



Metro East Joint Development Assessment Panel Agenda

Meeting Date and Time: 29 November 2017; 3:30pm
Meeting Number: MEJDAP/138
Meeting Venue: City of Armadale Committee Room
7 Orchard Avenue
Armadale

Attendance

DAP Members

Mr Paul Kotsoglo (Presiding Member)
Mr Brian Curtis (A/Deputy Presiding Member)
Mr Peter McNab (Specialist Member)
Mayor Henry Zelones (Local Government Member, City of Armadale)
Cr Mark Geary (Local Government Member, City of Armadale)

Officers in attendance

Mr Alex VanderPlas (City of Armadale)
Mr Sergio Famiano (City of Armadale)
Mr Glen Windass (City of Armadale)
Mr Paul Sanders (City of Armadale)

Minute Secretary

Ms Noelene Cranfield (City of Armadale)

Applicants and Submitters

Ms Clare McLean (Peter D Webb and Associates)
Mr Adam Goodwin (Actus Associates)

Members of the Public / Media

Nil

1. Declaration of Opening

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

2. Apologies

Ms Stacey Towne (Deputy Presiding Member)
Cr Donna Shaw (Local Government Member, City of Armadale)



3. Members on Leave of Absence

Panel member, Ms Stacey Towne has been granted leave of absence by the Director General for the period of 1 September 2017 to 26 January 2018 inclusive.

4. Noting of Minutes

Note the Minutes of meeting No. 136 held on 31 October 2017 and meeting No. 137 held on 6 November 2017.

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

Nil

7. Deputations and Presentations

Nil

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1	Property Location:	Lot 200 (No.121) Carawatha Avenue, Mt Nasura
	Application Details:	Proposed Medical Centre Development
	Applicant:	Peter D Webb and Associates
	Owner:	Auswide International Investments Kelmscott No.2 Pty Ltd
	Responsible Authority:	City of Armadale
	DAP File No:	DAP/17/01272

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

Nil

10. Appeals to the State Administrative Tribunal

The following State Administrative Tribunal Application has been received:

- City of Swan – Lot 8336 (151) The Promenade, Ellenbrook – Convert Existing Masters Store to Retail Development Comprising of Showroom, Fast Food Outlet and Shop.

The following State Administrative Tribunal Application has been finalised:

- City of Swan – Lot 357 (227) Morrison Road, Midvale – Neighbourhood Centre (Shop, Consulting Rooms, Recreation – Private, Fast Food Outlet, Convenience Store).



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 200 (No.121) Carawatha Avenue, Mt Nasura
Development Description:	Proposed Medical Centre Development
DAP Name:	Metro East JDAP
Applicant:	Peter D Webb and Associates
Owner:	Auswide International Investments Kelmscott No.2 Pty Ltd
Value of Development:	\$2 million
LG Reference:	10.2017.342.1
Responsible Authority:	City of Armadale
Authorising Officer:	Sergio Famiano – Executive Manager Development Services
DAP File No:	DAP/17/01272
Report Due Date:	21/11/2017
Application Received Date:	31/08/2017
Application Process Days:	90 Days
Attachment(s):	1. Location Plan 2. Aerial Plan 3. Development Plans 4. Additional Use No.17 Provisions 5. Traffic Impact Statement

Officer Recommendation:

That the Metro East JDAP resolves to:

1. **Approve** DAP Application reference DAP/17/01272 and accompanying plans DA-01, DA-02, DA-03, DA-04 and DA-05 in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Armadale Town Planning Scheme No.4, subject to the following conditions as follows:

Conditions

1. Prior to the submission of a Building Permit, revised plans shall be submitted to and approved by the City, in-accordance with Schedule 2, Part 9, Clause 74(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* that modify the proposal by:
 - a. Reducing the width of the proposed awning on the Albany Highway building façade to prevent any encroachment on the Albany Highway road reserve;
 - b. Adjusting the design of car parking spaces, access ways and pedestrian paths consistent with any approved landscape plan; and,
 - c. Screening bin store locations and reducing blank walls consistent with any approved landscape plan (Executive Director Development Services).

2. 'End of trip bicycle facilities' shall be provided prior to occupation of the development as shown on the approved plans and continuously maintained thereafter.
3. Use of the Nurses Station and Day Surgery shall be incidental to, and in conjunction with, the use of the 4 consulting rooms to the satisfaction of the City (Executive Director Development Services).
4. Opening hours shall be limited to 7am to 7.30pm Monday to Friday, 8:30am to 2pm Saturday and 9am-11am Sunday.
5. A schedule of external colours and materials shall be submitted to and approved by the City. The development shall be completed and maintained in accordance with the approved schedule to the satisfaction of the City (Executive Director Development Services).
6. The wall or fencing fronting the Water Corporation Pumping Station is to be treated with an anti-graffiti finish to the satisfaction of the City (Executive Director Development Services).
7. No earthworks shall encroach onto the Albany Highway road reserve.
8. No stormwater drainage shall be discharged into the Albany Highway road reserve.
9. The applicant shall make good any damage to the existing verge vegetation within the Albany Highway road reserve.
10. No materials shall be stored in car parking areas.
11. All rubbish bin storage areas and servicing areas associated with the development shall be appropriately screened from public vantage points to the satisfaction of the City (Executive Director Development Services).
12. Air conditioning units, compressors and other equipment related to utilities shall be screened from public view and positioned so as to avoid any adverse effects, including noise, on the occupants of nearby residential properties to the satisfaction of the City (Executive Director Development Services).
13. To meet drainage requirements the developer/owner shall, to the specifications and satisfaction of the City (Executive Director Technical Services):
 - a. Submit a stormwater management plan incorporating water sensitive design principles for approval and implement the approved plan thereafter;
 - b. Show any drainage easements as may be required on the Certificate of Title in favour of the City; and,
 - c. Relocate, remove or upgrade any drainage infrastructure on the lot or within the adjoining road reserve that is impacted by the proposed development.
14. To meet vehicle manoeuvring space requirements the developer/owner shall, to the specifications and satisfaction of the City (Executive Director Technical Services):

- a. Construct/seal all such areas, including drainage and kerbing/markings where necessary, in accordance with the approved site plan;
 - b. Relocate/remove any services/infrastructure as necessary;
 - c. Remove any existing crossover(s) and reinstate all kerbing/footpaths/verge areas;
 - d. Continuously maintain all such areas thereafter.
15. A landscape plan shall be submitted to and approved by the City (Executive Director Development Services). The landscape plan shall include:
- a. Plant species (predominantly West Australian natives);
 - b. Numbers, location, container size;
 - c. Method of irrigation of the landscaped areas;
 - d. Landscaping and treatment of adjoining verge areas;
 - e. Low maintenance trees (minimum 45 litre size container) within the Carawatha Avenue verge.
 - f. Landscaping strips between the parking area and the street boundaries of the site as shown on the development plans;
 - g. The provision of shade trees within the car park at the rates of at least 1 tree per 10 metre interval along any line of car parking;
 - h. The provision of a shade tree in proximity to the upper level building entry;
 - i. Lighting to pathways, car parking and entry points.

All landscaping shall be installed prior to occupancy of the development and maintained as per the approved plan thereafter.

16. A Construction Management Plan is to be prepared by the applicant and submitted to the City (Executive Director Development Services) for approval at least 30 days prior to the commencement of works. The Construction Management Plan shall be implemented by the applicant to the satisfaction of the City and detail how the construction of the development will be managed, including the following:
- a. Public safety and site security;
 - b. Hours of operation;
 - c. Dust management;
 - d. Waste and material disposal;
 - e. Traffic management plans for the various phases of the construction;
 - f. Parking arrangements for contractors and sub-contractors;
 - g. Delivery and access arrangements;
 - h. The storage of materials and equipment on site (no storage of materials within the public realm will be permitted);
 - i. Any bonding and remediation arrangements; and
 - j. Any other matters likely to impact upon the surrounding properties or public realm.
17. A Waste Management Plan shall be submitted to and approved by the City (Executive Director Technical Services) prior to commencement of site works. Waste collection shall be carried out in accordance with the approved plan thereafter.
18. Only clean fill (as defined by the Department of Water and Environmental Regulation) shall be used.

19. All Conditions shall be complied with prior to exercising the right of this approval.

Advice Notes

1. In accordance with the Schedule 2 Clause 71 of the Planning and Development (Local Planning Scheme) Regulations 2015, this decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.
2. Compliance with the Building Code of Australia is required. In this regard, a Building / Demolition Permit application shall be submitted to the City's Building Services and approved prior to the erection / demolition of any structures on the subject site.
3. The Water Corporation advises that the development requires approval from its Building Services section prior to commencement of works, and that infrastructure contributions and fees may be required to be paid prior to approval being issued. Please liaise directly with the Water Corporation to confirm requirements and quantify infrastructure costs.
4. With regard to the Condition requiring submission of a colour and material schedule, it is expected that the colour and material schedule will be submitted and approved prior to the submission of a Building Permit Application.
5. With regard to the Condition requiring clean fill, the Department of Water & Environmental Regulation defines clean fill as "Material that will have no harmful effects on the environment and which consists of rocks or soil arising from the excavation of undisturbed material." Soil from demolition sites is not considered clean fill, as such sites have been disturbed and can be contaminated with pesticides.
6. With regard to the Condition requiring a Landscape Plan, please refer to the City's Landscaping Guidelines – Industrial and Commercial, Landscaping Guidelines – Plants to Avoid, the City's Urban Forestry Strategy and Landscape Factsheet - Trees for Confined Spaces to assist you to formulate a satisfactory landscaping proposal. Copies of these documents are available on the City's website at: www.armadale.wa.gov.au/planning-information-sheet-forms-fees
7. With regard to the Condition relating to vehicle manoeuvring spaces, the City's Technical Services Directorate should be contacted in order that the appropriate crossover application may be made.
8. Please note that Conditions referring to the Albany Highway road reserve were set by Main Roads Western Australia (MRWA) or reflect MRWA requirements. All enquiries regarding those Conditions should be directed to MRWA at:

Main Roads WA
PO Box 6202
EAST PERTH WA 6892
TEL: 138 138
FAX: 9323 4430

9. A separate application is required for all signs associated with the development.
10. Lighting shall comply with Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting" or its equivalent and the City's Environment, Animals and Nuisance Local Laws.
11. Any clinical wastes generated to be disposed of in accordance with Australian / New Zealand Standard AS/NZS 3816:1998 or superseding standard.
12. It is recommended that security cameras and CCTV be installed in internal and external areas of the premises, including car parking areas to manage and deter criminal and anti-social behaviour.
13. The applicant and landowner are advised that it is a statutory requirement to comply with all conditions of this approval, and that not complying with any condition is therefore illegal. Failure to comply with any condition of this approval or the approved plans constitutes an offence under the Planning Development Act 2005. The City can issue a Planning Infringement Notice of \$500 (without notice) and/or commence legal action with higher penalties up to \$200,000 for each offence and a daily penalty of \$25,000 per day for the continuation of that offence. It is the responsibility of the applicant and/or landowner to inform Council in writing when they consider the development to be complete and all conditions of this approval have been satisfied.
14. If the applicant is aggrieved by a Refusal to Approve his/her application, or, where Approved, is aggrieved by any Condition imposed in that Approval he/she may apply for a Review to the State Administrative Tribunal pursuant to the provisions of Part 14 of the Planning and Development Act 2005 against such refusal or imposition of such aggrieved Condition.

Such application for Review must be made not more than twenty eight (28) days after the date of Council's decision via the form available from the State Administrative Tribunal (copies available from the State Administrative Tribunal, at Level 6, State Administrative Tribunal Building, 565 Hay Street, Perth, WA, 6000 or GPO Box U1991, Perth, WA, 6845, or www.sat.justice.wa.gov.au or from Council's offices), and should be accompanied by the relevant fee detailed in Schedule 18 of the State Administrative Tribunal Regulations 2004.

15. The developer is reminded of the requirement under the provisions of the Environmental Protection Act that all construction work (which includes earthworks and similar) be managed with due regard for noise control. Works generating noise, and rock breaking in particular, are not permitted:-
 - a. Outside the hours of 7.00am to 7.00pm; or
 - b. On a Sunday or Public Holiday.

Details:

Zoning	MRS:	Urban
	TPS:	Residential (Additional Use No.17 provisions apply)
Use Class:		Medical Centre
Strategy Policy:		Local Planning Strategy 2016
Development Scheme:		Town Planning Scheme No.4
Lot Size:		1812sqm
Existing Land Use:		Vacant

The applicant proposes a Medical Centre on Lot 200 (No.121) Carawatha Avenue, Mt Nasura (the 'subject site'). The proposed development is summarised as follows:

- Two storey building with split level design addressing Albany Highway (lower level), Benson Court (upper level) and Carawatha Avenue (both levels).
- Vehicle access/egress from Benson Court, with pedestrian access available from paths in the Albany Highway road reserve and Benson Court road reserve.
- Vehicle parking area provided at Benson Court Level.
- Combination of excavation and fill across the subject site to achieve the proposed built form outcome.
- Internal layout illustrating 4 consulting rooms and ancillary nurses station, day surgery, waiting/reception areas, conference rooms and offices.
- Void space for proposed pharmacy (subject to future TPS No.4 Amendment and application for development approval).
- 28 car parking bays (including 2 disabled access bays) and one loading/ambulance bay.
- External landscaping and storages areas.

Background:

The subject site measures 1812sqm, is free of improvements and contains insignificant vegetation (ground cover and shrubs). The subject site is located on the lower slopes of the Darling Scarp, and characterised by a pronounced gradient ranging in height from approximately 69.9m AHD to 74.5m AHD. The average gradient of the site ranges from 7% to 12% from west to east.

