



## Metro Outer Joint Development Assessment Panel Agenda

**Meeting Date and Time:** Thursday, 14 May 2020; 1:30pm  
**Meeting Number:** MOJDAP/3  
**Meeting Venue:** This meeting is available for members of the public to attend via electronic means

To connect to the meeting via your computer - <https://zoom.us/j/96468920958>

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+61 8 7150 1149

Insert Meeting ID followed by the hash (#) key when prompted - 964 6892 0958

*This DAP meeting will be conducted by electronic means open to the public rather than requiring attendance in person.*

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## **Attendance**

### **DAP Members**

Mr Ian Birch (Presiding Member)  
Ms Sheryl Chaffer (Deputy Presiding Member)  
Mr Jason Hick (Third Specialist Member)  
Cr Suzanne Thompson (Local Government Member, City of Joondalup)  
Cr Philippa Taylor (Local Government Member, City of Joondalup)

### **Officers in attendance**

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

### **Minute Secretary**

Mr Phil Goodwin (DAP Secretariat)

### **Applicants and Submitters**

Mr Giles Harden Jones (Harden Jones Architect)

### **Members of the Public / Media**

Nil

## **1. Opening of Meeting, Welcome and Acknowledgement**

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

In response to the COVID-19 situation, this meeting is being conducted by electronic means open to the public. Members are reminded to announce their name and title prior to speaking.

## **2. Apologies**

Nil

## **3. Members on Leave of Absence**

Nil

## **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**

Nil

**7. Deputations and Presentations**

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

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

Nil

**9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval**

Nil

**10 State Administrative Tribunal Applications and Supreme Court Appeals**

**10.1 Lot 104 & 105 (8 & 10) Brechin Court, Duncraig**

Development Description: 16 Multiple Dwellings  
Applicant: Harden Jones Architect  
Owner: Mr Heinrich Arnoldus Kuenen  
Responsible Authority: City of Joondalup  
DAP File No: DAP/19/01557

| Current SAT Applications    |                  |   |  |             |
|-----------------------------|------------------|---|--|-------------|
| File No. & SAT DR No.       | LG Name          | Property Location                             | Application Description                            | Date Lodged |
| DAP/19/01597<br>DR 174/2019 | City of Gosnells | Lot 11 Southern River Road, Southern River    | Development of Shopping Centre                     | 30/8/2019   |
| DAP/19/01575<br>DR 256/2019 | City of Armadale | Lot 9007 (76) Southampton Drive, Piara Waters | Lifestyle Village (Piara Waters Lifestyle Village) | 10/12/2019  |

| Current Supreme Court Appeals   |                                |  |   |             |
|---------------------------------|--------------------------------|--|---|-------------|
| File No.                        | LG Name                        | Property Location  | Application Description   | Date Lodged |
| DAP/18/01394<br>CACV 75 of 2019 | Shire of Serpentine Jarrahdale | Lot 12 (1537) Thomas Road and Lot 50 Nicholson Road, Oakford | Use and Development of a Caltex service station/convenience store | 5/7/2019    |



| Finalised SAT Applications* |                 |  |  |                |
|-----------------------------|-----------------|--|--|----------------|
| File No. &<br>SAT<br>DR No. | LG<br>Name      | Property Location                          | Application<br>Description   | Date<br>Lodged |
| DAP/16/01007<br>DR 388/2016 | City of<br>Swan | Lot 357 (227)<br>Morrison Road,<br>Midvale | Neighbourhood<br>Centre (Shop,<br>Consulting Rooms,<br>Recreation –<br>Private, Fast Food<br>Outlet,<br>Convenience Store) | 12/12/2016     |

## **11 General Business**

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

## **12 Meeting Closure**



## State Administrative Tribunal Reconsideration

### Responsible Authority Report

(Regulation 12)

|                                   |  |
|-----------------------------------|--|
| <b>Property Location:</b>         | Lots 104 and 105 (8 and 10) Brechin Court, Duncraig  |
| <b>Development Description:</b>   | 16 Multiple Dwellings  |
| <b>DAP Name:</b>                  | Metro Outer JDAP   |
| <b>Applicant:</b>                 | Harden Jones Architects  |
| <b>Owner:</b>                     | H Kuenen   |
| <b>Value of Development:</b>      | \$3 million  |
| <b>LG Reference:</b>              | DA18/1389  |
| <b>Responsible Authority:</b>     | City of Joondalup  |
| <b>Authorising Officer:</b>       | Dale Page<br>Director Planning and Community Development   |
| <b>DAP No:</b>                    | DAP/19/01557   |
| <b>Report Date:</b>               | 4 May 2020   |
| <b>Application Received Date:</b> | 1 August 2019  |
| <b>Application Process Days:</b>  | 195 days   |
| <b>Attachment(s):</b>             | 1: Location plan<br>2: Development plans and elevations<br>3: Building perspectives<br>4: Context plans<br>5: Shadow diagram<br>6: Landscape plans<br>7: Solar access/cross ventilation diagrams<br>8: Waste management plan<br>9: Transport impact statement<br>10: Environmentally sustainable design checklist<br>11: Previous determination notice and refused plans<br>12: Consultation summary of submissions<br>13: Summary SPP7.3 assessment |

#### Officer Recommendation:

That the Metro Outer Joint Development Assessment Panel, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 159 of 2019, resolves to:

**Reconsider** its decision dated 23 July 2019 and **refuse** DAP Application reference DAP/19/01557 and amended plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Joondalup *Local Planning Scheme No. 3*, for the following reasons:

## Reasons

1. The proposal does not satisfy the matters to be considered under clause 67(c), Schedule 2, Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015, as:
  - i. The proposal does not satisfy the element objectives of *2.4 Side and rear setbacks* of State Planning Policy 7.3 Volume 2, as the setbacks do not provide adequate separation between neighbouring properties and the development does not provide an appropriate transition between sites with different intensity of development.
  - ii. The proposal does not satisfy the element objective of *2.5 Plot ratio* of State Planning Policy 7.3 Volume 2, as building bulk and scale of the development is not appropriate for the existing and planned character of the area.
  - iii. The proposal does not satisfy the element objectives of *2.7 Building separation* of State Planning Policy 7.3 Volume 2, as the development results in undue impacts to residential amenity of neighbouring properties including visual privacy impacts and sunlight and daylight access.
  - iv. The proposal does not satisfy the element objectives of *3.2 Orientation* of State Planning Policy 7.3 Volume 2, as the building form and orientation does not minimise overshadowing of open space of the neighbouring property.
  - v. The proposal does not satisfy the element objectives of *3.5 Visual privacy* and *4.4 Private open space and balconies* of State Planning Policy 7.3 Volume 2, as the extent of privacy screening of outdoor living areas results in a compromised external outlook from adjoining habitable rooms.
2. The proposal does not satisfy the matters to be considered under clause 67(m) of Schedule 2, Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015, as:
  - i. the bulk and scale of the development is not compatible with its setting particularly the relationship of development to development on adjoining land.
3. The proposal does not satisfy the matters to be considered under clause 67(zc) of Schedule 2, Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015, as:
  - i. the proposal has not appropriately responded to advice from the Joondalup Design Reference Panel in relation to vehicle and pedestrian access, impact of air conditioner units and roof design detail.

## Details: outline of development application

|                  |      |                    |
|------------------|------|--------------------|
| Zoning           | MRS: | Urban              |
|                  | TPS: | Residential R20/60 |
| Use Class:       |      | Multiple Dwelling  |
| Strategy Policy: |      | Not applicable     |

|                     |   |
|---------------------|---|
| Development Scheme: | City of Joondalup Local Planning Scheme No. 3 |
| Lot Size:           | 1,424m <sup>2</sup>                           |
| Existing Land Use:  | Single House                                  |

The amended development proposal consists of the following:

- 16 multiple dwellings within a three-storey building, including three one-bedroom apartments, 12 two-bedroom apartments and one three-bedroom apartment, serviced by a communal lift.
- A common vehicle access point from Brechin Court.
- A total of 25 on-site car parking bays, with 21 bays allocated to residents and four bays for visitors.
- Two pedestrian entries to the building, one facing the street and another from the carpark.
- Landscaping, including deep soil zones, in the street setback area, around the ground floor communal area, the building, the car parking area, the driveway and within upper floor balconies.
- Front fencing around courtyards facing Brechin Court.
- A bin enclosure located to the rear of the visitor car parking area.
- Associated site works and retaining walls.

The development plans are provided in Attachment 2, with the supporting plans and documentation provided in Attachments 3 – 10.

### **Background:**

The applicant seeks development approval for a three-storey, 16 multiple dwelling development at Lots 104 and 105 (8 and 10) Brechin Court, Duncraig (subject site).

The proposed development is a modification to a previous proposal refused by the Metro North-West Joint Development Assessment Panel (JDAP) at its meeting held on 23 July 2019. The applicant has sought a review of the JDAP's decision via the State Administrative Tribunal and, following mediation, now seeks approval for an amended proposal. The determination letter and development plans for the original proposal are provided at Attachment 11.

The development modifications have not reduced the yield or significantly changed the proposal since the JDAP's original decision. The key changes that have been made are:

- Internal reconfiguration of apartment layouts including the conversion of two three-bedroom apartments to two two-bedroom apartments.
- Increase in upper floor setbacks to the northern, eastern and southern boundaries.
- Modification to the built form on the southern façade to reduce the amount of shadow cast by the development.
- Addition of a large tree, medium tree and additional small trees within the overall landscape design as well as shade trees along the eastern side of the car parking area.
- Removal of seven on-site resident car parking bays and relocation of visitor parking from the front setback area.
- Incorporation of screening between the communal open space and car parking area.

- East and south facing bedroom windows modified to meet suggested acceptable outcomes in relation to visual privacy with the inclusion of white glass screening.
- Incorporation of weather shelter at the pedestrian entry to the building.
- Increase in storeroom sizes and relocation to the ground floor.
- Minor increase to the driveway width to accommodate on-site waste collection.

#### Site context

The site is currently occupied by single storey, detached single dwellings on each lot. The site is located in a cul-de-sac, bound by Brechin Court to the west and single dwellings to the north, east and south (Attachment 1 refers). The site is located an approximate walkable distance of 240 metres to the pedestrian bridge of Warwick train station.

The development site and surrounding properties are zoned 'Residential' under the City's *Local Planning Scheme No. 3* (LPS3), with a density coding of R20/R60 and are located within Housing Opportunity Area 1 (HOA). It is noted that newer developments in the street are typically one and two storey grouped dwelling developments which appropriately complement the original housing stock. New development in surrounding streets comprises two storey grouped dwelling and two storey multiple dwelling development typically ranging in scale from two up to ten dwellings.

One of the properties adjoining the subject site's rear boundary, No. 25 Methuen Way, has received development approval for the development of four, two-storey grouped dwellings. At the time of preparing this Responsible Authority Report, the development approval is still valid, however a building permit and demolition licence is yet to be lodged. Whilst there is the intent of this property to develop at the higher coding by virtue of the development approval, as construction has not commenced and the existing dwelling still remains on site at the lower density code, the assessment by the City has been undertaken in the context of the lower density code.

A development application was also previously considered for a three-storey development comprising 13 multiple dwellings at No. 4 and 6 Brechin Court. No. 6 Brechin Court adjoins the subject site's southern boundary. The proposal at No. 4 and No. 6 Brechin Court was refused by Council in May 2019. The application did not proceed any further and, at this point in time it is considered that there is no longer an intent for the property to be developed at the higher coding and therefore the potential impact has been considered in the context of the lower density coding (R20) and based the existing development at No. 6 Brechin Court.

#### **Legislation and Policy:**

- *State Administrative Tribunal Act 2004.*
- *Planning and Development Act 2005.*
- *Metropolitan Region Scheme (MRS).*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).*
- *City of Joondalup Local Planning Scheme No. 3 (LPS3).*

#### State Government Policies

- *State Planning Policy 7.0: Design of the Built Environment (SPP7).*
- *State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP7.3).*

#### Local Policies

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

#### **Consultation:**

##### Public Consultation

##### *Previous proposal*

The previous proposal refused by the Metro North-West JDAP on 23 July 2019 was advertised twice during its assessment as modifications were made to the proposal following the first round of advertising. Both the original and amended proposals were advertised for 14 days across the following dates:

- Original proposal commenced 20 March 2019 and concluded on 3 April 2019.
- Amended proposal commenced 20 June 2019 and concluded on 4 July 2019.

The original consultation resulted in a total of 67 submissions being received, all objecting to the proposal, as well as receipt of a petition containing 63 signatures, also objecting to the proposal.

The consultation on the amended proposal resulted in a total of 66 submissions being received, all objecting to the proposal, as well as receipt of a petition containing 429 signatures, also objecting to the proposal.

##### *Revised proposal*

The revised proposal, which is the subject of this report, was advertised for 21 days, commencing on 30 March 2020 and concluding on 20 April 2020. Consultation was undertaken in the following manner:

- letters sent to all adjoining owners and occupiers;
- correspondence sent to all residents who provided a submission during advertising of the previous proposal; and
- development plans and information provided by the applicant were made available for public viewing on the City's website.

A total of 18 submissions were received, all objecting to the development as well as the resubmission of the petition containing 429 signatures objecting to the proposal received during a previous round of consultation.

A summary of the submissions against the specific design elements of SPP7.3 and general comments on the development is provided at Attachment 12. The key concerns raised in the submissions include:

- Size and scale of the development;
- Development has not addressed the previous reasons for refusal;

- Building height;
- Development does not fit the character of the area;
- Overshadowing;
- Building separation and setbacks to adjoining properties;
- Intensification of traffic in a cul-de-sac environment;
- Lack of car parking;
- Visual privacy; and
- Compliance with the City's draft new development standards for development in Housing Opportunity Areas.

#### Joondalup Design Reference Panel (JDRP)

The proposal the subject of this report was referred to the JDRP on 19 February 2020.

The following table summarises comments made by the JDRP and a summary of the applicant's response.

| JDRP comments  | Summary of applicant's response  |
|--|--|
| <b>Building design</b>   |  |
| The parapets have been taken off the south side to reduce overshadowing, however this will result in an unappealing elevation to the approach to the building along Brechin Court. The solar panels/ roof services and the roof will be visible. | Parapets have remained absent from the southern side of the building to reduce shadowing.  |
| Some windows do not have awnings or sufficient shading devices.  | Revised plans include the location of window awnings.  |
| Further detail is required on the translucent panelling over balconies.  | Other projects have incorporated similar panelling which has worked.   |
| Screening notations for the balconies on the floor plans relating to apartment 4 and 11 do not match screening provided on elevations.   | Revised plans include the screening on both floor plans and elevations.  |
| Revised proposal has air conditioning (AC) units to the car parking area. This is not ideal as it will blow hot air to this area.  | No response provided by the applicant.   |
| The roof to the stairs and lift is missing.  | No response provided by the applicant.   |
| Stores not all accessed from the corridor.   | Access to stores is to reduce the visual impact of the doors on the corridor.  |
| Unit 14 store does not have a door.  | Plans have been modified to include a door.  |
| Stores require power for lighting and potential future proofing for charging electric bikes.   | The applicant does not dispute the use of bicycle charging and is incorporating this as part of their ongoing apartment design. It is noted however that details on how the development could be future proofed for electric bicycle charging were not included as part of the amended proposal. |



| <b>JDRP comments</b>   | <b>Summary of applicant's response</b>   |
|--|--|
| The bike racks in stores are not ideal as it will reduce the effective useability of this area. There are concerns about the viability of vertical bike racks which may not be practical for the increasing use of E-bikes, which are significantly heavier. | The "Steady Rack" system would be used, which made the storage of E-bikes easier. The "Steady Rack" has been used for 10 years including in major commercial applications.   |
| The internal driveway contains a 'kink' in its alignment, which is not ideal.  | No response provided by the applicant.   |
| Disabled persons may find it difficult to visit the building.  | A disabled person will park in a visitor bay and can access the site through the rear via the security gate.   |
| The bin store is quite large.  | The store will likely hold other building services.  |
| <b>Landscaping</b>   |  |
| There is opportunity to innovate the communal open space. The location in the corner and adjacent to carpark is uncomfortable and not inviting to occupants.   | Screening separating the communal open space and the car park has been provided. A large tree (substituting the lemon tree) has been provided adjacent to the communal open space.   |
| There is an over-reliance on verge landscaping.  | On-site landscaping has been increased with removal of visitor parking from the front setback area.  |
| A ten-seat table in the communal open space may not be ideal as it limits small groups of one or two people using this space.  | The ten-seat table has been replaced with bench seating.   |
| An alternative to the Tuckeroo trees should be considered.   | Tuckeroo trees have been substituted with an equal number of Evergreen Ash trees.  |
| The landing size can be reduced to increase soft landscaping at the front of the building.   | No response provided by the applicant.   |
| Consider taking the footpath adjacent to driveway straight out to kerb to increase crossover width to provide for onsite waste collection.   | Onsite waste collection is possible without the crossover increase.  |
| Verge trees will need to be approved by the City. The cluster of vegetation within the verge generally works well.   | Verge trees proposed are Eucalypt Rosea (red flowering gums). This species is on the City's 'Preferred tree species list' for residential verges. If not suitable within this location the City could nominate an acceptable substitute species. |
| Visitor parking within the verge is not ideal as it is not a good outcome.   | Visitor parking has been relocated behind the front setback area.  |
| May need to consider a pergola style roof to the communal open space to provide shade to this area.  | Arbours have been included over the communal open space, however the species of creeper associated with the arbours has not been specified.  |

As outlined above, in many instances the applicant has either modified plans or provided additional clarification to address the matters identified by the JDRP. There are however a number of matters identified that have not been addressed to a satisfactory degree and remain outstanding design issues that require further consideration and resolution. These include:

- Air conditioning units within the car parking area have not been relocated.
- The detailing of the roof to the lift and stairs has not been included on the roof plan.
- The kink in the driveway in the south eastern corner of the development has not been modified.
- The size of the hardstand landing at the pedestrian entry to the building was not reduced to provide additional landscaping.

In relation to the above, it is considered that the development plans do not appropriately respond to the advice provided by the JDRP.

#### Role of JDRP in decision-making

The role of the JDRP is to provide the City with independent, expert design advice to assist with assessment and consideration of a proposal.

Until recently, no statutory weight could be given to the advice and recommendations of the JDRP; however, Scheme Amendment No. 4 was gazetted on 18 February 2020, which introduces the advice of a Design Review Panel as an additional matter for consideration under clause 67 of the deemed provisions of the Regulations.

It is for this reason that the City's recommendation on the original proposal did not include this as a reason for refusal, whereas it is now included in the recommendation for the amended proposal.

#### **Planning Assessment:**

The City has completed an assessment of the proposal against the relevant provisions of the Regulations, LPS3, SPP7, SPP7.3, and the City's RDLPP.

A summary of the City's assessment against SPP7.3 (including relevant elements of the RDLPP) is included in Attachment 13.

The key design elements of SPP7.3 and the design elements related to the primary concerns raised during consultation are discussed in more detail below.

#### **Officer Comments**

##### Local Planning Scheme No. 3

##### *Minimum lot frontage requirement*

Clause 26 (5) of LPS3 requires multiple dwelling sites to have a minimum site width of 20 metres at the street boundary.

The application proposes development across No. 8 and 10 Brechin Court which have an aggregate site width of 37 metres at the street boundary, and therefore meets this scheme requirement.

#### *Land use*

The subject site is zoned 'Residential' under LPS3 with a residential density coding of R20/R60. The land use of 'Multiple Dwelling' is a discretionary or 'D' land use in the Residential zone.

The discretionary land use permissibility for multiple dwellings applies to every lot in the entire Residential zone, across all suburbs of the City. Multiple dwellings are not appropriate to be built on every residential lot in the City and that is why the land use permissibility in the City's scheme requires the exercise of discretion in deciding which lots are appropriate for multiple dwelling development and which are not. The City, as part of Amendment No. 73 to the City's previous scheme, District Planning Scheme No. 2, recoded certain properties, including the subject site, to allow for the provision of higher density development in certain areas. It was through this action that the City exercised its discretion and decided that multiple dwellings were considered acceptable on certain lots by virtue of the higher density code allocated to them.

One of the objectives of the Residential zone is to provide for a range of housing and a choice of residential densities to meet the needs of the community, which the proposed development, and the Housing Opportunity Areas more broadly, does in a Local Government area that is characterised primarily by detached, single houses.

#### State Planning Policy 7.3 (Residential Design Codes Volume 2 – Apartments)

#### *Side and rear setbacks*

Element 2.4 Side and rear setbacks objectives state:

*O2.4.1 Building boundary setbacks provide for adequate separation between neighbouring properties.*

*O2.4.2 Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.*

*O2.4.3 The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.*

*O2.4.4 The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.*

The acceptable outcomes suggest:

- The development should comply with the side and rear setbacks set out in Table 2.1, except where modified by the local planning framework and/or a greater setback is required to address element 3.5 *Visual Privacy* (A2.4.1); and

- Development be set back to achieve element 2.7 *Building Separation*, 3.3 *Tree Canopy*, 3.5 *Visual Privacy* and 4.1 *Solar and daylight access* objectives (A2.4.2).

The development does not meet the suggested acceptable outcome for side and rear setbacks set out in Table 2.1, being a 3 metre minimum setback and a 3.5 metre average setback. This is due to the proposed arbours on the southern side of the building extending to the boundary of the site. Although noted as 'arbours' the structures are actually support beams and columns needed to support the upper floors of the development and as such are considered to fall under the definition of 'building' for the purpose of calculating setbacks. It is however noted that the three support structures are between 0.4 and 0.6 metres wide and though located on the boundary will not have a significant impact on the adjoining property.

In comparing the development plans against those previously refused by the JDAP the upper floor setbacks of the development remain largely unchanged with exception of:

- An increase to the lot boundary setbacks to the four rear facing units by an additional two metres;
- Increased balcony setbacks to the north western side lot boundary from six metres to 7.1 metres; and
- An increase to the lot boundary setbacks from Units 9 and 16 to the southern boundary by an additional 1.37 metres.

The setbacks of the building provide for appropriate landscaping treatments across the site, including large, medium and a mix of small trees as discussed further below.

However, the setbacks of the development is the same for the second and third floors meaning the development presents as a unbroken vertical mass, rather than one that increases setbacks at upper levels to provide a more suitable transition to surrounding sites developed at lower density.

The JDAP's original decision to refuse the proposal included side and rear setbacks as one of the elements not adequately satisfied. Changes have been made to increase setbacks, which is favourable in that it allows for more meaningful landscaping to be introduced in some instances and addresses part of the reason for refusal of the original proposal.

Setbacks have also been increased to the southern elevation of the development to reduce the extent of overshadowing on the adjoining property. However the increased setbacks are not substantial in the context of the overall development and how the development transitions between neighbouring sites developed at a lower density. It is therefore considered that the modified proposal does not meet the element objectives in this regard.

#### *Plot ratio*

Element 2.5 Plot ratio objective states:

*O2.5.1 The overall bulk and scale of development is appropriate for the existing or planned character of the area.*

The acceptable outcome suggests a plot ratio of 0.8 (1,139m<sup>2</sup>) for an R60 coded site, whereas a plot ratio of 0.925 (1,317.7m<sup>2</sup>) is proposed.

In comparison to the plans previously refused (Attachment 11 refers) the plot ratio area has been reduced by 15.1m<sup>2</sup>; however, the number of apartments has not been reduced. The modified proposal has 178.7m<sup>2</sup> plot ratio area in excess of the plot ratio suggested by the acceptable outcome. Using the average apartment size of the development as a guide, this equates to approximately two apartments more than the suggested plot ratio.

Planning guidance provided in SPP7.3 Volume 2 suggests testing the proposed built form against the plot ratio to ensure it is coordinated with the building envelope, height, depth, setbacks and other site requirements.

Whilst the building height of three storeys is permitted within an R60 coded zone, the additional floor area proposed results in the third storey of the proposal occupying the development's entire building footprint. The result of this is that the development does not satisfy the Element objectives of *2.4 Side setbacks*, *2.7 Building separation* and *3.2 Orientation*, which indicates that the proposal does not fit comfortably within the building envelope, the massing of the building is not suitable and the proposal represents overdevelopment of the site.

To meet the element objective for plot ratio, the overall bulk and scale of the development needs to be appropriate for the existing or planned character for the area.

In considering the proposal in the context of the existing character of the area, it is clear it represents development at a bulk and scale much greater than the character established by the original housing stock. However, the area is identified and zoned as being suitable for redevelopment at higher densities than the original housing stock. It is therefore acknowledged that the planned character of the area is one that is characterised by development at a greater bulk and scale.

This transition to the planned character of the area is reflected in redevelopment of a number of properties with grouped and multiple dwellings, predominantly as two-storey development with plot ratios generally ranging between 0.67 to 0.74.

There is also one three-storey development currently under construction in a nearby street. This development is for seven multiple dwellings and has a plot ratio of 0.77. The third level of this development is set back and away from the street and adjoining properties which moderates its bulk and scale to provide a more sympathetic response, more aligned with the planned character of the area.

In contrast, the proposed development incorporates a plot ratio of 0.948 which is significantly greater than any other development for the area. The development is also designed in such a way that the floor plates are replicated on the second and third floors, meaning no visual relief is provided at upper floors - accentuating the bulk and scale of the development to a point where it is not appropriate for the planned character of the area.

The JDAP's original decision to refuse the proposal included plot ratio as one of the elements not adequately satisfied. Whilst the impact on adjoining residents has been moderated to some degree by increasing some building setbacks and reducing the

extent of overshadowing, as outlined above, the bulk and scale of the development remains inappropriate for both the existing and planned character of the area.

As such, it is considered that the element objective has not been achieved.

### *Building depth*

Element 2.6 Building depth objective states:

*O2.6.1 Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.*

*O2.6.2 Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.*

*O2.6.3 Room depths and/or ceiling heights optimise daylight and solar access and natural ventilation.*

The acceptable outcomes suggest that developments which comprise single aspect apartments on each side of a central circulation corridor, should have a maximum building depth of 20 metres. The proposed building depth is a maximum of 24 metres where single aspect apartments are proposed.

The JDAP's original decision to refuse the proposal included building depth as one of the elements not adequately satisfied as apartment layouts and room depths did not optimise daylight and solar access and the built form was not appropriately articulated to allow sufficient access to daylight.

Proposed modifications now result in the majority of the apartments within the development being naturally cross ventilated in accordance with the requirements of element 4.2 *Natural ventilation*.

Proposed modifications to the apartment layouts have also resulted in the position of the foyer, lift and stairs switching, with Units 2, 8 and 9 being relocated further north within the building façade. This change has also resulted in the balconies of all west facing units being completely open on their northern side, which maximises the amount of direct sunlight afforded to adjoining living spaces. In relation to Units 15 and 16, the depth of the living area layouts have been shortened in accordance with the requirements of element 4.3 *Size and layout of dwellings*. This has allowed for penetration of natural daylight into the living areas of those apartments and addresses the concerns previously raised in relation to adequate access to direct sunlight.

The changes to the plan result in a better outcome in this regard and for the reasons stated above, it is considered that the element objectives have been achieved.

### *Building separation*

Element 2.7 Building separation objective states:

*O2.7.1 New development supports the desired future streetscape character with spaces between buildings.*

*O2.7.2 Building separation is in proportion to building height.*

*O2.7.3 Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.*

*O2.7.4 Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings.*

The JDAP's original decision to refuse the proposal included building setbacks as one of the elements not adequately satisfied due to the apartments not having sufficient access to sunlight and amenity impacts on neighbouring properties resulting from overlooking.

The acceptable outcomes suggest that building separation between development and adjoining properties is to reflect the acceptable outcomes of *elements 2.4 Side and rear setbacks* and *3.5 Visual privacy*.

The development generally aligns with the acceptable outcomes of element *2.4 side and rear setbacks*. However, in considering the proposal against the element objectives, the three-storey development is designed so that the second and third levels are setback the same distance from the lot boundaries. In the context of the adjoining properties being developed at the lower R20 density, the development does not provide adequate transition between development of different densities. This is reflected in the development also not meeting the objectives of element *2.4 Side and rear setbacks* in relation to visual massing, and element *3.2 Orientation* in relation to overshadowing. The building separation is therefore not considered to be in proportion to building height as the development impacts the visual amenity and availability of daylight access of adjoining properties.

In relation to overlooking, the development does not meet the acceptable outcome setback distances of element *3.5 Visual privacy*; however, changes have been made such that cones of vision from the upper floor balconies no longer extend to major openings or fall over outdoor living areas. It is therefore considered that this part of the JDAP's reason for refusal under this element has been addressed.

Accordingly, whilst a number of the issues relating to building separation has been addressed through modifications to the design and an improved outcome is provided, it is considered that the element objectives are still not met.

### *Orientation*

Element 3.2 Orientation objectives state:

*O3.2.1 Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.*

*O3.2.2 Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.*

The acceptable outcomes suggest:

- the building be oriented to the street and incorporate direct access from the street;
- that shadow cast at midday on 21st June not exceed 25% of the adjoining property; and
- the building be oriented to protect existing solar panels on neighbouring properties.

Eight of the apartments are oriented to Brechin Court, four of the apartments face north west towards the communal open space and four apartments are oriented east, facing the car park. The proposed development overshadows 29% of the adjoining property to the south, noting the adjoining property is dual coded R20/60 and is currently developed at the R20 coding.

The applicant has provided an overshadowing diagram (Attachment 5 refers).

The JDAP's original decision to refuse the proposal included orientation as one of the elements not adequately satisfied as the development did not minimise overshadowing of the open space of the adjoining property.

In comparing the modified proposal with that refused by the JDAP, changes have been incorporated to reduce the amount of overshadowing by increasing the setback of the upper floor on the southern side of the site and removing parapet walls associated with the second floor on the southern elevation. The overall extent of overshadowing of the adjoining lot is reduced from 40.1% to 29.56%.

Whilst this is a significant reduction in the extent of overshadowing and therefore an improved outcome, the proposal still results in shadow being cast over the adjoining outdoor living area.

The extent of overshadowing proposed is symptomatic of the proposal representing an overdevelopment of the site, which is also reflected in the development not achieving the element objectives of *element 2.4 Side and rear setbacks*, *element 2.5 plot ratio*, and *element 2.7 Building separation*. Scaling back the development would result in less overshadowing of the adjoining property.

For the reasons stated above the extent of overshadowing has not been minimised and it is therefore considered that the element objectives have not been achieved.

#### *Tree Canopy and deep soil areas and landscape design*

Element 3.3 Tree canopy and deep soil areas objectives state:

*O 3.3.1 Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.*

*O 3.3.2 Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.*

*O 3.3.3 Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.*

Element 4.12 Landscape design objectives state:



*O4.12.1 Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.*

*O4.12.2 Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.*

*O4.12.3 Landscape design includes water efficient irrigation systems and, where appropriate, incorporates water harvesting or water re-use technologies.*

*4.12.4 Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.*

The acceptable outcomes suggest 10% of the site as deep soil area is appropriate, with either one large tree and one medium tree, or 1 large tree and small trees to suit the area. The proposed development provides 11.24% of the site as deep soil area, with one large tree, three medium trees as well as small trees proposed within these areas.

The deep soil areas are located on the southern and northern boundaries, as well as in front of the visitor parking area within the street setback area. Landscaping is proposed to be integrated with the communal open space, including provision of the large tree in the north eastern corner of the site. However, details of plant species growing over the arbours within the communal open space have not been specified.

Notwithstanding this, the species proposed are considered appropriate for the location and will provide an attractive outlook from habitable rooms of the dwellings, whilst also enhancing the streetscape.

In addition to the landscaping on site, verge landscaping will also incorporate planting of additional trees as per the landscape plan (Attachment 6 refers).

Considering the above, the overall landscape design for the site, which includes large, medium and small trees, is acceptable and the species selected are considered to support long term canopy coverage within the site. However, a suitable species to grow over the arbours and provide shade to the communal open space would need to be detailed. This could be managed through a condition, if the development were to be approved.

The JDAP's reasons for refusal of the original proposal included tree canopy, deep soil areas and landscape design as elements not adequately satisfied. However, as outlined above, the modified proposal now achieves the element objectives pertaining to tree canopy, deep soil areas and landscape design.

#### *Communal open space*

Element 3.4 Communal open space objectives state:

*O3.4.1 Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.*

*O3.4.2 Communal open space is safe, universally accessible and provides a high level of amenity for residents.*

*O3.4.3 Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.*

The acceptable outcomes suggest communal open space should:

- have an area of 96m<sup>2</sup> with a maximum hardscape area of 48m<sup>2</sup>;
- have an open space dimension of 4 metres;
- be accessible;
- have a minimum of 50% of the area with access to direct sunlight;
- be co-located with deep soil areas and/or planting structures and/or indoor communal spaces;
- be provided with separation or screening between private open spaces to reduce amenity impacts; and
- be well-lit and designed and oriented to minimise amenity impacts.

The location of the communal open space is adjacent to the car parking area. The previous proposal generally met the suggested acceptable outcomes; however, as there was no separation or screening provided between the car park and common area the communal open space did not meet the element objectives in relation to provision of a high level of amenity for residents. This consequently formed one of the reasons for JDAP's refusal.

The amended proposal includes 1.65 metre high slatted screening between the communal open space and the car parking area which appropriately balances the need to provide both visual separation and surveillance between these two spaces.

Additionally, the amended proposal substitutes a small tree with a large tree in the north eastern corner of the site next to the communal open space. The amended proposal now also includes arbours over the communal open space. The addition of both features provides a better outcome and greater resident amenity.

The revised proposal is considered to have adequately addressed the previous reasons for refusal in relation to *Element 3.4 Communal open space* and for the reasons above is considered to meet the element objectives.

#### *Visual privacy and Private open space and balconies*

Element 3.5 Visual Privacy objective states:

*O3.5.1 The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.*

The acceptable outcomes suggest:

- Major openings (windows) be set back from adjoining properties a distance of 4.5 metres to bedrooms, studies and open walkways;
- Six metres to habitable rooms other than bedrooms and studies;

- 7.5 metres to unenclosed private open space areas such as balconies; and,
- Balconies are to be unscreened for at least 25% of their perimeter (including edges abutting a building).

Element 4.4 Private open space and balconies objectives state:

*O4.4.1 Dwellings have good access to appropriately sized private open space that enhances residential amenity.*

*O4.4.2 Private open space is sited, oriented and designed to enhance liveability for residents.*

*O4.4.3 Private open space and balconies are integrated into the overall architectural form and detail of the building.*

The acceptable outcomes suggest that where privacy screening is provided to a private open space, screening is to be designed so that it does not obscure the outlook from adjacent living rooms.

The JDAP's reasons behind the original decision to refuse the proposal included visual privacy as one of the elements not adequately satisfied.

The modified plans have resulted in the reorientation of apartments at the upper levels to address visual privacy including:

- Balcony setbacks to the rear boundary have increased from 5.45 metres to 7.5 metres; and
- Balconies to the north-western side boundary include additional privacy screening which reduces the amount of unscreened area to less than 25%.

The development includes four balconies on its north-western elevation which are set back a minimum of 7.1 metres from the adjoining property. The plans incorrectly identify the area of the adjoining property that is overlooked as a driveway. An assessment of the floor plans of the adjoining property indicate that the balconies will face onto a blank bedroom wall, bathroom, toilet, laundry, dwelling entry and dining room.

In considering the proposal against the element objectives, the adjoining property incorporates a pergola structure which would prevent direct overlooking into major openings along the southern facade, while the main outdoor living area is located on the opposite side of the site, ensuring adequate privacy between the properties.

Whilst the reconfiguration of these balconies has generally resulted in an increase in visual privacy setbacks to the north-western boundary, the introduction of screening to the perimeter of the balconies in an attempt to further mitigate overlooking has resulted in unscreened portions of balconies being less than the 25% suggested by the acceptable outcomes of element 3.5 *Visual privacy* as below:

- Units 3 and 10 balconies unscreened for 14.1% of their perimeter; and,
- Units 4 and 11 balconies unscreened for 17.9% of their perimeter.

The design guidance stipulates that privacy screens should not be used to justify reduction in the visual privacy setbacks for the primary outlook from interior spaces.

Additionally the acceptable outcomes of element 4.4 *Private open space and balconies* suggest that privacy screening to balconies should not obscure the outlook from adjacent living rooms. In this instance the introduction of screening devices restricts the external outlook from the balconies and adjoining living areas which, in turn, compromises the residential amenity of those apartments.

As outlined above, direct overlooking into sensitive areas of the adjoining property is already minimised through the presence of an existing pergola and by virtue of the adjoining property's layout. It may therefore be possible to reduce the extent of screening along these balconies in some areas if it can be demonstrated that this does not result in an inappropriate loss of privacy for the adjoining property.

However, as currently proposed, for the reasons stated above, it is considered that the element objectives have not been achieved.

#### Car and bicycle parking

Element 3.9 Car and bicycle parking objectives state:

*O3.9.1 Parking and facilities are provided for cyclists and other modes of transport*

*O3.9.2 Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.*

*O3.9.3 Car parking is designed to be safe and accessible.*

*O3.9.4 The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.*

The acceptable outcomes suggest the provision of 16 resident bays, four visitor bays and 10 bicycle bays for the development. The application proposes 21 resident bays, four visitor bays and 21 bicycle bays.

The number of bays provided for the dwellings and visitors is considered appropriate given the proximity of the site to Warwick train station and high frequency bus routes on Beach Road. During community consultation, concerns were raised that the number of bays did not meet the needs of the proposed residents and that two or more vehicles would be needed for each dwelling. The suggested acceptable outcomes are appropriate given the proximity of the site to public transport. It is also noted that the development provides five resident bays more than the acceptable outcome and has balanced the provision of parking with the JDRP's recommendation to minimise the overprovision of parking as it would be detrimental to the provision of on-site landscaping.

Visitor parking has been relocated behind the front setback area with an on-site garden bed providing screening of the visitor parking from the street.

Given the above, the proposed development is considered to achieve the element objectives pertaining to car and bicycle parking.

#### *4.3 Size and layout of dwellings*

Element 4.3 Size and layout of dwellings objectives state:

*O4.3.1 The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.*

*O4.3.2 Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.*

The acceptable outcomes suggest:

- dwellings have minimum floor areas in accordance with Table 4.3a;
- habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b;
- minimum floor to ceiling heights of 2.7m to habitable rooms and 2.4m to non-habitable rooms; and
- open plan living areas have a maximum length of 8.229m without a kitchen or 9m with a kitchen.

The JDAP's reasons for refusal of the original proposal included the size and layout of dwellings as one of the elements not adequately satisfied as the room designs did not facilitate good daylight access.

The modified proposal generally meets the suggested acceptable outcomes with exception of the living area dimensions of two apartments (Units 3 and 10). Both living areas have a minimum dimension of 3.7 metres, whereas a dimension of four metres is suggested by the acceptable outcome.

In considering the acceptability of the development against the element objectives, all living areas associated with the apartments are integrated with and adjoin balconies maximising the outlook from living spaces and providing access to natural light and ventilation. All apartments within the development are open plan and include rectangular living spaces and bedrooms, therefore facilitating layouts that can be furnished and can accommodate functional furniture layouts as demonstrated by the indicative layouts shown on the development plans. With particular reference to Units 3 and 10, the living areas are integrated with both the kitchen and balconies, with furniture layouts demonstrating the usability of the spaces as living areas.

Modifications have been made to reduce the length of the living and kitchen spaces of Units 9 and 16 to be in accordance with the acceptable outcomes.

For the reasons stated above, it is considered that the element objectives have been achieved.

### *Waste management*

Element 4.17 Waste management objectives state:

*O4.17.1 Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.*

*O4.17.2 Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.*

The suggested acceptable outcomes outline that waste storage facilities are to be provided in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* and are to be screened from view from the street and private dwellings.

The plans include an enclosed waste storage area on the southern side of the development, located to the rear of the visitor parking area, adjacent to the vehicle access driveway. The bins are located within an enclosed bin store which is integrated into the design of the building with a face brick finish facing the street.

The Waste Management Plan prepared by the applicant (Attachment 8) proposes a shared bin system which can be accessed for on-site collection. A clearance of 3.5 metres is required for on-site collection by City vehicles. The development plans indicate, due to the slope in the driveway, a clearance of between 3.4 and 3.9 metres to the underside of the arbours extending over the driveway. The applicant has confirmed that the building is capable of being modified to ensure that a height clearance of 3.5 metres is provided beneath the arbours.

In addressing the element objectives, the proposal has included a waste storage and collection area that is located and designed such that there is no negative impact on the streetscape or neighbouring properties. Subject to some minor modifications to the Waste Management Plan, the City has reviewed and is supportive of the proposed method of waste collection.

For the reasons stated above, it is considered that the element objectives have been achieved.

### Traffic

During consultation a number of concerns were raised in relation to the scale of the development, the amount of additional traffic that would be generated and the impact this would have on the road network.

An appropriate level of traffic analysis has been undertaken and confirms that the surrounding roads and intersections can accommodate the additional traffic that will be generated by the development, if it is to be approved.

In determining the level of assessment required to be undertaken to consider the potential traffic impacts of individual development applications, the City is guided by the Traffic Impact Assessment (TIA) Guidelines prepared by the Department of Planning, Lands and Heritage. In determining the level of assessment required for residential land uses, the TIA Guidelines separates the level of impact of development into 'Low', 'Moderate' and 'High'.

Based on the guidelines, the proposed development falls within the moderate impact which requires a Traffic Impact Statement to be prepared. A Traffic Impact Statement (Attachment 9) has been prepared as part of the original proposal which indicated a total of 105 trips per day generated by the development. The Traffic Impact Statement determines that the peak generation of 13 vehicles per hour is acceptable with the surrounding roads and intersections able to accommodate the increase in traffic from the proposed development.

