

## Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: Meeting Number: Meeting Venue: 11 September 2018; 9:00am MNWJDAP/223 Department of Planning, Lands and Heritage 140 William Street, Perth

#### Attendance

#### **DAP Members**

Ms Sheryl Chaffer (A/Presiding Member) Mr Brian Curtis (A/Deputy Presiding Member) Mr Fred Zuideveld (Specialist Member) Cr Christine Hamilton-Prime (City of Joondalup) Cr Philippa Taylor (City of Joondalup)

#### **Officers in attendance**

Mr Brian Gray (City of Joondalup) Mr Chris Leigh (City of Joondalup) Mr Ryan Bailey (City of Joondalup) Mr Joe Hussey (City of Joondalup)

#### **Minute Secretary**

Ms Andrea Dawson (DAP Secretariat)

#### **Applicants and Submitters**

*Item 8.1* Mr Ben Carter (Pinnacle Planning) Mr Rainer Repke Mr Domenic Morolla

Item 8.2 Mr Carlo Famiano (CF Town Planning & Development) Mr Rainer Repke Ms Jean Ireland Mr Andy Murphy Mr Michael Moore Ms Belinda Moharich (Moharich and More – Planning and Environmental Law)

#### Members of the Public / Media

Nil

#### 1. Declaration of Opening

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



#### 2. Apologies

Ms Karen Hyde (Presiding Member)

#### 3. Members on Leave of Absence

DAP Member, Ms Karen Hyde has been granted leave of absence by the Director General for the period of 3 September 2018 to 22 September 2018 inclusive.

#### 4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

#### 5. Declarations of Due Consideration

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

#### 6. Disclosure of Interests

Member	Item	Nature of Interest
Ms Karen Hyde	8.1 & 8.2	Impartiality Interest –
		Taylor Burrell Barnett who is Ms Hyde's
		employer has been appointed by the City of
		Joondalup to advise on the future planning
		framework for Housing Opportunity Areas.
		Ms Hyde has had no involvement in the past
		planning framework, the context for which
		these applications are to be determined. Ms
		Hyde does not have a pecuniary interest in
		any of the applications.

#### 7. Deputations and Presentations

- **7.1** Mr Domenic Morolla on behalf of Arthur Lee presenting against the application at Item 8.1. The presentation will address implications of the retaining wall on common boundary.
- **7.2** Mr Rainer Repke presenting in support of the application at Item 8.1. The presentation will address the design of the building.
- **7.3** Mr Ben Carter (Pinnacle Planning) presenting in support of the application at Item 8.1. The presentation will address the support of the proposal and discuss several factors not addressed by the RAR.
- **7.4** Ms Jean Ireland presenting against the application at Item 8.2. The presentation will present a majority of community perspective on the proposed development and the potential impact it will have on present and future residents of that community.
- **7.5** Mr Rainer Repke presenting against the application at Item 8.2. The presentation will address the surrounding residential environment.



- **7.6** Mr Michael Moore presenting against the application at Item 8.2. The presentation will address issues not covered in sufficient detail in the Report.
- **7.7** Ms Belinda Moharich (Moharich and More Planning and Environment Law) presenting in support of the application at Item 8.2. The presentation will highlight compliance with the statutory framework.
- **7.8** Mr Carlo Famiano (CF Town Planning & Development) presenting in support of the application at Item 8.2. The presentation will be against the recommendation for refusal and request that the application be approved.

The City of Joondalup may be provided with the opportunity to respond to questions of the panel, as invited by the Acting Presiding Member.

#### 8. Form 1 – Responsible Authority Reports – DAP Applications

8.1	Property Location: Development Description: Applicant: Owner: Responsible Authority: DAP File No:	Lots 63 (16), 64 (14) and 119 (18) Methuen Way, Duncraig Grouped Dwellings Mr Ben Carter (Pinnacle Planning) Mr James Groom (Infill No.3 Pty Ltd) City of Joondalup DAP/18/01436
8.2	Property Location: Development Description: Applicant: Owner: Responsible Authority: DAP File No:	Lot 33 and Lot 34 Tuart Trail, Edgewater Fourteen (14) Multiple Dwellings Mr Carlo Famiano (CF Town Planning & Development) Mr Edwin Cornelissen and Mr Naim Jones (Jonescorp Pty Ltd) City of Joondalup DAP/18/01433

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

Nil

#### 10. Appeals to the State Administrative Tribunal

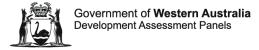
Current Applications			
LG Name	Property Location	Application Description	
City of	Lots 348 and 347 (50 and 52)	Construction of fourteen (14)	
Joondalup	Littorina Avenue, Heathridge	multiple dwellings	
City of	Lot 125 (1) & 126 (3)	Fourteen (14) Multiple Dwellings	
Joondalup	Chipala Court, Edgewater		
City of	Lot 18 (6) Wanneroo Road,	Extension to the Shopping Centre	
Stirling	Yokine	(Dog Swamp)	
City of	Lot 14691 (2) Plantation Street,	Retirement Complex	
Stirling	Menora	(Bethanie Aged Care)	
City of	Lot 100 (304) Scarborough	Motor Vehicle Sales and Repair	
Stirling	Beach Road, Osborne Park		



Current Applications				
LG Name Property Location Application Description				
City of	City of Lot 140 (81) Ghost Gum Proposed Child Care, Service			
Wanneroo	Boulevard, Banksia Grove	Station, Showrooms, Veterinary		
Consulting, Drive Through and		Consulting, Drive Through and		
	Take Away Food Outlets			

### 11. General Business / Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2017 only the Acting 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:	Lots 63 (16), 64 (14) and 119 (18) Methuen	
	Way, Duncraig	
Development Description:	Twelve (12) two-storey grouped dwellings	
DAP Name:	Metro North-West JDAP	
Applicant:	Pinnacle Planning (Ben Carter)	
Owner:	Infill No. 3 Pty Limited (James Groom)	
Value of Development:	\$2.8 million	
LG Reference:	DA18/0568	
Responsible Authority:	City of Joondalup	
Authorising Officer:	Dale Page	
	Director Planning and Community	
	Development	
DAP File No:	DAP/18/01436	
Report Due Date:	3 September 2018	
Application Received Date:	5 June 2018	
Application Process Days:	90 Days	
Attachment(s):	1. Location plan	
	2. Development plans and elevations	
	3. Perspective	
	4. Landscaping concept plan	
	5. Subdivision approval WAPC 520-18	

#### Officer Recommendation:

That the Metro North-West JDAP resolves to:

**Approve** DAP application reference DAP/18/01436 and accompanying plans (Attachment 2) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of Clause 4.3.5 of the City of Joondalup *District Planning Scheme No. 2*, subject to the following conditions:

#### Conditions

- 1. This approval relates to the 12 grouped dwellings and associated works only, as indicated on the approved plans. It does not relate to any other development on the lots.
- 2. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.
- 3. Any roof mounted or freestanding plant or equipment such as air conditioning units, to be located and screened so as not to be visible from beyond the boundaries of the development site, prior to the occupation of the building(s) to the satisfaction of the City.
- 4. A landscaping plan, detailing the landscaping of all common property and adjoining road verge(s), addressing the deemed-to-comply requirements and design principles of clause 5.3.2 of the Residential Design Codes shall be lodged with and approved by the City prior to development commencing; and

landscaping provided prior to the development first being occupied and maintained in accordance with the approved landscaping plan thereafter.

- 5. The verge adjacent to the lot(s) shall be landscaped to the specifications and satisfaction of the City and shall include one street tree for every 10 metres of frontage.
- 6. All development shall be contained within the property boundaries.
- 7. The driveways and crossovers are to be designed and constructed to the satisfaction of the City prior to occupation of the dwelling.
- 8. The applicant shall remove the existing crossovers and make good the verge to the satisfaction of the City, within 28 days of the completion of construction of the new crossover.
- 9. Boundary walls and retaining walls shall be of a clean finish and made good to the satisfaction of the City.
- 10. Three (3) visitor car parking bays shall be provided within the verge to the specifications and satisfaction of the City.
- 11. A notification, pursuant to section 70A of the *Transfer of Land Act 1893*, shall be placed on the certificate of title for the subject lot. The notification shall be at the owner/applicants' expense and lodged with the Registrar of Titles for endorsement on the certificate of title, prior to the commencement of development. The notification is to state as follows:

"This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected, by transport noise. Transportation noise controls and Quiet House design strategies at potential cost to the owner may be required to achieve an acceptable level of noise reduction."

12. 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, including being free of vandalism, to the satisfaction of the City.

#### Advice Notes

- 1. Any existing footpath and kerbing shall be retained and protected during construction of the development and shall not be removed or altered for the purposes of a vehicle crossover. Should the footpath/kerb be damaged during the construction of the development, it shall be reinstated to the satisfaction of the City.
- 2. This approval does not include the dividing fence(s) shown on the approved plans. You are advised that in accordance with the Dividing Fences Act 1961 you are required to reach agreement with the adjoining owners as to the height, appearance and location of the dividing fence. Further information is available at www.buildingcommission.wa.gov.au.

- 3. In regard to conditions 4 and 5, the landscaping plan shall include six (6) trees within the verge in accordance with the requirements of the City's Residential Development Local Planning Policy, and:
  - Where existing street trees are to be retained as a part of the verge treatment, the applicant is to provide a plan indicating the location of these trees and their species for approval.
  - Where new street trees are to be installed by the applicant, submit a detailed design of the tree preparation zone(s) to the City for approval. The detailed design shall indicate five (5) tree preparation zones within the verge and nominate tree species in accordance with the City's preferred species list.

The applicant is to notify the City upon the installation of the street trees so that an inspection can be undertaken.

4. In regard to condition 10, the applicant is to, prior to construction of the visitor parking bay(s), submit a detailed design of the bays to the City for approval. The detailed design is to indicate three (3) on-street parallel car parking bays within the verge adjacent to the lots.

Upon gaining approval from the City, the applicant is to construct the car bay(s) to the City's satisfaction prior to occupation of the dwellings. The applicant is to notify the City upon the installation of the bays so that an inspection can be undertaken.

- 5. In regard to Condition 11 the applicant is advised that the subject site has been identified as being subject to road and rail transport noise. Condition 11 is required in accordance with *State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning.* Quiet House Design Package B measures as outlined in *State Planning Policy 5.4* (Implementation Guidelines) will assist in achieving acceptable noise levels for future occupants.
- 6. In regard to condition 12, the City encourages the applicant/owner to incorporate materials and colours to the external surface of the dwellings, including roofing, that have low reflective characteristics to minimise potential glare from the development impacting the amenity of the adjoining or nearby neighbours.
- 7. There is an obligation to design and construct the development in compliance with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. Consideration needs to be given to the positioning and placement of noisy equipment (eg. air conditioners) so as to not have a negative impact on surrounding residents.
- 8. All laundry areas to be provided with a floor waste in accordance with the City's Local Laws. In addition to having mechanical ventilation it is recommended that internal/cupboard type laundry areas be provided with condensation dryers to minimise the likelihood of mould occurring.
- 9. Ventilation to toilets and any other room which contains a w/c must comply with the Sewerage (Lighting, Ventilation and Construction) Regulations 1971.

10. The applicant/owner is advised that verge treatments are required to comply with the City's Street Verge Guidelines. A copy of the Guidelines can be obtained at <a href="https://www.joondalup.wa.gov.au/verge-treatments/">https://www.joondalup.wa.gov.au/verge-treatments/</a>

#### Details: outline of development application

The applicant seeks approval for the development of twelve (12) grouped dwellings and associated works at Lots 63 (16), 64 (14) and 119 (18) Methuen Way, Duncraig (subject site).

Zoning MRS:	Urban.	
DPS2:	Residential, R20/60.	
Use Class:	Grouped Dwelling.	
Strategy Policy:	<ul> <li>State Planning Policy (SPP) 3.1: Residential Design Codes (R Codes).</li> <li>State Planning Policy (SPP) 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning.</li> <li>Residential Development Local Planning Policy (RDLPP).</li> </ul>	
Development Scheme:	City of Joondalup District Planning Scheme No. 2 (DPS2).	
Lot Size:	2100m <sup>2</sup> (ie. 3 x 700m <sup>2</sup> ).	
Existing Land Use:	Lot 119: vacant (demolished dwelling) Lots 63 and 64 (single houses).	

The proposed development consists of the following:

- A combined site area of 2100m<sup>2</sup>.
- 12 three-bedroom, two-storey dwellings.
- Three (3) vehicle access points off Methuen Way, each serving a cluster of four (4) grouped dwellings.
- Contrasting rendered brick buildings with feature face-brickwork and differing roof designs.
- A total of 24 car parking bays on-site allocated to residents (two per dwelling).
- A total of three (3) visitor car parking bays provided on-street within the verge.
- The addition of trees within the verge.
- Associated site works and retaining walls.
- Individual bins (two per dwelling) to be collected from the verge (total 24 bins).

The development plans and elevations, as well as a landscaping concept plan are provided as Attachments 2 and 3.

#### Background:

The development proposal for Lots 63, 64 and 119 corresponds with a recently approved subdivision (WAPC 520-18) issued by the Western Australian Planning Commission (WAPC) on 13 August 2018. While the City recommended to the WAPC that the subdivision not be supported on the basis that the minimum lot width of 10 metres at the street boundary did not satisfy the City's RDLPP, the WAPC resolved to approve the application. The assessment of the development application acknowledges the subdivision approval.

Lots 63 and 64 are currently developed with single houses, whereas lot 119 has been cleared of all buildings / structures. The subject sites are bound by single residential properties to the east, south and west, and by Methuen Way on the northern boundary (Attachment 1 refers).

The Mitchell Freeway (a Primary Regional Road) is located approximately 55 metres east of the site and includes rail public transport. Warwick Train Station is located less than 100m due east of the site and approximately 355 metres on foot. Beach Road is separated from the site by a row of single houses (Attachment 1 refers). The northern edge of the Beach Road reserve represents the common municipal boundary between the City of Joondalup and the City of Stirling.

The lots are zoned 'Residential' and have a dual-coding of R20/60 under DPS2. The site is located within Housing Opportunity Area 1 under the City's *Local Housing Strategy*.

#### Legislation & policy:

#### Legislation

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

#### State Government Policies

- State Planning Policy 3.1: Residential Design Codes of WA (R-Codes).
- State Planning Policy 5.4: Traffic Noise Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

#### Local Policies

• Residential Development Local Planning Policy (RDLPP).

#### Consultation:

#### Public Consultation

The application was advertised for a period of 14 days to surrounding landowners/occupiers, commencing on 26 July 2018 and concluding on 9 August 2018. Consultation was undertaken in the following manner:

- A letter was sent to surrounding landowners/occupiers; and
- Development plans were made available for public viewing on the City's website and at the City's Administration building.

A total of five (5) submissions were received, being four (4) letters of objection and one impartial commentary (support) comprising a request for the City to construct a footpath within the verge on the south side of Methuen Way. The issues raised in the submissions are summarised in the table below:

Issue Raised	Officer's comments
Intensity of development	
Design must comply to standards.	The development is considered to be consistent with the design principles / objectives of the R-Codes / RDLPP.
Because the development seeks discretion in regard to certain design standards, it is overdeveloped.	The alfresco additions within the front setback areas are open structures that will encourage passive surveillance of the street and facilitate street activation.
No reduced setbacks from the front alfresco areas to the street. No reduced building setbacks to the	Minor reduced building setbacks at ground level only affect a 3.75m length of non- habitable space adjacent to 12 and 20 Methuen Way. Both reduced setbacks satisfy the relevant design principles.
common boundaries of 12 and 20 Methuen Way. Not in keeping with the suburb or R-Code regulations.	The coding of the area under the City's DPS2 allows for development of the type, density and scale proposed in the application. It also allows for a higher density of dwellings and a height of three storeys.
	The design of the development is considered to be compatible with the area, although a different form of development to the single houses that currently characterise the area. The applicant has designed the dwellings using a range of materials, colours and features to complement the types of two- storey dwellings that can be found in the surrounding area.
Proposed new dwellings (Units 11 and 12) adjoining 12 Methuen Way are too high due to the discrepancy in levels between 12 and 14 Methuen Way (eg. the maximum wall height of the new building would be 7.28m, set back 1.2m from the common boundary). The development will be detrimental to 12 Methuen Way due to building bulk and natural light and ventilation.	The claimed discrepancy in levels between the two properties has been revisited by the applicant and the FFL indicated for the submitter's dwelling at 12 Methuen Way was incorrect. The level has now been corrected to 15.5 (from 17.1) but has no effect on the proposed levels of the new dwellings / units relative to natural ground level. Unit 11 is set back 1.51m at upper floor level and Unit 12 is set back 1.21m at upper floor level. Both setbacks meet the deemed-to-comply standards of the R-Codes. The maximum wall height at upper floor level along the west elevations of the two units is less than or equal to 6.0m, which satisfies the maximum building heights under Table 3 of the R- Codes.
	Refer to officer comments in relation to building height.
Boundary walls reaching up to 4.2m in height along the common boundary with 12 Methuen Way.	Maximum boundary wall heights above natural ground level along the common lot boundary with 12 Methuen Way are 3.55m or 0.05m greater than the deemed-to-comply standard.
Reduced open space provision for Lots 2, 3, 7, 10 and 11, together with reduced setbacks, building height and height of	The development is considered to be consistent with the design principles / objectives of the R-Codes / RDLPP. Minor

boundary walls has a detrimental effect on the overall community, streetscape and building bulk. The extra building area and setbacks to the rear of the properties would create considerable overshadowing to the rear adjoining properties.	areas of discretion in relation to open space for the lots to the rear of the development satisfy the design principles. Modest upper floor building footprints to all the units, coupled with predominantly compliant setbacks serve to reduce the impression of building bulk on the streetscape and in relation to surrounding properties. Overshadowing is exclusively to the south of the application site(s) and satisfies the requirements for solar access for adjoining sites (at less than 25%) under the R- Codes.
Compatibility with the locality	
Design is incompatible with streetscape.	Refer to officer comments in relation to building size, street setbacks, building height, open space, parking, etc.
Size of the development is out of character with the surrounding area. Buildings which remove mature grassed verges will be of no benefit to the local environment or the residents of the locality.	The design of the development is considered to be compatible with the area, although a different form of development to the single houses that currently characterise the area. The proposed dwellings utilise a smaller upper floor building footprint relative to the ground floor, which serves to significantly reduce visual impacts generally associated with two- storey dwellings when viewed from the street and surrounding properties. Landscaping, including new trees within the verge, will assist in improving the visual and environmental attributes of the parking in Methuen Way.
Does not improve the amenity of the existing neighbourhood. Does not respect the existing open suburban appearance of the area.	The new development is expected to contribute towards increased choice in housing typologies and stock in areas already designated for urban residential infill and redevelopment. The development proposal is
Suburban appearance of the area.	of a scale and appearance that is expected to maintain or enhance the amenity of the area.
Quality of the development does not result in good quality of life or wellbeing of the residents themselves.	Refer to Joondalup Design Reference Panel section of the report, which includes comments on the building design in relation to ventilation, access to direct sunlight and orientation of the dwellings.
Verge parking for visitors	
Visitor bays need to be clearly marked to stop use by the general public.	Visitor parking bays are provided within the verge and adjacent to lots to which they relate. Parking restrictions currently apply to Methuen Way and other nearby streets between 9am and 5pm Monday - Friday. Residents or their visitors will be required to display a valid permit in order to park in the on-street parking embayments. The existing parking restrictions are enforced by the City and will continue to be enforced by the City.
Not enough visitor car parking: only three bays for 12 townhouses.	The proposed number of verge parking spaces for visitors meets the R-Codes standard but not the RDLPP standard.
The visitor car bay adjacent to the common boundary with 12 Methuen Way will potentially block sight lines.	The visitor car bay is set back 2.6m from the property boundary and there is no footpath within the verge. The provision of verge

	parking bays adjacent to the kerb line in the manner proposed is supported by the City, with due consideration given to safety for pedestrians and road users.	
Waste collection		
No space for bin collection within the verge, especially with the increase to three bins.	The proposed areas allocated for bin collection on the verge are acceptable to the City and the introduction of the third bin does not increase the maximum number of bins placed on the verge beyond two at any time.	
Setbacks and privacy		
Inconsistencies in the plans that are available for viewing on the City of Joondalup's website that require clarification. In particular, in relation to proposed Units 1 and 2 on the eastern side of number 18 Methuen Way (Lot 119):		
The upper floor east-facing windows differ between the floor plan and the elevation drawing with the former suggesting a major opening and the latter a hilite window.	The discrepancy has been clarified by the applicant and amended drawings provided to the City, which now show only hilite windows to the upper floor bedrooms on the east elevation of Units 1 and 2, thereby ensuring privacy.	
The upper floor Bedroom 3 for Unit 1 has a 1,21m setback to the boundary. Is this permissible?	The development has been designed such that the building setbacks to adjoining boundaries comply with the setback requirements of the R-Codes.	
Landscaping/environment		
More verge trees required.	The JDRP made the same recommendation and the verge can support the required	
	number of trees, being six (6). The number of trees required for full compliance can be conditioned.	
Retaining	trees required for full compliance can be	
<b>Retaining</b> Clarification is required in regard to the ground levels along the common boundary between 18 and 20 Methuen Way. The elevation drawing shows two lines for the ground level, one for "natural ground level along boundary" and one for "neighbours natural ground level". There is a limestone retaining wall on the property line of our property (with a colour bond fence down the middle of the limestone). I would like to know whether the dotted line for the "neighbour's natural ground level" is indicative of where the top of the limestone retaining wall is, or the level of the sand at the base of the limestone wall on the vacant block because the sand immediately slopes down within 20 to 30 centimetres of the retaining wall. This is not clear from the plans and would influence whether we had an objection or not.	trees required for full compliance can be conditioned.	

in relation to the FFL indicated for the dwelling.	correct FFL to the dwelling at 12 Methuen Way (ie. 15.5 in lieu of 17.1). The level of 15.5 corresponds / relates to the levels provided on the survey plan and the levels at the street.
If the retaining wall is not relocated to the common boundary between 12 and 14 Methuen Way, then the submitter will not be able to reclaim this land. Existing limestone wall needs to be realigned along the common boundary. Suggest a new survey is undertaken to reflect the actual levels on submitters property in relation to the proposed development	The proposed development is not dependent on the relocation of the existing retaining wall from within 12 Methuen Way to the common boundary and will 'standalone'. The owner at 12 Methuen Way is at liberty to reclaim the subject area of land up to the common lot boundary with 14 Methuen Way through excavation and retaining.

