

9.3 PROPOSED CHARLES HOTEL LOCAL DEVELOPMENT PLAN

Ward: North

Attachments:

1. Location and Consultation Plan
2. Local Development Plan
3. Cover Letter & Design Report
4. Transport Impact Assessment
5. Summary of Submissions - Administration Response
6. Summary of Submissions - Applicant Response
7. Design Review Panel Minutes

RECOMMENDATION:

That Council:

1. Pursuant to Clause 47(d) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* CONSIDERS that a Local Development Plan is required over Nos. 501, 503, 503B, 505-509 and 511-513 Charles Street, 4 Carrington Street and 118-122 Eton Street, North Perth (Lots: 91-93, 4, 4091-4093, 2, and 4088-4090), North Perth, for the purposes of orderly and proper planning; and
2. Pursuant to Clause 52(1)(a) of the Deemed Provisions of the *Planning and Development (Local Planning Regulations) 2015* APPROVES the Local Development Plan dated 12 July 2024 for Nos. 501, 503, 503B, 505-509 and 511-513 Charles Street, 4 Carrington Street and 118-122 Eton Street, North Perth (Lots: 91-93, 4, 4091-4093, 2, and 4088-4090), North Perth, included as Attachment 2, subject to the following:

Modifications to Local Development Plan

- 2.1 The applicant modifying the Local Development Plan by deleting the reference to Child Care Premises as a Preferred Land Use for Parcels 1 and 2 within Table 1, and the associated note at the bottom of Table 1.

The modified Local Development shall be resubmitted to the City;

Approval of Western Australian Planning Commission

- 2.2 Obtaining the approval of the Western Australian Planning Commission for:

- Acceptable Outcome 3 (Building Height);
- Acceptable Outcome 5 (Plot Ratio); and
- Acceptable Outcome 7 (Landscape Design);

in relation to Development Parcel 2 only, in accordance with Clause 1.2.3 of State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments; and

- 2.3 Obtaining the approval of the Western Australian Planning Commission for Acceptable Outcome 7 (Landscape Design) in relation to Development Parcels 1 and 3 to 6, in accordance with Clause 1.2.3 of State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments.

EXECUTIVE SUMMARY:

The purpose of this report is to consider a proposed Local Development Plan (LDP) for the Charles Hotel site and surrounding properties located at Nos. 501, 503, 503B, 505-509 and 511-513 Charles Street, 4 Carrington Street and 118-122 Eton Street, North Perth (the subject site).

An LDP is a planning tool that would achieve a coordinated built form outcome across multiple lots.

The Charles Hotel site and surrounding properties are comprised 11 properties with a total area of over 1.3 hectares. There are different zoning and density coding that apply to these properties under the City's Local Planning Scheme No. 2 (LPS2). This includes Mixed Use and Residential zoned land that ranges in density coding from R30 (low density) to R100 (high density).

The range of zonings and applicable development standards would result in different forms of development across these properties. The Western Australian Planning Commission (WAPC) has confirmed that an LDP is required to facilitate coordinated redevelopment because of this and in the interests of orderly and proper planning.

The City's Local Planning Strategy identifies the Charles Hotel and surrounding sites as being a strategic development site that could provide for greater development potential. This would include increased building height and density that could provide for a mix of dwelling types to cater for a growing population and their needs.

The LDP seeks to redevelop the subject site into a mixed use precinct that comprises of six different development parcels with building heights varying between two and eight storeys across the site.

This would be achieved through prescribing acceptable outcome standards relating to preferred land uses, built form controls including building height and setbacks, landscape design for publicly accessible areas, and consolidated vehicle access points.

The proposed LDP is supported as it would facilitate a mixed use redevelopment which would be consistent with the City's Local Planning Strategy vision for the site and would:

- Provide for a mix of residential and non-residential uses. These could be compatible with and complimentary to the intended future planning for the surrounding area. It would also contribute towards increased housing opportunities;
- Locate building height across the site and employ suitable setbacks. This would not impact on the amenity of Charles Street and would transition to integrate with and respond to the existing building heights of the surrounding residential area;
- Ensure the delivery of 1,265 square metres of publicly accessible green space and green linkages across the site; and
- Provide for safe, functional and consolidated vehicle access points that would be compatible with the surrounding road network.

A future development application (DA) would be required to demonstrate consistency with the LDP and the remainder of the local planning framework. This DA would need to include detailed design of proposed buildings within the building envelopes shown on the LDP, as well as supporting technical reports that would ordinarily be required to support a DA.

PROPOSAL:*Overview of LDP Purpose*

Most commonly DA's are assessed against applicable standards of the local planning framework. This includes the City's Local Planning Scheme No. 2 (LPS2) and Policy No. 7.1.1 – Built Form (Built Form Policy), along with the State Government's Residential Design Codes (R Codes).

A LDP is a planning instrument that can form part of the local planning framework to facilitate a coordinated built form outcome across multiple properties. It can achieve this by prescribing development standards to deliver a site specific development response in the same way that the R Codes or the City's Built Form Policy provides for.

This means that the purpose of an LDP is not to provide a level of detail that would ordinarily be associated with a DA.

The setting of a LDP within the local planning framework is shown below in **Figure 1**.

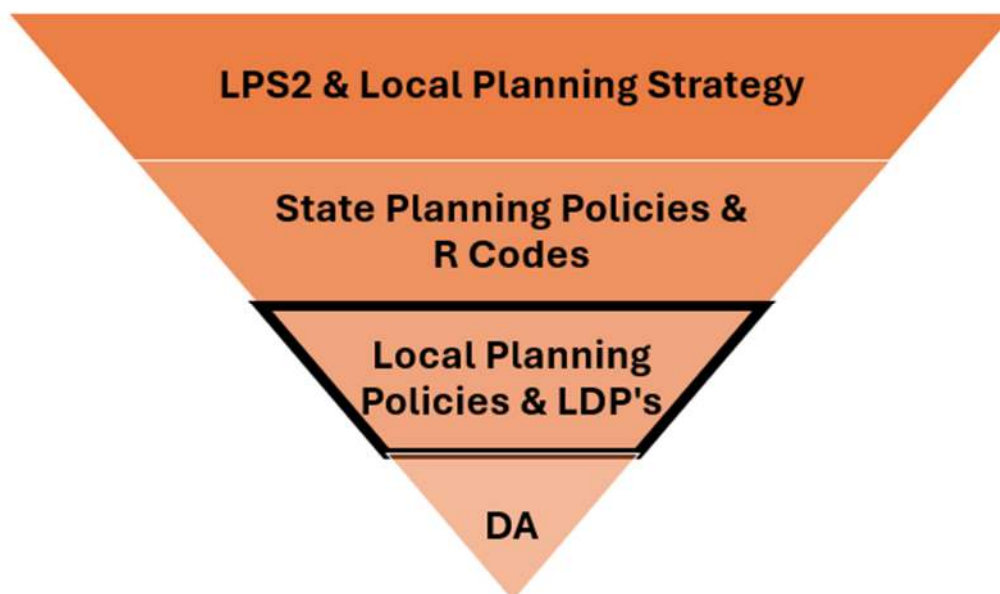


Figure 1 – Hierarchy of Planning Documents

Proposed LDP

The subject site that includes the existing Charles Hotel site and surrounding area comprises of 11 individual properties and are covered by a range of zonings under LPS2 and built form areas under the Built Form Policy.

This existing planning framework would provide for an inconsistent development outcome across the subject site if it were to be redeveloped based on the current applicable standards prescribed in the Built Form Policy and R Codes.

The proposed LDP would provide for site specific development standards that would establish the future building envelope that considers building heights and setbacks that would ultimately provide for a coordinated redevelopment outcome.

Once a LDP is approved, a DA would still be required for any future redevelopment to occur. A future DA would be assessed against the provisions of the LDP, in addition to any other applicable policies under the local planning framework.

On 10 July 2018 the Western Australian Planning Commission (WAPC) advised the City that a LDP is required to facilitate the development of the Charles Hotel and surrounding land parcels consistent with the purposes of orderly and proper planning.

Since this time the landowner has been progressing with the preparation of the LDP, and it was formally lodged with the City on 12 January 2023.

The proposed LDP is included as **Attachment 2** and consists of two sections, being Design Objectives, and Acceptable Outcomes:

- The Design Objectives provide overarching guidance and are aligned with the priorities of the City's Strategic Community Plan. These are Enhanced Environment, Accessible City, Connected Community, Thriving Places and Sensitive Design. This sets out the intended development outcome for the redevelopment of the subject site to a mixed use commercial, residential and hotel precinct. Regard is to be given to these objectives in assessing any future DA.

- The Acceptable Outcomes outline the preferred land uses and built form provisions that a future development application would be assessed against. These Acceptable Outcomes provide for the redevelopment of the site as a mixed use precinct which varies between two and eight storeys in height and accommodating a range of residential and non-residential uses.

The applicant's cover letters (including the initial letter submitted with the application and the most recent letter accompanying an amended version of the LDP) and supporting design report is included as **Attachment 3**. The accompanying Traffic Impact Assessment (TIA) is included as **Attachment 4**.

DELEGATION:

This application is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments.

This is because Council is required to determine any LDP.

BACKGROUND:

Landowner:	Bridgeton Pty Ltd
Applicant:	Allerding and Associates
Date of Application:	12 January 2023
Zoning:	MRS: Urban LPS2: <ul style="list-style-type: none"> No's 501, 503, 503B, 505-509 Charles Street and 4 Carrington Street: <ul style="list-style-type: none"> - Zone: Mixed Use R Code: R100 No's 511-513 Charles Street, 118 and 120 Eton Street: <ul style="list-style-type: none"> - Zone: Residential R Code: R60-R100 No 122 Eton Street: <ul style="list-style-type: none"> - Zone: Residential R Code: R30/R40
Built Form Area:	<ul style="list-style-type: none"> No's 501, 503, 503B, 505-509 and 4 Carrington Street – Mixed Use No's 511-513 Charles Street - Transit Corridor No's 118-122 Eton Street – Residential
Existing Land Use:	<ul style="list-style-type: none"> No's 501, 503, 503B Charles Street – Vacant No's 505-509 Charles Street and 4 Carrington Street – Charles Hotel and Drive Through No's 511-513 Charles Street - Vacant No's 118-122 Eton Street – Single House
Lot Area:	<ul style="list-style-type: none"> No's 501, 503, 503B Charles Street – 733m², 659m² and 585m² No's 505-509 Charles Street – 6,104m² No. 4 Carrington Street – 402.7m² No's 511-513 Charles Street – 715.2m², 735.7m² and 809m² No's 118-122 Eton Street – 787.4m², 809m² and 809m² Total – 13,149m²
Right of Way (ROW):	No
Heritage List:	No

Subject Site

Site Context

The subject site is located on the northern and southern sides of Ellesmere Street, and is bound by Eton Street to the west, Carrington Street to the south and existing residential development to the north.

The subject site is approximately 1.3 hectares in area and consists of 11 individual properties. These properties include the following:

- No's. 505-509 Charles Street & 4 Carrington Street - The existing Charles Hotel building and associated car parking.
- No's 501, 503 and 503B Charles Street – Adjacent to the Charles Hotel and are currently vacant.
- No's. 511-513 Charles Street – Located on the northern side of Ellesmere Street and consists of hardstand areas utilised for parking associated with the Charles Hotel.
- No's. 118-122 Eton Street – Located on the northern side of Ellesmere Street and consists of three single storey single houses.

A location plan is included as **Attachment 1**.

Portions of the subject site are affected by future road widening for Charles Street. The width of these portions is 3.9 metres, and equivalent to approximately 185 square metres in front of No. 501-503B Charles Street and approximately 74 square metres in front of No. 513 Charles Street. These future road widening areas are reflected in the proposed LDP.

Local Planning Strategy

The City's [Local Planning Strategy](#) was endorsed by the WAPC on 8 November 2016 and identifies the Charles Hotel as being a strategic development site outside of the North Perth Town Centre that could accommodate greater development potential.

The key opportunities identified by the Local Planning Strategy are summarised as:

- The Charles Hotel and surrounding lots could be developed into a five storey mixed use development. The buildings should be appropriately stepped down to remain sympathetic to and integrate with surrounding residential development.
- Development facing Ellesmere Street and Eton Streets storeys should address the existing heights in the area.
- Development on the northern side of Ellesmere Street could include multiple dwellings and should be stepped down to adjacent residential development.
- The site is an opportunity to provide for affordable housing and a mix of dwelling types in an area which consists of predominantly single or grouped dwellings, to cater for an increased population.

Local Planning Scheme No. 2 and Built Form Policy

The subject site consists of various zonings under LPS2 and built form areas under the City's Built Form Policy which guide development across the sites. These are shown in **Figure 2** below.

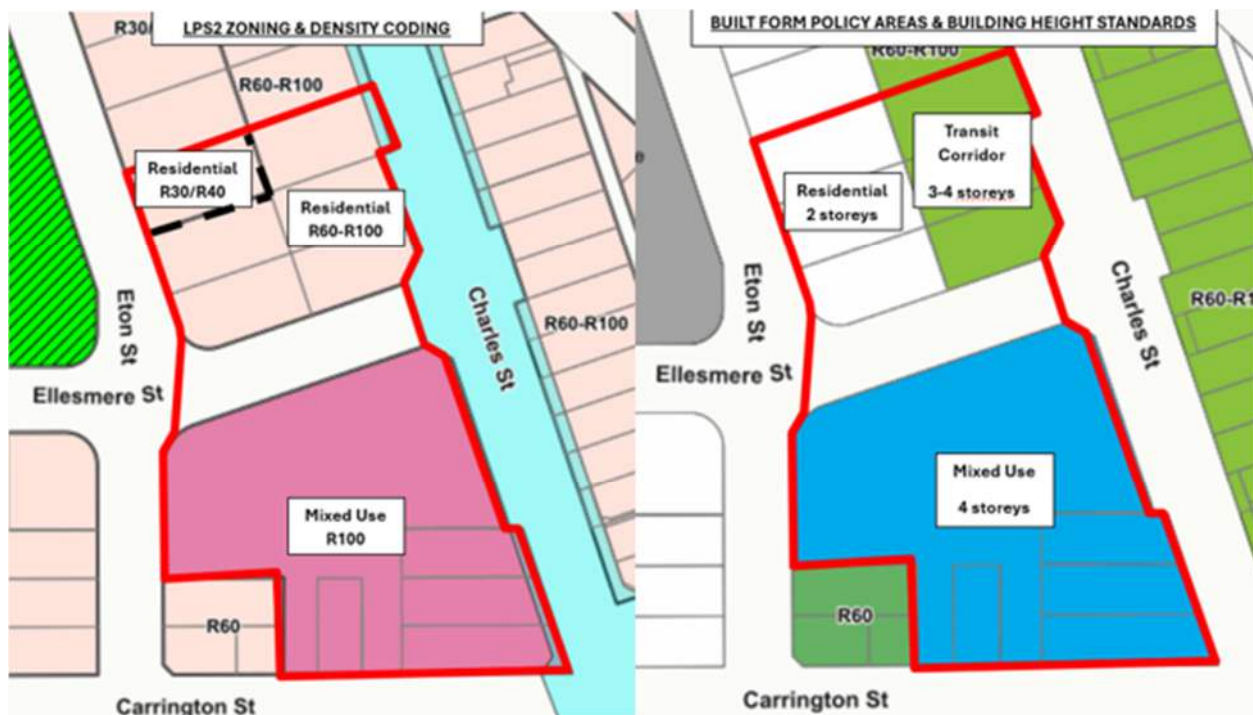


Figure 2 – LPS2 and Built Form Policy areas applicable to the subject site

There are separate clauses in LPS2 which impact on some of the properties that comprise the subject site. These are:

- No's 511-513 Charles Street & 118-120 Eton Street – These properties are zoned Residential R60-R100 and Clause 26(3) is applicable. This clause permits development to R100 standards where the site exceeds 2,000 square metres.

The cumulative area of these properties would be 3,956.3 square metres which would permit development to R100 standards.

- No. 122 Eton Street – This property is zoned Residential R30/R40 and Clause 26(1) of LPS2 is applicable. This clause permits development to R40 standards where the existing house is retained.

Future redevelopment would likely result in the demolition of the existing house which would require development to be assessed against the R30 development standards for this property.

Surrounding Development Context

The context surrounding the subject site consists of:

- Charles Street – Existing development to the north, east and south of the subject site consists of a mix of residential and non-residential activities. Residential development along Charles Street includes single houses and grouped dwellings that are between one and two storeys in height. Non-residential land uses along Charles Street includes Consulting Rooms, Restaurant/Café.

The properties along Charles Street are zoned Residential R60-R100 under LPS2, with the exception of Nos. 493-506 Charles Street to the south-east of the subject site which is zoned Commercial.

All the properties along Charles Street are within the Transit Corridor built form area of the Built Form Policy with a building height standard of three to four storeys.

- Eton Street & Ellesmere Street – Existing development to the north, south and west of the subject site consists of residential activities that are between one and two storeys in height. Ellesmere Park is located on the northern side of the Ellesmere Street to the west of the subject site.

The properties along Eton Street and Ellesmere Street are zoned R30/40 under LPS2 where located north of Carrington Street, and R20 south of Carrington Street. These properties are within the Residential built form area of the Built Form Policy with a building height standard of two storeys.

Nos. 110 and 112 Eton Street which directly abut the existing Charles Hotel is zoned Residential R60 under LPS2 and are within the Residential built form area of the Built Form Policy with a building height standard of three storeys.

- Carrington Street – Existing development to the south of the subject site consists of residential activities that are between one and two storeys in height.

The properties along Carrington Street are zoned between R30/40 under LPS2. These properties are within the Residential built form area of the Built Form Policy with a building height standard of two storeys.

No. 6 Carrington Street which directly abuts the existing Charles Hotel is zoned Residential R60 under LPS2 and is within the Residential built form area of the City's Built Form Policy with a building height standard of three storeys.

Timeline of Local Development Plan Assessment

Prior to formal lodgement, the LDP has been the subject of an extensive pre-lodgement process between the landowner, the applicant and Administration.

This began in May 2018 when the City received a formal request from the landowner for confirmation from the WAPC that a LDP was required for the subject site.

The WAPC confirmed this in July 2018. Since then, pre-lodgement meetings occurred with the landowner, applicant and Administration between November 2018 and November 2022.

This led to the LDP being formally lodged with the City on 12 January 2023. A timeline of the assessment of the proposal is provided below for information:

Date	Action
12 January 2023	Application fee paid and LDP formally lodged. Administration requested additional information prior to advertising.
17 April 2023 to 8 May 2023	Applicant requested that LDP progress to community consultation prior to providing response to first request for information. Community consultation and external referrals to the Department of Planning, Lands and Heritage (DPLH) and Main Roads WA (MRWA) undertaken.
23 May 2023	Administration's second request for additional information following community consultation.
9 October 2023	Applicant provided response to request for information including an updated LDP, additional justification and a TIA.
11 December 2023	Administration's third request for additional information following reassessment.
22 December 2023	Applicant provided updated LDP and additional information.
8 January 2024	Administration fourth request for additional information following reassessment, including comments on TIA.
30 May 2024	Applicant provided updated LDP and additional information.
12 July 2024	Applicant provided final updated LDP.

DETAILS:

Summary Assessment

The LDP proposes Acceptable Outcomes which relate to the following elements:

- Preferred land uses;
- Building height;
- Setbacks;
- Plot ratio;
- Landscape design; and
- Vehicle access.

These provisions either replace, amend or augment existing standards of the local planning framework.

Where the LDP is silent on planning elements, the existing standards of the Built Form Policy and/or R Codes would continue to apply.

The acceptability of the above standards is discussed in the Comments section below.

CONSULTATION/ADVERTISING:

Public Consultation

Community consultation was undertaken in accordance with the [Planning and Development \(Local Planning Schemes\) Regulations 2015](#) and the City's [Community and Stakeholder Engagement Policy](#) for a period of 21 days between 17 April 2023 and 8 May 2023. The method of advertising included the erection of signs on site to each of the street frontages, notification in the local newspaper, and 634 letters mailed to all owners and occupiers within 250 metres of the subject site (as shown in **Attachment 1**) in accordance with the City's Community and Stakeholder Engagement Policy.

The City received a total of 59 submissions, comprising of 18 support, 35 objections, and six submissions expressing concerns but not specifically supporting or objecting to the proposal.

A summary of the key matters raised in the submissions received related to the following:

Comments Received in Support

- Redevelopment of the Charles Hotel would improve the amenity of the area and provide of public open space and other community amenities.
- The proposed building heights are appropriate for an inner-city location and are adequately separated from existing lower-scale development.
- The proposed upper level setbacks would ensure that building massing is appropriate to the streetscape.

Comments Received in Objection and Expressing Concerns

- The LDP is premature as the City does not have a strategy which identifies the subject site as a centre of any scale. The broad range of land uses could result in the creation of a new commercial centre which is in close proximity to existing centres in North Perth, Mount Hawthorn and Dog Swamp.
- The building height and setbacks would be out of scale with the existing character of the locality and does not respond to Charles Street or transition to exiting residential development. The development would result in adverse amenity impacts to existing residents including from overshadowing and overlooking.
- The proposed new vehicle access point to Eton Street would be close to and result in safety impacts at the intersection of Ellesmere Street.
- Vehicle access should be provided from Charles Street, utilising existing crossovers to minimise traffic movements within the residential area. The broader traffic impacts have not been considered in the LDP and would increase traffic congestion on the surrounding road network and reduce pedestrian safety.

A summary of the submissions received and Administration's response is included as **Attachment 5**.

The applicant's response to the summary of submissions received is included as **Attachment 6**.

Readvertising

Administration provided an update in March 2024 on the progress of the LDP to previous submitters on the application. This was because of the length of time since the consultation period closed in May 2023 and the applicant was in the process of addressing comments raised by the community and Administration.

On 30 May 2024 the applicant provided a final updated LDP for assessment.

The final LDP was not re-advertised to the community. This is because it did not result in additional departures to the relevant planning framework that could reasonably be considered to have an adverse impact on the adjoining properties or surrounding streetscape. The amended LDP also did not result in a significantly different proposal to that which was previously advertised.

Correspondence to the previous submitters on the application has been provided notifying them of the changes made to the proposal.

Agency Referrals

Department of Planning, Lands and Heritage (DPLH)

The City referred the LDP to the DPLH, seeking clarification on which of the Development Standards would require the further approval of the WAPC and inviting any other comments on the proposal.

The DPLH response advised that:

- In accordance with the R Codes Volume 2 the WAPC's approval would be required for Clause 6 – Landscape Design and Clause 7.2 – On-Street Parking Provisions.
- There are a range of zonings and densities applicable to the subject site and that the City may consider whether these densities are appropriate in light of the proposed buildings heights through a review of LPS2 or a separate scheme amendment.

Following community consultation, the applicant provided an updated LDP which removed the provisions relating to on-street parking.

Administration's comments in relation to DPLH's comments are as follows:

- Administration's assessment of the Landscape Design provision is outlined below in the Comments section. Should the LDP be approved by Council, the WAPC would be required to approve this provision to give it the same weighting in decision making as other LDP provisions. At the request of the applicant, Administration sought additional officer-level advice from DPLH on the acceptability of the Landscape Design standard in March 2024.

The advice received noted that the Landscape Design provision may be acceptable and the need for this should be addressed in the City's supporting information, while indicative verge treatments should be removed and can be dealt with separately.

- The City is currently undertaking a review of its Local Planning Strategy and LPS2. The Report of Review which was endorsed by Council at its meeting on 17 May 2022 and then by the WAPC on 2 August 2022.

Relevant to the proposed LDP, the Report of Review identifies for a review of existing built form outcomes along transit corridors and significant development sites to ensure that needs of the community and state planning framework are being met.

A review of the various zoning and density coding can be accounted for as part of the City's current review of its Local Planning Strategy and LPS2. This would be consistent with the DPLH comments.

It is permissible for an LDP to include multiple properties and that may have different zoning and density coding. This would not prevent the consideration of the proposed LDP.

Main Roads WA (MRWA)

The City referred the application to MRWA as Charles Street forms part of Planning Control Area 167 (PCA).

The PCA seeks to ensure that no development occurs on in this area which may prejudice this being reserved as Primary Regional Road under the Metropolitan Region Scheme in the future while final designs for Charles Street are undertaken.

MRWA provided responses in June and November 2023. The final response received in November 2023 advised that it had no objection to the proposal subject to the following comments:

- No direct vehicle access is permitted from Charles Street.
- The subject site is impacted by PCA 167. Properties identified with a nil setback are to ensure that the building does not encroach or project into the PCA. Approval for the future development is required from the WAPC where it encroaches in the PCA.
- Redundant crossovers to Charles Street should be removed and the footpath and verge be reinstated.
- A noise assessment is required to support a future development application in accordance with State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4).
- A TIA would be required to support any future development application and determine any necessary infrastructure upgrades.

MRWA also advised that future TIA's should consider the following in assessing the potential trip generation as part of future DA's:

- An assessment of the transport network at key future development stages.
- Trip distribution rationale.
- Analysis of the Charles Street intersections with Carrington Street and Ellesmere Street.
- Assessment of the impact on the intersection at Wanneroo Road, Walcott Street and Green Street which is already experiencing high levels of congestion.

Administration assessment of the traffic impacts and MRWA advice on the LDP is outlined below in the Comments section.

Public Transport Authority (PTA)

During the advertising period, the PTA provided comments on the proposal in respect to the existing bus stop adjacent to Nos. 511-513 Charles Street.

The PTA advised that should there be any construction or verge landscaping works as part of a future redevelopment that require modifications to this bus stop to facilitate, these would be at the cost of the applicant/landowner.

These comments are noted and can be appropriately addressed as part of a future development application.

Design Review Panel (DRP):

Referred to DRP: Yes

The below table demonstrates how the proposal has progressed through the DRP process in accordance with the Ten Principles of Good Design following its formal lodgement:

Design review progress report				
Design quality evaluation				
	Supported			
	Pending further attention – refer to detailed comments provided			
	Not supported			
	Can be addressed through the future development application stage			
	DRP 1 9 December 2020	DRP 2 3 November 2021	DRP 3 29 November 2023	DRP 4 Chair 28 June 2024
Principle 1 - Context and character	No colours provided	No colours provided		
Principle 2 - Landscape quality				
Principle 3 - Built form and scale				
Principle 4 - Functionality and build quality				
Principle 5 - Sustainability				
Principle 6 - Amenity				
Principle 7 - Legibility				
Principle 8 - Safety				
Principle 9 - Community				
Principle 10 - Aesthetics				

Prior to formal lodgement a draft LDP was presented to the City's DRP on two occasions, 9 December 2020 and 3 November 2021.

Following formal lodgement the proposal was presented to the DRP on 29 November 2023. The DRP provided support for the general approach to locating height centrally within the subject site and to Charles Street, with this stepping down to the adjoining lower density residential context.

An amended LDP was submitted on 30 May 2024 to respond to feedback from the community, Administration and DRP, and was referred to the DRP Chair for final comment.

Minutes from the previous DRP meetings and the DRP Chair's final comments are included in **Attachment 7**.

The final DRP Chair comments in relation to the outstanding principles are summarised as follows, along with Administration's comments:

- **Context & Character** –The preferred uses include Consulting Rooms and Offices on the ground floor which is not supported by the DRP as these commonly result in inactive facades. The applicant is encouraged to consider these uses to achieve a more active streetscape and provide an active edge interface to Carrington Street.

Administration is satisfied that this could be resolved through a future DA. This is because the Built Form Policy and R Codes Volume 2 include façade design provisions that seek to achieve active and engaging ground floors. There are also no provisions in LPS2 that restrict Consulting Rooms and Office uses from being on the ground floor.

- Landscape Quality & Legibility – The LDP should provide further detail in relation to the central plaza areas. This is to ensure that significant portions of these areas are not devoted to hardscaped or paved surfaces and to maximise interactivity with the buildings either side. The LDP should also nominate the extent of basement areas to ensure that genuine deep soil areas are provided.

Administration is satisfied that these could be resolved through a future DA. This is because the LDP requires a detailed landscaping plan be provided which nominates deep soil areas and identifies for landscaping to be provided in the central plaza areas. A future DA would need to demonstrate that adequate amounts of deep soil or on-structure planting is provided.

- Safety – The LDP should provide for increased setbacks to Parcels 1, 3 and 5 to provide a safe transition to Charles Street. The width of the internal access road between Parcels 3-6 appears inadequate to accommodate a footpath.

Administration is satisfied that the proposed 2 metre setbacks to Charles Street are appropriate. This is because these setbacks are consistent with the acceptable outcomes of the R Codes Volume 2 and would reflect the desired streetscape pattern.

Pedestrian movement would be encouraged through the landscape plazas as well as the existing footpaths around the site boundaries, with the internal access road intended to provide vehicle access from Eton Street to Parcels 3. This would be designed as a low speed environment which would allow for safe pedestrian movement.

Any future DA would be reviewed by the DRP as part of its assessment. This would provide opportunities for issues related to detailed design elements to be resolved.

LEGAL/POLICY:

State Legislation/Policy

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations);
- Directions 2031 and Beyond;
- Perth and Peel @ 3.5 Million;
- [Framework for Local Development Plans 2015](#);
- [State Planning Policy 4.2 – Activity Centres in Perth and Peel](#) (SPP 4.2);
- State Planning Policy 5.4 – Road and Rail Noise;
- [State Planning Policy 7.2 – Precinct Design Guidelines](#) (SPP 7.2);
- State Planning Policy 7.3 – Residential Design Codes Volume 1;
- State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments;
- [Development Control Policy 2.3 – Public Open Space in Residential Areas](#) (POS Policy); and
- [Development Control Policy 5.1 – Regional Roads \(Vehicular Access\)](#).

Local Legislation/Policy

- Local Planning Scheme No. 2;
- Local Planning Strategy;
- [Public Open Space Strategy](#) (POS Strategy);
- Community and Stakeholder Engagement Policy;
- [Local Planning Policy: Child Care and Family Day Care](#) (Child Care Policy);
- [Local Planning Policy: Consulting Rooms and Medical Centres](#) (Consulting Rooms and Medical Centres Policy);
- [Local Planning Policy: Short Term Accommodation](#) (Short Term Accommodation Policy);
- [Policy No. 7.1.1 – Built Form Policy](#); and
- [Policy No. 7.5.7 – Licensed Premises](#) (Licensed Premises Policy).

State Administrative Tribunal Act 2004

The applicant would have the right to seek a review of Council's decision through the SAT. Any costs associated with this would be addressed through the existing operating budget.

Planning and Development (Local Planning Schemes) Regulations 2015

In accordance with Schedule 2 Clause 47(d) of the LPS Regulations, a LDP may be prepared where both the WAPC and the local government considers it is required for the purposes of orderly and proper planning.

The WAPC provided its agreement to the preparation of a LDP to facilitate the future development of the subject site on 10 July 2018.

The LPS Regulations also set out that an LDP is to set out the standards that would be applied to buildings and details of vehicle access. The WAPC's [Framework for Local Development Plans 2015](#) document provides further guidance on the manner and form of LDP's.

The proposed LDP addresses the standards of the LPS Regulations and is in a manner and form consistent with the framework.

In accordance with Schedule 2 Clause 54(1) of the LPS Regulations and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the State Administrative Tribunal for a review of Council's determination.

Residential Design Codes

The R Codes guides the assessment of residential development within Western Australia and is split into two volumes:

- The R Codes Volume 1 applies to all single houses, grouped dwellings and multiple dwellings in areas coded R60 and below.
- The R Codes Volume 2 applies to all multiple dwellings in areas coded R80 and above.

Both volumes outline that some elements of the R Codes may be amended, replaced or augmented by the City without the WAPC's approval, while other elements can only be amended with the WAPC's approval.

R Codes Volume 1

The R Codes Volume 1 would be applicable to No. 122 Eton Street which forms part of Parcel 2 and is coded R30/R40.

In accordance with Clause 3.2.4 of the R Codes Volume 1, the approval of the WAPC would be required for proposed Clause 3 – Building Height, Clause 5 – Plot Ratio and Clause 7 – Landscape Design. This is because the LDP proposes to amend the deemed-to-comply standards.

R Codes Volume 2

The R Codes Volume 2 would be applicable to the remaining lots which comprise the subject site and are coded greater than R60.

In accordance with Clause 2.1.3 of the R Codes Volume 2 the approval of the WAPC would be required for proposed Clause 7 – Landscape Design. This is because the LDP proposes to amend the acceptable outcome standards.

Matters Relevant to the Consideration of Modifications to R Codes

Both Volume 1 and 2 of the R Codes set out that where an LDP proposes modifications to the standards of the R Codes, it would need to demonstrate that a number of criteria are achieved.

The proposed LDP modifications to the deemed-to-comply standards of the R Codes Volume 1 would need to be:

- i) *warranted due to a specific need identified by the decision-maker related to that particular locality or region;*
- ii) *consistent with the relevant provisions of SPP 7.0 Design of the Built Environment;*
- iii) *consistent with the general objectives of the R-Codes Volume 1, as well as the section objectives and the design principles of Part B and C (as applicable);*
- iv) *able to be properly implemented and audited by the decision-maker as part of the ongoing building approval process; and*
- v) *consistent with orderly and proper planning.*

The proposed LDP modifications to the acceptable outcomes of the R Codes Volume 2 would need to be:

- i) *warranted due to a specific need related to that particular locality or region;*
- ii) *consistent with the Element Objectives of the R-Codes Volume 2; and*
- iii) *can be properly implemented and audited by the decisionmaker as part of the ongoing building approval process.*

RISK MANAGEMENT IMPLICATIONS:

There are usually minimal risks to Council and the City's business function when Council exercises its discretionary power to determine an LDP.

The approval of an LDP does not have a risk implication for and does not bind the decision maker to approve a future DA for the LDP area.

This is because any DA proposal in future would need to be accompanied by detailed supporting information including development plans and elevations, perspectives of the development, and technical plans/reports such as a landscaping plan, traffic assessment, noise assessment and relevant operational management plans.

This information would then be assessed and considered in the determination of that future application as required under the LPS Regulations and in assessing it against the planning framework.

It would be a risk to Council to require the LDP to be overly prescriptive and provide for information that would be beyond the scope identified by the LPS Regulations and LDP Framework document. This is because it would be inconsistent with the purpose of an LDP as set out in the planning framework and detailed information is best dealt with at the subsequent DA stage.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Community Plan 2022-2032:

Innovative and Accountable

Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.

SUSTAINABILITY IMPLICATIONS:

A Design Objective of the proposed LDP is *'to achieve a development that considers the whole of life environmental impact of the building and incorporate measures to reduce this impact consistent with established sustainability rating frameworks and that:*

- *Incentivises the provision of infrastructure to support electric vehicles and alternative modes of transport; and*
- *Has a reduced reliance on supplied energy by providing renewable energy infrastructure, and adequate access to sunlight, natural ventilation, and shading device'.*

Any future redevelopment of the subject site would need to demonstrate this and would be assessed against the environmentally sustainable design standards of the City's Built Form Policy.

PUBLIC HEALTH IMPLICATIONS:

This report has no implication on the priority health outcomes of the City's *Public Health Plan 2020-2025*.

FINANCIAL/BUDGET IMPLICATIONS:

There are no finance or budget implications from this report.

