

Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 22 January 2019, 10:00 AM

Meeting Number: MNWJDAP/240
Meeting Venue: City of Joondalup

90 Boas Avenue Joondalup

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)

Mr Clayton Higham (Alternate Deputy Presiding Member)

Mr Fred Zuideveld (Specialist Member)

Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)

Cr Philippa Taylor (Local Government Member, City of Joondalup)

Officers in attendance

Mr Chris Leigh (City of Joondalup) Mr Ryan Bailey (City of Joondalup) Mr Tim Thornton (City of Joondalup)

Minute Secretary

Mr John Byrne (City of Joondalup)

Applicants and Submitters

Ms Joanna (Juehui) Quan
Mr Carlo Famiano (CF Town Planning & Development)
Mr Naim Jones (Jonescorp Pty Ltd)

Members of the Public / Media

Nil

1. Declaration of Opening

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

2. Apologies

Ms Sheryl Chaffer (Deputy Presiding Member)

3. Members on Leave of Absence

Panel member, Ms Sheryl Chaffer, Deputy Presiding Member has been granted leave of absence by the Director General for the period of 17 January 2019 to 01 February 2019 inclusive.

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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	10.1	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 Ms Joanna (Juehui) Quan presenting against the application at Item 10.1. The presentation will address a number of issues such as parking, noise and ventilation.
- 7.2 Mr Naim Jones (Jonescorp Pty Ltd) presenting in support of the application at Item 10.1. The presentation will address the high amenity, liveability & well thought out design elements of these homes, the positive & considerate blending with the streetscape & how these homes will be a model case for sustainability.
- 7.3 Mr Carlo Famiano (CF Town Planning & Development) presenting in support the application at Item 10.1. 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 Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

Nil

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

Nil

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10. Appeals to the State Administrative Tribunal

10.1 Property Location: Lot 125 (1) & 126 (3) Chipala Court, Edgewater

Development Description: Fourteen (14) Multiple Dwellings

Applicant: Mr Carlo Famiano (CF Town Planning &

Development)

Owner: Mr Naim Royden Jones, Ms, Margaret Lee, Mr

Peter Lee

Responsible Authority: City of Joondalup DAP File No: DAP/18/01400

Current Applications			
LG Name	Property Location	Application Description	
City of Stirling	Lot 157 (2A) Sanderling Street, and Lot 604 (114) Cedric Street, Stirling	Mixed Use Development	
City of Stirling	Lot 612 (56) Edward Street, Osborne Park	Five Storey Office Development	
City of Stirling	Lot 101 (191) Balcatta Road, Balcatta	Extension to the Existing Bunnings Warehouse	
City of Stirling	Lot 100 (304) Scarborough Beach Road, Osborne Park	Motor Vehicle Sales and Repair	
City of Joondalup	Lot 33 and Lot 34 Tuart Trail, Edgewater	Fourteen (14) Multiple Dwellings	

11. General Business / Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

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State Administrative Tribunal Reconsideration

Responsible Authority Report

(Regulation 12)

Property Location:	Lot 125 (1) and Lot 126 (3) Chipala Court,	
	Edgewater	
Development Description:	Twelve (12) Multiple Dwellings	
DAP Name:	Metro North-West JDAP	
Applicant:	Carlo Famiano, CF Town Planning &	
	Development	
Owner:	MM and PD Lee, NR Jones	
Value of Development:	\$2.01 million	
LG Reference:	DA18/0360	
Responsible Authority:	City of Joondalup	
Authorising Officer:	Jude Thomas	
	A/Director of Planning and Community	
	Development	
DAP File No:	DAP/18/01400	
Report Due Date:	11 January 2019	
Application Received Date:	9 August 2018	
Application Process Days:	90 Days	
Attachment(s):	1. Location plan	
	Development plans and elevations (as revised)	
	Landscaping concept plan (as revised) Traffic review	
	5. Waste management plan	
	6. Applicant justification against Design WA	
	7. Environmentally sustainable design	
	checklist	
	8. Previous minutes from Metro North-West JDAP meeting of 12 July 2018.	

Officer Recommendation:

That the Metro North-West Joint Development Assessment Panel, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR198 of 2018, resolves to:

Reconsider its decision dated 12 July 2018 and **refuse** DAP Application reference DAP/18/01400 and amended plans (Attachments 2 and 3 refer) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development* (Local Planning Schemes) Regulations 2015 and the provisions of the City of Joondalup Local Planning Scheme No.3 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 (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:
 - 2.1 The development does not enhance and/or improve the existing streetscape outcome.
 - 2.2 The proposal does not complement the visual character of the surrounding built form.
- In accordance with Schedule 2, Clause 67 (n) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the development is not considered to maintain the amenity of the established residential area as the bulk and scale of the development is inconsistent with and adverse to the existing character of the locality.

Details: outline of development application

Zoning	MRS:	Urban.
	LPS3:	Residential, R20/40.
Use Class:		Multiple Dwelling.
Strategy Policy:		State Planning Policy 3.1 Residential Design Codes
		(R Codes).
		Residential Development Local Planning Policy.
		Environmentally Sustainable Design Policy.
		Draft State Planning Policy 7: Design of the Built
		Environment (Design WA)
Development Scheme:		Local Planning Scheme No. 3 (LPS3).
Lot Size:		1,379m².
Existing Land Use:		Single House.

The proposed development consists of the following:

- A combined site area of 1,379m².
- 11 two bedroom dwellings and one single bedroom dwelling.
- A single vehicle access point located on Apalie Trail.
- A total of 15 car parking bays on-site allocated to residents and one parking bay to visitors.
- A total of six on-street visitor parking bays within the verge.
- A contrasting rendered brick building with feature face brickwork, cladding and pitched roofs.

- Associated site works and retaining walls, including the retention of an existing
 1.5 metre high rock retaining wall along Chipala Court.
- 61m² communal open space located in the south western corner of the lot.
- Landscaping of the adjoining verge areas including the retention of two street trees on Apalie Trail and the provision of ten new street trees.

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

Background:

The applicant seeks approval for the development of 12 multiple dwellings at Lot 125 (1) and 126 (3) Chipala Court, Edgewater (subject site).

An application which proposed 14 multiple dwellings at the same site was considered by Council in September 2017 where it elected to defer a decision on the application. The application subsequently lodged an application with the State Administrative Tribunal (SAT) on the basis of a deemed refusal. Following SAT mediation, Council was invited to reconsider the proposal at its meeting in August 2018 and elected to refuse the application. The applicant has withdrawn the SAT appeal in relation to that particular Council decision.

The applicant lodged a separate DAP application for the site to address a number of the outstanding concerns raised by the City. This application was refused by the North-West Metro Joint Development Assessment Panel (JDAP) at its meeting in July 2018. The applicant has appealed the JDAP's decision through the SAT and, following mediation, now seeks approval for an amended proposal which is included as Attachments 2 and 3.

A number of modifications have been undertaken to the original proposal as part of this application. The key differences between this proposal and that previously considered by Council are outlined below:

- Reduction in the number of dwellings proposed by two, from 14 dwellings to 12.
- Change from a flat to a pitched roof design.
- Relocation of the proposed vehicular access point on Chipala Court to Apalie Trail.
- Addition of two more car parking bays on-site and the removal of one on-street visitor bay.
- Retention of the existing rock retaining wall within the front setback area adjoining Chipala Court.
- Relocation of the upper floor communal open space area to the ground level.
- Relocation of the bin store from the south western corner of the lot to the northern boundary adjacent Unit 6.

The subject site is zoned 'Residential' under LPS3, is located in Housing Opportunity Area 8 (HOA8) and has a dual density coding of R20/R40. The subject site includes two freehold lots which are currently occupied by two separate single houses, which are proposed to be demolished. The subject site is bound by residential zoned land (existing single storey dwellings) to the south and west (Attachment 1) and is located approximately 200 metres to the south east of Edgewater Shopping Centre, and 1.1 kilometres south east of Edgewater Train Station.

Legislation & policy:

Legislation

- Planning and Development Act 2005.
- Metropolitan Region Scheme (MRS).
- Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).
- City of Joondalup Local Planning Scheme No. 3 (LPS3).

State Government Policies

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

Local Policies

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

Consultation:

Public Consultation

The revised proposal was advertised for a period of 21 days to surrounding landowners/occupiers, commencing on 3 December 2018 and concluding on 24 December 2018.

It is understood that some residents have a concern about the timing of this consultation. The City's *Community Consultation and Engagement Policy* states that consultations are not to be conducted during the summer break (between the last Ordinary Meeting of Council in December to the first Ordinary Meeting of Council in February). An exception to this is when consultation is required during this time to meet statutory planning requirements (and is approved by the Chief Executive Officer).

Given the statutory timeframes associated with this application, the application needed to be advertised during the summer break.

Consultation was undertaken in the following manner:

- A letter was sent to those residents who previously made a submission on the original proposal; 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 31 submissions were received, being 31 letters of objection. The issues raised in the submissions as well as the City's and applicant's response are summarised in the table below:

Issue Raised	Officer's Comments	Applicant Response
Precedent		
Sets a precedent for future development that does not meet the R-Codes. Would set a poor precedent for the remainder of the R40 area for development across 2 lots.	Applications are considered on a case-by-case basis, taking into account specific characteristics of a site. What is considered acceptable on one site, may not be considered acceptable on another.	The City and the JDAP consider each application on merit, regardless of previous decisions made. In addition to the above, the revised design reflects discussion undertaken during the mediation process and addresses the concerns raised by the decision-making body.
High Density Housing		
The site is overdeveloped. Number of dwellings on the property is too high.	Refer to officer comments on building size and Design WA – draft Apartment Design Policy.	The proposed development is located in close proximity to various keys nodes, is located within a 'Housing Opportunity Area' identified by the City and provides adequate parking to accommodate the needs of the development. Furthermore, the variations being sought for the development are minor and can be attributed to site constraints, such as a vast fall in levels.
Land use/coding		
Multiple dwellings are not compatible with a family friendly area.	'Multiple dwelling' is a land use that can be considered for this site under LPS3.	The claim that multiple dwellings are not compatible with a family friendly area is speculative. The proposed dwellings reflect the objectives of the City's Housing Strategy, which requires additional dwellings and diversity of dwelling types (including multiple dwellings) within the HOAs. The multiple dwellings provide affordable housing and will cater for singles, couples, aged (to name a few). The suggestion that housing should only cater for families is contrary to the City's Housing Strategy.
These units are suitable for inner city living by singles or couples without children. Zoning should be changed to R30 to maintain family friendly single storey development.	Two storey development is permitted in the area, irrespective of the density coding. Refer to officer comments on building size and Design WA – draft Apartment Design Policy	The planning framework permits two storey dwellings / developments. There are a number of two storey dwellings in the immediate locality. The suggestion that the zoning of the area should be changed to R30 is not appropriate to raise as

Why has the Council supported the coding put forward by the State Government when other Councils have not? The whole of Joondalup should be increased to R30 rather than small pockets to R40/60.	in relation to compatibility of the development with the established residential surrounds. These comments are not relevant to the consideration of the proposed development application.	part of this application and the comment should be dismissed. Any community opposition to the City's implementation of the Housing Strategy and associated density coding should not be considered as part of this application. In short, this is not the forum to express concerns or opposition to the City's Housing Strategy. It is considered prejudicial to the developer of the subject land that the community's anger or opposition to the City's implementation of the Housing Strategy (whether the process undertaken by the City was correct or not) is being voiced through this application. Any comments regarding the Housing Strategy and zoning of the land should be directed to the
Increase in crime/ antisoci	al behaviour	City as part of its review of the Housing Strategy.
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The development will increase crime and antisocial behaviour.	There is no substantiated evidence to suggest that the proposed development will have a direct correlation to antisocial behaviour or crime increase.	There is no evidence that the proposed development will result in anti-social behaviour. Furthermore, any incidents of anti-social behaviour are not a valid planning consideration.
Design Quality		
Small windows and highlights to the living areas/bedrooms. Unattractive south and west elevations. Lack of cross ventilation. The driveway goes straight past the bedrooms/lounge areas of Units 2, 5 and 6.	Refer to JDRP section of the report below, which includes comments on the building design in relation to quality of the living areas, ventilation, and overall appearance of the development. The City is supportive of the position of the vehicular access into the development.	Reference to design elements such as highlight windows, design of the elevation and lack of cross ventilation is subjective. The development has been designed to provide an attractive façade, provide a 'townhouse' appearance and provided improved passive surveillance of the street. The objector has not elaborated on any issues or concerns with the driveway passing a window to Units 2, 5 and 6, which is common for such development.

