

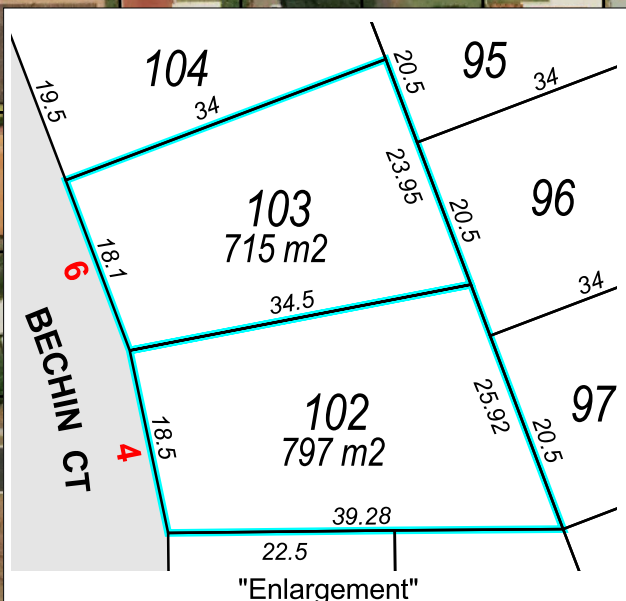
METHUEN WY

MITCHELL Fwy

Subject Site  
Lot 102 & Lot 103 on Plan 11277  
4 & 6 Brechin Court, Duncraig

BRECHIN CT

METHUEN WY





1



2



3



4



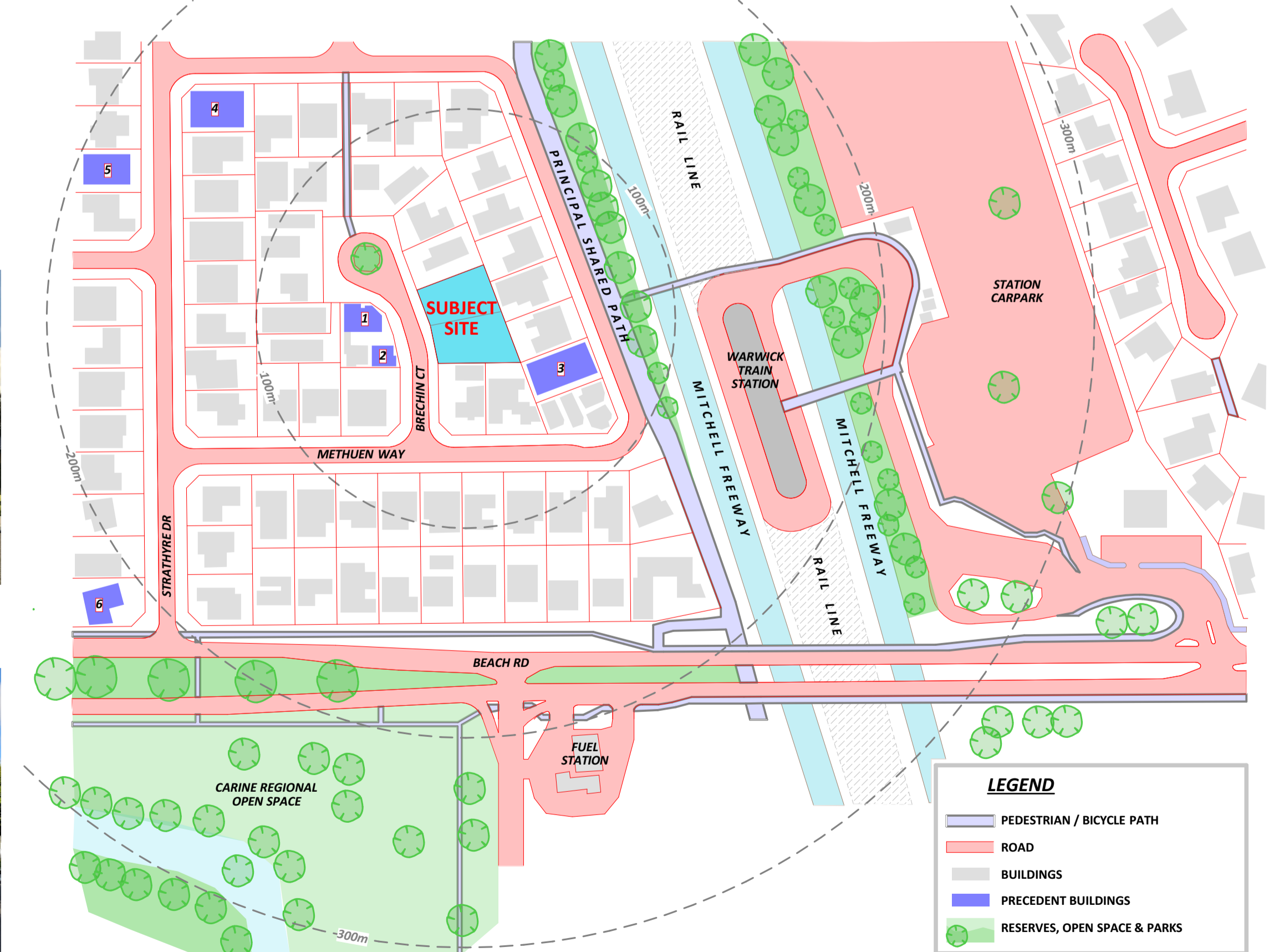
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6

**SURFACES & CIRCULATION**

**SITE CONTEXT & PRECEDENTS**

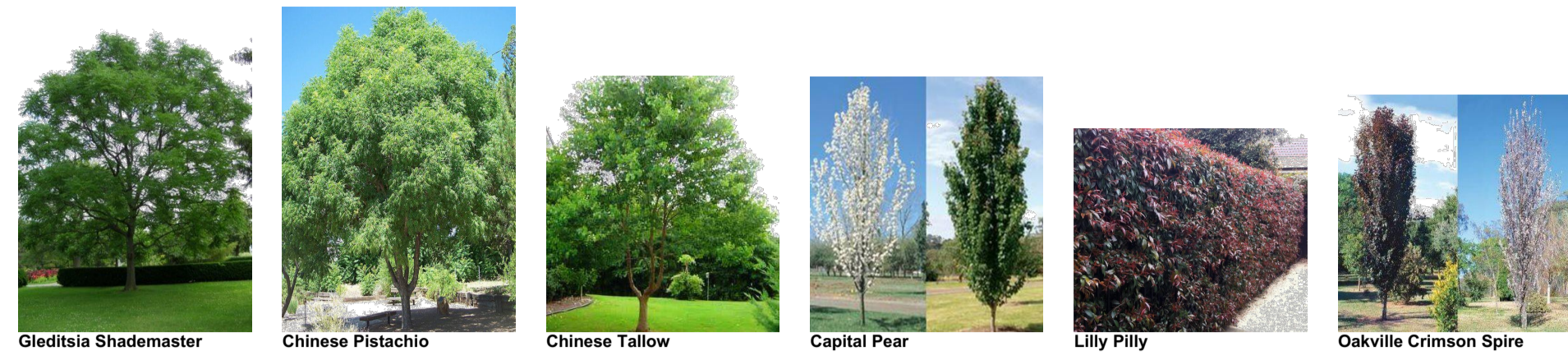


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| CONSULTANT | GS & DAN   |
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| DRAWN BY   | JR, GD, TW |

