occupants change over time. This has been done by:

- Eliminating step and trip hazards.

- Bathrooms can be easily adapted with minimal cost.
- Additional space in kitchens for manoeuvrability for people with walking frames or in wheelchairs.
- Door widths meet accessibility standards.
- Efficient and sustainable energy sources to reduce living costs.
- Security features.
- Minimum of two bedrooms to cater for carers.
- Located close to public transport and areas of amenity (Carine open glades park and shopping centre).

These features will ensure that the composition of families/occupiers will be diverse and cater for a range of resident needs.

It is also noted that the predominant housing product within the area is detached single dwellings with three to five bedrooms and multiple bathrooms. Therefore, the housing product proposed as part of the development will provide diversity of dwellings in the context of the wider area.

In view of the above, the development is considered to meet the relevant design principle of the R-Codes.

Movement Network

The applicant has provided a transport impact statement as part of the proposal to ensure that the development does not impact the movement network within the area (Attachment 6 refers).

The following conclusions of the transport impact statement are briefly outlined below:

- The volumes generated from the development are extremely low and therefore expected to have negligible impact of the surrounding areas.
- The car and bicycle parking provision generally satisfies the requirements of the City's DPS2.
- The site benefits from good pedestrian, public transport and cycling infrastructure with direct access to a bus stop adjacent to the site, and to the nearby Warwick train station.
- The proposed single lane driveway is not expected to generate any safety issues and the probability of conflict between vehicles is generally resolved through the provision of the queuing space.

It is also noted that DPLH has no objection to the development due to the limited impact on Beach Road, being an ORR (Attachment 4 refers).

As a result, the proposed development is not considered to impact the existing/future movement network within the locality.

Design WA – Draft Apartment Design Policy

The applicant has provided commentary as to how the development meets the objectives and intent of the DPLH draft *Design WA – Draft Apartment Design Policy*.

Although this policy is still in draft format, it is considered that the proposal, through design and form of the development, meets the 10 guiding principles under this policy.

A copy of the applicant's consideration of *Design WA* is included in Attachment 7.

Options/Alternatives:

Not applicable.

Council Recommendation:

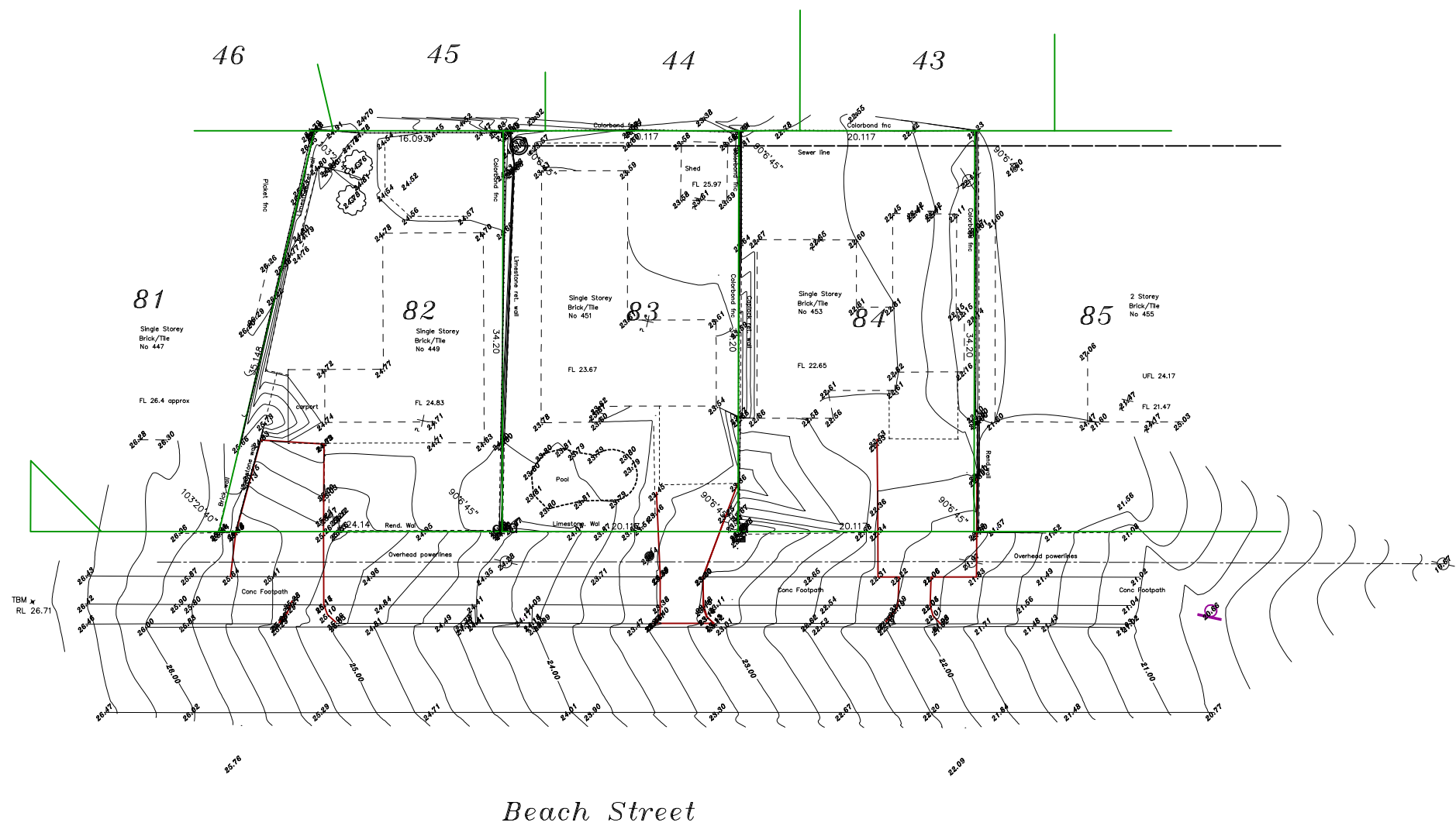
Not applicable.

Conclusion:

The proposed multiple dwelling development is considered to meet the relevant requirements of the R-Codes, DPS2 and RDLPP. The areas of discretion sought satisfy the relevant design principles of the R-Codes and/or the local housing objectives of the RDLPP.

It is therefore recommended that the application be approved subject to conditions.

AMENDED
DATE: 11 August 2017



Scale 1:500 @ A3

Key Features

- Telecom
- Water meter
- Power Pole
- Power Dome
- Sewer M/H

Dwg: FS386-01



REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA

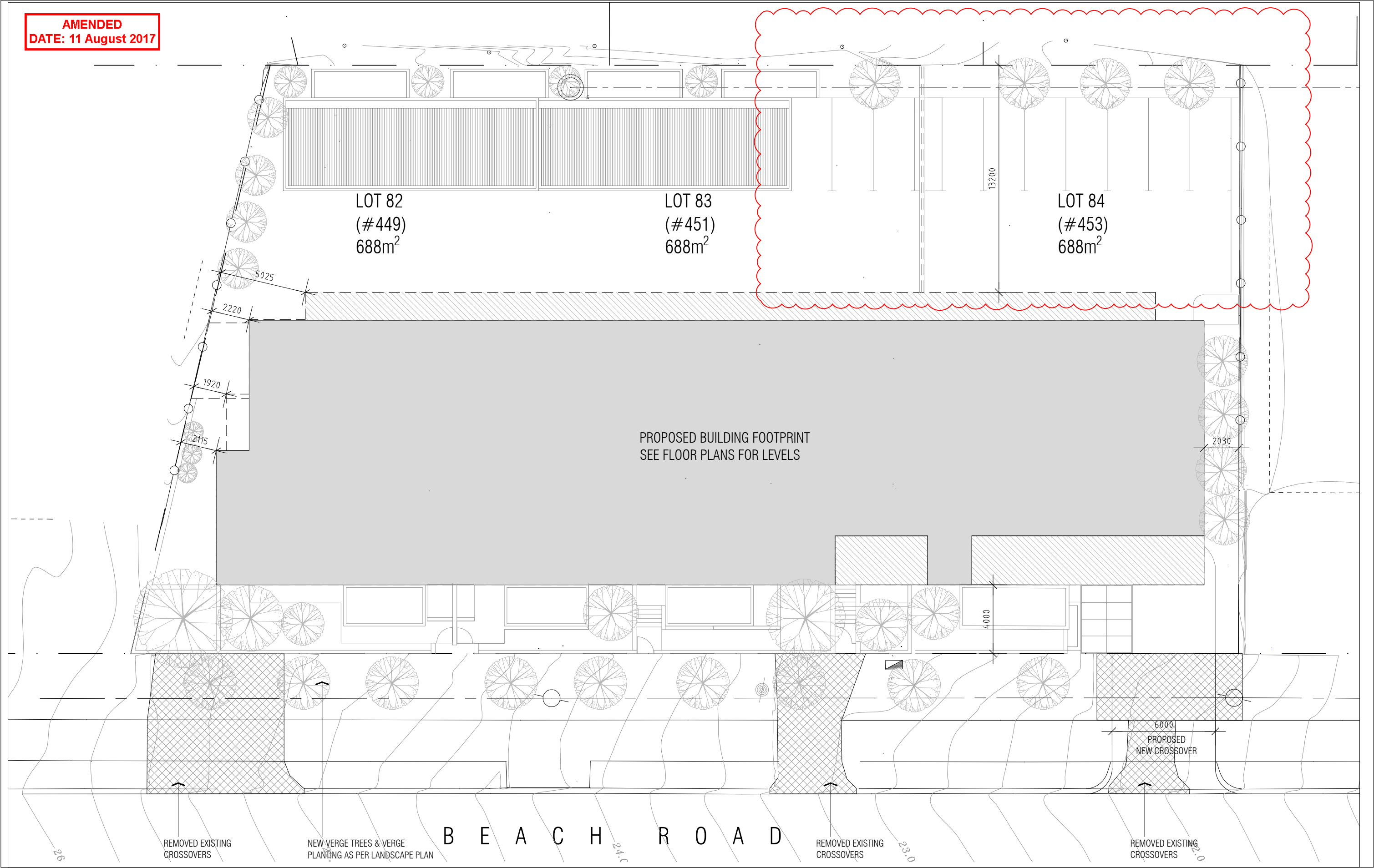
CLIENT
CARINE DEVELOPMENTS P/L

PROJECT
BEACH RD APARTMENTS
PROJECT ADDRESS
449-453 BEACH RD
DUNCRAIG

MJA PROJECT NUMBER
16096
PROJECT STATUS
PLANNING APPLICATION

TRUE NORTH
PROJECT NORTH
SCALE
0 2.5 5 12.5
1:500 @ A3

DRAWING
EXISTING SITE SURVEY
DRAWING NO.
P.00
DRAFTER
SB
CHECKED
REV.
B



REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA
C	16.06.17	REVISED DA ISSUE
D	07.08.17	REVISED DA ISSUE

CLIENT

CARINE DEVELOPMENTS P/L

PROJECT

BEACH RD APARTMENTS

PROJECT ADDRESS

449-453 BEACH RD
DUNCRAIG

MJA PROJECT NUMBER

16096

PROJECT STATUS

PLANNING APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE

0 1 2 5

1:200 @ A3

DRAWING

SITE PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
P.01	SB		D

AMENDED
DATE: 11 August 2017

21 APARTMENTS

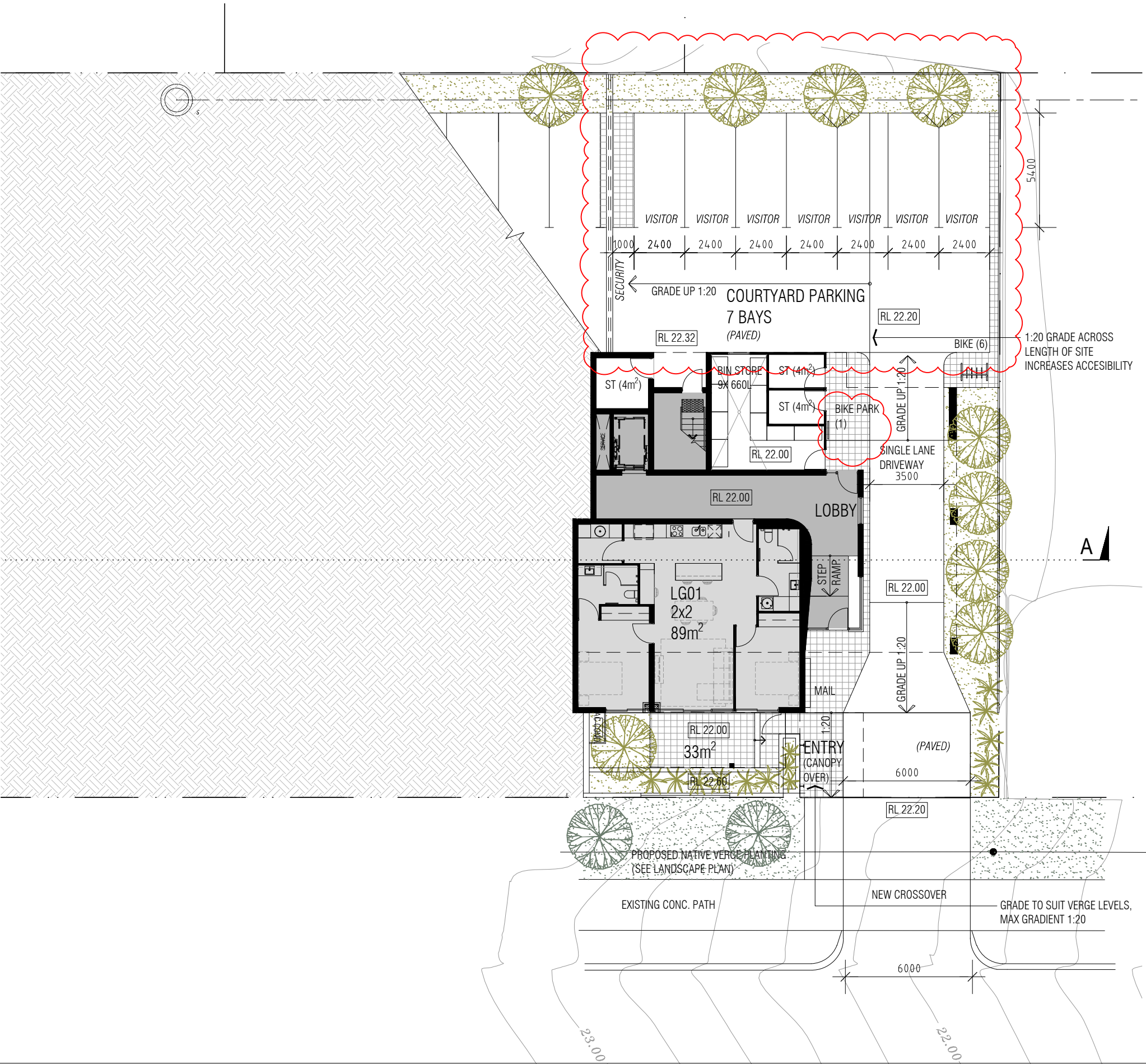
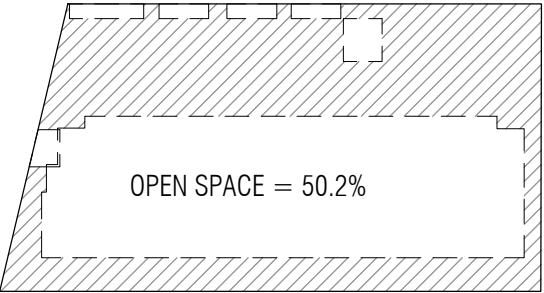
	A	B	C	D	E	
	2 BED 2 BATH	2 BED 1 BATH	2 BED 2 BATH	2 BED 2 BATH	3 BED 2 BATH	TOTAL
STRATA	71	72	82	89	94	
LG				1		1
G	2		1		3	6
1	3	1	4			8
2	2	1	3			6
TOTAL	7	2	8	1	3	21
STRATA	497	144	656	89	282	1668

TOTAL STRATA = 1668
TOTAL PR = 1820
= 0.88

PARKING
PROVIDED: 32 BAYS
1.5 BAYS PER DWELLING

2 x (2 BED 1 BATH)
16 X (2 BED 2 BATH)
3 X (3 BED 2 BATH)

OPEN SPACE DIAGRAM



REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA
C	11.05.17	ISSUE FOR INFORMATION
D	16.06.17	REVISED DA ISSUE
E	07.08.17	REVISED DA ISSUE

CLIENT

CARINE DEVELOPMENTS P/L

PROJECT

BEACH RD APARTMENTS
PROJECT ADDRESS
449-453 BEACH RD
DUNCRAIG

MJA PROJECT NUMBER

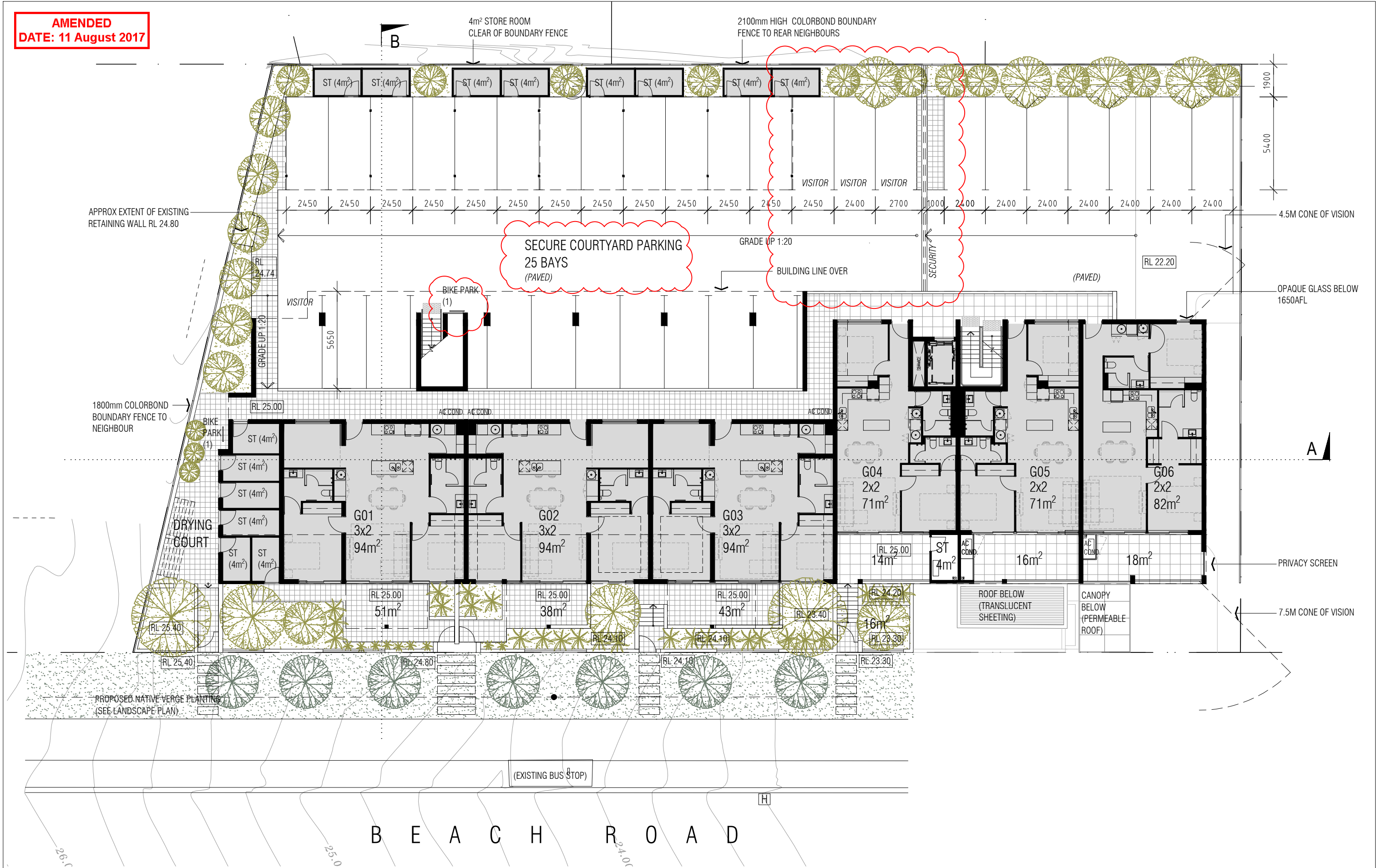
16096
PROJECT STATUS

PLANNING APPLICATION

TRUE NORTH
PROJECT NORTH
SCALE
0 1 2 5
1:200 @ A3

DRAWING

LOWER GROUND FLOOR PLAN
DRAWING NO. DRAFTER CHECKED REV.
P.02 CD/SB E



REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA
C	11.05.17	ISSUE FOR INFORMATION
D	16.06.17	REVISED DA ISSUE
E	07.08.17	REVISED DA ISSUE

CLIENT
CARINE DEVELOPMENTS P/L

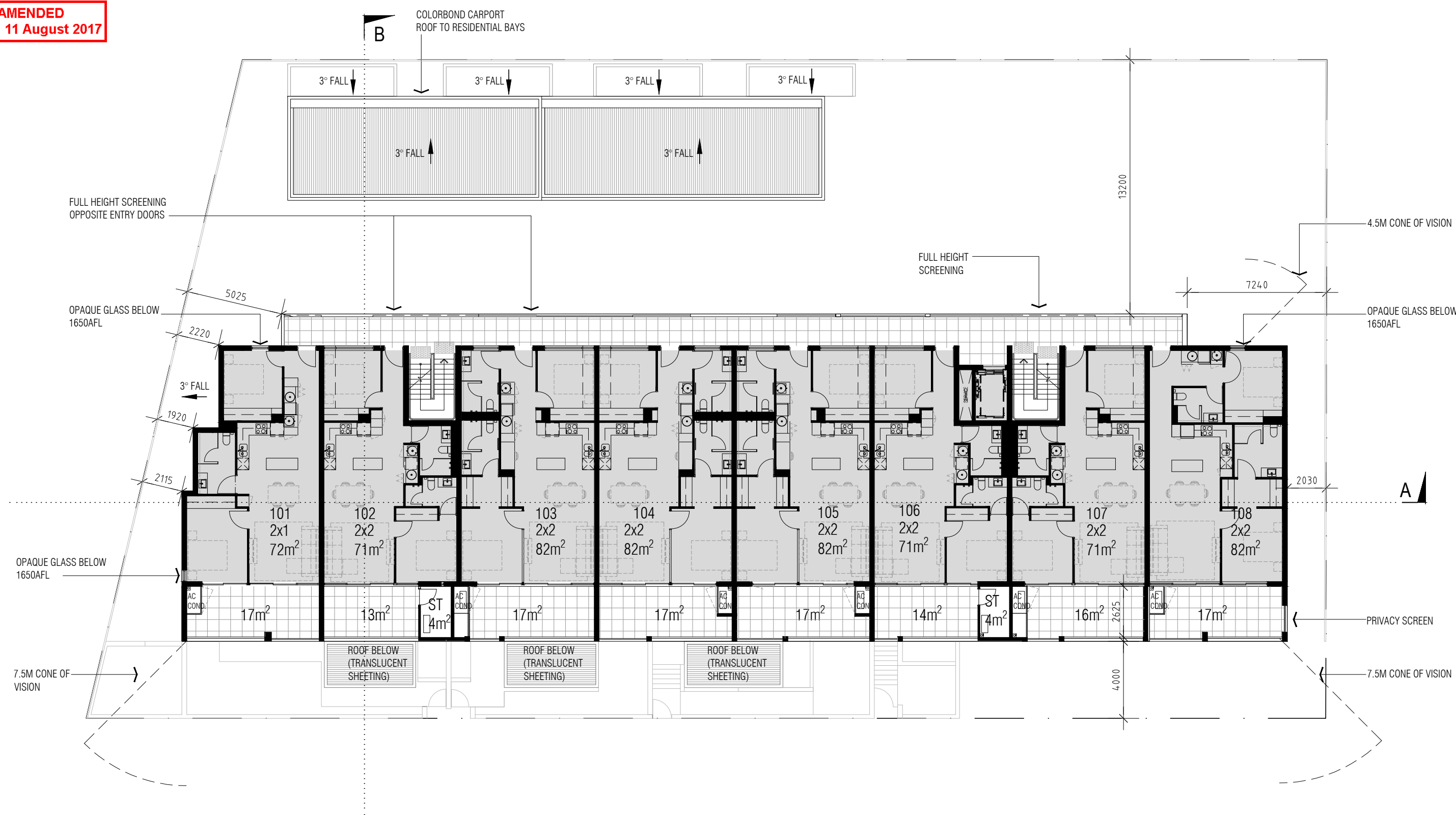
PROJECT
BEACH RD APARTMENTS
PROJECT ADDRESS
449-453 BEACH RD
DUNCRAIG

MJA PROJECT NUMBER
16096
PROJECT STATUS
PLANNING APPLICATION

TRUE NORTH
PROJECT NORTH
SCALE
1:200 @ A3

DRAWING
UPPER GROUND FLOOR PLAN
DRAWING NO. P.03
DRAFTER CD/SB
CHECKED
REV. E

AMENDED
DATE: 11 August 2017



REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA
C	11.05.17	ISSUE FOR INFORMATION
D	16.06.17	REVISED DA ISSUE

CLIENT

CARINE DEVELOPMENTS P/L

PROJECT

BEACH RD APARTMENTS

PROJECT ADDRESS

449-453 BEACH RD
DUNCRAIG

MJA PROJECT NUMBER

16096

PROJECT STATUS

PLANNING APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE

0 1 2 5

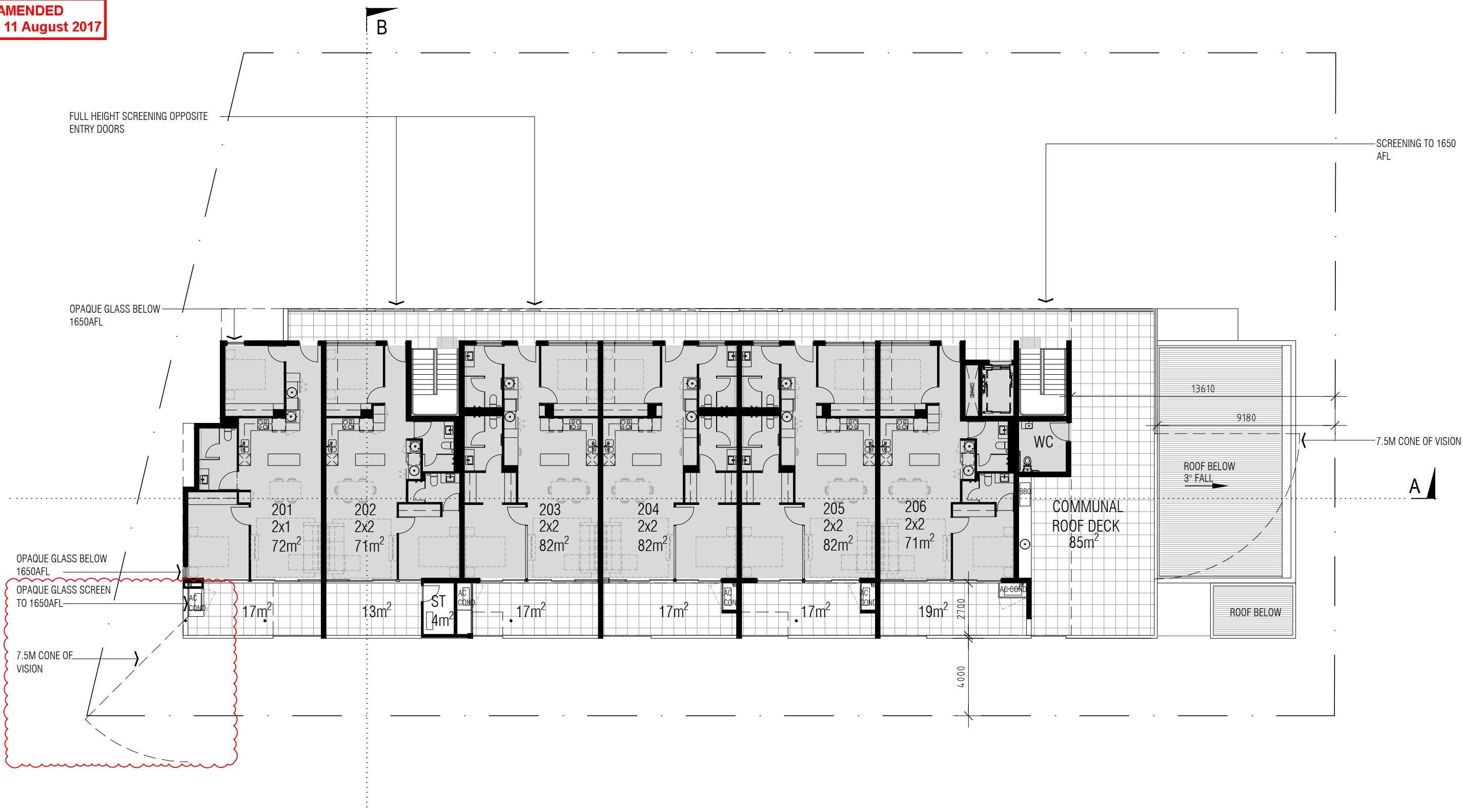
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DRAWING

FIRST FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
P.04	CD/SB		D

AMENDED
DATE: 11 August 2017



REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA
C	16.06.17	REVISED DA ISSUE
D	07.08.17	REVISED DA ISSUE