The subject site enjoys constructed road frontage on three boundaries, abutting Albany Highway (a Metropolitan Region Scheme Primary Regional Road) on its western boundary, Carawatha Avenue (a Local Distributer Road) on its southern boundary and Benson Court (an Access Road) on its eastern boundary. The northern boundary is shared with a lot owned by the Water Corporation and utilised as a pumping station.

The subject site is located in a residential area, with a grouped dwelling development located further north along Benson Court. A TPS No.4 (local) parks and recreation reserve neighbours the site on the eastern side of Benson Court. The broader locality is characterised by land zoned Residential under TPS No.4, with single dwellings at R5 density to the east, single and grouped dwellings at R15/25 to the north and south, and single and grouped dwellings at R25/40 density to the west.

In respect of the subject site's relationship to adjoining centres and services, the Kelmscott District Centre is located 2km to the north, the Department of Health South West Metropolitan Health Service's Armadale Hospital is located approximately 350m to the north, and the Armadale Strategic Metropolitan Centre is located approximately 1.8km to the south.

The subject site formerly comprised a larger landholding that also include the land now ceded and constructed as Benson Court and Lot 201 Carawatha Avenue owned by the City of Armadale. The following timeline outlines the history of the planning framework applying to the subject site:

- June 1999 – Council resolved that the lot was surplus to POS needs and not required for that purpose. Requested officers to prepare a report regarding suitable alternative uses.
- July 1999 – Council initiates amendment no. 163 which would rezone then Lot 60 Carawatha Avenue to Special Use under TPS No.2 providing, inter alia:
 - Discretionary Uses include aged persons dwellings, consulting rooms, grouped dwelling (R40 maximum), home occupation, medical centre consisting of more than two (2) consulting rooms and residential building.
 - Discretionary Land uses limited to plot ratio of 0.3.
- September 2001 – Council grants final approval to TPS No.2 Amendment No.163 following discussions with the Minister for Planning regarding future Public Open Space provision (not directly related to current Lot 200 Carawatha Avenue).
- November 2005 – gazettal of TPS No.4. Lot 60 zoned Residential with former Special Use zone provisions listed in the Additional Use schedule.
- April 2010 – Council initiates TPS No.4 Amendment No.54 (omnibus amendment). The amendment modifies the Additional Use No.17 provisions by, inter alia, increasing the number of consulting rooms for a medical centre to a minimum of a three *“in order to encourage a higher order medical centre on the site, as distinct from a smaller practice”*.
- April 2011 – Lot 60 subdivided to create Lot 103 Carawatha Avenue (serified lot) and the existing Benson Court Road Reserve.
- July 2011 – Council grants final approval to TPS No.4 Amendment No.54.
- April 2015 – Lot 103 Carawatha Avenue subdivided to create the subject site and Lot 201 Carawatha Avenue.
- February 2016 – Council resolves to proceed with the sale of the subject site in accordance with the advertised Business Plan pursuant to the provisions of the Local Government Act 1995.
- May 2017 – Transfer of the subject site from the City of Armadale to Auswide International Investments Kelmscott No.2 Pty Ltd.

Legislation and Policy:

Legislation

Planning and Development Act 2005

Planning and Development (Development Assessment Panels) Regulations 2011

Planning and Development (Local Planning Scheme) Regulations 2015

Metropolitan Region Scheme

City of Armadale Town Planning Scheme No.4

State Government Policies

State Planning Policy 3.1 Residential Design Codes (*for comparison only, not applicable to proposed development*)

Local Policies

Local Planning Policy PLN 5.1 Highway Development

Local Planning Policy PLN 2.9 Landscaping

Consultation:

Public Consultation

The application was advertised for 14 days (commencing on 9 October 2017) in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015 (the 'Regulations'), by means of letters to adjoining and nearby residents, by notice on the City's website and by one advertising sign on the subject site for the duration of the advertising period. In response the City received five submissions objecting to the proposal, one submission providing comments only and two submissions supporting the proposal. The issues raised during the advertising period are summarised below, accompanied by the City's response.

Issue Raised	Officer's Comments
Traffic – Benson Court <ul style="list-style-type: none">• Access/egress to/from dwellings on Benson Court will be restricted and/or obstructed during construction of the Medical Centre, and during operating hours.• Parking overflow on Benson Court will impede access to nearby dwellings due to overdevelopment of the site and operation of the Medical Centre.• Benson Court traffic volumes will increase by up to 600 vehicles per day.	Supported in Part <p>The applicant will be required to manage the construction phase of the development in such a way that access to dwellings on Benson Court is not impeded. Preparation of a Construction Management Plan has been conditioned in this regard. The development design facilitates orderly flow of traffic access and egress for the development. Parking provision complies with TPS No.4 Schedule 11A. The Traffic Impact Statement ('TIS') and officer assessment indicates that volumes will not increase beyond the design capacity of Benson Court. Refer to Officer Comments below.</p>
Traffic – Carawatha Avenue <ul style="list-style-type: none">• Access/egress to/from dwellings on Carawatha Avenue, particularly those in the vicinity of the Benson Court intersection, will be hazardous and difficult due to overdevelopment, additional traffic generation and prolonged operating hours.	Not Supported <p>The TIS and the City's assessment indicate that traffic generation will not exceed the design capacity of Carawatha Avenue. No vehicle access is proposed to Carawatha Avenue from the development. Operating hours are within the range of typical operating hours of other medical centres in the locality. Refer to Officer Comments</p>

Issue Raised	Officer's Comments
	below.
<p>Traffic – Albany Highway/Carawatha Avenue Intersection</p> <ul style="list-style-type: none"> • Congestion at the intersection of Carawatha Avenue and Albany Highway will increase due to the development's traffic generation. • An access into the development should be provided from Albany Highway in proximity to the Water Corporation pump station. This will be safer than making a turning movement at Carawatha Avenue and quieter for nearby residents. • Safety of the Carawatha Avenue/Albany Highway intersection is compromised by the following: <ul style="list-style-type: none"> ○ poor existing sightlines, which will be diminished post development. ○ Gradient change between the northbound and southbound carriageways. ○ Inadequate median shelter for vehicles turning right onto Albany Highway from Carawatha Avenue. ○ High number of accidents. ○ The proposed Medical Centre and possible pharmacy will significantly increase traffic entering Carawatha Avenue and the Albany Highway intersection and road safety will be compromised. 	<p>Not Supported</p> <p>Main Roads Western Australia ('MRWA') did not identify any issues with the intersection in its referral response. MRWA requirements and TPS No.4 provisions prevent direct access from the lot to Albany Highway.</p> <p>Regarding intersection safety, the TIS concludes that sightlines are sufficient as the building is setback 1.5m-5.9m from Albany Highway (the greater setback in closest proximity to the intersection) and 1.5m from Carawatha Avenue. Carriageway levels and gradients are the responsibility of MRWA, and these were not identified as concerns in their referral response. The TIS advises that median shelter is appropriate.</p>
<p>Land Use</p> <ul style="list-style-type: none"> • The proposed Medical Centre and future pharmacy are commercial land uses, inconsistent with the residential zoning of the land. The land was intended to be residential and future public open space. 	<p>Not Supported</p> <p>TPS No.4 Additional Use No.17 provisions list 'Medical Centre' as a permitted (discretionary) land use. The number of medical centres in proximity to the subject site is considered to be a commercial consideration and not a relevant planning consideration. The</p>

Issue Raised	Officer's Comments
<ul style="list-style-type: none"> There is an oversupply of medical centres in the area as there are 4 existing medical centres on Albany Highway, a hospital within one kilometre, a vacant lot advertised as a medical centre site and many medical centres in/around the Armadale Strategic Metropolitan Centre. 	<p>applicant advises that the development is intended to serve the local residential community.</p>
<p>Variations to Development Standards</p> <ul style="list-style-type: none"> Too many concessions to development standards are sought. Inappropriate setback to Albany Highway. The development will impede views of the Perth Central Area skyline. The proposal should include high quality trees and gardens, and be designed to a high quality, which is not demonstrated. 	<p>Supported in Part</p> <p>Proposed level of compliance with development standards (including plot ratio, setbacks and landscaping) is considered later in this report. The design of the development is considered to reduce visual impact as far as practicable, and it is noted that loss of views in this context is not a valid planning consideration. A landscape plan is recommended to be prepared as a condition of approval.</p>
<p>Community Impact</p> <ul style="list-style-type: none"> There is the danger that a pharmacy will attract robbery, intentions for drugs and invitation for criminals to enter nearby residences. Security of the strata complex is a concern to the residents due to the increase in pedestrian and vehicle movements in Benson Court. The proposal will lead to a decrease in adjoining/nearby property values. Provision of bulk billing services for local residents. 	<p>Not Supported</p> <p>Potential for increased crime is not a valid planning consideration, and the concerns raised are unsubstantiated. Activation and lighting of the site may deter crime/increase safety. Potential impact on property values and commercial considerations are not relevant planning considerations.</p>

City of Armadale Internal Referral

The application was referred to various City of Armadale Business Units for comments. The City's Subdivision Engineering Department reviewed the TIS and advised that there were no further comments in relation to the analysis or findings. The City's Parks and Reserves Department reviewed the development plans, and their comments are discussed further in the 'Officer Comment' section of this report.

Other Business Units responded with standard conditions or comments that do not warrant further discussion.

Consultation with other Agencies

The application was referred to MRWA in accordance with WAPC Instrument of Delegation DEL 2017/02 (published in the Government Gazette of May 2017) as the subject site is adjacent to a Metropolitan Region Scheme Primary Regional Road Reserve (Albany Highway) and is not exempt from referral to MRWA under the Delegation Notice. MRWA advise that the development is acceptable subject to the following verbatim conditions, which are accompanied by officer comments:

- *“The awning along the Albany Highway frontage needs to be designed/constructed so that the awning can be detached to enable uninterrupted access to the road reserve when required.”* The applicant proposes to adjust the awning design so that no part of the awning encroaches on the Primary Regional Road Reserve. To be addressed through modified condition.
- *“No earthworks shall encroach onto the Albany Highway road reserve.”* To be addressed by condition.
- *“No stormwater drainage shall be discharged into the Albany Highway road reserve.”* To be addressed by condition.
- *“The applicant shall make good any damage to the existing verge vegetation within the Albany Highway road reserve.”* To be addressed by condition.

MRWA advised that should the City (erratum – JDAP is the determining authority) disagree with or resolve not to include as part of its conditional approval any of the above conditions MRWA requests an opportunity to discuss the application prior to making a final determination. It is considered that all MRWA concerns/matters can be addressed and no further consultation was conducted.

The application was also referred to the Water Corporation as landowner of Lot 58 Albany Highway, which abuts the northern boundary of the subject site. The Water Corporation noted that reticulated water and sewerage services were available to Lot 200. However the Water Corporation also provided advice regarding the proposed built form outcome. The verbatim comments are included (*italicised*) below, followed by officer comments:

1. *“As the owner of the adjoining property the Water Corporation has some concerns regarding the amount of fill used for this development rather than a combination of cut and fill, thus creating a high retaining wall on the boundary.”* Refer to planning discussion below.
2. *“The Corporation has ongoing problems with graffiti at the Corporations properties and this large retaining wall may present an additional target for this graffiti. To ease maintenance concerns it is recommended that an anti-graffiti coating be applied to this retaining wall.”* The applicant advises that the retaining wall can be coated with an anti-graffiti coating. To be addressed through conditions of approval.

3. *“This proposal will also require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.”* This matter can be addressed through an advice note, notifying the applicant to obtain all necessary approvals from the Water Corporation.

Planning Assessment:

Local Planning Scheme

The subject site is zoned Residential under TPS No.4. The objectives of the Residential zone are as follows:

- (a) *“To provide for a range of housing and choice of residential densities to meet the needs of the variety of household types which make up the community*
- (b) *To provide for a range of associated compatible activities and development, which will assist in the creation of efficient and sustainable residential neighbourhoods.*
- (c) *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.”*

Objectives (b) and (c) are particularly relevant to the development proposed.

The subject site is also listed in TPS No.4 Schedule 2 Additional Uses. TPS No.4 Clause 3.5 states as follows in respect of additional uses:

“Despite anything contained in the Zoning Table, the land specified in Schedule 2 may be used for the specific use or uses that are listed in addition to any uses permissible in the zone in which the land is situated, subject to any conditions or limitations set out in Schedule 2 with respect to that land.”

Additional Use No.17 provides that “grouped dwellings (R40 maximum)” or “Medical Centre consisting of more than 3 consulting rooms” are discretionary (D) land uses. Full text of the Additional Use No.17 provisions is attached, and compliance with the accompanying Conditions and Requirements is outlined in the table below.

