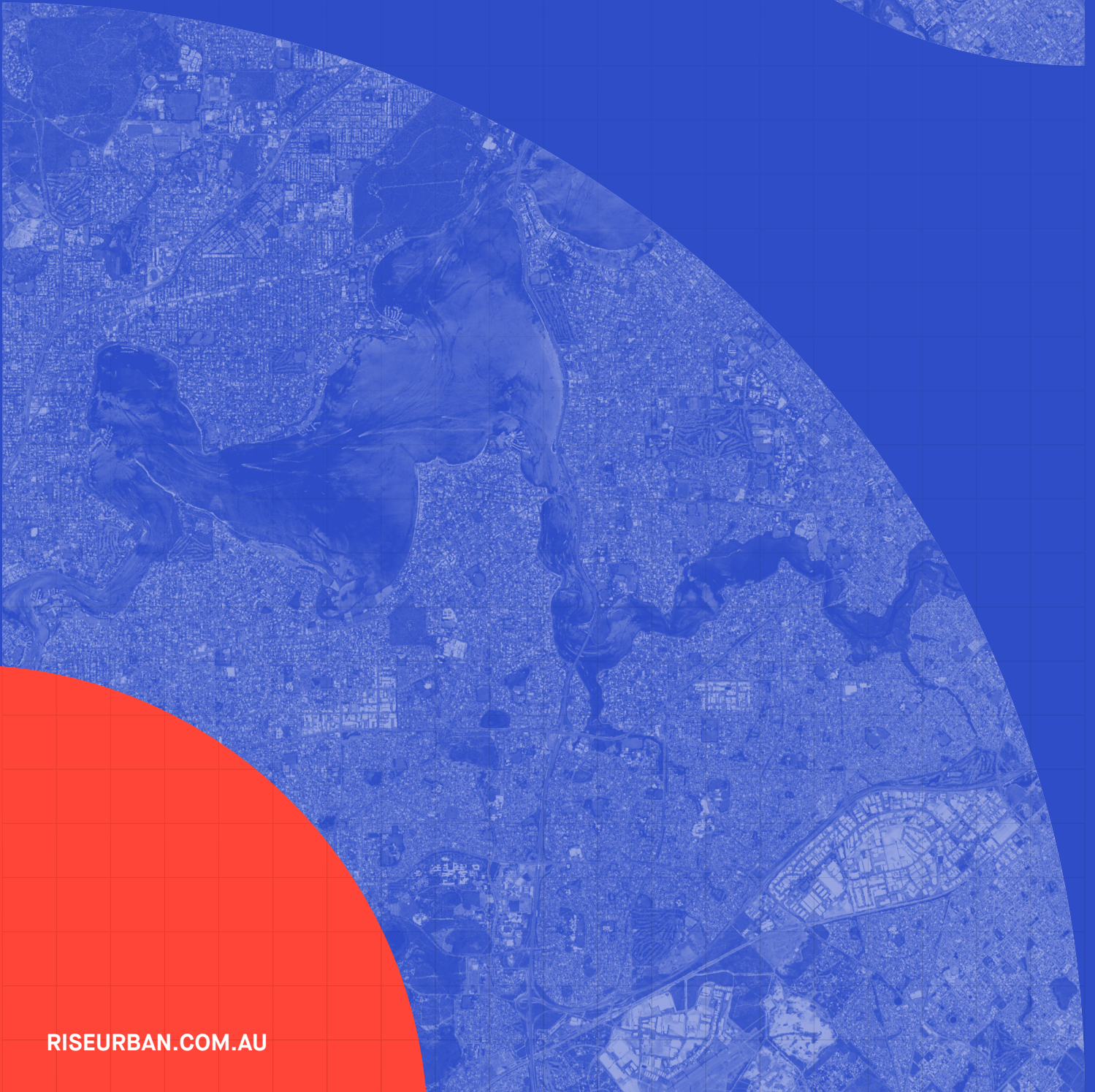
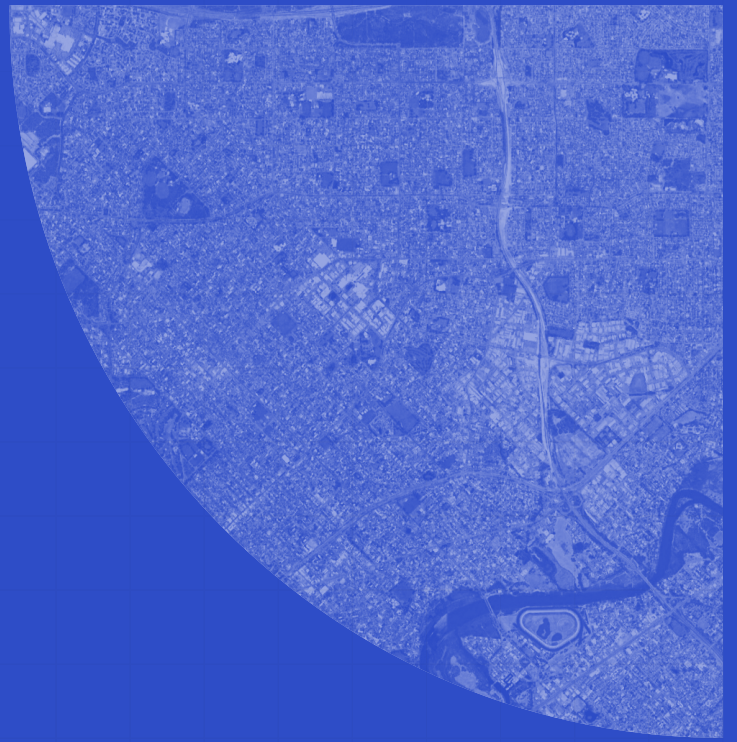


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73-75 Maritime Drive, Jindalee

Dale Alcock Projects on behalf of DTG Developments Pty Ltd

Mixed Use Development

16 Grouped Dwellings, 11 Multiple Dwellings and Consulting Rooms

Application for Development Approval – Planning Report

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1. Completed City of Wanneroo application and owner consent forms, DAP Form 1 and MRS Form 1;
2. Completed City of Wanneroo Multiple Dwellings DA Checklist;
3. Current certificate of title – Lot 1631 Maritime Drive, Jindalee;
4. Current certificate of title – Lot 1632 Maritime Drive, Jindalee;
5. Plan set (Dale Alcock Projects, February 2024);
6. Colours and Materials Schedule (Dale Alcock Projects, February 2024);
7. Design Statement (Dale Alcock Projects, February 2024);
8. Response to Design Review Panel Advice (Dale Alcock Projects, February 2024);
9. State Planning Policy 7.3 Volume 2 – Apartments Assessment (Rise Urban, February 2024)
10. Landscape Plan (Kelsie Davies Landscape Architecture, February 2024);
11. BAL Assessment Report (Building Certification Services WA, February 2024);
12. Transport Impact Statement (Urbii, February 2024); and
13. Waste Management Plan (Urbii, February 2024).

