



Metro West Joint Development Assessment Panel Agenda

Meeting Date and Time: 3 September 2019, 11:00am
Meeting Number: MWJDAP/242
Meeting Venue: Town of Cottesloe
109 Broome Street
Cottesloe

Attendance

DAP Members

Ms Francesca Lefante (Presiding Member)
Mr Clayton Higham (A/Deputy Presiding Member)
Mr John Syme (A/Specialist Member)
Cr Sally Pyvis (Local Government Member, Town of Cottesloe)
Mayor Philip Angers (Local Government Member, Town of Cottesloe)

Officers in attendance

Mr Tom Hockley (Allerding and Associates on behalf of the Town of Cottesloe)
Mr Mat Humfrey (Town of Cottesloe)
Ms Katherine McKelvie (Governance Officer, DAP Secretariat)

Minute Secretary

Ms Janet Boyle (Town of Cottesloe)
Ms Anne-Marie Donkin (Town of Cottesloe)

Applicants and Submitters

Mr Thomas Gee
Mr Benjamin Fischer
Ms Chilla Bulbeck
Ms Sandra Boulter
Ms Samantha Thompson (Taylor Burrell Barnett)
Ms Suzanne Eyles (Curtin Heritage Living)
Mr David Cox (Curtin Heritage Living)
Mr Edward Neville (Total Project Management)
Mr Tony Papalia (Total Project Management)
Mr Scott Bradley (Grounds Kent Architects)

Members of the Public / Media

Nil



1. Declaration of Opening

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

2. Apologies

Mr Jarrod Ross (Deputy Presiding Member)
Mr Jason Hick (Specialist Member)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Member	Item	Nature of Interest
Mr Jarrod Ross	8.1	Direct Pecuniary Interest - Mr Ross is an employee of the town planning firm, Taylor Burrell Barnett (TBB), who are the applicant for this proposal.
Cr Sally Pyvis	8.1	Impartiality Interest - Cr Pyvis is a Councillor of the Town of Cottesloe who is a part owner of the land, the subject of the development application, and is in a contractual relationship, being a lease of that land to the proponent, which could reasonably be perceived to affect Cr Pyvis' impartiality. However, Cr Pyvis has declared that she is capable of exercising her judgment independently.

7. Deputations and Presentations

- 7.1** Mr Thomas Gee presenting against the application at item 8.1. The presentation will address the height, parking and orientation of the development.
- 7.2** Mr Benjamin Fischer presenting against the application at item 8.1. The presentation will address his submission on the proposed residential agenda care building and provide feedback on the consultation process.



- 7.3** Ms Chilla Bulbeck presenting against the application at item 8.1. The presentation will address the need to satisfactorily resolve concerns of ratepayers/residents and that the management of additional traffic congestion, increase in green infrastructure, maintenance of surrounding amenity and ensuring liability for faults and repairs lies with developers and not the council/ratepayers should be clearly articulated.
- 7.4** Ms Sandra Boulter presenting against the application at item 8.1. The presentation will address the requirement for coastal hazard risk management and adaptation planning.
- 7.5** Ms Samantha Thompson (Taylor Burrell Barnett) and Ms Suzanne Eyles (Curtin Heritage Living) presenting in support of the application at item 8.1. The presentation will provide a brief overview of the proposed development, pre-lodgement discussions, respond to matters raised and submit a suggested list of modified conditions.

The Town of Cottesloe may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

- 8.1** Property Location: Lot 555 (1) Gibney Street, Cottesloe (known as the Wearne development)
- Development Description: Aged care facility comprising independent living units (ILUs), residential aged care accommodation (RAC) and ancillary uses
- Applicant: Ms Samantha Thompson, Taylor Burrell Barnett
- Owner: Town of Cottesloe
Town of Claremont
Town of Mosman Park
Shire of Peppermint Grove
- Responsible Authority: Town of Cottesloe
- DAP File No: DAP/19/01623

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

Nil

10. Appeals to the State Administrative Tribunal

Current Applications		
LG Name	Property Location	Application Description
City of Vincent	Lot 4 (13) Blake Street, North Perth	Eight multiple dwellings and conversion of existing house to two multiple dwellings
Town of Cambridge	Lot 2 (130) and Lot 3 (132) Brookdale Street, Floreat	Child Care Centre
Town of Cambridge	Lot 181 (61-69) Cambridge Street, West Leederville	Redevelopment of Abbotsford Private Hospital
Town of Claremont	Lots 18 (164) and 19 (162) Alfred Road, Swanbourne	Proposed Childcare Centre



Current Applications		
LG Name	Property Location	Application Description
Town of Claremont	Lot 508 (3) Shenton Road, Claremont	Eight Storey Mixed Use Development

11. General Business / Meeting Closure

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



Form 1 – Responsible Authority Report (Regulation 12)

Property Location:	Lot 555 (1) Gibney Street, Cottesloe (known as the Wearne development)
Development Description:	Aged care facility comprising independent living units (ILUs), residential aged care accommodation (RAC) and ancillary uses
DAP Name:	Metro West JDAP
Applicant:	Ms Samantha Thompson, Taylor Burrell Barnett
Owners:	Town of Cottesloe Town of Claremont Town of Mosman Park Shire of Peppermint Grove
Value of Development:	\$94 million
LG Reference:	3857
Responsible Authority:	Town of Cottesloe
Authorising Officer:	Mat Humfrey, Chief Executive Officer
DAP File No:	DAP/19/01623
Report Due Date:	22 August 2019
Application Received Date:	6 June 2019
Application Process Days:	90 days
Attachments:	1. Site location plan 2. Applicant's report and development plans, including Certificate of Title and amended plans received 6 June and 24 July 2019 3. Local Planning Policy No. 2 4. Submissions 5. Heritage Council letters 6. Design Review Panel Minutes

Officer Recommendation:

That the Metro West JDAP resolves to:

Approve DAP Application reference DAP/19/01623 and accompanying plans A100-revC, L101-revA, A101-1-revC, A105-revE, A108-revA, A109-revC, A110-revT, A111-revT, A112-revT, A113-revT, A114-revR, A115-revR, A116-revR, A117-revH, A119-1-revC, A119-2-revA, A119-3-revA, A120-revE, A121-revF, A130-revE, A131-revD, A132-revD, A194-Material Palette and Landscape Plan-revE received 6 June and 24 July 2019, in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the Town of Cottesloe's Local Planning Scheme No. 3, and pursuant to clause 24(1) and 26 of the Metropolitan Region Scheme subject to the following conditions:

1. Details to be provided of connections of new to existing fabric prior to lodgement of a building permit application, to the satisfaction of the Heritage Council.
2. Documentary evidence to support the proposed landscape plan is to be provided prior to lodgement of a building permit application, to the satisfaction of the Heritage Council.

3. An interpretation strategy is to be provided to include interpretation in the public areas as well as in the residential complex, to the satisfaction of the Heritage Council.
4. The owner is to enter a Heritage Agreement with the Heritage Council to ensure the identified conservation works to the heritage buildings are complete prior to occupation of the site.
5. All construction work being carried out in accordance with the Environmental Protection (Noise) Regulations 1997, Regulation 13. - Construction sites.
6. The external profile of the development as shown on the approved plans not being changed, whether by the addition of any service plant, fitting, fixture or otherwise, except with the written consent of the Town.
7. All water draining from roofs and other impermeable surfaces shall be directed to garden areas, sumps or rainwater tanks within the development site, where climatic and soil conditions allow for the effective retention of stormwater on-site.
8. All air-conditioning and other plant or equipment being designed, positioned and screened so as to be visually concealed and treated as may be necessary so as to ensure that sound levels emitted shall not exceed those specified in the Environment Protection (Noise) Regulations 1997.
9. A separate application for construction of new crossovers meeting the Town's specifications and Australian Standards shall be submitted for approval by the Town.
10. The Building Permit plans and supporting documentation shall be formulated to the satisfaction of the Town, and include:
 - a) The design and functionality of access ramps, service areas and bin stores.
 - b) A Demolition and Construction Management Plan that shall address (amongst other things): traffic management and safety for the streets, site worker parking including off-site parking, protection of street trees and street verges.
 - c) A schedule of materials and finishes;
 - d) Environmental Health requirements for the proposed uses, including café/restaurant and medical centre.
 - e) A minimum 46 car bays being provided in the basement staff carpark for the Residential Aged Care building (RAC).
11. The lessee shall be responsible for the costs of any changes to the public domain outside the site proposed by or due to the development, including (but not limited to) the removal of any redundant crossovers, trees, and reinstatement of the verge and kerb, construction of any new crossovers and any upgrading of verge pavements or landscaping. All such works shall be to the specification and satisfaction of the Town.
12. All landscaping shall be completed in accordance with a landscape plan to be approved by the Heritage Council and the Town.

Advice Notes:

1. The owner/applicant is responsible for ensuring that all lot boundaries shown on the approved plans are correct and that the proposed development is constructed entirely within the owner's property.
2. The owner/applicant is responsible for applying to the Town for a Building Permit and obtaining approval prior to undertaking the development.
3. The owner/applicant is requested to have consideration of the use of materials for legibility and wayfinding.

Details: Outline of Development Application

Zoning	MRS:	Urban
	LPS3:	Development C
Use Classes:		<ul style="list-style-type: none">• Aged Persons dwellings• Nursing Home• Cinema/Theatre• Medical Centre• Restaurant/Café• Exhibition Centre (gallery)• Community Purpose
Strategy Policy:		<ul style="list-style-type: none">• Master Plan• Local Planning Policy No.2
Development Scheme:		Local Planning Scheme No.3
Lot Size:		2.0649ha
Existing Land Use:		Aged Persons Accommodation, comprising 88 beds and associated facilities

The application (amended 24 July 2019) proposes a development comprising the following:

- 77 independent living units (33 x 2-bed units & 44 x 3 - bed units);
- 129 residential aged care rooms, providing accommodation and personal or nursing care for aged residents, including recreational, health, laundry and catering facilities;
- Cinema/theatre;
- Medical Centre offering allied health services;
- Restaurant/Café;
- Exhibition Centre (gallery); and
- Community Purpose (studio artist in residence).

Details of the individual floors are as follows:

Basement	Stage 1a <ul style="list-style-type: none">• Studio workshop/community purpose (58m² in heritage building) Stage 1b <ul style="list-style-type: none">• 42 car bays for ILUs with access off Gibney Street• Waste storage area• Stores• Lift
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	<p>Stage 1c</p> <ul style="list-style-type: none"> • 20 car bays for commercial uses, including 1 Acrod bay and 3 motorcycle bays with access off Gibney Street • 48 car bays for ILUs • Storerooms • Lift • Waste storage area • Cellar • Electrical/maintenance rooms <p>Ancillary Uses</p> <ul style="list-style-type: none"> • Restaurant/café (275m²) • Exhibition gallery (135m²) • Medical Centre (475m²)
Ground level	<p>Residential Aged Care (RAC)</p> <p>Stage 1a</p> <ul style="list-style-type: none"> • Communal areas • Kitchen • Laundry • Staff room • 1 Family room • Stores/workshop • Offices • Reception • Entry • Allied health • Lobby • Lounge • Below ground parking for staff (45 bays) and visitors (26 bays) • Bus bay • Tanks • Pump room • Staff and service vehicle entrance ramp from Warton Street • Separate vehicle entrance to visitor's car park <p>(total 1)</p> <p>Common areas/administration for RAC (Stage 1c in heritage building)</p> <ul style="list-style-type: none"> • Private dining room • Cinema/multipurpose room • Wellness room • Hairdressing salon/nails • Manager's office. <p>Independent Living Units (ILUs)</p> <p>Stage 1a</p> <ul style="list-style-type: none"> • 1 Type B – 2x2 bed ILU <p>(total 1 ILU)</p> <p>Stage 1b</p> <ul style="list-style-type: none"> • 2 Type A – 2x2 bed ILUs • 2 Type B/B1 – 2x2 bed ILUs

	<ul style="list-style-type: none"> • 2 Type D – 3x2 bed ILUs (total 6 ILUs) <p>Stage 1c</p> <ul style="list-style-type: none"> • 2 Type A – 2x2 bed ILUs • 4 Type B/B1 – 2x2 bed ILUs (amended 24/7/19) • 4 Type C – 3x2 bed ILUs • 2 Type D – 3x2 bed ILUs • 2 Type G – 3x2.5 bed ILU's (total 14 ILUs) • Courtyards • Shade structure • Pavilion
Level 1	<p>Residential Aged Care (RAC)</p> <p>Stage 1a</p> <ul style="list-style-type: none"> • 24 standard rooms (25m²) • 8 deluxe rooms (32m²) • Kitchen • Lounge/activity area • Services • Stores • Lift • Substation <p>(total 32)</p> <p>Independent Living Units (ILUs)</p> <p>Stage 1a</p> <ul style="list-style-type: none"> • 1 Type A – 2x2 bed ILUs • 1 Type B – 2x2 bed ILU • 32 carbays, with access off Gibney Street <p>(total 2 ILUs)</p> <p>Stage 1b</p> <ul style="list-style-type: none"> • 1 Type A – 2x2 bed ILU • 2 B/B1 – 2x2 bed ILUs • 3 D/D1 – 3x2 bed ILUs <p>(total 6 ILUs)</p> <p>Stage 1c</p> <ul style="list-style-type: none"> • 2 Type A – 2x2 bed ILUs • 4 Type B/B1 – 2x2 bed ILUs (amended 24/7/19) • 4 Type C – 3x2 bed ILUs • 2 Type D – 3x2 bed ILUs • 2 Type G – 3x2.5 bed ILUs <p>(total 14)</p>
Level 2	<p>Residential Aged Care (RAC)</p> <p>Stage 1a</p> <ul style="list-style-type: none"> • 8 standard rooms (25m²) • 18 deluxe rooms (32m²-35m²) • 6 suites (50m²-69m²) • Kitchen • Lounge/activity area <p>(total 32)</p>

	<p>Independent Living Units (ILUs)</p> <p>Stage 1a</p> <ul style="list-style-type: none"> • 2 Type A – 2x2 bed ILUs • 1 Type B – 2x2 bed ILU • 2 Type D – 3x2 bed ILUs <p>(total 5)</p> <p>Stage 1b</p> <ul style="list-style-type: none"> • 1 Type A – 2x2 bed ILU • 2 Type B/B1 – 2x2 bed ILUs • 3 Type D/D1 – 3x2 bed ILUs <p>(total 6)</p> <p>Stage 1c</p> <ul style="list-style-type: none"> • 2 Type B – 2x2 bed ILUs (amended 24/7/19) • 2 Type D – 3x2 bed ILUs • 2 Type H – 3x3.5 bed+study ILUs • 1 Type J – 3x2+study ILU <p>(total 7)</p> <ul style="list-style-type: none"> • Pool • Roof terrace • Roof lounge/kitchen • Pavillion
Level 3	<p>Residential Aged Care (RAC)</p> <p>Stage 1a</p> <ul style="list-style-type: none"> • 8 standard rooms (25m²) • 18 deluxe rooms (32m²-35m²) • 6 suites (50m²-51m²) • Kitchen • Lounge/activity area <p>(total 32)</p> <p>Independent Living Units (ILUs)</p> <p>Stage 1a</p> <ul style="list-style-type: none"> • 1 Type A – 2x2 bed ILU • 1 Type B – 2x2 bed ILU • 1 Type C – 3x2 bed ILU • 3 Type D – 3x2 bed ILUs <p>(total 6)</p> <p>Stage 1b</p> <ul style="list-style-type: none"> • 1 Type B – 2x2 bed ILU • 1 Type D – 3x2 bed ILU • 1 Type E – 3x2.5+study ILU • 1 Type F – 3x2.5 bed+study ILU <p>(total 4)</p>
Level 4	<p>Residential Aged Care (RAC)</p> <p>Stage 1a</p> <ul style="list-style-type: none"> • 8 standard rooms (25m²) • 18 deluxe rooms (32m²-35m²) • 6 suites (50m²-51m²) • Kitchen • Lounge/activity area <p>(total 32)</p>

	Independent Living Units (ILUs) Stage 1a <ul style="list-style-type: none"> • 1 Type C – 3x2 bed ILU • 2 Type D – 3x2 bed ILUs • 1 Type E – 3x2.5 bed+study ILU (total 4)
Level 5	Residential Aged Care (RAC) Stage 1a <ul style="list-style-type: none"> • Mechanical plant on roof Independent Living Units (ILUs) Stage 1a <ul style="list-style-type: none"> • 1 Type C – 3x2 bed ILU • 1 Type E – 3x2.5 bed+study ILU (total 2)

Background:

A summary of the background to the development is as follows:

26 April 2016	<ul style="list-style-type: none"> • Council agreed to enter into an Agreement between the four Councils that own the land and Curtin Aged Persons Home Inc., now trading as Curtin Care, to Lease and Redevelop the site for a period of 25 years. • <i>Under the terms of the Agreement, Curtin Care was obliged to produce a Master Plan which addresses development parameters ahead of more detailed design.</i> • <i>The ownership of the site is a conditional tenure, under section 75 of the Land Administration Act 1997. The tenure provides ownership so long as the conditions on the title are met. In this instance, the title limits the use of the land to 'the provision of care, accommodation and residential facilities for aged persons and all activities and matters relating to the provision of such care, accommodation and residential facilities'. Letters from the relevant department state that this includes the provision of a facility under the Retirement Villages Act 1992. Also, the independent living apartments must be provided on a lease for life basis.</i>
6 December 2016	Council received a report introducing Curtin Care's project
6 & 20 June 2017	Council was briefed by Curtin Care and its consultants regarding community consultation Visioning Workshop Outcomes, Design Scenarios Workshop Outcomes and Preferred Scenario Overview.
25 July 2017	Council resolved to: <ul style="list-style-type: none"> • Note the briefings and presentations to date regarding Curtin Care's redevelopment project.

	<ul style="list-style-type: none"> • Note that the Planning and Development (Local Planning Schemes) Regulations 2015 have reduced the status of a structure plan and changed the process such that the Western Australian Planning Commission now determines structure plans. • Note the function of the proposed Master Plan and local planning policy is to provide the Town with authority over planning parameters and development requirements in relation to development. • Advise Curtin Care's consultants that Council would accept a local planning policy incorporating the agreed Master Plan instead of a structure plan, subject to the Master Plan having undergone extensive community consultation prior to Council's consideration.
27 March 2018	Council approved the Draft Masterplan for the purposes of public consultation
24 July 2018	<p>Council was advised of 8 submissions received during advertising of the Masterplan, and it resolved to:</p> <ul style="list-style-type: none"> • Endorse Curtin Care Incorporated's Wearne Redevelopment Draft Concept Masterplan; and • Authorise the Town of Cottesloe Administration to develop a Local Planning Policy, incorporating the Masterplan, for Council's consideration and for potential scheme amendments to protect the amenity of the locality and to ensure there are binding development controls made in the interests of the community.
23 October 2018	Council authorised the advertising of the draft Local Planning Policy (Wearne Site), in accordance with Regulation 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.
11 December 2018	<p>Council was advised of 9 submissions received during advertising of the draft Local Planning Policy, and it resolved to:</p> <ul style="list-style-type: none"> • Thank all those that provided a submission; • Adopt Local Planning Policy No.2 – Wearne Redevelopment as attached subject to adding the words to the policy 'that the design of the apartments be consistent with State Planning Policy 7.3 Apartment Design Volume 2'; • Authorise the Chief Executive Officer to place all required notices and advertisements required for the Local Planning Policy's adoption; • Authorise the Chief Executive Officer to sign any documents or forms required to submit a Development Application that accords with the

	<p>Masterplan previously approved by Council.</p> <ul style="list-style-type: none"> On signing the Development Application, the Development Application will be circulated to Councillors in hard copy and the Development Application will be put on the Town's website.
29 March 2019	Pre-development application was referred to the Town's Design Review Panel, and feedback was provided to the applicant (see below).
6 June 2019	Development application submitted.
24 June to 11 July 2019	Development application was advertised for public submissions.

Context

The site is 2.0649ha in area and currently accommodates an aged persons' facility, comprising residential aged care accommodation, providing 88 beds and associated facilities.

The site is bound by Gibney Street to the north, Marine Parade to the west, Warton Street to the south and the State-heritage listed WA Foundation for Deaf Children building to the east. It is also opposite Lady Lawley Cottage, a state-heritage listed building that provides institutional care for the young and disabled.

It is located approximately 375m from the Mosman Park train station and 260m from the Victoria Street railway station and is within approximately 230m of the Stirling Highway bus route.

The predominant residential zoning in the locality is R30 and there are mostly single-storey and two-storey dwellings to the north and south of the site.

The topography of the site rises approximately 13m from its south-western corner to its north-eastern corner, with the steepest part being along its eastern side.



Figure 1 – Site location plan

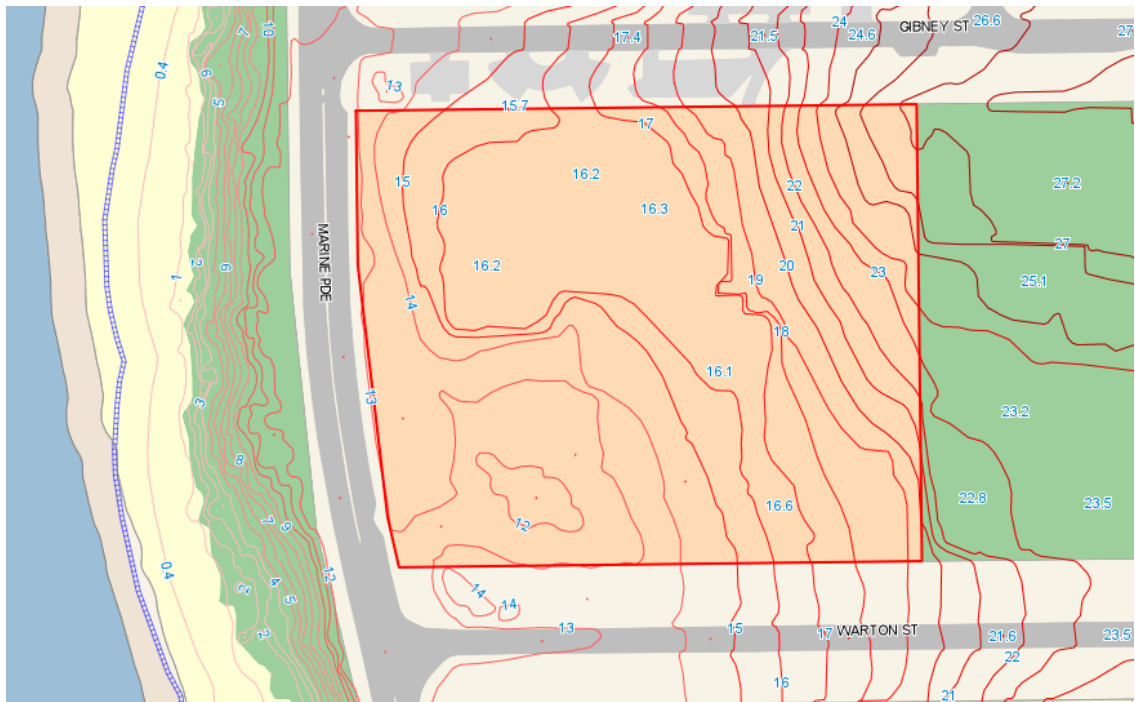


Figure 2 – Contour plan of site



Figure 3 – Aerial photo of site



Figure 4 – Site context (from applicant's submission)



Figure 5 – Existing Aged Persons' accommodation (Wearne)



Figure 6 – Perspective of overall redevelopment (from applicant's submission)

Metropolitan Region Scheme (MRS)

The site is zoned 'Urban' under the Metropolitan Region Scheme.



Figure 7 – Extract from MRS Scheme Map – 'Urban' zone

Local Planning Scheme No. 3

The site is zoned 'Development C' under Local Planning Scheme No.3.

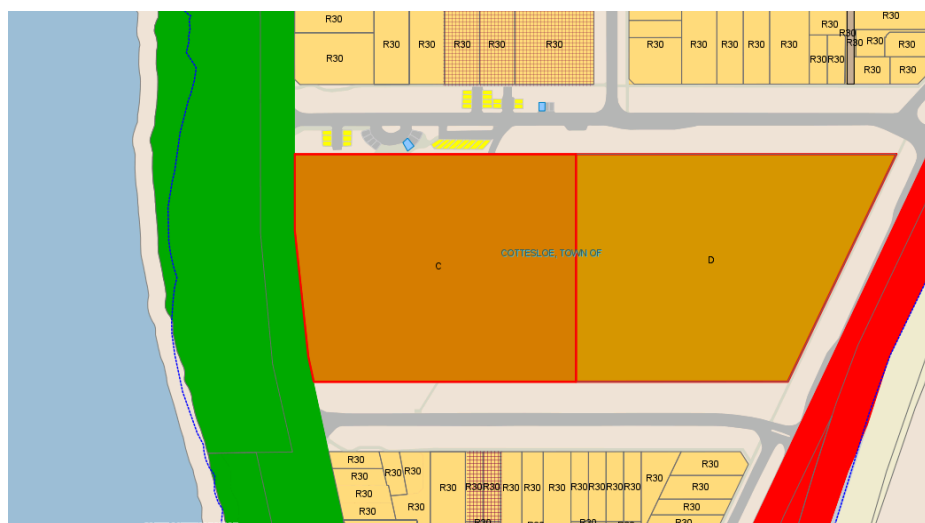


Figure 8 – Local Planning Scheme No. 3 – 'Development C' zone

Aims of the Scheme

The aims of the Scheme relevant to this development include:

- (a) *facilitate implementation of the State Planning Strategy and relevant regional plans and policies, including the Metropolitan Region Scheme, by coordinating the Scheme with such plans and policies;*
- (b) *promote the Local Planning Strategy;*
- (c) *support land use, transport and development within the Scheme area;*

- (d) *sustain population levels within the Scheme area by maintaining residential zones and encouraging, where appropriate, residential use of buildings in other zones.*
- (e) *provide opportunities for housing choice and variety in localities which have a strong sense of community identity and high levels of amenity;*
- (f) *sustain the amenity, character and streetscape quality of the Scheme area;*
- (g) *ensure that residents and visitors continue to experience a high level of access to a range of transport modes within the Scheme area by maintaining the existing road grid pattern and making provision for an integrated road, rail, bus, cycle, and pedestrian network;*
- (h) *ensure that land uses and development adjacent to Marine Parade are compatible with the residential and recreational nature of their setting and the amenity of the locality;*
- (i) *ensure that development adjacent to Marine Parade adds to the high aesthetic appeal, relaxed atmosphere and lifestyle quality of the beachfront environment;*
- (j) *provide a diverse and integrated network of open space catering for both active and passive recreation, including public access and visibility of the beachfront reserves;*
- (k) *ensure that new development is compatible with the conservation significance and aesthetic value of heritage places and areas and the coastal landscape;*
- (l) *protect the integrity, amenity and scenic quality of the coastal landscape;*
- (m) *ensure that proper regard is given to the needs of the local community in the determination of land use and development proposals;*
- (n) *ensure that development and the use of land within the district complies with accepted standards and practices for public amenity and convenience; and*
- (o) *recognise the principle of the maintenance and enhancement of important views to and from public places.*

Objectives

The objectives of the Development zone are to —

- (a) *provide for detailed planning to guide the use and development of land or buildings that are of a size, location, nature, character or significance warranting a comprehensive, coordinated and integrated approach to planning and design;*
- (b) *ensure that land use and development within the zone is compatible with the amenity of the surrounding locality;*
- (c) *ensure that any development does not unduly adversely affect the amenity of the adjoining and surrounding properties or locality, including by reason of height, built form, overshadowing, traffic, parking or other relevant aspects;*
- (d) *allow for land use and development to contribute to the provision or enhancement of community facilities and services and to the public domain; and*
- (e) *give consideration to the maintenance and enhancement of important views to and from public places as a contributor to the character and amenity of the locality and the district overall.*

Local Planning Policy No. 2 – Wearne Redevelopment

Objectives

The objectives of the Local Planning Policy are:

To provide development requirements and guidelines for the redevelopment of the subject site in accordance with the endorsed Master Plan, and to enable the redevelopment of a site that:

- Responds sensitively to interface issues, particularly between existing residential development adjacent to the site and the subject land;*
- Delivers an optimal residential aged care facility having regard to the statutory and operational requirements of such a facility;*
- Improves the existing movement network including site access;*
- Defines appropriate building envelopes, typologies, form and heights having specific regard for existing and surrounding development;*
- Identifies the amount, locations for and functions of key open spaces and considers the opportunity for public realm for aged care, independent living and communal spaces; and*
- Is implementable in the context of a phased project delivery.*

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Metropolitan Region Scheme
- Planning and Development (Local Planning Schemes) Regulations 2015
- Heritage of Western Australia Act 2018,
- Local Planning Scheme No. 3

State Government Policies

- State Planning Policy 7.0: Design of the Built Environment
- State Planning Policy 7.3: Residential Design Codes Volume 2 - Apartments (Design WA)

Other

- Wearne Masterplan
- Local Planning Policy No. 2 - Wearne Redevelopment
- State Register of Heritage Places
- Town of Cottesloe Heritage List
- Town of Cottesloe Municipal Inventory
- Town of Cottesloe Street Tree Policy/Masterplan

Consultation:

Heritage Council

On 19 June 2019, the Development application was referred to the Heritage Council for advice as 'Wearne' is listed on the State Register of Heritage Places.

In a response from the Heritage Council dated 27 June 2019, the following findings and advice were provided:

The referral for the proposed development has been considered in the context of the identified cultural significance of Wearne Hostel and the following advice is given:

Findings

- *Wearne Hostel has cultural heritage significance as one of the largest and most successful philanthropic institutes of the nineteenth and twentieth centuries, as a fine example of the Federation Queen Anne style, and for its landmark qualities as an integral part of the vista in Cottesloe.*
- *The place was built in a number of substantial campaigns, most recently 1984.*
- *The place currently accommodates an aged care facility managed by Curtin Care.*
- *The proposal is for a major staged development to substantially increase the accommodation capacity, which will include aged care and retirement living apartments.*
- *Overall the proposal has a positive heritage impact as it allows for the heritage buildings to be better revealed and conserved.*

Advice

The proposal is aligned to the previously submitted master plan as referred to and supported by the Development Committee in November 2017. As per its previous advice, the proposal is supported subject to the following conditions:

1. *South west wing of the new development should step down to the heritage building to allow for better visual curtilage.*
2. *Prior to lodgement of a building permit application, the following are to be provided to the satisfaction to the Director Heritage Development:*
 - a. *Detail connections of new to existing fabric are to be provided prior to Lodgement of a building permit application.*
 - b. *Documentary evidence to support the proposed landscape plan.*
 - c. *An interpretation strategy is to be provided to include interpretation in the public areas as well as in the residential complex.*
 - d. *The owner is to enter a Heritage Agreement with the Heritage Council to ensure the identified conservation works to the heritage buildings are complete prior to occupation of the site.*

Amended Plans (drawings Nos: A111-rev T, A112-rev T, A113-rev T) received by the Town on 24 July 2019 in response to Condition 1 above were forwarded to the Heritage Council on the same day.

In a response dated 29 July 2019, the following additional comments from the State Heritage Office were provided:

Further to our previous advice to this Development Application referral, the proposal has now been satisfactorily amended to show the south west wing 2 of the new development stepping down to the heritage building to allow for better visual curtilage. This change was a requirement of the Development Committee's advice letter dated 30 November 2017 and also our most recent advice letter dated 27 June 2019.

Advice

The proposal is aligned to the previously submitted master plan as referred to and supported by the Development Committee in November 2017. As per its previous advice, the proposal is supported subject to the following conditions:

- 1. Provide details of connections of new to existing fabric prior to lodgement of a building permit application.*
- 2. Documentary evidence to support the proposed landscape plan is to be provided prior to lodgement of a building permit application.*
- 3. An interpretation strategy is to be provided to include interpretation in the public areas as well as in the residential complex.*
- 4. The owner is to enter a Heritage Agreement with the Heritage Council to ensure the identified conservation works to the heritage buildings are complete prior to occupation of the site.*

Public Consultation

The application was advertised from 24 June to 11 July 2019 in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 and Local Planning Scheme No.3. Advertising was undertaken by writing to all owners and occupiers of properties along Gibney Street and Warton Street as well as to the WA Foundation for Deaf Children, and making the plans and supporting information available on the Town's website and at the Council Offices.

Two submissions were received during the advertising period, one from an owner in Gibney Street and one from an owner in Warton Street. Both are similar to submissions sent from the same writers in response to advertising of Local Planning Policy No. 2, prior to it being approved by Council.

A copy of the submissions is attached, together with the applicant's response. A brief summary of the comments is also provided below:

Issue Raised	Officer's comments
Building height <ul style="list-style-type: none"> The 15.5m height allowance is totally at odds with the Development zone objectives; The height would obscure current ocean views; It will result in a loss of property value. 	<p>Noted.</p> <ul style="list-style-type: none"> The building heights 'step down' with the natural ground level along Gibney Street and are below the maximum building height allowed under the Local Planning Policy 2 (LPP2). LPP 2 has been prepared and adopted by the Town based on

Issue Raised	Officer's comments
<ul style="list-style-type: none"> • The 19.5m height is a direct violation of SPP6 and LPS 3 as it fails to take account the built form of the surrounding area and certainly adversely affects the amenity of surrounding properties on both Gibney and Warton Streets. • Taking height precedent from the adjoining WA Deaf School is highly misleading and biased as it does not consider the relative topography. • The height and scale is not as stated in the Master Plan. 	<p>the development requirements outlined in the Masterplan, both which sought to address the development zone objectives.</p> <ul style="list-style-type: none"> • Property values are difficult to predict and are not a planning consideration. • Height cues taken from the WA Deaf School were only to show the overall impact of the development.
<p>Parking and access</p> <ul style="list-style-type: none"> • Existing on-street parking problems will only be exacerbated by the proposed development. • Parking in the Warton Street verge could adversely impact on the amenity of the street. • Vehicle access should be from Marine Parade, rather than Warton Street as it would dramatically impact on the amenity of the street. 	<p>Noted.</p> <ul style="list-style-type: none"> • 20 car bays are proposed in the verge along Gibney Street for visitors to the development. • These bays will be perpendicular to the street and some are proposed to have parking restrictions to ensure frequent turnover and availability. • The bays will be more orderly than the current situation, are supported by the Town's Engineering Department, and are consistent with the Local Planning Policy and masterplan. • 7 car bays are shown in the Warton Street verge which is permissible under the Local Planning Policy and is supported by the Town's Engineering Department. • The Local Planning Policy advises that primary vehicle access shall be located on Warton Street and Gibney Street only.
<p>Environmental consideration</p> <ul style="list-style-type: none"> • The proposal will not provide enough wind protection to residents due to its openness to 	<p>Noted.</p> <ul style="list-style-type: none"> • The southwest corner has been identified as having historical value and is being preserved.

Issue Raised	Officer's comments
south-westerlies.	<ul style="list-style-type: none"> The development has been designed to allow sufficient protection from the prevailing south-westerly winds whilst still allowing for natural ventilation.
Setbacks <ul style="list-style-type: none"> The upper floor setbacks to Warton Street are not as stated in the draft Master Plan. 	<p>Noted.</p> <ul style="list-style-type: none"> The setback to the upper floor walls range from 4.5m to 6.1m from the southern boundary and the setback to the balconies range from 2.7m to 5.1m, which exceed the minimum setback permitted under the Local Planning Policy which was based on the development standards outlined in the masterplan.
Trees <ul style="list-style-type: none"> A number of trees are to be assessed for relocation which may not satisfy Council Tree Policy. 	<p>Noted.</p> <ul style="list-style-type: none"> A landscape plan has been submitted with the development application which shows only one olive tree being removed in the street verge (Gibney Street). A small number of trees are to be removed from the lot as identified on the survey plan (drawing L101-rev A), but only two of them are Norfolk Island Pines and these are proposed to be relocated. The Town's Engineering Department has no objection to the proposal to remove/relocate the trees. However, the State Heritage Office requires documentary evidence to support the proposed landscape plan prior to the lodgement of a Building Permit.

Design Review Panel

On 29 March 2109, concept plans were considered by the Town's Design Review Panel prior to lodgement of the planning application. Feedback received was taken into consideration by the applicant and modifications were made.

Two points were raised by the Panel:

- 1) The Panel considered that the commercial car park entry into the basement off Gibney Street appeared too close to Marine Parade and may be better located eastward to allow for more north-facing café/restaurant area.

Applicant's response

There are 3 major constraining factors in moving the crossover too far east:

- There is an existing Norfolk pine tree in the verge located 5.4m from the originally proposed crossover location. The preference is to retain the existing verge tree.
- Gibney Street rises eastward up the hill, making it increasingly difficult to achieve clearance for basement access for waste vehicles if required. East of the Norfolk pine tree would not achieve the required ramp clearance.
- Any extension of the café/restaurant alfresco eastward would increasingly be below ground level.

In addition, Cardno Traffic Consultants has been engaged to determine if there are any traffic safety and design issues associated with the proposed driveway location and they have advised that based on an assessment against AS2890.1, Clause 3.23 Access driveway location, the proposed location is acceptable. On the basis the driveway is serving less than 25 parking bays and fronting a local street, it can be categorised as an Access Facility Category One. According to this standard, no driveway should be located within 6m of the tangent point of the property boundary/verge. In this instance, the driveway is well over the 6m from the tangent point which satisfies this requirement.

Design response

In response, and following design review, it is proposed to relocate the crossover 2.5m eastward to retain the existing Norfolk pine tree (now 2.9m from edge of crossover) and enable clearance for basement access. This has increased the north-facing alfresco frontage by 2.5m to be approximately 25m in total from the boundary.

- 2) The Panel considered the proposed roller door may detract from the frontage of the building and there may be a conflict of traffic movement between cars and trucks on site.

Design response

It is proposed to recess the roller grille a further 2.7m into the site, where it will be located at the bottom of the ramp. The grille will be open and transparent in style and only closed in the evenings. The proposed location of the roller grille is recessed under the building by 3.4m, which is 5.8m from the lot boundary, plus 16m wide verge, with improved landscaping to either side. By re-aligning the driveway to match the parking aisle, the loading bay is out of the line of travel in or out of the basement, alleviating traffic conflicts. However, this has resulted in the total number of bays provided by one, so there is now 20 commercial parking bays (including the ACROD bay). To partially offset this three motorcycle bays have been added adjacent to the loading area.

On 8 August 2019, the development application, together with amended plans received 24 July 2019, were considered by the Design Review Panel and supported. The Panel was satisfied that their previous comments had been addressed and that all of the Design Principles in SPP 7.0 had been fulfilled. The only additional comment made by the Panel was that an advice note could be included on the

approval notice to recommend that the owner/applicant have consideration of the use of materials for legibility and wayfinding. This has been added to the Officer Recommendation.

The Minutes of the meetings are attached.

Planning Assessment

Local Planning Scheme No. 3

The following comments are made against relevant requirements of the Scheme:

Item	Requirement	Comment	Compliance
Schedule 14 – Development zone provisions – Development C	<p>Comprehensive planning for the area shall be undertaken through the preparation and approval of a Structure Plan, in accordance with Clause 6.2, to guide subdivision and development.</p> <p>Land uses shown on the Structure Plan shall apply in accordance with Clause 6.2.8.</p> <p>The Structure Plan will apply to the entire site and will provide for additional residential development comprising a range of dwelling types, sizes and densities to take full advantage of the opportunity for more intense urban infill on this site, particularly with regard to its close proximity to regional public transport routes. The structure plan may also provide for additional aged care dwellings and any associated ancillary buildings that may be required.</p> <p>The Structure Plan will have regard for, and if possible integrate with, the Structure Plan for Area 'D'.</p>	<p>In response to the unique ownership and lease arrangements for the site, Council in, consultation with the Department for Planning, Lands & Heritage, agreed to a revised framework whereby a Masterplan adopted by the four landowners replaced the need for a Structure Plan to be prepared.</p> <p>The Masterplan was also required to be recognised in the Local Planning Scheme through a Local Planning Policy that enshrined agreed planning parameters for the site, land uses, development requirements and guidelines.</p> <p>On 11 December 2018 Council resolved to adopt Local Planning Policy No.2 subject to adding the words to the policy 'that the design of the apartments be consistent with State Planning Policy 7.3 Apartment Design Volume 2.</p>	<p>Compliance with Local Planning Policy No.2, and State Planning Policy 7.3 - Apartment Design Volume 2, as discussed separately in this report.</p>

Item	Requirement	Comment	Compliance
		The provisions of the Local Planning Policy override Clause 6.2.3.3 and Schedule 14 'C' of Local Planning Scheme No. 3 in relation to the requirement for a structure plan prior to the issue of development approval, on the basis the Town of Cottesloe has endorsed the Wearne Master Plan to articulate a vision for the site.	
Clause 5.10 - Filling of land and height of retaining walls	In considering applications for planning approval, in relation to the maximum permissible height of land fill and the height of retaining walls the following shall apply — (a) on level land, fill will not generally be permitted, as determined by the local government; and (b) on sloping land, the local government may permit fill and the construction of retaining walls, provided there is approximately equal cut and fill of the existing ground levels and the amenity of surrounding properties is not unduly adversely affected.	The proposal incorporates significant basement parking which will require excavation on the site. However, the overall height of the proposed buildings follows the topography of the site and will be 'stepped down' from east to west and will not require any significant fill which will assist in ensuring that the amenity of surrounding properties is not unduly affected.	The proposal has been assessed against Local Planning Policy No. 2 and SPP 7.3 and has had regard to this provision of the Scheme.

Local Planning Policy No. 2 – Wearne Redevelopment

The following comments are made against relevant requirements of Local Planning Policy No. 2:

Item	Requirement	Proposal	Compliance
Land use	The following Land Uses shall apply: <ul style="list-style-type: none"> Aged Persons Dwelling; 	The proposed uses for the site are: <ul style="list-style-type: none"> Aged Persons dwellings; Nursing Home; 	Complies with Local Planning Policy No. 2

Item	Requirement	Proposal	Compliance
	<ul style="list-style-type: none"> • Nursing Home; • Cinema/Theatre; • Office; • Community Purpose; • Place of Worship; • Consulting Rooms; • Reception Centre; • Convenience store; • Recreation private; • Exhibition centre (Gallery); • Restaurant/Café; • Hospital; • Retirement Village; • Medical Centre; • Serviced Apartment; • Market; • Shop; • Multiple Dwelling; • Small bar <p>Where a use is not listed, the use is not permitted unless Council is satisfied that the use is consistent with the relevant objectives of the site.</p>	<ul style="list-style-type: none"> • Cinema/Theatre; • Medical Centre; • Restaurant/Café; • Exhibition Centre (gallery); • Community Purpose (studio artist in residence). 	
Building heights	<p>Building heights override Clause 5.7 in the Local Planning Scheme.</p> <p>Building Height: means the maximum vertical distance between any point of natural ground level and the finished roof height directly above, excluding minor projections above that point.</p> <p>Storeys can be of any individual height, subject to the building</p>	<ul style="list-style-type: none"> • Gibney Street – up to 15m in height; • Marine Parade – up to 14.7m in height. • Warton Street – up to 18.65m in height. 	Complies with Local Planning Policy No. 2 and is below maximum permitted building heights.

Item	Requirement	Proposal	Compliance
	<p>remaining within the maximum height limit as indicated in metres.</p> <p>Buildings to be a maximum of:</p> <ul style="list-style-type: none"> • 15.5m in height, fronting Gibney Street and Marine Parade; and • 19.5m in height fronting Warton Street (except for the heritage building of Wearne House). <p>The existing Wearne House building height will ultimately increase as a result of the proposed restoration of the 'Candle Snuffer' turret roof and is estimated to be around 17 metres.</p>		
Building setbacks	<p>The minimum building setback for the basement levels are NIL for Gibney Street and Warton Street, with minor protrusions, not exceeding 3.0 metres above natural ground level permitted.</p> <p>The minimum building setbacks for ground floor/podium levels (except for the heritage buildings) are:</p> <ul style="list-style-type: none"> • Marine Parade – wall setback of 6 metres; podium setback of 1 metre. • Gibney Street – wall setback of 2 	<p>Nil setbacks are proposed from the basements to Gibney Street and Warton Street.</p> <p>The proposed minimum building setbacks for the ground floor/podium levels are:</p> <ul style="list-style-type: none"> • Marine Parade – 6.8m, with podium setback of 1.3m; • Gibney Street – wall setback 2.25m, nil to balconies; • Warton Street – wall setback 4.5m, 2.7m to balconies. <p>The proposed minimum setbacks for upper floors (except for heritage buildings)</p>	<p>Complies with Local Planning Policy No. 2 (see comments regarding eastern setback).</p>

Item	Requirement	Proposal	Compliance
	<p>metres; balcony setback of nil.</p> <ul style="list-style-type: none"> Warton Street – wall setback of 4.5 metres; balcony setback of 2.5 metres. <p>The minimum building setbacks for upper floors (except for heritage buildings) are:</p> <ul style="list-style-type: none"> Marine Parade – wall setback of 6 metres for up to three storeys; wall setback of 10 metres above three storeys, balcony setback of 4.5 metres; Gibney Street – wall setback of 2 metres; balcony setback of nil; Warton Street – wall setback of 4.5 metres; balcony setback of 2.5 metres. Wall setbacks from the existing Heritage buildings to be 4 metres for single storey and 5 metres above single storey. Wall setbacks to eastern boundary shown at 6m in LPP 2 - Figure 1. 	<p>are:</p> <ul style="list-style-type: none"> Marine Parade – wall setback 7.3m for up to three storeys, 10m above three storeys, 4.8m to balconies. Gibney Street – wall setback 2.2m, nil to balconies. Warton Street – wall setback 4.5m, balconies 2.7m. More than 4m for the single storey level and more than 5m for upper levels (also supported by State Heritage Office following amended plans received 24 July 2019). The setback to the eastern boundary is not specifically referred to in the LPP text, but rather is shown in Figure 1. The applicant has advised that the proposed RAC building generally ranges from 5m, increasing to 7m to articulate the eastern facade of the building. In the centre the building is setback 2.05m to accommodate the Services Plant on the ground floor, with an Activity room/Cinema located above the Service Plant which is also setback 2.05m. This portion of building is of a lower level than the surrounding RAC units, being approximately 1.5 stories above the natural ground level, therefore reducing the impact on the adjacent WA School for the Deaf site. With the 	

Item	Requirement	Proposal	Compliance
		exception of the Activity Room/Cinema, the majority of the RAC building's east façade (around 75% of its length) sits more than 7m back from the boundary, and although small sections of wall are closer than 6m from the boundary they are still within the 5m setback as originally noted in the masterplan.	
Building Scale and Streetscape	The upper building levels to Marine Parade are to be set back and designed so as not to dominate the adjacent streetscape, whilst promoting views and passive surveillance.	The upper levels to Marine Parade are setback a minimum 7.3m on the first three storeys, then setback from 10m to 12.35m on the upper floor with unenclosed balconies so as not to dominate the streetscape, promote views and passive surveillance.	Complies with Local Planning Policy No. 2
	Streetscapes are to provide diverse facades and form to minimise a monotonous appearance.	The streetscapes to Marine Parade, Gibney Street and Warton Street will all appear different due to the proposed range of building heights, setbacks, size and depth of buildings and integrated landscaping which has been designed specifically for the site and minimise a monotonous appearance.	Complies with Local Planning Policy No. 2
	All upper storeys to be articulated with a change of material, colour and variation to break down the perception of mass.		Complies with Local Planning Policy No. 2
	The Marine Parade ground level building facades shall be designed to address the street via entries and windows to create interest and a sense of activity within the building.	Windows and doors are proposed along the length of the ground level fronting Marine Parade and alfresco seating areas are proposed on the basement level to the café/restaurant together with outdoor areas to the exhibition/gallery space to create interest and activity.	Complies with Local Planning Policy No. 2
	No blank walls to corner frontages will be permitted.	No blank walls are proposed.	Complies with Local Planning Policy No. 2
	Buildings on corners	The design of corner building	Complies

Item	Requirement	Proposal	Compliance
	must address both street frontages and include strong architectural expression to both facades.	adjoining Gibney Street and Marine Parade will address both street frontages with a range of balconies and setbacks and materials to provide strong architectural appearance.	with Local Planning Policy No. 2
	Compatible building heights and scale are to be provided along the interface with the adjoining WA Deaf School, taking cues from the existing Heritage Building located adjacent to the eastern boundary of the subject site.	The height of the Residential Aged Care building adjoining the eastern boundary has taken its hues from the adjoining WA Deaf School with comparable heights as permitted under the LPP and a range of setbacks to provide articulation.	Complies with Local Planning Policy No. 2
	Development should respect Wearne House heritage building and its curtilage	The development will provide generous setbacks and open space around the heritage buildings to create a buffer around the building whilst also emphasising the sense of importance of it. The location of some of the ILUs were amended on plans received 24 July 2019 to satisfy a condition of the State Heritage Office.	Complies with Local Planning Policy No. 2
Open space and landscaping	A minimum of 50% of the overall site to be provided as open space.	55% open space is proposed (refer drawing A109 - rev C).	Complies with Local Planning Policy No. 2
	A detailed landscape plan for the development site and adjoining road verge shall be lodged with and approved by the Town prior to commencement of the development.	A detailed Landscape Plan has been submitted with the application (refer Landscape Plan Rev E). Verge landscaping will be subject to a separate approval from the Town's Work's Department.	Complies with Local Planning Policy No. 2
	Landscaping for the development shall be undertaken in accordance with the approved landscaping plans prior to occupation or use of the development. Landscaping can be phased having regard to the phasing of development.	The applicant has advised that landscaping will be undertaken in accordance with the approved landscaping plan prior to occupation or use of the development.	Complies with Local Planning Policy No. 2

Item	Requirement	Proposal	Compliance
Vehicle access, parking and service areas	Primary vehicle access shall be located from Warton Street and Gibney Street only.	Primary vehicle access is only proposed from Gibney Street and Warton Street.	Complies with Local Planning Policy No. 2
	Residential vehicle parking is restricted to the basements only.	Residential parking for the occupants is only proposed in the basement areas.	Complies with Local Planning Policy No. 2
	Visitor parking is to be provided mainly in the basements, with a possible allowance for some on-grade or verge parking subject to Council approval.	26 visitor parking bays are proposed in the basement of the Residential Aged Care building with just 7 visitor bays proposed on Warton Street. 20 visitor car bays are proposed along Gibney Street for the Independent Living Units to ensure secure basement parking can be maintained for the residents and provide easy access for visitors which is less than that shown on the masterplan and is supported by the Town's Engineering Department.	Complies with Local Planning Policy No. 2
	The number of car parking bays required for the redevelopment are varied in the Town's LPS 3 as shown in Table 1.	The proposed development complies with the car parking requirements of the Local Planning Policy. (A minimum 46 staff carbay for the RAC building has been conditioned, as agreed to by the applicant).	Complies with Local Planning Policy No. 2
	Loading and service areas shall be located and designed to minimise their visibility from the public street and from public spaces.	A single ramped lower ground loading and service area is proposed along the eastern boundary of the site off Warton Street for the Residential Aged Care building which will be screened from the street. Another below ground service area will be provided at the western end of Gibney Street for the non-residential uses.	Complies with Local Planning Policy No. 2
Heritage	Development that is proposed to be located adjacent to the Heritage Building of Wearne House shall have regard to the requirements of	The Conservation Plan has been updated to reflect the current development proposal and the State Heritage Office requires a condition on the development approval stating that the	Complies with Local Planning Policy No. 2

Item	Requirement	Proposal	Compliance
	the Conservation Plan which was prepared in 2018 as part of the Master Plan process.	owner is to enter a Heritage Agreement with the Heritage Council to ensure the identified conservation works to the heritage buildings are complete prior to occupation of the site.	
	The Conservation Plan provides guidance on acceptable changes to the heritage fabric of Wearne House and guides the overall shape of development through policy on acceptable development zones.	See comment above.	Complies with Local Planning Policy No. 2

Car Parking Requirements			
Land use	Local Planning Policy Requirement	Required	Proposed
Commercial and office	1 bay per 50 square metres of gross floor area (50% ancillary use)	Based on 1015m ² GFA = 20.3 bays (11 bays @ 50%).	20 bays (including 1 ACROD bay) – Complies with Local Planning Policy No. 2
Communal facilities	Communal facilities supplied for retirement and residential aged care use only		Complies with Local Planning Policy No. 2
Retirement living apartments (ILUs)	1 bay per dwelling, plus 0.25 visitor bays per dwelling.	77 ILUs = 77 bays + 20 visitor bays	122 bays in basement, plus 20 visitor bays in Gibney Street verge – Complies with Local Planning Policy No. 2
Residential Aged Care (RAC)	1 bay per 4 beds, plus 1 bay for each staff member	129 beds = 32.25 bays 46 staff = 46 bays Total = 78.25 bays (rounded up to 79 bays).	26 bays in basement +7 on Warton Street verge & 45 staff bays in basement. Total = 78 bays (1 bay shortfall). This car bay shortfall was queried with the applicant by the Town and they have responded to advise that they have no objection to a planning condition requiring

Car Parking Requirements			
Land use	Local Planning Policy Requirement	Required	Proposed
			the provision of 1 additional staff bay in the RAC basement, thereby making it compliant. This has therefore been included in the Officer Recommendation.
Total parking bays		166 bays + 20 visitor bays = 187 bays	213 bays + 27 (verge) visitor bays = 240 bays.

State Planning Policy 7.3 (SPP 7.3) – Residential Design Codes, Volume 2 – Apartments

At its 1 May 2019 meeting, the WAPC resolved that the provisions of all properly approved structure plans and activity centre plans (ie those approved by the WAPC since 19 October 2015) that existed prior to the gazettal of R-Codes Vol.2 (24 May 2019) that amend or replace any of the provisions of R-Codes Vol.2 will continue to apply to the extent of any inconsistencies and are not superseded by R-Codes Vol.2.

In this case, a Masterplan for the site was endorsed by Council on 24 July 2018 and a Local Planning Policy was adopted on 11 December 2018, both prior to the gazettal of the R-Codes Volume 2, and were obliged to be completed under Curtin Care's lease and Schedule 14 in the Local Planning Scheme.

Although they were not forwarded for approval to the WAPC as may be necessary since the gazettal of SPP 7.3, the applicant has provided the following explanation as to why they remain the relevant planning framework.

- *SPP 7.3 Apartment Design Policy applies to multiple dwellings in areas coded R40 and above, mixed-use developments and activity centres. The subject land is not identified with an R Code and whilst includes some other ancillary uses in the form of a café, and medical facilities, it is primarily an aged care development. Nevertheless, the proposal has considered the framework of SPP 7 and SPP 7.3 Apartment guidelines as outlined below.*
- *Whilst it is noted that the SPP now forms part of the scheme, there is an established planning framework for Wearne and it was never the intent for the SPP to extinguish planning frameworks, but provided the opportunity for Council's to review existing planning frameworks, including LPP's, and to vary provisions where applicable. On the basis the Planning Framework for Wearne is recently prepared, advertised and approved, given the Masterplan clearly outlines the agreed vision and built form intent, and given we have demonstrated appropriate alignment with the SPP, we believe we have satisfied all requirements in addressing and achieving good built form outcomes. It is also important to note that the lease arrangement precludes any form of subdivision (freehold or strata) of the proposal. There are also other aged care legislative requirements that the project is required to comply with.*

- *The site is included within a Development Zone (no R Code applies) which requires the preparation of a Structure Plan including the requirement to outline built form controls amongst other things.*
- *In accordance with the Clause 27 (2) of the Planning and Development Regulations (Local Planning Schemes) (2015) the Town (with the support of the DPLH) decided to not require the preparation of a structure plan and instead adopt a Master Plan (required under the lease agreement with Curtin Heritage) to inform the Vision, land use, yield and built form arrangements for the site. In doing this, the setback, building height, dwelling yield and land use configuration have been agreed following an extensive consultation and engagement process with the Community and the Town.*
- *Subsequent to the adoption of the Masterplan, the built form requirements were translated into a Local Planning Policy which was subsequently adopted by the Town.*
- *In preparing the Masterplan, the Masterplan articulated and responded to the 10 design principles articulated in the Draft version of SPP 7.3, as the gazetted version of SPP 7.3 occurred following the adoption of the Masterplan, and also the Development Application documentation.*
- *We have subsequently submitted a compliance table demonstrating how the proposal meets the Objectives of SPP 7.3.*

Each of the elements under SPP 7.3 are addressed below:

OBJECTIVES SUMMARY
PRIMARY CONTROLS
Building height
<i>The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.</i>
Applicant's response
<ul style="list-style-type: none"> • The proposed development aligns with this objective. • The building heights and scale proposed have been designed to provide human scale to the street and break up the visual mass of development. This will create a pleasant experience at the street level for pedestrians, whilst optimising opportunities to gain views of the ocean, internal open spaces and courtyards, and promote development fitting of its location. • Building heights have been allocated to minimise overshadowing impacts, and respond to the adjacent heritage listed building on the WA Deaf School site.
Officer response
The development complies with the Local Planning framework and satisfies the Element Objectives.
<i>The height of buildings within a development responds to changes in topography.</i>
Applicant's response
<ul style="list-style-type: none"> • The proposed development aligns with this objective. • The development is 3-4 storeys fronting Gibney Street, and is tiered down the slope of the site, responding to the site topography. The development addressing Warton Street is one storey taller, however the structure occupies only 20% of Warton Street, and the development cuts back into the natural slope of the site towards the north, containing basement parking and back of house facilities discretely.
Officer response

The development complies with the Local Planning framework and satisfies the Element Objectives.
<i>Development incorporates articulated roof design and/or roof top communal open space where appropriate.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The form of the roof comprises varying setbacks and edges to create articulation and break down the perception of mass. Terracing is proposed along Marine Parade, with a rooftop lounge which will provide a distinct break in the western façade at the upper levels.
Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.
<i>The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The layout provides very good solar and daylight access throughout the entire development and allows for good natural cross ventilation, reducing the development's overall power needs. Building mass is broken down to create courtyard spaces, which provide a strong passive solar design approach (refer to Shading Diagrams included in Development Application Plans submitted).
Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.
Street setbacks <i>The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. All setbacks are consistent with the setbacks stipulated in LPP No. 2, which provides for increased setbacks of upper levels to Marine Parade to reduce the perception of bulk and reduce overshadowing in the morning. The width of both the Gibney and Warton Street verges also helps to increase the perceived setback from the street to the north and south. The setback along the southern side of the apartments maintains views to the heritage building from Marine Parade in accordance with the Conservation Management Plan.
Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.
The street setback provides a clear transition between the public and private realm.
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. Along Marine Parade the private terraces sit a level above the public areas. Along Gibney Street the stepped down nature of the terraces provide a clear public/private separation whilst providing variety in the building frontages. Similarly, residential areas of the Retirement Aged Care building are a level above the public spaces.
Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.
<i>The street setback assists in achieving visual privacy to apartments from the street.</i>

<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Visual privacy will be fully controllable by the apartment occupants, in order to balance the need for privacy with the desire to maximise views out to the ocean and landscape. • The wide verges along Gibney and Warton Street reduce potential overlooking of apartments from further up the hill, however to minimise this risk additional screening is provided to the east side of apartment balconies along Gibney Street.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objectives.</p> <p><i>The setback of the development enables passive surveillance and outlook to the street.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The development is designed to take full advantage of the views and in turn provides very good passive surveillance of the street from all areas.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objectives.</p>
<p>Side and rear setbacks</p> <p><i>Building boundary setbacks provide for adequate separation between neighbouring properties.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The building setbacks from the eastern boundary are a minimum of 1.5m to provide an appropriate interface to the adjacent WA School for the Deaf site. The road network surrounding the remaining boundaries of the site provides adequate separation to nearby properties.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objectives.</p> <p><i>Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The building setbacks from the streets are consistent with the surrounding streetscape pattern, and consistent with the setbacks stipulated in LPP No. 2. • The building setbacks are: <ul style="list-style-type: none"> ○ Marine Parade – wall setback a minimum of 6.8 metres, podium setback a minimum of 1.3 metres ○ Gibney Street – wall setback a minimum of 2.25 metres; ○ Warton Street – wall setback of 4.5 metres balcony setback of 2.7 metres.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objectives.</p> <p><i>The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The development has been designed to maximise the retention of existing healthy trees, including the retention of trees along Gibney Street, Warton

<p>Street, and adjacent to Marine Parade, and to the east of the site. The heritage gardens represent a significant portion of the site and will result in retention of a significant portion of the vegetation on site.</p> <ul style="list-style-type: none"> • A significant proportion of the site is not being affected by proposed development. Deep soil areas therefore are retained on three sides of the site and across the south west quarter. • Integrated stormwater management is considered within the streetscapes of Gibney and Warton Streets and within the grounds of the development. Where practical, water is also harvested or managed through the drainage of the building for passive irrigation.
<p>Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.</p>
<p><i>The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The building setbacks from the eastern boundary are a minimum of 1.5m, to provide an appropriate interface to the adjacent WA School for the Deaf site. A dedicated service road has been located between the two sites on the eastern boundary of the site, creating a further buffer between the proposed development and the adjacent WA School for the Deaf site.
<p>Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.</p>
<p>Plot ratio</p>
<p><i>The overall bulk and scale of development is appropriate for the existing or planned character of the area.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Building heights have been allocated to respond to the adjacent heritage listed buildings. The height tiers down the slope of the site, with the upper levels articulated and setback in some sections. Additionally, basement carparking has been provided to reduce the scale and bulk of the built form. The bulk of the buildings are further broken down through articulation of the façades.
<p>Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.</p>
<p>Building depth</p>
<p><i>Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • All apartments are dual aspect and the extensive use of voids throughout the walkway areas internal to the site provide enhanced access to light and cross-ventilating air movement.
<p>Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.</p>
<p><i>Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective.

<ul style="list-style-type: none"> The façade is heavily articulated, and the deepest apartments (west-facing Type C apartments) make use of an adjacent void to the east side to maximise light ingress and air movement.
Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.
<i>Room depths and/or ceiling heights optimise daylight and solar access and natural ventilation.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. Ceiling heights to apartment living areas are above 2.7m, and balcony depth has been carefully designed to allow winter sun and block summer sun where possible. External screens have been located on west facing balconies to allow blocking of afternoon sun in summer but allowing it in if desired during winter. Where apartments face south, large voids have been incorporated on the northern side to enhance solar access during winter.
Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.
Building separation
<i>New development supports the desired future streetscape character with spaces between buildings.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. Building separation from adjoining property boundaries is consistent with the setbacks stipulated in LPP No. 2, and are further mitigated by the wide Gibney and Warton Street verges and sloping nature of the site. In addition to this, there is an 8m wide gap to the north façade that widens and continues through to the southern side of the site past the heritage building. To the western façade, full height gaps in the built form have been intentionally avoided in order to control prevailing winds into the site, with the exception of the roof lounge which has the appearance of being open but is protected from the wind by glazing. Within the site, the balcony to walkway gap in the westernmost courtyard area is more than 10 metres across, maintaining adequate solar ingress during winter.
Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.
<i>Building separation is in proportion to building height.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. Building separation and building height have been considered in unison during the design process to ensure an appropriate form and access for daylight and natural ventilation.
Officer response The development complies with the Local Planning framework and satisfies the Element Objectives.
<i>Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The only apartments without a view to the ocean are the north facing apartments below the pool deck. As noted above, there is a 10 metre gap

<p>between the balconies of these apartments and the walkway to the north.</p> <ul style="list-style-type: none"> Where apartments back onto one another and are separated by walkways and voids, the acoustic separation will be in accordance with the requirements of the Acoustic Report.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objectives.</p>
<p><i>Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> The proposed development aligns with this objective. As well as the Roof Lounge and Pool Deck to the west on Level 2, a separate Pavilion area and nearby Residents' Lounge is being provided in Stage 1a. In addition to the Heritage Gardens to the south west of the site, several large landscaped courtyard areas are provided internal to the site. The podium level along Marine Parade will create visual interest and appeal from the streetscape while allowing residents to choose their level of interaction with the street.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objectives.</p>

<p>PART 3 – SITING THE DEVELOPMENT</p>
<p>Orientation</p>
<p><i>Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> The proposed development aligns with this objective. Apartments have typically been oriented north-south to maximise winter solar access and minimise summer heat loads from the west, while maintaining access to views of the ocean. Where south-facing apartments were necessary, large northern windows adjacent to voids have been provided. All apartments visible from the street face the public realm.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p><i>Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> The proposed development aligns with this objective. As can be seen from the Shading Diagrams on drawing A108, the width of the Warton Street verge ensures overshadowing doesn't adversely affect Warton Street properties. Although there is some overshadowing of the footpath along Marine Parade during winter mornings, the beach is not adversely affected due to the shadow that is currently cast by the dunes onto the beach.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p>Tree canopy and deep soil areas</p>
<p><i>Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> The proposed development aligns with this objective. The development has been designed to maximise the retention of existing

health trees, including the retention of trees along Gibney Street, Warton Street, and adjacent to Marine Parade, and to the east of the site. The heritage gardens represent a significant portion of the site and will result in retention of a significant portion of the vegetation on site.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The northern interface to Gibney Street has been designed to retain existing Norfolk Island Pines and create a pedestrian oriented linear space. • The southern interface to Warton Street will retain the existing grass verge, and enhance the existing tree canopy.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • In addition to the retained portions of the site, the landscaped courtyards that sit above carparking levels will include soil of a depth suitable to sustain the selected planting.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Communal open space
<i>Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Communal open space within the development falls into two categories, the landscaped courtyard areas and the Heritage Gardens that are linked to the Heritage Building and form a space that will be developed as a public space to be shared with the larger community. • Within the domain of the Independent Living Units, there are a number of spaces that are designed to provide a range of landscape experiences which range from intimate small spaces to more open gathering and sharing spaces, with most of the definition and separation being created by the landscape. • Private landscape areas are created within the Aged Care building and a private roof terrace and pool area is provided within the apartment buildings.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Communal open space is safe, universally accessible and provides a high level of amenity for residents.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • All communal open space within the development is designed to provide safe universal access and a high level of amenity for all residents. • In some instances in the public domain the existing contour of the road and verge exclude compliance with universal accessibility.

<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p> <p><i>Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Communal open space within the development is designed and landscaped to minimise the impact of overlooking of habitable rooms and private outdoor living areas and has no impact on neighbouring properties.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p>Visual privacy</p> <p><i>The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The orientation and design of building elements within the development has very purposefully considered the implications of overlooking of habitable rooms and outdoor living areas while at the same time attempting to maintain a visual contact for all residents within the development, to ensure no dwelling is disconnected from the community and observation of service providers. • None of the buildings within the development significantly overlook any adjoining property. • All buildings have been designed to ensure that adequate solar access, daylight and cross ventilation is provided to all dwellings.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p>Public domain interface</p> <p><i>The transition between the private and public domain enhances the privacy and safety of residents.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The transition between the private and public domain is designed to provide a clear distinction between both without creating a physical exclusion that would preclude interaction between residents and the public. • Lighting and visual accessibility will be utilised to enhance the safety and privacy of residents.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p> <p><i>Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • With a 16 metre verge to Gibney Street and an 18 metre verge to Warton Street, project-controlled landscape design in combination with some off street parking and pedestrian footpaths will ensure that the development retains and enhances the safety and amenity of the public domain.

<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p>Pedestrian access and entries</p> <p><i>Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • All entries and pathways into the development are clearly identified and are design to provide universal access for all levels of ability in a safe manner for both residents and guests.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p> <p><i>Entries to the development connect to and address the public domain with an attractive street presence.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • All entries to the development are clearly identified in a discrete and welcoming manner and interface with the public domain in a welcoming and attractive manner.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p>Vehicle access</p> <p><i>Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The number of vehicle access points has been kept to a minimum and located in positions to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p> <p><i>Vehicle access points are designed and located to reduce visual impact on the streetscape.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Vehicle access points have been designed and positioned to reduce the visual impact on the streetscape, which is further assisted by setting the security control gates well back from the street frontage. • The impact of the access points is further diminished by the presence of an unusually large verge and the opportunity to provide extensive verge landscaping.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p>Car and bicycle parking</p> <p><i>Parking and facilities are provided for cyclists and other modes of transport.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Car parking provided by the development exceeds the requirements of the Town of Cottesloe Local Planning Policy No.2 and bicycle parking is provided for public arrival within the site as well as within the individual apartment

stores within the basement parking area for each apartment owner.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Carparking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. Car parking provision exceeds the requirements of the Town of Cottesloe Local Planning Policy No.2. Refer also Table 3-2 in the submitted Traffic Impact Assessment.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Car parking is designed to be safe and accessible.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. Car parking is designed to be safe and accessible, with car bay to the apartments being 2700mm minimum width and with ceiling height clearance to enable the provision of a number of accessible bays to facilitate roof mounted wheelchair hoists.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. To minimise the impact of car parking on the amenity of the streetscape, the majority of car parking provision is located within basement car parking spaces.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.

PART 4 – DESIGNING THE BUILDING
Solar and daylight access
<i>In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The design of building elements has been carefully articulated and separated with the very specific objective of achieving winter sunlight to the maximum number of habitable rooms to all dwellings. Buildings have been orientated and separated to enable winter sunlight access to both common and private open space areas wherever possible.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Windows are designed and positioned to optimise daylight access for habitable rooms.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective.

<ul style="list-style-type: none"> Buildings have been designed and orientated with windows to habitable rooms positioned to optimise daylight access.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>The development incorporates shading and glare control to minimise heat gain and glare:</i> <ul style="list-style-type: none"> from mid-spring to autumn in climate zones 4, 5 and 6 AND year-round in climate zones 1 and 3.
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The buildings have been designed with significant balconies to appropriate orientations, supplemented by the inclusion of some elements of sun screening where appropriate to minimise heat gain and glare.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Natural ventilation <i>Development maximises the number of apartments with natural ventilation.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The development has been designed to ensure that all dwelling have the capacity to provide natural cross-ventilation to all habitable rooms.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Individual dwellings are designed to optimise natural ventilation of habitable rooms.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The development has been designed to ensure that all dwelling have the capacity to provide natural cross-ventilation to all habitable rooms. The articulation of apartments around voids also serves to enhance natural ventilation.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Single aspect apartments are designed to maximise and benefit from natural ventilation.</i>
Applicant's response The development has no single aspect dwellings.
Officer response This Element is not applicable to the development.
Size and layout of dwellings <i>The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The internal floor areas of the 2 Bedroom dwellings are 25% to 50% larger than the minimum size required by Acceptable Outcome A 4.3.1. For the 3 Bedroom dwellings, the areas are 50% to 100% larger. All of the other Acceptable Outcomes noted under Element 4.3 are being met. Refer also Element 4.9 Universal Design. All spaces within the dwellings are shown with indicative furniture layouts to exemplify functional suitability.

<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p> <p><i>Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The dwellings have been designed to ensure that all habitable spaces are provided with a high level of daylight access and have the opportunity to provide good cross-ventilation, with all rooms being sized to accommodate required furniture and with all ceiling heights exceeding standards.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p>Private open space and balconies</p> <p><i>Dwellings have good access to appropriately sized private open space that enhances residential amenity.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • All apartments have been designed to maintain appropriate privacy to balcony areas, and due to the nature of the development balcony sizes and dimensions are very generous.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p> <p><i>Private open space is sited, oriented and designed to enhance liveability for residents.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Private open space typically takes advantage of views of the ocean. Where prevailing winds and afternoon sun penetration will affect the amenity of the balconies or terraces, movable screens or landscaping is used for protection.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p> <p><i>Private open space and balconies are integrated into the overall architectural form and detail of the building.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Façade reticulation has been designed to provide privacy to private open space wherever possible to minimise the need for screening. Balcony design is varied and balances the need for privacy with the sense of openness when viewed from within the apartments.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p>Circulation and common spaces</p> <p><i>Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • All circulation spaces provided are substantially over-sized to facilitate a sense of convenience and safety of movement through the development by residents in full compliance with the disability codes.
<p>Officer response</p>

The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The entire development is designed to encourage circulation that supports opportunities for social interaction between residents, purposefully ensuring subtle opportunities for residents and service staff to be able to observe activity, presence and the wellbeing of all residents.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Storage
<i>Well-designed, functional and conveniently located storage is provided for each dwelling.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. Substantial storage spaces are provided for each dwelling unit in the basement parking area related to the relevant apartment.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Managing the impact of noise
<i>The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. With Marine Parade being the primary source of external noise impacting the development, the buildings have been designed to restrict Marine Parade ground floor uses to non-residential uses, with residential uses facing Marine Parade being further separated by an overhanging podium level in front of the dwellings, providing appropriate acoustic separation for the dwellings. On-site open spaces are either set within courtyards created by the built forms or are predominantly facing side streets in the case of the Heritage Gardens.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. Articulation of the facades, overhanging balconies, separation between building elements, complying acoustic wall treatments and double glazing all work together to reduce sound transfer between buildings and to reduce noise transfer from external sources.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Dwelling mix
<i>A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective.

<ul style="list-style-type: none"> The development comprises: 128 Residential Aged Care Rooms. Providing – <ul style="list-style-type: none"> 48 Standard rooms 62 Deluxe rooms 18 Suite rooms 1 Family Room Plus 77 Independent Living Units Providing – <ul style="list-style-type: none"> 33 Two Bedroom Units 44 Three Bedroom Units
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Universal design <i>Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. Accessibility to all apartments is provided based on the below criteria. <ul style="list-style-type: none"> Disabled access to entry doors as per AS 1428.1-2009 Design for Access and Mobility – General Requirements for Access. Access to master bedroom, kitchens and main bathroom designed to suit AS 4299-1995 Adaptable Housing. Layout of master bedroom to also be Liveable Housing Australia (LHA) Platinum, and minor bedrooms to achieve Gold if possible. Layout of main bathroom to be Liveable Housing Australia (LHA) Platinum as a minimum and designed to suit AS 4299-1995 Adaptable Housing if possible.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Façade design <i>Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The building facades are well articulated, stepping in and out, providing light and shade, extenuated by significantly deep balconies, with the building forms broken into smaller elements that respond to the significant contours of the site. In acknowledging the diversity of the character of the area, the selected material palette presents a complementary combined palette of materials to reflect the character of the area.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Building façades express internal functions and provide visual interest when viewed from the public realm.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. The articulation of the building facades, the deep balconies, the massing of the building forms all work together to reflect the internal functions of the building, and together in combination with the vertical stepping of the buildings in response to the contours of the site, combine to create interest

when viewed from the public realm.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Roof design <i>Roof forms are well integrated into the building design and respond positively to the street.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Roof forms are recessive, well articulated, step in and out with the building form, step down the slope of the site and respond directly to the contours of the site and the street.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The development proposes to use as much roof space as aesthetically possible to generate solar energy, and at level 2 the development proposes a very substantial resident common facility that comprises a large swimming pool and pool terrace with an adjoining roof lounge opening on to a substantial roof terrace
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Landscape design <i>Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns fully with this objective. • The pedestrian experience of Gibney Street is being enhanced through the provision of paths and planting that is in keeping with the street character. The pedestrian experience of Marine Parade is enhanced through an interface that enables greater public access and extends coastal vegetation into garden beds that form a soft transition to the building. The Warton Street character is maintained and public access encouraged through the grounds by means of pathways. • The grounds in the south western sector of the site are being made available to the public for recreation through new access routes. • The built form presents outlooks from rooms to courtyards, broad open vistas, the parkland of the grounds, balcony gardens and intimate shared places and spaces.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The landscape design responds directly to the prevailing climate and micro climates of the various and diverse growing conditions. Plant material varies from coastal heath native species through to exotics within courtyard type

locations.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.</i>
Applicant's response <ul style="list-style-type: none"> The planting will be irrigated with a contemporary water efficient system that complements the plant species specification that is 'waterwise'. In addition, integrated drainage is utilised for passive irrigation where practical.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.</i>
Applicant's response <ul style="list-style-type: none"> The whole development is considered as one design approach which includes landscape. Built form and landscape follow biophilic principles. The intimate relationship of spaces and built form is dependent on an integration of building and landscape that delivers amenity and meets sustainability objectives. Key open space within the development has been designed to reflect the heritage values of the place. The development is configured to create a series of intimate spaces that directly relate to the activities and life patterns of residents.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Adaptive reuse <i>New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. In compliance with the Conservation Management Plan for the Heritage Building, later additions to the building are removed and space is provided around the building to enable it to present as a discrete building that can be seen in the round, enhancing the scale and character of the existing Heritage Building.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective. There are no residential dwellings proposed within the Heritage Buildings. Proposed uses comprise common facilities for the residents of the development, as well as some facilities that will be available to the greater community to encourage community and resident interaction.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Mixed use <i>Mixed use development enhances the streetscape and activates the street.</i>
Applicant's response <ul style="list-style-type: none"> The proposed development aligns with this objective.

<ul style="list-style-type: none"> • The mixed uses proposed contribute to both the quality of life of the development's residents as well as providing facilities for the greater community. • The type of uses proposed activate the streetscape and provide a conduit to draw the greater community into interaction with the occupants of the development.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The impact of non-residential uses is minimised by a full level of separation from residential levels, with the additional separation created by an overhanging podium to the non-residential components of the building. • All non-residential uses proposed, being: <ul style="list-style-type: none"> ○ Restaurant / Café ○ Gallery ○ Medical Centre ○ Community Purposes are deemed low impact and complementary to the residential uses.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Energy efficiency
<i>Reduce energy consumption and greenhouse gas emissions from the development.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • The building envelope is more efficient than NCC minimum requirements by ~10%, and the services design is targeting an overall 10% improvement against NCC Section J requirements.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
Water management and conservation
<i>Minimise potable water consumption throughout the development.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Low flow tapware will be used for basins and WCs. All heat rejection will be air based, and no water-cooled systems will be used.
Officer response The development complies with the Local Planning framework and satisfies the Element Objective.
<i>Stormwater runoff from small rainfall events is managed on-site, wherever practical.</i>
Applicant's response <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Water Sensitive Urban Design principles will be incorporated into the stormwater management system. Stormwater is detained in both soakwells and underground drainage cells within the site to reduce peak runoff in accordance with the Town of Cottesloe design requirements to contain a 1 in 50 year storm event.
Officer response The development complies with the Local Planning framework and satisfies the

<p>Element Objective.</p> <p><i>Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • For peak events greater than the 1 in 50 year event, an overland flow path will be provided which will ensure buildings are unaffected by large stormwater events.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p>Waste management</p> <p><i>Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Bin chutes and bin stores are provided to both the Aged Care Facility and apartments. Bins are effectively hidden from view.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p><i>Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.</i></p>
<p>Applicant's response</p> <ul style="list-style-type: none"> • The proposed development aligns with this objective. • Bin chutes and stores are configured to allow the separation of general waste and recyclables in both the Aged Care Facility and apartments.
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p>Utilities</p> <p><i>The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.</i></p>
<p>Applicant's response</p> <p>The proposed development aligns with this objective.</p>
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p><i>All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.</i></p>
<p>Applicant's response</p> <p>The proposed development aligns with this objective.</p>
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p><i>Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.</i></p>
<p>Applicant's response</p> <p>The proposed development aligns with this objective.</p>
<p>Officer response</p> <p>The development complies with the Local Planning framework and satisfies the Element Objective.</p>
<p><i>Utilities within individual dwellings are of a functional size and layout and located to</i></p>

minimise noise or air quality impacts on habitable rooms and balconies.

