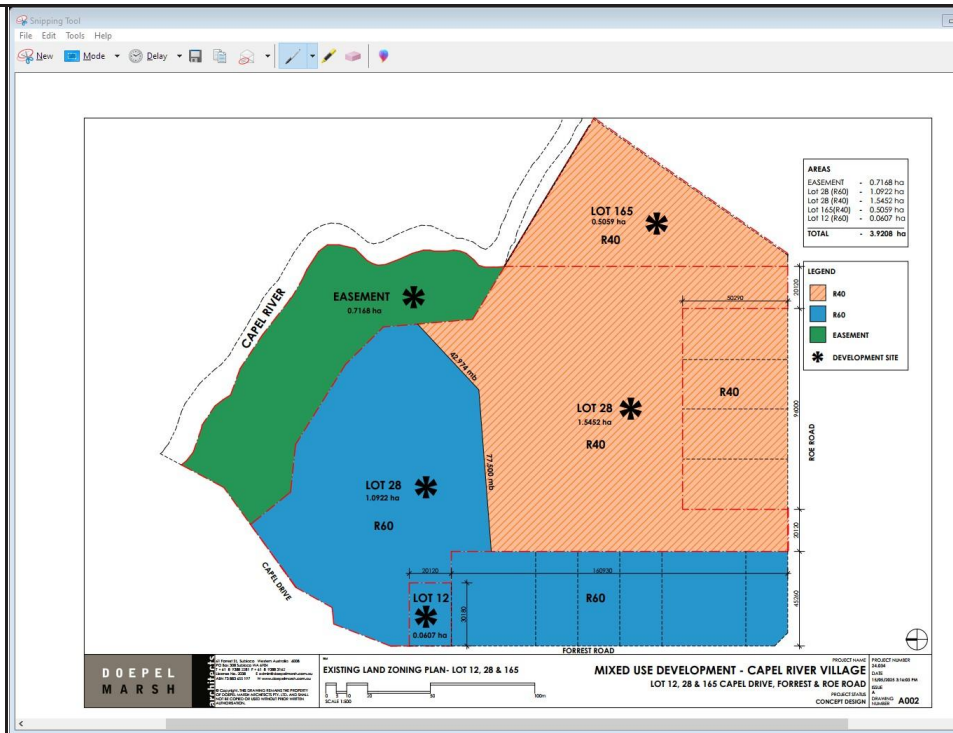


SOUTH WEST Design Review Panel			
Review and Recommendations			
Local government	Shire of Capel		
Item no.	21		
Date	30 May 2025		
Time	09:30am		
Location	Microsoft Teams		
Panel members	Craig Smith Gordana Nestic-Simic Kent Lyon	Chair Member Member	
Disclosures of interest	Nil		
Local government officers	Bob Wallin	Coordinator Planning	
Proponent/s	Kim Doepel Janine Marsh	Doepel Marsh Architects Doepel Marsh Architects	
Observer/s	Schae Haskett	City of Busselton	
Design review			

Proposed development	<p>There are two parts to the proposal.</p> <p>Mixed use development &amp; Tourist Development</p> <ul style="list-style-type: none"> <li>• 14 dual key short stay accommodation units</li> <li>• 8 future 2 storey accommodation units</li> <li>• Reception area• Community facility</li> <li>• Existing tavern</li> </ul> <p>Over 55s permanent dwellings consisting of:</p> <ul style="list-style-type: none"> <li>• 53 units</li> <li>• Reception and clubhouse• Parking facilities</li> <li>• Men's shed</li> <li>• Vegetable gardens</li> <li>• Park lands</li> </ul>	<p>The revised proposal is as follows:</p> <p>Mixed use development and tourist development</p> <ul style="list-style-type: none"> <li>• 28 short stay 1 bed x 1 bathroom accommodation units – Stack units consisting of 2 and 3 storeys (including 2 x accessible units)</li> <li>• 3 storey accommodation units – with 4 x single units, 4 x 2 bed x 2 bath</li> <li>• Reception area is now designated to existing Capel Tavern – new separate facility</li> <li>• Community facility – Short Stay recreation facility and Art Interpretation in existing Heritage Stable Shed building</li> <li>• Existing tavern</li> </ul> <p>Over 55s permanent dwellings consisting of:</p> <ul style="list-style-type: none"> <li>• 52 units – Average Lot size 220m2</li> <li>• 4 x 3 bed x 2 bath dwellings</li> <li>• 40 x 2 bed x 2 bath dwellings</li> <li>• 8 x 1 bed x 1 bath dual dwellings</li> <li>• 43 of 52 dwellings are single storey, with the remaining in a 2/3 story apartment building with 8 x 2b x 2bath apartments and 1 x 3b x 3b</li> <li>• Reception and Clubhouse, and Mensheds Parking facilities</li> <li>• Vegetable gardens</li> <li>• Park lands</li> </ul>
Property address	Lots 12, 28 and 165 Capel Drive, Forrest Road and Roe Road, Capel.	
Background	<p>The proposal was presented to the Design Review Panel prior to formal lodgement of a development application. The applicant has met once with shire staff to discuss general ideas and context.</p> <p>The northern portion of the subject land is zoned Commercial, the southern portion is zoned Mixed Use Residential with a density code of R40 and a portion of land to the north east, which is flood prone, is reserved for recreation and forms part of the Capel River environment. (Ref: Extract of zoning map below)</p>	<p>Regional Open Space: The requirements for Public open space – The WAPC may accept all of the subdividers 10 per cent public open space contribution providing WAPC and or the relevant authority that the subject land can continue to be available for local public open space.</p> <p>The ROS is subject to an Easement 409121 and the 7079m<sup>2</sup> can continue to be available as LPOS.</p>