TPS No.4 Additional Use No.17 Assessment			
Conditions / Requirements		Proposal	Compliance
17.1 Residential Subdivision	Residential subdivision and development to be in accordance with the R-Codes, densities at R15 or R40 (subject to discretion).	Commercial Development.	Not applicable.
17.2 Site plan requirements	Subdivision or development to be accompanied by	Landscaping plan submitted – refer to discussion below.	Non-compliant. Landscaping

TPS No.4 Additional Use No.17 Assessment			
Conditions / Requirements		Proposal	Compliance
	site plan indicating high quality landscaping and fencing.	Fencing (brick wall at 1.4m-2.0m) proposed at the south eastern corner of the site (corner of Carawatha Avenue and Benson Court).	identified, modifications required - refer later discussion. Location and appearance of wall requires further consideration.
17.3 Lot 100 Albany Highway	Provision to be made for vehicle traffic access from Carawatha Avenue, to Lot 100, north of the lot, for development or subdivision of the lot.	Access to Lot 100 previously provided through cedeing and construction of the Benson Court road reserve.	Compliant.
17.4 Access restrictions	No access to be provided to Albany Highway.	Access to Benson Court.	Compliant.
17.5 Buffers	16m buffer between Water Corporation pumping building on Lot 58 Albany to any building.	16m buffer distance provided.	Compliant.
17.6 Requirements for discretionary land uses	<p>a) maximum plot ratio of 0.3.</p> <p>b) high quality unified architectural design reflecting a level of integration and consistency with the surrounding built environment.</p> <p>c) level of land use permissibility as per the Residential Zone provisions of the Zoning Table.</p>	<p>a) plot ratio of 0.55.</p> <p>b) Split level design.</p> <p>c) Medical Centre is 'D' use.</p>	<p>a) Non-compliant – refer below discussion.</p> <p>b) Refer below discussion.</p> <p>c) Compliant.</p>

The TPS No.4 provisions do not apply specific development standards to commercial development in the Residential zone apart from vehicular access and car parking, storage of goods and materials and prohibited construction materials. This is because typical development in the Residential zone is of a kind to which State Planning Policy 3.1 Residential Design Codes applies (Refer TPS No.4 Clause 4.2.2). Applicable scheme provisions are considered in the table below.

TPS No.4 Assessment – Applicable Provisions			
Item	Requirement	Proposal	Compliance
Car Parking	16 bays on site. Medical centre parking standards require 4 bays per consulting room (Clause 4A.1.1; Schedule 7A).	28 bays on site.	Compliant – also refer to Officer Comment discussion below.

Notwithstanding the absence of development standards the responsible authority is required to have due regard to the following relevant matters as provided Schedule 2 Clause 67 of the Schedule 2 Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015. Specifically:

(m) “the compatibility of the development with its setting including the relationship of the development to development on adjoining land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.”

In the absence of development standards applicable to the site the R-Codes are considered to be a relevant guide for comparison to development in the immediate locality which is predominantly zoned Residential under TPS No.4. In considering the above matters it also relevant to compare the proposed development to commercial zone standards (Part 4C) in TPS No.4. Those standards would apply to a medical centre proposed in the City’s Local Centre, District Centre, Mixed Business/Residential and Strategic Regional Centre zones.

The following table outlines assessment against various applicable elements of the R-Codes.

R-Codes Assessment – Comparison Only			
Item	Requirement	Proposal	Comment
Building Setbacks (Clauses 5.1.2; 5.1.3)	Primary Street: 6m.	Albany Highway: 1.6m to 5.9m.	Variation up to 4.4m. Development provides streetscape interaction and orientation to Albany Highway.

R-Codes Assessment – Comparison Only			
Item	Requirement	Proposal	Comment
	Secondary Street: 1.5m.	Carawatha Avenue: 1.5m, 1.2m from truncation. Benson Court: 8.2m, >1.5m from truncation.	Setback generally complies for Carawatha Avenue, however no landscaping is provided within the setback area. Benson Court Setback complies.
	Lot boundary: varies as per Table 2A/2B.	1.5m to Albany Highway-level building line, 25.7m to Benson Court-level building.	
Building Height (Clause 5.1.6)	Category B, Top of external wall (Concealed Roof): 7m from NGL.	Maximum height up to 7.8m, 0.8m higher than R-Codes provision. Albany Highway elevation: Variation to full length of second storey (upper level) (7.1m-7.8m). Carawatha Avenue elevation: Variation to 1m length from the west (up to 7.1m). Water Corporation Reserve elevation: Variation to 5m length from the west (up to 7.8m).	Proposed building design (including height) overcomes constraints presented by site conditions. Note that, as building height is measured from NGL, proposed height would not comply were a single level development outcome proposed with filling of the entire site to Benson Court level.
Excavation/Fill (Clause 5.3.7)	Not to exceed 0.5m between development and street boundary except to provide for, inter alia, pedestrian or vehicle access and drainage works.	Carawatha Avenue elevation: maximum approximate variation of 0.5m-3.2m (excavation) for full length of the building.	Proposed excavation and fill is required to overcome constraints posed by site topography.

R-Codes Assessment – Comparison Only			
Item	Requirement	Proposal	Comment
		Albany Highway elevation: maximum approximate variation of 3.7m-3.9m (fill) for 1.5m length of retaining wall from northern boundary.	
	Not exceed 0.5m at the lot boundary for land within 1.0m of a boundary behind the street setback.	Water Corporation elevation: maximum approx. variation of 3.35m to compliance for 26m portion of the northern boundary.	Proposed excavation and fill is required to overcome constraints posed by site topography, and does not impact on residential development.
Landscaping (Clause 5.3.2)	50% hard surface in street setback area.	>50%. Setbacks varied to R-Codes standards.	Setback variations sought. Refer also discussion below.

The following table outlines assessment against various applicable elements of the TPS No.4 Part 4C.

TPS No.4 Part 4C Assessment – Comparison Only			
Item	Requirement	Proposal	Comment
Building Setbacks (4C.1)	In accordance with Centre Plan and having regard to various criteria including adjoining development setbacks, vehicle access, continues building frontages, space for pedestrian access and landscaping.	As outlined in R-Codes assessment table above.	As outlined in R-Codes assessment table above.
Building Height (4C.2)	In accordance with Centre Plan and	As outlined in R-Codes assessment	As outlined in R-Codes

TPS No.4 Part 4C Assessment – Comparison Only			
Item	Requirement	Proposal	Comment
	having regard to various criteria including height of adjoining development, consistency, height requirements for adjoining zones, shading, pedestrian access, faced/awning heights and adjoining ground levels.	table above.	assessment table above.
Landscaping (4C.5)	<p>Minimum 2m landscaping between parking areas and street boundaries.</p> <p>Shade trees planted at intervals of no greater than 10m along car parking bays.</p> <p>5% of site area dedicated to landscaping.</p>	<p>Albany Highway: Upper level parking not provided with landscaping, a 1.2m-2.8m strip is located on the lower level (Albany highway) frontage.</p> <p>Benson Court: 2m landscaping strip provided.</p> <p>Shade trees not provided for bays 11-17. Bays 1-10 and 18-28 provided with compliant provision (<i>note comment at right</i>).</p> <p>Approximately 180sqm (9.9%) dedicated to landscaping.</p>	<p>The City's Parks and Reserves Department advise that there appears to be insufficient area to install shade trees in the car park locations shown by the applicant.</p> <p>Refer discussion below.</p>

Local Planning Policies

It is noted that the development abuts a MRS Primary Regional Road (Albany Highway) and therefore could be considered for assessment under WAPC Development Control Policy 5.1 and Local Planning Policy 5.1. The proposal has been assessed against the provisions of both policies and is considered to comply with the respective provisions.

Local Planning Policy PLN 2.9 Landscaping applies to the proposal, and the relevant assessment is outlined in the table below.

PLN 2.9 Landscaping – Applicable Provisions			
Item	Requirement	Proposal	Compliance
4.3 Developments	To be landscaped and maintained in accordance with TPS No.4 and the City's Landscape Guidelines.	Landscaping areas as per applicant's site plan.	Landscape Plan, including required information, to be conditioned. Refer discussion below.
4.3.2 Industrial and Commercial	Consider TPS No.4 Clauses 5D.4 and 5C.5.	As per previous assessment above.	Landscape Plan, including required information, to be conditioned. Refer discussion below.
	Satisfy City's <i>Landscaping Guideline – Industrial and Commercial</i> .	No information provided.	To be conditioned.
4.3.4 Verges	Where verge landscaping is conditioned, satisfy City's <i>Streetscape Fact Sheet 4 - Verge policy and Guidelines</i> .	No information provided.	To be conditioned.

Officer Comments:

The following items below require further discussion due to non-compliance, issues raised during public advertising or to address recommended conditions of approval.

Traffic:

The applicant has prepared and submitted a TIS to support the proposed Medical Centre. The TIA concludes that the development will generate traffic volumes of approximately 38 vehicles per hour ('vph') during the road network afternoon peak period and 47vph during the peak generation of the development, with total weekday traffic generation of approximately 390 vehicles per day ('vpd'). If a future pharmacy were approved on the subject site traffic generation is modelled to increase to 49vph, 61vph and 506vpd respectively. The TIS concludes that the surrounding road network is capable of handling the increased traffic generation.

The TIS was referred to the City's Technical Services for review and to Main Roads WA for comment. Neither the City's Technical Services nor MRWA had any detailed comments or objections to the findings of the TIS. MRWA did not identify any issues with the Carawatha Avenue/Albany Highway intersection as part of their referral response.

The City's Technical Services advised that Carawatha Avenue, while identified as a Local Distributer in the MRWA Functional Road Hierarchy, had a cross section and design similar to an 'Access Street A' under Liveable Neighbourhoods Element 2 Movement Network. This Access Street classification has an indicative volume limit of 3,000vpd. Analysis of the section of Carawatha Avenue between Benson Court and Albany Highway on the basis of the City's 2014 traffic counts and factoring volumes generated by the Medical Centre and surrounding residential development (including the grouped dwelling development on Benson Court) indicate that cumulative post development volumes could increase to 2,680vpd; this is within the indicative volume limit of Carawatha Avenue.

Regarding Benson Court, the constructed road design is appropriately described as an 'Access Street D' under Liveable Neighbourhoods Element 2 Movement Network. This Access Street classification has an indicative volume limit of 1,000vpd. Analysis of the volume generations from the Medical Centre and the existing grouped dwelling development taking access and egress from Benson Court indicate that cumulative post development volumes could increase to 602vpd; this is within the indicative volume limit of Benson Court.

Operating Hours:

The applicant has proposed operating hours for the practice that are consistent with operating hours of other medical centres in the locality, especially those located in on or immediately abutting residential-zoned land. The proposed hours of operation are 7am to 7.30pm Monday to Friday, 8:30am to 2pm Saturday and 9am-11am Sunday. These operating hours are considered an acceptable balance between residential amenity and operational needs.

Plot Ratio:

The application proposes an 80% increase in plot ratio from 0.3 (as permitted by TPS No.4 Additional Use No.17 provisions) to 0.55. This increases allowable plot ratio area from 543.6sqm to 996.6sqm.

The applicant contends that any residential development on the subject site at the upper R40 density code would achieve a plot ratio of 0.6 (in the case of multiple dwellings) or 0.55 (in the case of grouped dwellings, using an approximate estimate calculated on open space provisions in the R-Codes). The applicant therefore contends that commercial development should be considered acceptable at similar plot ratios. However this argument does not consider that lower plot ratios were imposed for medical centres/commercial developments for various Additional Use sites along Albany Highway to create a built form outcome consistent with the residential character on neighbouring sites.

Notwithstanding the above, the City concurs with the applicant's justification that the following circumstances of the site/development support a variation to plot ratio provisions:

- Other Additional Use sites: The applicant has compared the subject site to similar sites along Albany Highway, between the Kelmscott district centre and Armadale strategic regional centre for which Council has supported scheme amendments for Additional Use (Medical Centre) provisions. The following analysis is noted:
 - The subject site does not share a common boundary with residential development. Other sites with similar Additional Use (Medical Centre) Provisions in the locality share common boundaries with multiple residential lots at the R25 or R40 densities.
 - The subject site has an area considerably lower than other undeveloped sites in the locality. For example, nearby sites have areas of 1.07ha (Additional Use No. 33) and 7,992sqm (Additional Use No.34).
 - A similar size lot with Additional Use (Medical Centre) provisions (Additional Use No.41) limits the number of consulting rooms to 3, however allows a maximum 55% site cover.
 - Other sites in the locality do not share the same gradient characteristics.
- Site context: The subject site is separated from neighbouring residential properties by road reserves (including a Primary Regional Road), vacant lots and a Water Corporation pumping station. Increased building floor space will not impact on residential properties in respect of privacy, setbacks, solar access.
- Council objectives: When amending the Additional Use No.17 provisions under TPS No.4 Amendment No.54 (gazetted February 2012), Council increased the number of consulting rooms for a medical centre to a minimum of four *“in order to encourage a higher order medical centre on the site, as distinct from a smaller practice”*. Higher order medical centres generally include other allied health professionals or services in addition to general practitioner medical services only. The plot ratio variation will assist in achieving this outcome.
- Topography: The building design is intended to overcome constraints posed by site levels (4m difference in NGL and a gradient greater than 10%).
- Building Design: The development is designed to address three street frontages, integrate with differing ground levels on two frontages and present an interactive façade to the third frontage (Carawatha Ave), requiring a split level design and greater plot ratio to present a unified development outcome. Landscaping measures can also be implemented to reduce the visual impact of the development.

The plot ratio variation sought includes floor space that the applicant proposes for use as a Shop (small pharmacy/dispensary – approximately 100sqm). This land use is not permitted in the Residential zone and is not included as a permitted land use under the provisions of Additional Use No.17. Any future changes to land use permissibility that would permit development of a small pharmacy/dispensary on the subject site require an amendment to TPS No.4.

Finally, it is noted that the equivalent plot ratio standards for development in the Local Centre zone, District Centre zone, Mixed Business/Residential zone and Strategic Metropolitan Regional Centre zone in TPS No.4 Clause 5C.3.1 permit plot ratios greater than 1.0. The proposed variation does not exceed the plot ratio requirements of other commercial zones and is therefore considered to maintain the necessary hierarchy of development intensity.