High retaining walls to the south and west will not be attractive to future residents in the units. Not meeting the Local Housing Strategy Objective: "new infill development based on good design principles thus improving the amenity of existing neighbourhoods". Not meeting the Local Housing Strategy Objective: "good design that will improve the area and respect the amenity of current and future residents". Not meeting the R-Codes objective: preserving the "open suburban appearance and function". Not meeting the R-Codes

objective: not having the "built form be the dominant

feature".

Excavation retaining walls are permitted behind the front setback area of a development.

The comment that existing retaining walls created by the excessive fill on the adjoining property will not attract future residents to the development is unsubstantiated and irrelevant.

Refer to officer comments in relation to Design WA – draft Apartment Design Policy. The subject land is located within a Housing Opportunity Area (HOA) which encourages residential developments at a greater density. The current built form of the locality is outdated and does not reflect the City's vision within the HOA. The HOA would have envisaged dwellings with lesser front setbacks, smaller lot sizes and potentially two storey (typical of an R40 coded area). Therefore, the proposed development will reflect the future anticipated character of the area.

The comments made regarding not complying with the R-Codes and the Local Housing Strategy are unsubstantiated and fail to have due regard for the changing nature and built form within the HOA's. The comment neglects to take into consideration or recognise the R40 density coding or have due regard for the objectives of the HOAs. Furthermore, the objector has not considered that the current planning framework will result in changes to the character, built form and existing streetscape. This includes the permissibility of two storey dwellings.

The proposed development has due regard for the adjoining properties and the streetscape and will improve the local streetscape.

Parking & vehicle access

Actual parking required will be closer to 1 bay per person. Both resident and visitor parking provided is not adequate. As the development incorporates up to two bedroom units, the City's assessment reflects the development requiring 1.25 resident bays per dwelling in accordance with the Location B parking requirements of

The proposed development meets the 'deemed to comply requirements' of the R-Codes and the City's Residential Development Local Planning Policy in regard to visitor and resident car parking.

The City has confirmed that the

	the R-Codes.	provision of car parking in support of the development is compliant.
No street parking to cater for the development. Insufficient number of off-street visitor parking bays proposed. On-street verge parking bays are counter productive to reducing the heat effect in verges with increased garden areas and street trees.	The amount of visitor parking provided complies with the requirement for 0.5 bays per dwelling in accordance with the City's RDLPP. The RDLPP currently permits visitor parking in an on-street configuration.	The City's 'Residential Development Local Planning Policy' actually requires on-street visitor car parking. Given this fact, the comment regarding no on- street parking is incorrect.
Road is not wide enough to cater for on-street parking.	The existing road width is sufficient to cater for onstreet visitor bays, which if the development were approved, would be contained wholly within the verge adjoining the road.	A traffic statement has been provided confirming that the local road network (including the adjacent road reserve widths) are adequate to cater for the low levels of traffic generated by the development. In addition, the City has not raised any concerns regarding the width of the road reserve.
The proposed location of the crossover will result in headlight glare shining directly into the living room of the property opposite on Apalie Trail from an increased number of vehicles.	The positioning of the vehicle crossover is constrained due to the topography of the site (particularly if it were placed on Chipala Court) and proximity to the corner truncation of the lot. The positioning of the vehicle crossover and passing bay is supported.	The location of the crossover for the proposed development was determined/recommended by the Presiding Member of the JDAP to provide an improved design layout of the development. It is contended that the level of headlight glare striking the adjacent property would be minimal given the low traffic movements of the development.
Traffic & pedestrian safety	,	
The amount of traffic generated by the development is not suitable within a cul-de-sac designed to cater for lower density. The amount of traffic generated poses a safety risk to children playing in the street. There is only one road into this section of Edgewater	Refer to officer comments in relation to traffic.	The traffic movements resulting from the development have been reviewed by the both the City and the private traffic consultant. It was concluded that the proposed development will not have an adverse impact on traffic movements along the local road network within the immediate locality. This includes pedestrian safety associated with the marginal increase in traffic movements along the local road
(Garrong Close) which will be made busier with traffic generated from the development. Additional traffic caused by		network. A traffic statement has been provided confirming that the local road network (including the adjacent road reserve widths) is

the development will contribute further to the nearby accident black spot at Ocean Reef Rd/Edgewater Drive.

adequate to cater for the low levels of traffic that will be generated by the development.

The claim that this development will increase accidents at a nearby blackspot (Ocean Reef Road/Edgewater Drive) is unsubstantiated and speculative.

Existing Infrastructure

There are too few existing footpaths.

Minimal street lighting.

Increased hardstand causing more stormwater runoff will likely overwhelm the existing infrastructure and risk flooding to the street/adjoining properties.

Development will put a strain on the existing sewerage system.

There is no requirement under LPS3 or RDLPP for the provision of additional or upgrade of public infrastructure as part of a development approval. The comment regarding too few footpaths and minimal street lighting within the area should be directed to the City of Joondalup, which is the responsible authority for ensuring that suburbs are provided with an adequate community infrastructure.

Notwithstanding this, the proposed development has been provided sufficient internal pedestrian paths to ensure the safety of the future occupants of the development.

The lack of street lighting is an issue that needs to be addressed by the City of Joondalup and should not be raised as part of this application.

The proposed development will actually reduce the extent of hardstand along its Chipala Court verge area. In addition, the development will provide on-site drainage to the satisfaction of the City. In fact, the proposed development is likely to generate less stormwater runoff than the current development on the land.

The comment that the local sewerage system will be placed under strain by this development is unfounded. The Water Corporation will assess the plan for the development prior to the commencement of construction. Any concerns regarding servicing the development will be addressed by the Water Corporation at the required stage.

Noise & waste

Increase in noise from

Management of noise would be required in

The issue of noise is addressed by the City's Environmental

multiple sources onsite.	accordance with the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997.	Health Officers under separate legislation, not under the planning framework. Notwithstanding this, the proposed development will need to provide adequate sound attenuation measures to comply with Class 2 construction. In addition, the development is relatively small and is unlikely to generate excessive noise.
Difficult to enforce the cleanliness of bins if this is the resident responsibility. Likely to result in odours impacting surrounding properties.	Offensive or noxious odours arising from waste bins are managed under the City's Waste Local Law 2017. If issues were to arise in relation to odour from bins, residents could contact the City to investigate. In the event the application is approved, it is likely a condition requiring the provision of a Waste Management Plan would be imposed. Details of bin washing and the like could be included in this management plan.	The City will require a waste management plan to be prepared. Within the plan, the applicant will need to provide relevant measures to address potential noise and odours generated by the bin store. In addition, the development is relatively small in this instance and will generate small quantities of waste. The cleaning of bins is a body corporate matter and not a matter that needs to be considered as part of this application.
Backing in a large waste removal vehicle will obstruct residents of the units using the vehicular access.	Refer to applicant response in relation to waste management and bin pick up times.	The waste management plan will identify times for bin picks to ensure that disruption to vehicle movements are minimised.
Compatibility with the loca	llity	
Structure is too large for the location and doesn't fit in with existing homes in the area. Building height causes development to be more out of character with the area. Imposing on the street/locality. Development is on an elevated site and so should comply with height restrictions. Proposed development will be overbearing on its neighbours.	In relation to the development's compatibility with the locality, refer to officer comments in relation to building size, building height, site works and Design WA – draft Apartment Design Policy.	The comment that the structure is too large is unsubstantiated and it is unclear what an acceptable size development would be. The proposed development complies with plot ratio and open space provisions. In addition, the development has been designed to provide a townhouse appearance when viewed from the street. The variations to the building height are only in sections of the development and are caused by the excessive fall of the land and the need to measure heights from the natural ground level. The development has been designed to excavate into the property

		(reducing the levels of the land) and utilising the existing retaining walls along the street frontages. In light of the above, the proposed development will sit lower than the adjoining properties and therefore will not be 'overbearing' on the adjoining properties. Furthermore, the comments that the use of existing retaining walls and a minor section of solid fencing demonstrates that the development is unsuitably large is unreasonable. In addition to the above, a review of existing housing within the immediate area has identified various properties that comprise retaining walls and solid front fences. The objector has failed to recognise these existing structures and the impact that they may or may not have on the locality.
1.2m high fencing and greater than 0.5m fill at the front of the development demonstrates that the development is unsuitably large for the chosen site.	The section of fencing exceeding 1.2 metres in height for its solid portion relates to a 2.25 metre long 1.8 metre high section, which is utilised to screen gas and water meters from the street. The fencing for the development meets the design principles of R-Code 6.2.2 Street walls and fences and is therefore supported.	A 1.2 metre high fencing is permitted. The solid portion of fencing seeking a variation is only minor and is required to contain the services for the development. This section of fence will be screened by landscaping and will have very little impact on the street.
Will cause overshadowing to adjoining properties.	The development is compliant with the deemed-to-comply provision of the R-Codes 6.4.2 Solar access for adjoining sites.	The proposed development will be considerably lower than the adjoining southern property, therefore, will not cast excessive shadow over the adjoining property at 12 noon on 21 June (i.e. winter solstice). In addition, the development complies with the overshadowing provisions of the R-Codes.
Setbacks and privacy		
Setbacks should not be reduced to cram in development.	Refer to officer comments in relation to street setbacks and lot boundary	The setback variations being sought are only for small sections of wall and are due to the irregular shape of the property (angle in lot

Upper floor bedrooms and setbacks. boundary). The development has bathrooms overlook the been designed to step away from The development meets property to the west. the southern boundary to the deemed-to-comply accommodate the irregular lot requirements of the R-The reduced street boundary. setback will impact the Codes in relation to visual The front setback for the amenity of the street. privacy. development complies. The development will impact the privacy of The proposed development meets the 'deemed to comply surrounding landowners. requirements' of Element 6.4.1 C1.1 ('Visual privacy') of the R-Codes. Landscaping/environment Some of the landscaping The development, if The maintenance of the garden shown will be impossible approved, would be areas is a body corporate matter subject to a detailed to grow, in shallow sandy and not a planning matter. areas competing with landscaping management A detailed landscaping plan will building footings. plan subject to review by be lodged and approved by the the City's Landscaping Overall loss of garden City. The size, species and future Architect. space and open aspect growth of the plants to be used within the neighbourhood. The overall amount of will be assessed and approved by landscaping proposed for the City. Who will be required to the development meets maintain the landscaping the deemed-to-comply The developer is committed in of the site? requirements of R-Code providing landscaping in support 6.3.2 Landscaping. of the development. It is viewed that the proposed landscaping will The landscaping enhance the development and is management plan would an important outcome for the cover maintenance issues development. related to on-site landscaping. The proposed development complies with the open space provisions of the R-Codes and provides increased landscaping areas and planting of trees. The development is There is no direct The comment that the subject located too close to the correlation between this land is too close to the regional Regional Park and park is unrelated, as there are application and any wetlands. impacts on Yellagonga existing residential developments Regional Park. closer to the regional park. In addition, the planning framework actually encourages higher densities to be located closer to public open space reserves (including regional park land). Objection to the name of The objection is in relation The name of the development is the apartments being to the wall sign proposed not a planning matter and is Chipala Gardens. facing Chipala Court. Wall irrelevant. signage in the Residential Zone is permitted up to an area of 0.2m²; whereas