Proposal

The following feedback is sought by Council:

- ☐ Landscaping
- ☐
- ☐ No communal open space

- Storage not achieved – short stay noted.

### Landscaping

Plan E have been engaged and have provide a very detailed Master Plan and precinct specific plans.

### Communal Open Space:

#### **Short Stay:**

Retrofit of Stables as Rec Room,  
Alfresco BBQ Area  
Play Ground

#### **Over 55 Communal Open Space:**

Putting Green  
Alfresco BBQ area  
Games Area: table tennis, chess  
Pétanque  
Communal Garden & Orchid  
Woodland Exercise Park  
Pond and Bridge Area

#### **Mixed Use (Lot 12):**

Not required

### Storage:

Was shown on plans. Except for Short Stay where not required, both Over 55 and Lot 12 all apartments have

	<div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/> No bicycle parking bays - 2.5 bays required.</div>	<div>stores and in the majority of cases all have 1m<sup>2</sup> more than statutory for bike storage,</div> <div><b>Bicycle Bays:</b> Was shown on plans. All 3 precincts have in excess of the statutory number of bicycles required</div>

REVIEW AND RECOMMENDATIONS
<div><b>PROPONENT PRESENTATION</b></div> <div>Ms Marsh presented on behalf of the proponent in accordance with the 10 design principles of SPP7.3, with further commentary from Mr Doepel</div> <div>The panel considered the verbal presentation, the written submission and project drawings. The preliminary nature of the submission documentation is acknowledged.</div> <div><b>PROPONENT CLARIFICATIONS</b></div> <div>The proponent provided closing remarks following panel’s review comments.</div> <div><ul style="list-style-type: none"><li>Conceded the preliminary nature of the documents.</li><li>Acknowledged that there will be changes.</li></ul></div>

## OVERVIEW

This is an unusual project from a planning perspective:

- The size and nature of the proposed use is new to Capel.
- The project is planned as a staged development.
- The important heritage listed Tavern forms and integral part of the development.
- The potential of the river frontage is unmatched by other sites in Capel.
- The proposal to separate parking from units and the introduction of electric buggies for internal circulation is a novel approach and in most ways a commercial decision to be made. However, similar projects considered by the Panel have, as a response to market pressure, all had carports attached to the dwellings and a mix of shared and separated access ways.

There are errors in the report that are not recorded here, but should be corrected in the DA documentation.

Due to the preliminary nature of the documents and the complexity of the proposal there is a substantial amount of detailed comment and a number of questions in the review.

The project has good intent and in its early stages, but some serious rethinking is required to lift the project to what it could be.

The Summary Evaluation that follows includes comments on project *strengths* and positive feedback and *areas for improvement* or otherwise under question. Various specific recommendations are also made in below.

The heritage-listed structures have been carefully integrated into the development, with the adaptive reuse of the stables creating a communal open space that provides an inviting area for residents and visitors to gather and enjoy.

Market research shows that older-age cohorts place a high value on environments that support walking, social interaction and safe mobility, rather than being overly car-dominant. For example, studies indicate that walkability, pedestrian safety and proximity to services are key drivers for seniors when choosing housing. In response, the client brief has focused on delivering a pedestrian-friendly and safe environment for Over 55s, which market evidence confirms tends to appeal to the retiree bracket.

The revised design has considered the DRP comments and located vehicular parking and car access closer to the individual units via a perimeter road, reducing internal traffic, and provision of buggy parking adjacent to dwellings, thereby promoting convenient, low-impact mobility within the site while preserving the enjoyment of the communal internal spaces.

