Government of **Western Australia**
Development Assessment Panels

Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 5 March 2019, 10:00 AM
Meeting Number: MNWJDAP/246
Meeting Venue: City of Joondalup
90 Boas Avenue, Joondalup

Attendance

DAP Members

Ms Sheryl Chaffer (A/Presiding Member)
Mr Chris Antill (A/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 Ryan Bailey (City of Joondalup)
Mr Chris Leigh (City of Joondalup)

Minute Secretary

Ms Wendy Cowley (City of Joondalup)

Applicants and Submitters

Item 8.1
Mr Jarrad Sizer (Helm Living)
Mr Brad Kelly (Helm Living)
Mr Lindsay Allen (DMG Australia)
Mr Scott Vincent (Planning Solutions)
Ms Nannette Brammer
Mr Jon Summers

Item 10.1
Mr Naim Jones (Jonescorp Pty Ltd)
Mr Carlo Famiano (CF Town Planning & Development)
Mr John Marchant

Members of the Public / Media

Nil

1. Declaration of Opening

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

2. Apologies

Ms Karen Hyde (Presiding Member)

3. Members on Leave of Absence

Panel member, Ms Karen Hyde, Presiding Member has been granted leave of absence by the Director General for the period of 30 January 2019 to 28 March 2019 inclusive.

4. Noting of Minutes

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

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Member	Item	Nature of Interest
Ms Sheryl Chaffer	10.1	Impartiality Interest - The applicant has stated that this development is intended to be in partnership with the Department of Communities Opening Doors Shared Equality Scheme (Land & Housing). Ms Chaffer's daughter is employed by the Department of communities but does not have any involvement with the above scheme or land and housing.

7. Deputations and Presentations

7.1 Ms Nannette Brammer presenting against the application at Item 8.1. The presentation will address concerns relating to certain design elements present in the development application.

7.2 Mr Jon Summers presenting against the application at Item 8.1. The presentation will address building heights, design codes and planning policies.

7.3 Mr Lindsay Allen (DMG Architecture) presenting in support of the application at Item 8.1. The presentation will address the architectural design features of the development, in support of the proposal.

7.4 Mr Jarrad Sizer (Helm Living) presenting in support of the application at Item 8.1. The presentation will address the community consultation process and related design response, in support of the proposed variations to the LDP.

7.5 Mr John Marchant presenting against the application at Item 10.1. The presentation will address the impact on neighbouring properties and the community.

7.6 Mr Joseph Zampogna presenting against the application at Item 10.1. The presentation will address privacy, noise, traffic and parking issues.

7.7 Mr Carlo Famiano (CF Town Planning & Development) presenting in support of 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 A/Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1

Property Location:	Portion of 9040 (34) Kallatina Drive, Iluka
Development Description:	24 Multiple Dwellings
Applicant:	Helm Living Pty Ltd
Owner:	Davidson Pty Ltd and Roman Catholic Archbishop
Responsible Authority:	City of Joondalup
DAP File No:	DAP/18/01544

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

Nil

10. Appeals to the State Administrative Tribunal

10.1

Property Location:	Lot 33 and Lot 34 Tuart Trail, Edgewater
Development Description:	Fourteen (14) Multiple Dwellings
Applicant:	Mr Carlo Famiano (CF Town Planning & Development)
Owner:	Mr Naim Jones (Jonescorp Pty Ltd), Mr Edwin Cornelissen
Responsible Authority:	City of Joondalup
DAP File No:	DAP/18/01433

Current Applications		
LG Name	**Property Location**	**Application Description**
City of Stirling	Lot 100 (304) Scarborough Beach Road, Osborne Park	Motor Vehicle Sales and Repair
City of Stirling	Lot 101 (191) Balcatta Road, Balcatta	Extension to the Existing Bunnings Warehouse
City of Wanneroo	Lot 801 (28K) Caloundra Road, Clarkson	Proposed 24 hour drive-through fast food outlet (McDonalds)

Finalised Applications		
LG Name	**Property Location**	**Application Description**
City of Joondalup	Lot 125 (1) & 126 (3) Chipala Court, Edgewater	Twelve (12) Multiple Dwellings

11. General Business / Meeting Closure

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

Government of **Western Australia**
Development Assessment Panels

Form 1 – Responsible Authority Report

(Regulation 12)

Property Location:	Part Lot 9040 (34) Kallatina Drive, Iluka
Development Description:	24 Multiple Dwellings
DAP Name:	Metro North-West JDAP
Applicant:	Helm Living
Owner:	Davidson Pty Ltd and Roman Catholic Archbishop
Value of Development:	$6 million
LG Reference:	DA18/1321
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page, Director Planning and Community Development
DAP File No:	DAP/18/01544
Report Due Date:	22 February 2019
Application Received Date:	30 November 2018
Application Process Days:	90 Days
Attachment(s):	1. Location plan. 2. Draft deposited plan. 3. Development plans. 4. Building perspectives. 5. Landscape concept plan. 6. Applicant's DA report. 7. Traffic impact statement. 8. BAL assessment.

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP application reference DAP/18/01544 and accompanying plans (Attachment 3) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the *Metropolitan Region Scheme* and the City of Joondalup *Local Planning Scheme No*.3 subject to the following conditions:

1. This approval relates to the 24 multiple dwellings and associated works only. It does not relate to any other development on the lot.

2. All stormwater shall be collected onsite and disposed of in a manner acceptable to the City.

3. All development shall be contained within the property boundaries.

4. The car parking bays, driveways and access points shall be designed, constructed, drained and marked to the specification of the City and in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays, driveways and access points shall thereafter be maintained to the satisfaction of the City.

5. An easement in gross for the shared driveway shall be placed on the certificate of title for the subject lot. The easement shall be at the owner/developer's expense and lodged with the Registrar of Titles for endorsement on the certificate of titles, prior to the commencement of development.

6. A notification, pursuant to section 70A of the Transfer of Land Act 1893, shall be placed on the certificate of title for the subject lot. The notification shall be at the owner/developer's expense and lodged with the Registrar of Titles for endorsement on the certificate of title, prior to the commencement of development. The notification is to state as follows:

   'This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner'.

7. The boundary walls on the southern and eastern lot boundaries shall be of a clean finish and aesthetically treated to minimise their visual impact to the satisfaction of the City. Details are to be provided to and approved by the City prior to the commencement of development.

8. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas prior to the development first being occupied, to the satisfaction of the City.

9. Detailed landscaping plans shall be submitted to and approved by the City prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatments of the subject site and the adjoining road verges, and shall:

   - provide planting of a sufficient height and density to soften the impact of the retaining walls and solid walls and fencing as viewed from all streets;
   - provide a minimum of four street trees along Mykonos View;
   - provide plant species, mature height and spread, plant spacing, pot size and quantities and an irrigation design by a Certified Irrigation Designer;
   - provide all details relating to paving, treatment of verges and tree planting;
   - be based on water sensitive urban design and designing out crime principles to the satisfaction of the City;
   - include details of the deep soil zone/s within the communal open space;
   - explore the option of including additional bicycle racks within the Mykonos View verge;
   - show spot levels and/or contours of the site; and
   - be drawn at an appropriate scale of either 1:100, 1:200 or 1:500.

10. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.

11. One visitor car parking bay shall be provided within the onsite car park and clearly delineated (marked/signed), prior to the occupation of the development.

12. A Security and Access Management Plan detailing security gate operation, management of intercom controls, signage and other methods to direct and enable visitor access to private areas shall be submitted to the City for approval prior to occupation of the development, and shall be implemented in accordance with the approved plan.

13. A Waste Management Plan indicating the method of rubbish collection shall be submitted to the City prior to the commencement of development and approved by the City prior to the development first being occupied. All rubbish collection shall be in accordance with the approved Waste Management Plan.

14. A Construction Management Plan shall be submitted to and approved by the City prior to the commencement of development. The management plan shall detail how it is proposed to manage:

    - all forward works for the site;
    - the delivery of materials and equipment to the site;
    - the storage of materials and equipment on the site;
    - the parking arrangements and access for the contractors and subcontractors;
    - the management of dust during the construction process;
    - other matters likely to impact on the surrounding properties;

    and works shall be undertaken in accordance with the approved Construction Management Plan.

15. A full schedule of colours and materials for all exterior parts to the development (including retaining walls) shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.

16. Any proposed building plant and equipment, including air conditioning units, piping, ducting and water tanks shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street. Details shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with these approved details.

17. Five on-street parking bays on Mykonos View shall be constructed by the developer, at the developer's expense, prior to the occupation of the development. The detailed design is to be approved by the City prior to construction.

18. Bicycle parking facilities shall be in accordance with the Australian Standard for Off-street Carparking – Bicycles (AS2890.3-1993 as amended) prior to the development first being occupied. Details of bicycle parking areas shall be provided to the City for approval prior to the commencement of development.

19. An additional three bicycle spaces shall be provided by the applicant prior to occupancy of the development, to the specification and satisfaction of the City.

20. Retaining walls shall be of a clean finish and made good to the satisfaction of the City.

21. Prior to occupation of the dwellings, each dwelling shall be provided with adequate clothes drying facilities which are screened from view from the street(s) to the satisfaction of the City. No clothes drying is permitted within the courtyards/balconies of the dwellings.

Advice Notes

1. In addition to the property access points and easements, the crossover and access way from Burns Beach Road may need to be constructed by the applicant/owner

should the development of any future commercial development not occur prior to occupation of the dwellings.

2. The owner/applicant is advised that the subject site has been identified as being within a bushfire prone area as designated by the Fire and Emergency Services Commissioner. As a result:

   a. a notification on the certificate of title is required in accordance with clause 6.10 of *State Planning Policy 3.7 – Planning for Bushfire Prone Areas* (SPP3.7); and

   b. additional construction methods may be required as part of the Building Permit.

   Further information about the designated bushfire prone areas and SPP3.7 can be found on the Department of Fire and Emergency Services website: https://www.dfes.wa.gov.au/ and the Department of Planning website: http://www.planning.wa.gov.au/

3. With respect to the schedule of colours and materials, the City encourages the developer to incorporate materials and colours to the external surface of the building and associated structures, including roofing, that have low reflective characteristics to minimise potential glare from the development impacting the amenity of the adjoining or nearby neighbours.

4. In regards to bicycle necessities, the three required bicycle spaces can be considered either onsite and/or within the Mykonos View verge subject to the proposed racks/spaces meeting the requirements of the City.

5. Any existing footpaths and kerbing are to be retained and protected during construction of the development. Should the footpath/kerb be damaged during the construction of the development, it should be reinstated to the satisfaction of the City.

6. Development shall comply with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. Consideration needs to be given to the positioning and placement of noisy plant equipment (e.g. air conditioners, mechanical exhaust etc) so as to not have a negative impact on surrounding residents.

7. All laundry areas to be provided with a floor waste in accordance with the City's Local Laws. In addition to having mechanical ventilation it is recommended that internal laundry areas be provided with condensation dryers to minimise the likelihood of mould occurring.

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

Details: outline of development application

Zoning MRS:	Urban.
LPS3:	Urban Development.
Iluka LSP:	Commercial, R80.
Use Class:	Multiple Dwelling.
Strategy Policy:	Not applicable.
Development Scheme:	City of Joondalup Local Planning Scheme No. 3.

Lot Size:	10,328m² (total); 2,013m^2 (subject portion).
Existing Land Use:	Vacant.

The proposed development comprises the following:

- A three storey building with at-grade car parking accessed via a proposed shared right-of-way.
- 24 multiple dwellings comprising a mix of one, two and three bedroom dwellings.
- A shared single vehicle access point from Burns Beach Road.
- A total of 40 car bays onsite and five parallel street bays along Mykonos View.
- Building entrance and lobby facing Mykonos View.
- Communal open space and resident amenities on the first floor.
- Façade comprising rendered walls, feature cladding, balconies with glass balustrades and sliding screens, and concealed roofing.
- A mix of solid and visually permeable fencing facing the street.

The development plans and building perspectives are provided in Attachments 3 and 4 respectively.

Background:

The applicant seeks approval for the development of a three storey building comprising 24 multiple dwellings on the north-western corner of the vacant land parcels in the Iluka Local Centre. The development site is bound by Burns Beach Road to the west, Mykonos View to the north and the remaining portion of the subject site to the south and east. The location of the development site is identified in Attachment 1.

The use 'multiple dwelling' is a discretionary ('D') in the Commercial Zone under LPS3.

The two vacant land parcels were identified in the original Iluka Structure Plan (2002) as a neighbourhood centre with a zoning of 'Centre'. Development requirements of the original 'Centre' zone included a retail floorspace provision of 3,300m^2, a residential density coding of R60 and a maximum building height of three storeys.

In 2017, a proposed amendment to the existing LSP and two proposed Local Development Plans (LDPs) were submitted for the two land parcels. The proposed amendments and LDPs were advertised and subsequently modified by Council following advertising and then further modified by the WAPC following Council's consideration. The outcomes were:

- Removal of the 'Centre' zone and replacement with a 'Commercial R80' zone.
- Iluka Local Centre Local Development Plan No. 1 for the land parcel north of O'Mara Boulevard.
- Iluka Local Centre Local Development Plan No. 2 for the land parcel south of O'Mara Boulevard.
- Retention of the three storey height limit with an added restriction of an overall maximum height of 10.5 metres.
- Plot ratio of 1.6.

On 30 October 2018, the WAPC approved a subdivision application to subdivide the northern land parcel bound by O'Mara Boulevard, Mykonos View, Calis Avenue and Burns Beach Road into three lots. The proposed development is consistent with the draft deposited plan endorsed by the City on 19 February 2019 (refer to Attachment 2). At the time of writing this report, new Certificates of Titles had not been issued for these proposed lots and therefore the land still forms part of the balance Lot 9041 (34) Kallatina Drive, Iluka.

Legislation and Policy:

Legislation

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

State Government Policies

- *State Planning Policy 3.1: Residential Design Codes of WA* (R-Codes).
- *State Planning Policy 7: Design of the Built Environment* (Design WA).
- *State Planning Policy 3.7: Planning in Bushfire Prone Areas.*

Local Structure Plan/Local Development Plan

- *Iluka Local Structure Plan* (Iluka LSP).
- *Iluka Local Centre Local Development Plan No.1* (LDP No.1).

Local Planning Policies

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

Consultation:

Public Consultation

The application was advertised for a period of 21 days, commencing on 23 January 2019 and concluding on 13 February 2019. Consultation was undertaken in the following manner:

- a letter was sent to owners and occupiers of 202 properties in the vicinity of the subject site;
- a sign was installed on the proposed development site facing Burns Beach Road; and
- development plans were made available for public viewing on the City's website and at the City's Administration building.

A total of 38 valid submissions was received during the advertising period, being 32 submissions objecting to the development and six submissions supporting the development. The issues raised in the submissions are summarised in the table below:

No.	Issue raised	Applicants response	Officers comments
1	Building height does not comply.	Amended plans have been provided reducing building floor-to-floor heights by 943mm. More than 50% of the Mykonos View frontage (by length) is now below the permitted height of 10.5 metres. Importantly, the top of	The application exceeds the height requirements of the Iluka LDP No. 1 for a portion of the building only. It is considered the additional 1.5 metres in building height is minor, applies to a portion of the building only and will not

No.	Issue raised	Applicants response	Officers comments
		wall (TOW) at the eastern boundary (which would potentially have the greatest impact on views from dwellings on Calis Avenue) has been reduced from 23.586 metres AHD to 22.386 metres (AHD) – a full 1.2 metre reduction. At this eastern boundary, the building is now 1.411 metres below the permitted 10.5 metre height limit. Any compliant building on the remaining eastern land parcel will still further obstruct sightlines from those dwellings which, to date, may have enjoyed views over the subject site purely by virtue of it being undeveloped.	impact on any adjoining properties or the streetscape.
2	Mix of dwelling type is much needed.	Agreed.	Noted. The development will provide a greater diversity of housing product within Iluka, and an ability to 'age in place'.
3	The design of the development is of a high quality.	Agreed.	Noted. The proposal was reviewed by the independent Joondalup Design Reference Panel (JDRP) who generally supported the design and aesthetics of the development.
4	The development will be inconsistent with the desired streetscape of the area.	Agreed.	The design and layout of the development is considered to meet the objectives of the Iluka LSP and the intent for higher density development within the Iluka Local Centre. The structure plan for Iluka (which was in place before any residential development was constructed in the suburb) always envisaged a three storey development in this location.
5	Setback to Mykonos View isn't supported.	Amended plans have been provided which increases the setback to apartment type C1 (apartment numbers 8, 16 and 24) fronting Mykonos View. The single dwellings on the northern side of Mykonos View have a secondary street setback of 1.5m. None of the dwellings on the northern side having their	Although the development does not comply with the required setback to Mykonos View, it is considered the setback proposed will not impact the existing streetscape or surrounding landowners.

No.	Issue raised	Applicants response	Officers comments
		primary frontage to this street, and the side (facing) elevations are comparatively inactive. The protruding elements in aggregate, comprise 11.2 lineal metres, equating to 20% of the 55.93 metre frontage. If the setback is averaged in accordance with the methodology in the R-Codes, the building would achieve an average setback of approximately 2.2m to Mykonos View. The inclusion of ground level landscaping, and additional street trees, will enhance the landscape character of Mykonos View, which does not currently feature trees or landscaping on either side.	
6	Vehicle access via Burns Beach road is unsafe.	Refer to Uloth & Associates Transport Impact Statement submitted at DA lodgement. Vehicle access is considered to be functional and safe, and consistent with all applicable design standards.	The proposed location of this vehicle access point is consistent with the approved location depicted in the LDP. The design and directional movement of the proposed crossover will be to the specifications and satisfaction of the City.
7	The aesthetics of the development is not consistent with or the same high quality as other approved development.	The building is architecturally designed and will be built using high quality materials that will stand the test of time. This will create an attractive and inviting place that contributes positively to the local character of the area. The building, while maintaining a consistent building height of three storeys along its road frontages, provides a high degree of variety and visual interest through its varied façade treatments. The combination of vertical and horizonal design elements, varied screening treatments and a diverse materials/colour pallet all contribute to an interesting and attractive development outcome.	Refer to the City's comment in respect to item 3 above.
8	Burns Beach Road is unsafe and is being	Refer to Uloth & Associates Transport Impact Statement submitted at DA lodgement.	Refer to the City's comment in respect to item 6 above.

No.	Issue raised	Applicants response	Officers comments
	used as a main thoroughfare.	Burns Beach Road is classified as a 'District Distributor B' road, and is therefore intended to function as a thoroughfare to carry vehicles throughout the district.	
9	The development will create additional traffic.	Refer to Uloth & Associates Transport Impact Statement submitted at DA lodgement. The traffic generated by the development may be readily accommodated by the existing road network.	As outlined within the applicant's Traffic Impact Statement, the additional traffic generated by the proposed development can be accommodated within the existing road network.
10	Not enough car parking for residents and visitors.	The ratio of resident car parking bays is compliant. One additional visitor bay has been added to the previously submitted plans. Five visitor parking bays are proposed to be provided on the street, in a parallel configuration, in lieu of the 6 visitor bays required by the R-Codes. On-site visitor parking provision at levels required by the R-Codes generally exceeds actual demand. The Apartment Design Guidelines respond to this by requiring a reduced amount of visitor car parking. Further reductions in visitor parking can be applied where shared commercial parking bays are available, and additional off-street parking is provided in the vicinity. In this regard, we note the commercial development immediately south of the subject site will also provide significant on-site parking, potentially along with additional on-street parking.	The proposed development exceeds the deemed-to-comply requirements of the R-Codes in respect to resident parking onsite. The reduced number of onsite visitor bays will be compensated by the addition of five on-street bays directly adjacent to the entry of the development. It is also recommended that the development allocates one surplus onsite resident bay for visitor parking to ensure the overall visitor parking requirement is met.
11	Overlooking concerns into surrounding landowners' backyards.	Notwithstanding the overlooking is fully complaint from a planning perspective, additional screening has been added to the apartments fronting Mykonos View to lessen any perceived impact. We have also consulted extensively with these neighbours	The development proposes a discretion in respect to overlooking into the southern portion of the subject site itself. No other land is affected in respect to overlooking from the development.

No.	Issue raised	Applicants response	Officers comments
		along Mykonos View, and one of these landowners (corner Burns Beach Road and Mykonos) even lodged a letter of support.	
12	Residents were told by Satterley that this land would be developed with cottage lots and single dwelling homes, not commercial or apartment developments.	Not a valid planning concern.	The City cannot speak to comments made by any other party in respect to the intended nature of development within the Iluka Local Centre. However, the subject site has been identified as "Centre" zoning since the Iluka LSP was first approved in 2002. Therefore, there has always been an expectation under the Iluka LSP that non-residential land uses would be proposed within this location.
13	A time limit should be included on the completion of construction due to the lengthy staged approach to construction of the Iluka Local Centre.	It is in the applicant's interests to ensure construction is completed as expeditiously as possible.	If approved, the planning application will remain valid for a period of two years. Development will need to be substantially commenced in this time for the planning approval to remain valid. Further, although not a planning consideration, it is noted that the subsequent Building Permit will also include a time limit in which construction will be required to be completed.
14	Lack of landscaping within the front setback of the development to soften its bulk and scale.	Additional landscaping has now been added to both Burns Beach Road and Mykonos View building frontages.	The reduced landscaping proposed as part of the application is considered acceptable, subject to the inclusion of additional verge treatments/landscaping to lessen the impact of the development on the streetscape. It is recommended a condition is included as part of any approval to achieve this intent.
15	A shortfall in bicycle parking is not supported.	Three double bicycle rails (capacity for 6 bicycles) have been included next to the street trees adjacent to Mykonos View visitor car bays. A further three bicycle racks have also been added on level 1 (in addition to	The proposed bicycle racks within Mykonos View verge are not supported by the City in its current form. However, it is recommended that a condition be included which requires the provision of an additional three

No.	Issue raised	Applicants response	Officers comments
		the five 'pivot' bicycle racks already shown on ground floor). This provides for a compliant total of 14 bicycles. Due to the significant value of many bicycles, in our experience many residents prefer to store their bicycles within their store rooms. For this reason, oversupply of external bicycle racks in communal areas has the potential to result in additional cost for limited real benefit.	bicycle spaces.
16	One metre of additional fill to the site impacts the proposed building height. The site should be stepped/tiered to decrease the amount of fill required.	The natural slope of the site requires a minor cut and fill approach to achieve both an efficient and elegant built form outcome, presenting a consistent three storey interface along the road frontages. The proposed filling and retaining does not adversely affect adjoining properties. The increased site level also helps to achieve a better interface to Burns Beach Road and improved visual/acoustic buffering for ground level units fronting this busy road. The level of retaining and site works is less than that already provided for single residential dwellings north of Mykonos View, which have substantial retaining walls (significantly exceeding 1m) along the Burns Beach Road boundary, and eastwards along Mykonos View. This approach of cut and fill is entirely consistent with principles of good design, as it maintains accessibility and streetscape, and the natural topography of the locality.	The applicant has proposed an even amount of cut and fill within the development site, and the amount of fill/excavation is considered minor in nature (equating to a discretion of 0.5 metres). It is considered the proposed development respects the natural slope of the land to lessen the impact on the streetscape and surrounding landowners/occupants.
17	Additional screening and window tinting should be included to direct vision	Refer above discussion of the measures implemented to protect privacy of existing and future residents.	In respect to overlooking, the only property impacted by the development is the southern half of the subject site itself, which is to include non-residential land uses. The

No.	Issue raised	Applicants response	Officers comments
	away from properties.		provided visual privacy setbacks to all other properties complies with the deemed-to-comply requirements of the R-Codes.
18	The building will overshadow the surrounding residential properties.	This is not correct.	The development complies with the overshadowing deemed-to-comply requirements of the R-Codes.
19	The development will have a negative impact on the natural environment.	The site is cleared and zoned for development of this form. Considerable evidence exists to support the environmental benefits of infill development in areas with existing infrastructure, such as this.	The proposal does not involve any clearing of bushland as the site is currently vacant.
20	No need for apartments on the subject site.	Not a valid planning consideration.	The land use 'Multiple Dwellings' is a discretionary use under the City's LPS3 and can therefore be developed on the site. The necessity of the development is not a valid planning consideration.
21	The development will impact on property values within the area.	This is speculative, and not a valid planning consideration.	Impact on property values is not a valid planning consideration.
22	Open carports are not suitable in Iluka.	Covered parking areas of the type proposed are entirely typical of multiple dwelling developments of this kind.	Carports are typical forms of development within residential areas, including Iluka. In any case, the proposed carports are unlikely to be visible from the street, being located behind the building.
23	The development will increase noise due to additional vehicle trips, waste collection and deliveries.	Waste collection and servicing will be carried out via the shared vehicle access with the commercial development adjoining to the south. In fact, given the development does not feature vehicle access via Mykonos View as contemplated by the LDP, it is anticipated the vehicle noise impacts will be less than may otherwise have been anticipated by an otherwise 'compliant' development on the site.	Any noise associated with the development will need to comply with the *Environmental Protection (Noise) Regulations 1997*. Further, it is recommended that a condition be included on any approval which requires the preparation and approval of a Waste Management Plan. It is possible to include detail within the Waste Management Plan on collection times to ensure they occur at suitable times of the day.

Consultation with other Agencies or Consultants

Not applicable.

Joondalup Design Reference Panel (JDRP)

The proposal was presented to the JDRP at its meeting held on 19 December 2018. A summary of the JDRP comments, as well as the City and applicant's response to these items are included below:

No.	JDRP comment	Applicants response	Officers comments
1	The interface between the site and the adjoining commercial property in terms of the lot boundary wall visible above the car parking areas needs to be addressed.	Agreed. We are currently working with the adjoining landowner (DMG are architects for both projects) to improve this interface. The relocation of the full height stores to Type C3/C3a apartments from the northern side of the balcony/courtyard to the southern side will also provide additional privacy for these residents.	The LDP for the site requires all boundary walls to be finished /treated adequately. If approved, it is recommended a condition of approval is included to ensure the treatment of the proposed boundary walls is finished to an acceptable standard to the satisfaction of the City.
2	No shared facilities are proposed within the communal open space.	Noted. As discussed, we have provided casual seating areas and relaxation spaces for incidental encounters between residents rather than formal shared facilities. Given the location, we would expect residents to go to any of the nearby beach or park areas for communal BBQ's, recreation and exercise, etc. We note that residents will have also access to the amenity proposed within the adjacent commercial development.	There is no applicable planning standard which indicates what facilities are required within a communal open space area. The City considers the size, location and design of the communal open space to be adequate.
3	The reduced setback of buildings to Mykonos View impacts on the ability to provide soft landscaping onsite. Further landscaping is required along the street, particularly the corner of Burns	Noted. We have added an additional two large street trees between the visitor bays on Mykonos View as per attached plans. The verge on Burns Beach Road will be landscaped as per the TDL landscaping plan provided previously (incorporating three verge trees along this frontage). We have now added these street trees to the DMG site plan for ease	Although there is a significant amount of hard surface within the front setback area of Mykonos View, any landscaping within the courtyards of the ground floor dwellings will be screened due to the front fence proposed along the street boundary. The inclusion of additional street trees and the proposed landscaping works within the

No.	JDRP comment	Applicants response	Officers comments
	Beach Road and Mykonos View. Further street trees should be considered.	of reference.	verge will assist in compensating for this reduced landscaping.
4	It is recommended that the store rooms on balconies of some units are relocated to ensure they have access to northern sun.	Noted. This change has been made to the C3 and C3a apartment types	The reorientation of the store rooms is acceptable as this ensures direct northern sunlight is available to these balconies and to avoid direct overlooking into the southern parcel of the subject site.
5	The manoeuvring of vehicles onsite will be difficult. Bays adjoining the bin store (and other solid structures) need to be widened by 300mm.	We have had the plans reviewed by our traffic engineer and added the compliant car template on site plan. The 300mm has already been allowed adjacent to bin store and other solid structures.	The proposed onsite car parking module has been reviewed by the City and is considered to meet required standards in terms of vehicle parking and manoeuvring.
6	The sliding gates to the site appear to impact on the adjacent bays when opened. There may also be an issue of the gates sliding into each other when opened at the same time.	As per Australian Standards the sliding gate does not need to open the full width of the driveway given the relatively low number of car movements. The proposed gate width can be accommodated without impacting the adjacent bays.	This is a management issue for the landowners/residents to resolve. However, as noted in the comment above, the proposed onsite car parking module has been reviewed by the City and is considered acceptable.
7	The pillars of the carport/s need further investigation. Should additional pillars be needed to support the roofing, this will impact on the width of the bays. Also, further detail is needed regarding the appearance/form	Columns/pillars have now been now been added to the plans. Further columns/pillars can be also added if necessary in a similar manner without impacting on the carbay widths/door opening areas. With regards to the carport roof, the intention is to have a single pier (as shown) with outriggers to support the lightweight roof above. The appearance/form of the carport roof is shown on the South Elevation. Please let us know if you require further detail.	Amended plans have been provided, which include further detail regarding the carport design and pillar locations. These are considered acceptable to the City.

No.	JDRP comment	Applicants response	Officers comments
	of the carport as view from the lot boundaries.		
8	The bike racks do not appear to be suitable or practical and will impact on the landscaping provided. It is recommended bike racks be located elsewhere on site for ease of access.	Three double bike rails (capacity for six bikes) have included next to the street trees adjacent to Mykonos View car bays. A further three bike racks (capacity for three bikes) have also been added on Level 1	The location of the proposed bike rails within the verge are not supported by the City in their current form. It is recommended that a condition of approval is included which requires the provision of three additional visitor bicycle spaces to ensure compliance with the R-Codes. The five resident bike racks within the landscaping strip in the car parking area are still proposed. If approved, it is recommended that a condition of approval is included which requires further details of the "pivot bike racks" as part of the landscaping plan to ensure they are functional and will not impact parking or landscaping onsite.
9	Visual privacy issue from L2 unit to unit below (balcony). Need to explore louvres to roof to ensure sunlight is still provided to the L1 balcony whilst maintaining privacy.	Noted. A louvred pergola has been added to C3 (Level 1) to prevent overlooking from C3a (Level 2) whilst still ensuring natural light. The relocation of the stores for both apartments from the northern side of the balcony/courtyard to the southern side will also improve natural light and amenity for these residents.	Amended plans provided to avoid direct overlooking into the balcony below. The City considers this outcome acceptable and consistent with the JDRP recommendation.
10	The size/width of the bin store appears to be quite narrow. May be difficult to manage bins coming in and out of the enclosure.	We understand the bin store is compliant and there is now approximately 990mm access between the bins. The gate has also been amended to allow the bins to be taken out more easily. As per our discussion, this configuration is a worst-case scenario on the basis the bins need to be taken onto Burns Beach	The City has reviewed the amended plans and is satisfied with the bin store proposed. If approved, it is recommended a condition of approval is included for a Waste Management Plan to ensure waste can be stored and collected adequately.

No.	JDRP comment	Applicants response	Officers comments
		Road for collection. If direct collection can be agreed, this bin store configuration may be improved further (due to fewer, larger bins).	

As outlined above, the City considers that the applicant has adequately addressed the issues raised by the JDRP.

Planning Assessment:

The City has completed an assessment of the proposal against the relevant provisions of the Regulations, LPS3, the R-Codes, SPP7, SPP3.7, Iluka LSP, LDP No. 1 and the City's RDLPP. The proposal complies with the majority of these requirements, with the exception of those listed below:

Item	Requirement	Proposal	Compliance
Building Height under LDP.	Maximum of 10.5 metres in height and no more than three storeys.	Maximum height of 12 metres and three storeys.	Does not comply 1.5 metres above permitted height. See officer's comment below.
Street setback under LDP.	Burns Beach setback – nil. Mykonos View – minimum of two metres.	Burns Beach Road – nil to three metres. Mykonos View – nil to 2.7 metres.	Does not comply Portions of the building are set back from Mykonos View two metres less than permitted. See officer's comment below.
Lot boundary setbacks under LDP.	Permitted to nil for two-thirds (66%) the length of the boundary. Maximum wall height of 10.5m/three storeys for any lot boundary wall.	Nil setback to eastern lot boundary – 36%. Max height of 9.8 metres. Nil setback to southern lot boundary – 41%. Max. height of 10.8 metres.	Does not comply The discretion proposed is considered minor in nature (0.3m) and will not impact the streetscape or surrounding landowners. Meets the relevant Design Principles of the R-Codes
Open space provision under LDP.	30% open space required subject to a communal open space and deep soil areas being provided.	23% open space proposed. Communal open space and deep soil zones	Does not comply 7% less open space proposed than that required under LDP.

Item	Requirement	Proposal	Compliance
		included on plans.	See officer's comment below.
Street wall and fences under RDLPP.	Front fences within the primary street setback area that are visually permeable to 1.2m above NGL. Fencing to secondary street 50% solid above 1.2m metres above mid-point of verge.	Mykonos View –solid to 2.7m above NGL at highest point. Burns Beach Road – solid fencing 1.6m to 2.6m above NGL. 100% solid above 1.2m.	Does not comply Portions of the street fencing are solid above 1.2 metres. See officer's comment below.
Landscaping within front setback area under R-Codes.	Landscaping of open spaces within the street setback area shall include a maximum of 50% hard surface.	A total of 75% hard surface proposed within the front setback area.	Does not comply An additional 25% hard surface is proposed within the front setback area. See officer's comment below.
Parking under the R-Codes.	Visitor parking is required onsite at a rate of 0.25 abys per dwelling. Total of six visitor bays required onsite.	No visitor parking bays are provided onsite.	Does not comply A six visitor bay parking shortfall onsite is proposed. See officer's comment below.
Bicycle parking under the R-Codes.	Eight resident bays and three (2.4) visitor bays are required. 11 bike spaces required in total.	A total of eight bike spaces are provided onsite.	Does not comply A three bicycle bay shortfall is proposed. See officer's comment below.
Site works/retaining under R-Codes.	Fill/retaining shall not exceed 0.5m from natural ground level.	Maximum one metre of fill proposed between street and building (Burns Beach Road). Maximum excavation of one metre along southern lot boundary.	Does not comply A discretion of 0.5 metres is proposed. See officer's comment below.
Visual privacy under R-Codes.	Unenclosed outdoor living areas 0.5 metres above natural ground level are to be setback at least 7.5 metres from an adjoining property.	Unit C3 & C3a balconies setback a minimum of nil to southern lot boundary.	Does not comply 7.5m discretion in setback of balconies. Dwellings overlook the adjoining crossover, accessway

Item	Requirement	Proposal	Compliance
			and carparking area for the proposed commercial development adjacent (no residential properties). Meets the relevant Design Principles of the R-Codes.
Dwelling size under R-Codes.	Provide diversity in housing product with a minimum of 20% one bedroom dwellings, up to a max. of 50% of the development; and a minimum of 40% two bedroom dwelling.	Three single-bedroom dwellings (12.5%). 14 two-bedroom dwellings (58.5%).	Does not comply Two less one bedroom dwellings than required. See officer's comment below.
Utilities and facilities under R-Codes.	Storerooms a minimum of 4m² in area, a minimum dimension of 1.5m and accessed from outside the building/dwelling.	Store rooms range in size between 3.1m² to 6.8m², with minimum dimension of one metre. Six stores are accessed externally, 18 accessed internally to the building.	Does not comply The discretions proposed relate to a small number of stores and are considered minor in nature. Meets the relevant Design Principles of the R-Codes.

Officer Comments

Building height

In accordance with clause 6.2.4 of the Iluka Structure Plan (LSP) and clause 6.1.2 (replaced R-Code provision) under the Iluka LDP No. 1, the maximum building height permitted is three storeys and 10.5 metres from natural ground level. However, the proposed development includes a maximum building height of 12 metres from natural ground level.

It is noted that the highest point of the building (12 metres) applies to the aluminium louvred screening around the A/C plant area on the roof. The highest point of the building is the lift shaft, which is 11.8 metres from natural ground level. The majority of the building itself is proposed at a height of 10.5 metres or lower; however, some areas of the building exceed 10.5 metres due to the topography of the land which slopes downwards from east to west.

In considering the acceptability of the additional building height the City has assessed the development against the relevant design principle of clause 6.1.2 of the R-Codes which states:

"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."*

It is considered the proposed development meets the above design principles due to the following:

- The development provides adequate access to sunlight due to the orientation of the building and the location of balconies and major openings towards the street, with a northern and western aspect.
- The applicant has provided a cross section of the building and adjoining properties east to west to demonstrate the additional height will not impact on the views of significance any more than a compliant building height of 10.5 metres (Attachment 3 refers).
- The development includes active street frontages to both Mykonos View and Burns Beach Road due to the inclusion of courtyards, balconies and major openings fronting the street.
- The applicant has stepped the building to respect the natural contours of the land and provides an even amount of cut and fill to ensure the development does not dominate the streetscape.
- The design quality, as well as the colours and materials proposed, are all of a high standard of built form and will positively contribute to the streetscape.
- Concealed roofing has been proposed, as well as a large amount of glazing to reduce the perceived height and scale of the building as viewed from the street.

As a result, the City considers that the proposed building height of the development meets the design principles of the R-Codes and is therefore supported.

<u>Street setbacks</u>

In accordance with clause 6.1.3 (augmented R-Codes provision) of the Iluka LDP No. 1, the permitted street setback to Mykonos View is two metres. However, the development has a proposed setback between nil to 2.7 metres from the Mykonos View street boundary.

In considering the acceptability of the reduced street setback the City has assessed the development against the relevant design principle of clause 6.1.3 of the R-Codes which states:

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

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

It is considered the proposed development meets the above design principle due to the

following:

- The nil setbacks proposed to Mykonos View relate to balconies, with the minimum setback of the dwellings (solid walls) proposed at 1.1 metres. The balconies are open structures which do not significantly impact the streetscape and therefore the setback of balconies is considered appropriate.
- The portions of the development (excluding balconies) which encroach into the street setback area is compensated by a greater amount of open space behind the street setback line, therefore exceeding an average street setback of four metres.
- Only 20% of the frontage (excluding balconies) is setback less than the permitted two metre setback to Mykonos View, therefore the majority of the building complies with the desired street setback envisioned under the LDP.
- The articulated and varied setback of the development includes balconies and louvred screening to add interest and reduce the bulk of the building as viewed from the street.
- All dwellings located immediately opposite the proposed development on Mykonos View are oriented east-west and therefore have solid, secondary street fences facing the development. The existing dwellings are setback between one to 1.5 metres from Mykonos View and therefore the proposed setback of the proposed development is generally consistent with existing streetscape.
- The setback of the balconies ensures courtyards and outdoor living areas have an adequate amount of weather protection and shading for future occupants.

As detailed above, the City considers that the proposed setback of the development to Mykonos View is appropriate.

<u>Open space</u>

In accordance with clause 6.1.5 (augmented R-Codes provision) of the Iluka LDP No. 1, open space is to be provided at a minimum of 30% of the site area and should comprise communal open space and deep soil areas. However, a total of 23% open space has been provided onsite.

In considering the acceptability of the reduced open space provision the City has assessed the development against the relevant design principle of clause 6.1.5 of the R-Codes which states:

"Open space respects existing or preferred neighbourhood character and responds to the features of the site."

It is considered the proposed development meets the above design principle due to the following:

- The applicant has included extensive landscaping treatments to the Burns Beach Road and Mykonos View verges to compensate for the reduced landscaping onsite (Attachment 5 refers). This will improve the appearance and character of the area and ensure high quality landscaping is visible from the public realm rather than being internalised within the site for resident benefit only.
- The quality of landscaping onsite is of a high standard and is focused around the level 1 communal open space area for use and enjoyment by all residents of the development. As this space is located greater than 0.5 metres above natural ground level, it cannot be included toward the open space provision of the development (as defined under the R-Codes). However, if this communal open space was included in the open space calculation, it would equate to an additional 7.2% of open space onsite (30.2% in total) which would comply with the 30% requirement under LDP No. 1.Regardless, the

communal open space area is still considered a functional outdoor space which will serve residents the same way as if it was located on the ground floor.

- It is also noted that covered parking areas cannot be considered as open space under the R-Codes. If the onsite parking bays were not covered, this area of the site would be considered open space and would therefore increase the amount of open space proposed.
- The development is located within a Local Centre, and therefore has an urban character. The level and location of landscaping is considered acceptable in this context.

As a result, the City considers that the proposed open space provision is appropriate.

Street wall and fences

In accordance with clause 6.2.2 (augmented R-Codes provision) of the City's RDLPP, street walls and fences within the primary street setback area are not permitted to be solid higher than 1.2 metres from natural ground level (NGL) and should then be visually permeable above to 1.8 metres. In addition, secondary street fencing (Burns Beach Road) is permitted 50% solid fencing to a height of 1.8 metres for the length of the street boundary.

The proposal includes portions of solid front fencing along Mykonos View to a maximum height of 2.7 metres above NGL, and solid fencing to Burns Beach Road to a height of between 1.6 metres and 2.6 metres for 100% of the street boundary.

In considering the acceptability of the proposed street fencing, the City has assessed the development against the relevant design principle of clause 6.2.2 of the R-Codes which states:

"Front fences to enable surveillance and enhance streetscape."

It is considered that the proposed street fencing meets the design principle of the R-Codes as all dwellings have a view of the street and the quality of fencing and use of differing colours, materials, heights and a high proportion of visually permeable infill, enhances the streetscape. The City therefore supports the proposed street fencing to Mykonos View and Burns Beach Road.

Landscaping

In accordance with clause 6.3.2 of the R-Codes, landscaping of open spaces within the street setback area should include a maximum of 50% hard surface. However, the applicant has proposed a total of 75% hard surface within the front setback area.

In considering the acceptability of the proposed landscaping the City has assessed the development against the relevant design principle of clause 6.3.2 of the R-Codes which states:

"The space around the building is designed to allow for planting. Landscaping of the site is to be undertaken with appropriate planting, paving and other landscaping that:

- *Meets the projected needs of the residents;*
- *Enhances security and safety for residents; and*
- *Contributes to the streetscape."*

It is considered that the proposal meets the design principles above due to the following:

- The reduced percentage of soft landscaping onsite allows for optimal usage of the courtyards by residents;
- The addition of four street trees along Mykonos View provides a degree of 'green buffering' between the street and the development.
- The provision of street fences to all ground floor dwellings for security purposes means that the majority of landscaping within the courtyards will not be visible from the street.
- The development in general enhances and positively contributes to the streetscape.

Further, it is recommended that a condition of approval is included which requires the planting of four street trees within Mykonos View verge to the specification and satisfaction of the City.

As a result, the City supports the reduced landscaping provision within the front setback area as it is considered to meet the design principle of clause 6.3.2 under the R-Codes.

<u>Parking</u>

In accordance with clause 6.3.3 of the R-Codes, visitor parking is required at a rate of one bay for every five dwellings. As a result, a total of six visitor car parking bays are required onsite; however, none are proposed.