COMMENTS:Summary Assessment

In assessing the proposed LDP against the planning framework, it is recommended for approval. The following key comments are of relevance:

- The LDP would be consistent with the purposes of orderly and proper planning and would provide for a coordinated redevelopment outcome of the subject site. This is because the subject site comprises of 11 individual properties with various zoning and density coding applicable under LPS2 and built form standards under the R Codes and Built Form Policy. The WAPC has confirmed the need for an LDP in this circumstance.
- The LDP would provide for a future mixed redevelopment that would be guided by:
 - Preferred land uses that align with those that are permissible under LPS2;
 - The location of building height and provision of setbacks to achieve a suitable transition to the surrounding residential context;
 - The incorporation of landscaping plazas that would be accessible to the community; and
 - The identification of vehicle access points that are safe and consolidate the number of crossovers to the subject site.
- The scale, intensity and type of redevelopment for the subject site is consistent with aspirations of the planning framework. This is because the state planning framework seeks for high density development to be provided along urban corridors such as Charles Street, and the City's Local Planning Strategy identifies the subject site as strategic site that is capable of additional development potential.
- A DA would still be required to be submitted in the future before any redevelopment could occur and would need to demonstrate consistency with the LDP and relevant state and local planning policies. Detailed supporting information would also be required at the future DA stage to confirm the suitability of the development and its impact on the surrounding area once a detailed redevelopment proposal is known.
- Supporting information to a future DA would include detailed plans and elevations of how the buildings would look, landscaping plans of the type and extent of trees, and overlooking and overshadowing diagrams for surrounding properties.
- A traffic report would also be required that assesses the impact from additional vehicle movements and whether this would be within the capacity of the road network as well as any traffic management measures that may need to be implemented.
- This future DA and accompanying information would be required to be advertised to community as is required under the planning framework.

Land Use

Clauses 1 and 2 of the proposed LDP relate to land use permissibility. The LDP identifies preferred land uses for each Development Parcel.

The preferred land uses in the LDP do not change what is allowed, but they will be considered when assessing future development applications. This would be consistent with Clause 18(7) of LPS2.

A future DA would need to demonstrate that proposed land uses would be consistent with the respective zone objectives of LPS2, any applicable local planning policies, and relevant [due regard matters of Clause 67 of the LPS Regulations](#). These would include compatibility of uses, impacts on amenity, and the impact of additional traffic, noise and car parking.

The proposed preferred uses would be consistent with the zone objectives of Clause 16 of LPS2 for the following reasons:

- Residential Uses – The preferred land uses across all parcels would include Aged or Dependent Persons Dwellings as well as single houses, town houses (grouped dwellings) and apartments (multiple dwellings). These uses would contribute towards different types of residential accommodation that would increase housing diversity and meet the future needs of the community.
- Short Term Accommodation Uses – The preferred uses include Serviced Apartments on all parcels and a Hotel on Parcel 3 at the corner of Ellesmere Street and Charles Street.

These uses would generally be consistent with the locational context criteria of the Short Term Accommodation Policy. This is because the subject site is adjacent to high frequency public transport services along Charles Street, and would be located within a medium/high density area with a R Code density coding range between R30-R100.

The Short Term Accommodation Policy also includes criteria that would be assessed as part of any future DA that proposes either of these uses to confirm its suitability for the area. These would include providing adequate separation from the outdoor living area of adjoining properties, and management plans that address the control of noise, complaints management procedures and a conduct of conduct for guests (amongst other matters).

- Entertainment/Retail Uses – The preferred uses include Shop and Restaurant/Café on Parcels 1 to 5, and Liquor Store – Small on Parcels 1, 2 and 4.

These retail and entertainment type uses would contribute towards a mix of varied and active activities that would be capable of being complimentary to the area and not adversely impact on the amenity of surrounding residential properties. These uses would be in conjunction with the active frontages that the LDP identifies to be provided to Charles Street and Ellesmere Street.

A future DA would need to demonstrate how these would operate so as to not have a detrimental impact on the area. This is because the scale and intensity of these uses would be dependent on specific operators and intended business operations.

- Commercial Uses – The preferred uses include Office on all parcels, Consulting Room on Parcels 1, 2 and 4-6, and Medical Centre on Parcel 1. These commercial uses would contribute towards a mix of varied activities that would contribute towards service for the community and be compatible with surrounding residential development.

The City's Consulting Room and Medical Centres Policy outlines that these uses can be located within residential areas. A future DA would be assessed against the criteria of this policy to ensure that these uses would not have an adverse impact on the character or amenity of the surrounding area. This would include the consideration of operating hours, management measures in relation to noise and parking, and that the tenancy façade has a positive interaction with the street.

- Licensed Premise Uses – The preferred uses include Small Bar on Parcels 3 (corner of Ellesmere Street and Charles Street) and 5 (corner of Carrington Street and Charles Street). Tavern is included as a preferred use on Parcel 3.

The land use criteria of the Licensed Premises Policy sets out that licensed premises including Small Bars and Taverns are not prohibited in any zone and are generally located within town centre areas and along major roads and consideration can be given to premises that are not located in District Centre or Commercial zones.

Parcels 1 and 2 are zoned Residential under LPS2 and Parcels 3 and 5 are zoned Mixed Use. The location of Small Bar and Tavern uses would be consistent with the land use criteria because on Parcels 1, 3 and 5 these uses would be adjacent to a major road being Charles Street.

Parcel 2 provides for development to address Ellesmere Street by providing an active frontage. This would mean that the use would be orientated towards to street to the south rather than the residential streetscape of Eton Street and assist to manage the interface with adjoining properties.

The Licensed Premises Policy also includes criteria that would be assessed to confirm its suitability for the area as part of any future DA where either of these uses are proposed. These would include a limitation on operating hours and days, requirement for an acoustic report to be submitted, and the provision of venue management plans that address the control of noise, complaints management procedures, and patron and anti-social behaviour.

- Child Care Premises – The preferred uses include Child Care Premises on Parcels 1 and 2.

The location criteria of the City's Child Care Policy identify that Child Care Premises will be considered in a Residential zone where it is adjacent to other non-residential land uses. Parcels 1 and 2 are zoned Residential under LPS2, as are the adjoining properties to the north.

The inclusion of Child Care Premises as a preferred use in the LDP would be inconsistent with this provision with the Child Care Policy and the relevant objective. This objective refers to being located so as to avoid non-residential development encroaching upon areas which are residential in nature and resulting in adverse impacts. It is recommended that the LDP be modified to remove this as a preferred land use.

The removal of the use as a preferred land use would not preclude a future application being considered for a Child Care Premises on Parcels 1 and 2.

This is because a Child Care Premises is a use that is capable of approval within the Residential zone under LPS2. Due regard would be required to be given to the Child Care Policy in the consideration of any future DA and it would need to be that the use would not result in ~~any~~ adverse impacts at that time.

Built Form

Clauses 3, 4 and 5 of the proposed LDP relate to building height, setbacks and plot ratio.

The LDP proposes to amend the following:

- Building Height - Deemed-to-comply standard C3.2.1 of the R Codes Volume 1 and acceptable outcomes A3.1.1, A4.1.1 and A5.1.1 of the Built Form Policy;
- Lot Boundary Setbacks – Deemed-to-comply standard C3.4.1 of the R Codes Volume 1 and acceptable outcome A2.4.1 of the R Codes Volume 2 in relation to lot boundary setbacks;
- Street Setbacks – Acceptable outcomes A1.2.1, A4.2.1, A5.2.1, A5.2.2 and A5.2.3 of the Built Form Policy in relation to street setbacks; and
- Plot Ratio – The LDP proposes to amend deemed-to-comply standard C.1.1.3 of the R Codes Volume 1 in relation to site area and acceptable outcome A 2.5.1 of the R Codes Volume 2 in relation to plot ratio.

Figure 3 shows a comparison between the existing and proposed building height and setback standards:

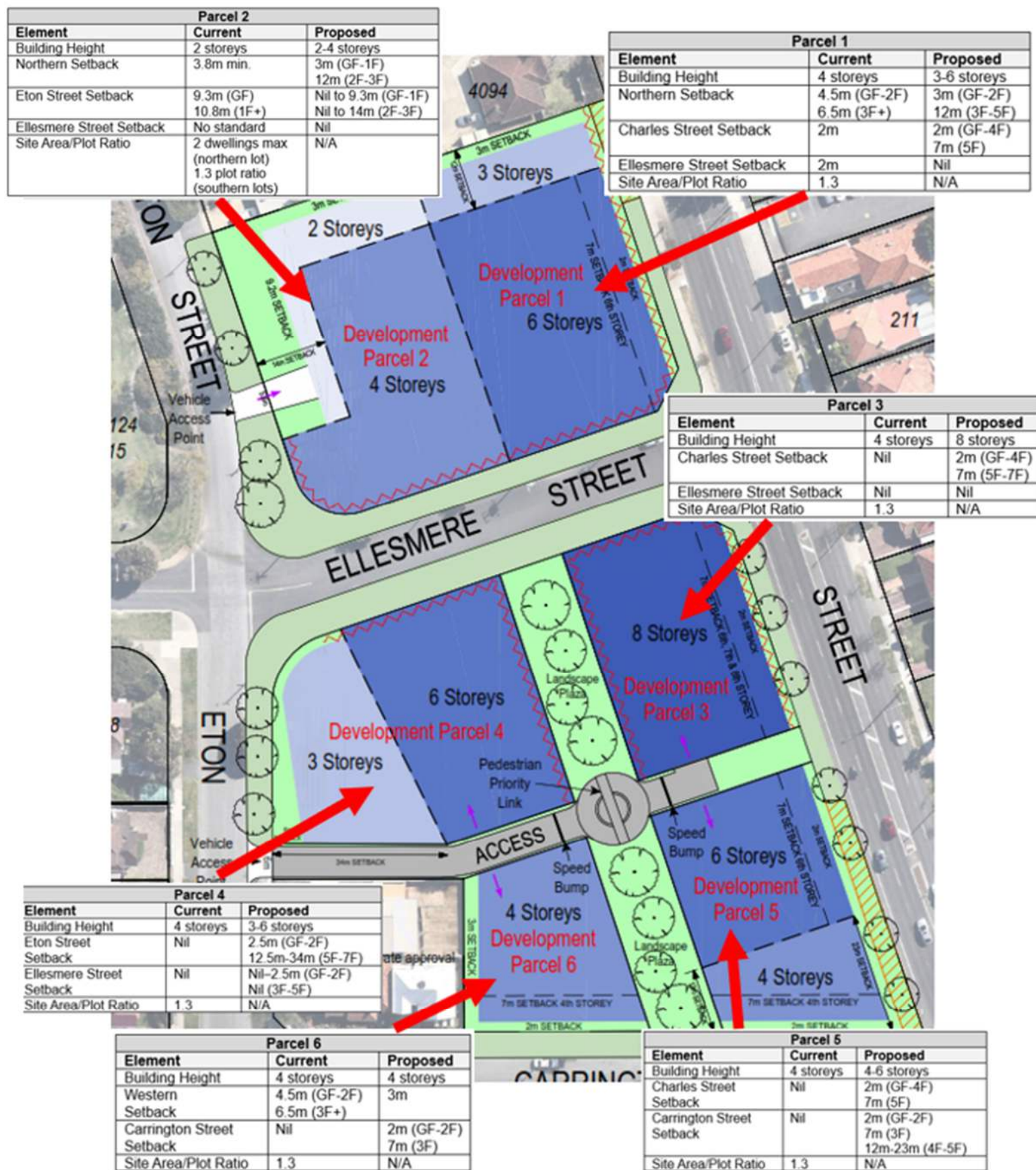


Figure 3 – Building Height & Setback Comparison

The LDP outlines that no plot ratio is applicable, with development scale to be contained within the allowable building height and setback standards of the LDP:

The proposed building envelope of the LDP would be consistent with the respective design principles of [Element 1.1](#) (Part D), [Element 3.2](#), [Element 3.3](#), and [Element 3.4](#) of the R Codes Volume 1, and the objectives of [Element 2.2](#), [Element 2.3](#), [Element 2.4](#), and [Element 2.5](#) of the R Codes Volume 2 for the following reasons:

- **Density** – The WAPC has an overarching framework that seeks to increase density throughout the metropolitan area, being Perth & Peel @ 3.5 Million (PP3.5) and the associated Central Sub-regional Planning Framework (CSRPF).

[PP3.5](#) seeks to improve current density infill through existing undeveloped land to manage urban sprawl, increase housing diversity and affordability, and achieve a city that is connected by public transport. This includes a target to deliver an additional 11,490 dwellings within the City of Vincent by 2050.

The [CSRPF](#) forms part of the PP3.5 suite of documents to guide infill development within the Central sub-region of which the City is part of. The CSRPF seeks to encourage a consolidated urban form by providing infill development that is adjacent to activity centres, station precincts and urban corridors.

The proposed LDP would be consistent with these WAPC strategies and would provide for a high density mixed use development of approximately 216 dwellings along Charles Street which is an urban corridor.

This density would contribute towards the City meeting its infill targets by providing a high density development by redeveloping underutilised land. It would also assist in minimising higher density infill development from occurring within established residential areas.

- **Desired Future Scale** – The proposed building heights would be consistent with the intent of the Local Planning Strategy which identifies the subject site as a strategic development site.

Under the Local Planning Strategy strategic development sites are intended to:

- Facilitate high density development along major roads in response to growing demands for housing;
- Provide for a transition to between strategic development sites and surrounding properties with different densities; and
- Encourage sites with an area of more than 1,000 square metres to achieve greater heights and density through the amalgamation of lots.

As set out earlier in the report, the Local Planning Strategy identifies a nominal height of five storeys for the subject site and for development to be stepped down to integrate with surrounding residential properties.

The Local Planning Strategy is not a prescriptive document that identifies for development standards, but rather outlines strategic intended outcomes that development should achieve.

The proposal would be consistent with achieving the desired outcomes of the Local Planning Strategy as it would support the redevelopment of the 1.3 hectare subject site into a high density mixed use development along Charles Street that achieves a suitable transition to the surrounding properties.

This is because the tallest buildings of six and eight storeys would be located centrally within the subject site and are orientated towards Charles Street and Ellesmere Street. The LDP provides for setbacks for the sixth floor and above of 7 metres from Charles Street. This would ensure that visibility of the additional storeys would be reduced from the streetscape.

- **Building Height Transition to Adjoining Properties** – The building heights would step down to be either consistent with or less than the current height standards of the Built Form Policy where there is an interface with residential properties. This is shown in **Figure 3** above and **Figure 4** below.

The LDP provides for two to three storey building heights to the northern boundary of Parcels 1 and 2 fronting Eton Street and Ellesmere Street respectively. The LDP provides for a three storey building height for Parcel 4 fronting Eton Street, and a four storey building height for Parcels 5 and 6 fronting Carrington Street.

The location and stepping of the proposed building heights across the site ensures that an appropriate transition to surrounding properties is achieved consistent with the Local Planning Strategy while minimising the visibility of the upper storeys to reduce the perception of bulk and scale.

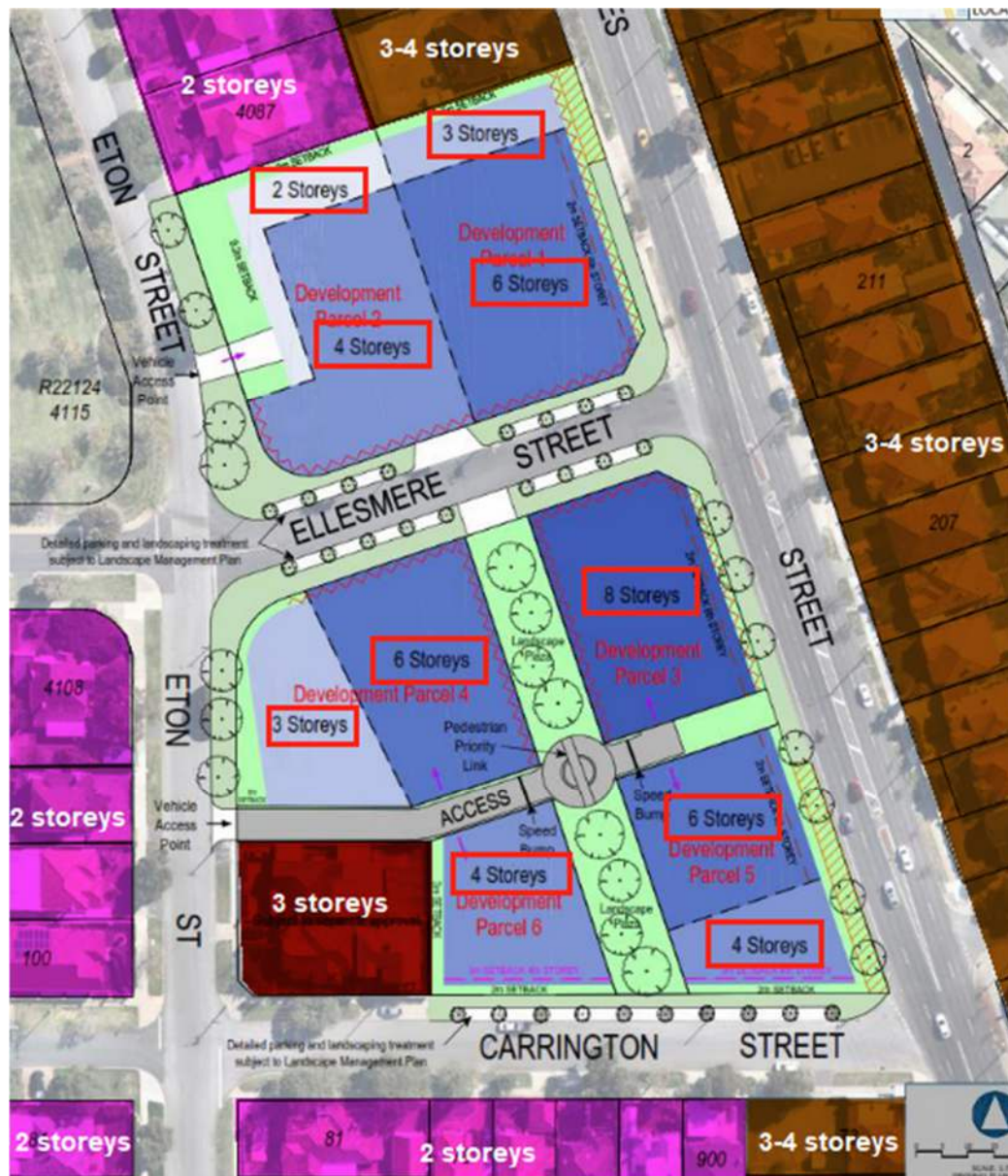


Figure 4 – Building Height relationship with surrounding properties under Built Form Policy

- Building Setback Transition to Adjoining Properties – In addition to the location of building height across the site, the LDP also includes building setbacks to provide for a transition to surrounding residential properties.

This is set out below and supported by cross sections prepared by the applicant that demonstrate the use of setbacks to achieve a suitable transition, as shown in **Figure 5** (Eton Street to Charles Street) and **Figure 6** (Carrington Street through Ellesmere Street).

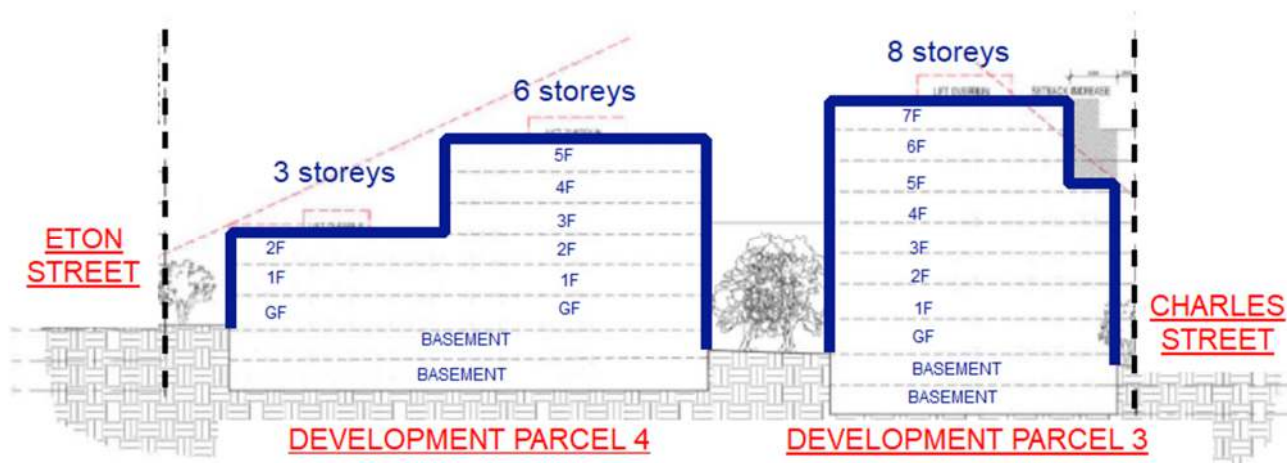


Figure 5 – Applicant Cross Section Eton Street to Charles Street

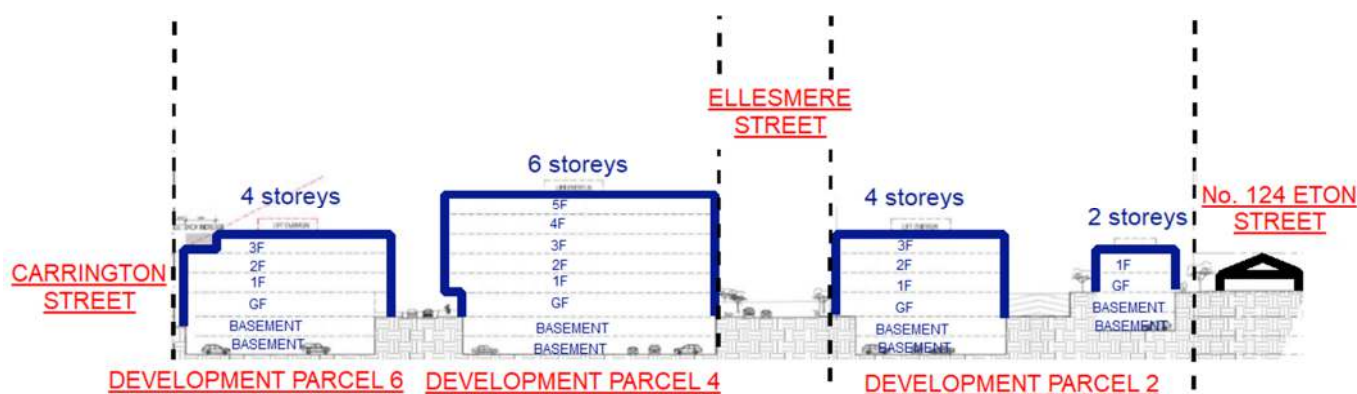


Figure 5 – Cross Section Carrington Street through Ellesmere Street

Northern Setbacks

Parcels 1 and 2 would provide for a 3 metres setback to the respective two and three storey portions of building and increases to 12 metres for the storeys above. The setback to the lower levels would be a departure to the standards of the Built Form Policy which identifies a setback of 3.8 metres to 4.5 metres, however landscaping is identified to be provided at the ground level which would assist to reduce the impact of building bulk. The 12 metre upper level setback would exceed the standards in the Built Form Policy and assist to reduce the bulk and scale on the adjoining properties.

Western & Southern Setbacks

To the west, Parcel 2 provides a setback of 9.2 metres to the ground and first floors, and 14 metres to the storeys above for the majority of the Eton Street frontage. These would reduce to a nil setback at the corner of Eton Street and Ellesmere Street. This setback would be consistent with the standards of the Built Form Policy and would provide for a suitable transition from the existing residential development to the north that is characterised by street setbacks which vary between 8.5 metres and 11 metres. The nil setback of Ellesmere Street would provide for active frontages associated with commercial uses.

On the southern side of Ellesmere Street, Parcel 4 provides for a setback from Eton Street to the first three storeys that would be up to 6 metres and would exceed the nil setback standard identified in the Built Form Policy. The upper levels would be setback up to 34 metres which also exceeds the nil setback standard of the Built Form Policy.

Parcels 5 and 6 would achieve a similar outcome through the provision of a 2 metre setback for the first three storeys and 7 metres for the storeys above to Carrington Street. This would also exceed the nil setback standard of the Built Form Policy.

Both Eton Street and Carrington Street have a road reserve width of 20 metres which would further add to the separation from the lower density residential development to the west and south.

Parcel 6 directly abuts existing residential development to the west. Parcel 6 provides for a 3 metre setback to the western boundary. The setback would be a departure to the prescribed standard in the Built Form Policy which identifies a setback of 4.5 metres for the first three storeys and 6.5 metres above, however landscaping is indicated to be provided at the ground level which would assist to reduce the impact on building bulk.

- Building Articulation – The LDP proposes physical building articulation controls in relation to the location and setback of building height across the site. In addition to these any future development application would be required to be assessed against the Built Form Policy and R Codes Volume 2 in respect to other design elements including Façade Design, Public Domain Interface and Private Open Space.

These elements would require that a future development provides for a façade design that orientates towards and enhances the public domain, provides visual interest through varying materials/finishes and design measures, and provides balconies that are integrated into the building design.

These measures would further assist to reduce the perception of building bulk and scale from a redevelopment that could occur within the building envelope established by the LDP. This assessment at the DA stage would be informed by the City's DRP.

- Site Topography – The proposed location of the building heights across the subject site would respond to the existing topography of the site and adjoining roads. The subject site is relatively flat and would provide for basement parking which would be facilitated by excavation. Charles Street is also relatively flat and Eton Street slopes up from the south including along the boundaries of the subject site.

The building heights would be located centrally within the subject site and stepping down to the site edges. This includes building heights of between two and four storeys fronting Eton Street and ensures that the tallest building height is not located at the highest point of this streetscape.

- Solar Access – The LDP does not propose to modify the acceptable outcomes related to overshadowing. Any future DA would need to demonstrate consistency with the relevant element objectives of the R Codes Volume 2, including that overshadowing to habitable rooms, open spaces and solar collectors of neighbouring properties is minimised during mid-winter.

To inform the assessment of the element objectives, the corresponding acceptable outcomes assesses shadow at midday on 21 June which is when the shadow would fall to the south. The acceptable outcomes identify that overshadowing to the directly adjoining properties at No's. 110 and 112 Eton Street and 6 Carrington Street would not exceed 50 percent. This would reduce to 35 percent for the properties on the southern side of Carrington Street.

As set out above the building heights identified within the LDP step down where there is an interface to existing residential development, with this being three storeys to No. 112 Eton Street and four storeys to No. 6 Carrington Street and the properties on the southern side. These heights are consistent with the existing height standards of the Built Form Policy which would assist in reducing shadowing impacts in accordance with the element objectives.

The proposed building envelope of Parcel 4 would result in an improved solar outcome with less overshadowing impact on No. 112 Eton Street than what could occur under the Built Form Policy. This is because:

- Parcel 3 would have a building height of three storeys directly to the north of the adjoining property, which would be less than the four storeys that is currently permitted by the Built form Policy; and
 - The LDP would also provide for the building to be setback 6 metres from Eton Street, which would be greater than the nil setback permitted by the Built Form Policy.
- WAPC Approval – In accordance with the R Codes Volume 1, the WAPC's approval would be required only for the proposed Clauses 3 (building height) and 5 (plot ratio/site area) for Parcel 2 only. Should Council approve the LDP, these standards would then subsequently be required to be approved by the WAPC.

Landscape Design

Clause 7 of the LDP proposes to augment deemed-to-comply standards of the R Codes Volume 1 and acceptable outcomes of the R Codes Volume 2 by outlining matters to be addressed in a future landscaping plan.

These matters would include:

- The location of deep soil, on-structure landscaping and tree planting on the site in accordance with Element 3.3 of the R Codes Volume 2;
- The selection of tree species consistent with the City's Tree Selection Tool;
- The provision of publicly accessible plaza spaces that are located on private property and secured through public benefit easement with a minimum area of:
 - Northern Plaza (between Development Parcels 3 and 4) – 600 square metres;
 - Southern Plaza (between Development Parcels 5 and 6) – 535 square metres; and
 - Eastern Plaza (between Development Parcels 3 and 5) – 130 square metres; and
- Provide for details related to street furniture, lighting, species selection, and the incorporation of water sensitive urban design principles related to the design of the plaza/s.

The LDP proposes to amend the deemed-to-comply standard C1.2.8 and acceptable outcome A4.12.1 of the R Codes Volume 2 in relation to landscape design.

The proposed landscaping design would be consistent with the design principles of [Element 1.2](#) (Part C) of the R Codes Volume 1 and the objectives of [Element 4.12](#) of the R Codes Volume 2 for the following reasons:

- Public Plazas – The proposed LDP would require three publicly accessible plaza areas to be provided across the subject site to a total area of 1,265 square metres. These areas would be located between Development Parcel 3 and 4 fronting Ellesmere Street, Development Parcel 3 and 5 fronting Charles Street, and Development Parcel 5 and 6 fronting Carrington Street.

The provision of these plazas would provide:

- A sense of space between the buildings with the assisting to reduce the perception of building massing and scale;
 - An attractive outlook for the future residents of the apartments and opportunities to integrate with ground floor uses to create opportunities for activation. This could include alfresco activity that is protected from the Charles Street environment; and
 - Opportunities for north-south pedestrian movement through the site linking Ellesmere Street and Carrington Street which would be enhanced through landscaping of the areas.
- Public Access – These areas would not be vested in the Crown as dedicated public open space (POS) and would be retained under private ownership. However public access would be secured through the provision of an easement as part of the future DA that would ensure unrestricted access to future occupants and visitors to the development as well as the general public at large.

This would also mean that the maintenance of these spaces would remain the responsibility of the landowner and would not be required to be undertaken or managed by the City.

- POS Contribution – The public plazas would contribute towards a wider community benefit of publicly accessible open space in the area for use by residents of the development and the wider population.

Relevant to the consideration of POS:

- The WAPC's POS Policy which identifies that as a starting point 10 percent of land within a suburb should be provided for POS to provide for amenity and recreational opportunities for residents.
- The City's POS Strategy identifies that North Perth has 6.6 percent POS. This is a shortfall of 3.4 percent across the entire suburb compared to the WAPC's POS Policy.
- The total area of the plazas would be the equivalent to 9.8 percent of the site area (following road widening).

The WAPC's POS Policy identifies that a contribution of less than 10 percent can be provided where it can be demonstrated that sufficient open space is provided in a locality.

At its meeting on [15 November 2022](#) Council resolved to implement the WAPC's POS Policy from 1 July 2023. The LDP would be consistent with this because it provides for public plazas that would contribute to the amenity of residents and provide informal opportunities as incidental open space.

The POS Policy identifies that the contribution of POS can be in the form of physical space provided, a cash in lieu contribution, or both. The acceptability of POS would be considered through the future DA stage and implemented through the future subdivision stage.

At these stages the adequacy of the POS provision would be assessed against the POS Policy, noting that the applicable standard is 10 percent and any shortfall would be considered against the relevant objectives. These objectives are listed below.

- *To ensure that all residential development in the State is complemented by adequate, well-located areas of public open space that will enhance the amenity of the development and provide for the recreational needs of local residents.*
- *In appropriate cases, to facilitate the provision of land for community facilities - such as community centres, branch libraries and day-care centres - in conjunction with land ceded for public open space.*
- *To protect and conserve the margins of wetlands, water-courses and the foreshores adjacent to residential development.*

In relation to this there are POS areas that are in close proximity to the subject site that provide for recreational needs of residents. These include Ellesmere Park (classified as local open space) adjacent to the subject site, and Les Lilleyman Reserve (classified as neighbourhood open space) 130 metres to the west.

- Deep Soil & Tree Species – The proposed LDP outlines that landscaping areas and tree selection species would need to demonstrate consistency with the objectives of Element 3.2 of the R Codes Volume 2.

A landscaping plan would be required to be submitted with a future DA and would assess the appropriateness of how these spaces would be designed and the species used. A condition of DA would be imposed to ensure landscaping is implemented in accordance with this.

It is noted the relevant standards of the R Codes Volume 2 would prescribe for 1,314.9 square metres of deep soil, and 32 medium and large trees to be provided across the entirety of the site.

- WAPC Approval – Clause 7 would require the approval of the WAPC in accordance with the R Codes Volume 1 and 2. Should Council approve the LDP this standard would then subsequently be required to be approved by the WAPC.

Vehicle Access and Traffic Impacts

Clause 6 of the LDP proposes to amend the deemed-to-comply standards of the R Codes Volume 2 and acceptable outcomes of the Built Form Policy in relation to vehicle access:

The LDP proposes that:

- Internal roads and access points are in accordance with the LDP with a TIA to be provided in support of a future development DA. Vehicle access to Parcels 1 and 2 would be directly from Eton Street, while access to Parcels 3 – 6 would be from an internal road that is accessed from Eton Street;
- The development parcels are to incorporate basement parking; and
- Road widening is required for Charles Street in consultation with MRWA.

Accompanying the LDP the applicant has submitted a TIA in accordance with the WAPC's Transport Impact Assessment Guidelines (Transport Guidelines). This is included as **Attachment 4**.

The proposed vehicle access and traffic impacts would be consistent with the objectives of [Element 3.8](#) of the R Codes Volume 2 for the following reasons:

- **Design of Access Points** – The LDP would result in a rationalisation of crossovers to the subject site. There are currently 10 crossovers from the adjoining roads. This would be consolidated into two access points from Eton Street.

The access point to Parcels 1 and 2 would be 5.8 metres and the internal road from Eton Street would be 6 metres. These widths would have a positive impact on the streetscape by reducing the visual impact as a result of hardstand areas from access points and maximising opportunities for on-site and verge landscaping.

The crossovers would be a minimum of approximately 20 metres from the surrounding intersections. This would provide for adequate sightlines and separation distances and would ensure that pedestrian and vehicle movement is safe.

- **Location of Access Points** – The LDP proposes vehicle access to be from Eton Street for Parcels 1-2 and Parcels 3-6, with vehicle trips being immediately distributed along Ellesmere Street, Carrington Street and Charles Street.

This trip distribution is consistent with the MRWA road hierarchy and the City's Accessible City Strategy which identifies for lower order roads such as Eton Street to be used to provide access to abutting properties. Under this hierarchy Ellesmere Street is a higher order used to carry traffic between residential areas and distributor roads like Charles Street.

- **Impact on Residential Area** – The Transport Guidelines indicate that developments generating between 10 and 100 vehicle trips in the peak hour would have a moderate impact on the road network, with more than 100 vehicle trips having a high impact.

The applicant's TIA identifies that the proposed LDP could result in an additional 227 peak hour vehicle trips onto the surrounding road network. These vehicle movements would be within the high impact threshold of the Transport Guidelines.

Within the wider context to the north, south and west of the subject site, the surrounding locality includes areas that are zoned Residential. The increase in vehicle traffic would be acceptable because:

- The overall increase in traffic would not exceed the capacity of the residential road network. The existing capacity of the road network based on 2023 data is provided below:

Road	Capacity	Current Volume	Percentage of Capacity
Ellesmere Street	6,000 vehicles	1,457 vehicles	24.2%
Eton Street (north)	3,000 vehicles	784 vehicles	26.1%
Eton Street (south)	3,000 vehicles	748 vehicles	24.9%
Carrington Street	3,000 vehicles	236 vehicles	7.8%

Based on this data the surrounding network would currently be at around a quarter of its overall capacity. This would mean that there is adequate capacity to accommodate additional vehicles from a future redevelopment of the subject site without unreasonably impacting on the operation or amenity of surrounding residential streets.

- Vehicle access points would be consolidated into two access points, both from Eton Street. The northern access point to Parcels 1 and 2 is expected to result in approximately 70 vehicle trips during the peak PM time. The access point to Parcels 3-6 would be expected to result in approximately 157 vehicle trips during the peak PM time. These trips comprise of both vehicles entering the subject site as well as those exiting.

These vehicle trips would primarily be concentrated along Eton Street between Ellesmere Street and Carrington Street, as this is where the vehicle access points are located. As set out above, there is adequate capacity within Eton Street and the surrounding roads to accommodate these additional vehicles without having an adverse impact on the function of the road network.

- Within the wider area it would be reasonably anticipated that traffic generated from a future redevelopment would dissipate as vehicles move through the road network and thereby the net trips reaching other intersections are expected to reduce and have less of an impact.
- The applicant's TIA included an assessment of the new intersection being created by the central access to Parcels 3-6 with Eton Street. This analysis identifies that the intersection would perform at the highest Level of Service (LOS), being LOS A, in all directions and would experience minimal queuing or delays. The anticipated high LOS of this new intersection would further contribute to minimising impacts of additional traffic on the surrounding residential areas.
- Road Safety – Of the 22 vehicle crashes on the surrounding road network between 2018 and 2022, three of these occurred at the intersection of Eton Street and Ellesmere Street and four occurred at the intersection of Eton Street and Carrington Street. None of these resulted in any fatalities. The primary cause of these related to right angle crashes which is primarily driver behaviour related (such as running 'stop' signs).