Mixed use pedestrian/ buggy paths are provided as well as Resident Access only roads for 2 way vehicle access at two ends of the development of Roe Road.

SUMMARY EVALUATION AGAINST SPP7.0		
Good Design Principles	Comments	
1: Context and character	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a) The proposed manufactured units could be supported. However, the detail and finish to the imported units needs to be convincingly demonstrated in the DA along with the functionality of the pitched roof elements, the appearance of which is supported.</li> <li>b) Recognises the potential tourist value of the river foreshore and the Tavern.</li> <li>c) Restoration of the Tavern and Stables</li> <li>d) The scale of the proposed buildings is appropriate.</li> </ul> <p><b>Areas for improvement</b></p> <ul style="list-style-type: none"> <li>e) The single storey residential solution uses a lot of land for the yield and looks over-developed in plan.</li> <li>f) More could be done to make the permanent units, which look like tightly packed resort, to have more of the comforts of normal residential accommodation.</li> <li>g) The grid for the over 55s section may be an efficient layout but it lacks optimal connection to the river and pedestrian view lines around the site.</li> <li>h) The project could still reinforce the town centre's local heritage context by better defining the Tavern's connectivity and presentation to the street, bridge and foreshore. Management of the riverfront needs to be clarified.</li> </ul>	<ul style="list-style-type: none"> <li>a) Detail and finish of the units materiality shown in more detail with the DA. The short stay units have been kept intentionally lower profile to offset the tavern while the proposed 3 storey apartment development is more traditional in keeping with the tavern roof shape form Articulation of roof forms to differentiate short stay dwellings from over 55 units.</li> <li>b) The Short stay has been developed around the focus on the river and the accessibility to the tavern</li> <li>c) Restoration of stables forms an interesting communal open space for guests</li> <li>d) Noted low scale remains.</li> <li>e) The <b>site coverage is only 34%</b> and lot sizes are an average of 220m<sup>2</sup>. At the same time <b>over 2,000m<sup>2</sup> of communal open space</b> is provided for the residents.</li> <li>f) The over 55 unit developments have been spaced accordingly to comply with R40 average lots sizes of 220m<sup>2</sup>, and a minimum of 180m<sup>2</sup>, except for the 8 small lot sizes.</li> <li>g) The over 55 developments have now been spaced to provide landscaped areas between dwellings to create communities with open space parking areas, allowing most units to be north facing. All units have minimum silver access Liveability Guideline requirements. Multiple view corridors of the river have been provided throughout the precinct.</li> <li>h) The revised proposal aims to create green links with access to river views throughout. Connectivity to the tavern has been created with strong pedestrian links to the tavern, short stay and into the town centre via Lot 12. The building form of Lot 12 responds to the architectural form of Tavern roof shape and low scale of immediate streetscapes</li> </ul>