1.0 Introduction

Rise Urban is assisting Dale Alcock Projects on behalf of DTG Developments Pty Ltd to seek development approval from the Metro Outer Joint Development Assessment Panel (JDAP) for 16 grouped dwellings, 11 multiple dwellings and consulting rooms at 73-75 Maritime Drive, Jindalee ('the site').

DTG Developments is a family-owned and Jindalee-based development company that has already completed a number of developments in the locality. The family has a strong attachment to the area and prides themselves on delivering high-quality development outcomes that build on Jindalee's developing contemporary coastal character, while also improving the diversity of housing in the area.

This development is part of a new wave of 'build-to-rent' developments that have been delivered across Perth since 2019. Instead of strata titling and selling the dwellings, the owners intend to retain ownership of the entire site and recoup the costs of development over the long term through lease arrangements. This is also the case for the consulting rooms, which will be operated by a medical professional in the developer's family. A key benefit of build-to-rent developments is that they provide stable, long-term rental accommodation for people who cannot afford to or would prefer not to purchase a home. This model is recognised as being a critical and undersupplied part of the solution to the well-publicised housing crisis.

The site is located in a prime position within the Jindalee coastal node, having frontage to the landscaped public open space and the coastal dune system, as well as Maritime Drive. This proposal has been conceptualised as an outwards-focused development that addresses the public realm in all directions, while also maintaining sufficient privacy and internal amenity for the future residents.

The overarching intent of this development is to provide high-amenity and well-located housing along with an essential service to the Jindalee community in the form of a GP clinic. At the same time, achieving a distinct and well-considered aesthetic response to the coastal locality.

The form and scale of the development has been deliberately set lower than the maximum height allowance to act as a transition from the rising topography and expected 5-storey developments to the east, down to the one to two-storey single houses to the north and the low-profile sand dunes within the foreshore reserve to the west of the site.

This report sets out detailed justification for this proposal and is supported by the following documentation and technical reporting:

- Appendix 1 – Completed City of Wanneroo application and owner consent forms, DAP Form 1 and MRS Form 1;
- Appendix 2 – Completed City of Wanneroo Multiple Dwellings DA Checklist;
- Appendix 3 – Current certificate of title – Lot 1631 Maritime Drive, Jindalee;
- Appendix 4 – Current certificate of title – Lot 1632 Maritime Drive, Jindalee;
- Appendix 5 – Plan set (Dale Alcock Projects, February 2024);
- Appendix 6 – Colours and Materials Schedule (Dale Alcock Projects, February 2024);
- Appendix 7 – Design Statement (Dale Alcock Projects, February 2024);
- Appendix 8 – Response to Design Review Panel Advice (Dale Alcock Projects, February 2024);
- Appendix 9 – State Planning Policy 7.3 Volume 2 – Apartments Assessment (Rise Urban, February 2024);

- Appendix 10 – Landscape Plan (Kelsie Davies Landscape Architecture, February 2024);
- Appendix 11 – BAL Assessment Report (Building Certification Services WA, February 2024);
- Appendix 12 – Transport Impact Statement (Urbii, February 2024); and
- Appendix 13 – Waste Management Plan (Urbii, February 2024).

This report, the plans and supporting appendices demonstrate that this proposal meets the requirements of the applicable planning framework. In particular, the proposal meets the relevant deemed-to-comply and/or design principle requirements of State Planning Policy 7.3 – Residential Design Codes (R-Codes) Volumes 1 and 2, the Lot 12 Jindalee Coastal Village Structure Plan and applicable State and Local Planning Policies.

This submission anticipates that the deferral period for implementation of the Medium Density Code is likely to end prior to determination of this development application, and seeks for the City to assess this proposal against the draft R-Codes Volume 1 (the Medium Density Code) and the version of the R-Codes Volume 2 that incorporates consequential amendments on this basis.

This proposal has been through a pre-lodgement design review process with the City of Wanneroo Design Review Panel (DRP), with a meeting held on Thursday 21 December 2023. Since the meeting minutes were issued, the project team has worked to address the advice provided by the DRP where practical to do so. This report and the appendices detail how the submitted development design responds to the DRP advice.

2.0 Site Context

2.1 Site Location and Description

73-75 Maritime Drive is located within the Jindalee Coastal Village, approximately 1km west of Jindalee Central Shopping Centre and Marmion Avenue, 2km south west of Butler Station and 4.5km north of Mindarie Marina.

Jindalee Coastal Village is a foreshore node comprising a beach car park, public open space and cafe, and was constructed between 2009 and 2013. Five mixed use and commercial development sites surround the foreshore node. This site is one of those five, and is located immediately north of the foreshore node. Development approval has been issued for a four storey multiple dwelling development on the site to the south of the foreshore node.

Single residential development and the beach surround the foreshore node.

The site is triangular and 6,280m² in size, and has sat vacant and cleared since the broader locality was earthworked and subdivided in 2007-2008. The site level ranges from 17-19m AHD at the western boundary to 24-25m AHD at the southern boundary, and 21-23m AHD at the north boundary.

2.2 Legal Description

Table 1 below lists the address, legal description and area of the two lots that comprise the site.

Lot No / Address	Landowner	Diagram	Volume	Folio	Area
Lot 1631 (73) Maritime Drive, Jindalee	DTG Developments II Pty Ltd	423342	4027	315	3,134m ²
Lot 1632 (75) Maritime Drive, Jindalee	DTG Developments Pty Ltd	423342	4027	316	3,146m ²

The two lots will be amalgamated prior to occupation of the development.

2.3 Site Surrounds

The site is bounded by Maritime Drive to the east and north. The Maritime Drive reserve is 18m wide and comprises a 7.5m carriageway and footpath on the opposite verge north of Crowsnest Way. The verges have not been landscaped. A 25m² area of road reserve protrudes into lot 1631 and accommodates an electrical transformer. A power dome is located in the verge adjacent to lot 1632 opposite the Crowsnest Way intersection, and water and sewer infrastructure is located under the opposite verge. Across Maritime Drive to the east is another of the five development sites, and two detached dwellings on individual lots are located to the north.

Landscaped public open space associated with the foreshore node is located to the south of the site. A 5.5m wide landscaping strip with rows of pine trees and light posts directly abuts the south site boundary, with a pedestrian footpath on the other side of the strip. The foreshore car park is located to the south of the public open space.

A 5m wide pedestrian access way is located immediately west of the site. A sewer line has been constructed under the footpath, with a connection in the south-west corner of lot 1631. The coastal foreshore itself (comprising vegetated sand dunes and a timber boardwalk) is located to the west of the PAW.

