



Metro North West Joint Development Assessment Panel Agenda

Meeting Date and Time: Monday, 24 October 2016; 2:00pm
Meeting Number: MNWJDAP/154
Meeting Venue: City of Joondalup
90 Boas Avenue Joondalup WA 6027

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Paul Drechsler (Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr John Chester (Local Government Member, City of Joondalup)
Cr Philippa Taylor (Local Government Member, City of Joondalup)

Officers in attendance

Mr Tom Geddes (City of Joondalup)
Mr Joe Hussey (City of Joondalup)
Mr Tim Thornton (City of Joondalup)

Local Government Minute Secretary

Mr John Byrne (City of Joondalup)

Applicant and Submitters

Mr Christopher Dwyer (MJA Studio)
Mr Giles Harden Jones (Harden Jones Architects)

Members of the Public

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

Nil

3. Members on Leave of Absence

Nil



4. Noting of Minutes

The Minutes of the Metro North West JDAP Meeting No.153 held on 18 October were not available at time of Agenda preparation.

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

- 7.1 Mr Christopher Dwyer (MJA Studio) presenting for the application at Item 8.1. The presentation will briefly describe the proposal.

8. Form 1 - Responsible Authority Reports – DAP Application

- | | | |
|-----|------------------------|-----------------------------------|
| 8.1 | Property Location: | Lot 703 (50) Marri Road, Duncraig |
| | Application Details: | 22 Multiple Dwellings |
| | Applicant: | MJA Studio |
| | Owner: | CCW Children's Fund Pty Ltd |
| | Responsible authority: | City of Joondalup |
| | DoP File No: | DAP/16/01089 |

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

- | | | |
|-----|------------------------|--|
| 9.1 | Property Location: | Lot 28 (46) Angove Drive, Hillarys |
| | Application Details: | Proposed additions and modifications to previous approval for a three storey mixed use development |
| | Applicant: | Harden Jones Architects |
| | Owner: | Paltara Pty Ltd |
| | Responsible authority: | City of Joondalup |
| | DoP File No: | DAP/15/00754 |

10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Closure

In accordance with Standing Order 7.3 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 703 (50) Marri Road, Duncraig
Application Details:	22 Multiple Dwellings
DAP Name:	Metro North-West JDAP
Applicant:	MJA Studio
Owner:	CCW Children's Fund Pty Ltd
LG Reference:	DA16/0842
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DAP/16/01089
Report Date:	13 October 2016
Application Receipt Date:	3 August 2016
Application Process Days:	71 Days
Attachments:	1: Location plan 2: Development plans 3: Building perspectives 4: Landscaping plans 5: City of Joondalup Environmentally Sustainable Design checklist 6: Applicant's transport statement 7: Applicant's response to objections

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DAP/16/01089 and accompanying plans A1.1-A1.10, in accordance with Schedule 2, Clause 68(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, subject to the following conditions:

Conditions

- 1. This decision constitutes planning approval only and is valid for a period of two (2) years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.**
- 2. A Construction Management Plan being submitted to and approved by the City prior to the commencement of development. The management plan shall detail how it is proposed to manage:**
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;

- retention and protection of trees within the verge during construction
- the management of sand and dust during the construction process;
- other matters likely to impact on the surrounding properties.

All development shall be undertaken in accordance with this plan.

3. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.
4. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004) and shall thereafter maintained to the satisfaction of the City.
5. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993) prior to the development first being occupied.
6. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to occupation of the development. All refuse management shall thereafter be undertaken in accordance with this plan.
7. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with a plan detailing of the location of such plant being submitted for approval by the City prior to the commencement of development. The plant shall be established and maintained in accordance with this plan.
8. A full schedule of colours and materials for all exterior parts to the building, including details of the northern and southern facades, is to be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard to the satisfaction of the City.
9. No obscure or reflective glazing is permitted to ground floor building facades.
10. Detailed landscaping plans shall be submitted to and approved by the City prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide all details relating to paving, treatment of verges and tree planting;
 - Show spot levels and/or contours of the site;

- Be based on water sensitive urban design principles to the satisfaction of the City;
 - Be based on Designing out Crime principles to the satisfaction of the City; and
 - Show all irrigation design details.
11. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
 12. Clothes-drying areas/facilities shall be screened from view from the primary and secondary streets.

Advice Notes

1. Further to condition (1), where an approval has so lapsed, no development shall be carried out without the further approval of the City having first being sought and obtained.
2. The applicant/builder is advised that there is an obligation to design and construct the premises in compliance with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*.
3. All Bin Storage Areas are to be designed and equipped to the satisfaction of the City. Each bin area shall be provided with a hose cock and have a concrete floor graded to a 100mm industrial floor waste gully connected to sewer.
4. Any mechanical ventilation for the development shall comply with *Australian Standard 1668.2*, *Australian Standard 3666* and the *Health (Air Handling and Water Systems) Regulations 1994*.
5. The development shall comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971*.
6. Laundry areas are to be provided with a floor waste in accordance with the City's Health Local Law. In addition to having mechanical ventilation it is recommended that laundry areas be provided with condensation dryers to minimise the likelihood of mould occurring.

Background:

Property Address:	Lot 703 (50) Marri Road, Duncraig
Zoning:	MRS: Urban
	DPS2: Commercial
Use Class:	Multiple Dwelling - D
Strategy Policy:	N/A
Development Scheme:	<i>City of Joondalup District Planning Scheme No. 2</i>
Lot Size:	15664m ² (subject site – 1493m ²)
Existing Land Use:	Shopping Centre (subject site – car parking)
Value of Development:	\$6 million

The development site is a portion of car park (approximately 1493m² in area) on Lot 703 which accommodates the Duncraig Shopping Centre. The development site abuts Cassinia Road to the west and Roche Road to the south. A three storey mixed use development is under construction to the north on a separate lot. The parent lot accommodating the shopping centre also abuts Marri Road to the north. The existing shopping centre building is located to the east of the development site with its associated car park located between the development site and the shopping centre. A location plan is provided as Attachment 1.

The site is zoned 'Urban' under the *Metropolitan Region Scheme* (MRS) and 'Commercial' within the City's *District Planning Scheme No. 2* (DPS2).

Joondalup Design Reference Panel

This application was referred to the Joondalup Design Reference Panel (JDRP) on 7 September 2016.

The purpose of the JDRP is to provide advice on the design of new major development or major additions to existing development with a particular focus on the impact of buildings on the streetscape, and the environmentally sustainable design features where they relate.

The advice received is discussed further in the planning assessment section of this report.

Details: outline of development application

The proposal is for a new four storey (three storey plus under croft) multiple dwelling building on a portion of Lot 703 (50) Marri Road. The development comprises:

- 22 apartments over three levels, consisting of 5 one bedroom apartments and 17 two bedroom apartments;
- A total of 45 car parking bays consisting of 39 basement/under croft parking; bays for residents (1 bay per 1 bedroom apartment and 2 bays per 2 bedroom apartment) and 6 ground floor visitor car parking bays;
- 12 resident bicycle parking spaces; and
- Vehicular access to the visitor parking area provided from Cassinia Road and to the resident parking area from Roche Road.

The external facade of the building will comprise: *"rough textured limestone, dark coloured weatherboards, pattern screening and rendered finish painted in white, charcoal and limestone colour"*.

Development plans, building perspectives and landscaping plans are provided as attachments 2, 3 and 4. The completed Environmentally Sustainable Design Policy checklist is provided as attachment 5. The applicant's transport statement and response to the objections received are provided as attachments 6 and 7.

Legislation & policy:

Legislation

- *Planning and Development Act 2005*
- *Metropolitan Region Scheme (MRS)*
- *City of Joondalup District Planning Scheme No. 2 (DPS2)*

State Government Policies

- *Residential Design Codes of Western Australia (State Planning Policy 3.1) (R-Codes).*

Local Policies

Residential Development Local Planning Policy

The purpose of this policy is to provide guidance on the assessment criteria to be used for residential development within the City.

Environmentally Sustainable Design Policy

This policy applies to the construction of major residential, commercial and mixed use buildings. The purpose of the policy is to encourage inclusion of environmentally sustainable principles into the building design. The policy also requires applicants to complete the City's Environmentally Sustainable Design Checklist.

The checklist for the proposed development is provided as Attachment 5.

Consultation:

Public Consultation

The development application was advertised for a period of 14 days from 23 September 2016 to 7 October 2016. Consultation was undertaken via letters to adjoining and nearby land owners and a public notice on the City of Joondalup website.

A total of three submissions were received during the consultation period, being three objections.

The submissions received raised the following key issues on the proposal:

- The second and third floors of the development will be able to view into the rear yards of nearby properties.
- The proposed variation [*to the deemed-to-comply plot ratio*] would result in the building being of a bulk and scale that exceeds the building under construction on Lot 702 and the existing or future desired built form of the locality;
- The proposed variation [*to the deemed-to-comply plot ratio*] would result in additional bulk that, given its height and location, would obstruct the outlook from apartments that are under construction on Lot 702 and would significantly impact upon the future amenity of residents;
- The development will result in a loss to natural light access for nearby properties;

- The Roche Road/Cassinia Road intersection is overcrowded with traffic and is not safe;
- The development goes “*against boundary laws, and set back privacy laws*”;
- The design of the development will impact upon school safety; and
- The redevelopment of the car parking area will lead to the overcrowding of the shopping centre and leave no parking bays for locals;

Consultation with other Agencies or Consultants

Not applicable.

Planning assessment:

The development has been assessed against the requirements of the City’s *Residential Development Local Planning Policy* and the R-Codes and has been found to generally meet the provisions of these policies, except where discussed in this report.

Land use

The proposed land use of ‘Multiple Dwelling’ is a discretionary use within the Commercial zone in DPS2. DPS2 Clause 4.3.2 designates an R80 density code for lots within the Commercial zone greater than 1000m² in area. The proposed multiple dwelling development site is greater than 1000m² in area and therefore achieves the Scheme requirement for consideration at an R80 density.

Car Parking

A total of 45 car bays are required to meet the R-Codes deemed-to-comply requirements. A total of 45 car bays are provided, with one bay for each of the 5 single bedroom dwellings, two bays for each of the 17 two bedroom dwellings and a total of six visitor parking bays. The visitor bays are proposed to be accessed via Cassinia Road and the 39 resident bays are proposed in a basement/undercroft car park accessed off Roche Road.

A total of 12 bicycle parking spaces are proposed as a part of the development, with nine being provided for the use of residents and three for visitors. This is a one space surplus to the deemed-to-comply requirements of the R-Codes.

Pedestrian access to the main entry of the development is via Cassinia Road, together with visitor vehicle access. This arrangement is considered to promote legible vehicle access to the site. The separation of the visitor bays will also assist in their reservation for site visitors. There is no separate pedestrian path providing wheelchair accessibility to the main building entry, and those pedestrians unable to negotiate steps to the main entry will be required to use the visitor vehicle access ramp to access the main entry.

A total of 167.25 bays are required under DPS 2 for the adjoining shopping centre. Following the addition of the proposed multiple dwelling development, 167 bays would remain for shopping centre use. It is considered that a shortfall of 0.25 (one) parking bay is appropriate due to the close proximity of public transport services along Warwick Road and Marmion Avenue. A car parking analysis of the use of the

shopping centre parking area provided by the applicant indicates that there is an excess of parking provided.

R-Codes Assessment

Several aspects of the proposed development do not meet the deemed-to-comply requirements of the R-Codes and therefore require discretion to be exercised against the corresponding design principles, as indicated in the table below.

Clause	Deemed-to-Comply	Proposed
6.1.1	Maximum Plot Ratio of 1.0.	Maximum plot ratio of 1.31.
6.1.3	Minimum 2m street setbacks (to Roche & Cassinia Roads)	Nil setbacks to each road for all floors of the development.
6.1.4	Minimum 4m lot boundary setback (to northern property boundary)	2.3m setback to the ground floor store area.
6.3.2	Maximum 50% of hard surface within the front setback areas of the site.	~90% of front setback areas are proposed to be hard surface.
6.3.6	Maximum 0.5m fill or excavation within the street and building.	Maximum 0.812m adjacent to visitor parking access.

Residential Design Codes Element 6.1.1 Building Size

The proposed development has been designed to sit within and complement the existing development context. The building design incorporates glass balustrading, ventilated patterned screening to the undercroft car park, limestone cladding and large balconies facing to the south and west. The applicant has detailed the design approach which has been undertaken with the intention of reducing overall building mass when viewed from the street.

The deemed-to-comply R80 requirements permit a plot ratio of 1.0, however the proposed development has a plot ratio of 1.31. The applicant has provided justification for the plot ratio, stating that it “*reflects a density which will maintain its relevance in the future*”. The relevant design principles of the R-Codes permit discretion in regard to building size where a building is of a bulk and scale “*indicated in the local planning framework and is consistent with the existing or future desired built form outcome of the locality*”.

The applicant provided the following justification in relation to the proposed variation to the deemed-to-comply plot ratio requirement:

The facade articulation aims to provide a transition along Cassinia Road from Lot 702 with the use of recessed, shaded upper floor treatments and expressed smaller components to assist breaking down perceived bulk or mass.

The proposal has intentionally not maximised the full 12m height allowances to the northern portion of the site so as to maintain solar access and ventilation to the south facing upper floors of the adjacent building Lot 702 Marri Road.

The proposed apartments have been oversized, above industry standards, to more closely align with the expectations of residents in this area where traditionally detached 3 and 4 bedroom dwellings are the norm.

The design of the development, including the provision of large balconies is considered to appropriately ameliorate the bulk of the building. In addition the development is wholly within the height requirements for a development of this nature. The provision of infill development of a high standard of design is considered to achieve the general objectives of the City's *Residential Development Local Planning Policy* in providing "varying density development...integrated into the surrounding built environment". The increased building size is accordingly considered to be appropriate.

Residential Design Codes Element 6.1.3 Street Setback

The deemed-to-comply provisions of the R-Codes require 2m street setbacks for multiple dwelling developments at the R80 density. The proposed development involves nil setbacks to Cassinia Road and Roche Road. The applicant provided the following justification in relation to the proposed variation to the deemed-to-comply street setback requirements:

The proposed location of the building on site, with regards to setbacks, is directly influenced by the adjacent building to Lot 702 Marri Road. The unscreened balconies to the first and second floor apartments of Lot 702 have setbacks of only 1m, at their closest along the southern boundary. With the view of maintaining resident amenity, light and ventilation to these apartments and their outdoor living spaces, the proposal for Lot 703 has intentionally deep setbacks to the northern shared property boundary. These setbacks range from 4.5m to 6.4m and ensure a quality outcome for the residents of both buildings.

To facilitate the increased northern setbacks, the dimensions of the site have been maximised along the two active street frontages being Cassinia Road to the west and Roche Road to the south. The portion of varied setbacks generally constitutes residential balconies. These balconies serve to articulate the facade of the proposal by minimising the extent of blank featureless walls visible along the street elevations. The oversized balconies provide opportunities for excellent weather protection and passive surveillance while having minimal negative impact on the street due to the existing large verge depths and wide 20m street reserves. There is no undue overshadowing to any of the southern dwellings as a result of the street setback variations.

The mix of materials and the large open balconies proposed in the building design add significant visual interest, and exhibit a high standard of design. The proposed setbacks do not meet the deemed-to-comply requirements of the R-Codes; however it is considered that the design of the building responds well to the design principles of the R-Codes through ameliorating building bulk, demonstrating compliance with the visual privacy requirements of the R-Codes and ensuring minimal overshadowing on nearby properties.

The development has been designed with reduced street setbacks in part to compensate for a greater than required setback that is provided to the northern lot boundary adjacent to the mixed use development under construction on lot 702 Marri Road. The deemed-to-comply requirements of the R-Codes permit a setback of 4m

to lot boundaries for multiple dwellings, however the upper floors of the development are all set back 4.7m from this boundary.

The under construction development on the adjoining lot 702 Marri Road includes setbacks to Cassinia Road of approximately 1m from the upper floor residential apartments. The nil setback onto Cassinia Road is generally to upper floor balconies which are considered to have a lesser bulk impact on the streetscape than a solid portion of building. The increased setbacks to the northern boundary will provide an open area of separation between the developments on lots 702 and 703 and will ameliorate the impact of the portion of the dwellings forward of the street setback line. On the ground floor of the development, the open visitor parking area and areas of open screening will further limit this bulk impact.

The development site otherwise adjoins the car parking area for the Duncraig Shopping centre and so the impact of this reduced street setback along the northern side of Roche Road is negligible.

Residential Design Codes Element 6.1.4 Lot Boundary Setbacks

The deemed-to-comply provisions of the R-Codes require 4m lot boundary setbacks for multiple dwelling developments at the R80 density, where the lot width is 16m or more. The proposed development involves a 2.3m setback to the northern boundary, to the ground floor store areas adjacent to apartment 6.

It is considered that this aspect of the development has been designed in accordance with the design principles of the R-Codes and accordingly has a minimal impact upon the adjoining property at Lot 702 Marri Road. The top of these stores will be below the finished ground level on the adjoining property, moderating their visual impact and resulting in no impact upon access to sunlight or ventilation for the adjoining property. Due to the difference in finished levels between the two sites and the non-habitable nature of the store areas, it is considered there will be no impact upon mutual privacy between the sites.

Residential Design Codes Element 6.3.2 Landscaping

The development incorporates 11.6% soft landscaping across the four levels of the development, including internal planter boxes (refer to Attachment 4). Landscaping is proposed along a portion of the western boundary and to the northern boundary adjoining the visitor parking bays and pedestrian walk way. There is also landscaping proposed along part of the eastern boundary and adjoining the footpath on Roche Road. Further landscaping is proposed in the lobby area and hallways.

Due to the proposed nil setbacks to Roche and Cassinia Roads the development is unable to meet the deemed-to-comply landscaping requirements of the R-Codes, which require the street setback area to be landscaped, with a maximum 50% hard surface. The verge areas are proposed to be landscaped to integrate with the development. As shown in the submitted landscaping plans, the verge treatment proposed is considered to appropriately ameliorate the impact of the development, when viewed from the street.

DPS2 requires that shade trees be provided at a ratio of one per four car bays within the external parking areas. Shade trees have not been indicated on the plans and as such it is recommended that a condition of approval be applied requiring the provision of additional shade trees.

Several shade trees on the subject site are proposed to be cleared to enable construction of the development to occur. The trees located within the property verge are intended to be retained through the development.

Residential Design Codes Element 6.3.6 Site Works

The maximum height of fill permitted within the street setback area of a development is 0.5m, as per the deemed-to-comply requirements of the R-Codes. A maximum height of 0.81m to the left-hand-side of the visitor vehicle access and 0.75m to the right hand side is proposed for the development. Accordingly the development requires assessment against the relevant design principles which state:

“Development that considers and responds to the natural features of the site and requires minimal excavation/fill.

Where excavation and fill is necessary, all finished levels respecting the natural ground level at the boundary of the site and the adjoining properties and as viewed from the street.”

The areas of fill exceeding 0.5m within the street setback area for the development are considered to be minor in nature and provide a landscaped entry to the development for visitors. Generally the development respects the natural ground level over the site as viewed from the street, retaining the sloping appearance of the lot.

Joondalup Design Reference Panel (JDRP):

The JDRP met on 7 September 2016 to discuss the proposal. Overall the JDRP was supportive of the proposed development but did provide some comments on the proposal. The key points raised by the panel and the City's response are provided below:

- *The depth of the internal planters was queried and it was noted that they should be of sufficient depth to be capable of supporting plant life.*

The applicant advised that the internal planters will be no lower than one metre overall to ensure sufficient soil depth. The minimum depths will be nominated on the building permit by the landscape architects to suit the species specified on the landscape plan.

- *It was recommended that the visitor parking area be treated as a ‘pedestrianised area’ to reflect its dual use purpose.*

The applicant did not propose to amend the car parking in response to this comment; confirming that the use of an exposed aggregate finish to this car park would be considered. It is recommended that a condition of approval be applied to any approval requiring that a full schedule of colours and materials for the development be provided, to the City's satisfaction.

- *The applicant was reminded of the requirement to comply with the City's ‘Street Verge Guidelines’ and the verge treatments should permit pedestrian access.*

The applicant noted this requirement and this reminder will be provided to the applicant as a part of any approval issued for the proposed development.

- *The JDRP commented that the universal access outcomes for the site were not ideal for pedestrians visiting the site, as the ramp to the visitor parking area would be shared with pedestrians accessing the site.*

The applicant advised that the gradient of the visitor parking access ramp permitted the ramped access to the pedestrian access to the site in accordance with the Australian Standards requirements. The applicant has provided an additional access to the front of the lobby from this ramp.

Public Consultation

Public consultation was undertaken as part of the assessment process (refer to the Consultation section earlier in this report). The following concerns were raised by the objectors which have not been addressed in the above R-Codes assessment:

- The development will be able to view the rear yards of nearby properties.

City response:

The development meets the visual privacy deemed-to-comply requirements of the R-Codes, and the separation of the development site from the sensitive areas of nearby properties is considered to appropriately limit the impact of the development upon visual privacy.

- The proposed variation [*to the deemed-to-comply plot ratio*] would result in the building being of a bulk and scale that exceeds the building under construction on Lot 702 and the existing or future desired built form of the locality.

City response:

Although an increased plot ratio is proposed, the building height is still compliant with the deemed-to-comply requirements of the R80 code applicable to the site. In relation to bulk, it is considered that the development has been appropriately designed to reduce the impact of its bulk, through the use of a mix of materials and the provision of open balconies to the street elevations. The development is considered to respond to its location adjoining a shopping centre car park, and an existing similar development. Given the above factors, the development is considered to meet the relevant design principles of the R-Codes in relation to building size.

- The proposed variation [*to the deemed-to-comply plot ratio*] would result in additional bulk that, given its height and location, would obstruct the outlook from apartments that are under construction on Lot 702 and would significantly impact upon the future amenity of residents.

City response:

The development is compliant with the building height requirements of the R-Codes and the applicant has noted that the building has been designed with intentionally increased setbacks to the northern boundary of the site to limit the impact of the development upon the amenity of the adjoining apartment development.

- The development will result in a loss to natural light access for nearby properties.

City response:

The development plans have been assessed against the solar access requirements of the R-Codes and meet the deemed-to-comply requirements. No overshadowing of nearby properties will occur when measured at midday on 21 June (midwinter).

- The Roche Road/Cassinia Road intersection is overcrowded with traffic and is not safe.

City response:

The vehicular entry points to the development are considered to be set back sufficiently from the Cassinia/Roche Road intersection to limit the impact of the additional traffic entry points. In relation to the overcrowding of this intersection with traffic, it is considered that the separation of the visitor and resident parking areas reduces the potential impact upon this intersection through reducing the overall number of cars accessing the intersection. The applicant has submitted a transport statement indicating no recorded crash data for Cassinia Road (between Marri Road and Roche Road) and Roche Road (between Cassinia Road and Coolibah Place), and additionally concludes that the proposed development is expected to have minimal adverse impact on the surrounding area.

- The development goes “*against boundary laws, and set back privacy laws*”.

City response:

In this case the building setbacks were considered to appropriately respond to the design principles of the R-Codes and the visual privacy impact of the development complies with the deemed-to-comply requirements. The development is required to be located wholly within the lot boundaries.

- The design of the development will impact upon school safety.

City response:

In relation to the safety of pedestrians, the development has provided appropriate sightlines for vehicles exiting the site in accordance with the R-Codes.

- The redevelopment of the car parking area will lead to the overcrowding of the shopping centre and leave no parking bays for locals.

City response:

The application involves the removal of the 62 car parking bays currently associated with the shopping centre on the development site. These bays are the furthest from the shopping centre. The applicant has submitted a transport statement which includes the results of a demand analysis for the shopping centre parking. The transport statement concludes that demand can be fully accommodated within the existing parking to be retained.

The removal of the parking bays results in a 1(0.25) bay shortfall as assessed against the requirements of DPS2. This shortfall is considered minor and the car

parking provision for the retained shopping centre is considered adequate to service parking demand.

Conclusion:

The proposed development is considered to meet the necessary requirements of the DPS2 and R-Codes and will increase housing diversity in the area. Together with the adjoining development on Lot 702 the proposed development will provide an alternative to the predominant single house dwelling type found in the vicinity.

The development's height, density and land use reflect the requirements of the applicable R80 code. The design of the development is considered to appropriately respond to its site context and be compatible with adjoining and surrounding development. Those aspects of the development which do not meet the deemed-to-comply requirements of the R-Codes, including plot ratio and street setbacks are considered to appropriately respond to the relevant design principles.

It is therefore recommended that the proposal be approved subject to conditions.