	<p>i) The short stay units 1-8 may be within the curtilage of the state listed Tavern and require different design constraints to the remainder of the site.</p> <p>j) The difficulty of addressing two street frontages and three access points is acknowledged. Addressing both streets is a logical approach however the entrances could better frame the development. The access points in Roe lack a sense of arrival or reinforcement/improvement of the streetscape.</p> <p>k) Further information is required on setbacks to the existing development on Roe Road. Which appear to be around 1m and difficult to make useful.</p> <p>l) Rejigging the layout could produce a better outcome, for instance the removal or relocation of units 2 and 5 could create more space and landscape for all rows through to units 30-33.</p> <p>m) The tavern car park is a casual arrangement and somewhat convoluted, but workable. Pedestrians should however be given a higher priority. Existing trees, including the large Coral (Flame) tree near the NW secure gate should be retained where ever possible.</p>	<p>i) Short Stay Units Adjacent to Tavern: The Short Stay units, located close to the Tavern and classified as <b>Category B – Considerable Significance</b>, have been designed to remain low-profile with a simple “<b>glass box</b>” <b>design</b> to ensure the Tavern remains the predominant feature of the precinct.</p> <p>Griffiths Architects have been the Heritage Consultants.</p> <p>New buildings including garages, sheds and outbuildings on land that contains a building or place on the Heritage List should be</p> <ul style="list-style-type: none"> <li>o designed to not detract from the listed building(s) on the site.</li> <li>o <b>The listed building(s) should remain the dominate building(s) on the site.</b></li> <li>o New buildings should respect the scale, form and proportions of the listed building(s).</li> <li>o New buildings are to complement the materials and colours of the listed building(s)</li> </ul> <p>j) Further detail has been included to show Entry Statement arrival to new development with secure access points at Roe Road and off Forrest Road, Refer A401</p> <p>k) Setbacks to existing residential lots on Roe Road increased to 3m to create a substantial landscape buffer. Primary Street setbacks elsewhere to comply with R40 codes.</p> <p>l) Revised scheme provides reorientated units with more space between units, closer carparking, views to River and north facing lots where possible.</p> <p>m) Tavern carparking remains, with better pedestrian access created to provide safe access for short stay and over 55 development. Trees have been assessed by Arborist and remain where possible if healthy.</p>
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	<p>n) Units 47-49 are too close to the near vertical edge of the river.</p> <p>o) Location of 50-52 is questioned in respect to amenity and side setback (combined length).</p> <p>p) Access to the front row of the short stay to be clarified.</p> <p>q) The Medical building requires better defined. It is noted as 3 storey in the report, but not on the drawings.</p> <p>r) The access to shops might be discussed with adjoining owners and Council to assess pedestrian access to shops along the western boundary.</p> <p>s) Heritage issues have to be clarified and dealt with through Heritage WA and a Conservation Plan.</p> <p>t) Small scale drawings and minimal site dimensions made some analysis difficult.</p>	<p>n) Due to Bushfire assessment this zone where units 47 – 49 were situated has become a 27m Asset Protection Zone and therefore units have been moved away from edge.</p> <p>o) These units have been relocated to Reception Clubhouse entry, setbacks to comply with R40 requirements.</p> <p>p) Access is via footpath to units</p> <p>q) Lot 12 building has been articulated refer A412</p> <p>r) Access to shops Via Lot 12 which is part of this overall development and therefore provide access for the Over 55 and Lot 12 Users.</p> <p>s) Tavern will remain as is. Existing Heritage stables will be assessed/ surveyed and made safe. Griffiths Architects have been engaged as Heritage Architects.</p> <p>t) Larger scale drawings provided with dimensions and setbacks.</p>
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2: Landscape quality	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a) Existing trees, including borrowed landscape.</li> <li>b) The integration of the river front.</li> <li>c) Parking, services and community facilities along the rail alignment</li> <li>d) Use of the 6-8m fall to river north of the intersection of Lot 165</li> </ul> <p><b>Areas for improvement</b></p> <ul style="list-style-type: none"> <li>a) The landscape area including the river easement is generous, but the measurement method is unclear.</li> <li>b) Consider a green heart and more direct visual connection to units and linkages across the development.</li> <li>c) The drawing A102 showing retained and lost existing trees and new trees could be clearer, particularly on variety, size and condition.</li> <li>d) The extent of impervious paving resulting from the separation of cars and buggies is more than otherwise expected.</li> <li>e) Aim to strengthen the street boundaries with quality landscaping,</li> <li>f) Make more use of trees, including street trees. Provide shade in the parking areas. Aim at a mature canopy of 30%</li> </ul>	<ul style="list-style-type: none"> <li>a) Existing trees, including borrowed landscape remains</li> <li>b) The integration of the river front.</li> <li>c) Parking, services and community facilities along the rail alignment</li> <li>d) Use of the 6-8m fall to river north of the intersection of Lot 165</li> </ul> <ul style="list-style-type: none"> <li>a) Refer Landscape Architecture Concept Design Plans and landscape calculations. (Plan E have been engaged)</li> <li>b) The proposal aims to retain significant trees and sufficient TPZ to provide open space adjacent units – and providing a ‘green heart’ to development with links throughout. Refer Design Strategy Diagrams.</li> <li>c) New drawing shows existing and retained trees, also refer Arborist Report.</li> <li>d) Carparks and buggies are situated in close proximity in current proposal. Resident car bays to have paving that allows drainage though. Extent of roadways have been reduced in the Over 55 Development especially around the Club House area with the large turning circle removed.</li> <li>e) Landscaping as per Council guidelines and refer Landscape Architecture submission. High quality communal spaces provided.</li> <li>f) Covered shade structures provided to parking. Trees added to every 4 bays where no existing trees are located. And mature trees remain in key areas. New trees to replace removed trees. Refer Plan E’s documentation for Mature Tree Canopy. Permeable materials have been used. Refer Landscape Plans.</li> <li>g) Refer Landscape plans and varied pallet of materials.</li> <li>h) Various widths of verges have been</li> </ul>
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of site area. Consider small areas of turf or other permeable materials to vary the ground finishes and improve drainage.

