



The Metro North-West JDAP (MNWJDAP) is undertaking a trial as part of a Planning Reform Initiative.

You will notice some updates to the agendas, reports and minutes published for the MNWJDAP.

Any comments and feedback on these documents are welcome by contacting the Planning Reform team on

6551 9915 or planningreform@dplh.wa.gov.au



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 25 February 2020, 9:30 AM
Meeting Number: MNWJDAP/281
Meeting Venue: Department of Planning, Lands and Heritage
140 William Street, Perth

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Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Ms Sheryl Chaffer (Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr Suzanne Thompson (Local Government Member, City of Joondalup)
Cr Philippa Taylor (Local Government Member, City of Joondalup)

Officers in attendance

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

Minute Secretary

Ms Adele McMahon (DAP Secretariat)

Applicants and Submitters

Mr Jarrod Sizer (Mykonos View Pty Ltd)

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.

The Presiding Member announced that the Metro North-West JDAP is currently undertaking a trial of revised templates to promote greater consistency and transparency of information published on the DAP website. During this time, changes to the content contained within the Agendas, Minutes and Responsible Authority Reports may be observed.

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

9.1 Lot 647 (11) Mykonos View, Illuka

Development Description:	23 multiple dwellings (Iluka Plaza Site)
Proposed Amendments:	<ul style="list-style-type: none">• Reduction in number of dwellings from 24 to 23.• Minor changes to the external façade.• Increase in boundary wall heights to eastern and southern lot boundaries.• Removal of three resident car parking bays.• Deletion of condition 11 which requires one visitor car parking bay on site.• Modification of condition 21 to allow clothes drying in private courtyards and balconies.
Applicant:	Mykonos View Pty Ltd
Owner:	Mykonos View Pty Ltd, Jarrad Sizer
Responsible Authority:	City of Joondalup
DAP File No:	DAP/18/01544

10 State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications					
File No.	SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/19/01557	DR159/2019	City of Joondalup	Lot 104 & 105 (8 & 10) Brechin Court, Duncraig	3 Levels, 16 Apartments, Multiple Dwellings	01/08/2019



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

LOT 647 (11) MYKONOS VIEW, ILUKA – 23 MULTIPLE DWELLINGS (ILUKA PLAZA SITE)

Form 2 – Responsible Authority Report (Regulation 17)

DAP Name:	Metro North-West JDAP.
Local Government Area:	City of Joondalup.
Proposed Amendments:	<ul style="list-style-type: none"> • Reduction in number of dwellings from 24 to 23. • Minor changes to the external façade. • Increase in boundary wall heights to eastern and southern lot boundaries. • Removal of three resident car parking bays. • Deletion of condition 11 which requires one visitor car parking bay on site. • Modification of condition 21 to allow clothes drying in private courtyards and balconies.
Applicant:	Mykonos View Pty Ltd.
Owner:	Mykonos View Pty Ltd ATF Hastings 2 Trust.
Value of Amendment:	\$6 million.
Responsible Authority:	City of Joondalup.
Authorising Officer:	Dale Page, Director Planning and Community Development.
LG Reference:	DA19/1089
DAP File No:	DAP/18/01544.
Date of Original DAP decision:	5 March 2019
Application Received Date:	29 November 2019
Application Statutory Process Timeframe:	90 Days
Attachment(s):	<ol style="list-style-type: none"> 1. Location plan. 2. Decision letter and approved plans dated 5 March 2019. 3. Proposed development plans. 4. Applicant's DA report.
Is the Responsible Authority Recommendation the same as the Officer recommendation?	Not applicable.

Responsible Authority Recommendation

That the Metro North-West JDAP resolves to:

1. **Accept** that the DAP Application reference DAP/18/01544 as detailed on the DAP Form 2 dated 29 November 2019 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** the DAP Application reference DAP/18/01544 as detailed on the DAP Form 2 dated 29 November 2019 and accompanying plans (Attachment 3) 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*, and pursuant to clause 24(1) and 26 of the *Metropolitan Region Scheme* for the proposed minor amendment to the approved multiple dwellings at Lot 647 (11) Mykonos View, Iluka, subject to:

Amended Conditions:

1. This approval relates to the 23 multiple dwellings and associated works only. It does not relate to any other development on the lot.
11. [delete]
12. [delete]
21. Prior to occupation of the dwellings, each dwelling shall be provided with adequate clothes drying facilities which are screened from view from the street(s) to the satisfaction of the City. No clothes drying is permitted within courtyards/balconies of the dwellings, unless it is screened from the public realm by permanent, fixed screening (as defined under the Residential Design Codes) that is integrated with the building design to the satisfaction of the City.

New Conditions:

22. The infill panelling to the street fence indicated on the approved plans shall be visually permeable (as defined in the Residential Design Codes). No portion of the fence shall be solid higher than 1.8 metres from finish ground level of the courtyards.

All other conditions and requirements detailed on the previous approval dated 5 March 2019 shall remain unless altered by this application.

Reasons for Responsible Authority Recommendation

The proposed development is considered to meet the intent and objectives of the Iluka Local Structure Plan (Iluka LSP) and the *Iluka Local Centre Local Development Plan No. 1 (LDP)*, along with the relevant requirements of *State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments (SPP7.3)*.

Overall, the modifications proposed do not substantially change the development approved, do not significantly alter the design and aesthetics of the development and, in the City's view, do not detract from the amenity of the streetscape or surrounding properties. The matter in relation to the height of street fencing, which is discussed in the body of the report, can be addressed through a condition of approval, as recommended by the City.

As a result, it is recommended that the JDAP accept the Form 2 application and approve the proposal subject to conditions.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone	Urban
Structure Plan	Iluka Local Structure Plan No. 26
Structure Plan Zone	Commercial, R80
Local Planning Scheme	City of Joondalup Local Planning Scheme No. 3
Local Planning Scheme Zone/Reserve	Urban Development
Use Class (proposed) and permissibility:	Multiple Dwelling, discretionary ("D") use
Lot Size:	2,019m ²
Existing Land Use:	Vacant
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The application proposes modifications to the previously approved multiple dwelling development as summarised below:

- Amalgamate two of the dwellings to reduce the total number of dwellings from 24 to 23;
- Minor changes to the building to:
 - Modify the internal configuration of some dwellings.
 - Increase the size and modify the configuration of the bin enclosure.
 - Reduce the gradient of the car parking area.
 - Modify the pedestrian access pathways between the car park and the dwellings.
 - Modify the lift and service areas, fire hydrant and indicator panel location, as well as relocate the gas and water utilities to the north-west portion of the site.
 - Reduce the extent of breeze block walls along the northern boundary.
 - Modify the landscaping planter wall heights.
 - Replace the glass balustrade walkway (south elevation) with masonry.
- Increase the height of boundary walls to the eastern and southern lot boundaries adjacent to the carport structures from a maximum of two metres high to a maximum of 3.6 metres high;
- Removal of three resident car parking bays, resulting in a total of 37 bays onsite;
- Removal of condition 11 of DA18/1321 which requires one visitor parking bay on site; and,

- Modify condition 21 of DA18/1321 to allow for clothes drying in private courtyards and balconies where screened from view from the public realm.

A full and detailed list of the modifications are included in the applicant's DA report (Table 2 – Proposed modifications to plan) in Attachment 4.

Background:

Lot 647 (11) Mykonos View, Iluka (subject site) is bound by Burns Beach Road to the west, Mykonos View to the north, Lot 648 (3) Mykonos View to the east (vacant) and Lot 649 (98) O'Mara Boulevard to the south (Iluka Plaza mixed-commercial centre under construction). A location plan is included in Attachment 1.

The subject site is zoned 'Urban' under the *Metropolitan Region Scheme* (MRS), 'Urban Development' under the City's *Local Planning Scheme No. 3* (LPS3) and 'Commercial, R80' under the *Iluka Local Structure Plan* (Iluka LSP). In addition, the site is subject to the requirements of the City's Iluka Local Centre Local Development Plan No. 1 (LDP).

On 5 March 2019, the Metro North-West JDAP granted development approval for the development of 24 multiple dwellings at the subject site. Copies of the decision letter and approved plans are included in Attachment 2.

Development approval was granted by the JDAP under the previous planning framework; being the former *State Planning Policy 3.1: Residential Design Codes - Part 6* (SPP3.1). As SPP3.1 has since been replaced by *State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments* (SPP7.3), those aspects of the development which have been modified through this application have been reassessed and considered against this new planning framework.

It is noted that the current development approval is still valid until 5 March 2021, and therefore the applicant could commence development under this approval to avoid the requirements of SPP7.3. However, the applicant has elected to make some minor modifications to the development, requiring consideration under the new planning framework.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005.*
- *Metropolitan Region Scheme* (MRS).
- *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations).
- *City of Joondalup Local Planning Scheme No. 3* (LPS3).
- *Iluka Local Structure Plan No. 26* (Iluka LSP).
- *Iluka Local Centre Local Development Plan No. 1* (LDP).

State Government Policies

- *State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments* (SPP7.3).
- *State Planning Policy 7: Design of the Built Environment* (SPP7).
- *State Planning Policy 3.7: Planning in Bushfire Prone Areas* (SPP3.7).

Structure Plans/Activity Centre Plans

- *Iluka Local Structure Plan No. 26 (LSP).*

Local Policies

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

Consultation:

Public Consultation

Consultation was undertaken via written correspondence to 69 landowners/occupants; and a notice, development plans and supporting documents were placed on the City's website. Those consulted include landowners/occupants directly adjoining or opposite the subject site and those submitters who previously made a submission on the original proposal (DA18/1321). Consultation commenced on 8 January 2020 for a period of 14 days, concluding on 22 January 2020.

A total of 19 submissions were received during the advertising period, being 16 objections and three submissions supporting the proposal. Of the 16 objections received, 12 were a pro forma of the same submission. An invitation was extended to the applicant to respond to the issues raised during public consultation; however, the applicant elected not to provide a response. A summary of the concerns raised, along with officer's comments, is included below:

Issue Raised	Officer's comments
<u>Parking</u> <ul style="list-style-type: none">• Residents will need to park in the street if they don't have enough bays.• Do not support any reduction in parking numbers.• Residents will have visitors and if there isn't enough parking, they will occupy street bays.• The bare minimum in parking is being provided for this development.• Street parking is dangerous.• Two bays per dwelling should be provided on site.• There is limited parking for visitors on-street.• The reduction in parking will create traffic and noise disturbance for surrounding properties.• The car parking bays within the verge are public bays and not	<p>A surplus of eight resident car bays, greater than the acceptable outcomes of SPP7.3, has been proposed on site. Based on an assessment against the element objectives of SPP7.3, as well as having regard to the context of the area and the site's proximity to a well-connected pedestrian/cyclist network, it is considered that the number of bays provided is appropriate.</p> <p>The number of visitor bays provided is considered adequate for the development and meets the acceptable outcomes and element objectives of SPP7.3. The construction of the bays within the verge will assist with ease of access, visibility from the street and proximity to the main entrance of the building.</p> <p>The formal on-street parking embayments will need to be constructed in accordance with the City's engineering standards to ensure accessibility and safety of these bays.</p>

exclusive to visitors of the development.	The traffic generated by the development is unlikely to increase from that previously approved, particularly as the amendments reduce the number of apartments from 24 to 23.
<u>Clothes drying</u> <ul style="list-style-type: none"> • Not necessary in balconies/courtyards as most people will have tumble dryer or drying rack in the house. • As the balconies are fully glazed, how could the washing be screened from public view? • The development requirements for Iluka (restrictive covenant) states that washing must not be hung from front of dwelling in sight of people to view. 	<p>Although clothes drying within balconies and courtyards may not always be necessary or preferable, this option can still be considered, provided it does not impact the amenity of the street and surrounding properties. If permanent and fixed screening is provided that prevents a view of the clothes drying area, the impact on the street and surrounding properties is considered to be acceptable.</p> <p>The City is not a party to any restrictive covenant related to developer requirements within the Iluka Estate as these are established between the land developer and the landowners. However, it is noted that the lot is not the subject of a restrictive covenant.</p>
<u>Boundary walls</u> <ul style="list-style-type: none"> • There is no need to increase height of boundary walls. • Why was this not included in the original proposal? • No height increase should be supported. 	<p>The height of the boundary walls complies with the provisions of the LDP and meets the element objectives of SPP7.3. The maximum height of the additional boundary walls proposed is 3.6 metres, which is 6.9 metres less than that permitted under the LDP.</p> <p>The applicant has advised that the changes to the boundary walls are required to comply with the relevant fire separation requirements of the Building Code of Australia.</p>
<u>Number of discretions</u> <ul style="list-style-type: none"> • The applicant has already been provided too many discretions. No further discretions should be approved. • The residents are not being listened to and the developer is asking for more discretions. 	<p>The extent and/or number of discretions against the acceptable outcomes of SPP7.3 does not mean the development is inappropriate.</p> <p>SPP7.3 is a performance-based policy. For each design element there are element objectives that are required to be met, in addition to the overall policy objectives. SPP7.3 makes it clear that the acceptable outcomes and design guidance are not a 'deemed-to-comply' pathway and, whilst meeting the acceptable outcomes is likely to achieve the element objectives, a proposal may still satisfy the objectives via alternative methods. In this instance, the proposed modifications are considered to meet the applicable element objectives of SPP7.3.</p>
<u>External façade modifications</u>	The breeze block walls were previously approved under the original proposal, with the

<ul style="list-style-type: none"> The breeze bricks used as a replacement screen will aesthetically look cheap and ugly. The footprint of apartment 1 has been increased due to the removal of the resident bays onsite which increases the commercial gain and saleability. 	<p>only change proposed through this application being a decrease to the extent of these walls to allow for greater ventilation and sunlight into the ground floor apartments and improve passive surveillance between the dwellings and the street. This change is considered to be an improved outcome.</p> <p>The applicant has relocated the storeroom to the rear of apartment 1 which has resulted in the proposed setback of the dwelling to the southern lot boundary decreasing by two centimetres (from 1.25m to 1.23m). This setback remains compliant with the setbacks outlined in the Iluka LDP. Therefore, there is minimal change proposed to the footprint of the dwelling.</p>
<p><u>Dwelling diversity</u></p> <ul style="list-style-type: none"> Amalgamation of the two units means less single bedroom dwellings and therefore a lack of dwelling mix. The amalgamation of dwellings results in only 8.7% single bedroom dwellings instead of the required 20%. 	<p>The development meets the acceptable outcomes and element objectives of SPP7.3 in respect to dwelling mix and diversity.</p> <p>Reference to the provision requiring 20% single bedroom dwellings is a provision of the former <i>State Planning Policy 3.1: Residential Design Codes</i>, which is no longer applicable.</p>

Referrals/consultation with Government/Service Agencies

Not applicable.

Design Review Panel Advice

Not applicable. The original application was referred to the Joondalup Design Review Panel. The changes proposed as part of the amended application are not considered to fundamentally change the building design.