CLIENT

CARINE DEVELOPMENTS P/L

PROJECT

BEACH RD APARTMENTS
PROJECT ADDRESS
449-453 BEACH RD
DUNCRAIG

MJA PROJECT NUMBER

16096
PROJECT STATUS

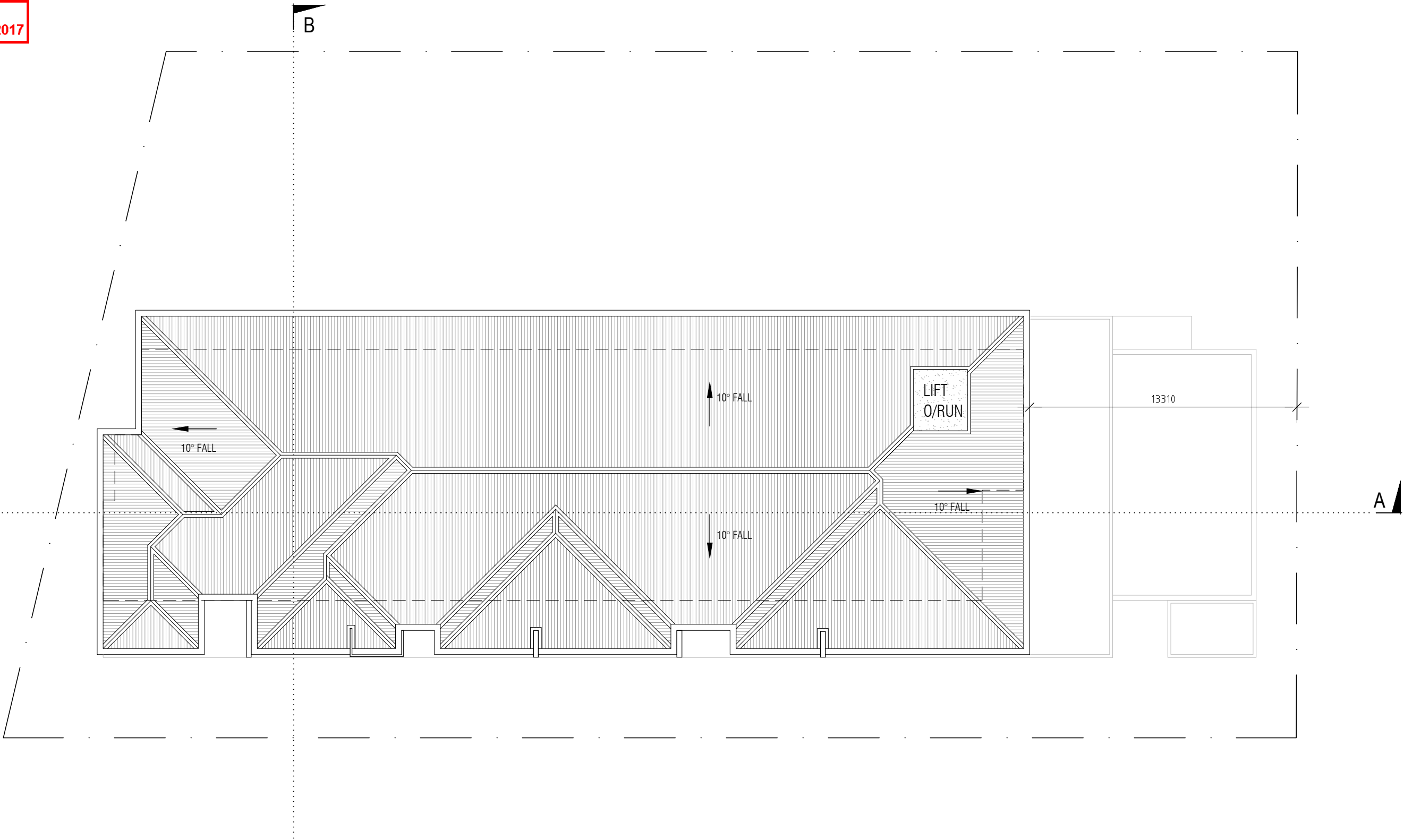
PLANNING APPLICATION

TRUE NORTH
PROJECT NORTH
SCALE
0 1 2 5
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DRAWING

SECOND FLOOR PLAN
DRAWING NO. DRAFTER CHECKED REV.
P.05 CD/SB D

AMENDED
DATE: 11 August 2017



REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA

CLIENT

CARINE DEVELOPMENTS P/L

PROJECT

BEACH RD APARTMENTS

PROJECT ADDRESS

449-453 BEACH RD
DUNCRAIG

MJA PROJECT NUMBER

16096

PROJECT STATUS

PLANNING APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE

0 1 2 5

1:200 @ A3

DRAWING

ROOF PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
P.06	SB		B

AMENDED
DATE: 11 August 2017



SOUTH ELEVATION

REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA
C	16.06.17	REVISED DA ISSUE

CLIENT
CARINE DEVELOPMENTS P/L

PROJECT
BEACH RD APARTMENTS
PROJECT ADDRESS
449-453 BEACH RD
DUNCRAIG

MJA PROJECT NUMBER
16096
PROJECT STATUS
PLANNING APPLICATION

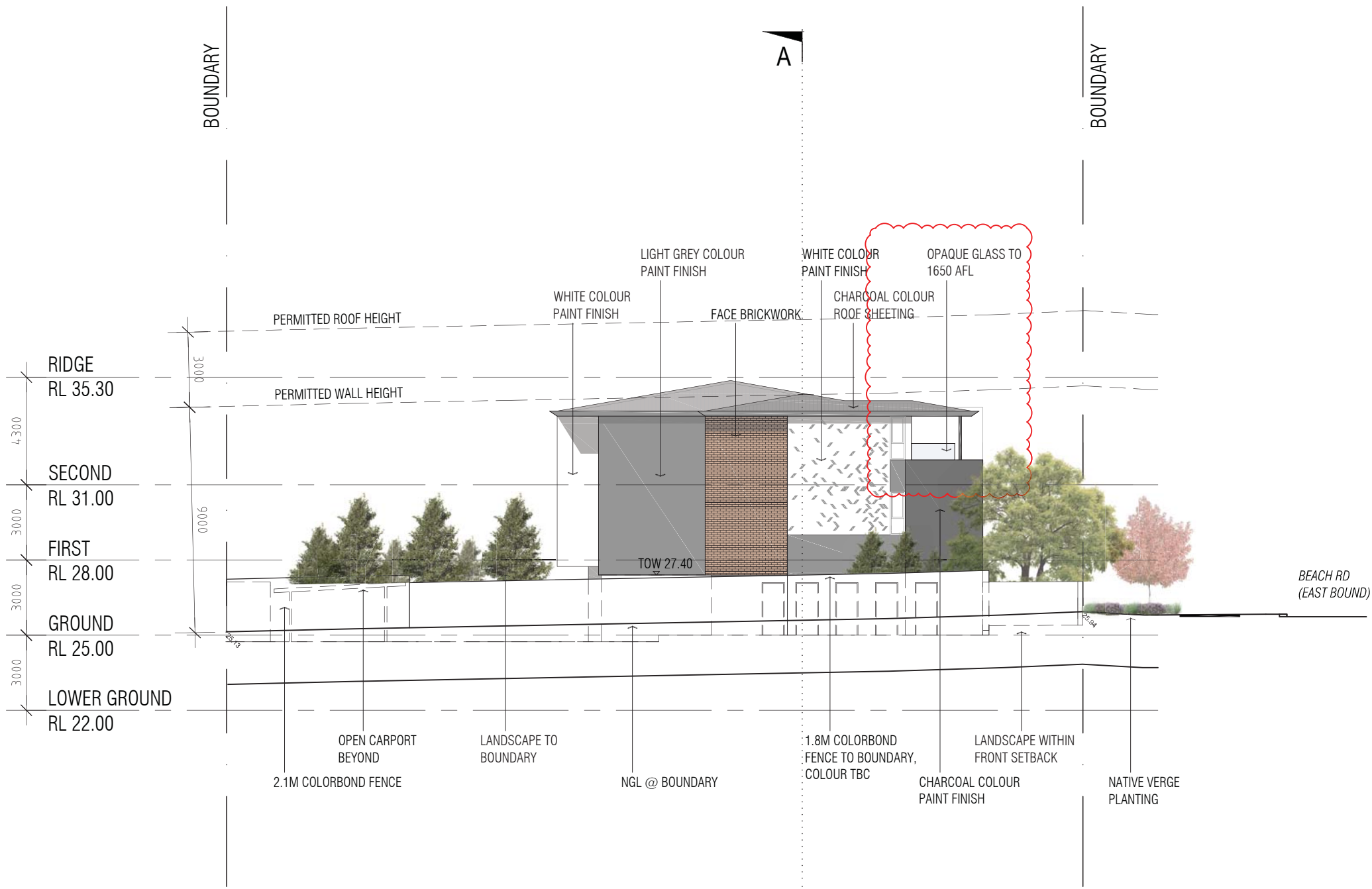
DRAWING
SOUTH (STREET) ELEVATION
DRAWING NO.
P.07
DRAFTER
SB
CHECKED
CD
REV.
C



SCALE

1:200 @ A3

AMENDED
DATE: 11 August 2017



WEST ELEVATION

REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA
C	16.06.17	REVISED DA ISSUE
D	07.08.17	REVISED DA ISSUE

CLIENT

CARINE DEVELOPMENTS P/L

PROJECT

BEACH RD APARTMENTS
PROJECT ADDRESS
449-453 BEACH RD
DUNCRAIG

MJA PROJECT NUMBER

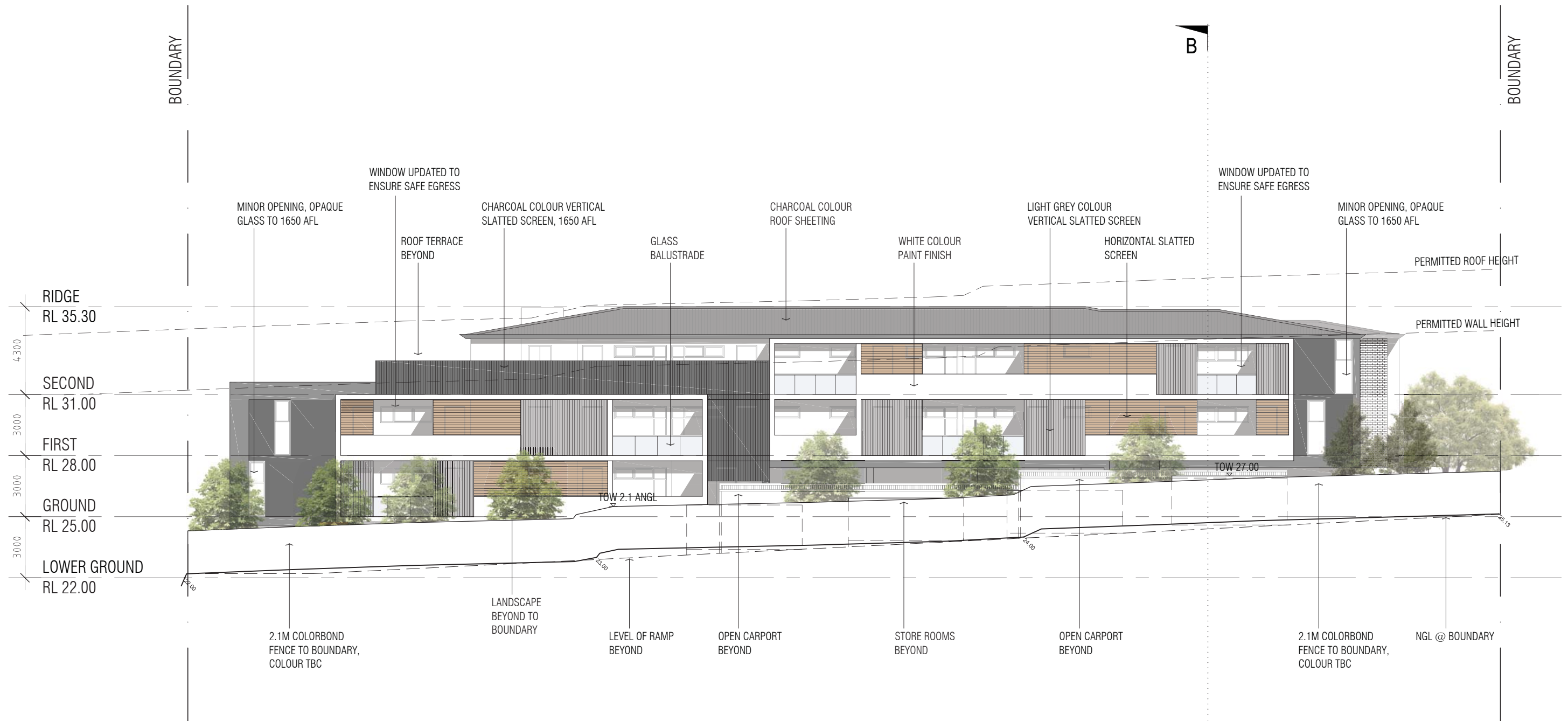
16096
PROJECT STATUS

PLANNING APPLICATION

DRAWING

WEST ELEVATION
DRAWING NO. DRAFTER CHECKED REV.
P.08 SB CD D
SCALE
0 1 2 5
1:200 @ A3

AMENDED
DATE: 11 August 2017



NORTH ELEVATION



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REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA
C	16.06.17	REVISED DA ISSUE

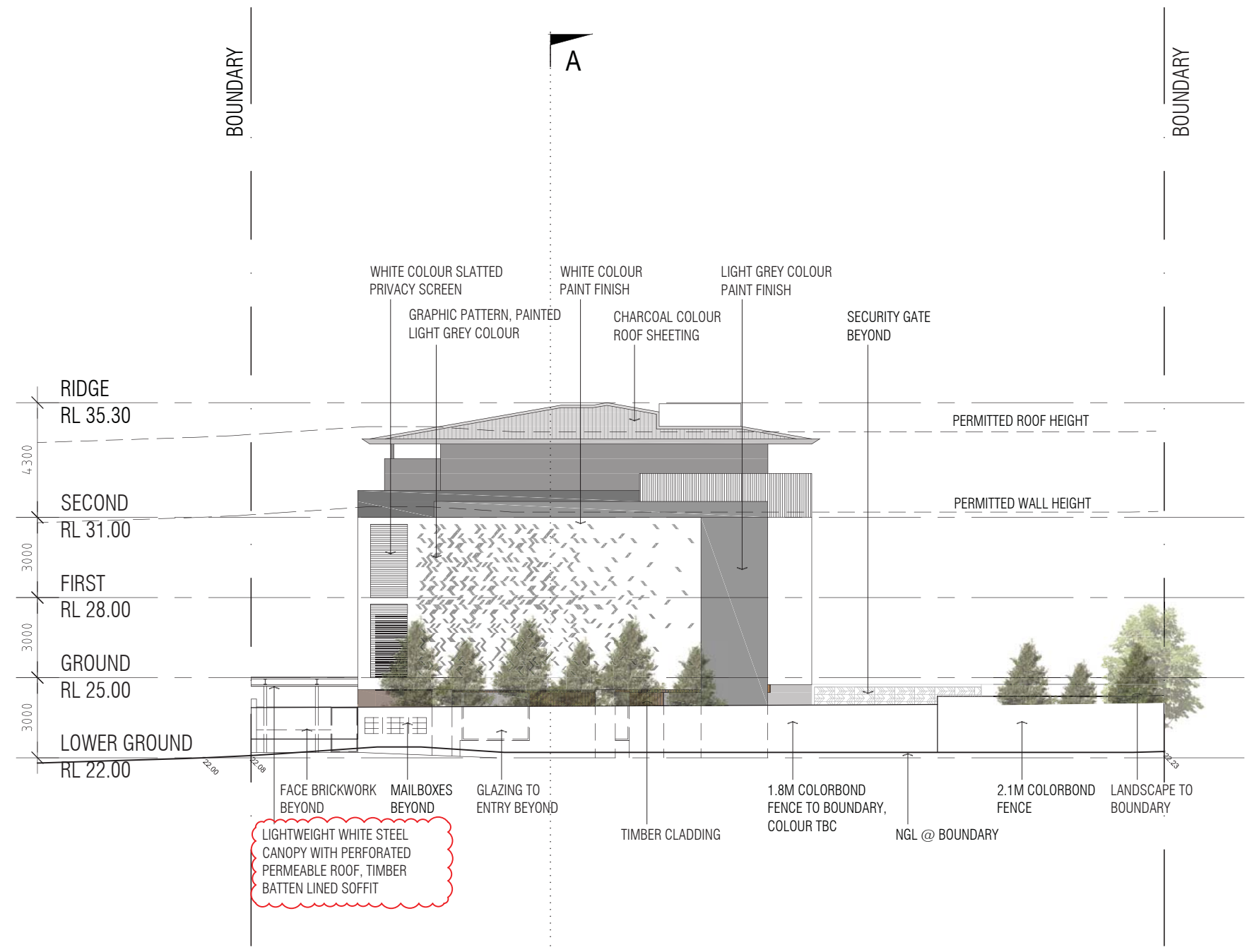
CLIENT
CARINE DEVELOPMENTS P/L

PROJECT
BEACH RD APARTMENTS
PROJECT ADDRESS
449-453 BEACH RD
DUNCRAIG

MJA PROJECT NUMBER
16096
PROJECT STATUS
PLANNING APPLICATION

DRAWING
NORTH ELEVATION
DRAWING NO.
P.09
DRAFTER
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CHECKED
CD
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C
SCALE
0 1 2 5
1:200 @ A3

AMENDED
DATE: 11 August 2017



EAST ELEVATION

REV.	DATE	AMENDMENT
	13.02.17	PRELIMINARY INFORMATION
B	21.04.17	ISSUE FOR DA
C	16.06.17	REVISED DA ISSUE
D	07.08.17	REVISED DA ISSUE

CLIENT
CARINE DEVELOPMENTS P/L

PROJECT
BEACH RD APARTMENTS
PROJECT ADDRESS
449-453 BEACH RD DUNCRAIG

MJA PROJECT NUMBER
16096
PROJECT STATUS
PLANNING APPLICATION

DRAWING
EAST ELEVATION
DRAWING NO.
P.10
DRAFTER
SB
CHECKED
CD
REV.
D
SCALE
1:200 @ A3

DESIGN APPROACH - BUILT FORM AND MATERIALITY

The built form looks to break down the long facade by creating a series of smaller vertical elements stepping down the hill. In keeping with the surrounding residential context, the proposal reads as a line of row houses rather than one monolithic building. Vertical extensions in charcoal and white wrap up to create solid balustrades. These are dispersed with face brickwork to add a textural element that relates back to the surrounding houses. Glass balustrades ensure passive surveillance of the pedestrian realm whilst providing acoustic benefits. The expressed solid upstands to the first floor balconies provide additional privacy to these balconies.

The street fencing has been carefully considered to provide privacy to ground floor bedrooms and ensure passive surveillance from ground floor living areas. The patterned fencing adds a tactile element to the pedestrian experience. Separate pedestrian gates are provided to ground floor units, in line with the surrounding residential context.



STREETSCAPE OF BEACH ROAD - STREET FENCING FOLLOWS THE CONTOURS OF THE SITE



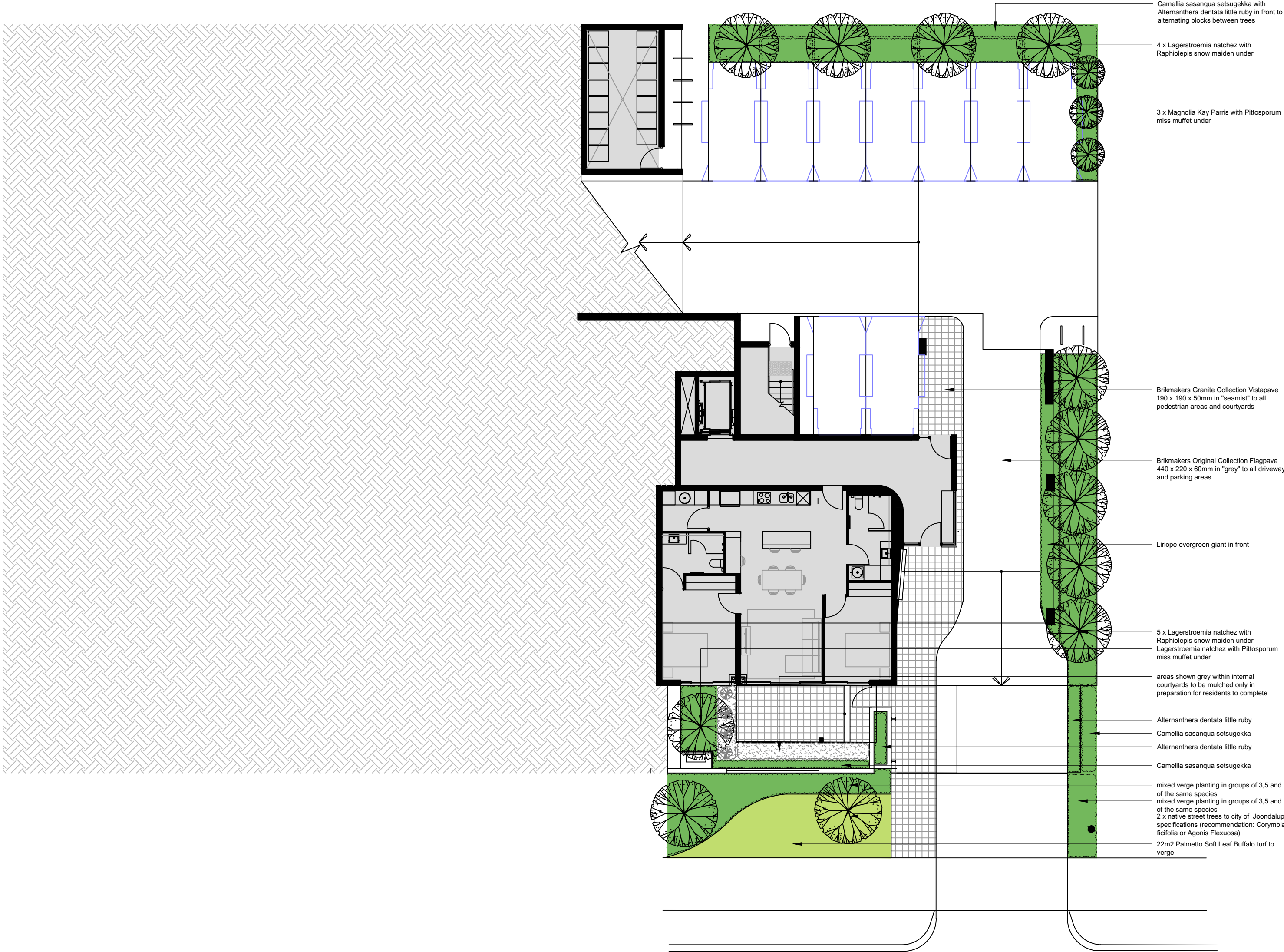
STREETSCAPE VIEW UP BEACH ROAD - PEDESTRIANS ENTER THE BUILDING VIA A TIMBER LINED WALKWAY THAT LEADS TO A GLOWING LIGHTBOX



REAR ELEVATION - THERE IS MINIMAL IMPACT ON THE NORTHERN NEIGHBOURS WITH FULL HEIGHT SCREENS OPPOSITE ENTRY DOORS AND AREAS OF VERTICAL CIRCULATION.

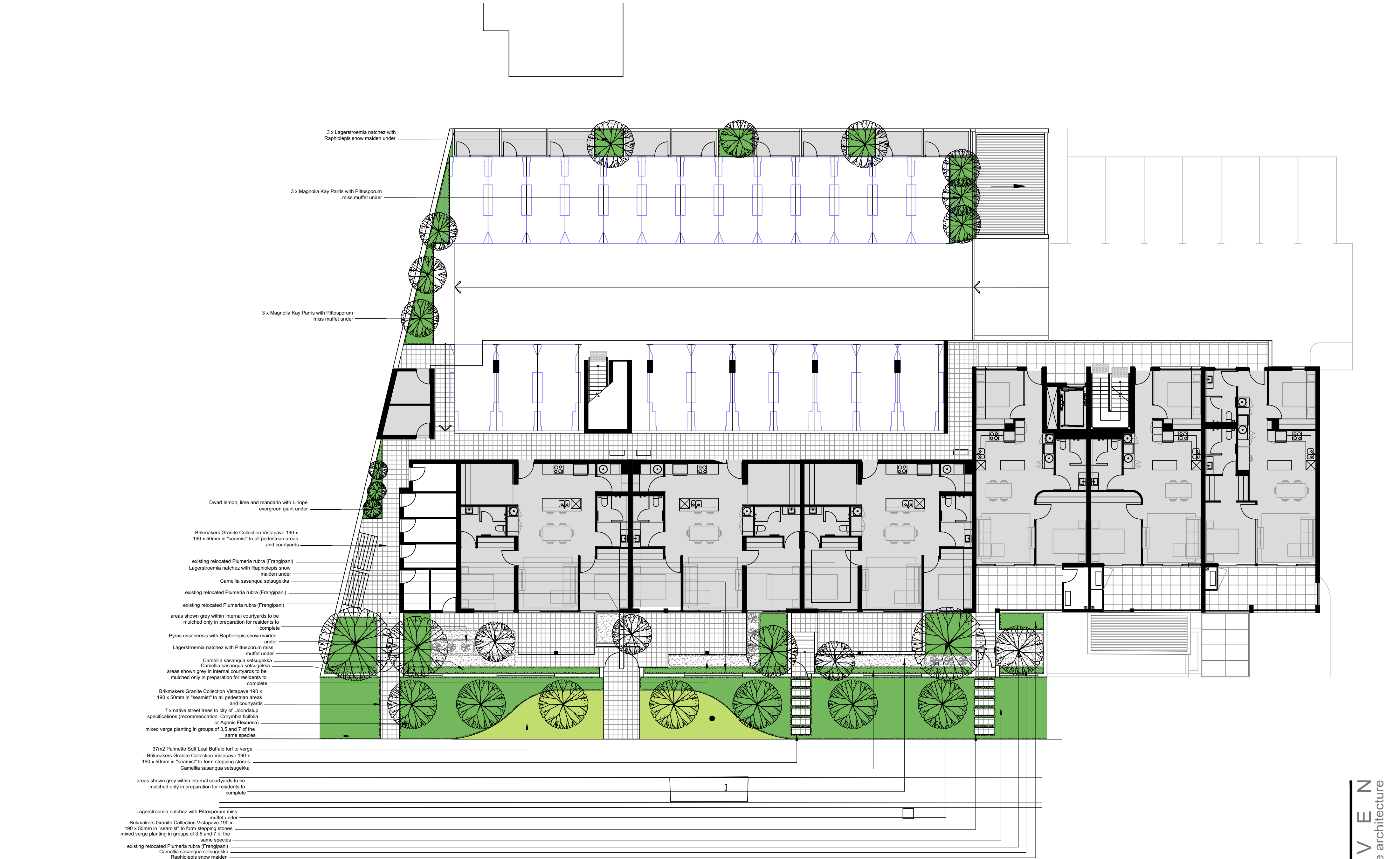
PLANTING SCHEDULE

BOTANICAL NAME	COMMON NAME	HEIGHT @ maturity	POT SIZE	SPACING
TREES				
Lagerstroemia natchez	Crepe myrtle	4-5m	45L	as indicated
Magnolia Kay Parris	Magnolia Kay Parris	4m	45L	as indicated
Lemon Eureka dwarf	Lemon	2m	30L	as indicated
Tahitian Lime dwarf	Lime	2m	30L	as indicated
Imperial Mandarin dwarf	Mandarin	2m	30L	as indicated
Pyrus usseriensis	Manchurian Pear	10m	100L	as indicated
SHURBS				
Camellia sasanqua setsugekka	Japanese Camellia	4-5m	5L	1/lin m
Raphiolepis snow maiden	Indian hawthorn	3m	5L	3/m2
Pittosporum miss muffet	Miss muffet	2m	140mm	3/m2
Altermanthera dentata little ruby	Little ruby	2m	140mm	2/m2
Liriope evergreen giant	Liriope	2m	140mm	4/m2
VERGE PLANTING				
Olearia axillaris	Little smokey	0.5m	140mm	3/m2
Hibbertia scandens	Snake bush	0.3m	140mm	2/m2
Lomandra tanika	Lomandra	0.6m	140mm	3/m2
Eremophila glabra	Kalbarri carpet	0.3m	140mm	2/m2
Dianella Casa blue	Dianella	1m	140mm	2/m2
Leptospermum foreshore	Foreshore tea tree	0.5m	140mm	3/m2
Agonis flexuosa	WA peppermint	8m	30L	as indicated
Corymbia ficifolia	Flowering gum	6m	30L	as indicated



REV	DATE	DESCRIPTION
b	03/04/17	revised concept plan
a	20/03/17	preliminary concept plan





REV	DATE	DESCRIPTION
b	03/04/17	revised concept plan
a	20/03/17	preliminary concept plan

LS 1.2 Upper Ground Floor Landscape Concept Plan
Scale 1:150 @ A2.
NOT FOR CONSTRUCTION

449-453 Beach Road, Duncraig



Beach Road DUNCRAIG – Landscape Selections

Pedestrian Pavers: Brikmakers Granite Collection Vistapave 190 x 190 x 50mm in "seamist"



Vehicle Area Pavers: Brikmakers Original Collection Flagpave 440 x 220 x 60mm in "grey".



SOFT LANDSCAPE:

Alternanthera dentata 'Little Ruby'



Liriope evergreen giant



Raphiolepis snow maiden



Pittosporum 'Miss Muffet'



Camellia sasanqua setsugekka



Lagerstroemia natchez



Magnolia Kay Parris



Pyrus usseriensis



Citrus Tahitian Lime Dwarf



Citrus Imperial Mandarin Dwarf



Citrus Lemon Eureka Dwarf



VERGE TREATMENT:

Agonis Flexuosa

“or”



Corymbia ficifolia



Olearia axillaris



Hibbertia scandens



Lomandra tanika



Eremophila glabra



Dianella Casa blue



Leptospermum foreshore







Department of Planning,
Lands and Heritage

17 July 2017

City of Joondalup
PO Box 21
Joondalup WA 6919

Your ref: DA17/0454

Our ref: 808/02/34/0003P

Enquiries: Mark O'Brien (Ph: 6551 9751)

Attention: Ryan Bailey A/Coordinator Planning Approvals

Dear Ryan,

Development Application – Lots 82, 83 & 84 (No. 449, 451 & 453) Beach Road, Duncraig

I refer to your correspondence dated 11 July 2017 regarding the above application. In accordance with the Western Australian Planning Commission's (WAPC) instrument of delegation 2017/02 dated 30 May 2017, the following transport comments are provided with respect to this proposal.

The applicant seeks approval for multiple dwellings (21 new residential dwellings).

Land Requirements

The subject site abuts Beach Road, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS). The site is not affected by the existing ORR reservation for Beach Road per WAPC land requirement plan number 1.1089.

Access

Beach Road is defined as a Category 1 Road per WAPC plan number SP694, whereby access is strictly controlled. The proposal seeks to rationalise access to the subject site from three existing crossovers to one proposed crossover. This is in accordance with the WAPC's Development Control Policy 5.1 *Regional Roads (Vehicular Access)* which seeks to reduce the number of crossovers to the regional road network.

The WAPC's operational policy *Liveable Neighbourhoods* states that vehicles reversing onto major urban arterial roads with volumes more than 5000 vehicles per day, such as Beach Road, should be avoided. As such, the development should allow vehicles to enter and exit Beach Road in a forward direction. It is expected that the City will ensure adequate on-site parking has been proposed to accord with Australian Standards.

Summary

The Department has no objections to the proposal on regional transport planning grounds.

Yours sincerely,

Mohsin Muttaqui
Planning Manager
Department of Planning

Transport Impact Statement

449 – 453 Beach Road Apartments

Prepared for
Total Project Management

27 March 2017



Contact Information

Cardno (WA) Pty Ltd
Trading as Cardno
ABN 77 009 119 000

11 Harvest Terrace, West Perth WA 6005

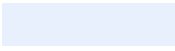
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www.cardno.com

Document Information

Prepared for	Total Project Management
Project Name	449 – 453 Beach Road Apartments
Site Name	449 – 453 Beach Road, Duncraig
Client Reference	Total PM
Project No.	CW993700
Document Title	Transport Impact Statement
Discipline Code	Traffic & Transport
Document Type	Report
Document Sequence	A
Date	27 March 2017
Revision Number	A

Author(s):


Raymond Rachmat
Traffic Engineer

Approved By:



Ray Cook
Manager – Traffic and Transport

Document History

Revision	Date	Description of Revision	Prepared by:	Reviewed by:
A	27/03/2017	For Issue	Raymond Rachmat	Ray Cook

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1 Introduction

1.1 Background

Cardno was commissioned by Total Project Management ('the Client') to prepare a Transport Impact Statement (TIS) to support the proposed residential development ('the Site'), located at 449 – 453 Beach Road, Duncraig ('the Site').