The topography of the broader locality slopes upwards from the shoreline 120m west of the site to a dunal ridge line at approximately 40-45m AHD 500m-600m east of the site. This results in a prominent sloped landform rising to the east of the site, which has necessitated highly visible limestone retaining walls to be constructed along all single residential lot boundaries in the vicinity.

2.4 Mapped Site Features and Classifications

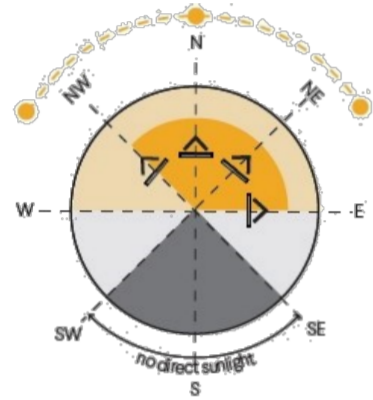
The site is mapped as being located within a Bushfire Prone Area. This will be discussed further in section 4.7.

The northern half of lot 1631 and the entirety of lot 1632 are located within registered Aboriginal heritage site 20772 (AHS 20772). AHS 20772 is mapped as a 4km² square and the site straddles its southern boundary. As subdivision works have already been undertaken for this site and no basement or substantial excavation are proposed, there is no need for this matter to be investigated further.

A context plan depicting the site and its immediate surrounds is shown at Figure 1 overleaf, and an aerial photo depicting the site is shown at Figure 2 on the following page.

LEGEND

- 1 Site (R80)
- 2 Mixed Use Lot (R80)
- 3 Commercial Lot (R80)
- 4 Existing Residential (R20)
- 5 Public Open Space
- 6 Public Carpark
- 7 Kiosk
- 8 Foreshore Reserve

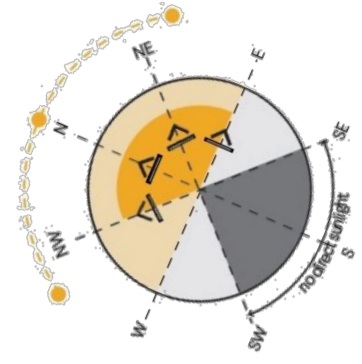


CLIENT: DTG Developments

ADDRESS: #73-75 Maritime Drive, JINDALEE

JOB NUMBER: 85012

DEVELOPMENT APPLICATION
03 Context Plan
REV#1 22.02.24 SG



CLIENT: DTG Developments

ADDRESS: #73-75 Maritime Drive, JINDALEE

JOB NUMBER: 85012

DEVELOPMENT APPLICATION

01 Aerial Photo

REV#1 22.02.24 SG

3.0 Description of Proposed Development

This proposal comprises:

- 13 two-storey three-bedroom 'grouped dwellings' (townhouses) in a row facing the western site boundary, including 2 corner townhouses with bespoke designs and multi-purpose rooms at the north and south end of the row;
- 3 more two-storey 'grouped dwellings' (townhouses) in a row facing the southern site boundary;
- 11 two-bedroom 'multiple dwellings' (apartments) in one three-storey building facing the eastern site boundary;
- A two-storey 'consulting rooms' (GP clinic) building located in the south-east corner of the site and directly adjacent to one of the south-facing townhouses;
- A driveway with parking running north-south through the centre of the site and a communal landscaped break-out space between the driveway and apartment building;
- An east-west driveway connection to Maritime Drive located in the southern part of the site;
- A 4m wide east-west pedestrian accessway (PAW) splitting the west row of townhouses in half, providing a connection between the communal driveway and public footpath to the west of the site;
- A communal landscaped area located adjacent to the north site boundary; and
- Parking for four visitor bicycles in front of the apartment building.

3.1 Grouped Dwelling Specifications

Each of the typical grouped dwellings includes the following:

- One 9.4m x 4.0m primary living space including living, kitchen and dining areas;
- A dual use entry/study nook, WC and linen cupboard near the front entrance, facing south or west towards the public open space and footpath respectively;
- A laundry and under-stair store accessible from the kitchen;
- A 4.0m x 3.7m master bedroom with WIR, ensuite and 3.3m x 1.8m balcony, along with two 3.8m x 2.8m bedrooms, a 2.8m x 1.8m bathroom and linen cupboard on the upper floor;
- A 5.8m x 5.4m double garage set back 2m from the communal driveway, with the setback comprising permeable paving and landscaping;
- A 7.0m x 3.2m courtyard between the kitchen and garage including a 3.2m x 2.1m screened service area accommodating clothes drying, utilities and bins;
- A 2.4m x 2.1m store under the main roof but accessed from the service area;
- A pedestrian accessway between the courtyard and driveway;
- A 3.3m x 1.8m verandah underneath the balcony and connecting the living rooms with the west and south-facing primary garden areas;
- Primary garden areas sized at 36m² for the west-facing townhouses, 25m² for the south-facing townhouses and 77m² and 168m² for the north and south corner townhouses respectively, each including:
 - a small tree in a deep soil area, with these areas having minimum widths of 1.4m-1.6m and average widths of 2.0m-2.3m;
 - a gate and retained staircase connecting to the pedestrian footpaths outside of the site to the west and south; and
 - a footpath connecting the gate and staircase to the front entrance of the dwelling; and
- 0.4m-1.6m uniform retaining with 1.2m vertical slat fencing above along the west footpath and south public open space boundaries.

The two bespoke corner townhouses include two bedrooms, a kitchenette, bathroom and mud room downstairs and the primary living area and master bedroom, WIR and ensuite upstairs.

The typical west-facing grouped dwelling sites are 174m², the south-facing grouped dwelling sites are 165m²-168m² and the two north and south end townhouse sites are irregularly shaped and sized at 237m² and 300m² respectively.

The lot boundary setbacks are as follows:

- The west-facing townhouses are set back 4.58m from the west lot boundary and the south-facing townhouses are set back 3.0m from the south lot boundary, except for a 0.65m balcony and verandah projection into these setbacks.
- The end townhouses are set back 5.7m-6.15m from the west lot boundary, with verandahs projecting forward of the building with 3.35m-3.85m setbacks.
- The north corner townhouse is set back between 0.81m and 2.95m from the communal landscaped area and the south corner townhouse is set back between 3.4m and 5.4m from the south lot boundary, except for a verandah and balcony set back between 1.14m and 2.5m from the boundary.
- Nil lot boundary setbacks are proposed along the internal east-west PAW.

Townhouses 2-12 and 14-16 (ie. all except the bespoke corner townhouses) are capable of meeting the silver level universal design standard.

3.2 Multiple Dwelling Specifications

The multiple dwelling building includes three ground floor apartments and four on each of the first and second floors.