In addition, a total of eight resident and three visitor bicycle spaces are required onsite. However, only eight bike racks are proposed onsite; being five "pivot" bays within the landscaping strip within the car parking area, and three located on level 1 adjacent to the caretakers' facilities.

In considering the acceptability of the proposed visitor and bicycle parking bay shortfall the City has assessed the development against the relevant design principle of clause 6.3.3 of the R-Codes which include:

"Adequate car and bicycle parking provided onsite in accordance with projected need related to:

- *The type, number and size of dwellings;*
- *The availability of on-street and other off-site parking; and*
- *The proximity of the proposed development in relation to public transport and other facilities."*

Visitor car parking

It is considered that the proposal meets the design principle above due to the following:

- The proposal includes five on-street parking bays along Mykonos View which are directly adjacent the main entrance to the development.
- The number of resident bays required onsite equates to 32, however 40 bays have been designated to residents which results in an eight bay surplus. As a result, it is recommended that one of the surplus onsite resident bays are set aside as visitor parking to ensure the overall visitor parking requirement is met.
- There are approximately 60 existing on-street bays located within 400 metres of the development site which are publicly available and can be used by visitors to the development. A further eight on-street bays are proposed to be constructed as part of the development on Lot 651 (32) Fernando Parkway which are located approximately 250 metres of the development site.

- There is an existing bus stop located on Ocean Parade which is approximately 300 metes from the development site which can be utilised by visitors.

It is considered that the proposed shortfall in visitor car parking onsite meets the design principles as outlined above, subject to a condition which requires the construction of five on-street bays along Mykonos View and one visitor bay is provided onsite to the specification and satisfaction of the City.

Bicycle parking

Although a three bicycle space shortfall is proposed onsite, the applicant has included additional on-street bike racks within the Mykonos View verge. Although the principle of verge bike spaces is supported, there is insufficient detail for the location of these racks to be supported in their current form and location.

Due to the proximity of the development site to the coastal foreshore and an existing shared path network, it is likely bicycles will be used on a regular basis by residents and visitors. It is therefore recommended that three additional bicycle spaces are provided either onsite and/or within the verge to the specification and satisfaction of the City. The applicant and City have agreed to explore the option of locating bike spaces within the verge further as part of the assessment of the required landscaping plan for the site.

<u>Site works</u>

In accordance with clause 6.3.6 of the R-Codes, excavation/fill between the street and the building is not to exceed 0.5m metres from natural ground level. In addition, any excavation/fill along a lot boundary is not to exceed 0.5 metres from natural ground level.

It is noted that the proposal includes excavation of between 0.85m and one metre along the eastern lot boundary of the development site, and the same amount of fill along the Burn Beach Road street boundary. As a result, a (maximum) discretion of 0.5 metres is proposed by the applicant.

In considering the acceptability of the proposed site works the City has assessed the development against the relevant design principle of clause 6.3.6 of the R-Codes which states:

"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 considered that the applicant has proposed an even amount of cut and fill within the development site; excavating the site between 0.85m and one metre along the southern lot boundary, and the equivalent amount of fill along the Burns Beach Road street boundary. In addition, the applicant has stepped the development over three levels, dropping the finished level an additional one metre in total over the entire length of the development.

As a result, the proposed development respects the natural slope of the land to lessen the impact on the streetscape and surrounding landowners/occupants, and therefore is considered to meet the above design principles of the R-Codes.

Dwelling size

In accordance with clause 6.4.3 of the R-Codes, residential development that contains more than 12 dwellings is to provide diversity in unit types and sizes, including a minimum of 20% one bedroom dwellings, which equates to five one bedroom dwellings in this instance. However, the application includes three one bedroom dwellings, which equates to 12.5%.

In considering the acceptability of the proposed dwelling diversity the City has assessed the development against the relevant design principle of clause 6.4.3 of the R-Codes which states:

"Each dwelling within the development is of a sufficient size to cater for the needs of the residents. The development must provide diversity in dwellings to ensure that a range of types and sizes is provided."

It is considered the development complies with the above design principle as the size of dwellings is greater than the 40m² plot ratio area (and therefore meets the deemed-to-comply requirement under R-Codes) and a diversity of dwellings is proposed; including three one bedroom, 14 two bedroom and seven three bedroom dwellings. As a result, the reduced number of one bedroom dwellings is supported by the City as the proposal is considered to meet the design principle under clause 6.4.3 of the R-Codes.

Traffic and vehicular access

The applicant has provided a Traffic Impact Statement (TIS) to support the proposal (Attachment 7 refers). The TIS has been reviewed by the City and it is considered that the assumptions and content included in this document are sufficient. Based on the additional 130 vehicle trips per day, the existing road network is capable of accommodating the additional traffic generated by the development.

In respect to vehicular access, the application includes reciprocal vehicle access to the development site from the proposed crossover via Burns Beach Road, which is also associated with the proposed commercial development adjacent. As this crossover and access way have not been constructed, and are located on the same lot, it is recommended, should JDAP approve the application, that a condition is included which requires construction of this crossover/access way to the specification and satisfaction of the City. In addition, as the site is ultimately intended to be subdivided and the access way shared between adjoining landowners, a condition of approval is also required to ensure an easement is placed on the certificate of title to allow all visitors and landowners to legally access the land.

Based on the City's assessment of the traffic volumes and existing road network, vehicular access may be limited to 'left-in, left-out' movement from this crossover. The close proximity (approximately 40 metres) of an existing roundabout south of the crossover will allow vehicles exiting the site to easily and safely turn-around and travel north along Burns Beach Road if required.

State Planning Policy 7: Design of the Built Environment

To assist further with the consideration of the development, the Western Australian Planning Commission's (WAPC) *State Planning Policy 7: Design of the Built Environment* (SPP7) which was formally released on 18 February 2019 includes 10 design principles associated with residential apartment developments.

The City has assessed the proposal against these design principles and considers that the design, aesthetics and scale of the development is consistent with the applicable design principles under SPP7.

State Planning Policy 3.7: Planning in Bushfire Prone Areas

The applicant has provided a BAL assessment report as part of the development application (Attachment 8 refers). The report states that the development site is rated BAL-12.5 and therefore complies with the relevant requirements of SPP3.7.

In accordance with clause 6.10 of SPP3.7, a 'notice on title' advising that the site is located in a bushfire prone area should be required as a condition of any development approval.

As a result, should the JDAP approve the application, it is recommended that a condition of approval is included which requires a section 70A notification be placed on the certificate of title consistent with the requirements of SPP3.7.

Options/Alternatives:

Not applicable.

Council Recommendation:

Not applicable.

Conclusion:

As detailed above, the proposed development is considered to meet the intent and objectives of the Iluka LSP and Iluka LDP No.1, along with the relevant deemed-to-comply and design principles under the R-Codes. Matters associated with street setbacks, landscaping, open space and vehicular access can all be addressed through conditions of planning approval.

Overall, the design and layout of the development complements and responds to the existing and desired character of the area, and will provide greater diversity of housing product, allow for 'ageing in place' and will integrate well with the future Iluka Local Centre.

As a result, it is recommended that the JDAP approve the application subject to conditions.

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SCALE	1: 2,000 @ A4
DATE	26 November 2018
FILE	01 181126 5939 Aerial Photograph.dwg
REVISION	1/DR/First Draft/26.11.2018

Scale Bar (m) 0 50

AERIAL PHOTOGRAPH

LOT 9040 O'MARA BOULEVARD
ILUKA, WA

FIGURE
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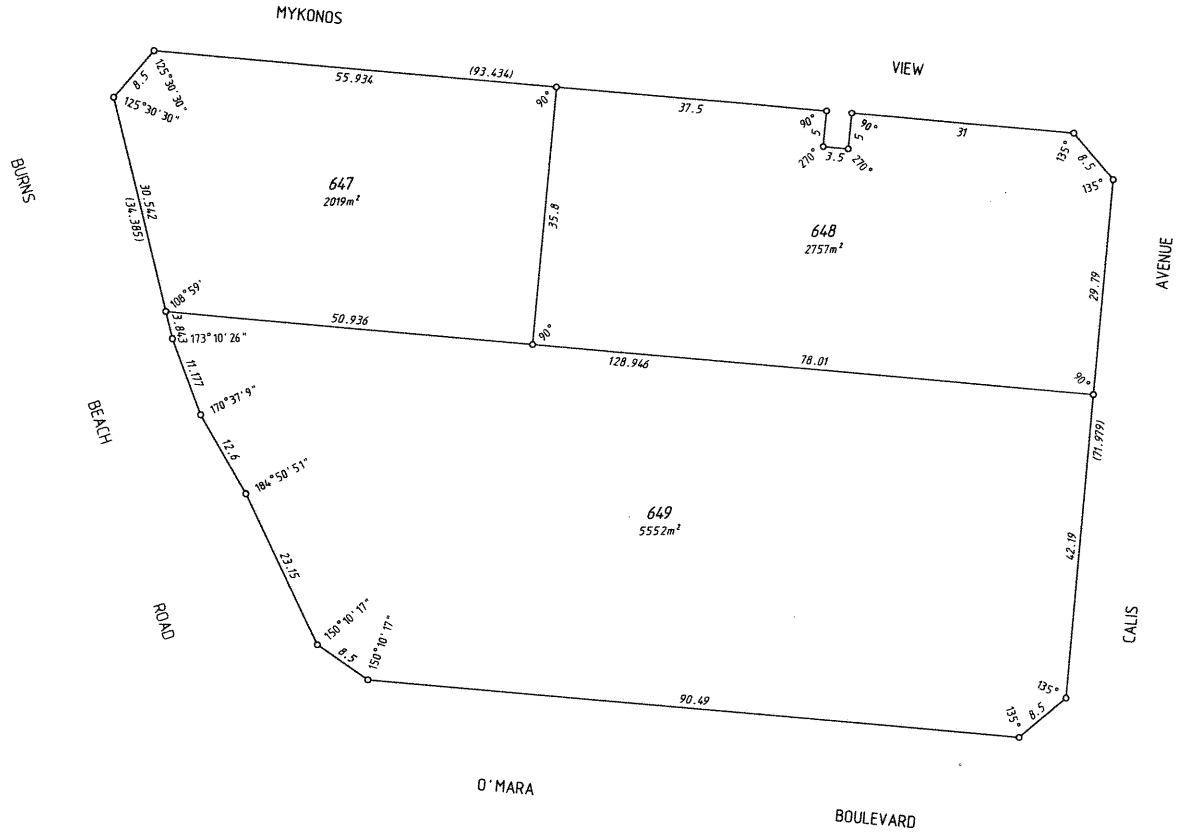
FOR INTERESTS AND NOTIFICATIONS
SEE SHEET 3



SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES
SEE SURVEY SHEETS FOR SURVEY INFORMATION

USE ONLY THE SURVEY SHEET/S WHEN DETERMINING THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY MARKS PLACED PERTAINING TO THIS PLAN.

10 0 SCALE 1 : 500 @ A2 40

ALL DISTANCES ARE IN METRES

MNG

MNG Ref : 91160dp-666b - DP416319.CSD

FINAL

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GOVERNMENT OF WESTERN AUSTRALIA

Landgate

DEPOSITED PLAN

416319

SHEET 02 OF 03 SHEETS

VERSION 1

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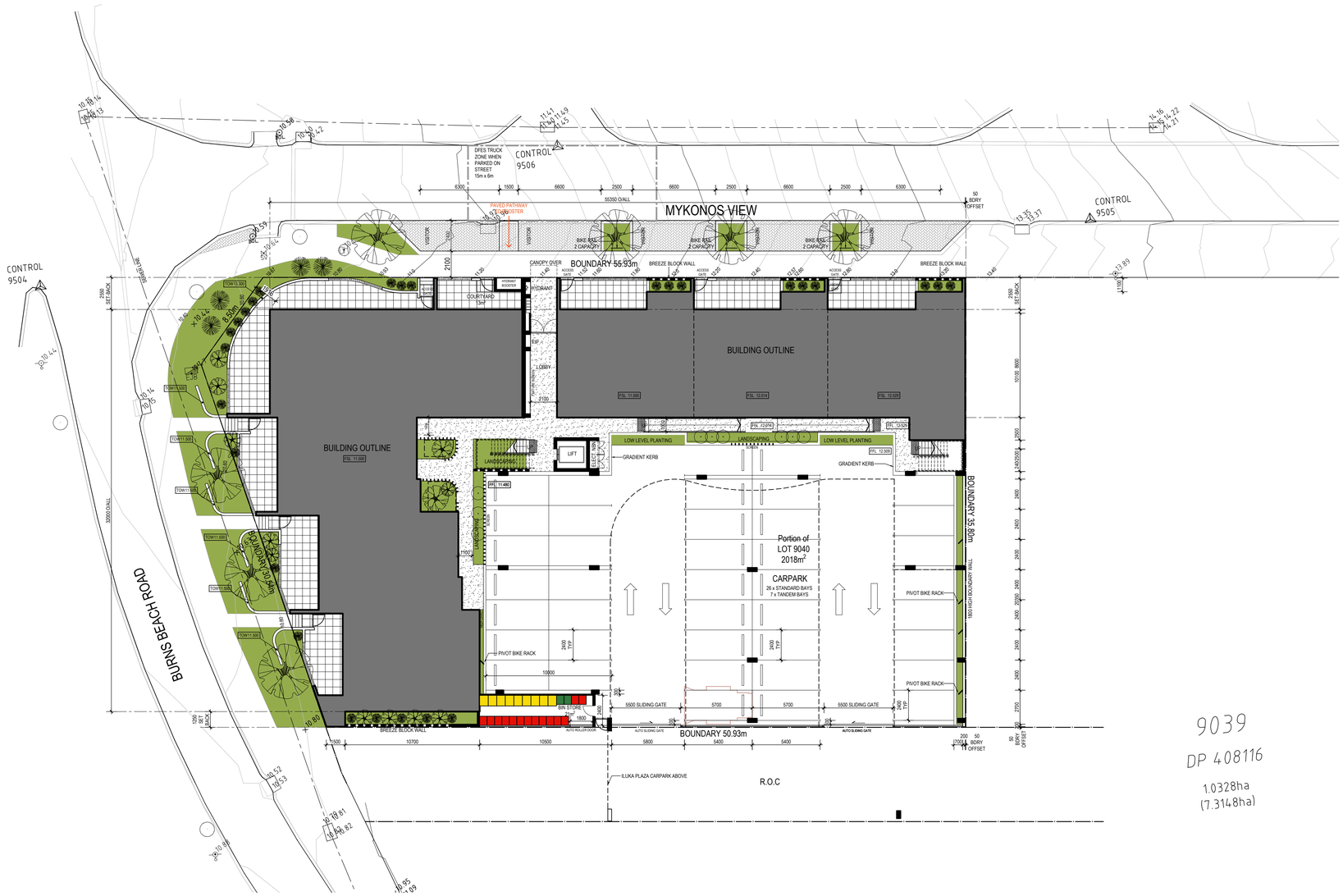

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SITE PLAN
SCALE 1:200

DEVELOPMENT APPLICATION

SCALE	PROJECT TITLE
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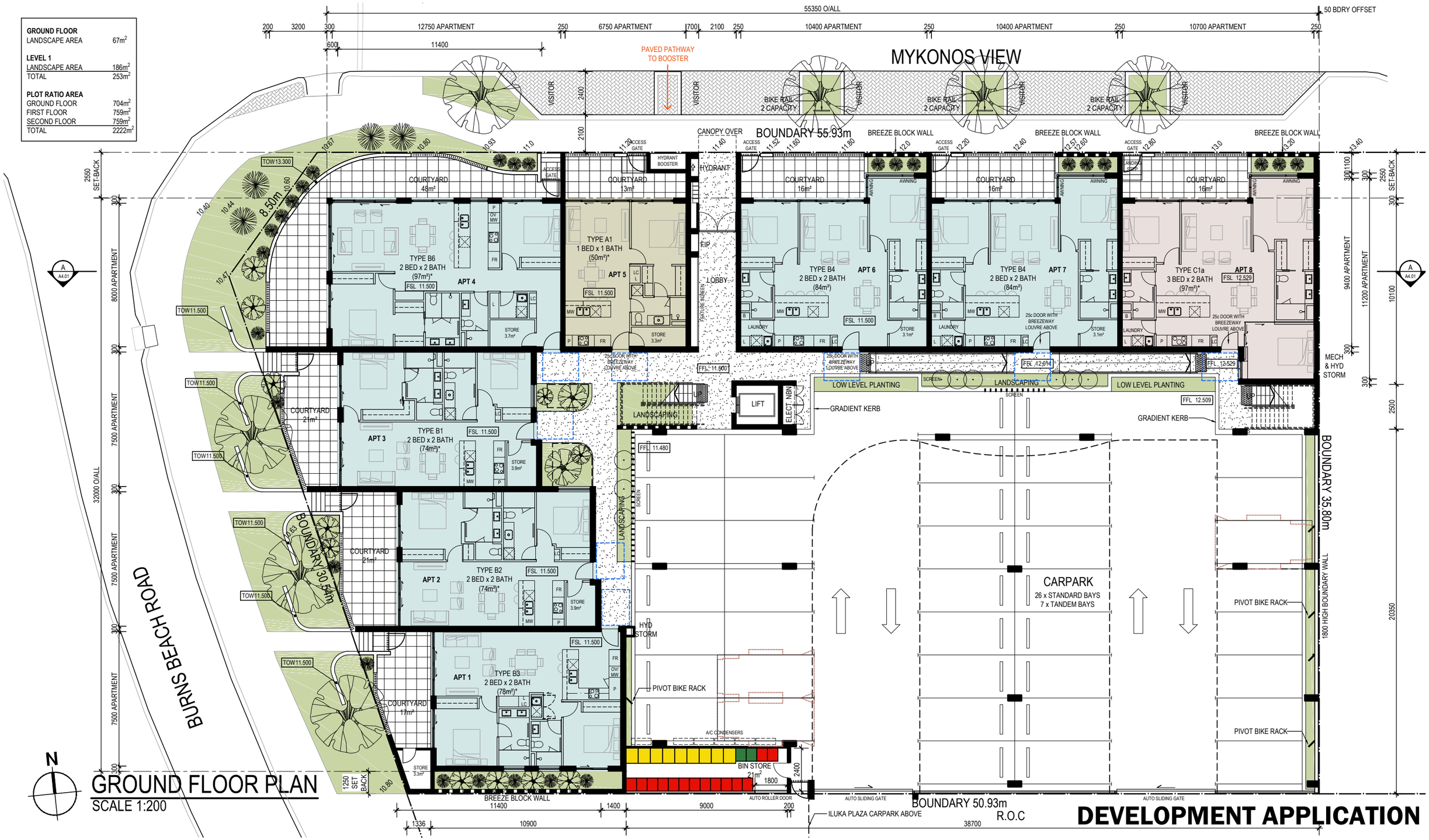
PROJECT # 18015

DRAWING # **A1.01** REV. # **F**

GROUND FLOOR	
LANDSCAPE AREA	67m²
LEVEL 1	
LANDSCAPE AREA	186m²
TOTAL	253m²
PLOT RATIO AREA	
GROUND FLOOR	704m²
FIRST FLOOR	759m²
SECOND FLOOR	759m²
TOTAL	2222m²



GROUND FLOOR PLAN

SCALE 1:200

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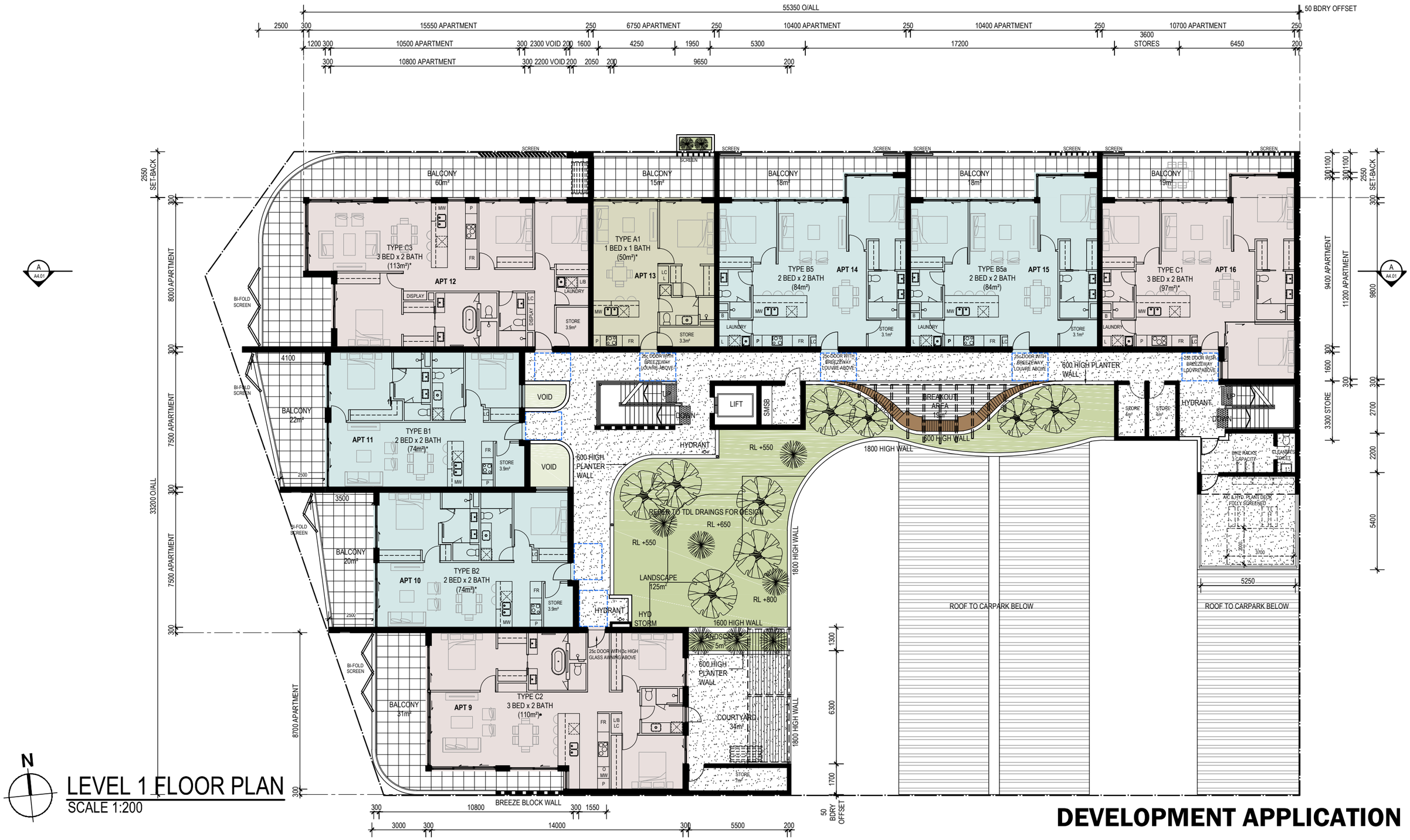

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LEVEL 1 FLOOR PLAN

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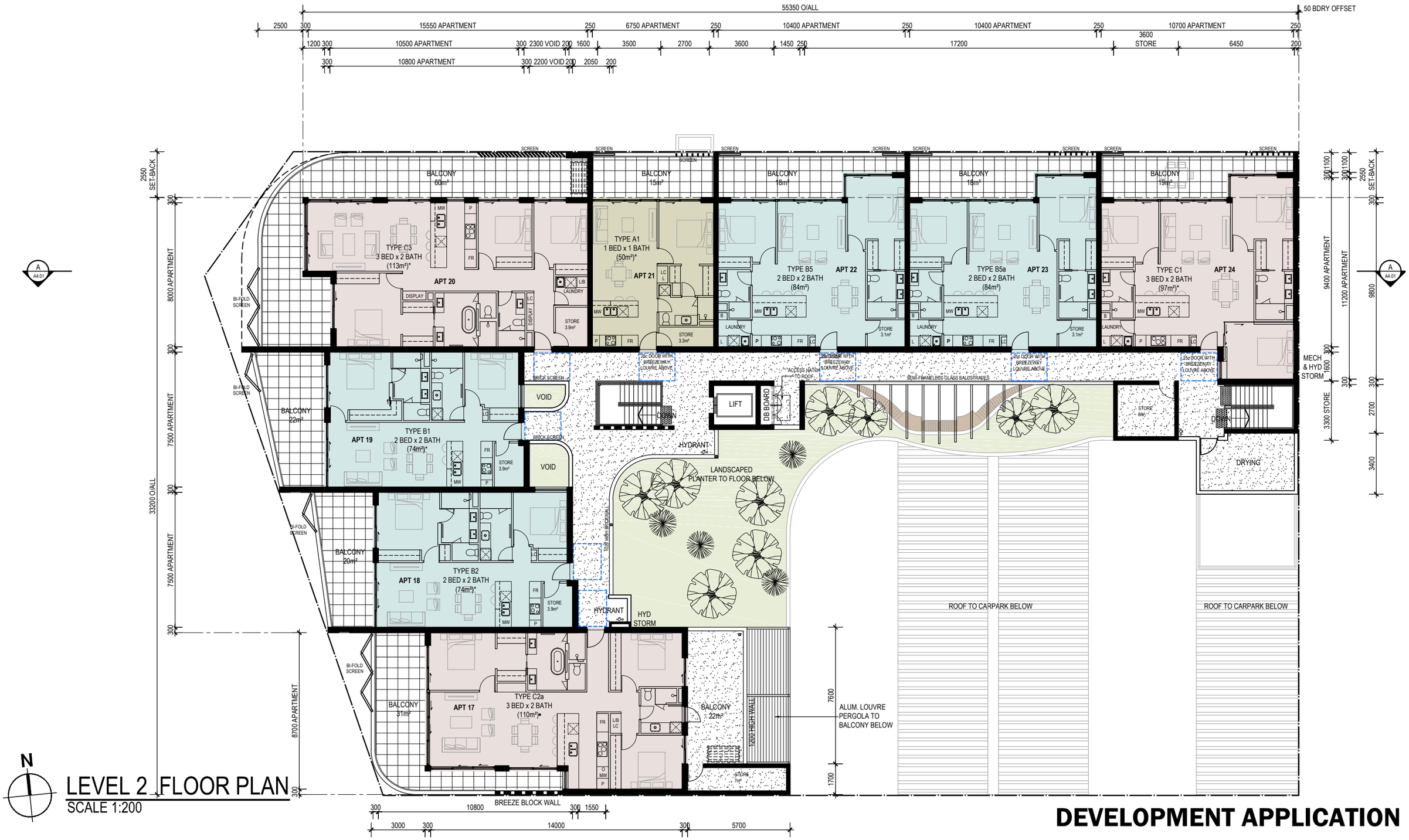

LEVEL 2 FLOOR PLAN

SCALE 1:200

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DRAWING # A2.03

REV. # F

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ROOF PLAN

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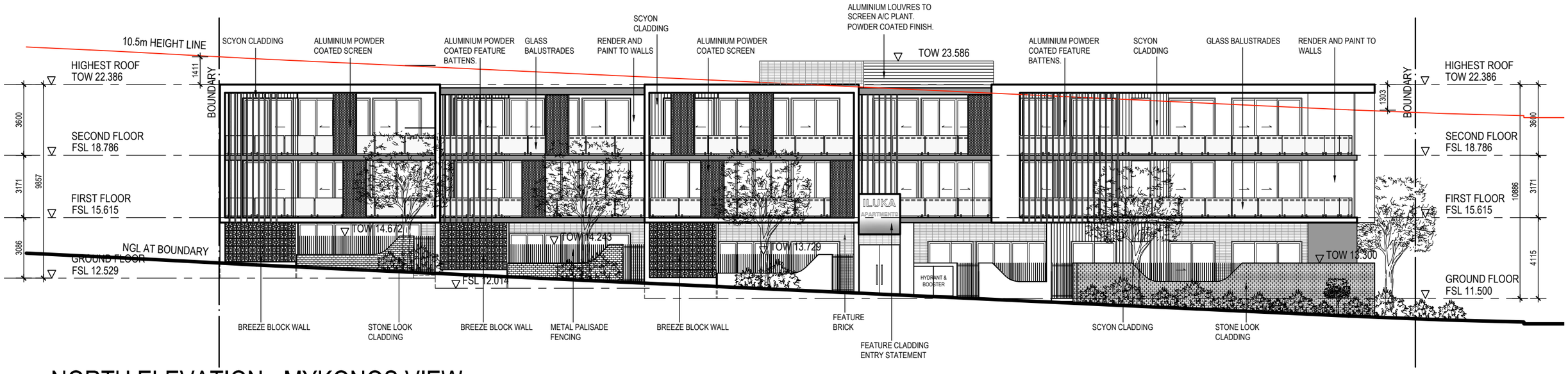
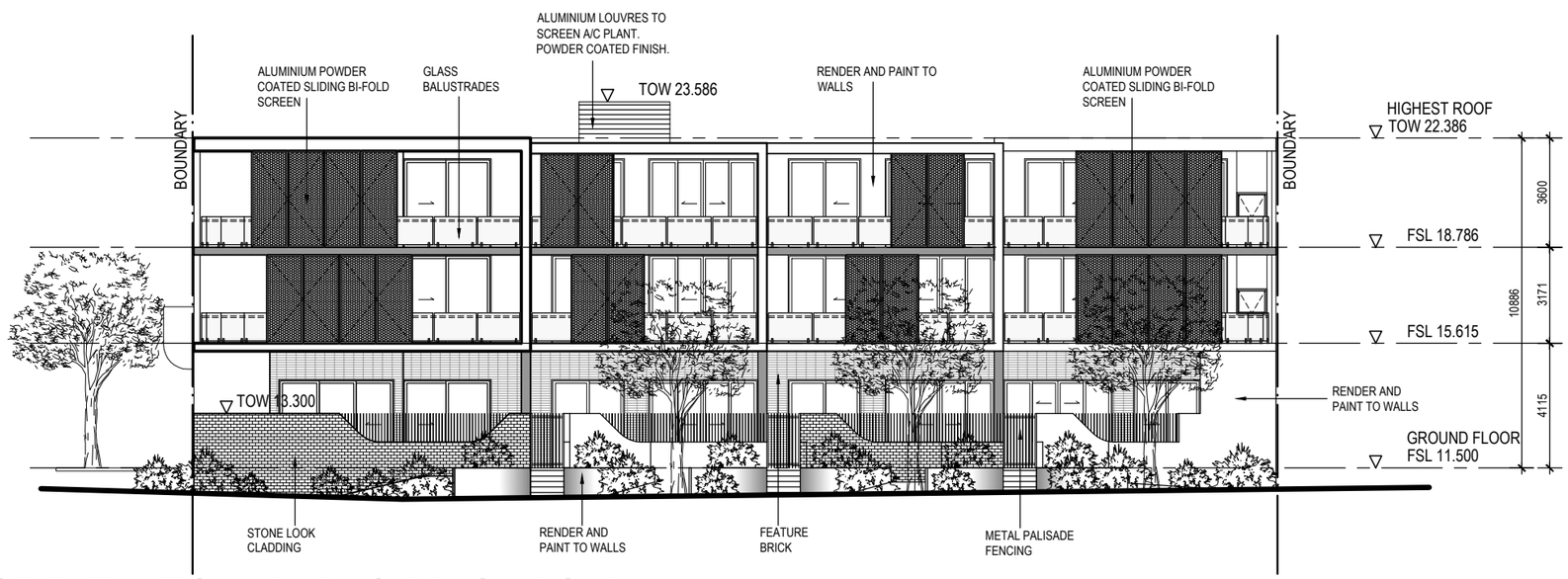


NORTH ELEVATION - MYKONOS VIEW

SCALE 1:200



WEST ELEVATION - BURNS BEACH ROAD

SCALE 1:200

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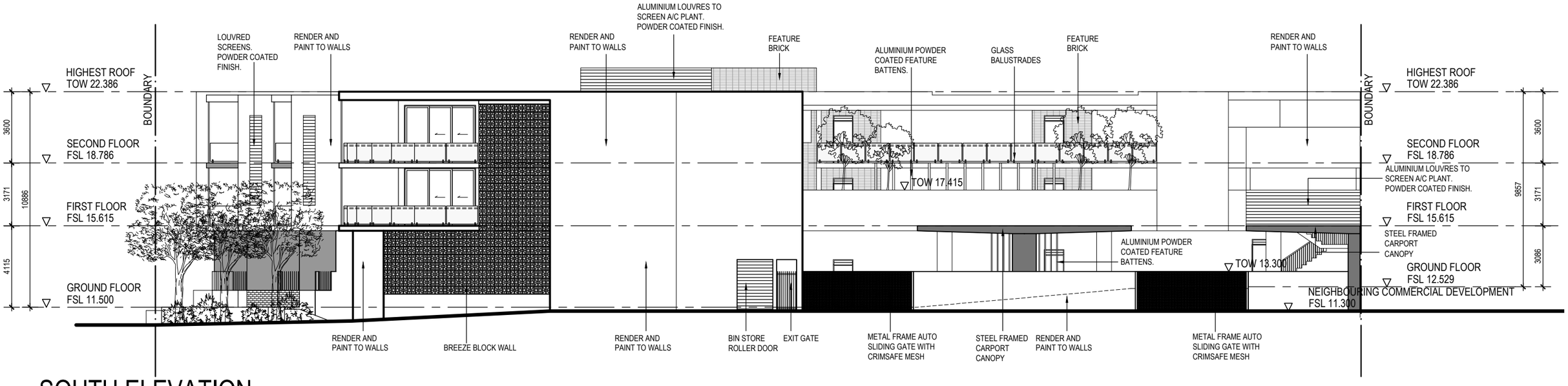
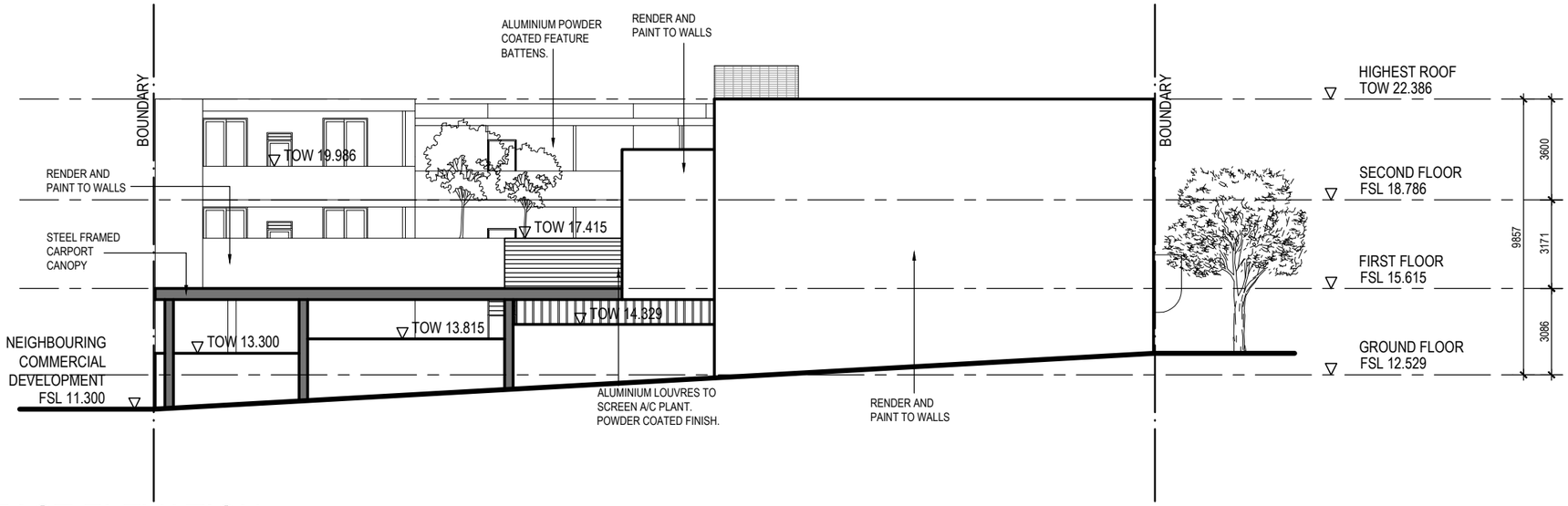


SOUTH ELEVATION

SCALE 1:200



EAST ELEVATION

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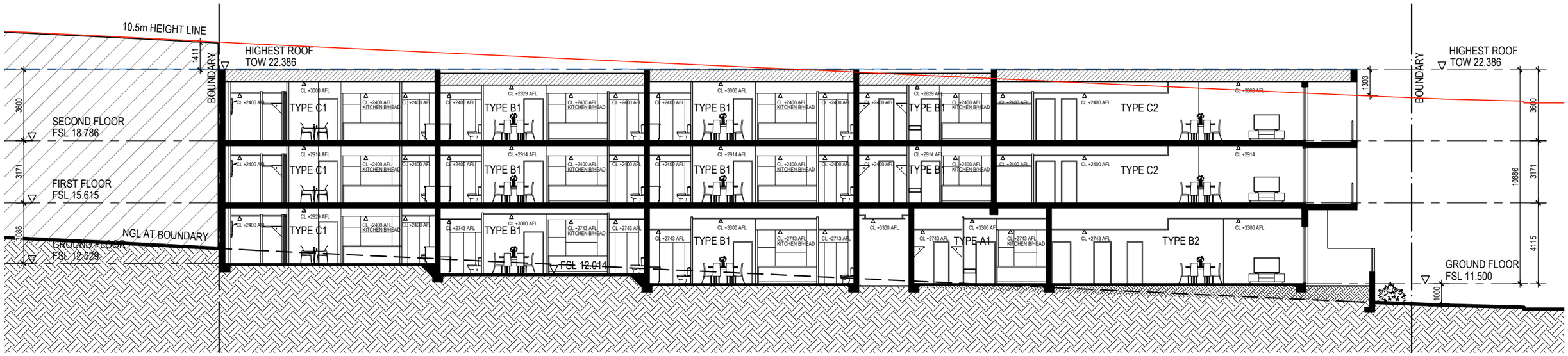

SECTION A-A

SCALE 1:200

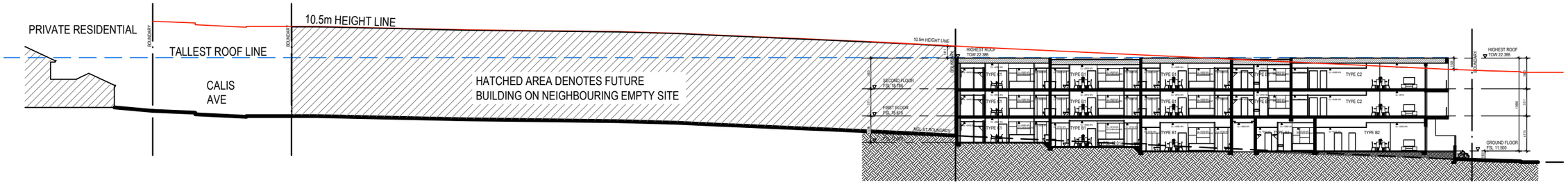

DIAGRAM - HEIGHT COMPARISON WITH RESIDENTIAL AT CALLIS AVENUE

SCALE 1:500

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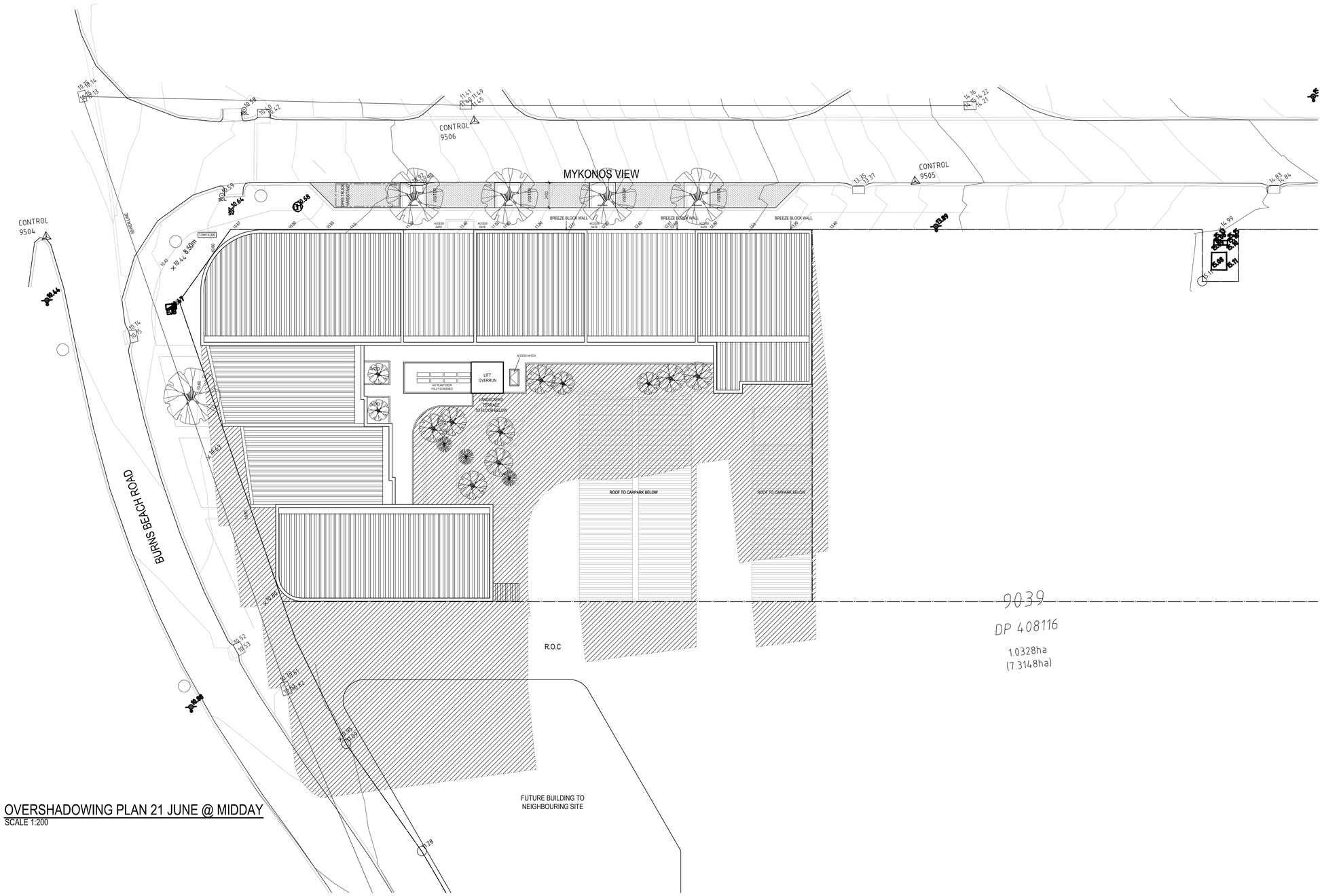
A4.01 B