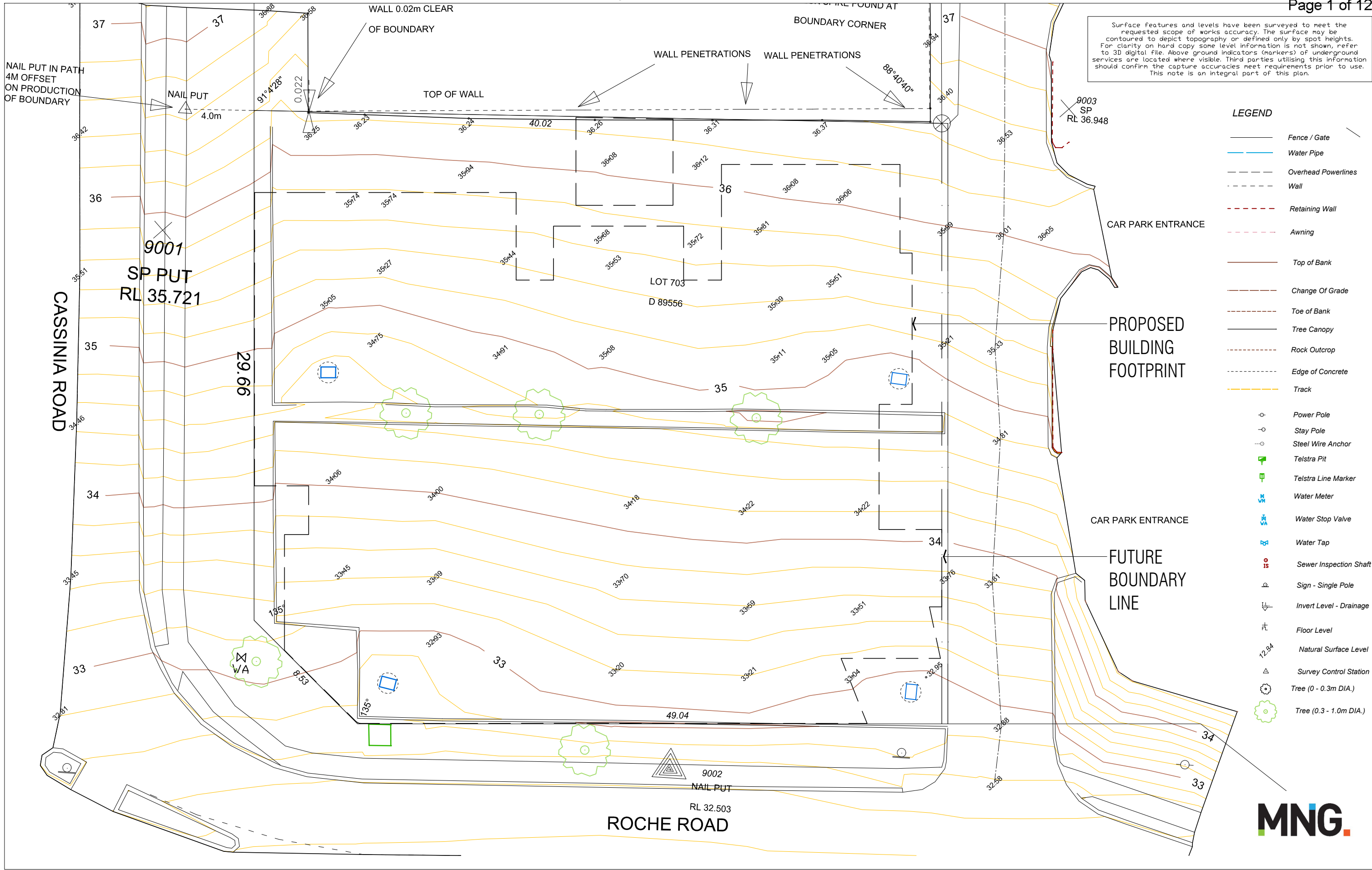
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50 Marri Road

11/08/2016

1:1250





NOTE: SUBJECT LOT IS TO BE EXCISED FROM PARENT LOT UPON DA APPROVAL. EASTERN LOT BOUNDARY EXTENSION OF LOT BOUNDARY OF LOT 702

REV.	DATE	AMENDMENT
A	28.07.2016	DA ISSUE

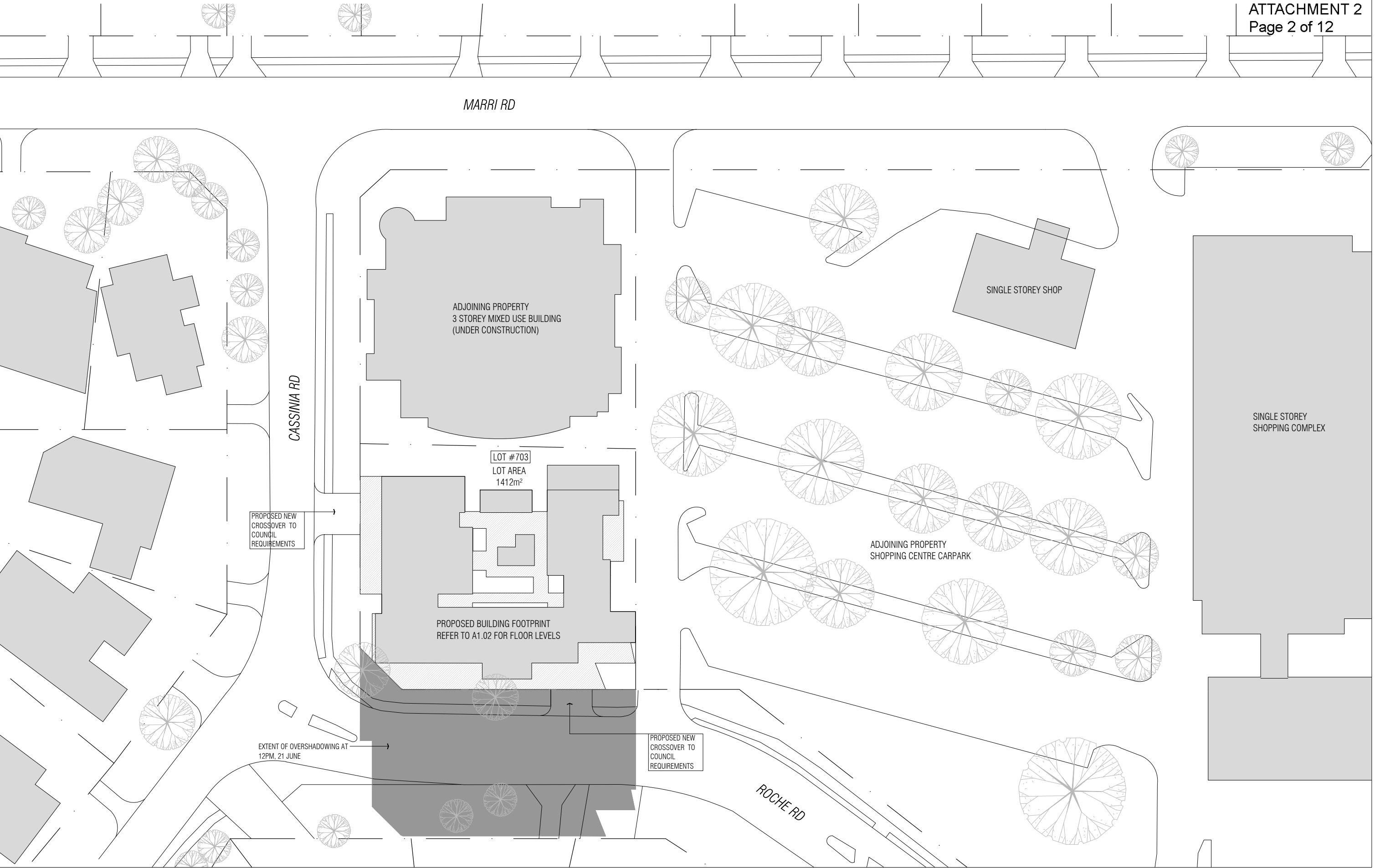
CLIENT
ABN GROUP

PROJECT
RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS
50 MARRI RD (LOT 703)
DUNCRAIG

MJA PROJECT NUMBER
16012
PROJECT STATUS
DEVELOPMENT APPROVAL

TRUE NORTH
PROJECT NORTH
SCALE
0 1 2 5
1:200 @ A3

DRAWING
SITE SURVEY
DRAWING NO. DRAFTER CHECKED REV.
A1.00 A



REV.	DATE	AMENDMENT
A	28.07.2016	DA ISSUE

CLIENT
ABN GROUP

PROJECT
PROJECT NAME
PROJECT ADDRESS
50 MARRI RD (LOT 703)
DUNCRAIG

MJA PROJECT NUMBER
16012
PROJECT STATUS
DEVELOPMENT APPROVAL

TRUE NORTH	PROJECT NORTH
SCALE	0 2.5 5 12.5
1:500 @ A3	

DRAWING

LOCATION PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.01	SB	MEC	A

	A	B	C	D	E		
	1 BED x 1 BATH	2 BED x 2 BATH	2 BED x 2 BATH	2 BED x 2 BATH	2 BED x 2 BATH		TOTAL
	55	80	80	80	82		
G	1	1		1	3		6
1	2	1	1	1	3		8
2	2	1	1	1	3		8
TOTAL	5	3	2	3	9		22
	275	240	160	240	738		1653
(5) 1x1 APARTMENTS					5		
(17) 2x2 APARTMENTS					34		
RESIDENTIAL BAYS					39 BAYS		
VISITOR BAYS					6		
TOTAL BAYS					45		

MJA  studio

REV.	DATE	AMENDMENT
D	28.07.2016	DA ISSUE

PROJECT

RESIDENTIAL DEVELOPMENT

PROJECT ADDRESS

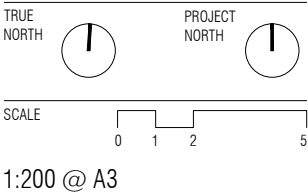
50 MARRI RD (LOT 703)
DUNCRAIG

MJA PROJECT NUMBER

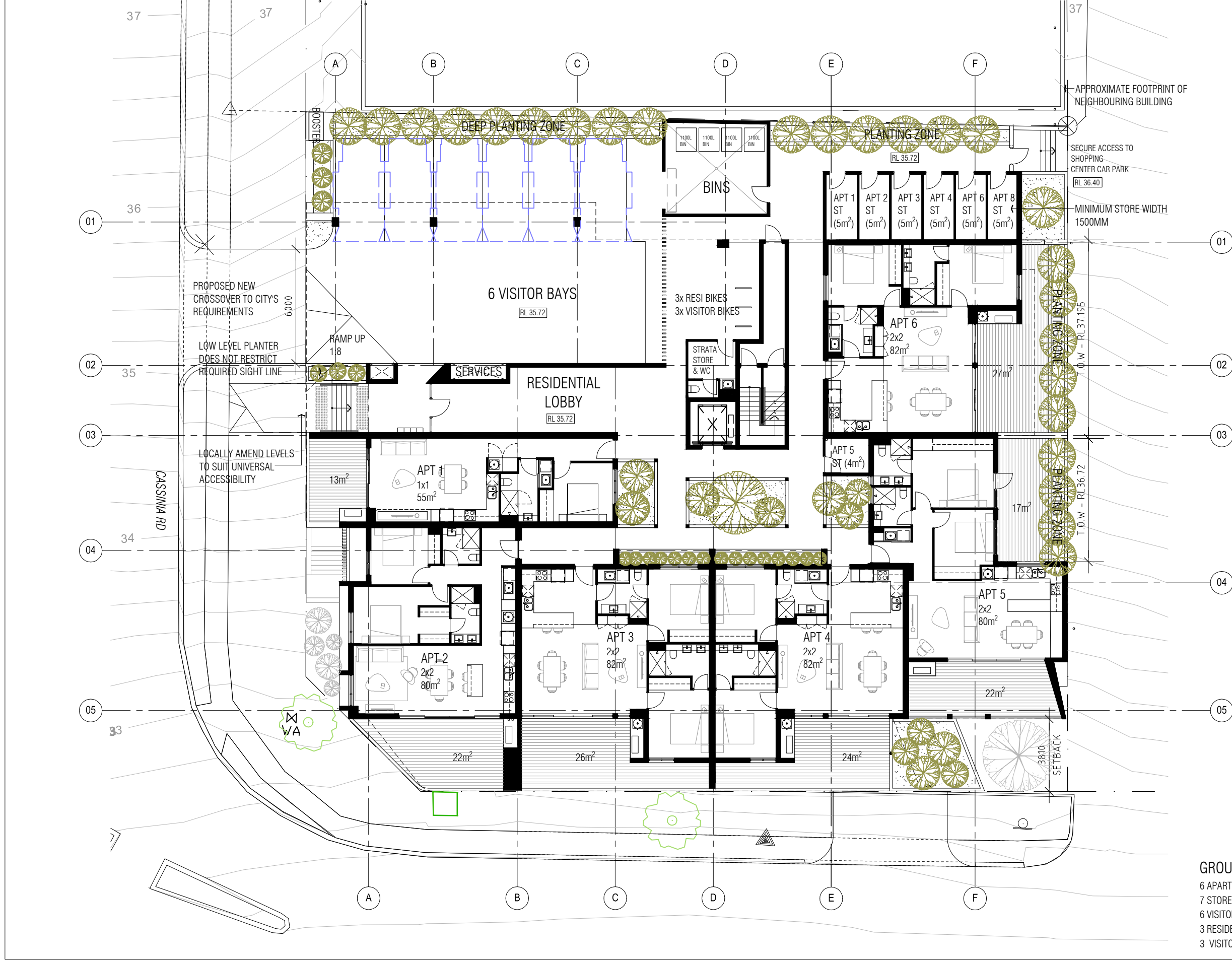
16012

PROJECT STATUS

DEVELOPMENT APPROVAL



DRAWING			
BASEMENT / UNDERCROFT PLAN			
DRAWING NO.	DRAFTER	CHECKED	REV.
A1.02	SB	MEC	D



GROUND FLOOR STATISTICS:
6 APARTMENTS
7 STORES + 1 STRATA STORE
6 VISITOR CAR PARKING BAYS
3 RESIDENTIAL BICYCLE PARKING BAYS
3 VISITOR BICYCLE PARKING BAYS



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CLIENT
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PROJECT
RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS
50 MARRI RD (LOT 703)
DUNCRAIG

MJA PROJECT NUMBER
16012
PROJECT STATUS
DEVELOPMENT APPROVAL

TRUE NORTH
PROJECT NORTH
SCALE
1:200 @ A3

DRAWING	DRAWING NO.	DRAFTER	CHECKED	REV.
GROUND FLOOR PLAN	A1.03	SB	MEC	D



FIRST FLOOR STATISTICS:
8 APARTMENTS
6 STORES

REV.	DATE	AMENDMENT
D	28.07.2016	DA ISSUE

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PROJECT
RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS
50 MARRI RD (LOT 703)
DUNCRAIG

MJA PROJECT NUMBER
16012
PROJECT STATUS
DEVELOPMENT APPROVAL

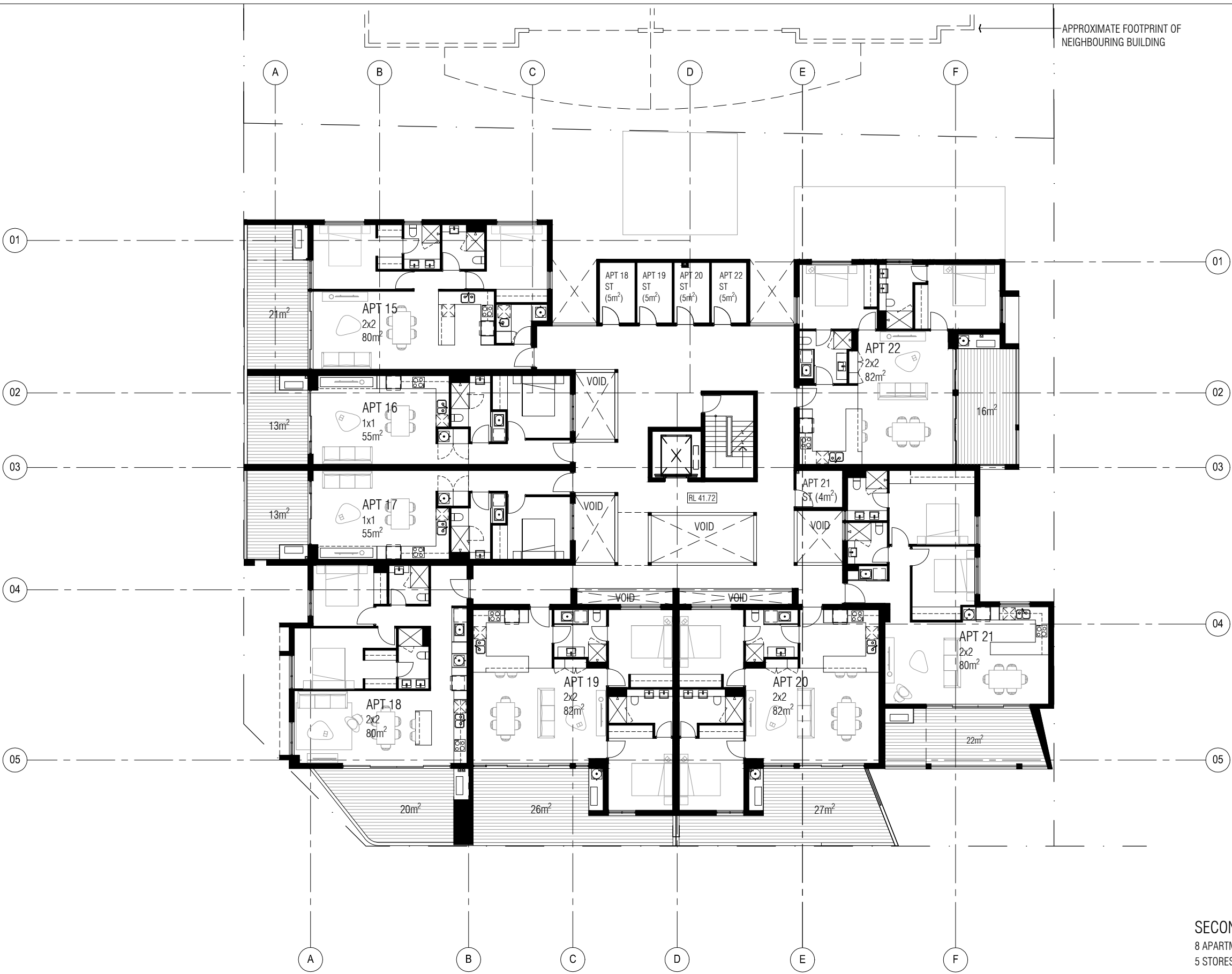
TRUE NORTH	PROJECT NORTH
SCALE	0 1 2 5
1:200 @ A3	

DRAWING

FIRST FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.04	SB	MEC	D

APPROXIMATE FOOTPRINT OF
NEIGHBOURING BUILDING



SECOND FLOOR STATISTICS:
8 APARTMENTS
5 STORES

REV.	DATE	AMENDMENT
D	28.07.2016	DA ISSUE

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PROJECT
RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS
LOT 703 ROCHE RD DUNCRAIG

MJA PROJECT NUMBER
16012
PROJECT STATUS
DEVELOPMENT APPROVAL

TRUE NORTH
PROJECT NORTH
SCALE
1:200 @ A3

DRAWING
SECOND FLOOR PLAN
DRAWING NO.
A1.05
DRAFTER
SB
CHECKED
MEC
REV.
D



REV.	DATE	AMENDMENT
D	28.07.2016	DA ISSUE

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PROJECT

RESIDENTIAL DEVELOPMENT

PROJECT ADDRESS

50 MARRI RD (LOT 703)
DUNCRAIG

MJA PROJECT NUMBER

16012

PROJECT STATUS

DEVELOPMENT APPROVAL

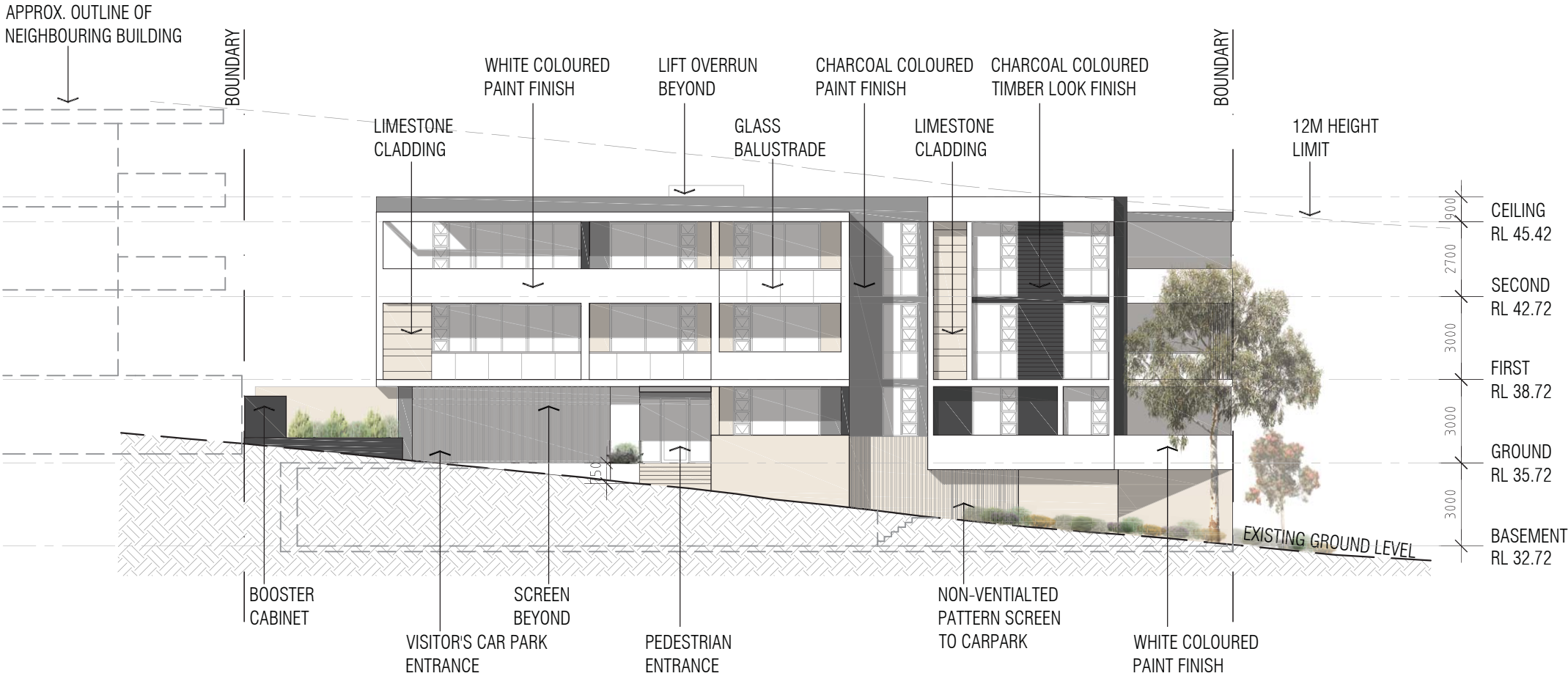
TRUE NORTH PROJECT NORTH

SCALE

0 1 2

1:200 @ A3

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.06	SB	MEC	D



CASSINIA RD (WEST) ELEVATION 1:200 @ A3



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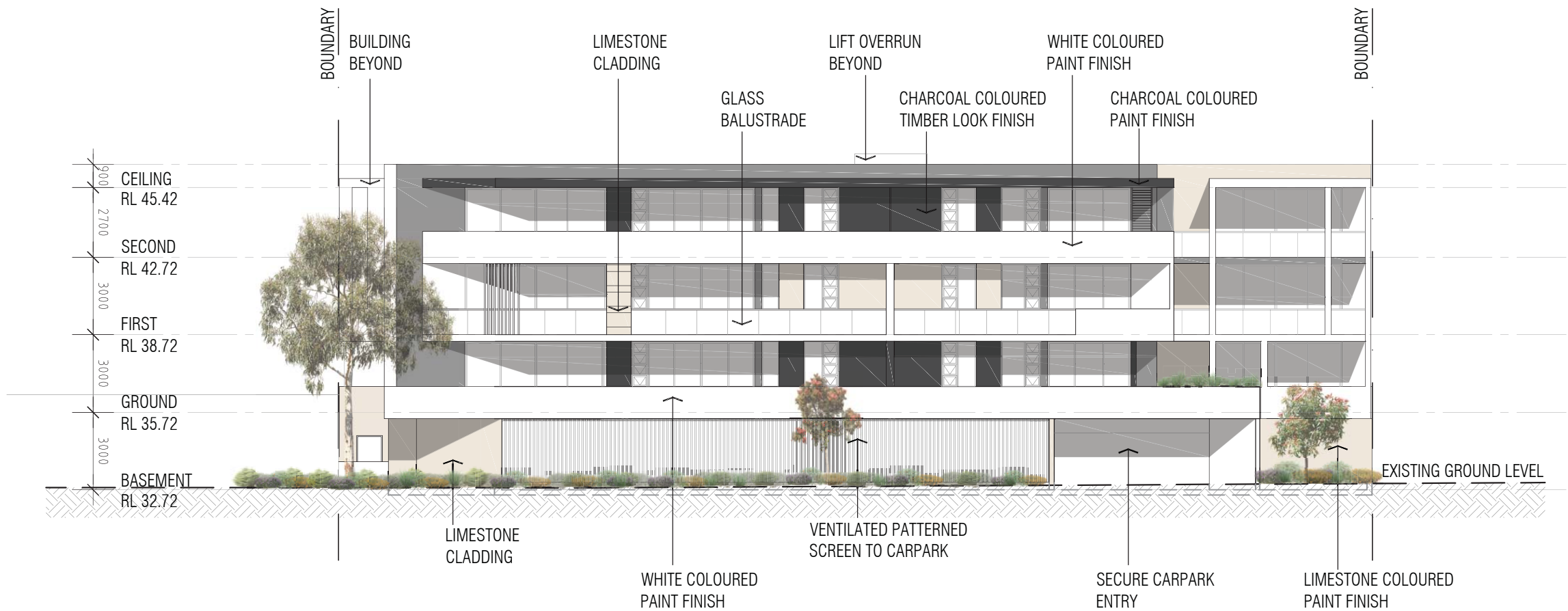
CLIENT
ABN GROUP