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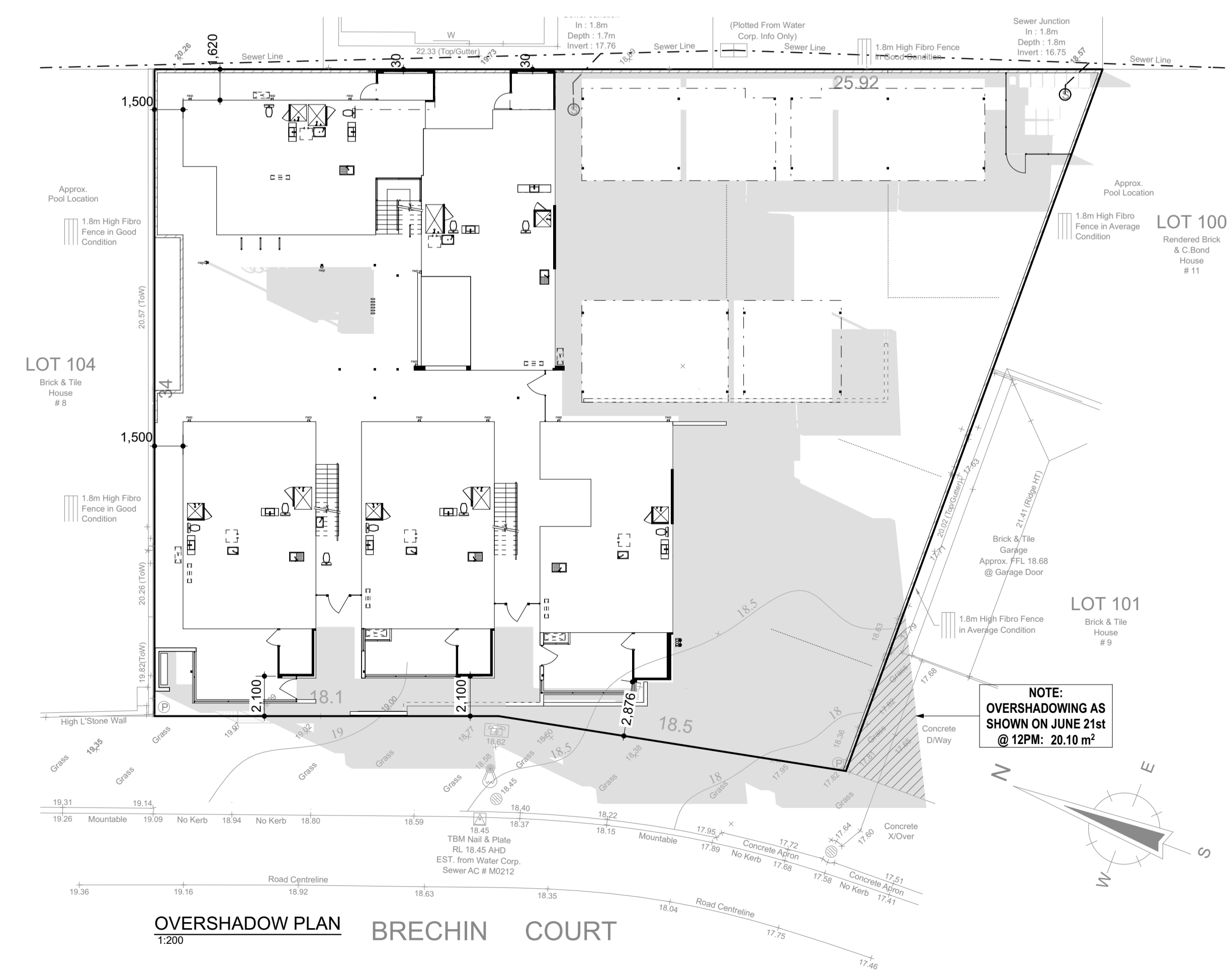
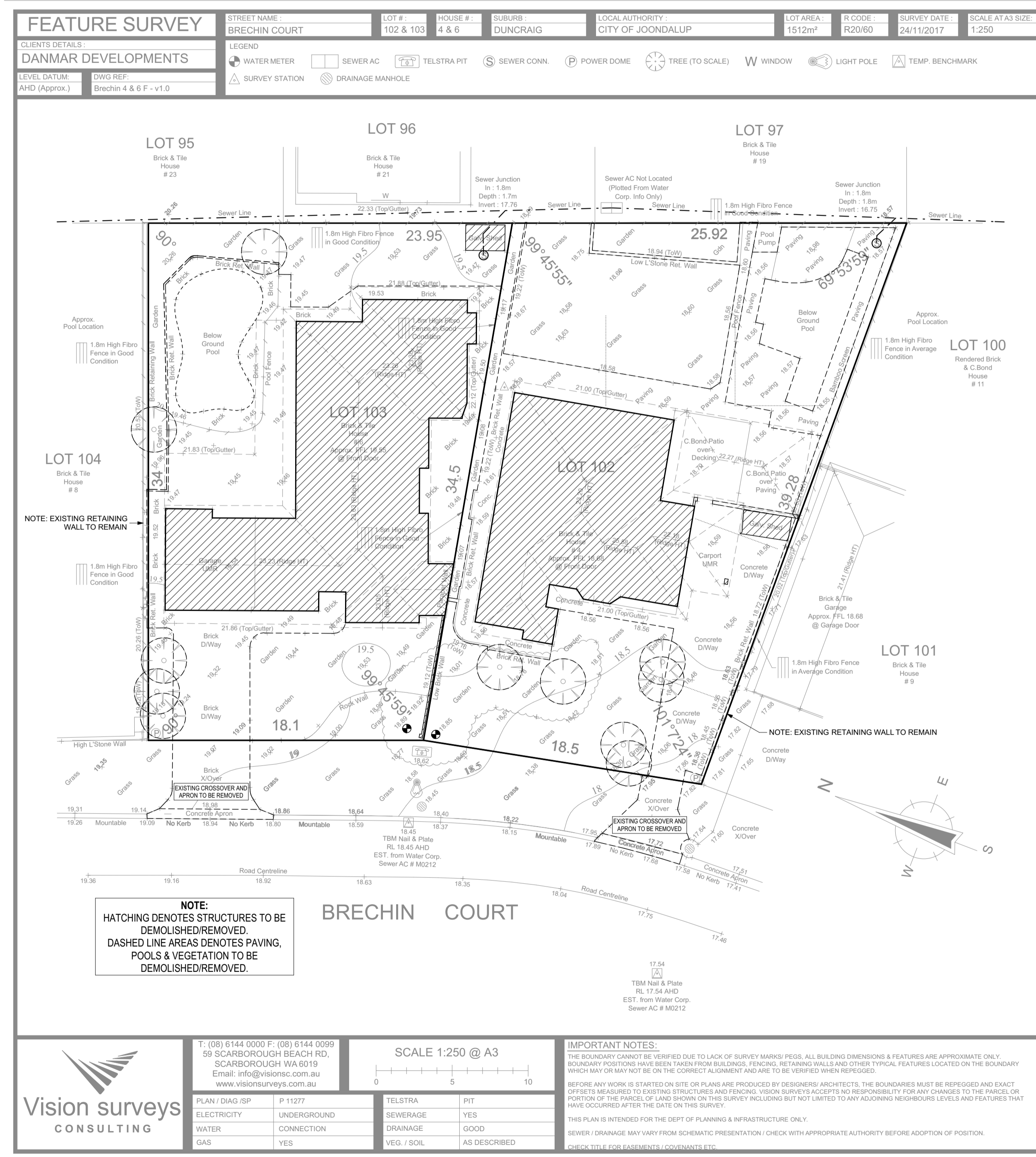
4 & 6 Brechin Court, Duncraig



| Code | Symbol | Name                            | Size (h x w)  | Quantity | Pot size |
|------|--------|---------------------------------|---------------|----------|----------|
| 1    |        | Gleditsia Shademaster (tree)    | 8m x 7m       | 1        | 90Lr     |
| 2    |        | Chinese Pistachio (tree)        | 10m x 4m      | 1        | 30Lr     |
| 3    |        | Chinese Tallow (tree)           | 7m x 5m       | 3        | 30Lr     |
| 4    |        | Capital Pear (tree)             | 9m x 3m       | 6        | 30Lr     |
| 5    |        | Lilly Pilly (varying varieties) | 3m x 1.5m     | 13       | 5Ltr     |
| 6    |        | Oakville Crimson Spire          | 6m x 2m       | 23       | 5Ltr     |
| 7    |        | Shrubs / Ground cover (TBC)     | ~0.5m x ~0.5m | ~400     | 14cm     |

**NOTES:**  
 - Arborists to be consulted for site suitability of species & appropriate shrub/ground cover types & quantity.  
 - Species availability to be confirmed, substitute species of similar size & type if required.  
 - All planting areas to have a minimum 75mm organic mulch, top level with adjoining.  
 - All planting areas to have automatic trickle irrigation.

- Brick Paving
- Contrasting Brick Paving
- Irrigated lawn
- Mulched garden beds



**VISION SURVEYS CONSULTING**  
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 59 SCARBOROUGH BEACH RD, SCARBOROUGH WA 6019  
 Email: info@visionsurveys.com.au  
 www.visionsurveys.com.au

|                  |             |             |              |
|------------------|-------------|-------------|--------------|
| PLAN / DIAG / SP | P 11277     | TELSTRA     | PIT          |
| ELECTRICITY      | UNDERGROUND | SEWERAGE    | YES          |
| WATER            | CONNECTION  | DRAINAGE    | GOOD         |
| GAS              | YES         | VEG. / SOIL | AS DESCRIBED |

**IMPORTANT NOTES:**  
 THE BOUNDARY CANNOT BE VERIFIED DUE TO LACK OF SURVEY MARKS/ PEGS. ALL BUILDING DIMENSIONS & FEATURES ARE APPROXIMATE ONLY. BOUNDARY POSITIONS HAVE BEEN TAKEN FROM BUILDINGS, FENCING, RETAINING WALLS AND OTHER TYPICAL FEATURES LOCATED ON THE BOUNDARY WHICH MAY OR MAY NOT BE ON THE CORRECT ALIGNMENT AND ARE TO BE VERIFIED WHEN REPEGGED.  
 BEFORE ANY WORK IS STARTED ON SITE OR PLANS ARE PRODUCED BY DESIGNERS/ ARCHITECTS, THE BOUNDARIES MUST BE REPEGGED AND EXACT OFFSETS MEASURED TO EXISTING STRUCTURES AND FENCING. VISION SURVEYS ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES TO THE PARCEL OR PORTION OF THE PARCEL OF LAND SHOWN ON THIS SURVEY INCLUDING BUT NOT LIMITED TO ANY ADJOINING NEIGHBOURS LEVELS AND FEATURES THAT HAVE OCCURRED AFTER THE DATE OF THIS SURVEY.  
 THIS PLAN IS INTENDED FOR THE DEPT OF PLANNING & INFRASTRUCTURE ONLY.  
 SEWER / DRAINAGE MAY VARY FROM SCHEMATIC PRESENTATION / CHECK WITH APPROPRIATE AUTHORITY BEFORE ADOPTION OF POSITION.  
 \*CHECK TITLE & EPPR EASEMENTS / COVENANTS ETC.

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4 & 6 Brechin Court, Duncraig

**R60 RESIDENTIAL MULTIPLE DWELLINGS**

LOT AREA 1512m<sup>2</sup>  
 MAXIMUM PLOT AREA / RATIO 1058.40m<sup>2</sup> / 0.7  
 PROPOSED PLOT AREA / RATIO 969.13m<sup>2</sup> / 0.64

**COMPRISING:**

13 x Apartments: 9 (2 bed x 2 bath)  
 3 (2 bed x 1 bath)  
 1 (1 bed x 1 bath)

**PARKING:**

13 Apartments x 1 resident bays 13  
 13 Apartments x 0.25 visitor bays 4 (7 provided)  
 TOTAL (17 bays required) 20 provided

**BIKE BAYS:**

Resident - 1 bike rack for every 3 units 5  
 Visitors - 1 bike rack for every 10 units 2  
 TOTAL (7 required) 8 provided

**WASTE STORAGE REQUIREMENT\*:**

BEDROOMS - 25  
 GENERAL WASTE: 25x80L = 2000L = 8x240L BINS  
 RECYCLE WASTE: 25x40L = 1000L = 4x240L BINS  
 GREEN WASTE: 25x40L = 1000L = 4x240L BINS  
 TOTAL = 16x 240L BINS

\*WALSH MULTIPLE DWELLING WASTE MANAGEMENT PLAN GUIDELINES - APPENDIX 1

| PLOT RATIO AREAS    |                             |                 |
|---------------------|-----------------------------|-----------------|
|                     | Area                        | Perimeter       |
| <b>Ground Floor</b> |                             |                 |
| APART. 1            | 76.12                       | 35.76           |
| APART. 2            | 76.12                       | 35.76           |
| APART. 3            | 70.87                       | 41.52           |
| APART. 4            | 79.67                       | 41.48           |
| APART. 5            | 75.84                       | 39.66           |
| <b>TOTAL</b>        | <b>378.62 m<sup>2</sup></b> | <b>194.18 m</b> |
| <b>First Floor</b>  |                             |                 |
| APART. 6            | 76.12                       | 35.76           |
| APART. 7            | 76.12                       | 35.76           |
| APART. 8            | 70.87                       | 41.52           |
| APART. 9            | 76.27                       | 35.85           |
| APART. 10           | 67.51                       | 39.45           |
| <b>TOTAL</b>        | <b>366.89 m<sup>2</sup></b> | <b>188.34 m</b> |
| <b>Second Floor</b> |                             |                 |
| APART. 11           | 76.12                       | 35.76           |
| APART. 12           | 70.87                       | 41.52           |
| APART. 13           | 76.63                       | 35.85           |
| <b>TOTAL</b>        | <b>223.62 m<sup>2</sup></b> | <b>113.13 m</b> |
| <b>TOTAL</b>        | <b>969.13 m<sup>2</sup></b> | <b>495.65 m</b> |