N

OVERSHADOWING PLAN 21 JUNE @ MIDDAY

SCALE 1:200

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DRAWING # **A1.02** REV. # **B**

DEVELOPMENT APPLICATION

helm

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DRAWING #
A0.01

REV. #
C

CNR OF MYKONOS VIEW AND BURNS BEACH ROAD

BURNS BEACH ROAD

CNR OF MYKONOS VIEW AND BURNS BEACH ROAD

DEVELOPMENT APPLICATION

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PROJECT #
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DRAWING # REV. #
A3.03 C

GROUND FLOOR PLAN

VERGE SPECIES SELECTION

Melaleuca leucadendra
up to 7-10m

Hibiscus tiliaceus 'Rubra'
up to 3-5m

Scaevola crassifolia
'Prostrate' up to 200mm

Dianella 'King Alfre'
up to 700mm

Dianella revoluta
up to 500mm

Conostylis candicans
up to 400mm

Westringia 'Mundi'
up to 400

Westringea 'Zena'
up to 1m

Lomandra 'Nyalla'
up to 1m

Pimelea white
up to 500mm

Hibbertia 'Golden
Sunburst' up to 400mm

Leucophyta brownie
up to 800mm

INTERNAL AREAS SPECIES SELECTION

Zamia furfuracea
up to 700mm

Aspidistra elatior
up to 1m

Thysanolaena maxima
1.5-2.5m

Schefflera arboricola
up to 1.5m

Fatsia japonica
up to 1.2m

Astelia 'Silver Spear'
up to 1.5m

Trachelospermum jas-
minoides up to 300mm

Ficus pumila

Asplenium nidus
up to 1m

Aralia elegantissima
up to 2.5m

Ajuga reptans
up to 200mm

Adiantum fragrans
up to 700mm

Russelia equisetiformis
up to 1.7m

TIM DAVIES LANDSCAPING

AUTHOR: AF Q.A: RB PROJECT #: 10809

1:200 @ A3

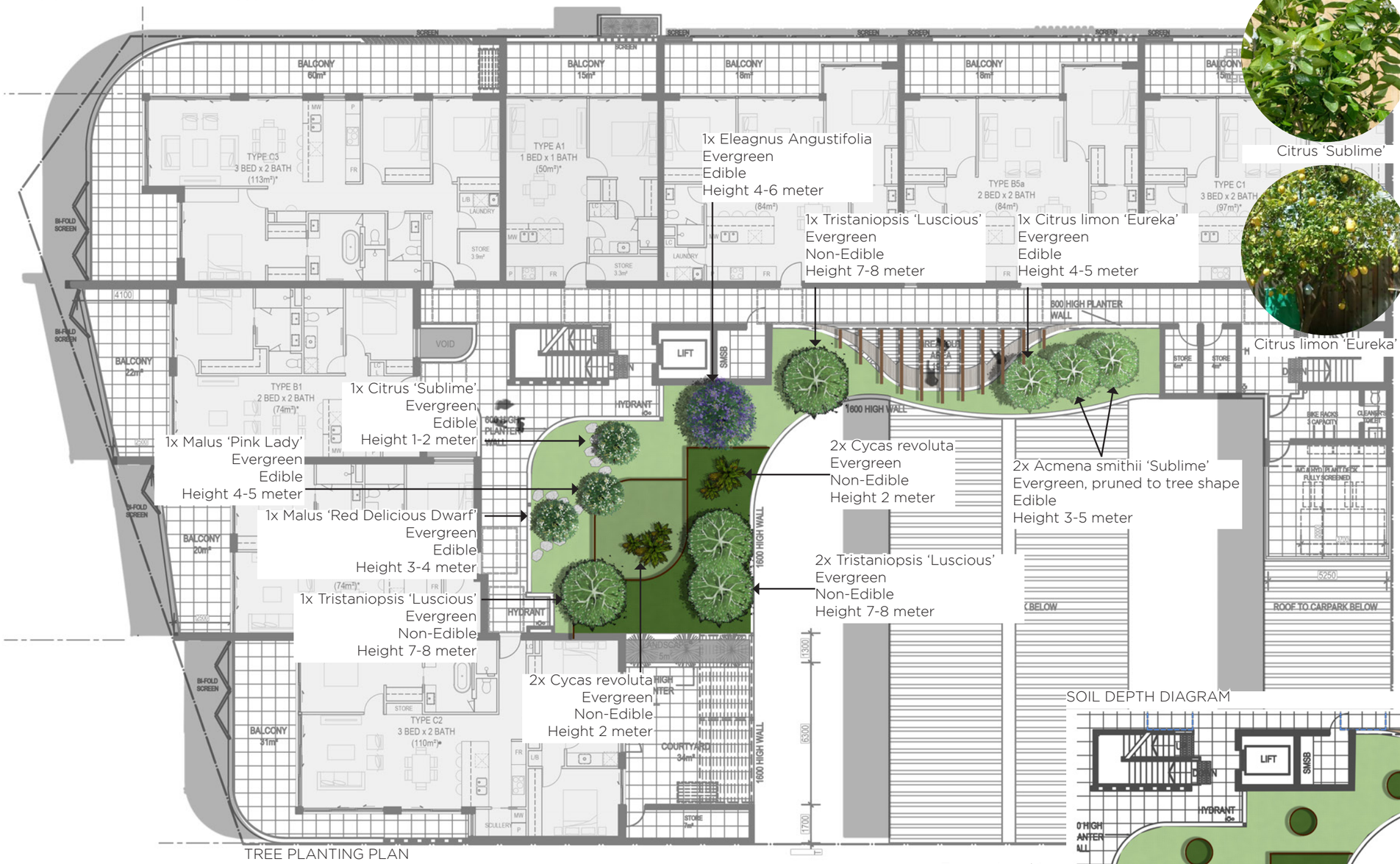
DRAFT

BEAUMARIS BEACH DEVELOPMENT, ILUKA

GROUND LEVEL PLANTING MARKUP

SK03-C

1st FLOOR PLAN



TREE PLANTING PLAN

TREE SELECTION

Citrus 'Sublime'

Acmena smithii 'Sublime'

Tristaniopsis 'Luscious'

Citrus limon 'Eureka'

Malus 'Pink Lady'

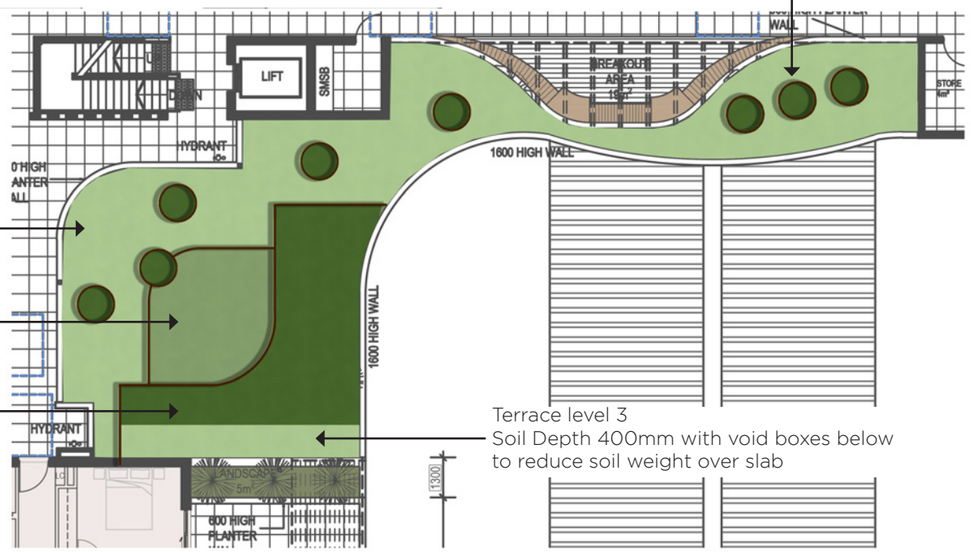
Eleagnus angustifolia

Malus 'Red Delicious Dwarf'

Cycas revoluta

SOIL DEPTH DIAGRAM

Raised planters (1.2m dia) to enable tree planting on Terrace Level 1
Soil Depth 800mm



Terrace Level 1
Soil Depth: 400mm

Terrace Level 2
Soil Depth: 600mm

Terrace Level 3
Soil Depth: 800mm

Terrace level 3
Soil Depth 400mm with void boxes below to reduce soil weight over slab

TIM DAVIES LANDSCAPING

AUTHOR: AF Q.A: RB PROJECT #: 10809

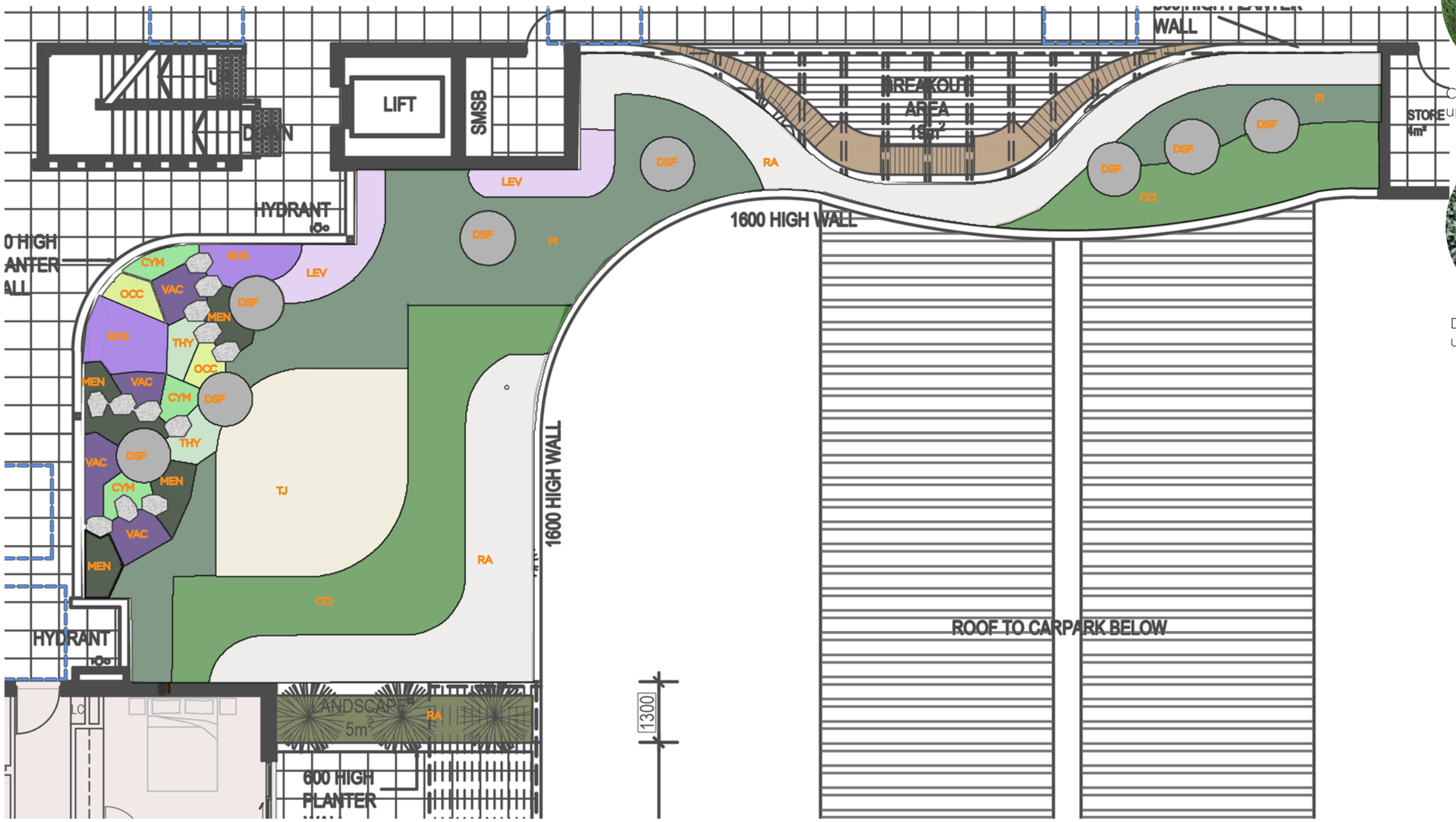
1:200 @ A3

BEAUMARIS BEACH DEVELOPMENT, ILUKA

1st FLOOR TREE PLANTING CONCEPT

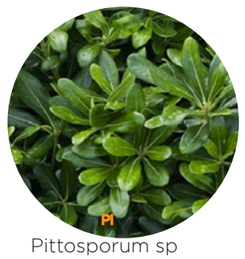
SK04-C

1st FLOOR PLAN



SHRUB AND GROUNDCOVER SELECTION

Casuarina 'Cousin It'
up to 300 high



Pittosporum sp
up to 1m high

Dichondra 'Silver Falls'
up to 100 high

Raphiolepis sp.
up to 1m high

Trachelospermum
jasminoides
up to 400 high

EDIBLE PLANT SELECTION

Levander sp
up to 500 high

Cymbopogon sp
(Lemon grass)
up to 400 high

Occimum sp
(Greek basil)
up to 300 high

Mentha sp
up to 300 high

Thymus sp
up to 200 high

Vaccinium sp
(Blueberry)
up to 1m high

Rosemary sp
up to 700 high

TDL
TIMDAVIESLANDSCAPING

AUTHOR: AF Q.A: RB PROJECT #: 10809

1:100 @ A3

BEAUMARIS BEACH DEVELOPMENT, ILUKA

1st FLOOR SHRUB PLANTING CONCEPT

SK05-B

Development Application

Portion of Lot 9040, Corner of Burns Beach Road and Mykonos View, Iluka

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URBAN & REGIONAL PLANNING
PS

Prepared for
Helm Living

November 2018

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Project details

Job number	5939	
Client	Helm Living	
Prepared by	Planning Solutions	
Consultant Team	Town Planning	Planning Solutions
	Architect	DMG
	Landscape Architect	TDL
	Bushfire Consultant	Natural Area Holdings
	Traffic Engineer	Uloth & Associates
	Waste Management Consultant	Talis Consultants
	Acoustic Consultant	Lloyd George Acoustics

Document control

Revision number	File name	Document date
Rev 0	181130 5939 DA Report	30 November 2018

Contents

1 Preliminary ... 2
1.1 Introduction ... 2
1.2 Background ... 2

2 Site details and context ... 3
2.1 Land description ... 3
2.2 Context ... 3
2.3 Land use and topography ... 3

3 Proposed development ... 7

4 Statutory planning framework ... 8
4.1 Metropolitan Region Scheme ... 8
4.2 City of Joondalup Local Planning Scheme No.3 ... 8
4.2.1 Zoning and Reserves ... 8
4.2.2 Use Class and Permissibility ... 8
4.2.3 Development Standards and Requirements ... 8
4.3 Iluka Structure Plan No.26 ... 10
4.4 Iluka Local Centre Local Development Plan No.1 ... 11
4.5 State Planning Policies ... 14
4.5.1 State Planning Policy 3.1 – Residential Design Codes ... 14
4.5.2 Draft State Planning Policy No.7 – Design of the Built Environment ... 14
4.5.3 Draft Apartment Design Guidelines ... 16
4.5.4 State Planning Policy 3.7 – Planning in Bushfire Prone Areas ... 16
4.6 Local Planning Policies ... 17
4.6.1 Environmentally Sustainable Design Policy ... 17
4.6.2 Residential Development Policy ... 17

5 R-Codes Assessment ... 19
5.1.1 Street setback to Burns Beach Road ... 23
5.1.2 Landscaping within street setbacks ... 23
5.1.3 Visitor parking bays ... 24
5.1.4 Site works and retaining ... 24
5.1.5 Dwelling size / diversity ... 24
5.1.6 Store rooms ... 24

6 Conclusion ... 25

Figures

Figure 1: Aerial Photograph
Figure 2: Zoning Map

Appendices

Appendix 1: Certificate of Title
Appendix 2: Development Plans
Appendix 3: Landscaping Plan
Appendix 4: BAL Contour Report
Appendix 5: ESD Checklist
Appendix 6: Traffic Report
Appendix 7: Waste Report
Appendix 8: Acoustic Report

1 Preliminary

1.1 Introduction

Planning Solutions acts on behalf of Helm Living, the proponent of the proposed multiple dwelling development at Lot 9040 O'Mara Boulevard, Iluka (**subject site**). Planning Solutions has prepared the following report in support of an Application for Planning Approval for a multiple dwelling development at the subject site.

The proposed development comprises a 3-storey residential apartment complex incorporating 24 multiple dwellings, associated car parking and landscaping on a 2,018m^2 portion of the subject site (fronting the corner of Mykonos View and Burns Beach Road). The proposed development will provide the locality with additional high quality residential accommodation, offering greater diversity of dwelling types and supporting additional commercial development over the balance portions of the subject site.

This report will discuss various matters pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Statutory planning framework.

1.2 Background

The site is subject to the Iluka Structure Plan No.26, which was most recently updated and approved by the WA Planning Commission (**WAPC**) in June 2018. This Structure Plan identifies the subject site as 'Commercial', with a residential density coding of R80. The subject site is also subject to the Iluka Local Centre Local Development Plan No.1 (LDP), which was approved by the City in July 2018. The LDP provides specific guidance for built form outcomes on the subject site with respect to building size, building height, street setbacks, lot boundary setbacks, open space and vehicle access.

The proposed 2018m^2 development site fronts the corner of Mykonos View and Burns Beach Road, while the 8,309m^2 balance land area extending to O'Mara Boulevard and Calis Avenue will be subject to separate development applications by others. Subdivision of the land to establish the development site on its own freehold lot is to be progressed separately.

2 Site details and context

2.1 Land description

Refer to **Table 1** below for a description of the subject site, being a portion of Lot 9040 bound by O'Mara Boulevard, Burns Beach Road, Mykonos View and Calis Avenue.

Table 1: Lot details

Lot	Plan / Diagram	Volume	Folio	Area (m²)
Portion of 9040	Plan 411177	2936	923	10,328

The proposed multiple dwelling development site itself comprises a 2,018m^2 portion of the subject site, in the north western corner fronting Mykonos View and Burns Beach Road. A subdivision application to create the development site on its own freehold title is to be progressed separately.

Refer **Appendix 1** for copies of the Certificate of Title and Deposited Plan.

Lot 9040 is subject to numerous easements as listed on the Certificate of Title, however, the Deposited Plan confirms none of these easements apply to the 2,018m^2 portion of Lot 9040 comprising the development site.

2.2 Context

The subject site is located in the municipality of the City of Joondalup (**City**), and in the suburb of Iluka. It is situated approximately 27km north of the Perth CBD, 4km north west of the Joondalup Strategic Metropolitan Centre, and 2.5km west of the Mitchell Freeway and Currambine Railway Station.

The locality is characterised as an emerging residential area, comprising newly constructed low density residential dwellings and vacant sites (including the subject site) planned to accommodate a mix of commercial and medium-high density residential development. The vegetated coastal foreshore reserve and Burns Beach Road frame the western edge of the locality,

The subject site has frontage to Mykonos View to the north, Burns Beach Road to the west, Calis Avenue to the east and O'Mara Boulevard to the south. Burns Beach Road is a dual carriageway arterial road (one lane in each direction) providing a direct connection through to Marmion Avenue and Mitchell Freeway further east, and Ocean Reef Road further south.

A large landscaped park (with integrated drainage function) is located approximately 180m south of the subject site, while a small park providing grassed play areas and soft fall play equipment is located approximately 160m north of the subject site. The Burns Beach coastal activity node (including beach access, parks and food/drink amenities) is located approximately 400m north west of the subject site.

2.3 Land use and topography

The subject site is vacant and cleared of vegetation. Surrounding land uses are characterised as:

- Low density residential development, comprising single dwellings on freehold lots, to the north and east.
- Another vacant cleared portion of Lot 9040 to the south (southern side of O'Mara Boulevard).
- Burns Beach Road and coastal foreshore reserve to the west.

Existing ground levels generally range from 13.3m AHD at the north eastern corner of the development site, falling to approximately 10.6m AHD at the corner of Mykonos View and Burns Beach Road. This gradual fall from east to west is an important characteristic of the site, and dictates the need for some site works and retaining in the western portion of the development site to achieve a viable development form.

Refer to **Figure 1**, aerial photograph and **Photographs 1 – 6** below.

Photograph 1: Subject site as viewed from Burns Beach Road

Photograph 2: Subject site as viewed from Burns Beach Road, looking north east toward Mykonos View

Photograph 3: View south along Burns Beach Road, from Mykonos View (subject site to left)

Photograph 4: Subject site as viewed from O'Mara Boulevard

Photograph 5: Subject site as viewed from the corner of Mykonos View and Calis Avenue, looking west

Photograph 6: Mykonos View streetscape, looking west (subject site to left)

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SCALE	1: 2,000 @ A4
DATE	26 November 2018
FILE	01 181126 5939 Aerial Photograph.dwg
REVISION	1/DR/First Draft/26.11.2018

Scale Bar (m) 0 50

AERIAL PHOTOGRAPH

LOT 9040 O'MARA BOULEVARD
ILUKA, WA

FIGURE
01

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3 Proposed development

The proposed development is described as a three-storey residential apartment complex incorporating 24 multiple dwellings, on-site resident parking, on-street visitor parking, and associated common areas and landscaping.

As previously noted, the proposed residential apartment complex is to be situated in the north western portion of the subject site fronting Mykonos View and Burns Beach Road, with a site area of approximately 2,018m² (to be ultimately subdivided as a single freehold lot). The proposed apartment complex has a residential plot ratio area of approximately 2,222m² (ratio of 1.1) distributed across the three levels of development.

The particulars of the development are outlined in **Table 2** below.

Table 2: Development Particulars

Level	Development Particulars
Ground Floor	• Eight (8) residential dwellings fronting Mykonos View and Burns Beach Road, comprising - One 3 bedroom, 2 bathroom dwelling. - Six 2 bedroom, 2 bathroom dwellings. - One 1 bedroom, 1 bathroom dwelling. • Building entrance lobby accessed from Mykonos View. • Ground level landscaping (67m²) • A 22m² bin store fronting the shared access driveway and southern boundary of the development site. • Four (4) new parallel on-street visitor car parking spaces, with associated shade trees and DFES hardstand. • 41 secure on-site resident car parking spaces located to the rear of residential dwellings, covered by shade structures. This includes 14 bays arranged in a tandem configuration and one (1) small car bay. • Vehicle access provided via crossover from Burns Beach Road, and a shared driveway on the adjacent / balance portion of the site, immediately south of the multiple dwelling development.
First Floor	• Eight (8) residential dwellings fronting Mykonos View and Burns Beach Road, comprising - Three 3 bedroom, 2 bathroom dwellings. - Four 2 bedroom, 2 bathroom dwellings. - One 1 bedroom, 1 bathroom dwelling. • Landscaped terrace and common open space areas (149m²). • Fully screened air conditioning plant deck.
Second Floor	• Eight (8) residential dwellings fronting Mykonos View and Burns Beach Road, comprising - Three 3 bedroom, 2 bathroom dwellings - Four 2 bedroom, 2 bathroom dwellings - One 1 bedroom, 1 bathroom dwelling.

The following plans and expert consultant reports are appended to this report in accordance with City of Joondalup requirements:

- **Appendix 2** – Development Plans.
- **Appendix 3** – Landscaping Plan.
- **Appendix 4** – BAL Contour Report.
- **Appendix 5** – Environmentally Sustainable Design (**ESD**) Checklist.
- **Appendix 6** – Traffic Report.
- **Appendix 7** – Waste Report.
- **Appendix 8** – Acoustic Report.

4 Statutory planning framework

4.1 Metropolitan Region Scheme

The subject site is zoned Urban under the provisions of the Metropolitan Region Scheme (**MRS**).

The proposed development is consistent with the provisions of the MRS and can be approved accordingly.

4.2 City of Joondalup Local Planning Scheme No.3

4.2.1 Zoning and Reserves

The development site is subject to the provisions of the City's Local Planning Scheme No.3 (**LPS3**). Pursuant to LPS3, the subject site is zoned 'Urban Development'.

The objectives of the 'Urban Development' zone as per LPS3 are:

- *To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme.*
- *To provide for a range of residential densities to encourage a variety of residential accommodation.*
- *To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development*

Burns Beach Road adjacent the subject site is classified as a 'Local Distributor Road' reserve, while other roads surrounding the subject site are classified as 'Local Road' reserves. The subject site is not affected by any 'Local Distributor Road' or 'Local Road' reserves.

Refer to **Figure 2** Zoning Map

4.2.2 Use Class and Permissibility

Pursuant to LPS3 and the R-Codes, the proposed development is classified as a Multiple Dwelling land use.

The LPS3 Table 3 (Zoning Table) does not establish permissibility of land uses in the 'Urban Development' zone. Rather, it confirms that development and use of land in the 'Urban Development' zone "*is to be in accordance with an approved Structure Plan prepared and adopted under Part 4 of the deemed provisions*."

The Iluka Structure Plan No.26 (**Structure Plan**) has been approved for the land, as discussed in Section 4.3 below, and proposes a "Commercial" zoning for the subject site, with land use permissibility consistent with the Commercial zone provisions of the LPS3 zoning table.

Multiple Dwelling is a 'D' use in the Commercial zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval.

4.2.3 Development Standards and Requirements

LPS3 contains the following additional provisions applicable to the proposed development

> ***Table 7 Clause 2*** *– where site is intended to be developed for residential purposes, any structure plan or local development plan must require a minimum residential density of 25 dwellings per site hectare must be achieved.*

The proposed development comprises 24 dwellings across a site area of 2,018m^2, equating to a rate of 119 dwellings per site hectare, clearly exceeding the minimum density target established by LPS3.

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SCALE	1: 4,000 @ A4
DATE	26 November 2018
FILE	02 181126 5939 Zoning Map.dwg
REVISION	1/DR/First Draft/26.11.2018

ZONING MAP

LOT 9040 O'MARA BOULEVARD
ILUKA, WA

FIGURE
02

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4.3 Iluka Structure Plan No.26

The site is subject to the Iluka Structure Plan No.26, which was updated most recently in June 2018. This Structure Plan guides overall land use and development form for the area of Iluka generally west of Naturaliste Boulevard. The Structure Plan identifies the subject site within the proposed 'Commercial' zone, with R80 residential density coding.

The LPS3 objectives for the Commercial zone are:

- *To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites or activity centres.*
- *To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades or improve the existing streetscape.*
- *To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.*

The proposed development and use of the subject site for Multiple Dwelling purposes is generally consistent with the zone objectives, noting that additional non-residential development is to be delivered on the balance portions of the subject site.

The Structure Plan sets out a range of provisions for the Commercial Zone, which are addressed in **Table 3** below:

Table 3: Compliance with Structure Plan Provisions

Structure Plan Provision	Proposed Development Compliance
6.2.1. No subdivision or other development shall commence or be carried out on land within the Commercial Zone until a Local Development Plan has been prepared and adopted on that land in accordance with the requirements of the City of Joondalup District Planning Scheme No. 2 for this area.	**Complies**. A Local Development Plan has been prepared and adopted on the land - Iluka Local Centre Local Development Plan No.1
6.2.2. The approved Local Development Plan shall address the following: i. Measures to ensure the built form adjacent to O'Mara Boulevard provides an activated street frontage, passive/active surveillance and encourages pedestrian movement; ii. Measures to ensure the ground floor of building/s fronting O'Mara Boulevard include non-residential land uses; iii. Distribution of non-residential floor space (size-location) over each land parcel fronting O'Mara Boulevard; iv. Consolidated vehicle access points to ensure minimum disturbance with surrounding uses and availability of on-street parking, and v. maximum building height (3 storeys).	**Complies**. The Local Development Plan has been approved by the City of Joondalup having regard for Structure Plan requirements.
6.2.3. A Minimum allowance for 1,500sqm of non-residential floorspace generally fronting O'Mara Boulevard shall be provided on land within the Commercial Zone, with non-residential uses to frame both sides of the road reserve to create a 'main-street' pedestrian environment.	**Not applicable**. The development site does not front O'Mara Boulevard. Non-residential floorspace is to be provided on adjacent balance portions of the subject site, consistent with Structure Plan requirement.
6.2.4. A maximum building height restriction of three storeys shall apply for all development within the Commercial Zone.	**Complies**. The proposed development has a three-storey development form.

Structure Plan Provision	Proposed Development Compliance
6.2.5. An R80 density coding shall apply to residential development within the Commercial zone. Development to be consistent with the controls specified by 'SPP 7.3 Residential Design Codes Guidance for multiple dwelling and mixed use developments (Apartment Design)' with respect to the R80 coding, with nil side setbacks applying;	**Complies**. The proposed development has been assessed against R-Codes requirements for R80 multiple dwelling development (refer Section 5). The proposed development has also been assessed against the 10 design principles of SPP7 (refer Section 4.5.2).
6.2.6. Residential Development within the Commercial Zone shall comply with the relevant provisions of the Residential Design Codes and Building Code of Australia.	**Complies**. The proposed development has been assessed against R-Codes requirements for R80 multiple dwelling development (refer Section 5).
6.2.7. For all non-residential land uses, parking shall be provided on-site at a ratio of 1 bay per 20 sqm of net lettable floor area.	**Not applicable**. No non-residential land uses proposed.
6.2.8. Notwithstanding the land use permissibility for the Commercial zone under the City's District Planning Scheme No.2, the following uses are considered incompatible with the local centre and the amenity of the surrounding locality as they are unlikely to meet the relevant objectives of clause 6.1 and therefore are not contemplated within the local centre: i. Liquor Store – Large; ii. Night Club; iii. Restricted Premises; iv. Tavern; v. Vehicle Sales/Hire Premises; and vi. Veterinary Hospital.	**Not applicable**. Approval sought for multiple dwelling land use only, consistent with Commercial zone land use permissibility.

The proposed development complies with Structure Plan and warrants approval accordingly.

4.4 Iluka Local Centre Local Development Plan No.1

The Iluka Local Centre Local Development Plan No.1 was approved by the City in July 2018. It sets out a range of site specific development provisions and variations to R-Codes requirements for the site, which are addressed in Table 4 as follows:

Table 4: Compliance with Local Development Plan Provisions

Local Development Plan Provision	Proposed Development Compliance
C1 A maximum plot ratio of 1.6 applies. Development should result in a high level of amenity both internally within the site for residents, and externally in terms of its surrounding residential development by having due regard to the design principles and design guidance of SPP 7.3 Residential Design Codes Guidance for multiple dwelling and mixed use developments (Apartment Design)"	**Complies**. The proposed development has a total plot ratio of 1.1. A high degree of amenity is provided by the development, as demonstrated in the design principles assessment provided in Section 4.5.2 of this report.

Local Development Plan Provision	Proposed Development Compliance
C2 Three storeys shall be permitted in all areas subject of this LDP. For the purposes of this LDP, the maximum permitted building height for any three-storey development shall not exceed 10.5 metres from natural ground level to the satisfaction of the City.	**Variation sought**. The proposed development does not exceed three storeys, and measures 10m high (above ground level) at the highest (eastern) part of the site. A consistent roof line is projected westward from this level, resulting in a total height of approximately 12.7m at its western end (corner of Mykonos View and Burns Beach Road). The lift overrun (approx.14.5m high) is only a small portion of the development and is set back at least 12.7m from the street, meaning it will not be visible for the vast majority of people viewing the site. This minor variation to the maximum building height dimension is justified as follows: 1. The variation is located at the lowest point of the site, minimising the visual impact on the amenity of the locality. 2. The variation in the western portion of the development is offset by the eastern portion of the development which sits well below the 10.5m maximum level. 3. The site level has been raised at western end of the site to achieve a better interface to Burns Beach Road and visual/acoustic buffering for ground level units fronting this busy road. 4. The variation results in no loss of sunlight or ventilation to buildings, open spaces and habitable rooms. 5. The variation will not result in the loss of access to any views of significance. 6. The three-storey building form continues to present at a 'human scale' for pedestrians walking along Mykonos View and/or Burns Beach Road. 7. Maintaining a consistent roof level across the site reinforces the three-storey character of development and a cohesive development form. 8. The gentle sloping topography of the site does not easily accommodate a stepped development form, which would undermine the overall design aesthetic of the building. Through minimal use of cut and fill, a highly efficient and unimposing form of development has been achieved. 9. The variation is not associated with achieving additional yield or storeys above the three-storey maximum, rather, it is the result of sloping site constraints, a desire to achieve a coherent and high quality development form, and to achieve an appropriate level of visual/acoustic buffering for ground level apartments fronting Burns Beach Road.
C3.3 To achieve the Active Frontage 'main street' design elements, the O'Mara Boulevard street setback may be reduced to Nil.	**Not applicable**. The proposed development site does not front O'Mara Boulevard.

Local Development Plan Provision	Proposed Development Compliance
C3.4 All development shall be setback a minimum of 2 metres from all street boundaries, excluding O'Mara Boulevard and Burns Beach Road	**Variation sought**. The LDP provision effectively requires a 2m setback to Mykonos View (even though this does not constitute an R-Codes variation, with 2m street setbacks required for R80 properties in any event). Building setbacks of 2.5m or greater are maintained for the majority of the Mykonos View street frontage, however, the three (3) easternmost dwellings (on all levels) have bedrooms projecting closer to Mykonos View, with street setbacks in the order of 0.4m - 1m. These bedroom setback variations are worthy of approval for the following reasons: 10. The existing streetscape along Mykonos View is characterised by side boundary fences and side walls of single dwellings along its northern side. 11. Boundary walls/fences on the northern side of Mykonos View are often installed on top of considerable retaining walls, presenting a significant hard edge with nil setback for the entirety of the street boundary. 12. Single dwellings on the northern side of Mykonos View are set back less than 2m from the street. 13. The bedrooms projecting into the 2m setback area offer additional articulation of the building façade, providing visual interest, character and breaking up building bulk.
C4.3 A wall may have a nil setback to internal lot boundaries, if it has a maximum height as set out in this LDP and a maximum length of two-thirds the length of the boundary.	**Complies**. Three storey boundary walls comprise less than two-thirds of the boundary length.
C5 Open space is to be provided at a minimum of 30% of the site area and should comprise communal open space and deep soil areas in accordance with the design guidance of State Planning Policy 7.3 Residential Design Codes Guidance for multiple-dwelling and mixed use development.	**Variation sought**. Approximately 456m^2 or 23% of the development site area comprises open space, as defined by the R-Codes. This variation to the LDP requirement is in response to the neighbourhood character and unique features of the site, and justified on the following basis: 1. All dwellings are provided with outdoor living areas and balconies that exceed R-Codes requirements, in some cases quite significantly. 2. The unique site location and context, being close to the coast and overlooking the foreshore reserve, suggests that residents and visitors will prefer to use their generously sized balconies, than internal facing areas. 3. The development site benefits greatly from its location at the western edge of the urban area, with open uninterrupted vistas to the west. This heightened sense of spaciousness reduces the demand for additional open space elsewhere on site. 4. The development site is located within immediate proximity of quality green open space, noting the presence of a significant coastal foreshore reserve on the opposite side of Burns Beach Road. Pedestrian walking paths are provided adjacent the reserve along Burns Beach Road, with pedestrian access into the

Local Development Plan Provision	Proposed Development Compliance
	reserve itself provided approximately 280m walking distance to the north and 500m to the south. 5. Notwithstanding the above, high quality communal open space is provided on the first level of the proposed development, with a landscaped terraced area and breakout seating area provided for the comfort and enjoyment of residents and guests.
C5.5 Vehicle access points shall be located as marked on the plan.	**Complies**. Vehicle access is to be provided via a shared/common driveway immediately south of the development site, on the adjacent balance portion of Lot 9040, connecting to Burns Beach Road in a location consistent with the LDP 'preferred primary vehicle access point'.

4.5 State Planning Policies

4.5.1 State Planning Policy 3.1 – Residential Design Codes

The latest version of *State Planning Policy 3.1 – Residential Design Codes* was gazetted on 2 March 2018, and applies to all residential development throughout Western Australia. Part 6 of the R-Codes applies to multiple dwellings in areas with a coding of R40 or greater, and is therefore applicable to the proposed development. A detailed assessment against the R-Codes deemed-to-comply requirements and design principles is provided at Section 5 of this report.

4.5.2 Draft State Planning Policy No.7 – Design of the Built Environment

Draft State Planning Policy No.7 – Design of the Built Environment (**SPP7**) was published by the WA Planning Commission for public comment in October 2016. The draft policy sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

Draft SPP7 establishes a set of 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals. While the draft policy has not yet received final approval or been gazetted, the City of Joondalup now requires proposals for multiple dwelling developments to include a statement against each of the ten (10) design principles established by the draft policy.

Table 5 below provides a statement against each of the ten (10) design principles of draft SPP7.

Table 5: Draft SPP7 Design Principles Statement

Design Principle	Proposed Development Response
1. Context and character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	The proposed development responds to its context and character in an effective manner. The subject site benefits from its unique location adjacent to a significant coastal foreshore reserve and providing easy access to native green spaces, coastal amenities and beaches. The proposed development seeks to maximise its outlook and residential interface with this coastal aspect, in a form that remains highly sympathetic to, and consistent with, the modern residential character of the locality. This multiple dwelling development also serves to act as an intermediate / transition between the low density single residential character to the north, and the planned non-residential activities to be delivered to the south (along O'Mara Boulevard).

Design Principle	Proposed Development Response
2. Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	The proposal has an emphasis on quality landscaped areas, both at street level and through within the complex itself through the provision of innovative decked communal open spaces. In acknowledgement of the site's unique location and coastal aspects, the design response places a significant emphasis on maximising the access and outlook of all dwellings to the north and west, ensuring all residents can benefit from this environmental asset.
3. 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 built form is consistent and sympathetic to its broader context. While the site is a located in an area that is predominately detached single storey dwellings, the intended built form outcome for the site (as established by the planning framework) is for higher density attached form of development, integrating both residential and non-residential uses. The three-storey development is consistent with the built form and scale contemplated by the planning framework, and intended to be delivered on site.
4. 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-cycle.	Functionality is at the core of the proposed design, to ensure the needs of users are met. The arrangement of private and communal spaces maximises their ease of use and adaptability to be used for a range of purposes. An emphasis on good quality and robust building materials will ensure that the building remains resilient to wear and tear from its intended use. Additionally, this ensures that the building is not an eyesore and remains that way for its lifespan.
5. Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	Pedestrian movements, solar access and natural ventilation has been emphasised in this project. Sustainability is a major focus for both the City and the developer, and to this end, the range of ESD measures to be implemented have been outlined in the ESD Checklist (refer **Appendix 5**). In addition to the positive environmental aspects, the proposed development will also deliver social benefits (through increase diversity and choice of housing) and positive economic outcomes (by providing greater density of residents adjacent the future retail/commercial activities along O'Mara Boulevard).
6. Amenity Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.	All apartments have been designed to provide exceptional levels of amenity for future residents, visitors and neighbours. All dwellings are provided with large balconies maximising access to daylight, natural ventilation and coastal views. Furthermore, the overall development form and design treatment will create a high quality streetscape environment focused on pedestrian movement and appropriate private/public realm treatments. The application is also supported by a range of expert consultant reports demonstrating the suitability of traffic, acoustic and waste management arrangements to ensure the amenity of the locality is preserved and maximised.
7. 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 development is highly legible, and easy to navigate for both pedestrians and vehicle drivers. A single main building access point/lobby is provided from Mykonos View, avoiding any confusion for visitors and residents. Ground level apartments are also provided with front gates to/from their outdoor living areas, further improving their accessibility and relationship with the streetscape. A single vehicle access crossover from Burns Beach Road also maximises legibility for residents (and pedestrians walking along Burns Beach Road), while on-street visitor parking immediately fronting the building main entrance also maximises legibility for car-based visitors.
8. Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	Safety and security is promoted through maximising opportunities for both passive and active surveillance. All dwellings provide direct surveillance opportunities over the public streetscape, while increased activity, interaction and surveillance of internal communal areas are encouraged through the provision of landscaped decks and breakout areas. The development will also be well lit with secure access points. Additionally, the rear carpark will be gated and secure, ensuring that there is no opportunity for theft or damage to private property.

Design Principle	Proposed Development Response
9. 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.	A good mix of dwelling types from one bedroom through to three-bedroom apartments ensure that there is a diverse range of housing options provided. 9 different apartment types will provide a range of price points catering to the needs of different purchasers. This diversity of dwelling stock is needed in the locality, given the prevalence of traditional single dwellings on freehold lots, and will provide new opportunities for single people, couples and families wishing to live in the area. The provision of communal landscaped areas onsite will also help to facilitate both active and passive social interaction.
10. 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.	The building is architecturally designed and will be built using high quality materials that will stand the test of time. This will create an attractive and inviting place that contributes positively to the local character of the area. The building, while maintaining a consistent building height of three storeys along its road frontages, provides a high degree of variety and visual interest through its varied façade treatments. The combination of vertical and horizonal design elements, varied screening treatments and a diverse materials/colour pallet all contribute to an interesting and attractive development outcome.

Having regard for the design principles and statement outlined above, we consider the proposed development design to be of high quality and worthy of approval.

4.5.3 Draft Apartment Design Guidelines

Aligned with draft SPP7, the draft Apartment Design Guidelines (**ADGs**) were published for public comment in October 2016. It is understood that following their approval and gazettal, the ADGs will have the status of State Planning Policy (No.7.3) and effectively form 'Volume 2' of the Residential Design Codes, replacing part 6 of the current R-Codes.

While the ADGs remain in draft form, the current R-Codes remain applicable to the assessment of proposed multiple dwelling developments. This proposal has therefore, been assessed against the R-Codes instead of the draft ADGs (refer section 5 of this report). However, where the proposal does not meet the deemed-to-comply requirements of the R-Codes, consideration has been given to the design objectives, criteria and guidance of the draft ADGs, to achieve best practice design outcomes.

4.5.4 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 – Planning in Bushfire Prone Areas (**SPP3.7**) seeks to implement effective, risk-based land use planning and development to preserve life and reduce the impact of bushfires on property and infrastructure.

The subject site is situated within an area which is identified as being 'bushfire prone' by the Department of Fire and Emergency Services (**DFES**). Accordingly, the proposed development is required to comply with the relevant policy measures of SPP3.7 and associated documents.

A Bushfire Attack Level (**BAL**) Contour Report was undertaken by Natural Area Holdings Pty Ltd in support of the most recent Structure Plan amendment and LDP approved for the land, and confirmed a BAL rating of BAL12.5 for the subject site. The BAL Contour Report was updated again in November 2018, reconfirming that a BAL12.5 rating applies to the subject site and development area. Residential buildings rated BAL12.5 will need to comply with the construction requirements described in Clauses 3 and 5 of AS 3959–2009.