Planning Assessment:

The proposed modifications have been assessed against the 'acceptable outcomes' under SPP7.3 and/or LDP which are applicable to the proposal as detailed below:

Provision	Requirement	Proposal	Assessment
LDP - Boundary wall length	<p>Refer to 'element objectives' of clause 2.4 of SPP7.3.</p> <p>LDP states: 66% length of lot boundary.</p>	<p>100% of eastern lot boundary.</p> <p>74% of southern lot boundary.</p> <p>Single storey height (maximum 3.6 m).</p>	<p>Consideration against the 'element objectives' included in Officer Comment section below.</p>

Provision	Requirement	Proposal	Assessment
	Maximum height of three storeys (10.5m).		
SPP7.3 – Public domain interface	Refer to 'element objectives' of clause 3.6 of SPP7.3. Acceptable outcome suggests front fencing to be visually permeable above 1.2 metres and the average height of solid walls to the street does not exceed 1.2 metres.	Fence fronting Burns Beach maximum 3.8m solid high wall. Average solid fence height of 1.25m along Burns Beach frontage.	Consideration against the 'element objectives' included in Officer Comment section below.
SPP7.3 – Car and bicycle parking	Refer to 'element objectives' of clause 3.9 of SPP7.3. Acceptable outcomes suggest: Five visitor parking bays required onsite. 29 resident bays required onsite.	Five visitor parking bays provided within the verge. 37 resident bays proposed on site.	Consideration against the 'element objectives' included in Officer Comment section below.
SPP7.3 – Size and layout of dwellings	Refer to 'element objectives' of clause 4.3 of SPP7.3. Acceptable outcomes suggest: <ul style="list-style-type: none"> Amalgamated dwelling should be at least 95m² in size. Additional office/study space should be a minimum of 9m² in size and 3m in dimension. 	The amalgamated apartment is 156m ² in area. Office/study space is 28m ² in area and is 3.6m wide.	Meets the applicable 'acceptable outcomes' and 'element objectives' under SPP7.3. Condition 1 is recommended to be amended to state 23 multiple dwellings rather than 24.
SPP7.3 – Private open	Refer to 'element objectives' of	Applicant has requested condition	Consideration against the

Provision	Requirement	Proposal	Assessment
space and balconies	<p>clause 4.4 of SPP7.3.</p> <p>Acceptable outcomes suggest clothes drying within private open space is not to be visible from the street and/or are integrated into the building design.</p>	21 be modified to allow clothes drying on balconies/courtyards.	'element objectives' included in Officer Comment section below.
SPP7.3 – Circulation and common spaces	<p>Refer to 'element objectives' of clause 4.5 of SPP7.3.</p> <p>Acceptable outcomes suggest a minimum 1.5m wide circulation corridors.</p>	<p>2.6m wide lobby space.</p> <p>Modified walkway to dwellings and car parking area is a minimum of 1.2m wide.</p>	Consideration against the 'element objectives' included in Officer Comment section below.
SPP7.3 - Storage	<p>Refer to 'element objectives' of clause 4.6 of SPP7.3.</p> <p>Acceptable outcomes suggest storerooms to be 4m² in area and a minimum dimension of 1.5m.</p>	Apartment 1 store is 3.3m ² in area, with a minimum dimension of 1.8m.	Consideration against the 'element objectives' included in Officer Comment section below.
SPP7.3 – Dwelling mix	<p>Refer to 'element objectives' of clause 4.8 of SPP7.3.</p> <p>Acceptable outcomes suggest 20% of dwellings have differing bedroom numbers.</p>	56% two bedrooms. 44% one or three bedrooms.	Meets the applicable 'element objectives' under SPP7.3.
SPP7.3 – Waste management	<p>Refer to 'element objectives' of clause 4.17 of SPP7.3.</p> <p>Acceptable outcomes suggest waste storage facilities are</p>	The size, location and dimension of store is adequate and meets the City's waste specifications.	Meets the applicable 'element objectives' under SPP7.3.

Provision	Requirement	Proposal	Assessment
	provided in accordance with WALGA (or local government) guidelines.		

Officer Comments

Consideration of the modifications against the 'element objectives' of SPP7.3 are outlined below:

Lot boundary walls

In accordance with the Iluka LDP, lot boundary walls are permitted to a maximum length of two-thirds (66.66%) the length of a lot boundary and to a maximum height of three storeys.

The applicant has proposed to increase the size and length of the southern and eastern lot boundary walls to accommodate primarily the carport structures within the rear car parking area. The southern boundary wall occupies 74% of the lot boundary and the eastern lot boundary is proposed along the entire boundary. The applicant has advised that this is required to meet the relevant fire separation requirements under the Building Codes of Australia (BCA).

The relevant 'element objectives' of SPP7.3 state:

"O 2.4.1 Building boundary setbacks provide for adequate separation between neighbouring properties."

"O 2.4.2 Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character."

"O 2.4.3 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."

"O 2.4.4 The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development."

The proposal is considered to meet these 'element objectives' as outlined below:

- Setbacks are appropriate based on the context of the site, being located in a local centre, and are not considered to adversely impact the vacant site to the east or the adjacent mixed commercial development to the south, particularly as the boundary wall is adjacent to the vehicle access point. Both adjoining landowners have provided comments of support for the modifications.
- The desired character of the area is of an urban nature with boundary walls and continuous façade frontage along the street (including other adjoining properties) as set out by the objectives and development provisions of the Iluka LSP and LDP.

- The extent of the additional boundary wall length proposed as part of this application is a maximum of 3.6 metres high, and therefore are significantly lower than that permitted under the Iluka LDP (10.5 metres).
- Once development of the adjoining sites is completed, it is likely that the boundary walls for the carport structure will not be visible from the street.
- Landscaping is not impacted by the additional boundary walls and therefore the amount of landscaping is unchanged.
- As the adjoining sites are also located within the Iluka Local Centre and have the same development standards and residential density coding as the subject site, no transitioning of setbacks/intensity is necessary.

As a result, the proposed lot boundary walls are considered to meet the 'element objectives' under clause 2.4 of SPP7.3.

Street fencing

In accordance with the 'acceptable outcomes' listed under clause 3.6 of SPP7.3, front fencing should include visually permeable materials above 1.2 metres and achieve an average height of solid walls of fences to the street which does not exceed 1.2 metres.

Due to the relocation of the storeroom for apartment 1, the 3.8 metre high solid wall (which is proposed to be retained) to the Burns Beach Road street boundary is now considered a street fence. Therefore, this portion of wall needs to be considered in the context of clause 3.6 of SPP7.3, which results in a maximum solid fence height of 3.8 metres and an average solid fence height of 1.25 metres.

The relevant 'element objectives' of SPP7.3 state:

"O 3.6.1 The transition between the private and public domain enhances the privacy and safety of residents."

"O 3.6.2 Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade."

The proposal is not considered to meet these 'element objectives' as the proposed fence does not enhance the amenity of the streetscape due to its height and location on the south-western corner of the subject site. It has the potential to be a dominant feature which will detract from the character of the area and the public domain.

As a result, it is recommended that a new condition of planning approval is included which requires the street fence/wall to be no higher than 1.8 metres from finish floor level. This is considered appropriate due to the following:

- this portion of wall will match the rest of the street fencing along Burns Beach Road to provide a consistent street frontage that does not detract from the amenity of the public domain.
- a solid 1.8 metre fence in this location will still provide adequate privacy and mitigate any noise/visual issues associated with the crossover adjoining the courtyard.
- the reduced wall height will mean that an average solid wall height of 1.2 metres, consistent with the 'acceptable outcomes', will be achieved.

It is considered that, subject to a condition which requires solid fencing to be no higher than 1.8 metres, the proposed street fencing meets the 'element objectives' under clause 3.6 of SPP7.3.

Visitor car parking

In accordance with the 'acceptable outcomes' listed under clause 3.9 of SPP7.3, visitor parking should comply with Table 3.9 which requires 4.25 (five) visitor parking bays on site due to the number of dwellings proposed.

The approved development includes five visitor parking bays in the Mykonos View verge at the entrance of the building. Condition 11 of the original approval also requires an additional visitor parking bay to be provided on site to bring the total number of visitor parking bays to six. Six visitor bays aligned with the deemed-to-comply requirements of the planning framework that the original application was assessed against (ie. SPP3.1).

As part of the modified application, the applicant has maintained the five visitor parking bays within the adjacent Mykonos View verge; however, has requested removal of condition 11 of the current development approval which requires one visitor parking bay to be provided on site.

The relevant 'element objectives' of SPP7.3 state:

"O 3.9.1 Parking and facilities are provided for cyclists and other modes of transport."

"O 3.9.2 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."

"O 3.9.3 Car parking is designed to be safe and accessible."

"O 3.9.4 The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape."

The proposal is considered to meet these 'element objectives' as outlined below:

- The proposal includes five on-street parking bays along Mykonos View, which are directly adjacent the main entrance to the development. It is noted that these bays were previously approved and are being maintained as part of the development.
- In accordance with the 'acceptable outcomes', the number of resident bays required on site equates to 29, however 37 bays have been designated to residents which results in an eight-bay surplus.
- There are approximately 60 existing on-street bays located within 400 metres of the development site, which are publicly available and can be used by visitors to the development, in conjunction with other residents/visitors to the broader area.
- There is an existing bus stop located on Ocean Parade which is approximately 300 metres from the development site, which can be utilised by visitors.
- Under the previous local planning framework, a total of six visitor parking bays were required for the development. In accordance with SPP7.3, the number of bays required under the 'acceptable outcomes' has reduced to five based on the

number of dwellings proposed. Even with the removal of condition 11, the total quantity of bays available to visitors meets this requirement.

- There is an adequate number of bicycle racks which will be provided on site for visitors and residents to utilise.
- The parking bays on site and within the verge will need to comply with the City's engineering specifications in respect to manoeuvring and accessibility.

As a result, the proposed visitor parking bay location and the number of bays provided are considered to meet the 'element objectives' under clause 3.9 of SPP7.3, and therefore it is recommended that condition 11 of the previous development approval be deleted.

In addition, it is also recommended that condition 12 of the current development approval be deleted as a security and access management plan is no longer required as visitor parking will not be provided on site in the car parking area.

Clothes drying

In accordance with the 'acceptable outcomes' listed under clause 4.4 of SPP7.3, clothes drying within private open space should not be visible from the street and/or should be integrated into the building design.

The applicant has requested that condition 21 of the current development approval be modified to allow for clothes drying in balconies where screened from view of the public realm. The wording requested by the applicant states the following:

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

It is noted that not all dwellings have balconies or courtyards which have permanent and fixed screening, and therefore clothes drying to these areas will not be possible. In these instances, it is still necessary to provide a communal drying area and/or mechanical drying facilities to address this condition of approval.

However, it is acknowledged that some dwellings may be able to dry clothes in courtyards or balconies without impacting the public realm or surrounding properties if positioned appropriately behind screening. Based on the proposed development plans, it appears that apartments 2, 3, 5, 6, 7, 8 and 13 do not have adequate screening to allow for clothes drying in the courtyard/balcony. However, the remaining 16 dwellings do have some form of screening to prevent an unacceptable visual amenity impact on the public realm. In order to address this, rather than accept the wording proposed by the applicant, the City recommends modification to the wording of condition 21 to state the following [emphasis added]:

*"Prior to occupation of the dwellings, each dwelling shall be provided with adequate clothes drying facilities which are screened from view the street(s) to the satisfaction of the City. **No clothes drying is permitted within courtyards/balconies of the dwellings, unless it is screened from the public realm by permanent, fixed screening (as defined under the Residential Design Codes) that is integrated with the building design to the satisfaction of the City.**"*

It is noted that the private open space and balconies of the dwellings achieve the 'acceptable outcomes' of clause 4.4 of SPP7.3 even with the inclusion of a clothes drying area within the courtyards or balconies of these dwellings. It is therefore considered that the private open space and balconies remain appropriately sized, even if used in part for clothes drying, consistent with the element objectives of clause 4.4 of SPP7.3.

As a result, the modified condition, incorporating the City's recommended changes, will allow for clothes drying on balconies/courtyards where screening is provided, and therefore ensures compliance with the 'element objectives' of SPP7.3.

Pedestrian circulation

In accordance with the 'acceptable outcomes' listed under clause 4.5 of SPP7.3, circulation corridors should be a minimum of 1.5 metres wide.

The proposed modifications to the pedestrian access between the car parking bays and the dwellings result in a circulation corridor of 1.2 metres in width adjacent apartments 6, 7 and 8.

The relevant 'element objectives' of SPP7.3 state:

"O 4.5.1 Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors."

"O 4.5.2 Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents."

The proposal is considered to meet these 'element objectives' as outlined below:

- The proposal has been modified to allow for a level transition for pedestrians to walk between the car park and the internal pedestrian paths/corridors towards the lobby. However, due to the level difference between apartments 7 and 8 and the car park (approximately one metre), a separate path is required for these dwellings to provide access via ramps and stairs which reduces the total width of these paths.
- The corridors being modified adjacent apartments 6, 7 and 8 are 1.2 metres and 1.3 metres wide and therefore are of an adequate width to provide for safe and convenient pedestrian access.
- The communal areas and remaining corridors are all an adequate size and width and are not impacted by the level change between the path adjacent the carpark. As a result, there is no impact on social interaction or amenity for these areas.
- Circulation will not be compromised as the width of the paths still provide for universal access in accordance with the Building Code of Australia.
- As two parallel paths have been provided between the car park and apartments 6, 7 and 8, two-way access is still maintained to avoid pedestrian access conflicts or obstruction.

As a result, the proposed modification to the corridor width is considered to meet the 'element objectives' under clause 4.5 of SPP7.3.

Storeroom

In accordance with the 'acceptable outcomes' listed under clause 4.6 of SPP7.3, the modification to the storeroom for Apartment 1 (which is being relocated as part of this application) should be at least 4m² in area and have a minimum dimension of 1.5 metres.

The store is proposed to remain the same size as that previously approved, which is 3.3m² with a minimum dimension of 1.8 metres. However, as the store is being relocated to the rear of the dwelling, this particular storeroom needs to be considered in the context of SPP7.3.

The relevant 'element objective' of SPP7.3 states:

"O 4.6.1 Well-designed, functional and conveniently located storage is provided for each dwelling."

The proposal is considered to meet the above 'element objective' as the store is located conveniently and is of a shape and size which is functional and appropriate based on the size of the dwelling.

Conclusion:

As detailed above, the proposed development is considered to meet the intent and objectives of the Iluka LSP and LDP, along with the relevant requirements of SPP7.3. The height of street fencing, which in the City's view does not meet the element objectives of SPP7.3, can be addressed through a condition of approval, as recommended by the City.

Overall, the modifications proposed do not significantly alter the design and aesthetics of the development and are not considered to detract from the amenity of the streetscape or surrounding properties. As a result, it is recommended that the JDAP accept the Form 2 application and approve the proposal subject to conditions.

Alternatives

Form 2 application

Applications can be made under clause 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011 (DAP Regulations)* to amend or cancel a development approval determined by a DAP. These applications are commonly referred to as a 'Form 2 application'.

The DAP Regulations set out four criteria for an application to be considered under clause 17, being:

- a) to amend the approval so as to extend to the period within which any development approved must be substantially commenced;
- b) to amend or delete any condition to which the approval is subject;
- c) to amend an aspect of the development approved, which, if amended, would not substantially change the development approved;
- d) to cancel the approval.

The City considers the application appropriate to be considered under clause 17 of the DAP Regulations as it proposes to amend and delete conditions of the original approval and proposes amendments that do not substantially change the approved development.

The DAP can determine that the proposed modifications do not constitute an amendment which can be considered through a Form 2 application. In which case the application should not be accepted and if the applicant still wishes to pursue the amendments proposed they will be required to resubmit the proposal in the form of a 'Form 1' application.

