Government of **Western Australia**
Development Assessment Panels

Form 1 – Responsible Authority Report

(Regulation 12)

Property Location:	Lot 636 Thundelarra Drive, Golden Bay
Development Description:	Mixed Use Development comprising 101 Independent Living Apartments, Café, Retail, Community Shared Spaces, Residential Amenities and associated Parking
DAP Name:	Metro South-West JDAP
Applicant:	The Klopper Family Trust & The Davis Family Trust
Owner:	636 Golden Bay Pty Ltd
Value of Development:	$15.5m
LG Reference:	DD020.2019.193.1
Responsible Authority:	City of Rockingham
Authorising Officer:	Bob Jeans, Director Planning & Development Services
DAP File No:	DAP/19/01646
Report Due Date:	22nd October 2019
Application Received Date:	5th August 2019
Application Process Days:	
Attachment(s):	1. SPP7.3 Assessment 2. Design Review Panel Meeting Notes 3. Cover Letter 4. Development Application Report 5. Architectural Drawings 6. Area Schedule 7. Conceptual Renders 8. Landscape Report 9. Waste Management Plan 10. Traffic Impact Statement and Parking Control Management Plan 11. Stormwater Management Plan 12. Acoustic Report 13. Swept Path analysis 14. Schedule of Submissions

Officer Recommendation:

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

Refuse DAP Application reference DAP/18/01463 and accompanying plans

- Location Plan, Drawing No.A102, Rev K dated 17/09/19;
- Site Plan, Drawing No.A103, Rev K dated 17/09/19;
- Basement Floor Plan, Drawing No.A104, Rev K dated 17/09/19;
- Ground Floor Plan, Drawing No.A105, Rev K dated 17/09/19;
- First Floor Plan, Drawing No.A106, Rev K dated 17/09/19;
- Second Floor Plan, Drawing No.A107, Rev K dated 17/09/19;
- Third Floor Plan, Drawing No.A108, Rev K dated 17/09/19;
- Fourth Floor Plan, Drawing No.A109, Rev K dated 17/09/19;
- Roof Plan, Drawing No.A110, Rev K dated 17/09/19;

- Apartment Plans (1 Bed), Drawing No.A111, Rev K dated 17/09/19;
- Apartment Plans (2 Bed), Drawing No.A112, Rev K dated 17/09/19;
- Apartment Plans (2 Bed) Drawing No.A113, Rev K dated 17/09/19;
- Apartment Plans (3 Bed), Drawing No.A114, Rev K dated 17/09/19;
- Elevations, Drawing No.A201, Rev K dated 17/09/19;
- Elevations, Drawing No.A202, Rev K dated 17/09/19;
- Sections, Drawing No.A301 Rev K dated 17/09/19; and
- Sections, Drawing No.A302 Rev K dated 17/09/19;

in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the Metropolitan Region Scheme and Clause 68(2)(c) of the deemed provisions of the City of Rockingham Town Planning Scheme No.2, for the following reasons:

Reasons

1. The proposal results in an inappropriate scale of development given its location in proximity to the Golden Bay Neighbourhood Centre and the surrounding residential land. As such, the development is not considered to positively contribute to the amenity of the locality as required by Clause 4.6.2 of City of Rockingham Town Planning Scheme No.2.

2. The development fails to respond to and enhance the distinctive characteristics of the local area, as required by Design Principle 1 of State Planning Policy 7.0 Design of the Built Environment.

3. The development is not of a massing and height appropriate to its setting and it fails to successfully negotiate between existing built form and the intended future character of the local area, as required by Design Principle 3 of State Planning Policy 7.0 Design of the Built Environment.

4. The development fails to provide sufficient car parking on site for the proposed range of uses.

Details: outline of development application

Zoning	MRS:	Urban
	TPS:	Development
	LSP:	Commercial (Golden Bay Structure Plan)
Use Class:		Commercial and Multiple Dwellings
Strategy Policy:		State Planning Policy 7.0 - Design of the Built Environment State Planning Policy 7.3 - Residential Design Codes Volume 2 State Planning Policy 4.2- Activity Centres for Perth and Peel Planning Policy 3.2.1 - Local Commercial Strategy Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities
Development Scheme:		City of Rockingham Town Planning Scheme No.2
Lot Size:		3,432m²

Existing Land Use:	Vacant land

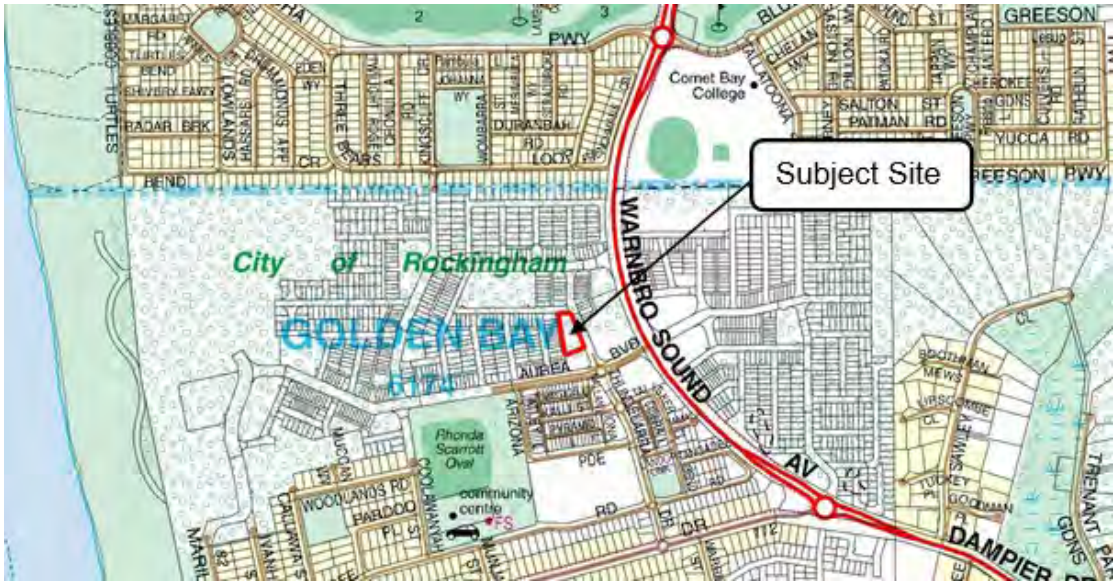
The development application comprises of the following:

- A five storey building fronting Thundelarra Drive, including:
  - At ground level:
    - Café (residents dinning room);
    - Village manager office & reception area;
    - Residents hall (110m²);
    - Residents theatre (63m²);
    - Residents Meeting Room Spaces (60m²);
    - 2 Retail tenancies (140m²);
    - 9 ground floor apartments (including 4 capable of conversion to commercial use in the future);
    - 2 residential entries from the street;
  - 77 multiple dwellings in levels 2-5;

- A basement level including:
  - Vehicle access from Jundee Lane;
  - 86 residential car bays (including 11 tandem bays);
  - 12 commercial car bays (including 3 tandem bays);
  - 15 motorcycle bays;
  - Nil dedicated residential visitor bays. 7 Commercial car bays are proposed to provide for 'after hour' residential visitor parking;
  - 38 Residential bicycle parking spaces;
  - 55 Residential store rooms.
- A four storey building adjoining Jundee Lane, including:
  - At ground level:
    - 30 Residential store rooms, bin store, plant room, showers & change rooms;
    - Swimming pool;
    - Residents & community gym (55m²);
  - 15 multiple dwellings in levels 2-4.
- Landscaped communal open space.

The following supplementary reports were received:

- Design Statement;
- Traffic impact Statement;
- Waste Management Plan;
- Sustainable Design Report;
- Stormwater Management Plan;
- Acoustic Report;
- Independent Living Business Model Statement; and
- Parking Control and Management Plan.



1. Locality Map

2. Aerial Photo

Background:

On 6th October 2016, the Metro South-West JDAP approved a Mixed Use Development on Lot 636 Thundelarra Drive (the subject land), Golden Bay.

The proposal involved:

- 58 Multiple dwellings in a four storey building fronting Thundelarra Drive;
- 2 Ground floor commercial tenancies; and

- 119 at-grade car parking spaces to the rear of the building, adjoining Jundee Lane.

History

3. Existing Approved Development - Concepts

On 19 September 2018, the City granted a 2 year time extension to the Development Approval.

On 24 May 2019, the planning framework changed with the introduction of SPP7.3 Residential Design Codes Volume 2- Apartments (SPP7.3). While it is acknowledged that an existing development approval is in place on the land which can be enacted

upon, the change in the planning framework requires the current application to be assessed on merit in relation to the new planning framework established under SPP7.3.

On the 30th May 2019 the City's Design Review Panel considered the proposal.

Site and Locality

The subject site is flat vacant land with the ”main street” of Thundelarra Drive adjoining to the east, Carlindie Parkway to the north and Jundee Lane to the west.

The southern boundary of the site adjoins Lot 716 Thundelarra Drive, which is also vacant land over which development approval has been granted for a child care centre.

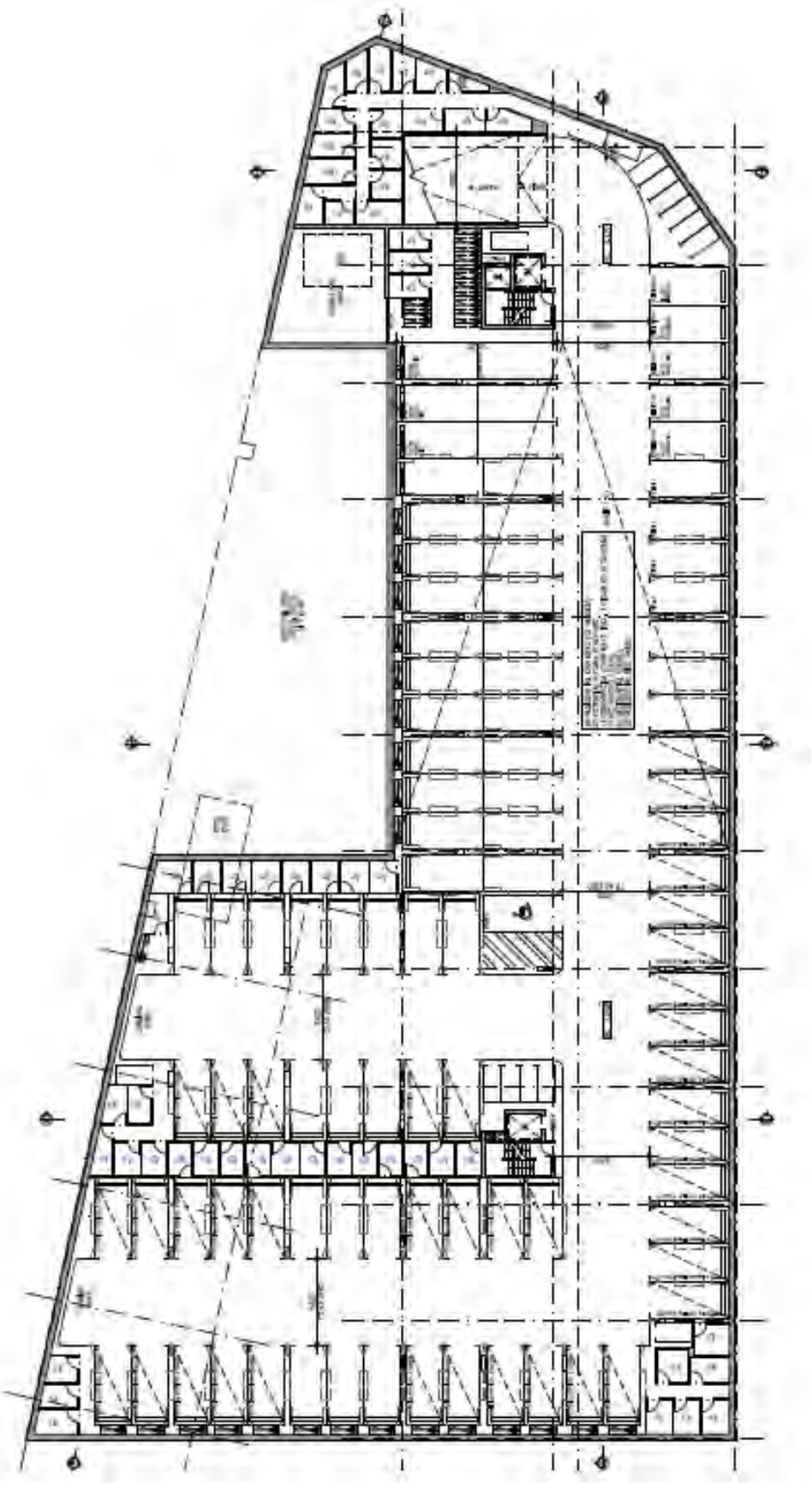
Across Thundelarra Drive to the east is Lot 622 Thundelarra Drive, the site of a future supermarket based “main street” shopping centre. Construction of the shopping centre has commenced with the erection of structural steelwork, however, work has since ceased and shopping centre sits uncompleted.

The surrounding land generally north and west of the site is zoned for residential development, and predominantly comprises of single level dwellings on those lots that have been developed.

While some two storey residential development is occurring on land to the west of Jundee Lane and north of the shopping centre, the predominant scale of building form is single level.


CARCHARLIE PARKWAY
ON-STREET PARKING
SECURE ENTRY
LOADING
ENTRY 1
EAST WING (LOWER)
JUNDEE LANE
PROPOSED INDEPENDENT LIVING DEVELOPMENT
2 VISITORS BAY
THUNDELARRA DRIVE
ON-STREET PARKING
EAST WING (UPPER)
WEST WING
JUNDEE LANE
2 VISITORS BAY
ON-STREET PARKING
CARPARK
OUTDOOR PLAYSCAPE
FUTURE CHILDCARE CENTRE
ENTRY TO SUPER MARKET & RETAIL STORES

4. Site Plan



5. Basement Floor Plan

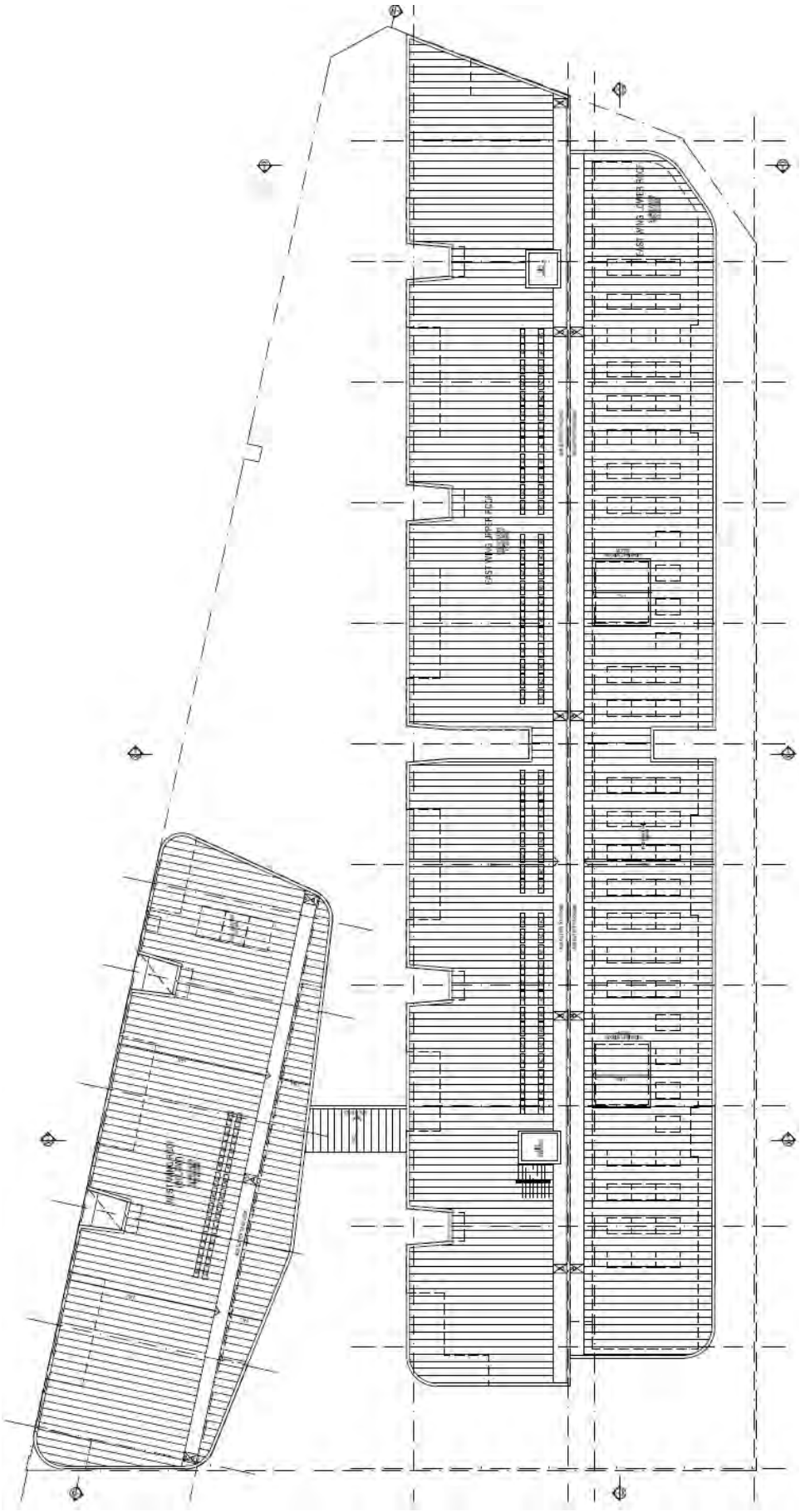
6. Ground Floor Plan

7. First Floor Plan

8. Second Floor Plan

9. Third Floor Plan

10. Fourth Floor Plan



11. Roof Plan

12. Apartment Plans (1 Bed)

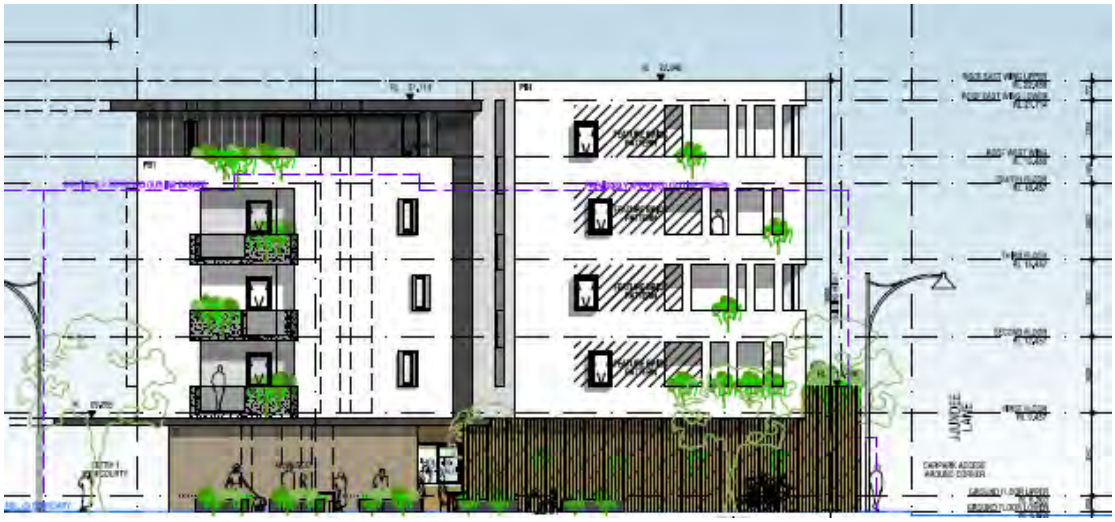
13. Apartment Plans (2 Bed)

14. Apartment Plans (3 Bed)

15. Revised Apartment Plans

16. "East Wing" Thundelarra Drive (Eastern) Elevation

17. East Wing Building (Western) Elevation



18. "East Wing" Building Carlindie Parkway (North) Elevation

19. South Elevation

20. "West Wing" Jundee Lane (Western) Elevation

21. Concept Image - View of "West Wing" from the South-West (from Jundee Lane)

22. Concept Image - View of "East Wing" from the North (from Thundelarra/ Carlindie Intersection)

23. Concept Image - View of "East Wing" from the South-East (on Thundelarra Drive)

24. Concept Image - View of "East Wing" from the North-West (Cnr Carlindie/Jundee)

25. Concept Image - View from the West (Jundee Lane)

26. Concept Image - Communal Open Space

Legislation and Policy:

Legislation

Planning and Development (Local Planning Schemes) Regulations 2015

Clause 27 - Effect of a Structure Plan

A decision-maker for an application for development approval in an area that is covered by a structure plan is to have due regard to, but is not bound by, the structure plan when deciding the application.

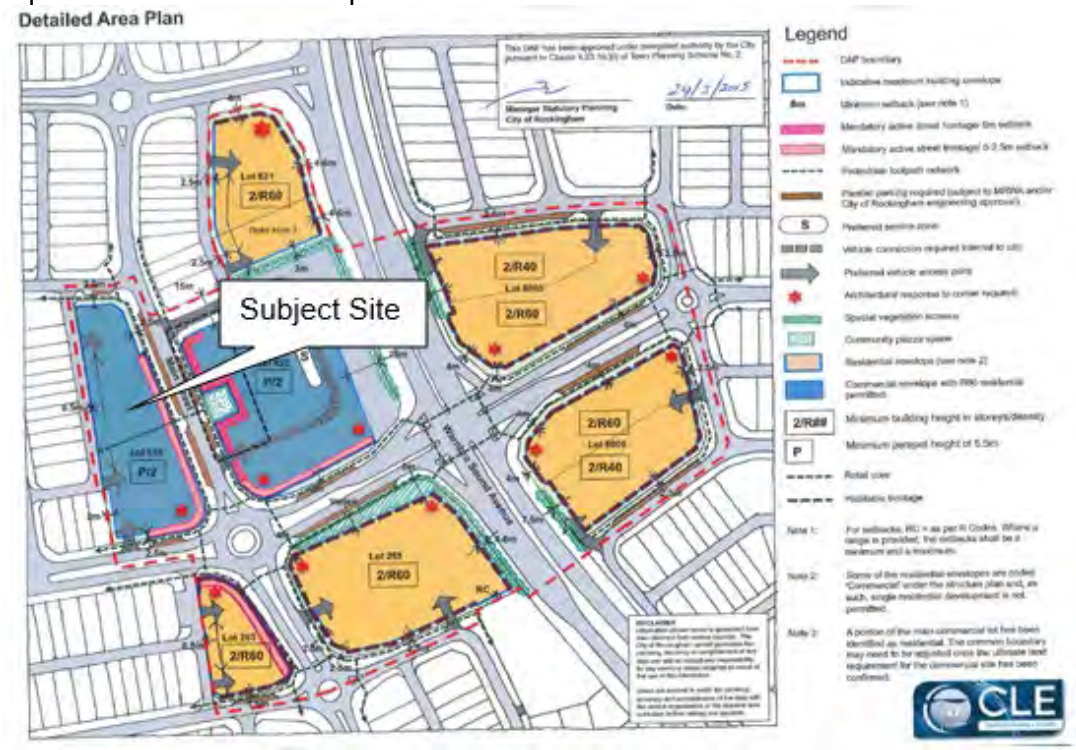
The subject lot is covered by the Golden Bay Local Structure Plan (LSP) which was adopted by Council in May 2012. The LSP imposes a Commercial zoning on the land and identifies it as located within a Neighbourhood Centre Precinct. The following annotations on the LSP are applicable to the subject site:

- "The Neighbourhood Centre Precinct is a main street based centre and is subject to the preparation of a Detailed Area Plan.
- Where residential uses are proposed in the Neighbourhood Centre Precinct an R60 density code shall apply"

With regard to these annotations, it is noted that the development proposes a density far greater than the R60 identified on the LSP. This matter discussed in detail in the relevant sections of this Report. Commentary on the requisite Detailed Area Plan (now referred to as a Local Development Plan), is provided below.

Golden Bay Neighbourhood Centre Local Development Plan

As noted on the LSP the preparation and approval of a Local Development Plan (LDP) for the Neighbourhood Centre was required. The Golden Bay Neighbourhood Centre LDP was approved by the City in March 2015. An assessment of the requirements of the LDP is provided below:



27. Golden Bay Neighbourhood Centre Local Development Plan

LDP Requirements	Planning Comments	Compliance
Objective		
The objectives of the LDP are to: • Establish a Main Street based Neighbourhood Activity Centre of a scale that is appropriate to its role as a focal point of a residential community and its role in the retail hierarchy of the region. • Provide a context for higher-density residential development that capitalises or proximity to local services.	The development proposes retail tenancies, and convertible apartments on the ground floor with minimal (nil to 2m) setbacks to Thundelarra Drive. All ground floor tenancies provide, or are capable of providing active commercial frontage to Thundelarra Drive. Substantial glazing; a continuous awning and on street parking will combine to present a 'Main Street', opposite the proposed commercial development on the eastern side of Thundelarra Drive. It is, however, highlighted that as discussed later in this Report, the building form is not of an appropriate scale for a Neighbourhood Centre in this location.	No
Structure		
Thundelarra Drive is deemed to be a 'Main Street' for the Neighbourhood Activity Centre.	The building fronting Thundelarra Drive is substantially glazed, well articulated and generally built up to the boundary. These elements give the road a ‘Main Street’ appearance.	Yes
Street Interface		
All buildings must provide passive surveillance of adjacent street reserves.	Major openings to habitable spaces provide passive surveillance to all street reserves.	Yes
Where active frontage is required, it must incorporate a canopy with continuous coverage of a minimum depth of 2.5m or to within 600mm of the back of the kerb where the verge is too narrow to	A continuous canopy 2m deep is proposed along the full length of Thundelarra Drive, up to 300mm of the back of kerb.	Yes

accommodate a full-depth canopy and extend across the entire street frontage.		
The street setback for multiple dwellings may be reduced to 0m in the case of mixed use development, and also for residential building elements that provide architectural interest and where the reduction in the minimum setback does not compromise the amenity of residents.	The multiple dwellings are generally set back 0m from the street boundary on levels 1 to 4. The 5th level on the East Wing building is recessed back 3.8m from the street boundary.	Yes
Delivery, loading and storage areas are to be located and screened to minimise the visual impact of the public domain.	Delivery, loading and storage areas are located beneath and to the rear of the development, and are screened from the public domain.	Yes
Street elevations must be designed to create visual interest through building form, articulation of walls and openings, architectural features, texture and colour, with particular emphasis on the ground level.	The building elevations provide articulation of walls and openings as well as a variety of architectural features, textures and colour.	Yes
Non-active portions of wall must be articulated by means of form, colour and texture to provide visual interest.	The proposed non-active walls consist of different colours and materials that will create visual interest.	Yes
Landscape		
Landscape materials use for the footpath must be continued across driveways to maintain the visual continuity of the pedestrian network and aid pedestrian legibility.	A landscape condition is recommended should the application be approved.	Yes
Street trees must be provided at a minimum rate of 1 tree per 14m on both sides of the streets within the DAP area.	Five street trees are proposed, which is sufficient considering road reserve width and proposed on street	Yes

	parking.	
Robustness		
The ground floor of all buildings in the Commercial area must be designed with a minimum floor-to-floor height of 3.2m to enable commercial use even if used for interim residential use.	The proposed building achieves a minimum floor-to-floor height of 3.257m.	Yes
The ground level of all buildings in the Commercial area must be designed for disabled access regardless of the initial use.	All tenancies on the ground floor fronting Thundelarra Drive appear capable of being designed for disabled access. A condition is recommended to be applied should the application be approved.	Yes
Fencing		
Any fencing to the primary or secondary street frontage must be restricted to residential use only; be no more than 1.8m high and must be at least 50% visually permeable from 0.9m above the ground level. Solid portions of the fencing must be masonry construction. Colourbond fencing is not permitted within any street setback area.	The fencing provided to Thundelarra Drive and Jundee Lane is at least 50% visually permeable above a low level masonry wall.	Yes
Miscellaneous Requirements		
An active frontage must incorporate shopfronts (to retail, office or other commercial uses) with a minimum of 66% of the ground floor street frontage as transparent glazing. Any tenancy with an active frontage must address the primary pedestrian access to that street.	All ground floor tenancies fronting onto Thundelarra Drive (including convertible apartments) incorporate active frontages with transparent glazing up to 64% of the street frontage. In addition, the two entries from Thundelarra Drive have full height transparent glazing. Allowing for this, 77% of the ground floor frontage comprises of transparent glazing.	Yes

An architectural response to a corner must consist of a prominent feature that provides visual emphasis.	The main entry to the development is provided from the corner of Thundelarra Drive and Carlindie Parkway. An active use in the form of alfresco seating for the café is also located at the corner.	Yes
Residential Density of R60 applies to Commercial Zoned lots	The development proposes a plot ratio of 2.16 which greatly exceeds the allowable 0.8 under the R60 coding. It is essentially equivalent to 294 dwellings per hectare. This results in a building that is out of scale with the character and context of the location. This is discussed in detail elsewhere in the report.	No

Clause 56 - Effect of a Local Development Plan

A decision-maker for an application for development approval in an area that is covered by a local development plan that has been approved by the Local Government must have due regard to, but is not bound by, the local development plan when deciding the application.

Clause 67 - Matters to be considered by Local Government

Clause 67 outlines the matters to which the local government is to give due regard when considered relevant to an application. Where relevant, these are discussed in the Planning Comments section of this report.

City of Rockingham Town Planning Scheme No.2 (TPS2)

Zoning Table

The subject land is zoned "Development" under TPS2 and is designated "Commercial" under the Golden Bay LSP.

The TPS2 Zoning Table provides for the proposed uses as follows:
- Multiple Dwellings (D);
- Shop (P); and
- Restaurant (D).

A 'D' use is not permitted unless the Council has exercised discretion by granting Development Approval.

A "P" use is permitted providing it complies with the development standards and requirements of the scheme.

Clause 4. 6 Commercial Zone

Clause 4.6.1 Objective:
The application proposes a mixed-use 'Main Street' development on a key site within the Golden Bay Neighbourhood Centre, which is considered to be consistent with the objective for the Commercial zone, which states:

"*To provide for the development of District, Neighbourhood and Local shopping facilities to cater for the present and future residents of the City consistent with the Councils Local Commercial Strategy and supported by any other Plan or Policy that the Council from time to time may adopt as a guide for the future development within the zone*".

Clause 4.6.2 Form of Development:
In considering applications for development approval the decision maker shall ensure that the "*site planning, scale, built form, elevations and landscaping of the development contribute positively to the streetscape, appearance and amenity of the locality*".

The proposed building form, given the well-articulated elevations, materiality and landscaping give rise to a development that contributes positively to the streetscape, appearance, however, as discussed below in this Report, the proposed scale of development is considered excessive given the context of the site in the locality and the prevailing planning framework. To this extent, the proposal is considered to be inconsistent with clause 4.6.2.

Clause 4.6.3 Car Parking:
On-site car parking is required to be provided in accordance with Table No. 2 of TPS2, as follows:

Required		
Commercial Uses		
Shop (Retail - 140m²)	6 bays per 100m² NLA (128m²NLA)	7.6
Restaurant (Café - 50 persons)	1 bay per 4 persons the building is designed to accommodate	12.5
Total Commercial Bays Required		**21 (20.1)**
Residential Use		
Multiple Dwellings (as per R Codes)		
1 bedrooms	0.75 per dwelling	37
2+ bedrooms	1 per dwelling	52
Less allowance for 15 motor cycle bays	-1 car bay per 5 motor cycle bays provided	-3
Total Residential Dwelling bays required		**86**
Residential Visitor Parking		
1 bay per 4 dwellings up to 12 dwellings		3
1 bay per 8 dwellings for the 13th dwelling and above		11
Total Residential visitor parking required		**14**
Total On-site Parking Bays Required		**121 (120.1)**
Provided		
Commercial Bays		
Use	**Number of bays**	

Building manager	1	**1**
On Street Bays	4	**4**
Commercial including universal	11 (3 Tandem)	**11**
Residential	86 (11 tandem)	**75**
Residential Visitors	0	
Total Provided		**91**

There is a shortfall of parking by 30 bays (25%). The parking on-site is proposed to be accommodated in an irregular fashion insofar as:

- Basement carbays are not allocated to individual units;
- Tandem carbays are proposed to be used by differing residential units;
- A portion of the commercial parking is provided in tandem form;
- 11 commercial staff bays are provided in the basement, whereas the commercial visitor demand (21 bays) is proposed to be absorbed by public on-street car bays (4 bays); and
- Residential visitors are required to share bays with commercial staff bays, with any overflow parking required to utilise parking in the public domain.

The applicant has submitted a "Parking and Control Management Plan" in an effort to demonstrate how parking would be managed on-site, however, little certainty is provided in this document that the shortfall in parking is acceptable and that the unique parking arrangement proposed can be appropriately managed.

It should also be noted that there will be an increase in parking demand once the use of the ground floor convertible units changes from residential to commercial.

Scenario	Use	Rate	Number	Total Bays Required
1	Residential	0.75 bays per unit	4 x 0.75	3
2	Shop x 4	6 bays per 100m² NLA	(64x4) 256m² NLA	15.3
3	Office	1 bay per 20m² of NLA	(64x4) 256m² NLA	12.8

As can be seen in the above table, any future change in land use will further exacerbate the parking shortfall on-site.

Additionally, given the uncertainty as to how the public could actually access the recreational facilities provided within this private development, the parking calculation did not take into account the swimming pool, gym or meeting rooms, although the applicant has indicated that these will be open to the public for usage. Should this be the case, the parking deficiency would increase even further.

It is also noted that the carpark has not been designed to comply with AS2890.1 as a turning bay has not been provided. Turning bays are required for a public (i.e. open to residential and commercial visitors) carpark. The requirement to provide a turning bay with result in the loss of another car bay, further exacerbating the parking shortfall.

Based on the above the development fails to provide an appropriate level of parking and it cannot be supported on this basis.

Clause 6.1 - Design Review Panel

Pursuant to Clause 6.1.1, the Council has appointed a Design review Panel (DRP) for the purpose of considering, and advising Council with respect to certain applications. Given the nature of the subject proposal, it was required to be referred to the City's DRP.

The proposal was presented to the DRP on 30 May 2019. The DRP conducted a "Design Quality Evaluation" of the proposal, the outcome of which is recorded in the DRP Meeting Note which is attached to this report.

Pursuant to Clause 6.1.3, when dealing with applications on which a recommendation has been made by the City's DRP, the decision-maker (SWJDAP) shall have due regard for that recommendation.

