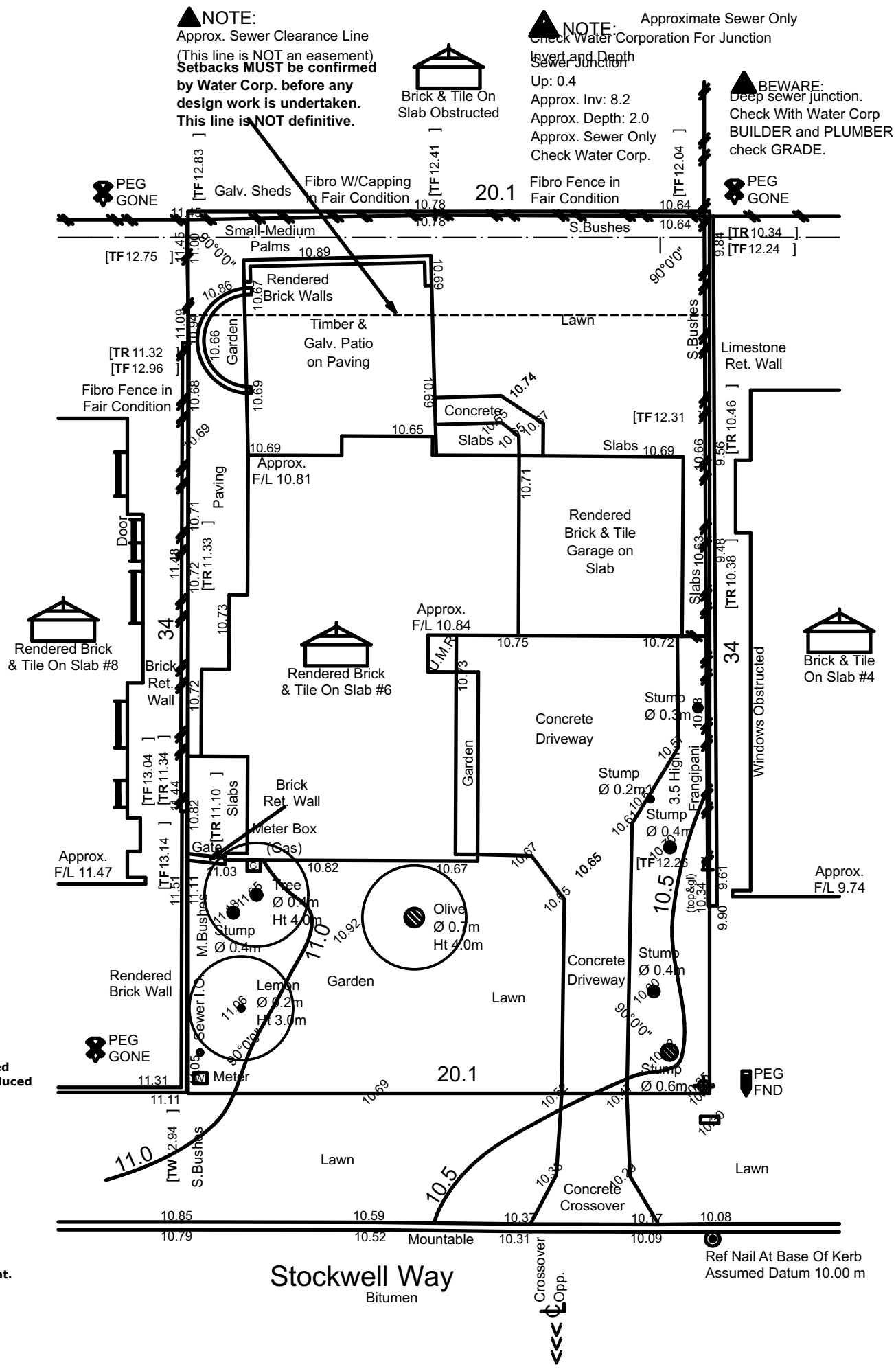
Location Plan

lot7-6_stockwell-05062019

LEGEND	
	SEC Dome
	Power Pole
	Phone Pits
	Water Conn.
TP 10.00	Top Pillar/Post
TW 10.00	Top Wall
TR 10.00	Top Retaining
TF 10.00	Top Fence

ATTACHMENT 2



LOT MISCLOSE
0.000 m

SOIL DESCRIPTION
Sand
Refer to Survey

DISCLAIMER:
Due to lack of survey marks/pegs, all building offset dimensions & features are approximate only and positioned from existing pegs/fences and walls which may not be on the correct alignment and are to be verified when repegged. Any design that involves additions to any structures shown or portion of structures boundaries to be repegged and exact offsets provided to your designer/architect before any plans are produced and before any work is started on site.

DISCLAIMER:
Lot boundaries drawn on survey are based on landgate plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

DISCLAIMER:
Survey does not include verification of cadastral boundaries. All features and levels shown are based on orientation to existing pegs and fences only which may not be on correct cadastral alignment. Any designs based or dependent on the location of existing features should have those features' location verified in relation to the true boundary.

DISCLAIMER:
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DISCLAIMER:
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Scale 1:200
0 2 4 6 8

BUILDING SITE INSPECTION REPORT
SERVICE AND CONTOUR SKETCH

MSD REF 251-17/02

OLD AREA

Client Simsai Construction Group Pty Ltd
Date 22 Jan 19 House No. 6
Lot No. 7 Area 683m² Street Stockwell Way
Suburb Kingsley Shire CITY OF JOONDALUP
Plan 11914 C/T Vol. 1464 Fol 318

Road Descr.	
Kerbing	Bitumen
Condition	Mountable
Footpath	GOOD
Condition	Nil
Soil	GOOD
Drainage	Sand
Vegetation	Good
	Refer to Survey

Services: Gas Phone Comms.

Water Check Your Lot With Alinta Call 13 13 58 Sewer Yes
Electricity Yes Yes
U/Ground
Coastal Zone
NO
(Scaled from StreetSmart Directory Only - Confirm With Shire)
Fencing and other improvements AS SHOWN
Special Features AS SHOWN

COTTAGE & ENGINEERING SURVEYS
Licensed Surveyors ©
87-89 Guthrie Street, Osborne Park, Western Australia
Telephone: (08) 9446 7361 Facsimile: (08) 9445 2998
Email : perth@cottage.com.au Website: www.cottage.com.au

J/N:	DATE:	SCALE:	DRAWN:
448365	22 Jan 19	1:200	F.Croasdale

LEGEND

	SEC Dome
	Power Pole
P	Phone Pits
W	Water Conn.
TP 10.00	Top Pillar/Post
TW 10.00	Top Wall
TR 10.00	Top Retaining
TF 10.00	Top Fence

NOTE:
Approx. Sewer Clearance Line
(This line is NOT an easement)
Setbacks MUST be confirmed by Water Corp. before any design work is undertaken. This line is NOT definitive.

Brick & Tile On Slab Obstructed

NOTE: Approximate Sewer Only
Check Water Corporation For Junction Invert and Depth
Sewer Junction
Up: 0.4
Approx. Inv: 8.2
Approx. Depth: 2.0
Approx. Sewer Only
Check Water Corp.

BEWARE:
Deep sewer junction.
Check With Water Corp
BUILDER and PLUMBER
check GRADE.

PEG GONE
Galv. Sheds
Fibro W/Capping in Fair Condition
Fibro Fence in Fair Condition
PEG GONE
20.1
20.100
34.000
34
90°00'00"
[TR 10.34]
NORTH
POOL
HSE #8
APPROX. PRIMARY
OUTDOOR LIVING AREA
HSE #4
PRIMARY
OUTDOOR
LIVING AREA
Limestone Ret. Wall
Fibro Fence in Fair Condition
Door
Rendered Brick & Tile On Slab #8
Brick Ret. Wall
Brick & Tile On Slab #4
Windows Obstructed
Approx. F/L 11.47
Approx. F/L 9.74
Rendered Brick Wall
Sewer I.O.
PEG GONE
Meter
PEG FND
Lawn
Mountable
Crossover
Opp.
Stockwell Way
Bitumen
Ref Nail At Base Of Kerb
Assumed Datum 10.00 m

LOT MISCLOSE
0.000 m

SOIL DESCRIPTION
Sand
Refer to Survey

DISCLAIMER:
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Scale 1:200
0 2 4 6 8

BUILDING SITE INSPECTION REPORT
SERVICE AND CONTOUR SKETCH
MSD REF 251-17/02
OLD AREA

Client Simsai Construction Group Pty Ltd
Date 22 Jan 19 House No. 6
Lot No. 7 Area 683m² Street Stockwell Way
Suburb Kingsley Shire CITY OF JOONDALUP
Plan 11914 C/T Vol. 1464 Fol 318

Road Descr.	
Kerbing	Bitumen
Condition	Mountable
Footpath	GOOD
Condition	Nil
Soil	GOOD
Drainage	Sand
Vegetation	Good
	Refer to Survey

Services: Gas
Phone Comms.
Water
Check Your Lot With Alinta
Call 13 13 58
Sewer Yes
Electricity Yes
Yes
U/Ground
Coastal Zone
NO
(Scaled from StreetSmart Directory Only - Confirm With Shire)
Fencing and other improvements AS SHOWN
Special Features AS SHOWN

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448365	22 Jan 19	1:200	F.Croasdale

Z:\01 FHBD Data\06 Drafting\04 SALES SKETCHES\Troy Felt\H# 6 Stockwell Way KINGSLEY\Stockwell Way _ Kingsley V6 - Setback

These drawings are subject to change, pending receipt of survey, structural certification, residential design codes, developers covenants & building codes. Final working drawings may vary from these drawings.

NOTE:
Approx. Sewer Clearance Line
(This line is NOT an easement)
Setbacks MUST be confirmed by Water Corp. before any design work is undertaken.
This line is NOT definitive.

Brick & Tile On Slab Obstructed

NOTE:
Approximate Sewer Only
Check Water Corporation For Junction
Invert and Depth Sewer Junction
Up: 0.4
Approx. Inv: 8.2
Approx. Depth: 2.0
Approx. Sewer Only
Check Water Corp.

BEWARE:
Deep sewer junction.
Check With Water Corp
BUILDER and PLUMBER
check GRADE.

PEG GONE
Galv. Sheds 683.4 m²
Fibro W/Capping in Fair Condition
Fibro Fence in Fair Condition
NEW 1800h FENCE
BIN STORE W/- STORMWATER GRATE
PEG GONE
BIN STORE (MIN. x4G + 2R BINS)
BIN STORE 4.14 x 2.01 RL 10.62
4.96 m² STORE 4.18 m² CL @ 28c
U5 STORE 2.31 x 1.81
NEW 1800h FENCE
BOUNDARY WALL 30mm INSIDE BOUNDARY TOP @ 29c
RES BIKE (2)
RES BIKE (1)
RES BIKE (3)
RL 10.62 garden tap & hose & power for Bin & Car washing & common use
Limestone Ret. Wall
18.36 m² COMMUNAL SPACE 2.50 x 6.59
REVERSING BAY
NEW 1800h FENCE
NORTH
PREVAILING WINDS & SUN
SUMMER SUN
WINTER SUN
HOT DRY WINDS

Fibro Fence in Fair Condition
Rendered Brick & Tile On Slab #8
Brick Ret. Wall
OVERSHADOWING EXTENT ONTO HSE #8
131.32m² / 684m² = 19%
131.32 m²
Approx. F/L 11.47
Rendered Brick Wall
Brick & Tile On Slab #4
Approx. F/L 9.74
Windows Obstructed

SITE CALC'S:
SITE AREA = 683.40m²
PLOT RATIO = 484.02m² = 0.70 (70%)
SITE COVER = 310.03m² = 45%
(55% OPEN SPACE ACHEIVED)

DRIVEWAY SLOPES APPROX 100mm
DRIVEWAY SLOPES APPROX 158mm
CUT-OFF DRAIN CONNECTED TO STORMWATER ALONG DRIVEWAY
EXTENT OF 1st FLOOR OVER
PERMANENT VENT IN WALL FOR A/C
R/C A/C INDOOR & OUTDOOR UNIT
3200mm DEEP REVERSING BAY FOR VISITORS
OVERTAKING AREA FOR OVERTAKING
TOP OF NEW RET WALL @ 11.135 (429mm HIGH)
TOP FTGS @ 10.706
GARDEN BED
GATE WITHIN DRIVE GATE
VISITOR BIKES (1-2)
OPEN UNDER STAIRS FOR CASUAL SEATING OR BIKE STORE

19.55 m² U2 PRIVATE COURTYARD 5.43 m²
9.98 m² ALFRESCO 2.61 x 3.96 RL 10.62
LIVING 3.72 x 4.83
FFL 10.706
U2 = 'LIVEABLE HOMES' ACCESSIBLE DESIGN
72.69 m² 79.47 m²
4 m² U2 STORE 2.41 x 1.66 CL @ 28c
ELECT. HWU U2 HWS
28.12 m² DINING 3.73 x 3.94
REF REC LIN. / ST PTY HOBLESS
KITCHEN ELEC HP UBO R/HOOD
FLUSH T/HOLD
U2 ENTRY
ENTRY FOYER
UP OPEN UNDER STAIRS
10.86 m² BED 2 3.62 x 3.00
BATH / L'DRY
12.43 m² BED 1 3.62 x 3.00
ENS.
4.05 m² 4.62 m² STORE U3 STORE 2.12 x 1.91 CL @ 28c RL 10.62
12.100 m² PRIVATE C'YARD
RL 10.62 8.1 m²
RL 10.62 garden tap & hose & power for Bin & Car washing & common use
4.57 m² STORE U1 STORE 2.12 x 1.99 CL @ 28c 4.01 m²
U1 ENTRY
LINEN
BATH
11.14 m² BED 2 3.60 x 3.00
L'DRY
PRIVATE C'YARD 4.15 m²
12.06 m² BED 1 3.20 x 3.77
DRYING COURT
R/HOOD UBO ELEC HP
DINING 4.11 x 3.00
FFL 10.706
U1 = 'LIVEABLE HOMES' ACCESSIBLE DESIGN
72.12 m² 79.97 m²
KITCHEN
ENS.
PTY REF REC
LIVING 4.03 x 5.02 24.38 m²
U1 HWS
R/C A/C INDOOR & OUTDOOR UNIT
ELECT. HWU
36.02 m² RL 10.62
RL 10.62 10.8 m² ALFRESCO 4.50 x 2.40
VISITORS BAY 1
VISITORS BAY 2
SWITCHBOARD & METERBOXES BUILT INTO WALL W/- LOUVRED SCREEN GATES
49.01 m² U1 PRIVATE COURTYARD
GATE
LETTERBOXES
LETTERBOX
20.100
WATER METERS 1-6 + CP
3.34 m²
77.16 m²
NEW ADVANCED (100L) STREET TREES SUCH AS JACARANDA
BIN PAD = GRASS ON VERGE
Lawn
TOP OF NEW FENCE 12.42 (approx) FTGS @ 10.277
TOP OF NEW FENCE 12.42 (approx) FTGS @ 9.848
2m FRONT SETBACK LINE
PEG FND
Mountable
Ref Nail At Base Of Kerb
Assumed Datum 10.00 m

Scale 1:100
0 2 4 6 8

LEVEL 1, SUITE 2, 467 SCARBOROUGH BEACH RD
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SPECIAL

MODEL REV A/B/C/D_DATE_??/??/20??_REV BY: TBA

PROPOSED RESIDENCE FOR:
MD 360

PROPERTY ADDRESS:
LOT 7 (HSE # 6) STOCKWELL WAY
KINGSLEY
CITY OF JOONDALUP

MULTI DEVELOP 360

CONSULTANT: / /
CLIENT(S): / /
/ /

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DATE	15/11/2019
DRAWN	SM
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CHECKED	SM
SKETCH No.	SK107F-2018 V6
SHEET No.	3 OF 13

683.4 m²

These drawings are subject to change, pending receipt of survey, structural certification, residential design codes, developers covenants & building codes. Final working drawings may vary from these drawings.