Applicant's response

The proposed development aligns with this objective.

Officer response

The development complies with the Local Planning framework and satisfies the Element Objective.

State Planning Policy 7.0 - Design Principles

The following table provides each of the Design Principles that are required to be addressed under State Planning Policy 7.0. and establish a definition of 'good design' that can inform the design, review and decision-making processes for built environment proposals across the State. A Design review report and recommendations considered by the Town's Design Review Panel is attached separately.

Principle 1 – Context and character

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

The distinctive characteristics of a local area include its prominent natural and built features, social, economic and environmental conditions, the overall qualities of its built environment, local Aboriginal culture and history and significant post-settlement heritage. Successful places are distinctive and memorable, with a character that people can appreciate easily.

Good design responds intelligently and sensitively to these factors in order to positively contribute to the identity of an area including adjacent sites, streetscapes and the surrounding neighbourhood. Interpretative responses to context are encouraged; imitation of existing features should be avoided. New development should integrate into its landscape/townscape setting, reinforcing local distinctiveness and responding sympathetically to local building forms and patterns of development. Building materials, construction techniques and details should, where appropriate, enhance local distinctiveness.

Good design also responds positively to the intended future character of an area. It delivers appropriate densities that are consistent with projected population growth, and able to be sustained by existing or proposed transport, green and social infrastructure.

Consideration of local context is particularly important for sites in established areas that are undergoing change or identified for change. Context is also important for greenfield development, to ensure a site-specific response to existing landscape and topographical features.

Applicant's response

Inspired by its coastal setting and surrounding characteristics and typologies, the Wearne development responds to its location and is designed to integrate into the residential surrounds through the breakdown of the building mass, and careful consideration of scale and massing for each of its differing frontages.

The proposal directly addressed the public domain which is greatly enhanced with the inclusion of street front commercial facilities, and significant public garden area, both which encourage community interaction with the development and its residents, as well as including improved pedestrian access and verge improvement around the site.

The development steps down the sloping site, which breaks up the built form and mass down Gibney Street. The proposal softens the built form through curved landscape podiums, building articulation, and stepped massing to Marine Parade, creating a dynamic and respectful built form and scale that reflects its coastal setting and seeks to enhance the identity of the area.

The significant garden area to the south-west of the site is retained and enhanced celebrating the existing significant heritage building, which in the updated proposal is opened up to all sides so as to be viewed 'in the round'. This is a positive advancement from the masterplan report where there were buildings planned to adjoin the heritage building. The adjacent development respectively harnesses and celebrates the heritage building which becomes the heart of the development, housing both resident and community uses.



Perspective corner of Marine Parade & Gibney Street (from applicant's submission)

Principle 2 – Landscape quality

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

Outdoor spaces are important. Public spaces can include parks and nature reserves, as well as more formal squares, paved areas and streets. Designed with people in mind, they should be attractive and comfortable, offering opportunities for people to meet and socialise, bringing vitality and identity to a place.

Good landscape design protects existing environmental features and ecosystems, promotes biodiversity, offer a variety of habitats for flora and fauna, enhances the local environmental context and restores lost or damaged ecosystems, where possible. It considers environmental factors such as water and soil management, ground and site conditions, solar access, microclimate, tree canopy, urban heat island impacts, habitat creation and preservation of green infrastructure – balancing these against social, cultural and economic conditions.

Good landscape design employs hard and soft landscape and urban design elements to create external environments that interact in a considered manner with built form, resulting in well integrated, engaging places that contribute to local identity and streetscape character.

Good landscape design provides optimal levels of external amenity, functionality and weather protection while encouraging social inclusion, equitable access and respect for the public and neighbours. Well-designed landscape environments ensure effective establishment and facilitate ease of long term management and maintenance.

Applicant's response

Landscape forms an important and integral part of the proposal. Significant courtyard spaces are created throughout, separating built forms enabling good solar access and cross ventilation throughout the project. The proposal includes multiple elevated garden areas creating rich and varied communal and public open spaces.

The interface with the public domain is greatly improved through verge treatments to Gibney and Warton Streets with proposed dedicated pedestrian paths connecting the greater community, train and bus routes to the beach. Natural coastal inspired landscape is envisaged throughout not only providing a waterwise approach, but being strongly identifiable as 'of its' place'.

The significant heritage garden retained to the south west of the site are to be enhanced and pedestrianised, both improving public and resident amenity, and encouraging walkability and permeability of the site.

Access points and entries are broken up throughout the site, reducing their impact at any one location.

Biophilic principles are integrated throughout the Scheme, with landscaping being integrated through the entire development at multi levels rather than simply at the ground plane. This can be seen through elevated gardens throughout the RAC and ILUs, exemplified by the inclusion of a rooftop pool, designed to have strong solar access, protected from the sea-breeze by flanking ILUs and offering oceanward views through the communal rooftop lounge.

These principles aim to 'improve the quality of life' and foster a nurturing environment for both resident and public that share the development.

Principle 3 – Built form and scale

Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

Buildings can define open spaces by enclosing them. Good design delivers buildings and places of a scale that responds to landform characteristics and existing built fabric in a considered manner, mitigating the potential for negative amenity impacts on both private land and the public realm.

The scale, massing and height of new development should respond positively to that of the adjoining buildings, the topography, the general pattern of heights, and the views, vistas and landmarks of the place, reinforcing a coherent local identity. The orientation, proportion, composition, and articulation of built form elements should deliver an outcome that is suited to the purpose, defines the public domain, contributes to the character of adjacent streetscapes and parks, and provides good amenity for people at ground level.

Applicant's response

Built form and scale have been carefully considered through the consultation process, with the results documented in the masterplan report. This report was endorsed and has been adopted as the basis for LPP2. The proposed development closely aligns with the prescribed requirements of the LPP.

The provisions of the policy take into account the complex nature of the site, such as considerations of land slope and retention and enhancement of the significant heritage building and gardens, which are a large area to the centre and south west of the site.

Building mass is broken down to create courtyard spaces, which provides strong passive solar design approach.

Tiered forms step down Gibney Street, with an appropriate scale and mass, with additional setback to Marine Parade upper floor as prescribed to reduce its visual impact on Marine Parade.

The Residential Aged Care building addresses Warton Street, and whilst being one storey taller, the structure occupies only approximately 20% of the Warton Street frontage, and cuts back into the slope of the site towards the north, containing basement parking and back of house facilities discretely.

The built forms are further softened through organic elements, seen in the podium and balcony forms with subtle reference carried through its roof lines, softening the overall built form. These elements respond to the coastal location, referencing sand dunes, reefs, marine forms and help create a nurturing environment for its residents.



Above: Perspective corner of Marine Parade & Gibney Street (taken from applicant's submission)

Principle 4 – Functionality and build quality

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

Well-designed functional environments provide spaces that are suited to their intended purpose and arranged to facilitate good relationships to other spaces, and ease of use. Good design provides flexible and adaptable spaces to maximise their utilisation and accommodate appropriate future requirements without the need for major modifications.

Good build quality is achieved by using durable materials, finishes, elements and systems that are easy to maintain and weather well over time. The outcome should be a development that is well-detailed, resilient to the wear and tear expected from its

intended use, is easy to upgrade and without excessive maintenance requirements. Consideration should be given to the full life-cycle of the proposal and mitigation of potential climate change impacts.

Good design accommodates services in an integrated manner, without detriment to the appearance, functionality and serviceability of the final outcome.

Applicant's response

The footprint of the development is broken down into smaller built components, which creates courtyards that provide many and varied opportunity for resident interaction, and ease of use. Courtyard spaces are seen to be flexible community spaces, with the intention to change over time to respond to residents personalizing and contributing to the spaces. Similarly, this is also envisaged for the significant public accessed heritage garden area to the south west.

The masterplan layout is quite permeable, supporting positive human interactions and 'moments' throughout the site. Interaction with the greater community is also fostered throughout the scheme with publically accessible heritage gardens and the introduction of a restaurant/café and exhibition/gallery space at street level fronting Marine Parade, as well as a medical centre all of which serve to activate the street and encourage community and resident interaction.

The materials used will be robust and high quality, especially in consideration of the site's coastal location.

Floor to floor heights are generous allowing high ceilings throughout the apartments and RAC.

Services are integrated within the scheme to minimize visual impact. All ILU services such as A/C are planned to be below roof levels to minimize visual impact looking over the development. Majority of services to the RAC are also at lower levels with only minimal amount required at roof level. These are kept to the easternmost section of the RAC to prevent visibility from surrounding streets.



Above: Perspective of Gibney Street built form tiering down the site (taken from applicant's submission)

Principle 5 – Sustainability

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

Sustainable landscape and urban design adheres to established water-sensitive urban design principles, minimises negative impacts on existing natural features and ecological processes and facilitates green infrastructure at all project scales.

Sustainable built environments use passive environmental design measures at various scales, responding to local climate and site conditions by providing optimal orientation, shading, thermal performance and natural ventilation. Reducing reliance on technology for heating and cooling minimises energy use, resource consumption and operating costs over the life-cycle of the project.

Sustainable design also includes the use of sustainable construction materials, recycling, good waste management practices, re-use of materials and existing structures, harnessing of renewable energy sources, and total water cycle management.

Applicant's response

The design adopts strong passive environmental design approaches, achieved by the breakdown of building mass and configuration of the building elements. The layout provides very good solar and daylight access throughout the entire development, also allowing for good cross ventilation reducing the developments overall power needs.

The built form is arranged to create courtyards protected from the prevailing seabreezes and maximize northern and general amenity.

The RAC facility opens up to multiple courtyard spaces providing positive interface with outdoors, good solar access and general amenity.

Energy efficiency approaches are being adopted such as a significant solar array to cater for the bulk of the facilities energy requirements. Sustainable building materials will be considered through detailed design, with strong consideration of the project's coastal location.

The use of native coastal friendly planting, landscaping also creates a more water sensitive approach to the development.

Principle 6 – Amenity

Good design provides successful places that offer a variety of uses and activities while optimizing internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

Places should incorporate a mix of uses that work together to create viable environments that respond to the diversity of the local community and its culture. New development should offer a range of uses and activities that contribute to the vitality of the place at different times of the day and week and provide choices of housing, shopping, employment and entertainment.

Well-designed external spaces provide welcoming, comfortable environments that are universally accessible, with effective shade as well as protection from unwanted wind, rain, traffic and noise. Good design mitigates negative impacts on surrounding buildings and places, including overshadowing, overlooking, glare, reflection and noise.

Good design provides internal rooms and spaces that are adequately sized, comfortable and easy to use and furnish, with good levels of daylight, natural ventilation and outlook. Delivering good levels of internal amenity also includes the provision of appropriate levels of acoustic protection and visual privacy, adequate storage space, and ease of access for all.

Applicant's response

Significant amenity has been provided within the proposed development:

- Commercial facilities to Marine Parade, including café/restaurant, exhibition /gallery space and medical centre offering allied services to the residents as well as the greater community. This supports intergenerational interaction, a strong positive for the development.
- The café is intended for use by both residents and general public, providing a true opportunity to foster community interaction with the facilities' residents.
- Significant south western heritage gardens are retained and improved, with the removal of any cars to the publically accessible parkland. The gardens retain views to and from the existing heritage building, but also significantly contributes to both resident and public amenity for the district.
- The lower level of heritage building is intended for use by 'artists in residence', combined with studio workshop spaces. These areas face the parkland and can hold classes for the aged residents, helping encourage broader community interaction.
- Pathway access is provided for the full extent of Gibney and Warton Street verges, providing improved amenity and connectivity for the neighbourhood and transit lines.

The overall layout and breakdown of built form also provides visual access and amenity for each apartment, with access to either the northern Gibney Street and ocean views, western Marine Parade ocean views and courtyard or garden aspects each offering differing spaces and qualities.

Areas allowances for the ILU apartments are generous, exceeding the recommended sized of SPP 7.3, with a high design standard. Apartments are separately linked with covered external walkways allowing good cross ventilation to living areas, and throughout where possible.

Principle 7 – Legibility

Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

Good urban design makes places easy to navigate, with recognisable routes, intersections and landmarks while being well-connected to existing movement networks. Sightlines are well-considered, with built form responding to important vantage points. Movement through a place should always be easy for everyone who uses it, whether they are on foot or by bicycle, public transport or private vehicle. Efforts should always be made to giving pedestrian movement priority over vehicular movement.

Good design provides environments that are logical and intuitive to use, at the scales of building, site and precinct. Consideration should be given to how the urban design of street environments can provide visual cues as to the street hierarchy.

Access and circulation within developments should contribute to a fine-grain network of direct and connected routes within and beyond the site and avoid creating large nonpermeable blocks.

Within buildings, legibility is served by a clear hierarchy of spaces with identifiable entries and clear wayfinding. Externally, buildings and spaces should allow their purpose to be easily understood, and provide clear distinction between public and

private spaces.

Applicant's response

The pedestrian movement and legibility/permeability of the scheme have been key to the planning principles adopted. Cars are located to basements with pedestrian and courtyard spaces prioritized throughout. Points of entry are clearly defined, with generous courtyard spaces between.

The ILU walkway system provides legible wayfinding and positive resident interaction, providing ease of movement throughout the scheme for resident access to their respective apartments, also allowing serviced delivery to all areas from the centralized 'back of house' area.

The RAC is designed with a clear hierarchy of space also, beginning with the atrium style entry point with a void connecting through all levels. This central area also provides a breezeway space between the two wings of the aged care, creating smaller households of 16 residents to each wing, a total of 32 residents for each floor.

The arrival and lobby lounge are sited overlooking the main garden and ocean aspect.

At each level, there is visual connection east and west, as well as to each level connecting not only residents on each level but to the greater views from the site. Common areas are centrally located providing a hub to each level.

Each wing then has its own internalized courtyard environment, with a central light well providing visual connection across each floor and bringing natural light into the heart of each zone.

Principle 8 – Safety

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

Safety and security is promoted by maximising opportunities for passive surveillance of public and communal areas and providing clearly defined, well-lit, secure access points that are easily maintained and appropriate to the purpose of the development.

Good design provides a positive, clearly defined relationship between public and private spaces and addresses the need to provide optimal safety and security both within a development and to the adjacent public realm.

The design of vehicular transport routes should integrate safety requirements in a manner that mitigates negative impacts on pedestrian amenity.

Applicant's response

Security and safety are important aspects of design for aged care. The design has achieved this with the creation of secure courtyard areas, with vertical separation from the public domain.

This is achieved through a series of elevated ground planes:

- ILUs – internal courtyards have been created above the basement/Marine Parade level, with controlled defined secure access points.
- RAC – Podium creates a secure landscape level for dementia residence, separated by one level vertically from the public/arrival level below.
- Upper levels of aged care have breakout and courtyard access, secure by level to level separation.

- Layout provide strong passive surveillance throughout, with the inclusion of CCTV to public areas within the RAC.

Safety will also be an important consideration throughout the design development and construction stages.

Principle 9 – Community

Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.

Good design encourages social engagement and physical activity in an inclusive, equitable manner and considers how the activities inside buildings can bring life and activity to public spaces. Places should be able to accommodate change over time, create continuity with the past and respond to new social, market or environmental demands.

New development should have some capacity to adapt to changing demographics, an ageing population, new uses and people with disability. In residential proposals, good design achieves a mix of dwelling types, providing housing choice for different demographics, living needs and household budgets, and accommodating all ages and abilities.

Applicant's response

Community interface has been an importance design consideration from the inception of the masterplan. The design looks to foster and encourage interaction of residents with the broader community, which has strongly informed the design as previously noted in the description of amenity provided above.

The scheme supports diverse and intergenerational interaction through the provision of public accessible parklands and facilities including a medical centre. It also offers a broad range of aged care dwelling products allowing residents to truly 'age in place'.

Principle 10 – Aesthetics

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

Good design resolves the many competing challenges of a project into an elegant and coherent outcome. At the precinct scale, good design delivers outcomes that are logical and guided by a consideration of the experiential qualities that it will provide. Consideration should be given to how the arrangement of built form and spaces can contribute to the setting of important buildings and landmarks, including public art. A well-conceived design addresses all scales, from the articulation of building form through to the selection and detailing of materials and building elements, enabling sophisticated, integrated responses to the character of the place.

In assessing design quality, consideration of aesthetics should not be limited to style and appearance; the coherence of the design concept and the cultural relevance of the proposal should also be taken into account.

Applicant's response

The design incorporates a common palette of materials between the ILUs and RAC to create a harmonious and coherent outcome. Subtle and coastal inspired materials such as limestone feature blade walls complement the schemes coastal setting, balanced with robust materials with required durability.

Simplicity and elegance of built forms are softened by the subtle use of curves to podium, balcony and roof forms also reflecting its coastal location, and creating a nurturing environment within.

Contributing to a 'sense of place', the design is specifically tailored to its site and locality, providing elegant and coherent development.



Above: Perspective of site entrance (from applicant's submission)

Planning and Development (Local Planning Schemes) Regulations 2015 – Relevant matters to be considered by local government

In considering an application for development approval the local government is to have due regard to the following relevant matters:

- (a) the aims and provisions of this Scheme;
- (b) the requirements of orderly and proper planning;
- (c) any approved State planning policy;
- (d) any policy of the Commission;
- (e) any policy of the State;
- (f) any local development plan that relates to the development;
- (g) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;
- (h) the amenity of the locality including the following:
 - environmental impacts of the development;
 - the character of the locality;
 - social impacts of the development;
- (i) any submissions received on the application; and
- (j) any other planning consideration the local government considers appropriate.

Comment

The development adequately addresses all the relevant provisions of Local Planning Scheme No. 3, heritage provisions, State Planning Policy 7.0, State Planning Policy 7.3, Local Planning Policy No. 2 – Wearne redevelopment, and relevant matters under the Planning and Development (Local Planning Schemes) Regulations 2015.

Conclusion

The four Councils that are equal landowners of the site: Town of Cottesloe, Town of Mosman Park, Town of Claremont and the Shire of Peppermint Grove, are all signatories to the development application, as well as to the lease to Curtin Heritage Care requiring the redevelopment of the site as an aged care facility. Furthermore, in accordance with section 75 of the Land Administration Act 1997 (LAA) the Minister of Lands' approval has been conditionally granted to the proposed land use (as provided to the Department of Planning, Lands and Heritage (DPLH) by email on 4 February 2019).

Council endorsed the Masterplan and Local Planning Policy No. 2 following significant engagement with nearby residents, and this has culminated in only two submissions being received during advertising of the development application, both which have been addressed in this report and by the applicant. Furthermore, the application has been assessed against SPP 7.0 and SPP 7.3, Volume 2 – Apartments, has received support from the Town's Development Review Panel, and is supported by the Heritage Council of WA.

The application is therefore recommended to the JDAP for approval.



BEACH ST

BROOME ST

AVONMORE TCE

MARINE PDE

GIBNEY ST

COTTESLOE, TOWN OF

CURTIN AV

WARTON ST

MOSMAN PARK, TOWN

SOUTH COTTESLOE BEACH

MACARTHUR ST

VICTORIA ST

31 May 2019

Attention: Mr Ed Drewett, Coordinator, Statutory Planning

Chief Executive Officer
Town of Cottesloe
PO Box 606
COTTESLOE WA 6011



Dear Sir,

RE: DEVELOPMENT APPLICATION – WEARNE HOSTEL – LOT 555 (1) GIBNEY STREET, COTTESLOE

Taylor Burrell Barnett, in collaboration with Ground Kent Architects, SPH Architecture & Interiors, and Griffiths Architects, on behalf of Curtin Heritage Living, is pleased to lodge an application for approval to commence development in respect of a proposed residential aged care and retirement living development and enabling works at Lot 555 (No. 1) Gibney Street, Cottesloe (the subject site).

As the proposed construction cost is \$94 million, the application is to be assessed by the Metro West Joint Development Assessment Panel (JDAP). To assist the Town and the JDAP with the assessment of this application, the following supporting information is provided to demonstrate compliance with the Town of Cottesloe's planning requirements:

- Explanatory Report demonstrating compliance with the Town of Cottesloe's planning framework
- Planning Application Forms and Checklist – **Appendix A**
 - MRS Form 1
 - Joint Development Application Panel Planning Application Form
 - Town of Cottesloe Application for Development Approval Form
- Certificate of Title – **Appendix B**
- Development Application Plans – **Appendix C**
- Landscape Concept – **Appendix D**
- Heritage Impact Assessment – **Appendix E**
- Bushfire Management Plan – **Appendix F**
- Transport Impact Assessment – **Appendix G**
- Waste Management Plan – **Appendix H**
- Acoustic Impact Assessment – **Appendix I**
- A cheque made to the Town of Cottesloe for the amount of \$44,682, based on \$34,196 for the Town of Cottesloe fees, and \$10,486 for the Metro West Joint Development Assessment Panel fees, based on a construction cost of \$94 million.

The Development Application plans and Explanatory Report have been prepared in recognition of feedback received during pre-lodgement consultation with the Town, including the Design Advisory Panel.

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We look forward to working with the Town of Cottesloe to achieve the development approval for the site. Please do not hesitate to contact the undersigned on 9226 4276 should you have any queries or wish to discuss any aspect of this proposal in further detail.

Yours faithfully
TAYLOR BURRELL BARNETT

A handwritten signature in black ink, appearing to be 'S. Thompson', with a long horizontal line extending to the right.

SAMANTHA THOMPSON
DIRECTOR

CC: Tome Nunes, Curtin Heritage Living
Suzanne Eyles, Curtin Heritage Living





Wearne, Cottesloe
Lot 555 (No. 1) Gibney Street

DEVELOPMENT APPLICATION



Prepared for **Curtin Heritage Living**
Prepared by **Taylor Burrell Barnett** in association with
Grounds Kent Architects and **SPH Architects + Interiors**

**Taylor
Burrell
Barnett**



May 2019

DOCUMENT HISTORY AND STATUS

Wearne Cottesloe
Lot 555 (No. 1) Gibney Street
Development Application

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Revision	Reviewer	Date Issued
16/080-0 (Draft)	ST	12.02.2019
16/080-1	ST	13.02.2019
16/080-2	ST	31.05.2019

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1 INTRODUCTION

1.1 PROPOSAL

Taylor Burrell Barnett, in collaboration with Grounds Kent Architects, SPH Architecture & Interiors, and Griffiths Architects, on behalf of the Curtin Heritage Living, is pleased to lodge an application for approval to commence development in respect of a proposed residential aged care and retirement living development at the current Wearne Hostel site located on Lot 555 (No. 1) Gibney Street, Cottesloe (subject site).

As the proposed construction cost is \$94 million, the application is to be assessed by the Metro West Joint Development Assessment Panel (JDAP). To assist the Town and the JDAP with the assessment of this application, the following supporting information is provided to demonstrate compliance with the Town of Cottesloe's planning requirements:

- Planning Application Forms and Checklist – **Appendix A**
 - MRS Form 1
 - Joint Development Application Panel Planning Application Form
 - Town of Cottesloe Application for Development Approval Form
- Certificate of Title – **Appendix B**
- Development Application Plans – **Appendix C**
- Landscape Concept – **Appendix D**
- Heritage Impact Assessment – **Appendix E**
- Bushfire Management Plan – **Appendix F**
- Transport Impact Assessment – **Appendix G**
- Waste Management Plan – **Appendix H**
- Acoustic Impact Assessment – **Appendix I**
- A cheque made to the Town of Cottesloe for the amount of \$34,196, based on a construction cost of \$94 million.
- A cheque made to the Metro West Joint Development Assessment Panel for the amount of \$10,486, based on a construction cost of \$94 million.

1.2 SITE AND LOCALITY DESCRIPTION

The subject site is located on Lot 555 (No. 1) Gibney Street Cottesloe, approximately 13km south-west of the Perth CBD within the jurisdiction of the Town of Cottesloe (**Figure 1**). The subject site is bound by Gibney Street to the north, Marine Parade to the west, Warton Street to the south and the WA Foundation for Deaf Children to the east.

The subject site is located to the west of the Perth to Fremantle passenger railway line, and is approximately 550 metres south-west of the Mosman Park Railway Station and 350 metres north-west of the Victoria Street Railway Station. The Sea View Golf Club is located approximately 800 metres to the north of the subject site. The surrounding locality consists of predominantly residential development (refer **Figure 2 – Site Context**).

The site currently accommodates an aged persons' facility, comprising residential aged care accommodation providing 88 beds, and associated facilities.

The landform of the subject site gradually rises from the western boundary then rises steeply to the north eastern corner. The general slope of the land from the highest point in the north eastern corner at RL+26.50 is steep for approximately 60m down to RL+18.00.

At the elevated point expansive views are obtained across the whole site, the rooftops of existing buildings across to the ocean horizon. Within this broad landform there is a perception of a lower gently rising area which is presently the foreground of the heritage buildings. In the south west corner, each side of the existing entry gates, there is localised mounding. These mounds although in contrast to the general landform, reinforce a sense of enclosure to the internal space and protect the grounds from south westerly wind exposure.



Figure 1 Subject Site



Figure 2 Site Context

1.3 LEGAL DESCRIPTION AND OWNERSHIP

A copy of the Certificate of Title is attached as **Appendix B**. The legal description of the land is described in the following table. The site is owned by the Towns of Cottesloe, Claremont, Mosman Park and the Shire of Peppermint Grove. The four Councils and Curtin Heritage Living have signed an Agreement to Lease and Redevelop in relation to Wearne Cottesloe. The Agreement extends Curtin Heritage Living's tenure on the basis that the site will be redeveloped by Curtin Heritage Living and the Councils will work with Curtin Heritage Living to facilitate the redevelopment of the site.

Lot No.	Volume	Folio	Plan	Area (ha)	Registered Proprietor
555	2704	97	62538	2.0649	Town of Claremont Town of Cottesloe Town of Mosman Park Shire of Peppermint Grove

2 PLANNING FRAMEWORK

2.1 STRATEGIC PLANNING CONTEXT

2.1.1 CENTRAL SUB-REGIONAL PLANNING FRAMEWORK

Perth and Peel @3.5million is a high level suite of strategic documents published by the Western Australian Planning Commission (WAPC), that seek to realise the vision encapsulated in the preceding Directions 2031 and Beyond and State Planning Strategy 2050 documents for the future growth of the Perth and Peel Regions. It incorporates a series of draft planning frameworks that respond to emerging challenges with a co-ordinated, long-term growth strategy for land use and infrastructure.

The subject site is included within the Central Metropolitan Sub-Regional Planning Framework (SRPF), which will contribute to 32.5% of the population by 2050, bringing the central sub-region's population close to 1.2 million people. The Town of Cottesloe has been identified within the central sub-region to accommodate an additional 1,000 dwellings. This growth is to be achieved through a combination of infill and greenfield development and presumes that all 'Urban' zoned land within the central sub-region is made available to accommodate this objective. It recognises that infill development will need to increase to 47% by 2050 and gross urban zone dwelling density needs to continue to rise.

The Strategy acknowledges that the population is ageing, with 13% of the population within Perth and Peel aged over 65 and this is expected to rise to 22% by 2051, thereby presenting a challenge for all capital cities. The Strategy notes that the forecast average increase in life expectancy for all Australians is 6 years (84.2 years for males and 87.7 years for females). Accordingly, there is an increase in demand for housing in areas with highly accessible services, particularly community and health, and for different forms of housing to allow downsizing to occur within the same suburb.

The Wearne Redevelopment directly responds to the need identified in both Perth & Peel and the SRPF to provide aged persons housing in an area with established and accessible services.

The SRPF identifies the subject site within the Mosman Park and Victoria Street Station Precinct. Station Precincts are identified within the SRPF as having the potential to accommodate increased development. The SRPF also outlines the aims of transit-orientated development (development around public transport infrastructure):

- *promote and facilitate public transport use;*
- *capitalise on the investment made in public transport infrastructure;*
- *encourage spatial development patterns that make it easier to both operate and access public transport;*
- *create transit stations as destination;*
- *ensure development of complementary land uses around transit stations; and*
- *establish high levels of amenity, safety and permeability of the urban form.*

The Wearne Redevelopment is considered consistent with the objectives of the Station Precinct by intensifying development that will make use of the existing public transport infrastructure.

2.1.2 DESIGN WA

Design WA is a State Government initiative to ensure good design is central to all development within WA. Stage 1 of the Design WA documentation includes:

- **State Planning Policy for Design of the Built Environment (SPP7)** – the lead policy which includes the 10 principles of good design to inform plans and policy;
- **Updated Apartment Design policy** – a policy for apartments and mixed-use developments to replace the Residential Design Codes for multiple dwellings;
- **Design Review Guide** – a guide to assist the operation of design review, particularly to assist local governments to establish design review processes; and
- **Design Skills Discussion Paper** – a paper which seeks feedback regarding the requirement for skilled designers to design complex developments.

Design WA promotes a framework of three fundamental elements to achieve good design outcomes:

- a universal set of design principles;
- an integrated design review process for complex development types; and
- the use of skilled practitioners.

The universal design principles include:

- context and character;
- landscape quality;
- sustainability;
- functionality and building quality;
- community;
- amenity;
- legibility;
- built form and scale;
- safety; and
- aesthetics.

The Apartment Design policy has been developed to encourage good quality and liveable apartments which respond to their site considerations and local context. Importantly, the policy has more flexibility than the R-Codes with a performance-based focus. It offers clear objectives and guidance for design practitioners and decision makers who propose alternative and innovative design solutions. The document does contain a default set of primary building controls which define the development envelope, however there is guidance for local governments to make appropriate modifications to these controls to suit local context.

2.1.2.1 COMPLIANCE WITH DESIGN WA

The universal design principles and Apartment Design policy has been addressed in **Section 3.2**.

2.1.3 TOWN OF COTTESLOE LOCAL PLANNING STRATEGY

A local planning strategy in turn forms the basis of the Town's Local Planning Scheme. The Town of Cottesloe Local Planning Strategy (LPS) of January 2008 specifically references the Wearne Hostel site and identifies the site as mainly single and grouped dwellings. The LPS recognises the ageing population in the Town and the expected increase to the population aged 65 years or older. The LPS states that 'The Institute for Deaf Education and Wearne Hostel sites may provide surplus land in the future which may provide opportunity for additional housing and also a local shop.' A strategy/action resulting from the LPS is to 'Provide for aged persons housing but with attention to residential character and amenity.'

2.1.3.1 COMPLIANCE WITH TOWN OF COTTESLOE LOCAL PLANNING STRATEGY

The subject site is acknowledged as a community facility in the LPS and expansion of the existing development or accommodation of other development on the site is foreshadowed.

The proposed redevelopment of Wearne is therefore considered consistent with the direction of the Town's LPS.

2.2 STATUTORY PLANNING CONTEXT

2.2.1 METROPOLITAN REGION SCHEME

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (refer **Figure 3**). The land to the north, east and south is also zoned 'Urban'. The land immediately to the west is reserved for 'Parks and Recreation' and 'Waterways'.

Curtin Avenue is located to the east of the subject site and is reserved for 'Primary Regional Roads' under the MRS. The Perth to Fremantle 'Railway Reserve' and Stirling Highway 'Primary Regional Road' Reservation are located to the East of the subject site.



Figure 3 Metropolitan Region Scheme

2.2.2 TOWN OF COTTESLOE LOCAL PLANNING SCHEME NO. 3

Zoning

The subject site is zoned 'Development C' under the Town of Cottesloe Local Planning Scheme No. 3 (LPS3) (refer **Figure 4**). The lot to the east is zoned 'Development D' (School for the Deaf Site). The land to the north and south is zoned 'Residential' and coded R30.



Figure 4 Town of Cottesloe Local Planning Scheme No. 3

Development Zone Objectives

LPS3 states that the objectives of the Development zone are to:

- a) provide for detailed planning to guide the use and development of land or buildings that are of a size, location, nature, character or significance warranting a comprehensive, coordinated and integrated approach to planning and design;
- b) ensure that land use and development within the zone is compatible with the amenity of the surrounding locality;
- c) ensure that any development does not unduly adversely affect the amenity of the adjoining and surrounding properties or locality, including by reason of height, built form, overshadowing, traffic, parking or other relevant aspects;
- d) allow for land use and development to contribute to the provision or enhancement of community facilities and services and to the public domain; and
- e) give consideration to the maintenance and enhancement of important views to and from public places as a contributor to the character and amenity of the locality and the district overall.

Schedule 14 – Development Zone Provisions

'Schedule 14 – Development Zone Provisions' of LPS3 states the following in relation to 'Development C':

- *Comprehensive planning for the area shall be undertaken through the preparation and approval of a Structure Plan, in accordance with Clause 6.2, to guide subdivision and development.*
- *Land uses shown on the Structure Plan shall apply in accordance with Clause 6.2.8.*
- *The Structure Plan will apply to the entire site and will provide for additional residential development comprising a range of dwelling types, sizes and densities to take full advantage of the opportunity for more intense urban infill on this site, particularly with regard to its close proximity to regional public transport routes.*
- *The Structure Plan may also provide for additional aged care dwellings and any associated ancillary buildings that may be required.*
- *The Structure Plan will have regard for, and if possible, integrate with, the Structure Plan for Area 'D'.*

'Schedule 14 – Development Zone Provisions' of LPS3 states the following in relation to 'Development D':

- *Comprehensive planning for the area shall be undertaken through the preparation and approval of a Structure Plan, in accordance with Clause 6.2, to guide subdivision and development.*
- *Land uses shown on the Structure Plan shall apply in accordance with clause 6.2.8.*

Consideration of this planning framework is discussed in further detail below.

2.2.3 REVISED PLANNING FRAMEWORK

Given the requirements of the Lease to prepare a Masterplan, and the Scheme requirement to prepare a Structure Plan, a revised planning framework was proposed and supported by the Town of Cottesloe in 2017 as follows:

1. The Masterplan, required to be prepared and adopted by the four landowner Council's, replaces the need for a Structure Plan to be prepared, as provided for in Clause 27 (2) of the Regulations.
2. The Masterplan is to be recognised in LPS No. 3 through a Local Planning Policy that enshrines the agreed planning parameters, land uses and development requirements for the site.
3. If desired, a Town Planning Scheme Amendment could be proposed by the Town, following Development Approval, to facilitate normalisation of the existing Town Planning Scheme.

The Department of Planning, Lands and Heritage was also consulted by both the applicant and the Town of Cottesloe and confirmed support for this approach.

2.2.4 MASTER PLAN

As previously mentioned, the four Councils who own the subject site and Curtin Heritage Living have signed an Agreement to Lease and Redevelopment Wearne Cottesloe. The Agreement requires the four Councils approve a Master Plan for the project. A Master Plan was prepared and approved by the four Councils, and subsequently endorsed by the Town of Cottesloe Council in July 2018.

The Town of Cottesloe agreed that the Master Plan was prepared rather than a structure plan as required under the Town's TPS 3, to satisfy its obligation under the Agreement to Lease and Redevelop and avoid duplication of the planning processes. The Master Plan performs the same function as a structure plan in outlining the statement of intent for the redevelopment, and incorporates development standards.

The Master Plan establishes a vision and describes the proposed Wearne redevelopment project. The objective of the Master Plan is to develop a vision for the redevelopment and delivery of an aged care facility that:

- Responds sensitively to interface issues, particularly between existing residential development adjacent to the site and the subject land.
- Delivers an optimal residential aged care facility having regard to the statutory and operational requirements of such a facility.
- Examines and improves the existing movement network including site access.
- Defines appropriate building envelopes, typologies, form and heights having specific regard for existing and surrounding development.
- Identifies the amount, locations for and functions of key open spaces and considers the opportunity for public realm for aged care, independent living and communal spaces.
- Is implementable in the context of a phased project delivery.

2.2.4.1 COMPLIANCE WITH WEARNE MASTER PLAN

The proposed development aligns with the objectives and intent of the Master Plan, as demonstrated in **Table 2**.

2.2.5 STATE PLANNING POLICIES

State Planning Policy 2.6 State Coastal Planning Policy

State Planning Policy 2.6 (SPP 2.6) and associated guidelines have been prepared to guide decision making and policy in relation to planning along the State's coastline. Amongst other matters, SPP 2.6 seeks to ensure coastal hazard risk management and adaptation planning is established to guide the location and form of development along the coast.

The relevant objectives of the current gazetted and operational version of SPP 2.6 are to:

- Ensure that the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria;
- Ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities;
- Provide for public coastal foreshore reserves and access to them on the coast; and
- Protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance.

The policy establishes a hierarchy for undertaking coastal hazard and risk adaptation planning. The adaptation measures of "Avoid, Planned or Managed Retreat, Accommodate and Protect" are to operate on a sequential and preferential basis starting with avoid as part of the coastal hazard risk management adaptation planning process.

SPP 2.6 includes reference to a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP). Typically, the scope of a CHRMAP involves confirming the specific extent of coastal hazards, evaluating the risks associated with a proposal, and to establish and provide guidance on the future risk management and adaptation measures. The DPLH has indicated that the preparation of a CHRMAP for the proposed development is considered onerous as risk management and adaptation planning for the subject site will require assessment at the coastal sediment cell level, which will require management and adaptation to be considered at a larger extent than simply the subject site. Accordingly, the DPLH advised that the applicant should not have to undertake such an extent of planning (at their own expense) which would benefit a large number of private land owners along the coastline within the Town of Cottesloe as this is not considered a fair and equitable outcome to place on an individual applicant.

SPP 2.6 also provides a framework for the consideration of building height limits for areas within 300m of the horizontal shoreline datum. The policy indicates that "maximum height limits should be specified as part of planning controls in a local planning scheme and/or structure plan, in order to achieve outcomes which respond to the desired character, built form and amenity of the locality." Furthermore, when determining building height controls, due regard should be given to the following criteria:

- a) Development is consistent with the overall visual theme identified as part of land use planning for a locality or in an appropriate planning control instrument such as a local planning strategy;
- b) Development takes into account the built form, topography and landscape character of the surrounding area;
- c) The location is part of an identified coastal node;
- d) The amenity of the coastal foreshore is not detrimentally affected by any significant overshadowing of the foreshore; and
- e) There is overall visual permeability of the foreshore and ocean from nearby residential areas, roads and public spaces.

Compliance with State Planning Policy 2.6 State Coastal Planning Policy

The determination of building heights controls was established in the Master Plan and Local Planning Policy No. 2. Compliance with these building heights is identified in **Table 3**.

State Planning Policy 3.7 Planning for Bushfire Risk Management

SPP 3.7 assists in reducing the risk of bushfire to people, property, and infrastructure by encouraging a conservative approach to strategic planning, subdivision, development, and other planning decisions proposed in bushfire-prone areas. Specifically it:

- Addresses the land use planning elements of the Keelty report;
- Elevates bushfire issues to be addressed by the highest level of planning policy available, giving it clear status and effect in the land use planning policy framework;
- Emphasises the need to consider bushfire management measures in strategic level policy documents, including Regional and Local Planning Schemes, Sub-regional and Local Planning Strategies and Structure Plans, as well as during statutory planning processes for subdivision and development applications; and
- Seeks to achieve the consistent implementation of bushfire management measures across the community.

SPP 3.7 applies to all land which has been designated as bushfire prone by the Fire and Emergency Services (FES) Commissioner as identified on the Map of Bush Fire Prone Areas. The western portion of the subject site is identified as bushfire prone on the Map of Bush Fire Prone Areas due to proximity to a narrow strip of Class C Shrubland vegetation along the Cottesloe Beach dune system. The designation of the area as bushfire prone highlights the potential for bushfire to affect the site and is a trigger for further assessment to occur.

Guidelines for Planning in Bushfire Prone Areas have also been prepared and are designed to supplement the objectives and policy measures established in SPP 3.7, to assist in their interpretation and provide advice on how bushfire risk is to be addressed when designing or assessing a proposal within a bushfire-prone area.

Policy Measure 6.5 of SPP 3.7 requires the preparation of a Bushfire Attack Level (BAL) Contour Map for development application within designated bushfire prone areas, where a BAL rating above BAL-LOW applies. Identification of any bushfire hazard issues arising from the BAL Contour Map are also to be provided, along with an assessment against the bushfire protection criteria of the Guidelines. This information is generally provided in a Bushfire Management Plan (BMP) and should be prepared by an accredited Bushfire Planning Practitioner in accordance with the Guidelines. The proposed development is also a vulnerable land use which triggers additional requirements under Policy Measure 6.6 of SPP 3.7, including the preparation of a Bushfire Emergency Evacuation Plan (BEEP).

Compliance with State Planning Policy 3.7 Planning for Bushfire Management

Strategen Environmental (Strategen) has prepared a BMP to accompany the development application. The BAL Contour assessment included in the BMP has determined that buildings located adjacent to the western site boundary are located in a BAL—29 area, due to proximity to the dune vegetation west of Marine Parade, which exhibits a steep slope. The worst case rating of BAL—29 achieves compliance with Acceptable Solution A1.1 of the Guidelines and the BMP demonstrates that the risk to the proposed development can be managed. The RAC buildings, located in the eastern portion of the site, are in a BAL-Low area. Strategen has also prepared a BEEP which identifies the RAC building as the most appropriate located for evacuation to an on-site assembly point and safer place.

State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning

State Planning Policy Road and Rail Transport Noise And Freight Considerations in Land Use Planning (SPP 5.4) seeks to minimise the adverse impact of transport noise, without placing unreasonable restrictions on noise-sensitive residential development. This Policy is applied where the proposal includes:

- A proposed new noise-sensitive development in the vicinity of an existing or future major road, rail or freight handling facility;
- A proposed new major road or rail infrastructure project in the vicinity of existing or future noise-sensitive land uses;
- A proposed major redevelopment of existing major road or rail infrastructure in the vicinity of existing or future noise-sensitive land uses; or;
- A proposed new freight handling facility.

Schedule 1 of SPP 5.4 identifies Curtin Avenue as a primary freight road/future primary freight road (Main Roads jurisdiction) and identifies the Perth to Fremantle passenger railway line.

Compliance with State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning

The noise impacts of the traffic on Stirling Highway and the Fremantle railway line have been considered in the Acoustic Impact Assessment included in **Appendix I**. The Acoustic Assessment identifies noise will exceed the limits in SPP 5.4 for both day and night time periods.

As such, mitigation measures are required to ensure that future residents are not subjected to unacceptable noise levels.

The recommended mitigation measures include:

- solid elements of the external façade to have a minimum acoustic performance of \geq RW + Ctr 45; and
- single or double glazed systems to meet the acoustic performance requirements as stated in the Acoustic Report.

The recommendations provided at this stage are preliminary only and will require a review during the later stages to ensure that the requirements established by the applicable regulations will be complied with at the Building Permit stage.

2.2.6 LOCAL PLANNING POLICIES

Local Planning Policy 2 – Wearne Redevelopment

Local Planning Policy 2 – Wearne Redevelopment (LPP 2) was prepared as a requirement of the Master Plan. The LPP was advertised in October 2018, and adopted by the Town of Cottesloe Council at its meeting on 11 December 2018, subject to the following modification:

- adding the words to the policy 'that the design of the apartments be consistent with State Planning Policy 7.3 Apartment Design Volume 2.'

The objectives of the LPP are to enable redevelopment of a site that:

- Responds sensitively to interface issues, particularly between existing residential development adjacent to the site and the subject land;
- Delivers an optimal residential aged care facility having regard to the statutory and operational requirements of such a facility;
- Improves the existing movement network including site access;
- Defines appropriate building envelopes, typologies, form and heights having specific regard for existing and surrounding development;
- Identifies the amount, locations for and functions of key open spaces and considers the opportunity for public realm for aged care, independent living and communal spaces; and
- Is implementable in the context of a phased project delivery.

Compliance with Local Planning Policy 2 – Wearne Redevelopment

The proposed development is in accordance with the requirements of the LPP policy provisions as demonstrated in **Tables 3 and 4**. Compliance with SPP 7.3 is addressed in **Section 3.8**.

Town of Cottesloe Policy – Street Trees

The Town of Cottesloe Street Tree policy's key principle is: 'Street trees should be established on every street and road in the Town of Cottesloe, with one tree fronting every property, supported by proper systems of protection, watering, pruning and processes for species selection.'

The policy provisions are outlined below:

1. The Norfolk Island Pine tree is the icon or symbol of Cottesloe and shall be preserved.
2. The Town of Cottesloe shall aim at planting and maintaining one street tree per property frontage.
3. All individual street tree planting will be undertaken by Council staff. All other planting on verges, other than a lawn, will require a submission to the Town of Cottesloe for approval.
4. Tree pruning shall be aimed at producing a full canopy typical of the species, whilst still addressing legal obligations and the preservation of public safety. Major pruning may require the Manager Engineering Services to seek professional advice.
5. Tree removal must be seen as a last resort, used for dead and/or dangerous trees. The Manager Engineering Services must give approval for any tree removal.

The following reasons do not justify tree removals:

- i. Tree litter/leaf fall ('messy' tree),
 - ii. Restoration of a view,
 - iii. Alternative species requested by resident,
 - iv. A desire to re-landscape,
 - v. House alterations requiring crossover relocation,
 - vi. Shading of lawns, pools,
 - vii. Swimming pool installation – root or falling leaf problems,
 - viii. Perception that tree may fall in a storm.
6. A proposal to remove or replace multiple street trees in one street shall require an expert's report, public consultation and consideration by Council.
 7. For development or building approvals, plans and drawings submitted must include the locations of all street trees on abutting road verges for the consideration of the effects of such land or building changes on these street trees.
 8. A person or company identified as having damaged or removed a street tree(s) without Council approval, shall be required to provide full compensation to Council for all costs associated with the re-establishment of an advanced tree of that same species together with an assessed value determined by the Manager Engineering Services for the loss of amenity/aesthetic value of that tree(s).
 9. The Town of Cottesloe will maintain a street tree species list of the most suitable tree species for the different soil and micro climate areas of the town, plus species determined as being unacceptable as street trees.

Such undesirable species would exhibit the following characteristics:

- i. Intolerance to drought or low watering conditions;
- ii. Self-pruning of larger limbs;
- iii. Suckering or adventitious growth patterns;
- iv. Roots that cause damage to paths, roads, buildings, pipelines;
- v. Susceptibility to insect and pathogen infestation;
- vi. Aggressive self seeding; and
- vii. Unacceptable toxicity.

Compliance with Town of Cottesloe Policy – Street Trees

The Landscaping Plan has been prepared to address this requirement of this policy (refer **Appendix J**). The Landscaping plan identifies the trees to be retained along Gibney Street, and the trees to be retained or removed on site.

The Landscaping plan also includes the list of proposed species to be planted, which have also been selected in accordance with the requirements of this Policy.

The Landscaping plan identifies the street trees to be retained, and includes trees to be removed on site and 1x olive tree to be removed to Gibney Street verge. Where the trees to be removed are significant in nature, they are to be assessed for relocation by a specialist arborist.

The selection of new street trees proposed to the verges of Gibney and Warton Streets are to be in accordance with the Town of Cottesloe's Street Tree Masterplan, most specifically the proposal for some additional Norfolk Pine trees to Gibney and Warton Streets in respect of this policy. All other verge planting to be coastal tolerant planting species and maintained to satisfy BAL requirements.

2.3 HERITAGE CONSIDERATIONS

The whole of the existing Wearne Hostel site is listed on the State Register of Heritage Places (Place no. 00603), the Local Planning Scheme No.3 – Heritage List, and the Town of Cottesloe Municipal Heritage Inventory – Category 1. Construction commenced on the building in 1897, and was used for Ministering Children's League, which was a world-wide organisation founded by the Countess of Meath in England.

Key points of the heritage listings are:

- The inclusion on the State Register of Heritage Places reflects the significance of the place at State level.
- Inclusion in the Local Planning Scheme provides protection under the heritage provisions of the TPS.
- The inclusion on the Town's Municipal Heritage Inventory as a Category 1 entry indicates the importance of the place to the local community in addition to its State significance.
- The State Register listing will involve the Heritage Council of Western Australia (HCWA) in the approval process for the proposed development on the site as a decision-making authority under the Heritage Act. The advice of HCWA must be sought by the Town of Cottesloe, before a decision is made by the JDAP. Decisions on development must be consistent with HCWA advice.

The Wearne Hostel Conservation Management Plan (CMP) was updated when the Master Plan was prepared and in accordance with the requirements of the State Heritage Office. The CMP contains detailed information on the history and significance of the place and is the guiding document for development to the place. The CMP has a strong emphasis on new works being completed in a way that is sympathetic to the existing fabric.

A Heritage Impact Assessment (HIA) has been undertaken to assess the proposed development against the CMP and the Statement of Significance (refer **Appendix G – HIA**). The HIA concludes that there are no significant negative impacts on the heritage values of the place, and the works will assist the re-purposing and function of the significant buildings in a sympathetic manner to a more benign use and to ensure that the important cultural values of the place is maintained and enhanced.

The works to the significant buildings will allow the spaces to function more as intended and allow both interior and exterior to be conserved and some important missing elements to be reinstated. Presentation of the significant buildings and their setting will be much enhanced, and the works will retain the place's core heritage values.

The approach of the development is to respond to the conservation policies outlined in the CMP, to retain the existing style and character of the heritage place, and to return the internal spaces of the building to or near to their original format.

3 THE DEVELOPMENT PROPOSAL

3.1 DEVELOPMENT OVERVIEW

3.1.1 DESCRIPTION

The details of the proposed development are included in the Development Application Plans (refer **Appendix C**), and summarised below:

Aged Care Precinct

An aged care precinct is provided which incorporates all of the residential aged care and retirement living development within the site, and is the focus for community life in the precinct. The development comprises two types of aged care:

- 78 Independent Living Units (ILU's), which cater for residents over the age of 55.
 - 34 x 2 Bedroom units
 - 44 x 3 Bedroom units
- 129 Residential Aged Care (RAC) rooms, providing accommodation and personal or nursing care for aged residents, including recreational, health, laundry and catering facilities.

Incidental Uses

The aged care precinct will be supported by a variety of essential community facilities and services incidental to the aged care uses, consisting of:

- Cinema / Theatre
- Medical Centre offering allied health services
- Restaurant / Café
- Exhibition Centre (Gallery)
- Community Purpose (Studio artist in residence)

Whilst these uses will serve the needs of the existing residents and their visitors and families, these facilities will also be made available to the public. The uses have been located on the ground floor of buildings along Marine Parade and overlooking the Heritage Garden and within Wearne House.

Heritage Building

The existing heritage listed Wearne Hostel will be retained. The heritage listed building will be repurposed to accommodate communal facilities containing meeting/activity spaces including clubhouse, cinema and salon. These uses will provide a place for the community to gather. The conversion of the building will be undertaken in accordance with the Conservation Management Plan, as detailed in the Heritage Impact Assessment, included in **Appendix G**, to ensure there are no significant negative impacts on the heritage values of the place.



Figure 5 Perspective of Overall Redevelopment of Site

Enabling Works

This Development Application includes the enabling works, which includes the demolition of portions of the existing buildings on the subject site, the relocation of the existing hydrant, provision of temporary booster cabinet, pumps and tanks, and removal of existing pumps, tanks and booster upon installation of the temporary systems. A plan of the enabling works is included in **Appendix C – Development Application Plans**.

3.2 DESIGN PRINCIPLES

The developed proposal aligns closely to the key master plan design principles as set out in the masterplan report;

- Provide community focused aged care
- Creating a harmonious residential neighbourhood
- Integrating with the existing neighbourhood
- Committing to sustainability

To best describe the scheme and how it has advanced through development and achieves Design Excellence – we refer to the 10 Design Principles as nominated in the draft SPP 7.3 – Apartment Design, good design for multiple dwellings for site specific resolution, addressed in **Section 4.5**.

3.2.1 LANDSCAPING

The proposed landscaping presents a sustainable, low water use design that directly relates to the use of each area. The overall landscape approach is to fully integrate the development with the three surrounding streets, engaging with the public realm and ensuring a seamless transition of character while ensuring definition of ownership. The landscape will present flowing forms through planting and paving, reinforcing natural patterns and creating a series of linked spaces that emphasise contact with nature and natural elements.

The landscape plan included in **Appendix J** includes the details of the proposed varying forms of landscaping throughout the site. A detailed landscape plan for the development site and adjoining road verge will be provided to the Town prior to the commencement of development. The landscaping will generally comprise the following:

Internal Landscaping

The spaces within the development are structured to provide both private, and publicly accessible quality places. The main private garden spaces are defined by level changes and built form, with publicly accessible zones predominantly to the south of the heritage buildings. The spaces inferred and structured by the built form provide a series of experiences, the nature and character changing related to the use. Formal shaded vistas when entering from Gibney Street, lead to an arrival garden space. Intimate private courtyards relate to residential areas and shared spaces include community gardens and orchards. The private spaces are on multiple levels with a major formal pool deck and westward vista space overlooking the ocean.

The internal gardens will be intimate responses to residents with places for informal gathering and use. The landscape treatments of all the developments are designed as a cohesive whole, whilst providing semi secure and secure spaces that will provide residents in care with gardens that are specifically designed for their needs. These areas will include planter and seating arrangements that cater for aged access and sensory and food gardens. As with all of the spaces at Wearne there will be landscaped terraces and courtyards to meet the needs of the users.

Heritage Gardens

The heritage gardens will comprise a combination of open parklands, civic and nature play spaces. The park will be attractively landscaped with a mix of hard and soft treatments surrounded by significant existing mature trees and, providing shade and shelter. The heritage park will provide passive and active recreation opportunities, catering for the aged care residents, their families, visitors and children. The park will also be publicly accessible providing opportunities for the local community to enjoy.

The broad open lawn areas maintain the character and qualities of the heritage zone. The open park like space will ensure views to the building are maintained and the space can be used for community events. Shaded walkways will be provided under mature tree canopies. The entrance to the garden is located in the south-west corner of the site to present a civic space and reinforce a classic vista of the heritage buildings.



Figure 6 Perspective identifying the Heritage Buildings and Gardens.

Street Interface

The external interfaces with the streets are fully integrated retaining existing characters. The Marine Parade interface will utilise coastal dune species and extend strong coastal character to the face of the buildings. The coastal vegetation will also be carried through to the terrace plantings above the ground floor. Subtle ground modelling in planting beds will reference dune formation.

The northern interface to Gibney Street will retain existing Norfolk Island Pines and create a pedestrian oriented linear space. The Gibney Street verge is presentably dominated by parking and service road. It is proposed that the parking is rearranged to create a strong quality pedestrian orientated environment retaining and supplementing the existing trees and creating a strong link to the beachfront down the street.

The southern interface to Warton Street will retain the existing grass verge, and enhance the exiting tree canopy. Warton Street is important as its mature trees from the enclosure of internal space and are a primary element of the heritage setting. The proposed landscaping creates pedestrian access with shaded interface zones and supplements the existing retained trees with additional screening within the eastern end of the site. The broad grass verges accommodate some parking on reinforced grass and a small number of parking bays closely associated with the footpath system.

3.3 WASTE MANAGEMENT

A Waste Management Plan has been prepared which identifies how waste is to be stored and collected from the subject site (refer **Appendix F – Waste Management Plan**). Specifically, the Waste Management Plan demonstrates that the proposed development:

- Adequately caters for the anticipated quantities of waste and recyclables to be generated;
- Provides suitable bin storage areas including appropriate bins; and
- Allows for efficient collection of bins by appropriate waste collection vehicles.

The Waste Management Plan details the anticipated quantities of refuse and recyclables on the site, based upon the City of Melbourne's guidelines for Preparing a Waste Management Plan (2014) and the Western Australian local Government Association (WALGA) Commercial and industrial Waste Management Plan Guidelines (2014).

Based on the anticipated volumes of waste on the subject site, bin storage areas have been provided on site which will accommodate the required number of bins. The bin storage areas have been located so bins will not be visible from the property boundary or areas trafficable by the public.

A private waste services contractor will service the proposal including collecting refuse and recycling twice each week onsite directly from designated onsite collection points. Servicing the bins onsite will reduce the noise generated in the area during the collection time. In addition, it will remove the need for bins on the street, maintaining the amenity of the area and removing the requirement for a lay down area to temporarily store bins on the verge before the collection vehicle arrives.

The ability for waste collection vehicles to access the bin storage areas has been assessed in the TIA (refer **Appendix E**)

A caretaker will also be engaged to monitor and maintain the waste systems, ensuring an efficient and effective waste service is maintained on site.

3.4 SERVICING AND INFRASTRUCTURE

A review of the existing and proposed site servicing provisions has been prepared by Floth Sustainable Building Consultants, and is summarised below.

Electrical Infrastructure

The existing site is serviced by a Western Power District substation that includes a 1000kVA transformer and low voltage kiosk, which is located on Gibney Street. The existing substation is an open type and is not fire rated. The existing substation provides power to the site, as well as the local area. The free standing residence on the site is supplied by a uni pillar (green dome), located on Warton Street. During the redevelopment works, the supply to the residence will need to be removed as part of the initial stage of works.

A feasibility study has been undertaken with Western Power and it is proposed that the existing arrangement is utilised during the stage 1 construction works and a new 2MVA substation is installed on the site. The existing substation is retained until the new substation is constructed and energised, and then the existing substation is decommissioned and removed. The new substation is located to coincide with the staging of the works and architectural intent for the site.

Telecommunications

The current site includes both an incoming Telstra optical fibre and copper connection. The existing lead in services are fed from Gibney Street. It is expected that new services will be provided during the initial stage of works and the existing services will remain, until the new lead in services are operational.

It can be confirmed that NBN Co. are in the area of Cottesloe and a new lead in optical fibre will be installed to service the number of buildings across the site. It is anticipated that a single provision will be brought into the site and will service the independent living units/apartments, as well as the Aged Care facilities.

Water Supply

The Water Corporation have a 100mm cast iron water main running along Gibney Street with a dedicated 100mm water main and meter servicing the existing site. A new 100mm water meter with an above ground testable backflow device to comply with current Standards and to serve the additional loads required for the proposed new development will be located coming off the Water Corporations mains in Warton Street. During the initial construction phase consideration should be taken into account for the installation of a ring main to serve the whole site with isolation valves and connections for the implementation of staged works.

A new 100mm Fire Service of Warton Street will serve the new developments requirements.

A survey of existing water services sizes and condition will be done to determine the extent of new works required.

Gas Supply

ATCO Gas have a major network of medium pressure gas mains servicing the surrounding area which would be capable of providing adequate capacity to supply the extra demand loads of the proposed development.

There is currently a 50mm gas main servicing the property of Warton Street which will be upgraded and relocated. This service can be in operation during staged works with the redirection of some internal gas reticulation during initial construction phase. Final design and demand loads will determine the extent of the incoming service upgrade and relocation.

4 COMPLIANCE WITH PLANNING FRAMEWORK

The following **Tables 1 - 4** demonstrate the proposal's compliance with the Town's Local Planning Scheme No. 3 and the Wearne Master Plan, Local Planning Policy No. 2 and LPP No. 2 Parking Requirements.

4.1 COMPLIANCE WITH LOCAL PLANNING SCHEME NO.3 (LPS 3)

Table 1 Compliance with Local Planning Scheme No. 3

CLAUSE	PROVISION	COMMENT / JUSTIFICATION
Schedule 14 – Development Zone Provisions – Development C	<ul style="list-style-type: none"> Comprehensive planning for the area shall be undertaken through the preparation and approval of a Structure Plan, in accordance with Clause 6.2, to guide subdivision and development. Land uses shown on the Structure Plan shall apply in accordance with Clause 6.2.8. The Structure Plan will apply to the entire site and will provide for additional residential development comprising a range of dwelling types, sizes and densities to take full advantage of the opportunity for more intense urban infill on this site, particularly with regard to its close proximity to regional public transport routes. The Structure Plan may also provide for additional aged care dwellings and any associated ancillary buildings that may be required. The Structure Plan will have regard for, and if possible, integrate with, the Structure Plan for Area 'D'. 	<p>In response to the unique ownership and lease arrangements for the site, the Town of Cottesloe, in consultation with the Department of Planning, Lands and Heritage, agreed to a revised planning framework, as follows:</p> <ol style="list-style-type: none"> The Masterplan, required to be prepared and adopted by the four landowner Council's, replaces the need for a Structure Plan to be prepared, as provided for in Clause 27 (2) of the Regulations. The Masterplan is to be recognised in LPS No. 3 through a Local Planning Policy that enshrines the agreed planning parameters, land uses and development requirements for the site. <p>The Master Plan was approved by the Town in July 2018, and the LPP was approved by the Town in December 2018. Compliance with these documents is discussed in Section 2.3.3 and in Tables 2, 3 and 4 below.</p>
5.10	<p>Filling of land and height of retaining walls</p> <p>In relation to the maximum permissible height of land fill and the height of retaining walls the following shall apply:</p> <ul style="list-style-type: none"> A) on level land, fill will not generally be permitted, as determined by the local government; and B) on sloping land, the local government may permit fill and the construction of retaining walls, provided there is approximately equal cut and fill of the existing ground levels and the amenity of surrounding properties is not unduly adversely affected. 	<p>The proposal has sought to contain all cars on site to basement areas. To best achieve this, the proposal provides access to carparks on grade where possible, which in turn become subterranean as the carparks bury back into the slope of the hill.</p> <p>Consequently the scheme is predominantly in cut not fill, with any portion of carparks that are partly above ground are typically screened by limestone faced walls, and retained inward to the site to allow for the basement parking. This is best described in the sections and elevations as contained in Appendix C.</p>

4.2 COMPLIANCE WITH WEARNE MASTER PLAN

Table 2 Compliance with Wearne Master Plan

ELEMENT	COMPLIANCE	VARIATIONS / JUSTIFICATION
Built Form	<p>The building heights and scale proposed are in accordance with the requirements of the Master plan, and have been designed to provide human scale to the street and break up the visual mass of development. This will create a pleasant experience at the street level for pedestrians, whilst optimising opportunities to gain views of the ocean, internal open spaces and courtyards, and promote development fitting of its location.</p> <p>Building heights have been allocated to minimise overshadowing impacts, and respond to the adjacent heritage listed building on the WA Deaf School site. The development is 3-4 storeys fronting Gibney Street, tiered down the slope of the site with the upper levels articulated and setback to some sections, designed not to dominate the adjacent streetscape. Additionally, basement carparking has been provided to reduce the scale and bulk of the built form. The RAC component on Warton Street is 4-5 storeys, and although occupies only approximately 20% of the Warton Street frontage, and cuts back into the natural slope of the site towards the Northwest, containing basement parking and Back of House facilities discretely.</p> <p>Buildings fronting Marine Parade are 4 storeys, with the upper levels setback and designed not to dominated the streetscape.</p> <p>The buildings have been designed to address the street edge through the use of windows, doors and positioning of buildings to create openings and vistas through the site.</p> <p>The design incorporates subtle and coastal inspired materials, such as of limestone feature blade walls to complement the schemes coastal setting, balanced with robust materials with required durability.</p> <p>Eastern Setback</p> <p>The building setbacks from the eastern boundary of the site are in accordance with the minimum setbacks required in the Master Plan to provide an appropriate interface to the adjacent WA School for the Deaf site.</p> <p>The Master Plan identified a 1.5m setback from the ILUs in the northern portion of the site, and a 5m setback from the RAC units in the southern portion of the site.</p> <p>The proposed ILUs are setback a minimum of 1.5m from the eastern boundary in accordance with the Master Plan. The 1.5m setback optimises the division of the buildings along Gibney Street, enabling the building massing to be broken down to improve the built form to Gibney Street, whilst also improving accessibility and connectivity through the site through additional accessways and pedestrian entrances. Additionally, the ILUs have been oriented to maximise the northern aspect and western views, and as such there are no major openings on the eastern façade of the building.</p> <p>The proposed RAC facility (RACF) has been designed to provide an appropriate interface with the WA School for Deaf site. A dedicated service road is provided to minimise conflict with visitor and staff traffic, and has been located behind the RAC units abutting the</p>	<p>The following built form elements have been varied from the Master Plan:</p> <ul style="list-style-type: none"> Removal of built form adjoining the heritage building (to the north west two storey element) ILU western building mass shortened, which opens up the heritage building entirely to Northern courtyard aspect. Central apartment block re-oriented south to address the heritage building and central courtyard in-between. This creates improved solar access for the northern section of the RAC and is a more efficient configuration. The Gibney Street built form is broken into 3 main components, as compared to the original 2 larger forms. This creates an improved breakdown of built form to Gibney Street.

Table 2 Compliance with Wearne Master Plan

ELEMENT	COMPLIANCE	VARIATIONS / JUSTIFICATION
	<p>eastern boundary of the site to minimise impact on the streetscape. The location of the service entry also creates a buffer between the proposed development to the adjacent WA School for Deaf site.</p> <p>The RACF building generally ranges from a minimum of 5m, increasing to 7m setback to articulate the eastern façade of the building. In the central courtyard of the RACF, the building is setback 2.050 metres to accommodate the Services Plant on the ground floor, with an Activity Room / Cinema located above the Services Plant which is also setback 2.050 metres. This portion of the building is of a lower height than the surrounding RAC units, being approximately 1.5-stories above the natural ground level, therefore reducing the impact on the adjacent WA School for Deaf site.</p> <p>The RACF rooms have been oriented to maximise both northern aspect and ocean views, with courtyards bringing in northern light and a number of rooms facing west to capitalize on the ocean views. Balconies have also been located to maximise the ocean views and aid in solar protection, predominantly located along the western edge and northern face of the of the RACF building. No balconies are located on the eastern façade. A small number of RACF rooms have east-facing windows. The setback on these rooms has been increased to 7.15m to ensure there is no overlooking to the adjacent WA School for Deaf site. Additionally, there are two sitting rooms on each level in the RACF which have east-facing windows. These sitting rooms are setback 5.65m from the eastern boundary to also minimise the direct overlooking to the adjacent WA School for Deaf site. Additionally, screening to approximately 70% of the east facing glazing is proposed. As such there will be no overlooking into the adjacent WA School for Deaf site. Refer Section 4.4, R-Codes Visual Privacy Assessment.</p>	
Movement and Access	<p>The movement and access layout of the proposed development have been designed to ensure vehicle crossovers and parking do not visually dominate the site. This is achieved through the provision of residential parking located within the basement, and minimising crossovers which have been restricted to Gibney Street and Warton Street.</p> <p>Existing verge parking will be upgraded to ensure it is at an appropriate standard, with improved pedestrian circulation to Warton and Gibney Streets</p> <p>10 bicycle bays and end of trip facilities are proposed to accommodate the RAC staff members.</p> <p>In addition, 20 visitor bicycle bays have been proposed across the site, with 14 bays to Gibney Street verge, and 6 visitor bicycle bays adjacent to the RAC carpark.</p>	<p>The following movement and access elements have been varied from the Master Plan:</p> <ul style="list-style-type: none"> A dedicated resident vehicle access has been added central west of Gibney Street frontage. This includes resident's pedestrian access also, which provides a vista through the entire site, and focuses on the re-instated iconic 'pepperpot' Turret roof to the heritage building. All RAC cars, staff and visitors are located underground, other than 7 allowable visitor bays to Warton St. The on-grade carpark in the south west garden area has been removed to provide additional open space. 20 car bays are proposed on the Gibney Street verge, and although the Master Plan concepts identify 25 car bays here, LPP 2 only nominates 13 bays here (being the minimum number of bays). This is to cater for the required 20 ILU visitors' bays, so visitors don't have to access or park in basement areas. This will significantly improve security. This also allows for reciprocal parking for the commercial facilities fronting Marine Parade. We also note that this is in fact a reduction from the existing 21 bays, and a greatly reduced asphalt footprint given the perpendicular overlength parking bays

Table 2 Compliance with Wearne Master Plan

ELEMENT	COMPLIANCE	VARIATIONS / JUSTIFICATION
		arrangement proposed, allowing for greater landscape and dedicated footpath.
Public Realm	<p>The landscape design and public domain interface has been designed to contribute to the vitality of the public realm. Extensive landscape is proposed which will ensure an attractive landscaped environment is provided which is complementary to the wider neighbourhood.</p> <p>A variety of hard and soft landscaping is provided, which will provide passive and active recreation opportunities, as detailed in Section 3.1.1</p> <p>Furthermore, the landscaping proposed is cost effective and easy to maintain on an ongoing basis to ensure going benefits are provided to the owners and occupants of the development as well as members of the wider community.</p>	<p>Public realm elements are consistent with the Master Plan.</p> <p>A notable inclusion is a small lookout platform proposed to the centre of the western boundary, improving amenity for both residents and public.</p> <p>The heritage garden pathway system has also been revised in consultation with the heritage architect and SHO to reflect heritage considerations as per the HIA.</p>
Land Use	<p>The land uses proposed as identified in Section 3.1.1 are in accordance with the requirements of the Master Plan.</p> <p>In accordance with the Master Plan, the proposal includes Residential Aged Care providing accommodation and personal care for the aged; Independent Living Units, which cater for people over 55 years of age, and supporting non-residential uses that will service and provide for the needs of the aged care residents. The non-residential uses will also cater for the needs of the surrounding community and activate the precinct.</p> <p>Ministerial approval is currently being sought for the non-residential activities given the requirements of the lease.</p>	<p>The following land use element has been varied from the Master Plan:</p> <ul style="list-style-type: none"> The new breakup of building forms has enabled 2x additional ILU's to be provided, (78 ILU's in total), which is 2 more than the nominated 76 ILU's identified in the Master Plan. The provision of the 2 additional ILU's has not resulted in an increase in building height or footprint of the development.

4.3 COMPLIANCE WITH LOCAL PLANNING POLICY NO. 2 - WEARNE REDEVELOPMENT

Table 3 Compliance with Local Planning Policy No. 2 - Wearne Redevelopment

CLAUSE	PROVISION	COMPLIANCE	COMMENT / JUSTIFICATION
6.1	Land Use The following land uses shall apply:	✓	<p>The proposed development provides for Aged Persons Dwellings and Retirement Village, with additional uses incidental to these uses. All of the proposed uses are permitted under LPP 2, and include:</p> <ul style="list-style-type: none"> Aged Persons Dwelling Nursing Home Cinema / Theatre Medical Centre Restaurant / Café Exhibition centre (Gallery) Community Purpose (Studio artist in residence)
6.2	Building Heights		
6.2.1	<p>Buildings to be a maximum of:</p> <ul style="list-style-type: none"> 15.5 metres fronting Gibney Street and Marine Parade 19.5 metres in height fronting Warton Street (except for the 	✓	<p>The proposed development is:</p> <ul style="list-style-type: none"> 15.5 metres maximum height fronting Gibney Street and Marine Parade; 19.5 metres maximum height fronting Warton Street (except for the heritage building of Wearne House)

	heritage building of Wearne House)		
6.2.2	The existing Wearne House building height will ultimately increase as a result of the proposed restoration of the 'Candle Snuffer' turret roof and is estimated to be around 17 metres.	✓	The Wearne House building height will be increased to 17 metres as a result of the 'Candle Snuffer' turret roof.
6.3	Building Setbacks		
6.3.1	The minimum building setback for the basement levels are NIL for Gibney Street and Warton Street, with minor protrusions, not exceeding 3.0 metres above natural ground level permitted.	✓	The building setbacks for the basement levels are NIL for Gibney Street and Warton Street.
6.3.2	<p>The minimum building setbacks for ground floor/podium levels (except for the heritage buildings) are:</p> <ul style="list-style-type: none"> Marine Parade – wall setback of 6 metres; podium setback of 1 metre. Gibney Street – wall setback of 2 metres; balcony setback of nil. Warton Street – wall setback of 4.5 metres; balcony setback of 2.5 metres. 	✓	<p>The building setbacks for ground floor/podium levels (except for the heritage buildings are):</p> <ul style="list-style-type: none"> Marine Parade – wall setback a minimum of 6.8 metres; podium setback a minimum of 1.3 metres Gibney Street – wall setback a minimum of 2.250 metres; Warton Street – wall setback of 4.5 metres; balcony setback of 2.7 metres
6.3.3	<p>The minimum building setbacks for upper floors (except for heritage buildings) are:</p> <ul style="list-style-type: none"> Marine Parade – wall setback of 6 metres for up to three storeys; wall setback of 10 metres above three storeys balcony setback of 4.5 metres. Gibney Street – wall setback of 2 metres; balcony setback of nil. Warton Street – wall setback of 4.5 metres; balcony setback of 2.5 metres. 	✓	<p>The building setbacks for ground upper floors (except for the heritage buildings are):</p> <ul style="list-style-type: none"> Marine Parade – wall setback a minimum of 6 metres up to three storeys; wall setback of 10 metres above three storeys. Balcony setback 4.5 metres with the exception of level 1, which is setback 1.3 metres, to provide shade and shelter to the ground floor plane. Gibney Street – wall setback a minimum of 2.250 metres; Warton Street – wall setback of 4.5 metres; balcony setback of 2.7 metres.
6.3.4	Wall setbacks from the existing Heritage buildings to be 4 metres for single storey and 5 metres above single storey.	✓	Wall setbacks from the existing Heritage buildings are greater than the minimum required setback of 4 metres for single storey and 5 metres above single storey.
6.4	Building Scale and Streetscape		
6.4.1	The upper building levels to Marine Parade are to be set back and designed so as not to dominate the adjacent streetscape, whilst promoting views and passive surveillance.	✓	<p>As identified in policy provision 6.3.3 above, the upper levels buildings facing Marine Parade are setback above the first three storeys to 10 metres.</p> <p>Balconies are setback a minimum of 4.5 metres with the exception of level 1, which is setback 1.3 metres for the podium (as noted in 6.3.2 of Table 2) providing shade and shelter to the ground floor plane, and promote views and passive surveillance to the street. The setback of the upper levels being greater than the lower levels ensures the built form does not dominate the streetscape.</p>
6.4.2	Streetscapes are to provide diverse facades and form to minimise a monotonous appearance.	✓	<p>Marine Parade</p> <p>At the street level a landscaped interface is proposed to soften the street edge and provide a visual buffer for pedestrians from the traffic and shelter from sea breeze. Windows and entrances have been provided along the length of the Marine Parade buildings, with active ground floor uses, which will create visual interest and appeal from the streetscape.</p> <p>Warton Street</p> <p>The Residential Aged Care building is positioned along the</p>

			<p>eastern boundary of the site and is the only building with direct frontage to Warton Street. The building will occupy 20% of the frontage with the remaining 80% of the frontage dedicated to the heritage gardens. The bulk of this building is broken down by articulating the façade.</p> <p>A curved landscaped podium on the first storey breaks the west facing façade, separating the ground level from the floors above.</p> <p>Gibney Street</p> <p>The Gibney Street elevation is tiered and includes several breaks in the built form along the property boundary, providing site lines into the site from the street and creating a visually appealing streetscape.</p> <p>The existing verge on Gibney Street will be enhanced and supplemented with a landscaped buffer which is intended to soften this edge of development and provide better amenity in comparison to the current state.</p>
6.4.3	All upper storeys to be articulated with a change of material, colour and variation to break down the perception of mass.	✓	<p>Marine Parade</p> <p>Apartments fronting Marine Parade feature balconies of varying depths incorporating planters in some locations to introduce landscaping in the upper levels and articulate the façade.</p> <p>The upper levels are setback from the lower levels the provision of terracing and a rooftop lounge provides a distinct break in the western façade at the upper levels.</p> <p>Warton Street</p> <p>The form of the building fronting Warton Street is split into two wings with a glazed west facing link connecting the two halves of the building. This more transparent appearance is intended to break down the mass of the overall building.</p> <p>Gibney Street</p> <p>The upper levels to Gibney Street are articulated with a change of materiality, colour and minor articulation to break down the perception of mass. Internal landscaped courtyards provide articulation of built form and passive surveillance of the public realm.</p>
6.4.4	The Marine Parade ground level building facades shall be designed to address the street via entries and windows to create interest and a sense of activity within the building.	✓	<p>The ground level buildings fronting Marine Parade have been designed to address the street, through the provision of windows and doors proposed along the length of the ground floor. This will create interest and a sense of activity with the active uses along Marine Parade including a restaurant / café and exhibition / gallery space. Additionally, alfresco dining is proposed as part of the restaurant / café which will further create interest and a sense of activity on the site.</p>
6.4.5	No blank walls to corner frontages will be permitted.	✓	<p>Corner frontages have been designed to include windows and entries ensuring there are no blank walls.</p>
6.4.6	Buildings on corners must address both street frontages and include strong architectural expression to both facades.	✓	<p>The building on the corner of Marine Parade and Gibney Street includes a café/restaurant which addresses both street frontages, including wrap around alfresco dining. The built form of the Independent Living Units fronting Gibney Street has also been designed to address the street through the scale and nature of the buildings, and positioning and windows and doors at the street level.</p> <p>Landscaping will also be provided along both street frontages providing interest to both street frontages.</p>
6.4.7	Compatible building heights and scale are to be provided along the interface with the adjoining WA Deaf School, taking cues from the existing Heritage Building located adjacent to the eastern	✓	<p>The height of the Residential Aged Care building has taken its cues from the existing heritage building on the WA School for the Deaf site adjacent to the boundary. The building will be 5 storeys, being a maximum of 19.5 metres, setback a minimum of 5 metres from the boundary with the WA School for the Deaf</p>

	boundary of the subject site.		site, reflecting the existing Heritage Building on adjacent site.
6.4.8	Development should respect Wearne House heritage building and its curtilage	✓	<p>The development has been designed to respect Wearne House heritage building and its curtilage, with buildings being setback from the Heritage Building. A network of open space and pathways will be positioned in between the Heritage Building and surrounding development creating a buffer to heritage buildings whilst also emphasising the sense of importance of it.</p> <p>The Wearne House heritage building will be repurposed to house resident and community uses. This in addition to the network of paths, lighting and activated edges of the surrounding development will ensure the Heritage building and precinct is the 'heart' and focus of the development.</p> <p>The Heritage Impact Assessment identifies the methodology and of how the Wearne House heritage building will be repurposed and ensure the heritage curtilage is respected. Appendix G).</p>
6.5	Open space and landscaping		
6.5.1	A minimum of 50% of the overall site to be provided as open space.	✓	Approximately 55% of the site is landscaped open space comprising the heritage gardens, communal gardens, courtyards and the Independent Living Units pool area (refer Open Space Diagram in Appendix C). The open space has been calculated in accordance with the definition of open space in the R-Codes.
6.5.2	A detailed landscape plan for the development site and adjoining road verge shall be lodged with and approved by the Town prior to commencement of the development.	✓	<p>A detailed landscape plan for the development site and adjoining road verge will be provided to the Town prior to the commencement of development. The landscape plan will include the details of the proposed varying forms of landscaping throughout the site, generally comprising of the following:</p> <p>Streets</p> <p>The verge on Gibney Street which is presently dominated by parking and service road, will be rearranged to create a strong quality pedestrian environment by retaining and supplementing the existing trees.</p> <p>The Marine Parade interface will utilise coastal dune species and extend strong coastal character to the face of the buildings. The coastal vegetation will also be carried through to the terrace plantings above the ground floor.</p> <p>Warton Street is important as its mature trees form the enclosure of internal space and are a primary element of the heritage setting. Landscaping will provide shaded interface zones for pedestrians and will supplement the existing retained trees with additional screening at the eastern end of the site.</p> <p>Heritage Gardens</p> <p>The broad open lawn areas maintain the character and qualities of the heritage zone. The open park like space will ensure views to the building are maintained and the space can be used for community events. Shaded walkways will be provided under mature tree canopies. The entrance to the garden is located in the south-west corner of the site to present a civic space and reinforce a classic vista of the heritage buildings.</p> <p>Aged Care</p> <p>The landscape treatments of all the developments are designed as a cohesive whole, whilst providing semi secure and secure spaces that will provide residents in care with gardens that are specifically designed for their needs. These areas will include planter and seating arrangements that cater for aged access and sensory and food gardens. As with all of the spaces at Wearne there will be landscaped terraces and courtyards to meet the needs of the users.</p>

6.5.3	Landscaping for the development shall be undertaken in accordance with the approved landscaping plans prior to occupation or use of the development. Landscaping can be phased having regard to the phasing of development.	✓	Landscaping will be undertaken in accordance with the approved landscaping plans prior to occupation or use of the development.
6.6	Vehicle access, parking and service areas		
6.6.1	Primary vehicle access shall be located from Warton Street and Gibney Street only.	✓	Primary vehicle access is proposed from Warton Street and Gibney Street only. Residential Aged Care access is proposed from Warton Street, along with a separate service entry. Along Gibney Street the entry accesses proposed comprise: <ul style="list-style-type: none"> • ILU public vehicle entry for commercial tenancies. • ILU residential vehicle access (ramp down to basement). • ILU residential vehicle access (ground floor +1).
6.6.2	Residential vehicle parking is restricted to the basements only.	✓	Residential vehicle parking is restricted to the basement only.
6.6.3	Visitor parking is to be provided mainly in the basements, with a possible allowance for some on-grade or verge parking subject to Council approval.	✓	The RAC visitor parking (26 bays) is provided within a basement carpark on the eastern edge of the site, with an additional 7 visitor bays provided along the Warton Street verge. <p>The ILU visitor parking is located within the verge on Gibney Street, to ensure that visitors do not have access to basement areas to significantly improve the security on the site. Provision of visitor parking on Gibney Street also allows for reciprocal parking for the commercial facilities fronting Marine Parade.</p> <p>Additionally, providing visitor parking bays along Gibney Street will assist in addressing the street frontage and articulate the entrance points to the development.</p>
6.6.4	The number of car parking bays required for the redevelopment are varied in the Town's LPS 3 as shown in Table 1.	✓	Refer Table 4 – Compliance with Parking Requirements of LPP 2 - Wearne Redevelopment
6.6.5	Loading and service areas shall be located and designed to minimise their visibility from the public street and from public spaces.	✓	The service entrance is located on the eastern edge of the site, with Residential Aged Care service area located adjoining the ground floor car park, which is buffered by buildings to minimise the visibility from the public street and public spaces.
6.7	Heritage		
6.7.1	Development that is proposed to be located adjacent to the Heritage Building of Wearne House shall have regard to the requirements of the Conservation Plan which was prepared in 2018 as part of the Master Plan process. A copy of the Conservation Plan is held at the State Heritage Office and at the Department of Planning, Lands and Heritage	✓	Development will be undertaken in accordance with the requirements of the Conservation Plan which was prepared as part of the Master Plan process. The Conservation Plan has been updated to reflect the currently development plans.
6.7.2	The Conservation Plan provides guidance on acceptable changes to the heritage fabric of Wearne House and guides the overall shape of development through policy on acceptable development zones.	✓	Development will be undertaken in accordance with the requirements of the Conservation Plan which was prepared as part of the Master Plan process. The Conservation Plan has been updated to reflect the currently development plans.