Determination

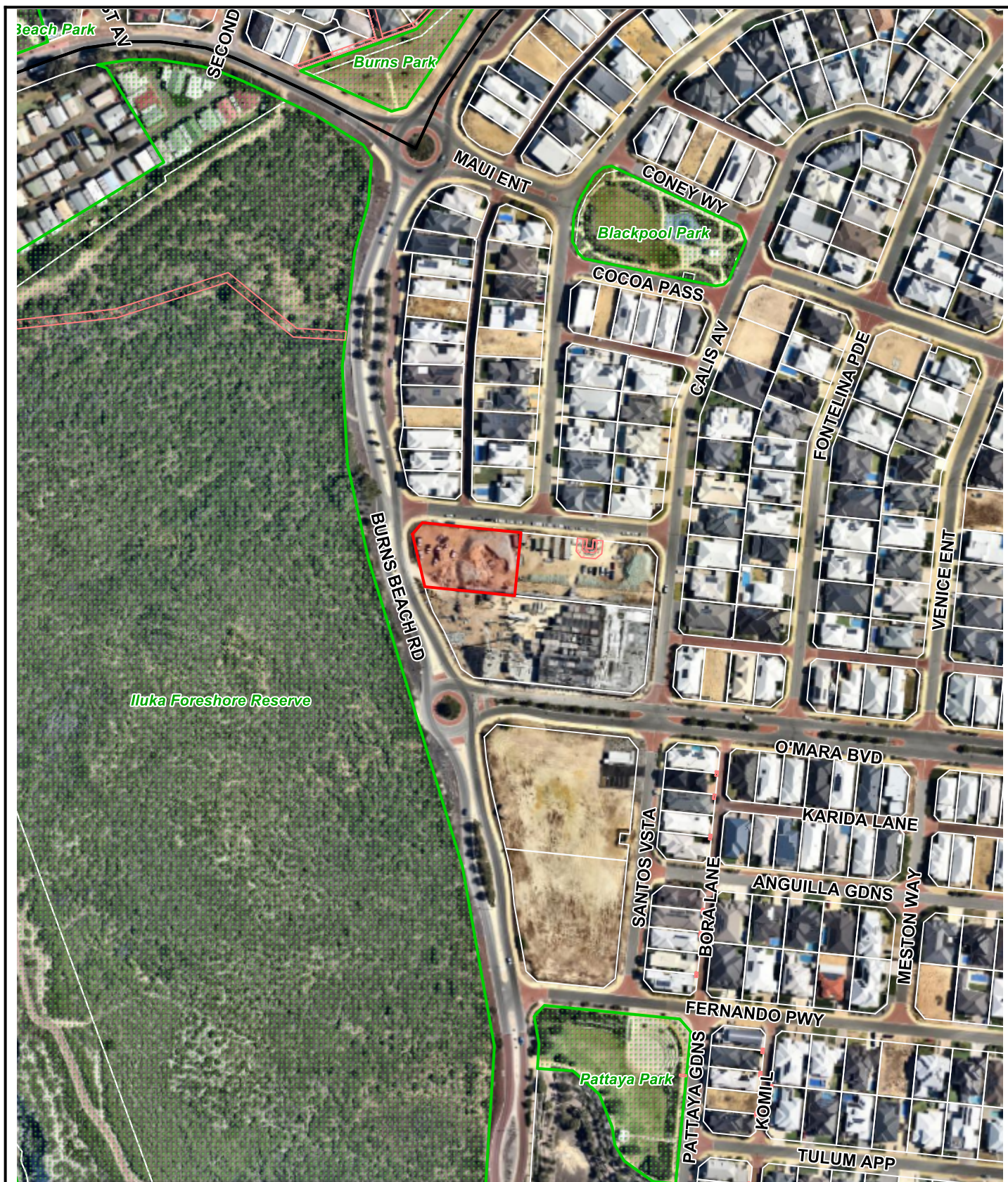
In accordance with clause 17(4) of the Regulations, the JDAP may determine an application by either approving the application with or without conditions or refusing the application.

As a result, the JDAP can amend or delete the conditions of approval recommended by the City and/or include additional conditions of approval should they be considered necessary to ensure the proposal complies with the relevant planning framework.

Should the JDAP resolve to refuse the application, this determination needs to be made based on valid planning considerations as outlined under clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and as articulated in the *Development Assessment Panel Practice Notes: Making Good Planning Decisions*. For example, in this instance, reasons for refusal should relate to aspects of the subject application (specifically the modifications which form part of the application) which are not be considered to meet the relevant 'element objectives' of SPP7.3.

However, as outlined in the Planning Assessment and Officer's Comment sections above, the City considers that the modifications proposed meet the relevant provisions and/or objectives of the local planning framework and the application is therefore recommended for approval.

If the applicant is aggrieved by the decision or any aspect of the decision, the applicant has a right of review in accordance with the *State Administrative Tribunal Act 2004* and the *Planning and Development Act 2005*.



City of
Joondalup

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Scale(A4):1:3000

Date: 9/01/2020

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LG Ref: DA18/1321
DAP Ref: DAP/18/01544
Enquiries: (08) 6551 9919

Mr Jarrad Sizer
Helm Living Pty Ltd
147 Colin Road
Wembley Downs WA 6019

Dear Mr Sizer

METRO NORTH-WEST JDAP - CITY OF JOONDALUP - DAP APPLICATION - DA18/1321 - DETERMINATION

Property Location:	Portion of 9040 (34) Kallatina Drive, Iluka (cnr Burns Beach Road and Mykonos View)
Application Details:	24 Multiple Dwellings (Illuka Plaza site)

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Joondalup on 30 November 2018 for the above-mentioned development.

This application was considered by the Metro North-West JDAP at its meeting held on 5 March 2019, where in accordance with the provisions of the City of Joondalup Local Planning Scheme No.3, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also 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 conditions of approval, please contact Mr Ryan Bailey on behalf of the City of Joondalup on 9400 4300.

Yours sincerely,

DAP Secretariat

8 March 2019

Encl. DAP Determination Notice
Approved Plans

Cc: Mr Ryan Bailey
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: Portion of 9040 (34) Kallatina Drive, Iluka (cnr Burns Beach Road and Mykonos View)

Application Details: 24 Multiple Dwellings (Iluka Plaza site)

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 5 March 2019, subject to the following:

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

1. This approval relates to the 24 multiple dwellings and associated works only. It does not relate to any other development on the lot.
2. All stormwater shall be collected onsite and disposed of in a manner acceptable to the City.
3. All development shall be contained within the property boundaries.
4. The car parking bays, driveways and access points shall be designed, constructed, drained and marked to the specification of the City and in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays, driveways and access points shall thereafter be maintained to the satisfaction of the City.
5. A right of carriageway easement for the shared driveway shall be placed on the certificate of title for the lot. The easement shall be at the owner/developer's expense and lodged with the Registrar of Titles for endorsement on the certificate of titles, prior to the commencement of development.



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

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

7. The boundary walls on the southern and eastern lot boundaries shall be of a clean finish and aesthetically treated to minimise their visual impact to the satisfaction of the City. Details are to be provided to and approved by the City prior to the commencement of development.
8. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas prior to the development first being occupied, to the satisfaction of the City.
9. Detailed landscaping plans shall be submitted to and approved by the City prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatments of the subject site and the adjoining road verges, and shall:
- provide planting of a sufficient height and density to soften the impact of the retaining walls and solid walls and fencing as viewed from all streets;
 - provide a minimum of four street trees along Mykonos View;
 - provide plant species, mature height and spread, plant spacing, pot size and quantities and an irrigation design by a Certified Irrigation Designer;
 - provide all details relating to paving, treatment of verges and tree planting;
 - be based on water sensitive urban design and designing out crime principles to the satisfaction of the City;
 - include details of the deep soil zone/s within the communal open space;
 - explore the option of including additional bicycle racks within the Mykonos View verge;
 - show spot levels and/or contours of the site; and
 - be drawn at an appropriate scale of either 1:100, 1:200 or 1:500.
10. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
11. One visitor car parking bay shall be provided within the onsite car park and clearly delineated (marked/signed), prior to the occupation of the development.
12. A Security and Access Management Plan detailing security gate operation, management of intercom controls, signage and other methods to direct and enable visitor access to private areas shall be submitted to the City for approval prior to occupation of the development, and shall be implemented in accordance with the approved plan.



13. A Waste Management Plan indicating the method of rubbish collection shall be submitted to the City prior to the commencement of development and approved by the City prior to the development first being occupied. All rubbish collection shall be in accordance with the approved Waste Management Plan.
14. A Construction Management Plan shall be submitted to and approved by the City prior to the commencement of development. The management plan shall detail how it is proposed to manage:
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements and access for the contractors and subcontractors;
 - the management of dust during the construction process;
 - other matters likely to impact on the surrounding properties;

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

15. A full schedule of colours and materials for all exterior parts to the development (including retaining walls) shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
16. Any proposed building plant and equipment, including air conditioning units, piping, ducting and water tanks shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street. Details shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with these approved details.
17. Five on-street parking bays on Mykonos View shall be constructed by the developer, at the developer's expense, prior to the occupation of the development. The detailed design is to be approved by the City prior to construction.
18. Bicycle parking facilities shall be in accordance with the Australian Standard for Off-street Carparking – Bicycles (AS2890.3-1993 as amended) prior to the development first being occupied. Details of bicycle parking areas shall be provided to the City for approval prior to the commencement of development.
19. An additional three bicycle spaces shall be provided by the applicant prior to occupancy of the development, to the specification and satisfaction of the City.
20. Retaining walls shall be of a clean finish and made good to the satisfaction of the City.
21. Prior to occupation of the dwellings, each dwelling shall be provided with adequate clothes drying facilities which are screened from view from the street(s) to the satisfaction of the City. No clothes drying is permitted within the courtyards/balconies of the dwellings.



Advice Notes

1. Further to condition 4 and 5, the crossover and access way from Burns Beach Road may need to be constructed by the applicant/owner should the development of any future commercial development not occur prior to occupation of the dwellings.
2. The owner/applicant is advised that the subject site has been identified as being within a bushfire prone area as designated by the Fire and Emergency Services Commissioner. As a result:
 - a. a notification on the certificate of title is required in accordance with clause 6.10 of *State Planning Policy 3.7 – Planning for Bushfire Prone Areas* (SPP3.7); and
 - b. additional construction methods may be required as part of the Building Permit.

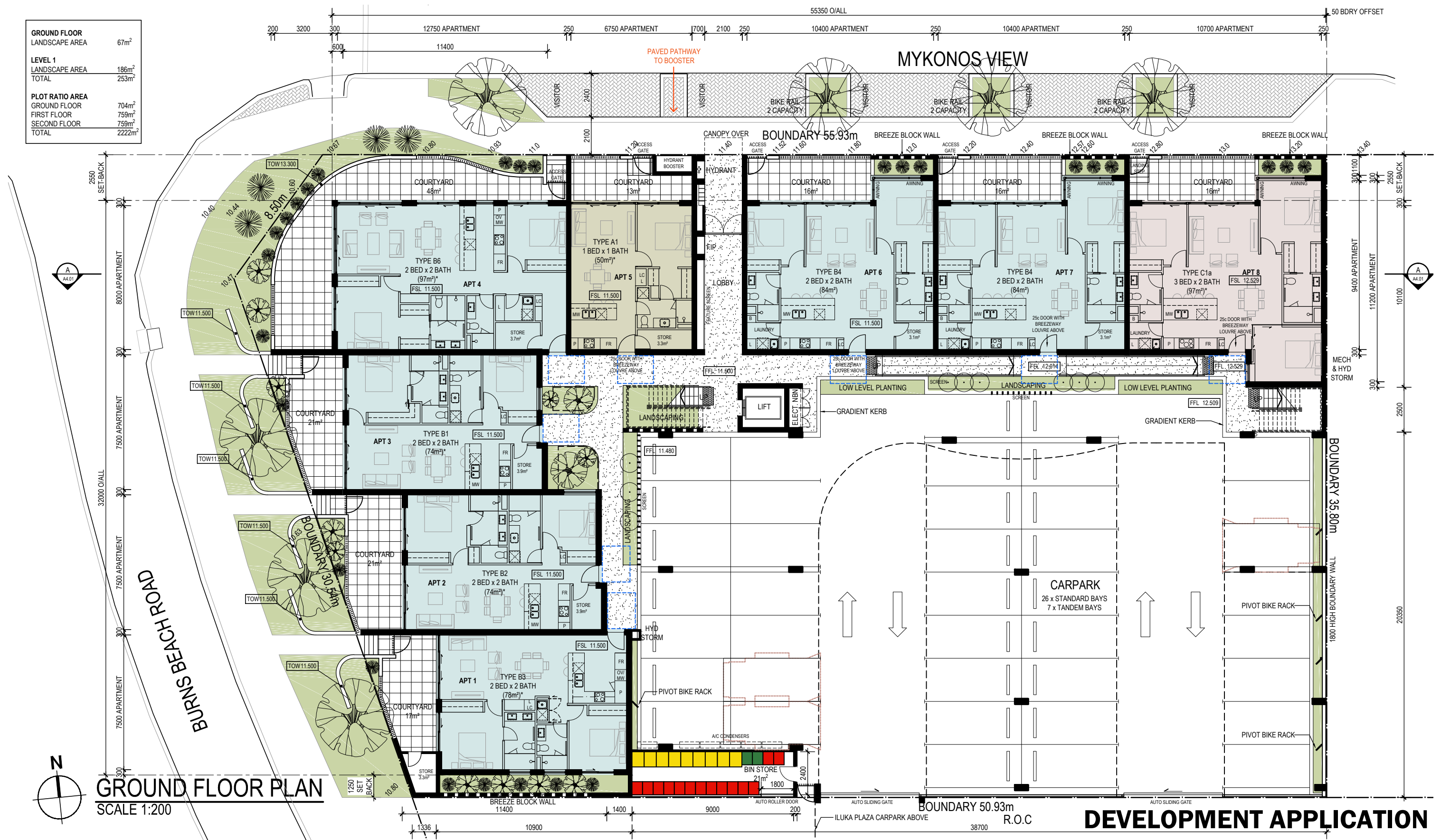
Further information about the designated bushfire prone areas and SPP3.7 can be found on the Department of Fire and Emergency Services website: <https://www.dfes.wa.gov.au/> and the Department of Planning website: <http://www.planning.wa.gov.au/>

3. With respect to the schedule of colours and materials, the City encourages the developer to incorporate materials and colours to the external surface of the building and associated structures, including roofing, that have low reflective characteristics to minimise potential glare from the development impacting the amenity of the adjoining or nearby neighbours.
4. Further to condition 19, the three required bicycle spaces can be considered either onsite and/or within the Mykonos View verge subject to the proposed racks/spaces meeting the requirements of the City.
5. Any existing footpaths and kerbing are to be retained and protected during construction of the development. Should the footpath/kerb be damaged during the construction of the development, it should be reinstated to the satisfaction of the City.
6. Development shall comply with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. Consideration needs to be given to the positioning and placement of noisy plant equipment (e.g. air conditioners, mechanical exhaust etc) so as to not have a negative impact on surrounding residents.
7. All laundry areas to be provided with a floor waste in accordance with the City's Local Laws. In addition to having mechanical ventilation it is recommended that internal laundry areas be provided with condensation dryers to minimise the likelihood of mould occurring.
8. The applicant/owner is advised that verge treatments are required to comply with the City's Street Verge Guidelines. A copy of the Guidelines can be obtained at <https://www.joondalup.wa.gov.au/verge-treatments/>



Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

GROUND FLOOR	
LANDSCAPE AREA	67m ²
LEVEL 1	
LANDSCAPE AREA	186m ²
TOTAL	253m ²
PLOT RATIO AREA	
GROUND FLOOR	704m ²
FIRST FLOOR	759m ²
SECOND FLOOR	759m ²
TOTAL	2222m ²



SCALE

1:200

PROJECT TITLE

ILUKA APARTMENT DEVELOPMENT

PORTION of LOT 9040 (No.34) KALLATINA DRIVE, ILUKA

**DEVELOPMENT
ASSESSMENT PANEL**

APPROVED

05-Mar-2019

dm|g ARCHITECTURE

DESIGN MANAGEMENT GROUP Level 2 1008 hay street perth 6000
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info@dmgaustralia.com.au | www.dmgaustralia.com.au