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2016) and the checklist is included at **Appendix A**.

1.2 Existing Site

The Site is located at 449 – 453 Beach Road, in the suburb of Duncraig within the City of Joondalup as shown in **Figure 1-1**.

Figure 1-1 Site Location



Source: Nearmap (February 2017)

Currently the Site is 3 different lots, with each lot occupied by a single dwelling. The Site is immediately adjoined by low density residential uses, with existing established retail and commercial uses on the corner of Beach Road and Davallia Road. A close up aerial image of the Site is shown in **Figure 1-2** below.

Figure 1-2 Close Up Image of the Site



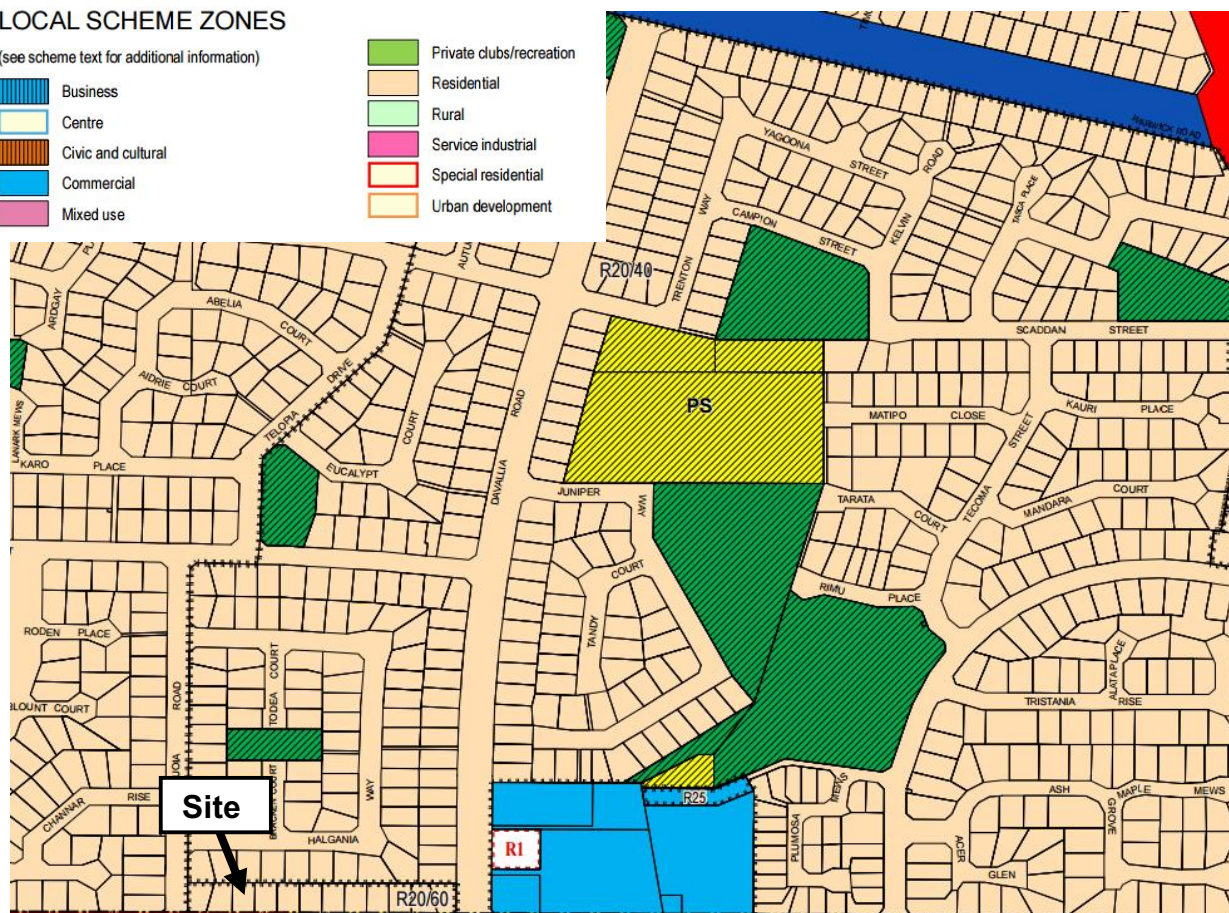
Source: Nearmap (March 2017)

In the City of Joondalup Town Planning Scheme No. 2, the Site is zoned as 'Residential' R20/60. The surrounding land uses consists of predominantly residential dwellings. **Figure 1-3** shows the land use zones surrounding the Site.

Figure 1-3 Zoning Map
LOCAL SCHEME ZONES

(see scheme text for additional information)

	Business		Private clubs/recreation
	Centre		Residential
	Civic and cultural		Rural
	Commercial		Service industrial
	Mixed use		Special residential
			Urban development



Source: City of Joondalup Local Planning Scheme No. 2 (September 2016)

1.3 Existing Road Network

The Site is bounded by Beach Road to the south and existing private properties to north, east, and west. Below are the descriptions of roads in the vicinity of the Site:

- > **Beach Road** is located on the southern boundary of the Site. Beach Road is a two-way divided carriageway road with two lanes in each direction. At the intersection of Davallia Road, there are additional left turn and right turn pocket. The posted speed limit is 70km/h and it has a 2.5m shared path on both sides of the road.
- > **Sequoia Road** is located 30 metres west of the Site. The road is single carriageway, with one lane in each direction. The posted speed limit is 50km/h and has no footpath on either side of the road.
- > **Davallia Road** is located 180 metres east of the Site. The road is a two-way divided carriageway road with one lane on each direction. At the southbound approach towards Beach Road, there are additional left turn and right turn pocket. Speed limit north of Beach Road is 50km/h and south of Beach Road (road name change to Okely Street) is 60km/h. On-street parking embayments are available as well as cycle lanes.

1.4 Traffic Volumes

Existing traffic volumes were sourced from Main Roads Western Australia (MRWA). The data is shown in in **Table 1-1** below.

Table 1-1 Existing Traffic Volumes (two-way)

Road Name	Date	Average Two-way Daily Traffic Volume (Weekday)	Average Two-way AM Peak Traffic Volume	Average Two-way PM Peak Traffic Volume
Beach Road (West of Davallia Road)	2012	13,129	1,161	1,327
Davallia Road (North of Beach Road)	2015	14,844	1,263	1,289

2 Proposed Development

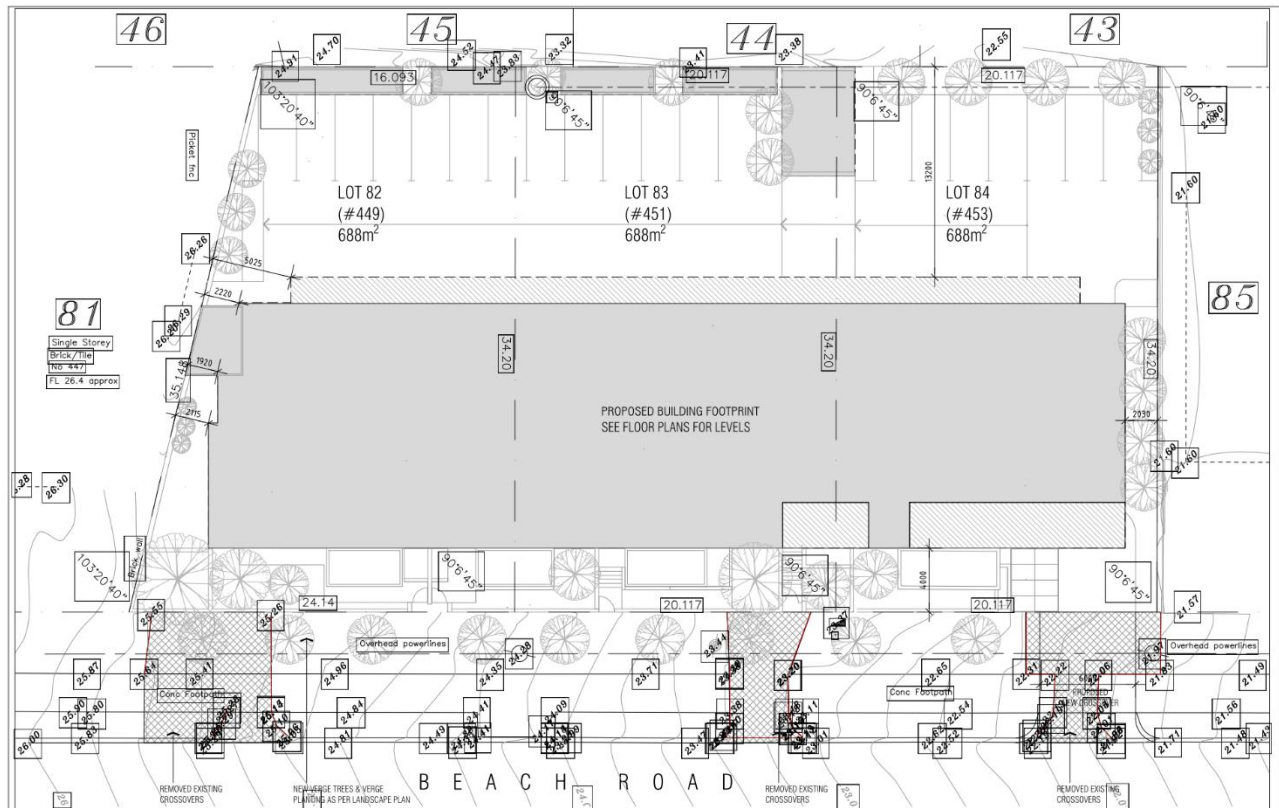
2.1 Proposed Land Uses

The proposed development consists of the following:

- > 21 residential dwellings

The site layout for the proposed development is shown in **Figure 2-1** below. More information can be found in **Appendix B**.

Figure 2-1 Site Layout



Source: Total Project Management, 2017

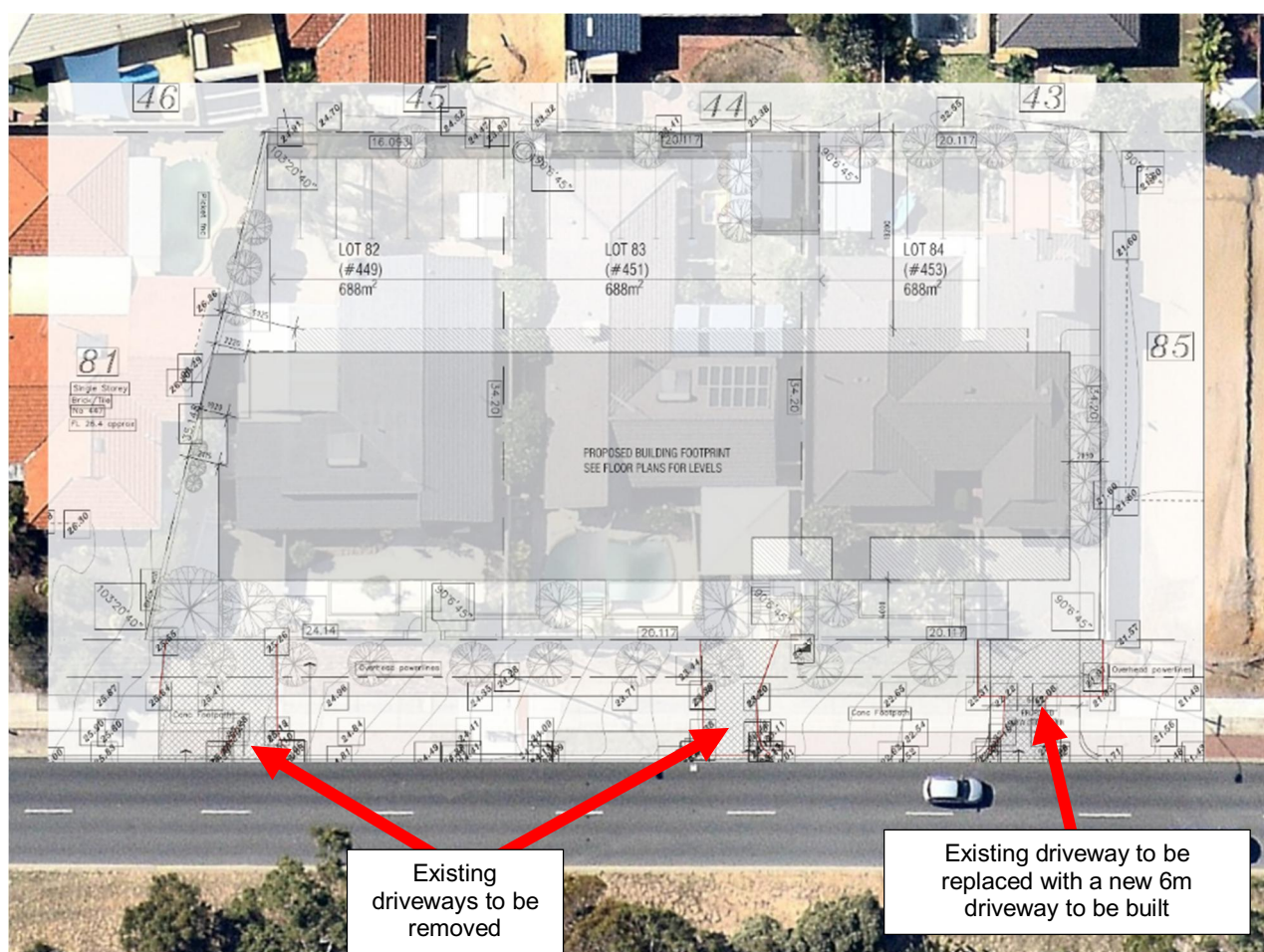
2.2 Access Arrangements

The existing Site currently has 3 driveways fronting Beach Road, which are proposed to be removed and replaced with a single 6m wide driveway. The reduction from 3 to 1 driveway would result in a safety improvement as it would reduce potential conflict points along Beach Road. Reduction to a single driveway would also improve pedestrian and cyclist safety passing the Site.

Main pedestrian access to the Site is located adjacent to the driveway and is accessible from the existing shared path along beach Road. There are also additional pedestrian access points to the ground floor dwelling units fronting Beach Road.

The proposed vehicle access arrangement is shown in **Figure 2-2**.

Figure 2-2 Site Access Arrangement



2.3 Development Traffic Generation

Trip generation has been calculated for the Site, utilising trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 7th Ed.* **Table 2-1** shows the trip generation, **Table 2-2** shows the directional distribution and **Table 2-3** presents the total potential trip generation of the proposed development.

Table 2-1 Trip Generation Rate – Peak hour of Generator

Land Use	ITE Code/Source	AM Peak	PM Peak
Mid-rise Residential	223	0.35 trips per dwelling	0.44 trips per dwelling

Table 2-2 Directional Distribution

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Mid-rise Residential	29%	71%	59%	41%

Table 2-3 Total Trip Generation of the Proposed Development

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Residential	3	6	6	5

The proposed redevelopment represents trip generation of approximately 9 vehicles in the AM peak and 11 vehicles in the PM peak hour. Given that the existing peak hour traffic along Beach Road is more than 1,000 vehicles per hour, the Site would have negligible impact on the surrounding road network.

All traffic generated by the Site is expected to be distributed onto Beach Road and Davallia Road.

2.4 Provision for Service Vehicles

Refuse collection will operate in the same manner as the existing land use. Rubbish bins will be wheeled out and collected from Beach Road street frontage on collection day, serviced and then returned back to the dwelling units. The waste truck is not required to enter the Site.

3 Parking

3.1 Parking Requirements

The car parking provision required to service the Site is set out in the *City of Joondalup Local Planning Scheme No.2*. According to the document, the parking requirements of a multiple dwellings are to follow the Residential Design Codes (R-Codes). The requirements for the Site land uses have been summarised in **Table 3-1**.

Table 3-1 Car Parking Requirements

Land Use	Car Parking Requirements
Multiple Dwelling –in areas Coded R40 or greater, within mixed use development and activity centres (Location A)*	<ul style="list-style-type: none"> 1 per dwelling less than 110 sqm and/or 1 or 2 bedrooms 0.25 visitor bay per dwelling

Source: *R-Codes

Table 3-2 provide the total parking requirements for the Site compared to the proposed provision detailed in the Site plans.

Table 3-2 Site Parking Provision and Requirements

Land use	Car Parking Requirements	Site Parking Provision	Shortfall/Excess
Multiple Dwelling	21	27	+6
Visitors	5	5	0
Total	26 car bays	32 car bays	+6 Bays

From **Table 3-2**, it can be seen that the Site provides sufficient car park for residents and visitors.

3.2 Bicycle Parking Requirements

The minimum bicycle parking requirements as set out in the Residential Design Codes (R-Codes), shown in **Table 3-3**.

Table 3-3 Bicycle Parking Requirements

Land Use	Bicycle Parking Requirements
Multiple Dwelling	<ul style="list-style-type: none"> 1 bicycle bay per 3 dwellings 1 visitor bicycle bay per 10 dwellings

Table 3-4 presents the total bicycle parking requirements for the Site compared to the proposed provision detailed in the Site plans.

Table 3-4 Site Bicycle Parking Provision and Requirements

Land use	Bicycle Parking Requirements	Site Bicycle Parking Provision
Residential	7	6 bike rails with a capacity of 12 bikes
Visitor	2	
Total	9 bicycle bays	12 bicycle bays

The Site bicycle parking provision exceeds the minimum bicycle parking requirements.

4 Public Transport Facilities

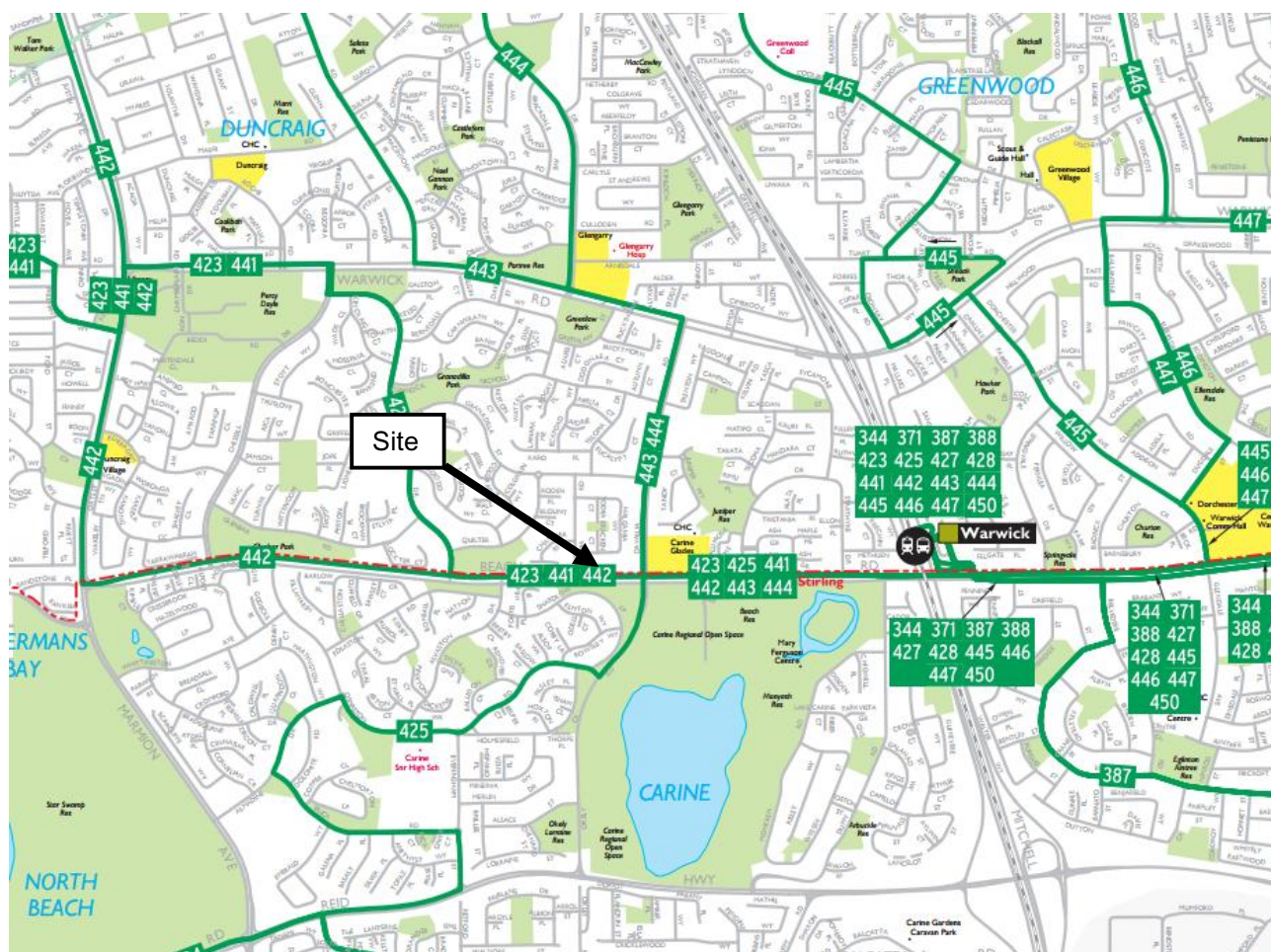
The nearest bus stop is located in front of the Site, approximately 40m west of the proposed access driveway, which cater for passengers wishing to travel to the west towards Warwick Station. A bus stop is also available across the street on the southern side of Beach Road, which would cater for residents returning to the Site, however there is no median break or path connection from this bus stop to the northern side of Beach Road, which would make crossing difficult for prams and bicycle.

There are 3 routes through the Site: 423, 441, and 442. The nearest train station to the Site is Warwick Station, approximately 1.5km east of the Site. The public transport network is shown in **Figure 4-1**.

Peak hour frequency of route 423 is approximately 15 to 30 minutes. At the bus stop located in front of the Site, routes 441 and 442 have a combined peak hour frequency of approximately 10 minutes. The above routes all travels into Warwick Station, where passengers can travel to either Joondalup or Perth CBD.

Overall, the Site has an excellent access to public transport, apart from the difficulty of crossing Beach Road as mentioned earlier.

Figure 4-1 Public Transport in the Vicinity of the Site



Source: Transperth (2016)

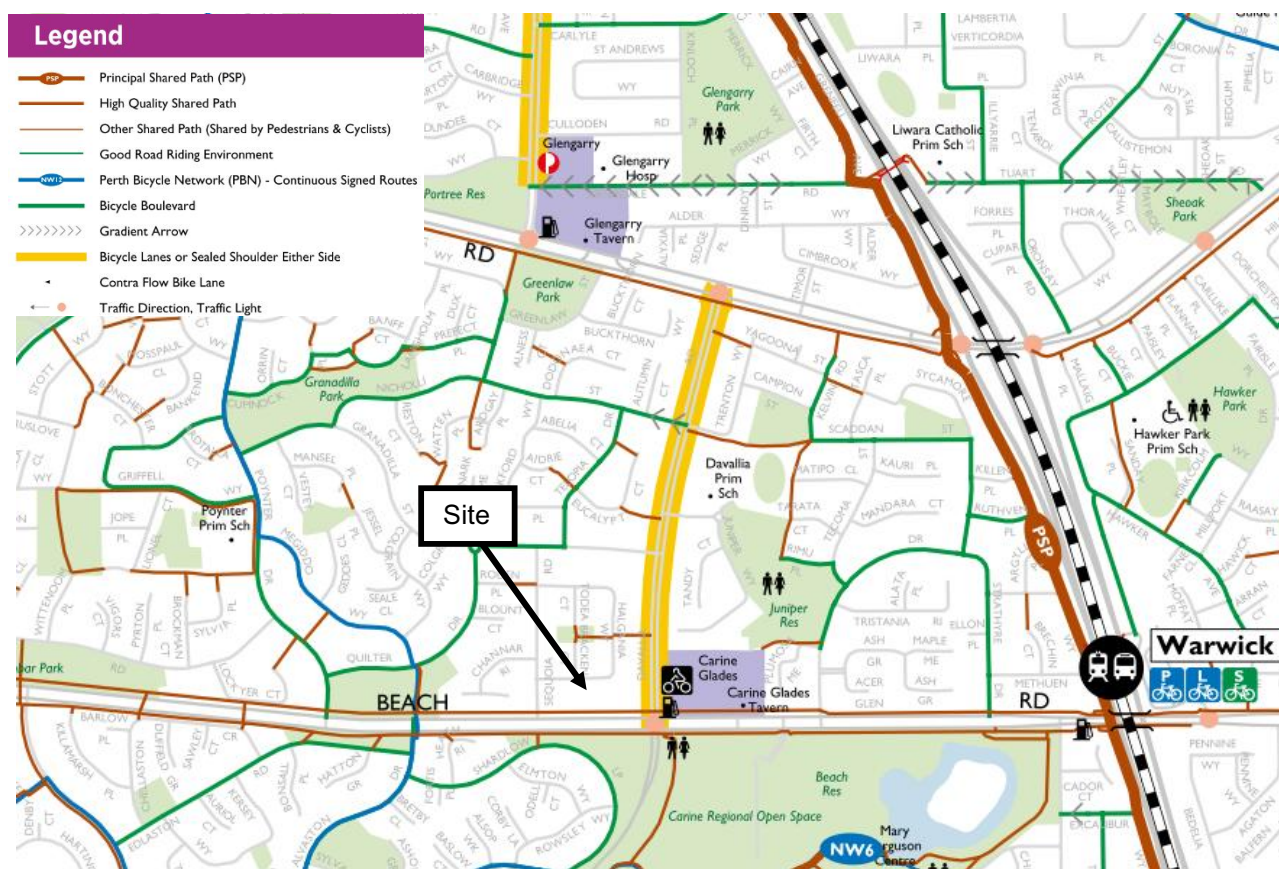
5 Pedestrian/Cycle Networks and Facilities

5.1 Existing Pedestrian/Cycle Network Facilities

Shared paths are present on both sides of Beach Road and footpaths are also available on both sides of Davallia Road. On road cycling lanes are also present along Davallia Road. The shared path along Beach Road provide easy access from the Site to the Principal Shared Path alongside Mitchell Freeway and Warwick Train Station. **Figure 5-1**, shows the cycling lanes within the surrounding area of the Site.

Overall, the Site is well located, residents and visitors can walk or cycle to/from the shops and train station to the east.

Figure 5-1 Pedestrian and Cycling Network in the Vicinity of the Site



Source: Department of Transport WA (2016)

5.2 Proposed Pedestrian/Cycle Network Facilities

Within the vicinity of the Site, the following proposals have been mentioned in the City of Joondalup Bike Plan 2016 – 2021.

- > Beach Road Shared Path – between Mitchell Freeway and Sycamore Drive
- > Davallia Road Upgrade – Beach Road and Warwick Road.

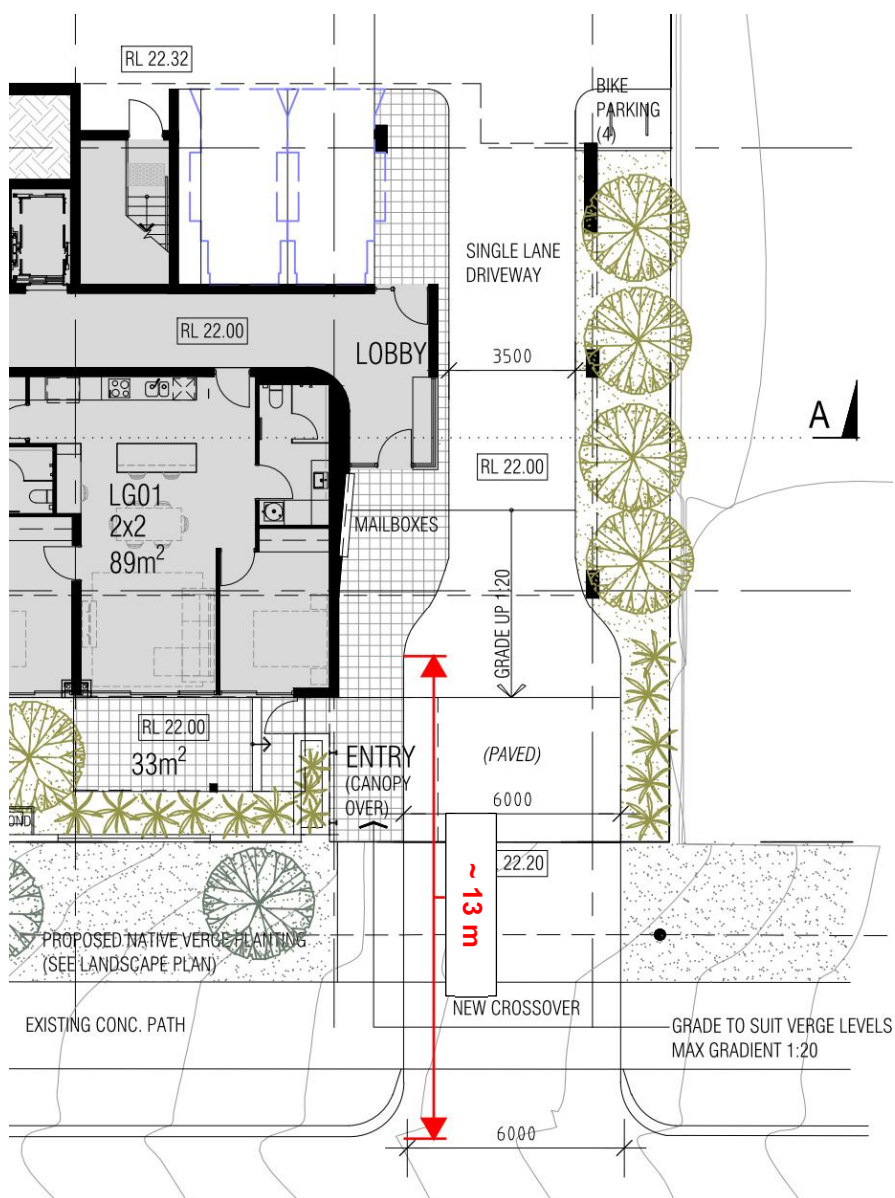
6 Site-Specific Issues

6.1 Single Lane Driveway

The proposed driveway is a 6m wide, 13m long, two-way driveway that narrows into a 3.5m single lane driveway as shown in **Figure 6-1**. While this single lane driveway could result in entering and exiting vehicles meeting each other, the probability of this occurring would be extremely low. This is due to the nature of residential traffic flow, where in the AM peak, the majority of the traffic would exit the Site to go to work or school; whereas in the PM peak, the majority of the traffic will return to the Site. Therefore, the probability of conflict at the driveway would be negligible.

In the event that entering and exiting vehicles arrive at the same time, the driveway has a 6m wide, 13m long, two-lane section where entering vehicles can queue and give way to exiting vehicles. Moreover, the Site's excellent access to public transport would make it more appealing for residents of the Site to take up public transport, further reducing private vehicle use generated by the Site and therefore reducing potential conflict at the driveway.

