

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment
<p><b>Clause 1.1 – Private Open Space</b></p>	<ul style="list-style-type: none"> <li>Plans to be updated showing dimensions and where balconies do not meet minimum area and dimensions, please provided a design principle assessment for the City to consider or amend plans to be compliant.</li> </ul>	<p>Plans have been updated to indicate the dimensions and area of each balcony space to each unit.</p> <p>Deemed-to-Comply Requirement C1.1.3 of Clause 1.1 of Part C of the R-Codes Volume 1 requires:</p> <ul style="list-style-type: none"> <li>For two-bedroom Multiple Dwellings – minimum private open space area of 10m<sup>2</sup> and minimum dimension of 2.4m.</li> <li>For three-bedroom Multiple Dwellings – minimum private open space area of 12m<sup>2</sup> and minimum dimension of 2.4m.</li> <li>For ground floor Multiple Dwellings – minimum private open space area of 15m<sup>2</sup> and minimum dimension of 3m.</li> </ul> <p>All units include balconies that are compliant with the minimum size requirements for Deemed-to-Comply Requirement C1.1.3 of Clause 1.1 of the R-Codes Volume 1. There are some minor variations to the minimum dimension requirements to several units which are required to allow retention of trees on the northern side of the building and other design requirements. These are summarised as follows:</p> <ul style="list-style-type: none"> <li>Unit 5 – minimum dimension of 1.7m in lieu of 3.0m. The total area of the private open space is 22m<sup>2</sup>, exceeding the minimum area requirement.</li> <li>Units 9, 10, 21, 22, 33 and 34 – minimum dimension of 1.7m in lieu of 2.4m. Compliant with the minimum size requirement for a three (3) bedroom unit of 12m<sup>2</sup>.</li> <li>Units 12, 24 and 36 – minimum dimension of 1.8m in lieu of 2.4m. Compliant with the minimum size requirement for a two (2) bedroom unit of 10m<sup>2</sup>.</li> </ul> <p>All other private open space areas are compliant.</p>

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		<p>The above variations are minor in nature, and the proposal complies with the relevant Design Principles under Clause 1.1 of Part C of the R-Codes Volume 1 for the following reasons:</p> <ul style="list-style-type: none"> <li>• The private outdoor space is accessible via the primary living area of the unit.</li> <li>• The private outdoor spaces are of a sufficient size and dimension to be functional for the intended user.</li> <li>• There is no visual privacy, acoustic or noise concerns relating to the proposal.</li> <li>• A large communal landscaped area is provided on the podium level of the development which offsets any variations to the private outdoor spaces described above.</li> </ul>
<p><b>Clause 1.3 – Communal Open Space (Multiple Dwellings Only)</b></p>	<ul style="list-style-type: none"> <li>• Please provide details for communal open space.</li> </ul>	<p>Plans have been updated to include communal space on the podium level in a central location.</p> <p>Deemed-to-Comply Requirement C1.3.1 of Clause 1.3 of Part C of the R-Codes Volume 1 requires:</p> <ul style="list-style-type: none"> <li>• 246m<sup>2</sup> of communal open space.</li> <li>• 82m<sup>2</sup> of accessible / hard landscape area (to be included in the overall requirement.</li> <li>• Minimum communal open space dimension of 4m.</li> <li>• Maximum covered roof area of 25%.</li> </ul> <p>The proposal includes the construction of a new communal space on the podium level of the development – approximately 358m<sup>2</sup> in area.</p> <p>A review of the provision of communal space across the site has been undertaken. The following table provides a summary of the supply for existing units and proposed development:</p>