PROJECT #

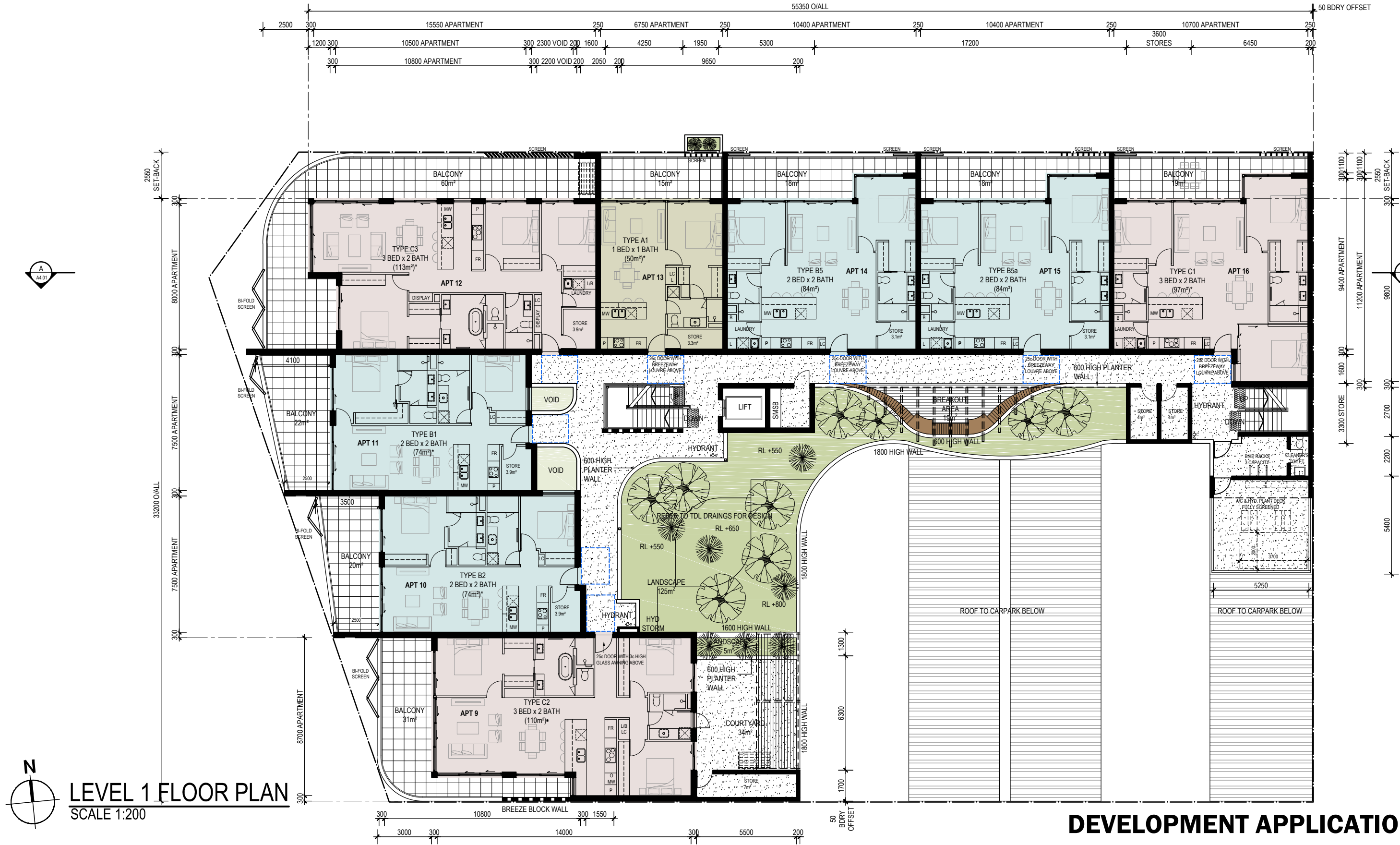
18015

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REV. #

A2.01 F

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SCALE

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PROJECT TITLE

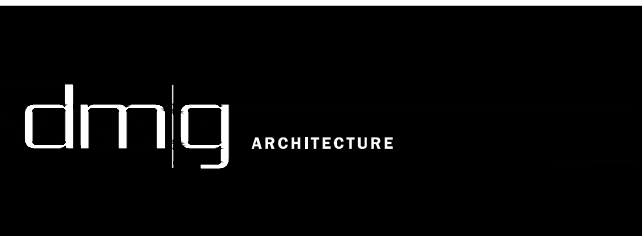
ILUKA APARTMENT DEVELOPMENT

PORTION of LOT 9040 (No.34) KALLATINA DRIVE, ILUKA

**DEVELOPMENT
ASSESSMENT PANEL**

APPROVED

05-Mar-2019



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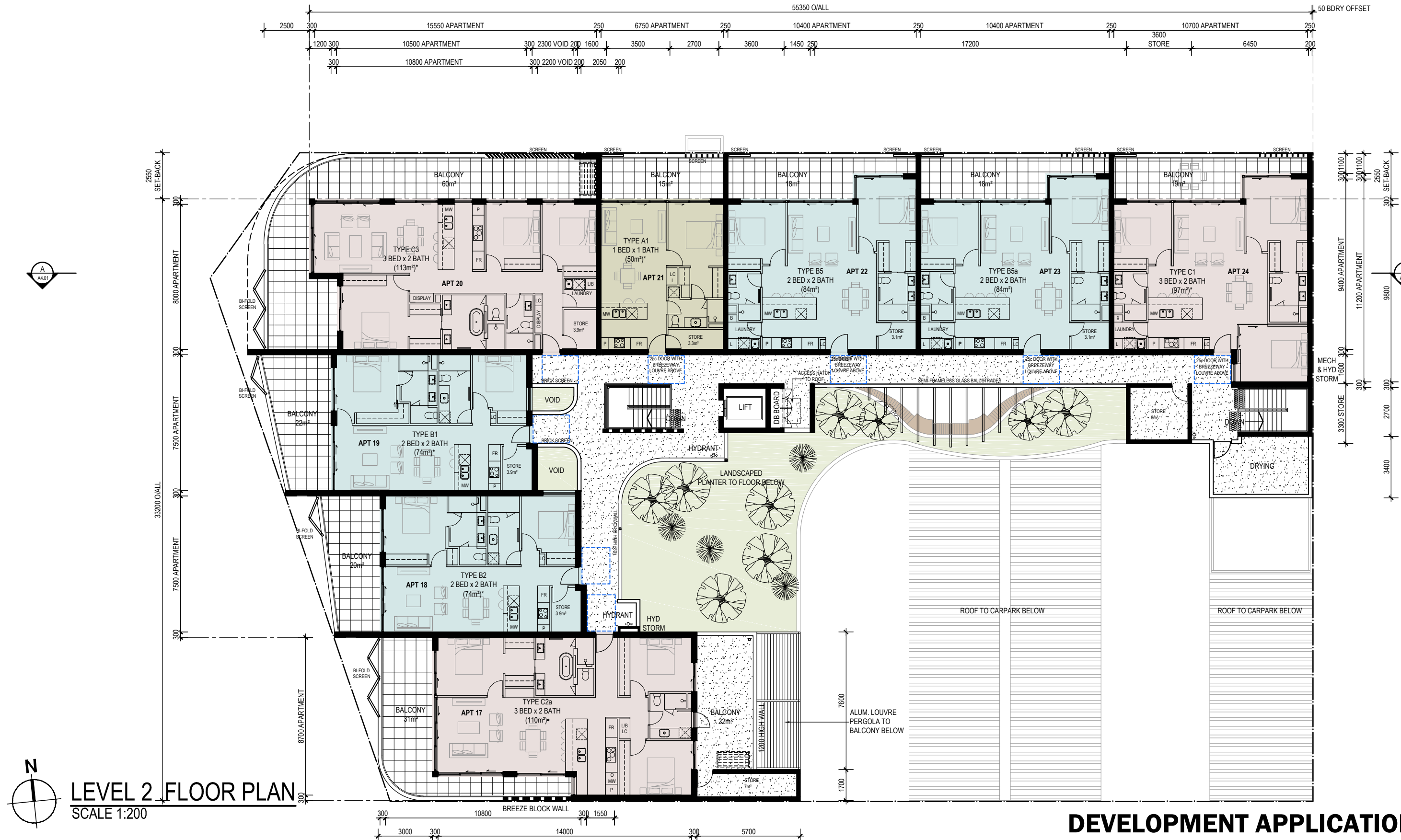
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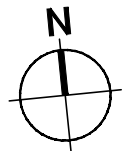
DEVELOPMENT APPLICATION

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			DRAWING #
			REV. #
			A2.03 F

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ROOF PLAN

SCALE 1:200



DEVELOPMENT APPLICATION

SCALE

1:200

PROJECT TITLE

ILUKA APARTMENT DEVELOPMENT

PORTION of LOT 9040 (No.34) KALLATINA DRIVE, ILUKA

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

05-Mar-2019



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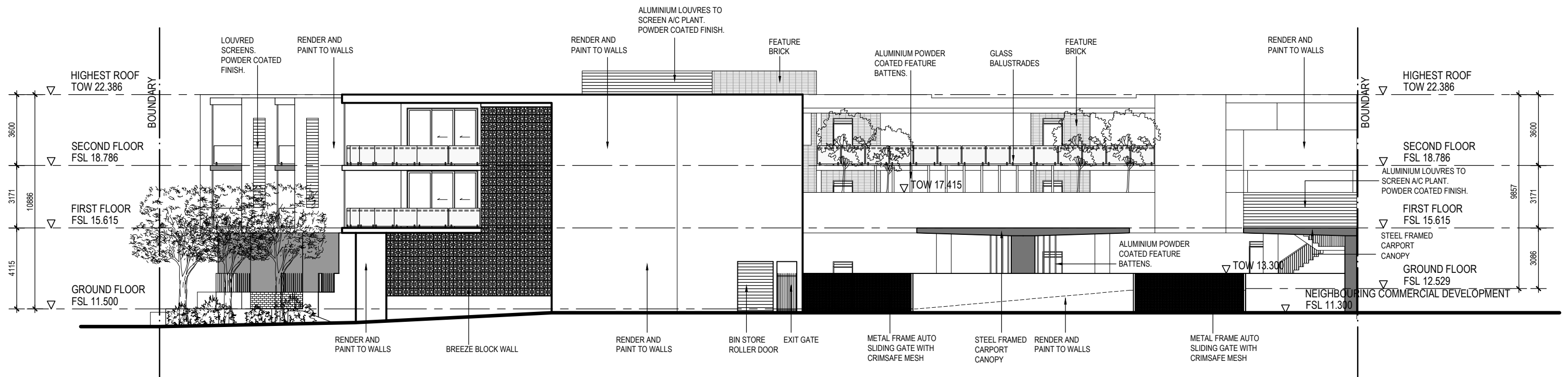
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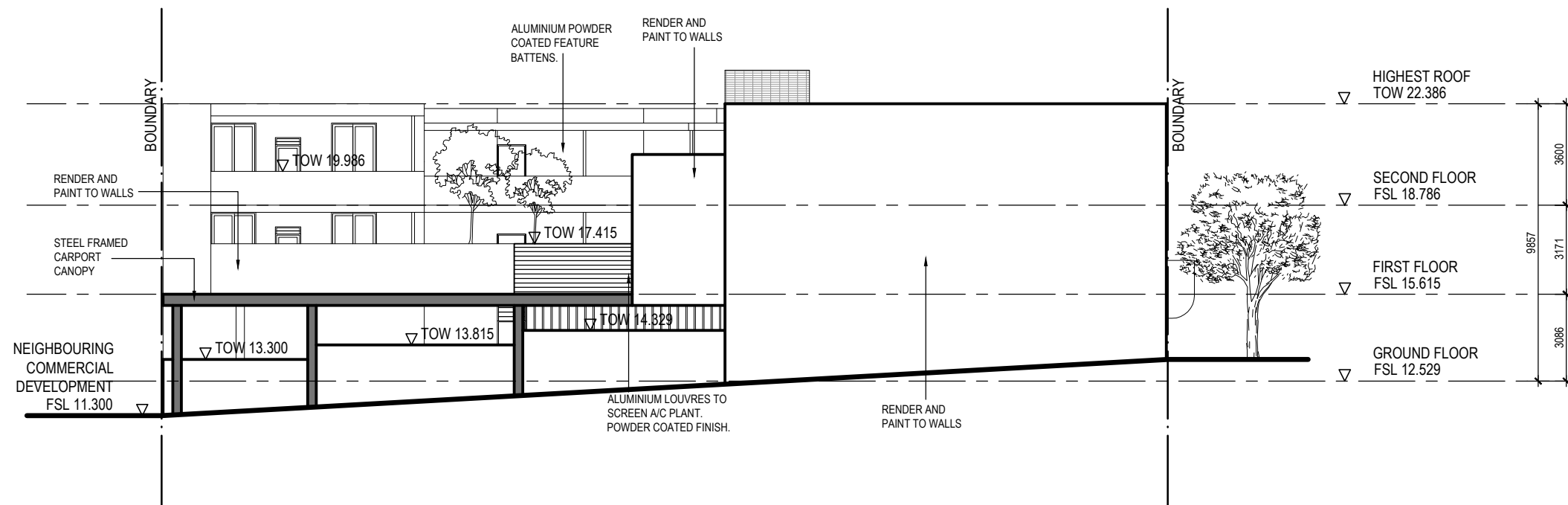
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REV. #

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SOUTH ELEVATION
SCALE 1:200



EAST ELEVATION
SCALE 1:200

SCALE

1:200

PROJECT TITLE

ILUKA APARTMENT DEVELOPMENT
PORTION of LOT 9040 (No.34) KALLATINA DRIVE, ILUKA

**DEVELOPMENT
ASSESSMENT PANEL**

APPROVED

05-Mar-2019



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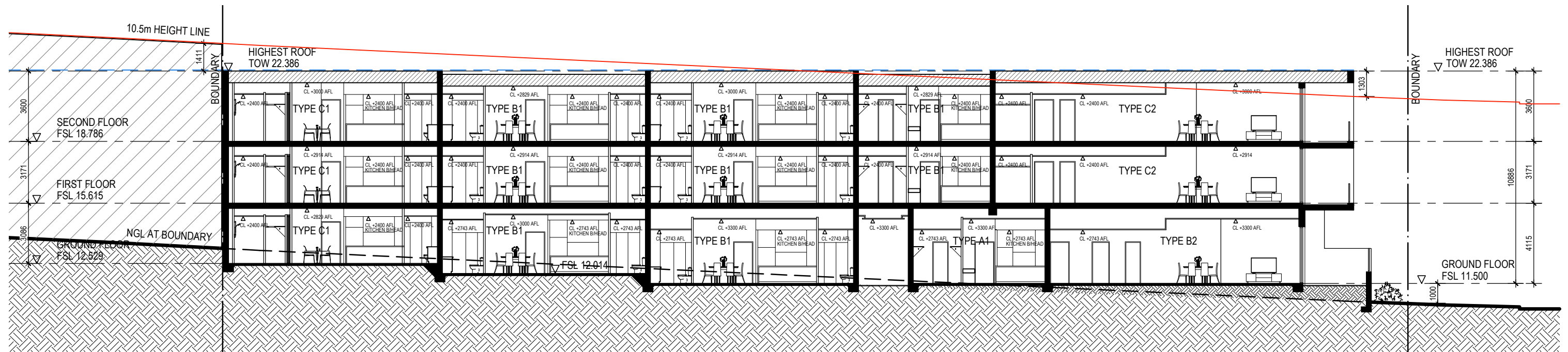
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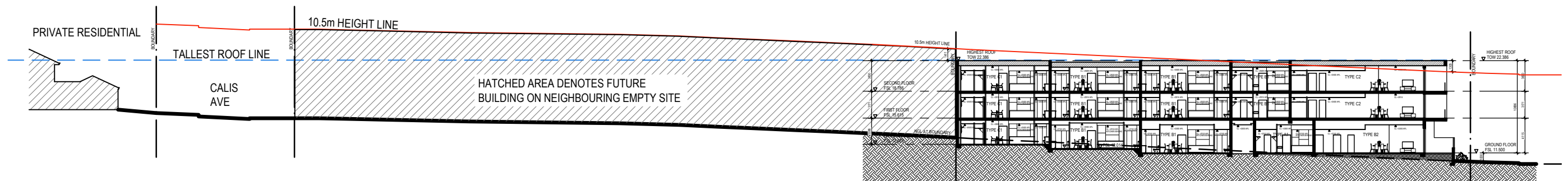


