

WATTLE GROVE PROVIDENCE LIFESTYLE VILLAGE

LOT 500 (NO. 32) GAVOUR ROAD, WATTLE GROVE

PROJECT REF: 1982



Prepared for

Providence Lifestyle Villages
1/247 Oxford Street
Leederville

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1.0 Executive Summary

Providence Lifestyle Villages are seeking approval for an Integrated Aged Care Facility at Lot 500 (No. 32) Gavour Road, Wattle Grove (herein referred to as the 'subject site').

Development Summary	
Independent Living Units	- Total – 190 15 dwelling design options
Aged Care Facility	Not included in this development application and to be developed separately.
Communal Facilities	- Clubhouse and associated lawn bowls, pickle ball court and golf simulator. - Wellness retreat and associated pool. - Administration office. - Resident workshop. - Resident meeting/event space.
Servicing	- Reticulated water connection provided. - Underground power connections provided. - Private reticulated sewer which is treated and disposed of off-site.
Vegetation/Landscaping	- Native vegetation removal limited to 6,363sqm - Non-native vegetation removal limited to 4,149sqm - Considerate landscaped areas and large extents of retained vegetation to ensure the development fits within its local context.

Planning Framework Summary	
Metropolitan Region Scheme	Rural
City of Kalamunda Local Planning Scheme No. 3	Special Use 20
State Government Policies	- State Planning Policy 3.7 – Planning in Bushfire Prone Areas. - State Planning Policy 5.4 – Road and Rail Noise. - State Planning Policy 7.0 – Design of the Built Environment. - Government Sewerage Policy - Development Control Policy 5.1 – Regional Roads
Local Development Plan	Lot 500 Gavour Road Local Development Plan

2.0 Introduction

Dynamic Planning and Developments acts on behalf of Providence Lifestyle Villages, the contracted purchaser of Lot 500 (No. 32) Gavour Road, Wattle Grove (herein referred to as the 'subject site').

This planning report has been prepared in support of an Application for Planning Approval for an Integrated Aged Care Facility at the subject site. The planning report contains the following pertinent details of the proposal deemed to be relevant as part of considering the merits of the application:

- Details of the proposal;
- Detailed assessment of the proposal against the City of Kalamunda Local Planning Scheme No. 3 (LPS 3) and any relevant State or Local Planning Policies;
- Detailed summary of additional technical considerations relevant to the assessment of the development application.

The following documentation has been provided in order to assist the City of Kalamunda in considering the application:

- Certificate of Title pertaining to the site (**Appendix 1**).
- Relevant development plans (**Appendix 2**).
- R Code Assessment (**Appendix 3**).
- State Planning Policy 7.0 Assessment (**Appendix 4**)
- Traffic Impact Assessment (**Appendix 5**).
- Biophysical Assessment and Foreshore Management Plan (**Appendix 6**).
- Environmental Summary Report (**Appendix 7**).
- Bushfire Management Plan and Bushfire Emergency Evacuation Plan (**Appendix 8**).
- Acoustic Report (**Appendix 9**).
- Drainage Management Plan (**Appendix 10**).
- Engineering Servicing Report (**Appendix 11**).
- Landscape Concept Plan (**Appendix 12**).

3.0 Site Details

3.1 Legal Description

The subject site is legally described as:

Lot	Plan	Volume	Folio	Street Address
500	57971	2702	116	32 Gavour Road, Wattle Grove

Table 1 – Site Details

The area of the subject site is 151,808m² or 15.18ha.

A copy of the Certificate of Title pertinent to the subject site is contained in **Appendix 1**.

3.2 Locational and Land Use Context

The subject site is located within the City of Kalamunda municipal area and suburb of Wattle Grove, sitting approximately 16 kilometres southeast from the Perth CBD. The site sits within a rural area consisting of large and expansive lots. The closest 'Urban' development is to the north in Forrestfield

The subject site is bounded by Gavour Road to the south east and Welshpool Road East to the north, which is reserved as an 'Other Regional Road' under the Metropolitan Region Scheme (MRS). This provides the site with dual street frontages. The subject site also shares boundaries with existing rural living properties.

Traversing the site in the south is Crystal Brook which is a heavily vegetated waterway. Also traversing the site are overhead powerlines which are protected by an established easement.

At present the site is occupied by an existing single dwelling and associated outbuildings. The site has a range of existing established vegetation concentrated toward Crystal Brook, the easement area associated with the powerlines, Welshpool Road East and the property boundaries.

Figures 1 and 2 depict the subject site in its regional and local context, respectively.