| GROSS APARTMENT BUILDING AREAS |                               |                 |
|--------------------------------|-------------------------------|-----------------|
|                                | Area                          | Perimeter       |
| <b>Ground Floor</b>            |                               |                 |
| APART. 1                       | 76.12                         | 35.76           |
| APART. 2                       | 76.12                         | 35.76           |
| APART. 3                       | 70.87                         | 41.52           |
| APART. 4                       | 79.67                         | 41.48           |
| APART. 5                       | 75.84                         | 39.66           |
| CYARD 1                        | 15.96                         | 16.02           |
| CYARD 2                        | 12.41                         | 14.76           |
| CYARD 3                        | 14.34                         | 15.48           |
| CYARD 4                        | 12.22                         | 14.60           |
| CYARD 5                        | 11.72                         | 13.71           |
| STORE 1                        | 4.81                          | 8.86            |
| STORE 2                        | 4.81                          | 8.86            |
| STORE 3                        | 5.12                          | 9.10            |
| STORE 4                        | 4.97                          | 8.94            |
| STORE 5                        | 4.96                          | 9.54            |
| <b>TOTAL</b>                   | <b>469.94 m<sup>2</sup></b>   | <b>314.05 m</b> |
| <b>First Floor</b>             |                               |                 |
| APART. 6                       | 76.12                         | 35.76           |
| APART. 7                       | 76.12                         | 35.76           |
| APART. 8                       | 70.87                         | 41.52           |
| APART. 9                       | 76.27                         | 35.85           |
| APART. 10                      | 67.51                         | 39.45           |
| BALCONY 6                      | 12.41                         | 14.76           |
| BALCONY 7                      | 12.41                         | 14.76           |
| BALCONY 8                      | 12.10                         | 14.52           |
| BALCONY 9                      | 11.89                         | 14.36           |
| BALCONY 10                     | 10.51                         | 13.16           |
| STORE 6                        | 4.81                          | 8.86            |
| STORE 7                        | 4.81                          | 8.86            |
| STORE 8                        | 5.12                          | 9.10            |
| STORE 9                        | 4.70                          | 9.22            |
| STORE 10                       | 4.48                          | 9.08            |
| <b>TOTAL</b>                   | <b>450.13 m<sup>2</sup></b>   | <b>305.02 m</b> |
| <b>Second Floor</b>            |                               |                 |
| APART. 11                      | 76.12                         | 35.76           |
| APART. 12                      | 70.87                         | 41.52           |
| APART. 13                      | 76.63                         | 35.85           |
| BALCONY 11                     | 11.89                         | 14.36           |
| BALCONY 12                     | 12.10                         | 14.52           |
| STORE 10                       | 4.81                          | 8.86            |
| STORE 11                       | 5.12                          | 9.10            |
| STORE 12                       | 4.70                          | 9.22            |
| <b>TOTAL</b>                   | <b>274.65 m<sup>2</sup></b>   | <b>183.95 m</b> |
| <b>TOTAL</b>                   | <b>1,194.72 m<sup>2</sup></b> | <b>803.02 m</b> |

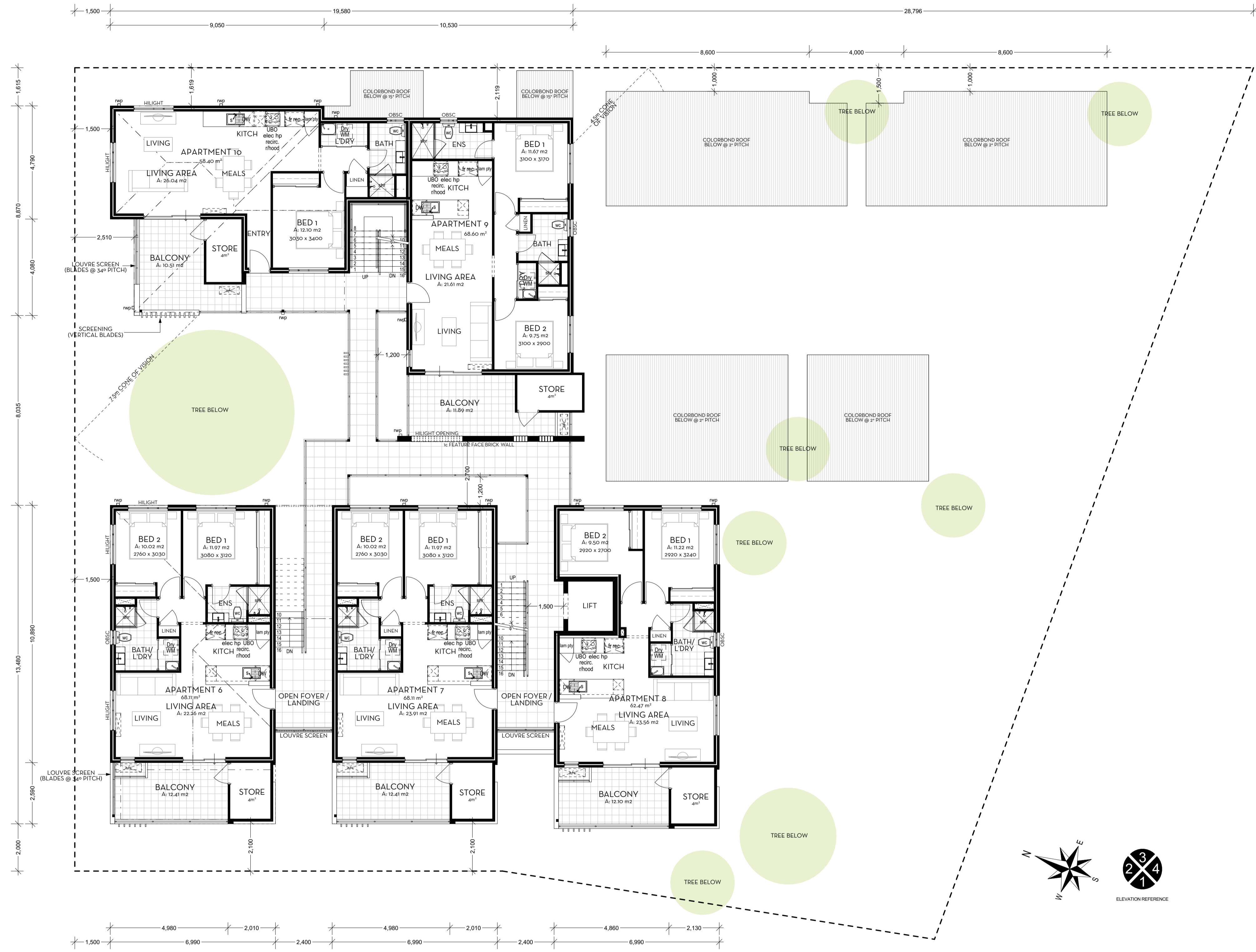


**GROUND FLOOR PLAN**  
1:100

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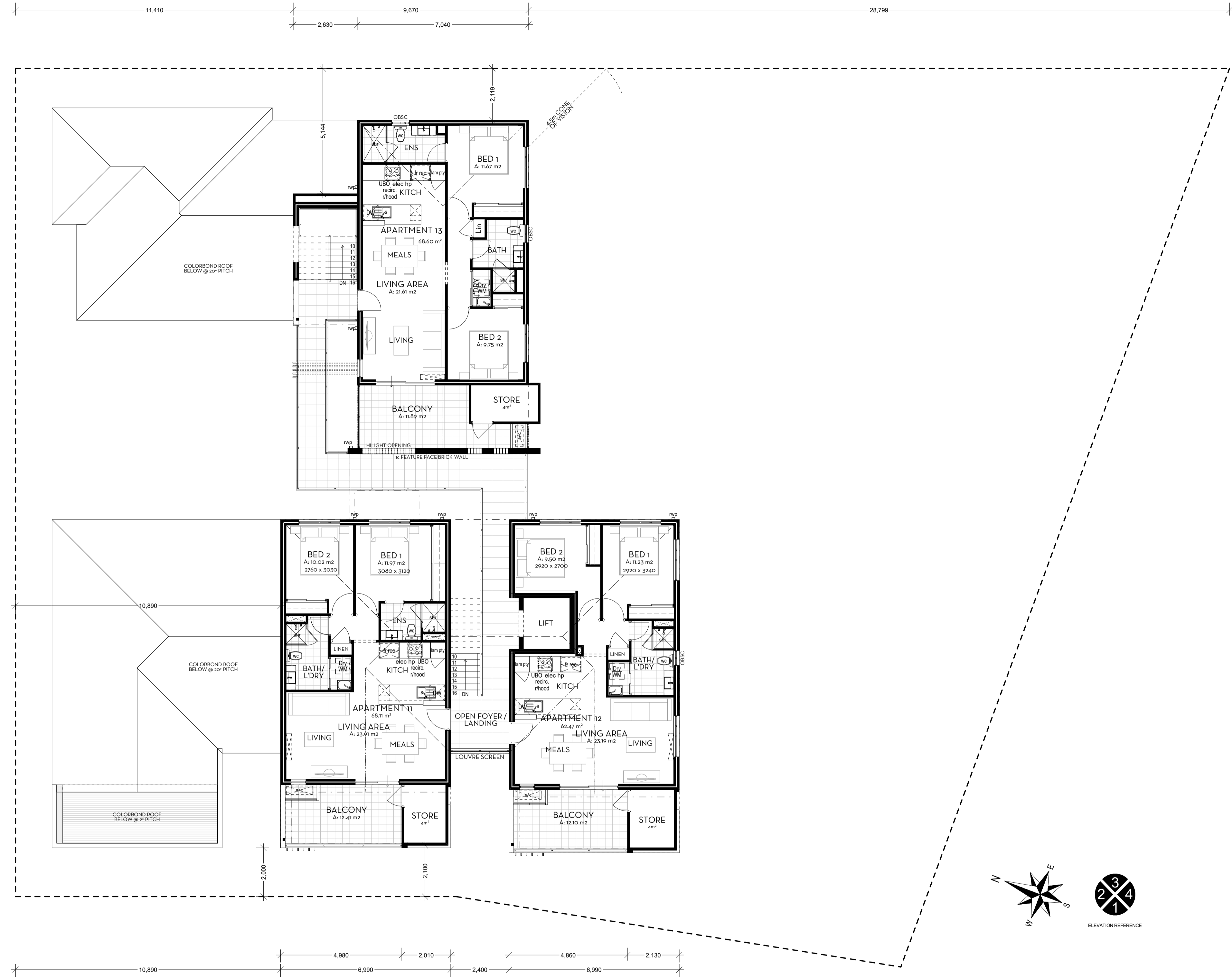