Table 4 details the proposed car parking, compared to the requirements of LPP2 and compared to the car parking provision in the Master Plan. Overall, a total of 241 car parking bays are provided, comprising 214 bays on site, 7 bays along the Warton Street verge and 20 bays along the Gibney Street verge, which is in excess of the parking bays required in LPP 2, and greater than the parking provision identified in the Wearne Master Plan. The LPP identified that the Master Plan provided 13 bays in the Gibney Street verge, which is considered the minimum number of parking bays that are required here. The Master Plan concept identified 25 parking bays in the Gibney Street verge. These are required to cater for the 20 ILU visitors' bays, to ensure visitors do not have access to the basement areas. This will significantly improve security. This also allows for reciprocal parking for the commercial facilities fronting Marine Parade.

Table 4 Compliance with Parking Requirements of LPP 2 - Wearne Redevelopment

LAND USE	LOCAL PLANNING POLICY REQUIREMENT	MASTER PLAN PROVISION*	COMPLIANCE	DEVELOPMENT APPLICATION		COMMENTS / JUSTIFICATION
				Required	Provided	
Commercial and office	1 bay per 50 square metres of gross floor area (50% ancillary use)	Required / Provided: Assumes 1400sqm 14 shared bays	✓	Based on 1,015sqm GFA 11 bays	20 bays (including 1 ACROD bay)	
Communal facilities	Communal facilities supplied for retirement and residential aged care use only.					
Independent Living Units (ILU)	1 bay per dwelling, plus 0.25 visitor bays per dwelling	Required: Assumes 76 dwellings. 76 bays – residents 19 bays – visitors Provided 95 bays – resident bays 19 bays – visitor bays (of which 13 bays Gibney Street verge)	✓	78 dwellings provided 78 bays – residents 20 bays – visitors	122 bays - residents 20 bays – visitors (formal bays located along Gibney Street verge – including 2 ACROD bays and 2 short-term bays)	LPP2 identified that the Master Plan provided 13 visitor bays in the Gibney Street verge, which indicated the minimum number of bays in this location. The Master Plan Concept identified 25 parking bays located in the Gibney Street verge, and as such the proposed 20 parking bays is consistent with the Master Plan.
Residential Aged Care (RAC)	1 bay per 4 beds, plus 1 bay for each staff member	Required / Provided: Assumes 129 places and 46 staff. 46 bays – staff 32 bays – patients / visitors (of which 7 patient / visitor bays Warton Street verge)	✓	(129 dwellings and 46 staff) 46 bays – staff 32 bays – patients / visitors	46 bays – staff 33 bays – patient / visitors (of which 7 are formal bays located on Warton Street verge)	1 additional patient / visitor park is proposed compared to the LPP and Masterplan requirement.
Total		Required: 187 bays Provided*: 206 on site Minimum 174 bays on site 7 bays Warton Street verge 13 bays Gibney Street verge	✓	187 bays	Total of 241 bays, comprising: • 214 bays on site • 7 bays on Warton Street verge • 20 bays Gibney Street verge	Overall, 54 additional parking bays are proposed compared to what is required under the LPP, ensuring the parking supply will meet the parking demand.
*LPP 1 notes that the final provision of parking bays is to be determined at development application stage based on final land use requirements.						

4.4 COMPLIANCE WITH STATE PLANNING POLICY 3.1 RESIDENTIAL DESIGN CODES

As enabled by the R-Codes, LPP 2 (to be read in conjunction with the Wearne Masterplan), has been established as an alternative to the requirements of the R-Codes for the subject land. The Master Plan and LPP addresses the following matters: number of beds, number of Independent Living Units, context, streetscape, site coverage, plot ratio, street setbacks, open space requirements, access and parking requirements, site works, building height requirements, and design for climate requirements.

The Masterplan does not designate an R-Code for the site, on the basis that portion of the development is dealing with Residential Aged Care Beds (not dwellings) and the Masterplan predetermined the level of development for the remaining Independent Living Units on the basis of a 3-dimensional building envelope, with predetermined setbacks, access points and building heights. Also noting that subdivision of the site is not permitted by virtue of the ownership and lease arrangements.

The following overview of the key R-Code elements is provided below:

Street Setback

The R-Codes requires the street setbacks to be in accordance with a Structure Plan or Local Development Plan, which in this case is considered to be the Master Plan and LPP No. 2. This has been discussed in **Table 3**.

Visual Privacy

The R-Codes includes provisions to ensure there is minimal direct overlooking of active habitable spaces and outdoor living areas of adjacent dwellings. Specifically, the R-Codes requires the following minimum setbacks:

- Major openings to bedrooms and studies – 4.5m for areas coded R50 or lower / 3m for areas coded higher than R50.
- Major openings to habitable rooms other than bedrooms and studies – 6m for areas coded R50 or lower / 4.5m for areas coded higher than R50.

Although the R-Code provisions do not apply to the subject site, and the proposed development is compliant with the boundary setbacks required in the Masterplan, given that the Masterplan and LPP do not specifically address visual privacy, an assessment against the R-Codes provisions has been undertaken to ensure the proposed development will have minimal direct overlooking into any future development in the WA School for Deaf site.

The proposed RAC rooms which east facing windows, are setback 7.15m from the eastern boundary, therefore are setback greater than the requirements for areas coded both below and above R50.

The proposed RAC living areas are setback 5.65m from the eastern boundary, which although is less than the required setback for areas coded R50 or lower, is still greater than the 4.5m setback required for areas coded higher than R50. Additionally, screening is proposed to approximately 70% of the east facing glazing to restrict views to any future development on the adjacent WA School for Deaf site. As such, the proposed development will not create any overlooking or privacy issues on future development in the WA School for Deaf site.

Furthermore, the proposed development is compliant with the boundary setbacks required in the Masterplan, as identified in **Table 2**.

Street Surveillance

The proposed development provides a very high level of street surveillance through the 3-4 storey built form which fronts Gibney Street and Marine Parade, and 5 storey fronting Warton Street.

Sight Lines

The proposed development provides appropriate sight lines at the entrances to the site from Warton and Gibney Streets.

Building Appearance

The proposed building appearance is consistent with the intent of the Wearne Master Plan and LPP No. 2.

Landscaping

The site includes a high degree of landscaping including the street verges, heritage gardens and internally within the site in accordance with the requirements of the Master Plan and LPP No. 2.

Car Parking

The proposed development provides parking generally in accordance with the requirements of the Master Plan and LPP No. 2. This has been discussed further in **Table 4**.

Bicycle Parking

The R-Codes requires 1 bay per 3 multiple dwellings and 1 visitor bay per 10 dwellings. Within the ILU's each residence has a proposed 6m² storeroom, 2m² larger than the required 4m² store, which is to cater for individual bicycle storage for each resident. Allowance for 8 required ILU visitor bicycle bays are proposed to the Gibney street verge, with an additional 6 bicycle bays for commercial use, and a further 6 bicycle bays to the RAC for visitors to this facility.

Within the RACF carpark, 10 staff bicycle parking bays are included with end of trip facilities adjacent staff change rooms. These facilities will encourage staff to travel to work on their bike, which would further reduce the requirement for Residential Aged Care staff parking.

4.5 COMPLIANCE WITH DRAFT STATE PLANNING POLICY 7.3 – APARTMENT DESIGN POLICY

The proposed development aligns with the general intent of State Planning Policy 7.3. The proposed development has been designed in accordance with the 10 Design Principles nominated in the draft SPP 7.3, as demonstrated below:

Context and Character

Inspired by its coastal setting and surrounding characteristics and typologies, the Wearne development responds to its location and is designed to integrate into the residential surrounds through the breakdown of the building mass, and careful consideration of scale and massing for each of its differing frontages.

The proposal directly addresses the public domain which is greatly enhanced with the inclusion of street front commercial facilities, and significant public garden area, both which encourage community interaction with the development and its residents, as well as including improved pedestrian access and verge improvement around the site.

The development steps down the sloping site, which breaks up the built form and mass down Gibney street. The proposal softens the built form through curved landscaped podiums, building articulation, and stepped massing to Marine Parade, creating a dynamic and respectful built form and scale that reflects its coastal setting and seeks to enhance the identity of the area.

The significant garden area to the South West of the site is retained and enhanced celebrating the existing significant heritage building, which in the updated proposal is opened up to all sides so as to be viewed 'in the round'. This is a positive advancement from the masterplan report where there were buildings planned to adjoin the heritage building. The adjacent development respectfully harnesses and celebrates the heritage building which becomes the heart of the development, housing both resident and community uses.



Figure 7 Perspective Corner of Marine Parade & Gibney Street.

Landscape Quality

Landscape forms an important and integral part of the proposal. Significant courtyard spaces are created throughout, separating built forms enabling good solar access and cross ventilation through-out the project. The proposal includes multiple elevated garden areas creating rich and varied communal and public open spaces.

The interface with the public domain is greatly improved through improved verge treatments to Gibney and Warton St with proposed dedicated pedestrian path connecting the greater community, train and bus routes to the beach. Natural coastal inspired landscape is envisaged throughout not only providing a waterwise approach, but being strongly identifiable as 'of its' place'.

The significant heritage garden area retained to the south west of site are to be enhanced and pedestrianised, both improving public and resident amenity, and encouraging walkability and permeability of the site.

Access points and entries are broken up throughout the site, reducing their impact at any one location.

Biophilic principles are integrated thought the scheme, with landscape being integrated through the entire development at multi levels rather than simply at the ground plane. This can be seen through elevated gardens throughout the RAC and ILU's, exemplified by the inclusion of a roof top pool, designed to have strong solar access, protected from the sea-breeze by flanking ILU's and offering oceanward views through the communal rooftop lounge.

These principles aim to 'improve the quality of life' and foster a nurturing environment for both resident and public that share the development.

Further reference to landscape can be found in the Landscaping Plan in **Appendix J**.

Built form and Scale

Built form and scale have been carefully considered through the consultation process, with the results documented in the masterplan report. This report was endorsed and has been adopted as the basis for LPP 2. The proposed development closely aligns with the prescribed requirements of the LPP, as demonstrated throughout this document.

The provisions of the policy take into account the complex nature of the site, such as considerations of land slope and retention and enhancement of the significant heritage building and gardens, which are a large area to the centre and south west of the site.

Building mass is broken down to create courtyard spaces, which provides a strong passive solar design approach.

Tiered forms step down Gibney street, with an appropriate scale and mass, with an additional setback to Marine Parade upper floor as prescribed to reduce visual impact on Marine Parade.

The Residential Aged Care building addresses Warton Street, and whilst being one storey taller, the structure occupies only approximately 20% of the Warton Street frontage, and cuts back into the natural slope of the site towards the North, containing basement parking and Back of House facilities discretely.

The built forms are further softened through organic elements, seen in the podium and balcony forms with subtle reference carried through in roof lines, softening the overall built form. These elements respond to the coastal location, referencing sand dunes, reefs, marine forms and help create a nurturing environment for its residents.



Figure 8 Perspective Corner of Marine Parade & Gibney Street.

Functionality and Build Quality

The footprint of the development is broken down into smaller built components, which creates courtyards that provide many and varied opportunity for resident interaction, and ease of use. Courtyard spaces are seen to be flexible community spaces, with the intension to change over time to respond to residents personalising and contributing to the spaces. Similarly, this is also envisaged for the significant public accessed heritage garden area to the south west.

The masterplan layout is quite permeable, supporting positive human interactions and 'moments' throughout the site. Interaction with the greater community is also fostered throughout the scheme, with publicly accessible heritage gardens and the introduction of a restaurant / café and exhibition / gallery space at street level fronting Marine Parade, as well as a Medical Centre all of which serve to activate the street and encourage community and resident interaction.

The materials used will be robust and high quality, especially in consideration of the site's coastal location.

Floor to floor heights are generous allowing high ceilings throughout the apartments and RAC.

Services are integrated within the scheme to minimize visual impact. All ILU services such as A/C are planned to be below roof levels to minimise visual impact looking over the development. Majority of services to the RAC are also at lower levels with only a minimal amount required at roof level as indicated in attached drawings. These are kept to the easternmost section of the RAC to prevent visibility from surrounding streets.



Figure 9 Perspective of Gibney Street built form tiering down the site.

Sustainability

The design adopts strong passive environmental design approaches, achieved by the breakdown of building mass and configuration of the building elements. The layout provides very good solar and daylight access throughout the entire development, also allowing for good natural cross ventilation reducing the developments overall power needs.

The built form is arranged to create courtyards protected from the prevailing Seabreeze and maximize northern aspect where possible.

The RAC facility opens up to multiple courtyards spaces providing positive interface with outdoors, good solar access and general amenity.

Energy efficiency approaches are being adopted, such as a significant solar array to cater for the bulk of the facilities energy requirements. Sustainable building materials will be considered through detailed design, with strong consideration of the project's coastal location.

The use of native coastal friendly planting, landscaping also creates a more passive water sensitive approach to the development.

Amenity

Significant amenity has been provided within the proposed development;

- Commercial facilities to Marine Parade, including café / restaurant, exhibition / gallery space and medical centre offering allied services for the Residents as well as the greater community. This supports intergenerational interaction, a strong positive for the development.
- The café is intended for use by both residents and general public, providing a true opportunity to foster community interaction with the facilities residents.
- Significant south western heritage gardens are retained and improved, with removal of any cars to the publicly accessible parklands. The gardens retain views to and from the existing heritage building, but also significantly contributes to both the resident and public amenity for the district.
- The lower level of Heritage building is intended for use by 'artists in residence', combined with studio workshop spaces. These areas face the parkland and can hold classes for the aged care residents, helping encourage broader community interaction.
- Pathways access is provided for the full extent of Gibney and Warton Street verges, providing improved amenity and connectivity for the neighbourhood and transit lines

The overall layout and breakdown of built form also provides visual access and amenity for each apartment, with access to either the northern Gibney Street and ocean view, western Marine Parade ocean view and courtyard or garden aspects each offering differing spaces and qualities.

Area allowances for the ILU apartments are generous, exceeding the recommended sizes of SPP 7.3, with a high design standard. Apartments are separated linked with covered external walkways, allowing good cross ventilation to living areas, and throughout where possible.

Legibility

The pedestrian movement and legibility / permeability of the scheme have been key to the planning principles adopted. Cars are located to basements with pedestrian and courtyard spaces prioritized throughout. Points of entry are clearly defined, with generous courtyard spaces between.

The ILU walkway system provides legible wayfinding and positive resident interaction, providing ease of movement throughout the scheme for resident access to their respective apartments, also allowing serviced delivery to all areas from the centralised 'back of house' area.

The RAC is designed with a clear hierarchy of space also, beginning with the atrium style entry point with a void connecting through all levels. This central area also provides a breezeway space between the two wings of the aged care, creating smaller households of 16 residents to each wing, a total of 32 residents for each floor.

The arrival and lobby lounge are sited overlooking the main gardens and ocean aspect.

At each level, there is visual connection east and west, as well as to each level connecting not only residents on each level but to the greater views from the site. Common areas are centrally located providing a hub to each level.

Each wing then has its own internalised courtyard environment, with a central light well providing visual connection across each floor and bringing natural light into the heart of each zone.

Safety

Security and safety are an important aspect of design for Aged Care. The design has achieved this with the creation of secure courtyard areas, with vertical separation from the public domain.

This is achieved through a series of elevated ground planes;

- ILU's - internal courtyards have been created above the basement / Marine Parade level, with controlled defined secure access points.
- RAC – Podium creates a secure landscape level for dementia residence, separated by one level vertically from the public / arrival level below.
- Upper levels of aged care have breakout and courtyard access, secure by level to level separation
- Layout provide strong passive surveillance throughout, with the inclusion of CCTV to public areas within the RAC.

Safety will also be an important consideration through the design development, and construction stages.

Community

Community interface has been an important design consideration from the inception of the masterplan. The design looks to foster and encourage interaction of residents with the broader community, which has strongly informed the design as previously noted in the description of amenity provided above.

The scheme supports diverse, and intergenerational interaction through the provision of public accessible parklands, facilities, including medical centre. It also offers a broad range of aged care dwelling products, allowing residents to truly 'age in place'.

Aesthetics

The Design incorporates a common palette of materials between the ILU's and RAC to create a harmonious and coherent outcome. Subtle and coastal inspired materials, such as of limestone feature blade walls complement the schemes coastal setting, balanced with robust materials with required durability (refer to Material Palette included in **Appendix C – Development Application Plans**).

Simplicity and elegance of built forms are softened by the subtle use of curves to podium, balcony and roof forms also reflecting its coastal location, and creating a nurturing environment within.

Contributing to a 'sense of place', the design is specifically tailored to its site and locality, providing an elegant and coherent development.



Figure 10 Perspective of Site Entrance.

4.6 STAGING AND IMPLEMENTATION

The redevelopment will proceed as a single development application with multiple construction stages. The initial stage of construction (stage 1a) will include the construction of the Residential Aged Care building and a number of Independent Living Units situated along the eastern portion of the site, and a small unoccupied area of the heritage building. The existing care facility, including the resident occupied portion of the heritage building, will remain in operation during this stage of construction to provide continuity of care to the existing residents. At the completion of stage 1a the existing Wearne residents will transition into the new aged care accommodation. This construction stage has reduced in size from that noted within the Master Plan to maintain existing infrastructure in place, provide adequate separation from the construction, and reduce the risk of disruption to residents and staff during the redevelopment. The reduced size of this stage has also provided improvements to the built-form, and reduced the development's impact on the heritage building, to that proposed in the Master Plan.

The subsequent construction stage (stage 1b and 1c) will occur following the transition of residents into the new care facility. This stage will provide the balance of Independent Living Units, the ancillary/non-residential areas along Marine Parade, and the balance of the heritage building refurbishment, providing communal space and support spaces for the resident community. Although intended to be constructed in a single construction stage, the long-term nature of the redevelopment and uncertainty around the apartment market necessitates that the design is flexible to deliver this stage in two smaller construction stages (stage 1b and 1c) if required.

The stages are identified in Figure 11 below, with Stage 1a shown in red and Stage 1b and 1c shown in blue.

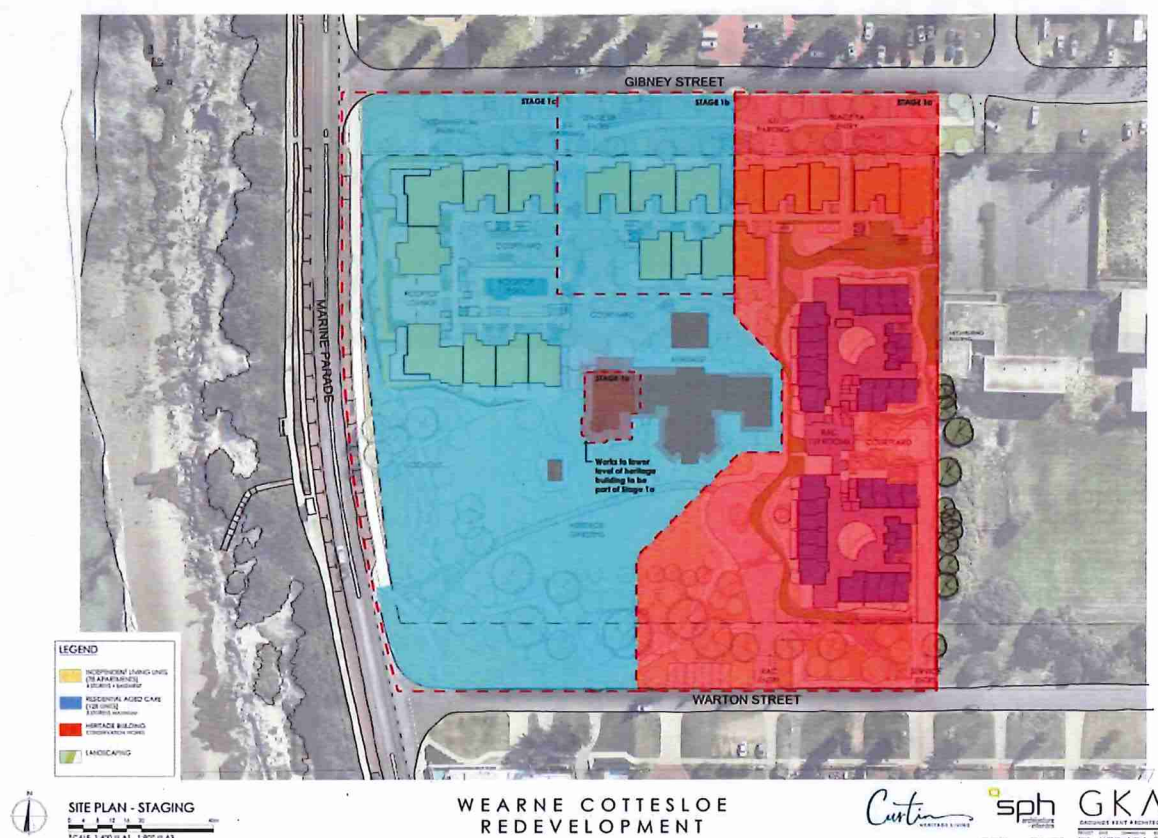


Figure 11 Proposed Staging Plan

5 STAKEHOLDER AND COMMUNITY CONSULTATION

Curtin Heritage Living has engaged extensively with the key government agencies, the landowner group and the local community throughout the process of formulating the Master Plan for the site. A summary of the consultation is outlined below.

Town of Cottesloe

Curtin Heritage Living and its consultants have appraised the Town of Cottesloe of progress on the planning process and Master Plan formulation for the site and briefed Council at the 6th June 2017 Briefing Forum and the 20th June 2017 Agenda Forum, which:

- Summarised the community consultation Vision Workshop Outcomes, Design Scenarios Workshop Outcomes and provided an overview of the Preferred Scenario; and
- Outlined the future formal phases of the project including scoping the potential planning methods and processes involved.

A revised planning framework analysis was subsequently submitted for Council's consideration.

Planning Approval Framework

On 25th July 2017 a further presentation was made to Town of Cottesloe Council outlining the proposed revised planning framework having regard to Local Planning Scheme No. 3 and the Planning and Development Regulations 2015. Concurrently, the Department of Planning, Lands and Heritage were consulted to confirm the proposed revised planning framework was consistent with their interpretation and also acceptable to the Department. The Town of Cottesloe, subsequently resolved to accept a local planning policy incorporating the agreed Master Plan rather than a structure plan, subject to the Master Plan having undergone extensive community consultation prior to Council's consideration.

Design Advisory Panel

The draft Development Application plans and Development Application report was referred to the Town of Cottesloe Design Advisory Panel (DAP) on the 29th March 2019, prior to the formal lodgement of the Development Application. Feedback received from the DAP was taken into consideration and resulted in the following modifications to the Development Application:

- Movement of the Gibney Street Crossover

The Town of Cottesloe's DAP considered that the commercial carpark entry into the basement off Gibney Street appeared too close to Marine Parade and may be better located eastward to allow for more north-facing café / restaurant alfresco area.

Comment

There are 3 major constraining factors in moving the crossover too far east;

1. There is an existing Norfolk pine tree to the verge located 5.4m from the originally proposed crossover location. The preference is to retain the existing verge Norfolk.
2. Gibney Street rises eastward up the hill, making it increasingly difficult to achieve clearance for basement access for waste vehicles if required. East of the existing Norfolk pine tree would not achieve the required ramp of clearance.
3. Any extension of café / restaurant alfresco eastward would be increasingly below ground level.

In addition, Cardno Traffic Consultants has been engaged to determine if there are any traffic safety and design issues associated with the proposed driveway location and they have advised that based on an assessment against AS2890.1, Clause 3.2.3 Access driveway location, the proposed location is acceptable. On the basis the driveway is servicing less than 25 parking bays, and fronting a local street, it can be categorized as an Access Facility Category One. According to this standard, no driveway should be located within 6m of the tangent point of the property boundary/verge. In this instance, the driveway is well over the 6m from the tangent point, which satisfies this requirement.

Design Response

In response, and following design review, it is proposed to relocate the crossover 2.5 m eastward to retain the existing Norfolk pine tree (now 2.9 m from edge of crossover) and enable clearance for basement access (refer **Attachment 2 – Crossover Location**). We have shown the previously submitted location dashed, as well as the existing crossover that exists currently on site for reference (in light grey hatch).

This has increased the north facing alfresco frontage by 2.5 m to be approximately 25 m in total from the boundary.

- **Recess of Roller Grille**

The DAP considered the proposed roller door may detract from the frontage of the building, and there may be a conflict of traffic movement between cars and trucks on site.

Design Response

In response to the DAPs concern, it is proposed to recess the roller grille a further 2.7 m into the site, where it will be located at the bottom of the ramp. The grille will be open and transparent in style and only closed in the evenings. The proposed location of the roller grille is recessed under the building by 3.4 m, which is 5.8 m from lot boundary + 16 m wide verge, with improved landscaping to either side. By re-aligning the driveway to match the parking aisle, the loading bay is out of the line of travel in or out of the basement, alleviating traffic conflicts. Please note however, that in order to allow a truck to manoeuvre into the loading zone from the new driveway we have had to reduce the total number of bays provided in this location by one car bay, so that we now only have 20 commercial parking bays (including the ACROD bay). To partially offset this, we have added three motorcycle bays adjacent to the loading area.

A letter was subsequently provided to the Town of Cottesloe to detail the design response and consideration given to the DAPs comments.

Landowner Engagement

Curtin Heritage Living and its consultants having been working with the land owners, the Towns of Cottesloe, Claremont, Mosman Park and the Shire of Peppermint Grove to satisfy the requirements of the Lease Agreement in relation to formulation of a Master Plan for the site. This has involved various meetings with the CEOs of the four Councils' to confirm and agree a process to obtain support for the Master Plan being suitable to proceed to advertising. Presentation of the Draft Master Plan to each of the Councils' elected member groups occurred during the month of September 2017. Curtin Heritage Living has continued to engage with the landowners during the design development, and all four landowning councils authorised the Application for Development Approval in May 2019.

State Heritage Office

Consultation with the State Heritage Office was conducted in September 2018 concerning the Master Plan intent for the site and to identify any areas of concern in relation to heritage matters. Preliminary Master Plan information was issued to the State Heritage Office and referred to the Heritage Council's Development Committee. Preliminary feedback was provided by the State Heritage Office in November 2017 and was generally supportive of the proposal.

During the development of the design, an additional briefing was conducted with the State Heritage Office officers in November 2018. The briefing provided a summary of the proposed changes to the Heritage significant buildings and elements, as well as an overview of the proposed development. The State Heritage Office remained supportive of the development and await the submission of the Development Application and referral from the Town of Cottesloe as part of the statutory process.

Department of Planning, Lands and Heritage

The Department of Planning, Lands and Heritage was consulted by both the applicant and the Town of Cottesloe regarding the revised planning framework discussed in **Section 2.2.3**, including the preparation and adoption of the Wearne Master Plan rather than a Structure Plan. The Department of Planning, Lands and Heritage confirmed their support for this approach.

Community Consultation

Curtin Heritage Living undertook a voluntary engagement process with the interested members of the local Cottesloe community, neighbouring residents on Gibney and Warton Streets and existing care residents and their families to inform the Master Plan formulation phase. A summary of this process is outlined below.

Visioning Workshop

A Visioning Workshop was held as the first phase of the community's involvement (non-statutory) in the redevelopment of Wearne Cottesloe. A total of 22 attendees participated in the Visioning Workshop. The workshop involved two exercises: the first involved identifying the existing site assets, values and key considerations to inform the future development; and the second required participants to consider and provide input into draft design principles. The design principles were generally supported by the community and will assist in informing formulation of the development application.

Design Scenarios Workshop

A Design Scenarios Workshop was the second step of the community's involvement in the redevelopment of Wearne Cottesloe. The purpose of the Design Scenarios Workshop was to present the design process and evolve a preferred design scenario for the redevelopment of Wearne Cottesloe.

Presentation of Master Plan

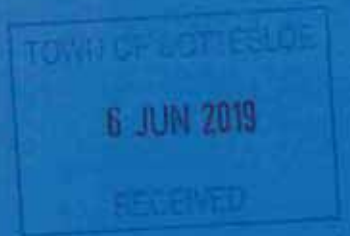
The Master Plan was informed by and aligned with the site assets and values, key design considerations and preferred design principles identified by the attendees at the Visioning Workshop, and refined at the Design Scenarios Workshop.

6 CONCLUSION

This application demonstrates that the proposed development comprising retirement living, residential aged care accommodation and incidental uses are consistent with the Town's planning framework including:

- Town of Cottesloe LPS 3;
- Approved Wearne Master Plan
- Town of Cottesloe Local Planning Policies.

It is requested that the application be forwarded to the Metro West JDAP and development approval is issued for the proposed development. We look forward to working with the Town of Cottesloe to achieve the development approval on the subject site.



APPENDIX A PLANNING APPLICATION FORMS AND CHECKLIST



6 JUN 2019

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DAP FORM 1

Notice of Development Application to be Determined by a Development Assessment Panel

Planning and Development Act 2005

Planning and Development (Development Assessment Panel) Regulations 2011 – regulations 7, 10 and 21

Application Details


To	Name of local government and/or Western Australian Planning Commission Town of Cottesloe	
Planning Scheme(s)	Name of planning scheme(s) that applies to the prescribed land Town of Cottesloe Local Planning Scheme No. 3	
Land	Lot number, street name, town/suburb 555 Gibney Street, Cottesloe	
Certificate of Title (provide copy)	Volume Number 2704	Folio 97
	Location Number	Plan / Diagram Number 62538
Details of development application made to responsible authority	Summary of Proposal Aged care facility comprising independent living units, residential aged care accommodation and ancillary uses	
Development Use	Residential / Commercial / Industrial / Rural / Mixed Use / Other Ages Persons Dwelling, Nursing Home, Cinema / Theatre, Medical Centre, Restaurant / Cafe, Exhibition centre (Gallery), Community Purpose	
Estimated cost of development (GST Exc)	\$94 million	

Part A – Acknowledgement by Applicant and Landowner

Mandatory Application	<input checked="" type="checkbox"/> I give notice that I understand that this is a mandatory Development Assessment Panel application (regulation 5)
Optional Application	<input type="checkbox"/> I give notice that I have elected to have the development application that accompanies this form determined by a Development Assessment Panel (regulation 6)
Delegated Application	<input type="checkbox"/> I give notice that I understand that this is an application of a class delegated to a Development Assessment Panel for determination (regulation 9)

Applicant Details (to be completed and signed by applicant)

- By completing this notice, I declare that all the information provided in this application is true and correct.
- I understand that the information provided in this notice, and attached forming part of the development application will be made available to the public on the Development Assessment Panel and local government websites.


Name	Samantha Thompson, Director	
Company	Taylor Burrell Barnett	
Address	Street Number/PO Box number, street name, suburb, state, postcode PO Box 7130 Cloisters Square WA 6850	
Contact Details	Email samantha@tbbplanning.com.au	Phone 92264276
Signature		Date 13.02.19

Landowner Details (to be completed and signed if landowner is different from applicant)

- By completing this notice, consent is provided to submitting this application.
- If there are more than two landowners, please provide all relevant information on a separate page.
- Signatures must be provided by all registered proprietors or by an authorised agent as shown on the Certificate of Title.
- Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.
- Companies, apart from sole directors, are required to provide signatories for two directors, a director and the company seal or a director and a company secretary.

Company (if applicable)	Refer to landowner details on Attachment 1.	
Contact Details	Email	Phone
Address	Street Number/PO Box number, street name, suburb, state, postcode	
Name/s		
Title/s	Landowner/Sole Director/Director (2 signatures required)	Additional Landowner/ Director/Secretary (if applicable)
Signature/s		
Date		

Part B – Acknowledgement by Local Government

Responsible Authority	<input checked="" type="checkbox"/> Local Government (LG) <input type="checkbox"/> * Western Australian Planning Commission (WAPC) <input type="checkbox"/> * Dual – Local Government and Western Australian Planning Commission <input type="checkbox"/> Building Management and Works (Department of Finance) – <i>Public Primary School Applications</i>	
* WAPC/DUAL reporting details	If WAPC or DUAL is selected, please provide details of relevant provision (or within covering letter)	
Fees for applications (DAP Regulations - Schedule 1)	\$ 44,682 Amount that has been paid by the applicant \$ 10,486 Amount to be paid by local government (delegated applications only - regulation 22)	
Statutory Timeframe (regulation 12)	<input type="checkbox"/> 60 days (advertising not required) <input checked="" type="checkbox"/> 90 days (advertising required or other scheme provision)	
LG Reference Number	3857	
Name of planning officer (Report Writer)	ED DREWETT	
Position/Title	COORDINATOR STATUTORY PLANNING	
Contact Details	Email	Phone
	S90@CITYS10E.WA.GOV.AU	92855041
Planning Officer's Signature		Date
		6.6.19

Please refer to the Guidance Note: Lodging a DAP Application for further information.



Metropolitan Region Scheme Form 1 Application for Planning Approval



Owner/s details

Registered proprietor/s (landowner/s) or the authorised agent's details **must** be provided in this section. If there are more than two landowners please provide all relevant information on a separate page. Signature/s must be provided by all registered proprietors or by an authorised agent. **Alternatively**, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.

Full name Refer to Attachment 1

Company/agency (if applicable)

ACN/ABN (if applicable)

Postal address

Town/suburb

TOWN OF COTTESLOE

6 JUN 2019

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Postcode

Signature

The landowner/s or authorised agent consents to the applicant submitting this application

Date

Print name and position

(if signing on behalf of a company or agency)

Applicant details

Name/company Taylor Burrell Barnett

Contact person Samantha Thompson, Director

Postal address PO Box 7130

Town/suburb Cloisters Square WA

Phone 9226 4276

Email samantha@tbbplanning.com.au

Postcode 6850

Applicant signature

Print name and position

(if signing on behalf of a company or agency)

Date 13.02.19

Property details

Certificate of title description of land:

Plan or diagram 62538

Lot No 555

Vol 2704

Location No

Folio 97

Certificate of title description of land:

Plan or diagram

Lot No

Vol

Location No

Folio

Title encumbrances (e.g. easements, restrictive covenants)

Condition Tenure Land, 3 Memorials, Lease (refer CT)

Locality of development (house no., street name, suburb, etc)

1 Gibney Street, Cottesloe

Nearest street intersection

Marine Parade

Existing building/land use

Aged Care Facility

Description of proposed development and/or use

Agers Persons Dwelling, Nursing Home, Cinema / Theatre, Medical Centre, Restaurant / Cafe, Exhibition centre (Gallery)

Nature of any existing buildings and/or use

Aged Care Facility

Community Purpose

Approximate cost of proposed development (excl. gst) \$

94 million

Estimated time of completion

Office use only

Acceptance officer's initials

Date received

Local government reference No.


Commission reference No.

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.



Town of Cottesloe

Application for Development Approval

Owner details		
Name: Refer to landowner details on Attachment 1.		
Name:		ABN if applicable:
Address:		
Work phone:	Mobile:	
Home phone:	Fax:	
Email:		
Contact person for correspondence:		
Signature:		Date:
Signature:		Date:
The signature of the owner(s) is required on all applications. This application will not proceed without such signature(s). For the purposes of signing this application an owner includes the persons referred to in the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Schedule 2 clause 62(2).		
Applicant details (if different from owner)		
Name: Taylor Burrell Barnett		
Address: PO Box 7130 Cloisters Square WA		
Work / Home phone: 9226 4276		Mobile: 0419 937 320
Email: samantha@tbbplanning.com.au		
Contact person for correspondence: Samantha Thompson, Director		
The information and plans provided with this application may be made available by the local government for public viewing in connection with the application.		Yes <input type="checkbox"/> No <input type="checkbox"/>
Signature: 		Date: 13.02.19.

Property details			
Lot No: 555	House/Street No: 1	Location No:	
Diagram or Plan No: 62538	Certificate of Title – Volume: 2704 Folio: 97		
Title encumbrances (eg easements, restrictive covenants): Refer Certificate of Title			
Street Name: Gibney Street		Suburb: Cottesloe	
Nearest street intersection: Warton Street			
Proposed development			
Nature of Development:	Works <input type="checkbox"/>	Use <input type="checkbox"/>	Works & Use <input checked="" type="checkbox"/>
Description of proposed works and/or land use: <small>Ages Persons Dwelling, Nursing Home, Cinema / Theatre, Medical Centre, Restaurant / Cafe, Exhibition centre (Gallery), Community Purpose</small>			
Is an exemption from development claimed for part of the development?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
If yes, is the exemption for:	Works <input type="checkbox"/>	Use <input type="checkbox"/>	
Description of exemption claimed (if relevant):			
Nature of existing buildings and/or land use: Aged care facility			
Approximate cost of proposed development (Excluding GST): \$ 94 million			
Estimated time of completion:			
Office use only			
Date received: 6-JUNE-2019	Fee: \$ 44,682		
Application No: 3857	Receipt No: 178343		
Acceptance Officer's initials <i>EL</i>			

*** REPRINT ***

ABN #19824630520
Town of Cottesloe
PO Box 606
COTTESLOE WA 6011
Ph 08 9285 5000 Fax 08 9285 5001
Email: council@cottesloe.wa.gov.au
Web: www.cottesloe.wa.gov.au

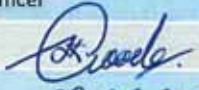
Date 06/06/2019 15:33
Receipt 0017834340000 Terminal 9:152
Curtin Heritage Living
1 Gibney Street
COTTESLOE WA 6011

	Amount
Tendered	
Other	44682.00
Change	0.00

Attachment 1 - Landowner Details
Development Application - Lot 555 Gibney Street, Cottesloe

Company (if applicable)	Town of Cottesloe	
Contact Details	Email: ceo@cottesloe.wa.gov.au	Phone: 9285 5000
Address	PO Box 606, Cottesloe WA 6911	
Name/s	Mr Mat Humfrey	
Title/s	Chief Executive Officer	
Signature/s		
Date	26 May 2019.	

Company (if applicable)	Town of Claremont	
Contact Details	Email:	Phone: 9285 4300
Address	PO Box 54, Claremont WA 6910	
Name/s	Ms Liz Ledger	
Title/s	Chief Executive Officer	
Signature/s		
Date	30-05-19	

Company (if applicable)	Town of Mosman Park	
Contact Details	Email:	Phone: 9384 1633
Address	PO Box 3, Mosman Park WA 6912	
Name/s	Mr Mark Goodlet STEPHEN GOODE	
Title/s	Chief Executive Officer	
Signature/s		
Date	29-05-2019	

Company (if applicable)	Shire of Peppermint Grove	
Contact Details	Email:	Phone: 9286 8600
Address	PO Box 221, Cottesloe 6911	
Name/s	Mr Don Burnett	
Title/s	Chief Executive Officer	
Signature/s		
Date	29/5/19	



APPENDIX B
CERTIFICATE OF TITLE



WESTERN



AUSTRALIA

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893REGISTER NUMBER
555/DP62538DUPLICATE
EDITION
3DATE DUPLICATE ISSUED
11/6/2009VOLUME
2704FOLIO
97

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 555 ON DEPOSITED PLAN 62538

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

TOWN OF CLAREMONT OF 308 STIRLING HIGHWAY, CLAREMONT
TOWN OF COTTESLOE OF 109 BROOME STREET, COTTESLOE
TOWN OF MOSMAN PARK OF POST OFFICE BOX 3, MOSMAN PARK
SHIRE OF PEPPERMINT GROVE OF 1 LEAKE STREET, PEPPERMINT GROVE
AS TENANTS IN COMMON IN EQUAL SHARES

(TF K797059) REGISTERED 12 JANUARY 2009

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. K797059 CONDITIONAL TENURE LAND. LAND SUBJECT TO CONDITIONS PURSUANT TO S75 LAA. MINISTER'S CONSENT REQUIRED TO TRANSFER OR ENCUMBER LAND. SEE INSTRUMENT K797059. REGISTERED 12.1.2009.
2. *F008999 MEMORIAL. RETIREMENT VILLAGES ACT 1992. LODGED 9.10.1992.
3. *I241990 MEMORIAL. HERITAGE OF WESTERN AUSTRALIA ACT 1990. LODGED 20.9.2002.
4. *K797060 MEMORIAL. LAND ADMINISTRATION ACT 1997. SECTION 16. REGISTERED 12.1.2009.
5. K909030 LEASE TO CURTIN AGED PERSONS HOMES INC OF 40 MARINE PARADE, COTTESLOE EXPIRES: SEE LEASE. REGISTERED 14.4.2009.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP62538.
PREVIOUS TITLE: LR3156-277.
PROPERTY STREET ADDRESS: 1 GIBNEY ST, COTTESLOE.
LOCAL GOVERNMENT AREA: TOWN OF COTTESLOE.

TOWN OF COTTESLOE

6 JUN 2019

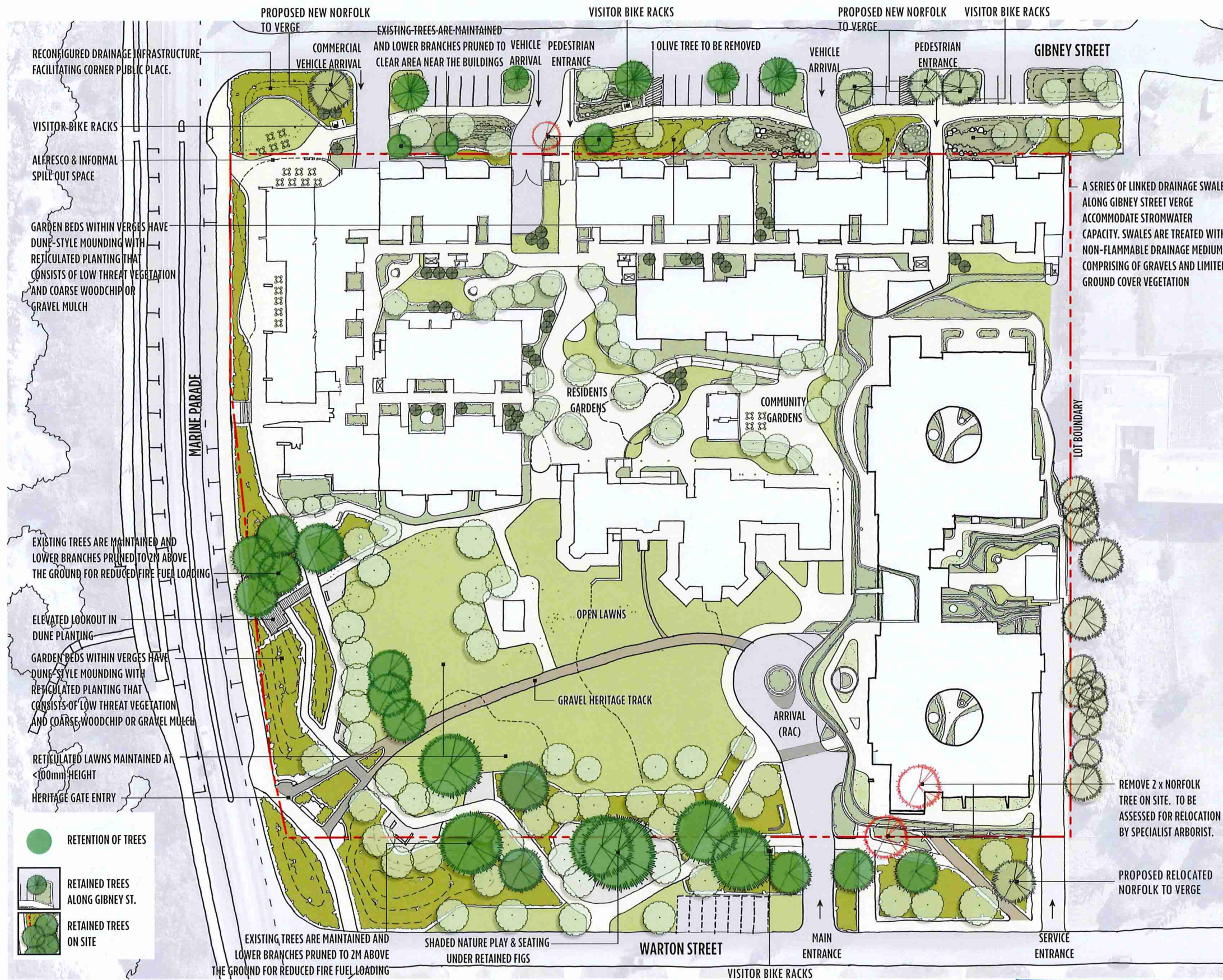
RECEIVED

TOWN OF COTTESLOE

6 JUN 2018

RECEIVED

APPENDIX C DEVELOPMENT APPLICATION PLANS



Landscape Approach
The landscape will present flowing forms through planting and paving, reinforcing natural patterns and presenting a series of linked spaces that emphasise contact with nature and natural elements. The internal gardens will be intimate responses to residents with places for informal gathering and use. The heritage setting maintains and extends broad open lawns with a gravel sweeping track referencing the original alignment. The external interfaces with the streets are fully integrated retaining existing characters.

Western public realm interface will extend coastal plant character and dune formation as an interface with Marine Parade.
Northern interface to Gibney Street will retain existing Norfolks and create a pedestrian oriented linear space.
Southern interface to Warton street to retain grass verge and enhance existing tree canopy enabling access.

All landscaping, including inner gardens will be implemented and maintained as low threat and low flammability species in accordance with AS 3959 Clause 2.2.3.2 [f] or non-vegetated in accordance with Clause 2.2.3.2 [e].



Planting Palette

Marine Parade Interface

- Trees**
- Casuarina equisetifolia
 - Xanthorrhoea
- Shrubs**
- Adenanthos Pungens 'Coral Carpet'
 - Adenanthos sericea 'Silver Streak'
 - Acacia lasiocarpa
 - Banksia ashbyi
 - Boronia megastigma
 - Boronia spathulata
 - Carpobrotus glaucescens
 - Eremophila glabra
 - Eremophila hyglomerata 'Emu Bush'
 - Spinifex longifolius



Heritage Garden

- Trees**
- Agonis flexuosa
 - Ficus acrophylla
 - Callitris preissii
- Shrubs**
- Casuarina glauca
 - Chamelaucium uncinatum
 - conostylis candicans
 - Dianella revoluta
 - Grevillea Bonnie Prince Charlie
 - Leucophyta brownii
 - Scaevola 'Purple Fanfare'



Inner Gardens

- Trees**
- Cycas revoluta
 - Metrosideros excelsa
 - Plumeria
 - Callitris preissii
- Shrubs**
- Acacia Cognata
 - Agave attenuata
 - Anigozanthos flavidus
 - Bougainvillea glabra
 - Callistemon 'Great Balls of Fire'
 - Dietes grandiflora
 - Echeveria runyonii 'Topsy Turvy'
 - Hemidra pungens



Community garden

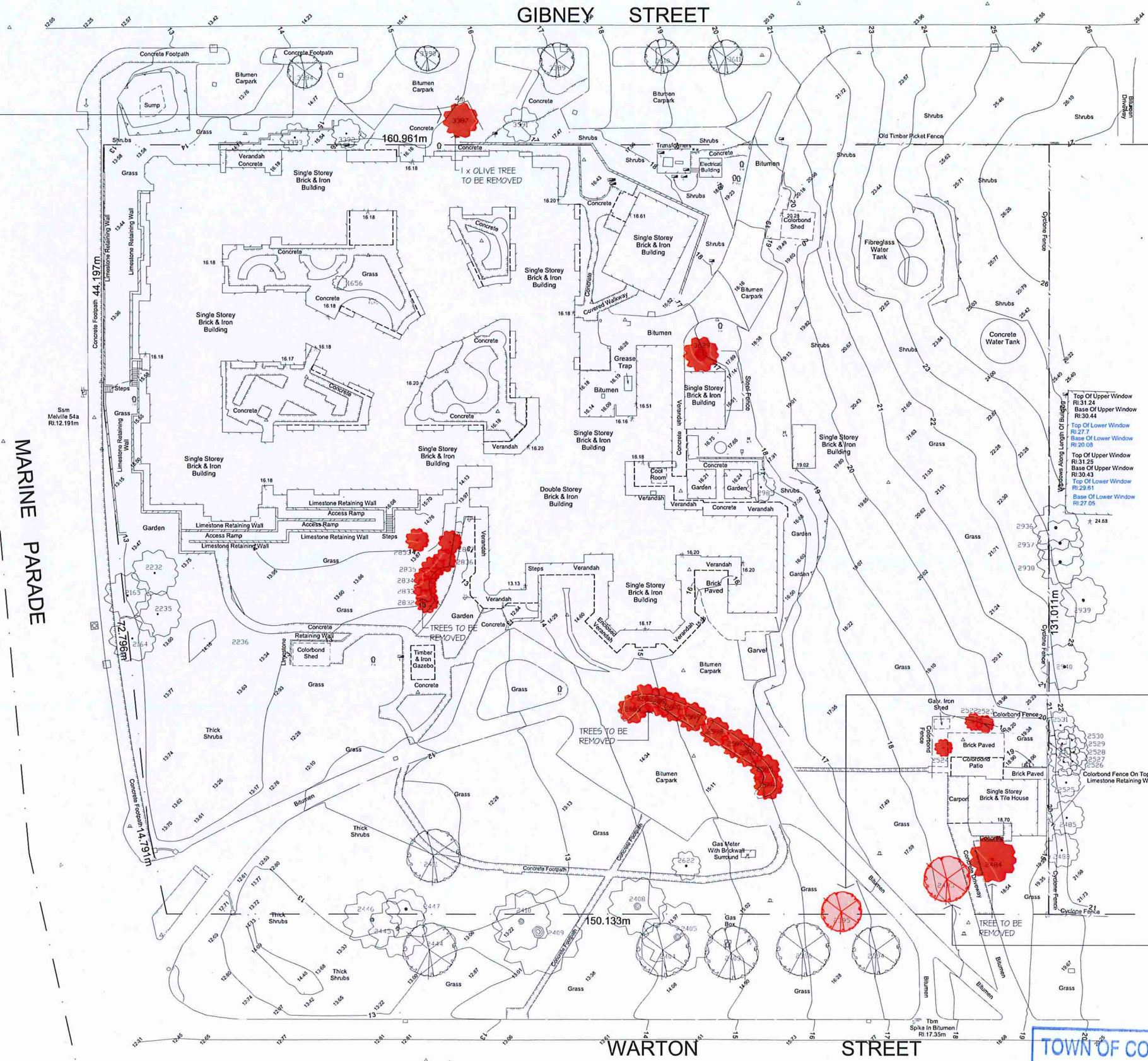
- Trees**
- Citrus paradisi
 - Olea europaea
 - Plumeria
 - Prunus 'Oakville Crimson Spire'
 - Pyrus ussuriensis

- Shrubs**
- Bellis perennis
 - Gazania linearis
 - Lavandula
 - Ocimum basilicum
 - Petroselinum crispum
 - Rosmarinus
 - Thymus vulgaris
 - Trachelospermum jasminoides





4m TALL OLIVE TREE TO BE REMOVED



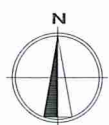
12m TALL NORFOLK ISLAND PINE TO BE ASSESSED FOR RELOCATION



15m TALL NORFOLK ISLAND PINE TO BE ASSESSED FOR RELOCATION

LEGEND

EXISTING TREES	
EXISTING TREES - NORFOLK ISLAND PINE	
TREES TO BE REMOVED	
NORFOLK ISLAND PINE TO BE ASSESSED FOR RELOCATION	



SURVEY DRAWING
TREES TO BE REMOVED

0 4 8 12 16 20 40m

SCALE 1:400 @ A1, 1:800 @ A3

WEARNE COTTESLOE
REDEVELOPMENT

Curtin
HERITAGE LIVING

sph
architecture
interiors

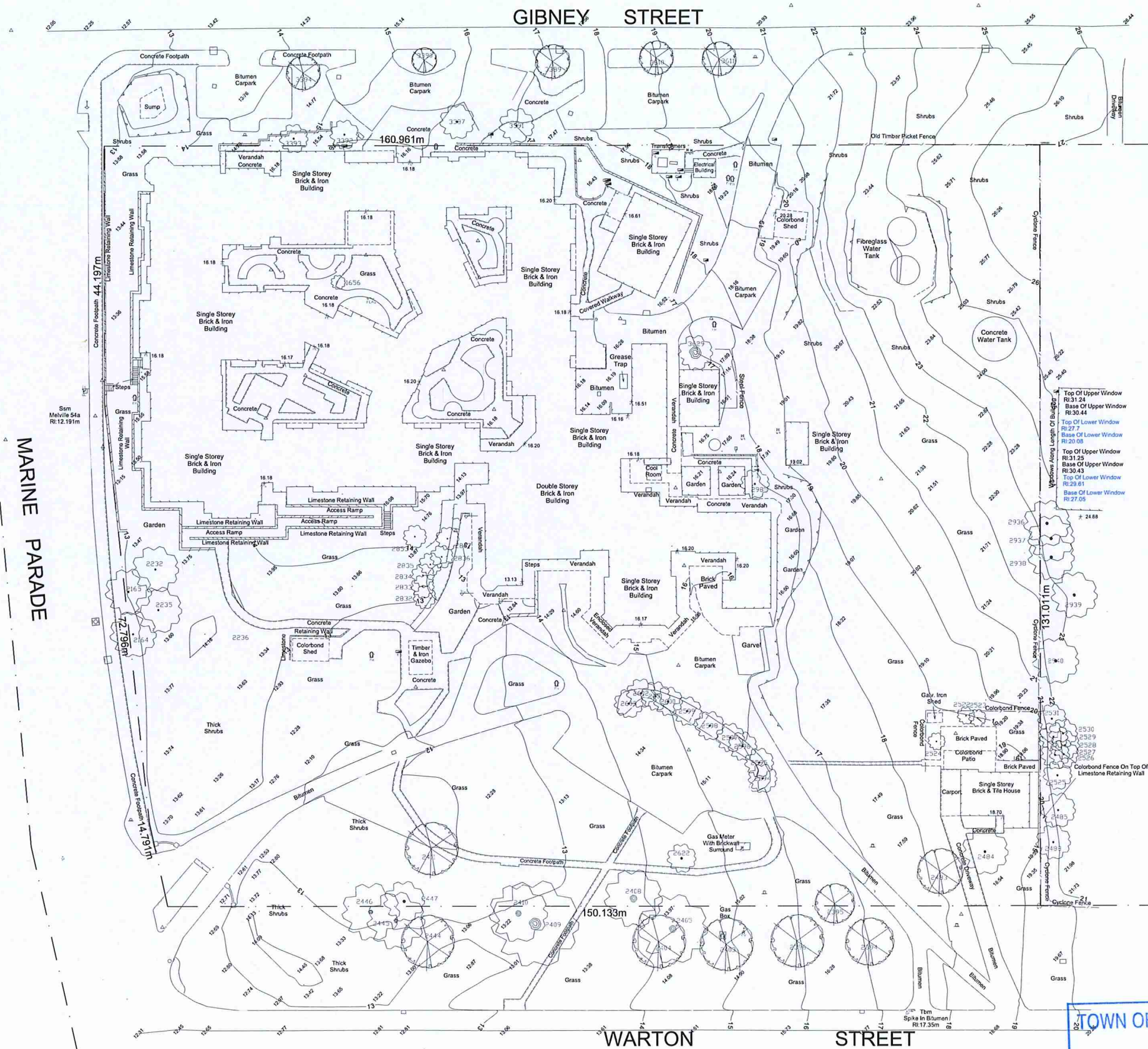
GKA
GROUNDS KENT ARCHITECTS

TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

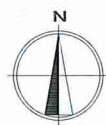
WRN_A100.DWG

31/14 06/02/19

PROJECT DATE DRAWING NO. REVISION
1610 07.02.19 L101 A



TOWN OF COTTESLOE
6 JUN 2019
RECEIVED



EXISTING SURVEY DRAWING

0 4 8 12 16 20 40m
SCALE 1:400 @ A1, 1:800 @ A3

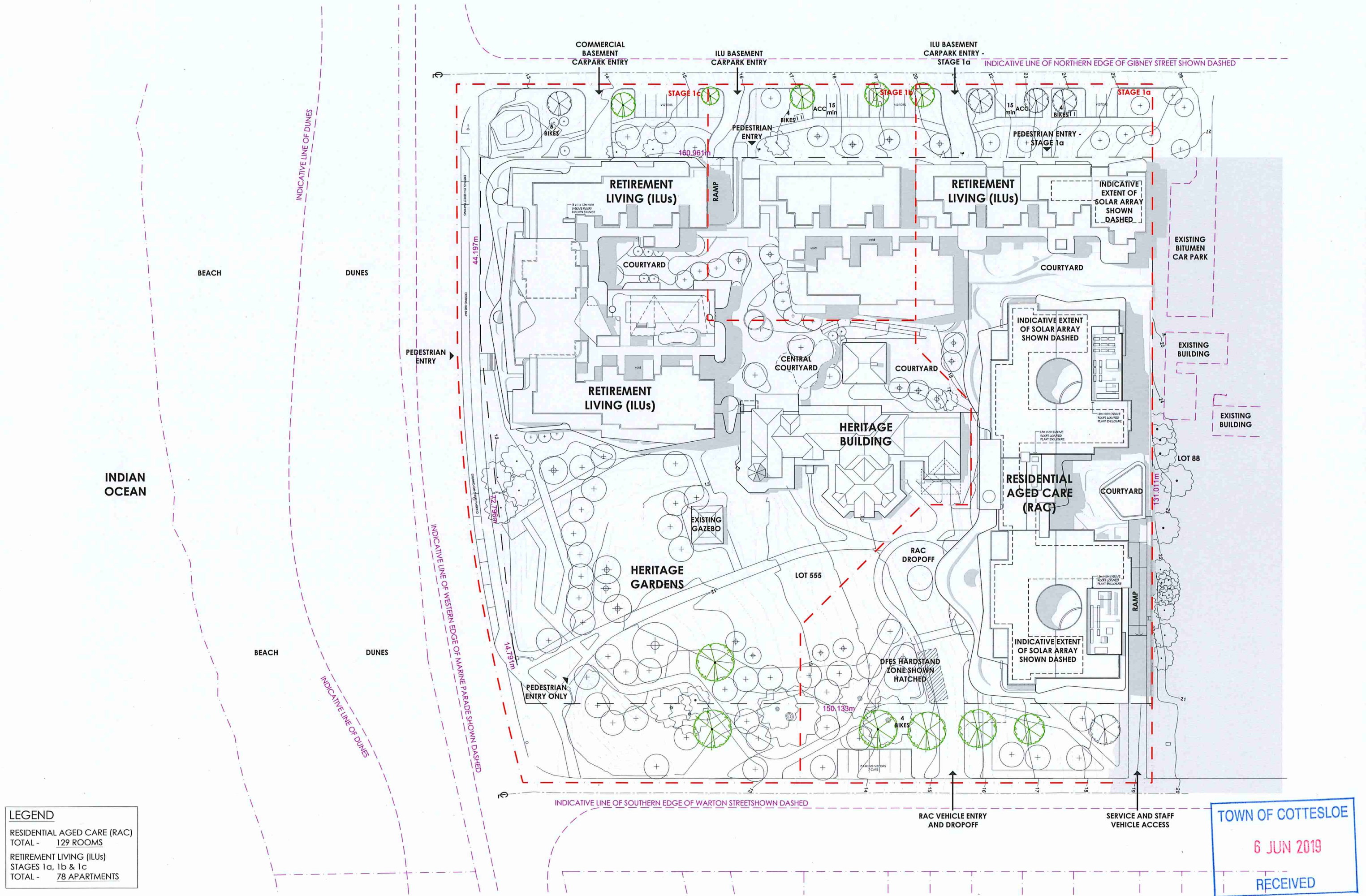
WEARNE COTTESLOE REDEVELOPMENT

Curtin
HERITAGE LIVING

sph
architecture
interiors

GKA
GROUNDS KENT ARCHITECTS

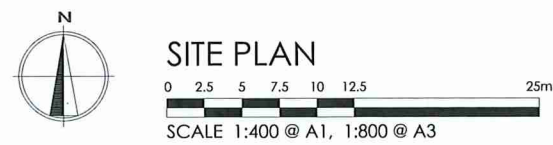
WRN_A100.DWG 5.4.29 07/02/19 1610 08.02.19 A100 C



LEGEND

RESIDENTIAL AGED CARE (RAC)
TOTAL - 129 ROOMS

RETIREMENT LIVING (ILUs)
STAGES 1a, 1b & 1c
TOTAL - 78 APARTMENTS



WEARNE COTTESLOE REDEVELOPMENT

HERITAGE LIVING

architecture interiors

FOUNDERS KENT ARCHITECTS

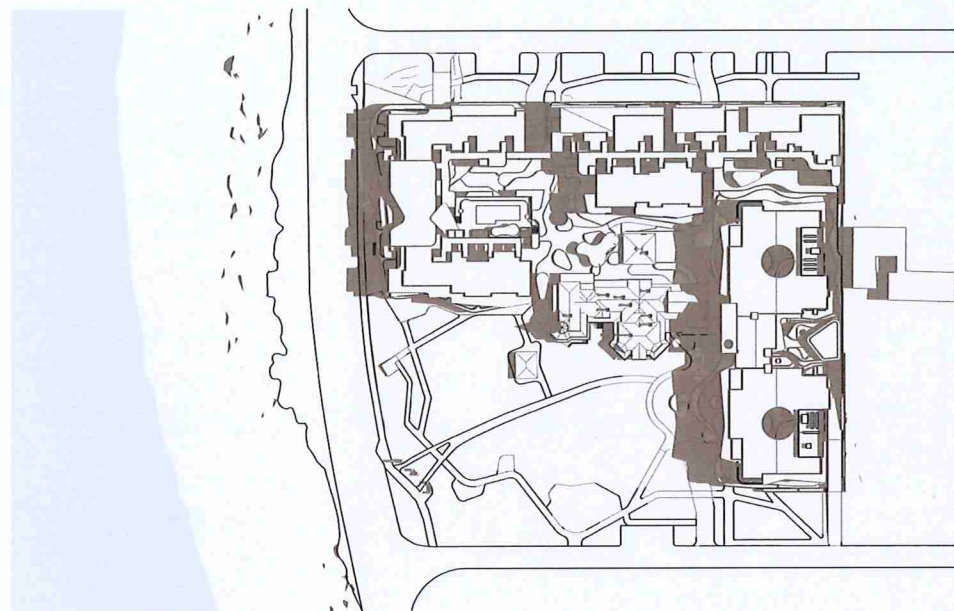
PROJECT DATE DRAWING No. REVISION

1610 15.05.19 A105 E

TOWN OF COTTESLOE

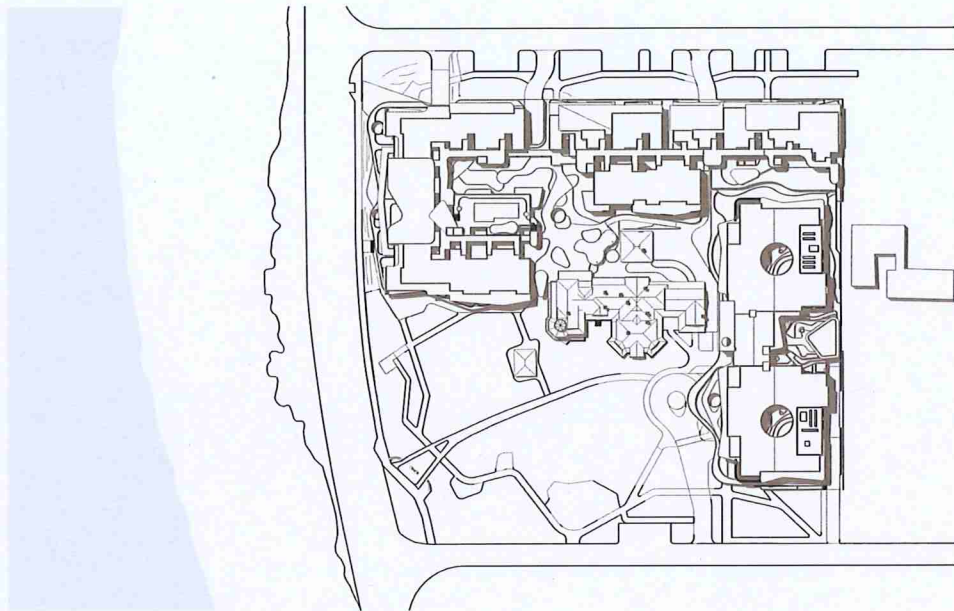
6 JUN 2019

RECEIVED

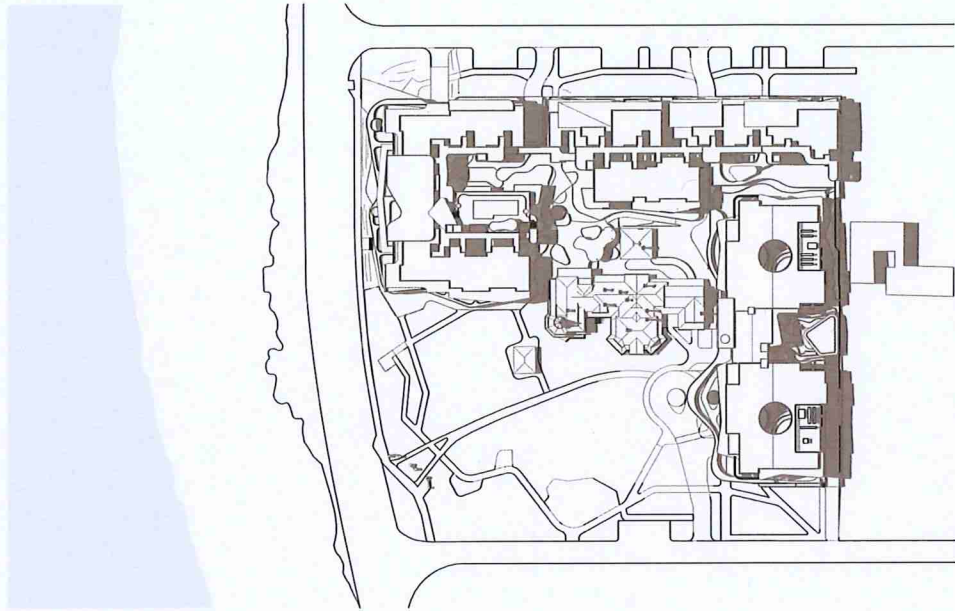


21 DEC - 9 am
Scale 1:1250

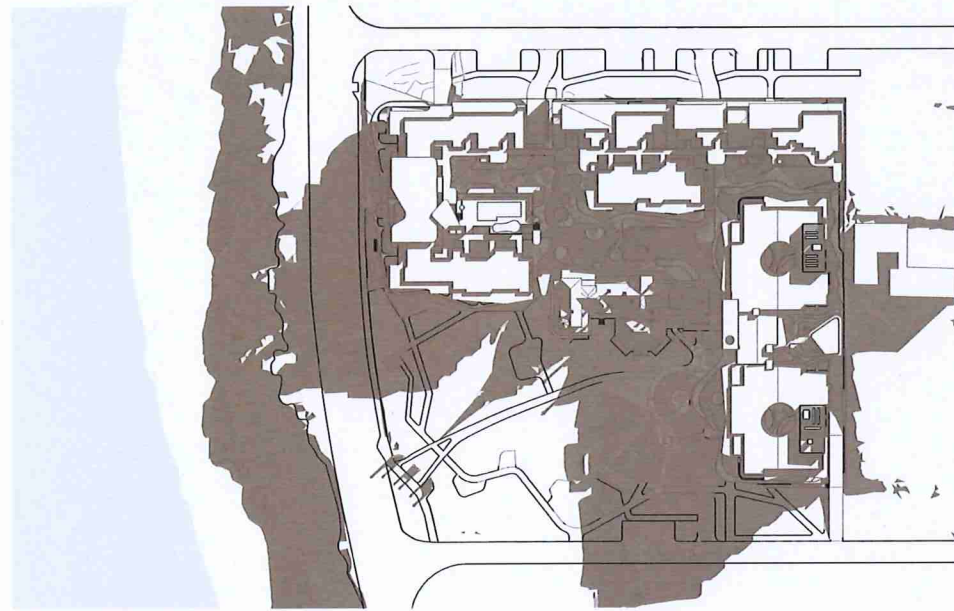
SUMMER



21 DEC - 12 pm
Scale 1:1250

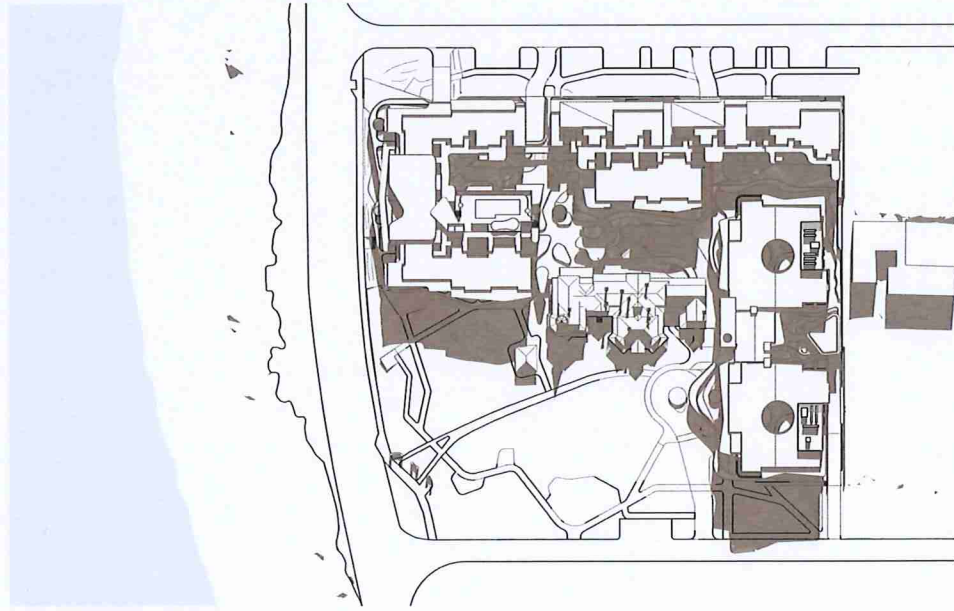


21 DEC - 3 pm
Scale 1:1250

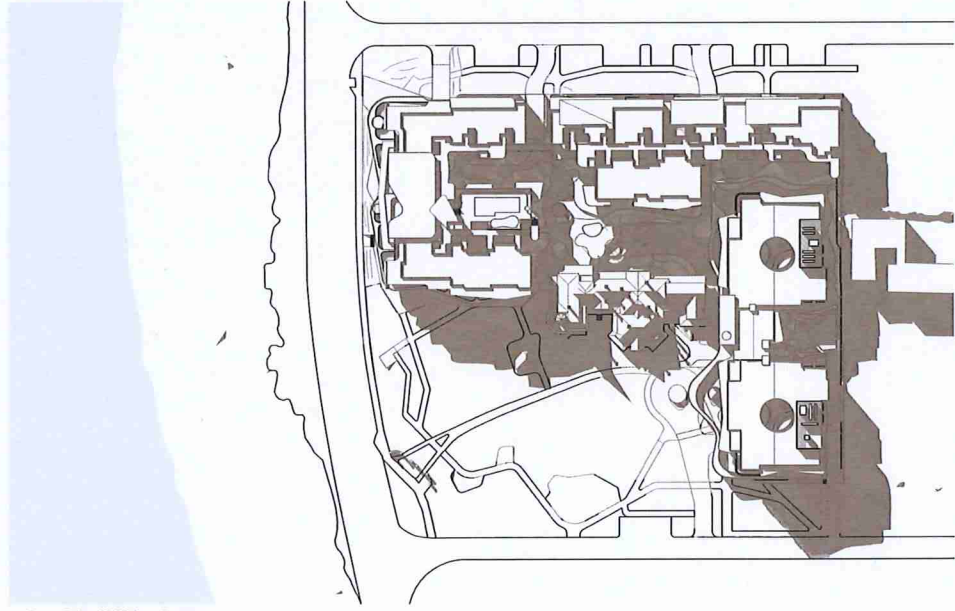


21 JUN - 9 am
Scale 1:1250

WINTER

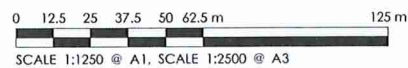


21 JUN - 12 pm
Scale 1:1250



21 JUN - 3 pm
Scale 1:1250

SHADING DIAGRAMS



WEARNE COTTESLOE REDEVELOPMENT

TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

Curtin
HERITAGE LIVING

sph
architecture
interiors

GKA
GROUNDS KENT ARCHITECTS
PROJECT No DATE DRAWING No. REVISION
1610 21/01/19 A108 A
12/02/19 9:54 AM Wearne_cottesloe.rvt

Architectural site plan of a residential development on Lot 88. The plan shows a large building complex with multiple wings, courtyards, and landscaping. A detailed inset shows the 2nd floor plan with room labels like 'DELUXE B', 'STANDARD', 'ACTIVITY', 'COURTYARD', and 'VOID'. The site is bordered by a neighboring building to the east and a road to the south. A stamp in the bottom right corner reads 'TOWN OF COTTESLO 6 JUN 2019 RECEIVED'.