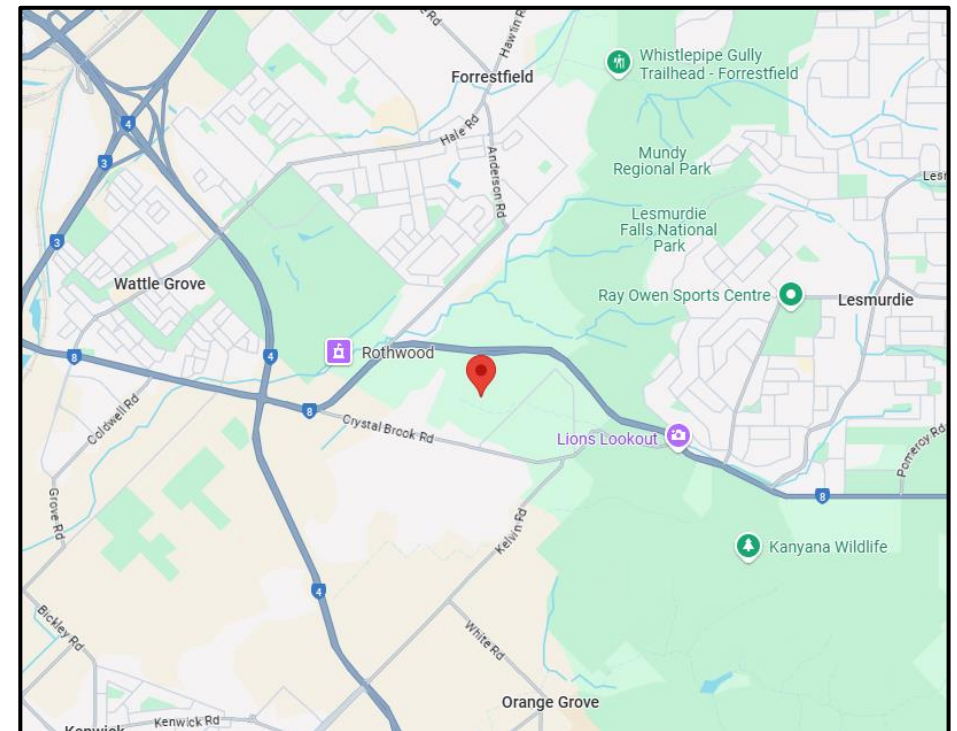


Figure 1 – Regional Context

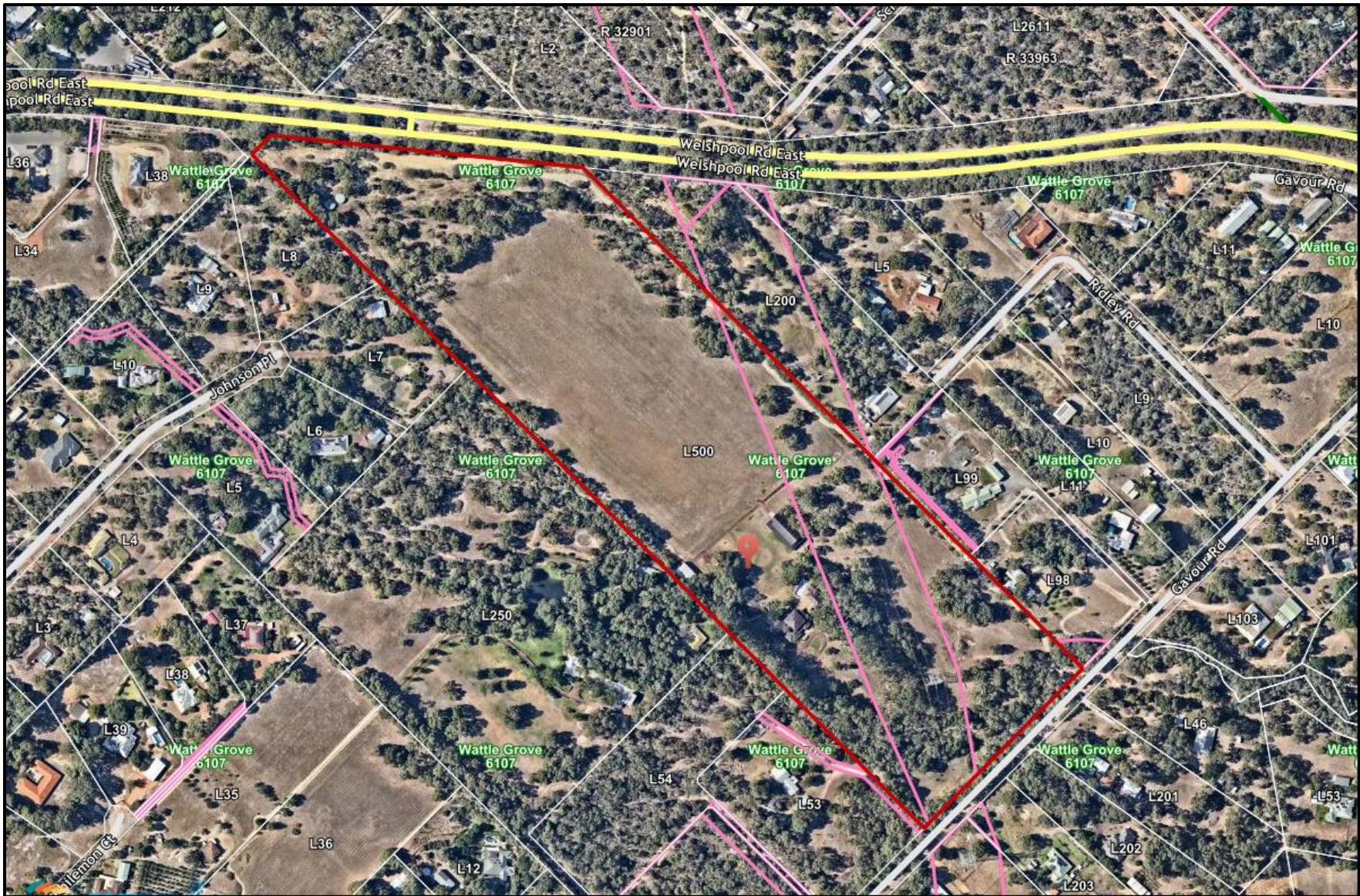


Figure 2 – Local Context

4.0 Project Background

The subject site was rezoned from 'Special Rural' to 'Special Use (Integrated Aged Care Facility)' (SU20) through Amendment 57, which was adopted by Council at the Special Council Meeting on 20 April 2015. The primary intent of Amendment 57 was to facilitate the development of an integrated aged care facility by enabling the City to assess and determine land uses associated with such a development.

Following a thorough assessment by the Western Australian Planning Commission (WAPC), consideration of submissions, and further information review, the Minister approved Amendment 57 with modifications. The amendment was officially gazetted on 26 September 2017.

The SU20 zoning introduced eight conditions aimed at ensuring responsible and strategic development of the site. A key provision included:

- *Ensuring the delivery of aged care facilities: The developer is required to provide both independent living dwellings (Dependent Persons' Dwellings) and an Aged Residential Care Facility (nursing home component). This prevents a scenario where only independent living units are developed and sold off without the necessary aged care infrastructure.*

A subsequent scheme amendment (Amendment 107) was lodged and eventually gazetted in May of 2023. Amendment 107 removed the restriction on the ability to strata title any eventual development at the subject site.

A condition of the adopted SU20 provisions also included a requirement for a Local Development Plan (LDP) to be prepared and approved. In accordance with this condition an LDP was subsequently approved by Council in June 2019. Unfortunately, the approved LDP doesn't align with the development intent of Providence Lifestyle Villages and as a result an amendment to the approved LDP was lodged in March of 2025 which is presently being considered by the City of Kalamunda for approval. The primary amendment being sought is in relation to the relocation of the aged care facility on site closer to Welshpool Road. Despite the absence of an approved amended LDP, the proposed development intent remains capable of approval as the existing approved LDP is only required to be given due regard and is able to be varied.

5.0 Proposal Details

5.1 Providence Lifestyle Villages

Providence master-planned communities are designed to foster social engagement, affordability, and security within carefully planned estates. Utilising a rental model, these communities eliminate the entry and exit fees commonly associated with traditional retirement villages. This approach enables older residents to unlock home equity for travel, hobbies, and leisure while enjoying the benefits of a manageable, downsized home. The development model provides architecturally designed, contemporary, and affordable accommodation within a secure and well-serviced community environment.