UNIT 1 BAY
UNIT 2 BAY
UNIT 3 BAY
UNIT 4 BAY
UNIT 5 BAY
UNIT 6 BAY

BIN STORE
4.14 x 2.01

U5 STORE
2.31 x 1.81
4.18 m²
CL @ 28c

BOUNDARY WALL 30mm INSIDE BOUNDARY TOP @ 29c

U3 STORE
2.12 x 1.91
CL @ 28c

U1 STORE
2.12 x 1.99
CL @ 28c
4.01 m²

U2 STORE
2.41 x 1.66
CL @ 28c
4 m²

19.55 m²

ALFRESCO
2.61 x 3.96
9.98 m²
RL 10.62

LIVING
3.72 x 4.83

BED 2
3.62 x 3.00
10.86 m²

BED 1
3.62 x 3.00
12.43 m²

BED 2
3.60 x 3.00
11.14 m²

DINING
3.73 x 3.94
28.12 m²

KITCHEN
ENS.
BATH
BATH / L'DRY
LIN. / ST
L'DRY
LINEN
PTY
HOBLESS
U2 ENTRY
U1 ENTRY
U3, 4, 5, 6 ENTRY
PRIVATE C'YARD
DRYING COURT

U2 = 'LIVEABLE HOMES' ACCESSIBLE DESIGN
72.69 m² 79.47 m²

U1 = 'LIVEABLE HOMES' ACCESSIBLE DESIGN
72.12 m² 79.97 m²

BED 1
3.20 x 3.77
12.06 m²

DINING
4.11 x 3.00

LIVING
4.03 x 5.02
24.38 m²

ALFRESCO
4.50 x 2.40
10.8 m²

49.01 m²

EXTENT OF 1st FLOOR OVER
PERMANENT VENT IN WALL FOR A/C
R/C A/C INDOOR & OUTDOOR UNIT
ELECT. HWU
OPEN UNDER STAIRS FOR CASUAL SEATING OR BIKE STORE
GATE
GATE WITHIN DRIVE GATE
3200mm DEEP REVERSING BAY FOR VISITORS
VISITORS BAY 1
VISITORS BAY 2
SWITCHBOARD & METERBOXES BUILT INTO WALL W/- LOUVRED SCREEN GATES
WATER METERS 1-6 + CP

2m FRONT SETBACK LINE

	Area m²	Perimeter m
U1 1. FLOOR PLAN	80.051	40.080
U1 2. ALFRESCO	11.294	14.560
U1 3. STORE	4.576	8.580
U1 4. TOTAL AREA	95.907	50.700
U2 1. FLOOR PLAN	79.547	38.580
U2 2. ALFRESCO	10.362	13.160
U2 3. STORE	4.738	8.800
U2 4. TOTAL AREA	99.286	47.680

Scale 1:100

0 2 4 6 8

GF SKETCH PLANS 1:100

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PROPOSED RESIDENCE FOR:
MD 360

PROPERTY ADDRESS:
LOT 7 (HSE # 6) STOCKWELL WAY
KINGSLEY
CITY OF JOONDALUP

MULTI DEVELOP 360

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SKETCH No. SK107F-2018 V6
SHEET No. 5 OF 13

Z:\01 FHBD Data\06 D... SALES SKETCHES\Troy Felt\H# 6 Stockwell Way KINGSLEY\Stockwell Way _ Kingsley V6 - Setback amendments.pln

683.4 m²

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N

12,390

7.5m CONE OF VISION

4.5m CONE OF VISION

3.0m CONE OF VISION

7,500

5,200

4,720

3,400

2,100

3,000

7,320

5,800

3,490

2,000

2,000

18x2410 A HEAD @ 28c

18x1610 A HEAD @ 28c

10.1 m²
BALCONY
2.61 x 3.86
RL 13.62

18x810 A HEAD @ 28c

LIVING
3.72 x 4.83
FFL 13.706
72.69 m² 79.51 m²

2400x1500 (SOFFIT CEIL.)

10.86 m²
BED 2
3.62 x 3.00

9x1410 A HEAD @ 28c

VISUAL SCREENING 20x1100 L

R/C A/C INDOOR & OUTDOOR UNIT 28x2210 SD

PERMANENT VENT IN WALL FOR A/C

10x1000 L

4 m²
U4 STORE
2.41 x 1.66
CL @ 28c
ELECT. HWU

U4 HWS

870

720

820

BATH / L'DRY

HOBLESS

14x810 A HEAD @ 28c OBS

1000W DHO

DINING
3.73 x 3.94

REF REC

LIN. / ST

PTY

2400x1800 (SOFFIT CEIL.)

12.43 m²
BED 1
3.62 x 3.00

14x2710 A HEAD @ 28c

FLUSH T/HOLD

ELEC HP UBO R/HOOD

KITCHEN

ENS.

U5, 6 ENTRY

U4 ENTRY
RL 13.62

U3 ENTRY

2740W BWK @ 27c

DW RE

LINEN

BATH

2400x1500 (SOFFIT CEIL.)

BED 2
3.60 x 3.00

9x1810 A HEAD @ 28c

VISUAL SCREENING

ENS.

2400x1800 (SOFFIT CEIL.)

L'DRY

1550W DHO

ELECT. HWU 6x610 A

BED 1
BALCONY
3.01 x 3.41

VISUAL SCREENING 20x2150 L

25x1810 SD

14.92 m²
BED 1
3.20 x 3.65

R/HOOD UBO ELEC HP

DINING
4.11 x 3.00
FFL 13.706
74.96 m² 83.84 m²

KITCHEN

11x510 A

8x1010 A HEAD @ 28c

R/C A/C INDOOR & OUTDOOR UNIT

6x710 F

PTY

REF REC

LIVING
4.03 x 5.02

517
594
517

4x610 A

14x610 A

18x610 A HEAD @ 28c

28x2410 SD

4m FRONT SETBACK AVE. LINE

16.74 m²
BALCONY
4.59 x 2.40
RL 13.62

20x2210 L VISUAL SCREENING

	Area m²	Perimeter m
U3 1. FLOOR PLAN	82.634	42.900
U3 2. BALCONY 1	17.382	22.180
U3 2. BALCONY 2	7.769	12.440
U3 3. TOTAL AREA	107.785	50.220
U4 1. FLOOR PLAN	78.102	38.660
U4 2. BALCONY	13.951	17.000
U4 3. STORE	4.738	8.800
U4 4. TOTAL AREA	96.430	43.540

Scale 1:100

0 2 4 6 8

1st FLOOR SKETCH PLANS 1:100

LEVEL 1, SUITE 2, 467 SCARBOROUGH BEACH RD
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MODEL REV A/B/C/D_DATE_??/??/20??_REV BY: TBA

PROPOSED RESIDENCE FOR:

MD 360

PROPERTY ADDRESS:

LOT 7 (HSE # 6) STOCKWELL WAY
KINGSLEY
CITY OF JOONDALUP

MULTI DEVELOP 360

CONSULTANT: _____ / /

CLIENT(S): _____ / /

_____ / /

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SKETCH No.	SK107F-2018 V6
SHEET No.	6 OF 13

Z:\01 FHBD Data\06 D... SALES SKETCHES\Troy Felt\H# 6 Stockwell Way KINGSLEY\Stockwell Way _ Kingsley V6 - Setback amendments.pln

683.4 m²

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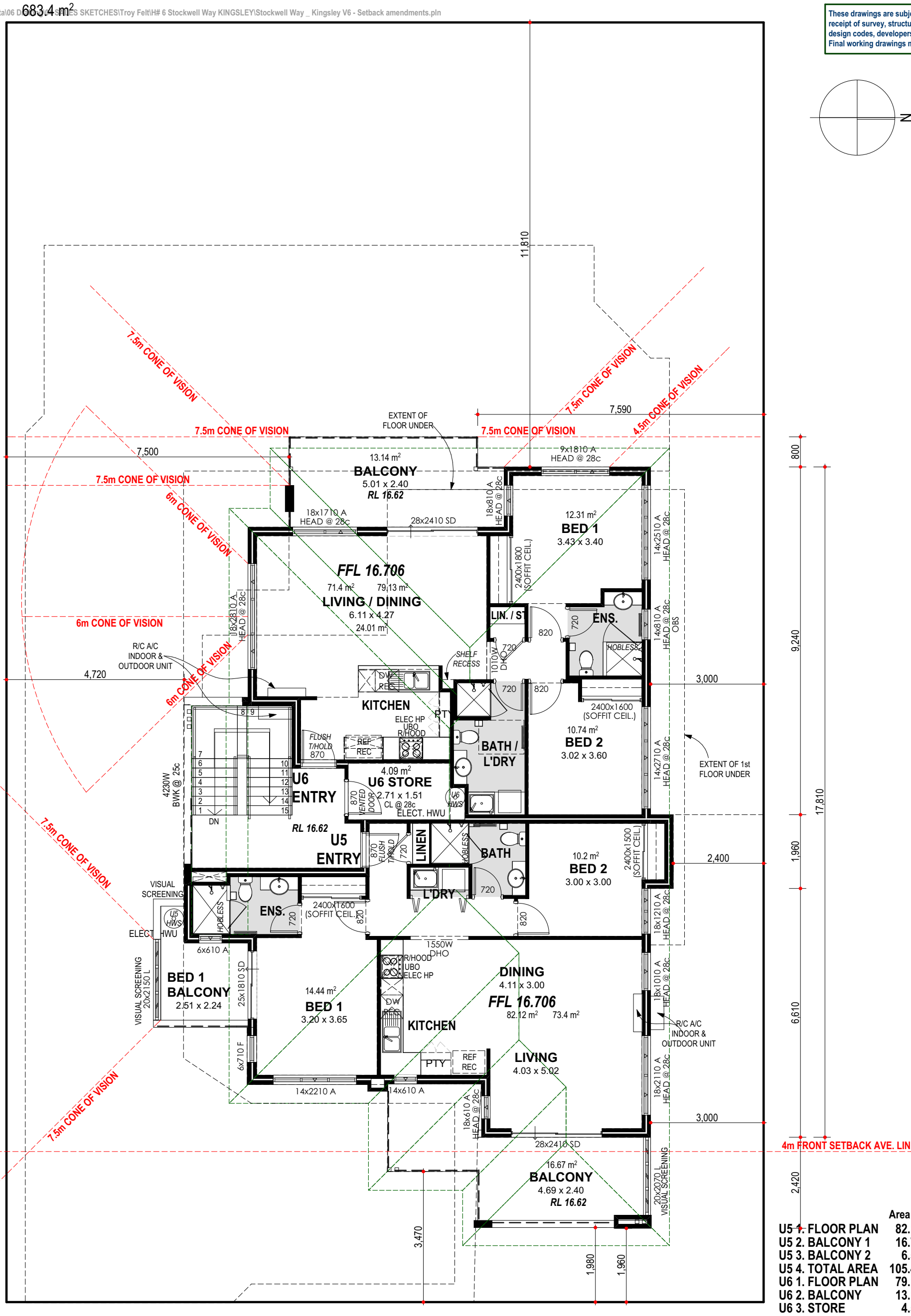

	Area m²	Perimeter m
U5 1. FLOOR PLAN	82.120	43.180
U5 2. BALCONY 1	16.769	21.820
U5 3. BALCONY 2	6.582	11.840
U5 4. TOTAL AREA	105.461	49.540
U6 1. FLOOR PLAN	79.171	40.320
U6 2. BALCONY	13.144	16.220
U6 3. STORE	4.566	9.574
U6 4. TOTAL AREA	96.864	41.920

Scale 1:100

0 2 4 6 8

Top FLOOR SKETCH PLANS 1:100

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SPECIAL

MODEL REV A/B/C/D_DATE_??/??/20??_REV BY: TBA

PROPOSED RESIDENCE FOR:

MD 360

PROPERTY ADDRESS:

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KINGSLEY
CITY OF JOONDALUP

MULTI DEVELOP 360

CONSULTANT: / /

CLIENT(S): / /

/ /

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SKETCH No.	SK107F-2018 V6
SHEET No.	7 OF 13

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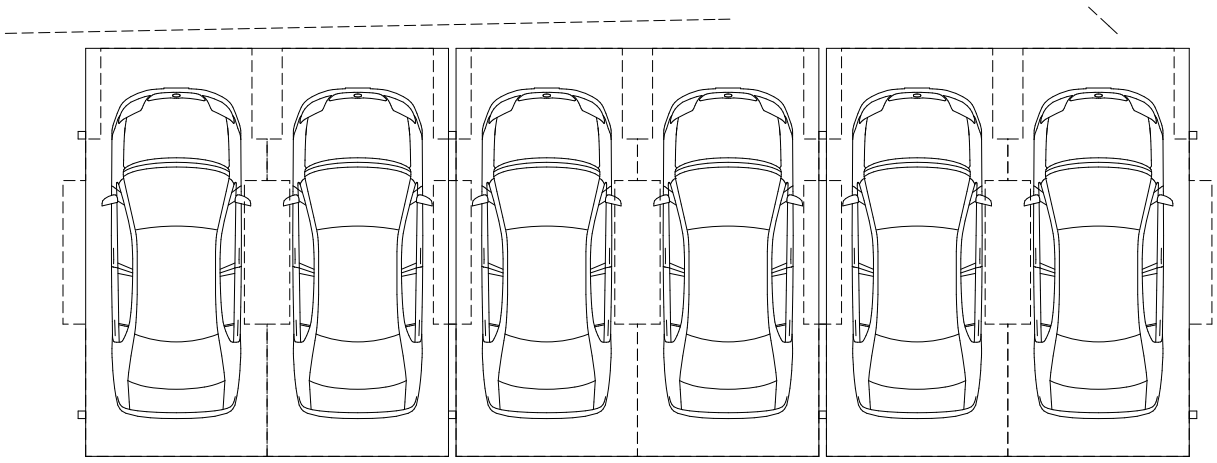

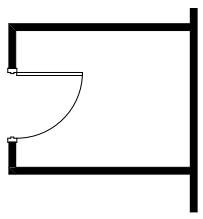

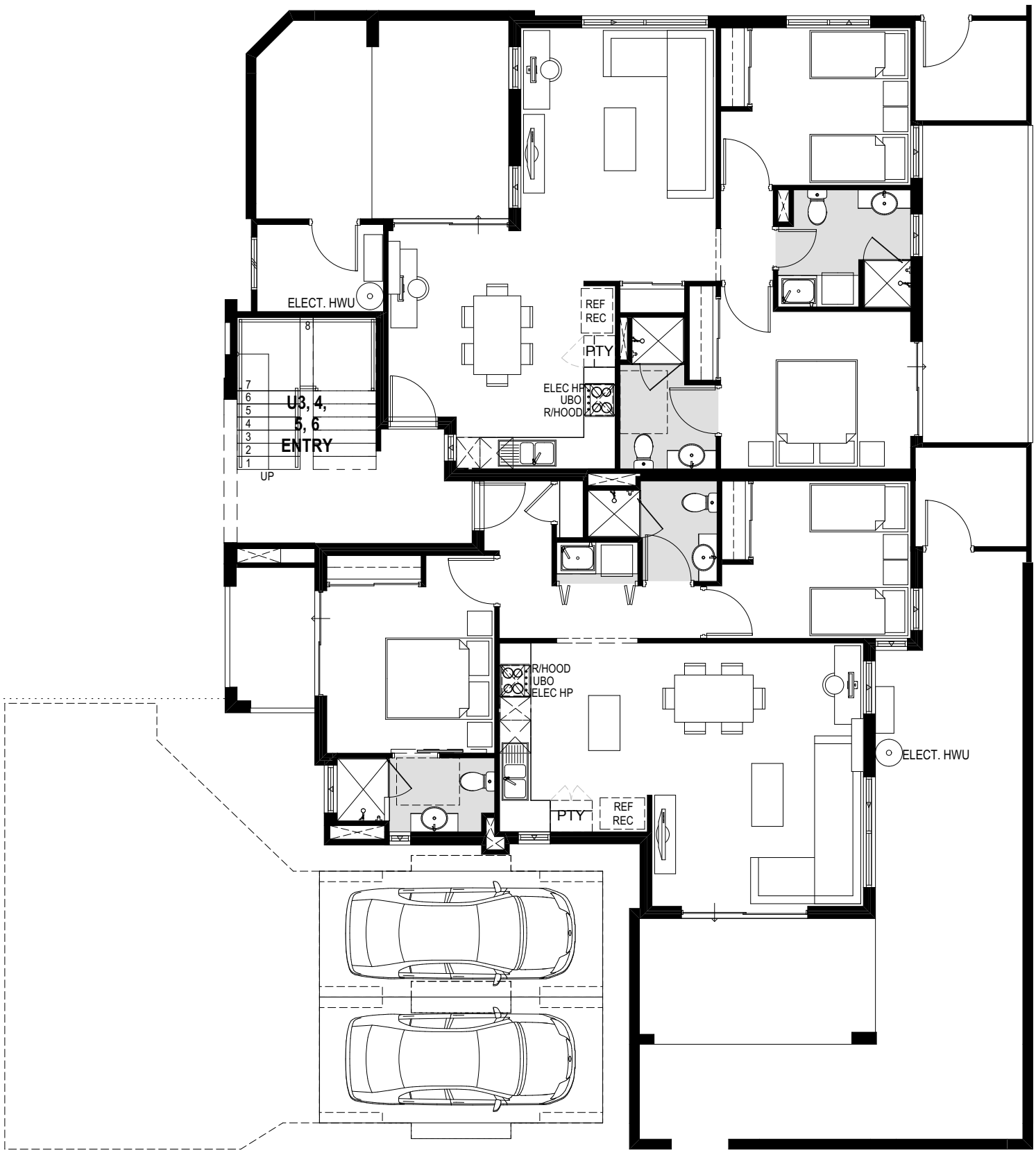

Scale 1:100

0 2 4 6 8

GF FURNITURE PLANS 1:100

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PROPOSED RESIDENCE FOR:

MD 360

PROPERTY ADDRESS:

