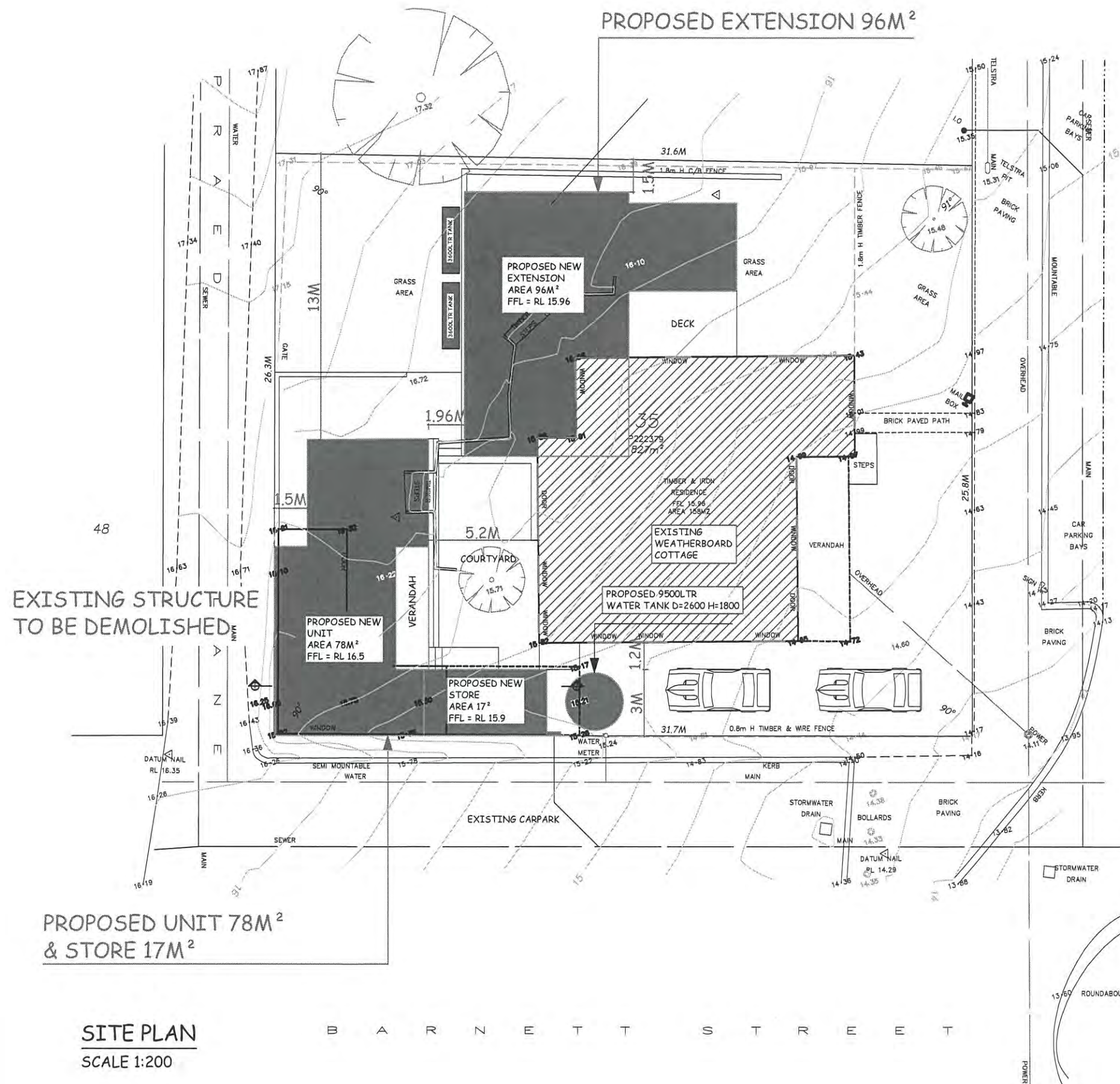


20 February 2018 - Attachment 8.1.2a

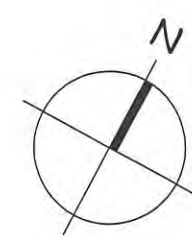


**SITE PLAN**  
SCALE 1:200

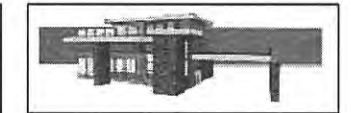
BARNETT STREET

OFFICE COPY

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\* 1 FEB 2018  
BY: \_\_\_\_\_



**DSM**  
Denmark Survey & Mapping  
PO Box 339  
1 / 55 Strickland St, Denmark 6333  
(08) 9848 2262



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PROPOSED DEVELOPMENT  
**LOT 35 STRICKLAND ST.**  
**DENMARK**  
FOR K & B RICHARDSON

No.	REVISION
1.	add living to unit
2.	add car bays
3.	add extension

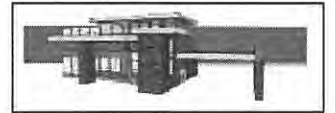
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DATE: 9.11.2017  
REVISED: 17.01.2018