İ	1.2m ² is proposed.	l I
	Refer to officer comments in relation to building design.	
Removal of mature trees does not adhere to restrictive covenants in place.	The City is not aware of (or party to) any restrictive covenants related to the retention of trees on-site.	The objector has not elaborated on any restrictive covenant in place. Any trees on the land are on private property and are owned by the landowner. It should be noted that all street trees within the verge area will be retained.
Removal of trees will impact on birds that use the trees in conjunction with the nearby wetlands including kookaburras and Carnaby's cockatoos. Removal of trees should not be allowed as this is what Edgewater is known for. Removal of trees is not environmentally friendly and should be discouraged.	Proposed trees to be removed are not native species. The proposal includes the retention of native species located within the verge as street trees.	The comment that the removal of one (1) large tree and two (2) smaller trees will impact the local bird life and the environment is unreasonable. The same can be said in regard to the comment that no trees within the Edgewater locality should be permitted to be removed. Landowners, regardless of a development or not, can and have removed trees on private property.
Developer		
No information about the developer appears online (previous projects, owner, directors etc). Has Jonescorp completed	This comment is irrelevant to the consideration of the development application.	The details of the development and any previous project undertaken by the developer is irrelevant and not a planning matter.
developer appears online (previous projects, owner,	to the consideration of the	and any previous project undertaken by the developer is irrelevant and not a planning
developer appears online (previous projects, owner, directors etc). Has Jonescorp completed other projects elsewhere which have shown to be	to the consideration of the development application.	and any previous project undertaken by the developer is irrelevant and not a planning matter. The success of the developer is not a planning matter and is
developer appears online (previous projects, owner, directors etc). Has Jonescorp completed other projects elsewhere which have shown to be successful?	to the consideration of the development application.	and any previous project undertaken by the developer is irrelevant and not a planning matter. The success of the developer is not a planning matter and is

No fire provision is shown.		See comments above regarding fire.
Wheel chair access not indicated on plans.	All ground floor dwellings have been provided with ramp access for disabled.	The ground floor dwellings have been designed to allow for disabled access (i.e. ramps).
No clothes drying areas shown.	Each unit is provided with clothes dryers. There is no requirement in the R-Codes to provide external drying areas.	All dwellings will have internal mechanical dryers in lieu of drying lines.
Public transport		
No access to Edgewater Train Station.	Access to Edgewater Train Station is provided through the City's pedestrian and local road network.	The subject land comprises access to bus routes along Ocean Reef Road and Edgewater Drive. In addition, there is access to Edgewater Train Station via Edgewater Drive/Joondalup Drive.
		Notwithstanding the above, the development has been designed to comply with the Location B requirements of the R-Codes.
Appeal Process		
Waste of ratepayer money and time to continue to object to the development. Should not allow another appeal.	The City does not have jurisdiction over the ability for an applicant to appeal to the State Administrative Tribunal.	This comment is irrelevant and should be dismissed.
Sustainability		
Design should incorporate more passive solar design, proper cross ventilation and incorporation of renewable energy. There is no use of solar panels or rainwater tanks. Design of the units are reliant on air-conditioning.	The application was reviewed by the Joondalup Design Reference Panel in relation to building design/layout and for matters relating to sustainability. Refer to Joondalup Design Reference Panel comments below.	The development has been designed to obtain northern sun where possible, including the communal open space area. Furthermore, the dwellings have been designed to allow for cross ventilation. The proposed development will include solar panels. The dwellings will have cross ventilation. The use of airconditioners reflects the current demand for such an appliance in all dwellings. A review of dwellings along both Chipala Court and Apaile Train have identified that the majority of dwellings have air-conditioning. Given this, the comment is

	unreasonable and has failed to recognise that air conditioning is a common part of building construction in Australia.
	In light of the above responses, the comments are unsubstantiated, incorrect and should be dismissed.

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 19 December 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	City response
1	<u>Unit Design</u>		
	Pitched roofs on Apalie Trail create a perceived height and scale issue due to the increased upper floor clearance required to those units.	No change proposed – This reflects the advice received during the mediation process.	Refer to officer comments on building size and building design.
	A differing material finish on the upper level is preferable to the render design at both levels.	Varying materials have been provided along the front façade of the development (i.e. glazing, render and feature panels).	No changes to the materials/finishes at the upper level have been included in response to comments provided by the JDRP.
	Unit 7, 11 and 12 storerooms are oddly placed. Unit 2, 3 and 5 store rooms hang into the front setback area.	No change proposed. The stores have been located to provide convenient access for the future occupants of the dwelling, therefore more usable. The stores will appear as part of the dwelling when viewed from the street and will not have a negative impact on the streetscape.	No changes have been made to the upper level store rooms. The store rooms are cladded so that when viewed from the street there is no detrimental impact.
	The Unit 1 walk-in-robe location should be shifted to maximise the unit's outlook to the street.	The bedroom 1 of Unit 1 currently comprises a window oriented towards the street. The robe provides articulation and visual interest to the	North facing Unit 10 living room windows have been widened to increase solar access to the living spaces, resulting in a better design outcome.

	Unit 10 living room window should be shifted to maximise its outlook to the street.	façade, whilst providing privacy for the future occupants of the dwelling. Given this, no change has been made to address this comment. Amended plans have been provided increasing the size of the windows for the living room of Unit 10 orientated towards the street. It should be noted that Unit 10 will comprise adequate openings orientated to towards the street in the form of windows and a balcony. Amended plans have	Amendment addresses the concerns of the JDRP in
	Unit 12 air con unit inappropriately placed above the ground floor unit.	been provided relocating the AC unit to the roof and away from any ground floor dwellings.	relation to the placement of the Unit 12 air conditioning unit and results in a better design outcome.
2	Apalie Trail access point		
	The pedestrian entry point on Chipala Court doesn't need to be secured given the access on Apalie Trail is unsecured. The entry point on Chipala Court is quite narrow and should be improved as an entry statement.	Amended plans have been provided removing the pedestrian access gate. Furthermore, it is contended that there is adequate pedestrian access width from Chipala Court and that the JDRP comments are subjective (therefore, no change to this aspect).	The amended plans reflect the removal of the access gate, however no further changes have been made to this aspect of the development.
3	Car parking area		
	Wheel stops need to be continued for all on-site parking bays.	Amended plans have been prepared including wheel stops for all bays as requested.	Wheel stops have been added to all on-site bays.
	Planting (particularly of trees) within the carpark	Similar design layouts have been approved by	Shade trees within the car parking area remain.
	looks to be unviable/optimistic.	the City in the past, therefore no change has been made to address this comment.	No further detail or information has been provided to allay the concerns of the panel and demonstrate that the landscaping concept is viable and able to be implemented. It is therefore unclear whether the extent of landscaping which the applicant is relying upon to

			contribute toward providing greater amenity for future residents is actually achieveable.
4	Western boundary The western boundary wall is also acting as a retaining wall which in turn may reduce the size of some of the rooms and planting proposed along the western boundary.	The wall will form a part of the retaining wall. This will be determined at working drawings stage once the structural engineer has reviewed the matter. It would be premature and costly to prepare engineering drawings prior to obtaining a development approval.	The reduction in room size that could result from the design is minor and can be resolved at a building permit stage if the development were to be approved.
		Notwithstanding the above, it is anticipated that only a minor reduction of floor area may occur (i.e. the cavity may need to be increased by 100mm).	
5	Landscaping Plant sizes need to be added to the landscaping plan.	The landscaping plan illustrates the plant sizes proposed for the site. Further details of the planting sizes will be provided to the City and is usually requested by the City as part of a condition imposed on any approval.	The plant sizes have been added to the landscaping as requested by the JDRP. No further detail has been provided to demonstrate the landscaping concept can be implemented. Notwithstanding, in the event the application is approved, a condition for a detailed landscaping plan demonstrating in detail how the landscaping outcome will be achieved, will be included.

As outlined above, the applicant has generally addressed the issues raised by the JDRP, with exception to the materials/finishes on the upper level of the development and the width of the pedestrian access point on Apalie Trail. Aspects of the development relating to the overall design are discussed further below under officer comments.

Planning assessment:

The City's planning assessment against the deemed-to-comply requirements of the R-Codes and the replacement deemed-to-comply requirements of the City's RDLPP is outlined below. Consideration against the design principles of Design WA and the objectives of the RDLPP is included below under officer comments.

Item	Requirement	Proposal	Compliance
Building size	Plot ratio of 0.6	Plot ratio of 0.607	Plot ratio 0.007 greater than deemed- to-comply requirement.
Lot boundary	Southern boundary		
setbacks	Unit 1 ground floor requires a 1.5 metre	Unit 1 ground floor setbacks:	Ground floor building setbacks up
	setback.	• 1.203 metres to Bed 2	to 0.297 metres less than deemed-to-
		1.239 metres to the Bathroom	comply requirement.
		• 1.405 metres to Bed 1	Upper floor building setbacks up to 0.261
	Unit 7 upper floor requires a 1.5 metre setback.	Unit 7 upper floor setbacks:	metres less than deemed-to-comply requirement.
	Selback.	1.239 metres to the bathroom	See officer comment
		• 1.405 metres to Bed 1	below.
Boundary wall length	In areas coded R20 and R25, walls are permitted to a maximum length of the greater of 9 metres or one-third the length of the balance of the lot boundary behind the	Boundary wall length of 14.95 metres to the western boundary.	Boundary wall length 0.45 metres longer than deemed-to-comply requirement. See officer comment below.
	front setback area. Where the subject site and an affected adjoining site are subject to different density codes, the length and height of the boundary wall on the boundary between them is determined by reference to the lower density code.		
Building height	Six metre maximum external wall (pitched roof) height.	Maximum wall height of 6.484 metres.	Wall height 0.484 metres higher than deemed-to-comply requirement.
			See officer comments below.

Front fence height	Front fences within the primary street setback area are to be visually permeable above 1.2m from natural ground level.	Maximum front fence height of 1.85 metres from natural ground level.	Front fencing 0.65 metres higher than the deemed-to-comply requirement. See officer comment below.
Crossover width	Crossovers not to exceed 3 metres (Schedule 1 part 2 of the RDLPP).	Crossover width of 3.3 metres on Apalie Trail.	Crossover width 0.3 metres greater than the deemed-to-comply requirement. See officer comment below.
Site works	Filling between the street and building shall not exceed 0.5 metres, except where necessary to provide for pedestrian or vehicle access, drainage works or natural light for a dwelling.	Maximum of 1.385 metres of fill between the street and the building.	The amount of fill in the front setback area is 0.885 metres greater than the deemed-to-comply requirement. See officer comment below.

Officer Comments

<u>Design WA – Draft Apartment Design Policy</u>

The applicant has provided commentary on how the development meets the objectives and intent of the State Government's *Design WA – Draft Apartment Design Policy*.

A copy of the applicant's consideration of *Design WA* is included in Attachment 6.

Although this policy is still in draft format, the assessment of the proposal has included consideration against the 10 design principles of the policy. It is noted that the design itself and the cumulative impact of the discretion being sought results in potential impact on the amenity of the local area. As a result, it is considered that the proposal does not meet the following principles of Design WA which are further detailed below:

Principle 1: Context and characterPrinciple 3: Built form and scale

Principle 8: SafetyPrinciple 10: Aesthetics

Principle 1: Context and character

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.

The development does not enhance the distinctive characteristics of the area and lacks appropriate consideration of the local context and character of the area, which is typified by single detached dwellings within an area of Edgewater characterised by a cul-de-sac street design. Whilst the underlying density within the immediate locality has changed since the current housing stock was developed and multiple dwellings can be considered, development of this nature needs to be considerate of the local context and character. The massing of the proposed development, which is a product of the development's contiguous height and bulk, 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.

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 provide an element of separation between dwellings, the development, particularly at second storey level largely presents as a single mass extending along the majority of both the Chipala Court and Apalie Trail street frontages. It is considered that the two storey height of the development across the majority of the lots' frontages results in the development having a mass and scale as viewed from the adjoining streets that do not respond to the surrounding character of the locality which is characterised by single storey detached dwellings.

Therefore, the development has the potential to impact on the amenity of adjoining/surrounding landowners and the public realm and is considered incompatible with the existing built form of the locality.

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. While the applicant has attempted to better integrate the development within its setting, by modifying the flat roof to a pitched roof design, the JDRP's comments in relation to differing materials/finishes at the upper level of the development to provide relief in relation to building size and mass have not been addressed. The development presents as a large mass from 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.

Building size

The development exceeds the maximum plot ratio requirement for development coded R40 as stipulated by clause *6.1.1 Building size* of the R-Codes by 0.007 (10.8m²).