#### Consultation with other Agencies

#### Department of Planning, Lands, and Heritage (DPLH)

Although the DPLH was not formally consulted it is aware of the development proposal through the subdivision process and has elected to condition the subdivision approval with a Section 70A notification on title due to the potential requirements of SPP 5.4.

#### Joondalup Design Reference Panel (JDRP)

The proposal was presented to the City's JDRP at its meeting held on 18 July 2018. The JDRP noted that the proposal generally complied and was being developed within its potential under the dual-coding of R20/60.

The JDRP made the following comments on the development proposal, which have been taken into consideration in the final assessment and recommendations. The applicant's responses to the matters raised by the panel are provided below:

No.	JDRP comment	Applicant response	City response
1	Discussion occurred on whether the City has a policy in relation to bin pads. The panel agreed that the use of bin pads should be discouraged and instead, promote landscaping on the verge.	N/A	The City does not have a specific policy relating to bin pads. The proposed method of bin collections offered by the applicant is acceptable to the City.
2	Queried whether the proposed ground floor setbacks between the dining rooms would impact opposing dining rooms	be taken to mitigate potential noise between opposing dining rooms and that this would be explored going forward. The rear lot alfresco (outdoor living areas)	between opposing dining rooms (2m) in relation to potential noise / amenity was not considered to

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	also noted that there is not		
	much amenity provided		
	within the alfresco areas		
	on the rear lots.		
3	Discussion on the location of the main sewer line traversing proposed Lots 5 and 6 and whether the Water Corporation have provided advice to the applicant.	The applicant is well aware of this and has been assured by the Water Corporation that construction methods can be used to the satisfaction of the agency.	The response of the applicant is acknowledged.
4	It was also noted that due		The City will require a total
4	to the extent of development of the lots, limited scope existed for the incorporation of large green spaces and trees. The panel recommended that more verge trees be planted.	The applicant agreed to the provision of additional verge trees.	The City will require a total of six verge trees in accordance with the City's RDLPP.
5	The panel commented that it was not ideal to have the powder room / toilet located next to the kitchen and suggested that this be located elsewhere within the unit.	The applicant will explore alternative solutions and if feasible would look to incorporate them through the building permit process.	Noted.
6	The panel queried the location of the air conditioner condensers	The client advised that this detail has not been given any thought at this stage.	Noted. The City's draft conditions and advice notes address this concern.
7	Discussion on the use of single entry driveways rather than a single 'U'- shaped driveway.	The applicant advised that the development will be completed in stages, hence the three separate driveways for each cluster of four units and that according to the market, people prefer to live within a smaller cluster of dwellings rather than a larger complex.	The City considers the proposed access arrangements to be appropriate and acceptable.
8	Discussion occurred on the surveillance of the internal driveways and that the highlight windows overseeing this area could be larger in size. Noted that there would not be a privacy issue due to the stairwells located in this area and that a larger window would allow for more light.	The applicant will look into this going forward and, where there is scope to improve surveillance of the internal driveways, through the building permit process (ie. building design changes), that would not require further development approval, it would look to do so.	Noted.
9	The panel commented that the development lacked passive shading.	Noted.	Noted.

## Planning assessment:

The development has been assessed against the relevant provisions of DPS2, the R-Codes and RDLPP. The aspects of the development proposal for which discretion is sought are outlined below:

Aspect	Requirement	Proposal	Compliance
Lot width at the street boundary	10m minimum.	8m	The City is required to accept the reduced lot width by virtue of an approved subdivision (WAPC 520-18).
Parking	The City's RDLPP requires a total of six (6) visitor bays (0.5 per dwelling)	Three (3) visitor bays proposed on-street within the Methuen Way road reserve.	See officer comment below.
Street setbacks	Buildings set back from the primary street boundary:		
	Average setback of 4.0m (clause 5.1.2 of the RDLPP).	Average setback of 3.504m to Methuen Way (Lots 1, 4, 5, 8, 9 and 12).	Average street setback to Methuen Way is 0.496m less than the deemed-to-comply requirement but satisfies the design principle provisions.
	For rights-of-way the setbacks may be reduced to 2.5m, or 1.5m for minor projections.	Internal access way setbacks reduced to nil in places (eg. porches, walk-in-robes, garages).	The reduced building setbacks to the internal rights-of-way have little or no impact on the streetscape due to their respective locations relative to the street. Also, the reduced or nil setbacks relate to non- habitable spaces such as garages and stairwells.
Building setbacks	Building side setback of 1.5m to the left / east lot boundary of Lot 2.	Reduced building side setback of 1.01m to the left / east lot boundary of Lot 2.	The minor reduced building side setbacks relate to the ground floor of certain of the dwellings and have
	Building side setback of 1.5m to the right / west lot boundary of Lot 11.	Reduced building side setback of 1.01m to the right / west lot boundary of Lot 11.	minimal impact on adjoining lots in regard to building bulk, solar access and ventilation. Overlooking is negated.
	Building side setbacks of 1.5m from the store / laundry / living room to the internal lot boundaries.	Reduced building side setbacks of 1.01m to the internal stores / laundry / living room (lots 2, 3, 7,10 and 11).	The design principles under the R-Codes have been met.
Boundary walls	Boundary wall with a maximum length of	Over-length boundary wall of 13m with 20	Boundary wall lengths exceed deemed-to-

	9.67m along the east	Methuen Way and	comply lengths by
	boundary of Lots 1 and 2 and the west boundary of Lots 11 and 12.	13m with 12 Methuen Way.	3.33m over a boundary length of 35m.
	Boundary wall with a maximum height of 3.5m.	Over-height boundary wall(s) to the west lot boundary with 12 Methuen Way of 3.55m to Lots 11 and 12.	Boundary walls that exceed the deemed-to- comply maximum height standard by 0.05m.
	Boundary wall with an average height of 3m.	Over-average height boundary wall(s) to the east lot boundary with 20 Methuen Way of 3.05m and to the west lot boundary with 12 Methuen Way of between 3.3m and 3.525m.	Boundary walls that exceed the deemed-to- comply average height standard by 0.525m.
Open space	Minimum open space of 40% (clause 5.1.4 of the R-Codes).	Open space provided for Lots 2, 3, 7, 10 and 11 of 36.84%.	Open space 3.16% less than deemed-to- comply requirement for 5 of the 12 lots.
Building height	Top of external wall (roof above)	Building wall height in respect of proposed lots / units 5 (west): 7.55m; 8 (east): 6.2m; 9 (west): 6.2m and 12 (east): 7.35m.	Maximum wall height of 1.55 metres higher than deemed-to-comply requirement. See officer comments below.
	Top of external wall (concealed roof) (clause 5.1.6 of the	Building wall height in respect of proposed lots / units 5 (north): 7.4m and 12 (west):	Maximum wall height of 0.4 metres higher than deemed-to-comply requirement. See
	R-Codes).	7.35m.	officer comments below.
Outdoor living areas	Outdoor living areas behind the front setback (clause 5.3.1 of the R-Codes R60 = 4m)	Outdoor living areas for Lots 1, 4, 5, 8, 9 & 12 are proposed within the front setback areas.	See officer comments below.

#### **Officer Comments**

#### Minimum lot width

In the absence of an approved subdivision the City would not have been able to support the development proposal, as the minimum lot widths fronting Methuen Way are only 8 metres, whereas DPS2 requires a minimum lot width of 10 metres. Given that the WAPC has granted approval for the subdivision the City has no choice but to support this aspect of the development application.

#### Parking

As set out in the R-Codes, parking requirements for grouped dwellings are determined, in part, having regard to a site's proximity to public transport, such as train stations and high frequency bus routes (a route with a service that runs at least every 15 minutes during week day peak periods). The subject site is located well within 800m of a train station on a high frequency rail route and therefore falls within parking Location A, which has a lower parking ratio.

#### Resident Parking

In accordance with clause *5.3.3 Parking* of the R-Codes for Location A sites, one (1) bay is required for each dwelling. Consequently, 12 car parking bays are required for residents. The development provides a total of 24 bays at a ratio of two car bays per dwelling, resulting in a surplus of 12 bays for residents.

#### Visitor Parking

Under clause 5.3.3 Parking of the R-Codes, the development does not require visitor parking on the basis that the twelve grouped dwellings function as three independent clusters of four dwellings each. The City's RDLPP, however, requires visitor parking at a rate of 0.5 bays per dwelling (total of six bays) with no threshold on the number of exempt dwellings. The RDLPP provides that such parking can be provided in the adjacent verge.

Given that the R-Codes don't require any visitor parking, together with the surplus in resident parking on-site, it is considered that the proposal for three visitor parking bays within the verge adjacent to the lots is sufficient.

#### Street setbacks

The proposed street setbacks of the development to Methuen Way do not meet the deemed-to-comply requirements of clause *5.1.2 Street setbacks* of the R-Codes. In accordance with clause 5.1.2 the minimum street setback permitted is 2.0 metres provided an average setback of 4.0 metres is achieved. The development proposes a minimum setback of 2.0 metres to Methuen Way for the alfresco additions with a resultant average setback of 3.504 metres.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P3 of clause 5.1.2 states the following:

"Buildings are set back from street boundaries (primary and secondary) an appropriate distance to ensure they:

- contribute to the desired streetscape;
- provide articulation of the building on the primary and secondary streets;
- allow for minor projections that add interest and reflect the character of the street without impacting on the appearance of bulk over the site;
- are appropriate to its location, respecting the adjoining development and existing streetscape; and
- facilitate the provision of weather protection where appropriate."

The proposed elevations of the individual units facing Methuen Way are considered to be appropriately staggered and include a variety of minor projections (alfresco areas and upper floor offsets) which assist in providing visual interest and relief.

The potential visual impact(s) of the reduced building front setback average of 3.504 metres along Methuen Way is mitigated in part by the fact that the alfresco additions are open structures, which serve to diminish the impression of building bulk when viewed from the street. As such, the reduced building front setback average is compatible with the desired streetscape for dual-coded lots.

#### Building setbacks

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P3.1 of clause 5.1.3 requires that buildings be "set back from lot boundaries or adjacent buildings on the same lot so as to":

- reduce impacts of building bulk on adjoining properties;
- provide adequate direct sun and ventilation to the building and open spaces on the site and adjoining properties; and
- minimise the extent of overlooking and resultant loss of privacy on adjoining properties.

The proposed reduction in building setbacks is considered minor and generally relates to internal lot boundaries between the grouped dwellings. The proposed reduced setbacks have been assessed against the applicable design principles and are considered to adequately meet them. In light of the above, the proposed areas of discretion requested in relation to setbacks are supported by the City.

#### Boundary wall(s)

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P3.2 of clause 5.1.3 requires that where buildings are built up to boundaries (other than the street boundary), that this:

- "makes more effective use of space for enhanced privacy for the occupant/s or the outdoor living areas;
- does not compromise the design principle contained in clause 5.1.3 P3.1:
- does not have any adverse impact on the amenity of the adjoining property;
- ensures direct sun to major openings to habitable rooms and outdoor living areas for adjoining properties is not restricted; and
- positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework."

The building design makes use of sections of boundary walls on the east and west lot boundaries of the aggregate lot, as well as internally within the 12 lots. The boundary walls that are internal to the development 'cancel out' and therefore have limited or no impact on the individual units. The boundary walls along the common lot boundary with 20 Methuen Way are located primarily at an excavated level and their potential impacts are therefore insignificant. The boundary walls along the common lot boundary with 12 Methuen Way are west-facing and will not unduly impact solar access for the residents of the property. The boundary walls will allow for increased levels of privacy between 12 and 14 Methuen Way and allow for the more effective use of space within the development for outdoor living purposes.

#### Open space

The development exceeds the deemed-to-comply site cover standard under clause *5.1.4 Open space* of the R-Codes by 3.16% in respect of Lots 2, 3, 7, 10 and 11, but meets the deemed-to-comply requirements overall (ie. 42%). The deemed-to-comply requirement for open space for a site coded R60 is 40%, whereas the subject lots allow for 36.84%.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P4 of clause 5.1.4 requires that the development incorporates "suitable open space for its context to:

- reflect the existing and/or desired streetscape character or as outlined under the local planning framework;
- provide access to natural sunlight for the dwelling;
- reduce building bulk on the site, consistent with the expectations of the applicable density code and/or as outlined in the local planning framework;
- provide an attractive setting for the buildings, landscape, vegetation and streetscape;
- provide opportunities for residents to use space external to the dwelling for outdoor pursuits and access within/around the site; and
- provide space for eternal fixtures and essential facilities."

The overall design of the units at ground and upper floor level (significantly reduced building footprint at upper floor level) facilitates adequate levels of natural sunlight for the dwellings and serve to reduce the potential impacts of building bulk on the site. The varied external appearances of the units, as viewed from the street (due to the use of different finishes, materials and levels of articulation, including different roof pitches and designs and façade treatments), provide an attractive setting for the development and will be further enhanced through the planting of verge trees at a ratio of one tree per 10 metres of frontage.

#### Building height

The development exceeds the seven metre maximum top of external wall (concealed roof) height as stipulated under clause *5.1.6 Building height* of the R-Codes (as applicable to R60 development) by 1.55 metres.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P6 for clause 5.1.6 states the following:

"Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape, including road reserves and public open space reserves; and where appropriate maintains:

- adequate access to direct sun into buildings and appurtenant open spaces;
- adequate daylight to major openings into habitable rooms; and
- access to views of significance."

The development is considered to have been designed to reduce the perception of height through appropriate design measures and presents a human scale as perceived from the adjoining street. The use of varied wall heights, roof pitches and roof designs, coupled with well-articulated building elevations serves to diminish and visual and related impacts of over-height walls. The areas of discretion sought have been assessed against the relevant design principles and have satisfied these.

The development is therefore considered to have been designed giving due regard to existing residential development context and the need / desire to minimise impacts of the development on adjoining properties.

#### Outdoor living

Six of the twelve units (ie. all the street-fronting units) have their outdoor living areas located within the front setback area of each lot. In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of this discretion. Design principle P1.1 under clause 5.3.1 states the following:

"Outdoor living areas which provide spaces:

- capable of use in conjunction with a habitable room of the dwelling;
- open to winter sun and ventilation; and
- optimise use of the northern aspect of the site."

All six outdoor living areas are capable of being used in conjunction with the adjoining living rooms and are all open to the winter sun and ventilation. Because each outdoor living area is located within the front setback area of these north-facing units they all optimise the use of the northern aspect of the site / lots.

#### Landscaping

#### Verge Trees

The initial proposal was to retain an existing immature verge tree and add two new trees. The JDRP recommended the addition of a further three verge trees (a total of six trees), which the applicant has agreed to provide, and which will satisfy the requirements of the City's RDLPP for verge trees. The existing verge adjacent to the site is otherwise devoid of trees. The requirements in this regard will be met through the inclusion of appropriate conditions and advice notes.

#### State Planning Policy 5.4 (SPP5.4):

The applicant has elected not to undertake a noise impact assessment in relation to the proposed development, as provided for under SPP 5.4. It is worth noting that a condition requiring a notification be placed on title was included in the WAPC approval for the subdivision. The City recommends the inclusion of a similar condition.

#### **Options/Alternatives:**

Not applicable.

#### **Council Recommendation:**

Not applicable.

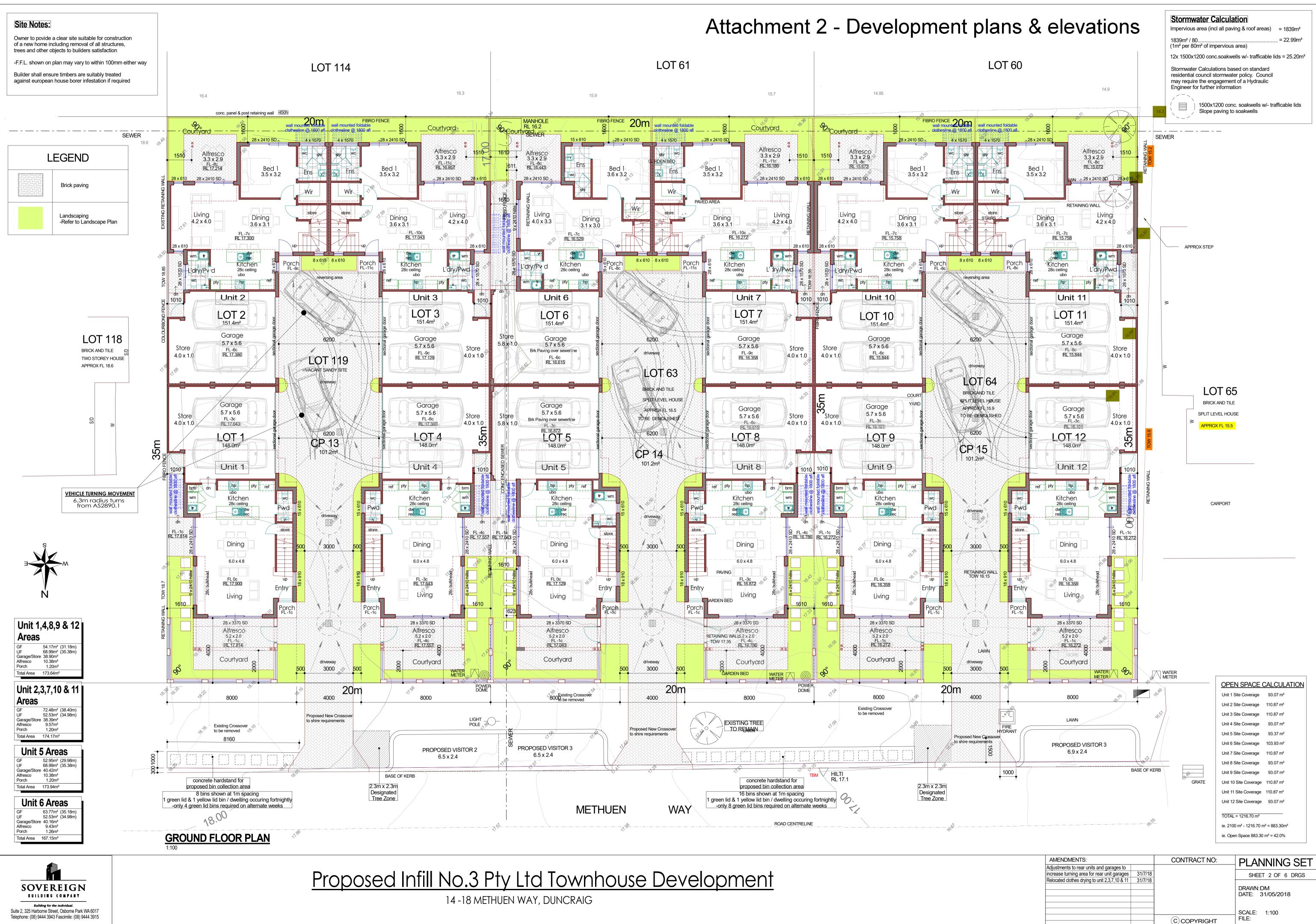
#### Conclusion:

The proposed grouped dwelling development is considered to meet the relevant requirements of DPS2, R-Codes and RDLPP. The areas of discretion being sought are considered minor in nature and are appropriate in the context of the application.