SCALE 1:250 @ A1, 1:500 @ A3

Curtin
HERITAGE LIVING

 sph
architecture
interiors

G K A
GROUNDS KENT ARCHITECTS

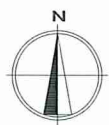
TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

MARINE PARADE

NOTE: LANDSCAPING IS INDICATIVE ONLY - REFER LANDSCAPING PLAN FOR FURTHER DETAIL

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
COMMERCIAL	
EXHIBITION / GALLERY	
MEDICAL CENTRE	
ILU ENTRY - CIRCULATION	



BASEMENT LEVEL
CAFE R.L. 13.10

0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE
REDEVELOPMENT

TOWN OF COTTESLOE
6 JUN 2019
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Curtin
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interiors

G K A
GROUNDS KENT ARCHITECTS

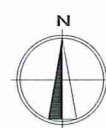
WRN_A110 DWG 11/28/04 15/05/19 PROJECT DATE DRAWING NO. REVISION 1610 15.05.19 A110 T

MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

GROUND APARTMENT DISTRIBUTION			
TYPE	St 1a	St 1b	St 1c
A	-	2	2
B/B1	1	2	4
C	-	-	4
D/D1	-	2	2
E	-	-	-
F	-	-	-
G	-	-	2
H	-	-	-
J	-	-	-
TOTAL	1	6	14



GROUND LEVEL
RAC - R.L. 16.00 ILU - R.L. 17.40
SCALE 1:250 @ A1, 1:500 @ A3

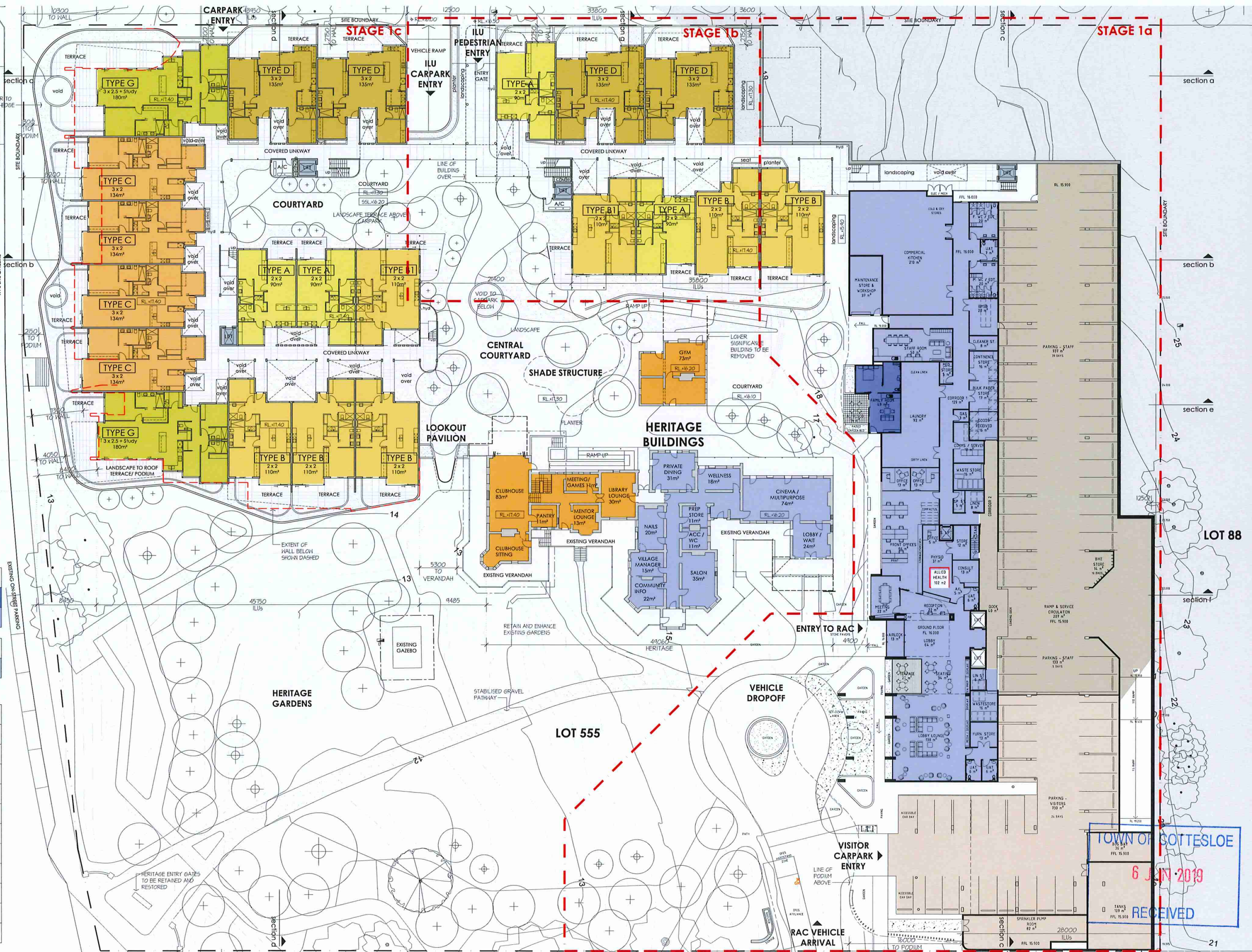
WEARNE COTTESLOE
REDEVELOPMENT

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PROJECT DATE DRAWING NO. REVISION
1610 15.05.19 A111 S

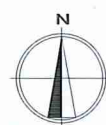


MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

G+1 APARTMENT DISTRIBUTION			
TYPE	St 1a	St 1b	St 1c
A	1	1	2
B/B1	1	2	4
C	-	-	4
D/D1	-	3	2
E	-	-	-
F	-	-	-
G	-	-	2
H	-	-	-
J	-	-	-
TOTAL	2	6	14



LEVEL G+1
RAC - R.L. 20.40 ILU - R.L. 20.65
0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE
REDEVELOPMENT

TOWN OF COTTESLOE
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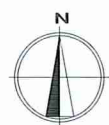
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PROJECT DATE DRAWING No. REVISION
1610 15.05.19 A112 S

MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

G+2 APARTMENT DISTRIBUTION			
TYPE	St 1a	St 1b	St 1c
A	2	1	-
B/B1	1	2	3
C	-	-	-
D/D1	2	3	2
E	-	-	-
F	-	-	-
G	-	-	-
H	-	-	2
J	-	-	1
TOTAL	5	6	8



LEVEL +2
RAC - R.L. 23.65 ILU - R.L. 23.90
0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE
REDEVELOPMENT

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6 JUN 2019
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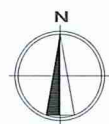
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PROJECT DATE DRAWING No. REVISION
1610 15.05.19 A113 S

MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

G+3 APARTMENT DISTRIBUTION			
TYPE	St 1a	St 1b	St 1c
A	1	-	-
B/B1	1	1	-
C	1	-	-
D/D1	3	1	-
E	-	1	-
F	-	1	-
G	-	-	-
H	-	-	-
J	-	-	-
TOTAL	6	4	-



LEVEL +3
RAC - R.L. 26.90 ILU - R.L. 27.15
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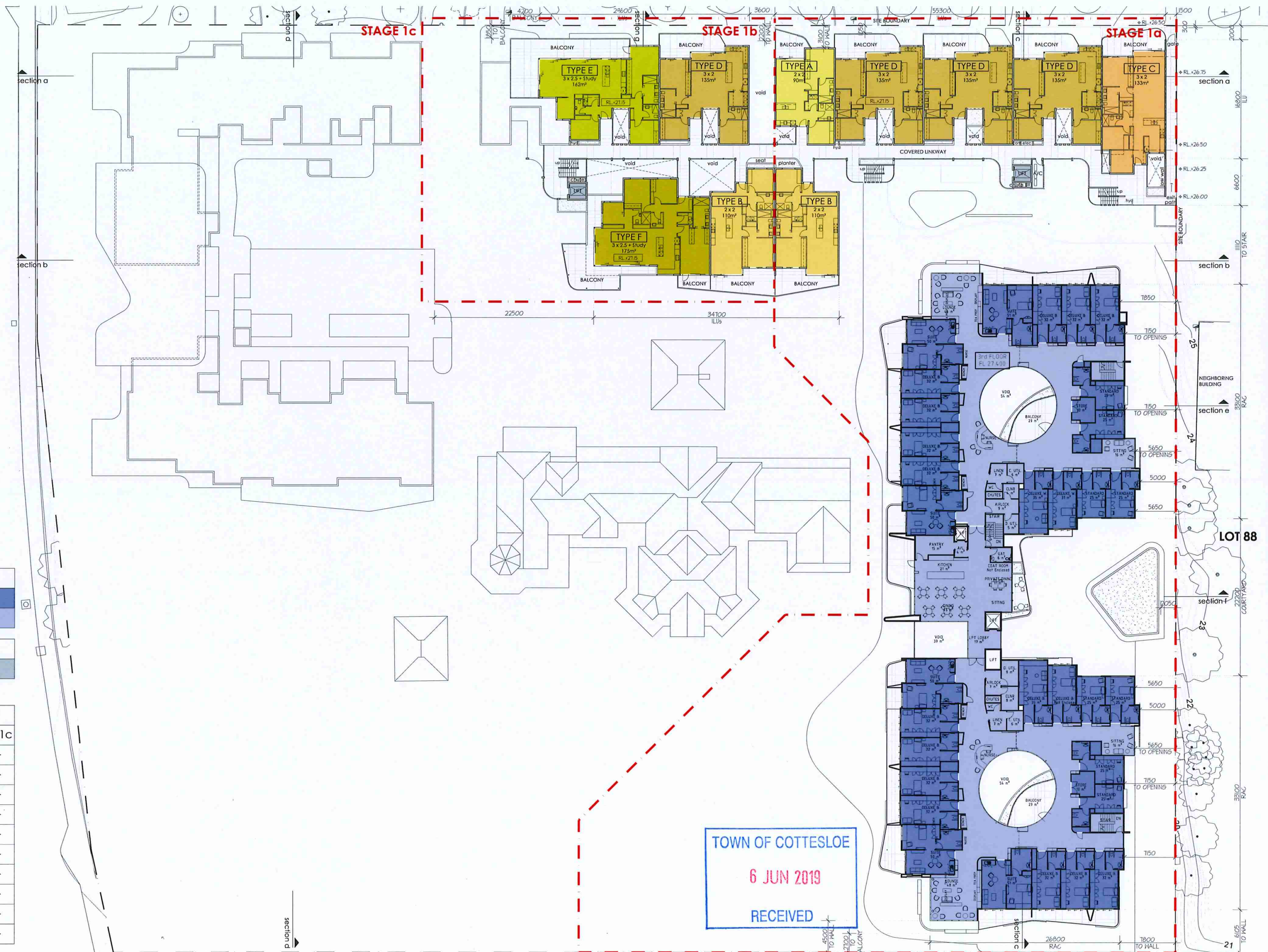
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REDEVELOPMENT

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PROJECT DATE DRAWING No. REVISION
1610 15.05.19 A114 R

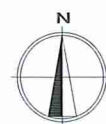


MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

G+4 APARTMENT DISTRIBUTION				
TYPE	St 1a	St 1b	St 1c	
A		-	-	
B/B1		-	-	
C	1	-	-	
D/D1	2	-	-	
E	1	-	-	
F	-	-	-	
G	-	-	-	
H	-	-	-	
J	-	-	-	
TOTAL	4	-	-	



LEVEL +4
RAC - R.L. 30.15 ILU - R.L. 30.40
0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE
REDEVELOPMENT

TOWN OF COTTESLOE
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PROJECT DATE DRAWING No. REVISION
1610 15.05.19 A115 R

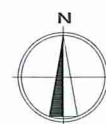
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MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

G+5 APARTMENT DISTRIBUTION			
TYPE	St 1a	St 1b	St 1c
A	-	-	-
B/B1	-	-	-
C	1	-	-
D/D1	-	-	-
E	1	-	-
F	-	-	-
G	-	-	-
H	-	-	-
J	-	-	-
TOTAL	2	-	-



LEVEL +5
ILU - R.L. 33.65

0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

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REDEVELOPMENT

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WRN_A116.DWG

11503 15/05/19

PROJECT DATE DRAWING No. REVISION
1610 15.05.19 A116 R

MARINE PARADE

LEGEND

TOW TOP OF WALL OR ROOF FASCIA

NGL NATURAL GROUND LEVEL

HANGL HEIGHT ABOVE NATURAL GROUND LEVEL

--- OUTLINE OF EXISTING BUILDINGS

ROOF PLAN

0 2.5 5 7.5 10 12.5 25m

SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE
REDEVELOPMENT

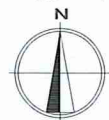
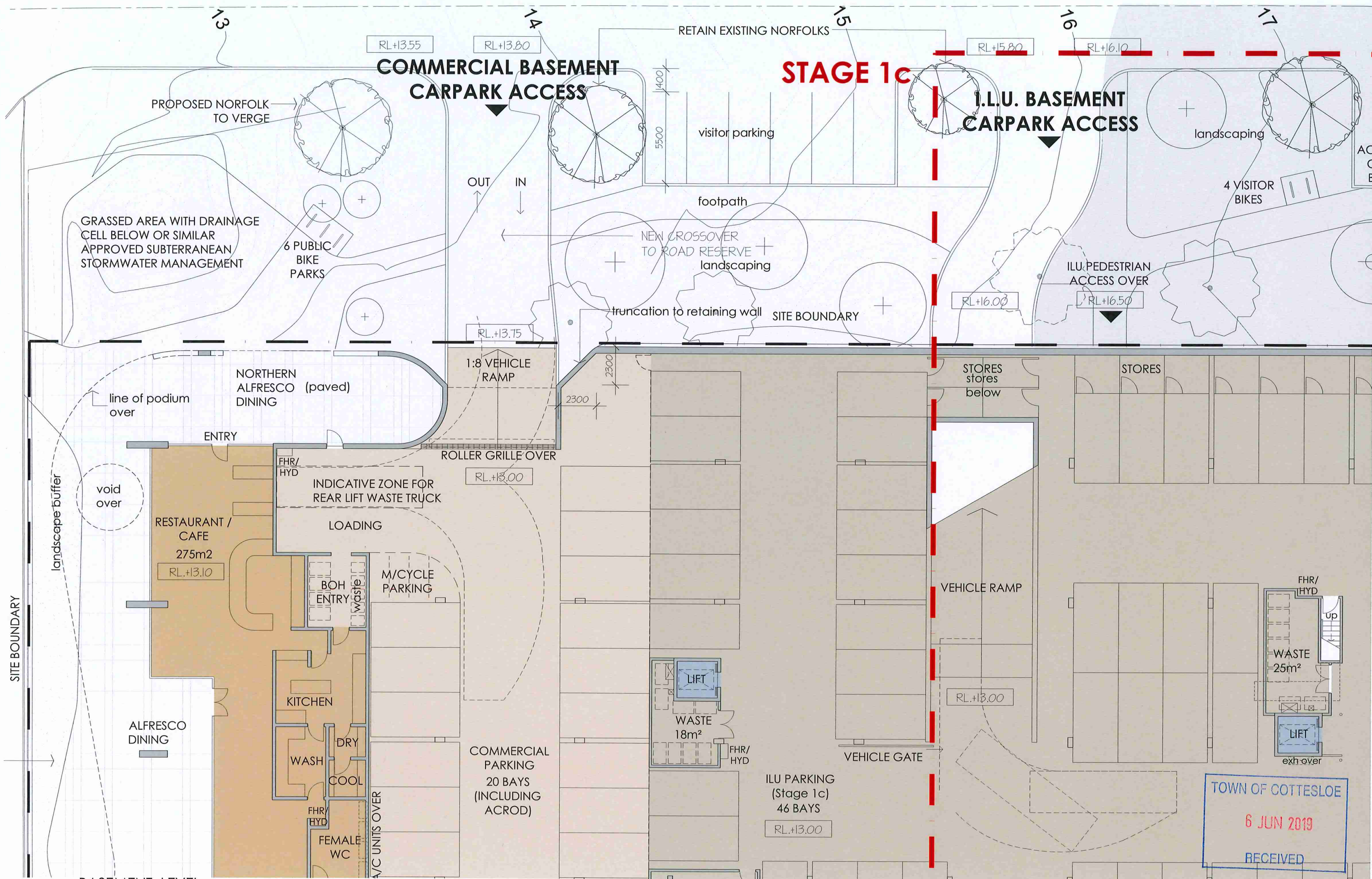
TOWN OF COTTESLOE
6 JUN 2019
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interiors

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WRN_A117 DWG 11/10/16 15/05/19 PROJECT DATE DRAWING No. REVISION 1610 15.05.19 A117 H



BASEMENT LEVEL
CAFE R.L. 13.10

SCALE 1:100 @ A1, 1:200 @ A3

WEARNE COTTESLOE REDEVELOPMENT

Curtin
HERITAGE LIVING

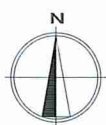
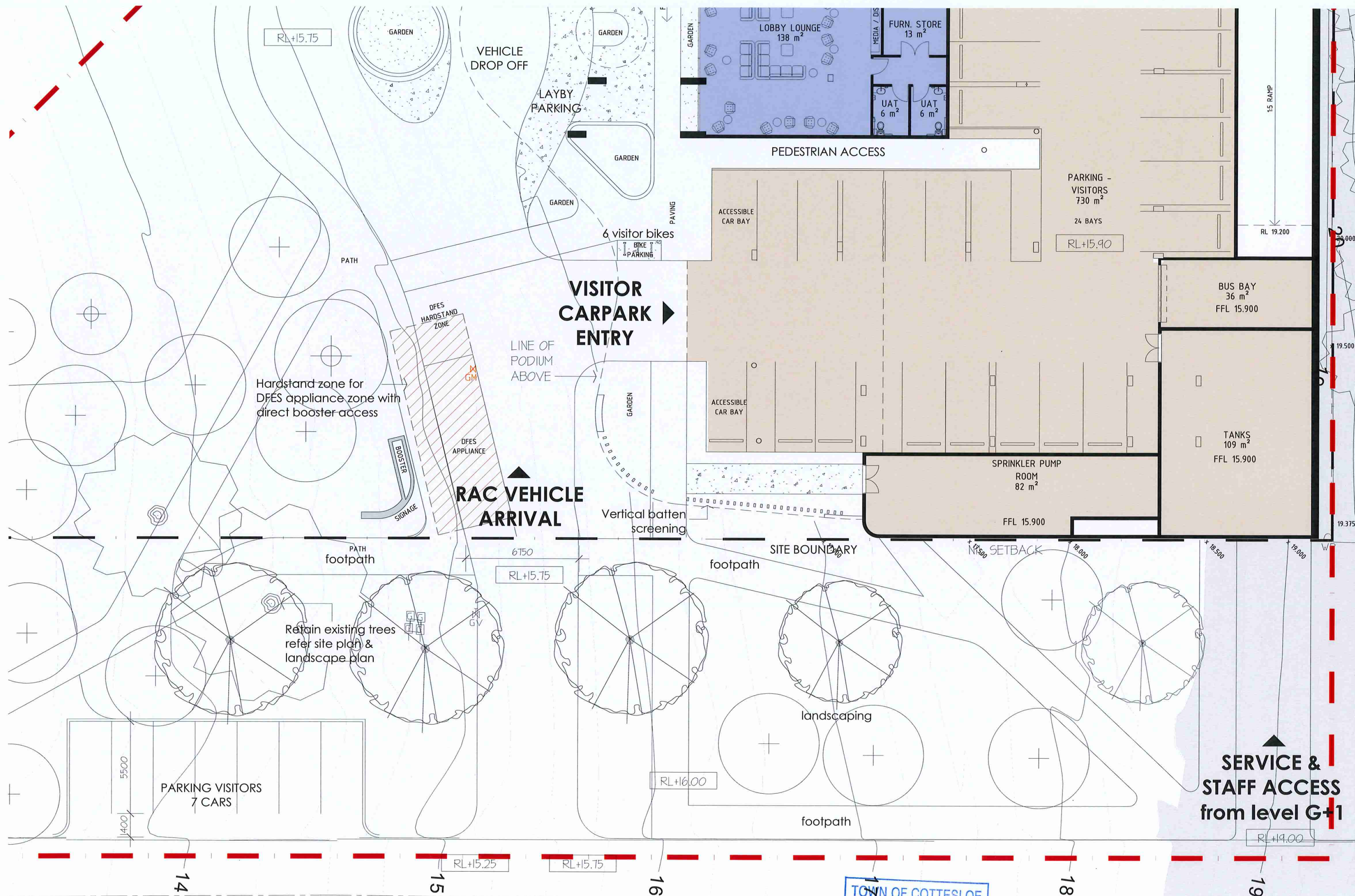
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interiors

GKA
GROUNDS KENT ARCHITECTS

PROJECT DATE DRAWING No. REVISION
1610 25.05.19 A119-1 C

WRN_A119 DWG

115851 15/05/19



GROUND LEVEL
 RAC - R.L. 16.00 ILU - R.L. 17.40
 SCALE 1:100 @ A1, 1:200 @ A3

WEARNE COTTESLOE REDEVELOPMENT

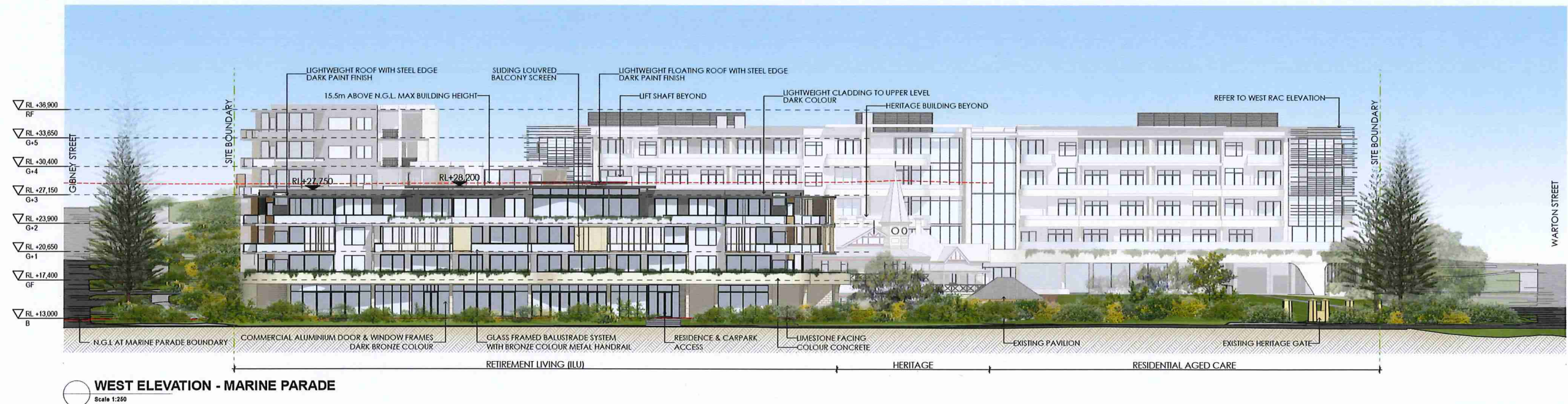


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 HERITAGE LIVING

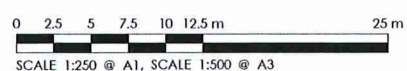
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 architecture interiors

GKA
 GROUNDS KENT ARCHITECTS

WRN_A119 DWG 3:5123 21/01/19



ELEVATIONS



WEARNE COTTESLOE REDEVELOPMENT

Curtin
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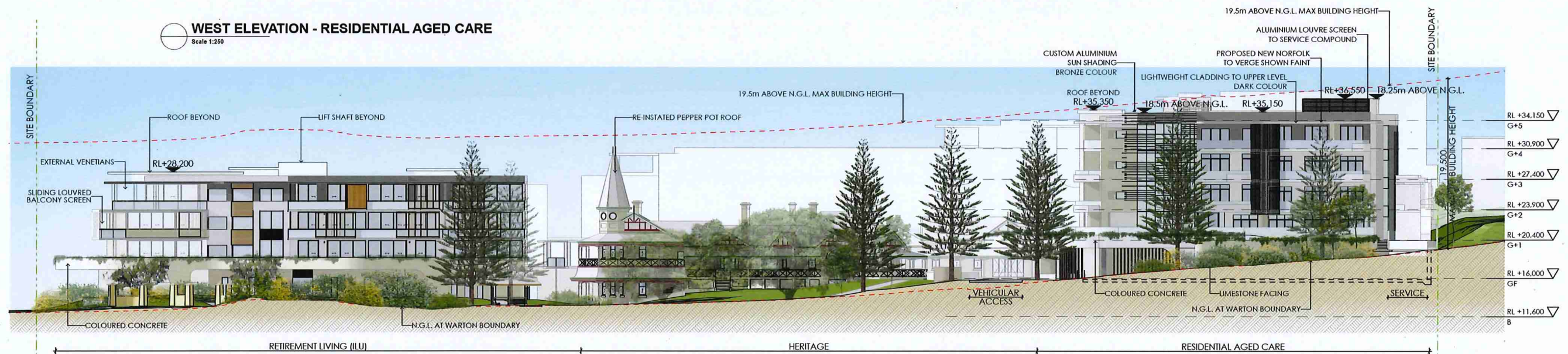
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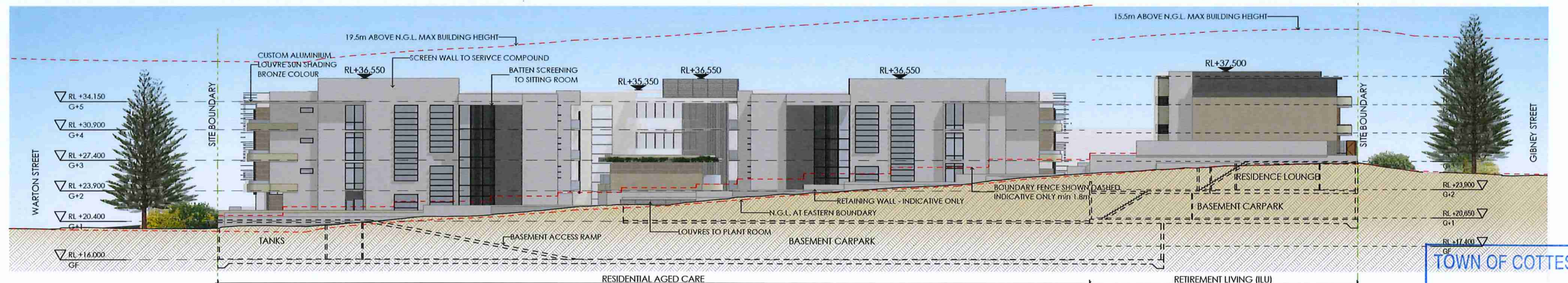
PROJECT No DATE DRAWING No. REVISION
1610 10/05/19 A120 E
10/05/19 1:00 PM Wearne Cottessloe rdn



WEST ELEVATION - RESIDENTIAL AGED CARE
Scale 1:250



SOUTH ELEVATION - WARTON STREET
Scale 1:250



EAST ELEVATION - DEAF SCHOOL
Scale 1:250

ELEVATIONS

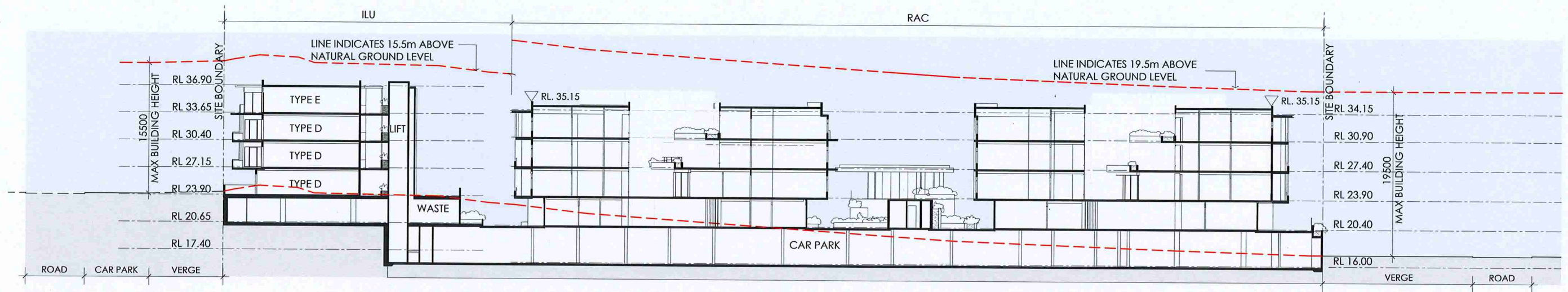
0 2.5 5 7.5 10 12.5 m 25 m
SCALE 1:250 @ A1, SCALE 1:500 @ A3

WEARNE COTTESLOE REDEVELOPMENT

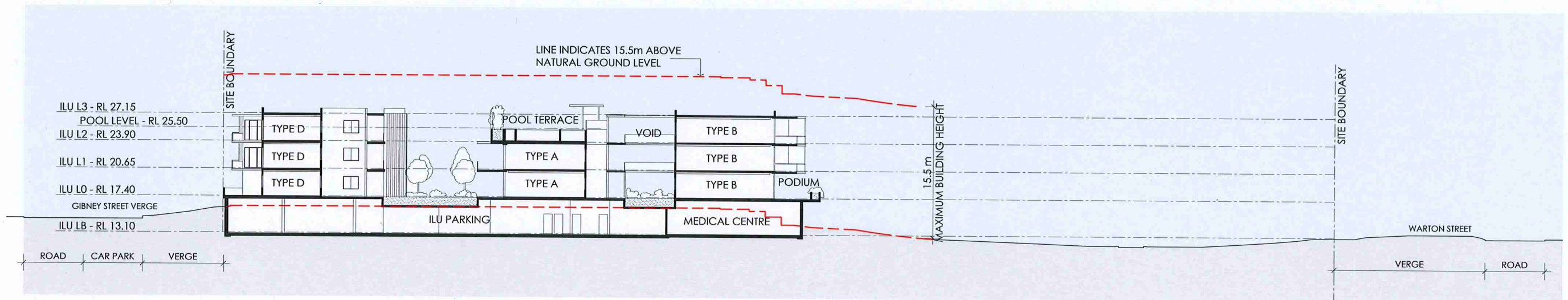
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GROUNDS KENT ARCHITECTS
PROJECT No DATE DRAWING No. REVISION
1610 10/05/19 A121 E
14/05/19 4:35 PM Wearne_cottesloe.rvt



C SECTION
1:250



D SECTION
1:250

SECTIONS

0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE REDEVELOPMENT

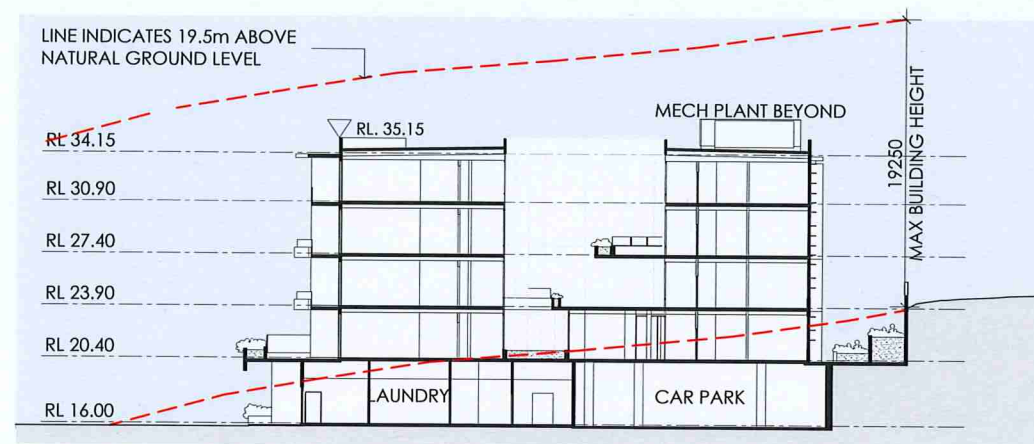
Curtin
HERITAGE LIVING

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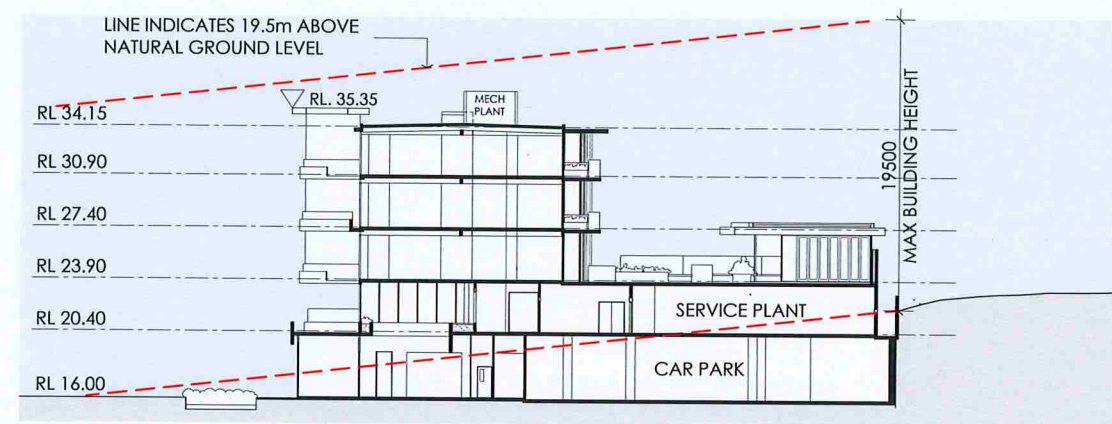
GKA
GROUNDS KENT ARCHITECTS

TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

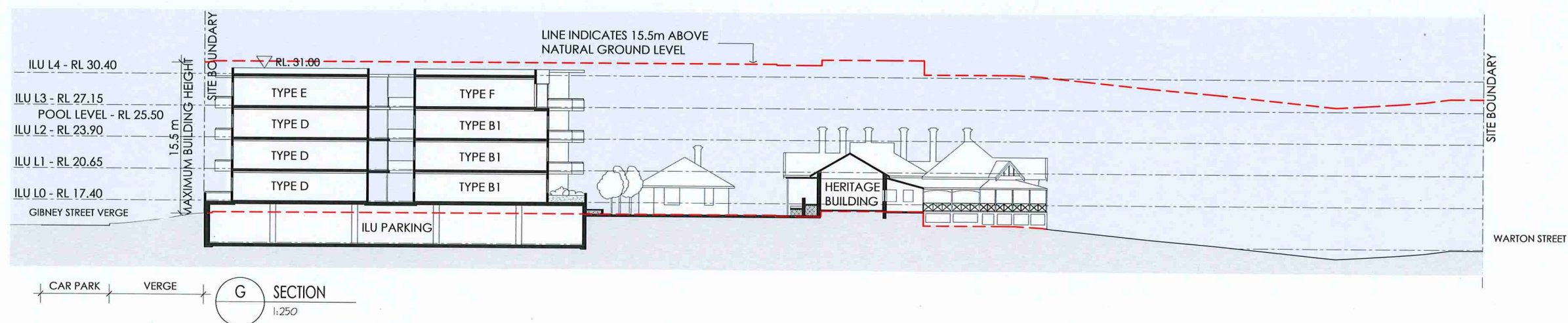
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E SECTION
1:250



F SECTION
1:250



G SECTION
1:250

SECTIONS

0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE REDEVELOPMENT

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WRN_A130.DWG 125949 15/05/19

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MATERIAL PALETTE

Wearne Cottesloe Redevelopment

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Sustainable Practice

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GROUNDS RENT ARCHITECTS
PROJECT LEAD: DAVID GUNDEL
16170 2110114 2110114 2110114

APARTMENT & RAC BED Area Summary

Project Name :
Project No. :
Issue :

Wearne Cottesloe Redevelopment
1610
15.05.19

Curtin
HERITAGE LIVING

GKA sph
GROUNDS REENT ARCHITECTS

Apt Type	Apartment Type	Stage 1A	Stage 1B	Stage 1C	Total
A	2 Bed Room 2 Bathroom	4	4	4	12
B / B1	2 Bed Room 2 Bathroom	4	7	11	22
C	3 Bed Room 2 Bathroom	3		8	11
D	3 Bed Room 2 Bathroom	7	9	6	22
E	3 Bed Room 2.5 Bathroom 1 Study - Rear Penthouse	2	1		3
F	3 Bed Room 2.5 Bathroom 1 Study - Rear Penthouse		1		1
J	3 Bed Room 2.5 Bathroom 1 Study- Front Penthouse			1	1
G	3 Bed Room 2.5 Bathroom 1 Study- Front Penthouse			4	4
H	3 Bed Room 3.5 Bathroom 1 Study- Front Penthouse			2	2
	Total	20	22	36	78

FECA	UCA	TOTAL FECA+UCA
SQM	SQM	SQM
90	13	1236
110	24	2948 *
133	26	1749
135	25	3520
162	62	672
175	64	239
160	40	200
180	52	928
204	62	532
		12024

Level Distribution							
B	0	1	2	3	4	5	
	4	4	3	1			
	7	7	6	2			
	4	4		1	1	1	
	4	4	6	4	2		
				1	1	1	
			1				
	2	2					
		2					
	21	21	18	10	4	2	76

* Balcony & courtyard sizes vary, size given is minimum

Residential Aged Care Room Types	Stage 1A		Total
Suite	18		18
Deluxe	54		54
Standard	24		24
Dementia Deluxe	8		8
Dementia Standard Room	24		24
Family Room	1		1
Total	129		129

FECA	UCA	TOTAL FECA+UCA
SQM	SQM	SQM
46	12	1044 *
36	10	2484 *
24	0	576
36	10	368
24	10	816
46	20	66
		5354

Level Distribution							
B	0	1	2	3	4	5	
			6	6	6		
			18	18	18		
			8	8	8		
		6					
		26					
	1						
	1	32	32	32	32	0	129

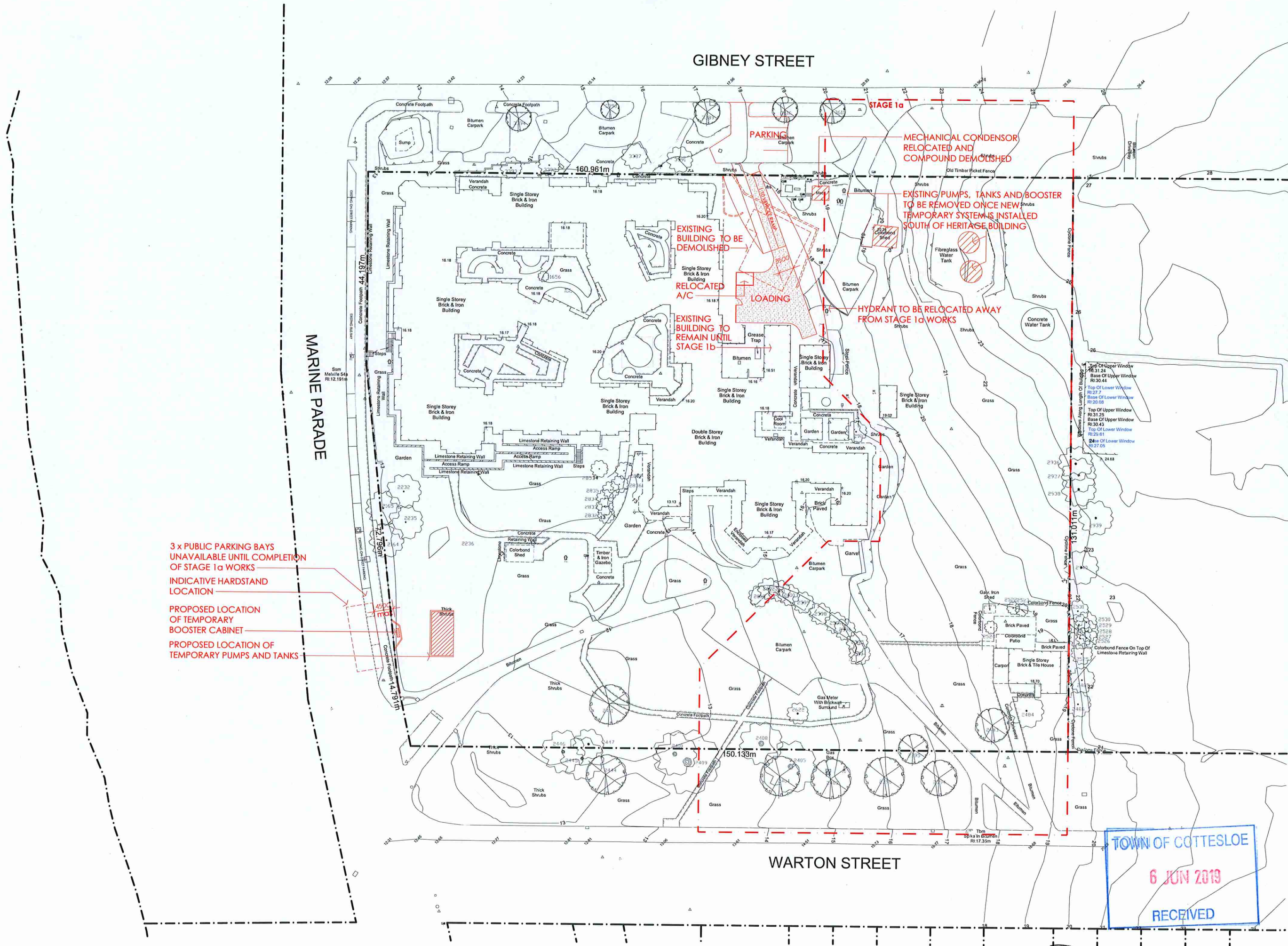
* Balcony & courtyard sizes vary, size given is minimum

Carparking	Stage 1A Apartments		Resident Parking provided	Visitor Parking provided	RAC Staff Parking	RAC Visitor Parking
	2 Brm	3 Brm				
	8	12	32	6	46	33
Note: Parking Numbers based on; APARTMENTS (ILU's) - 1 bays per 2 brm Apt, 2 bays per 3 Brm Apt, 1 visitor bay per 4 dwellings RAC - 1 bay per staff member, 1 visitor bay per 4 bedrooms Allied Health and Commercial parking as per TIA.						26 bays to basement, 7 bays to Warton Street

Stage 1B Apartments		Resident Parking provided	Visitor Parking provided
2 Brm	3 Brm		
11	11	33	8

Stage 1C Apartments		Resident Parking provided	Visitor Parking provided	Allied Health and Commercial parking
2 Brm	3 Brm			
15	21	57	6	20

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3 x PUBLIC PARKING BAYS
UNAVAILABLE UNTIL COMPLETION
OF STAGE 1a WORKS
INDICATIVE HARDSTAND
LOCATION
PROPOSED LOCATION
OF TEMPORARY
BOOSTER CABINET
PROPOSED LOCATION OF
TEMPORARY PUMPS AND TANKS

SITE PLAN - DA ENABLING WORKS



0 4 8 12 16 20 40m
SCALE 1:400 @ A1, 1:800 @ A3

WEARNE COTTESLOE REDEVELOPMENT

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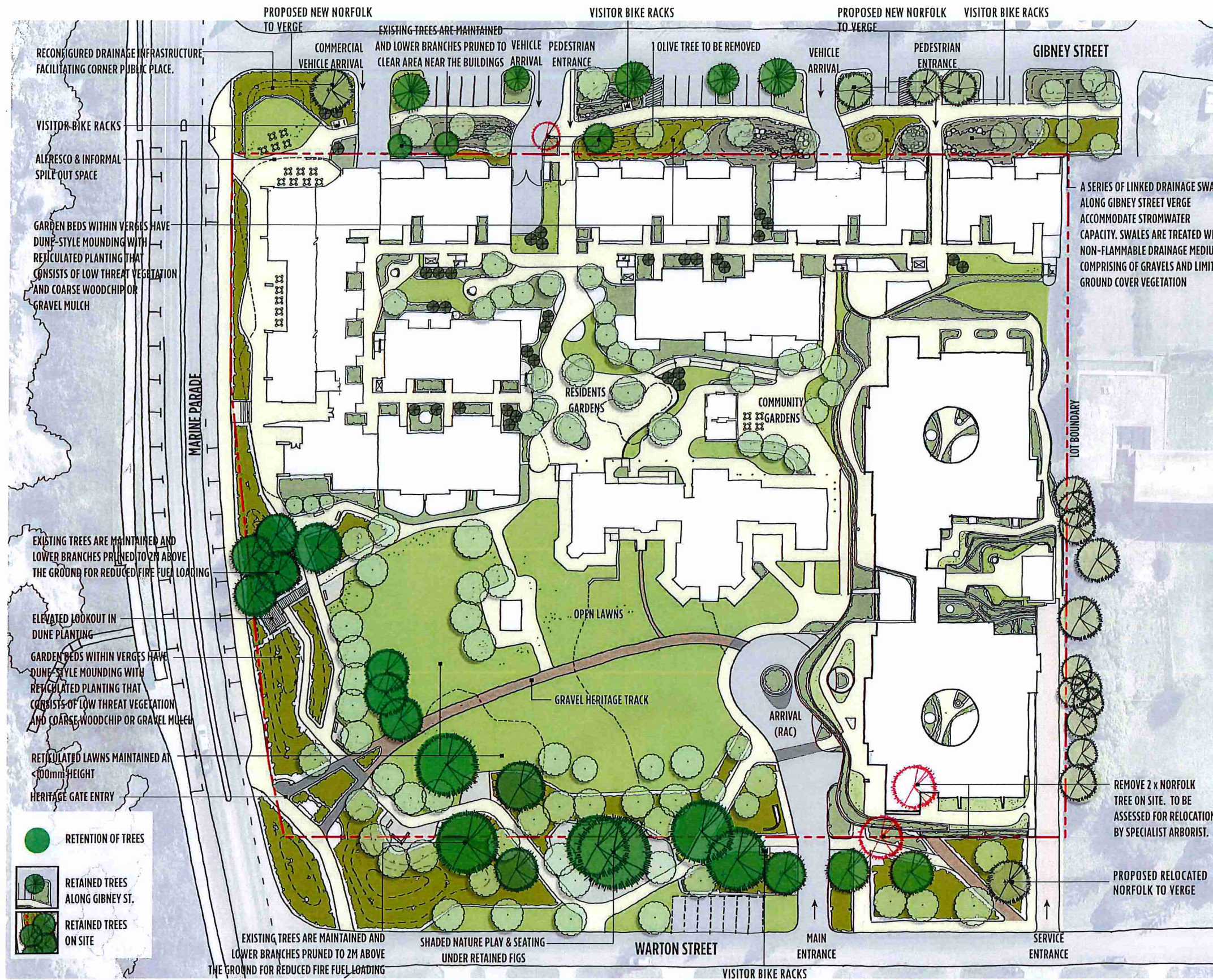
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1610 31.05.19 A101-1 C



APPENDIX D
LANDSCAPE CONCEPT



Landscape Approach
The landscape will present flowing forms through planting and paving, reinforcing natural patterns and presenting a series of linked spaces that emphasise contact with nature and natural elements. The internal gardens will be intimate responses to residents with places for informal gathering and use. The heritage setting maintains and extends broad open lawns with a gravel sweeping track referencing the original alignment. The external interfaces with the streets are fully integrated retaining existing characters.

Western public realm interface will extend coastal plant character and dune formation as an interface with Marine Parade.
Northern interface to Gibney Street will retain existing Norfolks and create a pedestrian oriented linear space.
Southern interface to Warton street to retain grass verge and enhance existing tree canopy enabling access.

All landscaping, including inner gardens will be implemented and maintained as low threat and low flammability species in accordance with AS 3959 Clause 2.2.3.2 [f] or non-vegetated in accordance with Clause 2.2.3.2 [e].

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Planting Palette

Marine Parade Interface

Trees
- Casuarina equisetifolia
- Xanthorrhoea

Shrubs
- Adenanthos Pungens 'Coral Carpet'
- Adenanthos sericea 'Silver Streak'
- Acacia lasiocarpa
- Banksia ashbyi
- Boronia megastigma
- Boronia spathulata
- Carpobrotus glaucescens
- Eremophila glabra
- Eremophila hyglomerata 'Emu Bush'
- Spinifex longifolius



Heritage Garden

Trees
- Agonis flexuosa
- Ficus acrophylla
- Callitris preissii

Shrubs
- Casuarina glauca
- Chamelaucium uncinatum
- Conostylis candicans
- Dianella revoluta
- Grevillea Bonnie Prince Charlie
- Leucophyta brownii
- Scaevola 'Purple Fanfare'



Inner Gardens

Trees
- Cycas revoluta
- Metrosideros excelsa
- Plumeria
- Callitris preissii

Shrubs
- Acacia Cognata
- Agave attenuata
- Anigozanthos flavidus
- Bougainvillea glabra
- Callistemon 'Great Balls of Fire'
- Dietes grandiflora
- Echeveria runyonii 'Topsy Turvy'
- Hemiandra pungens

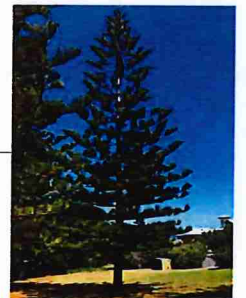
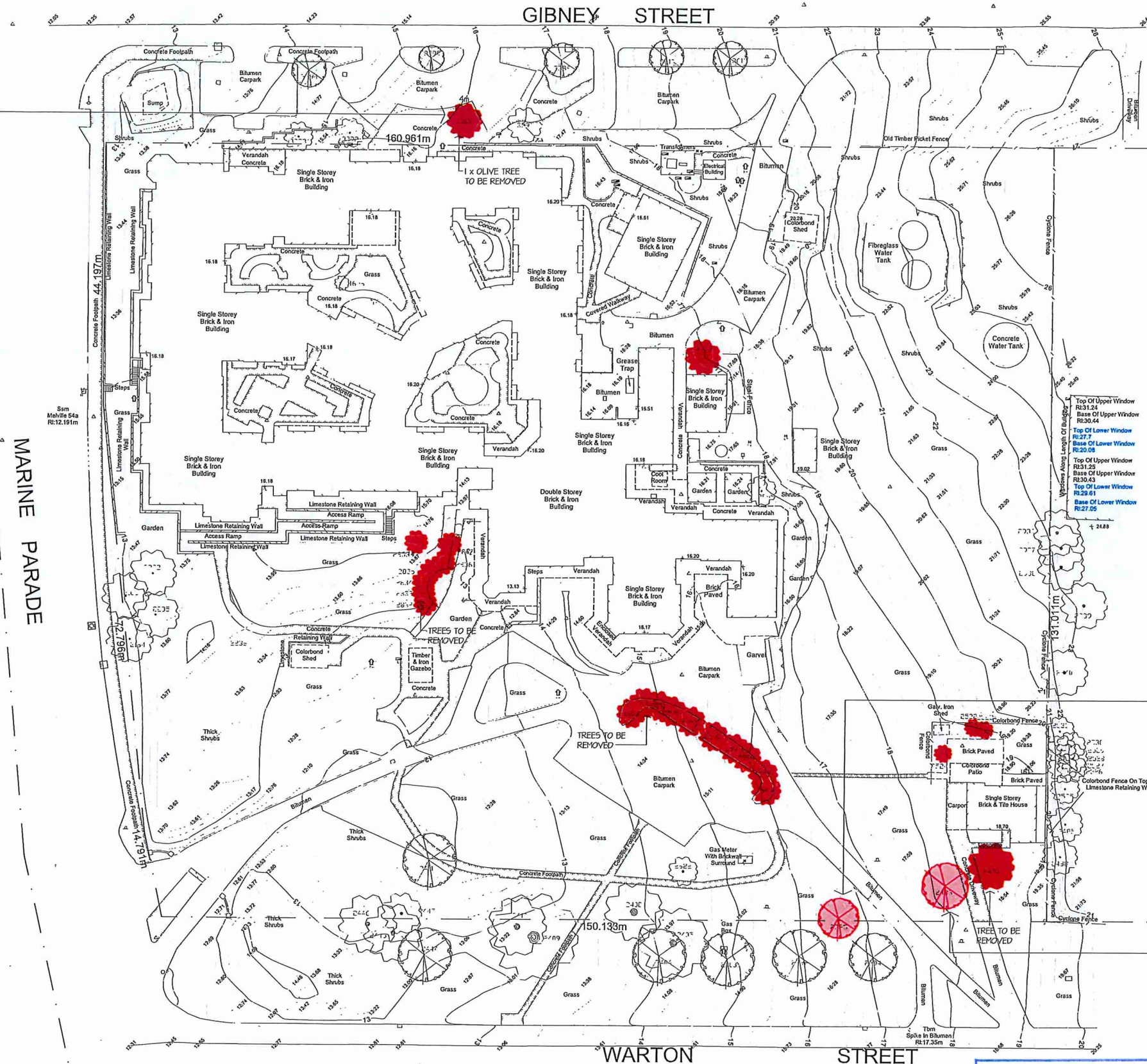


Community garden

Trees
- Citrus paradisi
- Olea europaea
- Plumeria
- Prunus 'Oakville Crimson Spire'
- Pyrus ussuriensis

Shrubs
- Bellis perennis
- Gazania linearis
- Lavandula
- Ocimum basilicum
- Petroselinum crispum
- Rosmarinus
- Thymus vulgaris
- Trachelospermum jasminoides





LEGEND	
EXISTING TREES	
EXISTING TREES - NORFOLK ISLAND PINE	
TREES TO BE REMOVED	
NORFOLK ISLAND PINE TO BE ASSESSED FOR RELOCATION	



SURVEY DRAWING
TREES TO BE REMOVED
0 4 8 12 16 20 40m
SCALE 1:400 @ A1, 1:800 @ A3

WEARNE COTTESLOE REDEVELOPMENT

TOWN OF COTTESLOE
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APPENDIX E HERITAGE IMPACT ASSESSMENT



WEARNE COTTESLOE REDEVELOPMENT

Development Application

Heritage Impact Assessment

Prepared for:

Curtin Heritage Living

TOWN OF COTTESLOE

6 JUN 2019

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January 2019

Griffiths Architects



Griffiths Architects



ABN 91 277 671 706

1/315 Rokeby Road, Subiaco

Western Australia 6008

Telephone 08 9381 1666

Facsimile 08 9381 1566

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Griffiths Architects is a leading architectural firm in Perth, Australia. Griffiths Architects was born out of a practice of which Philip Griffiths was a co-director for over 20 years.

The company emerged from a desire to diversify the range of work covered by the practice, and to take a fresh approach to design.

The practice undertakes commissions in architecture, heritage, urban, interior design, interpretation and heritage assessments. Griffiths Architects provides professional advice on a range of issues related to these areas of our discipline.

The practice has won architectural, planning, and heritage awards for a wide range of projects located throughout the state.

Griffiths Architects has a great depth of experience across numerous project types and delivers innovative solutions that embrace environmental responsibility with elegant and simple solutions. The projects are the product of working closely with clients, carefully assessing their expectations, and delivering high quality results.

Cover: The MLC Convalescent Home 1909 LISWA 3551B

Revision History

Date of this revision: 30/01/2019

Document	Version	Author	Status	Date	Distribution
HIA	01	Griffiths Architects	FINAL	30/01/2019	Grounds Kent Architects



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Introduction

This Heritage Impact Assessment (HIA) was prepared by Griffiths Architects and outlines proposed works at Wearne Hostel, Cottesloe and evaluates the impacts on heritage significance. This HIA accompanies a Development Application made to the Town of Cottesloe.

The major works on the site will see the removal of all of the subsequent stages of hostel constructed beyond the significant buildings. It will also see the removal of accretions to the significant buildings, removal of accommodation in the original wards and the conservation and sympathetic adaptation of the significant buildings.

The new accommodation is to be constructed to the north and east of the three original stages of construction and will provide contemporary standard accommodation for residents. The new configuration will result in the new structures being located away from the significant buildings and revealing views of those buildings that have been in part concealed since the 1984.

The development application works follows on from the Town of Cottesloe's Local Planning Policy 2 (LPP 2) and were documented by Grounds Kent Architects, with SPH Architecture and Interiors in collaboration with Griffiths Architects who provided guidance from the earliest planning stages on heritage matters, the relationship between old and new, conservation and adaptation.

This HIA considers State Heritage values described in the Statement of Significance and elaborated in the Conservation Plan (*Wearne Hostel, Cottesloe Conservation Management Plan*, Griffiths Architects, with Robin Chinnery Historian, August 2017), and any likely impacts of the works on these values.

Development Approach

As the Conservation Plan and supporting documents make clear, the suite of buildings and setting to which significance is attached were constructed in the period 1897 to 1909 in four stages. The last stage gave it its landmark quality. The memorial gates were added in 1923 and a number of minor changes were made in the inter-war period, a small number in the post-World War II period and then the nurses house added on the Warton Street side of the property.

In 1984, an extensive single storey addition was made to the north and west of the historic buildings to create Wearne Hostel. This required much internal change to the 1897-1909 group internally and some minor changes to the south elevation, and the partial obscuring of the north elevation with the new additions. The recreation room was added in 1993 and then in 2004, a further set of additions were made to the north west side of the site.

The development approach in this application is to remove much the accretions from 1984 onwards, remove the internal adaptations that were made to create hostel accommodation within the significant buildings and then conserve and adapt them for 'community' purposes.



Heritage Listings

The place is listed on the following statutory heritage lists:

- State Register of Heritage Places, *Wearne Hostel* (Heritage Place no 00603), 14 July 2000.
- Town of Cottesloe Municipal Inventory, 30 September 1995 Category 1

Background

Wearne Hostel comprises the former Ministering Children's League (M.C.L.) Convalescent Home, built in a series of campaigns from 1897 to 1909; together with additions comprising a single storey residence built for the nursing sister in 1976, whilst the place served as the Fremantle Hospital Annexe, Mosman Park; and with more recent additions and conversion of the place in the 1980s, for use as a frail aged persons' hostel.

In 1897, the place was named the Ministering Children's League Convalescent Home, and it retained this name until the post-World War Two period when it was renamed the Ministering League Convalescent Home. The place was often known through the period 1897 to 1946, as the M.C.L. Convalescent Home. After the place was renamed The Ministering League Convalescent Home (Inc.) in 1949, it was often known as the M.L.C. Home. From 1956, the place served as the Fremantle Hospital Annexe, Mosman Park, and was renamed accordingly. Following the completion of additions to the Fremantle Hospital (1981-2), the place was leased to Cottesloe Aged Persons Hostel (CAPH) and converted to its present use as a frail aged person's home. In 1984 major additions were made, and alterations to the earlier buildings. The place was renamed *Wearne Hostel*, after the Theodore and Isabella Wearne Trust, the largest single donor to CAPH's fundraising campaign for the alterations and additions to convert the place. Further major additions were made in 2004.

In 2016 and 2017, master planning for a refreshed residential aged care facility and retirement living apartments was undertaken and subsequently Curtin Care took over Operations on the site and was re-named Curtin Heritage Living in 2018. The master planning included a significant public consultation process.

The underlying assumption was that the significant buildings and setting would form the focus of a new approach to planning and that these significant elements would be conserved and carefully adapted.



Statement of Significance

Below is the Statement of Significance taken from the Heritage Council of Western Australia's Register Entry for *Wearne Hostel Cottesloe*.

Wearne Hostel, a group of buildings in a large relatively open landscape comprising the original Ministering Children's League Convalescent Home completed in 1897 in the Federation Queen Anne style; the 1901 additions in a matching style; the 1909 Meath wing in a sympathetic variant of the same style; various minor utilitarian additions and structures such as toilet blocks; a single residence and the large additions and conversion works to the 1897- 1909 buildings constructed in 1984 in a simplified style derived in part from the existing buildings, has cultural heritage significance for the following reasons:

the place is one of the largest and most successful philanthropic institutions of the nineteenth and twentieth centuries. As the Ministering Children's League Convalescent Home, it provided a necessary service to the people of this State for almost 60 years, and in particular, to those from the Goldfields in the late nineteenth and early twentieth centuries, and to women, for whom there were few medical facilities available prior to the construction of King Edward Memorial Hospital in 1916;

the place exhibits the aesthetic characteristics and is a fine example of the Federation Queen Anne style, with individual elements constructed between 1897 and 1909 making an increasingly exuberant use of the elements of the style;

the place has a landmark quality and is an integral part of the vista in Cottesloe, a distinctive section of Metropolitan beach frontage;

the place is valued by the community for the role it has played in the health and ancillary services in this State;

the place has strong historic associations with many eminent Western Australians, principally Anglicans, who gave their support to the place, including Mrs. Waylen, Walter Padbury, Mr. and Mrs. H. D. Holmes, and their daughters, Phoebe and Emmie; Lady Onslow; P. W. Harrison, Architect; Edith Cowan, Lady Mitchell, John Tonkin; and the wives of all the Governors of Western Australia in the late nineteenth century and the first half of the twentieth century, particularly Lady Lawley; and, the place is rare as an early and large cottage style convalescent home and represents a building type and mode of health care that is no longer practiced.

The post-World War Two additions, alterations, and hostel additions are considered to have little cultural heritage significance

The heritage assessment gives some guidance on degrees of significance, and the conservation management plan provided detailed guidance.



Conservation Policy

The Conservation Management Plan (CMP) for *Wearne Hostel Cottesloe* outlines policies that identify the need for the place to retain its viability. This is to maintain the place's significant cultural heritage values to the community. It also identifies an approach to change when required.

CMP's policies have a strong emphasis on new works being completed in a way that is sympathetic to the existing fabric.

The CMP also identifies zones and fabric of little significance, and intrusive zones and fabric. This project proposes measures of conservation, removal of intrusive fabric, adaptation and some new elements.

Following the conservation policies, new works will be kept some distance away from the significant buildings and the significant parts of the setting will remain open, much as they do today, though the plantings and setting treatments will be upgraded.

Changes to significant fabric will involve the removal on intrusive accretions, removal of bathrooms and accommodation suites and the like. All of this material is in lightweight construction and is readily identifiable from the existing documentation.

Also, the external changes made to create bathroom windows will be reversed and the walls that were impacted will be reinstated.

The updated CMP identified a large range of conservation works, and these, together with other conservation works will be undertaken as part of the conservation and adaptation project.

A very small amount of significant fabric is to be removed, which is located on the north west corner of the significant buildings.

Policies 60 and 8 discuss the re-use of the small amount of basement area, but its lack of access has precluded its use at this stage.

Proposals

The following schedule summarises the works proposed in the Development Application for *Wearne Hostel Cottesloe* drawings SK513, SK514, SK515, SK516, SK520 and SK521 inclusive. Refer Appendix 1 for copy of drawings.

1) Demolition

The scope of demolition includes the following: -

- removal of 1984 and 2004 additions, together with nurses' quarters on Warton Street;
- removal of the hydrotherapy pool and toilet block;



- removal of lightweight partitions for bedrooms and bathrooms;
- removal of 1909 bathroom block to north side of 1909 building
- removal of small addition to south east corner of the original 1897 building;
- removal of accretions to kitchen block;
- removal of all later fabric attached to 1897-1909 buildings;
- partial removal of the north wall of the 1909 wing to create a new larger opening into the 'clubhouse'; and
- stripping services.

2) Proposed New Work

The following work is proposed: -

Context

Inspired by its coastal setting and surrounding characteristics and typologies, the Wearne development responds to its location and is designed to integrate into the residential surrounds through the breakdown of the building mass, and careful consideration of scale and massing for each of its differing frontages.

The proposal directly addresses the public domain which is greatly enhanced with the inclusion of street front commercial facilities, and significant public garden areas, both which encourage community interaction with the development and its residents, as well as including improved pedestrian access and verge improvement around the site.

The development steps down the sloping site, which breaks up the built form and mass down Gibney Street.

The proposal softens the built form through curved landscaped podiums, building articulation, and stepped massing to Marine Parade, creating a dynamic and respectful built form in relation to the heritage buildings and a scale that reflects its coastal setting and seeks to enhance the identity of the area.

The significant garden area to the south west of the site is retained and enhanced celebrating the existing significant heritage buildings, which in the updated proposal is opened up to all sides so as to be viewed 'in the round'. The adjacent development respectfully harnesses and celebrates the heritage building which becomes the heart of the development, housing both resident and community.

Landscape

Landscape forms an important and integral part of the proposal. Significant courtyard spaces are created throughout, separating built forms enabling good solar access and cross ventilation throughout the project, and in particular to the heritage buildings. The proposal includes multiple elevated garden areas creating rich and varied communal and public open spaces.



The interface with the public domain is greatly improved through improved verge treatments to Gibney and Warton St with proposed dedicated pedestrian path connecting the greater community, train and bus routes to the beach. Natural coastal inspired landscape is envisaged throughout not only providing a Waterwise approach but being strongly identifiable as 'off its place'.

The significant heritage garden area retained to the south west of site are to be enhanced and pedestrianised, both improving public and resident amenity, and encouraging walkability and permeability of the site.

Built Form and Scale

Built Form and scale has been carefully considered throughout the consultative process, culminating in the endorsed masterplan report, ultimately achieving the adopted LPP 2 to which the submitted design closely aligns with the requirements prescribed.

The provisions of the policy take into account the complex nature of the site, such as considerations of land slope and retention and enhancement of the significant heritage building and gardens, which are a large area to the centre and south west of the site.

Building mass is broken down to create courtyard spaces, which provides a strong solar passive design approach.

Tiered forms step down Gibney Street, with an appropriate scale and mass, with an additional setback to Marine Parade upper floor as prescribed to reduce visual impact on Marine Parade.

The residential aged care component to Warton Street, whilst being one storey taller, occupies only approximately 20% of the Warton Street frontage, and cuts back into the natural slope of the site towards the Northwest, containing basement parking and Back of House facilities discretely.

The built forms are further softened through organic elements, seen in the podium and balcony forms with subtle reference carried through in roof lines, softening the overall built form. These elements respond to the coastal location, referencing sand dunes, reefs, marine forms and help create a nurturing environment for its residents.

Significant Buildings

Lower Ground Floor

- remove accretions from significant building;
- return rooms to their original open size;
- infill areas where accretions are removed with contemporary glazed walls and doors;
- reinstate openings and opening treatments to historic formats;
- remove 'bathroom' widows and reinstate stonework or original format windows and doors as appropriate;
- conserve joinery;



- conserve stonework;
- conserve verandahs;

Ground Floor

- remove accretions from significant buildings;
- return ground floor rooms to their original open size;
- infill areas where accretions are removed with contemporary glazed walls and doors;
- reinstate openings and opening treatments to historic formats;
- remove 'bathroom' widows and reinstate stonework or original format windows and doors as appropriate;
- conserve joinery;
- conserve stonework;
- conserve verandahs;
- reconstruct missing steps from mid-section of south verandah; and,
- upgrade pavings and cellar access.

Cellar

- improve access to cellar and clean out; and,
- note that no use has been identified for the cellar at this point.

Roof

- re-roof and rainwater goods; and,
- reinstate pepper pot roof to the belvedere and wind vane to documentary evidence (refer cover photograph).

3) Conservation Works

The following conservation works will be undertaken: -

- conservation of stone, stucco and roughcast work;
- new gutters, downpipes and flashings;
- conservation of verandahs;
- joinery and timber conservation;
- redirection of reticulation around buildings;
- conservation of timber floors; and,
- conservation of all space where partitions are removed.



Impacts and Mitigation

In this assessment, the proposals have been measured against the heritage values outlined in the Statement of Significance, and the conservation policies in the *Wearne Hostel Conservation Management Plan*.

The works indicated in the above schedules and Development Application drawings indicate that almost all the proposed work impacts fabric of little significance or intrusive fabric, and that significant fabric and spaces will be better revealed and conserved. The presentation of the place will be greatly enhanced by the reinstatement of some prominent features and the removal of intrusive elements and the return of the impacted fabric to its original material and detail.

The level of servicing required for the significant buildings is much reduced and services will have a diminished impact on the significant buildings and spaces.

This assessment concludes that there are no significant negative impacts on the heritage values of the place, and the works will assist the re-purposing and function of the of the significant buildings and ensure that the important cultural values of the place is maintained and enhanced.

Heritage values	Potential Impact Analysis	Heritage Impact Statement - Degree and Intensity of Impacts
The place is one of the largest and most successful philanthropic institutions of the nineteenth and twentieth centuries. As the Ministering Children's League Convalescent Home, it provided a necessary service to the people of this State for almost 60 years, and in particular, to those from the Goldfields in the late nineteenth and early twentieth centuries, and to women, for whom there were few medical facilities available prior to the construction of King Edward Memorial Hospital in 1916.	The significant elements of the place will continue to provide community services through age care, its support and community facilities, sustaining something of the attributed values.	Positive impact.



<p>The place exhibits the aesthetic characteristics and is a fine example of the Federation Queen Anne style, with individual elements constructed between 1897 and 1909 making an increasingly exuberant use of the elements of the style.</p>	<p>Removal of some of the accretions, reversal of some poor interventions and reinstatement of key elements will recover some of the qualities that were somewhat impacted by cumulative change and the impact of the requirements of residential age care.</p> <p>The new development will restore visual access to all sides of the significant buildings.</p>	Positive impact.
<p>The place has a landmark quality and is an integral part of the vista in Cottesloe, a distinctive section of Metropolitan beach frontage.</p>	<p>The completed work will retain and enhance the landmark qualities by conservation of the fabric, reinstatement of the pepper pot roof to the belvedere and wind vane to the tower and enhancement of the landscape setting</p>	Positive impact.
<p>The place is valued by the community for the role it has played in the health and ancillary services in this State.</p>	<p>The place will continue to provide a community benefit.</p>	Neutral impact.
<p>The place has strong historic associations with many eminent Western Australians, principally Anglicans, who gave their support to the place, including Mrs. Waylen, Walter Padbury, Mr. and Mrs. H. D. Holmes, and their daughters, Phoebe and Emmie; Lady Onslow; P. W. Harrison, Architect; Edith Cowan, Lady Mitchell, John Tonkin; and the wives of all the Governors of Western Australia in the late nineteenth century and the first half of the twentieth century, particularly Lady Lawley; and, the place is rare as an early and large cottage style convalescent home and represents a building type and mode of health care that is no longer practiced.</p>	<p>These are historic values and the contribution of these, and other associations might be highlighted through interpretation.</p>	Positive impact.
<p>The post-World War Two additions, alterations, and hostel additions are considered to have little cultural heritage significance.</p>	<p>These are not heritage values but are matters addressed at the end of the statement of significance and in the conservation management plan.</p>	Positive impact.



Put simply, all of these elements
will be removed as part of the
proposed development.

Conservation Plan

The conservation plan contains 84 policies and an audit of the proposals against the recommendations indicates the proposals are consistent with the policies and almost all will be implemented as part of the proposed scheme.

Conclusion

In this assessment, the proposals were measured against the Statement of Significance and the Conservation Management Plan. The new development proposal will bring the accommodation for aged care up to contemporary standards and allow the significant buildings to be freed of intrusive accretions.

The works to the significant buildings will allow the spaces to function more as intended and allow both interior and exterior to be conserved and some important missing elements to be reinstated. Presentation of the significant buildings and their setting will be much enhanced. The works will retain the place's core heritage values.

The approach of the development is to respond to the conservation policies outlined in the Conservation Management Plan, to retain the existing style and character of the heritage place, and to return the internal spaces of the building to or near to their original format.

This assessment concludes that there are no significant negative impacts and some strong positive impacts on the heritage values of the place. The works will assist in the re-purposing of the building in a sympathetic manner to a more benign use and to ensure that the important cultural value of the place is maintained and enhanced.



Photographs

This section includes photographs with explanations relating to some of the more significant tasks.



The gates will be conserved but will no longer be used for vehicular access due to their proximity to the road junction



The summer house has already been conserved. The buildings will be re-roofed and the pepper pot roof to the belvedere reconstructed and wind vane reinstated.



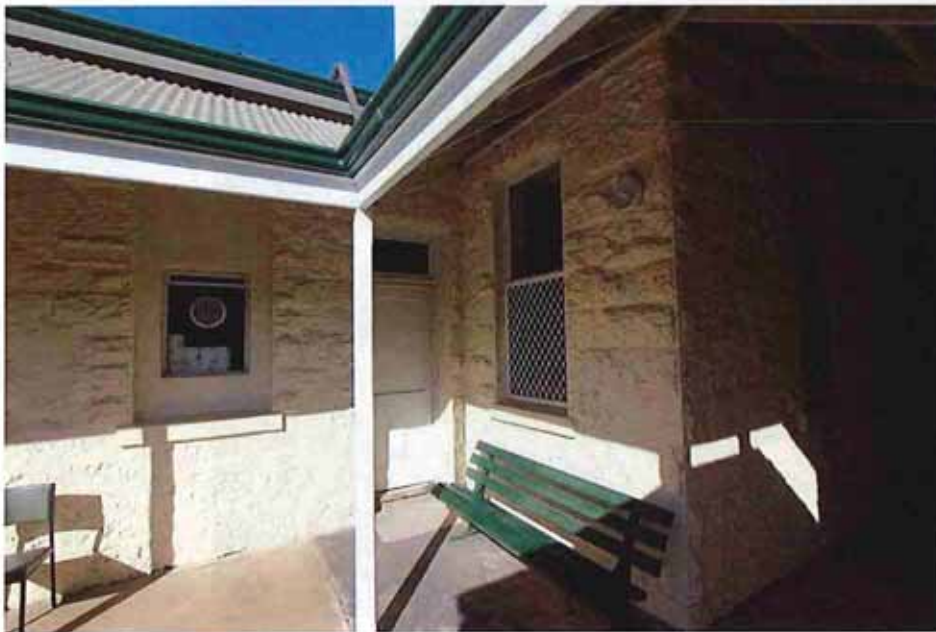
Concrete verandahs will be removed where possible, but where this is not possible breather strips will be created.



The addition to the right will be removed and the early and original fabric revealed and conserved.



Verandah posts will be conserved or replaced where necessary.



Where windows have been infilled in this manner, the openings returned to their original form and double hung sash windows reinstated. Render repairs and paint finishes will be removed from the limestone and the limestone conserved.



Door openings that have been adapted to windows will be reconstructed as doors.



Roof and wall mounted air conditioners will be removed and the openings made good.



Blanked in openings will be reinstated.



The toilet block (far right) and hydrotherapy pool (centre) will be demolished.



This late addition (left) will be removed, and a contemporary style set of windows and doors set into the opening that will be revealed. The bathroom windows in the stone wall will be removed and the stone reinstated, and paint removed from the stone.



The door on the left was relocated from further west and consideration will be given to returning it to its original location. The arched opening to the right will be given a more appropriate treatment.



Where possible, concrete will be removed and timber verandahs reinstated.



Levels will be reduced around the foundation stone and it will be conserved, and the lettering re-filled.



The garden steps will be reinstated to the top of this path.



Opening treatments will be reversed so windows are reinstated and later bathroom windows removed and walls reinstated.



Joinery will be conserved and appropriate hardware fitted.



Windows that were introduced as part of the hostel adaptation will be removed and the limestone reinstated. Cement render will also be removed together with all redundant services.



Window mounted air conditioners will be removed and the openings rectified and doors that were adapted to windows, reinstated to doors.



References

State Heritage Office, *Register of Heritage Places - Assessment Documentation, Wearne Hostel*, 14 July 2000.

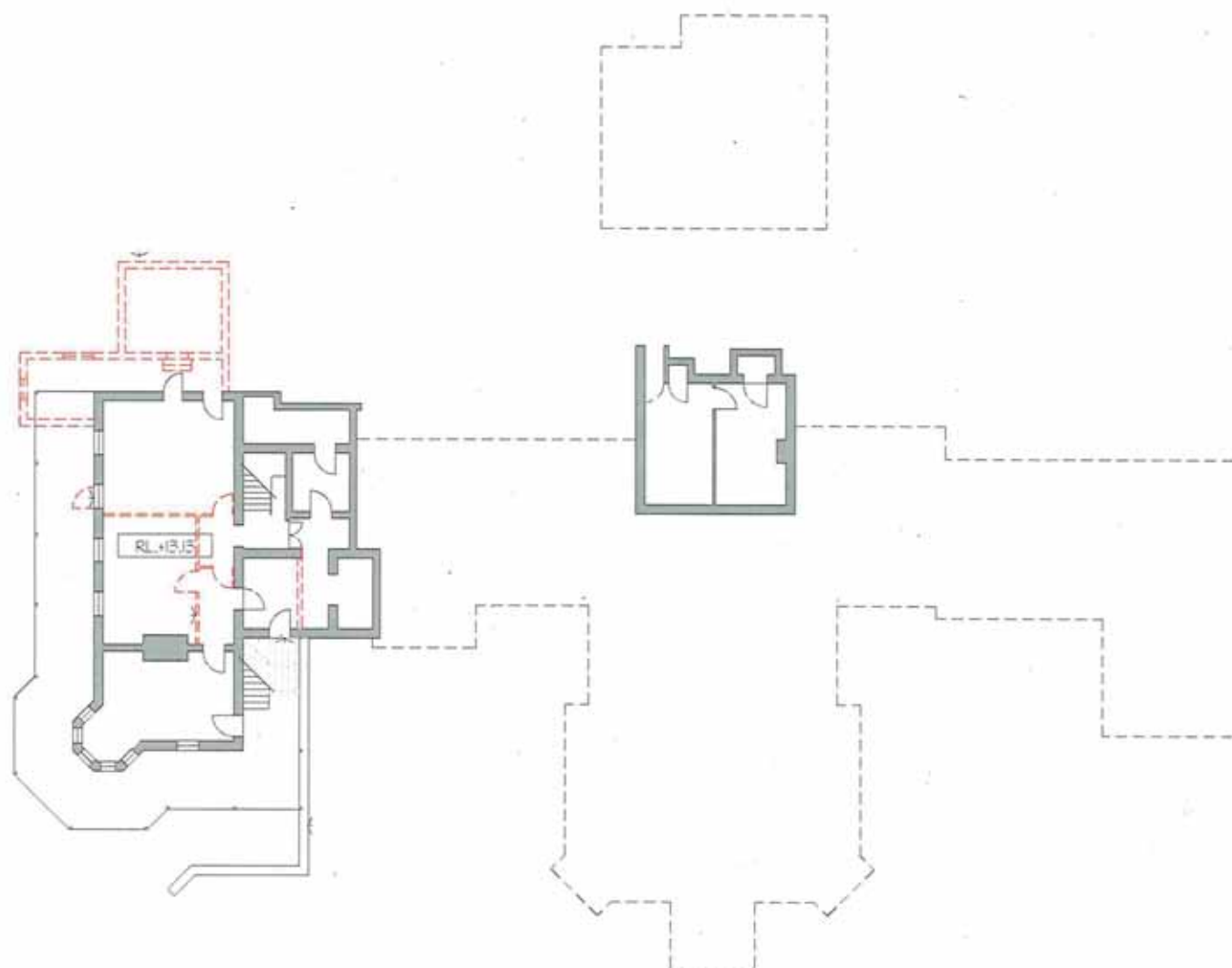
Griffiths Architects, with Robin Chinnery Historian, *Wearne Hostel, Cottesloe Conservation Management Plan*, August 2017.