PROJECT
RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS
50 MARRI RD (LOT 703)
DUNCRAIG

MJA PROJECT NUMBER
16012
PROJECT STATUS
DEVELOPMENT APPROVAL

DRAWING
CASSINIA RD (WEST) ELEVATION
DRAWING NO.
A1.07
DRAFTER
SB
CHECKED
MEC
REV.
B

SCALE
0 1 2 5
1:200 @ A3



ROCHE RD (SOUTH) ELEVATION 1:200 @ A3



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PROJECT
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PROJECT ADDRESS
50 MARRI RD (LOT 703)
DUNCRAIG

MJA PROJECT NUMBER
16012
PROJECT STATUS
DEVELOPMENT APPROVAL

DRAWING
ROCHE RD (SOUTH) ELEVATION
DRAWING NO.
A1.08
DRAFTER
SB
CHECKED
MEC
REV.
A



EAST ELEVATION 1:200 @ A3



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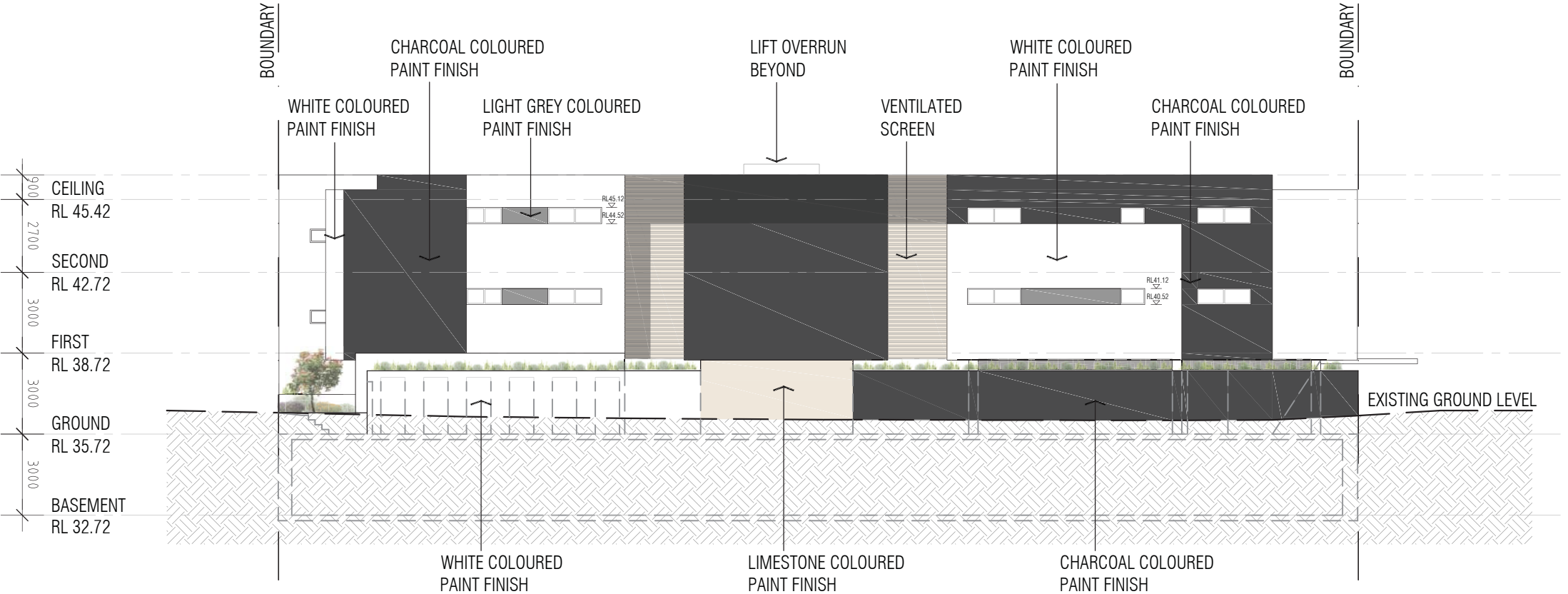
CLIENT
ABN GROUP

PROJECT
RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS
50 MARRI RD (LOT 703)
DUNCRAIG

MJA PROJECT NUMBER
16012
PROJECT STATUS
DEVELOPMENT APPROVAL

DRAWING
EAST ELEVATION
DRAWING NO.
A1.09
DRAFTER
SB
CHECKED
MEC
REV.
C

SCALE
0 1 2 5
1:200 @ A3



NORTH ELEVATION 1:200 @ A3



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REV.	DATE	AMENDMENT
C	28.07.2016	DA ISSUE

CLIENT
ABN GROUP

PROJECT
RESIDENTIAL DEVELOPMENT
PROJECT ADDRESS
50 MARRI RD (LOT 703)
DUNCRAIG

MJA PROJECT NUMBER
16012
PROJECT STATUS
DEVELOPMENT APPROVAL

DRAWING
NORTH ELEVATION
DRAWING NO.
A1.10
DRAFTER
SB
CHECKED
MEC
REV.
C

SCALE
0 1 2 5
1:200 @ A3



DEVELOPMENT APPLICATION REPORT 50 MARRI RD (LOT 703), DUNCRAIG

PREPARED BY MJA STUDIO ON BEHALF OF CCW CHILDREN'S FUND PTY LTD
JULY 2016



STREETSCAPE OF PROPOSED DEVELOPMENT FROM THE CORNER OF ROCHE AND CASSINIA RD

ARCHITECTURAL DRAWING SET





ROCHE ROAD STREETScape



STREETSCAPE OF PROPOSED DEVELOPMENT ALONG CASSINIA RD

MATERIALS AND TEXTURES

The proposed development uses a material palette derived from the surrounding context with particular reference to the coast. The materials include limestone cladding, charcoal coloured weatherboard cladding and rendered masonry in white, sand and charcoal. Sustainable finishes requiring minimal maintenance are used where possible.



CHARCOAL COLOURED
RENDERED WALL

GLASS BALUSTRADE

PEDESTRIAN ENTRY

CHARCOAL SHADOW
RECESS SEPARATING
EXPRESSED ELEMENTS

STACKED AWNING
WINDOWS

LANDSCAPED NATIVE VERGE
GROUNDING DEVELOPMENT

LIMESTONE CLADDING

VISITOR'S CAR PARK ENTRY

WHITE COLOURED
RENDERED WALL

SCREEN TO CAR PARK

CHARCOAL COLOURED
WEATHERBOARD CLADDING

DESIGN APPROACH - CONTEXT APPROPRIATE MATERIALITY & FORMS

A layer of complexity and depth is added through the materials chosen and forms utilised. A survey of the surrounding housing stock was taken to ensure the proposed development responded to the existing Duncraig vernacular, shown below. A coastal inspired palette was employed, with expressed white frames, rough textured limestone, dark coloured weatherboards and rendered finish in charcoal, light grey, limestone colour and white. Native verge planting has been utilised to ground the proposed development.

CONTEXT OBSERVATIONS



HORIZONTALITY IN BUILT FORM



STACKED AWNING WINDOWS



BLOCK RETAINING



NATIVE LANDSCAPING



ROUGH TEXTURE LIMESTONE



RENDER FINISH



COASTAL VERGE PLANTING



WEATHERBOARDS



BLACK OUT UPPER FLOOR TO REDUCE MASS

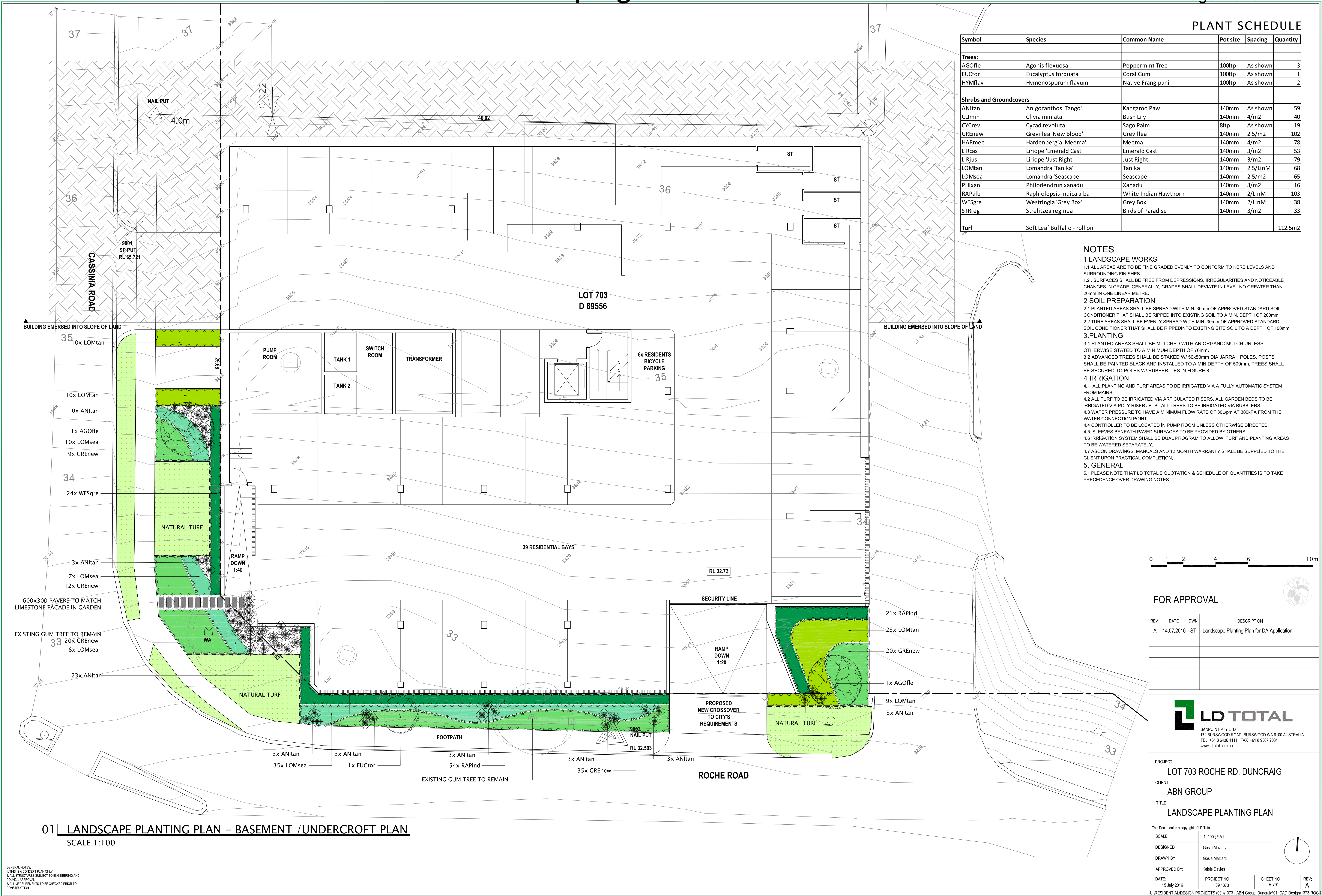


EXPRESSED FRAME REDUCES OVERALL MASS



VARY FACADE DEPTH AND SOLIDITY

Landscaping Plans



FOR OVERALL PLANTING SCHEDULE - REFER TO
SHEET NO LR-701



EUT Eucalyptus torquata



FOR APPROVAL

REV	DATE	DWN	DESCRIPTION
A	14.07.2016	ST	Landscape Planting Plan for DA Application



GRE NWB Grevillea 'New Blood'



WGB *Westringa fruticosa* 'Grey Box'




PROJECT:
LOT 703 ROCHE RD, DUNCRAIG

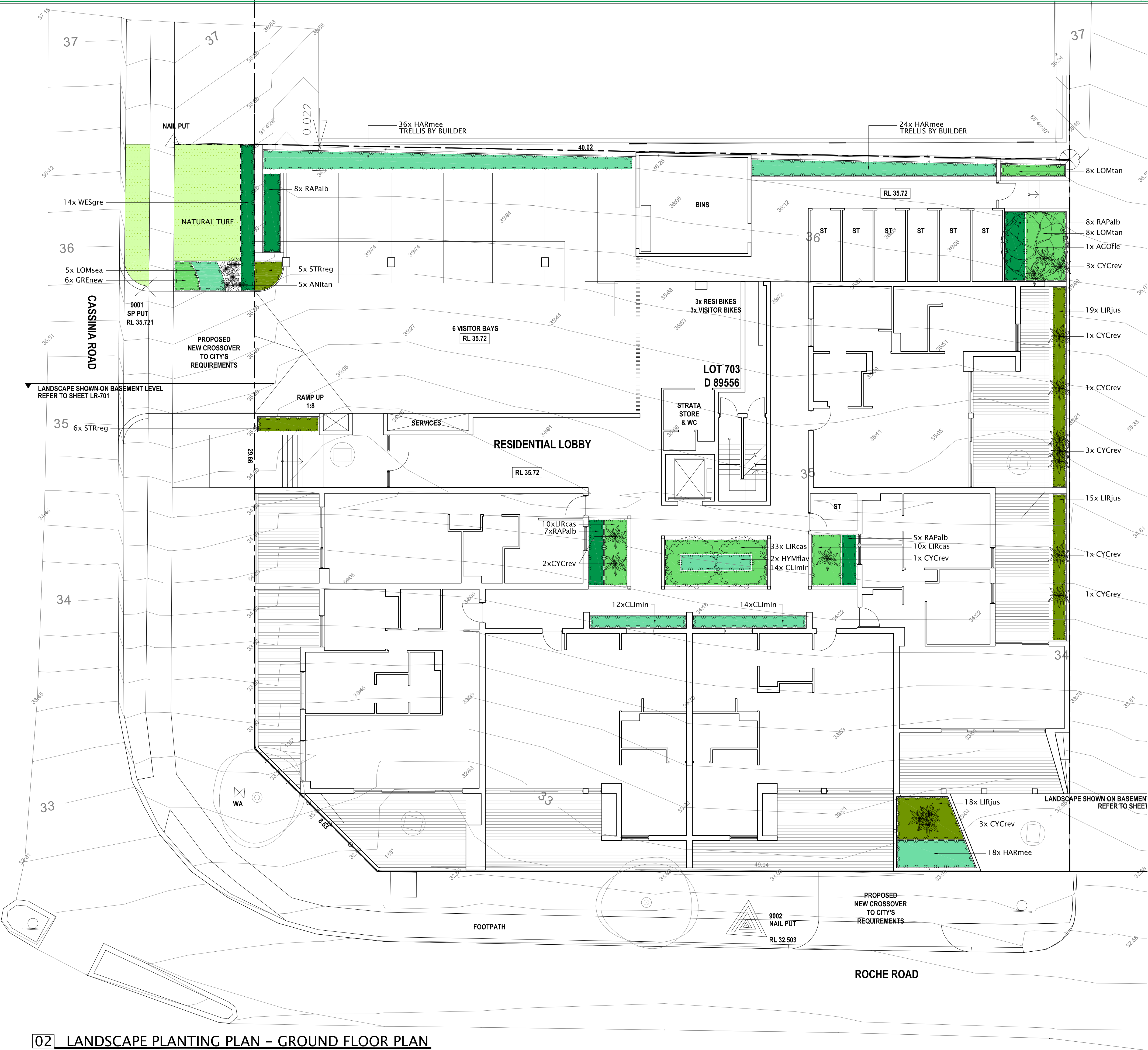
CLIENT:
ABN GROUP

TITLE
LANDSCAPE PLANTING PLAN

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SCALE:	1: 100 @ A1			
DESIGNED:	Gosia Maziarz			
DRAWN BY:	Gosia Maziarz			
APPROVED BY:	Kelsie Davies			
DATE: 15 July 2016	PROJECT NO 09.1373	SHEET NO LR-702	REV: A	

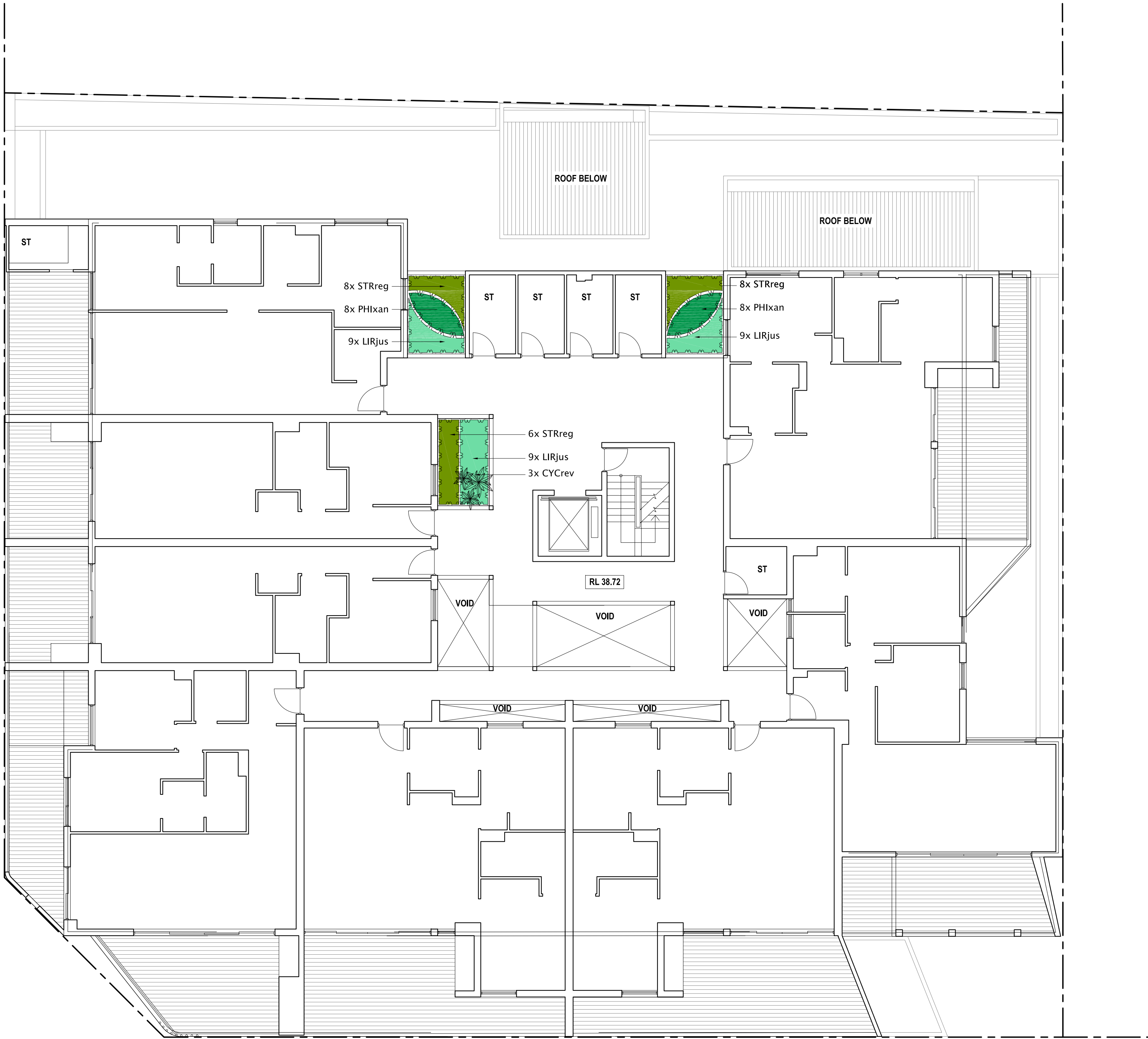
RESIDENTIAL DESIGN PROJECTS (09.)\1373 - ABN Group, Duncraig\01. CAD Design\1373-ROC



02 LANDSCAPE PLANTING PLAN – GROUND FLOOR PLAN
SCALE 1:100

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION

FOR OVERALL PLANTING SCHEDULE – REFER TO SHEET NO LR-701



FOR APPROVAL


REV	DATE	DWN	DESCRIPTION
A	14.07.2016	ST	Landscape Planting Plan for DA Application



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172 BURSWOOD ROAD, BURSWOOD WA 6100 AUSTRALIA
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PROJECT:
LOT 703 ROCHE RD, DUNCRAIG
CLIENT:
ABN GROUP
TITLE
LANDSCAPE PLANTING PLAN

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SCALE:	1: 100 @ A1			
DESIGNED:	Gosia Maziarz			
DRAWN BY:	Gosia Maziarz			
APPROVED BY:	Kelsie Davies			
DATE:	PROJECT NO 09.1373		SHEET NO LR-703	REV: A

RESIDENTIAL DESIGN PROJECTS (09./1373 - ABN Group, Duncraig)01. CAD Design(1373-RO

U:\RESIDENTIAL\DESIGN PROJECTS (09.1)\1373 - ABN Group, Duncraig\01. CAD Design\1373-ROCK

03 LANDSCAPE PLANTING PLAN – FIRST FLOOR PLAN
SCALE 1:100

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION



Environmentally Sustainable Design – Checklist

Under the City's planning policy, *Environmentally Sustainable Design in the City of Joondalup*, the City encourages the integration of environmentally sustainable design principles into the construction of all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

Environmentally sustainable design is an approach that considers each building project from a 'whole-of-life' perspective, from the initial planning to eventual decommissioning. There are five fundamental principles of environmentally sustainable design, including: siting and structure design efficiency; energy efficiency; water efficiency; materials efficiency; and indoor air quality enhancement.

For detailed information on each of the items below, please refer to the *Your Home Technical Manual* at: www.yourhome.gov.au, and *Energy Smart Homes* at: www.clean.energy.wa.gov.au.

This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

The City will seek to prioritise the assessment of your planning application and the associated building application if you can demonstrate that the development has been designed and assessed against a national recognised rating tool.

Please tick the boxes below that are applicable to your development.

Siting and structure design efficiency

Environmentally sustainable design seeks to affect siting and structure design efficiency through site selection, and passive solar design.

Does your development retain:

- ☒ existing vegetation; and/or
- ☒ natural landforms and topography

Does your development include:

- ☒ northerly orientation of daytime living/working areas with large windows, and minimal windows to the east and west
- ☒ passive shading of glass
- ☒ sufficient thermal mass in building materials for storing heat
- ☒ insulation and draught sealing
- ☒ floor plan zoning based on water and heating needs and the supply of hot water; and/or
- ☐ advanced glazing solutions

*SUBJECT TO FURTHER DESIGN
@ BUILDING PERMIT STAGE.*

Energy efficiency

Environmentally sustainable design aims to reduce energy use through energy efficiency measures that can include the use of renewable energy and low energy technologies.

Do you intend to incorporate into your development:

- ☒ renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
- ☒ low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
- ☒ natural and/or fan forced ventilation

Water efficiency

Environmentally sustainable design aims to reduce water use through effective water conservation measures and water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient technologies.

Does your development include:

- ☒ water reuse system(s) (e.g. greywater reuse system); and/or
- ☒ rainwater tank(s)

Do you intend to incorporate into your development:

- ☒ water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)

Materials efficiency

Environmentally sustainable design aims to use materials efficiently in the construction of a building. Consideration is given to the lifecycle of materials and the processes adopted to extract, process and transport them to the site. Wherever possible, materials should be locally sourced and reused on-site.

Does your development make use of:

- ☒ recycled materials (e.g. recycled timber, recycled metal, etc)
- ☒ rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- ☒ recyclable materials (e.g. timber, glass, cork, etc)
- ☒ natural/living materials such as roof gardens and "green" or planted walls

Indoor air quality enhancement

Environmentally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic compounds (VOCs) and other air impurities such as microbial contaminants.

