



Planning and Development Act 2005

Clause 86(3) of the Planning and Development (Local Planning Schemes) Regulations 2015

SHIRE OF BEVERLEY

NOTICE OF PUBLIC ADVERTISEMENT OF PLANNING PROPOSAL

The local government has received an application to use and/or develop land for the following purpose and public comments are invited.

No: **18** Lot: **4** Street: **Hunt Road** Suburb: **Beverley**

Proposal:

It is proposed to develop a Retirement Village at 18 (Lot 4) Hunt Road. The proposal includes a range of Retirement Units, Small Café, Gymnasium, Hydrotherapy Treatment Pool and other facilities.

Details of the proposal are available to the public at 136 Vincent Street, Beverley or Shire website. Submissions may be made on the proposal in the period ending on the 6th day of December 2024. Comments on the proposal may be submitted to the local government in writing on or before that day.

Signed:

Dated: **1 November 2024**

A handwritten signature in black ink, appearing to be 'M. J. ...', is written over a horizontal line.

For and on behalf of the **Shire of Beverley**



Shire of Beverley
Planning Department

Lot 4, 18 Hunt Road Beverley Retirement Village Application for Development Approval, Cover Letter

To Stefan,

Please find attached the following documents in support of a Planning Application for the above project:

1. Architectural Plans, outlining the proposed works
2. Application forms
3. Cover Letter

We seek approval for the following:

1. RETIREMENT ECOVILLAGE
 - a. 22 x 3-bedroom/2-bathroom Retirement Units
 - b. 3 x 2-bedroom/2-bathroom SDA compliant Retirement Units
 - c. 1 x staff reception and storage area
 - d. Landscaped garden with 5 x Pergola areas and intermediate walkways
 - e. 47 total allocated car bays for the Retirement Units
2. COMMON FACILITIES
 - a. Small Café for 24 patrons
 - b. Gymnasium
 - c. Sauna
 - d. Hydrotherapy treatment pool
 - e. Pool and toilet facilities
3. INDIVIDUAL RETIREMENT HOMES
 - a. 21 x 3-bedroom/2-bathroom individual retirement homes
 - b. 42 x car bays for these Retirement Homes
4. OTHER
 - a. 2 x Tennis courts
 - b. 1 x Pumphouse for connection to existing sewer
 - c. Roads and infrastructure

The intention is to create a central retirement hub, in an ecological sustainable setting, that promotes Beverley as a primary short to medium term retirement solution.

To this end, the following additional attributes are applicable to the proposal:

1. CAR PARKING
 - a. A total of 89 Car Bays on-site would provide ample parking, further divided into the following:
 - i. 5 x ACROD BAYS
 - ii. 10 x Staff Bays
 - iii. 7 x Visitor Bays
 - iv. 25 x Standard Bays for the Retirement Ecovillage
 - v. 42 x Standard Bays for the Individual HomesThe above ensures there are at least one bay for each unit, with allowances for staff and visitor parking
 - b. The car bays are distributed throughout the property to prevent the 'large clustering' of bays and forming less travel distances to individual units
2. USE NATURE
 - a. Retirement units (both the EcoVillage and the individual Retirement Homes) are intended to be used for the following only:

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- i. Short term (< 3 months) rental
 - ii. Medium term (3 to 6 months) rental
 - iii. Full-time staff and garden maintenance
 - iv. Occasional visitors (< 1 day)
- b. The predicted numbers would be:
 - i. 25 residents of short to medium term nature along with their family / partners
 - ii. Up to 5 – 10 staff members staffing at a maximum at one time
- c. The predicted hours of operation would be:
 - i. The office would be manned from 9:00am to 5:00pm
 - ii. The hydrotherapy and pool would be staffed from 9:00am to 5:00pm

It is noted the existing land use is “Use Not Listed” – in reference of the above we trust the proposed uses and details are to the Shire’s satisfaction.

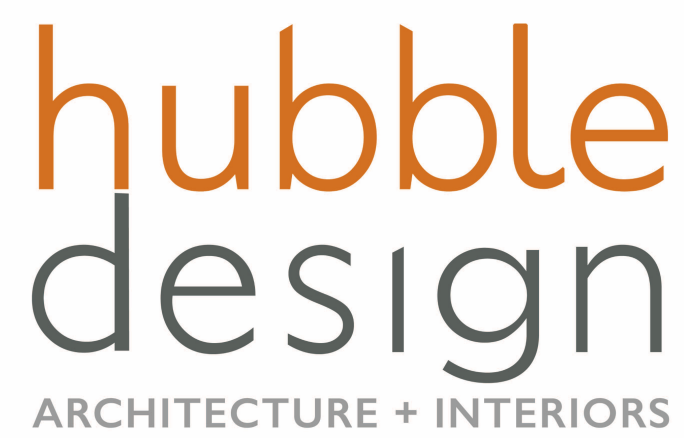
We trust the above and the attached information is suitable for a Planning Approval for the project. If you require any additional information, please don’t hesitate to contact Patrick on 08 9242 3167 or patrick@hubble.com.au .