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P1 for clause 6.1.1 states the following:

"Development of the building is at a bulk and scale indicated in the local planning framework and is consistent with the existing or future desired built form of the locality"

Given the design principles require development to be consistent with the existing or future desired built form; the proposed development is not considered to be appropriate in this instance as the City has concerns in relation to the compatibility of the development with the established streetscape and character of the locality. The additional plot ratio proposed (0.007) is minor and, in isolation, is not considered to be an issue. However, the height of the development along both street frontages in conjunction with the topography of the site being up to two metres higher than the verge adjacent to Chipala Court results in a built form and mass that is incompatible with and has a cumulative negative impact on the amenity of surrounding properties and streetscape and is therefore not appropriate.

Building height

The development exceeds the six metre maximum top of external wall (pitched roof) height as stipulated by clause 6.1.2 Building height of the R-Codes (as applicable to R40 development) by 0.484 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 P2 for clause 6.1.2 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;
- access to views of significance;
- buildings present a human scale for pedestrians;
- building façades designed to reduce the perception of height through design measures; and
- podium style development is provided where appropriate."

Generally, the height of the development as viewed from Chipala Court is 5.95 metres above the top of ground level established by the existing retaining wall facing the street, with exception of the Unit 10 bedroom 2 (6.5 metres). The height of the development does however exceed the deemed-to-comply requirement of six metres as a result of retaining being required to fill in areas currently occupied by the driveways and crossovers of the existing dwellings on the site. Relative to the

existing dwellings it is noted that the proposed floor levels of the dwellings are 0.7 metres below the floor levels of the existing dwellings on the site and therefore the perceived height of the development from natural ground level will be in accordance with the intended height restriction of six metres.

The development is therefore considered to meet the design principles relating to building height and this area of discretion, when viewed in isolation, is considered appropriate.

Lot boundary setbacks

The proposed lot boundary setbacks of the development to the southern lot boundary do not meet the deemed-to-comply requirements of clause 6.1.4 Lot boundary setbacks of the R-Codes. In accordance with clause 6.1.4 the minimum lot boundary setback permitted to both ground and upper floors of the development is 1.5 metres to the southern boundary. Additionally, the length of the boundary wall to the western boundary is permitted to be a maximum of 14.5 metres.

The development proposes reduced setbacks to the:

Unit 1 ground floor

- a minimum of 1.203 metres from Bed 2 to the southern boundary;
- a minimum of 1.239 metres from the bathroom to the southern boundary; and
- a minimum of 1.405 metres from Bed 1 to the southern boundary.

Unit 7 upper floor

- a minimum of 1.239 metres from the bathroom to the southern boundary; and
- a minimum of 1.405 metres (wall setback) and 0.75 metres (eave setback) from Bed 1 to the southern boundary.

The development proposes a boundary wall to the western boundary with a length of 14.95 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 P4.1 of clause 6.1.4 states the following:

"Buildings set back from boundaries or adjacent buildings on the same lot so as to:

- ensure adequate daylight, direct sun and ventilation for buildings and the open space associated with them:
- moderate the visual impact of building bulk on a neighbouring property;
- ensure access to daylight and direct sun for adjoining properties; and
- assist with the protection of privacy between adjoining properties".

It is acknowledged that the proposed development is set approximately 1.8 metres lower than the adjoining property to the south and 2.3 metres lower than the adjoining property to the west, thereby moderating the impact of building bulk. Additionally, the proposed southern elevation has been staggered and includes a number of openings to reduce the bulk of the development as viewed from the neighbouring property. Due to the angled boundary (relative to the development) the average setback of each wall meets the deemed-to-comply requirement, reducing to less than the permitted setback at one end of each wall only.

Given the above it is considered that the development meets the design principles in relation to lot boundary setbacks.

Front fence height

The deemed-to-comply requirements of clause 6.2.2 Street walls and fences of the R-Codes require front fences within the primary street setback area to be visually permeable above 1.2 metres from natural ground level. The development includes a solid screen wall forward of the Unit 5 Bedroom 1 to a height of 1.85 metres facing Apalie Trail.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P2 of clause 6.2.2 states the following:

"Front fences to enable surveillance and enhance streetscape".

It is noted that the proposed fence height relates to a 2.25 metre long solid screen wall which is utilised to screen gas and water meter boxes from the street. The length of the wall comprises 7.7% of the overall Apalie Trail frontage having minimal impact on the streetscape, which has visually permeable fencing above 1.2 metres for the remainder of the development frontage, allowing surveillance from the outdoor living areas and major openings facing Apalie Trail and Chipala Court. It is therefore considered that the front fencing meets the above design principle of the R-Codes.

Traffic

The main vehicle access point to the development site is to be provided from Apalie Trail, which is classified as a local access street.

The traffic review provided as part of the application (Attachment 4 refers) states that the level of traffic generated by the development is very low and able to be adequately accommodated within the existing road network. The traffic report outlines that Garrong Close would be limited to a capacity of 3,000 vehicles per day via Edgewater Drive, in accordance with the *Liveable Neighbourhoods* planning guidelines. It is outlined in the review that data specifically relating to Chipala Court and adjacent roads is not available, however estimates the proposed development would result in an increase of 91 vehicle trips per day within the road network.

The City's traffic engineers have reviewed the traffic report, which demonstrates, in accordance with the WAPC *Transport Assessment Guidelines* that the proposed development (during peak hour periods) will not result in Chipala Court or connecting local roads within the road network operating beyond their capacity.

In addition, in relation to determining parking requirements for the development, the traffic review submitted with the application contends that the site should be considered as Location A in accordance with the R-Codes. The City has determined that the site is classified as Location B, which is discussed in further detail below.

Site works

In relation to the deemed-to-comply requirement of clause 6.3.6 Site works C6.1 of the R-Codes, the development proposes a maximum of 1.385 metres of fill between the street and the building, whereas a maximum of 0.5 metres is permitted under clause 6.3.6 of the RDLPP.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P6.1 and 6.2 of clause 6.3.6 states the following:

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

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

It is acknowledged that there is an existing slope from Chipala Court up to the existing single house dwellings of approximately three metres. The proposal utilises an existing 1.5 metre high rock retaining wall to support the proposed floor level of the new dwellings which cut into the existing levels. Additional retaining is proposed along the Chipala Court frontage, which utilises terracing of 0.5 metres and 0.9 metres to maintain a sense of the natural slope of the land in the front setback area. The element of fill results from some of the new retaining occupying areas that currently accommodate driveways to the existing dwellings.

Given the above, it is considered that the proposed fill is minimal and respects the natural ground levels of the site as viewed from the street and adjoining properties, and therefore meets the design principles relating to site works.

Waste Collection

The proposal includes a bin store adjacent to the western boundary of the site. The bin store has been configured to comply with the WALGA Multiple Dwelling Waste Management Plan Guidelines accommodating three large waste and two large recycling bins to be shared communally, which can be collected on site from the bin store via the vehicle access leg.

If the development were to be approved, the Waste Management Plan would be required to be updated to reflect and detail this arrangement, including times for waste pickup. A copy of the applicant's Waste Management Plan is included in Attachment 5.

In relation to odours, the City has the ability to manage any offensive or noxious odours arising from improper waste storage in accordance with its *Waste Local Law* 2017.

Options/Alternatives:

Not applicable.

Council Recommendation:

No Council recommendation was made in relation to this specific application.

A similar proposal was considered by Council in August 2018 as part of a SAT review, where Council resolved to refuse the application. The applicant subsequently sought to withdraw the SAT appeal following Council's decision.

Conclusion:

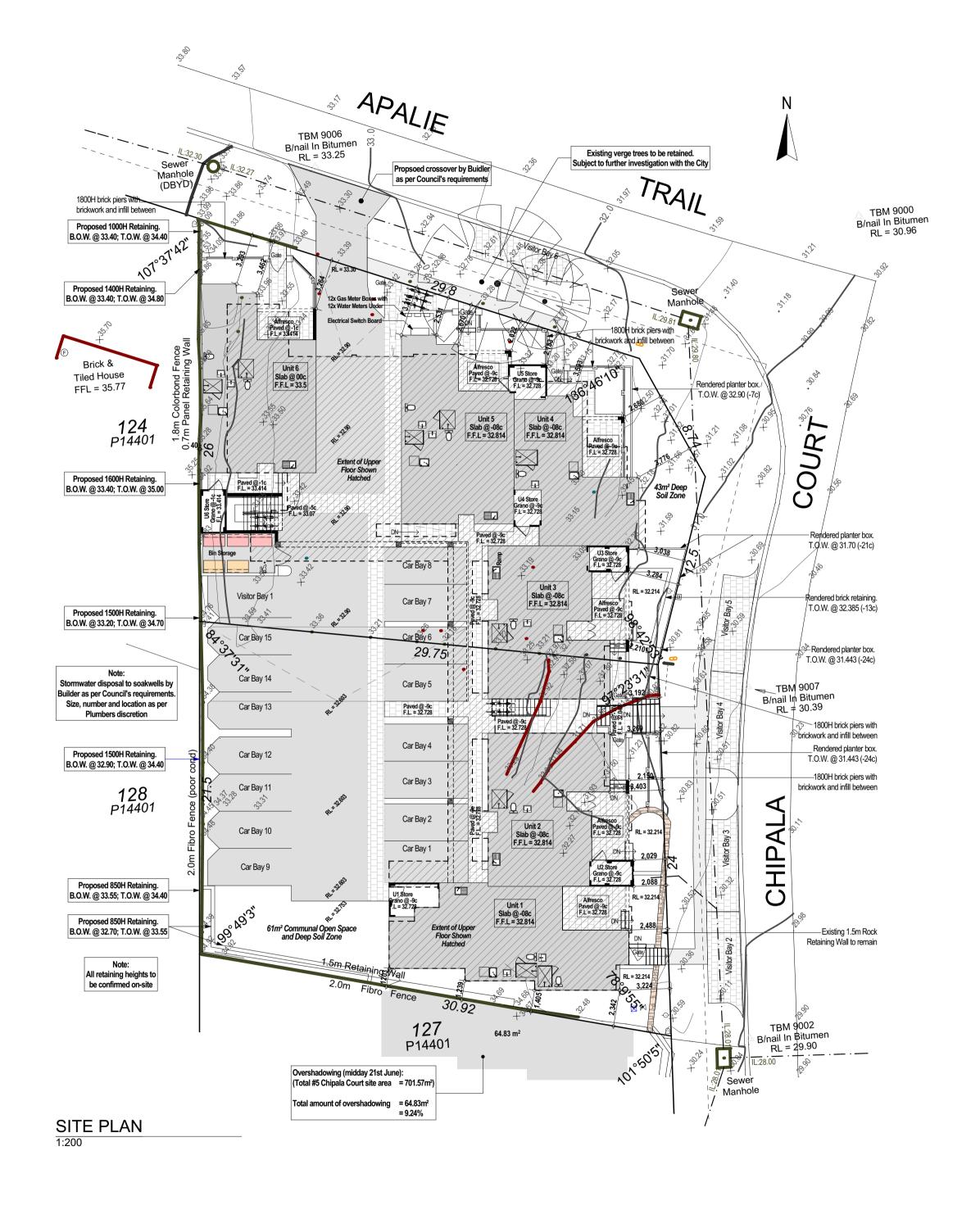
As outlined above, although the development meets the majority of the deemed-to-comply requirements of the R-Codes and the City's RDLPP, the objectives of these documents need to be taken into account as well as potential amenity impacts on the streetscape and surrounding landowners.

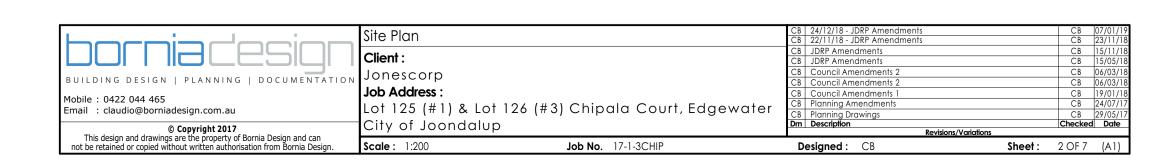
The WAPC's draft SPP7, although not formally adopted, provides tangible criteria which assist in recognising the importance of good quality design and the impact built form can have on the amenity of the street and the surrounding landowners/occupiers.