The latest BAL Contour Report for the subject site is provided at **Appendix 4**, confirming a BAL12.5 rating and demonstrating compliance with SPP3.7 objectives and policy measures. As the proposed development does not constitute a 'vulnerable' or 'high-risk' land use as defined by SPP3.7, no further bushfire management plans are required to accompany this development application.

4.6 Local Planning Policies

4.6.1 Environmentally Sustainable Design Policy

The City's *Environmentally Sustainable Design Policy* (**ESD Policy**) encourages the integration of environmentally sustainable design principles into the siting, design and construction of new development, including new multiple dwelling developments such as that proposed.

The ESD policy requires applications for planning approval (excluding single and grouped dwellings) to be accompanied by a completed *Environmentally Sustainable Design Checklist*. In accordance with policy requirements, a completed checklist has been submitted in support of this development application, confirming the environmentally sustainable design credentials of the proposal. Refer **Appendix 5** for a copy of the completed/signed ESD checklist.

4.6.2 Residential Development Policy

The City's Residential Development Local Planning Policy (**RD Policy**) provides guidance on the assessment criteria for all residential development within the City of Joondalup. It establishes local 'deemed-to-comply' requirements that replace or augment certain R-Codes requirements, along with local housing objectives to inform the exercise of discretion where 'deemed-to-comply' provisions are not met.

Importantly, the policy states that "*where the Scheme, structure plan, activity centre plan or local development plan provision is in conflict or inconsistent with this Policy, the Scheme, structure plan, activity centre plan or local development plan provision shall prevail*."

Table 6 below provides an assessment of the proposed development against Residential Development Policy requirements.

Table 6: City of Joondalup Residential Development Policy Assessment

Policy Requirement Principle	Proposed Development Compliance
6.1.2 – Building Height for Multiple Dwellings C2 Development complies with the maximum height set out in Table 4 of the R-Codes.	**Not applicable**. Maximum building heights (3 storeys) are established by the Structure Plan and Local Development Plan.
6.1.4 – Lot boundary setback C2 A wall may be built up to the lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater construction; or a wall may be built up to one side boundary if it is not higher than 3.5m with an average of 3m for two-thirds the length of the balance of the lot boundary behind the front setback.	**Not applicable**. Lot boundary setback requirements established by the Local Development Plan.
6.2.2 – Street walls and fences C2 Fencing along a secondary street, right-of-way, pedestrian access way or battleaxe leg shall be visually permeable above 1.2m from natural ground level for 50 per cent of the length of the boundary and allow surveillance from an outdoor living area and/or major opening.	**Variation sought.** Fencing to Mykonos View is visually permeable above 1.2m for at least 50% of the boundary length, allowing surveillance from outdoor living areas. Fencing to Burns Beach Road is visually permeable above a height of approximately 1.4 – 1.7, for at least 50% of the boundary length, and still allows surveillance from outdoor living areas. The variation along Burns Beach Road is the result of site works required to raise site levels in the western portion. These site works have the benefit of achieving a cohesive development form across the site (rather than stepping development and breaking the development form) and increasing the level of acoustic / visual buffering for ground level units fronting Burns Beach Road. An adequate level of surveillance is still achieved, noting that visually permeable fencing is still provided, and balconies/living areas for all levels overlook this road frontage.

	It is also noted that the proposed interface with Burns Beach Road remains generally consistent with the single residential dwellings further north of Mykonos View, which present large retaining walls to Burns Beach Road exceeding 1.2m in height.
6.2.3 – Sight lines A pillar to a height of 1.8m with a maximum dimension of 350mm x 350mm may be permitted within 1.5m of where the vehicle access point meets the street boundary provided the remainder of the wall within this area is visually permeable above 750mm.	**Complies**. No structures exceeding maximum policy dimensions are contained within 1.5m of the vehicle intersection point with Burns Beach Road (located on adjacent site subject to separate development approval).

The proposed development is generally consistent with the City's RD Policy requirements and warrants approval.

5 R-Codes Assessment

Table 7 below provides an assessment of the proposal against the requirements of the R-Codes deemed-to-comply criteria. Where an R-Codes deemed-to-comply requirement has not been met, a merit assessment against the relevant R-Codes design principle and other relevant planning instruments has been provided.

Table 7: R-Codes deemed-to-comply assessment

R-Code Design element and clause	Deemed-to-comply requirement (R80)		Deemed-to-comply
6.1 Context			
6.1.1 Building size	**Required**	**Provided**	
Max Plot ratio	*N/A – addressed by LDP*		*N/A*
6.1.2 Building height	**Required**	**Provided**	
Max building height	*N/A – addressed by LDP*		*N/A*
6.1.3 Street setback	**Required**	**Provided**	
Minimum street setback	Burns Beach Road – 2m *Mykonos View – N/A (addressed by LDP)*	Ground level: • 2m – 4.9m setback to main building (walls fronting Burns Beach Road). • Nil setback to southernmost storeroom.	✓ Design Principles Assessment
		Level 1: • 2.5m to main building (walls fronting Burns Beach Road).	✓
		Level 2: • 2.5m to main building (walls fronting Burns Beach Road).	✓
Balconies	Located entirely within the property boundary.	All balconies are located entirely within the property boundary	✓
6.1.4 Lot boundary setback	**Required**	**Provided**	
Lot boundary setback requirements	*N/A – addressed by LDP*		*N/A*
6.1.5 Open space	**Required**	**Provided**	
Minimum open space	*N/A – addressed by LDP*		*N/A*
6.2 Streetscape			
6.2.1 Street surveillance	**Required**	**Provided**	
Street elevation	Entry point parallel / visible / accessible from street.	The main building entrance / lobby is provided fronting Mykonos View, and is parallel/visible/accessible from the street.	✓

R-Code Design element and clause	Deemed-to-comply requirement (R80)		Deemed-to-comply
Major openings to habitable room	The building has habitable room windows or balconies that face the street.	All dwellings provide habitable room windows and/or balconies facing Burns Beach Road and Mykonos View.	✓
Basement parking structures	Basement parking structures between a street frontage and the main front elevation are no more than 1m above natural ground level.	N/A – no basement parking provided.	N/A
6.2.2 Street walls and fences	**Required**	***Provided***	
Front fences	*N/A – addressed by City's Residential Design Policy*		*N/A*
6.2.3 Sight lines	**Required**	**Provided**	
Fence sight lines	*N/A – addressed by City's Residential Design Policy*		*N/A*
6.2.4 Building appearance	**Required**	**Provided**	
Building compliance with local planning policy framework	Building to comply with the provision of a local planning policy.	Refer Sections 4.4 and 4.6.2 of this report concerning the LDP and City's Residential Design Policy.	✓
6.3 Site Planning and design			
6.3.1 Outdoor living areas	**Required**	**Provided**	
Balconies	Each dwelling to have a balcony or equivalent accessed from a habitable room with a minimum area of 10m^2 and a minimum dimension of 2.4m.	Each dwelling has a balcony or outdoor living area accessed from a habitable room, with a minimum area of 10m^2 and dimension of 2.4m.	✓
6.3.2 Landscaping	**Required**	**Provided**	
Street setback areas	Developed without car parking, except for visitors' bays, and with a maximum of 50% hard surface.	All resident parking is provided at the rear of the building. More than 50% of street setback areas comprise hard surfaces.	Design Principles Assessment
Pedestrian path	Separate pedestrian paths providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas.	Wheelchair access from public footpaths and public/visitor parking areas is provided via the main building entrance lobby fronting Mykonos View.	✓
Landscaping between car parking	Landscaping between each six consecutive external car parking spaces to include shade trees	On-site car parking spaces are covered by roofed parking structures (i.e. not external). Four (4) new on-street visitor spaces are provided with two new shade trees.	✓
Lighting	Lighting provided to pathways, and communal open space and car parking areas	Lighting will be provided to pathways, open spaces and car parking areas, with specific arrangements to be confirmed at detailed design stage.	✓
Clear sight lines	Clear sight lines at pedestrian and vehicle crossings	Pedestrian access is provided via Burns Beach Road and/or Mykonos View, while vehicle access to the on-site car park is to be provided via a private driveway / access easement adjacent the southern boundary of the development site (connecting to/from Burns Beach Road). The location of this vehicle entrance from Burns Beach Road is consistent with the LDP.	✓

R-Code Design element and clause	Deemed-to-comply requirement (R80)		Deemed-to-comply
		Detailed configuration of the driveway and sightlines is to be confirmed in the development application submitted for the adjoining site.	
6.3.3 Parking	**Required**	**Provided**	
Resident car parking bays	Within 'Location B': • 1.25 bays per 1 or 2 bedroom dwelling = 21.25 bays • 1.5 bays per 3 bedroom dwelling = 10.5 bays • **Total = 31.75 bays**	40 on site resident bays, including 14 (7 sets) of tandem bays. 1 small car bay (not counted against requirements).	✓
Visitor car parking bays	0.25 bays per dwelling = 6 bays	4 visitor bays on-street	Design Principles Assessment
Bicycle parking	1 space for each 3 dwellings for residents (= 8 bays) plus 1 space for each 10 dwellings for visitors (= 2.4 bays). **Total = 10.4 spaces**.	5 pivot bike racks provided on site within rear parking area. Store rooms for 24 dwellings are all sufficiently dimensioned to accommodate bicycles.	✓
6.3.4 Design of car parking spaces	**Required**	**Provided**	
Design of parking	In accordance with AS2890.1	Parking has been designed in accordance with AS2890.1. Refer Traffic report provided at **Appendix 6**.	✓
Visitor bay design	Marked, signposted and located close to or visible from point of entry. Located outside any security barrier	Visitor bays are to be provided on street, immediately adjacent the main building access lobby, easily identified and visible from the point of entry and outside any security barrier.	✓
Concealed from street view	All car parking spaces except visitor parking to be fully concealed from the street or public space.	All non-visitor bays are located on site, behind the building and fully concealed from the street and/or public spaces.	✓
6.3.5 Vehicular access	**Required**	**Provided**	
Crossover	One crossover per 20m of street frontage.	No crossovers proposed for development site road frontage. Shared vehicle crossover/driveway with adjacent (southern) property is located as per the LDP requirements.	✓
Access	Access provided from primary street frontage where no secondary street or right of way exists.	Access is provided via an LDP nominated position, shared with the adjacent (southern) property.	✓
Driveways	Driveway designed for two way access to allow vehicles to enter the street in forward gear.	The shared driveway is designed to accommodate two-way vehicle access, allowing vehicles to enter Burns Beach Road in forward gear.	✓
Driveway materials	Driveway to be adequately paved and drained.	The driveway will be adequately paved and drained, with exact specifications to be confirmed at detailed design stage.	✓
6.3.6 Site Works	**Required**	**Provided**	
Excavation or filling	Excavation or filling between the street and building shall not exceed 0.5m except where necessary to provide for pedestrian or vehicle access, drainage works or natural light for a dwelling.	Site filling of up to 1m is proposed, generally within the Burns Beach Road setback area.	Design Principles Assessment
Excavation or filling	Excavation or filling should not be 0.5m above the natural ground level, within 1m of lot boundary	Site filling of up to 1m is proposed, generally within the Burns Beach Road setback area, adjacent the southern (future) lot boundary.	Design Principles Assessment

R-Code Design element and clause	Deemed-to-comply requirement (R80)		Deemed-to-comply
6.3.7 Retaining Walls	**Required**	**Provided**	
Retaining walls	Less than 0.5m high may be located on the lot boundary, or within 1m of the boundary, to allow for an area of landscaping.	Retaining of up to 1m is proposed, generally along the Burns Beach Road boundary line.	Design Principles Assessment
6.3.8 Stormwater management	**Required**	**Provided**	
Stormwater management	All water draining from roofs, driveways, communal streets shall be directed towards gardens, sumps or rainwater tanks within the development site.	All water collected on site is to be directed towards gardens, sumps and/or rainwater tanks within the development site. No off-site discharge of stormwater is proposed.	✓
6.4 Building design			
6.4.1 Visual privacy	**Required**	**Provided**	
Overlooking	Major openings and active habitable spaces (more than 0.5m above natural ground level) to be set back from lot boundaries: • 3m for bedroom/studies; • 4.5m for other habitable rooms; • 6m for unenclosed outdoor active habitable spaces; Or provided with permanent screening to restrict views.	All major openings and active habitable spaces are appropriately set back or provided with permanent screening. Details of adjacent commercial (non-residential) development to south will be confirmed via separate development application.	✓
6.4.2 Solar access for adjoining sites	**Required**	**Provided**	
Maximum percentage of overshadowing to Lot to south	*N/A (site to south is coded R80 – no max. overshadowing percentage).*		*N/A*
6.4.3 Dwelling Size	**Required**	**Provided**	
Diversity	For developments of more than 12 dwellings: • Minimum 20% 1-bedroom dwellings to a maximum of 50% • Minimum 40% 2-bedroom dwellings	3 single bedroom dwellings (12.5%) 14 two-bedroom dwellings (58.5%) 7 three-bedroom dwellings (29%)	Design Principles Assessment ✓
Minimum dwelling size	No dwellings smaller than 40m² plot ratio area.	Plot ratio area of all units exceeds 40m².	✓
6.4.4 Outbuildings	**Required**	**Provided**	
Outbuildings	Not attached, non-habitable, no more than 60m² or 10% in aggregate of the site area. Do not exceed a wall height of 2.4m, or ridge height of 4.2m. Set back from lot boundaries in same manner as other building walls. (For a 21m long wall, a setback of 1.5m applies).	N/A – no outbuildings provided.	N/A
6.4.5 External Fixtures	**Required**	**Provided**	
Solar collectors	Installed on roof	Photovoltaic solar collectors to be installed on roof.	✓
TV aerials, pluming vent pipes, down pipes	Only of standard aerial type, essential vent pipes above roof line, and external roof water down pipes.	Where necessary, external fittings/fixtures to be installed compliant with R-Codes. To be confirmed at detailed design stage.	✓

R-Code Design element and clause	Deemed-to-comply requirement (R80)		Deemed-to-comply
Other fixtures	Not visible from street, integrated and visually unobstrusive.	N/A	N/A
6.4.6 Utilities and facilities	**Required**	**Provided**	
Store rooms	24 multiple dwelling units = 24 store rooms required. Minimum 4.0m² with 1.5m dimension, accessible from outside the dwelling.	24 store rooms provided. Store room areas range from 3.1m² to 7.2m². Minimum internal dimensions range from 1m to 5.6m. 6 store rooms accessible from outside the dwelling, 18 accessible from inside the dwelling.	✓ Design Principles Assessment
Clothes drying areas	Screened from view of the street.	All clothes drying areas / facilities are to be screened from view of the street.	✓

In summary, the proposed multiple dwellings are compliant with the relevant deemed-to-comply provisions of the R-Codes with the exception of the following:

- Street setback to Burns Beach Road.
- Landscaping within street setback areas.
- Amount of visitor parking.
- Site works and retaining.
- Proportion of single bedroom dwellings.
- Store room configuration and sizing.

Each of these matters is considered further below, having regard for the relevant R-Codes design principle and other planning framework instruments.

5.1.1 Street setback to Burns Beach Road

The ground level storeroom for the southernmost dwelling has a nil setback to Burns Beach Road, in lieu of the 2m required under the R-Codes. We consider this aspect of the proposal meets the relevant design principle of the R-Codes for the following reasons:

- There is currently no established streetscape or setback pattern along the Burns Beach Road frontage of the subject site. Furthermore, single dwellings north of Mykonos View already present a significant hard edge along the Burns Beach Road boundary in the form of limestone retaining walls.
- The minor projection adds visual interest and articulation to the building façade. The render / paint treatment proposed will highlight this as an architectural feature (not just a standard storeroom), providing a clear definition of the development's southern edge and interface with the future vehicle access way and non-residential development to the south.
- The feature is appropriate in this location, providing an important role in screening outdoor living area of the dwelling from vehicle movements using the shared vehicle crossover.

5.1.2 Landscaping within street setbacks

More than 50% street setback area comprises hard surfaces, however, this is an unavoidable outcome of only having a small setback and outdoor living area for residents (nominally 2.5m). These outdoor living areas need a sufficient amount of hard surfaces (not unlike a balcony) to offer maximum functionality for residents and visitors. Ultimately, these areas will be fitted out by residents with plants and soft landscaping (pots), which combined with the other communal soft landscaping, will contribute positively to streetscape.

5.1.3 Visitor parking bays

4 visitor parking bays are proposed to be provided on the street, in a parallel configuration, in lieu of the 6 visitor bays required by the R-Codes. This is justified on the following grounds:

- Experience has shown than in many cases, on-site visitor parking provision at levels required by the R-Codes often exceeds demand and results in inefficient design outcomes. The draft Apartment Design Guidelines respond to this by requiring a reduced amount of visitor car parking, and in this case, would require 4.5 visitor bays for a development of 24 dwellings.
- The draft Apartment Design Guidelines also acknowledge that further reductions in visitor parking can be applied where shared commercial parking bays are available, and additional off-street parking is provided in the vicinity. In this regard, we note the commercial development immediately south of the subject site will also provide significant on-site parking, potentially along with additional on-street parking.
- It is also noted that the non-residential activities on the southern adjacent site is aimed at encouraging walking and cycling, and reducing demand for private vehicle travel.

5.1.4 Site works and retaining

Retaining and filling of up to 1m is proposed within the western portion of the subject site near Burns Beach Road. This is consistent with the R-Codes design principles and warranted on the following grounds:

- The natural slope of the site requires a minor cut and fill approach to achieve both an efficient and elegant built form outcome, presenting a consistent 3 storey interface along the road frontages.
- The proposed filling and retaining does not adversely affect adjoining properties. The only adjoining portion of the site is to be utilised for vehicle access, and is not adversely affected by the proposal.
- The increased site level also helps to achieve a better interface to Burns Beach Road and improved visual/acoustic buffering for ground level units fronting this busy road.
- The level of retaining and site works is less than that already provided for single residential dwellings north of Mykonos View, which have substantial retaining walls (exceeding 1m) along the Burns Beach Road boundary. The development is not inconsistent with this streetscape character.

5.1.5 Dwelling size / diversity

12.5% of the proposed dwellings are single bedroom dwellings, in lieu of the 20% required by the R-Codes. This is consistent with the R-Codes design principles and warranted on the following grounds:

- All dwellings are sufficiently sized to cater for the needs of residents.
- Diversity in dwelling types and sizes is still provided. A range of 1, 2 and 3 bedroom dwellings are offered, with 9 different dwelling types catering for different purchasers at a range of price points.
- A mandatory proportion of single bedroom dwellings is not reflected in the draft Apartment Design Guidelines, providing for a more appropriate market / demand responsive approach.

5.1.6 Store rooms

Some store rooms are accessed from inside the dwelling, and have areas / dimensions lower than the R-Codes deemed-to-comply requirements. This is justified as follows:

- Store room sizes are reflective of dwelling type, with smaller dwellings generally provided with smaller store rooms no less than 3.1m2. This store room size is still capable of meeting the needs of residents, noting that dwellings are provided with generously proportioned bedrooms and wardrobes (including walk in robes in master bedrooms.
- The draft Apartment Design Guidelines take a more nuanced and proportionate approach to storage requirements, and don't stipulate minimum dimensions. A minimum storage area of $3m^2$ is recommended by the draft ADGs for single bedroom apartments ($3.3m^2$ provided).

6 Conclusion

This application has, from the preceding pages, provided justification for a three-storey multiple dwelling development on the north western portion of the subject site, including car parking and landscaping.

The proposal appropriately responds to all the relevant aspects of the planning framework and warrants approval for the following key reasons:

- The proposed land use is capable of approval and supported in this location, pursuant to the local planning framework.
- The proposed residential density complies with minimum targets established by LPS3, and maximum plot ratio level established by the LDP.
- The proposed 3 storey development form is consistent with the local planning framework, sympathetic to its context, and of a high design quality befitting of the site's prominent location.
- The proposed development is supported by expert consultant reports demonstrating the suitability of the design with respect to traffic and access, waste management, acoustic management and bushfire management.

Having regard for the above, it is considered the proposed development warrants approval.

Uloth & ASSOCIATES
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30 November 2018

Lindsay Allen,
Principal
DMG Architecture and Construction
PO Box 7892
CLOISTERS SQUARE WA 6850

Dear Lindsay,

RE: ILUKA APARTMENT DEVELOPMENT - MYKONOS VIEW, ILUKA
TRANSPORT IMPACT STATEMENT

As requested, we have now reviewed the proposed car park layout and access arrangement for the proposed apartment development, located at the corner of Burns Beach Road and Mykonos View, in Iluka, in the north west corner of the Iluka Local Centre.

1. PROPOSED DEVELOPMENT

- The proposed development comprises a total of 24 Apartments over 3 Levels, together with on-site parking for 41 vehicles (27 standard spaces and 7 x 2 tandem spaces), as shown in the attached Figure 1.

- Car park access is proposed via a Right of Carriageway over the adjacent Lot, with the 2 parking aisles to connect to the proposed access driveway and internal parking aisle within the adjacent car park, as shown in the composite plan in the attached Figure 2.

- The 24 dwellings includes 7 x 3 Bedroom apartments, 14 x 2 Bedroom apartments and 3 x 1 Bedroom apartments.

2. TRAFFIC GENERATION AND TRAFFIC IMPACT

- On the basis of NSW RMS trip generation rates, it is estimated that the proposed apartments will generate approximately 130 vehicle trips per day, with 13 vehicle trips during the AM and PM peak hours.

- It is important to note that Uloth and Associates recently carried out a detailed parking and access investigation for the adjacent Iluka Plaza development, and in doing so included the traffic generation from this currently proposed apartment development accessing the site via the proposed Burns Beach Road access driveway, which was confirmed to operate at a high Level of Service A during the critical PM peak hour.

3. CAR PARK DIMENSIONS AND ACCESS ARRANGEMENT

- The currently proposed car park layout (in Figure 1) provides 27 standard parking spaces at 2.4 metres x 5.4 metres, with 5.8 metre parking aisle widths, as required for User Class 1A under Australian Standard AS 2890.1. The plan also provides 7 x 2 tandem bays at 2.4 metres x 10 metres, which is also acceptable.

- The overall layout is therefore acceptable, subject only to the 1 metre 'blind aisle' extensions at the end of each parking aisle being paved and flush for the full 5.8 metre aisle width, in order to accommodate the required vehicle manoeuvring.

- It is also recommended to ensure that a 1.5 metre x 1.5 metre 'visually permeable' sightline truncation is provided on both sides of each of the proposed parking aisles, at the site boundary, in order to ensure that appropriate sightlines are available at each location.

4. RUBBISH COLLECTION

- The attached Figure 3 shows the swept path for a 10.0 metre rubbish truck accessing the proposed access driveway off Burns Beach Road and stopping within the Right of Carriageway to empty bins from the adjacent Bin Store, based on the recommended access driveway geometry proposed as part of the Iluka Plaza development.

- It is important to note, however, that the rubbish truck will then have to continue around the entire car park of the adjacent site, as also shown in Figure 3, in order to exit back onto Burns Beach Road.

I trust that the above review is sufficient for the proposed Development Application. However, please do not hesitate to contact me if you require anything further.

Yours sincerely,

Darren Levey

GROUND FLOOR	
LANDSCAPE AREA	67m²
LEVEL 1	
LANDSCAPE AREA	186m²
TOTAL	253m²
PLOT RATIO AREA	
GROUND FLOOR	704m²
FIRST FLOOR	759m²
SECOND FLOOR	759m²
TOTAL	2222m²

GROUND FLOOR PLAN
SCALE 1:200

FIG. 1

SCALE	PROJECT TITLE
1:200	**ILUKA APARTMENT DEVELOPMENT** PORTION of LOT 9040 (No.34) KALLATINA DRIVE, ILUKA

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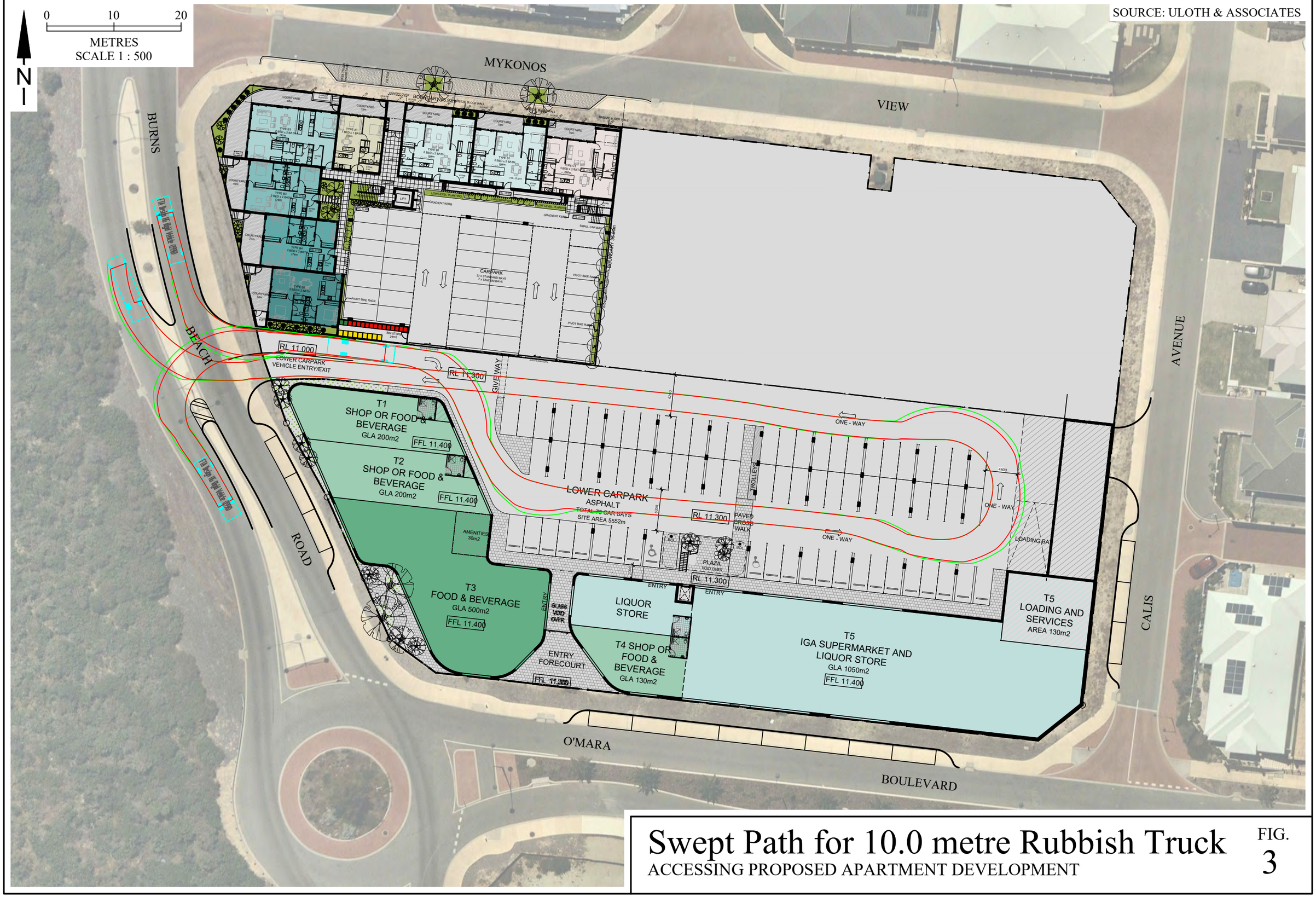
PROJECT # 18015

DRAWING # A2.01

Composite Plan with Adjacent Car Park and Access

PROPOSED ILUKA APARTMENTS AND ADJACENT ILUKA PLAZA

FIG. 2



Swept Path for 10.0 metre Rubbish Truck

ACCESSING PROPOSED APARTMENT DEVELOPMENT

FIG. 3

Natural Area
CONSULTING MANAGEMENT SERVICES

Mykonos View Pty Ltd

BAL-contour Report, Portion of Lot 9040, Burns Beach Road, Mykonos View, Calis Avenue and O'Mara Boulevard, Iluka

V1 – 27 November 2018

Natural Area Holdings Pty Ltd
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Disclaimer

Natural Area Holdings Pty Ltd, trading as Natural Area Consulting Management Services (Natural Area), has prepared this BAL-assessment Report for use by:

- Property Owners and their consultants and/or contractors
- City of Joondalup
- Purchasers of Lots in designated fire prone areas.

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Document Control

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Location	Client Folders NAC/Planning Solutions/

Version No.	Date	Changes	Prepared by	Approved by	Status
V1	27 November 2018	New document	SB	BC	Final

Contents

1.0 Introduction 3
2.0 Bushfire Threat 5
2.1 Site Characteristics 5
2.1.1 Location 5
2.1.2 Contours and Slope 5
2.1.3 Land Use 5
2.1.4 Access 5
2.2 Vegetation Classification 7
2.2.1 Area 1 – Class C Shrubland 7
2.2.2 Area 2 – Class D Scrub 7
2.2.3 Area 3 – Low-threat Vegetation 8
2.2.4 Area 4 – Non-vegetated Areas 9
2.3 Bushfire Hazard Level 11
2.3.1 Fire History 11
2.3.2 Bushfire Hazard Assessment 11
2.3.3 Bushfire Fuels 11
2.3.4 Relevant Fire Danger Index 11
2.3.5 Potential Fire Impacts 11
2.4 Bushfire Attack Level 11
2.5 Shielding 11
3.0 Compliance and Justifications 13
3.1 SPP 3.7 Objectives and Application of Policy Measures 13
3.2 Bushfire Protection Criteria 14
3.3 Compliance with Relevant Documents 15
3.4 Compliance Statement 15
4.0 References 16

1.0 Introduction

Natural Area Holdings Pty Ltd T/A Natural Area Consulting Management Services has prepared this BAL-contour report for a portion of Lot 9040 on Deposited Plan 411177 located at the intersection of Burns Beach Road and Mykonos View, Iluka, within the City of Joondalup for Mykonos View Pty Ltd. The report will support applications for development and/or subdivision. The site faces Burns Beach Road, with areas to the north (Mykonos View) and east (Calis Avenue) developed as residential areas, the Lot south of O'Mara Blvd is cleared ahead of subdivision and development, with the closest vegetation located in the coastal foreshore reserve to the west (Figure 1).

This report details the following:

- site details and location
- vegetation classification
- site slope
- separation distance between proposed Lots and classified vegetation
- fire danger index
- potential bushfire impacts
- indicative Bushfire Attack Level (BAL) zones for the site
- compliance with policy intent and acceptable solutions.

The most recent site assessment was undertaken on Thursday 22 November 2018. This report has been prepared by Sue Brand, an accredited Level 2 Bushfire Planning and Design Practitioner with the Fire Protection Association of Australia.

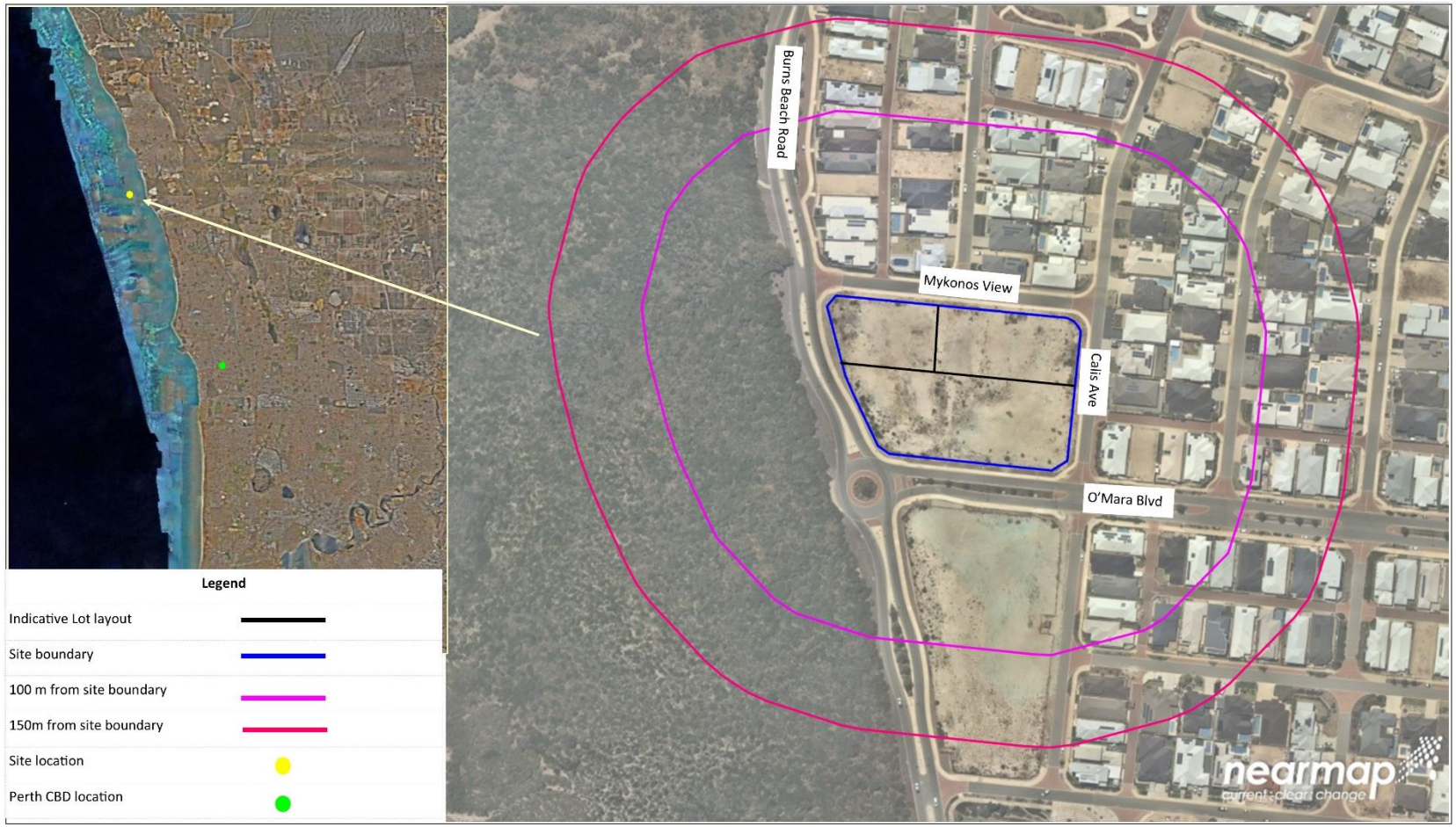


Figure 1: Location
Cnr Burns Beach Road and Mykonos View, Iluka

N

Client: Mykonos View Pty Ltd
Project: BAL-Contour Assessment, Burns Beach Road Iluka
Image Source: NearMap 2018
Prepared by: Sue Brand
Datum: GDA 94, Zone 50

0 47
Metres

2.0 Bushfire Threat

2.1 Site Characteristics

2.1.1 Location

The site is located in the suburb of Iluka within the City of Joondalup (Figure 1); it is bounded by Burns Beach Road and the coastal foreshore reserve to the west, Mykonos View to the north, Calis Avenue to the east and O'Mara Boulevard to the south.

2.1.2 Contours and Slope

The Iluka Foreshore Reserve immediately to the west of the site is the rear of the secondary dune system, meaning that vegetation across from the site is upslope or flat land (Figure 3). The site itself is largely flat with a gentle upward slope to the east. For the purposes of the BAL-assessment, the site is upslope or flat land.

2.1.3 Land Use

The site has been cleared during civil engineering construction works, ahead of any further subdivision and development (Figure 2). Other Lots within the broader subdivision have been built on, with roads and infrastructure already present (Figure 1).

Figure 2: Current land use

2.1.4 Access

Access to the site is via the existing road network (Figure 1), with no additional roads planned.

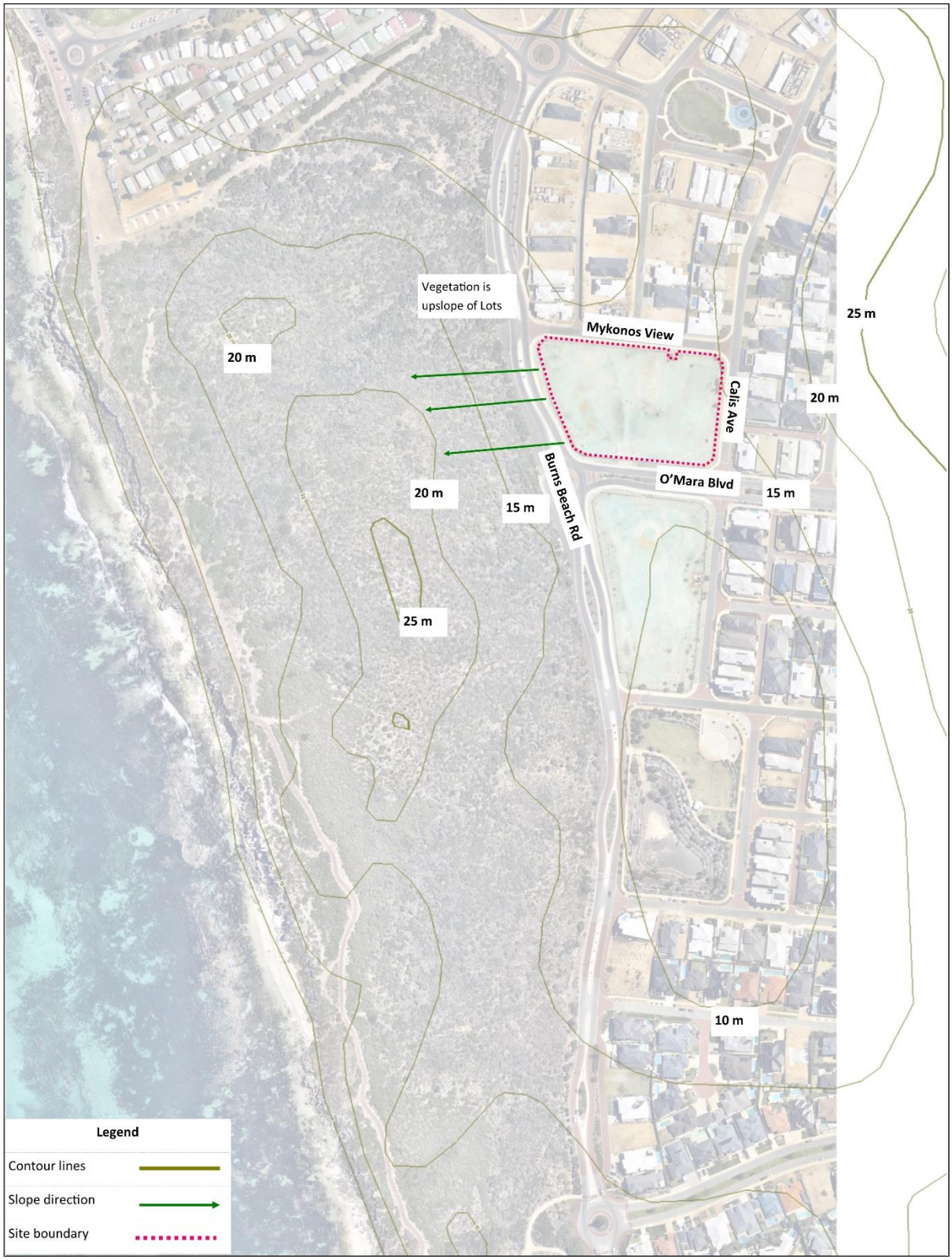


Figure 3: Contours and Slope Subject Site, cnr Burns Beach Road and Mykonos View, Iluka

N

Client: Mykonos View Pty Ltd
Project: BAL Contour Assessment L1754 Burns Beach Rd Iluka
Image Source: NearMap, 2016
Prepared by: Sue Brand
Datum: GDA 94, Zone 50

0 55
Metres

2.2 Vegetation Classification

All vegetation within 100 m of the site was classified in accordance with Clause 2.2.3 of *AS 3959 – 2009 Construction of Buildings in Bushfire-prone Areas*. Each distinguishable area of vegetation with the potential to determine the bushfire attack level (BAL) is discussed (Figure 8).

2.2.1 Area 1 – Class C Shrubland

Area 1 is the Class C Shrubland characterised by low shrubs to 2 m present on the secondary dunes to the west within the Iluka Foreshore Reserve (Figure 4). This vegetation is the co-dominant vegetation type within 100 m of the site and will have the greatest influence on BAL-ratings within the Lots. This vegetation is mature, in a stable condition, and none will be cleared during proposed development works.

Area 1 **Classification or Exclusion Clause** Class C Shrubland (Heath < 2m)

Photo ID: 1

Figure 4: Class C Shrubland within the Iluka Foreshore Reserve

2.2.2 Area 2 – Class D Scrub

The Iluka Foreshore Reserve in proximity to the northern portion of the site contains an area of Class D Scrub (Figure 5) to the north west of the site. This vegetation class is characterised by shrubs from 2 – 4 m with a continuous canopy from ground level, along with the occasional tree. The vegetation is mature and stable and will not be impacted by the development.

Area 2	**Classification or Exclusion Clause**	Class D Scrub (Closed Scrub > 2 m)

Photo ID: 2

Figure 5: Class D Scrub within the Iluka Foreshore Reserve

2.2.3 Area 3 – Low-threat Vegetation

Area 3 is low-threat vegetation located within managed (irrigated) reserves in nearby roundabouts and islands within the road network (Figure 6).

Area 3	**Classification or Exclusion Clause**	Exclusion clause 2.2.3.2 (f) – Low threat vegetation

Photo ID: 3

Figure 6: Low-threat vegetation – intersection of O'Mara Blvd and Burns Beach Road

2.2.4 Area 4 – Non-vegetated Areas

Area 4 are non-vegetated areas associated with cleared land, roads and existing development (Figure 7), and which are subject to exclusion clause 2.2.3.2 (e).

Area	3	**Classification or Exclusion Clause**	Exclusion clause 2.2.3.2 (e) – Non-vegetated areas

Photo ID: 4

Figure 7: Non-vegetated areas

Figure 8: Vegetation Classification
Cnr Burns Beach Road and Mykonos View, Iluka

N

Client: Mykonos View Pty Ltd
Project: BAL-Contour Assessment, Burns Beach Road Iluka
Image Source: NearMap 2018
Prepared by: Sue Brand
Datum: GDA 94, Zone 50

0 42
Metres

2.3 Bushfire Hazard Level

2.3.1 Fire History

A review of historic aerial imagery shows no obvious indication of fire within the coastal foreshore reserve.

2.3.2 Bushfire Hazard Assessment

Depending on the vegetation type, a hazard rating of low, moderate or high is assigned. The nature of the remnant vegetation in the coastal foreshore reserve means the hazard rating is moderate-to-extreme, with all other locations within 100 m of the vegetation rated as moderate due to the increased risk.