Each multiple dwelling includes the following:

- One 9.5m x 4.0m primary living space including living, kitchen and dining areas;
- A 3.6m x 3.4m bedroom with ensuite and a 3.0m x 3.0m bedroom;
- A 6.7m² combined bathroom and laundry;
- A 3.9m x 2.7m east-facing alfresco for the ground floor apartments, a 4.1m x 2.7m east-facing balcony for the first floor apartments and a 4.3m x 2.5m west-facing balcony for the second floor apartments;
- An 8.1m x 3.0m primary garden area adjacent to the alfresco for the ground floor apartments, including a small tree in a deep soil area with minimum width of 2.8m and a paved area and gates connecting to the Maritime Drive footpath and one of the forecourts in front of the communal building entrances.

All apartments are capable of meeting the silver level universal design standard.

The common multiple dwelling building specifications are as follows:

- Two 2.5m wide lobbies with staircases to provide access to all apartments and under-stair storage for communal items;
- A 2.5m wide ground floor communal terrace along the west side of the building;
- Eleven 6m² stores for the apartments and a 6.1m² service room adjacent to the ground floor lobbies;
- Two fully screened bin stores attached to the north and south walls of the building; and
- A 0.8m solid wall and 1.029m vertical slat fencing above along the Maritime Drive boundary.

3.3 Consulting Rooms Specifications

The consulting rooms is an irregular 12.5m x 13m (175m²) building attached to the east end of the three south-facing townhouses, with a nil setback to Maritime Drive and pedestrian entrances directly to the Maritime Drive footpath to the east and the driveway to the north. The building will be fitted out with a reception/waiting area, two doctors' rooms, a treatment room, store/laboratory, bathroom, WC and a kitchenette on the ground floor. A large 11.7m x 8.4m multi-purpose ancillary space for the consulting rooms is located on the upper floor.

The consulting rooms are intended to operate between 9am-5pm on weekdays and 9am-12pm on Saturdays.

3.4 Common Site Features

The following common site features are proposed:

- Ten single car bays and 2 sets of tandem car bays for apartment residents, and 7 car bays for visitors along the north-south driveway;
- Two car bays and an ACROD bay for the consulting rooms along the east-west driveway;
- Nine embayed car bays along Maritime Drive, two of which are to be used for visitor parking for the GP clinic and the remainder for public use;
- Footpaths marked along the side of the driveways and zebra crossings crossing the driveways to connect the footpaths and PAW to the west side of the site;
- Various pedestrian footpaths and gates between the public realm adjacent to the site and the communal areas and townhouse primary garden areas;
- A 442m² communal park at the northern end of the site, including grass, planted landscaping, two small gazebos (4m height) and park benches;
- An informal landscaped communal breakout area in the centre of the site in front of the apartment building, with shade trees and park benches;
- Soft landscaping and access footpaths in all communal spaces not used for car parking, including 81 trees dispersed around the site, 43 of which are in communal areas;
- A solid wall around the inside boundaries of the transformer protrusion such that it is not visible from inside the site;
- 1.8m vertical slat fencing and gates for pedestrians and vehicles around the site boundaries; and
- A footpath and landscaping within the Maritime Drive verge adjacent to the site.

Further details regarding colours, materials, landscaping and transport are provided in Appendices 6, 10 and 12 respectively.

3.5 Sustainability Initiatives

The following sustainability initiatives are under consideration by the developer, and will be confirmed at a later stage in the project:

- Provision of a comprehensive all-electric embedded energy network including roof-mounted solar panels on all buildings and a solar battery system to service the entire development;
- Siting and orientation of buildings as per passive solar design principles and to optimise natural ventilation;
- Above-average levels of wall and ceiling insulation will be provided;
- Waterwise and power efficient fittings and fixtures will be standard; and
- 18.4% of the site is deep soil landscaping, and many more trees than required are proposed to significantly improve the canopy coverage in the locality.

4.0 Planning Context and Assessment

The key planning instruments relevant to the site and to this proposal are:

1. The *City of Wanneroo District Planning Scheme No. 2*, which provides a land use permissibility framework, establishes development controls for non-residential development and acts as a head of power for Structure Plans;
2. The *Lot 12 Jindalee Coastal Village Agreed Structure Plan*, which establishes a detailed urban structure and establishes zones, R-Codes and some development requirements for the Jindalee Coastal Village;
3. *State Planning Policy 7.0 – Design of the Built Environment*, which sets out ten design principles to guide development design throughout Western Australia;
4. *State Planning Policy 7.3 – Residential Design Codes Volumes 1 and 2*, which set out the key residential development standards for grouped and multiple dwellings respectively throughout Western Australia;
5. *State Planning Policy 2.6 – Coastal Planning*, which seeks to protect Western Australia's coastline and associated environment;
6. *State Planning Policy 3.7 – Planning in Bushfire Prone Areas*, which aims to reduce the risk and impacts of bushfire on development;
7. *City of Wanneroo Local Planning Policy 2.4: Site Works and Retaining for Residential Development*, which augments the requirements of the R-Codes Volume 1 in relation to cut and fill across development sites;
8. *City of Wanneroo Local Planning Policy 4.27: Mixed Use Zones*, which applies additional design and development standards to development in Mixed Use zones; and
9. *City of Wanneroo Local Planning Policy 4.7: Uniform Fencing*, which establishes standards for uniform fencing where required or proposed.

Application of Revised Residential Design Codes

This application seeks for the City to assess the design against the revised R-Codes (Volumes 1 and 2) that are to take effect in April 2024 on the basis that they are 'seriously entertained' and are likely to take effect prior to determination of this development application. Therefore, these draft versions of the R-Codes should be given more weight in the decision making process than the current R-Codes.

In determining how much weight to give a seriously entertained proposal, it is appropriate to refer to *Nicholls and Western Australian Planning Commission* [2005] WASAT 40 (Nicholls) which establishes the following criteria in considering seriously entertained planning proposals:

- i. *The degree to which the draft addresses the specific application.*
- ii. *The degree to which the draft is based on sound town planning principles.*
- iii. *The degree to which its ultimate approval could be regarded as certain.*
- iv. *The degree to which its ultimate approval could be regarded as imminent.*

In assessing this proposal against these four criteria, the draft versions of the R-Codes Volume 1 and 2 should be given considerable weight in the decision making process as:

- i. The draft R-Codes were prepared specifically to reform the planning requirements that apply to medium density areas, as well as grouped dwellings in high density areas. The State Government has confirmed that the 'Part C' medium density requirements will apply to grouped dwelling development in R80 coded areas once gazette, and the only amendments to Volume 2 will be to reflect the changes made to the R-Codes Volume 1. The draft R-Codes therefore directly address this development application.