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











 Unit '01' Areas

 Ground Floor
 Area
 Perimeter

 Unit 01 Floor
 76.56
 44.86

 Unit 01 Alfresco
 12.10
 14.22

 Unit 01 Store
 6.12
 10.84

 94.78 m²
 69.92 m

 Ground Floor
 Area
 Perimeter

 Unit 03 Floor
 67.58
 39.92

 Unit 03 Alfresco
 12.58
 16.84

 Unit 03 Store
 4.28
 8.46

 84.44 m²
 65.22 m

Ground Floor Area Perimeter
Unit 04 Floor 51.51 36.17
Unit 04 Alfresco 10.53 13.20
Unit 04 Store 4.19 8.28
66 23 m² 57,65 m

 Ground Floor
 Area
 Perimeter

 Unit 05 Floor
 74.21
 40.13

 Unit 05 Alfresco
 8.52
 12.00
 Unit 05 Store 5.42 9.48

88.15 m² 61.61 m

 Upper Floor
 Area
 Perimeter

 Unit 07 Floor
 70.75
 39.14

 Unit 07 Alfresco
 11.24
 13.61

 Upper Floor
 Area
 Perimeter

 Unit 08 Floor
 64.99
 39.08

 Unit 08 Balcony
 14.70
 18.21

 Unit 08 Store
 4.90
 9.18

 84.59 m²
 66.47 m

 Unit '09' Areas
 Area
 Perimeter

 Upper Floor
 64.72
 39.08

 Unit 09 Balcony
 14.70
 18.21

 Unit 09 Store
 4.16
 8.40

 83.58 m²
 65.69 m

 Upper Floor
 Area
 Perimeter

 Unit 10 Floor
 73.61
 45.02

 Unit 10 Balcony
 14.58
 15.96

 Unit 10 Store
 4.28
 8.60

 92.47 m²
 69.58 m

<u>U1 - 12 Total Area = 1033.16m²</u>

 Additional Areas

 Upper Floor
 Area
 Perimeter

 Upper Floor W...
 75.23
 99.16

 Stairs 2
 7.90
 11.74

 Stairs 1
 4.16
 9.72

 87.29 m²
 120.62 m

LANDSCAPING NOTE

The amount of planting in the

Landscaped areas are shown

indicative only. The amount of planting subject to change to

comply with council's requirements.

<u>Note</u>

All Laundry areas to be

mechanically ventilated as per NCC requirements)

All external air-con

units to be hidden/screened

from view of adjoining

properties and streetscape

 Area
 Perimeter

 72.86
 44.40

 10.81
 13.72

 5.17
 9.55

 88.84 m²
 67.67 m

66.23 m² 57.65 m

Perimeter40.56
11.60
9.04

86.50 m² 61.57 m

 Area
 Perimeter

 67.58
 39.92

 12.58
 16.84

 4.79
 9.06

 84.95 m²
 65.82 m

Perimeter 39.92 16.84 8.46

Unit '02' Areas

 Ground Floor
 Area

 Unit 02 Floor
 67.58

 Unit 02 Alfresco
 12.58

 Unit 02 Store
 4.79

Unit '03' Areas

Unit '04' Areas

Unit '05' Areas

Unit '06' Areas

Unit '07' Areas

Unit 07 Store 4.51

Unit '08' Areas

Unit '10' Areas

Unit '11' Areas

Unit '12' Areas

Upper Floor Area

Unit 12 Floor 72.86

Unit 12 Balcony 10.81

Unit 12 Store 5.17

Unit 12 Store



Lot Area (Truncation

Total Lot Area

R-Code Zoning Site Coverage

Site Coverage

Open Space

Plot Ratio Total Floor Area

Plot Ratio

= 233.94m²

Total Lot Area

(Including unenclosed covered areas)

Total GF Building Area = 681.25m²

(Allowed Open Space = 45%)

(Allowed Plot Ratio = 0.6) **Landscaping Calculations** Total Area within Street Setback

Landscaping inside Street Setback = 172.09m² = 73.56%

= R20/R40

= 48.7%

= 51.3%

= 834.62m² = 1397.97m²

= 0.597

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© Copyright 2017	City of Joondalup	Drn Description Revisions/Variations	Checked Date
Email : claudio@borniadesign.com.au	Lot 125 (#1) & Lot 126 (#3) Chipala Court, Edgewater	CB Planning Drawings	CB 29/05/
Mobile : 0422 044 465	Lot 125 (#1) 8 Lot 124 (#2) Chinala Court Edgowator	CB Planning Amendments	CB 24/07/
	Job Address:	CB Council Amendments 1	CB 19/01/
BUILDING DESIGN PLANNING DOCUMENTATION		CB Council Amendments 2	CB 06/03/
	Longscorp	CB Council Amendments 2	CB 06/03
	Client:	CB JDRP Amendments	CB 15/05/
		CB JDRP Amendments	CB 15/11,
the state of the s	Ground Floor Plan	CB 24/12/18 - JDRP Amendments CB 22/11/18 - JDRP Amendments	CB 07/01 CB 23/11



 Unit '01' Areas

 Ground Floor
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 Perimeter

 Unit 01 Floor
 76.56
 44.86

 Unit 01 Alfresco
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 Unit 01 Store
 6.12
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 Unit 03 Alfresco
 12.58
 16.84

 Unit 03 Store
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 8.46

 84.44 m²
 65.22 m

 Area
 Perimeter

 67.58
 39.92

 12.58
 16.84

 4.79
 9.06

 84.95 m²
 65.82 m

40.13 12.00 9.48

Unit '02' Areas

Unit '03' Areas

Unit '04' Areas

Unit '05' Areas

Unit '06' Areas

Unit '07' Areas

Unit 07 Store 4.51 Unit '08' Areas

Unit '10' Areas

 Ground Floor
 Area

 Unit 05 Floor
 74.21

 Unit 05 Alfresco
 8.52

Unit 05 Store 5.42 9.48 88.15 m² 61.61 m

 Upper Floor
 Area
 Perimeter

 Unit 07 Floor
 70.75
 39.14

 Unit 07 Alfresco
 11.24
 13.61

 Unit 07 Store
 4.51
 8.82

 Upper Floor
 Area
 Perimeter

 Unit 08 Floor
 64.99
 39.08

 Unit 08 Balcony
 14.70
 18.21

 Unit 08 Store
 4.90
 9.18

 84.59 m²
 66.47 m

 Unit '09' Areas
 Area
 Perimeter

 Upper Floor
 64.72
 39.08

 Unit 09 Balcony
 14.70
 18.21

 Unit 09 Store
 4.16
 8.40

 83.58 m²
 65.69 m

 Upper Floor
 Area
 Perimeter

 Unit 10 Floor
 73.61
 45.02

 Unit 10 Balcony
 14.58
 15.96

 Unit 10 Store
 4.28
 8.60

 92.47 m²
 69.58 m

Unit '11' Areas

Upper Floor Area Perimeter

Unit 11 Floor 74.15 37.88

Unit 11 Balcony 11.22 13.74

Unit 11 Store 4.72 8.97

90.09 m² 60.59 m

<u>U1 - 12 Total Area = 1033.16m²</u>

 Additional Areas

 Upper Floor
 Area
 Perimeter

 Upper Floor W...
 75.23
 99.16

 Stairs 2
 7.90
 11.74

 Stairs 1
 4.16
 9.72

 87.29 m²
 120.62 m

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The amount of planting in the

Landscaped areas are shown indicative only. The amount of planting subject to change to comply with council's requirements.

<u>Note</u>

All Laundry areas to be

mechanically ventilated as per NCC requirements)

All external air-con

units to be hidden/screened

from view of adjoining

properties and streetscape

 Area
 Perimeter

 72.86
 44.40

 10.81
 13.72

 5.17
 9.55

 88.84 m²
 67.67 m

Unit '12' Areas

Upper Floor Area

Unit 12 Floor 72.86

Unit 12 Balcony 10.81

Unit 12 Store 5.17

Unit 12 Store

 Ground Floor
 Area

 Unit 02 Floor
 67.58

 Unit 02 Alfresco
 12.58

 Unit 02 Store
 4.79



CB 24/12/18 - JDRP Amendm
CB 22/11/18 - JDRP Amendm
CB JDRP Amendments
CB JDRP Amendments First Floor Plan Client : CB Council Amendments 2
CB Council Amendments 2
CB Council Amendments 2
CB Council Amendments 1
CB Planning Amendments
CB Planning Drawings
Dm Description Jonescorp BUILDING DESIGN | PLANNING | DOCUMENTATION Job Address: Mobile: 0422 044 465 Email: claudio@borniadesign.com.au Lot 125 (#1) & Lot 126 (#3) Chipala Court, Edgewater City of Joondalup © Copyright 2017

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Lot Area = 1380m² (Truncation = 17.97m²) Total Lot Area = 1397.97m² R-Code Zoning = R20/R40 Site Coverage
Total GF Building Area = 681.25m² (Including unenclosed covered areas) = 48.7% Site Coverage = 51.3% Open Space (Allowed Open Space = 45%) Plot Ratio Total Floor Area = 834.62m² Total Lot Area = 1397.97m² = 0.597 Plot Ratio (Allowed Plot Ratio = 0.6)

Landscaping Calculations Total Area within Street Setback = 233.94m² Landscaping inside Street Setback = 172.09m² = 73.56%



2 WEST ELEVATION



3 NORTH ELEVATION (APALIE TRAIL)



4 EAST ELEVATION (CHIPALA COURT)

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© Copyright 2017	City of Joondalup	Drn Description Revisions/Variations	Checked	d Date
•	, , , , ,	CB Flaming Drawings	СВ	29/05/1
Mobile: 0422 044 465	Lot 125 (#1) & Lot 126 (#3) Chipala Court, Edgewater	CB Planning Amendments	СВ	24/07/1
	Job Address :	CB Council Amendments 1	СВ	19/01/1
BUILDING DESIGN PLANNING DOCUMENTATION	Johnson	CB Council Amendments 2	СВ	06/03/1
	lonescorp	CB Council Amendments 2	СВ	06/03/1
	Client:	CB JDRP Amendments	СВ	15/05/
		CB JDRP Amendments	СВ	15/11/
	Elevations	CB 22/11/18 - JDRP Amendments	CB	23/11/
	Elever Pares	CB 24/12/18 - JDRP Amendments	CB	07/01/



Chipala Court 3D Perspective A



Chipala Court 3D Perspective A



Chipala Court 3D Perspective (with landscaping)



Chipala Court 3D Perspective (no landscaping)



Chipala Court 3D Perspective (no landscaping)



Communal Open Space/Carparl 3D Perspective A



Communal Open Space/Carparl 3D Perspective B



Communal Open Space/Carparl 3D Perspective C

Commun	ai Open Space/Carpan 3D Perspective C		
	3D Perspectives	CB 24/12/18 - JDRP Amendments CB 22/11/18 - JDRP Amendments	
	Client:	CB JDRP Amendments CB JDRP Amendments	
BUILDING DESIGN PLANNING DOCUMENTATION Mobile: 0422 044 465		CB Council Amendments 2 CB Council Amendments 2	
	Job Address:	CB Council Amendments 1 CB Planning Amendments	
Email : claudio@borniadesign.com.au	Lot 125 (#1) & Lot 126 (#3) Chipala Court, Edgewater City of Joondalup	CB Planning Drawings Drn Description	
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	LANDSCAPING LEGEND					
	Symbol	Description	Size of Plant	Amount		
A		Dianella Caerulea (Cassa Blue)	50cm - 80cm High 50cm - 80cm Wide	As per council requirements		
В		Liriope evergreen giant	50cm - 80cm High 50cm - 80cm Wide	As per council requirements		
С		Dampiera diversifolia	10cm High	As per council requirements		
D		Leptospermum foreshore	50cm High (5L)	As per council requirements		
E	(inches)	Westringia Dampieri	<1m Shrub	As per council requirements		
F		Alyogyne Huegelii (Lilac Hibiscus)	1-3m Shrub	As per council requirements		
G		Madagascar Jasmine (Stephanotis Floribunda)	Up to 2.5m H x 2.5m W	As per council requirements (C.O.S, Entry, UF Walkway)		
н		Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)	up to 4m - 6m high	2		
ı		Sapium Sebiferum (Chinese Tallow)	up to 5m - 7m high	19		
J		Crimson Spire 'Flowering Cherry Plum' Prunus spp	30L 5m High	3		
K		Pyrus Ussuriensis (Manchurian Pear)	up to 5m - 7m high	10		
		Existing Tree to b Subject to further investion	e retained; gation with the City	1-2		
		Turfed Area				
		Paved Area				