2.3.3 Bushfire Fuels

Bushfire fuels are present within the remnant vegetation in the coastal foreshore reserve only.

2.3.4 Relevant Fire Danger Index

The fire danger index for this site is FDI 80, as documented in Table 2.4.3 of AS 3959 and which is the nominated FDI for Western Australia.

2.3.5 Potential Fire Impacts

The potential fire impacts to the Lots from the vegetated areas are smoke and ember attack based on separation distances to the classified vegetation (Table 2).

Table 2: BAL- analysis

Area	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class C – Shrubland	Upslope or flat land	25	12.5
2	Class D – Scrub	Upslope or flat land	27	12.5
3	Low threat vegetation	Flat land	N/A	Low

2.4 Bushfire Attack Level

Preliminary indications are that the site will be subdivided into three Lots, with the bushfire attack level contours confirming that the site is more than 25 m but less than 100 m from the edge of the classified vegetation within the foreshore reserve, meaning a BAL-12.5 rating will be applied to each Lot (Figure 9); BAL-ratings may differ in the event a different Lot configuration is applied. Residential buildings rated BAL-12.5 will need to comply with the construction requirements described in Clauses 3 and 5 of AS 3959 – 2009, with any commercial buildings complying with the Building Code of Australia requirements.

2.5 Shielding

As the site is rated BAL-12.5, the shielding provisions outlined in clause 3.5 of AS 3959 – 2009 will not apply.

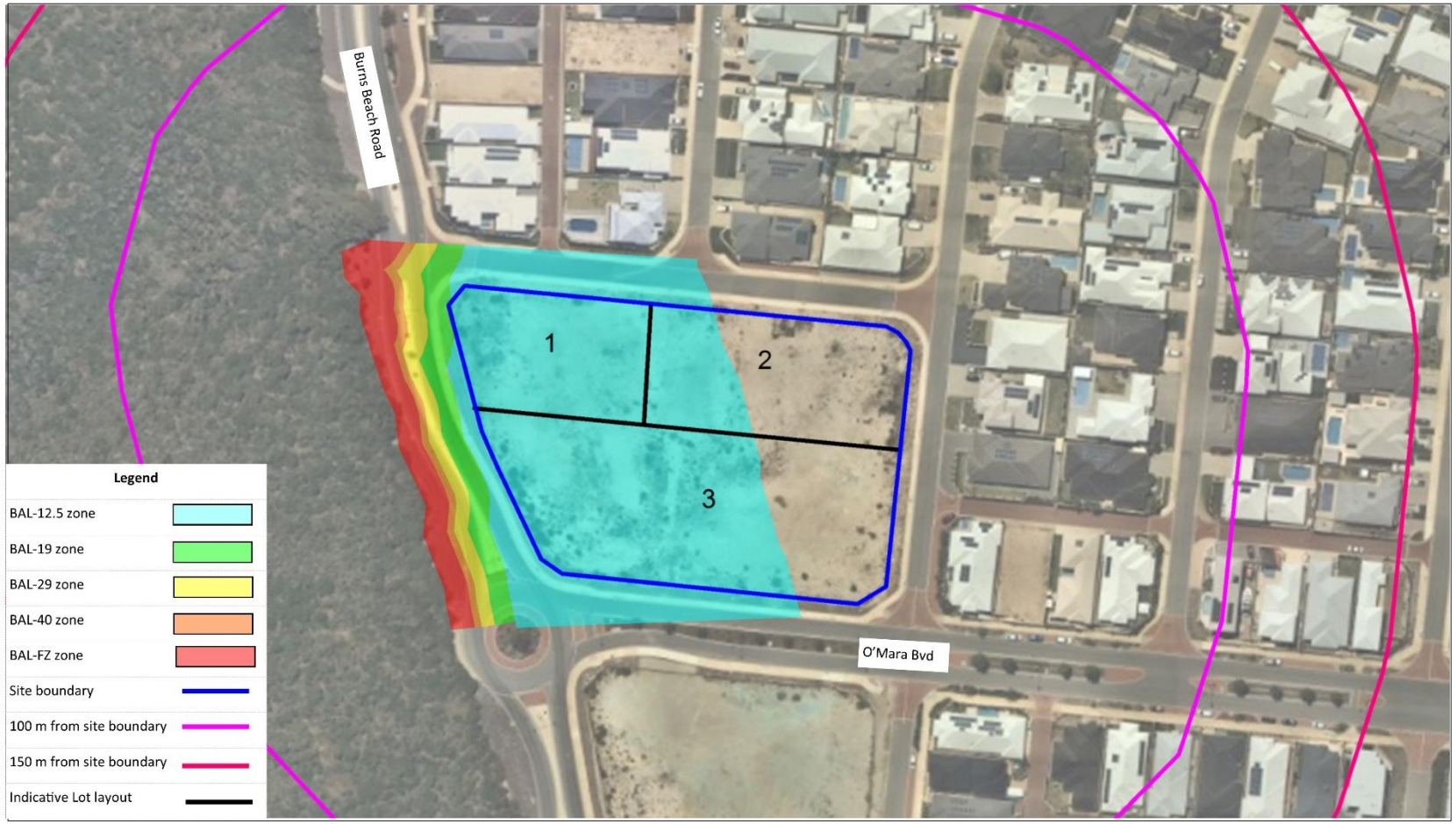


Figure 9: BAL-contours
Cnr Burns Beach and Mykonos View, Iluka

N

Client: Mykonos View Pty Ltd
Project: BAL-Contour Assessment, Burns Beach Road Iluka
Image Source: NearMap 2018
Prepared by: Sue Brand
Datum: GDA 94, Zone 50

0 25
Metres

3.0 Compliance and Justifications

3.1 SPP 3.7 Objectives and Application of Policy Measures

The intent of *State Planning Policy (SPP) 3.7 Planning in Bushfire Prone Areas* (Department of Planning and Western Australian Planning Commission, 2015) is to ensure that bushfire risks are considered in a timely manner and that planning documents demonstrate the appropriate application of the various policy measures. Table 1 summarises the intent and objectives of SPP 3.7 and provides evidence of how the subject site complies.

Table 1: Evidence of compliance with SPP 3.7 intent and objectives

SPP Reference	Description	Evidence of Compliance
Intent	▪ Ensure that risks associated with bushfires are planned using a risk-based approach	▪ Undertaking a BAL-assessment and documenting in report that complies with SPP 3.7 ▪ Hazard assessment indicates risks associated with bushland are manageable
Objective 1	▪ Avoid any increase in the threat of bushfire to people, property and infrastructure	▪ Hazard assessment indicates risks associated with bushland are manageable ▪ The Site is within 100 m of vegetation, so a BAL-contour diagram has been prepared, with the majority of the site being rated BAL-12.5 with the remainder being BAL-Low
Objective 2	▪ Reduce vulnerability to bushfire	▪ Hazard assessment indicates risks associated with bushland are manageable ▪ The Site is within 100 m of vegetation, so a BAL-contour diagram has been prepared, with the majority of the site being rated BAL-12.5 with the remainder being BAL-Low
Objective 3	▪ Ensure that higher order strategic planning documents and proposals consider bushfire protection requirements at an early stage	▪ Planning within the area is well advanced, with the Lots in question remaining as a component of the broader Beaumaris subdivision
Objective 4	▪ Achieve an appropriate balance between bushfire risk management and biodiversity conservation	▪ Site environmental values have been considered during the planning approvals process, with the retention of the foreshore reserve to the west

3.2 Bushfire Protection Criteria

Table 2 demonstrates the site's Compliance with Bushfire Protection Criteria; Figure 10 shows the BAL-contour diagram, with the entire site being within the BAL-12.5 or BAL-low zones. No other bushfire protection mechanisms are required.

Table 2: Compliance with bushfire protection criteria

Intent	Performance Principle	Solution
Element 1: Location		
Ensure subdivision and development applications are located in areas with the least possible risk of bushfire	▪ Bushfire hazard assessment is or will on completion be moderate or low ▪ BAL-rating is BAL-29 or lower	▪ The site is located in an area where the bushfire hazard level is manageable ▪ Bushfire hazard assessment indicates risk is manageable ▪ The Site is within 100 m of vegetation, so a BAL-contour diagram has been prepared, with the majority of the site being rated BAL-12.5 with the remainder being BAL-Low
Element 2: Siting and Design of Development		
Siting and design of development minimises the level of bushfire impact	▪ Siting and design of development is appropriate to the level of bushfire threat and minimises risk to people, property and infrastructure	▪ Bushfire hazard assessment indicates a manageable bushfire risk ▪ The Site is within 100 m of vegetation, so a BAL-contour diagram has been prepared, with the majority of the site being rated BAL-12.5 with the remainder being BAL-Low
Element 3: Vehicular Access		
Vehicular access servicing a subdivision is available and safe during a bushfire event	▪ Internal layout, design and construction of public and private vehicular access and egress in the subdivision allow emergency and other vehicles to move easily and safely at all times	▪ Access will be via the existing road network, with access available to the north, east and south ▪ no additional roads are planned
Element 4: Water		
Water is available to the subdivision, development or land use to enable people,	▪ Subdivision is provided with a permanent and secure water supply that is sufficient for firefighting purposes	▪ The site is located within a reticulated area, with hydrants compliant with Water Corporation design standards

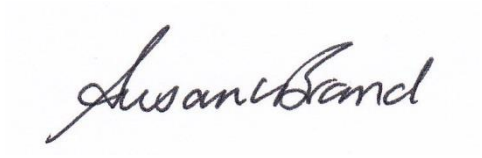
Intent	Performance Principle	Solution
property and infrastructure to be defended from bushfire		

3.3 Compliance with Relevant Documents

Sections 3.1 and 3.2 demonstrate how the site complies with *State Planning Policy 3.7* (Department of Planning and WA Planning Commission, 2015) and *Guidelines for Planning in Bushfire Prone Areas* (Department of Planning, Department of Fire and Emergency Services and WA Planning Commission, V1.3 2017). Each Lot owner must comply with relevant sections of the annual firebreak notice and bushfire information prepared by the City of Joondalup, such as total fire ban and hazard reduction programs.

3.4 Compliance Statement

This BAL-assessment report has been prepared in accordance with the requirements of *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (Department of Planning and Western Australian Planning Commission, 2015) and *Guidelines for Planning in Bushfire Prone Areas* (Department of Planning, Department of Fire and Emergency Services and Western Australian Planning Commission, V1.3, 2017). The BAL-contour map was prepared in accordance with the simple procedure (Method 1) of AS 3959. The BAL-rating contours are accurate as at 26 November 2018.



Signed:
Dated: 26 November 2018
Accreditation Number: 36638
Accreditation Expiry Date: 30 April 2019

BPAD
Bushfire
Planning & Design
Accredited Practitioner
Level 2

4.0 References

AS 3959 – 2009 Construction of Buildings in Bushfire Prone Areas (Nov 2011, including Amendment 3)

City of Joondalup, (2017), online mapping, accessed March 2017 from http://www.joondalup.wa.gov.au/.

Department of Planning, Department of Fire and Emergency Services Authority, and the Western Australian Planning Commission, (V1.3, 2017), *Guidelines for Planning in Bushfire Prone Areas* (Edition 3), Western Australian Planning Commission, Perth, Western Australia.

Government of **Western Australia**
Development Assessment Panels

State Administrative Tribunal Reconsideration

Responsible Authority Report

(Regulation 12)

Property Location:	Lot 33 and 34 (7 and 56) Tuart Trail, Edgewater
Development Description:	Fourteen (14) Multiple Dwellings
DAP Name:	Metro North-West DAP
Applicant:	Mr Carlo Famiano
Owner:	Naim Jones and Edwin Cornelissen
Value of Development:	$2.008 million
LG Reference:	DA18/0583
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director of Planning and Community Development
DAP File No:	DAP/18/01433
Report Due Date:	22 February 2019
Application Received Date:	8 June 2018
Application Process Days:	90 days
Attachment(s):	1. Location plan. 2. Original development plans. 3. Revised development plans. 4. Landscaping concept/comments. 5. Minutes from JDAP meeting on 11 September 2018. 6. Minutes from JDAP meeting on 9 November 2018. 7. Updated waste management plan. 8. Applicant's DA report. 9. Applicant's response to Reasons for Refusal.

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:

1. **Reconsider** its decision dated 9 November 2018 and **refuse** DAP Application reference DAP/18/01433 and amended plans (Attachments 3 refer) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015, the Metropolitan Region Scheme* and the provisions of the City of Joondalup *Local Planning Scheme No.3* for the following reasons:

   1.1 The proposed development is not consistent with Schedule 2, clause 67 (n) and (m) of the *Planning and Development (Local Planning Scheme) Regulations 2015, due to the following:*

   1.1.1 The development does not incorporate appropriate consideration of the local context and character of the area.

1.1.2 The development is not appropriate in terms of its massing and design and does not appropriately negotiate between the existing built form and the intended future character of the area.

1.2 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:

1.2.1 The development does not provide an improved streetscape outcome.
1.2.2 The proposal does not enhance or complement the visual character of the surrounding built form.
1.2.3 The design does not provide a high-quality built form outcome in relation to its design and layout/positioning of some units.

2. **Notify** the State Administrative Tribunal of its decision.

Details: outline of development application

Zoning	MRS:	Urban.
	TPS:	Residential, R20/R40.
Use Class:		Multiple Dwelling.
Strategy Policy:		Not applicable.
Development Scheme:		City of Joondalup Local Planning Scheme No. 3.
Lot Size:		1,492.9m² (combined).
Existing Land Use:		Single House.

The proposed development comprises the following:

- 14 multiple dwellings, including a combination of nine two-bedroom and five one-bedroom dwellings.
- A single vehicle access point from Tuart Trail.
- A total of 20 on-site car parking bays, with 18 bays allocated to residents and two bays allocated to visitors.
- An additional five visitor car bays within the verge.
- Communal open space area and entry statement.
- Rendered and exposed brick buildings with timber cladding features with a mix of concealed and pitched roof forms.
- Associated site works and retaining walls.
- A bin store located in close proximity to the vehicle entrance.
- Landscaping on-site and along the Tuart Trail street frontages, including deep soil zones to accommodate mature trees.

The development plans, as well as a landscaping concept, are provided as Attachments 3 and 4.

Background:

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

The subject site is currently occupied by separate single storey dwellings. The site is bound by Residential zoned land (existing dwellings) to the north, and east, and Tuart Trail to the west and south (Attachment 1 refers). The site is located adjacent

to Tuart Park, approximately 900 metres from the Edgewater train station and 200 metres from the Edgewater Shopping Centre.

The subject site is zoned 'Residential' under the City's *Local Planning Scheme No. 3* (LPS3), is located within Housing Opportunity Area 8 and is coded R20/R40.

On 11 September 2018, the Metro North-West Joint Development Assessment Panel (JDAP) considered the original proposal and resolved to defer consideration of the application (Attachment 5 refers) for a maximum of eight weeks for the applicant to address the following matters:

- The design of the development having regard to the intended future character of the area;
- Provision of direct and safe access to each of the apartments;
- Provision of passive and/or active surveillance of the parking areas and pedestrian approaches to and from the apartments;
- The dimensions of the car parking bays and vehicle access within the site in accordance with Australian standards;
- Further technical evidence in support of the proposed street trees and parking on the verge; and
- Redesign of the common outdoor area to improve amenity.

Subsequent to the JDAP resolution, the applicant provided revised plans which included minor modifications to the proposal. These revised plans were considered by the JDAP at its meeting on 9 November 2018, where the application was refused. A copy of minutes from this meeting are included in Attachment 6.

On 21 November 2018, the applicant lodged an appeal against JDAP's decision via the State Administrative Tribunal (SAT). Mediation has occurred as part of the SAT appeal process which has subsequently resulted in an invitation for JDAP to reconsider the proposal in accordance with section 31 of the *State Administrative Tribunal Act 2004*.

The additional information provided by the applicant for the purposes of reconsidering the application is outlined below:

- Revised development plans (Attachment 3 refers) which include:
  - Updated cross sections between the proposed development and adjoining properties;
  - A selection of building materials (making reference to existing dwellings in the area); and,
  - Details of the service corridor within the verge area.
- Advice from a landscaping consultant regarding the proposed landscaping concept plan (Attachment 4 refers).
- An updated waste management plan for the development (Attachment 7 refers).
- A revised DA report prepared by the applicant (Attachment 8 refers).
- The applicant's response to the reasons for refusal (Attachment 9 refers).

Legislation & policy:

<u>Legislation</u>

- *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 Administrative Tribunal Act 2004.*

State Government Policies

- *State Planning Policy 3.1: Residential Design Codes* (R-Codes).
- *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 previous proposals were advertised in the following manner:

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

The original proposal considered by JDAP on 11 September 2018 was advertised for 14 days from 15 August 2018 to 29 August 2018. A total of 44 valid submissions were received during the consultation period, all objecting to the proposal. It is noted that 29 of the submissions received were duplicates of the same letter, and 26 of the submissions were from landowners/occupants outside of the consultation area.

The revised plans considered by JDAP on 9 November 2018 were also advertised for a period of 14 days between 1 October 2018 and 15 October 2018. A total of 16 valid submissions were received during the advertising period, all objecting to the proposal.

Due to the minor modifications made to the current revision of the proposal, the application was not readvertised for public comment.

Consultation with other Agencies or Consultants

Not applicable.

Joondalup Design Reference Panel (JDRP)

The JDRP previously reviewed the original proposal and raised a number of concerns relating to:

- Privacy between Units 13 and 14 and the adjoining property.
- The amount of on-site car parking provided for residents.
- The quantum of visitor bays located in the verge and the ability to include an appropriate number of street trees.
- The location and design of the communal open space and the resultant amenity of the area.
- The retention of mature trees on-site.
- Screening of air conditioning units and other plant equipment.

The majority of the matters raised by the JDRP have been addressed by the applicant through additional information or revised plans.

The JDRP has not reviewed the current revision of the plans as the modifications to the original proposal are minor and do not substantially impact the design and visual appearance of the development.

Planning assessment:

The revised development plans submitted by the applicant for reconsideration meet the majority of the applicable deemed-to-comply requirements/provisions of the Regulations, LPS3, SPP7, R-Codes and the City's RDLPP, excluding those items listed below:

No.	Item	Requirement	Proposal	Compliance
Planning and Development (Local Planning Schemes) Regulations 2015				
1	Compatibility of development – Clause 67(m) of Regulations.	Be compatible with adjoining and other land within the locality in terms of effect of height, bulk, scale, orientation and appearance.	The development does not appropriately consider the local context and character of the area. The massing and scale of the building has a negative impact on the streetscape and surrounding landowners/occupiers. It is also considered that the development does not provide an improved streetscape outcome.	Does not comply. Refer to officer's comments below.
2	Amenity of the locality – Clause 67(n) of Regulations	Does not impact on the amenity of the locality in terms of the character of the area.	See item 1 comment above.	Does not comply. Refer to officer's comments below.
State Planning Policy 7: Design of the Built Environment				
3	Context and Character – Schedule 1 of draft SPP7 (design principle 1).	Good design that responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	See item 1 comment above.	Does not comply. Refer to officer's comments below.
4	Built form and scale – Schedule 1 of draft SPP7 (design principle 3).	Good design that provides development with massing and height that is appropriate to its setting and successfully negotiates	See item 1 comment above.	Does not comply. Refer to officer's comments below.

		between existing built form and the intended future character of the local area.		
Residential Development Local Planning Policy				
5	Objectives – Clause 2 of RDLPP.	An improved streetscape outcome which is attractive and enhances and complements the visual character, bulk and scale of the surrounding built form. High-quality built development outcomes in relation to building design and site layout.	See item 1 comment above.	Does not comply. Refer to officer's comments below.
6	Crossover width – Schedule 1 of RDLPP.	Maximum crossover width of three metres.	Crossover width of 4.2 metres.	Does not comply. Refer to officer's comments below.

These aspects of non-compliance, in addition to other key issues associated with the development, are detailed further in the officer comments section below.

Officer Comments

Compatibility of development with locality

The compatibility of a development within its setting 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 and the objectives of the City's RDLPP.

To assist further with this consideration, the Western Australian Planning Commission's (WAPC) *State Planning Policy 7: Design of the Built Environment* (SPP7), which was formally released on 18 February 2019, includes 10 design principles; one of which relates to context and character of the local area. It is considered that the proposal does not meet this design principles of SPP7 as detailed below.

The site and surrounding area are dual coded R20/R40 and located within one of the City's Housing Opportunity Areas (HOAs). Therefore, technically, development of this site for the number of multiple dwellings proposed, is possible. It is noted, however, that throughout the City's dual coded R20/R40 HOAs, some areas and localities can more readily accommodate this scale of development than others.

Tuart Trail is accessed via Wedgewood Drive, an access road with constructed footpaths on each side which then connects with Edgewater Drive (a local distributor)

and Joondalup Drive (a district distributor) which provide access to the broader network.

Tuart Trail itself, however, is a single-entry loop access road with no constructed footpaths. Tuart Trail therefore does not form part of the vehicle or pedestrian network that is readily legible to the broader network and it is therefore considered that development in this locality, at this scale, is not appropriate.

The applicant has attempted to improve the design and form of the development by incorporating different colours, materials and roof form in the revised plans; however, the massing and scale of the development in the context of the area has still not been addressed. The proposed development is not appropriate in its setting and does not negotiate or provide a balanced approach to the existing built form and the intended future character of the area.

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

Building and site design

A development's impact on amenity of the locality, including the potential impacts of height, bulk, scale, orientation and appearance, is a valid planning consideration pursuant to Clause 67 (m) and (n) of the Regulations and the City's RDLPP. Regard can also be given to design principle 3 (built form and scale) of SPP7.

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

In addition, the massing of the proposed development has the potential to negatively impact on the amenity of the streetscape. As a result, the building and its design is not considered with SPP7 and the objectives of the City's RDLPP.

Verge works

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

Although the required number of street trees has been illustrated on the development plans, it is noted that the proposed street tree on the south-eastern side of visitor bay 4 (closest to the intersection) cannot be supported in the location proposed, due to impacts on vehicle sightlines. Therefore, the location of this street tree is not supported.

The applicant has provided a revised indicative layout for the design and location of street trees and on-street bays within the Tuart Trail verge. At this point in time, the City is satisfied that the required number of street trees and on-street visitor bays can be accommodated within the verge, taking into account the position of existing underground services.

As a result, the City considers that this issue has been adequately addressed by the applicant.

Crossover width

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

Guidance is provided in the City's RDLPP in respect to applying discretion in relation to the width of a driveway/crossover. A greater width may be permitted where:

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

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

Reasons for Refusal

At its meeting on 9 November 2018, the JDAP resolved to refuse the proposal for a number of reasons. The table below summarises the issues identified and the City's comment in respect to each reason, taking into account the revised plans. The applicant's response to each reason for refusal is included in Attachment 9.

No.	Reason for Refusal	City's comment
1	• The development does not incorporate appropriate consideration of the local context and character of the area. • The development is not appropriate in terms of its massing and design and does not appropriately negotiate between the existing built form and the intended future character of the area.	Not adequately addressed. As detailed in the officer's comment section of this report, the massing, form and design of the development does not take into account the character of the area and its local context.
2	• The development does not provide passive environmental design measures which adequately respond to the site conditions and local climate of the area including, but not limited to, solar access to habitable rooms and outdoor living areas, thermal performance and access to natural ventilation. • The development lacks an adequate level of internal amenity and provides limited views of amenity for some units.	It is considered that the additional information provided by the applicant adequately addresses these issues, particularly in relation to the increased size of the communal open space, as well as the design measures incorporated within the revised plans to incorporate pitched roof form and more complementary colours and materials.

	• The design quality is lacking with limited creatively, design integrity and detail.	
3	• The development does not provide an improved streetscape outcome. • The proposal does not enhance or complement the visual character of the surrounding built form. • The design does not provide a high-quality built form outcome in relation to its design and layout/positioning of some units.	See response to reason 1 above.
4	There is insufficient technical evidence to support the proposed location of the street trees and on-street bays within the Tuart Trail road reserve.	The applicant has provided further detail in respect to the location of on-street bays and street trees, taking into account existing underground services. The City has reviewed the indicative location of the on-street bays and street trees and considers the revised plans satisfactory for indicative purposes. The exact location and further details associated within these works can be resolved through detailed design drawings.
5	The width of the internal vehicle access way does not comply.	The modifications to the internal vehicle access way are generally an improvement from the previous plans. The onsite parking bays and access way are now considered to meet the relevant Australian Standards (AS2890.01 as amended).

Although a number of the reasons for refusal have been addressed, the City still considers that the revised plans and supporting information provided by the applicant have not adequately addressed reason 1 and 3 of the JDAP's previous determination.

Options/Alternatives:

Not applicable.

Council Recommendation:

Not applicable.

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 SPP7 provides tangible criteria, which assist in recognising the importance of good quality design and the impact that built form can have on the amenity of the street and the surrounding landowners/occupiers. It is important to note that since the proposal was previously considered, SPP7 has now been endorsed, released and will become operative on 18 May 2019. This significantly increases the weight SPP7 should be given in the decision-making framework. The ten guiding principles of the then draft SPP7 have previously informed decision-making of multiple dwelling proposals, however in the context that the final version of the SPP was neither certain nor imminent. There is now clarification around both the content and timeframe of SPP7. In recognition of the fact that SPP7 is not yet operative, the specific development standards have not formed the basis of assessment, however much greater weight and regard to the ten guiding principles, including those related to context and character, should be given as part of decision-making on this proposal than previous.

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

City of Joondalup

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Lot 33 (7) and 34 (56)
Tuart Trail, Edgewater

27/06/2018

1:1250

Proposed Multi-Dwelling Development (14) - Development Application Plans
For
Jonescorp
On
Lot 33 (No.7) & Lot 34 (No.56) Tuart Trail, Edgewater
(City of Joondalup)

Page No.	Description	Sheet Size
1	Cover Page	A1
2	Feature Survey & Site Plan	A1
3	Ground Floor Plan	A1
4	Upper Floor Plan	A1
5	Elevations 1	A1
6	Elevations 2	A1
7	Landscaping Plan	A1
8	3D Perspectives	A1

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Cover Page

Client :
Naim Jones
Job Address :
Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater
City of Joondalup

Scale : 1:0.55, 1:0.62 **Job No.** 17-7-56TUAR

Dm	Description	Checked	Date
CB	17/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	23/05/18

Revisions/Variations

Designed : CB **Sheet :** 1 OF 8 (A1)

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

FEATURE SURVEY

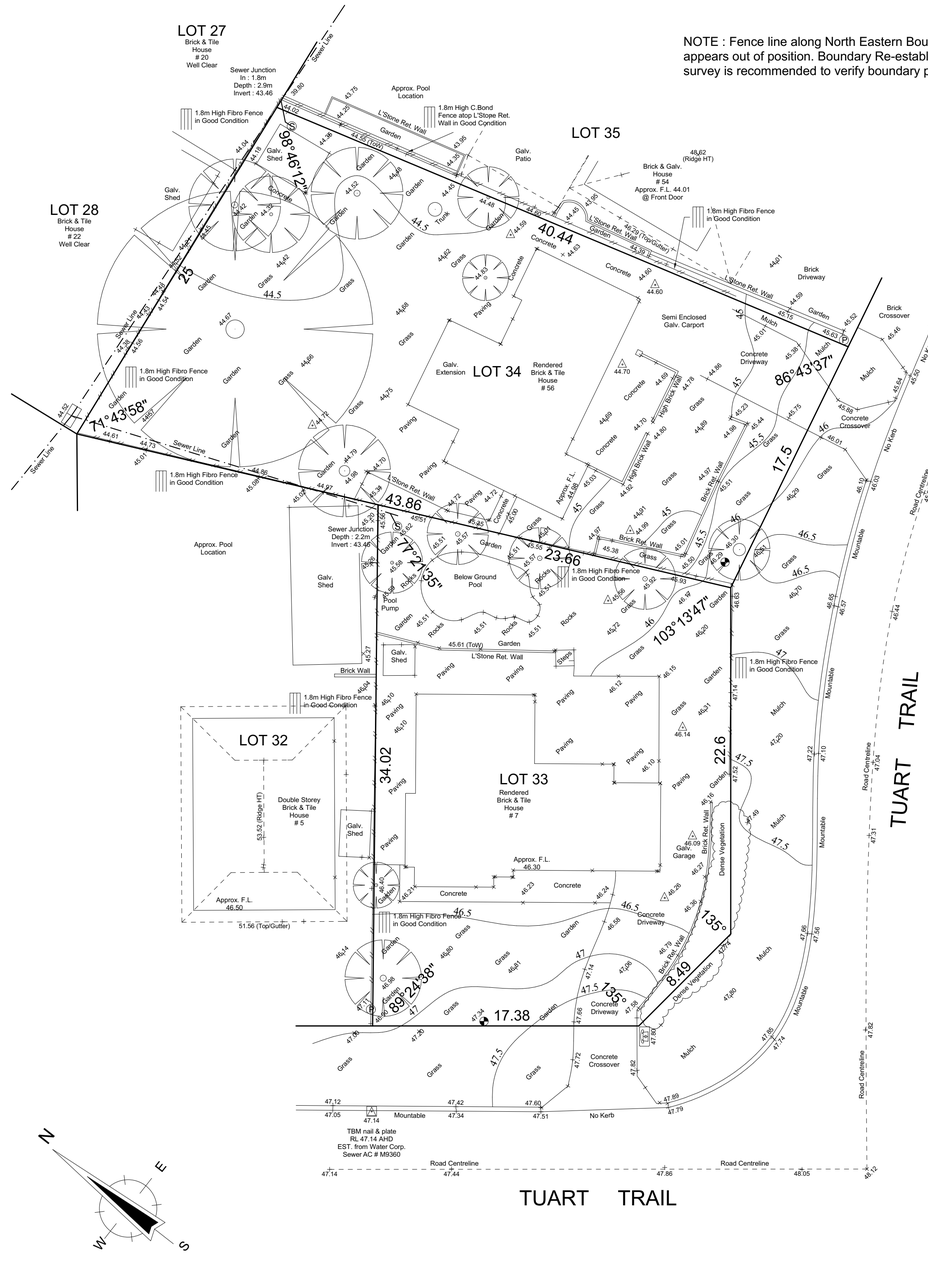
STREET NAME :	LOT # :	HOUSE # :	SUBURB :	LOCAL AUTHORITY :	LOT AREA :	R CODE :	SURVEY DATE :	SCALE AT A3 SIZE:
TUART TRAIL	33 & 34	7 & 56	EDGEWATER	CITY OF JOONDALUP	1583m²	R20/40	07/06/2017	1:250

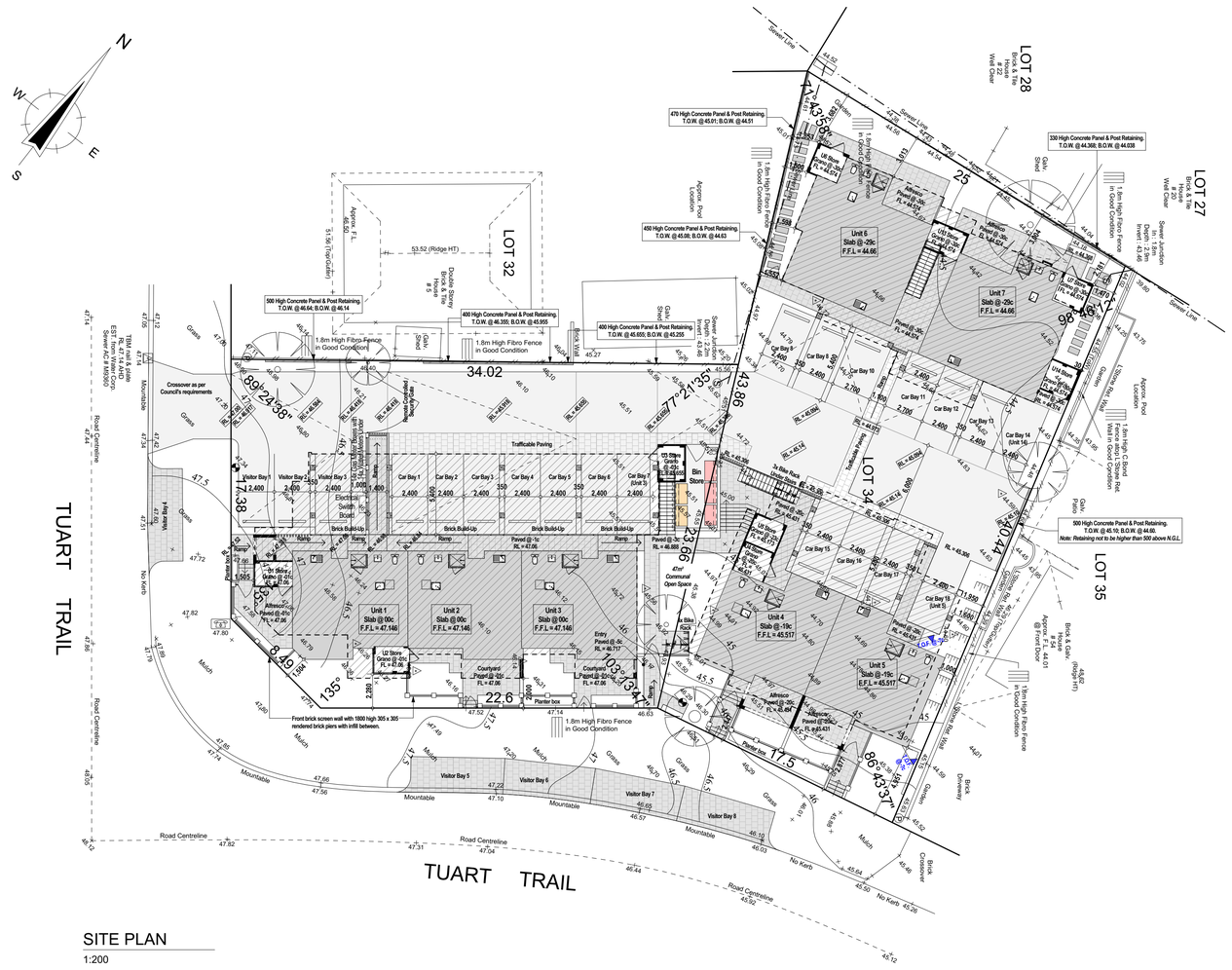
CLIENTS DETAILS : JONESCORP PTY LTD

LEVEL DATUM: AHD (Approx.) | DWG REF: Tuart 7 & 56 F - v1.0

LEGEND: WATER METER, SEWER AC, TELSTRA PIT, SEWER CONN., POWER DOME, TREE (TO SCALE), TEMP. BENCHMARK, SURVEY STATION

NOTE : Fence line along North Eastern Boundary appears out of position. Boundary Re-establishment survey is recommended to verify boundary position.





SITE PLAN
1:200

Vision surveys CONSULTING

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SCARBOROUGH WA 6019
Email: info@visionsc.com.au
www.visionsurveys.com.au

SCALE 1:250 @ A3 (0 – 5 – 10)

PLAN / DIAG /SP	P 11623	TELSTRA	PIT
ELECTRICITY	UNDERGROUND	SEWERAGE	YES
WATER	CONNECTION	DRAINAGE	GOOD
GAS	YES	VEG. / SOIL	AS DESCRIBED

IMPORTANT NOTES:

THE BOUNDARY CANNOT BE VERIFIED DUE TO LACK OF SURVEY MARKS/ PEGS, ALL BUILDING DIMENSIONS & FEATURES ARE APPROXIMATE ONLY, BOUNDARY POSITIONS HAVE BEEN TAKEN FROM BUILDINGS, FENCING, RETAINING WALLS AND OTHER TYPICAL FEATURES LOCATED ON THE BOUNDARY WHICH MAY OR MAY NOT BE ON THE CORRECT ALIGNMENT AND ARE TO BE VERIFIED WHEN REPEGGED.

BEFORE ANY WORK IS STARTED ON SITE OR PLANS ARE PRODUCED BY DESIGNERS/ ARCHITECTS, THE BOUNDARIES MUST BE REPEGGED AND EXACT OFFSETS MEASURED TO EXISTING STRUCTURES AND FENCING. VISION SURVEYS ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES TO THE PARCEL OR PORTION OF THE PARCEL OF LAND SHOWN ON THIS SURVEY INCLUDING BUT NOT LIMITED TO ANY ADJOINING NEIGHBOURS LEVELS AND FEATURES THAT HAVE OCCURRED AFTER THE DATE ON THIS SURVEY.

THIS PLAN IS INTENDED FOR THE DEPT OF PLANNING & INFRASTRUCTURE ONLY.

SEWER / DRAINAGE MAY VARY FROM SCHEMATIC PRESENTATION / CHECK WITH APPROPRIATE AUTHORITY BEFORE ADOPTION OF POSITION.

CHECK TITLE FOR EASEMENTS / COVENANTS ETC.