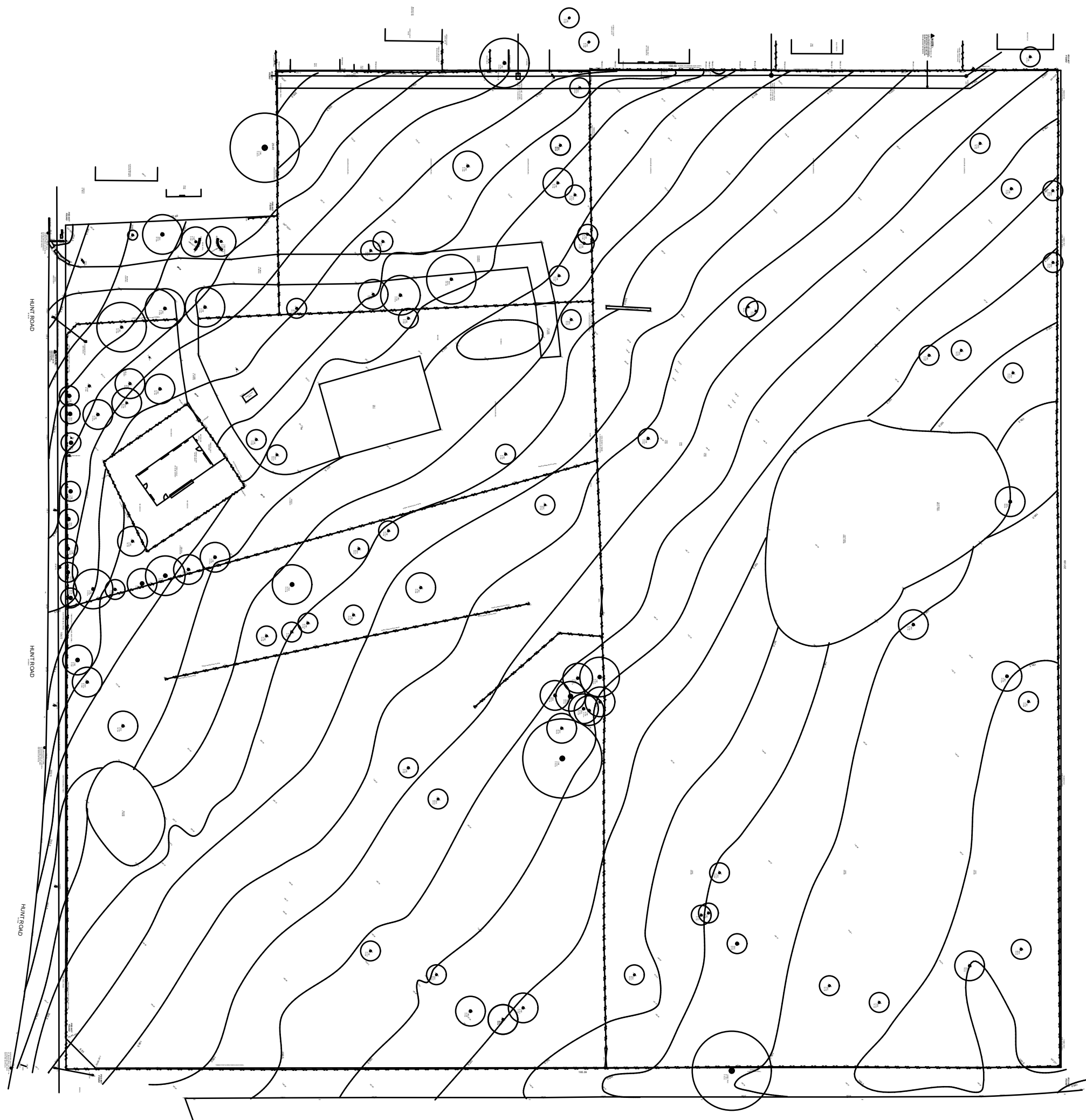
Yours Sincerely,



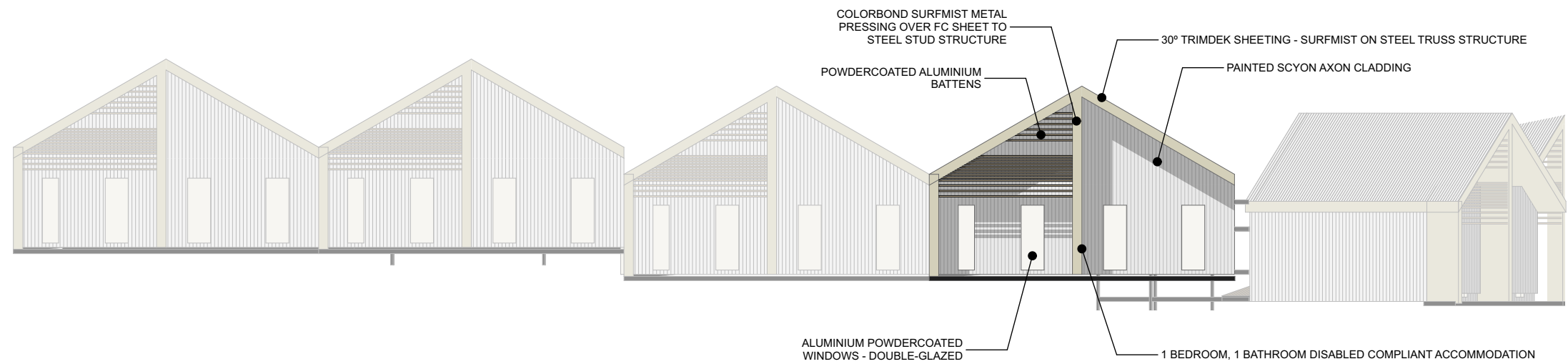