NOTE:
- 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

























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		CB JDRP Amendments	CB 25/11/18
	Client:	CB JDRP Amendments	CB 15/05/18
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Mobile: 0422 044 465	Job Address :	CB Council Amendments 1	CB 19/01/18
Email : claudio@borniadesign.com.au	Lot 125 (#1) & Lot 126 (#3) Chipala Court, Edgewater	CB Planning Amendments	CB 24/07/17
	, , , , ,	CB Planning Drawings	CB 29/05/17 Checked Date
	City of Joondalup	Drn Description Revisions/Variations	Checked Date
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JONESCORP PTY LTD

LOT 125 (#1) and Lot 126 (#3) CHIPALA COURT, EDGEWATER PROPOSED RESIDENTIAL APARTMENTS TRAFFIC REVIEW

December 2018



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

Issued on	13 December 2018	Amendment	Date
Version	V2A	A plan amended	11/4/18
Reference	972	V2/A Parking amendments	7-12-18



1. EXECUTIVE SUMMARY

- 1.1. Riley Consulting has been commissioned by Jonescorp Pty Ltd to consider the traffic and transport impacts of developing 12 residential apartments on Lots 125 and 126 (Nos 1 and 3) Chipala Court, 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 78 vehicle movements per day. The development is shown to increase local traffic by about 58 movements per day and 6 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. Assessment of the development impact to local access is shown to have no significant traffic impact.
 - 1.1.3. Residential parking in accordance with the R-codes and AS2890.1 is provided.
 - 1.1.4. On-street parking bays provide an appropriate level of visitor parking.
 - 1.1.5. The development has reasonable public transport access. However, a higher traffic generation has been applied to the development to provide a robust assessment.

2. INTRODUCTION AND BACKGROUND

- 2.1. Riley Consulting has been commissioned by Jonescorp Pty Ltd to assess the proposed development of 12 residential apartments at 1-3 Chipala Court, Edgewater.
- 2.2. The subject land is on the corner of Chipala Court and Apalie Trail, which are both residential culs de sac.
- 2.3. Chipala Court is classified as a local access street in the Main Roads Functional Road Hierarchy. It is constructed with a road pavement of about 6.5 metres. No footpaths are provided, although with the no-through road nature of the locality, on-street walking could be considered acceptable.
- 2.4. Apalie Trail is also classified as a local access street in the Main Roads Functional Road Hierarchy. It is constructed with a road pavement of about 7.5



- metres. Again no footpaths are provided, although with the no-through road nature of the locality, on-street walking could be considered acceptable.
- 2.5. Traffic data is not available for Chipala Court 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. The local area is effectively a large cul-de-sac with about 70 dwellings. Pedestrian access is constrained and the higher level of trip generation can be expected.
- 2.6. Based on the application of 10 trips per dwelling per day the precinct can be expected to generate up to 700 vehicles movements per day (vpd). Local streets would be expected to carry the following:

Chipala Court 110vpd Apalie Trail 350vpd

Garrong Close 700vpd (at Edgewater 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 the traffic flows would be restricted to 3,000vpd to protect residential amenity. Chipala Court with a reduced pavement would be restricted to no more than 1,000vpd.
- 2.8. Reference to the MRWA crash data shows no crashes occurring at adjacent intersections.
- 2.9. Figure 1 shows the location of the subject site and Figure 2 shows an aerial image of the locality.



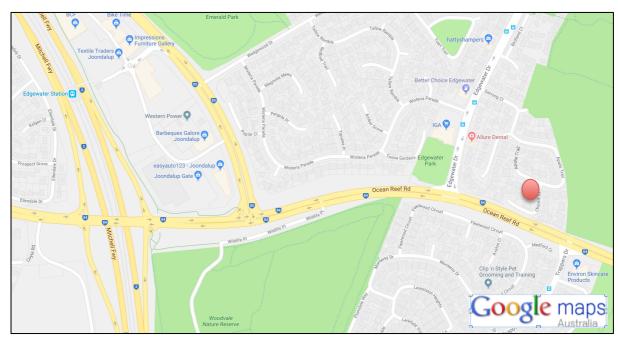


Figure 1 Site Location



Figure 2 Aerial Image



3. TRAFFIC GENERATION

- 3.1. Two standard suburban dwellings presently occupy the site. The existing houses would be expected to generate 10 vehicle movements per day. As has been identified, the reduced ability of walking in the locality would indicate that the higher trip rate should be applied.
- 3.2. 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 2 bed dwelling per day. 3 bed dwellings are noted to have a daily traffic generation up to 6.5 trips per dwelling. During the peak periods 10% of the daily demand is expected.
- 3.3. The site is located in an established suburban area and approximately 1.2km from Edgewater railway station. As the locality is restricted in pedestrian access, the RTA trip rate for 3 bed dwellings is applied (6.5 trips per dwelling).
- 3.4. The development comprises of 12 residential units and based on the RTA trip rate of 6.5 trips per dwelling per day, the site would generate up to 78 vehicle movements per day with about 8 peak hour movements.
- 3.5. The proposed development can be expected to increase local traffic flows by (78 new trips 20 existing trips) up to 58 vehicle movements per day. Table 1 provides a summary of the traffic generation.

Table 1 Forecast Traffic Movements

Use	Daily	AM	PM
Existing 2 Dwellings	-20	-2	-2
12 Apartments	78	8	8
Forecast Traffic Increase	+58vpd	+6 trips	+6 trips

4. TRAFFIC IMPACTS

- 4.1. 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.
- 4.2. The WAPC *Transport Assessment Guidelines for Developments* advises that low impact developments would not normally require any assessment.



- 4.3. It can be seen that the proposed development of 12 apartments generating an increase of about 6 peak hour movements would be considered to cause no material traffic impact.
- 4.4. The level of traffic increase will not result in any local street operating in a manner contrary to its function.
- 4.5. It is calculated that up to 800vpd could use Garrong Close to access Edgewater Drive. MRWA traffic data indicates 4,976vpd on Edgewater Drive north of Ocean Reef Road. With a peak demand of 80 side road vehicles and 500 major road vehicles Austroads table 4.1 indicates uninterrupted flow conditions would prevail. Under such conditions, Austroads advises that no formal assessment is warranted. The proposed development will have no peak hour traffic impact.

5. PARKING

- 5.1. Appendix A shows the ground floor plan of the proposed development. 15 parking bays are provided internally for residents with one visitor bay. Four additional visitor bays are provided on Chipala Court and one on Apalie Trail.
- 5.2. The site is located within 250 metres of bus routes 465 and 466 which provide five buses during each peak period and meets the R-code requirements of a high frequency service. The site is therefore deemed to require parking under Location A of one bay per unit.
- 5.3. Appendix A shows 15 bays are provided within the on-site car park and one visitor bay. Four visitor bays are provided to Chipala Court and one to Apalie Trail. With at least one bay per unit and 4 visitor bays, the development complies with the parking requirements of the R-Codes.
- 5.4. Parking bays of 2.4 metres by 5.4 metres are provided with an aisle of 6.0 metres. Appropriate widening of the end bay (bay 8) has been provided. Swept path analysis has been undertaken of bay 8 (refer Appendix B). It is noted that for a B99 vehicle (Landcrusier sized vehicle) reversing into the bay can be undertaken in a single manoeuvre. To drive forward into the bay may require a minor reversing movement. Whilst the access to bay 8 may not be as convenient as other bays, it is most likely that residents would not have large cars. A small car can access the bay in a normal manner.
- 5.5. It is considered that with 3 bays over the R-codes resident parking requirement, the reduced convenience of bay 8 is not an issue.



- 5.6. The parking bays accord with the requirements of AS2890.1 for residential uses.
- 5.7. Access to the internal car park is taken from Chipala Court and uses a single lane driveway. The level of traffic generated by the car park is less than 30 vehicle movements in any hour and under AS2890.1 a single lane access is permissible.
- 5.8. A passing place is provided internally within the car park aisle. A clear line of sight exists between the car park and Apalie Trail
- 5.9. It is considered that as Chipala Court is a cul-de-sac the AS2890.1 requirement for a passing place at the entry need not be applied. Chipala Court would have a peak demand of about 12 vehicle movements and a vehicle waiting to access the development driveway if another vehicle is departing would not cause a significant impact to through traffic using Chipala Court. The reduction of the driveway width would provide a better streetscape and may be applied at the discretion of the City of Joondalup.
- 5.10. Visibility for the proposed crossover is 40 metres in both directions and is in accordance with the minimum requirements of AS2890.1 for residential crossovers.
- 5.11. The concept plan attached at Appendix A indicates visitor parking embayments to Chipala Court and Apalie Trail adjacent to the proposed development. The residential design codes (R-Codes) suggest that 4 visitor parking bays should be provided. Normally visitor parking is to be provided within the development, but with secure resident parking, visitors will always park on-street. Therefore the proposal to provide six on-street parking bays as part of the development is a more practical outcome.

6. SERVICING

- 6.1. Garbage collection is expected to be provided by the City of Joondalup and may utilise on-street collection. The location of the bin store provides easy access for bins to be placed on-street. A hard stand is provided on the verge for bin collection.
- 6.2. Garbage collection is already provided to Chipala Court.
- 6.3. Other deliveries may utilise on-street parking bays.



7. PUBLIC TRANSPORT, WALKING AND CYCLING ACCESS

- 7.1. Bus stops are located on Edgewater Drive approximately 300 metres from the subject site. Acceptable walking using existing alleys is available. A pedestrian median is provided to Edgewater Drive adjacent to the bus stops and will significantly improve pedestrian crossing ability and safety.
- 7.2. Routes 465 and 466 provide 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.
- 7.3. There are limited cycling facilities in the locality. Edgewater Drive and Trapper Drive (south of Ocean Reef Road) have wider pavements of 9+ metres with a painted median. These streets would provide a safer cycling environment.
- 7.4. Approximately 1.2km south of the subject site is the Greenwood local centre and tavern. The centre and tavern are within a reasonable walking distance, although crossing Ocean Reef Road could be problematic with current demands of 51,000vpd.
- 7.5. A footpath is provided to the south side of Ocean Reef Road and footpaths are provided to Trappers Drive.