- ii. The draft R-Codes are based on sound town planning principles given they include specific planning requirements that apply to grouped dwelling developments in medium to high density coded areas, and underwent substantial testing and analysis by the Department of Planning, Lands and Heritage prior to placement in the publicly available draft. The principles on which the draft R-Codes are based, as well as the new requirements themselves, have been accepted by the planning industry.
- iii. The ultimate approval of the revised R-Codes can be regarded as *certain* as it has already occurred, and will take effect in mid April as per the State Government announcement on 30 January 2024.
- iv. As the revised R-Codes will take effect within 1-2 months of lodgement of this development application (which is highly likely to be prior to determination), approval of the revised R-Codes is *imminent*.

The following sections demonstrate that this proposal responds to the requirements of the abovementioned planning instruments.

4.1 City of Wanneroo District Planning Scheme No. 2

The site is located within the 'Urban Development' zone in District Planning Scheme No. 2 (DPS 2).

Land Use

Pursuant to provision 2.2, Schedule 6 of DPS 2, land use permissibility in the 'Urban Development' zone is determined by the applicable approved Structure Plan.

The Lot 12 Jindalee Coastal Village Agreed Structure Plan (the Structure Plan) zones the site 'Mixed Use' with an R80 coding. DPS 2 provides that the 'Grouped Dwelling' and 'Multiple Dwelling' land uses are discretionary and the 'Consulting Rooms' land use is permitted in the 'Mixed Use' zone. These land uses are therefore all capable of approval on this site.

The 'Consulting Rooms' land use is most applicable to the proposed GP clinic on the basis that it does not have sufficient space or facilities to be capable of use by more than two health practitioners at the same time, and it is intended that it will mostly only be used by one medical professional at a time. It is for this reason that the 'medical centre' land use does not apply to this component of the proposal.

Car Parking

Five car bays are required to be provided for consulting rooms by provision 16.1, Schedule 6 as well as Schedule 11 of DPS 2. Three car bays are proposed on site (two for staff and one ACROD bay), and two proposed embayed car bays on Maritime Drive directly outside the entrance to the consulting rooms are intended to function as the primary parking area for clients and make up the two bay on-site parking shortfall.

Clause 4.10 of DPS 2 enables the City to approve an element of a proposal that does not comply with a requirement in Schedule 6, subject to certain criteria being met. As Schedule 6 refers to Schedule 11, this ability extends to car parking requirements. This application seeks for the City to approve the two bay shortfall of on-site car parking for the consulting rooms on the following grounds:

- The two bay on-site parking shortfall is proposed to be offset through the availability of two on-street car bays on Maritime Drive directly outside the front entrance to the consulting rooms for use by visitors;
- The embayed parking is proposed to be constructed as part of this development;

- Should either of the two on-street car bays be used by other members of the public, seven other on-street car bays are available adjacent to the site as well as the car parking at Jindalee foreshore node nearby; and
- The Transport Impact Statement provided at Appendix 12 confirms that the car parking supply is more than sufficient to meet the needs of the development.

On this basis, this proposal meets the abovementioned criteria as it is consistent with cl. 67(2) of the Deemed Provisions by ensuring adequate arrangements for the parking of vehicles, and as it will not have a significant adverse impact on the occupiers or users on the development, the inhabitants of the locality or development on any of the other lots within Jindalee Coastal Village.

The proposed on site car parking and ACROD bay have been designed to meet Australian Standards as required by provision 16.2, Schedule 6 of DPS 2. The number of car bays for residents of and visitors to the grouped and multiple dwellings complies with the requirements of the R-Codes.

Other Development Requirements

Provision 15, Schedule 6 of DPS 2 requires bin storage to be located inside a building or an external area screened by a solid 1.8m wall. This is proposed for the apartment building and consulting rooms respectively.

Should staff or clients of the consulting rooms wish to cycle, bicycle parking is available in the services area adjacent to the entrance and a bathroom with shower has been provided to function as the end of trip facility to meet the requirement of provision 18, Schedule 6 of DPS 2.

4.2 Lot 12 Jindalee Coastal Village Agreed Structure Plan

Alongside the abovementioned Mixed Use zoning of the site, the Structure Plan also applies development standards to the site. This development has been designed with regard given to requirements of the Structure Plan, however some variations are proposed. These are detailed and justified in the table below.

No.	Requirement	Proposal	Justification
8.3	Parking is required to be behind the building line or in an undercroft.	Two car bays protrude into the Maritime Dr front setback. All other bays are behind the building line.	These minor protrusions into the setback (0.94m ² and 0.02m ²) will be screened by dense landscaping and will not be a prominent visual feature of the development.
9.3	Have a habitable ground floor level not more than 1.5m above the finished level of the footpath along the foreshore, wherever feasible.	All townhouses are set less than 1.5m above the footpath, except for townhouse 12 only which is set 1.5-1.6m above the footpath.	A maximum 1.6m height is proposed for only 6% of the west site boundary to minimise the site level difference and ensure that the central communal area has only a minor gradient to optimise its functionality and useability. As such, it would not be feasible to provide a lower level in this location.
10.0	No buildings are to be built within the “view corridor – no build zone”.	Two open 4m gazebos are proposed within the view corridor to shade communal seating areas.	The gazebos are not proposed to be walled, so will not present any building bulk. As gazebos are commonplace at coastal foreshores they will tie in with the character of the locality, and so will maintain the view corridor.

10.2	Awnings over footpaths shall have a minimum depth of 2.5m and vertical clearance of 3.5m.	A 2m depth and 3m vertical clearance are proposed.	The 2m depth aligns with the predominant width of the footpath and will therefore provide visual regularity to footpath users. The height reflects the short length of the awning and will optimise its primary purpose to provide weather protection. The City's Local Planning Policy 4.27 also only requires a minimum 3m vertical clearance.
10.3	Buildings shall generally provide a continuous edge along public streets.	Apartment building edge along Maritime Drive ends near Crowsnest Way.	The proposed site design meets the intent of this requirement as the consulting rooms and apartment building directly address most of the Maritime Drive frontage. A building does not front a small portion of the frontage between the apartment building and view corridor (no build zone) due to the irregular shape of the site, however this has the benefit of expanding the view corridor to better respond to the alignment of Crowsnest Way. On this basis the buildings <i>generally</i> provide a continuous edge along Maritime Drive, consistent with the wording of this requirement.
10.3.1	Minimum 3m setback is required along the south and east lot boundaries.	A nil setback is proposed for the consulting rooms in lieu of 3m.	The nil setback forms part of the landmark element for this corner as required by the Structure Plan, and will also provide an enhanced connection to the street and public open space.
		Apartment building balconies, pilasters and posts extend 50cm into the 3m Maritime Drive setback.	The column protrusions articulate the east façade and form an essential component of the design aesthetic, but will not present significant building bulk to the street.
		Three south-facing verandahs and balconies protrude 65cm into the 3m POS setback.	The verandah and balcony protrusions will provide better passive surveillance and a sense of enclosure to the public open space, without presenting undue building bulk as they will be open on all sides within the setback. This is consistent with CPTED principles.
			The Design Review Panel did not object to these setback reductions.
10.3.1	The top storey of any building above first floor must be set back minimum 3m further than the storey below.	The wall alignment of the top storey of the apartment building is the same as the second storey.	As the building height is only three storeys instead of five and the many nearby dwellings are two storeys, this setback is not necessary to mediate the bulk and scale of the building as this has been achieved through

building design and the buildings will be less bulky than anticipated for this site. The Design Review Panel members have accepted this element of the proposal and the R-Codes Volume 2 only require buildings with four storeys or more to have a defined base, middle and top.