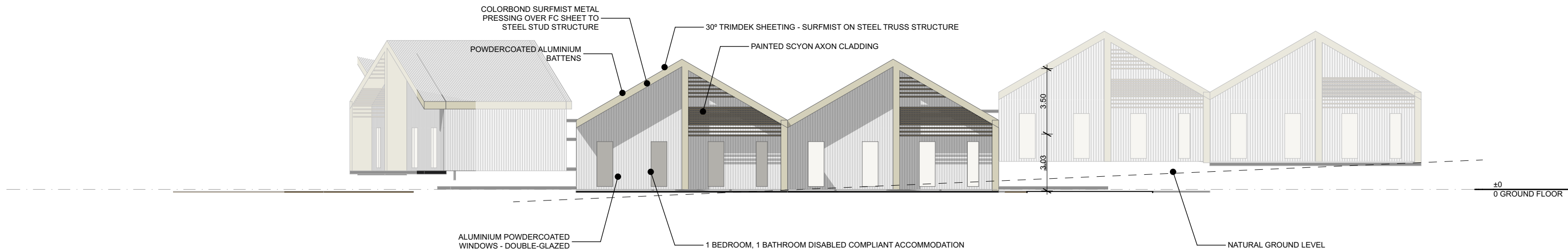
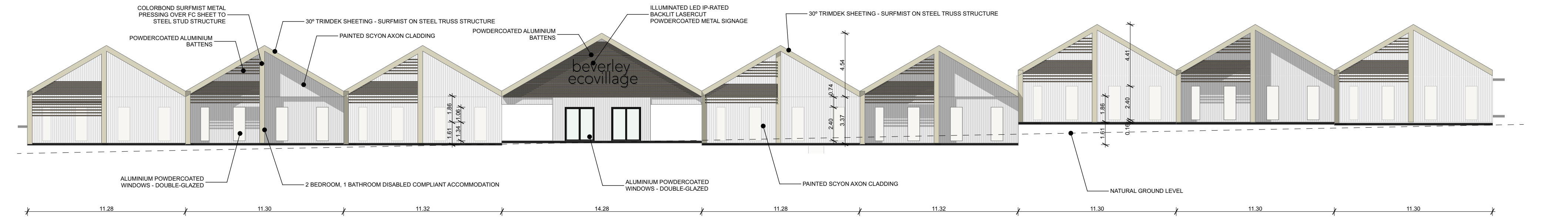
Patrick Hubble
Architect
ABWA Registration No. 2086