Appendix 1

Development Application for *Wearne Hostel Cottesloe* drawings SK513, SK514, SK515, SK516, SK520 and SK521 inclusive.

Demolition
Retain pre-war federation style
building exposing the northern face



Demolition
Demolition of post-war
construction exposes the
northern face of the heritage
significant federation style
building retained.

Internal gyprock partition walls
are removed opening up
spaces and revealing the
original ward spaces.

DEMOLITION PLAN - BASEMENT LEVEL

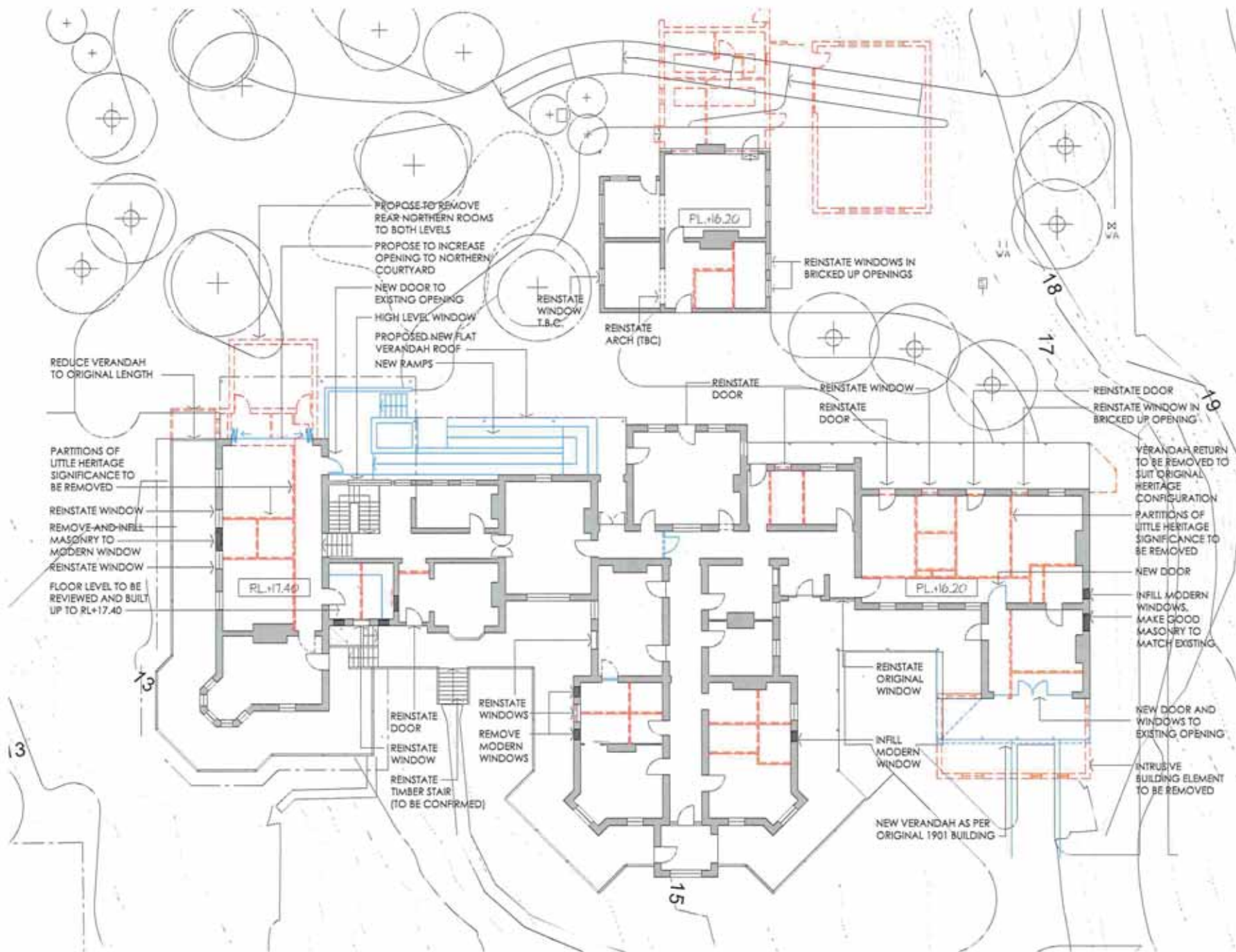
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WEARNE COTTESLOE REDEVELOPMENT
HERITAGE



sph
ARCHITECTS + PLANNERS
14/11/18 16/11/18 18/11/18 20/11/18

G K A
GROUNDS KENT ARCHITECTS
14/11/18 16/11/18 18/11/18 20/11/18



Demolition
Retain pre-war federation style building exposing the northern face

Demolition
Demolition of post-war construction exposes the northern face of the heritage significant federation style building retained.

Internal gyprock partition walls are removed opening up spaces and revealing the original ward spaces.

DEMOLITION PLAN - GROUND FLOOR

SCALE 1:100 @ A1, 1:200 @ A3

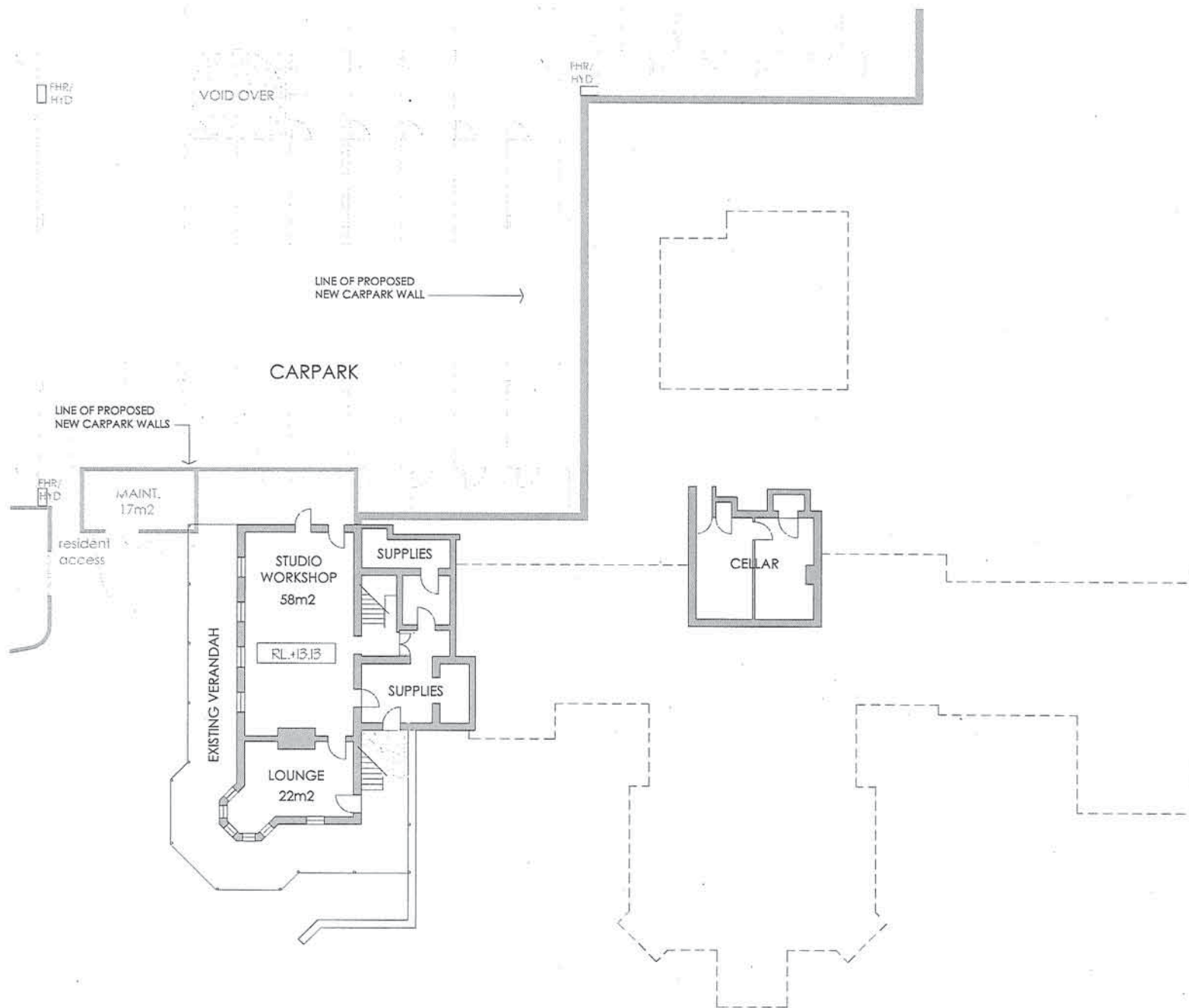
WEARNE COTTESLOE REDEVELOPMENT
HERITAGE



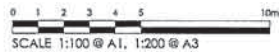
sph
SOUTH PLYMOUTH
ARCHITECTS

G K A
GROUND KENT ARCHITECTS

1810 16.11.18 50314 D



FINAL CONFIGURATION - BASEMENT LEVEL WEARNE COTTESLOE REDEVELOPMENT HERITAGE



sph
Architects + Interiors

G K A
GROUNDS KENT ARCHITECTS

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REVISION		D



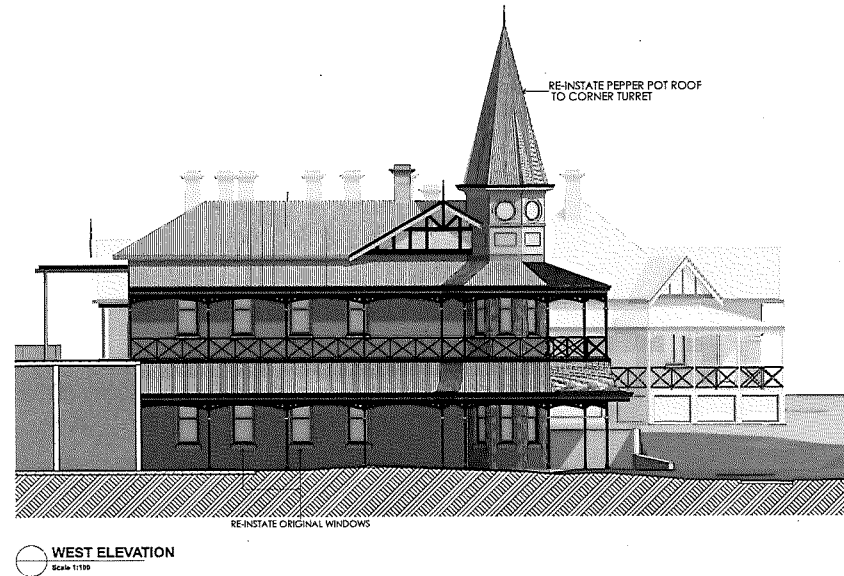
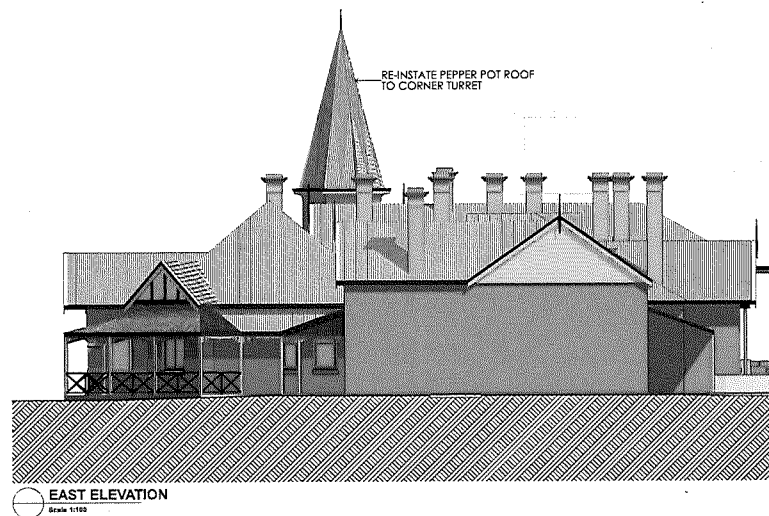
ELEVATIONS - HERITAGE

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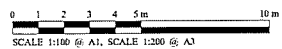
Wearne Cottessloe Redevelopment

sph
Architecture + Interiors

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ELEVATIONS - HERITAGE



Wearne Cottessloe Redevelopment

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Architecture + Interiors

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TOWN OF COTTESLOE

6 JUN 2019

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APPENDIX F BUSHFIRE MANAGEMENT PLAN



intelligent outcomes | respected experience

Bushfire Emergency Evacuation Plan

Wearne Cottesloe Redevelopment,
1 Gibney Street, Cottesloe

Prepared for
Curtin Heritage Living
by Strategen

February 2019



Bushfire Emergency Evacuation Plan

**Wearne Cottesloe Redevelopment, 1
Gibney Street, Cottesloe**

Strategen is a trading name of
Strategen Environmental Consultants Pty Ltd
Level 1, 50 Subiaco Square Road Subiaco WA 6008
ACN: 056 190 419

February 2019

Limitations

Scope of services

This report ("the report") has been prepared by Strategen Environmental Consultants Pty Ltd (Strategen) in accordance with the scope of services set out in the contract, or as otherwise agreed, between the Client and Strategen. In some circumstances, a range of factors such as time, budget, access and/or site disturbance constraints may have limited the scope of services. This report is strictly limited to the matters stated in it and is not to be read as extending, by implication, to any other matter in connection with the matters addressed in it.

Reliance on data

In preparing the report, Strategen has relied upon data and other information provided by the Client and other individuals and organisations, most of which are referred to in the report ("the data"). Except as otherwise expressly stated in the report, Strategen has not verified the accuracy or completeness of the data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in the report ("conclusions") are based in whole or part on the data, those conclusions are contingent upon the accuracy and completeness of the data. Strategen has also not attempted to determine whether any material matter has been omitted from the data. Strategen will not be liable in relation to incorrect conclusions should any data, information or condition be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to Strategen. The making of any assumption does not imply that Strategen has made any enquiry to verify the correctness of that assumption.

The report is based on conditions encountered and information received at the time of preparation of this report or the time that site investigations were carried out. Strategen disclaims responsibility for any changes that may have occurred after this time. This report and any legal issues arising from it are governed by and construed in accordance with the law of Western Australia as at the date of this report.

Environmental conclusions

Within the limitations imposed by the scope of services, the preparation of this report has been undertaken and performed in a professional manner, in accordance with generally accepted environmental consulting practices. No other warranty, whether express or implied, is made.

Document control

At any given time, there must be only one revision of the BEEP in circulation.

Revision No.	Revision Date	Purpose	Author	Reviewer
Rev A	01/02/2019	Draft for client review	Louisa Robertson (BPAD 36748, Level 1)	Linden Wears (BPAD 19809, Level 3)
Rev 0	06/02/2019	Final for use	Louisa Robertson (BPAD 36748, Level 1)	Linden Wears (BPAD 19809, Level 3)

This Bushfire Emergency Evacuation Plan to be reviewed annually

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Appendix 1 On-site assembly point and safer place (shelter-in-place)

1. Facility details

This Plan is for: Wearne Cottesloe and has been designed to assist management to protect life and property in the event of a bushfire.

This Plan outlines procedures for evacuation of occupants to an **on-site assembly point and safer place** to enhance the protection of occupants from the threat of a bushfire.

The Primary Action to follow under normal bushfire conditions is to:

SHELTER IN PLACE IN A SAFER PLACE ☒

Address	Lot 555 (No. 1) Gibney Street, Cottesloe		
Contact details	Managing Director 0418 877 676	Service Manager 0417 099 035	Facility Contact Number 6458 7500
Type of facility	Aged persons' facility comprising a residential aged care (RAC) precinct, independent living apartments (ILUs) for retirees and a number of ancillary buildings.		
Number of employees	Up to 50 staff on site at any one time		
Maximum number of residents	Aged care facility: up to 129 residents Retirement apartments: up to 156 residents in 78 apartments		
Potential for occupants to have support needs	Yes		
Description of support needs	Occupants of the RAC facility will include elderly persons' who may be mobility impaired, frail and who may have specific medical needs requiring high levels of care. Occupants of the ILUs would typically be expected to be mobile and not requiring regular medical attention but may have specific support needs due to their age.		

2. Assessment of facility and occupant vulnerability

Table 1 and Table 2 provide an assessment of the vulnerability of the development and location and extent of the bushfire hazard to understand how a bushfire may affect the facility and its occupants.

Table 1: Assessment of facility vulnerability

Bushfire risk element	Facility response
Type of facility	Aged persons' facility comprising a residential aged care (RAC) precinct as well as independent living units (ILUs) and associated activity and admin buildings.
Accessibility	The facility will be directly accessed by Gibney Street in the north and Warton Street in the south. These roads connect with two major transport routes - Marine Parade in the west and Curtin Avenue in the east. Curtin Avenue provides access to the town centres of Cottesloe, Mosman Park and Peppermint Grove which are located between 2 and 3 km driving distance north and east of the site.
Quality of roads	Public roads servicing the site are well maintained, consisting of paved dual lane roads, wider than 6 m.
Bushfire prone vegetation adjacent to facility	Bushfire prone vegetation surrounding the facility is limited to narrow strip of coastal shrub vegetation west of Marine Parade. Strategen considers it highly unlikely that this vegetation would be capable of supporting extended and significant bushfire behaviour. This is primarily due to the narrow width of the vegetation and fragmented nature. The facility buildings are otherwise surrounded by non-vegetated areas and low threat vegetation. In this regard, a bushfire occurring in the area would not be expected to result in sustained and significant impact on the facility.
Bushfire prone vegetation adjacent to transport routes	A narrow strip of coastal shrub vegetation is located west of Marine Parade which is classified on the DFES map of Bush Fire Prone Areas as being bushfire prone vegetation. The remainder of roads providing access to and egress from the facility are clear of bushfire prone vegetation. While the bushfire risk from this vegetation is considered to be low, a bushfire response would not require evacuating occupants or firefighting services to travel on Marine Parade – Gibney Road and Warton Street, which are devoid of bushfire prone vegetation, would provide the preferred egress and ingress routes.
Bushfire Attack Level (BAL)	The ILU apartments and attached ancillary buildings will be subject to a highest BAL impact of BAL—29.
Building condition / construction	<p>The ILUs will be constructed in accordance with AS 3959 to the relevant BAL (maximum of BAL—19) as determined in the Bushfire Management Plan (BMP; Strategen 2019) prepared to support the development application and future BAL assessment report/s commissioned at the building licence stage.</p> <p>The RAC buildings are in a BAL—Low area and are Class 9b buildings meaning that they are not required to be constructed in accordance with AS 3959.</p> <p>The heritage buildings are Class 9b and do not require construction in accordance with AS 3959.</p>
Defendable space	All facility buildings will be surrounded by low threat landscaping, or non-vegetated areas in accordance with the endorsed Landscape Plan. Therefore, there is a very low chance that vegetation within the site itself would be capable of supporting bushfire behaviour. The facility buildings will be accessible from Marine Parade, Gibney Street and Warton Street as well as from the internal driveway network. Therefore, the facility buildings will be provided with a level of defendable space suitable for firefighting operations to be carried out.
Additional fire protection features	All buildings will be fitted with sprinkler systems, smoke detection alarms and internal fire and smoke compartmentation. The facility will be provided with an internal fire hydrant system, providing firefighting water within direct proximity to the buildings.

Table 2: Assessment of occupant vulnerability

Occupant characteristic descriptors	Facility response
Type of occupants	<ul style="list-style-type: none"> • Retirees and elderly persons • Aged care support and admin staff
Gender	Residents and staff will include a mix of males and females.
Age	Residents are expected to be retirement age (55 years) and older. Staff would expected to be adults (>18 years) of any age class.
Numbers	<ul style="list-style-type: none"> • RAC – up to 129 residents. • ILUs – up to 156 residents in 78 apartments • Staff – up to 50 staff on site at any one time
State	Staff would typically be expected to be awake and fully conscious during the day when bushfire is most likely to impact the venue. There is potential for residents, especially those of the RAC to be asleep or unconscious during the day. Residents would typically be expected to be sleeping during the evenings but support shift on night-shift would be awake and fully conscious.
Physical attributes	All staff are typically expected to be mobile and able to act in the event of a bushfire emergency rapidly. Physical attributes of residents may vary. There is potential for some residents to have physical and disabilities, or to have visual, auditory or mobility impairments which would require them to need assistance in the event of a bushfire emergency. Residents of the RAC facility would typically be expected to have the lowest physical capacity of all site occupants.
Mental attributes	Staff and residents of the ILUs would typically be expected to have the ability to comprehend that an emergency is taking place through visual, auditory and olfactory sensors and through guidance from staff members. Staff will be trained in bushfire emergency procedures and it is anticipated that they will have the mental ability to make decisions based on these procedures and triggers. There is potential for mentally impaired adults, such as those with dementia, to be present within the RAC who would require special assistance in the event of a bushfire emergency.
Level of assistance required	Staff are not expected to require assistance in a bushfire emergency. Typically, residents of the ILUs would also be expected to be capable of carrying out evacuation procedures in an emergency, however, they may require additional guidance from staff. Residents with mental or physical disabilities are likely to require additional assistance from staff.
Emergency training	All staff will be trained in bushfire emergency procedures and it is expected they will be familiar with the Bushfire Emergency Evacuation Plan (BEEP). A Chief Warden will be assigned in the event of a bushfire emergency to coordinate an emergency response in accordance with the facilities Overarching Emergency Management Plan. Residents of the ILUs will also be familiarised with emergency evacuation procedures for the facility.

2.1 Summary of facility vulnerability

Based on the assessment of the facility and occupant vulnerability in Table 1 and Table 2, the potential bushfire impact to the facility is considered to be low and the facility will be well prepared to carry out an emergency response through the implementation of this BEEP and the Overarching Emergency Management Plan. The facility buildings will be constructed to the appropriate BAL, where appropriate and protected additional fire protection features to assist with potential localised building ignition. Although the risk of bushfire impact to the facility is considered to be relatively low, the facility will house potentially vulnerable occupants who would require assistance in the event of a bushfire emergency.

2.2 Recommended bushfire response

Analysis of the bushfire risk assessment has determined that the Primary Action should be to **evacuate occupants to an on-site assembly point and safer place** which is a location within the site that is away from the effects of a bushfire. The on-site assembly point and safer place is designated as the RAC facility building.

Evacuating residents of the RAC facility to an off-site refuge is not considered to be a viable option, as the residents are likely to have specific medical and support needs and an evacuation response would require a great deal of time to carry out. As the RAC building is located in the area of lowest bushfire risk within the site (BAL—Low), and evacuation to this building would allow immobile resident to stay in their rooms, this building is considered to be the most appropriate building for residents to shelter in.

It is acknowledged that residents of the ILUs would typically be capable of carrying out an evacuation response to an off-site refuge, however, the level of bushfire risk posed by the dune vegetation to the west is not considered to warrant a full-scale evacuation, where occupants could instead shelter within an area of the site that would not be subject to any significant levels of bushfire attack.

3. Roles and responsibilities

Table 3 and Table 4 outline the people and organisations who are responsible for implementing the emergency procedures in the event of a bushfire.

Table 3: Roles and responsibilities

Position	Name of person	Phone number
Chief Warden	Most senior person on duty	6458 7500
Managing Director	David Cox	0418 887 676

Table 4: Emergency contacts

Organisation	Office / contact	Information	Phone number / website
Local Fire Bridge	DFES Communications	Report a fire	000
Ambulance	Communications Centre	Report a medical emergency	000
Police	Communications Centre	Report other emergencies	000
Department of Fire and Emergency Services (DFES)	Communications Centre / website	Emergency warnings and incidents in local area	13 DFES (133 337) www.emergency.wa.gov.au
Town of Cottesloe	Rangers office	Emergency management information	(08) 9285 5070
Main Roads WA	Office / website	Road closures	138 138 www.mainroads.wa.gov.au
DFES State Emergency Service (SES)	Communications Centre	SES services	132 500

4. Bushfire preparation and awareness

4.1 Preparation

Preparation prior to and during the declared bushfire season is paramount to increasing a building and its occupants chance of surviving a bushfire event. The following provides a list of bushfire preparations that should be carried out within the facility prior to and during the bushfire season:

- ensure compliance with the Town of Cottesloe annual fire prevention order
- ensure landscaping within the site and the Gibney Street and Warton Street road verges are maintained in accordance with the endorsed Landscape Plan and the endorsed Bushfire Management Plan prepared by Strategen in 2019 to support the development application for the facility
- ensure that this BEEP and Overarching Emergency Management Plan are reviewed and updated annually
- practice evacuation and shelter-in-place procedures as outlined within this BEEP
- ensure that an Evacuation Diagram is displayed within the facility and all occupants are aware of the BEEP
- test any firefighting equipment present within the facility regularly (e.g. fire hose reels, sprinkler systems, smoke detector alarms)
- ensure compliance with Total Fire Bans.

4.2 Fire Danger Ratings

Fire Danger Ratings (FDRs) are issued by Department of Fire and Emergency Services (DFES) and provide advice about how dangerous a fire would be if one started on a particular day. An FDR of Catastrophic or Extreme means that a bushfire that starts is likely to be so intense that even well-prepared, well-constructed and actively defended homes may not survive. Under these conditions, DFES advice is to evacuate in the days or hours before a bushfire might threaten to increase the chances of survival.

Understanding the FDR categories and what they mean to the facility will help facility management to make decisions about what to do if a bushfire starts.

It is recommended that facilities with an overall risk rating of High or Extreme (from Table 1) plan to spend the day in a low bushfire risk location (such as a townsite) on days with a Catastrophic or Extreme FDR.

The FDR for your local area can be checked on the following websites:

- Emergency WA website (DFES): <https://www.emergency.wa.gov.au/#firedangerratings>
- Bureau of Meteorology website: <http://www.bom.gov.au/wa/forecasts/fire-danger.shtml>.

4.3 Emergency warnings

During a bushfire, DFES and the Department of Biodiversity, Conservation and Attractions (DBCA) will issue community alerts and warnings for bushfires that threaten lives and property.

The following warnings may be issued:

- **Advice** – a fire has started but there is no known danger, this is general information to keep you informed and up to date with developments
- **Watch and Act** - there is a possible threat to lives and homes. Conditions are changing, you need to leave the area or prepare to actively defend your home to protect you and your family

- **Emergency Warning** - you are in danger as your area will be impacted by fire. You need to take immediate action to survive. Listen carefully as you will be advised whether you can leave the area or if you must shelter where you are as the fire burns through your area. An emergency warning may be supported with a siren sound called the Standard Emergency Warning Signal (SEWS). These factors should be reviewed on a regular basis as they may change at any time and without notice
- **All Clear** - the danger has passed and the fire is under control, but you need to remain vigilant in case the situation changes. It may still not be safe to return home.

4.4 Additional resources

Table 5 provides a list of publications that provide additional information relating to bushfire preparedness and awareness. It is recommended that facility management review these publications prior to and during the bushfire season.

Table 5: Preparation and awareness publications

Agency	Resource	Website
Department of Fire and Emergency Services (DFES)	5 Minute Fire Chat online resource	https://www.dfes.wa.gov.au/firechat/Pages/default.htm
	5 Minute Fire Chat publications	https://www.dfes.wa.gov.au/safetyinformation/fire/bushfire/Pages/publications.aspx
	Bushfire Preparation Toolkit	https://www.dfes.wa.gov.au/safetyinformation/fire/bushfire/BushfireManualsandGuides/DFES-Fire-Chat-Bushfire-Preparedness-Toolkit.pdf
Town of Cottesloe	Fire Prevention Notice	https://www.cottesloe.wa.gov.au/services/ranger-services-and-community-safety/fire-prevention.aspx

5. Stand-by procedures

Stand-by procedures are triggered:

- when occupants of the facility are made aware that there is a bushfire in the surrounding area with the potential to impact the facility (DFES 'Advice' alert)
- on days with a Fire Danger Rating of Very High, Severe or Extreme - DFES recommends that residents seek information and be ready to act if a bushfire starts on these days
- on days with a Fire Danger Rating of Catastrophic - DFES considers that the only safe place in these conditions is away from bushfire risk areas.

Table 6 lists the stand-by procedures to be followed when the threat of a bushfire is not immediate.

Table 6: Stand-by procedures

TRIGGER:	
On becoming aware that there is a bushfire in the surrounding area (DFES 'Advice' alert)	
On days with a Fire Danger Rating of Very High, Severe, Extreme or Catastrophic	
Action	Person responsible
Consult State Emergency Alerts and Warnings website, DFES phone (13 3337) and local ABC radio (585 AM) for fire situation and updates	Chief Warden
Chief Warden to take charge; ensure that they have a mobile phone and are contactable	Chief Warden
Inform staff, residents and visitors of the fire situation and account for all occupants	Chief Warden
Advise DFES (000) that the centre is operating as an aged care facility with vulnerable occupants	Chief Warden
Make arrangements for possible evacuation to on-site assembly point and safer place	Chief Warden

6. Shelter-in-place procedures (primary action)

Evaluation of the safety of occupants has determined that it would be safer for all persons to evacuate to a designated on-site assembly point and safer place.

Shelter-in-place procedures may need to be carried out when a DFES 'Watch and Act' alert has been issued, warning occupants that an approaching bushfire threatens to impact the facility or a 'Emergency Warning' has been issued for the location advising that occupants must shelter where they are.

6.1 On-site safer place

An on-site assembly point and safer place is a building within the property that is able to adequately accommodate all occupants ideally away from the effects of a bushfire.

The designated on-site assembly point is identified in Table 7 and Appendix 1.

Table 7: Designated on-site assembly point and safer place

On-site assembly point and safer place
Residential aged care (RAC) building

The RAC building is deemed to be the most suitable building within the facility because:

- it is located in the area of lowest bushfire risk (BAL-Low)
- it has the capacity to house the maximum number of occupants
- mobility impaired, frail, or medically dependent residents of the RAC building would be able to remain in their rooms.

The following criteria have been considered when choosing the most suitable on-site refuge:

6.2 Shelter-in-place procedures

Shelter-in-place procedures are triggered:

- when an approaching bushfire threatens to impact the facility (DFES 'Watch and Act' alert)
- when advised by emergency services or a DFES 'Emergency Warning' that sheltering in place is necessary.

Table 8 lists the procedures to be followed when sheltering-in-place

Table 8: Shelter-in-place procedures

TRIGGERS:	
<ul style="list-style-type: none"> On becoming aware that an approaching bushfire threatens to impact the facility (DFES 'Watch and Act' alert) When advised by emergency services or a DFES 'Emergency Warning' that sheltering in place is necessary 	
Action	Person responsible
Move all occupants to the on-site assembly area (RAC building)	Chief Warden or delegated staff member
Ensure all doors and windows are closed and evaporative air conditioners turned off	Chief Warden or delegated staff member
Ensure all persons are accounted for	Chief Warden or delegated staff member
Remain calm and explain shelter in place procedures to occupants	Chief Warden or delegated staff member
Advise DFES (000) that the centre is operating as an accommodation facility with vulnerable occupants and occupants are sheltering-in-place (advise number of occupants and what building / room they are sheltering in)	Chief Warden or delegated staff member
Maintain situational awareness through State emergency Alerts and Warnings website, DFES phone (13 3337) and local ABC radio (684 am, 1152 am)	Chief Warden or delegated staff member
Two persons to regularly inspect building exterior and roof cavity through the internal manhole (wearing suitable protective clothing - at a minimum long sleeves, trousers and leather boots) to identify embers and extinguish where possible	Chief Warden or delegated staff member
Stay in the building while the fire front is passing, if the building catches fire and conditions inside become unbearable, leave through the door furthest from the approaching fire and go to an area that has already burnt	Chief Warden or delegated staff member
Notify fire brigade (000) if building is being impacted by fire	Chief Warden or delegated staff member

7. Recovery procedures

Recovery procedures are triggered when emergency services have advised that the bushfire threat has passed and it is safe for occupants to return to their former location (DFES 'All Clear' alert). Table 9 lists the recovery procedures to be carried out when sheltering-in-place.

Table 9: Recovery procedures

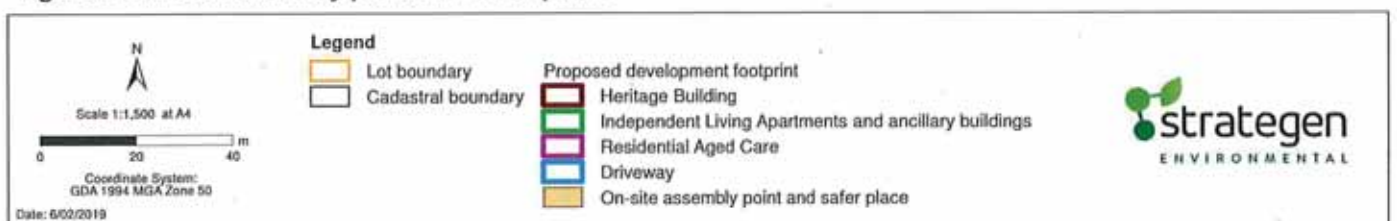
TRIGGER: On being informed by emergency services that the bushfire threat has passed (DFES 'All Clear' alert)	
Action	Person responsible
Inform emergency services that all occupants are safe and accounted for within refuge	Chief Warden or delegated staff member
If any buildings have been impacted by fire, ensure no persons re-enter the buildings until emergency services have declared them as being safe	Chief Warden or delegated staff member
Decision made to either reopen buildings or remain as closed	Chief Warden or delegated staff member
Arrange for occupants to be relocated to alternative accommodation if buildings remains closed	Chief Warden or delegated staff member

Appendix 1

On-site assembly point and safer place (shelter-in-place)



Figure 1: On-site assembly point and safer place



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APPENDIX G TRAFFIC IMPACT ASSESSMENT

Traffic Impact Assessment

Wearne Cottesloe Redevelopment

CW1061200



Prepared for
Curtin Heritage Living

30 May 2019



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Document Information

Prepared for	Curtin Heritage Living
Project Name	Wearne Cottesloe Redevelopment
File Reference	CW1061200-TR-R01-D- Wearne_Cottesloe_Redevelo pment_TIA
Job Reference	CW1061200
Date	30 May 2019
Version Number	D


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Effective Date 30/05/2019

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Date Approved 30/05/2019

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
A	16/01/2019	DRAFT	BS	SJL
B	29/01/2019	For Issue	BS	SJL
C	31/01/2019	For Issue	BS	SJL
D	30/05/2019	Final Report	BS	SJL

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1 Introduction

1.1 Background

Cardno was commissioned by Curtin Heritage Living to prepare a Transport Impact Assessment for the proposed Wearne Redevelopment ('proposed development') located at the former Wearne Hostel site, 1 Gibney Street, Cottesloe ('the Site').

This report aims to assess the impacts of the proposed development upon the adjacent road network and the proposed provisions of car parking for the proposed development. This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*. **Appendix A** of this report includes a checklist of the WAPC guidelines.

This report will focus specifically around traffic access, parking provision and safety as well as discussion regarding consideration of pedestrians, cyclists and public transport.

The scope of work comprises of the following:

- > Summary of the existing and proposed infrastructure within the context of the surrounding area.
- > Background information for the proposed development
- > Desktop assessment to determine the traffic generation, distribution and assignment for the proposed development
- > SIDRA assessment of key intersections
- > Assessment of the proposed provisions of car parking for the proposed development
- > Mitigation measure and recommendations (if required)
- > Conclusions and summary

2 Existing Situation

2.1 Site Location

The Site is located at 1 Gibney Street, within the Town of Cottesloe LGA, in the suburb of Cottesloe. The location of the Site is illustrated in **Figure 2-1**.

Figure 2-1 Site Location

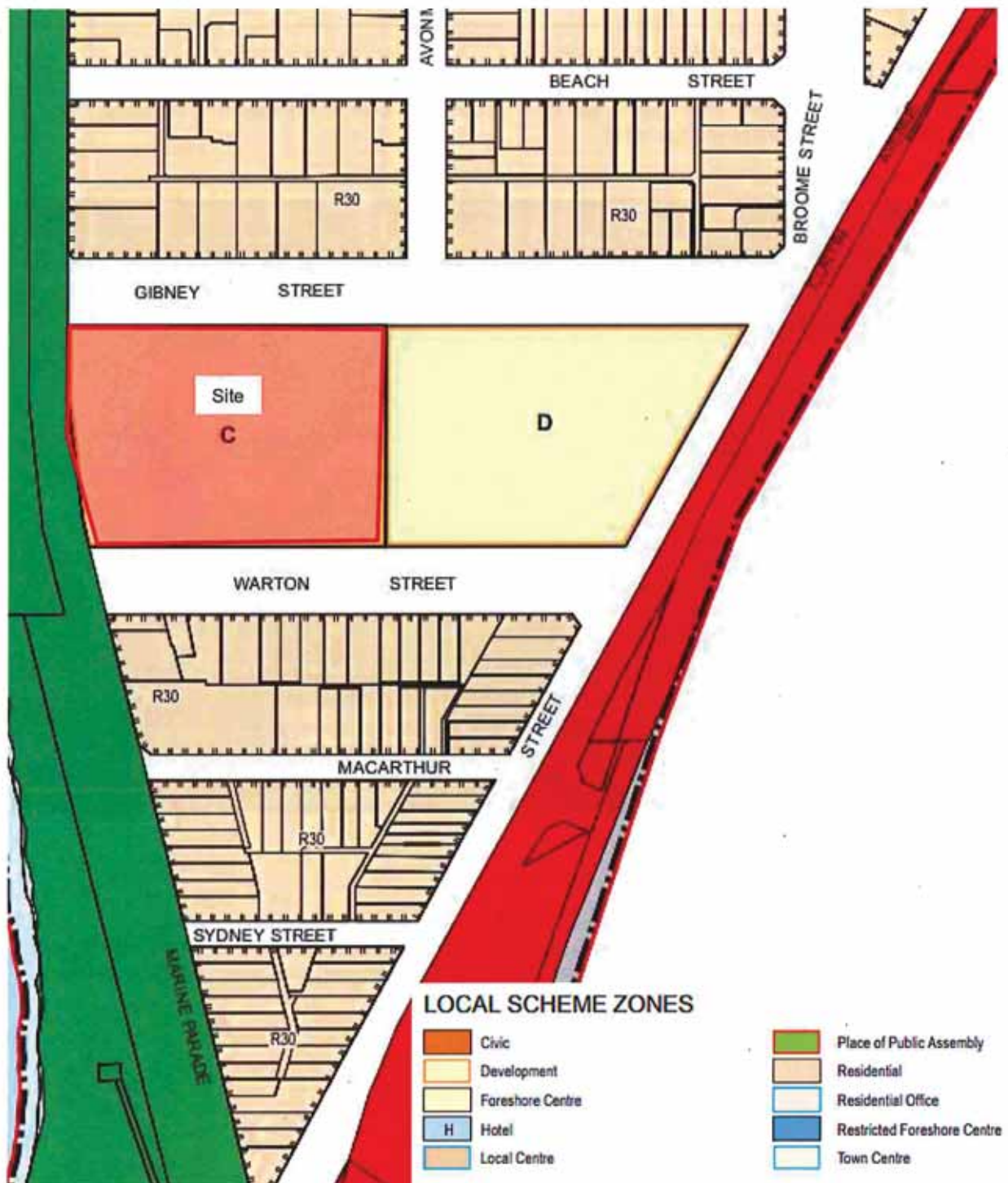


Source: Nearmap (2018)

2.2 Existing Land Uses

Figure 2-2 shows the existing land uses in the vicinity of the Site. The Site is currently zoned as 'development', with low to medium density residential to the north and south of the Site, the WA Institute for Deaf Education site to the east, which may be redeveloped in the future and Cottesloe Foreshore to the west.

Figure 2-2 Existing Land Use



Source: Town of Cottesloe Local Planning Scheme No.3

2.3 Existing Parking Provision

The existing off-street parking for the quantum is as follows:

- > Approximately 24 parking bays accessed via multiple (5) crossovers along Gibney Street
- > Approximately 19 parking bays accessed via the crossovers along Warton Street

A large supply of on-street parallel parking bays is available along both sides of Marine Parade, Gibney Street and Warton Street, located in the vicinity of the Site and shared between all local uses. **Figure 2-3** shows the on-street parking available within a comfortable walking distance of 150m from the Site. The on-street parking available includes the following:

- > 30 formal on-street parking bays along Marine Parade
- > Informal parking along Gibney Street
- > Informal parking along Warton Street.

It should be noted that along Gibney Street, verge parking has been constructed within the road reserve. This provides 21 bays exclusively used by the Site.

Cardno conducted a site visit at mid-day of 15th of January 2019 and observed that the on-street parking along Gibney Street is generally occupied.

Additionally, it is noted that the two stops along Marine Parade to the west of the Site have been decommissioned. It was observed that the bus zone on the western side of Marine Parade has been reconfigured into on-street parking bays, while the eastern side remain unmarked. The available space could potentially provide an additional 5 on-street bays along Marine Parade.

Figure 2-3 Existing parking available in the vicinity of the Site

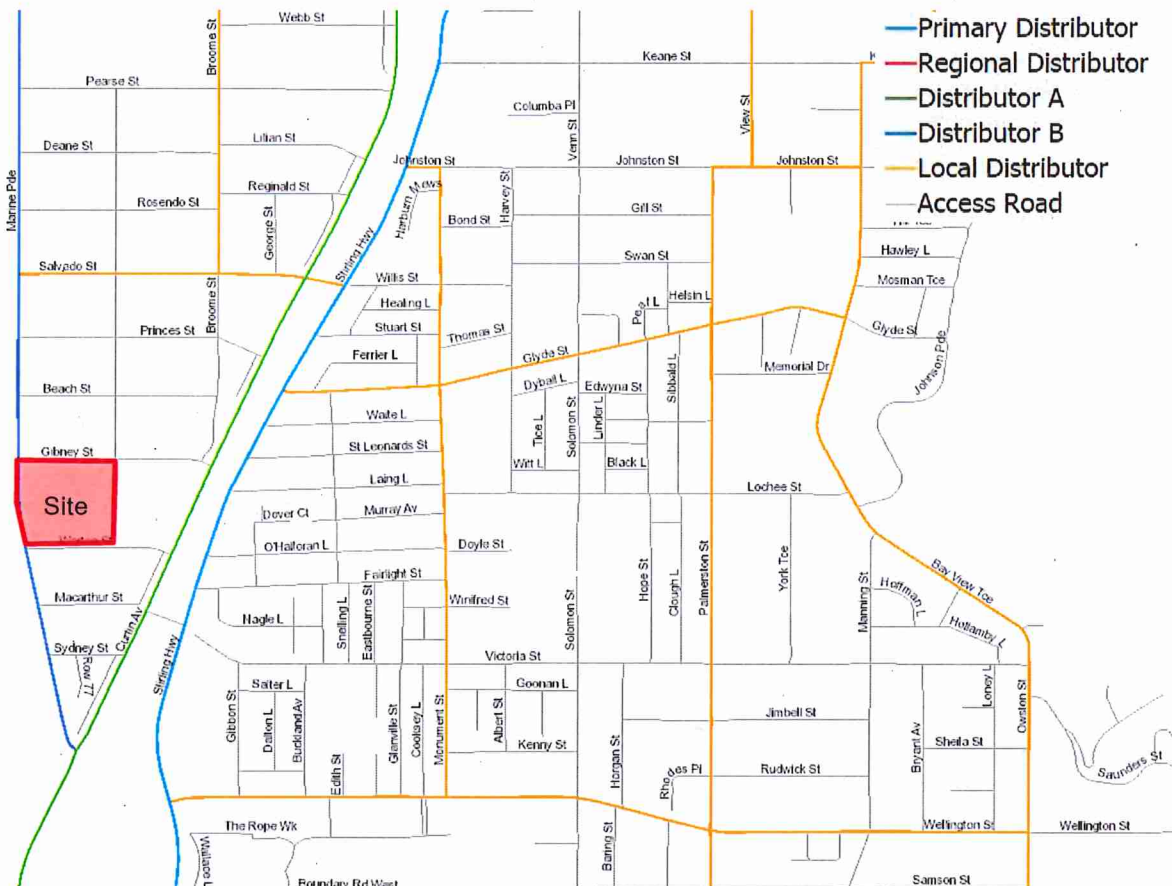


Source: Nearmap, 2018

2.4 Existing Road Network

The Main Roads WA Metropolitan Functional Road Hierarchy (MFRH) classifies the roads bounding the Site as shown in Figure 2-4.

Figure 2-4 Existing Road Network



Source: MRWA Information Mapping System (2018)

Table 2-1 summarizes the characteristics of the road network in the vicinity of the Site.

Table 2-1 Road Network Description

Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed Limit (km/h)
Gibney Street	Access Road	Local gov.	2	1	7.2	50
Warton Street	Access Road	Local gov.	2	1	7.2	50
Marine Parade	Distributor B	Local gov.	2	2	13	50

2.5 Existing Traffic Volumes

Table 2-2 shows existing traffic volume data obtained from multiple sources. AM and PM peak hours were determined from the data to be 8:00am-9:00am and 5:00pm-6:00pm, respectively.

Table 2-2 Daily Traffic Volumes

Road Name	Year of Data	AM Peak Volumes	PM Peak Volumes	Average Daily Volumes
*Marine Parade (between Warton Street and Gibney Street)	2018	553	431	5,471
**Marine Parade (north of Curtin Avenue)	2017	620	517	5,800
***Warton Street	2015	29	39	398
*Gibney Street (east of Marine Parade)	2015	29	36	387
**Curtin Avenue (south of Jarrad Street)	2017	1,584	1,683	17,307
**Curtin Avenue (south of Eric Street)	2017	1,927	1,993	21,110
**Curtin Avenue (north of Victoria Street)	2016	1,642	1,755	-

Source: Town of Cottesloe*
MRWA Traffic Map**
Traffic Survey***

The existing intersections in the vicinity of the Site are as follows:

- > Marine Parade/Gibney Street intersection
- > Gibney Street/Curtin Avenue intersection
- > Warton Street/Curtin Avenue intersection
- > Marine Parade/Warton Street intersection

2.6 Existing Pedestrian / Cycle Network

The existing pedestrian/cycle network in the vicinity of the Site is shown in Figure 2-5.

Figure 2-5 Existing Pedestrian / Cycle Network



Source: Department of Transport (2018)

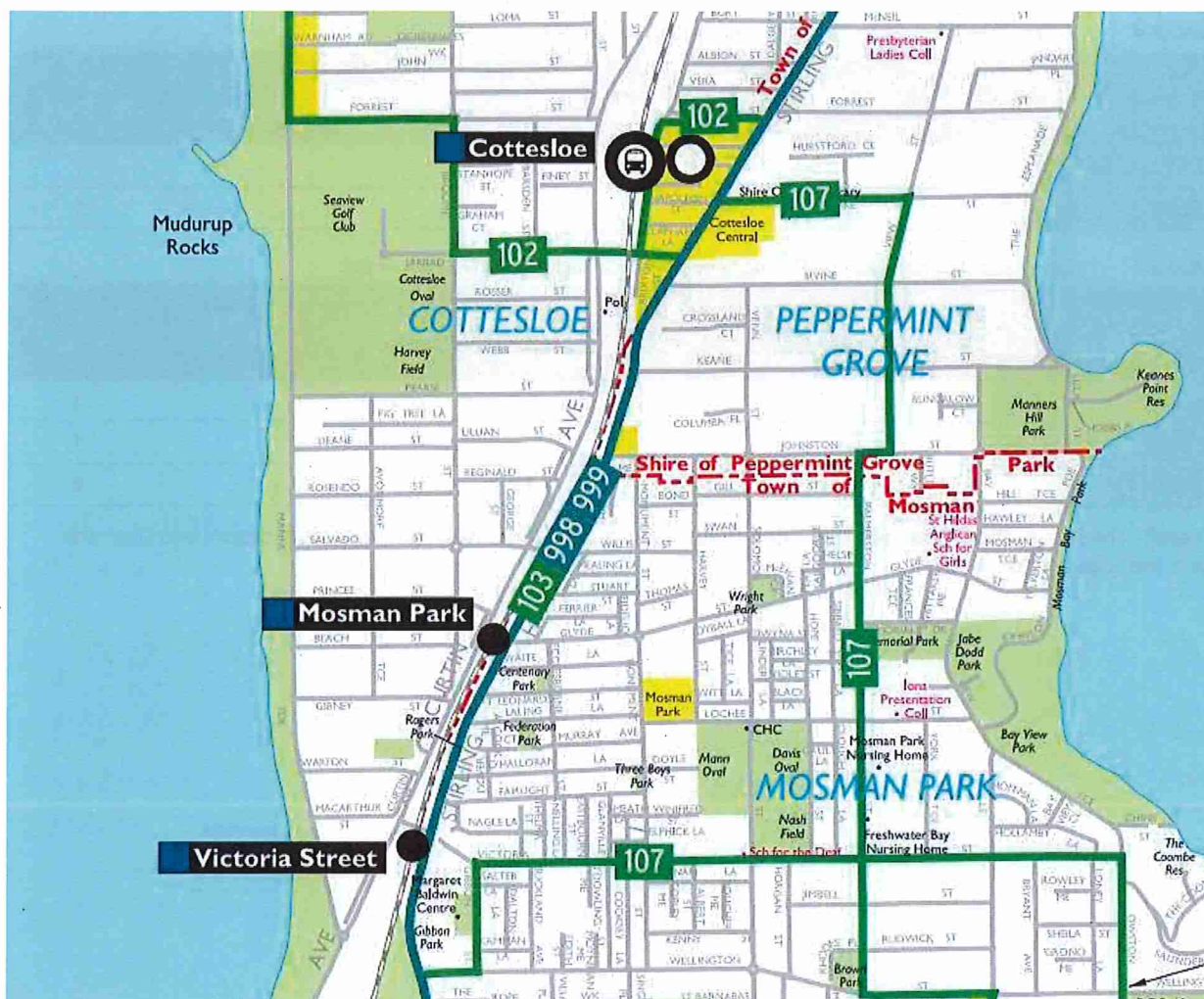
The Sunset Coast Route provides a high quality path for both pedestrians and cyclists and is well suited for all user types (commuter, casual and recreation). With the Cottesloe Foreshore located to the west, it is a popular scenic route with a significant number of pedestrians and cyclists.

Additionally, 1.5m sealed shoulder cycling lanes are also provided on Curtin Avenue along both sides of the road, providing a safer environment for the cyclists.

2.7 Existing Public Transport Services

The nearest bus stop to the Site is located approximately 300m east of the Site along Stirling highway. This bus stop is currently serviced by Bus Route 103, 998 and 999. **Figure 2-6** shows the bus routes in the vicinity of the Site and **Table 2-3** shows the typical frequencies of the Route 103, 998, and 999.

Figure 2-6 Existing Bus Services



Source: Transperth (2018)

Table 2-3 Bus Service Frequency

Route	Peak Frequency	Off-peak Frequency
103	20-30min	60min
103	10-15min	30min
107	20min	60min
998	10min	30min
999	10min	30min

As shown in **Table 2-3**, the bus routes have only moderate frequencies during the peak period. However, as these routes pass through the local vicinity of the Site using the same stops, combining these routes forms a high frequency bus service to the Perth CBD, with a peak frequency of five to 15 minutes. There are also bus shelter along Marine Parade not connected to any public bus service.

The closest train stations to the Site are Victoria Street Station and Mosman Park Station. Walking distances to these stations are approximately 300m and 500m respectively, which is within the standard 800m walking catchment.

2.8 Crash data

A search of the Main Roads WA Reporting Centre for crash data was undertaken for the nearby intersections and road sections of the Site, covering a five-year period between 1 January 2013 and 31 December 2017. The crash data obtained are summarised in **Table 2-4** and **Table 2-5**.

No crashes were recorded at the Warton Street / Marine Parade intersection.

Table 2-4 Crash Statistics at Gibney Street/Marine Parade Intersection

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Not Stated	Total Crashes
Right Angle			1				1
Total			1				1

Table 2-5 Crash Statistics along Marine Parade between MacArthur Street and Beach Street

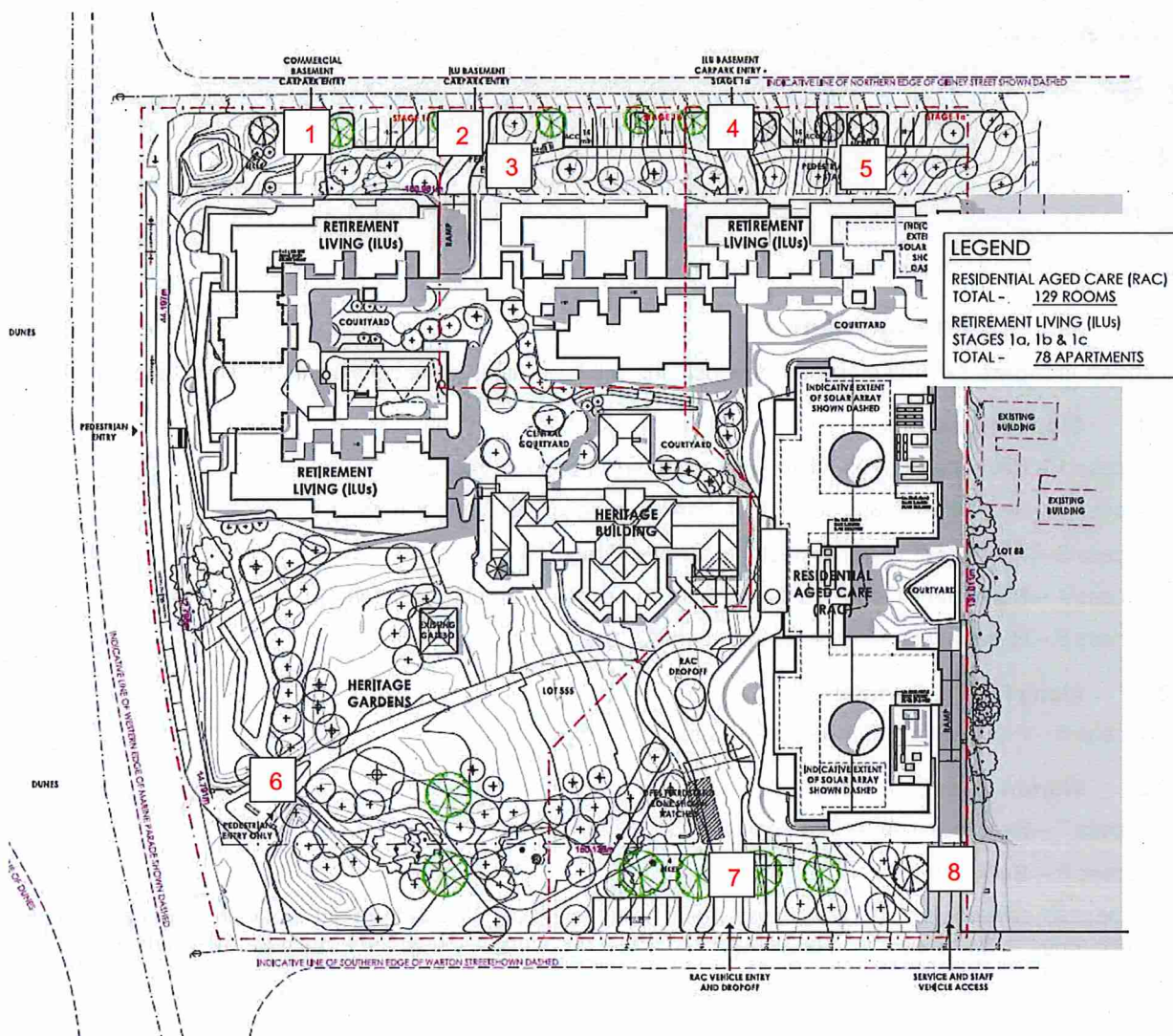
Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Not Stated	Total Crashes
Rear End				1			1
Other					1		1
Total				1	1		2

Overall, the information obtained indicates that the area has a relatively low recorded crash rate over the past five year period.

3.1 Proposed Development Land Use

The potential site layout is shown in **Figure 3-1**.

Figure 3-1 Proposed Development Land Use



Source: Grounds Kent Architects (2019)

3.2 Proposed Development Land Use Yield

The potential traffic generating land use yields of the proposed redevelopment are summarised in **Table 3-1**. The remaining land use yields are expected to be internal use only, or reciprocal between other infrastructures.

Table 3-1 Land Use Yields

Land use	Yield
Residential Aged Care Accommodation	129 beds
Retirement Living	78 dwellings
Restaurant / Café	270m ²
Exhibition / Gallery	135m ²
Medical Centre	475m ²
Community Purposes (Heritage)	135m ²

Source: Grounds Kent Architects (2018)

3.3 Access Arrangement

As shown in **Figure 3-1**, the proposed development will have eight (8) access points as listed below:

3.3.1 Gibney Street:

- > Access 1 – Retirement Living Visitor and commercial parking access
- > Access 2 – Retirement Living residential parking access – Basement (west)
- > Access 3 – Retirement Living pedestrian access (Stage 1B)
- > Access 4 – Retirement Living residential parking access – Ground floor (east)
- > Access 5 – Retirement Living pedestrian access (Stage 1A)

3.3.2 Along Marine Parade:

- > Access 6 – Public pedestrian garden access

3.3.3 Warton Street:

- > Access 7 – Residential Age Care Staff & Public Entry
- > Access 8 – Service Entry

The proposed development access arrangement provides an overall improvement compared to the existing access arrangement by reducing the number of crossovers along Gibney Street thereby reducing the number of potential conflict points.

3.4 Parking Provision

The proposed development includes a total of 209 on-site parking bays, with additional reconfigured on-street parking bays provided for the use of residents, visitors, service vehicles and staff.

Table 3-2 summarises the parking requirements as defined by the *Town of Cottesloe Local Planning Policy No.2 – Wearne Redevelopment, Lot 87 (8) Warton Street, Cottesloe*.

Table 3-2 Proposed Parking Requirements

Land Use	Policy Requirements	Proposed Development	Required Parking	Parking Provision
Medical Centre	1 bay per 50m ² (50% ancillary use)	475m ²	10 bays (5 bays)	20 bays (including 1 ACROD bay)
Restaurant	1 bay per 50m ² (50% ancillary use)	270m ²	6 bays (3 bays)	
Exhibition/Gallery (showroom)	1 bay per 50m ² (50% ancillary use)	135m ²	3 bays (2 bays)	
Community Purpose (studios, artist in-residence)	1 bay per 50m ² (50% ancillary use)	135m ²	3 bays (2 bays)	
Retirement Living Apartments	1 bay per dwelling, plus 0.25 visitor bays per dwelling	78 dwellings	78 bays (residents) 20 bays (visitors)	122 bays (2 stages)
				20 formal bays along Gibney Street (including 2 ACROD Bays + 2 short-term bays)
Residential Aged Care Facility	1 bay per 4 beds, plus 1 bay for each staff member	129 beds	32 residential / visitor bays	26 visitors parking bays (including 2 ACROD Bays)
		46 staff	46 staff bays	46 staff parking bays
TOTAL			198 bays (188 bays)	7 formal on-street bays along Warton Street (visitor parking)
				214 bays on-site plus 7 formal bays along Warton Street verge plus 20 formal bays along Gibney Street

Sources: *Town of Cottesloe Local Planning Policy No.2 – Wearne Redevelopment*.

The two (2) short-term parking bays proposed along Gibney Street can be utilised as pickup or drop off bays. It is suggested that 15 minutes parking limit be implemented onto the bays adjacent to ACROD (Accessible) Bays. Additionally, the potential reconfiguration of the on-street parking on the eastern side of Marine Parade as discussed in **Section 2.3** can be configured into short term bays. That could be used by taxis or ride share operators.

As shown in **Table 3-2**, the parking provision generally satisfy the parking requirements, however, this demand is considered robust. Considering the nature of the proposed development, a large portion of the commercial land uses traffic will likely be generated from the residents or staff members on site. Hence, reducing the parking demand for commercial land uses.

It should be noted that the above projections for staff and visitor parking demand represent the maximum projected at full build-out of the Masterplan development. The nature of the development means that day and night-time staff can share parking bays, reducing the requirement for dedicated staff supply.

Given that occupancy will fluctuate throughout the day, and the staff parking peak does not necessarily coincide with the visitor parking peak, the above provision is considered to be more than sufficient for this development.

By creating a supply of shared parking bays, available to all visitors to the development, the utility of on-site parking can be maximised. This will ensure that the proposed development does not reduce the availability of on-street parking for adjacent land uses.

Effective management of the on-site parking supply, with shared and reciprocal parking arrangements between the on-site uses is proposed. This will allow the development to take advantage of the different profiles in staff and visitor occupancy across the day and to support multi-purpose trips.

3.5 Bicycle Parking

Bicycle parking and End of Trip facilities have been proposed to accommodate the Residential Aged Care Facility (RACF), mainly to cater for the staff members of the RACF. These facilities will encourage staff to travel to work on their bike, which would further reduce the requirement of RACF staff car parking.

Cardno was advised that the standard 8.8m MRV waste truck will be servicing the Site and collecting the waste off-street. Waste will be collected from three locations and will access the Site from Access 1, Access 2, and Access 8.

Figure 3-2 Access 1 & Access 2 - IN (Commercial / ILUs)

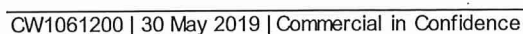
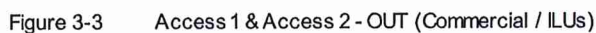
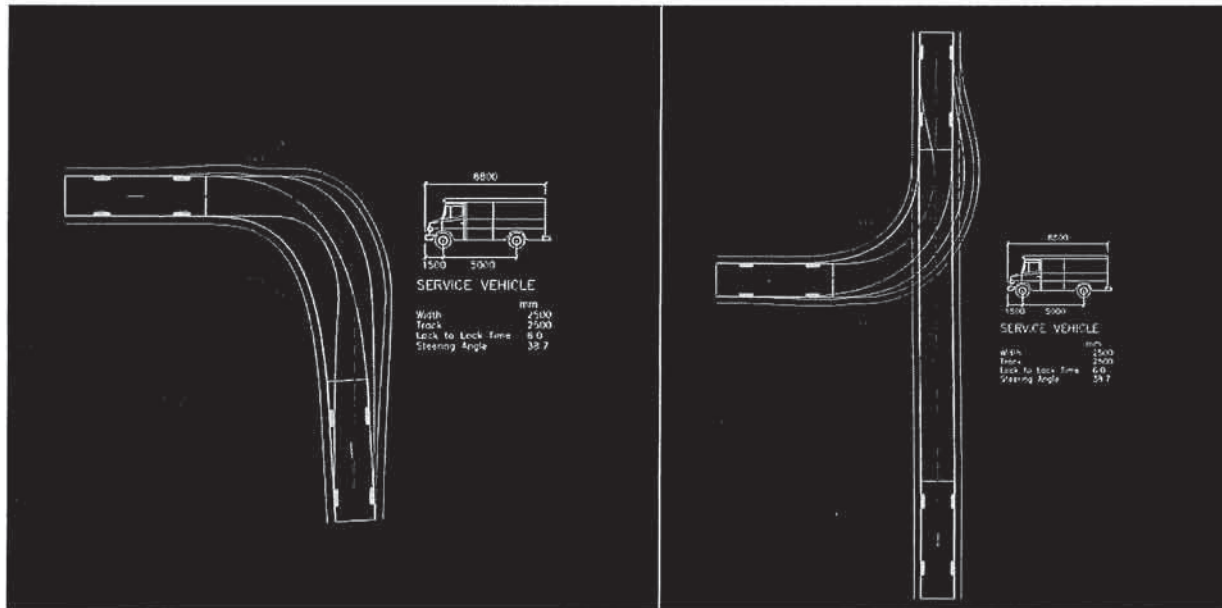


Figure 3-4 Access 8 – IN / OUT (RACF)



The swept path of the 8.8m waste truck generally satisfied the requirement. However, sufficient body clearance of 0.5m will need to be accommodated within the detailed design.

4 Changes to Surrounding Transport Networks

4.1 Changes to Pedestrian / Cycle Network and Crossing Facilities

Cardno has contacted the Town of Cottesloe and was advised that a bike path will be constructed along Curtin Avenue near Victoria Street Station.

Additionally, footpaths along the frontages of the Site along Gibney Street and Warton Street have been proposed to provide satisfactory connectivity for safe and legible pedestrian movement and to support the accessibility requirements of tenants and visitors.

A 'Wombat Crossing' has been proposed along Marine Parade, located to the west of the Site, replacing the existing pedestrian kerb ramp. The existing pedestrian traffic may not be able to justify the need of a pedestrian crossing. However with the increased pedestrian traffic generated by the proposed development and the future redevelopment of the adjacent site (WA Institute for Deaf Education), this pedestrian upgrade would be beneficial to the area. Additionally, this pedestrian facility will provide a safer environment for pedestrians crossing Marine Parade. It is to note that this proposed pedestrian facility will potentially remove 6 of the existing on-street parking along Marine Parade.

4.2 Changes to Public Transport Services

Cardno has contacted the PTA and was advised that there will not be any significant changes to the bus service routes. Following the completion of the Claremont station upgrade, bus routes 102 and 107 will terminate at the station and will not continue till Perth. Realignment of the Fremantle train line will occur at some point in the future. Though it is unknown what the extent, form and timeframe of the proposed realignment is currently, the realignment will not interrupt vehicles passing through Jarrad Street to/from Cottesloe.

5 Integration with Surrounding Land Uses

5.1 Surrounding Major Attractor/ Generators

Major attractors/generators within the vicinity of the Site include the Sea View Golf Club, Cottesloe Beach and various commercial and retail area along Stirling Highway. Figure 5-1 marks the location of these attractions.

Figure 5-1 Key Attractors and Generators



5.2 Committed Developments and Transport Proposals

It is observed that the adjacent site (Existing WA Institute for Deaf Education) is currently up for sale and could potentially be redeveloped. To this date, no further information are available to determine the potential nature of future redevelopment of the adjacent site.

5.3 Proposed Changes to Land Uses within 1200 Metres

There are two major projects proposed within 1200m of the site area. These include the Cottesloe Foreshore Renewal Masterplan and the rail re-alignment on Curtin Avenue.

The Cottesloe Foreshore Renewal Masterplan aims to improve accessibility and revitalise the Cottesloe area. This involves improving pedestrian experience, accesses to the beach and an interface between the private and public domain for the indicated area highlighted in Figure 5-2. There are also plans to increase public car parking, to provide more shade and grassed areas close the beach and to rejuvenate public infrastructure.

Figure 5-2 Extent of Cottesloe Foreshore Renewal



5.4 Travel Desire Lines from Development to These Attractors/Generators

The main transport corridors are Marine Parade, Curtin Avenue and Stirling Highway. Vehicles travelling to the north from the Site are more likely to travel along Marine Parade and utilise Curtin Avenue when travelling southbound.

5.5 Adequacy of Existing Transport Networks

The Site is located within close proximity to public transport facilities such as trains and buses that are easily accessible within relatively short walking distance.

The Site frontage roads connect directly to the major roads (Marine Parade and Curtin Avenue). Stirling Highway is also easily accessible with provides a direct link to the Perth CBD.

5.6 Deficiencies in Existing Transport Networks

No deficiencies have been identified in the existing transport network.

5.7 Remedial Measures to Address Deficiencies

There are no remedial measures proposed for the existing transport network. However, the following key design elements for any future transport proposals need consideration.

- > Establishing a connected system that allows for safe and legible pedestrian movement and supports the accessibility requirements of tenants and visitors, with footpaths along the frontages of the Site along Gibney Street and Warton Street.
- > Road design should reduce vehicle speeds, support the movement economy and allow for safe pedestrian and cycle crossings that maximise the benefits of the readily accessible public transportation infrastructure.

6 Analysis of Transport Networks

6.1 Assessment Years and Time Period

The assessment undertaken in this study considers the following scenarios for the AM (8 – 9AM) and PM (4 – 5PM) peak period. It is expected that the proposed development will be constructed in two stages (2021 and 2023). For the purpose of this assessment, the opening year of the development is assumed to be 2023. Future traffic conditions have been analysed for year 2033, which is the approximate 10-year horizon after development commencement. In summary, the following scenarios assessed are as follows:

- > Scenario 1 – Background (2019)
- > Scenario 2 – Background (2023) + Development
- > Scenario 3 – Background (2033) + Development

6.2 Development Trip Generation

The estimated trip generation rate for different land uses of the proposed development are sourced from the *ITE Trip Generation Manual (10th Edition)* and the *RTA Guide to Traffic Generating Developments*. The trip generation rates are presented in **Table 6-1**.

Table 6-1 Trip Generation Rates

Land Use	Source of Trip Generation Rate	AM Peak	PM Peak
Senior Adult Housing – Attached (Retirement Living)	ITE 253	0.16 trip / dwelling	0.2 trips / dwelling
Assisted Living (Residential Aged Care)	ITE 254	0.18 trips / bed	0.34 trips / bed
Clinic (Medical Centre)	RTA V2.2	10.4 trips / 100m ²	8.8 trips / 100m ²
Restaurant/Café	ITE 932	15.11 trips / 100m ²	18.74 trips / 100m ²
Community Centre	ITE 495	1.86 trips / 100m ²	2.48 trips / 100m ²
Office	RTA V2.2 / ITE 710	2 trips / 100m ²	2 trips / 100m ²

Table 6-2 Estimated Base Trip Generation

Land Use	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Senior Adult Housing – Attached	49%	51%	57%	43%
Assisted Living	64%	33%	45%	55%
Clinic	50%	50%	50%	50%
Restaurant/Café	57%	43%	52%	48%
Community Centre	63%	37%	46%	54%
Office	80%	20%	20%	80%

Table 6-3 Estimated Base Trip Generation

Land Use	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Senior Adult Housing – Attached (Retirement Living)	7	7	9	7
Assisted Living (Residential Aged Care)	16	8	20	25
Clinic* (Medical Centre)	13	13	11	11
Restaurant/Café*	6	5	7	7
Community Centre	2	1	2	2
Office	6	2	2	6
Total	50	36	51	58

*Assumed 50% reciprocal trips

Considering the nature of the development for retirees and assisted living lifestyle, the peak period will be different from the general residential peak period (7-8AM, 4-5PM). Additionally, the commercial aspect of the proposed development will be different from the general commercial development. It is to be expected that a significant portion of the trips visiting the restaurant and medical centre will be on-site residents or shared trips between other on-site land uses.

Hence for the purpose of this assessment, as shown in **Table 6-3**, 50% of the trips generated by the restaurant and restaurant/café is assumed to be shared between other on-site land uses.

As summarised above, the proposed development will generate approximately **86** and **109** trips (two-way) during the AM and PM peak hours respectively.

6.3 Background Traffic Growth Scenario

Manual traffic counts were conducted for the peak period of Gibney Street and Warton Street to determine the traffic volume turning in and out of these two intersections. The traffic data along the Marine Parade (2018) provided by the Town of Cottesloe has also been adopted.

From the existing and past traffic data, it is observed that the traffic volumes on the road network in the vicinity of the Site is experiencing negative growth, for the past few years. For a robust assessment, 0% per annum growth rate of the background traffic volume has been applied for the estimated full build year (2023) and 10-year horizon (2033) background volumes.

6.4 Development Traffic Distribution

The following assumption has been adopted in regards to the traffic distribution:

- > The traffic generated by the development is distributed between Curtin Avenue and Marine Parade, with the traffic expected to utilise Marine Parade during period of heavy traffic on Curtin Avenue.
- > The trip distribution is based on the proposed arrangement for tenant access and described as follows
 - The RACF traffic will access/egress to Site from the access on Warton Street, this access is mainly for staff and drop-offs/pick-ups at the port cochere.
 - The remaining traffic will be split between the three (3) Gibney Street accesses, including both commercial and residential traffic.
- > Development of full build year (2023) to be assessed against.

Figure 6-1 to Figure 6-3 shows the network traffic volumes for the three analysis scenarios.

Figure 6-1 Scenario 1 – Background (2019)

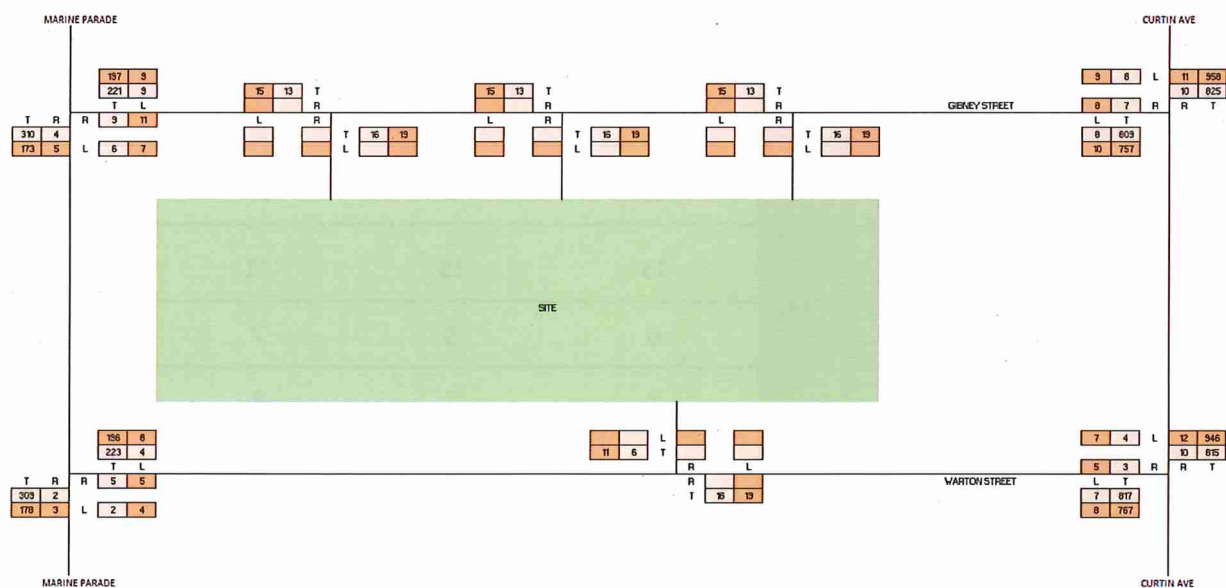


Figure 6-2 Scenario 2 – Background (2023) + Development

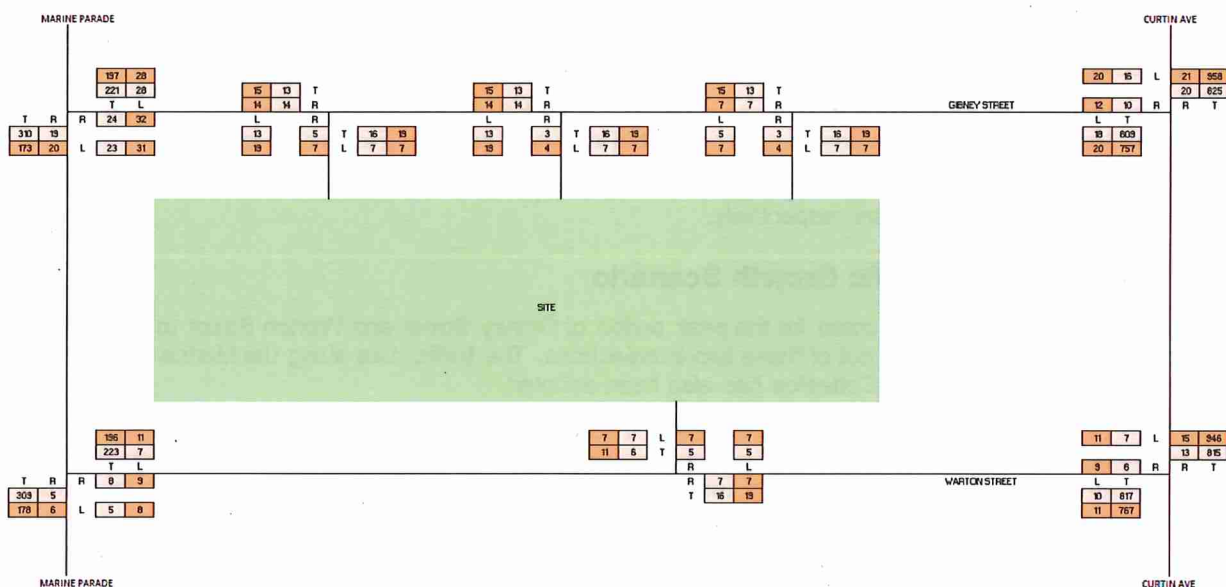
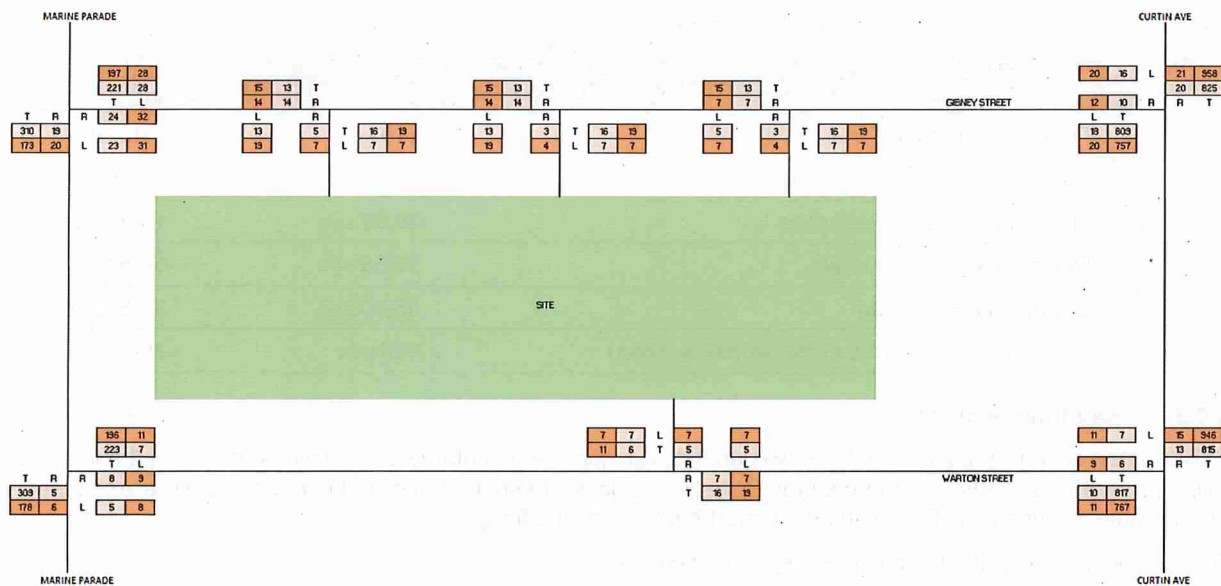


Figure 6-3 Scenario 3 – Background (2031) + Development



6.5 Intersection Performance

SIDRA outputs for each approach to evaluate the impact of the increased volumes anticipated for the ultimate development scenario (including background), are presented in the form of Degree of Saturation (DOS), Average Delay, Level of Service (LOS) and 95th Percentile Queue. A definition of these characteristics are as follows:

- > **Degree of Saturation (DOS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow, up to one for saturated flow or capacity. The theoretical intersection capacity is exceeded for an un-signalised intersection where $DOS > 0.80$;
- > **95% Queue:** is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected;
- > **Average Delay:** is the average of all travel time delays for vehicles through the intersection. An un-signalised intersection can be considered to be operated at capacity where the average delay exceeds 40 seconds for any movement;
- > **Level of Service (LOS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. **Table 6-4** provides a description of the different levels of service.