### Draft new development standards for Housing Opportunity Areas

A number of submissions received during consultation believe that the draft new development standards for Housing Opportunity Areas (HOAs) should form the basis for assessment and decision-making on the proposal.

The draft new development standards are contained in both the draft *Development in Housing Opportunity Areas Local Planning Policy* and associated draft Scheme Amendment No. 5 and collectively form a new planning framework to guide development in the City's HOAs.

At its meeting on 20 August 2019 (CJ099-08/19 refers), Council endorsed the draft new development standards for the purposes of public consultation. Consultation commenced on 28 November 2019 and concluded on 16 January 2020.

At a Special Council Meeting on 24 March 2019, Council considered the submissions received and resolved to proceed with the scheme amendment and local planning policy, subject to modifications, and forward the documents to the Western Australian Planning Commission (WAPC) for consideration. The WAPC may grant approval to the local planning policy, with or without modifications or elect not to grant approval. The WAPC will make a recommendation on the scheme amendment, which is required to be approved by the Minister.

Draft scheme amendments and policies can be given weight even though they are not operative, once they become 'seriously entertained'. In Western Australia, this usually occurs after advertising is completed.

However, the weight that can be placed on a seriously entertained planning proposal differs and, generally the further towards approval a planning proposal is (that is how certain and how imminent), the more seriously entertained it is considered to be, and the more weight it can be given in decision-making.

The City has previously sought advice in relation to HOAs and changes to the planning framework that require some level of State Government approval (as is the case in this instance). In this context, the advice concludes that only after approval has been provided by the decision-maker (that is the WAPC or the Minister), therefore providing a high degree of certainty and imminence, should any changes be given substantial weight in decision-making.

Therefore, it is the City's view that the current application is required to be assessed wholly on the current planning framework and its recommendation has been formed on this basis.

**Options/Alternatives:**

Not applicable.

**Council Recommendation:**

Not applicable.

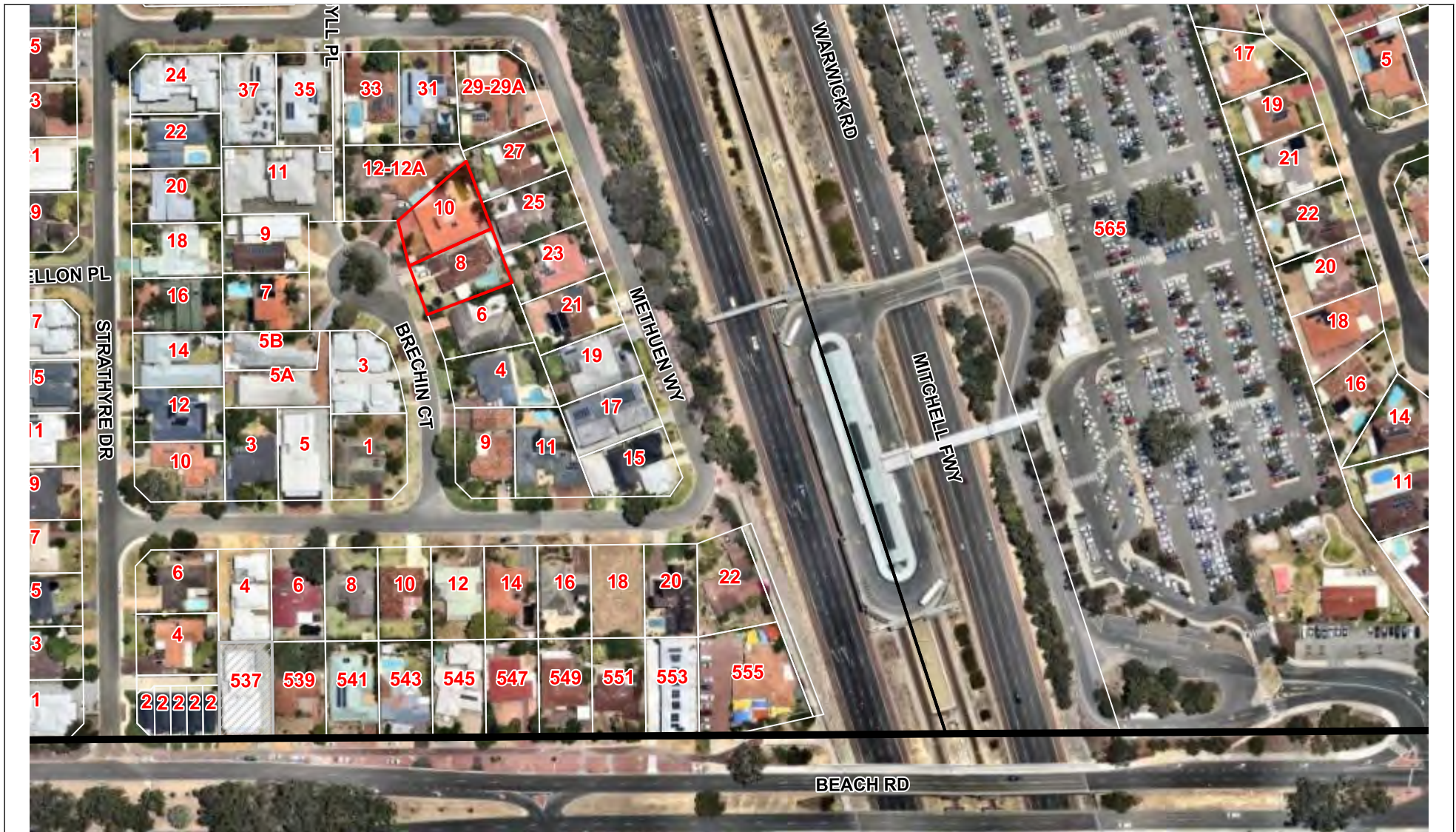
**Conclusion:**

The proposal has been assessed against the element objectives of SPP7.3. Having regard to the element objectives it is considered that whilst there have been improvements made since JDAP's original consideration, the proposal still represents

an overdevelopment of the site. This has detrimental impacts on the adjoining properties and the character of the area, specifically relating to side and rear setbacks, plot ratio, building separation and visual privacy. These elements, as discussed in detail above, result in a massing of the development as viewed from the neighbouring properties and street that is not considered an appropriate transition or provide for a high level of amenity.

The application is therefore recommended for refusal for the reasons set out in the recommendation.





City of  
Joondalup

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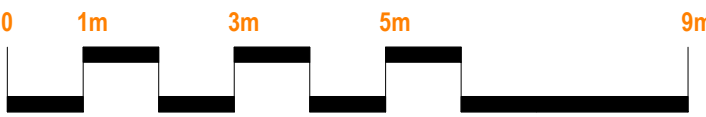






ENTRY - SKETCH

|  |                                   |
|--|-----------------------------------|
| RESIDENTIAL PARKING:<br>VISITOR PARKING: | 22 BAYS ON SITE<br>4 BAYS ON SITE |
| TOTAL APARTMENTS:                        | 16 APARTMENTS                     |
| SITE AREA:<br>APARTMENT AREA:            | 1423.9 SQM<br>1279 SQM            |
| PLOT RATIO:                              | 0.90<br>13% INCREASE              |
| OPEN SPACE :                             | 637 SQM (45%)                     |
| DEEP SOIL LANDSCAPING :                  | 234 SQM (16%)                     |



1:100 @ A1  
1:200 @ A3

8-10 BRECHIN COURT, DUNCRAIG

| DWG No | TITLE                   |
|--------|-------------------------|
| A.000  | COVER                   |
| A.101  | FEATURE SURVEY          |
| A.102  | SITE PLAN               |
| A.201  | GROUND FLOOR PLAN       |
| A.201A | GF STORES               |
| A.201B | ARBOUR SECTION          |
| A.202  | FIRST FLOOR PLAN        |
| A.202B | BALCONY CALLOUT         |
| A.203  | SECOND FLOOR PLAN       |
| A.204  | ROOF PLAN               |
| A.205  | SHADOW PLAN             |
| A.206  | LIVABLE HOUSING         |
| A.301  | SUN/VENTILATION DIAGRAM |
| A.301A | SUN/VENTILATION DIAGRAM |
| A.301B | SUN/VENTILATION DIAGRAM |
| A.302  | SUN/VENTILATION DIAGRAM |
| A.302A | SUN/VENTILATION DIAGRAM |
| A.302B | SUN/VENTILATION DIAGRAM |
| A.303  | SUN/VENTILATION DIAGRAM |
| A.303A | SUN/VENTILATION DIAGRAM |
| A.303B | SUN/VENTILATION DIAGRAM |
| A.401  | ELEVATION               |
| A.402  | ELEVATION               |
| A.403  | ELEVATION               |
| A.404  | ELEVATION               |
| A.405  | EXTERNAL FINISHES       |
| A.406  | PERSPECTIVES            |
| A.407  | RENDER                  |

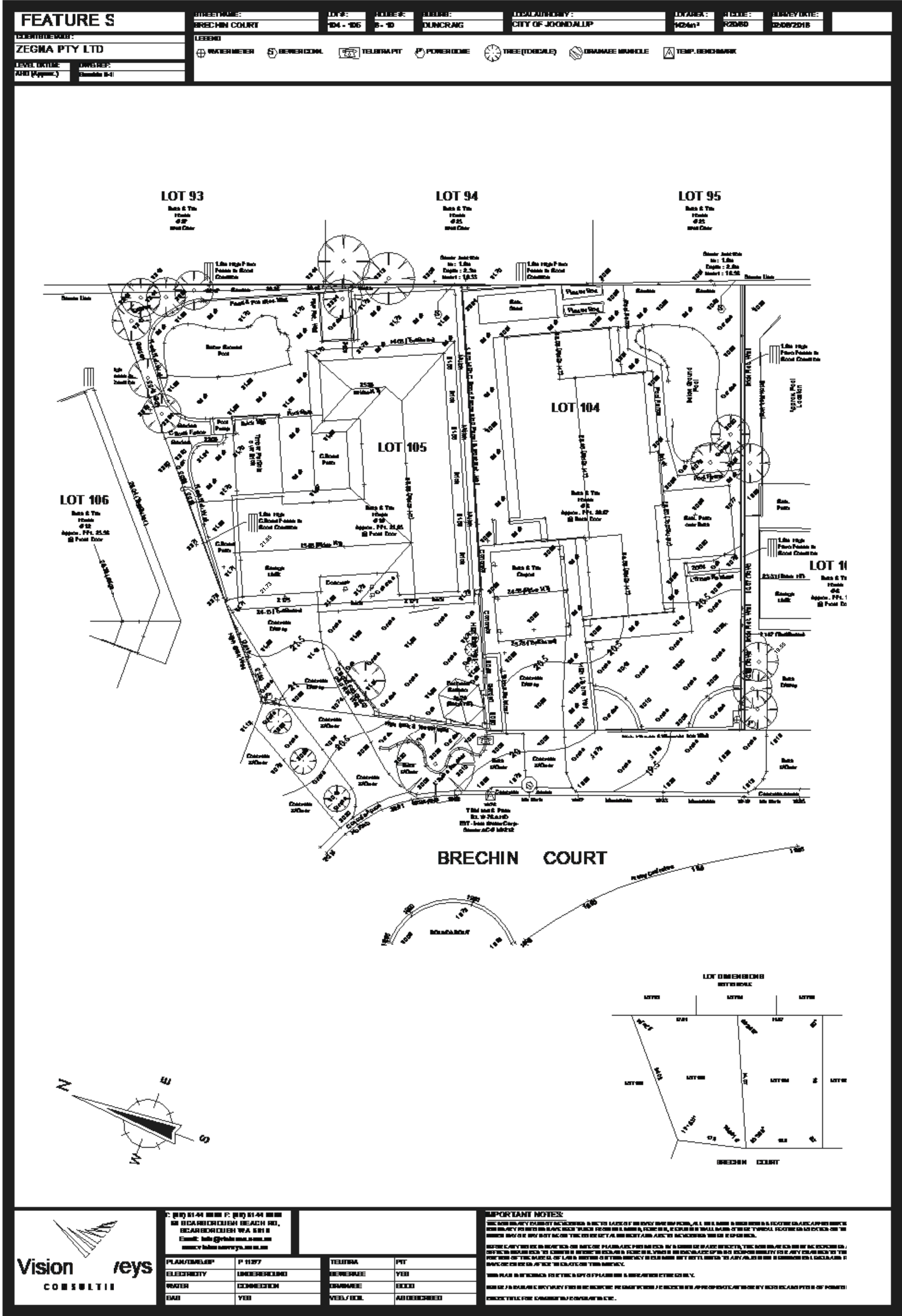


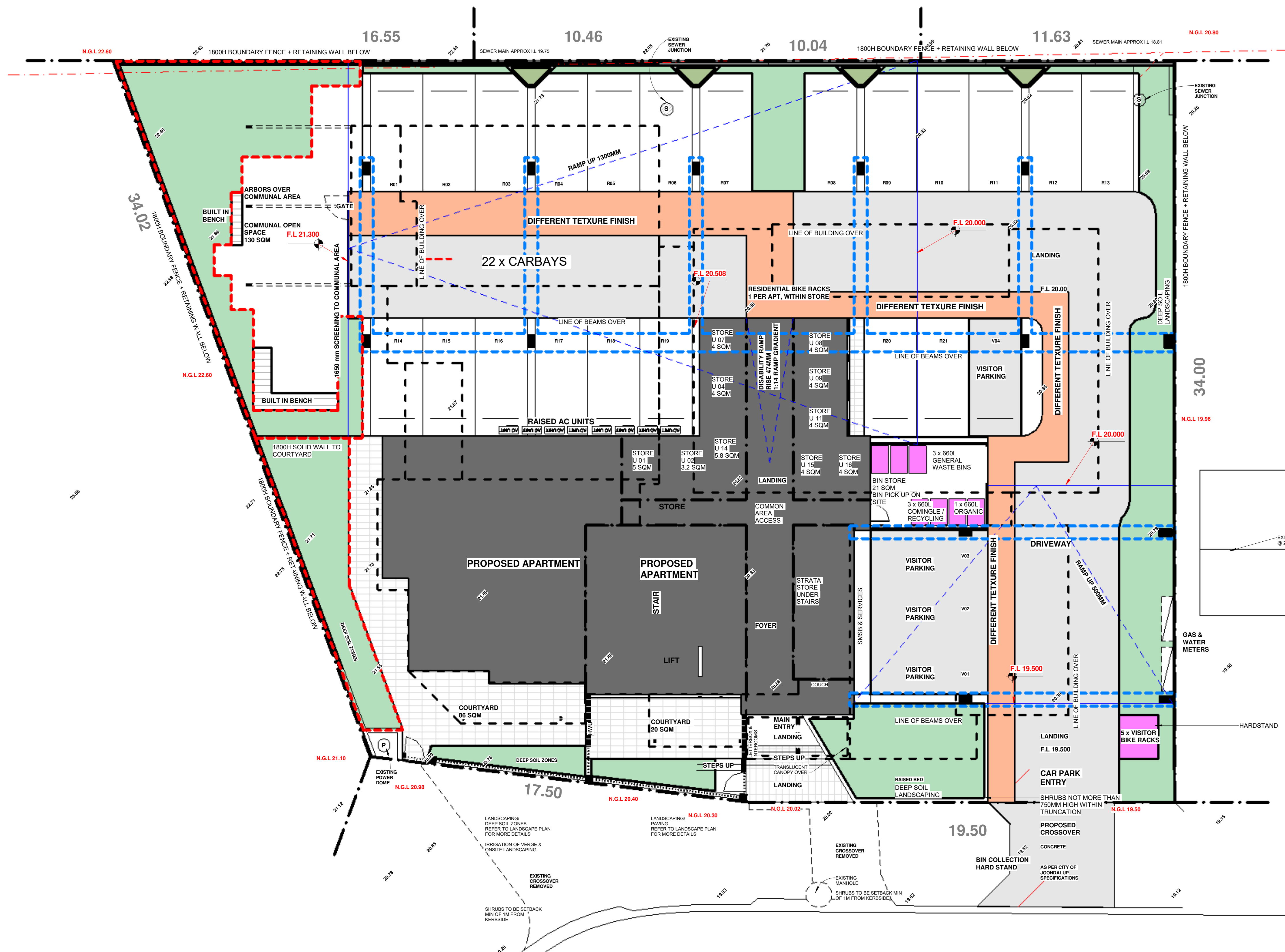
FEATURE SURVEY

1 : 200



1:100 @ A1  
1:200 @ A3





**SITE PLAN -**  
1 : 100



1:100 @ A1  
1:200 @ A3





1 : 100



1:100 @ A1

1:200 @ A3

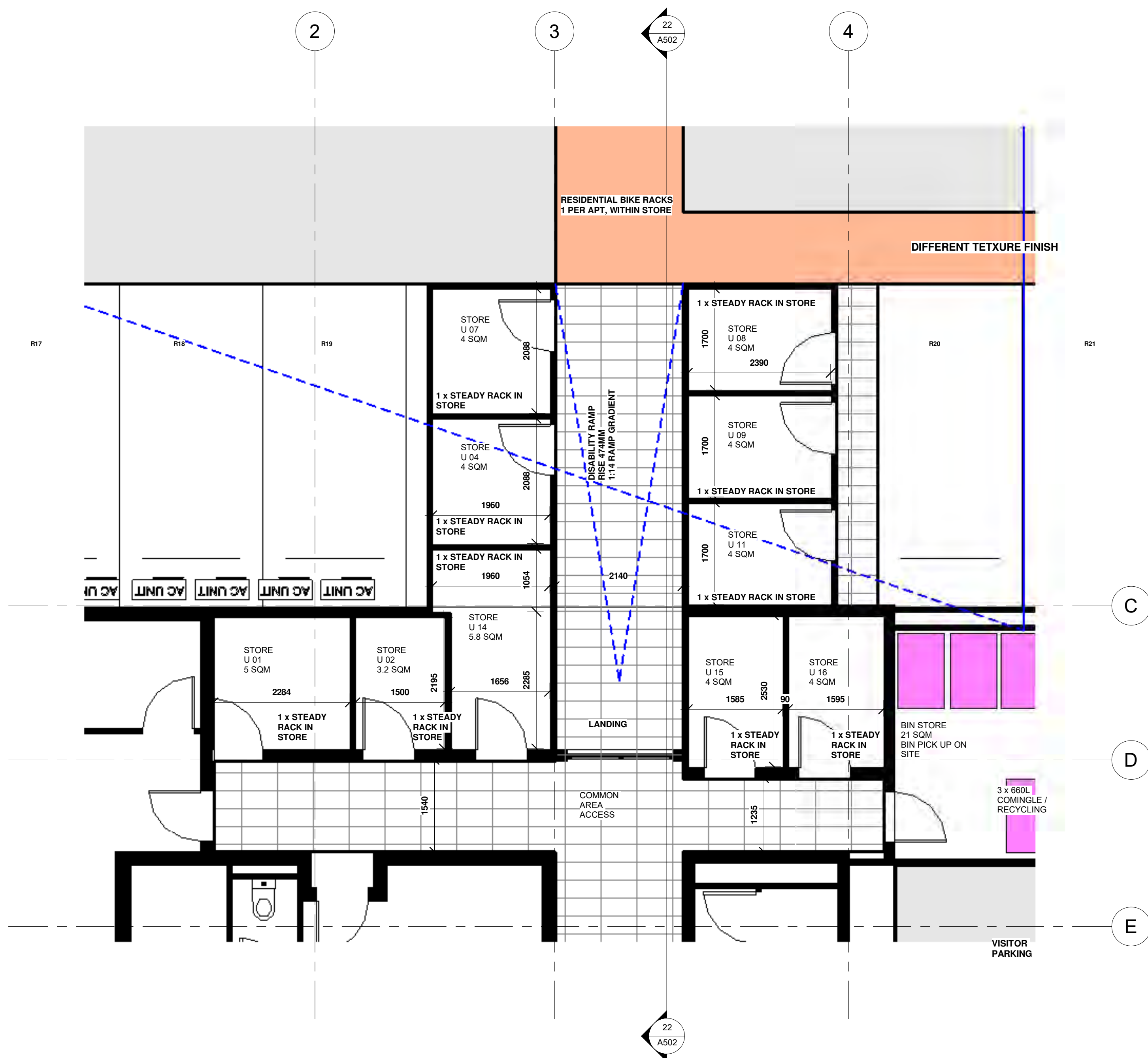
8-10 BRECHIN COURT, DUNCRAIG

DEVELOPMENT APPLICATION DA006 - 28/04/2020

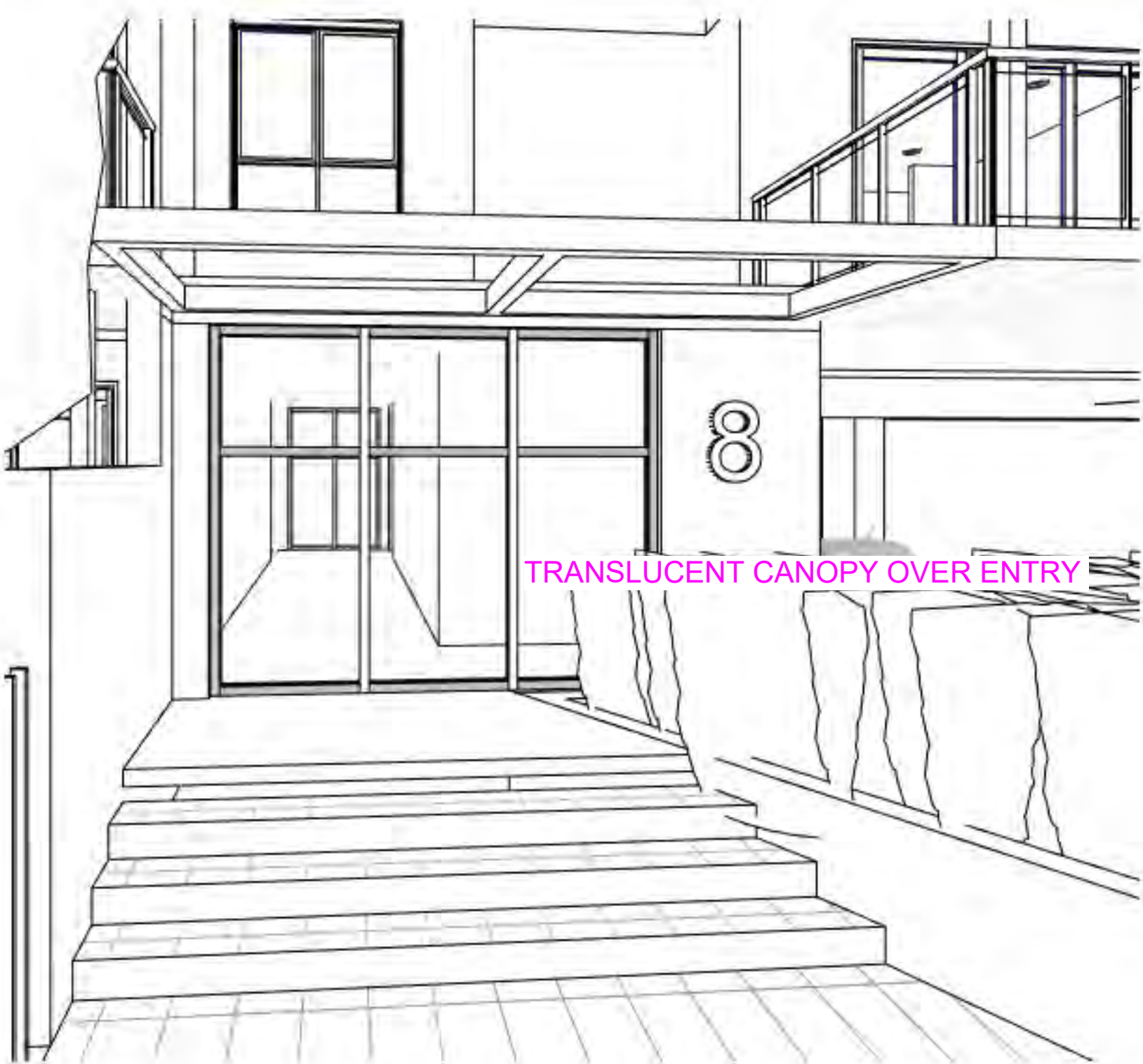
A201

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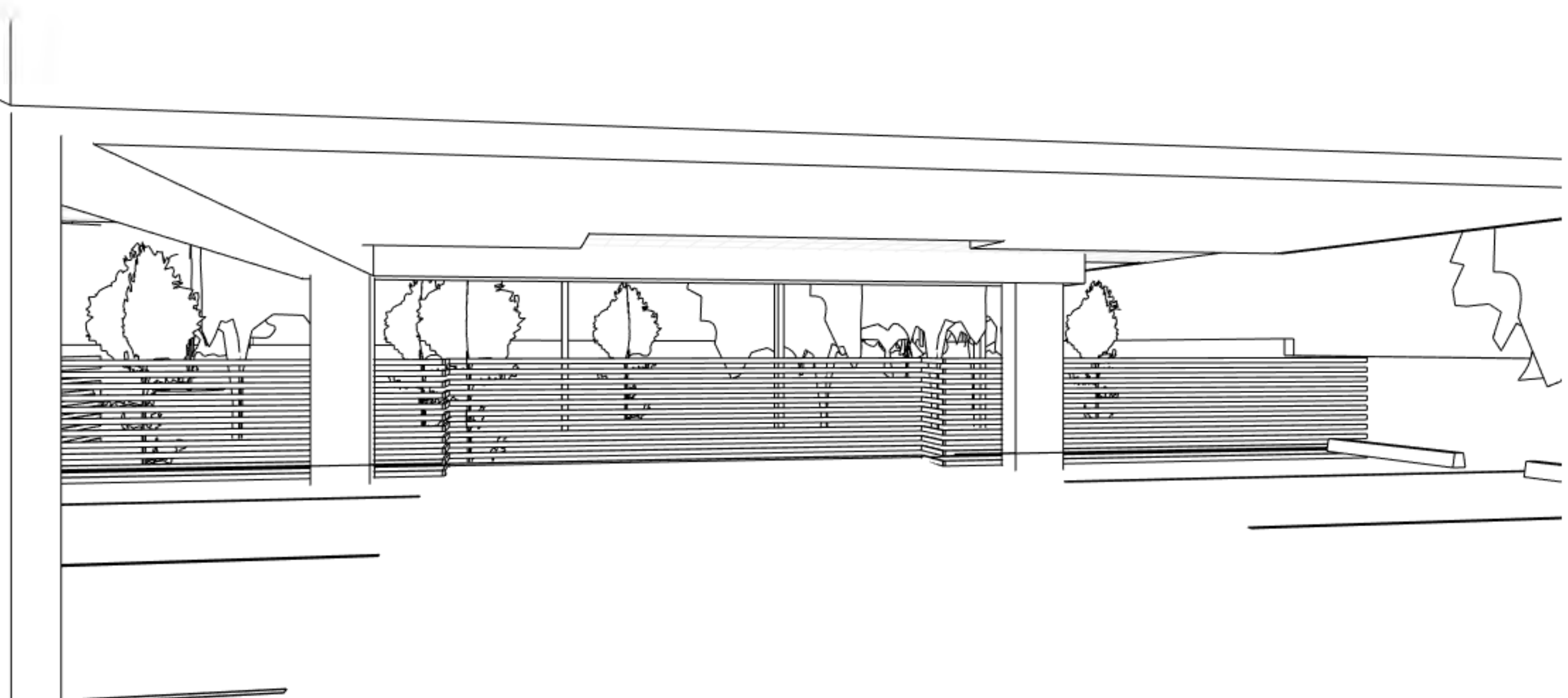




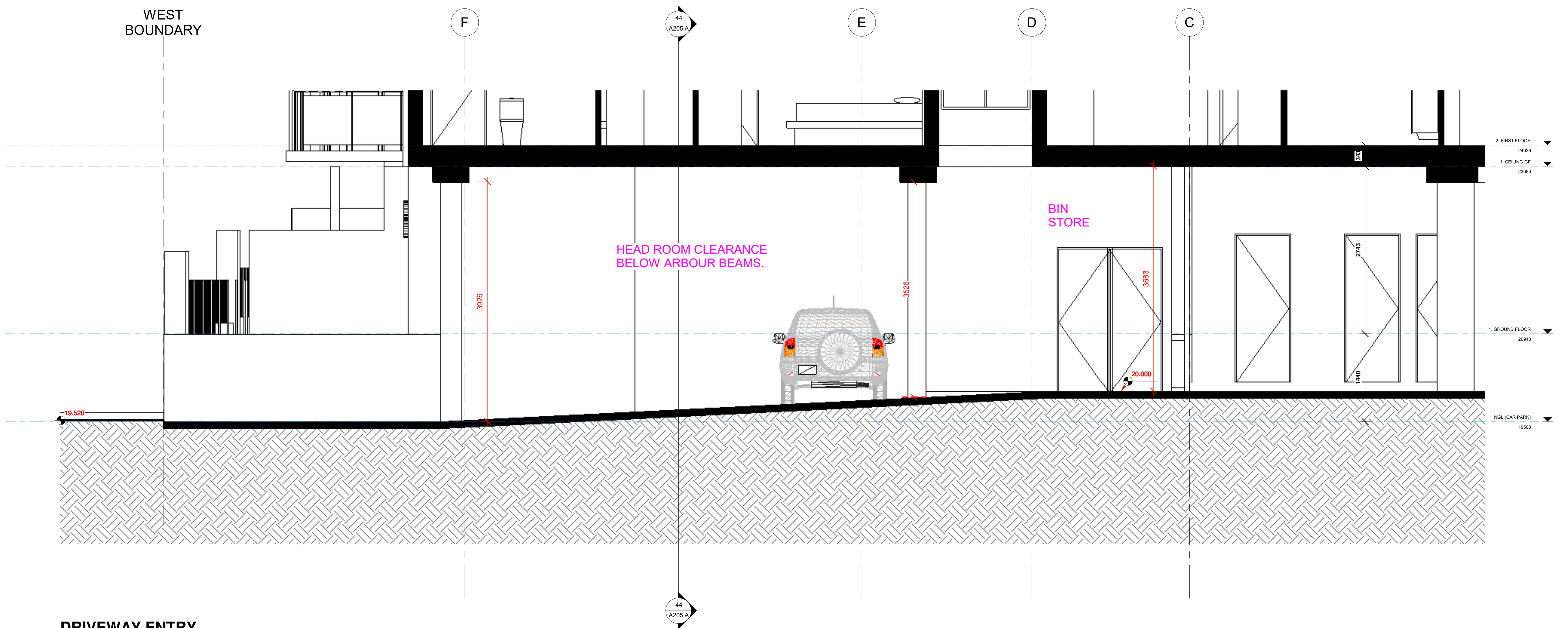
1. GROUND FLOOR - STORES  
1 : 50



ENTRY CANOPY



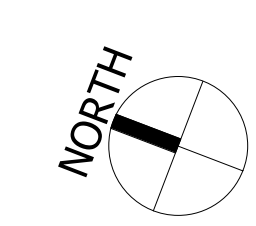
COMMON AREA SCREENING



**DRIVEWAY ENTRY**  
1 : 35







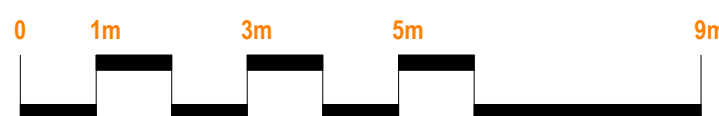
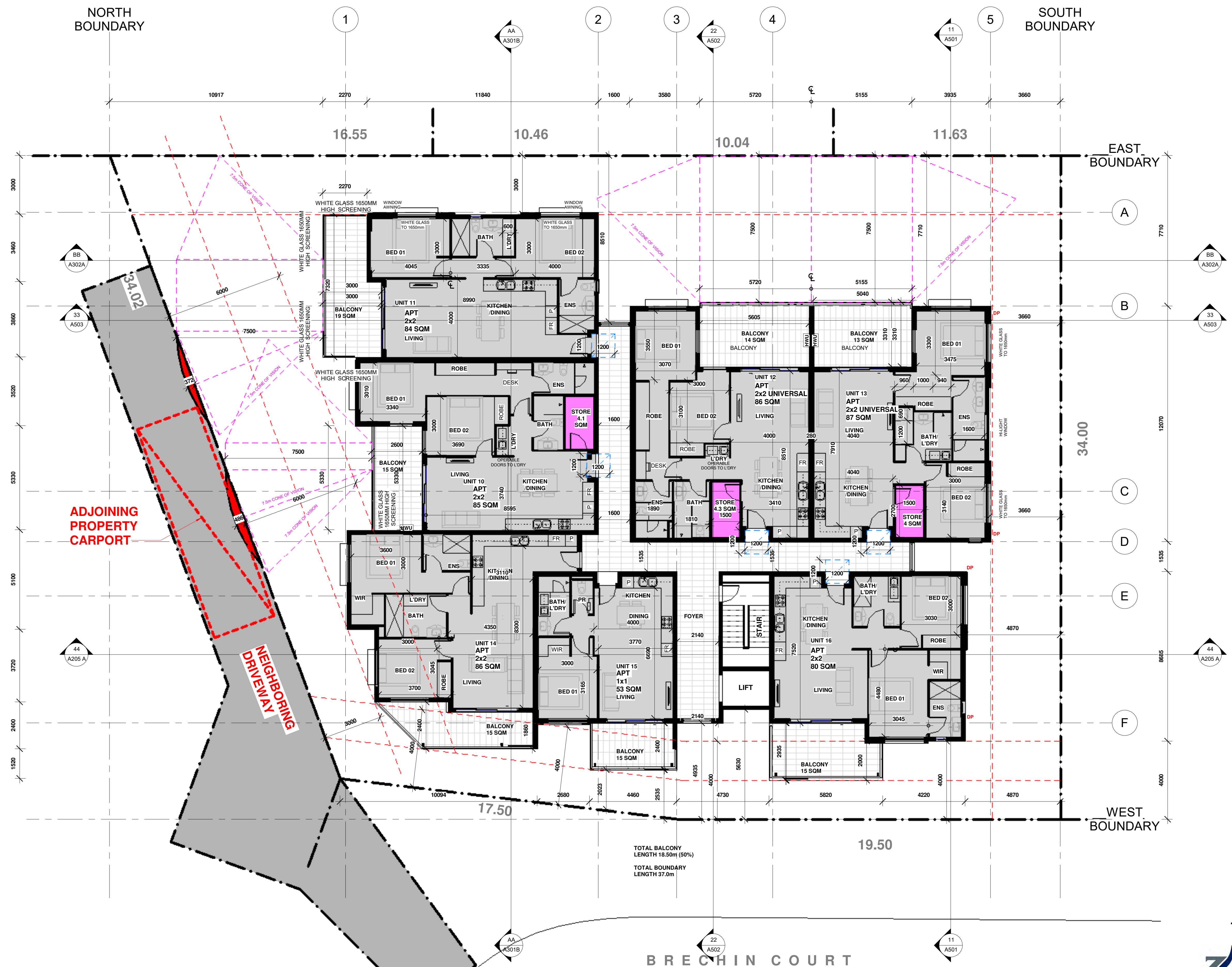
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1:100 @ A1  
1:200 @ A3

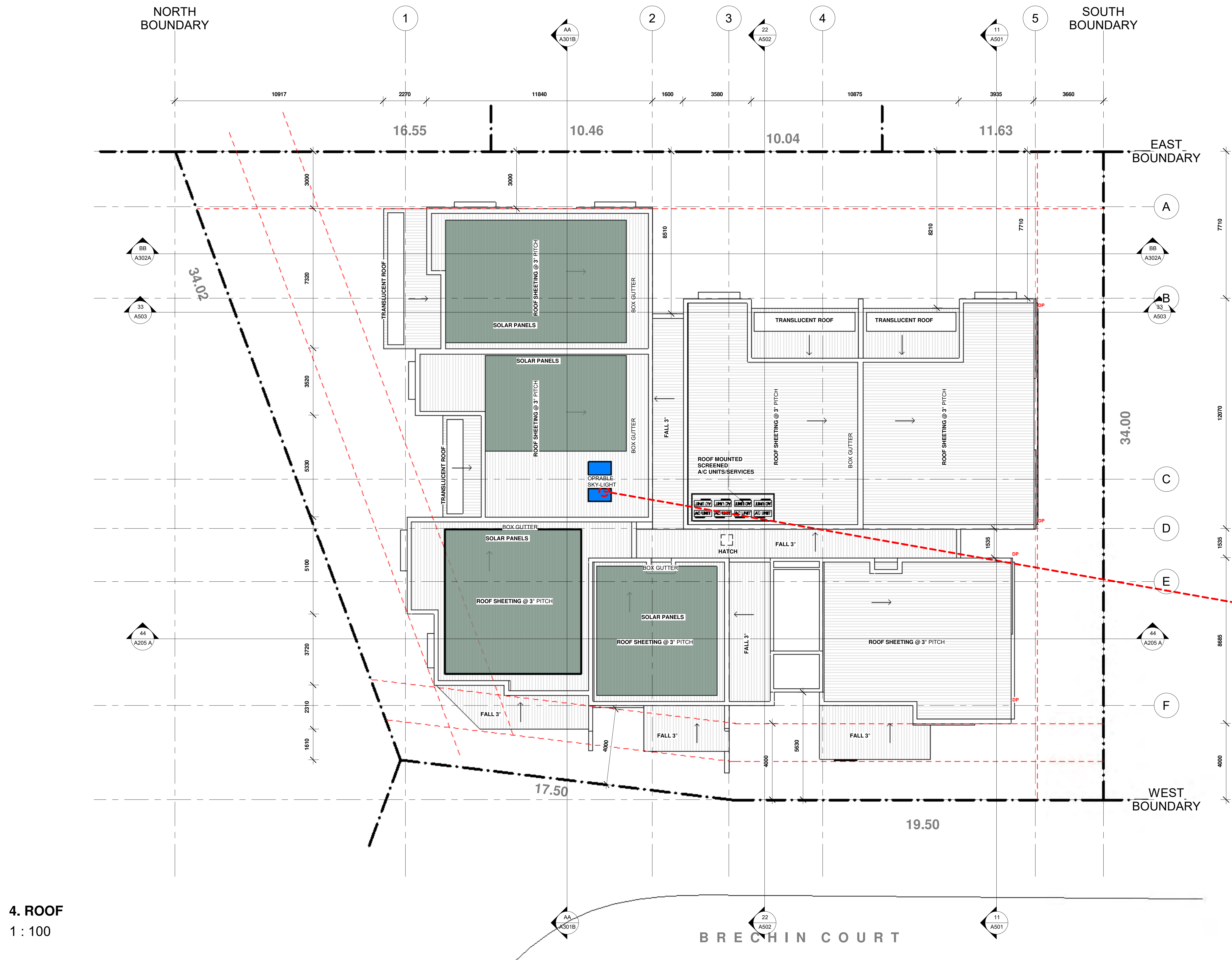






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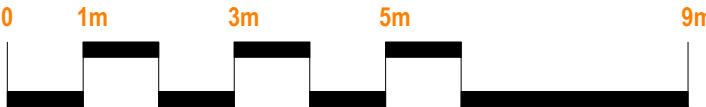
OPERABLE VELUX SKYLIGHT WINDOWS



APARTMENTS - 5,6,12,13  
1 : 50

LIVABLE HOUSING DESIGN - SILVER LEVEL

|   |  |
|---|--|
| 1. Dwelling Access.<br>1000mm Corridor Width. Clear Path of Travel and No Steps               | 8. Kitchen Space<br>No requirement for Silver level              |
| 2. Dwelling Entry.<br>Minimum 820 Door Clear Opening<br>1200x1200 Entry Zone                  | 9. Laundry Space<br>No requirement for Silver level              |
| 3. Internal Doors and Circulation<br>1000mm Corridor Width.<br>Minimum 820 Door Clear Opening | 10. Ground/Bedroom Space<br>No requirement for Silver level      |
| 4. WC.<br>900 Width to WC<br>1200 forward of the WC Pan                                       | 11. Switches & GPO's<br>No requirement for Silver level          |
| 5. Shower<br>Hobless Showers<br>Shower Recess located in the Corner                           | 12. Door and Tapware.<br>No requirement for Silver level         |
| 6. Bathroom Walls – Reinforcement & Strength<br>Construction will be brick/block              | 13. Family Room/Living Spaces<br>No requirement for Silver level |
| 7. Stairways – Handrails<br>Continuous Handrails to Stairwells Provided                       | 14. Window Sills.<br>No requirement for Silver level             |
|   | 15. Flooring<br>No requirement for Silver level                  |