Figure 6-1 Proposed Driveway Arrangement



6.2 Crash Data

A search of the Main Roads WA Reporting Centre for traffic crash data was undertaken for reported crashes between 1 January 2011 and 31 December 2015 for the following sections:

- > Beach Road midblock section eastbound only, between Sequoia Road and Davallia Road excluding intersection crashes at Davallia Road.

The crash data shows that there is only 1 midblock crash at Beach Road at the abovementioned section near the intersection of Davallia Road. The crash is a sideswipe type crash caused by a vehicle overtaking from the left. The crash resulted in major property damage and no fatalities had occurred nor medical attention was required.

7 Summary

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access, and car parking. Discussion regarding pedestrian, cycle, and public transport considerations is also provided.

This statement has been prepared in accordance with the WAPC *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

The following conclusions have been made in regards to the proposed development;

- > The Site will generate approximately 9 vehicles during the peak AM period and 11 vehicles during the peak PM period. The volumes are extremely low and therefore expected to have negligible impact on the surrounding areas.
- > The car parking provision generally satisfies the requirements as set out in the City of Joondalup Local Planning Scheme. Bicycle parking requirements have also been provided and meets the minimum requirements.
- > The Site benefits from good pedestrian and cycling infrastructure with shared path connection into the Mitchell Freeway Principal Shared Path and cycle lanes along Davallia Road.
- > Public transport is highly accessible with a high frequency bus service located directly in front of the Site with connection to Warwick Station. Easy access to public transport would make it more appealing for residents of the Site to take up public transport and further reduce the need for private vehicle use, especially to Perth CBD.
- > The single lane driveway arrangement of the Site is not expected to generate any safety issues. The probability of conflict between entering and exiting vehicles is negligible and if it does occur, there is a queuing space available where entering vehicles can wait and give way to exiting vehicles.

Transport Statement

APPENDIX

A





WAPC TRANSPORT STATEMENT CHECKLIST FOR DEVELOPMENT

Checklist for a Transport Statement







Item	Status	Comments/Proposals
Proposed development		
proposed land use	Section 2	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 2	
public, private, disabled parking set down / pick up	N/A	
Service vehicles (non-residential)		
access arrangements	N/A	
on/off-site loading facilities	N/A	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	Section 2	
Hours of operation (non-residential only)	N/A	
Traffic volumes		
daily or peak traffic volumes	Section 1	
type of vehicles (e.g. cars, trucks)	N/A	
Traffic management on frontage streets	Section 1	
Public transport access		
nearest bus/train routes	Section 4	
nearest bus stops/train stations	Section 4	
pedestrian/cycle links to bus stops/train station	Section 4 and 5	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 5	
proposed pedestrian facilities within development	Section 5	
existing pedestrian facilities on surrounding roads	Section 5	
proposals to improve pedestrian access	N/A	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 5	
proposed cycle facilities within the development	Section 5	
existing cycle facilities on surrounding roads	Section 5	
proposals to improve cycle access	N/A	
Site specific issues	Section 6	
Safety issues		
identify issues	N/A	
remedial measures	N/A	

PLANNING CONSIDERATIONS - DESIGN WA

The State Government’s Design WA has been issued for public comment and will ultimately form the basis for the replacement of Part 6 of the Residential Design Codes. While not yet legislated, the Design WA – Draft Apartment Policy provides insight into the design objectives sought by the State for future apartment development. The application of the 10 principles are therefore discussed in context of this proposal.

PRINCIPLES	THE FOUNDATIONS	DESIGN RESPONSE
<div><p>Context and character</p><p>Responds to and enhances the unique characteristics of a local area, contributing to a sense of place</p></div>	Places that relate to the local neighbourhood	<ul style="list-style-type: none">▪ Use of mixed palette of materials that relate to surrounding areas.<ul style="list-style-type: none">- Face brick relates to older homes, rendered features providing transition to newly built homes- Metal and glazed balustrading and fencing relate to old and new properties▪ Verge replanted with natives in line with City’s policy and provide context to the wide native median strip in front of the site▪ Pitched roof to align with single residential character▪ Deep setback from rear boundary to provide separation from R20/40 zoned properties for the height transition
<div><p>Landscape quality</p><p>Operates as an integrated and sustainable system, within a broader ecological context</p></div>	Places that include room for trees and gardens	<ul style="list-style-type: none">▪ Landscape opportunities to common areas and verge maximised▪ Water wise planting to verge proposed▪ Large front courtyards to ground floor residences that will be overlooked by apartments on levels 1 & 2▪ Roof top garden space provided that will provide ample landscaping space and connect residents with the tree canopy within the median strip on Beach Road and beyond to Carine Regional Open Space
<div><p>Sustainability</p><p>Optimises sustainability to deliver positive environmental, social and economic outcomes</p></div>	Places that work with the environment	<ul style="list-style-type: none">▪ The Apartments for Life concept is sustainable and meets all elements of this principle.▪ Environmental<ul style="list-style-type: none">- Design adaptability ensures limited refurbishment requirement producing less building material wastage through the building lifecycle- Solar panels for common spaces harness clean energy- Smart metering provides residents immediate feedback on energy usage and has proven effectiveness in delivering behavioural changes for energy usage- Cross ventilation to all apartments promotes healthy living and reduces energy costs with less reliance on heating and cooling- Openings allow for north facing light to be harnessed- Large glazing panels to south provide for limited artificial lighting through daylight hours- LED lighting throughout▪ Social<ul style="list-style-type: none">- The single entry to the apartments with central letterboxes promotes incidental resident interaction- Located within short walking distance to the Carine Glade shopping centre and the Carine Regional Open Space with a bus stop on the doorstep residents are physically well connected to community- Roof top garden provides for an interaction space to create a community within a community▪ Economic<ul style="list-style-type: none">- The adaptable features ensure limited modifications necessary for residents to remain at home for as long as they capable. Should care be required the apartments are designed to allow services to be received, without the costs of relocating into a dedicated care environment. The newest apartments for dedicated retirement living in the nearby Carine Rise precinct are priced approximately \$200,000 more at entry level than the targeted pricing for this development, without the ongoing fees associated with the investment.- The apartments are designed with quality in mind. A beautiful, timeless façade aesthetic should ensure that the apartments maintain their value throughout their lifecycle- The environmental sustainability features double as economic sustainability features- With close connection to everyday amenities, services and exceptional public transport, personal transport costs are reduced
<div><p>Functionality and build quality</p><p>Meets the needs of users while efficiently and effectively balancing functional requirements</p></div>	Places that are functional, are easy to maintain and will last a long time	<ul style="list-style-type: none">▪ Functionality and build quality are at the core of the Apartments for Life concept - functional, easy to maintain, long lasting▪ Functionality is achieved through:<ul style="list-style-type: none">- Apartments ranging in size internally from 71m2 – 98m2. This is necessary to ensure accessible spaces in the kitchen, living room, master bedroom, bathroom and generous balconies to accommodate ease of movement and furniture.- Mix of apartment layouts to meet individual needs- Minimum of two bedrooms to all apartments. One bedroom apartments do not cater for changing life needs, whether it be when children come along, in home support is required or when financial circumstances change and additional space is needed to accommodate additional tenants to ease the financial burden- Steps are eliminated from the entry of the building all the way into and through the apartments- All apartments have dedicated laundry spaces and additional storage for linen and household items▪ Build quality is achieved through:<ul style="list-style-type: none">- Beautiful aesthetics inside and out using quality materials- Robust building materials to allow residents ability to fix into solid walls as required- All statutory energy and acoustic requirements are met or exceeded

PLANNING CONSIDERATIONS - DESIGN WA

 <p>Community</p> <p>Responds to community needs as well as the wider social context, supporting diversity and social interaction</p>	<p>Places that are valued by the community</p>	<ul style="list-style-type: none"> The proposed apartments are a perfect example of responding to inclusiveness and community. The Australian Bureau of Statistics data highlights a big deficiency in housing types in the Duncraig / Carine area, with few options available to first home buyers or downsizers seeking a maintenance free home that meets their changing needs. Research consistently confirms that individuals prefer to reside close to family and their familiar neighbourhoods. This proposed development provides for this much-needed diversity. Very few housing options genuinely provide for ageing in place outside of the retirement village industry. The retirement village industry is highly competitive and is often out of reach of retirees due to the initial purchase price and ongoing fees. There are few affordable retirement village options within close proximity of this site. These apartments allow residents, whether they be owner occupiers or renters, to stay as long as they wish with the option of receiving services in their home, which is in line with current Government policy and funding. The location of the apartments connects residents to the recreational facilities currently being built at Carine Regional Open Space and the community village at Carine Glades and is a short distance to the beach side amenities only 2 minutes drive away.
 <p>Amenity</p> <p>Contributes to comfortable and productive environments through internal and external amenity</p>	<p>Places that are bright, airy and easy to live in</p>	<ul style="list-style-type: none"> All apartments provide for cross ventilation Full height glazing to the front façade connects the indoors to the outdoors, with all residents enjoying views of their courtyard space at ground level or the tree canopy and city views from levels 1 & 2 Generous and accessible balconies allow for an extension of the internal space, and being south facing ensure residents are protected from the prevailing winds and rain or scorching western sun in summer
 <p>Legibility</p> <p>Contains clear connections and memorable elements to help people find their way around</p>	<p>Places that are easy to get around, even as a first time visitor</p>	<ul style="list-style-type: none"> There is a single point of entry for both vehicles and pedestrians at the eastern end of the site The pedestrian entry is characterised by a well-defined entry statement with internal wall features extending externally to invite visitors into the site. The entry lobby provides access to the passenger lift connecting all levels of apartments Visitor parking is available immediately on entry to the carpark, with a pedestrian pathway leading back to the front entry Wayfinding is anticipated to be intuitive, limiting the requirement for specific wayfinding signage to be erected, maintaining that homelike environment.
 <p>Built form and scale</p> <p>Shapes massing and height that is appropriate to the setting, and negotiates existing and future context</p>	<p>Places that are a comfortable scale for people</p>	<ul style="list-style-type: none"> The lots proposed to be amalgamated for the development were rezoned in 2015 by the City of Joondalup to R40/60 from R20. The City elected to rezone very few lots within Duncraig due to the predominately single residential street scapes, however these lots were chosen based on their proximity to transport and community amenities and wide open median strips to the south of the site. There are significant level changes on the site allowing for the apartment scale to decrease in height from west to east. This provides for a breakdown in the massing of the building, which is further enhanced by the stepping back of the residences to the eastern end of the site, providing further articulation. A mix of façade materials and colours further reduces the perception of bulk The corner lot at 447 Beach Road sits considerably higher than the proposed development. It is understood the current owners intend to redevelop this site to provide approximately 4 two storey town house residences which will provide a gentle transition from the predominately single residential homes on Beach Road. The proposed development is setback approximately 15 metres from the rear boundary where the lots are zoned R20/40. Community consultation indicates that all rear neighbours are likely to subdivide either immediately or within the next 10 years which will see most residences increase two storeys and providing for more density within this area. The north elevation provides for additional screening measures along the walkways to ensure the rear properties are not overlooked as residents in the apartment building leave their front door.
 <p>Safety</p> <p>Optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use</p>	<p>Places that feel safe day and night</p>	<ul style="list-style-type: none"> The secure single point of entry will provide for a video intercom for visitors The resident parking area will be secured by a vehicle gate accessed only by air-key holders Fencing to the rear boundary will be increased to 2100h to reduce the climbing risk from the visitor carpark to the rear property Garden and walkway lighting will be maximised to ensure no dark spaces can be found within the common areas of the building The pedestrian and vehicle entry will be well lit for residents and visitors arriving after dark New purchases will be offered a building package upgrade option for an in-apartment security system to be installed. Permeable, but tall front fences and gates will be provided to ground floor residences for passive surveillance and to limit access to residents and their guests.
 <p>Aesthetics</p> <p>Creates attractive and inviting spaces and places that engage the senses</p>	<p>Places that are attractive and inviting</p>	<ul style="list-style-type: none"> Design aesthetics have been well considered for connection to the existing neighbourhood, whilst provide a contemporary, but timeless design. The verge landscaping and considered entry lobby will serve to welcome residents' home and invite visitors in. Apartments designs and layouts are very liveable, providing attractive spaces where residents and their visitors will be inclined to linger longer, particularly with the green outlook of the tree canopy and city beyond.



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 555 (1) Marangaroo Drive and Lot 11250 (33) Kent Street, Marangaroo
Development Description:	Extension to Nursing Home
DAP Name:	Metro North-West JDAP
Applicant:	TPG + Place Match
Owner:	Italian Aged Care Inc
Value of Development:	\$14.5 million
LG Reference:	DA2017/649
Responsible Authority:	City of Wanneroo
Authorising Officer:	Pas Bracone – Manager Approvals Services
Department of Planning File No:	DAP/17/01231
Report Due Date:	24 August 2017
Application Receipt Date:	8 June 2017
Application Process Days:	90 Days
Attachment(s):	Attachment 1 – Development Plans: <ul style="list-style-type: none">• Existing Site Plan (DA01)• Overall Site Plan (ARCH-DD-A1-01)• ACF Site Plan (DA03)• Ground Floor Plan (DA04)• First Floor Plan (DA05)• Second Floor Plan (DA06)• Mezzanine Plan (DA07)• Typical Room Layout (DA08)• Pumps and Tanks (ARCH-DD-A1-10)• West and East Elevation (DA09)• North and South Elevation (DA10)• Landscape Concept Plan (C.101)• Planting Palette (C.102) Attachment 2 – Perspective Drawings Attachment 3 – Location and Zoning Plan Attachment 4 – Schedule of Submissions Attachment 5 – MRWA Comments Attachment 6 – OGA Comments Attachment 7 – Applicant Response to MRWA

Officer Recommendation:

That the Metro North-West JDAP resolves to:

1. **Approve** DAP Application reference DAP/17/01231 and accompanying plans included in **Attachment 1 (DA01, ARCH-DD-A1-01, DA03 – D08, ARCH-DD-A1-10, DA09, DA10, C.101, C.102)** in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Wanneroo's District Planning Scheme No. 2, subject to the following conditions:



Conditions

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. The use of the development subject to this approval shall only be for the purpose of a Nursing Home, which is defined in the City's District Planning Scheme No. 2. A change of use from that outlined above may require the approval of the City.
3. A revised acoustic report shall be resubmitted to Main Roads and deemed satisfactory prior to construction works on the site, to enable any changes necessary to be managed prior to construction. The applicant/landowner shall implement all recommendations as specified in the acoustic report, once deemed satisfactory by Main Roads, and be responsible for any associated costs, or amendments to the development approval which may be required as a result of implementing these recommendations.
4. Parking areas, driveways and points of ingress and egress shall be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS2890), and shall be drained, sealed and marked prior to occupation of the development.
5. The parking areas and associated access indicated on the approved plans shall not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.
6. The existing crossover onto Marangaroo Drive shall be removed, and the kerbing, verge and footpath reinstated to the satisfaction of the City.
7. Stormwater and any other water run-off from buildings or paved areas shall be collected and retained on site.
8. The applicant shall undertake adequate measures to minimise any impacts of dust and sand drift from the site.
9. All waste shall be stored within the designated bin enclosure and shall be collected from the site by a private contractor at the cost of the owner/occupier and the bin enclosure shall be designed and constructed in accordance with the City's specifications.
10. Planting and landscaping shall be carried out in accordance with the plans as submitted prior to the occupation of the building and thereafter maintained to the satisfaction of the Manager Land Development.
11. Detailed reticulation plans, for the subject site and adjacent road verges, shall be lodged for approval by the City when application is made for a building licence. Installation shall be in accordance with the approved reticulation plans.



12. Within the parking area there shall be (1) shade tree planted in tree wells for every four (4) parking bays and protected from damage by vehicles and thereafter maintained to the City's satisfaction.
13. The existing street trees shall be protected during construction of the development. Should the trees be removed or damaged, the trees shall be replaced with a similarly mature tree at the cost of the landowner/applicant, to the satisfaction of the City.
14. All earthworks shall be contained on-site and not encroach onto any adjoining road reserves. Any damage to the road reserves shall be made good, at the expense of the applicant/landowner.
15. Any footings for the proposed retaining wall along the Wanneroo Road boundary must be wholly contained within Lot 555.
16. Lighting shall be installed to pathways, areas of communal open space, and car parking areas, prior to the development being occupied, to the satisfaction of the City. Lighting shall be directed internally to avoid overspill to nearby lots.
17. The 'Proposed Pumps and Tanks' being relocated to an alternate location which is not visible from the street and suitably screened, to the satisfaction of the City.
18. Storage areas, plant and equipment shall be screened from view from streets, public places and adjacent properties.
19. A construction management plan shall be submitted for approval prior to the commencement of works, to the satisfaction of Manager Approval Services. This plan is to detail how construction will be managed to minimise disruption in the area and shall include:
 - a. The delivery of and delivery times for material and equipment to the site;
 - b. Storage of materials and equipment on site;
 - c. Parking arrangements for contractors and sub-contractors;
 - d. The impact on traffic movement;
 - e. Construction and delivery times;
 - f. Vegetation on public land is not impacted or damaged; and
 - g. Any other matter required by the City.

Advice Notes

1. This is a planning approval only and is issued under District Planning Scheme No. 2 and the Metropolitan Region Scheme. It is the applicant's responsibility to comply with all other applicable legislation and obtain all the required approval, licence and permits prior to commencement of the development.
2. The revised Acoustic Assessment Report is to address the items detailed in Main Road Western Australia's comments dated 26 July 2017, including:
 - Use industry standard acoustic modelling combined with onsite noise measurements to adequately estimate future road traffic noise impacts;



- Meet Main Roads' minimum standards for road traffic acoustic assessment reports;
 - Consider and the discuss the % of heavy vehicles in the report, as well as updating modelling to include heavy vehicles;
 - The acoustic assessment must consider multiple storey dwellings, given the height of the proposal;
 - Identify whether the mitigation measures will achieve the noise limit or target, and give consideration to a noise wall, as well as the location of quiet areas;
 - Mitigation measures should be tested to reduce noise levels to below the target in at least one outdoor living area as per State Planning Policy 5.4; and
 - Building acoustic treatment packages should be implemented as outlined in the State Planning Policy 5.4 Implementation Guidelines.
3. Adequate measure to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Environmental Regulations 'A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated site remediation and other related activities'.
4. Where an approval has lapsed, no development must be carried out without further approval of the Metro North-West Joint Development Assessment Panel having first been sought and obtained.
5. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.

Details: outline of development application

Zoning	MRS:	Urban
	DPS 2:	Lot 555 - Local Reserve for Public Purpose/Residential R20 Lot 11250 - Residential R35
Use Class:		Nursing Home
Strategy Policy:		N/A
Development Scheme:		District Planning Scheme No. 2
Lot Size:		Lot 555 - 2,100m ² Lot 11250 - 21,913m ²
Existing Land Use:		Lot 555 - Vacant Lot 11250 – Existing Aged Care Facility

The application proposes an extension to the existing Italian Aged Care Facility (IACF) which is currently located at Lot 11250 (33) Kent Street, Marangaroo, and abuts Lot 555 (1) Marangaroo Drive, Marangaroo. The majority of the proposed development is located on Lot 555, however a small portion is located on Lot 11250. The application consists of:

- A three storey building, housing 84 beds and a mezzanine floor for storage, and accommodating 15 staff;



- The removal of 17 existing car parking bays to allow for the construction of the building and associated walkways and landscaping;
- The construction of 15 car parking bays (including a disabled bay) are proposed to be constructed in place of the removed bays;
- Pumps and tanks in the north-east corner of the existing IAC, which are related to the on-site fire system; and
- Approximately 677m² of landscaping, in addition to that which currently exists on the site.

Plans of the proposed development and perspective drawings are included as **Attachment 1** and **Attachment 2** respectively.

The proposed use is consistent with the definition of a Nursing Home under the City's District Planning Scheme No. 2 (DPS 2), which is as follows:

***"Nursing Home:** means premises in which persons who do not require constant medical attention are received as patients and lodged for the purposes of medical supervision and nursing care."*

A Nursing Home is a discretionary 'D' use within the Residential zone, and in accordance with Clause 2.3.4.3 of DPS 2, is also a 'D' use on land included as a Local Reserve.

Background:

Lot 555 Background

Lot 555 is bound by Wanneroo Road to the west, Marangaroo Drive to the south, and the existing IACF on Lot 11250 to the north and east. A location plan is included as **Attachment 3**.

Lot 555 is predominantly reserved for Public Use under DPS 2, with a small portion along the southern portion of site zoned Residential R35, as identified in **Attachment 3**. Lot 555 was previously the site of an ambulance depot, consistent with the Public Use Local Reserve designation under DPS 2. However, this depot has since been removed and the land sold to Italian Aged Care Inc.

Lot 11250 Background

Lot 11250 is bound by Lot 555, Wanneroo Road, and an existing drainage reserve to the north-west, Marangaroo Drive to the south, Cabrini Road to the east, and Kent Road and Boxley Crescent to the north. A location plan is included as **Attachment 3**.

Lot 11250 is zoned Residential R35 under DPS 2. The IACF currently on the site was constructed in the early 1970's, and accommodates a total of 85 beds and 35 staff across the site.

Amalgamation of Lot 555 and Lot 11250

On 8 September 2016, an application to amalgamate Lot 555 and Lot 11250 was lodged with the Western Australian Planning Commission (WAPC, reference 154208). The WAPC approved this application subject to conditions on 7 December



2016. The City issued subdivision clearance for its conditions on 17 May 2017, and the applicant has advised that a new title will be issued shortly by Landgate.

As part of this amalgamation, an access restriction preventing vehicle access was placed along Wanneroo Road and Marangaroo Drive. There is an existing crossover on Lot 555 to Marangaroo Drive, however the applicant has advised that this is to be removed as part of this application. This has also been reflected as a recommended condition of approval.

Legislation & policy:

Legislation

- Metropolitan Region Scheme (MRS)
- City of Wanneroo's District Planning Scheme No. 2 (DPS 2)

State Government Policies

- State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4)
- Draft State Planning Policy 7: Design of Built Environment (Draft SPP 7)

Local Policies

- Signs Local Planning Policy 4.6 (LPP 4.6)
- Tree Preservation Local Planning Policy 4.8 (LPP 4.8)
- Local Biodiversity Strategy

Consultation:

Public Consultation

The application was advertised for public comment for a period of 21 days in accordance with Clause 64(3) of the Deemed Provisions of DPS 2 by means of written correspondence to surrounding landowners within a 150m radius of the site, a notice on the City's website, and in the local newspaper, and two (2) signs on site. The advertising period commenced 11 July 2017 and closed on 1 August 2017 with one submission being received which objected to the proposal. A summary of the submission is included within **Attachment 4**.

The concerns raised in the submission include:

- Additional noise generated from ambulances accessing the site;
- Traffic impact on the intersection of Marangaroo Drive and Wingham Street;
- The impact of the proposal on the amenity of the area;
- The retention of trees on the site; and
- The provision of car parking on the site.

Consultation with other Agencies or Consultants

Main Roads Western Australia



The portions of Marangaroo Drive and Wanneroo Road abutting Lot 555 are reserved as a Category 1 Other Regional Road (ORR) and a Category 2 Primary Regional Road (PRR) under the MRS respectively. In accordance with the WAPC's Notice of Delegation DEL2017/02 for an ORR, referral to the WAPC was not required, as the development does not impact upon the Marangaroo Drive road reserve, does not have a significant increase in traffic along Marangaroo Drive, and does not involve direct vehicle access onto Marangaroo Drive.

However, the proposal was required to be referred to Main Roads Western Australia (MRWA) in accordance with DEL2017/02. In its correspondence dated 28 July 2017 (included as **Attachment 5**), MRWA advised that the acoustic report prepared by Marshall Day Acoustics was not consistent with the requirements of SPP 5.4 with regards to considering the impact of transport noise on the proposal for a number of reasons, including:

- The acoustic report should use industry standard acoustic modelling combined with onsite noise measurements to adequately estimate future noise impacts;
- The noise modelling should incorporate heavy vehicles;
- The noise assessment should consider the impact of noise on the upper floors, as it is proposed to be three stories high;
- Further clarification regarding the building design requirements to reduce noise, and whether these will achieve the required noise target; and
- Consideration to the location of a noise wall, as well as the location of quiet areas of the Nursing Home being located away from traffic noise.

However, MRWA advised that, notwithstanding these issues, it has no objection to the proposal subject to its recommended conditions being imposed. These conditions include the applicant resubmitting the acoustic report to MRWA for it to be considered prior to the construction of works on site, and the recommendations outlined in the finalised acoustic report being implemented.

Office of the Government Architect

The City also forwarded the application to the Office of the Government Architect (OGA), for comment on the built form design of the proposal, and its consistency with Draft SPP 7. In its correspondence dated 9 August 2017, the OGA provided a brief, high level consideration of the proposal against the principles of Draft SPP 7. The OGA's correspondence is included as **Attachment 6**.

Planning assessment:

The application has been assessed against the provisions of DPS 2, Draft SPP 7, LPP 4.6 and LPP 4.8.

The assessment was undertaken against DPS 2 and not the Residential Design Codes (R-Codes) for the reasons below:

- For Lot 11250 and the portion of Lot 555 which are zoned Residential under DPS 2,
 - Clause 1.4 of the R-Codes outlines that the R-Codes are applicable to residential development. The Nursing Home definition explicitly states



that the occupants “are received as patients and lodged for the purposes of medical supervision and nursing care.” It is therefore considered that the Nursing Home land use does not fall within the definition of residential development as per the R-Codes, and the R-Codes are not applicable in this instance;

- Clause 1.4 of the R-Codes also outlines that the R-Codes are applicable to Single Houses, Grouped Dwellings, Multiple Dwellings, and mixed use development and activity centres. The application proposes a Nursing Home development, and not the types of development outlined in Clause 1.4 of the R-Codes, and the R-Codes are not applicable in this instance; and
- For the portion of Lot 555 which is identified as a Local Reserve under DPS 2, Clause 2.3.4.4 of DPS 2 states:

“To the extent reasonable, Council shall apply or impose development standards and requirements which would be imposed for development to the kind in question on zoned land, and Council shall stipulate more the most relevant zone for comparison.”

For the reasons outlined above, the Nursing Home is not considered to be residential development, and is therefore not subject to the R-Codes. As such, the development is subject to the provisions of Part 4 of DPS 2.

The proposal is generally consistent with the relevant requirements. The main issues, including variations, are outlined and discussed in detail below.

Variations Identified Following Assessment

In accordance with Clause 4.2 of DPS 2, variations to the development standards or requirements of the Scheme can be considered. The variations which have been identified following the assessment of the application are outlined and discussed below.

Secondary Street Setbacks and Landscaping Strip Adjacent to Street

Variation to Wanneroo Road and Marangaroo Drive

Clauses 4.7.2 and 4.17.2 of DPS 2 require the buildings to be setback 3m to allow for landscaping to be provided. The building is setback between 1.3m to 4m to Wanneroo Road and Marangaroo Drive, given the corner truncation and angled lot boundary. This variation is considered acceptable for the following reasons:

- The Wanneroo Road verge varies between 6m to 9.5m wide at the corner truncation, while the Marangaroo Drive verge varies between 5m to 9.5m wide. These verge widths, when combined with the building setbacks, ensure that the proposed Nursing Home is setback a sufficient distance from the road so as to not have a detrimental impact on the streetscape;
- The reduced setback is consistent with the setback of the existing IACF to the north, which is setback between nil and 2.1m from Wanneroo Road; and



- A total of 19% landscaping is provided across Lots 555 and 11250, which exceeds the 8% required by Clause 4.17.2 of DPS 2. Additional landscaping is proposed within the Marangaroo Drive and Wanneroo Road verges, as identified on the landscaping plan which has been supported by the City's Landscape and Conservation Officer, as well as the retention of existing trees within the verge. This additional landscaping will assist in providing an attractive streetscape to the development.

In light of the above, it is considered that the development is setback sufficiently from the lot boundaries, and sufficient landscaping is provided in both the road verge and the street setback area to provide for an attractive streetscape. As such, the City supports the proposed variations to Wanneroo Road and Marangaroo Drive.

Variation to Kent Road

The proposed pumps and tanks in the north-east corner of the IACF are proposed to be setback approximately 0.8m from Kent Road, in lieu of 3m. This variation is not considered acceptable for the following reasons:

- The proposed pumps and tanks are located directly opposite residential dwellings on the northern side of Kent Road. Although the elevations show that these will be screened in materials matching the existing IACF building, the City considers that this will still impact on the streetscape given the reduced setback would be inconsistent with the setback of the existing building; and
- The location of these structures involves the removal of the existing landscaping in this location. While the overall site is still compliant, this reduces the 3m landscaping strip provided to Kent Road. While this existing landscaping not only softens the visual impact of the existing development, it also assists in the existing IACF having a similar visual appeal to a residential property. As this landscaping will be removed to accommodate pumps and tanks, this will have a negative impact on the streetscape.

In light of this, the City doesn't support the proposed variation to Kent Road, and recommends that a condition be imposed for these to be relocated away from view from streets and adjacent resident development, and be suitably screened.

Issues Identified Following Assessment and Public Consultation

In addition to the variations outlined above, the following issues were considered as part of the assessment of the application:

Car Parking

Concerns were raised during the public consultation period regarding the number of bays provided for the development. The table below identifies the car parking requirements for Lots 555 and Lot 11250, taking into account the parking requirements of the existing IACF and proposed Nursing Home:



Car Parking Required			
Requirement	Existing IACF	Proposed Nursing Home	Total Bays
1 per 5 residents	17 bays	16.8 bays	33.8 bays
1 per staff member	35 bays	15 bays	50 bays
Total Bays Required			83.8 bays
Car Parking Provided			Total Bays
Existing IACF			86 bays
Minus the bays to be removed during construction			-17 bays
Including the bays proposed as part of the application			+15 bays
Total Bays Provided			84 bays

As outlined above, a total of 84 on-site parking bays are required and 84 bays are provided, which is compliant with the requirements of DPS 2. In addition there are 11 on-street parking bays provided abutting the site along Kent Road. In light of this, it is considered that there is sufficient car parking provided for the development.

Built Form and Design

Draft SPP 7 provides a framework for the design of the built environment across Western Australia. Concerns were also raised during the public consultation period regarding the impact of the building on the amenity and streetscape of the surrounding area, which is predominantly single storey.

In accordance with Clause 67(b) of the Deemed Provisions of DPS 2, regard is to be given to any proposed planning instrument that is being seriously entertained for adoption. Draft SPP 7 was released for public comment in October 2016, and is therefore considered to be seriously entertained. Accordingly, consideration has been given to the design principles of Draft SPP 7.

The table below outlines how the City considers that the proposal addresses these principles (with input provided from the applicant), and summarises the OGA's comments. The full submission from the OGA is included as **Attachment 6**.