Table 6-4 Level of Service (LOS) Performance Criteria

LOS	Description	Signalised Intersection	Unsignalised Intersection
A	Free-flow operations (best condition)	≤10 sec	≤10 sec
B	Reasonable free-flow operations	10-20 sec	10-15 sec
C	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	5-35 sec
E	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec

6.5.2 Key Intersections

SIDRA intersection operation analysis was undertaken for a series of key intersections with peak hour traffic volumes determined through the desktop modelling process described above. Intersections were assessed for the three scenarios including the estimated background traffic growth.

The following intersections were assessed in this analysis:

- > Marine Parade / Gibney Street
- > Marine Parade / Warton Street
- > Curtin Avenue / Gibney Street
- > Curtin Avenue / Warton Street

Only the worst case has been assessed for the Site access intersections (i.e. Scenario 3)

6.5.3 Marine Parade/Gibney Street

Figure 6-4 shows the SIDRA representation of Marine Parade/Gibney Street intersection. Table 6-5 to Table 6-7 summarises the SIDRA results of Marine Parade/Gibney Street intersection performance for all three scenarios.

Figure 6-4 Marine Parade/Gibney Street – Existing Intersection Layout

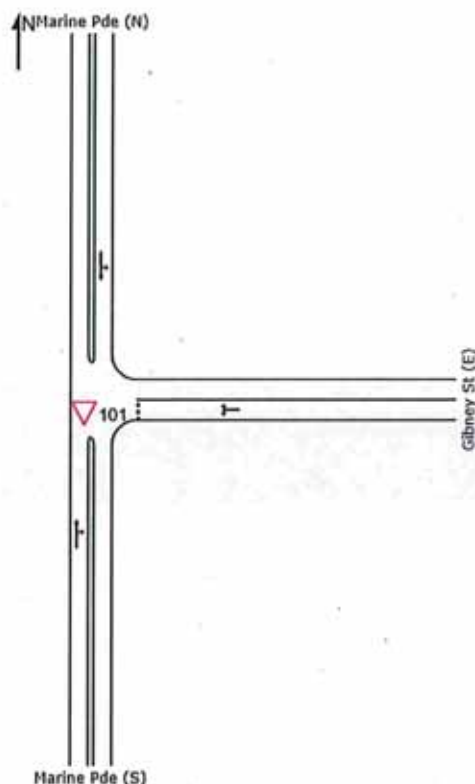


Table 6-5 Marine Parade / Gibney Street AM and PM Intersection Performance – Scenario 1

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Marine Parade	T	0.166	0	A	0.2	0.094	0	A	0.3
	R	0.166	6.4	A	0.2	0.094	6.2	A	0.3
East: Gibney Street	L	0.016	6.2	A	0.4	0.017	6.1	A	0.4
	R	0.016	7.8	A	0.4	0.017	6.9	A	0.4
North: Marine Parade	L	0.121	5.6	A	0	0.109	5.6	A	0
	T	0.121	0	A	0	0.109	0	A	0
All vehicles		0.166	0.3	NA	0.4	0.109	0.5	NA	0.02

Table 6-6 Marine Parade / Gibney Street AM and PM Intersection Performance – Scenario 2

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Marine Parade	T	0.174	0.1	A	0.9	0.102	0.1	A	0.9
	R	0.174	6.4	A	0.9	0.102	6.2	A	0.9
East: Gibney Street	L	0.039	6.2	A	0.9	0.05	6.2	A	1.2
	R	0.039	8	A	0.9	0.05	7.1	A	1.2
North: Marine Parade	L	0.129	5.6	A	0	0.116	5.6	A	0
	T	0.129	0	A	0	0.116	0	A	0
All vehicles		0.174	0.8	NA	0.9	0.116	1.3	NA	0.06

Table 6-7 Marine Parade / Gibney Street AM and PM Intersection Performance – Scenario 3

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Marine Parade	T	0.174	0.1	A	0.9	0.102	0.1	A	0.9
	R	0.174	6.4	A	0.9	0.102	6.2	A	0.9
East: Gibney Street	L	0.039	6.2	A	0.9	0.05	6.2	A	1.2
	R	0.039	8	A	0.9	0.05	7.1	A	1.2
North: Marine Parade	L	0.129	5.6	A	0	0.116	5.6	A	0
	T	0.129	0	A	0	0.116	0	A	0
All vehicles		0.174	0.8	NA	0.9	0.116	1.3	NA	0.06

The results of the SIDRA analysis show that the intersection will operate at an acceptable level of service for all three scenarios.

6.5.4 Marine Parade/Warton Street Intersection

Figure 6-5 shows the SIDRA representation of Marine Parade/Warton Street intersection. Table 6-8 to Table 6-10 summarises the SIDRA results of Marine Parade/Warton Street intersection performance for all three scenarios.

Figure 6-5 Marine Parade/Warton Street – Existing Intersection Layout

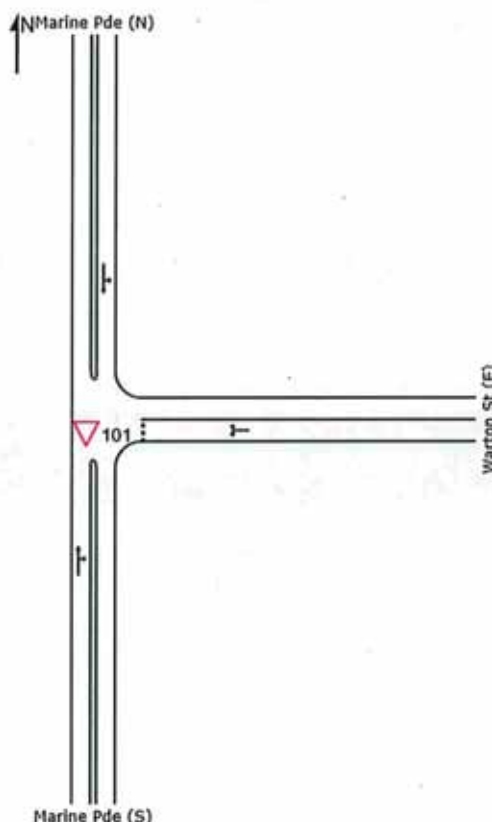


Table 6-8 Marine Parade / Warton Street AM and PM Intersection Performance – Scenario 1

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Marine Parade	T	0.164	0	A	0.1	0.096	0	A	0.2
	R	0.164	6.3	A	0.1	0.096	6.2	A	0.2
East: Warton Street	L	0.008	6.2	A	0.2	0.008	6.1	A	0.2
	R	0.008	7.7	A	0.2	0.008	6.9	A	0.2
North: Marine Parade	L	0.12	5.6	A	0	0.107	5.6	A	0
	T	0.12	0	A	0	0.107	0	A	0
All vehicles		0.164	0.2	NA	0.2	0.107	0.3	NA	0.01

Table 6-9 Marine Parade / Warton Street AM and PM Intersection Performance – Scenario 2

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Marine Parade	T	0.166	0	A	0.3	0.098	0	A	0.3
	R	0.166	6.3	A	0.3	0.098	6.2	A	0.3
East: Warton Street	L	0.012	6.2	A	0.3	0.014	6.1	A	0.3
	R	0.012	7.8	A	0.3	0.014	6.9	A	0.3
North: Marine Parade	L	0.121	5.6	A	0	0.109	5.6	A	0
	T	0.121	0	A	0	0.109	0	A	0
All vehicles		0.166	0.3	NA	0.3	0.109	0.5	NA	0.02

Table 6-10 Marine Parade / Warton Street AM and PM Intersection Performance – Scenario 3

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Marine Parade	T	0.166	0	A	0.3	0.098	0	A	0.3
	R	0.166	6.3	A	0.3	0.098	6.2	A	0.3
East: Warton Street	L	0.012	6.2	A	0.3	0.014	6.1	A	0.3
	R	0.012	7.8	A	0.3	0.014	6.9	A	0.3
North: Marine Parade	L	0.121	5.6	A	0	0.109	5.6	A	0
	T	0.121	0	A	0	0.109	0	A	0
All vehicles		0.166	0.3	NA	0.3	0.109	0.5	NA	0.02

The results of the SIDRA analysis show that the intersection will operate at an acceptable level of service for all three scenarios.

6.5.5 Curtin Avenue / Gibney Street Intersection

Figure 6-6 shows the SIDRA representation of Curtin Avenue / Gibney Street intersection. Table 6-11 to Table 6-13 summarises the SIDRA results of Marine Parade/Warton Street intersection performance for all three scenarios.

Figure 6-6 Curtin Avenue / Gibney Street – Existing Intersection Layout

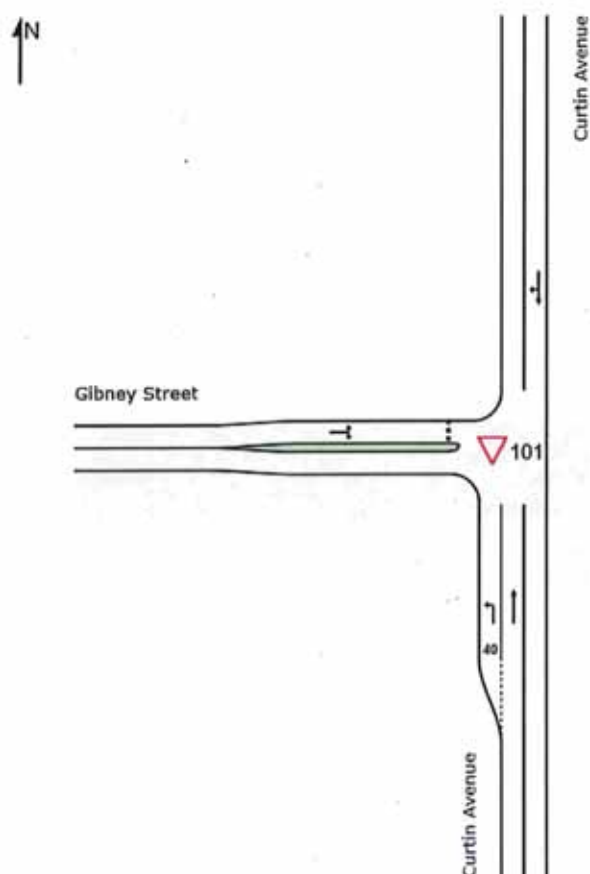


Table 6-11 Curtin Avenue / Gibney Street AM and PM Intersection Performance – Scenario 1

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Curtin Avenue	L	0.004	5.6	A	0	0.005	5.6	A	0
	T	0.426	0	A	0	0.398	0	A	0
North: Curtin Avenue	T	0.455	0.4	A	3.7	0.525	0.4	A	4.1
	R	0.455	17.5	C	3.7	0.525	17.5	C	4.1
West: Gibney Street	L	0.108	10	A	2.2	0.164	9.5	A	3.2
	R	0.108	53.3	F	2.2	0.164	71.2	F	3.2
All vehicles		0.455	0.6	NA	3.7	0.525	0.7	NA	0.04

Table 6-12 Curtin Avenue / Gibney Street AM and PM Intersection Performance – Scenario 2

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Curtin Avenue	L	0.009	5.6	A	0	0.01	5.6	A	0
	T	0.426	0	A	0	0.398	0	A	0
North: Curtin Avenue	T	0.472	0.8	A	6.8	0.54	0.7	A	7.3
	R	0.472	17.7	C	6.8	0.54	17.9	C	7.3
West: Gibney Street	L	0.147	10	B	3	0.24	12.5	B	5
	R	0.147	55.3	F	3	0.24	77.5	F	5
All vehicles		0.472	1	NA	6.8	0.54	1.2	NA	0.06

Table 6-13 Curtin Avenue / Gibney Street AM and PM Intersection Performance – Scenario 3

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Curtin Avenue	L	0.009	5.6	A	0	0.01	5.6	A	0
	T	0.426	0	A	0	0.398	0	A	0
North: Curtin Avenue	T	0.472	0.8	A	6.8	0.54	0.7	A	7.3
	R	0.472	17.7	C	6.8	0.54	17.8	C	7.3
West: Gibney Street	L	0.147	10	B	3	0.24	12.5	B	5
	R	0.147	55.3	F	3	0.24	77.4	F	5
All vehicles		0.472	1	NA	6.8	0.54	1.2	NA	0.06

The results of the SIDRA analysis show that the intersection is currently operating with a LoS F, and 53.3 seconds delay on the western leg (Gibney Street). With the addition of development traffic, the difference of the intersection performance when compared to the existing intersection is negligible.

6.5.6 Curtin Avenue / Warton Street Intersection

Figure 6-7 shows the SIDRA representation of Marine Parade/Warton Street intersection. Table 6-14 to Table 6-16 summarises the SIDRA results of Marine Parade/Warton Street intersection performance for all three scenarios.

Figure 6-7 Curtin Avenue / Warton Street – Existing Intersection Layout

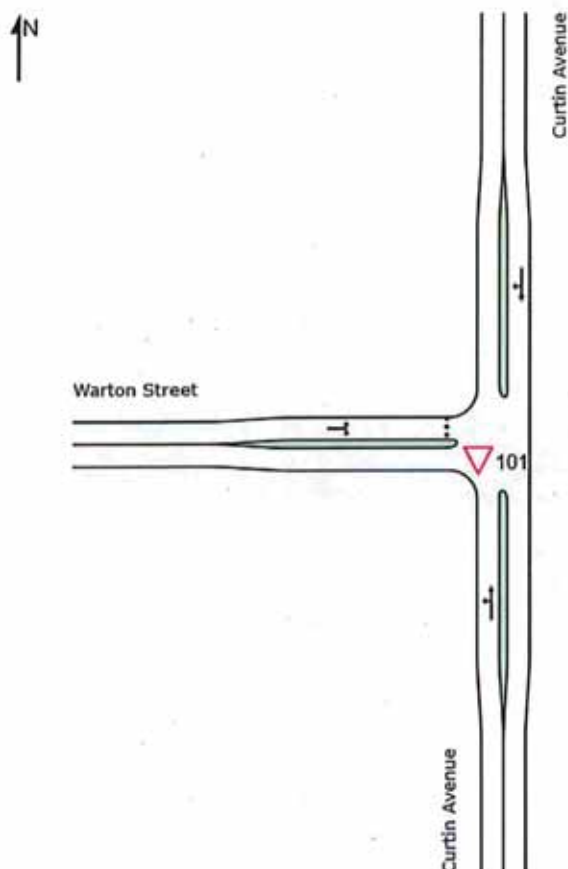


Table 6-14 Curtin Avenue / Warton Street AM and PM Intersection Performance – Scenario 1

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Curtin Avenue	L	0.434	5.6	A	0	0.408	5.6	A	0
	T	0.434	0	A	0	0.408	0	A	0
North: Curtin Avenue	T	0.445	0.3	A	2.7	0.515	0.3	A	3.4
	R	0.445	14.5	B	2.7	0.515	14.6	B	3.4
West: Warton Street	L	0.029	10	A	0.6	0.061	9.5	A	1.2
	R	0.029	29.3	D	0.6	0.061	37.9	E	1.2
All vehicles		0.445	0.3	NA	2.7	0.515	0.4	NA	0.03

Table 6-15 Curtin Avenue / Warton Street AM and PM Intersection Performance – Scenario 2

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Curtin Avenue	L	0.435	5.6	A	0	0.41	5.6	A	0
	T	0.435	0	A	0	0.41	0	A	0
North: Curtin Avenue	T	0.449	0.4	A	3.6	0.519	0.4	A	4.3
	R	0.449	14.6	B	3.6	0.519	14.7	B	4.3
West: Warton Street	L	0.048	10	B	1	0.096	9.6	A	1.9
	R	0.048	29.8	D	1	0.096	38.7	E	1.9
All vehicles		0.449	0.5	NA	3.6	0.519	0.6	NA	0.04

Table 6-16 Curtin Avenue / Warton Street AM and PM Intersection Performance – Scenario 3

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Curtin Avenue	L	0.435	5.6	A	0	0.41	5.6	A	0
	T	0.435	0	A	0	0.41	0	A	0
North: Curtin Avenue	T	0.449	0.4	A	3.6	0.519	0.4	A	4.3
	R	0.449	14.6	B	3.6	0.519	14.7	B	4.3
West: Warton Street	L	0.048	10	B	1	0.096	9.6	A	1.9
	R	0.048	29.8	D	1	0.096	38.7	E	1.9
All vehicles		0.449	0.5	NA	3.6	0.519	0.6	NA	0.04

The results of the SIDRA analysis show that the intersection will operate at an acceptable level of service for all three scenarios.

7 Mitigation Measures

- > Based on the results of the SIDRA results discussed in **Section 6** of this report, the proposed development will have minimal traffic impacts on the local road network. It is expected that most of the traffic will utilise Marine Parade during period of heavy traffic on Curtin Avenue (peak hours) to avoid long delays.
- > The traffic generated by the proposed development is expected to utilise Marine Parade during period of heavy traffic on Curtin Avenue.

8 Conclusions

This report is prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments Volume 4: Individual Developments

This report focuses specifically around traffic access, circulation and safety as well as discussion regarding consideration of pedestrians, cyclists and public transport.

A summary of the transport assessment are as follows:

- > The proposed development is expected to generate approximately 86 and 109 trips (two-way) during the AM and PM peak hours, respectively.
- > The Site is well serviced by public transport facilities with bus and train services located within walking distance.
- > The proposed redevelopment generally complies with the parking provision requirements as outlined within the *Local Planning Policy No.2 – Wearne Redevelopment*.
- > 10 bicycle parking spaces have been provided, mainly for staff members of the Aged Care Centre.
- > Analysis were undertaken on key intersections within the vicinity of the Site to assess the traffic impacts on surrounding road network. The results showed that all key intersections operated at an acceptable level of service for all analysis scenarios.

APPENDIX

A

WAPC CHECKLIST

Item	Provided	Comments/Proposals
Summary		
Introduction/Background		
name of applicant and consultant	Section 1	
development location and context	Section 2	
brief description of development proposal	Section 3	
key issues	N/A	
Background information	Section 1	
Existing situation		
existing site uses (if any)	Section 2	
existing parking and demand (if appropriate)	Section 2	
existing access arrangements	Section 2	
existing site traffic	Section 2	
surrounding land uses	Section 2	
surrounding road network	Section 2	
traffic management on frontage roads	Section 2	
traffic flows on surrounding roads (usually am and pm peak hours)	Section 2	
traffic flows at major intersections (usually am and pm peak hours)	Section 2	
operation of surrounding intersections	Section 2	
existing pedestrian/cycle networks	Section 2	
existing public transport services surrounding the development	Section 2	
Crash data	Section 2	

Development proposal		
regional context	Section 3	
proposed land uses	Section 3	
table of land uses and quantities	Section 3	
access arrangements	Section 3	
parking provision	Section 3	
end of trip facilities	Section 3	
any specific issues	N/A	
road network	Section 2	
intersection layouts and controls	Section 2	
pedestrian/cycle networks and crossing facilities	Section 2 & 4	
public transport services	Section 2 & 4	
Integration with surrounding area		
surrounding major attractors/generators	Section 5	
committed developments and transport proposals	Section 5	
proposed changes to land uses within 1200 metres	Section 5	
travel desire lines from development to these attractors/generators	Section 5	
adequacy of existing transport networks	Section 5	
deficiencies in existing transport networks	Section 5	
remedial measures to address deficiencies	Section 5	

Analysis of transport networks		
assessment years	Section 6	
time periods	Section 6	
development generated traffic	Section 6	
distribution of generated traffic	Section 6	
parking supply & demand	Section 3	
base and "with development" traffic flows	Section 6	
analysis of development accesses	Section 6	
impact on surrounding roads	Section 6	
impact on intersections	Section 6	
impact on neighbouring areas	Section 6	
road safety	Section 6	
public transport access	Section 2 & 4	
pedestrian access / amenity	Section 2 & 4	
cycle access / amenity	Section 2 & 4	
analysis of pedestrian / cycle networks	Section 2 & 4	
safe walk/cycle to school (for residential and school site developments only)	N/A	
Traffic management plan (where appropriate)	N/A	



APPENDIX H WASTE MANAGEMENT PLAN



Assets | Engineering | Environment | Noise | Spatial | Waste

Waste Management Plan

Lot 555 (1) Gibney Street, Cottesloe



Prepared for Curtin Heritage Living

February 2019

Project Number: TW17070

TOWN OF COTTESLOE

6 JUN 2019

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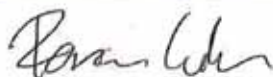
DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer
0a	Internal Review	10/01/19	RH	JW
1a	DRAFT Released to Client	10/01/19	RH	Client
1b	Released to Client	29/01/19	RH	Client
1c	Released to Client	12/02/19	RH	Client

Approval for Release

Name	Position	File Reference
Ronan Cullen	Director and Waste Management Section Leader	TW17070 - Waste Management Plan.1c

Signature



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Executive Summary

Curtin Heritage Living is seeking development approval for the proposed Wearne Redevelopment located at Lot 555 (1) Gibney Street, Cottesloe (the Proposal).

To satisfy the conditions of the development application the Town of Cottesloe (the Town) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Curtin Heritage Living has engaged Talis Consultants Pty Ltd (Talis) to prepare this WMP.

The anticipated quantities of refuse and recyclables for the Proposal are based upon the City of Melbourne's Guidelines for *Preparing a Waste Management Plan* (2014) and the Western Australian Local Government Association (WALGA) *Commercial and Industrial Waste Management Plan Guidelines* (2014).

A summary of bin requirements, collection frequency and collection method for the Proposal is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Quantity of Bins	Collection Frequency	Collection
Refuse	20,402	660 & 240	18 x 660L 1 x 240L	Twice each week	Private Contractor
Recyclables	18,449	660 & 240	16 x 660L 1 x 240L	Twice each week	Private Contractor

A private waste services contractor will service the Proposal. Collection locations are summarised in the below table.

Waste Collection Location

Bin Storage Area	Collection Location
1	Loading Dock via Warton Street
2	Loading Dock via Warton Street
3	Bin Set Down Area via Gibney Street
4	Adjacent to Bin Storage Area 4 via Gibney Street
5	Adjacent to Bin Storage Area 4 via Gibney Street
6	Commercial Basement Loading Area via Gibney Street
7	Commercial Basement Loading Area via Gibney Street

A caretaker will be engaged to oversee relevant aspects of waste management at the Proposal.



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Table 3-2: Bin Storage Areas

Table 3-3: Bin Storage Area Bin Requirements

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Figure 2: Bin Storage Area 1 & 2

Figure 3: Bin Storage Area 3

Figure 4: Bin Storage Area 4 & 5

Figure 5: Bin Storage Area 6 & 7

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Diagram 4-1: Commercial Basement Loading Area



1 Introduction

Curtin Heritage Living is seeking development approval for the proposed Wearne Redevelopment located at Lot 555 (1) Gibney Street, Cottesloe (the Proposal).

To satisfy the conditions of the development application the Town of Cottesloe (the Town) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Curtin Heritage Living has engaged Talis Consultants Pty Ltd (Talis) to prepare this WMP.

The Proposal is bordered by Gibney Street to the North, Marine Parade to the West, Warton Street to the South and the WA Foundation for Deaf Children to the East, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal will be designed to:

- Adequately cater for the anticipated quantities of waste to be generated;
- Provide suitable Bin Storage Areas including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following sections show the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated quantities of refuse and recyclables are based on the proposed Residential Aged Care (RAC) facility and its shared amenities, Independent Living Units (ILU) and associated amenities plus the commercial tenancies at the Proposal.

The Proposal consists of the following:

- Residential Aged Care Suites – 129;
- Independent Living Units – 78;
 - Cinema – 74m²;
 - Hair Salon – 35m²;
 - Nail Salon – 20m²;
 - Amenities (including clubhouse, wellness, prep store, lounges, workshops, lobby, library, games room) – 349m²; and
 - Gym – 73m².
- Commercial tenancies;
 - Café – 270m²;
 - Gallery – 135m²; and
 - Medical Consulting Rooms – 475m².

2.2 Waste Generation Rates

The anticipated quantities of refuse and recyclables for the Proposal are based upon the City of Melbourne's Guidelines for *Preparing a Waste Management Plan* (2014) and the Western Australian Local Government Association (WALGA) *Commercial and Industrial Waste Management Plan Guidelines* (2014).

The City of Melbourne's waste generation rates include both "Retirement Village" (60L/apartment/week for refuse and recyclables) and "Independent Living" (80L/apartment/week for refuse and recyclables).

As the RAC is supported by a commercial kitchen and dining/communal areas it is expected that the RAC would represent a "Retirement Village" operation while the Independent Living Units (ILU) would represent more of an "Independent Living" arrangement.

Therefore, the generation rates of 60L/apartment/week for refuse and recyclables were utilised in calculating waste volumes for the RAC, and the generation rates of 80L/apartment/week for refuse and recyclables were utilised in calculating waste volumes for the ILU.

Talis is of the view that the waste generation rate utilised for RAC would encompass all waste generated by aged care operations within the RAC facility, which typically includes shared amenities such as:

- Commercial Kitchen;
- Laundry;
- Activity/training/garden areas;
- Dining/kitchen areas;



- Communal lounges;
- Office spaces; and
- Consulting/physio rooms.

As medical waste is highly dependent on the nature and scale of medical practices undertaken there are currently no medical/clinical waste generation rates available within published waste management guidelines. Facilities such as the RAC and the commercial consultant rooms typically manage medical waste in-situ, therefore storage space is not required within Bin Storage Areas. Therefore medical waste has not been included within waste generation assessment.

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin sizes, bin quantities and storage space required.

Anticipated waste generation volumes in litres per week (L/week) of refuse and recyclables adopted for this waste assessment are shown Table 2-1, Table 2-2 and Table 2-3.

Table 2-1: Estimated Waste Generation – Residential Aged Care

Residential Aged Care	Number of Suites	Waste Generation Rate (L/week/unit)	Waste Generation (L/Week)
Refuse			
Suites	129	60	7,740
Total			7,740
Recyclables			
Suites	129	60	7,740
Total			7,740

Table 2-2: Estimated Waste Generation – Independent Living Units and Amenities

ILU & Amenities	Number of Units/Floor Area (m ²)	Waste Generation Rate (L/week/100m ²)	Waste Generation (L/Week)
Refuse			
Units	78	80	6,240
Cinema	74	10	37
Hair Salon	35	60	126
Nail Salon	20	10	10
Amenities	349	10	175
Gym	73	10	51
Total			6,639
Recyclables			
Units	78	80	6,240
Cinema	74	10	37
Hair Salon	35	30	63
Nail Salon	20	10	10
Amenities	349	10	175
Gym	73	10	51
Total			6,576

Table 2-3: Estimated Waste Generation - Commercial Tenancies

Commercial Tenancies	Floor Area (m ²)	Waste Generation Rate (L/week/100m ²)	Waste Generation (L/Week)
Refuse			
Café	270	300	5,670
Gallery	135	10	68
Medical Consulting Rooms	475	10	285
Total			6,023
Recyclables			
Café	270	200	3,780
Gallery	135	10	68
Medical Consulting Rooms	475	10	285
Total			4,133

3 Waste Storage

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient space to accommodate the required quantity of bins within the Bin Storage Areas. The procedure and bins to be used in these areas are described in the following sections.

3.1 Internal Bins

To promote positive recycling behaviour and maximise diversion from landfill:

- Two bins will be located within each RAC suites, associated amenities and common areas for separate disposal of refuse and recyclables. The contents of these bins will be transferred by staff/cleaners to the Proposals waste chute system. Recyclables should not be bagged when entering the chute system. Waste from refuse and recycling bins in the commercial kitchen servicing the RAC will be transferred by staff or cleaners to the designated Bin Storage Area. Large cardboard items or bulky waste materials that should not be placed in the chute system will be taken by staff or cleaners directly to the designated Bin Storage Area to reduce the likelihood of blockage in chutes.
- The ILU will also have two bins located within each unit and all associated amenity areas including the gym, salons and cinema, for the separate disposal of refuse and recyclables. Separated refuse and recyclables will be placed in these bins. Residents, staff or cleaners will transfer the contents of the ILU bins to the ILU waste chute system, which is accessible on each floor. Recyclables should not be bagged when entering the chute system. In addition ILU will have access to a collection bin to deposit cardboard boxes and other bulky items that should not be placed into the chute system. Staff or cleaners will transfer these items to the designated Bin Storage Area for appropriate disposal. Contents of the refuse and recyclables bins in the amenity areas, gym, salon and cinema will be transferred by staff or cleaners directly to the designated Bin Storage Area for disposal in the appropriate bins.
- Commercial tenancies will be required to have a minimum of two bins to facilitate the separate disposal of refuse and recyclables within their tenancy. The contents of these bins will be transferred by staff or cleaners, or their authorised representative, to their designated Commercial Bin Storage Area and be deposited into the appropriate bins.

In the future the Proposal may introduce additional bins or dedicated collection services for source separation of waste streams such as cardboard, paper or glass. Future introduction of additional bins will be considered as part of the design to encourage the recovery of waste materials in the future.

3.2 Waste Chute System

To assist with efficient disposal of waste from the RAC and ILU a dual chute, or single chute with diverter, chute system may be utilised at the Proposal. Both systems allow for the separate disposal of refuse and recyclables.

Waste chutes will be accessible on each level, have self-closing doors with a bottom hinge and have a fire rating to AS1530.4-2005. Chutes are typically 610mm in diameter and are ventilated with an extraction fan at the top to reduce odour, and insulated for noise reduction. The chutes will be routinely cleaned via chute flushing operations

The caretaker will be required to exchange full bins with empty bins at the terminus of the waste chutes.

3.3 Bin Storage Areas

Refuse and recyclable materials generated within the Proposal will be consolidated in bins located in Bin Storage Areas shown in Figure 2, Figure 3, Figure 4 and Figure 5.

3.3.1 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Bin Size (L)	Depth (mm)	Width (mm)	Height (mm)	Area (mm ²)
240	730	585	1,060	427
360	848	680	1,100	577
660	780	1,260	1,200	983
1,100	1,070	1,240	1,330	1,327

Reference: SULO Bin Specification Data Sheets

3.3.2 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the quantity bins required for each Bin Storage Area was modelled utilising the bin sizes in Table 3-1 and assuming collection of refuse and recyclables twice each week. Table 3-2 shows the quantity of bins required in each Bin Storage Area for the consolidation of waste.

Table 3-2: Bin Storage Areas

Waste Stream	Waste generation (L/week)	Quantity of Bins Required			
		240L	360L	660L	1,100L
Bin Storage Area 1 – RAC North Wing					
Refuse	3,870	9	6	3	2
Recyclables	3,870	9	6	3	2
Total	7,740	18	12	6	4
Bin Storage Area 2 – RAC South Wing					
Refuse	3,870	9	6	3	2
Recyclables	3,870	9	6	3	2
Total	7,740	18	12	6	4
Bin Storage Area 3 – ILU & Amenities					
Refuse	1,999	5	3	2	1
Recyclables	1,936	4	3	2	1
TOTAL	3,935	9	6	4	2
Bin Storage Area 4 – ILU & Amenities					
Refuse	1,760	4	3	2	1
Recyclables	1,760	4	3	2	1

Waste Stream	Waste generation (L/week)	Quantity of Bins Required			
		240L	360L	660L	1,100L
TOTAL	3,520	8	6	4	2
Bin Storage Area 5 – ILU & Amenities					
Refuse	2,880	6	4	3	2
Recyclables	2,880	6	4	3	2
TOTAL	5,760	12	8	6	4
Bin Storage Area 6 – Commercial Tenancies					
Refuse	5,738	12	8	5	3
Recyclables	3,848	9	6	3	2
TOTAL	9,586	21	14	8	5
Bin Storage Area 7 – Commercial Tenancies					
Refuse	285	1	1	1	1
Recyclables	285	1	1	1	1
TOTAL	570	2	2	2	2

Based on Table 3-2 the Bin Storage Areas are designed to accommodate the size and quantity of bins shown in Table 3-3.

Table 3-3: Bin Storage Area Bin Requirements

Bin Storage Area	Bin Size	Quantity of Bins	
		Refuse	Recyclables
1	660L	3	3
2	660L	3	3
3	660L	2	2
4	660L	2	2
5	660L	3	3
6	660L	5	3
7	240L	1	1

3.3.3 Bin Storage Area Design

The design of the Bin Storage Areas will take into consideration:

- Impervious floors draining to the sewer;
- A tap for washing of bins and the Bin Storage Area as required;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Areas to be self-closing and are proposed to be vermin proof;
- Doors to the Bin Storage Areas to be wide enough to fit bins through;
- Ventilated to a suitable standard;

- Appropriate signage;
- Bin Storage Areas to be undercover where possible and be designed to not permit stormwater to enter into the drain;
- Bins are not visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

In addition, Bin Storage Areas allow adequate space to accommodate a collection point for bulky or specialty wastes that cannot be placed within refuse and recycling bins.

Educational signage will be placed in locations that are accessible to users of the waste management system to assist users in choosing the right bin or chute.

Bins and storage space within the Bin Storage Areas will be monitored by the caretaker to ensure that the quantity of bins and collection frequencies are sufficient.

3.4 Future Waste Recovery

In the future the Proposal may look to reduce waste volumes through source separation of waste materials such as organics, cardboard, paper or plastics and may introduce technologies for onsite treatment of foodwaste from the RAC kitchen. Organics treatment units such as dehydrators, contained composting units, biodigesters or macerators will assist in reducing the volume of food waste in the refuse stream and may assist to reduce collection frequencies. The following technologies may be considered for the Proposal:

- Dehydrators such as Gaia are small to large treatment units that have an automated system that processes organic wastes by the use of heat and mechanical mixing. Weight and volume reduction of organics is achieved through the evaporation of the water, leaving a dry end product that has been sterilised and stabilised that won't smell and can be stored for many weeks without degrading. The end product could be utilised onsite as a soil conditioner.
- Contained composting systems such as Closed Loop are small treatment units that work to decompose and homogenise organic waste in an enclosed environment using controlled temperatures, agitation and airflow while utilising ventilation and deodorisation systems to prevent odour. Like dehydrators the contained composting systems will generate an end produce that can be utilised as a soil conditioner onsite.
- Biodigesters such as Power Knot or Orca are containerised units that break down waste with aerobic bacteria and water to produce a greywater by-product. These units maintains equilibrium for microorganisms to work by injecting water periodically which rapidly decomposes the waste food and then flushes decomposed material out of the system. Units are available in a range of sizes and some systems may generate an end product that can be utilised onsite as a soil conditioner. The use of this technology system is still in its infancy in Perth and some systems may require approval and monitoring by the Water Corporation.
- Maceration systems such as Pulpmaster will convert food waste into a pulp slurry which is then transferred to a holding tank for emptying. The slurry held in the tank is pumped out by liquid tankers and transported to waste treatment facilities for treatment. These units are available in a range of sizes and a number of units can be connected to the storage tank which is kept where it is easily accessible to liquid tankers.



The use of the organic treatment technologies would assist to reduce bin requirements in Bin Storage Areas and collection frequencies by reducing waste volumes through treatment. Provision of organics treatment technologies will depend on the composition of the waste stream which will be determined once the Proposal is fully operational. Space will be assigned for future provision of an organics treatment unit within the RAC kitchen area or Bin Storage Area 1, depending on the preferred technology.

The incorporation of any waste recovery measures within the waste management system will be dependent on available technologies, market conditions and caretaker considerations in the future. The caretaker will engage with residents, staff and cleaners on what opportunities exist for waste recovery.

4 Waste Collection

A private waste services contractor will service the Proposal by providing 240L and 660L bins for consolidation of refuse and recyclables.

The private waste services contractor will collect refuse and recycling onsite twice each week directly from the Proposals Bin Storage Areas. The quantity and size of bins, collection vehicle and locations for each Bin Storage Areas are outlined in Table 4-1.

The private waste services contractor will be provided with key/PIN code access to the Bin Storage Areas and security access gates to facilitate servicing, if required.

Servicing of bins onsite will reduce the noise generated in the area during collection. In addition, it will remove the need for bins on the street, maintaining the amenity of the area and removing the requirement for a lay down area to temporarily store bins on the verge before the collection vehicle arrives.

The ability of waste collection vehicles to access the Proposal will be assessed by Cardno and will be included within their Traffic Impact Assessment.

Table 4-1: Required Bins, Collection Vehicle and Collection Location for each Bin Storage Area

Bin Storage Areas	Bins Required			Collection Location	Collection Vehicle
	Size	Refuse	Recyclables		
1	660L	3	3	Loading Dock via Warton Street	Rear Lift
2	660L	3	3	Loading Dock via Warton Street	Rear Lift
3	660L	2	2	Bin Set Down Area via Gibney Street	Rear Lift
4	660L	2	2	Adjacent to Bin Storage Area 4 via Gibney Street	Rear Lift
5	660L	3	3	Adjacent to Bin Storage Area 4 via Gibney Street	Rear Lift
6	660L	5	3	Commercial Basement Loading Area via Gibney Street	Rear Lift
7	240L	1	1	Commercial Basement Loading Area via Gibney Street	Rear Lift

4.1.1 Bin Storage Areas 1 & 2

Waste collection for Bin Storage Areas 1 and 2 will occur from the Loading Dock, located between Bin Storage Areas 1 and 2, as shown in Figure 2. The private waste services contractor rear lift waste collection vehicle will access this Loading Dock from Warton Street in forward gear, via the dedicated service entry. Private waste services contractor staff will ferry bins to and from the Bin Storage Areas during servicing. Once servicing is complete the private waste services contractor rear lift waste collection vehicle will exit the proposal via the dedicated service entry onto Warton Street in forward gear.

4.1.2 Bin Storage Area 3

The caretaker will ferry bins to the Bin Set Down Area adjacent to Gibney Street from Bin Storage Area 3 on collection days, as shown in Figure 3. The private waste services contractor rear lift waste collection vehicle will service the bins adjacent to the Bin Set Down Area. The caretaker will return bins to Bin Storage Area 3 following servicing. The private waste services contractor rear lift waste collection vehicle will enter and exit the proposal via Gibney Street.

4.1.3 Bin Storage Areas 4 & 5

Bins from Bin Storage Area 5 will be ferried by the caretaker to Bin Storage Area 4 on collection days for servicing. Bin storage Area 4 has been sized to accommodate the temporary holding of these bins. The private waste services contractor rear lift waste collection vehicle will service the bins directly from the Bin Storage Area 4, as shown in Figure 5.

Private waste services contractor staff will ferry bins to and from the Bin Storage Area 4 during servicing and the caretaker will return bins to Bin Storage Area 5 following servicing. The private waste services contractor rear lift waste collection vehicle will enter and exit the proposal in forward gear via Gibney Street.

4.1.4 Commercial Bin Storage Areas 6 & 7

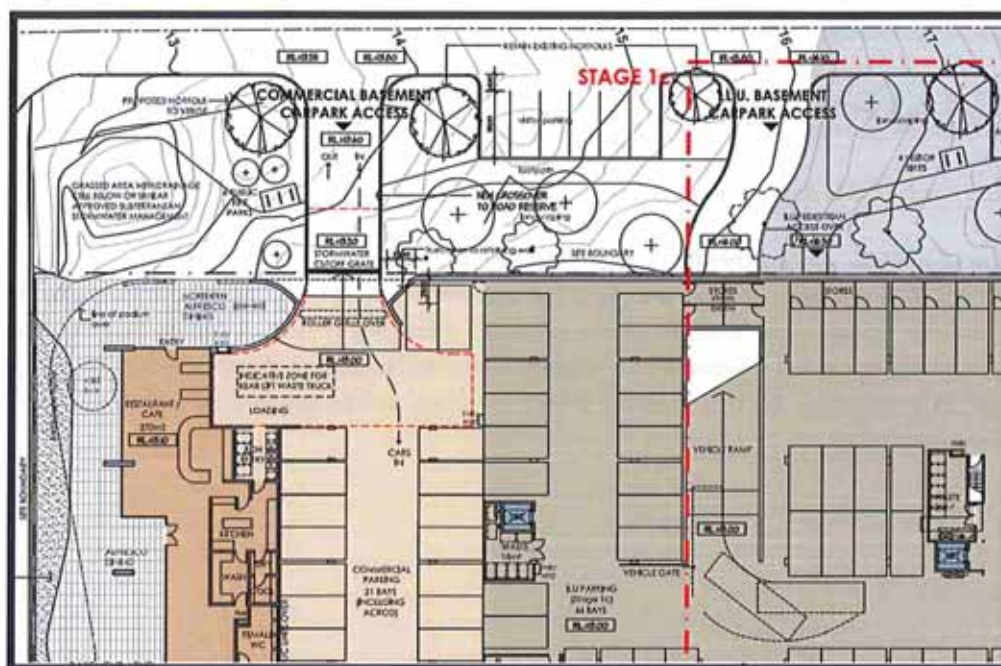
Bins from Bin Storage Area 7 will be ferried by the caretaker to Bin Storage Area 6 on collection days for servicing. Bin storage Area 6 has been sized to accommodate the temporary holding of these bins.

The private waste services contractor will service the bins from the Commercial Basement Loading Area, adjacent to the Café tenancy. Private waste services contractor staff will ferry bins to and from the Bin Storage Area 6 during servicing and the caretaker will return the required bins to Bin Storage Area 7 following servicing.

The private waste services contractor's rear lift waste collection vehicle will enter and exit the Proposal in forward gear via the commercial entry on Gibney Street.

To reduce interaction between the waste collection vehicle and other vehicles, the private waste services contractor will co-ordinate collections from the Commercial Basement Loading Area, refer Diagram 4-1, outside of normal operational hours.

Diagram 4-1: Commercial Basement Loading Area



4.2 Bulky Waste and Greenwaste

No bulky waste collection service will be provided by the Town for this Proposal. Instead bulk waste materials will be removed from the Proposal as they are generated. An area for the temporary holding of bulky wastes will be allocated for RAC and ILU. The caretaker will liaise with residents and staff on procedures for bulky waste disposal within the Proposal. The caretaker will monitor the accumulation of bulky waste and will organise for its disposal at the appropriate facility, as required.

Greenwaste collection services will be provided by external contractors, as required. The caretaker liaise with service providers to ensure an efficient and effective service is maintained.

4.3 Specialty Wastes

Adequate space will be allocated throughout the Proposal for dedicated cabinets or containers for collection and storage of specialty wastes that are unable to be disposed of within the bins. Specialty wastes may include items such as:

- Clothing/linen;
- Batteries;
- E-wastes;
- Used cooking oil;
- White goods/appliances;
- Cleaning chemicals; and
- Light globes.



Specialty wastes will be removed from the Proposal as sufficient volumes have been accumulated to warrant disposal. Specialty waste collection will be monitored by the caretaker who will organise their transport to the appropriate waste facility, as required.

Sanitary wastes will be collected in situ. A suitably qualified sanitary waste collection and disposal provider will be engaged to determine storage and collection requirements.

4.4 Controlled Medical Waste

The volume of medical waste generated at the Proposal will be dependent on the nature and scale of the medical practises undertaken at the RAC and the commercial Medical Consulting Rooms. Appropriate containers will be placed in all locations where particular categories of medical waste may be generated. Instructions on separation and identification of medical wastes will be posted at each waste collection point to remind staff of procedures. Suitably qualified service providers will be engaged to determine storage and collection requirements.



5 Waste Management

A suitably qualified caretaker will be engaged to complete the following tasks:

- Monitoring and maintenance of waste systems and equipment;
- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas when required;
- Exchange full bins with empty bins at the terminus of the waste chutes;
- Ferrying of bins from Bin Storage Area 3 to the Bin Set Down Area, and return, on collection days;
- Ferrying of bins from Bin Storage Area 5 to Bin Storage Area 4, and return, on collection days;
- Ferrying of bins from Commercial Bin Storage Area 7 to Commercial Bin Storage Area 6, and return, on collection days;
- Monitoring of bulky waste and greenwaste removal;
- Regularly engage with private waste services contractors' to ensure an efficient and effective waste service is maintained;
- Regularly engage with residents, staff and cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Ensure all residents, staff and cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder.



6 Conclusion

As demonstrated within this WMP, the Proposal provides adequately sized Bin Storage Areas for consolidation of refuse and recyclables based on anticipated waste generation rates and a suitable configuration of bins. This indicates that adequately designed Bin Storage Areas have been provided and collection of refuse and recyclables bins can be completed from the Proposal.

Private waste services contractor will collect refuse and recyclables twice each week from the collection locations shown in Table 6-1 below.

Table 6-1: Bin Quantity and Collection Location of each Bin Storage Area

Bin Storage Areas	Bins Required			Collection Location	Collection Vehicle
	Size	Refuse	Recyclables		
1	660L	3	3	Loading Dock via Warton Street	Rear Lift
2	660L	3	3	Loading Dock via Warton Street	Rear Lift
3	660L	2	2	Bin Set Down Area via Gibney Street	Rear Lift
4	660L	2	2	Adjacent to Bin Storage Area 4 via Gibney Street	Rear Lift
5	660L	3	3	Adjacent to Bin Storage Area 4 via Gibney Street	Rear Lift
6	660L	5	3	Commercial Basement Loading Area via Gibney Street	Rear Lift
7	240L	1	1	Commercial Basement Loading Area via Gibney Street	Rear Lift

A caretaker will oversee the relevant aspects of waste management at the Proposal.



Figures

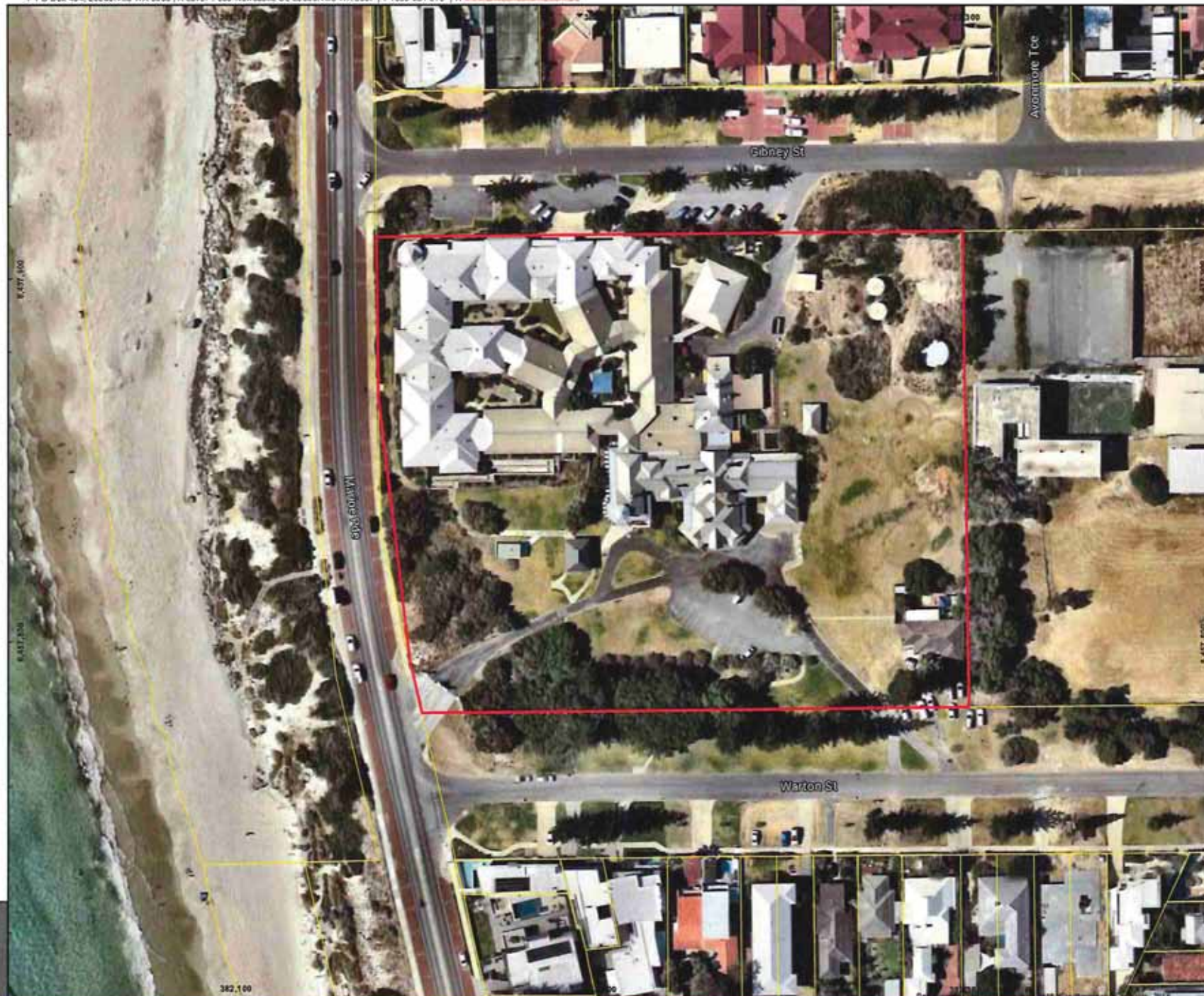
Figure 1: Locality Plan

Figure 2: Bin Storage Area 1 & 2

Figure 3: Bin Storage Area 3

Figure 4: Bin Storage Area 4 & 5

Figure 5: Bin Storage Area 6 & 7



LEGEND

- Site Boundary
- Cadastre

This document is a map of the site and its location. It is not a legal document and should not be used for legal purposes. The information is provided for information only and is not intended to be used for any other purpose. The user is responsible for ensuring that the information is accurate and up-to-date.



0 1.252.5 5 7.5 10 12.5

SITE LOCALITY

Lot 555
(1) Gibney Street
Cottesloe, WA 6011

0 5 10 20 30 40 metres
Coordinate System: GDA 1984 MGA Zone 55
Projection: Transverse Mercator, Spheroid: GDA 1984
Datum: GDA 1984

Prepared: F Walker Date: 21/01/2019
Checked: J Wroe Project No: TW17070
Reviewed: R Hayton Revision: A



Figure 01



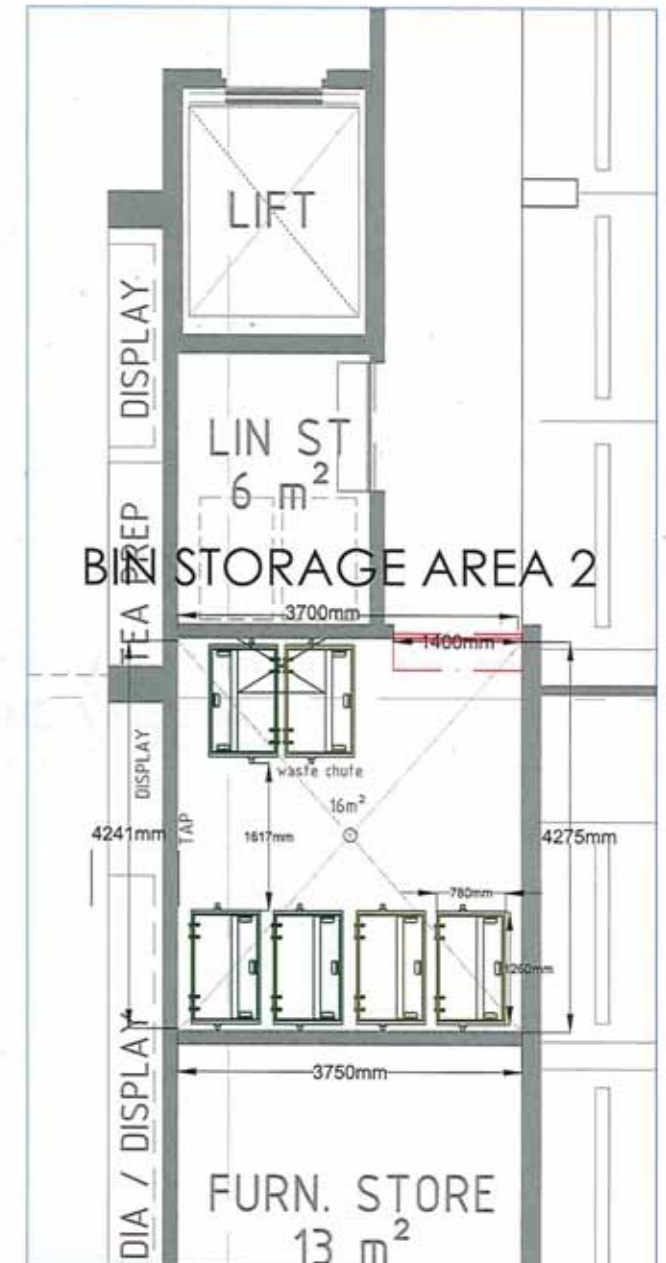
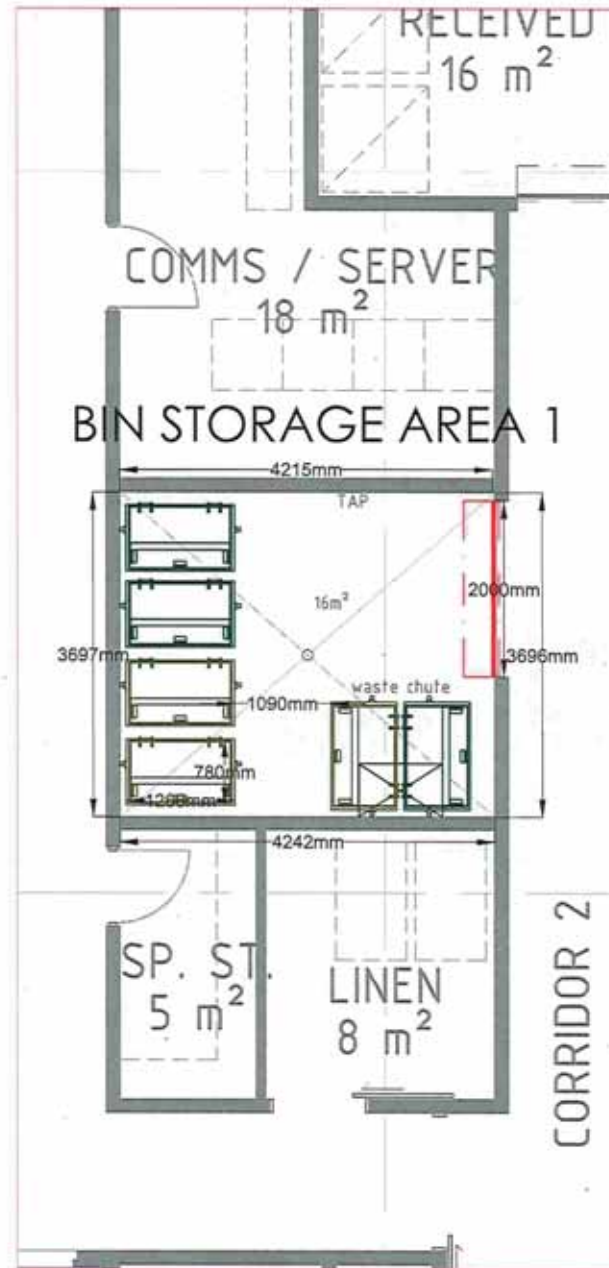
Legend:

Bin Storage Area 1

- 3 x 660L refuse (780mm x 1260mm)
- 3 x 660L recycling (780mm x 1260mm)

Bin Storage Area 2

- 3 x 660L refuse (780mm x 1260mm)
- 3 x 660L recycling (780mm x 1260mm)

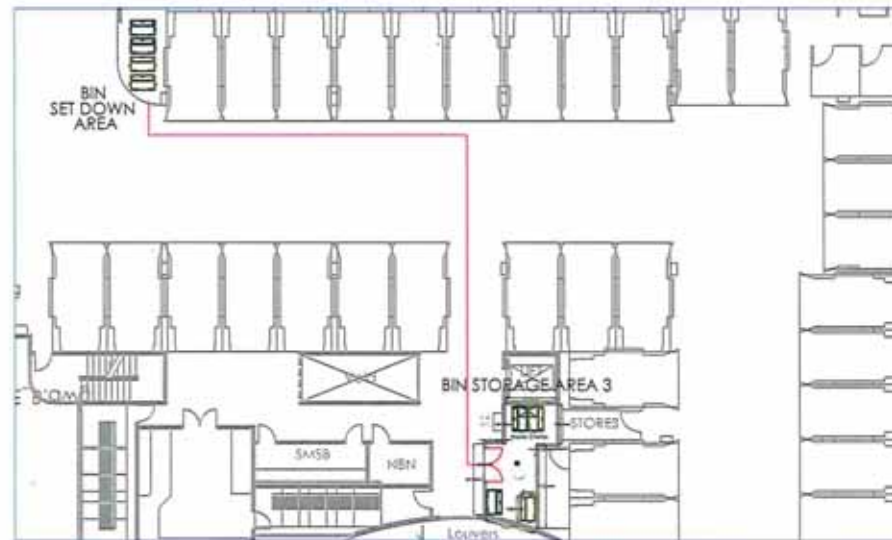
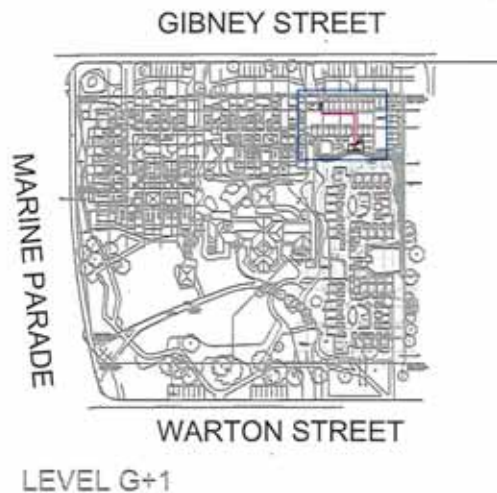


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No.	Date	Amendment / Issue	App.
C	21/01/18	THIRD ISSUE	JW
B	25/01/18	SECOND ISSUE	JW
A	08/01/18	FIRST ISSUE	JW

Drawn by:	Rev:	Job No:	TW1707D
Checked by:	JW	File No:	TW1707DWG001
Approved by:	JW	File No:	
Scale:	NTS	002	B
Date:	21/01/18		



Legend:

Bin Storage Area 3

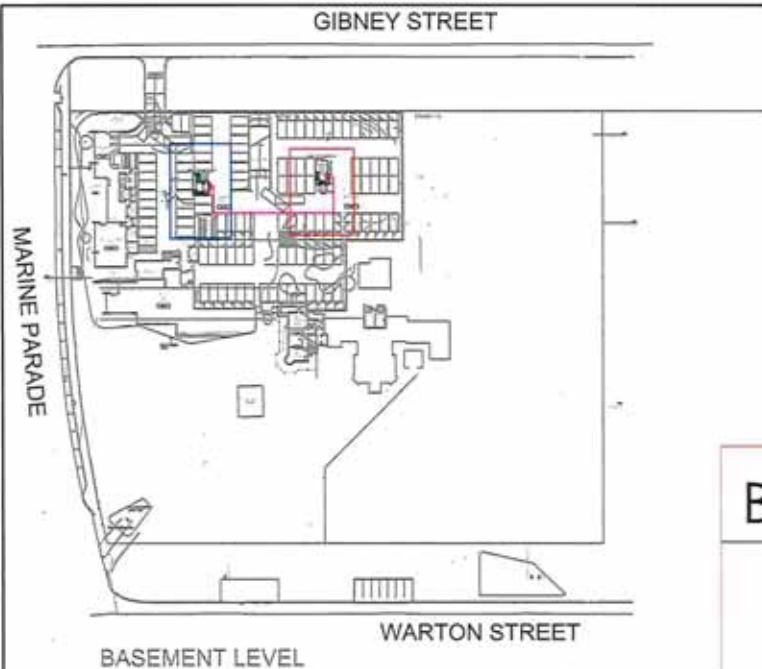
2 x 660L refuse (780mm x 1260mm)

2 x 660L recycling (780mm x 1260mm)

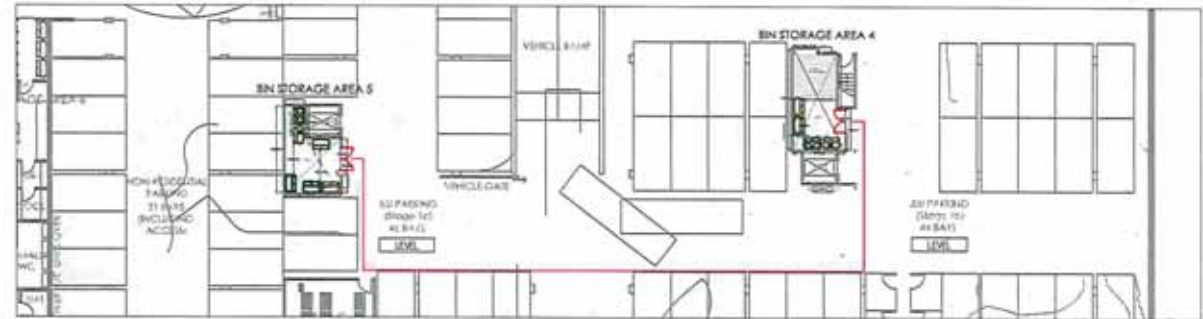
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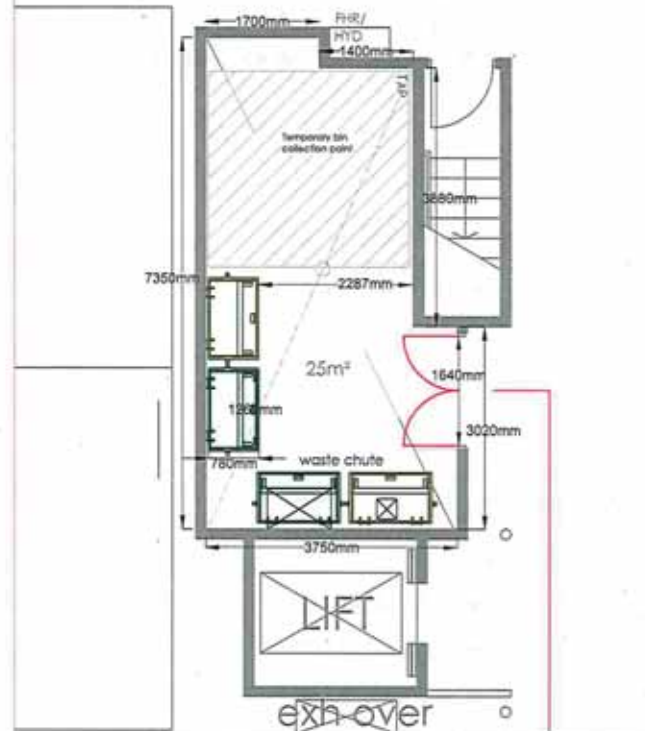
No.	Date	Amendment / Issue	App.
B	12/02/19	SECOND ISSUE	JW
A	08/01/19	FIRST ISSUE	JW



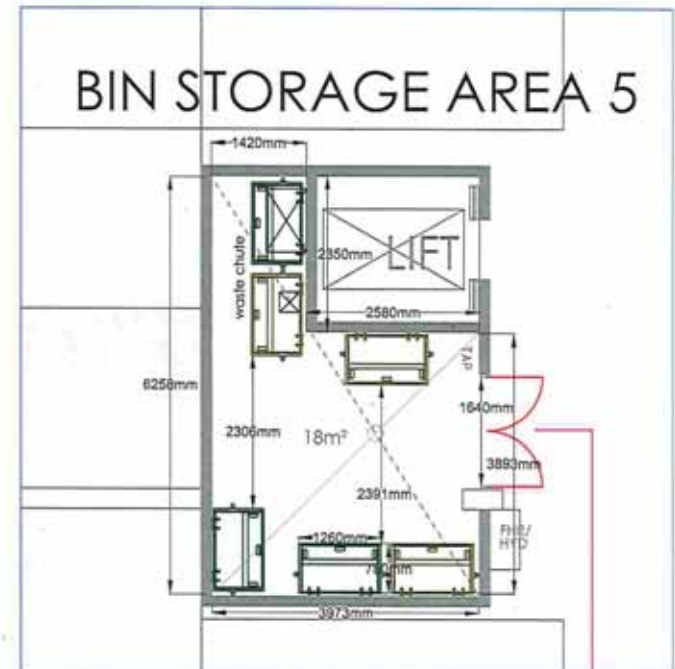
BIN STORAGE AREA PATHWAY



BIN STORAGE AREA 4





BIN STORAGE AREA 5





Legend:

Bin Storage Area 4

-  2 x 660L refuse (780mm x 1260mm)
-  2 x 660L recycling (780mm x 1260mm)

Bin Storage Area 5

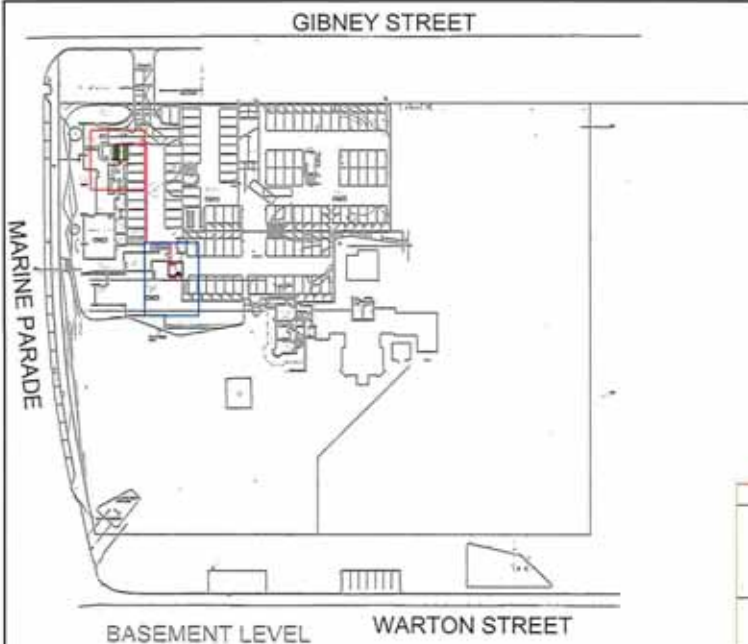
-  3 x 660L refuse (780mm x 1260mm)
-  3 x 660L recycling (780mm x 1260mm)

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Rev	Date	Amendment / Issue	App
A	05/01/18	FIRST ISSUE	JW

Drawn by: BH	Job No: TW17070
Checked by: JW	File No: TW17070DW003
Approved by: JW	Rev: 004
Scale: NTS	Rev: A
Date: 05/01/18	





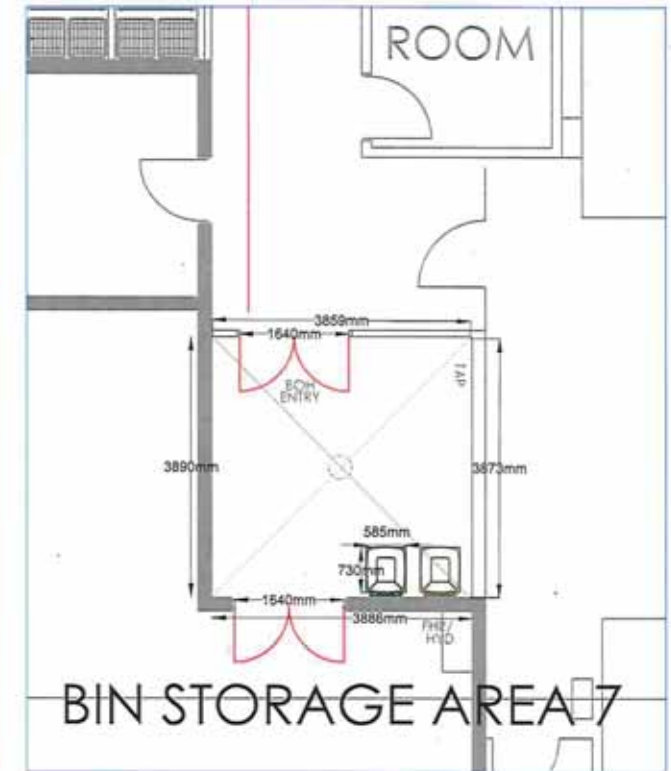
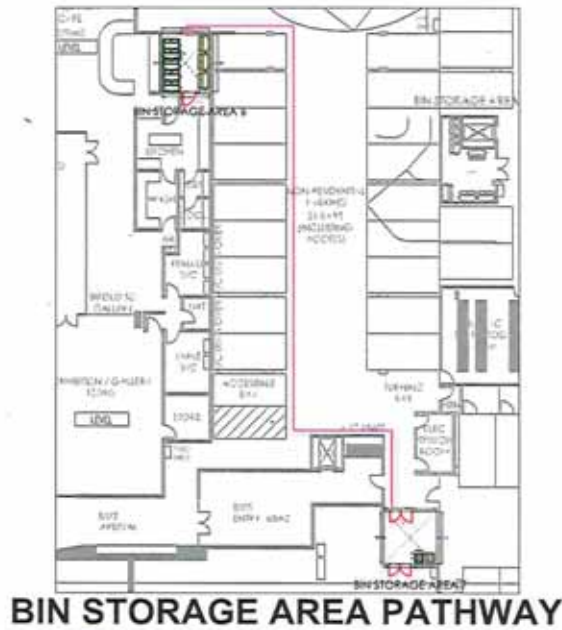
Legend:

Bin Storage Area 6

-  5 x 660L refuse (780mm x 1260mm)
-  3 x 660L recycling (780mm x 1260mm)

Bin Storage Area 7

-  1 x 240L refuse (585mm x 730mm)
-  1 x 240L recycling (585mm x 730mm)



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No.	Date	Amendment / Issue	App.
A	18/01/18	FIRST ISSUE	JW

Project

Lot 555 (1) Gibney Street,
Cottesloe

Title

Bin Storage Areas 6 & 7

Drawn by:	Rev:	Job No:	TW17079
Checked by:	JW	File No:	TW17079DWG04
Approved by:	JW	Fig No:	005
Scale:	NTS	Rev:	A
Date:	18/01/18		

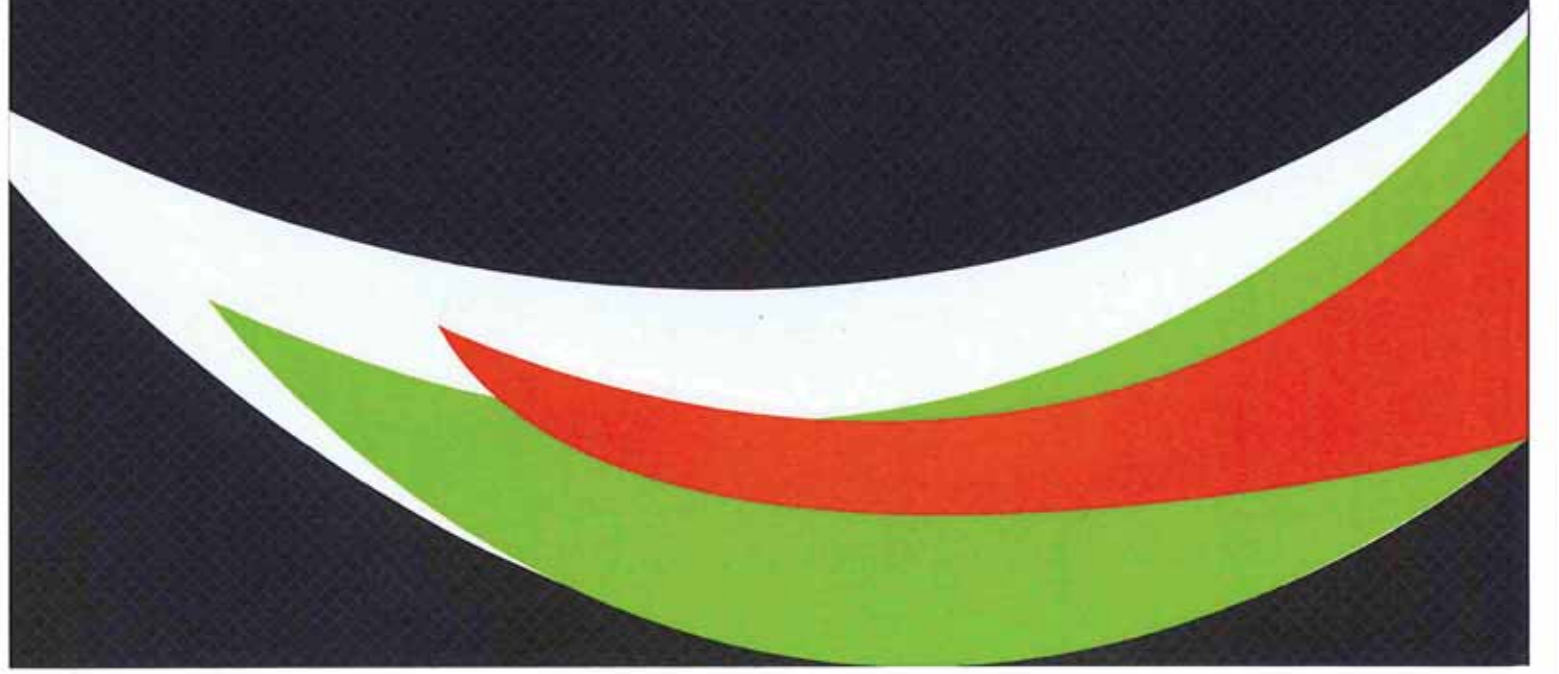
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APPENDIX I ACOUSTIC IMPACT ASSESSMENT



WOOD & GRIEVE ENGINEERS

TOWN OF COTTESLOE

6 JUN 2019

RECEIVED

Wearne Redevelopment

Acoustic Report

Development Application

Prepared for:

Curtin Heritage Living

Prepared by:

Max Cyril & Imran Khan

Project No. 30758

P:\30758\PROJECT DOCUMENTATION\ACOUSTICS\DESIGN\REPORTS\AC-RE-001-30758_WEARNE
REDEVELOPMENT_DA_001B.DOCX

Ground Floor, 226 Adelaide Terrace, Perth WA 6000

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Date:

29 January 2019

Revision

REVISION	DATE	COMMENT	APPROVED BY
001a	25/1/2019	DA Report - Draft For Review & Comment	IK
001	29/1/2019	DA Report – Issue for Submission	IK

REVISION

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Executive Summary

Wood and Grieve Engineers (WGE) were commissioned by Curtin Heritage Living to undertake the acoustic assessment in support of the Development Application for the proposed redevelopment of Wearne Cottesloe.

The redevelopment will consist of the following stages:

- 129 bed Residential Care Facility;
- 78 Retirement Living Apartments;
- Refurbishment of existing heritage building to provide communal and ancillary uses for the apartments and care facility;
- Non-residential area including the base-building of a café, gallery space and allied health;
- Landscaping of the existing heritage gardens.

As part of the Development Application, the noise impact from Stirling Highway and the Fremantle passenger rail line was assessed against the State Planning Policy 5.4 using a detailed 3D noise model within the software package SoundPLAN v8.0. Attended measurements had been undertaken on site in order to ascertain the typical ambient noise levels at the project site during peak traffic periods. These noise levels had been used to calibrate the noise model.

Based on the traffic/train volumes and proposed layout the development, a noise intrusion assessment had been carried out in order to ascertain the acoustic treatments. Preliminary glazing treatments have been selected to meet the acceptable indoor noise stated in the AS2107 and SPP5.4 guidelines for the worst case scenario façade locations due to the noise from Stirling Highway and the Fremantle passenger rail line.

Noise emissions from the development will require ongoing review to ensure compliance with the Western Australia Environmental Protection (Noise) Regulations 1997 (EPNR). Proposed plant rooms locations on the roof have been indicated in the report. At this stage no information is available regarding the equipment selection. Once more detailed information has been provided, a thorough noise assessment will be carried out and appropriate mitigation strategies or treatments will be recommended in order to comply with the EPNR regulations at the nearest noise sensitive receivers.

By addressing the above-mentioned items, the requirements established by the applicable regulations will be complied with at the Building Permit stage.

1. Introduction

This report presents an acoustic assessment for the proposed redevelopment of the Wearne Aged Care facility located in Cottesloe. The acoustic aspects of the project have been analysed to identify potential issues related to the proposal and recommendations are provided to address them at Development Application stage.

This report identifies the applicable criteria to the project. The following regulations and standards apply to the project;

- State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' (SPP 5.4);
- Western Australia Environmental Protection (Noise) Regulations 1997 (EPNR);
- Australian Standard AS2107:2016 – *Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors* (AS2107); and
- National Construction Code 2016, Building Code of Australia - section F.5 (NCC).