Do you intend to incorporate into your development:

- ☒ low-VOC products (e.g. paints, adhesives, carpet, etc) *WHERE POSSIBLE*

'Green' Rating

Has your proposed development been designed and assessed against a nationally recognised "green" rating tool?

- ☒ Yes
- ☐ No

If yes, please indicate which tool was used and what rating your building will achieve:

BBA/NCC PART 3 COMPLIANCE
SUBJECT TO FURTHER DESIGN @ BUILDING PERMIT
STAGE.

If yes, please attach appropriate documentation to demonstrate this assessment.


If you have not incorporated or do not intend to incorporate any of the principles of environmentally sustainable design into your development, can you tell us why:

Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:

When you have checked off your checklist, sign below to verify you have included all the information necessary to determine your application.

Thank you for completing this checklist to ensure your application is processed as quickly as possible.

Applicant's Full Name: CHRISTOPHER DUNN FOR MJA Contact Number: 9388 0333

Applicant's Signature:  Date Submitted: 28-7-16

Accepting Officer's Signature: _____

Checklist Issued: March 2011

50 Marri Road, Duncraig

Transport Statement

Prepared for
ABN Group

16 June 2016



Contact Information

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Author(s): Danny Sriono
Traffic Engineer

Document Information

Prepared for	ABN Group
Project Name	Transport Statement
Site Name	50 Marri Road, Duncraig
Client Reference	
Project No.	CW956600
Document Title	50 Marri Road, Duncraig
Discipline Code	Traffic & Transport
Document Type	Report
Document Sequence	
Date	16 June 2016
Revision Number	A

Approved By: Jacob Martin
Team Leader – Transport Planning

Document History

Revision	Date	Description of Revision	Prepared by:	Reviewed by:
A	16 June 2016	For Issue	Danny Sriono	Jacob Martin

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Executive Summary

Cardno was commissioned by ABN Group to prepare a Transport Statement (TS) to support the Development Application (DA) for the proposed 22-apartment project. The development site (the Site) is located at 50 Marri Road, Duncraig, City of Joondalup.

This Transport Statement outlines the transport aspects of the proposed residential development, focusing on traffic operations, access, and car parking. Discussion regarding pedestrian, cycling, and public transport considerations are also provided.

This statement has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2006)* for lodgement with the development application for the council.

The following conclusions have been made in regards to the proposed development:

- > Proposed development for the 22 apartments has adequate number of parking facilities and expected to have minimal adverse impact on the surrounding area
- > The site has good footpath and cycling networks
- > The site has excellent access to public transport
- > No recorded crash data were found for Cassinia Road (between Marri Road and Roche Road) and Roche Road (between Cassinia Road and Coolibah Place)

Table of Contents

1	Introduction	1
1.1	Background	1
1.2	Study Area	1
1.3	Development Proposal	1
1.4	Existing Road Network	3
2	Proposed Development	4
2.1	50 Marrie Road, Duncraig	4
2.2	Car Parking Provision	4
2.3	Shopping Centre Parking	4
2.4	Bicycle Parking Provision	5
2.5	Access Arrangements	6
2.6	Development Traffic Generation	6
2.7	Development Traffic Distribution	6
2.8	Provision of service vehicles	6
3	Pedestrian / Cycle Networks	7
3.1	Existing Pedestrian / Cycle Networks and Facilities	7
3.2	Proposed Pedestrian / Cycle Networks and Facilities	7
4	Public Transport Services	8
4.1	Existing Public Transport Facilities	8
5	Site Specific Issues	9
5.1	Safety Review	9
5.2	Crash Data	9
6	Summary	10

Appendices

Appendix A WAPC Checklist

Appendix B Floor Plan

Tables

Table 2-1 Car Parking Requirements	4
Table 2-2 Proposed Car Parking Provision	4
Table 2-3 Bicycle Parking Requirements	5
Table 2-4 Development Traffic Generation - Peak Hours of the Development	6

Figures

Figure 1-1: Site Locality	1
Figure 1-2: Aerial image of Site Location	2
Figure 1-3: Zoning Map	2
Figure 3-1: Cycling Map	7
Figure 4-1: Surrounding Public Transport	8

1 Introduction

1.1 Background

Cardno was commissioned by ABN Group to prepare a Transport Statement (TS) to support the Development Application (DA) for the proposed 22-apartment project. The development site (the Site) is located at 50 Marri Road, Duncraig, City of Joondalup.

This report was prepared in accordance with the *Western Australian Planning Commission (WAPC) "Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments" (2006)* and the checklist is included in **Appendix A**.

1.2 Study Area

The proposed redevelopment site is located at 50 Marri Road in the City of Joondalup, approximately 600m north of the Warwick Road and 500m east of Marmion Avenue as shown in Figure 1-1. Currently the site is being used as an overflow car park.

Figure 1-1: Site Locality



Source: Nearmaps, June 2016

1.3 Development Proposal

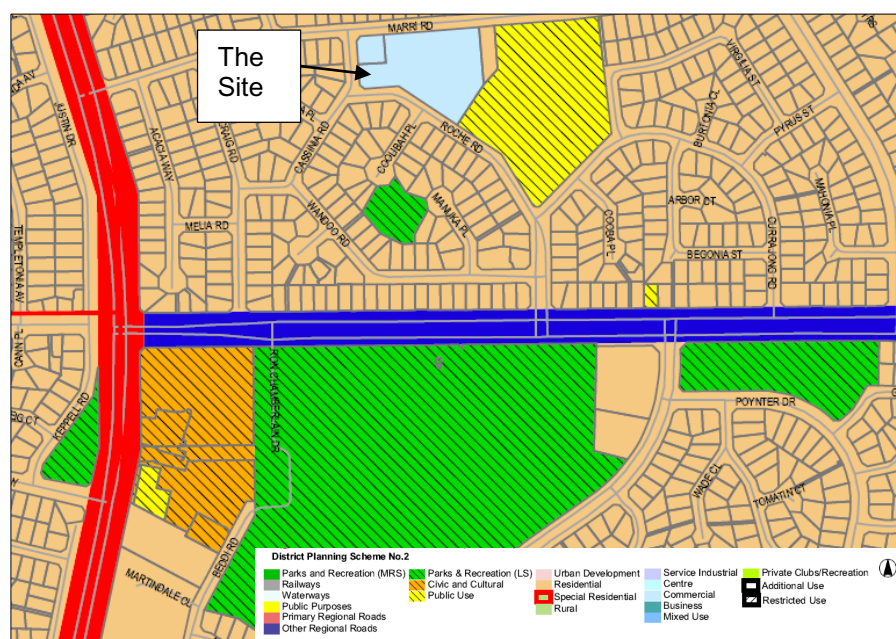
An aerial image of the existing site and the proposed 22-apartment project is shown in Figure 1-2.

Appendix B provides additional information and floor plans for the proposed development.

Figure 1-2: Aerial image of Site Location

Source: Nearmaps, June 2016

In the City of Joondalup District Planning Scheme No.2 (October 2015), the proposed redevelopment site is zoned as “Centre”. To the east, the site is bounded by a Shopping Centre and is also zoned as “Centre”. The land adjacent to the proposed redevelopment in north, south, and west are all zoned as “Residential”. This is shown in **Figure 1-3**.

Figure 1-3: Zoning Map

Source: City of Joondalup District Planning Scheme No.2

1.4 Existing Road Network

The site is bounded by Cassinia Road to the west, and Roche Road to the south. It is noted that the Site is bounded by an existing property and car park to the north and east respectively.

Marri Road forms a 3-way priority intersection with Cassinia Road to the north-west. Roche Road forms a 3-way priority intersection with Cassinia Road to the south-west. Roche Road also forms a 3-way priority intersection with Coolibah Place to the south-east.

Marri Road is located to the north of the Site. Marri Road is a two-way, two-lane single carriageway, approximately 7m wide, kerb to kerb, with a posted speed limit of 50km/hr close to the Site. Marri Road is defined as a Local Distributor Road under the road hierarchy of Main Roads WA. A 1.5m wide footpath is provided at one side of the road.

Cassinia Road is located on the western boundary of the Site. Cassinia Road is a two-way, two-lane single carriageway approximately 7m wide, kerb to kerb, with a posted speed limit of 50km/hr close to the Site. Cassinia Road is defined as an Access Road under the road hierarchy of Main Roads WA. A 1.5m wide footpath is provided at one side of the road.

Roche Road is located on southern boundary of the Site. Roche Road is a two-way, two-lane partially divided carriageway approximately 10m wide, kerb to kerb, with a posted speed limit of 50km/hr close to the Site. Roche Road is defined as an Access Road under the road hierarchy of Main Roads WA. A 1.5m wide footpath is provided at one side of the road.

Coolibah Place is located to the south of the Site. Coolibah Place is a two-way, two-lane single carriageway approximately 7m wide, kerb to kerb, with a posted speed limit of 50km/hr close to the Site. Coolibah Place is defined as an Access Road under the road hierarchy of Main Roads WA.

2 Proposed Development

2.1 50 Marri Road, Duncraig

The proposed development consists of the following;

- > 22 Apartments (1,573m²)

Plans illustrating the layout of the Site is included in **Appendix B**.

2.2 Car Parking Provision

The car parking provision required to service the proposed development is set out in the District Planning Scheme No. 2 of the City of Joondalup and Residential Design Codes. The applicable land uses and their car parking requirements are set out in Table 2-1.

Table 2-1 Car Parking Requirements

Use	Car Parking Requirements
Multiple dwellings in areas Coded R40 or greater, within mixed use development and activity centres (Location A)*	<ul style="list-style-type: none"> ▪ 1 bay per dwelling less than 110 sqm and/or 1 or 2 bedrooms ▪ 1.25 bays for dwelling of 110 sqm or greater and/or 3 or more bedrooms ▪ 0.25 visitor bay per dwelling

Table 2-2 shows these requirements applied to the development proposal.

Table 2-2 Proposed Car Parking Provision

Use	Proposed No. of Car Bays	Requirements	Shortfall / Excess
Residential	39	22	+17
Visitors	6	6	0
Total	45	28	+17

The parking provision for the proposed development is sufficient in accordance with the Residential Design Codes.

2.3 Shopping Centre Parking

The proposed development is located within the existing overflow car park for the Duncraig Shopping Centre.

The sufficiency of Shopping Centre parking has been assessed using two separate methods, as follows:

- > Review of statutory requirements under Amendment 65 of DPS2; and
- > Design day determination based on parking occupancy surveys for an observed peak day.

The results of this assessment confirm that the development provides sufficient parking to fully accommodate its own demand. Further, the results of parking assessment for the Duncraig Shopping Centre confirm that adequate parking will remain, as per the following results:

- > The proposed parking supply at Duncraig Shopping Centre following the redevelopment consists of 167 bays, including tenant parking, meeting the requirements of Amendment 65; and
- > Survey analysis indicates that the anticipated 95th percentile design day demand for customer parking associated with the Shopping Centre is 140 bays. This demand can be fully accommodated within the available supply in Zone 2 and Zone 3 (147 bays).

Based on demand analysis and statutory requirements for parking bays, it is concluded that the resulting reduction of parking supply for the Centre due to the proposed development would not adversely impact the operation of the retail site.

Detailed analysis of parking demands and future impacts is discussed in the *50 Marri Road, Duncraig Parking Assessment (June 2016)*.

2.4 Bicycle Parking Provision

The bicycle parking requirement for the proposed development is provided in the Residential Design Codes and is shown in Table 2-3.

Table 2-3 Bicycle Parking Requirements

Use	Bicycle Parking Requirements
Multiple dwellings in areas Coded R40 or greater, within mixed use development and activity centres (Location A)*	<ul style="list-style-type: none">▪ 1 per 3 dwellings for residents▪ 1 per 10 dwellings for visitors

Based on the requirements above, the total number of bicycle spaces required is 9 (7 for residents and 2 for visitors).

2.5 Access Arrangements

Main vehicular access into the site is via Cassinia Road (for visitors) and Roche Road (for residents). For pedestrians, the main access into the Site will be located on Cassinia Road.

2.6 Development Traffic Generation

Trip generation has been calculated for the proposed development, utilising trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 7th Edition*. In this document;

The 'Residential' land use (Land Use 223) generates;

- > 0.35 vehicle trips per dwelling, weekday AM peak hour of generator; 29% entering, 71% exiting; and
- > 0.44 vehicle trips per dwelling, weekday PM peak hour of generator; 59% entering, 41% exiting.

Table 2-4 Development Traffic Generation - Peak Hours of the Development

	Inbound	Outbound	Total
Weekday AM Peak Hour	3	5	8
Weekday PM Peak Hour	6	4	10

2.7 Development Traffic Distribution

It is anticipated that the generated traffic will be distributed onto Roche Road.

2.8 Provision of service vehicles

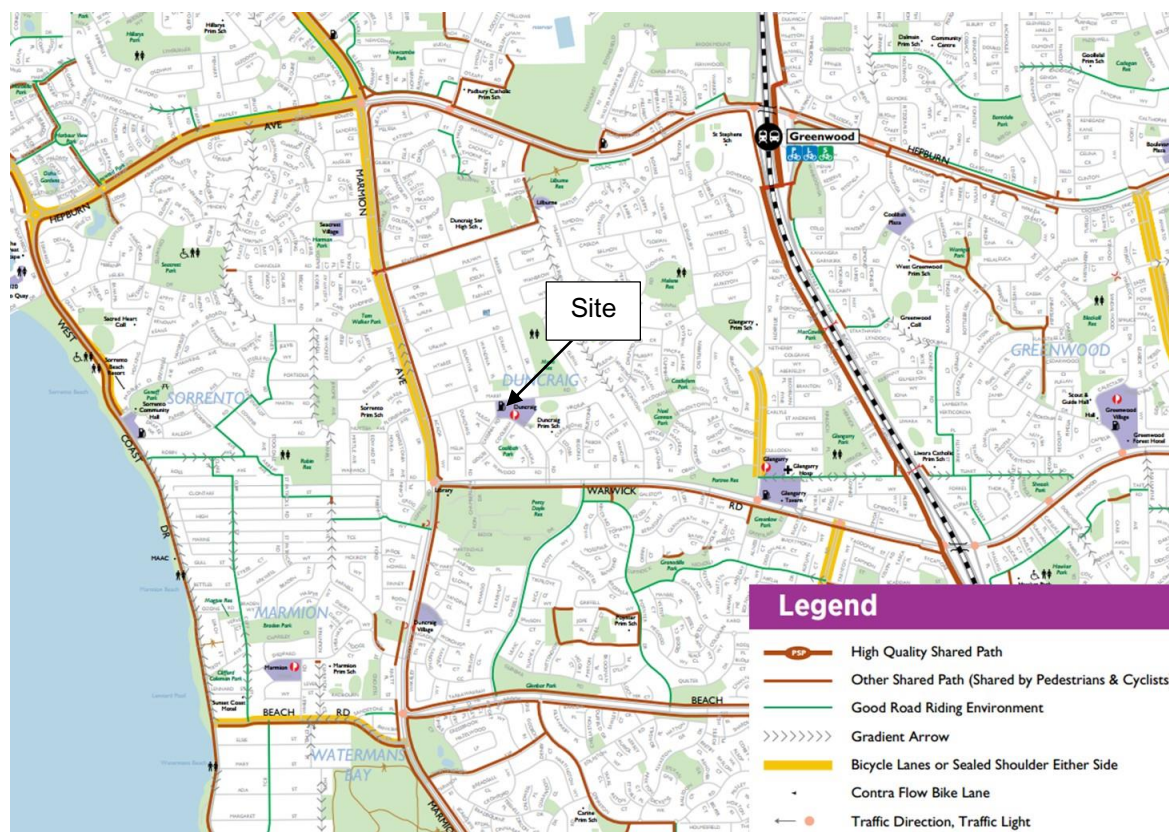
Refuse collection for the Site will be from Cassinia Road where the bin store is located. Due to space restriction and the expected high number of bins, the bins will always be kept inside the bin store and wheeled out during the collection time.

3 Pedestrian / Cycle Networks

3.1 Existing Pedestrian / Cycle Networks and Facilities

Existing cycle networks can be identified from the Department of Transport's Comprehensive Bike Map, an extract of which is shown in **Figure 3-1**.

Figure 3-1: Cycling Map



Source: Department of Transport, March 2014

The closest dedicated cycling facility can be found on Marmion Avenue (approximately 500m from the Site). It is noted that The Western Australian Government has recently allowed for cyclist of any age to ride on footpaths, therefore nearby footpaths can be used to provide cycling links to Marmion Avenue. Cyclists can then utilise Marmion Avenue to travel to the closest train station (i.e. Greenwood or Warwick) and use the shared path along the train line to either go north or south.

Overall, the Site has a good footpath network with paths provided at least at one side of the roads surrounding the Site.

3.2 Proposed Pedestrian / Cycle Networks and Facilities

The City of Joondalup Draft Bike Plan 2016-2021 proposes the following bike infrastructure upgrades within close proximity to the Site;

- > Davallia Road (between Beach Road and Warwick Road)
- > Warwick Road (between Mitchell Freeway and Marmion Avenue)
- > Glengarry Drive (between Warwick Road and Hepburn Avenue)

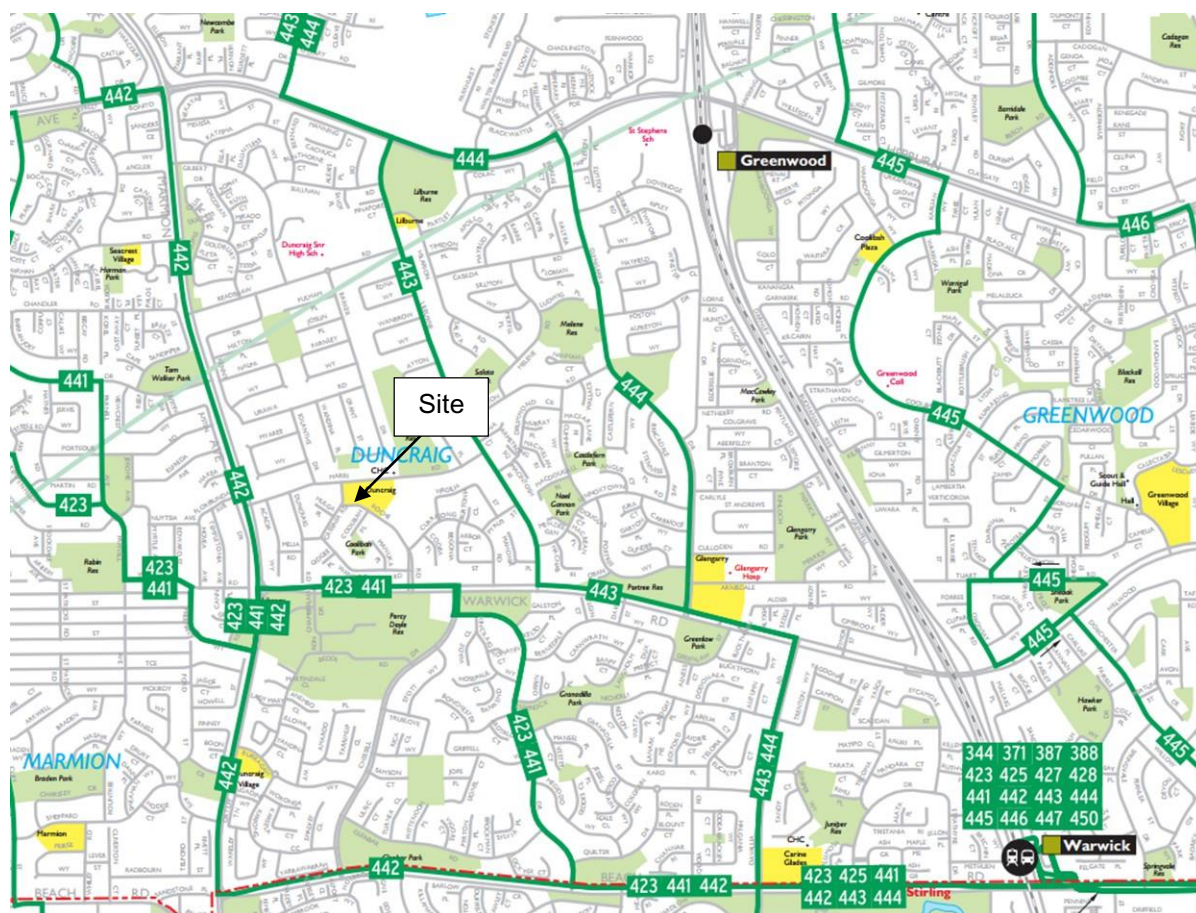
4 Public Transport Services

4.1 Existing Public Transport Facilities

Existing bus and train services can be identified in **Figure 4-1**. There are several bus stops located within close proximity to the Site and they are described as follows;

- > Warwick Road (within 400m walking distance) – Bus route 442
- > Marmion Avenue (within 700m walking distance) – Bus route 423 and 441
- > Lilburne Road (within 800mm walking distance) – Bus route 443

Figure 4-1: Surrounding Public Transport



Source: Transperth

The bus service frequency within close proximity to the site is summarised below;

Bus Route	Weekday (Peak)	Weekday (Off-Peak)	Saturday	Sunday & Public Holiday
423	10-15 mins	20-60 mins	30-60 mins	60 mins
441 & 442	10-15 mins	20-60 mins	60 mins	60 mins
443	10-20 mins	30-60 mins	60 mins	60 mins

Overall, the Site has good access to public transport, within a reasonable walking catchment.

5 Site Specific Issues

5.1 Safety Review

The proposed development is expected to have minimal adverse impact on the surrounding area in terms of traffic generation or safety.

5.2 Crash Data

A search of the Main Roads WA Reporting Centre for traffic crash data was conducted. This search covered all recorded traffic crashes between 1 January 2011 and 31 December 2015 on Cassinia Road (between Marrie Road and Roche Road) and Roche Road (between Cassinia Road and Coolibah Place).

No recorded crash data were found for the roads described above.

6 Summary

This Transport Statement outlines the transport aspects of the proposed residential development focusing on traffic operations, access, and car parking. Discussion regarding pedestrian, cycling, and public transport considerations are also provided.

This statement has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2006)* for lodgement with the development application for the council.