1:100 @ A1  
1:200 @ A3

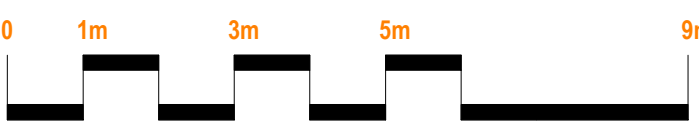




EAST ELEVATION  
1 : 100



EAST ELEVATION BOUNDARY RETAINING  
1 : 100



T.O.R = TOP OF RETAINING  
B.O.W = BASE OF WALL  
W.H = WALL HEIGHT

1:100 @ A1  
1:200 @ A3



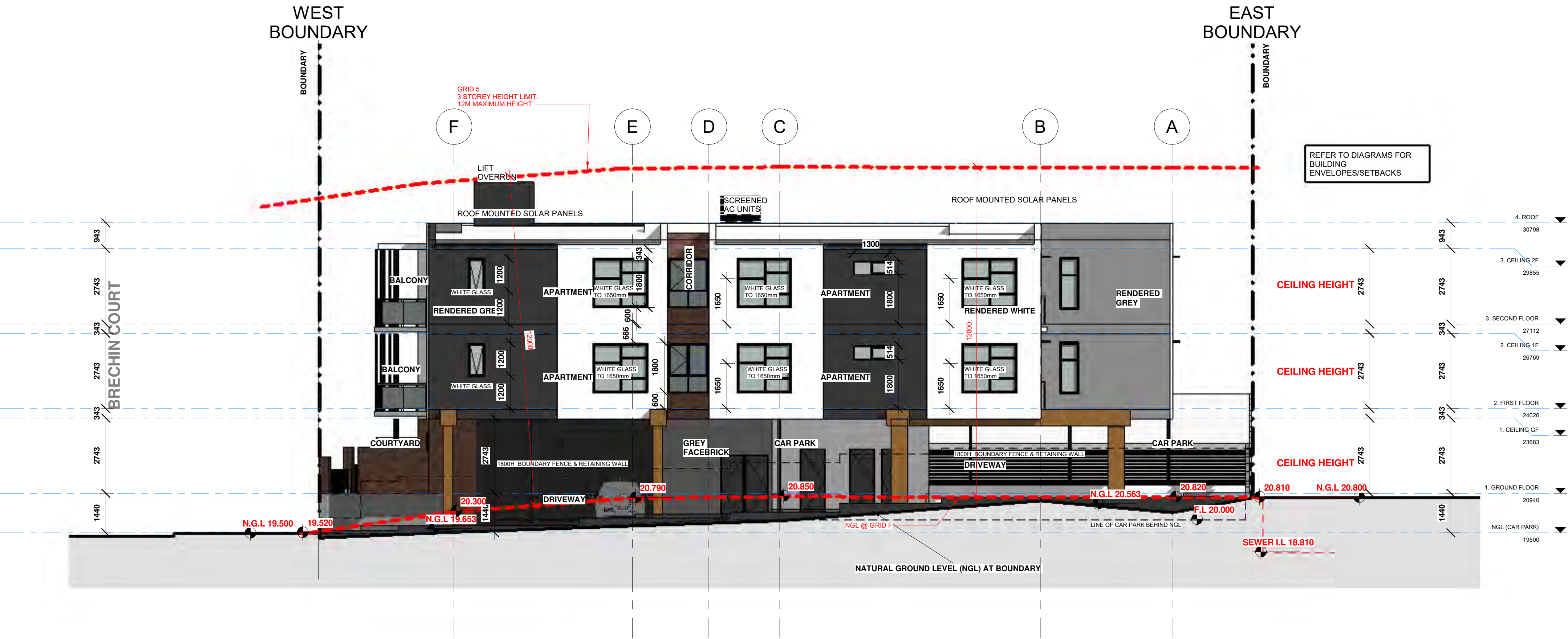


AL WINDOW AWNING

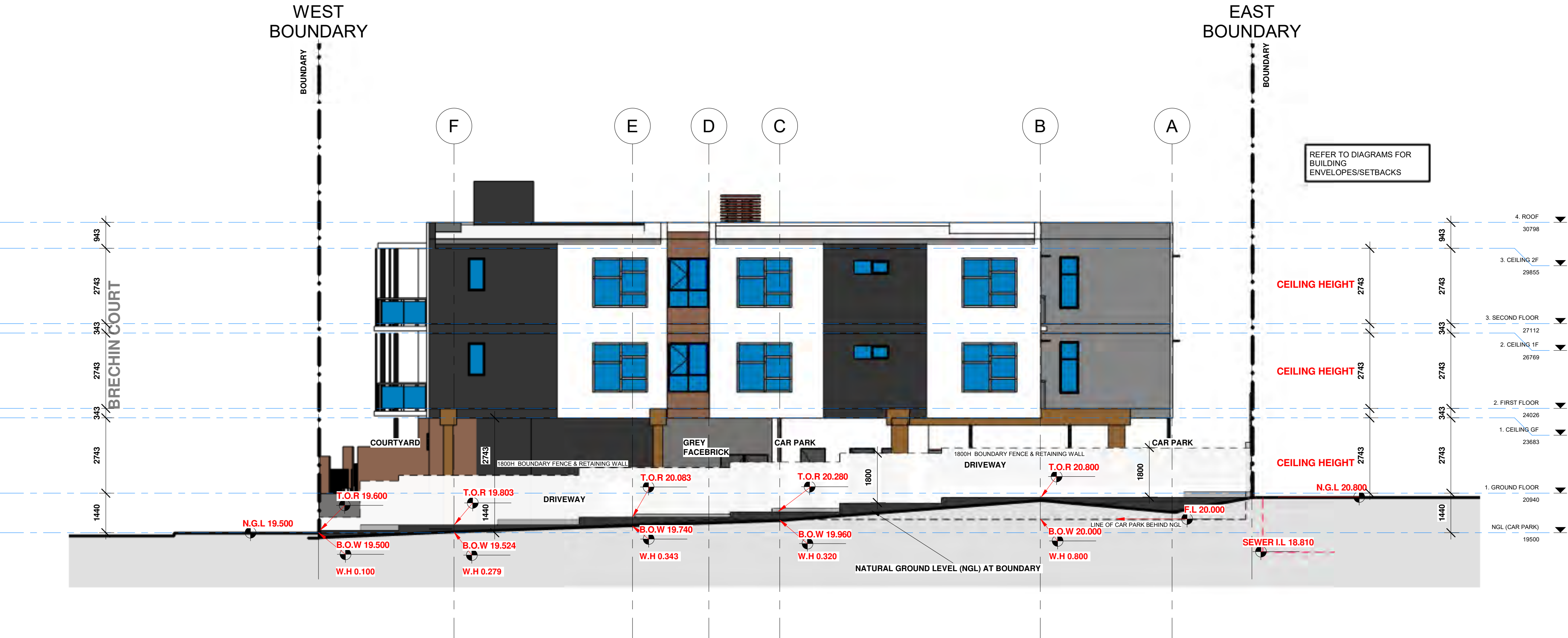


TRANSLUCENT CANOPY OVER BALCONIES

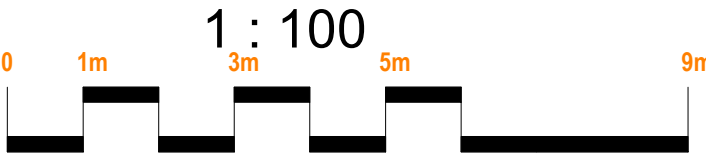
T.O.R = TOP OF RETAINING  
B.O.W = BASE OF WALL  
W.H = WALL HEIGHT



SOUTH ELEVATION  
1 : 100



SOUTH ELEVATION - BOUNDARY WALL HEIGHTS

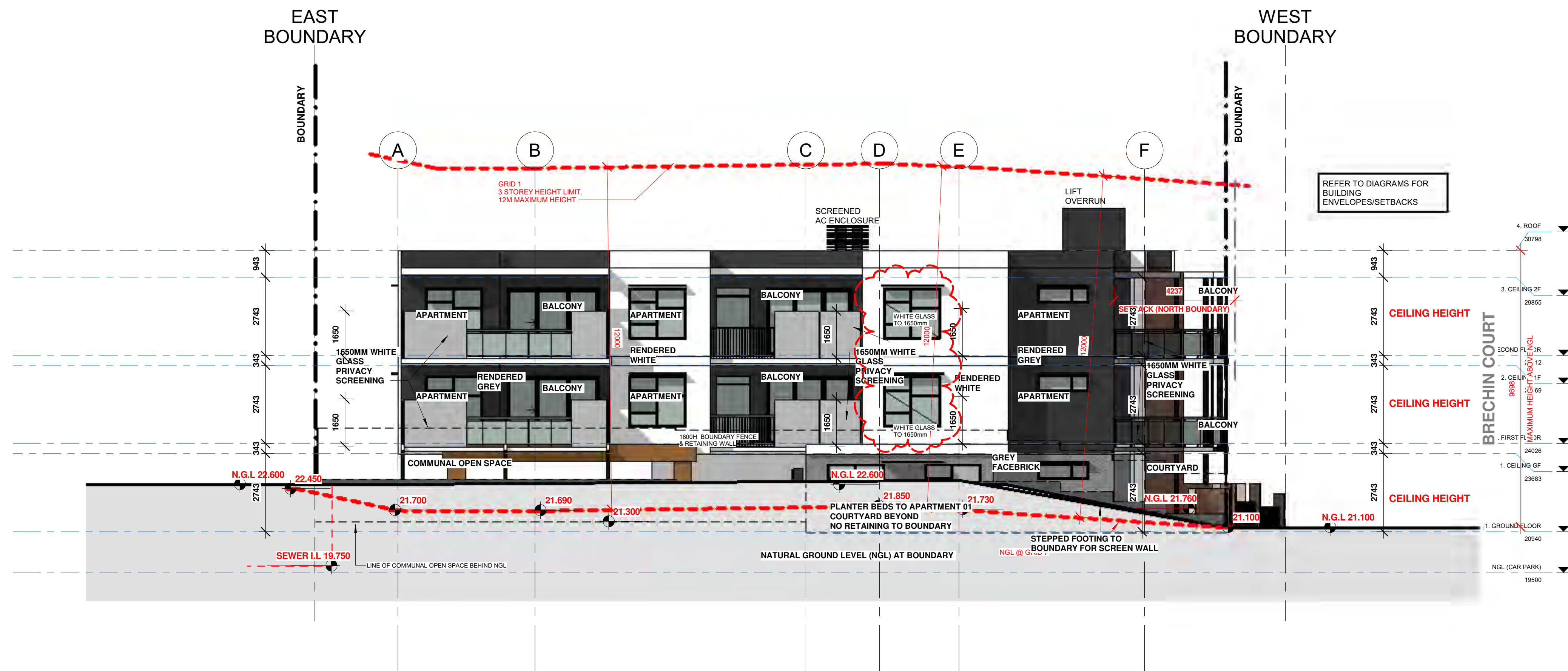


1:100 @ A1  
1:200 @ A3



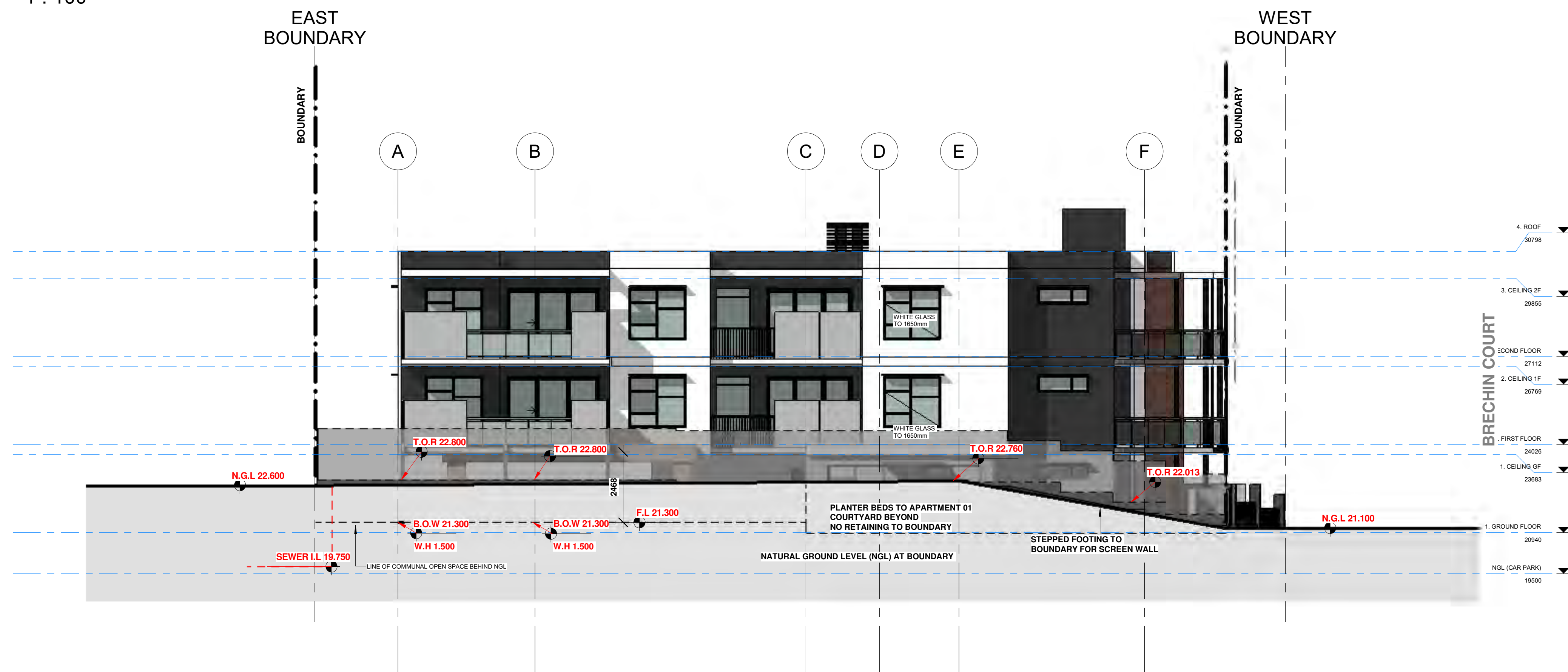
HARDENJONESARCHITECTS  
www.hjarchitect.com.au





**NORTH ELEVATION**

1 : 100



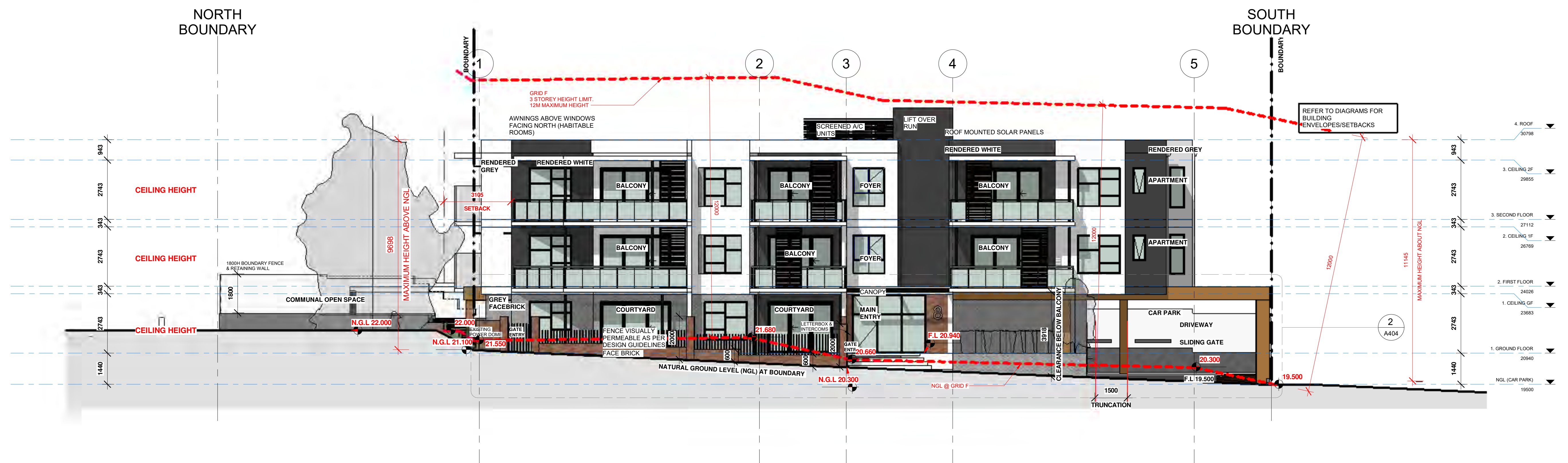
**NORTH ELEVATION BOUNDARY RETAINING**

1 : 100



1:100 @ A1  
1:200 @ A3





### WEST ELEVATION - BRECHIN COURT

1 : 100

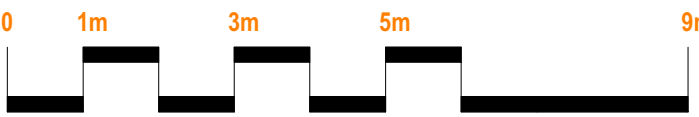


### FRONT FENCE DETAIL

1 : 60







1:100 @ A1  
1:200 @ A3





BRECHIN CT CBRECHIN CRT-



ENTRY PERSPECTIVE-

EXTERNAL FINISHES:



1 FACE BRICK -



2 PLANTER BEDS



3 ALUMINIUM GLASS BALUSTRADE



4 FACE BRICK -



5 CONCRETE BEAMS / ARBORS -  
VERTICAL PLANTING

6 RENDERED - GREY

7 RENDERED - WHITE

8 RENDERED - DARK GREY

9 FIXED AL SLATTED  
SCREENING

NOT TO SCALE



BRECHIN CRT - PERSPECTIVE



BRECHIN CRT - PERSPECTIVE 2



SOUTH EAST PERSPECTIVE



NORTH PERSPECTIVE

NOT TO SCALE



8-10 BRECHIN COURT, DUNCRAIG

| DWG No | TITLE             |
|--------|-------------------|
|        |                   |
| A.1000 | COVER             |
|        |                   |
|        |                   |
| A.1001 | SITE CONTEXT      |
| A.1002 | SITE CONTEXT      |
| A.1003 | STREET SCAPE      |
| A.1004 | CONTEXT ELEVATION |
| A.1005 | CONTEXT ELEVATION |
| A.1006 | CONTEXT ELEVATION |
|        |                   |
|        |                   |
|        |                   |
|        |                   |



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SITE CONTEXT

NOT TO SCALE



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8-10 BRECHIN COURT, DUNCRAIG  
DEVELOPMENT APPLICATION DA006 - 28/04/2020

A1001

28/04/2020 10:32:53 AM





SITE CONTEXT

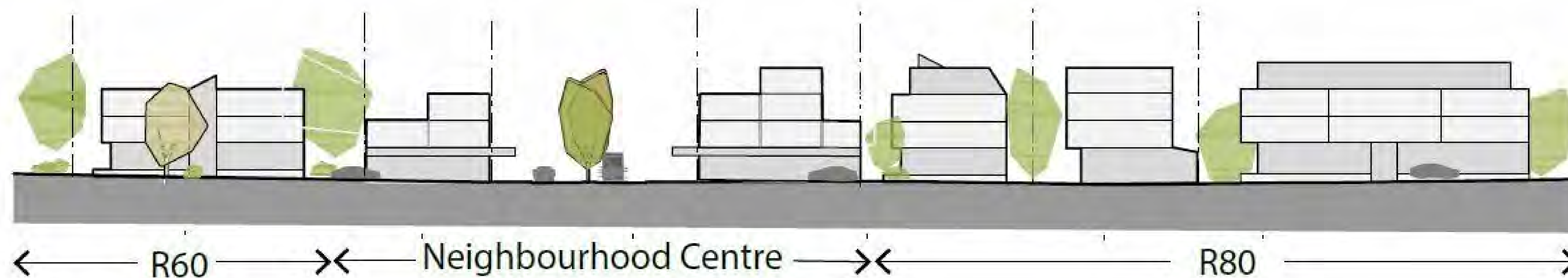
NOT TO SCALE



## Neighbourhood centre

**Context:** A local or neighbourhood centre within a low – medium rise residential area. Neighbourhood centres should be located within a short walk of transport and other amenities and include built form and uses that activate the **street**. Land uses within a neighbourhood centre may include residential, community facilities, local shopping and commercial activities.

**Character:** Neighbourhood centres have a compact and cohesive urban form that complements the surrounding residential character in scale and style. New **development** should contribute to the public realm by enhancing and activating the **streetscape** and contributing to creating a distinct and appealing character for the centre.



A2 - STREETSCAPE CHARACTER TYPES - P116 DESIGN WA





BRECHIN COURT STREET ELEVATION - EXISTING WITH PROPOSED DEVELOPMENT



BRECHIN COURT STREET ELEVATION - EXISTING WITH PROPOSED DEVELOPMENT

NOT TO SCALE







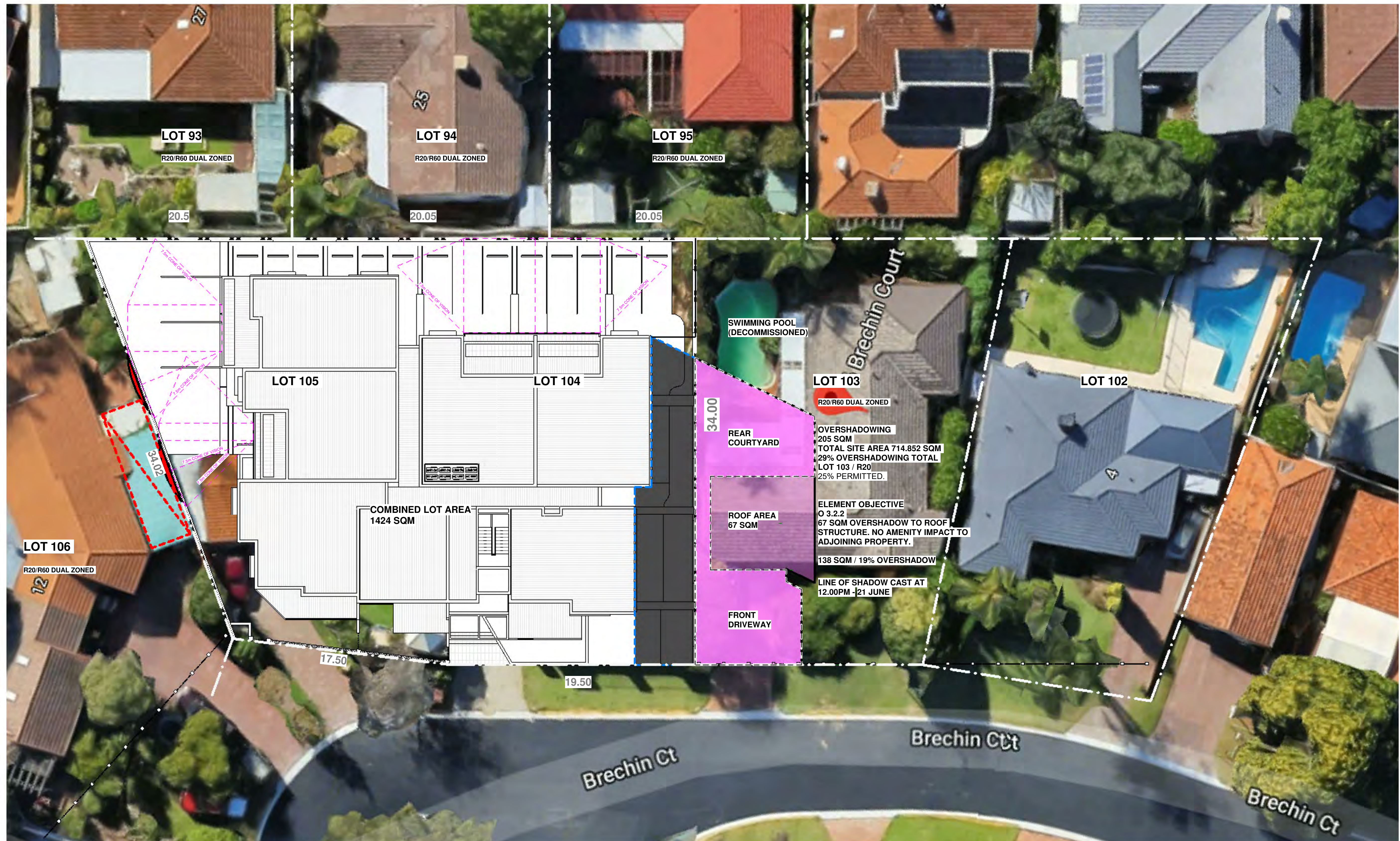


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NOT TO SCALE

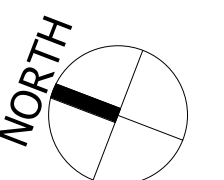
8-10 BRECHIN COURT, DUNCRAIG  
DEVELOPMENT APPLICATION DA006 - 28/04/2020  
A1006  
28/04/2020 10:33:00 AM





### SHADOW DIAGRAM

1 : 150







| ID        | Botanical Name                                 | Qty | Schedule |
|-----------|--|-----|----------|
| CIT TL    | Citrus 'Tahitian Lime'                         | 3   | 30Lt     |
| EUC MA    | Eucalyptus mannifera                           | 4   | 30Lt     |
| GRE JU    | Grevillea juniperina                           | 13  | 30Lt     |
| MAL PL    | Malus domestica 'Dwarf Pink Lady'              | 2   | 30Lt     |
| PRU GR    | Punica granatum                                | 1   | 30Lt     |
| PRU MD    | Prunus armeniaca 'Moorpark' Dwarf              | 3   | 30Lt     |
| EUC SI    | Eucalyptus sideroxylon 'Rosea'                 | 3   | 100Lt    |
| FRA GR    | Fraxinus griffithii                            | 4   | 100Lt    |
| LAG TU    | Lagerstromeria indica x L.fauriei 'Tuscarora'  | 1   | 100Lt    |
| OLE EU    | Olea europaea                                  | 1   | 100Lt    |
| PRU CS    | Prunus cerasifera 'Crimson Spire'              | 7   | 100Lt    |
| SEA HE    | Seasonal herbs                                 | 15  | 100mm    |
| SEA VE    | Seasonal Vegetables                            | 31  | 100mm    |
| THY SE    | Thymus serpyllum                               | 17  | 100mm    |
| TRO MA    | Tropaeolum majus                               | 8   | 100mm    |
| BAE CO    | Beackea virgata compacta                       | 11  | 130mm    |
| CAL QP    | Calothamnus quadrifidus Prostrate              | 20  | 130mm    |
| CAR VI    | Carpobrotus virescens                          | 38  | 130mm    |
| CAS GL    | Casuarina glauca 'Cousin It'                   | 8   | 130mm    |
| DIA TA    | Dianella tasmanica 'Blaze'                     | 71  | 130mm    |
| DIA VA    | Dianella hybrida Variegated                    | 76  | 130mm    |
| ERE BH    | Eremophila glabra 'Blue Horizon'               | 9   | 130mm    |
| GRE CB    | Grevillea 'Cherry Burst'                       | 8   | 130mm    |
| GRE HJ    | Grevillea 'Hills Jubilee'                      | 8   | 130mm    |
| LAV SB    | Lavandula augustifolia 'Sentivia Blue'         | 39  | 130mm    |
| LEP GL    | Lepidosperma gladiatum                         | 10  | 130mm    |
| LIR EC    | Liriope muscari 'Emerald Cascade'              | 40  | 130mm    |
| LOM TA    | Lomandra longifolia 'Tanika'                   | 101 | 130mm    |
| MYR PA    | Myoporum parvifolium                           | 27  | 130mm    |
| MYR PA-BL | Myoporum parvifolium 'Broadleaf'               | 12  | 130mm    |
| OLE AX    | Olearia axillaris                              | 12  | 130mm    |
| OLE LS    | Olearia axillaris 'Little Smokie'              | 62  | 130mm    |
| PAS ED    | Pasiflora edulis                               | 1   | 130mm    |
| ROS TB    | Rosmarinus officinalis 'Tuscan Blue'           | 11  | 130mm    |
| SCA AE    | Scaevola aemula                                | 12  | 130mm    |
| VAC SB    | Vaccinium corymbosum Blueberry 'Sunshine Blue' | 3   | 130mm    |
| ANI BR    | Anigozanthos 'Big Red'                         | 29  | 200mm    |
| ART CI    | Arthropodium cirratum                          | 16  | 200mm    |
| HEB WV    | Hebe wiri Image                                | 10  | 200mm    |
| LOR PG    | Loropetalum Plum Gorgeous                      | 4   | 200mm    |
| PIT MM    | Pittosporum tobira 'Miss Muffet'               | 6   | 200mm    |
| RHA OP    | Raphiolepis 'Oriental Pearl'                   | 44  | 200mm    |
| VIB OD    | Viburnum odoratissimum 'Emerald Lustre'        | 27  | 200mm    |
| WES AB    | Westringia fruticosa 'Aussie Box'              | 17  | 200mm    |
| WES GB    | Westringia 'Grey Box'                          | 49  | 200mm    |
| ANG CO    | Angophora costata                              | 1   | 500Lt    |

Plant Schedule

| ID     | Botanical name                                | Schedule | Tree Size (H) | Qty | Tree Size |
|--------|---|----------|---------------|-----|-----------|
| CIT TL | Citrus 'Tahitian Lime'                        | 30Lt     | 3000          | 3   | Small     |
| MAL PL | Malus domestica 'Dwarf Pink Lady'             | 30Lt     | 3000          | 2   | Small     |
| PRU GR | Punica granatum 'Pomegranate'                 | 30Lt     | 5000          | 1   | Small     |
| PRU MD | Prunus armeniaca 'Moorpark' Dwarf             | 30Lt     | 4000          | 3   | Small     |
| FRA GR | Fraxinus griffithii 'Ash'                     | 100Lt    | 7000          | 4   | Small     |
| EUC SI | Eucalyptus sideroxylon 'Rosea'                | 100Lt    | 12000         | 3   | Large     |
| LAG TU | Lagerstromeria indica x L.fauriei 'Tuscarora' | 100Lt    | 6000          | 1   | Small     |
| OLE EU | Olea europaea 'Olive'                         | 100Lt    | 8000          | 1   | Medium    |
| PRU CS | Prunus cerasifera 'Crimson Spire'             | 100Lt    | 7000          | 7   | Small     |
| EUC MA | Eucalyptus mannifera 'Little Spotty'          | 200Lt    | 8000          | 4   | Medium    |
| ANG CO | Angophora costata 'Smooth-Barked Apple'       | 500Lt    | 14000         | 1   | Large     |

Deep Soil Planting Schedule

LOT AREA - 1424 SQ.M DSA - 234 SQ.M - 16%

SPP 3.3.3 MINIMUM DEEP SOIL AREA AND TREE PROVISION REQUIREMENTS; 1x LARGE TREE & 1x MEDIUM TREE FOR EACH ADDITIONAL 400m2 IN EXCESS OF 1000m2

PLEASE NOTE: DSA CALCULATIONS EXCLUDE AREAS OUTSIDE OF LOT BOUNDARY. VERGE NOT INCLUDED.

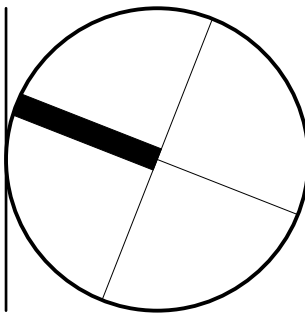
Note: Contractors shall verify all dimensions onsite and refer discrepancies to this office prior to commencement of construction. If you have any queries please contact **Newforms Landscape Architecture** at Unit 4, 11 Milson Place O'Connor Western Australia 6163. Tel. +61 8 9337 6985 Fax. +61 8 9337 6680

Client Name: Zegna Pty Ltd

Signature:

Project:  
8-10 Brechin Court Duncraig

Revisions:  
REV A- DA APPROVAL  
REV B- DA APPROVAL  
REV C- DA APPROVAL  
REV D- DA APPROVAL  
REV E- DA APPROVAL  
REV F- DA APPROVAL



L01

Scale: As Shown @A1

Title:  
Landscape Plan Ground

Job No: D118

Date: 23.03.2020

Designed: MH

Drawn: MG

newforms





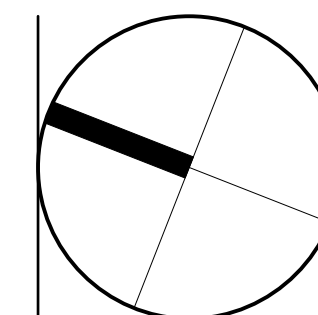
Note: Contractors shall verify all dimensions onsite and refer discrepancies to this office prior to commencement of construction. If you have any queries please contact **Newforms Landscape Architecture** at Unit 4, 11 Milson Place O'Connor Western Australia 6163. Tel. +61 8 9337 6985 Fax. +61 8 9337 6680

Client Name: Zegna Pty Ltd

Signature:

Project:  
8-10 Brechin Court Duncraig

Revisions:  
REV B - DA APPROVAL



**L03**

Scale: As Shown @A1

Title:  
Irrigation Methodology Plan

Job No: D118

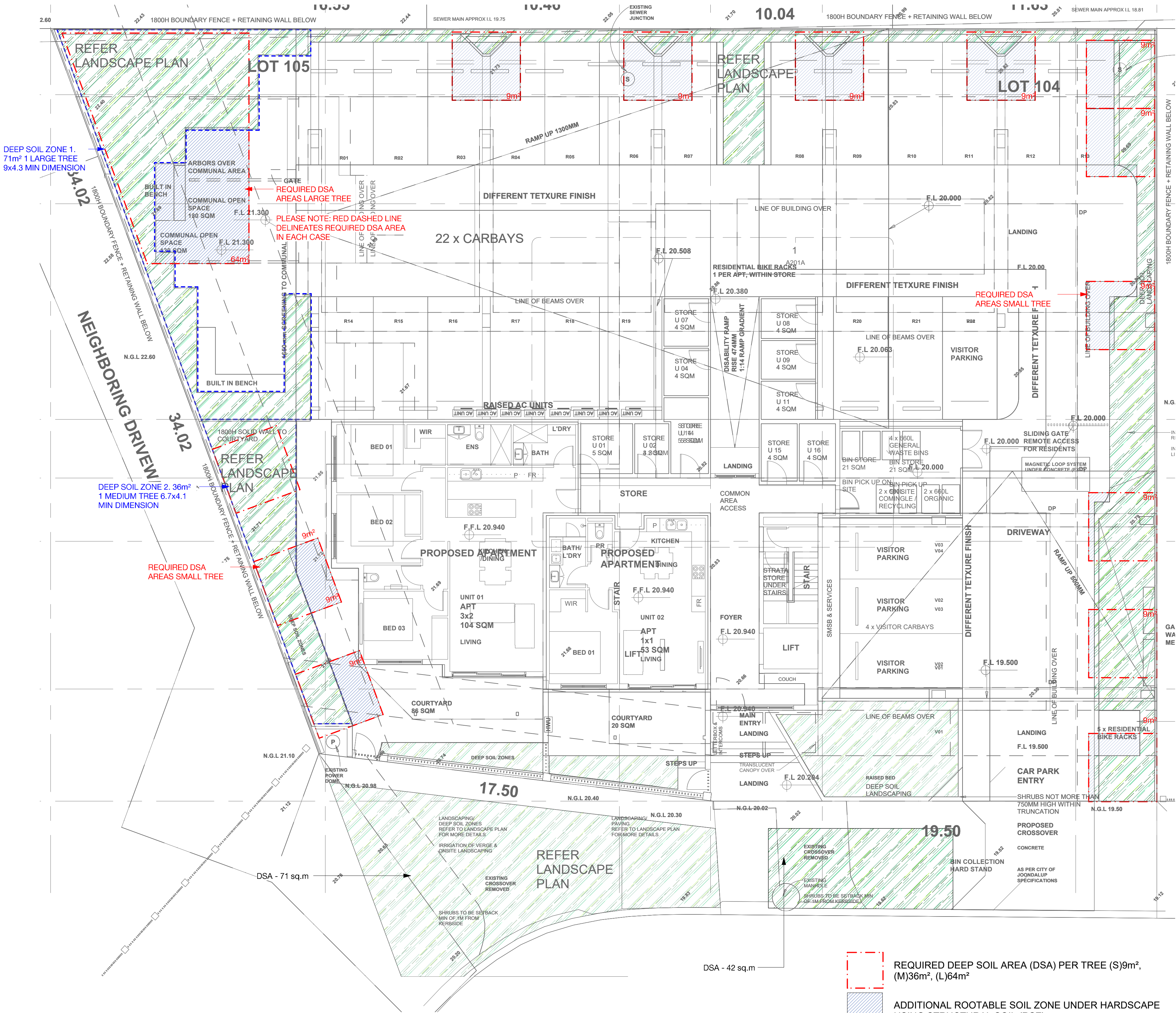
Date: 23.03.2020

Designed: MH

Drawn: CD

**newforms**





1 Deep Soil Planting Areas  
Scale: 1:100

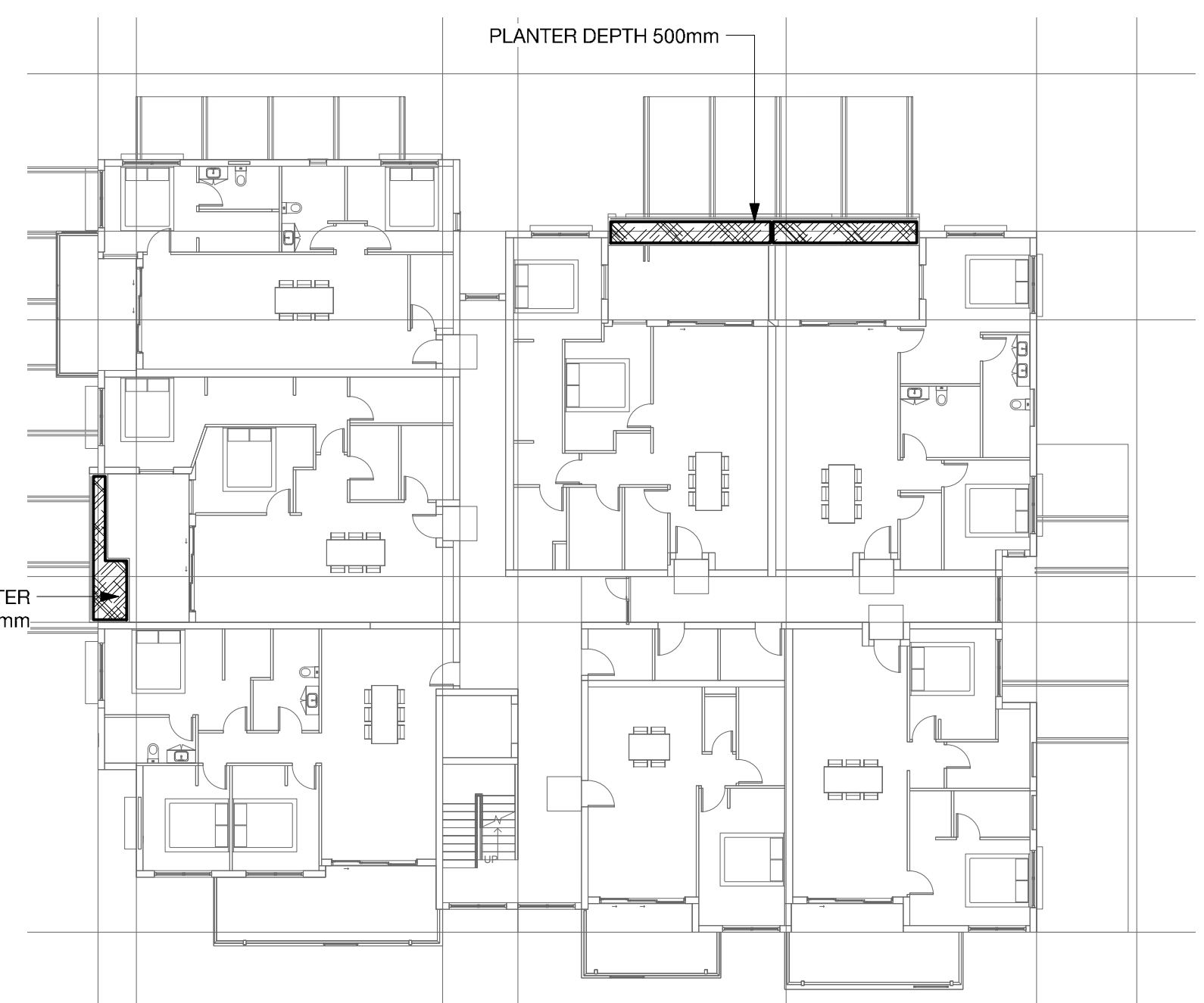
- REQUIRED DEEP SOIL AREA (DSA) PER TREE (S)9m², (M)36m², (L)64m²
- ADDITIONAL ROOTABLE SOIL ZONE UNDER HARDSCAPE USING STRUCTURAL SOIL (RSZ)
- DEEP SOIL ZONES
- PLANTING ON STRUCTURE - 1m DEPTH