Hubble Design
421 Oxford Street
Mount Hawthorn WA 6016

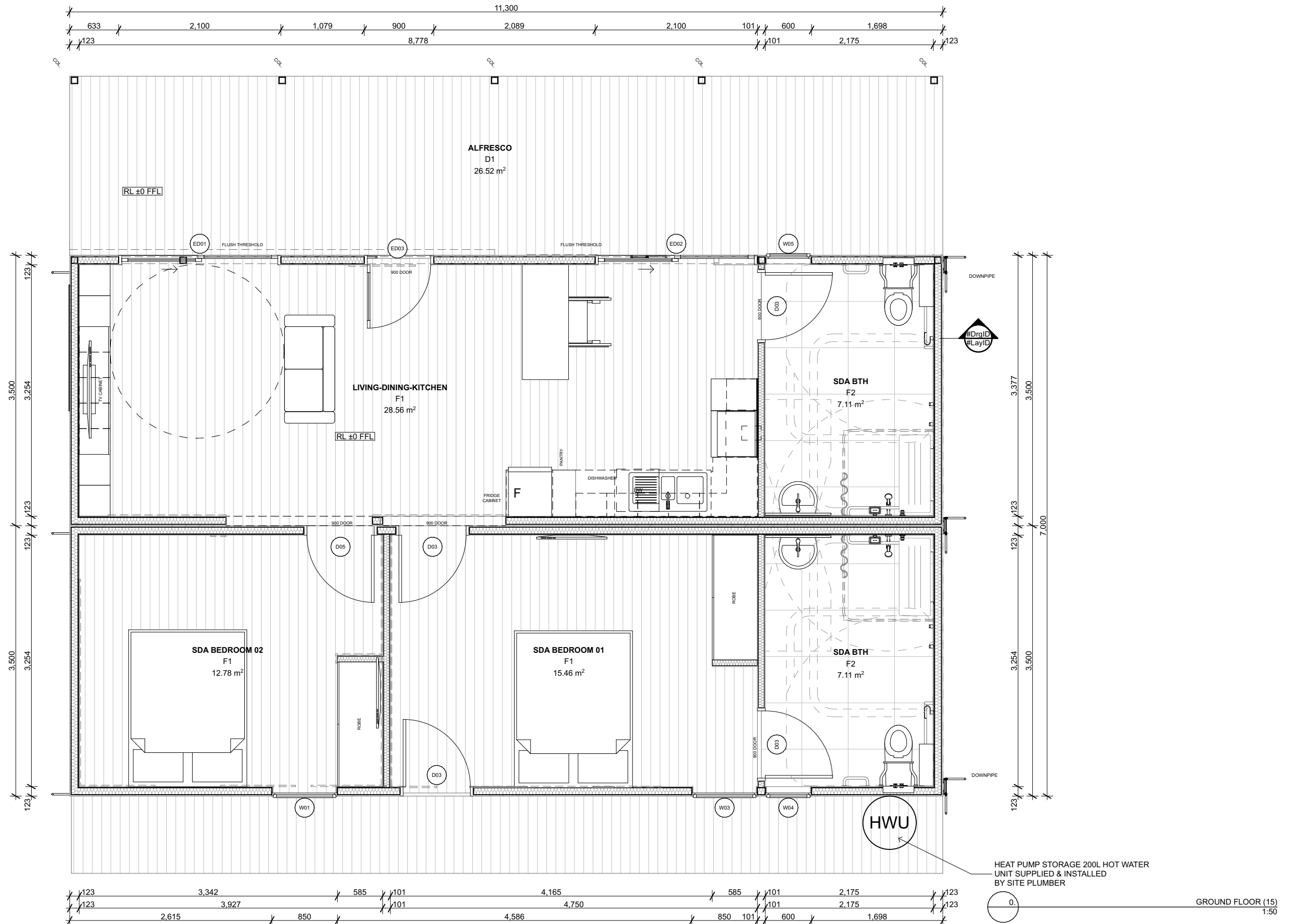


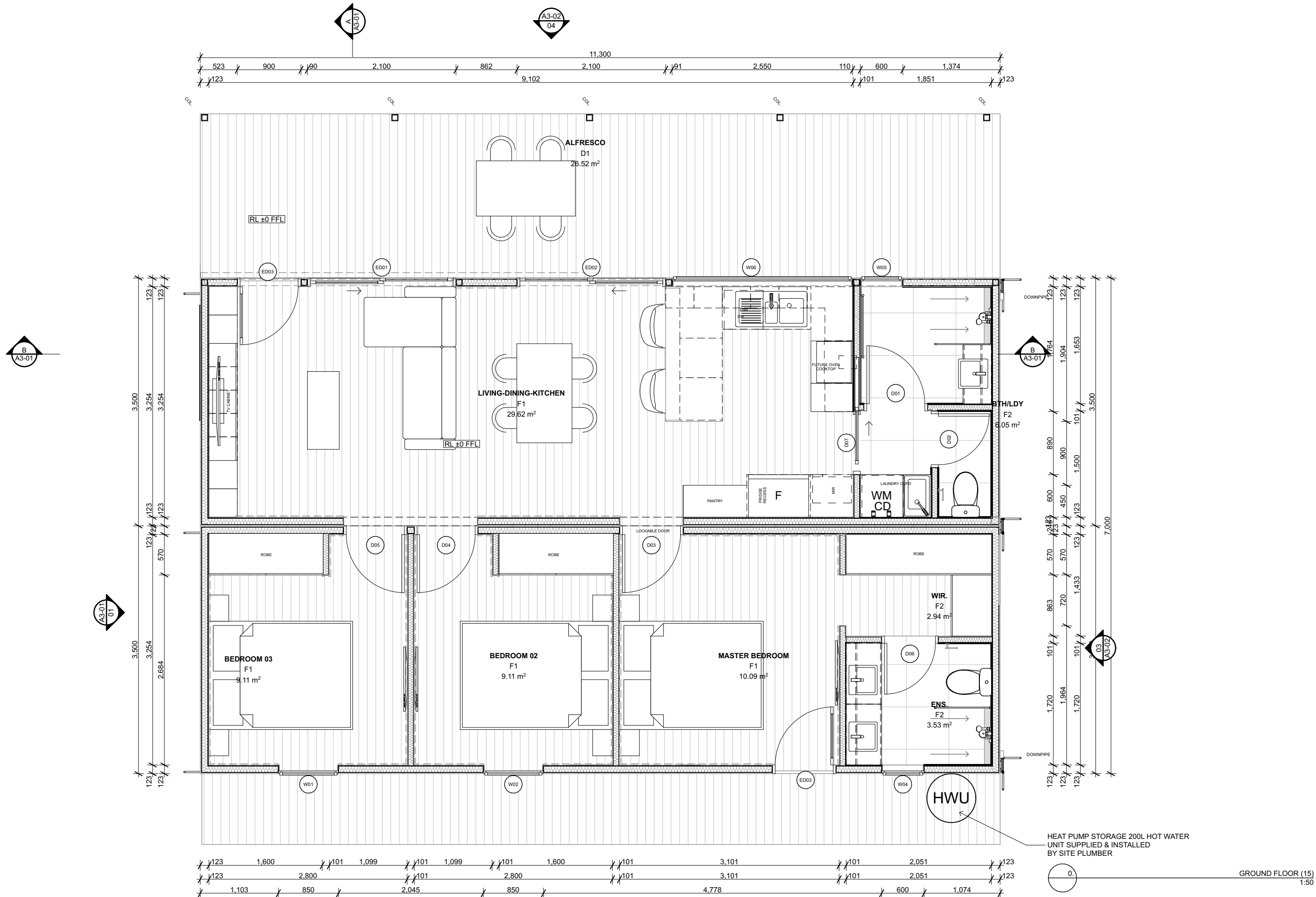






ISSUE REV	DESCRIPTION	DATE	DWG REV	LAYOUT TITLE: ECOVILLAGE ELEVATIONS		PROJECT CLIENT: RETIREMENT VILLAGE 18 HUNT ROAD BEVERLEY WA - Anuoluwa Esther Oladipo	PROJECT NO: 2024-16	<div><div>hubble</div><div>design</div><div>ARCHITECTURE + INTERIORS</div><div>421 OXFORD ST MOUNT HARTWORTH WA 6101 AUSTRALIA +61 8 9242 3167 OFFICE@HUBBLE.COM.AU</div></div>
B	ISSUE FOR APPROVAL	1/8/2024	02				DRAWING NO: A1-12	
A	ISSUE FOR APPROVAL	24/5/2024	01					
				PROJECT STATUS:	SCALE:			
					DRWN: CHK'D: VL P.H.			