State Government Policies

State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP4.2)

The purpose of SPP4.2 *inter alia* is to specify broad planning requirements for the planning and development of new activity centres in Perth and Peel.

Golden Bay is classified as a Neighbourhood Centre pursuant to SPP4.2.

Clause 5.1 - Activity Centre Hierarchy

Golden Bay falls under the "Neighbourhood and Local Centres" hierarchy under the activity centre hierarchy in SPP4.2. These centres require the provision of daily to weekly household shopping and community needs as well as medium density housing at a rate of 25 dwellings per hectare. The proposed development provides high density residential development at a rate consistent with what would be found in a higher-order activity centre (294 dwellings per hectare). The development is therefore inconsistent with the site's designation as a Neighbourhood Centre.

Clause 5.2 - Activity

Commercial and residential growth should be optimised through appropriately-scaled buildings and higher-density development in walkable catchments of centres. As discussed below, in the assessment against State Planning Policy 7.0: Design of the Built Environment, the development is not considered to be appropriately scaled for its location within a designated Neighbourhood Centre.

Clause 5.3 - Movement

Parking facilities are to be located, scaled and designed to avoid visual domination of streets and public space frontages, and to avoid discontinuity of the urban form and maintain pedestrian amenity. The development provides for a main street (Thundelarra Drive), with all parking in the basement car park. The development is also accessible by public transport, consistent with SPP4.2.

Clause 5.4 - Urban Form

This section of SPP4.2 applies to District Centres and higher order centres.

State Planning Policy 7.0: Design of the Built Environment (SPP7.0)

SPP7.0 provides the broad framework for the design of the built environment across Western Australia, and applies to all levels of the planning hierarchy, including the assessment of development applications.

The objectives of this policy seek to provide, *inter alia*, a coordinated strategy of design quality mechanisms to achieve design outcomes that meet government and community expectations, including:

- Design principles - performance based approach to policy;
- Design review - skilled evaluation expertise;
- Design skills - skilled design expertise.

Design Review

The proposed development application was presented to the City's Design Review Panel (DRP) on 30th May 2019. The DRP conducted a "Design Quality Evaluation" of the proposal against the 10 Design Principles outlined in SPP7.0, the outcome of which is recorded in the DRP Meeting Note which is attached to this report.
The DRP considered the design outcome of the development overall to be positive. Key issues noted by the DRP include:

- The articulation of context and character in documentation is weak and more information is required in respect to context and character on the wider location.
- The design, articulation and aesthetics are positive and must be carried through the design process. These elements are considered critical to the Panel's support of the proposal.
- Bedrooms in apartments could benefit from a secondary window, where applicable, to allow for cross ventilation.
- The panel noted the Design WA requirements for a 4m width for living rooms in two bedroom apartments have not been met, but considered the functionality of these apartments won't be comprised by the proposed 3.6m width.
- Consider community engagement sessions and stakeholder engagement with the child care centre and shopping centre.
- The landscaping as shown, is successful and needs to be carefully managed and maintained.
- Management of the permeable boundary to the laneway garden area is important to mitigate possible security issues, however, it is considered that permeability in this location is critical to the success of the development.

The DPR advised that design intent can be supported subject to clarification and resolution of key matters, including:

- Provide more clarity on the business model;
- Clarify the conversion and activation of the ground floor interface;
- Further expand on the public use/relationship with the development;
- Seek clearer guidance on the proposed parking strategy, including how any reciprocal car parking arrangement will work with the adjacent shopping centre;
- Reinforce the importance of the design intent. Maintenance of the materiality and landscape elements throughout the design process are critical to achieving the support of the Panel.

The applicant responded to the DRP feedback by way of the following amendments:

- Reducing the number of units from 103 to 101
- clarified intent of the commercial car bays to accommodate residential visitor parking 'after hours'
- amended bicycle parking racks to minimise the wall mounted racks behind car bays
- increased the number of commercial parking allocations from 5 to 12 (including 3 Tandem)
- created turning areas at the end of parking aisles
- created a loading bay next to the ramp which could double as an Ambulance bay
- pushed ramp back 6m and created sight lines to the street to improve vehicle safety
- shuffled along entry 1 and Reception to improve alignment with rear café and existing cross over to Thundelarra Drive to facilitate pedestrian connections and views through
- relocated village managers office
- converted two convertible units to Retail floor space
- further refined landscaping with landscape architect
- added secure lockers to end-of-trip facilities
- adjusted landscaping to accommodate light poles to Jundee Lane
- included permanent landscaping by hole-in-the-wall servery
- adjusted apartment types C2 and D2 to improve solar access and views.

Notwithstanding the above revisions, it is noted that the following issues identified by the DRP have not been adequately addressed by the applicant:

- Demonstrating the context and character of the wider location in order to justify the proposed building bulk and scale; and
- Provision of a clear and manageable car parking strategy.

<u>Design Principles</u>

The development application report prepared by the architect provides statements which seek to explain how the proposal addresses the 10 Design Principles outlined in this policy. The City is satisfied that the proposal meets all but two of the 10 principles being:

- Context and Character; and
- Built Form and Scale.

The applicant's design statement and the corresponding DRP and City comments against these two principles are provided in the table below:

SPP 7.0 - Design of the Built Environment		
Applicant's Design Statement	**Design Review Panel Comments**	**City Comment**
Principle 1 Context and Character		
Golden Bay estate is a new coastal community. The site sits close to the Golden Bay Village Centre, a proposed child centre and Carlindie Parkway; a 1.3hA beach themed park which features picnic facilities,	• Design outcome is good. Aspirational 'landmark' development that has the potential to set the tone for	It is acknowledged that Golden Bay is a developing community, however, there is a clear planning framework over the location that has guided existing and will drive

football goals and a half-basketball court. The Golden Bay Neighbourhood Centre Detailed Area Plan outlines several large R40 and R60 residential zones at the corner of Warnbro Sound Avenue & Aurea Boulevard. The remainder of the neighbourhood consists of low density housing. In addition to its public transport connections, an established pedestrian footpath network makes the estate very walkable and user-friendly. The massing of the development was informed by a thorough and systematic site anaylsis process, to maximise natural light, minimise overshadowing, whilst providing an appropriate level of development on the main street. We note there are 4 other sites in close proximity which are also zoned Multi-Residential under the DAP so we have designed our building with regards to the future context of the area. It should be noted that the outcome of the DRP, was that "the development is considered to be of an excellent standard and 'of this place'".	development within surrounding locations. • Articulation of contextual and character analysis in documentation is weak and more information is required in respect to the context and character on the wider location. • Density is positive and the stepping back of the building is successful. • Consider opportunity to align retail and community amenity with adjacent shopping centre to Main Street offering. • Elevations and scale are good. • Overall, the development is considered to be of an excellent standard and "of this place".	future built form. The scale proposed by this development is not contemplated under the planning framework, which envisages a maximum three storey building. It is therefore considered that a building of this scale is not contextually appropriate for the area. Given the differential in building height between this development and existing/proposed in the area, is considered that this development does not have the ability to integrate into its landscape/townscape setting and it will not respond sympathetically to local building forms and patterns of development. It is considered that this development does not respond positively to the intended future character of an area.
Principle 3 Built Form and Scale		
As the site slopes, the maximum height of the East Wing along Thundelarra Drive is 14.024m (to the North) and 13.105m (to the South) not including the upper storey which is setback. The maximum height of the East Wing along Jundee Lane is 17.285m (to the West). The maximum height of the West Wing along Carlindie Parkway is 13.630 m (to the North) and 13.145 (to the South). These heights are above the minimum 2 storeys as prescribed in the Detailed Area Plan (DAP), however, we strongly believe the height is contextually appropriate and in keeping with the objectives of the DAP. Those objectives being: a) Establish a 'main street' based Neighbour Activity Centre of a scale appropriate to its role as a focal point of a residential	• The colour and selection of materials over the two buildings is considered successful. • The degree of articulation and feature brickwork elements are supported and critical to the Panel's support of the design. • The balance of scale and height is right. • Consider applying development approval conditions to ensure the integrity of the architectural and landscape design intent, materials and planting is constructed as presented. • "Build" v "Open Space" relationship must be maintained, i.e. the balance of the mass of the laneway building elevation with the openness of the landscape adjacent is critical.	SPP7.0 indicates that good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area. By seeking significant variations to the height requirements of the planning framework, the development as proposed will have little connection to existing built form or the intended future character of the area. The scale, massing and height of the proposed buildings is not reflective of adjoining buildings or the general pattern of heights in the locality it will therefore fragment the ability

community and its role in the hierarchy of the region: and b) Provide a context for higher-density residential development that capitalises on proximity to local services. The slightly taller East Wing, capitalises on it's main street frontage, responding to the future scale of the shopping centre, whilst the lower West Wing respects the single-residential terrace housing to it's West. Concentrating development along main roads adjacent shopping centres is highly appropriate and best-practice. Our experience is that elements such as 'height' and 'bulk' don't necessarily negative neighbourhood character. In fact, we believe our development will benefit the community. We'd like to remind the city that any perceived 'over development' is justified by the highly considered architecture and generous amount of communal open space and communal amenities which 'give back' to the community. We'd like to reiterate that the Design Review Panel said "the balance of scale and height is right". **COMPARISON WITH PREVIOUSLY APPROVED SCHEME** The previously approved scheme had a maximum height of 12.514m (to the South). We have setback the fourth floor so the building's effective height on the street is only 13.105m (to the South), which is only ~0.60m taller than the previously approved scheme. The setback storey makes negligible impact to the amenity of the southern neighbour as shown in our over-shadowing diagrams (refer section 'Principle 6 -Amenity'). It should also be noted that the varied heights of the proposed scheme add visual interest along Thundelarra Drive and present a far better architectural outcome		to deliver a coherent local identity for Golden Bay. It is accepted that concentration of height along the main street is appropriate, however, this does not negate the fact that the building is of a scale that is not contextually appropriate for the area. It is not considered necessary to provide a five storey building in order to successfully frame and activated a main street in this location. The provision of on-site communal open space is not considered to be a community benefit and it should not drive concession on building height. **COMPARISON WITH PREVIOUSLY APPROVED SCHEME** The comments regarding the approved development are noted, however, that development was approved prior to the gazettal of SPP7.0. In any case that development proposed a substantially lower plot ratio of 1.19 (in lieu of 0.7 at the time) compared to 2.16 (in lieu of 0.8). Additionally, only one building was proposed, a four storey building adjacent to Thundelarra Drive. This resulted in less building bulk over the site.

than the previously approved scheme.		

State Planning Policy 7.3 - Residential Design Codes Volume 2 – Apartments (SPP7.3)

The purpose of SPP7.3 is to provide comprehensive guidance and controls for the development of multiple dwellings (apartments) in areas coded R40 and above, within mixed use development and in activity centres. SPP7.3 came into effect on 24 May 2019.

SPP7.3 is an extensive document. The City has undertaken full assessment of the proposal, a summary of which is attached to this report (Attachment 1) for ease of reference. Only areas of the proposal that do not comply with the Element Objectives of SPP7.3 are discussed in this report.

2.2 Building Height

The Golden Bay LDP does not control maximum building height, therefore the default provisions of the Primary Controls Table of SPP7.3 (Table 2.1) have been applied, which specify a maximum building height of three storeys on the subject land.

The Acceptable Outcome for building height under the R60 zoning is three storeys. The proposed development seeks approval for two buildings comprising four storeys (13.6m) and five storeys (17.2m).

An assessment against the Element Objectives relating to building height is provided below:

Element Objective		Applicant's Comments	City's Comments
O 2.2.1	The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	The height of the development responds to the desired future scale and character of Golden Bay. The building is situated directly adjacent the Village Centre currently under construction. There are also 5 other sites within the Golden Bay Detailed Area Plan zoned for R40 & R60 Multi-Residential. The objectives of the DAP were to establish a 'main street' based Activity Centre and provide a context for higher density which our proposal achieves. It is important to note that the DRP stated the proposal is to be of "excellent standard" and "of this place". For more information, please refer to	The proposed development does not respond to the existing and intended scale or character of the street and local area, as: • Thundelarra Drive to the east and south of the site comprises of approved 5.5m (parapet Height) building in a Main Street setting; • Development to the west and north of the subject site comprising low rise

Element Objective		Applicant's Comments	City's Comments
		'Principle 3 — Built Form & Scale' in our DA Report.	residential development up to 2 storeys building height. As discussed in the assessment against SPP7.0 the proposed building height is not contextually appropriate for the location.
O 2.2.2	The height of buildings within a development responds to changes in topography.	The site slopes upwards approximately 1.2m from North — South. To accommodate this, the East Wing steps on the ground floor from RL 5.600 to RL 6.200. Due to high ceilings on the ground floor, all the 'stepping' is managed on the ground floor plane with typical datum levels above. This architectural response is both functional and elegant. For more information, please refer to 'Principle 3 — Built Form & Scale' in our DA Report.	The applicant's stepping approach is noted, however, the topography of the site has no bearing on the overall building height proposed.
O 2.2.3	Development incorporates articulated roof design and/or roof top communal open space where appropriate	Our development incorporates articulated roof design. Not only have we split the building into two wings (East and West), the East Wing features two roof planes which adds architectural interest and reduces the apparent bulk and scale. Given the generous amount of communal open space on ground, we did not consider it necessary to provide any on the rooftop. For more information, please refer to 'Principle 3 — Built Form & Scale' in our DA Report.	The upper floor of the East Wing building has been set back so as to attempt to mitigate the impact of height on the street. Notwithstanding this effort to soften the impact of the building height, the development is considered to be of a bulk and scale that is not fitting with the location. The four storey West Wing building is directly opposite what will be predominantly single storey residential.

Element Objective		Applicant's Comments	City's Comments
			The development provides an abrupt transition to the residential land to the west.
O 2.2.4	The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.	Element Objective 0 2.2.4: Although slightly taller than what was previously approved, we have orientated and articulated our design to maximise the amount of daylight and solar access to the neighbouring childcare centre. As shown in our overshadowing diagrams, the amount of overshadowing is compliant and has very little impact on the amenity of the childcare centre. In fact, most of the shadow falls on childcare centre's roof and carpark. For more information, please refer to Principle 3 — Built Form & Scale' and 'Principle 6 — Amenity' in our DA Report.	Although the building will cast a shadow on the outdoor play area of the approved Child Care Centre directly to the South of the development site, this shadow will only be marginally larger than that of the existing approved building.

Based on the above, it is concluded that the development does not address the Element Objectives for Building Height.

2.5 Plot ratio

The Golden Bay LDP designates the site as R60. The Acceptable Outcome for plot ratio under the R60 zoning is 0.8. The proposed development proposes a plot ratio of 2.16.

An assessment against the Element Objective relating to plot ratio is provided below:

Element Objective		Applicant's Comments	City's Comments
O 2.5.1	The overall bulk and scale of development is appropriate for the existing or planned character of the area.	The overall bulk and scale of the development responds to the desired future scale and character of Golden Bay. The building is situated directly adjacent the Village Centre currently under construction. There are also 5 other sites within the Golden Bay Detailed Area Plan zoned for R40 & R60 Multi-Residential. The objectives of the DAP were to establish a 'main street' based Activity Centre	The Acceptable Outcome sets a Plot ratio limit of 0.8 (2,745m²), based on the R60 coding of the site, whereas a Plot ratio of 2.16 (7,434m²) is proposed. Planning guidance for this element suggests testing the desired built form

		and provide a context for higher density which our proposal achieves. It is important to note, the DRP stated the "balance of scale and height is right". Following our meeting, we also revised the typical floor to include a deep recess and glazing to help split the East Wing into two sub-wings (North & South). The effect of this is to break up the mass towards Thundelarra Drive, allow views through to the parkland beyond and improve cross ventilation to both the corridor and surrounding apartments. For more information, please refer to 'Principle 1 — Context & Character' and Principle 3 — Built Form & Scale' & 'Principle 5 — Sustainability' in our DA Report.	outcome against the plot ratio to ensure it is coordinated with the building envelope, height, depth, setbacks and other site requirements (PG2.5.1). The proposed development does not satisfy objectives of 2.2 Building height or 3.9 Car and bicycle parking. This indicates that the proposal does not fit comfortably within the building envelope, the massing of the buildings is not suitable, and the proposal represents over development of the site. Consequently, it is considered that the overall bulk and scale of development is not appropriate for the existing or planned character of the area.

Based on the above, it is concluded that the development does not address the Element Objective for Plot Ratio.

3.9 Car and Bicycle Parking

As demonstrated in the Legislation section of the Report, the development fails to provide sufficient on-site car parking. An assessment against the Element Objectives relating to car and bicycle parking is provided below:

Element Objective		City's Comments
O 3.9.1	Parking and facilities are provided for cyclists and other modes of transport.	Parking has been provided for different modes of transport, however, as discussed in the Legislation section of this report the quantum and manner of the parking provided is insufficient.

O 3.9.2	Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.	The site is located within an undeveloped neighbourhood centre and given the specificity of the land use it is accepted that many residents will be retired and not require access to employment opportunities. It should be noted that the site is not located within the walkable catchment of a high frequency bus route. While there may be some scope to relax car parking requirements for this development, as discussed in the Legislation section of this report the quantum and manner of the parking provided is considered to be insufficient.
O 3.9.3	Car parking is designed to be safe and accessible	The carpark design is considered safe. With regard to accessibility, as discussed in the Legislation section of this report, the unique way parking is distributed on site is an issue. The lack of designated visitor bays and the imbalance between commercial staff and visitors is a concern. It is also highlighted that the car park has not been designed to comply with AS2890.1 as it does not provide a turning bay as required for a public (i.e. open to residential and commercial visitors) carpark.
O 3.9.4	The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	The carpark is located within a basement level and accessed from a secondary street.

Based on the above, it is concluded that the development does not address the Element Objectives for Car and Bicycle Parking.

Local Policies

Planning Policy 3.1.2 Local Commercial Strategy (PP3.1.2)

The subject site is located within the area identified as 'Golden Bay East' under PP3.1.2.

The Golden Bay East Neighbourhood Centre is recommended to have a retail floor space (PLUC5) NLA of 3,540m² under PP3.1.2. The development application for the Golden Bay Village Centre was approved in June 2016 and included retail NLA of 2,795m².

The commercial (retail) component of the development will have a NLA of 128m² and is considered to be acceptable in terms of PP3.1.2.

Planning Policy 3.3.14 - Bicycle Parking and End-of-Trip Facilities (PP3.3.14)

PP3.3.14 aims to facilitate the appropriate provision of secure, well designed and effective on site bicycle parking and end-of-trip facilities to encourage the use of bicycles as a means of transport and access to and within the City.

Land Use	Required			
	Short Term		Long Term	
	Rate	Number	Rate	Number
Multiple dwellings*	Visitors 1 space/10 dwellings	10	Residents 0.5 space/ dwelling	50
'Commercial' Shops**	1 space/150m² NLA	128m²NLA 0.8	1 space /250m² NLA	0.5
'Commercial' Restaurant*	1/150m² NLA	135m² NLA 0.9	1/250m² NLA	0.5
Total Required		**12**		**51**
Total Provided		**16**		**53**
* As per R Codes **Under the Policy 'Commercial' includes Shop (retail) and Restaurant (café)				

63 Bicycle spaces are required in terms of PP3.3.14 and 69 have been provided, including 10 bicycle spaces for visitors and 6 spaces for commercial staff located adjacent the building frontage and road reserves.

53 bicycle spaces are provided for residents, comprising of 15 in the communal open space and 38 within the building basement. Of the bays provided in the basement, 24 bicycle spaces are wall mounted units positioned at the end of car parking bays, which may be difficult to access when vehicles are parked in their dedicated car bays. Notwithstanding, there is scope for residents to park their bicycles within the store rooms dedicated to their apartment. As such, the City considers bicycle parking for the development as a whole to be acceptable.

Consultation:

The application was advertised for public comment over a period of 21 days, commencing on the 20th August and concluding on the 10th September 2019.

Advertising was carried out in the following manner:

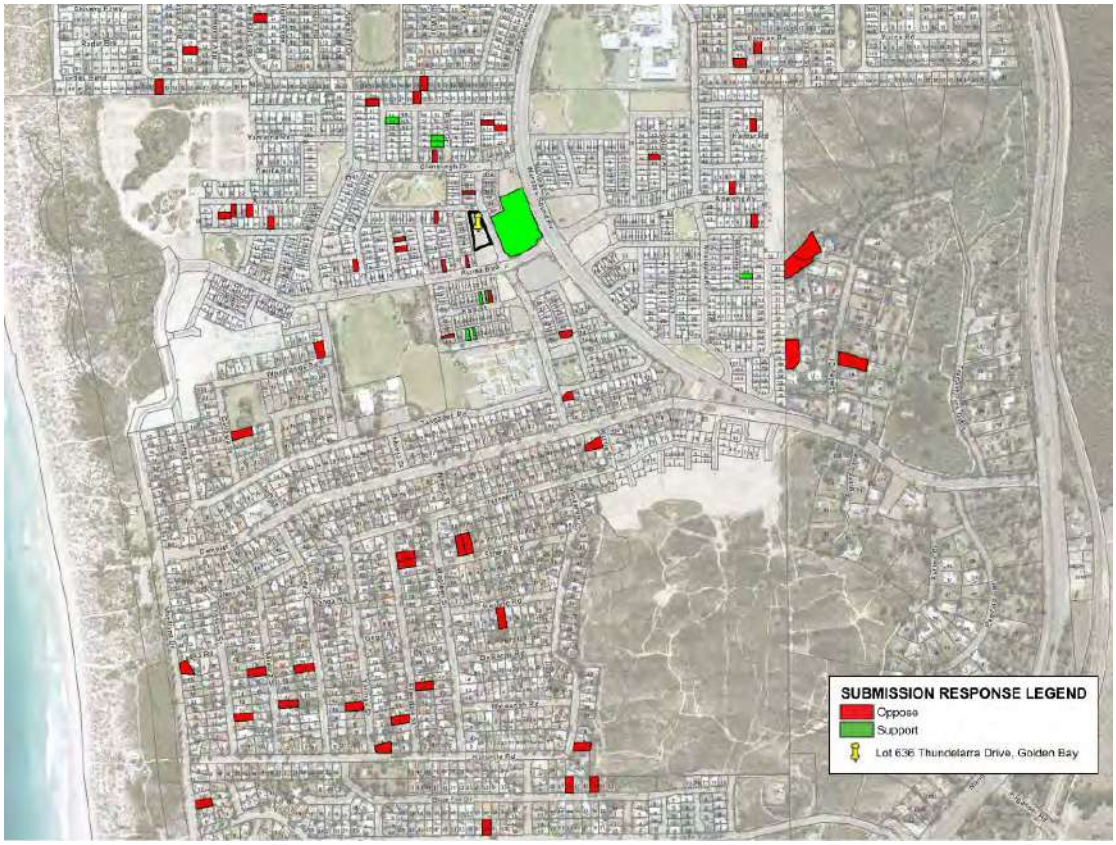
- The application was advertised by letter to 280 individual owners and occupiers in the locality of the development, as shown in Figure 28 below;
- The proponent erected an advertising sign in a prominent location on the site;
- Copies of the application documents, including plans of the proposal were made available for inspection at the City's Administration Offices, and
- Notification was published on the City's website.

28. Consulation Map

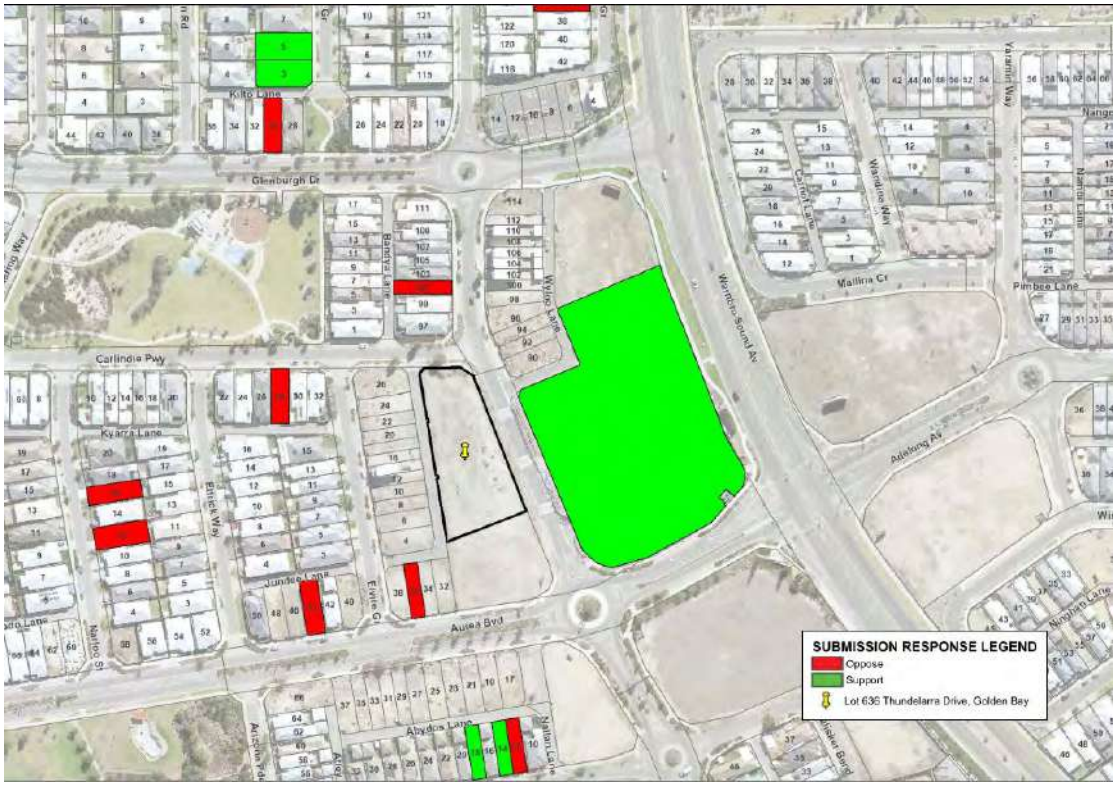
A total of 85 submissions were received, comprising:

- 9 (11%) supporting the proposal;
- 73 (86%) objecting to the proposal;
- 3 submissions raised queries and indicated neither support nor objection.

The location and distribution of submissions received, both supporting and objecting to the proposal are shown in the Submission Maps below.



29. Submission Map



30. Submission Map Enlargement

The concerns raised in the submissions have been summarised in the table below, including the Applicant's and the City's responses:

1. Context and character
The scale of proposed development is out of character with the surrounding area. Four and five storey building height is considered too high. Development up to two - three storeys is considered acceptable.
Applicant's Response: The scale of the proposed development is contextually appropriate and in keeping with the objectives of the Golden Bay Detailed Area Plan being: a) Establish a 'main street' based Neighbour Activity Centre of a scale appropriate to its role as a focal point of a residential community and its role in the hierarchy of the region: and b) Provide a context for higher-density residential development that capitalises on proximity to local services. The slightly taller East Wing capitalises on the main street frontage, responding to the future scale of the shopping centre and lots zoned for multi-residential. The lower West Wing respects the single-residential terrace housing to the West. As stated in the Design Review Panel Meeting Notes, "the balance of scale and height is right".
City's Comment: As discussed in the assessment against the requirements of SPP7.0, the scale proposed by this development is not contemplated under the planning framework, which envisages a maximum three storey building. It is therefore considered that a building of this scale is not contextually appropriate for the area. The applicant's response is noted, in that the building aims to contribute to the development of a 'Main Street' by providing a multistorey mixed used building framing the street, however, it is considered that a building of five storeys is not required to deliver on this intent. With regard to the comment about "providing a context for higher density residential development" it is considered that the intent of this LDP objective is to provide sufficient retail and commercial services within a Neighbourhood Centre to justify the medium density zoning of R60 that has been applied to the centre. Golden Bay is a Neighbourhood Centre, which, in terms of SPP4.2 is relatively low in the hierarchy of centres in the region. Consequently, a medium density residential coding of R60 has been attributed to the centre. A five storey building, with a plot ratio of 2.16, is considered to be suitable for an 'Activity Centre' such as a 'Medium Rise' or 'Higher Density' Urban Centres as defined under SPP7.3, not for a Neighbourhood Centre. It is therefore considered that this development proposal does not integrate into the existing and proposed landscape / townscape setting as it is distinctly different from existing and intended built form. It is concluded that this development proposal does not respond positively to the existing or intended future character of an area.
Loss of neighbourhood character due to proposed building height and bulk. This is a coastal village lifestyle area, not a city centre.

Applicant's Response:

Golden Bay is a growing and developing community. Elements such as 'height' and 'bulk' don't necessarily negatively impact neighbourhood character. In fact, we believe this development will benefit the community and increase social interaction. Furthermore, concentrating development along main roads and adjacent Shopping Centres is highly appropriate. We have closely studied the coastal context and this has informed our design, most notably the material palette, large outdoor living spaces and generous provision of native planting.

City's Comment:

See previous comment.

2. Planning Framework

Development density should be in accordance with the existing planning framework. The scale of proposed development does not conform to the R60 density coding for the site.

Applicant's Response:

Our proposal has considered all Design Objectives outlined in Design WA. For a detailed response to these, please refer to the various sections of our DA Report. It should also be noted that the previously approved proposal also challenged various aspects of the R60 density coding. Our revised proposal is a significantly better architectural outcome and is therefore also supportable by council.

City's Comment:

The scale of the proposed development is not contemplated under the local planning framework which envisages a maximum three storey building. It is, however, acknowledged that there is an existing approval for a four storey building over the site.

The development also proposes a plot ratio that is significantly greater (2.16 in lieu of 0.8) than that intended under the planning framework. This results in over development of the site and delivers buildings of a bulk and scale that are not contextually appropriate for the locality.

The applicant's comments regarding the approved development are noted, however, this development was approved prior to the gazettal of SPP7.3. In any case that development proposed a substantially lower plot ratio of 1.19 (in lieu of 0.7 at the time). Additionally, only one building was proposed, a four storey building adjacent to the Thundelarra Drive. This resulted in less building bulk over the site.

People have purchased land and built homes in the area based on expectations created by the existing planning framework allowing up to two - three storey development. It is unfair to change the rules now that blocks are sold and being built upon. Development application decision making should take these community expectations into account.

Applicant's Response:

We agree that community consultation is an important part of the DA process and we welcome community feedback. The objectives of the Detailed Area Plan have always been clear and available to the public:

a) Establish a 'main street' based Neighbour Activity Centre of a scale appropriate to its role as a focal point of a residential community and its role in the hierarchy

of the region: and

b) Provide a context for higher-density residential development that capitalises on proximity to local services.

Our proposal achieves these objectives and is therefore supportable by council. We would also like to note that this development has been designed with the community in mind. One example is the generous amount of communal parklands we propose for the site at great cost to our client. Importantly, this proposal has been reviewed by the DAP, (an expert, an impartial panel), where it received tremendous support.

City's Comment:

The rules have not been changed. The local planning framework is still applicable. It has, however, been supplemented by the new Design WA planning framework. There is, and always has been, the ability to vary the development standards of the planning framework subject to achieving a good planning outcome. Whilst the development may deliver some elements of a desirable 'Main Street' outcome, it does not negate the fact that the buildings are not contextually appropriate for the location. As discussed in previous comments, the buildings are of a bulk and scale that is not considered to be acceptable within this context.

The provision on-site communal open space is a requirement of SPP7.3 and this space will essentially be for the exclusive use of the occupants of the development. This cannot be considered to be a community benefit that should drive concessions on plot ratio and height.

The comments of the DRP are noted, however, it is highlighted that design review is only one element of the planning assessment and that a positive design review does not trump the requirements of the panning framework.

Granting approval will establish a precedent, leading to pressure for more, higher buildings to be approved in the area.

Applicant's Response:

Any future proposals will also have to meet the objectives as set out in the Golden Bay Detailed Area Plan.

With regards to establishing 'precedent', the leading case is Aspen Pty Ltd v State Planning Commission (1988) WA Town Planning Appeal Tribunal, unreported, 21 October 1988. Essentially, it is a basic principle of planning law that each proposal should be addressed on its merits regardless of previous decisions on similar proposals, on the basis that no two proposals or sites are identical. The State Administrative Tribunal has consistently held that Local Councils refusing approvals on the basis that they would set an 'undesirable precedent; is an irrelevant consideration. Put simply, there is no reason to believe approving this development will establish any precedent.

We'd also like to note that the DRP believed the "balance of scale and height is right" and that the proposal is "of excellent standard" and "of this place".

City's Comment:

The issue of precedent is not a relevant concern as each application must be assessed on its own merits.

The proposal amounts to 'over development'.

Applicant's Response:

We strongly believe our proposal is contextually appropriate. The concessions sought after are justified by the generous amount of communal open space and communal facilities giving back to the community, various sustainable initiatives and diverse apartment types.
City's Comment: As discussed previously, the concessions sought on plot ratio and height are not considered to be appropriate and they do result in the overdevelopment of this site. The provision of communal open space and communal facilities does not warrant large concessions on plot ratio and height.
3. Traffic , Parking, Transport
The development will increase traffic congestion in local streets (including Jundee Lane) and create traffic safety concerns.
Applicant's Response: A traffic engineering report has been commissioned by Riley Consultants. The report notes that "the level of generated traffic will have no material impact"
City's Comment: The City has assessed the submitted Traffic Impact Statement and accepts traffic generated by the proposal will not impact the capacity of the surrounding road network.
There is inadequate on-site parking provided for the residents and the commercial uses. There is no provision for resident visitor parking other than use of the commercial bays which will only be available after hours. The application relies on using car parking on the abandoned village shopping centre site and street verge parking on public land.
Applicant's Response: A traffic engineering report has been commissioned by Riley Consultants. According to the Traffic Engineer "the level of generated traffic will have no material impact". The proposal provides ample residents and commercial bays. 4 on-street visitor bays and 7 afterhours visitor bays in the basement. Furthermore, there are an additional 24 on-street bays within 100m of the site and a staggering 326 bays within 250m of the site (incl. Shopping Centre). For the record, the proposal does not encourage any parking on any vacant public land.
City's Comment: As discussed in the Legislation section of this report, the development fails to provide sufficient car parking on-site for the residential, residential visitors and commercial components of the development. It is reasonable for a development to avail of some public on-street car bays (i.e. those directly abutting the development), however, to extend this scope of parking to the extent suggested by the applicant, is not reasonable. No single development should monopolise all public parking within a locality. It must be highlighted that there is no ability for this development to rely on car parking proposed, but not yet developed, for a proximate private shopping centre.