LOT AREA - 1424 SQ.M  
DSA - 234 SQ.M - 16%

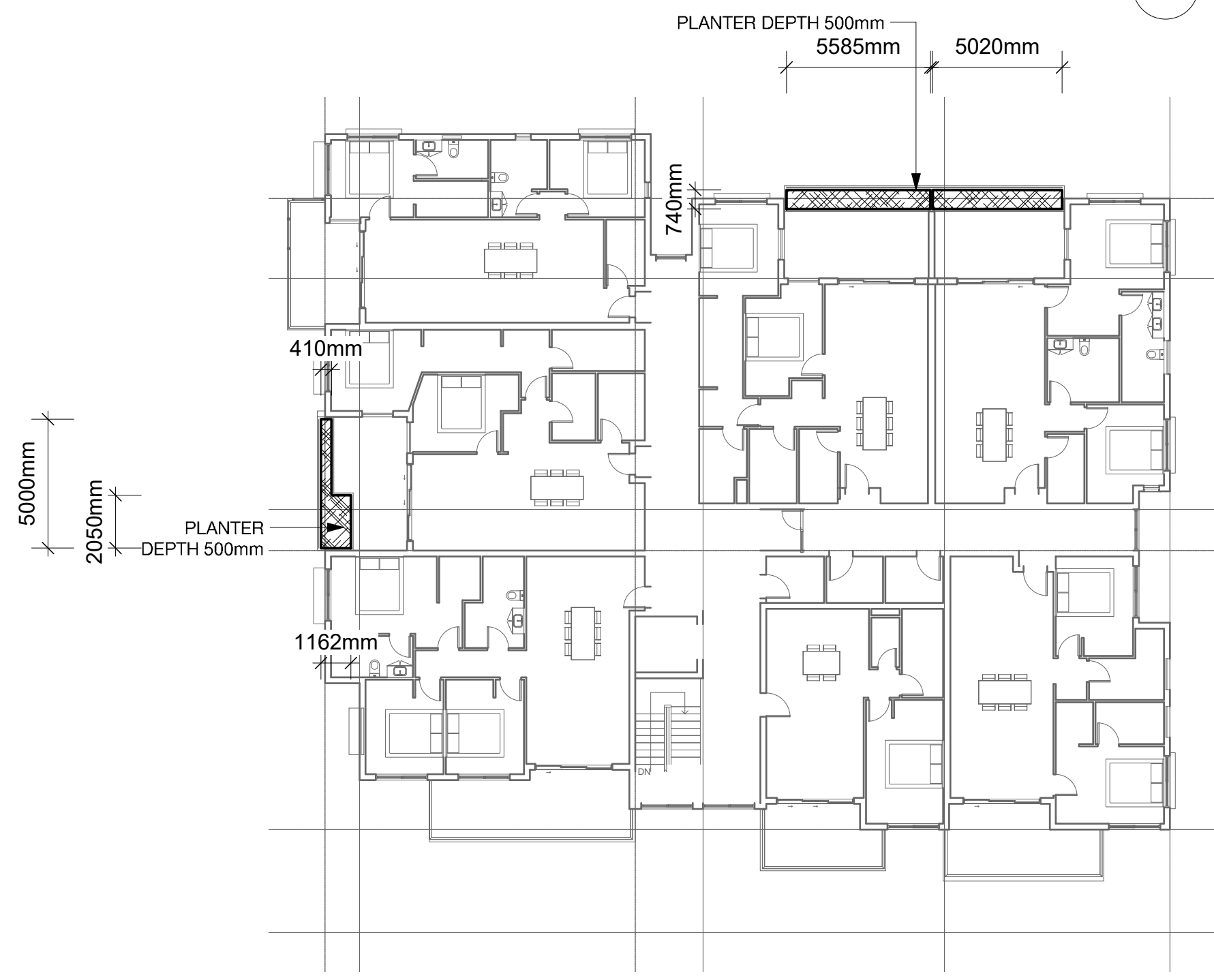
PLEASE NOTE: DSA CALCULATIONS EXCLUDE AREAS OUTSIDE OF LOT BOUNDARY. VERGE NOT INCLUDED.

| ID     | Botanical name                                | Schedule | Tree Size (H) | Qty | Tree Size |
|--------|---|----------|---------------|-----|-----------|
| CIT TL | Citrus 'Tahiti'sn Lime'                       | 30Lt     | 3000          | 3   | Small     |
| MAL PL | Malus domestica 'Dwarf Pink Lady'             | 30Lt     | 3000          | 2   | Small     |
| PRU GR | Punica granatum 'Pomegranate'                 | 30Lt     | 5000          | 1   | Small     |
| PRU MD | Prunus armeniaca 'Moorpark' Dwarf             | 30Lt     | 4000          | 3   | Small     |
| FRA GR | Fraxinus griffithii 'Ash'                     | 100Lt    | 7000          | 4   | Small     |
| EUC SI | Eucalyptus sideroxylon 'Rosea'                | 100Lt    | 12000         | 3   | Large     |
| LAG TU | Lagerstromeria indica x L.fauriei 'Tuscarora' | 100Lt    | 6000          | 1   | Small     |
| OLE EU | Olea europaea 'Olive'                         | 100Lt    | 8000          | 1   | Medium    |
| PRU CS | Prunus cerasifera 'Crimson Spire'             | 100Lt    | 7000          | 7   | Small     |
| EUC MA | Eucalyptus mannifera 'Little Spotty'          | 200Lt    | 8000          | 4   | Medium    |
| ANG CO | Angophora costata 'Smooth-Barked Apple'       | 500Lt    | 14000         | 1   | Large     |

2 Deep Soil Planting Schedule



3 Level 1  
Scale: 1:200



5 Level 2  
Scale: 1:200

Note: Contractors shall verify all dimensions onsite and refer discrepancies to this office prior to commencement of construction. If you have any queries please contact **Newforms Landscape Architecture** at Unit 4, 11 Milson Place O'Connor Western Australia 6163. Tel. +61 8 9337 6985 Fax. +61 8 9337 6680

Client Name: Zegna Pty Ltd  
Signature:

Project:  
8-10 Brechin Court Duncraig

Revisions:  
REV A-DA APPROVAL  
REV B-DA APPROVAL  
REV C-DA APPROVAL  
REV D-DA APPROVAL  
REV E-DA APPROVAL

# L02

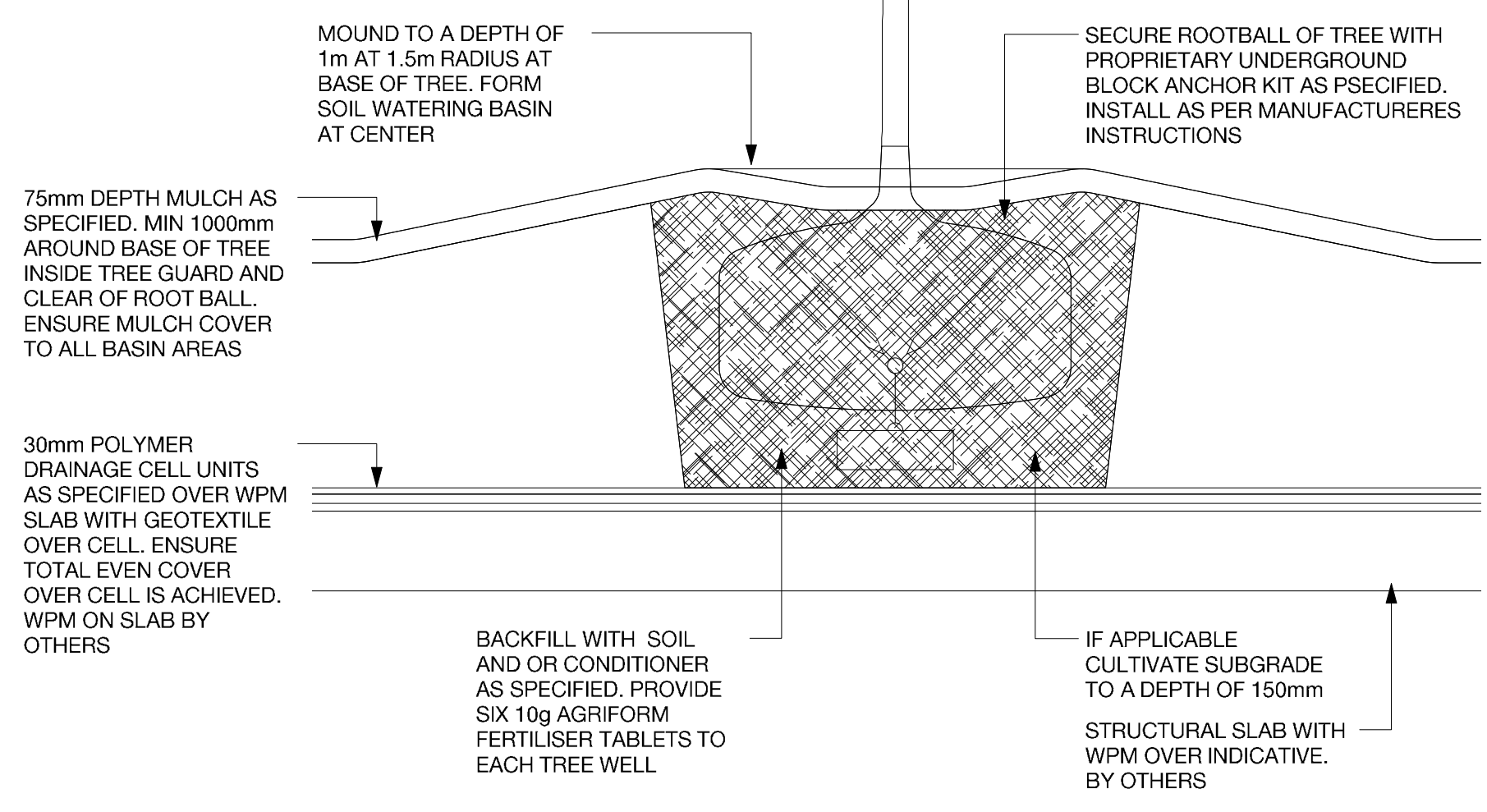
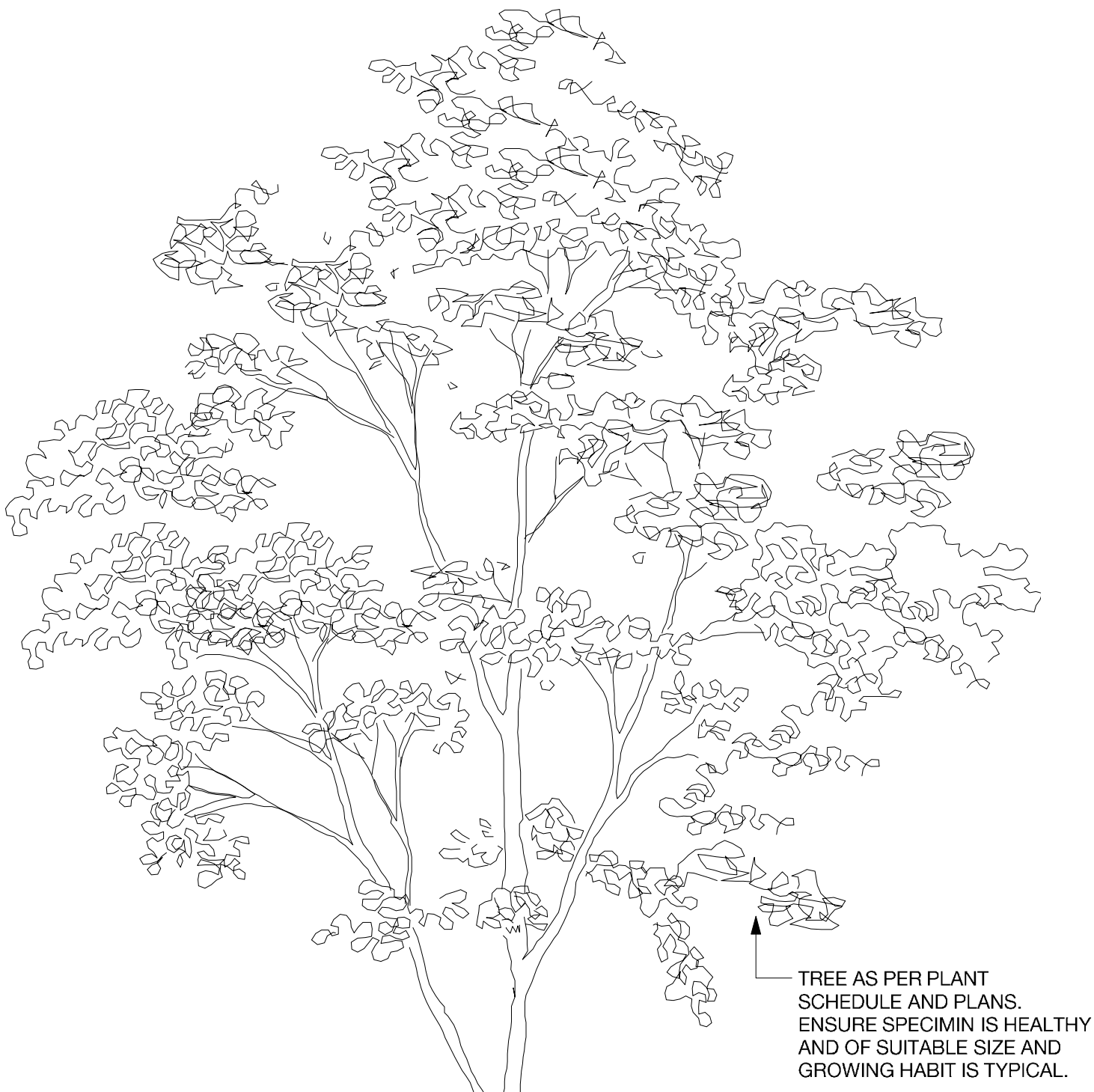
Scale: As Shown @A1

Title:  
Deep Soil Root Plan Zone

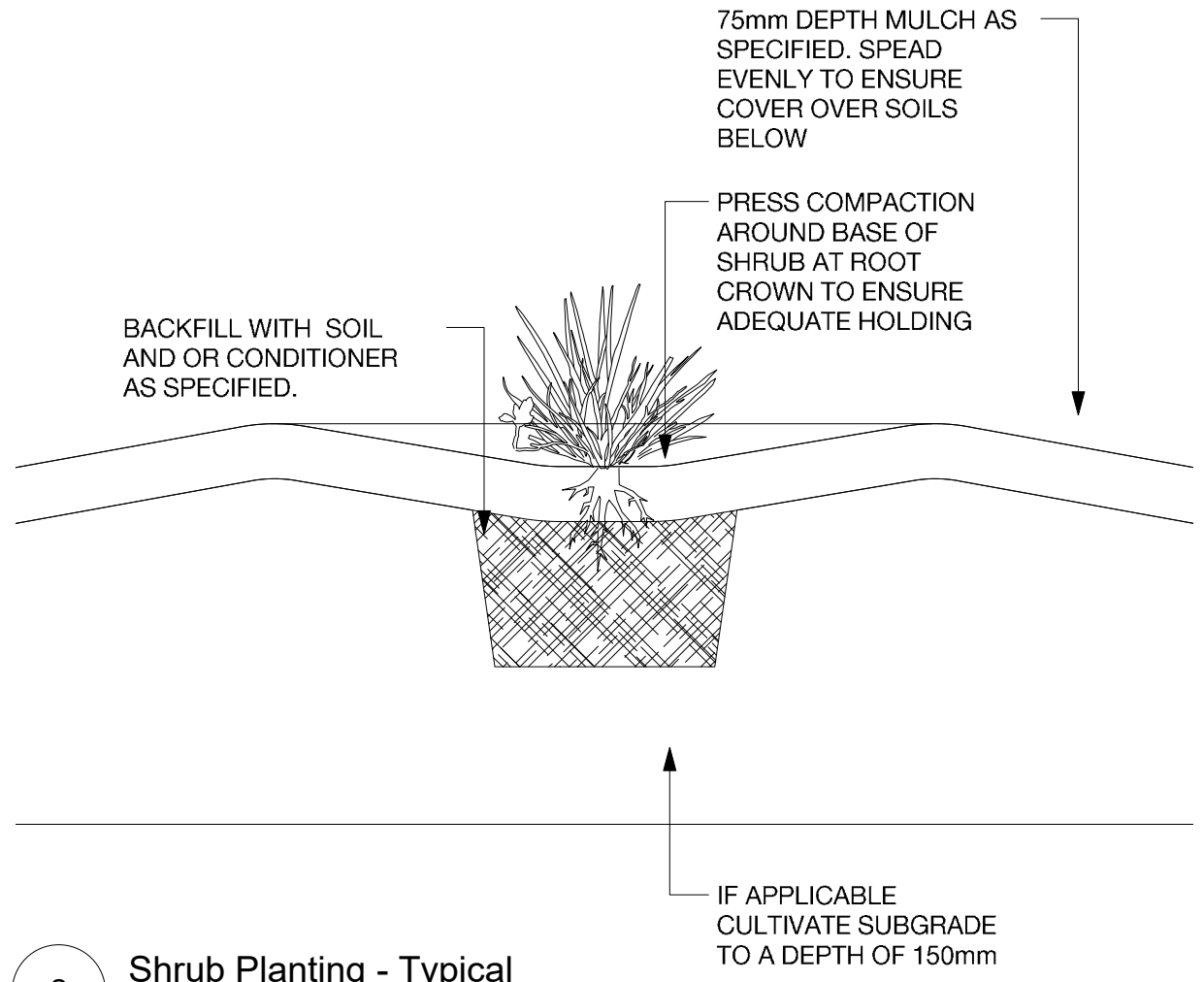
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|--------------|------------------|
| Job No: D118 | Date: 23.03.2020 |
| Designed: MH | Drawn: MG        |



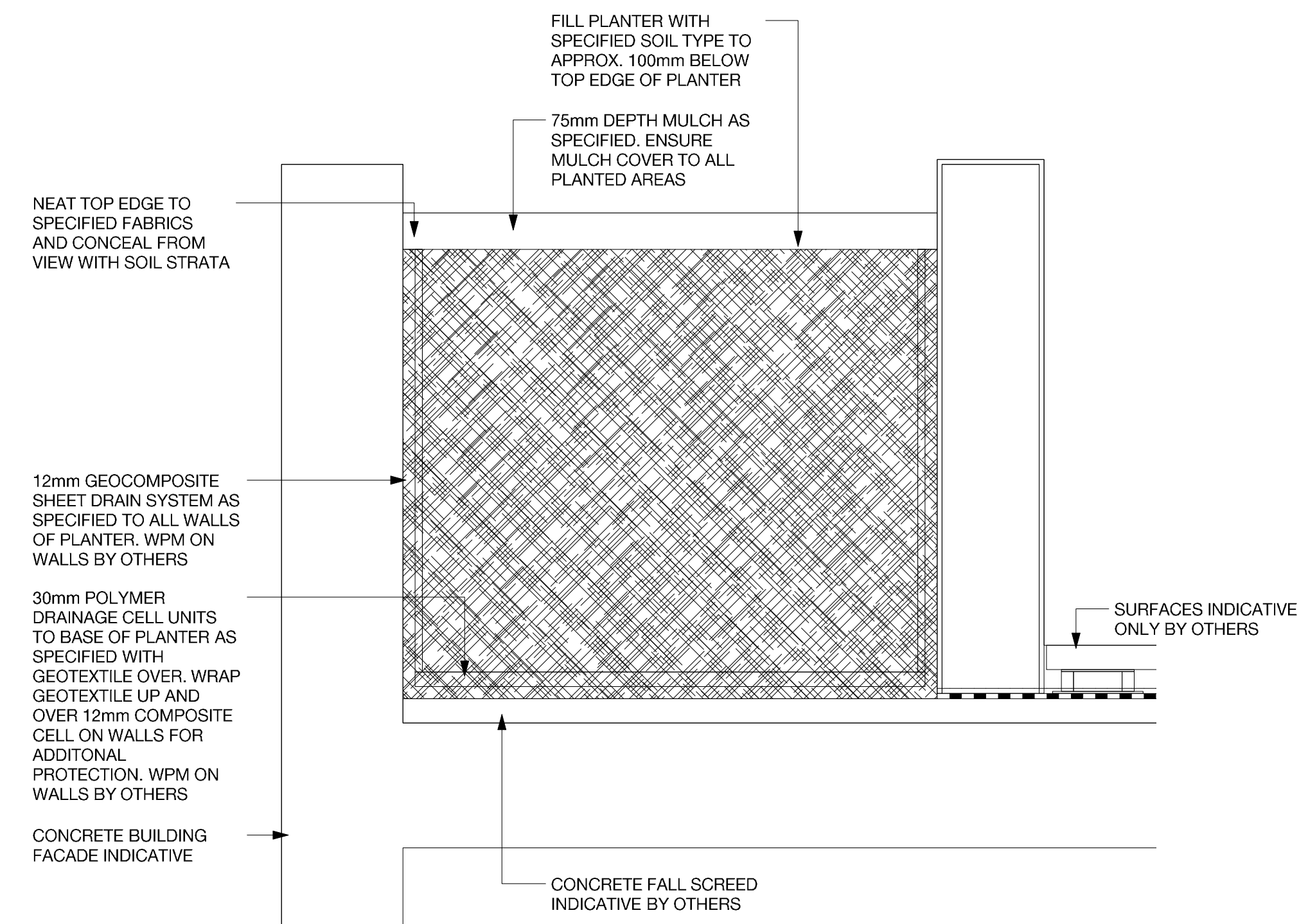




1 Tree Plating On Slab - Typical  
Scale: 1:20



2 Shrub Planting - Typical  
Scale: 1:10



3 Raised Planter Section Detail - Typical  
Scale: 1:10

Note: Contractors shall verify all dimensions onsite and refer discrepancies to this office prior to commencement of construction. If you have any queries please contact **Newforms Landscape Architecture** at Unit 4, 11 Milson Place O'Connor Western Australia 6163. Tel. +61 8 9337 6985 Fax. +61 8 9337 6680

Client Name: Zegna Pty Ltd      Signature:

Project:  
8-10 Brechin Court Duncraig

Revisions:  
REV A- DA APPROVAL  
REV B- DA APPROVAL  
REV C- DA APPROVAL

# L04

Scale: As Shown @A1

|                                     |                  |
|-------------------------------------|------------------|
| Title:<br>Landscape General Details |                  |
| Job No: D118                        | Date: 23.03.2020 |
| Designed: MH                        | Drawn: CD        |







Grevillea juniperina



Citrus 'Tahitian Lime'



Fraxinus griffithii



Eucalyptus sideroxylon 'Rosea'



Lagerstromeria indica x L.fauriei 'Tuscarora'



Pittosporum tobira 'Miss Muffett'



Eucalyptus mannifera



Malus domestica 'Dwarf Pink Lady'



Olea europea



Prunus armeniaca 'Moorpark' Dwarf



Prunus cerasifera 'Crimson Spire'



Punica granatum



Rhaphiolepis 'Oriental Pearl'



Angophora costata



Anigozanthus flavidus 'Big Red'



Arthropodium cirratum



Calothamnus quadrifidus prostrate



Carpobrotus virescens



Casurina glauca 'Cousin It'



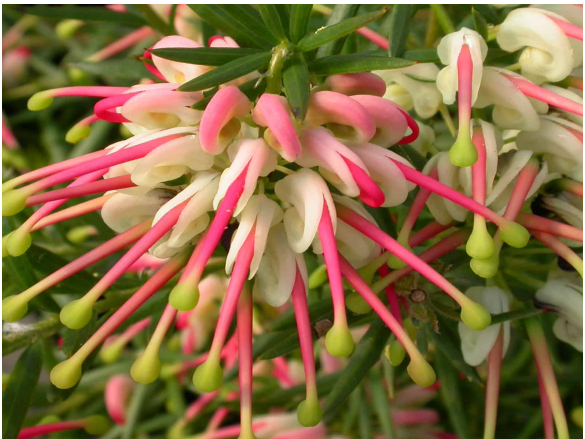
Rosmarinus officinalis 'Tuscan Blue'



Dianella 'Blaze'



Eremophila 'Blue Horizon'



Grevillea 'Hills Jubilee'



Hebe 'Wiri Image'



Lepidospermum gladiatum



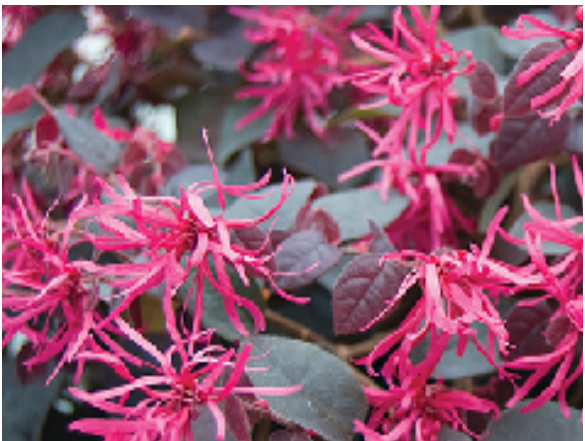
Viburnum odoratissimum 'Emerald Lustre'



Liriope 'Emerald Cascade'



Lomandra longifolia 'Tanika'



Loropetalum 'Plum Gorgeous'



Myoporum parvifolium (Broad leaf)



Olearia axillaris



Westringia 'Aussie Box'

1 Plant Reference Images  
Scale: 1:50

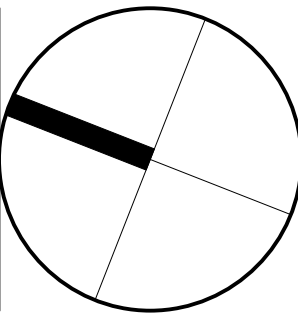
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Client Name: Zegna Pty Ltd

Signature:

Project:  
8-10 Brechin Court Duncraig

Revisions:  
REV A - DA APPROVAL



L01.2

Scale: As Shown @A1

Title:  
Plant Reference Images

Job No: D118

Date: 23.03.2020

Designed: MH

Drawn: CD

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1 Level 1  
Scale: 1:100



2 Level 2  
Scale: 1:100

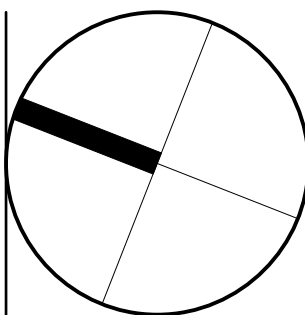
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Client Name: Zegna Pty Ltd

Signature:

Project:  
8-10 Brechin Court Duncraig

Revisions:  
REV A - DA APPROVAL



**L01.1**

Scale: As Shown @A1

Title:  
Landscape Plan - Levels 1 & 2

Job No: D118

Date: 23.03.2020

Designed: MH

Drawn: CD

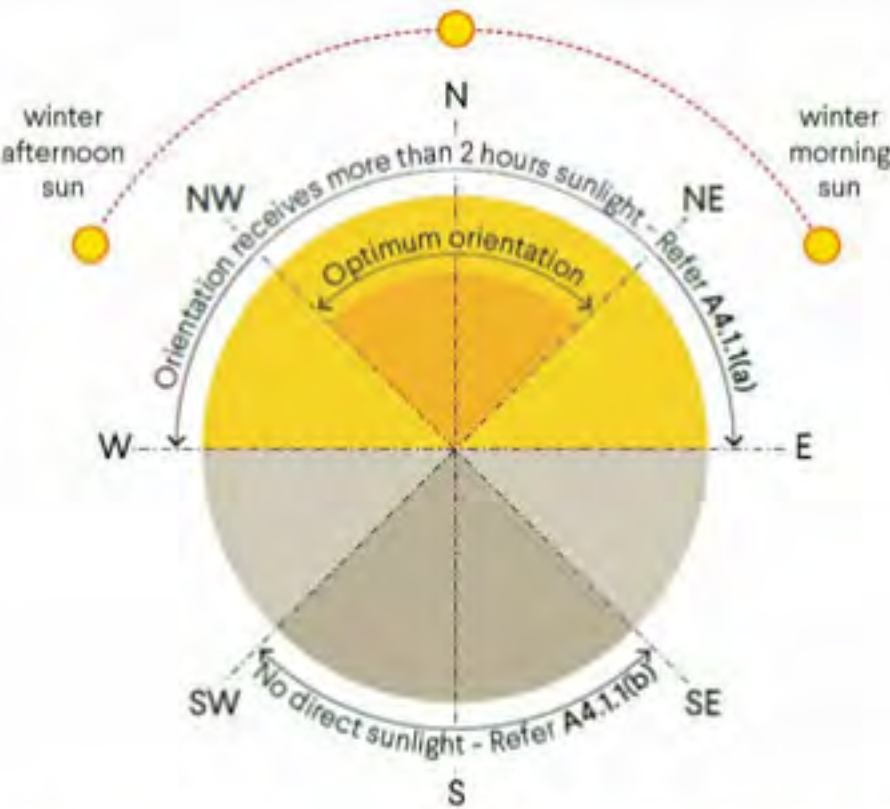
**newforms**

# ATTACHMENT 7 SOLAR ACCESS/CROSS VENTILATION DIAGRAMS

DESIGN WA - APARTMENT DESIGN  
VOLUME TWO OF STATE PLANNING POLICY NO. 7.3 RESIDENTIAL DESIGN CODES  
GUIDANCE FOR MULTIPLE-DWELLING AND MIXED-USE DEVELOPMENTS

4.1 SOLAR AND DAYLIGHT ACCESS - FIGURE 4.1B  
(ILLUSTRATED ON PROPOSED DESIGN) - CLIMATE ZONE 5

100% OF APARTMENTS ACHIEVES MINIMUM 2 HOURS SUN LIGHT  
ON 21ST OF JUNE.



**Figure 4.1b** The hours of sunlight that can be expected in mid winter are directly related to the orientation of the windows or balconies. To achieve 2 hours sunlight (refer A4.1.1(a)), windows must be facing between west and north; or between north and east. This diagram shows the optimal orientation for sunlight to reach any portion of a window or balcony on 21 June in climate zones 4, 5 and 6.

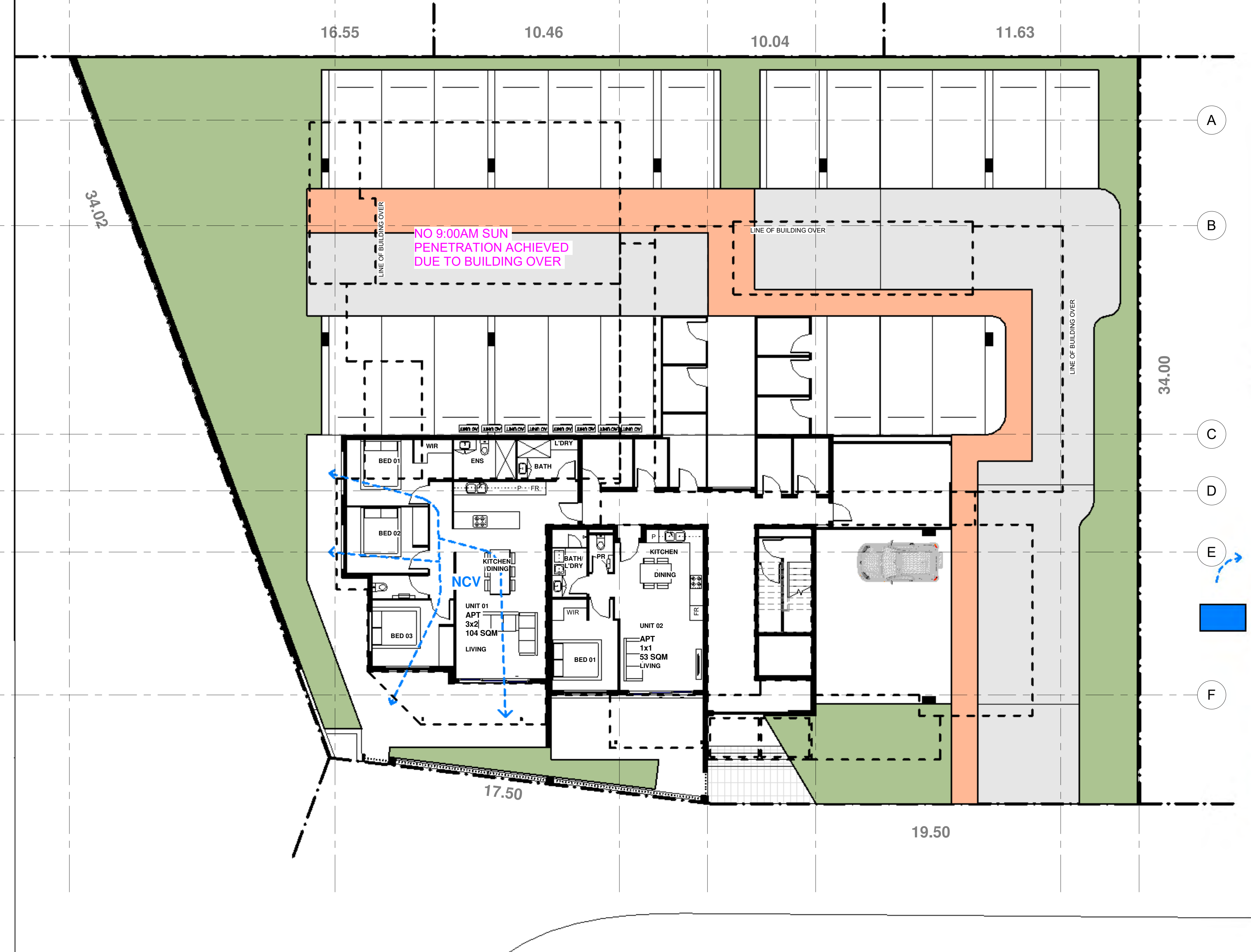
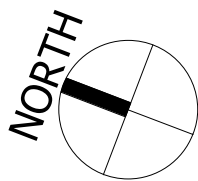
STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES VOLUME 2 - APARTMENTS 61

A4.2.2. MINIMUM 75% OF ALL DWELLINGS ARE CAPABLE OF BEING  
NATURAL CROSS VENTILATED.

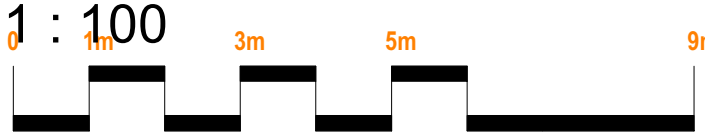
APARTMENTS NOTED 'NCV' ACHIEVE NATURAL CROSS VENTILATION  
(10) APARTMENTS 1, 4, 6, 7, 9, 10, 11, 13, 14, 16 ACHIEVE NCV  
62% OF APARTMENTS IN DEVELOPMENT

INDICATES AIR FLOW DIRECTION

OPERABLE VELUX SKYLIGHT WINDOWS

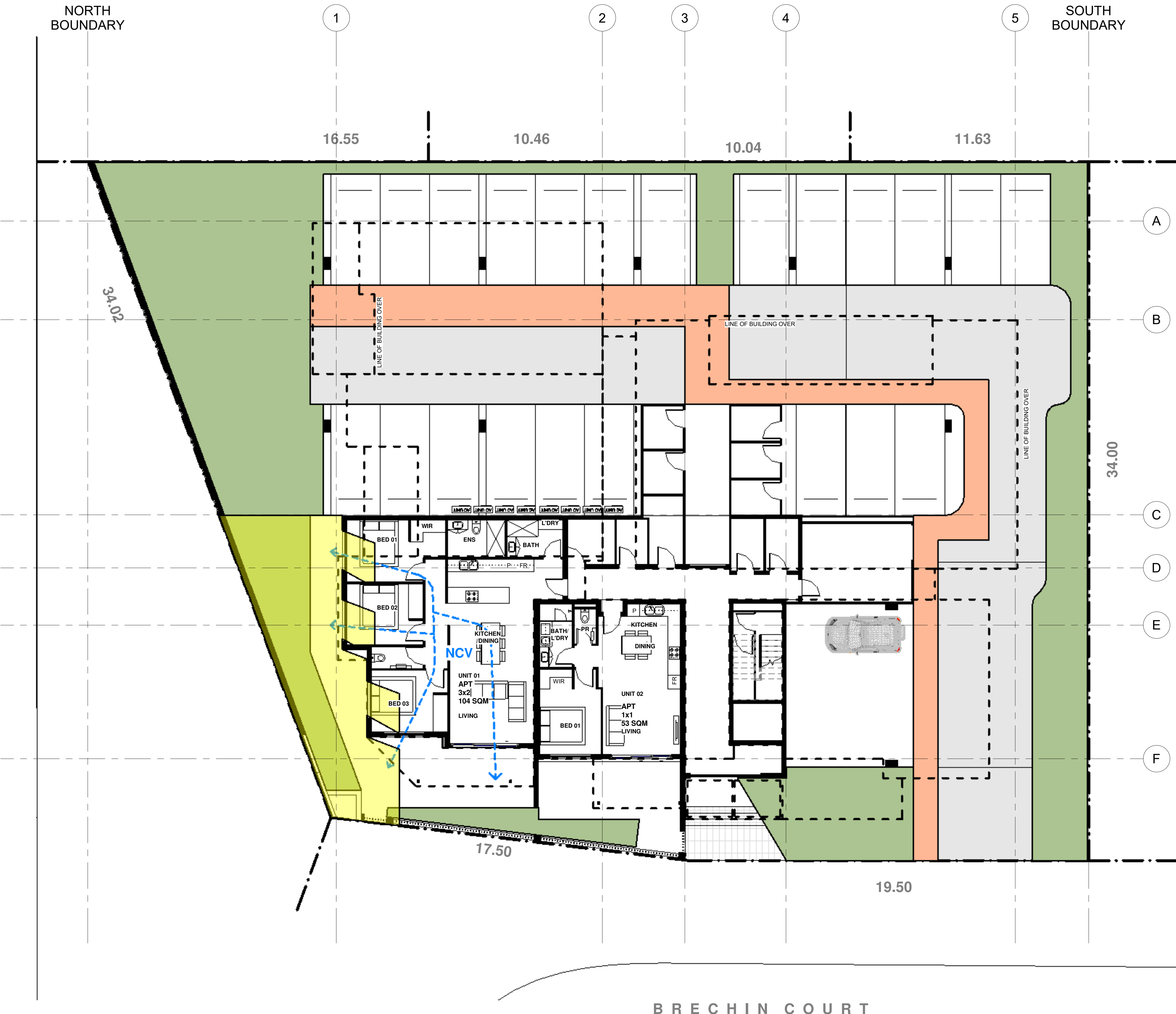


SOLAR ACCESS & CROSS VENTILATION DIAGRAM - GROUND FLOOR - 9-00 SUN



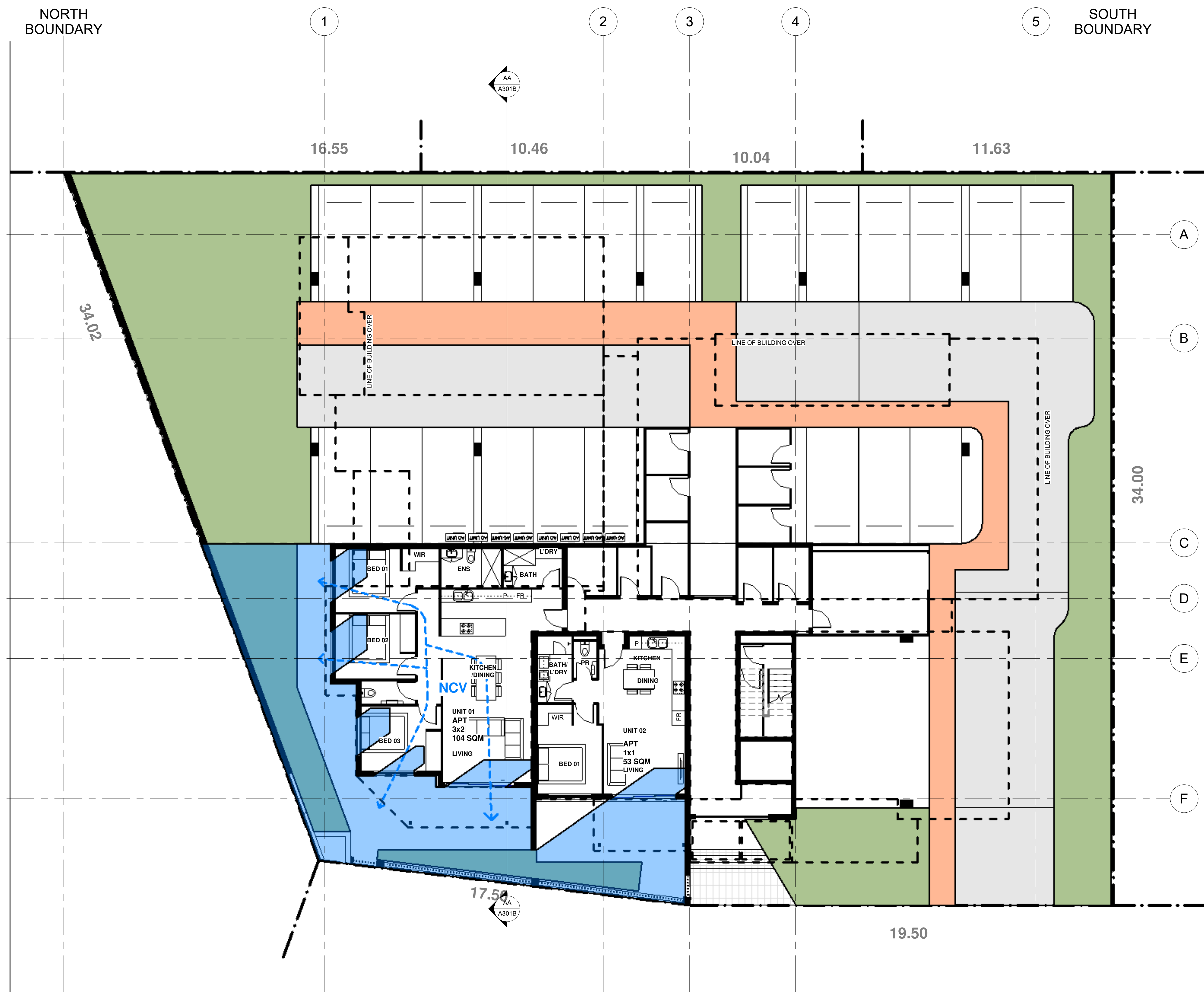
1:100 @ A1  
1:200 @ A3





MINIMUM SOLAR AND DAYLIGHT ACCESS

| APARTMENT | ORIENTATION | SUN 9.00 - 11.00 AM | SUN 12.00 - 14.00 PM | SUN 15.00 - 17.00 PM |
|-----------|-------------|---------------------|----------------------|----------------------|
| 01        | SW          | NIL                 | 2 HOURS              | 2 HOURS              |
| 02        | SW          | NIL                 | NIL                  | 2 HOURS              |
| 03        | N           | NIL                 | 2 HOURS              | 2 HOURS              |
| 04        | NE          | 2 HOURS             | 2 HOURS              | 2 HOURS              |
| 05        | E           | 2 HOURS             | NIL                  | NIL                  |
| 06        | ES          | 2 HOURS             | 2 HOURS              | NIL                  |
| 07        | WN          | NIL                 | 2 HOURS              | 2 HOURS              |
| 08        | W           | NIL                 | NIL                  | 2 HOURS              |
| 09        | WS          | NIL                 | NIL                  | 2 HOURS              |
| 10        | N           | NIL                 | 2 HOURS              | 2 HOURS              |
| 11        | NE          | 2 HOURS             | 2 HOURS              | 2 HOURS              |
| 12        | E           | 2 HOURS             | NIL                  | NIL                  |
| 13        | ES          | 2 HOURS             | 2 HOURS              | NIL                  |
| 14        | WN          | NIL                 | 2 HOURS              | 2 HOURS              |
| 15        | W           | NIL                 | NIL                  | 2 HOURS              |
| 16        | WS          | NIL                 | NIL                  | 2 HOURS              |

