

Johns Wood Drive 24, Kingsley

Planning Justification



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1.0 Introduction

This report has been prepared by Developed Property Pty Ltd on behalf of the landowners of 24 Johns Wood Drive, Kingsley (DA) for a proposed 3 dwelling development. The proposal has been reviewed and assessed against the following planning framework:

- The City of Joondalup Local Planning Scheme No. 3 (Scheme),
- Part C of the State Planning Policy 7.3 – Residential Design Codes Volume 1 (R-Codes) 2023 (to be in operation on 1 September 2023), and
- City of Joondalup’s Local Planning Policy: Development in Housing Opportunity Areas Local Planning Policy (LPP).

As per our assessment, the following variations have been noted:

- Clause 1.1 of the R-Codes – Unit B and C propose variations to their private open space areas required under Table 1.1a;
- Sub-section 7.1 of the LPP – the proposed garage will have a setback of 2.2m in lieu of the required 5.5m setback from the public road.

The above variations have been assessed against the Design Principles and relevant local planning policies, which have been outlined in Section 2 of this report.



2.0 Summary of Planning Framework

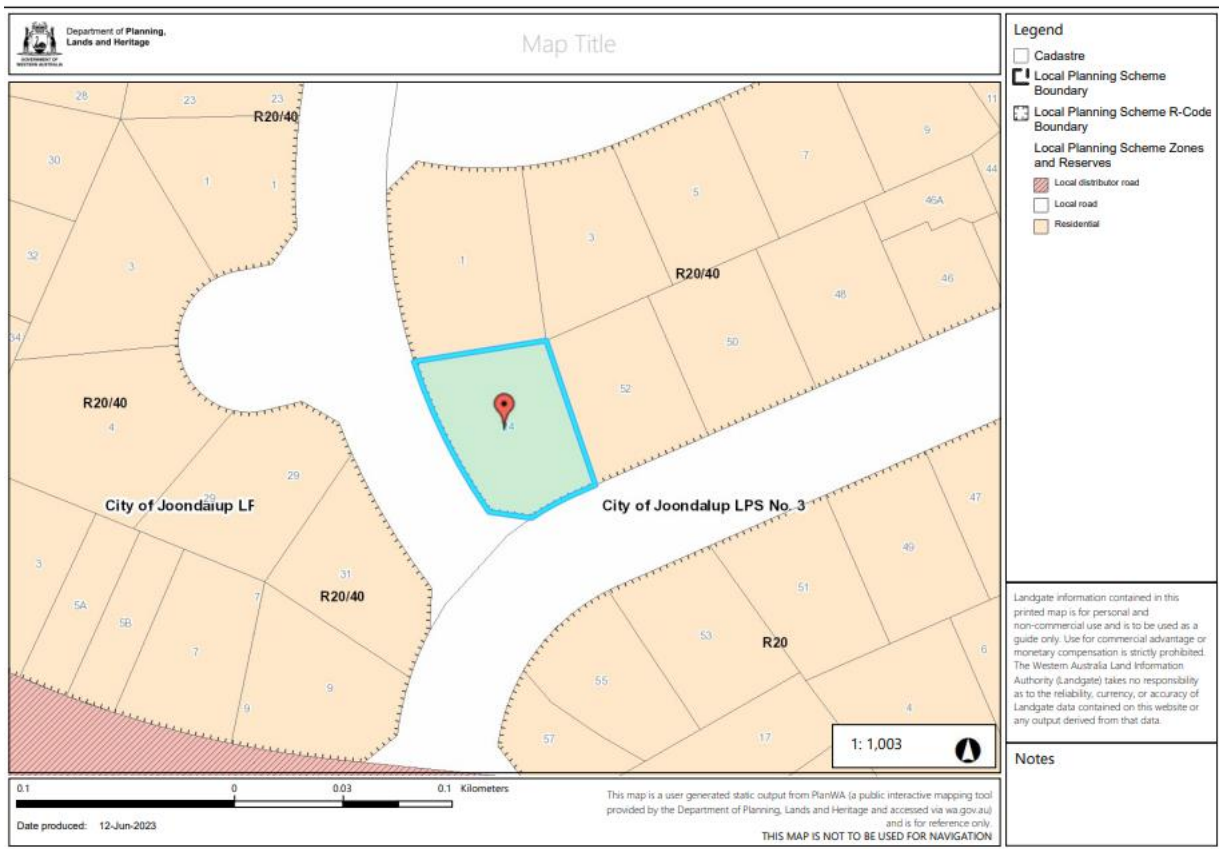


Figure 1: Locality Map

Property Address	
Region Scheme	Perth Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Joondalup Local Planning Scheme No. 3
Local Planning Scheme - Zone	Residential R20/40
Structure Plan:	N/A
Local Development Plan:	N/A
Lot Size:	804m ² (future lots to be created)
Existing Land Use:	Single Dwelling
Bushfire Prone Area:	N/A
State/Local/Aboriginal Heritage	Not listed
State Planning Policies	State Planning Policy 7.3: Residential Design Codes – Volume 1
Applicable Local Planning Policies	City of Joondalup’s Local Planning Policy: Development in Housing Opportunity Areas Local Planning Policy (LPP)