DRAWN BY: TJR  
CHECKED BY: TJR

SHEET NAME:  
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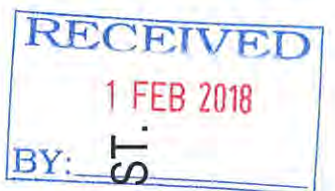
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PROPOSED DEVELOPMENT  
**LOT 35 STRICKLAND ST.**  
**DENMARK**  
 FOR K & B RICHARDSON

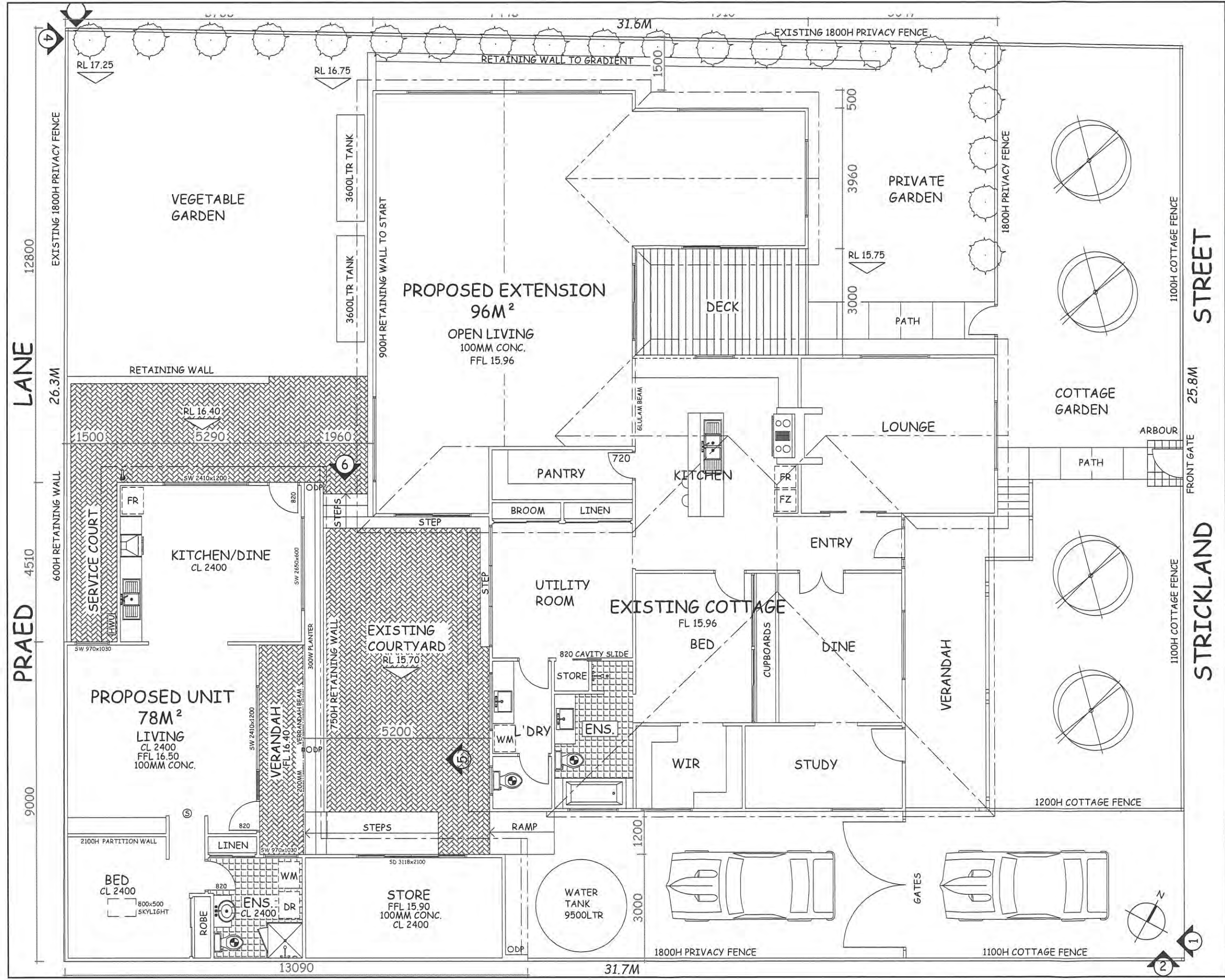
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 REVISED: 1.02.2018

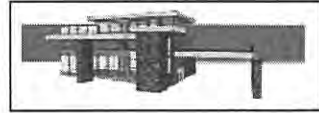
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SHEET NAME:  
**CONCEPT PLAN**