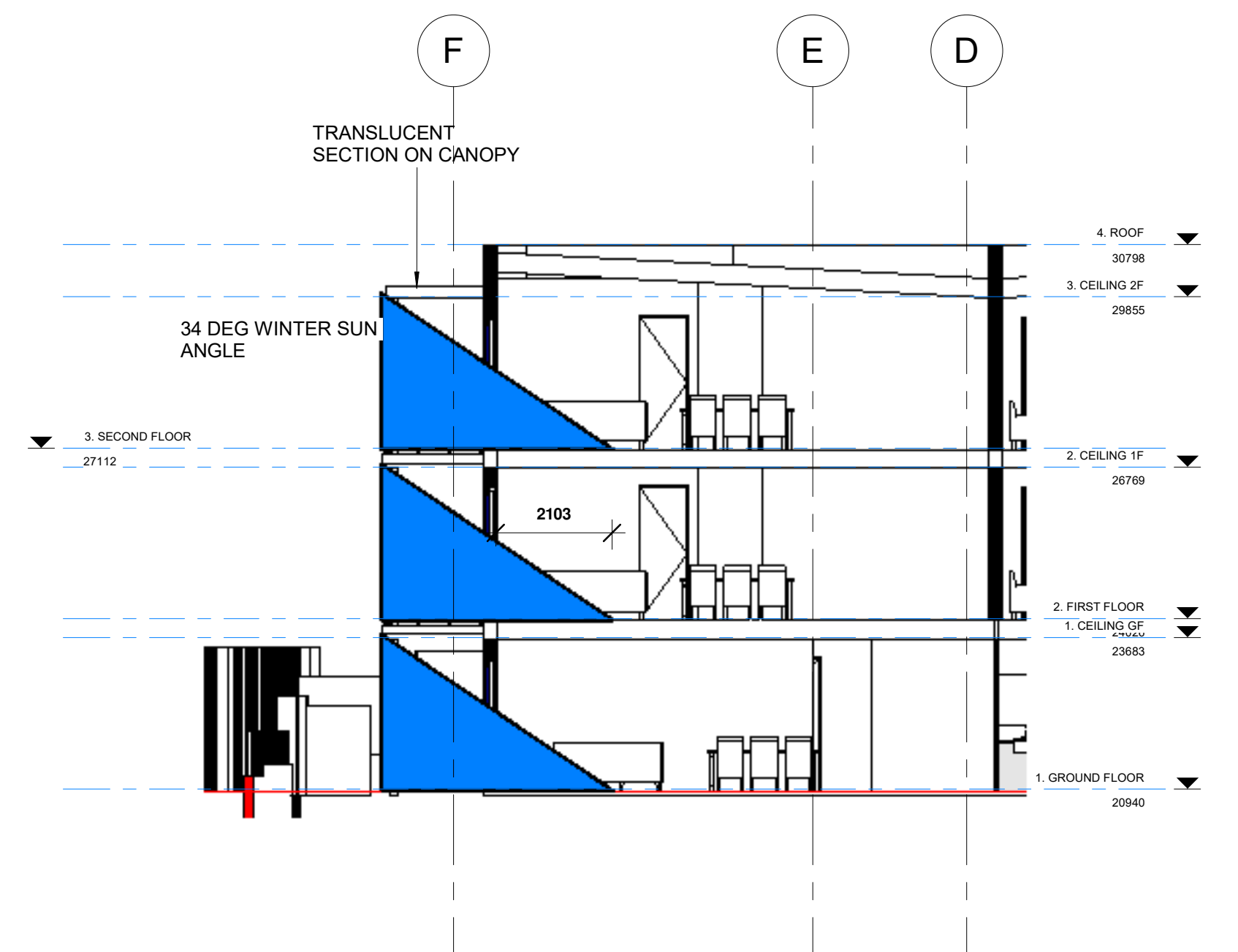


SOLAR ACCESS & CROSS VENTILATION DIAGRAM - GROUND FLOOR - 15:00 SUN

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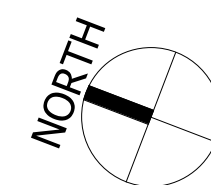


BRECHIN COURT



SECTION - UNIT 1 - 7 - 14

1 : 100



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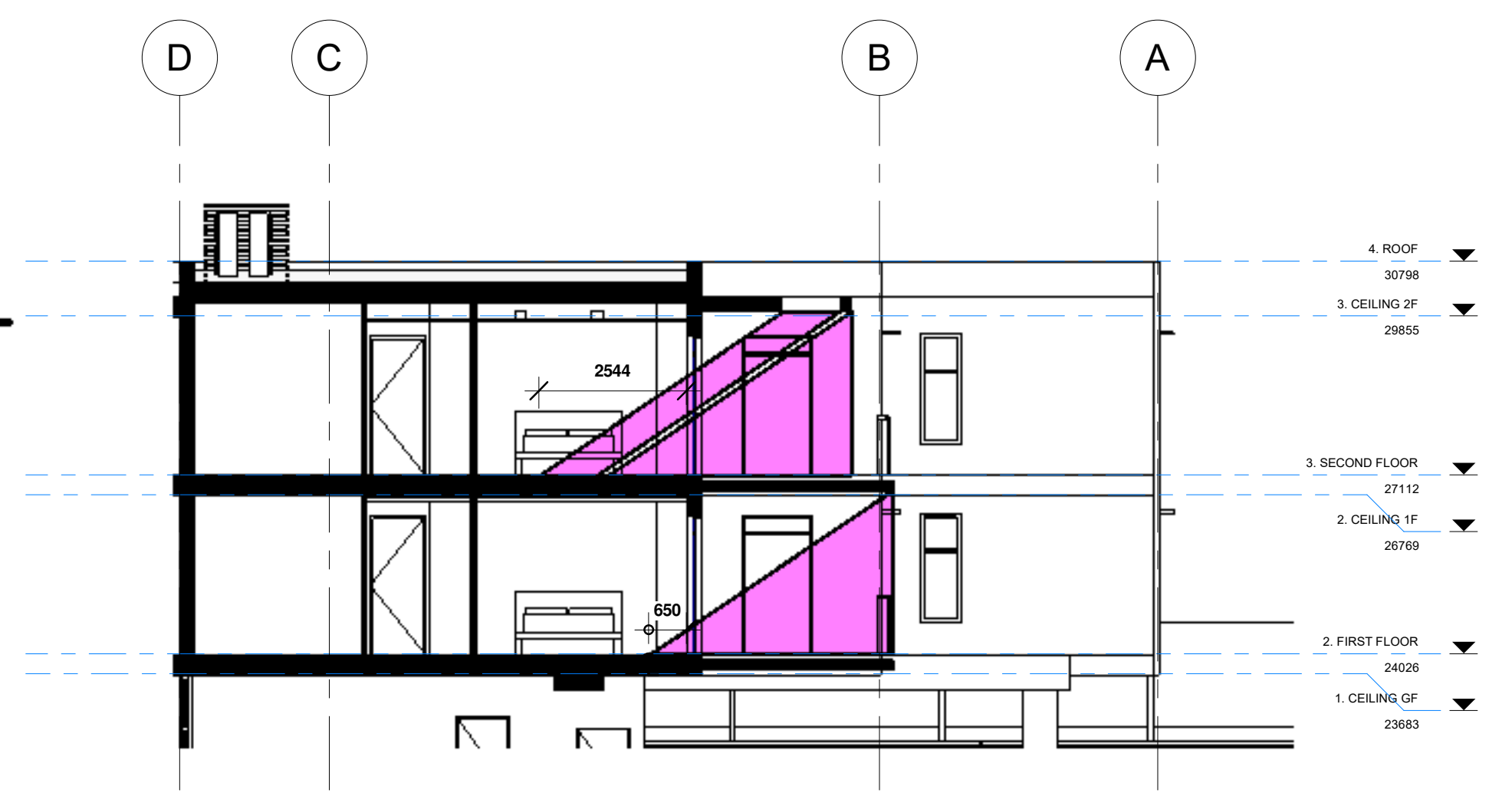
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8-10 BRECHIN COURT, DUNCRAIG  
DEVELOPMENT APPLICATION DA006 - 28/04/2020

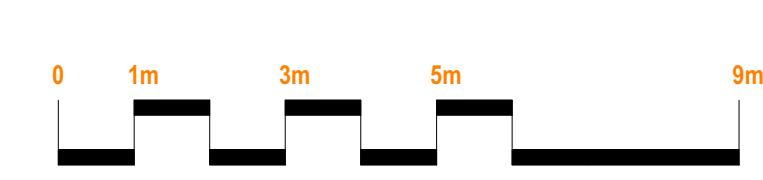
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SOLAR ACCESS & CROSS VENTILATION DIAGRAM - 9-00 SUN  
1 : 100

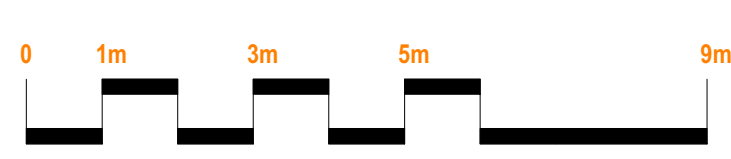


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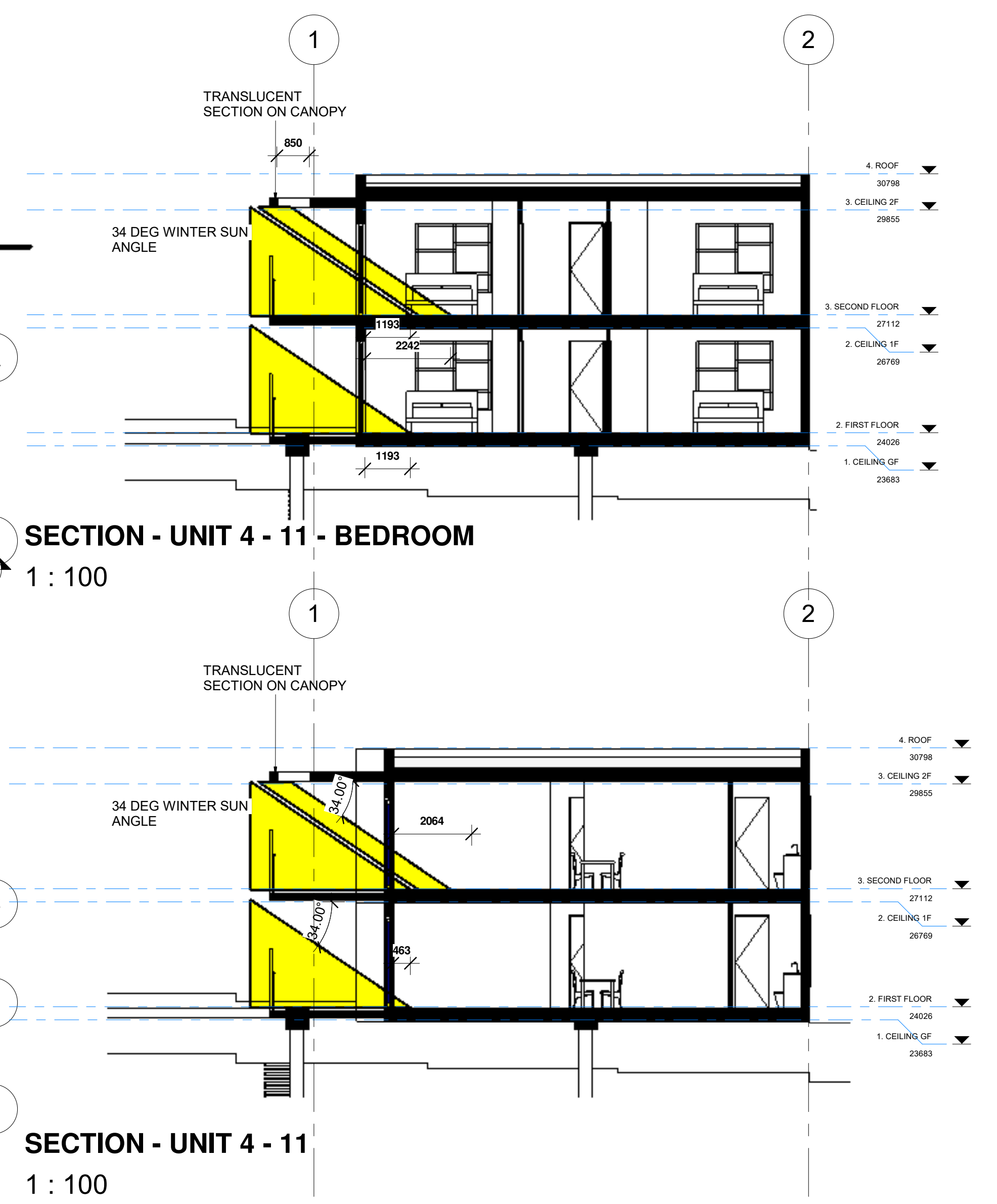


SOLAR ACCESS & CROSS VENTILATION DIAGRAM - FIRST FLOOR - 12:00 SUN

1 : 100



BRECHIN COURT



SECTION - UNIT 4 - 11 - BEDROOM

1 : 100

SECTION - UNIT 4 - 11

1 : 100



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A302A

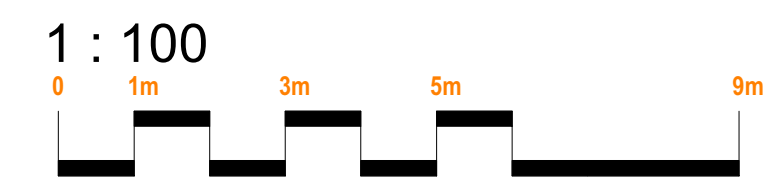
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1:200 @ A3





SOLAR ACCESS & CROSS VENTILATION DIAGRAM - 15-00 SUN



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1:200 @ A3





SOLAR ACCESS & CROSS VENTILATION DIAGRAM - SECOND FLOOR - 9-00 SUN

1 : 100



1:100 @ A1  
1:200 @ A3

NORTH  
BOUNDARY

1

2

3

4

5

SOUTH  
BOUNDARY

MORNING SUN

16.55

10.46

10.04

11.63

EAST  
BOUNDARY

A

B

C

D

E

F

34.00

WEST  
BOUNDARY

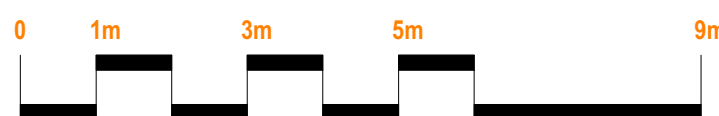
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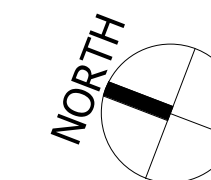
AFTERNOON SUN

SOLAR ACCESS & CROSS VENTILATION DIAGRAM - SECOND FLOOR - 12-00 SUN

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BRECHIN COURT



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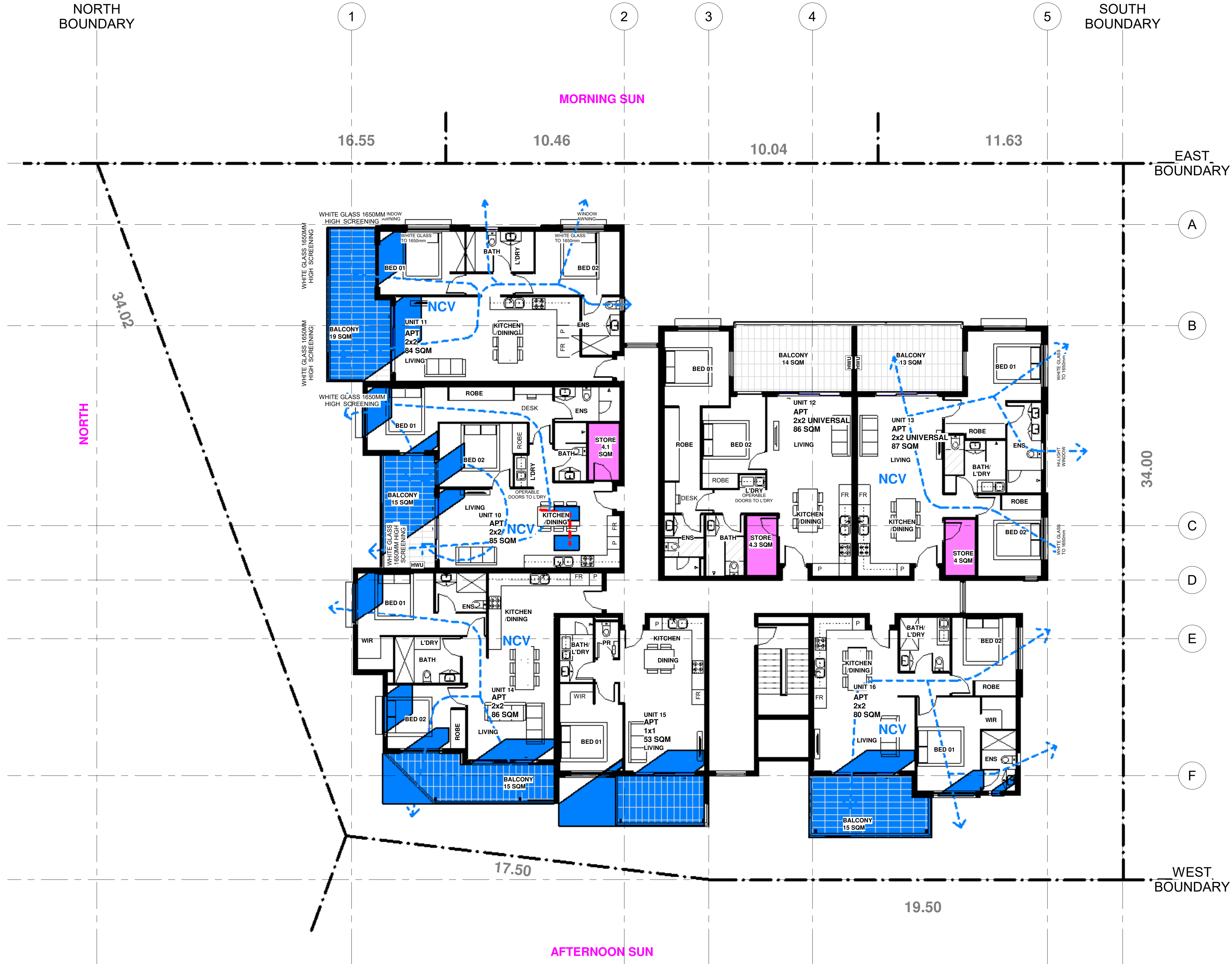
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8-10 BRECHIN COURT, DUNCRAIG  
DEVELOPMENT APPLICATION DA006 - 28/04/2020

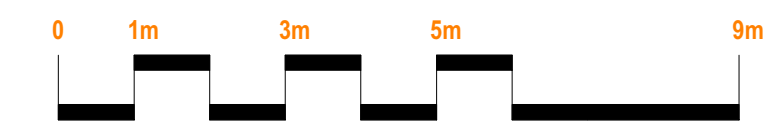
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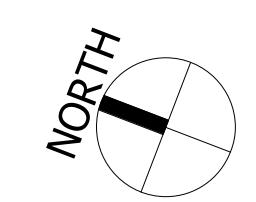


SOLAR ACCESS & CROSS VENTILATION DIAGRAM - SECOND FLOOR - 15-00 SUN  
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1:200 @ A3

BRECHIN COURT





## PROPOSED RESIDENTIAL DEVELOPMENT 8-10 BRECHIN COURT, DUNCRAIG.

WASTE MANAGEMENT PLAN. (WMP)  
CITY OF JOONDALUP



Submitted by

**HARDENJONESARCHITECTS**

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Architects Board Registration 2552

**Waste Management Plan - REV F**  
**02/04/2020**



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| 9.3 660L CAPACITY SULO BIN SULO                                      | 01/05/2019 |



## 1. INTRODUCTION & OBJECTIVES OF THE WASTE MANAGEMENT PLAN

The City of Joondalup (CoJ) require a Waste Management Plan (WMP) to be included as part of a build permit application for the construction of 16 Multiple Dwellings, 3 Levels at 8-10 Brechin Court, Duncraig.

The objective of this plan is to ensure that waste management is undertaken effectively, efficiently, and sustainably during the operation of the residential complex on completion and its occupation.

In simple terms, the WMP addresses the day to day needs of the operation of the proposed residential development at 8-10 Brechin Court required to ensure that the plan can be implemented effectively.

This WMP will be incorporated into the overall strata management of the residential complex.

This WMP has been prepared in accordance with requirements of the:

### Waste Generation Rates Conformed by the COJ 17/03/2020

#### 1.1 THE DEVELOPMENT PROPOSAL/WASTE GENERATION

##### WASTE GENERATION RATES

Refer to Annexure - Waste Generation Rates.

| Dwelling Size                                    | No. Units | General (L/week) | Recycling (L/fortnight) | Total Refuse (L/week) | Total Recycling (L/fortnight) |
|--|-----------|------------------|-------------------------|-----------------------|-------------------------------|
| 1 Bedroom apartment                              | 3         | 80               | 40                      | 240                   | 120                           |
| 2 Bedroom apartment                              | 10        | 110              | 80                      | 1100                  | 800                           |
| 3 Bedroom apartment                              | 3         | 140              | 240                     | 420                   | 720                           |
| Total waste generation                           |           |                  |                         | 1760                  | 1640                          |
| Bins required (660L used) /week – General        |           |                  |                         | 2.66                  |                               |
| Bins required (660L used) /fortnight – Recycling |           |                  |                         |                       | 2.48                          |
| Bins provided on site – Ground Floor             |           |                  |                         | 3                     | 3                             |

##### FREQUENCY OF COLLECTION

GENERAL BINS COLLECTED ONCE A WEEK

RECYCLING BINS COLLECTED ONCE A FORTNIGHT

Conclusion: Adequate Waste Capacity with bins to be provided.



## **2. BIN STORAGE AREA**

### **2.1 BIN STORAGE LOCATIONS, SIZE & LAYOUT**

Please refer to Annexure of this proposal for the locations of the bin stores & waste collection point and bin storage area dimensions.

### **2.2 BIN STORE CAPACITY – 20 SQM**

**3 x 660L (General) & 3 x 660L (Recycling) Sulo Wheel Bins**  
**1x 660L Space for Future Organic Waste**

Please refer to the attached plans for sizes of the proposed Bin Store.

- The Bin Store is designed to house 660L Sulo Type Bins.
- The enclosure is designed to for adequate movement and easy access for the bins when stored.
- Bin door tracks to be inset into slab and flush mounted for bin access.
- Bin store will have Graded Concrete Floor, MIN 100mm THK, draining to waste traps that are connected to the sewer system and NOT the soak well/storm water system.
- The Walls will be either brick or render, (solid and impervious) for easy cleaning
- Bin Store will be fitted with a Tap/Hose Cock
- The Bin Store will be Brick/Masonry Construction and will be fitted with Sliding Aluminium Screens for visual aesthetics. The screens will be a heavy duty type.
- Bin Store will be lit in accordance with the relevant Australian Standards if and where required

### **2.3 WASH DOWN AREA**

Bin enclosure to be fitted with a Tap/Hose Cock.

### **2.4 VENTILATION**

Bin enclosure to be naturally ventilated

### **2.5 VERMIN PREVENTION**

Bin enclosure to be cleaned and maintained regularly to prevent vermin infestation.

## **3. BULK WASTE**

Apartment generated bulk waste responsibility of Apartment owner/occupier. Waste removal to be coordinated by apartment owner/occupier and the City of Joondalup for collection.



#### **4. MANAGEMENT OF THE BINS & MOVEMENT FOR COLLECTION**

A Strata Company will be responsible for the overall management of the Bin stores and the movement for collection. This will include:

- The Strata Company will engage a Caretaker/Cleaner for the management of the Bins
- As part of Common Area Strata services, a Gardner will provide gardening services and maintenance to the apartment common areas. This will include Green waste removal if and when required
- Ensuring efficient use of the bins. IE, when one is full, another is used. This prevents a 'lazy' tenant and or owner simply cramming a bin to over full and will mitigate the risk of household waste overflowing on site.
- Ensuring the bins are returned to Bin Store on site once emptied by council collection, on the same day as collection.
- Separation of Materials. It is expected that owners will separate materials (which is now common practice with the advent of re-cycling). As above, the caretaker/complex maintained will ensure proper General/Recycling waste is undertaken.
- Cleaning, maintenance of the bins themselves.
- The proposed Strata Management Statement will form part of the Strata Title for this development. With copies of this WMP being distributed to the Apartment Owners.

It will incorporate this Waste Management Plan and any changes to this plan must be approved by the City of Joondalup.

#### **5. LOCATION OF THE BIN STORES ON SITE**

Bin Store is located to allow for easy access and use by the tenants/owners of the apartments. The location allows for minimum travel distance for tenants and for collection.

#### **6. BIN COLLECTION & WASTE SERVICE PROVIDER**

Bin store conveniently located in under croft area in centre of apartment complex.

Access for rubbish disposal (by resident) outside main foyer area.

Access for rubbish removal via service ramp into driveway area for contractor/COJ collection.

Acoustic treatment and separation to Apartment 02 walls to be included as part of design development.



Development will be accessed and certified by an acoustic engineer prior to building permit being issued.

The care taker will have a key access to the Bin Store and Complex and manage it during bin collection.

## **7. WASTE DISPOSAL AND MANAGEMENT DURING CONSTRUCTION.**

During the construction period, a skip bins and a temporary compound will be will be provided on site for waste produced and serviced as required.

Some waste management contractors provide off site sorting and recycling to minimize landfill waste. These waste contractors will be selected to service during the construction phase where practical.

Sub-contractors will be responsible for presorting waste products into the appropriate bins where possible as this will reduce overall construction costs. This will be supervised by site management. Subcontractors are encouraged to use products that can be reused or easily sorted prior to landfill.

Waste water generated during wash down and clean-up of equipment used for brickwork and plastering has the potential to be high in PH and to be toxic to aquatic flora and fauna. To minimize the impacts associated with the cleanup of such equipment, the developer shall ensure that wastewaters are disposed of in accordance with DEC guidelines. This shall be communicated to all personnel during induction.

Used solvents and paints are to be stored in the site sheds/compounds provided by the lead contractor (the Builder) and removed by a licensed contractor as required.

All excess lime or cement is to be removed by the person who brought it on to site.

All subcontractors will be notified of their responsibility to maintain site cleanliness and adhere to waste management policies during construction. These obligations will be included in all subcontractor contracts.

A Construction Management and Waste Management Plan will be provided by the Lead Contractor prior to the Building Permit being issued.

## **8. EDUCATION & ONGOING MANAGEMENT**

Instructions on waste management are to be provided to the care taker/building manager for ongoing management and maintenance.

## **9. ANNEXURES AND REPORTS**

|   |            |
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| 9.1 WASTE GENERATION RATES - COJ                        | 02/04/2020 |
| 9.2 BRECHIN COURT WMP FLOOR PLAN APRIL 2020 HJA (DA005) | 03/04/2020 |
| 9.3 660L CAPACITY SULO BIN SULO                         | 01/05/2019 |



## Giles Harden Jones

---

**From:** Carroll-Vianna, Leonie <Leonie.Carroll-Vianna@joondalup.wa.gov.au>  
**Sent:** Tuesday, 17 March 2020 15:27  
**To:** Giles Harden Jones  
**Subject:** MUD Waste Guidelines

Good afternoon Giles,

Thank you for your call in regards to the City of Joondalup Waste Guidelines for MUD's and the proposed development by HJ Architects.

The City calculates the required amount of receptacles for a MUD on the below estimate of weekly waste and fortnightly recycling collected.

| City Waste Services estimate of waste capacity required for a unit |                        |                                 |
|--|------------------------|---------------------------------|
| No. of bedrooms per unit   | Waste: Weekly capacity | Recycling: Fortnightly capacity |
| One  | 80L                    | 40L                             |
| Two  | 110L                   | 80L                             |
| three  | 140L                   | 240L                            |

| Proposed HJ Architects MUD – waste receptacle requirements |  |
|--|--|
| Waste  | 3 x 660L   |
| Recycling  | 2 x 660L   |
| Green waste  | 1 x 240L or 1 x 660L<br>Consider allowing space in the bin store for possible future requirements of residents or changes to the gardening contractors service |

Regards,

**Leonie Carroll-Vianna**  
Waste Education Officer  
City of Joondalup

Tel: 08 9400 4063  
Fax: 08 9300 1383  
Email: [Leonie.cv@joondalup.wa.gov.au](mailto:Leonie.cv@joondalup.wa.gov.au)  
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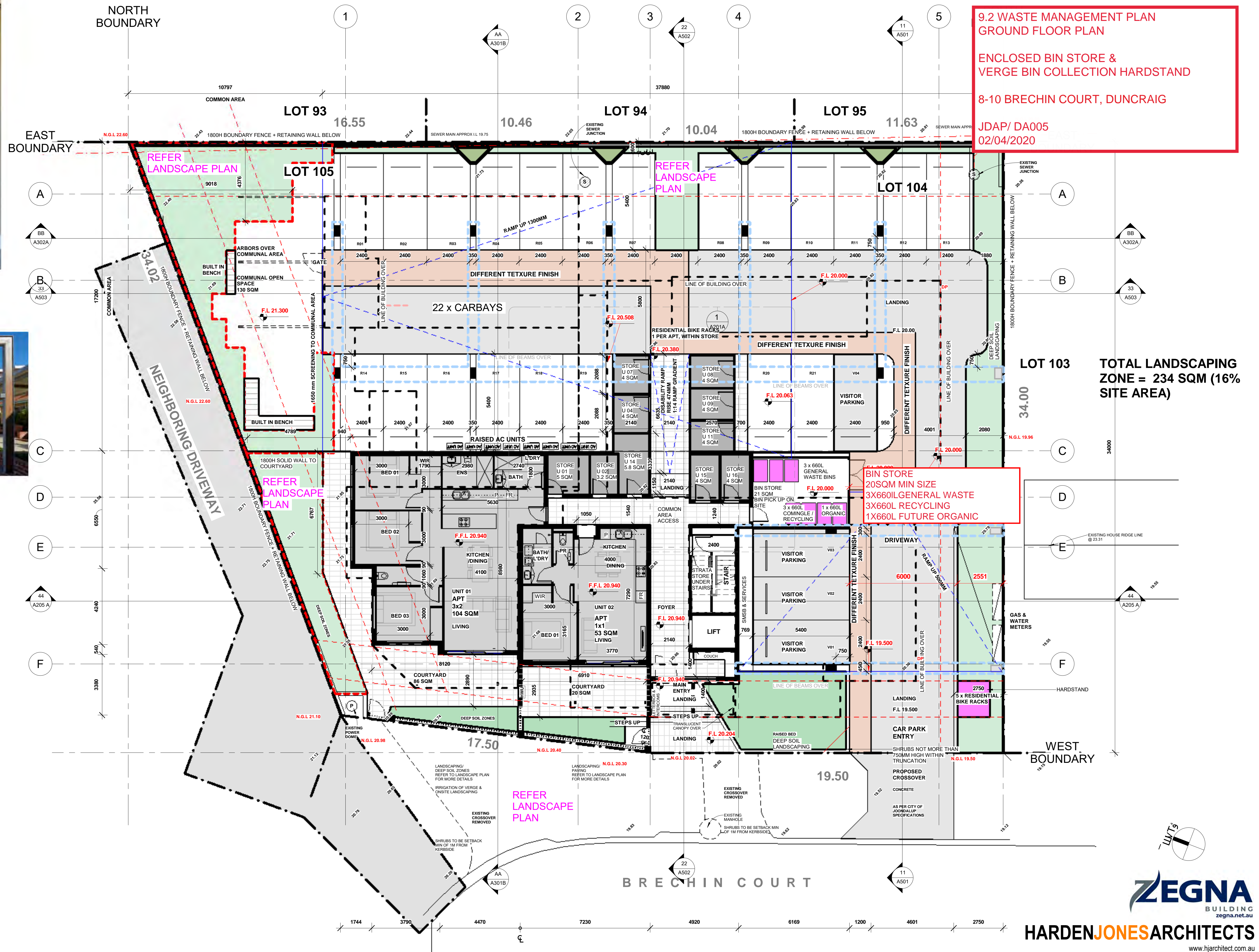




1 x STEADYRACK IN ALL STORES



COMMON AREA - ARBORS OVER SEATED AREA



1. GROUND FLOOR  
1 : 100



1:100 @ A1  
1:200 @ A3



## 660 LITRE CONTAINER: A FRESH LOOK AT AN OLD FAVOURITE



**EASY HANDLING  
MAXIMUM SAFETY  
ATTRACTIVE DESIGN**

### Easy handling

- Easy grip handles on all sides
- For easy filling
- For safe manoeuvring
- Compatible with identification and weighing systems



### Reinforced base

- Ensures stability even when fully loaded
- Very stable wheel assemblies
- Reinforced base, front and rear panels for greater stability



### Maximum safety

- User friendly
- Foot pedals on the front wheels lock the bin in position
- Directional locks are ideal for use with towing equipment





# 660 litre Container

## Material

- **Polymer components:**
  - Injection moulded from specially designed HDPE
  - Resistant to decay, frost, heat and chemicals
  - Special UV-stabilisers provide excellent ageing characteristics
- **Corrosion resistant steel components**
- **Noise reduction:**
  - Quiet-running tyres
- **Long service life:**
  - High quality materials
  - Most advanced manufacturing processes
  - Withstands exposure to high mechanical stress levels
- **Recycling:**
  - All container parts are recyclable

## Design

### ADVANTAGES FOR THE USER:

- Easy handling, even with heavy loads
- Easy grip handles on all sides
- Stable and light weight lid
- User-friendly design
- Various wheel assembly configurations for different applications
- Water drainage plug as standard†
- Compatible with identification and weighing systems
- Suitable for all lifting equipment in accordance with EN 840
- Easy to clean due to smooth and rounded internal corners
- Rounded lid profile for improved rainwater dispersal
- Fitted as standard with chip nest in accordance with RAL GZ 951/1
- Reinforced base, front and rear panels for greater stability

## Accessories

- For accessories and special design variations such as lid apertures, locks and towing brackets, please refer to the separate accessories sheet for 4-wheeled containers



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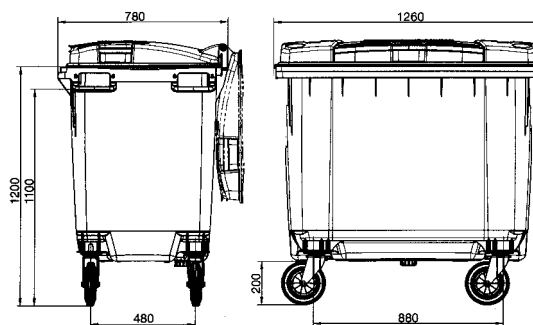
## Quality

- Certified according to DIN EN 840 and RAL GZ 951/1
- Constant quality control through manufacturers laboratory as well as independent institutes

## Dimensions - Weights - Standards

|                           |            |
|---------------------------|------------|
| ■ Nominal volume:         | 660 litres |
| ■ Net weight:             | 43 kg      |
| ■ Max. load:              | 265 kg     |
| ■ Permitted total weight: | 310 kg     |

Measurements to be used as a guide only - variations will occur



Note: Certification and Quality Marks depicted in this brochure are registered to SULO Umwelttechnik GmbH & Co. KG

## Colours

- Standard colours: green, blue, yellow
- Special colours are available on request
- All additives are cadmium free and environmentally friendly



## Imprints and markings

- Manufacturer, year of manufacture, material
- Nominal volume, max. permitted total weight
- "No hot ashes" symbol
- EN 840, RAL markings
- Individual markings with imprints, hot-foil printing or adhesive labels available on request\*

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# Transport Impact Statement

|            |   |
|------------|---|
| Project:   | 8-10 Brechin Court, Duncraig<br>Proposed Residential Apartments |
| Client:    | Zegna Pty Ltd<br>c/o: Harden Jones Architects                   |
| Author:    | Keli Li   |
| Version:   | 1   |
| Document # | 1812004-TIS-001   |

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## Document Status

| Version | Document Status | Prepared By | Reviewed By | Approved By | Date       |
|---------|-----------------|-------------|-------------|-------------|------------|
| 1       | Client Review   | K Li        | L Dawson    | L Dawson    | 07/12/2018 |
|         |                 |             |             |             |            |
|         |                 |             |             |             |            |
|         |                 |             |             |             |            |
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## 1. Summary

---

Shawmac was commissioned to assess the traffic impacts associated with parking, access and traffic generation from the proposed residential apartments located at 8-10 Brechin Court, Duncraig.

This Transport Impact Statement has been prepared in accordance with the WAPC Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016), for lodgement with the Development Application to the City of Joondalup.

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

- The surrounding roads and intersections can accommodate the predict increase in traffic from the proposed development;
- The supply of car parking spaces and operation of the facility is considered adequate to accommodate the parking demand;
- The proposed parking layout is generally compliant with AS2890.1 and the small section of narrowed blind aisle will not affect vehicles manoeuvring into and out of the car bay adjacent to the blind aisle;
- The site is well serviced by public transport with train and bus station accessible within walking distance from the site;
- The existing pedestrian/cyclist infrastructure in the vicinity of the site is considered to be adequate to facilitate the safe movement of pedestrians and cyclists around the proposed development; and
- The location and dimension of the proposed access is considered acceptable and no adverse impacts and safety issues associated with the access are identified.



## 2. Introduction

### 2.1. Background

Shawmac has been commissioned to prepare a Transport Impact Statement to assess the potential traffic impacts, car parking and access issues associated with the proposed residential apartment building to be located at 8-10 Brechin Court, Duncraig, in the City of Joondalup.

The proposed development is a three-storey residential apartment building with its ground level mainly designed for carpark. The proposed site plan is shown in **Appendix A**.

### 2.2. Site Location

The site is located as shown in **Figure 1**.

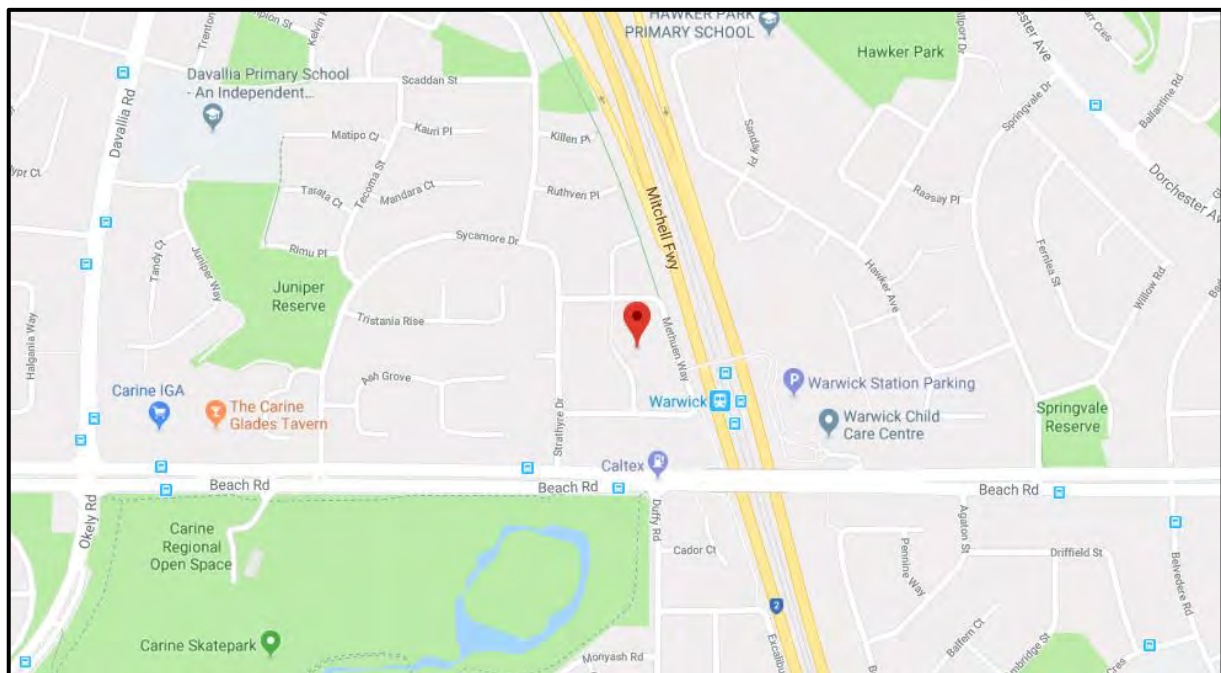


Figure 1 - Site Location



The subject site currently developed as two detached residential houses as shown in the aerial view in **Figure 2**.



**Figure 2 - Aerial View**

## **2.3. Reference Information**

In undertaking the study, the information listed below was referenced.

- WAPC Transport Impact Assessment Guidelines for Developments: Volume 5 – Individual Developments
- MRWA Functional Hierarchy Criteria;
- Livable Neighbourhoods Guidelines 2009;
- Australia Standard AS 2890.1-2004 Parking Facilities - Off-street Car Parking;
- Trip Generation 9th edition, 2003 - Institute of Transportation Engineers, Washington, USA;
- Guide to Traffic Generating Developments Version 2.2, October 2002 – Roads and Traffic Authority, New South Wales;
- City of Joondalup Town Planning Scheme No.3.