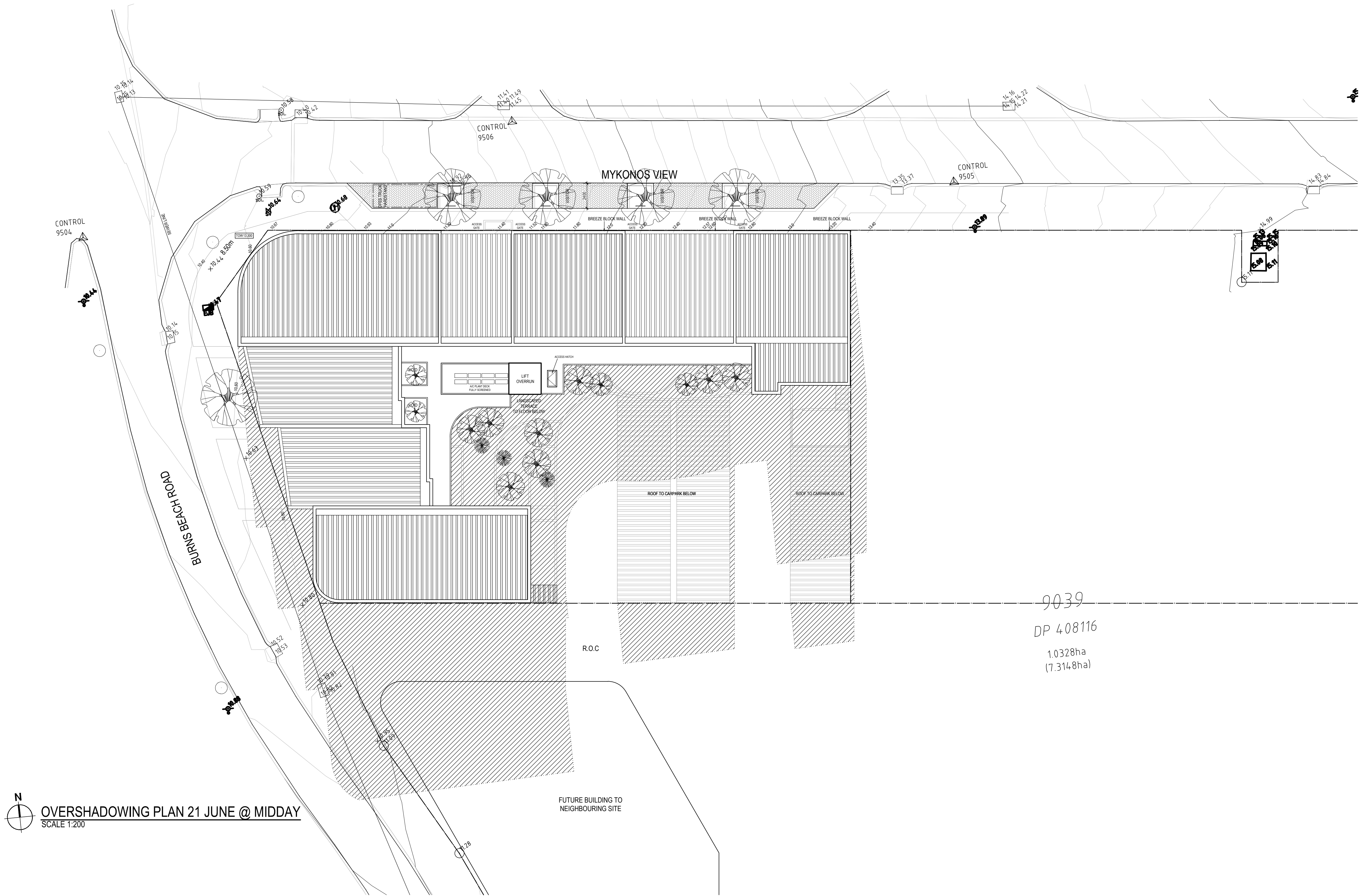
DIAGRAM - HEIGHT COMPARISON WITH RESIDENTIAL AT CALLIS AVENUE
SCALE 1:500

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				DRAWING #
				REV. #
				A4.01 B

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SCALE

PROJECT TITLE

1:200

ILUKA APARTMENT DEVELOPMENT
PORTION of LOT 9040 (No.34) KALLATINA DRIVE, ILUKA

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
05-Mar-2019

dmg ARCHITECTURE

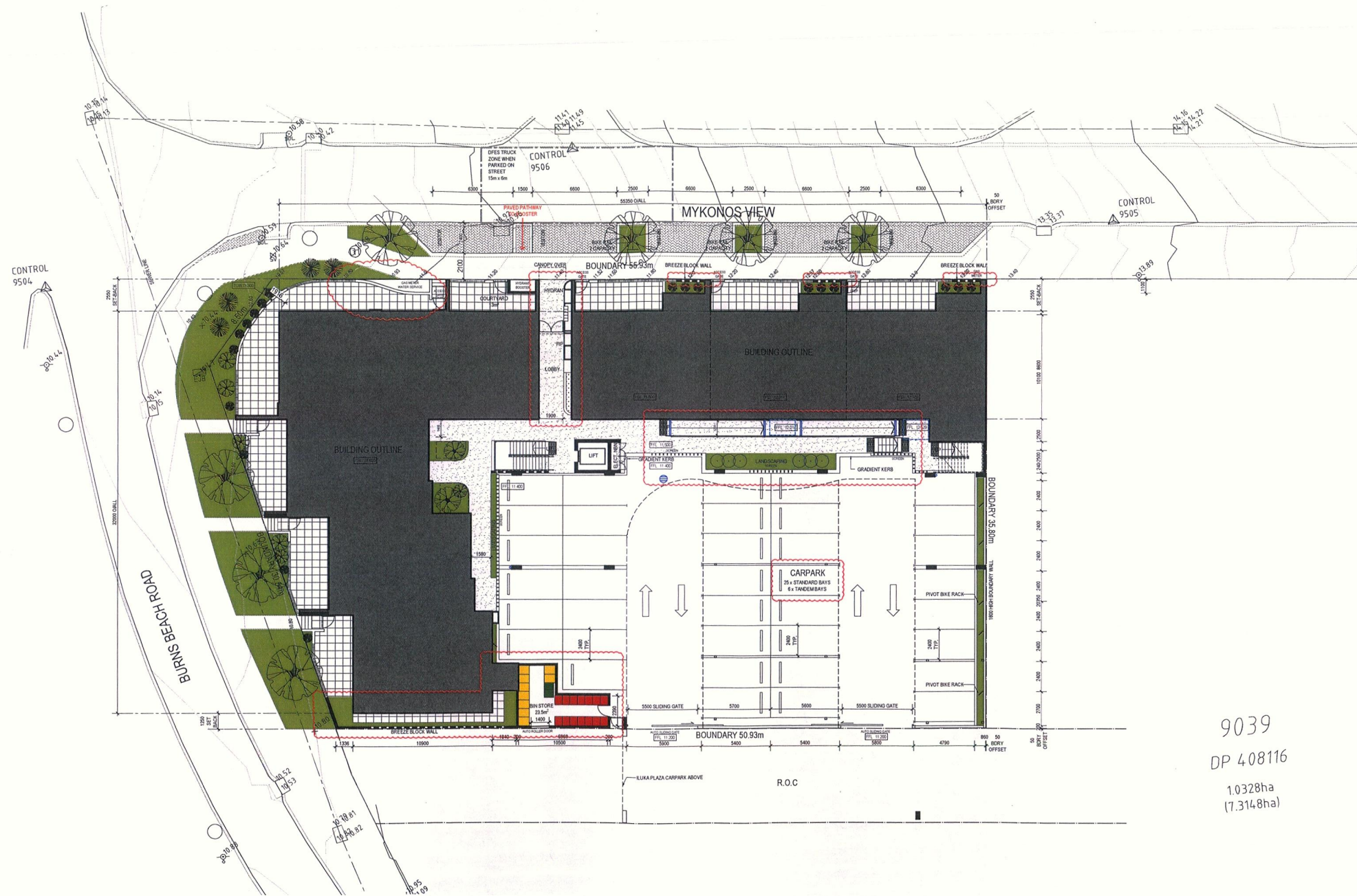
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N
SITE PLAN
SCALE 1:200

9039
DP 408116
1.0328ha
(7.3148ha)

SCALE
1:200

PROJECT TITLE
ILUKA APARTMENT DEVELOPMENT
Lot 647 (No. 11) MYKONOS VIEW, ILUKA

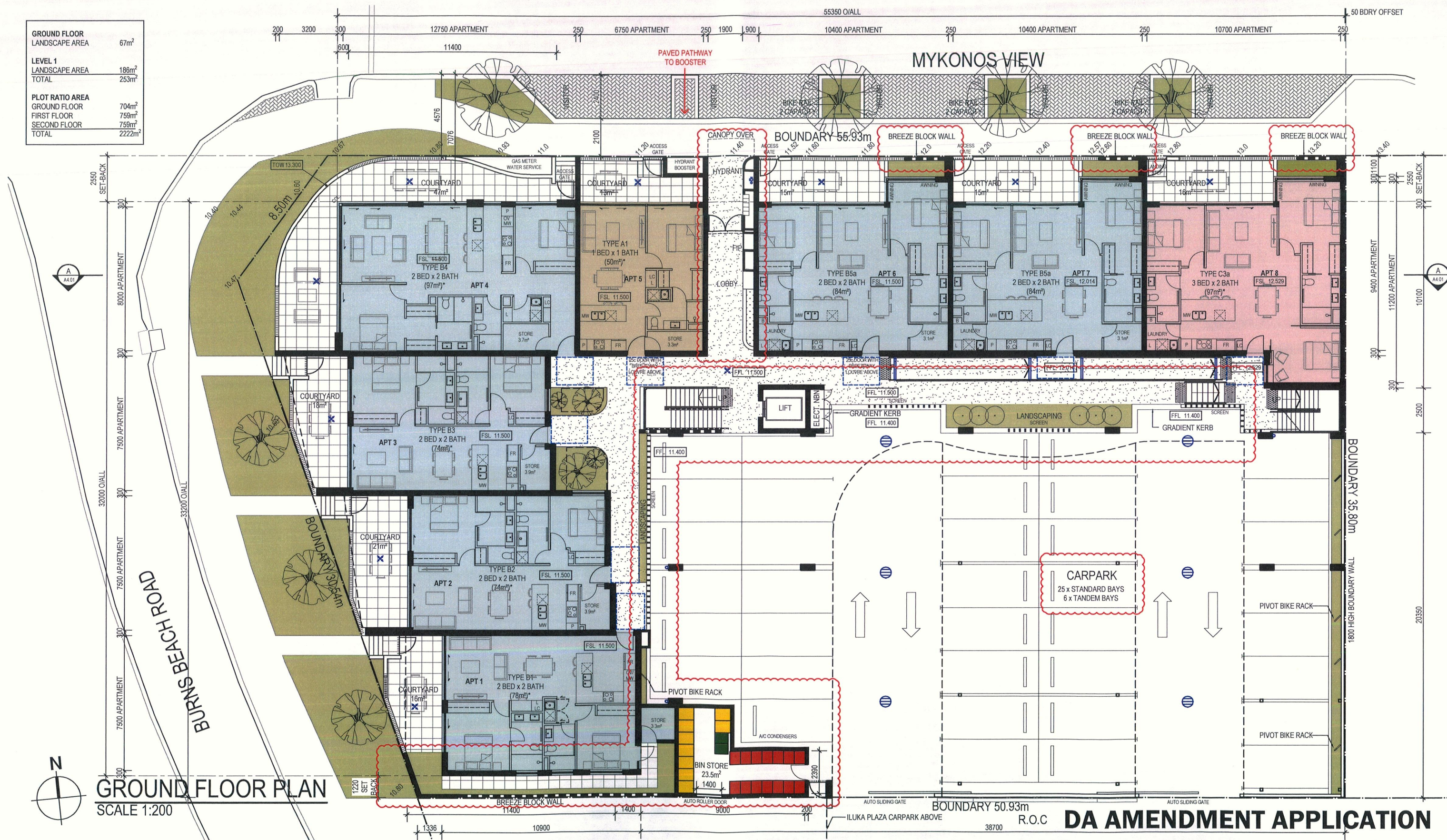
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DA AMENDMENT APPLICATION

dmg ARCHITECTURE
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PROJECT #
18015
DRAWING #
A1.01
REV. #
G

GROUND FLOOR	LANDSCAPE AREA	67m ²
LEVEL 1	LANDSCAPE AREA	186m ²
TOTAL		253m ²
PLOT RATIO AREA		
GROUND FLOOR		704m ²
FIRST FLOOR		759m ²
SECOND FLOOR		759m ²
TOTAL		2222m ²



GROUND FLOOR PLAN
SCALE 1:200

SCALE

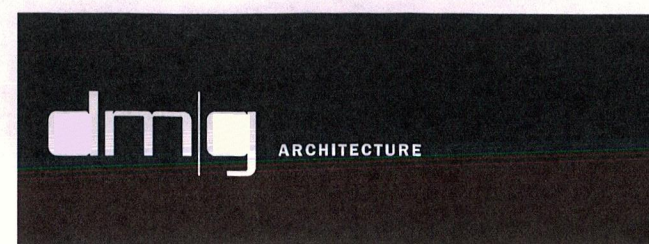
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PROJECT TITLE