The development will increase pressure on on-street parking which is already inadequate in the area. Fears this will get worse particularly once the shopping centre is developed. Most dwellings in the area have at least two cars and street front verge parking is full most nights.
Applicant's Response: A traffic engineering report has been commissioned by Riley Consultants. According to the Traffic Engineer, "the level of generated traffic will have no material impact". The proposal provides ample residents and commercial bays, 4 on-street visitor bays and 7 after hours visitor bays in the basement. Furthermore, there are an additional 24 on-street bays within 100m of the site and a staggering 326 bays within 250m of the site (incl. Shopping Centre). The majority of adjacent housing have their own carports and/or garages so they do not require the use of on-street parking.
City's Comment: When considering the monopolisation of public car parking by a single development the City is guided by *Shaw and the City of Stirling [2018] WASAT 81* (*Shaw).* In the Shaw case the principal issue for determination in this matter related to the appropriateness of the proposed development having regard to the shortfall in car parking spaces provided on site to accommodate the demand generated by the proposed development. In *Shaw* the Tribunal did not consider the proposed development to be consistent with the planning framework for the following reasons: • *"The proposed development does not provide adequate car parking facilities on site to ensure that a major parking problem is unlikely to occur in the locality.* • *The car parking arrangements are not conducive to safe, convenient and efficient access for motorists and pedestrians.* • *The degree of reliance on public car parking and verge areas to accommodate the shortfall in car parking spaces required to be provided by the proposed development is not appropriate for the reasons expressed above."* *Shaw* recognises the generally accepted planning principle that any parking demand generated by a development should be provided on site, although the Tribunal has previously found that consideration of limited use of existing public parking in the exercise of planning discretion may be acceptable (see Randall and Town of Vincent [2005] WASAT 129 and Hunter & Anor and City of Rockingham [2008] WASAT 28). In *Shaw*, the Tribunal considered the extent of the shortfall in car parking spaces will result in a private development monopolising presently available public car parking spaces in the locality, and as such, will have a detrimental impact on the amenity of the locality. This is similar to the current proposal as the proposed private development is likely to monopolise areas of the public domain. As such, the development is not supported on parking grounds.
Reduce the number of dwellings in the development and increase the on-site car parking.
Applicant's Response: The applicant has worked closely with the City over the past months and has already reduced the number of dwellings. In any case, we strongly believe the amount of development proposed is contextually appropriate and in keeping with the Objectives of the Golden Bay Detailed Area Plan. For more information please

refer to 'Principle 4 — Functionality & Build Quality', Traffic Impact Statement and Traffic Letter from Client in our DA Report.
City's Comment: As discussed elsewhere in this report, the City considers that the development provides too much residential floorspace and not enough on-site parking.
There is inadequate public transport in the area.
Applicant's Response: This is not correct. Bus 558 provides connection direct between Mandurah and Rockingham. For more information, please refer to 'Principle 1 — Context and Character' and the Traffic Impact Statement in our DA Report.
City's Comment: The lot is less than 200m from a bus stop on Warnbro Sound Avenue, however, it is acknowledged that this stop is not located on a "high frequency" route i.e. there is not a service running every 15 minutes within the peak hours.
4. Seniors Housing
There is no age restriction on who can reside in these units, so it's not really 'seniors living'. With no age restriction, how is housing for "seniors" going to be enforced to differentiate this from a normal apartment development?
Applicant's Response: Our client is committed to delivering a high-quality independent living project. There is no intention of vary this.
City's Comment: If the development is approved a condition would be recommended to ensure that certainty is provided in this regard.
Concerns that a lack of demand by seniors may lead to the development providing lower social economic or youth rental options. Clarification is required.
Applicant's Response: There is a clear demand for senior's accommodation and services in the area. Seniors are an important part of the City of Rockingham. In fact, our research shows that Seniors make up ~21,000 (16%) of the COR population and this is expected to double within the next 20 years. Our client is committed to delivering a high-quality independent living project.
City's Comment: Refer to previous comment on Senior's Housing.
It is very unclear as to what extent the proposed 'amenities' are 'open' to the public.
Applicant's Response: The amenities are primarily for resident use but will also be open to the public.

Following approval, our client will work closely with the community to ensure an appropriate level of community access.
City's Comment: This is only relevant to the planning assessment insofar as its relationship to the generation of parking demand. As discussed previously in the report, the development fails to provide adequate on-site parking even without the inclusion of these amenities in the parking calculation.
Is government housing proposed?
Applicant's Response: No. No government housing is currently proposed nor does our client intend to provide such accommodation.
City's Comment: This is not a relevant planning consideration.
Concerns about lack of specialist medical facilities for over 55's. Medical services such as hospitals and specialists are not within easy reach with public transport.
Applicant's Response: We disagree with this Statement. There are resident rooms proposed on the ground floor of the development which will be able to accommodate some of these uses in the future. Furthermore, there is a large medical centre proposed across the street as part of the Village Centre. We'd also like to point out that 'Independent Living' is very different to 'Aged Care'. There are also many car services, including Uber and elderly care services, which can quickly and easily transport residents to medical services when required.
City's Comment: This is not a relevant planning consideration.
How well has the development been designed to cater for the needs of seniors i.e. using mobility scooters.
Applicant's Response: The development has been designed in accordance with AS1428 Design for Access & Mobility. The parklands gently ramp up and feature an appropriate amount of hard-paving. Each and every space has been designed to be accessible.
City's Comment: Should the development be approved, a condition requiring compliance with relevant Australian Standards would be recommended.
5. Property values
Approval of the development will adversely affect surrounding property values, given the slow state of the economy and surrounding land sales.
Applicant's Response:

The proposed development is contextually appropriate and aligned with the objectives of the Golden Bay Detailed Area Plan. We don't believe property values are a valid planning matter. Notwithstanding, we don't foresee any negative issues. The development provides a generous amount of communal parklands and various shared services. We also believe the development will increase the viability of the adjacent Village Centre currently under construction. For these reasons, one could argue that the proposed development will actually increase surrounding property values. Again, we don't believe the 'state of the economy' is a valid planning concern. Notwithstanding, we'd like to note that the design, construction and use/maintenance of this development will generate jobs and help boost the local economy.
City's Comment: This is not a relevant planning consideration.
6. Privacy, Overshadowing
The development will overshadow existing or future nearby housing and solar panels.
Applicant's Response: This is incorrect. The orientation of the site means that no houses will be adversely overshadowed by the proposed development.
City's Comment: The proposal is compliant with the requirements of SPP7.3 in terms of overshadowing and privacy.
Building height will adversely impact on the privacy of existing and future nearby housing.
Applicant's Response: We disagree with this comment. The majority of the 'higher' residential dwellings face Thundelarra Drive, looking towards the adjacent Village Centre. The residents of the East Wing facing Jundee Lane are generously setback and buffered by the tree lined parklands. The balconies to the West Wing feature solid balustrades and a playful rhythm of brick piers to control privacy.
City's Comment: The proposal is compliant with the requirements of SPP7.3 in terms of privacy.
7. Need for Development
There is not enough demand for this type of living in the area. There is sufficient density proposed in the area and no need for the additional higher density housing proposed.
Applicant's Response: We respectfully remind council and the community that assessing the 'commerciality' of a project is not valid planning concern. Notwithstanding, seniors are an important part of the City of Rockingham. In fact, our research shows that

Seniors make up -21,000 (16%) of the COR population and this is expected to double within the next 20 years.

We'd also like to highlight some excerpts from a recent analysis by the Western Australian Apartment Advocacy (August 30, 2019): "What was most interesting was that WA Retirees had the highest satisfaction and referral rates when compared to the other demographics in the study, with a 96% satisfaction rate with their apartment and 75% saying they would also recommend an apartment to friends and family."This clearly demonstrates that retirees should not to be classified solely as downsizers but rather as "rightsizers", with the baby boomer market mainly seeking to lose the backyard in their transition to the apartment lifestyle.

City's Comment:

The matter of demand is not a relevant planning consideration. With regard to density, it has been discussed earlier in this report that the concession on plot ratio sought is not acceptable in this context.

There are sufficient shops nearby at Secret Harbour.

Applicant's Response

We politely question the relevancy of this comment. The Golden Bay Detailed Area Plan suggests otherwise.

City's Comment:

This is not a relevant planning consideration.

8. Other matters

"This type of development was tried by Homeswest in the 60's, 70's and 80's, and most now have been torn down and rebuilt with lower density housing. This development proposal was designed in the 90's well before the social problems that come with this type of development had fully shown themselves to not work and the demolition of those multi story housing blocks was undertaken".

Applicant's Response:

The developments referred to were not subject to the recently adopted Design WA. Design WA SPP 7.3 Vol 2 — Apartments provides a comprehensive basis for the control of residential development throughout WA. The objectives of this policy are to:

- provide residential development of an appropriate design for the intended residential purpose, land tenure, density, place context and scheme objectives
- to encourage design consideration of the social, environmental and economic opportunities possible from new housing, and an appropriate response to local context
- to encourage design that considers and respects local heritage and culture to facilitate residential development that offers future residents the opportunities for better living choices and affordability when seeking a home, as well as reduced operational costs and security of investment in the long term.

Our proposal is in keeping with the Design WA Objectives and presents a high-quality outcome. In keeping with city's intent, our brief was to design a high-quality, 'Independent Living' project that will allow seniors to live a safe, fulfilling and

enjoyable life. The proposed amenities will create an age-friendly community that benefits both the residents and the greater community.
City's Comment: It is accepted that the development discussed in this submission was not subject to the Design WA planning framework. As such, these outcomes are not anticipated under the current planning framework.
Concerns about surrounding groundwater levels for a basement car park. How will this be managed?
Applicant's Response: A Hydraulic Engineer has prepared a preliminary stormwater management plan as part of this application. The report confirms that there are no issues with groundwater in this location. Following approval, we will work closely with the various engineering consultants and the City of Rockingham to develop the design.
City's Comment: The City's assessment has identified that the clearance between groundwater and the bottom of the basement carpark is insufficient to deal with stormwater as proposed. Should the development be approved, it is recommended that a new stormwater solution be required and a condition of approval.

Planning Assessment:

This has been provided within the Legislation and Policy sections of this Report.

Council Recommendation

The application was referred to the 29th October 2019 Ordinary Council Meeting, where the officer's recommendation to refuse the development was supported by the Council.

Conclusion:

Although the proposal development contains significant merit, it does not comply with key elements and the intent of the applicable planning framework and is considered to be unsuitable for its site and locality. Whilst building height was not considered to be a primary issue for the City's DRP, under the full scrutiny of the planning framework it is concluded that the development is of a scale that is not contextually appropriate for the locality. The density proposed by the development far exceeds that allowable under the planning framework, resulting in a building that does not fit with the character of the area and also associated car parking issues.

It is therefore recommended that the application be refused.

PART 2 - PRIMARY CONTROLS				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
2.2	**Building height**	3 storeys	4 storeys (13.6m) 5 storeys (17.2m	Not Achieved (See RAR)
2.3	**Street setbacks**	As per LDP	N/A	N/A
2.4	**Side and rear setbacks**	As per LDP	N/A	N/A
2.5	**Plot ratio**	Plot ratio 0.8	Plot ratio 2.16	Not Achieved (See RAR)
2.6	**Building depth**	20m deep for single aspect apartments	24m depth for East Wing building	As demonstrated in the applicant's response to Sections 4.1 and 4.2, the building design and apartment layout optimises daylight solar access and opportunities for natural ventilation. The element objectives for Building Depth are considered to be satisfied
2.7	**Building separation**	7.5m separation between habitable and non-habitable rooms within the site boundary.	4.4m separation between the West and East Wings buildings.	Although the buildings are only separated by 4.4m at their closest point, the fact that they are splayed from each other means that this increases to approximately 13m towards the southern end of the buildings. The design is considered to meet the relevant element objectives in the following manner: • Sufficient space for communal open space has been provided on site. • There are no visual privacy or acoustic impacts from the reduced separation • As demonstrated in sections 4.1 and 4.2 the building design is considered to be acceptable from

PART 2 - PRIMARY CONTROLS				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
				a daylight solar access and for natural ventilation perspective.

PART 3 – SITING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
3.2	**Orientation**	Buildings on street oriented to face the public realm and incorporate direct access from the street.	Buildings orientated towards both streets	Achieved
3.3	**Tree canopy and deep soil areas**	Retention of existing trees on the site that meet the following criteria: — healthy specimens with ongoing viability AND — species is not included on a State or local area weed register AND — height of at least 4m AND/OR — trunk diameter of at least 160mm, measured 1m from the ground AND/OR — average canopy diameter of at least 4m.	N/A	Achieved
		The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.	N/A	
		The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining tree	Existing Street streets can be retained	
		343m ² of deep soil areas to be provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees,	229m^2 of DSA is provided, which results in a shortfall of 114m^2. It is, however co located with communal open space in an area that is conducive to tree growth	

<table>
<tr><th colspan="4">PART 3 – SITING THE BUILDING</th></tr>
<tr><th colspan="2">Element</th><th>Acceptable Outcomes</th><th>Proposed</th><th>Objective</th></tr>
<tr><td></td><td></td><td>or alternatively provided in a location that is conducive to tree growth and suitable for communal open space

6 large tree and 6 medium trees or
3 large trees and small trees to suit the area

The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees

Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided</td><td>The development also provides more than two times the shortfall in deep soil area to offset the shortfall
Can form part of the landscaping plan condition if approved

Can form part of the landscaping plan condition if approved

The development also provides more than two times the shortfall in deep soil area to offset the shortfall</td><td></td></tr>
<tr><td>3.4</td><td>Communal Open space</td><td><table><tr><td>Overall communal open space requirement</td><td>300m²</td></tr><tr><td>Minimum accessible / hard landscape area (included in overall area requirement)</td><td>100m²</td></tr></table></td><td><table><tr><td>Overall communal open space requirement</td><td>616m²</td></tr><tr><td>Minimum accessible / hard landscape area (included in overall area requirement)</td><td>>100m²</td></tr></table></td><td>Achieved</td></tr>
</table>

PART 3 – SITING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		Minimum open space dimension: 4m	Minimum open space dimension: >4m	
		Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development.	Communal open space is located on the ground floor.	
		There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June.	More than 50% direct sunlight to at least one communal open space area for >2hrs	
		Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces.	Communal open space is co-located with deep soil areas	
		Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.	Communal open space is centrally located separated from adverse amenity impacts.	
		Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm.	Communal open space can be well-lit, and is open to passive surveillance from both buildings and Jundee Lane.	

PART 3 – SITING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		Communal open space is designed and oriented to minimise the impacts of noise, odour, lightspill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties.	Communal open space is separated from habitable rooms and private open spaces within the site and of neighbouring properties.	
3.5	**Visual privacy**	Visual privacy setbacks: • 3m to bedrooms • 4.5m to other habitable rooms • 6m to balconies Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building). Living rooms have an external outlook from at least one major opening that is not obscured by a screen. Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies	Compliant Balconies are unscreened. Living rooms have unscreened outlook via balconies in all situations. There is no overlooking from habitable rooms or balconies.	Achieved
3.6	**Public domain interface**	The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard. Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is	All ground floor dwellings fronting onto the street have direct access by way of a private courtyard. Car-parking is not located within the primary street setback.	Achieved

PART 3 – SITING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		designed to integrate with landscaping and the building façade (where part of the building).		
		Upper level balconies and/or windows overlook the street and public domain areas.	Upper level balconies and windows overlook the street.	
		Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas.	Balustrading includes a mix of visually opaque and visually permeable materials.	
		Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m.	Changes in level between private terraces and the ground floor level of the building and the street level are less than 1m.	
		Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m.	Front fencing are visually permeable.	
		Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.	Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.	

PART 3 – SITING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		Bins are not located within the primary street setback or in locations visible from the primary street. Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage.	Bins are not located within the primary street setback or in locations visible from the primary street. Services and utilities not located in the primary street setback	
3.7	**Pedestrian access and entries**	Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries. Pedestrian entries are protected from the weather. Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.	Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries. Pedestrian entries are recessed and protected by canopies. Pedestrian entries can be lit	Achieved

PART 3 – SITING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.	N/A	
		Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry.	N/A	
		Bins are not located at the primary pedestrian entry	Bins are at the rear accessed from the secondary street	
3.8	**Vehicle access**	Vehicle access is limited to one opening per 20m street frontage that is visible from the street.	Only one vehicle access point provided	Achieved
		Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line	Vehicle access from secondary street integrated into building design	
		Vehicle entries have adequate separation from street intersections.	Demonstrated to be safe in TIS	

PART 3 – SITING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties. Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements	No habitable rooms on ground floor near vehicle access point Acceptable width in terms of funtionality	
		Driveways designed for two way access to allow for vehicles to enter the street in forward gear Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a).	Two way access in forward ear provided Visually permeable fence provided	
3.9	**Car and bicycle parking**	Secure, undercover bicycle parking required for 60 bicycles 86 car parking bays to be provided and 14 visitor bays	69 secure undercover bicycle parking accessed by a continuous path of travel from the entry Not provided. 86 resident car spaces including 11 tandem bays. These tandem bays cannot be included in the calculation as they can only be used by one apartment. There is essentially 75 effective residential car bays.	Not Achieved See RAR

PART 3 – SITING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
			The visitor bays have been provided to be shared by the commercial bays.	
		Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9.	N/A	
		Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments.	AS2890.1 requires that for car parks open for the public (e.g. residential visitors and commercial visitors) then the maximum length of a blind aisle shall be the width of six 90 degrees bays plus 1 metre, otherwise means for cars to turn around at the end and drive out forward is required to be provided (eg. conversion of a standard bay to a “Turning Bay”). Either the development restrict the usage of basement parking for residents only, or provide means for cars to turn around at the end of a blind aisle and drive out forward. The currently shown “Turning Area” is considered to be not acceptable because it is only an extension of the parking aisle and does not provide means for cars to turn around at the end and drive out forward. The loss of bays to provide the requisite turning bays will further exacerbate the parking shortfall.	

PART 3 – SITING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		Car parking areas are not located within the street setback and are not visually prominent from the street	Basement car park accessed from secondary street frontage	
		Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.	Basement car park	
		Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries.	Visitor parking is in basement, behind a security gate and is proposed to be shared after hours with commercial car parking bays	
		Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.	N/A	
		Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays	N/A	
		Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape.	Basement car park does not protrude above ground	

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
4.1	**Solar and daylight access**	(a) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June AND (b) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June. Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum of 50 per cent of clear glazing A 4.1.3 Lightwells and/or skylights do not form the primary source of daylight to any habitable room. A 4.1.4 The building is oriented and incorporates external shading devices in order to: — minimise direct sunlight to habitable rooms: • between late September and early March in climate zones 4, 5 and 6 only AND • in all seasons in climate zones 1 and 3 — permit winter sun to habitable rooms in accordance with A 4.1.1 (a).	A) 92% of dwellings get at least 2 hours of sunlight B) 8% receive no direct sunlight Bedroom 1 in apartment B4 window is 1.105² in lieu of 1.3m² Windows not visible from all parts of bedrooms. No light wells provided light to habitable rooms Screening and shade structures provided to windows on western elevation	Achieved, although a minor variation is sought on windows to some bedrooms the development clearly optimises access to natural light.

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
4.2	**Natural Ventilation**	Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m.	Complies	Achieved The development maximises the number of apartments with natural ventilation. Each habitable room in will have access to an openable window. Naturally ventilated corridors will also improve air quality.
		(a) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building	48% of dwellings are capable of being naturally cross ventilated.	
		(b) Single aspect apartments included within the 60 per cent minimum above must have: • ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction AND • room depth no greater than 3 × ceiling height	Complies	
		(c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings	N/A	
		The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m	Max apartment depth is 11m	

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		A 4.2.4 No habitable room relies on lightwells as the primary source of fresh-air.	No habitable rooms rely on light well for ventilation.	
4.3	**Size and Layout of Dwellings**	Dwellings have a minimum internal floor area in accordance with Table 4.3a. Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b Measured from the finished floor level to finished ceiling level, minimum ceiling heights are: — Habitable rooms – 2.7m — Non-habitable rooms – 2.4m All other ceilings meet or exceed the requirements of the NCC. The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m	A number of apartments are slightly smaller than the minimum required floor area A number of the rooms are slightly smaller than the minimum required dimension The kitchens provide a ceiling height of 2.4m in lieu of 2.7m The majority of single aspect apartments are 100mm deeper that suggested by this provision	Achieved Although minor variations are proposed in all instances, all apartments can be functionally furnished suitable for aged person's accommodation. The apartment layouts are well proportioned and as demonstrated in sections 4.1 and 4.2 the building design is considered to be acceptable from a daylight solar access and for natural ventilation perspective.
4.4	**Private open space and balconies**	Each dwelling has private open space accessed directly from a habitable room with following dimensions: Studio apartment + 1 bedroom = 8m² area + 2.0m min	Apartments A1 - 1 Bedroom Apartments -fail to comply with the minimum area or dimension Apartments C1, C2 - 2 Bedroom Apartments - fail to comply with the minimum area or dimension	Achieved Although some open space areas are under sized, variations are generally minor given an abundance of communal open space and

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		2 bedroom = 10m² area + 2.4m min 3 bedroom = 12m² area + 2.4m min Ground floor / apartment with a terrace = 15m² area + 3m min	Apartments D1, D2 - 3 Bedroom Apartments - fail to comply with the minimum area or dimension Apartments B1, B4, C1, D1 – ground floor Apartments - fail to comply with the minimum area and dimensions	recreation facilities are being provided on site.
		Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms.	Screening not required	
		Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design	Well integrated into building design	
		Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.	Solid portions of open space provided to screen drying areas	
4.5	**Circulation and common spaces**	Circulation corridors are a minimum 1.5m in width.	Internal corridor is 1.5m	Achieved

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		Circulation and common spaces are designed for universal access. Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment. Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion.	Designed for universal access Resting area provided in centre of corridor to provide passive surveillance of space No habitable rooms fronting the circulation spaces No habitable rooms fronting the circulation spaces	
4.6	**Storage**	Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6. Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance	Stores have not been labelled so this is impossible to discern. A condition would be required demonstrating compliance As stores have not been allocated it is difficult to understand how convenient they are for each apartment. They are generally located on the ground floor in a storage complex or in the basement where ever they could be squeezed in. A number of stores are adjacent to car bays, however, it is understood that no car bays will be allocated to individual	Can be achieved through the application of a condition allocating stores, ensuring they are of a sufficient size and and aligning them to adjacent car bays.

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
			units. This furthers the inconvenience of having unallocated stores.	
		Storage provided separately from dwellings or within or adjacent to private open space, is integrated into the design of the building or open space and is not readily visible from the public domain.	Integrated into building design.	
4.7	**Managing the Impact of Noise**	Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent) Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom. Major openings to habitable rooms are oriented away or shielded from external noise sources.	Each dwelling will be designed to exceed the minimum requirements of the NCC. Bin Store is located directly below the balconies of apartment 34 and 33 Bin Store is located directly below the balconies of apartment 33,34 59,60,85,86	Achieved The City has assessed the submitted preliminary acoustic report and considered that subject to a final Acoustic being submitted as a condition of approval that the impact of noise can be adequately managed on-site.
4.8	**Dwelling Mix**	Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers.	• 51% 1B • 38% 2B • 11% 3B	Achieved

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.	All three typologies appear on every floor	
4.9	**Universal Design**	(a) 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) or (b) 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).	Each dwelling meets the Silver Level requirements as defined in the Liveable Housing Design Guidelines.	Achieved
4.10	**Façade Design**	Façade design includes: — scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm — rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour. In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.	Appearance of the building well received by the DRP. On the East Wing building this is achieved by different use of materials and colours as well as by recessing the fifth storey.	Achieved

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights. Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm. Development with a primary setback of 1m or less to the street includes awnings that: — define and provide weather protection to entries — are integrated into the façade design — are consistent with the streetscape character Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character	Building scale does not particularly respond to existing or intended built form in area. Upper level on east wing building, however, is set back. Awnings to be provided on main street. Services well integrated into the design. Awnings consistent with the intended streetscape character are provided to Thundelarra Drive. N/A	
4.11	**Roof Design**	The roof form or top of building complements the façade design and desired streetscape character. Building services located on the roof are not visually obtrusive when viewed from the street.	Roof is well articulated Services not visually obtrusive	Achieved.

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.	N/A	
4.12	**Landscape Design**	Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles	Submitted Landscape plan. If approved a condition requiring updated landscaping plan is recomended.	Achieved
		Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas.	Landscaping provided in communal open space area and street trees in public realm	
		Planting on building structures meets the requirements of Table 4.12.	Would be captured as part of a condition if approved.	
		Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.	Service fixture are not visually obtrusive	

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
4.13	**Adaptive Reuse**	New additions to buildings that have heritage value do not mimic the existing form and are clearly identifiable from the original building. New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building.	N/A N/A	N/A
4.14	**Mixed Use**	Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses. Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable	Ground floor residential have been design to adapt to commercial in future Entry points to the building and individual units contribute to activation of the street. Also the café has its main entry off the street Commercial uses accessed from street	Achieved. The proposed development would enhance the streetscape and activates the street. It can also operate in a manner that maintains the amenity of the residents.
		Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to	Insufficient parking has been provided for commercial uses. This is discussed in the legislation section of the RAR.	

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		accommodate a range of retail and commercial uses in accordance with the requirements of the local planning framework. Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.	 Uses have been separated generally. An acoustic report would be required as a condition of approval to demonstrate compliance with the Noise Regs.	
4.15	**Energy Efficiency**	(a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) OR (b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars	Each apartment will achieve a compliant NatHERS rating. Each bedroom will have a ceiling fan. Drying Areas provided on balconies screened from external view.	Achieved
4.16	**Water Management and Conservation**	Dwellings are individually metered for water usage	Provided	Achieved
		Stormwater runoff generated from small rainfall events is managed on-site. Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system	Can be captured as a condition of approval Can be captured as a condition of approval dealing with stormwater mangemtn	

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
4.17	**Waste management**	Waste storage facilities are provided in accordance with the Better Practice considerations of the WALGA Multiple Dwelling Waste Management Plan Guidelines (or local government requirements where applicable). A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the WALGA Multiple Dwelling Waste Management Plan Guidelines - Appendix 4A (or equivalent local government requirements). Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the WALGA Multiple Dwelling Waste Management Plan Guidelines - Level 1 Waste Management Plan (Design Phase) (or local government requirements where applicable). Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.	Submitted Waste Management Plan is acceptable to the City Bin store is considered to be acceptable Bin Store is accessed from laneway	Achieved

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
4.18	**Utilities**	Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive	Major plant, such as the Mechanical Plant & Fire Tanks, are located in the Basement to negate any impact on the streetscape. Additional plant has been located to the rear of the West Wing building along Jundee Lane (secondary street).	Achieved All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.
		Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.	Unknown	
		Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.	Services such as air-conditioning condensor units. photo-voltaic cells and TV antennae, will be located on the roof of the development, setback adequately from roof edge. As the roof of the West Wing will be visible from the upper levels of the East Wing, the services on top of the West Wing will be concealed behind a feature metal screen.	

PART 4 – DESIGNING THE BUILDING				
Element		**Acceptable Outcomes**	**Proposed**	**Objective**
		Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.	Laundries provided in each apartment and screened clothes drying areas on each balcony.	

City of Rockingham

Design Review Panel Meeting Notes

Notes of the Design Review Panel Meeting held on 30th May 2019 @ 9:00

Panel Members:	Emma Williamson Tom Griffiths
City Officers:	Bob Jeans – Director, Planning & Development Services Greg Delahunty – Senior Projects Officer Chris Parlane – Senior Planning Officer
Panel Co-Ordinator:	Sharon Peacock – Projects Research Officer
Proponent Deputations:	Sam Klopper – Klopper & Davis Architects Mitch Cook – Klopper & Davis Architects
Declarations of Interest:	Nil
Agenda Item 5.1	
Proposed Development	**Pre-lodgement** – Proposed 5 Storey building and 4 Store building:- Mixed Use Development
Property Address	Lot 636 Thundelarra Drive, Golden Bay
Proposal	The proposal is for one five storey and one four storey building comprising of the following elements: • 103 residential apartments (including six adaptable apartments intended to allow for conversion to commercial uses in the future); • A café, alfresco and a 'hole in the wall' servery opening out to Carlindie Parkway; • Consulting rooms; • Resident flexible space/ community hall; • Residents and community theatre; • Communal swimming pool and change rooms; • A residents and community gym ; • A basement carpark.
Background (as contained in the Agenda)	In October 2016 the Metro South-West JDAP approved a Mixed Use Development (Commercial and Residential) on Lot 636 Thundelarra Drive (the subject land), Golden Bay. The proposal involved: • 58 Multiple dwellings in a four storey building; • 2 ground floor commercial tenancies; and • 119 at-grade car parking spaces. In September 2018 the City granted a 2 year time extension to the development approval.

Assessment Summary	The proposal was assessed against relevant State and Local Planning Policies, Golden Bay Structure Plan and Golden Bay Neighbourhood Centre Detailed Area Plan, SPP 7.3: R Codes Vol 2 – Apartments. The proposal is considered to generally comply, or is capable of approval, subject to further clarification and compliance with a number of issues.
Proponent deputation to the Panel	Sam Klopper provided a summary overview of the proposed development, which included the following elements:- • Independent living focus (not aged care). • Apartment diversity to cater for specific needs/requirements. • Provision of shared community facilities in an essentially greenfield location. • Colour and textural finishes are sensitive to location without necessarily focussing on the coastal location. • Provision of landscaping to soften and 'break up' building elements. • Single entity/owner of the development to maintain the buildings and landscaping. • Encourage and promote resident and community engagement/interaction with the shared provision of on-site facilities.
Officer presentation to the Panel	Chris Parlane briefed the Panel on planning considerations against relevant Policy requirements. In addition, concerns were raised over the timing associated with converting ground floor apartments to retail/commercial uses in terms of 'Main Street' activation. The proponent advised that the matter would be discussed with the client. Consideration could be given to potentially converting several apartments into commercial tenancies within an agreed timeframe.

Key issues in relation to 'Design Quality Evaluation'	
Principle 1: Context and character	*Good design responds to and enhances the distinctive characteristics of a local area contributing to a sense of place.* • Design outcome is good. Aspirational 'landmark' development that has the potential to set the tone for development within surrounding locations. • Articulation of contextual and character analysis in documentation is weak and more information is required in respect to the context and character on the wider location. • Density is positive and the stepping back of the building is successful. • Consider opportunity to align retail and community amenity with adjacent shopping centre to Main Street offering. • Elevations and scale are good. • Overall, the development is considered to be of an excellent standard and "of this place".
Principle 2: Landscape quality	*Good design recognises that together landscape and buildings operate as an integrated and sustainable system within a broader ecological context.* • The landscaping, as shown, is successful; needs to be carefully managed and maintained. • Review landscape calculations and distribution – planter boxes/ground floor – SK to audit figures. • The City should seek surety around the ongoing management and maintenance of landscaped areas, including the planter boxes, as shown in the renders. • Planting on fire escape routes - confirm with fire engineer. • Ensure landscape areas are purposeful and define functionality. • Look to provide more permanent landscaping around the 'Hole in the Wall' café to anchor the corner at ground level. • Management of the permeable boundary to laneway garden area is important to mitigate possible security issues, however, it is considered that permeability in this location is critical to the success of the development.
Principle 3: Built form and scale	*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.* • The colour and selection of materials over the two buildings is considered successful. • The degree of articulation and feature brickwork elements are supported and critical to the Panel's support of the design. • The balance of scale and height is right. • Consider applying development approval conditions to ensure the integrity of the architectural and landscape design intent, materials and planting is constructed as presented. • "Build" v "Open Space" relationship must be maintained, i.e. the balance of the mass of the laneway building elevation with the openness of the landscape adjacent is critical.

Principle 4: Functionality & build quality	*Good design meets the needs of users efficiently and effectively balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.* • Further consideration of ground floor functionality and way finding in a development targeted at an over 55 demographic is recommended. • Give consideration to clear and visible facility signage. • Consider short term parking for care providers and dedicated ambulance bay. • The Panel noted that the Design WA requirements of 4.0m width for living rooms in two bedroom apartments has not been met. The Panel believes that the overall planning and functionality of the apartments is not compromised by the proposed 3.6m width. One and three bedroom apartments comply.
Principle 5: Sustainability	*Good design optimises the sustainability of the built environment delivering positive environmental, social and economic outcomes.* • Landscape initiatives are great. • The ventilated corridor is good but appears to be very long. • Bedrooms in apartments could benefit from secondary window, where applicable, to allow for cross ventilation.
Principle 6: Amenity	*Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.* • Could the functionality of the ground floor tenancies be increased through a stronger relationship with the main street environment? Consider consolidating the corner adjacent to the child care centre with increased retail tenancies in lieu of residential uses. • Concern that proposed ground floor apartments will not be converted to retail at a later date and therefore limit the activation of the main street. • Consider community engagement sessions and stakeholder engagement with childcare centre and shopping centre.
Principle 7: Legibility	*Good design results in buildings and places that are legible with clear connections and easily identifiable elements to help people find their way around.* • The development is legible and the scale and design is good.
Principle 8: Safety	*Good design optimises safety and security minimising the risk of personal harm and supporting safe behaviour and use.* • The passive surveillance, safety and activation aspects are positive. • The activated edges to the laneway interface are good and managing this aspect is important.

Principle 9: Community	*Good design responds to local community needs as well as the wider social context providing environments that support a diverse range of people and facilitate social interactions.* • Instigate engagement with the community to demonstrate positive impacts of project and shared facilities within the development. • Support for the proposed public functions on the ground floor and the opportunities for the wider community to interact with the residents of the development through shared facilities.
Principle 10: Aesthetics	*Good design is the product of a skilled judicious design process that results in attractive and inviting buildings and places that engage the senses.* • The design, articulation and aesthetics are positive and must be carried through the design process. These elements are considered critical to the Panel's support of the proposal.
Key matters to be addressed	• Seek more clarity on the management and business model. • Clarify the conversion and activation of the ground floor interface. • Further expand on public use/relationship with the development. • Seek clearer guidance on the proposed parking strategy, including how any reciprocal car parking arrangement will work with the adjacent shopping centre. • Reinforce the importance of the design intent. Maintenance of the materiality and landscape elements throughout the design process are critical to achieving the support of the Panel.
Recommendation/s	The design intent is supported subject to clarification and resolution of the key matters, as outlined above.
Meeting Close	11:00
Chair Signature	
Date	4th June 2019

D19/89171

KLOPPER
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ARCHITECTS

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Greg Delahunty
Senior Projects Officer
City of Rockingham

Tuesday, 17 September 2019

RE: LOT 636 THUNDELARRA DR, GOLDEN BAY

Dear Greg,

I am writing further to our meeting 12th September 2019 and the letter you sent through later that afternoon, regarding our Development Application for the above address. We appreciate the opportunity to respond to the issues raised and have revised our application accordingly. We remain excited about this proposal and confident it will benefit the Golden Bay community.