In 2023, MRWA approved for all local roads in North Perth to be reduced to 40km/h. This has now been implemented and applies to Eton Street and Carrington Street. This reduced speed limit would assist to improve vehicle safety in the area including at these intersections.

The City will also continue monitoring the Ellesmere and Carrington Street intersections with Eton Street to determine if these qualify for a blackspot funding application to implement additional local area traffic management (LATM) measures if required.

- Future DA – The applicant's TIA modelled the anticipated traffic impacts from a redevelopment concept. This demonstrates that the impacts of additional traffic are likely to be acceptable and not adversely impact on the amenity of the area.

A future DA would be required to provide further TIA to accompany the final details of the development. This TIA would need to adequately address traffic movements from the proposal, including:

- Trip distribution rationale;
- An analysis on the impact on the distribution of traffic through the local area including Ellesmere Street, Eton Street, Carrington Street and Charles Street within the regional context and any traffic management upgrades;
- An updated SIDRA analysis projecting the performance of the intersection in 10 years in accordance with the Transport Guidelines; and
- An assessment of the impact on the intersection at Wanneroo Road, Walcott Street and Green Street which is already experiencing high levels of congestion.

This would be consistent with the WAPC's Transport Guidelines and the comments received by MRWA.

**CITY OF VINCENT
LOCAL PLANNING SCHEME NO. 2
SCHEME MAP 1 - LEEDERVILLE**

LEGEND

METROPOLITAN REGION SCHEME RESERVES
Note: The Western Australian Planning Commission and the Department of Planning should be consulted for full information on the actual land requirements for all Metropolitan Region Scheme Reserves.

- PARKS AND RECREATION**
- R** Restricted Public Access
- PRIMARY REGIONAL ROADS RESERVATION**
- OTHER REGIONAL ROADS RESERVATION**
- RAILWAYS**
- PUBLIC PURPOSES**
Particular use denoted as follows:
- H** Hospital
- HS** High School
- TS** Technical School
- CP** Car Park
- U** University
- CG** Commonwealth Government
- SU** Special Use
- WSD** Water Authority of Western Australia
- P** Prison

CITY OF VINCENT LOCAL SCHEME RESERVES

- PUBLIC OPEN SPACE**
- R** Restricted
- PUBLIC PURPOSES**
Particular use denoted as follows:
- PS** Primary School
- CP** Car Park
- CU** Civic Uses
- HS** High School
- I** Institute for the Deaf
- W** Water Supply Sewerage and Drainage
- TS** Technical School

CITY OF VINCENT SCHEME ZONES

- RESIDENTIAL**
- MIXED USE**
- COMMERCIAL**
- LOCAL CENTRE**
- DISTRICT CENTRE**
- REGIONAL CENTRE**
- SPECIAL USE**
Particular use denoted as follows:
- CP** Car Park
- CU** Community Use
- FC** Function Centre
- HC** Hall and Non Residential Club
- H** Hotel
- PW** Place of Worship
- S** Service Station

ADDITIONAL USE

ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES

- CODE AREA BOUNDARY**
- SCHEME AREA BOUNDARY**
- DENSITY CODE**

SUBJECT SITE



CITY OF VINCENT

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Location and Consultation Plan

Charles Hotel LDP Sites and surrounding area

Extent of Consultation



**SUBJECT
SITE**



CITY OF VINCENT

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Charles Hotel LDP Sites and surrounding area



LOCAL DEVELOPMENT PLAN – CHARLES HOTEL, NORTH PERTH

The following design objectives are to be read in addition to the relevant objectives of the R Codes Volume 1 and Volume 2, Built Form Policy, and/or other Local Planning Policies (as applicable). These design objectives are to be satisfied as part of the assessment of a Development Application, including where a variation to the Acceptable Outcomes of this Local Development Plan is proposed.

Objective: The purpose of this Local Development Plan is to guide the comprehensive redevelopment of the Charles Hotel site to accommodate a mixed-use commercial, residential and hotel precinct.

Design Objectives**Enhanced Environment**

- To provide for a landscape plazas and public open spaces which are universally accessible to the public, provided with active frontages to encourage interaction and passive surveillance, and include soft and hard landscaping elements with access to sunlight to enhance amenity.
- To ensure that the development and supporting structures such as basements are appropriately designed and located to maximise the provision of in-ground deep soil areas and on-structure planting that is of a sufficient size and dimension to accommodate tree planting to increase the urban tree canopy and enhance the amenity levels of the built form and adjoining public realm areas.
- Provide universally accessible public spaces which incorporate soft and hard landscaping elements and have access to sunlight.
- To provide for a coordinated and integrated approach to the delivery of landscaping across each Development Parcel and the adjoining verges and public spaces through the provision of a comprehensive landscaping strategy.
- The preservation of significant vegetation that directly interacts with the public realm is encouraged (front setback areas, street verges).
- To achieve a development that considers the whole of life environmental impact of the building and incorporate measures to reduce this impact consistent with established sustainability rating frameworks and that:
 - Incentivises the provision of infrastructure to support electric vehicles and alternative modes of transport; and
 - Has a reduced reliance on supplied energy by providing renewable energy infrastructure, and adequate access to sunlight, natural ventilation, and shading devices.

Connected Community

- To provide spaces for residents and visitors that are vibrant, safe and active as a way of celebrating and connecting the local community.
- To provide for a variety of housing options to meet the needs of the community through a range of apartment sizes, types, and layouts.
- To deliver a publicly accessible open spaces that are designed to accommodate people of all abilities and to be safe and inviting through the provision of landscaping and activation.
- Deliver publicly accessible plaza spaces on the southern site that are designed to be safe and inviting through landscaping and activation and for the benefit of the local community.
- To provide for a range of complementary active uses on the ground floor that are designed to be flexible to adjust to changing community needs and minimise adverse impacts on surrounding residents. Provision of vehicular access that is designed and located to protect the safety of pedestrians and road users.
- On-street car parking to be encouraged generally in accordance with this Local Development Plan, to the specification and satisfaction of the City's Infrastructure and Engineering directorate.
- Development proposals are to provide sufficient car parking to cater for the demand generated by the applicable proposed land use.

Sensitive Design

- Development should sympathetically reference, and take cues from the materials, colours, and finishes of the surrounding built form, and incorporate the reuse of demolished materials into the built form and/or landscaping to reflect the history of the site where practical.
- The development is to be appropriately stepped down where it interfaces with adjoining and surrounding properties to achieve a moderation of building height across the site that is sympathetic and appropriately integrated with the lower density residential context.
- Building bulk and scale is to be broken down through the inclusion of various façade treatments such varied setbacks, horizontal and/or vertical treatments, major openings and balconies, on-structure planting, and a range of colours, materials and finishes, to minimise the visual impact of upper levels on the streetscape and surrounding properties.
- To promote the establishment of a landmark development of high architectural quality that would enhance the locality and focus higher density built form towards Charles Street and the intersection with Ellesmere Street.

Thriving Places

- To provide for a mixed-use development that accommodates residential and non-residential uses to contribute towards a sustainable increase in density, employment opportunities, vibrancy and activity within the area.
- To provide for public spaces that are supported by a legible pedestrian network and are integrated with the development.

Accessible City

- To provide for sufficient car parking to meet the demands of users the development while ensuring that additional traffic does not have an adverse impact on the safety or functionality of traffic flow within the surrounding road network.
- To provide for vehicular access and car parking (on-site and on-street) that is designed and located to be safe and functional for pedestrians and road users including necessary traffic management measures, and which is integrated in the built form and landscaping design to minimise visual impacts on the streetscape.

General Provisions:

a) Where this Local Development Plan (LDP) is inconsistent with the City's Local Planning Scheme, the local planning scheme prevails. Where this local development plan is inconsistent with a Local Planning Policy, Master Plan or Guidelines (e.g., Character Retention Area Guidelines), this Local Development Plan prevails.

b) In accordance with Clause 3.2.3 of State Planning Policy 7.3 Residential Design Codes Volume 1 (R Codes Volume 1) and Clause 1.2.2 of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R Codes Volume 2), this LDP contains provisions that amend or replace:

- Deemed-to-Comply requirements set out in Part C of the R Codes Volume 1. The Design Principles of the R Codes Volume 1 remain and apply;
- Acceptable Outcomes set out in Part 2, 3 and 4 of the R Codes Volume 2. The Element Objectives of the R Codes Volume 2 remain and apply; and
- The Acceptable Outcomes set out in Volume 2 Sections 1, 3, 4 and 5 of the Built Form Policy. The Local Housing Objectives of the Built Form Policy remain and apply.

The provisions below detail which Deemed-to-Comply requirements of the R Codes Volume 1 and Acceptable Outcomes of the R Codes Volume 2 and the Built Form Policy have been amended or replaced by Acceptable Outcomes of this LDP. Refer to Table 3 for the summary of amendments and/or replacements.

c) Unless provided for below, the provisions of the R Codes Volume 1, R Codes Volume 2, and the Built Form Policy apply. Any State Planning Policy, Local Planning Policy or other legislation that is applicable to this LDP that is amended or replaced will continue to be applicable to the development that is the subject of the LDP.

d) Variations to the Acceptable Outcomes of this LDP may be approved through a Development Application, provided that the development achieves the objectives of this LDP and the relevant objectives of the R Codes Volume 1, R Codes Volume 2, Built Form Policy, Masterplan, Structure Plan and/or Local Planning Policy (as applicable).

Acceptable Outcomes

Land Use Permissibility

- 1
- Permissible land uses are those provided for under the Mixed Use and Residential zones (as applicable) under the City of Vincent Local Planning Scheme No. 2.
- 2
- In accordance with Clause 18(7) of LPS2 the preferred land uses for each development parcel are set out below. The preferred land uses would be required to demonstrate consistency with the City’s Local Planning Scheme No.2 (as amended) and applicable local planning policies as part of a Development Application.

Table 1: Preferred Land Uses

	Development Parcels 1 & 2	Development Parcel 3	Development Parcel 4	Development Parcel 5	Development Parcel 6
Ground Floor	<div><div>- Aged or dependent persons dwellings</div><div>- Child Care Premises*</div><div>- Consulting Rooms</div><div>- Dwelling</div><div>- Liquor Store – Small</div><div>- Medical Centre</div><div>- Office</div><div>- Restaurant / café</div><div>- Shop</div></div>	<div><div>- Hotel</div><div>- Restaurant / café</div><div>- Shop</div><div>- Small bar</div><div>- Tavern</div></div>	<div><div>- Consulting Rooms</div><div>- Liquor Store – Small</div><div>- Office</div><div>- Restaurant / café</div><div>- Shop</div><div>- Dwelling</div></div>	<div><div>- Consulting Rooms</div><div>- Dwelling</div><div>- Office</div><div>- Restaurant / café</div><div>- Shop</div><div>- Small bar</div></div>	<div><div>- Consulting Rooms</div><div>- Dwelling</div><div>- Serviced Apartment</div></div>
First Floor	<div><div>- Aged or dependent persons dwellings</div><div>- Dwelling</div><div>- Serviced Apartment</div></div>	<div><div>- Dwelling</div><div>- Hotel</div><div>- Office</div><div>- Restaurant / café</div><div>- Serviced Apartment</div><div>- Small bar</div><div>- Tavern</div></div>	<div><div>- Dwelling</div><div>- Serviced Apartment</div></div>	<div><div>- Dwelling</div><div>- Office</div><div>- Serviced Apartment</div></div>	<div><div>- Dwelling</div><div>- Office</div><div>- Serviced Apartment</div></div>
Second Floor		<div><div>- Dwelling</div><div>- Hotel</div><div>- Serviced Apartment</div></div>		<div><div>- Dwelling</div><div>- Serviced Apartment</div></div>	<div><div>- Dwelling</div><div>- Serviced Apartment</div></div>
Third Floor					
Fourth Floor					
Fifth Floor					
Sixth Floor					
Seventh Floor					

*Where a Child Care Premises is proposed, it is not to be directly adjacent Residential zoned land, in accordance with the City’s Local Planning Policy: Child Care and Family Day Care.

Building Height

- 3
- The following acceptable outcomes amends deemed-to-comply standard C3.2.1 of the R Codes Volume 1 and acceptable outcomes A3.1.1, A4.1.1 and A5.1.1 of the Built Form Policy. The remaining respective deemed-to-comply standards of the R Codes Volume 1 and acceptable outcomes of the Built Form Policy and the R Codes Volume 2 remain and apply.

Table 2: Building Heights

Development Parcel	Maximum Height (storeys)	Maximum Height (top of wall (concealed/skillion roof))
1	3/6 storeys*	11.2m/20.5m*
2	2/4 storeys*	8m/14.3m*
3	8 storeys	26.7m
4	3/6 storeys*	11.2m/20.5m*
5	4/6 storeys*	14.3m/20.5m*
6	4 storeys	14.3m

*refer to height locations shown on plan

Note – The building heights in Table 2 are subject to adequate sunlight (including overshadowing) and ventilation access being maintained the adjoining properties to be demonstration to the satisfaction of the approval authority at the development application stage.

Street Setbacks, Side and Rear Setbacks and Building Separation

The following acceptable outcomes amends the deemed-to-comply standard C3.4.1 of the R Codes Volume 1 and acceptable outcome A2.4,1 of the R Codes Volume 2 in relation to lot boundary setbacks, and acceptable outcomes A1.2.1, A4.2.1, A5.2.1, A5.2.2 and A5.2.3 of the Built Form Policy in relation to street setbacks. The remaining respective deemed-to-comply standards of the R Codes Volume 1 and acceptable outcomes of the R Codes Volume 2 remain and apply.

- 4
- All setbacks are to be in accordance with the development footprint boundaries as shown in blue on the LDP. Where a greater setback is required, a notation is included on the LDP accordingly*.

*Refer to Local Development Plan map

Plot Ratio

The following acceptable outcomes amends the deemed-to-comply standard C.1.1.3 of the R Codes Volume 1 in relation to site area and acceptable outcome A 2.5.1 of the R Codes Volume 2.

- 5
- No plot ratio is applicable. Building Development scale is established with the setbacks and height standards provided under this LDP.

Vehicle Access

The following acceptable outcomes amends acceptable outcome A1.6.1 and A1.6.2 of the Built Form Policy and augments the remaining acceptable outcomes of Clause 1.6 of the Built Form Policy and the acceptable outcomes of the R Codes Volume 2 in relation to vehicle access (Element 3.8). The remaining respective acceptable outcomes of the Built Form Policy and the R Codes Volume 2 remain and apply.

- 6
- Vehicle access provisions

Vehicle access and parking provided in accordance with the following:

- 6.1
- Internal roads and vehicle access points must prioritise pedestrian movement and are to be provided generally in accordance with this Local Development Plan and supported by a Transport Impact Statement/Assessment prepared by a qualified consultant submitted with a development application.
- 6.2
- No direct vehicle access is permitted to the development from the public road network, unless otherwise as generally shown on the Local Development Plan.
- 6.3
- The following acceptable outcomes augment clauses A1.6.3-1.6.11 and A4.5.1-A4.5.3 of Policy No. 7.1.1 – Built Form, and clauses A3.8.1-A3.8.7 of the R-Codes Volume 2: Development shall incorporate basement car parking accessible through Eton Street as generally indicated on this Local Development Plan.
- 6.4
- Provision shall be made for the indicative widening of Charles Street as shown in this Local Development Plan, in consultation with Main Roads WA.

Landscape Design

The following acceptable outcome amends the deemed-to-comply standard C1.2.8 and acceptable outcome A4.12.1 of the R Codes Volume 2 in relation to landscape design. The remaining respective deemed-to-comply standards of the R Codes Volume 1 and acceptable outcomes of the R Codes Volume 2 remain and apply.

- 7
- Landscaping for the development is to be provided in accordance with the following:

Landscaping Plan

A landscaping plan is to be prepared by a landscape architect and submitted with a development application which addresses the following the matters:

- The location of deep soil, on-structure landscaping and tree planting on the site in accordance with Element 3.3 of the R Codes Volume 2;
- The selection of tree species consistent with the City’s Tree Selection Tool;

- The provision of publicly accessible plaza spaces that are located on private property and secured through public benefit easement with a minimum area of:
 - Northern Plaza (between Development Parcels 3 and 4) – 600m²;
 - Southern Plaza (between Development Parcels 5 and 6) – 535m²; and
 - Eastern Plaza (between Development Parcels 3 and 5) – 130m²

The landscaping plan should provide for details related to street furniture, lighting, species selection, and the incorporation of water sensitive urban design principles related to the design of the plaza/s.





Allerding
& Associates

12 July 2024

Town Planners, Advocates and Subdivision Designers

ABN 24 044 036 646

Our Ref: AGK CHA GE

A/Manager Strategic Planning & Specialist Planner
City of Vincent
PO Box 82
LEEDERVILLE WA 6902

ATTN: Mitchell Hoad

Dear Mitchell

RE: LOCAL DEVELOPMENT PLAN SUMMARY OF MODIFICATIONS – CHARLES HOTEL SITE

We prepare this covering submission to document the final modifications to the Local Development Plan (**LDP**) and supporting LDP text to address the final matters raised by the City.

The final LDP and supporting text submitted to the City marks the culmination of several years of engagement with the City and the Design Review Panel (**DRP**), to deliver an LDP that is befitting of the landmark nature of the site, whilst respecting the locality and protecting the amenity of nearby residences.

In summary, we note the following amendments contained within the document set submitted to the City of Vincent on 22 May 2024:

- Updated the LDP to show additional 5m upper floor street setbacks to development parcels 1, 3, 5 and 6;
- Updated the LDP to include additional annotations clarifying street and lot boundary setbacks, and the width of vehicle access points;
- Modification of the LDP supporting text to include all specific wording suggested by the City. This also included re-introducing specific provisions relating to landscaping at the request of the City and the DRP.
- Adjustment to the colour references on the LDP Plan for clarity.

We address the above points in detail in the proceeding section.

Final Modifications

LDP Plan

Building Height

The building parcels have always been predicated as being respectful to neighbours by stepping down heights toward single residential properties.

We met with the City on multiple occasions in late 2023 and early 2024 to discuss the remaining matters to be addressed on the application. It was conveyed by the City that it would be preferable for the upper floors of development parcels 1, 3 and 5 to have a greater setback from the street to reduce the line-of-sight visibility from Charles Street.

For this reason, the plans were modified to show an additional 5m setback to the upper floors of development parcels 1, 3 and 5. The upper floors now have a total 7m setback from the Charles Street boundary and are predominantly concealed from view by the floors below, as was the desire of the City in seeking the modification. A cross section was included with the document set submitted to the City demonstrating the pedestrian line of sight from the eastern side of Charles Street.

Further, although not requested by the City, the plans were also modified to introduce the same additional 5m setback to the upper floors along Carrington Street (parcels 5 and 6). This measure was implemented to further protect the amenity of residential properties to the southern side of Carrington Street.

Setback Annotations

In addition to providing additional upper floor setbacks, the City requested additional annotations on the LDP Plan to clearly identify each of the street and lot boundary setbacks. We note that the setbacks were identified within the development parcels and addressed by an accurate scale, however notwithstanding, the LDP Plan was updated as requested.

It was also requested that vehicle access widths be included on the LDP Plan, and the Plan was updated accordingly.

Removal of Reference to Indicative On-Street Parking and Landscaping

The City requested the removal of any reference to indicative on-street verge parking and verge landscaping, noting these matters would be considered at a development application stage. The LDP Plan was updated accordingly.

LDP Supporting Text

Landscaping Provisions

The City requested the re-introduction of specific landscaping provisions as Clause 7 of the LDP supporting text. It is noted that we had opted to include the landscaping provisions within the general design objectives, however the City sought greater assurance of coordinated landscaping outcomes and delivery of a landscaping plan through a provision of the text.

The LDP supporting text was therefore updated accordingly.

We advise the landscaping provisions contained within Clause 7 of the supporting text reflect the specific wording as requested by the City, and will deliver the following:

- A landscaping plan to be prepared by a landscape architect and submitted with a development application;
- Deep soil, on-structure landscaping and tree planting in accordance with the R-Codes Volume 2;
- Selection of tree species consistent with the City's Tree Selection Tool; and
- Commitment to the provision of publicly accessible plaza spaces located on private property and secured through a public benefit easement.

Design Objectives

The City requested the consolidation of the Design Objectives into individual headings that had been developed in consultation with the City through the application process. In addition, the City requested slight modification to the wording of certain design objectives. We advise that the LDP supporting text was updated to reflect all text modifications requested by the City.

Updates to Address R-Codes Volume 1 Amendments

The Residential Design Codes Volume 1 were updated in March 2024, therefore updated preambles were required for certain clauses contained within the LDP supporting text. We advise that the supporting text was updated to reflect the City's request accordingly.

Summary of Key Modifications

We also believe it is important to summarise the key updates to the LDP document that have occurred through engagement with the City to refine the proposal over several years.

The key updates are summarised as follows:

- Reducing the maximum height along the northern portion of the site to two (2) and (3) three storeys where it adjoins existing residential development along Charles Street and Eton Street. The lot boundary setback in this location was increased to 3m.

- Development Parcel 2 to the north and Development Parcel 4 to the south on Eton Street were provided with increased street setbacks to align with the existing character of the built form in these locations.
- Prior to the final modifications discussed in this letter, the upper-level setbacks to Development Parcels 5 and 6 on Carrington Street had already been increased to reduce bulk on elevations. Therefore, the final modifications were a further measure to reduce bulk, building upon prior adjustments.
- Likewise, prior to the final modifications discussed in this letter, the LDP plan was amended to show increased setbacks to the Charles Street boundary of Development Parcels 1, 3 and 5. Therefore, the final modifications were a further measure to reduce bulk along Charles Street, building upon prior adjustments.
- Modification to the LDP Plan to show a clear pedestrian priority zone through the internal vehicle access from Eton Street. This update was a direct response to comments from the DRP, demonstrating the pedestrian link from north to south through the Landscape Plaza. The link is intended to be focal point of the development, designed to encourage pedestrians to both occupy and move through the space comfortably as part of the overall community benefit of the link.
- Inclusion of specific objectives into the LDP text relating to achieving high-quality, meaningful sustainability outcomes, retention of significant vegetation in appropriate locations, further detail regarding community benefit, and also expanding on objectives relating to colours and materiality taking from the character of built form surrounding the site. We note that in consultation with the City, these objectives were refined to reflect specific wording to the satisfaction of the City, as outlined in the final modifications.
- To provide greater clarity regarding the visibility of upper floors, we prepared supporting graphical perspectives to demonstrate views from the surrounding lower density residential properties toward the landmark Development Parcel (Parcel 3). The perspectives demonstrated that the upper floors to Development Parcel 3 will not be visible from these residential properties.
- In response to the request of the City's Engineering Department, a Traffic Impact Assessment (TIA) Report has been prepared by an experienced Traffic Engineer to accompany the proposed LDP. The TIA concluded that based on the concept layout and potential development set out by the proposed LDP, the LDP was fully supported in terms of its traffic and road safety impact.

Response to DRP Chair comments 26 June 2024

DRP Chair Comment	Response
<p><u>Context and Character</u></p> <p>The existing context and character of the locality will evolve over time. Although the proposal is not consistent with the existing context which is predominantly low-scale single residential, it would likely suit the future context as higher density development occurs along Charles Street.</p> <p>The proposed ground floor activation to Carrington Street is currently unclear and requires further detail. It is considered that commercial uses would be less successful than residential uses in providing streetscape activation based on the current residential context. It is recommended a new legend item be added to the LDP illustrating active residential use with direct pedestrian access from each unit to the streetscape. This interface doesn't currently have an active edge nominated on the LDP which is not supported.</p> <p>The LDP Preferred Land Uses table notes consulting rooms and offices on the ground floor of Parcels 1,2,4,5 & 6. This is not supported by the DRP as this commonly results in inactive facades with the blinds pulled down or frosted / mirror film on windows due to the privacy requirements in consulting rooms and offices. The applicant is encouraged to consider amending the Preferred Land Uses table in relation to ground floor levels to achieve more active streetscape interfaces.</p>	<p>Noted. The proposed LDP responds to the landmark site by providing a framework for appropriate future development of the site. The built form is focussed toward the intersection of Charles and Ellesmere Street, with a respectful transition to the existing surrounding residential development.</p> <p>The intent of the LDP is to focus commercial activity toward Ellesmere Street and transition toward a predominantly residential interface at Carrington Street. Whilst it is possible that some commercial activity could eventuate toward Carrington Street, activation of this frontage would occur naturally. As noted by the DRP residential land uses are likely to be successful in providing streetscape activation.</p> <p>The LDP references several preferred (including discretionary) land uses on the ground floor of these development parcels to provide capacity for a range of commercial activity. Any future land uses at the ground floor level will be subject to assessment through a DA process where matters such as street interface, surveillance and privacy will be considered accordingly.</p>
<p><u>Landscape quality</u></p> <p>Re-introducing the landscaping provisions in the LDP text is supported.</p> <p>The central landscaped plaza is positive but should be further design tested to ensure cohesive pedestrian environment and a high quality space can be achieved offering a high level of amenity for residents as well as the surrounding community. The provision of this landscaping area should also be reinforced within the LDP to ensure a significant portion of the central plazas are not devoted to hard / paving surfaces.</p>	<p>Noted.</p> <p>Through continued engagement with City Officers, the landscaped plaza clearly designated on the LDP Plan is supported by acceptable outcomes recommended by the City. The acceptable outcomes require the submission of a landscaping plan by a qualified landscape architect, and delivery of landscaping outcomes to address not only the R-Codes Vol. 2 requirements, but also tree selection in accordance with the City's tree selection tool,</p>

DRP Chair Comment	Response
<p>Nominating the extent of basement areas on the LDP is essential to ensure that adequate genuine deep soil areas can be provided on the sites. For instance the central landscape plaza should include significant genuine deep soil zone areas however this cannot be achieved if a basement carpark extends from Parcel 3 through to Parcel 4 and likewise from Parcel 5 through to Parcel 6.</p> <p>A broad illustrative Landscape Plan should be included to support the LDP which would assist in delivering an integrated and cohesive outcome across the site and in conjunction with the public realm including locations for tree planting.</p> <p>The LDP should include further cross-sections to each street showing footpaths and how verge landscaping can be integrated and would be of benefit. The width of Ellesmere Street may offer an opportunity for main-street style (centralised) tree planting to improve the public realm experience.</p> <p>The applicants are encouraged to consider undertaking a mature tree retention survey / plan to identify which current trees can be retained or relocated on the site. The proposal shows a green wall in the rear courtyard however doesn't provide any detail in relation to planter depth / volume, plant species or reticulation to ensure its viability.</p>	<p>and incorporation of water sensitive urban design principles.</p> <p>The purpose of the LDP is to provide a statutory framework for future development capacity over the site. Future development of the individual development parcels and consideration of any basement car parking with deep soil planting would be subject to a development application process.</p> <p>As per the City's advice, this comment is best addressed through a future DA for appropriate contextual landscaping outcomes.</p> <p>As per the City's advice, this comment is best addressed through a future DA.</p> <p>As per the City's advice, this comment is best addressed through a future DA.</p>
<p><u>Built form and scale</u></p> <p>The upper-level setbacks are not clear, generally are quite small and should be clearly identified on the plan.</p> <p>The upper level Charles Street setbacks have been increased which is supported.</p>	<p>Noted. We have updated the LDP Plan accordingly.</p> <p>Noted.</p>
<p><u>Sustainability</u></p> <p>Consider including additional sustainability measures that could be delivered through future DAs within the objectives text. This could include initiatives such as water sensitive urban</p>	<p>As per the City's advice, this comment will be best addressed through a future DA. Notwithstanding, we advise that several additional acceptable outcomes were added to</p>

DRP Chair Comment	Response
design, the provision of electric vehicle charging infrastructure or future developments achieving a 6-star Green Star rating.	the LDP text specifically addressing electric vehicle and renewable energy infrastructure.
<p><u>Amenity</u></p> <p>All basement carpark are accessed from the rear of the site for Parcels 3, 4, 5 and 6 and via a Vehicle Access Point on Eton Street. The Parcel 2 basement driveway is also accessed from Eton St. The impact of traffic movements on the surrounding streets should be considered through the accompanying Traffic Impact Assessment. If the TIA identifies issues in relation to the proposed access points on Eton Street (for Parcels 3, 4, 5 and 6) an alternative may be to relocate this to Ellesmere Street which can be addressed as part of future DA's.</p> <p>The DRP advises that any future DA's are to address the overshadowing and internal amenity requirements of the R Codes Volume 2. As such cross-sections showing the overshadowing impacts on the existing dwellings fronting Carrington Street should be included illustrating that the R Codes Volume 2 requirements can be addressed.</p>	<p>As per the City's advice, this comment is best addressed through a future DA.</p> <p>Notwithstanding, a Traffic Impact Assessment (TIA) Report was prepared by an experienced Traffic Engineer to accompany the proposed LDP. The TIA concluded that based on the concept layout and potential development set out by the proposed LDP, the LDP was fully supported in terms of its traffic and road safety impact. In addition, further comments were provided by the Traffic Engineer to the City outlining that potential traffic impacts on local streets and intersections were considered low. The City's Engineering department was satisfied with the response provided.</p> <p>As per the City's advice, this comment is best addressed through a future DA.</p>
<p><u>Legibility</u></p> <p>Consideration should be given to pedestrian movement through the ground floor design on either side of the central landscaped plaza as this would maximize the level of activity and interactivity with the built form on either side of this space but also impacts on the amount of soft landscaping that will be included in these spaces as noted in the Landscape Principle.</p> <p>As outlined in Principle 1 – Context and Character any future DAs would need to ensure that the active streetscape requirements of the City's Built Form Policy are achieved. The design testing currently shows a number of blank inactive walls on at streetscape level and some ground level streetscape uses or active frontages are not defined.</p>	<p>Noted. This is addressed in the response to Landscaping. The relationship between pedestrian movement, landscaping and connectivity between ground floors on either side of the plaza will be adequately addressed through the preparation of a detailed landscaping plan, and future development applications.</p> <p>As per the City's advice, this comment can be addressed through a future DA.</p>
<p><u>Safety</u></p> <p>As outlined in Principle 3 – Built Form and Scale increased setbacks should be provided to the</p>	Setbacks to Charles Street are provided in accordance with the R-Codes Vol. 2.

DRP Chair Comment	Response
<p>ground floors of Development Parcels 1, 3 and 5 adjoining the road widening areas. Residential uses with direct pedestrian entries to the streetscape would be a good option here however an increased setback is required to ensure a safe transition to Charles Street.</p> <p>The width of the access road between Development Parcels 3, 4, 5 and 6 appears inadequate to accommodate a footpath providing safe pedestrian movement through this area.</p> <p>A roundabout is indicated within the access road between Development Parcels 3, 4, 5 and 6 however this may not be the preferred treatment to maximise pedestrian / cyclist safety and movement. Consider alternative traffic calming measures which prioritise pedestrian safety and movement as part of future DAs.</p>	<p>Consideration of pedestrian entry points and safety of access would be a fundamental consideration through a future development application process.</p> <p>A 6m wide access is considered an appropriate width to provide adequate vehicle access. It is not intended for the vehicle access route to be a circulation area for pedestrians, noting there are various other points of access/egress for pedestrians, including the pedestrian priority zone through the landscape plaza.</p> <p>As per the City's advice, this comment is best addressed through a future DA. Notwithstanding, a pedestrian priority zone is provided through the roundabout with traffic calming measures included.</p>
<p><u>Community</u></p> <p>Consideration should also be given to the community benefits that can be generated through provisions as outlined in Principle 5 – Sustainability. The DRP encourages meaningful engagement with the local community prior to future DAs being lodged.</p>	<p>As per the City's advice, this comment is best addressed through a future DA. However, the proposal includes community benefit through the creation of activated spaces to potentially accommodate a range of activities and amenities that will be secured by way of public easement at the time of a DA.</p>
<p><u>Aesthetics</u></p> <p>The DRP advises that any future DA's are to demonstrate the use of colours, finishes and materials consistent with the surrounding context through the submission of an Urban Design Study and surrounding Built Form Character Analysis.</p> <p>Consider providing a broad material palette in the LDP which would provide some guidance for future DA's and potentially generate a consistent architectural language and character throughout the various Development Parcels on the site. Terracotta, brick, shopfront awnings and tiles as well as referencing traditional shopfronts in a contemporary way would all be encouraged.</p>	<p>As per the City's advice, this comment is best addressed through a future DA.</p> <p>As per the City's advice, this comment is best addressed through a future DA.</p>

Conclusion

The proposed LDP and supporting LDP text represent a considered approach to the future development of the Charles Hotel site.

The LDP and text have undergone a series of refinements in consultation with City Officers and the DRP for the delivery of a built form appropriate for the landmark status of the site, whilst also preserving the amenity of nearby residential properties and the locality.

We therefore look forward to the City's favourable recommendation of the application.

Should you require any further information, please do not hesitate to contact our office.

Yours sincerely

ALLERDING AND ASSOCIATES

JOHN WILLIAMSON
SENIOR TOWN PLANNER

Encl:

CC: Client



Town Planners, Advocates and Subdivision Designers
ABN 24 044 036 646

9 December 2022

Our Ref: AGK CHA GE

Chief Executive Officer
City of Vincent
PO Box 82
LEEDERVILLE WA 6902

Attention: Attention Mitchell Hoad – A/Manager Development and Design

Dear Mitchell

**RE: PROPOSED LOCAL DEVELOPMENT PLAN (LDP)
CHARLES HOTEL SITE, CHARLES STREET NORTH PERTH**

Following your recent correspondence, please find attached for your attention a copy of the amended and finalised LDP for the prospective redevelopment of the Charles Hotel site – **Attachment 1**.

Background

The LDP follows an extensive engagement process with the City of Vincent (**the City**) and the Community dating back to the review of the City of Vincent's Town Planning Scheme No 1 during which it was acknowledged that the Charles Hotel site is a strategic site, given both its current land use and the configuration and size of the lots and its position on a key transport network.

The zoning was then modified under Local Planning Scheme No. 2 (**LPS2**) to accommodate Mixed Use commercial development and increased residential density across the Site. The City of Vincent's Built Form Policy was then adopted which imposed blanket heights of 4 storeys which do not reflect the strategic significance of this site. This Local Development Plan has been prepared to show a comprehensive integrated development of the Site which responds to the strategic significance of the Site and the residential context in which it is located.

Community engagement was undertaken by MJA Studio, after which modified plans were prepared which redistributed the predominance of height along Charles Street and the eastern end of Ellesmere Street.

Community engagement, the Local Development Plan has been presented to two Design review panels coordinated by the City of Vincent. The Design Review Panels have suggested a number of improvements and MJA Studios have addressed their feedback and have amended the LDP where appropriate to include their suggestions.

Rationale for the LDP

The Charles Hotel site (**the Site**) is a large strategic site comprising the area depicted in Figure 1.



Figure 1: LDP Site

The Site is located along a corridor earmarked for higher density development in the City's Local Planning Strategy and LPS2, adjacent to the high frequency public transport corridor of Charles Street. In recognition of this, part of the Site is identified as a Transit Corridor Built Form Area under the City of Vincent's Policy No. 7.1.1 – Built Form (**Built Form Policy**).

The Site is close to the large public open spaces of Ellesmere Street and Les Lilleyman Reserves and has excellent road network connections and efficient public transport options.

For the above reasons, the Site is well suited to higher density Mixed Use development

Local Development Plan Provisions

The Site is divided into 6 parcels as depicted in the LDP plan map and Figure 2 below and contains the following objectives and provisions:



Figure 2: LDP Plan Map

Objectives.