ILUKA APARTMENT DEVELOPMENT

Lot 647 (No. 11) MYKONOS VIEW, ILUKA

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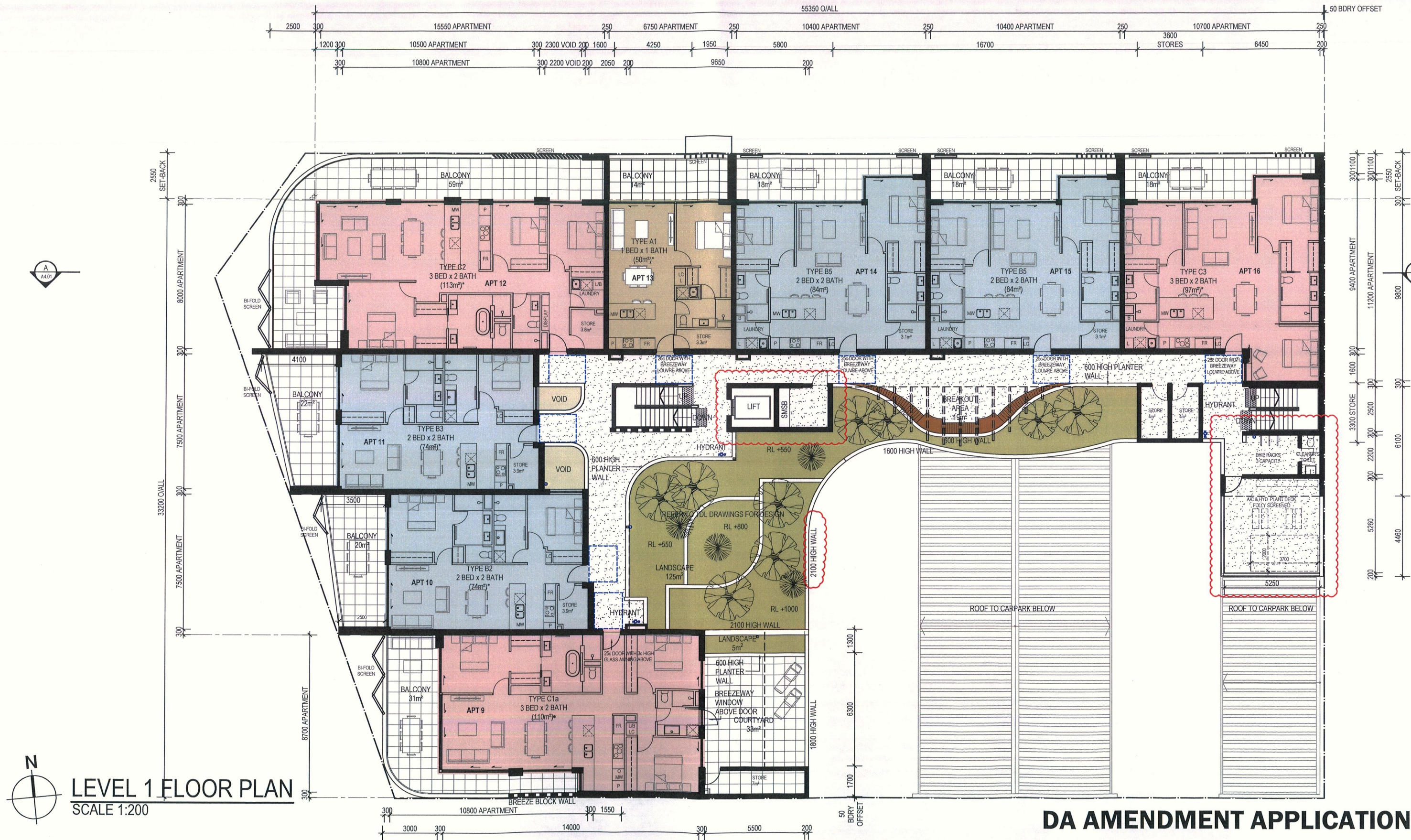
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REV. #



DA AMENDMENT APPLICATION

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PROJECT TITLE

ILUKA APARTMENT DEVELOPMENT

Lot 647 (No. 11) MYKONOS VIEW, ILUKA

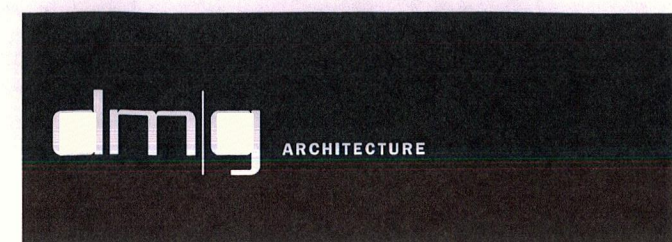
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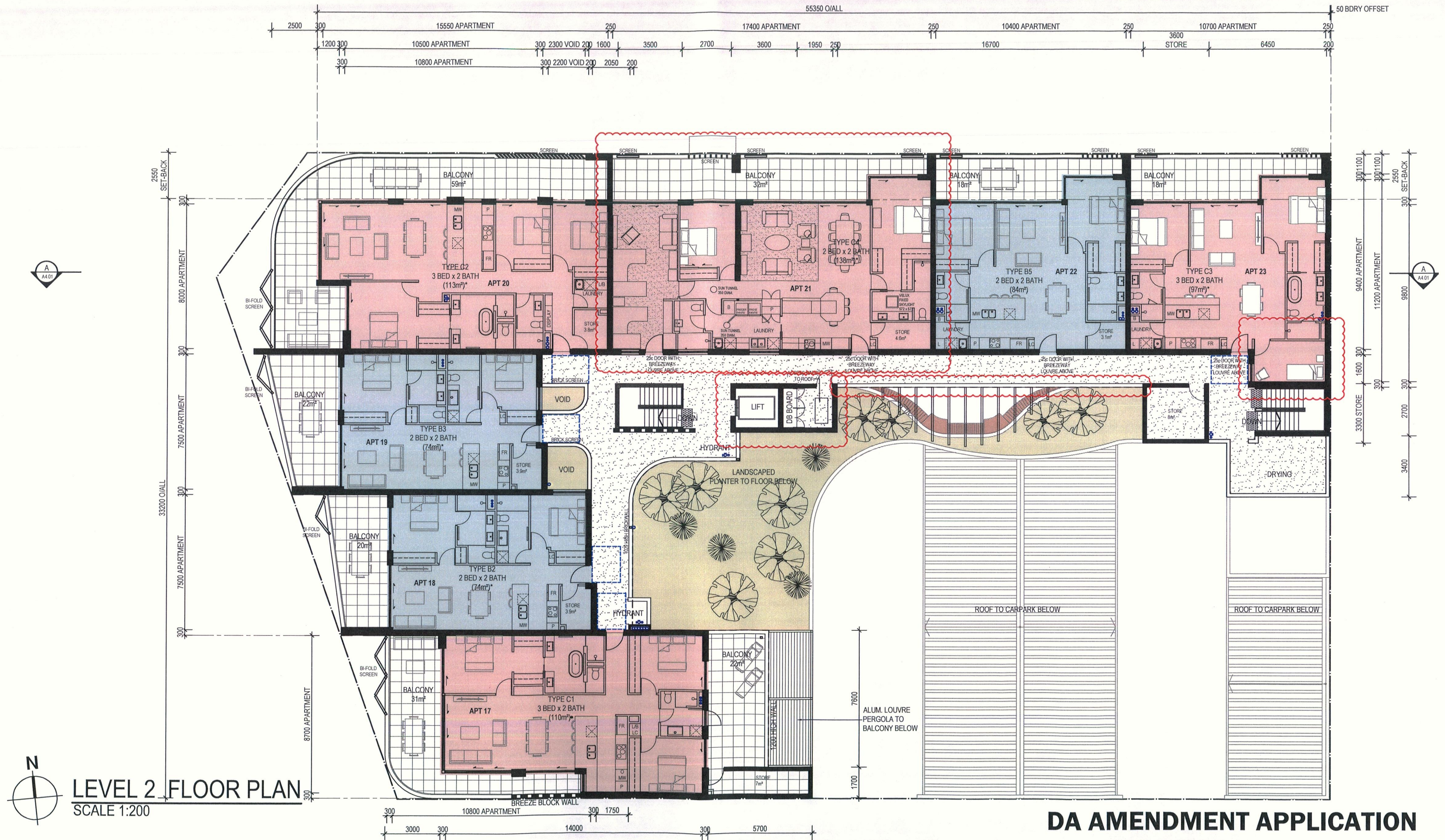
REV. #

A2.02 H



DESIGN MANAGEMENT GROUP

suite 14 | 23 railway road subiaco 6008 telephone +61 8 9212 8888 |



SCALE

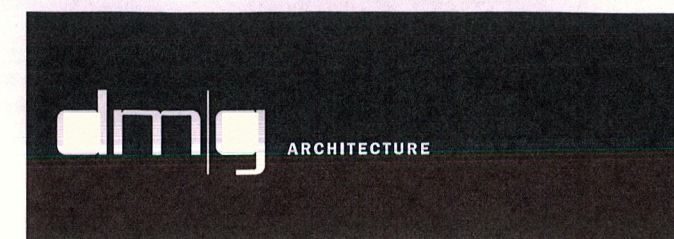
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PROJECT TITLE

ILUKA APARTMENT DEVELOPMENT

Lot 647 (No. 11) MYKONOS VIEW, ILUKA

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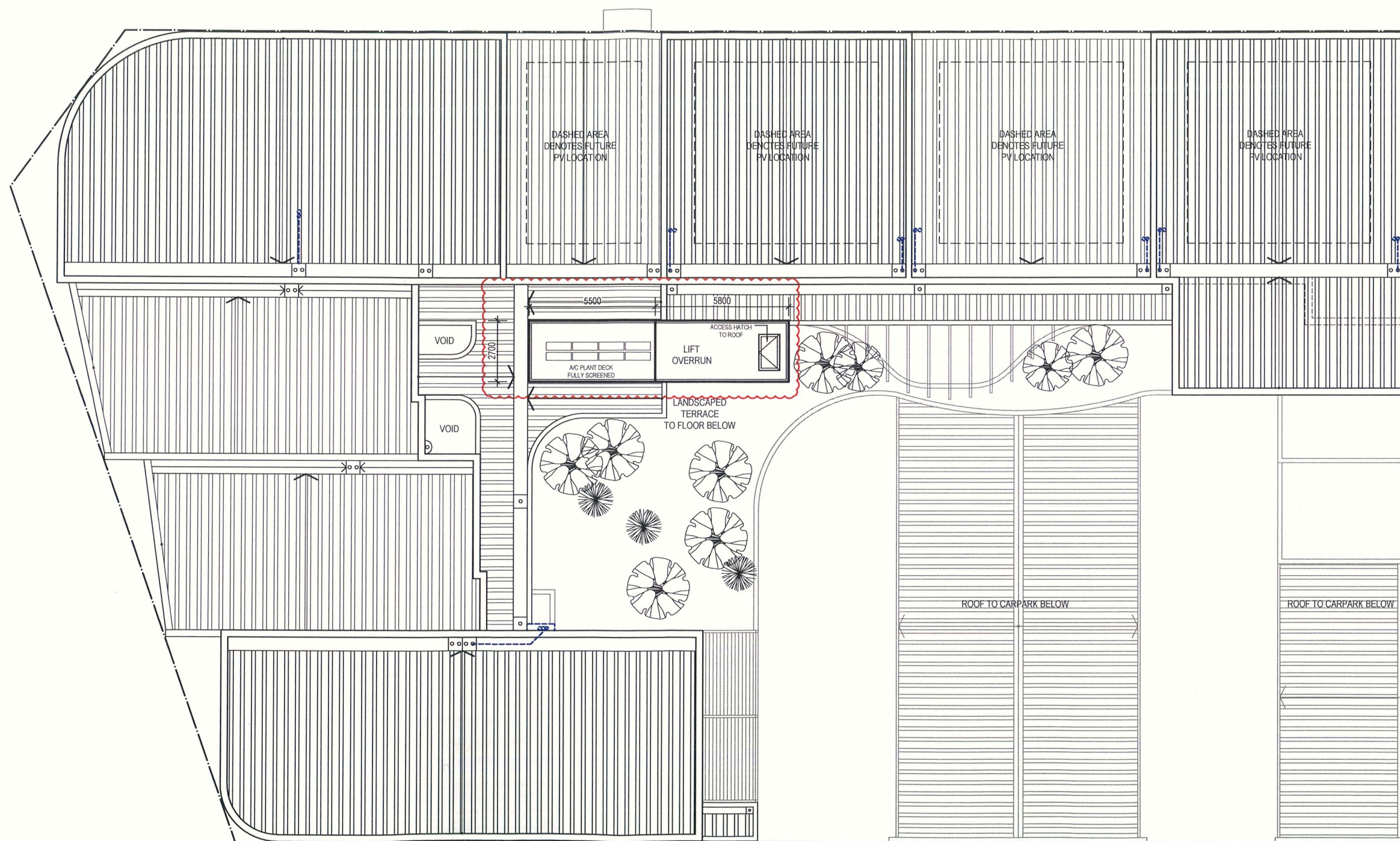
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PROJECT #

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A2.03 H



ROOF PLAN
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DA AMENDMENT APPLICATION

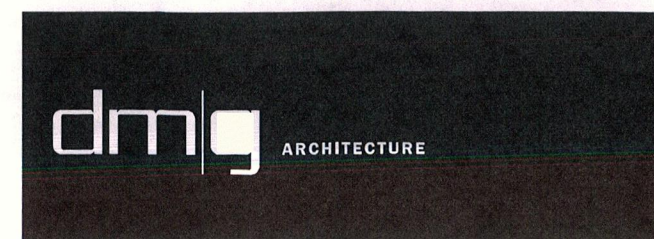
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PROJECT TITLE

ILUKA APARTMENT DEVELOPMENT

Lot 647 (No. 11) MYKONOS VIEW, ILUKA



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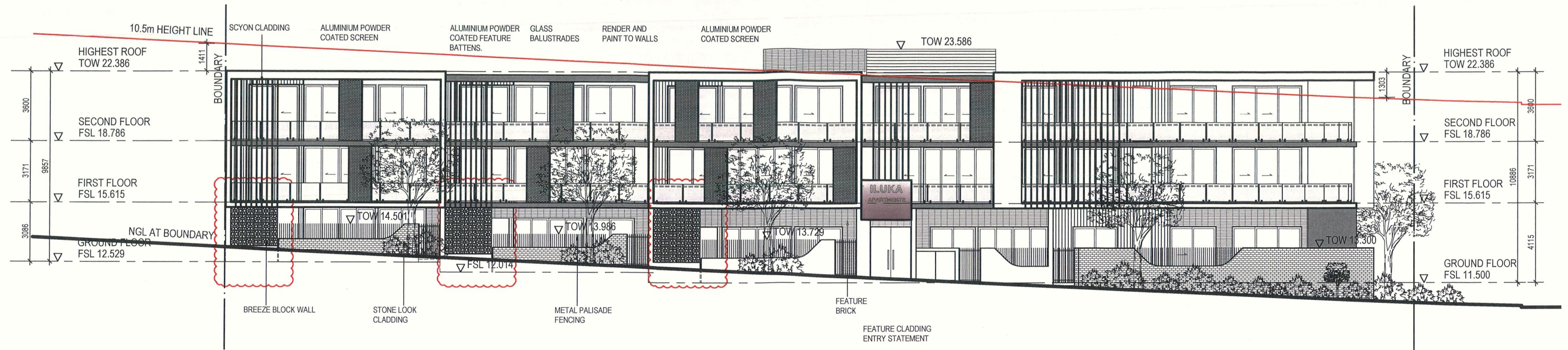
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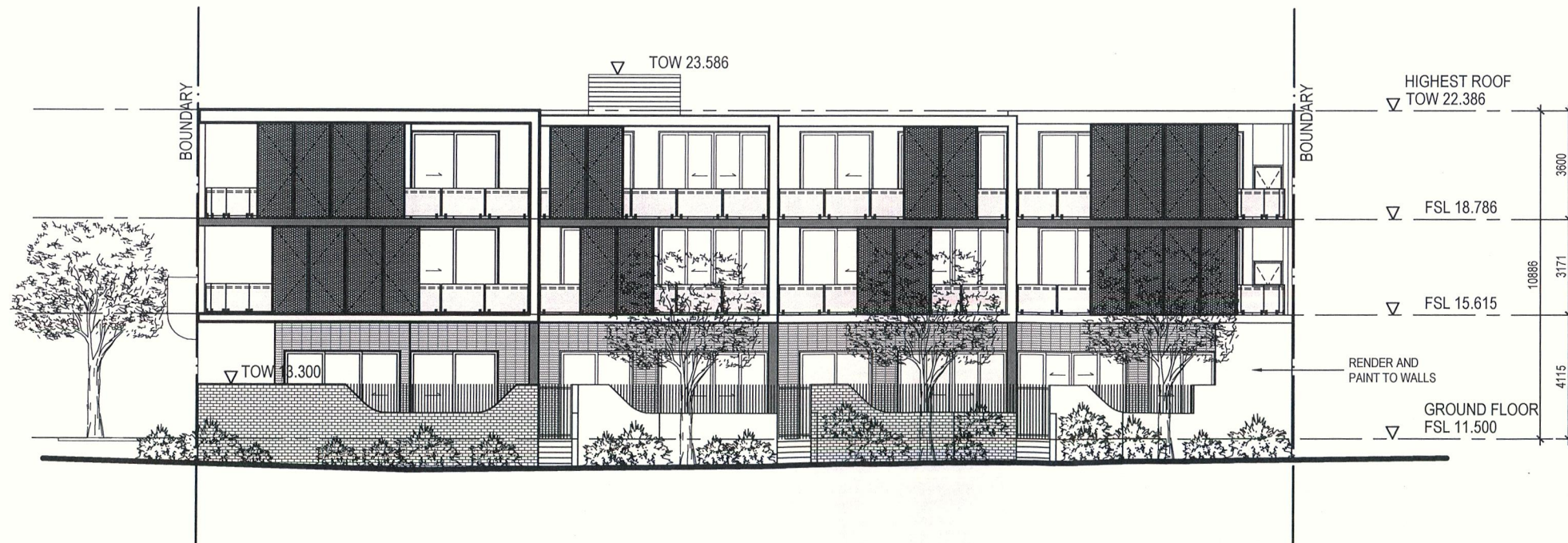
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NORTH ELEVATION - MYKONOS VIEW
SCALE 1:200