LOT 7 (HSE # 6) STOCKWELL WAY
KINGSLEY
CITY OF JOONDALUP

MULTI DEVELOP 360

CONSULTANT: _____ / / _____

CLIENT(S): _____ / / _____

_____ / / _____

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SHEET No.	8 OF 13

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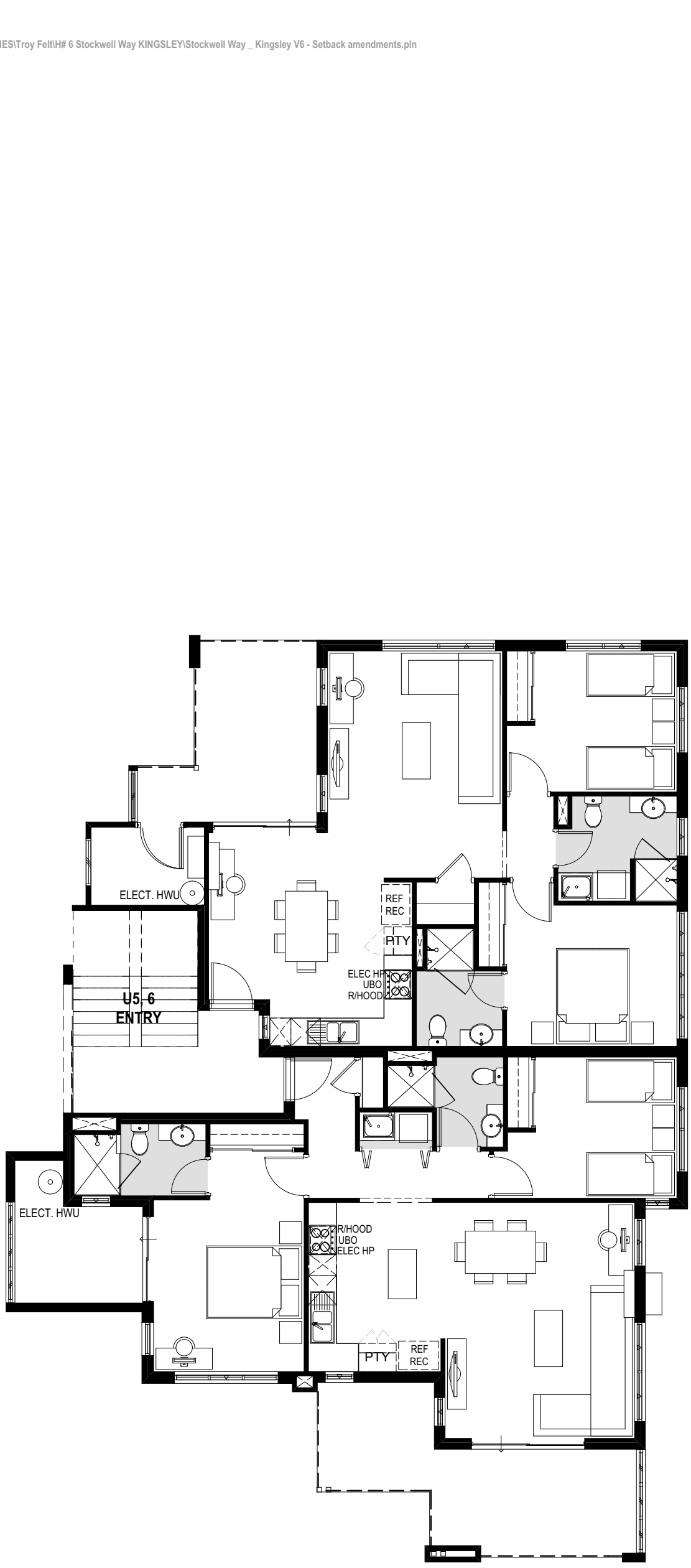

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1st FLOOR FURNITURE PLANS 1:100

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PROPOSED RESIDENCE FOR:

MD 360

PROPERTY ADDRESS:

LOT 7 (HSE # 6) STOCKWELL WAY
KINGSLEY
CITY OF JOONDALUP

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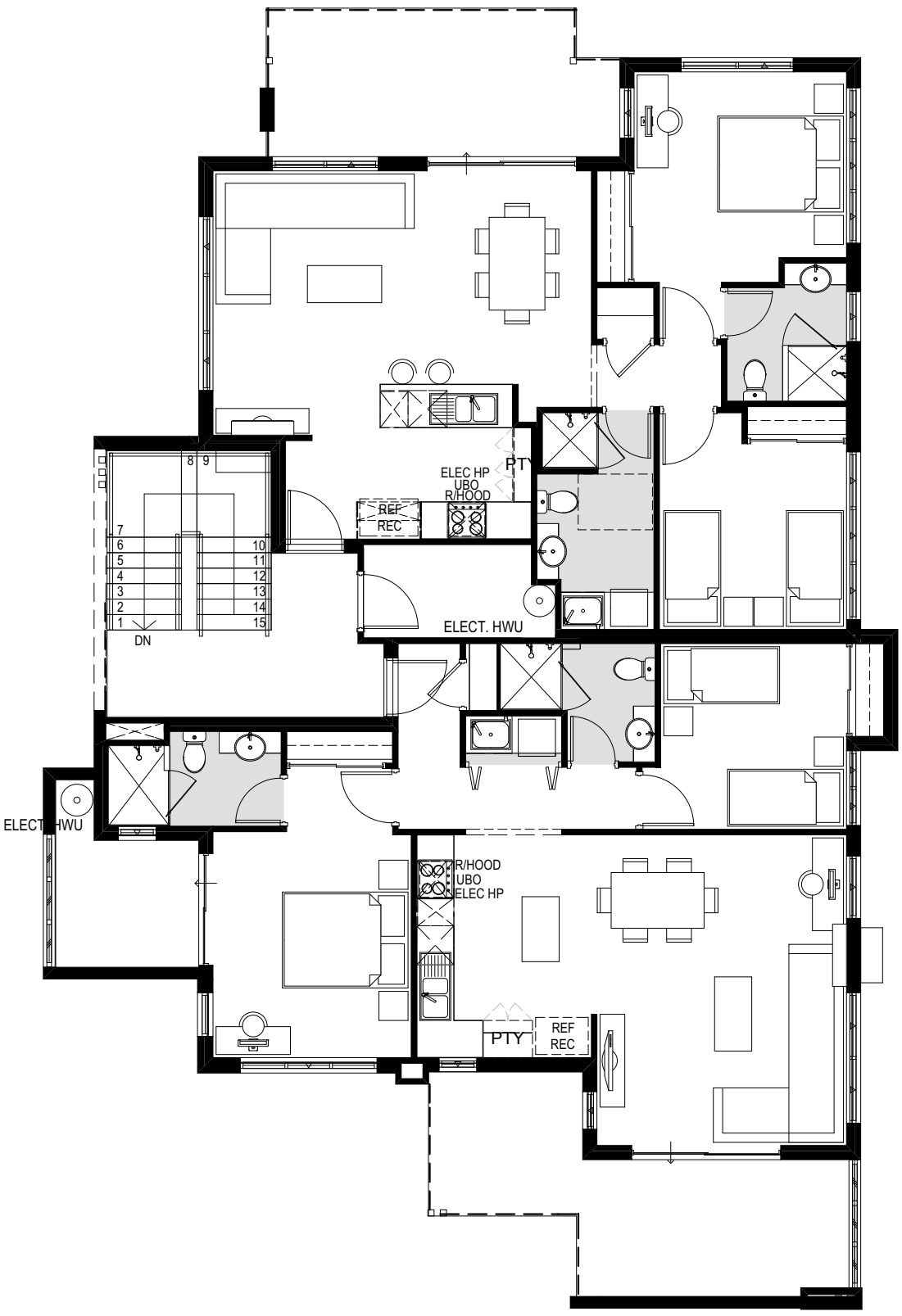

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Top FLOOR FURNITURE PLANS 1:100

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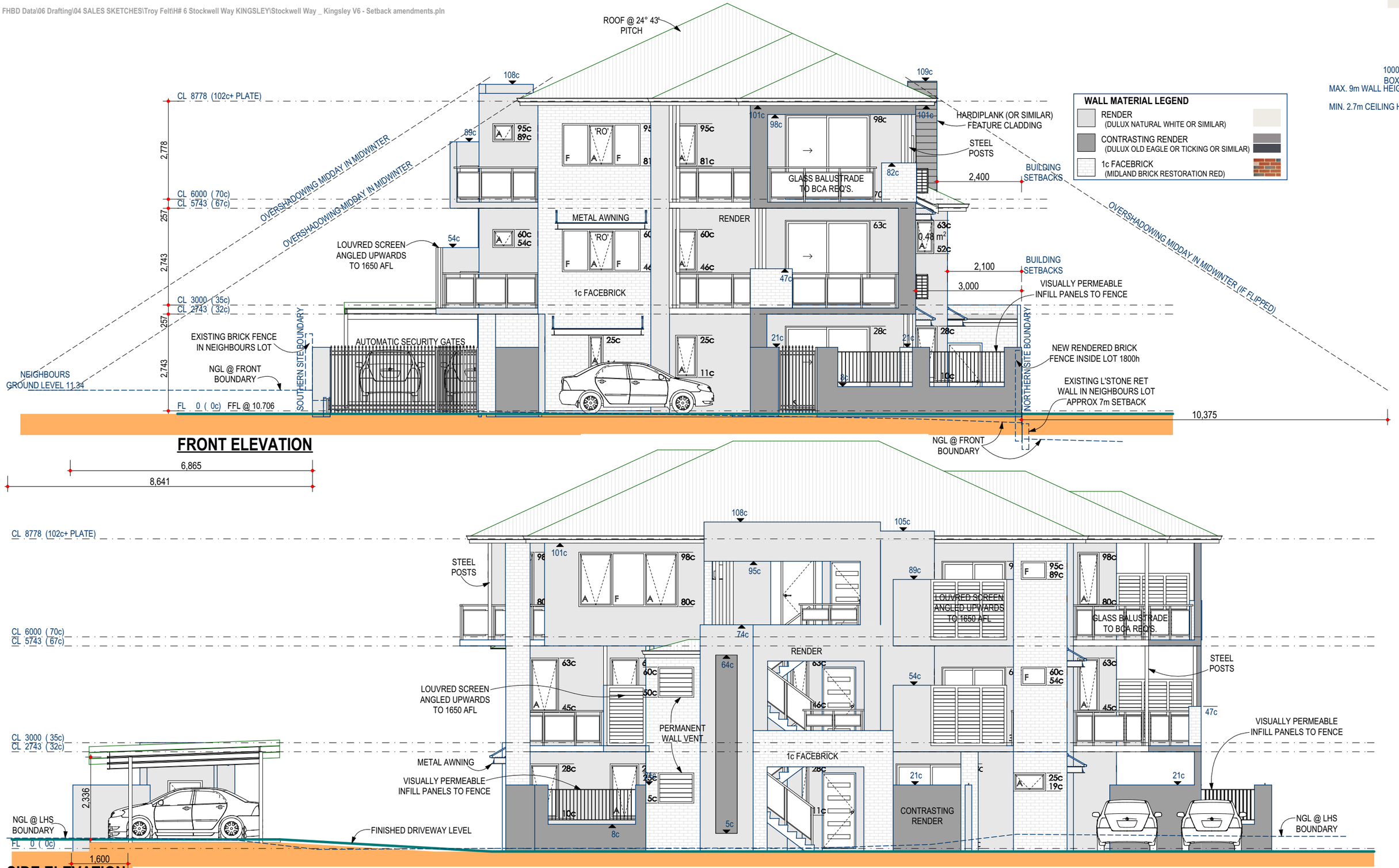

FRONT ELEVATION

6,865
8,641

SIDE ELEVATION

1000mm WI
BOX GUTTI
MAX. 9m WALL HEIGHT LIN
MIN. 2.7m CEILING HEIGHT

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ELEVATIONS

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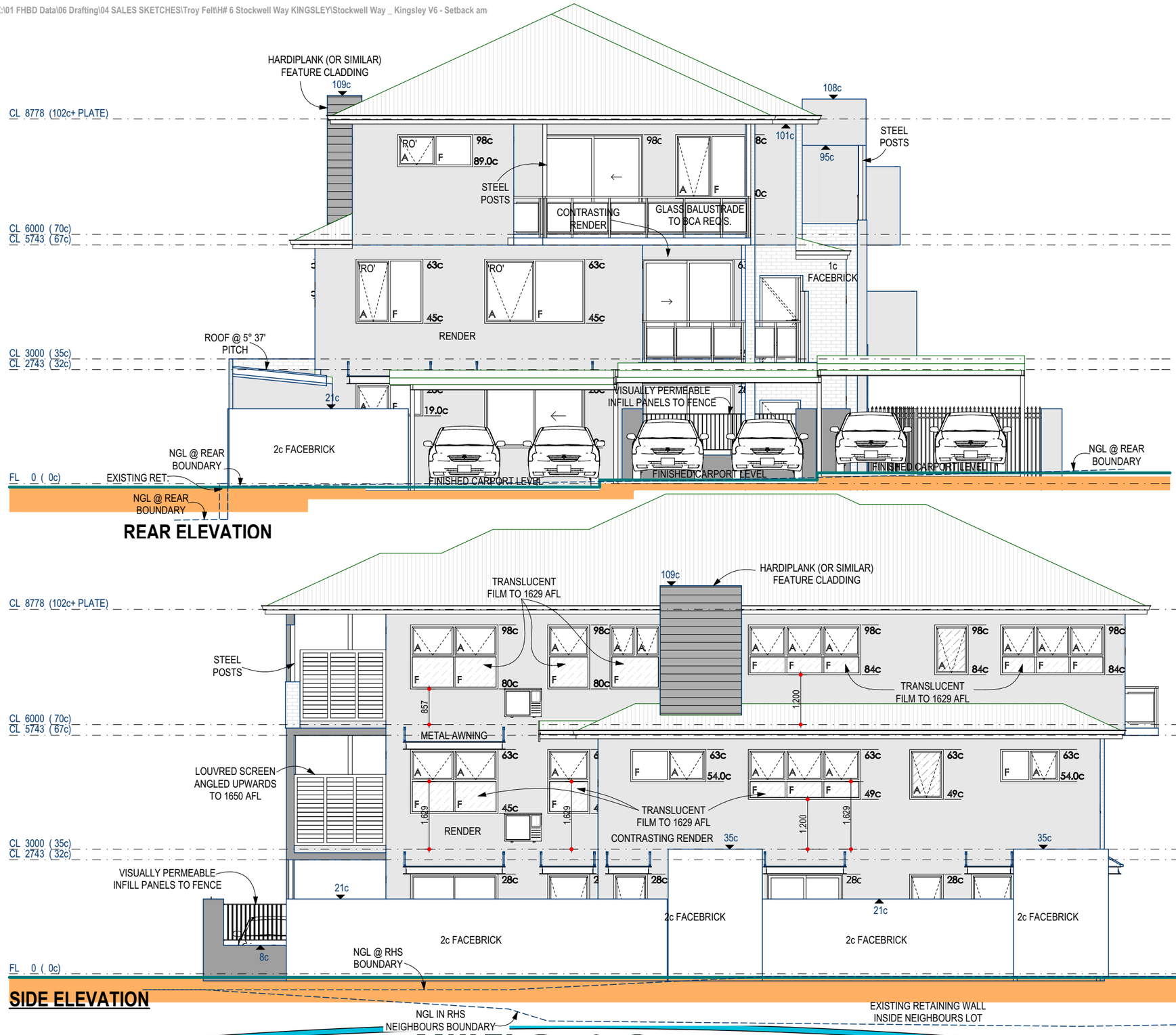