SHEET No: **2**



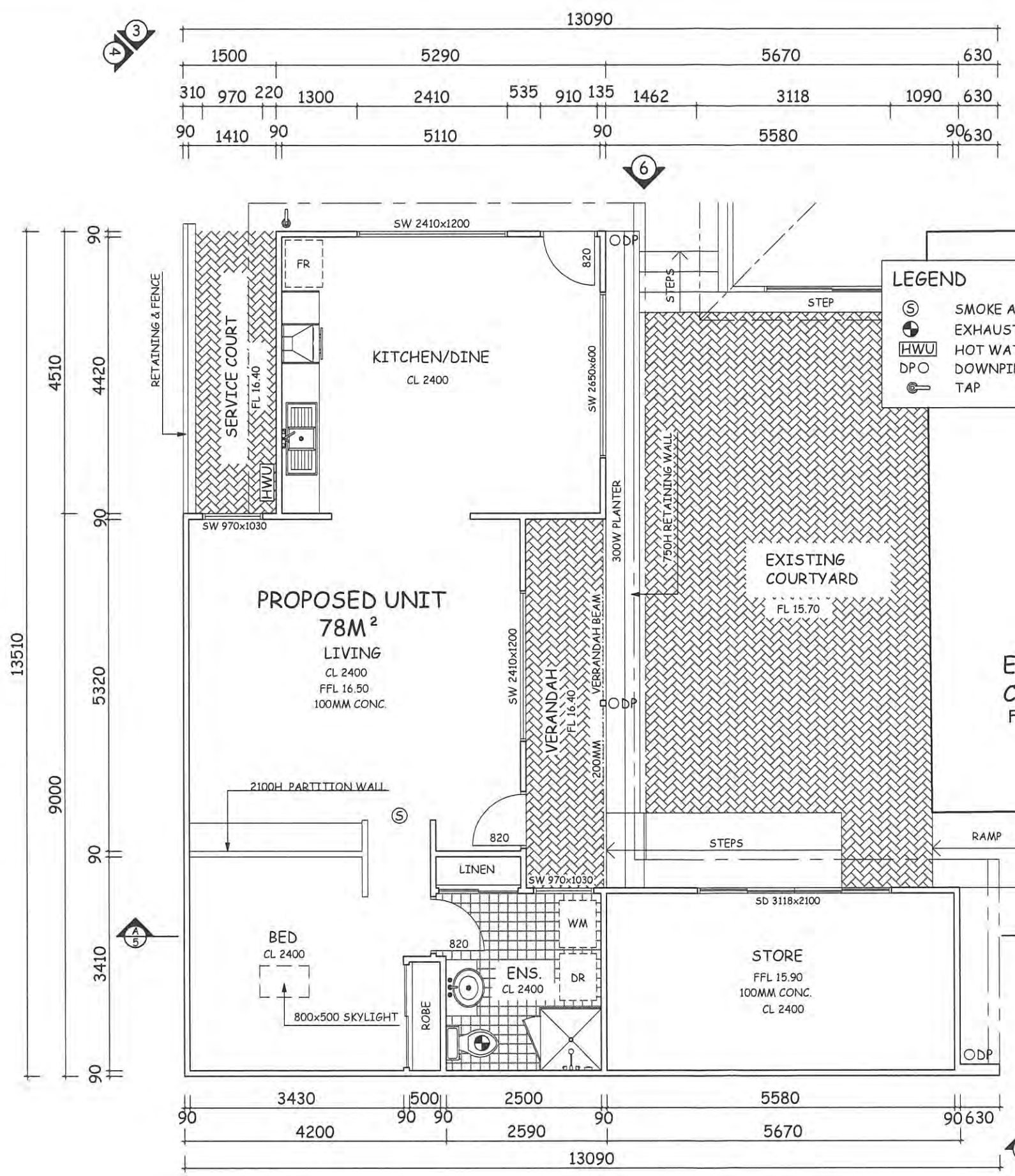




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EXISTING 5M LANEWAY



**LEGEND**

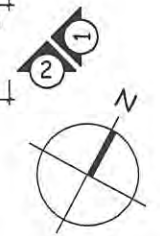
- Ⓢ SMOKE ALARM TO COMPLY WITH AS3786 & PART BCA 3.7.2
- ⊕ EXHAUST FANS TO COMPLY WITH BCA PARTS 3.8.5.2 & 3.8.5.3
- HWU HOT WATER UNIT TO COMPLY WITH PARTS B2 OF NCC VOL.3
- DPO DOWNPIPE
- ⌘ TAP

**AREAS**

UNIT.....	78M <sup>2</sup>
VERANDAH.....	8M <sup>2</sup>
STORE.....	17M <sup>2</sup>
<b>TOTAL.....</b>	<b>103M<sup>2</sup></b>

**UNIT FLOOR PLAN**  
 SCALE 1:75

EXISTING CARPARK



PROPOSED DEVELOPMENT  
**LOT 35 STRICKLAND ST.**  
**DENMARK**  
 FOR K & B RICHARDSON

No.	REVISION
1.	add living

SCALE: 1:75 @ A3  
 DATE: 9.11.2017  
 REVISED: 1.02.2018

DRAWN BY: TJR  
 CHECKED BY: TJR

SHEET NAME:  
**UNIT FLOOR PLAN**

SHEET No: **3**





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PROPOSED DEVELOPMENT  
**LOT 35 STRICKLAND ST.**  
**DENMARK**  
 FOR K & B RICHARDSON

