

Local Development Plan No. 1 - Attachment 1		
As provided in Part 6 of Schedule 2 - Deemed Provisions of the Planning and Development Regulations 2015, this Local Development Plan (LDP) sets out specific and detailed guidance for future development of the Iluka Local Centre. This LDP amends / replaces / deletes the following 'deemed-to-comply' Residential Design Codes (R-Codes) development provisions, in accordance with clause 7.3.1 & 7.3.2 of the R-Codes as outlined below. Grouped Dwelling development that complies with the provisions of this LDP shall be exempt from requiring further planning approval.		
R-Code Design Element	Modification	Local Development Plan 'deemed-to-comply' provision (C)
5.1.2 Street Setback	Replace	C2.1 Primary Street Setback Lots 1 - 5 & 9 - 12 <ul style="list-style-type: none">Primary street setback minimum shall be 2m.Primary street setback maximum shall be 3m. Lots 6 - 8 <ul style="list-style-type: none">Primary street setback minimum shall be 2m.Primary street setback maximum shall be 13m. C2.2 Secondary Street Setback <ul style="list-style-type: none">Secondary street setback shall be nil. C2.3 Setback from Corner Truncation <ul style="list-style-type: none">Minimum setback of 1m.Maximum setback of 3m.
5.1.3 Lot boundary setbacks	Replace	C3.1 - Building Setback <ul style="list-style-type: none">A nil boundary setback is permitted. C3.2 - Boundary Walls <ul style="list-style-type: none">Walls may be built up to a lot boundary for a length of 26m and a height of 7m.
5.1.4 Open Space	Replace	C4 - Open Space <ul style="list-style-type: none">A minimum open space provision of 25% shall be provided, which will include the front and rear setback areas.
5.1.6 Building Height	Replace	C6 - Building Height <ul style="list-style-type: none">A minimum building height of two (2) storeys shall be provided.A maximum building height of two (2) storeys shall be provided.
5.2.1 Setbacks of Garages and Carports	Replace	C1.3 - Garage Setbacks <ul style="list-style-type: none">Garages shall be setback a minimum of 1m from the boundary of the common property access way.
5.2.3 Street Surveillance	Augment	C3.4 - Passive Surveillance <ul style="list-style-type: none">At least one major opening from a habitable room shall face the secondary street and common property access way.
5.3.1 Outdoor Living Areas	Replace	C1.1 - Outdoor Living Areas <ul style="list-style-type: none">Outdoor living areas shall be a minimum of 16sqm in area.A minimum of one outdoor living area shall have a minimum length and width dimension of 3m.Outdoor living areas shall have at least two-thirds of the required area without permanent roof cover.Outdoor living areas are permitted to be located either in front of or behind the proposed dwellings.
5.3.2 Landscaping	Replace	C2 - Common Property Landscaping <ul style="list-style-type: none">Landscaping shall be provided in the locations illustrated on the plans.
5.3.3 Parking	Replace	C3.2 - Visitor Parking <ul style="list-style-type: none">No on-site visitor parking shall be provided.
5.4.1 Visual Privacy	Augment	C1.3 - Privacy Treatment <ul style="list-style-type: none">Where variations to the minimum privacy setbacks occur the impacted rooms shall provide an appropriate treatment to restrict view in the direction of overlooking into any adjoining property.
5.4.4 External Fixtures, Utilities and Facilities	Augment	C4.3 - Other External Fixtures <ul style="list-style-type: none">On-site bin storage shall be within the applicable garages. C4.5 - Storage <ul style="list-style-type: none">The required storage area may be reduced to 3sqm and can be provided within the applicable garages. C4.6 - Bins <ul style="list-style-type: none">Waste collection is to occur in the location illustrated on the plan.
LDP General Notes	Local Development Plan Design Detail	
Treatment of Boundary Walls	Boundary walls not abutting an existing or simultaneously constructed boundary walls are required to be finished to a standard of face brick at a minimum.	
Treatment of Transformer	A fire rated wall may be constructed on the south, east and western boundaries of the existing transformer.	
Front fencing	Fencing along Mykonos View shall be a combination of masonry and palisade materials.	
Construction within the Transformer Easement	No construction shall occur within the transformer easement area unless the prior written consent of Western Power is obtained to permit an appropriately fire rated building or structure to be constructed.	