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SHEET No.	12 OF 13

ELEVATIONS

Scale 1:100

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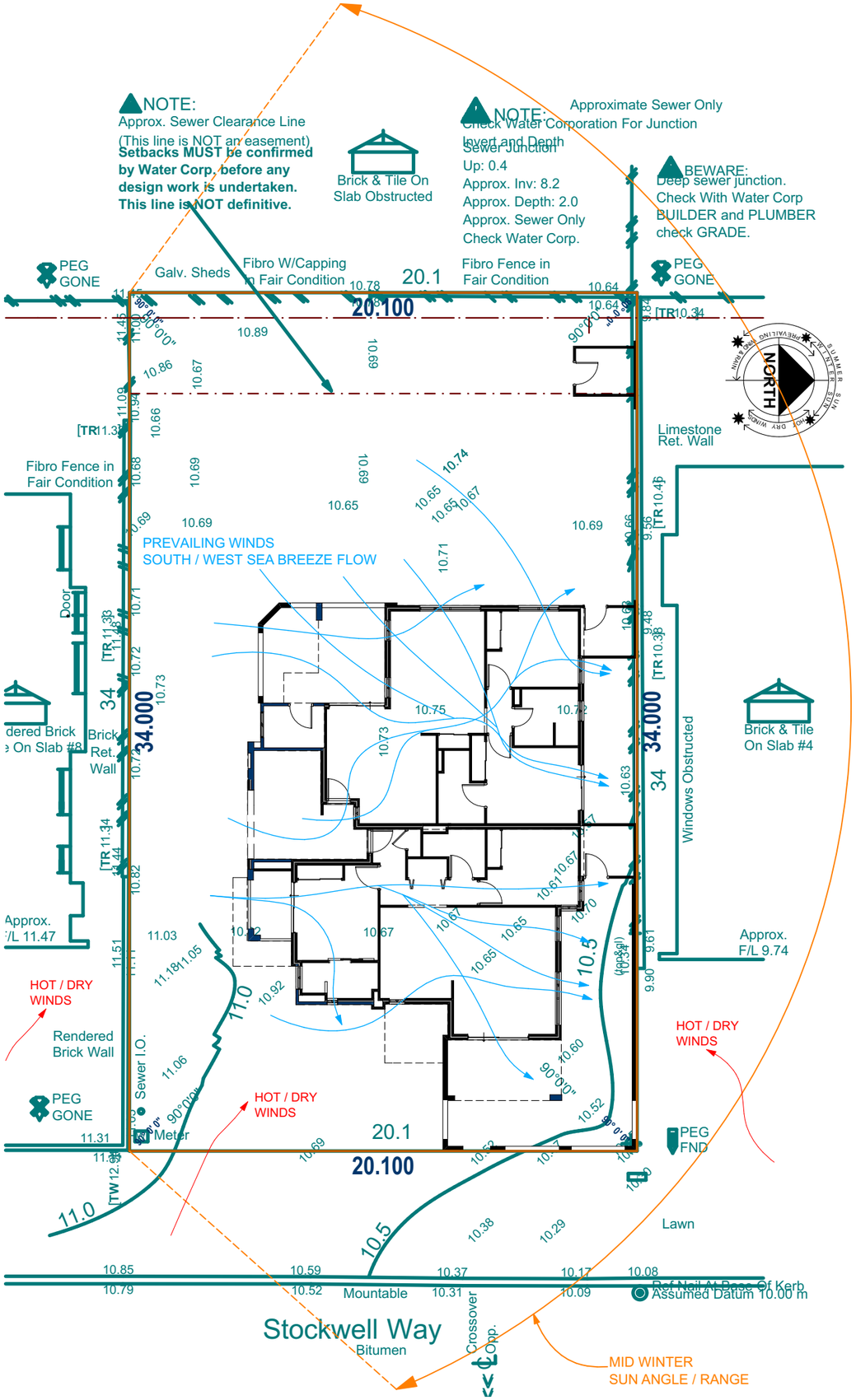
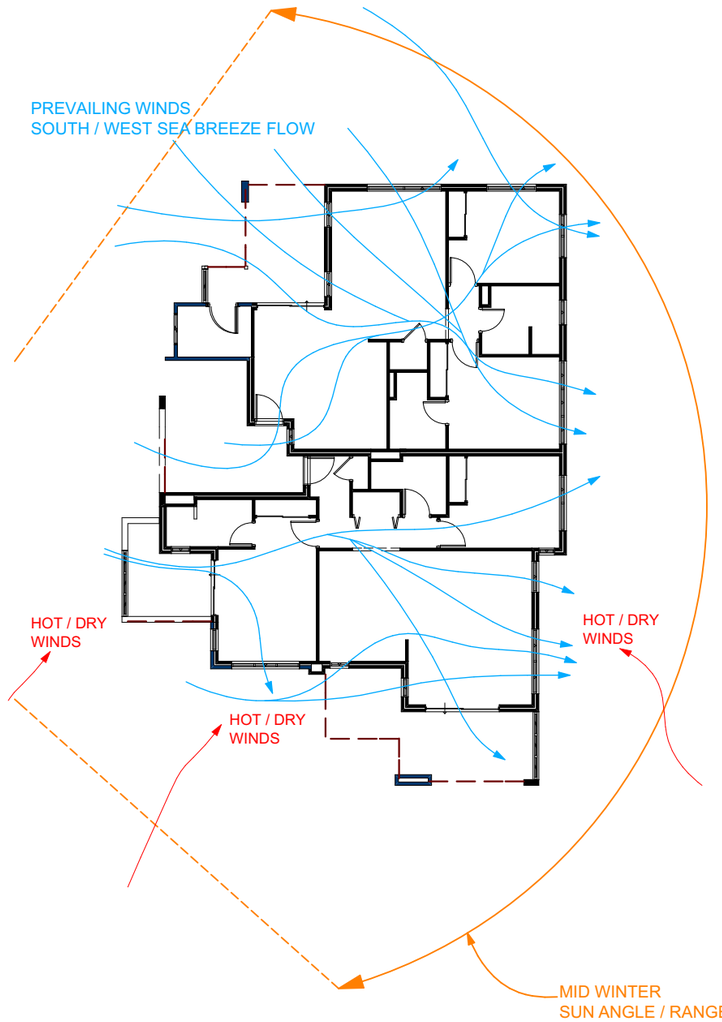
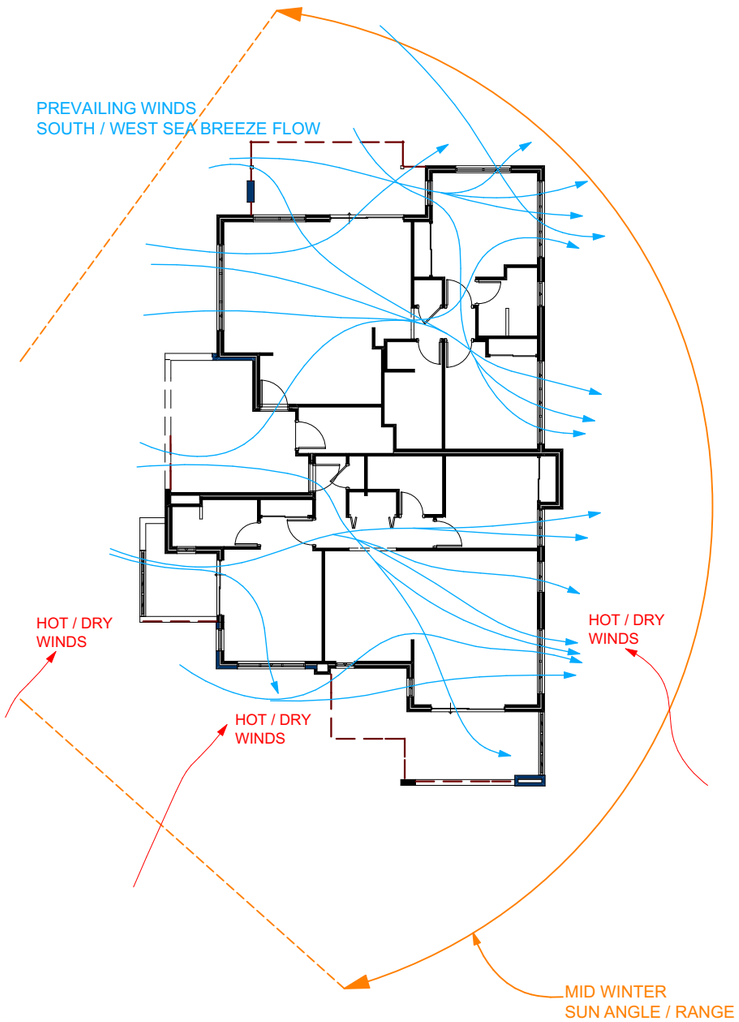


GROUND FLOOR - CROSS VENTILATION



MID - FLOOR - CROSS VENTILATION



TOP - FLOOR - CROSS VENTILATION

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ATTACHMENT 3

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PROPOSED RESIDENCE FOR:

MD 360

PROPERTY ADDRESS:

LOT 7 (HSE # 6) STOCKWELL WAY
KINGSLEY
CITY OF JOONDALUP

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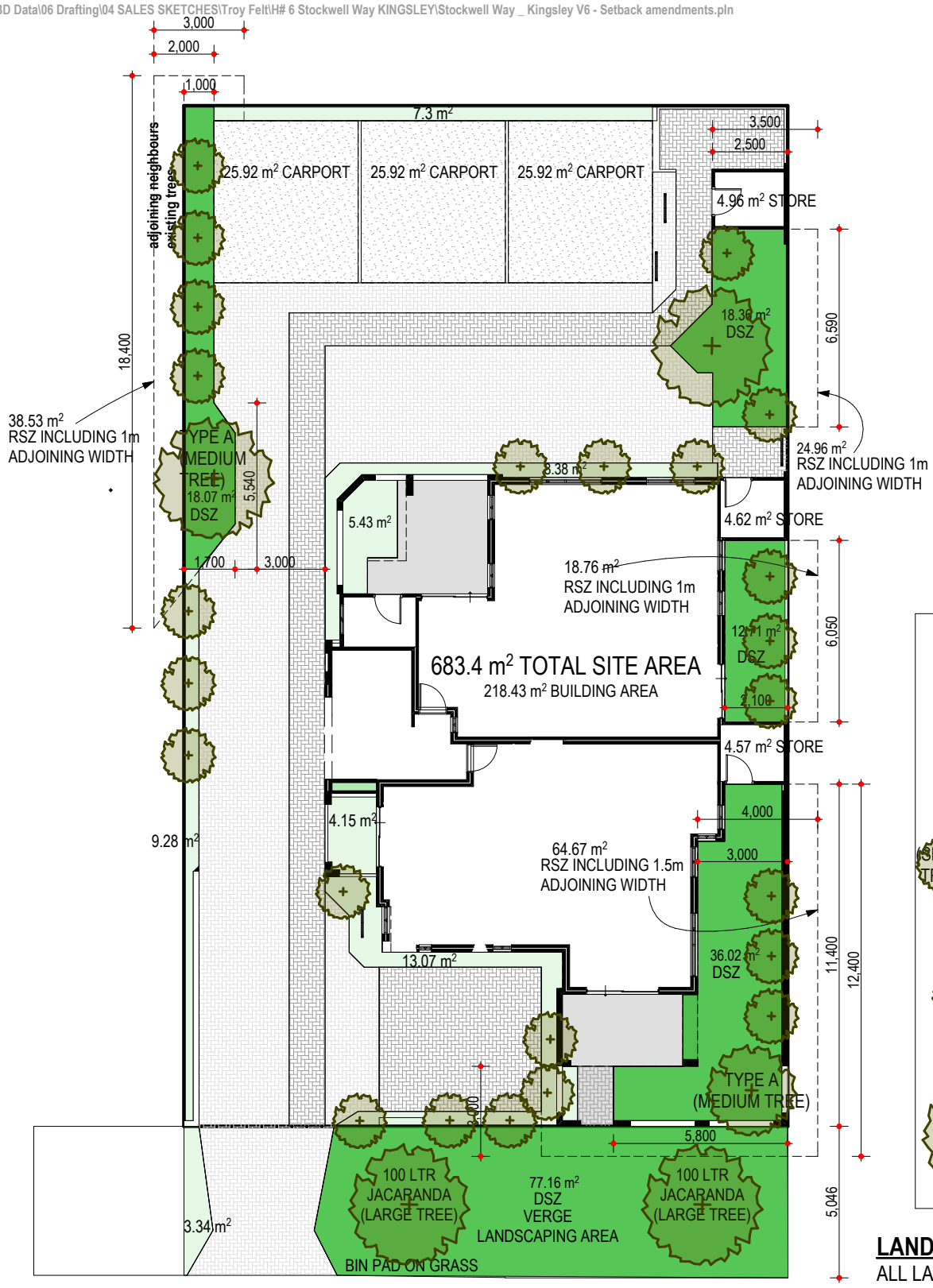
ATTACHMENT 4



DEEP SOIL PLAN

2.25 m² DEEP SOIL ZONE
36.02m² + 12.71m + 18.36m² + 18.07m² = 85.16m²

2.25 m² SOFT LANDSCAPING AREAS
13.07m² + 9.28m² + 5.43m² + 7.3m² + 4.15m² + 8.38m² = 47.61m²

BUILDING AREAS

HARDSTAND / PAVING AREAS

SITE AREA = 683.40m²
BUILDING / ROOF AREAS = 310.03m² (45% site cover)
DEEP SOIL AREAS = 85.16m² (12.46%)
VERGE DEEP SOIL AREA = 77.16m²
TOTAL SOIL AREAS (on site) = 132.77m² (19.42%)
TOTAL SOIL AREAS INCL. VERGE = 197.77m²
** TOTAL DSA INCL. ADJOINING RSZ = 146.92m² (21%)

PRIVATE OLA / BALCONY SPACE OVER MINIMUM SIZE = (125.21m² (18% of site) - 70m²) = 55.21m² ADDITIONAL OLA = (8% OF SITE)

These drawings are subject to change, pending receipt of survey, structural certification, residential design codes, developers covenants & building codes. Final working drawings may vary from these drawings.

LANDSCAPING LEGEND

note: * refers to Native Australian Species

'GREEN' AREAS - MULCH WITH PLANTS SIMILAR TO:
- LIRIOPE - VARIOUS VARIETIES
- DIETIES / *NATIVE IRIS
- * KANGAROO PAWS - 40cmH-1.2mH
- * RHODANTHE PAPER STAR (EVERLASTING DAISY) 25cmH x 40cmW
- * CONOSTYLIS CANDICANS (GREY COTTONHEADS) 30-60cm H&W
- * SCAEVOLA AEMULA BONDI BLUE (FAN FLOWER) 35cmH x 45-60cmW
- * LECHENAULTIA BILOBA 'MULLEWA BLUE' 40cm H&W

(SMALL TREE) IN PUBLIC AREAS / SCREENING TREES - SIMILAR TO:
- MURRAYA PANICULATA (STANDARD) (3m H x 2mW)
- * ACMENA SMITHII BWNFIR FIRESCREEN (LILLY PILLY - STANDARD) (5-6mH x 2mW)
- MAGNOLIA GRANDIFLORA TEDDY BEAR PBR, (water corp water wise suggestion)
- PORT WINE MAGNOLIA (STANDARD) (water corp water wise suggestion)

(TYPE A (MEDIUM TREE)) TYPE A TREES SIMILAR TO:
- FLOWERING ASH TREE, (water corp water wise suggestion)
- CHINESE TALLOW, (water corp water wise suggestion)
- ORNAMENTAL PEAR TREE, (water corp water wise suggestion)
- PRUNUS FRUTICOSA 'GLOBOSA' - DESIGNER CHERRY,
- ACER PLATANOIDES 'GLOBOSUM' - DESIGNER MAPLE
- CREPE MYRTLE - (water corp water wise suggestion)

(LARGE TREE) VERGE TREE OVER 4000mm HIGH: TO SHIRE SPECIES REQ'S.
- JACARANDA TREE, (water corp water wise suggestion)
- FLOWERING OR GOLDEN ASH TREE, (water corp water wise suggestion)
- PLANE TREE, (water corp water wise suggestion)

LANDSCAPING NOTES:

ALL LANDSCAPED AREAS WITHIN THE SITE AND VERGE WILL BE RETICULATED.
RETICULATION LAYOUT DESIGN AND INSTALLATION WILL BE CARRIED OUT BY A SUITABLY QUALIFIED RETICULATION PLUMBER.

AT TIME OF LANDSCAPING INSTALLATION IF NOMINATED SPECIES ARE UNAVAILABLE, A SUBSTITUTION LIST SHALL BE PROVIDED TO SHIRE FOR YOUR APPROVAL PRIOR TO WORKS BEING CARRIED OUT.

'GREEN' AREAS - MULCH WITH PLANTS SIMILAR TO:

Agapanthus:


Liriope:


Dieties / *Native Iris:


*Rhodanthe Paper Star:


*Conostylis Candicans:


*Kangaroo Paws:


*Scaevola Aemula Bondi Blue:


*Lechenaultia Biloba 'Mullewa Blue':


(SMALL TREE)

PORT WINE MAGNOLIA (STANDARDS)

MURRAYA PANICULATA (STANDARDS)

MAGNOLIA GRANDIFLORA TEDDY BEAR PBR

*ACMENA SMITHII BWNFIR FIRESCREEN (LILLY PILLY - STANDARD)

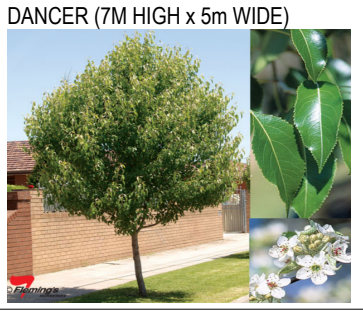
(TYPE A (MEDIUM TREE))

FLOWERING ASH TREE (3-6m TALL)


CHINESE TALLOW (6-8m TALL)


PRUNUS FRUTICOSA 'GLOBOSA' - DESIGNER CHERRY (5M HIGH x 3M WIDE)


ACER PLATANOIDES 'GLOBOSUM' DESIGNER MAPLE (5M HIGH x 4m WIDE)


ORNAMENTAL PEAR - SOUTHWORTH DANCER (7M HIGH x 5m WIDE)


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SPECIAL

MODEL REV A/B/C/D_DATE_??/??/20??_REV BY: TBA

PROPOSED RESIDENCE FOR:

MD 360

PROPERTY ADDRESS:

LOT 7 (HSE # 6) STOCKWELL WAY
KINGSLEY
CITY OF JOONDALUP

MULTI DEVELOP 360

CONSULTANT: _____ / / ___

CLIENT(S): _____ / / ___

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SHEET No.	4 OF 13

Waste Management Plan in new developments

What waste services does the City offer?

The City will provide waste management services as detailed for within the *City of Joondalup Waste Local Law 2017*.

The City may exercise its discretion as to the number and size of bins provided where an individual bin receptacle may not be practicable.

The City is not obligated to pick up commercial waste.

Issues to be addressed in the design phase

Initial Planning	
Have you consulted with the City of Joondalup to confirm what waste management services are offered, or if there are any specific requirements, policies etc. that the development will need to incorporate?	Yes – as per WALGA document
For mixed-use developments, will residential and commercial waste streams be managed separately?	n/a
Waste Generation	
Have you identified the volume of waste that is likely to be generated in the operations of the department? Estimate tables can be found in WALGA Multi Dwelling Waste Management Plan Guidelines.	Yes – as per WALGA document
Design considerations	
Noise – does the development design include better practice measures to minimise noise associated with use of the waste management system?	Yes
Odour – does the development design include better practice measures to minimise odour associated with the use of waste management system?	Yes
Vermin – has the development been designed to minimise the entry of vermin to the waste storage areas?	Yes
Hygiene – has the development been designed to allow the waste storage areas to be kept in good condition?	Yes
Health, Safety and the environment – does the development design include better practice measure to minimise the risk to Health, Safety and the Environment?	Yes
Safety – does the development design include better practice measures to minimise the chance of illegal activities?	n/a
Waste Storage	
Is there sufficient space within the property boundary to store the volume of waste and recycling (and organics) likely to be generated at the development during the period between collections?	Yes
Is future service flexibility incorporated in the design?	No
Have storage areas been designed to accommodate easy access, internal manoeuvring of bins and cleaning?	Yes
Are storage areas conveniently located for residents are caretakers?	Yes
Are storage areas out of sight or well screened from public areas?	Yes
Are storage areas located an appropriate distance from waste sources to reduce potential amenity and OH&S impacts?	Yes

Are storage areas designed to be of a consistent design with the development?	Yes
Waste Collection	
Does the development design include better practice measures to ensure waste presentation points are easy to access by waste contractors?	n/a
Has the route from the bin storage area to the presentation point been designed to minimise occupational health and safety risks to those transferring the bins?	Yes
Education	
Has clear signage been included to provide instructions on how to use the waste management system at the premises?	n/a
Ongoing Management	
Have hand over notes been completed so that a building manager is aware of what waste management systems have been planned in the development?	n/a

Ongoing operation

Ongoing Management	
Has responsibility been assigned (to a building manager or caretaker to:	Will be Strata Manager
• Manage and clean waste storage areas and presentation points?	Strata Manager
• Transport bins to the presentation point?	Strata by-laws - to be done by residents
• Use and manage bins, compactors, balers and other waste equipment?	n/a
• Arrange for the removal of illegal dumped material?	Strata Manager
• Undertake ongoing education of residents/tenants in the correct use of the waste management system?	Strata Manager
• Manage waste collection contract?	n/a
• Evaluate the operation of the waste collection contract?	Strata Manager

Further information

Further information regarding specific details and best practice can be found within the Western Australian Local Government (WALGA) Multiple Dwelling Waste Management Guidelines.