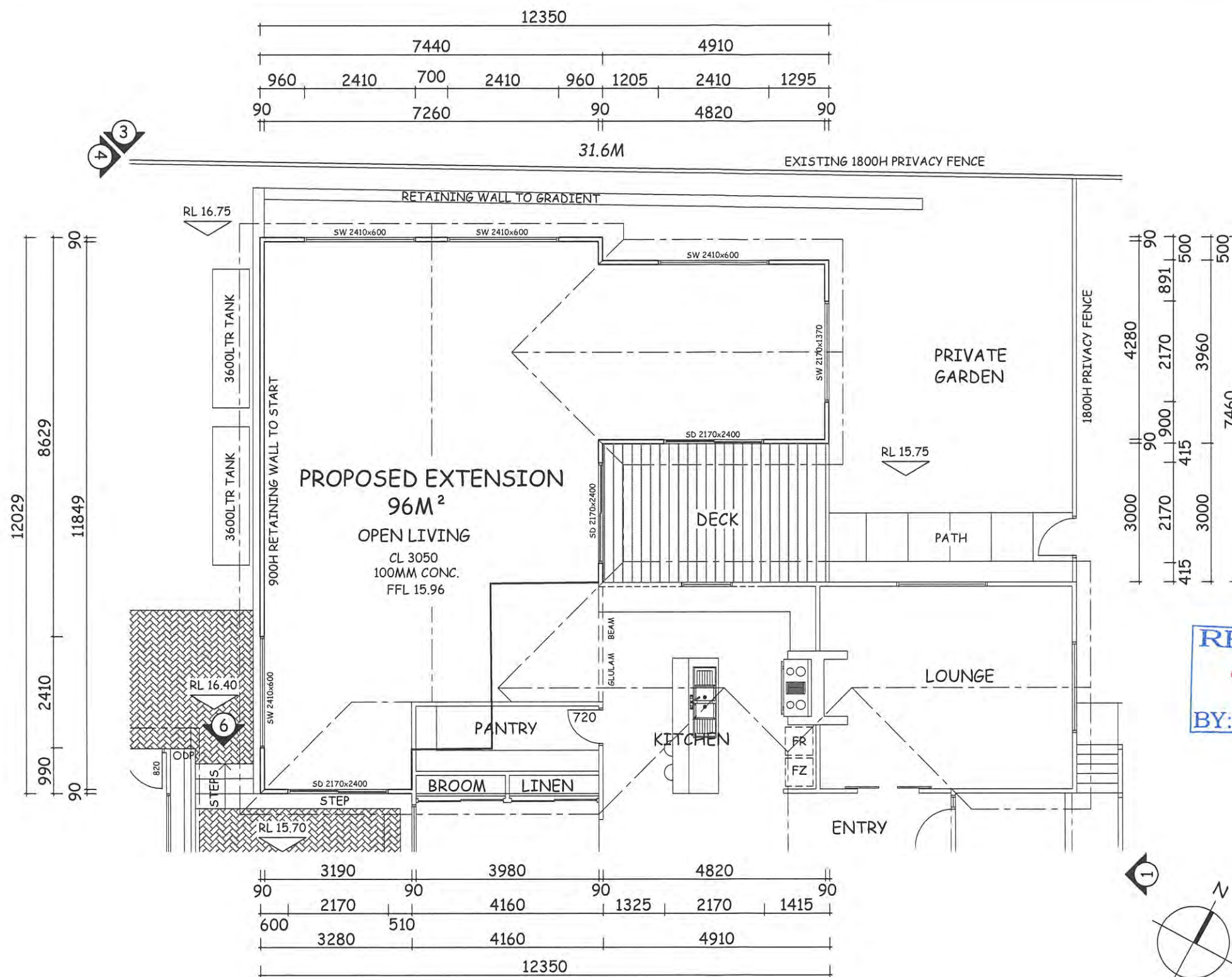
No.	REVISION

SCALE: 1:100 @ A3  
 DATE: 20.01.2017  
 REVISED: 1.02.2018

DRAWN BY: TJR  
 CHECKED BY: TJR

SHEET NAME:  
**EXTENSION FLOOR PLAN**

SHEET No: **4**



**EXTENSION FLOOR PLAN**  
 SCALE 1:100

**LEGEND**

- ⊙ SMOKE ALARM TO COMPLY WITH AS3786 & PART BCA 3.7.2
- ⊕ EXHAUST FANS TO COMPLY WITH BCA PARTS 3.8.5.2 & 3.8.5.3
- HWU HOT WATER UNIT TO COMPLY WITH PARTS B2 OF NCC VOL.3
- DP DOWNPIPE
- ⊕ TAP