This LDP has been approved by the City of Joondalup under clause 52 (1) (a) of Schedule 2 - Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, City of Joondalup District Planning Scheme No. 2

Date..... Signature.....

AMENDED ILUKA LOCAL DEVELOPMENT PLAN NO. 1

No.	Provision	Issue	Recommended modification
1.		- Reference to <i>District Planning Scheme No. 2</i> to be updated to reflect <i>Local Planning Scheme No. 3</i> .	- Update all references to " <i>Local Planning Scheme No. 3</i> ".
2.		- Modify wording "...future development of the Iluka Local Centre" as this encompasses Lot 647 & Lot 649. Should be clear that this amended LDP relates specifically to Lot 648.	- Replace "Iluka Local Centre" with "Lot 648 (3) Mykonos View, Iluka."
	General		
3.	5.1.2 Street setback C2.1 Lots 6-8	- Lots 6-8 maximum and primary street setbacks based on the front boundary line as indicated on the plan. Presence of the transformer however deviates the boundary for these lots. Wording needs to be modified to clarify that setbacks apply as measured from the street boundary of lots 1-5 and 9-12.	- Add in "as measured from the street boundary of Lots 1-5 & 9-12"
4.	5.1.3 Lot boundary setback C3.1 & C3.2	- Should clearly reflect that provisions relate to side boundaries.	- Modify C3.1 to read "A nil <i>side</i> boundary..." - Modify C3.2 to read "...built up to a <i>side</i> lot boundary..."
5.	5.1.4 Open Space	- Applicant has requested that this provision be deleted to avoid separate approval from the Western Australian Planning Commission being required.	- Delete design element 5.4
6.	5.1.6 Building Height	- Applicant has requested that this provision be modified to provide for a height in metres in response to concerns raised during consultation.	- Modify 5.1.6 C6 – Building Height, dot point 2 to read "...storeys or 8.5m shall be provided."
7.	5.3.1 Outdoor Living Areas	- Applicant has requested that this provision be deleted to avoid separate approval from the Western Australian Planning Commission being required.	- Delete design element 5.3.1
8.	5.3.2 Landscaping	- Applicant has requested that this provision be deleted to avoid separate approval from the Western Australian Planning Commission being required.	- Delete design element 5.3.2
9.	5.4.1 Visual privacy	- Applicant has requested that this provision be deleted to avoid separate approval from the Western Australian Planning Commission being required.	- Delete design element 5.4.1
10.	5.4.4 External Fixtures, Utilities and Facilities	- Waste collection locations are located some distance from westernmost lots. Proponent proposes that bins will be placed out for	- After "...in the location illustrated on the plan" add " <i>and in accordance with</i> "

Schedule of modifications

No.	Provision	Issue	Recommended modification
	C4.6 Bins	collection in front of garages and that an external contractor will collect bins and place in collection location. Waste collection will need to be formally addressed through a waste management plan approved by the City.	<i>a waste management plan approved by the City."</i>
11.	Treatment of Transformer	- Following concerns raised during consultation, the applicant has requested that this provision be modified to include greater clarity on the treatment of the transformer.	- Delete current provision and replace with <i>"Rendered masonry fencing shall be constructed around the transformer on the southern, eastern and western sides. The proposed fencing is able to be solid to a height of 1.8m."</i>
12.	Other	- Plan should orientate north in line with Iluka Local Centre Development Plan No. 1	- Re-orientate plan north.
13.	Other	- The applicant has requested the removal of the landscaping strip to the common property access way to align with approved engineering drawings for the site.	- Remove landscaping strip as shown on plan.