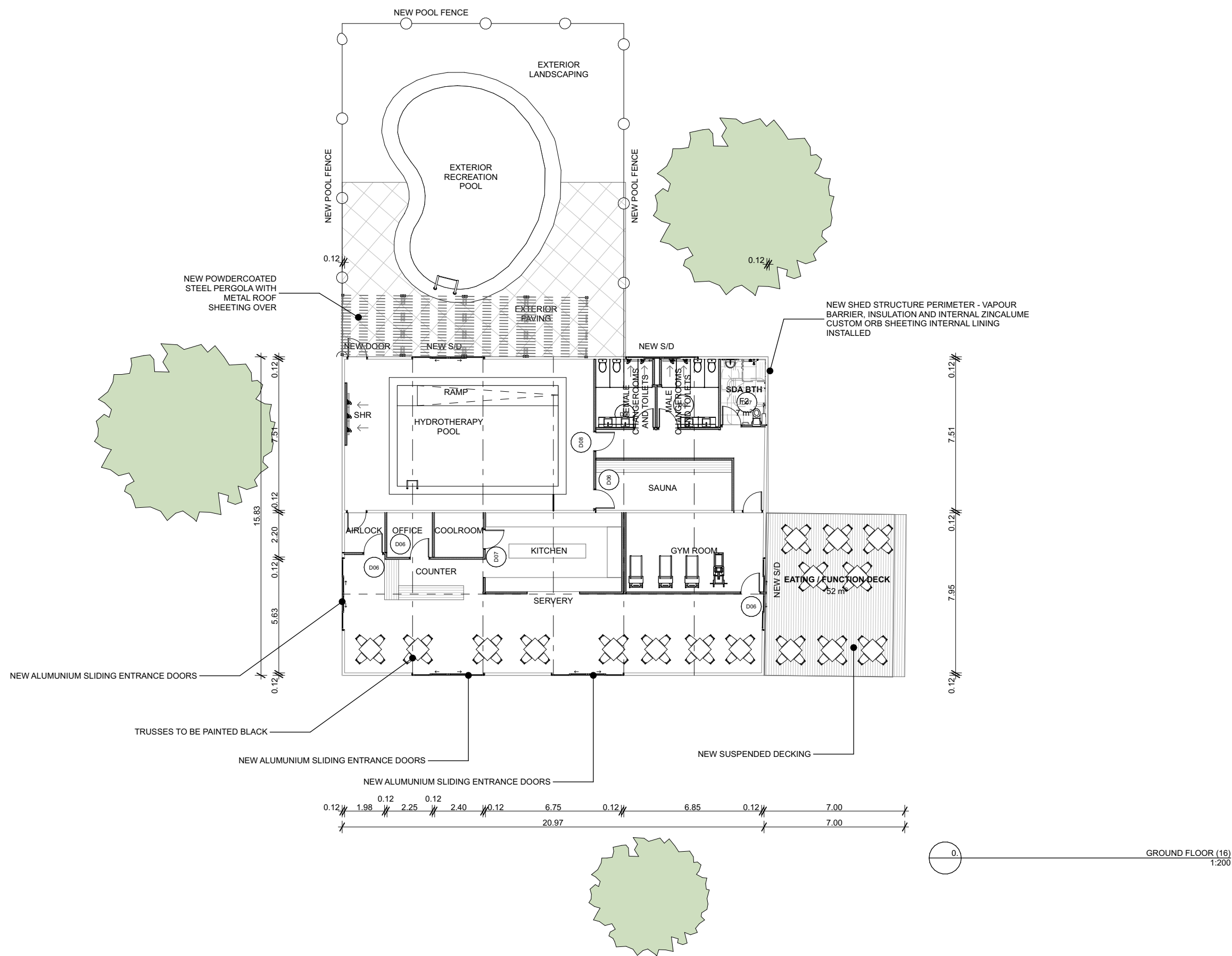
FUNCTION / SHED CENTRE FLOOR PLAN

CLIENT: Anuoluwa Esther Oladipo
PROJECT LOCATION: 18 HUNT ROAD BEVERLEY WA -

A1-18

PROJECT NO: 2024-16

hubble
design
ARCHITECTURE + INTERIORS





Traffic Impact Assessment

18 Hunt Road Beverley WA
6304

October 2024



traffic engineering and planning

Type of Report: Traffic Impact Assessment
Site Location: 18 Hunt Road Beverley WA 6304
Prepared for: JOYDAN WA PTY LTD
Prepared by: Fernway Engineering
ACN 642 585 546
www.fernway.net.au

Document Control

Version	Author	Position	Release Date
1	Dr. Supun Perera BE (Hons), MS, PhD, M.AITPM, RPEQ, NER (EA ID: 4787402)	Principal Transportation Engineer	8 th October 2024

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1. Introduction

Fernway Engineering has been engaged by JOYDAN WA PTY LTD to provide a Traffic Impact Assessment for the proposed retirement village at 18 Hunt Road in Beverley ('subject site').

The scope of this report is as follows:

- Review the characteristics of the subject site along with the existing transport conditions in the locality;
- Review the crash history for the surrounding road network along with the available public transport services and active transport infrastructure;
- Assess the suitability of proposed on-site parking provisions based on the statutory parking requirements;
- Provide a design review for the proposed on-site car parking spaces;
- Estimate the traffic generation potential of the proposed development;
- Make a conclusion based on the above findings.

2. Background

2.1 Site Description and Local Road Network

The subject site is located at 18 Hunt Road in Beverley and includes approx. 39,300 sqm of land area. The site is currently occupied by two sheds and has vehicular access off Hunt Road.

Hunt Road is a state road that includes one lane in each direction. A speed limit of 60 km/h applies to traffic on this road at the site frontage. Both Dawson Street and Queen Street currently terminate at the northern boundary of the site. These are local roads that include 6.5 m wide bitumen-sealed carriageways.

The locality of the site is characterised by rural residential land, with the Beverley town centre located approx. 500m north of the site.

Figure 1 provides an aerial view of the subject site

Figure 2 and **Figure 3** show Dawson Street and Queen Street, as seen at the site frontage.



Figure 1: Location of the Subject Site



Figure 2: Dawson Street at the Site Frontage



Figure 3: Queen Street at the Site Frontage

2.2 Crash History

The 5-year crash history (covering the period up to 31st December 2023) for the local road network was collected from the WA Crash Stats open database. A review of this data identified one crash that occurred within the locality of the site, at the Hunt Road / Elizabeth Street intersection. **Figure 4** illustrates the location of this crash with respect to the site location.

This incident is classified as Property Damage Only (PDO), with no injuries reported. Aside from this single crash, no other incidents were recorded within the 5-year period for the local area of the site. Therefore, there are no recurring crash patterns or themes in the area that would indicate a significant or systemic road safety concern.



Figure 4: Crash Map for the Site Locality

2.3 Public and Active Transport Service Accessibility

Given the rural/undeveloped nature of the site locality, currently, there are no public transport services that can be used to access the site. The local road network does not provide any continuous footpaths or cycleways that could cater for walking and cycling trips.

3. Proposal Details

The proposed retirement village development at the subject site is designed to offer a mix of independent living units, support facilities, and services. In total, it will provide 46 residential units + 1 staff dwelling.