**AREAS**

OPEN LIVING.....96M<sup>2</sup>





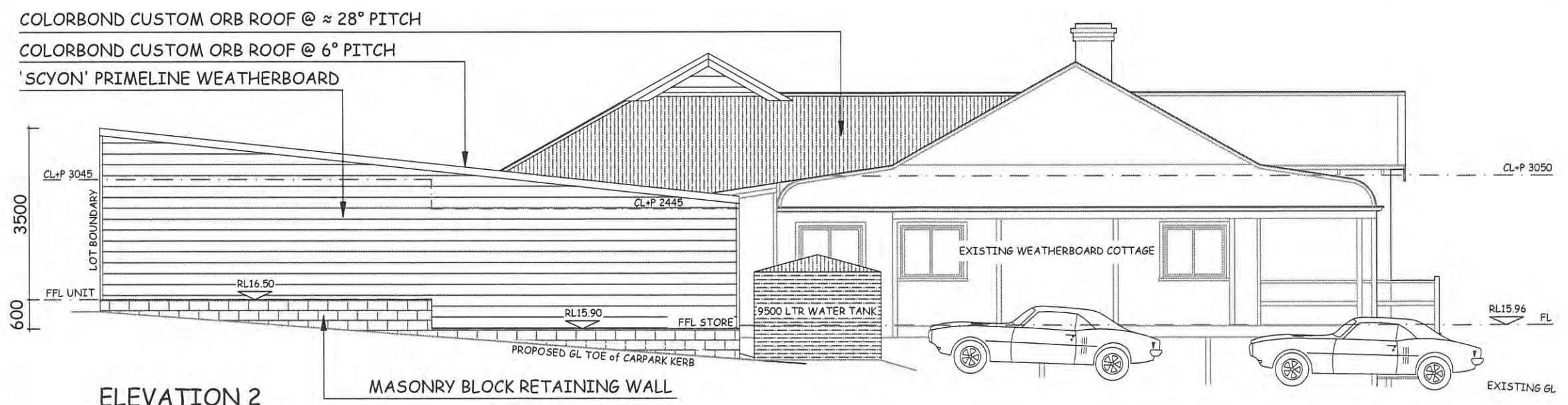
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**ELEVATION 1**  
 SCALE 1:100

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**ELEVATION 2**  
 SCALE 1:100

**PROPOSED DEVELOPMENT**  
**LOT 35 STRICKLAND ST.**  
**DENMARK**  
 FOR K & B RICHARDSON

No.	REVISION	
1.	add living to unit	
2.	add extension	

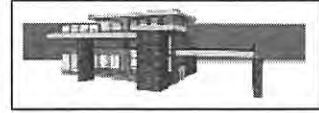
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 REVISED: 1.02.2018

DRAWN BY: TJR  
 CHECKED BY: TJR

SHEET NAME:  
**ELEVATIONS**

SHEET No:  
**5**





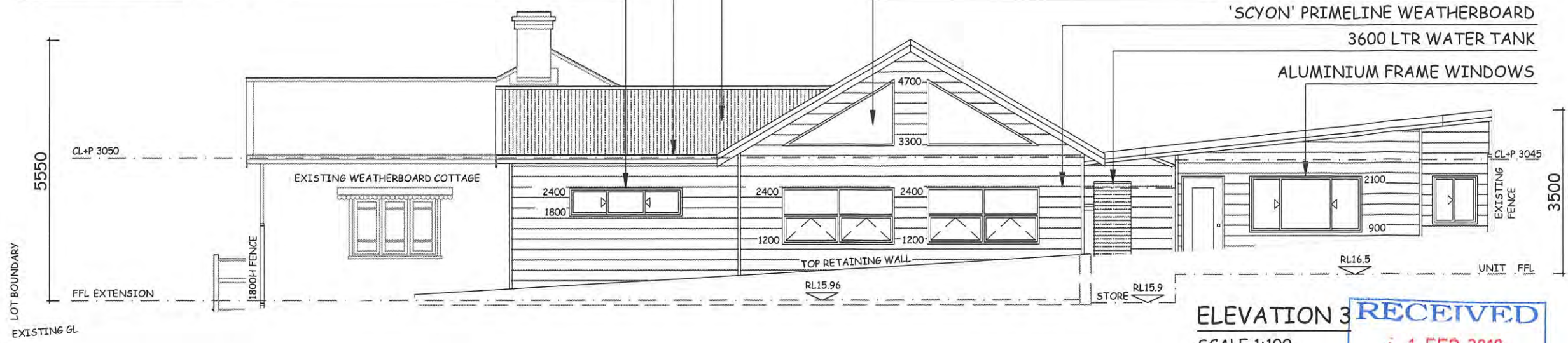
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PROPOSED DEVELOPMENT  
**LOT 35 STRICKLAND ST.**  
**DENMARK**  
 FOR K & B RICHARDSON