Design Principle	OGA Comment	City Comment
1. Context and Character <i>Good design responds to and enhances the distinctive characteristics of a local area contributing to a sense of place.</i>	<ul style="list-style-type: none"> • The proposed addition lacks a clear relationship with the existing IACF, and greater consideration should be given to how the design can respond to the complex it forms part of. • The retaining wall, combined with the setback of the built form creates a good level of separation from the busy road environment. • Clarification regarding the design and materials of the balustrading is required, however the intent for 	<ul style="list-style-type: none"> • The surrounding area is predominantly residential, and the development incorporates a mix of colours and materials which compliments the existing IACF and the nearby properties. • The proposed height is considered to contribute towards the building being a landmark feature on the corner of two major roads, being Wanneroo Road and Marangaroo Drive. • In response to the OGA comment, the applicant has advised that the building is contemporary, and is not seeking to



	<p>it to be visually permeable is supported.</p> <ul style="list-style-type: none"> • It is unclear how the design responds to any future planned context. 	<p>replicate the existing IACF, as it is intended that this will be redeveloped over time. The City accepts this justification, and considers that this approach is acceptable.</p>
<p>2. Landscape Quality</p> <p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<ul style="list-style-type: none"> • There are a number of existing mature trees on site, and the design of the building should respond to retaining these where possible. • Minimal information has been provided regarding landscaping, and little landscaping area is provided on the site plan. A more substantial landscaping response is warranted. • The perspective drawings are misleading as some of the trees depicted are proposed to be removed. • The dementia-specific garden is supported, but will require appropriate expertise to ensure that the benefit is delivered. 	<ul style="list-style-type: none"> • The outdoor areas provide for a functional space for residents and visitors to interact with, through the use of seasonal fruiting species and a mixture of varying colours, scents and textures, as advised by the applicant. • The existing mature vegetation along the Wanneroo Road and Marangaroo Drive frontages will be retained, which retains a sense of the existing environment. • A mix of native and exotic species which are hardy and require minimal watering have been selected to minimise maintenance obligations, as advised by the applicant. • The City's Landscape Conservation Officer is supportive of the landscaping plan which has been provided by the applicant. • The applicant has advised that it is not possible for the existing trees to be retained on site. This is discussed in greater detail further in this report, and considers that the proposed approach is acceptable.
<p>3. Built Form and Scale</p> <p><i>Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>	<ul style="list-style-type: none"> • Effort has been made in the design to break down the façade of the building into smaller elements, employs different materials, and provides articulation to mitigate the impact of the built form. 	<ul style="list-style-type: none"> • The building is orientated towards Wanneroo Road and Marangaroo Drive, is well articulated, and features a large amount glazing, including the use of full height windows to communal areas such as the dining room and lounge rooms. • The height and design of building, including glazing, and the use of materials, colours and textures is considered to contribute towards a landmark feature, creates a sense of arrival entering the established area.



		<ul style="list-style-type: none"> • The building does not impact on adjoining properties by way of impeding views of significance or overshadowing.
<p>4. Functionality and Build Quality</p> <p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.</i></p>	<ul style="list-style-type: none"> • A plantroom is indicated on the roof plan and elevations, but is not shown on the perspectives. Information regarding materials and finishes to be provided if this is to be visible from the ground level. • Consideration should be given to relocating services so that they have less of an impact on the streetscape, or details of screening of these areas to be provided. • Clarification to be provided regarding visitor car parking arrangements given the limited new car parking provided. 	<ul style="list-style-type: none"> • The development has been designed to be functional for the needs of its patients, staff and visitors through the inclusion of wheelchair accessible door widths, the installation of grab rails in the toilets, and wheelchair accessible paths to car parking. Provision has also been made for nurses treatment facilities within the development. • The proposal incorporates covered walkways to integrate with the existing IACF. • The proposal incorporates a dementia specific sensory garden and shaded outdoor seating areas, as well as communal areas within the building, which meets the needs of its users. • Following the receipt of the OGA comments, the applicant has provided revised plans which provide additional on-site car parking. The car parking provided is now compliant with the DPS 2 requirements. These bays are not dedicated, are available for use by staff and visitors. • The applicant has advised that the plantroom on the roof is not visible from the streets, and this is why it is not indicated on the perspectives. The City accepts this justification, and considers that the proposed approach is acceptable. • The applicant has also provided elevations of the pumps and tanks (refer to Attachment 1 drawing ARCH-DD-A1-10), and advised that this will be screened by materials similar to the existing IACF. As noted previously, the City recommends that a condition be imposed for this to be relocated away from view from the streets, and suitably screened.



<p>5. Sustainability</p> <p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<ul style="list-style-type: none">• The design does little to maximise northern winter sun access to living areas.• Consideration should be given to the west facing pergola incorporating a roof or vegetation to provide shade.	<ul style="list-style-type: none">• Solar panels are located on the roof, and the landscaping species have been selected to minimise water use and ongoing maintenance.• The materials used in the external furniture will be chosen to be durable and hard wearing, and where possible, will be sourced from recycled materials.• The applicant has advised that the building is designed to allow winter, and restrict summer sun, through the use of awnings, deep window reveals, and exaggerated eave overhangs. The west facing pergola is proposed to have grape vine coverage, which will provide for shade in summer and allow for winter sun.
<p>6. Amenity</p> <p><i>Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.</i></p>	<ul style="list-style-type: none">• Bedroom and ensuite sizes should be assessed against appropriate standards for aged care.• Windows are not indicated to ensuites, which should be remedied to provide natural ventilation.• The lightwells are supported, and landscape design for these should be considered, with access to these to be restricted to maintenance purposes, to maintain bedroom privacy.• The reception office should be provided with glazing to allow for borrowed light from an adjacent window.	<ul style="list-style-type: none">• The communal spaces and residents rooms have been designed with windows that can be opened, and provides for ventilation and natural light to the building. Light wells have also been provided to allow for internal areas of the building to access natural light.• The external design of the outdoor spaces provides access to morning sun and protection from wind. The landscaping providing along the perimeter of the site is considered to contribute positively to the streetscape.• The nearest residential property is approximately 90m from the proposed development, and as such any impact on the amenity as a result of the proposal would be negligible.• The applicant has advised that bed room sizes are based around the functional need of the room.• The applicant has advised that windows have not been provided in ensuites to aid in sunlight control, and an exhaust system is proposed to provide ventilation.



		<ul style="list-style-type: none"> • The applicant has advised that glazing has been provided to internal offices to allow for borrowed light. The City considers that this matter will be addressed when the building permit is lodged.
7. Legibility <i>Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.</i>	<ul style="list-style-type: none"> • Consideration should be given to moving the entry northwards to allow for a more direct route to the entry and greater visibility from the existing walkway. • Internal arrangements provide reasonable levels of legibility, which is assisted by the lightwells. 	<ul style="list-style-type: none"> • The proposed height and built form of the development is considered to contribute to providing a recognisable landmark at this intersection of Marangaroo Drive and Wanneroo Road, to improve legibility through the locality. • The development provides covered pedestrian walkways which are wheelchair accessible to the provide linkages to the existing IACF and car parking bays, which creates a legible pedestrian network within the site. • The applicant has advised that the entry has been located centrally, to align with the central core of service within the building, and to allow for a larger space for the sensory garden.
8. Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	<ul style="list-style-type: none"> • The provision of visually permeable balustrading assists in providing passive surveillance to and from the street. 	<ul style="list-style-type: none"> • The entrances to the building are only accessible from inside the site, and lockable gates are also proposed to provide safety for residents. CCTV is also provided to monitor communal spaces and increase the sense of safety for its residents. • Clear balustrading is provided on top of proposed retaining wall, which presents an open appearance to the street, and contributes to providing passive surveillance to the adjoining footpaths.
9. Community <i>Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social</i>	<ul style="list-style-type: none"> • Communal lounge and dining facilities are provided for residents. Confirmation should be sought that these are of sufficient size to provide suitable amenity during peak visitor times. 	<ul style="list-style-type: none"> • The development proposes an additional 84 beds for the existing IACF, which facilitates ageing-in-place within locality and provides for increased aged care services within the locality. • The proposal incorporates communal spaces, including dining rooms, sitting rooms, and landscaped areas, to contribute towards social interaction between the patients, visitors and staff.



<i>interaction.</i>		
10. Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>	<ul style="list-style-type: none"> • The design would benefit from greater consistency in the composition of each façade, as there is considerable variation to the use of horizontal/vertical form, and the application of materials. 	<ul style="list-style-type: none"> • The design of the proposed building provides an attractive landmark feature through the use of glazing, colours, textures and articulated features, which enhances the existing streetscape. • The landscape design provides for a mixture of textures, colours, scents and heights, and provides for interaction between residents within the development, as well as the streetscape.

In light of the above, while there are a number of elements of the Draft SPP 7 Design Principles which the OGA have identified as not being fully satisfied, overall, the proposal is generally consistent with the intent of the Policy, and is supported by the City on this basis. Should the JDAP be of the view that these issues require further consideration, it could consider additional means of resolving these issues, including the imposition of conditions.

Noise Impacts

MRWA Comment

In its response to the City, MRWA advised that although the acoustic report was not consistent with SPP 5.4, it was supportive of the proposal subject to the imposition of the following recommended conditions:

1. *The Acoustic Assessment Report is to be resubmitted to Main Roads and deemed satisfactory prior to construction works on the site, this to enable any changes necessary to be managed prior to construction.*
2. *The applicant is to implement all recommendations as specified in the Acoustic Assessment Report. The applicant shall be responsible for all costs.*
3. *No earthworks shall encroach onto the Wanneroo Road reserve.*
4. *No stormwater drainage shall be discharged onto the Wanneroo Road reservation.*
5. *Any footings for the retaining wall along the Wanneroo Road boundary must be wholly contained within Lot 555.*
6. *The applicant shall make good any damage to the existing verge vegetation, within the Wanneroo Road reservation.*

On 8 August 2017, the applicant provided a response to the issues raised by MRWA's concerns with the acoustic report, which was forwarded to MRWA for review (included as **Attachment 7**). At the time of this Responsible Authority Report (RAR) being submitted, MRWA is still considering the applicant's response, as the City is not in a position to advise on these technical matters raised in MRWA's comments.



As this issue regarding the acceptability of the acoustic report is currently unresolved between the applicant and MRWA, and, it is considered that MRWA's recommendations should be imposed, unless a further agreement is reached on the requirement for a revised acoustic report. This will ensure that the development is consistent with SPP 5.4, and the potential impact of transport noise on the proposal is mitigated.

Concern Raised During Public Consultation

Concerns were raised during the public consultation period regarding the potential impact of noise associated with additional ambulances to and from the IACF as a result of the proposal. As noted by the submitter, noise from emergency vehicles is exempt from the requirements of the *Environmental Protection (Noise) Regulations 1997* (EPNR). The nature of the Nursing Home land use is for long-term care, and does not operate for short-term care in a similar manner to a hospital. Given this, while ambulances may be required during emergency situations, this is no different to the operation of the existing IACF. It is also noted that the site was previously used as an ambulance depot by St John's, and would likely have generated noise on a regular basis through the use of the sirens.

Traffic

Concerns were raised during the public consultation period regarding additional vehicles to the site using the intersection of Marangaroo Drive and Wingham Street to complete 'u-turn' movements to access Wanneroo Road. Currently, vehicles travelling south along Cabrini Road can only turn left onto Marangaroo Drive, with no right turn towards Wanneroo Road permitted. The Wingham Street/Marangaroo Drive intersection is approximately 70m east of Cabrini Road.

Clause 67(t) of the Deemed Provisions of DPS 2 requires regard to be given to the amount of traffic generated by the development, including the capacity of the road system and probable effect on traffic flow and safety.

In accordance with the Transport Assessment Guidelines, a Traffic Impact Statement (TIS) is required to be provided for developments which will generate 10 – 100 vehicle trips in the peak hour.

Accordingly, the applicant submitted a TIS with the application, to consider the impacts of traffic generated from the development. The TIS provides the following conclusions:

- The IACF currently generates 42 peak hour vehicle trips. The proposal will result in a total of 59 peak hour vehicle trips, which is an increase of 17 peak hour vehicle trips; and
- During the existing peak period, 28 vehicles turn left from Cabrini Road onto Marangaroo Drive. The proposal will result in 32 vehicles completing this movement, which is an increase of four vehicles in peak period.

The City's Traffic Services Engineers have reviewed the TIS, and are satisfied with its findings. It is noted that the TIS did not provide an analysis of the Marangaroo



Drive/Wingham Street intersection. Notwithstanding, the City considers that the traffic generated from the development is acceptable for the following reasons:

- The Guidelines identify that an increase of less than 100 vehicle trips per hour on surrounding roads are not normally likely to have a material impact on the road network. Based on the additional four vehicles which are anticipated to turn left from Cabrini Road onto Marangaroo Drive during peak periods, this is not considered to have a material impact, as per the Guidelines; and
- The movement of vehicles along Marangaroo Drive is dependent on their intended destination, and while vehicles may complete this 'u-turn' movement at the intersection with Wingham Street, this manoeuvre is permitted. There is nothing to suggest that the anticipated additional four vehicles turning onto Marangaroo Drive will all perform a 'u-turn' at this intersection.

In light of this, it is considered that the amount of traffic generated by the development will have a minimal impact on the capacity and flow of the road network, including the Marangaroo Drive/Wingham Street intersection, and is supported by the City.

Retention of Vegetation

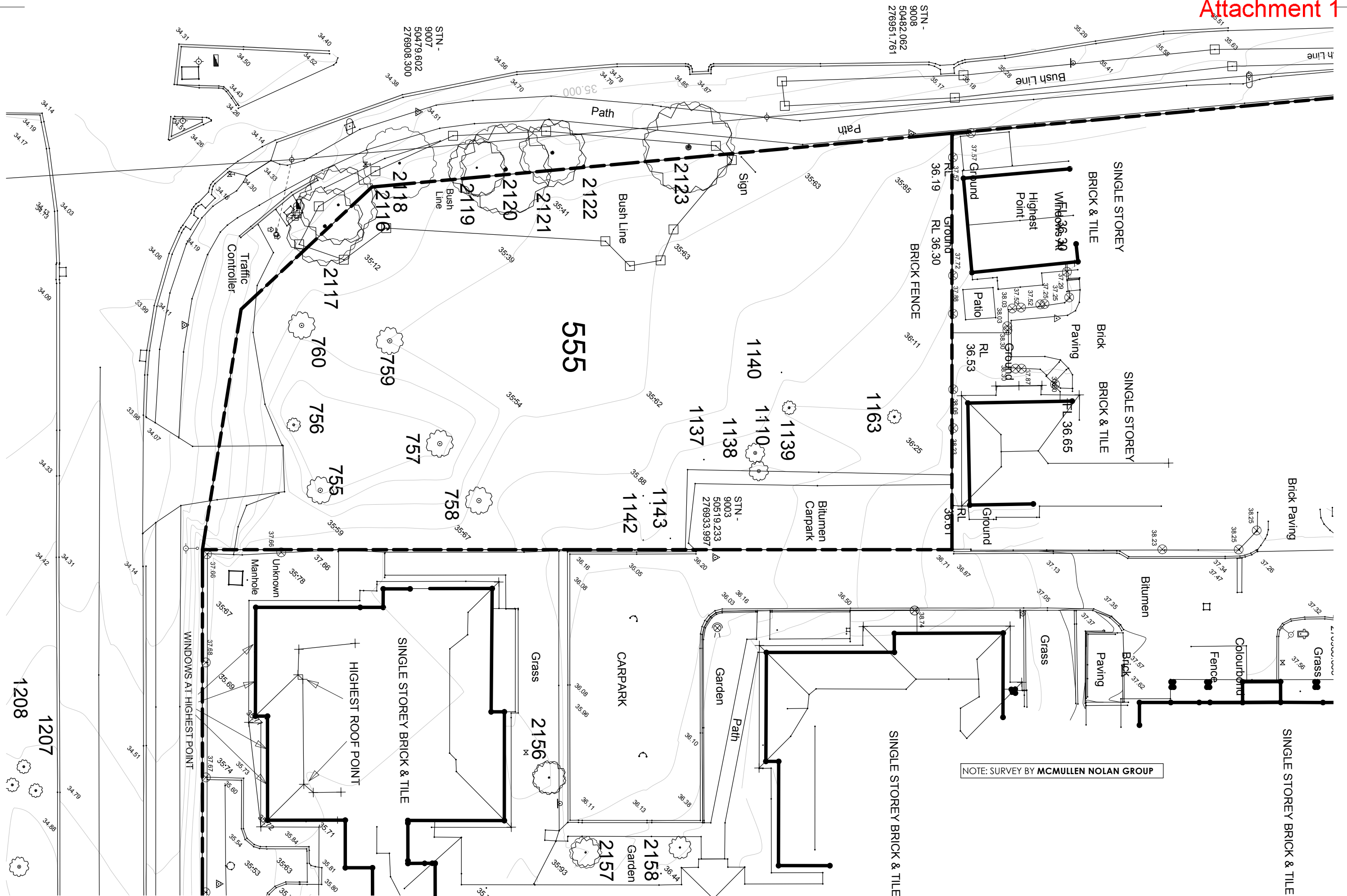
Concerns were raised during the public consultation period regarding the clearing of vegetation which may be home to wildlife on Lot 555. There are a number of existing trees within the lot boundary, as well as the verge front Wanneroo Road. The applicant is proposing to clear the trees on Lot 555, on the basis that the siting of the trees constrains the ability to achieve a functional building.

The City's LPP 4.8 requires that wherever possible and practicable, individual trees shall be preserved on private lots, and retained within road reserves. Given the constraints of the lot shape, the siting of the trees, and the need for the Nursing Home to be developed in a manner which is functional and accessible, the existing trees are not possible to be retained. However the existing trees within the verge are not proposed to be removed, and a condition ensuring that these be protected during construction of the building will be imposed. Further, the City's Local Biodiversity Strategy does not identify for this vegetation on this site to be retained. In this regard, the clearing of the vegetation on the site is supported.

Conclusion:

The application for an extension to the existing Nursing Home at Lot 555 Marangaroo Drive and Lot 11250 Kent Street, Marangaroo, has been assessed against the provisions of DPS 2 and Draft SPP 7. The proposal is considered to generally meet the requirements of these documents, and those variations proposed meet the relevant objectives of DPS 2.

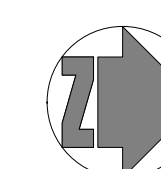
In light of this, the City recommends that the JDAP approve the application, subject to the recommended conditions. It is noted that opportunities for design aspects of the proposal to be improved have been identified by the OGA, as per the consideration of Draft SPP 7. If the JDAP agree with this, then it should impose any conditions to the extent necessary to address these aspects.





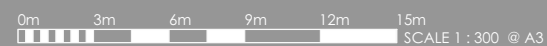
1 : 500

	31		
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MARANGAROO DRIVE

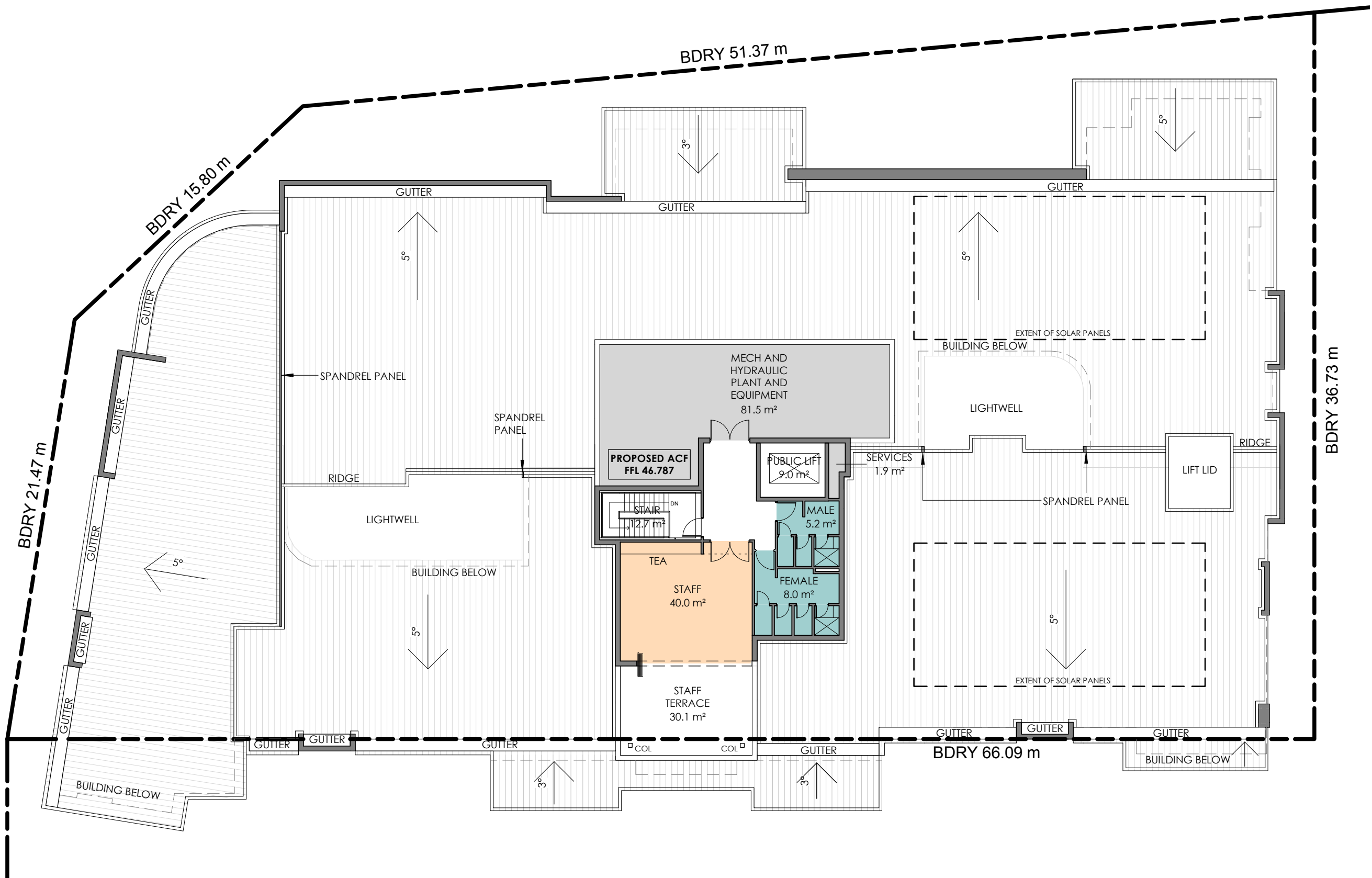


DA03

A
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PROPOSED RESIDENTIAL CARE
MEZZANINE PLAN

22/05/2017

KPA PROJECT NO : 16-002

0m 1m 2m 3m 4m 5m
SCALE 1 : 100 @ A3

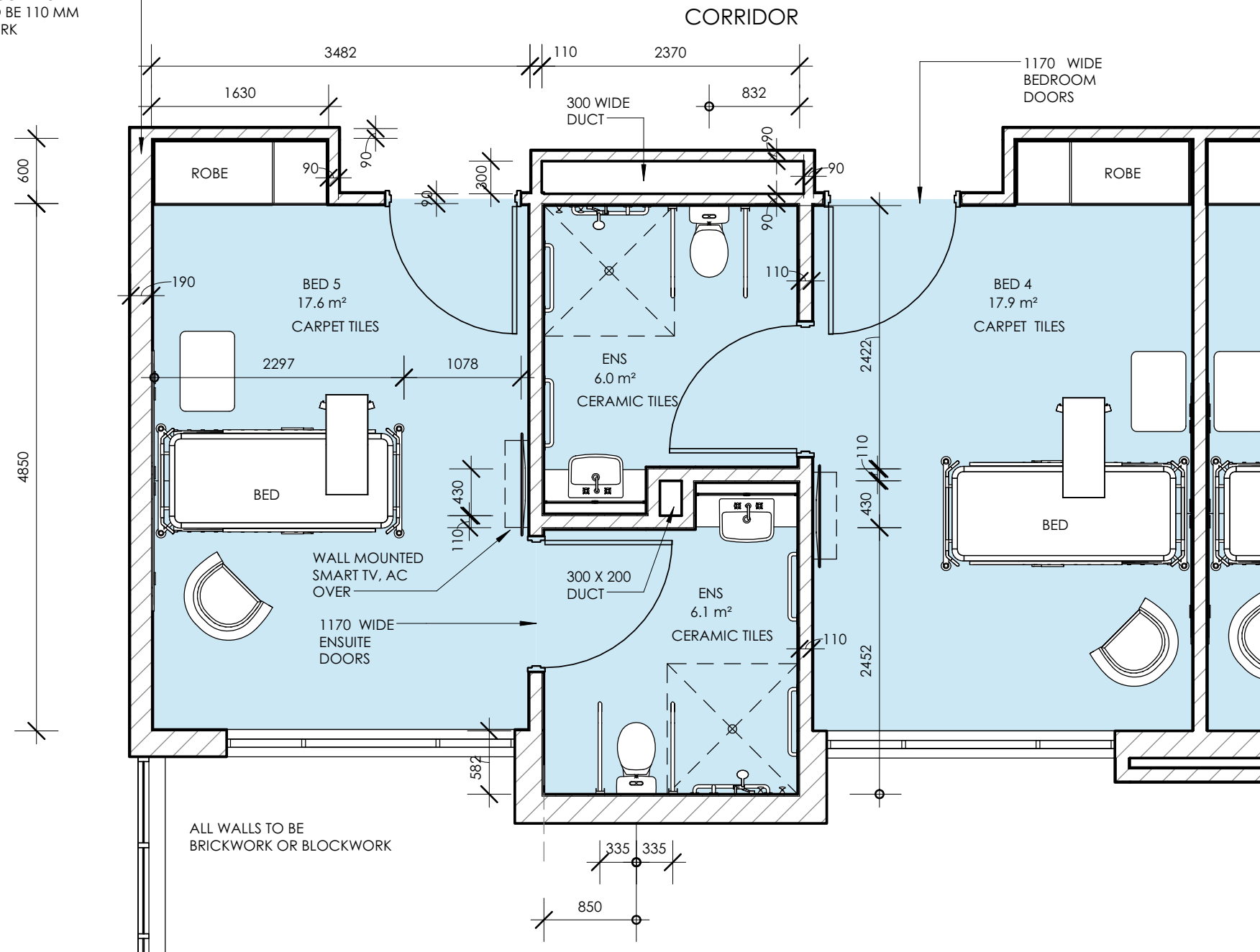
DEVELOPMENT APPLICATION
DA07
DRAWING

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190MM THICK
STRUCTURAL SHEER
WALL, HOWEVER
TYPICAL WALLS
FACING COMMON
AREAS TO BE 110 MM
BRICKWORK



PROPOSED RESIDENTIAL CARE TYPICAL BEDROOM LAYOUT

22/05/2017

KPA PROJECT NO : 16-002

0m 0.5m 1m 1.5m 2m 2.5m
SCALE 1 : 50 @ A3

DEVELOPMENT APPLICATION
DA08
DRAWING

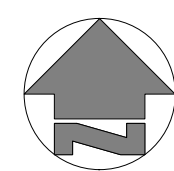
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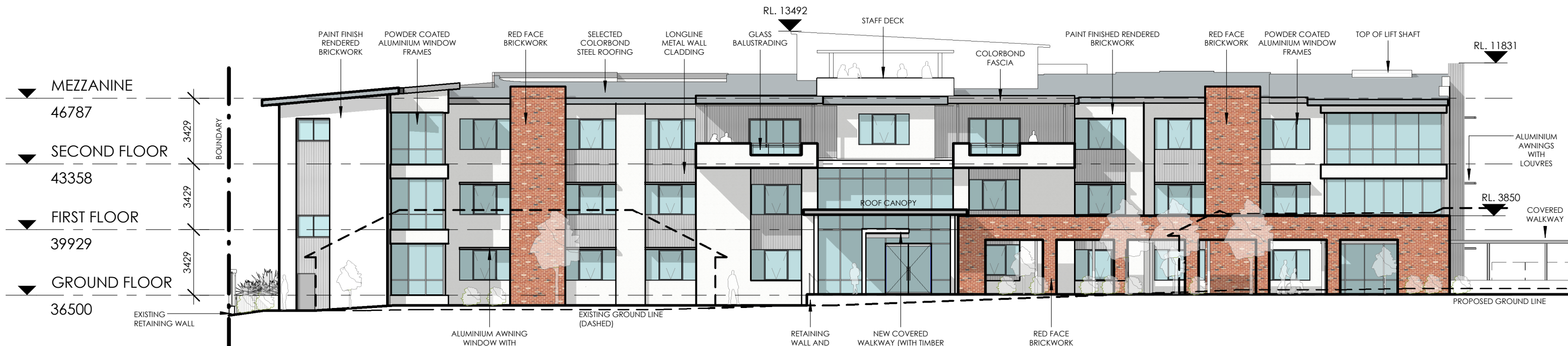
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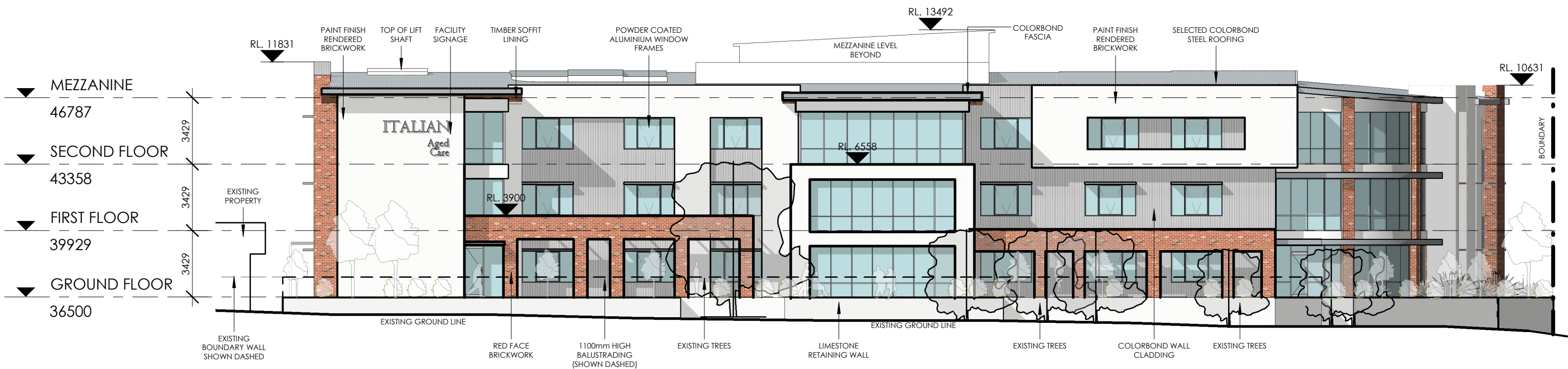


SCALE 1:100@B1	PROJECT No. 16-002	REVISION No.
DRAWN Author	DRAWING No.	
CHECKED Checker	ARCH-DD-A1-10	