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

## Attachment 1 - Location plan







# Attachment 2 - Development plans & elevations

AMENDMENTS:		CONTRACT NO:	PLANNING SET
Adjustments to rear units and garages to			
increase turning area for rear unit garages	31/7/18		SHEET 3 OF 6 DRGS
Relocated clothes drying to unit 2,3,7,10 & 11	31/7/18		
Bed 2 window change - unit 1,4,5,8,9 & 12	28/8/18		DRAWN: DM
			DATE: 31/05/2018
			SCALE: 1:100
		COPYRIGHT	FILE:

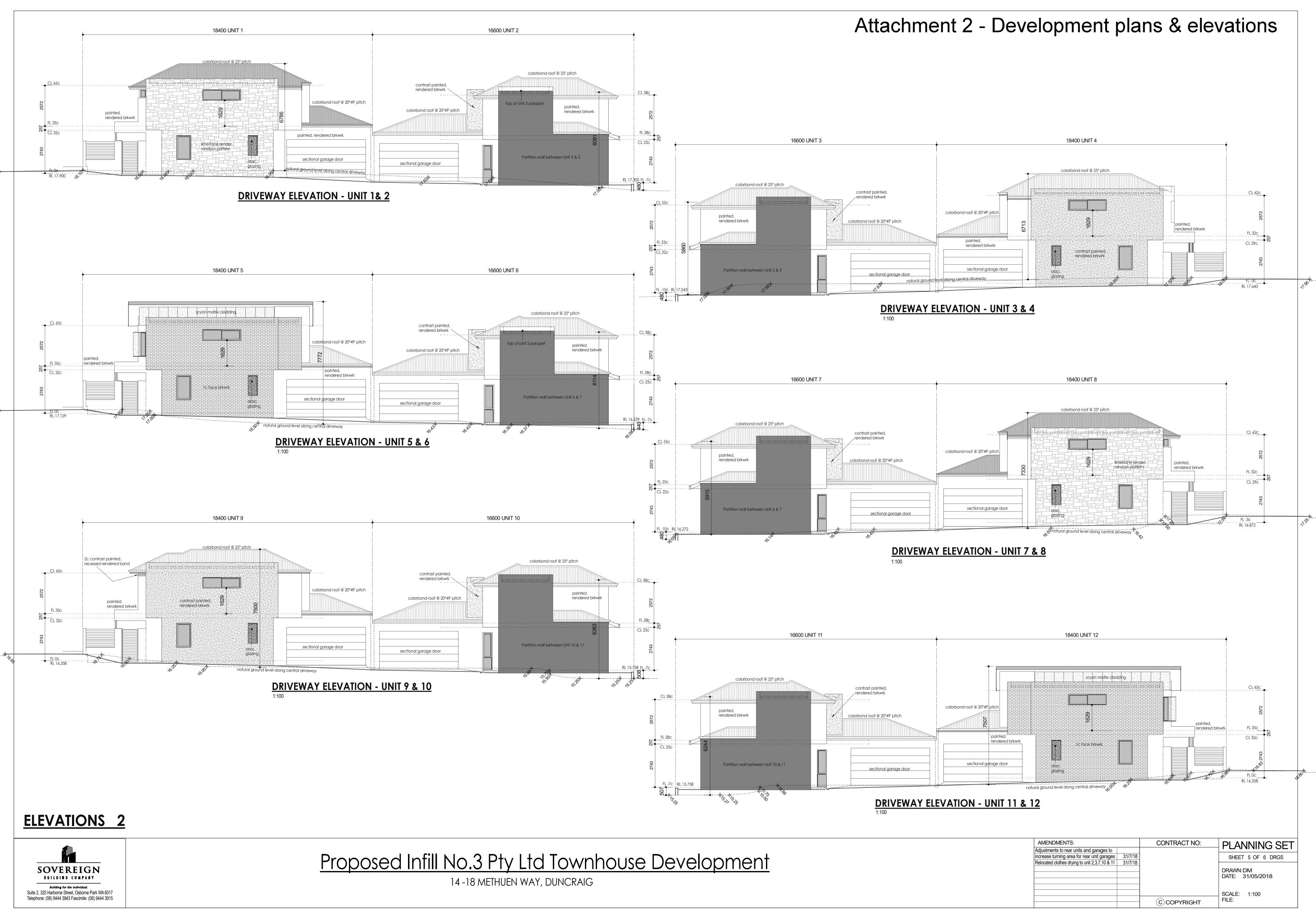


Building for the individual. Suite 2, 325 Harborne Street, Osborne Park WA 6017 Telephone: (08) 9444 3943 Fascimile: (08) 9444 3915

14-18 METHUEN WAY, DUNCRAIG

# Attachment 2 - Development plans & elevations

	AMENDMENTS:		CONTRACT NO:	PLANNING SET
Ī	Adjustments to rear units and garages to			
Ī	increase turning area for rear unit garages	31/7/18		SHEET 4 OF 6 DRGS
	Relocated clothes drying to unit 2,3,7,10 & 11	31/7/18		
	Bed 2 window change - unit 1,4,5,8,9 & 12	28/8/18		DRAWN: DM
				DATE: 31/05/2018
				SCALE: 1:100
-			(C)COPYRIGHT	FILE:
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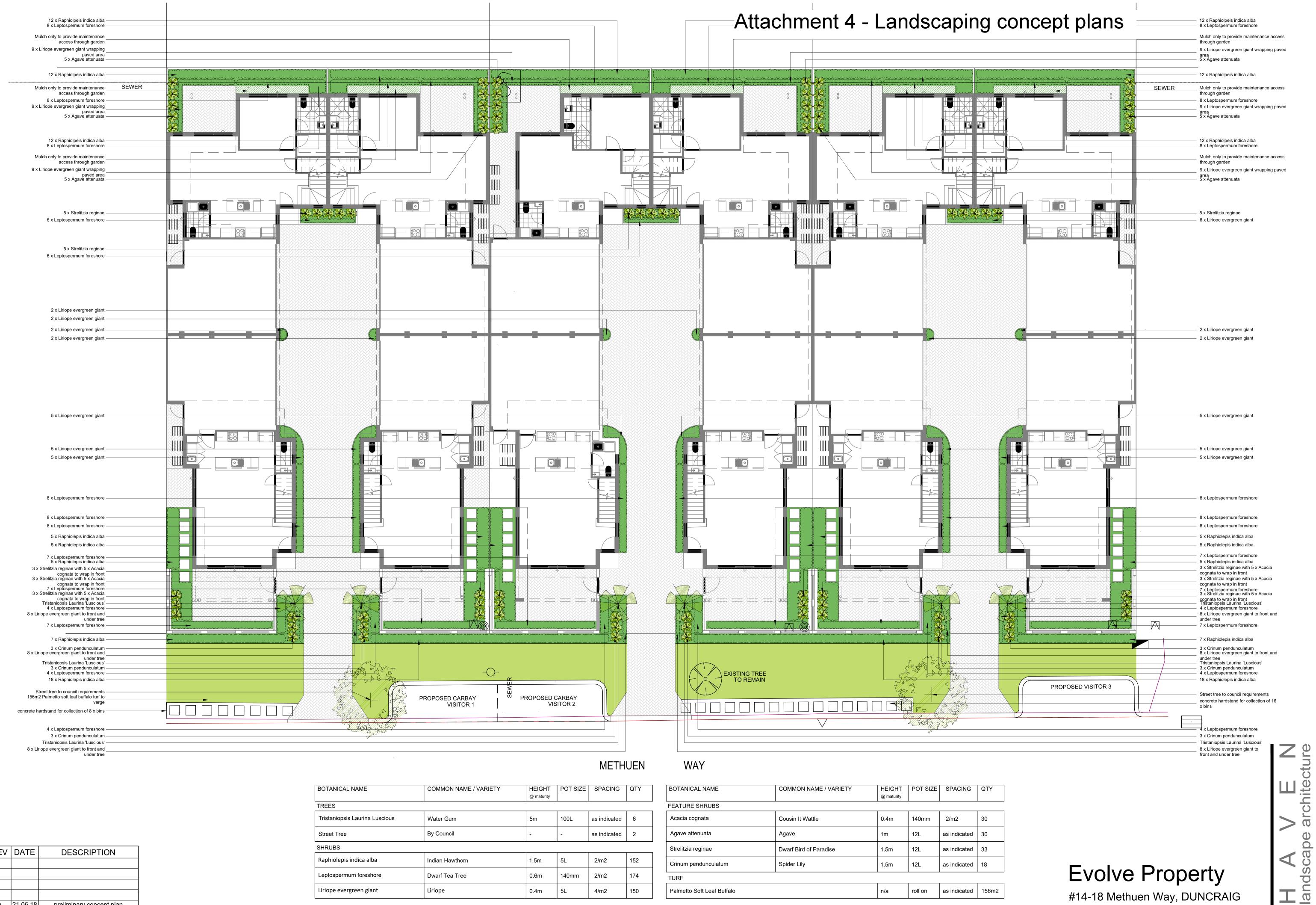
Building for the individual. Suite 2, 325 Harborne Street, Osborne Park WA 6017 Telephone: (08) 9444 3943 Fascimile: (08) 9444 3915

14-18 METHUEN WAY, DUNCRAIG

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SCALE: 1:100 FILE:





4 x Leptospermum foreshore
3 x Crinum pendunculatum
Tristaniopsis Laurina 'Luscious'
3 x Liriope evergreen giant to front and
under tree

BOTANICAL NAME	COMMON NAME / VARIETY	HEIGHT	POT SIZE	SPACING	QTY
		@ maturity			
TREES					
Tristaniopsis Laurina Luscious	Water Gum	5m	100L	as indicated	6
Street Tree	By Council	-	-	as indicated	2
SHRUBS					
Raphiolepis indica alba	Indian Hawthorn	1.5m	5L	2/m2	152
Leptospermum foreshore	Dwarf Tea Tree	0.6m	140mm	2/m2	174
Liriope evergreen giant	Liriope	0.4m	5L	4/m2	150
L	•	•		1	•

	REV	DATE	DESCRIPTION
	а	21.06.18	preliminary concept plan

www.havenlandscape.com.au mel@havenlandscape.com.au mob. 0 4 0 8 4 3 0 0 5 3



## 14-18 Methuen Way, DUNCRAIG

## **Evolve Property**

PLANTING SELECTIONS

#### TREES:

Tristaniopsis Laurina Luscious



#### SHRUBS:

Raphiolepis indica alba



Liriope evergreen giant



21<sup>st</sup> June 2018

## Attachment 4 - Landscaping concept plans



landscape architecture





Agave attenuate

Leptospermum foreshore

Strelitzia reginae

Acacia cognata





Crinum pendunculatum



Page 2 of 2



#### Approval Subject To Condition(s) Survey-Strata Plan

#### Application No: 520-18

#### Planning and Development Act 2005

Applicant	:	Pinnacle Planning 158 Railway Parade WEST LEEDERVILLE WA 6007
Owner	:	Infill No. 3 Pty Ltd PO Box 1053 SUBIACO WA 6904
Application Receipt	;	24 May 2018
Lot Number	:	63,64,119
Diagram / Plan	:	Diagram 51671, Plan 11277
Location	:	-
C/T Volume/Folio	:	1413/918, 1413/919, 1460/391
Street Address	:	Lot 119, 63, 64 Methuen Way, Duncraig

Local Government : City of Joondalup

The Western Australian Planning Commission has considered the application referred to and is prepared to endorse a survey-strata plan in accordance with the plan date-stamped **24 May 2018** once the condition(s) set out have been fulfilled.

This decision is valid for **four years** from the date of this advice, which includes the lodgement of the survey-strata plan within this period.

The survey-strata plan for this approval and all required written advice confirming that the requirement(s) outlined in the condition(s) have been fulfilled must be submitted by **13 August 2022** or this approval no longer will remain valid.

#### **Reconsideration - 28 days**

Under section 151(1) of the *Planning and Development Act 2005*, the applicant/owner may, within 28 days from the date of this decision, make a written request to the WAPC to reconsider any condition(s) imposed in its decision. One of the matters to which the WAPC will have regard in reconsideration of its decision is whether there is compelling evidence by way of additional information or justification from the applicant/owner to warrant a



reconsideration of the decision. A request for reconsideration is to be submitted to the WAPC on a Form 3A with appropriate fees. An application for reconsideration may be submitted to the WAPC prior to submission of an application for review. Form 3A and a schedule of fees are available on the WAPC website: <u>http://www.planning.wa.gov.au</u>

#### Right to apply for a review - 28 days

Should the applicant/owner be aggrieved by this decision, there is a right to apply for a review under Part 14 section 251 of the *Planning and Development Act 2005*. The application for review must be submitted in accordance with part 2 of the *State Administrative Tribunal Rules 2004* and should be lodged within 28 days of the date of this decision to: the State Administrative Tribunal, Level 6, State Administrative Tribunal Building, 565 Hay Street, PERTH, WA 6000. It is recommended that you contact the tribunal for further details: telephone 9219 3111 or go to its website: <a href="http://www.sat.justice.wa.gov.au">http://www.sat.justice.wa.gov.au</a>

#### Survey-strata plan

The survey-strata plan is to be submitted to the Western Australian Land Information Authority (Landgate) for certification. Once certified, Landgate will forward it to the WAPC. In addition, the applicant/owner is responsible for submission of a Form 1C with appropriate fees to the WAPC requesting endorsement of the survey-strata plan. A copy of the surveystrata plan with confirmation of submission to Landgate is to be submitted with all required written advice confirming compliance with any condition(s) from the nominated agency/authority or local government. Form 1C and a schedule of fees are available on the WAPC website: <u>http://www.planning.wa.gov.au</u>

#### Condition(s)

The WAPC is prepared to endorse a survey-strata plan in accordance with the plan submitted once the condition(s) set out have been fulfilled.

The condition(s) of this approval are to be fulfilled to the satisfaction of the WAPC.

The condition(s) must be fulfilled before submission of a copy of the survey-strata plan for endorsement.

The agency/authority or local government noted in brackets at the end of the condition(s) identify the body responsible for providing written advice confirming that the WAPC's requirement(s) outlined in the condition(s) have been fulfilled. The written advice of the agency/authority or local government is to be obtained by the applicant/owner. When the written advice of each identified agency/authority or local government has been obtained, it should be submitted to the WAPC with a Form 1C and appropriate fees and a copy of the survey-strata plan.

If there is no agency/authority or local government noted in brackets at the end of the condition(s), a written request for confirmation that the requirement(s) outlined in the condition(s) have been fulfilled should be submitted to the WAPC, prior to lodgement of the survey-strata plan for endorsement.



Prior to the commencement of any subdivision works or the implementation of any condition(s) in any other way, the applicant/owner is to liaise with the nominated agency/authority or local government on the requirement(s) it considers necessary to fulfil the condition(s).

The applicant/owner is to make reasonable enquiry to the nominated agency/authority or local government to obtain confirmation that the requirement(s) of the condition(s) have been fulfilled. This may include the provision of supplementary information. In the event that the nominated agency/authority or local government will not provide its written confirmation following reasonable enquiry, the applicant/owner then may approach the WAPC for confirmation that the condition(s) have been fulfilled.

In approaching the WAPC, the applicant/owner is to provide all necessary information, including proof of reasonable enquiry to the nominated agency/authority or local government.

The condition(s) of this approval, with accompanying advice, are:

#### CONDITION(S):

- 1. Other than buildings, outbuildings and/or structures shown on the approved plan for retention, all buildings, outbuildings and/or structures present on lot(s) at the time of subdivision approval being demolished and materials removed from the lot(s). (Local Government)
- 2. The land being filled, stabilised, drained and/or graded as required to ensure that
  - a) lots can accommodate their intended development;
  - b) finished ground levels at the boundaries of the lot(s) the subject of this approval match or otherwise coordinate with the existing and/or proposed finished ground levels of the land abutting; and
  - c) stormwater is contained on-site, or appropriately treated and connected to the local drainage system. (Local Government)
- 3. A portion of the common property access ways shall be a minimum width of 6 metres in accordance with the plan date stamped 24 May 2018 (attached), free of any building projections associated with existing site development and depicted on the survey strata plan accordingly. (Local Government)
- 4. Redundant vehicle crossover(s) to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the Western Australian Planning Commission and to the specifications of the local government. (Local Government)
- 5. A notification, pursuant to Section 70A of the *Transfer of Land Act 1893* is to be placed on the certificate(s) of title of the proposed lot(s). Notice of this notification is



to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

'The lots are situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise.'

#### (Local Government)

6. Pursuant to Section 150 of the *Planning and Development Act 2005* and Division 3 of the *Planning and Development Regulations 2009* a covenant preventing vehicular access onto Methuen Way being lodged on the certificate(s) of title of the proposed lot(s) 1, 4, 5, 8, 9 and 12 at the full expense of the landowner/applicant. The covenant is to prevent access, to the benefit of the City of Joondalup, in accordance with the plan dated 24 May 2018 (attached) and the covenant is to specify:

"No vehicular access is permitted from Methuen Way."

(Local Government)

- 7. Engineering drawings and specifications are to be submitted and approved, and subdivisional works undertaken in accordance with the approved plan of subdivision, engineering drawings and specifications to ensure that two embayment parking bays are provided within the Methuen Way road reserve to the satisfaction of the Western Australian Planning Commission. (Local Government)
- 8. Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power, for the provision of an electricity supply to the survey-strata lots shown on the approved plan of subdivision, which may include the provision of necessary service access rights either as an easement under Section 136C and Schedule 9A of the *Transfer of Land Act 1893* for the transmission of electricity by underground cable, or (in the case of approvals containing common property) via a portion of the common property suitable for consumer mains. (Western Power)
- 9. Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the removal, relocation and/or replacement of electricity supply infrastructure, including plant and/or equipment located on or near the lots shown on the approved plan of subdivision. (Western Power)
- 10. The transfer of land as a Crown reserve free of cost to Western Power for the provision of electricity supply infrastructure. (Western Power)
- 11. Arrangements being made with the Water Corporation so that provision of a suitable water supply service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)



12. Arrangements being made with the Water Corporation so that provision of a sewerage service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)

#### ADVICE:

- 1. In regard to Condition 1, planning approval and/or a demolition licence may be required to be obtained from the local government prior to the commencement of demolition works.
- 2. In regard to Condition 7, the landowner/applicant is advised that the road reserves, including the constructed carriageways, laneways, truncations, footpaths/dual use paths and car embayments, are to be generally consistent with the approved plan of subdivision.
- 3. In regard to Condition 8, Western Power provides only one underground point of electricity supply per freehold lot.
- 4. In regard to Conditions 11 and 12, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land Development Agreement under Section 83 of the *Water Services Act 2012* will be prepared by the Water Corporation to document the specific requirements for the proposed subdivision.
- 5. In regard to Condition(s) 8, 11 and 12, it is the Commission's expectation that each strata lot be provided with its own suitable utility service connection, which is protected by easements where necessary. This is to ensure that each strata lot is development ready and does not result in the need to extend services over adjacent strata lots after titles have been created.

Dagan

Ms Sam Fagan Secretary Western Australian Planning Commission 13 August 2018

Enquiries : Alex Campbell (Ph 6551 9183)

140 William Street, Perth, Western Australia 6000, Locked Bag 2506 Perth, 6001 Tel: (08) 6551 8002; Fax: (08) 6551 9001; Infoline: 1800 626 477 e-mail: info@dplh.wa.gov.au; web address http://www. dplh.wa.gov.au ABN 35 482 341 493



### Form 1 – Responsible Authority Report

(Regulation 12)

Property Location:	Lot 33 and 34 (7 and 56) Tuart Trail,
	Edgewater
Development Description:	Fourteen (14) Multiple Dwellings
DAP Name:	Metro North-West DAP
Applicant:	Mr Carlo Famiano
Owner:	Naim Jones and Edwin Cornelissen
Value of Development:	\$2.008 million
LG Reference:	DA18/0583
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page, Director Planning and
	Community Development
DAP File No:	DAP/18/01433
Report Due Date:	31 August 2018
Application Received Date:	8 June 2018
Application Process Days:	90 days
Attachment(s):	Attachment 1: Location plan
	Attachment 2: Development plans
	Attachment 3: Building perspectives
	Attachment 4: Landscaping concept plans
	Attachment 5: Traffic statement
	Attachment 6: Waste management plan
	Attachment 7: Applicant's report

### Officer Recommendation:

That the Metro North-West JDAP resolves to:

**Refuse** DAP Application reference DAP/18/01433 and accompanying plans (Attachment 2) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Joondalup *District Planning Scheme No.2* for the following reasons:

- 1. In accordance with Schedule 2, clause 67 (b), (n) and (m) of the *Planning and Development (Local Planning Scheme) Regulations 2015,* the proposed development is not consistent with *Schedule 1 Design Principles* of the *draft State Planning Policy 7: Design of the Built Environment* due to the following:
  - 1.1 The development does not enhance the distinctive characteristics of the area and lacks appropriate consideration of the local context and character of the area.
  - 1.2 The massing of the proposed development is not appropriate in its setting and does not negotiate between the existing built form and the intended future character of the area.
- In accordance with Schedule 2, clause 67 (b) of the Planning and Development (Local Planning Scheme) Regulations 2015, the proposed development is not consistent with Schedule 1 – Design Principles of the draft State Planning Policy 7: Design of the Built Environment due to the following:
  - 2.1 The development does not provide passive environmental design measures which adequately respond to the site conditions and local

climate of the area including, but not limited to, solar access to habitable rooms and outdoor living areas, thermal performance and access to natural ventilation.