1. Please clarify the proposed land uses as follows:

- ***Consulting Rooms: The extent to which this use is intended to service the residents of the development (i.e. compared to the public).***

We have clarified the use of the Consulting Rooms to be Residents' Meeting Rooms. It is intended these rooms are primarily used by the residents, but they will also be available to the public. It should be noted that the DRP supports the proposed public functions on the ground floor and sees them as "opportunities for the wider community to interact with residents".

- ***Café: Clarify the seating capacity and the expected usage by residents and the public.***

We have clarified the use of the Café to be a 'Dining Hall'. It is intended to primarily serve the residents and will also be available to the public as guests of the residents. Although the maximum capacity is ~50, it is more likely it will serve ~10-20 people at one time. Given the size and amount of on-street parking, we don't expect the café to require a lot of vehicular parking nor is it likely it will generate an adverse amount of vehicular traffic. It should also be noted that the DRP supports the proposed public functions on the ground floor and sees them as "opportunities for the wider community to interact with residents".

2. Please provide the following information to inform the assessment against SPP7.3 Residential Design Codes Volume 2:

- ***Given the proposed building height, side boundary nil setback and plot ratio, can you please elaborate on how the proposal satisfies the Element Objectives for Element 2.2, 2.4 and 2.5.***

Element Objective O 2.2.1: The height of the development responds to the desired future scale and character of Golden Bay. The building is situated directly adjacent the Village Centre currently under construction. There are also 5 other sites within the Golden Bay Detailed Area Plan zoned for R40 & R60 Multi-Residential. The objectives of the DAP were to establish a 'main street' based Activity Centre and provide a context for higher density which our proposal achieves. It is important to note that the DRP stated the proposal is to be of "excellent standard" and "of this place". For more information, please refer to 'Principle 3 – Built Form & Scale' in our DA Report.

Element Objective O 2.2.2: The site slopes upwards approximately 1.2m from North – South. To accommodate this, the East Wing steps on the ground floor from RL 5.600 to RL 6.200. Due to high ceilings on the ground floor, all the 'stepping' is managed on the ground floor plane with typical datum levels above. This architectural response is both functional and elegant. For more information, please refer to 'Principle 3 – Built Form & Scale' in our DA Report.

Element Objective O 2.2.3: Our development incorporates articulated roof design. Not only have we split the building into two wings (East and West), the East Wing features two roof planes which adds architectural interest and reduces the apparent bulk and scale. Given the generous amount of communal open space on ground, we did not consider it necessary to provide any on the rooftop. For more information, please refer to 'Principle 3 – Built Form & Scale' in our DA Report.

Element Objective O 2.2.4: Although slightly taller than what was previously approved, we have orientated and articulated our design to maximise the amount of daylight and solar access to the neighbouring childcare centre. As shown in our overshadowing diagrams, the amount of overshadowing is compliant and has very little impact on the amenity of the childcare centre. In fact, most of the shadow falls on childcare centre's roof and carpark. For more information, please refer to 'Principle 3 – Built Form & Scale' and 'Principle 6 – Amenity' in our DA Report.

Element Objective O 2.4.1: Although some of the proposed development is adjacent against the Southern Boundary, the separation between the two wings means there is a very generous setback between the Child Care and the 'Green Bridge'. In fact, we calculate that the majority of the development exceeds the minimum 3.0m side setback. As such, the childcare centre receives natural light and any issues with privacy are mitigated. With regards to the rear setback, the East Wing setback varies from 2.0m to a generous 28.0m. To maximise the parklands and ensure adequate building separation, the West Wing has Nil setback to Jundee Lane. As Jundee Lane is dominated by garage doors, we are confident this will have absolutely no adverse impact to the amenity of the street. It should also be noted that the previously approved scheme was approved with Nil side & rear setbacks thus the proposed scheme is also supportable by council. We have considered the interface between the two uses and consider a 'built-up' form is more preferential than a setback building which will foster overlooking concerns to the childcare centre. For more information, please refer to 'Principle 3 – Built Form & Scale' in our DA Report.

Element Objective O 2.4.2: One of the objectives of the Golden Bay DAP was to establish a 'main street' based Activity Centre. As such, our development proposes Nil setback to Thundelarra Drive which is compliant given the proposal is mixed-use. For more information, please refer to 'Principle 3 – Built Form & Scale' in our DA Report.

Element Objective O 2.4.3: We propose to retain the existing street tree along Jundee Lane. Although there were no other existing trees, we are proposing a variety of small, medium and large trees to the communal parklands. As such, we have generously setback the East Wing from the rear

boundary and limited the extent of the basement carpark. This establishes a generous amount of Deep Soil Areas to facilitate tree growth and assist with stormwater management. For more information, please refer to 'Principle 2 – Landscaping' and 'Principle 3 – Built Form & Scale' in our DA Report.

Element Objective O 2.4.4: With regards to the Southern Boundary, the majority of the development exceeds the required setback which aids to transition between the two sites. Furthermore, our buildings central green spine aligns with the proposed childcare centre's green 'playscape', which again assists with the transition. With regards to Jundee Lane, we have reduced the height of the West Wing and generously setback the East Wing to help transition between the proposed development and the single-housing behind. Furthermore, the green parklands will act as a buffer, providing privacy, sound attenuation and amenity to those residents. The residential usage face away from the childcare, responding to community concerns on privacy. For more information, please refer to 'Principle 3 – Built Form & Scale' in our DA Report.

Element Objective O 2.5.1: The overall bulk and scale of the development responds to the desired future scale and character of Golden Bay. The building is situated directly adjacent the Village Centre currently under construction. There are also 5 other sites within the Golden Bay Detailed Area Plan zoned for R40 & R60 Multi-Residential. The objectives of the DAP were to establish a 'main street' based Activity Centre and provide a context for higher density which our proposal achieves. It is important to note, the DRP stated the "balance of scale and height is right". Following our meeting, we also revised the typical floor to include a deep recess and glazing to help split the East Wing into two sub-wings (North & South). The effect of this is to break up the mass towards Thundelarra Drive, allow views through to the parkland beyond and improve cross ventilation to both the corridor and surrounding apartments. For more information, please refer to 'Principle 1 – Context & Character' and 'Principle 3 – Built Form & Scale' & 'Principle 5 – Sustainability' in our DA Report.

3.4 Communal Open Space: Our proposal achieves the various Acceptable Outcomes and is thus supportable by council. With regards to Acceptable Outcome A 3.4.3: please see overshadowing diagrams demonstrating compliance in 'Principle 6 – Amenity' of our DA Report.

4.1 Solar & Daylight access: Our proposal achieves the various Acceptable Outcomes and is thus supportable by council. 92% of the dwellings receive more than 2 hours of daylight and only a mere 8% receive less than 2 hours of daylight. (Design WA allows 75% min and 15% max respectively). KADA thoroughly modelled the scheme to test the access the daylight and tabulated the results of each dwelling for clarity. For more information, please refer to 'Principle 5 – Sustainability' in our DA Report;

4.2 Natural Ventilation: We have worked hard to maximise the number of dwellings that benefit from cross-ventilation and have reached 51%, (which is just short of the Acceptable Outcome of 60%). Notwithstanding this minor shortfall, we comply with every Element Objective. Every single dwelling benefits from natural ventilation. Due to the naturally ventilated corridor, deep recesses in the plan, and the variety of opening types/sizes (louvers, sliding doors, awning windows), we actually believe that every dwelling will benefit from cross-ventilation. Every time the entry door is opened, some air will be flushed out through the corridor. Furthermore, the residents can manipulate the opening sizes i.e. have living room door fully open and bedroom window slightly open to create a large pressure differentiation, which will draw air through the space even if the openings are orientated in the same direction. For more information, please refer to 'Principle 5 – Sustainability' in our DA Report;

3. Carparking

Carparking Requirements: We have reviewed the proposed uses and have worked closely with our Traffic Engineer to clarify the parking required for the development. We kindly ask the city to reassess their parking table to consider the proposed amendments.

Parking Control & Management Plan: Our client has put together a preliminary PCMP and is confident there will be no issues. Any issues that may arise will be promptly and effectively managed by the on-site building manager. For more information, please refer to the PCMP in the Appendix of our DA Report.

4. Loading Bay

- We have amended the design of the loading bay to accommodate an SRV and comply with AS 2890.2. Please refer to updated drawings.
- An SRV will be able to drive down Jundee Lane, reverse into the loading zone and drive out in forward gear as required by the city.
- We have also included a 600W low kerb and guard rail to act as a safety buffer between the loading zone and vehicular entry. For the record, the loading bay will be used infrequently, and we do not foresee any safety issues.
- There is no intention of this functioning as an ambulance bay and this has been clarified within our report. For more information, please refer to 'Principle 4 – Functionality & Build Quality' in our DA Report.

5. Carpark Design

- We have clarified location of security gate (see drawings). With regards to the gate specification, we propose a high-quality, fast and quiet running gate to minimise queuing time and ensure there are no sound attenuation issues. This was confirmed by the Acoustic Engineer.
- Our Traffic Engineer has performed a queuing analysis, considering random arrivals, and the result was acceptable. Importantly, there will be no impact on neighbouring amenity.
- We have amended the vehicle ramp to be 1:5 (instead of 1:4) in accordance with AS 2890.
- We have also raised the lower level of the basement 150mm to get further above the water table. This accommodates 3.65m head clearance which can still accommodate future stackers. Furthermore, the Hydraulic Engineer has revised their Stormwater Management Plan to deal with the water table;
- We have obtained a swept path analysis of the loading bay (SRV) and it complies. Please refer to Appendix;
- We are not proposing any Adaptable Housing;
- The carpark is not open to the public so turning bays at the end of parking aisles is not required. Although not required, we have created larger than normal side clearances to assist residents in turning-around.
- Residential Visitors will need to call the resident or Building Manager to get 'buzzed in'. For more information, please refer to 'Principle 4 – Functionality & Build Quality' and the PCMP in the Appendix.

6. Landscape

Our client is committed to maintaining a high-quality development and understands the importance of the landscaping, particularly that on structure. As the development will be owned by one entity,

access and maintenance will managed by the building manager. Furthermore, we have worked closely with a Landscape Architect and have chosen largely coastal species which require little maintenance. Following approval, the client is more than happy to further develop the overall Building management plan to the city's satisfaction. For the record, the DRP stated the "landscape initiatives are great". For more information, please refer to 'Principle 2 – Landscaping' and the Landscape Report in the Appendix.

Verge Treatment: We are more than happy to accommodate the city's expectations regarding verge treatments. We have clarified our intent to use low-lying, native verge planting with a brick header course to ensure adequate sightlines are maintained for pedestrian safety and the verges are in keeping with the surrounding streetscapes. Furthermore, we have adjusted the Landscape Report to include Cook Island Pines (instead of Norfolk Pines). Following approval, we will work closely with the city and landscape architect to further develop the scheme. For more information, please refer to 'Principle 2 – Landscaping' and the Landscape Report in the Appendix.

Deep Soil Areas: We have clarified the calculations. Please refer to drawings and DA Report. In any case, we propose considerably more than the minimum amount of total landscaping required. Southern Boundary Interface: We have revised the interface having received the approved plans of the Child Care Centre from the City. We propose a 1.8H brick fence, softened internally by planting. This solution ensures there are no privacy concerns between the residents and the adjacent childcare centre. In any case, we are happy to consult with the neighbour following approval. For more information, please refer to 'Principle 2 – Landscaping' and the Landscape Report in the Appendix.

Landscaping Plan: We have provided an amended landscape plan and have taken on all of the City's requests. We agree to retain the existing street tree on Carlindie Parkway.

7. Vehicle Noise

We have worked closely with our Traffic & Acoustic Engineers to ensure there are no issues regarding vehicle noise. With regards to the gate specification, we propose a high-quality, fast and quiet running gate to minimise queuing time and ensure there are no sound attenuation issues. Please refer to 'Principle 4 – Functionality & Build Quality' and the updated Acoustic Report in the Appendix.

Sam Klopper (1915)
Director & Principal Architect
Klopper & Davis Architects

golden bay
independent living

DEVELOPMENT APPLICATION REV b

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& DAVIS
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-	30-05-2019	Issued to CoR DRP
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B	17-09-2019	Issued to CoR DA

KLOPPER & DAVIS ARCHITECTS

INTRODUCTION

THE ARCHITECT

Klopper & Davis Architects is a boutique architectural design studio. Each project is designed specifically for our clients and is much a collaboration as a design consultancy. The practice started in 2004 with a series of medium to large scale residential projects and has grown to include commercial, hotel, retail and multi-residential projects, as well as our specialty of single residential housing.

Sam Klopper and Matt Davis studied together, found like-minded architects in each other and started the practice based on a collaborative and complementary skills base. Sam takes a lead role in the design process, Matt takes the lead role in the delivery of the project. Each work collaboratively during the entire process and have significant input into both the design and the outcome. This structure ensures the seamless and consistent design and delivery of our projects.

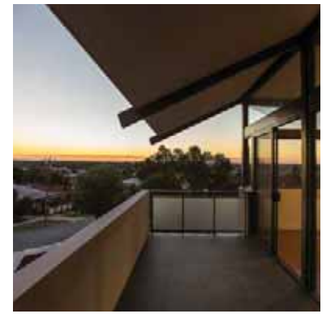
Our interiors are designed in-house by Interior Designer Olivia Reeves. They are meticulously considered, artfully composed and create a unique and beautiful complement to our architectural design. Both Matt and Sam are involved throughout the interior design process and each project is completed as a collaboration between the three.

We express our architectural identity through strong architectural forms, qualities of light and shadow, material composition and spatial relationship. We believe in celebrating warm, welcoming and liveable buildings. All our designs focus on passive solar design principles which create natural and honest living spaces both inside and out. Material use varies from earthy and raw to crisp and minimalist and we are guided by our clients and their taste. We believe this creates spaces that are not only truly bespoke, but individually crafted to our clients' needs.

Working closely with developers, KADA have adopted a pragmatic, hands-on approach to our commercial projects. Over the past six years, KADA have designed and documented over 500 apartments with a combined value in excess of $100M. We understand the challenge of balancing the financial needs of stakeholders and delivering buildings that are innovative, exciting and exemplify good design. Our continued practice in this area, coupled with our strong relationships with local authorities, consultants and contractors, allows us to keep innovating whilst ensuring our projects are delivered on-time and on budget.

THE CLIENT

Seacrest Homes was founded with the aim of creating a company that would build some of Perth's best homes. In turn, we have set benchmarks in design & customer service. Our attitude to satisfying our clients needs and our unrelenting attention to detail has earned us several Housing Industry Awards.



KLOPPER & DAVIS ARCHITECTS

INTRODUCTION

REFERENCES

This report forms the Development Application for a proposed mixed-use development within Golden Bay, Rockingham. This report refers to the following documents:

- City of Rockingham; Town Planning Scheme No. 2;
- Bicycle Parking & EOT Facilities (Planning Policy 3.3.14);
- Golden Bay Neighbourhood Centre Detailed Area Plan - v7 (March 2015);
- Golden Bay Design Guidelines;
- Residential Design Codes of Western Australia (R-Codes); and
- State Planning Policy 7.3; Residential Design Codes - Vol 2. Apartments.

PREVIOUSLY APPROVED SCHEME

Klopper & Davis Architects lodged a previous Development Application for this site on the 11th August, 2016. The scheme was considered by the Metro South-West JDAP on the 6th October 2016 who resolved to **approve** the application.

PRELIMINARY ASSESSMENT

Klopper & Davis Architects have worked closely with our clients and the CoR on a revised scheme we believe is a far superior outcome for all parties. This scheme was presented to the CoR on 21st Februrary, 2019.

Following the meeting, the CoR issued their Preliminary Assessment of the proposed development 21st March, 2019. The assessment was generally complimentary and the feedback was taken into consideration. A copy of the CoR's Preliminary Assessment is included in the Appendix.

DESIGN REVIEW PANEL

Klopper & Davis Architects presented to the DRP on 30th May, 2019. Panel Members included Emma Williamson and Tom Griffiths. The assessment summary stated that the proposal is considered to generally comply, or is capable or approval, subject to further clarification and compliance with a number of issues. Klopper & Davis Architects were delighted with the feedback and have worked hard to resolve the issues raised. We are confident with the revised design and are excited to develop this landmark development further following approval. A copy of the DRP Meeting Notes is included in the Appendix.

COR MEETING POST COMMUNITY SUBMISSIONS

Klopper & Davis Architects met with the City of Rockingham on 12th September, 2019, to discuss various queries the city had. Following this meeting, KADA have revised the drawings and report to accommodate various improvements and provide further clarity to the submission.

KLOPPER & DAVIS ARCHITECTS

INTRODUCTION

SITE INFORMATION

Address	Lot 636 Thundelarra Drive, Golden Bay
Architect	Klopper & Davis Architects
Developer	Seacrest Homes Pty Ltd
Local Council	City of Rockingham
Site Area	3,434sqm
TPS2 Zoning	Development (Commercial Zone)
R-Coding	Commercial (R60 residential permitted)
Detailed Area Plan	Golden Bay Neighbourhood Centre DAP - v7
Plot Ratio	0.8 Required
	2.16 Proposed
Street Setbacks	Nil Permitted (Mixed-Use)
	Nil Proposed
Side/Rear Setbacks	3m Required
	Varies; refer drawings
Building Height	Min. 2 storeys Required;
	G+3 & G+4 storeys Proposed
Comm. open-space	~1,000sqm Proposed
FFLs	Various; refer drawings
Vehicular Access	Access from Jundee Lane
Services	Refer Drawings

INTRODUCTION

THE BRIEF

Klopper & Davis Architects recognise Seniors are an important part of th City of Rockingham. Infact, seniors make up approx 21,000 (16%) of the CoR population, and this is expected to double in the next twenty (20) years.

In keeping with city's intent, our brief was to design a high-quality, 'Independent Living' project that will allow seniors to live a safe, fulfilling and enjoyable life. The proposed amenities will create an age-friendly community that benefits both the residents and the greater community.

Our client acknowledges the CoR's existing 'Activity Guide'. Our proposal has been designed in accordance with this guide: to promote healthy activity lifestyles and improve the overall health and well-being of the community. See section 'Principle 10 - Community' for more information.

THE INDEPENDENT LIVING MODEL

From the client:

The business model is based on retirement living and focused on providing the best lifestyle for the age appropriate market. Income is generated upon the sale and ensuing re-sale of each dwelling while providing services, in most cases, on a break even basis. We wish to create a total lifestyle for the residents with the residents having their individual homes providing a small part of the encapsulation and enjoyment of being surrounded by like-minded people and similar thinking new friends who also enjoy the services, clubs and facilities designed to maximise the enjoyment of their specific lifestyle. It is clear there is a demand for this kind of development in the area and welcome the opportunity. We are committed to delivering a high-quality outcome.

INTRODUCTION

PROJECT OVERVIEW

This application seeks approval for a 4 - 5 storey mixed-used development. The development comprises of 97 residential apartments, 4 convertible commercial units to Thundelarra Drive, 140sqm of flexible retail space, 2 large commercial tenancies and a generous provision of communal open-space & residential amenities which are also open to the public. There are also 102 car bays on-site.

In summary, the proposal consists of:

Basement

- Residential, Commercial & Residential ‘after hours’ Visitor Carparking;
- Motorcycle Bays;
- Secure Residential Bicycle Storage;
- Residential Stores;
- Building Services;

Ground Floor

- Residential Apartments;
- Convertible Apartments;
- Residents Dining Hall, indoor/outdoor seating areas & back-of-house;
- Flexible retail space;
- Resident’s lobby & lounge, reception & mail room;
- Residential Amenities (Parklands; Vegetable Garden; Arts & Craft; Hall; Health Studio (Gym & Pool)); (note also available to public).
- Resident’s Meeting Rooms;
- Residential Stores;
- Visitor ‘on-street’ parking;
- Residents, Commercial & Visitor Bicycle Storage;
- Loading Zone; and
- Building Services;

Typical Floors

- Residential Apartments;
- Private Open Space; and
- Residential Stores.

INTRODUCTION

ARCHITECTURAL CHANGES POST DRP & MEETINGS W/ COR

Changes include, but are not limited to, the following:

- Reduced the total number of units (incl. convertible units) from 103 to 101;
- Converted all vertical wall-mounted bike racks to horizontal, wall mounted-bike racks (1.8m x 0.5m);
- Minimised amount of bike racks behind car bays. There is now a dedicated area for bike storage near the carpark entry;
- Increased number of commercial parking allocations;
- Allowed 1 bay for Building Manager;
- Clarified intent of commercial bays being ‘after hours’ Residential visitor bays;
- Created turning areas at end parking aisles;
- Decreased ramp gradient to 1:5 (from 1:4) following CoR Traffic advice;
- Moved Universal Bay to basement to increase safety;
- Created a discrete & compliant Loading Zone near carpark entry;
- Pushed vehicle ramp back 6.0m and provided adequate sightlines and ‘queuing depth’ to Jundee Lane to improve safety and reduce bulk & scale to Jundee Lane;
- Shuffled along Entry 1 & Reception to better align with rear dining hall and existing cross-over to Thundelarra drive to facilitate pedestrian connections and views through;
- Relocated Building Manager Office closer to reception to create efficiency;
- Converted 2x ‘Convertible Units’ to 140sqm of flexible retail space to assist in activating Main Street;
- Increased Deep Soil Zone on ground;
- Further developed and refined parklands and landscaping with Landscape Architect (CAPA);
- Added secure lockers adjacent to the EOT facilities;
- Adjusted landscaping to accommodate lightpoles to Jundee Lane;
- Included permanent landscaping to corner to anchor the corner at ground level;
- Adjusted front-verge to ensure street trees and lightpole locations to ensure they don’t clash with proposed canopy;
- Refined apartment designs generally with in-house Interior Design team;
- Adjusted Type D2 to better respond to northern light and soften corner;
- Adjusted Type C2 to better respond to northern light, softern corner and facilitate views to the parklands below;
- Adjusted typical floor plan to include a Type B6 unit which benefits from cross-ventilation and assists in breaking up the horizontal mass of the East Wing;
- Added operable highlight windows to Apt. 89 & 91 to assist with cross-ventilation and allow winter sun deep into the dining space;
- Raised lower basement level up 150mm to increase height above water table;

PRINCIPLE 1

CONTEXT & CHARACTER

PRINCIPLE 1 - CONTEXT & CHARACTER

Golden Bay estate is a new coastal community based in Perth's southern corridor. Nestled between the established suburbs of Secret Harbour and Golden Bay, the estate promises a well-developed sense of community with a friendly and relaxed lifestyle.

Located just 10 minutes north of Mandurah and with easy access to the freeway and railway services, Golden Bay is highly-connected. The main access road to the estate is Warnbro Sound Avenue, (~100m East).

Lot 636 Thundelarra Drive sits directly adjacent to the Golden Bay Village Centre. Currently under construction, the Centre will provide a 1,000sqm supermarket, specialty shops, medical centre and community piazza space. Directly south of our lot is a proposed child centre. Our site is in close proximity to Carlindie Parkway; a 1.3hA beach themed park which features picnic facilities, football goals and a half-basketball court.

The Golden Bay Neighbourhood Centre Detailed Area Plan outlines several large R40 and R60 residential zones at the corner of Warnbro Sound Avenue & Aurea Boulevard. The remainder of the neighbourhood consists of low density housing. In addition to its public transport connections, an established pedestrian footpath network makes the estate very walkable and user-friendly.

The massing of the development was informed by a thorough and systematic site anaylsis process, to maximise natural light, minimise overshadowing, whilst providing an appropriate level of development on the main street. We note there are 4 other sites in close proximity which are also zoned Multi-Residential under the DAP so we have designed our building with regards to the future context of the area.

It should be noted that the outcome of the DRP, was that "the development is considered to be of an excellent standard and 'of this place'".

MAP LEGEND

●	Lot 636
○	Neighbourhood Centre
1	Golden Bay Village Centre
2	Golden Bay Primary School
3	Comet Bay College
4	Carlindie Parkway Park
5	Colour Block Park
6	Sunset Hill Park
7	Stage 2G Park
8	Golden Bay Foreshore
9	Skatepark
10	Baptist Church
11	Secret Harbour Golf Club
12	Secret Harbour Community Centre
13	Rockingham Centre (16km NE)
14	Mandurah (15km S)
15	Perth CBD (60km N)

○	Single Residential Development
○	Multi-Residential Development
○	Golden Bay Village Centre
○	Medical Centre
○	Child Care Centre
B	High Frequency Bus Stop #26565 (within 250m)

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PRINCIPLE 1 - CONTEXT & CHARACTER

CONTEXTUAL INSPIRATION













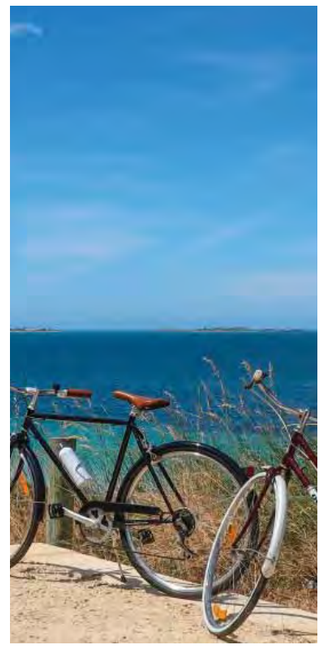

PRINCIPLE 1 - CONTEXT & CHARACTER CONTD.

EXISTING SITE CONDITIONS

View from NE Corner (Thundelarra Drive)

View from NE Corner (Thundelarra Drive & Carlindie Parkway)

Proposed Child Care Centre (by others)

View from NW Corner (Carlindie Parkway)

View from SE Corner (Thundelarra Drive)

Proposed Golden Bay Village Centre (by others)

PRINCIPLE 1 - CONTEXT & CHARACTER CONTD.

BUILDING SITS COMFORTABLY WITHIN CONTEXT

PRINCIPLE 1 - CONTEXT & CHARACTER CONTD.

BUILDING SITS COMFORTABLY WITHIN CONTEXT

PRINCIPLE 1 - CONTEXT & CHARACTER CONTD.

BUILDING SITS COMFORTABLY WITHIN CONTEXT

PRINCIPLE 1 - CONTEXT & CHARACTER

PROPOSED DEVELOPMENT WITHIN FUTURE CONTEXT.
BULK & SCALE APPROPRIATELY CONCENTRATED AROUND VILLAGE CENTRE & TRANSPORT NODES

Future Multi-Residential Development by others

Village Centre; Epicentre of Density & Activity

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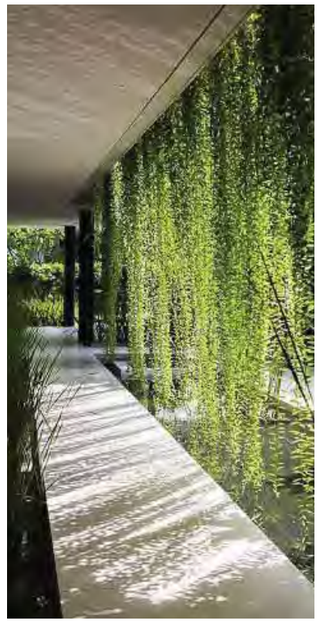
PRINCIPLE 2

LANDSCAPE QUALITY

PRINCIPLE 2 - LANDSCAPE QUALITY CONTD.

LANDSCAPE EXEMPLARS
















PRINCIPLE 2 - LANDSCAPE QUALITY

TREE CANOPY & DEEP SOIL AREAS

Klopper & Davis Architects acknowledge that trees and high-quality landscaping make a significant contribution to the ecology, character and amenity of our neighbourhoods. As such, we have proposed a generous ‘Parklands’ which is accessible by the public. We also propose to retain the existing street tree on the corner. It is envisioned to provide habitat for fauna, manage stormwater and improve amenity for the residents and the community. Furthermore, the park will provide a nice outlook for the ground floor dining hall and the proposed terrace housing along Jundee Lane. The parklands has been orientated to receive northern light as well as afternoon sun. A significant portion of the parklands is Deep Soil Area which will sustain the development of small, medium and large tree canopies. Furthermore, we’ve worked closely with a Landscape Architect (CAPA) to ensure the total area provided is considerably larger than the minimum required by Design WA. The proposed facade and canopy design takes into consideration the provision of proposed street trees along Thundelarra Drive. These are proposed to be large Cook Island Pine tree’s in keeping with the surrounding street trees. These steps will allow the canopy to prosper and will guide the residents’ views of the trees through their bedroom windows. Refer to Landscape Report in Appendix.

LANDSCAPING ON STRUCTURE

In addition to the ‘Parklands’, we propose a significant amount of landscape on structure. Each balcony includes an integrated planter box and/or vertical trellis. The structures are of sufficient size to ensure native species will thrive without damaging the building. The planters will provide visual amenity to the residents, soften the building and conceal drying racks. The ground floor apartments will have larger planters to ensure adequate privacy between the private and communal open-spaces. The planters to the south of the development ensure there is no overlooking from the balconies to the future Child Care Centre. The planters typically accommodate 1,000mm of soil depth which will sustain various ground covers, shrubs and small ornaments. The ‘bridge’ between the two buildings also incorporates free-standing, metal planters and vertical trellis. This brings the ‘park’ up into the development. These planters accommodate 600mm of soil depth which will sustain various ground covers, shrubs and vertical trellis. On the upper level, deep planters border the facade. These planters again soften the building and obscure the recessed upper level. Refer to Landscape Report in Appendix.

PLANT SELECTION, IRRIGATION PLAN & MANAGEMENT

Klopper & Davis Architects have worked closely with a Landscape Architect (CAPA) to ensure the proposed plant species and irrigation is appropriate for this site. All landscaped areas will be designed in accordance with Golden Bay Design Guidelines and the Water Corporation’s Waste Wise Development Criteria. Where possible, storm water will be stored and re-used on-site. Refer to Landscape Report in Appendix.

Our client is committed to managing and maintaining the landscape to a high-quality. As the development will be owned by one entity, access and maintenance will managed by the building manager. Furthermore, we have chosen largely coastal species which require little maintenance.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The previously approved scheme provided a total of 128m² of landscape which was all on the ground floor. The proposed scheme provides a total of 771m² landscaping (~465m² of which is on the ground floor). The proposed scheme provides a generous ~6x as much soft-landscaping than the previously approved scheme which is highly desirable for the residents, neighbours and the greater public.

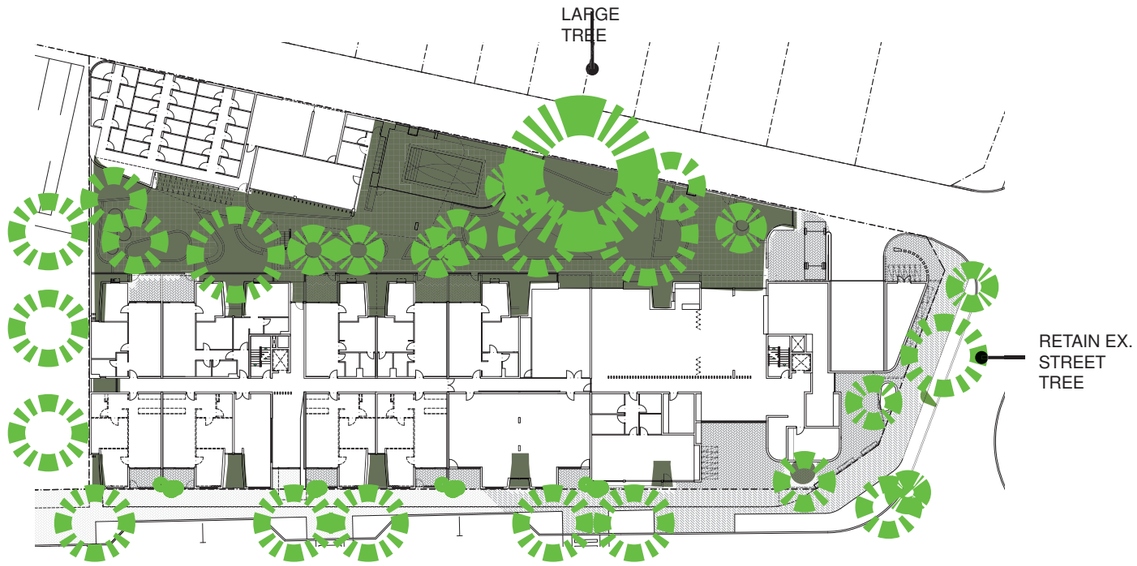


DIAGRAM - SITE PLAN LANDSCAPING

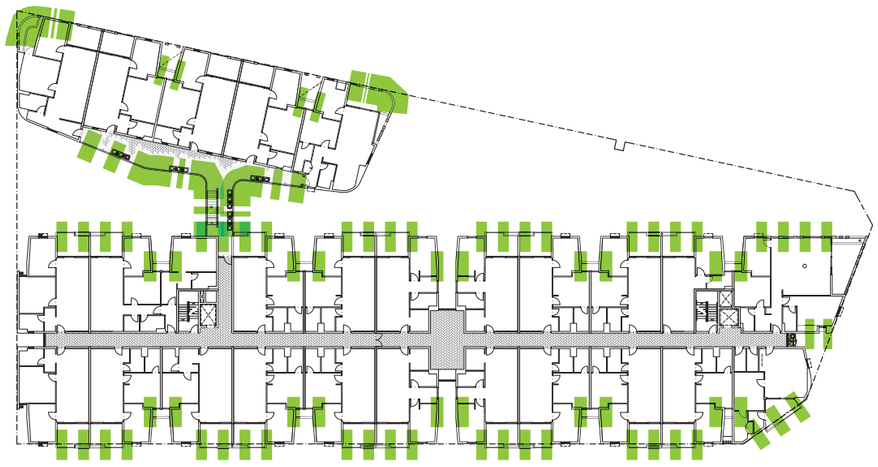


DIAGRAM - TYPICAL LEVEL LANDSCAPING

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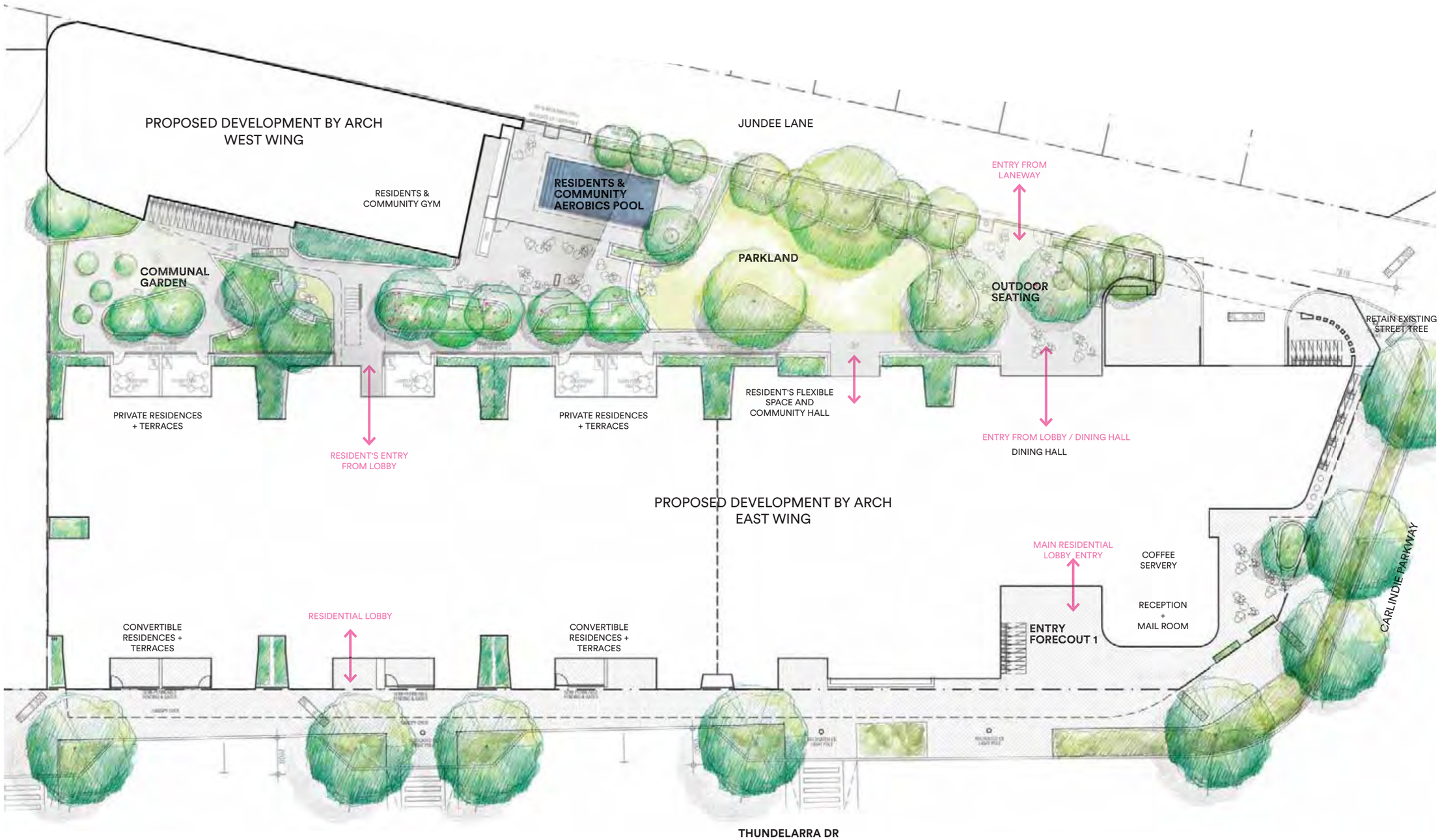
PRINCIPLE 2 - LANDSCAPE QUALITY CONTD.