For further information on waste management plans please contact the City on 9400 4352 or via email at info@Joondalup.wa.edu.au

WASTE MANAGEMENT PLAN:

The Strata by-laws shall include:

1) Requirements of residents to ensure bins are taken to the verge for collection and then returned to the bin storage area.
2) How to report any illegal dumping
3) How to report misuse of bins and bin storage area

- Estimated waste generation rates for proposed development as per WALGA guidelines.
  – Yes as per WALGA guidelines – Appendix 1
  Calculations = 6 x 2 bedroom apartments

  General waste Bins = 160L/week per apartment = x 6 = 960L/week
  Recycling Bins = 80L/Fortnight per apartment = x 6 = 480L/fortnight.

  General waste bins = 240L = 960L / 240L = 4 x general waste bins required. 240L bin size = 1080H x 735D x 580W – collected weekly.

  Recycling bins = 360L = 480L / 360L = 2 x recycling bins required (we could place 2 x 240L bins but prefer to provide larger bins to ensure bin storage is adequate for the development. 360L bins size = 1100H x 885D x 600W – collected fortnightly.

- Collection method and management. What type of vehicle, who will ensure bins are placed and returned etc.
  – Strata by-laws will set out requirements for residents to take bins to verge for collection and return to bin store after collection.
  - Collection will be by shire waste collection truck.

- Bin sizes, quantities, waste types and proposed collection frequency
  – as per WALGA guidelines and shire collection frequency
  – sizes and quantities as outlined above.
  General waste = weekly.
  Recycling = fortnightly.

- Storage location including approximate size.
  - Bin store provided to suit required bins plus room for 1 or 2 extra.
  - Bin collection from grass on verge for collection day.

- Site plan/ drawings showing the proposed development that highlight the location of and space allocated to the waste management facilities.
  – Yes – refer plans submitted and amended site plan attached.

- The nominated waste collection point must be attached to the WMP*.
  – Grass on verge as per shire discussion and preference.

- The path of access for both users and collection vehicles must also be highlighted^.
  – Driveway / path within development and crossover / verge.

- A single page summary for tenants and residents to inform them of waste management arrangements.
  – Yes - Strata body by-laws when formed will be requirements that meet this objective.
  Appropriate to have condition on DA approval for this.

- Contact details for the nominated person onsite to ensure collections are monitored and maintained in a satisfactory manner for residents/tenants.
  – Yes - Strata body by-laws when formed

CF Town Planning & Development

17 October 2019

Chief Executive Officer
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Attention: Emily Andrews – Urban Planner

Dear Emily

APPLICATION FOR DEVELOPMENT APPROVAL
PROPOSED SIX (6) MULTIPLE DWELLINGS
LOT 7 (NO.6) STOCKWELL WAY, KINGSLEY
CITY OF JOONDALUP (REF: DA19/0400)

We act on behalf of Simsai Construction Group as their consultant town planners and refer to the City's email correspondence dated 11 October and 15 October 2019 regarding the abovementioned development application wherein it:

i) Requested the preparation and submission of a revised commentary addressing the 'design principles' prescribed in State Planning Policy No.7.0 entitled 'Design of Built Environment';

ii) Advised that the proposed multiple dwelling development on Lot 7 does not meet the 'acceptable outcomes' of the Residential Design Codes Volume 2 (R-Codes) with particular reference to:

   a) Design Element 2.4 – 'Side and rear setbacks'; and

   b) Design Element 3.3 – 'Tree canopy and deep soil areas'.

ii) requested the preparation and submission of amended plans or a detailed statement addressing the relevant 'design guidance' of the R-Codes.

Having regard for the abovementioned matters, amended plans have been prepared in support of the application and lodged with the City on 16 October 2019. In addition, we hereby submit the following information for the City's consideration in determining the application.

BACKGROUND INFORMATION

Th following background information is provided in support of the application for the City's consideration and determination of the application:

1. Lot 7 is located within the north-western extremities of the Kingsley locality approximately 300 metres east of the entry platform of the Whitfords Train Station and approximately 650 metres west of the Woodvale Activity Centre, which contains a variety of shopping, entertainment, medical and employment activities. The land is within walking distance to a number of public open space reserves and a primary school (see Figure 1 -Location Plan).

2. The subject lot is located within 'Housing Opportunity Area 6' (HOA6) entitled 'Whitfords Station to Goollelal Drive', given its close proximity to various amenities, public transport (Whitfords train/bus stations), access to a comprehensive pedestrian/cycle path network along the freeway reserve) and links to the CBD through access to the Mitchell Freeway from the

Planning & Development Consultants
Address: 3/1 Mulgul Road, Malaga WA 6090
Tel: 9249 2158 Mb: 0407384140 Email: carlof@people.net.au
CVF Nominees Pty Ltd ABN: 86 110 067 395

Whitfords Avenue on-ramp. As such, the land has been identified within the HOA6 as having a dual density coding of R20/60.

3. It is contended the proposed development on the subject land is consistent with the City's 'Local Housing Strategy' for the following reasons:

   - It accords with the objectives of the Strategy and will assist with accommodating future housing and population needs of the City of Joondalup and the Perth Metropolitan Area in general;
   - It will foster the re-development of the land to provide for significant improvements to the current levels of passive surveillance of the local streetscape, will add to the diversity of housing stock within the immediate locality, provide a variety of choice for future potential residents in the Kingsley locality;
   - It will assist with supporting 'aged in place' to allow aged residents within the locality to purchase a smaller dwelling (as opposed to a single detached dwelling) within the locality to downsize and remain within the suburb;
   - It will allow for the provision of higher density development abutting a key transportation node; and
   - It will provide an attractive and safe residential environment comprising affordable, modern and high quality housing within a well-established urban area.

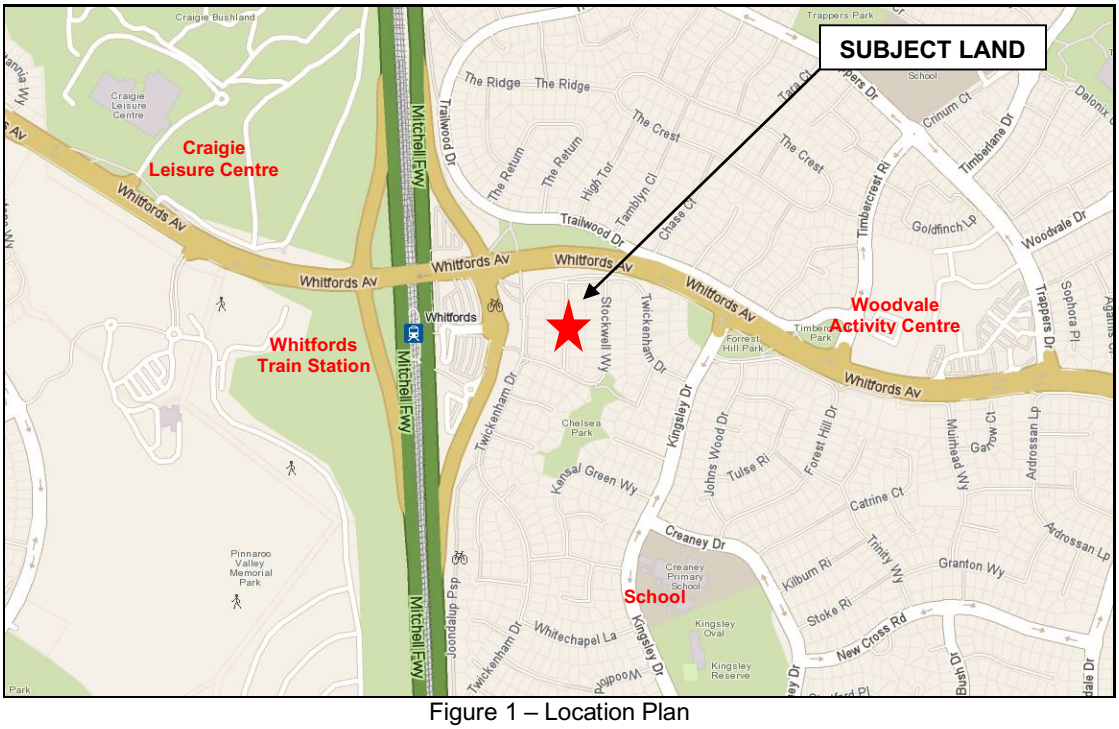

Figure 1 – Location Plan

4. The 'Housing Opportunity Areas' (HOA's) are all currently undergoing a significant change in character and built form that reflects the aims of the HOA's to provide a diversity in housing, allow for affordable housing and to increase densities in close proximity to identified key nodes.

5. This section of Kingsley was historically developed in the early 1980's. At the time, the housing stock included predominantly single dwellings of single and two (2) storey built form, with the existing dwelling on the subject land being reflective of the types of dwellings constructed at the time.

6. A review of the existing and future character of the immediate locality has concluded that there is no defined or heritage character worthy of retention within this part of the Kingsley locality.

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Given this, it is considered reasonable to conclude that the character of the locality and the local streetscapes are not uniform, is varied in terms of the current built form, does not reflect any specific character or form and is currently in a transitional period of re-development in accordance with the objectives of the City's Housing Strategy and 'HOA6' to accommodate a higher density.

7. Since the introduction of the HOA's throughout the City of Joondalup, the City has experienced a number of vast changes with some HOA's progressing/re-developing at a quicker rate that others. This has included a number of multiple dwelling developments being approved throughout the HOA's by both the City and the Joint Development Assessment Panels (JDAP). The form of developments approved have reflected the anticipated development form that would be typically found within areas coded R40 & R60. The approved built forms include two and three (3) storey developments, with varying roof types (i.e. skillion, concealed and pitched). Figures 2 to 6 below illustrate some of the development approvals granted within the HOA's by both the City and the JDAP. When observing these approvals, it is apparent that the built forms have not had due regard for the current aged and low scale built form character currently found within its surrounding and has reflected the future anticipated built form within the HOA. Given this, the same approach can be applied to the proposed development on Lot 7 in regard to the height of the building.

Figure 2 – No.17 Methuen Wy, Duncraig

Figure 3 - Nos.449 to 453 Beach Road, Duncraig (3 storey)

Figure 4 – No.4 Farne Cl, Warwick

Figure 5 - Nos.1 & 3 Chipala Crt, Edgewater

Figure 6 – Recent multiple dwelling development at No.24 Stockwell Way, Kingsley

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8. As previously mentioned, the HOA's are experiencing different rates of activity, with the Kingsley area only commencing its transitional phase now. Figure 7 illustrates the re-development activity that is forecasted for the immediate area surrounding Lot 7. This includes the recent completion of a multiple dwelling development at No.24 Stockwell Way (see Figure 6).

Figure 7 – Redevelopment activity within this part of the Kingsley locality, which highlights the growing change within the area.

9. In light of the above, it is concluded that the character and built form within this part of Kingsley is undergoing a vast change to reflect the aims and objectives of the City's Local Housing Strategy. Given this, it is contended that the proposed demolition of the existing dwelling and the construction of new multiple dwelling development on Lot 7 is unlikely to have a negative impact on the existing character and amenity of the local streetscape or within this section of Kingsley in the future, as development progressively takes place. It is contended that the development will provide a positive contribution to the immediate locality, whilst providing a diversity of housing types within close proximity to the Whitfords Train Station.

RESPONCE TO MATTERS RAISED BY THE CITY (ASSESSMENT)

Point 1: State Planning Policy No.7.0 entitled 'Design of Built Environment'

When viewing the 'streetscape character types' prescribed within the R-Codes ('Suburban Context'), it is concluded that the application in its environment is reflected by 'Medium-Rise' given its location within a residential area with a density coding of R60. Appendix 2 of the R-Codes provides the following details regarding the 'Medium Rise' character:

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"Medium-rise Context: Neighbourhoods with a landscaped residential setting that include a diversity of detached housing, group housing and apartment developments up to 3-4 storeys. The neighbourhood has good walkability to public transport, local services and quality open space, and may be located adjacent to higher density land uses or an urban corridor.

Character: Streetscapes have a landscaped character and built form patterns are defined by overall scale of the streetscape rather than individual building height or style. New development should reflect the prevailing patterns of side setbacks and respond to the existing or planned scale and materiality of the area. Development should include on-site landscaping to enhance streetscape and provide amenity for residents and neighbours."

The following table provides a revised response to the 'design principles' outlined with the Western Australian Planning Commission's State Planning Policy No.7.0 for the City consideration:

Table 1 – Design Principles

Design Principle	Response
Context and character *"Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place."*	• A review of the immediate locality has identified that there is no distinct character or heritage value within the area. The current residential built form was constructed in the early 1980's and comprises a selection of single and two (2) storey dwellings. This older character has and will significantly change over the years, as new (more modern) developments comprising both multiple and grouped dwellings have been constructed. • This part of Kingsley and Woodvale areas contain an eclectic mix of dwelling types and built form that has evolved as a result of the introduction of the 'Housing Opportunity Area' within close proximity to the Whitfords Train Station. • The new development reflects the objective of the 'Housing Opportunity Area' and other recent multiple dwelling developments that have either been approved or constructed within the HOA's. This includes a new multiple dwelling development along Stockwell Way. The development will provide distinguishable architectural features and high level of passive surveillance of the public realm. • The new development will provide distinguishable architectural features and high level of passive surveillance of the public realm. • Overall, the proposed multiple dwelling design reflects upon both the anticipated R60 higher density built fabric encouraged by the City's 'Housing Opportunity Area' and the streetscape character types for 'Medium Rise – Suburban Context' prescribed within the R-Codes. This includes the vision that the streetscape character will contain three (3) storey developments. • It is significant to note that three (3) storey buildings are permitted within the R60 coded areas. The City is aware of a number of approved and current applications within the system including three (3) storey developments.
Landscape quality *"Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context."*	• The landscaping to be provided within primary street setback area and will assist with softening the appearance of the development and assist with on-site drainage. • The extent of landscaping along the side boundaries and throughout the development will provide a buffer between the proposed development and the adjoining properties. This includes the provision of a small communal open space area to service the residents of the development and allow for deep soil zones.

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	• A variety of vegetation is proposed, ranging from shrubs to trees and sufficient space is allowed for trees to grow to a sufficient size to provide canopy cover of the site for the benefit to the local community. • The landscaping will provide adequate deep soil zone to accommodate substantial tree growth, therefore allowing for adequate shading and the creation of a comfortable environment.
Built Form and scale *"Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area."*	• The proposed development features good massing as the façade is broken up by multiple elements and articulation, including varied front setbacks, indentations along the front façade, use of varying materials and the inclusion of open balconies along the front façade. Given these key elements, it is contended that the future development on the land will contribute to the desired built character of the streetscape. • In addition to the above point, the development will comprise outdoor living areas for the ground floor dwellings that comprise an outlook to the street. This will provide some activation of the development at street level and provide an active frontage. This will include the provision of major openings to habitable rooms and balconies that will assist with improved passive surveillance of the street, along with promoting community interaction. • The upper floor of the development (third storey) has been provided with a large setback, resulting in the dwelling 'fading away' from the northern side boundary to reduce the bulk and scale of the development when viewed from the adjoining property. This will also allow for adequate separation for any future development on the adjoining lot. • The proposed development will be of three (3) storey nature to reflect a common and perceived built form adjacent or within close proximity to a key transport node (common type development along the railway lines within the Perth metropolitan area). • The proposed development will be constructed of high quality materials and finishes that will provide an improved appearance when viewed from the streets. • The development will include the concealment of the car parking area behind the front setback area and screened from view from the public realm (with the exception of the visitor bays)
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."*	• The design of the dwellings within the development are considered to be functional, with the internal living area for each dwelling being designed to be utilised in conjunction with the external living areas. • A landscaping strip will be provided along the property boundaries to provide a buffer between the adjoining properties and the proposed building on the subject land for improved privacy for the occupants of the development. This includes sufficient setbacks from the side and rear boundaries. • The development will comprise a central entry point for the future occupants and visitors to the development • Each dwelling has been provided with sufficient storage, on-site car parking and an outdoor living area of sufficient dimension and width. • The development (ground floor dwellings) will also be accessible from the outside by those experiencing disabilities or the aged, thereby contributing to housing stock with flexibility and long term functionality.

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Sustainability *"Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes."*	• The proposed development has been designed to have due regard for passive environmental design measures (despite the limitations on the lot orientation) by providing adequate shading through landscaping and covered structures (i.e. covered outdoor living areas). The design will also allow for natural ventilation. • All dwellings have been provided with sufficient openings to allow for natural lighting and ventilation of the habitable spaces within each dwelling. • Adequate landscaping will be provided to accord with water-sensitive design, provide natural shading during the summer months and provide adequate greenery to benefit the development. This include the installation of mature trees around the development to provide shading and reduce the 'heat island effect'. • The proposed development will assist with the provision of a diversity of housing stock within the Kingsley locality, within close proximity to a key transport node within the northern suburbs, in close proximity to public open space reserves, schools and a wide range of services and facilities. The close proximity to the train station will assist with reducing motor vehicle dependency.
Amenity *"Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive."*	• Each dwelling features a living area which can be used in conjunction with the external living area. This creates a usable internal and external area that is functional and will accommodate the needs of the future occupants of the development, which provides sufficient area to entertain visitors to each dwelling. • Outdoor living areas are considered to be well designed, particularly as a number of dwellings (fronting the street) encourages the enjoyment of views, promote passive surveillance of the street and allows for effective connectivity with the public realm. • A buffer/setback area (comprising landscaping) has been designed around the perimeter of the development to provide a green space and buffer with the adjoining properties and to limit any potential impact associated with bulk, scale, visual privacy, noise etc. • Adequate storage is also provided for each dwelling, along with a bin storage area located in a position to minimise any impact on the future occupants of the development and allow for easy access.
Legibility *"Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around."*	• The proposed multiple dwelling development is legible in that it provides a distinctive façade and conceals the on-site resident car parking area from the public realm. • The entry into the development is central and provides easy access, with the entry for Unit 1 being directly from the street. access for visitors to the development and to individual dwellings. • The development has been designed to establish clearly definable areas for residents and visitors. This includes a clear entry point and a conceal parking area for residents. • All dwellings will comprise a covered entry point (front door) that will provide protection from the elements. It should be noted that all entry points to the dwellings will be through the foyer area and central stair case.
Safety *"Good design optimises safety and security, minimising the risk*	• The proposal provides multiple major openings for various dwellings facing the street and vehicle/pedestrian entrances to the building.