SUMMARY OF SUBMISSIONS

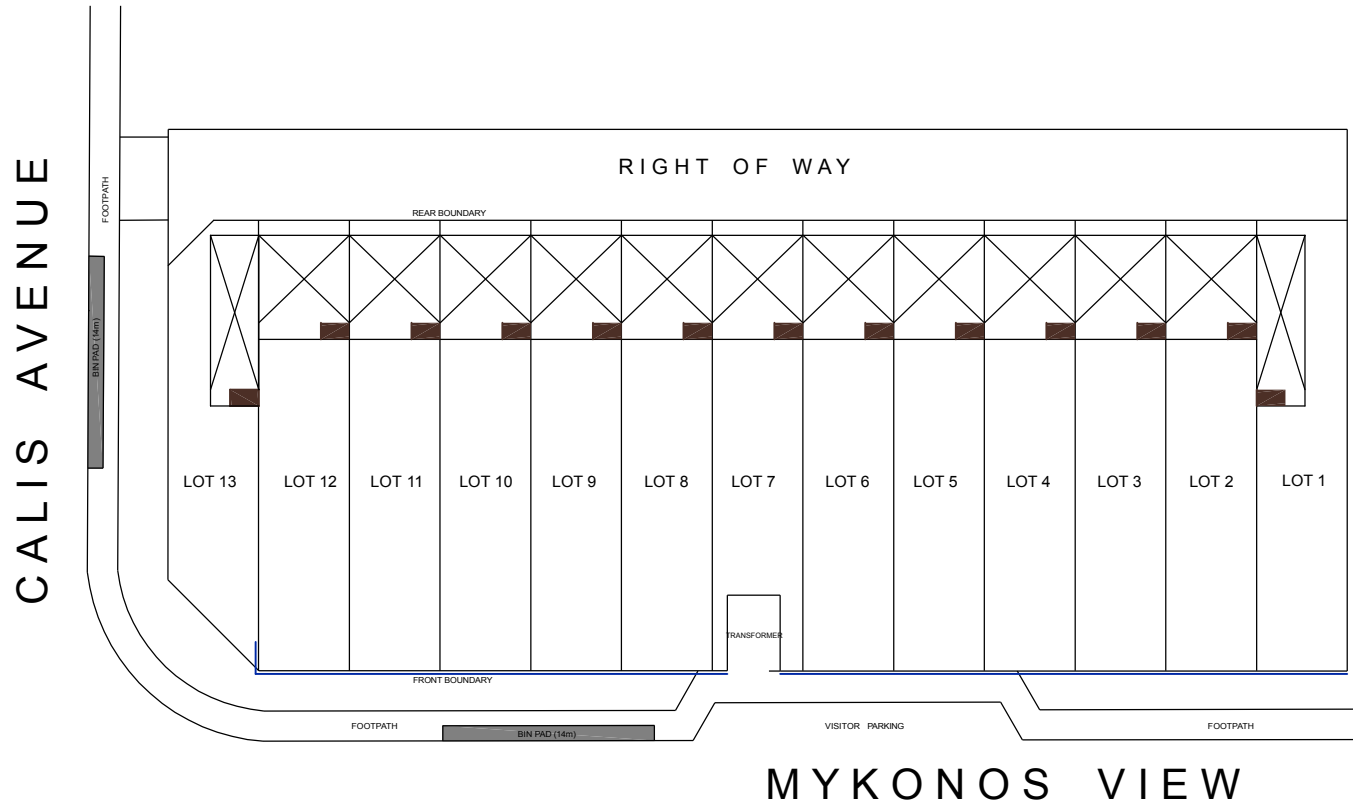
Issue raised	Applicant response	City comment
<p>Parking</p> <ul style="list-style-type: none"> • There is an under allowance for parking within the centre already, where is it expected that people will park. • Visitor parking should be provided within the bounds of the property. • Terraced lots provide insufficient parking for anyone who lives in the properties. Overflow will be on surrounding streets. • Two visitor bays will not accommodate the needs of 13 residences. • Extend the number of street parking bays on Mykonos View. • Will the City be taking cash-in-lieu and how will that money be used to alleviate the parking pressure. 	<ul style="list-style-type: none"> • There is no need to include provisions relating to visitor parking as this is addressed by the R-Codes and in this instance the relevant requirements are satisfied through the subdivision approval. 	<ul style="list-style-type: none"> • The subdivision has been conditionally approved by the WAPC with a condition of that approval requiring visitor parking be provided as street embayments in the Mykonos View verge. • The street embayments as proposed by the amended LDP allows for the parking of three vehicles, in accordance with the number required by the deemed-to-comply requirements of the R-Codes. • Resident parking will be required to be provided in accordance with the R-Codes and preliminary concepts prepared indicates that two resident bays are proposed for each lot. • As parking meets the requirements of the R-Codes, there is no requirement for cash-in-lieu of parking. It is also noted that the City's <i>Cash-in-lieu of car parking local planning policy</i> only applies to non-residential development and therefore would not be applicable in this instance.
<p>Traffic</p> <ul style="list-style-type: none"> • LDP No. 1 shows one entry point off Calis Avenue. The amended LDP shows two. • Second access point off Calis Avenue will cause traffic and access issues. • The entry and exit should be on Mykonos View. • Increased traffic pressure on Calis Avenue given the adjoining ramp and the existing interfaces with residents driveways, Meco Lane and Mykonos View. • Calis Avenue is a very narrow street. The 	<ul style="list-style-type: none"> • The proposed LDP intends to centralise access to one location as opposed to a number of different crossovers for each lot. • In accordance with Condition 6 of the subdivision approval the proposed access location is the only allowed location for a crossover with the rest of the parent lot frontage to Mykonos View and Calis Avenue impacted by a covenant restricting access. • The proposed common property access way has been approved by the WAPC through the subdivision approval and is of sufficient width with appropriate vehicle sightlines to accommodate safe vehicle access and egress. 	<ul style="list-style-type: none"> • The location of the access point has been approved through the subdivision process and is unable to be relocated. • The City has determined that Calis Avenue can accommodate the additional traffic created from the development and can continue operating within the indicative daily traffic flow outlined within the Iluka Structure Plan. • The carriageway was designed at the subdivision stage of the estate, with the intent that there would be a local centre