FIRST FLOOR PLAN  
1:100

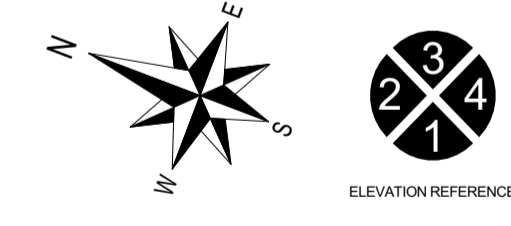
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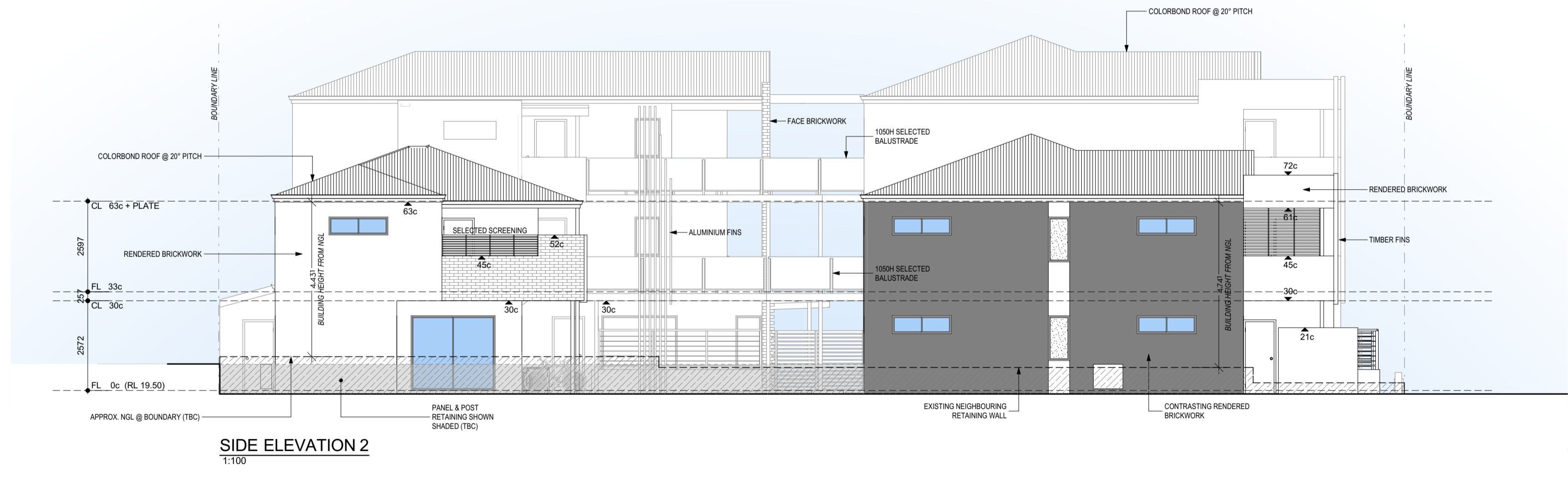
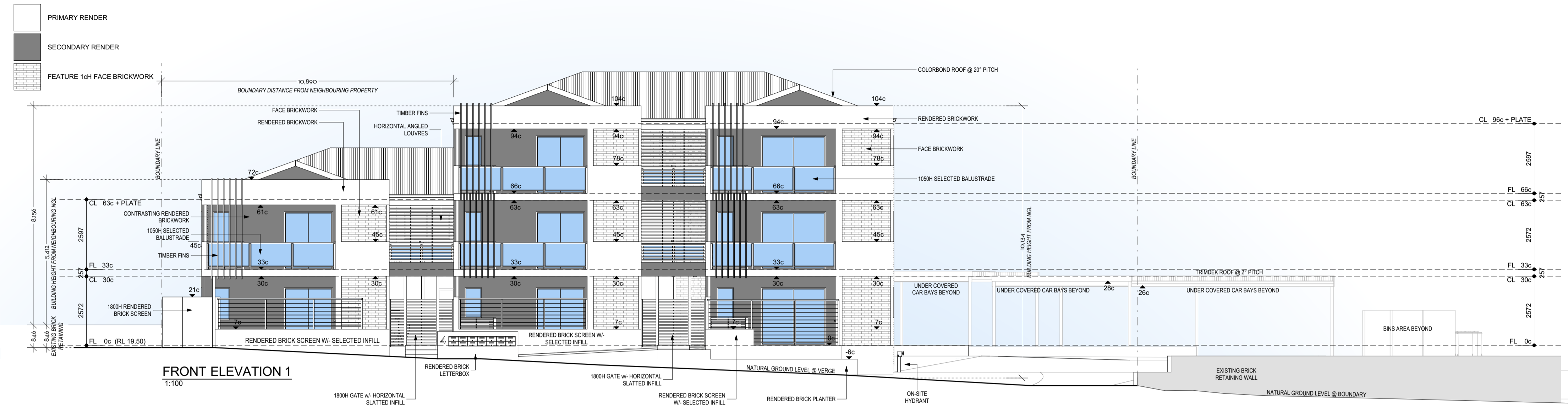
**SECOND FLOOR PLAN**  
1:100



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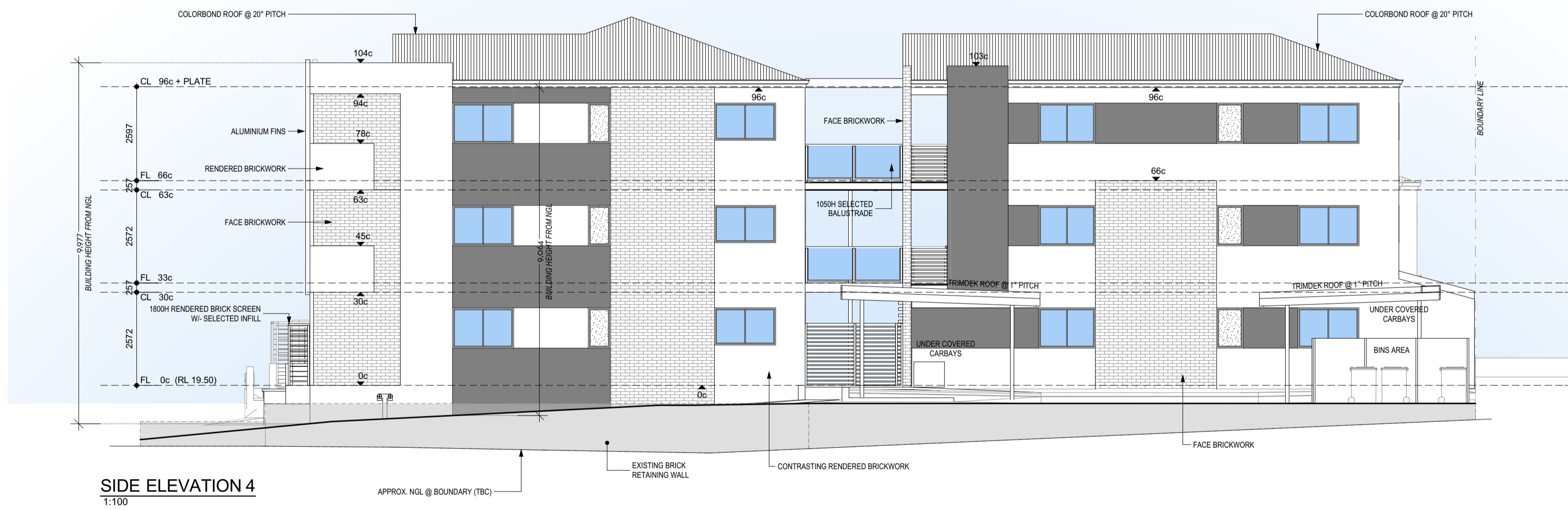
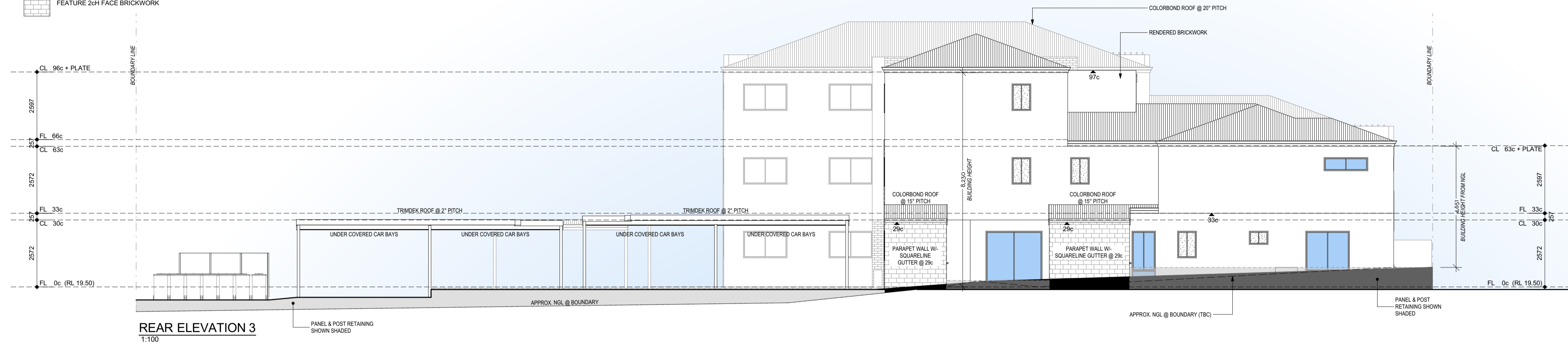
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|   |            |            |
|---|------------|------------|
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- PRIMARY RENDER
- SECONDARY RENDER
- FEATURE 1H FACE BRICKWORK
- FEATURE 2H FACE BRICKWORK



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| DRAWING NUMBER | DRAWING TYPE         | DRAWING NAME                               |
|----------------|----------------------|--|
| 1              | COVER PAGE           | COVER PAGE & CONTENTS                      |
| 2              | SITE DESIGN RESPONSE | SITE CONTEXT & LOCATION PLAN               |
| 3              | DESIGN               | EXISTING, PROPOSED SITE, & OVERSHADOW PLAN |
| 4              | DESIGN               | GROUND FLOOR PLAN                          |
| 5              | DESIGN               | 1st FLOOR PLAN                             |
| 6              | DESIGN               | 2nd FLOOR PLAN                             |
| 7              | DESIGN               | FRONT & SIDE ELEVATION                     |
| 8              | DESIGN               | REAR & SIDE ELEVATION                      |
| 9              | DESIGN               | PERSPECTIVES (EXTERNAL)                    |
| 10             | DESIGN               | PERSPECTIVES (COMMON COURTYARD)            |