FEATURE SURVEY
1:200

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Site Plan
Client : Naim Jones
Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Dm	Description	Checked	Date
CB	11/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	23/05/18

Revisions/Variations

Scale : 1:200 (A2) | Job No. 17-7-56TUAR | Designed : CB | Sheet : 2 OF 8 (A1)

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

GROUND FLOOR PLAN

1:100

AREAS

UNIT 1

Ground Floor	Area	Perimeter
Unit 01 Floor	52.43	30.58
Unit 01 Alfresco	6.80	10.53
Unit 01 Store	4.64	8.78
	63.87 m²	

UNIT 2

Ground Floor	Area	Perimeter
Unit 02 Floor	52.22	31.01
Unit 02 Store	4.54	8.64
	56.76 m²	

UNIT 3

Ground Floor	Area	Perimeter
Unit 03 Floor	52.97	31.01
Unit 03 Store	4.76	8.62
	57.73 m²	

UNIT 4

Ground Floor	Area	Perimeter
Unit 04 Floor	53.65	31.21
Unit 04 Alfresco	8.97	12.37
Unit 04 Store	4.72	8.70
	67.34 m²	

UNIT 5

Ground Floor	Area	Perimeter
Unit 05 Floor	53.04	31.11
Unit 05 Alfresco	8.88	12.29
Unit 05 Store	4.70	8.68
	66.62 m²	

UNIT 6

Ground Floor	Area	Perimeter
Unit 06 Floor	66.83	35.56
Unit 06 Alfresco	7.34	11.38
Unit 06 Store	4.47	8.74
	78.64 m²	

UNIT 7

Ground Floor	Area	Perimeter
Unit 07 Floor	65.95	34.56
Unit 7 Alfresco	5.40	10.20
Unit 07 Store	4.48	8.60
	75.83 m²	

UNIT 8

Upper Floor	Area	Perimeter
Unit 08 Floor	73.79	36.93
Unit 08 Balcony 01	16.83	18.49
Unit 08 Balcony 02	11.77	14.12
Unit 08 Store	4.62	8.88
	107.01 m²	**78.42 m**

UNIT 9

Upper Floor	Area	Perimeter
Unit 09 Floor	73.15	36.83
Unit 09 Balcony	11.47	14.12
Unit 09 Store	4.42	8.80
	89.04 m²	**59.75 m**

UNIT 10

Upper Floor	Area	Perimeter
Unit 10 Floor	74.22	37.29
Unit 10 Balcony	11.77	14.12
Unit 10 Store	4.56	8.84
	90.55 m²	**60.25 m**

UNIT 11

Upper Floor	Area	Perimeter
Unit 11 Floor	69.77	36.48
Unit 11 Balcony	13.62	15.39
Unit 11 Store	4.64	8.97
	88.03 m²	**60.84 m**

UNIT 12

Upper Floor	Area	Perimeter
Unit 12 Floor	70.60	37.00
Unit 12 Balcony	13.58	15.24
Unit 12 Store	4.81	9.03
	88.99 m²	**61.27 m**

UNIT 13

Upper Floor	Area	Perimeter
Unit 13 Floor	68.79	35.56
Unit 13 Balcony	15.81	18.18
	84.60 m²	**53.74 m**

UNIT 14

Upper Floor	Area	Perimeter
Unit 14 Floor	68.57	35.56
Unit 14 Balcony	15.70	18.02
	84.27 m²	**53.58 m**

Total Area = 1139.73m²

Additional Areas:

Unit 8, 9 & 10 Stairs	= 4.67m²
Unit 8, 9 & 10 Walkway	= 74.75m²
Unit 11 & 12 Stairs	= 4.40m²
Unit 11 & 12 Walkway	= 24.06m²
Unit 13 & 14 Stairs	= 4.13m²
Unit 13 & 14 Walkway	= 8.30m²
Total Additional Area	**= 120.31m²**

R-Code	**R20/40**
Total Lot Area:	**1583m²**

Plot Ratio

Allowed 0.6 of 1583m²	= 949.8m²
Plot Ratio Provided	= 919.1m²
	= 0.581

Site Coverage

Allowed 55% of 1583m²	= 870.65m²
Site Coverage Provided	= 787.8m²
	= (49.77%)

Carparking
(as per R-Codes Clause 6.3.3 Parking)
Location = B

Resident Bays Required	= 17.5
Total Resident Bays Provided	**= 18**

Visitor Parking
(as per R-Codes Clause 6.3.3 Parking)
Location = B

On-site Visitor Bays Required	= 3.5
Total On-site Visitor Bays Provided	**= 3**

Off-site (Verge) Visitor Bays as per City of Joondalup
"Residential Development Local Planning Policy"

Total off-site Parking Provided	= 5
Total visitor bays required to comply with R-Codes and Council requirements	= 7
Total Visitor Bays Provided in Development	**= 8**

Bicycle Spaces
(as per R-Codes Clause 6.3.3 Parking C3.2)

Resident Bicycle Spaces Required	= 5
Visitor Bicycle Spaces Required	= 2
Total Bicycle Spaces Provided	**= 7**

Front Setback Average Calculations
(as per R-Codes Clause 6.3.3 Parking C3.2)

Front Setback Average	= 4m
Front Setback Minimum	= 2m
Ground Floor:	
Area Inside Front Setback	= 23.33m²
Area Behind Front Setback	= 38.91m²
(Area Difference	= 15.58m²)
Upper Floor:	
Area Inside Front Setback	= 30.84m²
Area Behind Front Setback	= 43.20m²
(Area Difference	= 12.36m²)

Landscaping Inside Front Setback

Landscaped area within front setback	= 100.49m²
	= 50.9%
Hardstand with front setback	= 96.95m²
	= 49.1%

Note:
All external plant/equipment (such as air-conditioners) to be screened from public view

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Ground Floor Plan

Client : Naim Jones

Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Dm	Description	Checked	Date
C8	11/09/18 JDAP Meeting Amendments	C8	17/09/18
C8	Council Amendments - Unit 1 Store / Landscaping Calculation	C8	09/08/18
C8	Council Amendments	C8	02/08/18
C8	Planning Drawings	C8	23/05/18
C8	Design Sketch Plans	C8	23/05/18

Revisions/Variations

Scale : 1:100, 1:1 **Job No.** 17-7-56TUAR **Designed :** C8 **Sheet :** 3 OF 8 (A1)

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

FIRST FLOOR PLAN

1:100

AREAS

UNIT 1

Ground Floor	Area	Perimeter
Unit 01 Floor	52.43	30.58
Unit 01 Alfresco	6.80	10.53
Unit 01 Store	4.64	8.78
	63.87 m²	

UNIT 2

Ground Floor	Area	Perimeter
Unit 02 Floor	52.22	31.01
Unit 02 Store	4.54	8.64
	56.76 m²	

UNIT 3

Ground Floor	Area	Perimeter
Unit 03 Floor	52.97	31.01
Unit 03 Store	4.76	8.62
	57.73 m²	

UNIT 4

Ground Floor	Area	Perimeter
Unit 04 Floor	53.65	31.21
Unit 04 Alfresco	8.97	12.37
Unit 04 Store	4.72	8.70
	67.34 m²	

UNIT 5

Ground Floor	Area	Perimeter
Unit 05 Floor	53.04	31.11
Unit 05 Alfresco	8.88	12.29
Unit 05 Store	4.70	8.68
	66.62 m²	

UNIT 6

Ground Floor	Area	Perimeter
Unit 06 Floor	66.83	35.56
Unit 06 Alfresco	7.34	11.38
Unit 06 Store	4.47	8.74
	78.64 m²	

UNIT 7

Ground Floor	Area	Perimeter
Unit 07 Floor	65.95	34.56
Unit 7 Alfresco	5.40	10.20
Unit 07 Store	4.48	8.60
	75.83 m²	

UNIT 8

Upper Floor	Area	Perimeter
Unit 08 Floor	73.79	36.93
Unit 08 Balcony 01	16.83	18.49
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Unit 09 Floor	73.15	36.83
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	89.04 m²	**59.75 m**

UNIT 10

Upper Floor	Area	Perimeter
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Unit 10 Store	4.56	8.84
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Unit 12 Store	4.81	9.03
	88.99 m²	**61.27 m**

UNIT 13

Upper Floor	Area	Perimeter
Unit 13 Floor	68.79	35.56
Unit 13 Balcony	15.81	18.18
Unit 13 Store	5.00	9.11
	89.60 m²	**62.85 m**

UNIT 14

Upper Floor	Area	Perimeter
Unit 14 Floor	68.57	35.56
Unit 14 Balcony	15.70	18.02
Unit 14 Store	4.60	8.58
	88.87 m²	**62.16 m**

Total Area = 1139.6m²

Additional Areas:

Unit 8, 9 & 10 Stairs	= 4.67m²
Unit 8, 9 & 10 Walkway	= 74.75m²
Unit 11 & 12 Stairs	= 4.40m²
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Area Inside Front Setback	= 30.84m²
Area Behind Front Setback	= 43.20m²
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Landscaping Inside Front Setback

Landscaped area within front setback	= 100.49m²
	= 50.9%
Hardstand with front setback	= 96.95m²
	= 49.1%

Note:
All external plant/equipment (such as air-conditioners) to be screened from public view

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First Floor Plan

Client : Naim Jones

Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Dm	Description	Checked	Date
CB	11/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	23/05/18

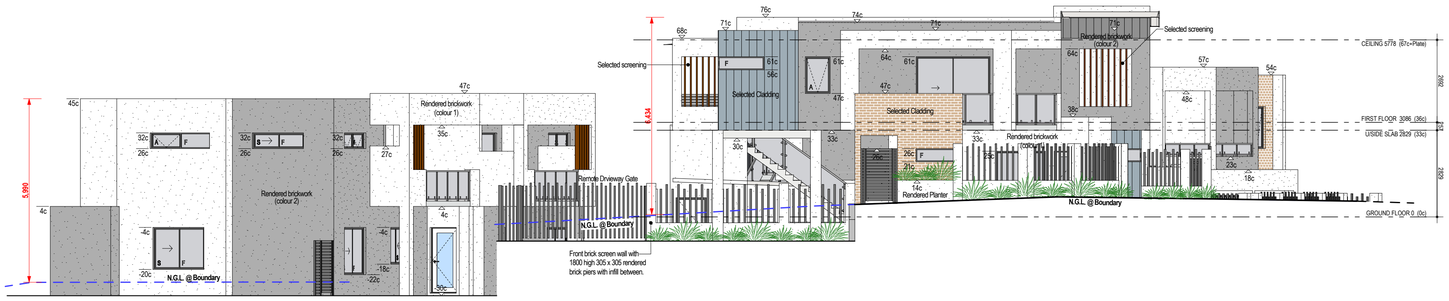
Revisions/Variations

Scale : 1:100, 1:1 **Job No.** 17-7-56TUAR **Designed :** CB **Sheet :** 4 OF 8 [A1]

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

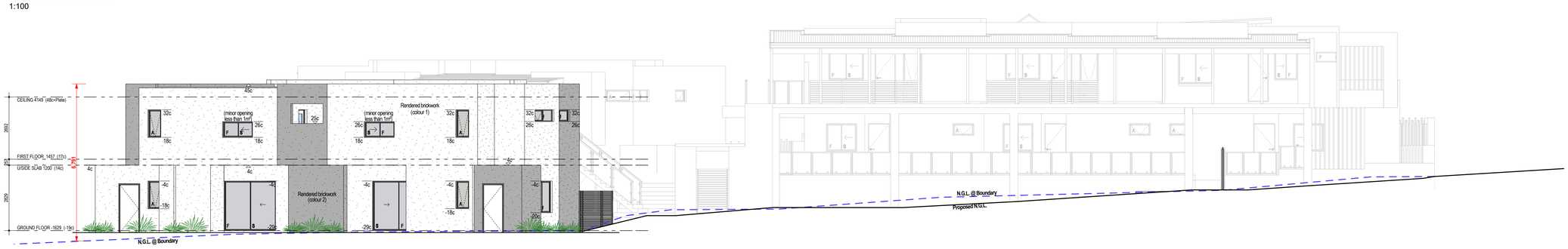
1 FRONT ELEVATION

1:100



2 SIDE ELEVATION

1:100



3 REAR ELEVATION

1:100

4 SIDE ELEVATION

1:100

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Elevations 1

Client : Naim Jones

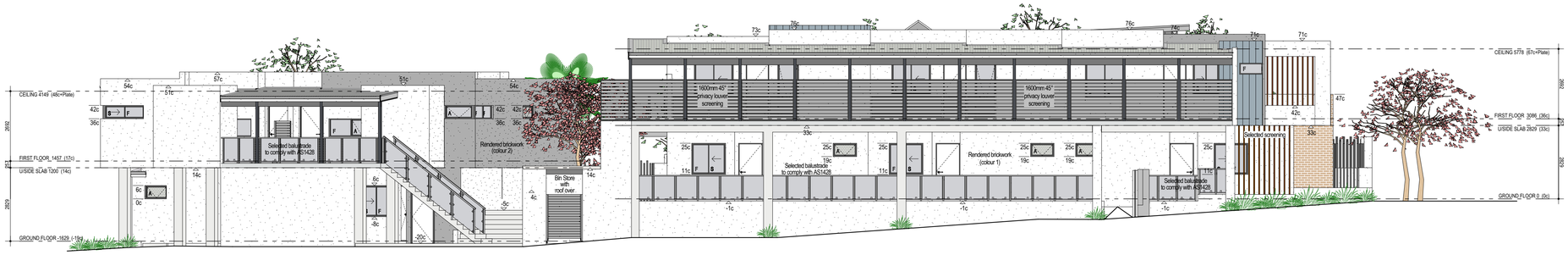
Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Dm	Description	Checked	Date
C8	11/09/18 JDAP Meeting Amendments	C8	17/09/18
C8	Council Amendments - Unit 1 Store / Landscaping Calculation	C8	09/08/18
C8	Council Amendments	C8	02/08/18
C8	Planning Drawings	C8	23/05/18
C8	Design Sketch Plans	C8	23/05/18

Revisions/Variations

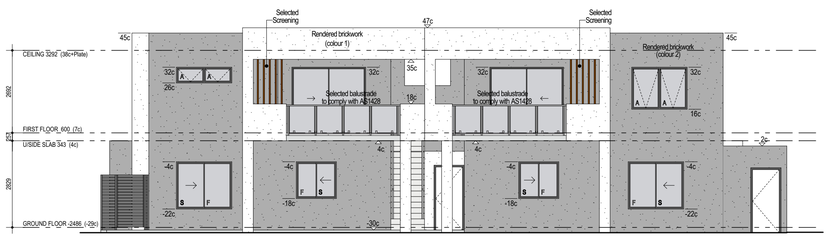
Scale : 1:100 **Job No.** 17-7-56TUAR **Designed :** C8 **Sheet :** 5 OF 8 [A1]

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



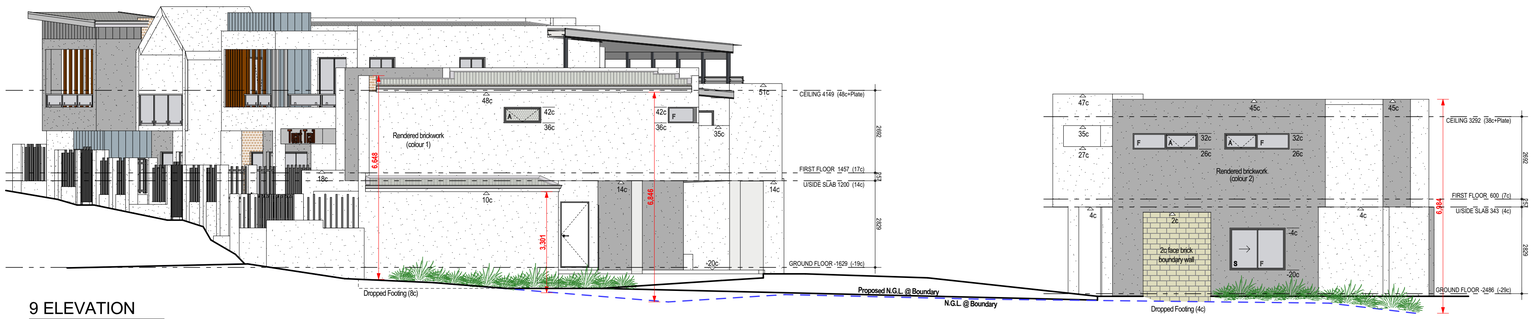
5 DRIVEWAY ELEVATION

1:100



6 DRIVEWAY ELEVATION

1:100



9 ELEVATION

1:100

7 ELEVATION

1:100

8 ELEVATION

1:100

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Elevation 2

Client : Naim Jones

Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Dm	Description	Checked	Date
CB	17/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	

Revisions/Variations

Scale : 1:100 **Job No.** 17-7-56TUAR **Designed :** CB **Sheet :** 6 OF 8 (A1)

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

LANDSCAPING PLANT LEGEND

Symbol	Description	Size of Plant	Amount
	LOMANDRA filiformis	30cm Wide - 30cm High	As per council requirements
	LEUCOPHYTA Silver Nugget (Compact Form Cushion Bush)	50cm Wide - 50cm High	As per council requirements
	Pistacia Chinensis (Chinese Pistachio)	up to 6m wide x 8m high	5
	Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)	up to 4m - 6m high	12
	Sapium Sebiferum (Chinese Tallow)	up to 5m - 7m high	10
	Pyrus Ussuriensis (Manchurian Pear)	up to 5m - 7m high	5
	Westringia Dampieri	<1m Shrub	As per council requirements
	Alyogyne Huegelii (Lilac Hibiscus)	1-3m Shrub	As per council requirements
	Existing Tree to be retained; Subject to further investigation with the City		5
	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**

Landscaping Plan

1:200

LEUCOPHYTA Silver Nugget (Compact Form Cushion Bush)

LOMANDRA filiformis

Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)

Pistacia Chinensis (Chinese Pistachio)

Westringia Dampieri

Alyogyne Huegelii (Lilac Hibiscus)

Sapium Sebiferum (Chinese Tallow)

Pyrus Ussuriensis (Manchurian Pear)

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Landscaping Plan

Client : Naim Jones

Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Scale : 1:200 **Job No.** 17-7-56TUAR **Designed :** CB **Sheet :** 7 OF 8 (A1)

Dm	Description	Checked	Date
CB	11/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans		

Revisions/Variations

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

South-East Street 3D Perspective A

South-East Street 3D Perspective B

South-West Street 3D Perspective C

Internal 3D Perspective D

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3D Perspectives

Client :
Naim Jones

Job Address :
Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater
City of Joondalup

Dm	Description	Checked	Date
CB	11/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	23/05/18

Revisions/Variations

Scale : 1:1, 1:1.10, 1:1.04, 1:1.32 **Job No.** 17-7-56TUAR **Designed :** CB **Sheet :** 8 OF 8 (A1)

Proposed Multi-Dwelling Development (14) - Development Application Plans
For
Jonescorp
On
Lot 33 (No.7) & Lot 34 (No.56) Tuart Trail, Edgewater
(City of Joondalup)

Page No.	Description	Sheet Size
1	Cover Page	A1
2	Feature Survey & Site Plan	A1
3	Ground Floor Plan	A1
4	Upper Floor Plan	A1
5	Elevations 1	A1
6	Elevations 2	A1
7	Landscaping Plan	A1
8	3D Perspectives & Sections	A1

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Cover Page
Client :
Naim Jones
Job Address :
Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater
City of Joondalup

Scale : 1:0.55, 1:0.62 **Job No.** 17-7-56TUAR **Designed :** CB **Sheet :** 1 OF 8 (A1)

Dm	Description	Checked	Date
CB	Mediation Amendments	CB	29/01/19
CB	Mediation Amendments	CB	19/12/18
CB	Driveway width & Landscaping strip Amendment	CB	01/11/18
CB	11/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	23/05/18

Revisions/Variations

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

FEATURE SURVEY

STREET NAME :	LOT # :	HOUSE # :	SUBURB :	LOCAL AUTHORITY :	LOT AREA :	R CODE :	SURVEY DATE :	SCALE AT A3 SIZE:
TUART TRAIL	33 & 34	7 & 56	EDGEWATER	CITY OF JOONDALUP	1583m²	R20/40	07/06/2017	1:250

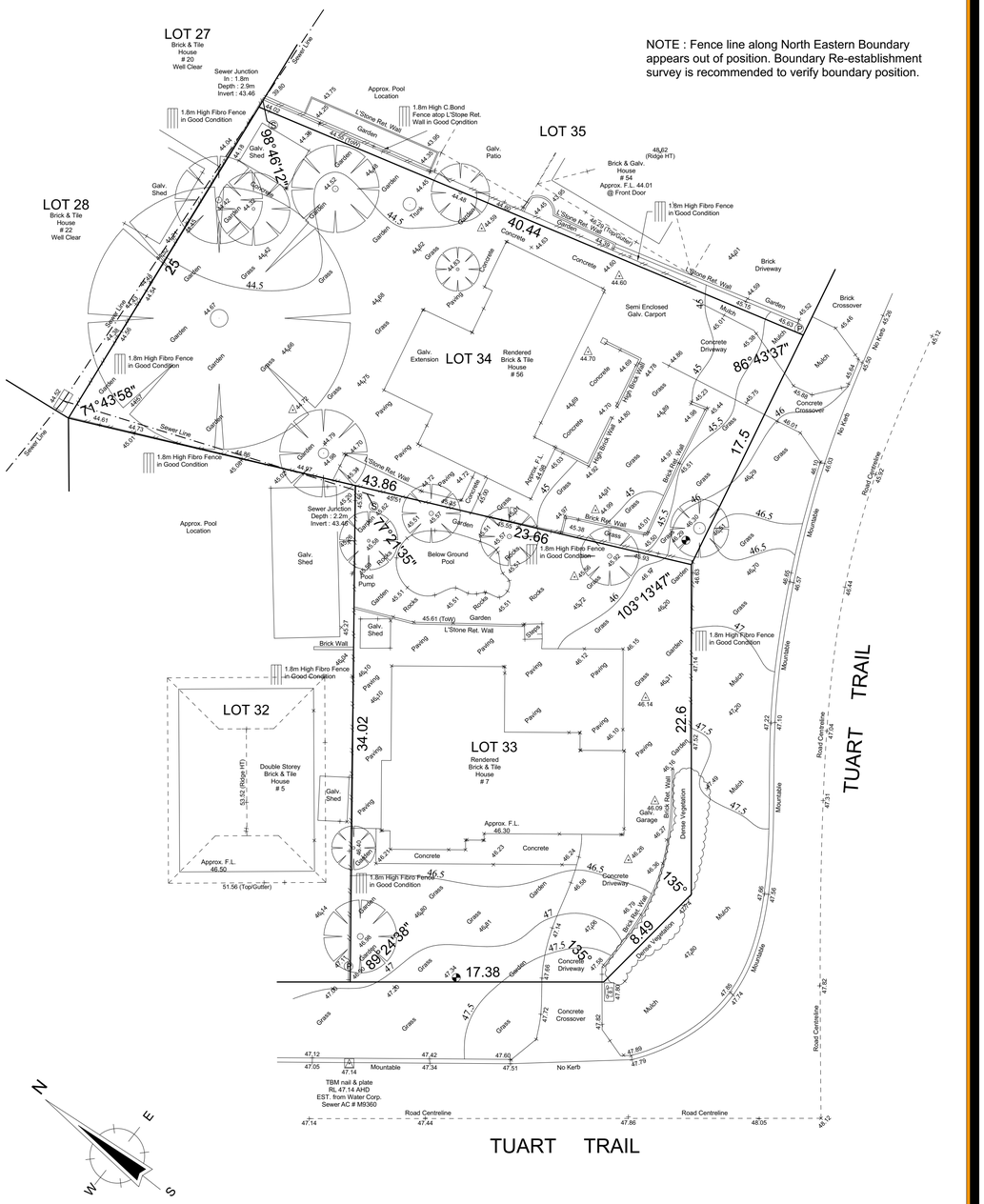
CLIENTS DETAILS : JONESCORP PTY LTD

LEVEL DATUM: AHD (Approx.)

DWG REF: Tuart 7 & 56 F - v1.0

LEGEND: WATER METER, SEWER AC, TELSTRA PIT, SEWER CONN., POWER DOME, TREE (TO SCALE), TEMP. BENCHMARK, SURVEY STATION

NOTE : Fence line along North Eastern Boundary appears out of position. Boundary Re-establishment survey is recommended to verify boundary position.



Vision surveys CONSULTING

T: (08) 6144 0000 F: (08) 6144 0099
59 SCARBOROUGH BEACH RD,
SCARBOROUGH WA 6019
Email: info@visionsc.com.au
www.visionsurveys.com.au

SCALE 1:250 @ A3

PLAN / DIAG /SP	P 11623	TELSTRA	PIT
ELECTRICITY	UNDERGROUND	SEWERAGE	YES
WATER	CONNECTION	DRAINAGE	GOOD
GAS	YES	VEG. / SOIL	AS DESCRIBED

IMPORTANT NOTES:

THE BOUNDARY CANNOT BE VERIFIED DUE TO LACK OF SURVEY MARKS/ PEGS, ALL BUILDING DIMENSIONS & FEATURES ARE APPROXIMATE ONLY. BOUNDARY POSITIONS HAVE BEEN TAKEN FROM BUILDINGS, FENCING, RETAINING WALLS AND OTHER TYPICAL FEATURES LOCATED ON THE BOUNDARY WHICH MAY OR MAY NOT BE ON THE CORRECT ALIGNMENT AND ARE TO BE VERIFIED WHEN REPEGGED.

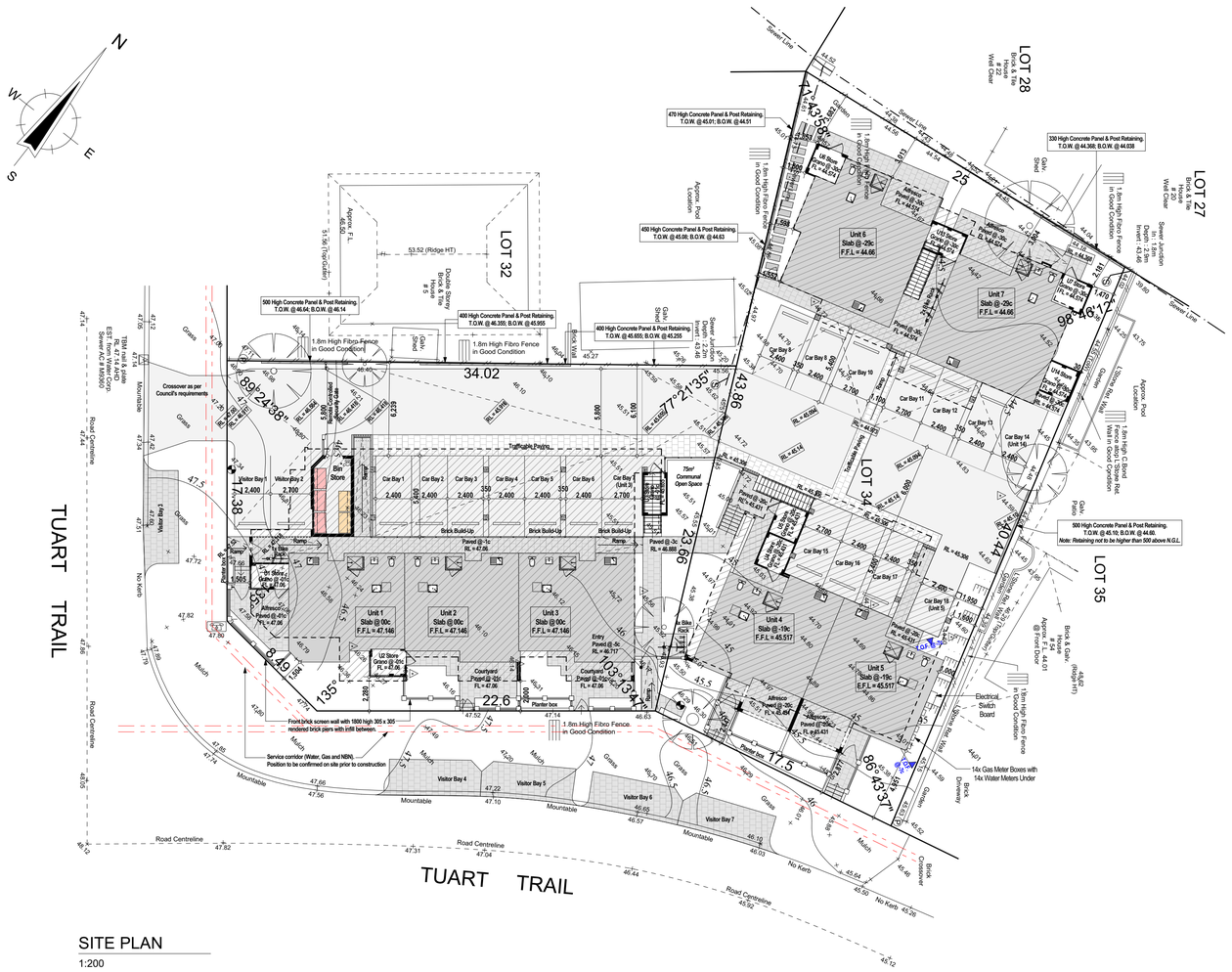
BEFORE ANY WORK IS STARTED ON SITE OR PLANS ARE PRODUCED BY DESIGNERS/ ARCHITECTS, THE BOUNDARIES MUST BE REPEGGED AND EXACT OFFSETS MEASURED TO EXISTING STRUCTURES AND FENCING. VISION SURVEYS ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES TO THE PARCEL OR PORTION OF THE PARCEL OF LAND SHOWN ON THIS SURVEY INCLUDING BUT NOT LIMITED TO ANY ADJOINING NEIGHBOURS LEVELS AND FEATURES THAT HAVE OCCURRED AFTER THE DATE ON THIS SURVEY.

THIS PLAN IS INTENDED FOR THE DEPT OF PLANNING & INFRASTRUCTURE ONLY.

SEWER / DRAINAGE MAY VARY FROM SCHEMATIC PRESENTATION / CHECK WITH APPROPRIATE AUTHORITY BEFORE ADOPTION OF POSITION.

CHECK TITLE FOR EASEMENTS / COVENANTS ETC.

FEATURE SURVEY
1:200



SITE PLAN
1:200

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Site Plan
Client : Naim Jones
Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Dm	Description	Checked	Date
C8	Mediation Amendments	C8	29/01/19
C8	Mediation Amendments	C8	19/12/18
C8	Driveway width & Landscaping strip Amendment	C8	30/11/18
C8	11/09/18 JDAP Meeting Amendments	C8	17/09/18
C8	Council Amendments - Unit 1 Store / Landscaping Calculation	C8	09/08/18
C8	Council Amendments	C8	02/08/18
C8	Planning Drawings	C8	23/05/18
C8	Design Sketch Plans	C8	23/05/18

Revisions/Variations

Scale : 1:200 | Job No. 17-7-56TUAR | Designed : C8 | Sheet : 2 OF 8 [A1]

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

GROUND FLOOR PLAN

1:100

AREAS

UNIT 1

Ground Floor	Area	Perimeter
Unit 01 Floor	52.43	30.58
Unit 01 Alfresco	6.80	10.53
Unit 01 Store	4.64	8.78
	63.87 m²	

UNIT 2

Ground Floor	Area	Perimeter
Unit 02 Floor	52.22	31.01
Unit 02 Store	4.54	8.64
	56.76 m²	

UNIT 3

Ground Floor	Area	Perimeter
Unit 03 Floor	52.97	31.01
Unit 03 Store	4.85	9.14
	57.82 m²	

UNIT 4

Ground Floor	Area	Perimeter
Unit 04 Floor	53.65	31.21
Unit 04 Alfresco	8.97	12.37
Unit 04 Store	4.80	8.77
	67.42 m²	

UNIT 5

Ground Floor	Area	Perimeter
Unit 05 Floor	53.04	31.11
Unit 05 Alfresco	8.88	12.29
Unit 05 Store	4.81	8.78
	66.73 m²	

UNIT 6

Ground Floor	Area	Perimeter
Unit 06 Floor	66.83	35.56
Unit 06 Alfresco	7.34	11.38
Unit 06 Store	4.47	8.74
	78.64 m²	

UNIT 7

Ground Floor	Area	Perimeter
Unit 07 Floor	65.95	34.56
Unit 07 Alfresco	5.40	10.20
Unit 07 Store	4.48	8.60
	75.83 m²	

UNIT 8

Upper Floor	Area	Perimeter
Unit 08 Floor	73.79	36.93
Unit 08 Balcony 01	16.83	18.49
Unit 08 Balcony 02	12.64	14.72
Unit 08 Store	4.62	8.88
	107.88 m²	**79.02 m**

UNIT 9

Upper Floor	Area	Perimeter
Unit 09 Floor	73.15	36.83
Unit 09 Balcony	11.47	14.12
Unit 09 Store	4.42	8.84
	89.04 m²	**59.79 m**

UNIT 10

Upper Floor	Area	Perimeter
Unit 10 Floor	74.22	37.29
Unit 10 Balcony	12.41	14.92
Unit 10 Store	4.56	8.84
	91.19 m²	**61.05 m**

UNIT 11

Upper Floor	Area	Perimeter
Unit 11 Floor	69.63	36.71
Unit 11 Balcony	13.66	15.47
Unit 11 Store	4.64	8.97
	88.13 m²	**61.15 m**

UNIT 12

Upper Floor	Area	Perimeter
Unit 12 Floor	70.30	37.00
Unit 12 Balcony	13.51	15.16
Unit 12 Store	4.81	9.03
	88.62 m²	**61.19 m**

UNIT 13

Upper Floor	Area	Perimeter
Unit 13 Floor	68.79	35.96
Unit 13 Balcony	15.82	18.37
	84.61 m²	**53.93 m**

UNIT 14

Upper Floor	Area	Perimeter
Unit 14 Floor	68.60	34.56
Unit 14 Balcony	16.31	18.21
	84.91 m²	**52.77 m**

Total Area = 1101.45m²

Additional Areas:

Unit 8, 9 & 10 Stairs	= 5.10m²
Unit 8, 9 & 10 Walkway	= 67.22m²
Unit 11 & 12 Stairs	= 4.40m²
Unit 11 & 12 Walkway	= 22.21m²
Unit 13 & 14 Stairs	= 4.13m²
Unit 13 & 14 Walkway	= 8.30m²
Total Additional Area	**= 111.36m²**

R-Code	**R20/40**
Total Lot Area:	**1583m²**

Plot Ratio

Allowed 0.6 of 1583m²	= 949.8m²
Plot Ratio Provided	= 895.77m²
	= 0.565

Site Coverage

Allowed 50% of 1583m²	= 870.65m²
Site Coverage Provided	= 777.89m²
	= (49.14%)

Carparking
(as per R-Codes Clause 6.3.3 Parking)
Location = B

Resident Bays Required	= 17.5
Total Resident Bays Provided	**= 18**

Visitor Parking
(as per R-Codes Clause 6.3.3 Parking and City of Joondalup "Residential Development Local Planning Policy")
Location = B

Visitor Bays Required	= 7
Total On-site Visitor Bays Provided	**= 7**

Bicycle Spaces
(as per R-Codes Clause 6.3.3 Parking C3.2)

Resident Bicycle Spaces Required	= 5
Visitor Bicycle Spaces Required	= 2
Total Bicycle Spaces Provided	**= 7**

Front Setback Average Calculations
(as per R-Codes Clause 6.3.3 Parking C3.2)

Front Setback Average	= 4m
Front Setback Minimum	= 2m
Ground Floor:	
Area Inside Front Setback	= 23.33m²
Area Behind Front Setback	= 38.91m²
(Area Difference	= 15.58m²)
Upper Floor:	
Area Inside Front Setback	= 30.84m²
Area Behind Front Setback	= 43.20m²
(Area Difference	= 12.36m²)

Landscaping Inside Front Setback

Landscaped area within front setback	= 100.46m²
	= 50.9%
Hardstand with front setback	= 96.95m²
	= 49.1%

Note:
All external plant/equipment (such as air-conditioners) to be screened from public view

Note:
Full solar power system including panels with embedded network throughout

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Ground Floor Plan

Client : Naim Jones

Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Scale : 1:100, 1:1 **Job No.** 17-7-56TUAR **Designed :** C8 **Sheet :** 3 OF 8 [A1]

Dm	Description	Checked	Date
C8	Mediation Amendments	C8	29/01/19
C8	Mediation Amendments	C8	19/12/18
C8	Driveway width & Landscaping strip Amendment	C8	03/11/18
C8	11/09/18 JDAP Meeting Amendments	C8	17/09/18
C8	Council Amendments - Unit 1 Store / Landscaping Calculation	C8	09/08/18
C8	Council Amendments	C8	02/08/18
C8	Planning Drawings	C8	23/05/18
C8	Design Sketch Plans	C8	23/05/18

Revisions/Variations

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

FIRST FLOOR PLAN

1:100

AREAS

UNIT 1

Ground Floor	Area	Perimeter
Unit 01 Floor	52.43	30.58
Unit 01 Alfresco	6.80	10.53
Unit 01 Store	4.64	8.78
	63.87 m²	

UNIT 2

Ground Floor	Area	Perimeter
Unit 02 Floor	52.22	31.01
Unit 02 Store	4.54	8.64
	56.76 m²	

UNIT 3

Ground Floor	Area	Perimeter
Unit 03 Floor	52.97	31.01
Unit 03 Store	4.85	9.14
	57.82 m²	

UNIT 4

Ground Floor	Area	Perimeter
Unit 04 Floor	53.65	31.21
Unit 04 Alfresco	8.97	12.37
Unit 04 Store	4.80	8.77
	67.42 m²	

UNIT 5

Ground Floor	Area	Perimeter
Unit 05 Floor	53.04	31.11
Unit 05 Alfresco	8.88	12.29
Unit 05 Store	4.81	8.78
	66.73 m²	

UNIT 6

Ground Floor	Area	Perimeter
Unit 06 Floor	66.83	35.56
Unit 06 Alfresco	7.34	11.38
Unit 06 Store	4.47	8.74
	78.64 m²	

UNIT 7

Ground Floor	Area	Perimeter
Unit 07 Floor	65.95	34.56
Unit 07 Alfresco	5.40	10.20
Unit 07 Store	4.48	8.60
	75.83 m²	

UNIT 8

Upper Floor	Area	Perimeter
Unit 08 Floor	73.79	36.93
Unit 08 Balcony 01	16.83	18.49
Unit 08 Balcony 02	12.64	14.72
Unit 08 Store	4.62	8.88
	107.88 m²	**79.02 m**

UNIT 9

Upper Floor	Area	Perimeter
Unit 09 Floor	73.15	36.83
Unit 09 Balcony	15.47	14.12
Unit 09 Store	4.42	8.84
	89.04 m²	**59.79 m**

UNIT 10

Upper Floor	Area	Perimeter
Unit 10 Floor	74.22	37.29
Unit 10 Balcony	12.41	14.92
Unit 10 Store	4.56	8.84
	91.19 m²	**61.05 m**

UNIT 11

Upper Floor	Area	Perimeter
Unit 11 Floor	69.63	36.71
Unit 11 Balcony	13.66	15.47
Unit 11 Store	4.64	8.97
	88.13 m²	**61.15 m**

UNIT 12

Upper Floor	Area	Perimeter
Unit 12 Floor	70.30	37.00
Unit 12 Balcony	13.51	15.16
Unit 12 Store	4.81	9.03
	88.62 m²	**61.19 m**

UNIT 13

Upper Floor	Area	Perimeter
Unit 13 Floor	68.79	35.96
Unit 13 Balcony	15.82	18.37
	84.61 m²	**53.93 m**

UNIT 14

Upper Floor	Area	Perimeter
Unit 14 Floor	68.60	34.56
Unit 14 Balcony	16.31	18.21
	84.91 m²	**52.77 m**

Total Area = 1101.45m²

Additional Areas:

Unit 8, 9 & 10 Stairs	= 5.10m²
Unit 8, 9 & 10 Walkway	= 67.22m²
Unit 11 & 12 Stairs	= 4.40m²
Unit 11 & 12 Walkway	= 22.21m²
Unit 13 & 14 Stairs	= 4.13m²
Unit 13 & 14 Walkway	= 8.30m²
Total Additional Area	**= 111.36m²**

R-Code	R20/40
Total Lot Area:	**1583m²**

Plot Ratio

Allowed 0.6 of 1583m²	= 949.8m²
Plot Ratio Provided	= 895.77m²
	= 0.565

Site Coverage

Allowed 55% of 1583m²	= 870.65m²
Site Coverage Provided	= 777.89m²
	= (49.14%)

Carparking
(as per R-Codes Clause 6.3.3 Parking)

Location = B	
Resident Bays Required	= 17.5
Total Resident Bays Provided	**= 18**

Visitor Parking
(as per R-Codes Clause 6.3.3 Parking and City of Joondalup "Residential Development Local Planning Policy")

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Visitor Bays Required	= 7
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Bicycle Spaces
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(as per R-Codes Clause 6.3.3 Parking C3.2)

Front Setback Average	= 4m
Front Setback Minimum	= 2m
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(Area Difference	= 15.58m²)
Upper Floor:	
Area Inside Front Setback	= 30.84m²
Area Behind Front Setback	= 43.20m²
(Area Difference	= 12.36m²)

Landscaping Inside Front Setback

Landscaped area within front setback	= 100.49m²
	= 50.9%
Hardstand with front setback	= 96.95m²
	= 49.1%

Note:
All external plant/equipment (such as air-conditioners) to be screened from public view

Note:
Full solar power system including panels with embedded network throughout

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First Floor Plan

Client :
Naim Jones

Job Address :
Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater
City of Joondalup

Dm	Description	Checked	Date
CB	Mediation Amendments	CB	29/01/19
CB	Mediation Amendments	CB	19/12/18
CB	Driveway width & Landscaping strip Amendment	CB	01/11/18
CB	11/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	23/05/18

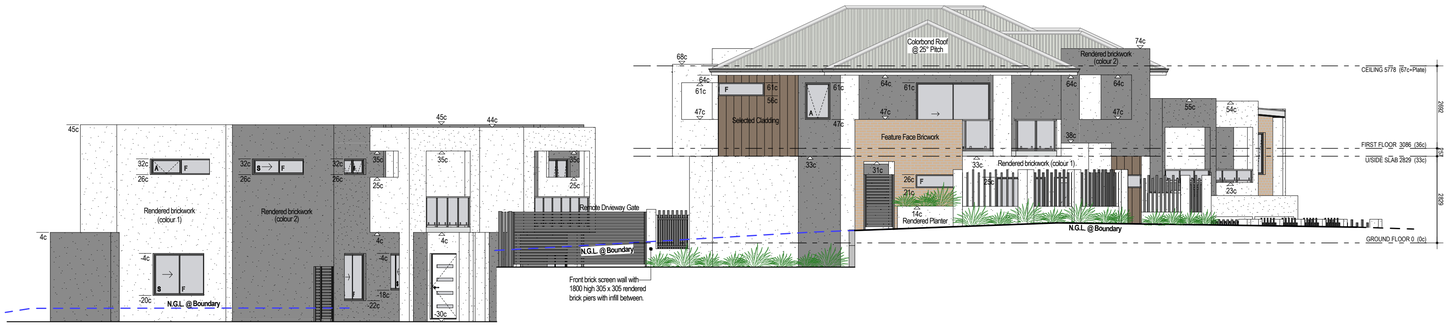
Revisions/Variations

Scale : 1:100, 1:1 **Job No.** 17-7-56TUAR **Designed :** CB **Sheet :** 4 OF 8 [A1]

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

1 FRONT ELEVATION

1:100

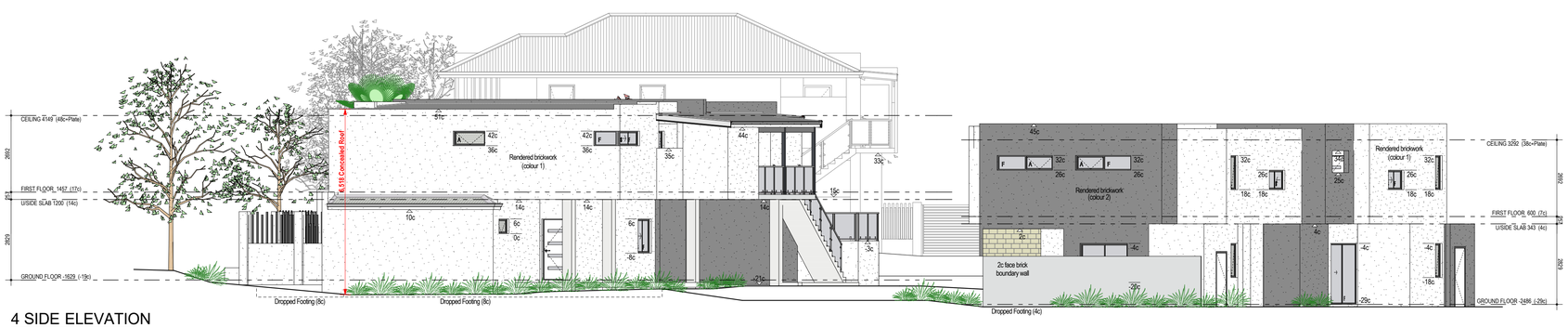


2 SIDE ELEVATION

1:100

3 REAR ELEVATION

1:100



4 SIDE ELEVATION

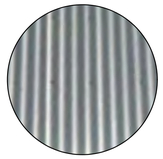
1:100

Two new home examples in Edgewater located on Lakeview Drive, Edgewater.
(Lakeview Drive located only 54m away from No. 56 Tuart Trail, Edgewater)

No. 46A Lakeview Drive, Edgewater (Located 385m from Tuart Trail Development)

No. 52A Lakeview Drive, Edgewater (Located 440m from Tuart Trail Development)

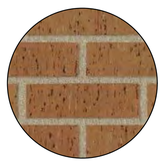
External Materials



Surf Mist Colorbond Roof Sheeting similar to No. 54 Tuart Trail, Edgewater

White Render (Primary Render) similar to No. 4 Tuart Trail, Edgewater and various others on Tuart Trail

Grey Render (Secondary Render) similar to No. 8 Tuart Trail, Edgewater



Light Brown/Red Face Brick similar to No. 16 Tuart Trail, Edgewater and various others on Tuart Trail

Timber Cladding similar to 46 Tuart Trail, Edgewater and 46A Lakeview Drive, Edgewater

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Elevations 1

Client : Naim Jones

Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater
City of Joondalup

Dm	Description	Checked	Date
CB	Mediation Amendments	CB	29/01/19
CB	Mediation Amendments	CB	19/12/18
CB	Driveway width & Landscaping strip Amendment	CB	01/11/18
CB	11/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	23/05/18

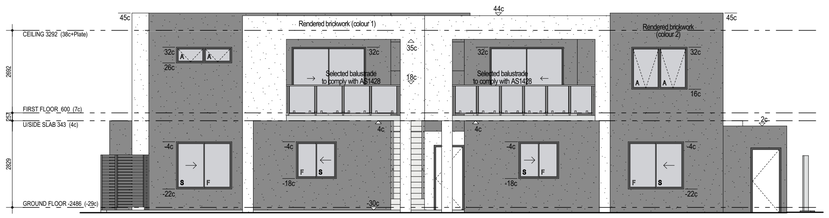
Revisions/Variations

Scale : 1:100. **Job No.** 17-7-56TUAR **Designed :** CB **Sheet :** 5 OF 8 (A1)

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

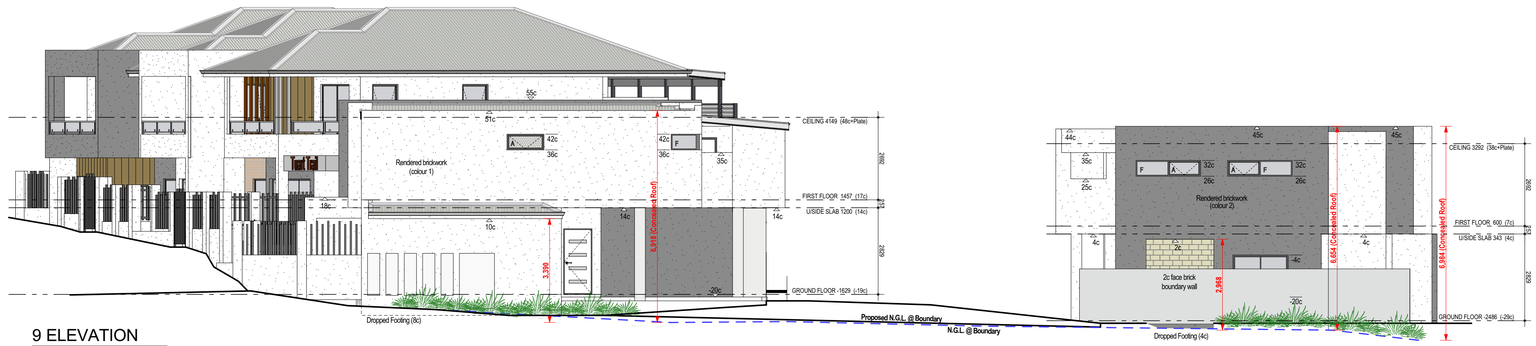
5 DRIVEWAY ELEVATION

1:100



6 DRIVEWAY ELEVATION

1:100



9 ELEVATION

1:100

7 ELEVATION

1:100

8 ELEVATION

1:100

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Elevations 2

Client :
Naim Jones

Job Address :
Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater
City of Joondalup