The LDP aims to provide a built form area which respects the surrounding residential context while increasing the vibrancy and activation within the Site. The provision of carefully designed landscaping and universally accessible public spaces will encourage community interaction and the commercial tenancies will generate local employment. LDP objectives are listed within the first section of the document.

Land Use Permissibility

Permissible land uses correspond to those provided for under the Mixed Use and Residential zones under LPS. In addition, Table 1 of the LDP lists preferred land uses for each land parcel. The preferred land uses reflect the objective of street edge activation with more active frontages facing Ellesmere Street and Charles Street and the Landscape Plaza on Development Parcels 1 and 3.

Building Height

Table 2: Building Heights lists the acceptable outcome building heights which amend the applicable heights listed under the Built Form Policy. The proposed building heights are carefully considered noting that Development Parcel 3 facing Charles Street proposes 8 storeys while height is graduated to 6 storeys on Parcels 5 and 1. Parcel 1 further graduates to 3 storeys adjoining the existing residential development to the north of the Site while parcel 5 graduates down to 4 storeys adjoining Carrington Street and the existing residential development to the south of the Site. In this way, the proposed density is achieved via proposed building heights which are sensitive to the surrounding residential built form and context.

Setbacks

The applicable setbacks listed under the Built Form Policy are amended under Section 4 Setbacks. The proposed design incorporates setbacks to the upper levels of the development reducing the impression of bulk and scale and providing articulation to the built form. Further articulation is achieved via the use of light colours and planting on structure on the upper floors.

Plot Ratio

Element 4.12 of the R-Codes is amended such that no plot ratio is applicable under this LDP. Instead built form controls are established with the setbacks and height standards provided under this LDP.

Tree Canopy and Deep Soil Areas

The LDP stipulates that a Landscape Plan be provided to address deep soil planting, areas of public open space and hard and soft landscaping within the Eton Street verges.

Vehicle Access

Vehicle access provisions are identified on the LDP, noting that:

- A transport impact assessment prepared by a qualified consultant must support each development application;
- All public vehicle access to the Site to be via the vehicle access points depicted in the LDP map.

- The Site will contain basement car parking accessible from Eton Street, which will facilitate the generous provision of deep soil planting and landscaping including a green spine as depicted in Figure 2.

The LDP is submitted to the City of Vincent as a sensitively developed and contextually appropriate built form, that we contend is a modest development in context with the strategic significance of the Site.

The amendments provided in the final LDP reflect the engagement that has occurred:

- The local community by MJA, which identified the distribution of height and land uses across the Site;
- The Officers of the City of Vincent;
- The feedback provided by City's Design Review Panel.

The City's support to the LDP is respectfully sought.

ALLERDING AND ASSOCIATES

**STEVE ALLERDING
DIRECTOR**

Charles Hotel Site

Specific response to
3 November 2021 DRP2
prepared by



February 2022

Please note this report responds specifically to feedback from the 3 November 2021 Design Review Panel and, as such, should be read in conjunction with the submitted November 2021, 10 Principles Report.

This report does not constitute a detailed built form report, rather serving as support for the proposed Local Development Plan and its proposed controls for the subject sites.

DRP Comments 3 November 2021	
Design quality evaluation	
	Supported
	Pending further attention – refer to detailed comments provided
	Not supported
	Insufficient information for comments to be able to be provided.
Strengths of the Proposal	

<ul style="list-style-type: none">The Panel previously encouraged the applicant to undertake built form design testing which has been providedThe communal ground level green spine has been extended through the site to Carrington Street which is supported	
Design Principles	
Principle 1 - Context and character	<p>Principle</p> <p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p> <ul style="list-style-type: none">Re-used demolished materials could be incorporated into the built form and/or landscaping to reflect the history of the siteRefer to additional items in the Aesthetics Principle
Principle 2 - Landscape quality	<p>Principle</p> <p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p> <ul style="list-style-type: none">Native species, water-wise planting and additional landscaping targets should be integrated into the LDPLocations for significant landscaping and mature tree canopy should be identified in the LDP to define the open space and reduce the urban heat island effect
Principle 3 - Built form and scale	<p>Principle</p> <p><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p> <ul style="list-style-type: none">The massing needs to be sufficiently articulated, sensitively designed and defined in the LDP to ensure the scale / bulk of the development integrates with the surrounding context and will generate a high level of amenity for all built form blocks on the siteThe applicant is strongly encouraged to define setbacks to the upper level built form, especially along Charles Street to integrate with the intended future character of the transit corridor and to the higher built form blocks where they interface with the central communal spineReview the heights abutting the south-west lots on Development Parcel 5 to ensure an appropriate interface is achieved. Three levels will be more responsive to the adjacent residential contextThe LDP includes road widening areas facing Charles Street. If the road widening was to occur the built form would be very close to the adjusted boundary. The ground level setbacks in these areas need to be adjusted to maintain a setback from the future road widening
Principle 4 - Functionality and build quality	<p>Principle</p> <p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p> <ul style="list-style-type: none">Ensure that there is adequate separation between the built form and on-street parking along Ellesmere Street to maintain comfortable pedestrian movement and an interactive activated edge along this street
Principle 5 - Sustainability	<p>Principle</p> <p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p> <ul style="list-style-type: none">Establish a 'sustainability narrative' for the projectConsider establishing sustainability targets relative to the size of the project, and how these aspirations will be achieved and integrated into the LDPRecommend engaging an ESD consultant to assist with assessing the feasibility and requirements for the ESD targets. These targets should be set high given the size of the project (5-star Green Star, or even Carbon Neutral).Consider reuse of demolition materials from the site, perhaps in the landscapingReduced glazing and plenty of shading as shown in design testing is supported

Context & Character

Re-used demolished materials should be incorporated into the new built and landscaping forms to reference the historic fabric and further enhance the proposed developments' ESD strategies.

Landscape

Landscaping will be vital to the success of any projects built on the site. The draft design indicates where landscaping is proposed, with significant proposed DSAs. Each development will require a fully integrated Landscape design.

Built Form & Scale

The theoretical design propositions have been further resolved to reflect the articulated, sensitive design called for in the DRP feedback including upper level built form setbacks.

Functionality & Build Quality

All future developments will adhere to the applicable standards and codes to fulfill the applicable functional requirements to benefit all.

Sustainability

All future projects on the site should be designed to a 5 Star Green Star, or equivalent, level.



Principle 6 - Amenity	<u>Principle</u> <i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	<ul style="list-style-type: none">Refer to comments in the Built Form & Scale Principle in relation to setbacks in order to generate a high level of amenity for all built form blocks or futureproof the resulting amenity for the future apartments
Principle 7 - Legibility	<u>Principle</u> <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	<ul style="list-style-type: none">No comment
Principle 8 - Safety	<u>Principle</u> <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	<ul style="list-style-type: none">No comment
Principle 9 - Community	<u>Principle</u> <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	<ul style="list-style-type: none">Provision for accessibility requirements and affordable housing should be considered as part of the LDPRefer to comments in Aesthetics in relation to blank streetscape walls
Principle 10 - Aesthetics	<u>Principle</u> <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	<ul style="list-style-type: none">The following comments are provided in relation to the design testing. It is acknowledged the design testing may only be included as an attachment to the LDP however the LDP can establish the primary planning controls and design principles which will control and establish the intent of the future built formThe design testing shows some high solid walls at the ground level streetscape interface which would not be supported. All built form adjoining the streetscape should establish a high level of interactivityThe continuous horizontal black coloured roof form at the top of all built form blocks looks heavy and visually accentuates the bulk and scale of the development. A lighter coloured, thinner and more visually permeable roof form / canopy is encouragedThe larger built form blocks could be further broken down using a horizontal rhythm replicating the surrounding smaller block sizes by incorporating recesses and changes of material. This is occurring at lower level on the larger built form blocks but is not utilised at upper level which would be encouragedThe massing generally looks boxy and somewhat monotonous. Upper level setbacks, a high level of articulation, recesses as well as a lighter roof form could all be incorporated into the LDP to visually reduce the bulk and scale as shown on the design testing
Other comments provided by the DRP	
<ul style="list-style-type: none">Given the proposal is an LDP colours have not been assigned to each principle however detailed comments have been providedThe LDP is proposing significant height, scale and bulk which is not consistent with the surrounding context and requires a comprehensive LDP to establish the framework which will enable a sensitive response to the surrounding context, a high level of design quality and amenity for future residents. As well as basic planning controls, landscaping targets, ESD targets, materiality responding to the surrounding local context and strategies to mitigate the bulk of the development can be integrated into the LDP to provide a level of confidence in relation to the intended quality of the built form outcomeThe built form design testing has illustrated a number of deficiencies and additional requirements to be incorporated into the LDP. The applicant is encouraged to revise the LDP based on the learnings from the built form testing	
Other general comments provided by the City	

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<ul style="list-style-type: none">No comment
Conclusion
<ul style="list-style-type: none">To be returned to the DRP



4	Meeting Close Simon Venturi closed the meeting at 5.55pm The next meeting is scheduled to be held on 17 November 2021
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Amenity

The Draft LDP countenances the edge condition of the proposed parcels and delivers the mechanisms to integrate with the surrounding and adjacent context.

Community

Any proposed development must be accessible to all.

Aesthetics

The design testing has been further refined to reflect the DRP comments including:

- higher levels of streetscape interactivity; and
- highly articulated, set-back forms, using the horizontal rhythm of the existing fabric, and lighter coloured and visually permeable upper levels to reduce perceived bulk and scale.



PRINCIPLE 1:

CONTEXT & CHARACTER

In addition to using forms and a palette of materials to reference the existing local fabric, there is opportunity to incorporate re-used demolished materials into the new built and landscaping forms to directly reference the historic Charles Hotel.

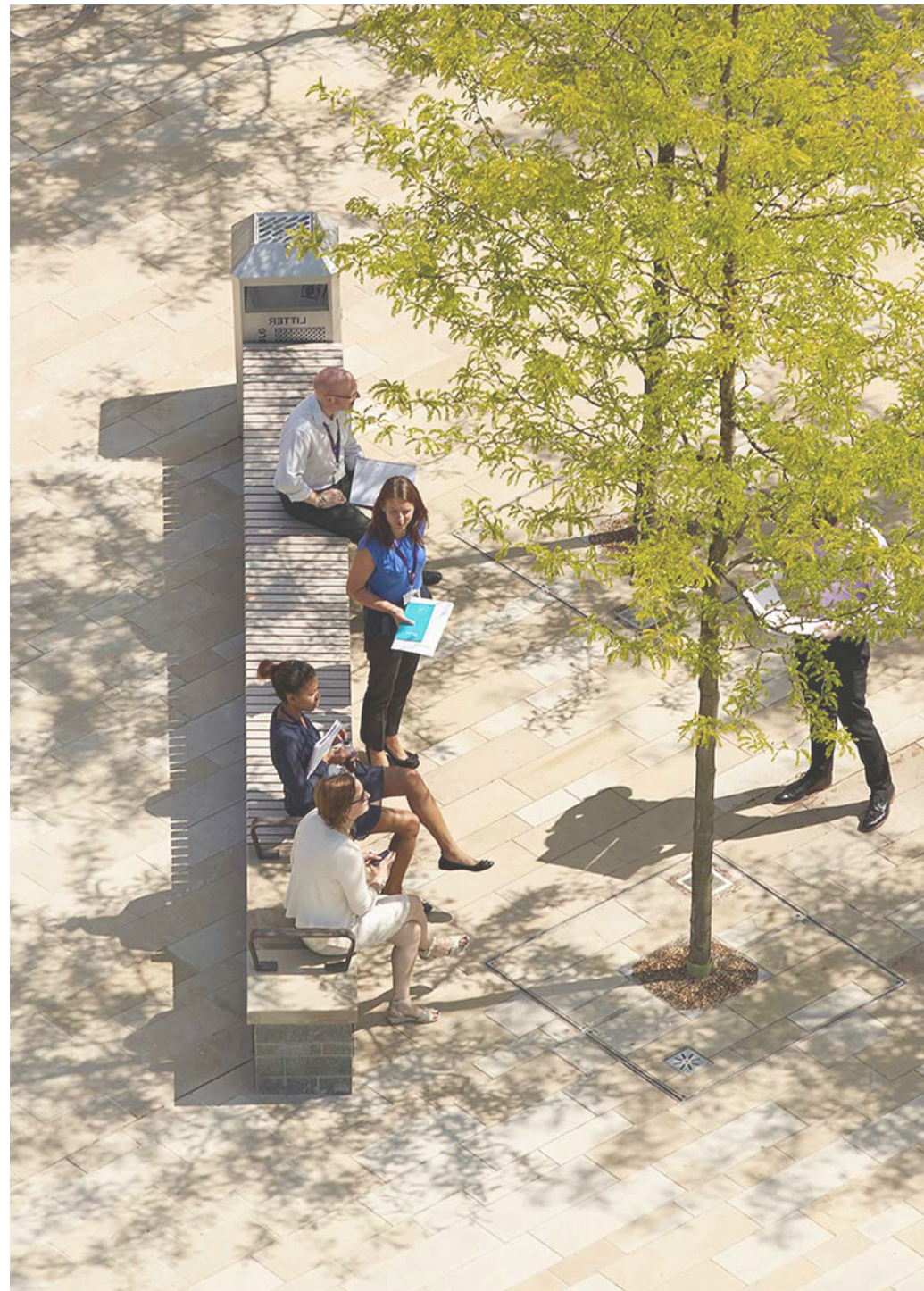
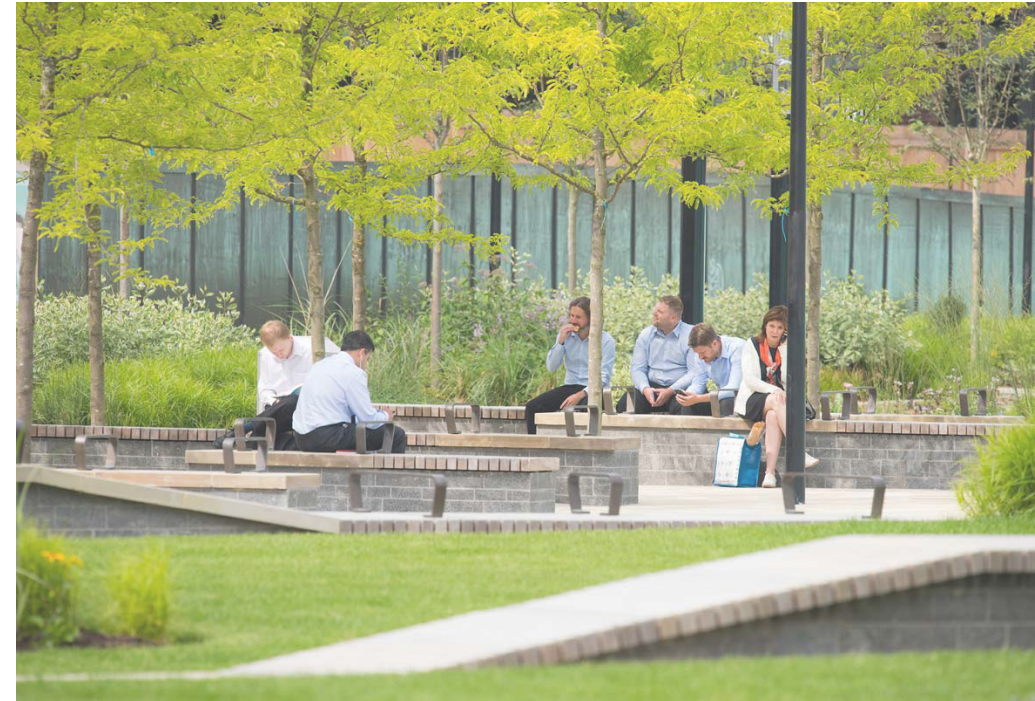


PRINCIPLE 2:

LANDSCAPE QUALITY

The use of native species and water-wise planting will be vital to the success of any projects built on the site.

Each site in the proposed LDP will require Development Approval from the City of Vincent, including a fully integrated Landscape design.

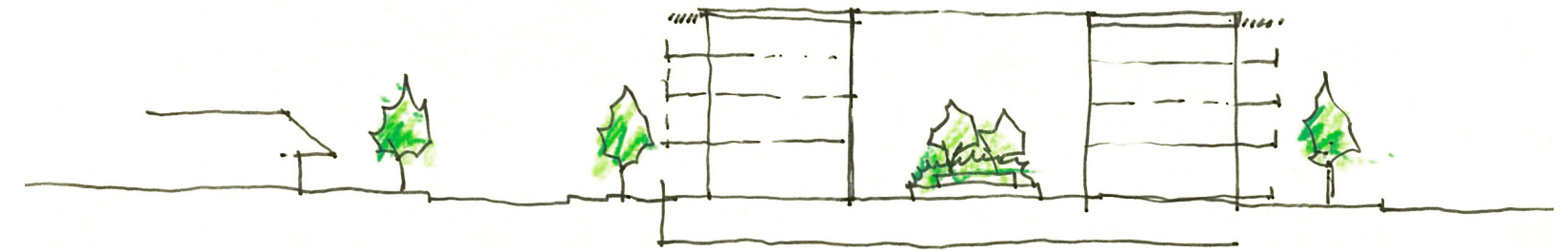


The draft LDP design has incorporated **significant Deep Soil Areas** in the design with 14% DSA on the northern site and 20% DSA on the southern 'hotel' site, allowing for the planting of **large trees** to provide significant canopy in addition to street trees and shade trees for each on-street car parking space. All these strategies will reduce the urban heat island effect.

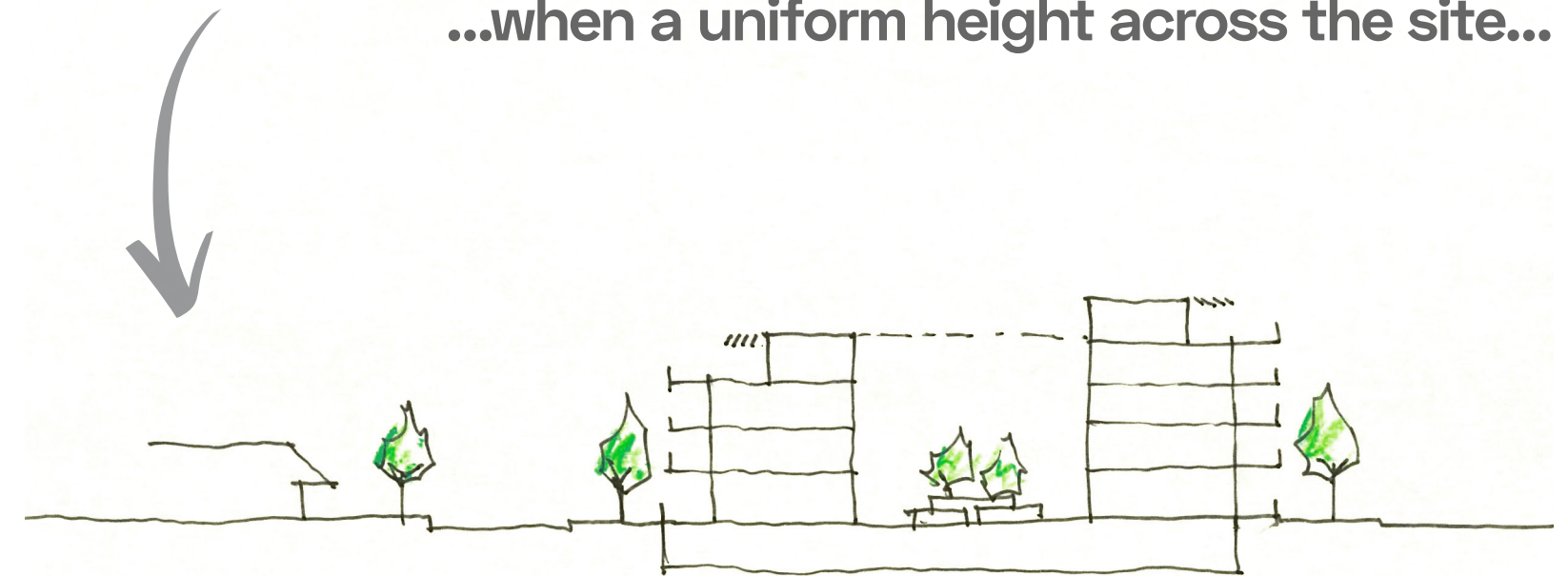


The refinement of the draft design with further setbacks to the upper levels of the mass, maintains engagement with the ground plane.

These diagrams, indicating possible massing as per the LDP controls, show:



...when a uniform height across the site...



... is set back on upper floors, bulk is reduced...



... and with basements contained to each building, increasing site-wide Deep Soil Areas, there is greater access to better ground plane amenity.

When the initial
draft design,
addressing
Charles Street,
introduces greater
articulation,
employing...



... the use of
lighter colours
and planting on
structure...



... coupled with
upper floor
setbacks of...



1m



2m





1m

2.5m



... there is a marked reduction in the perception of bulk and scale and better integration of any proposed development into its surrounding context.



PRINCIPLE 3:

BUILT FORM+SCALE

The Draft LDP nominates Parcel 5 as having a 4 storey permissible building height. The adjacent site, to the west, is zoned R60.



LOCAL DEVELOPMENT PLAN

VARIOUS LOTS CHARLES STREET.
CARRINGTON STREET AND ETON STREET
NORTH PERTH

CITY OF VINCENT

2 STOREYS -

3 STOREYS -

4 STOREYS -

6 STOREYS -

8 STOREYS -

2

3

4

6

8

COMMUNAL FACILITIES /
LANDSCAPE PLAZA -

INDICATIVE ROAD WIDENING -

ACTIVE FRONTAGE -

INDICATIVE BASEMENT ACCESS -

010203040m

SCALE: 1:1000
ORIGINAL PLAN SIZE: A4

ENDORSEMENT TABLE

Local Development Plan approved pursuant to Schedule 2, Part 6, cl. 52 of
the Planning and Development (Local Planning Schemes) Regulations 2015

Authorised Officer.....

Date.....

LOCAL DEVELOPMENT PLAN – CHARLES HOTEL, NORTH PERTH

Objective: The purpose of this Local Development Plan is to guide the comprehensive redevelopment of the Charles Hotel site to accommodate a mixed-use commercial, residential and hotel precinct.

General Provisions:

The provisions of the City of Vincent Local Planning Scheme No. 2 and State Planning Policy 7.3 Residential Design Codes Volume 2 shall apply except where varied under this Local Development Plan.

Compliance with the Local Development Plan provisions below are taken to satisfy the Acceptable Outcomes of State Planning Policy 7.3 Residential Design Codes Volume 2 as they relate to Elements 2.2 Building Height, 2.3 Street Setbacks, 2.4 Side and Rear Setbacks and 2.5 Plot Ratio.

The provisions of the City of Vincent Planning Policy 7.1.1 Built Form Policy (as amended) do not apply to development under this Local Development Plan.

The development provisions contained within this Local Development Plan are to be applied across the entire development site, rather than applying to independent Development Parcels.

State Planning Policy 7.3 Residential Design Codes Volume 2 Provisions:

Replacement Element 2.2 Building Height

Permissible building heights for each site area are as shown in this Local Development Plan.

Replacement Element 2.3 Street Setbacks

Minimum street setbacks are as detailed on this Local Development Plan.

Replacement Element 2.4 Side and Rear Setbacks

Minimum side and rear setbacks are as detailed on this Local Development Plan.

Replacement Element 2.5 Plot Ratio

Development permitted to achieve a plot ratio of 2.2.

City of Vincent Local Planning Scheme No. 2 Provisions

General

No minimum development site area requirement applies to the land covered by this Local Development Plan.

Land Use Permissibility

Permissible land uses are those provided for under the Mixed Use and Residential zones (as applicable) under the City of Vincent Local Planning Scheme No. 2.

Preferred land uses for each development site are set out as follows:

	Development Parcel 1	Development Parcel 2	Development Parcel 3	Development Parcel 4	Development Parcel 5
Ground Floor	<div><div>- Aged or dependent persons dwellings</div><div>- Child Care Premises</div><div>- Consulting Rooms</div><div>- Dwelling</div><div>- Liquor Store – Small</div><div>- Medical Centre</div><div>- Office</div><div>- Restaurant / café</div><div>- Shop</div></div>	<div><div>- Hotel</div><div>- Liquor Store – Small</div><div>- Liquor Store – Large</div><div>- Restaurant / café</div><div>- Shop</div><div>- Small bar</div><div>- Tavern</div></div>	<div><div>- Consulting Rooms</div><div>- Liquor Store – Small</div><div>- Office</div><div>- Restaurant / café</div><div>- Shop</div></div>	<div><div>- Consulting Rooms</div><div>- Dwelling</div><div>- Office</div><div>- Restaurant / café</div><div>- Shop</div><div>- Small bar</div></div>	<div><div>- Consulting Rooms</div><div>- Dwelling</div><div>- Serviced Apartment</div></div>
First Floor	<div><div>- Aged or dependent persons dwellings</div><div>- Dwelling</div><div>- Serviced Apartment</div></div>	<div><div>- Dwelling</div><div>- Hotel</div><div>- Office</div><div>- Restaurant / café</div><div>- Serviced Apartment</div><div>- Small bar</div><div>- Tavern</div></div>	<div><div>- Dwelling</div><div>- Serviced Apartment</div></div>	<div><div>- Dwelling</div><div>- Office</div><div>- Serviced Apartment</div></div>	<div><div>- Dwelling</div><div>- Office</div><div>- Serviced Apartment</div></div>
Second Floor					
Third Floor					<div><div>- Dwelling</div><div>- Serviced Apartment</div></div>
Fourth Floor		<div><div>- Dwelling</div><div>- Hotel</div><div>- Serviced Apartment</div></div>		<div><div>- Dwelling</div><div>- Serviced Apartment</div></div>	
Fifth Floor					
Sixth Floor					
Seventh Floor					

Car Parking and Access

On-street car parking to be provided generally in accordance with this Local Development Plan.

Internal roads and vehicle access points are to be provided generally in accordance with this Local Development Plan. No direct vehicle access is permitted to the development from the public road network, unless otherwise as generally shown on the Local Development Plan.

Development shall incorporate basement car parking where possible or located to minimise its appearance when viewed from the public road network.

As part of any Development Application lodged pursuant to this Local Development Plan, a transport assessment shall be prepared to determine the potential transport impacts on the surrounding area and any transport infrastructure required to support the development.

Other Provisions:

A Development Application lodged pursuant to this Local Development Plan shall be accompanied by a Landscape Plan that details measures associated with:

Deep soil areas are provided as a minimum of 12% of the overall site area. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.

Planting areas with a minimum rootable soil zone of 1m are provided as a minimum of 3% of the overall site area.

Landscaping can be either provided as part of individual developments or within public open spaces or in a combination of both.

Areas of public open space are to be provided generally in accordance with this Local Development Plan.

Landscaping to be provided along frontages adjoining Ellesmere Street, Carrington Street and Eton Street.

As part of any Development Application lodged pursuant to this Local Development Plan, a noise management plan shall be prepared by a suitably qualified professional acoustics engineer or consultant in accordance with State Planning Policy 5.4 Road and Rail Noise (as amended) to determine the actual noise levels across the site and demonstrate that the proposal can adequately mitigate the noise impacts through use of noise attenuation measures.

Provision shall be made for the indicative widening of Charles Street as shown in this Local Development Plan.

This R60 site has a permissible height of 3 storeys. With a nominated 3m setback between the R60 lot and Parcel 5 the design graduates the built form to achieve an appropriate interface between the R60 lot and the higher density of the Charles Street corridor.



There is **adequate setback** from the indicative road widening on the Charles Street side of Development Parcel 4 with the building, on this parcel, set back 4 metres from this zone providing...



... opportunity for an
active ground plane
delivering high levels of
amenity.



FUNCTIONALITY AND BUILD QUALITY

Any proposed development will have to ensure adequate separation between built form and on-street parking along Ellesmere Street to...



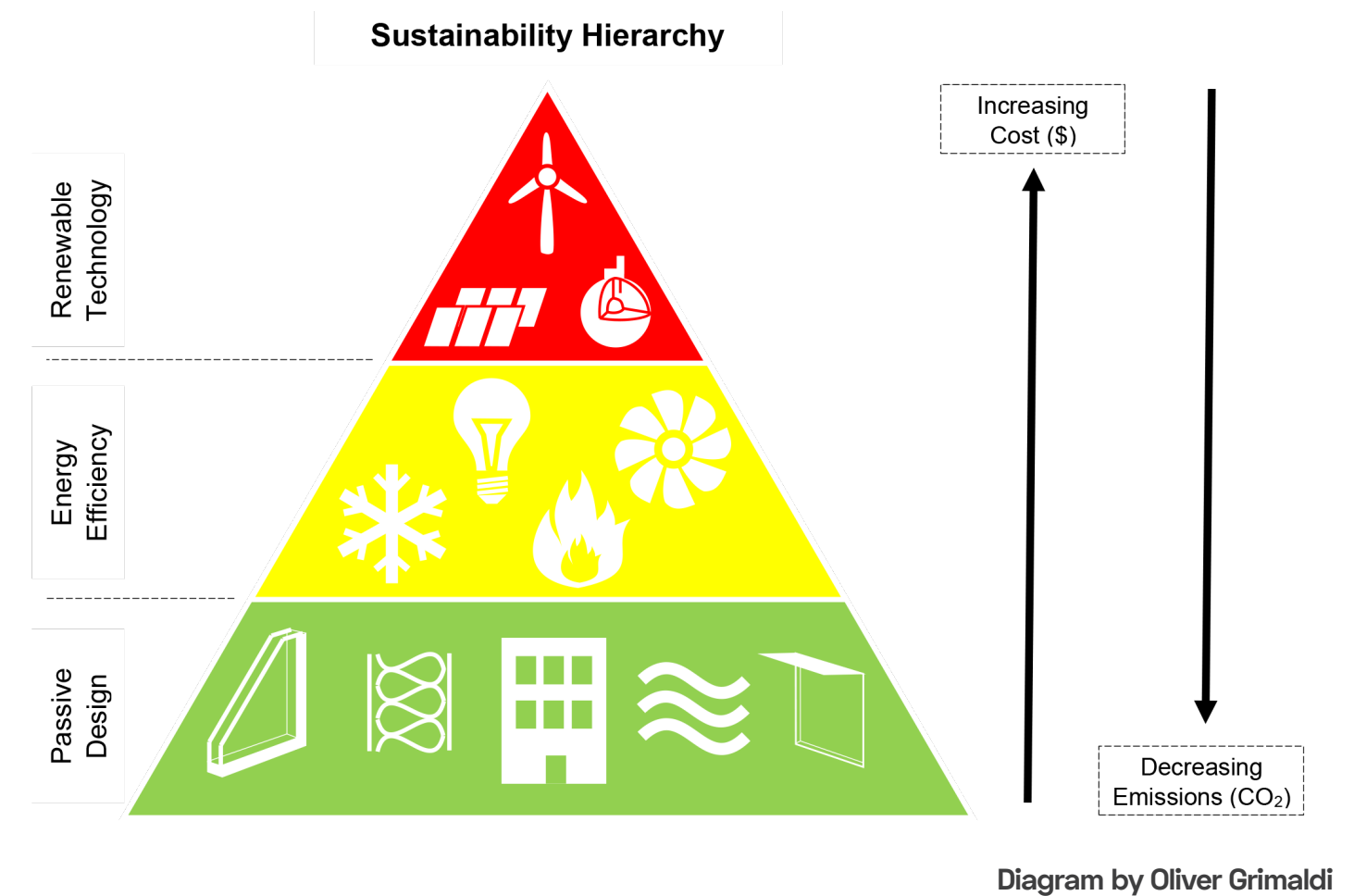
Looking west up Ellesmere Street

... maintain
comfortable
pedestrian
movement and
an interactive,
activated edge
along this
street.



SUSTAINABILITY

To achieve the desired level of sustainability, any development on the site should adhere to a **5 Star Green Star (or equivalent)** sustainability target.



AMENITY

Providing higher levels of articulation in, and the setting back of, the upper storeys of the draft design provides higher levels of amenity...



AMENITY

... while the slope down Ellesmere street, from Eton Street to Charles Street, provides opportunity to embed any proposed designs on Development Parcels 1 and 3, ensuring...



Looking north across Ellesmere Street



... an appropriate
interface between
the residential scale
to the west and
the higher density
corridor of Charles
Street to the east.

COMMUNITY

As articulated in section 4.5 *Strategic Development Sites Outside Town Centre* in the City of Vincent Local Planning Strategy, these “*sites present an excellent opportunity to incorporate affordable housing and provide a mix of dwelling types within a predominantly single or grouped dwelling area, which will cater for the growing and diversifying population of the City.*”



COMMUNITY

In developing a varied and rich Activity Centre for the City of Vincent, these developments, across the 5 Development Parcels, provide an excellent opportunity for a diverse and universally accessible apartment and commercial mix.



AESTHETICS

Revisiting the design testing in support of the proposed LDP, incorporating feedback from the DRP2, has delivered draft built form propositions for the sites that:

- + establish high levels of interactivity on the street facing elevations through accentuating the horizontal rhythms of adjacent fabric;
- + introduces further articulation and setbacks of the upper floors, with a lighter coloured more visually permeable roof form reducing perceived bulk and scale; and...



AESTHETICS

- + presents a wonderful opportunity for a sculptural corner form on the corner of Ellesmere and Charles Streets.



Thank you.



Annexure 3

MJA Studio – 10 Principle Design Report Presentation

A new Activity Centre for North Perth

Charles Hotel
Site

A 10 Principle Design
Report presentation
prepared by



September 2021

We're excited that this large strategic site will serve as a **catalyst** to **regenerate** this part of Charles Street and provide the City of Vincent with a new **Activity Centre**.





PRINCIPLE 1_

CHARACTER & CONTEXT

CONTEXT & CHARACTER

With Charles Street providing an important northern link in the 1870s the North Perth district was established in 1899.

The area's character, with its proximity to the CBD, became a mix of light industrial, and mercantile with residential development supporting these endeavours. With an increase in population the The Charles Hotel was established.

However...