The following conclusions have been made in regards to the proposed development:

- > Proposed development for the 22 apartments has adequate number of parking facilities and expected to have minimal adverse impact on the surrounding area
- > The site has good footpath and cycling networks
- > The site has excellent access to public transport
- > No recorded crash data were found for Cassinia Road (between Marri Road and Roche Road) and Roche Road (between Cassinia Road and Coolibah Place)

[Transport Statement]

APPENDIX

A

WAPC CHECKLIST

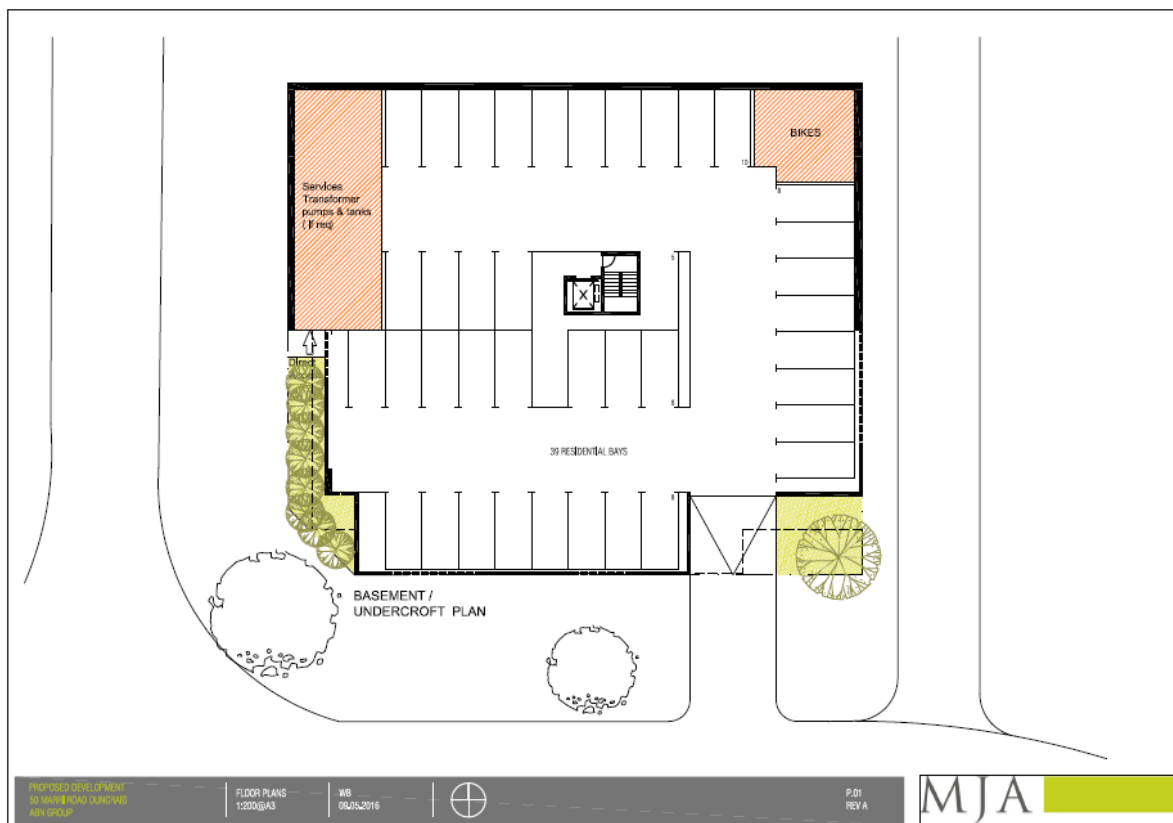
Item	Status	Comments/Proposals
Proposed development		
proposed land use	Section 2	
existing land uses	Section 1.2	
context with surrounds	Section 1.2	
Vehicular access and parking		
access arrangements	Section 2.5	
public, private, disabled parking set down / pick up	N/A	
Service vehicles (non-residential)		
access arrangements	N/A	
on/off-site loading facilities	N/A	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	Section 2.8	
Hours of operation (non-residential only)		
	N/A	
Traffic volumes		
daily or peak traffic volumes	Section 2.6	
type of vehicles (e.g. cars, trucks)	Section 2.6	
Traffic management on frontage streets		
	Section 1.4	
Public transport access		
nearest bus/train routes	Section 4	
nearest bus stops/train stations	Section 4	
pedestrian/cycle links to bus stops/train station	Section 4	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 3.1	
proposed pedestrian facilities within development	N/A	
existing pedestrian facilities on surrounding roads	Section 3.1	
proposals to improve pedestrian access	Section 3.2	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 3.1	
proposed cycle facilities within the development	Section 3.2	
existing cycle facilities on surrounding roads	Section 3.1	
proposals to improve cycle access	Section 3.2	
Site specific issues		
	Section 5	
Safety issues		
identify issues	Section 5.1	
Remedial measures	N/A	

[Transport Statement]

APPENDIX

B

FLOOR PLAN



8 Apartments
6 Stores

FIRST FLOOR PLAN

22 Apartments

	A	B	C	D		TOTAL
	1 BED x 1 BATH	2 BED x 1 BATH	2 BED x 2 BATH	2 BED x 2 BATH		
	54	75	77	81		
G	1	3	1	1		6
1	2	3	2	1		8
2	2	3	2	1		8
TOTAL	5	9	5	3		22
	270	675	385	243		1573
(5)	1x1 APARTMENTS				5	
(17)	2x2 APARTMENTS				34	
	RESIDENTIAL BAYS				39 BAYS	
	VISITOR BAYS				6	
	TOTAL BAYS				45	

PROPOSED DEVELOPMENT
50 MARRI ROAD DUNCRAIG
A&M GROUPFLOOR PLANS
1:200@A3WS
09.05.2016P.03
REV A**MJA**8 Apartments
6 Stores

SECOND FLOOR PLAN

PROPOSED DEVELOPMENT
50 MARRI ROAD DUNCRAIG
A&M GROUPFLOOR PLANS
1:200@A3WS
09.05.2016P.04
REV A**MJA**

About Cardno

Cardno is a professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

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50 Marri Road, Duncraig

Parking Assessment

Prepared for
ABN Group

10 June 2016

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Revision	Effective Date	Description	Prepared by:	Reviewed by:
A	10 June 2016	For Issue	Rohit Sharma	Jacob Martin

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Table of Contents

Parking Assessment	1
1 Introduction	4
2 Project Background	5
2.1 Study Area	5
2.2 Development Proposal	6
3 Statutory Review	7
4 Parking Occupancy Survey	8
4.1 Survey Methodology	8
4.2 Overall Results	9
4.3 Survey Results per Parking Zone	9
4.4 Design Day Calculation	11
5 Conclusions and Recommendations	12

Appendices

Appendix A: Floor Plans

Appendix B: Statutory Parking Requirement

Appendix C: Survey Data

1 INTRODUCTION

Cardno has been commissioned by ABN Group to prepare a Parking Statement for the proposed 22 apartment project at 50 Marri Road, Duncraig; on the Duncraig Shopping Centre site (the Centre). This study has been undertaken consistent with the requirements of the City of Joondalup.

The objectives of this parking study were to identify the requirements for parking at the Centre and determine whether the proposed development would adversely impact the operation of this retail site. It is noted that the development at 50 Marri Road is proposed to be constructed within the overflow car park at the western end of the site, resulting in a reduction of parking supply for the Centre.

As part of this study Cardno undertook car parking demand surveys at the Duncraig Shopping Centre site across the peak demand period and performed a detailed analysis of the survey results to identify the likely requirement for car parking by the Centre.

2 PROJECT BACKGROUND

2.1 STUDY AREA

The Duncraig Shopping Centre is bounded by Marri Road to the north, Duncraig Primary School to the east, Roche Road to the south and Cassinia Road to the west.

Figure 1 shows the extent of the study area and adjacent land use context.

Figure 1 Study Area and Surrounds



2.2 DEVELOPMENT PROPOSAL

Figure 2 shows the location of the proposed 22-apartment project on the Centre site. The proposed residential complex includes 39 residential bays within a basement car park, in addition to 6 visitor bays at ground level. The number of bays provided is sufficient to satisfy R-Codes and City of Joondalup requirements.

No overspill into the adjacent Centre parking is predicted from this development. However, the development is proposed for the area currently occupied by the overspill car park to the west of the site. Removal of this parking will result in a reduction from 229 bays to 167 bays (a reduction of 62 bays).

Appendix A provides additional information and floor plans for the proposed development.

Figure 2 **Site Location**



3 STATUTORY REVIEW

As per the Amendment No. 65 (2012) of District Planning Scheme No. 2 of the City of Joondalup, Shopping Centres under 30,000 m² require 5 on-site parking bays per 100m² Net Lettable Area (NLA). Using this revised standard for parking supply, 167 on-site parking bays are required for the existing 3,345 m² NLA at Duncraig Shopping Centre.

The proposed parking supply at Duncraig Shopping Centre following the redevelopment is 167 bays, including tenant parking, meeting the requirements of Amendment 65.

Appendix B provides additional information and requirement of parking for each component of the Shopping Centre.

4 PARKING OCCUPANCY SURVEY

4.1 SURVEY METHODOLOGY

Parking occupancy information has been gathered to determine car parking usage for each of the 3 surveyed zones identified in **Figure 3**. It should be noted that tenant parking to the rear of the site was not surveyed, identified to be an additional 20 bays in total. Due to the size of the Shopping Centre, the demand for tenant parking is expected to be relatively stable across peak periods of the year.

The primary survey was conducted over the following peak period:

- Friday 20 May 2016 midday peak period (10:00am to 3:00pm)

Figure 3 *Parking Locations*



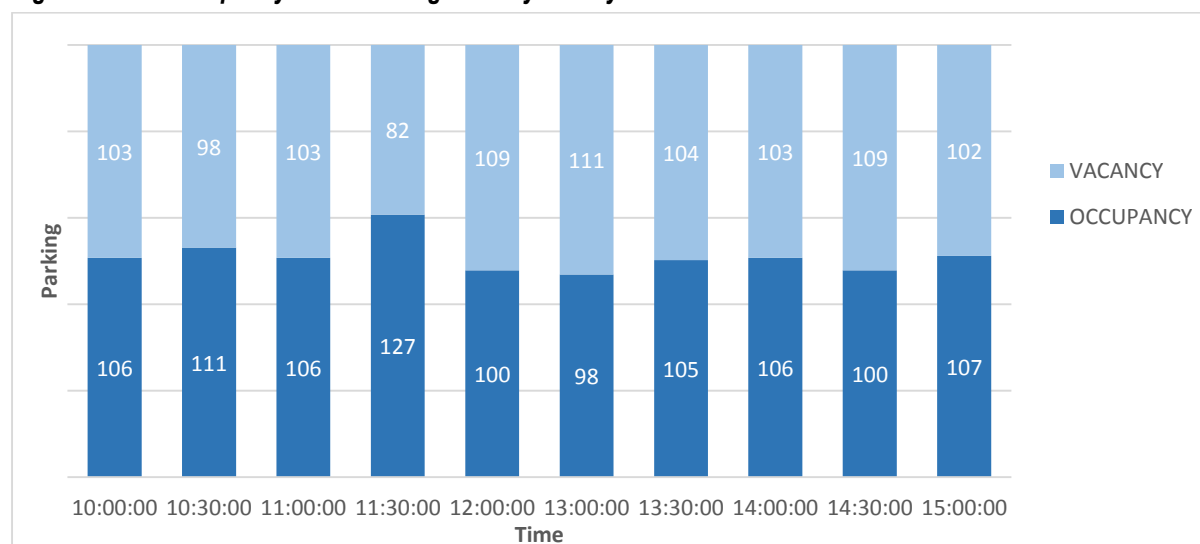
During the above survey periods, each parking bay within a zone was inspected for occupancy, with results collated for each parking zone.

The collated survey results have been included in **Appendix C**. These results are summarised and described in below sections of this Chapter.

4.2 OVERALL RESULTS

The results of the surveys will assist in providing ongoing information regarding the efficiency, effectiveness and sufficiency of the on-site parking quantum. A summary of the occupancy data for the entirety of Duncraig Shopping Centre parking, a total of 209 car parking spaces, excluding dedicated tenant bays, is shown in **Figure 4** for the surveys conducted on 20th May 2016.

Figure 4 **Occupancy of All Parking – Friday 20 May 2016**



The peak parking occupancy level occurred at 11:30pm on Friday when 61% of available parking spaces were occupied (leaving 82 vacant spaces). On this basis it can be observed that demand for parking spaces is relatively low, with sufficient supply on a typical weekday peak period. Parking utilisation remained relatively static across the survey period, with an average observed occupancy of 51%.

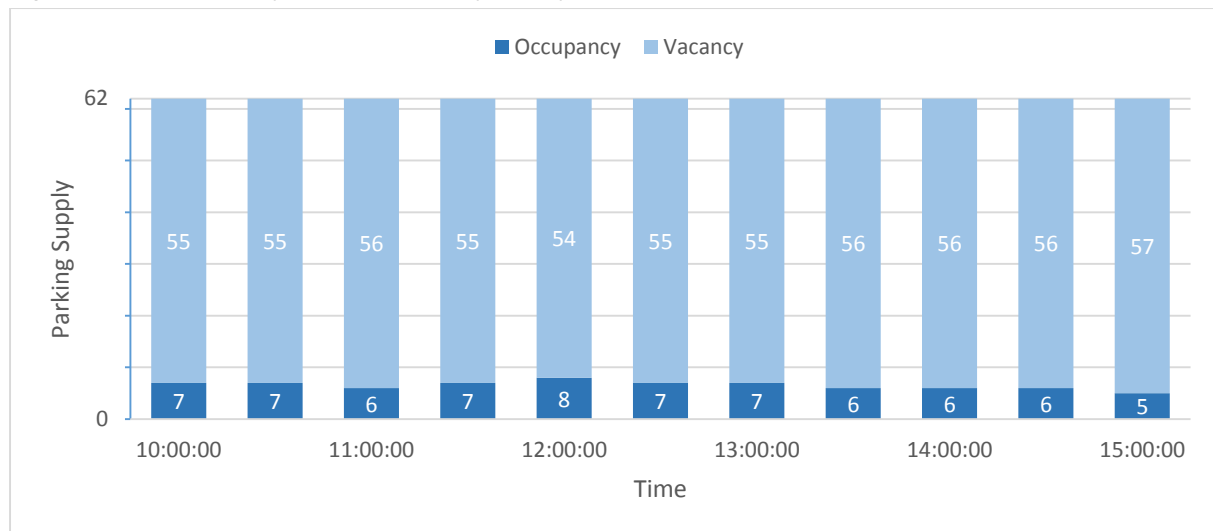
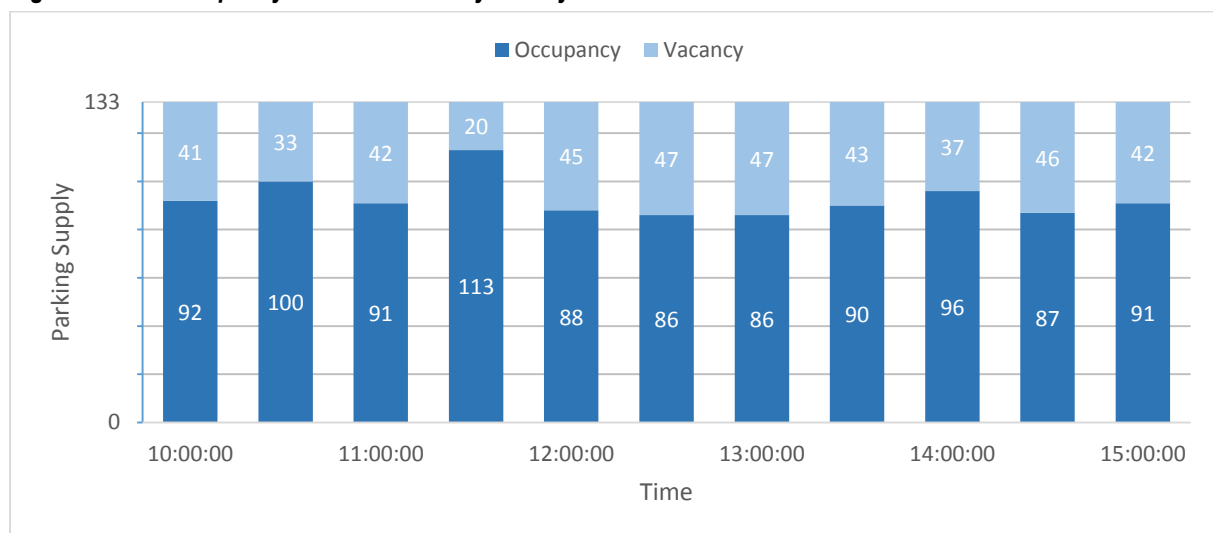
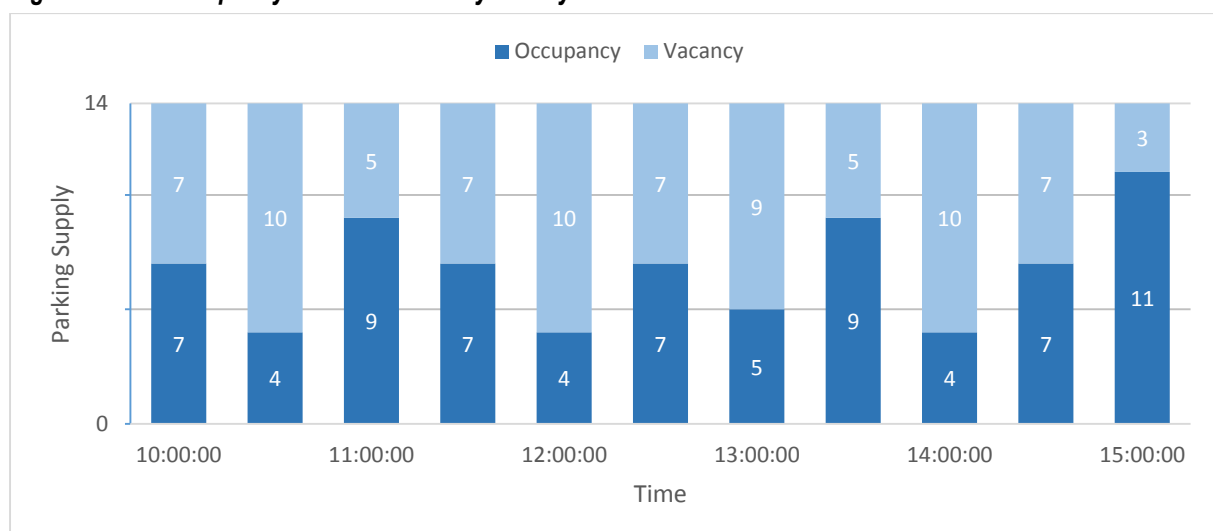
It was noted that the workers from the adjacent construction site, were observed to parking their vehicles within the Centre car park at the time of the survey. This parking was observed within Zone 1, and appears to be restricted to this area. Demand for the Shopping Centre and adjacent development was observed to be within Zone 2 and Zone 3 only.

4.3 Survey Results per Parking Zone

An analysis was undertaken to map each car park to determine how effectively each zone is utilised, the parking occupancy results have been disaggregated according to zone and displayed graphically.

Figure 3 identifies 3 car parking areas corresponding to the zones surveyed. Note that these zones were determined for the purposes of the survey only and do not necessarily relate to any particular structural or management characteristic.

Graphs showing parking occupancy across the three zones are shown in **Figure 5**, **Figure 6** and **Figure 7**.

Figure 5 **Occupancy of Zone 1 – Friday 20 May 2016****Figure 6** **Occupancy of Zone 2 – Friday 20 May 2016****Figure 7** **Occupancy of Zone 3 – Friday 20 May 2016**

During the time period surveyed peak occupancy was observed to be 127 bays. However, 7 of these bays were consumed by workers at the construction site, suggesting that the baseline demand for a typical Friday would be in the order of 120 bays.

4.4 Design Day Calculation

To determine a design day, previous Shopping Centre parking studies completed by Cardno have been used as a reference. The increase in parking demand from a typical Friday to the design day (nominally the 95th percentile) was an average of 17%. Using this benchmark, parking demand could be expected to increase from the observed 120 bays to a design day demand of 140 bays. This demand can be fully accommodated within the available supply in Zone 2 and Zone 3 (147 bays). Therefore, the redevelopment of Zone 1 for the proposed apartment complex can be supported, on the basis that it would not impact the availability of parking for the Centre on the design day.

5 Conclusions and Recommendations

The sufficiency of Shopping Centre parking has been assessed using two separate methods, as follows:

- Review of statutory requirements under Amendment 65 of DPS2; and
- Design day determination based on parking occupancy surveys for an observed peak day.

The results of this assessment confirm that the development provides sufficient parking to fully accommodate its own demand. Further, the results of parking assessment for the Duncraig Shopping Centre confirm that adequate parking will remain, as per the following results:

- The proposed parking supply at Duncraig Shopping Centre following the redevelopment consists of 167 bays, including tenant parking, meeting the requirements of Amendment 65; and
- Survey analysis indicates that the anticipated 95th percentile design day demand for customer parking associated with the Shopping Centre is 140 bays. This demand can be fully accommodated within the available supply in Zone 2 and Zone 3 (147 bays).

Based on demand analysis and statutory requirements for parking bays, it is concluded that the resulting reduction of parking supply for the Centre due to the proposed development would not adversely impact the operation of the retail site.

Parking Assessment

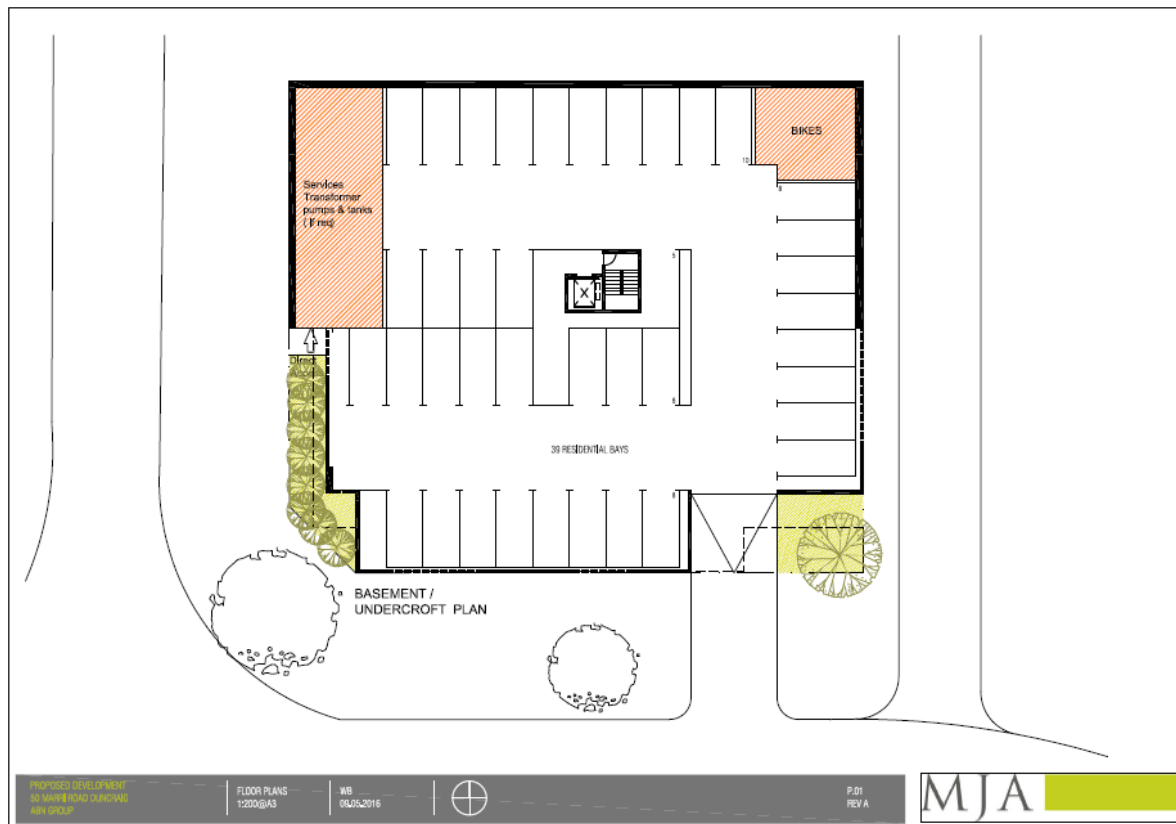
APPENDIX

A

FLOOR PLANS



Appendix A



8 Apartments
6 Stores



FIRST FLOOR PLAN

22 Apartments

	A	B	C	D	
	1 BED x 1 BATH	2 BED x 1 BATH	2 BED x 2 BATH	2 BED x 2 BATH	TOTAL
	54	75	77	81	
G	1	3	1	1	6
1	2	3	2	1	8
2	2	3	2	1	8
TOTAL	5	9	5	3	22
	270	675	385	243	1573
(5)	1x1 APARTMENTS				5
(17)	2x2 APARTMENTS				34
	RESIDENTIAL BAYS				39 BAYS
	VISITOR BAYS				6
	TOTAL BAYS				45

PROPOSED DEVELOPMENT
50 MARRI ROAD DUNCRAIG
MJA GROUP

FLOOR PLANS
1:200@A3

WB
09.05.2016



P.03
REV A

MJA

8 Apartments
6 Stores



SECOND FLOOR PLAN

PROPOSED DEVELOPMENT
50 MARRI ROAD DUNCRAIG
MJA GROUP

FLOOR PLANS
1:200@A3

WB
09.05.2016



P.04
REV A

MJA

Parking Assessment

APPENDIX

B

STATUTORY PARKING REQUIREMENT



Appendix B**Statutory Parking Requirement**

Land Use	LTA (Sq.m)	Parking Required Under Amendment No.65	Use Class - Number of Bays Required under Amendment No.65
Supermarket	1194.1	60	Shopping Centres under 10,000sqm 5 per 100sqm
Fitness Gym	226.9	11	
Dentist	157.2	6	
Bakery	76.81	4	
Meat/ Butcher	109.2	5	
Fruit and Vege	70.7	4	
Newsagents	185	9	
Pharmacy	120.5	6	
Hairdresser	78.91	4	
Red Cross	85.96	4	
Café	110.79	6	
Liquor Store	291.4	15	
Restaurant/ Licensed Premises	199.9	10	
Clothes / Fashion	40	2	
Hairdresser	81.8	4	
Fish and Chips	67.09	3	
African Heritage	158.26	8	
Optometrist	44.9	2	
Hairdresser	44.8	2	
Auto Teller Machine	1	0	
Additional due to rounding		1	
Total	3345.22	167	

Parking Assessment

APPENDIX

C

SURVEY DATA



Appendix C

Each parking bay within a zone was inspected for occupancy and was divided in sub-zones as shown in **Figure 8**

Figure 8

Parking Sub-zones



Table 1

Occupancy (Friday - 20/05/2016)

Zone	Total Bays	Occupancy (Friday - 20/05/2016)										
		10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00
1A	32	3	3	3	3	3	3	3	3	2	2	1
1B	30	4	4	3	4	5	4	4	3	4	4	4
2A	9	9	9	8	5	5	6	5	5	6	5	5
2B	19	9	11	12	13	13	12	15	12	13	13	10
2C	15	8	8	9	12	11	8	9	10	12	5	8
2D	17	7	6	9	14	10	10	8	8	11	10	8
2E	19	15	18	12	19	12	16	12	11	14	14	13
2F	17	15	17	12	16	12	14	13	14	15	15	17
2G	19	13	15	13	16	12	11	11	13	13	13	14
2H	18	16	16	16	18	13	9	13	17	12	12	16
3A	9	2	3	5	3	3	3	3	4	3	4	8
3B	5	5	1	4	4	1	4	2	5	1	3	3
Total	209	106	111	106	127	100	100	98	105	106	100	107

Tom Geddes
City of Joondalup
90 Boas Avenue
Joondalup WA 6027

MJA Reference No. 16012

11 OCTOBER 2016

Dear Tom,

RE: 50 MARRI ROAD DEVELOPMENT APPLICATION – NEIGHBOUR CONSULTATION

Refer below responses to the comments received during the neighbour consultation period for Lot 703 (No 50) Marri Rd.