- g) Use landscape and hardscape to create a more inviting sense of arrival and street scape. Consider the use of materials such as stone in the landscape.
- h) .Consider varying the width of internal verges for trees.
- i) Some narrow, potentially unusable strips of landscape separate units are including 2x1m between back to back units and less than 1m between 43-46 and 47-48.
- j) Landscape needs the input of a professional (assumed). Preparation of a Landscape Management Plan to inform the ongoing maintenance of the landscaping, especially trees and any potential BAL or management issues is recommended. River foreshore and public to private domains in particular. (Applies to Safety section as well).
- k) How will the sloping spaces under the short stay units be treated?
- l) River to rail requires consideration.
- m) White Myrtle is *Hypocalymma angustifolium*.

accommodated

- i) Minimum distances for back to back units are 1.5m at rear. Refer revised plans as the layout has changed.
- j) Bushfire Management Plan refers to management of easement with an Asset Protection Zone, and a BMP submitted as part of DA submission.
- k) Spaces under the short stay to be will have ground cover and allow for any major flooding as buildings elevated off the terrain. The intent is to avoid the traditional form of construction
- l) River to rail is outside the Lot Boundary of this particular development.
- m) Landscape species documented in Landscape Architecture documentation

<p>3: Built form and scale</p>	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a) The approach to form and scale is generally supported, though further development of the detail and layouts is expected.</li> <li>b) More variety in the treatment of units would be beneficial</li> </ul> <p><b>Areas for improvement</b></p> <ul style="list-style-type: none"> <li>c) No layouts were available for comment on much of the development around the tavern, which is planned as Stage 1.</li> <li>d) This is also the case with the Reception, Clubhouse and Men's Shed.</li> <li>e) Dimensions are required for all setbacks and circulation paths]</li> <li>f) Contours at unit 49 not provided ("inaccessible"). This pinch point at the river's edge is too tight. Consider State policies on development along waterways.</li> <li>g) Resolve all roof run offs and water collection, storage and drainage.</li> <li>h) Composite panel sections are useful. Consider detailed sections to better confirm construction methods.</li> <li>i) There appear to be 34 car bays for the 36 short stay units</li> <li>j) Consider shade and shelter to the footpaths.</li> <li>k) The built form and scale analysis (p13) should explain why this new form of development is a fit for Capel.</li> </ul>	<ul style="list-style-type: none"> <li>a) The design approach varies depending on the location within the site. The Short Stay units adopt a <b>simple "glass box" design for the majority of units</b>, maximising river and landscape views while maintaining a low profile so the <b><u>Tavern remains the predominant feature.</u></b> The three-storey apartment development behind provides larger rental options, with roof proportions that tie in with the Tavern. Griffiths Architects have reviewed and vetted the size and scale of these buildings. The <b>Over 55s residential development</b> is generally <b>single-storey</b>, except for the clubhouse at 2 storeys and the <b>2-3 storey accommodation</b> along the perimeter adjacent to retail, which serves as a backdrop to the development while transitioning scale appropriately.</li> <li>b) Refer more detailed information in the DA Submission.</li> <li>c) Larger scale drawings have been developed for areas around Short stay carpark, Reception, Clubhouse and Men's shed – refer A400 Series</li> <li>d) As above</li> <li>e) Noted setback dimensions included</li> <li>f) Units removed from this edge</li> <li>g) Services/Hydraulics drawing to show roof drainage and water servicing.</li> <li>h) Have been working in detailed process with the short stay module manufacturer. Discussion with selected supplier for The Over 55 modules / prefab panels. More detail on construction methodology to be provided in DD stage.</li> <li>i) Parking numbers and locations revised- 36 car bays provided</li> <li>j) Arbour areas have been included in various locations in the Over 55. In the Short Stay floating disc type shade forms have been introduced for shade / shelter and also wayfinding.</li> <li>k) The proposed development responds to the context of Capel by balancing scale, form, and function.</li> </ul>
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	<p>l) Some confusion on the labels on elevations relative to the north point.</p>	<p>Lower-profile Short Stay units maintain the visual predominance of the Tavern, while the 2–3 storey apartments and Over 55s accommodation provide appropriate density and housing diversity without overwhelming the streetscape. The design integrates sensitively with surrounding residential, retail, and riverfront areas, using setbacks, landscaping, and building articulation to ensure the development complements Capel's character while delivering a contemporary, functional, and socially engaging environment..</p> <p>l) Title blocks Northpoint updated</p>
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4: Functionality and build quality	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a) The unit planning is simple and logical (given a couple of drafting errors to be corrected)</li> <li>b) circulation space</li> <li>c) Sections are useful, but unit roof construction is not shown.</li> <li>d) The material pallet appears appropriate. The composite wall, floor panels and roof construction will require certified performance outcomes, including fire resistance and acoustic performance.</li> </ul> <p><b>Areas for improvement</b></p> <ul style="list-style-type: none"> <li>e) More detail on the buggy solution is required. Most over 55s would likely opt for a carport attached/adjacent to their unit.</li> <li>f) The free standing “veranda” roofs look impressive, but how are wind and rain controlled. Smaller gaps and a lower pitch might help and also allow the decks to be a little wider.</li> <li>g) The transformer on the street is not a great outcome or welcome to the public/private entry on Roe.</li> <li>h) Avoid bedroom windows facing each other with little separation otherwise screens or fencing will be required. Also true of living spaces separated by as little as 2400.</li> <li>i) Ceiling heights appear to be 2400, which is too low. (They scale at about 2250).</li> <li>j) Are the stores roofed or not? If not they need to be. The front doors have no roof cover (e.g.p29).</li> <li>k) Healthy active lifestyles should be promoted for over 55s. The focus on buggy use should be minimised or it could make it look more like</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted and corrected.</li> <li>b) <b>The site cover for the Over 55 is 34% and 24% for the Short Stay</b> allowing remaining areas for circulation and landscaping.</li> <li>c) Roof Construction of Pods developed Refer A500 Series</li> <li>d) All material palettes to be BAL 29 rated and Acoustic rated per Lot</li> <li>e) The buggies will be provided through the concierge and stored in charging storage area. See notes previously re moving parking closer to the units.</li> <li>f) A variety of design options is provided for the Over 55s, including single-storey dwellings, dual-level townhouses, allowing flexibility to suit different lifestyles and preferences</li> <li>g) No transformer is now required. Advice from Electrical consultants.</li> <li>h) All units in over 55s are separated by 1500mm to a fence line as per a standard home. Where possible living areas are not facing each other.</li> <li>i) Minimum for NCC habitable spaces. R Code Volume 1 only specifies 2.65m for habitable spaces and 2.4m non habitable spaces for ‘Multiple dwellings’, No minimum requirements for Grouped or Single Dwellings. Ceiling heights are 2.7m for the Mixed Use (Lot 12) and Over 55 and 3 storey Short Stay. The glass boxes for the remaining Short Stay area lower.</li> <li>j) The stores are roofed and front doors will have roof cover.</li> <li>k) Healthy active lifestyle is promoted in clubhouse with a range of activities.</li> </ul>
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a village for the less able-bodied.