11.0	Site levels may not be increased through the importation of additional fill onto the site.	Additional fill is proposed to mediate the site level difference.	As grouped and multiple dwellings are proposed, it is impractical to slope development across the site at its current gradient. Importantly, the buildings facing Maritime Drive are set at street level and the site height along the west boundary is 94% compliant, confirming that the additional fill will not impact the visual amenity of the site or the public realm. More significant gradients would also detrimentally affect site accessibility.
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A commercial plot ratio of 0.045 and a residential plot ratio of 0.52 are proposed, both of which are below the respective maximums of 0.5 and 2.0.

4.3 State Planning Policy 7.0 – Design of the Built Environment

On 21 December 2023 the City of Wanneroo Design Review Panel reviewed a preliminary design of this proposal. The Panel’s comments were provided in the Meeting Minutes and addressed how the Panel believed the preliminary design responded to the ten principles of good design set out in State Planning Policy 7.0 (SPP 7.0).

A Design Statement has been prepared by Dale Alcock Projects detailing how the proposal meets the ten principles of good design, and is provided at Appendix 7. Dale Alcock Projects’ response to the Panel’s advice is provided at Appendix 8 and details where the project has responded by either updating the plans, providing further information, or providing justification as to why some advice has not been actioned.

The project team looks forward to working with the Panel during the development application process to ensure that the design meets the ten principles of good design contained within SPP 7.0 without compromising the viability or objectives of the project.

It is important to note that there is no planning framework requirement for this development to *exceed* (as opposed to *meet*) the design standard required by SPP 7.0, particularly as this application does not seek approval of any major variations or design principle assessments (such as height, plot ratio or any impacts on nearby properties).

4.4 State Planning Policy 7.3 – Residential Design Codes Volume 1

The April 2024 version of the R-Codes Volume 1 was not publicly available at the time of writing of this report, and so the assessment in this section has been undertaken with reference given to the draft version of the September 2023 R-Codes Volume 1 along with the subsequent changes listed on the Department of Planning, Lands and Heritage Frequently Asked Questions webpage.

The proposed grouped dwellings meet the deemed-to-comply requirements of Part C of the R-Codes Volume 1 as they relate to the R80 code except for the following requirements, which meet the design principles as demonstrated in the table overleaf.

CI.	Location	Deemed-to-comply not met	Design Principle	Design Principles Assessment
1.2	Townhouses 2-12 and 14-16	<p>Less than 15% deep soil area provided with minimum 1m dimension for the following townhouses (TH): TH 2, 4, 6, 8, 10, 12: 8.28% TH 3, 5, 7, 9, 11: 10.21% TH 14: 6.41% TH 15: 6.12% TH 16: 6.58%</p> <p>Second trees in rear courtyards provided with 2.85m² to 3.15m² deep soil area in lieu of 9m².</p>	<p>P1.2.1 Site planning allows for:</p> <ul style="list-style-type: none"> i. site responsive and sustainable landscape design; and ii. the retention of existing trees on the subject site and adjoining properties. <p>P1.2.2 Provision of trees and high quality landscaping:</p> <ul style="list-style-type: none"> i. enhances the built form, streetscape and pedestrian amenity, as viewed from the street; 	<p>The development has been designed to achieve a whole-of-site landscaping response in order to meet the design principle, as opposed to the deemed-to-comply site-by-site response.</p> <ul style="list-style-type: none"> i. Opportunities for landscaping in deep soil areas have been maximised across the communal parts of the site, with 18.4% of the overall site being provided as deep soil area. This includes a variety of sustainable landscaping areas with different sizes and functions depending on context and intended use. Large common landscaping areas have been provided to compensate for the reduced landscaping on individual townhouse sites to provide better amenity and social and recreational opportunities for the residents. The common landscaping areas are more likely to be successful into the future as they are less exposed to the harsh coastal conditions, given all townhouse primary garden areas face south / west. ii. The trees in the adjacent public open space will not be impacted by this development. <p>50 more trees than required by the R-Codes and 12.6% canopy coverage are proposed. This is a significant contribution to the Jindalee canopy coverage, which is currently less than 1% (as per the City's Urban Forest Strategy 2022).</p> <ul style="list-style-type: none"> i. 18 trees are spread along the Maritime Drive setback in order to screen the proposed car bays, provide shade to the ground floor apartment courtyards and soften the appearance of the apartment building.

- ii. provides shade and amenity for communal streets and parking areas; and
 - iii. contributes to the visual appeal, comfort and amenity of the development, in particular private open space and communal open space and outlook from habitable rooms.
- ii. 25 trees are spread along the internal driveways to provide shade and amenity (only 6 are required by the R-Codes).
 - iii. Small trees are proposed in all primary and secondary private open space areas for the townhouses, as well as the ground floor apartment courtyards and adjacent to the communal apartment building terrace.

P1.2.3 Development provides sufficient deep soil area to sustain healthy tree and plant growth, providing for an increase in urban tree canopy over time, and assist in managing the quantity and quality of stormwater.

As mentioned previously, 18.4% of the entire site is proposed to be provided as deep soil area which is beyond the 15% standard for individual townhouses. The landscaping plan provided as part of this submission details the tree species and sizes, which have been chosen based on the size and context of the deep soil area. There will be a significant increase in tree canopy over time to approximately 12.6% of the site, and enough deep soil area is provided to assist with stormwater management.

2.2	Townhouse 13	Perpendicular eave along full 3m dimension of uncovered area in front of east-facing window to upstairs primary living space.	<p>P2.2.1 In climate zones 4, 5 and 6 the development is sited, oriented and designed to optimise winter solar gain whilst limiting summer sunlight into:</p> <ul style="list-style-type: none"> i. the primary living space and habitable rooms; and ii. private open spaces, including the primary garden area; while balancing site constraints, outlook and views of significance. 	<p>This design principle assessment is necessary due to the small width of the east-facing window to the upper floor living room in townhouse 13, which has resulted from this townhouse being located in the south-west corner of the site.</p> <p>Townhouse 13 has been designed to maximise solar access given this site constraint, with expansive windows and outdoor living areas (larger than all other townhouses) providing opportunities for use in winter while limiting summer sun by orienting the primary living space, habitable rooms and primary garden area to the south and west to take advantage of the</p>
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P2.2.2 Windows to habitable rooms are designed and positioned to optimise daylight, natural ventilation and outlook, while maintaining a reasonable level of visual privacy.