LANDSCAPE - SITE PLAN



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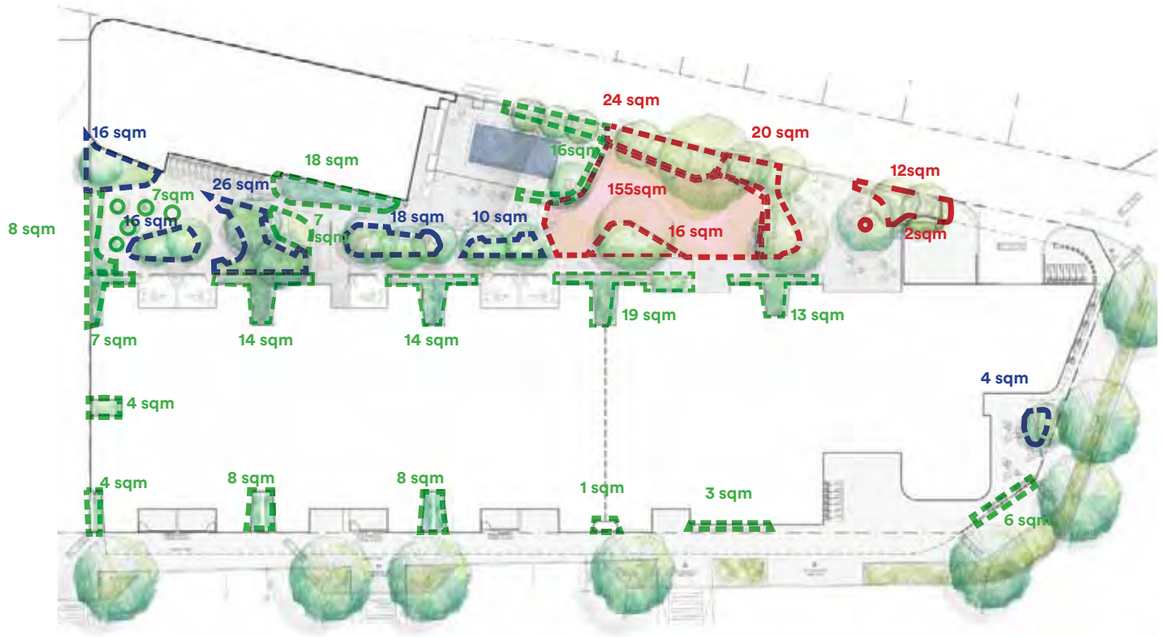
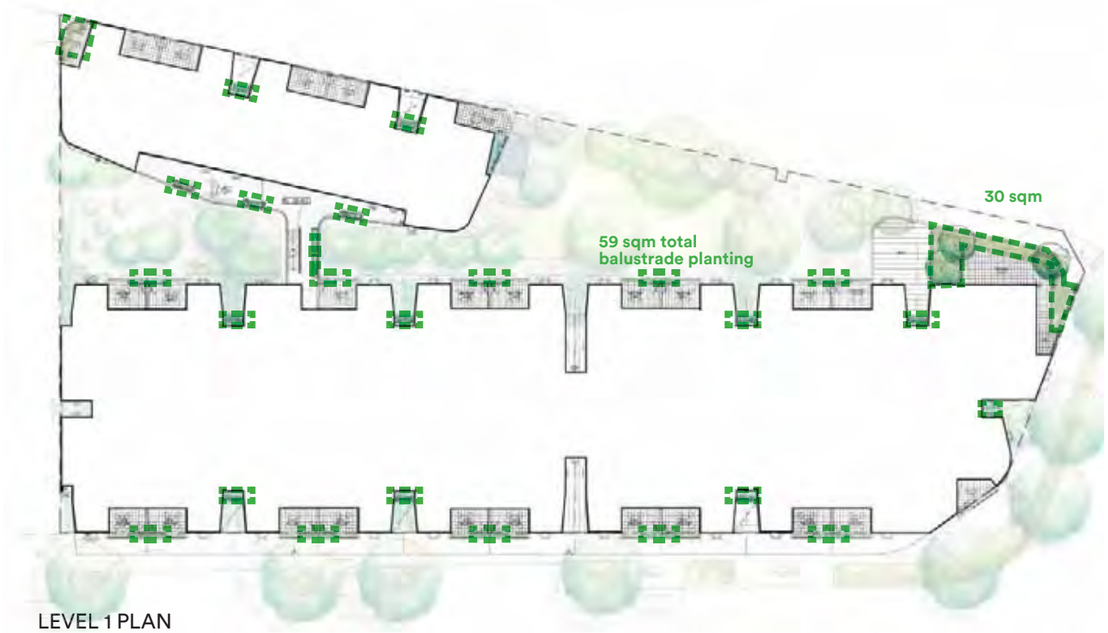
CAPA

PRINCIPLE 2 - LANDSCAPE QUALITY CONTD.



GROUND LEVEL PLAN



LEVEL 1 PLAN

TOTAL LANDSCAPE AREAS KEY

- DEEP SOIL AREAS
- DEEP SOIL AREA (ON SLAB BUT MORE THAN 1M DEEP)
- LANDSCAPE AREA (ON SLAB, LESS THAN 1M DEEP)

	GROUND	1	2	3	4	TOTAL
PLANTERS (ON SLAB But >1m DEEP)	90	0	0	0	0	90
PLANTERS (ON SLAB But <1m DEEP)	146	86	56	56	108	452
DEEP SOIL AREA	229	0	0	0	0	229
TOTAL LANDSCAPING	**465**	**86**	**56**	**56**	**108**	**771**
SITE AREA						**3431**
WACP RECCOMENDED DEEP SOIL AREA (10% SITE)						**343**
PROPOSED DEEP SOIL AREA ON GROUND						**229 (67%)**
MIN. PLANTING ON STRUCTURE REQ'D (2 x (343-229))						**228**
PROPOSED PLANTING ON STRUCTURE						**306**

The proposed development aims to meet Element Objective O.3.3.3 of the WAPC Guidelines by :

1. Maximising deep soil area where possible (no slab under or roof above)

2. Where the above cannot be met, the proposal aims to maximise additional planter on slab infrastructure to help cater to the mature sizes of the proposed new trees. Planters are generous in area and will achieve a min 1m soil depth. In the next stage, saturated soil weight information will be provided to the Structural Engineer. All planters will be designed to be adequately lined with corflute, drainage cells and geofabric for protection and to aid drainage in the long term. We recommend drip line irrigation (below mulch level) for planters for water efficiency and to prevent evaporation loss.

3. The proposal also seeks to maximise landscape with the use of balcony planters and vertical trellis design. Trellis planting has been carefully considered for the site conditions. All trellis are easily accessible, either via a) walkways or b) maintenance mesh platform (to allow light to filter through).

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PRINCIPLE 2 - LANDSCAPE QUALITY CONTD.

LANDSCAPE - SKETCH
PARKLAND

WALKWAY - 1:20 walkway with kerb (low wall) on one side

RECESS PLANTERS - Variety of lush shade resistant planting to apartment lightwell alcove

PARKLAND GROUND PLANTING - Swale of native planting, informal planting mixes

LARGE DECIDUOUS TREES - Gleditsia tricnathos 'Shademaster' provides dappled shade, autumnal interest and allows a sunny aspect in winter

SEAT AREA - Curved seat with low wall back rest.

PARKLAND LAWN - Hardy variety chosen. Large open extent for flexible outdoor activites.

POOL BALUSTRADE PLANTER - Retained edge to pool terrace with garden bed of cascade planting to soften edges. Balustrade to run through top of of planter for safety.

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CAPA

View from Parklands

View from Dining Hall Alfresco

PRINCIPLE 3

BUILT FORM & SCALE

PRINCIPLE 3 - BUILT FORM & SCALE

PRINCIPLE 3 - BUILT FORM & SCALE

BUILDING HEIGHT

As the site slopes, the maximum height of the East Wing along Thundelarra Drive is 14.024m (to the North) and 13.105m (to the South) not including the upper storey which is setback. The maximum height of the East Wing along Jundee Lane is 17.285m (to the West). The maximum height of the West Wing along Carlindie Parkway is 13.630 m (to the North) and 13.145 (to the South). These heights are above the minimum 2 storeys as prescribed in the Detailed Area Plan (DAP), however, we strongly believe the height is contextually appropriate and in keeping with the objectives of the DAP. Those objectives being:

a) Establish a 'main street' based Neighbour Activity Centre of a scale appropriate to its role as a focal point of a residential community and its role in the hierarchy of the region: and

b) Provide a context for higher-density residential development that capitalises on proximity to local services.

The slightly taller East Wing, capitalises on it's main street frontage, responding to the future scale of the shopping centre, whilst the lower West Wing respects the single-residential terrace housing to it's West.

Concentrating development along main roads adjacent shopping centres is highly appropriate and best-practice. Our experience is that elements such as 'height' and 'bulk' don't necessarily negative neighbourhood character. In fact, we believe our development will benefit the community. We'd like to remind the city that any perceived 'over development' is justified by the highly considered architecture and generous amount of communal open space and communal amenities which 'give back' to the community.

We'd like to reiterate that the Design Review Panel said "the balance of scale and height is right".

CONSULTATION WITH THE COR

We have worked closely with the CoR to produce a building form that meets the design intent of the guidelines, has no adverse impact on the neigbours and is thus supportable by council. Furthermore, we agree the balance of the (West Wing) mass on the laneway and openess of the landscape is critical to the project's success.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The previously approved scheme had a maximum height of 12.514m (to the South). We have setback the fourth floor so the building's effective height on the street is only 13.105m (to the South), which is only ~0.60m taller than the previously approved scheme. The setback storey makes negligible impact to the amenity of the southern neighbour as shown in our over-shadowing diagrams (refer section 'Principle 6 - Amenity'). It should also be noted that the varied heights of the proposed scheme add visual interest along Thundelarra Drive and present a far better architectural outcome than the previously approved scheme.

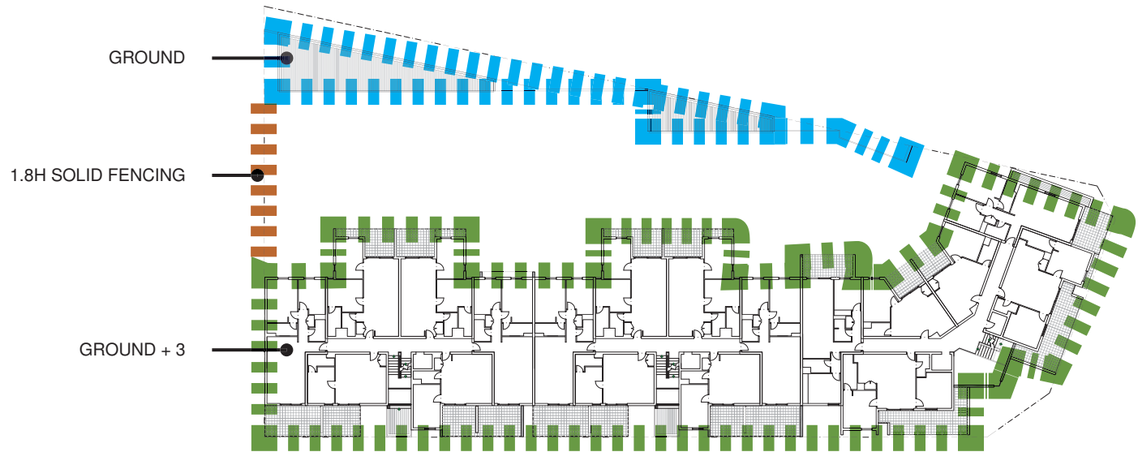

DIAGRAM - HEIGHT OF PREVIOUSLY APPROVED SCHEME

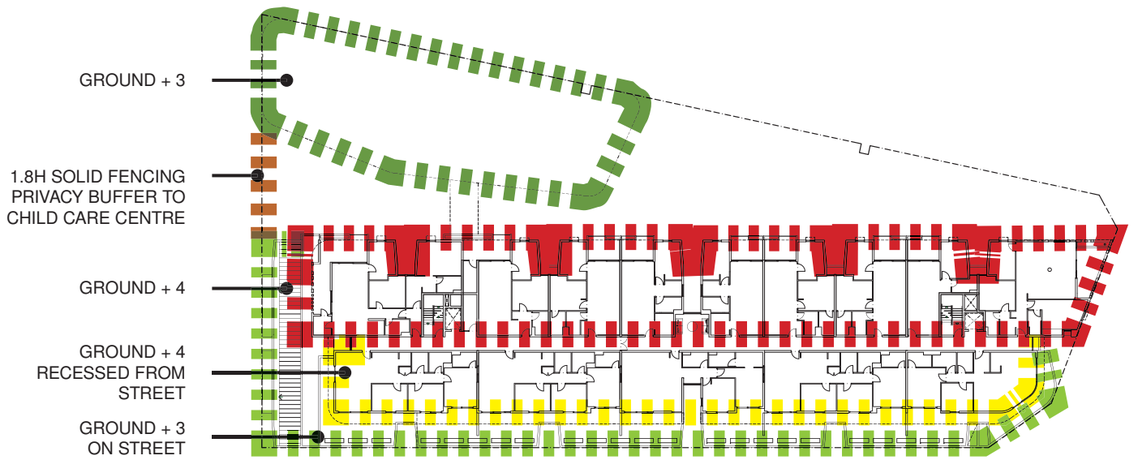

DIAGRAM - HEIGHT OF PROPOSED SCHEME

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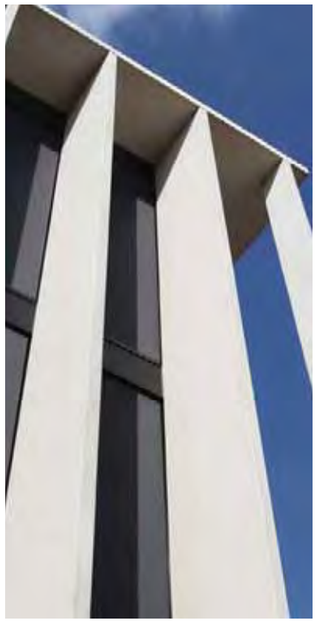
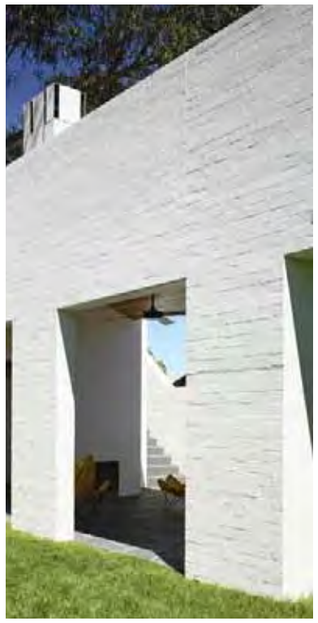
View from Jundee Lane

PRINCIPLE 3 - BUILT FORM & SCALE

DESIGN EXEMPLARS







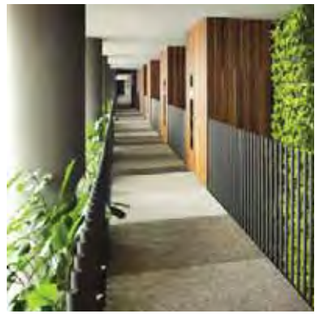












PRINCIPLE 3 - BUILT FORM & SCALE CONT.D

BUILT FORM & ARTICULATION

The development is broken into two wings; East and West. Each wing has their own distinct architectural style. The East Wing generally features sharp and geometric forms and bold, horizontal gestures whilst the East Wing employs soft curves and finer, vertical elements. The contrast between the two wings creates visual interest and reduces the bulk and scale of the development and adds a sense of identity for the residents. Furthermore, the curves relate to the curved forms of the proposed Child Care Centre.

The ground floor of the East Wing is treated in the same textured brick as the West. It's punctured by an extensive amount of glazing and sheltered by a continuous, dark steel canopy. The recessed upper floor features a dark metal cladding. Breaking the building into a defined base, middle and top, reduces the bulk and scale of the development.

With regards to the East Wing, large white brick boxes frame the balconies whilst deep recesses break the facade into six (6) separate portions. Notably, there is a deep central recess which splits the wing into North & South and encourages cross-ventilation and natural light to the corridor. The balcony planter boxes sit proud of the brick and alternate location on each level. The combination of building articulation, various architectural elements and changes in texture, material and colour achieve rhythm and visual interest.

With regards to the West Wing, a finer architectural language is employed. Various brick and steel balustrades, brick priers and vertical trellis soften the elevation. In much the same way, full-height windows shift position to create a sense of play across the facade, relating back to the vertical brick piers. On the ground floor, perforated feature metal screens abuts the laneway, concealing access to the Bin Store and various Plant, whilst adding visual interest to the ground plane.

Furthermore, the corner of Thundelarra Drive and Carlindie Parkway is articulated by a curved feature timber element. The element forms the facade, concealing the vehicle entry, fire escape doors, a 'hole-in-the-wall' servery, mailboxes and lighting. It then continues through the entry forming part of the dining hall. This architectural gesture leads people through the development and into the communal parklands. This language is used again in Entry 2 with a timber feature wall which wraps up to form a canopy.

As noted in the DRP Meetings notes, "the colour and selection of materials over the two buildings is considered successful [and] the degree of articulation and feature brickwork elements are supported and critical to the Panel's support of the design".

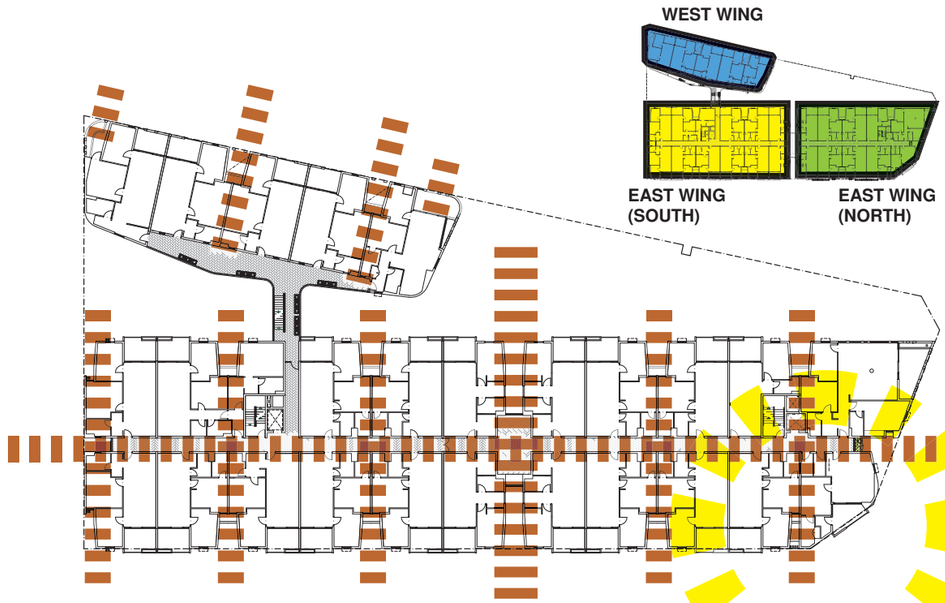


DIAGRAM - ELEVATION ARTICULATION & CORNER ACTIVATION

CORNER ACTIVATION

The building's architecture has been highly considered to responds to the corner of Thundelarra Drive and Carlindie Parkway. It's varied form and materiality adds visual interest and clearly defines the building's main entrance.

BUILDING SEPARATION

Our development has been designed in accordance with Design WA's Element Objectives. With regards to separation within the site boundary, the two wings are separated by parklands and connected with a bridge. The separation ranges from ~5.0 - ~17.4m (11.1m average). Where there are openings across from each other or may overlook the neighbouring lot, they have been screened appropriately (shown in blue on diagram).

DIAGRAM - TYPICAL LEVEL BUILDING SEPARATION & SCREENING

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PRINCIPLE 3 - BUILT FORM & SCALE CONTD.

STREET SETBACKS

As stated in the objectives of the Detailed Area Plan: “the street setback for multiple dwellings may be Nil in the case of mixed-use developments, and also for residential building elements that provide architectural interest. As such, our development has nil street setbacks. It should be noted that the entry lobby to the East Wing is setback 7.3m from Thundelarra Drive, and the timber corner element is setback ~1.2m from Carlindie Parkway (5.5m from edge of road). These generous setbacks accommodate an entry forecourt, small alfresco areas, planting and sheltered bike storage. The vehicular entry is setback 6.0m from Jundee Lane to maximise vehicle safety. Most of the facade is occupied by balconies. As such, most of the living rooms are setback at least~2.2m from the boundary assisting in visual privacy to the apartments from the street. Furthermore, deep planters on the facade are recessed ~3.8m from the boundary adding visual interest to the street elevation and reducing the building’s apparent bulk & scale. It should also be noted that the upper level is recessed ~3.8 - ~4.3m from Thundelarra Drive to ensure it is not visible from the street.

SIDE & REAR SETBACKS

The West Wing’s setback to Jundee Lane ranges from 2.0m at the carpark entrance to ~9.5 to ~28.0m. To maximise the parklands and ensure adequate building separation, the West Wing has Nil setback to Jundee Lane. As Jundee Lane is dominated by garage doors, we are confident this will have absolutely no adverse impact to the amenity of the street. As shown on our sections, most of the development will not be visible from these houses along Jundee Lane. As shown on the diagram adjacent, A4 is 128m2 where as A5 is 425m2. We therefore argue that the majority of the development (77%) exceeds the 3.0m rear setback.

To maximise the parklands and capitalise on Thundelarra Drive, we propose Nil Setback to the South. The Child Care Centre proposes a storage shed and carpark to this part of their site so we are confident the West Wing’s Nil setback will not impact the amenity of the centre. As shown on the diagram adjacent, the sum of A1 and A2 is 103m^2 where as A3 is 155m^2. We therefore argue that the majority of the development (60%) exceeds the 3.0m. side setback. The proposed envelope is much more favourable for the southern neighbour than if we were to develop all the way up until the setback line. Furthermore, the Child Care Centre’s proposal shows planting and large trees along this boundary which will partially obscure our development. We have also setback the upper level of the East Wing ~8.0 - ~11.6m to maximise light and ensure there is no overlooking concerns. We also propose a built-in planter box (shown in green) to those terraces to add more privacy.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME.

The previously approved scheme was approved with Nil side & rear setbacks thus the proposed scheme is also supportable by council. The proposed scheme has been further refined and presents a far better architectural outcome to the Child Care Centre.

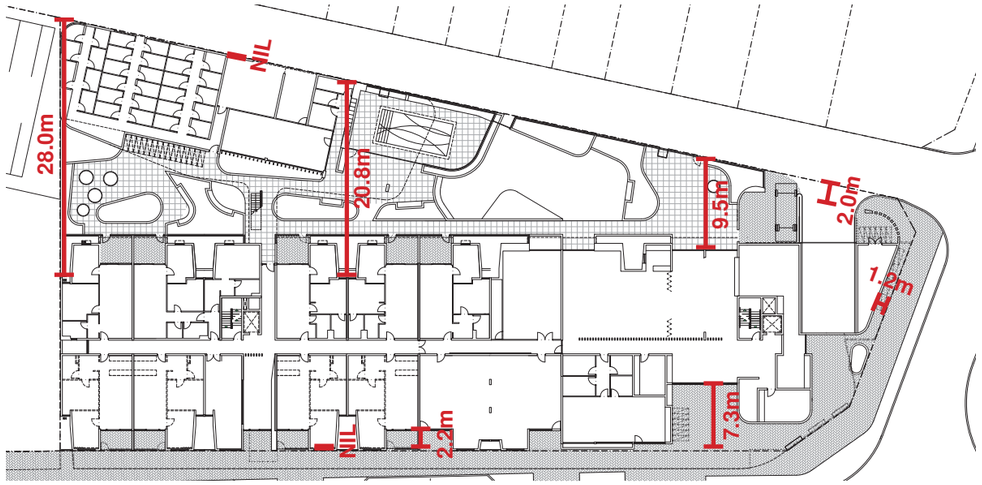


DIAGRAM - PROPOSED SETBACK DIMENSIONS

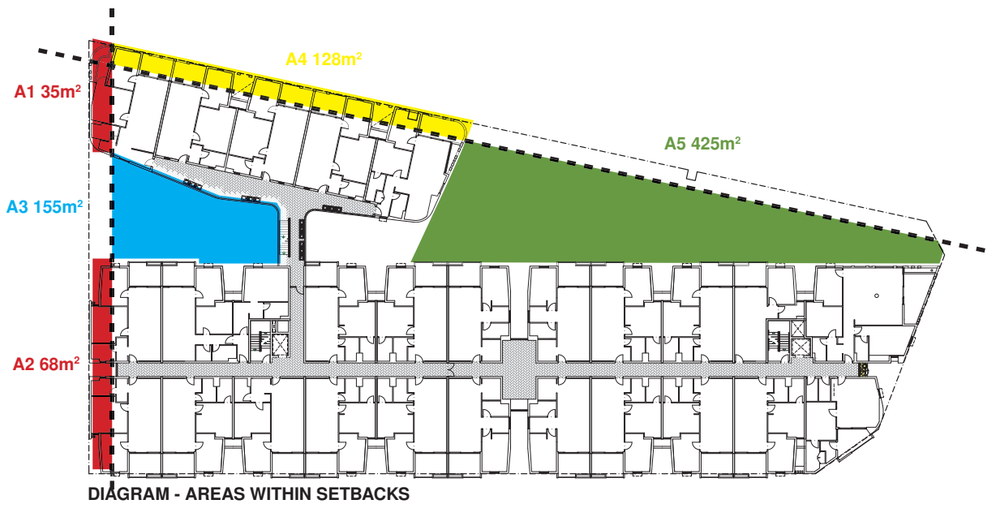


DIAGRAM - AREAS WITHIN SETBACKS

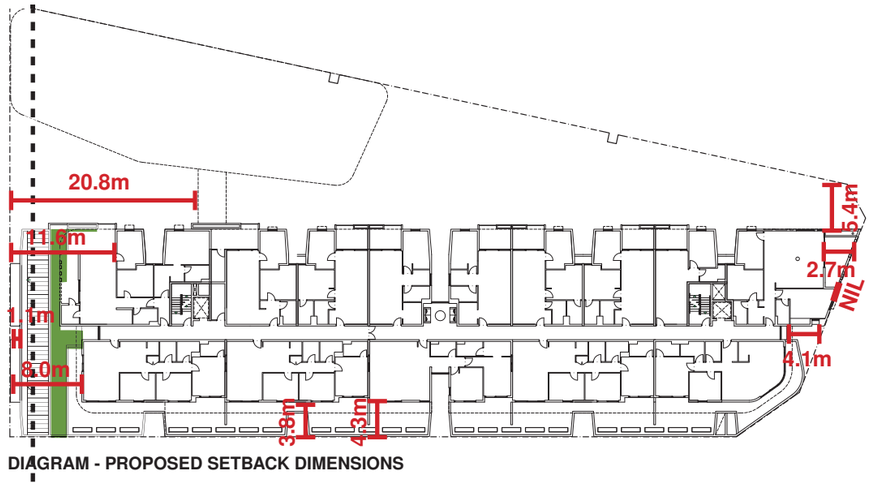


DIAGRAM - PROPOSED SETBACK DIMENSIONS

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 3 - BUILT FORM & SCALE

EAST WING (‘YING’)

WEST WING (‘YANG’)

PRINCIPLE 4

FUNCTIONALITY & BUILD QUALITY

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY

SIZE & LAYOUT OF DWELLINGS

The proposed design provides a diverse mix of 1-bed, 2-bed and 3-bed apartments to cater for a range of accessibility and affordability requirements. Apartments vary in size from 47sqm to 112sqm. Every habitable room has been designed to exceed the minimum internal floor area and dimensions set-out in Design WA.

We acknowledge that some of the proposed strata areas are slightly lower than those suggested by Design WA. We have worked hard to ensure these apartments are designed as efficiently as possible to make them open and airy in keeping with Design WA's Element Objectives. It should be noted that Design WA focuses on traditional apartment dwellings whilst Independent Living Models require less area. Furthermore, the DRP meeting notes stated "the overall planning and functionality of the [2 bed] apartments are not compromised by the proposed 3.6m width".

The internal layouts are generally open-plan to accommodate furniture settings and personal goods appropriate to 'Independent Living'. Ceiling heights generally range from 2.4-2.7m to ensure rooms are optimally proportioned. Where possible, ceiling heights are increased to 3.0 and 3.5m.

Refer to Apartment drawings in Appendix.

DWELLING MIX

The 'mix' has been guided by both our clients' experience and needs, our experience and the guidelines set-out in Design WA. We propose a total of 103 dwellings, of which 97 are residential.

1 Bed x 1 Bath:	7 (6.9%)
1 Bed x 1 Bath + Study:	42 (41.6%)
2 Bed x 2 Bath:	40 (39.6%)
3 Bed x 2 Bath:	12 (11.9%)

Refer to Area Schedule in Appendix.

CIRCULATION

The design of the circulation corridors has been highly considered to improve the amenity for residents and visitors. The 1.5m-wide internal corridor of the East Wing open up to the exterior with glass and operable windows, allowing natural light and cool breezes deep into the plan. The West Wing is accessed by an external green bridge, lined with steel balustrades and green trellis. Exterior stairs connect the green bridge with the ground plane encouraging people to use them instead of the elevators which is both sustainable and promotes an active lifestyle for the residents & visitors

To delineate the corridors and assist way-finding, each lift is setback ~0.5m from the corridor. The lift lobby ensures that people can still walk past with ease whilst others are waiting for the lift. There is also a lounge area with views to the parklands in the middle of the corridor. Following approval, our interior design will further refine the corridor design to ensure it is both visually appealing and easy to navigate for the residents & visitors.