Yanchep Traders - Charles St 1955



Browne's Dairy - Charles St



North Perth Hotel - Charles Street 1962



270 Charles Street 1910s



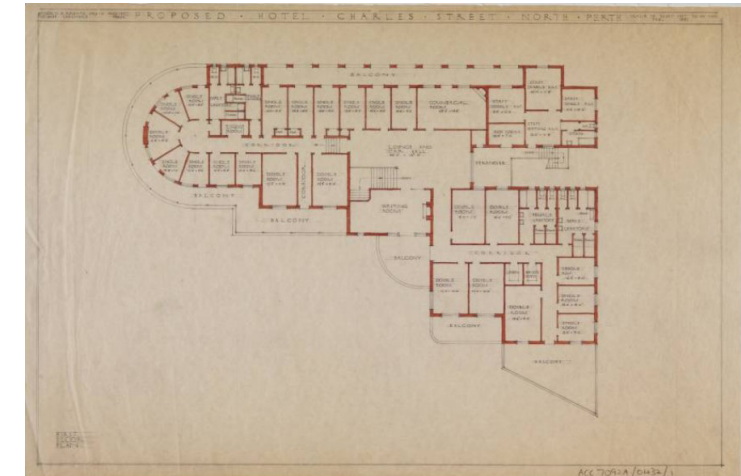
446 Charles Street - 1926



Hotel Charles - 1955



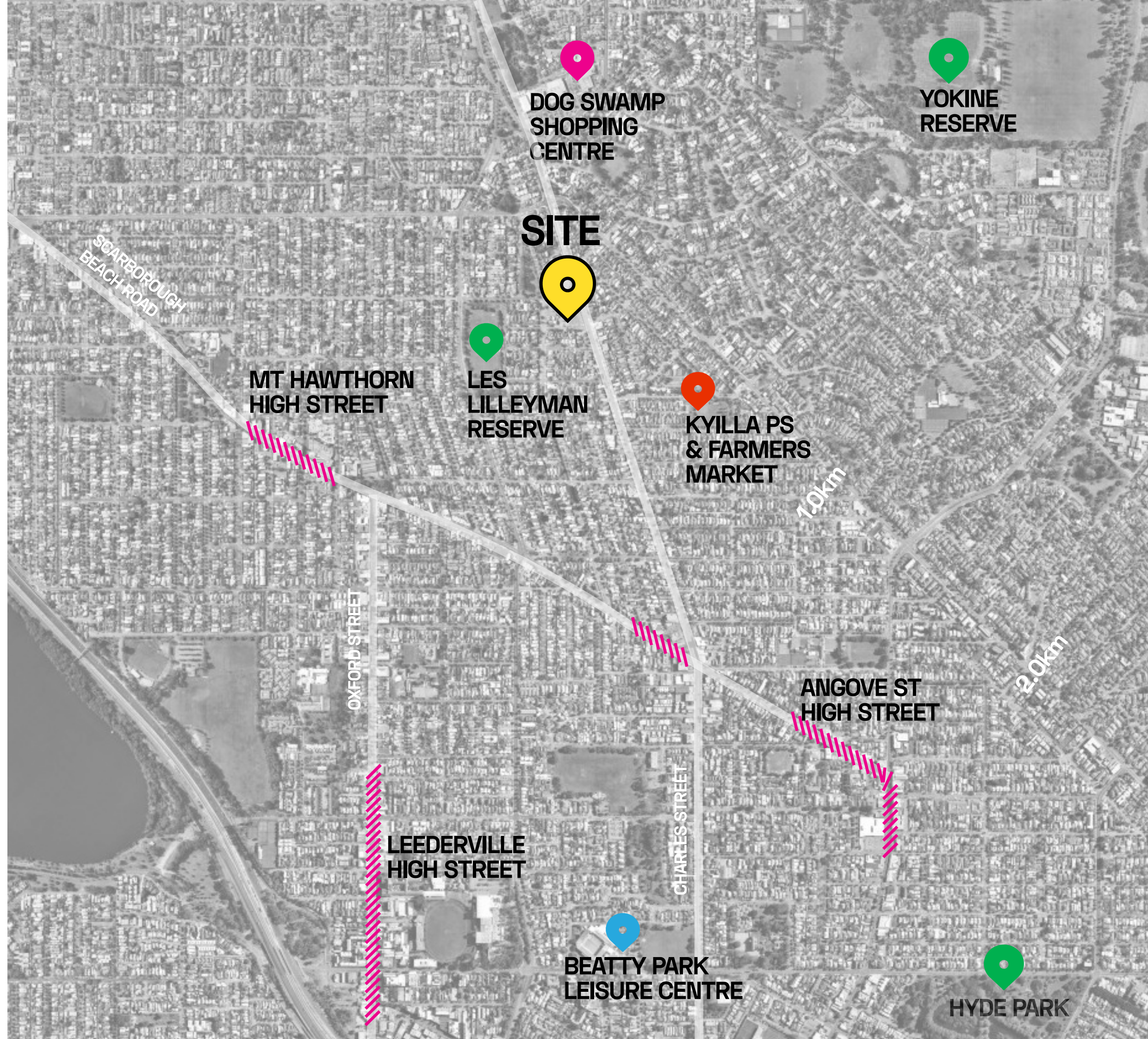
Proposed Charles Hotel by Krantz & Sheldon - 1937



PRINCIPLE 1:

CONTEXT & CHARACTER

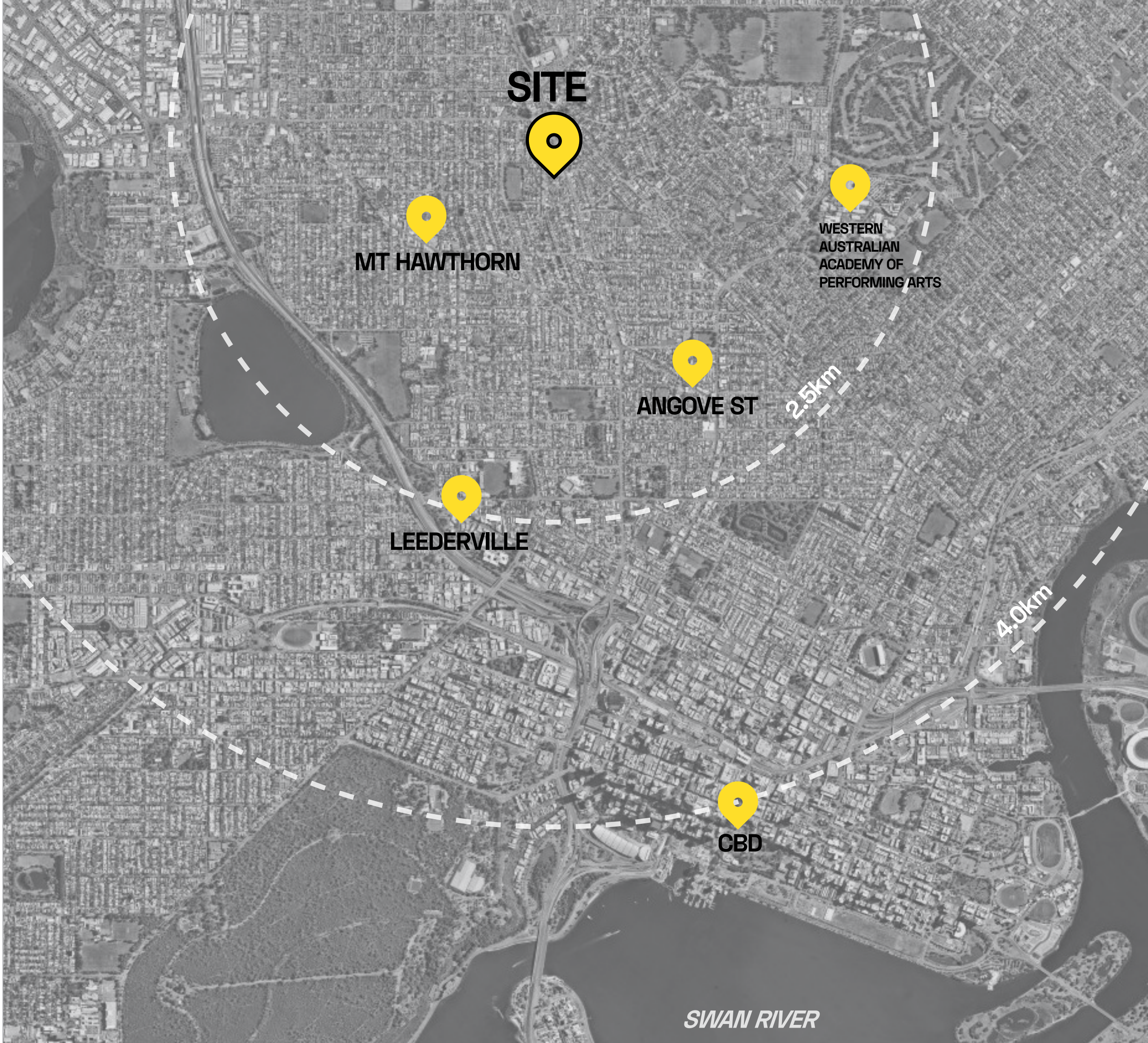
... as the site is a short walk or ride to restaurants, pubs, parks and shops...



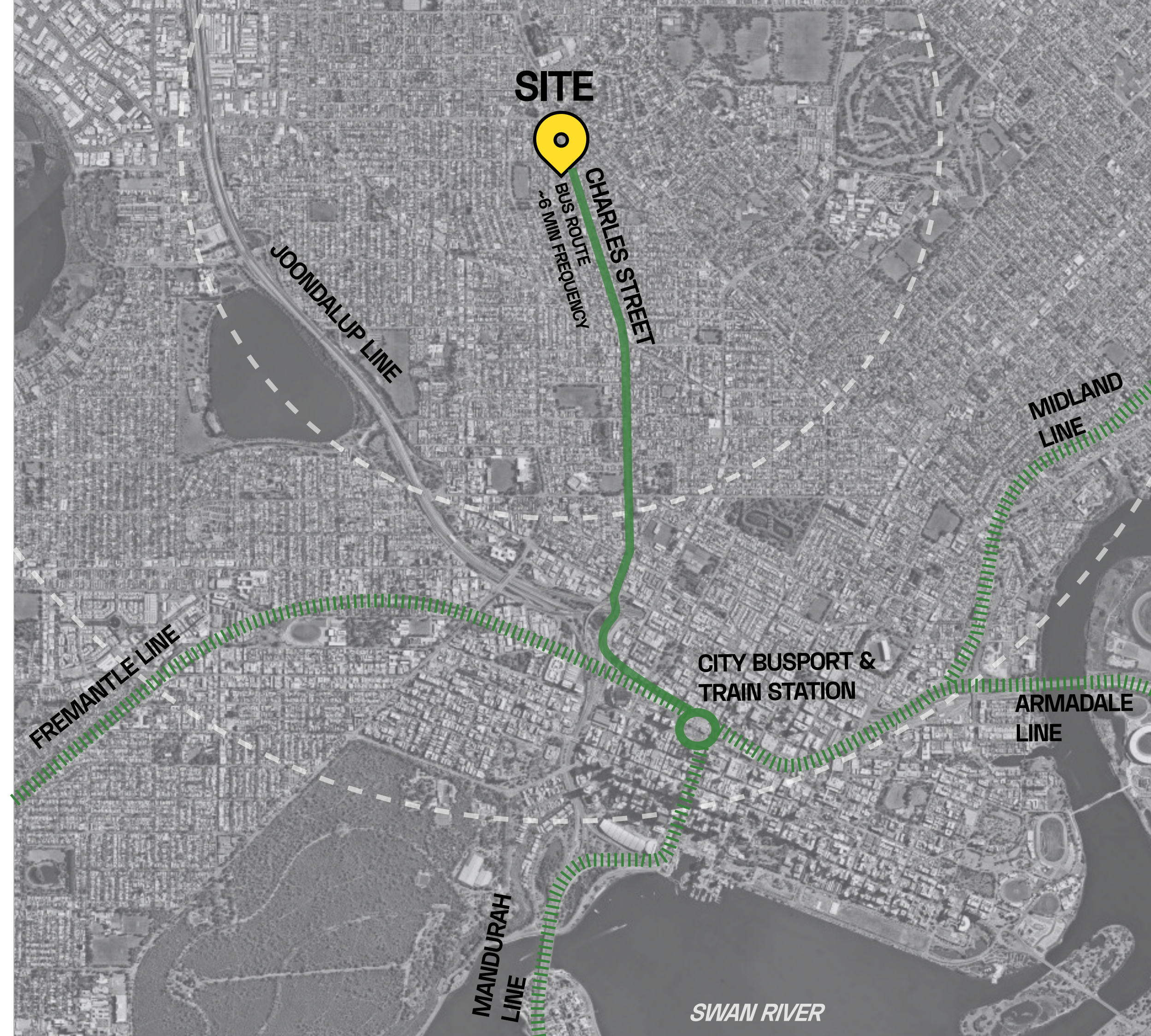
PRINCIPLE 1:

CONTEXT & CHARACTER

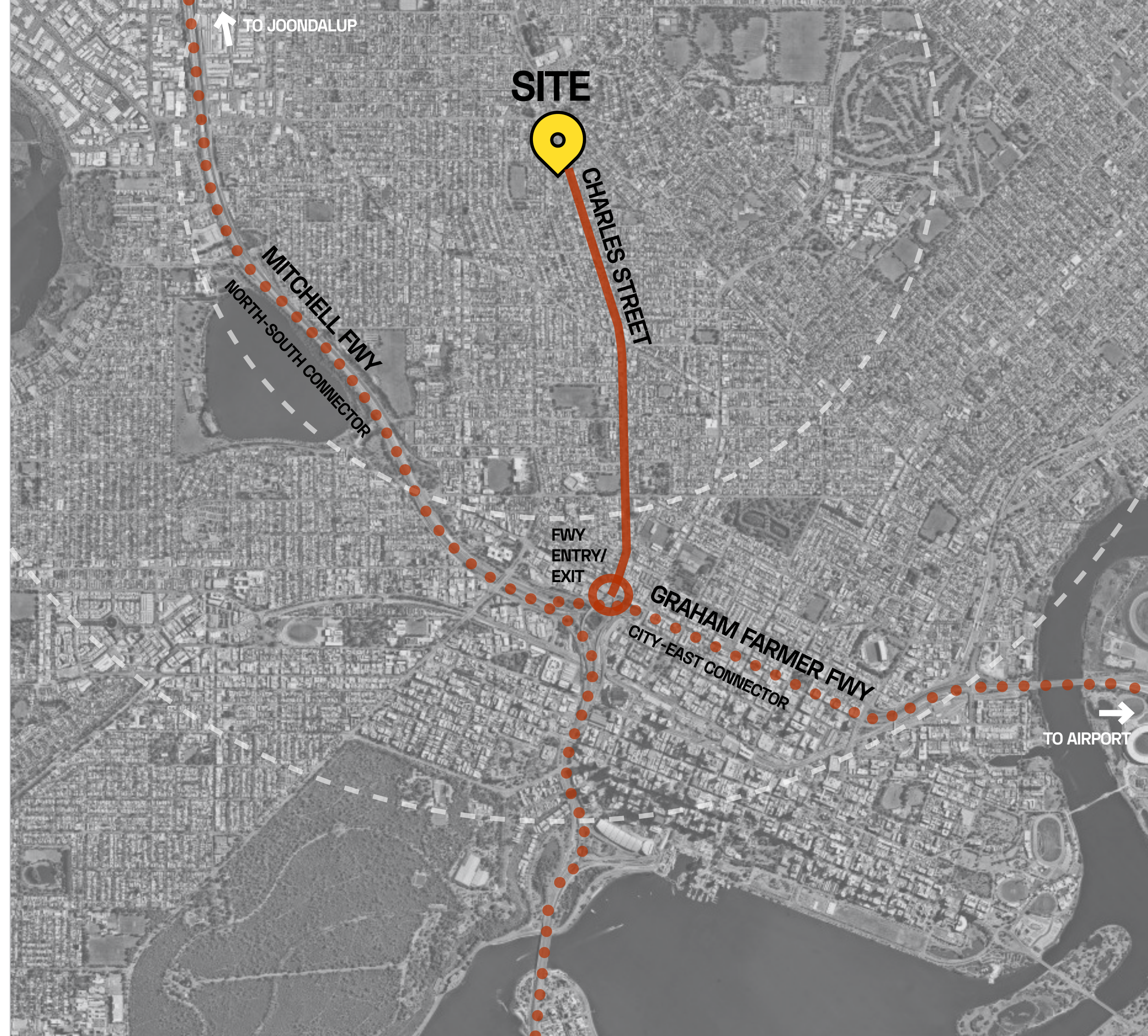
... close to existing
Vincent Activity
Centres and WAAPA...



... has access to efficient public transport options, only a 10-15 minute bus journey to the City busport and train station...



... and has excellent vehicle access to all major centres - with the Freeway only 5 minutes drive, the **character** of this inner city neighbourhood is changing as **density increases**.

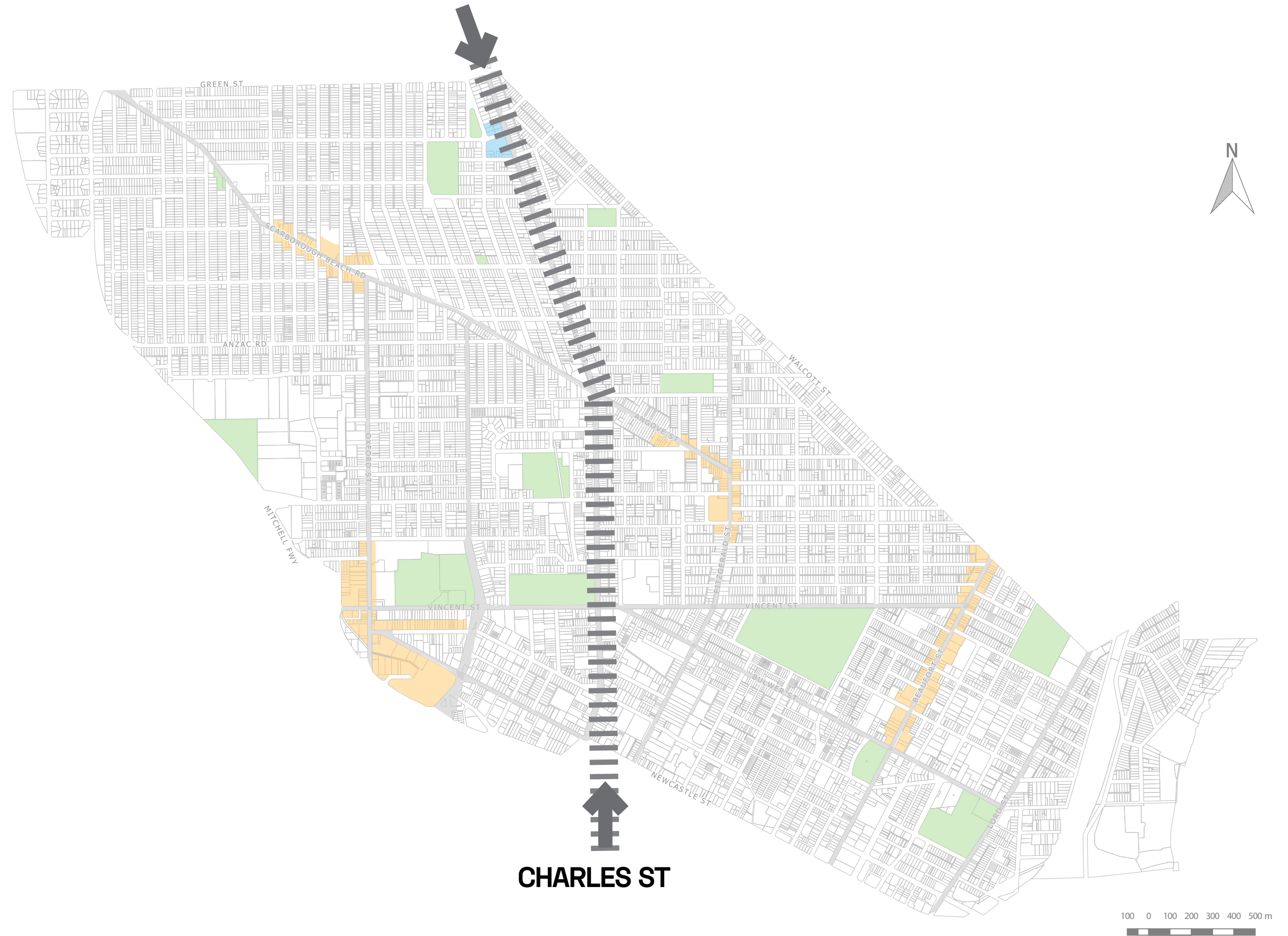


PRINCIPLE 1:

CONTEXT & CHARACTER

You can see that
Charles St, in the
context of a map
of the City of
Vincent, **bisects** the
neighborhood...

... clearly forming a
major gateway...



PRINCIPLE 1:

CONTEXT & CHARACTER

... however, as none of Vincent's **Activity Centres** ever meet Charles St, this site offers...



... a rare opportunity
to introduce
thoughtful higher
density aligned with
Imagine Vincent's
Vision Statement's
aspiration for quality,
sustainable design to
create...



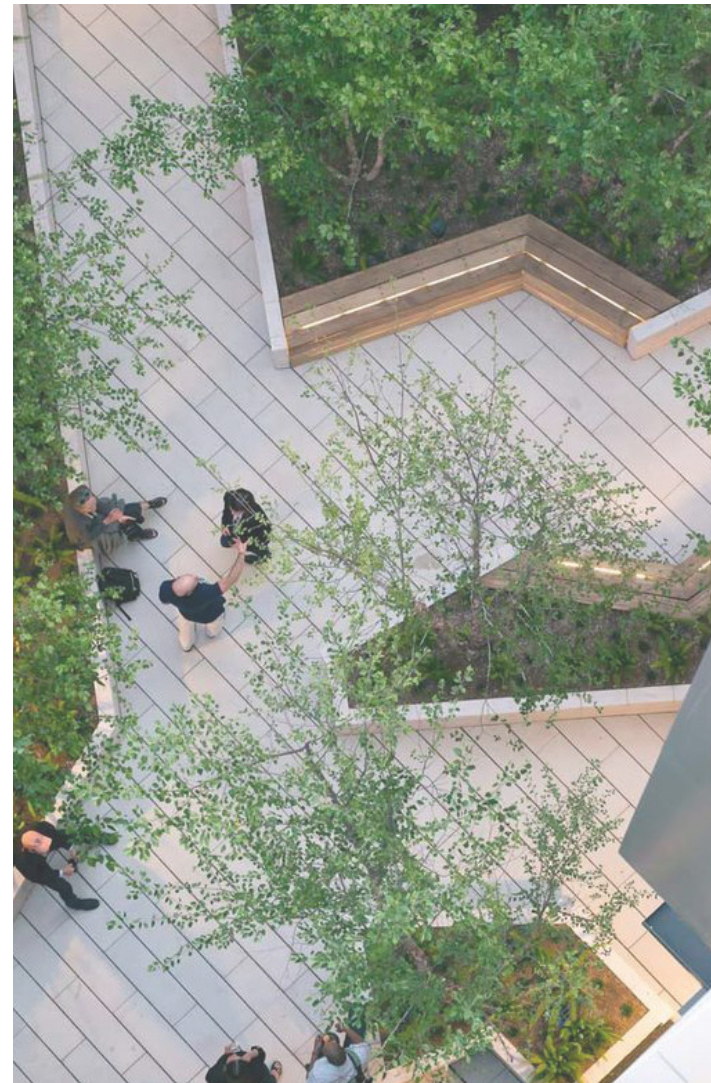
PRINCIPLE 1:

CONTEXT & CHARACTER

... a modern, vibrant
Activity Centre for the
North Ward residents
of North Perth - a
mini-Angove Street
with intergenerational
uses, communal focal
points and spaces
for activation and
celebration within the
local community.



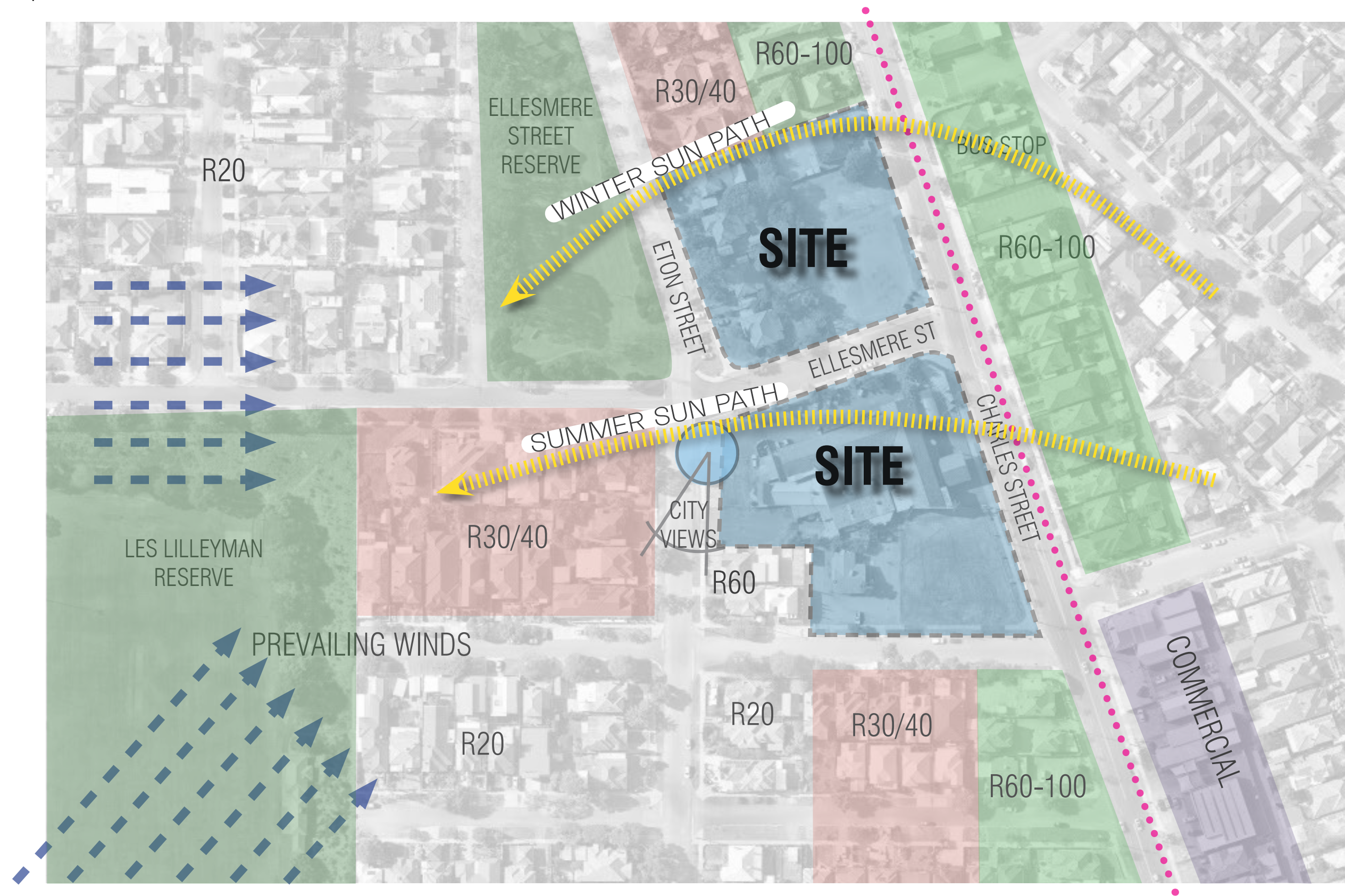
Activated street edges for local retail, services, hospitality and pedestrian priority will create a buzz within the area and the broader community, while **high quality built form** set amidst the **new urban canopy** of landscaped spaces and retained trees will maximise the **amenity** of this new precinct.



CONTEXT & CHARACTER

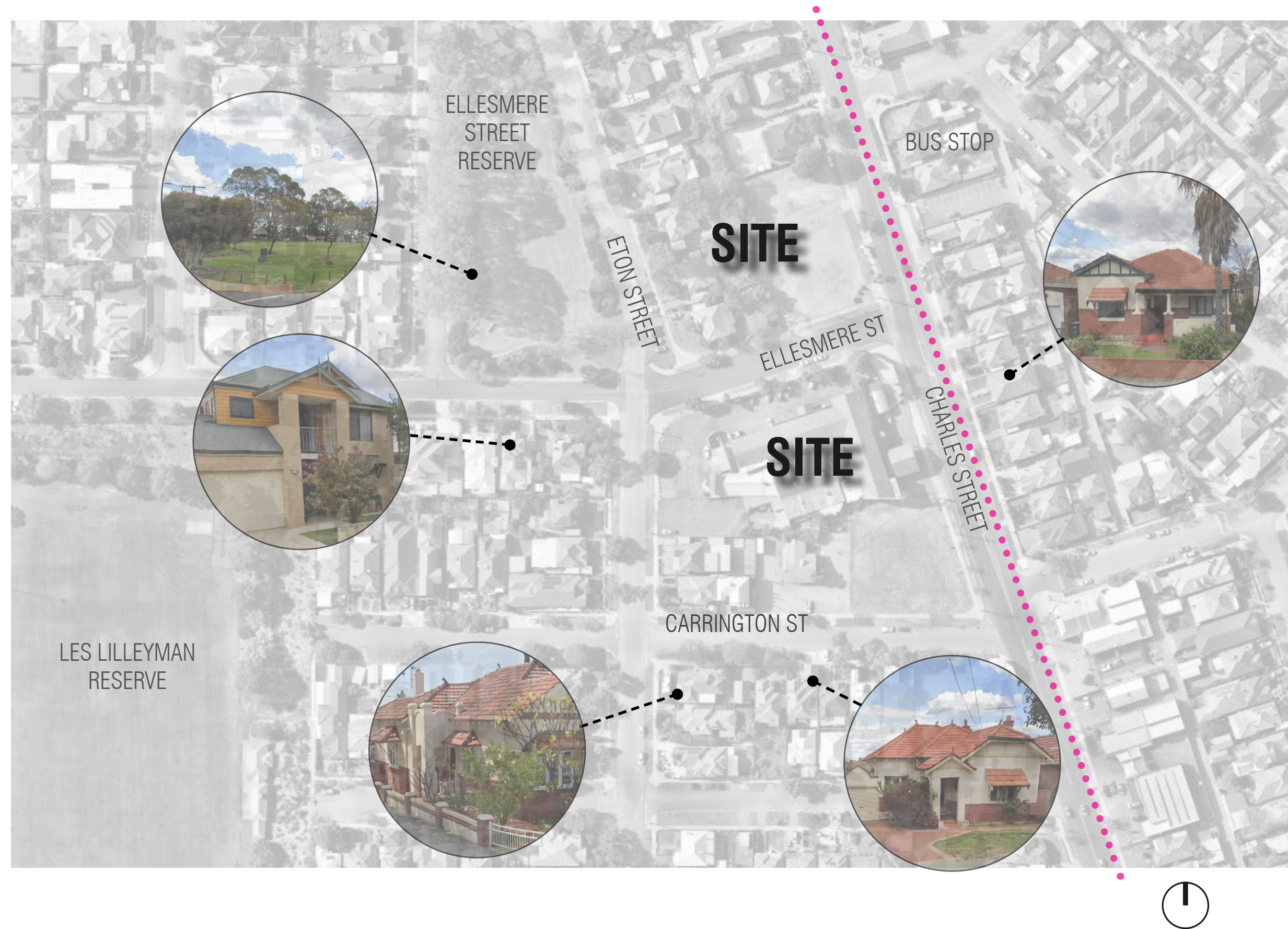
The Charles Hotel Precinct (**CPH**) site is located along a corridor earmarked for higher density development in the TPS2, adjacent to the high frequency public transport corridor of Charles Street.

The site is close to the large **Public Open Spaces** of Ellesmere Street and Les Lilleyman Reserves.



CONTEXT & CHARACTER

The largely residential character of the contextual built form is largely face brick and render set amidst gardens and close to the amenity of large Public Open Space.



CONTEXT & CHARACTER

This provides a great opportunity to playfully reflect the neighbouring fabric.

Set on a plinth to mediate the changes in level, the prevalent face brick portion of the facades can serve as a site-wide datum, at a larger scale, with brick columns breaking up horizontals and the classic brick arch turned on its side and opened out.



CONTEXT & CHARACTER

In reflecting this strategy
our initial thoughts are:

- +Tactile materiality at
Ground Level for warmth
at the human scale
- +Plinths to modulated the
site level changes
- +Garden setting for the
activated ground plane
- +Face brick tactile
waistbands providing a
datum across the sites
- +Colonnaded face brick
“arch” details
- +Broad facades split into a
series of vertical bays
- +Shadow out the top floors



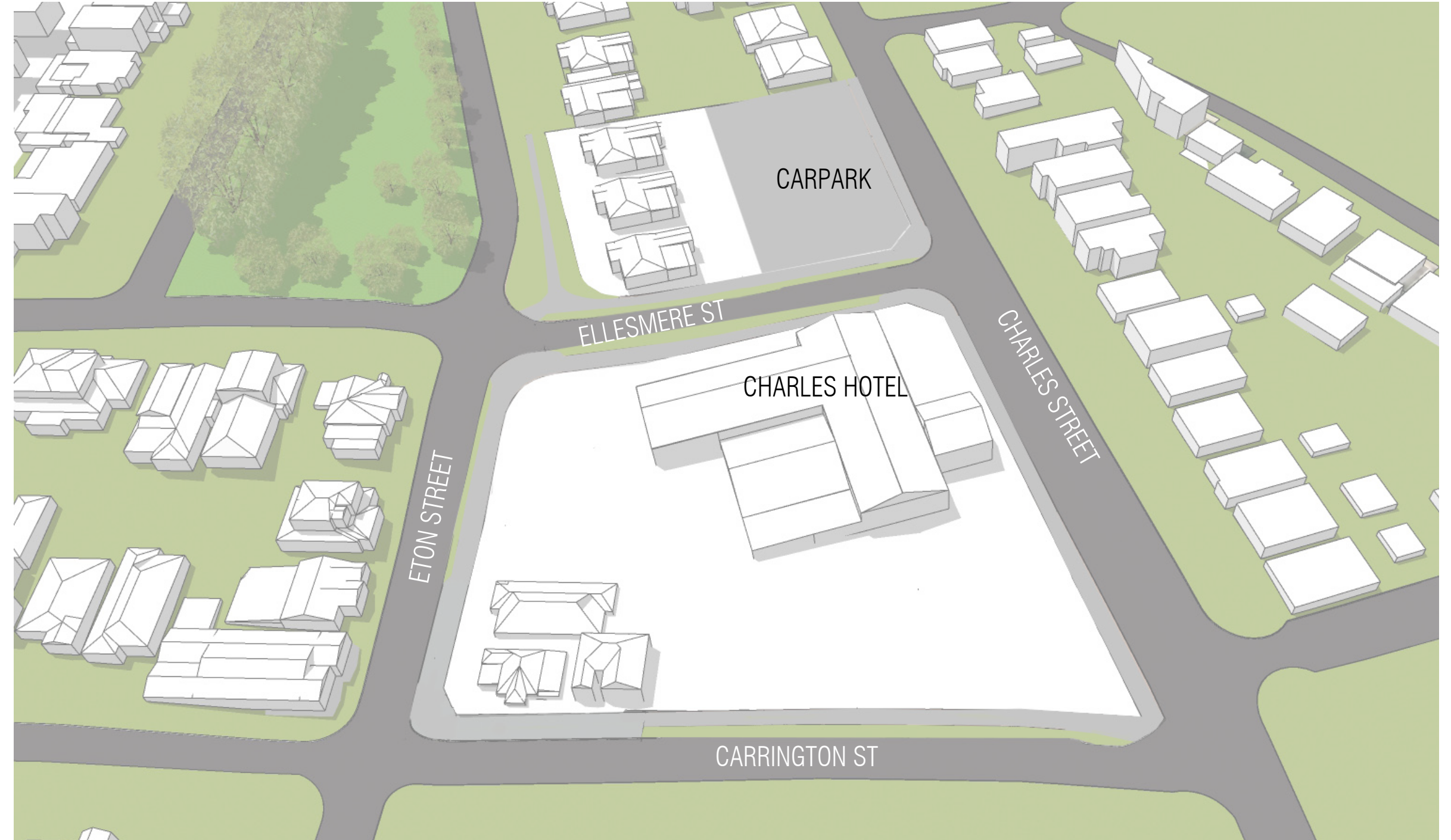


PRINCIPLE 2_

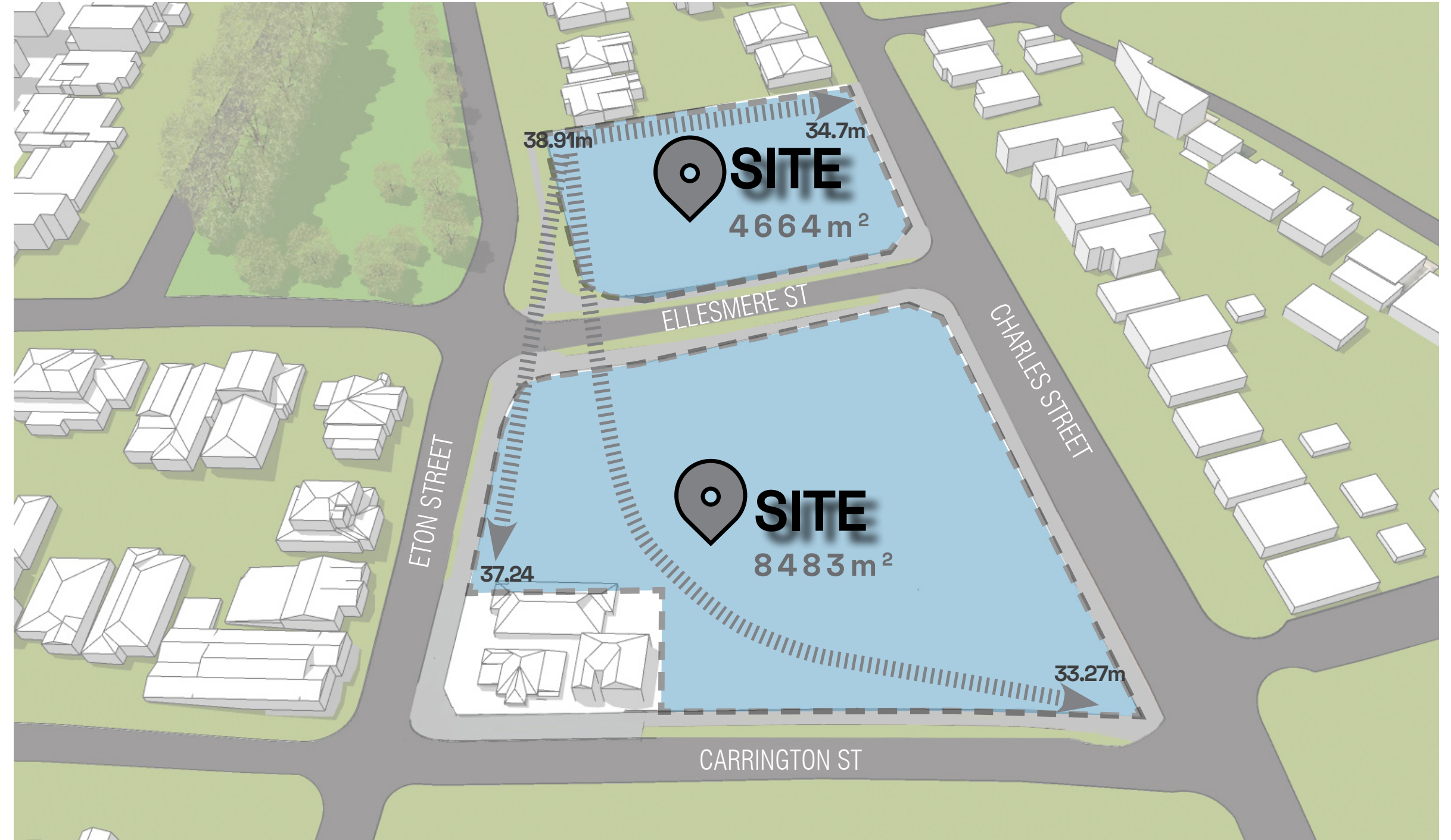
BUILT FORM AND SCALE

The existing hotel sits on the southern of the two sites. There is ample opportunity to consolidate and utilise this site.