P2.2.3 Dwellings optimise natural ventilation to habitable rooms (and bathrooms where possible) that is responsive to site and local climatic conditions.

views of significance to the POS and coast. This orientation will also limit the part of each summer day that the dwelling is heated to the afternoon only. It is therefore reasonable to balance the expansive outdoor space provided against the site constraint posed by the south-west orientation.

Sufficient natural ventilation is provided as demonstrated on the plans, and visual privacy is compliant.

3.5	West and south site boundaries (Townhouses 4-14)	Retaining walls and fill greater than 1m proposed on lot boundaries.	<p>P3.5.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill.</p> <p>P3.5.2 Where excavation/fill is necessary, all finished levels respect the natural ground level at the lot boundary of the site and as viewed from the street.</p> <p>P3.5.3 Retaining walls that result in land which can be effectively used for the benefit of residents, do not detrimentally affect the amenity of adjoining properties in the opinion of the decision-maker, and are designed, engineered and landscaped having due regard to the provisions of element 3.10 Visual privacy.</p>	<p>The site design considers and responds to the gradient of the site by setting the apartment building higher than the communal open space to the south. As detailed previously, fill is required to mediate the level difference across the site.</p> <p>The buildings facing Maritime Drive are at street level. The communal open space is not proposed to be sloped as this would compromise its functionality. The site boundary retaining is mostly compliant with the Structure Plan.</p> <p>The retaining walls ensure that the primary garden areas can be effectively used for the benefit of the residents, and there are no adjoining properties to be detrimentally affected. Visual privacy is compliant along these parts of the west and south site boundaries.</p> <p>Further justification against the additional requirements of the City's Local Planning Policy 2.4 – Site Works and Retaining for Residential Development is provided in section 4.8.</p>
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4.5 State Planning Policy 7.3 – Residential Design Codes Volume 2

The proposed multiple dwellings are subject to the R-Codes Volume 2, and as mentioned previously this submission assumes that the proposal will be assessed against the forthcoming version of this document with consequential amendments resulting from the changes to the R-Codes Volume 1 that will take effect in April 2024.

A comprehensive assessment of the apartment building and multiple dwellings against this Policy is provided in the DesignWA assessment template at Appendix 9, and confirms that the development meets all Element Objectives of the R-Codes Volume 2.

4.6 State Planning Policy 2.6 – Coastal Planning

This policy applies as the site is located within 300m of the coast and requires development to be designed to complement and enhance the coastal environment in terms of its visual, amenity, social and ecological values. The development will contribute to these values as:

- The built form and scale of the development responds to and enhances the coastal environment and the topography of the locality, given the positioning and heights of the buildings on the site have been set to step down to the sand dunes to the west. The heights are within the maximum established by the planning framework for this site;
- Construction and operation of the development will not impact the Bush Forever area within the foreshore reserve; and
- Stormwater will be managed on-site, with overflows during significant events to be directed to the adjacent stormwater system in the road reserve.

4.7 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

As the entirety of the site is mapped as a Bushfire Prone Area, State Planning Policy 3.7 (SPP 3.7) requires a Bushfire Attack Level (BAL) Assessment to be provided in support of the development application. In this regard, a BAL Assessment Report is provided at Appendix 11 addressing the items listed in provision 6.5 of SPP 3.7.

The BAL Assessment Report identifies the source of the bushfire hazard as the vegetation in the foreshore reserve to the west of the site, and aligns the BAL-29 contour at a 3.5m setback from the fence line along the path. The setback decreases at the landscaped barbecue and kick-about space. No buildings can be constructed within this 3.5m setback and none are proposed. It is on this basis that primary garden areas have been provided along the western boundary of the site.

4.8 City of Wanneroo Local Planning Policy 2.4: Site Works and Retaining for Residential Development

Local Planning Policy 2.4 (LPP 2.4) encourages developments to use equal cut and fill across sloping sites. As previously detailed, the apartment building pad height has been set level to Maritime Drive to ensure a strong connection between the ground floor apartments and the street. The level drops between the communal terrace and landscaped breakout space to mediate the broader site levels and avoid creating a gradient for the landscaped space or driveway, which would compromise the functionality of this part of the site. The site level also drops at the southern west-facing townhouse garages, but the primary garden areas at the west side of the site need to be flat to ensure their useability.

As demonstrated above, every opportunity has been taken to grade the site down to the west to reflect its natural topography without compromising the Maritime Drive streetscape, accessibility inside the site or the functionality of the central communal area through excessive gradients or by losing space to terracing. The proposed fill height is up to a maximum of 0.5m under the apartment building and central communal

area, and from 0.6m-1.6m under the west-facing townhouses and at the retaining walls at the west side of the site.

Fill is therefore the most appropriate option to achieve good urban design and functionality outcomes for the site. The proposed fill also meets the level requirements of the Structure Plan (except for one very small area) as demonstrated previously.

Therefore, this element of the proposal meets the objectives of this policy as it will:

- Meet the design principles of the R-Codes Volume 1 as detailed previously;
- Minimise the impact of site works and retaining walls on the natural environment and landscape, and complement and be sympathetic to the natural topography of the site in the context of the retaining wall height limits set for this site by the Structure Plan;
- Protect the amenity of all nearby landowners by setting the site level adjacent to Maritime Drive at street level and maximising retention of the natural site gradient adjacent to the public open space; and
- Provide retaining walls that are no higher than eye level at all points around the site and are substantially below eye level in most places, and will therefore not adversely impact the footpath to the west or the public open space to the south.

4.9 City of Wanneroo Local Planning Policy 4.27: Mixed Use Zones

Local Planning Policy 4.27 (LPP 4.27) generally requires non-residential land uses not to conflict with residential development in the area and for residential land and buildings to be designed to address the street. The consulting rooms (and the broader development) meet the requirements of the Policy as follows:

- The consulting rooms will not cause amenity impacts for the townhouse or apartment residents as:
 - the land use is of a low intensity and is unlikely to generate undue noise, light or significant numbers of visitors or traffic and is limited to two practicing doctors (likely to only be one most of the time);
 - the opening hours are limited to business hours and 9-12 on Saturdays, which are generally accepted for uses of this type to operate;
 - the building has been designed to face away from the dwellings to provide appropriate separation;
 - the use will not cause any fumes, odours, dust, vibration, electrical interference or safety impacts on the amenity of residents;
 - the visitor parking is proposed on the street and only staff will be able to park in the allocated bays within the vehicle access gates;
 - pedestrian access is proposed via the street, which will prevent visitors from entering the site;
 - medical waste will be disposed of professionally via a private contractor;
- The consulting rooms are located on the ground floor and will activate the street through windows to the reception area;
- All buildings address and will provide passive surveillance to Maritime Drive and the other site boundaries through major openings and entries, with 87% of the GP clinic's south and east-facing walls glazed, well beyond the 60% requirement;
- No large blank walls are proposed facing site boundaries;
- The consulting rooms have been provided with direct access to the primary street on the ground floor to a generous reception/waiting area of 32m²;
- The ceiling height of the ground floor is 3m, which is slightly below the 3.2m requirement but is sufficient to meet the needs of the consulting rooms use; and
- An awning is provided over the footpath at the east entrance with a depth of 2m (to the main alignment of the edge of the footpath) and a height of 3.0m above the footpath.