Scale : 1:100 **Job No.** 17-7-56TUAR **Designed :** CB **Sheet :** 6 OF 8 (A1)

Dm	Description	Checked	Date
CB	Mediation Amendments	CB	29/01/19
CB	Mediation Amendments	CB	19/12/18
CB	Driveway width & Landscaping strip Amendment	CB	01/11/18
CB	11/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	19/04/18

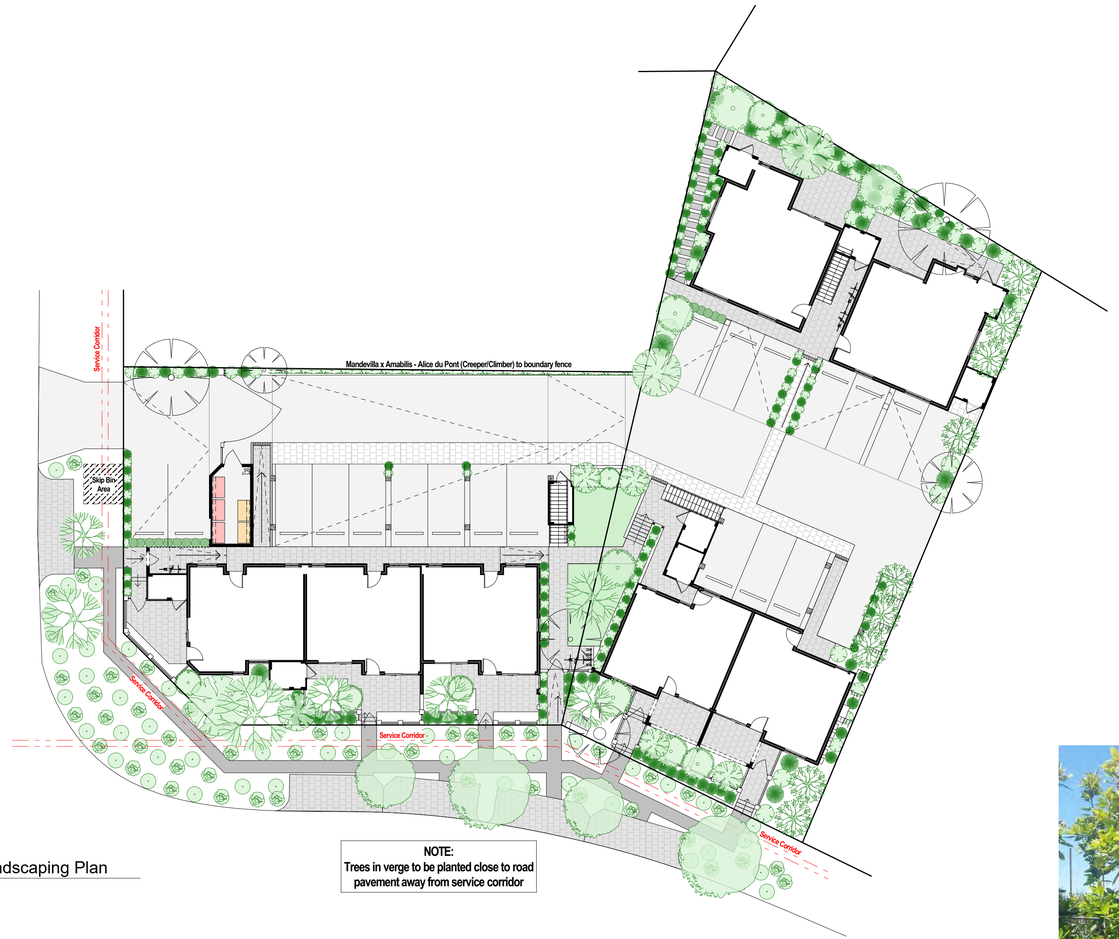
Revisions/Variations

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

LANDSCAPING PLANT LEGEND

Symbol	Description	Size of Plant	Amount
	Liriope evergreen giant	30cm Wide - 30cm High	As per council requirements
	Dianella Caerulea (Cassa Blue)	50cm Wide - 50cm High	As per council requirements
	Dampiera diversifolia	10cm High	As per council requirements
	Sapium Sebiferum (Chinese Tallow)	up to 5m - 7m high	6
	Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)	up to 4m - 6m high	12
	Crimson Spire 'Flowering Cherry Plum' Prunus spp	up to 5m - 7m high	8
	Pyrus Ussuriensis (Manchurian Pear)	30L 5m High	4
	Tristaniopsis laurina	Up to 4m Wide Up to 12m High	9
	Westringia Dampieri	<1m Shrub	As per council requirements
	Alyogyne Huegelii (Lilac Hibiscus)	1-3m Shrub	As per council requirements
	Mandevilla x Amabilis (Alice du Pont)	Up to 4m H x 4m W	As per council requirements
	Existing Tree to be retained. Subject to further investigation with the City		6
	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



Landscaping Plan
1:200

NOTE:
Trees in verge to be planted close to road pavement away from service corridor

Dianella Caerulea (Cassa Blue)

Liriope Evergreen Giant

Dampiera Diversifolia

Mandevilla x Amabilis (Alice du Pont)

Westringia Dampieri

Alyogyne Huegelii (Lilac Hibiscus)

Crimson Spire 'Flowering Cherry Plum' Prunus spp

Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)

Tristaniopsis laurina

Sapium Sebiferum (Chinese Tallow)

Pyrus Ussuriensis (Manchurian Pear)

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Landscaping Plan
Client : Naim Jones
Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Scale : 1:200 **Job No.** 17-7-56TUAR **Designed :** CB **Sheet :** 7 OF 8 (A1)

Dm	Description	Checked	Date
CB	Mediation Amendments	CB	29/01/19
CB	Mediation Amendments	CB	19/12/18
CB	Driveway width & Landscaping strip Amendment	CB	01/11/18
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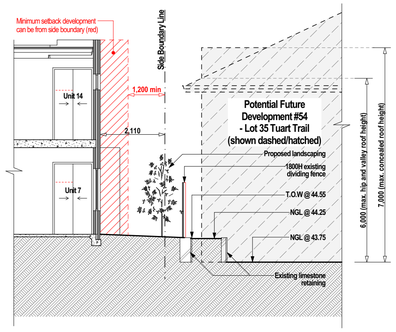
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	23/05/18

Revisions/Variations

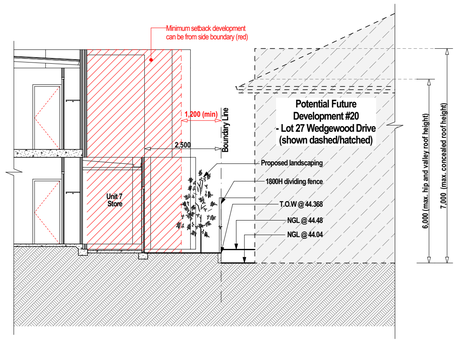
Elevation Note: Materials & finishes in this 3D image are for illustration purposes only.

South-East Street 3D Perspective A



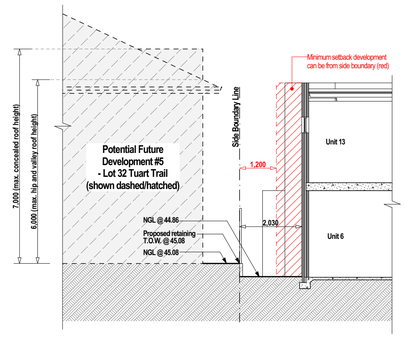
SECTION A-A

South-East Street 3D Perspective B



SECTION B-B

South-West Street 3D Perspective C



SECTION C-C

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3D Perspectives & Sections

Client :
Naim Jones

Job Address :
Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater
City of Joondalup

Dm	Description	Checked	Date
C8	Mediation Amendments	C8	29/01/19
C8	Mediation Amendments	C8	19/12/18
C8	Driveway width & Landscaping strip Amendment	C8	01/11/18
C8	11/09/18 /DAP Meeting Amendments	C8	17/09/18
C8	Council Amendments - Unit 1 Store / Landscaping Calculation	C8	09/08/18
C8	Council Amendments	C8	02/08/18
C8	Planning Drawings	C8	23/05/18
C8	Design Sketch Plans	C8	23/05/18

Revisions/Variations

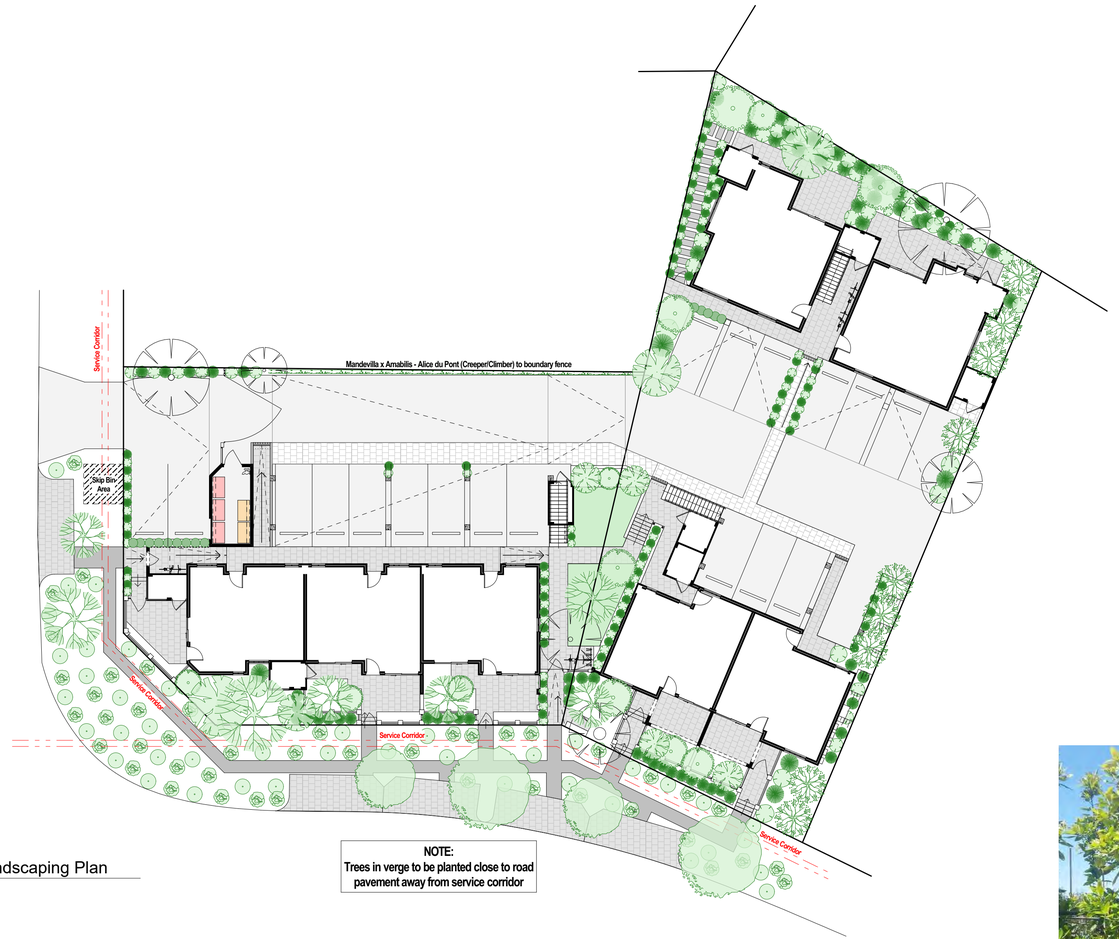
Job No. 17-7-56TUAR **Designed :** C8 **Sheet :** 8 OF 8 (A1)

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

LANDSCAPING PLANT LEGEND

Symbol	Description	Size of Plant	Amount
	Liriope evergreen giant	30cm Wide - 30cm High	As per council requirements
	Dianella Caerulea (Cassa Blue)	50cm Wide - 50cm High	As per council requirements
	Dampiera diversifolia	10cm High	As per council requirements
	Sapium Sebiferum (Chinese Tallow)	up to 5m - 7m high	6
	Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)	up to 4m - 6m high	12
	Crimson Spire 'Flowering Cherry Plum' Prunus spp	up to 5m - 7m high	8
	Pyrus Ussuriensis (Manchurian Pear)	30L 5m High	4
	Tristaniopsis laurina	Up to 4m Wide Up to 12m High	9
	Westringia Dampieri	<1m Shrub	As per council requirements
	Alyogyne Huegelii (Lilac Hibiscus)	1-3m Shrub	As per council requirements
	Mandevilla x Amabilis (Alice du Pont)	Up to 4m H x 4m W	As per council requirements
	Existing Tree to be retained. Subject to further investigation with the City		6
	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



Landscaping Plan
1:200

NOTE:
Trees in verge to be planted close to road pavement away from service corridor

Dianella Caerulea (Cassa Blue)

Liriope Evergreen Giant

Dampiera Diversifolia

Mandevilla x Amabilis (Alice du Pont)

Westringia Dampieri

Alyogyne Huegelii (Lilac Hibiscus)

Crimson Spire 'Flowering Cherry Plum' Prunus spp

Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)

Tristaniopsis laurina

Sapium Sebiferum (Chinese Tallow)

Pyrus Ussuriensis (Manchurian Pear)

bornia design
BUILDING DESIGN | PLANNING | DOCUMENTATION
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Landscaping Plan
Client : Naim Jones
Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Scale : 1:200 **Job No.** 17-7-56TUAR **Designed :** CB **Sheet :** 7 OF 8 (A1)

Dm	Description	Checked	Date
CB	Mediation Amendments	CB	29/01/19
CB	Mediation Amendments	CB	19/12/18
CB	Driveway width & Landscaping strip Amendment	CB	01/11/18
CB	11/09/18 JDAP Meeting Amendments	CB	17/09/18
CB	Council Amendments - Unit 1 Store / Landscaping Calculation	CB	09/08/18
CB	Council Amendments	CB	02/08/18
CB	Planning Drawings	CB	23/05/18
CB	Design Sketch Plans	CB	23/05/18

Revisions/Variations

LANDSCAPING PLANT LEGEND

Symbol	Description	Size of Plant	Amount
	Liriope evergreen giant	30cm Wide - 30cm High	As per council requirements
	Dianella Caerulea (Cassa Blue)	50cm Wide - 50cm High	As per council requirements
	Dampiera diversifolia	10cm High	As per council requirements
	Sapium Sebiferum (Chinese Tallow)	upto 5m - 7m high	7
	Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)	upto 4m - 6m high	13
	Crimson Spire 'Flowering Cherry Plum' Prunus spp	upto 5m - 7m high	8
	Pyrus Ussuriensis (Manchurian Pear)	30L 5m High	4
	Westringia Dampieri	<1m Shrub	As per council requirements
	Alyogyne Huegelii (Lilac Hibiscus)	1-3m Shrub	As per council requirements
	Madagascar Jasmine (Stephanotis Floribunda)	Up to 2.5m Hx 2.5m W	As per council requirements
	Existing Trees to be retained. Subject to further investigation with the City		6
	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.
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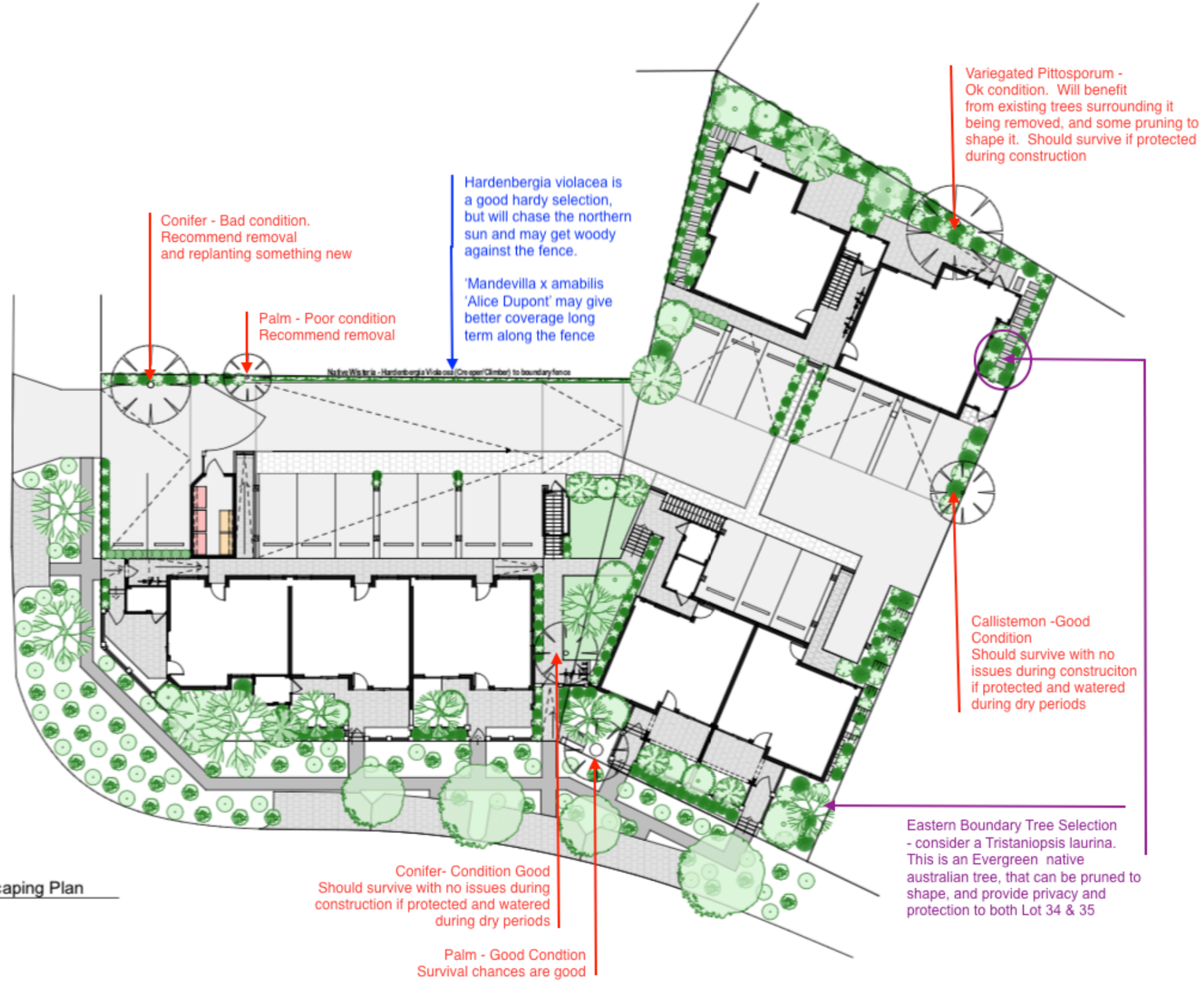


Landscaping Plan
1:200

kerri fennell Dip GD, PM
041 795 1710
kerri@projectartichoke.com.au
www.projectartichoke.com.au
PROJECT ARTICHOKE
Landscape Design & Management

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

1. In accordance with Schedule 2, clause 67 (b), (n) and (m) of the *Planning and Development (Local Planning Scheme) Regulations 2015,* the proposed development is not consistent with *Schedule 1 – Design Principles* of the *draft State Planning Policy 7: Design of the Built Environment* due to the following:

    1.1 The development does not enhance the distinctive characteristics of the area and lacks appropriate consideration of the local context and character of the area.
    1.2 The massing of the proposed development is not appropriate in its setting and does not negotiate between the existing built form and the intended future character of the area.

2 In accordance with Schedule 2, clause 67 (b) of the *Planning and Development (Local Planning Scheme) Regulations 2015,* the proposed development is not consistent with *Schedule 1 – Design Principles* of the *draft State Planning Policy 7: Design of the Built Environment* due to the following:

    2.1 The development does not provide passive environmental design measures which adequately respond to the site conditions and local climate of the area including, but not limited to, solar access to habitable rooms and outdoor living areas, thermal performance and access to natural ventilation.
    2.2 The development lacks an adequate level of internal amenity and provides limited views of amenity for some units.
    2.3 There is limited passive/active surveillance of the communal car parking area and pedestrian approach to and from units.
    2.4 The design quality is lacking with limited creatively, design integrity and detail.

3 In accordance with Schedule 2, clause 67 (g) of the *Planning and Development (Local Planning Scheme) Regulations 2015,* the proposed development is not consistent with the objectives of the City of Joondalup's *Residential Development Local Planning Policy*, due to the following:

    3.1 The development does not enhance and/or improve the existing streetscape outcome.
    3.2 The proposal does not complement the visual character of the surrounding built form.
    3.3 The design does not provide a high-quality built form outcome in relation to its design and layout/positioning of some units.

4. In accordance with Schedule 2, clause 67 (g) of the *Planning and Development (Local Planning Scheme) Regulations 2015,* the proposed development does not comply with *Schedule 1 – Subdivision and development conditions* of the City of Joondalup's *Residential Development Local Planning Policy* as there is insufficient technical evidence to support the proposed location of the street trees within the Tuart Trail road reserve, due to the proximity of existing underground services. It is therefore unclear if the required number of street trees can be accommodated within the verge.

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

The Report Recommendation was put and LOST (2/3).

For: Cr Christine Hamilton-Prime
Cr Philippa Taylor

Against: Ms Sheryl Chaffer
Mr Brian Curtis
Mr Fred Zuideveld

Cr Philippa Taylor left the panel at 10:45am and returned at 10:48am.

PROCEDURAL MOTION

Moved by: Ms Sheryl Chaffer **Seconded by:** Cr Christine Hamilton-Prime

That the consideration of DAP Application DAP/18/01433 and accompanying plans be deferred for a maximum of 8 weeks in accordance with section 5.10.1a of the DAP Standing Orders 2017, to allow the applicant to address the following matters:

- The design of the development having regard to the intended future character of the area;
- Provision of direct and safe access to each of the apartments;
- Provision of passive and/or active surveillance of the parking areas and pedestrian approaches to and from the apartments;
- The dimensions of the car parking bays and vehicle access within the site in accordance with Australian standards;
- Further technical evidence in support of the proposed street trees and parking on the verge; and
- Redesign of the common outdoor area to improve amenity.

Request the applicant to submit amended plans and additional information to the City of Joondalup by 2nd October 2018 to address the above matters.

Require the City of Joondalup to consider the amended plans and information and submit a revised Responsible Authority Report by the 30th October 2018.

REASON: To enable the applicant to address the above matters in liaison with the City officers and to provide sufficient time for the City officers to prepare an updated RAR accordingly.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

7.4 Mr Carlo Famiano (CF Town Planning & Development) addressed the DAP in support of the application at Item 8.1 and responded to questions from the panel.

7.5 The City of Joondalup addressed the DAP in relation to the application at Item 8.1 and responded to questions from the panel.

8. Form 1 – Responsible Authority Reports – DAP Application

8.1

Property Location:	Lot 33 and Lot 34 Tuart Trail, Edgewater
Development Description:	Fourteen (14) Multiple Dwellings
Applicant:	CF Town Planning & Development
Owner:	Mr Edwin Cornelissen & Jonescorp Pty Ltd
Responsible Authority:	City of Joondalup
DAP File No:	DAP/18/01433

REPORT RECOMMENDATION

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

That the Metro North-West DAP resolves to:

Refuse DAP Application reference DAP/18/01433 and accompanying plans (Attachment 3) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015, Metropolitan Region Scheme* and the provisions of the City of Joondalup's *Local Planning Scheme No. 3* for the following reasons:

1. The proposed development is not consistent with Schedule 2, clause 67 (n) and (m) of the *Planning and Development (Local Planning Scheme) Regulations 2015, due to the following:*

    1.1 The development does not incorporate appropriate consideration of the local context and character of the area.
    1.2 The development is not appropriate in terms of its massing and design, and does not appropriately negotiate between the existing built form and the intended future character of the area.

2 In accordance with Schedule 2, clause 67 (b) and (e) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the proposed development is not consistent with Schedule 1 – Design Principles of draft *State Planning Policy 7: Design of the Built Environment* due to the following:

    2.1 The development does not provide passive environmental design measures which adequately respond to the site conditions and local climate of the area including, but not limited to, solar access to habitable rooms and outdoor living areas, thermal performance and access to natural ventilation.
    2.2 The development lacks an adequate level of internal amenity and provides limited views of amenity for some units.
    2.3 The design quality is lacking with limited creatively, design integrity and detail.

3 In accordance with Schedule 2, clause 67 (g) of the *Planning and Development (Local Planning Scheme) Regulations 2015,* the proposed development is not consistent with the objectives of the City of Joondalup's *Residential Development Local Planning Policy*, due to the following:

3.1 The development does not provide an improved streetscape outcome.
3.2 The proposal does not enhance or complement the visual character of the surrounding built form.
3.3 The design does not provide a high-quality built form outcome in relation to its design and layout/positioning of some units.

4. In accordance with Schedule 2, clause 67 (g) of the *Planning and Development (Local Planning Scheme) Regulations 2015,* the proposed development does not comply with *Schedule 1 – Subdivision and development conditions* of the City of Joondalup's *Residential Development Local Planning Policy* as there is insufficient technical evidence to support the proposed location of the street trees and on-street bays within the Tuart Trail road reserve, due to the proximity of existing underground services. It is therefore unclear if the required number of street trees/car bays can be accommodated within the verge.

5. The proposed development is not consistent with Schedule 2, clause 67 (c) and (s) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, as the width of the internal vehicle access way does not comply with clause 6.3.4 (Design of car parking spaces) under *State Planning Policy 3.1: Residential Design Codes* and the relevant *Australian Standard* AS2890.1 (as amended).

AMENDING MOTION 1

Moved by: Mr Fred Zuideveld **Seconded by:** Nil

That refusal reason 2.2 be deleted and remaining reasons be renumbered accordingly.

The Amending Motion LAPSED for want of a seconder.

AMENDING MOTION 2

Moved by: Ms Sheryl Chaffer **Seconded by:** Ms Karen Hyde

That refusal reason 2.3 be amended to read as follows:

*The design quality is **inadequate** with **regard to creativity**, design integrity and detail.*

REASON: The panel determined that whilst a level of information had been provided with the application in terms of design and detail that the application was still inadequate to meet the requirements of the City's policy.

The Amending Motion was put and CARRIED UNANIMOUSLY

AMENDING MOTION 3

Moved by: Ms Sheryl Chaffer **Seconded by:** Mr Fred Zuideveld

That refusal reason 4 be deleted and remaining reasons be renumbered accordingly.

The Amending Motion was put and LOST (2/3).

For: Ms Sheryl Chaffer
Mr Fred Zuideveld

Against: Ms Karen Hyde
Cr Christine Hamilton-Prime
Cr Philippa Taylor

REPORT RECOMMENDATION (AS AMENDED)

Refuse DAP Application reference DAP/18/01433 and accompanying plans (Attachment 3) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015, Metropolitan Region Scheme* and the provisions of the City of Joondalup's *Local Planning Scheme No. 3* for the following reasons:

1. The proposed development is not consistent with Schedule 2, clause 67 (n) and (m) of the *Planning and Development (Local Planning Scheme) Regulations 2015, due to the following:*

    1.1 The development does not incorporate appropriate consideration of the local context and character of the area.
    1.2 The development is not appropriate in terms of its massing and design, and does not appropriately negotiate between the existing built form and the intended future character of the area.

2 In accordance with Schedule 2, clause 67 (b) and (e) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the proposed development is not consistent with Schedule 1 – Design Principles of draft *State Planning Policy 7: Design of the Built Environment* due to the following:

    2.1 The development does not provide passive environmental design measures which adequately respond to the site conditions and local climate of the area including, but not limited to, solar access to habitable rooms and outdoor living areas, thermal performance and access to natural ventilation.
    2.2 The development lacks an adequate level of internal amenity and provides limited views of amenity for some units.
    2.3 The design quality is inadequate with regard to creativity, design integrity and detail.

3 In accordance with Schedule 2, clause 67 (g) of the *Planning and Development (Local Planning Scheme) Regulations 2015,* the proposed development is not consistent with the objectives of the City of Joondalup's *Residential Development Local Planning Policy*, due to the following:
    3.1 The development does not provide an improved streetscape outcome.

3.2 The proposal does not enhance or complement the visual character of the surrounding built form.
3.3 The design does not provide a high-quality built form outcome in relation to its design and layout/positioning of some units.

4. In accordance with Schedule 2, clause 67 (g) of the *Planning and Development (Local Planning Scheme) Regulations 2015,* the proposed development does not comply with *Schedule 1 – Subdivision and development conditions* of the City of Joondalup's *Residential Development Local Planning Policy* as there is insufficient technical evidence to support the proposed location of the street trees and on-street bays within the Tuart Trail road reserve, due to the proximity of existing underground services. It is therefore unclear if the required number of street trees/car bays can be accommodated within the verge.

5. The proposed development is not consistent with Schedule 2, clause 67 (c) and (s) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, as the width of the internal vehicle access way does not comply with clause 6.3.4 (Design of car parking spaces) under *State Planning Policy 3.1: Residential Design Codes* and the relevant *Australian Standard* AS2890.1 (as amended).

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

The Report Recommendation (as amended) was put and CARRIED UNANIMOUSLY.

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

Nil

10. Appeals to the State Administrative Tribunal

The Presiding Member noted the following State Administrative Tribunal Applications –

Current Applications		
LG Name	**Property Location**	**Application Description**
City of Joondalup	Lots 348 and 347 (50 and 52) Littorina Avenue, Heathridge	Construction of fourteen (14) multiple dwellings
City of Joondalup	Lot 125 (1) & 126 (3) Chipala Court, Edgewater	Fourteen (14) Multiple Dwellings
City of Stirling	Lot 18 (6) Wanneroo Road, Yokine	Extension to the Shopping Centre (Dog Swamp)
City of Stirling	Lot 157 (2A) Sanderling Street, and Lot 604 (114) Cedric Street Stirling WA 6021	Mixed Use Development
City of Stirling	Lot 14691 (2) Plantation Street, Menora	Retirement Complex (Bethanie Aged Care)

CF Town Planning & Development

Waste Management Plan

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

January 2019

Background

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

Under the terms of the City's Local Planning Scheme No.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 fourteen (14) multiple dwellings, with the following configuration:

i) Five (5) single bedroom dwellings, with one (1) bathroom; and

ii) Nine (9) two bedroom dwellings, with one (1) bathroom.

Purpose of Plan

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

The aim of this Plan is to:

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

Key Reference Material

The key references are:

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

Estimated Volumes and MGB Type

Volume

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

I) Five (5) single bedroom dwellings, with one (1) bathroom; and

II) Nine (9) two bedroom dwellings, with one (1) bathroom.

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

Single Bedroom Dwelling (Five Units)

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

Two Bedroom Dwelling (Nine Units)

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

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

I) General refuse - 1,840Lt

II) Recycle refuse - 920Lt

Bin Type

The City of Joondalup are rolling out a revised waste collection program in January 2019 that will replace the current three (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).

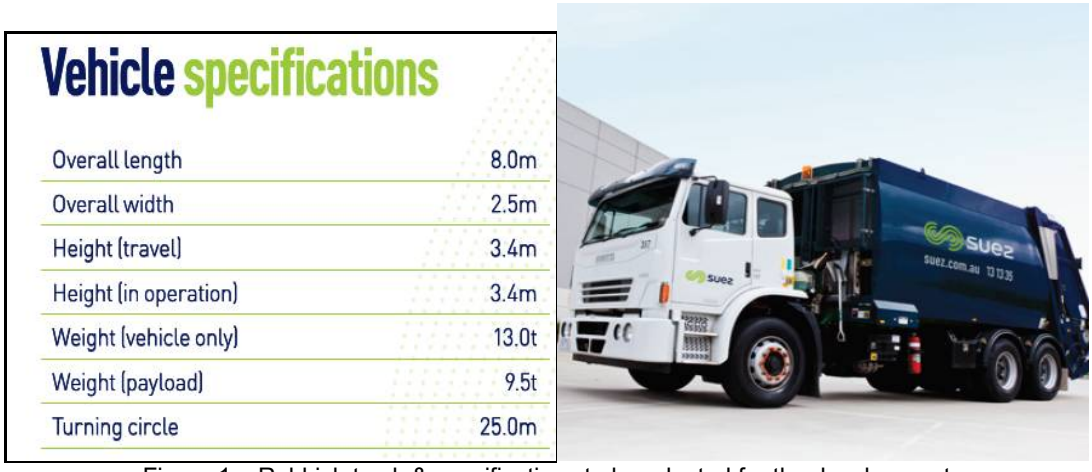
Given the relatively small volume of waste being generated per dwelling, it is proposed as part of this application that the development be supplied with three (3) 660 litre mobile bins for general refuse and two (2) 660 litre mobile bins for recycling.

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 fourteen (14) multiple dwellings on the land.

It is anticipated that signage (information stickers) will be placed on the bins illustrating what materials can be placed within the relevant bins. This will assist with providing greater awareness of each bin and the appropriate disposal of waste.

In regard to green waste, the strata company will employ a private contractor to collect and disposal of green waste (i.e. small garden prunings etc) as part of maintaining the landscaping areas for the development. As such, the City will not be required to provide any bins to services the disposal of green waste.

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.



Vehicle specifications

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

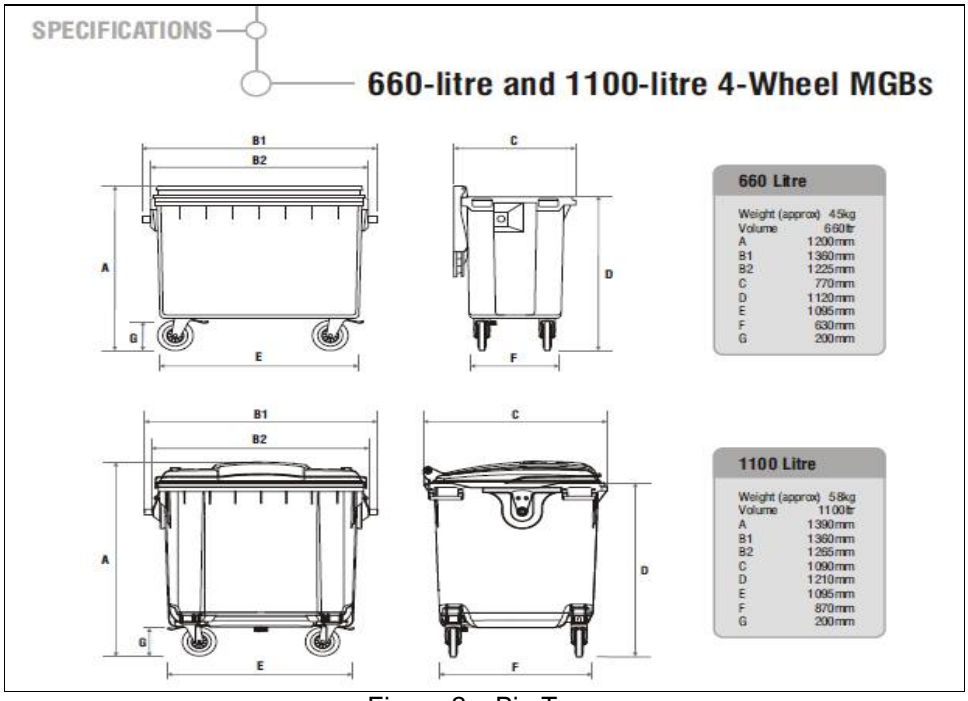


Figure 2 – Bin Type

In addition to the bin provision for the development, an area to accommodate one (1) skip bin has been provided within the verge area to the satisfaction of the City. The area will be used to accommodate a skip bin to service the development and the storage of white goods, mattresses and the annual bulk green waste collection.

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.
- Fortnightly 660 litre recycling mobile bin collection.

- One (1) skip bin per year for bulk rubbish/junk collection.
- Annual collection of tree prunings.
- White goods pick-up.

In addition to the above services, the City provides collection points for the general public (i.e. library/civic centres) for mobile phone, globes & battery collection.

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.

Access keys will be provided to the rubbish collection contractor where required to access the site. Furthermore, the strata company/future owner of the development will provide the City with authorization to access the site and any required indemnification regarding liability.

Location, size and features of bin storage area

Bin storage area will be located within the property boundaries (against the building and abutting the car parking area) in the western portion of the property. The storage area will abut the entry point of the development along the vehicle access area. The bin store will be located abutting the common driveway area, with easy access from the front Tuart 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 1 – Site Development Plan).

The location of the bin store will allow for a buffer between the bin store area and the adjoining properties. Furthermore, the bin storage area will be enclosed (including a roof).

The proposed location of the bin storage area will:

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

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

- The bin storage area will comprise a tap and connection to sewer for wash-down purposes.
- The bin storage area will comprise a 100mm concrete floor.
- The bin store area will be screened and gated to hide its view from the street, common property area and provide security.
- A galvanized pipe will be installed along the walls to prevent the bins from hitting and damaging the walls of the bin store.
- The bin storage area will be secure and screened from the future occupants of the development.
- Adequate on-site collection area (see Appendix 1 - Site Plan).

Noise, odour& minimizing landfill

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

Noise

The bin storage area will be screened and located close to the land's frontage with Tuart Trail and enclosed. The bin storage area will comprise a masonry wall around the perimeter of the compound and will be comprise a roof.

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 located on the western periphery of the development within the car parking area, away from the adjoining properties;
- Construction of a masonry wall around the perimeter of the bin storage area.
- Fully enclose the storage area.
- Screening the bin storage area.
- Provide vents to allowing for natural ventilation of the bin storage area.
- Regular washing of the bins and storage area.

Minimising landfill

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

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

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

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

Screening and blending of storage area

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

Impact on adjacent properties

The proposed multiple dwelling development on the subject land has been designed to be relatively small and comprise. The bin store will be located in the western periphery of the subject land with amble setbacks from the lot boundaries and in close proximity to the street. The location of the facility will comprise adequate screening and buffer with the adjoining lots.

It is contended that the bin storage area is consistent with a bin storage area akin to a conventional residential development (i.e. grouped dwelling development). Notwithstanding this fact, it is significant to note that the bin store for the proposed development on the subject land is located well within the property boundaries (along the common driveway), therefore it does not abut the dwellings on the adjoining properties. As such, it is contended that the proposed bin storage area will not have an adverse impact on the amenity of the adjoining properties.

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

Strata Management Company Requirements - Waste Management

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

i) 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;

iii) Deal promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience.

iv) Arrange for a private contractor to collect and disposal of green waste (i.e. small garden prunings etc.) as part of maintaining the landscaping areas for the development;

v) Provide access keys where necessary to the waste collection contractor/City to access the site; and

vi) Provide the City with relevant authorization to access the site and any required indemnification regarding liability.