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment																																	
		<table border="1"> <thead> <tr> <th>Year</th> <th>No. of Occupants</th> <th>No. of Units</th> <th>Total m<sup>2</sup> of Amenities</th> <th>m<sup>2</sup> / Dwelling</th> <th>m<sup>2</sup> / Occupant</th> </tr> </thead> <tbody> <tr> <td>2026</td> <td>81</td> <td>65</td> <td>803</td> <td>12.4</td> <td>9.9</td> </tr> <tr> <td>2027</td> <td>81</td> <td>65</td> <td>803</td> <td>12.4</td> <td>9.9</td> </tr> <tr> <td>2028</td> <td>81</td> <td>65</td> <td>803</td> <td>12.4</td> <td>9.9</td> </tr> <tr> <td>2029</td> <td>133</td> <td>106</td> <td>1,161</td> <td>10.9</td> <td>8.7</td> </tr> </tbody> </table>	Year	No. of Occupants	No. of Units	Total m <sup>2</sup> of Amenities	m <sup>2</sup> / Dwelling	m <sup>2</sup> / Occupant	2026	81	65	803	12.4	9.9	2027	81	65	803	12.4	9.9	2028	81	65	803	12.4	9.9	2029	133	106	1,161	10.9	8.7			
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		<p>Based on the above, the proposal complies with the minimum requirements of Deemed-to-Comply Requirement C1.3.1 of Clause 1.3 of Part C of the R-Codes Volume 1.</p> <p>It is the proponent's intent that the overall amenities area will increase across the site as part of future stages of development, with an aim to reach pre-existing amenity area ratios on a per unit basis. This will be confirmed through future development applications over the site.</p>																																	
<b>Clause 2.1 – Size and Layout of Dwellings</b>	<ul style="list-style-type: none"> <li>• C2.1.6 - Please show floor to ceiling height: <ul style="list-style-type: none"> <li>○ Habitable rooms: 2.65m</li> <li>○ Non-habitable rooms: 2.4m</li> </ul> </li> </ul>	<p>Plans have been updated to indicate the floor to ceiling height on each elevation. The plans indicate a floor to ceiling height of:</p> <ul style="list-style-type: none"> <li>• 2.65m for habitable rooms.</li> <li>• 2.40m for non-habitable rooms.</li> </ul> <p>Therefore, the proposal is compliant with Deemed-to-Comply Requirement C2.1.6 of Clause 2.1 of Part C of the R-Codes Volume 1.</p>																																	
	<ul style="list-style-type: none"> <li>• C2.1.8 Dwelling size and mix <ul style="list-style-type: none"> <li>○ For 10 or more multiple dwellings, not more than 80% of dwellings with same number of bedrooms</li> </ul> </li> </ul>	<p>Plan have been updated to improve the unit sizes and mix. The revised proposal includes:</p> <ul style="list-style-type: none"> <li>• 34 two (2) bedroom units; and</li> <li>• 7 three (3) bedroom units.</li> </ul> <p>The three (3) bedroom units represents 17.1% of the total number of units in the development. This represents a minor variation to the 80%</p>																																	

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		<p>requirement under Deemed-to-Comply Requirement C2.1.8 of Clause 2.1 of Part C of the R-Codes Volume 1.</p> <p>The proposed minor variation should be supported since the proposal satisfies Design Principle P2.1.4 of Clause 2.1 of Part C of the R-Codes Volume 1 for the following reasons:</p> <ul style="list-style-type: none"> <li>• The proposal provides a mix of unit typologies that varies in size and configurations to cater for the intended occupants (retirees). The proponent has significant experience in operating retirement village developments and fully understands the occupants' requirements. The proposed development has been designed accordingly.</li> </ul>
	<ul style="list-style-type: none"> <li>• C2.1.9 Storage <ul style="list-style-type: none"> <li>○ Some stores less than 4sqm &amp; some door open inwards.</li> </ul> </li> </ul>	<p>The plans have been modified so doors to all storerooms (except the southern side of the undercroft) open outwards to be compliant with Deemed-to-Comply Requirement C2.1.9 of Clause 2.1 of Part C of the R-Codes Volume 1. The storerooms on the southern side of the undercroft are required to open inwards as these are located next to car parking bays.</p> <p>Each unit is provided with one (1) storeroom as follows:</p> <ul style="list-style-type: none"> <li>• Storerooms for the north units on all levels are 4.2m<sup>2</sup> in area but due to a possible duct being located in this area, the effective area slightly reduces to 3.9m<sup>2</sup>.</li> <li>• Storerooms for the south units on all levels are 5.0m<sup>2</sup> in area but due to a possible duct being located in this area, the effective area slightly reduces to 4.6m<sup>2</sup> in area.</li> <li>• Storerooms for the undercroft are 4.6m<sup>2</sup> in area.</li> </ul> <p>As per above, there are minor variations proposed to:</p> <ul style="list-style-type: none"> <li>• The doors to the storerooms on the southern side of the undercroft are required to open inwards.</li> </ul>