EAST ELEVATION
1 : 200



WEST ELEVATION (WANNEROO ROAD)
1 : 200

PROPOSED RESIDENTIAL CARE
WEST AND EAST ELEVATION

22/05/2017

KPA PROJECT NO : 16-002

0m 1m 2m 3m 4m 5m
SCALE 1 : 100 @ A3

DEVELOPMENT APPLICATION
DA09
DRAWING

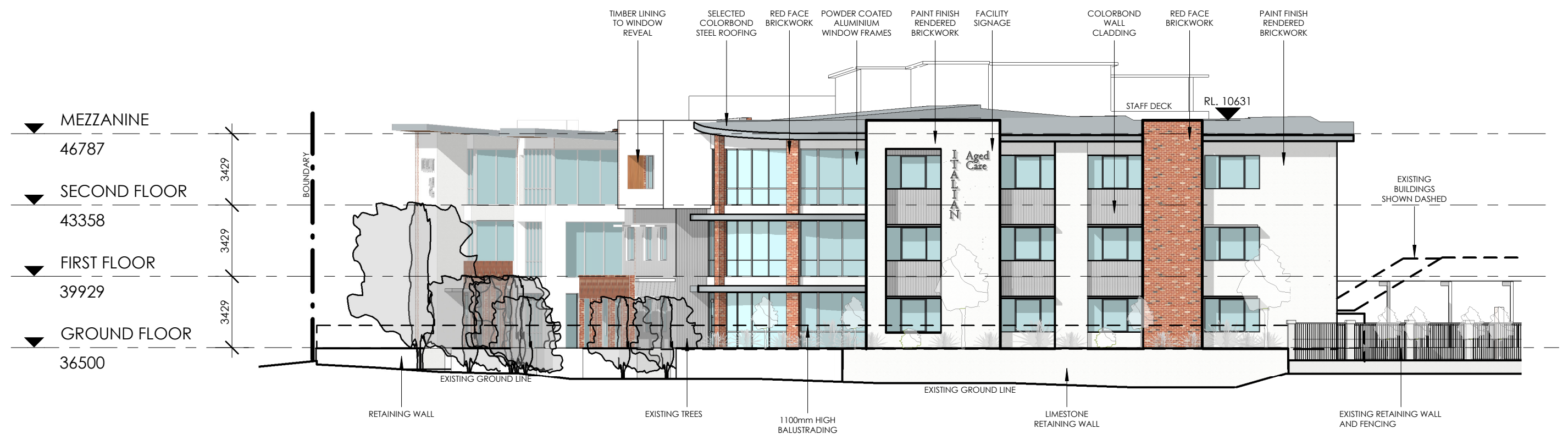
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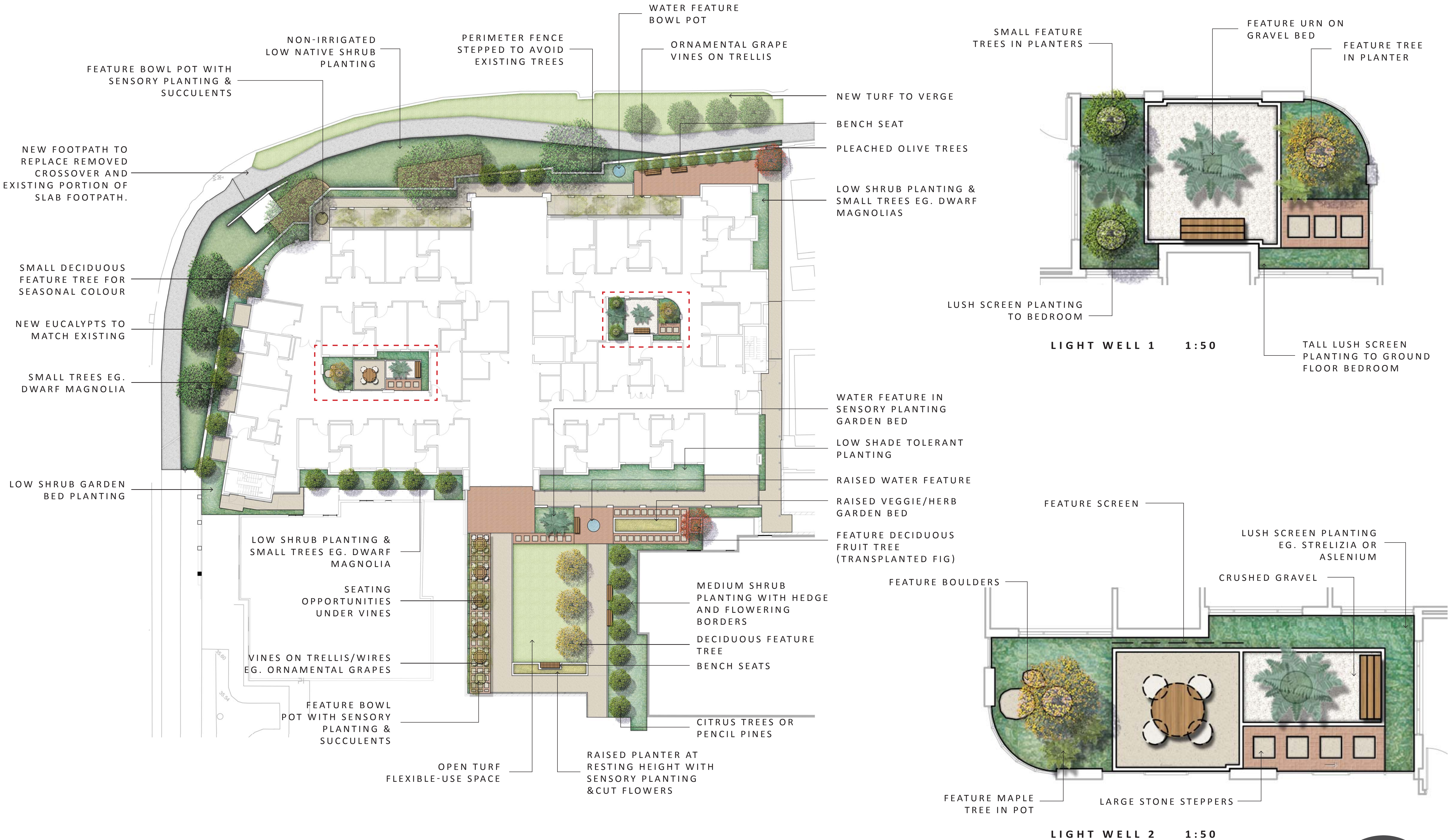
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 NORTH ELEVATION
1 : 200



 SOUTH ELEVATION (MARANGAROO DRIVE)
1 : 200

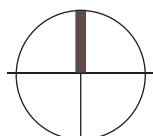


ITALIAN RESIDENTIAL AGED CARE
PREPARED FOR ITALIAN AGED CARE

LANDSCAPE CONCEPT PLAN

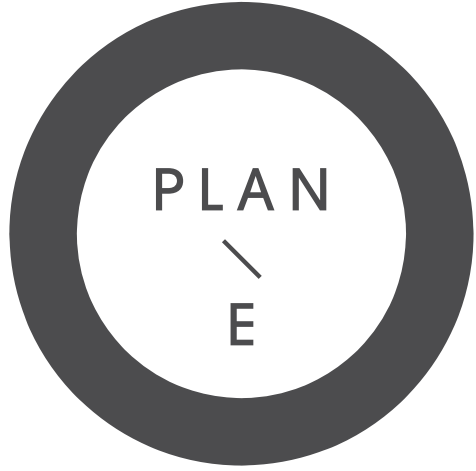
JOB NO. 1703301
1:200 @ A1

C.101
REV B
MAY 2017



LANDSCAPE ARCHITECTS
414 ROKEBY RD SUBIACO WA 6008
T: (08) 9388 9566 E: mail@plane.com.au
LANDSPACE PTY LTD ACN 056 538 679

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PERIMETER VERGE PLANTING (native shrubs & groundcovers)

Adenanthos cuneata
Anigozanthos ‘Bush Elegance’
Banksia ashbyii dwarf
Boronia ‘Pink Passion’
Beaufortia squarrosa
Calothamnus ‘Clean & Green’
Dianella revoluta
Eremophila ‘Spring Mist’
Grevillea ‘Gilt Dragon’
Grevillea ‘Little Robyn’



FEATURE POTS (colourful and textural succulents for large bowl pots)

Aloe ‘Andreas Orange’
Semperivens ‘Hens & Chicks’
Cotyledon ‘Silver Waves’
Dichondra ‘Silver Falls’
Echevaria ‘Blue Curl’
Echevaria ‘Chocolate’
Senecio rowleyanus
Begonia ‘Dragon Wings’
Sedum ‘Jelly Beans’
Sedum ‘Little Gem’



CUT FLOWER & VEGETABLE/ HERB RAISED GARDEN BEDS

Misc Herbs & Vegetables
- Thyme, Lemon Balm, Mint,
Basil, Chives, Oregano, Strawberries,
Marjoram, Parsley, Garlic, Blueberries.
Cut Flower species - Iris germanica,
Hemerocallis sp, Agapanthus,
Carpet Rose, Chrysanthemum etc.



COMMUNITY COURTYARD AND GARDEN SPACES (sensory shrub and formal garden planting)

Lavandula ‘Avonview’
Olearia ‘Little Smokie’
Murraya paniculata
Rosmarinus ‘Benenden’s Blue’
Salvia ‘Santa Barbara’
Santolina chamaecyparissus
Sanservia ‘Black Sword’
Trachelospermum jasminoides
Vitus vinifera (grape)
Viburnum ‘Emerald luster’
Westringia ‘Aussie Box’
Westringia ‘Grey Box’



INTERNAL LIGHTWELL COURTYARDS (shade tolerant, ‘Villa’ style planting)

Ginkgo biloba
Cycas revoluta
Zoysia tenuifolia
Cypressus sempirevens glauca
Zamia furfuracea
Trachelospermum jasminoides
Strelizia reginae
Doryanthes excelsa



COMMUNITY COURTYARDS FEATURE PLANTS & TREES

Olea Europaea
Gleditsia ‘Sunburst’
Magnolia ‘Kay Parris’
Citrus Lemon , Lime & Orange
Olea ‘Swan Hill (pleached)’
Pyrus calleryana ‘Capital’





PROPOSED RESIDENTIAL CARE
SOUTH WEST PERSPECTIVE

22/05/2017

KPA PROJECT NO : 16-002

DEVELOPMENT APPLICATION
DA11
DRAWING

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PROPOSED RESIDENTIAL CARE
NORTH WEST PERSEPCTIVE

22/05/2017

KPA PROJECT NO : 16-002

DEVELOPMENT APPLICATION
DA12
DRAWING

A
REVISION

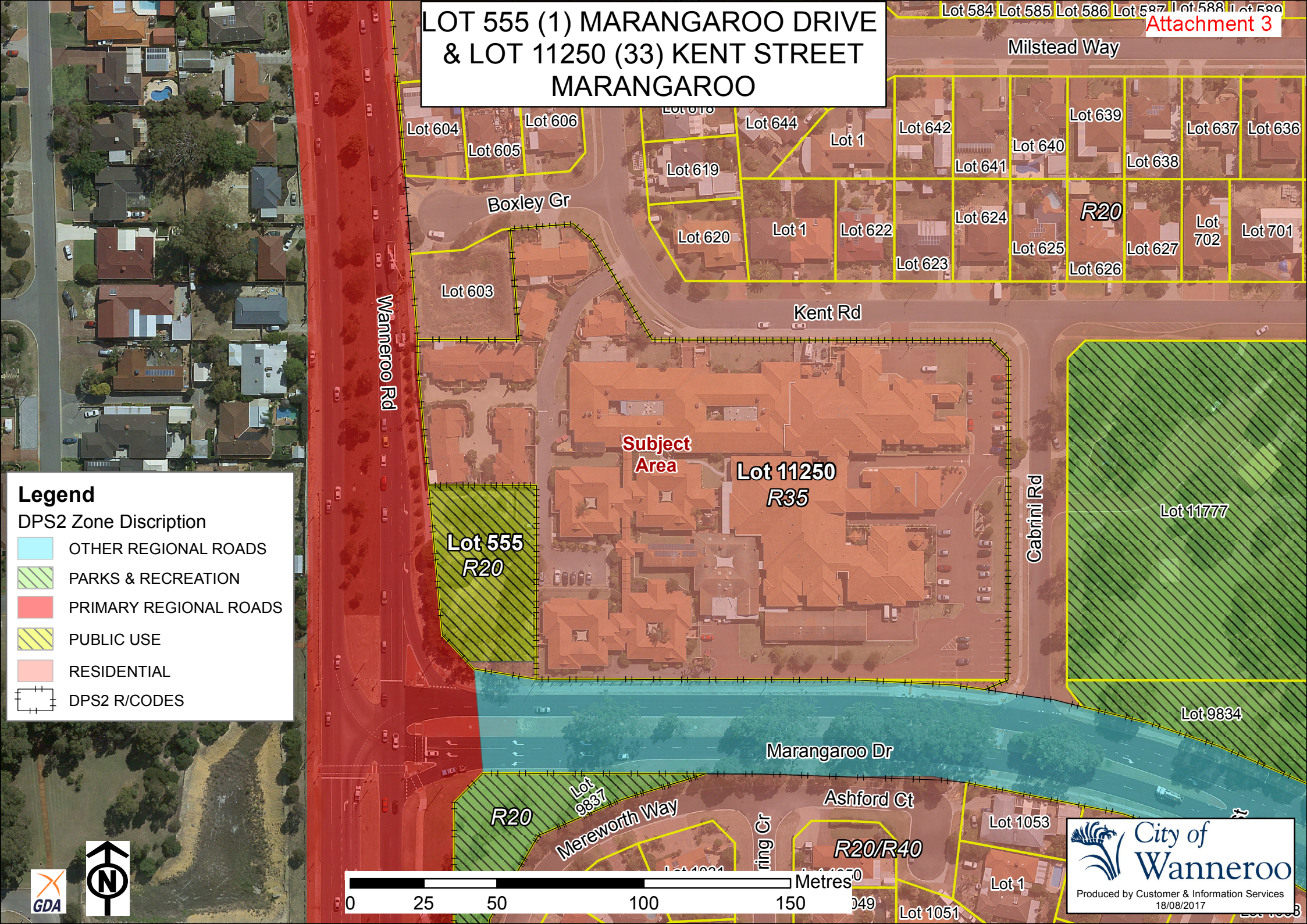
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LOT 555 (1) MARANGAROO DRIVE & LOT 11250 (33) KENT STREET MARANGAROO

Legend

- DPS2 Zone Discription
- OTHER REGIONAL ROADS
 - PARKS & RECREATION
 - PRIMARY REGIONAL ROADS
 - PUBLIC USE
 - RESIDENTIAL
 - DPS2 R/CODES



CITY OF WANNEROO
DA2017/649 EXTENSION TO NURSING HOME
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING

(Advertising Closed 1 August 2017)

No.	Summary of Submission	Administration Comment	Recommendation
1.	Jessica French 4 Charing Crescent, Marangaroo		
1.1	The increased number of beds will result in an increased number of ambulances, which will create unreasonable noise in the residential area. Ambulances are exempt from the requirements of the <i>Environmental Protection (Noise) Regulations 1997</i> (EPNR).	Noted. With regards to noise emitted from ambulances, this is exempt from the requirements of the EPNR as stated by the submitter. There is no evidence to suggest that there will be additional ambulance visits to the IACF as a result of the proposal, which is used for the ongoing care and not for short-term or emergency treatment, as is the current use of the existing Italian Aged Care Facility.	No modification required.
1.2	The proposal did not consider visitor trips. As there is no right turn from Cabrini Road onto Marangaroo Drive, increased traffic may lead to additional vehicles completing 'u-turns' at Wingham Street, which is already a dangerous intersection.	Noted. The Traffic Impact Statement (TIS) accounted for visitor trips as part of the peak hour movements. This TIS, which was reviewed by and agreed with by the City's Traffic Services Engineer identified that during peak periods, an additional four vehicles would turn left onto Marangaroo Drive from Cabrini Road, taking the total number of vehicles to 32. This increase four vehicles in considered to not have a material impact on the road network, in accordance with the Western Australian Planning Commission's Transport Assessment Guidelines. Vehicles are permitted to make a 'u-turn' movement at the intersection, and there is nothing to suggest that the anticipated additional four vehicles turning onto Marangaroo Drive will all perform a 'u-turn' at this intersection.	No modification required.
1.3	The proposed building will	Noted.	No modification

No.	Summary of Submission	Administration Comment	Recommendation
	negatively impact the amenity of the area, which is predominantly single storey.	Although the proposal is significantly higher than the existing development, the height and design of building, including glazing, and the use of materials, colours and textures is considered to contribute towards a landmark feature. The landscaping design compliments the built form of the proposed extension, and results in an improved streetscape. As such, the proposal is not considered to negatively impact on the amenity of the area.	required.
1.4	The site contains vegetation which is home to native wildlife, and should be retained.	<p>Noted.</p> <p>The City's Tree Retention Local Planning Policy 4.8 requires trees to be retained wherever practical and possible on the lot and road reserve. Given the constraints of the lot shape, the siting of the trees, and the need for the Nursing Home to be developed in a manner which is functional and accessible, the existing trees are not possible to be retained. However the existing trees within the verge are proposed to be retained, and a condition requiring this will be imposed. Further, the City's Local Biodiversity Strategy does not identify for vegetation on this site to be retained. In this regard, the clearing of the vegetation on the site is supported.</p>	Imposition of a condition requiring the trees within the Wanneroo Road verge to be protected and retained.
1.5	The proposed number of car parking bays is insufficient.	<p>Noted.</p> <p>Following the completion of the public consultation period, the applicant has provided amended plans. These amended plans provide 84 on-site car parking bays, which is compliant with the 84 bays required for a Nursing Home under District Planning Scheme No. 2. In addition there are 11 on-street parking bays provided abutting the site along Kent Road. In light of this, it is considered that there is sufficient car parking provided on for the development.</p>	No modification required.



mainroads
WESTERN AUSTRALIA

Enquiries: Nicole Coaker on 9265 5380
Our Ref: 16/7638 (D17#577499)
Your Ref: DA2017/649

26 July 2017

Chief Executive Officer
City of Wanneroo
Locked Bag 1
WANNEROO WA 6946

Via email: mitchell.hoad@wanneroo.wa.gov.au

ATTENTION: MITCHELL HOAD

Dear Sir,

REQUEST FOR COMMENT, JDAP APPLICATION FOR PROPOSED EXTENSION TO NURSING HOME – 1 MARANGAROO DRIVE, MARANGAROO

I refer to your correspondence dated 22 June 2017, seeking comments on JDAP application for the proposed extension to Nursing Home located at Lot 555 (1) Marangaroo drive, Marangaroo.

Main Roads have now had the opportunity to assess the information provided. Main Roads is supportive of the proposal, although our assessment has detected that the Acoustic Assessment is not compliant with State Planning Policy (SPP) 5.4, and resubmission and reassessment by Main Roads will be required.

The following information is supplied to assist the consultant in providing adequate information prior to resubmission:

- Use industry standard acoustic modelling combined with onsite noise measurements to adequately estimate future road traffic noise impacts. Standard industry practice for road traffic detailed noise assessments is to use a combination of onsite noise measurements followed by acoustic modelling to account for potential road network changes, vehicle speeds, % heavy vehicles, day vs night traffic patterns and road surface types in the future. Environment Branch considers the use of the +2dB default correction to be inadequate for detailed noise assessments. The proponent runs the risk of over/under-engineering architectural treatment packages.
- Main Roads' minimum standards for road traffic acoustic assessment report include:
 - No less than 3 x 24 hrs of onsite noise monitoring results as per Appendix C of the Guidelines. Provide LAeq, Day and LAeq, Night.
 - Include noise monitoring data from a location that is in the proposed development area into noise modelling to determine the difference between local day and night noise levels.



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WESTERN AUSTRALIA

- Section 5.1 of SPP 5.4 stipulates that a 15-20 year planning horizon should be considered for noise assessments. Main Roads strongly encourages the proponent to make use of traffic count data that is freely available via Main Roads' Traffic Map webpage at <https://mrapps.mainroads.wa.gov.au/trafficMap/>. The report should state the date that data was retrieved to ensure that the most recent data is used.
 - Future traffic volume estimates to be used for acoustic modelling should be obtained from Main Roads and be less than 12-months old to ensure the use of currently available information and the latest modelling methods. Please complete the attached Transport Modelling Request Form and send the form to Clare Yu on Clare.YU@mainroads.wa.gov.au. The noise report should cite a reference number and date for the future traffic modelling inputs obtained from Main Roads.
 - Contact Main Roads, Traffic Modelling Branch for data on; heavy vehicle percentages and potential road surface types.
 - Present predicted noise levels throughout the proposed development, preferably as "noise contours". Show predicted noise levels with and without proposed mitigation (e.g. noise barriers, building and interior arrangement, screening of outdoor areas and windows).
 - The % of heavy vehicles should be considered and discussed in the report. Modelling should include heavy vehicles (Austroads Class 3 and up)- Exhaust +3.6m
 - Given that the development is three stories, the proponent must conduct a noise assessment that considers multiple storey dwellings.
 - While the report discusses building design and the requirements for glazing facade constructions and mechanical ventilation to reduce noise inside the apartments, it is unclear if these mitigation measures will achieve the noise limit or target. No noise wall is proposed for this development. A noise wall should be considered.
 - Quiet areas of the aged care facility should be located furthest from traffic noise sources.
-
- As per Section 5.3.1 of SPP 5.4, mitigation measures should be tested to reduce noise levels to below the target in at least one outdoor living area.
 - Building acoustic treatment packages should be implemented as outlined in SPP 5.4 Implementation Guidelines.
 - Residences that are predicted to receive noise levels exceeding the SPP 5.4 target(s) should have notification on title consistent with section 4.5 of SPP 5.4.

Notwithstanding the above, Main Roads has no objection to the proposal subject to the following conditions being imposed:

1. The Acoustic Assessment Report is to be resubmitted to Main Roads and deemed satisfactory **prior** to construction works on the site, this to enable any changes necessary to be managed prior to construction.
2. The applicant is to implement all recommendations as specified in the Acoustic Assessment Report. The applicant shall be responsible for all costs.



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3. No earthworks shall encroach onto the Wanneroo Road reserve.
4. No stormwater drainage shall be discharged onto the Wanneroo Road reservation.
5. Any footings for the retaining wall along the Wanneroo Road boundary must be wholly contained within Lot 555.
6. The applicant shall make good any damage to the existing verge vegetation, within the Wanneroo Road reservation.

If the City of Wanneroo disagrees with or resolves not to include as part of its conditional approval any of the above conditions to applicant can you please inform Main Roads.

Please forward a copy of the final determination on this proposed development, quoting file reference: 16/7638 (D17#577499). If you require any further information please contact Nicole Coaker on (08) 9265 5380.

Yours faithfully

Zeljko Zagorac

A/STATUTORY PLANNING MANAGER

Enclosed: ROM24 – overview for users.
Transport Modelling Request Form with Conditions of use.

ROM24 Strategic Transport Model Overview for Users

What is ROM24?

ROM24 is Main Roads Western Australia's strategic transport model that covers the entire Perth metropolitan region from Yanchep to Mandurah. ROM24 is used to project travel demand patterns in Perth under different land use, transport and pricing scenarios.

ROM24 is used to test alternative scenarios for urban development, employment, transport infrastructure and policies. It can also be used to identify likely future capacity constraints, or to determine potential demand levels for proposed transport infrastructure.

What does ROM24 produce?

ROM24 does not produce traffic forecasts. Traffic volumes produced by ROM24 are projections of a user specified scenario.

These traffic projections are based on a series of input assumptions regarding population, employment, transport infrastructure and services, transport policies and travel behaviour.

Many of these assumptions are often specified by users. It is vital that users are aware of and understand the assumptions that underlie the projected volumes that are provided to them.

How should ROM24 be used?

As a "strategic" transport model ROM24 is able to consider the impact of significant proposed changes to land use or transport infrastructure or services within the Perth metropolitan area.

ROM24 is calibrated at a metropolitan wide scale and shows strong correlation at this level, particularly for freeways and highways ($R^2 = 0.923$ for version 4.20). The accuracy of the model declines as users move away from the strategic scale and examine specific vehicle classes, time periods, and non-major roads.

A key reason for this is that strategic models cannot model every single house or property individually. In ROM24 the Perth metropolitan area is represented by approximately 1200 travel zones. All trips across the network begin and end in a single central point within each of these zones. Given this necessary simplification, outputs from ROM24 are approximations and will not precisely match observed traffic.

These approximations mean that ROM24 is not the right tool for studies of localised areas, and non-major roads in the transport network.

ROM24 is best suited to comparing different scenarios such as land use changes, or proposed infrastructure changes at the macroscopic scale.

What do I need to consider?

Users should have a firm understanding of the following considerations before using any outputs from ROM24.

Metropolitan Wide Assumptions

ROM24 is a metropolitan wide model and broad input assumptions made at the



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WESTERN AUSTRALIA

metropolitan level can have a strong influence on the projected traffic in local areas.

Users should have a good understanding of the assumed land use scenario as this determines how many trips are projected to be made, and where these trips begin and end.

Similarly users should be aware of the assumed transport network that is used as an input to ROM24. This includes where and in what year specific road and public transport projects are assumed to commence.

The level of uncertainty associated with these assumptions increases greatly as future year scenarios are modelled. Users need to be comfortable with the level of uncertainty of these assumptions prior to interpreting modelling outputs.

Local Context

Users will often have a strong understanding of the local context of their study area, and this experience should be used in interpreting strategic modelling outputs.

The simplified zone system and manner in which the local network is coded in ROM24 can mean that existing or proposed access arrangements are not represented for localised areas. A single local road or intersection in ROM24 can represent multiple local roads that are not coded into the model.

The land use assumptions for the zones immediately adjacent to the study area should be considered to ensure that their influence on local traffic patterns is well understood.

If multiple projection years are being considered, any changes in infrastructure assumptions between forecast years adjacent to the study area should be identified as they will have a significant impact on projected traffic volumes.

Representativeness of Observed Data

Users will require actual traffic counts to appropriately adjust volumes projected by ROM24 for use in a localised context.

The representativeness of these counts needs to be assessed prior to their use to inform traffic studies.

Users should ensure that counts have not been taken during a period in which local traffic is impacted by an external event such as adjacent road works, or construction, a nearby event, school holidays or public holidays, or short-term seasonal effects.

Appropriate Method for Adjustment

Given the necessary simplification of the Perth metropolitan area in ROM24 as a series of 1200 individual travel zones, outputs from ROM24 are approximations and will not precisely match observed traffic.

To correct for this difference for localised studies, users will need to use observed traffic volumes to adjust the projected volumes produced by ROM24.

The specific method applied to do this will vary depending on the local context of the study. These adjustments should be made by an appropriately experienced and qualified person.

Can I get more information?

Full documentation of ROM24, including calibration and validation reports, as well as fully documented network assumptions can be provided upon request.

For Main Roads staff these documents are available from record number 16/6032.

The Main Roads Transport Modelling Section is also available to discuss how strategic modelling can best be used to suit your specific planning need.

Part 1 – Transport Modelling Section Information (To be completed by TMS)

TMR NUMBER	<Insert TMR number>	TMR ALLOCATED TO	<Insert name>
DATE RECEIVED	<Insert date>	TARGET DATE	<Insert date>

Part 2 – Transport Modelling Request Details (To be completed by clients)

CLIENT	<input type="checkbox"/> Internal <Insert name & branch>		
	<input type="checkbox"/> External Government Agency<Insert name & agency>		
	<input type="checkbox"/> Consultant <Insert name & company >		
STUDY / PROJECT	<Insert name of the study or project>		
SERVICES REQUIRED	<Insert brief description of services that are required>		
PROJECT NUMBER (MAINROADS)	<Insert project number>	TASK NUMBER (MAINROADS)	<Insert task number>
PREVIOUS TMR NUMBER	<Insert Transport Modelling Request (TMR) number if current TMR is a follow-up or related to an earlier transport modelling request>		
LAND USE ASSUMPTIONS	<Insert any land use assumptions if not the base case – client specific>		
NETWORK ASSUMPTIONS	<Describe network assumptions to be modelled – attach graphics> <For multiple network scenarios specify fixed or variable demand – Client to specify different scenarios>		
FORECAST YEARS	<Insert modelling horizontal years> (2016, 2021, 2031)		
TIME PERIOD	<Check as appropriate> <input type="checkbox"/> All day <input type="checkbox"/> PM Peak (4 pm – 6 pm) <input type="checkbox"/> AM Peak (7 am – 9 am)		
OUTPUTS REQUIRED	<Check as appropriate> <input type="checkbox"/> Link Volume Plot (LVP) – specify extent of plot <input type="checkbox"/> Link Volume Difference Plot (LVD) – specify extent of plot <input type="checkbox"/> Turning Volume Diagram (TVD) – all-day volumes only <input type="checkbox"/> Sub-Area Matrices with network – specify extent of area <input type="checkbox"/> Selected Link Plot (SLP) <input type="checkbox"/> Volume-Capacity Ratio Plot (VCR) – peak periods only <input type="checkbox"/> Benefit Cost Analysis (Complete the BCR separate form also) <input type="checkbox"/> Network statistics – e.g., VKT, VHT <input type="checkbox"/> Other (describe)		
OUTPUTS APPLIED	<Explain how the modelling outputs will be used>		
ATTACHMENTS	<List any attachments provided with this TMR>		
DETAILS			

Terms and conditions (To be attached):

**CONDITIONS FOR THE USE OF STRATEGIC TRANSPORT MODELLING
ACQUIRED FROM MAIN ROADS WESTERN AUSTRALIA
FOR A SPECIFIED PROJECT**

Client:

Project:

Terms and Conditions

MRWA traffic modelling outputs as supplied to approved clients are confidential and are not to be made available to unauthorised persons or organisations.

The modelling outputs should not be used for any purpose other than the stated purpose for which it was requested from MRWA.

The MRWA ROM24 model is for estimating regional traffic volumes on regional and major local roads, and it should not be used for estimating local traffic on local roads. The ROM24 model includes local roads but this is to provide connectivity in the model.

MRWA traffic modelling outputs should be interpreted by an experienced / qualified person.

These modelling outputs shall not be used in making decisions relating to commercial or residential developments.

Use of Modelling Outputs

Modelling outputs produced from different versions of ROM24 are not compatible, or comparable. The model version is indicated on each plot provided.

While ROM24 is calibrated network wide, the user is required to calibrate modelled traffic volumes at a localised level using actual counts with an appropriate method. Calibration plots comparing modelled volumes with observed volumes can be provided to assist with this, if relevant traffic counts are available.

The user should be aware of the land use assumptions used as an input to the ROM24 model for their specific study area.

Documentation of the ROM24 model and modelling assumptions can be provided upon request.

SIGNED FOR AND ON BEHALF OF:

Signed: _____

Name: **NAME** _____

Position: **POSITION** _____

COMPANY _____
(Licensee)

9 August 2017

OGA Design Review comments

In the time available, we have developed brief, high-level commentary on the proposal using the Design WA Principles.