Variations to development standards in TPS No.4 applicable to non-residential development can be considered through Clause 4.5.1. If, in the opinion of the local government, the variation may affect other owners or occupiers in the locality the City is required to consult with those parties in accordance with the requirements of the Regulations. The City has undertaken this process and had regard to the views of submitters in preparing this Responsible Authority Report. The City has also assessed the variations, and considers that approval of the proposed development would be appropriate having regard to the criteria set out in Schedule 2 Clause 67 of the Regulations. Finally, the City considers that the variations will not have an adverse effect upon residents of the locality subject to the applicant providing a high quality landscaping outcome that reduces the visual impact of the building bulk (refer discussion immediately below) and complies with Additional Use No.17 Provision 17.2.

Landscaping:

The TPS No.4 Additional Use No.17 provisions require development of the subject site to include high quality landscaping. The City has consistently emphasised this requirement through the application process, as well as advising that the visual impact of variations to development standards (i.e. increased plot ratio/building bulk) can be reduced by high quality, well designed landscaping.

Overall, the applicant has provided a landscaping area of approximately 180sqm, or 9.9% of the subject site area. Landscaping is shown indicatively on the site plan, however no details on species or plant types are provided. The landscaping generally comprises ground planting, planter boxes, garden beds and shade trees.

The City's Parks and Reserves department have reviewed the indicative landscaping locations on the site plan and provided the following comments:

- The 900mm planting width north of parking bays 1-10 appears unsuitable when accounting for encroachments of retaining wall and kerb widths on this landscaping strip. Shade tree installation may not be possible as shown on the development plans.
- The applicant advised through discussions that an additional tree could be installed in proximity to the upper level entry. Parks and Reserves Department advise that this may require an area of 1.8sqm.
- Further information/advice is required in respect to shade trees south of bays 18-28, acknowledging that the planting beds appear small, in close proximity to the building awning and in close proximity to hard surfaces prone to impact from root growth (paths and parking areas).

The above comments are to be addressed as part of the future landscape plan imposed as a condition of approval to comply with Additional Use Provision 17.2. The issues can also be addressed through revised plans to the development approval to address minor modifications to vehicle parking areas, vehicle access ways and pedestrian path layouts.

The applicant has proposed a street setback to Carawatha Avenue of 1.5m. Acknowledging that there is no possibility for landscaping within the boundary of the site due to proposed excavation, and to reduce the visual impact of the development from adjoining residences south of Carawatha Avenue, the City recommends

installation of shade trees on the Carawatha Avenue verge as part of the future landscape plan in order to comply with Additional Use Provision 17.2.

The City also previously advised that screening of the bin store at the corner of Carawatha Avenue and Benson Court was required through landscaping or another other design method. The applicant has proposed a (blank) wall in response to thei advice. The City considers that this mechanism does not constitute “high quality fencing” and requires improvement in order to reduce the area of blank walls and reduce the visual impact of the development when viewed from adjoining residential development. This issue can be addressed through the landscape plan recommended as a condition of approval, and through revised plans to address minor modifications to the bin store location. Such conditions will ensure that the applicant complies with Additional Use Provision 17.2.

Car Parking:

As demonstrated in the table previously included in this report, the application complies with TPS No.4 Schedule 11A Car Parking standards. A total of 28 bays are provided across the subject site. However the following points are noteworthy in respect of the car parking bay calculation:

- The applicant advises that the Nurses Station and Day Surgery should not be included in the parking calculation because they will be used in conjunction with the proposed consulting rooms. That is to say, the Day Surgery and Nurses Station will not generate patient bookings in the absence of a consulting room booking, and as such their use is incidental to the use of the consulting rooms. On this basis the Medical Centre currently requires 16 car parking bays (28 provided – 12 bay surplus).
- A possible future pharmacy of 100sqm NLA (subject to future scheme amendment and application for development approval) will require a minimum of 6 car parking bays. The parking demand would increase to 22 bays (28 provided – 6 bay surplus).

Were the Nurses Station and Day Surgery to attract patient bookings in the absence of consulting room bookings, the rooms would require car parking provision at the same rate as other consulting rooms in the Medical Centre (4 bays per consulting room). If that were the case, and a 100sqm shop (pharmacy) proposed by the applicant in the future, the development would incur a shortfall of 2 bays. In order to avoid this scenario and maintain an available surplus of parking bays for future changes of use a condition is recommended that ensures the use of the Nurses Station and Day Surgery is incidental to the use of the Medical Centre consulting rooms.

The City has previously advised the applicant that all parking must be contained on site. The City is unable to permit the construction of parking bays in the road reserve due to servicing constraints and road access requirements.

Advertising Signage

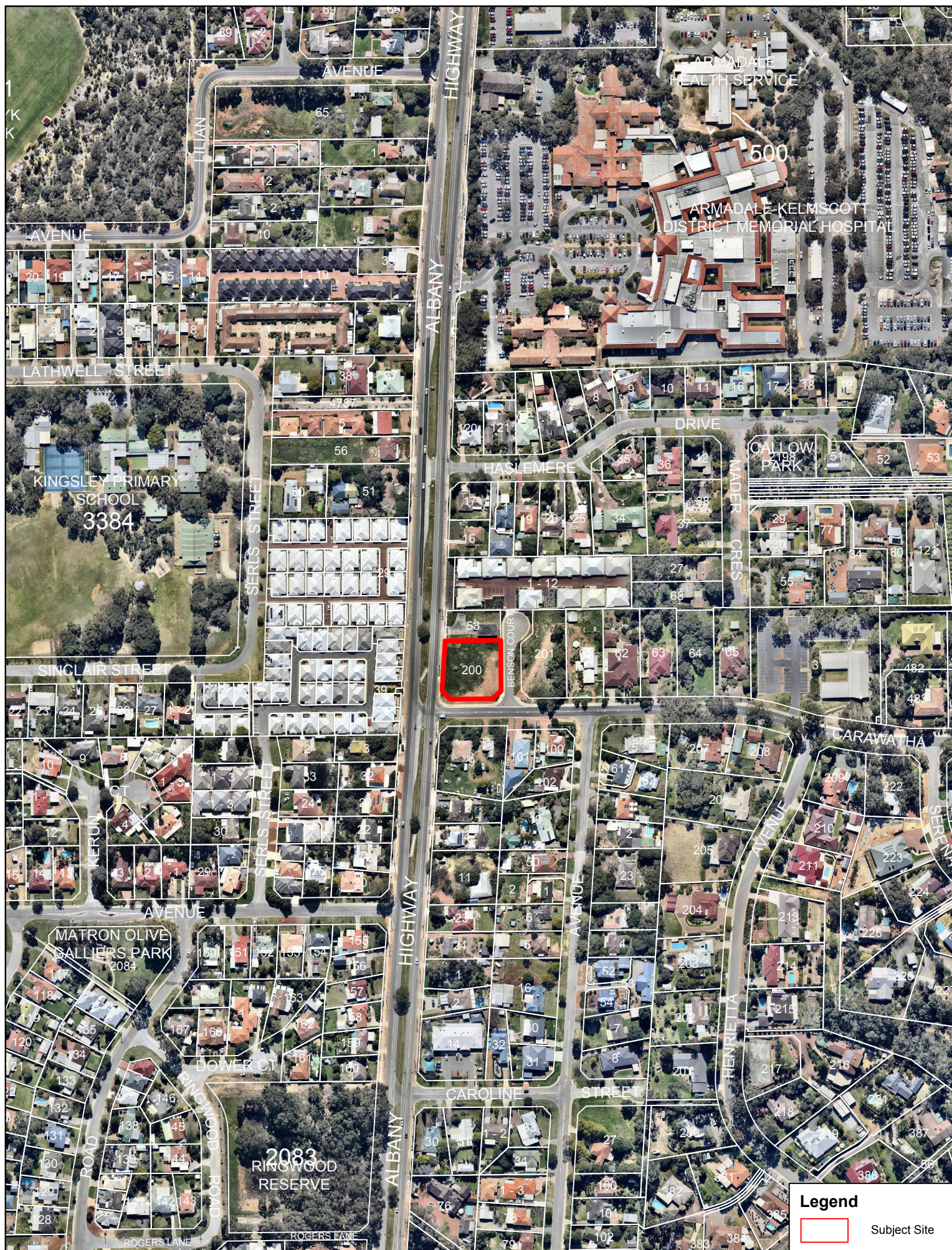
While indicative signage locations are illustrated on the development façade, advertising signs have not been considered through this assessment and are to be assessed in future applications for development approval.

Options/Alternatives:

Nil.

Conclusion:

The proposed Medical Centre development at the subject site implements Additional Use provisions that have been in place for almost 20 years, in which time the subject site has remained undeveloped. While the applicant has proposed a high quality development, the application proposes a number of concessions to development standards. The most notable of these is plot ratio. The City considers that the circumstances of the site and the nature of the development are such that the variation can be contemplated subject to high quality landscaping outcomes being achieved. This has been addressed in the recommended conditions presented to the MEJDAP.



Legend

Subject Site

LOCATION PLAN

Proposed Medical Centre Development
Lot 200 (No. 121) Carawatha Avenue, Mt Nasura

35 0 35 70m



SCALE 1 : 3500

CITY OF **Armadale**

DATE 15 November 2017 - REVISION 1701

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Based on information provided by and with the permission of the
Western Australian Land Information Authority trading as Landgate (2012).
Aerial photograph supplied by Landgate, Photomaps by NearMap.



AERIAL PLAN

Proposed Medical Centre Development
Lot 200 (No. 121) Carawatha Avenue, Mt Nasura



SCALE 1 : 1000

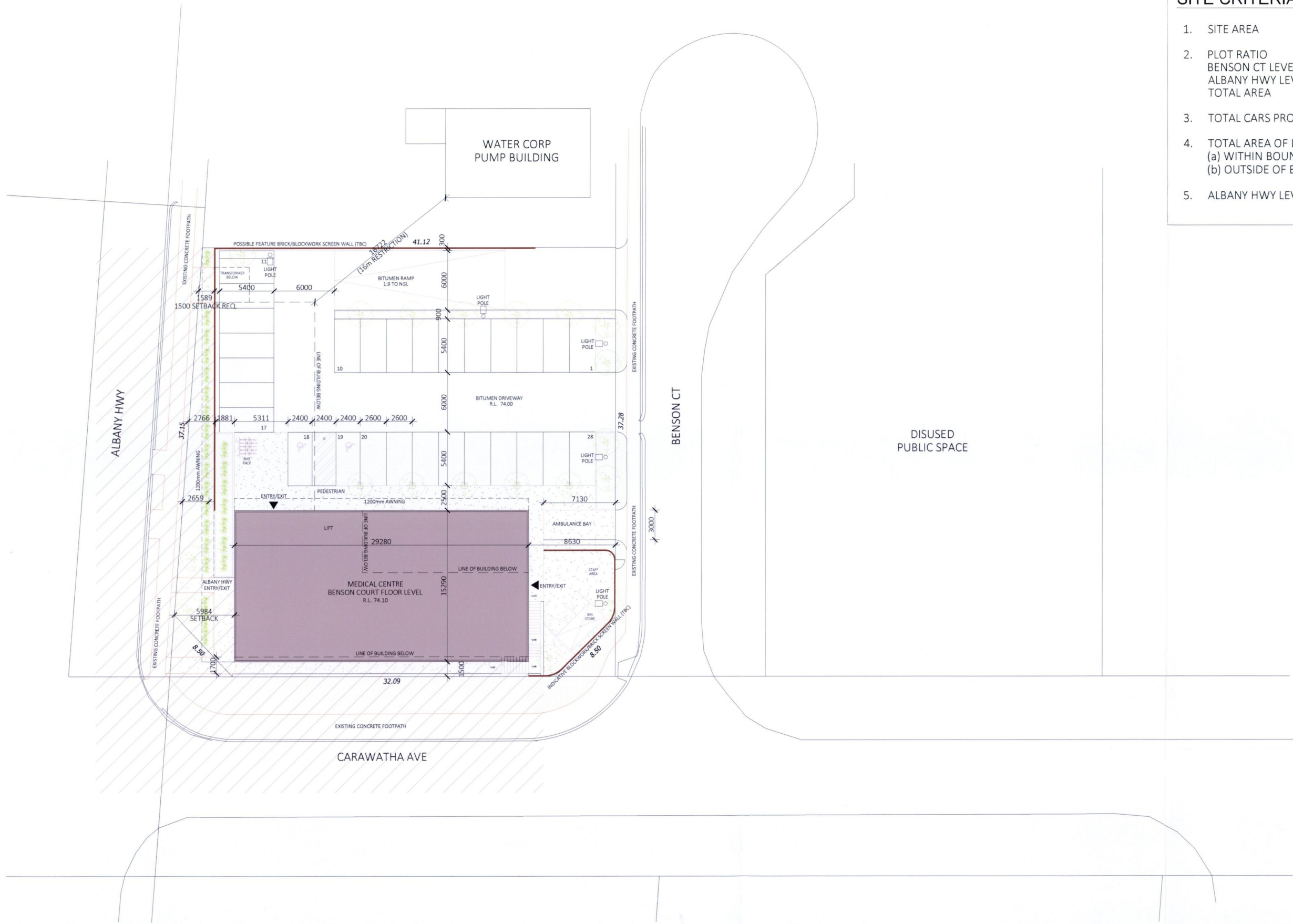
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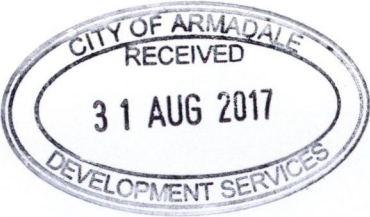
Subject Site

Based on information provided by and with the permission of the
Western Australian Land Information Authority trading as Landgate (2012).
Aerial photograph supplied by Landgate, Photomaps by NearMap.