Issue raised	Applicant response	City comment
<p>proposal will change Calis Avenue to a main carriageway for the shopping centre ramp and the 13 apartments.</p> <ul style="list-style-type: none"> • Likely traffic congestion at peak times, for example at childcare drop-offs. • Lot one does not provide for enough turning movements. • The laneway is the only vehicular access, abuts the Iluka Plaza ramp with no truncation. 	<ul style="list-style-type: none"> • The proposal for 13 grouped dwellings is considered to be a much lower traffic generator than a commercial development which is capable of approval in accordance with the 'Commercial' zoning under the Iluka Local Structure Plan. In this regard there isn't envisaged to be any traffic congestion or noise issues. • Vehicle swept paths for Lots 1 and 13 were examined and considered compliant through the subdivision approval process. 	<p>at this location in the future.</p> <ul style="list-style-type: none"> • The land uses, as approved at the adjoining southern commercial lot, that are directly accessed via the Calis Avenue vehicle ramp, have different peak periods, ensuring that traffic along Calis Avenue would be staggered. • Both the ingress/egress point and common property access way have been assessed by the City's technical officers and deemed to meet the relevant Australian Standards. • A covenant restricts vehicle access onto Mykonos View from the subject site.
<p>Building height</p> <ul style="list-style-type: none"> • LDP mentioned 2 storeys but no mention of an actual height restriction. The original LDP has a specific height restriction of no more than 10.5m. • No room to grow laterally...nothing stopping the developers to increase the ceiling heights of each storey to achieve a sense of space. • No specific height limitations will result in an out of scale building not in keeping with suburb. • The inclusion of maximum building height has been removed which is required to be addressed under the Building Envelope for the planning framework. 	<ul style="list-style-type: none"> • An additional height restriction can be added to reflect the prescribed maximum of two (2) storeys. 	<ul style="list-style-type: none"> • The applicant proposes a modification to the amended LDP to include an 8.5m height restriction. The modification responds to the concerns raised and is 2.0 metres less than the maximum of 10.5m currently permitted by the original LDP and Iluka Structure Plan.
<p>Building setbacks</p> <ul style="list-style-type: none"> • Nil setbacks have adverse impacts on residents in close proximity. • Calis Avenue residences will face significant loss of views and natural light. 	<ul style="list-style-type: none"> • Nil setback between lots that are 6m wide is considered to be the only way to facilitate meaningful development on each relevant lot. It is commented that there are many examples around the metropolitan area of quality built form outcomes on 6m wide lots with nil lot boundary 	<ul style="list-style-type: none"> • It is considered that the nil setbacks will only effect each of the lots within the amended LDP and with a suitable design, any perceived impacts of the nil setbacks could be negated.