- l) The Parking along the western edge is poorly related to the individual units and a very unattractive access way. Consider grouping the parking to improve individual amenity and provide a more equitable distribution (See also 8.d) Safety).
- m) Fencing and access is not fully resolved. There are buggies for short stay visitors with what appears to be access to the whole development.
- n) Better integrate landscape into the overall operation.
- o) If the windows have surrounds as per p33 then the gap between these and the handrail would be roughly 900mm for access.
- p) Provide more detailed site dimensions and make good drafting omissions and inconsistent 3d images.

Buggy use provided with opportunity for longer distances to the Tavern etc. The whole concept is for healthy living and promotion of all sporting activities active and passive as well as walking trials and exercise areas in the park


- l) Parking is grouped in unit clusters in this proposal closer to each person's accommodation.
- m) Secure fencing surround Over 55 Development with key/ card swipe access. Buggy use is for Short Stay operations and maintenance/concierge only. Refer documentation to show extent of fences and controlled accesses.
- n) Refer Landscape plans for information
- o) Access reviewed and compliant.
- p) Plans updated to reflect to reflect dimensions and 3D's updated.

5: Sustainability	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a) Orientation suits passive outcomes.</li> <li>b) Potential for natural ventilation to all residential units.</li> <li>c) Substantial tree retention.</li> <li>d) Integrated water tanks, noted p10, but not shown.</li> <li>e) PVs</li> <li>f) Low waste construction proposal.</li> <li>g) Landscape quality, water sensitive design including water tanks, reticulation, shading, PVs, EV charging, and strategic use of trees for shade and wind control. Further detail encouraged.</li> </ul>	<ul style="list-style-type: none"> <li>a) Yes all units expect 3 in the whole development do not align with Table 2.2b SPP7.3 Vol 1 Part C. Those 3 units in the Over 55 are facing the Woodland Park.</li> <li>b) Yes all good cross ventilation</li> <li>c) Substantial tree retention and significant new trees added.</li> <li>d) Option for Over 55's.</li> <li>e) Refer plans</li> <li>f) Priority of the design concept</li> <li>g) Refer ESD Report</li> </ul>
	<p><b>Areas for improvement</b></p> <ul style="list-style-type: none"> <li>h) Develop a sustainability strategy that identifies sustainability initiatives. Commitment to audited ESD standards is encouraged.</li> <li>i) .Water management scheme/report recommended describing how water should be managed on site. There is an opportunity for efficient drip watering and potential grey water use.</li> <li>j) Avoid dark metal surfaces on roofs or exposed insulated walls.</li> <li>k) Consider the sewage system as a part of ESD program.</li> <li>l) Waste management: consider areas for recycling waste.</li> <li>m) Consider the use of PVs with proprietor as power provider and for hot water provision.</li> <li>n) Balance the need for large commercial windows with increased outgoings.</li> <li>o) Consider materials with better ESD outcomes including LCC and permeable and recycled paving materials.</li> <li>p) Provide Bike parking/racks.</li> </ul>	<ul style="list-style-type: none"> <li>h) Refer ESD Report</li> <li>i) Refer ESD and Plan E Designs</li> <li>j) No dark roofs proposed</li> <li>k) Refer ESD and Civil Engineer Report</li> <li>l) Refer Waste Management Report</li> <li>m) Heat pump proposed for HWU</li> <li>n) Large windows use primarily where focusing on views</li> <li>o) Refer ESD and Plan E Designs</li> <li>p) Bike parking ahs been provide in excess in all the 3 precincts</li> </ul>