CITY OF **Armadale**



SITE CRITERIA		PROPOSED
1.	SITE AREA	1812m ² Approx
2.	PLOT RATIO	1001 / 1812 = 0.55
	BENSON CT LEVEL FLOOR AREA	448m ² Approx
	ALBANY HWY LEVEL FLOOR AREA	553m ² Approx
	TOTAL AREA	1001m ² Approx
3.	TOTAL CARS PROVIDED	28 CARS
4.	TOTAL AREA OF LANDSCAPING	
	(a) WITHIN BOUNDARY	190m ² APPROX
	(b) OUTSIDE OF BOUNDARY	72m ² APPROX
5.	ALBANY HWY LEVEL (LOWER)	



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PROJECT
PROPOSED MEDICAL CENTRE
LOCATION
LOT 200, CARAWATHA AVE, MOUNT NASURA

DATE	REV.	DESCRIPTION
28.08.17	A	ISSUED FOR DA

ARCHITECT



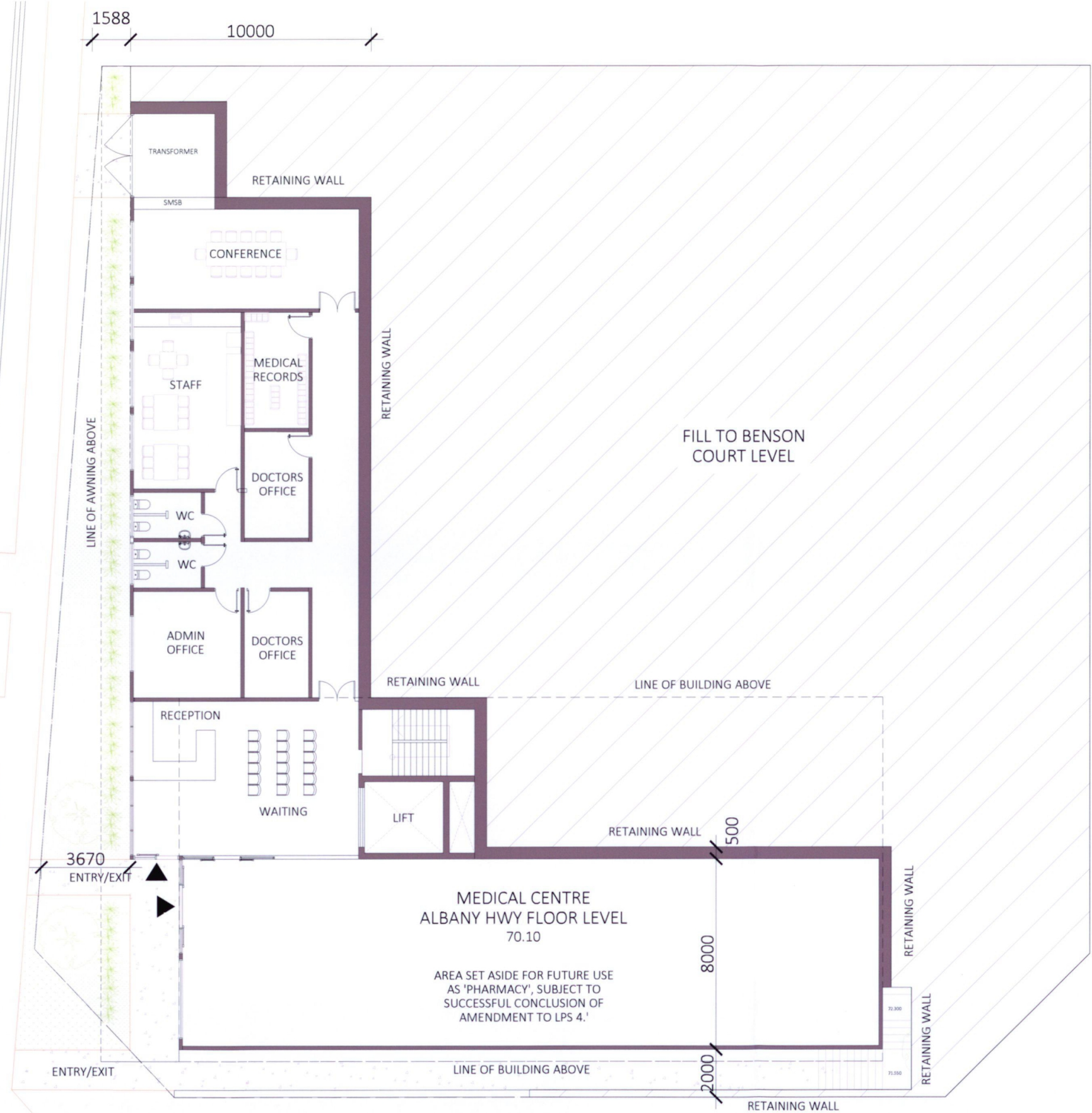
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DRAWING TITLE			
SITE PLAN			
SCALE 1:200/A1	DATE APR 2017	DRAWN HD	CHECKED EJ

DRAWING NO.	REV
DA-01	A
PROJECT NO. 17-006	

PROPERTY DESCRIPTION

1. TOTAL GROSS AREA555.3m² Approx
2. TOTAL NETT AREA512.7m² Approx



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PROJECT

PROPOSED MEDICAL CENTRE

LOCATION

LOT 200, CARAWATHA AVE, MOUNT NASURA

DATE	REV.	DESCRIPTION
28.08.17	A	ISSUED FOR DA

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DRAWING TITLE
FLOOR PLAN - LOWER
ALBANY HWY LEVEL

SCALE
1:100|A1

DATE
APR 2017

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HD

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EJ

DRAWING NO.

DA-02

REV

A

PROJECT NO.
17-006



PROPERTY DESCRIPTION

1. TOTAL GROSS AREA 447.7m² Approx
2. TOTAL NETT AREA 434.4m² Approx



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PROJECT
PROPOSED MEDICAL CENTRE
LOCATION
LOT 200, CARAWATHA AVE, MOUNT NASURA

DATE	REV.	DESCRIPTION
28.08.17	A	ISSUED FOR DA

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DRAWING TITLE
**FLOOR PLAN - UPPER
BENSON CT LEVEL**

SCALE
1:100 | A1

DATE
APR 2017

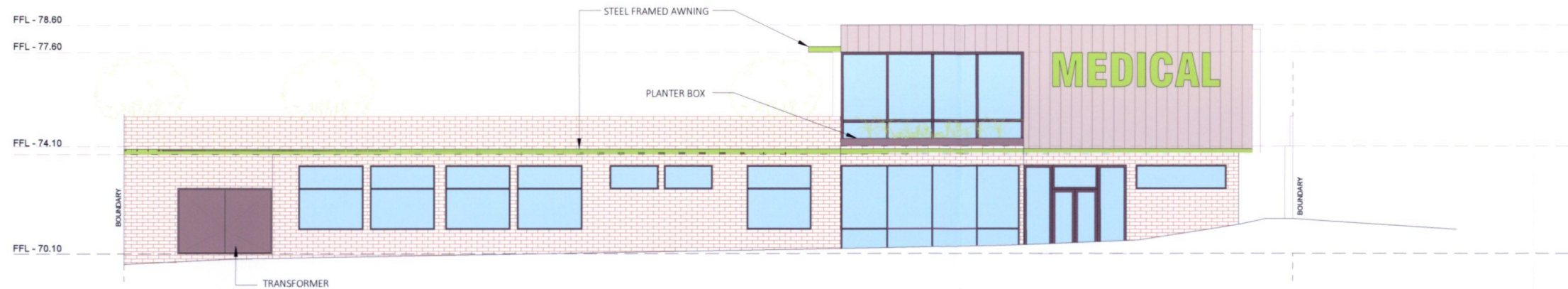
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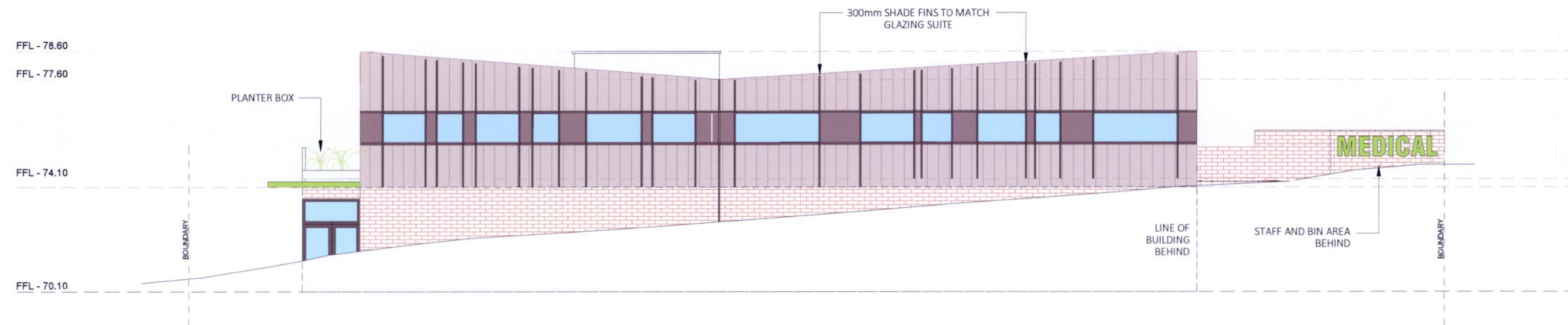
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PROJECT NO.	
17-006	

LEGEND

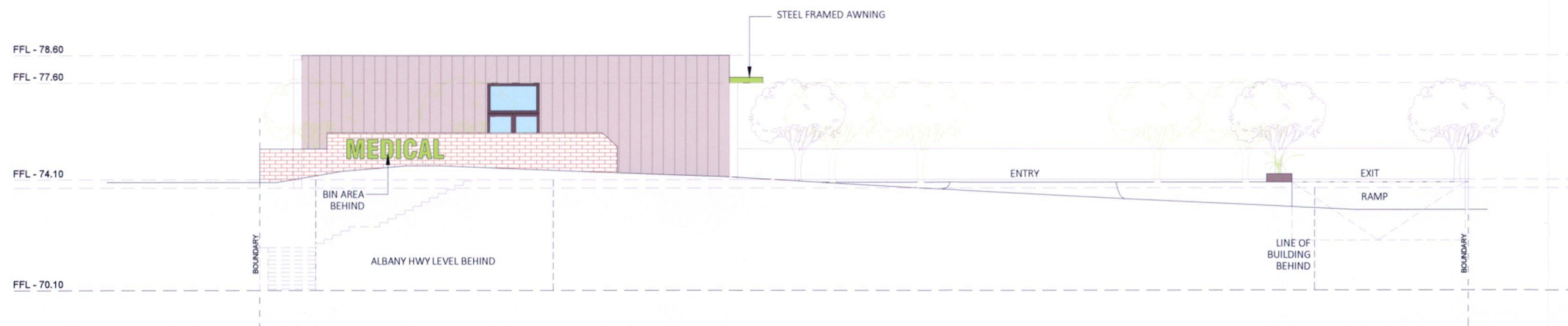
- INDICATIVE FEATURE BLOCKWORK/BRICK WALL (TBA)
- CEMENT SHEET CLADDING
- CHARCOAL CLADDING TO MATCH GLAZING SUITE



ALBANY HIGHWAY ELEVATION (WEST)



CARAWATHA AVE ELEVATION (SOUTH)



BENSON AVE ELEVATION (EAST)



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PROJECT
PROPOSED MEDICAL CENTRE
LOCATION
LOT 200, CARAWATHA AVE, MOUNT NASURA

DATE	REV.	DESCRIPTION
28.08.17	A	ISSUED FOR DA

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DRAWING TITLE
ELEVATIONS - SHEET 1

SCALE
1:100 | A1

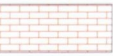

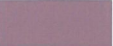
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APR 2017