1.1 Site Description

The project consists of the redevelopment of the existing Wearne Aged Care facility situated south of Gibney Street and north of Warton Street. The main transport corridors to the project site are Marine Parade, Curtin Avenue, Gibney St, Warton St and Stirling Highway. The project site is largely surrounded by residential zoned land with the Transperth Fremantle Train line approximately 180 m to the East of the Lot boundary.

Figure 1 presents the project location in context to the aforementioned locations.

Figure 1: Project site and surrounding areas



Source: Nearmap

1.2 Development Stages

The proposed redevelopment will consist of the following stages;

- 129 bed Residential Care Facility;
- 78 Retirement Living Apartments;
- Refurbishment of existing heritage building to provide communal and ancillary uses for the apartments and care facility;
- Non-residential area including the base-building of a café, gallery space and allied health;
- Landscaping of the existing heritage gardens.

2. Acoustic Criteria

2.1 Environmental Protection (Noise) Regulation 1997

Environmental noise impacts resulting from the noise emissions from the project are addressed through the Environmental Protection Act 1986, with the regulatory requirements detailed in the Environmental Protection (Noise) Regulations 1997 (EPNR).

The EPNR establishes the maximum permissible noise emission levels (assigned levels) to be received at all adjacent noise-sensitive premises during specific periods of the day as a result of the cumulative noise emissions from all sources proposed for the project site. Compliance to relevant noise limits outlined in the EPNR is compulsory.

The EPNR states noise emissions from any premises are considered not to *significantly contribute to* the noise at a receiver if the noise emissions are 5 dB or below the assigned levels.

In brief, the assigned levels are determined by considering of the amount of commercial and industrial zones, as well as main transport corridors and sporting venues surrounding the noise sensitive premises. The assigned levels apply at premises receiving the noise (noise sensitive receiver) and not to areas within the project site or lot. In addition, the Environmental Protection (Noise) Regulations 1997 identify the following in Schedule 3, clause 2A:

"If the land within either of the circles is categorised on the land use map as land in respect of which mixed uses are permitted, the use of that land that results in the highest influencing factor is to be used in the determination of the influencing factor."

The nearest noise sensitive receivers have been considered as the properties bounded between 42 Marine Pde and Lady Lawley Cottage to the north of the project site, and 38 Marine Pde and 11 Warton St to the south.

The current Town of Cottesloe Local Planning Scheme (LPS3) was accessed via Department of Planning, Land and Heritage website.

Traffic data for roads surrounding the nearest noise sensitive receiver (selected 6 Gibney St) were obtained from Main Roads Western Australia (MRWA) on the 15th January 2019. The available traffic data has been presented in Table 1.

Table 1: Traffic count data (MRWA)

Transport Corridors	EPNR Classification ¹⁾	Average Daily Traffic Volumes					
		2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Marine Pde (North of Pearse St)	Secondary Road	—	7788	—	—	—	—
Curtin Av (North of Marine Pde)	Secondary Road	—	—	—	—	11 690	—
Stirling Hwy (South of Wellington St)	Major Road	34790	—	37565	—	37242	—

¹⁾ As defined by the EPNR. Secondary roads have between 6000-15000 vehicles per day. Major roads have greater than 15000 vehicles per day.

2.1.1 Influencing Factor for 6 Gibney Street

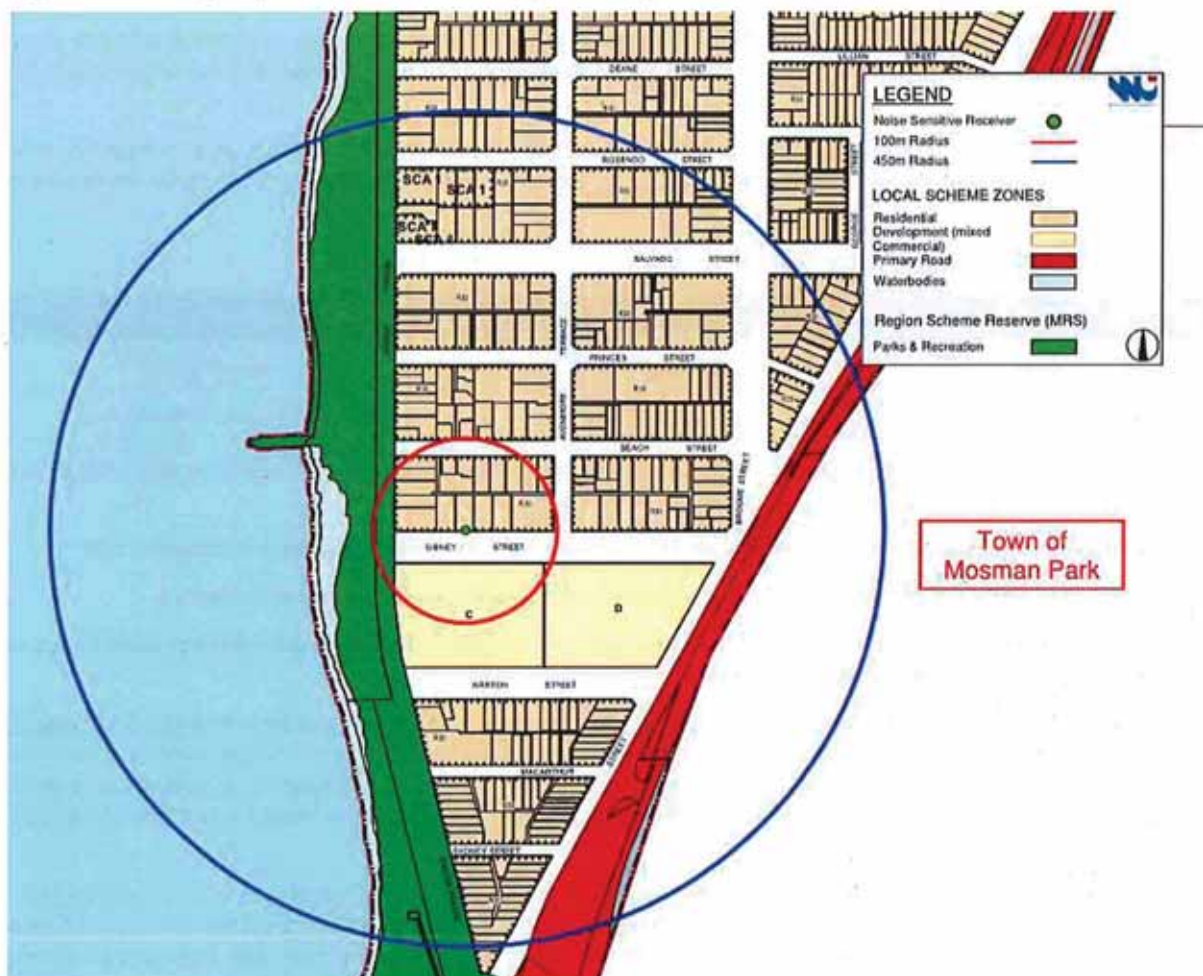
The influencing factor for 6 Gibney Street results from identifying major roads, commercial and industrial areas for all nearest noise sensitive receivers is 6 dB, as summarized in Table 2.

Table 2: Influencing factor (IF) noise sensitive 6 Gibney Street

Noise Sensitive Premises	Commercial Zones	Industrial Zones	Transport Corridors	Influencing Factor
6 Gibney St	25 % within a 100 m radius 5 % within a 450 m radius	0 % within a 450 m radius	Stirling Hwy within a 450m radius Marine Pde within a 100m radius	6 dB

Figure 2 indicate the land use zones surrounding 6 Gibney Street.

Figure 2: Zoning map of areas surrounding 6 Gibney Street



2.1.2 Assigned Noise Levels for Nearest Sensitive Receiver

Table 3 summarizes the assigned levels at the nearest noise sensitive premises, which is added to the influencing factor calculated for the receiver detailed in Table 2. It is required that all noise emissions from the development are below the assigned level for all defined periods of the day and at the lot boundary of the receiver or 15m from any associated building. It is noted that the EPNR assigned levels only apply at the premises receiving the noise only and not to noise within the site.

Table 3: Assigned levels for 6 Gibney Street

Type of premises receiving noise	Time of day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: Highly sensitive area	0700 to 1900 hours Monday to Saturday	51	61	71
	0900 to 1900 hours Sunday & public holidays	46	56	71
	1900 to 2200 hours all days	46	56	61
	2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays	41	51	61
Noise sensitive premises: any area other than highly sensitive areas	All Hours	60	75	80
Commercial premises	All Hours	60	75	80
Industrial and utility premises	All Hours	65	80	90

2.2 State Planning Policy 5.4

State Planning Policy 5.4 (SPP 5.4) establishes the outdoor noise criteria that apply to a noise sensitive land use due to noise emissions from road and rail transport. A detailed assessment is required for any noise land use within 300 m of a freight handling facility.

The noise criteria, provided in Table 4, apply for new noise-sensitive development proposals, at 1 m from the most exposed, habitable façade of the proposed building, at each floor level, and within at least one outdoor living area on each residential lot.

Table 4: Outdoor noise criteria for SPP5.4

Time of day	Noise Target	Noise Limit
Day (6 am – 10 pm)	$L_{Aeq(Day)} 55 \text{ dB(A)}$	$L_{Aeq(Day)} 60 \text{ dB(A)}$
Night (10 pm – 6 am)	$L_{Aeq(Night)} 50 \text{ dB(A)}$	$L_{Aeq(Night)} 55 \text{ dB(A)}$

In the application of these outdoor noise criteria to new noise-sensitive developments, the objective of the policy is to achieve:

Acceptable indoor noise levels in noise-sensitive areas (for example, bedrooms and living rooms of houses); and

- A reasonable degree of acoustic amenity in at least one outdoor living area on each residential lot.
- If a noise-sensitive development takes place in an area where outdoor noise levels will meet the noise target, no further measures are required under SPP 5.4.

In areas where the noise target is likely to be exceeded, but the noise level is likely to be within the 5 dB margin, mitigation measures should be implemented by the developer with a view to achieving the target levels in at least one outdoor living area on each residential lot. Where indoor spaces are planned to be facing any outdoor area in the margin, noise insulation deemed-to-comply packages or equivalent performing shall be implemented into the building design.

In areas where the outdoor noise limit is likely to be exceeded (i.e. above $L_{Aeq(Day)}$ of 60dB(A) or $L_{Aeq(Night)}$ of 55dB(A)), a detailed noise assessment in accordance with the guidelines should be undertaken by the developer. Customised noise mitigation measures should be implemented with a view to achieving the noise target in at least one outdoor living or recreation area on each noise-sensitive lot or, if this is not practicable, within the margin. Where indoor spaces will face outdoor areas that are above the noise limit, mitigation measures should be implemented to achieve acceptable indoor noise levels in those spaces.

2.3 Internal Noise Levels

The internal noise level criteria detailed in this section are based on the recommendations provided in the Australian / New Zealand Standard AS 2107:2016 'Acoustics – Recommended design sound levels and reverberation times for building interiors' (AS 2107).

AS2107 provides recommended internal noise levels (defined as the equivalent continuous A-weighted sound pressure level — $L_{Aeq,t}$) for optimising the acoustic amenity in occupied spaces. The level of noise in an enclosed space typically consists of noise from building services and/or noise intrusion due to external sources (e.g. traffic).

The relevant internal noise level criteria have been outlined in Table 5.

Table 5: Recommended internal noise levels from AS2107

Type of occupancy/activity	Recommended design sound level, $L_{eq} \text{ dB(A)}$
Residential Buildings – Houses and Apartments In Suburban Areas or Near Minor Roads -	
Sleeping areas (night time)	30 – 35
Living areas	30 – 40
Common areas	45 – 50
Work areas	35 – 40

Type of occupancy/activity	Recommended design sound level, L_{eq} dB(A)
GENERAL AREAS	
Office areas	40 – 45
Consulting rooms	40 – 45
Waiting rooms / reception areas	40 – 50
Nurses stations	40 – 45
Corridors and lobby spaces	40 – 50
Kitchens and service areas	45 – 55
Games rooms	45 – 50

1) AS2107 suggests that "Retirement homes/villages" criteria are to be derived from the values provided for "Hostels, residential halls and barracks."

The internal noise level criteria in AS2107 recommend continuous equivalent (L_{Aeq}) levels for background noise. This document is a common reference for establishing satisfactory goals for quasi-static mechanical and external traffic noise ingress.

2.4 Reverberation Control

For acoustically critical areas, acoustic treatment to control reverberation should be incorporated into the design. The reverberation criteria presented in Table 6 are obtained from AS2107, and refer to the mid frequency reverberation time.

Table 6: Optimal mid frequency reverberation criteria

Area	Reverberation Time (seconds)
Sleeping areas – hostels & residential halls near minor roads	-
Common rooms	< 1.0
Games rooms	< 1.0
Kitchens and service areas	-
Office areas	0.4 to 0.7
Consulting rooms	0.4 to 0.6
Waiting rooms / reception areas	0.4 to 0.7
Nurses stations	0.4 to 0.7
Corridors and lobby spaces	0.4 to 0.6

¹⁾ Note: AS2107 recommends reverberation times in these spaces should be minimised as far as possible for noise control.

2.5 Sound Transmissions and Insulation — National Construction Code 2016 Volume One Amendment 1

The acoustic requirements for inter-tenancy walls, floors etc. in residential buildings are outlined in the National Construction Code 2016 Volume One Amendment 1, Building Code of Australia Class 2, 3 and 9c Buildings (NCC). Requirements based on NCC 2016 are summarised in Table 7.

WGE note that the performance requirements detailed in Table 7 are the minimum acoustic separation requirements and may not be adequate for those developments where higher privacy and separation levels are considered more desirable for the client (e.g. Hotel operator requirements).

Table 7: Sound insulation requirements in accordance with NCC 2016

Construction	Condition	Deemed-to-Satisfy Requirements
Walls	Airborne Sound Insulation	
	Between sole-occupancy units	Minimum R_W 45
	Between a sole-occupancy unit and a kitchen, bathroom, sanitary compartment (not associated with an ensuite), laundry, plant room or utilities room.	Minimum R_W 45
	Impact Sound Insulation¹⁾	
	Between a sole-occupancy kitchen or laundry	For other than masonry, must be two or more separate leaves without rigid mechanical connection except at the periphery; or Be identical with a prototype that is no less resistant to the transmission of impact sound when tested in accordance with Specification F5.5 than a wall listed in Table 2 of Specification F5.2 of the NCC.
Floors	Airborne Sound Insulation	
	Between sole-occupancy units	Minimum R_W 45
	Impact Sound Insulation²⁾	
	Between sole-occupancy units	No specific requirement.
Services	Airborne Sound Insulation	
	Between a habitable room (other than a kitchen) in a sole-occupancy unit and a duct, soil, waste or water supply pipe duct (if the duct or pipe is located in a wall or floor cavity and serves or passes through more than one sole-occupancy unit)	Minimum $R_W + C_{tr}$ 40
	Between a kitchen or non-habitable room in a sole-occupancy unit and a duct, soil, waste or water supply pipe duct (if the duct or pipe is located in a wall or floor cavity and serves or passes through more than one sole-occupancy unit)	Minimum $R_W + C_{tr}$ 25
	If a storm water pipe passes through a sole-occupancy unit (habitable room other than kitchen)	Minimum $R_W + C_{tr}$ 40
	If a storm water pipe passes through a sole-occupancy unit (kitchen or non-habitable room)	Minimum $R_W + C_{tr}$ 25

1) For the purposes of this Part, "discontinuous construction" means a wall having a minimum 20 mm cavity between 2 separate leaves.

- For masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and
- For other than masonry, there is no mechanical linkage between leaves except at the periphery.

2) There is no specific requirement to control impact sound insulation, and therefore no acoustic requirements for this purpose will be imposed, unless the client requires otherwise

3. Noise Survey

Attended noise measurements were undertaken at the project site to establish the existing acoustic environment for use in noise intrusion assessments.

Due to the topography and difference in elevation

Attended noise measurements were undertaken on the 17th January 2019. The location of the measurements are presented in Figure 3

Figure 3: Attended Measurements Locations



Source: Nearmaps

Typically, the two main sources of noise that are considered in noise intrusion assessments are transportation (i.e. road, rail or aircraft noise) and mechanical services noise. This maybe from within the same or adjoining developments. Given the location of the project, the following noise sources have been identified and indicated in Figure 4.

- Traffic noise (predominately from Marine Pde, Curtin Av and Stirling Hwy); and
- The Transperth Fremantle passenger rail line east of the project site.

3.1 Noise Measurements

3.1.1 Test Methodology

Attended measurements have been conducted using instrumentation equivalent to an integrating sound level meter equipped with one octave and one-third octave band filters, and an omni-directional condenser microphone. All instrumentation meets Type 1 specifications as per ANSI S1.4 and ANSI S1.43.

All sound level meters were calibrated by an authorised NATA (National Association of Testing Authorities) laboratory less than 2 years ago and have successfully passed all AS 1259 and AS/NZS 4476 standards and specifications.

The time constant for the RMS detector were set to a slow response (1 sec) for all measurements on all sound level meters. The sound level meters were calibrated before and after each measurement session using a Type 1 acoustic calibrator. The calibrator was also calibrated less than 2 years ago, and is in compliance with AS IEC 60942-2004.

A complete schedule of all equipment used during for acoustic measurements is provided in Table 8. A copy of calibration certificates for the relevant instrumentation may be provided upon request.

Table 8: Equipment and Calibration Details

Manufacturer / Model	Serial Number
Brüel & Kjær 2250 - Sound Analyser	3002096
Brüel & Kjær 4231 - Calibrator	3005155

3.1.2 Summary of Measurement Results

The noise levels obtained from the attended noise measurements have been provided Table 9.

Table 9: Attended Measured Noise Levels

Reference	Location	Date and Time	L _{eq,T} dB(A)	Spectrum Noise Levels (dB)							
				63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
A1	Corner of Curtin Av & Warton St	17/01/19 8:49 am	68	76	67	70	66	63	59	52	44
A2	Corner of Gibney St and Marine Pde	17/01/19 9:40 am	64	66	62	60	59	60	56	50	44
A3	Marine Pde/ Wearne Cottesloe Entry & Exit	17/01/19 9:50 am	64	73	61	59	60	60	56	48	39
A4	Warton St	17/01/19 10:06 am	55	57	57	55	52	50	46	41	33
A5	Gibney St	17/01/19 10:20 am	53	62	57	51	49	49	45	37	30

The dominating noise source at the project site was identified as being due to vehicle traffic along Stirling Highway, Curtin Avenue, Gibney St, and Warton St as well as rail noise from the Fremantle line for measurements A1, A4 and A5. The main noise source noticed during measurements A2 and A3 was due to traffic from Marine Parade.

4. Noise Intrusion Assessment

An assessment of external transport noise impacts affecting the site was undertaken in accordance with the SPP 5.4.

Detailed methodology and assessment specifications are detailed in the SPP 5.4 Implementation Guidelines (referred to as the Guidelines in the remainder of this report). Sound PLAN v8.0 (3D noise modelling software) was used to simulate noise emissions expected from road and rail transport corridors and, subsequently, to determine noise levels 1 metre from the façades of each proposed lot for development as well as external noise sensitive areas.

A noise intrusion assessment for the Wearne aged care facility redevelopment was conducted based on the predicted noise levels from the 3D model as well as the attended measurements. External glazing and roof configurations have been provided according to the noise intrusion assessment results with the view of providing satisfactory internal noise levels that achieve the AS2107 criteria detailed in this report in Section 2.3.

Calculations were undertaken following the methodology described in British Standard BS EN 12354:2000 and by utilising the worst case (i.e. highest measured) noise levels at each façade to determine suitable glazing to address the noise sensitive of each space. Appropriate corrections were applied to the linear spectral noise levels to compensate for potential losses due to flanking paths and façade correction.

Figure 4: Noise sources in vicinity to the proposed development



Source: Nearmaps

4.1 Assessment Methodology

The noise environment surrounding the aged care development was assessed using Sound PLAN v8.0 to determine the predicted noise effects on the receivers within the developments. The noise assessment takes into consideration the current and future traffic/rail volumes that the receivers will be exposed to. The results from the assessment were then used to determine the noise intrusion into the hotel and apartments.

Noise levels for the proposed redevelopment were modelled at a distance of 1 m from the building façade. Receiver noise levels predicted at the building façade also include a +2.5 dB façade correction as per the SPP 5.4 requirements.

4.1.1 Noise Model Inputs

The ISO 9613-1:1998 industry noise propagation standard was used for the noise model predictions with a reflection order of 3. The noise model has taken into account noise source levels, distance from the source to receivers, and screening effects due to existing, proposed buildings and ground topology.

TOPOGRAPHY

Topographical data for the project site and surrounding areas was based on data imported from Google Maps within the SoundPLAN software. This included elevation points that had been validated against the land survey information for the project.

GROUND CONDITION

To suit the current conditions of the project location, a ground condition of 0.6 has been used in the model, which is in between a soft ground condition (1) and a reflective ground condition (0).

4.1.2 Road Traffic

The road traffic noise assessment has been conducted based on the methodology described by the Calculation of Road Traffic Noise algorithm (CoRTN, UK Transport Agency).

The CoRTN algorithm has been developed to calculate $LA_{10,18hr}$ noise levels. However, SPP5.4 requires road noise assessments to be based upon the energy averaged $L_{Aeq,16hr}$ and $L_{Aeq,8hr}$ noise descriptors for the daytime and night time respectively. Conversions are applied using the method outlined in the DEFRA publication, *"Method for Converting the UK Road Traffic Noise Index $LA_{10,18hour}$ to the EU Noise Indices for Road Noise Mapping."*

This algorithm considers the following parameters;

- Traffic volume during each period of the day, and for current and future scenarios;
- Average traffic speeds;
- Height of each individual noise source (passenger vehicles, heavy vehicles – engine and exhaust);
- Percentage of heavy vehicles; and
- Gradient and surface of road.

4.1.3 Rail

The passenger rail lines are located approximately 180 m from the eastern boundary of the site. The rail line is primarily used for the purpose of transporting passengers between Perth city centre and Fremantle.

The rail noise assessment has been conducted based on the methodology described by the Nordic Rail Prediction Method, and as required by SPP 5.4. Rail noise assessments are based upon the energy averaged $L_{Aeq,16hr}$ and $L_{Aeq,8hr}$ noise descriptors for the day and night time, respectively.

4.2 Noise Source Inputs

4.2.1 Road Traffic

Historical average daily traffic volumes were obtained from the Main Roads Western Australia (MRWA) to determine the proportion of vehicles during day and night, as well as the percentage of heavy vehicles that transit Stirling Highway.

SPP 5.4 requires all noise assessments to consider changes in traffic volumes expected over the next 20 years. An increase rate of 3% per year has been conservatively assumed to determine future traffic volumes. Day and night-time volumes have been predicted based on hourly traffic count data.

Table 10 summarises the current and future predicted traffic volumes used in the assessment model.

Table 10: Current and Future Traffic Volumes

Road	Assessment Year	Day time ¹⁾ Vehicle Volume	Night time ¹⁾ Vehicle Volume	Heavy Vehicle Percentage	Mean Speed
Stirling Highway (South of Wellington St)	Current – 2019	33963	3279	Day - 4.4%, Night – 8.1%	60 km/h
	Future - 2039	61341	5922		

1) Day time period refers to 0600 AM – 2200 PM. Night time refers to 2200 PM – 0600 AM

4.2.2 Rail

The rail lines in proximity to the project location are the Fremantle rail lines, operated by Transperth WA. Information regarding the daily train frequency utilising this railway line has been obtained in the form of a digital train timetable document (effective 31/01/2016) from the Transperth website.

Similar to road traffic assessments, SPP 5.4 requires rail assessments to consider changes in train volumes expected over the next 20 years. These details are not typically available and, therefore, conservative estimates have been made based on existing volumes.

As outlined in SPP 5.4, the noise modelling scenarios considered predictions of future train volumes. Expected increases to the train volumes for the next 15-20 years, as required by SPP 5.4, were not available from Transperth. As a result, assumptions were made based existing values. It has been conservatively assumed that passenger rail counts will increase by approximately 3% per year over the next 15-20 years.

The train data inputs for the noise model assessment is summarised below in Table 11.

Table 11: Noise modelling inputs - train data

Rail Line	Assessment Year	Day time ¹⁾ Train Volume	Night time ¹⁾ Train Volume	Mean Speed
Fremantle Line	Current – 2019	104	29	100 km/h
	Future - 2039	188	52	

4.3 Noise Modelling Results

The results of the SoundPLAN noise model show that the noise level for future traffic scenario (2039) at the façade at the proposed development locations are detailed below. The highest predicted noise level at the façade of the development has been summarised below:

- Level 4 East Façade – Day time: $L_{Aeq,16h}$ 63dB(A), Night time: $L_{Aeq,8h}$ 60dB(A)

Refer to APPENDIX B for detailed façade and grid noise contours. The grid noise contours have been provided at the height above ground level where the highest predicted noise levels occur. This is illustrated in the façade noise contours.

Conclusion

The predicted noise levels at the façades of the proposed aged care facility are higher than the 'noise limit' values in SPP 5.4. In order to address the overarching principle of the policy, we will provide input to the façade design to ensure that indoor noise levels (especially in bedrooms) are in alignment with the recommended indoor noise levels.

Details of preliminary glazing configurations are provided in Section 4.5.

4.4 External Wall

Based on the architectural layouts, it is evident that the building envelope will consist of a combination of solid and glazed elements. The noise intrusion has been calculated for all façade elements, which is relative to their surface area.

Where solid elements are used as the external wall, the walls are required to achieve $R_w + C_{tr}$ 45 as a minimum to achieve acceptable internal noise levels.

4.5 External Glazing

Glazing configurations to achieve the required internal noise levels have been provided for all residential units, taking into consideration the predicted external noise levels in Section 4.3. This configuration is to achieve acceptable internal noise levels considering traffic and rail noise. Assessment of glazing configuration to mitigate noise intrusion from other sources near the project will be undertaken at a later stage of the project.

Table 12 summarises the general preliminary glazing requirements for each space of the respective developments. As the design further develops the glazing configurations will be reviewed and updated.

Table 12: External Glazing Requirements

Location	Glazing Configuration	$R_w + C_{tr}$	Spectrum Sound Transmission Loss (dB)						
			63	125	250	500	1k	2k	4k
All bedroom and living rooms	Single Layer Option - 6.38mm laminated glass	29 (32; -3)	15	19	24	29	33	35	41
	DGU Option – 6mm glass + 12mm air gap + 6mm glass	29 (36; -7)	22	23	19	35	43	42	50

Bedrooms have been designed to achieve compliance at night time noise levels as per AS2107:2016. Day time noise levels within bedrooms are expected to be still compliant to upper limit of the noise level criteria as per AS2107:2016.

5. Noise Emission Assessment

Noise emission assessment is required to be carried out to determine the noise impact from the proposed development on the nearest sensitive receivers. Based on the latest architectural drawings, the main noise emitting source from the proposed development has been identified as the item below:

- Rooftop mechanical plant on the east building
- Basement mechanical plant room within the west building

Based on information provided by the architect, the proposed locations of these plant rooms are still in the preliminary stages and are therefore subject to change. At this stage, there is also no equipment selection and data available. Once more detailed information has been provided, a thorough noise assessment will be carried out and appropriate mitigation strategies or treatments will be recommended to comply with the EPNR regulations at the nearest noise sensitive receivers.

Acoustic mitigation strategies or treatments such as noise barriers, attenuators, acoustic lining, and equipment reselection may be recommended depending on the noise emission levels.

6. Conclusion

Noise impact from Stirling Highway and the Fremantle passenger rail line has been assessed against the State Planning Policy 5.4 using a detailed 3D noise model within the software package SoundPLAN v8.0. Attended measurements had been undertaken on site in order to ascertain the typical ambient noise levels at the project site during peak traffic periods. These noise levels had been used to calibrate the noise model.

Based on the traffic/train volumes and proposed layout the development, a noise intrusion assessment had been carried out to ascertain the acoustic treatments. Preliminary glazing treatments have been selected to meet the acceptable indoor noise stated in the AS2107 and SPP5.4 guidelines for the worst-case scenario façade locations due to the noise from Stirling Highway and the Fremantle passenger rail line.

Noise emissions from the development will require ongoing review to ensure compliance with the EPNR. Proposed plant rooms locations on the roof have been indicated in the report. At this stage no information is available regarding the equipment selection. Once more detailed information has been provided, a thorough noise assessment will be carried out and appropriate mitigation strategies or treatments will be recommended to comply with the EPNR regulations at the nearest noise sensitive receivers.

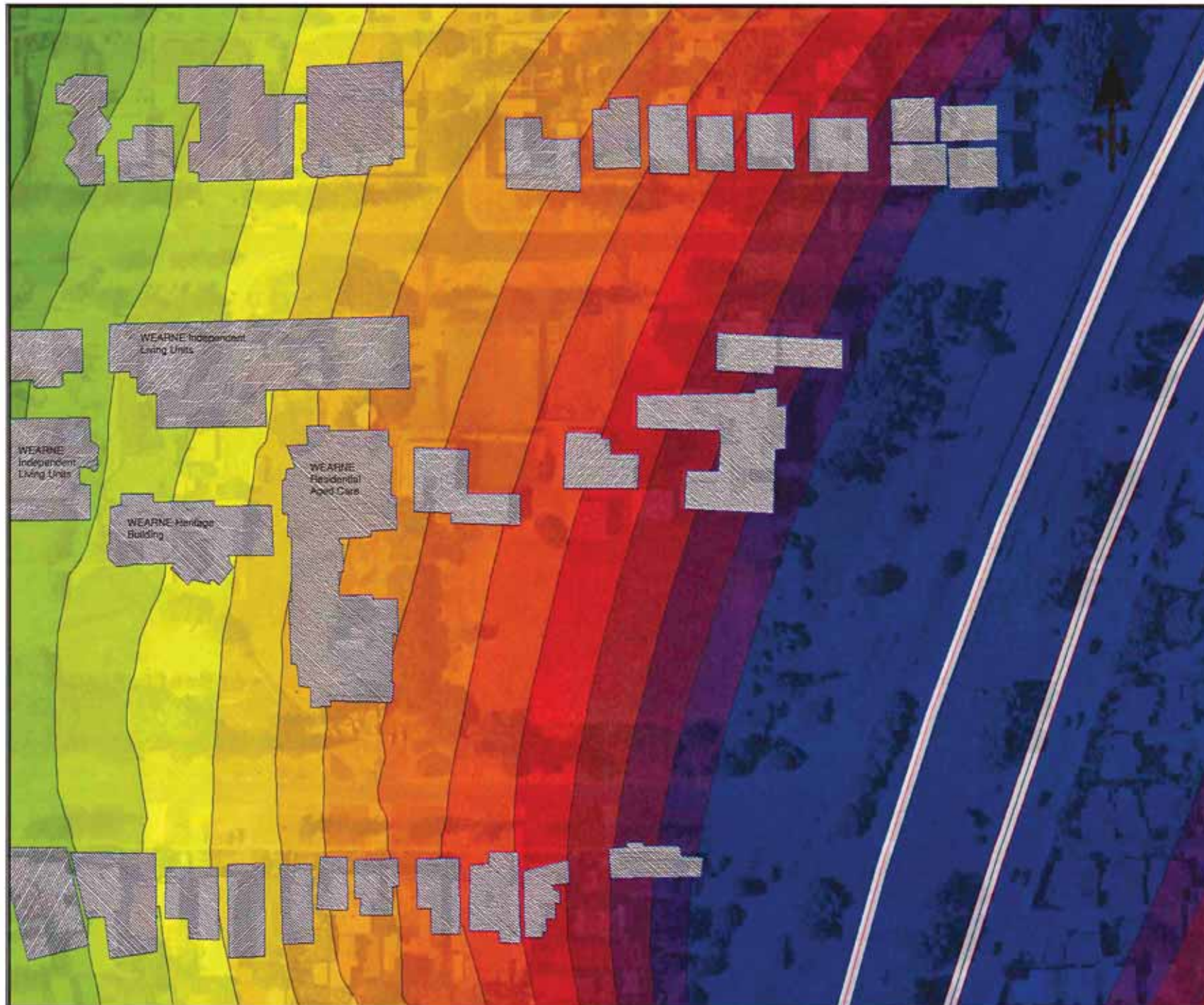
By addressing the above-mentioned items, the requirements established by the applicable regulations will be complied with at the Building Permit stage.

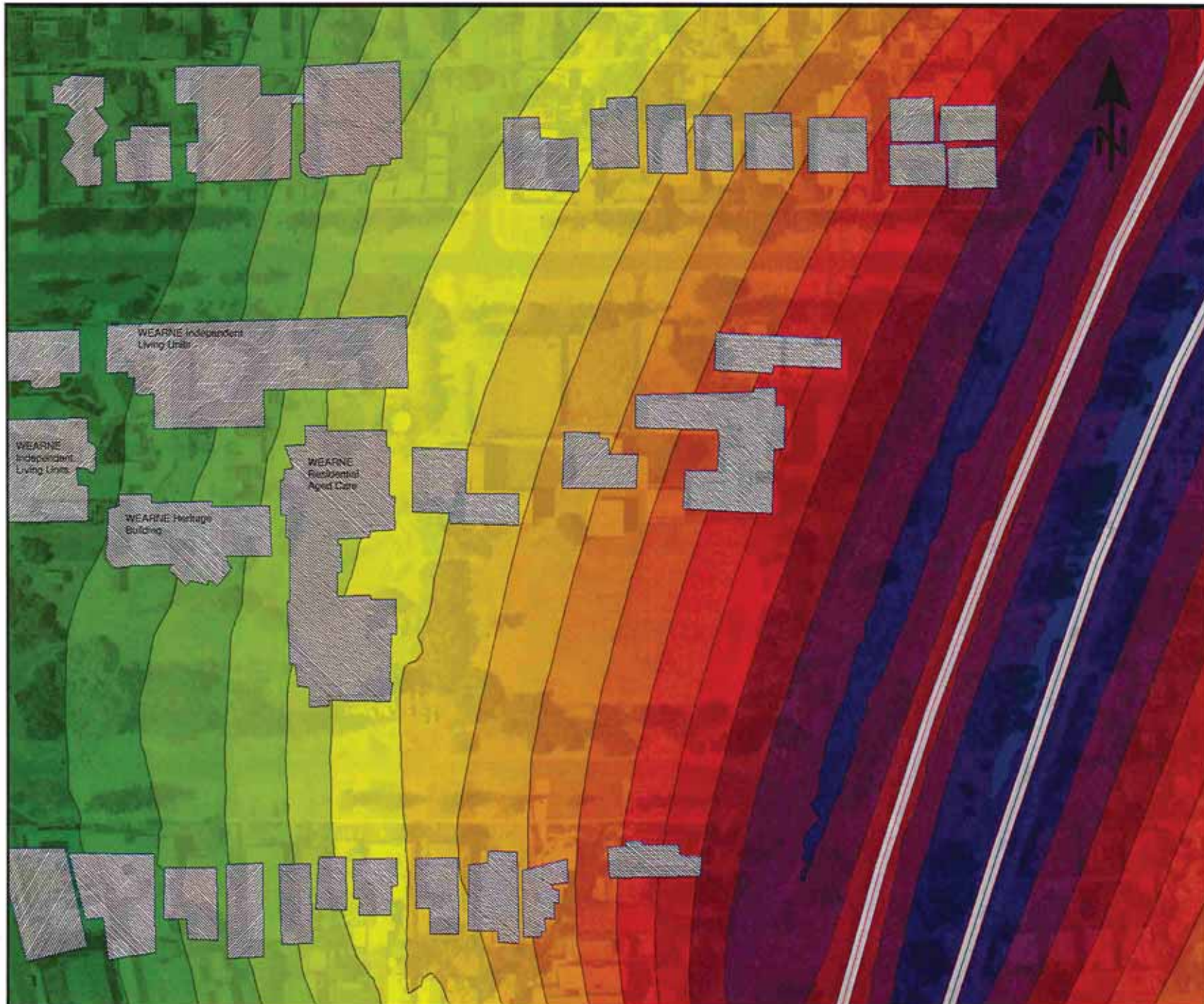
APPENDIX A - Glossary of Acoustic Terms

Term	Description
A-weighting	A frequency dependent filter applied to an instrument-measured noise. In its simplest form, the filter is designed to replicate the relative sensitivity to loudness perceived by the human ear.
Acoustic Barrier	Solid walls or partitions, solid fences, earth mounds, earth berms, buildings, etc. used to reduce noise.
Ambient Noise	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
Background Noise	A term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation, when extraneous noise is removed.
C_{tr}	A standard weighting curve which replicates low frequency noise, such as that from traffic. Often added to D _{nt,w} or R _w to characterise airborne sound insulation performance.
dB	The abbreviation for decibel.
dB(A)	A-weighted sound level in decibels.
D_{nt,w}	Similar to D _w , D _{nt,w} is the weighted standardised level difference, which also considers reverberation and background noise level of the receiver room.
D_w	A single number value that represents a field measurement of the weighted level difference between two adjacent spaces separated by a partition. $D_w = L_1 - L_2$ where, L ₁ is the average sound pressure level in the source room; and L ₂ is the average sound pressure level in the receiver room.
Extraneous Noise	Noise resulting from activities that are not typical of the area. Atypical activities include construction, and traffic generated by holidays period and by special events such as concert or sporting events. Normal daily traffic is not considered to be extraneous.
Flanking Path	The transmission of sound from a source room to a receiving room by paths other than through the separating partition i.e. via the ceiling, unsealed gaps and cracks or ineffective door seals etc.
Frequency	Frequency is synonymous to pitch. Frequency or pitch can be measured on a scale in units of Hertz (Hz). Most noise sources typically comprise of a vast, and often complex, range of frequencies.
L_{A1}	The A-weighted sound pressure level exceeded for 1% of the measurement time period.
L_{A10}	The A-weighted sound pressure level exceeded for 10% of the measurement time period.
L_{A90}	The A-weighted sound pressure level exceeded for 90% of the measurement time period. Typically represents the background noise level of an environment.
L_{Aeq}	The equivalent continuous sound pressure level in dB(A). It is often accompanied by an additional suffix "T", which is indicative of the measurement time period. (e.g. L _{Aeq,15min} , symbolising the measurement is evaluated over 15-minutes.)
L_{Amax}	The maximum A-weighted sound pressure level recorded over the measurement period.
Noise Logger	A sound level meter situated at a particular point of interest. The instrument is typically for an extended period in order to ascertain typical noise patterns associated with the measurement position.

Term	Description
Reflection	Sound wave changed in direction of propagation due to a solid object met on its path.
Reverberation	<p>The persistence of a sound within a space, which will naturally decay over time. Most apparent once the source signal has ceased emitting. Reverberation may have effects on speech intelligibility if not adequately controlled.</p> <p>Reverberation time, represented in seconds, can vary depending on the volume and surface finishes of the space.</p>
R_w	A single number value which represents the airborne sound insulation performance of a partition or building element that has been determined under laboratory testing conditions.
Sound Level Meter	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound Absorption	The ability of a material to absorb sound energy through its conversion into thermal energy.
Sound Power Level (L_w or SWL)	The total sound energy radiated by a source, expressed in Watts. The sound power level is ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power.
Sound Pressure Level (L_p or SPL)	The measured acoustic wave strength in a given environment and at a particular point of interest where the total sound level expressed is relative to a reference pressure, i.e. the threshold of human hearing. Sound pressure level is typically measured using a standard sound level meter with a microphone, expressed in decibels (dB).
T_{mf}	Describe in AS/NZS 2107:2016 as the arithmetic average of the reverberation time in octave bands at 500 Hz & 1000 Hz.

APPENDIX B Noise Contours





WEARNE REDEVELOPMENT

30758
24/01/2019
MXC

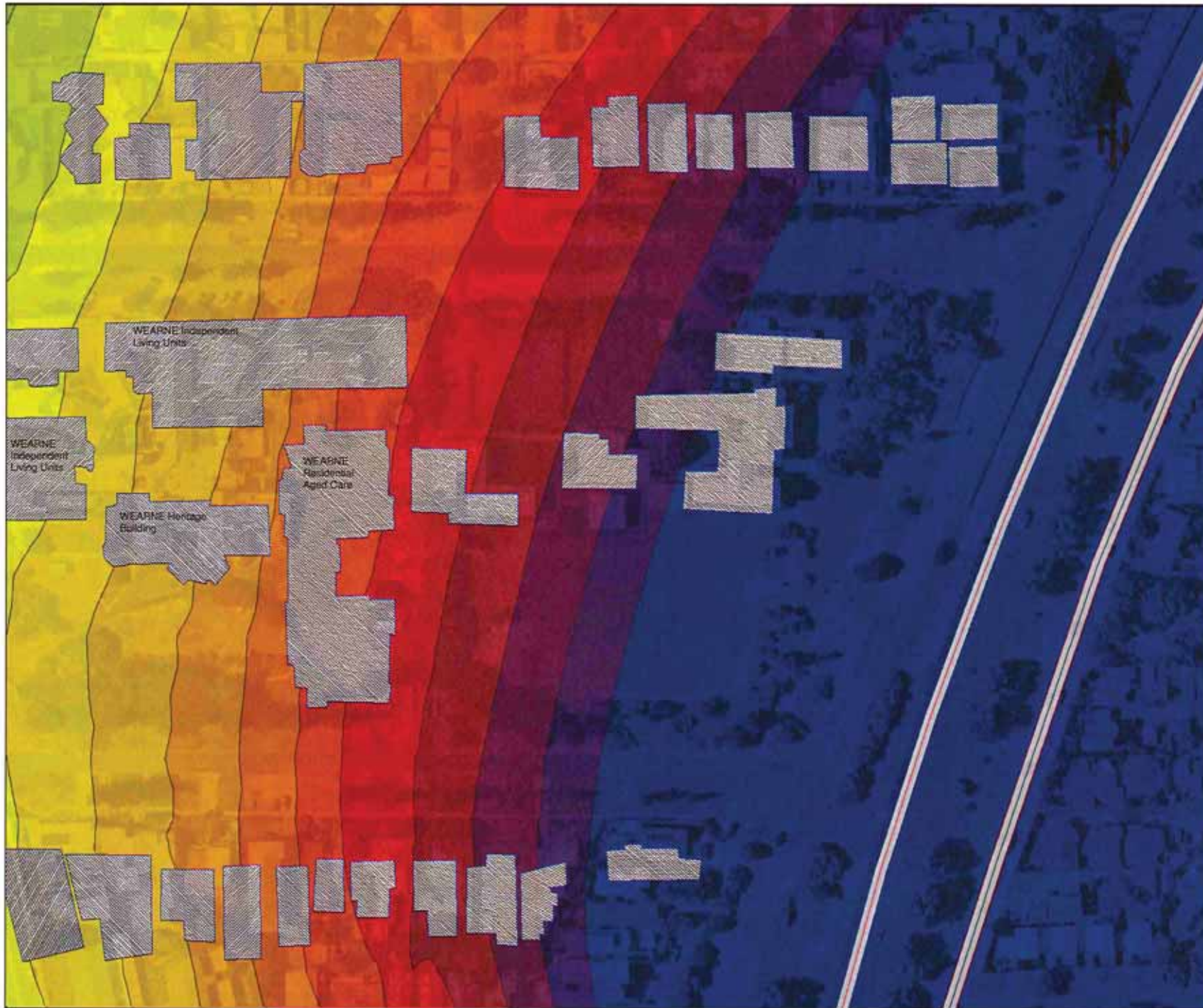
CURRENT NIGHT TIME
SCENARIO (YEAR 2019)

NOISE CONTOUR AT
LEVEL 4 RECEIVER HEIGHT

Noise level
in dB(A)

< 52.0	< 52.0
52.0 <=	< 53.0
53.0 <=	< 54.0
54.0 <=	< 55.0
55.0 <=	< 56.0
56.0 <=	< 57.0
57.0 <=	< 58.0
58.0 <=	< 59.0
59.0 <=	< 60.0
60.0 <=	< 61.0
61.0 <=	< 62.0
62.0 <=	< 63.0
63.0 <=	< 64.0
64.0 <=	< 65.0
65.0 <=	< 66.0





WEARNE REDEVELOPMENT

30758
24/01/2019
MXC

FUTURE DAY TIME
SCENARIO (YEAR 2039)

NOISE CONTOUR AT
LEVEL 4 RECEIVER HEIGHT

Noise level
in dB(A)

< 52.0
52.0 <=
53.0 <=
54.0 <=
55.0 <=
56.0 <=
57.0 <=
58.0 <=
59.0 <=
60.0 <=
61.0 <=
62.0 <=
63.0 <=
64.0 <=
65.0 <=



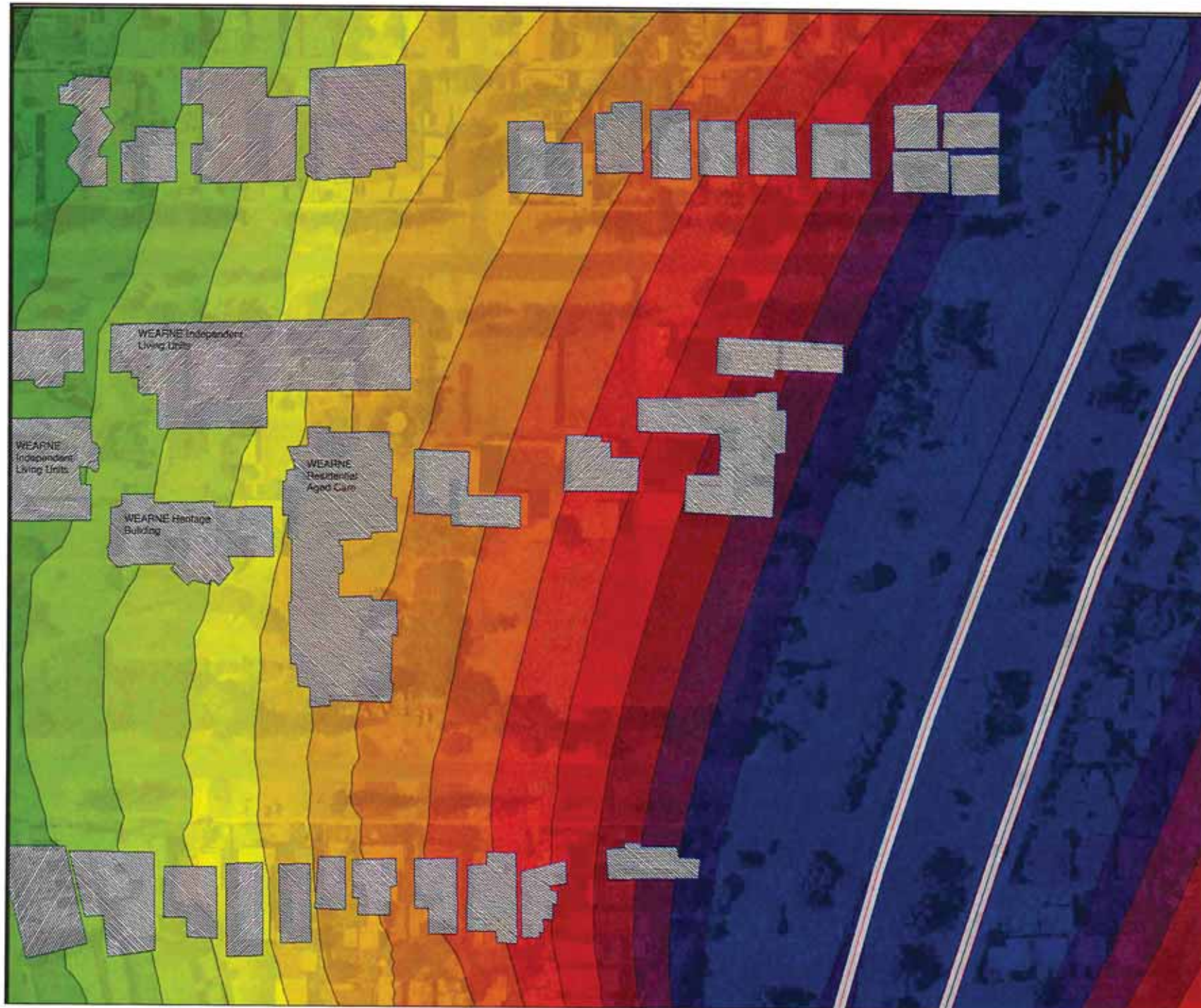
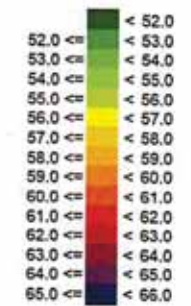
WEARNE REDEVELOPMENT

30758
24/01/2019
MXC

FUTURE NIGHT TIME
SCENARIO (YEAR 2039)

NOISE CONTOUR AT
LEVEL 4 RECEIVER HEIGHT

Noise level
in dB(A)



WEARNE REDEVELOPMENT

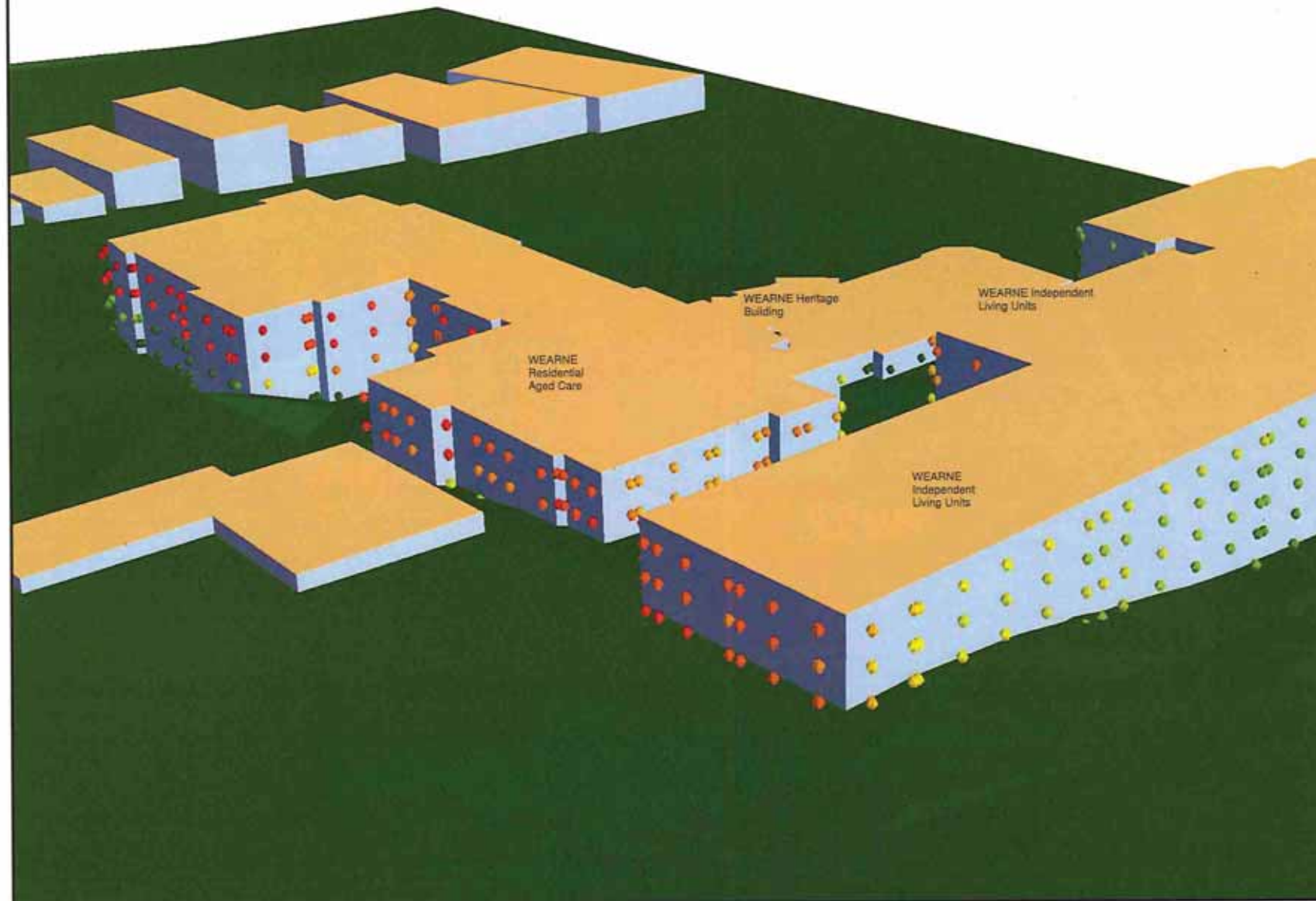
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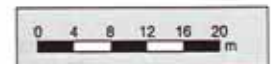
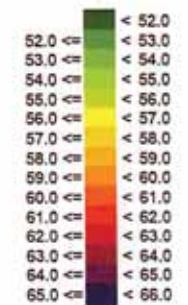
MXC

FUTURE DAY TIME
SCENARIO (YEAR 2039)

FACADE NOISE CONTOUR
(NORTH EAST)



Noise level
in dB(A)



WEARNE REDEVELOPMENT

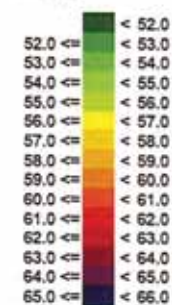
30758
24/01/2019
MXC

FUTURE DAY TIME
SCENARIO (YEAR 2039)

FACADE NOISE CONTOUR
(SOUTH EAST)



Noise level
in dB(A)





TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

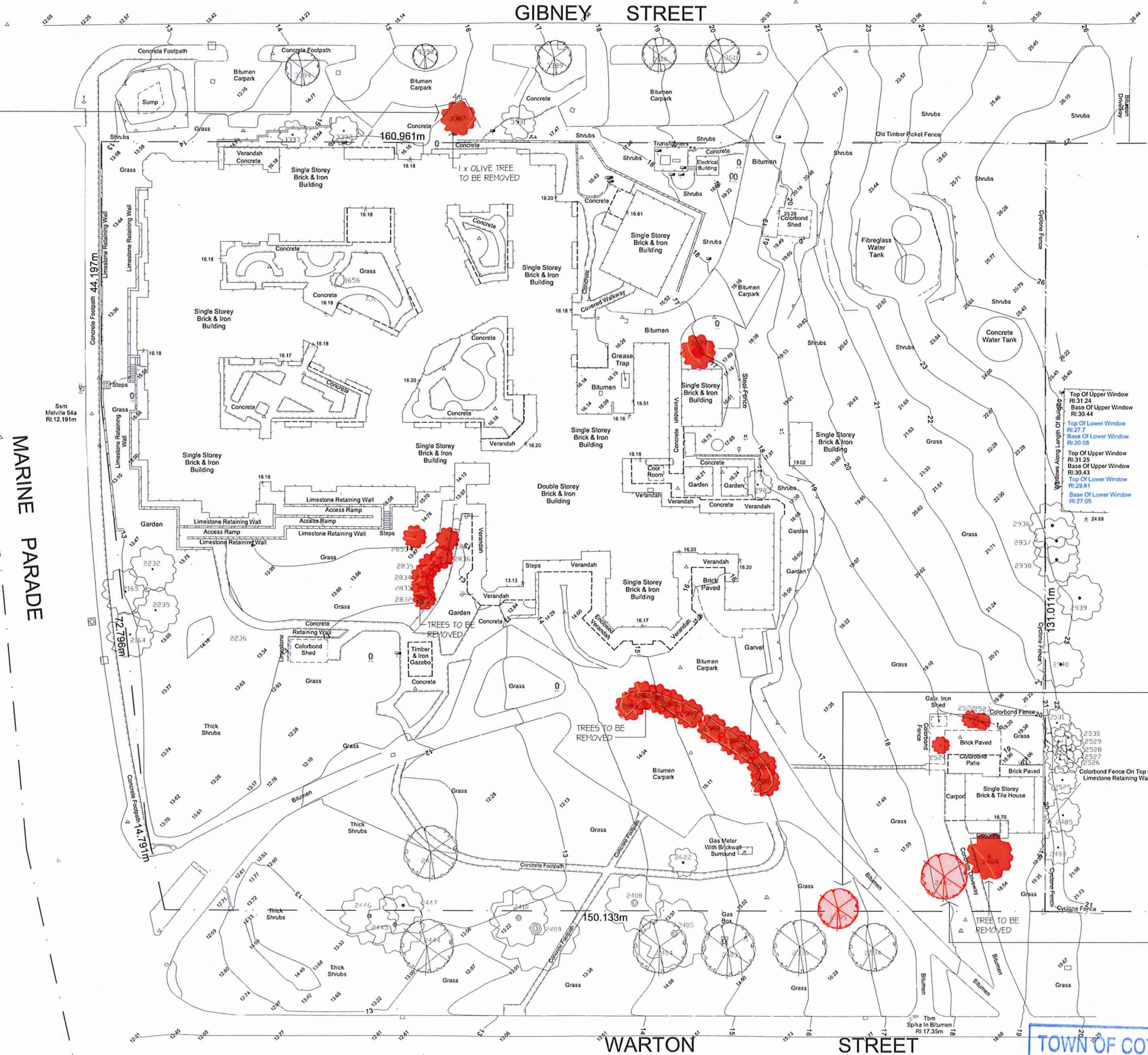


EXISTING SURVEY DRAWING
SCALE 1:400 @ A1, 1:800 @ A3

WEARNE COTTESLOE REDEVELOPMENT



4m TALL OLIVE TREE TO BE REMOVED



12m TALL NORFOLK ISLAND PINE TO BE ASSESSED FOR RELOCATION



15m TALL NORFOLK ISLAND PINE TO BE ASSESSED FOR RELOCATION

LEGEND	
EXISTING TREES	
EXISTING TREES - NORFOLK ISLAND PINE	
TREES TO BE REMOVED	
NORFOLK ISLAND PINE TO BE ASSESSED FOR RELOCATION	



WEARNE COTTESLOE REDEVELOPMENT

Curtin
HERITAGE LIVING

sph
architecture
interiors

GKA
GROUNDS KENT ARCHITECTS

TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

GIBNEY STREET

MARINE PARADE

WARTON STREET

3 x PUBLIC PARKING BAYS
UNAVAILABLE UNTIL COMPLETION
OF STAGE 1a WORKS
INDICATIVE HARDSTAND
LOCATION
PROPOSED LOCATION
OF TEMPORARY
BOOSTER CABINET
PROPOSED LOCATION OF
TEMPORARY PUMPS AND TANKS

STAGE 1a
PARKING
MECHANICAL CONDENSOR
RELOCATED AND
COMPOUND DEMOLISHED
EXISTING PUMPS, TANKS AND BOOSTER
TO BE REMOVED ONCE NEW
TEMPORARY SYSTEM IS INSTALLED
SOUTH OF HERITAGE BUILDING
LOADING
HYDRANT TO BE RELOCATED AWAY
FROM STAGE 1a WORKS
EXISTING BUILDING TO BE
DEMOLISHED
RELOCATED
A/C
EXISTING BUILDING TO
REMAIN UNTIL
STAGE 1b

Top Of Upper Window
R.31.24
Base Of Upper Window
R.30.44
Top Of Lower Window
R.27.7
Base Of Lower Window
R.20.08
Top Of Upper Window
R.31.25
Base Of Upper Window
R.30.43
Top Of Lower Window
R.25.61
Base Of Lower Window
R.27.05

TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

WEARNE COTTESLOE
REDEVELOPMENT

Curtin
HERITAGE LIVING

sph
architecture
interiors

G K A
GROUNDS KENT ARCHITECTS

SITE PLAN - DA ENABLING WORKS

0 4 8 12 16 20 40m
SCALE 1:400 @ A1, 1:800 @ A3

WRN_A1010/WG 12.26.55 31/05/19 PROJECT DATE DRAWING No. REVISION 1610 31.05.19 A101-1 C



21 DEC - 9 am
Scale 1:1250

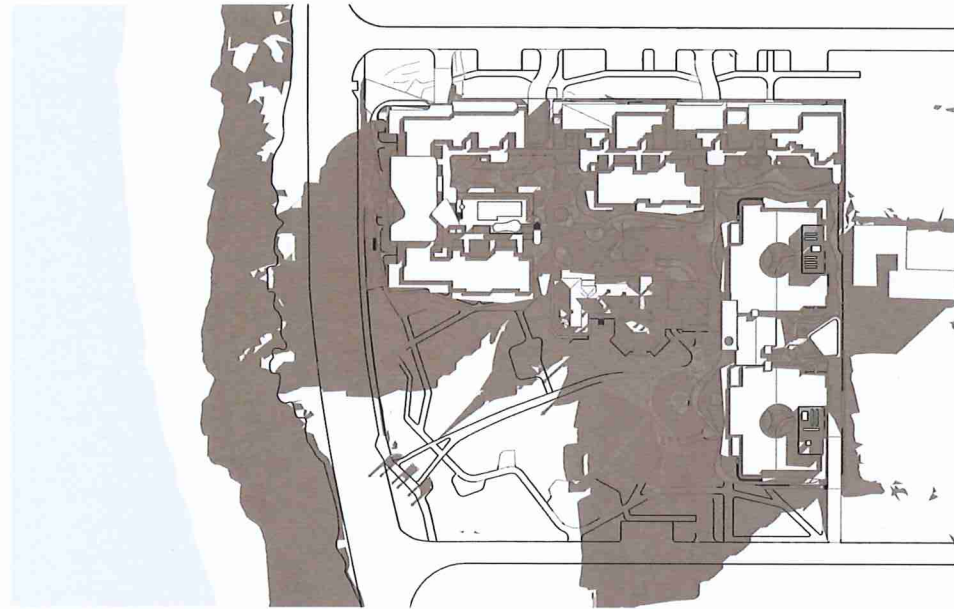
SUMMER



21 DEC - 12 pm
Scale 1:1250



21 DEC - 3 pm
Scale 1:1250



21 JUN - 9 am
Scale 1:1250

WINTER



21 JUN - 12 pm
Scale 1:1250



21 JUN - 3 pm
Scale 1:1250

SHADING DIAGRAMS

0 12.5 25 37.5 50 62.5 m
SCALE 1:1250 @ A1, SCALE 1:2500 @ A3

WEARNE COTTESLOE REDEVELOPMENT

Curtin
HERITAGE LIVING

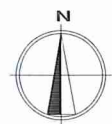
sph
architecture
interiors

G K A
GROUNDS KENT ARCHITECTS
PROJECT NO. DATE DRAWING NO. REVISION
1610 21/01/19 A108 A
17/07/19 9:54 AM Wearne - explore.rn

TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

MARINE PARADE

LEGEND
BUILT FOOTPRINT - 9,142 sqm
SITE AREA - 20,649 sqm
55 % SITE OPEN AREA
NOTE: PODIUMS HAVE NOT BEEN INCLUDED IN FOOTPRINT AS THEY WILL BE LANDSCAPED AND OPEN TO THE SKY.



SITE PLAN - OPEN AREA
0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

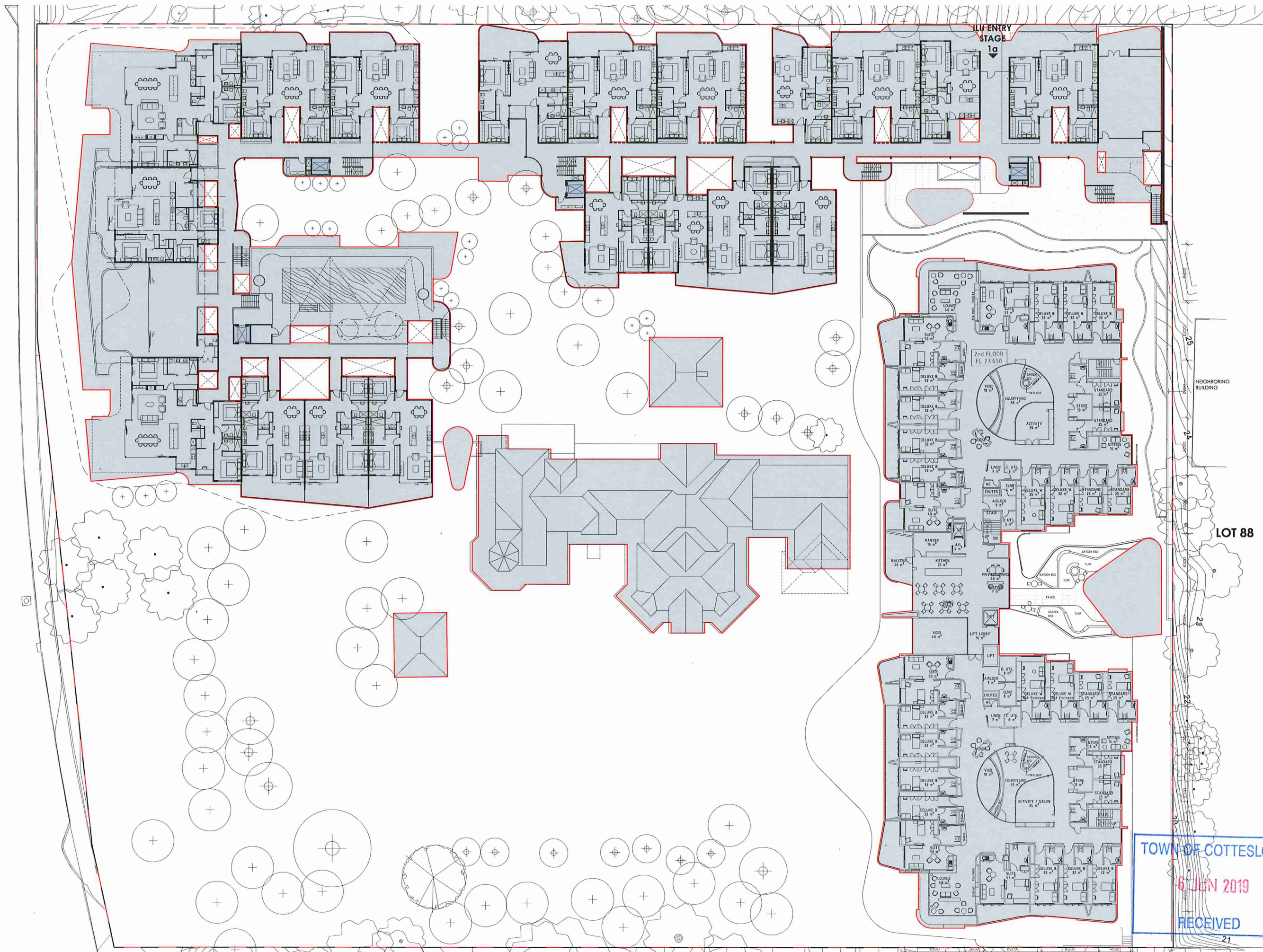
WEARNE COTTESLOE REDEVELOPMENT

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interiors

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GROUNDS KENT ARCHITECTS

PROJECT DATE DRAWING No. REVISION
1610 15.05.19 A109 C

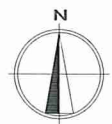


MARINE PARADE

NOTE: LANDSCAPING IS INDICATIVE ONLY - REFER LANDSCAPING PLAN FOR FURTHER DETAIL

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
COMMERCIAL	
EXHIBITION / GALLERY	
MEDICAL CENTRE	
ILU ENTRY - CIRCULATION	



BASEMENT LEVEL
CAFE R.L. 13.10

0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE
REDEVELOPMENT

TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

Curtin
HERITAGE LIVING

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GROUNDS KENT ARCHITECTS

PROJECT DATE DRAWING No. REVISION
1610 15.05.19 A110 T

WRN_A110.DWG

11/28/04 15/05/19

MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

GROUND APARTMENT DISTRIBUTION				
TYPE	St 1a	St 1b	St 1c	
A	-	2	2	
B/B1	1	2	4	
C	-	-	4	
D/D1	-	2	2	
E	-	-	-	
F	-	-	-	
G	-	-	2	
H	-	-	-	
J	-	-	-	
TOTAL	1	6	14	



GROUND LEVEL
RAC - R.L. 16.00 ILU - R.L. 17.40
0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

TOWN OF COTTESLOE
24 JUL 2019
RECEIVED

WEARNE COTTESLOE
REDEVELOPMENT

Curtin
HERITAGE LIVING

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interiors

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GROUNDS KENT ARCHITECTS

PROJECT DATE DRAWING No. REVISION
1610 17.07.19 A111 T

MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

G+1 APARTMENT DISTRIBUTION				
TYPE	St 1a	St 1b	St 1c	
A	1	1	2	
B/B1	1	2	4	
C	-	-	4	
D/D1	-	3	2	
E	-	-	-	
F	-	-	-	
G	-	-	2	
H	-	-	-	
J	-	-	-	
TOTAL	2	6	14	



LEVEL G+1
RAC - R.L. 20.40 ILU - R.L. 20.65
SCALE 1:250 @ A1, 1:500 @ A3

TOWN OF COTTESLOE
24 JUL 2019
RECEIVED

WEARNE COTTESLOE
REDEVELOPMENT

Curtin
HERITAGE LIVING

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architecture
interiors

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GROUNDS KENT ARCHITECTS

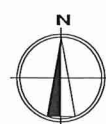
PROJECT DATE DRAWING NO. REVISION
1610 17.07.19 A112 T

MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

G+2 APARTMENT DISTRIBUTION				
TYPE	St 1a	St 1b	St 1c	
A	2	1	-	
B/B1	1	2	2	
C	-	-	-	
D/D1	2	3	2	
E	-	-	-	
F	-	-	-	
G	-	-	-	
H	-	-	2	
J	-	-	1	
TOTAL	5	6	7	



LEVEL +2
RAC - R.L. 23.65 ILU - R.L. 23.90
0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

TOWN OF COTTESLOE
24 JUL 2019
RECEIVED

WEARNE COTTESLOE
REDEVELOPMENT

Curtin
HERITAGE LIVING

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interiors

GKA
GROUNDS KENT ARCHITECTS

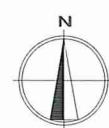
PROJECT DATE DRAWING NO. REVISION
1610 17.07.19 A113 T

MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

G+3 APARTMENT DISTRIBUTION			
TYPE	St 1a	St 1b	St 1c
A	1	-	-
B/B1	1	1	-
C	1	-	-
D/D1	3	1	-
E	-	1	-
F	-	1	-
G	-	-	-
H	-	-	-
J	-	-	-
TOTAL	6	4	-



LEVEL +3
 RAC - R.L. 26.90 ILU - R.L. 27.15
 0 2.5 5 7.5 10 12.5 25m
 SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE REDEVELOPMENT

TOWN OF COTTESLOE
 6 JUN 2019
 RECEIVED

Curtin
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 GROUNDS KENT ARCHITECTS

WRN_A114.DWG 11463 15/05/19 PROJECT DATE DRAWING NO. REVISION
 1610 15.05.19 A114 R

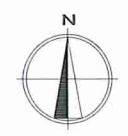
MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	

RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

G+4 APARTMENT DISTRIBUTION			
TYPE	St 1a	St 1b	St 1c
A	-	-	-
B/B1	-	-	-
C	1	-	-
D/D1	2	-	-
E	1	-	-
F	-	-	-
G	-	-	-
H	-	-	-
J	-	-	-
TOTAL	4	-	-



LEVEL +4
RAC - R.L. 30.15 ILU - R.L. 30.40
0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE
REDEVELOPMENT

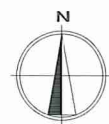
TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

MARINE PARADE

LEGEND

RESIDENTIAL AGED CARE (RAC)	
ROOMS	
COMMON AREAS / ADMIN	
RETIREMENT LIVING (ILUs)	
ILU ENTRY - CIRCULATION	

G+5 APARTMENT DISTRIBUTION				
TYPE		St 1a	St 1b	St 1c
A		-	-	-
B/B1		-	-	-
C		1	-	-
D/D1		-	-	-
E		1	-	-
F		-	-	-
G		-	-	-
H		-	-	-
J		-	-	-
TOTAL		2	-	-



LEVEL +5
ILU - R.L. 33.65

0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE
REDEVELOPMENT

TOWN OF COTTESLOE
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WRN_A115 DWG 1150 3 15/05/19 PROJECT DATE DRAWING No. REVISION
1610 15.05.19 A116 R

MARINE PARADE

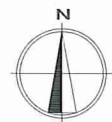
LEGEND

TOW TOP OF WALL OR ROOF FASCIA

NGL NATURAL GROUND LEVEL

HANGL HEIGHT ABOVE NATURAL GROUND LEVEL

--- OUTLINE OF EXISTING BUILDINGS



ROOF PLAN

0 2.5 5 7.5 10 12.5 25m

SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE
REDEVELOPMENT

TOWN OF COTTESLOE
6 JUN 2019
RECEIVED

Curtin
HERITAGE LIVING

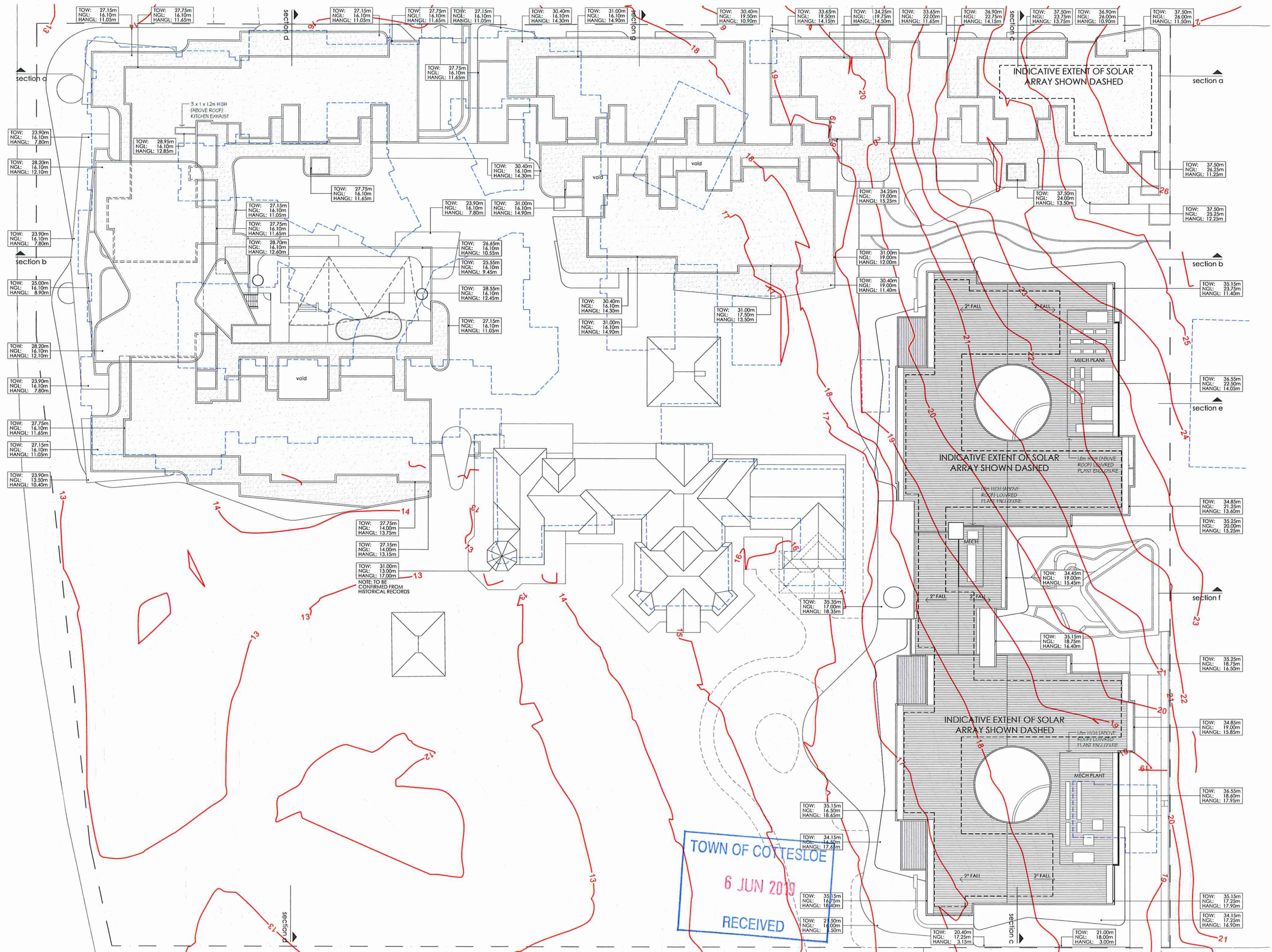
sph
architecture
interiors

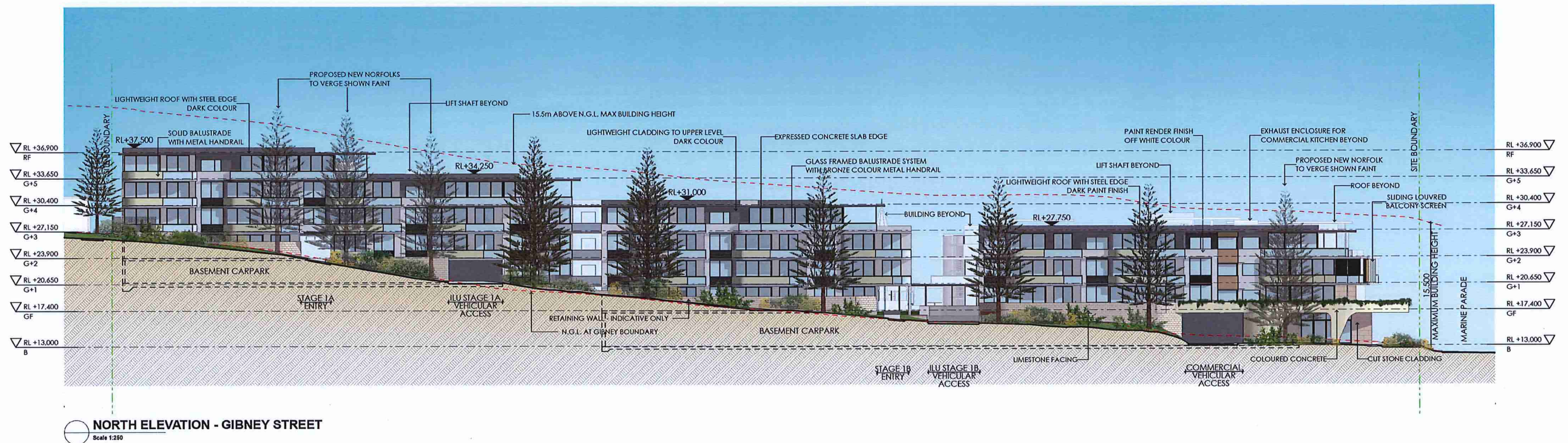
GKA
GROUNDS KENT ARCHITECTS

WRN_A117 DWG

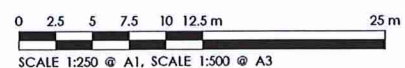
11/10/16 15/05/19

PROJECT DATE DRAWING No. REVISION
1610 15.05.19 A117 H





ELEVATIONS



WEARNE COTTESLOE REDEVELOPMENT

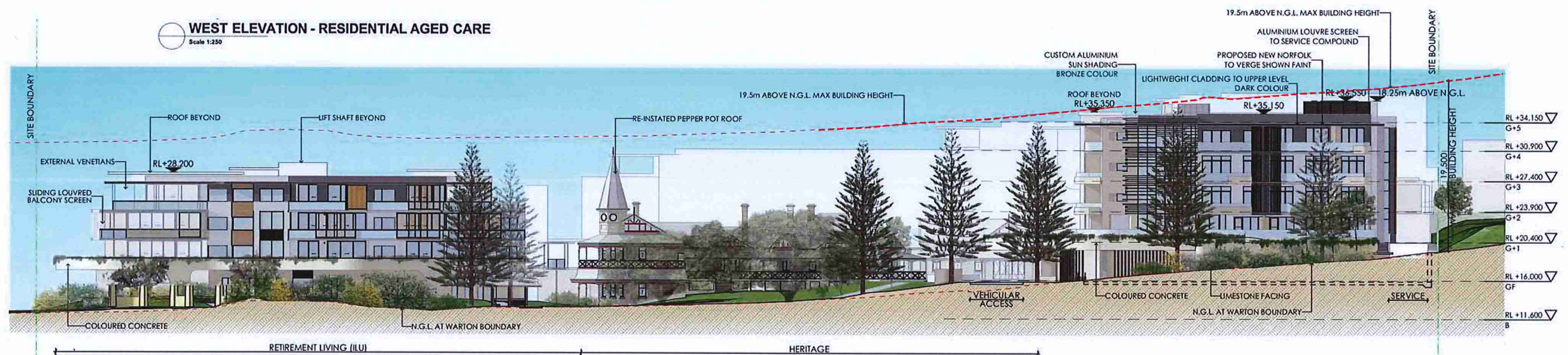
Curtin
HERITAGE LIVING

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architecture
interiors

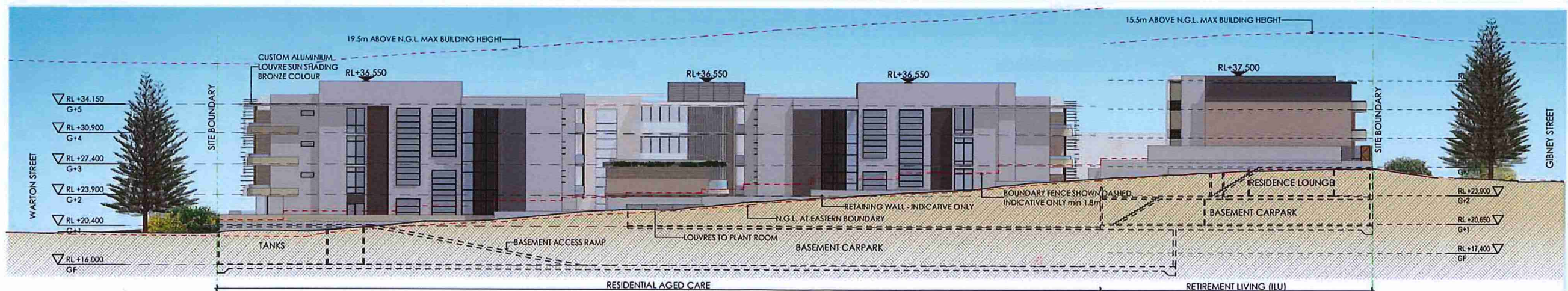
G K A
GROUNDS KENT ARCHITECTS
PROJECT No DATE DRAWING No. REVISION
1610 10/05/19 A120 E
10/05/19 1:00 PM Wearne Cottessloe r10