6: Amenity	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a) Overall, the proposed amenity of the units is of an acceptable standard for the cohort.</li> <li>b) Good access to light and ventilation.</li> <li>c) Unusual separated verandah roof design is supported.</li> </ul> <p><b>Areas for improvement</b></p> <ul style="list-style-type: none"> <li>d) The decks could benefit from more width. 2400 is tight and 2280 is too narrow.</li> <li>e) Open space locations/use of open space amenity.</li> <li>f) The approach to the reception &amp; Club is lined with utilitarian structures; it could be more attractively framed.</li> <li>g) There are no designated external play areas for children.</li> </ul>	<ul style="list-style-type: none"> <li>a) Noted</li> <li>b) Noted</li> <li>c) Noted</li> <li>d) The decks dimensions have noted on each accommodation type and compliant.</li> <li>e) The open space areas have been resolved and significant areas provided in the 2 precincts where required. Refer Architectural and landscape Dwgs.</li> <li>f) The whole design has been changed to provide a focal point on arrival.</li> <li>g) There is in the Short Stay but intentionally not in the Over 55.</li> </ul>
7: Legibility	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a) The pathways and driveways are simple and the legibility straight forward.</li> <li>b) Consider innovative fencing to define site. Is it just to control vehicles or to fence the whole of the over 55s area?</li> <li>c) A clear hierarchy for pedestrian and vehicle access is provided.</li> <li>d) Bid numbers on units.</li> </ul> <p><b>Areas for improvement</b></p> <ul style="list-style-type: none"> <li>e) Some variety in the treatment of the roof elements would aid legibility for residents and visitors alike.</li> </ul>	<ul style="list-style-type: none"> <li>a) This has been further rationalised and improved</li> <li>b) The <b>perimeter fence</b> will enclose the entire Over 55s development and is designed to be visually <b>articulated</b>, with variations in form and materials to provide either a <b>permeable or solid appearance</b> depending on location. This approach balances <b>security, privacy, and visual integration</b> with the surrounding streetscape and communal spaces.</li> <li>c) Yes and more developed.</li> <li>d) Noted</li> <li>e) Varying roof forms have been developed for the Over 55's. Varying roof forms have been incorporated across the development. The three main <b>three-storey buildings</b> feature pitched roofs arranged to form a <b>triangular composition</b>, reflecting and complementing the scale and proportion of the Tavern and stables. This approach maintains a <b>cohesive architectural character</b> and ensures the new buildings sit harmoniously within the precinct.</li> </ul>

	<p>f) The provision of two Roe Road entry points has advantages but will require signage strategies. See also lighting below in 8.</p> <p>g) Residential unit entries could be better defined, landscaped and weather protected.</p> <p>h) The only reference to pedestrian priority is a note on p40.</p> <p>i) No context images for streetscape elevations provided.</p>	<p>f) There are advantages in the 2 separate entries as they allow access to respective parking areas and the small “unconnected land” next to the existing residential is used for caravan parking taking this movement away from the higher weighted main entrance. These would be designed with well-defined wayfinding.</p> <p>g) Refer updated plans</p> <p>h) Pedestrian priority is the mainstay of the overall design</p> <p>i) Refer DA submission.</p>
8: Safety	<p><b>Strengths</b></p> <p>a) Lots of eyes on the internal streets.</p> <p>b) Relatively simple layout.</p> <p>c) Paths accessible to emergency vehicles.</p> <p>d) New BAL assessment</p>	<p>a) Agreed</p> <p>b) Functional</p> <p>c) Emergency access road now also added</p> <p>d) Added into plans to show no building zone as asset protection zone.</p>
	<p><b>Areas for improvement</b></p> <p>e) Revise internal circulation. The one-way system could prove cumbersome and prone to pedestrian concern. Pedestrians should take precedence.</p> <p>f) Re-examine having much of the parking on one side of the site, to improve walking distances and make for a safer parking area(s). See also 4. I) above. (Sewer position noted.)</p> <p>g) Develop a “subtle” external lighting strategy.</p> <p>h) Proximity of unit to battery store.</p> <p>i) Perceived security of boats in the parking area.</p>	<p>e) One way system has been removed</p> <p>f) Parking has now been dispersed on all 3 sides of the site.</p> <p>g) Lighting will be inground and also overhead and only in car park areas</p> <p>h) Battery store relocated</p> <p>i) Only caravans and trailers now housed</p>