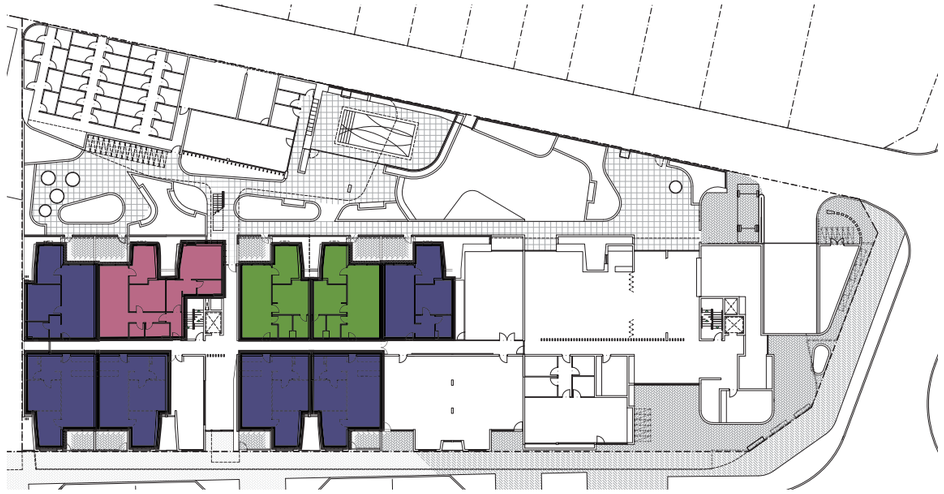


DIAGRAM - DWELLING DIVERSITY GROUND FLOOR

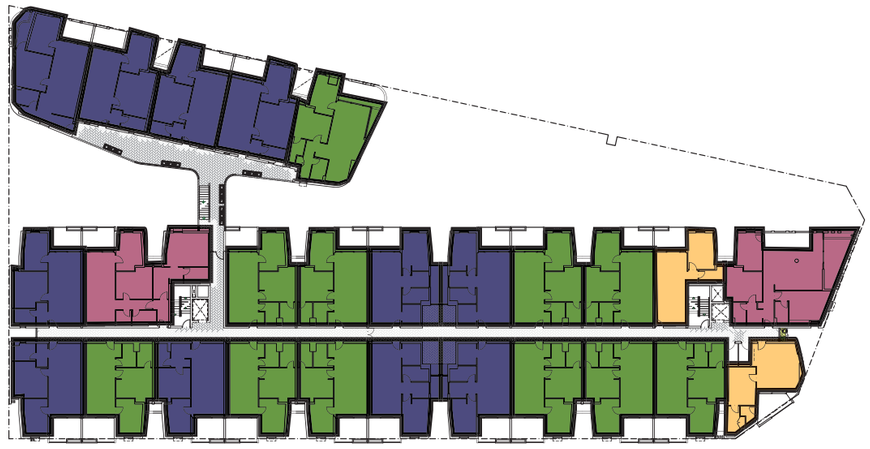


DIAGRAM - DWELLING DIVERSITY TYPICAL LEVELS

DIAGRAM - DWELLING DIVERSITY FOURTH FLOOR

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY CONT.D

VEHICLE ACCESS & PARKING

Access is provided via a single cross-over on Jundee Lane. The location of the cross-over is in keeping with the 'preferred vehicle access point' as indicated in the Detailed Area Plan and is clearly identifiable from the street. We have liaised with a Traffic Consultant and the City's Traffic Engineering Department to ensure it meets the COR's requirements. **To summarise, our Traffic Engineer is confident "the level of generated traffic will have no material impact" on the local traffic network.**

The proposal provides 102 parking bays and 15 motorcycle bays on-site. Of the total carbays, 86 are for residents which is the number required under Design WA. There are also 12 bays for commercial which include bays for the proposed commercial, retail, building manager, occasional carer and 1 disabled bay. All of the residential and commercial parking is discretely located on the Basement level at great cost to the client to preserve the amenity of the streetscape. The parking has been designed in accordance with the relevant Australian Standards to ensure it is safe for drivers, cyclists and pedestrians alike. Wheel-stops will be provided. 4 on-street visitor bays are directly available along Thundelarra Drive in addition to 7 'after hours' visitor bays in the basement. Although not included within our count, there is also ample street parking in close proximity to our site with 24 on-street bays within 100m of site and 126 within 250m (not including the Shopping Centre Carpark). It should be noted that the adjacent shopping centre provides ~200 carbays.

It is our client's experience that many of the Independent Living resident's don't require a carbay so their 'bay' can also be used for their own visitors. It's important to note that residents that require carers usually can't drive anyway so they don't need a carbay allocation. In much the same way, the tandem 'horizontal stacker' arrangements will be managed by the owner where residents who use their car infrequently can elect to 'store' their car on the second bay, freeing up the first bay for daily use by another resident. As the development will be owned by the client (i.e. not your typical strata arrangement), this is possible and common practice. Due to the 3.8m clearance in the carpark, 40 vertical stacker bays could be installed in the future if the parking requirements of the development changed. Theoretically, an additional 20 carbays could be added to the basement with no detrimental impact to the streetscape or greater community. Furthermore, it is clear that many of the visitors will use the adjacent Shopping Centre carpark for quick visits.

Only standard vehicles and motorcycles are expected to the travel to the basement.

To reduce the reliance on vehicles, we propose a total of 69 bicycle racks. Of these 53 are for residents which is greater than the minimum required. There are also 10 for visitors and 6 for commercial staff. Refer to section 'Principle 5 - Sustainability' for more information. There is also a high-frequency bus route out the front of the development. Furthermore, our reliance on ride sharing apps such as Uber is reducing our reliance on personal vehicles. These services can be managed by the Building Manager to assist the residents. For the above reasons, we ask the Council to show discretion in its parking requirements.

COMPARISON TO PREVIOUSLY APPROVED SCHEME

The previously approved scheme provided ~1,900m^2 of on-site parking on the ground floor. The proposed scheme provides no parking on ground; instead it is discretely and securely located in the basement. This is a far better architectural outcome for the residents, neighbours and greater community. Instead of on-grade parking which is visually unappealing and contributes to urban heat island effect, we propose a communal parklands.

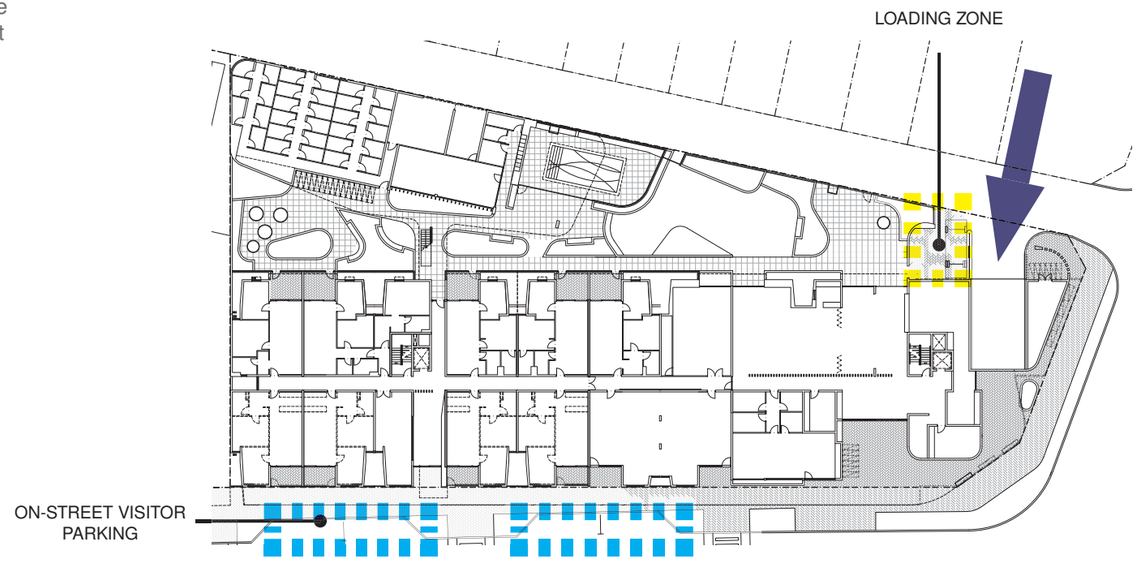


DIAGRAM - VEHICULAR ACCESS & GROUND FLOOR PARKING

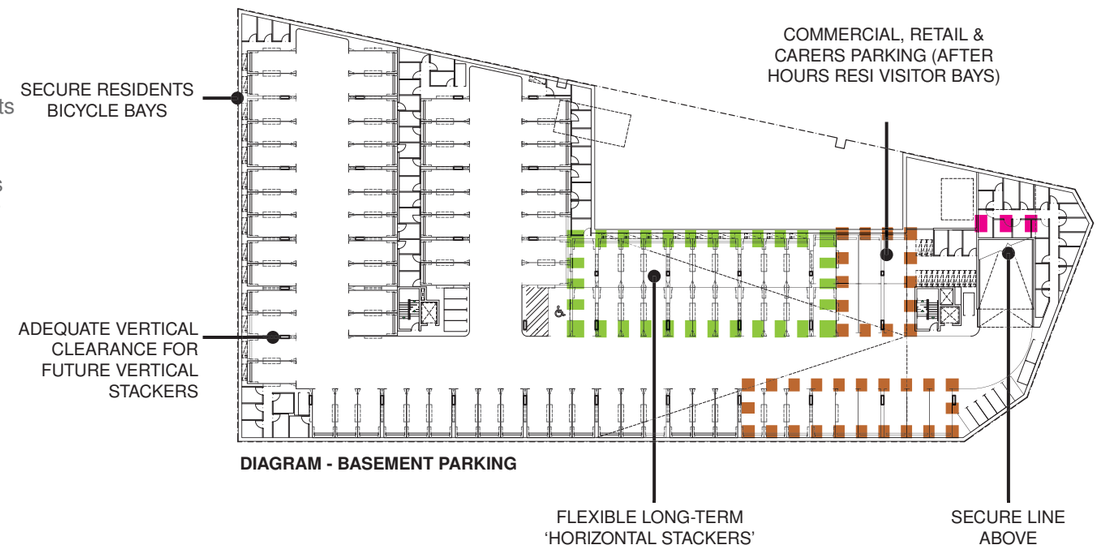


DIAGRAM - BASEMENT PARKING

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY CONT.D

ON-STREET VISITOR PARKING

**INCL. SHOPPING CENTRE PARKING LOT (200 BAYS)

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY

UTILITIES

Major plant, such as the Mechanical Plant & Fire Tanks, are located in the Basement to negate any impact on the streetscape. In much the same way, additional plant has been discretely located to the rear of the West Wing along Jundee Lane. Much like the Bin Store's roller door, their roller doors and mechanical vents will integrated into the feature perforated metal cladding. The Fire Booster will be discretely integrated into the Entry's brick facade to minimise it's impact on the streetscape.

Services such as air-conditioning condensor units. photo-voltaic cells and TV antennae, will be located on the roof of the development, setback adequately from roof edge. As the roof of the West Wing will be visible from the upper levels of the East Wing, the services on top of the West Wing will be concealed behind a feature metal screen. Refer to section 'Principle 5 - Sustainability' for more information.

Waste will be stored in the Bin Store located on the ground floor of the West Wing in accordance with the Better Practice considerations of the WALGA Multiple Dwelling Waste Management Plan Guidelines. The bin store has been designed to accommodate green waste, recycling and general waste, bin wash down area and the temporary storage of large bulk items. The bin store's location is both convenient and minimises any negative affects to the streetscape (namely Jundee Lane) and residents. A single roller door will be discretely located in the perforated metal facade allowing the bins to be collected off Jundee Lane. The provision of the bin store will reduce the number of receptacles on the street and negate the need for a temporary 'lay-down' area which is visually unappealing. Refer to the Level 1 Waste Management Plan in the Appendix.

All utilities are located such that they are easily accessible for maintenance and do not restrict the safe movement of vehicles or pedestrians. It should also be noted that the plant rooms are generally oversized to allow for any future changes and/or needs.

The location of box gutters and downpipes has been highly considered so they are not visible from the street. Following approval, we will work closely with a Hydraulic Engineer to devise an efficient stormwater management system.

A loading zone is proposed next to the vehicle entry off Jundee Lane in keeping with the Golden Bay Design Guidelines. The zone is adequately sized and will be used infrequently by utility vehicles. The vehicle will have to reverse out but we foresee no issues as Jundee Lane is a quiet street with low vehicle traffic (Refer Traffic Report in Appendix).

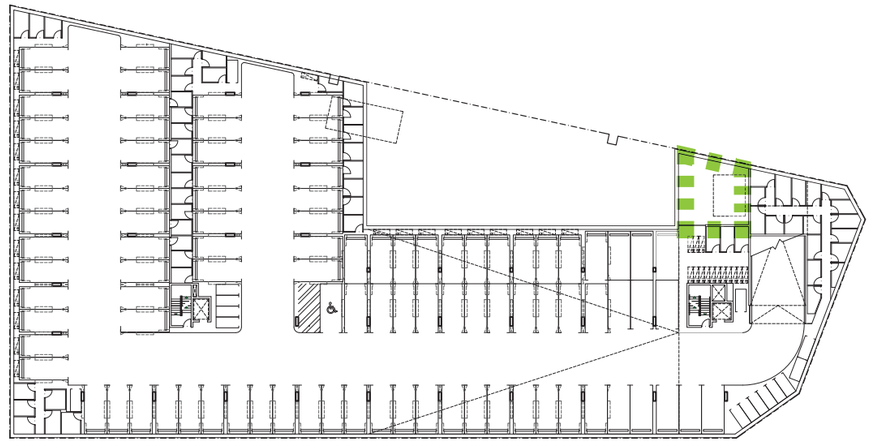


DIAGRAM - SERVICES BASEMENT

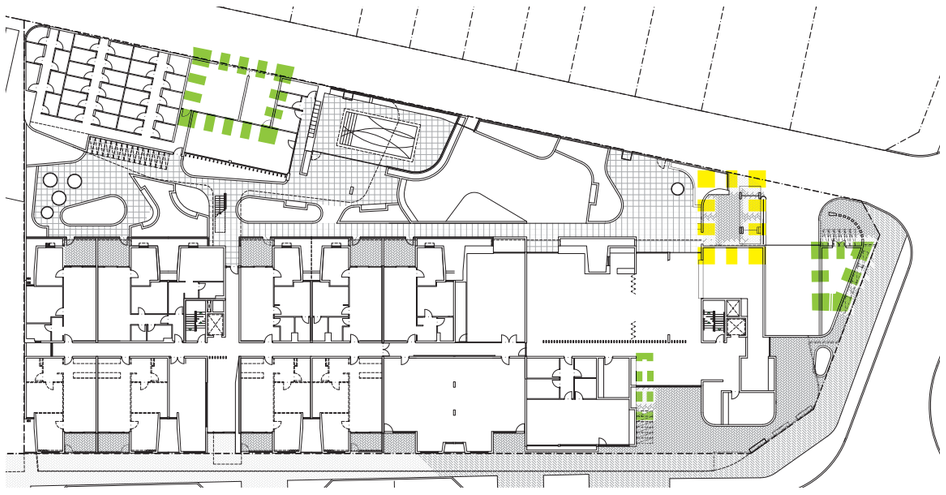


DIAGRAM - SERVICES GROUND FLOOR

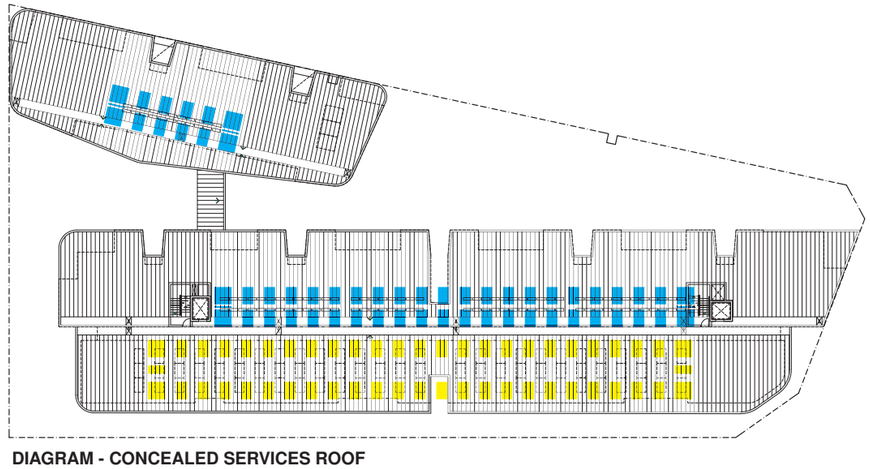


DIAGRAM - CONCEALED SERVICES ROOF

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY CONT.D

UNIVERSAL DESIGN

Klopper & Davis Architects understand that apartments need to be able to adapt to ever-changing demographics and a range of mobilities. As such, we have considered Design WA and the Livable Housing Design Guidelines. Given this development is proposed for 'Independent Living', every dwelling meets the Silver Level requirements as defined in the Liveable Housing Design Guidelines. If nominated, many of the apartments could also accommodate Gold & Platinum requirements.

WAY FINDING & SIGNAGE

The design for way finding has been considered at a high-level to improve the legibility, amenity & safety for residents and visitors. The straight corridors make way finding easy. Furthermore, having two lifts means residents can more easily maneuverer between the floors. To delineate the corridors and assist way-finding, each lift is setback ~0.5m from the corridor. The lift lobby ensures that people can still walk past with ease whilst others are waiting for the lift. Following approval, our interior design will further refine the corridor design to ensure it is both visually appealing and easy to navigate for the residents & visitors. In much the same way, we will develop a signage and lighting strategy that is cohesive with the design.

BUILD QUALITY

Klopper & Davis Architects & Seacrest Homes have a long history of delivering high-quality single res' and mixed-use projects. Following approval, we will work closely with consultants and builders to ensure the proposal is adequately documented.

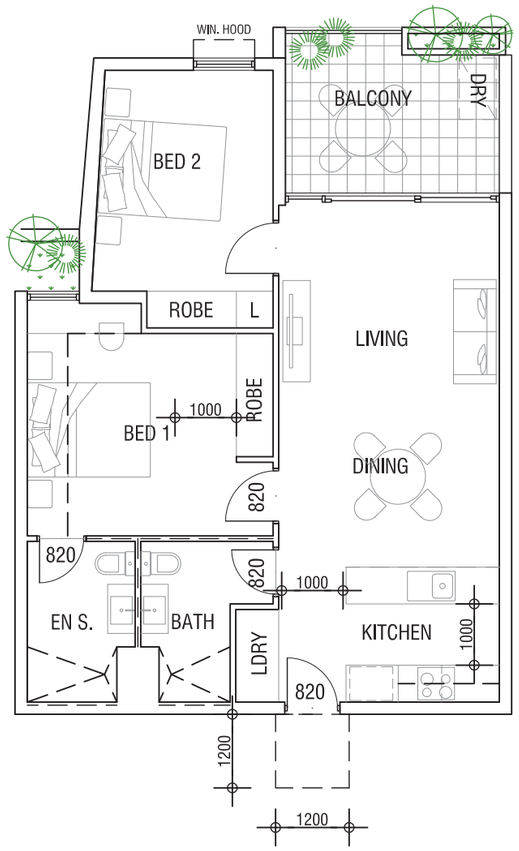


DIAGRAM - TYPICAL 2 BED SILVER LEVEL REQUIREMENTS

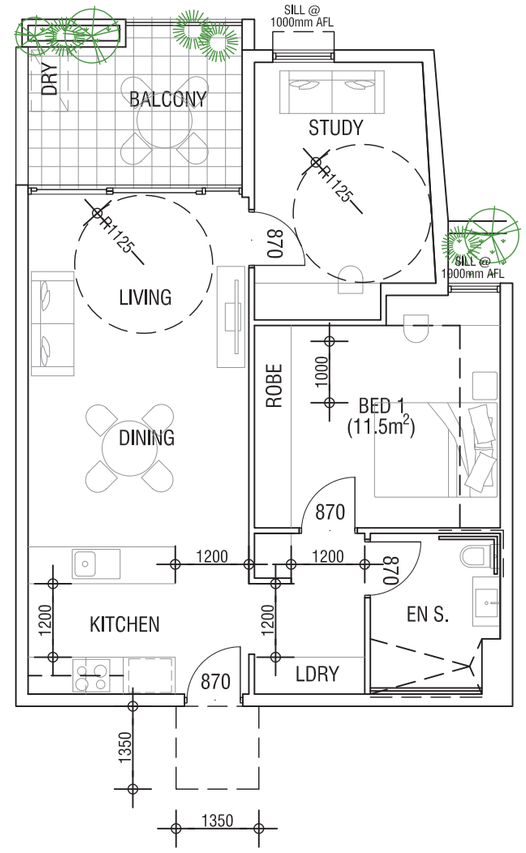


DIAGRAM - TYPICAL 1 BED GOLD LEVEL REQUIREMENTS

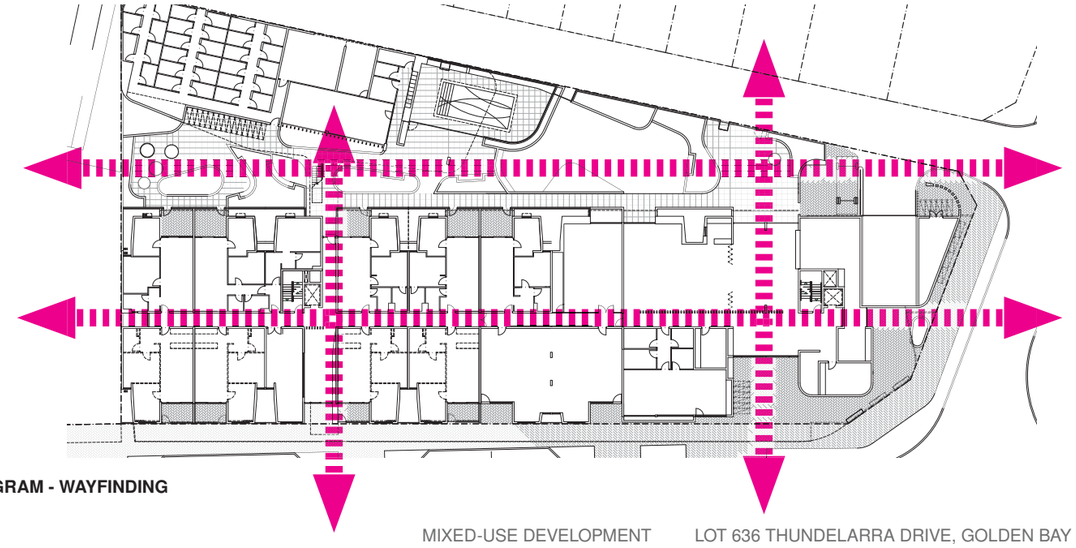


DIAGRAM - WAYFINDING

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY CONT.D

MANAGING THE IMPACT OF NOISE

Klopper & Davis Architects understand that managing noise transfer within the development and between neighbouring buildings is critical to maintain amenity and limit disturbances. Each dwelling will be designed to exceed the minimum requirements of the NCC.

The majority of the residents are orientated internally towards the parklands so they are not impacted from potential noise sources i.e. Thundelarra Drive. For the apartments that do face Thundelarra Drive, deep terraces, planters and canopies will help protect the apartments from noise. In much the same way, the proposed street trees to Thundelarra Drive will provide a buffer to the Shopping Centre across the road.

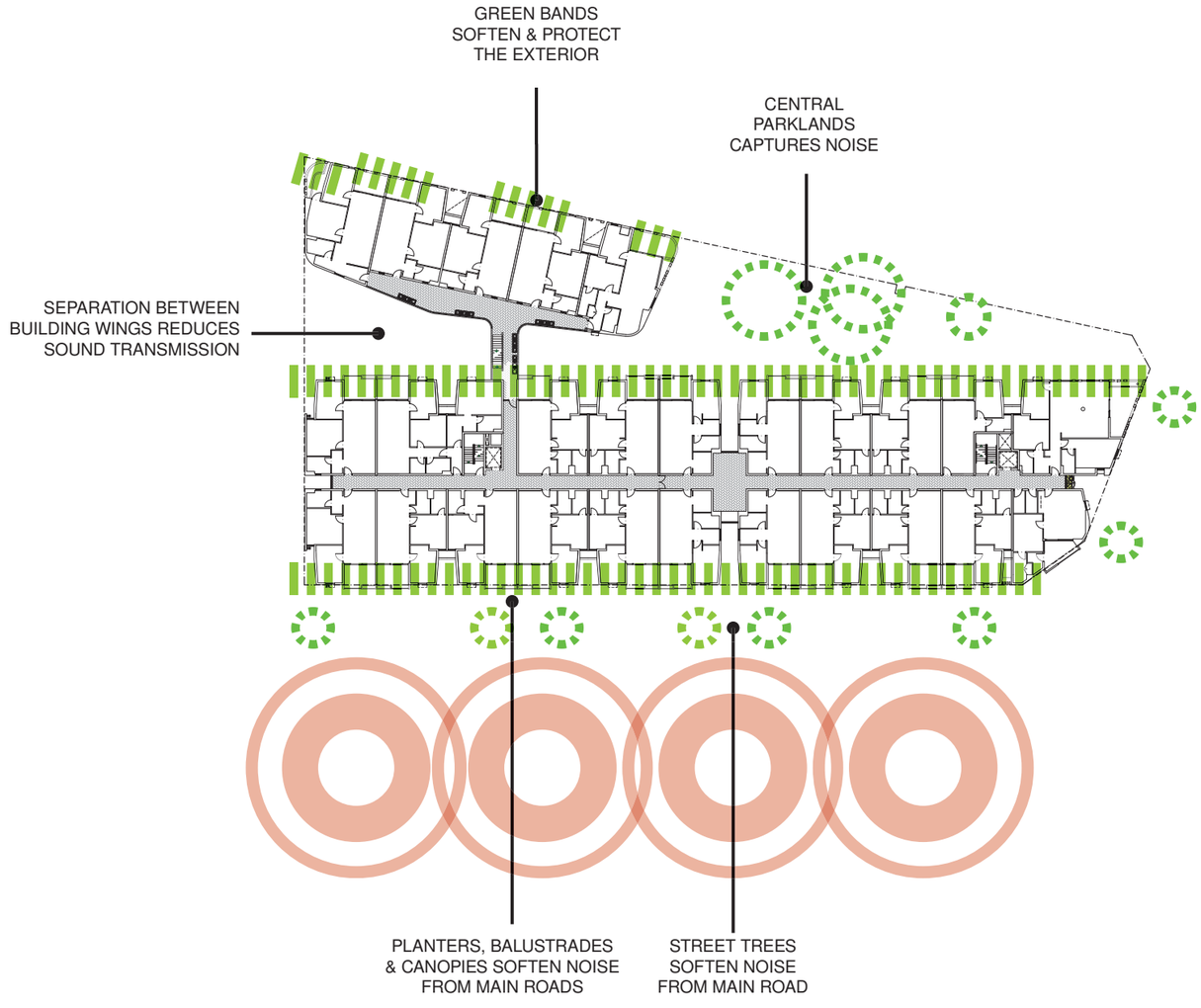
The location of vehicular access on Jundee Lane means cars coming in and out of the site are not going to disturb our residents. The houses which abut Jundee Lane will have their garages facing this street so vehicle queing will not impact their amenity. Furthermore, our client intends to specify a high-quality, quiet running vehicle gate.

Apartments are typically bordered by planters and/or solid brick balustrades which will soften the sound and reduce transmission.

We propose to co-locate ‘noisy’ areas such as the entry lobby & dining hall, and the pool & gymnasium. Apartments have been designed to ensure living areas and bedrooms are away from lifts & stairwells. Furthermore, the building’s utilties are either located in the basement or on the Ground floor where there is no apartments. The development has also been carefully designed to ensure wet areas stack to reduce plumbing noise transmission to living rooms and bedrooms.

We propose to specifiy a high-quality, quiet running vehicle gate so we there will be no loss of amenity to our residents and neighbours along Jundee Lane. Furthermore, we do not see any issues with ‘queuing noise’ which in any case, will be infrequent. There is no difference to a car ‘queuing’ to get into the basement as there is a car waiting to turn out of Jundee Lane. Importantly, this is a rear laneway which will be flanked with garage doors so again, no loss of amenity.

For further information, please refer to the preliminary Acoustic Report by WGE in the appendix.



KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5

SUSTAINABILITY

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY

Klopper & Davis Architects are committed to designing sustainable apartment buildings. We believe good design optimise's the sustainability of the built environment, delivering positive environmental social & economic outcomes. This development integrates several 'green' initiatives as outlined below. For more information, refer to the Sustainability Report by SWA in the Appendix.

ENERGY EFFICIENCY

- Each apartment will achieve a compliant NatHERS rating;
- Smart electrical metering and sub-metering of major building services to allow usage to be better monitored and managed;
- Adequately insulated structure to control heat transfer;
- Centralised solar powered hot water system with natural gas booster;
- Sensor controlled lighting to communal areas, carpark and corridors;
- A grid-connected solar photo-voltaic (PV) system;
- Solar powered heating to pool;
- Each balcony is provided with an external clothesline to reduce reliance on active measures such as Dryers.

SOLAR & DAYLIGHT ACCESS

- Building's massing has been designed to maximise solar access to reduce energy consumption & increase amenity;
- Large glazed openings bring light deep into the floorplans to reduce the need for artificial lighting;
- Where required, effective shadowing of glazed openings (window hoods etc) to reduce heat consumption.
- Deep set external facing balconies to shade living rooms from summer sun.
- Several apartments on the fourth floor have high-light windows to the dining space to bring northern light deep into the floorplan;

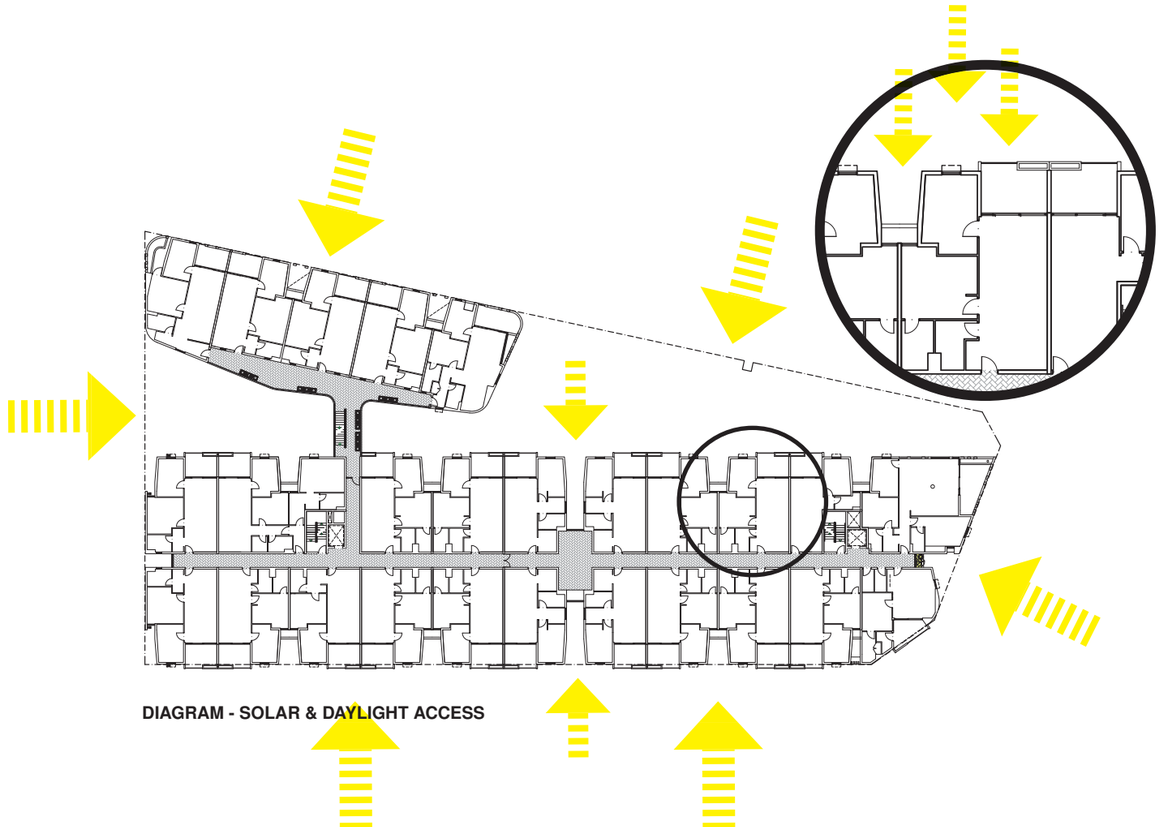


DIAGRAM - SOLAR & DAYLIGHT ACCESS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

SOLAR & DAYLIGHT ACCESS CONT.D

As shown in the solar access table, and the diagrams over page, our proposal exceeds the Acceptable Outcomes of Design WA. 92% of the dwellings receive more than 2 hours of daylight and a mere 8% receive less than 2 hours daylight. We have worked hard to position balconies and openings to maximise access to natural light.