WEST ELEVATION - RESIDENTIAL AGED CARE
Scale 1:250



SOUTH ELEVATION - WARTON STREET
Scale 1:250



EAST ELEVATION - DEAF SCHOOL
Scale 1:250

ELEVATIONS

0 2.5 5 7.5 10 12.5 25 m
SCALE 1:250 @ A1. SCALE 1:500 @ A3

TOWN OF COTTESLOE

24 JUL 2019

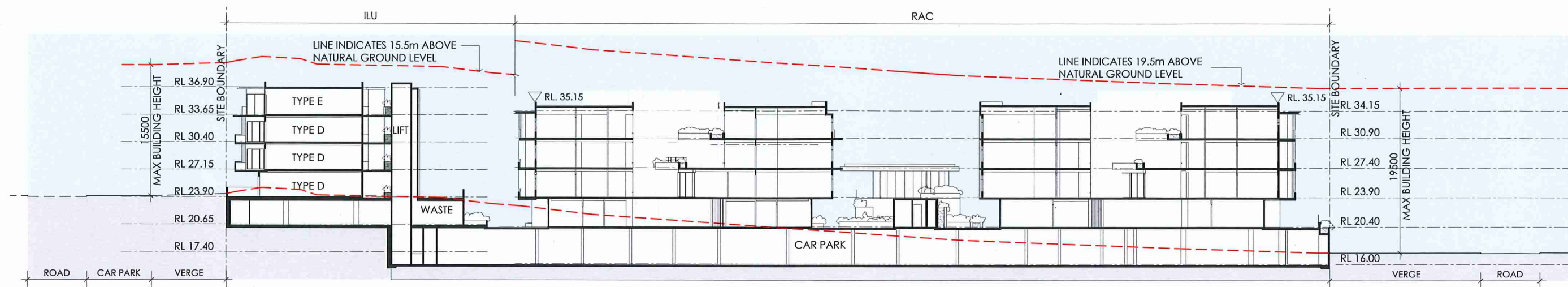
RECEIVED

WEARNE COTTESLOE REDEVELOPMENT

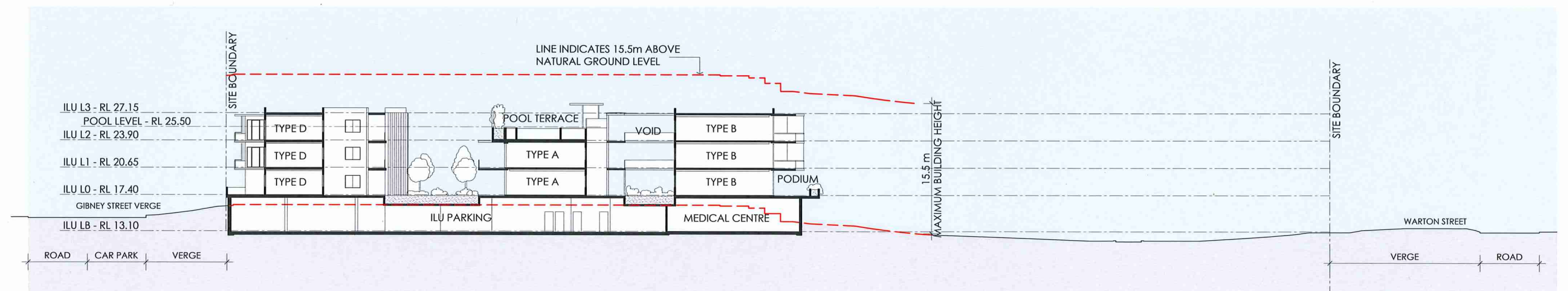
Curtin
HERITAGE LIVING

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architecture
interiors

GKA
GROUNDS KENT ARCHITECTS
PROJECT NO DATE DRAWING NO. REVISION
1610 23/07/19 A121 F
21/07/19 1:24 PM Wearne Architects Ltd



C SECTION
1:250



D SECTION
1:250

SECTIONS

0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE REDEVELOPMENT

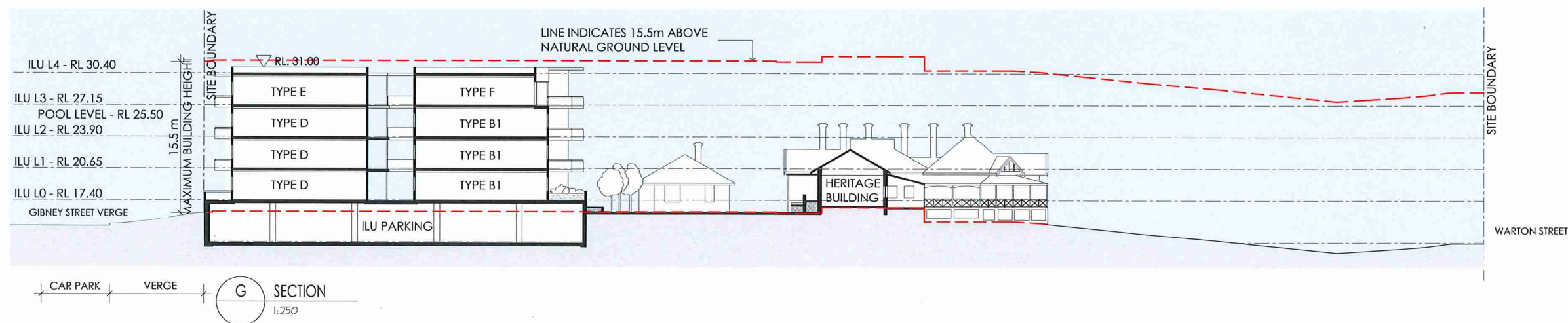
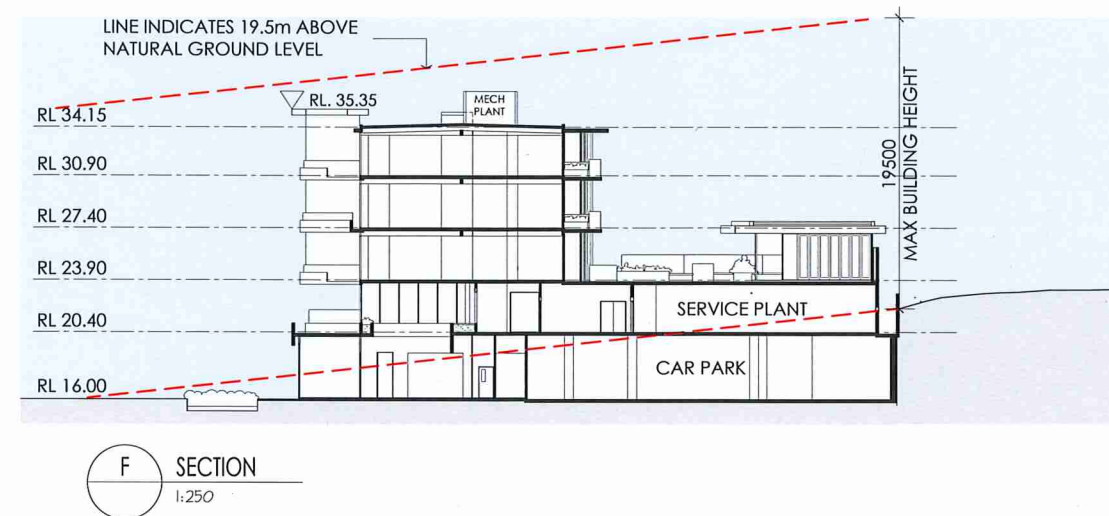
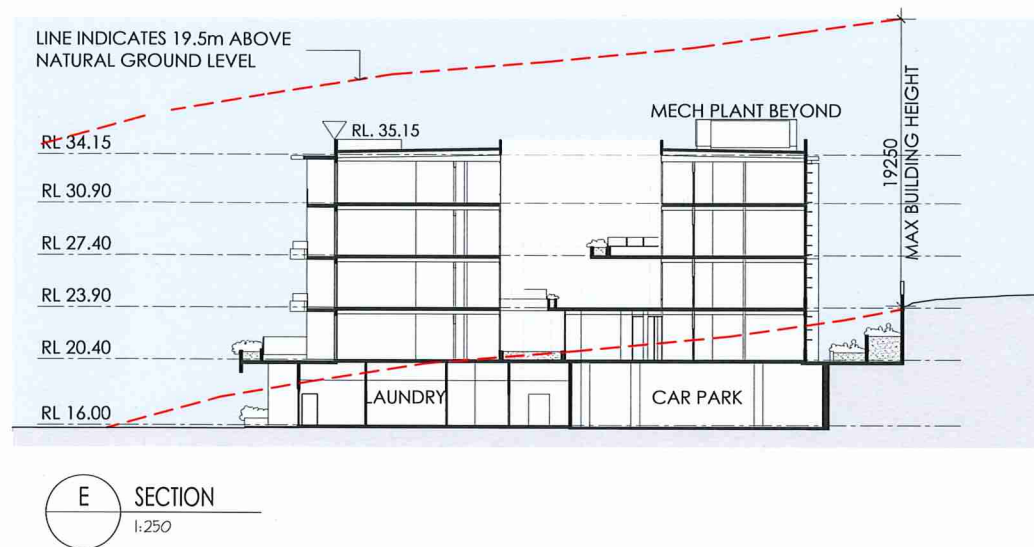
Curtin
HERITAGE LIVING

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architecture
interiors

GKA
GROUNDS KENT ARCHITECTS

TOWN OF COTTESLOE
6 JUN 2019
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WRN_A130 DWG 12:56:11 15/05/19 PROJECT DATE DRAWING No. REVISION 1610 15.05.19 A131 D



SECTIONS

0 2.5 5 7.5 10 12.5 25m
SCALE 1:250 @ A1, 1:500 @ A3

WEARNE COTTESLOE REDEVELOPMENT

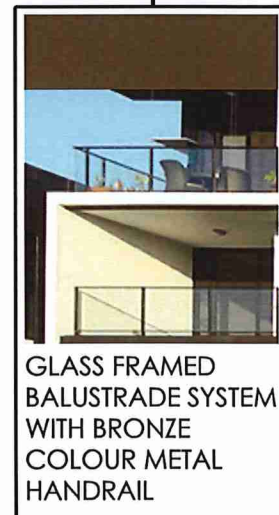
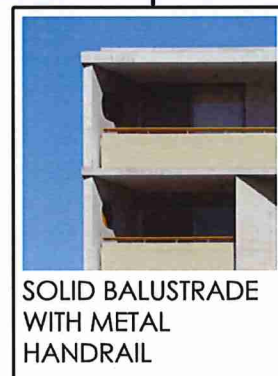
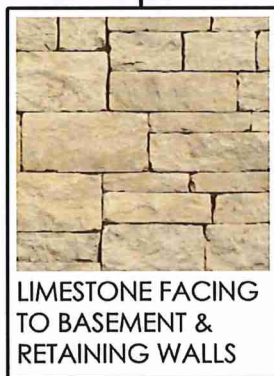
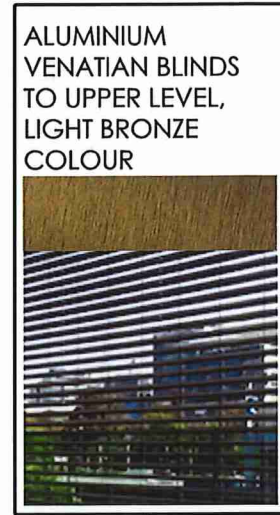
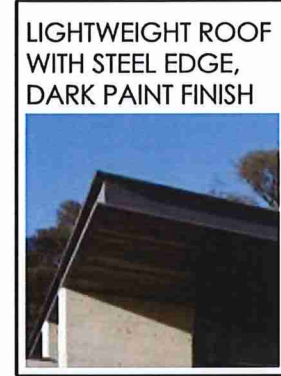
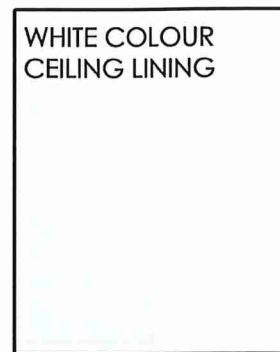
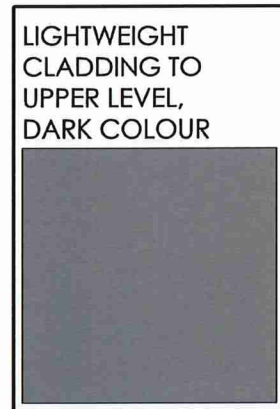
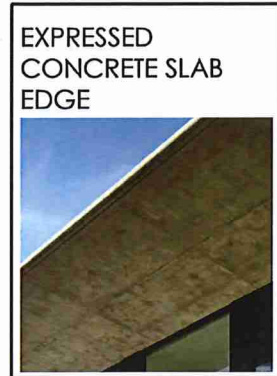
Curtin
HERITAGE LIVING

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architecture
interiors

GKA
GROUNDS KENT ARCHITECTS

TOWN OF COTTESLOE
6 JUN 2019
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WRN_A130 DWG 12/59 4/9 15/05/19 PROJECT DATE DRAWING No. REVISION 1610 15.05.19 A132 D



MATERIAL PALETTE

Wearne Cottlesloe Redevelopment

Curtin
HERITAGE LIVING

sph
Architecture + Interior

G K A
GROUNDS KENT ARCHITECTS
PROJECT NO DATE DRAWING NO. REVISION
1610 A194
3/12/18 5:40 PM Wearne exchore.dwg



Landscape Approach

The landscape will present flowing forms through planting and paving, reinforcing natural patterns and presenting a series of linked spaces that emphasise contact with nature and natural elements. The internal gardens will be intimate responses to residents with places for informal gathering and use. The heritage setting maintains and extends broad open lawns with a gravel sweeping track referencing the original alignment. The external interfaces with the streets are fully integrated retaining existing characters.

Western public realm interface will extend coastal plant character and dune formation as an interface with Marine Parade. Northern interface to Gibney Street will retain existing Norfolks and create a pedestrian oriented linear space. Southern interface to Warton street to retain grass verge and enhance existing tree canopy enabling access.

All landscaping, including inner gardens will be implemented and maintained as low threat and low flammability species in accordance with AS 3959 Clause 2.2.3.2 [f] or non-vegetated in accordance with Clause 2.2.3.2 [e].

TOWN OF COTTESLOE

6 JUN 2019

RECEIVED

Planting Palette

Marine Parade Interface

Trees
- Casuarina equisetifolia
- Xanthorrhoea

Shrubs
- Adenanthos Pungens 'Coral Carpet'
- Adenanthos sericea 'Silver Streak'
- Acacia lasiocarpa
- Banksia ashbyi
- Boronia megastigma
- Boronia spathulata
- Carpobrotus glaucescens
- Eremophila glabra
- Eremophila hyglomerata 'Emu Bush'
- Spinifex longifolius



Heritage Garden

Trees
- Agonis flexuosa
- Ficus acrophylla
- Callitris preissii

Shrubs
- Casuarina glauca
- Chamelaucium uncinatum
- Conostylis candicans
- Dianella revoluta
- Grevillea Bonnie Prince Charlie
- Leucophyta brownii
- Scaevola 'Purple Fanfare'



Inner Gardens

Trees
- Cycas revoluta
- Metrosideros excelsa
- Plumeria
- Callitris preissii

Shrubs
- Acacia Cognata
- Agave attenuata
- Anigozanthos flavidus
- Bougainvillea glabra
- Callistemon 'Great Balls of Fire'
- Dietes grandiflora
- Echeveria runyonii 'Topsy Turvy'
- Hemidra pungens



Community garden

Trees
- Citrus paradisi
- Olea europaea
- Plumeria
- Prunus 'Oakville Crimson Spire'
- Pyrus ussuriensis

Shrubs
- Bellis perennis
- Gazania linearis
- Lavandula
- Ocimum basilicum
- Petroselinum crispum
- Rosmarinus
- Thymus vulgaris
- Trachelospermum jasminoides



APARTMENT & RAC BED Area Summary

Project Name :
Project No. :
Issue :

Wearne Cottesloe Redevelopment
1610
15.05.19



Apt Type	Apartment Type	Stage 1A	Stage 1B	Stage 1C	Total
A	2 Bed Room 2 Bathroom	4	4	4	12
B / B1	2 Bed Room 2 Bathroom	4	7	11	22
C	3 Bed Room 2 Bathroom	3		8	11
D	3 Bed Room 2 Bathroom	7	9	6	22
E	3 Bed Room 2.5 Bathroom 1 Study - Rear Penthouse	2	1		3
F	3 Bed Room 2.5 Bathroom 1 Study - Rear Penthouse		1		1
J	3 Bed Room 2.5 Bathroom 1 Study- Front Penthouse			1	1
G	3 Bed Room 2.5 Bathroom 1 Study- Front Penthouse			4	4
H	3 Bed Room 3.5 Bathroom 1 Study- Front Penthouse			2	2
	Total	20	22	36	78

FECA	UCA	TOTAL FECA+UCA
SQM	SQM	SQM
90	13	1236
110	24	2948 *
133	26	1749
135	25	3520
162	62	672
175	64	239
160	40	200
180	52	928
204	62	532
		12024

Level Distribution							
B	0	1	2	3	4	5	
	4	4	3	1			
	7	7	6	2			
	4	4		1	1	1	
	4	4	6	4	2		
				1	1	1	
				1			
			1				
	2	2					
			2				
	21	21	18	10	4	2	76

* Balcony & courtyard sizes vary, size given is minimum

Residential Aged Care Room Types	Stage 1A		Total
Suite	18		18
Deluxe	54		54
Standard	24		24
Dementia Deluxe	8		8
Dementia Standard Room	24		24
Family Room	1		1
Total	129		129

FECA	UCA	TOTAL FECA+UCA
SQM	SQM	SQM
46	12	1044 *
36	10	2484 *
24	0	576
36	10	368
24	10	816
46	20	66
		5354

Level Distribution							
B	0	1	2	3	4	5	
			6	6	6		
			18	18	18		
			8	8	8		
		6					
		26					
	1						
	1	32	32	32	32	0	129

* Balcony & courtyard sizes vary, size given is minimum

Carparking	Stage 1A Apartments		Resident Parking provided	Visitor Parking provided	RAC Staff Parking	RAC Visitor Parking
	2 Brm	3 Brm				
	8	12	32	6	46	33
<p>Note: Parking Numbers based on; APARTMENTS (ILU's) - 1 bays per 2 brm Apt, 2 bays per 3 Brm Apt, 1 visitor bay per 4 dwellings RAC - 1 bay per staff member, 1 visitor bay per 4 bedrooms Allied Health and Commerical parking as per TIA.</p>						26 bays to basement, 7 bays to Warton Street
Stage 1B Apartments		Resident Parking provided	Visitor Parking provided			
2 Brm	3 Brm					
11	11	33	8			
Stage 1C Apartments		Resident Parking provided	Visitor Parking provided	Allied Health and Commercial parking		
2 Brm	3 Brm					
15	21	57	6	20		

TOWN OF COTTESLOE
6 JUN 2019
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24 JUL 2019
RECEIVED



TOWN OF COTTESLOE

24 JUL 2019

RECEIVED



TOWN OF COTTESLOE – LOCAL PLANNING SCHEME NO.3

LOCAL PLANNING POLICY NO.2 – WEARNE REDEVELOPMENT, **LOT 87 (8) WARTON STREET, COTTESLOE**

A policy made pursuant to Part 2 of Local Planning Scheme No.3

1. INTRODUCTION

This Local Planning Policy provides development requirements and guidelines for the redevelopment of the Wearne Hostel site. The requirements and guidelines are drawn from a Master Plan that has been endorsed by the four landowners of the site, namely the Towns of Cottesloe, Claremont and Mosman Park and the Shire of Peppermint Grove.

2. OBJECTIVES

To provide development requirements and guidelines for the redevelopment of the subject site in accordance with the endorsed Master Plan, and to enable the redevelopment of a site that:

- Responds sensitively to interface issues, particularly between existing residential development adjacent to the site and the subject land;
- Delivers an optimal residential aged care facility having regard to the statutory and operational requirements of such a facility;
- Improves the existing movement network including site access;
- Defines appropriate building envelopes, typologies, form and heights having specific regard for existing and surrounding development;
- Identifies the amount, locations for and functions of key open spaces and considers the opportunity for public realm for aged care, independent living and communal spaces; and
- Is implementable in the context of a phased project delivery.

3. BACKGROUND

Wearne Cottesloe is an existing aged persons facility which comprises residential aged care accommodation and associated amenities. Curtin Care is a not-for-profit, charitable organisation which holds the lease to the Wearne Cottesloe site and is the approved provider responsible for all operations.

In 2017, a Master Plan was prepared for the redevelopment of the site and advertised for public comment. The Master Plan will provide for 129 residential aged care places and 76 retirement apartments for independent living which could result in the accommodation of between 280 to 330 residents at full occupancy.

“Wearne House” is a Place of State significance and will be retained and restored to provide a valuable focal point for the development. The building will be repurposed to

accommodate communal facilities containing meeting/activity spaces which will be a place for the community.

4. REQUIREMENTS FOR POLICY

- 4.1 The provisions of this Policy override Clause 6.2.3.3 and Schedule 14 'C' of LPS No. 3 in relation to the requirement for a structure plan prior to the issue of development approval, on the basis the Town of Cottesloe has endorsed the Wearne Master Plan to articulate a vision for the site.
- 4.2 An endorsed Master Plan for the subject site is contained in Attachment 1.
- 4.3 This Local Planning Policy provides the development requirements for the redevelopment of the subject site.

5. APPLICATION OF POLICY

This policy applies to the redevelopment of the Wearne Redevelopment site at Lot 87 (8) Warton Street, Cottesloe which is zoned 'Development C' under the Town of Cottesloe Local Planning Scheme No. 3.

6. POLICY PROVISIONS

6.1 Land Use

The following Land Uses shall apply:

Aged Persons Dwelling	Nursing Home
Cinema/Theatre	Office
Community Purpose	Place of Worship
Consulting Rooms	Reception Centre
Convenience store	Recreation private
Exhibition centre (Gallery)	Restaurant/Café
Hospital	Retirement Village
Medical Centre	Serviced Apartment
Market	Shop
Multiple Dwelling	Small bar

Where a use is not listed, the use is not permitted unless the Council is satisfied that the use is consistent with the relevant objectives for the site.

6.2 Building Heights

The provisions of this Policy override Clause 5.7 Building Height. For the purposes of this policy, the following definition shall apply:

Building Height: means the maximum vertical distance between any point of natural ground level and the finished roof height directly above, excluding minor projections above that point.

Storeys can be of any individual height, subject to the building remaining within the maximum height limit as indicated in metres.

Development shall comply with the following Building Design Control requirements and diagrams:

6.2.1 Buildings to be a maximum of:

- 15.5m in height, fronting Gibney Street and Marine Parade; and
- 19.5m in height fronting Warton Street (except for the heritage building of Wearne House).

as shown in **Figure 1**.

6.2.2 The existing Wearne House building height will ultimately increase as a result of the proposed restoration of the 'Candle Snuffer' turret roof and is estimated to be around 17 metres.

6.3 Building Setbacks (Refer Figure 1)

6.3.1 The minimum building setback for the basement levels are NIL for Gibney Street and Warton Street, with minor protrusions, not exceeding 3.0 metres above natural ground level permitted.

6.3.2 The minimum building setbacks for ground floor/podium levels (except for the heritage buildings) are:

- Marine Parade – wall setback of 6 metres; podium setback of 1 metre.
- Gibney Street – wall setback of 2 metres; balcony setback of nil.
- Warton Street – wall setback of 4.5 metres; balcony setback of 2.5 metres.

6.3.3 The minimum building setbacks for upper floors (except for heritage buildings) are:

- Marine Parade – wall setback of 6 metres for up to three storeys; wall setback of 10 metres above three storeys balcony setback of 4.5 metres.
- Gibney Street – wall setback of 2 metres; balcony setback of nil.
- Warton Street – wall setback of 4.5 metres; balcony setback of 2.5 metres.

6.3.4 Wall setbacks from the existing Heritage buildings to be 4 metres for single storey and 5 metres above single storey.

6.4 Building Scale and Streetscape

- 6.4.1 The upper building levels to Marine Parade are to be set back and designed so as not to dominate the adjacent streetscape, whilst promoting views and passive surveillance.
- 6.4.2 Streetscapes are to provide diverse facades and form to minimise a monotonous appearance.
- 6.4.3 All upper storeys to be articulated with a change of material, colour and variation to break down the perception of mass.
- 6.4.5 The Marine Parade ground level building facades shall be designed to address the street via entries and windows to create interest and a sense of activity within the building.
- 6.4.6 No blank walls to corner frontages will be permitted.
- 6.4.7 Buildings on corners must address both street frontages and include strong architectural expression to both facades.
- 6.4.8 Compatible building heights and scale are to be provided along the interface with the adjoining WA Deaf School, taking cues from the existing Heritage Building located adjacent to the eastern boundary of the subject site.
- 6.4.9 Development should respect Wearne House heritage building and its curtilage

6.5 Open space and landscaping

- 6.5.1 A minimum of 50% of the overall site to be provided as open space.
- 6.5.2 A detailed landscape plan for the development site and adjoining road verge shall be lodged with and approved by the Town prior to commencement of the development.
- 6.5.3 Landscaping for the development shall be undertaken in accordance with the approved landscaping plans prior to occupation or use of the development. Landscaping can be phased having regard to the phasing of development.

6.6 Vehicle access, parking and service areas

- 6.6.1 Primary vehicle access shall be located from Warton Street and Gibney Street only.
- 6.6.2 Residential vehicle parking is restricted to the basements only.
- 6.6.3 Visitor parking is to be provided mainly in the basements, with a possible allowance for some on-grade or verge parking subject to Council approval.

6.6.4 The number of car parking bays required for the redevelopment are varied in the Town's LPS 3 as shown in **Table 1**.

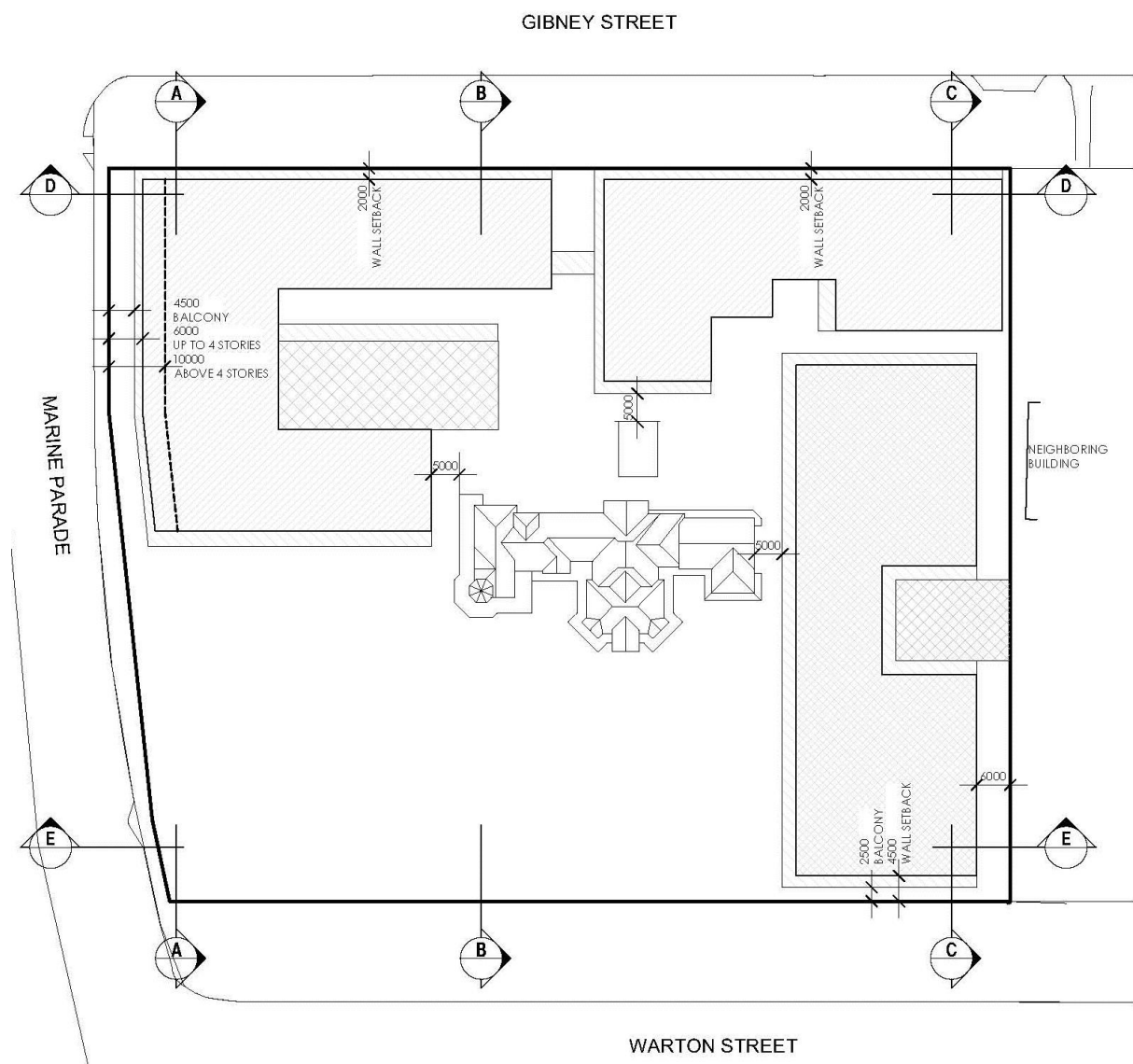
6.6.5 Loading and service areas shall be located and designed to minimise their visibility from the public street and from public spaces.

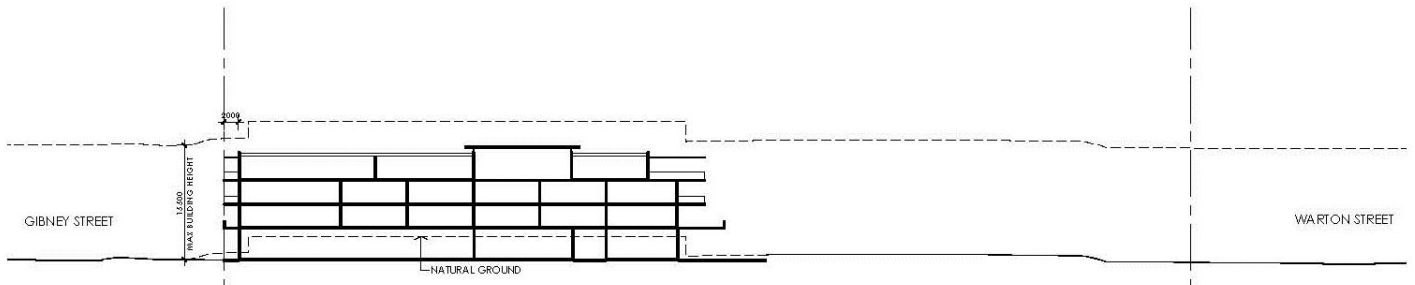
6.7 Heritage

6.7.1 Development that is proposed to be located adjacent to the Heritage Building of Wearne House shall have regard to the requirements of the Conservation Plan which was prepared in 2018 as part of the Master Plan process. A copy of the Conservation Plan is held at the State Heritage Office and at the Department of Planning, Lands and Heritage.

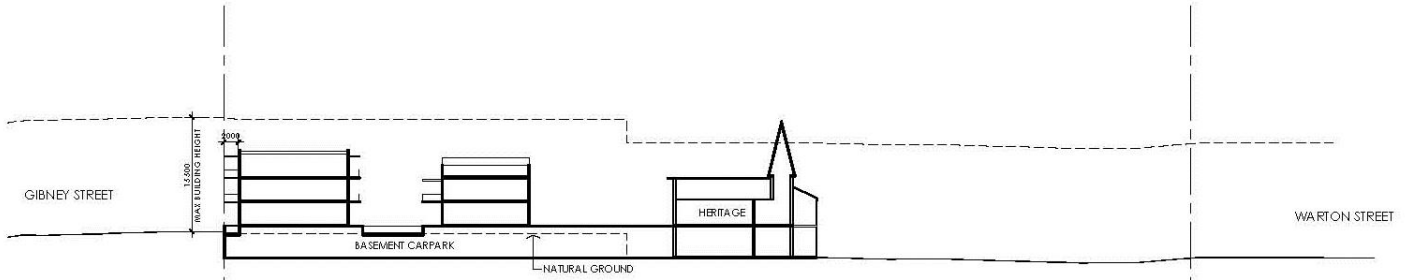
6.7.2 The Conservation Plan provides guidance on acceptable changes to the heritage fabric of Wearne House and guides the overall shape of development through policy on acceptable development zones.

Figure 1 – Building heights and Setbacks

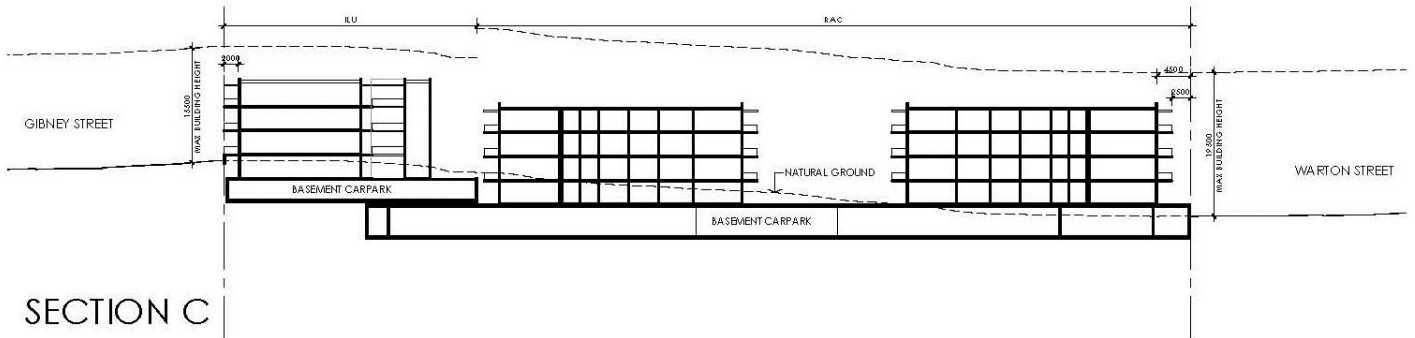




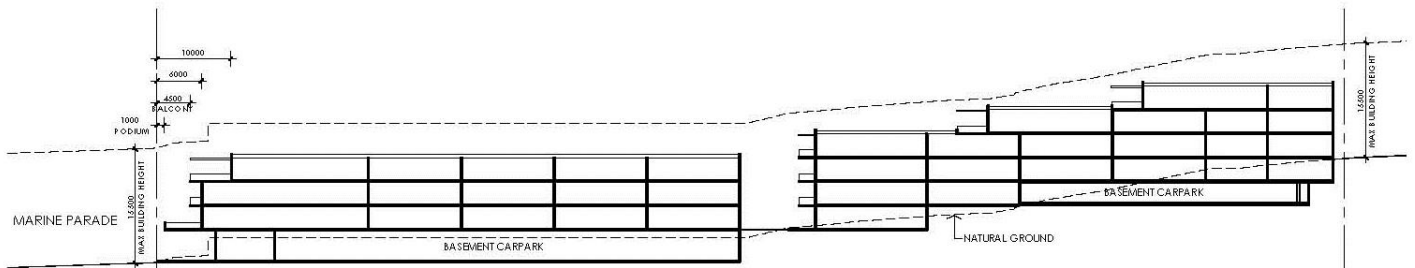
SECTION A



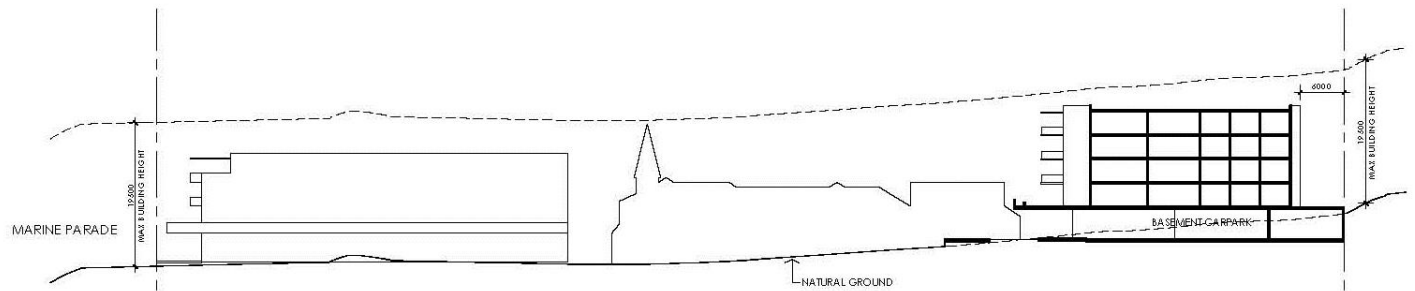
SECTION B



SECTION C



SECTION D



SECTION E

Table 1 – Car Parking Requirements

Land use	Local Planning Policy Requirement	Master Plan Provision¹
Commercial and office	1 bay per 50 square metres of gross floor area (50% ancillary use)	Required / Provided: <i>Assumes 1400 sqm</i> 14 shared bays
Communal facilities	Communal facilities supplied for retirement and residential aged care use only.	
Retirement living apartments	1 bay per dwelling, plus 0.25 visitor bays per dwelling.	Required: <i>Assumes 76 dwellings.</i> 76 bays – residents 19 bays – visitors Provided: 95 bays – resident bays 19 bays – visitor bays (of which 13 bays Gibney Street verge)
Residential aged care facility	1 bay per 4 beds, plus 1 bay for each staff member	Required / Provided: <i>Assumes 129 places and 46 staff .</i> 46 bays – staff 32 bays - patients / visitors (of which 7 patient / visitors bays Warton Street verge)
¹ Final provision to be determined at development application stage based on final land use requirements. Where a use is not listed, Commercial and Office parking provisions shall apply.		Required: 187 bays Provided: 206 on site Minimum 174 bays on site 7 bays Warton Street verge 13 bays Gibney Street verge

Date Adopted by Council
Date Commenced

11 December 2018
19 January 2019

Liz Cartell

From: Tom Gee <thomasgee1@bigpond.com>
Sent: Tuesday, 2 July 2019 8:55 AM
To: council
Subject: Wearne Development

We support the development of the Wearne Cottesloe Redevelopment to provide for an expanding aged care need in the community and for senior citizens to live in the locality.
However, we see some serious short comings in the proposed plans as outlined below.

BUILDING HEIGHT ANOMALIES

The 15.5 metre height allowance for the Wearne Site is totally at odds with the stated Development Zone Objectives - to

- *"...ensure that land use and development within the zone is compatible with the amenity of the surrounding locality"* and
- *"...ensure that any development does not adversely affect the amenity of the adjoining and surrounding properties or locality, including by reason of height, built form , overshadowing ,traffic parking or other relevant aspects."*

How can there be compatibility in the locality when residential buildings have a height limit of 8 metres in contrast to the 15.5 metre height tolerance on the development site?

We reside at 20 Gibney Street, Cottesloe.

The proposed height of the 4 storey structures facing Gibney Street at the North East corner of the site would obscure the view of the ocean that we enjoy at present.

Not only will the 15.5 metre high buildings along the Gibney Street boundary remove most of our sight of the ocean but it will incur a significant loss in the value of our property.

VEHICLE PARKING INADEQUACY

We note the proposed 200 parking bays allocated on site for residents, staff and visitors.

It is the additional need for parking on the streets and verges around the site that we query.

Currently, on most week days, the inadequacy of parking outside the existing facility and in front of Lady Lawley Cottage forces parking on the grassed verges and both sides of the street making normal vehicle movement up and down Gibney Street difficult.

When there are approximately three times the number of people living on site and visitors plus patrons of the additional cafe and coffee shop on the Marine Parade frontage, parking problems will only be exacerbated!

ENVIRONMENTAL CONSIDERATIONS

We have lived at 20 Gibney Street for the past 28 years and can strongly attest to the need for protection from south westerly winds for much of the calendar year.

To leave the South West corner of the Wearne site open to the elements will restrict the use of any alfresco living areas in the new development for 9 months of the year.

We understand the existence of the heritage zone within that part of the site, but, with the comfort of the residents in mind, is the preservation of a carpark and surrounding shrubs more important than the provision of ongoing comfort for hundreds of aged people over the next 50 years?

We trust that final plans for the Wearne Development will take our comments into consideration.

Names	Thomas William Gee and Vivien Gee
Address	20 Gibney Street , Cottesloe WA 6011
Email	thomasgee1@bigpond.com

From: Luke Matthews [mailto:luke@oraclecapital.com.au]

Sent: Thursday, 11 July 2019 3:49 PM

To: council

Subject: Wearne Development Application - Lot 555 (1) Gibney Street/ Lot 87 (8) Warton Street Cottesloe

Importance: High

Proposed Wearne Redevelopment – Development Approval Feedback

The Wearne Redevelopment Development Application makes reference on Page 6 (Section 2.1.3) to the Town of Cottesloe Local Planning Strategy (LPS), specifically it lists the strategy/action resulting from the LPS is to:

*'Provide for aged persons housing **but with attention to residential character and amenity.**' (bold and underline for emphasis)*

The Wearne site is situated in Development Zone C. Before providing my feedback I consider it important to highlight the Town of Cottesloe's Local Planning Scheme No. 3 (LPS3) with specific reference to one of the Development Zone 'C' Objectives as listed on page 8 of the Development Application:

*Ensure that any development **does not unduly adversely affect the amenity of the adjoining and surrounding properties or locality, including by reason of height, built form, overshadowing, traffic, parking or other relevant aspects.** (bold and underline for emphasis)*

In this context 'amenity' refers to the pleasantness, agreeableness or pleasurable nature of the proposed development with the surrounding neighbouring properties.

Local Planning Policy 2 (LPP2) - Wearne Redevelopment was prepared as a requirement to the Master Plan and specifically set the objective **to respond sensitively to interface issues, particularly between existing residential development adjacent to the site and the subject land.** (bold and underline for emphasis)

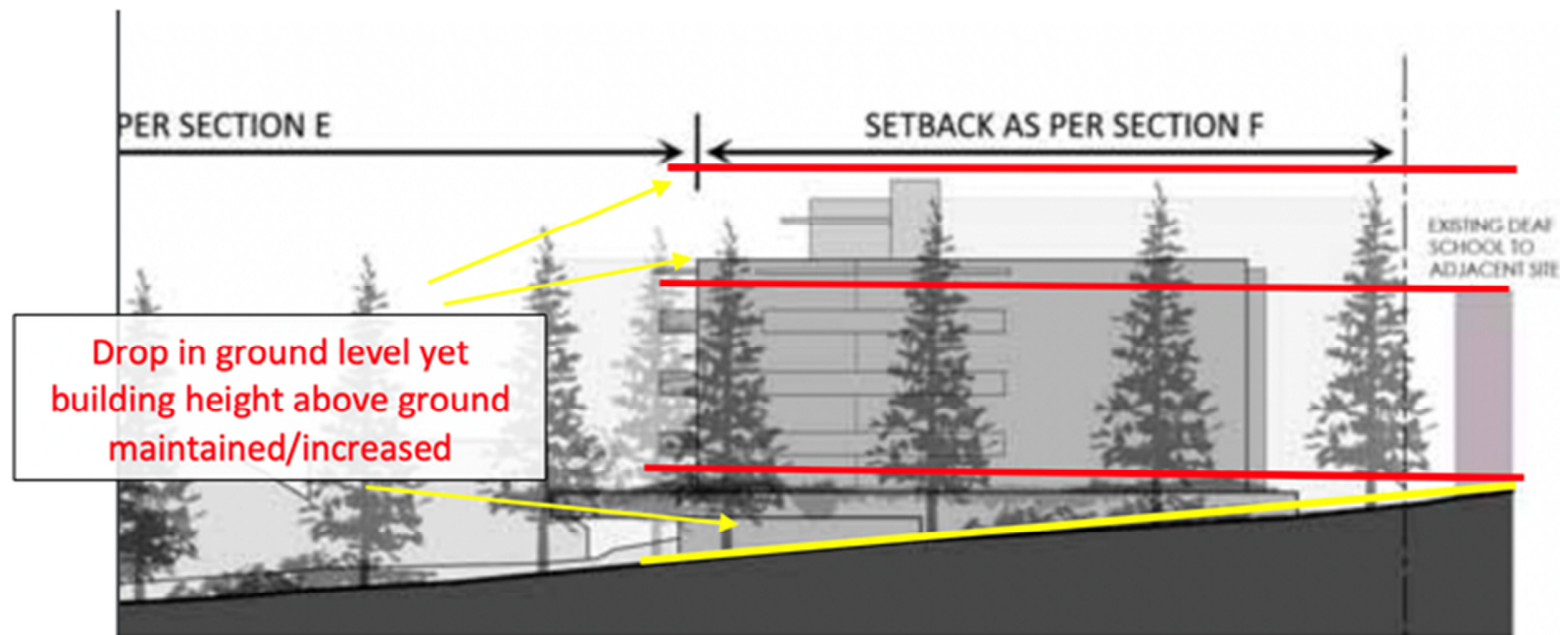
In addition LPP2 was supposed to **define appropriate building envelopes, typologies, form and heights having specific regard for existing and surrounding development.** (bold and underline for emphasis)

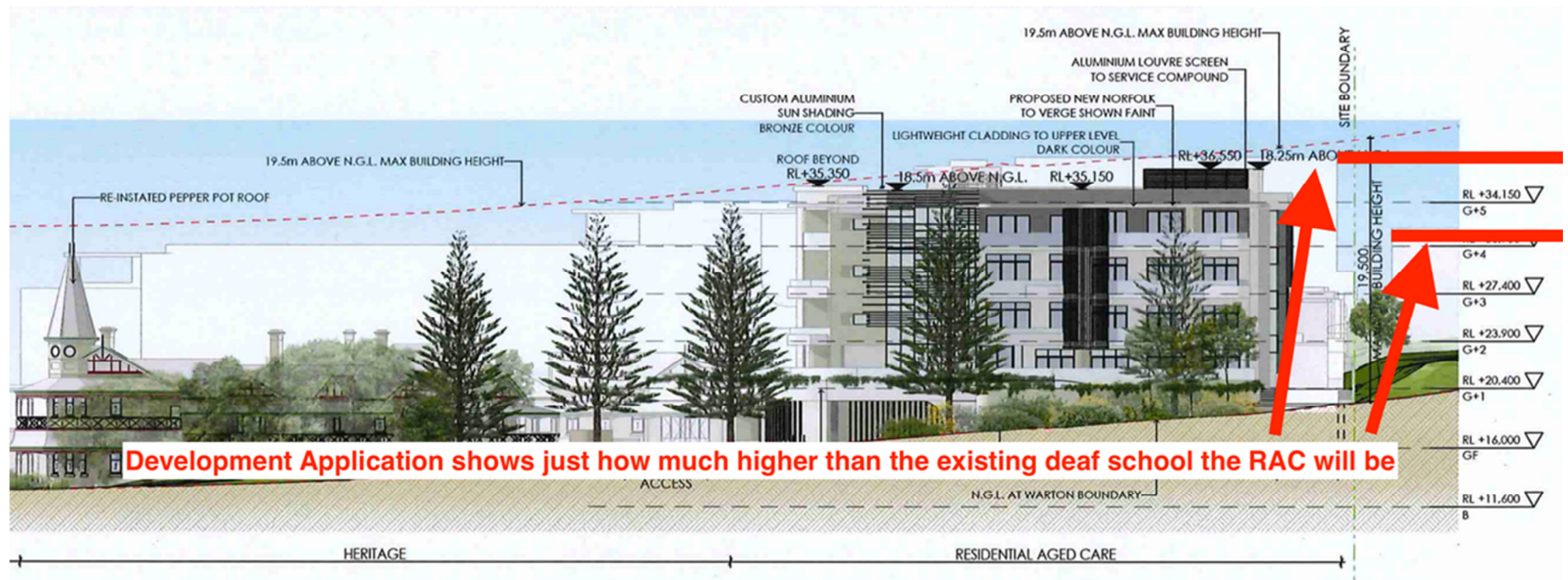
BUILDING HEIGHT

State Planning Policy (SPP) 6 provides a framework for the consideration of building height limits for areas within 300m of the horizontal shoreline datum. It specifically states that Development take into account the built form, topography and landscape character of the surrounding area. (see page 11 of DA)

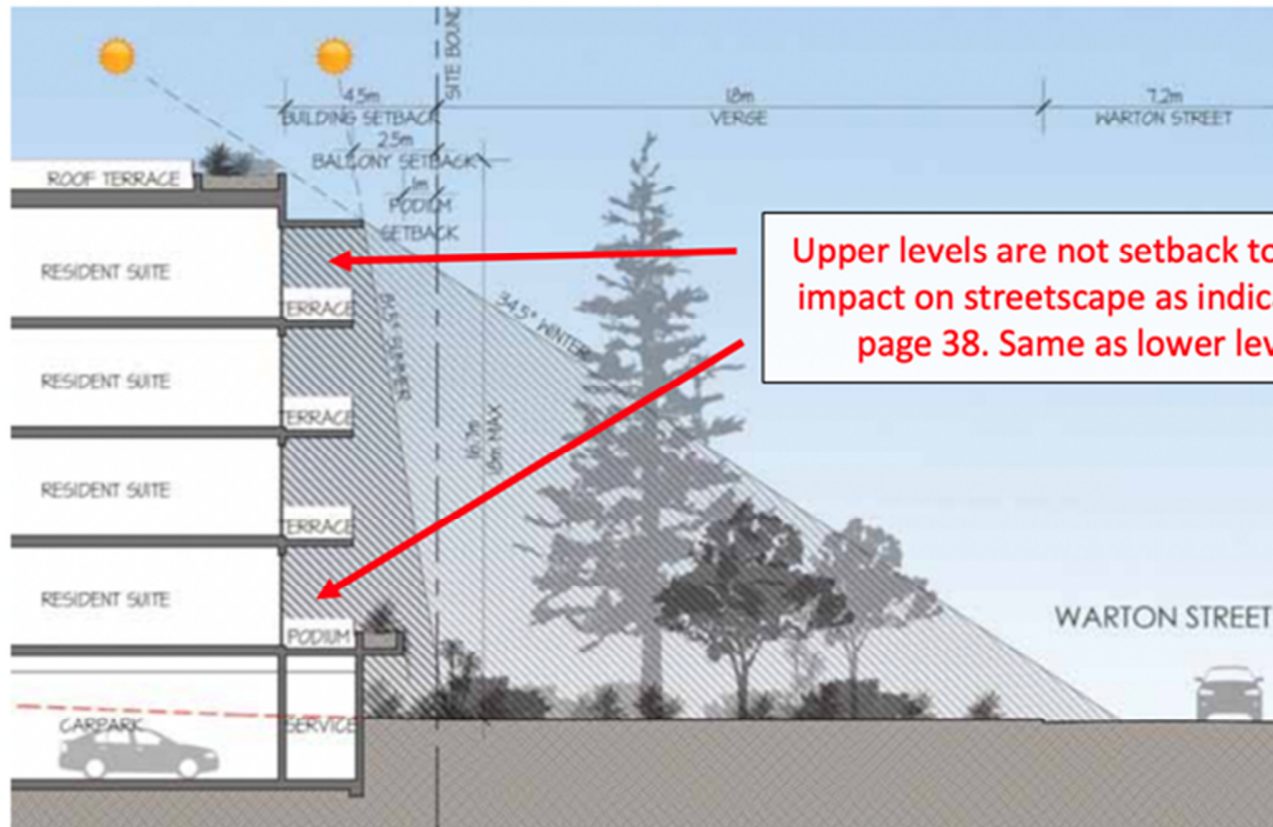
Table 2 Compliance with the Wearne Master Plan

- The intention is to build to a maximum height of 19.5 metres which I consider in direct violation of SPP6 and LPS3 as it fails to take into account the built form of the surrounding area and certainly **adversely affects the amenity of the surrounding properties on both Gibney and Warton Streets.**
- On Warton Street in particular the proposal for 5 storeys (plus a potential rooftop terrace) **is way beyond what could reasonably be deemed necessary to support the aged care needs of the community.**
- Taking height precedent from the adjoining WA Deaf School is highly misleading and biased as it does not adequately consider the relative topography and significant reduction in ground level as you move west towards Marine Parade. As a result **by maintaining building height at the same level as the WA Deaf School you are effectively increasing the building height in relation to the ground as you move west along Warton Street** (see figure below).





- Despite claims on Page 23 - Table 2 Compliance with Wearne Master Plan that building heights and scale have been designed to provide human scale and break up the visual mass of development and the Draft Master Plan stating that *"the upper levels will be setback and designed not to dominate the adjacent streetscape"* indicative drawings of the 5 storey buildings on Warton Street show this arguably not to be the case and identical setbacks for both upper and lower levels.



STREET TREES

- As stated on page 13 of the DA, the Town of Cottesloe has a street tree policy in particular I reference the following:

Item 1

The Norfolk Island Pine tree is the icon or symbol of Cottesloe and shall be preserved.

Item 5

Tree removals must be seen as a last resort, used for dead and/or dangerous trees. Removal or pruning of street trees are only carried out at the discretion of the Manager Engineering Services. Any unauthorized pruning or removal of street trees may be liable for prosecution. The following reasons do not justify tree removals: • tree litter/leaf fall (“messy:” tree), • restoration of a view, • alternative species requested by resident, • a desire to re-landscape, • house alterations requiring crossover relocation, • shading of lawns, pools, • swimming pool installation – root or falling leaf problems, • perception that tree may fall in a storm.

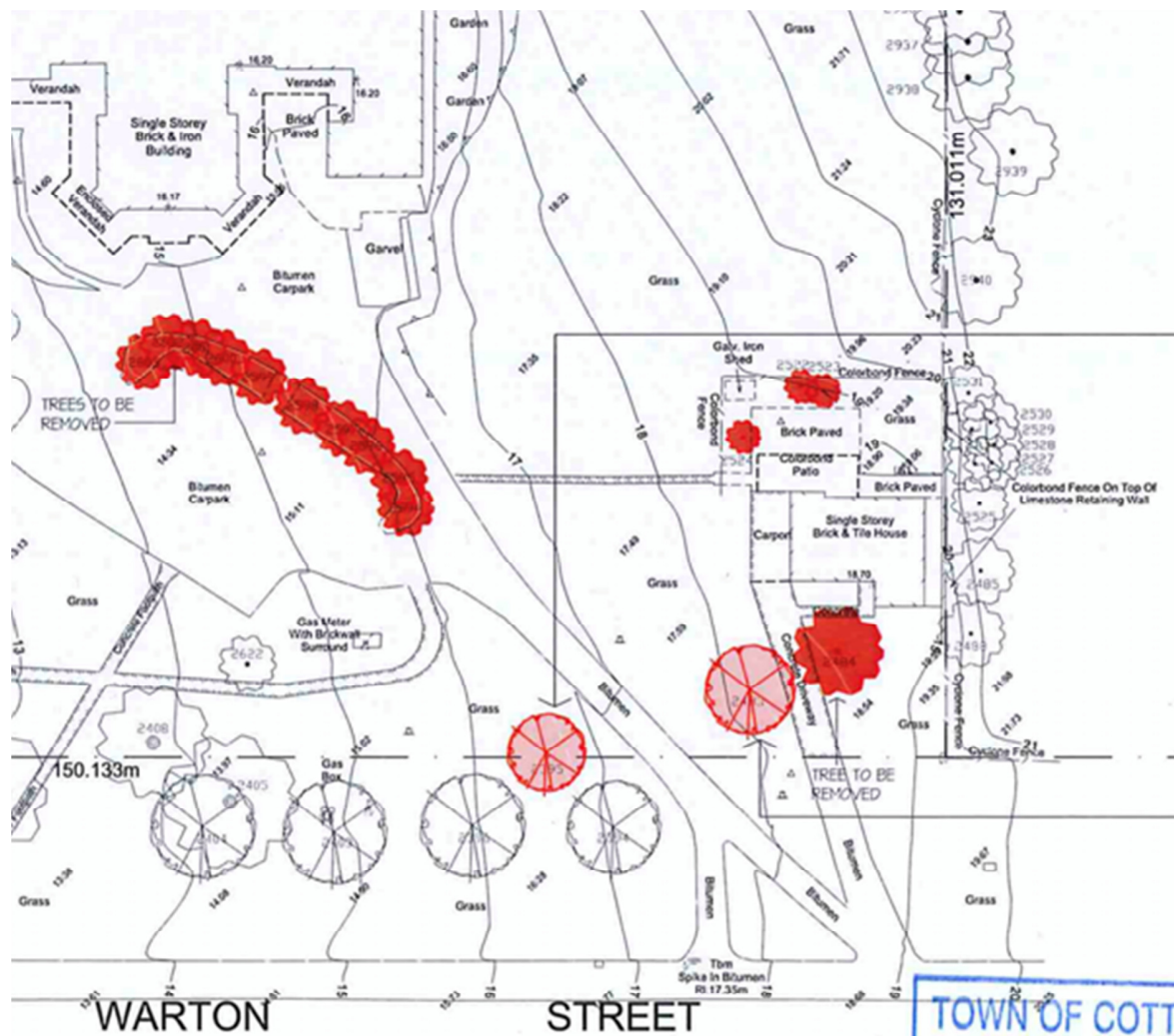
Item 6

A proposal to remove or replace multiple street trees in one street shall require an expert’s report, public consultation and consideration by Council.

Item 7

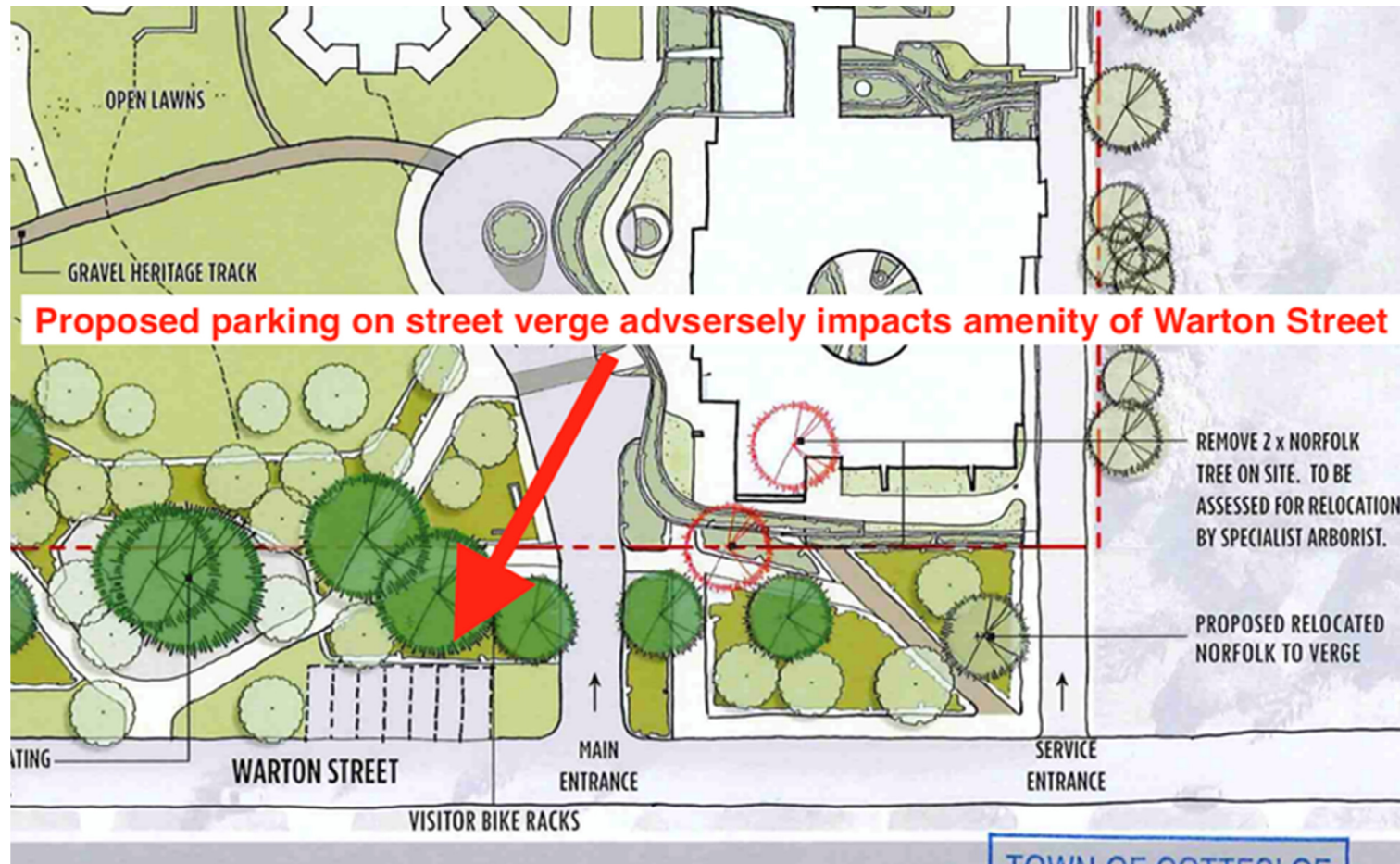
For development or building approvals, plans and drawings submitted must include the locations of all street trees on abutting road verges for the consideration of the effects of such land or building changes on these street trees.

- The Draft Master Plan discussed the importance of the mature trees on the bordering streets, with particular reference to the iconic Norfolk Pine trees that line both Gibney and Warton Streets. Despite the Draft indicating that these trees will not be impacted **I note from Appendix C of the Development Application that a number of these trees are “TO BE ASSESSED FOR RELOCATION”.** Of course, it justifies the potential relocation (sic removal) under the guise of being ‘unhealthy’ and but the truth of the matter is that these particular very large mature trees are situated right where they wish to gain access along Warton Street for the construction of the aged care facility that adjoins the WA Deaf School.



VEHICLE PARKING AND TRAFFIC

- I also consider the proposed verge side parking on Warton Street where there is currently grass shaded by Norfolk pines and figs to adversely impact the amenity of the street. **Parking should be contained within the property boundaries. The developers should ensure the underground visitor parking is sufficient for the requirements of the development** without having to rely on the council to approve street verge parking adjacent to the heritage listed gardens.



- The relocation of the main RAC facility entry onto Warton Street and separate service entry significantly impacts the amenity to surrounding neighbours and is not logical given the respective categories for Marine Parade and Warton Street.
- Previously, **Marine Parade, which is a District Distributor B Road**, has acted as the main entry to the Wearne Aged Care Centre. The Draft Master Plan relocates this and a service access entry to Warton Street.
- **Warton Street is classed an Access Road**, supposedly a bicycle and pedestrian friendly road aimed to provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function.
- **As evidenced by Cardno's 'Existing Traffic Volumes' data, in 2015 Warton Street had a mere 29 AM peak volumes – to relocate the main entry and service access to Warton Street would dramatically impact the existing amenity of the street.**

Regards

Luke Matthews

0416142726

luke@oraclecapital.com.au



Department of **Planning,**
Lands and Heritage

Our ref: P0603/45637
Enquiries: Nisar Dar (08) 6552 4008

Chief Executive Officer
Town of Cottesloe
spo@cottesloe.wa.gov.au

Attention: Ed Drewett

Dear Sir,

WEARNE HOSTEL

Under the provisions of Section 11 of the *Heritage of Western Australia Act 1990*, the proposed development as described below has been referred to the Heritage Council for its advice.

Place Number	P0603
Place Name	<i>Wearne Hostel</i>
Street Address	Lot 555 (No.1) Gibney Street, Cottesloe
Referral date	19 June 2019
Development Description	Residential aged care and retirement living development

For this referral, we received the following development application package compiled by Taylor Burrell Barnett, dated 31 May 2019:

Appendix A – Planning Application Forms and Checklist
Appendix B – Certificate of Title
Appendix C – Development Application Plans
Appendix D – Landscape Concept
Appendix E – Heritage Impact Statement
Appendix F – Bushfire Management Plan
Appendix G – Transport Impact Assessment
Appendix H – Waste Management Plan
Appendix I – Acoustic Impact Assessment

The referral for the proposed development has been considered in the context of the identified cultural significance of *Wearne Hostel* and the following advice is given:

Findings

- *Wearne Hostel* has cultural heritage significance as one of the largest and most successful philanthropic institutes of the nineteenth and twentieth

centuries, as a fine example of the Federation Queen Anne style, and for its landmark qualities as an integral part of the vista in Cottesloe.

- The place was built in a number of substantial campaigns, most recently 1984.
- The place currently accommodates an aged care facility managed by Curtin Care.
- The proposal is for a major staged development to substantially increase the accommodation capacity, which will include aged care and retirement living apartments.
- Overall the proposal has a positive heritage impact as it allows for the heritage buildings to be better revealed and conserved.

Advice

The proposal is aligned to the previously submitted master plan as referred to and supported by the Development Committee in November 2017. As per its previous advice, the proposal is supported subject to the following conditions:

1. South west wing of the new development should step down to the heritage building to allow for better visual curtilage.
2. Prior to lodgement of a building permit application, the following are to be provided to the satisfaction to the Director Heritage Development:
 - a. Detail connections of new to existing fabric are to be provided prior to lodgement of a building permit application.
 - b. Documentary evidence to support the proposed landscape plan.
 - c. An interpretation strategy is to be provided to include interpretation in the public areas as well as in the residential complex.
3. The owner is to enter a Heritage Agreement with the Heritage Council to ensure the identified conservation works to the heritage buildings are complete prior to occupation of the site.

Should you have any queries regarding this advice please contact Nisar Dar at nisar.dar@dplh.wa.gov.au or on 6552 4008.

Yours faithfully



Adelyn Siew
Director Heritage Development

27 June 2019



Department of **Planning,**
Lands and Heritage

Our ref: P0603/45614
Enquiries: Nisar Dar (08) 6552 4008

Chief Executive Officer
Town of Cottesloe
spo@cottesloe.wa.gov.au

Attention: Ed Drewett

Dear Sir,

WEARNE HOSTEL

Under the provisions of Section 73 of the *Heritage of Western Australia Act 2018*, the proposed development as described below has been referred to the Heritage Council for its advice.

Place Number	P0603
Place Name	<i>Wearne Hostel</i>
Street Address	Lot 555 (No.1) Gibney Street, Cottesloe
Referral date	24 July 2019
Development Description	Residential aged care and retirement living development

For this referral, we received the amended Development Approval application package from the Town of Cottesloe, dated 24 July 2019.

The referral for the proposed development has been considered in the context of the identified cultural significance of *Wearne Hostel* and the following advice is given:

Findings

- *Wearne Hostel* has cultural heritage significance as one of the largest and most successful philanthropic institutes of the nineteenth and twentieth centuries, as a fine example of the Federation Queen Anne style, and for its landmark qualities as an integral part of the vista in Cottesloe.
- The place was built in a number of substantial campaigns, most recently 1984.
- The place currently accommodates an aged care facility managed by Curtin Care.
- Further to our previous advice to this Development Application referral, the proposal has now been satisfactorily amended to show the south west wing

of the new development stepping down to the heritage building to allow for better visual curtilage. This change was a requirement of the Development Committee's advice letter dated 30 November 2017 and also our most recent advice letter dated 27 June 2019.

- As previously advised the proposal has a positive heritage impact as it allows for the heritage buildings to be better revealed and conserved.

Advice

The proposal is aligned to the previously submitted master plan as referred to and supported by the Development Committee in November 2017. As per its previous advice, the proposal is supported subject to the following conditions:

1. Provide details of connections of new to existing fabric prior to lodgement of a building permit application.
2. Documentary evidence to support the proposed landscape plan is to be provided prior to lodgement of a building permit application.
3. An interpretation strategy is to be provided to include interpretation in the public areas as well as in the residential complex.
4. The owner is to enter a Heritage Agreement with the Heritage Council to ensure the identified conservation works to the heritage buildings are complete prior to occupation of the site.

Should you have any queries regarding this advice please contact Nisar Dar at nisar.dar@dph.wa.gov.au or on 6552 4008.

Yours faithfully




Harriet Wyatt
A/Director Heritage Development

29 July 2019

CC: Samantha Thompson (Taylor Burrell Barnett),
Samantha@tbbplanning.com.au

DR3 – Design review report and recommendations (Part 1/4)

Local government	Town of Cottesloe	
Item no.	1 Gibney Street, Cottesloe – Wearne Hostel Redevelopment	
Date	8 August 2019	
Time	Scheduled 5.00pm (started 5.27pm)	
Location	Mayor's Parlour, Civic Centre, 109 Broome Street, Cottesloe	
Panel members in attendance	Michael Tucak Dick Donaldson Lawrence Scanlan Trevor Saleeba Simon Rodrigues	Chair, Elected Member Panel Member Panel Member Panel Member Panel Member (arrived 5.37pm)
Apologies	Deon White Craig Shepherd	Panel Member Panel Member
Local government officers	Ed Drewett Jan Boyle	Coordinator, Statutory Planning Senior Administration Officer
Proponent/s	Samantha Thompson Scott Bradley Jack Kent Suzanne Eyles Tome Nunes David Cox	Taylor Burrell Barnett GKA Architects GKA Architects Curtin Heritage Living Total Project Management Managing Director, Curtin Heritage
Observer/s	Mat Humfrey Jana Joubert	Chief Executive Officer Coordinator, Strategic Planning (arrived 5.32pm)
Briefings		
Development assessment overview	Ed Drewett	Panel were advised that this is a JDAP application that has been assessed under State Planning Policy 7.0, State Planning Policy 7.3, Local Planning Scheme No.3, the Town's adopted Local Planning Policy No.2, with advice from the Heritage Council WA.
Technical issues	The Panel was advised that amended plans had been received to address concerns raised in the previous meeting held 29 March 2019.	
Design review		
Proposed development	Wearne Hostel Redevelopment	
Property address	Lot 555 (1) Gibney Street, Cottesloe	
Background	The Panel was advised of Council's endorsement of the Master Plan and adoption of the Local Planning Policy relating to this site and was given a brief overview of the development proposal.	
Proposal	Aged care facility comprising independent living units (ILUs), residential aged care accommodation (RAC) and ancillary uses.	
Applicant/representative address to the panel	In attendance to answer questions from the Panel	
Key issues/recommendations	Design principles in SPP 7.0 were discussed with the Panel. No key issues were identified and the recommendation from the Panel was supportive of the proposal.	
Chair signature		

DR3 – Design review report and recommendations (Part 2/4)

Design quality evaluation		
		<i>Supported</i>
		<i>Pending further attention</i>
		<i>Not supported</i>
Principle 1 - Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
		Good Design; Encourages public into development and parkland within; Panel expressed importance of design not having a bland or commercial appearance, but was satisfied with the architect's explanation for the design and finishes.
Principle 2 - Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
		Excellent large SW open area; vast improvement on streetscape; terrific community asset; landscaping excellent
Principle 3 - Built form and scale		<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
		Overall design good; interest and detail to design of ground level is important
Principle 4 - Functionality and build quality		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
		The Panel was satisfied that this design principle had been adequately addressed.
Principle 5 - Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
		The Panel was satisfied that this design principle had been adequately addressed. Western breezes to be considered for impact on planting on that side of site; solar panels viewed as an excellent element of design.
Principle 6 – Amenity		<i>Good design optimizes internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
		Remarkable outcome in terms of amenity; meets criteria; artist in residence provides excellent interest; potential to engage with Town for consideration of art installation in public spaces and integrated art in development's built form.
Principle 7 - Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
		Good design ensuring Heritage building stands proud within development; passageways, seating and use of colour within walkways provides identify and subtle changes to common theme for residents to navigate around development;
Principle 8 - Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		The Panel was satisfied that this design principle had been adequately addressed.; Passive surveillance optimises sense of safety for residents
Principle 9 - Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
		Meets requirements; caters for all residents as proportion of accommodation is government supported; entries and internal courtyards with seating facilitating social interaction.

Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	Appropriate aesthetic design; good tree canopy and varied planting important; panel expressed that tinted glass to not be considered for commercial tenancies at ground level of development.

NOTES

ITEM 2 – DECLARATION OF INTEREST

Chair confirmed that he has an impartiality interest in that he knows one of the executive member's of Curtin Care.

ITEM 3 – MINUTES OF PREVIOUS MEETING

Pre-development meeting held 29 March 2019. Minutes have not been circulated as they are currently being re-formatted to meet the new Design Review Panel WA procedures. A summary was provided by the Town's Coordinator, Statutory Planning.

ITEM 4 – DESIGN REVIEW

The Town's Coordinator, Statutory Planning provided an overview of the development proposal. Updated drawings have been submitted which showed a reduction of one unit to provide increased separation from the heritage building in response to comments received from the Heritage Council. Also access off Gibney Street had been addressed.

A run-through of the previous meeting was given by the Coordinator, Statutory Planning for those who may not have attended the meeting.

- Outlined leasing agreement with owners and Curtin Heritage Living, previously referred to as Curtin Care and leasing arrangements
- Site has state heritage building in the middle
- Proposal referred twice to Heritage Council
- Zoning outlined
- Brief history of administrative procedures given
- Confirmed that proposal will be determined by JDAP.

DR3 – Design review report and recommendations (Part 3)

Design review progress			
	<i>Supported</i>		
	<i>Pending further attention</i>		
	<i>Not supported</i>		
	<i>DR1</i>	<i>DR2</i>	<i>DR3</i>
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			

Principle 9 - Community			
Principle 10 - Aesthetics			

DR3 – Design review report and recommendations (Part 4)			
Recommendations summary			
DR1 Recommendations	DR 2 Response	DR2 Recommendations	DR3 Response
1. SUPPORTED	SUPPORTED	SUPPORTED	To be advised
2. SUPPORTED	SUPPORTED	SUPPORTED	
3. SUPPORTED	SUPPORTED	SUPPORTED	
4. PENDING FURTHER INFO	SUPPORTED	SUPPORTED	
5. SUPPORTED	SUPPORTED	SUPPORTED	
6. SUPPORTED	SUPPORTED	SUPPORTED	
7. SUPPORTED	SUPPORTED	SUPPORTED	
8. SUPPORTED	SUPPORTED	SUPPORTED	
9. SUPPORTED	SUPPORTED	SUPPORTED	
10. SUPPORTED	SUPPORTED	SUPPORTED	