

**PROPOSED THREE (3) GROUPED DWELLINGS (SINGLE STOREY)
LOT 957 (NO.4) CROMER GROVE, KALLAROO
CITY OF JOONDALUP**

ITEM	DEVELOPMENT PROVISION	PROPOSED VARIATION TO 'DEEMED TO COMPLY REQUIREMENTS'	JUSTIFICATION
1.	HOALPP Clause 1 – 'Public domain interface'	Vehicle access (driveways) for Units A & C exceed 20% of frontage.	<ol style="list-style-type: none"> The proposed crossover width comply with the maximum permitted width of 4.5 metres prescribed within the City's Policy. The proposed variation to the maximum permitted hardstand area within the street setback area of the new development is unlikely to have a detrimental impact on the amenity of the local streetscape or any adjoining properties. The proposed additional hardstand area within the front setback is required to facilitate safe vehicle access and the location of the on-site visitor car parking for the development that is easily accessible from the street. Abutting the subject land is a verge area with a width of approximately 5.5 metres and 6.5 metres along the land's frontage with Cromer Grove. Portions of the front setback area of the development and verge area will be comprehensively landscaped to help soften any potential negative visual impacts that the proposed hardstand may have on the local streetscape. This includes the planting of three (3) new street trees and various trees through the development. The proposed development has been designed to make a positive contribution to the local streetscape, with the dwelling comprising street frontage that will allow for activation of the street and improved passive surveillance of the public realm. The proposed driveway has been sited and designed to ensure safe and convenient access for vehicles and pedestrians.
2.	HOALPP Clause 6.3 - 'Side/rear lot boundary setbacks'	<ul style="list-style-type: none"> Unit B WIR/ kitchen/ bed 3 0.6m in lieu of 1 metre. Unit C WIR/ Bed 1 0.6m in lieu of 1 metre. 	<ol style="list-style-type: none"> The setback variations for each dwelling from the internal lot boundaries can be attributed to the irregular shape of the land (i.e. angled boundaries). In addition, the extent of variation (i.e. length of wall etc) are considered to be minor and will not adversely impact the adjoining dwelling within the development. The offending walls will not have an adverse impact on the streetscape in terms of bulk and scale. The shadow cast by the portion of non-compliant wall within the development will not impact or impede the existing dwellings on the adjoining properties or have an impact on the proposed dwellings within the development. Despite the orientation of the land, each dwelling within the development has been designed to facilitate

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			<p>good access to natural light and ventilation.</p> <p>5. The proposed development has been designed to provide for the effective use of all available space and the creation of adequate internal and external living areas which will benefit the future occupants of each dwelling. The new dwellings also have due regard for the lot constraints, being the relatively small lot area and irregular shape lot.</p> <p>6. The setback variations from the internal lot boundaries for each new dwelling will not have an adverse impact on the adjacent dwelling within the same development on the land, as each dwelling comprises large areas of blank wall and/or parapet walls along the internal boundary.</p>
<p>3.</p>	<p>HOALPP Clause 6.4 - Boundary walls'</p>	<ul style="list-style-type: none"> • Built up to 2 lot boundaries in lieu of 1 lot boundary. • Unit A boundary wall average height of 3.2m in lieu of 3 metres. 	<ol style="list-style-type: none"> 1. The variation to the average wall height (i.e. 200mm) for that portion of Unit A to be built up to the south-western side boundary is considered to be minor and will not have an adverse impact on the adjoining properties or the streetscape. 2. In addition to the above, the variation to the wall height can be attributed to the fall in natural ground levels down the subject land and the need to provide for a 2.7 metre internal ceiling height of the dwelling. 3. The proposed development on the subject land meets the 'deemed to comply requirements' of Element 5.4.2 of the R-Codes (i.e. 'Solar access for adjoining sites') and will not detrimentally impact access to light and ventilation for the existing dwellings on any adjoining properties. 4. The parapet walls are well setback from the front boundary. As such, the extent of parapet walls for the proposed development will not have an adverse impact on the local streetscape in terms of bulk and scale. 5. The proposed development complies with the visual privacy provisions of the R-Codes. In addition, the parapet walls will assist with providing for improved privacy for the occupants of the new development. 6. The proposed parapet walls provide for the effective use of the land and will assist with providing good internal living area for each dwelling. 7. The lengths of the parapet walls meet the 'deemed to comply requirements' of the City's Policy. 8. That portion of the proposed development to be built up to the north side boundary will abut a driveway and garage for the development on the adjoining northern property. In addition, the proposed development (including the parapet walls) will not cast a shadow over adjoining northern property at 12 noon on 21 June (i.e. winter solstice). Given this, the parapet wall for Unit C will not have an adverse impact on any major openings to habitable rooms or outdoor living areas associated with the existing dwelling on the adjoining property. 9. That portion of proposed Unit A to be built up to the south-western side boundary will abut a driveway on adjoining No,6 Cromer Grove. As such, it is contended that the parapet wall for Unit A will not have any adverse impacts on the outdoor living area and/or any major openings to habitable rooms associated with the existing dwelling on the adjoining property.