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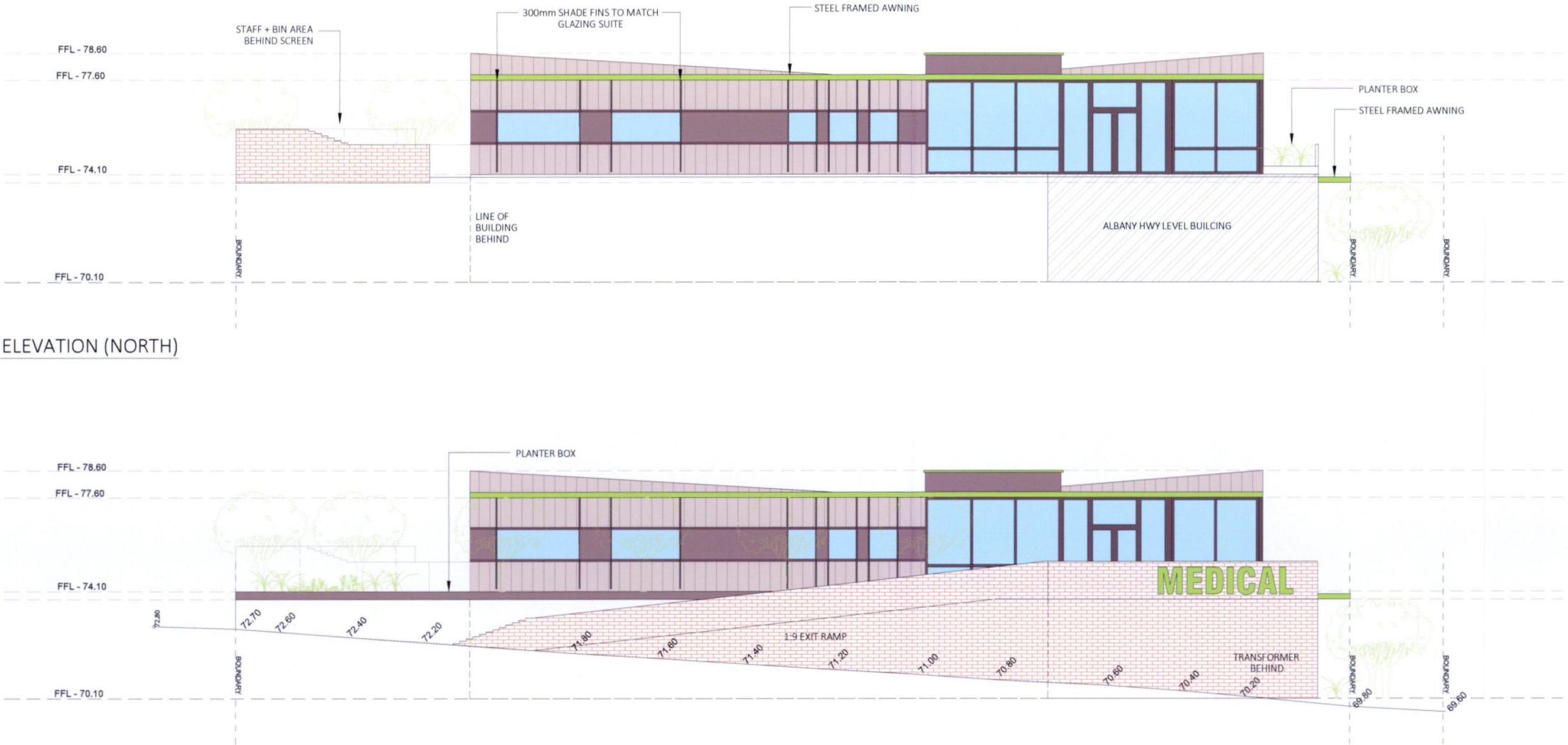
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DRAWING NO.
DA-04
REV
A
PROJECT NO.
17-006

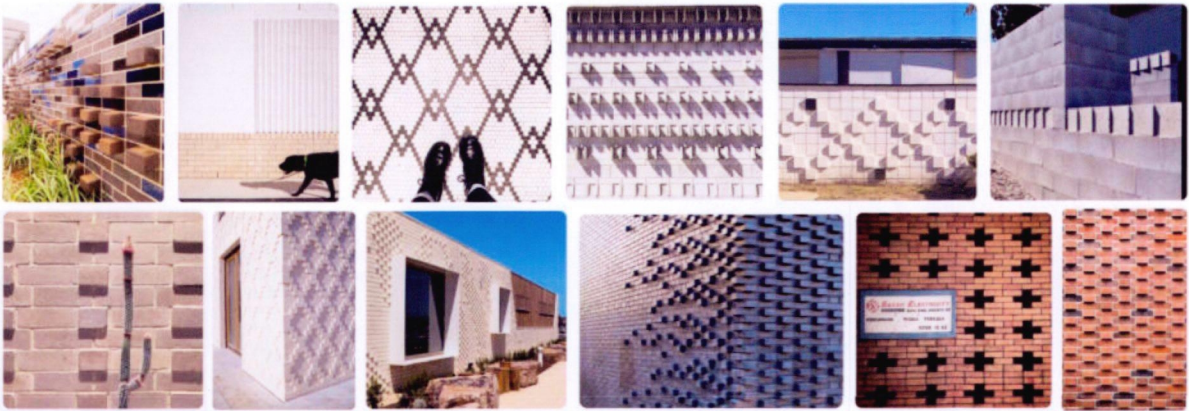
LEGEND

- INDICATIVE FEATURE BLOCKWORK/BRICK WALL (TBA)
- CEMENT SHEET CLADDING
- CHARCOAL CLADDING TO MATCH GLAZING SUITE

CARPARK ELEVATION (NORTH)



WATER CORP BOUNDRY ELEVATION (NORTH)



INDICATIVE POSSIBLE FEATURE BRICK/BLOCKWORK EXAMPLES (TBA)



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PROJECT
PROPOSED MEDICAL CENTRE
LOCATION
LOT 200, CARAWATHA AVE, MOUNT NASURA

DATE	REV.	DESCRIPTION
28.08.17	A	ISSUED FOR DA

ARCHITECT



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DRAWING TITLE ELEVATIONS - SHEET 2				DRAWING NO. DA-05	REV A
SCALE 1:100 A1	DATE APR 2017	DRAWN HD	CHECKED EJ	PROJECT NO. 17-006	

No.	Description of Land	Additional Use	Conditions and Requirements (See Note 1)
16.	Lot 888 Saunders Way, Rokewood Way, Old Station Road, Karragullen.	<p>Permitted (P) Use:</p> <ul style="list-style-type: none"> • Warehouse (cool stores) • Incidental car park 	<p>16.1 Screening of all storage areas from public streets and private lots.</p> <p>16.2 Maintenance of a landscape buffer of trees and vegetation to adjacent residential properties to the satisfaction of the local government.</p> <p>16.3 Development shall be generally in accordance with the Concept Development Plan adopted by the local government as the guide to future development and use of the site.</p> <p>16.4 Setbacks to be to the local government's satisfaction, with a minimum 3 metre setback from Saunders Way to apply to all new development.</p> <p>16.5 Additional landscaping to the satisfaction of the local government is to be provided between any new buildings and the relevant street frontage of the site.</p> <p>16.6 All permissible use classes listed for the base Special Residential zone shall be D (discretionary).</p> <p>16.7 In determining any planning application for development approval the local government shall have regard to the compatibility of proposed uses with the existing use of the site and any additional uses, which are permissible under the Additional Use provisions.</p>
17.	Lot 60 Carawatha Avenue, Mt Nasura.	<p>Permitted (P) Use:</p> <ul style="list-style-type: none"> • Grouped Dwelling at R15 <p>Uses permissible only with the local government discretion (D Uses):</p> <ul style="list-style-type: none"> • Grouped Dwelling (R40 Maximum) • Medical Centre consisting of more than 3 Consulting Rooms 	<p>17.1 Residential subdivision and development shall be in accordance with the R-Codes (R15, or subject to the local government's discretion R40).</p> <p>17.2 In association with subdivision or development, a comprehensive site plan indicating a proposed landscaping and fencing of the site is to be prepared, submitted and subsequently implemented to the local government's satisfaction. The aspects to be covered include:</p> <p>a) High quality fencing integrated with landscaping.</p> <p>17.3 Unless otherwise determined by the local government, provision shall be made for vehicle traffic access from Carawatha Avenue, to Lot 100, north of the lot, for development or subdivision of the lot.</p> <p>17.4 No vehicle access shall be provided to Albany Highway.</p> <p>17.5 A minimum of 16 metres buffer between the existing Water Corporation pump building located on adjoining Pt Lot 58 to</p>

No.	Description of Land	Additional Use	Conditions and Requirements (See Note 1)
			<p>any building.</p> <p>17.6 All other discretionary uses shall meet the following requirements:</p> <p>a) A plot ratio limited to 0.3</p> <p>b) The overall development of the site should be of a high quality unified architectural design that reflects a level of integration and consistency with the surrounding built environment.</p> <p>c) Will have the same level of permissibility as listed in the Residential Zone provisions of the Zoning Table;</p>
18.	Lot 600 (No.53) Railway Avenue, Kelmscott.	<p>Permitted (P) Uses:</p> <ul style="list-style-type: none"> • Medical Centre • Incidental Shop for a Dispensary only. 	<p>18.1 Sales of goods to be confined to a Dispensary incidental to the primary uses of Medical Centre.</p> <p>18.2 The overall development of the site should be of a high quality unified architectural design that reflects a level of integration and consistency with the surrounding built environment.</p> <p>18.3 Plot Ratio limited to 0.3.</p> <p>18.4 Site layout, parking provision are to be to the local government's satisfaction and are to address the following:</p> <ul style="list-style-type: none"> • minimisation of impact of the development on adjacent residential properties by measures including the provision of high quality masonry walling. <p>18.5 Comprehensive landscape plan of the site to be prepared, submitted and consequently implemented to the local government's satisfaction. The issues to be covered to include:</p> <ul style="list-style-type: none"> • retention of existing trees; • generous screening landscaping on common boundaries. <p>18.6 Car parking spaces abutting any residential lot shall be screened by a masonry wall and landscaping strip to the specification of the local government.</p> <p>18.7 All permissible use classes listed for the base Residential zone shall be D (discretionary).</p> <p>18.8 In determining any planning application for development approval the local government shall have regard to the compatibility of proposed uses with the existing use of the site and any additional uses, which are permissible under the Additional Use provisions.</p>



Proposed Medical Centre
Lot 200 Carawatha Avenue,
Mount Nasura
Transport Impact Statement



PREPARED FOR:
Auswide International
Investments (Kelmscott No 2)
Pty Ltd

August 2017

Document history and status

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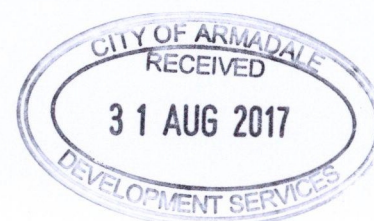
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APPENDIX A – PROPOSED DEVELOPMENT PLANS



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1.0 Introduction

This Transport Impact Statement has been prepared by Transcore on behalf of Auswide International Investments (Kelmscott No 2) Pty Ltd with regard to a proposed Medical Centre at Lot 200 Carawatha Avenue, Mount Nasura in the City of Armadale.

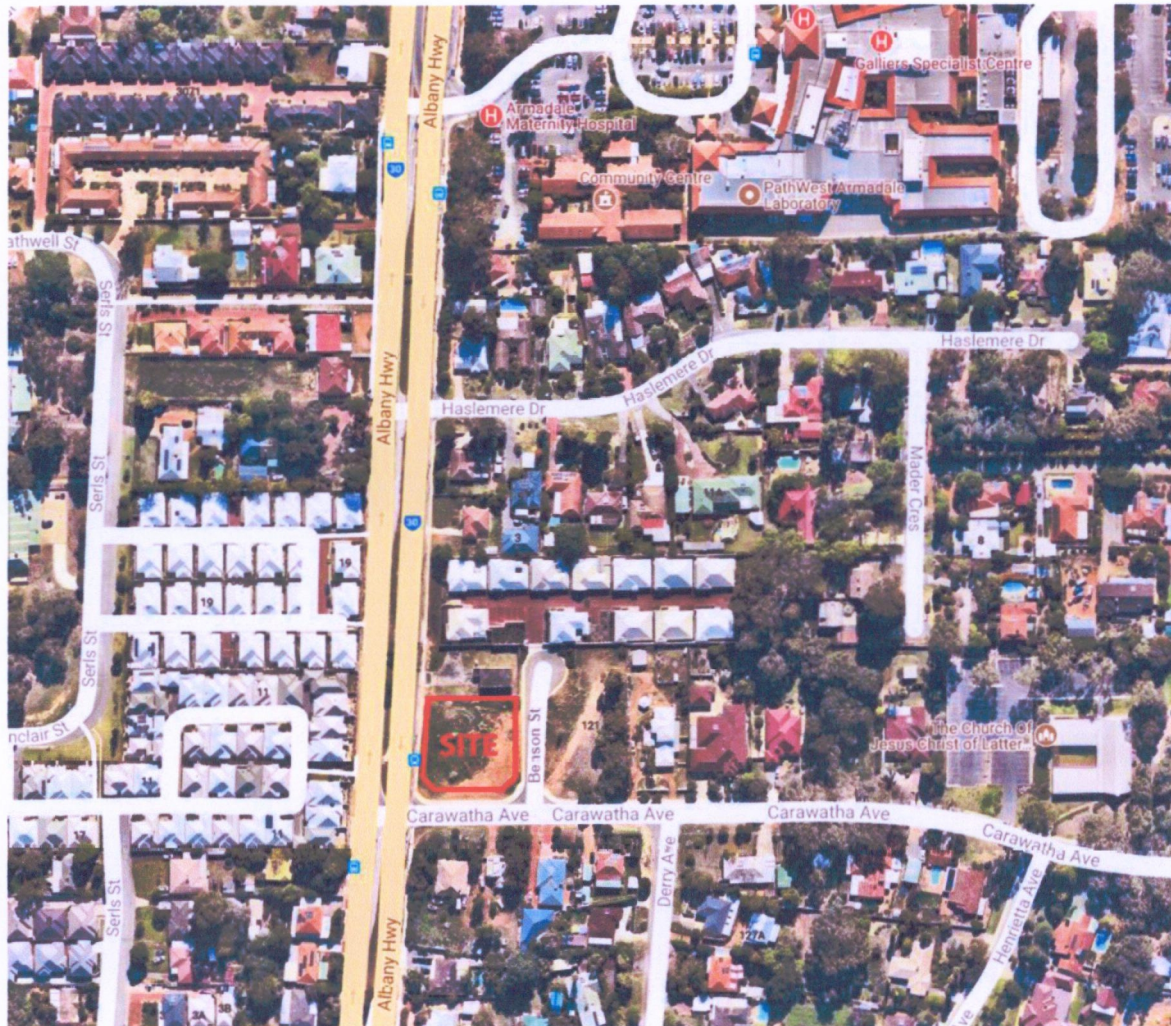


Figure 1: Location of the subject site

As shown in Figure 1, the subject site is bounded by Albany Highway on the western side, by Carawatha Avenue on the southern side and by Benson Court on the eastern side. The site is currently vacant land.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: “A Transport Impact Statement is required for



those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”.