9: Community	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a) Increases options for local services and accommodation in the locality.</li> <li>b) Reception and Club remote from Tavern to service “project community”.</li> <li>c) Tavern upgrade.</li> <li>d) Planned new building on Forrest Road.</li> <li>e) The project represents roughly a quarter of the area of the town centre and will have and will have a very substantial effect on the Capel.</li> </ul> <p><b>Areas for improvement</b></p> <ul style="list-style-type: none"> <li>f) Further discussion/information on how the various components work together, for instance the pedestrian links from Club to Tavern and riverfront.</li> <li>g) Design for permanent housing should have more focus on the R-Code objectives rather minimal acceptable outcomes.</li> <li>h) More levels on the plans would be useful in evaluating accessibility. The levels that the surveyor couldn’t access along the river are actually required.</li> </ul>	<ul style="list-style-type: none"> <li>a) Various forms within each precinct have also been developed to provide more options.</li> <li>b) Placed at opposite ends so choice of both facilities</li> <li>c) Tavern upgrade does not form part of the DA</li> <li>d) This building will add to the streetscape and vibrancy of the main street</li> <li>e) Considerable time has been spent on relating to the impact of the development.</li> <li>f) Pedestrian connections have been carefully planned to promote walkability and integration across the precinct. The <b>Over 55s development</b> provides direct pedestrian links to the <b>Tavern and Retail areas</b>, encouraging convenient and safe movement. Similarly, the <b>Short Stay accommodation</b> connects to these same destinations, while <b>Lot 12</b> further strengthens the network by introducing a <b>defined pedestrian link along the side of the building</b>, enhancing accessibility and connectivity throughout the site.</li> <li>g) The permanent housing has been assessed against SPP7.3 Vol 1 Part C, and the Planning Report acknowledges all the compliances.</li> <li>h) Levels have now been shown on the Dwgs.</li> </ul>
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10: Aesthetics	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a) The unit internal designs are functional, though the external connects struggle in some configurations.</li> <li>b) The colour palette is supported, though the distribution of the schemes is to be confirmed.</li> <li>c) The preliminary images are encouraging, but they also demonstrate some of the issues noted above.</li> </ul> <p><b>Areas for improvement</b></p> <ul style="list-style-type: none"> <li>d) There is a clear need to further develop the interrelationship between the buildings and landscape/setting.</li> <li>e) No detail was provided on the Tavern restoration and refurbishment, the two storey apartments, the Medical building on Forrest Road, the conversion of the dilapidated Stables, Men's Shed, or Club House.</li> <li>f) The extent of paved area immediately south of the Stables and 2 storey building is excessive. The intersection of the two grid directions could be better resolved, to favour pedestrian movement and green connection.</li> <li>g) It was noted that without the “veranda” roof structures the base units have little aesthetic merit. It is therefore critical that the freestanding roof elements are included and that their designs be further developed.</li> </ul>	<ul style="list-style-type: none"> <li>a) The designs have now been fully developed and include in the DA documentation.</li> <li>b) The colour palette is further evolved</li> <li>c) More detail has now been provided.</li> <li>d) This has now evolved in conjunction with Plan E and the corresponding documentation</li> <li>e) The Tavern restoration is not part of this DA Application. Detail is now provided on the stables restoration and this has been vetted by Heritage Architects, Griffiths Architects (Refer the Report). Menshed is now part of the Club House and more details have been provided on the Club House.</li> <li>f) The Short Stay parking has been consolidated behind the short stay dwellings to maximise views. The driveway through the Short Stay allows access to Lot 12 parking. A decision was made to close the crossover on Forrest St to provide more street activation. Significant trees have been retained in the car park and additional trees added every 4 bays where required.</li> <li>g) Designs have been developed for both the Short Stay and the Over 55's.</li> </ul>
Design Reviewer:  Craig Smith	Signature: 	Date:  6 June 2025