Half of the northern site serves as a car park for the hotel while to the west there are three run-down houses.



The 13,147m² sites slope from the north western side of the northern site 1.7m down Eton Street to the south west, 5.6m to the south west to the corner of Carrington and Charles Street and 4.2m to the north west on Charles street.



PRINCIPLE 2:

BUILT FORM+SCALE

The Draft LDP
by Allerding and
Associates and
MJA_studio
countenances
this sloping site
set among R60-
100 density along
Charles Street and
R30/40 to the
west...



LOCAL DEVELOPMENT PLAN

VARIOUS LOTS CHARLES STREET.
CARRINGTON STREET AND ETON STREET
NORTH PERTH

CITY OF VINCENT

2 STOREYS -

3 STOREYS -

4 STOREYS -

6 STOREYS -

8 STOREYS -

2

3

4

6

8

COMMUNAL FACILITIES /
LANDSCAPE PLAZA -

INDICATIVE ROAD WIDENING -

ACTIVE FRONTAGE -

INDICATIVE BASEMENT ACCESS -

010203040m

SCALE: 1:1000
ORIGINAL PLAN SIZE: A4

ENDORSEMENT TABLE

Local Development Plan approved pursuant to Schedule 2, Part 6, cl. 52 of
the Planning and Development (Local Planning Schemes) Regulations 2015

Authorised Officer.....

Date.....

LOCAL DEVELOPMENT PLAN – CHARLES HOTEL, NORTH PERTH

Objective: The purpose of this Local Development Plan is to guide the comprehensive redevelopment of the Charles Hotel site to accommodate a mixed-use commercial, residential and hotel precinct.

General Provisions:

The provisions of the City of Vincent Local Planning Scheme No. 2 and State Planning Policy 7.3 Residential Design Codes Volume 2 shall apply except where varied under this Local Development Plan.

Compliance with the Local Development Plan provisions below are taken to satisfy the Acceptable Outcomes of State Planning Policy 7.3 Residential Design Codes Volume 2 as they relate to Elements 2.2 Building Height, 2.3 Street Setbacks, 2.4 Side and Rear Setbacks and 2.5 Plot Ratio.

The provisions of the City of Vincent Planning Policy 7.1.1 Built Form Policy (as amended) do not apply to development under this Local Development Plan.

The development provisions contained within this Local Development Plan are to be applied across the entire development site, rather than applying to independent Development Parcels.

State Planning Policy 7.3 Residential Design Codes Volume 2 Provisions:

Replacement Element 2.2 Building Height

Permissible building heights for each site area are as shown in this Local Development Plan.

Replacement Element 2.3 Street Setbacks

Minimum street setbacks are as detailed on this Local Development Plan.

Replacement Element 2.4 Side and Rear Setbacks

Minimum side and rear setbacks are as detailed on this Local Development Plan.

Replacement Element 2.5 Plot Ratio

Development permitted to achieve a plot ratio of 2.2.

City of Vincent Local Planning Scheme No. 2 Provisions

General

No minimum development site area requirement applies to the land covered by this Local Development Plan.

Land Use Permissibility

Permissible land uses are those provided for under the Mixed Use and Residential zones (as applicable) under the City of Vincent Local Planning Scheme No. 2.

Preferred land uses for each development site are set out as follows:

	Development Parcel 1	Development Parcel 2	Development Parcel 3	Development Parcel 4	Development Parcel 5
Ground Floor	<div><div>Aged or dependent persons dwellings</div><div>Child Care Premises</div><div>Consulting Rooms</div><div>Dwelling</div><div>Liquor Store – Small</div><div>Medical Centre</div><div>Office</div><div>Restaurant / café</div><div>Shop</div></div>	<div><div>Hotel</div><div>Liquor Store – Small</div><div>Liquor Store – Large</div><div>Restaurant / café</div><div>Shop</div><div>Small bar</div><div>Tavern</div></div>	<div><div>Consulting Rooms</div><div>Liquor Store – Small</div><div>Office</div><div>Restaurant / café</div><div>Shop</div></div>	<div><div>Consulting Rooms</div><div>Dwelling</div><div>Office</div><div>Restaurant / café</div><div>Shop</div><div>Small bar</div></div>	<div><div>Consulting Rooms</div><div>Dwelling</div><div>Serviced Apartment</div></div>
First Floor	<div><div>Aged or dependent persons dwellings</div><div>Dwelling</div><div>Serviced Apartment</div></div>	<div><div>Dwelling</div><div>Hotel</div><div>Office</div><div>Restaurant / café</div><div>Serviced Apartment</div><div>Small bar</div><div>Tavern</div></div>	<div><div>Dwelling</div><div>Serviced Apartment</div></div>	<div><div>Dwelling</div><div>Office</div><div>Serviced Apartment</div></div>	<div><div>Dwelling</div><div>Office</div><div>Serviced Apartment</div></div>
Second Floor					
Third Floor				<div><div>Dwelling</div><div>Serviced Apartment</div></div>	<div><div>Dwelling</div><div>Serviced Apartment</div></div>
Fourth Floor		<div><div>Dwelling</div><div>Hotel</div><div>Serviced Apartment</div></div>		<div><div>Dwelling</div><div>Serviced Apartment</div></div>	
Fifth Floor					
Sixth Floor					
Seventh Floor					

Car Parking and Access

On-street car parking to be provided generally in accordance with this Local Development Plan.

Internal roads and vehicle access points are to be provided generally in accordance with this Local Development Plan. No direct vehicle access is permitted to the development from the public road network, unless otherwise as generally shown on the Local Development Plan.

Development shall incorporate basement car parking where possible or located to minimise its appearance when viewed from the public road network.

As part of any Development Application lodged pursuant to this Local Development Plan, a transport assessment shall be prepared to determine the potential transport impacts on the surrounding area and any transport infrastructure required to support the development.

Other Provisions:

A Development Application lodged pursuant to this Local Development Plan shall be accompanied by a Landscape Plan that details measures associated with:

Deep soil areas are provided as a minimum of 12% of the overall site area. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.

Planting areas with a minimum rootable soil zone of 1m are provided as a minimum of 3% of the overall site area.

Landscaping can be either provided as part of individual developments or within public open spaces or in a combination of both.

Areas of public open space are to be provided generally in accordance with this Local Development Plan.

Landscaping to be provided along frontages adjoining Ellesmere Street, Carrington Street and Eton Street.

As part of any Development Application lodged pursuant to this Local Development Plan, a noise management plan shall be prepared by a suitably qualified professional acoustics engineer or consultant in accordance with State Planning Policy 5.4 Road and Rail Noise (as amended) to determine the actual noise levels across the site and demonstrate that the proposal can adequately mitigate the noise impacts through use of noise attenuation measures.

Provision shall be made for the indicative widening of Charles Street as shown in this Local Development Plan.

... with the built form allowable envelope negotiating the residential character of the sites to the west and the desired higher density corridor of Charles Street to the east.

However, we believe that there is...



PRINCIPLE 2:
BUILT FORM+SCALE

... opportunity for
a consolidated
and consistent
site-wide
parking strategy
and further
opportunity for
a landscaped,
activated ground
plane.



Having basement parking and servicing of the buildings on the southern site, accessed by Eton Street, frees up further opportunity for a green spine to run the entire length of the consolidated site. Also basement parking for the northern site accessed by Eton Street will allow for a deep planting central green courtyard.



Introducing traffic calming and a central pedestrian crossing in Ellesmere Street and parallel parking in Ellesmere and Carrington Streets, each with a pavement shade tree, engenders a more pedestrian friendly active ground plane. There is also an opportunity for establishing a pedestrian crossing on Charles Street, encouraging others to enjoy this precinct.



Using the prevalent contextual face brick language of the local fabric serves as a site-wide datum matching that of the proposed opposite and adjacent R60-100...



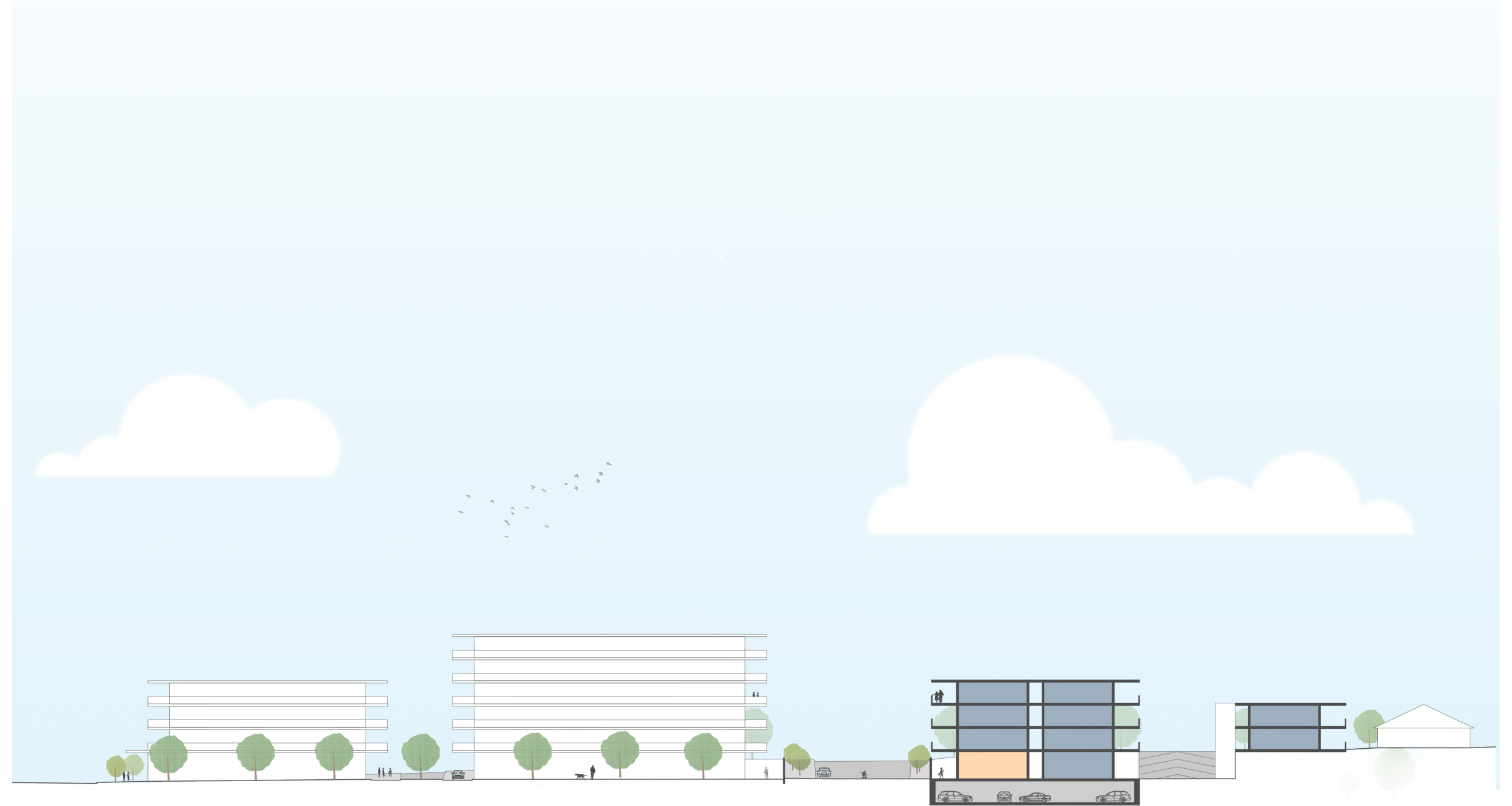
... while the top floors of the development recede as shadow, reducing any notion of bulk.



Sculpting and refining the form provides a result that is sensitive to historic context while providing an elegant and positive addition to the this future precinct.



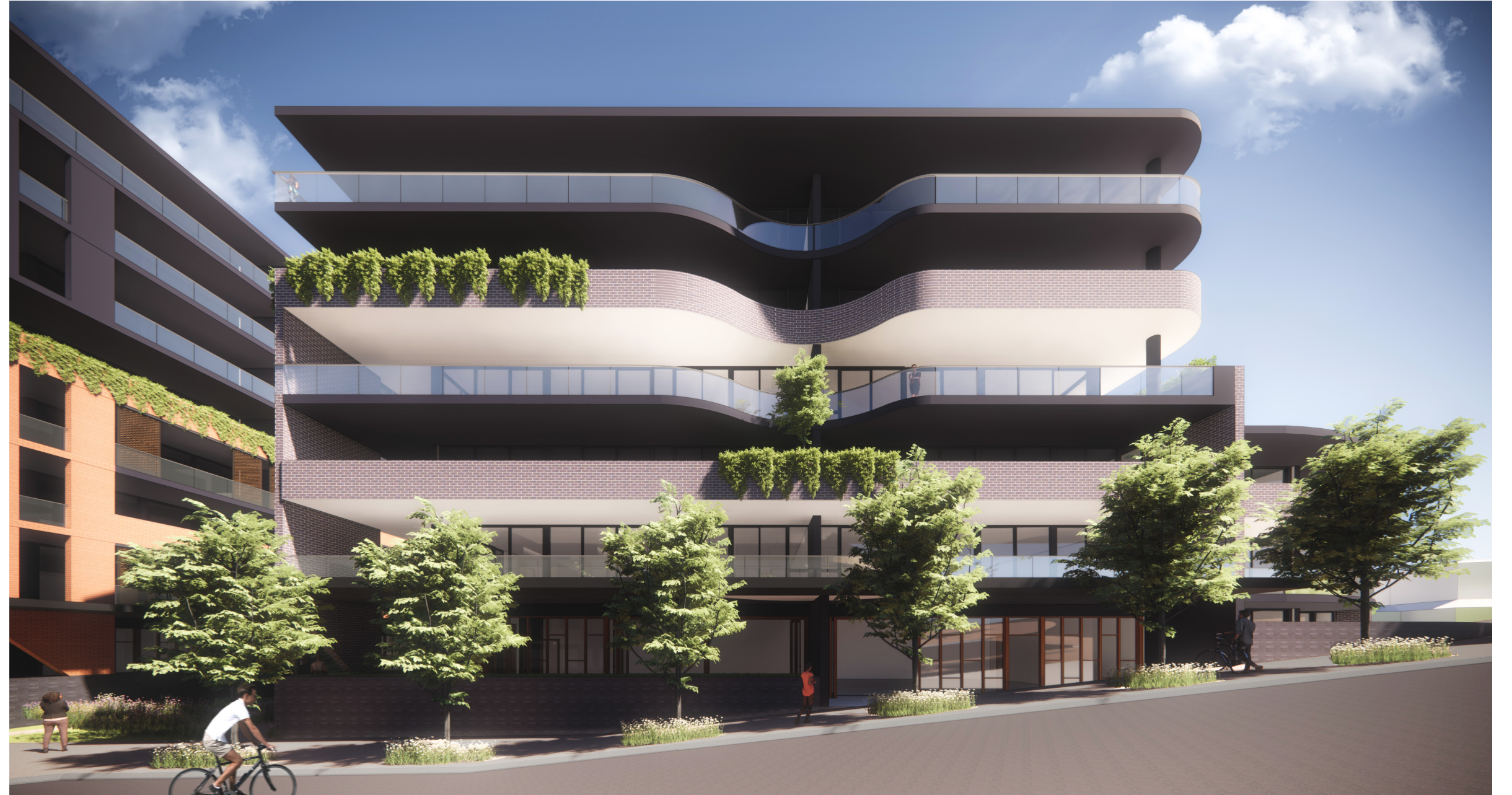
Importantly the Draft LDP identifies that by using the natural slope of the site on Eton Street the transition from the neighbouring residential character of the street to the proposed development results in...



PRINCIPLE 2:

BUILT FORM+SCALE

... a scheme set within its surrounds, successfully negotiating this residential edge condition...



PRINCIPLE 2:

BUILT FORM+SCALE

... while delivering
a new Activity
Centre for the
precinct.





LANDSCAPE QUALITY

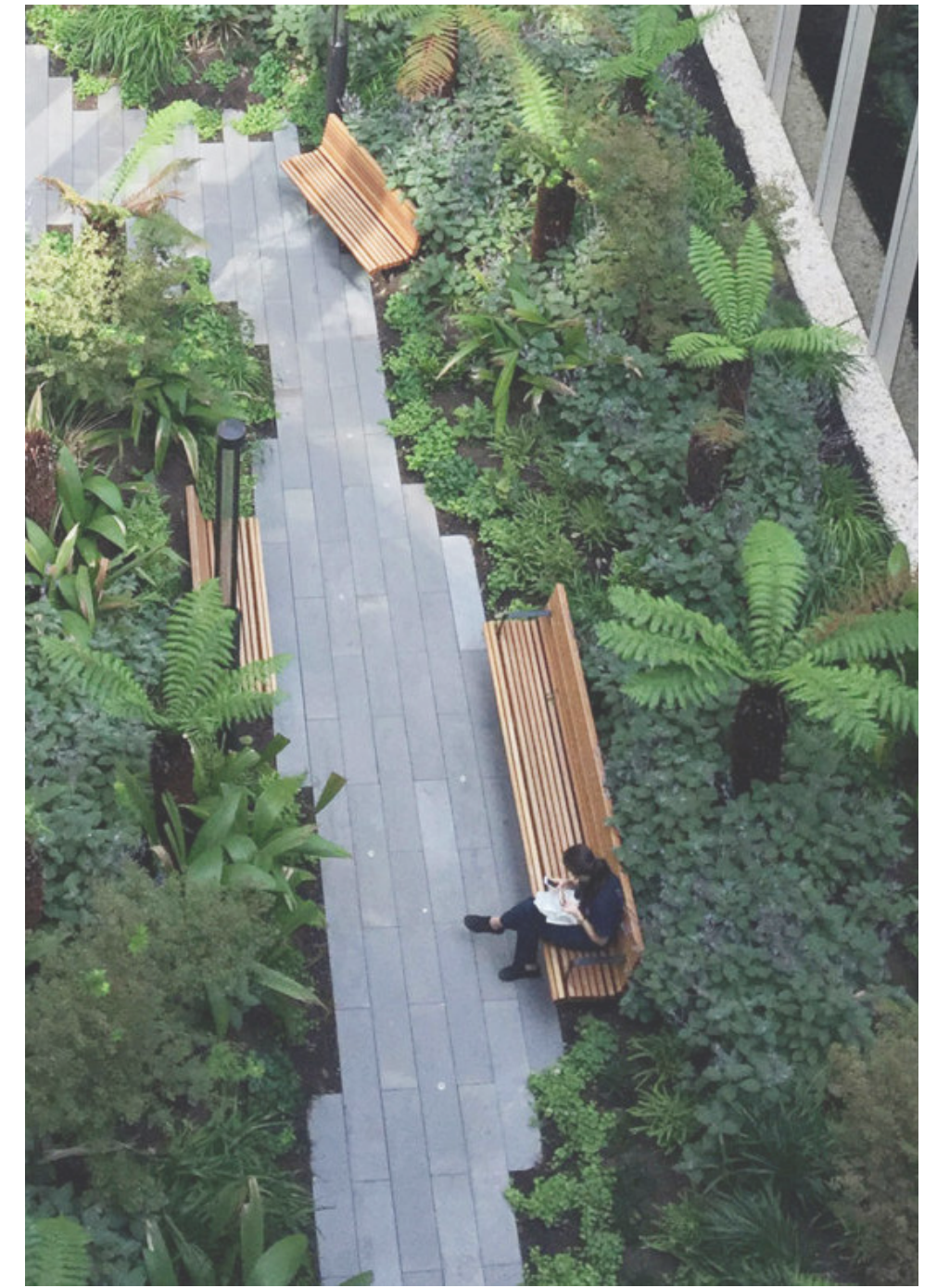
The central open space provides opportunity for the introduction of large trees. Medium trees can be introduced in the central northern site's courtyard and as street trees, while small trees can be introduced as shade trees for the on-street parallel parking and as part of a larger landscaping strategy.



PRINCIPLE 3:

LANDSCAPE QUALITY

Landscape will buffer the noise and traffic of Charles Street, creating moments or repose in nature...



PRINCIPLE 3:

LANDSCAPE QUALITY

... and planting on structure provides further moments of delight and access to nature throughout the development.



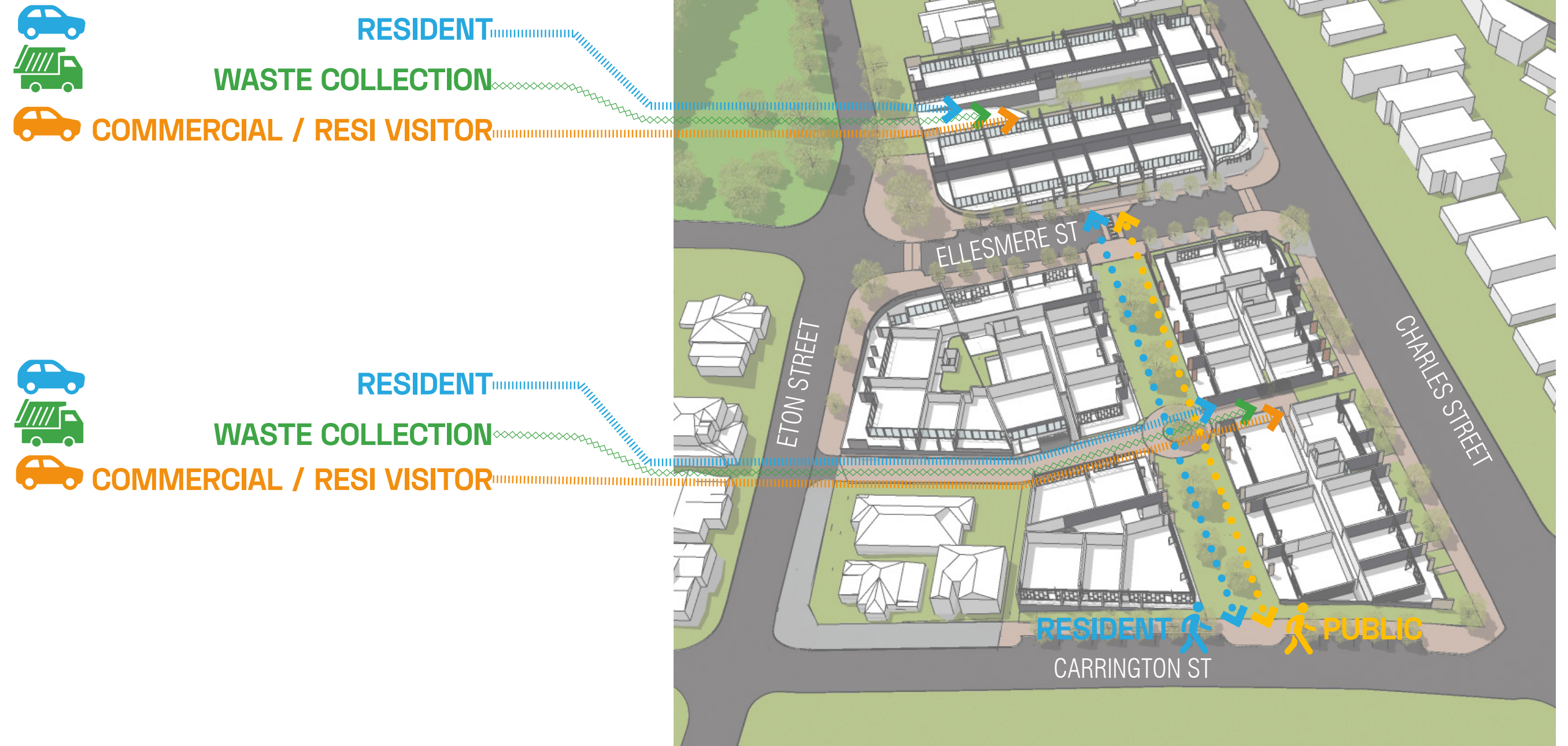


PRINCIPLE 4_

FUNCTIONALITY AND BUILD QUALITY

FUNCTIONALITY AND BUILD QUALITY

Having the site accessed and serviced from Eton Street frees up the central spine of the development for deep planting and green open space encouraging pedestrian access and further activating the ground floor.



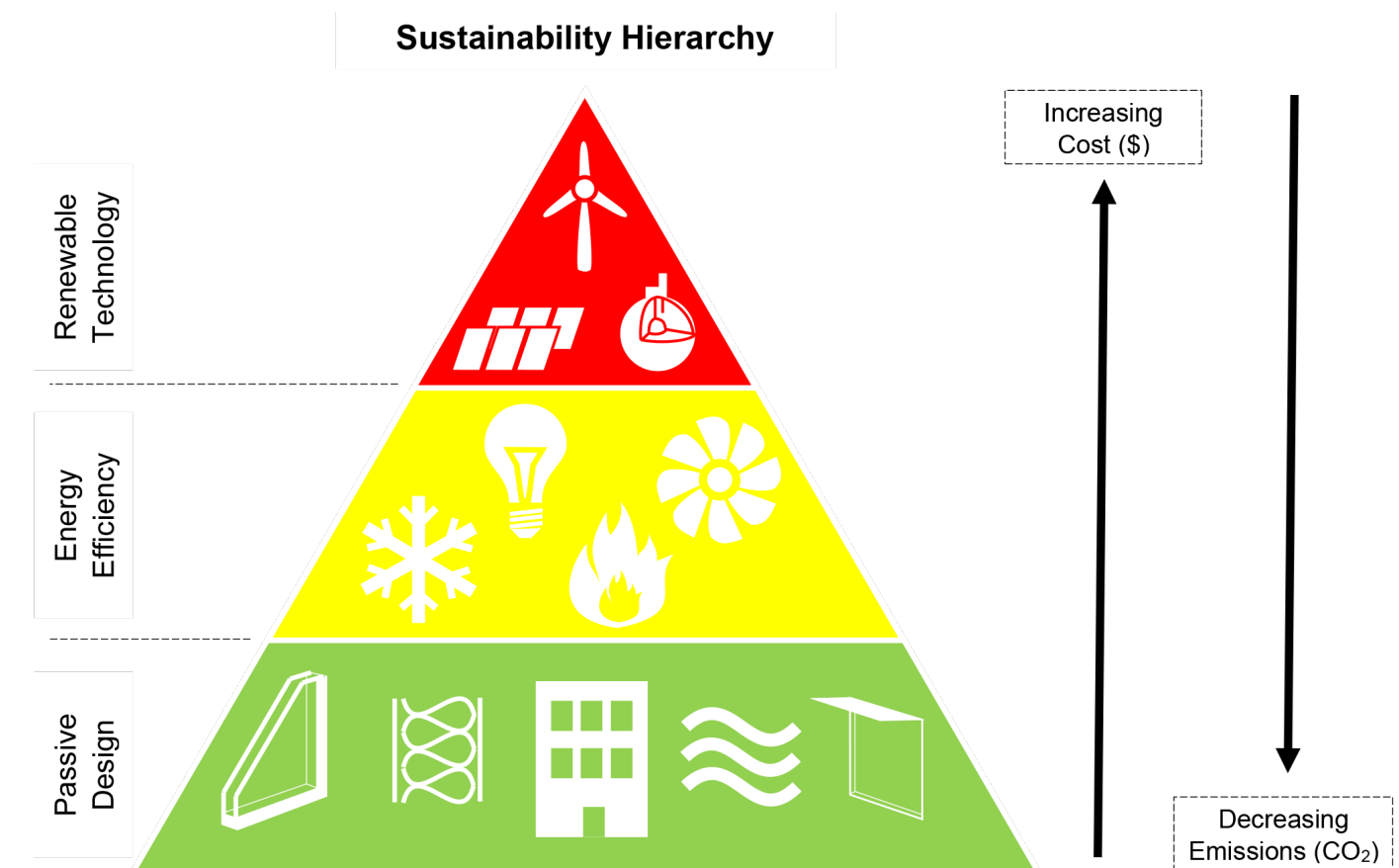


PRINCIPLE 5_
SUSTAINABILITY

SUSTAINABILITY

To achieve the desired level of sustainability several strategies are being employed:

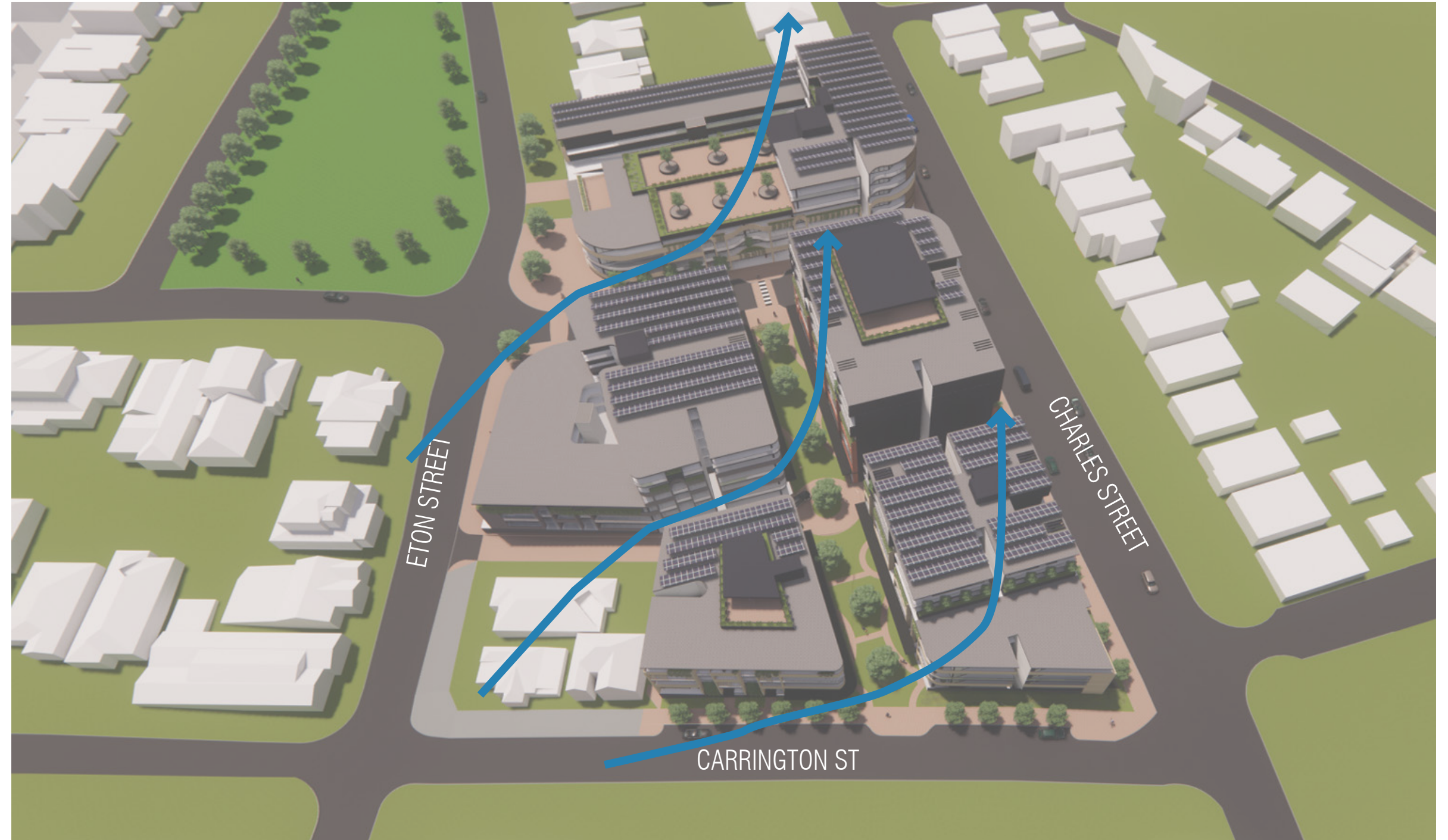
- + An appropriate and adaptable apartment mix design will increase design life
- + Roof-top solar arrays
- + Water-wise planting to be used where possible
- + Operable screens employed on the eastern and western elevations to reduce glare and heat gain
- + Ground floor landscaping mitigating noise for Charles Street tenancies
- + Motion sensors to common lighting to reduce usage
- + Instantaneous hot water systems in all apartments
- + Low flow tap and shower fittings reduces usage
- + Permeable paving in Communal Open Space will reduce stormwater run off
- + Adequate bicycle parking to reduce reliance on private vehicle usage
- + Increased landscaping will assist in mitigation of Urban Heat Island effect
- + As the location is close to amenities and public transport there should be a reduce reliance on private vehicle usage



Additionally as apartments
have full height glazing,
with ample access to
natural light...



... and ventilated corridors,
with deep, wide balconies,
there will be a reduced
reliance on mechanical
cooling and artificial
lighting.