- 2.2 The development lacks an adequate level of internal amenity and provides limited views of amenity for some units.
- 2.3 There is limited passive/active surveillance of the communal car parking area and pedestrian approach to and from units.
- 2.4 The design quality is lacking with limited creatively, design integrity and detail.
- 3 In accordance with Schedule 2, clause 67 (g) of the *Planning and Development* (Local Planning Scheme) Regulations 2015, the proposed development is not consistent with the objectives of the City of Joondalup's Residential Development Local Planning Policy, due to the following:
  - 3.1 The development does not enhance and/or improve the existing streetscape outcome.
  - 3.2 The proposal does not complement the visual character of the surrounding built form.
  - 3.3 The design does not provide a high-quality built form outcome in relation to its design and layout/positioning of some units.
- 4. In accordance with Schedule 2, clause 67 (g) of the Planning and Development (Local Planning Scheme) Regulations 2015, the proposed development does not comply with Schedule 1 Subdivision and development conditions of the City of Joondalup's Residential Development Local Planning Policy as there is insufficient technical evidence to support the proposed location of the street trees within the Tuart Trail road reserve, due to the proximity of existing underground services. It is therefore unclear if the required number of street trees can be accommodated within the verge.

Zoning	MRS:	Urban.
	TPS:	Residential, R20/R40.
Use Class:		Multiple Dwelling.
Strategy Policy:		Not applicable.
Development Scheme:		City of Joondalup's District Planning Scheme
		No. 2.
Lot Size:		1,492.9m <sup>2</sup> (combined).
Existing Land Use:		Single House

### Details: outline of development application

The proposed development comprises the following:

- A combination of 11 two-bedroom and three (3) one-bedroom dwellings.
- A single vehicle access point from Tuart Trail.
- A total of 18 on-site car parking bays, with 14 bays allocated to residents and 4 bays allocated to visitors.
- An additional five visitor car bays within the verge.
- Communal open space area and entry statement.
- Rendered brick buildings with concealed roofline.
- Associated site works and retaining walls.
- A bin store located to the centre of the development.

• Landscaping on-site and along the Tuart Trail street frontages, including deep soil zones to accommodate mature trees.

The development plans, landscaping concept plans and building perspectives are provided as Attachments 2, 3 and 4.

### Background:

The applicant seeks planning approval for the development of 14 multiple dwellings at Lot 33 and 34 (7 and 56) Tuart Trail, Edgewater (subject site).

The subject site is currently occupied by separate single storey dwellings. The subject sites are bound by Residential zoned land (existing dwellings) to the north, west and east, and Tuart Trail to the south (Attachment 1 refers). The site is located approximately 900 metres from the Edgewater train station and 200 metres from the Edgewater Shopping Centre (Attachment 1 refers).

The subject site is zoned 'Residential' under the City's *District Planning Scheme No.* 2 (DPS2), is located within Housing Opportunity Area 8 and is coded R20/R40.

### Legislation and Policy:

### Legislation

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

### State Government Policies

- State Planning Policy 3.1: Residential Design Codes (R-Codes).
- Draft State Planning Policy 7: Design of the Built Environment (SPP7)

### Local Policies

- Residential Development Local Planning Policy (RDLPP).
- Environmentally Sustainable Design Policy.

### Consultation:

### Public Consultation

The proposal was advertised for a period of 14 days to surrounding landowners/occupiers, commencing on 15 August 2018 and concluding on 29 August 2018. Consultation was undertaken in the following manner:

- A letter was sent to 39 landowners/occupiers who either abut the subject site or are located along Tuart Trail;
- A sign was erected on the subject site; and
- Development plans and supporting reports were made available for public viewing on the City's website and at the City's Administration building.

A total of 44 valid submissions were received, all objecting to the proposal. It is noted that 29 of the submissions received were duplicates of the same letter, and 26 of the submissions were from landowners/occupants outside of the consultation area.

Issue raised	Officer comment
Concern regarding the number of cars and parking available.	Visitor and resident parking complies with the deemed-to-comply requirements of the City's RDLPP and the R-Codes.
Not in keeping with the existing streetscape.	The design and massing of the building does not provide a balanced built form outcome, taking into account the existing and future desired streetscape.
Pedestrian and children safety in respect to additional vehicle movements within the street.	The location of the proposed crossover/driveway complies with the deemed-to-comply requirements of the R-Codes in relation to vehicle and pedestrian sight lines.
No discretions should be permitted.	Where the deemed-to-comply standards are not met, this does not necessarily mean that the proposal should be refused. Instead, the City needs to exercise discretion in considering whether the proposal meets the relevant design principles of the R-Codes.
Bird life affected.	The retention of existing onsite trees and the requirement for five additional street trees will assist in providing natural habitats for native wildlife.
Doesn't improve the amenity of the area.	The design of the building is not of a high quality and will not enhance the existing streetscape.
Development has a car parking shortfall.	No shortfall of parking proposed.
The development is not a good design outcome for the locality.	The proposed development does not complement the existing visual character of the area.
Is not consistent with the existing character of the area.	See comment above.
Storerooms are undersized.	The storeroom sizes comply with the deemed-to-comply requirements of the R-Codes.
Car parking bay dimensions are not compliant.	The proposed width of the on-street parking bays does not comply with the City's specifications due to the reduced width of 2.1 metres in lieu of 2.3 metres.
Aisle width for common property driveway is too narrow.	The proposed vehicle access onsite has been assessed and determined that it complies with the relevant City standards.
Existing trees which are to be retained are unlikely to survive.	The retention of any existing trees would be a condition of any planning approval, and an arborist report would need to be provided prior to the commencement of development to ensure it is protected

The issues raised in the submissions are summarised in the table below:

	during construction and is maintained to ensure survival.
The proposed street trees will impact	The proposed street tree on the south-
on vehicle sightlines.	eastern side of visitor bay 4 will impact
	vehicle sightlines and therefore is not
	supported.
The proposed street trees will impact	The proposed location of the street trees
on the underground services within	will impact on underground services, and
the verge.	therefore it is unclear whether the required
	number of street trees can be
	accommodated.
No verge location for skip bins.	This level of detail is generally examined
	as part of the detailed landscaping plans
	which would be conditioned as part of any
	planning approval, if granted.
Footpaths are too narrow and don't	See above.
comply with City's standards.	
Waste collection doesn't meet the	The waste management plan (Attachment
WALGA guidelines.	6 refers) has been reviewed and the
	location of the bin enclosure, and the
	method of collection is appropriate.
Noise impact on surrounding	The development will need to ensure
landowners.	compliance with the relevant noise levels
	outlined under the <i>Environmental</i>
	Protection (Noise) Regulations 1997.
Traffic Management Plan is	The traffic statement (Attachment 5 refers)
inaccurate.	has been reviewed and it is considered
	that the assumptions and calculations
	made within the report are appropriate.
	The capacity of the existing road network
	is able to accommodate the additional
	vehicles trips associated with the
	proposed development.
Safety concerns due to the increase in	See above.
traffic.	
The site is overdeveloped.	The proposed development complies with
	the deemed-to-comply plot ratio area and
	open space requirements under the R-
	Codes. However, the massing and design
	of the building does present to the street
	as visually dominant in the context of the
	existing streetscape.
Adjoining properties will be	The proposed development complies with
overlooked by the development.	the deemed-to-comply visual privacy
	requirements under the R-Codes.
The development will overshadow	The proposed development complies with
existing solar panels.	the deemed-to-comply overshadowing
	requirements under the R-Codes.
The development will increase the	Although the development will increase
traffic.	traffic along Tuart Trail, the traffic
	management plan (Attachment 5 refers)
	provided by the applicant adequately
	demonstrates that the existing road
	network is able to accommodate this
	increase in traffic.
	increase in tratfic.

The development results in a large number of trees being removed from the site.	Although some of the existing trees onsite will be removed, a number of these mature trees are proposed to be retained. In addition, a total of five street trees are required be planted within the verge.
The adjacent park should be upgraded by the developer.	The applicant cannot be compelled to undertake upgrades to the adjacent park.
The development will impact on access to the street for emergency service vehicles.	The proposed development will not impact on emergency service vehicles accessing Tuart Trail.

### Consultation with other Agencies or Consultants

Not applicable.

### Joondalup Design Reference Panel (JDRP)

The proposal was presented to the City's Joondalup Design Reference Panel (JDRP) at its meeting held on 18 July 2018. The key issues raised by the JDRP, and a summary of the applicant's responses and modifications are provided below:

No.	JDRP comment	Applicant response	Officer's comment
1	It was noted that the upper floor (unit 13 and 14) setbacks will affect the neighbouring properties due to the windows facing the backyards.	The proposed windows for units 13 and 14 are minor openings (i.e. less than 1sqm in area). Given this the proposal complies with visual privacy provisions of the R- Codes.	The visual privacy setbacks comply with the deemed-to-comply requirements of the R- Codes.
2	Discussion on the residential parking bay shortfall and the impact that may have on the residents. It is noted that the location of the site is not part of a high frequency transport route and that the train station is located 900m away. It is noted that the applicant is currently looking at the parking shortfall and may consider reducing the number of units to be built to create more resident parking bays.	The plans have been amended to comply with the Location B requirements of the R- codes in terms of vehicle parking. Given this, the application now complies.	The amended plans ensure that the resident parking complies with the deemed-to-comply requirements of the R- Codes.
3	The amount of visitor bays to be located on	The City's Local Planning Policy	Although the amount of street trees and on-
	the verge is not an ideal situation. Potentially	requires the provision of visitor parking bays	street parking bays shown on the plans

	street trees will assist in	within the verge area.	complies, the City's
	breaking up the bays.	In addition, the location of the bays within the verge is consistent with other development application approved by the City within the HOA's. In addition, the width of the verge area abutting the subject land is substantial and the application already proposes the planting of trees within the verge area. Given this, the panel's comments are inconsistent with the City's Local Planning Policy and is inconsistent with the previous decisions made by the City.	complies, the City's engineers have identified a concern in relation to existing services within this section of the verge. Due to the location of these underground services, street trees will unable to be located within 2.7 metres from the street boundary. Due to the verge width and shape, it is unlikely that all of the required street trees can be accommodated within the verge. In addition, the width of the proposed on-street parking embayment's does not comply with City specifications; being 2.1m wide in lieu of 2.3m This will further restrict the provision of street trees within the verge.
4	A cash in lieu payment to help improve the open space located nearby the development as it would provide an opportunity for the residents to enjoy the green space. It was felt that it is more likely that residents would use this park rather than the internal open space provided within the complex. The applicant advised that this open space is a focal point of the development and will serve as a single meeting space for residents. The panel noted that it is likely to be an overshadowed area and that while it is ideal as an entry point, it may not be used that	The amened plans have increased the area of communal open space provided for the development. The suggestion of paying a cash in lieu contribution for POS is inconsistent with other approvals granted by the City for similar development in that a POS contribution was not imposed. Imposing such requirement on this application is inconsistent with previous decisions. The communal open space has a northern orientation and would have access to ample sun light. The panel's claim that residents will not use the communal open space and that	No developer and/or infrastructure contribution requirements currently apply to this proposal and therefore the applicant cannot be compelled to pay cash- in-lieu or undertake updates to the adjacent park.

		Г. <b>.</b>	
	often as an actual meeting place.	the communal open space is likely to be an overshadowed area is incorrect, unsubstantiated and misleading.	
5	Due to the large scale of development, it limits the amount of tree planting. The panel noted the number of trees to be retained and suggested that the tree (fig) located at the back of the lot be kept as it appeared to be decent in size. The panel also suggested that there be more variety in the types of species to be planted.	The plans have been amended to provide additional landscaping and the retention of existing trees on the land. This includes providing additional space to retain the fig tree to the rear of the site. In addition, the wording regarding the retention of the existing trees on the land has been amended to reflect the requested made by the JDRP. Furthermore, the landscaping plan does provide a variety of species to be planted on top of the species being retained.	The amended plans allow for the retention of mature trees onsite.
6	Any external plant and equipment such as air conditioner condensers should be screened from public view.	A note has been provided on the plans regarding the air conditioning condensers as required.	In addition to the amended plans, the City includes a standard condition of approval for all multiple dwelling development, which requires external plant/equipment to be screened from view of the street and public realm.

As outlined above, the applicant has not addressed all the issues raised by the JDRP, particularly the visual impact of on-street bays on the streetscape and the ability for street trees to mitigate this concern.

### Planning Assessment:

The City's planning assessment against the relevant provisions and objectives of the Regulations, DPS2, draft SPP7, the deemed-to-comply requirements of the R-Codes and the replacement deemed-to-comply requirements of the City's RDLPP is included below:

No.	Item Requirement		Proposal	Compliance	
Planning and Development (Local Planning Schemes) Regulations 2015					s 2015
1	Compatibility	of	Compatible with	The form and design	Does not
	development	—	adjoining and other	of the development	comply.

	Clause 67(m) of	land within the	does not enhance or	
	Regulations.	locality in terms of	respond to the	Refer to
	C C	effect of height,	character of the area	officer's
		bulk, scale,	and is not	comments
		orientation and	compatible with	below.
		appearance.	existing	
			development within	
2	Amenity of the	Does not impact on	the locality. See item 1 comment	Does not
2	locality – Clause	the amenity of the	above.	<u>Does not</u> comply.
	67(n) of	locality in terms of		<u>compry.</u>
	Regulations	the character of the		Refer to
	- 3	area.		officer's
				comments
				below.
		licy 7: Design of the		
3	Context and		See item 1 comment	Does not
	Character –	responds to and	above.	comply.
	Schedule 1 of	enhances the		Defer to
	draft SPP7.	distinctive characteristics of a		Refer to officer's
		local area,		comments
		contributing to a		below.
		sense of place.		5010111
4	Built form and	Good design that	See item 1 comment	Does not
	scale – Schedule	provides	above.	comply.
	1 of draft SPP7.	development with		
		massing and height		Refer to
		that is appropriate		officer's
		to its setting and successfully		comments below.
		negotiates between		Delow.
		existing built form		
		and the intended		
		future character of		
		the local area.		
5	Sustainability -	Good design that	The proposed	Does not
	Schedule 1 of	optimises the	development lacks	comply.
	draft SPP7.	sustainability of the	passive	Defer to
		built environment, delivering positive	environmental design measures	Refer to officer's
		environmental,	which adequately	comments
		social and	respond to the site	below.
		economic	conditions and local	
		outcomes.	climate.	
6	Amenity –	Good design that	The development	Does not
	Schedule 1 of	optimises internal	lacks an adequate	<u>comply.</u>
	draft SPP7	and external	level of internal	
		amenity for	amenity and	Refer to
		occupants, visitors	provides limited	officer's
		and neighbours, contributing to	views of amenity for some units.	comments below.
		living and working		
		environments that		
		are comfortable		
·		-		

		and productive.		
7	Safety – Schedule 1 of draft SPP7.	Good design that	There is limited passive or active surveillance of the communal car parking area and pedestrian approach to and from units.	Doesnotcomply.Refertoofficer'stocommentsbelow.
	Schedule 1 of draft SPP7.	the product of a skilled, judicious design process that results in attractive and inviting buildings ad places that engage the sense.	development is not of high quality and is limited in terms of its creativity, design integrity and lacking the detail in terms of its finishes and architectural aesthetics.	comply. Refer to officer's comments below.
Resi	dential Developme	nt Local Planning Po	licy	
9	Crossover width – Schedule 1 of RDLPP.		Crossover width of 4.2 metres.	Doesnotcomply.Refertoofficer'scommentsbelow.
10	Street trees – Schedule 1 of RDLPP.	Five street trees required.	Five street trees shown, however unlikely that all trees can be accommodated within the verge due to existing underground services.	Doesnotcomply.Refertoofficer'scommentsbelow.
11	Objectives – Clause 2 of RDLPP.	<ul> <li>An improved streetscape outcome which is attractive and enhances and complements the visual character, bulk and scale of the surrounding built form.</li> <li>High-quality built development outcomes in relation to building design and site layout.</li> </ul>	<ul> <li>See item 1 comment above.</li> <li>See item 8 comment above.</li> </ul>	Does not comply. Refer to officer's comments below.

### **Officer Comments**

### Compatibility of development

The compatibility of development and its impact on the amenity of the locality is a valid planning consideration as outlined under Clause 67(m) and (n) of the Regulations.

To assist with this consideration, the Western Australian Planning Commission's (WAPC) draft *State Planning Policy 7: Design of the Built Environment* (SPP7) includes 10 design principles; one of which relates to context and character of the local area. It is considered that the proposal does not meet the design principles of SPP4, as outlined below:

### Objective 1: Context and character

The development does not enhance the distinctive characteristics of the area and lacks appropriate consideration of the local context and character of the area. No attempt has been made to incorporate a similar style of building, architectural features, materials or colours that reflect the local character of the area.

In addition, the massing of the proposed development is not appropriate in its setting and does not negotiate or provide a balanced approach to the existing built form and the intended future character of the area. The development therefore has the potential to negatively impact on the amenity of the streetscape

It is also noted that the proposed development does not meet the objectives of the City's RDLPP as it does not provide an improved streetscape outcome which is attractive and enhances and complements the visual character, bulk and scale of the surrounding built form.

### Building and site design

The WAPC's SPP7 includes a number of design principles which relate to the built form outcome and overall design of residential development.

In relation to the design of the development, the City considers that the proposal does not meet the following design principles of SPP7 as outlined below:

### Objective 3: Built form and scale

Due to its scale and design, the building's appearance is imposing as viewed from adjoining residents and the street. Although the applicant has attempted to articulate the building and provide openings to limit the bulk, its design still does not respond to the surrounding built fabric and its proportions and layout are incompatible. Therefore, the development has the potential to impact on the amenity of adjoining/surrounding landowners and the public realm.

### *Objective 5: Sustainability*

The development does not adequately respond to the site conditions and local climate of the area.

All of the proposed dwellings, excluding units 6 and 7, position the outdoor living areas on the southern side of the dwelling, providing limited (if any) access to winter sun.

It is also noted that the majority of dwellings have not been designed to take best advantage of cross ventilation east-west, and therefore the development does not assist in reducing energy demands through smart and innovative design.

### **Objective 6: Amenity**

The development lacks an adequate level of internal amenity, with the communal open space surrounded with blank walls and being positioned between the bin store and units 3 and 4.

The layout and design of the proposed development also provides limited views of amenity for units 13 and 14 which overlook the car parking area.

### Objective 8: Safety

There is limited passive/active surveillance of the communal open space, car parking area and pedestrian approach to and from units internally. Therefore, the design is unlikely to provide residents with a sense of security whilst using these communal spaces on site.

### Objective 10: Aesthetics

The overall design quality is lacking, with limited creativity, design integrity and detail. The development presents as a large mass from both adjoining properties and the streetscape, and does not enhance the character or consider the local context and its setting.

In addition, the proposed development does not meet the objectives of the City's RDLPP as it does not provide a high-quality built development outcome in relation to building design and site layout.

### Verge works

In accordance with Schedule 1 of the City's RDLPP, the proposed development requires a total of five street trees, due to the length of the street frontage. The applicant has proposed seven street trees within the Tuart Trail verge.

Although the required number of street trees has been illustrated on the development plans, the following issues have been identified by the City:

- The proposed street tree on the south-eastern side of visitor bay 4 (closest to the intersection) cannot be supported in the location proposed, due to impacts on vehicle sightlines. Therefore, the location of this street tree is not supported.
- The current location of the proposed street trees would impact on existing underground services within the Tuart Trail verge. All street trees are required to be planted at least 2.7 metres off the lot boundary to ensure the root systems do not impact on these services. Due to the width of the verge, this will impact on the ability to provide the required number of visitor bays and/or the required street trees.

• The dimension of the on-street bays does not comply with the City's specifications. The bays are required to be 2.3 metres wide in lieu of 2.1 metres. This further impacts the ability to provide the required street trees within the Tuart Trail verge.

As a result of the above, the City estimates that at least five of the proposed seven street trees are unable to be accommodated within the verge. Further information is required in order for the City to be certain that the applicant can comply with the requirements under the City's RDLPP.

### Vehicular access

In accordance with Schedule 1 of the City's RDLPP a crossover, excluding wings, is permitted to a maximum width of three metres for residential development within a Housing Opportunity Area. However, the applicant has proposed a driveway/crossover with a width of 4.2 metres.

Guidance has been provided within RDLPP in respect to applying discretion in relation to the width of a driveway/crossover. A greater width may be permitted where:

- The width does not impact the ability to accommodate required car parking bays within the verge; or
- There are safety concerns regarding locating car bays within the verge.

As the required visitor parking bays can be accommodated on-site and within the verge, the proposed width of the crossover is considered acceptable. It is also noted that the increased width of the crossover allows for better manoeuvring for vehicles entering and exiting the site.

### **Options/Alternatives:**

Not applicable.