The development will be executed in two stages, as follows:

- **Stage 1:** Construction of 25 independent living units (21 x 3 bedroom/2 bathroom units + 4 x 2 bedroom/2 bathroom units), a staff dwelling (3 bedroom/2 bathroom), a reception office, resident and visitor parking, tennis and badminton courts, recreational pool and the conversion of the existing shed into a restaurant/kiosk/function room/shop (ancillary uses).
- **Stage 2:** Completion of the remaining 21 residential units (each 3 bedroom/2 bathroom).

Primary vehicular access to the site will be provided via Dawson Street (by extending the existing cul de sac into the site). This access arrangement will be constructed as a part of Stage 1 development.

A secondary vehicular access point will be provided via Queen Street (by extending the existing cul de sac into the site). This access arrangement will be constructed as a part of Stage 2 development.

No direct vehicle access will be available from Hunt Road.

Figure 5 shows the proposed development layout/staging plan.



Figure 5: Proposed Site Layout/Staging Plan

4. Parking Provision Assessment

4.1 Statutory Car Parking Requirements

The statutory car parking requirements for the proposed development were determined in accordance with the parking rates outlined in Table 6 (Parking Requirements), Part 4 (Provision of Car Parking) of the Shire of Beverley Planning Scheme No. 3.

As the planning scheme does not specify a parking rate for retirement village developments, the closest land use that represents the proposal has been adopted for assessing the suitability of the proposed parking provisions. In this regard, the parking rate for residential buildings has been adopted (see **Figure 6**).

Land Use	Minimum number of car parking spaces required
Amusement parlour	1 per 10m ² gross leasable area
Bed and breakfast	1 per bedroom plus 1 per staff member
Caravan park	1.5 per camp site
Child care premises	1 per staff member plus 1 per 8 children
Cinema/theatre	1 per 4 seats
Club premises	1 per 4 persons
Consulting rooms	5 per consulting room plus 1 per staff member
Educational establishment	Primary school site - 1.5 per classroom Secondary school site - 2 per classroom
Hospital	1 per 5 beds plus 1 per staff member
Hotel	1 per room plus 1 per 5m ² public area
Industry	1 per 100m ² gross leasable area or 2 per unit, whichever is greatest
Motel	1 per unit plus 1 per 10m ² public restaurant
Motor vehicle, boat or caravan sale	1 per 45m ² gross floor area plus 1 per 100m ² open display area
Office	1 per 40m ² gross leasable area
Place of worship	1 per 4 persons
Residential building	0.5 per bedroom or bedspace
Restaurant	1 per 4 persons
Service station	1.5 per service bay plus 1 per staff member
Shop	1 per 20m ² gross leasable area
Bulky goods showroom	1 per 60m ² gross leasable area
Tavern	1 per 5m ² public area
Warehouse/storage	1 per 100m ² gross leasable area

Note: Disabled car parking spaces to be provided in accordance with the Building Code of Australia.

Figure 6: Car Parking Requirement for Residential Buildings

Based on the proposal discussed in **Section 3**, the statutory car parking requirements for each stage are outlined in **Table 1**.

Table 1: Parking Requirement

Development Stage	Proposal*	Parking Rate	Parking requirement
Stage 1	25 resident units (21 x 3 bedroom units + 4 x 2 bedroom units) + 1 staff dwelling (3 bedrooms) – a total of 74 bedrooms	0.5 car spaces per bedroom	37 car spaces
Stage 2	21 resident units (3 bedrooms) – a total of 63 bedrooms		32 car spaces
Total	137 bedrooms		69 car spaces

*Note that the proposed restaurant/kiosk/function room/shop (which involves the conversion of the existing shed) are considered ancillary uses and are expected to serve residents and staff of the retirement village. As such, these uses have been excluded from the parking requirement calculation.

As per the above calculation, the proposal should provide a minimum of 69 on-site car parking spaces. This level of car parking provision shall be incorporated into the site layout plans during the detailed design stage.

4.2 Accessible Car Parking

The Building Code of Australia (BCA) outlines requirements for the provision of car parking for people with disabilities. For Class 3 buildings (Residential part of an accommodation for the aged), 1 space for every 100 car parking spaces or part thereof is required.

As such, the proposal should provide at least 1 disability-accessible car parking space.

5. Parking and Access Design

Figure 7 shows the proposed on-site car parking and access layout.



Figure 7: Proposed Parking and Access Layout

5.1 Regular Car Spaces

All regular car spaces shall be designed at 2.5 m width and 5.5 m length with 6 m wide aisles, in accordance with the minimum dimensions provided in Table 7 (Parking Dimensions) of the local planning scheme.

5.2 Disability-Accessible Car Space

The disability-accessible parking spaces shall be designed in accordance with AS 2890.6:2009, as follows:

- The disability-accessible car parking space should be designed at 2.4 m width and 5.4 m length (with 5.8 m of aisle width);
- A shared space of equal dimensions shall be provided adjacent to the car parking space; and
- Both the car parking space and the shared space should include appropriate line markings. The shared space should include a bollard in order to prevent motorists from parking at this location.