Unlike conventional retirement villages, Providence communities cater to a younger demographic, typically aged 55 to 70, one of Australia's fastest-growing age groups. The model aligns with the anticipated demographic trends in the Perth and Peel Regions, offering a lifestyle alternative for active over-55s who seek community living without the constraints of traditional retirement village structures. By prioritising social interaction and security, Providence Lifestyle Villages create an enriching and supportive environment for their residents.

Each Providence community is designed to encourage social engagement through well-planned internal street networks, which promote casual surveillance and connectivity.

The orientation of dwellings enhances safety and fosters interaction, while shared recreational facilities such as a lawn bowls green, a fitness centre, a clubhouse with a dance floor, catering facilities, a library, and alfresco entertainment areas provide gathering spaces for residents. Thoughtful street layouts and communal hubs replicate the characteristics of traditional neighbourhoods, facilitating social interactions and fostering a sense of belonging.

5.1.1 Economic Sustainability

By offering long-term dwelling leases instead of requiring home purchases, Providence maximises affordability. Residents can sell their existing homes and lease a Providence house, freeing up financial resources for their retirement. Alternatively, they may retain ownership of their previous homes, renting them out to generate income that can support their rental costs and future financial security.

5.1.2 Social Sustainability

Providence Lifestyle Villages are designed to foster community while maintaining privacy. Residents have access to private homes with sheltered outdoor areas, along with various communal facilities that encourage social engagement. Village management facilitates a social club, curating a calendar of activities for those who wish to participate. Initiatives such as communal gardening and produce-growing promote interaction, while shared spaces like central mail collection and recycling hubs serve as informal meeting points for residents.

5.1.3 Environmental Sustainability

Providence's central governance model allows for the effective implementation of sustainable environmental practices. Several initiatives have been integrated into the development, including energy-efficient home designs that optimise solar access and cross-ventilation. Homes will be constructed on-site using prefabricated components, enabling completion within seven days. This efficient construction method reduces waste and minimises the project's carbon footprint. Landscaping will incorporate water-wise strategies, including sub-surface reticulation, to limit potable water consumption. The built form and management practices ensure ongoing sustainability efforts are effectively coordinated without placing additional burdens on external government agencies.