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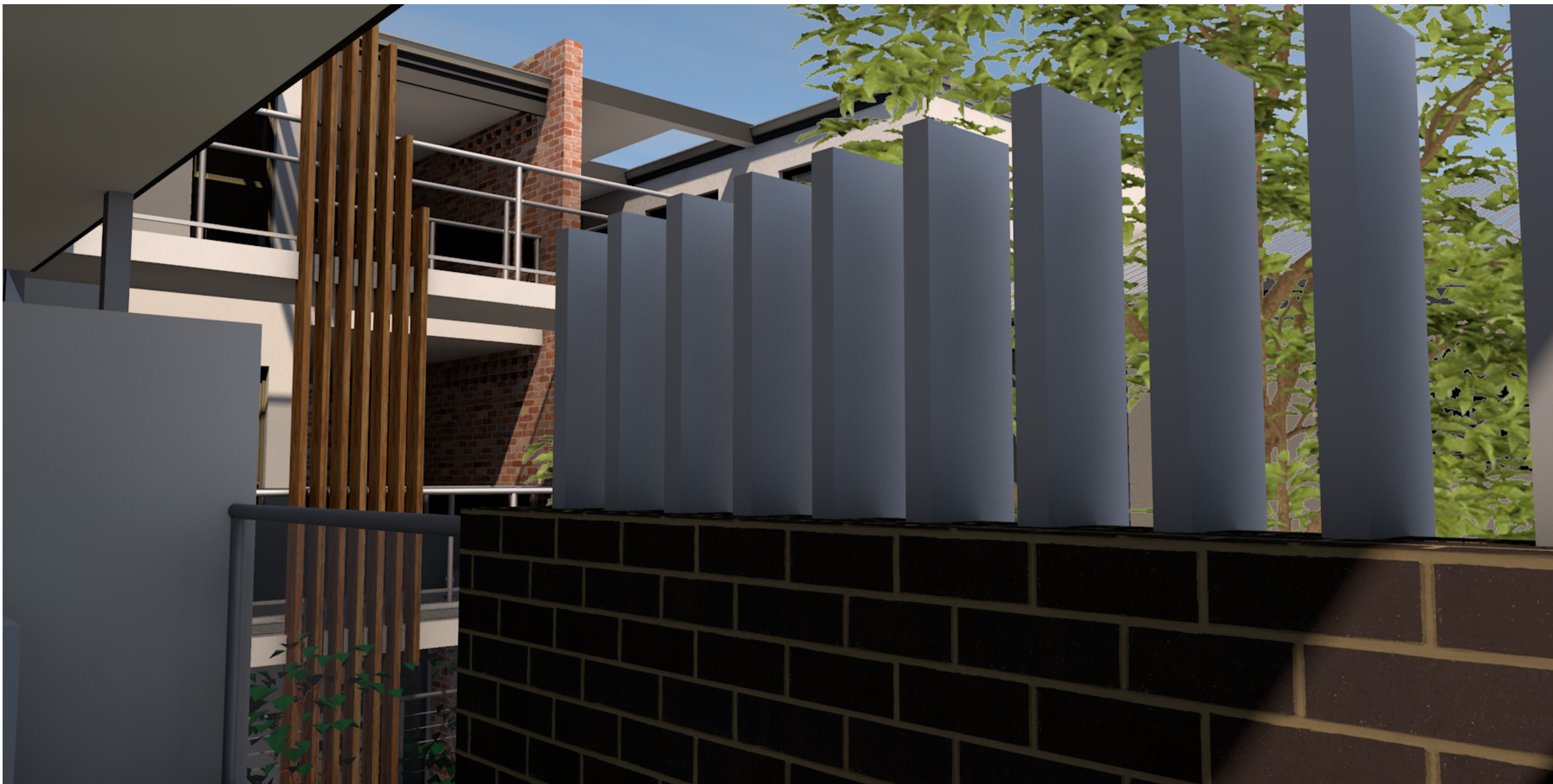
4 & 6 Brechin Court, Duncraig



NOTE: ARTISTIC IMPRESSION ONLY - FINAL COLOURS TO BE CONFIRMED



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NOTE: ARTISTIC IMPRESSION ONLY - FINAL COLOURS TO BE CONFIRMED



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CR

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COHEN RADOSEVICH  
TOWN PLANNING

24 July 2018

Planning Services  
City of Joondalup  
PO Box 21  
**JOONDALUP WA 6919**

Dear Sir/Madam,

**APPLICATION FOR DEVELOPMENT APPROVAL**

**PROPOSED TWO STOREY MULTIPLE DWELLING DEVELOPMENT COMPRISING THREE (3) SINGLE BEDROOM DWELLINGS AND TEN (10) TWO BEDROOM DWELLINGS AT LOTS 102 AND 103 (Nos. 4-6) BRECHIN COURT, DUNCRAIG**

I act on behalf of Danmar Developments, the applicant for the development at Lots 102 and 103 (Nos. 4-6) Brechin Court, Duncraig, and refer to the Application for Development Approval for the proposed multiple dwelling development. In assessing the application it is requested that the City give due consideration to the attached planning report.

If you have any questions or need me to clarify anything for you, do not hesitate to contact me.

Kind regards,



Stephanie Cohen-Radosevich



---

COHEN RADOSEVICH  
TOWN PLANNING

**DEVELOPMENT APPLICATION**

**PROPOSED TWO STOREY MULTIPLE DWELLING DEVELOPMENT  
COMPRISING THREE (3) SINGLE BEDROOM DWELLINGS AND TEN  
(10) TWO BEDROOM DWELLINGS**

**LOTS 102 AND 103 (Nos. 4-6) BRECHIN COURT, DUNCRAIG**

**JULY 2018**

**180723 DA Report**

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## **FIGURES**

- FIGURE 1:        Location Plan
- FIGURE 2:        Aerial Photograph
- FIGURE 3:        MRS Plan
- FIGURE 4:        LPS2 Plan
- FIGURE 5:        Aerial Photo of Locality

## 1.0 INTRODUCTION

Planning consent is sought for the proposed two storey multiple dwelling development at Nos. 4-6 (Lots 102 & 103) Brechin Court, Duncraig. This report provides the supporting documentation for the proposal.

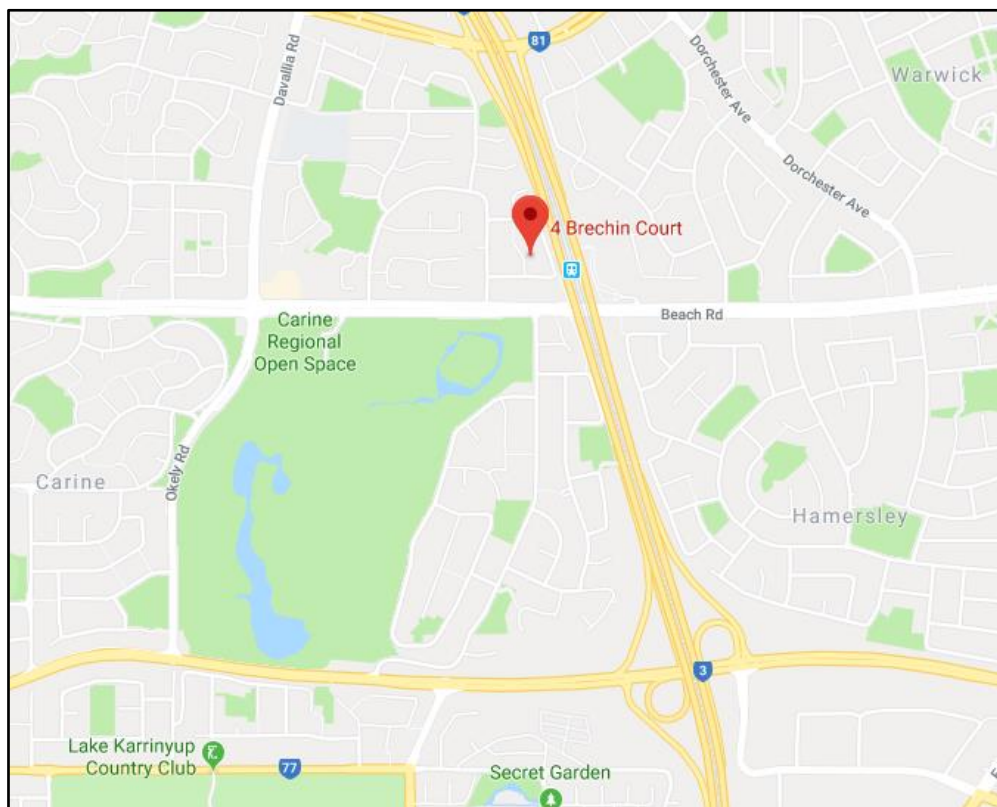
The proposed development has been prepared in response to the City's current planning framework and addresses the objectives of the Residential Design Codes of WA and the City of Joondalup's Local Planning Scheme No. 2. It is considered that there is a clear market demand which will support a development of the scale and intensity as proposed in this planning application.

In addition to this, an assessment has been undertaken in relation to the draft Design WA planning framework, which demonstrates that the development is consistent with the intended future planning of the locality.

### 1.1 Location

The subject site is situated within the locality of Duncraig which is located approximately 16km north-west of the Perth CBD. The subject site is situated on the eastern side of Brechin Court and surrounded by residential properties on all sides. The subject site is serviced by Brechin Court to the west. Refer to the Location Plan and Aerial Photograph included in **Figure 1** and **Figure 2** respectively.

The site is within close proximity to the Carine Glades Shopping Centre, Karrinyup Shopping Centre, Warwick train station, and the Carine Regional Open Space.



**Figure 1 – Location Plan**





Figure 2 – Aerial Photograph

## 1.2 Description of Land

The subject site comprises two freehold lots which are legally described as “lot 102 on Deposited Plan 11277” and “lot 103 on Deposited Plan 11277” and are wholly contained on Volume 1413, Folio 957 and Volume 1413, Folio 958.

Lot 102 has an area of 797m<sup>2</sup> and Lot 103 has an area of 715m<sup>2</sup>, resulting in a total area of 1,512m<sup>2</sup>. Generally, the subject site has a gradual fall to the southern side lot boundary.

## 1.3 Servicing

The subject site is fully serviced with water, power, sewerage/drainage, and telecommunications infrastructure. Relevant services will be extended and upgraded to the site to accommodate the proposed development.

## 2.0 ASSESSMENT UNDER PLANNING FRAMEWORK

### 2.1 Regional Planning Framework

#### 2.1.1 Metropolitan Region Scheme

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS). Refer to the MRS Plan at **Figure 3**.