Section 6.0 of Transcore’s report provides details of the estimated traffic generation as a result of the proposed development. Accordingly, as the traffic generation during the busiest hour of the week is anticipated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for the proposed development.

Accordingly, the key issues that will be addressed in this report include the traffic generation of the proposed redevelopment, access and egress arrangements and provision for parking.



¹ Between 10 and 100 vehicular trips per hour

2.0 Proposed Development

The proposed development is a two-storey medical centre with a total floor area of approximately 1001m² GFA. Of this total it is understood that approximately 200m² may be utilised for a pharmacy in future, subject to a scheme amendment for that use.

The proposed development plans at Appendix A show that approximately 553m² GFA will be located on the lower floor level (Albany Hwy level) along the Albany Hwy and Carawatha Ave frontages of the site. The other 448m² GFA will be located on the upper floor level (Benson Ct level) along the Carawatha Ave frontage of the site.

The proposed development plans show that 28 parking spaces (including 2 spaces for disabled access) will be provided at the upper floor level (Benson Ct level) with access from two driveway crossovers proposed on Benson Ct.

A third driveway crossover is also proposed on Benson Ct to serve as an ambulance bay.

Pedestrian access to the lower floor will be provided at two points on the Albany Hwy frontage. Pedestrian access to the upper floor level will be provided from the car park on the northern side of the building and at the eastern end of the building close to the ambulance bay. Access between floors is provided by a central lift and stairwell.



3.0 Vehicle Access and Parking

3.1 Access

The existing road configuration adjacent to the site is shown in Figure 2.

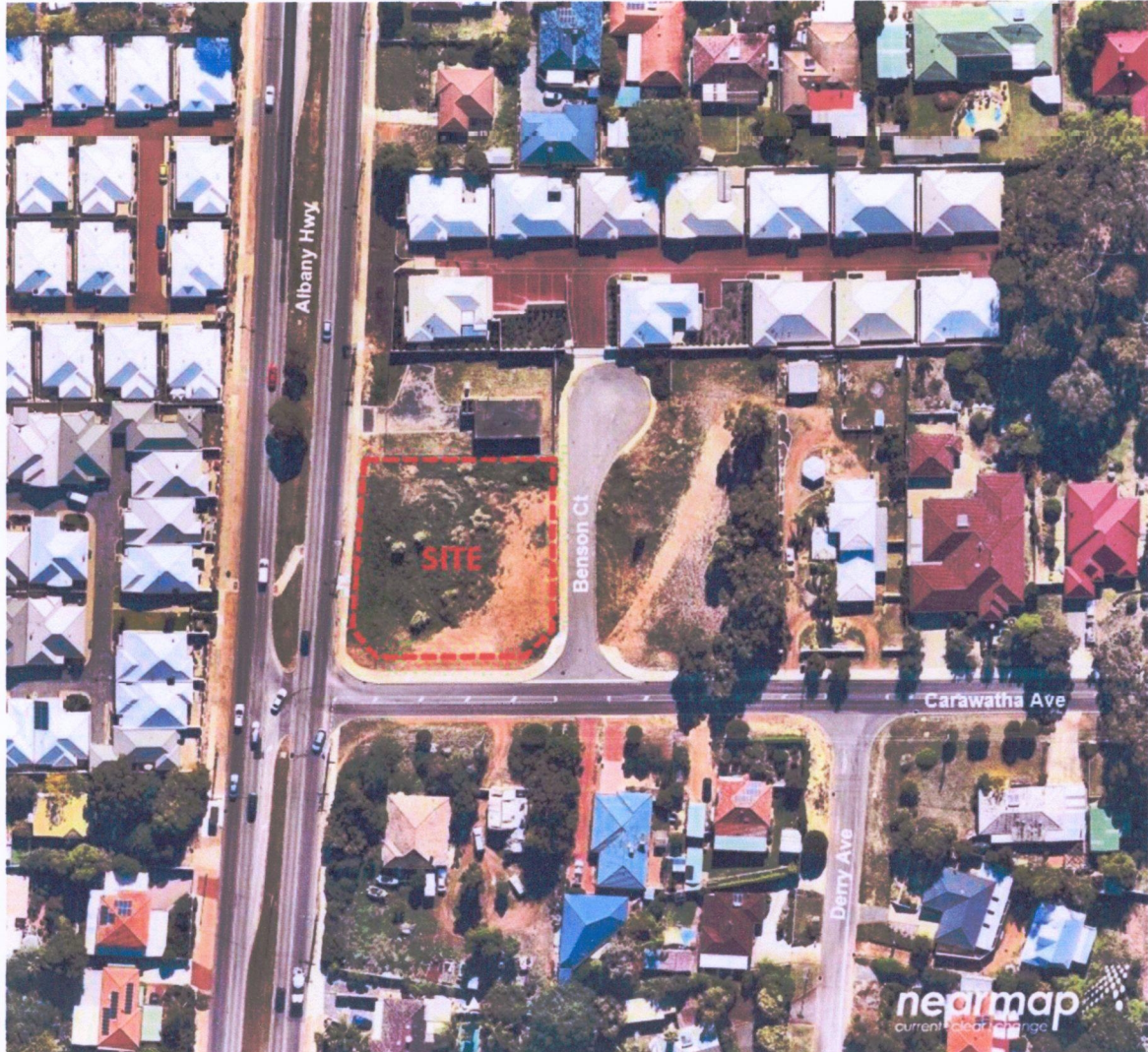


Figure 2: Existing access arrangements

There are no existing driveway crossovers to the subject site.

Properties on both the east and west side of Benson Ct are currently vacant land. The property immediately north of the subject site is a Water Corporation pump station. That property is fenced off on all sides and only has driveway access from Albany Hwy for service vehicle access.



At the northern end of Benson Ct there is a grouped housing site of 12 dwellings. That grouped housing site has frontage to Albany Hwy but driveway access is only from the cul-de-sac head of Benton Ct.

The proposed development plans at Appendix A show that two driveway crossovers are proposed on Benson Ct for access to the parking area of the proposed development.

A third driveway crossover is also proposed on Benson Ct to serve as an ambulance bay and for access to the bin store for rubbish collection.

3.2 *Parking*

The proposed development plans at Appendix A show that 28 parking spaces (including 2 spaces for disabled access) will be provided at the upper floor level (Benson Ct level) plus an ambulance bay.

City of Armadale Local Planning Scheme No. 4, Schedule 11A – Car Parking Standards, sets the parking requirement for a Medical Centre as 4 spaces for every consulting room used at any one time. For a Shop the parking requirement is 6 spaces per 100 square metres of NLA.

Hence the proposed 28 parking spaces would satisfy the parking requirement for 7 consulting rooms used at any one time.

Alternatively, if 200m² NLA is permitted to be used for a pharmacy (subject to future scheme amendment) that would require 12 parking bays. The remaining 16 parking bays would satisfy the parking requirements for 4 consulting rooms used at any one time.



4.0 Provision for Service Vehicles

The proposed development plans at Appendix A show a separate ambulance bay accessed directly from Benson Ct.

The bin store for the proposed development is located adjacent to the ambulance bay on the Benson Ct frontage of the site, with a gate in the screen wall at the property boundary that will allow rubbish bins to be wheeled out to Benson Ct for rubbish collection.



5.0 Hours of Operation

Hours of operation for medical centres can vary between centres. The hours of operation of the existing Kelvale Medical Group in Kelmscott provide an indication of likely hours of operation in this area. That medical centre is open Monday to Friday 7am to 7.30pm, Saturdays 8.30am to 2pm and on Sundays and public holidays 9am to 11am.



6.0 Daily Traffic Volumes and Vehicle Types

6.1 Trip Generation and Distribution

Traffic generated by the proposed development has been estimated based on trip rates from the Institute of Transportation Engineers *Trip Generation Manual* (9th Edition).

The anticipated traffic flows generated by the proposed development are summarised in Table 1 for two scenarios – with and without the potential future pharmacy component. These traffic flows are the two-way total traffic flow (i.e. daily traffic flows are 195 in / 195 out for scenario 1 and 253 in / 253 out for scenario 2).

Table 1: Traffic generated by the proposed development

Item	Road Network PM Peak Hour	Development PM Peak Hour	Weekday Total
Scenario 1: Medical centre (1001m²) without pharmacy			
Trip rate (medical / dental office)	3.84vph/100m ²	4.60vph/100m ²	38.9vpd/100m ²
Traffic Volume (total)	38vph	47vph	390vpd
Scenario 2: Medical centre (801m²) with pharmacy (200m²)			
Trip rate (medical / dental office)	3.84vph/100m ²	4.60vph/100m ²	38.9vpd/100m ²
Traffic Volume (medical)	31vph	37vph	312vpd
Trip rate (medical / dental office)	8.30vph/100m ²	11.9vph/100m ²	96.9vpd/100m ²
Traffic Volume (medical)	18vph	24vph	194vpd
Traffic Volume (total)	49vph	61vph	506vpd

This traffic would almost all be light passenger vehicles (cars, 4-wheel drives, etc.) with only a very low proportion of delivery vehicles required for this type of development.

The majority of this traffic will travel to and from Albany Highway via Carawatha Avenue and Benson Court. For this analysis it is assumed that 90% will travel to and from Albany Hwy and 10% to and from the east.



6.2 Total Traffic Flows

The Main Roads WA website indicates a traffic count on Albany Highway (north of Haselmere Drive, which is about 200m north of Carawatha Avenue) was undertaken in February 2016. It recorded average weekday traffic flows of 25,183vpd on Albany Hwy with 1,925vph in the AM peak hour and 2,057vph in the PM peak hour.

Assuming 45% of the development traffic would use Albany Hwy north of the site that would indicate an increase of approximately 22vph during the road network PM peak hour and 228vpd over a full weekday for development scenario 2 (medical centre with future pharmacy).

The corresponding traffic increases on Carawatha Avenue between Albany Hwy and Benson Ct would be approximately 44vph and 456vpd.

6.3 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore any section of road where the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

As shown in Table 1, the total traffic generation of the proposed development would be less than 100 vehicles per hour and traffic increases per lane would be significantly lower than that level. Therefore the traffic increases associated with the proposed development will be substantially less than the quoted WAPC threshold (100vph per lane) and therefore does not warrant further analysis.



7.0 Traffic Management on the Frontage Streets

Albany Hwy is a State Road under the care and control of Main Roads WA. It is classified as a primary distributor in the MRWA functional road hierarchy and is a Primary Regional Road in the Metropolitan Region Scheme. It is constructed as a dual carriageway road with two lanes in each direction and a posted speed limit of 70km/h applies on this section of Albany Hwy. No direct driveway access is proposed from Albany Hwy for the proposed development.



Figure 3: Albany Hwy at Carawatha Ave intersection (looking northeast)

Carawatha Avenue is classified as a local distributor in the MRWA functional road hierarchy. It is constructed as a single carriageway road with one lane in each direction and a 1.2m-wide painted median, as shown in Figure 4. The default built up area speed limit of 50km/h applies on Carawatha Avenue. There are driveway accesses to other existing properties along Carawatha Avenue but no direct driveway access is proposed from Carawatha Avenue to the development.



Figure 4: Carawatha Ave at Benson Ct intersection (looking westward)

Benson Court is classified as an access road in the MRWA functional road hierarchy. It is constructed as a single carriageway road of 6m width between kerbs. The default built up area speed limit of 50km/h applies. Benson Court extends northwards from Carawatha Avenue for a length of 70m before terminating in an 18m diameter cul-de-sac head with driveway access to the existing grouped housing development at the northern end of the cul-de-sac.

The Albany Hwy / Carawatha Ave intersection is a T-intersection with a right turn lane in the median on Albany Hwy and Give Way sign control on Carawatha Ave, as shown in Figure 3.

The Carawatha Ave / Benson Ct intersection is a simple T-intersection with the minor road (Benson Ct) giving way to the major road (Carawatha Ave).

There are no existing parking restrictions on the roads abutting the subject site.



8.0 Public Transport Access

The site is served by existing bus routes 220 (Armadale Station to Perth) and 249 (Armadale Station to Kelmscott Station) which both pass the site on Albany Hwy, as shown in Figure 5. There is a bus stop on Albany Hwy directly adjacent to the subject site.

Route 220 provides an hourly service Monday to Saturday (more frequent in the peak direction during weekday peak periods) and two-hourly on Sundays and Public Holidays. Route 249 provides an additional hourly service on weekdays during school hours.