### 3. Site Proposal

#### 3.1. Land Use

It is proposed to develop the site as a 16-unit residential apartment building with a 35-bay carpark. The proposal will also modify the existing kerb line in the Brechin Court cul de sac with 2 indented parking bays.

#### 3.2. Planning Framework

The subject site is zoned for “Residential” R20/60 as per City of Joondalup zoning scheme.

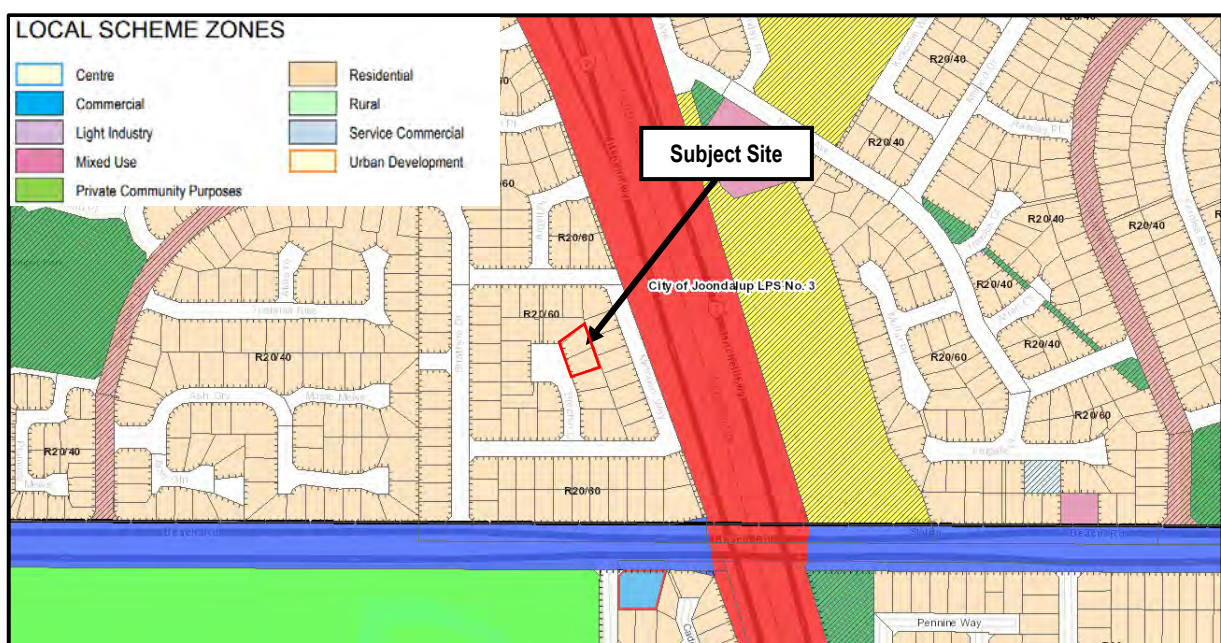


Figure 3 - Zoning Map - Extract from City of Joondalup LPS3

#### 3.3. Major Attractors and Generators of Traffic

The development site is mainly a traffic generator. The main generator expected to influence traffic flows are likely to be to and from local centres and primary distributor roads.



## 4. Existing Situation

### 4.1. Existing Roads

An extract of the Main Roads *Road Information Mapping* web tool (**Figure 4**) shows the road hierarchy surrounding the site.



Figure 4 - Road Hierarchy

#### Brechin Court

Brechin Court is the western boundary of the site. It is a two-way, single carriageway cul-de-sac. Brechin Court is classified as an Access Road under the MRWA Functional Road Hierarchy. Brechin Court operates with a 50km/h speed limit.

#### Methuen Way and Strathyre Drive

Methuen Way and Strathyre Drive are both Access Roads in the vicinity. Both Methuen Way and Strathyre Drive are two-way, single carriageway road. Methuen Way intersects Strathyre Drive via a full movement T-junction and Strathyre Drive intersects Beach Road via a left-in-left-out intersection. The Methuen Way-Strathyre Drive route provides the most convenient connection from the proposed site to higher hierarchy roads (Beach Road). Methuen Way and Strathyre Drive both operate with a 50km/h speed limit.



## Sycamore Drive

Sycamore Drive connects to the northern end of Strathyre Drive and loops back to intersect Beach Road west of Strathyre Drive / Beach Road intersection. As Strathyre Drive / Beach Road intersection is a left-in-left-out intersection, westbound vehicles from the site will utilise Sycamore Drive / Beach Road intersection. Sycamore Drive operates with a 50km/h speed limit.

## Beach Road

Beach Road is a District Distributor A Road located approximately 150m south of the site. Beach Road operates with a 70km/h speed limit.

### 4.2. Road Hierarchy vs Actual Flows

The latest traffic volumes of surrounding roads were derived from the City of Joondalup and the latest MRWA SCATS data (October 2018). Detailed traffic count data is included in **Appendix B**. Traffic data for Brechin Court and Methuen Way are not available from the City of Joondalup. Based on the residential density, it is assumed that Brechin Court and Methuen Way carry 1,000 vpd and 200 vpd respectively.

**Table 1** compares existing traffic volumes with MRWA and Liveable Neighbourhood Guideline indicative traffic volumes based on road classifications.

**Table 1 - Road Classification and Indicative Traffic Volumes**

| Road Name       | Road Features              | MRWA Classification / Indicative Daily Volume (vpd) | Liveable Neighbourhood Classification / Indicative Daily Volume (vpd) | Daily Traffic Volume | Source            |
|-----------------|----------------------------|---|---|----------------------|-------------------|
| Brechin Court   | Two-way single-carriageway | Access Road / >3,000                                | Access Street D / 1,000   | 200                  | Assumed           |
| Methuen Way     | Two-way single-carriageway | Access Road / >3,000                                | Access Street C / 3,000   | 1,000                | Assumed           |
| Strathyre Drive | Two-way single-carriageway | Access Road / >3,000                                | Access Street C / 3,000   | 624                  | City of Joondalup |
| Sycamore Drive  | Two-way single-carriageway | Access Road / >3,000                                | Access Street C / 3,000   | 800                  | Assumed           |
| Beach Road      | Four-lane dual carriageway | District Distributor A / >8,000                     | Integrator Arterial A / <25,000                                       | 14,938               | MRWA SCATS (2018) |

As shown, all roads are operating near their indicative traffic flow ranges for their respective classifications.

### 4.3. Changes to the Surrounding Network

There are no known changes to the adjacent network that have the potential to affect the assessment.



## 5. Transport Assessment

### 5.1. Assessment Years

The development is assessed based on current network conditions. Given the surrounding road network being predominantly established, the current network conditions should be representative of 10 year after full opening.

### 5.2. Time Periods for Assessment

The time periods adopted for assessment are the peak hours on the adjacent road network (8:00-9:00 and 17:00-18:00), as these represent the worst-case conditions on the wider road network.

### 5.3. Development Generation

In order to estimate the impact of traffic generated by the proposed development reference was made to the Institute of Transportation Engineers "Trip Generation" 9<sup>th</sup> edition and WAPC Transport Impact Assessment Guideline. The trip generation has been determined for both daily and peak hour. Predicted trip generation are summarised in **Table 2**.

**Table 2 - Predicted Weekday Trip Generation**

| Land Use                | Units            | Quantum | Trip Generation Rate |         |         | Estimated Generation |           |           | Source   |
|-------------------------|------------------|---------|----------------------|---------|---------|----------------------|-----------|-----------|----------|
|                         |                  |         | ADT                  | AM Peak | PM Peak | ADT                  | AM Peak   | PM Peak   |          |
| Residential             | No. of Dwellings | 16      | 6.59                 | 0.8     | 0.8     | 105                  | 13        | 13        | ITE/WAPC |
| <b>Total (round-up)</b> |                  |         |                      |         |         | <b>105</b>           | <b>13</b> | <b>13</b> |          |

It is estimated that the proposed development will generate an additional 105 vehicle movements per day with 13 during weekday AM and PM peak hours.



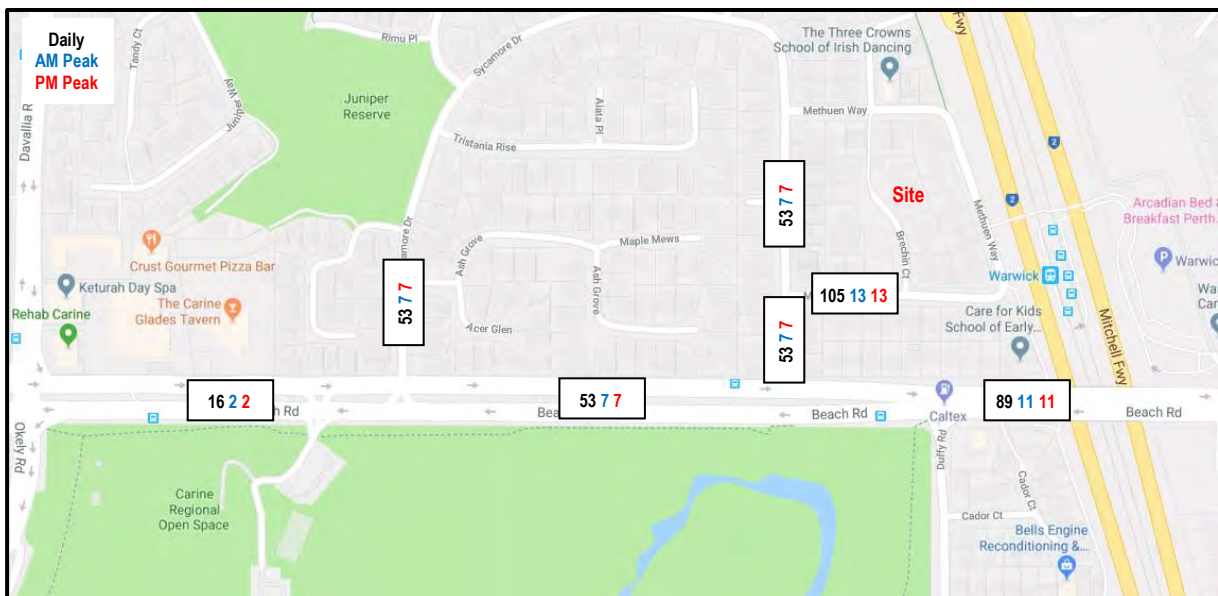
## 5.4. Distribution

Based upon the existing traffic patterns in the area and spatial distribution of adjacent land uses, 70% traffic generated from the site are likely turn left onto Beach Road via Strathyre Drive.

As the Beach Road / Strathyre Drive intersection is a left-in-left-out intersection, traffic destined to the west and northwest (estimated to be 30%) will most likely making right-turn at Beach Road / Sycamore Drive intersection and traffic returning from the east would utilise the right-turn opportunity at the Beach Road / Sycamore Drive intersection.

It is noted that instead of using Beach Road, traffic generated from the site may also access the northern distributor road, Warwick Road, via the local access roads, however this route requires vehicles making 8 turning movements in the local access road network and therefore it is considered unlikely to be used by most of traffic generated from the site.

The additional traffic volumes distributed to the network are shown in **Figure 5**.



**Figure 5 - Traffic Distribution for Site Traffic**



### **5.5. Impact on Roads**

The site generated traffic is considered low (13 vehicles movement during peak hours) and the road network is considered to have sufficient capacity to accommodate the generated traffic to from the proposed development.

### **5.6. Impact on Intersections**

A general guide from WAPC Transport Impact Assessment Guideline indicates the following:

- An increase in traffic of less than 10% of capacity would not be likely to have a material impact on any particular section of road; and
- An intersection would generally be considered to be materially affected if flows on any leg increase by more than 10% or any individual movement by more than 20%.

Based on the predicted traffic distribution, additional traffic volume distributed to the most affected intersection (Beach Road / Strathyre Drive intersection and Beach Road / Sycamore Drive intersection) will be less than 13 vehicle per hour. This is within the standard deviation of traffic volumes turning at the intersection and therefore does not warrant capacity assessment. Therefore, intersections in the vicinity are considered to have sufficient capacity to cater for the projected increase in traffic.



## 6. Public Transport

### 6.1. Existing Public Transport Services

Figure 6 summarises the public transport network adjacent to the site. The site is within 300m walking distance to Warwick Bus and Train Station. Joondalup Line train service as well as 17 bus services operate from this station.

It can be concluded that the site is well serviced by public transport.

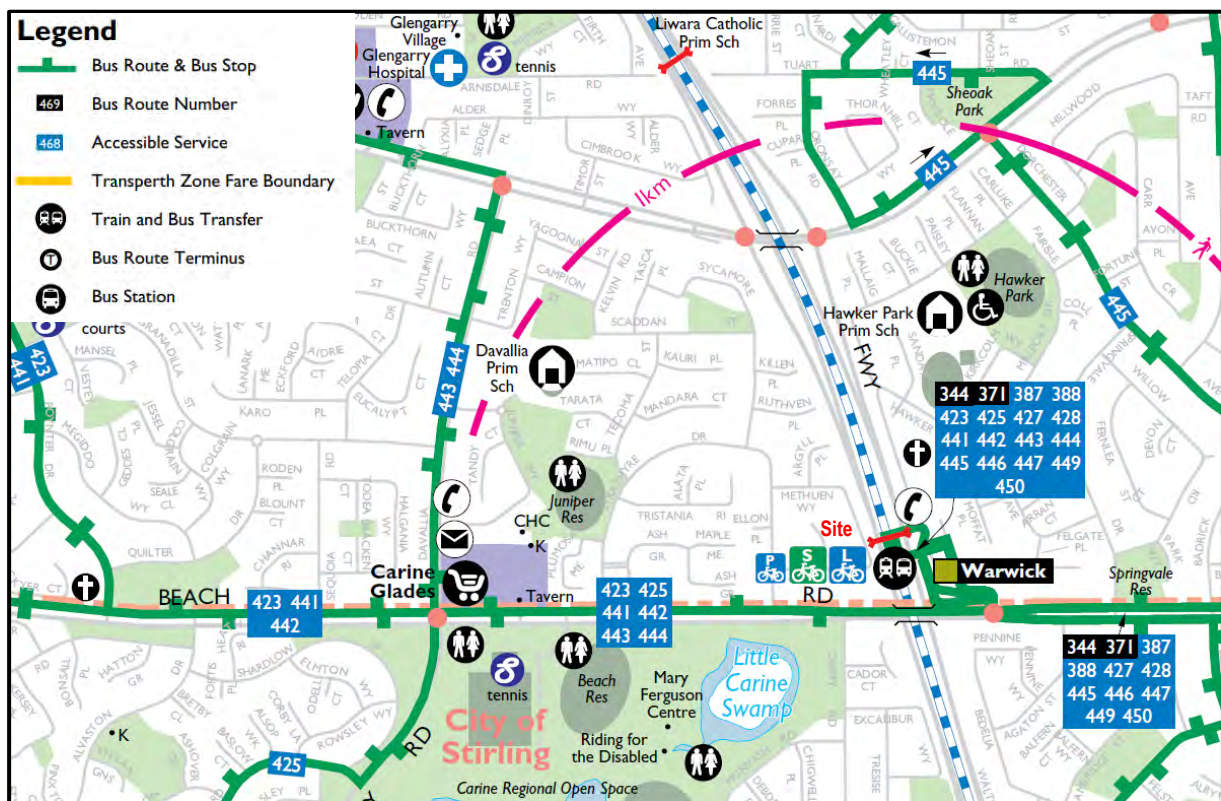


Figure 6 - Public Transport Network



## 7. Pedestrian and Cycle Networks

### 7.1. Existing Cycle and Pedestrian Networks and Facilities

Existing pedestrian and cycle facilities in the general vicinity of the site are shown in **Figure 7**. There are no on-road and off-road footpath and bicycle facilities on Brechin Court, Methuen Way and Strathyre Drive, these roads create an attractive network of low-speed, low volume streets which will support active transport connections to and from the site. The most pedestrian route from the site would be travelling to and from Warwick Train Station. A pedestrian overpass has been constructed over Michell Freeway to connect the station and Methuen Way.

It can be concluded that the existing facilities are sufficient to service the proposed development.

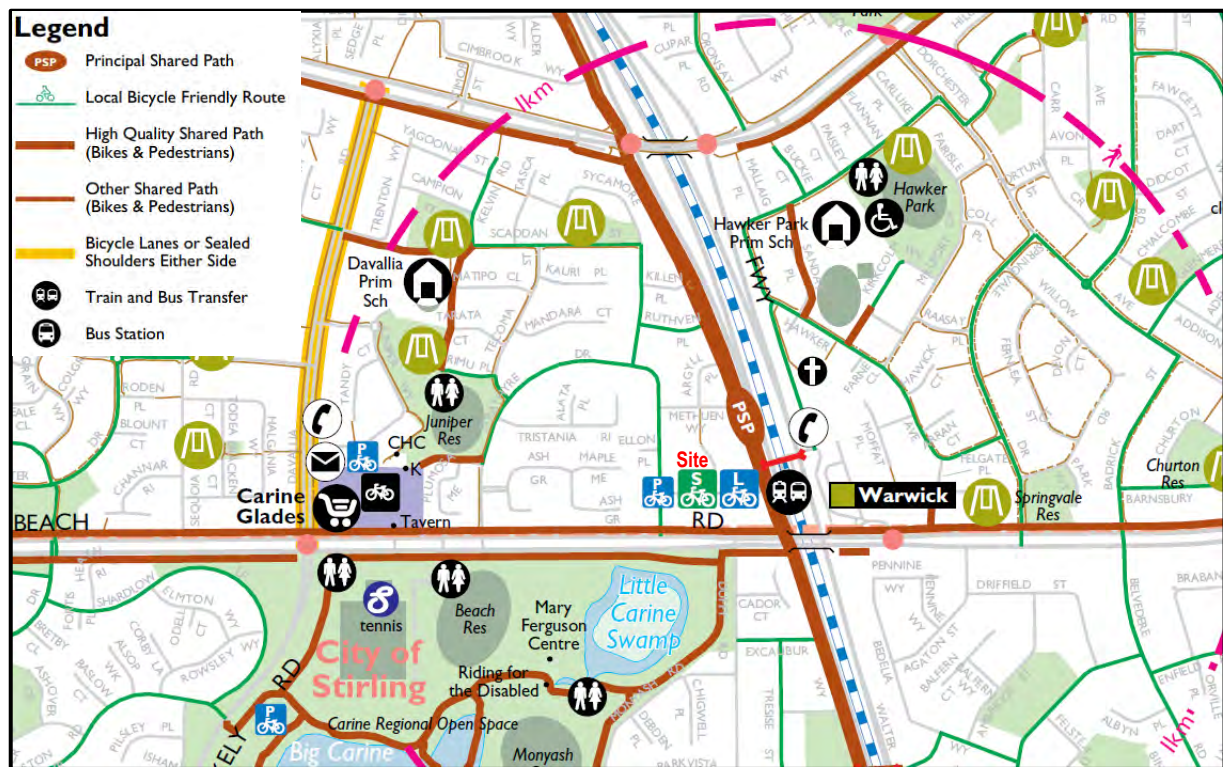


Figure 7 - Existing Pedestrian and Cyclist Facilities



## 8. Parking

### 8.1. Parking Provision

The City of Joondalup Local Planning Scheme No. 3 refers to the WAPC Residential Design Codes (R-Codes) for parking requirements for residential development. Under the R-Codes, the proposed apartment development requires a minimum of 16 bays for residents and 4 bays for visitors. The parking requirements and provision are outlined in **Table 3**.

**Table 3 - Car Parking Requirements**

| Land Use            | Parking Rate   | Quantum                  | Minimum Parking Requirement | Parking Provision |
|---------------------|--|--------------------------|-----------------------------|-------------------|
| Residential         | 1 bay per 1-2 bedrooms dwelling<br>1.25 bay per 3+ bedrooms dwelling | 16 x 2-bedroom dwellings | 16                          | 30                |
| Residential Visitor | 1 bay per 4 dwelling required  | 16 dwellings             | 4                           | 5                 |
| <b>Total</b>        |  |                          | <b>20</b>                   | <b>35</b>         |
| <b>Bike Storage</b> |  |                          |                             |                   |
| Residential         | 1 per 3 dwellings  | 16 dwellings             | 6                           | 16                |
| Residential Visitor | 1 per 10 dwellings   | 16 dwellings             | 2                           | 2                 |
| <b>Total</b>        |  |                          | <b>8</b>                    | <b>18</b>         |

The development satisfies the requirements for car parking and bike storage. Three of the visitor bays are provided as indented street bays on Brechin Court.

### 8.2. Parking Layout

The standard bay dimensions for a Class 1A car parking facility according to AS2890.1 (Residential, domestic and employee parking) is shown in **Table 4**.

**Table 4 - AS 2890.1 Standard Parking Bay Dimensions**

| Category  | Clause                | Dimension Required       | Dimension Provided                                   | Compliant |
|---|-----------------------|--------------------------|--|-----------|
| Ninety Degree Bays                                | AS2890.1 - Figure 2.2 | 5.4 x 2.4 x 5.8m aisles. | 5.4 x 2.4x 5.8m aisles.<br>(Minimum dimension)       | Yes       |
| Parallel Parking Bays                             | AS2890.1 - Figure 2.5 | 6.2 x 2.1 (3.6m aisle)   | 6.2 x 2.4 (3.6m aisle)<br>(Minimum dimension)        | Yes       |
| Blind Aisle Extension                             | AS2890.1 - 2.4.2c     | 1.0m                     | 1.0m, and narrowed to 0.5m at the back of the aisle. | No.       |
| Additional space for bays against a wall or fence | AS2890.1 - 2.4.2d     | 0.3m                     | 0.3m   | Yes       |

Based on the site plan provided, the dimensions of the proposed standard bays comply with the Australian Standards requirements. A Swept path analysis has been undertaken and has indicated satisfactory manoeuvring in and out of the bay adjacent to the blind aisle and two-way corner manoeuvring. Swept path diagrams are attached in **Appendix C**.



## 9. Site Access

### 9.1. Vehicle Accesses

The City of Joondalup Crossover Specification sets out the requirements for crossovers. For multiple dwelling driveways, the specification requires:

- Only one single driveway servicing multiple dwelling development is provided per street or right-of-way frontage; and
- No driveway is wider than 6.0m at the street boundary.

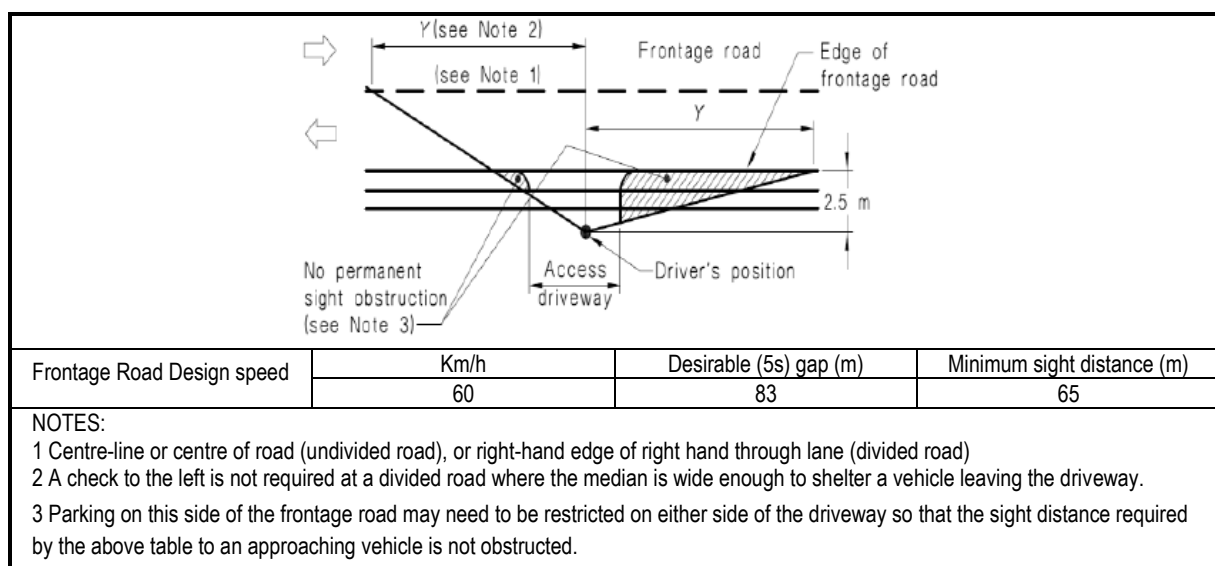
The development has one two-way crossover with a 6.0m width at the property boundary which is compliant with the City of Joondalup requirements.

### 9.2. Service Vehicles

Waste collection will be managed onsite via a hardstand area adjacent to the crossover which is designated for bin placing. Waste collection vehicle will block half of the crossover during collection. Cars can still manoeuvre around the waste truck during collection time. It is recommended that rubbish collection takes place outside of peak hours to reduce conflict. General deliveries can use visitor car bays in the carpark.

### 9.3. Access Vehicle Sight Distance

Sight distance from the car park egress along the street is defined in Figure 3.2 of AS2890.1 which is reproduced in **Figure 8**. A desktop review concluded that the minimum sight distance is achieved for the crossover.

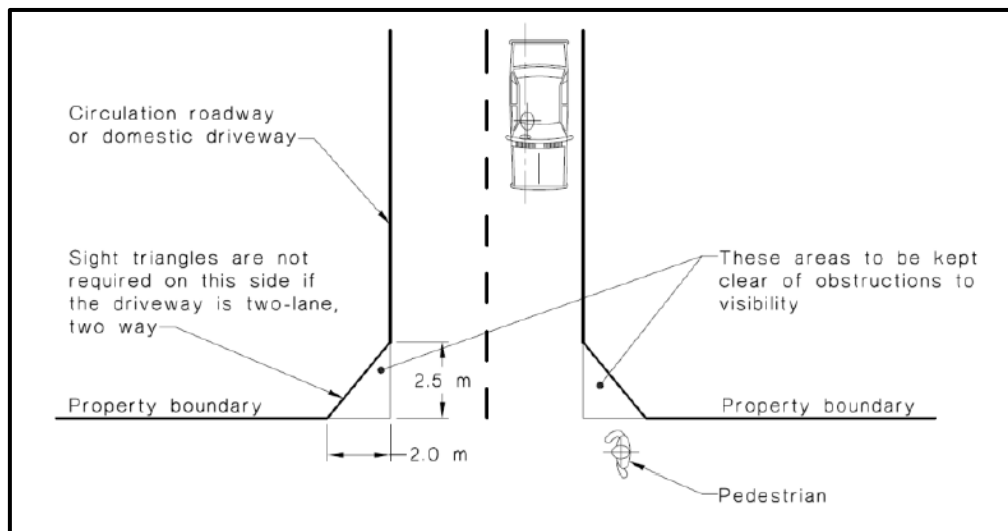


**Figure 8 - Sight Distance Requirements**



#### 9.4. Access Pedestrian Sight Distance

The Australian Standard AS2890.1:2004 also provides details for sight lines and distances for pedestrian movements across an access to a car park. Those details are shown in the AS2890.1 Figure 3.3 extract on **Figure 9**.



**Figure 9 - AS 2890.1 Requirements for Pedestrian Sight Lines**

The site plan does not indicate any sight line obstructions at the vehicle access. It is concluded that minimum required pedestrian sight distance is achievable.



## 10. Site Specific or Safety Issues

### 10.1. Crash History

Crash data for surrounding roads were sourced from MRWA Crash Analysis Reporting System (CARS) for the 5-year period ending 31/12/2017 and the report indicated no crashes over the 5-year period. The report is summarised in **Table 5**.

**Table 5 - Crash History**

| Location   | Number of Crashes | MR Nature         | Severity                    |
|--|-------------------|-------------------|-----------------------------|
| Brechin Court<br>SLK 0.00 (Methuen Way) to 0.11<br>(End Road)        | 0                 | N/A               | N/A                         |
| Methuen Way<br>SLK 0.00 (Strathyre Drive) to 0.46<br>(Brechin Court) | 1                 | 1 "Hit Animal"    | 1 "Property Damage - Minor" |
| Strathyre Drive<br>SLK 0.00 (Beach Road) to 0.09<br>(Methuen Way)    | 0                 | N/A               | N/A                         |
| Strathyre Drive / Beach Road<br>Intersection                         | 1                 | 1 "Other/Unknown" | 1 "Property Damage - Major" |

As the proposed development is only predicted to generate a small number of vehicle movements, traffic generated from the site is unlikely to alter the existing crash pattern.



## 11. Conclusion

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Based on the assessment of traffic generation it is predicted that there will be no unacceptable impact on the adjacent road segments.

With respect to the proposed residential apartment, the following is concluded;

- The surrounding roads and intersections can accommodate the predict increase in traffic from the proposed development;
- The supply of car parking spaces and operation of the facility is considered adequate to accommodate the parking demand;
- The proposed parking layout is generally compliant with AS2890.1 and the small section of narrowed blind aisle will not affect vehicles manoeuvring into and out of the car bay adjacent to the blind aisle;
- The site is well serviced by public transport with train and bus station accessible within walking distance from the site;
- The existing pedestrian/cyclist infrastructure in the vicinity of the site is considered to be adequate to facilitate the safe movement of pedestrians and cyclists around the proposed development; and
- The location and dimension of the proposed access is considered acceptable and no adverse impacts and safety issues associated with the access are identified.





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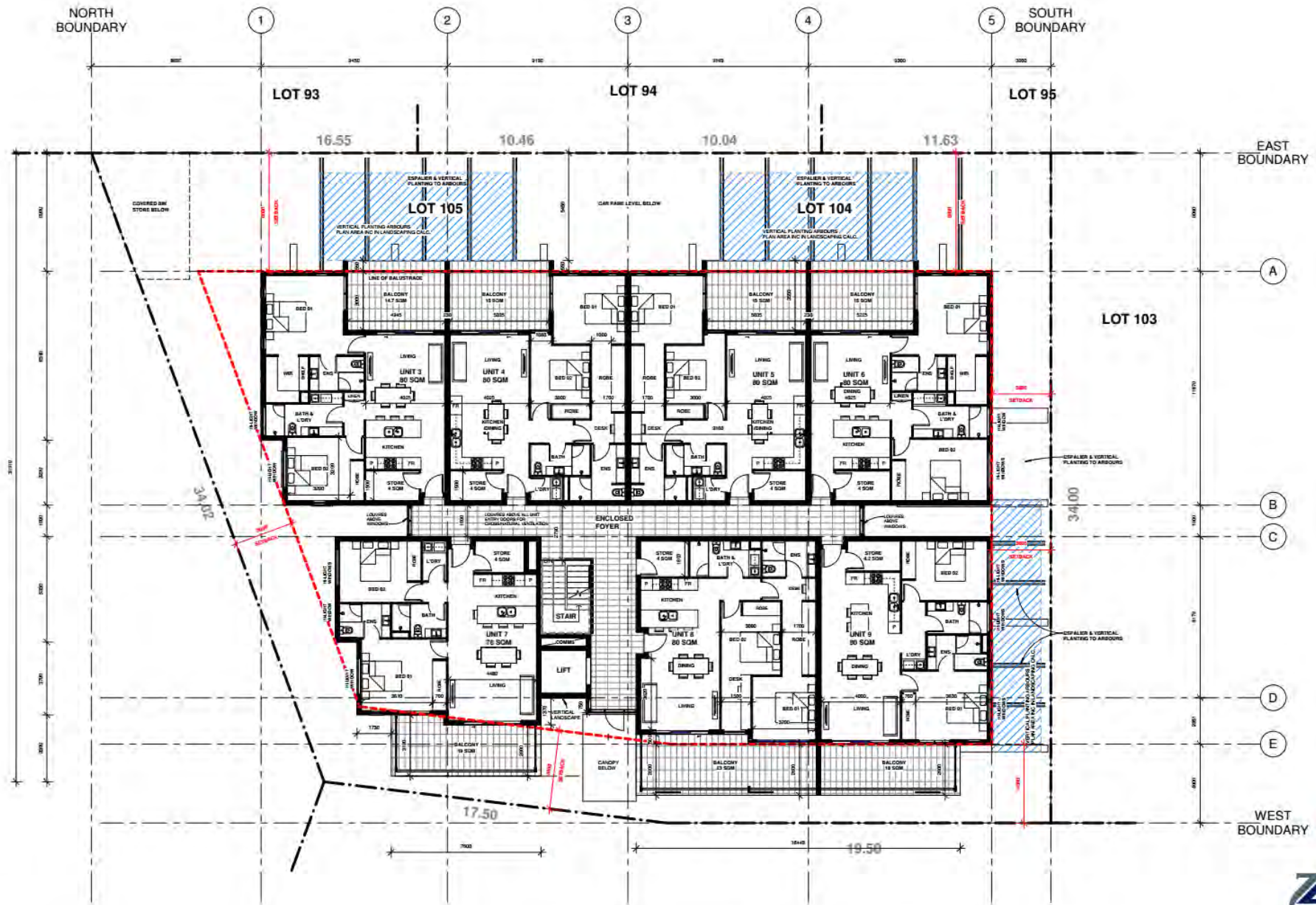
## Appendix A - Site Layout

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## 2. FIRST FLOOR

1:100

BRECHIN COURT

**ZEGNA**

Zegna Pty Ltd Reg No 14275  
Suite 4-16 Mounts Bay Road Perth WA 6000  
office (08) 6558 0528 mobile 0412 088 812  
email info@zegna.net.au zegna.net.au

**HARDEN JONES ARCHITECTS**

www.hjarchitect.com.au

8-10 BRECHIN COURT, DUNCRAIG  
JDAP SUBMISSION - DA001

A202

31/2/2016 11:58:54 AM

1:100 @ A1  
1:200 @ A3





**ZEGNA**  
Zegna Pty Ltd Reg No. 14275  
Suite 4 - 116 Mounts Bay Road Perth WA 6005  
office (08) 6558 0528 mobile 0412 086 812  
email info@zegna.net.au zegna.net.au

**HARDEN JONES ARCHITECTS**  
www.hjarchitect.com.au

8-10 BRECHIN COURT, DUNCRAIG  
JDAP SUBMISSION - DA001  
A203  
3/12/2018 11:56:55 AM



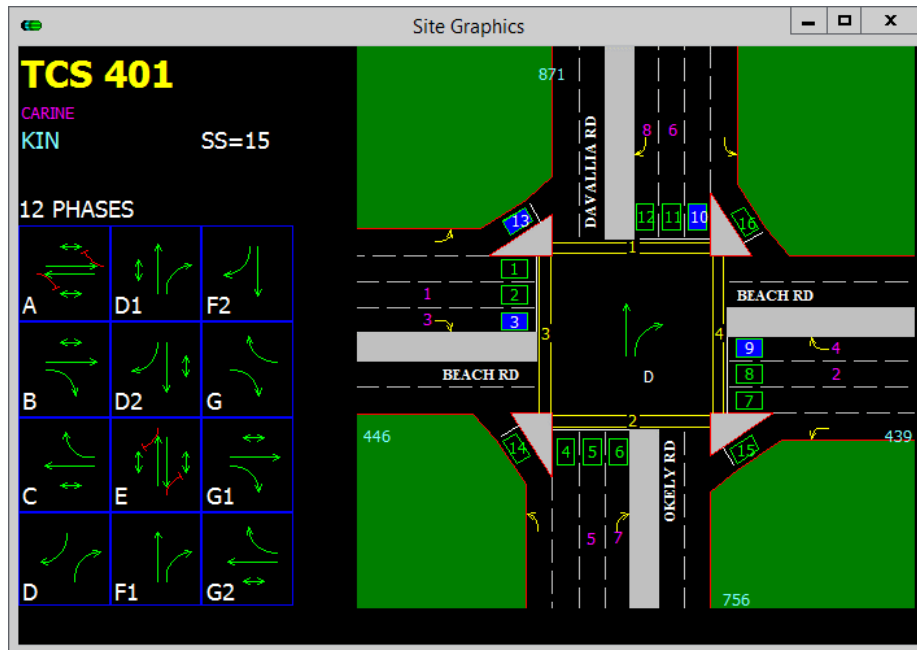


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## Appendix B - Traffic Count

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Average Hourly Volume from (Monday 22<sup>nd</sup> October to Friday 26<sup>th</sup> October 2018)

fe

|          | 1    | 2    | 3   | 4    | 5   | 6    | 7    | 8    | 9    | 10  | 11   | 12  | 13  | 14  | 15   | 16   |      |
|----------|------|------|-----|------|-----|------|------|------|------|-----|------|-----|-----|-----|------|------|------|
| 1:00     | 6    | 4    | 1   | 1    | 0   | 4    | 6    | 4    | 2    | 0   | 0    | 0   | 0   | 3   | 4    | 3    | 40   |
| 2:00     | 2    | 1    | 0   | 1    | 0   | 1    | 2    | 2    | 1    | 0   | 0    | 1   | 0   | 2   | 2    | 2    | 18   |
| 3:00     | 1    | 1    | 0   | 1    | 0   | 0    | 2    | 1    | 2    | 0   | 0    | 0   | 0   | 2   | 1    | 2    | 13   |
| 4:00     | 1    | 2    | 1   | 1    | 1   | 1    | 2    | 1    | 1    | 1   | 1    | 0   | 0   | 1   | 4    | 2    | 20   |
| 5:00     | 6    | 3    | 6   | 2    | 2   | 4    | 8    | 2    | 5    | 2   | 4    | 1   | 0   | 1   | 8    | 7    | 61   |
| 6:00     | 58   | 24   | 15  | 5    | 6   | 20   | 25   | 12   | 10   | 10  | 15   | 2   | 0   | 2   | 30   | 24   | 260  |
| 7:00     | 129  | 73   | 49  | 20   | 9   | 38   | 70   | 37   | 26   | 30  | 39   | 10  | 0   | 10  | 118  | 63   | 720  |
| 8:00     | 228  | 211  | 111 | 45   | 22  | 77   | 103  | 73   | 52   | 94  | 125  | 29  | 0   | 21  | 181  | 151  | 1522 |
| 9:00     | 240  | 231  | 89  | 83   | 51  | 156  | 157  | 132  | 80   | 111 | 162  | 59  | 0   | 41  | 280  | 168  | 2039 |
| 10:00    | 192  | 132  | 58  | 50   | 33  | 109  | 129  | 93   | 66   | 60  | 66   | 49  | 0   | 35  | 122  | 127  | 1321 |
| 11:00    | 180  | 106  | 40  | 54   | 30  | 96   | 140  | 93   | 78   | 51  | 52   | 59  | 0   | 34  | 117  | 111  | 1242 |
| 12:00    | 178  | 93   | 34  | 54   | 32  | 105  | 152  | 119  | 78   | 48  | 49   | 69  | 0   | 43  | 109  | 102  | 1266 |
| 13:00    | 162  | 79   | 28  | 58   | 30  | 111  | 151  | 103  | 79   | 46  | 51   | 65  | 0   | 49  | 113  | 103  | 1228 |
| 14:00    | 159  | 86   | 26  | 57   | 32  | 103  | 140  | 96   | 77   | 38  | 43   | 62  | 0   | 39  | 116  | 92   | 1166 |
| 15:00    | 184  | 105  | 35  | 79   | 40  | 122  | 180  | 139  | 96   | 47  | 67   | 78  | 0   | 60  | 165  | 103  | 1501 |
| 16:00    | 227  | 183  | 45  | 159  | 78  | 215  | 207  | 169  | 113  | 69  | 102  | 107 | 0   | 82  | 181  | 168  | 2107 |
| 17:00    | 199  | 159  | 46  | 174  | 94  | 189  | 238  | 233  | 140  | 68  | 69   | 95  | 0   | 94  | 212  | 164  | 2173 |
| 18:00    | 179  | 132  | 37  | 179  | 91  | 188  | 238  | 246  | 166  | 69  | 80   | 110 | 0   | 119 | 200  | 141  | 2175 |
| 19:00    | 153  | 100  | 28  | 84   | 39  | 145  | 178  | 164  | 103  | 45  | 58   | 77  | 0   | 75  | 156  | 102  | 1508 |
| 20:00    | 107  | 54   | 18  | 42   | 17  | 68   | 97   | 69   | 60   | 27  | 34   | 45  | 0   | 36  | 87   | 59   | 822  |
| 21:00    | 72   | 39   | 11  | 26   | 7   | 37   | 75   | 41   | 41   | 12  | 21   | 23  | 0   | 23  | 47   | 36   | 512  |
| 22:00    | 49   | 23   | 7   | 20   | 5   | 32   | 46   | 22   | 23   | 7   | 12   | 13  | 0   | 21  | 32   | 22   | 335  |
| 23:00    | 30   | 15   | 3   | 10   | 2   | 16   | 33   | 21   | 14   | 4   | 7    | 6   | 0   | 13  | 23   | 13   | 212  |
| 24:00:00 | 15   | 7    | 2   | 4    | 2   | 9    | 17   | 9    | 7    | 2   | 3    | 4   | 0   | 6   | 13   | 7    | 106  |
|          | 1    | 2    | 3   | 4    | 5   | 6    | 7    | 8    | 9    | 10  | 11   | 12  | 13  | 14  | 15   | 16   |      |
| Daily    | 2758 | 1864 | 691 | 1210 | 623 | 1846 | 2397 | 1882 | 1321 | 843 | 1062 | 964 | 964 | 814 | 2324 | 1770 |      |
| AM       | 240  | 231  | 89  | 83   | 51  | 156  | 157  | 132  | 80   | 111 | 162  | 59  | 110 | 41  | 280  | 168  |      |
| PM       | 179  | 132  | 37  | 179  | 91  | 188  | 238  | 246  | 166  | 69  | 80   | 110 | 59  | 119 | 200  | 141  |      |