COLORBOND GUTTER  
 ALUMINIUM FRAME WINDOWS

COLORBOND CUSTOM ORB ROOF @  $\approx 28^\circ$  PITCH  
 ALUMINIUM FRAME FEATURE WINDOWS



**ELEVATION 3**  
 SCALE 1:100  
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COLORBOND GUTTER

'SCYON' PRIMELINE WEATHERBOARD



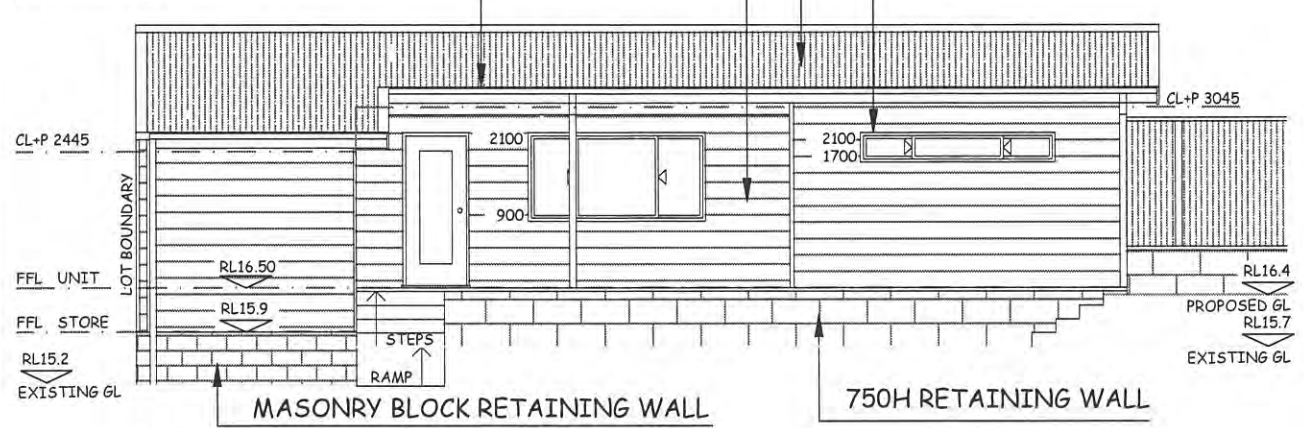
**ELEVATION 4**  
 SCALE 1:100

600H RETAINING WALL  
 100MM REINFORCED CONC. SLAB

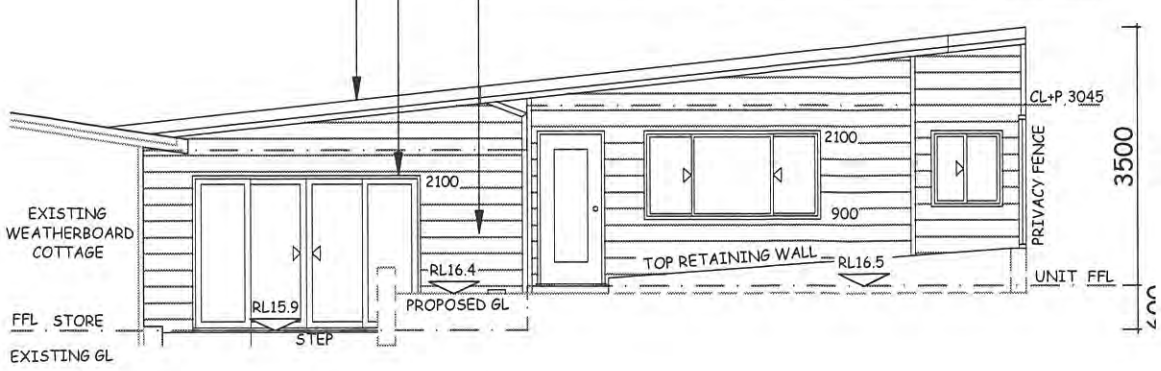
COLORBOND CUSTOM ORB ROOF @  $6^\circ$  PITCH  
 'SCYON' PRIMELINE WEATHERBOARD  
 COLORBOND GUTTER

ALUMINIUM FRAME WINDOWS

COLORBOND CUSTOM ORB ROOF @  $6^\circ$  PITCH  
 ALUMINIUM FRAME WINDOWS  
 'SCYON' PRIMELINE WEATHERBOARD



**ELEVATION 5**  
 SCALE 1:100



**ELEVATION 6**  
 SCALE 1:100

REVISION	No.	add living	add extension
	1.		
	1.		

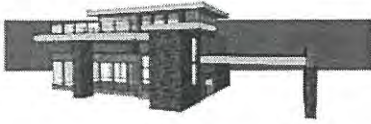
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 REVISED: 1.02.2018

DRAWN BY: TJR  
 CHECKED BY: TJR

SHEET NAME:  
**ELEVATIONS**

SHEET No:  
**6**





**JUSTIFICATION IN SUPPORT TO RELAX CAR PARKING REQUIREMENT –  
PROPOSED RESIDENTIAL DEVELOPMENT LOT 35 (NO.90) STRICKLAND STREET,  
DENMARK FOR K & B RICHARDSON**