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<ul style="list-style-type: none"> • Nil setback will overshadow the residents on Calis Avenue. • Nil setback will lead to long and narrow building design resulting in poor built form, inconsistent with the character of the locality. • Narrow lots will result in poor passive design. • Setback allowance is not compliant. • Setback from corner truncation is a minimum of one metre, which will impact vision of traffic. 	<p>setbacks.</p> <ul style="list-style-type: none"> • There will be no loss of natural light to residents on Calis Avenue as there will be no undue overshadowing impacts as a result of the proposal. • On the impact to views – the LDP actually reduces the allowed building height to two storeys instead of three which is considered to protect the views of residents in the area. • Due to the orientation of the applicable lots facing north they will all receive adequate access to sunlight. • The setback from the applicable truncation will not impact vehicle sightlines as the intent of the truncation is to provide compliant vehicle sightlines. In this regard built form could essentially be built up to the truncation without impacting vehicle sightlines. 	<ul style="list-style-type: none"> • It is noted that the developer intends to construct the lots as house and land packages, further ensuring a consistent built form outcome is achieved. • While the residents of Calis Avenue may face loss of views, these views are already at risk of being lost under the current framework which allows up to three storey (10.5m development). The proposed amendments to the LDP seeks to reduce the maximum height limit for the site and will therefore result in no greater, and potentially less, impact in terms of views available from existing properties, • The shadow cast from the development is measured on a north-south orientation with the shadow cast from the development falling predominately over the subject site. In addition, the north facing aspect of the lot layout ensures that natural light to each lot will be able to be adequately accessed. • The corner truncation setback will not reduce vehicle sightlines to an acceptable level as the existing lot boundaries are already set in a way to allow for vehicle sightlines in the verge area.
<p>Built form</p> <ul style="list-style-type: none"> • Terraced housing is not in keeping with the homes surrounding the development nor throughout the suburb. • Transformer – how is a house to be built with an appealing elevation or façade. • The transformer will create aesthetic and 	<ul style="list-style-type: none"> • Terrace housing is considered to contribute to housing diversity in the area and will allow people wishing to downside from a large single house an alternative solution to having to occupy an apartment. • It is acknowledged that Lot 7 is constrained, however as it is an approved lot the intent of the LDP is to guide development on this lot that will contribute positively to the 	<ul style="list-style-type: none"> • The development will provide additional diversity to the suburb. The terrace houses will provide a transition in the built form from the adjoining multiple dwelling and commercial developments to the adjacent R20 and R30 coded dwellings. The built form as envisioned