1.0 Privacy & overlooking to rear yards of nearby properties:

The proposed apartments to Lot 703 are in accord with the privacy and overlooking requirements of the R-Codes. All openings to the northern adjacent residential dwellings at Lot 702 are high level with access walkways screened. No overlooking is possible to rear yards of single residential houses across Cassinia and Roche Roads.

1.1 Excessive bulk and scale compared to adjacent lot 702:

The proposal to Lot 703 provides bulk and scale replicating that existing on the adjacent Lot 702. Refer below existing justification provided to the city on the 19th of September:

- The proposal for Lot 703 Marri Rd is generally 3 levels with a minor fourth floor being expressed only along the southern boundary as screened residential vehicle parking. The proposal has intentionally not maximised the full 12m height allowances to the northern portion of the site so as to maintain solar access and ventilation to the south facing upper floors of the adjacent building Lot 702 Marri Rd. The façade articulation aims to provide a transition along Cassinia Rd from Lot 702 with the use of recessed, shaded upper floor treatments and expressed smaller components to assist breaking down any perceived bulk or mass.

1.2 Obstruct outlook from adjacent apartments to Lot 702:

The proposal has intentionally not maximised the full 12m height allowances to the northern portion of the site and has exceeded minimum boundary setbacks to the northern shared boundary so as to maintain solar access and ventilation to the south facing apartments of the adjacent building at Lot 702 Marri Rd.

1.3 Loss of natural light access to adjacent apartments at Lot 702:

As per 1.2

1.4 The Roche Rd/Cassinia Rd intersection is overcrowded with traffic and is not safe:

The submitted traffic report demonstrates that the immediate locale will not be impacted adversely from the traffic generated by the proposal.

1.5 The proposal to Lot 703 goes "against boundary laws and setback privacy" [sic]:

The site massing has intentionally been located away from the northern boundary to improve the amenity of the south facing apartments of the adjacent building at Lot 702 Marri Rd.

1.6 The design of the development will impact upon school safety:

As per 1.4

1.7 The redevelopment of the car parking area will lead to the overcrowding of the shopping centre and leave no parking bays for locals:

Currently the shopping centre has surplus car parking to the requirements of the City of Joondalup District Planning Scheme No. 2. Rowe Group Planning have confirmed that despite the loss of car bays (taken up by the development) the shopping centre still complies with the scheme. The development accommodates its required car parking for residents and visitors as per the R-codes, also providing additional bays for the apartments over requirements (2 bays per 2 bedroom apartment).

We trust the above clarifies comments raised during the neighbour consultation period for Lot 703 Marri Rd. Do not hesitate to contact the undersigned with any queries.

Yours sincerely,



Christopher Dwyer
P.P. MJA_Studio



Form 2 - Responsible Authority Report

(Regulation 17)

Property Location:	Lot 28 (46) Angove Drive, Hillarys
Application Details:	Proposed additions and modifications to previous approval for a three storey mixed use development
DAP Name:	Metro North-West JDAP
Applicant:	Harden Jones Architects
Owner:	Paltara Pty Ltd
LG Reference:	DA16/0986
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DAP/15/00754
Report Date:	18 October 2016
Application Receipt Date:	30 August 2016
Application Process Days:	60 Days
Attachment(s):	1: Location Plan 2: Original JDAP decision and approved plans dated 1 October 2015 3: Development Plans 4: Site Photo - Partially constructed Western Power substation and switchgear enclosure

Officer Recommendation:

That the Metro North-West JDAP resolves to:

1. Accept that the DAP Application reference DAP/15/00754 as detailed on the DAP Form 2 dated 30 August 2016 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. Approve, except for a part of the development specified in the approval, the DAP Application reference DAP/15/00754 as detailed on the DAP Form 2 dated 30 August 2016 and accompanying plans A103, A201, A202, A203 and A301 as set out in attachment 3, in accordance with the provisions of subclause 68(2), 73(b) and 77(4)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, for additions and modifications to a previously approved three storey mixed use development at Lot 28 (46) Angove Drive, Hillarys, subject to:

Additional Conditions

1. In accordance with Clause 73(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* this approval relates to the proposed 'tenancy 2 change of use from 'Shop' and 'Office' to 'Medical Centre', 'additional windows to units 104, 201 and 207 and 'enlargement to the tenancy 1 cafe alfresco area' only, as indicated on the approved plans. It does

not relate to 'Western Power substation and switchgear enclosure', or any other development on the lot.

2. The commercial parking bays located on-site are to be unsecured and available for use by customers and employees during the operating hours of tenancies 1 and 2, to the satisfaction of the City.
3. The on-street parking bays are to be available for use by the general public at all times unless otherwise approved by the City.
4. No more than 2 practitioners or professionals generating their own patient load shall be permitted to operate from tenancy 2 at any given time.
5. The provisional customer seating within the tenancy 1 cafe dining area shall be limited to a maximum of 75 seats at any given time to the satisfaction of the City. A seating plan shall be submitted to, and approved by the City prior to operation of the cafe.

Amended Advice Notes

1. All conditions and requirements detailed on the original approval dated 1 October 2015 shall remain unless altered by this application.
2. The tenancy indicated as 'Physiotherapist' on the approved plans is approved as a 'Medical Centre' as defined by the City of Joondalup District Planning Scheme No. 2.
3. The City of Joondalup District Planning Scheme No. 2 defines 'Medical Centre' as "premises, other than a hospital, used by one or more health consultant(s) for the investigation or treatment of human injuries or ailments and for general outpatient care (including preventative care, diagnosis, medical and surgical treatment, and counselling)."

Background:

Property Address:	Lot 28 (46) Angove Drive, Hillarys
Zoning	MRS: Urban
	TPS: Urban Development
Use Class:	Multiple Dwellings – 'D' Use Restaurant – 'D' Use Medical Centre – 'P' Use
Strategy Policy:	N/A
Development Scheme:	<i>City of Joondalup District Planning Scheme No. 2 (DPS2)</i>
Lot Size:	2129m ²
Existing Land Use:	Subject development under construction
Value of Development:	\$7,500,000

This report is for additions and modifications to the previously approved three storey mixed use development on Lot 28 (46) Angove Drive, Hillarys, which is currently under construction.

The development was originally deferred by the Metropolitan North-West Joint Development Assessment Panel (JDAP) at its meeting of 6 July 2015 as the advertising period for the application had not yet ended as required under the City's District Planning Scheme No. 2 and a number of outstanding issues were required to be resolved between the City and the applicant.

The applicant subsequently sought a review of this decision through the State Administrative Tribunal (SAT), and through this process made revisions to the proposal. As a result of these amended plans, the SAT invited the JDAP to reconsider its previous decision. At its meeting of 1 October 2015 the JDAP resolved to approve the application subject to a number of conditions (Attachment 2 refers).

The subject site is located on the south-eastern corner of the intersection of Angove Drive and Whitfords Avenue, Hillarys. The surrounding areas to the north, east and south of the site are made up of privately owned residential lots (Attachment 1 refers).

The site is zoned 'Urban' under the *Metropolitan Region Scheme* (MRS) and 'Urban Development' under the City's *District Planning Scheme No. 2* (DPS2) and is subject to the development provisions of the *Hillarys Structure Plan* (HSP) and the *Residential Design Codes of Western Australia* (R-Codes). The site is designated as 'Mixed Use' under the HSP.

The structure plan area consists primarily of residential development at various scales and densities, with two sites designated for mixed use developments, the subject site being the smaller of the two.

Details: outline of development application

An application for amendments to the previously approved three storey mixed-use development at Lot 28 (46) Angove Drive, Hillarys was received by the City on 30 August 2016.

The applicant seeks to modify aspects of the development approved by the JDAP at its meeting of 1 October 2015 and proposes the following amendments which are also provided on the development plans at Attachment 3:

- Change of use relating to tenancy 2 from 'Shop' and 'Office', to 'Medical Centre' (physiotherapy), with a maximum of two practitioners proposed.
- Enlargement of the tenancy 1 cafe alfresco area by 38.5m², to accommodate planter boxes and bench seating.
- Additional windows added to the northern facade of apartments 104 and 207 facing Angove Drive.
- Additional windows added to the ensuite and bathroom windows of apartment 201 on the southern facade.
- Addition of a 2.25 metre high Western Power service equipment enclosure set back 0.45 metres from the Mallorca Avenue street boundary to accommodate an additional substation and switchgear required by Western Power to service the mixed use development and the surrounding residential area. It is noted that while the substation and switchgear constitute a public work undertaken by a public authority, and are therefore exempt from requiring planning approval under section 6 (1) of the *Planning and*

Development Act 2005, the proposed enclosure is not exempt from this requirement and therefore has been considered as part of this application.

The applicant has outlined that the above amendments are required following the confirmation of tenants for the commercial tenancies on the site, and to facilitate the relocation of the on-site Western Power service equipment adjacent to the Mallorca Avenue allowing additional space for a substation and switchgear.

Legislation & policy:

Legislation

- *Planning and Development Act 2005*
- *Metropolitan Region Scheme (MRS)*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *City of Joondalup District Planning Scheme No. 2 (DPS2)*

State Government Policies

- *Residential Design Codes of Western Australia (State Planning Policy 3.1) (R-Codes).*

Local Policies

- *Council Policy – Environmentally Sustainable Design Policy*

The requirements of the above policy, including the City's *Environmentally Sustainable Design Checklist*, were addressed previously in the original report for DAP/15/00754.

Consultation:

Public Consultation

The proposal was not required to be advertised as it was deemed that the proposed amendments to the previous approval would not result in any additional impact on surrounding landowners as indicated in the planning assessment below.

It is noted that consultation was undertaken previously for the approved development. A summary of concerns raised is contained within the original report for DAP/15/00754.

Further to the above the City did receive a number of unsolicited comments from surrounding and nearby landowners in relation to the appearance of the proposed Western Power service equipment enclosure, which has been partially constructed on site. The concerns raised were in relation to the proximity of the structure to the street and footpath, the appearance of the development and its impact on the visual amenity of the street. These concerns are discussed further in the planning assessment section of this report.

Consultation with other Agencies or Consultants

The application was not required to be referred to any other agencies or consultants.

Planning assessment:

The application has been assessed in accordance with the provisions of DPS2, the HSP and Part 6 of the R-Codes, which relates to multiple dwellings in areas coded R30 or higher.

Land Use Assessment

The subject site is located in the 'Mixed Use' precinct of the HSP where, for the most part, the land use permissibility is as per the 'Mixed Use' zone in DPS2.

The application proposes a change of use relating to tenancy 2 from 'Shop' and 'Office' to 'Medical Centre'. The land use 'Medical Centre' is a permitted ("P") use as outlined in the land use permissibility table of DPS2 and therefore is considered appropriate on the basis of land use.

Car Parking

The development was previously approved with a total of 54 on-site parking bays. This represented a 3 bay shortfall when assessed against DPS2 requirements in place at the time of the decision, but a one bay surplus when assessed against parking standards proposed in an omnibus amendment (Amendment No. 65) that the JDAP took into consideration in making the previous decision. The car parking table below indicates the parking requirements for the previously approved office, shop and restaurant uses. It also indicates a total of 54 on-site bays still being provided compared with a requirement for 56 on-site bays based on the current application.

The application proposes a change of use from the previously approved 'Office' and 'Shop' indicated as tenancy 2, to 'Medical Centre', and additionally seeks to increase the overall area of the alfresco associated with the tenancy 1 cafe by 35.8m².

Use Class	Number of on-site parking bays required under DPS2/R-Codes	Number of on-site parking bays required under Omnibus/R-Codes	Number of on-site parking bays provided
Office (100m ²)	3.3 bays (1 per 30m ² NLA)	2 bays (1 per 50m ²)	20 bays
Shop (100m ²)	7 bays (7 per 100m ² NLA)	5 bays (5 per 100m ²)	
Medical Centre (2 practitioners)	5 bay per medical practitioner 10 bays	5 bay per medical practitioner 10 bays	
Restaurant (95m ² + 6.3m ² of dining area = 101.3m ²) Maximum of 75 seats proposed.	19 bays (Greater of 1 per 5m ² of dining room or 1 per 4 guests) Based on dining area: 20.26 Based on seating:	19 bays (Greater of 1 per 5m ² of dining room or 1 per 4 guests) Based on dining area: 20.26 Based on seating:	

	18.75	18.75	
Subtotal	29.3 Based on dining area: 30.26 Based on seating: 28.75	26 Based on dining area: 30.26 Based on seating: 28.75	
Multiple Dwellings	22.25 bays	22.25 bays	34 bays
Visitor bays	4.5 bays	4.5 bays	0 bays
Total	56.05 (57) 57.01 (57) 55.5 (56)	52.75 (53) 57.01 (57) 55.5 (56)	54 bays

DPS2 requires car parking to be provided at a rate of five bays per practitioner for a 'Medical Centre'. The applicant has specified that the 'Medical Centre', which will operate as physiotherapy, will have a maximum of two practitioners. Based on the car parking rate specified under DPS2 for a 'Medical Centre', a total of ten bays are required for this aspect of the development.

The applicant has indicated that the tenancy 1 café will have a maximum of 75 seats. DPS2 requires the provision of the greater of one bay per 5m² dining room or one bay per four guests. The applicant has provided justification for the increase in the size of the alfresco area, citing that the additional area will accommodate planter boxes and addition bench seating. Given that the dining area is not substantially increasing and that the applicant is agreeable to a condition limiting the seating to 75, the standard of one bay per four guests has been used to calculate the parking required for the 'Restaurant' rather than calculating the parking requirement by dining area.

As indicated in the car parking table the car parking required under DPS2 is now 56 on-site bays, rather than the 57 required under DPS2 when considered previously. The number of on-site bays proposed remains at 54, as with the previous approval and although this represents a 2 bay shortfall, an additional 11 on-street bays approved previously (eight on Angove Drive and three on Mallorca Avenue), result in a potential 65 bays being available.

It is noted that only 20 of the 54 basement parking bays are allocated for use by the commercial tenancies. However, given the provision of 11 on-street car bays adjacent to the development, it is considered that up to 30 bays will actually be available for the commercial tenancies resulting in adequate parking for this aspect of the development, as demonstrated by the required 28.75 bays shown in the table above. Additionally it is considered that the availability of car parking during the peak evening period for the cafe will be sufficient, as the operating hours of the medical centre, as indicated by the applicant, will finalise prior to 6:00pm.

The development also provides for 10 bicycle bays in the basement, which exceeds the eight bicycle bays required by the deemed-to-comply provisions of the R-Codes.

It is considered that the combination of on-site and street parking is sufficient to accommodate the proposed change of use and increase to the overall size of the cafe alfresco area. A condition is required to ensure that all on-site commercial bays are available for employee/customer use during opening hours and the applicant has indicated that this would be agreeable.

As such, the provision of parking for the commercial tenancies is considered appropriate in this instance.

Western Power Substation and Switchgear Enclosure

The application proposes to remove the existing on site Western Power service equipment from within a 10.8m² easement on the northern corner of the lot to a 28.4m² enclosure on the north eastern side of the site adjacent to Mallorca Avenue. The applicant has indicated that a larger area is required to accommodate a new substation and switchgear which will service the subject site and surrounding residential area.

It is noted that the service equipment itself, which will be installed by Western Power, is exempt from requiring planning approval under section 6 (1) of the *Planning and Development Act 2005* as it constitutes a public work being undertaken by a public authority, however the 2.25 metre high enclosure, intended to house the service equipment is proposed by the applicant and forms part of this application for development approval.

The enclosure is proposed to house power infrastructure which is defined as 'external fixtures' under the R-Codes. It is proposed with a setback of 0.45 metres to the Mallorca Avenue street boundary, whereas HSP permits a setback of nil. This nil setback however is not permitted for service area enclosures, which are also required to match in style and material with the main building.

The development has also been assessed against clause 6.4.5 External fixtures of the Residential Design Codes. The design principles listed under this clause require external fixtures to be integrated into the design of the building so as to not be visually obtrusive when viewed from the street and protect the visual amenity of residents in neighbouring properties. As mentioned in the consultation section of this report, a number of complaints have been received from surrounding residents regarding the overall appearance of the partially constructed service equipment enclosure, its proximity to the street and footpath and its impact on the amenity of the street and the surrounding residential area.

The City notes that the initial decision issued by the JDAP at its meeting on 1 October 2015 took into account the substantial amounts of landscaping proposed within the verge and the adjoining on-site landscaping, in its consideration as to the appropriateness of the overall development. In light of the above it is considered that the enclosure as proposed, impacts on the appropriateness of the development as a whole, and furthermore does not meet the relevant design principles of the R-Codes in relation to the impact the structure will have on the visual amenity of the street.

The Planning and Development (*Local Planning Schemes*) Regulations 2015, Schedule 2, clause 67 specify that the following aspects of a development may be taken into consideration regarding the determination of an application for development approval:

- The compatibility of the development with its setting including the relationship of the development to development on the adjoining lot or on other land in the locality including, but not limited to, the likely effect on of the height, bulk, scale, orientation and appearance of the development.

- Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.

Further to the issues of non-compliance already highlighted in relation to DPS2 and the R-Codes, it is considered that the service equipment enclosure is not appropriate for the following reasons:

- Detrimental impact on the visual amenity of the street and surrounding neighbouring properties as a result of the bulk, orientation and appearance of the development. Whilst the enclosure has already been partially constructed, it is considered that upon completion, the impact of the reduced setback of 0.45 metres will be visually obtrusive as viewed from the street and will have a detrimental impact on visual amenity of the streetscape and the surrounding residential properties.
- The proposed setback of 0.45 metres from the enclosure to the street boundary does not allow for the adequate provision of landscaping in front of the structure which could assist in softening the overall bulk and improve the visual amenity of the development as viewed from the street and surrounding properties.

The applicant has confirmed with the City that discussions are underway with Western Power regarding the redesign of this enclosure, which will ensure that the design of the structure aligns more closely with the requirements of DPS2 and the R-Codes. The applicant has indicated that in this instance, granting a part-approval for the proposed development, but excluding the enclosure would be agreeable.

Conclusion:

The proposed additions and modifications to the previous approved mixed use development are considered to be generally minor amendments, relating to small external modifications to the building and alfresco area, and the tenancy 2 use change from 'Shop' and 'Office' to 'Medical Centre'. It is considered that the marginal increase in size of the alfresco area will result in a higher quality built form outcome for the development, incorporating planter boxes and bench seating for the cafe tenancy which will contribute to creating a visually attractive pedestrian scale space.

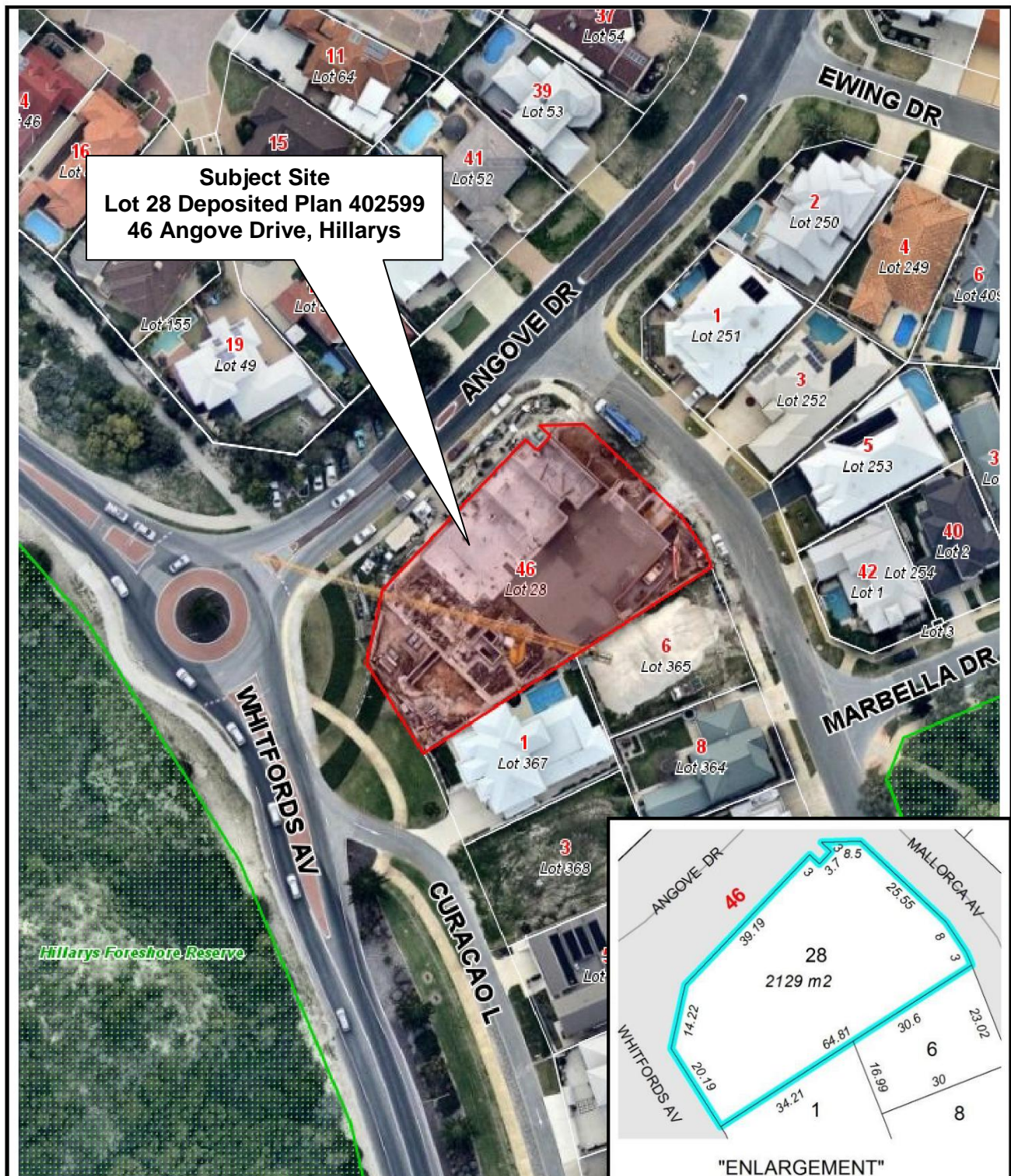
The amendments to the original approval do not result in any change to the DPS2 parking shortfall of three on-site bays as previously approved. It is considered that the eleven on-street bays proposed and approved previously as part of the development, will adequately cater for the proposed amendments to the commercial aspect of the development. A maximum of 75 seats associated with the proposed cafe and a maximum of two practitioners associated with the proposed medical centre are recommended to be enforced as conditions of approval.

The proposed Western Power service equipment enclosure which has been partially constructed was assessed against the development provisions of the DPS2 and the R-Codes. It is considered that the structure does not meet the relevant development provisions of DPS2 and the R-Codes in relation to setbacks and impact on visual amenity of the street, and the surrounding residential area.

It is therefore recommended that in accordance with Clause 73(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* that an approval relating only to the proposed modifications to the previously approved mixed use development, but excluding the Western Power service equipment enclosure is granted, subject to conditions.

Location Plan

ATTACHMENT 1



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 info@joondalup.wa.gov.au
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Scale(A4):1:1000

Date: 12/10/2016

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Government of **Western Australia**
Development Assessment Panels

Planning and Development Act 2005

District Planning Scheme No. 2

Metro North-West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: Lot 28 (46) Angove Drive, Hillarys

Description of proposed Development: Mixed Use Development with Basement Parking

Pursuant to section 31 of the *State Administrative Tribunal Act 2004*, the Metro North-West Joint Development Assessment Panel, at its meeting on 1 October 2015, has reconsidered its decision dated 6 July 2015 with respect to the above application, SAT Ref. DR 217 of 2015 and has resolved to:

Set aside its decision dated 6 July 2015 and **approves** DAP application reference DAP/15/00754 and amended plans as set out in Attachment 2 in accordance with Clause 6.9 of the *City of Joondalup District Planning Scheme No. 2*, subject to the following conditions:

Conditions

1. 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. A Construction Management Plan being submitted to and approved by the City of Joondalup prior to the commencement of development. The management plan shall detail how it is proposed to manage:
 - (a) all forward works for the site;
 - (b) the delivery of materials and equipment to the site;
 - (c) the storage of materials and equipment on the site;
 - (d) the parking arrangements for the contractors and subcontractors;
 - (e) the management of sand and dust during the construction process;
 - (f) the management of noise during the construction process; and
 - (g) other matters likely to impact on the surrounding properties.
3. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of development.
4. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. Plans showing the proposed stormwater drainage system are to be submitted to the City for approval, prior to the commencement of development.