WEST ELEVATION - BURNS BEACH ROAD
SCALE 1:200

DA AMENDMENT APPLICATION

SCALE

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PROJECT TITLE

ILUKA APARTMENT DEVELOPMENT

Lot 647 (No. 11) MYKONOS VIEW, ILUKA

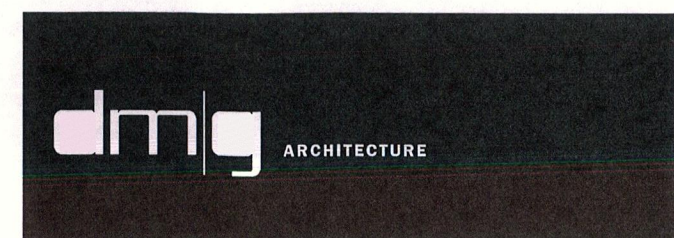
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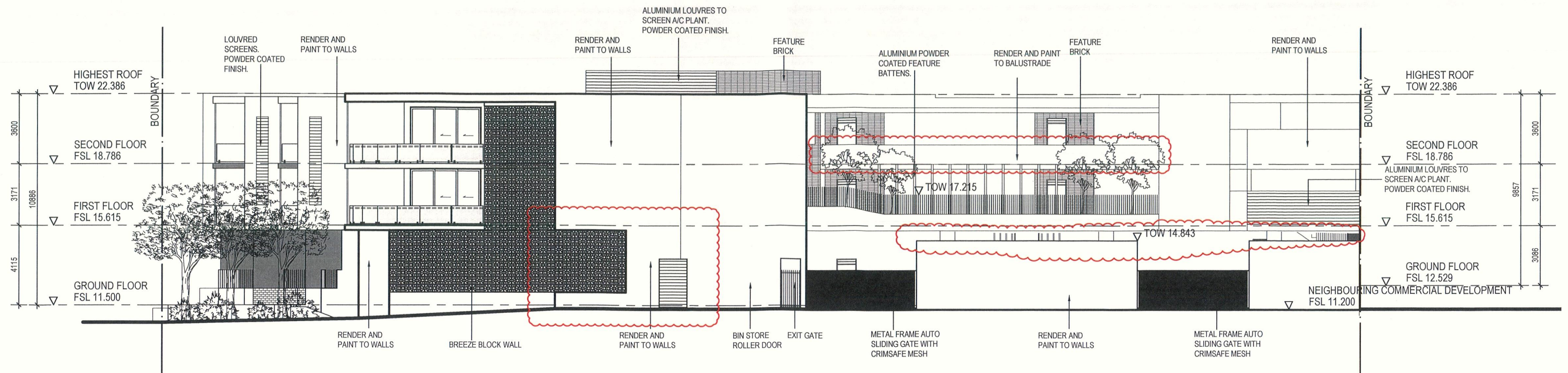
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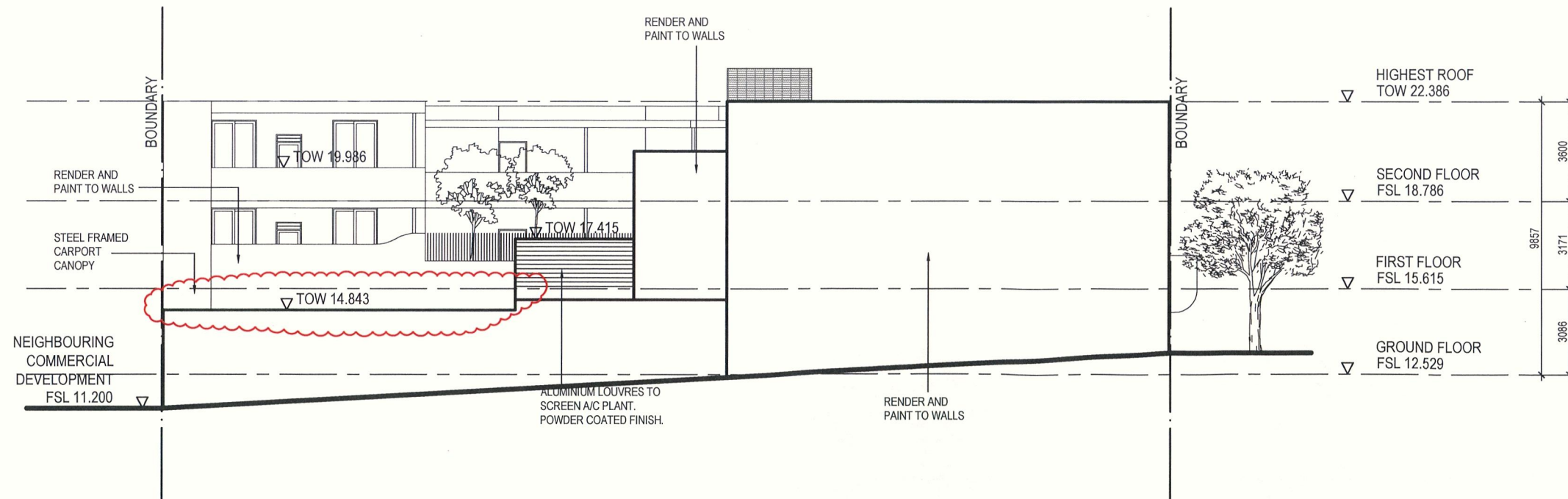
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SOUTH ELEVATION
SCALE 1:200



EAST ELEVATION
SCALE 1:200

DA AMENDMENT APPLICATION

SCALE

1:200

PROJECT TITLE

ILUKA APARTMENT DEVELOPMENT

Lot 647 (No. 11) MYKONOS VIEW, ILUKA

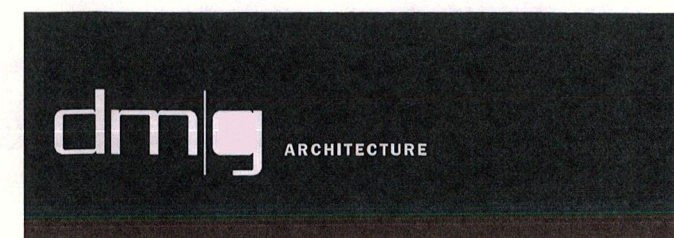
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PS ref: 5939
City ref: DA18/1321
DAP ref: DAP/18/01544

29 November 2019

City of Joondalup
PO Box 21
JOONDALUP WA 6919

Attention: Planning Services

Dear Sir/ Madam,

**DEVELOPMENT ASSESSMENT PANEL FORM 2 APPLICATION
PROPOSED MINOR AMENDMENTS TO APPROVED PLANS
LOT 647 (11) MYKONOS VIEW, ILUKA**

Planning Solutions acts on behalf of Bode Property, the proponent of the approved multiple dwelling development at Lot 647 (11) Mykonos View, Iluka (**subject site**). Note, the subject site was formerly known as 'Portion of Lot 9040 (34) Kallatina Drive, Iluka'.

This submission has been prepared in support of an application to amend the development approval for the subject site, most recently issued by the Metropolitan North-West Joint Development Assessment Panel (**JDAP**) 5 March 2019. The amendment requests several minor changes, mostly related to the internal layout of the development and removal of three on-site car parking bays.

In relation to the above, please find enclosed the following:

1. The City's Application for Development Approval Form, signed by the applicant/landowner.
2. MRS Form 1, signed by the applicant/landowner.
3. DAP Form 2, signed by the applicant/landowner.
4. The City's Application Checklist for Multiple Dwellings, signed by the applicant.
5. The City's DAP Application Checklist, signed by the applicant.
6. The Certificate of Title applicable to the subject site (Attachment 1).
7. A copy of the Metro North-West JDAP approval granted on 5 March 2019 (Attachment 2).
8. A copy of the revised plans with modifications highlighted (Attachment 3).
9. Application fee of \$536, comprising the City's fee of \$295 and DAP fee of \$241.

In accordance with Clause 77(1)(c) of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*, this proposal seeks minor variations to the approved development plans. The proposed modifications would not substantially change the development approved.

The following submission sets out the background and consideration of the relevant planning framework.

1 SITE DETAILS

Refer to **Table 1** below for a description of the land subject to this application.

Table 1 – Lot details

Lot	Deposited Plan	Volume	Folio	Area (m ²)
647	416319	2964	540	2,019

Refer to **Attachment 1** for a copy of the Certificate of Title applicable to the subject site.

2 BACKGROUND

Previous Approval

At its meeting 5 March 2019, the JDAP resolved to approve 24 Multiple Dwellings on the subject site (refer to **Attachment 2**).

3 PROPOSAL

This application seeks approval for:

1. Minor amendments to the approved plans pursuant to clause 17(1)(c) of the *Planning and Development (Development Assessment Panels) Regulations 2011*; and
2. The deletion and modification of conditions of approval pursuant to Clause 17(1)(b) of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Refer to **Attachment 2** for a copy of the determination notice and approved development plans, and **Attachment 3** for the proposed revised plans.

4 RELEVANT CONSIDERATIONS

Section 9 of the DAPs Practice Note 4 sets out the relevant matters to be considered by a decision maker for applications for minor amendments to approved plans. The relevant considerations are:

- (a) *Is the Form 2 application one that the DAP can consider under r.17?*
- (b) *Should the DAP approve the proposal, approve with conditions or refuse the Form 2 application, taking into account all relevant planning considerations, including factors listed under the relevant planning scheme, policy, amenity and proper and orderly planning.*

The following submission makes an assessment against the above considerations.

5 SUMMARY OF PROPOSED AMENDMENTS

5.1 Amendments to approved development plans

The proposed amendments to the plans are considered to be minor in nature and do not change the external physical appearance of the development. They primarily consist of a range of adjustments to internal layout, bin store area, car parking and landscaped areas. The proposed modifications are listed in **Table 2** below, along with commentary outlining the reason for the modification(s) and the planning justification for the modification(s).

Table 2 – Proposed modifications to plans

Description of Modification	Comments / Justification
Ground Floor	
<ul style="list-style-type: none"> • Apartment 1 – increased size and extent of the outdoor courtyard, relocation of storeroom, and new window/door from Bed 2. • Bin store area reconfigured and increased floor area from 21m² to 23.5m². • Reduced gradient of car parking area (now level). • Modified pedestrian access pathways between car park and dwellings. • Number of on-site car parking bays reduced from 26 standard bays / 7 tandem bays to 25 standard bays / 6 tandem bays (ie. overall reduction of on-site bays from 40 to 37). • Minor modifications to lift and service areas. • Fire hydrant and fire indicator panel moved to opposite wall in lobby area. • Gas and water utilities relocated to the northwest portion of the site, fronting Mykonos View. • Reduced extent of breeze block walls (and extended fencing) along northern boundary. 	<ul style="list-style-type: none"> • Changes to Apartment 1 will provide for significantly improved amenity for future residents, with provision of a larger courtyard/walkway and a window/door to Bed 2 that does not front directly onto common driveway (to be shared with the future Iluka Plaza to the south). The additional window/door will provide for increased natural light, reduced noise and improved natural ventilation. • The improvements to Apartment 1 are achieved through the deletion of one car bay and reconfiguration of the adjoining bin store area. • Changes to the bin store area will significantly improve usability for residents, with more space and improved layout. The previous configuration would have been difficult for residents to use and get the bins in and out, particularly elderly residents. • Modified car park will provide for significantly improved accessibility for future residents, especially the elderly. The original car park had a large fall across the site and towards the carpark gates, a retaining wall in the middle and no walkway connecting both sides of the carpark. The modified car park has a reduced gradient, flat walkway connecting both sides of the car park to the lift, and widened pedestrian pathways. These improvements are made possible through the removal of two car bays in the northern portion of the car park, the amalgamation of two apartments into one on Level 2 (refer below), and reduced demand from buyers for car bays. • The modified parking is consistent with the planning framework. Refer to Section 6 of this submission below for further justification of the proposed reduction in on-site car parking. • Modified service areas and utilities to better accommodate services. • Reduced extent of breeze block walls will provide for improved amenity for future residents through increased amount of natural light and ventilation to the master bedrooms. In addition, the extended semi-permeable fencing will provide for improved interface with the street, and increased opportunities for surveillance and interaction between the property and public realm.
Level 1	
<ul style="list-style-type: none"> • Minor modifications to lift and service areas. • Landscaping planter wall heights modified from 1.8m to 1.6m - 2.1m. 	<ul style="list-style-type: none"> • Internal layout modified to better accommodate services. • Changes to the planter wall heights provide for an improved design outcome, with no significant impact or planning implications.
Level 2	
<ul style="list-style-type: none"> • Amalgamation of one 1 bed x 1 bath and one 2 bed x 2 bath apartments to create one 3 bed x 2 bath apartment. • Apartment 23 - larger ensuite bathroom for Bed 1 and reduced size of Bed 3/study. • Glass balustrade on walkway (south elevation) replaced with masonry. 	<ul style="list-style-type: none"> • Amalgamation results in reduced number of dwellings from 24 to 23. • Internal layout modifications made at the request of buyers. • Changes to the balustrade materials on the walkway will provide for easier maintenance and better weather protection for residents. • The modifications do not cause any significant planning implications.
Roof	
<ul style="list-style-type: none"> • Minor modification to lift overrun area. 	<ul style="list-style-type: none"> • Modified to better accommodate services. • No change to the height or extent of lift overrun/screen of services.
South and East Elevations	
<ul style="list-style-type: none"> • Minor increase to top of wall heights 	<ul style="list-style-type: none"> • Necessary to comply with DFES and BCA requirements.

Refer **Attachment 3**, for a copy of the amended development plans.

5.2 Requested modifications to the conditions of approval

In addition to the modifications to the plans, this Form 2 application seeks the deletion of Condition 11 and a modification to Condition 21 of the approval, as discussed below.

Requested deletion of Condition 11

This application seeks the deletion of Condition 11 which states:

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

The approved development comprises 40 on-site car bays and five on-street visitor bays adjoining the development on Mykonos View. The proposed modifications will result in 37 on-site car bays and five on-street visitor bays.

At the time the application was approved, the visitor car parking requirement was calculated to be a minimum of six bays in accordance with the State Planning Policy 3.1 Residential Design Codes. Condition 11 of the approval was therefore included to ensure the development complied with the applicable six visitor bay requirement.

However, the planning framework has changed since the original approval was granted, and the minimum visitor parking requirements have reduced from six visitor bays to five visitor bays (refer to Section 6 below).

This means the modified development plans depicting five on-street visitor bays is entirely consistent with the visitor parking requirements under the current planning framework, and a condition requiring an additional on-site visitor bay should not be required. In considering the changes to the visitor parking requirements under the planning framework, it is not considered necessary or reasonable to have a condition that requires a surplus of visitor bays.

We therefore respectfully request that Condition 11 be deleted from the list of approval conditions.

Refer to Section 6 of this submission below for further justification for the proposed changes to car parking.