4.10 City of Wanneroo Local Planning Policy 4.7: Uniform Fencing

This development meets the requirements of this Local Planning Policy by proposing visually permeable uniform fencing around all boundaries of the site. The fencing has been designed to the City's Uniform Fencing Standards as follows:

- The height of the fencing (including retaining) is generally between 1.8m and 2.4m, with some minor variations in isolated areas along the east (lower) and west (higher) lot boundaries due to level differences;
- The uniform fencing is limited to masonry and visually permeable aluminium infill panels; and
- Pedestrian access gates and stairs are proposed to be constructed of the same materials to ensure a consistent finish.

The infill panels at the north side of the site around the communal landscaped area start at ground level in lieu of the minimum wall height of 900mm in order to provide improved passive surveillance and visual connection to the street. The retaining on the west side of this area is less than 900mm to account for the level difference on this side of the property, and will also provide an improved visual connection to the footpath. This variation is worthy of support by the City on this basis.

5.0 Amenity and Servicing

The following subsections confirm that transport, waste and stormwater drainage have been given consideration in the design and ongoing operation of the development.

5.1 Traffic and Transport

A Transport Impact Statement (TIS) prepared by Urbii is provided at Appendix 12, as required by the WAPC's Transport Impact Assessment Guidelines given over 10 dwellings are proposed.

Consistent with the parking assessment earlier in this submission, the TIS concludes that there is sufficient car and bicycle parking for residents of and visitors to the grouped and multiple dwellings.

The TIS analyses the traffic to be generated by the residential and consulting rooms components of the development, and concludes that the traffic to be generated by the development falls below the WAPC thresholds for further investigation. Therefore, the impact on the surrounding road network is minor and consistent with the intended function of the roads for local traffic purposes.

As waste from the townhouses is proposed to be collected by a Council waste vehicle from the internal driveway, the TIS confirms that the internal driveway width is sufficient to accommodate a 9.8m design vehicle.

The location of the site adjacent to the Jindalee foreshore and the proposal to connect the footpath along the west side of Maritime Drive will ensure that there is exceptional connectivity into and around the site for pedestrians and cyclists.

5.2 Waste Management

A Waste Management Plan (WMP) prepared by Urbii is provided at Appendix 13 projecting volumes of waste to be generated by the development and methods of disposal. The WMP is based on the WALGA better practice waste management principles and the WALGA waste generation rates have been used.

The WMP proposes that 8 general and 4 recycling bins (240L each) will be stored across the two bin stores adjacent to the apartment building to service the apartments, and one of each of these bins will be provided for each of the townhouses and the GP clinic. The WMP calculates that this number of bins will accommodate the waste that is projected to be generated by the residents.

The WMP confirms that sufficient clearance is provided in all bin storage areas to accommodate the bins, and the locations of the bin storage areas are easily accessible and will not cause amenity impacts.

It is proposed that the City of Wanneroo waste service will collect the apartment and townhouse bins as per the usual schedule, however waste generated by the GP clinic will be collected privately to ensure that medical waste is disposed of safely.

5.3 Stormwater Management

A detailed stormwater plan and calculations will be developed at detailed design stage and provided post-approval as per usual practice. It is intended that the site drainage system will be able to accommodate the 1 year AEP event, and for more significant events stormwater will be directed towards south and west as per the site topography. There is substantial capacity on site for surface retention (particularly under the driveway and the central communal area), and a bubble-up system will be provided in the communal park which will reduce the risk of flooding on site and discharge off site.

6.0 Conclusion

This development application proposes 27 high-amenity and liveable grouped and multiple dwellings, and small but well-located consulting rooms, in a cohesive and visually attractive development that will positively contribute to the developing Jindalee coastal node. The land is owned and will be developed by a local family-owned development company, who are motivated to deliver a great development outcome on this site.

This build-to-rent development is a small but necessary and planned-for addition to the housing stock in the City of Wanneroo and will address the current housing shortage. The consulting rooms will contribute to the vitality of the coastal node while serving the medical needs of the broader community.

The site design responds to the constraints posed by the shape and surroundings of the site, while also providing sufficient solar access, functional indoor and outdoor living spaces and private and communal garden areas for the use and enjoyment of the future residents. Legible linkages to the coast, public open space and Maritime Drive are provided throughout and around the site.

The building elevations incorporate well-considered articulation, robust materiality and large major openings to ensure a high quality streetscape presentation. The aesthetics of the buildings reflect their bulk and scale along with the typical project homes that set the built form character of the locality, while also remaining consistent with the stringent design direction provided by the landowner.

The project team will continue to work with the City of Wanneroo's Design Review Panel where practicable through the development application process to ensure that the design meets the standard set by State Planning Policy 7.0.

The proposal satisfies the relevant planning requirements, including the deemed-to-comply and design principle / objective requirements (where relevant) of the Structure Plan, R-Codes and applicable Local Planning Policies.

This proposal includes a communal-focused landscaping response instead of the deemed-to-comply landscaping outcome that focuses on individual dwellings. The reduced deep soil areas in townhouse courtyards are more than offset by a large landscaped barbecue and kick-about space, an informal communal break-out area in the centre of the site and a raised paved terrace, which will all provide a high level of amenity as well as social opportunities for residents. This site is optimally located and this development has been designed to promote social interaction and a strong sense of community, given its close proximity to the beach and as it opens out towards the adjacent public open space and coastal footpath.

A limited number of other minor variations are proposed, as is typical for developments of this size and scale. This report demonstrates that there is a strong rationale for each variation, and that in each case the intent of the planning framework has been met and will result in a good planning outcome. On this basis there are strong planning grounds for the JDAP to exercise discretion in these instances.

The justification provided in this report and the supporting appendices demonstrates that this development application is worthy of approval by the Development Assessment Panel. In this regard, we look forward to working with the City of Wanneroo to progress this application through the referral, advertising, Design Review Panel and planning assessment phases towards a favourable recommendation to the JDAP and subsequent approval.

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