5. The off-street car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
6. The on-street car parking bays and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for On-street Car Parking (AS/NZS2890.5 1993) and other applicable Australian Standards and Austroads guidelines to the satisfaction of the City, prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
7. The construction of the pedestrian footpaths within the Angove Drive and Mallorca Avenue road reserves is required prior to the development first being occupied.
8. Further to conditions 6 and 7 above, detailed plans showing the proposed works in the road reserve, including construction of the pedestrian footpaths and on-street car bays, are to be submitted to and approved by the City prior to commencement of development. All costs associated with the proposed construction of the pedestrian footpath and car bays within the Angove Drive and Mallorca Avenue road reserves shall be at the expense of the applicant. All works are to be completed to the satisfaction of the City prior to the development first being occupied.
9. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Offstreet Carparking – Bicycles (AS2890.3-1993 as amended) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided to the City for approval prior to the commencement of development.
10. All external walls of the proposed buildings shall be of a clean finish, and shall at all times be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
11. All development shall be contained within the property boundaries with the exception of canopies to the commercial tenancies and entrance to the satisfaction of the City.
12. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide all details relating to paving, treatment of verges and tree planting in the car park;
 - Show spot levels and/or contours of the site;
 - Be based on water sensitive urban design principles to the satisfaction of the City;
 - Be based on Designing out Crime principles to the satisfaction of the City; and
 - Show all irrigation design details.



13. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
14. A full schedule of colours and materials for all exterior parts to the building is to be submitted and approved prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard to the satisfaction of the City.
15. A refuse management plan indicating the method of rubbish collection is to be submitted prior to the commencement of development, and approved by the City prior to the development first being occupied. Refuse management for the development shall be undertaken in accordance with the approved Refuse Management Plan, to the satisfaction of the City.
16. Lighting shall be installed along all car parking areas, communal open space areas, pedestrian pathways and in all common service areas prior to the development first being occupied, to the satisfaction of the City. A lighting plan shall be submitted to the City for approval prior to the commencement of development.
17. Visitor car parking spaces shall be marked and clearly signposted as dedicated for visitor use only, to the satisfaction of the City.
18. A solid screening to 1.6 metres in height above the pool deck shall be provided to the south boundary to the satisfaction of the City.
19. Utility areas and common services shall not abut the common boundary with adjoining residential properties, with the future swimming pool equipment to be located north of grid line E shown on the approved plans and contained within a sound reduction enclosure. Plans showing the location of the future swimming pool equipment and the other utility areas and common services shall be submitted to and approved by the City prior to commencement of development. All utility areas and common services shall be developed in accordance with the approved plans.

Advice Notes

1. Where an approval has lapsed, no development shall be carried out without further approval having first being sought and obtained.
2. The tenancy indicated as 'Office' on the approved plans is approved as an 'Office' as defined by the City of Joondalup District Planning Scheme No. 2.
3. The City of Joondalup District Planning Scheme No. 2 defines 'Office' as *"any premises used for the administration of clerical, technical, professional or other like business activities but does not include administration facilities which are required in association with a predominant use on site, and does not include consulting rooms or medical centres."*
4. The tenancy indicated as 'Shop' on the approved plans is approved as a 'Shop' as defined by the City of Joondalup District Planning Scheme No. 2.



5. The City of Joondalup District Planning Scheme No. 2 defines 'Shop' as *"premises where goods are kept exposed or offered for sale by retail or hire, but the term does not include a Showroom, Drive Through Food Outlet or a Restricted Premises."*
6. The tenancy indicated as 'Cafe' on the approved plans is approved as a 'Restaurant' as defined by the City of Joondalup District Planning Scheme No. 2.
7. The City of Joondalup District Planning Scheme No. 2 defines 'Restaurant' as *"premises where the predominant use is the preparation of food for sale and consumption within the building or portion thereof. The expression may include the sale of food for consumption off the premises, where Council is of the opinion that it is incidental to the business. The term may include an outdoor eating area which shall be treated as being within the building of the Restaurant. The expression excludes Drive Through Food Outlets."*
8. The units on the ground and first floor of the development are approved as 'Multiple Dwellings' as defined by the Residential Design Codes of WA.
9. The Residential Design Codes of WA defines a 'Multiple Dwelling' as *"a dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:*
 - *does not include a grouped dwelling; and*
 - *includes any dwellings above the ground floor in a mixed use development."*
10. Food business premises to comply with the requirements of the *Food Act 2008*.
11. Laundry facilities to be provided in residential units, in accordance with the City of Joondalup *Health Local Law 1999*.
12. The use of conventional dryers within laundry areas should be prohibited. Condensation dryers should instead be provided to reduce the risk of mould growths, which are commonly associated with multi-residential developments.
13. Applicant to comply with the *Health (Aquatic Facilities) Regulations 2007*.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

DEVELOPMENT ASSESSEMENT PANELS

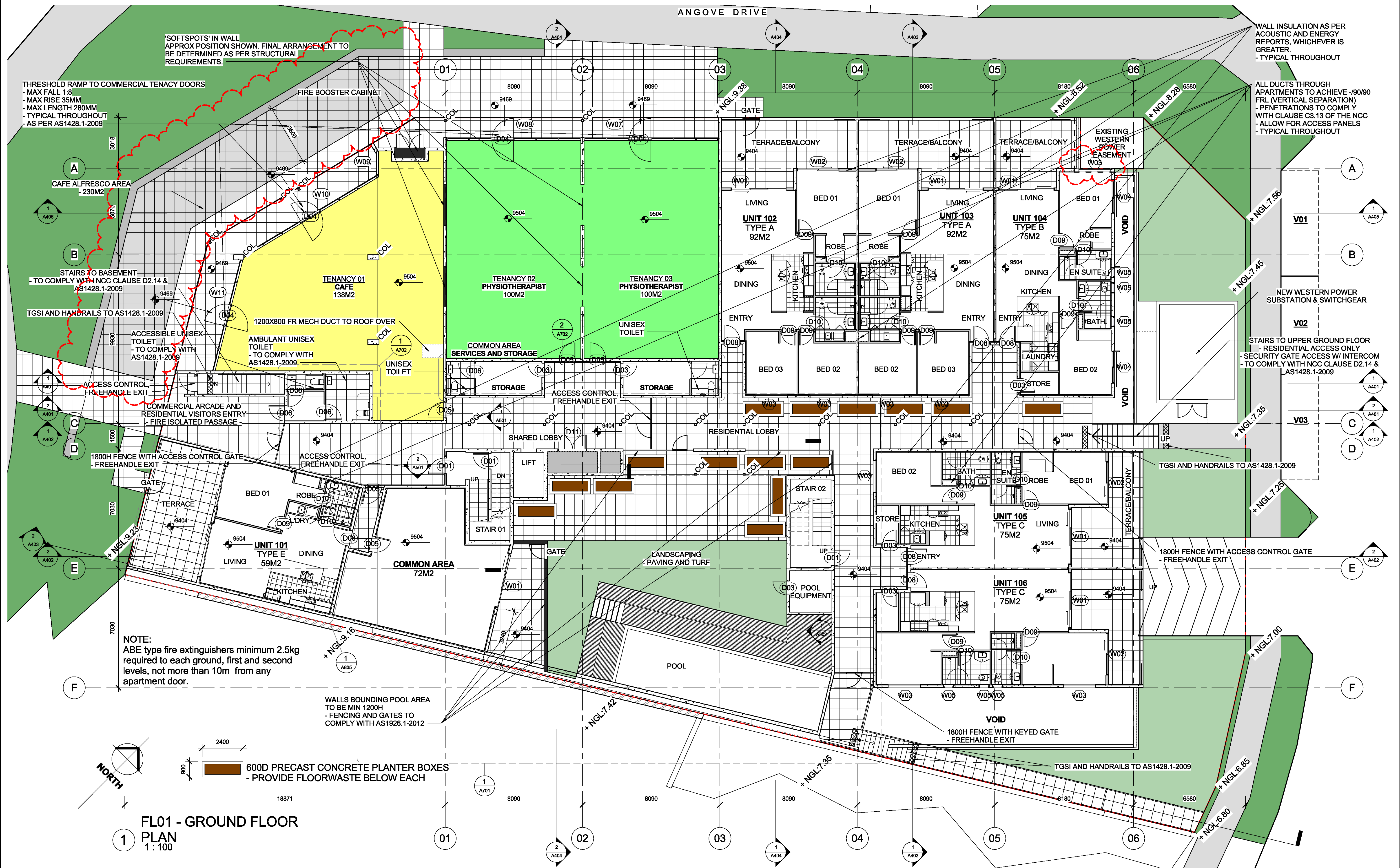
APPROVED 1 OCTOBER 2015

Development plans

ATTACHMENT 2

Page 1 of 9





LOT 9009
ANGOVE DRIVE
HILLARYS

1 : 100 @ A1

DATE: 23/08/2016 14:08:07

DRAWN: Steven Gerard

harden jones architects

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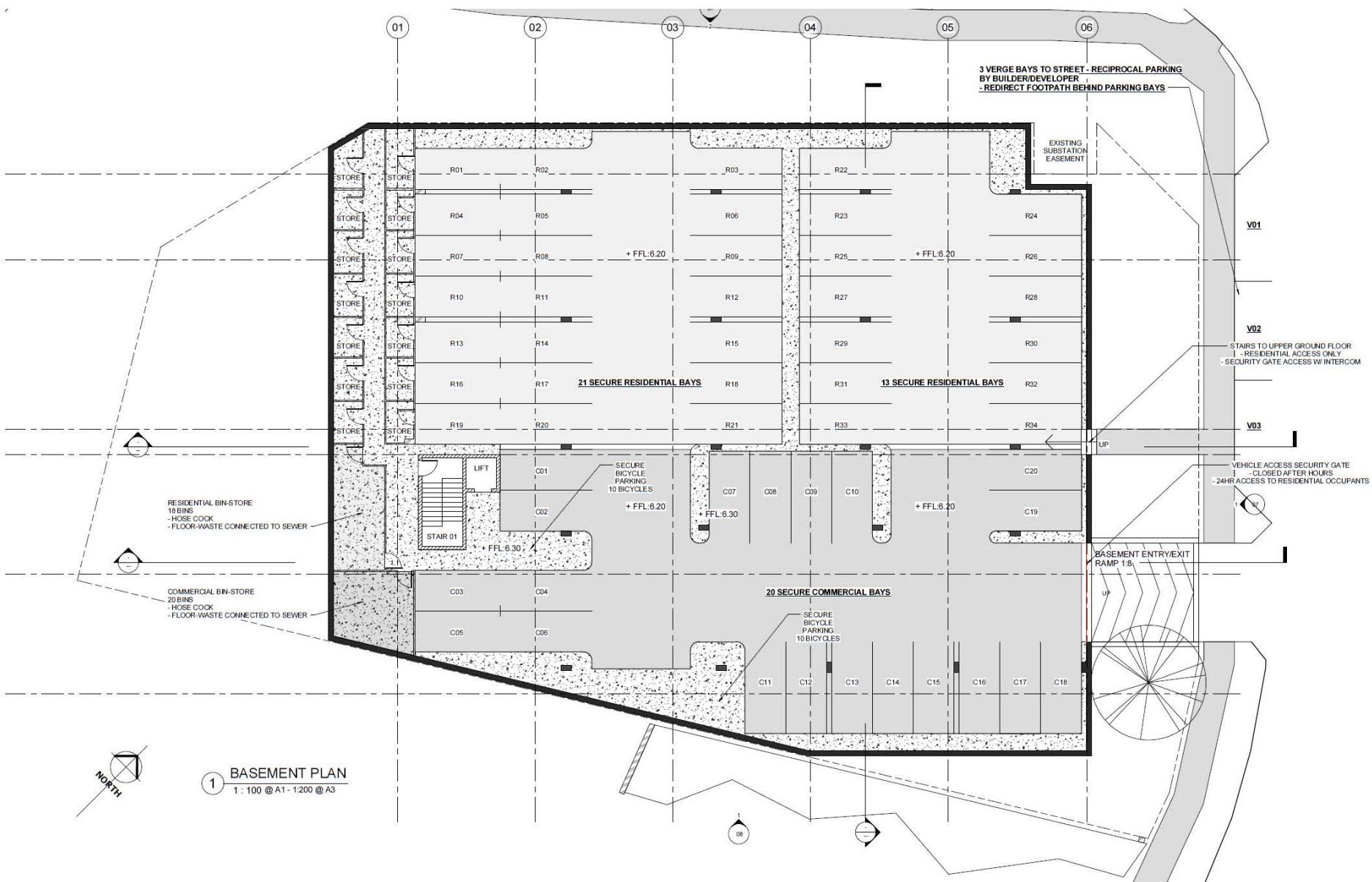
REV 08	BATHROOM WINDOWS	10/08/2016
REV 07	CONC ROOFS & ADDED COLUMN	03/08/2016
REV 06	REVISIONS CLOUDED	01/07/2016
REV 05	UNIT 101 ENTRY & ADDED WINDOWS	27/06/2016
REV 04	ISSUED FOR CONSTRUCTION	23/05/2016
REV 03	ISSUED FOR CONSTRUCTION	04/05/2016
REV 02	BUILDING CONTRACT ISSUE	04/04/2016
REV 01	FORWARD WORKS BUILDING LICENSE	11/03/2016

NOTE:
DRAWINGS TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS' DRAWINGS AND SPECIFICATIONS.
ALL DIMENSIONS & LEVELS MUST BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF THE WORKS. ANY DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY.
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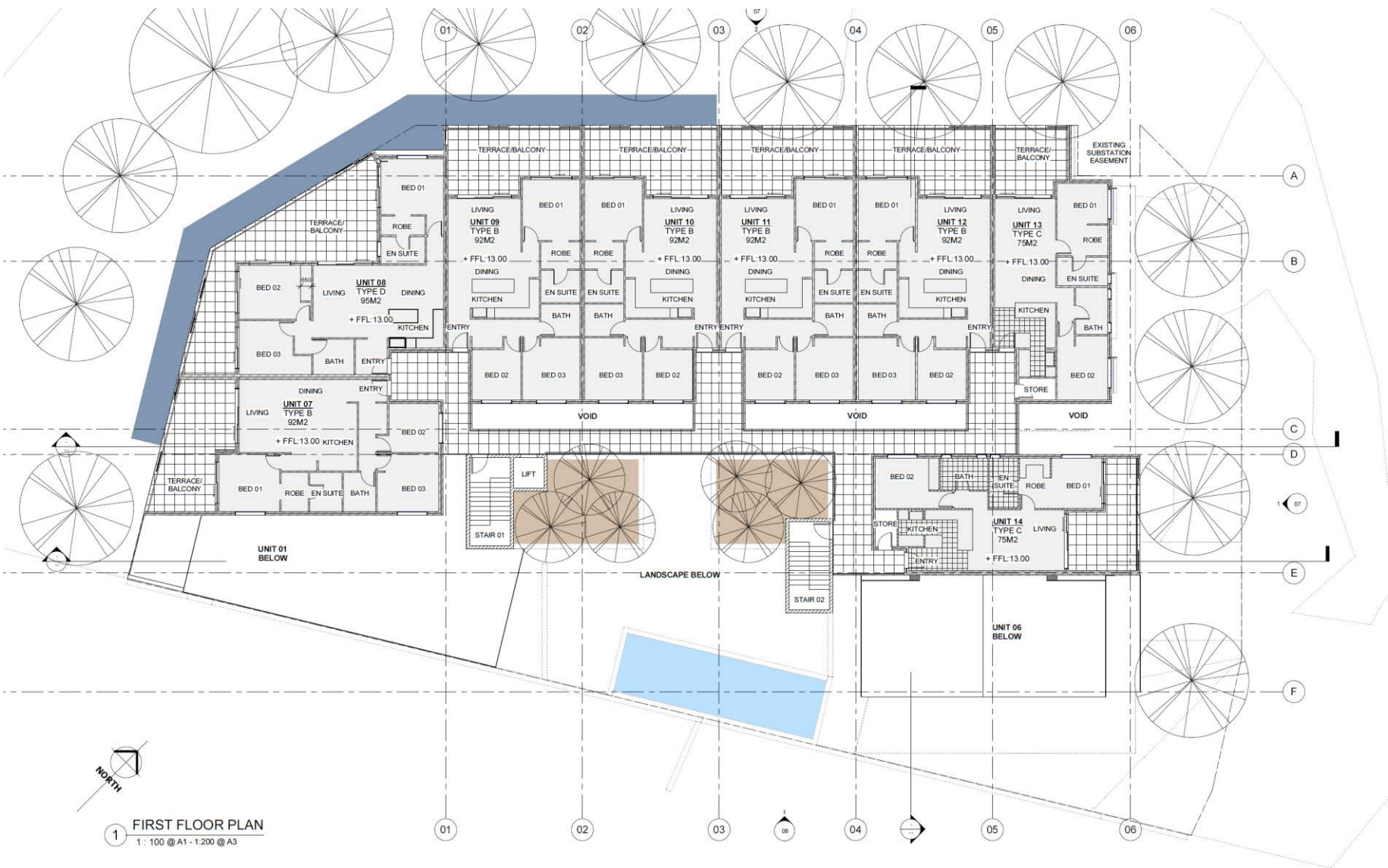
GROUND FLOOR PLAN

JDAP AMENDMENT Dwg No:
ISSUE A202

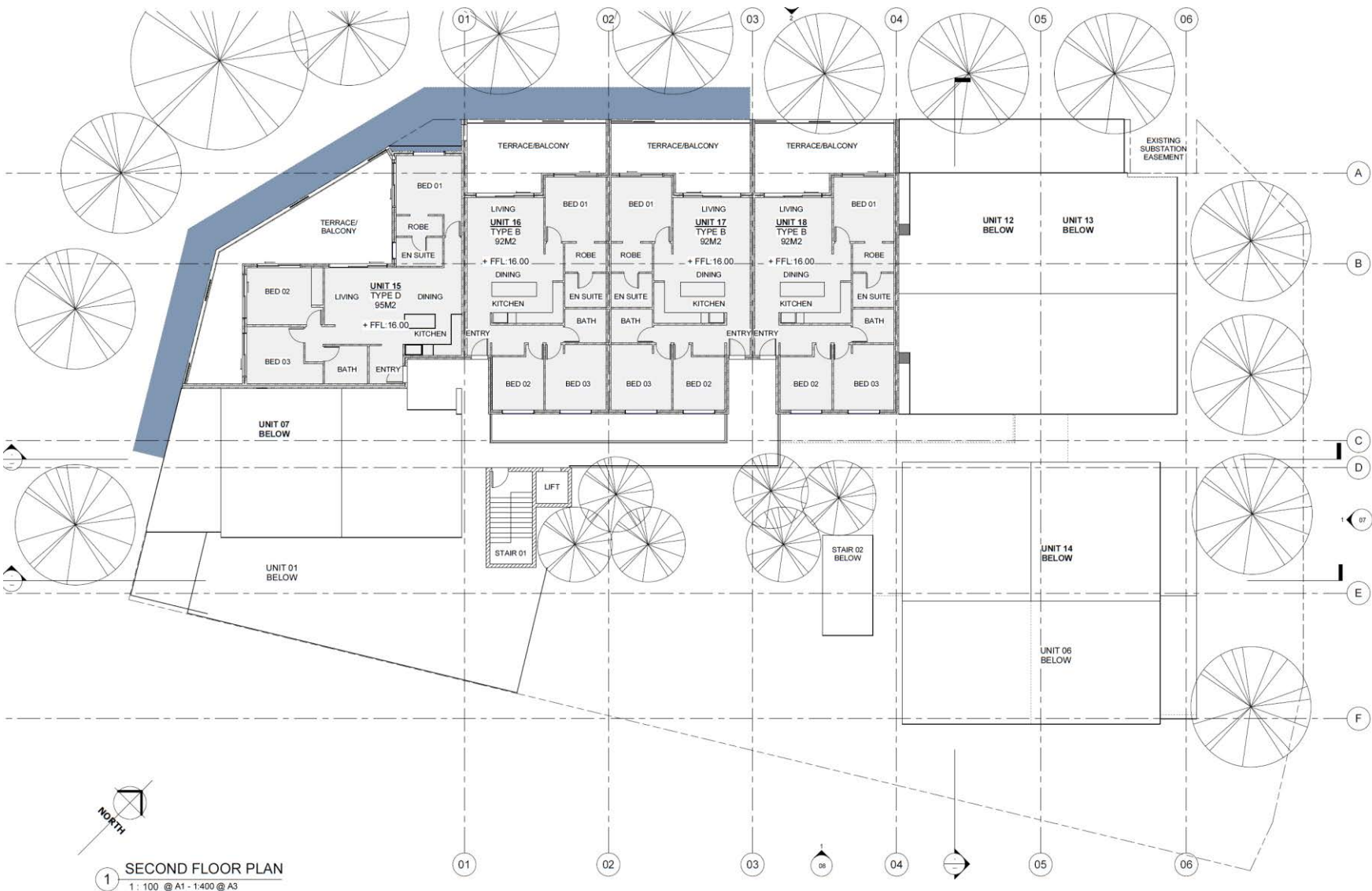




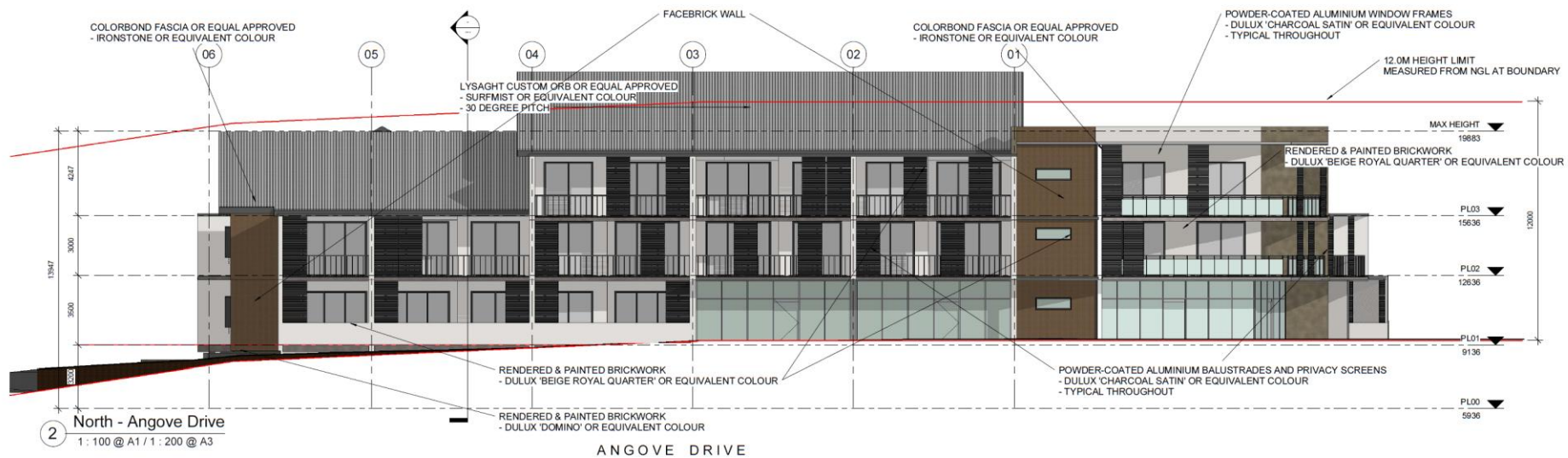
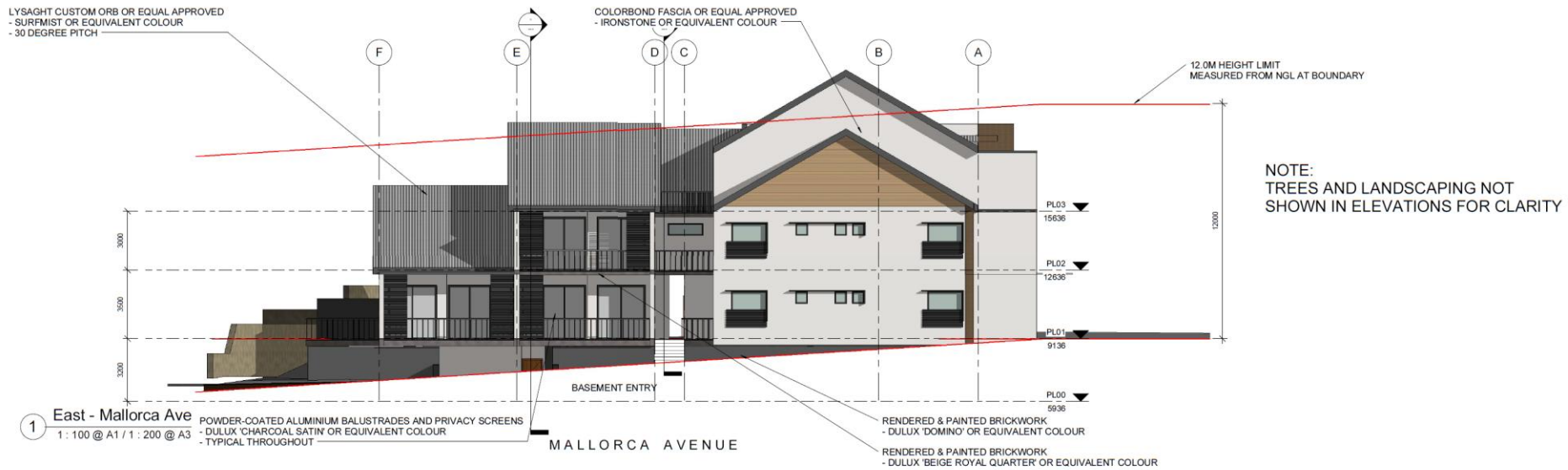