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		<ul style="list-style-type: none"> <li>The size of the area of the storerooms which are required to be 5m<sup>2</sup> in area.</li> </ul> <p>The proposed development satisfies the relevant Design Principle P2.1.6 of Clause 2.1 of Part C of the R-Codes Volume 1 for the following reasons:</p> <ul style="list-style-type: none"> <li>The doors to the southern undercroft storerooms are located on the longest side of the store. This makes most of the storeroom space functional with minimal impact.</li> <li>The proposed development, including the size of the storerooms, has been designed to accommodate the intended user (retirees).</li> <li>The storerooms are integrated into the design of the development and screened from view.</li> </ul>
<b>Clause 2.2 – Solar Access and Natural Ventilation</b>	<ul style="list-style-type: none"> <li>C2.2.1 Windows and Openings <ul style="list-style-type: none"> <li>Area F W15 Window less than 10% of floor area.</li> </ul> </li> </ul>	<p>Window W15 within Units 5, 10, 22 and 34 has an openable area of 5.28m<sup>2</sup> (including the openable door and openable window above the door). Bedroom 2 of these units has an area of 14.19m<sup>2</sup>. Therefore, the Window W15 is compliant with Deemed-to-Comply Requirement C2.2.1 of Clause 2.2 of Part C of the R-Codes Volume 1.</p>
<b>Clause 2.3 – Parking</b>	<ul style="list-style-type: none"> <li>C2.3.2 – motorcycle/scooter parking (multiple dwellings) <ul style="list-style-type: none"> <li>Please provided a design principle assessment for the City to consider or amend plans to be compliant.</li> </ul> </li> <li>C2.3.4 – visitor parking <ul style="list-style-type: none"> <li>Please provided a design principle assessment for the</li> </ul> </li> </ul>	<p>In accordance with Deemed-to-Comply Requirement C2.3.2 of Clause 2.3 of Part C of the R-Codes Volume 1, the proposal would require the provision of 4.1 motorcycle / scooter parking bays.</p> <p>In accordance with Deemed-to-Comply Requirement C2.3.4 of Clause 2.3 of Part C of the R-Codes Volume 1, the proposal would require 11 visitor parking bays. This proposal includes no new visitor parking bays to be constructed.</p> <p>In accordance with Deemed-to-Comply Requirement C2.3.6 of Clause 2.3 of Part C of the R-Codes Volume 1, the proposal would require 20.5 resident bicycle parking spaces and 4.1 visitor bicycle parking spaces. The proposal includes ten (10) resident bicycle parking spaces and two (2) visitor bicycle parking spaces.</p>

