

21st September 2023

City of Joondalup
90 Boas Avenue,
JOONDALUP WA 6027

PO Box 21,
JOONDALUP WA 6919

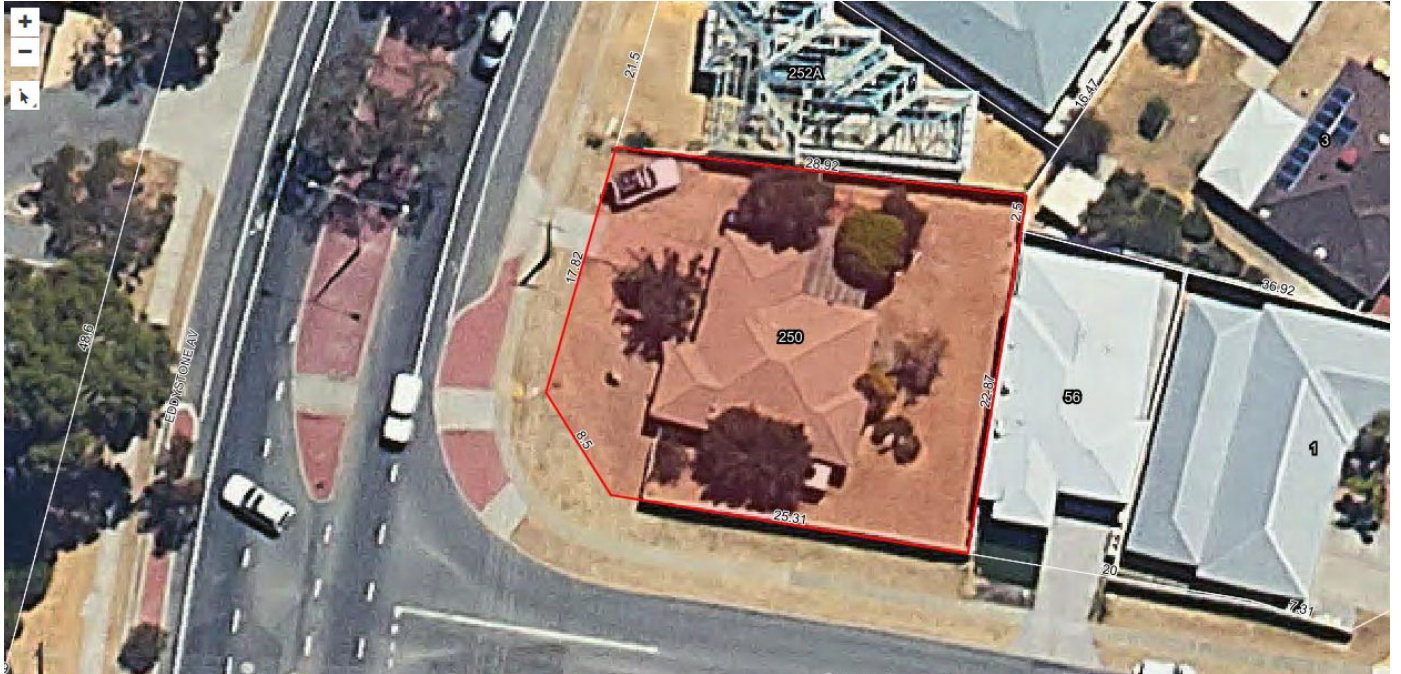
OUR REF:

Proposed Lot 2 of Lot 240, N^o 250, EDDYSTONE AVE, BELDON.

We are writing to you in relation to the proposed single storey dwelling to the above address. We would like to submit a Development Application for non-compliance to City's Residential HOALPP and note the following justifications.