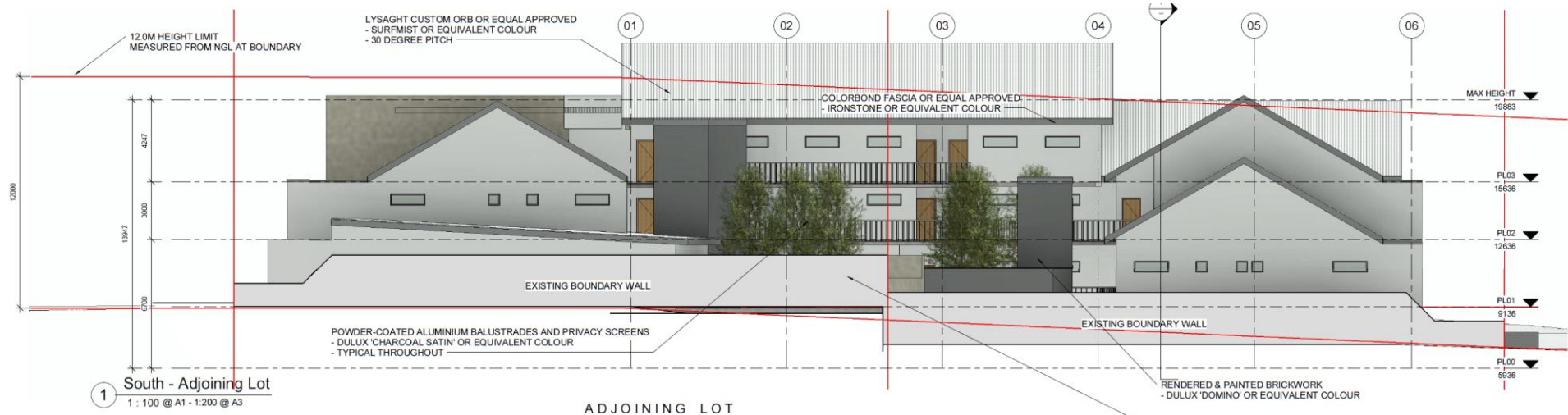


1 FIRST FLOOR PLAN
1: 100 @ A1 - 1:200 @ A3



1 SECOND FLOOR PLAN
 1: 100 @ A1 - 1:400 @ A3



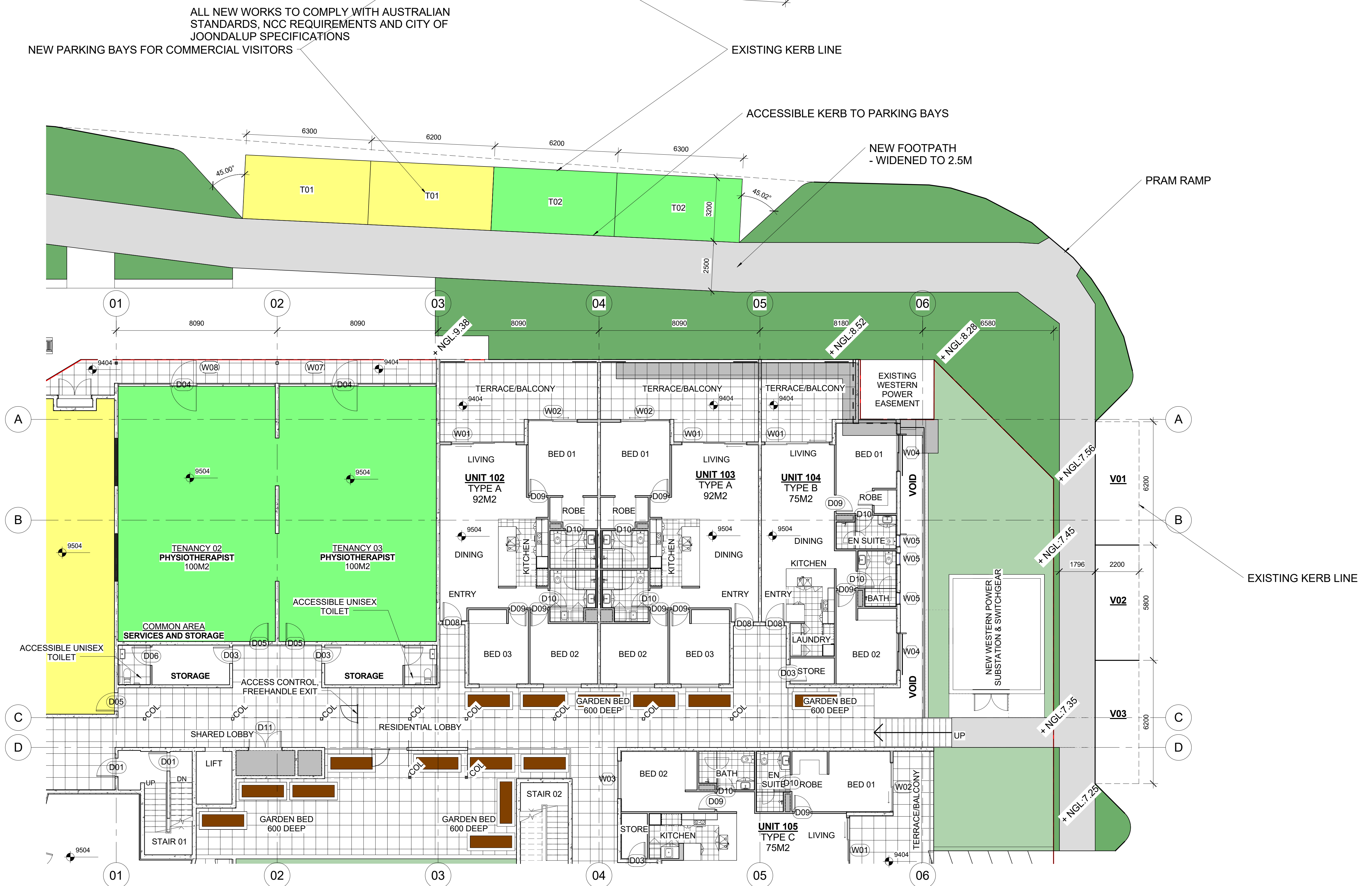




Development Plans

ALL NEW WORKS TO COMPLY WITH AUSTRALIAN STANDARDS, NCC REQUIREMENTS AND CITY OF JOONDALUP SPECIFICATIONS

ATTACHMENT 3



LOT 9009
ANGOVE DRIVE
HILLARYS

1 : 100 @ A1

DATE: 23/08/2016 15:17:41

DRAWN: Steven Gerard

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HJ Architects Pty Ltd ATF

Harden Jones Family Trust

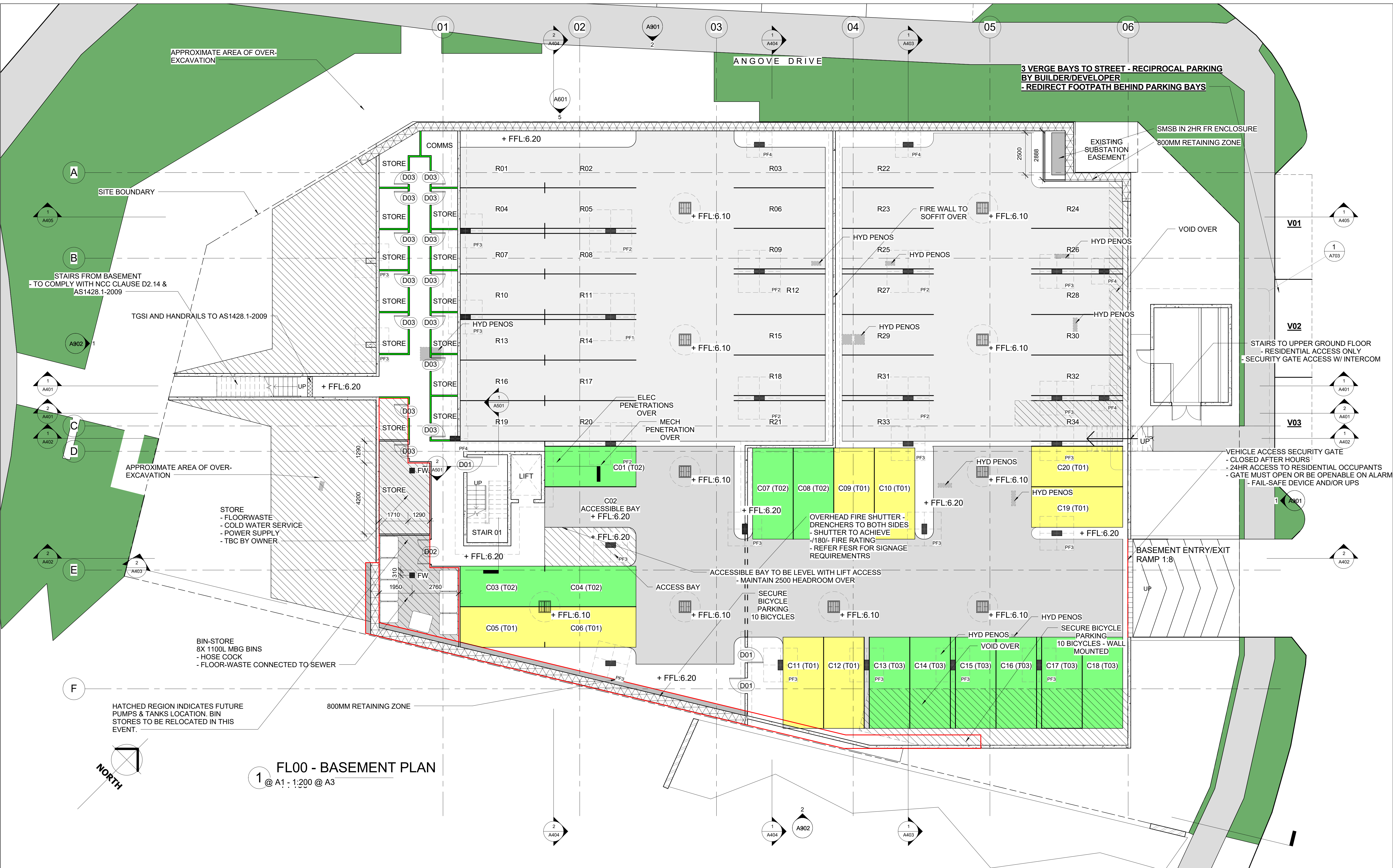
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REV 08	BATHROOM WINDOWS	10/08/2016
REV 07	CONC ROOFS & ADDED COLUMN	03/08/2016
REV 06	REVISIONS CLOUDED	01/07/2016
REV 05	UNIT 101 ENTRY & ADDED WINDOWS	27/06/2016
REV 04	ISSUED FOR CONSTRUCTION	23/05/2016
REV 03	ISSUED FOR CONSTRUCTION	04/05/2016
REV 02	BUILDING CONTRACT ISSUE	04/04/2016
REV 01	FORWARD WORKS BUILDING LICENSE	11/03/2016

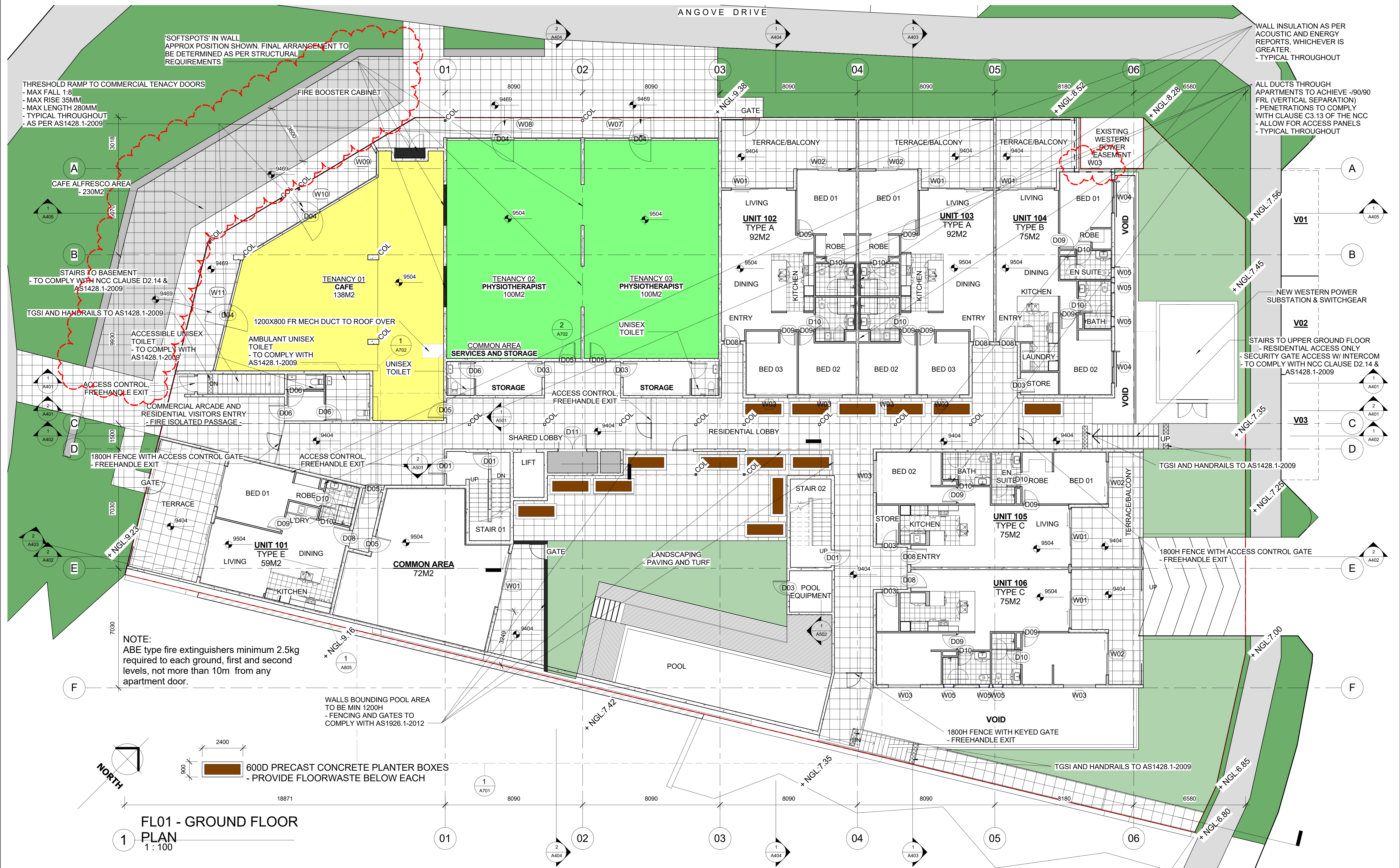
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STREET PARKING SETOUT PLAN

JDAP AMENDMENT Dwg No:
ISSUE A103



1 FL00 - BASEMENT PLAN
@ A1 - 1:200 @ A3



LOT 9009
ANGOVE DRIVE
HILLARYS

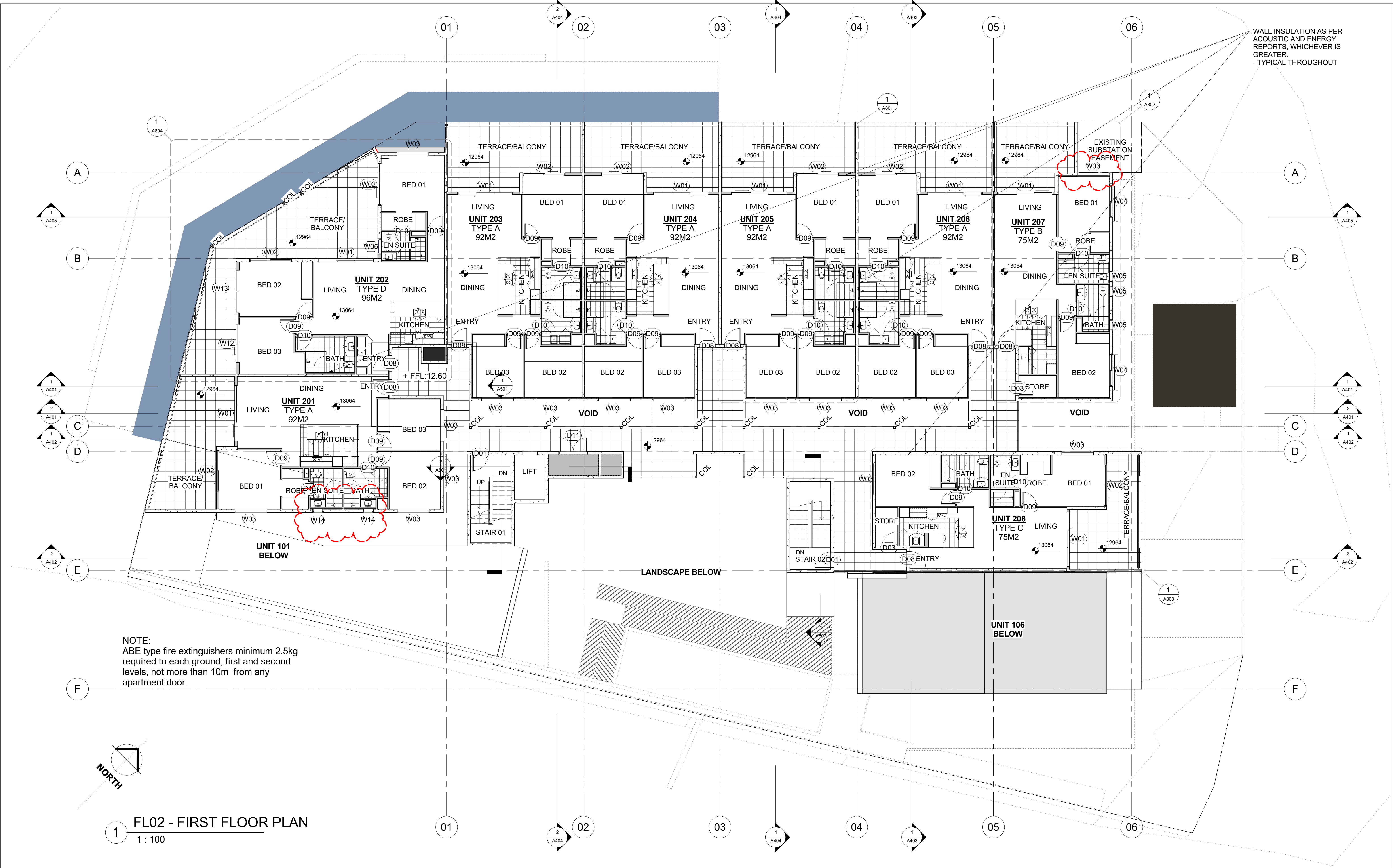
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DATE: 23/08/2016 14:08:07
DRAWN: Steven Gerard

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GROUND FLOOR PLAN
JDAP AMENDMENT Dwg No:
ISSUE A202



LOT 9009
ANGOVE DRIVE
HILLARYS

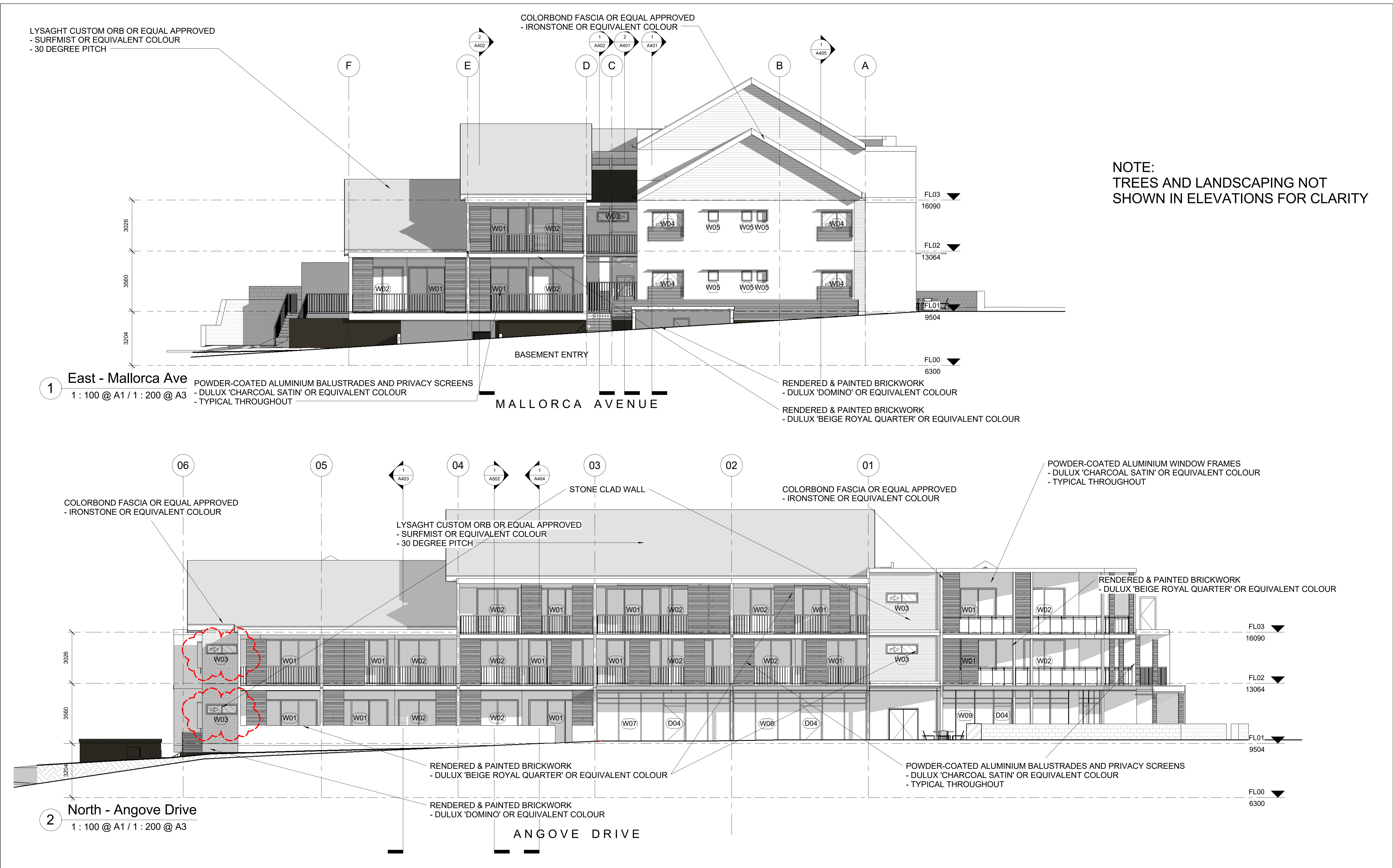
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DRAWN: Steven Gerard

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FIRST FLOOR PLAN
JDAP AMENDMENT Dwg No:
ISSUE A203



NOTE:
TREES AND LANDSCAPING NOT
SHOWN IN ELEVATIONS FOR CLARITY

LOT 9009
ANGOVE DRIVE

HILLARYS

1 : 100 @ A1

DATE: 23/08/2016 14:03:22

DRAWN: Steven Gerard

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EAST & NORTH ELEVATIONS

JDAP AMENDMENT ISSUE

Dwg No:
A301

Site photograph - Partially constructed
Western Power substation and switchgear
enclosure

ATTACHMENT 4