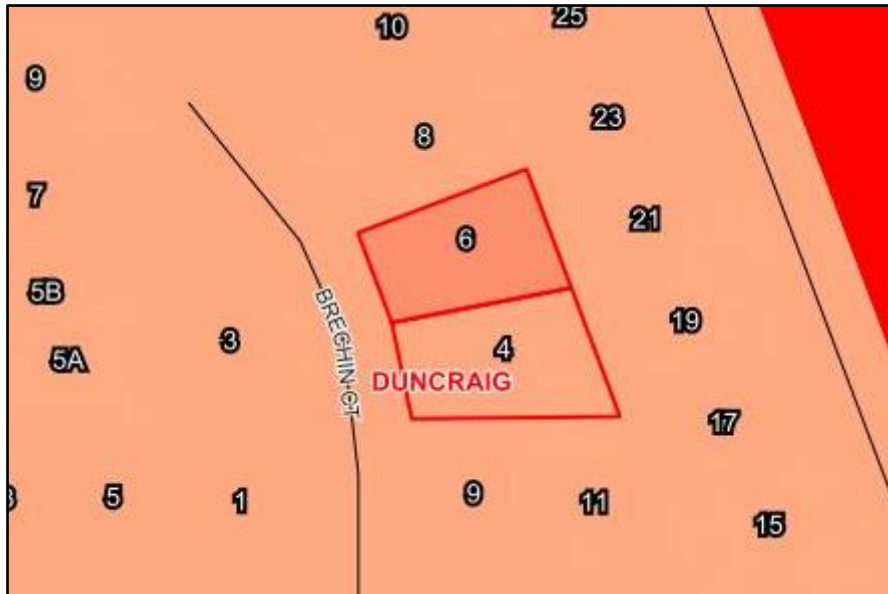


Figure 3 – MRS Plan

#### 2.1.2 Perth and Peel@3.5Million

The draft *Perth and Peel @3.5Million* strategic suite of documents has been developed to realise the visions encapsulated in *Directions 2031 and Beyond* and the *State Planning Strategy 2050*. The draft *Perth and Peel @3.5Million* suite of documents respond to the challenges outlined within *Directions 2031* and the *State Planning Strategy 2050*, such as how local and state government can achieve infill development to deliver a more compact and connected city. It also seeks to promote the connectivity and development of activity centres.

In increasing residential densities in and around activity centres and public transport corridors, the draft Central Sub-regional planning framework aims to minimise the impact on existing suburbs and retain the existing built-up residential character and amenity by:

*“identifying where urban consolidation needs to occur in activity centres, public transport corridors and station precincts, and where targeted increases in the density and diversity of mixed-use development, housing and employment have the most potential to occur;”*

With particular regard to the existing public transport corridor, the proposal will directly assist in achieving the additional infill target for Joondalup. It will also align with the infill growth targets set out in *Perth and Peel @3.5Million* for development within the North-west sub-regional planning framework.

### 2.1.3 Directions 2031

*Directions 2031* is a high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel region. It provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios. Its role however will soon be replaced by the State Government's draft *Perth and Peel @3.5Million* strategic suite of documents. However, it remains a relevant planning instrument in the consideration of this application. Its key objectives for ensuring the sustainable urban development throughout metropolitan Perth are:

- Living in, or visiting our city should be a safe, comfortable and enjoyable experience.
- Our success as a global city will depend on building on our current prosperity.
- All people should be able to easily meet their education, employment, recreation, service and consumer needs within a reasonable distance of their home.
- We should grow within the constraints placed on us by the environment we live in.
- We have a responsibility to manage urban growth and make the most efficient use of available land and infrastructure.

The document recognises the importance of higher density housing in activity centres and supports the planning for higher density residential developments around transit facilities.

In particular, the document states as follows:

*“Activity centres attract large volumes of people and it is important that they be integrated with the public transport system, particularly the larger centres. Planning for existing and potential activity centres into the future will have an increased focus on transport integration and transit oriented development, agglomeration of economic activities and mixed use development including higher density housing.”*

The subject site is well placed to establish a walkable and connected residential development which will meet the intentions of *Directions 2031* by:

- Being strategically located within a close proximity to the Warwick train station;
- Its location in proximity to the regional road network (Mitchell Freeway) and public transport opportunities (Warwick Train Station) ensures accessible and sustainable transport options are available; and
- The establishment of a higher density residential development at the interface with a number of areas of public open space.

The above attributes assist in achieving the stated sustainable urban development objectives of *Directions 2031*.

## 2.2 Planning and Development (Local Planning Schemes) Regulations 2015

The *Planning and Development (Local Planning Schemes) Regulations 2015* (herein referred to as the 'Planning and Development Regulations') were gazetted on 25 August 2015, and came into effect on 19 October 2015. The *Planning and Development Regulations 2018* have introduced a set of deemed provisions that now form part of the City of Joondalup Local Planning Scheme No. 2 (LPS2). In

particular, Clause 67 deals with matters to be considered by local government and include the following key provisions relevant to this application:

- “(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;*
- (b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;*
- (c) any approved State planning policy;*
- (g) any local planning policy for the Scheme area;*
- (m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*
- (n) the amenity of the locality including the following —*
  - (i) environmental impacts of the development;*
  - (ii) the character of the locality;*
  - (iii) social impacts of the development;*
- (p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;*
- (s) the adequacy of —*
  - (i) the proposed means of access to and egress from the site; and*
  - (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*
- (t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;*
- (u) the availability and adequacy for the development of the following —*
  - (i) public transport services;*
  - (ii) public utility services;*
  - (iii) storage, management and collection of waste;*
  - (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);*
  - (v) access by older people and people with disability;*
- (w) the history of the site where the development is to be located;*

- (x) *the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;*
- (y) *any submissions received on the application;*
- (za) *the comments or submissions received from any authority consulted under clause 66;*
- (zb) *any other planning consideration the local government considers appropriate.”*

As demonstrated in the planning assessment, the proposal accords with the Government initiatives to increase residential densities in areas which are well serviced by public transport and services. The proposal will be well suited to its location in terms of height, bulk, scale, orientation and appearance.

Traffic generation and access have been taken into consideration as part of this application whereby it is considered that the proposed development will be capable of operating within the existing road network which runs to the west the subject site.

Having regard to the availability and adequacy of development, the site is well serviced by public transport with the Warwick Train Station located in close proximity. The site has ready access to all utilities necessary for residential living. Storage, management and collection of waste have been developed with consideration to the City’s waste management. The site will also cater for cyclists with a number of bicycle racks being provided.

The proposed development at the subject site for a two storey multiple dwelling development is considered to be of great community benefit as it will increase the resident population within the locality, thereby assisting with the viability of commercial land uses in the vicinity.

## 2.3 Local Planning Framework

### 2.3.1 City of Joondalup Local Planning Scheme No. 2

The subject site is zoned ‘Residential’ under the City’s Local Planning Scheme No. 2 (LPS2). A Zoning Plan is included as **Figure 4**.

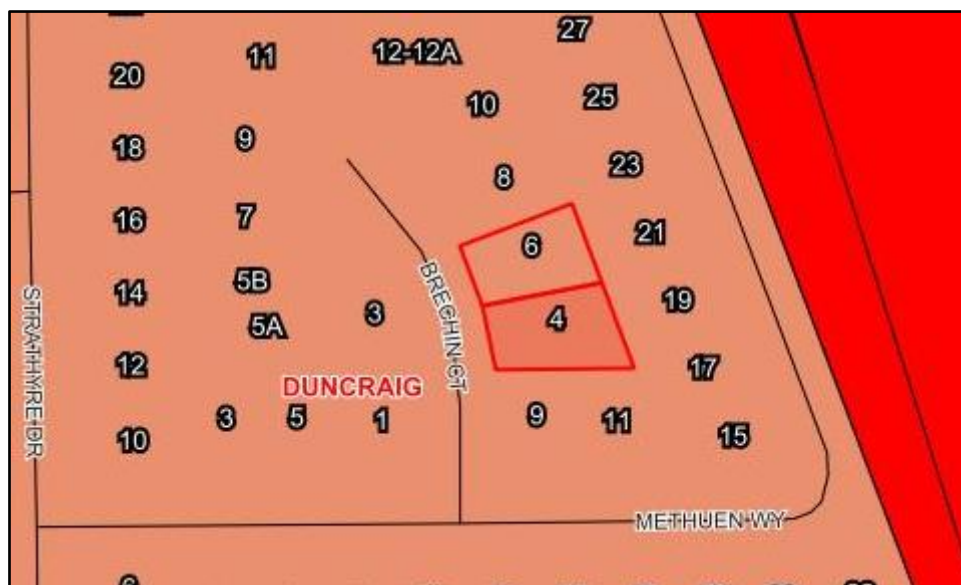


Figure 4 – LPS2 Plan

LPS2 outlines the objectives for the 'Residential' zone are as follows:

- (a) maintain the predominantly single residential character and amenity of established residential areas;*
- (b) provide the opportunity for grouped and multiple dwellings in selected locations so that there is a choice in the type of housing available within the City; and*
- (c) provide the opportunity for aged persons housing in most residential areas in recognition of an increasing percentage of aged residents within the City.*

It is contended the proposed two storey multiple dwelling development is consistent with the objectives of the 'Residential' zone under LPS2 for the following reasons:

- It will maintain the existing residential character of the locality, as the built form is in keeping with the provisions of the R-Codes;
- It will provide for a variety of housing types and sizes, to meet the current and future needs of the community; and
- It is complimentary to the existing residential development on the surrounding properties.

### **2.3.2 Dual Density Coding**

The subject site is zoned 'Residential' under LPS2, with a dual density coding of 'R20/R60'.

Clause 4.3 'Special Application of R-Codes' of LPS2 is applicable to the development, whereby Clause 4.3.5 states:

*4.3.5 Clause 5.1.1 of the R-Codes is modified by inserting the additional 'deemed-to-comply' criteria:*

*C1.5 In areas where dual coding applies, site areas under the higher coding may be applied subject to the following:*

- (i) Development which complies with a minimum site width of 10 metres at the street boundary, with the exception of multiple dwelling sites; or*
- (ii) Development of multiple dwelling sites which complies with a minimum site width of 20 metres at the street boundary.*

As the subject site is proposed to be developed with multiple dwellings, the parent lot is to have a minimum frontage of 20m in order to be assessed at the higher R60 density code. As the parent lot has a frontage of 36.6m, the proposed development is able to be assessed in accordance with the provisions of the R60 density code.

### **3.0 CONTEXT & RATIONALE**

In light of the above planning framework the following section addresses the planning context of the subject site and the proposal, including a rationale for this application.

#### **3.1 Significance of the Proposal**

The proposal will provide an important supply of residential apartments within a close proximity to the Warwick Train Station in line with the anticipated growth targets under Perth and Peel@3.5Million. The subject site is unique in that it is a large parcel of land, resulting in an opportunity for the development of a multi-storey residential development in this strategic location.