5.2 Development Details

The proposed development is a lifestyle resort development that includes 190 homes to be released in a process spanning over eight stages. Providence Lifestyle Villages have secured an agreement with a provider who is currently working through their design for an Aged Residential Care Facility in the north of the site. However, the aged-care facility will be subject to a separate application.

Other ancillary facilities subject to this proposal include:

- Administration building
- Meeting place
- Clubhouse
- Wellness retreat

- Golf sim/cinema
- Pool
- Bowls
- Pickle ball

5.2.1 Built Form

The proposed built form includes housing with facilities to create a lifestyle resort and facilitate high quality independent living for residents aged 55 years and older. It is important to note that the Aged Residential Care Facility in the north of the subject site is separate to this development application.

The built form of the homes, with steep roof pitches and frequent use of gables, plus beautiful landscaping, provides an overall language which reinforces the identity of the place. This, combined with the large areas of parkland, provides an environment which is both understood, familiar and desirable.

The homes in this village are the latest version in an ongoing development of housing for land-lease communities which commenced locally over 25 years ago. With ongoing developments, the quality of design and construction for the homes has been subject to ongoing improvement, to the point where the current homes are excellent examples of modern housing. All of the designs provide good sized bedrooms, kitchens and living areas with the easy access to the external living spaces and garden so important in our climate. Similarly, the community facility buildings have continuously evolved, to meet the needs of the resident community and provide wide choice of activities in increasingly well designed and built environments.

The proposed road network is in line with the amended LDP for the subject site. The road layout is designed in a way to create a buffer from bushfire zones. Whilst the proposed road network is narrow with a pavement width of 6m and a small setback to dwellings, this assists in creating an intimacy of scale.

5.2.2 Vegetation

The site has a generous provision of existing landscaping and every effort has been made to retain as much of this as possible by locating the development within the area that has been historically cleared as well as designing a road network to navigate around existing mature native vegetation. Whilst bushfire regulations necessitate the removal of some vegetation only 6,363sqm of native vegetation and 4,149sqm of non-native vegetation is being removed, which across a site that spans 151,808m² only represents 7% of the site area.

The retention of this mature vegetation allows for the retention of the local sense of place and context which will ultimately encourage residents of the local community to age in place.

5.2.3 Servicing

Given the location of the site and the absence of an easy connection to reticulated sewer, prior planning proposals had always contemplated onsite treatment and disposal of effluent. However, recently the proponent was able to secure approval from Water Corporation that allowed a private pump station to be installed on site and reticulated sewer connection to be provided. The site is also provided with reticulated water and a suitable power and NBN/phone connections to service the eventual residences.

6.0 Planning Framework

6.1 Metropolitan Region Scheme (MRS)

The subject site is zoned 'Rural' under the provisions of the Metropolitan Region Scheme (MRS) and abuts an 'Other Regional Roads' reservation associated with Welshpool Road East. It is commented that no portion of the site is impacted by this reservation.

For reasons outlined further in this report, the proposed development is considered to be consistent with the 'Rural' MRS zoning applicable to the subject site.

6.2 City of Kalamunda Local Planning Scheme No. 3 (LPS 3)

The subject site is zoned 'Special Use' under the provisions of LPS 3. The objective of the 'Special Use' zone is outlined in Clause 4.2.5 of LPS 3 and has been summarised below:

"To accommodate a specific use with special conditions on land where the provisions of the zoning table are not sufficiently sensitive or comprehensive to achieve the same objective."

It is acknowledged that the subject site is designated as 'Special Use – Integrated Aged Care Facility' (SU20). The objective of the SU20 zone applicable to the subject site is indicated in LPS 3 and has been summarised below:

"The objective of this particular zone is to achieve the development and operation of an integrated aged care facility that is designed to allow "ageing in place". It will have a full range of accommodation designed for the aged including independent living units (Aged or Dependent Persons' Dwellings) and a nursing home component (Aged Residential Care facility) as well as common use community facilities. It will be designed and implemented to maintain the rural character of the adjacent area whilst also maintaining flexibility to enable the facility's integration with development on adjoining properties should land use changes occur in the future."

Consideration of how the proposed development meets the provisions of LPS 3 has been addressed in Section 7 of this report.

6.3 State Planning and Development Control Policies

The proposed development requires consideration against a number of State Planning and Development Control Policies, these include:

- State Planning Policy 3.7 – Planning in Bushfire Prone Areas.
- State Planning Policy 5.4 – Road and Rail Noise.
- State Planning Policy 7.0 – Design of the Built Environment.
- Government Sewerage Policy.
- Development Control Policy 5.1 – Regional Roads (Vehicular Access).

Consideration of how the proposed development meets the provisions of the abovementioned policies has been addressed in Section 7 of this report.