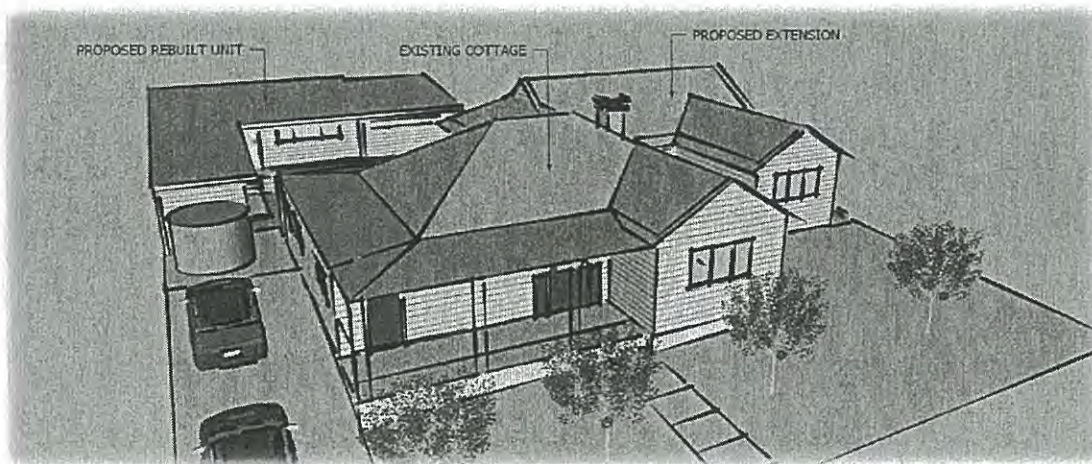
**1.) INTRODUCTION**

- The existing cottage & associated rear 1 bedroom unit conversion was purchased in 2017 by the Dr. Karl Richardson & his son Prof. Benjamin Richardson who resides with his wife in Hobart at present.
- It is envisaged that Karl & Christine his wife will reside at the Strickland St. cottage whilst the rear unit will be utilized by Benjamin who will be making regular visits as well as their other adult children occasionally.
- It is planned that the property will be in the Richardson family ownership for the foreseeable future and stress this is not an investment property but a home.

**2) EXISTING BUILDINGS**

- The main dwelling is a 1 bedroom weatherboard cottage circa. 1920 which is listed on the Shire of Denmark Municipal Heritage Inventory (2011) Category A. It is also listed in Appendix VII – Schedule of Places of Heritage Value in the operative Denmark Town Planning Scheme No.3. The description mentions “very good condition & of considerable significance”.
- An existing unapproved rear 1 bedroom unit conversion (year uncertain) of which little is known only it may have been an old stable.

**3) PROPOSED DEVELOPMENT**



- The existing cottage will not be altered externally, some minor repairs will be undertaken

for safety and a new coat of paint will be applied in consultation with the Denmark Heritage Committee. A new open living wing is planned to be built and integrated towards the rear of the cottage in an L shape to tie into the existing rooflines.

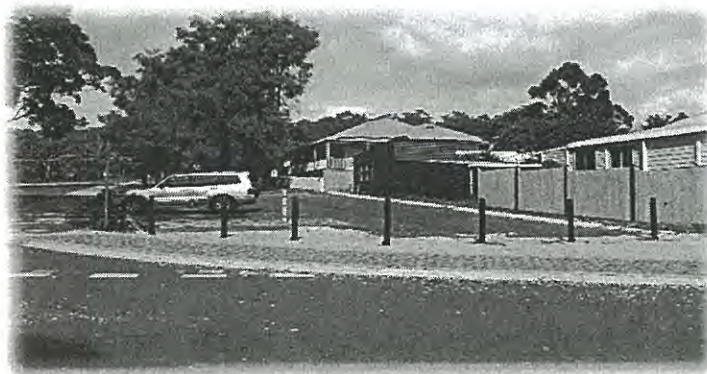
- The existing rear 1 bedroom unit conversion will be required to be demolished & rebuilt due to unreparable drainage damage to the stumps and floor according to builder's reports. As the conversion was never approved the owners are now seeking to gain approval for a 1 bedroom "Ancillary Accommodation" unit. The rebuilt structure is generally in keeping with the original in scale and shape.

#### 4) EXISTING PARKING

- Existing **ON-SITE** parking consists of 2 bays in tandem (between the cottage and the southern fence line) which has served the cottage and the rear unit effectively for some years.
- Existing **OFF-SITE** parking within 15m of Lot 35 Strickland St. of which there are 6 bays + 1 disabled in the adjoining public car park and 7 bays + 1 disabled on Strickland St. 3 of which are directly in front kerbside.



Existing off-site parking spaces Strickland St.



Adjoining public car park cnr. Strickland & Barnett Sts.



5) R-CODES (STATE PLANNING POLICY 3.1) – 5.3.3 PARKING (p27)

- Deemed-to-comply

C3.1 The following minimum number of on-site car parking spaces is to be provided for each **single house, grouped dwelling and special purpose dwelling** comprising the following number of bedrooms:

Type of dwelling	Car parking spaces	
	Location A	Location B
	A	B
1 bedroom dwelling	1	1
2 + bedroom dwelling	1	2
Aged persons' dwelling	1	1
Ancillary dwelling	nil	1

A = within:

- 800m of a train station on a **high frequency rail route**, measured in a straight line from the pedestrian entry to the train station platform to any part of a lot; or
- 250m of a **high frequency bus route**, measured in a straight line from along any part of the route to any part of a lot.

B = not within the distances outlined in A above.

Application C3.1:-

From the table above assuming Car Parking Spaces - Location B the requirement would be  
1 bay – Single house (1 bedroom dwelling) and  
1 bay – Ancillary dwelling

**TOTAL 2 BAYS REQUIRED**



- Design Principles

P3.1 Adequate car parking is to be provided on-site in accordance with projected need related to:

- the type, number and size of **dwelling**s;
- the availability of on-street and other off-street parking; and
- the proximity of the proposed **development** to public transport and other facilities.

P3.2 Consideration may be given to a reduction in the minimum number of on-site car parking spaces for **grouped** and **multiple dwelling**s provided:

- available **street** parking in the vicinity is controlled by the local government; and
- the **decision-maker** is of the opinion that a sufficient equivalent number of on-street spaces are available near the **development**.

**Application P3.1:-**

Both dwellings have 1 bedroom, therefore there will be a reduced requirement for car parking based on the premise smaller dwellings by way of number of bedrooms (ie.2 total) tend to have less demand for car parking, as the anticipated inhabitants per dwelling is lower. (R-Codes Explanatory Guidelines p47).