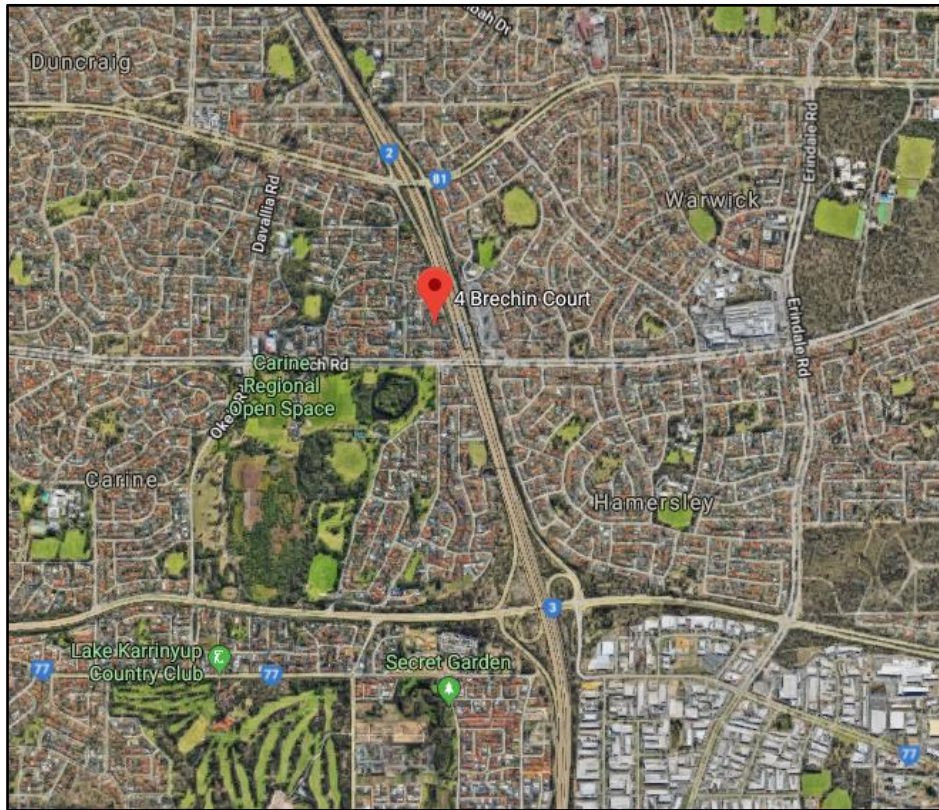
The proposal will provide flow on economic benefits for the wider community and lead future development within the locality. The proposed design has been developed in line with the City's intended built form outcomes for the residential zone and therefore represents a positive catalyst for future development.

#### **3.2 Existing Land Use**

An Aerial Photograph of the area is included at **Figure 5**. This is summarised as follows:

- Land uses along Brechin Court consist single residential dwellings.
- Land uses along Beach Road consists of residential, public open space and retail land uses with exposure to high traffic volumes. Buildings are mostly set back from the street and are surrounded by car parking areas.
- In the outer areas of the locality, land use comprises health services, residential, commercial and recreational purposes. Development is generally established in isolated locations and at a low building scale and land use intensity.
- Most dwellings within the locality are detached single storey houses mainly under at the R20 density code.
- Recreational and cultural uses exist in the locality, including Carine Regional Open Space and the Stirling Leisure Centre.

The proposed development is appropriately located to benefit from the City's vision for infill development within the area. The development will contribute to improving the City's unit per hectare targets through the incorporation of thirteen (13) multiple dwellings.



**Figure 5 – Aerial Photo of Locality**

### **3.3 Surrounding Land Uses**

The mixture of land uses surrounding the subject site demonstrates the transitional nature of the locality. The existing built form is currently low scale existing dwellings. It is intended that this proposal will generate further development in the locality in accordance with the R60 density code provided for under LPS2.

The subject site has a direct frontage to Brechin Court to the west which connects via Methuen Way and Strathyre Drive with Beach Road to the south.

The subject site abuts the boundaries of a group of single storey single houses fronting Brechin Court to the north and south, and single storey single houses fronting Methuen Way to the east.

Further to the east of the subject site, the Warwick Grove Shopping Centre occupies a large parcel of land comprising of shopping centre buildings and surrounding car parking areas.



## 4.0 RESIDENTIAL DESIGN CODES ASSESSMENT

The key elements of the proposed development are detailed below.

### 4.1 Assessment

The proposed development has been assessed against the relevant development requirements applicable under the provisions of the R-Codes and LPS2.

An assessment of the proposal in the context of the relevant planning provisions is contained within **Appendix 1**.

### 4.2 Building Height

In accordance with Clause 6.1.2 'Building Height' C2 of the R-Codes, the proposal is permitted with a maximum building height of two storeys. In accordance with Table 3 'Maximum Building Heights' of the R-Codes, the maximum top of wall permitted is 6m and the maximum to the top of pitched roof is 9m. As the proposal comprises a building height of two storeys, with a maximum to wall height of 7.9m and maximum top of roof of 9.9m, an assessment is requested under the Design Principles of Clause 6.1.2 'Building Height'.

The Design Principles of Clause 6.1.2 'Building Height' P2 states:

*Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape, including the road reserve and public open space reserves; and where appropriate maintains:*

- *Adequate access to direct sun into buildings and appurtenant open spaces;*
- *Adequate daylight to major openings into habitable rooms;*
- *Access to views of significance;*
- *Buildings present a human scale for pedestrians;*
- *Building facades designed to reduce the perception of height through design measures; and*
- *Podium style development is provided where appropriate.*

The proposed orientation of the development ensures that there is adequate direct sun into the building on the subject site and the adjoining southern property. In addition to this, the proposal has been designed to ensure that there is adequate daylight into the habitable rooms of the development. As the proposed multiple dwellings are located to the northern side of the lot, it results in a greater setback to the southern lot boundary, which allows for daylight into the major openings on the adjoining southern property.

The proposed building height represents an appropriate scale consistent with the intended character for the locality. At the pedestrian scale the sense of height and proportion will be tempered by the provision of articulations at pedestrian level to break the appearance of bulk scale of the development and to provide visual separation between the ground floor and upper floors.

The strategic positioning of the site to the Mitchell Freeway supports the provision of a significant scale building whilst ensuring that the sense of scale of the building does not diminish the pedestrian experience.

The proposed height does not give rise to any undue or adverse amenity outcomes but provides a catalyst development of a high quality that responds to the large size of the site, compared with other sites along Brechin Court, in a location where such a scale is appropriate.

### **4.3 Lot Boundary Setbacks**

In accordance with Clause 6.1.4 'Lot Boundary Setbacks' C4.1 of the R-Codes, the upper floor northern wall is to be setback a minimum of 2.1m from the side lot boundary. Currently the plans indicate that the proposed upper floor is setback a minimum of 1.5m from the northern lot boundary.

In accordance with Clause 6.1.4 'Lot Boundary Setbacks' C4.3 of the R-Codes, boundary walls are permitted up to one side lot boundary. Currently the plans indicate that the proposal comprises boundary walls to two side lot boundaries, being the northern and eastern lot boundaries.

As the proposal comprises an upper floor setback variation and boundary wall variation, an assessment is requested under the Design Principles of Clause 6.1.4 'Lot Boundary Setbacks'.

The Design Principles of Clause 6.1.4 'Lot Boundary Setbacks' P4.1 states:

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

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

The proposed upper floor northern setback and boundary walls makes for the effective use of space, as it is providing for an improved use of space internally and around the building. There is no adverse impact on the outdoor living areas of any of the dwellings, with the outdoor living areas complying with the Deemed-to-comply provisions of Clause 6.3.1 'Outdoor Living Areas' C1 of the R-Codes.

The proposed boundary wall does not result in any undue building bulk on the street or adjoining properties, with the building mass being minimised due to the location of the boundary walls being located in unobtrusive locations behind the street setback area.

Due to the placement of the boundary walls being located along the northern and eastern lot boundaries, there is no undue impact on access to light or ventilation to the subject site or the adjoining eastern property. It is noted that boundary walls individually comply with the length and height requirements under the R-Codes. In addition to this, it is noted that the proposal is fully compliant with the Deemed-to-comply provisions of Clause 5.4.2 'Solar Access for Adjoining Sites' C2.1 of the R-Codes. The proposed boundary walls maintain direct access to northern light to the adjoining northern and eastern properties, with direct sun to the outdoor living areas being unrestricted by the proposal.

There is no adverse impact on visual privacy to the adjoining northern and eastern properties. It is noted that the proposal is fully compliant with the Deemed-to-comply provisions of Clause 6.4.1 'Visual Privacy' C1.1 of the R-Codes.

The location of the proposed setback variation and boundary walls, does not result in an adverse impact on the streetscape.

In addition to the above, the proposed development is considered to be in keeping with the desired streetscape, as it provides for an adequate relationship between the subject site and Brechin Court, with regards to passive surveillance. It is also noted that Brechin Court, is listed as an access road under the Perth Metropolitan Area Functional Road Hierarchy; therefore the proposal does not result in any unsafe access to and from the site.

## **5.0 DESIGN WA ASSESSMENT**

The key elements of the proposed development are detailed below.

### **5.1 Assessment**

The proposed development has been assessed against the relevant development requirements applicable under the provisions of the draft Design WA provisions.

### **5.2 Solar and Daylight Access**

In accordance with Clause 4.1 'Solar and Daylight Access' of the draft Design WA guidelines, getting the right levels of solar and daylight access in apartments contributes to better living conditions, in terms of health and well-being, as well as the performance of the building. Increasing density and building scale requires corresponding design attention to optimise solar factors for the development and the surroundings.

In terms of residential development, the three main aims of climate-sensitive design are to reduce energy consumption, optimise on-site solar access, and protect solar access for neighbouring properties. Solar and daylight access are important for apartment buildings, reducing the reliance on artificial lighting and heating, improving energy efficiency and residential amenity through pleasant conditions to live and work.

Due to the development being located to the northern aspect of the site, the proposal is in keeping with the intent of Design WA with respect to access to solar and daylight.

### **5.3 Natural Ventilation**

In accordance with Clause 4.2 'Natural Ventilation' of the draft Design WA guidelines, good indoor air-quality is essential for healthy and comfortable living environments. Achieving the best possible natural ventilation standards is a more robust and sustainable approach than over-reliance on mechanical ventilation and air-conditioning. Natural cross ventilation is achieved by apartments having more than one aspect with direct exposure to the prevailing winds, or windows located in significantly different pressure regions, rather than relying on purely wind driven air. Apartment layout and building depth have a close relationship with the ability of an apartment to be naturally ventilated.

The proposal has been designed to ensure that there is adequate cross ventilation throughout each apartment, therefore the proposal is in keeping with the intent of Design WA with respect to access natural ventilation.

#### **5.4 Apartment Size and Layout**

In accordance with Clause 4.4 'Apartment Size and Layout' of the draft Design WA guidelines, the proposed apartment design ensures usable and functional space despite the smaller area. The proposed floor plans demonstrate that the bedrooms are of a sufficient size to be a usable space.

The proposed apartment layouts provide for flexibility of use as the living areas are open plan which may be used for a range of activities. The living areas are generally rectangular in shape, which provides a space which is more easily furnished.

With respect to the above, the proposed apartments provide spaces that support varying lifestyles, with rooms to spend time with family and friends, rooms to seek time alone, and a range of functional spaces for cooking, cleaning, washing and storage. The proposed range in dwelling types contributes towards the provision of dwelling diversity and affordability within the locality.

## **6.0 CONCLUSION**

On behalf of Danmar Developments, we seek Council's support for the proposed two storey multiple dwelling development at Lots 102 and 103 (Nos. 4-6) Brechin Court, Duncraig.