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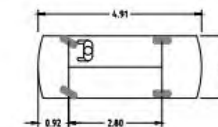
## Appendix C – Swept Path Diagrams

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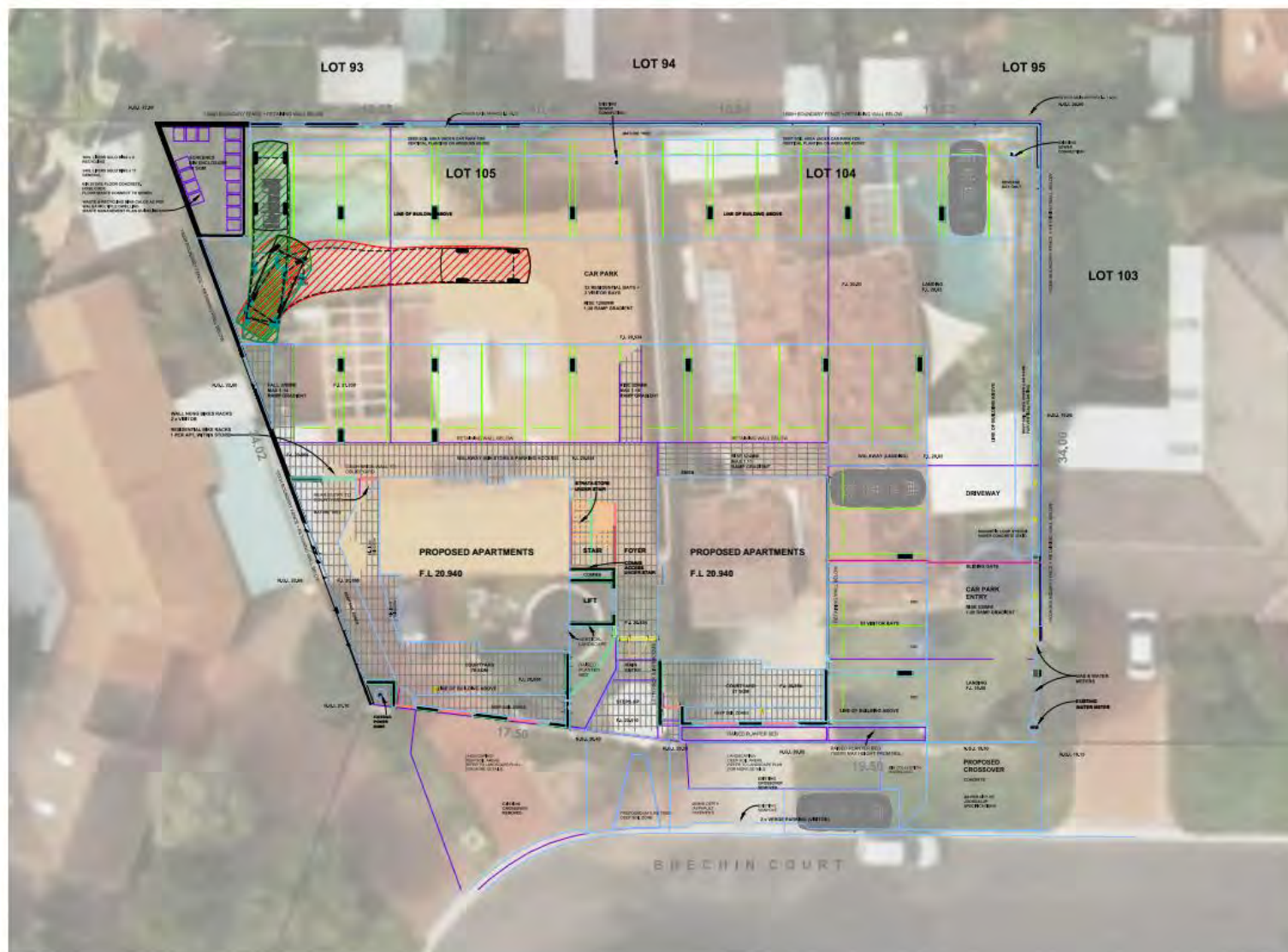




|                      |  |      |
|----------------------|--|------|
| DATE DRAWN: 05.12.18 | 6-8 BRECHIN COURT  |      |
| DESIGNED: N/A        | PROPOSED RESIDENTIAL APARTMENT   |      |
| DRAWN: KL            | SWEEP PATH ANALYSIS - STANDARD 885 VEHICLE<br>BLIND AISLE BAY - INBOUND MOVEMENT |      |
| CHECKED: LD          | DRAWING NUMBER:  | REV. |
| APPROVED: LO         | 1812004-SK-001   | A    |



**B85 VEHICLE (REALISTIC MIN RADIUS)**  
 OVERALL LENGTH 4.91m  
 OVERALL WIDTH 1.87m  
 OVERALL BODY HEIGHT 1.62m  
 MIN BODY GROUND CLEARANCE 0.16m  
 TRACK WIDTH 1.77m  
 LOCK-TO-LOCK TIME 4.88sec  
 KERB-TO-KERB TURNING RADIUS 5.75m



# LEGEND

- STANDARD B85 TURNING TEMPLATE FORWARD MOVEMENT
- STANDARD B85 TURNING TEMPLATE REVERSE MOVEMENT

SCALE 1:125  
 A 1

| REV                        | DATE     | ISSUED FOR REVIEW | DESCRIPTION | APPROVED |
|----------------------------|----------|-------------------|-------------|----------|
| A                          | 05.12.18 | ISSUED FOR REVIEW |             | LD       |
| REV                        | DATE     | ISSUED FOR REVIEW | DESCRIPTION | APPROVED |
| ISSUE AND REVISION HISTORY |          |                   |             |          |

CLIENT

**ZEGNA**

LOCAL GOVERNMENT AUTHORITY

**City of Joondalup**

SCALE @A1  
 HORIZ 1:125

DATUM  
 HORIZONTAL:  
 VERTICAL: N/A

**SHAWMAC**

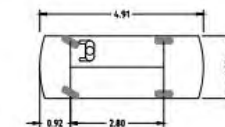
**INFORMATION ONLY**

**INFORMATION ONLY**

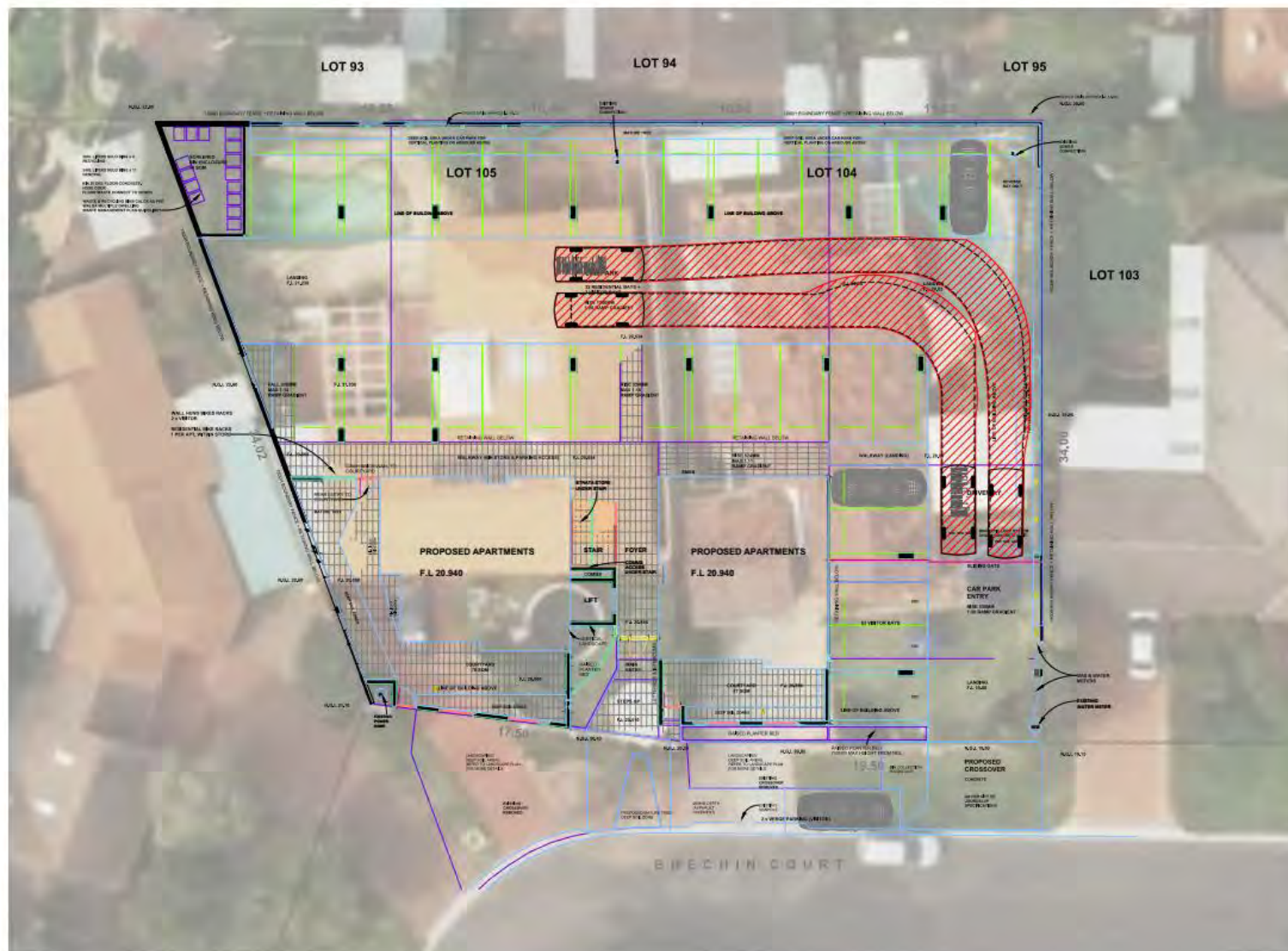
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|-------------|----------|
| DATE DRAWN: | 05.12.18 |
| DESIGNED:   | N/A      |
| DRAWN:      | KL       |
| CHECKED:    | LD       |
| APPROVED:   | LD       |

|  |           |
|--|-----------|
| 6-8 BRECHIN COURT<br>PROPOSED RESIDENTIAL APARTMENT<br>SWEEP PATH ANALYSIS - STANDARD B85 VEHICLE<br>BLIND AISLE BAY - OUTBOUND MOVEMENT |           |
| DRAWING NUMBER:<br>1812004-SK-002  | REV.<br>A |





|   |         |
|---|---------|
| <b>B85 VEHICLE (REALISTIC MIN RADIUS)</b> |         |
| OVERALL LENGTH                            | 4.91m   |
| OVERALL WIDTH                             | 1.87m   |
| OVERALL BODY HEIGHT                       | 1.42m   |
| MIN BODY GROUND CLEARANCE                 | 0.16m   |
| TRACK WIDTH                               | 1.77m   |
| LOCK-TO-LOCK TIME                         | 4.35sec |
| KERB-TO-KERB TURNING RADIUS               | 5.75m   |



# LEGEND



| REV                        | DATE     | ISSUED FOR REVIEW | DESCRIPTION | APPROVED |
|----------------------------|----------|-------------------|-------------|----------|
| A                          | 05.12.18 | ISSUED FOR REVIEW |             |          |
| ISSUE AND REVISION HISTORY |          |                   |             |          |

|        |              |
|--------|--------------|
| CLIENT | <b>ZEGNA</b> |
|--------|--------------|

|                            |                          |
|----------------------------|--------------------------|
| LOCAL GOVERNMENT AUTHORITY | <b>City of Joondalup</b> |
|----------------------------|--------------------------|

|            |            |
|------------|------------|
| SCALE (A1) | HORIZ 1:25 |
| DATUM      | HORIZONTAL |
| VERTICAL   | N/A        |



|                         |
|-------------------------|
| <b>INFORMATION ONLY</b> |
|-------------------------|

|                      |   |                |
|----------------------|---|----------------|
| DATE DRAWN: 05.12.18 | <b>6-8 BRECHIN COURT<br/>PROPOSED RESIDENTIAL APARTMENT<br/>SWEEP PATH ANALYSIS - STANDARD B85 VEHICLE<br/>TWO-WAY CORNER MANOEUVRING</b> |                |
| DESIGNED: N/A        |   |                |
| DRAWN: KL            | DRAWING NUMBER:   | 1812004-SK-003 |
| CHECKED: LD          | REV.  | A              |
| APPROVED: LD         |   |                |

# HARDENJONESARCHITECTS

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Western Australia 6008

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E: admin@hjarchitect.com.au

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Architects Board Registration 2552

HJ Architects Pty Ltd ATF Harden Jones Family Trust

ABN 33 066 236 251

**City of Joondalup**

**PO Box 21**

**Joondalup WA 6919**

**Att: Planning**

**18/12/2018**

**RE: 8 & 10 BRECHIN COURT, DUNCRAIG  
JDAP APPLICATION. FOR DEVELOPMENT APPROVAL**

**Dear City of Joondalup**

Please find attached the following documents that accompany the DA lodgement:

## **Planning Application Forms**

- |  |            |
|--|------------|
| • CoJ Application for Development Approval Form    | 10/12/2018 |
| • CoJ Development (Planning) Application Checklist | 13/12/2018 |
| • CoJ Environmentally Sustainable Design Checklist | 14/12/2018 |
| • DAP Form 1 - Lot 104 (No. 8), Lot 105 (No.10)    | 10/12/2018 |
| • Certificate of titles – 8 & 10 Brechin Court     |            |

## **Primary HJA Documents**

- |   |       |            |
|---|-------|------------|
| • Development Application Drawings & Perspectives | DA001 | 18/12/2018 |
|---|-------|------------|

## **Supporting Documents**

- |   |        |            |
|---|--------|------------|
| • Waste Management Plan & Annexures - HJA       | REV A  | 18/12/2018 |
| • Planning Report - TP Planning & Development   |        | 17/12/2018 |
| • Traffic Impact Statement Report - SHAWMAC     | REV001 | 07/12/2018 |
| • Landscape Plan - Newforms Landscape           | REV A  | 12/12/2018 |
| • Deep Soil Root Zone Plan - Newforms Landscape | REV A  | 12/12/2018 |



If there are any questions or further information required, please do not hesitate to contact me.

Yours Faithfully.

A handwritten signature in black ink that reads "G. HARDEN JONES". The signature is written in a cursive style with a horizontal line underneath the name.

---

**Giles Harden Jones**  
**HARDEN JONES ARCHITECTS**

8 & 10 BRECHIN COURT, DUNCRAIG  
DA SUBMISSION  
13/12/2018



## Environmentally Sustainable Design – Checklist

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

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

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

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

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

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

### Siting and structure design efficiency

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

Does your development retain:

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

Does your development include:

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



## Attachment 5

### Energy efficiency

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

Do you intend to incorporate into your development:

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

### Water efficiency

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

Does your development include:

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

Do you intend to incorporate into your development:

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

### Materials efficiency

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

Does your development make use of:

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

### Indoor air quality enhancement

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

Do you intend to incorporate into your development:

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

### 'Green' Rating

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

- ☐ Yes
- ☒ No

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

As part of project design development, the design will be assessed in accordance with energy rating software by a qualified and certified energy consultant.

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

## Attachment 5

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

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

Designed in accordance with Design WA guidelines

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

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

Applicant's Full Name: GILES HARDEN JONES Contact Number: 0412 002 618

Applicant's Signature:  Date Submitted: 14.12.2018

Accepting Officer's Signature: \_\_\_\_\_

Checklist Issued: March 2011





Government of **Western Australia**  
Development Assessment Panels

LG Ref: DA18/1389  
DAP Ref: DAP/19/01557  
Enquiries: (08) 6551 9919

Mr Giles Harden Jones  
HJ Architects  
Suite 8-300  
Rokeby Road  
Subiaco WA 6008

Dear Mr Harden Jones

**METRO NORTH-WEST JDAP - CITY OF JOONDALUP - DAP APPLICATION -  
DA18/1389 - DETERMINATION**

|                      |   |
|----------------------|---|
| Property Location:   | Lots 104 and 105 (8 and 10) Brechin Court, Duncraig |
| Application Details: | 16 Multiple Dwellings                               |

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Joondalup on 20 December 2018 for the above-mentioned development.

This application was considered by the Metro North-West JDAP at its meeting held on 23 July 2019, where in accordance with the provisions of the City of Joondalup Local Planning Scheme No.3, it was resolved to **refuse** the application as per the attached notice of determination.

Please be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the reasons for refusal, please contact Ms Alisa Spicer on behalf of the City of Joondalup on 9400 4568.

Yours sincerely,

**DAP Secretariat**

24 July 2019

Encl. DAP Determination Notice  
Refused Plans

Cc: Ms Alisa Spicer  
City of Joondalup



## ***Planning and Development Act 2005***

### **City of Joondalup Local Planning Scheme No.3**

#### **Metro North-West Joint Development Assessment Panel**

### **Determination on Development Assessment Panel Application for Planning Approval**

**Property Location:** Lots 104 and 105 (8 and 10) Brechin Court, Duncraig  
**Application Details:** 16 Multiple Dwellings

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **refused** on 23 July 2019, subject to the following:

**Refuse** DAP Application reference DAP/19/01557 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2, Part 9 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. The proposal does not satisfy the matters to be considered under clause 67(c), Schedule 2, Part 9 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as:
  - i. The proposal does not satisfy the *2.4 Side and rear setbacks* element objectives of *State Planning Policy 7.3*, as the setbacks do not provide adequate separation between neighbouring properties and the development does not provide an appropriate transition between sites with different intensity of development.
  - ii. The proposal does not satisfy *2.5 Plot Ratio* element objective of *State Planning Policy 7.3*, as building bulk and scale of the development is inappropriate for the existing and planned character of the area.
  - iii. The proposal does not satisfy *2.6 Building depth* element objectives of *State Planning Policy 7.3*, as it results in undue amenity impacts for future occupants due to the building depth not providing apartment layouts and room depths to optimise daylight and solar access, and built form is not appropriately articulated to allow sufficient access of daylight.
  - iv. The proposal does not satisfy *2.7 Building separation* element objectives of *State Planning Policy 7.3*, as it results in undue impacts to residential amenity of neighbouring properties including visual privacy impacts and sunlight and daylight access.
  - v. The proposal does not satisfy *3.2 Orientation* element objective of *State Planning Policy 7.3*, as the building form and orientation does not minimise overshadowing of open space of the neighbouring property.





- vi. The proposal does not satisfy 3.3 *Tree canopy and deep areas* element objective of *State Planning Policy 7.3*, as inadequate measures have been taken to improve tree canopy (long term).
  - vii. The proposal does not satisfy 3.4 *Communal open space* element objectives of *State Planning Policy 7.3*, as the communal open space does not enhance or provide a high level of amenity for residents.
  - viii. The proposal does not satisfy 3.5 *Visual privacy* element objective of *State Planning Policy 7.3*, as the orientation and design of the building's windows do not minimise direct overlooking of private outdoor living areas of neighbouring sites.
  - ix. The proposal does not satisfy 3.6 *Public domain interface* element objectives of *State Planning Policy 7.3*, as there is an inappropriate transition between private and public domain and does not enhance the privacy and safety of residents.
  - x. The proposal does not satisfy 3.9 *Car and bicycle parking* element objective of *State Planning Policy 7.3*, as the provision of carparking is not appropriate for the site's location and the positioning of visitor car parking does not minimise negative visual and environmental impacts on amenity and the streetscape.
  - xi. The proposal does not satisfy 4.1 *Solar and daylight access* element objectives of *State Planning Policy 7.3*, as the development is not sited or designed to optimise the number of dwellings receiving winter sunlight via windows to habitable rooms.
  - xii. The proposal does not satisfy 4.3 *Size and layout of dwellings* element objective of *State Planning Policy 7.3*, as room designs do not facilitate good daylight access.
  - xiii. The proposal does not satisfy 4.9 *Universal design* element objective of *State Planning Policy 7.3*, as inadequate universal design features are provided for people living with disabilities or limited mobility and the design does not facilitate ageing in place.
  - xiv. The proposal does not satisfy 4.12 *Landscape design* element objectives of *State Planning Policy 7.3*, as insufficient landscaping is provided to enhance the streetscape, improve the visual appeal and comfort of open space areas, or provide an attractive outlook for habitable rooms.
2. The proposal does not satisfy the matters to be considered under clause 67(m), clause(p) and clause 67(u) of Schedule 2, Part 9 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as:
- i. the bulk and scale of the development is not compatible with its setting particularly the relationship of development to development on adjoining land.
  - ii. Inadequate provision made for the landscaping of the land to which the application relates.



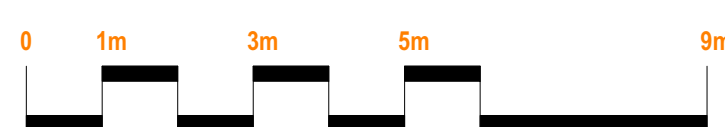
- iii. Inadequacy of the development to provide means of access by older people and people with disability.





|                      |                 |
|----------------------|-----------------|
| RESIDENTIAL PARKING: | 28 BAYS ON SITE |
| VISITOR PARKING:     | 3 BAYS ON SITE  |
|                      |                 |
| TOTAL APARTMENTS:    | 16 APARTMENTS   |
| TOTAL SQM:           | 16 APARTMENTS   |
|                      |                 |
| SITE AREA:           | 1423.9 SQM      |
| APARTMENT AREA:      | 1316 SQM        |
|                      |                 |
| PLOT RATIO:          | 0.92            |
|                      | 14% INCREASE    |

**8-10 BRECHIN COURT, DUNCRAIG**

[illegible]

**DEVELOPMENT  
ASSESSMENT PANEL**

**REFUSED**

23-Jul-2019

1:100 @ A1  
1:200 @ A3

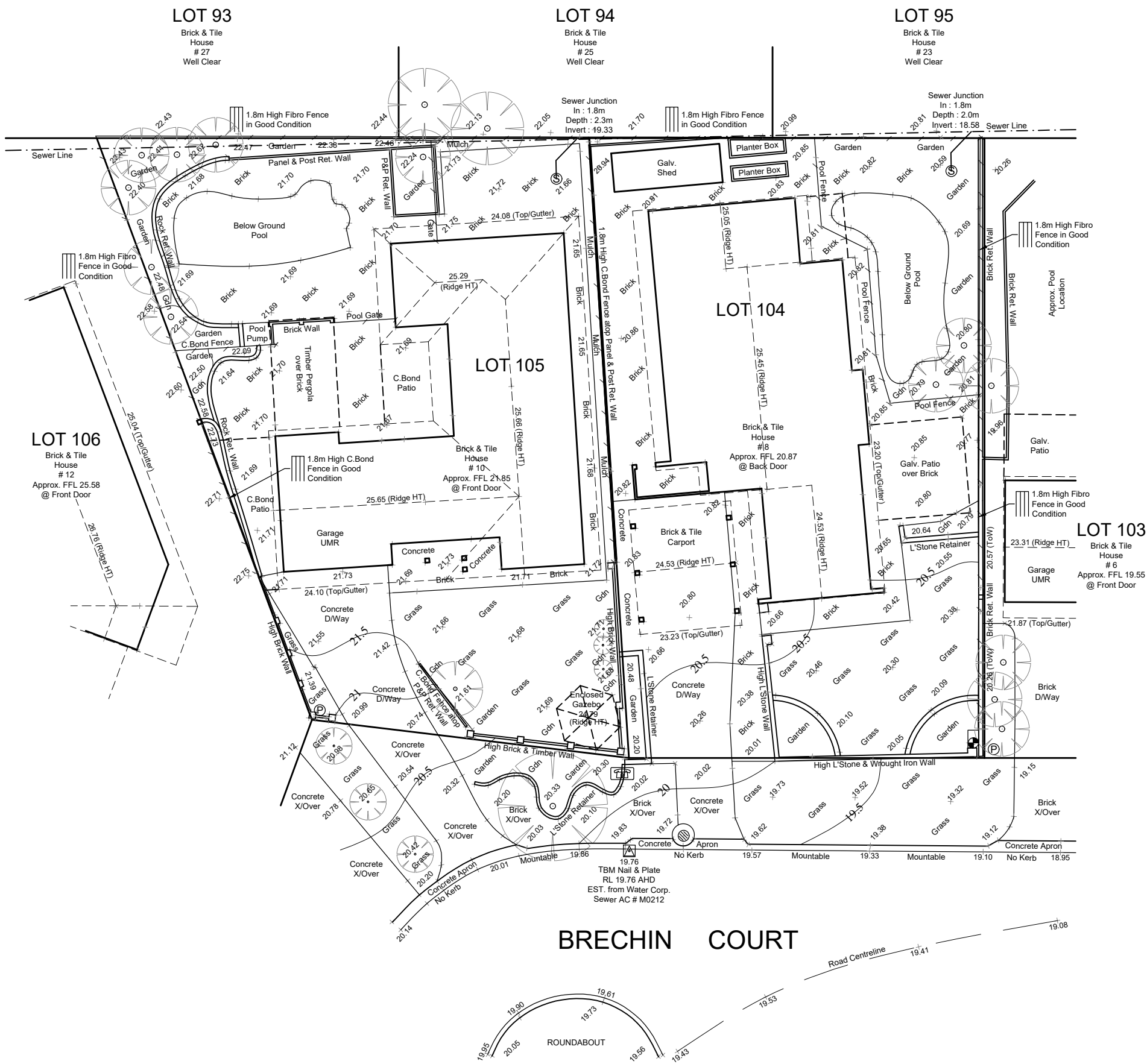


FEATURE SURVEY

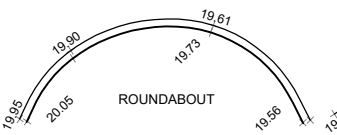
CLIENTS DETAILS:  
ZEGNA PTY LTD  
LEVEL DATUM:  
AHD (Approx.)  
DWG REF:  
Brechin 8-10 - v1.0

STREET NAME :  
BRECHIN COURT  
LOT # :  
104 - 105  
HOUSE # :  
8 - 10  
SUBURB :  
DUNCRAIG  
LOCAL AUTHORITY :  
CITY OF JOONDALUP  
LOT AREA :  
1424m<sup>2</sup>  
R CODE :  
R20/60  
SURVEY DATE :  
02/08/2018  
SCALE AT A3 SIZE:  
1:250

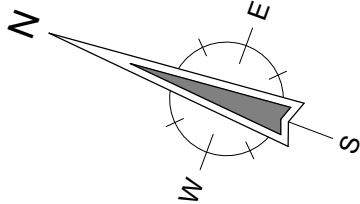
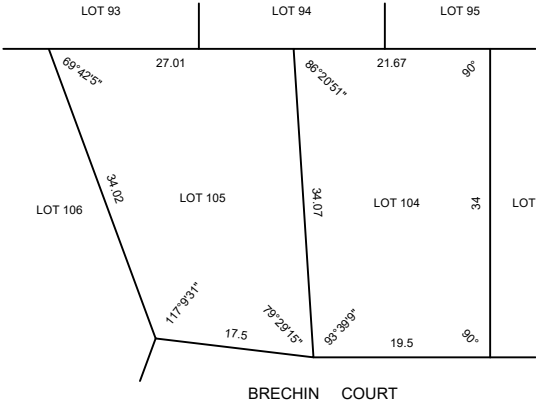
LEGEND  
WATER METER  
SEWER CONN.  
TELSTRA PIT  
POWER DOME  
TREE (TO SCALE)  
DRAINAGE MANHOLE  
TEMP. BENCHMARK



BRECHIN COURT



LOT DIMENSIONS  
NOT TO SCALE



DEVELOPMENT  
ASSESSMENT PANEL

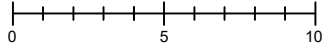
REFUSED

23-Jul-2019



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 11277     |
| ELECTRICITY      | UNDERGROUND |
| WATER            | CONNECTION  |
| GAS              | YES         |

|             |              |
|-------------|--------------|
| TELSTRA     | PIT          |
| SEWERAGE    | YES          |
| DRAINAGE    | GOOD         |
| 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.

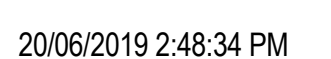
BEFORE ANY WORK IS STARTED ON SITE OR PLANS ARE PRODUCED BY DESIGNERS/ ARCHITECTS, THE BOUNDARIES MUST BE REPEGGED AND EXACT OFFSETS MEASURED TO EXISTING STRUCTURES AND FENCING. VISION SURVEYS ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES TO THE PARCEL OR PORTION OF THE PARCEL OF LAND SHOWN ON THIS SURVEY 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.









|                      |                 |
|----------------------|-----------------|
| RESIDENTIAL PARKING: | 28 BAYS ON SITE |
| VISITOR PARKING:     | 3 BAYS ON SITE  |
| TOTAL APARTMENTS:    | 16 APARTMENTS   |
| TOTAL SQM:           | 16 APARTMENTS   |
| SITE AREA:           | 1423.9 SQM      |
| APARTMENT AREA:      | 1316 SQM        |
| PLOT RATIO:          | 0.92            |
|                      | 14% INCREASE    |

|   |                               |
|---|-------------------------------|
| <b>CAR PARKING (LOCATION A)</b>   |                               |
| <b>28 RESIDENTIAL BAYS + 3 VISITOR BAYS</b>   |                               |
| 1 BAY PER   | 1x1 APARTMENT (3 APARTMENTS)  |
| 2 BAYS PER  | 2x2 APARTMENT (10 APARTMENTS) |
|   | 3x2 APARTMENT (3 APARTMENTS)  |
| <b>BIKE PARKING</b>   |                               |
| WALL HUNG BIKES RACKS   |                               |
| 2 x VISITOR   |                               |
| 4 x WALL HUNG FOR RESIDENTS   |                               |
| RESIDENTIAL BIKE RACKS  |                               |
| 1 PER APT, WITHIN STORE   |                               |
| TOTAL BIKE RACKS = 22   |                               |
| <b>BIN ENCLOSURE &amp; HARD WASTE STAND - 21 SQM</b>  |                               |
| <b>GENERAL</b>  |                               |
| 660L LITRES SULO BINS x 4   |                               |
| <b>RECYCLING</b>  |                               |
| 660L LITRES SULO BINS x 3   |                               |
| <b>CONC FLOOR &amp; FW</b>  |                               |
| DRAINED TO SEWER SYSTEM. TAP FOR WASH DOWN. H & C WATER REQUIRED.                                       |                               |
| <b>WASTE &amp; RECYCLING BINS CALCS AS PER WALGA MULTIPLE DWELLING WASTE MANAGEMENT PLAN GUIDELINES</b> |                               |
| BIN DOOR TRACKS TO BE INSET INTO SLAB FLUSH MOUNTED FOR BIN ACCESS                                      |                               |

1. GROUND FLOOR  
1 : 100



1:100 @ A1  
1:200 @ A3

DEVELOPMENT  
ASSESSMENT PANEL

REFUSED

23-Jul-2019

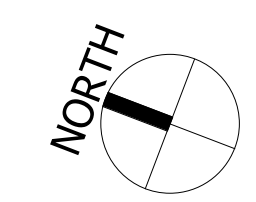


NORTH  
BOUNDARY

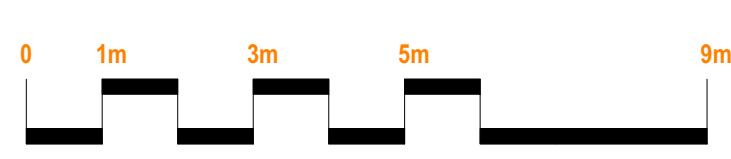
SOUTH  
BOUNDARY

EAST  
BOUNDARY

WEST  
BOUNDARY



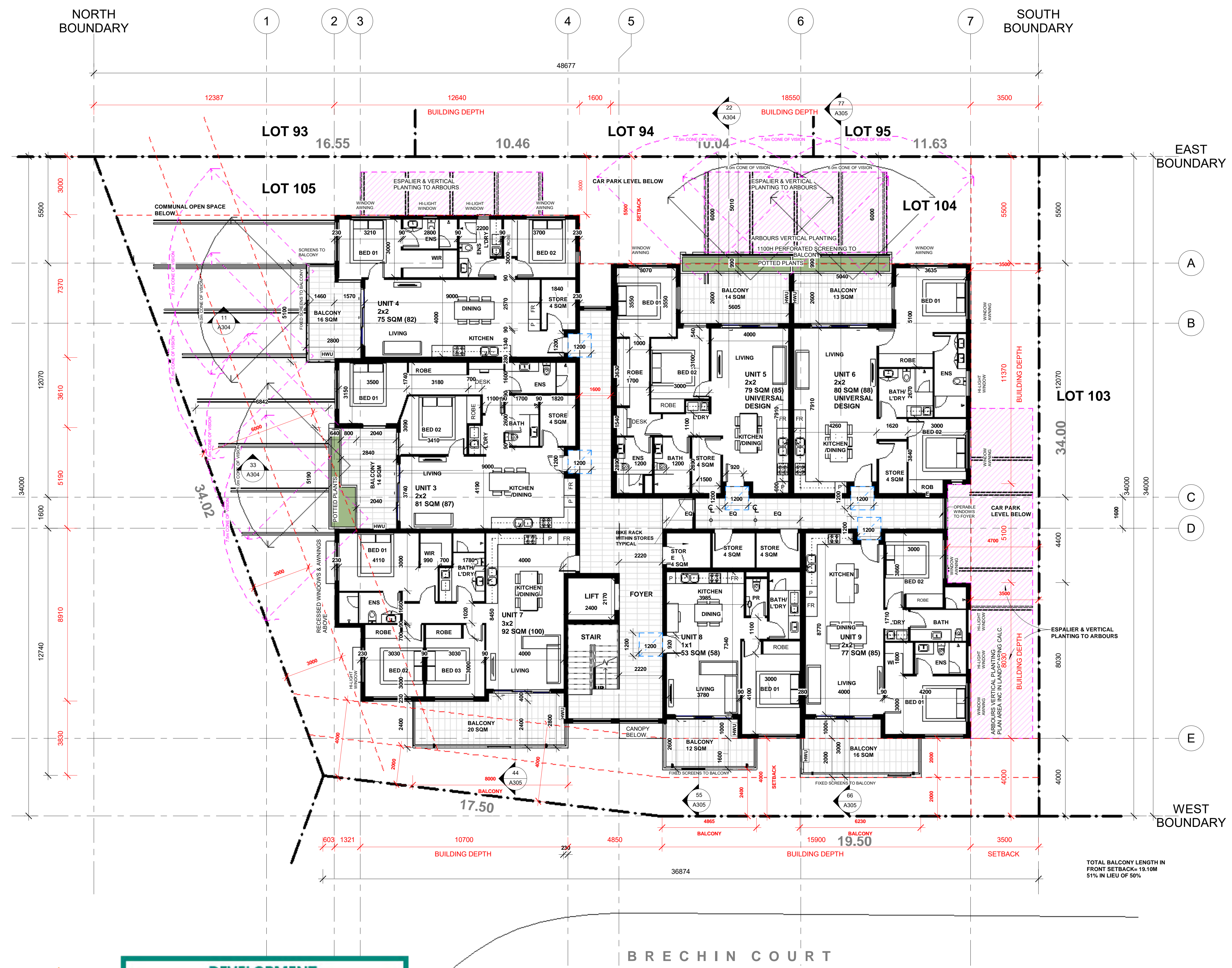
2. FIRST FLOOR  
1 : 100



1:100 @ A1  
1:200 @ A3

DEVELOPMENT  
ASSESSMENT PANEL

REFUSED  
23-Jul-2019



TOTAL BALCONY LENGTH IN  
FRONT SETBACK= 19.10M  
51% IN LIEU OF 50%

**ZEGNA**  
BUILDING  
zegna.net.au

**HARDENJONESARCHITECTS**  
www.hjarchitect.com.au

8-10 BRECHIN COURT, DUNCRAIG  
JDAP SUBMISSION - DA007  
A202  
20/06/2019 2:48:42 PM

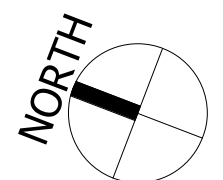


NORTH  
BOUNDARY

SOUTH  
BOUNDARY

EAST  
BOUNDARY

WEST  
BOUNDARY



### 3. SECOND FLOOR

1 : 100



1:100 @ A1  
1:200 @ A3

BRECHIN COURT



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8-10 BRECHIN COURT, DUNCRAIG  
JDAP SUBMISSION - DA007

A203

20/06/2019 2:48:45 PM



NORTH  
BOUNDARY

1

2

3

4

5

6

7

SOUTH  
BOUNDARY

LOT 93

16.55

10.46

LOT 94

10.04

LOT 95

11.63

EAST  
BOUNDARY

LOT 105

LOT 104

LOT 103

34.00

A

B

C

D

E

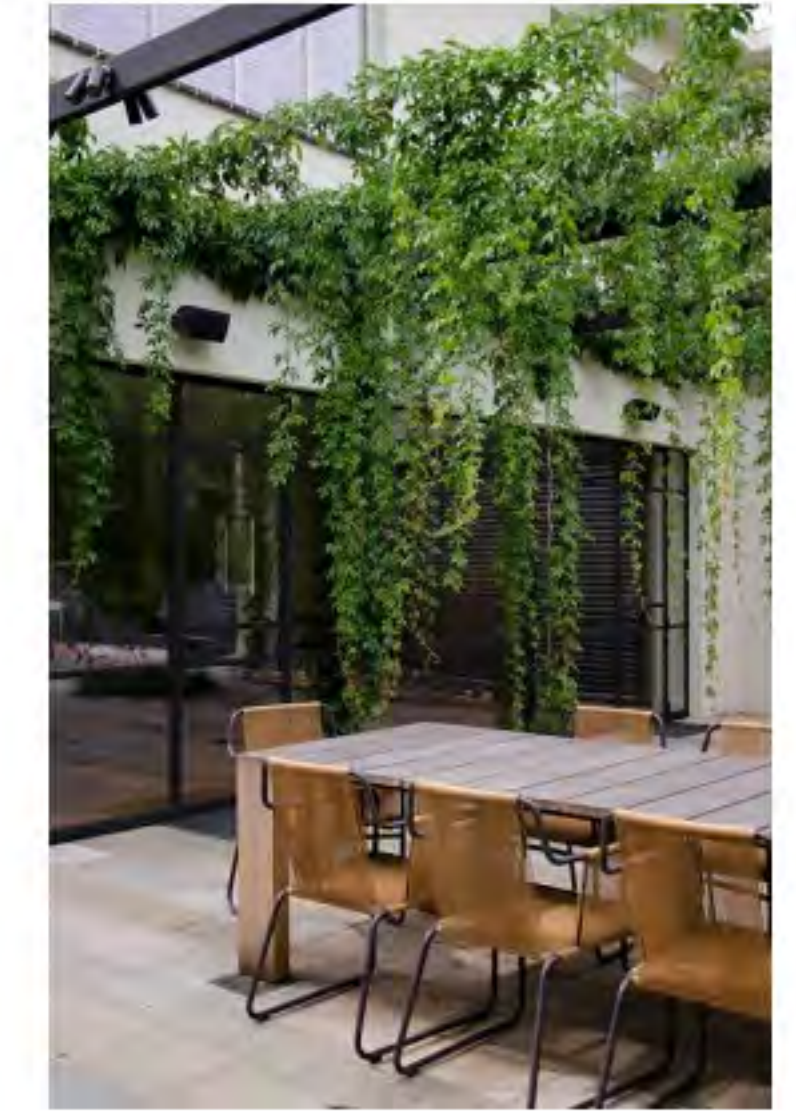
WEST  
BOUNDARY

34.02

17.50

19.50

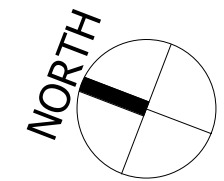
BRECHIN COURT



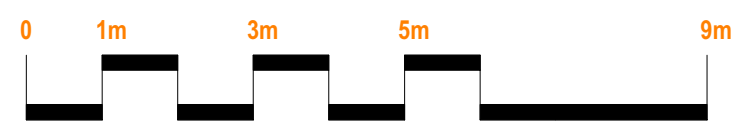
VERTICAL LANDSCAPING TO ARBOURS



PLANTER BEDS



ROOF  
1 : 100



1:100 @ A1  
1:200 @ A3

DEVELOPMENT  
ASSESSMENT PANEL

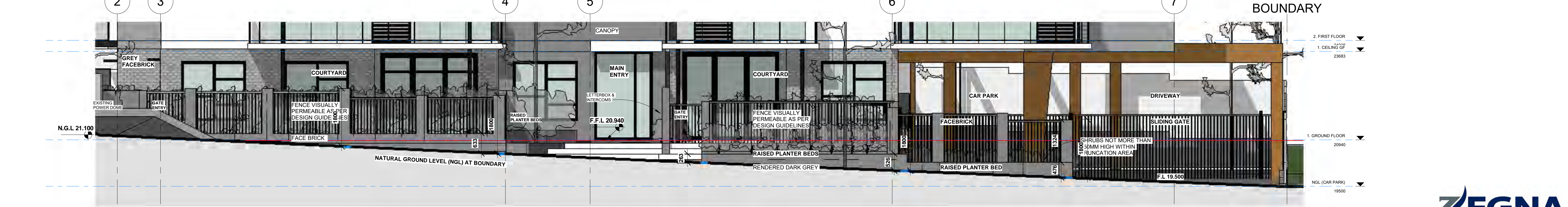
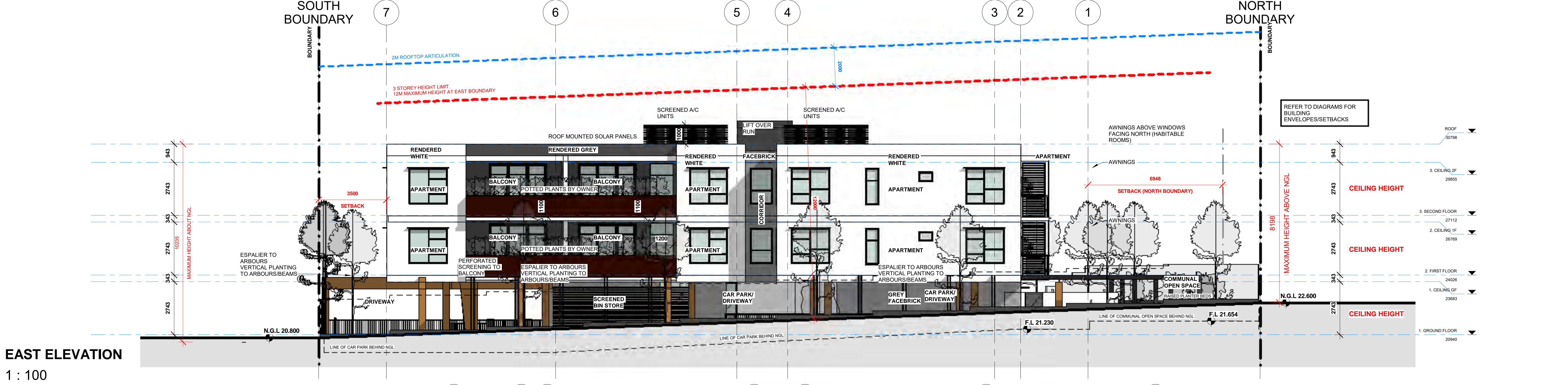
REFUSED  
23-Jul-2019