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<p>practical detriment.</p> <ul style="list-style-type: none"> • Overdevelopment in an area which is not a housing opportunity area. • The density of housing is far greater than previously approved, and the development does not fit in with the aesthetics of Iluka. • Inadequate landscaping to keep with the streetscape. Additional landscaping should be provided along primary and secondary street to soften the 13 properties. 	<p>streetscape and also remain functional for any resident. The developer has designed several customised layouts for Lot 7 that comply with the LDP and result in a well-designed 3 bed, 2 bath or large 2 bed, 2 bath dwelling on Lot 7 with a large north facing front courtyard. The transformer will also be screened from within Lot 7 to Western Power requirements which will improve the amenity of future residents to this lot.</p> <ul style="list-style-type: none"> • The proposal is not considered to be an overdevelopment of the site when the site could potentially accommodate 46 apartments across three storeys with an allowed plot ratio of 1.6 as per the current approved LDP. In this regard it is commented that the level of density and applicable lot sizes has already been approved through the subdivision application process. • Whilst not illustrated on the LDP, development will be required to comply with the provisions of the R-Codes with regard to landscaping which will result in the street setback area being 50% landscaping. It is also considered that the verge area will also include landscaping. 	<p>via this amended LDP will ensure that the outcome is aesthetically in keeping with the character of the area.</p> <ul style="list-style-type: none"> • The transformer is existing and there is no requirement for it to be relocated. It is noted that any development of the site would need to design around this. Whilst the transformer does represent a design constraint, the provisions as proposed will allow for the construction of a dwelling that works practically. Screening of the transformer through masonry fencing to the south, east and west facades will assist in the appearance of this. • Landscaping to the site is subject to the deemed-to-comply provisions of the R-Codes which requires that a minimum of 50% of the street setback area be landscaped. In addition, landscaping within the verge is subject to the requirements of the City's <i>Street Verge Guidelines</i> which requires a minimum of 50% soft landscaping.
<p>Open space</p> <ul style="list-style-type: none"> • Will deviate from the character of the area. • No prescription of plot ratio area will make way for highly dense and compacted residences with little landscaping. • Large transformer on Lot 7 may impede on the ability to meet open space. 	<ul style="list-style-type: none"> • The open space requirement has been amended to comply with the applicable R80 grouped dwelling requirement of 30% • Plot ratio is not applicable for grouped dwelling development. However, it is noted that plot ratio for multiple dwelling development is prescribed in the LDP at 1.6:1 or 4,411sqm. • It is considered that Lot 7 will still be able to achieve the required 30% open space requirement. 	<ul style="list-style-type: none"> • As outlined in the 'Details' section of the report, following consultation, the applicant now seeks to remove the open space provision from the amended LDP. Open space for the developments will now be required to be provided in accordance with the R-Codes. • The applicant is comfortable that proposed lot 7 will be able to meet the required open space and should that not be the case, consideration against the design principles of the R-Codes will be

Issue raised	Applicant response	City comment
		undertaken by the City through the development application process.
<p>Other</p> <ul style="list-style-type: none"> • Loss of land and house value. • All Satterley documentation for planning of the suburb states that these two commercial lots were always destined as R30 coded residential lots. • The lots could be purchased as investment/rental properties which in itself presents possible issues. • Concern that if they are to be of a similar build and design to the townhouses on Cheaspeake Way, Currumbine – very narrow frontages and concrete ‘tilt a slab’ construction which is a ‘low cost’ build quality. 	<ul style="list-style-type: none"> • Loss of land and house value isn’t a valid planning consideration. • Provisions prescribed by the LDP and also the R-Codes effectively detail a building envelope within the approved lot sizes. • Applicable planning framework notes a ‘Commercial’ zoning with an R80 residential density. • The terrace style housing proposed is considered to be of a high quality. 	<p>It is noted that:</p> <ul style="list-style-type: none"> • Property values are not a valid planning consideration. • The Iluka Structure Plan was prepared and approved prior to the subdivision of the estate. • The City is unable to comment on marketing material prepared by the developer of the estate. However, the planning framework for the sites, notably, the Iluka Structure Plan, has always been clear that the area bound by the LDP and the adjoining southern parcel of land at Lot 650 (99) O’Mara Boulevard, Iluka is intended to be developed as a local centre with non-residential land uses. An R30 density was not designated in the Iluka Structure Plan for these sites.



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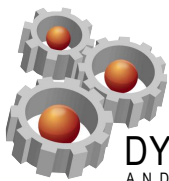
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ILUKA LOCAL CENTRE
LOCAL DEVELOPMENT PLAN No. 1 - ATTACHMENT 1
LOT 648 (No. 3) MYKONOS VIEW
ILUKA

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