4.	HOALPP Clause 7 - 'Resident parking'	Unit C garage width of 54% in lieu of 50%.	<ol style="list-style-type: none"> 1. The proposed variation to the maximum permitted garage width is considered minor and will not have an adverse impact on the adjoining properties or the local streetscape in terms of bulk and scale. Furthermore, the garage door width for Unit C will allow for two vehicles to be parked within the garage. 2. The garage for Unit C will be setback behind the building line to reduce the overall impact of the garage on the street (i.e. the garage becomes less dominant). 3. The proposed development has been designed with a variable setback along the street frontage to help provide an interesting and articulated front façade. This includes the inclusion of varying window sizes and extensive landscaping to provide for an interesting façade when viewed from the street. 4. The design of Unit C is consistent with other dwellings approved by the City on similar lot configurations. 5. The design does not result in Unit C having reduced connectivity within the local streetscape, with the dwelling comprising a major opening to a habitable room and an outdoor living area orientated towards the street to provide improved passive surveillance of the public realm and activation of the street. 6. The garage door width is required to accommodate the needs of the future occupants of the dwelling and to comply with the Australian Standards. 7. Unit C results in the effective use of space.
5.	HOALPP Clause 16 - 'Size and layout of dwellings'	Unit B Bed 3 8.8m ² in lieu of 9m ² and min dimension of 2.5m in lieu of 3 metre	<ol style="list-style-type: none"> 1. The bed 3 of Unit B comprises a minor variation to the minimum dimension and floor area requirements. This can be attributed to the irregular shape of the lot and angled lot boundary. The angle and minor variation to the minimum required room dimension is only to a small section of wall within the bedroom. 2. Bedroom 3 has been designed to provide adequate space and configuration to accommodate furniture to meet the needs of the future occupant. In addition, the room will allow for some flexibility to the layout and location of furniture and includes a robe. 3. The ceiling height within the room is 2.7 metres in accordance with the City's Policy and an adequate opening has been provided to the room to allow for good access to light and ventilation.
6.	HOALPP Clause 18 - 'Natural ventilation'	A skylight is the only source of light for the Unit A ensuite and Unit B bathroom in lieu of a window.	<ol style="list-style-type: none"> 1. The bathroom for Units A & B comprise a skylight to allow for natural light to penetrate into the dwelling during the day. Fans will be included within these rooms to provide ventilation. Given this, the bathroom spaces will comprise good access to natural light and will be ventilated during use. 2. It is deemed that the offending rooms are not habitable spaces and will not be used by the future occupants of each dwelling for long periods of time. Given this, the use of these rooms will not result in high energy usage through the use of mechanical ventilation. 3. All habitable rooms for each dwelling have been provided with adequate openings to allow for good access to natural light and ventilation, in accordance with the City's Policy.

7.	R-Code Element 5.1.4 C4 – ‘Open space’	Unit B open space of 42.1% & Unit C open space of 40.8% in lieu of 45%.	<ol style="list-style-type: none"> 1. The proposed variation to the open space requirements being sought are considered to be minor and will not have an adverse impact on the local streetscape or the adjoining properties in terms of bulk and scale. Furthermore, the new development has been designed to comprise usable internal living areas to meet the modern needs of the future occupants. 2. The proposed development on the land is consistent in terms of bulk, space and site coverage to a number of existing developments along the street and the immediate area. Given this, the proposed development on the subject land reflects the desired streetscape and expected density along this part of Cromer Grove. 3. The subject land and new dwellings will comprise street frontage which will provide for a greater sense of open space and outlook to the public realm. 4. The proposed development meets the ‘deemed to comply requirements’ of the Element 5.4.1 C1.1 (‘Visual privacy’) of the R-Codes. 5. The outdoor living area for each dwelling is considered to be large/usable and will meet the needs of its future occupants. As such, the proposed open space and outdoor living area provided for each dwelling is considered to be functional, adaptable and will meet the modern needs of the future occupants. 6. The proposed development satisfies the landscaping and tree canopy coverage requirements prescribed within the City’s Policy. This includes the planting of new mature trees on the land and within the verge areas. 7. The subject land is located within close proximity to a large public open space reserve, which is capable of supplementing the day-to-day recreational needs of the future occupants of each dwelling. 8. The verge area abutting the subject land will include the planting of three (3) street trees which will assist with softening any impact the dwellings may have on the street in terms of bulk and scale. 9. The proposed development meets the ‘deemed to comply requirements’ of Element 5.4.2 C2.1 (‘Solar access for adjoining sites’) of the R-Codes.
8.	R-Codes Element 5.3.5 C5.1 & Element 5.3.5 C5.3 – ‘Vehicular access’	The application proposes that the vehicular access point for Unit B will be provided from the primary street in lieu of the secondary street as required by the ‘deemed to comply requirements’ of Element 5.3.5 C5.1 of the R-Codes.	<ol style="list-style-type: none"> 1. Relocating the access point to the secondary street for Unit B will result in the crossover being too close to the truncation, which will compromise traffic safety. In addition, the varying levels of the subject land will result in a heavy driveway grade for the dwelling if access was from the southern road frontage of the property. 2. In addition to the above point, locating the front door to the southern side of the dwelling will result in the outdoor living area being located with southern orientation and therefore impacting access to the northern winter sun. This would be a poor planning outcome. 3. Cromer Grove is a low traffic volume roadway (cul-de-sac), which comprises a low traffic speed (i.e. 50 km/hour max). Given this the road does not experience any district or regional traffic movements (i.e. through traffic). As such, it is contended that the design and location of the proposed crossover for the Unit B does

not adversely impact traffic movements, traffic safety or pedestrian safety along the local road network.

4. The design and location of the crossover for Unit B does not adversely impact traffic movements, traffic safety or pedestrian safety along the local road network.
5. The verge area abutting the subject land comprises sufficient space to accommodate the planting of a mature street trees. In addition to any potential street tree, the landscaping within the front setback area of Unit B will enhance the appearance of the development and soften any potential impact the crossovers may have on the local streetscape.
6. The width of the crossover meets the 'deemed to comply requirements' of the City's Policy.
7. The location of the driveway for Unit B along the primary frontage will provide for a defined and legible access point for the dwelling.

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