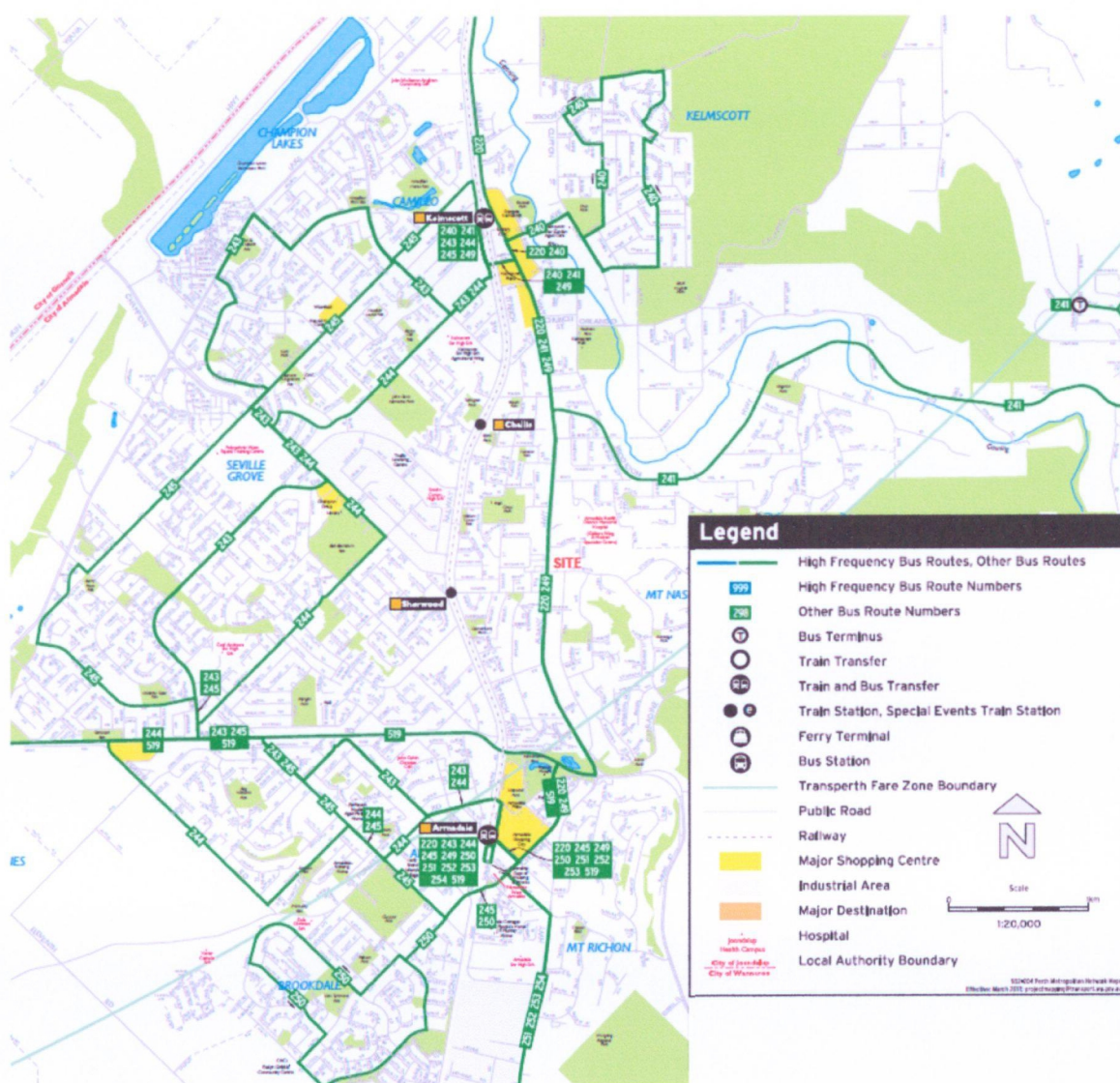


Figure 5: Existing bus routes



9.0 Pedestrian Access

There are 1.5m wide footpaths on both verges of Albany Hwy and on the western verge of Benson Court adjacent to the proposed development site.

There is a 2.5m shared path on the northern verge of Carawatha Avenue adjacent to the proposed development site.

Pedestrian movements across Albany Hwy are accommodated on the northern side of the Carawatha Ave intersection by a path link across the median with pram ramps and grab rails.



10.0 Cycle Access

The Perth Bike Maps (see Figure 6) indicate the existing high quality shared path on Carawatha Avenue adjacent to the subject site. Carawatha Avenue is also rated as a good road riding environment.



Figure 6: Perth Bike Map (Department of Transport)



11.0 Site Specific Issues

The subject site abuts the Primary Regional Roads reservation for Albany Highway in the Metropolitan Region Scheme. There is no land requirement for road widening associated with that PRR reservation upon the subject site.



12.0 Safety Issues

No safety issues were identified within the scope of this assessment.



13.0 Conclusions

This Transport Impact Statement has been prepared by Transcore on behalf of Auswide International Investments (Kelmscott No 2) Pty Ltd with regard to a proposed Medical Centre at Lot 200 Carawatha Avenue, Mount Nasura in the City of Armadale.

The proposed development is a two-storey medical centre with a total floor area of approximately 1001m² GFA, with potential for approximately 200m² to be utilised for a pharmacy in future, subject to a future scheme amendment for that use.

The proposed development will provide 28 parking spaces (including 2 spaces for disabled access) with access from two driveway crossovers proposed on Benson Ct. A third driveway crossover is also proposed on Benson Ct to serve as an ambulance bay.

The proposed 28 parking spaces would satisfy the City's parking requirement for 7 consulting rooms used at any one time. Alternatively, if 200m² NLA is permitted to be used for a pharmacy in future that would require 12 parking bays. The remaining 16 parking bays would satisfy the parking requirements for 4 consulting rooms used at any one time.

The proposed medical centre (without pharmacy) is anticipated to generate two-way total traffic flows of approximately 38 vehicles per hour (vph) during the road network PM peak period and 47vph during the peak generation of the development itself, with total weekday traffic generation of approximately 390vpd. If the pharmacy use is permitted in future the corresponding figures would be 49vph, 61vph and 506vpd, respectively. These traffic flows are well within the capacity of the surrounding road network and are not considered to warrant further assessment.

There is an existing bus stop on Albany Highway adjacent to the subject site which is serviced by existing bus routes 220 and 249 on Albany Highway.

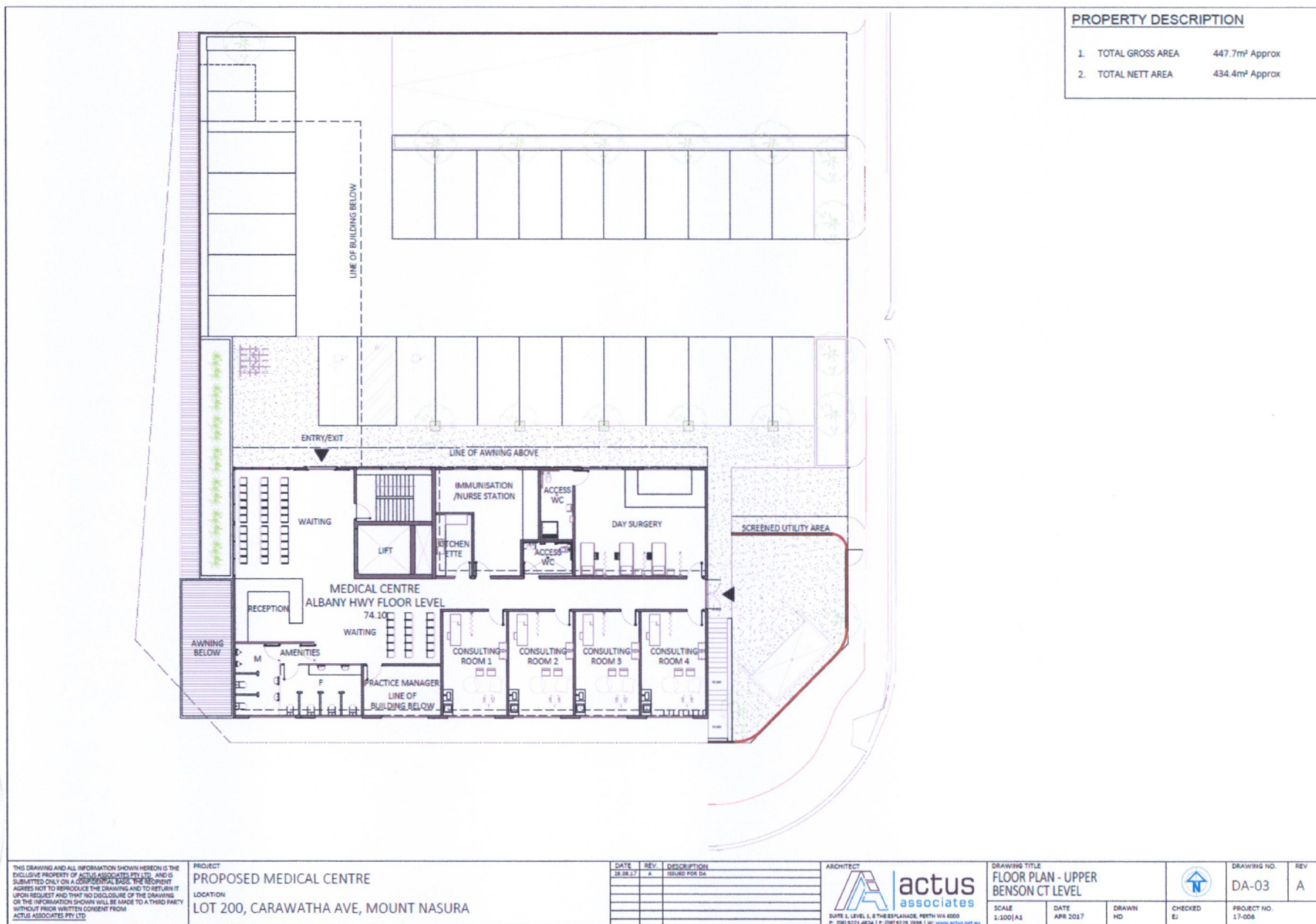
There are existing footpaths on Albany Highway and Benson Court adjacent to the proposed development and a high quality shared path on Carawatha Avenue also directly adjacent to the proposed development.

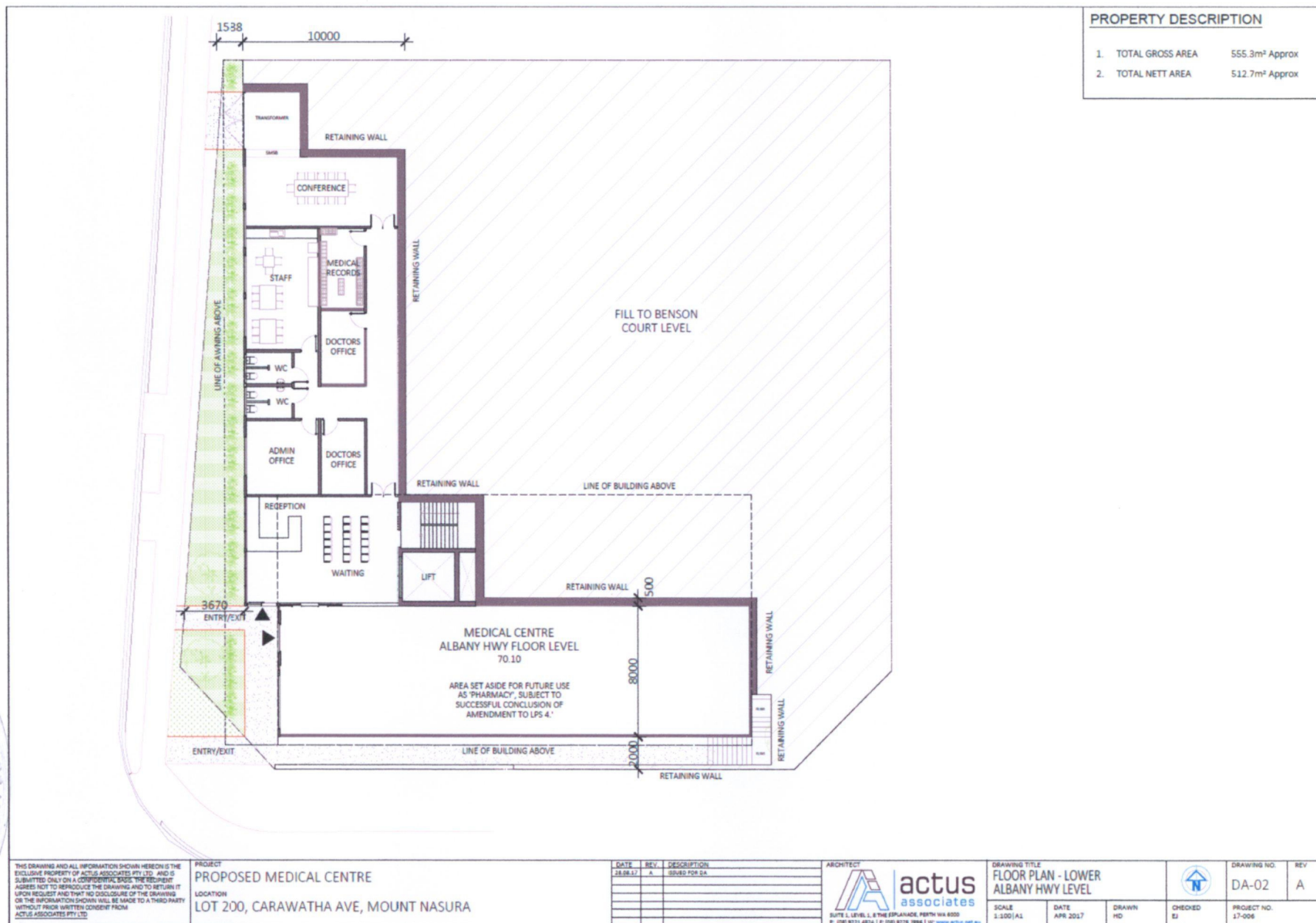


Appendix A

PROPOSED DEVELOPMENT PLANS











SITE CRITERIA	PROPOSED
1. SITE AREA	1812m ² Approx
2. PLOT RATIO	1001 / 1812 = 0.55
BENSON CT LEVEL FLOOR AREA	448m ² Approx
ALBANY HWY LEVEL FLOOR AREA	553m ² Approx
TOTAL AREA	1001m ² Approx
3. TOTAL CARS PROVIDED	28 CARS
4. TOTAL AREA OF LANDSCAPING	
(a) WITHIN BOUNDARY	190m ² APPROX 
(b) OUTSIDE OF BOUNDARY	72m ² APPROX 
5. ALBANY HWY LEVEL (LOWER)	



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