As previously stated there are 7 bays + 1 disabled on-street parking within 15m of the site and 6 bays + 1 disabled in the adjoining car park all locally governed public parking that can easily be utilized.

Also worth noting is if off-site parking is required by an occupant it is more likely to be between the hours of 5pm to 9am when public demand is at its lowest.

The site is well located centrally to facilities (shops, banks, post office, library, cafes & professional practices) as well as the TransWA bus pick-up and drop-off (Perth, Albany, Mt. Barker, Walpole & Bunbury)

**BASED ON THE ABOVE INFORMATION & JUSTIFICATION COUNCIL IS URGED TO SUPPORT THE PROPOSED DEVELOPMENT AS PROPOSED WITH THE EXISTING 2 ON-SITE CAR BAYS.**

Yours Sincerely  
T.J.RUSSELL



## **PROPOSED RICHARDSON DEVELOPMENT - 90 STRICKLAND ST DENMARK – Parking Rationale for Council to Consider.**

My son Benjamin Richardson and I are joint owners of 90 Strickland Street. I am registered medical practitioner; Benjamin is a Professor of Environmental Law, living in Hobart with his wife).

My wife (Christine Harrison) and I will reside in Strickland Street. We moved to Denmark about 4 years ago. We currently live in Beata Court off Springdale Heights.

We anticipate the property will remain in the hands of our family for at least 50 years. It is not an investment property. The main house will contain one bedroom whilst the granny flat will have one bedroom.

We only require 2 car spaces and do not want or need a redundant car parking space bordering on the lane, which would mean 3 sides of property has car parking spaces. Note that the current tandem parking at Strickland Street has room for 3 cars (one in front of the privacy gate and two behind it).

Our society's use of cars must change. Government environmental and planning policies across Australia are moving towards reducing incentives to rely on cars in order to encourage residents to walk or bike, as this is more environmentally friendly and addresses climate change. This is also in line with health professionals promoting exercise to counteract the escalating



cases of Diabetes, Dementia, Depression and Arthritis (for example). It is quite obvious that our living in 90 Strickland St will greatly reduce our reliance upon cars.

We have not considered renting any rooms in our current home or the Strickland Street home. It is incredulous, perhaps inane, that anyone would suggest we might seek to rent the study or living room in the planned refurbished main house in Strickland Street.

We changed our minds about renovating the granny flat at the rear in Strickland Street on the advice of tradesmen. We now plan to demolish and rebuild it. When I first spoke to Ms. Tothill across the counter at the Shire offices, she advised me that if I rebuilt the granny flat I could only have family members occupy it – not even friends. In order to overcome this restriction she did suggest a “group dwelling” for the same building but that it would cost around \$1900 in council planning fees. She was not able to answer my query “What do I get for my money?”. However she subsequently emailed me a long list of council fees. I then took it upon myself to contact the Department of Planning and read its R-code amendments (references: P3.1, 3.2 and C3.1). Quite clearly we are “deemed to comply” according to these amendments with respect to on-site parking spaces and granny flat usage.

**At the meeting with the acting CEO (Mr. Green) and a planning officer (Ms. Tothill) on 18/1/18, in response to my question it was apparent the local council had not updated the relevant R-code clauses since 1994. As a ratepayer this is a concern.**



Our having two dwellings on one site is an efficient utilisation of the existing property to help reduce urban sprawl and car usage.

We do not envision using or having the need for a third on-site (actually a fourth) car space linked to the poorly maintained rear lane. It would not be used. Furthermore such a redundant space would reduce the space for our vegetable garden.

As we age we will have the option of continuing to reside in the main house whilst allowing carers to use the granny flat from time to time. There is already a burgeoning problem associated with the increasing proportion of aged persons, many requiring residential care.

I have been informed that building the redundant car space will entail a \$13,000 fee in addition to building costs. This seems disproportionate for a space that will not be used. We are working hard to improve the streetscape of Strickland St – surely this money could be better utilized.

It seems incongruous that the adjacent property (commercial) has a sealed entry but no dedicated car spaces.

Also it seems the previous owners of 90 Strickland St were permitted to use the on-site tandem parking for decades without council disapproval. I urge the Shire council to support the existing car parking status quo, i.e, 2 car bay, as demonstrated.



Yours sincerely Dr. Karl M. Richardson

18<sup>th</sup> January 2018





# SITE VISIT RECORD FORM

**Subject Site:** No.90 (Lot 35) Strickland Street

**Date:** 6 February 2018

**By Whom:** Senior Town Planner Jasmine Tohill

**File Ref:** A1294 (2017/176)



Front Elevation on Strickland Street





Front Elevation on Strickland Street



View from roundabout at corner of Strickland Street and Barnett Street





Location of driveway/ proposed parking area off Strickland Street



Existing fencing and power pole in proximity to driveway





Barnett Street Carpark and adjacent southern elevation of existing building



View of existing building at junction of Praed Lane and Barnett Street (carpark)





Northern view of Praed Lane adjacent to subject property.



Southern view of Praed Lane adjacent to subject property.





Laneway frontage of existing building



Rear boundary fencing of subject property abutting Praed Lane.