PRINCIPLE 6 _
AMENITY

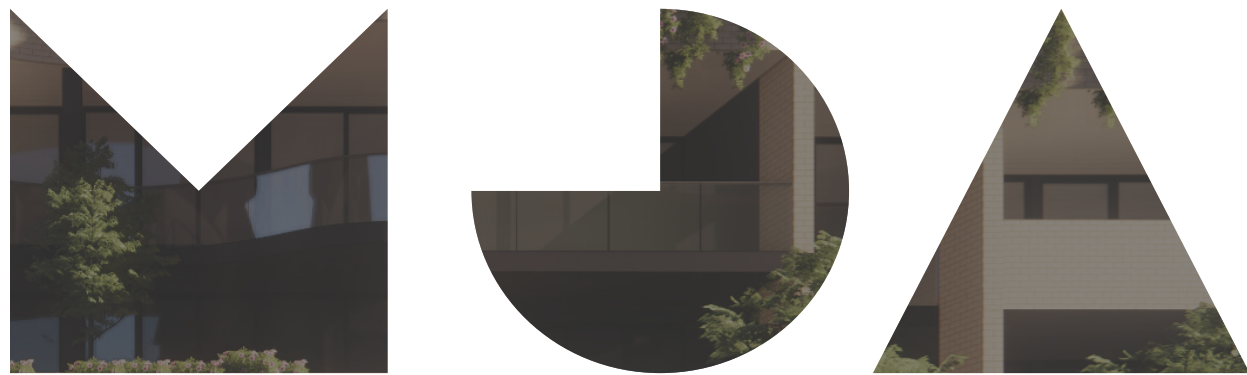
AMENITY

Providing large apartments with easy access to ventilation and natural light, deep, screened balconies, communal rooftop terraces with great views to the city, abundant planting on structure, large central green spaces and a coherent pedestrian, bicycle and traffic strategy, allows for ...





... high levels of amenity
for the future residents
of and visitors to this new
Activity Centre.



PRINCIPLE 7_

LEGIBILITY

Clear, effective signage and communication leads to a better experience for all the buildings' users.

This can be achieved through:

- + Clear pedestrian and vehicular integrated signage at street level
- + Clear residential and strata signage to apartment entries and relevant areas
- + Sight lines considered at pedestrian & vehicle entries





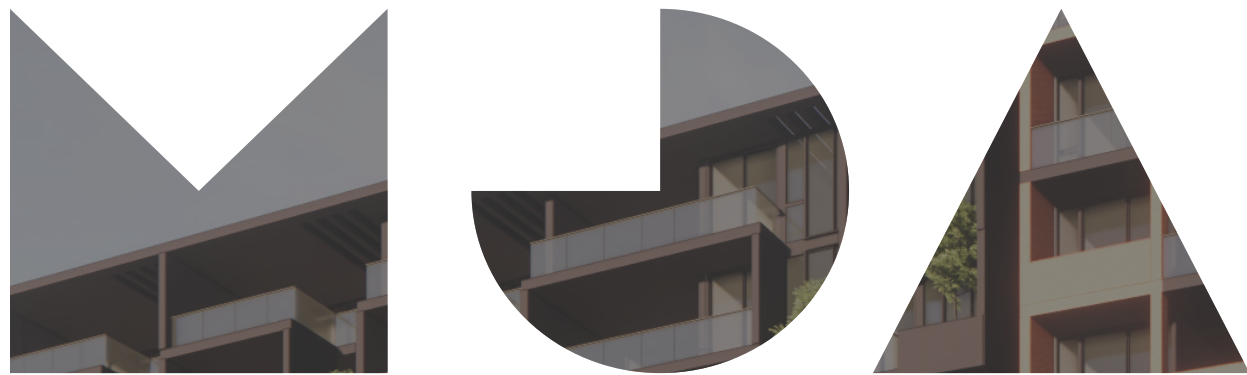
PRINCIPLE 8_
SAFETY

SAFETY

A safe and secure environment is achieved through:

- + Apartment balconies providing passive surveillance over the street and entries
- + Integrated lighting to publicly accessible areas
- + No entrapment spaces
- + Graffiti resistant surfaces where required
- + Well lit and secure resident car parking within building secure zone
- + Well lit and secure resident entry from car park Distinct pedestrian zones
- + Separate pedestrian and vehicular zones





PRINCIPLE 9 _
COMMUNITY



PRINCIPLE 9:

COMMUNITY

With a diverse mix of
commercial, health and
hospitality ground floor
tenancies...



Cafe



Health Studio



Shop

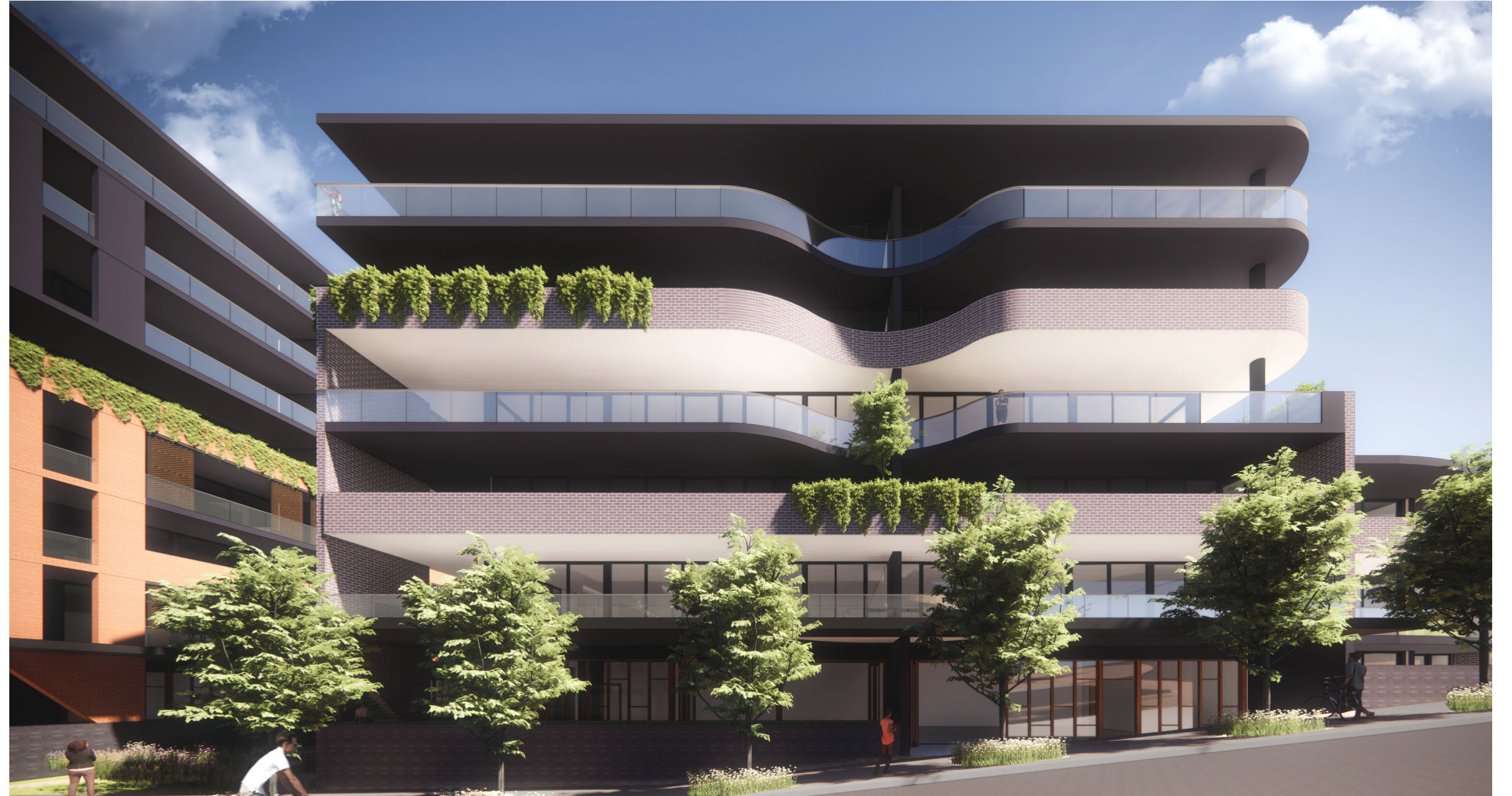


GP Consultancy

PRINCIPLE 9:

COMMUNITY

... and a well-mixed yield
of apartments across all
floors and sites...



PRINCIPLE 9:

COMMUNITY

... this development will provide a varied and rich Activity Centre for the City of Vincent.





PRINCIPLE 10_

AESTHETICS



AESTHETICS

The preceding pages demonstrate the design team's collective endeavour to create a project based on the Draft Local Development Plan that fits comfortably into its context, becomes a positive addition to the neighbourhood and serves as a new Activity Centre for the City... we hope you agree.



August 2023

Charles Hotel Site, North Perth

Prepared For:
Allerding & Associates

Transport Impact Assessment
Report



DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Prepared By	Checked By	Approved By
0	0	9/08/2023	Draft Report	SGY	DNV	DNV

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Donald Veal Consultants Pty Ltd

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1. INTRODUCTION

1.1 BACKGROUND

Allering & Associates has commissioned Donald Veal Consultants to prepare this Transport Impact Assessment report to support a Local Development Plan for a proposed mix-use redevelopment of the Charles Hotel site in North Perth.

The site is to be redeveloped to include 6 development parcels, each potentially including a tower building of between 4 and 8 storeys in height. The likely land uses will be primarily residential, with some commercial or retail elements.

1.2 SCOPE OF THIS REPORT

The structure and scope of this Transport Assessment are in accordance with Volume 2 (Structure Plans) of the Western Australian Planning Commission's Transport Impact Assessment Guidelines (2016).

The intent of the report is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area.

2. EXISTING SITE CONDITIONS

2.1 LOCATION

The development site is located to the west of Charles Street, and to the north and south of Ellesmere Street, in North Perth. The general locality is shown in **Figure 2.1**, with the site location shown in more detail in **Figure 2.2**.



Figure 2.1: General Locality Plan

Source: Metro Maps



Figure 2.2: Site Location

Source: Metro Maps

2.2 CURRENT LAND USES

The southern section of the subject site is currently occupied by the Charles Hotel, as well as a bottle shop. The northern section includes a number of residential dwellings. Certain areas are currently unoccupied or available for informal parking. See **Photos 1 to 5**.



Photo 1: The southern part of the site is currently occupied by The Charles Hotel.



Photo 2: A bottle shop is also located in the southern section.



Photo 3: The south eastern area is given over to grass.



Photo 4: The north western part of the site is partly under residential use at the present time.



Photo 5: The north eastern section is unoccupied, but used for informal parking.

Other land uses in the immediate vicinity are primarily residential, although some former dwellings along Charles Street, to the north and east of the site, are now occupied by small businesses, including health related uses, a photography studio and a coffee shop. To the south, again on Charles Street, there are larger business premises, including a plumbing centre, a car wash and an AutoMasters car service centre.

See **Photos 6 to 8**.



Photo 6: Nearby land uses are primarily residential.



Photo 7: There are also various small businesses in the vicinity.



Photo 8: Businesses along Charles Street include a car wash and an auto service centre.

2.3 ACCESS ARRANGEMENTS

The site has several existing access points, with crossovers on Ellesmere Street, Eton Street, Carrington Street and Charles Street. See **Photos 9 to 11**.



Photos 9 & 9a: Two of the four existing crossovers onto Carrington Street.



Photo 10: The Bottlemart has two crossovers onto Charles Street.



Photo 11: The Charles Hotel itself has two crossovers onto Ellesmere Street.

2.4 ADJACENT ROAD NETWORK

The road network adjacent the site consists primarily of Charles Street, Ellesmere Street, Eton Street and Carrington Street. (Note: MRWA's Road Information Mapping system incorrectly labels Charles Street as Wanneroo Road).

Charles Street runs north-south past the site, forming an eastern boundary, but does not provide access. Eton Street forms the western boundary to the site, with Carrington Street to the south. Ellesmere Street runs east west, bisecting the two parts of the site.

The classifications of the roads immediately adjacent the site as identified in MRWA's *Metropolitan Road Hierarchy*, are shown in **Figure 2.3**.



Figure 2.3: MRWA Functional Road Hierarchy

Whilst Eton Street and Carrington are classified as Access Roads, Ellesmere Street is a Local Distributor. All three are under the care and control of the City of Vincent. Charles Street, however, is a Primary Distributor Road and therefore under the jurisdiction of MRWA.

Charles Street has a posted speed limit of 70km/h past the site, whilst other roads adjacent to the site are subject to the urban default speed limit of 50km/h.

2.5 EXISTING TRAFFIC VOLUMES

MRWA's Traffic Map shows traffic count data from 2018/19 for Charles Street just north of the site. This indicates an AAWDT of just over 22,000 vehicles per day at that time. See **Figure 2.4**.

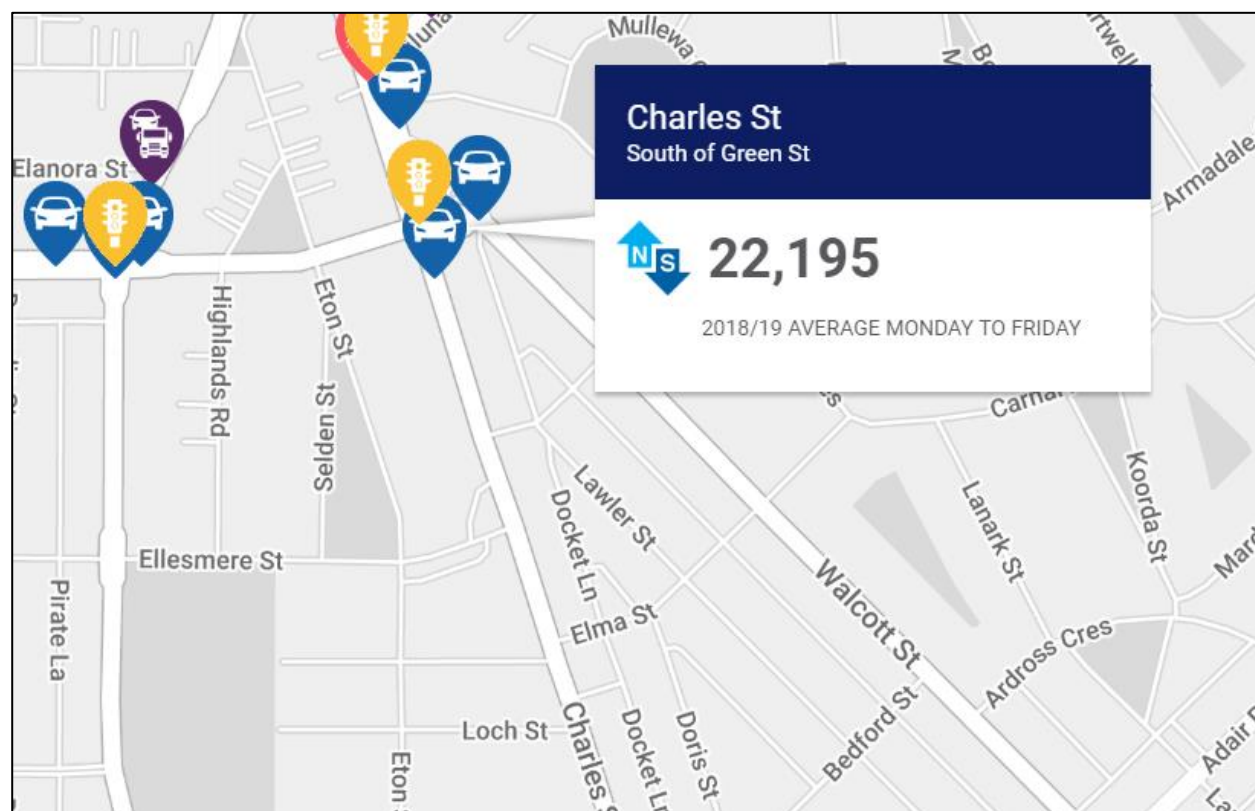


Figure 2.4: Daily traffic flows on Charles Street.

Source: MRWA TrafficMap

Additional count data for Ellesmere Street, Eton Street and Carrington Street was provided by the City as shown in **Table 2.1**.

Table 2.1: Traffic Count Data (2023) provided by City of Vincent

ROAD	DATE		Location	AWT 5 day	Avg Speed	85% Speed	% Heavy	Peak Vehicle / hr	
	Start	Finish						AM	PM
Carrington Street	22-Jun	28-Jun	Carrington St, Eton St - Charles St	235.5	36.5	44.46	4.3%	30	43
Ellesmere Street	22-Jun	28-Jun	Ellesmere St, Eton St - Charles St	1456.8	37.8	44.28	2.2%	177	145
Eton Street	22-Jun	28-Jun	Eton St, Ellesmere St - Green St	783.5	46.8	54.54	3.1%	105	110
Eton Street	22-Jun	28-Jun	Eton St, Ellesmere St - Carrington St	747.3	42.5	51.84	5.7%	91	118

2.6 CRASH HISTORY

The MRWA Crash Map system was interrogated for crash data on the roads in the vicinity of the site, for the latest five-year period from January 2018 to December 2022.

The crash data reveals that there have been 22 recorded crashes on the road sections immediately adjacent the site during this period.

These crashes resulted in five needing medical attention, while the other seventeen occasioned property damage only (10 major, 7 minor). See **Figures 2.5 & 2.6**.

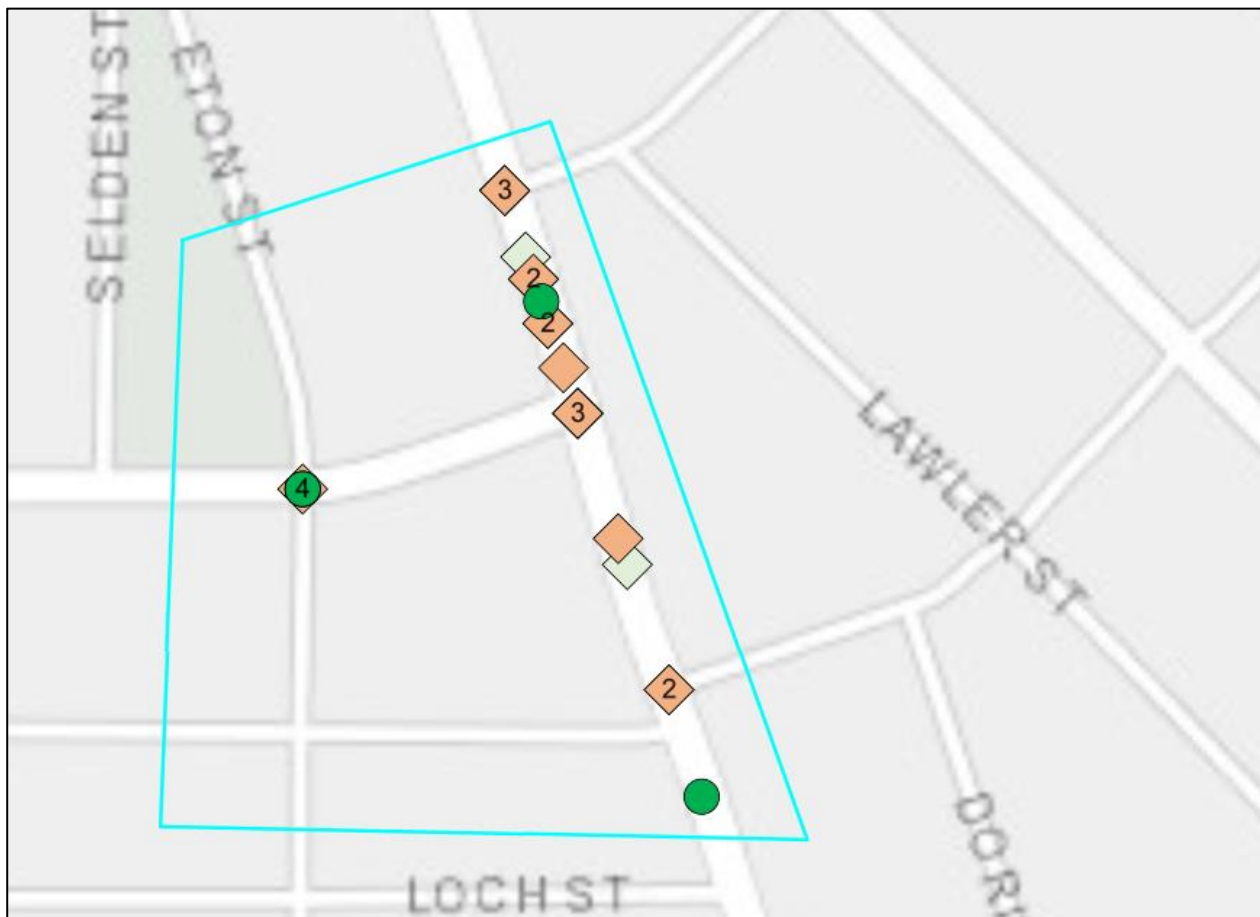


Figure 2.5: Twenty two crashes have been recorded on the roads adjacent the site in the last 5 years.

A closer look at the crashes shows that all four incidents at the intersection of Eton Street with Carrington Street have been right angle crashes, but that these have occurred on three different legs. Thus, there does not appear to be a specific geometrical issue as a root cause.

As can be seen in **Photo 12**, visibility appears good at the intersection. However, Eton Street is quite wide, with no centreline, cycle lanes or formal parking bays, which may lead to higher speeds. Survey data shows 85%ile speeds of just under 52 km/h on Eton Street between Ellesmere and Carrington (see **Table 2.1**).

It is suggested that a few simple measures, such as additional delineation, including a centreline, and potentially the marking of some formal on-street parking bays, may reduce the speeds of through vehicles on Eton Street.



Photo 12: There have been 4 right angle crashes at the Eton - Carrington intersection.

Similarly, there have been a number of crashes of certain types on Charles Street, but again with no real pattern. Whilst there have been 5 rear end crashes, these have been of different types, and in different locations. However, there have also been 7 sideswipe crashes, mostly involving drivers cutting in after overtaking. These have happened in various locations, and in both directions. These would appear to be more down to driver behaviour than any geometric or road design issue.

Two of the three crashes at the Charles Street / Ellesmere Street intersection have involved a vehicle travelling south to north impacting a vehicle turning right into the side street.



Photo 13: Intersection of Charles Street with Ellesmere Street.

Visibility is generally good for this manoeuvre, unless northbound vehicles in the right lane have masked others in the left lane. This is a common issue with right turns of this type.

Generally, the historical crash data does not indicate any specific issues, nor anything that might be exacerbated by the likely levels of additional traffic on these roads. However, crash data is constantly changing, and a detailed examination of the current patterns would need to be carried out at the time of any future DAs.

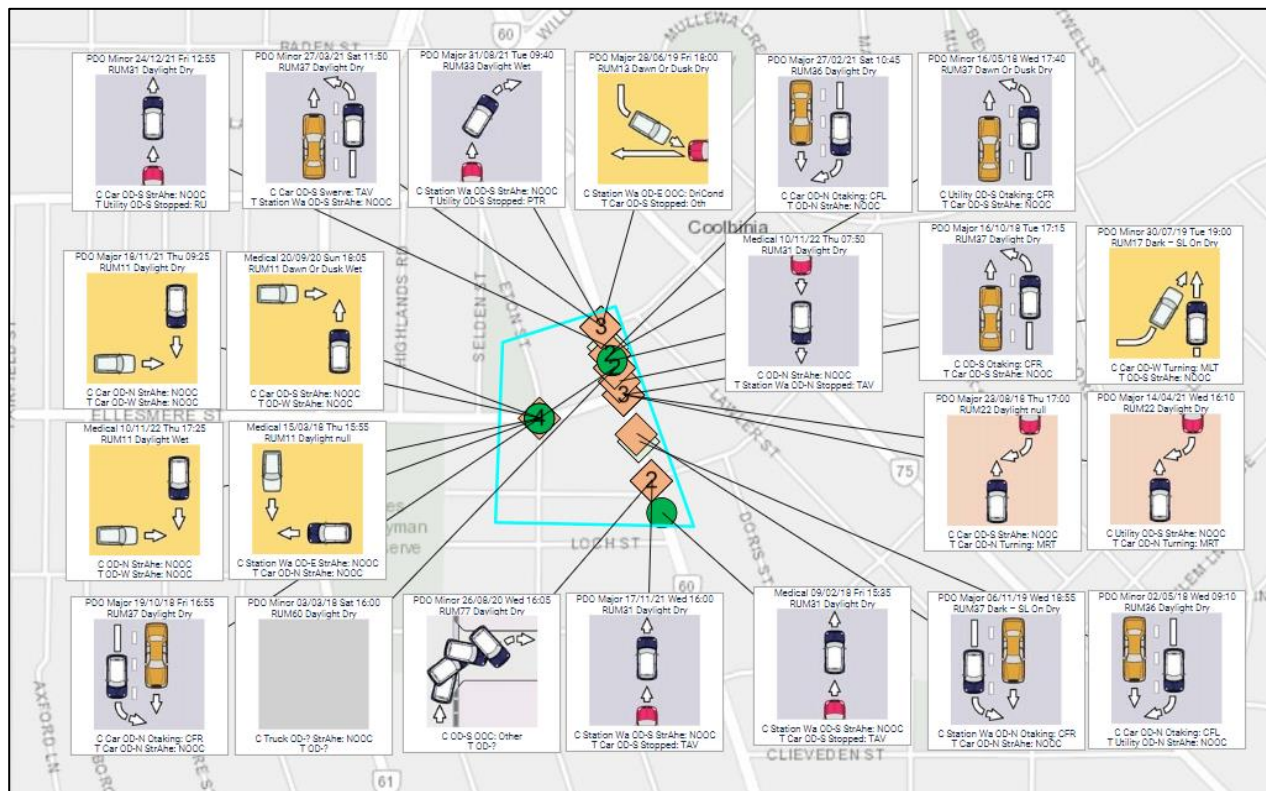


Figure 2.6: Crash history for the area around the site.

Source: CrashMap

2.7 PLANNED CHANGES TO THE ROAD NETWORK

DVC is unaware of any planned changes to the road network in the immediate vicinity of the site.

However, it is noted that the site is impacted by Planning Control Area (PCA) 167 for Charles Street. Where a PCA is in place, approval for development is required from the Western Australian Planning Commission (WAPC), as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.

3. PROPOSAL

3.1 PROPOSED DEVELOPMENT

The proposed development consists of six development parcels, each potentially including a tower block, ranging in height from 4 to 8 storeys. An early appraisal of the potential residential yield indicates that the towers will house approximately 216 residential units of 1-, 2-, 3- or 4-bedroom design, as well as small commercial units, mainly located in the ground floor areas.

Parking within the site will be located in basements beneath some of the towers, and will be accessed via ramps directly from the adjacent streets.

3.2 PARKING PROVISION

Whilst no details of the number of parking bays being provided are currently available, it is understood that the on-site parking will be provided within basement levels of the various towers.

Based on the current concept plans, the estimated residential yield is around 216 dwelling units, spread across the 6 development parcels. It is therefore expected that the residential element will require a total provision in the order of 200 bays for residents and around 30 visitor bays. This may vary as the layout is developed, with different ratios of 1-, 2- and 3-bedroom units, and how the total is spread across specific development parcels.

No assessment of the parking required for the commercial elements has been carried out at this time, as different land uses may generate vastly different levels of parking demand.

It is, however, envisaged that all parking requirements would be catered for within the site, although some visitor parking may be addressed through existing or future on-street parking availability.

A more detailed assessment of the parking demand and provision would need to be performed at the DA stage for each of the individual development parcels, at which time more specific details of the proposed land uses would be available.

3.3 PROPOSED ACCESS POINTS

Access points will be provided to the basement parking levels from both Eton Street, within the northern section of the site and from a proposed short access road within the southern section.

These access points can be seen in **Figure 3.1**.



Figure 3.1: Concept layout plan

4. TRAFFIC IMPACT

4.1 TRIP GENERATION AND DISTRIBUTION

Trip generation for the site has been estimated based on published trip rates from the RTA Guide to Traffic Generating Developments (2002).

At this stage, the layout of the development is still being finalised. The Land Use quantities shown in **Table 4.1** are therefore the current best-estimates based on the latest concept plans. No details as to the commercial units are yet available, and an overall estimated floor area and a generic trip rate have therefore been used.

It is noted that, due to a lack of actual data, no allowance has been made for the significant number of trips currently being generated by the existing land uses, including hotel, tavern, bottle shop or residential dwellings. This, combined with the fact that it is very unlikely that the 6 parcels will all be developed concurrently, makes the following analysis very much a worst-case scenario.

Table 4.1: Indicative peak period trip generation

Land Use	Quantity	PM Peak Hour Trip Rate	Total Peak Hour Trips
Medium Density Residential Units	66 x 1 bedroom	0.5 / unit	33
	68 x 2 bedroom	0.5 / unit	34
	80 x 3 bedroom	0.6 / unit	48
	2 x 4 bedroom	0.6 / unit	2
Commercial Units	3,382m ²	3/100m ²	100
			217 trips

Approximately 88 residential units will be contained within Parcels 1 & 2, to the north of Ellesmere Street, along with around 722m² of commercial development. Thus, it is expected that around 70 of the 217 PM peak hour trips will be generated from Parcels 1 & 2, to the north of Ellesmere Road, whilst the remaining 147 will be generated by the southern area, incorporating Parcels 3 to 6.

The in:out split for the residential trips is assumed to be 65:35 for the PM peak hour. The split for the commercial element is harder to predict, but has been taken as 40:60. Thus, the northern section of the development, consisting of development parcels 1 & 2, is likely to generate around 40 incoming trips and 30 outgoing trips in the PM peak hour. At the same time, the southern section, containing the four remaining parcels, will generate around 83 incoming trips and 74 outgoing trips.

These trips, which will enter and leave the basement parking areas via the relevant crossover, will be distributed onto the network using various routes, based on the surrounding land uses and the likely desire lines. For example, drivers needing to turn right into or from Charles Street may opt to do so at signalised intersections, rather than directly to or from Ellesmere Street or Carrington Street.

It is noted that there are many options for drivers to take, and the overall impact is likely to be spread over a number of roads and intersections. Choices will also evolve over time, as when one route becomes more difficult, drivers will change their route to minimise delays. An indication of the possible distribution of the PM peak hour trips around the site is shown in **Figure 4.1**.



Figure 4.1: PM Peak hour trip generation and distribution

4.2 INTERSECTION ANALYSIS

In accordance with the WAPC TIA Guidelines, the impact on local intersections should be assessed for both the proposed year of opening of the development, and for a future scenario, 10 years later.

In this case, the main intersections to be assessed would be those located on Charles Street, with Ellesmere Street and Carrington Street. However, as this report has been produced at the LDP application stage, insufficient details are available to determine the impact on the local intersections of each individual

development package. In addition, the years of assessment are difficult to identify, as there is no current timeframe for the development, and no indication as to the period over which each of the 6 development parcels might be sold or developed.

This will give only a very rough estimate of the impact, and makes no allowance for the staged development of the site, as each parcel may be developed under different timeframes. Detailed impacts on the performance of the local roads and intersections will be carried out at the individual DA stage for each parcel. This will also confirm whether any intersection upgrades would be triggered by the impact of specific parcels.

As a general assessment of the likely impact of the development overall, we can see from **Figure 4.1** that the number of turning movements is not likely to cause significant issues, although these numbers will need to be revisited at the DA stage, when details of the individual developments become available. It should be noted that the turning figures currently indicated are an indication of the likely movements associated with full development of all 6 parcels.

Given the potential for various routes to be employed, and the general spreading of the impact over these roads and intersections, the most significant impact appears likely to be at the new access on Eton Street, between Ellesmere Street and Carrington Street. However, with a current peak hour 2-way flow of only around 118 vehicles on this section of Eton Street, the indicated turning movements should be readily accommodated.

An indicative SIDRA analysis shows this to be the case. In order to provide some indication of future traffic flows, the peak hour flow on Eton Street has been growthed up by 2% per annum over 10 years.

Using a simple Give Way arrangement, and no turning lanes, the intersection performs well in this potential PM peak scenario, returning a Level of Service A for all movements, and no significant delays or queuing. The Movement Summary and intersection layout diagram are shown in **Figures 4.2 & 4.3**.

MOVEMENT SUMMARY															
▽ Site: 101 [Eton Street southern access (Site Folder: Charles Hotel)]															
Output produced by SIDRA INTERSECTION Version: 9.1.3.210															
Indicative PM peak Site Category: (None) Give-Way (Two-Way)															
Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Eton Street															
2	T1	All MCs	79	2.0	79	2.0	0.061	0.0	LOS A	0.2	1.3	0.15	0.21	0.15	57.9
3	R2	All MCs	32	0.0	32	0.0	0.061	6.3	LOS A	0.2	1.3	0.15	0.21	0.15	52.4
Approach			111	1.4	111	1.4	0.061	1.8	NA	0.2	1.3	0.15	0.21	0.15	56.8
East: Southern Access lane															
4	L2	All MCs	39	0.0	39	0.0	0.063	4.1	LOS A	0.2	1.6	0.21	0.54	0.21	49.6
6	R2	All MCs	40	0.0	40	0.0	0.063	4.6	LOS A	0.2	1.6	0.21	0.54	0.21	49.1
Approach			79	0.0	79	0.0	0.063	4.4	LOS A	0.2	1.6	0.21	0.54	0.21	49.3
North: Eton Street															
7	L2	All MCs	57	0.0	57	0.0	0.072	5.6	LOS A	0.0	0.0	0.00	0.25	0.00	29.6
8	T1	All MCs	79	2.0	79	2.0	0.072	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	57.7
Approach			136	1.2	136	1.2	0.072	2.3	NA	0.0	0.0	0.00	0.25	0.00	45.4
All Vehicles			325	1.0	325	1.0	0.072	2.6	NA	0.2	1.6	0.10	0.30	0.10	49.9

Figure 4.2: PM peak hour movement summary

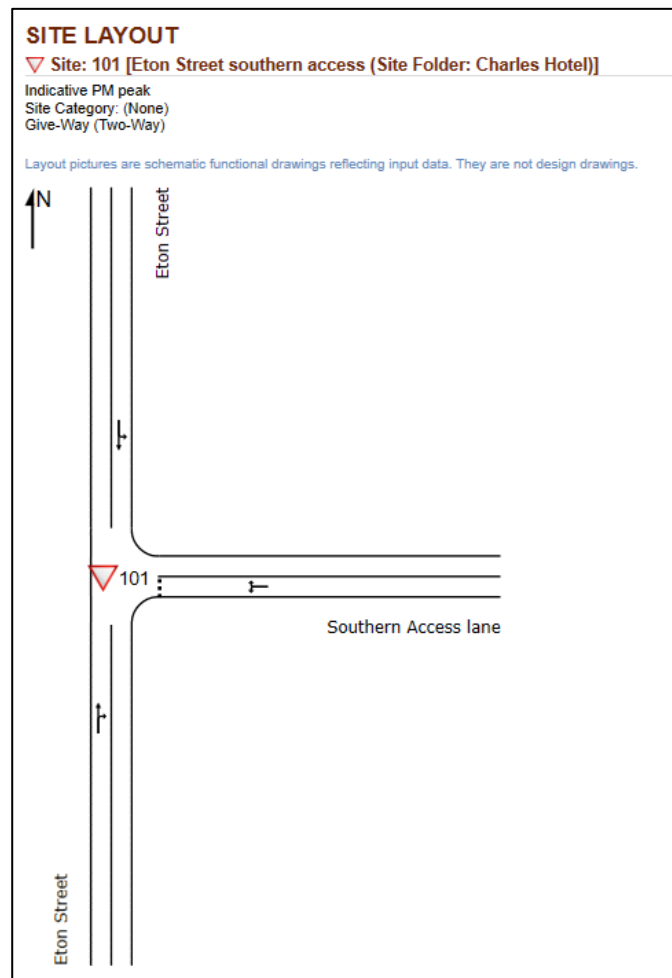


Figure 4.3: Indicative intersection layout

4.3 SERVICE VEHICLES

It is not expected that many service vehicle trips will be generated by the development, with only occasional delivery trucks and the weekly refuse collection vehicle visiting the site.

Details of any loading docks or bin storage areas will need to be addressed at the individual DA stage for each development parcel.

5. SUSTAINABLE TRANSPORT

5.1 PEDESTRIANS AND CYCLISTS

A footpath is provided along both sides of Charles Street, Carrington Street and Ellesmere Street, and on the western side of Eton Street, adjacent the site. However, the majority of footpaths and pedestrian crossings in this area do not meet current standards. Some sections of footpath are quite narrow, with broken concrete and encroaching vegetation. The pedestrian crossing ramps are generally poor and badly aligned, with no TGSIs. See **Photos 14 to 17**.