### Council Recommendation:

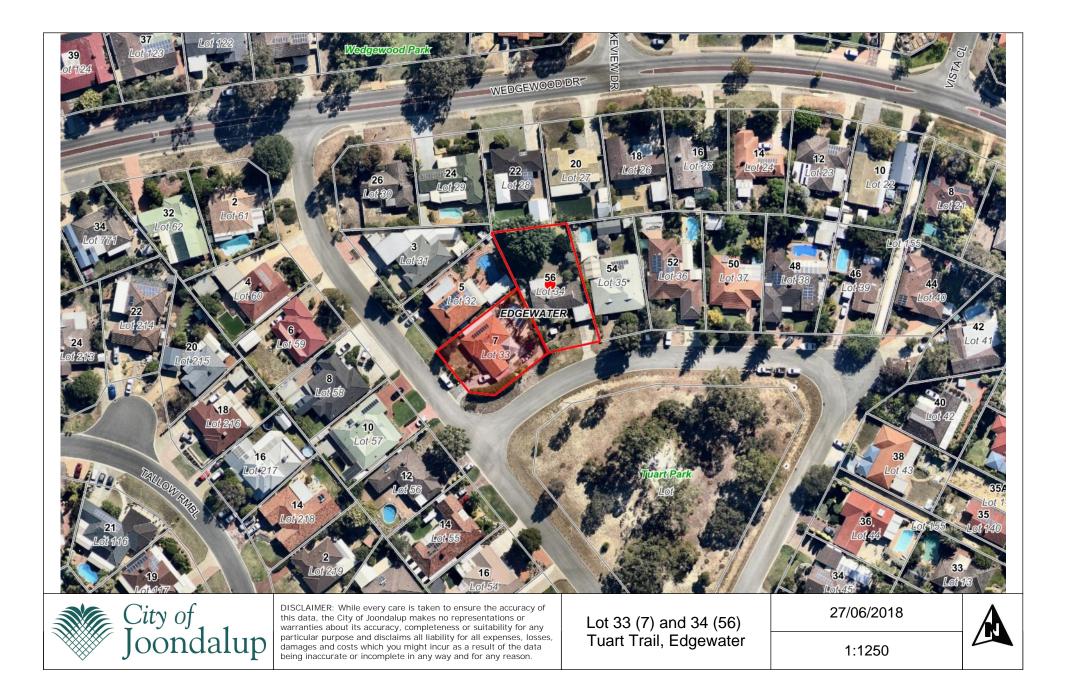
Not applicable.

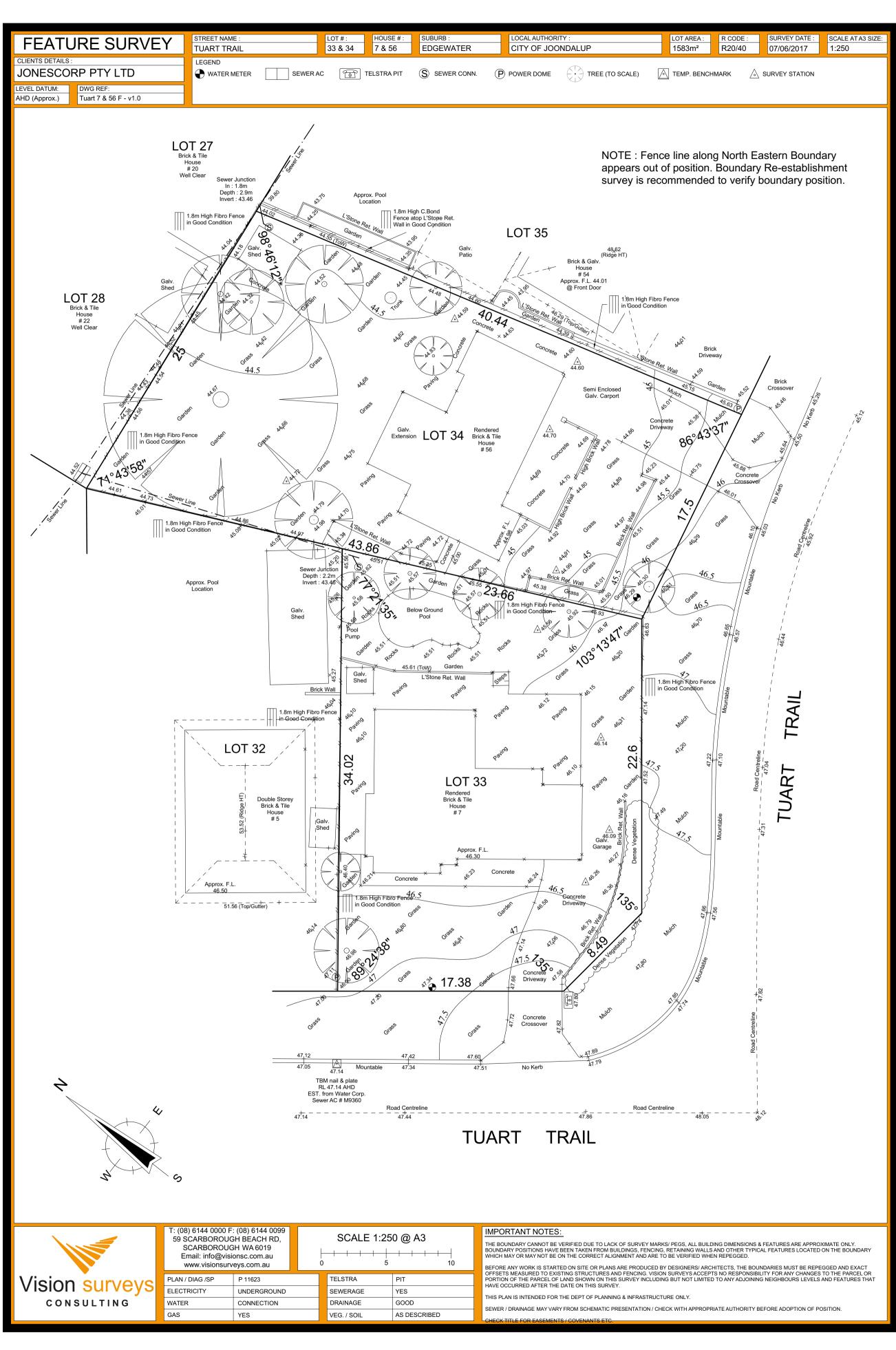
### Conclusion:

As outlined above, although the development meets the majority of the deemed-tocomply requirements of the R-Codes and the City's RDLPP, the objectives of these documents need to be taken into account as well as potential amenity impacts on the streetscape and surrounding landowners.

The WAPC's draft SPP7, although not formally adopted, provides tangible criteria which assist in recognising the importance of good quality design and the impact built form can have on the amenity of the street and the surrounding landowners/occupiers.

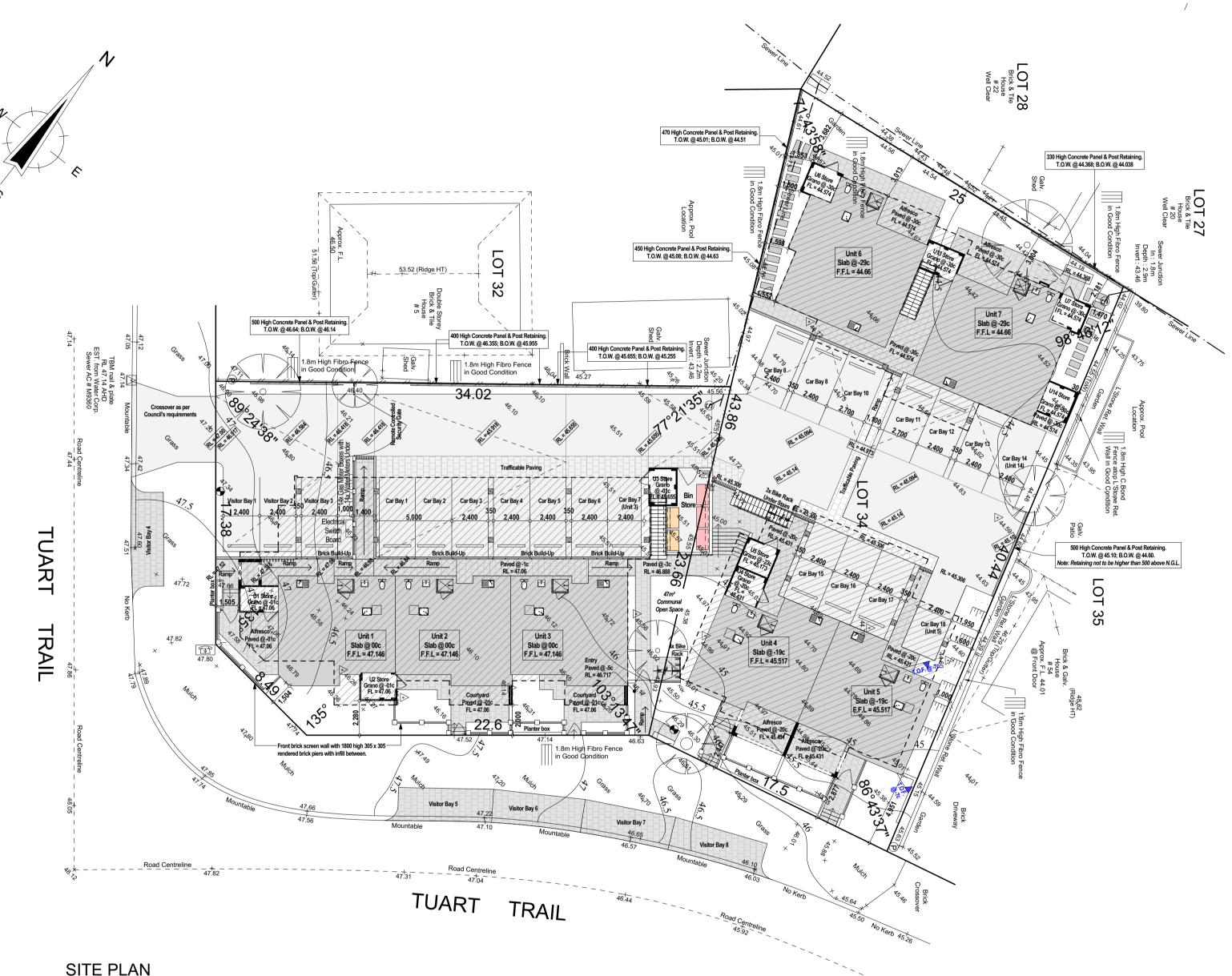
As the development does not meet the objectives/design principles of the City's RDLPP and the WAPC's SPP7, it is recommended that the JDAP refuses the application for the reasons listed above.





FEATURE SURVEY

Elevation Note: Materials & finishes in this 3D image are for illustration purposes only.



SITE PLAN 1:200



Site Plan				
Client :				
Naim Jones	СВ			09/08/18
Job Address :	-	Council Amendments Planning Drawings		02/08/18 23/05/18
	CB			23/05/18
Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater	Drn	<u> </u>	Checked	
City of Joondalup		Revisions/Variations		
Scale: 1:200 Job No. 17-7-56TUAR	D	esigned : CB Sheet :	2 OF 8	(A1)



8

_	REAS	
UNIT 1 Ground Floor	Area	Perimeter
Unit 01 Floor Unit 01 Alfresco	52.43 6.80	30.58 10.53
Unit 01 Store	4.64 63.87 m <sup>2</sup>	8.78
UNIT 2		
Ground Floor Unit 02 Floor	Area 52.22	Perimeter 31.01
Unit 02 Store	4.54 56.76 m <sup>2</sup>	8.64
UNIT 3		
Ground Floor Unit 03 Floor	Area 52.97	Perimeter 31.01
Unit 03 Store	4.76 57.73 m <sup>2</sup>	8.82
UNIT 4		
Ground Floor Unit 04 Floor	Area 53.65	Perimeter 31.21
Unit 04 Alfresco Unit 04 Store	8.97 4.72	12.37 8.70
	67.34 m <sup>2</sup>	
UNIT 5 Ground Floor	Area	Perimeter
Unit 05 Floor Unit 05 Alfresco	53.04 8.88	31.11 12.29
Unit 05 Store	4.70 66.62 m <sup>2</sup>	8.68
UNIT 6		
Ground Floor Unit 06 Floor	Area 66.83	Perimeter 35.56
Unit 06 Alfresco Unit 06 Store	7.34 4.47	11.38 8.74
	78.64 m <sup>2</sup>	
UNIT 7 Ground Floor	Area	Perimeter
Unit 07 Floor Unit 7 Alfresco	65.95 5.40	34.56 10.20
Unit 07 Store	4.48 <b>75.83 m</b> <sup>2</sup>	8.60
UNIT 8		
Upper Floor	Area	Perimeter
Unit 08 Floor Unit 08 Balcony 01 Unit 08 Balcony 02	73.79 16.83 11 77	36.93 18.49 14.12
Unit 08 Balcony 02 Unit 08 Store	11.77 4.62 <b>107.01 m</b> <sup>2</sup>	8.88
UNIT 9	. or . o i m*	, 0.72 111
Upper Floor Unit 09 Floor	Area	Perimeter
Unit 09 Balcony	73.15 11.47	36.83 14.12
Unit 09 Store	4.42 89.04 m <sup>2</sup>	8.80 59.75 m
UNIT 10	Arec	Porimeter
Upper Floor Unit 10 Floor	Area 74.22	Perimeter 37.29
Unit 10 Balcony Unit 10 Store	11.77 4.56 90.55 m <sup>2</sup>	14.12 8.84 60.25 m
UNIT 11	əu.əə m*	60.25 m
Upper Floor	Area	Perimeter
Unit 11 Floor Unit 11 Balcony	69.77 13.62	36.48 15.39
Unit 11 Store	4.64 88.03 m <sup>2</sup>	8.97 60.84 m
UNIT 12		
Upper Floor Unit 12 Floor	Area 70.60	37.00
Unit 12 Balcony Unit 12 Store	13.58 4.81	15.24 9.03
	88.99 m <sup>2</sup>	61.27 m
UNIT 13 Upper Floor	Area	Perimeter
Unit 13 Floor Unit 13 Balcony	68.79 15.81	35.56 18.18
Unit 13 Store	5.00 89.60 m <sup>2</sup>	9.11 62.85 m
UNIT 14		
Upper Floor Unit 14 Floor	<b>Area</b> 68.57	Perimeter 35.56
Unit 14 Balcony Unit 14 Store	15.70 4.60	18.02 8.58
Total Area	88.87 m <sup>2</sup>	62.16 m
Total Are	a – 1155	.7511
Additional Area Unit 8, 9 & 10 Sta		= 4.67m²
Unit 8, 9 & 10 Wa Unit 11 & 12 Stair	lkway s	= 74.75m <sup>2</sup> = 4.40m <sup>2</sup>
Unit 11 & 12 Walk Unit 13 & 14 Stair	way	= 24.06m <sup>2</sup> = 4.13m <sup>2</sup>
Unit 13 & 14 Walk	way	= 8.30m <sup>2</sup>
Total Additional	Area	= 120.31m²
Code		R20/40
tal Lot Area:		1583m <sup>2</sup>
ot Ratio wed 0.6 of 1583m <sup>2</sup>		= 949.8m <sup>2</sup>
Ratio Provided		= 949.8m <sup>2</sup> = 919.1m <sup>2</sup> = 0.581
e Coverage		
wed 55% of 1583m <sup>2</sup> Coverage Provided		= 870.65m = 787.8m <sup>2</sup> = (40.77%)
rparking		= (49.77%)
per R-Codes Clause 6 ation = B	.3.3 Parking	,
ident Bays Required al Resident Bays Prov	ided	<u>= 17.5</u> <b>= 18</b>
sitor Parking		
per R-Codes Clause 6 ation = B	•	
site Visitor Bays Requir al On-site Visitor Bays		= 3.5 <b>= 3</b>
site (Verge) Visitor Ba	ays as per	
of Joondalup sidential Developmen		
al off-site Parking Provid al visitor bays required t odes and Council requi	o comply wi	<u>= 5</u> th = 7
al Visitor Bays Provid		
cycle Spaces		n ( 2 2)
per R-Codes Clause 6	9 9 P	
ident Bicycle Spaces R	equired	= 5
tor Bicycle Spaces Req al Bicycle Spaces Pro	equired uired	= 5 = 2 = 7
tor Bicycle Spaces Req al Bicycle Spaces Pro DNt Setback Av	equired <u>uired</u> vided verage C	= 2 = 7
or Bicycle Spaces Req al Bicycle Spaces Pro Ont Setback Av per R-Codes Clause 6 it Setback Average	equired <u>uired</u> vided verage C	<u>= 2</u> = 7 a C3.2) = 4m
or Bicycle Spaces Reg al Bicycle Spaces Pro Dont Setback Av per R-Codes Clause 6 it Setback Average it Setback Minimum und Floor:	equired <u>uired</u> vided verage C	= 2 = 7 (alculations g C3.2) = 4m = 2m
tor Bicycle Spaces Reg al Bicycle Spaces Pro	equired uired vided erage C .3.3 Parking	<u>= 2</u> = 7 a C3.2) = 4m

AREAS

(Area Difference Upper Floor: Area Inside Front Setback Area Behind Front Setback (Area Difference = 30.84m<sup>2</sup> = 43.20m<sup>2</sup> = 12.36m<sup>2</sup>) 

### Note: All external plant/equipment (such as air-conditioners)

to be screened from public view

Ground Floor Plan				
Client :				
Naim Jones		Council Amendments - Unit 1 Store / Landscaping Calculation		09/08/18
		Council Amendments	CB	02/08/18
Job Address :	CB	Planning Drawings	CB	23/05/18
Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater		Design Sketch Plans	CB	23/05/18
	Drn	Description	Checked	Date
City of Joondalup		Revisions/Variations		
Scale : 1:100, 1:1 Job No. 17-7-56TUAR	D	esigned : CB Sheet :	3 OF 8	(A1)