5.3 Circulation / Vehicle Conflicts

AS 2890.1 requires two-way driveways to be designed at a minimum width of 5.5 m. Accordingly, both proposed two-way driveways (off Dawson Street and off Queen Street) shall be designed to satisfy the minimum 5.5 m width.

5.4 Loading & Waste Collection

Servicing and delivery activities for the site will be carried out by private contractors. The largest vehicle expected to access the on-site car park is an 8.8m long medium rigid vehicle. **Figure 7** outlines the recommended route for servicing vehicles – it is recommended to provide a dedicated service bay at the end of the secondary access road, adjacent to the staff accommodation dwelling.

6. Traffic Impact Assessment

The anticipated daily and peak hour traffic generation potential of the proposed development was estimated based on the trip rates provided within the *Guide to Traffic Generating Developments (RMS, 2002)*.

The *Guide* provides the following trip rates in relation to Housing for aged:

- Daily trips – 1-2 trips per dwelling; and
- Peak hour trips – 0.1-0.2 per dwelling.

Table 1 summarises the traffic generation calculation for the proposed development, on the basis of the above-identified trip rates.

Table 1: Daily and Peak Hour Traffic Generation Potential of the Proposal

Land Use	Proposal*	Peak hour trip rate	Peak hour trips	Daily trip rate	Daily trips
Retirement Village (Housing for aged)	47 dwellings (including staff dwelling)	0.2 trips per dwelling	10 trips	2 trips per dwelling	94 trips

*Note that the proposed restaurant/kiosk/function room/shop (which involves the conversion of the existing shed) are considered ancillary uses and are expected to serve residents and staff of the retirement village. As such, these uses have been excluded from the traffic generation calculation.

It is noted that, in its ultimate form, the proposed development will have two vehicular access points to the external road network (one access point off Dawson Street and another off Queen Street). As such, the vehicle trips will be distributed across two local roads.

In any case, the above-identified level of peak-hour trips (10 trips) is considered minimal and is not expected to have any material impacts on the existing traffic conditions of the local road network.

7. Conclusions

Based on this assessment, the following can be concluded:

- The subject site is not located in an area that is served by public transport or active transport infrastructure. Therefore, public and active transport modes are not considered viable travel options for those accessing the site.
- The 5-year crash history (ending in 2023) for the local road network indicates one property damage-only crash at the Hunt Road / Elizabeth Street intersection. Besides this single incident, there are no recurring crash patterns or themes in the area that would indicate a significant or systemic road safety concern.
- The proposal has a statutory parking requirement for a minimum of 69 on-site car parking spaces. This level of car parking provision shall be incorporated into the site layout plans during the detailed design stage.
- The proposal should provide at least one disability-accessible car parking space.
- The detailed design of the on-site car parking and access shall comply with the relevant minimum requirements outlined in the Local Planning Scheme and Australian Standards AS 2890 series.
- It is recommended to provide a single dedicated service bay (suitable for an 8.8m long Medium Rigid Vehicle) at the end of the secondary access road, adjacent to the staff accommodation dwelling.
- The proposal is not considered to generate a noteworthy level of peak-hour traffic movements. In particular, it is expected to generate some 10 peak-hour vehicle trips. As such, the additional traffic generated by the proposed development is not expected to have any material impact on the existing local traffic operations.

Appendix A of this report provides the Western Australian Planning Commission's (WAPC) checklist.

Appendix A: WAPC Transport Impact Statement Guidelines

ITEM	PROVIDED	COMMENTS/PROPOSALS
Proposed development		
existing land uses	Yes	
proposed land use		
context with surrounds		
Vehicular access and parking		
access arrangements	Yes	
public, private, disabled parking set down/pick up		
Service vehicles (non-residential)		
access arrangements	Yes	
on/off-site loading facilities		
Service vehicles (residential)		
rubbish collection and emergency vehicle access	Yes	
Hours of operation (non-residential only)	Yes	
Traffic volumes		
daily or peak traffic volumes	Yes	
type of vehicles (for example, cars, trucks)		
Traffic management on frontage streets		
Public transport access		
nearest bus/train routes	N/A	
nearest bus stops/train stations		
pedestrian/cycle links to bus stops/ train station		

ITEM	PROVIDED	COMMENTS/PROPOSALS
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	N/A	
proposed pedestrian facilities within development		
existing pedestrian facilities on surrounding roads	N/A	
proposals to improve pedestrian access	N/A	
Cycle access/facilities		
existing cycle facilities within the development (if any)	N/A	
proposed cycle facilities within development		
existing cycle facilities on surrounding roads	N/A	
proposals to improve cycle access	N/A	
Site specific issues		
Safety issues		
identify issues		
remedial measures	N/A	

Proponent's name JOYDAN WA PTY LTD
Company JOYDAN WA PTY **Date** 08/10/2024
Transport assessor's name Dr. Supun (Sam) Perera
Company Fernway Engineering **Date** 08/10/2024



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traffic engineering and planning