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

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

GROUND FLOOR PLAN

1:100

AREAS

UNIT 1

Ground Floor	Area	Perimeter
Unit 01 Floor	52.43	30.58
Unit 01 Alfresco	6.80	10.53
Unit 01 Store	4.64	8.78
	63.87 m²	

UNIT 2

Ground Floor	Area	Perimeter
Unit 02 Floor	52.22	31.01
Unit 02 Store	4.54	8.64
	56.76 m²	

UNIT 3

Ground Floor	Area	Perimeter
Unit 03 Floor	52.97	31.01
Unit 03 Store	4.85	9.14
	57.82 m²	

UNIT 4

Ground Floor	Area	Perimeter
Unit 04 Floor	53.65	31.21
Unit 04 Alfresco	8.97	12.37
Unit 04 Store	4.80	8.77
	67.42 m²	

UNIT 5

Ground Floor	Area	Perimeter
Unit 05 Floor	53.04	31.11
Unit 05 Alfresco	8.88	12.29
Unit 05 Store	4.81	8.78
	66.73 m²	

UNIT 6

Ground Floor	Area	Perimeter
Unit 06 Floor	66.83	35.56
Unit 06 Alfresco	7.34	11.38
Unit 06 Store	4.47	8.74
	78.64 m²	

UNIT 7

Ground Floor	Area	Perimeter
Unit 07 Floor	65.95	34.56
Unit 07 Alfresco	5.40	10.20
Unit 07 Store	4.48	8.60
	75.83 m²	

UNIT 8

Upper Floor	Area	Perimeter
Unit 08 Floor	73.79	36.93
Unit 08 Balcony 01	16.83	18.49
Unit 08 Balcony 02	12.64	14.72
Unit 08 Store	4.62	8.88
	107.88 m²	**79.02 m**

UNIT 9

Upper Floor	Area	Perimeter
Unit 09 Floor	73.15	36.83
Unit 09 Balcony	11.47	14.12
Unit 09 Store	4.42	8.84
	89.04 m²	**59.79 m**

UNIT 10

Upper Floor	Area	Perimeter
Unit 10 Floor	74.22	37.29
Unit 10 Balcony	12.41	14.92
Unit 10 Store	4.56	8.84
	91.19 m²	**61.05 m**

UNIT 11

Upper Floor	Area	Perimeter
Unit 11 Floor	69.63	36.71
Unit 11 Balcony	13.66	15.47
Unit 11 Store	4.64	8.97
	88.13 m²	**61.15 m**

UNIT 12

Upper Floor	Area	Perimeter
Unit 12 Floor	70.30	37.00
Unit 12 Balcony	13.51	15.16
Unit 12 Store	4.81	9.03
	88.62 m²	**61.19 m**

UNIT 13

Upper Floor	Area	Perimeter
Unit 13 Floor	68.79	35.96
Unit 13 Balcony	15.82	18.37
	84.61 m²	**53.93 m**

UNIT 14

Upper Floor	Area	Perimeter
Unit 14 Floor	68.60	34.56
Unit 14 Balcony	16.31	18.21
	84.91 m²	**52.77 m**

Total Area = 1101.45m²

Additional Areas:

Unit 8, 9 & 10 Stairs	= 5.10m²
Unit 8, 9 & 10 Walkway	= 67.22m²
Unit 11 & 12 Stairs	= 4.40m²
Unit 11 & 12 Walkway	= 22.21m²
Unit 13 & 14 Stairs	= 4.13m²
Unit 13 & 14 Walkway	= 8.30m²
Total Additional Area	**= 111.36m²**

R-Code	R20/40
Total Lot Area:	**1583m²**

Plot Ratio

Allowed 0.6 of 1583m²	= 949.8m²
Plot Ratio Provided	= 895.77m²
	= 0.565

Site Coverage

Allowed 50% of 1583m²	= 870.65m²
Site Coverage Provided	= 777.89m²
	= (49.14%)

Carparking
(as per R-Codes Clause 6.3.3 Parking)

Location = B	
Resident Bays Required	= 17.5
Total Resident Bays Provided	**= 18**

Visitor Parking
(as per R-Codes Clause 6.3.3 Parking and City of Joondalup "Residential Development Local Planning Policy")

Location = B	
Visitor Bays Required	= 7
Total On-site Visitor Bays Provided	**= 7**

Bicycle Spaces
(as per R-Codes Clause 6.3.3 Parking C3.2)

Resident Bicycle Spaces Required	= 5
Visitor Bicycle Spaces Required	= 2
Total Bicycle Spaces Provided	**= 7**

Front Setback Average Calculations
(as per R-Codes Clause 6.3.3 Parking C3.2)

Front Setback Average	= 4m
Front Setback Minimum	= 2m
Ground Floor:	
Area Inside Front Setback	= 23.33m²
Area Behind Front Setback	= 38.91m²
(Area Difference	= 15.58m²)
Upper Floor:	
Area Inside Front Setback	= 30.84m²
Area Behind Front Setback	= 43.20m²
(Area Difference	= 12.36m²)

Landscaping Inside Front Setback

Landscaped area within front setback	= 100.49m²
	= 50.9%
Hardstand with front setback	= 96.95m²
	= 49.1%

Note:
All external plant/equipment (such as air-conditioners) to be screened from public view

bornia design
BUILDING DESIGN | PLANNING | DOCUMENTATION
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Ground Floor Plan

Client : Naim Jones

Job Address : Lot 33 (#7) & Lot 34 (#56) Tuart Trail, Edgewater City of Joondalup

Scale : 1:100, 1:1 **Job No.** 17-7-56TUAR **Designed :** C8 **Sheet :** 3 OF 8 [A1]

Dm	Description	Checked	Date
C8	Mediation Amendments	C8	19/12/18
C8	Driveway width & Landscaping strip Amendment	C8	30/11/18
C8	11/09/18 JDAP Meeting Amendments	C8	17/09/18
C8	Council Amendments - Unit 1 Store / Landscaping Calculation	C8	09/08/18
C8	Council Amendments	C8	02/08/18
C8	Planning Drawings	C8	23/05/18
C8	Design Sketch Plans	C8	23/05/18

Revisions/Variations

DEVELOPMENT APPLICATION REPORT

PROPOSED FOURTEEN (14) MULTIPLE DWELLINGS

LOTS 33 & 34 (NOS.7 & 56) TUART TRAIL, EDGEWATER

CITY OF JOONDALUP

Prepared for:

Jonescorp Pty Ltd

Prepared by:

CF Town Planning & Development
Planning & Development Consultants

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January 2019

CF Town Planning & Development

Contents

1.0	**INTRODUCTION**	**3**
2.0	**BACKGROUND & PURPOSE**	**4**
3.0	**LAND DESCRIPTION**	**4**
4.0	**LOCATION**	**4**
5.0	**PHYSICAL CHARACTERISTICS**	**5**
5.1	Character of Locality	**6**
5.2	Essential Services	**9**
5.3	Existing Land Uses	**10**
6.0	**DEVELOPMENT PROPOSAL**	**10**
7.0	**STATUTORY CONSIDERATIONS**	**10**
7.1	Metropolitan Region Scheme	**10**
7.2	City of Joondalup Local Planning Scheme No.3	**11**
7.3	City's Residential Development Local Planning Policy	**12**
7.4	City of Joondalup Local Housing Strategy	**12**
7.5	Directions 2031 & Beyond	**13**
7.6	Perth & Peel @ 3.5 million	**13**
7.7	Apartment Design Principles (Design WA) SPP7	**14**
7.8	Development Standards	**17**
7.9	Bushfire Prone Areas	**18**
7.10	Acoustics Report	**18**
7.11	Traffic Statement	**18**
8.0	**PREVIOUS CONSIDERATION BY JDAP**	**19**
9.0	**SUMMARY OF JUSTIFICATIONS**	**21**
10.0	**CONCLUSION**	**23**

List of Appendices

Appendix 1: Certificates of Title

1.0 INTRODUCTION

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

This report provides details regarding the following:

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

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

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

2.0 BACKGROUND & PURPOSE

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

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

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

Accordingly, approval under the City of Joondalup's current operative Local Planning Scheme No.3 (LPS No.3) is hereby requested.

3.0 LAND DESCRIPTION

The subject land is legally described as the following:

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

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

4.0 LOCATION

Lots 33 & 34 are located within a well established part of the Edgewater locality on the northern corner of the intersection of Tuart Trail (i.e. loop road) and adjacent Tuart Park (public open space).

The subject land is approximately two (2) kilometres south of the Joondalup City and Commercial Centre (i.e. 'Activity Centre'), which contains a variety of shopping, entertainment, medical, service commercial, educational (i.e. Edith Cowan University) and employment activities. The land is within walking distance to Edgewater Shopping Centre (200 metres away), Yellagonga Regional Park (350 metres away), within 100 metres from a bus route along Wedgewood Drive and approximately 900 metres east of the Edgewater Train Station (see Figure 1 – Location Plan).

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

with an alternative means of transportation.

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

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

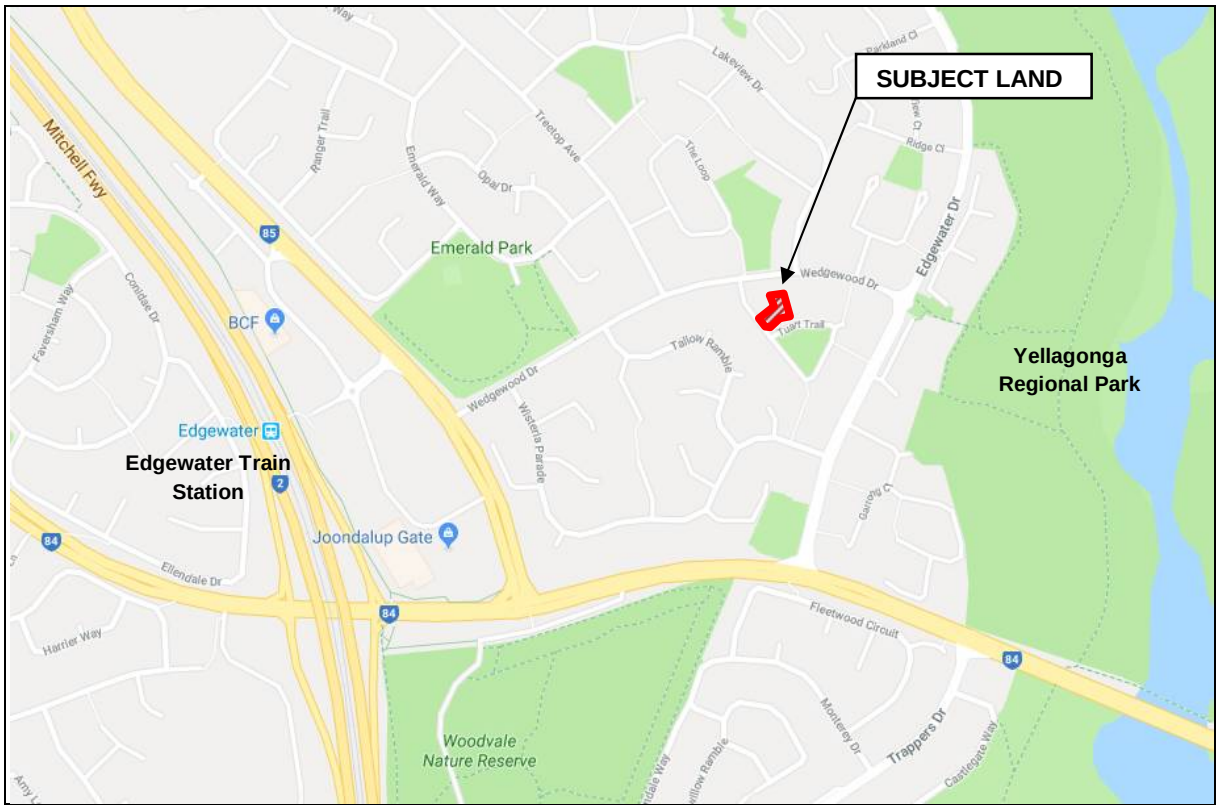

Figure 1 – Location Plan

5.0 PHYSICAL CHARACTERISTICS

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

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

The subject land contains a number of physical improvements including a single detached dwelling of brick and titled roofing construction on each property, along with various structures (i.e. outbuildings, boundary fencing). It is significant to note that all current improvements on Lots 33 & 34 will be removed as a part of the future development of the land for multiple dwelling purposes (see Figure 2 - Aerial Site Plan).

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

Figure 2 - Aerial Site Plan

5.1 CHARACTER OF LOCALITY

It should be recognized that this portion of Edgewater will undergo a significant change in character and built form over the next few years that will reflect the designation of the locality within a 'Housing Opportunity Area' by the City of Joondalup and the potential R40 density coding. This reflects the localities access to a variety of key nodes and infrastructure including activity centres, public open space reserves, schools and public transport.

The existing streetscape along Tuart Trail contains an eclectic mix of housing styles that were built in the early 1980's and comprises predominantly single dwellings of single and two storey built form. It should be noted that given the undulating nature of the land within this portion of Edgewater, that a number of properties comprise levels below the road level, with some dwellings comprising excessive fill to 'prop up' the lots to the street level. Figure 3 illustrates the varying levels of dwellings along Tuart Trail in relation to the street level. The level some dwellings below the street has resulted in poor passive surveillance of the public realm.

Figure 3 – The Corner of Tuart Trail (subject land & adjoining property). The subject land is lower than the road level, while the adjoining property to the north has been filled to be level with the road.

A large part of the Tuart Trail frontage of the subject land comprises a solid super six fence or a dwelling below street level, which provides very little character to the street (see Figure 4). It should be notes that solid super-six and colorbond fencing along the secondary street frontage of properties are common through the locality. The proposed development on the subject land will provide an active frontage to both street frontages, therefore enhancing the streetscape.

Figure 4 – The Tuart Trail frontage. The existing development provides very little passive surveillance of the street or the adjacent public open space reserve. In addition, the existing development provides very little character or connectivity. The proposed development will enhance the streetscape.

A review of the streetscape within the immediate locality has concluded that the existing built form does not contain any defined or heritage character worthy of retention. In fact, the City has approved a number of new dwelling within the Edgewater locality that comprise a modern look/style. Figure 7 illustrates a new dwelling along Lakeview Drive (close to the subject land) than is modern and departs from the old 1980's building style of the area.

The streetscape along this portion of Tuart Trail can generally be described as follows:

- An eighteen (18) wide road reserve comprising an eight (8) wide carriageway, substantial areas of hardstand within the verge areas (either paved of gravel), a number of unkept/untidy verge areas, dwellings with what appear to be unauthorized structures, a public open space reserve and some scattered street trees (see Figures 5 & 6);

- A significant variety of built forms which influences and shapes the local streetscape character including aged (1980's) single houses with no distinct character, no common style and no particular architectural style;
- Diminutive examples of the original housing stock, with a large percentage of these dwellings having been significantly rundown and/or altered to accommodate the contemporary needs of their occupants; and
- Secondary street frontages with solid super-six or colorbond fencing.

Given the above, it is considered reasonable to conclude that the streetscape along this portion of Tuart Trail is rundown, is not uniform and does not reflect any specific character or form worthy of retention. Furthermore, it can be concluded that the current streetscape will undergo a change in built form and style to accommodate redevelopment in accordance with the objectives of the City's Housing Strategy, the objectives of the Housing Opportunity Area for Edgewater and the R40 coding.

Figure 5 – Dwellings along Tuart Trail with hardstand and unkept front yard areas.
These provide very little character to the street.

Figure 6 – Adjacent public open space reserve. The POS will benefit from improve usage and increase passive surveillance from the development on the subject land.

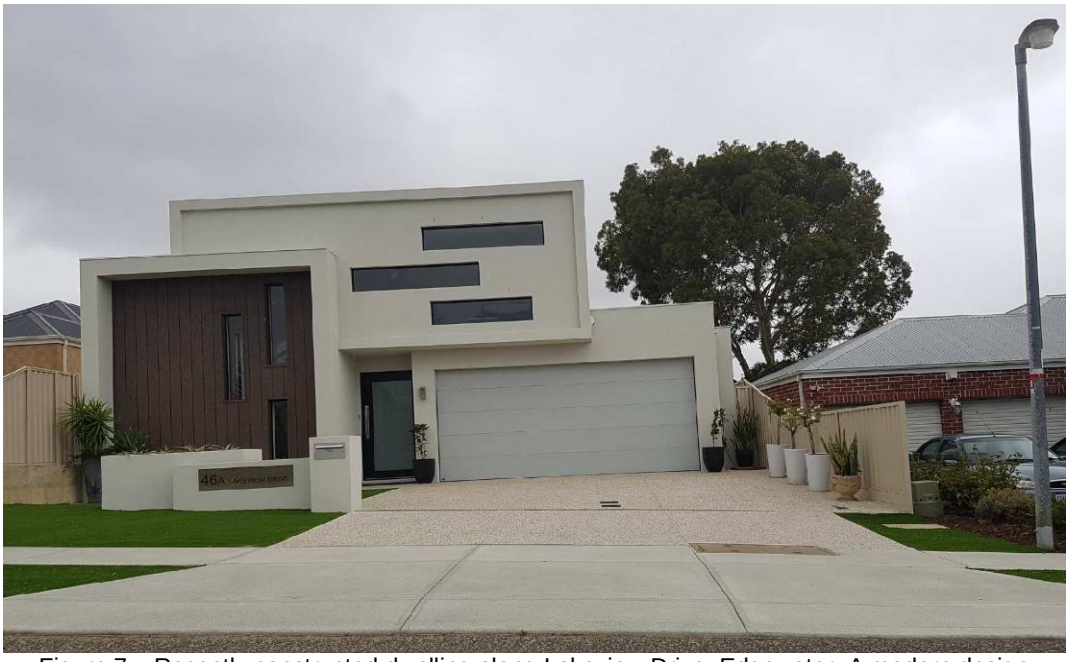

Figure 7 – Recently constructed dwelling along Lakeview Drive, Edgewater. A modern design that departments from the current 1980's building style within the area.

In light of the above, it is contended that the proposed demolition of the existing dwellings and the construction of new multiple dwellings on the subject land is unlikely to have a negative impact on the existing character and amenity of the local streetscape and will provide a positive contribution to the Tuart Trail streetscape.

5.2 ESSENTIAL SERVICES

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

The proposed development on the subject land has been designed to have due regard for the services located within the verge areas abutting the subject land. This includes the future location of streets trees away from the service corridors in the road reserves.

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

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

5.3 EXISTING LAND USE

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

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

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

6.0 DEVELOPMENT PROPOSAL

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

i) Five (5) single bedroom dwellings;

ii) Nine (9) two bedroom dwellings;

iii) Twenty (20) on-site car parking bays (includes 2 visitor bays);

iv) Five (5) visitor parking bays being constructed within the Tuart Trail road reserves;

v) Provision of a communal open space area and entry statement to the development; and

vi) Installation of extensive landscaping, including deep soil zones to accommodate mature trees.

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

A preliminary landscape plan has been prepared in support of the application by 'Project Artichoke' to address a number of mater raised by the Presiding Member of the JDAP.

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

7.0 STATUTORY CONSIDERATIONS

7.1 Metropolitan Region Scheme

Lots 33 & 34 area currently classified 'Urban' zone under the Metropolitan Region Scheme (MRS). It should be noted that the zones and reservations prescribed by the MRS are broad categories only that are intentionally not precisely defined or limited in order to enable a flexible approach to town planning. The following definition is provided as a guide to its stated purpose/s in the MRS:

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

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

7.2 City of Joondalup Local Planning Scheme No.3

The subject land is classified 'Residential' zone under the City of Joondalup's current operative Local Planning Scheme No.3 (LPS No.3) with a residential density coding of R20/40 (see Figure 8 – Zoning Map).

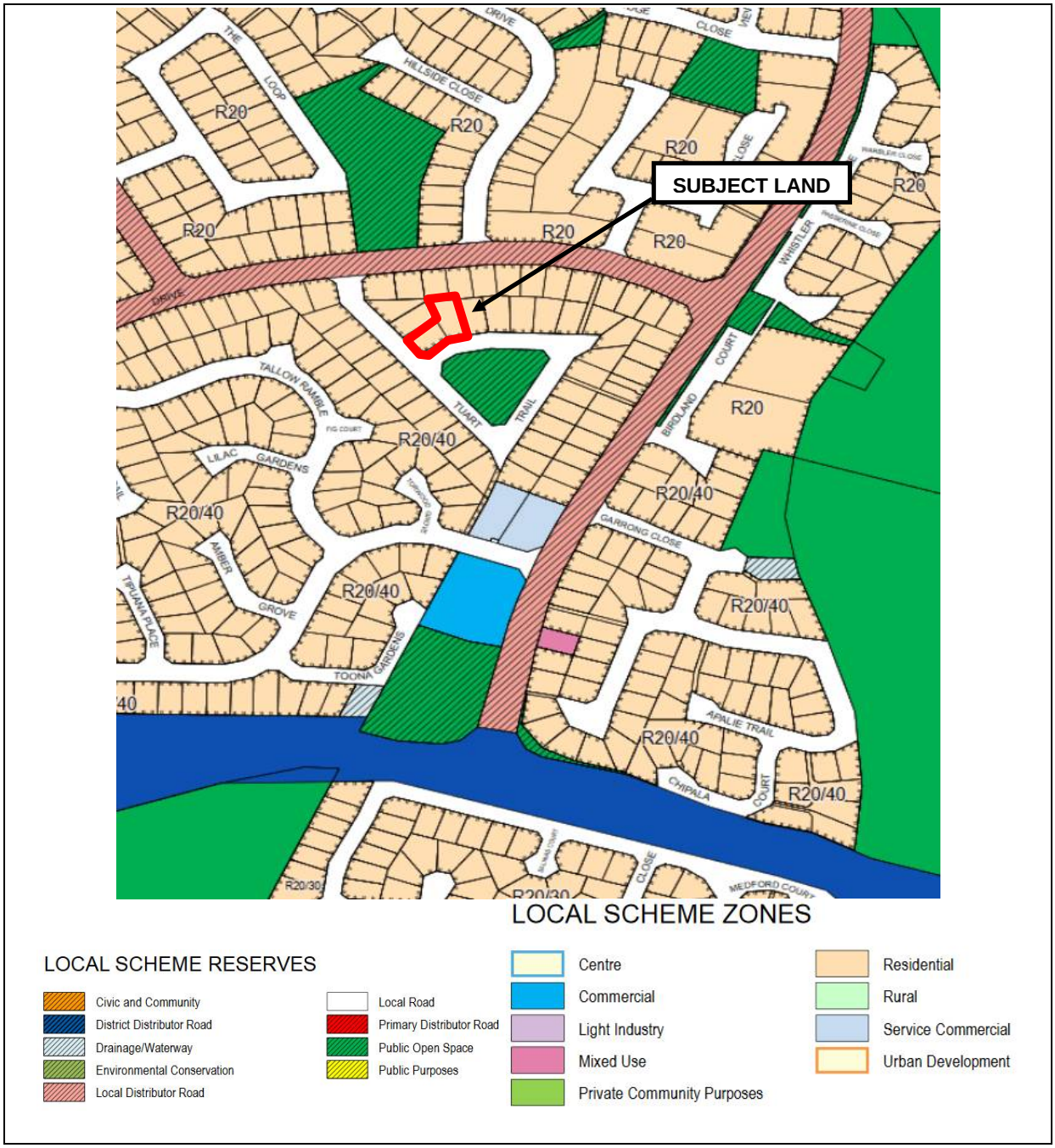

Figure 8 – Zoning Map (LPS No.3)

Under the terms of LPS No.3 the development and use of any land classified 'Residential' zone for 'multiple dwelling' purposes is identified as a discretionary ("D") use, meaning a development approval is required from the local government.

Council's stated objectives for all land classified 'Residential' zone under LPS No.3 are:

a) *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*

b) *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*

c) *To provide for a range of non-residential uses, which are compatible with and complementary to residential development*

The proposed development of the subject land for multiple dwelling purposes is consistent with the objectives of the land's current 'Residential' zoning classification in LPS No.3 and may therefore by approved by the City and JDAP.

7.3 City's Residential Development Local Planning Policy

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

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

a) *With the exception of battle-axe sites, the width of any lot, excluding an access leg to the rear lot(s), shall be a minimum width of ten metres at both the primary street boundary and the lot frontage for single house and grouped dwellings, and 20 metres for multiple dwellings;*

b) *Development on lots which abuts a laneway shall take its vehicle access from the laneway, with the exception of retained dwellings;*

c) *Where sole access is via a laneway and a lot does not have access to another street pedestrian access shall be provided to a street other than the laneway. The pedestrian access shall be 1.5 metres wide, unless an existing dwelling is retained in which a minimum width of one metre is acceptable.*

d) *The verge, crossover, on-street car parking embayment and external appearance of a retained dwelling shall be upgraded in accordance with Schedule 1 and Schedule 2 of this Policy."*

In light of the aforementioned policy and the fact that the land comprises a lot width of 40.1 metres along its southern frontage to Tuart Trail, the R40 coding will be applied to the proposed development in this instance. It should be noted that the City's Policy does not specifically restrict or prohibit the construction of two (2) storey dwellings.

7.4 City of Joondalup Local Housing Strategy

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

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

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

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

7.5 Directions 2031 and Beyond

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

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

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

7.6 Perth & Peel @ 3.5 Million

'Perth & Peel @ 3.5 Million' is the State Government's high-level vision for the growth of the Perth and Peel region to accommodate the future anticipated population growth, which is predicated to be 2.9 million people before 2031 and 3.5 million people before 2050.

In order to accommodate the aforementioned population growth, the document aims at the creation of a more consolidated urban form that includes 53% of future development within the greenfield area and 47% of future development in the current urban area (i.e. infill development). The introduction of the City's Housing Strategy and associate increase in densities within the Housing Opportunity Areas,

will assist with the City of Joondalup meeting the targets set by the State Government for the delivery of additional housing within the existing urban area.

In light of the above, the proposed multiple dwelling development on the subject land accords with the aims of '*Perth & Peel @ 3.5 Million*'.

7.7 Apartment Design Principles ('Design WA')

Having due regarding for the 'design principles' outlined with the Western Australian Planning Commissions draft '*Apartment Design Guidelines*' the following information is provided for the City 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. a mix of pitched and concealed roof structures) 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. Due to the fall in the level of the subject land, some dwellings within the development will comprise a floor level below the street level resulting in the overall height of the dwelling not having an impact on the streetscape in terms of bulk and scale. • The proposal development of the land for 'multiple dwelling' purposes is consistent with the aims and objectives of '*Directions 2031*' and will make a beneficial contribution to the future development and sustainable growth of the Perth Metropolitan Region generally. • 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 side and rear boundaries) provide a buffer between the proposed development and the adjoining properties. This is further assisted by providing large than required building setbacks from some boundaries. • The proposal will include the retention of six (6) existing mature trees on the subject land. In addition, the proposal will include 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. • Feedback in regard to some aspects of the proposed landscaping for the development has been provided by 'Project Artichoke'.
<u>Built Form and scale</u> *"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. • It should be noted that the two (2) storey dwelling on the adjoining lot is higher than the proposed development on the subject land. • The proposed development has been designed to be benched down the property to have due regard for the fall in levels across the land. Given this, the development has taken into consideration the nature features/fall of the land. • The development will enhance the existing streetscape by providing an active frontage to both streets (i.e. around the corner), which includes outdoor living areas and balconies for each dwelling orientated towards Tuart Trail and the adjacent public open space reserve. The active frontage will assist with improved passive surveillance of the street, along with promoting community interaction. • The proposed development will be broken into three (3) modules (i.e. buildings) to avoid the appearance of one (1) large continuous building when viewed from the street. • The proposed development will be constructed of high quality materials and finishes that will provide an improved appearance when viewed from the streets.
<u>Functionality and build quality</u> *"Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle."*	• 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 development along with various entry points from the street for individual dwellings on the ground floor. This includes a link between the communal open space area for the development through the entry statement to the adjacent public open space reserve. This design philosophy will provide an active entry point that will enhance social interaction. • 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. It also provides an active/usable entry point for the development that open into the communal area to allow for social interaction. • The entry into the development is distinguishable, particularly the construction of two clearly definable pedestrian entry points (one on each street frontage) 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.

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 adeqaute visual sighlines maintained to provided a safe pedstrian envionment.
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 and provides a link to the adjacent public open space reserve. 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 Trail Trail 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.

7.8 Development Standards

The design of the new multiple dwelling development on the subject land has been formulated with due regard for the relevant 'deemed to comply requirements' of the Residential Design Codes (2018) and the City of Joondaup's current operative Local Planning Scheme No.3 including all associated local planning policies.

Notwithstanding the above, the application proposes a 4.35 metre wide crossover in lieu of a maximum width of 3 metres permitted by the City's Residential Development Local Planning Policy. The wider crossover width has been provided in accordance with advice received from the City's Engineering Department to provide a wider crossover to accommodate vehicle movements.

7.9 Bushfire Prone Areas

The subject land has not been identified by the Department of Fire & Emergency Services (DFES) as being located within a designated 'bushfire prone area' (see Figure 9).

Figure 9 – DFES Bushfire Mapping

7.10 Acoustics Report

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

7.11 Traffic Statement

In accordance with the City's requirements, a traffic statement has been prepared by 'Riley Consulting' in support of this application.

8.0 PREVIOUS CONSIDERATION BY JDAP

At its meeting held on 11 September 2018, the JDAP was relatively supportive of the design layout of the development on the subject land and was of the view that the proposal could be approved subject to the submission of amended plans illustrating some minor changes in accordance with six (6) key matters raised by the Panel at the meeting. It is significant to note that the Panel voted to not adopt the City's recommendation in the RAR to refuse the application.

The current plans prepared in support of the application have adequately addressed the six (6) points raised by the Panel. The following is a brief response to the matters raised by the Panel that have been reflected on the latest plans:

JDAP Point	Amendments to Development Plans
Point 1 The design of the development has regard to the intended future character of the area	• Roof structures have been changed to include a pitched roof structure, along with the retention of some concealed roof structures. The use of pitched roof structures reflect the predominant roof styles within the immediate locality • The dwellings have included greater use of materials along the facades to improve the overall appearance of the development. The varying materials adopted to reflect those materials used on other existing dwellings within the area. • The proposed development has been designed to comprise three (3) modules to separate the buildings and reduce the overall building mass/bulk of the development when viewed from the street. • In addition to the above, the City's planning framework does not provide any guidelines to address the future intended character of developments within the Housing Opportunity Areas. In the absence of any guidelines, the City's comments and request in this matter are to be dismissed.
Point 2 A greater level of passive/active surveillance of the parking area and pedestrian approach to and from the apartments.	• Angled louvres have been provided along the upper floor pedestrian walk ways to allow for overlooking of car parking area. • Additional windows have been included to overlook the communal open space area. • The communal open space area has been increased in size and is now exposed to greater segments of the development, therefore improving passive surveillance. • The bin storage area has been relocated to avoid enclosing the communal open space area. • The screen adjacent Units 8, 9 and 10 entries along the upper floor terrace level servicing Units 8 to 10 have been reduced to a low-level barrier of 1 metre in height (in lieu of the previous 1.6m high screen) to allow for increased passive surveillance to the upper floor terrace areas from a habitable window for each dwelling. The pedestrian area has been further enhanced by including landscaping. • The bicycle bays have been redesigned (4 located at the entry/communal open space, 2 located abutting Units 6 & 7 and 1 located at the secondary street entry). It is contended that the separation of the bicycle bays will service the development and its occupants better. • The access to Unit 4 has been redesigned to allow for a porch area overlooking the communal open space.

Point 3 The dimensions of the car parking and vehicle access within the site to the Australian Standards	• Dimensions for car parking areas and aisles widths have been included on the plans. This includes widening the vehicle aisle to 5.8 metres in accordance with the Australian Standards. • The car parking area for the development has been designed to comply with the Australian Standards and has been supported by the traffic consultant.
Point 4 The direct and safe access to each of the apartments	• Each dwelling has direct and safe access. This includes Unit 4, which has been redesigned to have improved/safer access. • All access points have been provided with improved passive surveillance. • Due consideration has been given to fire access, which is adequate and will be confirmed at building permit stage. • The pedestrian ramp/walkway adjacent Units 1, 2 & 3 has been removed with the path now being level for improved disabled access.
Point 5 Further technical evidence is provided in support of the proposed street trees and parking on the verge	• It is identified that the service corridor is located closer to the cadastral boundary of the subject land. Given this, the verge parking has been redesigned to delete one (1) surplus bay and the location of the street trees moved much closer to the road pavement, away from the service corridor. • All street trees will be planted to the satisfaction of the City of Joondalup.
Point 6 Redesign the common outdoor area to improve amenity	• The communal open space has been redesigned to be larger in area, with greater exposure to the development for improved passive surveillance. • The bin storage area has been relocated away from communal open space to avoid any conflict, to obtain greater north light and to provide a large/usable communal open space area. • .The communal open space will assist with the retention of two (2) existing mature trees on the land. • The Unit 3 storeroom has been redesigned to be located under the stair case and reducing its intrusion into the communal open space area (therefore allowing for more landscaping). • The communal open space has been designed to form part of an active entry point for the development to provide a focal point for pedestrian movement and interaction. • The communal open space is centrally located within the development to allow for easy access by all occupants of the development and to enhance social interaction between the residents. In addition, the Communal open space has been designed to provide connectivity to adjacent POS.

In light of the above changes to the latest development plans, it is contended that the application adequately satisfies those matters raised by the JDAP at its meeting held on 11 September 2018.

In addition to the above issues raised by the Panel for this application, the City has repeatedly recommended refusal for a number of similar development applications to construct multiple dwellings within the Housing Opportunity Area for the reason that the design, layout and appearance of the development does not address the 'future intended character' of the area.

When reviewing the planning framework in place, it is clear that the City has not provided any guidelines to determine the 'future intended character' of an area. Simply, the City does not have any planning framework in place to guide applicants to address the 'future intended character' for new developments within the Housing opportunity Areas. Therefore there is no mechanism in place for the City to assess application against this criteria.

This was debated and confirmed at the meeting of the JDAP held on 22 January 2019 for a similar application at No's.1 & 3 Chipala Court, Edgewater (Ref: DAP/18/01400), wherein the Panel clearly expressed that the City's current planning framework did not provide adequate provision to guide the 'future intended character' within the Housing Opportunity Areas and therefore such applications should not be refused on these grounds. Furthermore, it was established that the R40 density coding (subject to the lot comprising a minimum width of 20 metres) should be applied within the split coded area in this part of Edgewater.

In light of the above, the City's recommendation to refuse an application based on 'future intended character' is erroneous.

9.0 SUMMARY OF JUSTIFICATIONS

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

- It is consistent with the general objectives of the land's current 'Urban' zoning classification under the Metropolitan Region Scheme.
- The City and JDAP have the discretion to approve the use on land classified 'Residential' zone under the City's Local Planning Scheme No.3.
- The proposed development on the subject land will complement other similar land use activities within the immediate locality including a shop centre/medical consulting rooms, public open space, public transport, access to a regional road network and the nearby 'Joondalup City Centre'.
- The land enjoys good access to the local and regional road networks and is served by a comprehensive range of essential service infrastructure.
- The proposed development will assist with the provision of housing variety within the Edgewater locality in close proximity to regional recreational facilities, public transport and a wide range of services and facilities. The proposal will also foster 'age in place' by providing dwelling sizes to accommodate older aged members within the community to downsize.
- The proposed development accords with the 'design principles' outlines by the Western Australian Planning Commission in its 'Apartment Design Guidelines' ('Design WA').
- The proposed development will provide opportunity for the development of an attractive and safe residential environment comprising affordable, modern and high quality housing within a well established urban area.
- The proposed development is unlikely to compromise the existing character, amenity or compatibility of land usage in the immediate locality.
- The proposed development will provide for significant improvements to the current levels of passive surveillance of the local streetscape an adjacent public open space reserve.
- The proposed development is consistent with the objectives of the City of Joondalup's 'Local Housing Strategy'.
- The proposal development of the land of 'multiple dwelling' purposes is consistent with the aims and objectives of '*Directions 2031*' and '*Perth & Peel @ 3.5 Million'* and will make a beneficial

contribution to the future development and sustainable growth of the Perth Metropolitan Region generally.

- The proposal will assist with the City of Joondalup meeting the target set by the State Government for the delivery of additional housing within the existing metropolitan area, which the City of Joondalup has failed to achieve.
- The proposed development will add to the diversity of housing stock and provide a variety of choice for future potential residents in the Edgewater locality and will help to accommodate the increased demand for housing within a well-developed residential area.
- The amended plans prepared in support of this application adequately addresses those matters raised by the JDAP at its meeting held on 11 September 2018.

10.0 CONCLUSION

It is anticipated that the Edgewater area, along with many other 'Housing Opportunity Areas' throughout the City of Joondalup, will experience a transition phase wherein the older low density housing stock will be replaced by new higher density developments to reflect the R40 density coding of the area. The proposed development has been designed to have due regard for the existing built form and character within the immediate locality whilst achieving the objectives of the City's Local Housing Strategy by providing much needed housing within a well service and established area.

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

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

Yours faithfully,

Carlo Famiano
Town Planner
CF Town Planning & Development

29 January 2019

APPENDIX 1 – RECORD OF CERTIFICATES OF TITLE

WESTERN AUSTRALIA

REGISTER NUMBER	
33/P11623	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
3	10/8/2010

VOLUME 1439 FOLIO 721

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 33 ON PLAN 11623

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

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

(T N889862) REGISTERED 4/5/2018

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

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

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

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

STATEMENTS:

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

SKETCH OF LAND:	1439-721 (33/P11623)
PREVIOUS TITLE:	1439-695
PROPERTY STREET ADDRESS:	7 TUART TRL, EDGEWATER.
LOCAL GOVERNMENT AUTHORITY:	CITY OF JOONDALUP

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING N889863

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed May 9 12:41:35 2018 JOB 56661467

Landgate
www.landgate.wa.gov.au

WESTERN AUSTRALIA

REGISTER NUMBER	
34/P11623	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
3	10/8/2010

VOLUME 1562 FOLIO 810

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 34 ON PLAN 11623

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

EDWIN CORNELISSEN OF 7 TUART TRAIL, EDGEWATER

(T L395296) REGISTERED 9/8/2010

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

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

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

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

STATEMENTS:

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

SKETCH OF LAND:	1562-810 (34/P11623)
PREVIOUS TITLE:	1439-722
PROPERTY STREET ADDRESS:	56 TUART TRL, EDGEWATER.
LOCAL GOVERNMENT AUTHORITY:	CITY OF JOONDALUP

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Jun 5 11:06:06 2018 JOB 56866987

Landgate

Attention Mr Chirs Leigh (City of Joondalup)

RESPONSE TO REASONS FOR REFUSAL
PROPOSED FOURTEEN (14) MULTIPLE DWELLINGS
LOTS 33 & 34 (NOS. 7 & 56) TUART TRAIL, EDGEWATER
CITY OF JOONDALUP (JDAP REF: DAP/18/01433)

As requested by the City, the following responses are provided to address those reasons for refusal dated 19 November 2018 for the abovementioned application.

Refusal Reason 1:

"The proposed development is not consistent with Schedule 2, clause 67 (n) and (m) of the Planning and Development (Local Planning Scheme) Regulations 2015, due to the following:

1.1 The development does not incorporate appropriate consideration of the local context and character of the area.

1.2 The development is not appropriate in terms of its massing and design and does not appropriately negotiate between the existing built form and the intended future character of the area."

Response to Reason 1

- 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 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 in levels. It should be noted that the two (2) storey dwelling on adjoining No.5 Tuart Trail comprises substantial fill to enable the dwelling to be level with the street. This dwelling is higher than the proposed development.
- 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. a mix of pitched and concealed roof structures) 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. Due to the fall in the level of the subject land, some dwellings within the development will comprise a floor level below the street resulting in the overall height of the development not having an impact on the streetscape in terms of bulk and scale.
- The City's planning framework does not provide any guidance on the future intended character of developments within the Housing Opportunity Areas. Given this, the City simply does not have any mechanism to assess any applications in terms of 'future intended character' of an area. This matter was debated and clarified at the meeting of the JDAP held on 22 January 2019 for a similar application at No's.1 & 3 Chipala Court, Edgewater (Ref: DAP/18/01400),
- 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'.

In light of the above, it is contended that the development addresses the aforementioned reason for refusal in terms of existing character and future intended character of the locality.

Refusal Reason 2:

"In accordance with Schedule 2, clause 67 (b) and (e) of the Planning and Development (Local Planning Scheme) Regulations 2015, the proposed development is not consistent with Schedule 1 – Design Principles of draft State Planning Policy 7: Design of the Built Environment due to the following:

2.1 The development does not provide passive environmental design measures which adequately respond to the site conditions and local climate of the area including, but not limited to, solar access to habitable rooms and outdoor living areas, thermal performance and access to natural ventilation.

2.2 The development lacks an adequate level of internal amenity and provides limited views of amenity for some units.

2.3 The design quality is inadequate with regard to creativity, design integrity and detail."

Response to Reason 2

- 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 (including access to northern light) and ventilation of the habitable spaces within each dwelling.
- The communal open space will have access to northern 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. Landscaping will be 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.
- Each dwelling includes 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.
- The development will comprise a clear and definable entry point along with various entry points from the street for individual dwellings on the ground floor. This includes a link between the communal open space area for the development through the entry statement to the adjacent public open space reserve. This design philosophy will provide an active entry point that will enhance social interaction.
- Outdoor living area for each dwelling is 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.
- The development has been designed to comprise vary setbacks along the street frontage and the use of varying materials to provide the development with articulation and enhance the appearance of the development when viewed from the street. Given this, it is contended

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Tel: 9249 2158 Mb: 0407384140 Email: carlof@people.net.au
CVF Nominees Pty Ltd ABN: 86 110 067 395

that the proposed development is a far batter outcome for the streetscape than the existing dwellings on the land (which contribute very little to the street and the character of the area).

- Given the above points, the application clearly demonstrates that the development has incorporated design creativity, integrity and detail.

In light of the above, it is contended that the development addresses the aforementioned reason for refusal in terms of built form, incorporating environmental design measures, internal amenity and design creativity.

Refusal Reason 3:

"In accordance with Schedule 2, clause 67 (g) of the Planning and Development (Local Planning Scheme) Regulations 2015, the proposed development is not consistent with the objectives of the City of Joondalup's Residential Development Local Planning Policy, due to the following:

3.1 The development does not provide an improved streetscape outcome.

3.2 The proposal does not enhance or complement the visual character of the surrounding built form.

3.3 The design does not provide a high-quality built form outcome in relation to its design and layout/positioning of some units."

Response to Reason 3

- The dwellings on the subject land are run-down, in very poor condition and provide very little contribution to the local streetscape. It is significant to note that the existing development on the land does not provide an active frontage to all parts of Tuart Trail and the adjacent POS (i.e. solid super six fencing). Tuart Trail is characterised by dwellings constructed in the early 1980's, with large front setbacks. This current built form is outdated and certainly does not reflect the City's vision within the HOA. The HOA would have envisaged dwellings with lesser front setbacks, smaller lot sizes and two storey in nature (typical of an R40 coded area).
- The proposed development has been designed to provide an active frontage along the land's entire frontage to Tuart Trail and the adjacent POS. Given this the development will provide an improvement to the streetscape, while providing for improved passive surveillance. The City's comments that the development will not provide an improved streetscape erroneous.
- In addition to the above, the development will comprise varying setbacks along the street frontage to provide articulation, visual interest through the use of high quality/varying materials and assists with reducing the overall bulk and scale of the development when viewed from the street. The use of separate building modules breaks up the façade and removes the appearance of the development being one continuous building.
- The use of individual pitched roof structures will result in the development being in-keeping with the roof form of existing dwellings within the immediate locality, therefore reflecting the character of the existing built form along the street. Furthermore, the various pitched roof structure (including the use of a concealed roof structure) provides a perception of a 'townhouse' appearance when viewed from the street and not the appearance of traditional multiple dwelling development (which are traditional boxy).
- The proposed development provides visual interest and is an active frontage that provide a connection between the public and private realms within the residential complex. The layout and design of the façade is attractive and articulated, therefore providing appeal and interest to passers-by.

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- The design 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.

In light of the above, it is contended that the development addresses the aforementioned reason for refusal in terms of built form, built quality, unit positioning and character.

Refusal Reason 4:

"In accordance with Schedule 2, clause 67 (g) of the Planning and Development (Local Planning Scheme) Regulations 2015, the proposed development does not comply with Schedule 1 – Subdivision and development conditions of the City of Joondalup's Residential Development Local Planning Policy as there is insufficient technical evidence to support the proposed location of the street trees and on-street bays within the Tuart Trail road reserve, due to the proximity of existing underground services. It is therefore unclear if the required number of street trees/car bays can be accommodated within the verge."

Response to Reason 4

- It is identified that the service corridor is located closer to the cadastral boundary of the subject land. Given this, the verge parking has been redesigned to delete one (1) surplus bay and the location of the street trees moved much closer to the road pavement, away from the service corridor.
- The plans prepared in support of the application now illustrates the approximate location of the service corridor and would be subject to further investigation during the construction phase of the development.
- All street trees will be planted to the satisfaction of the City of Joondalup. The number of street trees to be planted will accord with the City's Policy.

In light of the above, it is contended that the development addresses the aforementioned reason for refusal in terms of the provision of street trees and the location of the service corridor.

Refusal Reason 5:

"The proposed development is not consistent with Schedule 2, clause 67 (c) and (s) of the Planning and Development (Local Planning Scheme) Regulations 2015, as the width of the internal vehicle access way does not comply with clause 6.3.4 (Design of car parking spaces) under State Planning Policy 3.1: Residential Design Codes and the relevant Australian Standard AS2890.1 (as amended)."

Response to Reason 5

- The plans have been amended to illustrate the dimensions for car parking areas and the aisle width has been included on the plans. This includes widening the vehicle aisle to 5.8 metres in accordance with the Australian Standards.
- The car parking area for the development has been designed to comply with the Australian Standards and has been supported by the traffic consultant.

In light of the above, it is contended that the development addresses the aforementioned reason for refusal in terms of internal vehicle access and parking.

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