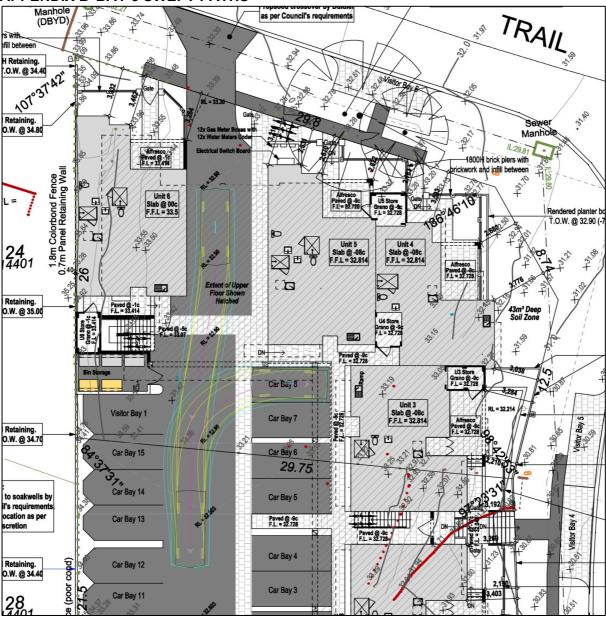


APPENDIX A GROUND LEVEL PLAN (refer to DA)

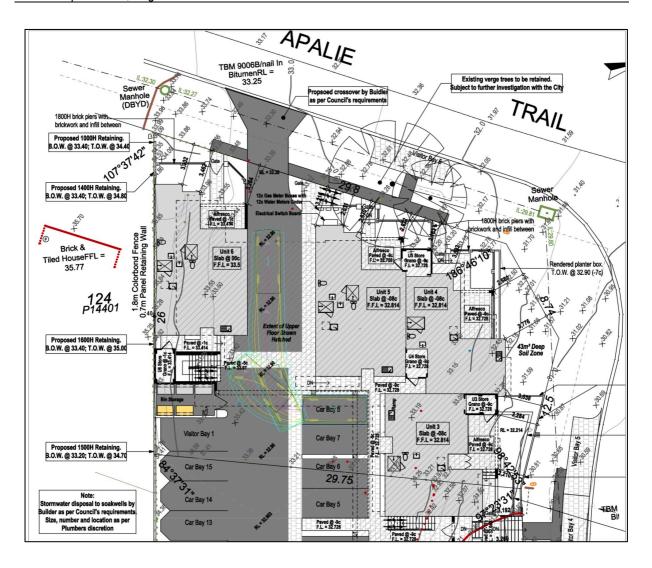




APPENDIX B BAY 8 SWEPT PATHS







CF Town Planning & Development

Waste Management Plan

Proposed Twelve (12) Multiple Dwellings Lot 125 & 126 (Nos.1 & 3) Chipala Court, Edgewater

City of Joondalup



Prepared for:

Jonescorp Pty Ltd

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

November 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 twelve (12) new multiple dwellings on Lots 125 & 126 (Nos.1 & 3) Chipala Court, Edgewater.

Under the terms of the City's Local Planning Scheme No.3, the subject land is classified 'Residential' zone with a density coding of R20/40. The development application for subject land proposes the construction of twelve (12) new multiple dwellings, with the following configuration:

- i) One (1) single bedroom dwellings, with one (1) bathroom;
- ii) Four (4) two bedroom dwellings, with one (1) bathroom; and
- iii) Seven (7) two bedroom dwellings, with two (2) bathrooms.

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 twelve (12) 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 on-site bin pick-up location and avoid impacting traffic safety and movements along both Chipala Court and Apalie 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) One (1) single bedroom dwelling; and
- ii) Eleven (11) two bedroom dwellings.

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 (One Unit)

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

Two Bedroom Dwelling (Eleven Units)

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

In light of the above requirements, the proposed development on the subject land will generate the following waste per week:

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

Bin Type

The City of Joondalup are rolling out a revised waste collection program in January 2019 that will replace the current there (3) 240 litre bins (per dwelling) for multiple dwelling type developments As such, the City have adopt the use of 660 litre mobile bins for such developments that will be collected on-site by the City's contractor (Suez) with a rear loading truck equipped with a reverse camera system (see Figure 1 & 2).

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 twelve (12) multiple dwellings on the land.

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.

/ehicle specificat	ions
Overall length	8.0m
Overall width	2.5m
Height (travel)	3.4m
Height (in operation)	3.4m
Weight (vehicle only)	13.0t
Weight (payload)	9.5t
Turning circle	25.0m



Figure 1 – Rubbish truck & specifications to be adopted for the development

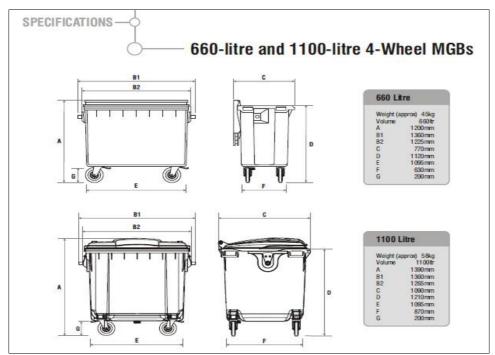


Figure 2 - Bin Type

Collection Frequency and Provider

The City of Joondalup is the rubbish collection service provider (also via its contractor – Suez), with the following collection services being provided to residential within the new development on the subject land:

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

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

Adequate clearance has been provided to accommodate the height of the rubbish truck (i.e. 3.4 metres) under the dwelling that will be constructed over the vehicular access area. On collection day, the truck will be stationary for a short period of time, with collection time being out side of the peak vehicle movement periods for the complex (i.e. peak periods are estimated to be before 9am and after 3pm daily). Given this, it is expected that there will be little disruptions to the on-site vehicle movements experienced during the weekly rubbish pick-up period.

Location, size and features of bin storage area

Bin storage area will be located within the property boundaries (against a large retaining wall along the western side boundary) abutting the entry point of the development and abutting the car parking/vehicle access area. The bin store will be located abutting the common driveway area, with easy access from the front Apalie Trail to facilitate the City's rubbish truck. It is proposed that the City's rubbish collection truck will enter the site in a reserve gear and exit is a forward gear (see Appendix 3 – Site Development Plan).

The location of the bin store will allow for a buffer between the bin store area and the adjoining properties (the level difference between the bin store and the adjoining property is significant – approximately 2 metres). Furthermore, the bin storage area will also be located away from the dwellings within the development.

The proposed location of the bin storage area will:

- i) Minimise odour levels impacting on the occupants of the development;
- ii) The bin store is located away from any habitable rooms of the existing dwelling on the adjoining western property (i.e. abuts a garage and retaining wall);
- iii) Provide easy access to all future occupants of the development; and
- iv) 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;
- The bin storage area will be secure and screened from the future occupants of the development.
- Adequate on-site collection area (see Appendix 3 Site Development Plan).

Noise, odour& minimizing landfill

It is anticipated that the location of the bin storage area within the development will provide easily 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 within the subject land, away from any dwellings, abutting the common driveway and abutting a retaining wall. The adjoining western property comprises a level some 2 metre higher than the bin store, with the adjoining property comprising a garage adjacent to the bin store on the subject land. 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.

Odour

Strategies to minimize odour are:

- Locating the common bin storage area along the common driveway of the new development and at a lower level than the adjoining western property.
- 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. Chipala Court or Apalie Trial). 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 on a lower level than the adjoining western property (i.e. approximately 2 metres, plus a 1.8 metre high retaining wall above). Given this, the difference in levels provides 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 and will be constructed to minimize any adverse impacts on 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 125 & 126 is 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 3 – Site Development Plan

CF Town Planning & Development

7.7 Apartment Design Principles ('Design WA') - State Planning Policy No.7

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 and JDAP's consideration:

Design Principle	Response		
Context and character "Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place."	A review of the immediate locality has identified that there is no distinct character or heritage value within the area. The current residential built form was constructed in the late 1970's/early 1980's and comprises a selection of single and two storey dwelling, with a number of dwellings being elevated from the street level due to the fall/rise in levels.		
	The abutting streetscape contains an eclectic mix of built form that does not comprise any specific style or character.		
	 The new development is consistent in terms of bulk and scale with other residential development in the locality (i.e. two storey). In addition, the development will provide a townhouse appearance and a roof form (i.e. pitched roof) that is akin to the established dwellings within the immediate locality. 		
	The overall height of the development is consistent with the heights of		



	 the existing development within the immediate locality, including those dwellings elevated from the street level. Overall, the proposed multiple dwelling design reflects upon both the existing suburban built fabric and the anticipated R40 higher density built fabric encouraged by the City's 'Housing Opportunity Area'.
Landscape quality "Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context."	 The landscaping will be provided within the primary street setback area and will assist with softening the appearance of the development, screen the built form of the development and assist with on-site drainage. The extent of landscaping along the side boundaries (in particular the rear boundary) provides a buffer between the proposed development and the adjoining properties. The proposal will assist with removing the existing hardstand within the verge areas and replace it with native landscaping and the planting of street trees. A variety of vegetation is proposed, ranging from shrubs to trees and sufficient space is allowed for trees to grow to a sufficient size to provide canopy cover of the site for the benefit to the local community. The landscaping will provide adequate deep soil zone to accommodate substantial tree growth, therefore allowing for adequate shading and the creation of a comfortable environment. In addition, it is contended that the proposed development will comprise more landscaping and mature trees than the current low density residential development on the land.
Built Form and scale "Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area."	 The proposed development will comprise a 'townhouse' appearance (i.e. individual dwellings) when viewed from the street. The façade will be broken up by multiple elements and articulation, including varied setbacks, minor protrusions and indentations. Given these elements, and the fact that the proposal presents the street with an aesthetic and easily identifiable features, the development is considered to contribute to the existing and desired built character of the streetscape. The proposed development will be of two (2) storey nature, with the car parking area being screened from the public realm. It is also contended that the height of the development reflects other two (2) storey residential developments scattered throughout Edgewater. The proposed development has been designed to utilise existing retaining walls and has cut the rear of the site, therefore having due regards for the current difficult nature of the topography of the land. The development will enhance the existing streetscape by providing an active frontage to both streets, which includes outdoor living areas and balconies for each dwelling orientated towards both Chipala Court and Apalie Trail. The active frontage will assist with improved passive surveillance of the street, along with promoting community interaction. The proposed development will be constructed of high quality materials and finishes that will provide an improved appearance when viewed from the streets.
Functionality and build quality "Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-	 The design of the dwellings within the development are considered to be functional, with large internal living areas that can be used in conjunction with the external living areas. The development will comprise a secure and easily accessible on-site car parking area for the benefit of the future occupants. The development will comprise a clear and definable entry point for the

cycle."	development along with various entry points from the street for individual dwellings on the ground floor.
	 Each dwelling has been provided with sufficient storage, on-site car parking and an outdoor living area of sufficient dimension and width.
	 The development will also be accessible from the outside by those experiencing disabilities or the aged, thereby contributing to housing stock with flexibility and long term functionality.
Sustainability "Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes."	 The proposed development has been designed to have due regard for passive environmental design measures (despite the limitations on the lot orientation) by providing adequate shading through landscaping and covered structures and allow for natural ventilation where possible. All dwellings have been provided with sufficient openings to allow for natural lighting and ventilation of the habitable spaces within each dwelling. The communal open space will have access to north light, whilst providing additional passive surveillance over the on-site car parking area. Adequate landscaping will be provided to accord with water-sensitive design, provide natural shading during the summer months and provide adequate greenery to benefit 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.
Amenity "Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive."	 Each dwelling features an open planned living area which can be used in conjunction with the external living area. This creates a usable internal and external living area that will accommodate the needs of the future occupants of the development, which provides sufficient areas to entertain visitors to each dwelling. Outdoor living areas are considered to be well designed, particularly as they encourage the enjoyment of views and passive surveillance of the streetscape, therefore encouraging connectivity to the public realm and provided improved passive surveillance of the adjacent streets. Adequate landscaping is provided within the side/rear setback areas of the development to provide a green space and buffer with the adjoining properties and to limit any potential impact associated with bulk, scale, visual privacy, noise etc. Adequate storage is also provided for each dwelling, along with a bin storage area located in a position to minimise any impact on the future occupants of the development and allow for easy access by the City's waste management services.
Legibility "Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around."	 The proposed multiple dwelling development is legible in that it provides a distinctive façade and conceals the on-site car parking area from the public realm. The entry into the development is distinguishable, particularly the construction of two clearly definable pedestrian entry points (one on each street) from the public realm. 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.

to limit the extent of hardstand visible from the street and allow for

Safety

"Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use."

- The proposal provides multiple major openings from each dwelling, which face the street, vehicle/pedestrian entrances to the building and the common property area. The shared parking area and associated facilitated such as the stores, bin storage, and private bicycle parking are also hidden from view from the street so as to avoid enticing criminal activity and intrusion.
- The development has been designed to comprise openings orientated towards the street and common areas to minimize any opportunities for concealment and entrapment.
- The develoment has been designed to allow for all vehicles to entry the street in a forward gear, with adequate visual sighlines maintained to provided a safe pedstrian environment.

Community

"Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction."