2.1 Planning assessment

2.1.1 Private Open Space

The development proposes two minor open space variations to the minimum required 40m² pursuant to the R-Codes, as follows:

- Unit A – Proposes 31.59m² open space provided (8.4m² proposed variation)
- Unit B – proposes 31.66m² open space proposed (8m² proposed variation)

The variation is considered relatively minor and can be justified against the Design Principles Criteria of the R-Codes as follows:

<i>Design Principles Criteria</i>	<i>Comments/Assessment</i>
<p>1.1 Private Open Space</p> <p>P1.1.1 Dwellings are designed to have direct access to private open space which provides for entertaining, leisure and connection to the outdoors that is:</p> <ul style="list-style-type: none"> i. of sufficient size and dimension to be functional and usable for the intended number of dwelling occupants; ii. is sited, oriented and designed for occupant amenity, including consideration of solar access and natural ventilation appropriate to the climatic region; and iii. capable of use in conjunction with a primary living space of the dwelling. 	<ul style="list-style-type: none"> i. The outdoor area in each unit is considered sufficient in size noting an outdoor table can be located under the alfresco area with additional room outside of this space. ii. The design of the outdoor area has been formulated around the addition of a tree and considerable landscaping. iii. The private open space areas provide considerable north and northeast orientated uncovered open space that will benefit from the winter sun. <p>It is also noted that under Fig 1.1a it is listed that the Garden areas can have clothes drying and AC.</p> <p>Notwithstanding the above, these features are located within a separate area, for the convenience of residents and to maximise the area of the Garden Area.</p>
<p>P1.1.2 Private open space allows for sufficient uncovered area to:</p> <ul style="list-style-type: none"> i. permit winter sun and natural ventilation into the dwelling; and ii. provide for soft landscaping, including the planting of a tree(s) and deep soil area. 	<p>Proposed landscaping is compliant with the HOA and the MDC.</p>



2.1.3 Setback of the garage to the secondary street

The application has been designed to have its frontage directed towards Johns Woods Drive as opposed to addressing Forest Hill Drive. As such vehicle access will be achieved from Forest Hill Drive with the garage having a secondary street setback of 2.2m, thereby complying with the 1m secondary street setback pursuant to the R-Codes. Notwithstanding this however, Sub-section 7.1 of the City's LPP requires that garages have a minimum setback of 5.5m from a public street. The application has been assessed against the Objectives of the LPP in the table below:

Objectives	Comments/Assessment
<p>7. Residential Parking Location</p> <ul style="list-style-type: none"> <i>Achieve development form, scale and character that is appropriate to the context and the existing and planned character of the Housing Opportunity Area, while moderating impacts on neighbouring properties.</i> <i>To create streetscapes framed with appropriate building form in keeping with the desired character of the Housing Opportunity Area.</i> <i>Achieve building outcomes that promote excellent amenity for their interface to the public realm and for all neighbouring properties.</i> <i>Provide sufficient space for onsite visitor parking.</i> 	<ul style="list-style-type: none"> The built form, scale and character of the development is in keeping with the existing and future development of the area. As such, the minor variation is not anticipated to create an unreasonable presentation of building bulk to adjoining properties. the façade to the Forest Hill Drive is well articulated with appropriate large windows and a small courtyard yard from the master bedroom. There is no fence proposed, thereby will not obstruct the any passive surveillance to the street. the total garage width of 4.96m over a street frontage of 18.77m (excluding the truncation) which only represents 37% of the total lot frontage. it is proposed that high quality landscaping is provided within the primary and secondary street setback, being in access to the requirements under Sub-section 11 of the LPP, there is sufficient space between the garage and the foot path to provide for visitor car parking safely, and the available garden areas and landscaping for Unit A would be significantly undermined, reducing the usability of the space and amenity of the future residents. <p>In light of the above, it is considered that the objective has been met.</p>

3.0 Conclusion

The proposed variations have been adequately justified against the design principles for the Residential Design Codes Volume 1 and complies with the City's Local Planning framework. We therefore respectfully request that the City of Joondalup assess this application in a favourable manner.