BACKGROUND

The subject site is located on the corner of Eddystone Avenue and Sandalford Drive, Beldon, with the front of the lot facing a southerly direction looking onto Sandalford Drive. The property is zoned Residential with a dual density coding of R20/40 under Local Planning Scheme No. 3 (LPS3). The site has been created through subdivision of the parent site at the higher R40 density and is subject to development requirements at the R40 code. The site is constrained by a site area of 212m² with a 9.44m wide frontage. The lot shape is irregular due to maintaining an existing residence on the neighbouring lot. The lot is constrained by a significant crossfall across the site from the high side on left to low side on right.



Source: City of Joondalup – Intramaps.

PROPOSAL

A new single storey house is proposed for the subject site. The home has been designed in a contemporary manner to accommodate a young couple. The plans have been amended as follows:

- Side Setbacks - Boundary wall length to eastern and western boundaries.
- Tree Canopy and DSA – Landscape area
- Ceiling heights less than the requirements to habitable rooms in lieu of 2.7m as per the LPP;
- Natural Ventilation to Ensuite not achieved as per LPP.
- Noise Impacts – SPP 5.4

COMPLIANCE

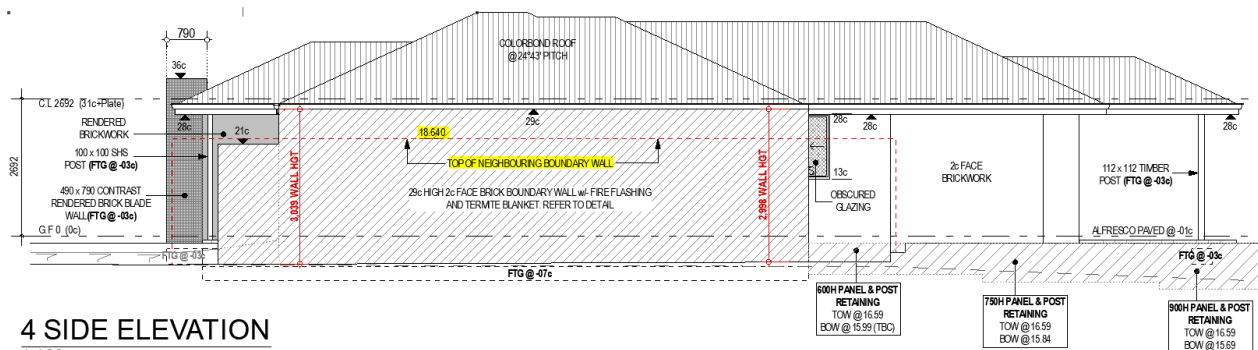
The proposed home has been assessed against the provisions of Council's Development in Housing Opportunity Areas Local Planning Policy (LPP) and the Residential Design Codes. The proposed home is situated on a 212m² lot with a front facing a southerly direction. The design is compliant in terms of Front setbacks, building height, car parking and visual privacy. Minor areas of variation are discussed as follows:

Boundary Walls

The Council's LPP is dated March 2021 and in terms of boundary wall development does not reflect the current R-Codes version with amendments gazetted in 2021. Clause 5.1.3 C3.2 of the R Codes 2021 (R40 and above) allows walls to be built up to two side boundaries as deemed-to-comply development. The more restrictive provisions of the LPP in relation to boundary walls mean that sites being developed within the Housing Opportunity Areas are disadvantaged while those properties outside the Housing Opportunity Areas (even with a lower density coding) can achieve a greater level of development as of right. This inconsistency would appear to conflict with the objectives and intent of the LPP. Regardless of the apparent conflict between the more restrictive provisions of the LPP (based on the current R-Codes) the following comments are made in relation to the current proposal for boundary walls:

Eastern Side

- The proposal is for a single storey dwelling, so building bulk and scale has been kept to a minimum.
- The boundary wall proposed on the eastern side of the lot is simultaneously abutting a similar neighbouring boundary wall of similar height, which will neutralize any amenity impacts. See below image for neighbouring boundary wall heights in relation to proposed.
- Our proposed boundary wall length is less than the eastern neighbouring lot therefore minimizing the impact to this neighbouring property.
- The proposed Boundary wall length of 10.39m (Master Suite through to Garage) to the eastern side is slightly more than the required maximum of 9m as per the LPP. The average wall height of the boundary wall is 3.018m, less than the max height of the LPP. As this boundary wall is located on the eastern side of the lot it will have little to no effect on the neighbouring property from a visual impact or solar access point of view.
- The proposed boundary walls have created an effective use of the small site area.
- The proposed boundary walls do not have any openings, so will not reduce the affected privacy of adjoining properties.
- The proposal complies with the Solar Access provisions of the R Codes and will not produce unreasonable overshadowing of the neighbouring site due to northern orientation.



Western Side

- The proposed boundary walls on the western side of the property have been created to maximise the effective use of space on site whilst considering the impact of the neighbouring property.
- These proposed boundary walls have no direct impact to light and ventilation to the existing dwelling on the western side as this home is setback from the boundaries.
- Wall heights to these boundary walls are deemed insignificant as the proposed F.F.L is lower than the existing residence on the western side.

Tree Canopy and Deep Soil areas – Landscape Area

Sub-section 11 of the LPP detail requirements for landscaping. A plan showing landscaping is submitted for consideration. The Landscape area achieved is 36.29m² (17.12%), in lieu of the 42.40m² (20%) and the following comments are made to support the proposal:

- The overall proposed house size is less than the maximum required based on open space for the site. (R40 45% open)
- The rear & front garden areas are regular in shape, these spaces are functional for planting the required trees and low landscaping. The landscape plan shows there is sufficient area for 2 x small trees to be planted with the associated deep soil area to improve plant survival. These 2 x small trees being proposed will add to the urban tree canopy of the area.
- The policy requires a minimum 1.5m dimension for landscape areas. Landscaping can be achieved along the smaller dimensions of the property to further add to the requirements of landscaping. These areas can be planted out and will add to the aesthetics and feel of the home as well as the overall "green area" of the site.

Ceiling Heights

The LPP requires a minimum ceiling height of 2.7m in habitable rooms and 2.4m in non-habitable spaces.

The plans incorporate higher ceilings of 31c brick courses in the living areas, Bedrooms and Entry and the following justification is made in support of the design:

- The larger ceiling height to the living area will increase the volume of this space, increasing light and ventilation opportunities. This will be an area of high amenity, where residents will spend the majority of their time while awake.
- The north-eastern dining and living room windows provide passive solar opportunities and natural ventilation.
- Window head heights are raised to the underside of the eaves to allow for further solar penetration and increased ventilation.

Natural Ventilation

Again, the LPP does not refer to the current version of the R Codes and erroneously replaces existing clause 5.1.3 C3.4.

Regardless, the following points are made in support of the proposal:

- All rooms other than Laundry meet the requirements the requirements of the R-Codes / NCC.
- This room will be mechanically vented to ensure ventilation via an exhaust fan.

Noise Impacts – SPP 5.4

The lot is located within the noise buffer zone as per the SPP 5.4 Road & Rail. The lot is located at a distance of 128m from the road carriage (Ocean Reef Road). As per image below. At this distance the forecast noise exposure would be 56dB, however when applying the noise reductions from existing screening buildings and structures (SPP 5.4 – 3.3.1) the one-off reduction exposure level is reduced by 4dB, therefore resulting in a rating of 52dB. The need for a noise assessment/contour map is not required based on this information.



Source: PLAN WA - Aerial photo Noise SPP 5.4.