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	<p>City to consider or amend plans to be compliant.</p> <ul style="list-style-type: none"> <li>• C2.3.6 – Bicycle bays (multiple dwellings) <ul style="list-style-type: none"> <li>○ Please show location of bicycle bays for occupants and visitors or provided a design principle assessment for the City to consider.</li> </ul> </li> </ul>	<p>The proposed development satisfies the relevant Design Principles P2.3.2 of Clause 2.2 of Part C of the R-Codes Volume 1 for the following reasons:</p> <ul style="list-style-type: none"> <li>• Each unit is allocated one (1) parking bay, which is provided conditional on the occupant's commencement of residence at the site – occupants are not permitted to park a second vehicle at the site given the nature of the proposal. Occupants will not be permitted to park a motorcycle or scooter as a second vehicle within the allocated car parking bay. Therefore, additional motorcycle / scooter parking is not proposed, and the proposed occupant car parking supply is adequate for this type of development.</li> <li>• The intent is that visitors will be able to use the Worley Street parking bays. An availability survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors. Occupants will have one parking bay per unit allocated within the ground floor parking area. Refer Traffic Impact Statement for further information.</li> <li>• Bicycle parking is provided at an appropriate rate for a development of this nature, having regard to the end user. A total of 10 spaces is provided within the ground floor of the development at a rate of one (1) space per 4.1 units. These are provided at a higher rate than the recently completed development in the north-western corner of the site which provided bicycle parking at a rate of one (1) space per 6.0 units.</li> <li>• Visitor bicycle parking is provided at the site at an appropriate rate and in a convenient location to enter the development. Based on the type of development proposal, the two (2) visitor bicycle parking spaces is sufficient.</li> </ul>
<p><b>Clause 2.4. – Waste management (multiple dwellings)</b></p>	<ul style="list-style-type: none"> <li>• Please provide a waste management plan prepared by suitably qualified person such as a</li> </ul>	<p>The Application is supported by a Waste Management Plan (<b>WMP</b>). The WMP indicates that bins will be collected from on-site via a footpath adjacent to the bin store enclosure. The area will be flat. The waste</p>

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	<p>waste management consultant. The city would like to know the distance from the truck parking area to the proposed bin storage bay, and whether City's drivers will be required to wheel the bins directly from the bin storage area to the street. Additionally, is it a flat platform?</p>	<p>vehicle will reverse into the southern access point, collect the bins and then drive out of the site in a forward moving gear.</p>
<p><b>Clause 2.5 Utilities</b></p>	<ul style="list-style-type: none"> <li>• Nil set back to 2A substation &amp; 2B Tank/Pump Room. Is 2B Tank/Pump Room to be built as part of this development and how will it be integrated into the future development?</li> </ul> <p>The City is not supportive of the nil setback to the substation as it is not consistent with the streetscape and has not been integrated into the design of the building. The City also has concerns with stage 2B substation. How will this be integrated into future development.</p>	<p>The proposal includes the construction of the following utilities:</p> <ul style="list-style-type: none"> <li>• A new sub-station at the ground level below Unit 12 with a nil setback to Worley Street.</li> <li>• A new site fire pump and fire tank room with a 1m setback to Worley Street.</li> <li>• A new site water pump set back 9.4m to Worley Street.</li> </ul> <p>A fence will be constructed to link these structures together and to secure the site with a new vehicle gate that will be constructed to a standard to match the existing fence on Worley Street and secure the site.</p> <p>The location of these utilities has been carefully planned to ensure the location and design meets the relevant service authorities (Western Power, Water Corporation and Department of Fire and Emergency Services) access requirements.</p> <p>Noise impacts from these utilities will be mitigated by the masonry / facebrick enclosure.</p>

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		<p>The use of masonry / facebrick work will match the proposed development as well as other residential structures in the surrounding area. Additionally, these structures will be constructed to a standard that will permit future development to be built over the top of these structures. This means that these utilities can be integrated into future development, mitigating any perceived visual impact on the streetscape.</p> <p>In addition, it is the proponent's intent that that public art will be integrated into the façade of the buildings (sub-station, water pumps and fire pump buildings) to further mitigate any perceived streetscape impacts.</p> <p>Therefore, the proposal satisfies the Design Principles P2.5.1 and P2.5.2 of Clause 2.5 of Part C of the R-Codes Volume 1.</p>
<p><b>Clause 2.7 – Universal Design</b></p>	<ul style="list-style-type: none"> <li>• Please provide details how clauses 2.7.1 &amp; 2.7.2 have been complied with.</li> </ul>	<p>All units will be designed to incorporate the following universal design principles:</p> <ul style="list-style-type: none"> <li>• Front door widths of 1.02m.</li> <li>• Internal doors typically 0.87m wide (and most being 0.92m).</li> <li>• Flush thresholds throughout the car park, front doors and balconies to improve ease of access.</li> <li>• No shower hobs included.</li> <li>• Minimum corridor widths of 1.0m.</li> <li>• Reinforced bathroom walls.</li> <li>• At least one (1) water closet per unit has 1.2m clearance in front of the toilet.</li> <li>• Removable carpentry below one (1) bathroom basin for possible future toe space.</li> </ul> <p>Based on the above, the proposed development will achieve universal design requirements to all units.</p>