**ZEGNA**  
BUILDING  
zegna.net.au

**HARDENJONESARCHITECTS**  
www.hjarchitect.com.au

8-10 BRECHIN COURT, DUNCRAIG  
JDAP SUBMISSION - DA007  
A204  
20/06/2019 2:48:46 PM





0 1m 3m 5m 9m

1:100 @ A1  
1:200 @ A3

DEVELOPMENT  
ASSESSMENT PANEL

REFUSED  
23-Jul-2019

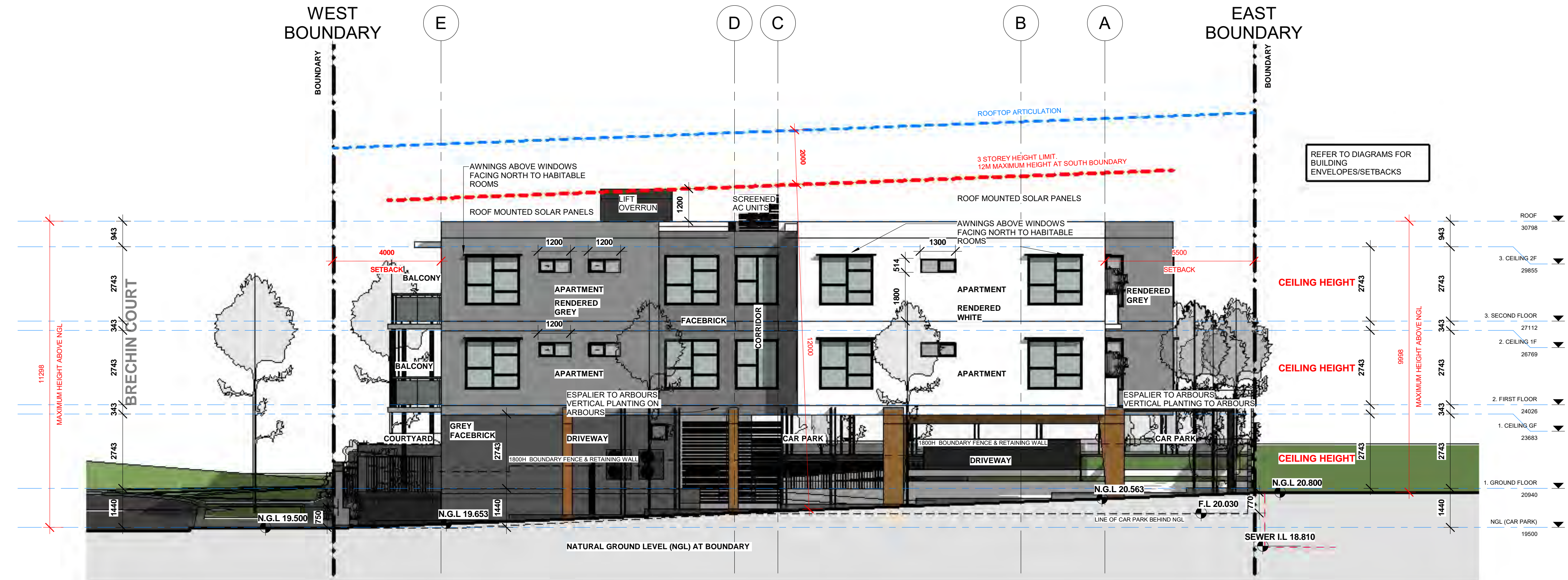
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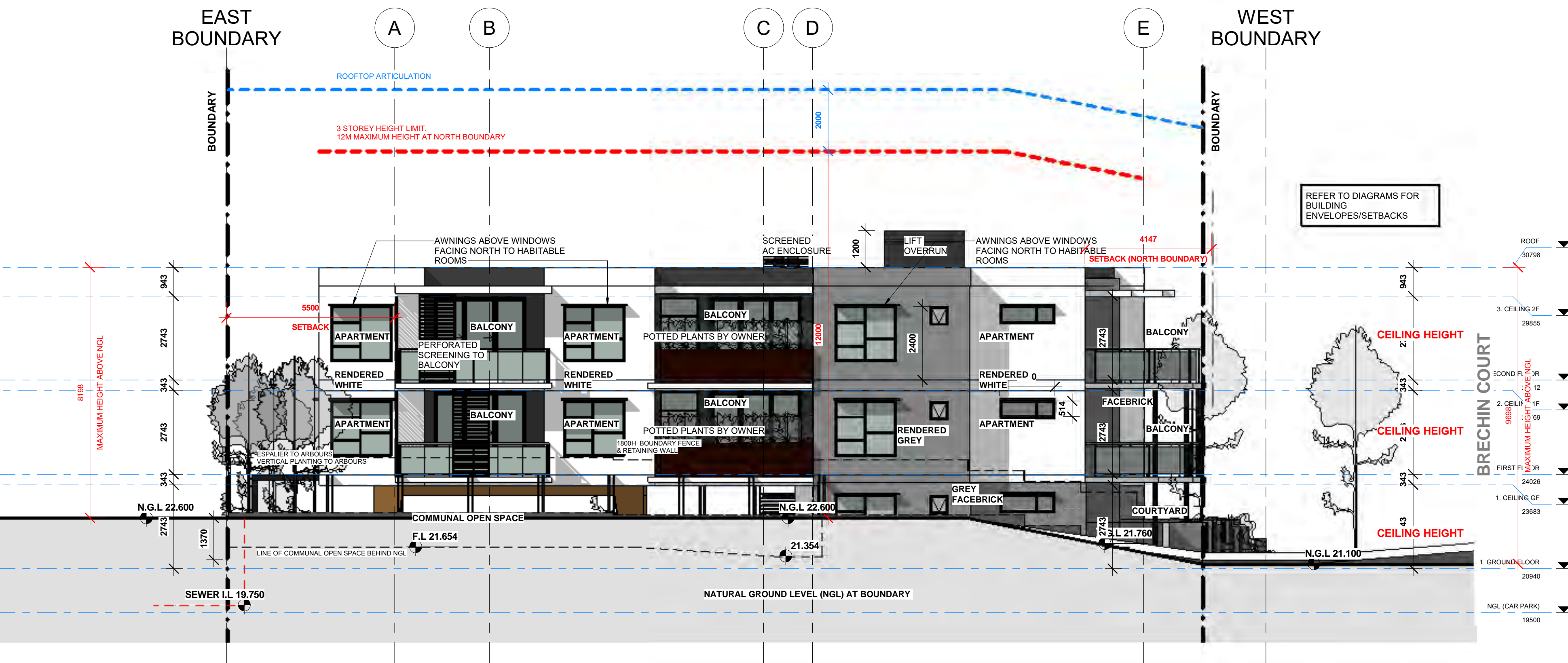
8-10 BRECHIN COURT, DUNCRAIG  
JDAP SUBMISSION - DA007  
A401

20/06/2019 2:49:14 PM





**SOUTH ELEVATION**  
1 : 100



**NORTH ELEVATION**  
1 : 100



1:100 @ A1  
1:200 @ A3

**DEVELOPMENT  
ASSESSMENT PANEL**

**REFUSED**

**23-Jul-2019**



AL WINDOW AWNING



PRIVATE OPEN SPACE CONCEPT  
BALCONIES



VERTICAL LANDSCAPING TO  
ARBOURS



### Consultation summary of submissions

| Issue Raised   | Officer Response  |
|--|---|
| <b>Density and zoning</b>  |   |
| <p>Cul-de-sacs should be limited to low density developments only.</p>   | <p>The City started developing its Local Housing Strategy (LHS) in 2010 by identifying suitable areas for increased density and identified ten areas (known as Housing Opportunity Areas (HOAs)). The final LHS was endorsed by the Western Australian Planning Commission on 12 November 2013.</p> <p>Since early 2016, residents in HOAs have been able to redevelop their properties in line with the higher densities allocated to these areas, including for multiple dwellings.</p> <p>A draft new planning framework for infill development which includes provisions restricting the development of multiple dwellings in cul-de-sacs has been prepared but is yet to have any formal status that would allow it to be considered in decision-making for planning applications.</p> <p>The current planning framework allows for multiple dwellings, subject to an assessment against the relevant standards.</p> |
| <b>Building height</b>   |   |
| <p>Building height of 3 storeys in a locality that includes a maximum of 2 storeys is excessive. This will set a precedent that will change the family centred street.</p>   | <p>The proposal is in accordance with the acceptable outcomes and element objectives of <i>2.2 Building height</i>.</p> <p>Building height of three storeys is an acceptable outcome within the current framework for the density coding of R60 and it is also noted that the development is within the indicative height limit of 12 metres.</p>   |
| <b>Built form and scale</b>  |   |
| <p>The development is not in scale with other developments in the area. The plot ratio is well above the 0.8 requirements (akin to an R80 development) and will result in a different built form of development than envisaged within the realms of a R60 density.</p> <p>The development will dominate the street and will not blend with other developments. Only other 3 storey development currently under construction in Argyll Court has its 3 storey portion occupying only half of the overall building footprint.</p> <p>The JDRP previously considered the proposal to be clear over development on this site. The revised plans do not address this, while the dwelling mix has been</p> | <p>This site is dual coded R20/60. The plot ratio acceptable outcome under SPP7.3 is 0.8. The proposed plot ratio is 0.948, which is 18.5% over the acceptable outcome requirement.</p> <p>The proposed plot ratio does not achieve the acceptable outcomes or element objectives of <i>2.5 Plot ratio</i>. Refer to officer comments contained in the report.</p>  |



| Issue Raised  | Officer Response   |
|---|--|
| <p>amended no reduction to apartment numbers has been proposed in order to reduce the building mass. This does not address either the existing or future planned character of the area.</p> <p>The development is inconsistent with the design principles of <i>State Planning Policy 7: Design of the Built Environment</i>. The massing and height of the proposed development is not appropriate to its setting and not compatible with development on adjoining land, and on other land in the locality in terms of number of stories, bulk and scale.</p>  |  |
| <b>Character and context</b>  |  |
| <p>The drawings provided do not show the development within context of the street and adjoining development, which fail to highlight the two main issues with this development; being its size and density.</p> <p>The application fails to respect or plan for the existing and future context and character of the area. Building mass is prioritised over form and scale resulting in overdevelopment. A better design outcome could be achieved in terms of functionality, landscape quality and community expectation if quantity of development were not a principle driver.</p>  | <p>The applicant has provided contextual elevations provided as Attachment 4.</p> <p>It is considered that the development does not meet a number of element objectives that result in the proposal being inconsistent with the context and character of the area.</p> <p>Refer to officer comments contained in the report.</p> |
| <b>Overshadowing</b>  |  |
| <p>The shadow diagram notates that 25% of the adjoining property may be overshadowed (29% of the adjoining Lot 103 is overshadowed). Overshadowing falls over a portion of the roof, front driveway and entire rear courtyard. The decommissioned pool cannot be considered useable open space.</p> <p>The applicant plans deduct the roof structure from the overshadowing calculation – Element 3.2 does not have any commentary to such allowances. This is an impact/consequence of the massing of the development. The building form and orientation does not minimise overshadowing of the neighbouring property as required by Element 3.2</p> | <p>The proposal results in undue overshadowing to the adjoining property to the south and is not considered to meet the acceptable outcomes or element objectives of clause 3.2 <i>Orientation</i>.</p> <p>Refer to officer comments contained in the report.</p>  |
| <b>Landscaping</b>  |  |

| Issue Raised   | Officer Response   |
|--|--|
| <p>This applicant proposes significant landscaping outside of the development boundary and within the existing road reserve (verge) in order to satisfy Element 4.12, the verge is within the ownership and control of the City. If development were to proceed how would the City ensure that such landscaping occurs?</p> <p>The proposal does not satisfy the Landscape Design objectives of Element 4.12 of SPP7.3. Insufficient landscaping is provided to enhance the streetscape, improve the visual appeal and comfort of open space areas, or provide an attractive outlook for habitable rooms.</p>  | <p>The proposed on-site landscaping and tree sizes meet the acceptable outcomes and element objectives of clauses <i>3.3 Tree canopy and deep soil areas</i> and <i>4.12 Landscape design</i>.</p> <p>Refer to officer comments contained in the report.</p> |
| <b>Side boundary setbacks</b>  |  |
| <p>An increased setback is required for the southern boundary to reduce overshadowing in order to meet the Element Objectives of 2.4. The development does not meet the intent of Element 2.4 with respect to maintaining the amenity of the adjoining properties to the south and east, due to excessive bulk above the ground floor. The proposed development setbacks has the cumulative effect of resulting in the development not achieving the element objectives associated with elements 2.5 (plot ratio), 2.7 (building separation) and 4.1 (solar and daylight access) as required by Acceptable outcome 2.4.2.</p> <p>The setbacks do not provide adequate separation between neighbouring properties and the development does not provide an appropriate transition between sites with different intensity of development.</p> | <p>The proposed side and rear setbacks do not meet the acceptable outcomes or element objectives of clause <i>2.3 Side and rear setbacks</i>.</p> <p>Refer to officer comments contained in the report.</p>  |
| <b>Building depth</b>  |  |
| <p>24.5 metres is considerably over the allowable building depth which is a discretion that should not be passed. The proposed 26 metre building depth is a 30% increase on the recommended maximum building depth.</p> <p>Element 2.6 acknowledges that building depth can impact on streetscape. This in combination with other proposed variations is over development of the site, which is not in keeping with the existing or future planning of the area.</p>   | <p>Proposed modifications to the internal layout of apartments is considered to have addressed the element objectives of clause <i>2.6 Building depth</i>.</p> <p>Refer to officer comments contained in the report.</p>                                     |
| <b>Visual privacy</b>  |  |



| Issue Raised  | Officer Response  |
|---|---|
| <p>Overlooking of front yards within the street. The development overlooks 12A Brechin Court and the development plans indicate that this occurs over a driveway. The section overlooked is not a driveway.</p>   | <p>It is noted that the extent of the neighbouring driveway indicated on the shadow diagram is inaccurate.</p> <p>Front yards are already visible from the public realm. It is considered unreasonable to impose restrictions on developments in relation to providing visual privacy to areas already visible from the street.</p> <p>Notwithstanding the above the development does not meet the element objectives of clause 3.5 <i>Visual privacy</i> due to reduced outlook from apartments resulting from increased screening measures.</p> |
| <b>Utilities and facilities</b>   |   |
| <p>Adding bike racks into the storerooms reduces the space available for storing other items and still does not cater for visitor bicycle parking.</p>  | <p>Utilities associated with the development have been provided in accordance with the acceptable outcomes applicable to <i>clause 4.18 Utilities</i> of SPP7.3 and the element objectives have been met.</p>   |
| <b>Traffic</b>  |   |
| <p>Higher density development in the cul-de-sac will disrupt the ability for children to safely play in the street due to increased traffic and parking within the cul-de-sac.</p> <p>It is important to highlight that while the previous report to JDAP found that the road network could accommodate the increased traffic from the development this is separate to maintaining amenity and safety. As a cul-de-sac Brechin Court does not benefit from an existing footpath network. There are concerns regarding pedestrian safety due to increased traffic i.e. conflict between pedestrians leaving Brechin Court to Methuen Way which is somewhat of blind corner. This concern is further compounded by the fact that a pedestrian access way links surrounding streets with Brechin Court and is a well-used pedestrian route to Beach Road and Carine Open Space. This safety concern requires to be considered and there is no correspondence relating to this matter from the previous JDAP report.</p> <p>Increased traffic will cause a bottleneck getting out of Brechin Court and Methuen Way.</p> | <p>There is adequate capacity within the road network to support the development. Refer to officer comments contained in the report.</p>  |
| <b>Parking</b>  |   |

| Issue Raised  | Officer Response  |
|---|---|
| <p>The number of resident bays provided is an oversupply which is at odds with encouraging the use of public transport. The 4 visitor parking bays provided falls well short of the realistic number of bays needed for a development of this type.</p> <p>One of the visitor bays is located behind a remote sliding gate, which is not accessible except to prearranged visitors. The four bays provided do not comply with the City's Residential Development Local Planning Policy visitor parking requirement which requires a total of 8 bays located outside the gate.</p> <p>Where will visitors to the site park? Concerns that visitor parking will obstruct bin collection or spill into the street and neighbouring verges.</p> | <p>The parking provisions of SPP7.3 supersede the requirements contained in the City's Residential Development Local Planning Policy. The parking provided for the development meets the acceptable outcomes and element objectives of clause 3.9 <i>Car parking and bicycle parking</i>. The surplus of car parking has reduced from 12 to 5 bays from the proposal previously considered.</p> <p>SPP7.3 allows for visitor parking behind a security gate provided an intercom is available for visitor access.</p> <p>Bin collection will occur on-site. Any unauthorised parking within the road reserve is governed by the <i>City of Joondalup Parking Local Law 2014</i>.</p> <p>Refer to officer comments contained in the report for further commentary.</p> |
| <b>Amenity</b>  |   |
| Detrimental impact on the streetscape, adjoining properties and the locality.   | Refer to officer comments in relation to SPP7.3 element objectives.   |
| <b>Changes from previous development</b>  |   |
| <p>The amended plans represent only tweaks to the previously refused development and does not lessen the negative impact on the locality that the previous proposal had.</p> <p>The amended proposal has not addressed the concerns about overdevelopment of the site including the bulk and height of the development previously refused by the JDAP.</p>  | Refer to officer comments in relation to SPP7.3 element objectives.   |
| <b>Universal access</b>   |   |
| The proposal does not satisfy the Universal Design element objective 4.9 of the SPP7.3. Inadequate universal design features are provided for people living with disabilities or limited mobility, and the design does not facilitate ageing in place.  | The development achieves the acceptable outcomes in relation to <i>clause 4.9 Universal design</i> outlined in SPP7.3 and is considered to satisfy the element objectives.  |
| <b>Communal open space</b>  |   |
| The Communal open space is considered to be poorly located within the apartment complex to provide functional and ease of use to all residents.   | The communal open space is considered to meet the acceptable outcomes and element objectives of clause 3.4 <i>Communal open space</i> . Refer to officer comments contained in the report.  |
| <b>Solar access and ventilation</b>   |   |
| <p>Having only a minimum of 2 hours of direct sunlight to units is problematic as it requires the use of artificial lighting during the day and decreased amenity for residents.</p> <p>25% of the units within the complex don't meet natural cross ventilation requirements</p>   | The development meets the acceptable outcomes and element objectives of clause 4.1 <i>Solar and daylight access</i> and clause 4.2 <i>Natural ventilation</i> .   |



| Issue Raised  | Officer Response   |
|---|--|
| which is non-compliant. This will result in excessive air conditioner use.  |  |
| <b>COVID 19</b>   |  |
| Having an influx of tradespeople coming into the suburb places immense risk to the elderly folks who reside within the building catchment. For community safety no building submissions should be considered or approved until the state has determined the virus is under control, and the ongoing effects of the virus moving forward, is known.  | The City is guided by advice provided by the Federal and State Governments regarding COVID 19. The <a href="#">latest statement</a> provided by the WA Minister of Transport and Planning was released on 11 April 2020 which provides directives for Local Governments in relation to local planning approvals during COVID 19. |
| <b>Draft Local Planning Policy – Development in Housing Opportunity Areas</b>   |  |
| <p>The City as endorsed by Council has developed and completed community consultation on Draft Local Planning Policy – Development in Housing Opportunity Areas.</p> <p>The LPP includes specific controls within cul-de-sacs which seek to ensure that residential intensity is focussed on appropriately designed streets that provide suitable opportunity for access/egress and on-street parking and minimise the impact of residential intensity on suburban non-through roads. The LPP outlines development standards for cul-de-sacs where the development of multiple dwellings on a site would be required to comply with the average site area per dwelling requirement for a single house or grouped dwelling for the applicable density code as specified by SPP7.3 Volume 1; those in keeping with such provisions would thereafter not be subject to maximum plot ratio requirements.</p> <p>This would enable a maximum of 9 dwellings on the site. This is argued will allow for better and more appropriate development outcomes for this cul-de-sac and on the site – preserving and enhancing the amenity of existing and future residents.</p> <p>While the LPP is in draft format and a due regard document, it has been endorsed for advertising and obtained community support; the policy is considered to be a seriously entertained document. It is important to note that the City has discretion to adopt local planning policies that amend or replace the acceptable outcomes of SPP7.3 including Part 2 (Primary Controls). Approval of the Western Australian Planning Commission or the Minister of Planning is not required. This is an important element of the local planning framework.</p> | Refer to officer comments section of the report in relation to the Draft new development standards for development in Housing Opportunity Areas.   |

| Issue Raised   | Officer Response |
|--|------------------|
| <p>The City has clearly accepted that development outcomes in areas such as the subject site and proposals such as this application are not appropriate. It would not seem credible that the City in its recommendation on this application could ignore the provisions of this policy, the will and intent of the Council and its previous objection to the proposal by not recommending refusal. The applicant is continuing to ignore elements of the local planning framework and state planning policies in pursuit of a development outcome which pays no homage to the current and future amenity of residents. The area is identified for future intensification through zoning; but equally its split zoning of R20/R60 zoning must be acknowledged and planned for. Cul-de-sacs and many lots within such areas will not be suitable for the level of development proposed through this application. Design WA seeks to ensure development appropriate for a site's area – this proposal does not accord with this intent.</p> |                  |



| Element                                    | Objectives   | Acceptable Outcome   | Proposed  | Planning/ design guidance |
|--|--------------|--|---|---------------------------|
| <b>2.2 Building height</b>                 |              | 3 storeys (12m)  | 3 storeys (11.74m)<br>NGL under lift 20.60  |                           |
| <b>2.3 Street setbacks</b>                 | Achieved     | Replaced by CoJ RDLPP:<br>2m min.<br>4m avg.   | 2m min.<br>>4m avg.   | N/A                       |
| <b>2.4 Side and rear setbacks</b>          | Not achieved | Side and rear:<br>3m min.<br>3.5m avg.<br>And/or<br>Greater setback required for visual privacy. (A2.4.1)<br><br>Achieve objectives of 2.7, 3.3, 3.5 and 4.1. (A2.4.2)   | 3m U7 & U14 (north-west boundary). <b>Arbours are proposed with a nil setback to the southern boundary.</b><br><br>Remaining setbacks meet AO minimum and average.<br><br><b>Greater setback not provided for visual privacy to Unit 3, 4, 10 &amp; 11 balconies.</b><br><br><b>2.7 (building separation) not achieved.</b> | N/A                       |
| <b>2.5 Plot ratio</b>                      | Not achieved | 0.8 (1139m <sup>2</sup> ) (A2.5.1)   | 0.925 (1,317.7m <sup>2</sup> )<br><br>178.7m <sup>2</sup> over.   | N/A                       |
| <b>2.6 Building depth</b>                  | Achieved     | 20m (A2.6.1)<br><br>Other proposals assessed on merits (solar and natural ventilation).  | <b>24m</b><br><br>Meets 4.1 & 4.2.  | N/A                       |
| <b>2.7 Building separation</b>             | Not achieved | Refer to 2.4 <i>Side and rear setbacks</i> (Table 2.1) and 3.5 <i>Visual privacy</i> (Table 3.5) (A2.7.1).   | <b>2.4 Side and rear setbacks</b> (Table 2.1) and 3.5 <i>Visual privacy</i> (Table 3.5) not met due to visual privacy setbacks to balconies.  | N/A                       |
| <b>3.2 Orientation</b>                     | Not achieved | Buildings on street orientated to face public realm and incorporate direct access from the street.<br><br><b>25% (A3.2.3)</b><br><br>Buildings orientated to maintain 4 hours per day for existing solar collectors on neighbouring site.  | Yes<br><br><b>29.56% (248.8sqm)</b><br><br>N/A no solar collectors  | <b>Not satisfied</b>      |
| <b>3.3 Tree canopy and deep soil areas</b> | Achieved     | Retention of trees.<br><br>No detrimental impacts on canopy of adjoining trees.<br><br>Deep soil area 142.4sqm and provided conducive to tree growth and suitable for communal open space.<br><br>1 large tree and 1 medium tree (A3.3.5).<br><br>Permeable paving or decking within deep soil not exceed 20% of its area and not inhibit trees. | N/A - Trees onsite not within criteria.<br><br>No detrimental impacts on canopy of adjoining trees.<br><br>>160sqm DSA (not including verge area).<br><br>21 x small trees<br>3 x medium trees<br>1 x large tree<br><br><20% paving   | Satisfied                 |
| <b>3.4 Communal open space</b>             | Achieved     | 96m <sup>2</sup> communal open space<br><br>32m <sup>2</sup> to 100 m <sup>2</sup> hardscape.  | 135.5m <sup>2</sup> communal open space<br><br>48m <sup>2</sup>   | Satisfied                 |

|  |              |  |  |   |
|--|--------------|--|--|---|
|  |              | <p>Located on ground floor</p> <p>50% direct sun</p> <p>Co-located with deep soil areas.</p> <p>Separated or screened from adverse amenity impacts (A3.4.5).</p> <p>Well lit, minimises concealment and open passive surveillance.</p>   | <p>Located on ground floor</p> <p>&gt;50% direct sun</p> <p>Co-located with deep soil areas.</p> <p>1.65m screening provided between the communal open space and the car parking area.</p> <p>Minimises concealment and open passive surveillance.</p>   |   |
| <b>3.5 Visual privacy</b>                | Not achieved | <p>4.5m to bedroom<br/>7.5m to balcony (A3.5.1)</p> <p>Balconies unscreened at least 25%</p> <p>Living rooms have external outlook.</p> <p>Windows and balconies restrict direct overlooking. (A3.5.4)</p>   | <p>7.1m setback from U3, U4, U10 and U11 balconies.</p> <p>Screening to these balconies is &gt;75%:</p> <ul style="list-style-type: none"> <li>- U3 &amp; U10 balconies unscreened for 14.1%</li> <li>- U4 &amp; U11 balconies unscreened for 17.9%.</li> </ul> <p>Reduced external outlook from the living rooms of Units 3, 4, 10 and 11 as a result of screening.</p> <p>Yes - Overlooking does not directly overlook habitable spaces.</p>   | Not satisfied:<br>Screening has been used to justify a reduction in visual privacy setbacks to Units 3, 4, 10 and 11. |
| <b>3.6 Public domain interface</b>       | Achieved     | <p>Ground floor dwellings direct access from street.</p> <p>Car-parking not located within primary street setback area (A3.6.2).</p> <p>Balconies and/or windows overlook public domain</p> <p>Balustrading provides privacy for residents and achieves surveillance of adjoining public domain.</p> <p>Level changes to the street:<br/>1m avg.<br/>1.2m max.</p> <p>Front fencing visually permeable above 1.2m</p> <p>Elements on frontage eliminate opportunities for concealment.</p> <p>Bins not located within primary street setback area.</p> <p>Services and utilities located within primary street setback area integrated into the development.</p> | <p>Direct access from street provided to ground floor units.</p> <p>All car parking has been moved behind the front setback area.</p> <p>Balconies and/or windows overlook public domain.</p> <p>Balustrading achieves privacy for residents and surveillance of public domain.</p> <p>&lt;1m<br/>&lt;1.2m (0.94 from verge mid-point)</p> <p>Visually permeable above 0.735m</p> <p>Elements on frontage eliminate opportunities for concealment.</p> <p>Bins located outside primary street setback area.</p> <p>Gas and water metres located within street setback area. Can be painted to match the development.</p> | Satisfied   |
| <b>3.7 Pedestrian access and entries</b> | Achieved     | <p>Pedestrian entries connected</p> <p>Pedestrian entries protected from weather.</p>  | <p>Pedestrian entries are connected.</p> <p>Translucent canopy at upper levels provides shelter for</p>  | Satisfied   |



|                                    |          |  |   |           |
|------------------------------------|----------|--|---|-----------|
|                                    |          | <p>Pedestrian entries well-lit, visible from public domain and enable casual surveillance.</p> <p>Pedestrian access via shared zone, path is clearly delineated and/or incorporated to prioritise pedestrian and constrain vehicle speed.</p> <p>Services and utilities located at pedestrian entry.</p> <p>Bins not located at primary pedestrian entry.</p>  | <p>pedestrians entering through the foyer.</p> <p>Pedestrian entry is visible from public domain and is provided casual surveillance.</p> <p>Path provided in carpark that is clearly delineated.</p> <p>Letterboxes &amp; intercoms located at the pedestrian entry. Water &amp; gas meters located on the southern boundary adjacent to the driveway.</p> <p>Bins located to rear of building not at main pedestrian entry.</p> |           |
| <b>3.8 Vehicle access</b>          | Achieved | <p>Vehicle access one opening per 20m.</p> <p>Vehicle entries identifiable from the street, integrated with faced and/or located behind primary building line.</p> <p>Vehicle entries have adequate separation from street intersection.</p> <p>Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.</p> <p>Driveway width minimum for functionality.</p> <p>Driveway designed for 2 way access.</p> <p>Replaced by City's RDLPP clause 6.2.3.</p> | <p>One vehicle access point.</p> <p>Vehicle entry is identifiable and suitably integrated with the overall façade.</p> <p>Adequate separation provided.</p> <p>Vehicle circulation areas appropriate.</p> <p>6m provided.</p> <p>6m provided.</p> <p>No structures proposed within truncation areas. Plans noted for shrubs not more than 0.75m in truncation.</p>  | Satisfied |
| <b>3.9 Car and bicycle parking</b> | Achieved | <p>8 Resident; 2 Visitor</p> <p>16 (15.25) resident car parking bays; and 4 visitor car-parking bays (A3.9.2)</p> <p>Maximum parking provision does not exceed double the minimum (38.5)</p> <p>Car parking areas and vehicle circulation areas designed in accordance with AS2890.1.</p> <p>Carparking areas not located within street setback and not</p>  | <p>16 Resident (in stores); 5 Visitor</p> <p>21 resident bays; and 4 visitor parking bays</p> <p>&lt;38 car parking bays.</p> <p>Yes – however accessing R11, R12, R13, R21 and R22 is restrictive however still satisfied AS2890.1.</p> <p>Carparking has been moved behind the front setback area. On-</p>  | Satisfied |

|   |          |   |  |  |
|---|----------|---|--|--|
|   |          | <p>visually prominent from the street (A3.9.5).</p> <p>Car parking designed, landscaped or screened to mitigate visual impacts when viewed from the dwellings and private outdoor spaces (A3.9.6).</p> <p>Visitor parking clearly visible from driveway, signed and accessible.</p> <p>Uncovered at-grade parking is plated with trees at a minimum rate of one tree per four bays.</p>   | <p>site garden bed within the front setback area screens the visitor parking bays from the street.<br/>Yes</p> <p>Yes</p> <p>13 uncovered parking bays at the rear of the site provided with 4 shade trees.</p>  |  |
| <b>4.1 Solar and daylight access</b>    | Achieved | <p>Minimum 70% dwellings having living rooms and private open space obtaining at least 2 hours direct sunlight; and maximum 15% receiving no direct sunlight (A4.1.1).</p> <p>Habitable rooms one window in external wall, visible from all parts of room, glazed area not less than 10% of floor area and minimum 50% clear glazing.</p> <p>Light wells and/or skylights not primary source of daylight to any habitable room.</p> <p>Building orientated and incorporates external shading devices.</p> | <p>All west-facing windows receive 2.5 hours direct sunlight.</p> <p>All north facing windows receive 4 hours direct sunlight.</p> <p>All east facing windows receive 3 hours direct sunlight.</p> <p>All units receive &gt;2hrs direct access to sunlight.</p> <p>Provided.</p> <p>Not primary source.</p> <p>Shading devices provided.</p> | Satisfied. Highlight windows include obscure glazing below with a lower sill height. |
| <b>4.2 Natural ventilation</b>          | Achieved | <p>Habitable rooms have openings on at least two walls with straight line distance 2.1m</p> <p>Minimum 60% of dwellings are naturally cross ventilated; and single aspect apartments included must have ventilation openings oriented to prevailing cooling winds; and room depth no greater than 3*ceiling height.</p> <p>Depth of cross-over and cross-through apartments with openings either side not exceed 20m.</p> <p>No habitable room relies on light wells.</p>                                 | <p>Provided.</p> <p>62.5% naturally cross ventilated units; single aspect not included in 62.5%.</p> <p>&lt;20m.</p> <p>No reliance solely on lightwells.</p>  | Satisfied  |
| <b>4.3 Size and layout of dwellings</b> | Achieved | <p>Dwellings internal floor areas as per Table 4.3a.</p> <p>Habitable room floor areas as per Table 4.3b.</p>   | <p>Adequate internal floor spaces provided.</p> <p>U3&amp;U10 living 3.7m*&gt;4m<br/>Remaining units acceptable.</p>   | Satisfied  |



|   |               |   |   |  |
|---|---------------|---|---|--|
|   |               | <p>Floor to ceiling height 2.7m for habitable rooms, 2.4m for non-habitable rooms, and other as per NCC.</p> <p>Maximum length of single aspect open plan living area 9m (A4.3.4)</p>   | <p>Ceiling height 2.743m provided.</p> <p>U1 plans show 9.03m however City measured 9m.</p>   |  |
| <b>4.4 Private open space and balconies</b> | Not achieved. | <p>Private open space to each dwelling as per Table 4.4.</p> <p>Entire open space not screened, and screening does not obscure outlook.</p> <p>Design detailing, materiality and landscaping of the private open space integrate with/compliments building.</p> <p>Services and fixtures located within private open space not visible from street/integrated into building design.</p> | <p>&gt;15m<sup>2</sup> to ground floor units<br/>&gt;8m<sup>2</sup> to 1 bed units<br/>&gt;10m<sup>2</sup> to 2 bed units</p> <p>Screening not to all sides of the balcony, however the screening proposed does obscure/reduce the outlook from adjoining living areas.</p> <p>Acceptable.</p> <p>Acceptable.</p> | Not satisfied. Does not minimise the need for high screening to meet privacy requirements. |
| <b>4.5 Circulation and common spaces</b>    | Achieved      | <p>Circulation corridor 1.5m min.</p> <p>Circulation &amp; communal spaces designed for universal access</p> <p>Circulation and common space capable of passive surveillance.</p> <p>Circulation and common spaces lit without light spill to habitable rooms.</p> <p>MOs not directly looking onto communal open space</p>   | <p>1.5m within circulation corridors.</p> <p>Yes.</p> <p>Balconies on first and second floor provides passive surveillance.</p> <p>Light spill from common area is unlikely to impact habitable rooms.</p> <p>Yes</p>   | Satisfied  |
| <b>4.6 Storage</b>                          | Achieved      | <p>Store sizes as per Table 4.6.<br/>3m<sup>2</sup> for 1 bed dwellings<br/>4m<sup>2</sup> for 2 bed dwellings</p> <p>5m<sup>2</sup> for a 3 bedroom dwelling (A4.6.1)</p> <p>Stores conveniently located, safe, well-lit, secure and subject to passive surveillance.</p> <p>Stores provided separately from dwellings or within or adjacent to private open spaces (A4.6.3).</p>      | <p>All store sizes are 4m<sup>2</sup></p> <p>Stores conveniently located.</p> <p>Yes</p>  | Satisfied  |
| <b>4.7 Managing the impact of noise</b>     | Achieved.     | <p>Exceed NCC requirements.</p> <p>Potential noise sources not adjacent external wall habitable room or within 3m of bedroom (A4.7.2).</p>  | <p>Unit 2 no longer adjacent bin store. Noise impacts appropriately managed.</p>  | Satisfied  |

|                              |           |   |  |            |
|------------------------------|-----------|---|--|------------|
|                              |           | Major openings oriented away/shielded from external noise sources.  | Major openings located away from AC units, bin stores and parking area.  |            |
| <b>4.8 Dwelling mix</b>      | Achieved  | At least 20% of apartments with differing number of bedrooms.   | Total 16<br>1 * 3 bed = 6.25%<br>3 * 1 bed = 18.75%<br>12 * 2 bed = 75%<br><br>(25% differing numbers)   | Satisfied  |
| <b>4.9 Universal design</b>  | Achieved. | 20% of dwellings meet Silver level requirements; or 5% of dwellings designed to Platinum Level (A4.9.1).  | Units 5, 6, 12 & 13 meet silver level requirements = 25%.<br>1.2m x 1.2m landings provided.<br>Internal door widths meet AO: 0.82m   | Satisfied  |
| <b>4.10 Façade design</b>    | Achieved. | Façade design<br><br>Façade includes elements that relate to key datum lines of adjacent buildings.<br><br>Building services fixtures integrated in design and not visually intrusive from public realm.<br><br>(A4.10.2, A4.10.5 and A4.10.6 N/A)  | Acceptable<br><br>Gas & water meters can be painted to match the development. Location acceptable noting access needs to be maintained for service authorities.  | Satisfied  |
| <b>4.11 Roof design</b>      | Achieved. | Roof form or top of building complements façade design and desired streetscape character.<br><br>Building services located on roof not visually obtrusive from street.<br><br>(A4.11.3 N/A)   | Parapet wall to south side removed. This wall originally screened the roof which will now be visible from the street/approach to the building and front the neighbouring property to the south. The roof pitch of 3 degrees is not considered prominent.<br><br>Solar panels located on the northern side of the roof on a 3 degree pitch hidden by parapet walls. Downpipes are visible however integrated into the building design/colour palette. | Satisfied  |
| <b>4.12 Landscape design</b> | Achieved  | Submission landscape plan by competent landscape designer.<br><br>Landscaped areas are located and designed to support mature, shade producing trees to open space and the public realm, and to improve outlook and amenity to habitable rooms and open space areas (A4.12.2).<br><br>Planting on structures as per Table 4.12.<br><br>Building services integrated in design of landscaping. | Provided.<br><br>The shade canopy produced by the trees proposed is acceptable with regard to element 3.3 Tree canopy and deep soil areas. The species proposed are acceptable.<br><br>Planting on balconies has been removed. Details have not been provided in relation to proposed creeper species over arbours.  | Satisfied. |
| <b>4.13 Adaptive reuse</b>   | N/A       | Not applicable as development not heritage.   | N/A  | N/A        |



|   |  |  |   |           |
|---|--|--|---|-----------|
| <b>4.14 Mixed use</b>                         | N/A  | Not applicable as development not mixed use.   | N/A   | N/A       |
| <b>4.15 Energy efficiency</b>                 |  | Incorporate at least one significant energy efficiency initiative; or all dwellings exceed minimum NATHERS requirements for apartments by 0.5 stars.   | Solar provided. 5.8 stars (lowest) and 7.5 stars average. Applicant has confirmed through an accredited thermal energy efficiency assessor that this is as per the NatHERS assessment method.   | Satisfied |
| <b>4.16 Water management and conservation</b> | Achieved.  | <p>Dwellings are individually metered for water usage.</p> <p>Storm water runoff is managed on-site.</p> <p>Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.</p>   | These requirements can be enforced through a condition, if approved.  | Satisfied |
| <b>4.17 Waste management</b>                  | Appears to be scope to meet objective however, insufficient information provided to confirm. | <p>Waste storage facilities.</p> <p>Waste Management Plan.</p> <p>Sufficient area for storage of green waste, recycling and general waste (separate)</p> <p>Communal waste storage sited and designed to be screened from view from the street, open space and private dwellings.</p>  | The details provided in the Waste Management Plan satisfy the requirements for on-site waste collection including waste storage facilities and area for waste collection.   | Satisfied |
| <b>4.18 Utilities</b>                         | Achieved.  | <p>Utilities located within front setback or on visible parts of room are integrated into design.</p> <p>Developments fibre-to-premises ready.</p> <p>Hot water units, AC condenser units and clotheslines not visually obtrusive.</p> <p>Laundries are designed and located to be convenient, weather protected and well ventilated and size appropriate.</p> | <p>N/A – no utilities within the front setback area.</p> <p>Applicant advised building as per NBN requirements.</p> <p>AC on GF adjacent car bays – not visible from neighbouring properties or the street, however the JDRP raised concerns regarding this location – refer to officer comments in report.</p> <p>Laundries provided internally to units (in bathroom or in separate closet) and conveniently located, weather protected and size appropriate.</p> | Satisfied |