7.0 Assessment

The statutory provisions applicable to the subject site require assessment of the proposal to be undertaken against the provisions of the following documents:

- City of Kalamunda Local Planning Scheme No. 3 (LPS 3).
- State Planning Policy 3.7 – Planning in Bushfire Prone Areas.
- State Planning Policy 5.4 – Road and Rail Noise.
- State Planning Policy 7.0 – Design of the Built Environment.
- Government Sewerage Policy.
- Development Control Policy 5.1 – Regional Roads (Vehicular Access).

The below sections will address the relevant land use permissibility, planning considerations and development requirements outlined in the abovementioned statutory planning documents.

7.1 Land Use Permissibility

The proposed development includes 190 independent living units which will be consistent with the 'Aged Persons' Dwellings' land use which is defined in the R-Codes as:

- Aged Person – a person who is aged 55 years or over.
- Dwelling – a building or portion of a building being used, adapted or designed or intended to be used for the purpose of human habitation on a permanent basis by a single person, a single family, or no more than six persons who do not comprise a single family.'

In accordance with the SU20 provisions the 'Aged Persons Dwellings' is a 'Discretionary (D)' land use meaning it is capable of approval. The ancillary facilities associated with the operation of the Integrated Aged Care Facility (i.e. clubhouse and other communal facilities) are incidental and appertaining to the operation of the 'Aged Persons Dwellings' and as such are also capable of approval.

Whilst not included in the subject application, a portion of the site will also be developed for 'Aged Residential Care' in accordance with the SU20 provisions. This, in combination with the 'Aged Persons Dwellings' and associated communal facilities is entirely consistent with the objective of the SU20 zoning and as such warrant approval.

7.2 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

The subject site is identified as being bushfire prone due to existing vegetation surrounding the boundaries of the site. In this regard the provisions of State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7) is of relevance.

To address SPP3.7, Bushfire Prone Planning were engaged to prepare a Bushfire Management Plan (BMP) and Bushfire Emergency Evacuation Plan (BEEP) to provide guidance on the siting of the proposed development and ensure the development complies with the relevant policy provisions. A copy of the relevant BMP has been included in **Appendix 8** with the findings summarised below:

- The BMP identifies the site as bushfire prone, with Bushfire Attack Levels (BAL) across the development ranging from BAL-12.5 to BAL-29. The BMP outlines a range of mitigation measures, including the implementation of Asset Protection Zones (APZs), compliance with vehicular access standards, and provision of an adequate water supply for firefighting purposes. Collectively, these measures ensure the proposed development can achieve an acceptable level of bushfire risk consistent with State Planning Policy 3.7.

Therefore, the provided BMP illustrates compliance has been achieved with SPP3.7.

7.3 State Planning Policy 5.4 – Road and Rail Noise

The subject site is identified as being within a trigger distance of Welshpool Road East in accordance with State Planning Policy 5.4 – Road and Rail Noise (SPP5.4). As such consideration of the traffic noise impacts on the proposed development is necessary.

To address SPP5.4, Herring Storer Acoustics were engaged to prepare a Noise Impact Assessment which is included in **Appendix 9** with a summary of the relevant findings below:

- The acoustic report identified that noise modelling indicates residential lots closest to Welshpool Road East are expected to exceed the applicable criteria. To address this, a small number of affected lots will be required to incorporate Quiet House Design measures. This can be implemented through a condition of approval requiring compliance with the submitted Noise Impact Assessment.

7.4 Development Control Policy 5.1 – Regional Roads (Vehicular Access)

Development Control Policy 5.1 (DCP5.1) is applicable where development abuts regional roads. As the proposed development abuts and proposes access from Welshpool Road East an 'Other Regional Road', the provisions of DCP5.1 are applicable.

DCP5.1 prescribes a number of requirements to be considered where access/egress is proposed to and from regional roads. These requirements have been summarised, together with the proposed developments compliance below:

- In considering applications for access on regional roads, the effects of the land development proposals on traffic flow and road safety will be the primary consideration. The more important the regional road in the road hierarchy, the greater the importance attached to these factors. In general, the WAPC will seek to minimise the creation of new driveways on regional roads and rationalise existing access arrangements.*

The proposed development is seeking to create one crossover onto Welshpool Road East which is consistent with the approved planning framework for the site. This crossover and the impacts on traffic flow and road safety have been examined in detail within the Traffic Impact Assessment provided as part of the development application.

- Where regional roads are constructed or planned to freeway standards, no access to frontage development is permitted. On regional roads not constructed or planned*

to freeway standards, there is a general presumption on traffic and safety grounds against the creation of new driveways or increased use of existing accesses to these roads. Where alternative access is or could be made available from side or rear streets or from rights-of-way or laneways, no access shall be permitted to the regional road unless special circumstances apply

Welshpool Road East is not proposed to be constructed to a freeway standard. Whilst alternative access via Gavour Road is available to the site, this needs to be a secondary / emergency accessway given it crosses Crystal Brook onto a rural road. The proposed access to and from Welshpool Road East will have no impact on traffic flows or road safety as illustrated in the Traffic Impact Assessment.