8

UNIT 1	<u>AREAS</u>	
Ground Floor Unit 01 Floor Unit 01 Alfresco	Area 52.43 6.80	Perimeter 30.58 10.53
Unit 01 Store	4.64 63.87 m <sup>2</sup>	8.78
UNIT 2		
Ground Floor Unit 02 Floor Unit 02 Store	Area 52.22 4.54	Perimeter 31.01 8.64
	56.76 m <sup>2</sup>	
UNIT 3 Ground Floor	Area	Perimeter
Unit 03 Floor Unit 03 Store	52.97 4.76 57.73 m <sup>2</sup>	31.01 8.82
UNIT 4		
Ground Floor Unit 04 Floor Unit 04 Alfresco	Area 53.65 8.97	Perimeter 31.21 12.37
Unit 04 Store	4.72 67.34 m <sup>2</sup>	8.70
UNIT 5		
Ground Floor Unit 05 Floor Unit 05 Alfresco	Area 53.04 8.88	Perimeter 31.11 12.29
Unit 05 Store	4.70 66.62 m <sup>2</sup>	8.68
UNIT 6 Ground Floor	Area	Perimeter
Unit 06 Floor Unit 06 Alfresco	66.83 7.34	35.56 11.38
Unit 06 Store	4.47 78.64 m <sup>2</sup>	8.74
UNIT 7 Ground Floor	Area	Perimeter
Unit 07 Floor Unit 7 Alfresco	65.95 5.40	34.56 10.20
Unit 07 Store	4.48 75.83 m <sup>2</sup>	8.60
UNIT 8 Upper Floor	Area	Perimeter
Unit 08 Floor Unit 08 Balcony 0	73.79 1 16.83	36.93 18.49
Unit 08 Balcony 0 Unit 08 Store	2 11.77 4.62 <b>107.01 m</b>	14.12 8.88 <b>78.42 m</b>
UNIT 9		
Upper Floor Unit 09 Floor Unit 09 Balcony	Area 73.15 11.47	26.83 14.12
Unit 09 Store	4.42 89.04 m <sup>2</sup>	8.80 59.75 m
UNIT 10	<b>A</b>	Barlandar
Upper Floor Unit 10 Floor Unit 10 Balcony	Area 74.22 11.77	<b>Perimeter</b> 37.29 14.12
Unit 10 Store	4.56 90.55 m <sup>2</sup>	8.84 60.25 m
UNIT 11 Upper Floor	Area	Perimeter
Unit 11 Floor Unit 11 Balcony	69.77 13.62	36.48 15.39
Unit 11 Store	4.64 88.03 m <sup>2</sup>	8.97 60.84 m
UNIT 12 Upper Floor	Area	Perimeter
Unit 12 Floor Unit 12 Balcony	70.60 13.58	37.00 15.24
Unit 12 Store	4.81 88.99 m <sup>2</sup>	9.03 61.27 m
UNIT 13 Upper Floor	Area	Perimeter
Upper Floor Unit 13 Floor Unit 13 Balcony	68.79 15.81	35.56 18.18
Upper Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store	68.79	35.56
Upper Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor	68.79 15.81 5.00 <b>89.60 m</b> <sup>2</sup> Area	35.56 18.18 9.11 62.85 m Perimeter
Upper Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14	68.79 15.81 5.00 <b>89.60 m<sup>2</sup></b> Area 68.57 15.70 4.60	35.56 18.18 9.11 <b>62.85 m</b>
Upper Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Floor Unit 14 Floor Unit 14 Store	68.79 15.81 5.00 <b>89.60 m<sup>2</sup></b> Area 68.57 15.70	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m
Upper Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Floor Unit 14 Floor Unit 14 Balcony Unit 14 Store Total A Additional Ar	68.79 15.81 5.00 <b>89.60 m<sup>2</sup></b> Area 68.57 15.70 4.60 <b>88.87 m<sup>2</sup></b> rea = 113	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup>
Upper Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Floor Unit 14 Floor Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 8, 9 & 10 V	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: tairs Valkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup>
Upper Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Balcony Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 8, 9 & 10 S Unit 8, 9 & 10 V	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: tairs Valkway airs alkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup>
Upper Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Balcony Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 8, 9 & 10 S	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: itairs Valkway airs alkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup>
Upper Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Balcony Unit 14 Balcony Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 8, 9 & 10 S Unit 8, 9 & 10 S Unit 14 & 12 St Unit 11 & 12 St Unit 13 & 14 St Unit 13 & 14 St Unit 13 & 14 St	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: itairs Valkway airs alkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 4.67m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup>
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Floor Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13 & 14 St Unit 13 & 14 St	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: itairs Valkway airs alkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 4.67m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup>
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Floor Unit 13 Balcony Unit 13 Balcony Unit 14 Eloor Unit 14 Floor Unit 14 Eloor Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13 & 14 Str Unit 13 & 14 Str Code al Lot Area: t Ratio	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: itairs Valkway airs alkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup> = 120.31m <sup>2</sup> R20/40 1583m
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Floor Unit 13 Store UNIT 14 Upper Floor Unit 14 Floor Unit 14 Floor Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13, 9 & 10 S Unit 13, 9 & 10 S Unit 13 & 14 Store Unit 13 & 14 Store Unit 13 & 14 Store Code al Lot Area:	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: itairs Valkway airs alkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 4.67m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup> = 120.31m <sup>2</sup>
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Floor Unit 14 Floor Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13 & 14 St Unit 11 & 12 St; Unit 13 & 14 St Unit 13 & 14 St St St St St St St St St St St St St S	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: itairs Valkway airs alkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.206m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup> = 120.31m <sup>2</sup> = 949.8m <sup>2</sup> = 949.8m <sup>2</sup> = 949.8m <sup>2</sup> = 919.1m <sup>2</sup> = 0.581 = 870.65m
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Floor Unit 13 Store Unit 13 Store Unit 14 Eloor Unit 14 Floor Unit 14 Eloor Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13 & 14 Store Unit 13 & 14 Store Store Store Stor	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: itairs Valkway airs alkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup> = 120.31m <sup>2</sup> R20/40 1583m = 949.8m <sup>2</sup> = 0.581
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Floor Unit 14 Floor Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13 & 14 St Unit 11 & 12 St; Unit 13 & 14 St Unit 13 & 15 St Unit 13 & 15 St St St St St St St St St St St St St S	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: itairs Valkway airs alkway al Area e 6.3.3 Parkin	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.40m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup> = 120.31m <sup>2</sup> R20/40 1583m = 949.8m <sup>2</sup> = 0.581 = 870.65m = 787.67m = (49.76%)
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store Unit 14 Eloor Unit 14 Floor Unit 14 Eloor Unit 14 Eloor Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13 & 14 Str Unit 13 & 16 Str Str Str Str Str Str Str Str Str Str	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: tairs Valkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway airs alkway al Area	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.40m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup> = 120.31m <sup>2</sup> R20/40 1583m = 949.8m <sup>2</sup> = 0.581 = 870.65m = 787.67m = (49.76%)
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Floor Unit 14 Floor Unit 14 Floor Unit 14 Store Total A Additional Ar Unit 3, 9 & 10 S Unit 8, 9 & 10 S Unit 13, 9 & 10 S Unit 14 Store Unit 13, 14 Store Unit 13, 14 VI: Unit 13, 14 VI: Total Additional Code al Lot Area: t Ratio ed 0.6 of 1583m <sup>2</sup> Ratio Provided <u>Coverage</u> ed 55% of 1583m <sup>2</sup> Coverage Provided Parking re R-Codes Clause tion = B Resident Bays Required Resident Bays Pr	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: tairs Valkway airs alkway airs alkway airs alkway a e 6.3.3 Parkin ovided	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 120.31m <sup>2</sup> R20/40 1583m = 949.8m <sup>2</sup> = 949.8m <sup>2</sup> = 0.581 = 870.65m = 787.67m = (49.76% 9) = 18
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store UNIT 14 Upper Floor Unit 14 Floor Unit 14 Floor Unit 14 Floor Unit 14 Store Total A Additional Ar Unit 3, 9 & 10 S Unit 8, 9 & 10 S Unit 8, 9 & 10 S Unit 8, 9 & 10 S Unit 14 Store Unit 13 & 14 Store Unit 13 & 14 Store Unit 13 & 14 VI: Unit 13 & 14 VI: Total Additional Code al Lot Area: t Ratio ed 0.6 of 1583m <sup>2</sup> Ratio Provided <u>c Coverage</u> ed 55% of 1583m <sup>2</sup> Coverage Provided	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 reas: tairs Valkway airs alkway airs alkway airs alkway airs alkway a ovided e 6.3.3 Parkin uired	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 120.31m <sup>2</sup> R20/40 1583m = 949.8m <sup>2</sup> = 949.8m <sup>2</sup> = 919.1m <sup>2</sup> = 0.581 = 870.65m = 787.67m = (49.76% 9) = 17.5 = 18 g) = 3.5
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Floor Unit 13 Store Unit 13 Store Unit 14 Store Unit 14 Floor Unit 14 Floor Unit 14 Floor Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13 & 14 Str Unit 13 & 16 Str	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 eas: itairs Valkway airs alkway alkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 120.31m <sup>2</sup> R20/40 1583m = 949.8m <sup>2</sup> = 949.8m <sup>2</sup> = 919.1m <sup>2</sup> = 0.581 = 870.65m = 787.67m = (49.76% 9) = 17.5 = 18 g) = 3.5
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Balcony Unit 13 Store Unit 13 Store Unit 14 Eloor Unit 14 Floor Unit 14 Floor Unit 14 Eloor Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13 & 14 St Unit 13 & 14 St Scode al Lot Area: t Code Code ed 55% of 1583m <sup>2</sup> Zoverage Provided tent Bays Required Resident Bays Pr itor Parking re R-Codes Clause ion = B te Visitor Bays Req On-site Visitor Bays ite (Verge) Visitor of Joondalup idential Developm	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 eas: itairs Valkway airs alkway alkway airs alkway	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 4.67m <sup>2</sup> = 74.75m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup> = 120.31m <sup>2</sup> R20/40 1583m = 949.8m <sup>2</sup> = 1919.1m <sup>2</sup> = 0.581 = 870.65m = 787.67m = (49.766) g) = 17.5 = 18 g) = 3.5 = 3 nning Policy''
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Floor Unit 13 Store Unit 13 Store Unit 14 Store Unit 14 Floor Unit 14 Floor Unit 14 Floor Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13 & 14 St Unit 13 & 14 St St Unit 13 & 15 St Unit 13 & 15 St St St St St St St St St St St St St S	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 eas: itairs Valkway airs alkway alkway al Area birs alkway al Area birs	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup> = 120.31m <sup>2</sup> R20/40 1583m = 949.8m <sup>2</sup> = 1919.1m <sup>2</sup> = 0.581 = 870.65m = 787.67m = (49.76%) g) = 17.5 = 18 g) = 3.5 = 3 nning Policy" = 5 ith = 7
Upper Floor Unit 13 Floor Unit 13 Floor Unit 13 Floor Unit 13 Store Unit 13 Store Unit 13 Store Unit 14 Eloor Unit 14 Floor Unit 14 Eloor Unit 14 Balcony Unit 14 Store Total A Additional Ar Unit 8, 9 & 10 S Unit 13 & 14 Store Unit 13 & 14 Wa Total Additional Code al Lot Area: t Ratio ed 0.6 of 1583m <sup>2</sup> Ratio Provided Coverage Provided Parking er R-Codes Claus- tion = B tent Bays Required Resident Bays Pre Visitor Bays Required Con-site Visitor Bays Reg On-site Visitor Bays Required Con-site Visitor Bays Required Sand Council re- Visitor Bays Required Kes and Council re-	68.79 15.81 5.00 89.60 m <sup>2</sup> Area 68.57 15.70 4.60 88.87 m <sup>2</sup> rea = 113 eas: itairs Valkway airs alkway alkway al Area birs alkway al Area birs	35.56 18.18 9.11 62.85 m Perimeter 35.56 18.02 8.58 62.16 m 9.6m <sup>2</sup> = 4.67m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 24.06m <sup>2</sup> = 4.40m <sup>2</sup> = 4.40m <sup>2</sup> = 4.13m <sup>2</sup> = 8.30m <sup>2</sup> = 120.31m <sup>2</sup> R20/40 1583m = 949.8m <sup>2</sup> = 1919.1m <sup>2</sup> = 0.581 = 870.65m = 787.67m = (49.76%) g) = 17.5 = 18 g) = 3.5 = 3 nning Policy" = 5 ith = 7
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# Note: All external plant/equipment (such as air-conditioners) to be screened from public view

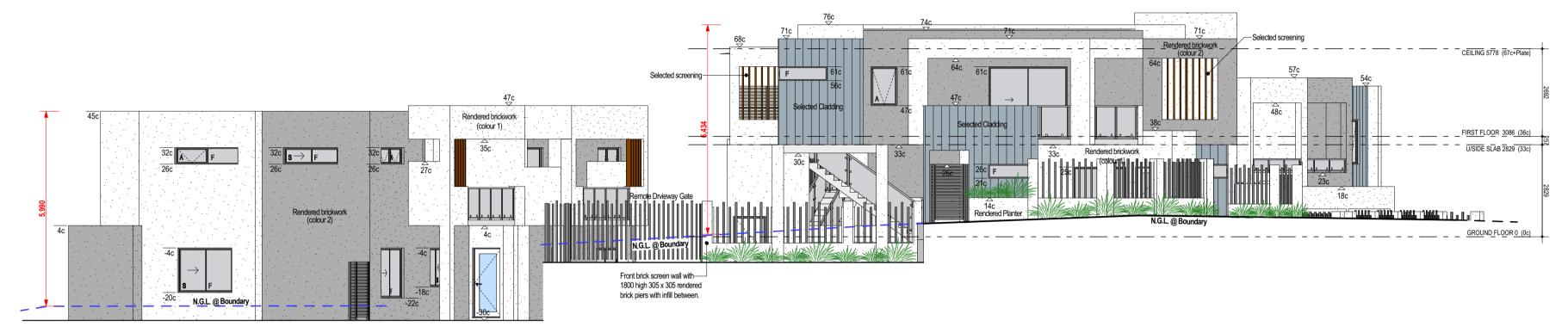
First Floor Plan				
Client :				
Naim Jones		Council Amendments - Unit 1 Store / Landscaping Calculation		09/08/18
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Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater		Design Sketch Plans	СВ	23/05/18
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City of Joondalup		<b>Revisions/Variations</b>		
Scale: 1:100, 1:1 Job No. 17-7-56TUAR	D	esigned : CB Sheet :	4 OF 8	(A1)



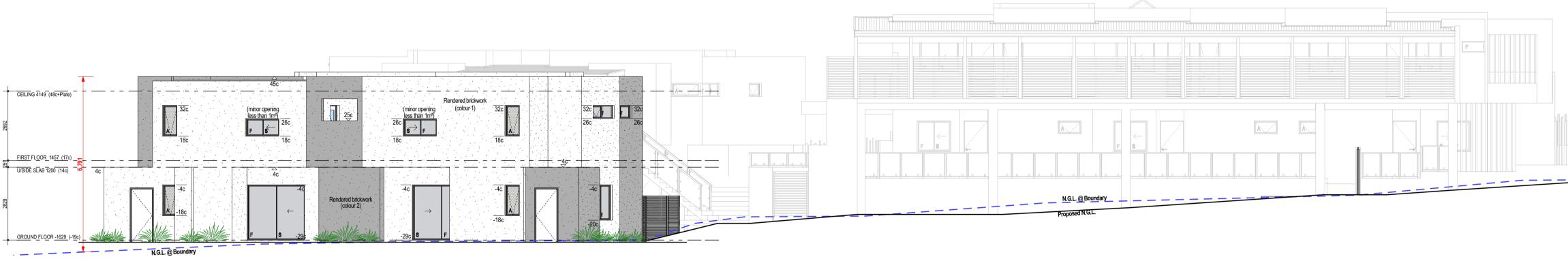
## **1 FRONT ELEVATION**

Elevation Note: Materials & finishes in this 3D image are for illustration purposes only.

1:100



2 SIDE ELEVATION 1:100



## **3 REAR ELEVATION**

1:100



## **4 SIDE ELEVATION**

1:100



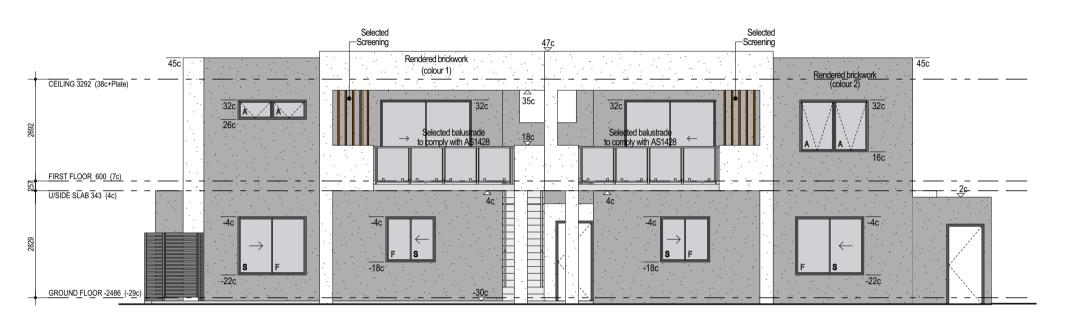
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## **5 DRIVEWAY ELEVATION**

Elevation Note: Materials & finishes in this 3D image are for illustration purposes only.

1:100



## **6 DRIVEWAY ELEVATION**

1:100

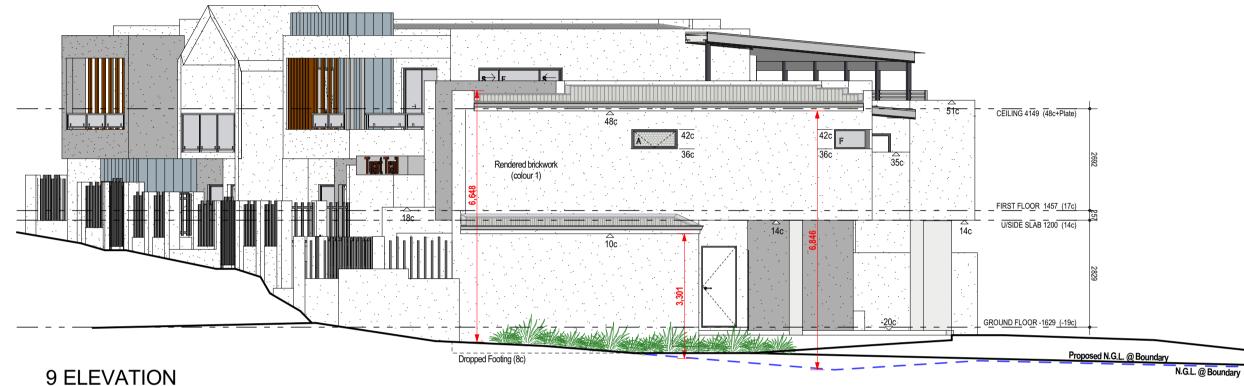


1:100



## **8 ELEVATION**

1:100



9 ELEVATION



-	A7c       A5c       A5c         35c       F       32c       F       32c         27c       26c       26c       26c       26c         26c       26c       26c       26c       26c         27c       26c       26c       26c       26c         27c       27c       27c       27c       27c       27c         27c       27c       27c       27c       27c       27c       27c         27c       27c       27c       27c </th <th></th>	
undary	Dropped Footing (4c)	

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South-East Street 3D Perspective A

Elevation Note: Materials & finishes in this 3D image are for illustration purposes only.



South-East Street 3D Perspective B



South-West Street 3D Perspective C



Internal 3D Perspective D



D Perspectives				
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aim Jones		Council Amendments - Unit 1 Store / Landscaping Calculation		09/08/18
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Symbol	Description	Size of Plant	Amount
$\bigcirc$	LOMANDRA filiformis	30cm Wide - 30cm High	As per council requirements
	LEUCOPHYTA Silver Nugget (Compact Form Cushion Bush)	50cm Wide - 50cm High	As per council requirements
A CARLON AND A	Pistacia Chinensis (Chinese Pistachio)	up to 6m wide x 8m high	5
South of the second sec	Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)	up to 4m - 6m high	12
	Sapium Sebiferum (Chinese Tallow)	up to 5m - 7m high	10
	Pyrus Ussuriensis (Manchurian Pear)	up to 5m - 7m high	5
	Westringia Dampieri	<1m Shrub	As per council requirements
$\overline{\mathbf{\cdot}}$	Alyogyne Huegelii (Lilac Hibiscus)	1-3m Shrub	As per council requirements
	Existing Tree to b Subject to further investig	e retained; ation with the City	5
	Turfed Area		
	Paved Area		

Elevation Note: Materials & finishes in this 3D image are for illustration purposes only.

- LANDSCAPED AREA TO BE MULCHED (50mm) TO COUNCILS REQUIREMENTS. - IRRIGATION DRIP SPRINKLER RETICULATION TO SERVICE LANDSCAPED AREA TO BE CONNECTED TO AUTOMATIC CONTROL SYSTEM BOX. - PLANT TYPE MAY VARY DEPENDING AVAILABLITY/ MAY BE REPLACED WITH A SIMILAR PLANT



Landscaping Plan 1:200

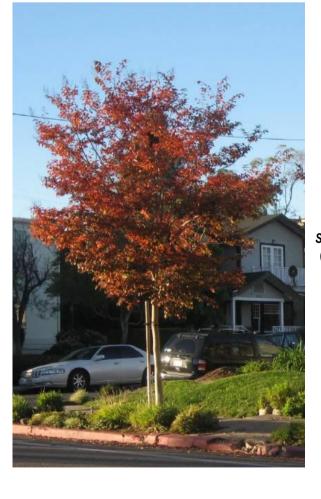


LEUCOPHYTA Silver Nugget (Compact Form Cushion Bush)





Dampiel







LOMANDRA filiformis



Pistacia Chinensis (Chinese Pistachio)



Alyogyne Huegelii (Lilac Hibiscus)

Sapium Sebiferum (Chinese Tallow)



Pyrus Ussuriensis (Manchurian Pear)

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aim Jones	

Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup Scale: 1:200 Job No. 17-7-56TUAR

Council Amendments - Unit 1 Store / Landscaping Calculation CB 09/08 ouncil Amendment 
 Description
 Checked Date **Revisions/Variations** 

Designed : CB

**Sheet**: 7 OF 8 (A1)

## JONESCORP PTY LTD

## LOT 33 AND LOT 34 (Nos 7 and 56) TUART TRAIL, EDGEWATER PROPOSED RESIDENTIAL APARTMENTS TRAFFIC REVIEW

August 2018



Riley Consulting Pty Ltd PO Box Z5578 Perth WA 6831 0413 607 779 Mobile

Issued on	8 August 2018	Amendment	Date
Version	V3	Plan amended	5/6/18
Reference	977	Parking adjusted	7-8-18

### 1. EXECUTIVE SUMMARY

- 1.1. Riley Consulting has been commissioned by Jonescorp Pty Ltd to consider the traffic and transport impacts of developing 14 residential apartments on Lots 33 and 34 (Nos 7 and 56) Tuart Trail, Edgewater. The key findings of the traffic review are:
  - 1.1.1. The level of traffic generated by the proposed development is very low at 70 vehicle movements per day. The development is shown to increase local traffic by about 50 movements per day and 5 movements in the peak hour. The level of traffic generation would require no formal traffic assessment under the WAPC *Transport Assessment Guidelines for Developments*. The proposed development is deemed to cause no traffic impact.
  - 1.1.2. Residential parking in accordance with the R-codes and AS2890.1 is provided.
  - 1.1.3. The development has good public transport access.

### 2. INTRODUCTION AND BACKGROUND

- 2.1. Riley Consulting has been commissioned by Jonescorp Pty Ltd to assess the proposed development of 14 residential apartments on Lots 33 and 34 (No7 and No 56) Tuart Trail, Edgewater.
- 2.2. The subject land is on the north east corner of the triangular loop section of Tuart Trail. Tuart Trail is a residential culs de sac servicing 31 residential dwellings. It is classified as a local access street in the Main Roads *Functional Road Hierarchy* and has a road pavement of about 7.2 metres.
- 2.3. No footpaths are provided, although with the no-through road nature of the locality and low traffic demands, on-street walking can be considered acceptable.
- 2.4. Wedgewood Drive is classified as a local distributor road in the Main Roads *Functional Road Hierarchy*. It is constructed with a road pavement of about 10 metres with a painted median of about 2 metres. Footpaths are provided to both sides.