Context and character

- Located adjacent to a busy road, in an area comprising 1970s/80s single-storey detached dwellings, the proposed aged care addition is very different in character to the built form surrounding it, and lacks a clear relationship with the rest of the existing facility, which is of a suburban domestic character. While this is a contemporary addition to the site and should not seek to replicate the older buildings around it, greater consideration should be given to how the design can better respond to the form, scale and materials of the care home complex that it forms a part of. Continuity of landscape and urban design treatments will play an important role in the successful integration of the new build.
- With regard to streetscape, the limestone retaining wall to Wanneroo Road, combined with the setback of the built form, creates a good level of separation from the busy road environment. The renders provided indicate a balustrade above this wall, but this is not clearly described on the elevations. Clarification is required regarding the design and proposed materials to the balustrade. The intent (noted on the plan) for it to be visually permeable, is supported.
- It is not clear from the information provided how the design proposal responds to any future planned context. Does the City's planning scheme encourage greater density and height along this corridor?

Landscape quality

- It is noted from satellite images that the site contains a number of existing mature eucalyptus trees in what appears to be good condition. None of these are retained in the current proposal. We would have expected the design proposal to respond to significant remnant vegetation on the site, as required by Design WA (refer draft Apartment Design policy objective 3.3.1). There are extensive character and amenity benefits arising from retention of mature trees.
- The first render provided indicates tall trees behind the development – this is misleading, as the trees depicted appear to be those that are being removed.
- Minimal information has been provided regarding proposed landscaping, and little area is dedicated to it on the site plan. Given the significant therapeutic benefit that greenery can provide within care settings, a more substantial landscaping response is warranted. Planting should be provided to the lightwell / courtyard areas, with an appropriate density to ensure adequate visual privacy to bedrooms.

- The new dementia-specific sensory garden indicated to the existing areas of the care facility to the east is supported in principle, however appropriate specialist landscape expertise will be required in the design to ensure that therapeutic benefit is delivered.

Built form and scale

- The proposal is significantly larger than the low-rise dwellings which surround it. Efforts have been made in the design to break down the façade into smaller elements that employ different materials and step in and out from the façade line, providing articulation that assists in mitigating the impact of the overall built form.

Functionality and build quality

- A plantroom is indicated on the roof plan and some of the elevations, but is not seen on the renders. Section drawings indicating sightlines should be sought to provide greater certainty regarding whether it will be visible from ground level, and proposed materials / finishes should be provided.
- An area is noted as 'proposed pumps and tanks' to the north-east corner of the existing aged care facility, adjacent to the footpath on Kent Road. Consideration should be given to relocating these services to an area that will have less impact on the streetscape. If this isn't possible, drawings depicting what is intended to be constructed here should be provided so that the streetscape impact can be determined.
- A limited amount of new car parking is indicated in the proposal, which presumably is for staff. Clarification should be sought regarding visitor car parking arrangements.

Sustainability

- The design does little with regard to maximising northern winter sunlight access to living areas – greater effort in this regard could have minimised ongoing heating requirements.
- The west-facing pergola appears to be an open structure in plan. Consideration should be given to providing a roof (or ensuring appropriately dense greenery coverage) so that some degree of shade is provided from summer afternoon sun. Vertical screening panels located between pergola columns would also assist in this regard.

Amenity

- Bedroom and ensuite sizes should be assessed against appropriate standards for aged care facilities rather than the Design WA Apartment Design policy, which isn't intended to apply to specialist accommodation such as this.
- Windows are not indicated to ensuites, preventing natural ventilation of these spaces. We recommend that this is remedied where possible.
- The lightwells allow light and ventilation to the corridors, which is supported. Appropriate planting in these spaces will assist in providing outlook and privacy to those bedrooms that rely on them for natural light and ventilation. Landscape design proposals for the courtyards (and elsewhere) should be sought. Access to the lightwells should be limited to landscape maintenance activities only, as general access would compromise adjacent bedroom privacy. The size of the lightwells should not be reduced during further design development, as this would lead to inadequate internal amenity being provided.

- The reception office has no access to natural light. Work environments should generally be provided with daylight for staff wellbeing. This could be easily addressed by glazing one wall of the office to admit borrowed light from an adjacent external window.

Legibility

- The primary entry is clearly signalled from within the complex via the roof canopy and glazing, and its location adjacent to a open area allows for good visibility. Consideration should be given to moving the entry northwards however, as this would allow for a more direct route to the entry (and greater visibility) from the existing east-west covered walkway.
- The internal arrangement provides reasonable levels of legibility. The lightwells will assist with internal wayfinding.

Safety

- The provision of visually permeable balustrading to the external will assist in providing passive surveillance to and from the street.

Community

- Communal lounge and dining facilities are provided for residents – confirmation should be sought that these are of sufficient size to provide suitable amenity during peak visitor times.

Aesthetics

- The design would benefit from greater consistency in the composition of each façade, as there is considerable variation with regard to the use of vertical / horizontal forms and the application of materials to different elements.

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7 August 2017

Total Project Management
Suite 2, 464 Murray St

Perth 6000

Attention: Sheldon Turner

Dear Sheldon

MAIN ROADS WA LETTER 16/7638 - MDA RESPONSE

In response to the comments provided by Main Roads Western Australia in the letter referenced above, we provide our response in the table attached.

Yours sincerely,

MARSHALL DAY ACOUSTICS PTY LTD



Ben Wilson

Associate

Encl. MDA responses

Table 1: Marshall Day Acoustics responses

Item	Main Roads Comment	MDA response
1	<ul style="list-style-type: none"> Use industry standard acoustic modelling combined with onsite noise measurements to adequately estimate future road traffic noise impacts. Standard industry practice for road traffic detailed noise assessments is to use a combination of onsite noise measurements followed by acoustic modelling to account for potential road network changes, vehicle speeds, % heavy vehicles, day vs night traffic patterns and road surface types in the future. Environment Branch considers the use of the +2dB default correction to be inadequate for detailed noise assessments. The proponent runs the risk of over/under-engineering architectural treatment packages. 	<p>This approach is typically used where a new road or road upgrades are proposed near to residential developments. Where the road is existing, as in this case, SPP 5.4 guidelines states that:</p> <p><i>Noise measurements are appropriate if the transport corridor already exists, as they are generally more representative of conditions specific to the site. Some corrections will still be needed to forecast future noise levels or assess the performance of any scheduled measures.</i></p> <p>On the basis of the above, we consider our approach is accordance with the policy.</p>
2	<ul style="list-style-type: none"> Main Roads' minimum standards for road traffic acoustic assessment report include: <ul style="list-style-type: none"> No less than 3 x 24 hrs of onsite noise monitoring results as per Appendix C of the Guidelines. Provide LAeq, Day and LAeq, Night. Include noise monitoring data from a location that is in the proposed development area into noise modelling to determine the difference between local day and night noise levels. 	<p>MDA noise survey was carried out from 27 April -4 May 2017 and all data was valid (i.e. not adversely affected by weather etc.) and therefore exceeds the recommended monitoring period.</p> <p>Daytime and night-time level differences have been determined based on measured survey data. Refer to item 1 for response regarding noise modelling.</p>
3	<ul style="list-style-type: none"> Section 5.1 of SPP 5.4 stipulates that a 15-20 year planning horizon should be considered for noise assessments. Main Roads strongly encourages the proponent to make use of traffic count data that is freely available via Main Roads' Traffic Map webpage at https://mrapps.mainroads.wa.gov.au/trafficMap/. The report should state the date that data was retrieved to ensure that the most recent data is used. 	<p>Main Roads Web Reporting was used to determine the existing traffic count. The date (year), traffic volume, and source has been reported in the MDA report (see page 32)</p>

Item	Main Roads Comment	MDA response
4	<ul style="list-style-type: none"> Future traffic volume estimates to be used for acoustic modelling should be obtained from Main Roads and be less than 12-months old to ensure the use of currently available information and the latest modelling methods. Please complete the attached Transport Modelling Request Form and send the form to Clare Yu on Clare.YU@mainroads.wa.gov.au. The noise report should cite a reference number and date for the future traffic modelling inputs obtained from Main Roads. 	MDA has adopted the default traffic adjustment (2dB) to account for possible future changes in noise level. This was deemed acceptable for an existing road in a well establish suburban area.
5	<ul style="list-style-type: none"> Contact Main Roads, Traffic Modelling Branch for data on; heavy vehicle percentages and potential road surface types. 	This comment is relevant to modelling. Refer to item 1 for response regarding noise modelling.
6	<ul style="list-style-type: none"> Present predicted noise levels throughout the proposed development, preferably as "noise contours". Show predicted noise levels with and without proposed mitigation (e.g. noise barriers, building and interior arrangement, screening of outdoor areas and windows). 	This comment is relevant to modelling. Refer to item 1 for response regarding noise modelling
7	<ul style="list-style-type: none"> The % of heavy vehicles should be considered and discussed in the report. Modelling should include heavy vehicles (Austroads Class 3 and up)- Exhaust +3.6m 	This comment is relevant to modelling. Refer to item 1 for response regarding noise modelling
8	<ul style="list-style-type: none"> Given that the development is three stories, the proponent must conduct a noise assessment that considers multiple storey dwellings. 	All levels have been considered in the MDA assessment. MDA has provided a mark-up of a typical floor. Requirements apply to all floors.
9	<ul style="list-style-type: none"> While the report discusses building design and the requirements for glazing facade constructions and mechanical ventilation to reduce noise inside the apartments, it is unclear if these mitigation measures will achieve the noise limit or target. No noise wall is proposed for this development. A noise wall should be considered. 	The MDA report has listed the mandatory requirements for glazing to achieve the SPP 5.4 criteria for indoor noise levels. General requirement for mechanical ventilation have be listed and a requirement to review the details as the design progresses.
10	<ul style="list-style-type: none"> Quiet areas of the aged care facility should be located furthest from traffic noise sources. 	Since the rooms are a single rooms only, it is not possible to locate quiet areas away from the facade.
11	<ul style="list-style-type: none"> As per Section 5.3.1 of SPP 5.4, mitigation measures should be tested to reduce noise levels to below the target in at least one outdoor living area. 	Balconies or other private outdoor areas are not included in the development. Shared outdoor areas are provided in central courtyards and areas shielded by the building to the east of the new buildings.

Item	Main Roads Comment	MDA response
12	<ul style="list-style-type: none"> Building acoustic treatment packages should be implemented as outlined in SPP 5.4 Implementation Guidelines. 	According to the SPP 5.4 guidelines section 4.3, alternatives to the “acceptable treatment” packages are acceptable. The MDA report has assessed noise ingress in detail, taking into account glazing areas and room sizes.
13	<ul style="list-style-type: none"> Residences that are predicted to receive noise levels exceeding the SPP 5.4 target(s) should have notification on title consistent with section 4.5 of SPP 5.4. 	Noted and agreed.



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 1579 (14) Magellan Road Alkimos
Development Description:	Nursing Home
DAP Name:	Metro North West Joint Development Assessment Panel
Applicant:	Planning Solutions
Owner:	Aegis Aged Care Group Pty Ltd
Value of Development:	\$25 Million
LG Reference:	DA2017/760
Responsible Authority:	City of Wanneroo
Authorising Officer:	Pas Bracone Manager Approval Services
Department of Planning File No:	DAP/17/01237
Report Due Date:	23 August 2017
Application Receipt Date:	16 June 2017
Application Process Days:	60 Days
Attachment(s):	Attachment 1 – Development Plans: <ul style="list-style-type: none">• Undercroft Plan (SK201)• Ground Floor Plan (SK202)• Level 1 Floor Plan (SK203)• Roof Plan (SK204)• Elevations (SK301)• Sections (SK310)• Landscape Plan (C1.101)• Landscape Mood Board (C3.101)• Landscape Planting Palette (C3.102) Attachment 2 – Perspective Drawings Attachment 3 – Location Plan Attachment 4 – DFES Comments on BMP

Officer Recommendation:

That the Metro North-West Joint Development Assessment Panel resolves to:

1. **Refuse** DAP Application reference DAP/17/01237 and accompanying plans included in **Attachment 1 (SK201 – SK204, SK301, SK310, C1.101, C3.101, C3.102)** in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Wanneroo's District Planning Scheme No. 2, for the following reason:

Reason

1. The proposal does not satisfy Clauses 67(c) of the Deemed Provisions of DPS 2, as the submitted Bushfire Management Plan (BMP) has not been endorsed by the Department of Fire and Emergency Services, as per the *Planning in Bushfire Prone Areas State Planning Policy 3.7*.



Details: outline of development application

Zoning	MRS:	Urban
	DPS 2:	Urban Development
	ASP 73:	Mixed Use
Use Class:		Nursing Home
Strategy Policy:		N/A
Development Scheme:		District Planning Scheme No. 2
Lot Size:		9,891m ²
Existing Land Use:		Vacant

The application proposes a Nursing Home at Lot 1579 (14) Magellan Road, Alkimos (subject site). The application consists of:

- A two storey development, housing 134 beds;
- Communal dining and lounge areas, and amenities including theatre, therapy rooms, café, hair salon, men's shed and administration facilities;
- Basement car parking containing 85 car parking bays;
- A maximum of 50 staff at any one time;
- Two drop off and pick up points located on Magellan Road and Scotthorn Drive;
- Access from Scotthorn Drive for the basement car parking; and
- 3,000m² of landscaping, equating to 30% of the subject site.

Plans and perspective drawings of the proposed development are included as **Attachment 1** and **Attachment 2** respectively.

The proposed use is consistent with the definition of a Nursing Home under the City's District Planning Scheme No. 2 (DPS 2), which is as follows:

***"Nursing Home:** means premises in which persons who do not require constant medical attention are received as patients and lodged for the purposes of medical supervision and nursing care."*

A Nursing Home is a discretionary 'D' use within the Mixed Use zone.

Background:

The subject site is surrounded by McGiffen Avenue to the north, Scotthorn Drive to the east, Bainbridge Avenue to the south, and Magellan Road to the west. A location plan is included as **Attachment 3**.

The subject site is zoned Urban Development under the City of Wanneroo's District Planning Scheme No. 2 (DPS 2) and Mixed Use under the North Alkimos – Agreed Structure Plan No. 73 (ASP 73). The site is also subject to the provisions of the North Alkimos – Local Development Plan No. 21 (LDP 21), and is located within a bushfire prone area as per the Planning in Bushfire Prone Areas State Planning Policy 3.7 (SPP 3.7).

Legislation & policy:

Legislation



- Metropolitan Region Scheme (MRS)
- District Planning Scheme No. 2 (DPS 2)
- North Alkimos – Agreed Structure Plan No. 73 (ASP 73)
- North Alkimos – Local Development Plan No. 21 (LDP 21)

State Government Policies

- State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)
- Guidelines for Planning in Bushfire Prone Areas (Guidelines)
- Draft State Planning Policy 7 – Design of Built Environment (Draft SPP 7)

Local Policies

- Signs Local Planning Policy 4.6 (LPP 4.6)

Consultation:

Public Consultation

The application was intended to be advertised for public consultation. However, following discussions with the applicant, advertising of the application was waived, pursuant to Clause 64(2) of the Deemed Provisions of DPS 2, for the following reasons:

- The application does not propose any substantial variations to the requirements of the planning framework;
- The surrounding land is predominantly owned by PEET, who, as the developer of the ASP 73 area, has provided its developer approval for the proposal in accordance with the contractual obligations; and
- LDP 21 identifies the site as being used for a high care facility. Although this LDP was not advertised, PEET gave an undertaking that prospective purchasers in the area are made aware of this LDP, which was a requirement of subdivision for the site.

Notwithstanding the waiving of advertising, the City advised the Northshore Christian Grammar School (NCGS) of the proposal by writing given its close proximity to the site. At the time of finalising the RAR, no comment from the NCGS has been received by the City in relation to the application.

Consultation with other Agencies or Consultants

Clause 6.6.1 of SPP 3.7 requires applications for a vulnerable land use in areas with a Bushfire Attack Level (BAL) between BAL 12.5 to BAL 29 to be accompanied by a Bushfire Management Plan (BMP) which is jointly endorsed by the relevant local government and Department of Fire and Emergency Services (DFES). A Nursing Home is considered a vulnerable land use, and is located within an area with a BAL rating of 12.5, and was accompanied by a BMP. Accordingly, the BMP was referred to DFES for its endorsement on 11 July 2017.



The City received correspondence from DFES on 22 August 2017 (included as **Attachment 4**). DFES advised that it does not support the proposal for the following reasons:

1. The development application has not demonstrated compliance with Element 3: Vehicular Access; and
2. The proposed development application is for a vulnerable land use in a bushfire prone area with only one point of access and egress from the developed area. The justification of a performance principle to achieve the intent of Element 3: Vehicular Access is not accepted.

Planning assessment:

The application has been assessed against the provisions of DPS 2, ASP 73, LDP 21, SPP 3.7 and Draft SPP 7.

The assessment was undertaken against the development standards contained in DPS 2 and not the Residential Design Codes (R-Codes) for the reasons below:

- Clause 1.4 of the R-Codes outlines that the R-Codes are applicable to residential development. The Nursing Home definition explicitly states that the occupants “are received as patients and lodged for the purposes of medical supervision and nursing care.” It is therefore considered that the Nursing Home land use does not fall within the definition of residential development as per the R-Codes, and the R-Codes are not applicable in this instance; and
- Clause 1.4 of the R-Codes also outlines that the R-Codes are applicable to Single Houses, Grouped Dwellings, Multiple Dwellings, and mixed use development and activity centres. The application proposes a Nursing Home development, and not the types of development outlined in Clause 1.4 of the R-Codes, and the R-Codes are not applicable in this instance.

The proposal is compliant with the relevant requirements of DPS 2, ASP 73, LDP 21, and LPP 4.6. The main issues identified with the application, including the consideration of SPP 3.7 and Draft SPP 7, are discussed in detail below.

Issues Identified Following Assessment

Built Form and Design

Draft SPP 7 provides a framework for the design of the built environment across Western Australia. In accordance with Clause 67(b) of the Deemed Provisions of DPS 2, regard is to be given to any proposed planning instrument that is being seriously entertained for adoption. Draft SPP 7 was released for public comment in October 2016, and is therefore considered to be seriously entertained. Accordingly, consideration has been given to the design principles of Draft SPP 7.

It is noted that the applicant has not provided an assessment against the design principles, although it has been advised that in their opinion, the development is compliant. Notwithstanding, the City’s comments in regards to the design principles of Draft SPP 7 are outlined below:



Design Principle	Comment
1. Context and character <i>Good design responds to and enhances the distinctive characteristics of a local area contributing to a sense of place.</i>	<ul style="list-style-type: none"> • The surrounding area is undeveloped, with the exception of the NCGS. • DPS 2 requires building facades to be of a high standard, while LDP 21 requires an appropriate interface with the adjoining streets to be provided, through the use of major openings, front verandahs, porches and outdoor living areas. The proposed building façade incorporates a mix of building materials and colours, and incorporates major openings, courtyards and balconies to provide passive surveillance to the street. In this regard, the development is consistent with these requirements. • The design of the building incorporates similar treatments to the NGSC, including colours and materials, and is considered to compliment this existing development.
2. Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	<ul style="list-style-type: none"> • The landscaping plan (see Attachment 1, plan C1.101) indicates areas for private landscaped courtyards as well as communal Courtyards 1 and 2 which incorporates a mix of turf, raised planters, and tree planting. • The landscaping plan provides for 3,000m² across the site, including the planting of trees in the lot as well as the road verge, to contribute to the amenity of the development. • The landscaping does provide shade trees, however does not provide shade structures in Courtyards 1, 3 and 4, which limits the opportunities for weather protection. In this regard it is considered that revised landscaping plans could be submitted as a condition of approval to provide further opportunities for weather protection. • The City's Landscape and Conservation Officer has confirmed that the landscaping species proposed by the applicant are consistent with the City's recommended species, and will contribute to providing a level of amenity to the development.
3. Built form and scale <i>Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>	<ul style="list-style-type: none"> • The built form is orientated toward the street frontages, and incorporates elements of articulation, and glazing, including full height windows to communal lounge and sitting areas, with the exception of the lounge areas in the north-east and north-west corners of the site. • There are no height limits for this development or site under DPS 2, ASP 73 or LDP 21. Notwithstanding, the two-storey height of the proposed building is consistent with the height limits of the R-Codes, ensuring consistency with expected future residential development in the locality. • The built form responds to the sloping nature of the site, and is not considered to have an adverse impact on the streetscape as a result. • The design is suited to the function of a Nursing Home, while also having an appearance similar to a residential development, which is in keeping with the future character of the area.
4. Functionality and build quality <i>Good design meets the</i>	<ul style="list-style-type: none"> • The development has been designed to be functional for the needs of its patients, staff and visitors through the inclusion of wide passage ways, and covered paths to the pick up/drop off point. • Amenities have been incorporated into the building layout, including



<p><i>needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.</i></p>	<p>nurses stations, therapy rooms, and a theatre for use by the residents.</p> <ul style="list-style-type: none"> • Service areas are screened from view from the streetscape.
<p>5. Sustainability</p> <p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<ul style="list-style-type: none"> • The communal lounge areas on the northern side of the development are not open to winter sun, as they are located behind stairwells. • Shading has been provided in the form of trees, however no other shade structures are proposed within Courtyard 1. • Communal outdoor areas appear to have limited access to winter sun, as they are surrounded by buildings on each side. • No information has been provided in the application regarding the adequacy of ventilation and other sustainability measures. Notwithstanding, it is considered that this will be addressed as part of the application for a building permit.
<p>6. Amenity</p> <p><i>Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.</i></p>	<ul style="list-style-type: none"> • Access to natural light is provided to each residents room and communal areas from external windows. • Internal habitable rooms do not have access to natural light or ventilation, including the activity/therapy room and administration/offices. • Storage areas are provided on each floor, as well as in the undercroft parking area. • The external spaces incorporate a large amount of tree planting, to provide shade and have a positive impact on the streetscape.
<p>7. Legibility</p> <p><i>Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.</i></p>	<ul style="list-style-type: none"> • The internal layout provides for a legible environment. • The design of the front entrance is highly visible from the road and pedestrian footpath. • Communal stairs and courtyard areas are centrally located, and well integrated with the development, to provide for easy access through the Nursing Home for its users. • The undercroft does not provide clear pedestrian paths between the car bays and stairwells/lifts. In this regard, it is considered that there is an opportunity for the proposal to be improved in this aspect.
<p>8. Safety</p> <p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<ul style="list-style-type: none"> • The courtyards and balconies to the street are provided with permeable fencing to provide for passive surveillance to and from the street. • Undercroft carparking area is secured by an automatic gate.
<p>9. Community</p> <p><i>Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.</i></p>	<ul style="list-style-type: none"> • The development facilitates ageing-in-place within the locality and provides for increased aged care services within the northern growth corridor. • The proposal incorporates communal spaces, including dining rooms, sitting rooms, and landscaped areas, to contribute towards social interaction between the patients, visitors and staff.



<p>10. Aesthetics</p> <p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>	<ul style="list-style-type: none"> • The concept of the design is considered to adequately respond to the sloping nature of the site, and has an appearance which is considered consistent with the existing NCGS and future development through the use of similar colours and materials which are similar to the palette of contemporary residential dwellings.
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In light of the above, while there are a number of elements of the Draft SPP 7 Design Principles which are not fully satisfied, overall, the proposal is generally consistent with the intent of the Policy, and is supported by the City on this basis. Should the JDAP be of the view that these issues require further consideration, it could consider additional means of resolving these issues, including the imposition of conditions.

SPP 3.7

Clause 67(c) of the Deemed Provisions of DPS 2 requires regard to be given to any approved SPP. Clause 6.6.1 of SPP 3.7 states that development applications for vulnerable land uses in areas between BAL 12.5 and BAL 29 will not be supported unless they are accompanied by a BMP jointly endorsed by the relevant local government and DFES.

In accordance with SPP 3.7, the BMP includes an assessment against the bushfire protection criteria, being, Location, Siting and Design of Development, Vehicular Access and Waste, with the intent of each element being able to addressed by either the acceptable solution, performance principle, or a combination of each.

DFES has advised that it does not support the BMP due to concerns regarding the ability for the application to satisfy the Vehicular Access element of the bushfire protection criteria. This is outlined in the table below, along with the comment from the BMP in how this is addressed. The City's comment is also provided:

Acceptable Solution 3.1: Two access routes	
<i>Two different vehicular access routes are provided, both of which connect to the public road network, provide safe access and egress to two different destinations and are available to all residents/the public at all times and under all weather conditions.</i>	
How Addressed in BMP	DFES Comment
To have the option of travelling two directions (north and south), residents will need to travel to Marmion Avenue, and additional access will be provided when Scotthorn Drive is extended into the structure plan areas abutting the area.	There is currently only one point of access and egress from the developed area.
City Comment	
The City acknowledges that there is currently only one access point to and from the site, which is from Marmion Avenue through the existing developed area to the west. Notwithstanding this, it is noted that the area, including the subject site has been	



developed in accordance with the subdivision which approved this layout and access arrangement.

Scotthorn Drive is identified to be extended south, through the undeveloped area covered by the Central Alkimos Agreed Structure Plan No. 95, however there is no timeframe for development in this area to occur. The undeveloped area to the north of Scotthorn Drive is not the subject of an Agreed Structure Plan, and again, the timing for an extension of this road is unclear.

Acceptable Solution 3.3: Cul-de-sac (including a dead-end road)

A cul-de-sac and/or a dead end road should be avoided in bushfire prone areas. Where no alternative exists (i.e. the lot layout already exists and/or will need to be demonstrated by the proponent), the following requirements are to be achieved:

- **Requirements in Table 4, Column 2;**
- **Maximum length: 200 metres (if public emergency access is provided between cul-de-sac heads maximum length can be increased to 600 metres provided no more than eight lots are serviced and the emergency access way is no more than 600 metres); and**
- **Turn-around area requirements, including a minimum 17.5 metre diameter head.**

How Addressed in BMP	DFES Comment
N/A as no cul-de-sac development.	Cul-de-sacs and dead end roads are to be avoided in bushfire prone areas, and the maximum allowable length is 200m. The proposed development is situated approximately 1.3km from Marmion Avenue, where access to two destinations is available.

City Comment

As per the above, it is noted that Scotthorn Drive has not been extended either to the north or south and does not offer alternative access routes out of the area, with the timeframe for the extension of this being unknown at this point in time.

Performance Principle (P3)

The internal layout, design and construction of public and private vehicular access and egress in the subdivision/ development allow emergency and other vehicles to move through it easily and safely at all times.

How Addressed in BMP	DFES Comment
The Bushfire Emergency Evacuation Plan prepared identifies sheltering as opposed to evacuation.	<p>DFES do not accept the performance based assessment to meet the intent of Element 3: Vehicular Access. The proposed performance principle of sheltering in place does not meet the intent of P3 and the justification within the BMP is not accepted.</p> <p>The performance based assessment does not provide for fire and emergency personnel to access the development easily and safely at all times during an</p>



	emergency. Shelter in place is an option of last resort it is not acceptable as a substitute for two access routes.
City Comment	
The City acknowledges the concerns raised by DFES with regards to the justification being based on sheltering, when the performance principle refers to safe and available vehicular access. Notwithstanding, it is noted that the layout of the area has been approved through subdivision, and the proposed development is in accordance with this.	

In light of DFES not endorsing the BMP, the proposal is not considered to be compliant with the requirements of SPP 3.7 for vulnerable land uses in areas of BAL 12.5 to BAL 29, and is not supported by the City. Should the JDAP be of the view that the issues raised by DFES are resolvable, than an alternative recommendation requiring the endorsement of the BMP prior to the commencement of development has been provided.

Traffic

Clause 67(t) of the Deemed Provisions of DPS 2 requires regard to be given to the amount of traffic generated by the development, including the capacity of the road system and probable effect on traffic flow and safety.

In accordance with the Western Australian Planning Commission's (WAPC) Transport Assessment Guidelines, a Traffic Impact Statement (TIS) is required to be provided for developments which will generate 10 – 100 vehicle trips in the peak hour. These Guidelines also state that site-specific issues should be discussed and agreed with the approving authority prior to the TIS being commenced, and includes the generation of traffic past sensitive land uses, including schools.

The applicant submitted a TIS with the application, which identifies that the proposed Nursing Home will generate 278 vehicle trips per day (vtpd), and 28 trips during the afternoon peak period. The TIS was reviewed by the City's Traffic Services, which identified that the TIS did not take into account the traffic which is currently generated by the NCGS. Despite this not being accounted for in the TIS, the City considers that the traffic generated from the development is acceptable for the following reasons:

- The Guidelines identify that an increase of less than 100 vehicle trips per hour on surrounding roads are not normally likely to have a material impact on the road network. Based on the 28 vehicle trips generated in the afternoon peak hour traffic by the development, it is considered that traffic from the proposal will not have a material impact on the roads surrounding the site, as per the Guidelines;
- The proposal will generate a total of 278 vtpd. ASP 73 identifies Scotthorn Drive as a Neighbourhood Connector A, which has an indicative volume of 7,000 vtpd as per Liveable Neighbourhoods. Based on this, it is considered that there is sufficient capacity for the traffic generated by the proposal to be accommodated; and



- The existing road network is surrounded by predominantly residential lots, which are not high traffic generation uses.

In light of this, it is considered that the amount of traffic generated by the development will have a minimal impact on the capacity and flow of the road network, and is supported by the City.

Access

Clause 67(s)(i) of the Deemed Provisions of DPS 2 requires regard to be given to the adequacy of the proposed means for access to and egress from the site. Access to the site is proposed by the following means:

- A driveway providing a pick up/drop off point to the main entrance of the Nursing Home from Scotthorn Drive;
- A driveway providing access to and from the undercroft parking area from Scotthorn Drive; and
- A driveway providing access to and from the loading area for service vehicles from Magellan Road.

During the assessment of the application, consideration was given to the ability for emergency vehicles (including ambulances) to access the site. This is particularly of note as Scotthorn Drive is divided by a median strip, and vehicles travelling southbound cannot turn right into the site. The applicant has advised that it is intended that emergency vehicles can utilise the Scotthorn Drive access if travelling from the south, or if coming from the north the Magellan Road access point can be used by travelling along McGiffen Avenue. In light of this it is considered that the site provides for adequate access for emergency vehicles.

The application also proposes to relocate the existing pedestrian crossing on Scotthorn Drive 7m to the north of its current location, to avoid conflict with the front access to the Nursing Home. The City has no objection to this crossing being relocated, however it is recommended that a condition be imposed requiring submission and approval of engineering drawings to the City, prior to the commencement of development. This will ensure that the location is suitable from an engineering perspective, and that any existing on-street car parking bays that may be required to be removed are to be relocated.

Similarly, the application proposes to remove four existing on-street bays along Magellan Road, to avoid conflict with the rear access to the Nursing Home, and relocate these within the Magellan Road verge abutting the subject site. As this will ensure that there is no net loss of on-street car parking, the City has no objection to these bays being relocated, however it is recommended that a condition be imposed requiring submission of engineering drawings to the City, to confirm the acceptability of this location. It is also recommended that a condition be imposed requiring the reinstatement of the verge where the existing on-street bays are being removed, to ensure that this is appropriately treated.

In light of this, it is considered that the proposal provides adequate arrangements for access to and egress from the site, and is supported by the City.



Options/Alternatives

Should the JDAP be of the opinion that the application can be supported, subject to further discussion between the applicant and DFES regarding the acceptability of the BMP, the City has provided an alternative recommendation.