- c) An arrangement whereby adjoining owners enter into cross-easement agreements to provide reciprocal rights of access across adjacent lots may be required as a means of rationalising access to the regional roads.*

Not applicable in this instance as there is only one property included in the subject application.

- d) The types of development that would be allowed access to a regional road include large traffic generators such as major shopping, recreation or community centres. These would justify either a neighbourhood connector or access road, leading from an intersection with the regional road to car parks servicing the centre.*

The Traffic Impact Assessment identifies the proposal as a moderate trip generator, warranting direct access to the

adjoining regional road. Importantly, the surrounding rural context results in low existing traffic volumes and minimal congestion along this section of the regional road, ensuring that the additional vehicle movements generated by the development can be accommodated without adverse impacts on road network performance or safety.

- e) In determining applications for development involving the formation, laying out or alteration of a means of access to regional roads, the following must be considered:*
 - i. the effects of the development on traffic flow and safety, the character and function of the road, the volume and speed of traffic, the width of the carriageway and visibility; and*
 - ii. the ultimate volume and type of traffic generated by the development.*

These factors have been considered in detail within the Traffic Impact Assessment prepared by PJA which confirms access/egress and traffic flow through the site is suitable with the development able to integrate effectively with the surrounding road network.

- f) Where access is permitted, conditions may be imposed prescribing the location and width of the intersection or driveway to ensure adequate visibility and to provide for the safe and convenient movement of vehicles both entering and leaving the traffic stream. In determining design requirements for junctions and driveways, the WAPC has regard to standards recommended by both the AUSTRROADS and Main Roads Western Australia.*

We would accept conditions of approval that control the design of the proposed crossovers.

In summary, the proposed development is considered to support access from Welshpool Road East in accordance with the provisions of DCP5.1.

7.5 State Planning Policy 7.0 – Design of the Built Environment

The proposed development is required to be considered against State Planning Policy 7.0 – Design of the Built Environment. An assessment against this policy has been included in **Appendix 4**. The proposed development was also considered by the City's Design Review Panel on the 14 May 2025 with the development broadly supported subject to additional information being provided. The proposed development application includes a range of supporting information that was requested by the DRP to provide additional context around the design of the proposed development.

7.6 Development Requirements

The relevant development requirements pertaining to the proposed development are outlined in:

- City of Kalamunda Local Planning Scheme No. 3 (LPS 3).
- State Planning Policy 7.3 – Residential Design Codes.

An assessment of the proposed development's compliance with the abovementioned documents has been provided in the below tables.

7.6.1 City of Kalamunda Local Planning Scheme No. 3 (LPS 3)

Table 1 below provides an assessment of the proposal against the relevant requirements outlined in LPS 3. Where there are variations to the applicable requirements, these have been noted in **red**.

City of Kalamunda Local Planning Scheme No. 3 (LPS 3)	Proposed Development	Compliance (Yes/No)
Special Use Zone (SU20) Conditions		
a) At least one occupant of any Aged or Dependent Persons' Dwelling within this facility must have reached the age of 55 years.	Primary residents occupying the proposed independent living units will be at least 55 years of age.	Yes
b) Development on the site shall be connected to the reticulated sewerage system or alternative wastewater treatment system to the satisfaction of the Health Department of Western Australia and the local government on the advice of the Department of Water and Swan River Trust. In the event on site effluent disposal cannot be satisfactorily achieved the State would not be obligated to provide reticulated sewerage infrastructure specifically to service the proposed development ahead of any future capital works program.	The development proposes to install a private waste water pump station to provide a reticulated sewer connection to the proposed development.	Yes
c) If development is approved without connection to the reticulated sewerage system, then: (i) prior to the approval of any development on Lot 500, an Urban Water Management Plan shall be prepared and approved by the Council on advice of the Department of Water and the Swan River Trust; and (ii) the approved alternative waste water disposal system shall be designed and implemented so that it is able to connect to the reticulated sewerage system if and when it is extended to within 200 metres of a boundary of Lot 500, then within 2 years of such occurrence, the owner or	Not applicable as the development will have a reticulated sewer connection. Despite this, a Drainage Management Plan has been provided and we expect an Urban Water Management Plan to be a condition of any approved granted at the site.	Yes