- 2.5. Traffic data is not available for Tuart Trail or adjacent roads, but daily flows can be determined by the application of typical residential trip generation rates. Local structure planning typically assumes 8 to 10 trips per dwelling per day.
- 2.6. It can be expected therefore that Tuart Trail with 31 dwellings can be expected to carry up to 310 vehicle movements per day to the south of Wedgewood Drive.
- 2.7. Local streets would have capacity to pass 13,500vpd operating at a Level of Service D. However, under *Liveable Neighbourhoods* planning guidelines, traffic flows would be restricted to 1,000vpd on Tuart Trail to protect residential amenity.
- 2.8. Reference to the MRWA crash data shows one crash has occurred at the intersection of Wedgewood Drive and Tuart Trail. The crash resulted in casualty to a motorcyclist. No detail on the movement was recorded.
- 2.9. The existing road network is provided with visibility in accordance with current standards and there are no obvious indications that the road network is not operating in a safe and appropriate manner.
- 2.10. Figure 1 shows the location of the subject site and Figure 2 shows an aerial image of the locality.

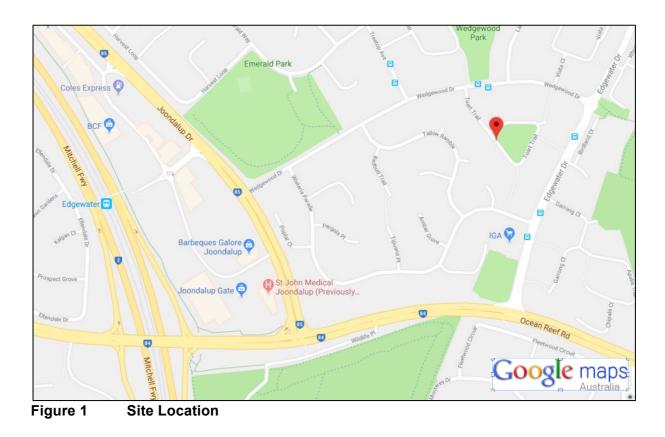




Figure 2 Aerial Image (Area indicative)

### 3. PUBLIC TRANSPORT, WALKING AND CYCLING ACCESS

- 3.1. The subject site is located approximately 1.1km from Edgewater railway station with trains to Joondalup, Perth CBD (change for other lines) and Mandiurah. Access to the railway station can be undertaken on foot with a walking time of about 7 to 10 minutes. Footpaths are provided along the route and pedestrian crossing opportunity is provided at the traffic signals controlling Joondalup Drive at George Grey Place.
- 3.2. Bus stops are located on Wedgewood Drive less than 200 metres from the subject site.
- 3.3. Route 465 provides a service between Whitfords railway station and Joondalup railway station. The bus service operates approximately every 10 minutes during peak periods. Throughout the day a half hourly service is provided.
- 3.4. Wedgewood Drive is deemed a cycling boulevard and has wider traffic lanes to provide additional room for on-street cycling. Figure 3 shows the local cycling network and opportunity for recreational cycling.

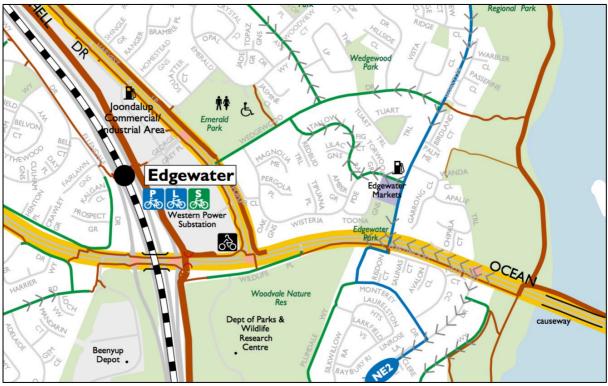


Figure 3

Local Cycling Network

### 4. TRAFFIC GENERATION

- 4.1. Two standard suburban dwellings presently occupy the site. The existing houses would be expected to generate 10 vehicle movements per day each. The existing site is therefore expected to generate 20 vehicle movements per day.
- 4.2. Reference to the RTA *Guide to Traffic Generating Developments* identifies that medium density residential apartments have a typical trip generation rate of 4 to 5 trips per dwelling per day ( up to 2 bedrooms). During the peak periods 10% of the daily demand is expected.
- 4.3. The site is located in an established suburban area and approximately 1.1km from Edgewater railway station. As public transport is easily accessible, the RTA trip rate is used (5 trips per dwelling).
- 4.4. The development comprises of 14 residential units and based on the RTA trip rate of 5 trips per dwelling per day, the site would generate up to 70 vehicle movements per day with about 7 peak hour movements.
- 4.5. The proposed development can be expected to increase local traffic flows by (70 new trips 20 existing trips) up to 50 vehicle movements per day. Table 1 provides a summary of the traffic generation.

Table 1 Tolecast Hamic movements			
Use	Daily	AM	PM
Existing 2 Dwellings	-20	-2	-2
14 new Apartments	70	7	7
Forecast Traffic Increase	+50vpd	+5 trips	+5 trips

 Table 1
 Forecast Traffic Movements

### 5. TRAFFIC IMPACTS

- 5.1. The WAPC *Transport Assessment Guidelines for Developments* states that a development generating less than 10 vehicle movements in its peak hour of activity would have a "low" traffic impact. Under such circumstances the proposed development would be deemed to cause no material traffic impact.
- 5.2. The WAPC *Transport Assessment Guidelines for Developments* advises that low impact developments would not normally require any assessment.
- 5.3. It can be seen that the proposed development of 14 apartments generating an increase of about 5 peak hour movements would be considered to cause no material traffic impact.
- 5.4. The level of traffic increase will not result in any local street operating in a manner contrary to its function.
- 5.5. It is calculated that up to 310vpd could use Tuart Trail to access Wedgewood Drive. An increase of up to 50 movements per day will have no impact to current residential amenity.

### 6. PARKING

- 6.1. Appendix A shows the ground floor plan of the proposed development. 18 parking bays are provided internally for residents. Three visitor parking bays are provided on-site and 5 bays provided on Tuart Trail.
- 6.2. The level of resident parking shown on the plan attached at Appendix A complies with the requirements of the R-Codes. Four visitor bays are required under the R-codes and 3 are provided on-site and 5 on-street.
- 6.3. Parking bays of 2.4 metres by 5.4 metres are provided with an aisle of at least6.0 metres. Appropriate widening of end bays where an obstruction higher than150mm occurs has been provided. Blind aisle extensions are provided where required.

- 6.4. The parking bays accord with the requirements of AS2890.1 for residential uses.
- 6.5. Access to the internal car park is taken from Tuart Trail and uses a 6m cross over. The access is located approximately 13 metres north of the corner radius of Tuart Trail and complies with AS2890.1.
- 6.6. Visibility for the proposed crossover is approximately 60 metres to the north (towards Wedgewood Drive) and in excess of 100 metres to the south. The level of visibility provided exceeds the minimum requirements of AS2890.1 for residential crossovers.
- 6.7. The concept plan attached at Appendix A shows parking embayments to Tuart Trail adjacent to the proposed development. The width of Tuart Trail is appropriate to allow on-street parking.

### 7. SERVICING

- 7.1. Garbage collection is expected to be provided by the City of Joondalup and will utilise on-site collection as specified by the City of Joondalup.
- 7.2. Other deliveries may utilise on-street parking bays.





## Waste Management Plan

### Proposed Fourteen (14) Multiple Dwellings Lot 33 & 34 (Nos.7 & 56) Tuart Trail, Edgewater



**City of Joondalup** 

Prepared for:

**Mr Naim Jones** 

Prepared by:

### CF Town Planning & Development Planning & Development Consultants

Address: 3/1 Mulgul Road, Malaga WA 6090 Tel: 9249 2158 Mb: 0407384140 Email:carlof@people.net.au

**AUGUST 2018** 

### Background

This Waste Management Plan has been prepared in support of the Application for Development Approval lodged with the City of Joondalup and the Metro North-West Joint Development Assessment Panel's (JDAP) for the construction of fourteen (14) new multiple dwellings on Lots 33 & 34 (Nos.7 & 56) Tuart Trail, Edgewater.

Under the terms of the City's Local Planning Scheme No.2, the subject land is classified 'Residential' zone with a density coding of R20/40. The development application for subject land proposes the construction of fourteen (14) multiple dwellings, with the following configuration:

- i) Five (5) single bedroom dwellings, with one (1) bathroom; and
- ii) Nine (9) two bedroom dwellings, with one (1) bathroom.

### Purpose of Plan

The Waste Management Plan has been submitted in support of the application currently being considered by the City of Joondalup and Metro North-West Joint Development Assessment Panel's (JDAP) for the construction of fourteen (14) new multiple dwellings on the subject land.

The aim of this Plan is to:

- 1. Identify the indicative volume of waste.
- 2. Ensure adequate facilities are provided to serve the future occupants of the proposed multiple dwelling development on the subject land.
- 3. Demonstrate the proposed design meets industry best practice.
- 4. Provide for an adequate bin pick up method that will not compromise traffic safety along Tuart Trail.
- 5. Develop the framework of operational procedures required from the strata management company to ensure that the management of waste is to best practice.

### Key Reference Material

The key references are:

- Guide to Best Practice for Waste Management in Multi-unit Development published in June 2010 by Sustainability Victoria; and
- WALGA Multiple Dwelling Waste Management Plan Guidelines.

### **Estimated Volumes and MGB Type**

### Volume

The proposed multiple dwelling development on the subject land consists of the following:

- I) Five (5) single bedroom dwellings, with one (1) bathroom; and
- II) Nine (9) two bedroom dwellings, with one (1) bathroom.



The WALGA Multiple Dwelling Waste Management Plan Guidelines indicates that on average, each multiple dwelling (i.e. 'apartment') will generate the following waste:

Single Bedroom Dwelling (Five Units)

- 80L of general rubbish per unit per week
- 40L of recycling per unit per week

Two Bedroom Dwelling (Nine Units)

- 160L of general rubbish per unit per week
- 80L of recycling per unit per week

In light of the above requirements, it is estimated that the proposed development on the subject land will generate the following demand per week:

- I) General refuse 1,840Lt
- II) Recycle refuse 920Lt

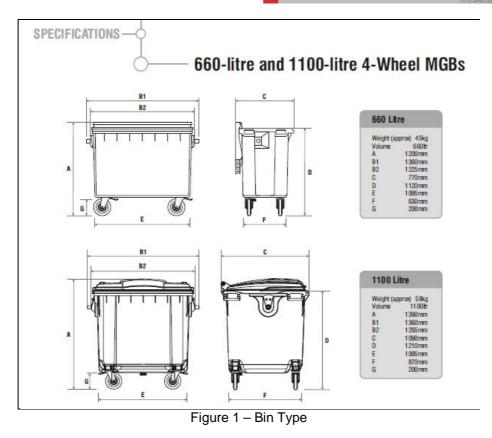
### **Bin Type**

Following discussions with the City of Joondalup, it is concluded that the City is rolling out a three (3) bin system in January 2019, therefore individual units in a multi-unit development will not be provided with three (3) 240 litre bins each. As such, the City advised to adopt the use of 660 litre mobile bins for the proposed development, that will be collected on-site by the City (i.e. rear loading truck) (see Figure 1 - Bin Type).

Given the relatively small volume of waste being generated per dwelling, it is proposed as part of this application that the development be supplied with three (3) 660 litre mobile bins for general refuse and two (2) 660 litre mobile bins for recycling.

This will provide for the total weekly capacity of 1,980L for general refuse and 1,320L for recycling (weekly), which is sufficient to accommodate the total weekly volume of rubbish/recycling generated by the fourteen (14) multiple dwellings.

In light of the above, it is contended that the provision of three (3) general waste mobile bins and two (2) recycle mobile bins, including associated storage facilities, is sufficient to accommodate the needs of the future occupants of the development.



### **Collection Frequency and Provider**

The City of Joondalup is the rubbish collection service provider. The following collection services are provided to residential properties within the municipality:

- Weekly 660 litre general refuse bin collection.
- Weekly 660 litre recycling bin collection.
- One (1) skip bin per year for bulk rubbish/junk collection.
- Annual collection of tree prunings.
- Centersavailable for mobile phone, globes & battery collection.
- White goods pick-up.

The City advises that all bins will be collected by the City on-site, with the rubbish truck accessing the site with a rear loading vehicle that would reverse onto the property or close to the bin storage area to service the bins. The collection service will be undertaken on a weekly basis.

### Location, size and features of bin storage area

Bin storage area will be located in centrally within the subject land abutting the car parking and stair area. The bin store will also be located within the common driveway area to facilitate the City's rubbish truck that will access the site in a reverse gear (see Appendix 1 - Site Development Plan). This location will allow for a buffer between the bin store area and the



adjoining properties. It is significant to note that the truck driver will be given a key to access the security gates along the common driveway to gain access to the site.

The proposed location of the bin storage area will:

- i) Minimise odour levels impacting on the adjoining properties and the occupants of the new development on the subject land;
- ii) Provide easy access to all future occupants of the development; and
- iii) Accommodate the City's rubbish truck access.

Key design points of the common bin storage area are as follows:

- The bin storage area will comprise a tap for wash-down purposes.
- The bin store area will be screened and gated to hide its view from the street, common property area and provide security; and
- The bin storage area will be secure and screened from the future occupants of the development (see Appendix 1 Site Development Plan).

### Noise, odour& minimizing landfill

It is anticipated that the location of the bin storage area within the development will provide easy access by the occupants of each individual dwelling and minimize disruption to neighbors and residents.

### Noise

The bin storage area will be screened and located centrally within the subject land and abutting the solid wall associated with the stair access areas. The bin storage area will comprise a masonry wall around the perimeter of the compound.

It is expected that the storage area will generate minimal vertical and horizontal noise transfer during use. As such, it is contended that the noise generated from the bin storage area will not result in any undue noise that would not be consistent with that generated by the adjoining properties.

In light of the above, it is contended that there will be no notable impacts on the residential dwellings on the adjoining properties from the development on the subject land in terms of waste management.

### <u>Odour</u>

Strategies to minimize odour are:

- Locating the common bin storage area along the common driveway of the new development and located centrally within the car parking area, away from the adjoining properties;
- Construction of a masonry wall around the perimeter of the bin storage area.
- Screening the bin storage area.
- Allowing for natural ventilation of the bin storage area.
- Regular washing of the bins and storage area.

### Minimising landfill

Given that the City of Joondalup provide two (2) separate bins (i.e. general waste & recycling), it allows occupants of the development to sort rubbish accordingly. The provision of recycling bins will enable occupants of the development to place the following items for recycle collection:

- Glass bottles and jars (excluding broken glass, plates, pottery etc).
- All plastic bottles.
- Newspapers and glossy magazines, paper, envelopes
- Cardboard boxes, cereal boxes, pizza boxes, egg cartons etc.
- Cans steel and aluminum, including aerosols cans.
- Milk and juice cartons.

Furthermore, the City of Joondalup provides annual bulk waste (i.e. skip bin), greens pickup and white goods pickup to reduce the amount of waste being placed within the general waste bin.

In light of the above services, it is contended that adequate measures are available for the future occupants of the development to minimize disposal of rubbish within the general waste bin resulting in long term reduction of landfill.

### Screening and blending of storage area

The bin storage area will be purpose built compound specifically designed and screened from the public realm (i.e. Tuart Trail). The materials and finishes of the bin storage compound will harmonise with those materials to be used for the proposed development (i.e. masonry).

### Impact on adjacent properties

The proposed multiple dwelling development on the subject land has been designed to be relatively small and comprise a masonry wall where it abuts the adjoining property. Furthermore, the bin store will be located centrally on the subject land with amble setbacks from the lot boundaries, therefore providing adequate screening and buffer with the adjoining lots. It is contended that the bin storage area is consistent with a bin storage area akin to a conventional residential development (i.e. grouped dwelling development). Notwithstanding this fact, it is significant to note that the bin store for the proposed development on the subject land is located well within the property boundaries (along the common driveway), therefore it does not abut the dwellings on the adjoining properties. As such, it is contended that the proposed bin storage area will not have an adverse impact on the amenity of the adjoining properties.

In light of the above, it is contended that any potential impacts on the adjoining properties from the proposed bin storage area on Lots 33 & 34 are expected to be minimal and would be consistent with the waste disposal activities of a typical grouped dwelling development within the immediate locality.



### Strata Management Company Requirements - Waste Management

The appointed Strata Management Company contracted to manage the multiple dwellings on the subject land will be responsible to:

- Appoint a site manager (i.e. a resident) to be responsible for coordinating the occupants of the complex to arrange cleaning of the bins and bin storage areas every two (2) to three (3) weeks;
- II) Ensure litter is cleaned up through regular landscape maintenance; and
- III) Deal promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience.

The abovementioned procedure will also be implemented if a sole landowner has control of the development (i.e. appoint a tenant to undertake the aforementioned tasks).

The future prospective purchases/occupants of the complex will be provided with a copy of the Waste Management Plan on occupancy of a dwelling. The Waste Management Plan will also be incorporated or referred to in any Strata Management Plan or Strata By-Laws or any rental agreements prepared for the development.



# **APPENDIX 1 – SITE DEVELOPMENT PLAN**



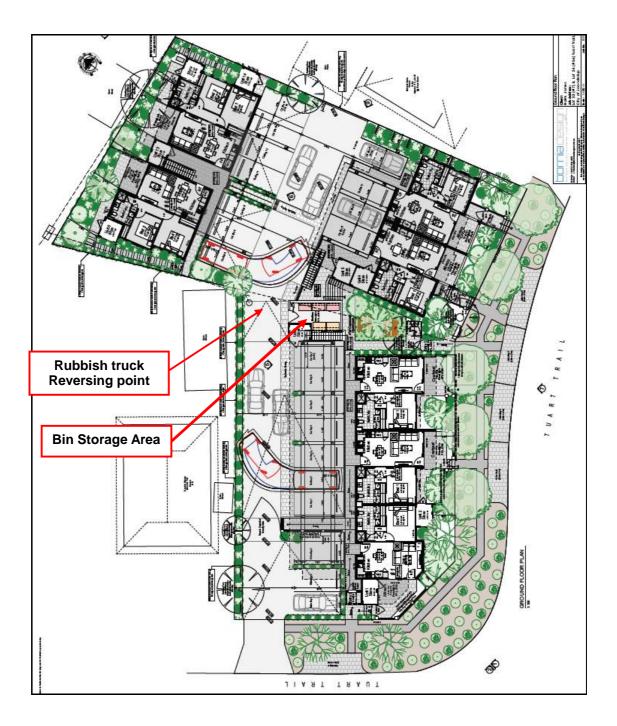


Figure 2 – Site Development Plan



# 1.0 INTRODUCTION

CF Town Planning & Development acts on behalf of Mr Naim Jones (i.e. Jonescorp Pty Ltd) and Bornia Design as their consultant town planners and hereby prepare the following report in support of an Application for Development Approval for the construction of fourteen (14) new multiple dwellings on Lots 33 & 34 (No.7 & 56) Tuart Trail, Edgewater.

This report provides details regarding the following:

- Site details;
- Proposed development; and
- Planning considerations.

We respectfully request the City of Joondalup and Metro North-West Joint Development Assessment Panel's (JDAP) favorable consideration and conditional approval of the application at their earliest possible convenience.

Should you have any queries or require any additional information regarding any of the matters raised above please do not hesitate to contact Mr Carlo Famiano on 0407384140 or carlof@people.net.au.



# 2.0 BACKGROUND & PURPOSE

Lots 33 & 34 have historically been developed and used for single residential purposes and are located within a well established and serviced part of the Edgewater locality, with convenient access to the following:

- i) Adjacent public open space;
- ii) Close proximity regional open space reserve (i.e. Yellagonga Regional Park;
- iii) Close proximity to public transportation network (i.e. bus routes);
- iv) Close proximity to the Edgewater Train Station;
- v) Edgewater shopping centre/medical suites;
- vi) Joondalup Service Commercial Precinct; and
- vii) Joondalup City Centre ('Activity Centre').

Given the above, this application seeks the City and JDAP's approval for the construction of fourteen (14) multiple dwellings on the subject land to provide much needed residential dwellings within the Edgewater locality, in close proximity to a variety of amenities and infrastructure.

Accordingly, approval under the City of Joondalup's current operative Local Planning Scheme No.2 (LPS No.2) is hereby requested.

### 3.0 LAND DESCRIPTION

The subject land is legally described as the following:

- Lot 33 on Plan 11623 on Certificate of Title Volume 1439, Folio 721, currently owned by Jonescorp Pty Ltd; and
- Lot 34 on Plan 11623 on Certificate of Title Volume 1562, Folio 810, currently owned by Edwin Cornelissen.

(see Appendix 1 – Record of Certificates of Title).