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of personal harm and supporting safe behaviour and use."	• The resident car parking area and associated facilitated such as the stores, bin storage and private bicycle parking are all located to the rear of the site within the communal area to avoid enticing criminal activity and intrusion. • The inclusion of major openings and balconies overlooking the adjoining Stockwell Way road reserve, provides for improved passive surveillance of the public realm. • The develoment has been designed to allow for all vehicles to entry the street in a forward gear. The vehicle access point comprises adeqaute visual sighlines to provided a safe pedstrian envionment.
Community *"Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction."*	• The proposed development provides a number of outdoor living areas and main habitable areas which address the streetscape. • The smaller dwelling size (as opposed to a single detached dwelling) will provide an opportunity for aged residents within the locality to downsize and remain within the suburb with easy access to public open space and a high frequency public transport network. • The diversity of dwellings will provide an opportunity for first homebuyers to locate within the Kingsley locality and foster new families to integrate within the community. • The development allows for community of affordable housing to be officered to the community.
Aesthetics *"Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses."*	• Aesthetics of the proposed street facing facades is highly demonstrated by the use of a variety of materials and renders, varied setbacks, balconies and major openings of varying sizes. • The proposed façade to Stockwell Way provides visual interest and is an active frontage that provides a connection between the public realm and the private realm within the residential complex. This includes staggering the front setback of the development to reduce the overall impact on the street in terms of bulk and scale. • The design of the proposed development incorporates sufficient and safe pedestrian movement, whilst allowing for ease of access to various on-site facilities such as bin storage areas, storerooms and car parking. • The proposed development has been designed to include a variable front setback, along with active spaces (i.e. balconies), which will provide an attractive and articulated front façade. The impressive façade design will appeal to all passers-by and engage interest from the public realm.

Point 2: R-Code Design Element 2.4 – 'Side and rear setbacks'

As identified by the City, the setback of the proposed development on Lot 7 from the northern side boundary does not meet the 'acceptable outcomes' of Design Element 2.4 of the R-Codes. As such, the following table provides justification in support of the variation being sought in this instance:

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Table 2 – Justification Submission

R-CODE DESIGN ELEMENT	PROPOSED VARIATION TO 'ACCEPTABLE OUTCOMES'	PLANNING/DESIGN GUIDANCE JUSTIFICATION
R-Code Element 2.4 – 'Side and rear setbacks'	The application proposes the following variations from the northern side boundary: i) The ground floor will comprise a minimum setback of between nil and 2.1 metres in lieu of a minimum setback of 3 metres; ii) The ground floor will comprise an average side setback of 1.95 metres in lieu of an average setback of 3.5 metres; iii) The first floor will comprise a minimum setback of 2.1 metres with an average setback of 2.56 metres in lieu of a minimum setback of 3 metres and an average setback of 3.5 metres; and iv) The second floor will comprise a minimum setback of 2.4 metres with an average of 3.12 metres in lieu of a minimum setback of 3 metres and an average of 3.5 metre.	1. It should be noted that the 'Primary Control' of the R-Codes permits the construction of boundary walls for two thirds of the boundary length for the ground floor level. Whilst it is recognized that the adjoining property is currently developed at the R20 density, this permissible length would be reduced to one third (or 9.3 metres). The proposed development complies with this 'Primary Control'. 2. In addition to the above point, it could be argued that the permissibility of parapet walls along the ground level would result in these walls not being included as part of the average setback calculations. Given this conclusion, the ground floor average side setback for the proposed development from the northern side boundary will in fact be in the order of 2.55 metres and not the 1.95 metres identified by the City (a variation of 950mm). 3. The proposed development has been tested against the building height provisions of 'Primary Control' of the R-Codes. Following the test, it is identified that the proposed development complies with the building height standards prescribed for the R60 coding. Furthermore, the development reflects the character outlined in the R-Codes for 'Medium Rise – Suburban Context'. This includes the vision that the streetscape character within these areas will include three (3) storey developments. 4. The variation to the average setback to the north side boundary for the second floor (i.e. 380mm) is considered to be minor and will not have detrimental impact on the local streetscape or the adjoining properties in terms of bulk and scale. It should be noted that a bulk of the second floor comprises a compliant 3 metre setback, with only a minor portion intruding into the side setback area in order to provide some element of articulation to the building. 5. In addition to the above point, the second floor of the development has been setback away from the building line of the first floor to provide a 'fading appearance' when viewed from the adjoining northern property. It is contended that this staggering of the second floor will result in that level not being visible from the adjoining northern property when looking up from the setback area of that dwelling. Given this, the development will appear as if it is a two (2) storey development. 6. When considering the variation to the side setback from the ground and first floor, it should be recognized that a single or grouped dwelling development on the land (as assessed under Volume 1 of the R-Codes) would allow for a setback as little as 1 metre for the ground floor and 1.2 metres for the upper floor. The proposed

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		development allows for 2.1 and 3 metre setbacks from the northern side boundary. Given this, it is concluded that the proposed setback for this development is greater than the minimum setback allowed for a new development assessed under Volume 1 of the R-Codes (therefore the overall impact on the adjoining property for this development is less than a grouped or single dwelling development). This also highlights the discrepancy between the setback provision prescribed within Volumes 1 & 2 of the R-Codes. 7. In addition to the above point, the greater setbacks being provided for the development (over and above what could be allowed under Volume 1) provides adequate separation from the adjoining northern property and reduces the overall impact on the adjoining property in terms of bulk and scale. 8. The proposed development meets the overshadowing requirements of the R-Codes and will not detrimentally impact access to light and ventilation for the existing dwellings on the adjoining properties. It is significant to noted that the proposed development will not cast a shadow over the adjoining northern property at 12 noon on 21 June (winter solstice). Given this, the development will not adversely impact access to natural light for the existing dwelling on the adjoining property. 9. The proposed development complies with the visual privacy provisions of the R-Codes, whilst providing for improved passive surveillance of the street. 10. It is contended that the proposed reduced setbacks from the northern side boundary is a better outcome than a development that is built up to two thirds of the boundary (i.e. 'parapet wall/s'). 11. The side setback area will comprise the planting of vegetation to soften the development when viewed from the adjoining property and provide a buffer between the two properties. 12. The proposed development has been designed to incorporate varying setbacks for the upper floors from the northern side boundary to provide articulation and visual interest when viewed from the adjoining property. 13. Notwithstanding the above point, it would be anticipated (given the R60 coding of the area) that the adjoining northern property will be re-developed in the future to accommodate a similar type development to that proposed on Lot 7 in the future. 14. It is significant to note that the City has approved three (3) storey single dwellings in areas comprising single and two (2) storey dwellings. This includes a recent approval granted by the City for a three (3) storey dwelling at No.19 Northwood Way, Kallaroo, which was surrounded by single and two (2) storey built forms). Given this, it can be concluded that the City has discretion and has seen merit in approving three (3) storey built forms within older residential areas where the new building does not reflect the current built form character of the area.

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		15. It should be recognized that Volume 2 ('Design WA') is a performance based document and does not strictly impose 'deemed to comply requirements' similar to Volume 1. Given this, the City has the discretion to considered varying setbacks design layouts based on merit. In this instance this application has demonstrated that the proposed development has merit and does not adversely impact the adjoining properties and its surroundings in terms of bulk, scale, appearance, functionality and access to light/ventilation to adjoining properties. Having regard for the above it is contended that the setback variation to the northern side boundary for the proposed new multiple dwelling development on Lot 7 satisfies the 'design guidance' of Design Element 2.4 of the R-Codes, will not have an adverse impact on the local streetscape or the adjoining properties and may therefore be supported.

It should be noted that the amended plans demonstrate that the proposed development addresses the Element Objectives of Design Element 2.4 in that:

- The front setback of the development is staggered and provides articulation, allows for landscaping and will reflect the future anticipated built form within the area;
- The side setbacks of the building are articulated/varying in order to provide adequate separation between the proposed development and the adjoining properties;
- The proposed boundary setbacks are consistent, if not greater, that the allowable setback for development under Volume 1 of the R-Codes (i.e. single or grouped dwellings). Given this, the setbacks reflect those setbacks of existing dwellings within the area;
- The side setback provided for the development allows for the planting of trees and the provision of deep soil areas that reinforces the landscape character of the area and support tree canopy growth;
- The side setbacks are adequate to address stormwater disposal on-site; and
- The setback provided for the development provide for a transition between sites.

Point 3: R-Code Design Element 3.3 – 'Tree canopy and deep soil areas'

Amended plans have been prepared (see copies attached herewith) illustrating the landscaping areas, deep soils zones, provision of the required trees and an increase to the root soil zones for the development in accordance with the 'acceptable outcomes' of Design Element 3.3 of the R-Codes.

It should be noted that the amended plans demonstrate that the proposed development addresses the Element Objectives of Design Element 3.3 in that:

- The site does not comprise any existing mature trees that are healthy or worthy of retention;
- The development will not impede or obstruct any existing mature trees on the adjoining properties;
- Adequate measures have been taken to improve tree canopy in the long term and will certainly provide greater tree canopy coverage over the land than what currently exists (his application is a far better planning outcome in terms of canopy coverage and landscaping); and

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- The development provides for sufficient deep soil areas, growth zones to support healthy plant and tree growth.

JUSTIFICATION FOR APPLICATION

Having regard for all of the above, it is contended the proposed new multiple dwelling development on Lot 7 (No.6) Stockwell Way, Kingsley is suitable and capable of being approved by the City for the following reasons:

- It is consistent with the general objectives of the land's current 'Urban' zoning classification under the Metropolitan Region Scheme.
- The City have the discretion to approve the use on land classified 'Residential' zone under the City's Local Planning Scheme No.3 for multiple dwelling purposes.
- The subject land is ideally located in terms of its proximity to the Whitfords train/bus station (i.e. major public transport infrastructure).
- The land enjoys good access to the local and regional road networks and is served by a comprehensive range of essential service infrastructure.
- The proposed development will assist with the provision of housing variety within the Kingsley locality in close proximity to public transport, public open space and a wide range of services and facilities. The proposal will also foster 'age in place' by providing dwelling sizes to accommodate older aged members within the community to downsize (i.e. ground floor dwellings).
- The proposed development accords with the 'design principles' outlines by the Western Australian Planning Commission State Planning Policy 7.0 entitled 'Design of Built Form Environment'.
- The proposed development will provide opportunity for the development of an attractive and safe residential environment comprising affordable, modern and high quality housing within a well-established urban area.
- The proposed development is unlikely to compromise the existing character, amenity or compatibility of land usage in the immediate locality and reflect the future anticipated built form within an area coded R60 and within the suburban context as prescribed by 'Design WA' regarding 'streetscape character types'.
- The proposed development is consistent with the objectives of the City of Joondalup's 'Local Housing Strategy'.
- The proposed development of the land of 'multiple dwelling' purposes is consistent with the aims and objectives of '*Directions 2031*' and '*Perth & Peel @ 3.5 Million'* and will make a beneficial contribution to the future development and sustainable growth of the Perth Metropolitan Region generally.
- The proposed development will add to the diversity of housing stock and provide a variety of choice for future potential residents in the Kingsley locality and will help to accommodate the increased demand for housing within a well-developed residential area.
- The proposal will assist with the City of Joondalup meeting the target set by the State Government for the delivery of additional housing within the existing metropolitan area, which the City of Joondalup has failed to achieve.
- The proposed development will assist with providing additional housing in close proximately to the Whitfords Train Station in accordance with the State Governments direction to increase public transportation patronage.

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CONCLUSION

The Kingsley locality and all Housing Opportunity Areas within the City of Joondalup are currently experiencing a transitional phase, wherein the older low density housing stock is being replaced by new higher density developments to reflect the R40 and R60 density coding of the area and to provide for additional housing in close proximity to key nodes and infrastructure.

The proposed development accords with the City of Joondalup's 'Local Housing Strategy', will provide much needed housing in close proximity to the Whitfords Train Station and will assist with enhancing the local streetscape and the immediate locality. The proposed development has been designed to have due regard for the existing built form and character within the immediate locality whilst achieving the objectives of the City's Local Housing Strategy by providing much needed housing within a well service and established area.

In light of the amended plans prepared in support of the application, the above information and justifications, we respectfully request the City's favorable consideration and conditional approval of the application to construct six (6) new multiple dwellings on Lot 7 (No.6) Stockwell Way, Kingsley in accordance with the plans prepared in support of this application.

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

Yours faithfully,

Carlo Famiano
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11 June 2019

City of Joondalup Planning Department
90 Boas Avenue
JOONDALUP WA 6027

SIMSAI CONSTRUCTION GROUP – Lot 7 (HSE #6) Stockwell Way, Kingsley

SSP 7.0 FURTHER INFORMATION REQUEST FOR DA

SPP 7.0 Overview:

1) The State Planning Policy 7.0 (**SPP 7.0**) Design of the Built Environment " establishes 10 design principles that underpin the Policy Objectives and Element Objectives in parts 3 & 4 of SPP 7.3. These 10 design principles provide a consistent framework to define the desired design quality outcomes from the planning and design of built environment projects across the state.

The purpose of the design principles is to establish a definition of 'good design'.

Part 1 – Context & character

The immediate area surrounding the proposed development is currently transforming from a traditional residential area of single storey homes on large blocks to an area of high density and multi-unit apartment living. This is as a result of the re-zoning of the land from R20 to R60 to meet future housing targets.

The identity of the area surrounding the site is under significant transformation and the proposed development is therefore aligned more with the intended future character of the area while incorporating a traditional hip and valley roof construction to enhance the residential response of the area both in the transition and future character.

Part 2 – Landscape quality

The site is currently poorly landscaped and has no significant landscaping to retain.
The proposed development proposes 40 screening trees (approx. 3-4m high at maturity) with under-planting to internal and external boundaries creating a pleasant leafy place to live and be. Additionally 2 feature trees are proposed within the site as well as 2 significant trees on the verge. All plants proposed require minimal maintenance once established (outside of normal fertilising, watering, pruning and bug sprays). Paved areas are kept to an absolute minimum and landscaping areas maximised to every space possible that isn't needed for services / infrastructure etc. (refer page 3 and 4 of DA drawing set).

Part 3 – Built form & scale

The proposed development is aligned with the intended future character and scale of the area. The area is currently undergoing an intense renewal at its new R60 zoning and the existing character and scale is quickly being replaced by multi-unit developments.
The street front area of the proposed development is narrow and has greater setbacks to the neighbours. As the building progresses away from the street, the building gets wider and closer

to the neighbouring boundaries. This allows the building to 'gradually' unfold and present itself to the street without being bold, dominant and imposing on both the street and neighbours. The proposed development has been designed to respect the neighbours privacy to their existing OLA's as well as overlooking from our development. Northern solar orientation for neighbours has also been respected in the proposed development.

Part 4 – Functionality & build quality

The building uses durable materials and finishes throughout the building with services being located with ease of access for maintenance or upgrades as required over time. The development as a whole is well connected and suitable for all levels of accessibility with flat, wide & level paths of travel, parking, store rooms and bin stores as well as street connectivity. All apartments are designed with 'Liveable Homes' principles of hobless showers, semi recessed vanity basins, flush threshold doors and wider doorways and passageways.

The proposed development is designed to meet the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefits over the full life-cycle.

Part 5 – Sustainability

The proposed development has utilised natural topography with minimal changes to the natural ground levels. A significant amount of landscaping areas are proposed with appropriate plants and under-planting which once established are relatively maintenance free and will thrive on recommended watering schedules (not high water demand plants). The landscaping areas surrounding most paving areas will also assist with water drainage and supporting natural ecosystems.

The proposed development maximises cross ventilation and solar access into all apartments due to each apartment having access to 3 external walls / orientations. Although Northern windows of a large size are minimal, the solar access from 9am to 3pm through 2 of the 3 walls (East / North and North / West) permit a significant amount of direct sunlight to enter all habitable rooms throughout the day.

The development is considering including PV cells on the roof, however it is undecided at this stage. Bike parking is provided, as is 1 motorbike / scooter bay as well as providing a dedicated separated bin storage area there is a garden tap accessible to residents to clean the bins and also to wash their vehicles without having to go to a car wash where excessive water may be wasted rather than handwashing.

Part 6 – Amenity

The proposed development allows the building to 'gradually' unfold and present itself to the street without being bold, dominant and imposing on both the street and neighbours. The proposed development has been designed to respect the neighbours privacy to their existing OLA's as well as overlooking from our development. Internal and external habitable spaces have been carefully located to minimise impacts on neighbours amenity. Northern solar orientation for neighbours has also been respected in the proposed development.

The proposed development provides larger than minimum private courtyards and Balcony spaces to provide a positive indoor – outdoor lifestyle option and to open the apartment up giving the impression of more spaciousness then apartment living tends to offer.

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Internal living spaces are all designed to maximise options for furnishing to suit the various occupants' needs and uses. The spaces are capable of being furnished with more than just couches, tv and dining tables adding to positive living inside the apartment. With external walls being achieved on 3 of the 4 walls of the apartments, natural daylight and ventilation is able to be achieved to a very high level which would rival even a standard traditional house. Internally both bedrooms are capable of accommodating a queen size bed with 2 side tables or 2 single beds each with side tables.