It can be seen that:

- The proposal is in compliance with the State and local planning framework;
- The form of the development will be consistent with achieving the objectives for the locality under the City of Joondalup Local Planning Scheme No. 2;
- The proposal is consistent with the R-Codes;
- The proposal is consistent with the Draft Design WA planning framework;
- Assists the City in meeting its dwelling targets to activate and promote the locality comprising an appropriate mix of commercial and residential development;
- Facilitates an arrangement of car parking and access that is appropriate to the form of development; and
- Will provide an early form of development along Brechin Court that will represent a positive design outcome to act as a catalyst for further developments to occur in line with meeting the overall objectives of the City's Local Planning Scheme No. 2.

We therefore seek Council's favourable consideration and support of this proposal to enable approval for the establishment of this landmark development.

**APPENDIX 1**  
R-Codes Development Assessment

## RESIDENTIAL DEVELOPMENT ASSESSMENT SHEET

| APPLICATION DETAILS |  |                 |                     |
|---------------------|--|-----------------|---------------------|
| <b>PROPOSAL</b>     | Proposed Two-Storey Multiple Dwelling Development Comprising Three (3) Single Bedroom Dwellings and Ten (10) Two Bedroom Dwellings |                 |                     |
| <b>LOCATION</b>     | Lots 102 & 103 (Nos. 4-6) Brechin Court, Duncraig  |                 |                     |
| <b>ZONING</b>       | Residential R20/R60  | <b>LOT AREA</b> | 1,512m <sup>2</sup> |

### RESIDENTIAL DESIGN CODES ASSESSMENT

| 6.1 CONTEXT                                  |   |   |          |   |
|--|---|---|----------|---|
| R-Codes                                      | Permitted   | Proposed  | Complies | Comment   |
| <b>Clause 6.1.1<br/>Building Size</b>        | Plot Ratio: 0.70<br>1,058.4m <sup>2</sup>                       | Plot Ratio: 0.6694<br>1,012.14m <sup>2</sup>  | Yes      |   |
| <b>Clause 6.1.2<br/>Building Height</b>      | Top of Wall: 6m<br>Top of Concealed Roof: 7m<br>Top of Roof: 9m | Top of Wall: 7.9m<br>Top of Roof: 9.9m  | No       | Proposed building height is in keeping with the surrounding properties.<br>Justification is in the planning report. |
| <b>Clause 6.1.3<br/>Street Setback</b>       | 2m minimum  | 2.1m minimum  | Yes      |   |
| <b>Clause 6.1.4<br/>Lot Boundary Setback</b> | As per Tables 2a and 2b   | UF Northern Wall setback 1.5m in lieu of 2.1m<br><br>Boundary walls to two lot boundaries | No       |   |
| <b>Clause 6.1.5<br/>Open Space</b>           | 45%<br>680.4m <sup>2</sup>                                      | 45.11%<br>682m <sup>2</sup>   | No       |   |

| 6.2 STREETSCAPE                                 |   |  |          |         |
|---|---|--|----------|---------|
| R-Codes   | Permitted   | Proposed   | Complies | Comment |
| <b>Clause 6.2.1<br/>Street Surveillance</b>     | Elevations are to address the street<br>Major openings to face the street | Elevations address the street<br>Major opening facing the street on all levels | Yes      |         |
| <b>Clause 6.2.2<br/>Street Walls and Fences</b> | 1.2m solid and visually permeable above up to 1.8m high overall           | 1.2m solid and visually permeable above up to 1.8m high overall                | Yes      |         |
| <b>Clause 6.2.3<br/>Sightlines</b>              | 1.5m x 1.5m visual truncation   | 1.5m x 1.5m visual truncation clear of obstructions                            | Yes      |         |



|   |     |     |     |  |
|---|-----|-----|-----|--|
| <b>Clause 6.2.4<br/>Building Appearance</b> | N/A | N/A | N/A |  |
|---|-----|-----|-----|--|

| 6.3 SITE PLANNING AND DESIGN                 |   |   |                    |         |
|--|---|---|--------------------|---------|
| R-Codes                                      | Permitted   | Proposed  | Complies           | Comment |
| <b>Clause 6.3.1<br/>Outdoor Living Areas</b> | Refer table below   | Refer to table below  | Yes                |         |
|  | Room  | Dimension   | Size               |         |
| Required                                     | Habitable room  | 2.4m  | 10m <sup>2</sup>   |         |
| Unit 1                                       | Meals/Living  | 3.5m x 4m   | 14m <sup>2</sup>   |         |
| Unit 2                                       | Living  | 3.5m x 4m   | 14m <sup>2</sup>   |         |
| Unit 3                                       | Living  | 3.5m x 4m   | 14m <sup>2</sup>   |         |
| Unit 4                                       | Living  | 3.5m x 4m   | 14m <sup>2</sup>   |         |
| Unit 5                                       | Living  | 3m x 3.5m   | 10.5m <sup>2</sup> |         |
| Unit 6                                       | Living  | 3m x 3.5m   | 10.5m <sup>2</sup> |         |
| Unit 7                                       | Living  | 3.3m x 3.5m   | 11.5m <sup>2</sup> |         |
| Unit 8                                       | Living  | 3.3m x 3.5m   | 11.5m <sup>2</sup> |         |
| Unit 9                                       | Living  | 3.3m x 3.5m   | 11.5m <sup>2</sup> |         |
| Unit 10                                      | Living  | 3.3m x 3.5m   | 11.5m <sup>2</sup> |         |
| Unit 11                                      | Meals   | 2.8m x 4.1m   | 11.5m <sup>2</sup> |         |
| Unit 12                                      | Living  | 3.3m x 4.1m   | 13.5m <sup>2</sup> |         |
| Unit 13                                      | Living  | 3m x 3.5  | 10.5m <sup>2</sup> |         |
| <b>Clause 6.3.2<br/>Landscaping</b>          | 50% of the street setback area to be soft landscaping<br>Pedestrian path required<br>Clear sightlines required for pedestrians and vehicles                         | 50% of the street setback area is soft landscaping<br>Pedestrian paths provided<br>Clear sightlines provided for pedestrians and vehicles | Yes                |         |
| <b>Clause 6.3.3<br/>Parking</b>              | <u>Car Parking</u><br>Residents:<br>13 car bays<br>Visitors:<br>4 car bays<br><u>Bicycle Parking</u><br>Residents:<br>5 bicycle bays<br>Visitors:<br>2 bicycle bays | <u>Car Parking</u><br>Residents:<br>13 car bays<br>Visitors:<br>4 car bays<br><u>Bicycle Parking</u><br>12 bicycle bays total             | Yes                |         |

|  |  |  |     |  |
|--|--|--|-----|--|
| <b>Clause 6.3.4<br/>Design of Parking Spaces</b> | Car bays to be design in accordance with AS2890.1<br><br>Visitor bays to be located to the front of the development              | Car bays provided in accordance with AS2890.1<br><br>Visitor bays provided in front of the development                             | Yes |  |
| <b>Clause 6.3.5<br/>Vehicular Access</b>         | 1 opening only<br>Access via Brechin Court<br><br>Driveway to accommodate two-way access<br><br>Driveway to be paved and drained | 1 opening proposed<br>Access via Brechin Court<br><br>Driveway accommodates two-way access<br><br>Driveway to be paved and drained | Yes |  |
| <b>Clause 6.3.6<br/>Site Works</b>               | Maximum fill is 0.5m above the natural ground level  | Fill is less than 0.5m above the natural ground level  | Yes |  |
| <b>Clause 6.3.7<br/>Retaining Walls</b>          | Not to exceed up to 0.5m above the natural ground level along the boundary   | Retaining is less than 0.5m above the natural ground level   | Yes |  |
| <b>Clause 6.3.8<br/>Stormwater Management</b>    | Stormwater to be retained on-site  | Stormwater to be retained on-site  | Yes |  |

| <b>6.3 SITE PLANNING AND DESIGN</b>                      |  |  |                 |                |
|--|--|--|-----------------|----------------|
| <b>R-Codes</b>   | <b>Permitted</b>   | <b>Proposed</b>  | <b>Complies</b> | <b>Comment</b> |
| <b>Clause 6.4.1<br/>Visual Privacy</b>                   | Balconies provided with a 7.5m cone-of-vision setback<br><br>Habitable rooms provided with a 6m cone-of-vision setback<br><br>Bedrooms provided with a 4.5m cone-of-vision setback | Balconies provided with a 7.5m cone-of-vision setback<br><br>Habitable rooms provided with a 6m cone-of-vision setback<br><br>Bedrooms provided with a 4.5m cone-of-vision setback | Yes             |                |
| <b>Clause 6.4.2<br/>Solar Access for Adjoining Sites</b> | 25% of the adjoining residential site area   | Shadow falls to the south over the street setback area and the Vera Street road reserve  | Yes             |                |
| <b>Clause 6.4.3<br/>Dwelling Size</b>                    | <u>1 Bedroom Dwellings</u><br><br>Minimum:<br>20%<br><br>2.6 dwellings<br><br>Maximum:   | <u>1 Bedroom Dwellings</u><br><br>23.08%<br><br>3 dwellings  | Yes             |                |

# CR

COHEN RADOSEVICH  
TOWN PLANNING

## Development Assessment Sheet

|  |  |  |     |  |
|--|--|--|-----|--|
|  | <p>50%<br/>6.5 dwellings<br/><u>2 Bedroom Dwellings</u><br/>Minimum:<br/>40%<br/>5.2 dwellings</p>   | <p><u>2 Bedroom Dwellings</u><br/>76.92%<br/>10 dwellings</p>  |     |  |
| <b>Clause 6.4.4<br/>Outbuildings</b>             | N/A  | N/A  | N/A |  |
| <b>Clause 6.4.5<br/>External Fixtures</b>        | Screened from view of the street   | External fixtures are screened from view of Brechin Court  | Yes |  |
| <b>Clause 6.4.6<br/>Utilities and Facilities</b> | <p>4m<sup>2</sup> store required for each dwelling, with a minimum dimension of 1.5m<br/>Bin storage area to be provided which is screened from view of the street<br/>Clothes-drying areas to be screened from view of the street</p> | <p>4m<sup>2</sup> store provided for each dwelling, with a minimum dimension of 1.5m<br/>Bin storage area provided which is screened from view of Brechin Court<br/>Clothes-drying areas are able to be located so that they are screened from view of Brechin Court</p> | Yes |  |

# Environmentally Sustainable Design – Checklist

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

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

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

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

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

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

## Siting and structure design efficiency

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

Does your development retain:

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

Does your development include:

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

### Energy efficiency

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

Do you intend to incorporate into your development:

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

### Water efficiency

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

Does your development include:

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

Do you intend to incorporate into your development:

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

### Materials efficiency

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

Does your development make use of:

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

### Indoor air quality enhancement

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

Do you intend to incorporate into your development:

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

### 'Green' Rating

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

- Yes
- No

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

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

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

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

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

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

Applicant's Full Name: DAWMAR DEVELOPMENTS - JULIO RANAURO Contact Number: 9445 7522

Applicant's Signature:  Date Submitted: \_\_\_\_\_

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

Checklist Issued: March 2011