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<p><b>Clause 3.3 –Street Setbacks</b></p>	<ul style="list-style-type: none"> <li>• C3.3.1 - The nil setback to the substation is not supported by the City.</li> <li>• C3.3.1 - Please show street setback to the 1<sup>st</sup>, 2<sup>nd</sup> &amp; 3<sup>rd</sup> floors on the plans. Please provided a design principle assessment for the City to consider or amend plans to be compliant if the setback is less than 2m.</li> <li>• C3.3.1 – The nil setback to Unit 405 balcony is not supported. Please provided a design principle assessment for the City to consider or amend plans to be compliant.</li> <li>• C3.3.1 – The eave is considered to be a minor projection and should not project more than 0.75m into the street setback.</li> </ul>	<p>Table C of Part C of the R-Codes Volume 1 requires a minimum primary street setback of 2m to Worley Street. The proposed development incorporates a nil setback to the sub-station, 1m setback to the fire pump structures, a nil setback to the first floor Unit 12 Balcony. The remainder of the development provides compliant setbacks to Worley Street:</p> <ul style="list-style-type: none"> <li>• Ground floor storeroom – 2.7m.</li> <li>• Ground floor units and car park – 6.1m.</li> <li>• Ground floor water pump room – 9.4m.</li> <li>• Unit 24 - second floor balcony – 2.6m.</li> <li>• Unit 36 – second floor balcony – 2.9m.</li> </ul> <p>The proposed variations to the sub-station, Unit 12 balcony and fire pump structures satisfy the Design Principles under P3.3.1 and P3.3.2 of Clause 3.3 of Part C of the R-Codes for the following reasons:</p> <ul style="list-style-type: none"> <li>• The surrounding area is zoned and has a density permitting development up to R60, the same as the site. It is reasonable that in the future there will be developed in the surrounding area that incorporates similar setbacks to Worley Street.</li> <li>• The proposal includes new high quality landscaping between the building and the lot boundary, as well as within the Worley Street verge area.</li> <li>• The proposed reduced setbacks do not cause any visual privacy issues with occupants of the development or on adjoining sites.</li> <li>• No parking is proposed within the front setback area.</li> <li>• Setbacks between the building and the street permit the laying of services underground to connect to the proposed sub-station.</li> <li>• The location of the sub-station is required to be set back nil with Worley Street to address Western Power requirements. Therefore, the location of the sub-station cannot be modified.</li> </ul>

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<p><b>Clause C3.7.7 – Sightlines</b>  - Refer to LPP 1.6. for amended deemed-to-comply and design principles.</p>	<ul style="list-style-type: none"> <li>• Please ensure the development complies with sightline requirements outlined in LPP 1.6.</li> </ul>	<p>The proposed development includes the replacement and relocation of the southern gate to Worley Street. The new gate will be set back approximately 6m from the street. Therefore, sightlines will be compliant with the requirements of Deemed-to-Comply Requirement C3.7.7 of Clause 3.7 of Part C of the R-Codes Volume 1. Sightlines will comply with the relevant requirements of the Australian Standards. It should be noted that the northern gate is existing and will not be modified as part of this development. Rather the proposed fencing will tie into the existing fence to the northern gate.</p>