	LEVEL 4													
Apt #	101	100	99	98	97	96	95	94	93	92	91	90	89	88
9AM-11AM	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y
11AM-1PM	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y
1PM-3PM	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N
>2HRS SUNLIGHT														

	LEVEL 3																									
Apt #	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72	71	70	69	68	67	66	65	64	63	62
9AM-11AM	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
11AM-1PM	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
1PM-3PM	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N
>2HRS SUNLIGHT																										

	LEVEL 2																									
Apt #	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36
9AM-11AM	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
11AM-1PM	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
1PM-3PM	Y	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N
>2HRS SUNLIGHT																										

	LEVEL 1																									
Apt #	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10
9AM-11AM	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
11AM-1PM	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
1PM-3PM	Y	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N
>2HRS SUNLIGHT																										

	GROUND				
Apt #	9	8	7	6	5
9AM-11AM	N	N	N	N	N
11AM-1PM	N	N	N	N	N
1PM-3PM	N	N	N	Y	Y
>2HRS SUNLIGHT					

TOTAL RESI APTS.	97
TOTAL >2HRS SUNLIGHT (70% MIN)	92%
TOTAL <2HRS SUNLIGHT (15% MAX)	8%

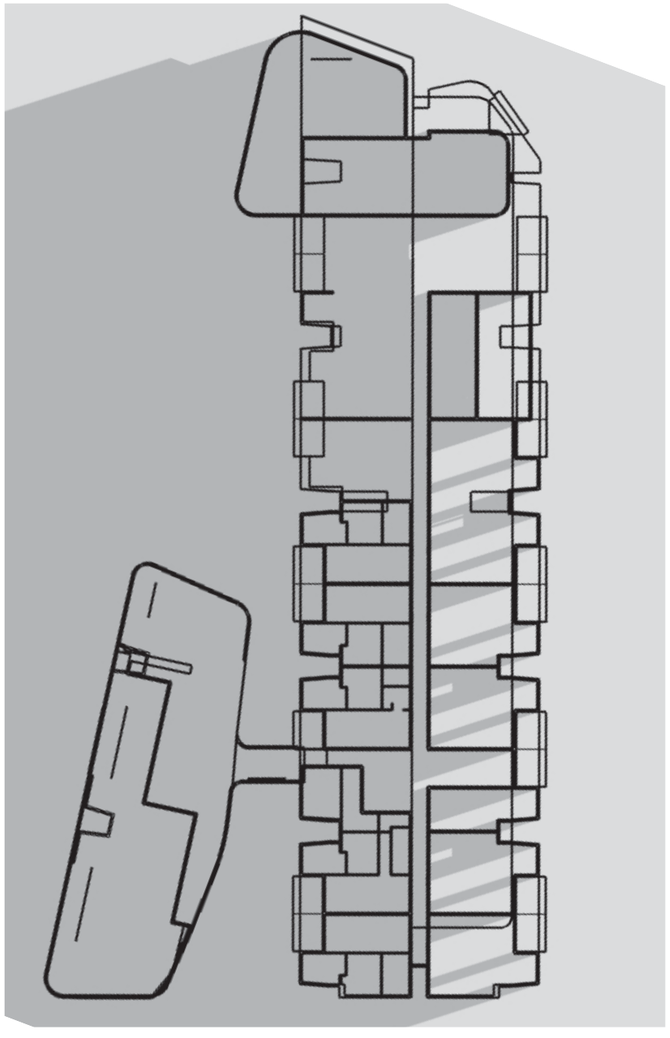
TABLE - SOLAR ACCESS

Y (YES)
N (NO)
>2HRS A DAY SUNLIGHT
<2HRS A DAY SUNLIGHT

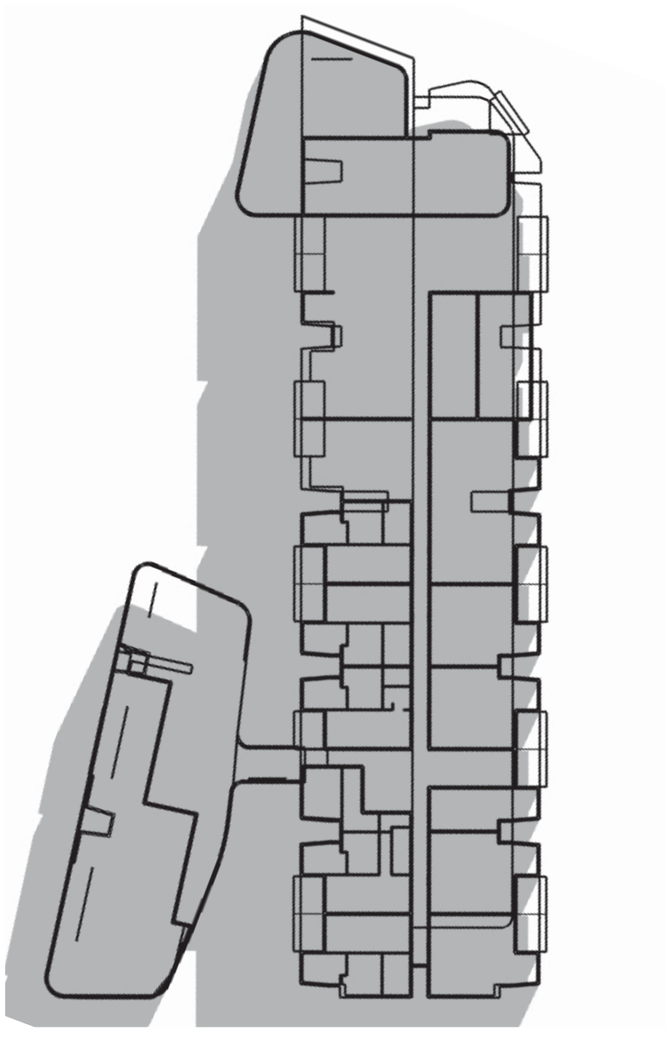
KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

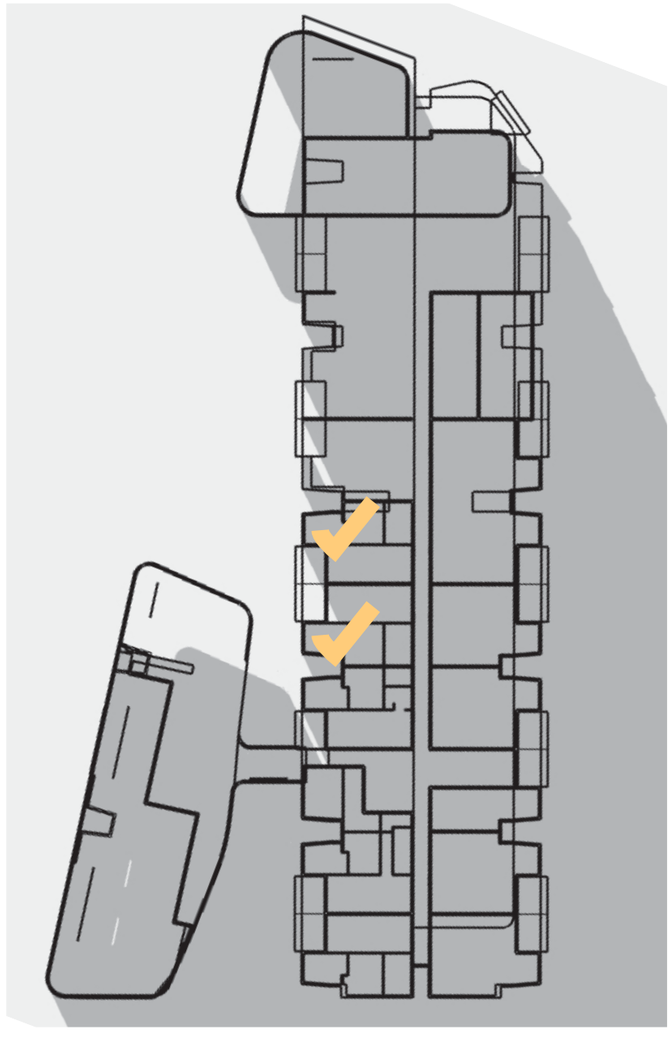
LEVEL GROUND - SOLAR ACCESS DIAGRAMS



9AM - 11AM



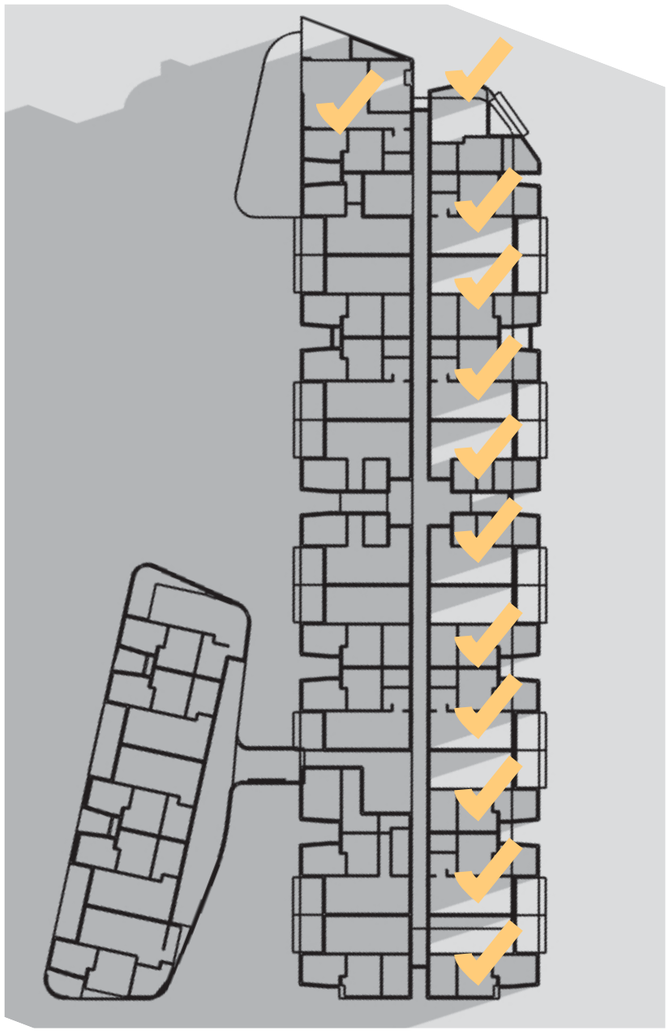
11AM - 1PM



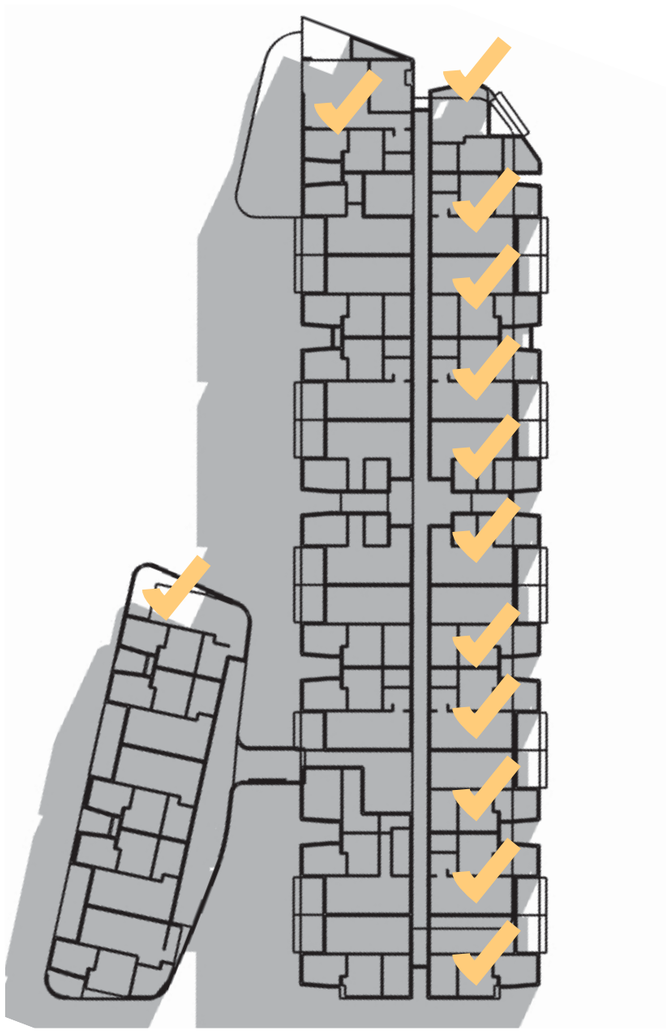
1PM - 3PM

PRINCIPLE 5 - SUSTAINABILITY CONT.D

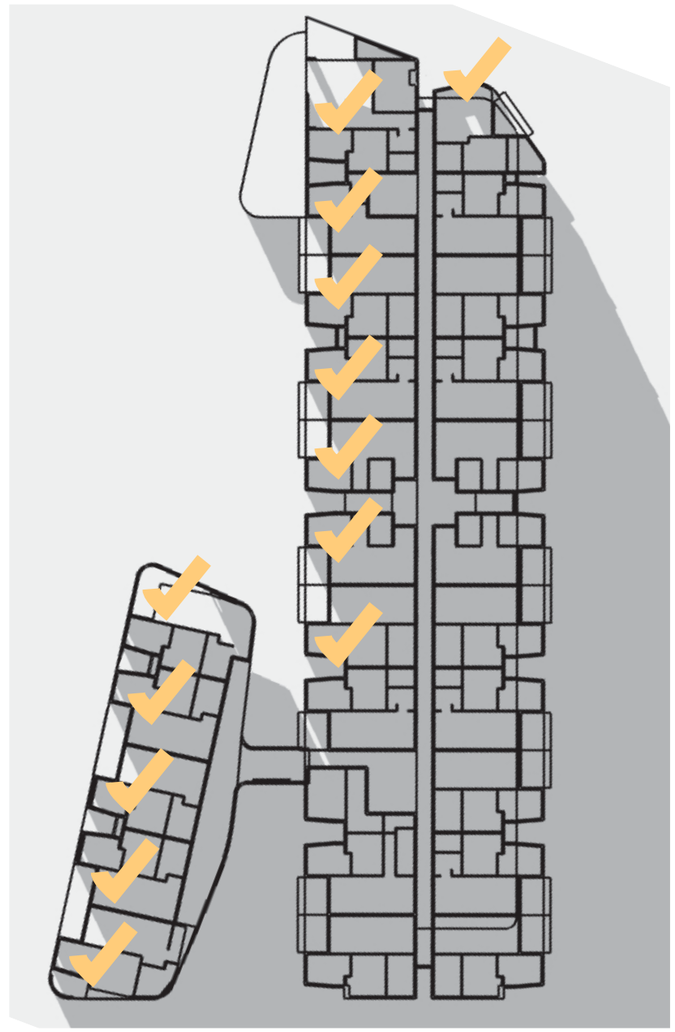
LEVEL 1 - SOLAR ACCESS DIAGRAMS



9AM - 11AM



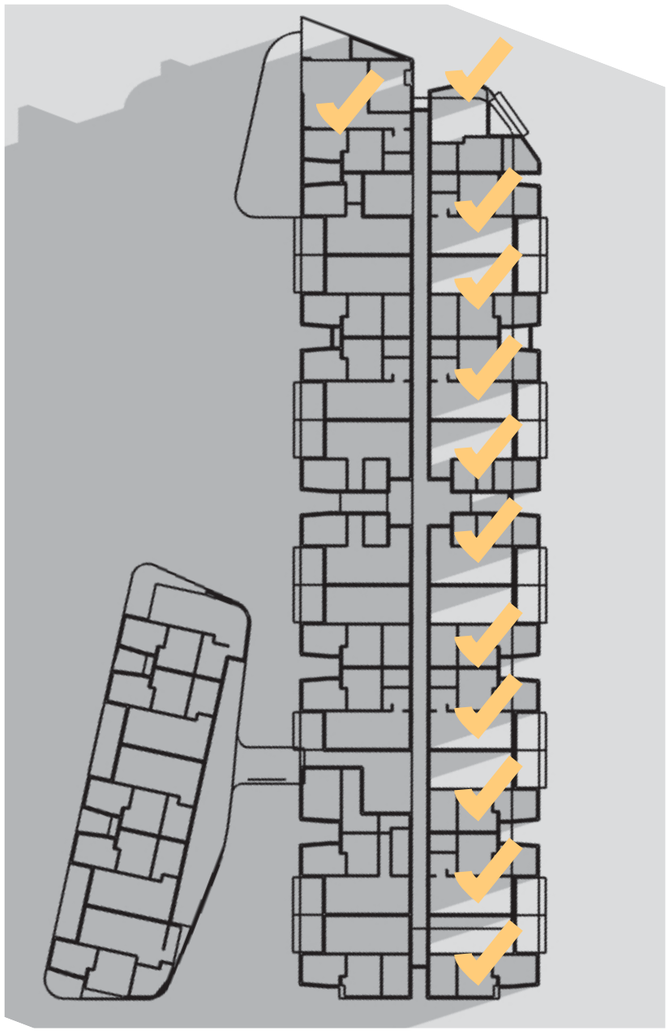
11AM - 1PM



1PM - 3PM

PRINCIPLE 5 - SUSTAINABILITY CONT.D

LEVEL 2 - SOLAR ACCESS DIAGRAMS



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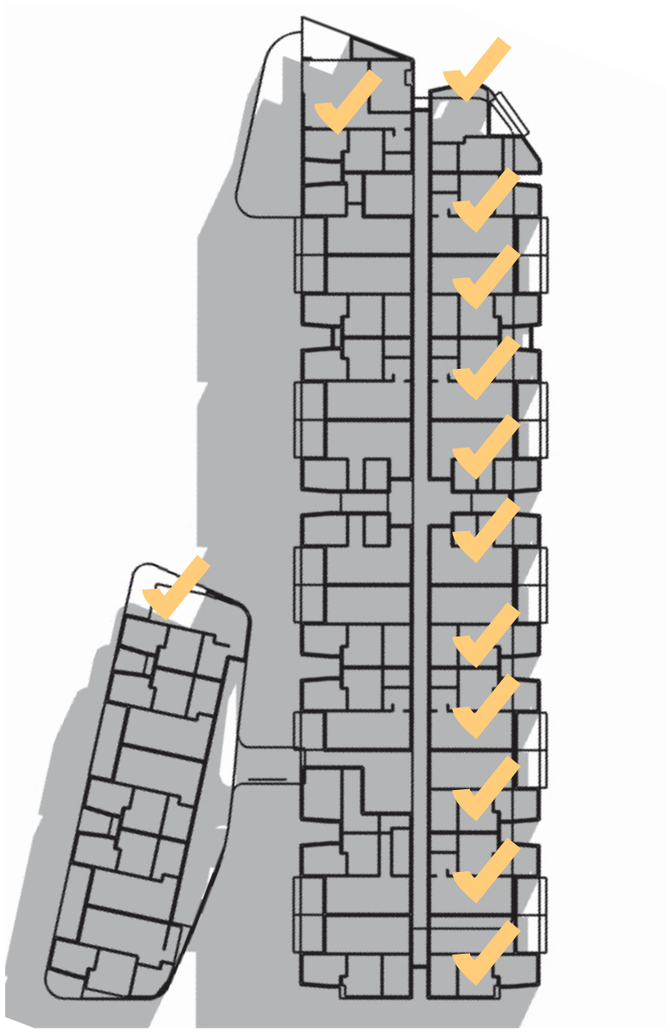

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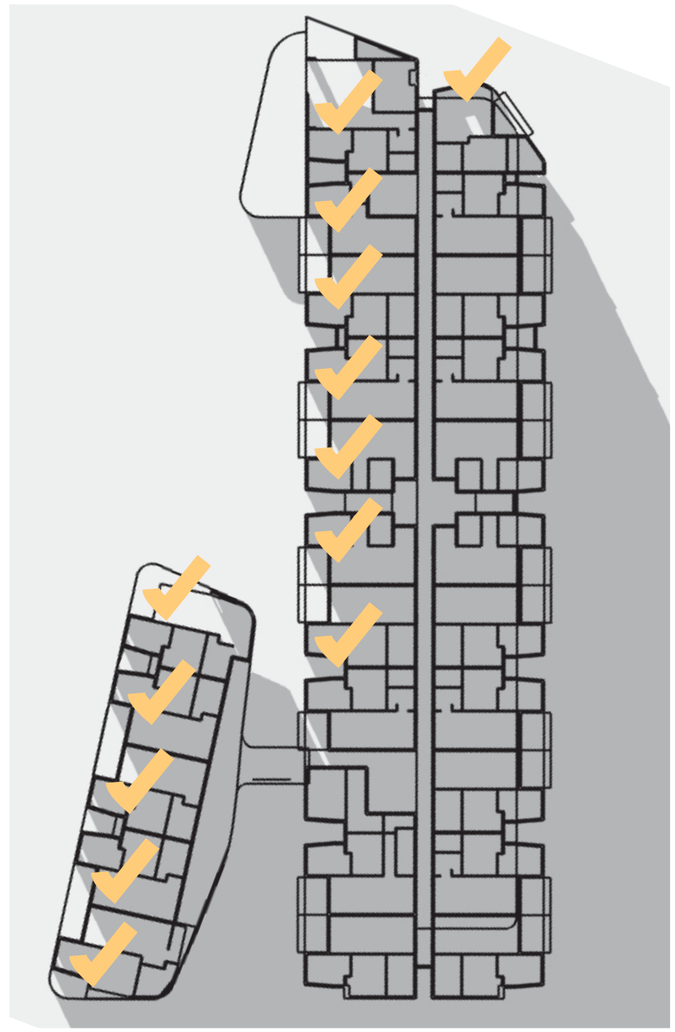
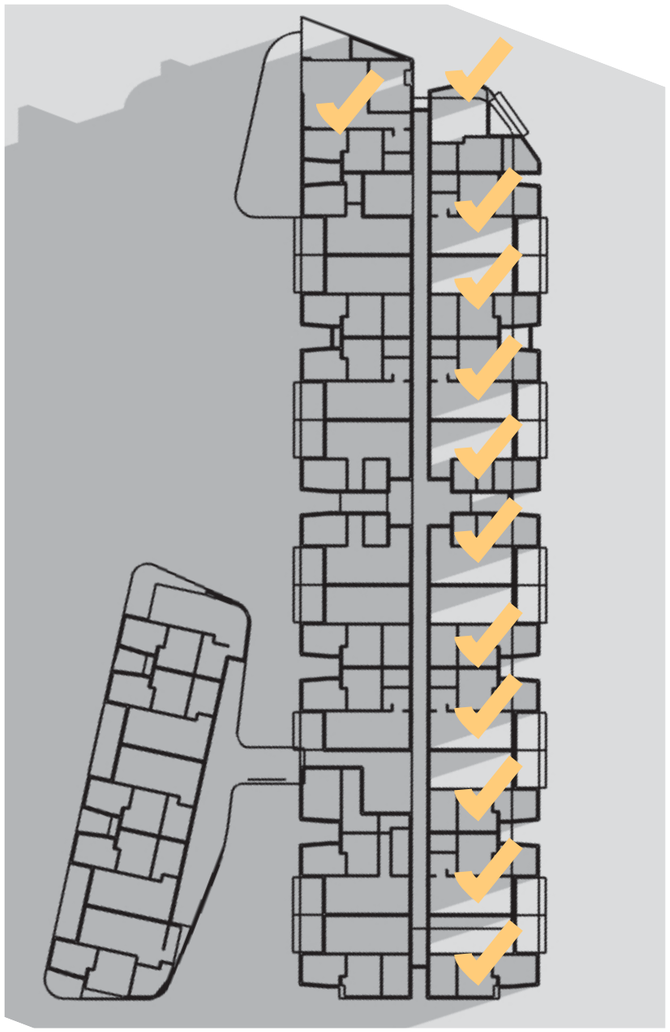


1PM - 3PM

PRINCIPLE 5 - SUSTAINABILITY CONT.D

LEVEL 3 - SOLAR ACCESS DIAGRAMS



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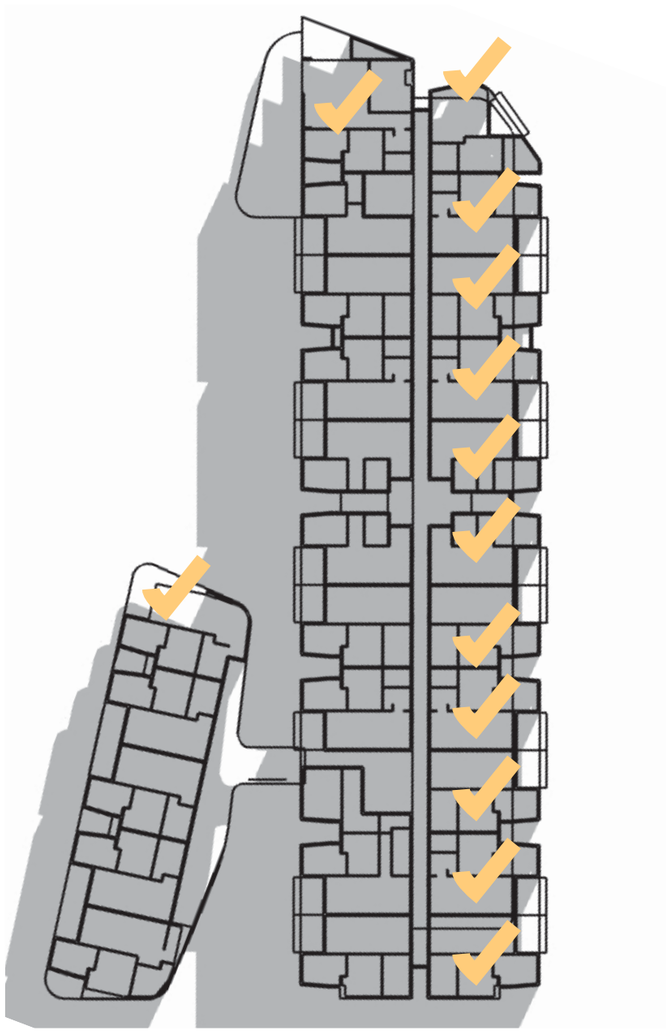

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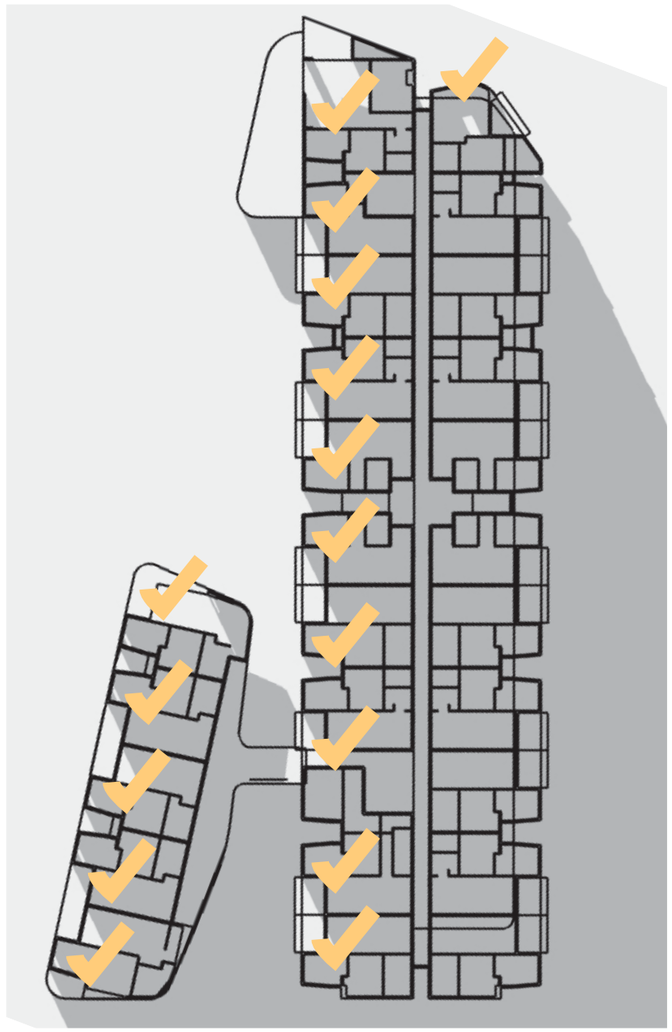
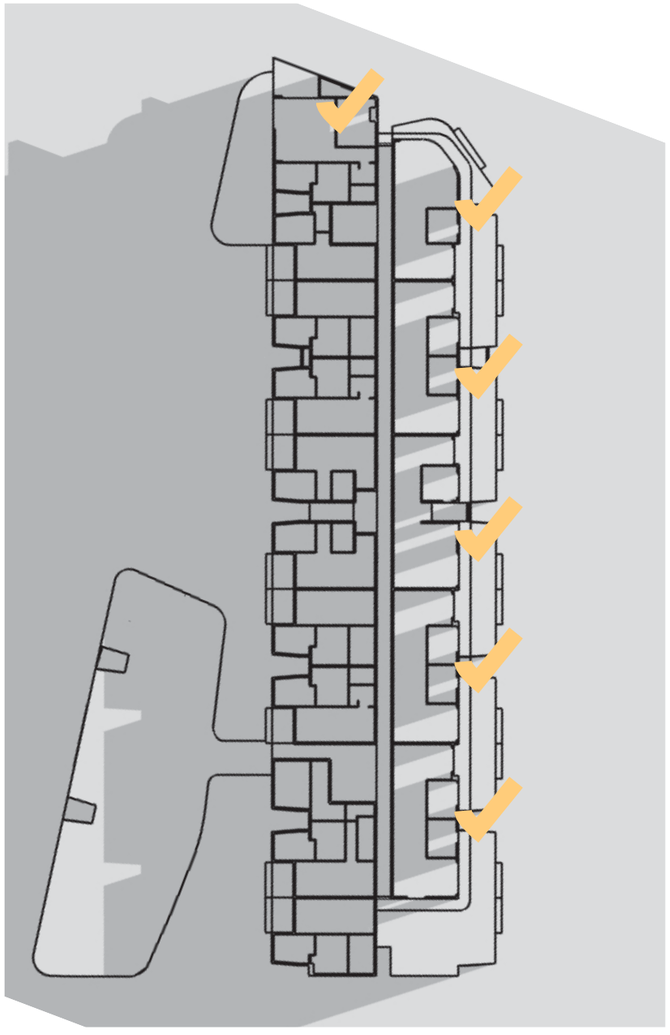


1PM - 3PM

PRINCIPLE 5 - SUSTAINABILITY CONT.D

LEVEL 4 - SOLAR ACCESS DIAGRAMS



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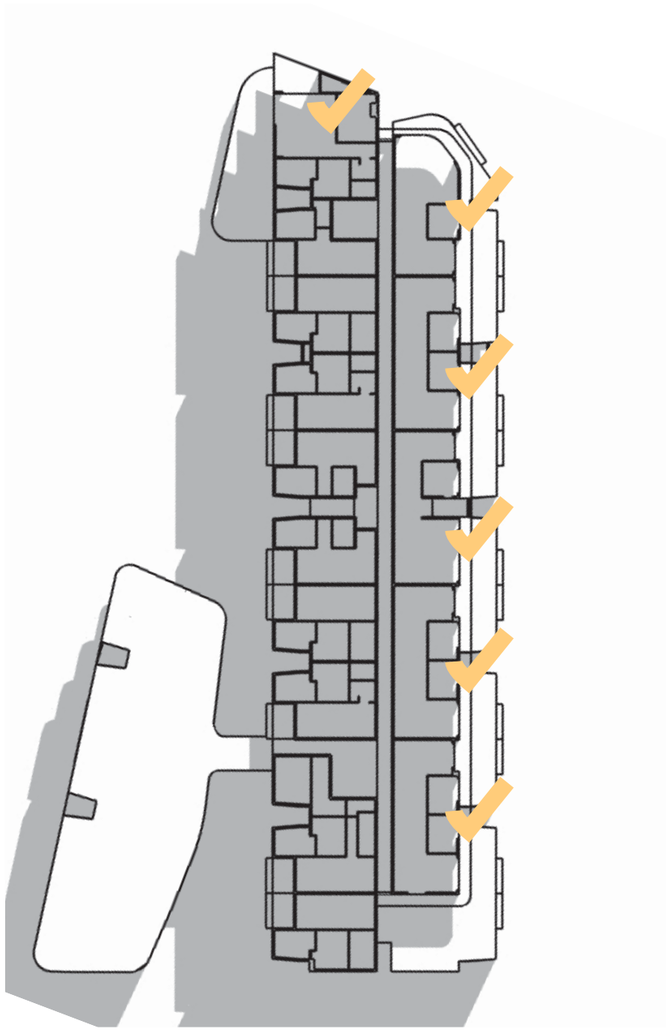

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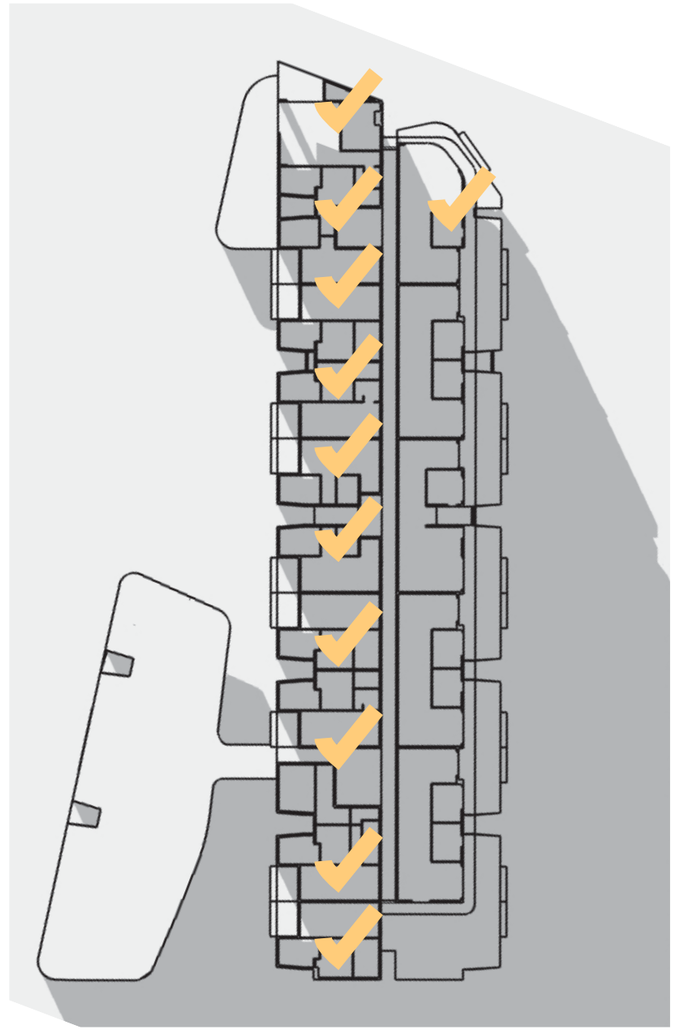


1PM - 3PM

PRINCIPLE 5 - SUSTAINABILITY CONT.D

SOLAR & DAYLIGHT ACCESS CONT.D

With regards to apartment size and room height, our proposal provides well-proportioned spaces that facilitate good ventilation and daylight access. We have positioned bedrooms and living rooms towards the facade, with kitchens deep inside the plan.