Requested modification to Condition 21

This application seeks a modification to Condition 21 which states:

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

The approved development comprises a three-storey multiple dwelling development including a common clothes drying area on the ground floor, and each dwelling having access to a private courtyard/balcony with partial screening. In addition, each dwelling will be provided with a clothes dryer for private use by future residents.

The first part of Condition 21 is considered entirely reasonable and acceptable, as a standard condition that ensures each dwelling is provided with adequate clothes drying facilities that are screened from view of the street/s to protect the amenity of the development and adjoining public realm. Given the first part of Condition 21 will ensure the amenity of the development and streetscape is protected, it is not considered necessary to restrict clothes drying facilities within courtyards and balconies of the dwellings where screened from view. In addition, it is anticipated that future residents will use the common clothes drying area or their private clothes dryers for the majority, or all, of their linen, particularly the larger items, and the screened private courtyards/balconies would only be used occasionally for smaller personal items if required.

We therefore respectfully request Condition 21 be modified as follows:

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

In summary, the proposed modification to Condition 21 will ensure the amenity of the development and adjoining street/s is protected, and future residents have the option to dry their smaller personal items in an appropriately screened private space. As such, the proposed modification is considered acceptable.

6 TOWN PLANNING CONSIDERATIONS

6.1 Parking Assessment

The *Residential Design Codes Volume 2 – Apartments (R-Codes Volume 2)* came into effect on 24 May 2019 as part of Design WA Stage 1.

The R-Codes Volume 2 replace Part 6 of the former R-Codes, and focus on improved design outcomes for apartments. The R-Codes Volume 2 have modified the parking requirements for apartment developments.

The following section provides an assessment of the proposed modifications against the relevant R-Codes Volume 2 parking requirements. Note, this application includes a proposed reduction in the number of dwellings from 24 to 23 and has been assessed accordingly.

Visitor Parking

The R-Codes Volume 2 have reduced the number of visitor bays required for developments exceeding 12 dwellings. A comparison of visitor car parking requirements between the planning framework when the approval was issued and the current R-Codes Volume 2 is provided in **Table 3** below.

Table 3 – Assessment of the proposed amendment against relevant visitor parking requirements.

Framework	Visitor Parking Requirement	Calculations
R-Codes as at 18 October 2018	1 bay per 4 dwellings	1 bay per 4 dwellings = (24 dwellings x 0.25) = 6 visitor bays (approved)
R Codes Volume 2 (Acceptable Outcomes)	1 bay per 4 dwellings up to 12 dwellings; 1 bay per 8 dwellings for the 13 th dwelling and above	1 bay per 4 dwellings (1 st – 12 th dwelling) = 3 bays + 1 bay per 8 dwellings (13 th – 23 rd dwelling) = 1.25 bays Total required = 4.25 visitor bays required (rounds up to 5)

As is demonstrated above, this application would require 5 visitor bays, which is entirely consistent with the modified plans depicting five on-street visitor bays on adjoining the development on Mykonos View. Notwithstanding, the R-Codes Volume 2 require a performance based assessment and it is acknowledged that the parking requirement in the above table is an 'Acceptable Outcome' rather than a deemed-to-comply outcome. An assessment against the objectives of the R-Codes Volume 2 is undertaken below.

Resident's Parking

By reducing the visitor parking requirement to five bays, this means the 37 on-site bays depicted on the modified plans will assigned for exclusive use of residents. This equates to approximately 1.61 bays per dwelling.

The R-Codes Volume 2 assign a maximum parking rate of double the minimum required car parking. Therefore, the Acceptable Outcome would prescribe a maximum of 46 residents' bays. The proposed number of residents' bays therefore does not exceed the maximum and is considered acceptable.

Notwithstanding, given the proposed modifications to the approved plans include a reduction in the number of on-site car parking bays from 40 to 37, an assessment of the modified plans against the R-Codes Volume 2 'Acceptable Outcomes' for resident parking is provided in **Table 4** below.

Table 4 – Assessment of the proposed amendment against relevant resident parking requirements.

Dwelling type	Amount	R-Codes Volume 2 resident bay requirement (Location B)	Maximum rate
1-bed	2	1 bay per dwelling	2
2-bed	13	1.25 bay per dwelling	16.25
3-bed	8	1.25 bay per dwelling	10
Minimum requirement			28.25 (rounded to 29)
Supplied			37
Surplus			8

Nevertheless, this application proposes a reduction in the number of on-site car parking bays and the removal of one on-site visitor bay. Therefore, it is appropriate to undertake a performance assessment against the objectives of Section 3.9 (Car Parking) of the R-Codes Volume 2. The following justification is provided in support of the reduced number of visitor bays:

1. Reduced resident demand for car parking

As stated above, the proposed improvements to the car parking area are made possible through the removal of two car bays in the northern portion of the car park, the amalgamation of two apartments into one on Level 2 and reduced demand from buyers for car bays. Specifically, the two apartments to be amalgamated were previously assigned three bays however, the buyer of these two apartments only requires two bays. In addition, two other buyers of apartments that were allocated two bays only require one. Importantly, this re-allocation of car bays does not result in any loss of bays for the unsold apartments.

2. Many visitors will undertake dual purposes trips associated with the future Iluka Plaza development

Design Guidance Note 3.9.3 of the R-Codes Volume 2 states:

“Visitor parking may be reduced where there is adequate on-street parking or public parking in near vicinity of the development”

The subject site adjoins the future Iluka Plaza development site to the south. The Iluka Plaza neighbour centre development was granted approval by MNWJDAP in May 2019, and will contain an IGA supermarket and liquor store, Nido Early School, gym, and other uses including restaurant or café, consulting rooms, offices and associated car parking. While the Iluka Plaza parking bays are not public bays per se, the same principles apply.

In this respect, it is considered highly likely that visitors to the apartments would also visit the Iluka Plaza shopping centre as part of their trip. These visitors may choose to park in one of the many bays provided for the shopping centre. For example, a person may visit their friend in one of the apartments, then shop at the shopping centre or visit the food and beverage outlets on offer. One person visiting their friend in an apartment, then the shopping centre does not require two separate car bays.

Furthermore, the peak time for residential visitors is typically in the evening (e.g. people visiting for dinner). This coincides with off-peak time for retail, noting that many shops close at 5pm.

The removal of one visitor bay on the subject site is therefore compensated for by its unique location adjoining the future Iluka Plaza development and the opportunities for parking this provides.

3. Safety, security and access

The on-site car park has a security gate with intercom that is accessed via a common driveway to be shared with the future Iluka Plaza development to the south of the site. Having an assigned and marked visitor bay behind a security gate that is accessed via a shared driveway with a neighbourhood centre development may create safety and access issues when visitors stop in front of the security gate while waiting for residents to open the gate or answer the intercom. Delays in visitors trying to access the site could contribute to congestion of the shared driveway and be potentially dangerous during peak retail periods. In addition, there are also potential issues where visitors access the secure car park and the visitor bay is occupied, and then have to reverse out into the common driveway (particularly during busy periods).

Lastly, having an on-site visitor bay has implications for the management of the car park, requiring additional signage, management and consideration in the associated management plans. Having all the on-site bays assigned to resident parking will improve security for residents and make management of the car park easier.

The removal of the on-site visitor bay will therefore provide for safer and improved access to the site and future Iluka Plaza development via the shared driveway; and provide for improved security and efficient management.

4. Where apartments have two car bays, visitors may use allocated residents' bays

By reducing the resident and visitor parking on-site, this means 37 bays will be assigned for exclusive use of residents. It is anticipated that not every apartment that is assigned two bays will require both bays, and there will be some circumstances where residents will not occupy their two bays at all times. In these circumstances, notwithstanding the above, visitors would be able to utilise the second resident bay.

Owing to the above, we respectfully request that the JDAP delete Condition 11 to allow for the on-site car parking bays to be assigned for the exclusive use of residents.

6.2 Apartment Design Assessment

In addition to the above justification, an assessment against the objectives of Section 3.9 (Car and Bicycle Parking) of the R-Codes Volume 2 is provided in Table 5 below. As there are no other significant changes proposed to the approved plans, it is not considered that a full assessment of the R-Codes Volume 2 is required.

Table 5 – Assessment of proposed amendment against Section 3.9 parking requirements

Policy Objective	Comments/Justification
Element objectives	
O 3.9.1 Parking and facilities are provided for cyclists and other modes of transport	Proposed development provides for 5 pivot bike racks on site within rear parking area, and the store rooms for 23 dwellings are all sufficiently dimensioned to accommodate bicycles. Thus other modes of transport are adequately accommodated.
O 3.9.2 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.	Car parking is consistent with the Acceptable Outcomes for resident and visitor parking. The reduced car parking provision is appropriate to the proposed development due to its location adjoining the future Iluka Plaza neighbourhood centre, with good cycle networks and employment opportunities nearby.
O 3.9.3 Car parking is designed to be safe and accessible.	The parking for the development is behind a security fence, accessible only by residents of the apartments.
O 3.9.4 The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	The parking is situated behind the apartment development and thus minimising negative visual and environmental impacts on amenity and streetscape.

As demonstrated above, the development is consistent with the Section 3.9 (Car and Bicycle Parking) Element objectives under R-Codes Volume 2.

6.3 State Planning Policy 7.0 Design of the Built Environment

State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) became operational on 24 May 2019. The policy sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP 7.0 establishes a set of 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals. In accordance with the City's DAP Application Checklist, the City requires all DAP applications to include a statement against the design principles of SPP 7.0.

Table 6 below provides a statement against each of the ten (10) design principles of SPP 7.0.

Table 6 – SPP 7.0 Design Principles Statement

Design Principle	Proposed Development Response
1. Context and character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	<p>The proposed development responds to its context and character in an effective manner. The subject site benefits from its unique location adjacent to a significant coastal foreshore reserve and providing easy access to native green spaces, coastal amenities and beaches. The proposed development seeks to maximise its outlook and residential interface with this coastal aspect, in a form that remains highly sympathetic to, and consistent with, the modern residential character of the locality.</p> <p>This multiple dwelling development also serves to act as an intermediate / transition between the low density single residential character to the north, and the planned non-residential activities to be delivered to the south (along O'Mara Boulevard).</p>
2. Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	<p>The proposal has an emphasis on quality landscaped areas, both at street level and through within the complex itself through the provision of innovative decked communal open spaces. In acknowledgement of the site's unique location and coastal aspects, the design response places a significant emphasis on maximising the access and outlook of all dwellings to the north and west, ensuring all residents can benefit from this environmental asset.</p>
3. Built form and scale Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	<p>The proposed built form is consistent and sympathetic to its broader context. While the site is located in an area that is predominately detached single storey dwellings, the intended built form outcome for the site (as established by the planning framework) is for higher density attached form of development, integrating both residential and non-residential uses. The three-storey development is consistent with the built form and scale contemplated by the planning framework, and intended to be delivered on site.</p>
4. Functionality and build quality Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.	<p>Functionality is at the core of the proposed design, to ensure the needs of users are met. The arrangement of private and communal spaces maximises their ease of use and adaptability to be used for a range of purposes. An emphasis on good quality and robust building materials will ensure that the building remains resilient to wear and tear from its intended use. Additionally, this ensures that the building is not an eyesore and remains that way for its lifespan.</p>
5. Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	<p>Pedestrian movements, solar access and natural ventilation has been emphasised in this project. Sustainability is a major focus for both the City and the developer, and to this end, the range of ESD measures to be implemented have been outlined in the ESD Checklist that was submitted as part of the original development application. In addition to the positive environmental aspects, the proposed development will also deliver social benefits (through increase diversity and choice of housing) and positive economic outcomes (by providing greater density of residents adjacent the future retail/commercial activities along O'Mara Boulevard).</p>

Design Principle	Proposed Development Response
6. Amenity Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.	<p>All apartments have been designed to provide exceptional levels of amenity for future residents, visitors and neighbours. All dwellings are provided with large balconies maximising access to daylight, natural ventilation and coastal views. The proposed modifications to ground floor Apartments 1, 6, 7 and 8 will significantly improve the amenity for residents of those dwellings with increased natural light and ventilation. Furthermore, the overall development form and design treatment will create a high quality streetscape environment focused on pedestrian movement and appropriate private/public realm treatments.</p> <p>The original application was also supported by a range of expert consultant reports demonstrating the suitability of traffic, acoustic and waste management arrangements to ensure the amenity of the locality is preserved and maximised.</p>
7. Legibility Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.	<p>The proposed development is highly legible, and easy to navigate for both pedestrians and vehicle drivers. A single main building access point/lobby is provided from Mykonos View, avoiding any confusion for visitors and residents. The proposed modifications to the car parking area will ensure improved accessibility for future residents, with provision of a level carpark and flat pedestrian pathways between the car bays and lift. Ground level apartments are also provided with front gates to/from their outdoor living areas, further improving their accessibility and relationship with the streetscape. A single vehicle access crossover from Burns Beach Road also maximises legibility for residents (and pedestrians walking along Burns Beach Road), while on-street visitor parking immediately fronting the building main entrance also maximises legibility for car-based visitors.</p>
8. Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	<p>Safety and security is promoted through maximising opportunities for both passive and active surveillance. All dwellings provide direct surveillance opportunities over the public streetscape, while increased activity, interaction and surveillance of internal communal areas are encouraged through the provision of landscaped decks and breakout areas. The development will also be well lit with secure access points. Additionally, the rear carpark will be gated and secure, ensuring that there is no opportunity for theft or damage to private property.</p>
9. Community Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.	<p>A good mix of dwelling types from one bedroom through to three-bedroom apartments ensure that there is a diverse range of housing options provided. 9 different apartment types will provide a range of price points catering to the needs of different purchasers. This diversity of dwelling stock is needed in the locality, given the prevalence of traditional single dwellings on freehold lots, and will provide new opportunities for single people, couples and families wishing to live in the area. The provision of communal landscaped areas onsite will also help to facilitate both active and passive social interaction.</p>
10. Aesthetics Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	<p>The building is architecturally designed and will be built using high quality materials that will stand the test of time. This will create an attractive and inviting place that contributes positively to the local character of the area. The building, while maintaining a consistent building height of three storeys along its road frontages, provides a high degree of variety and visual interest through its varied façade treatments. The combination of vertical and horizontal design elements, varied screening treatments and a diverse materials/colour pallet all contribute to an interesting and attractive development outcome.</p>

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

7 CONCLUSION

This proposal seeks to introduce a range of minor amendments to the approved development plans for Lot 647 (11) Mykonos View, Iluka. It is considered that these amendments have no significant impact to the physical appearance or essence of the development, and introduce a range of improvements including:

- Improved amenity for the future residents of ground floor Apartments 1, 6, 7 and 8.
- Improved accessibility for future residents across the car park area with provision of a level car park and flat pedestrian pathway between the car bays and lift.

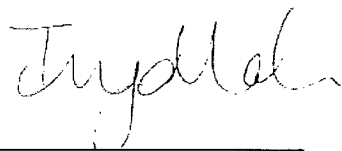
In addition, the application seeks to delete condition 11 of the development approval requiring one visitor bay to be provided on-site, and modify condition 21 to allow for screened clothes lines on balconies.

Volume 2 of the R-Codes, which came into effect after the approval was granted, reduces the acceptable visitor parking standard from six to five bays for the 23 dwelling development, which are provided in the form of on-street visitor bays on Mykonos View. The reduction of three on-site car bays (including removal of one on-site visitor bay) is considered appropriate and acceptable due to the car parking being consistent with the R-Codes Volume 2 'Acceptable Outcomes' for parking, and the site's context adjacent to a future neighbourhood centre development, which provides the opportunity for dual-purpose trips where a visitor may also be a shopper who uses one of the shopping centre bays.

It is considered that this amendments will improve the amenity of the development and have minimal impact on the surrounding locality, and warrants approval accordingly.

Should you have any queries or require further clarification regarding the proposal, please do not hesitate to contact the writer.

Yours faithfully,



INGRID MAHER
PLANNING CONSULTANT

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