All apartments have robes of suitable sizes for the room, linen cupboards for storage and the 4m2 store room. Separation between apartments is a double leaf brick wall with cavity providing high acoustic protection. Balconies are separated for private outdoor living while providing casual surveillance to the street and internally within the development for increased passive surveillance and crime prevention.

Part 7 – Legibility

The proposed development provides pathways which lead visitors and residents towards entry points and the entrance statement is significant and legible. The entrance statement extends for all floors and is a dominant feature. All 6 apartment entries are within the dominant entrance area. The street front ground floor apartment also has a gate with direct access to the street from their Outdoor living area. Pedestrian access is given a clear hierarchy to vehicles with the contrasting material in the pathway.

Part 8 – Safety

The proposed development provides a good amount of passive surveillance within the development and towards the public realm through the location of all balconies covering the majority of spaces. All balconies have surveillance toward the street, as well as the rear balconies providing additional surveillance within the development.

Pedestrian access pathways are given a clear priority for safety over vehicular access with the inclusion of contrasting materials to clearly define each space.

Part 9 – Community

The proposed development is designed with 'Liveable Homes' principles of hobless showers, semi recessed vanity basins, flush threshold doors and wider doorways and passageways to all apartments, allowing for diversity for various residents needs over time. Although all apartments are 2x2, the second bedrooms are large enough to be used as a bedroom for 1-2 children, an adult, a spare guest bedroom, a study / office room, a nursery, or even a gym / hobby room. The living areas are large enough and of a shape that supports various possibilities of furnishing to suit the occupants needs, with either a childs play area, a study nook area or an exercise area. The balconies are all large enough to be functional and highly usable.

The proposed landscaping plan contributes to the greater community by providing a nice lush and leafy development which will reduce the heat load on the area through it's greenery and visual attractiveness.

Part 10 – Aesthetics

The overall proposed development has been designed to provide as much landscaping and visual greenery as possible. The building footprint is minimised with setbacks which were sensitively designed to consider all neighbours as well as the street scale visual aesthetics. The

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materials chosen are popular in residential construction as well as included in some of the new build multi-units in the area keeping and therefore in keeping with the future vision of the area.

Conclusion:

The proposed development has been designed to consider the Design of the built environment design principles and achieve maximum outcomes that contribute positively to neighbours, occupants / residents and people passing along the street.

If you have any further questions, please do not hesitate to contact the undersigned.

Regards,

Suzanne May – 0431 512 477
Design & Planning Department – Residential Development
Simsai Construction Group

SUBMISSIONS AGAINST THE PROPOSAL			
Design element	**Issue raised**	**Applicant response**	**City comment**
2.2 **Building height**	• Height of development not in keeping with character of area. • Three storey development is excessive and should be a maximum two storeys. • Natural levels of the site will result in additional height for the adjoining properties to the north. • Three storey development surrounded by single storey homes does not constitute environmental conformity. • Two storey maximum should be permitted in existing residential areas.	The provisions of the R-Codes Volume 2 outlines/permits the construction of a three (3) storey development on land coded R60. In fact, the character description outlined in Appendix 2 of the R-Codes ('Medium Rise – Suburban Context') prescribes that the anticipated streetscape character within R60 coded areas envisages three (3) storey developments. In light of the above, the application complies with the 'acceptable outcomes' of the R-Codes. The subject land is located within a 'Housing Opportunity Area' (HOA) given its location to public transportation. A review of the immediate locality has identified that there is no distinct character or heritage value within the area. The current residential built form was constructed in the early 1980's and comprises a selection of single and two (2) storey dwellings. This older character has and will significantly change	The building height and massing does not appropriately acknowledge the transition in density codes within the street. Refer to planning assessment in report.

		over the coming years, as new (more modern) developments comprising both multiple and grouped dwellings are constructed. As such, the area is currently experiencing a transitional phase. The City has approved a number of residential developments with three (3) storeys throughout the municipality. The third storey for the new development on the subject land will not cast a shadow or the adjoining northern property. As such, the proposal will not have an adverse impact on access to natural light for that property.	
2.4 **Side and rear setbacks**	• Proposal results in reduced separation from neighbouring properties and open space.	The proposed development and associated setbacks satisfy the 'design guidance' and 'element objectives' of Design Element 2.4 of the R-Codes in that: • The setbacks will not have detrimental impact on the local streetscape in terms of bulk and scale. • The building is provided with varying boundary setbacks and articulation. • The proposed development meets the overshadowing requirements of the R-	The proposal does not provide adequate building separation to adjoining properties. The setbacks in conjunction with the overall building height do not allow for adequate transitioning between properties. The development offers little articulation to the northern boundary resulting in additional building mass. Increased setbacks and articulation would allow for increased open space and landscaping between

		Codes (19% in lieu of an allowable 25%) and will not detrimentally impact access to light and ventilation for the existing dwellings on the adjoining properties. • The proposed setbacks are consistent with (also greater than) the minimum setbacks permitted for a single or grouped dwelling development assessed under Volume 1 of the R-Codes. • The proposed development complies with 'design guidance' of the R-Codes for visual privacy and does not overlook any key private spaces on the adjoining properties. Given the above, it is contended that the proposed development provides sufficient setbacks and separation from the adjoining properties.	properties to assist in mitigating building bulk.
2.5 **Plot ratio**	• The proposed development size is excessive for the lot area.	The comment does not substantiate the claim that the site is overdeveloped and is therefore misleading. The proposed development complies with the relevant design elements of the R-Codes in terms	It is noted that the plot ratio is less than that suggested by the acceptable outcomes, however the building design (and third storey element) does not relate to the lot size and established streetscape.

		of plot ratio, building height and on-site car parking. In addition, the proposed development is consistent with the streetscape character prescribed within Appendix 2 of the R-Codes Volume 2 for developments within the R60 zone. It should be observed that the proposed development proposes less plot ratio floor area that the maximum permitted area under the R60 density coding prescribed in the R-Codes (i.e. 0.69 in lieu of 0.8). Given this, the proposed development can be deemed to be under the maximum permitted development potential of the land and not over developed. The subject land is located in close proximity to various keys nodes and is located within a 'Housing Opportunity Area' identified by the City. Any variations being sought for the development are minor and satisfy the 'relevant 'design guidance'' of the R-Codes.	Refer to planning assessment in report.
3.2 **Orientation**	• Overshadow to neighbouring properties' solar panels and hot water systems.	The proposed development complies with the overshadow provisions of the R-Codes (for the R20 coding), with the development casting a shadow	No existing solar collectors are noted on the adjoining property to the south.

		over 19% (131.32m^2) of the adjoining southern property in lieu of an allowable 25% (171m^2) shadow. Furthermore, the development will not have an adverse impact on access to light and ventilation for the existing dwellings on the adjoining properties. The shadow cast by the proposed development over the adjoining southern property does not have a detrimental impact on the outdoor living area of the existing dwelling on that property. The development has been designed to provide a large setback to the southern side boundary to reduce the extent of shadowing of that property. It should be noted that once the adjoining southern property is developed to the R60 density, a greater extent of overshadowing is permitted.	
3.3 **Tree canopy and deep soil areas**	• Insufficient landscaping on site. • Landscaped areas are only available for two ground floor tenancies within limited area accessible for all residents. • Planting of 100L trees are not mature trees.	The proposed development provides sufficient landscaping to assist with softening the appearance of the development and assist with providing canopy coverage of the site.	Landscaping plan provided does not demonstrate suitable deep soil areas across the site. Landscaped and deep soil areas are predominantly provided within individual courtyards and as such are not available to all residents.

		The extent of landscaping (areas proposed) comply with the 'acceptable outcomes' of the R-Codes. The subject land currently lacks any quality landscaping. The proposed development will provide a significant improvement to the land and surrounding area in terms of landscaping and canopy coverage. A detailed landscaping plan will be prepared in support of the development for approval by the City prior to the issuance of a building permit. This will ensure that the landscaping provided is undertake to the satisfaction of the City. The R-Codes do not require the allocation of landscaping to each dwelling or the percentage required within the communal area, only the extent of landscaping required for the entire development. The size and species of plants/trees to be installed will be reviewed and approved by the City.	Refer to planning assessment pertaining to deep soil areas and landscape design. 100L trees are the requirements outlined by the acceptable outcomes and are considered sufficient as the minimum pot size.
3.5	• Developments should avoid overlooking neighbouring properties	The development complies with the ''acceptable outcomes' of the	Refer to planning assessment in report.

Visual privacy	and the rear balcony of the top unit will overlook adjoining residences. • Development will adversely impact visual privacy of neighbouring properties. • Overlooking from corridors.	R-Codes in terms of visual privacy. The development has been designed to provide passive surveillance of the street and the common areas (i.e. the car parking area and driveway) to provide for improve security.	
3.8 **Vehicle access**	• Increase in traffic to surrounding area. • Road network does not have capacity to support/cater for the increased traffic and will result in an increase in vehicle/pedestrian conflict. • Speed of vehicles travelling onto Stockwell wall will result in compromised safety for vehicles and pedestrians. • Location and 'bends' in road not suitable or able to cater for increased traffic movement.	A development within the area is likely to increase traffic movements, however this would be at a reduced amount given the land's close proximity to public transportation. It should be noted that the land is located within a 'Housing Opportunity Area' and comprises a potential density coding of R60. As such, development within the area to a density higher than the current development is expected by the City and would have been considered when the City prepared its Local Housing Strategy. The local road network is sufficient to accommodate the traffic movements generated from the proposed development. The issue regarding traffic speeds is controlled by the WA Police Department.	There is adequate capacity within the surrounding road networks to support the development without compromising the safety of those within the immediate streets and surrounding areas.

		The section of Stockwell Way comprising the subject land is straight and does not comprise any bends that would obstruct the visual sightlines for vehicles accessing or egressing the site.	
3.9 **Car and bicycle parking**	• One bay per unit is not adequate for the proposal and will result in residents parking on the street. • Insufficient visitor parking. • No additional verge parking will result in vehicles parked on the street and will result in safety issues for residents. • Distance from train station should not be calculated as crow flies but pedestrian access. • Parking above ground is a waste of space and could be used for additional landscaped areas. • Noise from vehicles within the site impacting adjoining residents.	The proposed development complies with the 'acceptable outcomes' of the R-Codes in terms of car parking (including visitor car parking). In addition, the subject land is in close proximity to a high frequency train station. Verge parking is not proposed as part of this application. The subject site is within 800 metres of Whitfords Station, with the distance measured as per R-Codes requirement. There are no provisions within the planning framework that require on-site car parking to be located below ground level. Vehicles will be traveling at low speed and will generate little noise. In addition, the extent of noise to be generated will be consistent with residential development within the area.	The number of bays provided is considered appropriate given the proximity of the development site to public transport routes. State Planning Policy 7.3 calculates the distance from train stations and bus routes in a straight line from the lot. It is noted, however, that the walkable distance to Whitfords Station is within the 800-metre catchment. Any unauthorised parking within the road reserve (verge area) is governed by the *City of Joondalup Parking Local Law 2014.* Noise associated with vehicles is subject to the *Environmental Protection (Noise) Regulations 1997.*

4.3 **Size and layout of dwellings**	• Apartment design offers poor liveability.	This comment is subjective. The dwelling has been designed to address the minimum room sizes and access to light/ventilation prescribed within the R-Codes.	The development provides adequate internal living areas for each dwelling and achieves the relevant element objectives.
4.4 **Private open space and balconies**	• Outdoor living area widths for ground floor is minimal and will have difficulty incorporating furniture.	The size and dimension of the outdoor living areas for the ground floor meet the 'acceptable outcomes' of the R-Codes. In fact, the outdoor living areas for the dwellings on the ground floor are larger than required by the R-Codes.	The outdoor living areas meet the relevant element objectives with each unit providing a functional and useable space.
4.7 **Managing the impact of noise**	• Development will result in an increase in noise (from people and construction) within peaceful and family friendly street.	The extent of noise to be generated from the development is consistent with residential development within the area. Furthermore, the proposed development (including construction phase) will need to comply with the relevant health requirements in regard to noise generation.	On site noise is managed in accordance with the *Environmental Protection (Noise) Regulations 1997.*
4.9 **Universal design**	• Three storey developments require a lift, only ground floor units are universally accessible.	There are no specific requirements within the R-Codes that require a three (3) storey building to comprise a lift. The proposed development provides sufficient number of universal dwellings required by the R-Codes.	The acceptable outcomes suggest 20% of dwellings achieve Silver Level requirements of the *Liveable Housing Design Guidelines*. The ground floor units are able to achieve the requirements for universal access in accordance

			with the *Liveable Housing Design Guidelines.* There is no requirement for a lift within the development. In accordance with the Building Codes of Australia, lifts are only required where there are communal spaces above ground level, which are publicly accessible.
4.12 **Landscape design**	• Poor selection of vegetation. • Selected plant/tree species are not WA native plans and lack of shrubbery will detract from existing ecosystem of area. • Waterwise plants should be incorporated and adequately maintained. • Having reticulated landscape design doesn't demonstrate water sensitive design.	A detailed landscaping plan will be prepared in support of the development for approval by the City prior to the issuance of a building permit. This will ensure that the landscaping provided (including species) is undertake to the satisfaction of the City. A condition can be imposed on any approval granted by the City to prepare and lodge a landscaping plan with the City for approval prior to the issuance of a building permit. This will ensure that the species and location of all trees will be implemented to the satisfaction of the City (the applicant is supportive of this approach). The landscaping plan to be approved by the City and will have due regard for water sensitive design (amended plans have been prepared incorporating more	The applicant provided amended tree species following the consultation period. Waterwise species have been proposed, however sufficient information regarding their maintenance and waterwise principles, including irrigation, has not been provided.

		native plants). The landscaping areas will be reticulated.	
4.15 **Energy efficiency**	• No provision of solar power	There is sufficient space on the roof to accommodate solar panels in the future.	Insufficient information has been provided in regard to energy efficiency.
4.16 **Water management and conservation**	• No water saving devices (eg. water tanks or grey water systems).	There are no specific provisions that require the compulsory installation of these water saving measures. Notwithstanding this, there is sufficient space to incorporate water tanks in the future. All plumbing fixtures will comply with the requirements of the National Construction Code for water efficiency star ratings.	It has been identified that stormwater and drainage will be retained on site. Additional water management and conservation measures, including management of potential flooding, will form part of the building permit process, should the development be approved.
4.18 **Utilities**	• Impact on essential services such as water, gas and electricity.	Sufficient services and infrastructure are available to the site and the area. Consultation and approval from the relevant service authorities will be undertaken prior to the commencement of any construction works.	Should the development be approved, essential services to the surrounding properties will not be compromised.
Other	**Issue raised**		**Officer comment**
State Planning Policy 7.0	• Achievement of planning objectives not met, including context, character, landscaping, sustainability, amenity and setback.	This comment is unsubstantiated. The proposed development addresses the streetscape character description in Appendix	The development does not achieve the objectives of SPP7.0 as the

	• Landscaped quality is poor and does not provide optimal levels of amenity or functionality. • Building design impacts the development itself and surrounding properties. • Three storey aspect is not considered good design and will negatively impact the existing built form. Consideration to the current and intended future character of the area has not been addressed. • Poor functionality and building quality proposed. • Amenity of surrounding landowners/residents has not been considered. • Development provides limited external living. • Development does not encourage community living with single resident or downsizers likely to reside in the dwellings and be short term residents. • Poor integration of development into existing surroundings.	2 of the R-Codes ('Medium Rise – Suburban Context'). In addition, the proposed development is consistent with the objectives of the HOA established by the City. The landscaping is sufficient and will be undertaken in accordance with an approved landscaping plan issued by the City. See comments above regarding Element 2.2 'Building Height' Unsubstantiated comment. The development has been designed to address the planning framework. The subject land is located within a HOA with a potential density coding of R60. The proposal is consistent with objectives of the City's Local Housing Strategy to provided additional housing and a diversity of housing types in close proximity to public transport. The development complies with the required external living areas. The development provides a diversity of housing types within the area, which is a key objective of the City's Housing Strategy. The subject land is located within a HOA with a potential density coding of R60. The proposal is	proposal is not considerate to the existing streetscape character. The building height and setbacks from adjoining properties do not provide an appropriate transition between development at the higher density code and existing built form. The deep soil and landscaped areas are not considered to enhance the streetscape and provide a positive outlook for residents.

		consistent with objectives of the City's Local Housing Strategy to provided additional housing and a diversity of housing in close proximity to public transport.	
Character of streetscape and surrounding area	• Development not compatible with Kingsley area due to bulk and scale. • The planned development does not relate well to the surrounding streetscape and neighbourhood character, being significantly higher than all other dwellings. • Apartments do not fit in existing character of the area. • Proposal inappropriate to the current setting and will have a negative impact on the surrounding residents and their enjoyment of their property.	See comments above regarding Element 2.2 'Building Height'. In addition, the development is consistent with the future intended character of the area, its R60 density coding and development in close proximity to a high frequency transport facility. The subject land is located within a HOA, the development provides a diversity of housing types within the area, which is an objective of the City's Housing Strategy.	The development does not achieve the objectives of SPP7.0 as the proposal is not considerate to the existing streetscape character. The building height and setbacks from adjoining properties of the development do not provide an appropriate transition between development at the higher density code and existing built form.
Social impacts	• Disturbances to neighbouring properties during construction, including noise, sand movements and rubbish. • Potential to increase social issues within neighbourhood.	The construction of the development will be in accordance with an approved Construction Management Plan and can be inspected/monitored by the City. In addition, this is not a planning matter and is addressed by other legislation. The comment is unsubstantiated and provides little details.	Should the development be approved, a construction management plan will be required detailing management of noise, rubbish and other matters. Social issues are not a planning consideration.