City of Kalamunda Local Planning Scheme No. 3 (LPS 3)	Proposed Development	Compliance (Yes/No)
owners of Lot 500 shall connect all of the development on the lot to the reticulated sewerage system at the owner's cost.		
d) Subdivision and/or development proposals on the subject site shall be supported by a Wastewater Management Plan prepared in accordance with the requirements of the Government Sewerage Policy 2019 (as amended) (i.e. site and soil evaluation prepared in accordance with the relevant Australian Standards, a noise, vibration and odour assessment etc) to the satisfaction of the City of Kalamunda and Department of Health.	Not applicable as the development will be provided with a reticulated sewer connection.	Yes
e) Development on Lot 500 shall be designed in the context of a local development plan prepared in accordance with deemed provisions in Schedule 2, Part 6 of the Planning and Development (Local Planning Schemes) Regulations 2015 which covers the entire lot. This will, amongst addressing other relevant planning and design matters, identify the location of the Aged Residential Care Facility, identify proposed staging, and the location of a possible future public road and servicing easement(s) with future implementation arrangements for these should land use changes occur on the properties adjoining Lot 500 in the future.	The subject site has an existing approved LDP that outlines how development at the site can occur. Whilst the variations to the approved LDP in relation to the location of the aged care facility and resultant road network changes is acknowledged, this is considered justified for the following reasons: 1. The primary variation relates to the relocation of the aged care facility which follows a negotiation with a contracted operator for the facility which required increased exposure to Welshpool Road East. This change will enable the delivery of the aged care component which will be the subject of a separate development application. 2. The development will remain consistent with the existing SU20 provisions and address all requirements other requirements.	Yes
f) The maximum number of Aged or Dependent Persons Dwellings that may be developed on Lot 500 shall not exceed 190.	There are 190 proposed dwellings, therefore the development satisfies this condition.	Yes

City of Kalamunda Local Planning Scheme No. 3 (LPS 3)	Proposed Development	Compliance (Yes/No)
g) Not more than 70% of the Aged or Dependent Persons Dwellings allowed for by an approved Local Development Plan shall be developed on Lot 500 until the development of an Aged Residential Care Facility (nursing home component) has been constructed to practical completion.	The Aged Residential Care Facility will be constructed to practical completion before in excess of 133 independent living units are constructed.	Yes

Table 1 – LPS 3 Assessment

7.6.2 State Planning Policy 7.3 – Residential Design Codes

A detailed assessment of the 15 dwelling types has been conducted and provided in Appendix 3. Where variations to the deemed to comply requirements have been noted, these are summarised below with a design principles assessment provided.

Variations:

- Clause 2.3.4 – 28 visitor parking bays provided, in lieu of 40 visitor parking bays.
- Clause 3.3.1 – buildings set back less than 4m from the street boundary.

An assessment against the relevant design principles applicable to the above variations has been provided below.

Clause 2.3 Parking

P2.3.3 Parking spaces are designed for flexibility and adaptability having regard for:

- i. the needs of occupants, including consideration of universally accessible parking spaces; and*
- ii. the ability to use the space for alternative purposes*

The proposed visitor parking is considered to meet the abovementioned design principle as:

1. The garage provided in each dwelling consists of a double space garage, allowing room for visitors to park seamlessly without requiring a dedicated visitor parking bay.
2. There are sufficient visitor parking bays provided around the entrance of the development and near to the clubhouse.

3. The layout of parking spaces has been designed to allow flexibility of use, ensuring that spaces can accommodate both residents and visitors as needed, without creating congestion or limiting accessibility.
4. Parking spaces are designed to be easily accessible and legible within the overall development layout, promoting safe and efficient vehicle movement while maintaining walkable access for pedestrians.

Clause 3.7 Access

P3.7.1 Access for each development is to:

- i. Balance pedestrian and cyclist safety while providing safe vehicle access.*
- ii. Minimise the extent of impervious surfaces.*
- iii. Provide legible access.*
- iv. Include high quality landscaping features.*

P3.7.2 Vehicle access is designed and located to:

- i. Minimise the number and width of vehicle access points and the impact on the streetscape.*
- ii. Provide access to the street with the lowest volume of traffic.*
- iii. Accommodate sloping sites and retaining walls.*

P3.7.4 Unobstructed sightlines provided at vehicle access points to ensure safety and visibility along vehicle access ways, street, rights-of-way, communal streets, crossovers, and footpaths.

P3.7.5 Legible, safe, and direct access for residents and their visitors to move between communal car parking areas of public streets and individual dwellings.

P3.7.6 Development with potential to be subdivided to create 20 or more green title lots, strata lots or survey strata lots provides legible internal connections and access to streets and be designed to accommodate traffic movements and volume, visitor parking, pedestrian access, street shade trees, utility services and access for waste collection and emergency service vehicles.

The proposed internal street network provides a reduced 6m communal street. Despite the variation to the required 12m this is considered to meet the abovementioned design principles for the following reasons:

1. The proposed dwelling setbacks typically range from 2-3m which exceeds the minimum required 0.5m. What this means is that the internal street network gives the perception of being wider than the provided 6m. In reality it is some 8-9m wide.
2. Whilst pedestrian movement is expected to occur within the communal street network, it has been designed in a way to priorities pedestrian movement over vehicles through very slow pedestrian movements, landscaped verges etc. Given this, pedestrian movement throughout the estate can occur with ease and very safely.
3. The street network is highly legible within internal street blocks all serviced by a higher order spine road on the southern boundary which facilitates access to all communal facilities.
4. The verge spaces/dwelling setbacks allow for landscaped internal streets which will provide great amenity to the residents.