Table 2: Noise exposure forecast

Transport Corridor Classification	Number of lanes (both directions), including bus/priority lanes and entrance/exit ramps	Forecast noise exposure category based on lot distance (m) from edge of nearest main road carriageway (not entrance/exit ramps)																				Forecast Excess Noise Level, dB	Exposure Category	Policy requirements for noise-sensitive land-use and/or development		
		adjacent	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	175	200	225	250				275	300
Strategic freight/major traffic route • 500 or more Class 7-12 Austroads vehicles per day, or • 50,000+ vehicles per day	2 to 4 lanes	72	68	66	65	63	62	61	61	60	59	59	58	57	57	56	55	54	53	52	51	50	0 or less 1 to 3 - 4 to 7 - 8 to 11 -	-	No further measures	
	5 to 6 lanes	74	70	68	66	65	64	63	62	61	61	60	59	59	58	58	57	56	55	54	53	52		*A+	Noise-sensitive land-use and/or development is acceptable, subject to:	
	7 to 8 lanes	76	72	69	68	66	65	64	64	63	62	62	61	60	60	59	58	57	56	55	54	53		*B+	Mitigation measures in accordance with an approved noise management plan;	
	9 to 10 lanes	77	73	70	69	67	66	65	65	64	63	63	62	61	61	60	59	58	57	56	55	54		C	or quiet house package as specified	
	10 or more lanes	78	74	71	70	68	67	66	66	65	64	64	63	62	62	61	60	59	58	57	56	56		*C+		
Other significant freight/traffic routes • Any actual or planned future State Administered Road • Local Government Roads Carrying 100 or more Class 7 – 12 Austroads vehicles/day • 25,000+ vehicles per days vehicles/day	Urban Region Scheme areas 60-80 km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	56	55	54	54	53	53	52	51	50	49	48	47	12 to 15 16 +	D E	Noise-sensitive land-use and/or development is not recommended. There is no default quiet house option due to excessive forecast noise: professional design input is required in order to achieve compliance with relevant criteria. If noise-sensitive land-use and/or development is unavoidable, an approved noise management plan is required to demonstrate compliance with the noise target (see Table 1).
	Urban Region Scheme areas 100+ km/hr	1 to 2 lanes	70	67	65	64	63	62	61	60	59	59	58	57	57	56	56	55	54	53	52	51	50			
	Urban Region Scheme areas 100+ km/hr	3 to 6 lanes	74	70	68	66	65	64	63	62	61	61	60	60	59	59	58	57	56	55	54	53	52			
	Rural areas 60-80 km/hr	1 to 2 lanes	62	59	57	56	55	54	53	52	51	51	50	49	49	48	48	46	45	44	43	42	41			
	Rural areas 60-80 km/hr	3 to 4 lanes	66	63	61	60	59	58	56	56	55	54	53	53	52	52	51	50	49	48	47	46	45			
	Rural areas 100+ km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	55	54	54	53	53	52	51	50	49	48	47	46			
	Rural areas 100+ km/hr	3 to 4 lanes	69	66	64	63	62	61	60	59	58	57	56	56	55	55	54	53	52	51	50	49	48			
Railway Transport Corridor Classification		Forecast period average noise level and exposure category based on distance from nearest rail centreline (m)																								
		adjacent	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	175	200							
Passenger railways	Fremantle, Midland and Thornlie main lines only	68	64	62	60	59	58	56	55	54	53	52	52	51	51	49	48									
	All other metro passenger rail lines, and where multiple metro rail services share the same transport corridor	70	66	64	62	61	60	58	57	56	56	55	54	54	53	52	51	50								
Freight railways, up to 1 movement per hour		72	68	65	63*	62*	60*	59*	58*	57*	57*	56	55	55	54	53	52	51								

* Assists to mitigate short term noise events from freight rail.

CONCLUSION

The proposed design is reasonable when considered in the context of the emerging Beldon area locality. Approval of the dwelling will enable development of a site that has been subdivided as a housing opportunity site and is now ready to be developed to enable the addition of a young couple to the Beldon local community, activating and enlivening the area. On this basis of the above, we look forward to a favorable response from Council.

Please contact New Choice Homes should you have any queries.

Yours sincerely

Brett Pascoe

Designer -New Choice Homes