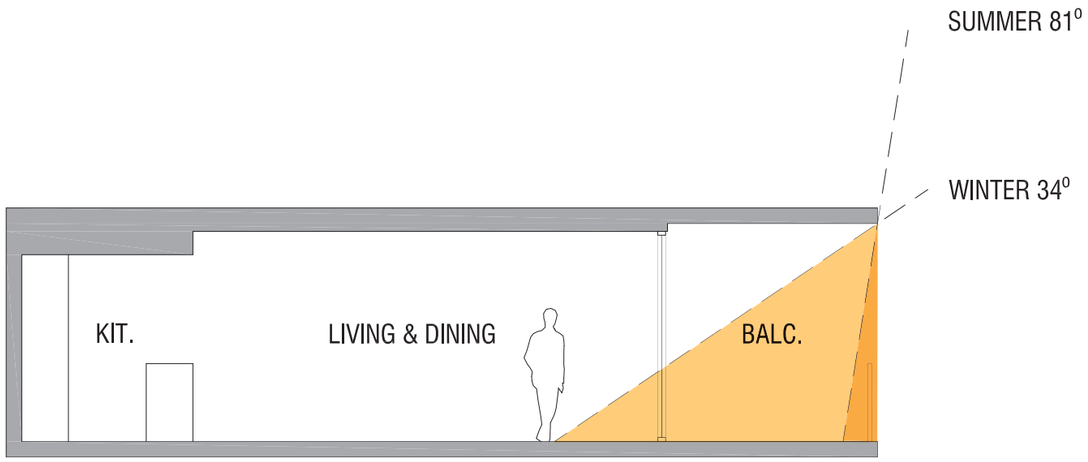


DIAGRAM - SHADING DEVICES & SOLAR ACCESS

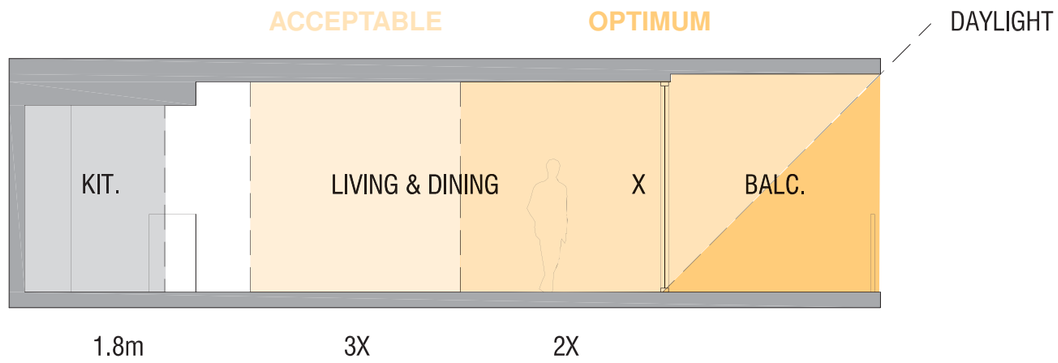


DIAGRAM - ACCEPTABLE ROOM HEIGHTS & DAYLIGHT ACCESS

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

NATURAL VENTILATION

- Naturally ventilated corridors to improve air quality.
- All living rooms & bedrooms to have operable openings to capture breezes.
- All bedrooms to have ceiling fans to reduce reliance on A/C;
- Every Apartment benefits from natural ventilation;
- The majority (51%) of apartments benefit from cross-ventilation;

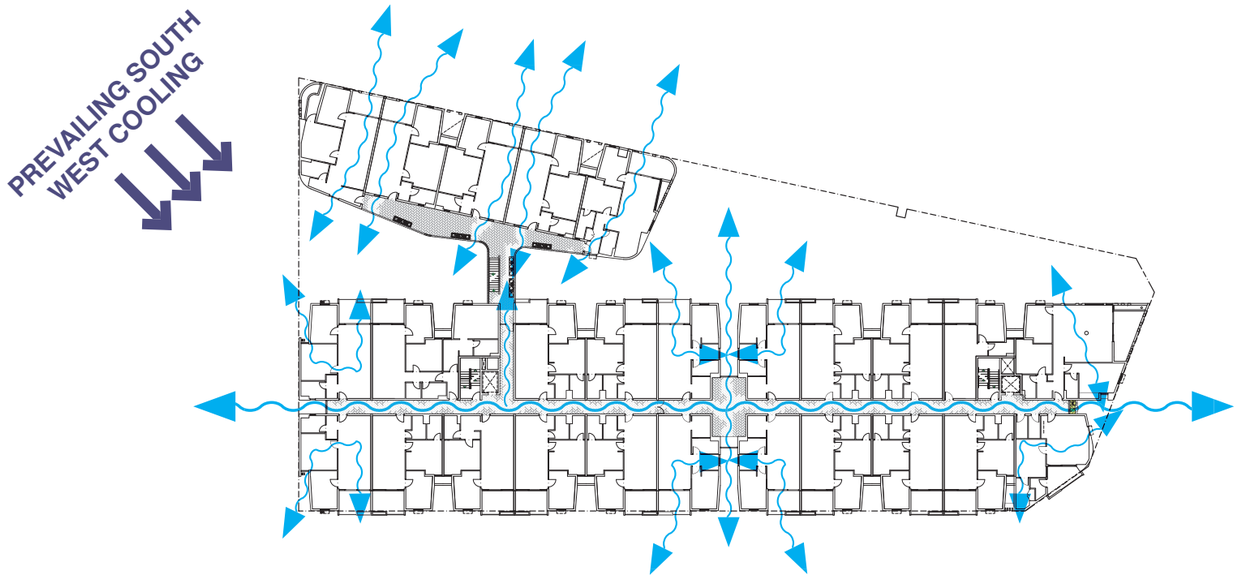
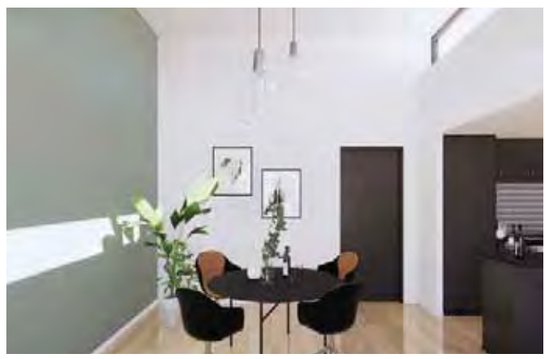


DIAGRAM - TYPICAL LEVEL CROSS VENTILATION



OPERABLE HIGHLIGHT WINDOWS

GROUND	1	2	3	4	
5	10	36	62	88	
6	11	37	63	*89	
7	12	38	64	90	
8	13	39	65	*91	
9	14	40	66	92	
	15	41	67	93	
	16	42	68	94	
	17	43	69	95	
	18	44	70	96	
	19	45	71	97	
	20	46	72	98	
	21	47	73	99	
	22	48	74	100	
	23	49	75	101	
	24	50	76		
	25	51	77		
	26	52	78		
	27	53	79		
	28	54	80		
	29	55	81		
	30	56	82		
	31	57	83		
	32	58	84		
	33	59	85		
	34	60	86		
	35	61	87		
1	13	13	13	9	49
				Total No. of Residential Apts.	97
				% of Cross-Ventilated Apts.	51%
				% of Naturally Ventilated Apts.	100%

*Operable Highlight Window

TABLE - VENTILATION TABLE DEMONSTRATING COMPLIANCE WITH DESIGN WA ELEMENT OBJECTIVES

NATURALLY VENTILATED
CROSS-VENTILATED

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

NATURAL VENTILATION

Our development maximises the number of apartments with natural cross-ventilation. However, it should also be noted that due to the site's coastal location, some shelter from the prevailing wind is neccesary and will actually improve the amenity of the residents.

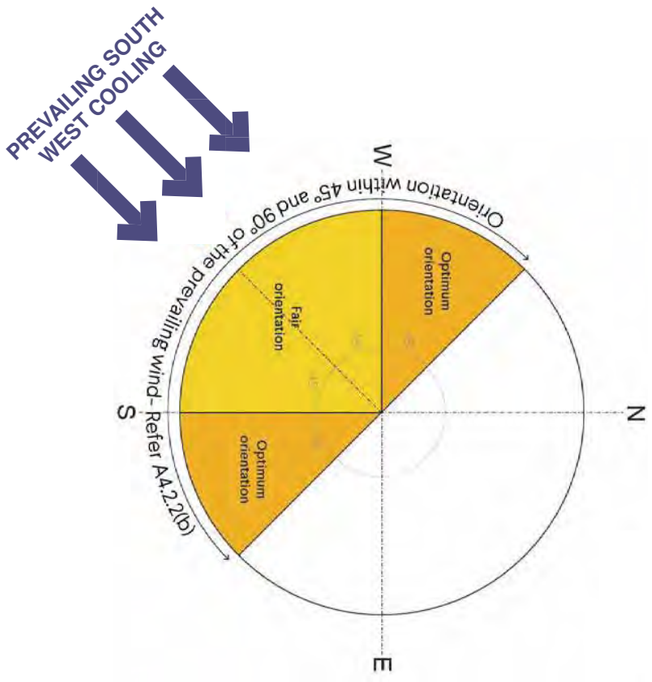


DIAGRAM - OPENINGS WITH OPTIMAL AND FAIR ORIENTATION

OPTIMAL ORIENTATION

FAIR ORIENTATION

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PRINCIPLE 5 - SUSTAINABILITY CONT.D

WATER MANAGEMENT & CONSERVATION

Each apartment will be fitted with water-wise fixtures & appliances exceeding the BCA requirements for WELS star ratings. Furthermore, each dwelling will be individually metered in an effort to reduce potable water consumption.

All landscaped areas are designed for low-water requirements in keeping the Water Corporation's Water Wise development criteria. It is proposed that the rooftops are used to collected rainwater for irrigation. It should also be noted that the permeable surfaces of the proposed 'Parkland' will allow rain and stormwater to infiltrate the underlying subsoil, reducing run-off. Refer to Stormwater Management Plan by TPA in the Appendix.

SUSTAINABLE USE OF MATERIALS

Where possible, all material selections will have low embodied energies and low green house gas emissions. This includes:

- Low VOC materials; reduction in PVC & Formaldehyde content;
- Substitute ozone depleting materials (such as insulation & refrigerants) where possible;
- Use low-maintenance materials;
- Local materials where possible to reduce embodied energies.

WASTE MANAGEMENT

Waste will be stored in the Bin Store located on the ground floor of the East Wing. The bin store has been designed to accommodate green waste, recycling and general waste and the temporary storage of large bulk items. Green waste will also be re-used on site for the communal garden. Refer to 'Principle 7 - Legibility' and Waste Management Report in Appendix for further information.

SOCIAL & ECONOMIC

We believe in giving back to the community where possible. As such, our proposal includes a generous amount of communal open space. The dining hall, EOT facilities, theatre, arts & crafts area, parklands, health studio (gym & aerobics pool) & hall, are primarily for the residents' use but are also open to the public. We hope that by allowing the residents and public to share these amenities, it will promote social interaction and bring the community together.

The convertible units along Thundelarra Drive will activate the street front. The development is also located directly infront of the Golden Bay Village Centre. The residents will thus help activate the street and support the local businesses.

TREE CANOPY & DEEP SOIL AREAS

We propose a significant amount of tree canopy and deep soil area. Refer to 'Principle 2 - Landscaping Quality' Section.

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PRINCIPLE 5 - SUSTAINABILITY CONT.D

PUBLIC TRANSPORT & PASSIVE TRANSPORTATION

It should be noted that our development is in close proximity to the Golden Bay Village Centre, and within 250m of a high frequency bus route (Bus 558 from stop #26565 on Warnbro Sound Avenue). Our client's experience in 'Independent Living' is that there is a significant reduction in the reliance of cars. As such, we have proposed the minimum amount required residential carbays. To make up for the minor 'shortfall' in commercial and visitor parking, we have accommodated a significant amount of motorcycle/scooter bays and secure bike racks and encourage reciprocal, 'after hours' use of the commercial bays for visitor parking.

Refer to section 'Principle 7 - Legibility' for further justification regarding parking and a letter from our client in the Appendix.

BICYCLE PARKING

To reduce the reliance on vehicles, we propose a total of sixty nine (69) bicycle racks. Many of these are for the exclusive use of residents and staff with the remainder available to visitors and the public. The residents' typically have a secure, floor-mounted bike rack in the basement carpark, whilst a few have a wall-mounted bike rack above their carbay. This method of bicycle parking is very common and used in most apartment developments in the Perth Metro Area so we foresee no issues.

End of Trip facilities for residents & staff are proposed along Jundee Lane. The generous provision of bicycle bays is envisioned to reduce the reliance on cars and encourage more active lifestyles for the residents. The location and design of the EOT facilities has been informed by the COR's Planning Policy 3.3.14. Although these facilities have been provided, we would like to remind the city that the development will likely be lightly staffed and we suspect that most residents will opt to use their own shower in any case.

Following approval, we will closely with our interior design team to ensure these facilities are appealing, safe and in-keeping with the design intent. The facilities will be managed by the building manager.

PRINCIPLE 6

amenity

PRINCIPLE 6 - AMENITY CONT.D

COMMUNAL OPEN SPACE

Klopper & Davis Architects recognise that well-designed communal open space provides residents with opportunities to recreate and socialise beyond their private living areas. We believe this is especially important for Independent Living.

All the communal open space has been designed at street level and at public realm frontages to increase interactions with the broader community.

We propose a generous ~1,000m^2 of communal open space incorporating parklands, a communal vegetable garden, alfresco areas and entry forecourts. This is well in excess of the ~300m^2 required by Design WA and is an example of how this development aims to give back to the community. Of this, a generous proportion is proposed to be hard landscaping to assist residents who may require aids such as wheelchairs and walking-frames.

The orientation and massing of the site ensures the communal open space receives adequate sunlight and natural ventilation.

The outdoors spaces are located adjacent to the dining hall, gymnasium and community hall to encourage indoor outdoor living and facilitate flow between these spaces.

The communal open space has been designed to be safe, universally accessible and to provide a high level of amenity for residents and public alike. Furthermore, planting and low brick & steel fences has been used to minimise impact on the habitable rooms that back on to the parklands.

Refer to ‘Principle 2 - Landscape Quality’ for more information on Deep Soil Areas, planting on structure and plant selection.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The previously approved scheme proposed 1,225m^2 of open space but over 90% of this was carparking which offers no amenity to residents, neighbours or the greater public.

The houses along Jundee Lane were presented with visitor car bays and 3.0H solid walls. Our current scheme gives back to the community, allowing views and connections through to the parklands. Infact, ~40m of the site boundary of the revised scheme is semi-permeable as opposed to the previously approved scheme which only had ~7m. It is clear that our revised scheme is a far superior outcome and is thus supportable by council.

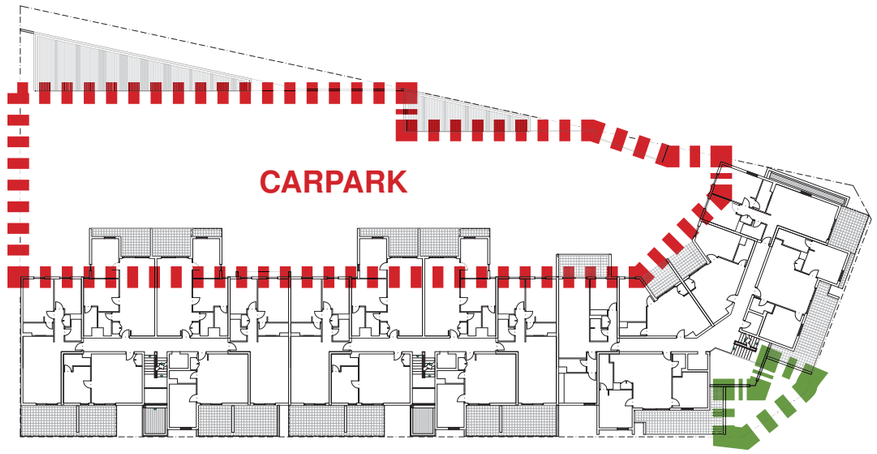


DIAGRAM - PREVIOUSLY APPROVED SCHEME

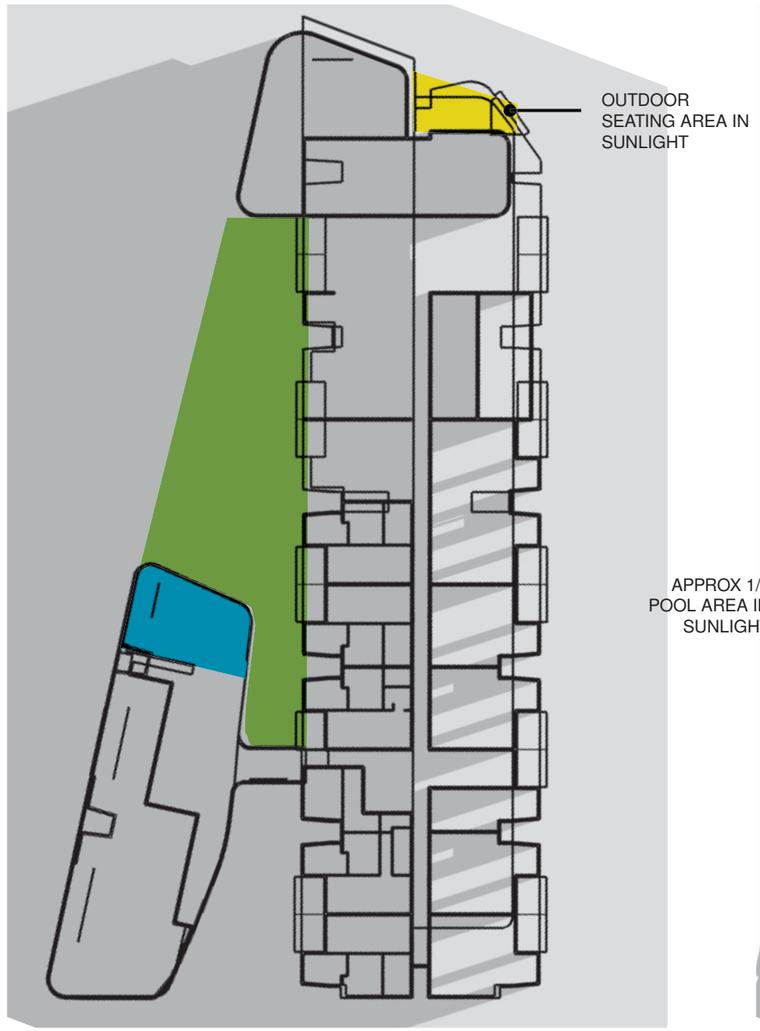
DIAGRAM - PROPOSED SCHEME (PARKLANDS INSTEAD OF ON-GRADE CARPARK)

KLOPPER & DAVIS ARCHITECTS

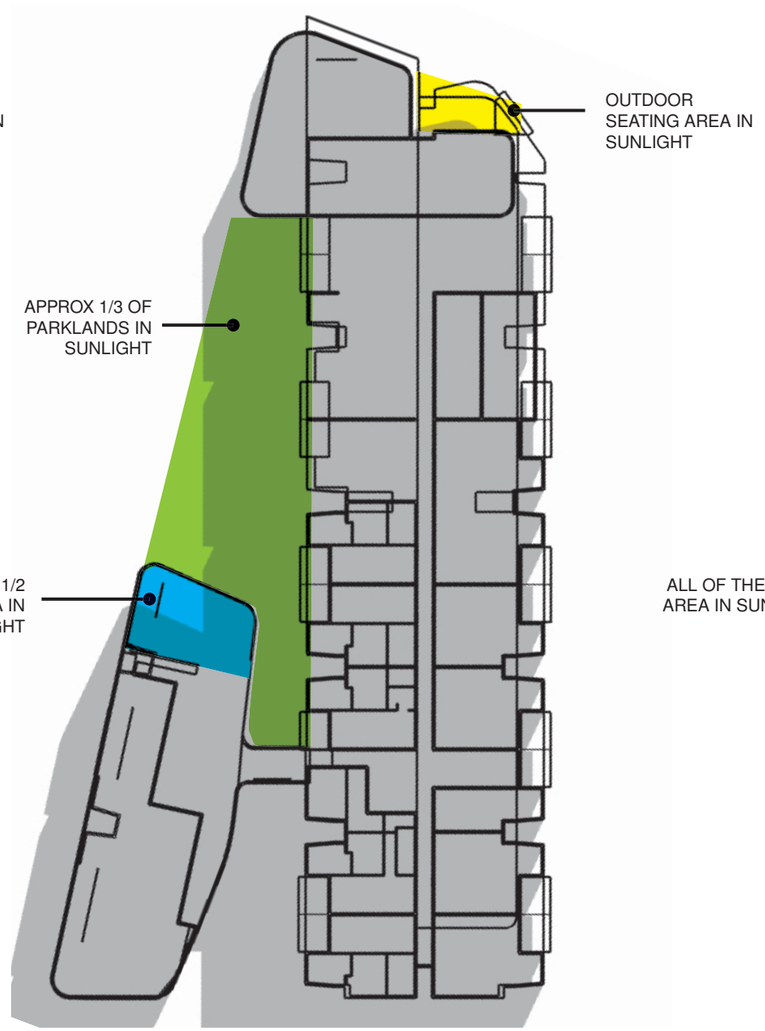
PRINCIPLE 6 - AMENITY CONT.D

COMMUNAL OPEN SPACE SOLAR REQUIREMENTS

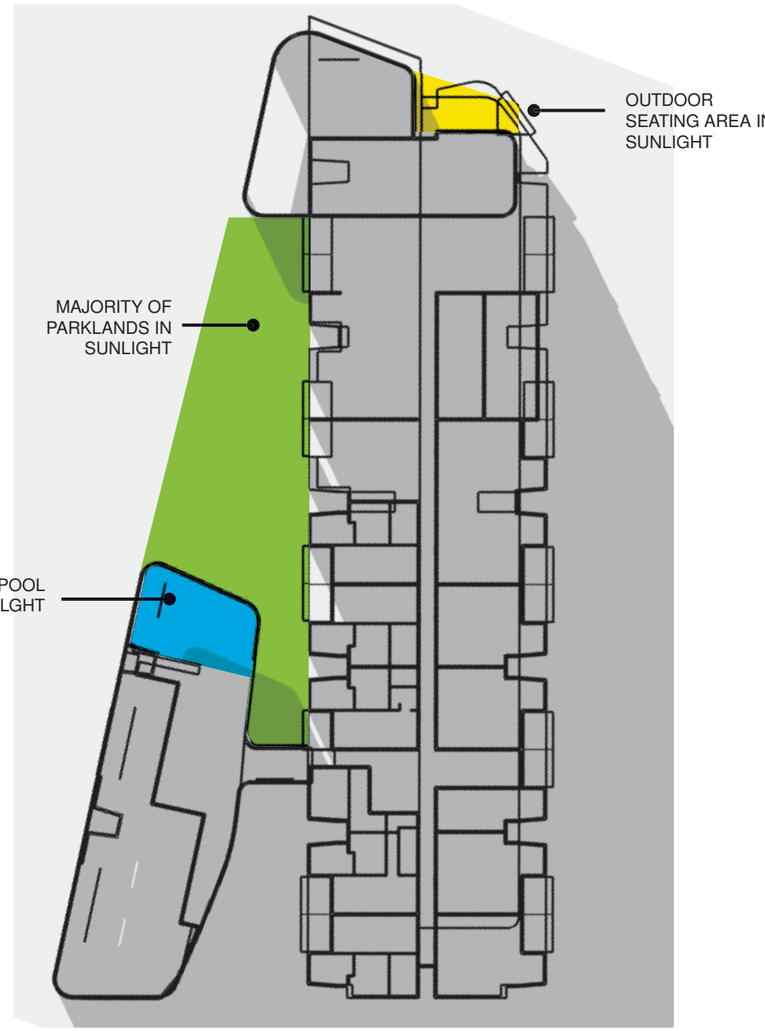
Our proposal exceeds DesignWA Acceptable Outcome A 3.4.3: and provides more than 50% direct sunlight to atleast one communal open space area for >2hrs as depicted in solar studies below. Notably, the parklands receives alot of afternoon sunlight during the afternoon which is when this space is most likely to be used



9AM



12PM



3PM

PRINCIPLE 6 - AMENITY CONT.D

RESIDENTS & COMMUNITY AMENITIES

Although the amenities are predominantly for residential use, we wish for this development to give back to the community as much as possible so we propose that they are also open to the public. All the amenities have been designed and located to ensure there is no negative impact on the residents or surrounding neighbours.

Our proposal includes a large dining hall complete with indoor seating and outdoor alfresco and a 'hole-in-the-wall' coffee servery to the street. The dining hall opens on to the parklands whilst the coffee servery activates the corner of Thundelarra Drive and Carlindie Parkway. The dining hall will be a place for the residents to relax and interact with visitors and the public. Upon entry, residents are greeted at reception and lobby lounge. Here residents can meet visitors and take them through to their apartment, the dining hall or parklands. It is important to note that the dining hall and lobby lounge are directly connected to encourage connections.

We propose a health studio, complete with a gymnasium, changes rooms and heated aerobics pool. The pool enjoys a northern aspect and overlooks the parklands. The health studio gives the residents a place to work-out, relax and/or entertain their visitors. EOT facilities and lockers encourage residents, staff & visitors to use theirs bike. We hope that the inclusion of these amenities encourages the residents to live a healthy and active lifestyle.

We propose a generously sized theatre room (63m^2) on the ground floor. Here residents can get together and enjoy a movie or watch a game.

We propose an open-plan arts & craft room (37m^2) which is accessible off Entry 2. We hope residents will enjoy painting, knitting and the like. It's open plan layout means it can accommodate a variety of uses. When not in use, the space could be used as a public gallery for aspiring artists to showcase their work.

A large, 110m^2 flexible space & community hall complete with tea-prep will accommodate a variety of uses. It opens up to dining hall and outdoor parklands, facilitating connections. Community Halls provide a meeting place for activities for Rockingham locals. It is hoped that the venue could one day host the CoR's annual 'Seniors and Carers Expo' or host assemblies and talent-shows for the adjacent child care centre. Importantly, the aim of the space is to bring together the community.

FLEXIBLE RETAIL SPACE & CONVERTIBLE UNITS

We also propose two, 70sqm retail spaces along Thundelarra Drive. They have been designed with a non-load bearing internal party wall so they could join to become one larger tenancy if required. In addition to the generous provision of commercial space proposed for 'day one', we have also designed 4 convertible units. These units have been designed to facilitate their conversion to commercial uses in the near future. The client will liaise directly with the CoR to stage this appropriately as Golden Bay develops. Their location along Thundelarra Drives ensures they will activate the main street and benefit from the adjacent Village Centre.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The previously approved scheme provided no residents or communal amenities. The proposed scheme offers a generous ~1,400m^2 of amenities which is a far superior outcome for residents, visitors and the greater community. Design WA promotes development incentives for community benefit such as increased plot ratio and building heights. This development truly gives back to the community and is thus supportable by council.

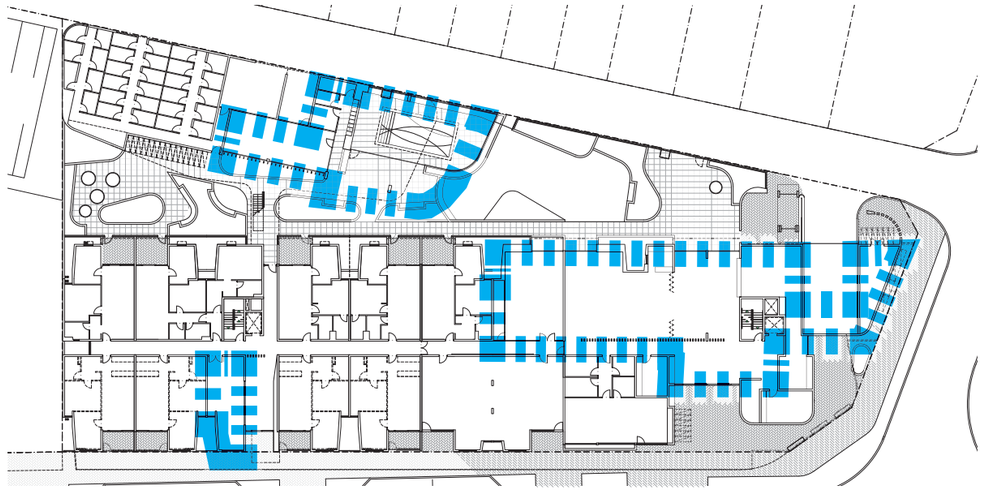


DIAGRAM - LOCATION OF COMMUNAL AMENITIES

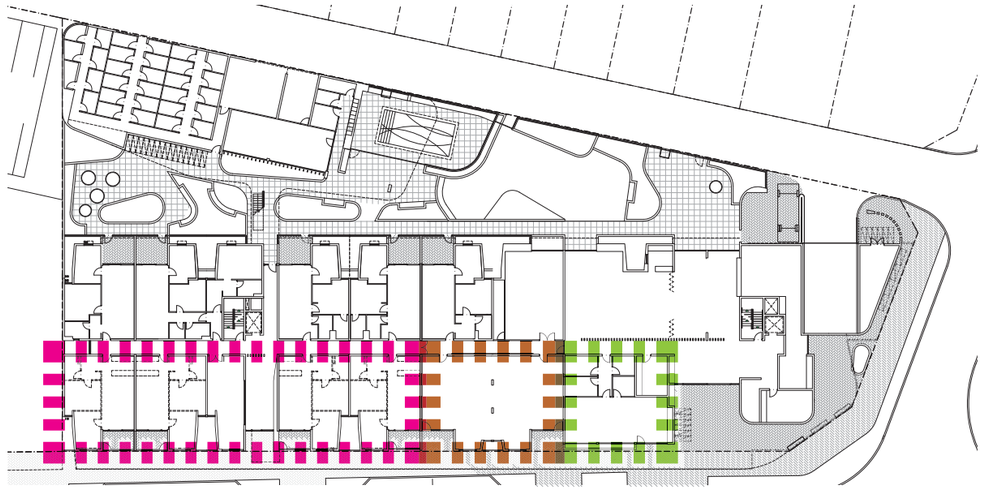


DIAGRAM - LOCATION OF RETAIL, CONVERTIBLE UNITS & MEETING ROOMS ALONG 'MAIN STREET'

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 6 - AMENITY CONT.D

AMENITIES EXEMPLARS

PRINCIPLE 6 - AMENITY CONT.D

PRIVATE OPEN SPACE & BALCONIES

Each apartment has been provided with a balcony(s) of a size which meets or exceeds the requirements established in Design WA. In all cases, the balconies are directly accessible from the living room to maximise space and provide the dwellers with the feeling of an extended living area. Notwithstanding the aforementioned, we encourage the residents and visitors to make the most of the extensive provision of amenities and communal open space.

The ground floor apartments facing the parklands have been designed with larger terraces, bordered by deep planters to ensure their privacy is addressed. In much the same way, the convertible units along Thundelarra Drive will have semi-permeable fences in keeping with the Golden Bay Design Guidelines (solid masonry brick and steel infill)

LAUNDRIES & DRYING AREAS

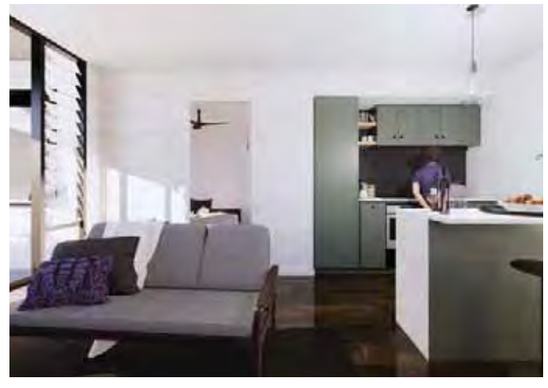
Each apartment includes a compact laundry cupboard. Some of the larger dwellings have a separate laundry room. Each laundry is designed is designed and located to be convenient to use, well-vented and be of a dimension that is appropriate to the size of the dwelling. Where possible, care has been taken to locate the laundries away from living areas and bedrooms to reduce noise impacts. Each balcony will incorporate a drying area. The design of the planters has been carefully considered to ensure each apartment has at least 1.2m of ‘solid’ balustrade to ensure that the drying areas are not visible from the street.

STORAGE

All apartments are provided with a secure storage room. The majority of these are located on the basement, with some on the ground floor of the East Wing, and the remainder integrated into the typical floors of the West Wing. Most of the basement stores are accessed off a corridor to ensure the allocated car bay remains accessible. All store rooms have a minimum L/W dimension of 1.5m and a minimum H dimension of 2.1m in keeping with Design WA’s storage requirements.

There are also several extra stores which can be used for the dining hall, cleaner and/or building manager.

In addition to external storage, each apartment has been carefully designed with integrated cabinetry. Following approval, our interior design team will further refine the apartment interior cabinetwork to maximise storage and efficiency.



PRINCIPLE 6 - AMENITY CONT.D

OVERSHADOWING

The orientation and massing of the building has been highly considered to minimise overshadowing.

The adjacent diagrams show the overshadowing on June 21st at 12:00PM. The diagrams show a comparison between the previously approved scheme and our proposed scheme.

As you can see, the development has little impact on the amenity of the neighbouring lot (Proposed Child Care Centre), with most of the shadow cast on our own site, some on a R20 lot, and some on Jundee Lane.

The Proposed Child Centre lot is overshadowed ~600m^2 which is a mere 28% of the site area. The R-Codes would allow this lot to be overshadowed 50% so our proposal is considerably under, and thus compliant.

The R20 residential lot is overshadowed ~45m^2 which is only 17% of the site area. The R-Codes would allow this lot to be overshadowed 25% so our proposal is, again, compliant.

We would also like to note that we believe it is much more important to note what is being overshadowed rather than the amount. With respect to the Child Care Centre, our development mostly overshadows their carpark. With regards to the residential lot, our development overshadows what will be a garage backing onto the laneway so there is no loss of amenity whatsoever.

VENTILATION

By splitting the building into two wings, natural breezes are able to flow across the site, benefiting both our development and the proposed Child Care Centre. Furthermore, by splitting the West Wing into two sub-wings (North & South), more apartments benefit from cross-ventilation as does the naturally ventilated corridor.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The proposed scheme overshadows the Child Care Centre lot 8.2%% more than the previously approved scheme which is again negligible. Therefore, the current proposal is supportable by council.

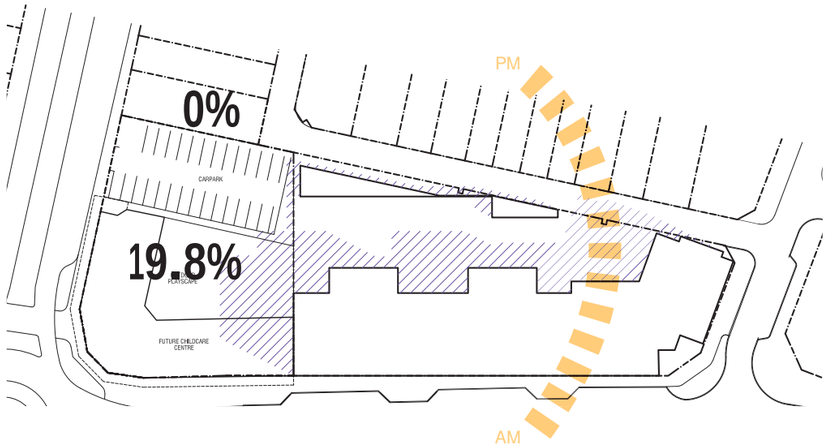


DIAGRAM - OVERSHADOWING PREVIOUSLY APPROVED SCHEME

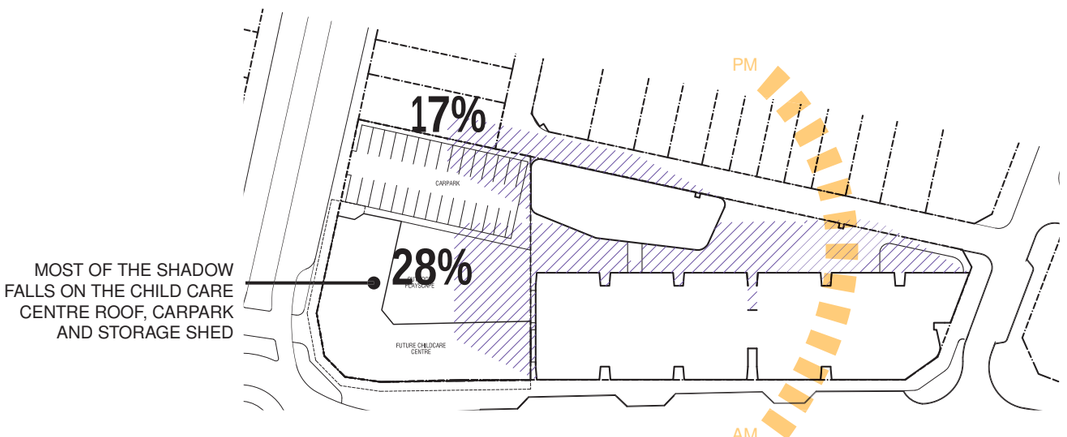


DIAGRAM - OVERSHADOWING REVISED SCHEME

KLOPPER & DAVIS ARCHITECTS