8.0 Other Considerations

8.1 Traffic and Transport

Traffic and transport requirements have been addressed by the Traffic Impact Assessment provided in **Appendix 5**. Key findings from this report demonstrate:

1. The proposed internal roads are sufficient to accommodate the expected traffic movements, and any service vehicles proposed to access them.
2. The intersection with Welshpool Road East is appropriate for approval with the proposed intersection upgrade/design suitable to accommodate the extent of traffic accessing the proposed development.
3. The impact of the proposed development on the surrounding road network can be easily accommodated.

8.2 Noise

Acoustic and noise considerations and requirements have been addressed by the Acoustic Report provided in **Appendix 9**. This has determined that only a small number of dwellings as part of the proposed development will be required to comply with quiet house design requirements. The extent of dwellings impacted are outlined in Appendix C of the Acoustic Report as well as below in Figure 3.

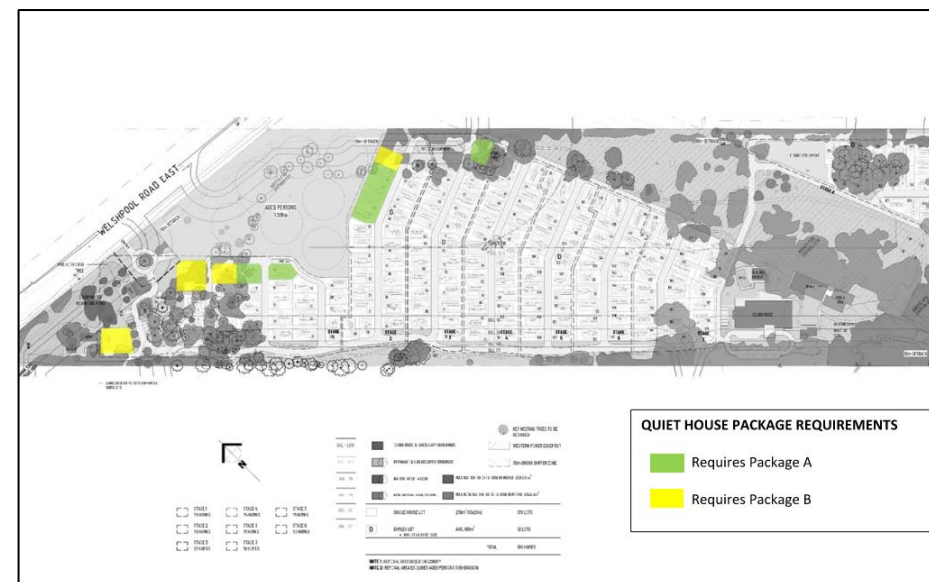


Figure 3 – Lots subject to quiet house design standards

8.3 Environmental

The potential environmental impacts of the proposed development have been considered in detail as part of the Environmental Summary Report and Biophysical Assessment and Foreshore Management Plan in **Appendix 6 and 7**. As part of this work the potential impacts related to hydrology, acid sulphate soils, vegetation and flora, fauna and habitat, the waterway and construction were all considered in detail. The reports also proposed a range of management measures to be implemented as part of construction and across the life of the development which we expect will be imposed as conditions through any planning approval that may be granted for the site.

8.4 Drainage

Given the absence of detailed drainage/urban water analysis that had occurred at earlier planning stage. Development Engineering Consultants were engaged to establish a detailed Drainage Management Plan for the proposed development. This is included in **Appendix 10** and notes that:

- A large drainage basin along Welshpool Road East will be established to ensure all events up to an including the 1% AEP storm are infiltrated on site.
- Swales will be installed throughout the site, in conjunction with below ground storage to provide infiltration opportunities prior to overflow to the main basin.
- Bio-retention will be provided in the main basin and in the swales proposed throughout the site.
- Groundwater levels are some 18m below the site surface levels with some shallow clayey substrate which will require subsoil drainage to control water rise and ensure below ground storage does not permanent hold water.
- Within the access streets all piped drainage systems will be designed to accommodate the 20% AEP event.
- Within the lots, below ground soakage/storage areas will be installed below roads to provide storage for roof drainage which will ensure the 1EY, 1 hour AEP event is detailed on site prior to overflow to the street drainage system.

8.6 Servicing

The development will be serviced by reticulated water and sewer underground power, and the necessary telecommunications services. The development will not be serviced by a gas network. Detailed servicing commentary is included in the Engineering Servicing Report in Appendix 11.

9.0 Conclusion

Based on the contents of this planning report, it is clear that the project proposal is appropriate for approval as it has been demonstrated that all site constraints can be appropriately addressed and compliance with the applicable planning framework can be achieved. Further, the development will deliver access to important residential accommodation and amenities in the area that presently has very limited opportunity to age in place.

As considered in detail within the contents of the planning report, the proposal will deliver a functional built form outcome that is broadly compliant with the applicable development requirements relevant under the State and local planning framework. Further, the intended land uses has been demonstrated to have no negative impacts on adjoining properties whilst being appropriate for approval having regard to the Deemed Provisions.

With regard to the above, the proposed development is considered to warrant favourable consideration by the City of Kalamunda and ultimate approval by the Metro Outer Development Assessment Panel.