## 4.0 LOCATION

Lots 33 & 34 are located within a well established part of the Edgewater locality on the northern corner of the intersection of Tuart Trail, adjacent Tuart Park (public open space), approximately two (2) kilometres south of the Joondalup City and Commercial Centre (i.e. 'Activity Centre'), which contains a variety of shopping, entertainment, medical, service commercial, educational (i.e. Edith Cowan University) and employment activities. The land is within walking distance to Edgewater Shopping Centre (200 metres away), Yellagonga Regional Park (350 metres away), within 100 metres from a bus route along Wedgewood Drive and approximately 900 metres east of the Edgewater Train Station (see Figure 1 – Location Plan).



It is significant to note that the City's Local Housing Strategy identifies the land being located within an area that comprises access to a network of high frequency public transport (i.e. bus & train routes) and a comprehensive pedestrian/cycle network. This affords the future occupants of the development with an alternative means of transportation.

The land has direct road frontage and access to Tuart Trail along its south-western and south-eastern frontages. It is significant to note that Tuart Trail is identified as a 'local road' with low traffic volumes.

The subject land is located within the municipality of the City of Joondalup.

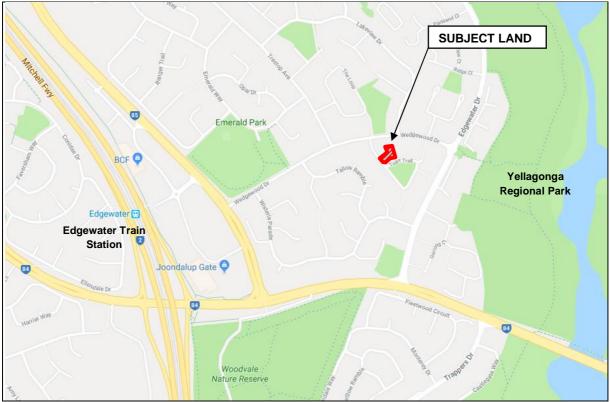


Figure 1 – Location Plan

# 5.0 PHYSICAL CHARACTERISTICS

The subject land is irregular in shape, comprises a total combined lot area of 1,582.98m<sup>2</sup> and has been cleared of natural vegetation to accommodate the current residential usage of the land (i.e. low density residential development). It is significant to note that the subject land does comprise a number of mature trees throughout. The proposed development will retain approximately six (6) existing trees to assist with providing/retaining canopy cover over the subject land.

The land is undulating and comprises an excessive fall in the natural ground levels from approximately 47.8 metres AHD along the corner truncation with Tuart Trail to approximately 44.02 metres AHD along its northern rear corner (a fall of approximately 3.78 metres across the land) (see Site Development Plan – Site Feature Survey).

The subject land contains a number of physical improvements including a single detached dwelling of brick and titled roofing construction on each property, along with various structures (i.e. outbuildings,



boundary fencing). It is significant to note that all current improvements on Lots 33 & 34 will be removed as a part of the future development of the land for multiple dwelling purposes (see Figure 2 - Aerial Site Plan).

The existing dwellings on Lots 33 & 34 are not listed on the City of Joondalup's Municipal Heritage Inventory (MHI) and may therefore be removed subject to the City's issuance of a demolition permit.



Figure 2 - Aerial Site Plan

### 5.1 ESSENTIAL SERVICES

Lots 33 & 34 are served by an extensive range of essential service infrastructure including power, water, reticulated sewerage, stormwater drainage, gas and telecommunications.

The subject land is also served by an efficient local and district road network with convenient access to Wedgewood Drive, Joondalup Drive and Ocean Reef Road. Public transport is available along various nearby streets, including Wedgewood Drive and Edgewater Drive. The Edgewater Train Station is located approximately 900 metres (to the entry point of the station) west of the subject land.

The Traffic Statement prepared by Riley Consulting Pty Ltd in support of this application has estimated that it will take between 7 to 10 minutes to walk from the subject land to the train station, which is considered minimal. In addition, the traffic statement identifies a broad cycle network throughout the locality, which will provide an alternative form of transport for the future occupants of the development (refer to Traffic Statement).



#### 5.2 EXISTING LAND USE

As previously mentioned the subject land has been extensively cleared of natural vegetation and has historically be developed and used for 'low density residential' purposes (i.e. 'single dwelling').

Existing uses in the immediate locality are broadly described as follows:

- North: Low density residential development (i.e. single detached dwellings) with Wedgewood Drive road reserve beyond;
- South : Tuart Trail road reserve with public open space beyond;
- East: Low density residential development (i.e. single detached dwellings); and
- West: Tuart Trail road reserve with low density residential development beyond (see Figure 2 Aerial Site Plan).

### 6.0 DEVELOPMENT PROPOSAL

This application proposes the demolition of the existing single detached dwellings on Lots 33 & 34, along with all associated structures and the construction of fourteen (14) multiple dwellings comprising the following key elements:

- i) Five (5) single bedroom dwellings;
- ii) Nine (9) two bedroom dwellings;
- iii) Twenty one (21) on-site car parking bays (includes 3 visitor bays);
- iv) Five (5) visitor parking bays being constructed within the Tuart Trail road reserves;
- v) Provision of a communal open space area and entry statement to the development; and
- vi) Installation of extensive landscaping, including deep soil zones to accommodate mature trees.

It is significant to note that following an assessment of the current plans prepared in support of this application, that the City's Technical Services Department (i.e. Engineering Department) have raised no objections/issues with the design and configuration of the on-site and on-street car parking bays (i.e. the bays are supported and comply).

The external facade of the proposed new building will be constructed using high quality finishes which will complement and enhance the local streetscape.

Copies of the proposed site development plans and building elevation drawings are provided herewith for the City and JDAP's review and consideration.

# 7.0 STATUTORY CONSIDERATIONS

#### 7.1 <u>Metropolitan Region Scheme</u>

Lots 33 & 34 area currently classified 'Urban' zone under the Metropolitan Region Scheme (MRS). It should be noted that the zones and reservations prescribed by the MRS are broad categories only



that are intentionally not precisely defined or limited in order to enable a flexible approach to town planning. The following definition is provided as a guide to its stated purpose/s in the MRS:

"Urban Zone - Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry."

The proposed development and use of the land for multiple dwelling purposes is considered to be consistent with the defined intent of its current 'Urban' zoning classification under the MRS and has scope to be approved.

#### 7.2 <u>City of Joondalup Local Planning Scheme No.2</u>

The subject land is classified 'Residential' zone under the City of Joondalup's current operative Local Planning Scheme No.2 (LPS No.2) with a residential density coding of R20/40 (see Figure 4 – Zoning Map).

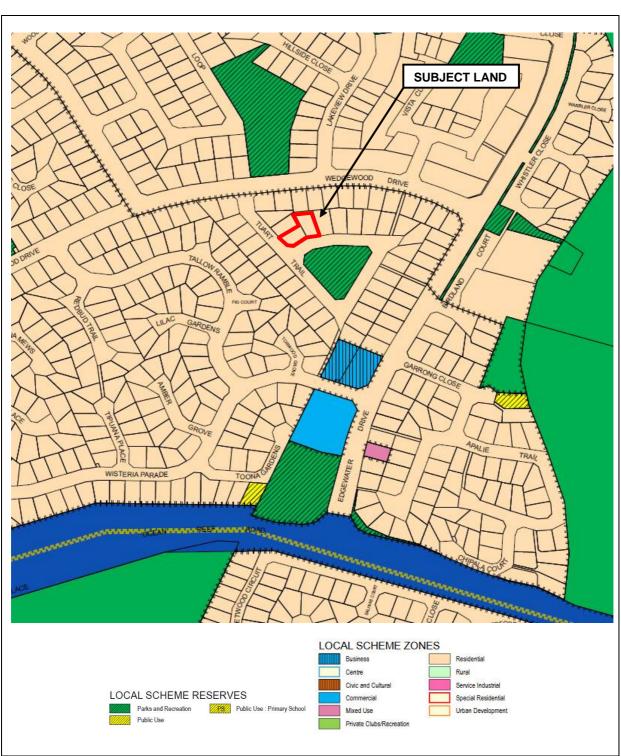
Under the terms of LPS No.2 the development and use of any land classified 'Residential' zone for 'multiple dwelling' purposes is identified as a discretionary ("D") use, meaning a development approval is required from the local government.

Clause 7.3 of the City's '*Residential Development Local Planning Policy*' states the following regarding dual coded lots:

"For dual-coded lots. the City may permit development or support subdivision at the higher density code subject to the following requirements being met:

- a) With the exception of battleaxe sites, the width of any lot, excluding an access leg to the rear lot(s), shall be a minimum width of ten metres at both the primary street boundary and the lot frontage for single house and grouped dwellings, and 20 metres for multiple dwellings;
- b) Development on lots which abuts a laneway shall take its vehicle access from the laneway, with the exception of retained dwellings;
- c) Where sole access is via a laneway and a lot does not have access to another street pedestrian access shall be provided to a street other than the laneway. The pedestrian access shall be 1.5 metres wide, unless an existing dwelling is retained in which a minimum width of one metre is acceptable.
- d) The verge, crossover, on-street car parking embayment and external appearance of a retained dwelling shall be upgraded in accordance with Schedule 1 and Schedule 2 of this Policy."

In light of the aforementioned policy and the fact that the land comprises a lot width of 40.1 metres along its southern frontage to Tuart Trail, the R40 coding will be applied to the proposed development in this instance.



CF Town Planning & Development

Figure 3 – Zoning Map (LPS No.2)

# 7.3 City of Joondalup Local Housing Strategy

The City of Joondalup's 'Local Housing Strategy' provides the planning rationale to accommodate the future population growth and address housing needs within the City of Joondalup, with an aim of providing a range of housing options and types (including affordable housing). The Strategy identifies ten (10) 'Housing Opportunity Areas' within the municipality which are considered the most suitable for increases in residential density, focused around key infrastructure and/or activity nodes.



The subject lot is located within 'Housing Opportunity Area 8' entitled '*Edgewater Station to Trappers Drive*', given its close proximity to various amenities, public transport (including bus and train services), access to a comprehensive pedestrian/cycle path network and access to the Mitchell Freeway. As such, the land has been identified within the Strategy as having a dual density coding of R20/40.

It is contended the proposed development on the subject land is consistent with the City's 'Local Housing Strategy' for the following reasons:

- It accords with the objectives of the Strategy and will assist with accommodating future housing and population needs of the City of Joondalup and the Perth Metropolitan Area in general;
- It will foster the re-development of the land to provide for significant improvements to the current levels of passive surveillance of the local streetscape, will add to the diversity of housing stock within the immediate locality, provide a variety of choice for future potential residents in both the Edgewater locality;
- It will assist with supporting 'aged in place' to allow aged residents within the locality to purchase a smaller dwelling (as opposed to a single detached dwelling) within the locality to downsize and remain within the suburb; and
- It will provide an attractive and safe residential environment comprising affordable, modern and high quality housing within a well established urban area.

#### 7.4 Directions 2031 and Beyond

'Directions 2031 and Beyond' is the Western Australian Planning Commission's (WAPC) strategic framework for guiding development of the Perth Metropolitan Region to a sustainable future. At the centre of 'Directions 2031' is an enhanced emphasis on growth management in a bid to accommodate future anticipated population growth within Perth, obtain better use of existing infrastructure and provide for a sustainable city including improved housing affordability. This philosophy is also being depicted in the Commission's recent document entitled 'Perth and Peel 3.5 million'.

The future development of the subject land at the R40 density to accommodate multiple dwellings will facilitate residential infill redevelopment within an established locality in the Perth Metropolitan Region that has good access to local and district services, employment opportunities, educational establishments, public open space reserves and infrastructure. Furthermore, it will provide affordable housing and promote the consolidation of urban growth within an existing urban area in a manner consistent with the strategic framework outlined in 'Directions 2031 and Beyond'.

As such it is contended that the proposed development on the subject land is consistent with the aims and objectives of '*Directions 2031 and beyond*' and will make a beneficial contribution to the future development and sustainable growth of the Perth Metropolitan Region generally.

#### 7.5 Apartment Design Principles ('Design WA')

Having due regarding for the 'design principles' outlined with the Western Australian Planning Commissions draft '*Apartment Design Guidelines*' the following information is provided for the City's consideration:

• The existing development on the subject land does not provide any heritage character to the local streetscape and currently comprises two (2) dwellings that provides little active frontage to the southern frontage to Tuart Trail and no passive surveillance of the adjacent public open space reserve.



- The new development has been designed to provide an active frontage to Tuart Trail (both frontages) and the adjacent public open space reserve. The development will also contain outdoor living areas, major openings to habitable rooms and balconies fronting both frontages to Tuart Trail. This will provide improved passive surveillance over the local streets and the adjacent public open space reserve.
- The active frontage to both streets will contribute to an improved streetscape and a sense of place within the community for the future occupants of the development.
- The proposed development will assist with the provision of a diversity of housing stock within the Edgewater locality, in close proximity to regional recreational facilities, public transport and a wide range of services and facilities.
- The proposed development will provide opportunity for the development of an attractive and safe residential environment comprising affordable, modern and high quality housing within a well established urban area.
- The proposed development will include the installation of comprehensive landscaping throughout the site, in particular the front setback areas (including the planting of mature trees). Furthermore, the proposal will include the retention of six (6) existing mature tree on the land. It is contended that the landscaping for the development will contribute to future canopy coverage of the land and will benefit the local community.
- The extensive landscaping within the front setback and verge areas will assist with softening any potential impact the development may have on the local streets in terms of bulk and scale.
- The proposed development will be of two (2) storey nature, which is consistent with the allowable built form, throughout the locality and the municipality. In addition, portions of the development will comprise a floor level below the level of the street to provide a reduced appearance on the street in terms of bulk and scale.
- The design of the proposed development incorporates sufficient and safe pedestrian movement, whilst allowing for ease of access to various on-site facilities such as bin storage areas, storerooms and car parking.
- The development has been designed to provide the efficient use of land, to allow for greater areas of landscaping and communal spaces to benefit the future occupants of the development. This includes a central communal open space area that forms part of an entry statement/gateway to the development.
- The proposed development will be constructed of high quality materials and finishes that will provide an improved appearance when viewed from the streets, including the use of varying roof forms to articulate the front face of the development
- The proposed development has been designed to avoid overlooking of the adjoining properties and minimise the extent of overshadowing of those lots.
- The development has been designed to comprise one (1) vehicle access point and location of the car parking area to the rear of the site to limit the extent of hardstand visible from the street and allow for greater landscaping within the front setback area.
- The development has been designed to comprise openings orientated towards the street and common areas to minimize any opportunities for concealment and entrapment.
- The proposed development is consistent with the objectives of the City of Joondalup's 'Local Housing Strategy'.
- The proposal development of the land for 'multiple dwelling' purposes is consistent with the aims and objectives of '*Directions 2031*' and will make a beneficial contribution to the future development and sustainable growth of the Perth Metropolitan Region generally.
- The smaller dwelling size (as opposed to a single detached dwelling) will provide an opportunity of aged residents within the locality to downsize and remain within the suburb.



- The dwelling diversity provides an opportunity for first homebuyers to locate within the Edgewater locality and foster new families to integrate within the community.
- The proposed development has been designed to include a variable front setback, along with active spaces (i.e. balconies), which will provide an attractive and articulated front façade.

#### 7.6 <u>Development Standards</u>

The design of the new multiple dwelling development on the subject land has been formulated with due regard for the relevant 'deemed to comply requirements' of the Residential Design Codes (2018) and the City of Joondaup's current operative Local Planning Scheme No.2 including all associated local planning policies.

It is significant to note that following the City's first assessment of the application (email dated 25 July 2018), amended plans where prepared and lodged with the City on 10 August 2018 addressing all of those matters raised by the City (including the Joondalup Design Review Panel) regarding non-compliance with development standards and any key design issues.

In light of the above, the current plans being considered by the City and JDAP now meet the 'deemed to comply requirements' of the relevant development standards. This has been confirmed by the City as part of discussions held on 13 August 2018 with Mr Ryan Bailey (A/Coordinator, Approvals) of the City.

#### 7.7 Bushfire Prone Areas

The subject land has <u>not</u> been identified by the Department of Fire & Emergency Services (DFES) as being located within a designated 'bushfire prone area' (see Figure 4).



Figure 4 – DFES Bushfire Mapping



#### 7.8 Acoustics Report

A review of the application and the land's proximity to regional road/rail network, in context with State Planning Policy No.5.4 and it is concluded that an acoustics report is <u>not</u> required to be prepared in support of this application. This has been confirmed in consultation with an acoustics engineer (ND Engineering).

#### 7.9 Traffic Statement

In accordance with the City's requirements, a traffic statement has been prepared by 'Riley Consulting' in support of this application (see copy attached herewith). It is significant o note that the traffic statement has been updated to reflect the current plans.

## 8.0 SUMMARY OF JUSTIFICATIONS

Having regard for all of the above, it is contended the proposed new multiple dwelling development on Lots 33 & 34 (No.7 & 56) Tuart Trail, Edgewater is suitable and capable of being approved by the City and the Metro North-West JDAP for the following reasons:

- It is consistent with the general objectives of the land's current 'Urban' zoning classification under the Metropolitan Region Scheme.
- The City and JDAP have the discretion to approve the use on land classified 'Residential' zone under the City's Local Planning Scheme No.2.
- The application meets the 'deemed to comply requirements' of the R-Codes, the City of Joondalup's Local Planning Scheme No.2 and any relevant local planning policies.
- The proposed development on the subject land will complement other similar land use activities within the immediate locality including a shop centre/medical consulting rooms, public open space, public transport, access to a regional road network and the nearby 'Joondalup City Centre'.
- The land enjoys good access to the local and regional road networks and is served by a comprehensive range of essential service infrastructure.
- The proposed development will assist with the provision of housing variety within the Edgewater locality in close proximity to regional recreational facilities, public transport and a wide range of services and facilities. The proposal will also foster 'age in place' by providing dwelling sizes to accommodate older aged members within the community to downsize.
- The proposed development accords with the 'design principles' outlines by the Western Australian Planning Commission in its 'Apartment Design Guidelines'
- The proposed development will provide opportunity for the development of an attractive and safe residential environment comprising affordable, modern and high quality housing within a well established urban area.
- The proposed development is unlikely to compromise the existing character, amenity or compatibility of land usage in the immediate locality.
- The proposed development will provide for significant improvements to the current levels of passive surveillance of the local streetscape an adjacent public open space reserve.
- The proposed development is consistent with the objectives of the City of Joondalup's 'Local Housing Strategy'.



- The proposal development of the land of 'multiple dwelling' purposes is consistent with the aims and objectives of '*Directions 2031*' and will make a beneficial contribution to the future development and sustainable growth of the Perth Metropolitan Region generally.
- The proposed development will add to the diversity of housing stock and provide a variety of choice for future potential residents in the Edgewater locality and will help to accommodate the increased demand for housing within a well developed residential area.

# 9.0 CONCLUSION

In light of the information above and the justifications attached herewith, we respectfully request the City's and Metro North-West JDAP's favorable consideration and conditional approval of the application to construct fourteen (14) new multiple dwellings on Lots 33 & 34 (No.7 & 56) Tuart Trail, Edgewater in accordance with the plans prepared in support of this application at the City's earliest possible convenience.

Should you have any queries or require any additional information regarding any of the matters raised above please do not hesitate to contact me on 0407384140 or carlof@people.net.au.

Yours faithfully,

Carlo Famiano Principal Town Planner CF Town Planning & Development

10 August 2018





# **APPENDIX 1 – RECORD OF CERTIFICATES OF TITLE**

CF Town Planning & Development



LOT 33 ON PLAN 11623

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REGISTERED PROPRIETOR: (FIRST SCHEDULE)

JONESCORP PTY LTD OF 9/40 BRIGHTON ROAD SCARBOROUGH WA 6019

(T N889862 ) REGISTERED 4/5/2018

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

 \*N889863 MORTGAGE TO PERPETUAL CORPORATE TRUST LIMITED REGISTERED 4/5/2018.

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

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

DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING

STATEMENTS:

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

SKETCH OF LAND: PREVIOUS TITLE: PROPERTY STREET ADDRESS: LOCAL GOVERNMENT AUTHORITY: CITY OF JOONDALUP

N889863

1439-721 (33/P11623) 1439-695 7 TUART TRL, EDGEWATER.

NOTE 1:

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2



REGISTER NUMBER



UNDER THE TRANSFER OF LAND ACT 1893

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



LOT 34 ON PLAN 11623

# LAND DESCRIPTION:

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

EDWIN CORNELISSEN OF 7 TUART TRAIL, EDGEWATER

(T L395296 ) REGISTERED 9/8/2010

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

1. L395297 MORTGAGE TO AMP BANK LTD REGISTERED 9/8/2010.

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

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

#### STATEMENTS:

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

SKETCH OF LAND: PREVIOUS TITLE: PROPERTY STREET ADDRESS: LOCAL GOVERNMENT AUTHORITY: CITY OF JOONDALUP

1562-810 (34/P11623) 1439-722 56 TUART TRL, EDGEWATER.

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# **APPENDIX 2 – SITE DEVELOPMENT PLANS**