Local Planning Policies	• The Interim Local Planning Policy has been released by the EPA for advertising and this policy includes restrictions on multiple dwellings and standards for green spaces and trees. To approve a development of this scale when the Council is actively involved in a consultation process on an Interim Local Planning Policy is not appropriate.	The interim planning policy is not in place at this stage and cannot be considered.	The policy is currently in early draft form and, as such, cannot be used as a basis for refusal of the subject application at this stage.
General	• High rise apartments should be concentrated near shopping centres and away from family homes. • Development will result in rates increases for area. • Unit (grouped dwelling) development would be more appropriate for the site. • Impact the amenity of the locality with changes in access to sunlight and wind changes. • Street will turn into a concrete jungle and produce more heat in summer months and shading in winter months. • Proximity to train and bus services should not mean high density living is placed in established suburbs. • Impact on community environment. • Location of infill development should be reconsidered.	See comments above regarding Element 2.2 ‘Building Height’. In addition, a three (3) storey building is not considered to be high rise and is permitted within the R60 areas. Comment regarding rates and development gain are unfounded and not a planning issue. Multiple dwellings are a discretionary use in the zone and can be approved. The proposed development complies with the required provisions relating to access to natural light and overshadowing prescribed within the R-Codes. The proposed development comprises sufficient landscaping	Increased density is considered appropriate in locations close to activity centres and transport nodes; however, applicants still need to take into consideration the impact of a proposal on the existing and surrounding land uses. The land use is considered appropriate at the subject site, but appropriate design integration has not been provided. Rate increases, sale of properties and individual gain are not planning considerations.

	• Multiple dwellings are not in demand at present, with numerous other developments not being sold. • Developer gain over the livelihood of residents.	within the front setback and verge area. The strategic planning framework for the Perth Metro Area calls for higher densities near train stations. This application is consistent with the State Government's Strategic Planning Framework. The commercial viability of a development is not a planning consideration.	

City of Joondalup

SPP 7.3 assessment summary

Notes:

1. The detail highlighted in red has been identified as not meeting the suggested Acceptable Outcome or Element Objectives
2. GF = Ground Floor
3. Min. = minimum
4. Avg. = average

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
2.2 Building height	Not achieved.	3 storeys (12m)	3 storeys (<9m)	No design guidance provided in SPP 7.3
2.3 Street setbacks	Achieved.	Replaced by RDLPP: 2m min 4m avg	min. 1.96m avg. >4m	No design guidance provided in SPP 7.3
2.4 Side and rear setbacks	Achieved.	Side: 3m min 3.5m avg	<u>Northern boundary</u> GF: min. 2.1m, avg. 1.96m 1st Floor: min. 2.1m, avg. 2.56m 2nd Floor: min. 3.0m, avg. 3.12m <u>Southern boundary</u> GF: min. 1m, avg. >3.5m 1st Floor: min. 3.4m, avg. >3.5m 2nd Floor: min. 3.9m, avg. >3.5m	No design guidance provided in SPP 7.3
		Rear: 3m minimum	GF: 0.5m 1st and 2nd Floors: >3m	
		Where a boundary wall is proposed (as per RDLPP): 10m length 3.5m maximum height	Boundary wall (proposed on rear boundary): 7.4m length 3.2m max. height 3.15m avg height	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		3.0m average height		
		And/or Greater setback required for visual privacy. (A2.4.1)	Visual privacy setbacks achieved.	
		Achieve objectives of 2.7, 3.3, 3.5 and 4.1. (A2.4.2)	Does not achieve objectives of 2.7 and 3.3.	
2.5 Plot ratio	Not achieved	0.8 (546.4m^2) (A2.5.1)	0.71 (482.25m^2)	No design guidance provided in SPP 7.3
2.6 Building depth	Achieved	20m for single aspect apartments (A2.6.1)	No single aspect apartments	No design guidance provided in SPP 7.3
		Other proposals assessed on merits having regard to solar and daylight access, and natural ventilation.	Solar and daylight access, and natural ventilation achieves element objectives	
2.7 Building separation	Not achieved	Meets the element objectives for side and rear setbacks and visual privacy	Does not meet side and rear setback requirements	No design guidance provided in SPP 7.3
3.2 Orientation	Achieved	Buildings on street orientated to face public realm and incorporate direct access from the street	Building is orientated to the public realm and incorporates direct street access	Satisfied
		Shadow cast at midday on 21st June onto any adjoining property does not exceed 25% (A3.2.3)	19.2%	
		Buildings orientated to maintain 4 hours per day for existing solar collectors on neighbouring site.	N/A – no solar collectors on adjoining site.	
3.3 Tree canopy and deep soil areas	Not achieved	Retention of trees	N/A- Trees on site not within criteria	Satisfied
		No detrimental impacts on canopy of adjoining trees	No detrimental impacts on canopy of adjoining trees	
		Deep soil area of 10% and provided conducive to tree growth and suitable	Deep soil area 11.9% (81.37m^2)	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		for communal open space		
		One medium tree and small trees to suit area	Two medium trees	
		Medium trees require 36sqm deep soil area (A3.3.5)	Medium tree deep soil areas less than 36m^2	
		Permeable paving or decking within deep soil not exceed 20% of its area and not inhibit trees	Not identified	
3.4 Communal open space	Achieved	Informal seating associated with deep soil or landscaped areas	Communal space proposed within deep soil area toward rear of site on northern boundary	Satisfied.
		Located on ground floor	Located on ground floor	
		50% direct sun	>50% direct sun	
		Co-located with deep soil areas	Co-located with deep soil areas	
		Separated or screened from adverse amenity impacts (A3.4.5)	Located adjacent to vehicle reversing area	
		Well lit, minimises concealment and open passive surveillance	Minimises concealment and open passive surveillance.	
3.5 Visual privacy	Achieved	Visual privacy setbacks (A3.5.1)	Unit 3 - bedroom 2 (facing west) setback 3.5m	Satisfied
		Balconies unscreened at least 25%	Balconies unscreened >25%	
		Living rooms have external outlook	All living rooms have major opening with external outlook	
		Windows and balconies restrict direct overlooking, without reliance on high sill windows or permanent screening. (A3.5.4)	Openings to 1st and 2nd floors on northern boundary rely on high sill windows.	
3.6	Achieved	Ground floor dwellings direct access from street	Direct access from street provided to ground floor units	Satisfied

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
Public domain interface		Car-parking not located within primary street setback area (A3.6.2)	Visitor parking is located within primary street setback area	
		Balconies and/or windows overlook public domain	Balconies and/or windows overlook public domain	
		Balustrading provides privacy for residents and surveillance of adjoining public domain	Balustrading achieves privacy for residents and surveillance of public domain	
		Level changes to the street: 1m average 1.2m maximum	Level changes to the street: <1m <1.2m	
		Front fencing visually permeable above 1.2m	Permeable above 1m	
		Elements on frontage eliminate opportunities for concealment	Elements on frontage eliminate opportunities for concealment	
		Bins not located within primary street setback area	Bins located outside primary street setback area	
		Services and utilities located within primary street setback area integrated into the development	Behind street setback, screened and integrated into development	
3.7 Pedestrian access and entries	Achieved	Pedestrian entries connected	Pedestrian entries are connected	Satisfied
		Pedestrian entries protected from weather	Canopy provided	
		Pedestrian entries well-lit, visible from public domain and enable casual surveillance	Pedestrian entry is visible from public domain and enables casual surveillance	
		Pedestrian access via shared zone, path is clearly delineated and/or incorporated to prioritise pedestrian	Unclear if different paving is used.	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		and constrain vehicle speed		
		Services and utilities located at pedestrian entry are screened from view	Adjacent to U1 living room and accessible for all occupants.	
		Bins not located at primary pedestrian entry	Bins located to rear of site	
3.8 Vehicle access	Achieved	Vehicle access - one opening per 20m	One vehicle access point	Satisfied
		Vehicle entries identifiable from the street, integrated with façade and/or located behind primary building line	Vehicle entry is identifiable and suitably integrated with the overall façade.	
		Vehicle entries have adequate separation from street intersection	Adequate separation provided	
		Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties	Vehicle circulation areas appropriate	
		Driveway width minimum for functionality	Adequate driveway width provided	
		Driveway designed for two-way access	Two-way access not proposed	
		Replaced by City's RDLPP clause 6.2.3. Pillars/structures in truncation area to be no greater than 350mm in dimension and solid walls no greater than 750mm in truncation area	No structures have been shown in the truncation area	
3.9 Car and bicycle parking	Not achieved	4 secure, undercover bicycle parking spaces and accessed via a continuous path of travel from the entry	4 spaces available on ground floor, however are not under cover.	Not satisfied.
		5 (4.5) resident car parking bays; and 2	8 resident bays; and 2 visitor parking bays	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		visitor car-parking bays (A3.9.2)		
		Maximum parking provision does not exceed double the minimum (16)	Less than double the minimum	
		Car parking areas and vehicle circulation areas designed in accordance with AS2890.1	Bays 1 and 2 are “reverse in” bays only.	
		Carparking areas not located within street setback and not visually prominent from the street (A3.9.5)	Visitor bays located in street setback.	
		Car parking designed, landscaped or screened to mitigate visual impacts when viewed from the dwellings and private outdoor spaces (A3.9.6)	Car parking areas are not landscaped or screened to mitigate impact when viewed from the dwellings and private outdoor spaces	
		Visitor parking clearly visible from driveway, signed and accessible	Visitor parking is visible and accessible	
		Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.	Car parking areas are not designed to integrate with or complement the building design.	
4.1 Solar and daylight access	Achieved	Minimum 70% dwellings having living rooms and private open space obtaining at least 2 hours direct sunlight; and maximum 15% receiving no direct sunlight (A4.1.1)	All dwellings received 2 hours sunlight.	Satisfied
		Habitable rooms - one window in external wall, visible	Bedroom 2 to Unit 6 has less than 50% clear glazing	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		from all parts of room, glazed area not less than 10% of floor area and minimum 50% clear glazing		
		Light wells and/or skylights not primary source of daylight to any habitable room	Not primary source	
		Building orientated and incorporates external shading devices	Shading devices provided	
4.2 Natural ventilation	Achieved	Habitable rooms have openings on at least two walls with straight line distance 2.1m	Each dwelling provides a minimum distance of 2.1m between two openings	Satisfied
		Minimum 60% of dwellings are naturally cross ventilated; and single aspect apartments included must have ventilation openings oriented to prevailing cooling winds; and room depth no greater than 3*ceiling height.	All units have cross ventilation	
		Depth of cross-over and cross-through apartments with openings either side not exceed 20m	<20m	
		No habitable room relies on light wells	No reliance solely on lightwells	
4.3 Size and layout of dwellings	Achieved	Dwellings internal floor areas as per Table 4.3a.	Adequate internal floor spaces provided.	Satisfied
		Habitable room floor areas as per Table 4.3b	Minimum room floor areas provided	
		Floor to ceiling height 2.7m for habitable rooms,	Ceiling height 2.7 minimum	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		2.4m for non-habitable rooms, and other as per National Construction Code		
		Maximum length of single aspect open plan living area 9m (A4.3.4)	No single aspect dwelling	
4.4 Private open space and balconies	Achieved	Private open space to each dwelling as per Table 4.4	Minimum dimensions to balconies <2.4m.	Satisfied
		Entire open space not screened, and screening does not obscure outlook	Open space areas have elements which are not screened.	
		Design detailing, materiality and landscaping of the private open space integrate with/compliments building. Services and fixtures located within private open space not visible from street/integrated into building design	Design compliments building	
		Services and fixtures located within private open space not visible from street/integrated into building design	Generally acceptable.	
4.5 Circulation and common spaces	Not achieved	Circulation corridor 1.5m minimum	Circulation corridor areas are 1.4m (1.1m for stairwells)	Not satisfied
		Circulation and common space capable of passive surveillance	Capable of passive surveillance.	
		Circulation and common spaces lit without light spill to habitable rooms	Capable of being lit without light spill into habitable rooms.	
4.6 Storage	Achieved	Store sizes as per Table 4.6. Minimum dimension 1.5m and 4m^2	Each unit meets requirement of Table 4.6	Satisfied

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		Stores conveniently located, safe, well-lit, secure and subject to passive surveillance	All units in a safe and convenient location, with exception to Unit 5 which is located near bin store area.	
		Stores provided separately from dwellings or within or adjacent to private open spaces (A4.6.3)	Stores provided separate from dwelling or adjacent to private open space area.	
4.7 Managing the impact of noise	Achieved	Exceed National Construction Code requirements	The development is required to comply with the National Construction Code requirements and will be confirmed as part of the building permit application. Applicant has not demonstrated that they will be exceeding these requirements.	Satisfied
		Potential noise sources not adjacent external wall habitable room or within 3m of bedroom (A4.7.2)	Noise sources setback from external wall to habitable room and >3m from bedrooms	
		Major openings oriented away/shielded from external noise sources	Major openings located away from AC units, bin stores and parking area	
4.8 Dwelling mix	Not Applicable			
4.9 Universal design	Achieved.	20% of dwellings achieve Silver Level requirements as defined in the *Liveable Housing Design Guidelines,* or 5% achieve Gold Level requirements	Unit 1 designed to achieve Silver Level requirements. Development plans indicate wider corridor widths and bathroom/toilet designed to meet requirements. Should the development be approved a condition of approval is recommended to ensure the more detailed criteria to achieve the Silver Level	Satisfied

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
			requirements are met (eg. height for light switches) and Unit 2 be upgraded to provide adequate door widths	
4.10 Façade design	Not achieved	Façade design includes scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm. The façade design provides rhythm and interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.	Building design does not include scaling, articulation or materiality what reflects the scale and character of the public realm	Not Satisfied
		Façade includes elements that relate to key datum lines of adjacent buildings.	The scale of development does not relate to the datum lines of adjoining buildings	
		Building services fixtures integrated in design and not visually intrusive from public realm.	Airconditioning units on side facades are not screened from view	
4.11 Roof design	Achieved	Roof form or top of building complements façade design and desired streetscape character	Roof form consistent with streetscape	Satisfied
		Building services located on roof not visually obtrusive from street	No building services located on roof	
4.12 Landscape design	Not achieved	Landscaping plan required to be prepared by competent landscape designer demonstrating plant species and irrigation plan	Landscaping detail from a landscape designer not provided. Irrigation concepts not provided.	Not Satisfied

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		demonstrating achievement of Waterwise design principles		
		Landscaping areas located and designed to support trees and improve outlook and amenity	Landscaped areas not designed to support trees and improve outlook and amenity.	
		Building services integrated with landscaping and not visually obtrusive	Building services not visually obtrusive	
4.13 Adaptive reuse	N/A	Not applicable as development not heritage	N/A	N/A
4.14 Mixed use	N/A	Not applicable as development not mixed use	N/A	N/A
4.15 Energy efficiency	Insufficient information	Incorporate at least one significant energy efficiency initiative; or all dwellings exceed minimum NATHERS requirements for apartments by 0.5 stars.	No significant energy efficiency initiative identified in proposal. Should the development be approved a condition of approval is recommended to incorporate an energy efficient initiative which exceeds the minimum NATHERS requirement by 0.5 stars.	Insufficient information
4.16 Water management and conservation	Achieved	Dwellings are individually metered for water usage	Units to be individually metered adjacent to driveway access	Satisfied
		Storm water runoff is managed on-site	All stormwater will be contained on-site	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
4.17 Waste management	Insufficient information	Waste storage facilities provided in accordance with WALGA waste management guidelines	Waste storage facilities provided, however do not demonstrate sufficient drainage and wash down facilities. Waste Management Plan provided does not provide sufficient information, including educating residents	Insufficient information
		Sufficient area for storage of green waste, recycling and general waste (separate)	Bin store area is able to accommodate required number of bins.	
		Communal waste storage sited and designed to be screened form view from the street, open space and private dwellings.	Waste storage provided within a communal bin store is screened from view.	
4.18 Utilities	Achieved	Utilities located within front setback or on visible parts of rooms are integrated into design.	Utilities appropriately located and screened	Satisfied
		Hot water units, AC condenser units and clotheslines not visually obtrusive	Several air-conditioning units are located on the building façade. Should the development be approved, it is recommended a condition of approval is applied for the screening of these units.	
		Laundries are designed and located to be convenient, weather protected and well ventilated and size appropriate.	Laundries provided within each dwelling. Clothes lines are provided on the ground floor, with condenser dryers provided within the upper floor dwellings.	

Please note that the acceptable outcomes stated above is a summary only and when considering compliance with these requirements, please refer to the full requirement as detailed in *State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments.*

City of Joondalup

PROJECT : #6 STOCKWELL WAY KINGSLEY

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**, and *Energy Smart Homes* at: **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 – ✱ ceiling insulation yes, walls + draught sealing upgrades dependant on 6✱ Assessment.
- ☑ floor plan zoning based on water and heating needs and the supply of hot water; and/or
- ☒ advanced glazing solutions – pending 6✱ assessment

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:

- [TBC] 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:

- [X] water reuse system(s) (e.g. greywater reuse system); and/or
- [X] 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:

- [X] recycled materials (e.g. recycled timber, recycled metal, etc)
- [X] rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- [✓] recyclable materials (e.g. timber, glass, cork, etc)
- [X] 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:

* We are discussing the use of PV panels on the roof of the development however the decision to go ahead or not has not been made yet.

* Due to being concerned not to overshadow the southern neighbour, this has restricted our development to the North of our lot and hence with overlooking restrictions has not allowed for major openings to the North.

* Utilised natural topography and proposing a great amount of planting to make the site quite "green".

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: Suzanne May **Contact Number:** 0431 512 477

Applicant's Signature: SzalMay **Date Submitted:** 6-June-2019

Accepting Officer's Signature:

Checklist Issued: March 2011