It is also noted that opportunities for design aspects of the proposal to be improved have been identified, as per the consideration of Draft SPP 7. If the JDAP agree with this, then it should impose any conditions to the extent necessary to address these aspects, in addition to those included in the alternative recommendation.

Alternative Recommendation

That the Metro North-West Joint Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/17/01237 and accompanying plans included in **Attachment 1 (SK201 – SK204, SK301, SK310, C1.101, C3.101, C3.102)** in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Wanneroo's District Planning Scheme No. 2, subject to the following conditions.

Conditions

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. The use of the development subject to this approval shall only be for the purpose of a Nursing Home, which is defined in the City's District Planning Scheme No. 2. A change of use from that outlined above may require the approval of the City.
3. A Bushfire Management Plan (BMP) shall be prepared and endorsed by the City and the Department of Fire and Emergency Services (DFES), prior to the commencement of development. The measures contained with the endorsed Bushfire Management Plan are to be implemented at the cost of the landowner/applicant, to the satisfaction of the City and DFES.
4. Parking areas, driveways and points of ingress and egress shall be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS2890), and shall be drained, sealed and marked prior to occupation of the development.
5. The parking areas and associated access indicated on the approved plans shall not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.
6. Engineering drawings and specifications shall be submitted to and approved by the City's Land Development Service Unit, and works undertaken in accordance with the approved drawings and specifications for:



- a) The construction of the four on-street car parking bays within the Magellan Road verge adjacent to the subject site; and
- b) The relocation of the existing pedestrian crossing.

All costs associated with these works shall be at the applicants/landowners cost, and shall be completed prior to the occupation of the development, to the satisfaction of the City.

7. Kerbing shall be installed, and the verge to be reinstated with landscaping to the satisfaction of the City for the on-street car parking bays which are being removed within the Magellan Road verge adjacent to the subject site. All costs associated with these works shall be at the applicants/landowner cost, and shall be completed prior to the occupation of the development, to the satisfaction of the City.
8. Stormwater and any other water run-off from buildings or paved areas shall be collected and retained on site.
9. The applicant shall undertake adequate measures to minimise any impacts of dust and sand drift from the site.
10. All waste shall be stored within the designated bin enclosure and shall be collected from the site by a private contractor at the cost of the owner/occupier and the bin enclosure shall be designed and constructed in accordance with the City's specifications.
11. Detailed landscaping plans, for the subject site and adjacent road verges shall be lodged for approval by the City prior to the occupation of the development. Planting and installation shall be in accordance with the approved landscaping and reticulation plans, and thereafter maintained by the landowner to the City's satisfaction.
12. All earthworks shall be contained on-site and not encroach onto any adjoining road reserves. Any damage to the road reserves shall be made good, at the cost of the applicant/landowner.
13. Lighting shall be installed to pathways, areas of communal open space, and car parking areas, prior to the development being occupied, to the satisfaction of the City. Lighting shall be directed internally to avoid overspill to nearby lots.
14. Storage areas, plant and equipment shall be screened from view from streets, public places and adjacent properties.
15. A construction management plan shall be submitted for approval prior to the commencement of works, to the satisfaction of Manager Approval Services. This plan is to detail how construction will be managed to minimise disruption in the area and shall include:
 - a. The delivery of and delivery times for material and equipment to the site;
 - b. Storage of materials and equipment on site;
 - c. Parking arrangements for contractors and sub-contractors;
 - d. The impact on traffic movement;



- e. Construction and delivery times;
- f. Works proposed within the road reserve for the construction of on-street car parking and the relocation of the pedestrian crossing; and
- g. Any other matter required by the City.

Advice Notes

1. This is a planning approval only and is issued under District Planning Scheme No. 2 and the Metropolitan Region Scheme. It is the applicant's responsibility to comply with all other applicable legislation and obtain all the required approval, licence and permits prior to commencement of the development.
2. Adequate measure to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Environmental Regulations *'A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated site remediation and other related activities'*.
3. Where an approval has lapsed, no development must be carried out without further approval of the Metro North-West Joint Development Assessment Panel having first been sought and obtained.
4. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.

Conclusion:

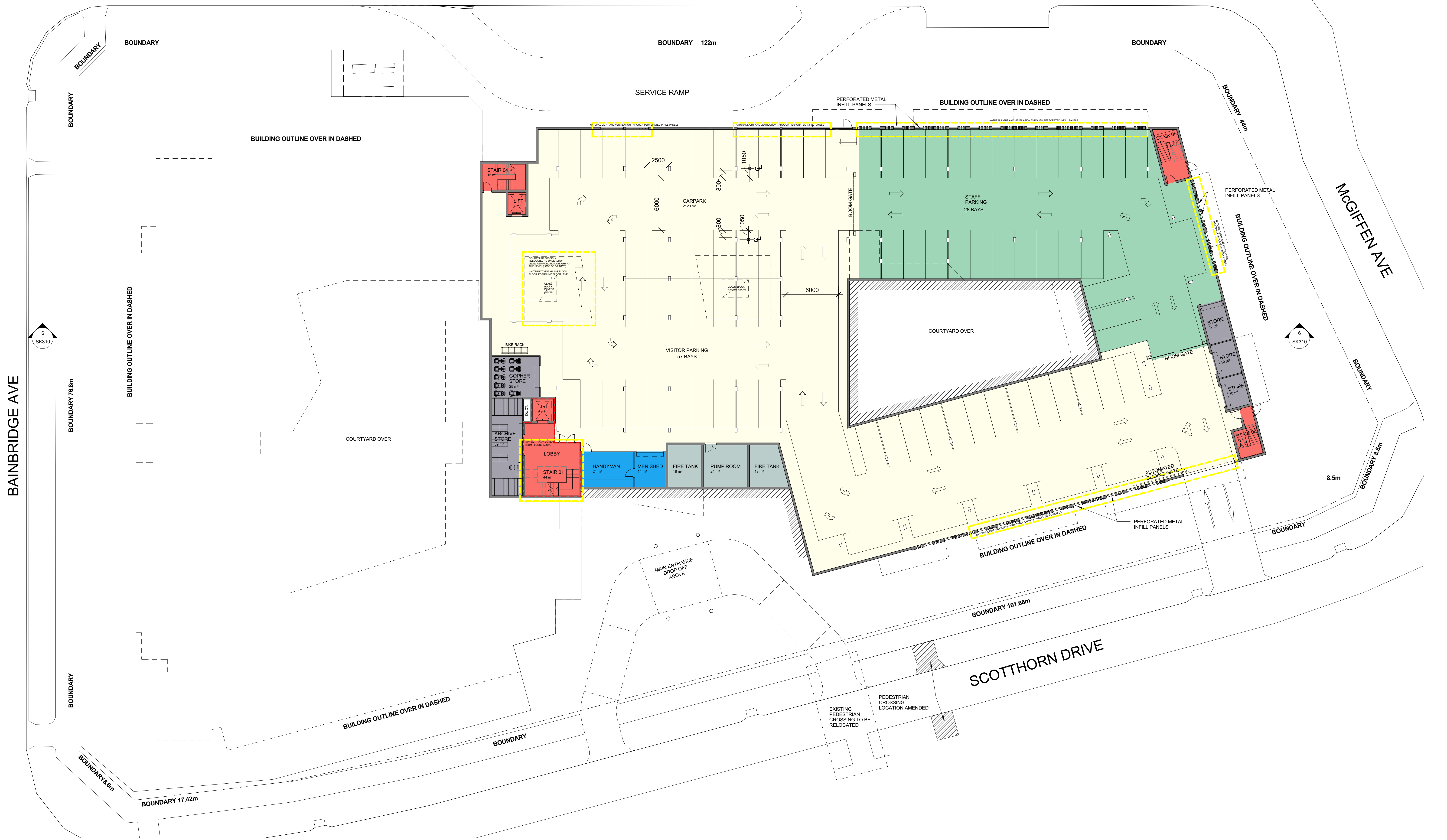
The application for a Nursing Home at Lot 1579 Magellan Road, Alkimos, has been assessed against the provisions of DPS 2, ASP 73, LDP 21, SPP 3.7, and Draft SPP 7. The proposal is compliant with the relevant requirements of DPS 2, ASP 73 and LDP 21, and is considered to be generally consistent with the requirements of Draft SPP 7.

However, DFES has raised some concerns with the BMP that was submitted with the application. In considering the application, SPP 3.7 states that:

"Subdivision or development applications for vulnerable or high-risk land uses in areas between BAL 12.5 and BAL 29 will not be supported unless they are accompanied by a Bushfire Management Plan jointly endorsed by the relevant local government and the State authority for emergency services."

In light of this BMP not being endorsed by DFES, the City is not in a position to recommend support of the application, and therefore recommends that the application be refused, as it does not satisfy Clause 67(c) of the Deemed Provisions of DPS 2, which requires regard to be given to approved state planning policies.

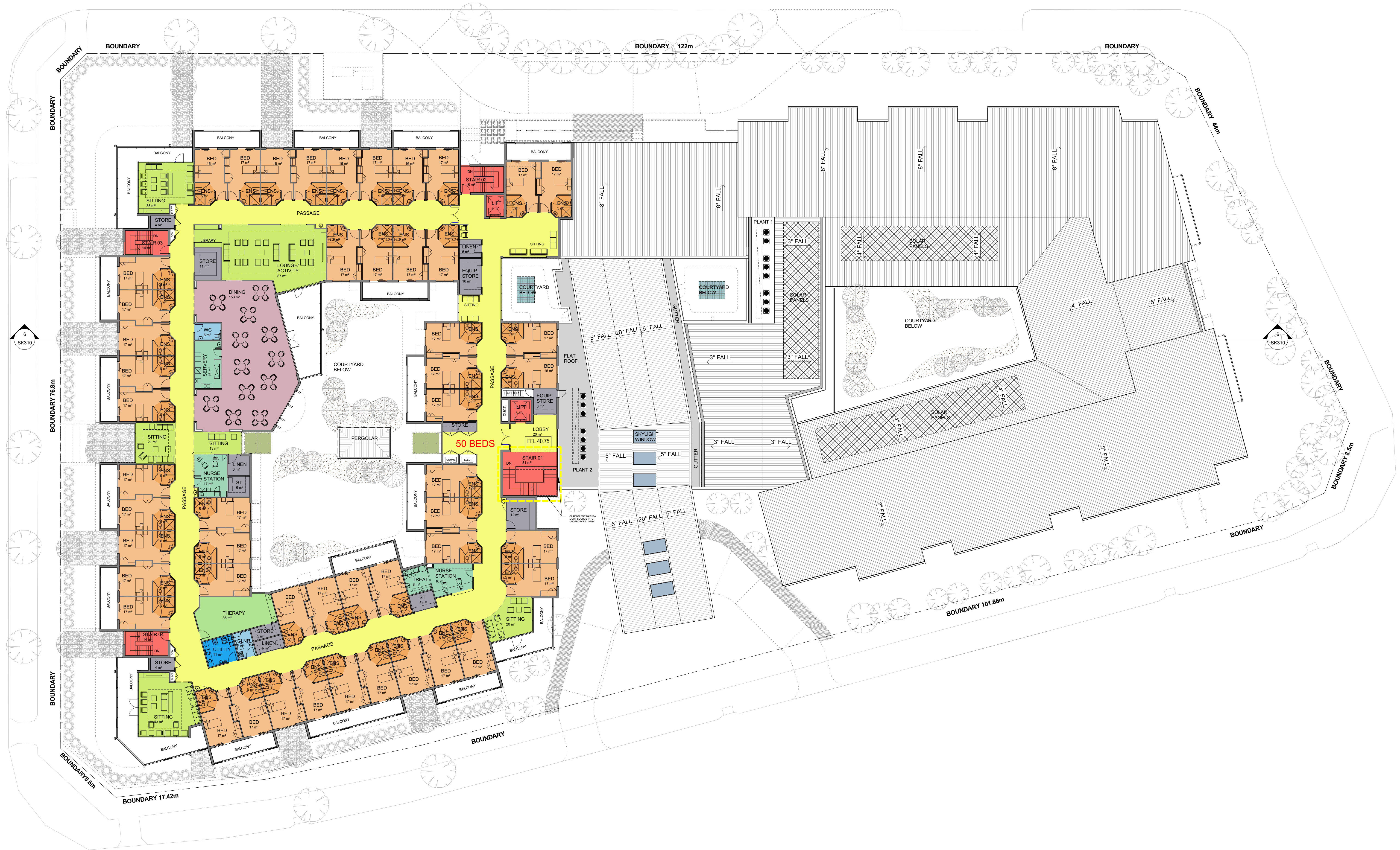
MAGELLAN ROAD

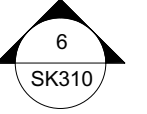
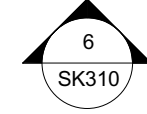




- REVISIONS**
- 1 BASEMENT CARPARK ENTRY REALIGNED TO GIVE CLEARANCE TO SIDE ENTRY PIT.
 - 2 4 RELOCATED CAR BAYS.
 - 3 SERVICE DRIVEWAY REDESIGNED TO INCREASE THE OBSERVATION ANGLE FOR EXITING VEHICLES.

SITE CONFIGURATION	
TOTAL SITE AREA	: 9891m ²
134 BED BUILDING SITE COVER AREA : 5300m²	
BUILDING GROSS FLOOR AREA OVER 2 LEVELS (excl. carparking bays)	= APPROX. 8000m ²
	=> APPROX. 60m ² PER BED
UNDERCROFT CARPARK : 3600m ²	: 85 CAR BAYS
GROUND FLOOR : 5300m ²	: 84 BEDS (incl. 160m ² of Balconies)
FIRST FLOOR : 2700m ²	: 50 BEDS (incl. 250m ² of Balconies)
TOTAL	: 134 BEDS
4 NEW OFF-STREET CAR BAYS	
LANDSCAPE REQUIRED = 8% OF THE SITE AREA LANDSCAPE PROVIDED = APPROX. 3000m ² (30%) (NOT INCLUDING HARD LANDSCAPING)	





EXTERNAL MATERIALS, FINISHES & COLOURS

EXTERNAL WALLING:

- RENDERED AND PAINTED MANSORY ("SAND" & "DRIFTWOOD GREY")
- FEATURE WALL PANELS IN HARDITEX BOARDED FINISH "SAND" IN COLOR.
- "CEDAR" TIMBER LININGS TO WALLS & CEILINGS SOFFIT OF BALCONIES

ROOFING:

- COLORBOND SURFMIST METAL DECK ROOF SHEETING ON STEEL ROOF FRAMING
- ROOF CAPPING AND FLASHING TO MATCH ROOF SHEETING
- PAINTED WHITE TO EAVES SOFFITS & FASCIAS

DOORS TYPICAL:

- FIRE RATED SOLID CORE DOORS AND FRAMES
- ALUMINIUM FRAMED GLAZED SLIDING DOORS. MONUMENT POWDERCOAT FINISH
- AUTOMATIC STEEL FRAMED SLIDING SECURITY GATE WITH POWDERCOATED FINISH TO UNDERCROFT CARPARK ENTRY

WINDOWS TYPICAL:

- VIRIDIAN GLASS COMFORTPLUS NEUTRAL WITH ALUMINIUM FRAMED WINDOWS. MONUMENT POWDERCOAT FINISH

BALUSTRADING:

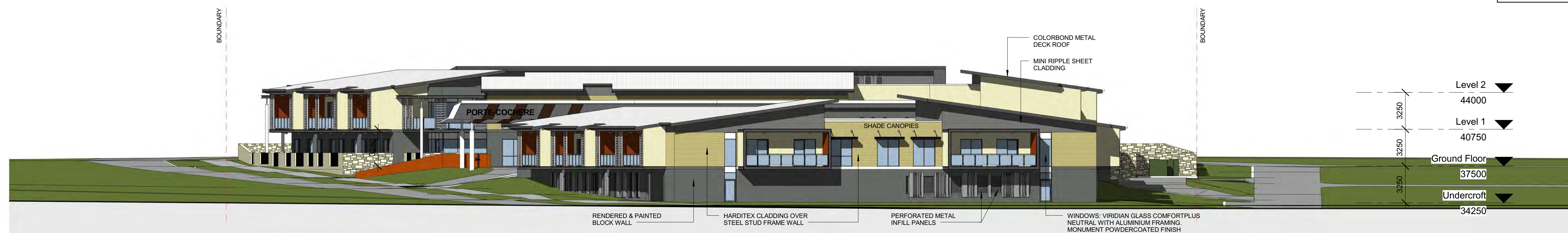
- STAINLESS STEEL BALUSTRADES/ HANDRAILS WITH CLEAR GLASS INFILL PANELS

FENCING:

- LIMESTONE WALL (BOND & FACE TEXTURE TO BE SELECTED) 1.2M HIGH WITH POWDERCOAT METAL PALISADE INFILL FENCING



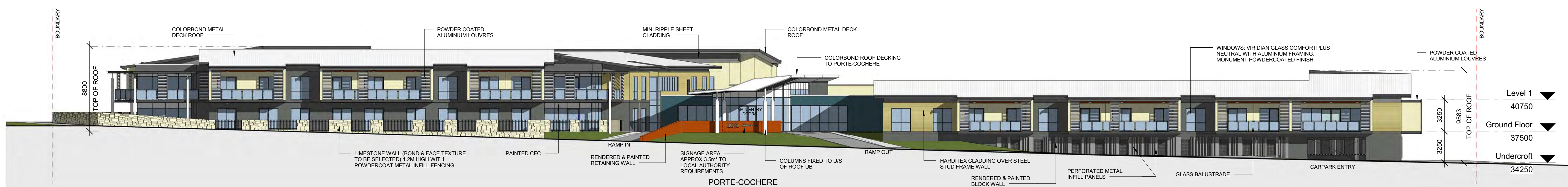
ELEVATION 2 - BAINBRIDGE AVE
SCALE 1 : 200



ELEVATION 4 - MCGIFFEN AVE
SCALE 1 : 200



ELEVATION 3 - MAGELLAN ROAD
SCALE 1 : 200



ELEVATION 1 - SCOTTHORN DRIVE (FRONT)
SCALE 1 : 200

EXTERNAL MATERIALS, FINISHES & COLOURS

EXTERNAL WALLING:

- RENDERED AND PAINTED MANSORY ("SAND" & "DRIFTWOOD GREY")
- FEATURE WALL PANELS IN HARDITEX BOARDED FINISH "SAND" IN COLOR.
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- LIMESTONE WALL (BOND & FACE TEXTURE TO BE SELECTED) 1.2M HIGH WITH POWDERCOAT METAL PALISADE INFILL FENCING



ELEVATION 2 - BAINBRIDGE AVE
SCALE 1 : 200



ELEVATION 4 - McGIFFEN AVE
SCALE 1 : 200



ELEVATION 3 - MAGELLAN ROAD
SCALE 1 : 200

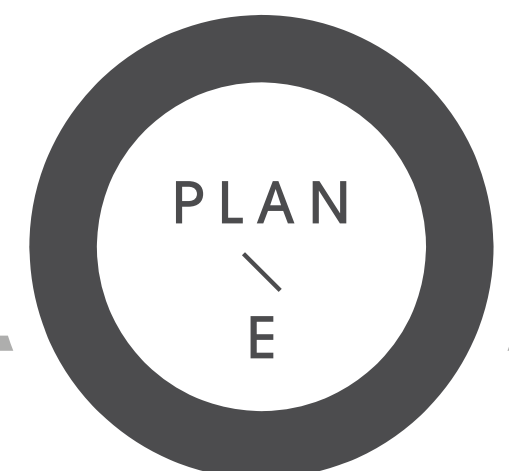
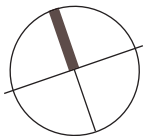


ELEVATION 1 - SCOTTHORN DRIVE (FRONT)
SCALE 1 : 200



LEGEND

- EXPOSED AGGREGATE PAVING WITH FEATURE EDGE BEAM
- FEATURE PAVING UNITS
- RAISED STEEL PLANTERS
- TURF
- GARDEN BED - LOW HEIGHT PLANTING
- GARDEN BED - MEDIUM HEIGHT PLANTING
- COOK ISLAND PINE ACCENT TREES
- STREET TREES
- COURTYARD TREES
- DECIDUOUS FEATURE TREES
- FLOWERING FEATURE TREES
- 1 MAIN ENTRY & PORTE COCHERE
- 2 DINING COURTYARD
- 3 FEATURE SHADE STRUCTURE
- 4 COMMUNITY GARDEN / VEGGIE GARDEN
- 5 EVENT / RELAXATION LAWN
- 6 INTERNAL CONTEMPLATIVE COURTYARDS
- 7 RESIDENT COURTYARDS
- 8 CHILDREN PLAY SPACE & ARTIFICIAL TURF





CHILDRENS PLAYSPACE



FRUIT TREES TO COURTYARDS



OPEN LAWN AREAS



FLOWERING TREE SPECIES FOR SHADE (MANCHURIAN PEAR)



DECIDUOUS SHADE TREES TO COURTYARDS (HONEYLOCUST)



FEATURE POTS TO KEY AREAS



RAISED PLANTERS & WATER FEATURES TO LIGHT WELLS



TEXTURAL COASTAL PLANTING TO PERIMETER AREAS



RAISED GARDEN TO COMMUNITY SPACE



ALFRESCO SEATING OUTSIDE DINING ROOMS



SEASONAL FLOWERING PLANTS TO ENTRIES

INTERNAL COURTYARD ACCENT SHRUBS & GROUNDCOVERS (low flowering plants/ cut flower garden)

Agapanthus ‘Baby Pete’
Alstroemia ‘Camilla’
Anigozanthos ‘Bush Diamond’
Anigozanthos ‘Bush Pearl’
Brachyscombe ‘Mauve Delight’
Hemerocallis ‘Stella Bella’
Liriope ‘Amethyst’
Salvia ‘Victoria White’
Salvia ‘Victoria Blue’



INTERNAL COURTYARD (colourful and textural succulents for large pots)

Cotyledon ‘Silver Waves’
Dichondra ‘Silver Falls’
Echevaria ‘Blue Curl’
Echevaria ‘Chocolate’
Echevaria ‘Mauna Loa’
Kalanchoe ‘Quicksilver’
Sedum ‘Jelly Beans’
Sedum ‘Little Gem’



INTERNAL COURTYARD (sensory shrub planting up tp 1.2m high)

Agapanthus ‘Tinkerbell’
Arctotis ‘Cherry Velvet’
Arctotis ‘Safari Mist’
Cineraria ‘Silver Dust’
Lavandula ‘Mis Donnington’
Tulbaghia violacea variegata



COURTYARD DECIDUOUS FEATURE TREES

Citrus ‘Meyer Lemon’
Gleditsia ‘Sundburst’
Jacaranda mimosifolia
Lagestroemia indica
Magnolia grandiflora ‘Exmouth’
Magnolia ‘Kay Parris’
Pyrus ‘Red Spire’
Pyrus ussuriensis



PERIMETER SHRUBS & GROUNDCOVERS

Adenanthos cuneatus ‘Coral Carpet’
Anigozanthos ‘Kangaroo Paw’
Calothamnus quadrifidus
Dianella ‘Cassa Blue’
Eremophilla glabra ‘Kalbarri Carpet’
Hemiandra pungens ‘Snake Bush’
Hibbertia scandens ‘Snake Vine’
Ricinocarpus pinifolius ‘Wedding Bush’
Scaevola ‘Blueprint’
Templetonia retusa
Westringia ‘Blue Gem’
Westringia ‘Grey Box’



PERIMETER FEATURE TREES

Banksia menzeisii
Hakea laurina
Eucalyptus caesia



STREET TREES

Araucaria columnaris
Eucalyptus toruata





3D VIEW - LOOKING AT MAIN ENTRANCE



AERIAL VIEW LOOKING AT MAIN ENTRANCE



COURTYARD 1 VIEW



3D AERIAL VIEW 1



3D AERIAL VIEW 2



VIEW LOOKING AT CARPARK ENTRY

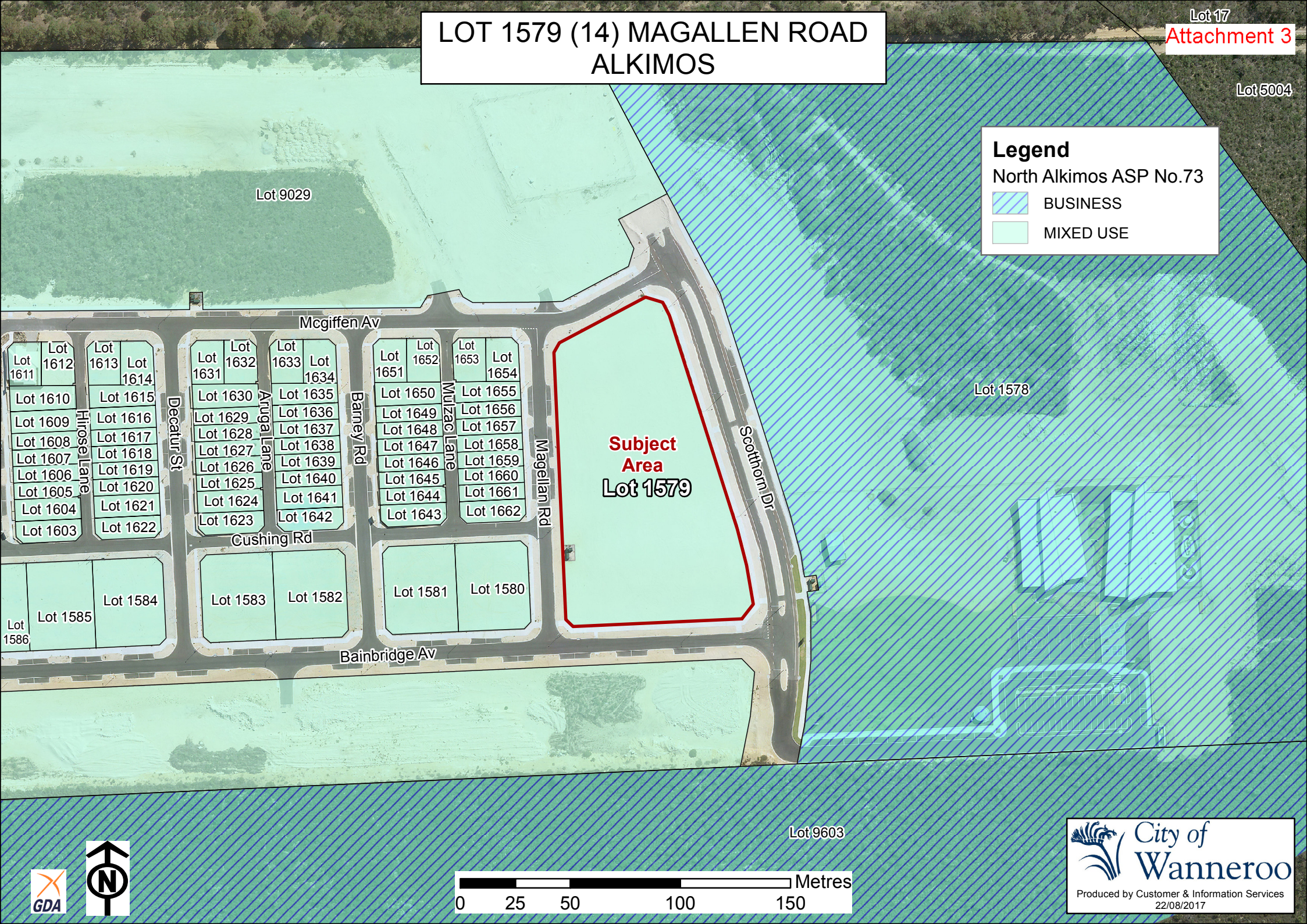
LOT 1579 (14) MAGALLEN ROAD ALKIMOS

Lot 5004

Legend

North Alkimos ASP No.73

-  BUSINESS
-  MIXED USE





Government of **Western Australia**
Department of **Fire & Emergency Services**



Our Ref: D02512
Your Ref: DA2017/760

Mitchell Hoad
City of Wanneroo
Mitchell.Hoad@wanneroo.wa.gov.au

Dear Mr Hoad

RE: VULNERABLE LAND USE AT 14 MAGELLAN ROAD, ALKIMOS (AGED CARE FACILITY)

I refer to an email received by the Department of Fire and Emergency Services (DFES) from you dated 11 July 2017. The email is regarding the submission of a Bushfire Management Plan (BMP) (Rev 0), prepared by Strategen dated 31 May 2017, for the above development application.

DFES provide the following comments with regard to *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7) and the *Guidelines for Planning in Bushfire Prone Areas* (Guidelines).

General Comments

It should be noted that to demonstrate compliance to a performance principle, the performance principle based solution(s) must provide substantiated evidence. This evidence should clearly demonstrate/document how the proposal, product, design or material can meet or exceed the intent and performance principle of the element, and more broadly, the objectives of the SPP.

The following submission requirements apply for all performance principle based solution(s):

- A statement of the extent to which the proposed principle based solution(s) conforms with, or deviates from the acceptable solution(s);
- Evidence including calculations and diagrams to support how the use of a material, form of construction or design achieves the performance principle(s);
- Verification methods such as a test, inspection, calculation or other method that determines whether a principle based solution(s) complies with the relevant performance principle(s). All verification methods must be acceptable to DFES.

Assessment

1. Policy measure 6.5 c) Compliance with the Bushfire Protection Criteria

Element	Assessment	Action
Vehicular Access	A3.1 & A3.3 – not demonstrated It is essential that residents, as well as emergency services, have safe access and egress from the planned development. There is currently only one point of access and egress from the	Please demonstrate compliance.

	<p>developed area.</p> <p>A3.3 states that cul-de-sacs and dead end roads are to be avoided in bushfire prone areas and the maximum allowable length is 200 metres. The proposed development is situated approximately 1.3 kilometres from the connection with Marmion Avenue where access to two destinations is available; this is much further than the acceptable 200 metres.</p>	
	<p>P3 – not demonstrated</p> <p>DFES do not accept the performance based assessment to meet the intent of Element 3: Vehicular Access. The proposed performance principle of sheltering in place does not meet the intent of P3 and the justification within the BMP is not accepted.</p> <p>The performance based assessment does not provide for fire and emergency personnel to access the development easily and safely at all times during an emergency. Shelter in place is an option of last resort it is not acceptable as a substitute for two access routes.</p>	<p>Justification for performance principle based solution is not supported.</p>

2. Policy measure 6.6.1 Vulnerable or high-risk land uses

Aged care facilities are considered a vulnerable land use under SPP 3.7; as such policy measure 6.6.1 applies and states, development applications for vulnerable land uses *“in areas between BAL-12.5 to BAL-29 will not be supported unless they are accompanied by a BMP jointly endorsed by the relevant Local Government and the State authority for emergency services.”*

Recommendation – not supported due to non-compliance

The proposal is not supported for the following reasons:

1. The development application has not demonstrated compliance with Element 3: Vehicular Access.
2. The proposed development application is for a vulnerable land use in a bushfire prone area with only one point of access and egress from the developed area. The justification of a performance principle to achieve the intent of Element 3: Vehicular Access is not accepted.

If you require further information, please contact Advisory Services Coordinator Sasha De Brito on telephone number 9482 1764.

Yours sincerely



Michelle Neil
DIRECTOR ADVISORY SERVICES

22 August 2017