- The proposed development provides a number of outdoor living areas and main habitable areas which address the streetscape (every dwelling). In addition, the development will comprise a communal open space area located within the confines of the development. Given these factors, the proposed development will encourage social interaction with members of the wider community and between the future occupants of the development.
- 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, with easy access to regional
 open space, a variety of commercial services and a high frequency
 public transport network.
- The diversity of dwellings will provide an opportunity for first homebuyers to locate within the Edgewater locality and foster new families to integrate within the community.

Aesthetics

"Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses."

- Aesthetics of the proposed street facing facades is highly demonstrated by the use of a variety of materials and renders, varied setbacks, balconies and major openings of varying sizes.
- The proposed façade to both Apalie Trail and Chipala Court provides visual interest and is an active frontage that provide a connection between the public realm and the private realm within the residential complex.
- 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 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. The impressive façade design will appeal to all passers-by and engage interest from the public realm.



Environmentally Sustainable Design - Checklist

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

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

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

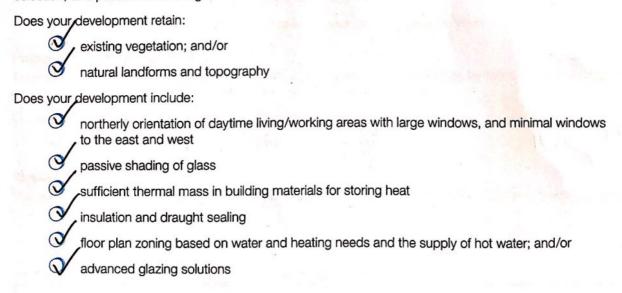
This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

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

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

Siting and structure design efficiency

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



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can include	the use of renewable energy and low energy technologies.
Do you inte	nd to incorporate into your development:
0,	renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
Ø,	low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
0	natural and/or fan forced ventilation
Water efficients of technologies	ntally sustainable design aims to reduce water use through effective water conservation measures ecycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient
Does your o	development include:
0	water reuse system(s) (e.g. greywater reuse system); and/or
0	rainwater tank(s)
Do you inte	nd to incorporate into your development:
A	water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)
Considerati	efficiency Intally sustainable design aims to use materials efficiently in the construction of a building. In it is given to the lifecycle of materials and the processes adopted to extract, process and transport as site. Wherever possible, materials should be locally sourced and reused on-site.
Does your	evelopment make use of:
9	recycled materials (e.g. recycled timber, recycled metal, etc)
0	rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
0,	recyclable materials (e.g. timber, glass, cork, etc)
9	natural/living materials such as roof gardens and "green" or planted walls
Environmen	quality enhancement Intally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic s (VOCs) and other air impurities such as microbial contaminants.
Do you inte	nd to incorporate into your development:
Ø	low-VOC products (e.g. paints, adhesives, carpet, etc)
'Green' Ra Has your pr	roposed development been designed and assessed against a nationally recognised "green" rating tool? ,Yes No
If yes, pleas	se indicate which tool was used and what rating your building will achieve:
If yes, pleas	se attach appropriate documentation to demonstrate this assessment.

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Environmentally sustainable design aims to reduce energy use through energy efficiency measures that

Energy efficiency

If you have not incorporated or do design into your development, ca	o not intend to incorp	oorate any of the p	principles of environ	mentally sust	tainable
dedigit into your development, ou	ar you ton do may.				
4					
				w	13 190
Is there anything else you wish to	tell us about how yo	ou will be incorpor	ating the principles	of environme	entally
sustainable design into your deve	elopment:				
When you have checked off yo	our checklist, sign b	elow to verify yo	u have included a	I the inform	ation
necessary to determine your a	pplication.				
	sheeklist to opeuro	vour application	is proceed as	wiekly as n	ossible
Thank you for completing this	checklist to ensure	your application	is processed as t	duickly as be	ossible.
	1	7	_ Contact Number		
Applicant's Full Name:	111		_ Contact Number	al	
	1/1/24	\rightarrow .		10/01	1/18
Applicant's Signature:			_ Date Submitted	1: 10/04	110
Accepting Officer's Signature:					
Checklist Issued: March 2011					

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Meeting No.219 12 July 2018

Minutes of the Metro North West Joint Development Assessment Panel

Meeting Date and Time: 12 July 2018; 9:00am **Meeting Number:** MNWJDAP/218

Meeting Venue: Department of Planning Lands and Heritage

140 William Street, Perth WA

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)

Ms Sheryl Chaffer (Deputy Presiding Member)

Mr Fred Zuideveld (Specialist Member)

Item 8.1

Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)

Cr Philippa Taylor (Local Government Member, City of Joondalup)

ltem 9.1

Cr Giovanni Italiano (Local Government Member, City of Stirling)

Cr David Boothman (Local Government Member, City of Stirling)

Officers in attendance

Item 8.1

Mr Tim Thornton (City of Joondalup)

Mr Ryan Bailey (City of Joondalup)

Mr Chris Leigh (City of Joondalup)

Item 9.1

Mr Chris Fudge (City of Stirling)

Ms Giovanna Lumbaca (City of Stirling)

Mr Greg Bowering (City of Stirling)

Minute Secretary

Ms Andrea Dawson (Department of Planning, Lands and Heritage)

Applicants and Submitters

Item 8.1

Mr Carlo Famiano (CF Town Planning & Development)

Ms Beth Hewitt

Item 9.1

Mr Murray Casselton (Element)

Mr Mike Davis (Element)

Karenbah.

Members of the Public / Media

There were 14 members of the public in attendance. Ms Taylor Brown from Community News was in attendance.

1. Declaration of Opening

The Presiding Member declared the meeting open at 9:00am on 12 July 2018 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

The Presiding Member, announced the meeting would be run in accordance with the DAP Standing Orders 2017 under the *Planning and Development* (Development Assessment Panels) Regulations 2011.

The Presiding Member advised that in accordance with Section 5.16 of the DAP Standing Orders 2017 which states 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.', the meeting would not be recorded.

2. Apologies

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

DAP members noted that signed minutes of previous meetings are available on the DAP website.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of Interests

DAP Member, Cr Christine Hamilton-Prime (City of Joondalup), declared an impartiality interest in item 8.1. Presenter Ms Beth Hewitt is known to Cr Christine Hamilton-Prime.

In accordance with section 4.6.1 and 4.6.2 of the DAP Standing Orders 2017, the Presiding Member determined that the member listed above, who had disclosed an impartiality interest, was permitted to participate in discussion and voting on the items.



7. Deputations and Presentations

- **7.1** Ms Beth Hewitt addressed the DAP against the application at Item 8.1 and responded to questions from the panel.
- **7.2** Mr Carlo Famiano (CF Town Planning & Development) addressed the DAP in support the application at Item 8.1 and responded to questions from the panel.
- **7.3** The City of Joondalup addressed the DAP in relation to the application at Item 8.1 and responded to questions from the panel.

The presentations at Items 7.1-7.3 were heard prior to the application at Item 8.1

- **7.4** Mr Mike Davis (Element) addressed the DAP in support the application at Item 9.1 and responded to questions from the panel.
- **7.5** The City of Stirling addressed the DAP in relation to the application at Item 9.1 and responded to questions from the panel.

The presentations at Items 7.4-7.5 were heard prior to the application at Item 9.1

PROCEDURAL MOTION

Moved by: Ms Karen Hyde **Seconded by:** Cr Christine Hamilton-Prime

That the application at Item 9.1 be heard prior to the application at Item 8.1.

REASON: The panel members deemed it appropriate to allow the minor amendment application at Item 9.1 to be determined prior to the new application at Item 8.1.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

8. Form 1 – Responsible Authority Reports – DAP Application

8.1 Property Location: Lot 125 (1) & 126 (3) Chipala Court, Edgewater

Development Description: Fourteen (14) Multiple Dwellings

Applicant: Mr Carlo Famiano (CF Town Planning &

Development)

Owner: Ms Margaret Lee, Mr Naim Royden Jones &

Mr Peter Lee

Responsible Authority: City of Joondalup DAP File No: DAP/18/01400



REPORT RECOMMENDATION

Moved by: Cr Philippa Taylor **Seconded by:** Cr Christine Hamilton-Prime

That the Metro North-West JDAP resolves to:

Refuse DAP Application reference DAP/18/01400 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 (c) of the *Planning and Development* (Local Planning Scheme) Regulations 2015, the proposed development does not meet the 'deemed-to-comply' provisions or the 'design principles' of clause 6.1.1 Building size of State Planning Policy 3.1: Residential Design Codes of Western Australia, as the bulk and scale of the development is considered to have a negative impact on the amenity of immediately surrounding land owners. The excessive bulk and scale of the development is considered to be a product of the building height (as viewed from Chipala Court), reduced street setbacks, reduced open space, and retaining and fill exceeding a metre between Chipala Court and the building.
- 2. In accordance with Schedule 2, clause 67 (c) of the *Planning and Development* (Local Planning Scheme) Regulations 2015, the proposed development does not meet the 'deemed-to-comply' provisions or the 'design principles' of clause 6.1.2 Building height of State Planning Policy 3.1: Residential Design Codes of Western Australia, as the over height development is considered to have an adverse impact on the amenity of eastern adjoining properties and the Chipala Court streetscape as it has not been designed to reduce the perception of height through appropriate design measures.
- 3. In accordance with Schedule 2, Clause 67 (c) of the *Planning and Development* (Local Planning Scheme) Regulations 2015, the proposed development does not meet the 'deemed-to-comply' provisions or the 'design principles' of clause 6.2.3 Sightlines of State Planning Policy 3.1: Residential Design Codes of Western Australia, as the vehicular sightlines provided to the Chipala Court vehicle access point are obstructed by the retaining on the southern boundary, which compromises the safety and visibility of the vehicle access way.
- 4. In accordance with Schedule 2, Clause 67 (c) of the *Planning and Development* (Local Planning Scheme) Regulations 2015, the proposed development does not meet the 'deemed-to-comply' provisions or the 'design principles' of clause 6.3.3 Parking of State Planning Policy 3.1: Residential Design Codes of Western Australia, as the car parking provided on-site is inadequate based on the expected demand to be generated by the 14 multiple dwellings.
- 5. In accordance with Schedule 2, Clause 67 (c) of the *Planning and Development* (Local Planning Scheme) Regulations 2015, the proposed development does not meet the 'deemed-to-comply' provisions or the 'design principles' of clauses 6.3.7 Site works of State Planning Policy 3.1: Residential Design Codes of Western Australia, as:



- 5.1 The fill and associated retaining walls to a maximum height of 1.728 metres are not considered minimal and do not respect the ground levels at the boundary of the site as viewed from the street (Chipala Court).
- 5.2 The resultant bulk of the fill and associated retaining walls exacerbates the impact of the discretions also being sought in relation to clauses 6.1.1 Building size, 6.1.2 Building height, 6.1.3 Street setbacks and 6.1.5 Open space.
- 6. 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 the 'deemed-to-comply' provisions or the 'design principles' of clause 6.1.3 Street setbacks of the City's Residential Development Local Planning Policy as the proposed street setbacks to Apalie Trail and Chipala Court, do not contribute to the desired streetscape, are not appropriate to the site's location and do not respect adjoining development and existing streetscape.
- 7. In accordance with Schedule 2, Clause 67 (m) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the development is not compatible with its setting and relationship to other development/land within the locality, as the eastern elevation of the development will impact on the amenity of surrounding landowners due to its bulk, scale, height, reduced setbacks and design.
- 8. In accordance with Schedule 2, Clause 67 (n) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the development is not considered to maintain the amenity of the established residential area as the bulk, scale and height of the development is inconsistent with and adverse to the existing character of the locality.
- 9. In accordance with Schedule 2, Clause 67 (s) of the *Planning and Development* (Local Planning Scheme) Regulations 2015, the proposed means of vehicle access and parking is not adequate in respect to the car parking bay shortfall for residents.
- 10. There are concerns regarding the individual areas of discretion being sought, as outlined in reasons for refusal 1 to 9 above. Additionally, when the issues identified are considered cumulatively, the areas of discretion being sought indicate that the extent of proposed development is over-development and greater than what the site should accommodate.

REASON: In accordance with details contained in the Responsible Authority Report.

The Report Recommendation was put and CARRIED UNANIMOUSLY.

Karen bah.