Photo 14: Typical pedestrian crossing over Charles Street.



Photo 15: Crossing at end of Ellesmere St does not align correctly and has poor pedestrian ramps.

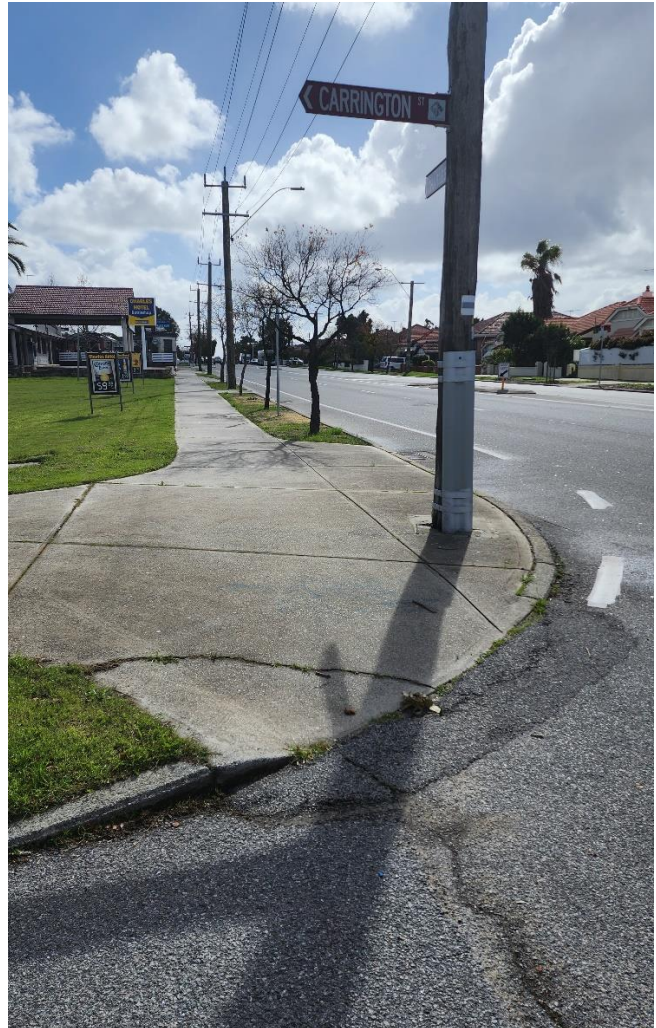


Photo 16: Many of the footpaths are damaged.



Photo 17: Crossing facilities are poor along Eton Street.

On-road cycle lanes have been provided along Charles Street, south of Ellesmere Street.

See **Photo 18**.



Photo 18: On-road Cycle lane along Charles Street, looking north.

5.2 PUBLIC TRANSPORT

Several TransPerth bus routes run along Charles Street, including Service numbers 370, 384, 386, 387, 388, 389 and 970. A number of these services run between Warwick Station and the Perth Busport.

There are a number of bus stops within walking distance of the site.

See **Figure 5.1** and **Photo 19**.

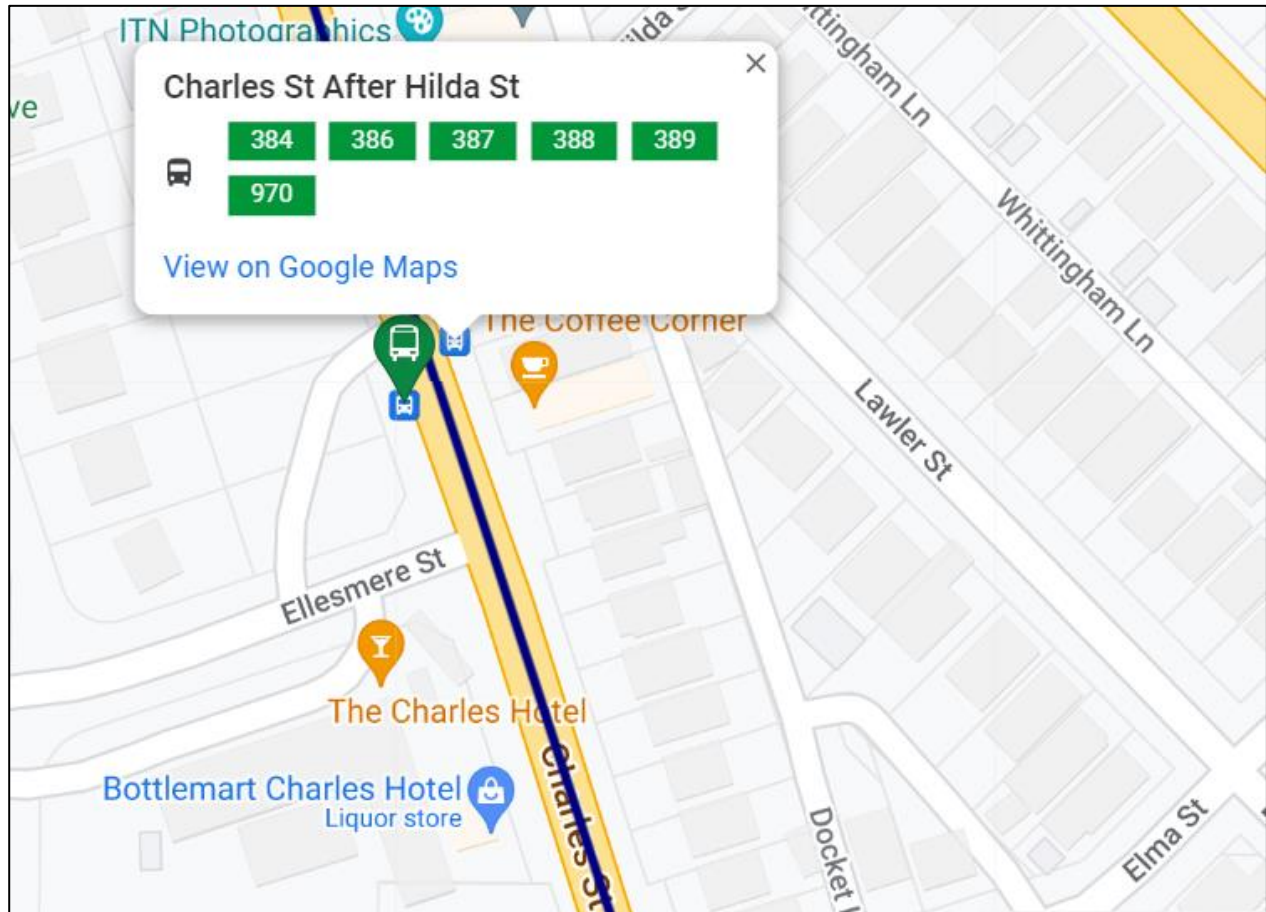


Figure 5.1: Nearest Public Transport facilities.

Source: TransPerth



Photo 19: Bus Stop and shelter just north of Ellesmere Street.

6. SUMMARY AND CONCLUSION

6.1 SUMMARY

Allerding & Associates has commissioned Donald Veal Consultants to prepare this Transport Impact Assessment report to support a Local Development Plan for the redevelopment of the Charles Hotel site in North Perth.

The road network adjacent the site consists primarily of Charles Street, Ellesmere Street, Eton Street and Carrington Street.

The southern section of the subject site is currently occupied by the Charles Hotel, as well as a bottle shop. The northern section includes a number of residential dwellings. Certain areas are currently unoccupied or available for informal parking. The site has several existing access points, with crossovers on Ellesmere Street, Eton Street, Carrington Street and Charles Street.

The proposed development consists of six development parcels, each potentially including a tower block, ranging in height from 4 to 8 storeys. An early appraisal of the potential residential yield indicates that the towers will house approximately 216 residential units of 1-, 2-, 3- or 4-bedroom design, as well as small commercial units, mainly located in the ground floor areas.

Access points will be provided to the basement parking levels from both Eton Street, within the northern section of the site and from a proposed short access road within the southern section. No access will be permitted from Charles Street.

Based on the initial concept layouts, and published trip generation rates, the fully developed site is expected to generate in the region of 217 PM peak hour trips. However, this is only an estimate, and may vary significantly depending upon the land uses incorporated into the final layouts for each development parcel.

A parcel-specific TIA would be required to support each individual Development Application, at that later stage. Sufficient details should then be available to assess the impact of each parcel, at the relevant timeframe.

The indicative overall trips expected for the full development do not appear likely to have a significant impact. Given the potential for various routes to be employed, and the general spreading of the traffic impact over the local roads and intersections, the most significant impact appears likely to be at the new access on Eton Street, between Ellesmere Street and Carrington Street. However, with a current peak hour 2-way flow of only around 118 vehicles on this section of Eton Street, the indicated turning movements should be readily accommodated.

An indicative SIDRA analysis of the southern access, based on the limited information currently available, shows this to be the case. In order to provide some indication of future traffic flows, the peak hour flow on Eton Street was growthed up by 2% per annum over 10 years. Using a simple Give Way arrangement, and no turning lanes, the intersection performed well in this potential PM peak scenario, returning a Level of Service A for all movements, and no significant delays or queuing.

To some extent it is envisaged that turning movements to and from Charles Street will be self-regulating, as right turning drivers will naturally gravitate to the easier locations, such as the signalised intersection with Walcott Street.

Parking within the site will be located in basements beneath some of the towers, and will be accessed via ramps. Based on the current concept plans, the estimated residential yield is around 216 dwelling units, spread across the 6 development parcels. It is therefore expected that the residential element will require a total provision in the order of 200 parking bays for residents and around 30 visitor bays. This may vary as the layout is developed, with different ratios of 1-, 2- and 3-bedroom units, and how the total is spread across specific development parcels.

No assessment of the parking required for the commercial elements has been carried out at this time, as different land uses may generate vastly different levels of parking demand.

It is, however, envisaged that all parking requirements would be catered for within the site, although some visitor parking may be addressed through existing or future on-street parking availability.

The pedestrian facilities in the vicinity of the development do not generally meet current standards, and some improvements may be considered necessary as part of any subsequent DA submissions.

Whilst there have been a number of crashes on the roads around the site over the last 5 year reporting period, there are no clear indications of patterns arising from geometric issues, and no obvious safety issues that need to be addressed. Clearly, any subsequent crashes should be reviewed at the time of DA submission.

6.2 CONCLUSION

Based on the concept layouts for the redevelopment of the Charles Hotel site, and taking note of the limited details currently available, we fully support the LDP in terms of its traffic and road safety impact and recommend its approval.

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the Administration's response to each comment.

Comments Received in Support:	Administration Comment
<u>General</u> <ul style="list-style-type: none">• The redevelopment of the Charles Hotel is much needed and would improve the amenity of the area.• The proposal would provide a focal point for the community through the provision of public open space and various uses and services.• The existing Charles Hotel is an underutilised eyesore and attracts anti-social behaviour to the area and redevelopment would assist in deterring this.• Where possible the existing Charles Hotel building should be retained and incorporated into any redevelopment of the site.	<ul style="list-style-type: none">• The comments in support are noted.• The LDP does not propose for the existing building to be retained. It is noted that this is not the subject of any heritage listing that would prevent its demolition.
<u>Building Height</u> <ul style="list-style-type: none">• The proposed building heights would be reasonable for an inner-city location on an arterial road, and the six and eight storey portions are appropriately separated from existing lower scale development.	<ul style="list-style-type: none">• The comment in support is noted.
<u>Setbacks</u> <ul style="list-style-type: none">• The proposed upper level setbacks would assist to ensure that the building massing is appropriate for the context.• The building setbacks on Development Parcels 1 and 2 should maximise the ability for the retention of mature trees on site.	<ul style="list-style-type: none">• The comment in support is noted.• The proposed setbacks to Development Parcels 1 and 2 would provide for an opportunity for some existing trees to be maintained, although this would be subject to confirmation of the exact location through a site survey that would accompany a future DA. The LDP provides for an objective that encourages the retention of significant vegetation across the subject site. The removal of any mature trees would need to have regard to the relevant element objectives of the R Codes Volume 2 and be supported by an arborist report.
<u>Landscaping</u> <ul style="list-style-type: none">• The proposed landscaped areas would assist to mitigate bulk and scale impacts and to reduce over-development of the site.• The future development should provide as many trees as possible to reduce the urban heat island effect and improve the pedestrian	<ul style="list-style-type: none">• The comment in support is noted.• Any future DA would need to provide for on-site landscaping and tree planting in accordance with the relevant element objectives of the R

Comments Received in Support:	Administration Comment
environment to Charles Street.	Codes Volume 2.
<u>Building Design</u>	
<ul style="list-style-type: none"> The future development should provide for awnings to Charles Street to improve pedestrian amenity. 	<ul style="list-style-type: none"> Any future DA would need to provide for pedestrian awnings to Charles Street in accordance with the City's Built Form Policy.

Comments Received in Objection:	Administration Comment
<u>LDP Purpose and Intent</u>	
<ul style="list-style-type: none"> The LDP is extremely broad and lacks clarity on what is proposed and does not commit to the provision of any community benefits. Further clarity is required to provide certainty to the community on the ultimate development outcome. The proposed LDP is premature as there is no City strategy which identifies the sites as a centre of any scale. The proposal is to be considered in the context of broader activity centres. 	<ul style="list-style-type: none"> The WAPC's Framework for Local Development Plans document sets out that the purpose of a LDP is to coordinate development outcomes of a particular site, and is to generally address matters including vehicle access and building envelopes. The proposed LDP is consistent with this and would guide the future redevelopment of the subject site into a mixed use precinct commercial, residential and hotel precinct as outlined in its objective. There is no requirement for the LDP to include any community benefit standards. The City's Local Planning Strategy identifies the subject site as a strategic development site outside of the North Perth Town Centre that could accommodate greater development potential. The LDP would be consistent with this to provide for a mixed use development that provides an opportunity for a mix of dwelling types and compatible non-residential uses. <p>The subject site is not within an activity centre and would be generally consistent with the provisions of 'out of centre' developments in accordance with SPP 4.2. The preferred land uses are consistent with those that are currently permissible under LPS2 and do not introduce new uses into the precinct. The subject site is highly accessible by public transport including high frequency bus routes. The subject site would be serviced by existing medium to high density residential development within a 400 metre catchment of the subject site identified along Charles Street.</p> <p>Any future DA would need to be considered against the provisions of SPP 4.2 and demonstrate that there would be no impacts on nearby centres once the final mix and floor area of land uses has been identified.</p>
<u>Land Use</u>	

Comments Received in Objection:	Administration Comment
<ul style="list-style-type: none"> • There is enough Shops, Restaurant/Cafes, Medical Centres, Aged or Dependent Person's Dwellings and Liquor Stores located in the area and would be no need for any more. • The proposed land uses are wide ranging and could potentially result in the creation of a new commercial/retail centre that is not required given the proximity to other centres at Dog Swamp, Mount Hawthorn in addition to smaller facilities at the intersection of Scarborough Beach Road and Charles Street and along Fitzgerald Street. • The proposed land uses are too broad and should be refined so the community can better understand the possible impacts of such activities occurring. 	<ul style="list-style-type: none"> • There are no restrictions on the number or proximity of these types of land uses under LPS2. Proliferation of uses is not a valid planning consideration. • The proposed preferred land uses identified in the LDP are all land uses that are currently capable of approval on the subject site under LPS2. Any future DA would need demonstrate that there would be no impacts on nearby centres once the final mix and floor area of land uses has been identified. • The LDP identifies preferred uses, but there are a range of land uses that could be contemplated on the site under LPS2. The preferred uses would still be required to be assessed as part of any future DA to demonstrate that they would be consistent with the respective zone objectives of LPS2, any applicable local planning policies, and relevant due regard matters of Clause 67 of the LPS Regulations. These would include compatibility of uses, impacts on amenity, and the impact of additional traffic, noise and car parking which would be informed by the final mix of land uses and specific operational matters of uses/tenancies.
<p><u>Density</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> • There is enough apartments located in the area and would be no need for any more. • The proposed lack of plot ratio controls would be inconsistent with the R Codes Volume 2. • There is already enough Child Care Premises in the area. 	<ul style="list-style-type: none"> • The State Government's overarching targets seek for the City to accommodate an additional 11,500 dwellings within its district by 2050. The City's Local Planning Strategy identifies for density to be located along urban corridors such as Charles Street as well as within town centres. The provision of apartments would also be consistent with the objectives of both the Residential and Mixed Use zones which seek to provide a mix of housing options. • The LDP proposes to vary the R Codes acceptable outcomes to not have a plot ratio control. This is consistent with the element objectives of the R Codes Volumes 2 because the LDP would provide for a building envelope that is managed by street and boundary setbacks and building heights which responds to the future scale of development along Charles Street. • There are no restrictions on the number or proximity of these types of land uses under LPS2. Proliferation of uses is not a valid planning

Comments Received in Objection:	Administration Comment
<ul style="list-style-type: none"> The proposed increase in the population as a result of the development has not been identified and would increase demands on surrounding schools and public open space. <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> The proposed Shop and Liquor Store – Small on Development Parcels 2 and 4 would not be consistent with the existing uses of the site. These would be better to be consolidated with the Hotel on Development Parcel 3 where it could located with other similar uses. 	<p>consideration.</p> <ul style="list-style-type: none"> The LDP would enable redevelopment that would accommodate new residents into the area that would assist to support existing businesses to respond to market demands in the future. The Department of Education would be responsible for ensuring that there is adequate capacity within existing government schools within the catchment area of the subject site. The LDP proposes the provision of publicly accessible areas that could be used by the community. The adequacy of the provision of POS consistent with the WAPC’s POS Policy would be considered at the future DA and subdivision stages. <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> Liquor Store – Small is a land use that is currently permissible on each of the Development Parcels under LPS2. The preferred uses of the LDP identify this use on Development Parcels 1, 2 and 4, with the final location to be identified as part of a future DA. This would not prevent Liquor Store – Small being proposed on Development Parcel 3.
<p><u>Building Height</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> The proposed building heights would be out of scale with the existing character of the area which is predominantly two storeys. <ul style="list-style-type: none"> The proposed building heights would be inconsistent with the City’s Built Form Policy and the R Codes Volume 2. 	<p><i>General</i></p> <ul style="list-style-type: none"> While existing buildings in the area are generally between one and two storeys, the City’s Built Form Policy identifies a height standard of up to four storeys on portions of the subject site and along Charles Street, and between two and three storeys along Eton, Ellesmere and Carrington Streets. The proposed building heights would not be out of scale with the desired future scale that is identified by the Local Planning Strategy. The tallest portions, being 6 and 8 storeys would be located centrally within the subject site along Ellesmere Street, with building heights transitioning down to be consistent with the current Built Form Policy height standards where there is an interface with residential properties to the north, south and west. <ul style="list-style-type: none"> The proposed building heights would be consistent with the element objectives of the R Codes by locating the tallest portions centrally within the site and then stepping down to be consistent with the existing Built Form Policy heights to achieve a suitable transition to surrounding residential properties. This moderation of building height across the subject site as well as the use of upper level setbacks would assist to

Comments Received in Objection:	Administration Comment
<ul style="list-style-type: none"> The proposed building heights would impact on the visual privacy and access to sunlight for surrounding residents. The extent of overlooking and overshadowing from the proposed development has not been demonstrated by the applicant. The proposed building heights does not adequately respond to the context of Charles Street or transition to the existing residential dwellings. The proposed building heights would restrict views of the City. <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> The proposed height six storey height of Development Parcels 1, 4 and 5 would be out of scale with the existing locality 	<p>mitigate impacts from building bulk and scale.</p> <ul style="list-style-type: none"> Any future DA would need to demonstrate consistency with the relevant element objectives of the R Codes Volume 2 in relation to overshadowing and visual privacy. The moderation of building height across the subject site and use of setbacks would assist to reduce impacts from overshadowing on the immediately adjoining properties at No's. 110 and 112 Eton Street and No. 6 Carrington Street. The tallest portion of building height are located centrally within the site and step down to be consistent with the current Built Form Policy height standards at the boundary to ensure that an appropriate transition is achieved to residential properties. The LDP provides for upper level setbacks to ensure that when viewed from Charles Street the maximum height would generally appear as five storeys When viewed further away the storeys above would be articulated through major openings, balconies and facade treatments to reduce the visual impact consistent with the R Codes Volume 2 and the vision identified by the Local Planning Strategy. The R Codes Volume 2 does not provide for views of significance as a relevant planning consideration related to building height. The LDP provides for building heights to be varied and modulated across the subject site. This would not disproportionately views across the subject site from the surrounding area, and would provide for a greater scale of development that aligns with the aspirations of the City's Local Planning Strategy. <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> The LDP provides for upper level setbacks to Development Parcels 1, and 5 to ensure that when viewed from Charles Street the maximum height would generally appear as 5 storeys. The additional storeys would need be appropriately treated and articulated to reduce the visual impact on the broader consistent with the R Codes Volume 2. Similarly the six storey portion of Development Parcel 4 would be setback up to 34 metres from the boundary to reduce the visibility and impact of the additional height. The proposed building height would provide for a greater scale of development that aligns with the aspirations of the City's Local Planning Strategy.

Comments Received in Objection:	Administration Comment
<ul style="list-style-type: none"> The proposed four storey height of Development Parcel 2 would be inconsistent with the residential streetscape and should be between two and four storeys. The proposed eight storey height of Development Parcel 3 would be out of character with existing development along Charles Street, and would result in overshadowing to the properties to the east of Charles Street and on the corner of Carrington and Eton Street as well as overlooking. 	<ul style="list-style-type: none"> The 4 storey portion is located to Ellesmere Street with the building height stepping down to two storeys adjacent to the adjoining property. This is consistent with the existing Built Form Policy standard and ensures that an appropriate transition is achieved to lower scale development. The LDP provides for upper level setbacks to Development Parcel 3 to ensure that when viewed from Charles Street the maximum height would generally appear as 5 storeys, with floors above to be articulated consistent with the R Codes Volume 2 to reduce the visual impact on the surrounding area. <p>The R Codes Volume 2 assesses overshadowing a midday on 30 June when the shadow would be cast to the south, and any future DA would need to demonstrate that adequate access to sunlight and visual privacy is provided to surrounding properties.</p> <p>The eight storey portion would be located approximately 25 metres from properties on the eastern side of Charles Street, 80 metres from properties on the western side of Charles Street, and 60 metres from properties on the southern side of Carrington Street. This separation would assist to mitigate impacts from overlooking and overshadowing.</p>
<p><u>Setbacks</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> The proposed setbacks would be insufficient to offset impacts on adjoining properties. The proposed setbacks would be inconsistent with the City's Built Form Policy and the R Codes Volume 2. The proposed setbacks to Ellesmere Street is out of keeping with the existing character and would be imposing on the streetscape. 	<p><i>General</i></p> <ul style="list-style-type: none"> The proposed setbacks of the LDP would generally be consistent with or exceed the current standards to the Built Form Policy to mitigate impacts from building bulk and scale. The exception to this is the lower levels of Development Parcels 1 and 2 to the north, and all levels of Development Parcel 6 to the west which propose departures to the Built Form Policy. In these instances landscaping is proposed within the 3 metre setback area to assist with reducing the impact of building bulk. As set out above, the proposed setbacks are generally consistent with or larger than the current Built Form Policy standards. The proposed setbacks assist to provide a suitable transition to surrounding properties and are consistent with the element objectives of the R Codes Volume 2. The proposed nil setbacks to Ellesmere Street would provide the opportunity for ground floor tenancies with active frontages. This would

Comments Received in Objection:	Administration Comment
<p><i>Development Parcels</i></p> <ul style="list-style-type: none"> The proposed street setbacks to Development Parcel 2 are inconsistent with the established residential streetscape of Eton Street 	<p>provide for a clear transition between the public and private realm and would support the provision of surveillance from adjacent tenancies consistent with the element objectives of the R Codes Volume 2.</p> <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> The LDP proposes a 9.2 metre setback to Eton Street for the majority of the frontage, reducing to a nil setback at the corner of Ellesmere Street. This setback would be consistent with the standards of the Built Form Policy and would provide for a suitable transition from the existing residential development to the north that is characterised by street setbacks which vary between 8.5 metres and 11 metres.
<p><u>Vehicle Access</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> No vehicle access is provided from Charles Street which would have a greater impact on the surrounding residential area. There are existing access points available from Charles Street and these should be utilised along with Ellesmere Street to reduce the impacts on the surrounding streets. <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> Eton Street access points to Development Parcels 2 and 3-6 would be too close to the intersection with Ellesmere Street which has had a number of accidents, and would have reduced visibility due to the topography of the road. 	<p><i>General</i></p> <ul style="list-style-type: none"> Vehicle access from Charles Street would be inconsistent with Development Control Policy 5.1 – Regional Roads (Vehicle Access) which seeks to rationalise existing access points and not provide for new access points to provide for efficient traffic movement along regional roads. <p>The proposed access points from Eton Street would be consistent with the MRWA road hierarchy and the City's Accessible City Strategy which identifies for lower order roads such as Eton Street to be used to provide access to abutting properties. Under this hierarchy Ellesmere Street is a higher order used to carry traffic between residential areas and distributor roads like Charles Street.</p> <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> The access points to Development Parcels 2 and 3-6 would be setback approximately 20 metres and 35 metres from the intersection with Ellesmere Street. This would provide adequate separation to ensure that vehicle and pedestrian movement is safe in conjunction with recent reduced speed limits of 40km/h.
<p><u>Car Parking</u></p> <ul style="list-style-type: none"> The development should provide for adequate on-site car parking for the residential and non-residential uses to reduce the demand for on-street parking on surrounding streets. 	<ul style="list-style-type: none"> A future DA would need to demonstrate that adequate on-site car parking is provided to meet the needs of any redevelopment in accordance with the relevant element objectives of the R Codes Volume 2 and the City's Non-Residential Development Parking Policy.
<p><u>Traffic</u></p>	

Comments Received in Objection:	Administration Comment
<ul style="list-style-type: none"> The traffic demands of the future development have not been considered in the LDP. The development would result in increased traffic into the residential area and around Ellesmere Park and impact on the safety of pedestrians. The development would increase existing traffic congestion along Charles Street and result in additional rat running through the surrounding residential streets. The increased traffic from Ellesmere Street and Carrington Street would not be able to safely access Charles Street given the existing levels of congestion. As a result of increased traffic, the northern portion of Eton Street should be modified to be a cul-de-sac to encourage vehicles to utilise Carrington Street to access Charles Street. Child Care Premises have particular impacts during peak pick up and drop off periods, and would exacerbate existing traffic and parking issues. 	<ul style="list-style-type: none"> Following community consultation, the applicant provided a TIA to consider the impact of additional traffic movements in the area. The TIA found that the additional 227 vehicles in the peak hour would be within the existing capacity of the road network and would not impact on the amenity or safety of the area. It is also noted that any future DA would need to be supported by a further traffic assessment that responds to the redevelopment proposal including the exact number of dwellings and types of land uses proposed. The TIA identified that additional vehicle movements along Charles Street would be within its overall capacity and would not be expected to impact on the safety or functionality for vehicles. <p>The additional traffic would be within the capacity of surrounding roads and would and would not be expected to have a significant impact on the residential area. Traffic would dissipate through the road network and would not impact on the performance of intersections within the residential area to the west of the subject site. The City would continue to monitor impacts on surrounding intersections to determine if future local area traffic management measures are required.</p> <ul style="list-style-type: none"> The TIA identifies that 110 of the peak hour trips would access Charles Street across the intersections with Ellesmere Street and Carrington Street. The TIA did not raise any safety issues regarding the increased usage, noting that of the 15 crashes that occurred on Charles Street between 2018 and 2022 there were no fatalities and the primary cause was related to driver behaviour rather than road design. The City would continue to monitor impacts on surrounding intersections to determine if future local area traffic management measures are required. A future DA would need to consider the traffic impacts result from a Child Care Premises should it be proposed, which would be informed by greater detail as to the number of children, staff, and operating hours.
<u>Landscaping</u> <ul style="list-style-type: none"> The proposed LDP does not identify for the retention of any existing tree 	<ul style="list-style-type: none"> The LDP provides for an objective that encourages the retention of

Comments Received in Objection:	Administration Comment
<p>canopy on the site which would be consistent with the City's policies and assist to mitigate bulk and scale impacts of the future building.</p>	<p>significant vegetation across the subject site. The removal of any mature trees would need to have regard to the relevant element objectives of the R Codes Volume 2 and be supported by an arborist report. Any future DA would also need to provide for on-site landscaping and tree planting in accordance with the relevant element objectives of the R Codes Volume 2 that would assist to mitigate building bulk and scale.</p>
<p><u>Noise</u></p> <ul style="list-style-type: none"> The increased number of residents would result in an increase of noise to the area. 	<ul style="list-style-type: none"> Any future DA would need to be accompanied by an acoustic report that includes an assessment of noise generated by the development and any attenuation or management measures required to meet the assigned levels of the <i>Environmental Protection (Noise) Regulations 1997</i>.
<p><u>Other</u></p> <ul style="list-style-type: none"> The proposal would impact on property values. The intended construction timeframe and impacts to surrounding residents would need to be managed. 	<ul style="list-style-type: none"> Property values are not a relevant planning consideration. The applicant has not provided any indicative timeframe for when a DA for the redevelopment of the subject site would be lodged once an LDP is approved. Any future construction activities would be supported by a Construction Management Plan in accordance with the City's Policy No. 7.5.23 – Construction Management Plans that would outline measures to ensure that works are undertaken with minimal impact on surrounding residents.

Comments Received Expressing Concern:	Administration Comment
<p><u>Building Height</u></p> <ul style="list-style-type: none"> The proposed building heights are out of scale with the existing area and should be reduced to better reflect this. The proposed building heights would result in a loss of visual privacy for the surrounding properties. 	<ul style="list-style-type: none"> The proposed building heights would be consistent with the element objectives of the R Codes by locating the tallest portions centrally within the site and then stepping down to be consistent with the existing Built Form Policy heights to achieve a suitable transition to surrounding residential properties. This moderation of building height across the subject site as well as the use of upper level setbacks would assist to mitigate impacts from building bulk and scale. Any future DA would need to demonstrate consistency with the relevant element objectives of the R Codes Volume 2 in relation to overshadowing and visual privacy. The moderation of building height across the subject site and use of setbacks would assist to reduce impacts from

Comments Received Expressing Concern:	Administration Comment
<p><u>Setbacks</u></p> <ul style="list-style-type: none"> Greater side setbacks should be provided to enable greater canopy coverage to be achieved on the site. 	<p>overshadowing and overlooking.</p> <ul style="list-style-type: none"> The proposed setbacks to Development Parcels 1 and 2 would provide for an opportunity for some existing trees to be maintained, although this would be subject to confirmation of the exact location through a site survey that would accompany a future DA. Any future DA would need to provide for on-site landscaping and tree planting in accordance with the relevant element objectives of the R Codes Volume 2.
<p><u>Vehicle Access</u></p> <ul style="list-style-type: none"> Access to the site would be better provided from Charles Street via a slip lane and could be constructed during the future widening works. Access to underground parking should be provided directly from the street to maximise opportunities for green canopy across the site. 	<p><u>Vehicle Access</u></p> <ul style="list-style-type: none"> Access from Charles Street would be inconsistent with DC 5.1 which seeks to rationalise and remove access points from regional roads. The LDP proposed to consolidate access to Development Parcels 3-6 to be from one crossover and an internal road than by a number of separate crossovers. This maximises opportunities for verge planting to improve the public realm.
<p><u>Car Parking</u></p> <ul style="list-style-type: none"> There would be the potential for increased demand for on-street parking on the surrounding residential streets. Adequate parking should be provided to cater to the demands of a future development. 	<ul style="list-style-type: none"> Any future DA would need to demonstrate that adequate on-site car parking is provided to reduce impacts on existing on-street parking.
<p><u>Traffic</u></p> <ul style="list-style-type: none"> Increased traffic in the area would result from the proposed development, including along Eton Street and Ellesmere Street and would impact on the safety of this intersection. 	<ul style="list-style-type: none"> The applicant's TIA has identified that the additional vehicle movements would be within the capacity of the surrounding road network and would not be expected to impact on vehicle or pedestrian safety. The City will also continue monitoring the Ellesmere and Carrington Street intersections with Eton Street to determine if local area traffic management measures are required.
<p><u>Landscaping</u></p> <ul style="list-style-type: none"> The future development should be required to have a condition of approval to provide mature trees which can reach a height at maturity that is equivalent to the height of the buildings to add more green canopy to the area. 	<ul style="list-style-type: none"> Any future DA would need to be supported by a detailed landscaping plan in accordance with the LDP. This would need to provide details on proposed tree species including their height at maturity. A condition would be imposed for landscaping and trees to be implemented in accordance with an approved landscaping plan through a future DA.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Attachment 2

Response to submissions

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the Applicant's response to each comment.

Comments Received from Government Agencies	Applicant Comment
<u>DPLH</u> <ul style="list-style-type: none">• The DPLH confirmed that the clauses related to Landscape Design and On-Street Parking would require the approval of the WAPC. The City's approach to this would be that should the LDP be approved Council, a condition would be included in respect to these clauses being approved by the WAPC.• The DPLH also noted that there are various zonings and density ranges applicable to the site under LPS2, and a review of this may be considered should the LDP be approved. Having spoken with our Policy and Place team there are no immediate plans to review the zoning and density of the site, but this may be something you wish to consider separately.	<ul style="list-style-type: none">• Noted.• Noted.
<u>MRWA</u> <ul style="list-style-type: none">• MRWA has advised that it is unable to provide a recommendation at this point in time, based on the information currently provided. Please provide the following items:• A Transport Impact Assessment (TIA) prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9.• A Transport Noise Assessment prepared in accordance with State Planning Policy 5.4 – Road and Rail Noise, and the associated WAPC Guidelines.• Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once the additional information is received.• As stated above, Main Roads is not in a position to support the subject proposal until the above information has been received or reviewed.	<ul style="list-style-type: none">• Noted.• A TIA has been prepared and is included in the updated document set.• This is provided as a request of the LDP before development takes places which is the appropriate time to assess.• Noted.• Noted.
<u>PTA</u>	

Comments Received from Government Agencies	Applicant Comment
<ul style="list-style-type: none"> • Please note that bus stop 12607 Charles Street after Ellesmere Street is located adjacent the proposed development. This bus stop is confirmed in its long term position and has been upgraded to meet national disability standards. • Should construction activity or any proposed landscaping in the verge impact bus stop infrastructure then the PTA should be contacted to discuss whether there are any specific requirements or conflict. It should be noted that any associated costs related to bus stop infrastructure impacts will need to be borne by the developer. • A bus shelter is also present at this bus stop location. This is currently positioned to the rear of the existing footpath. This bus shelter is owned by oOhmedia and has been provided under contract to the City of Vincent. If this is impacted then discussions with oOhmedia and the City of Vincent should be initiated by the developer. 	<ul style="list-style-type: none"> • Noted. • Noted. • Noted.
Comments Received in Support:	Applicant Comment
<u>General</u> <ul style="list-style-type: none"> • The redevelopment of the Charles Hotel is much needed and would improve the amenity of the area. • The proposal would provide a focal point for the community through the provision of public open space and various uses and services. • The existing Charles Hotel is an underutilised eyesore and attracts anti-social behaviour to the area and redevelopment would assist in deterring this. • Where possible the existing Charles Hotel building should be retained and incorporated into any redevelopment of the site. 	<ul style="list-style-type: none"> • Noted.
<u>Building Height</u> <ul style="list-style-type: none"> • The proposed building heights would be reasonable for an inner-city location on an arterial road, and the six and eight storey portions are appropriately separated from existing lower scale development. 	<ul style="list-style-type: none"> • Noted.
<u>Setbacks</u> <ul style="list-style-type: none"> • The proposed upper level setbacks would assist to ensure that the building massing is appropriate for the context. 	<ul style="list-style-type: none"> • Noted.

Comments Received from Government Agencies	Applicant Comment
<ul style="list-style-type: none"> The building setbacks on Development Parcels 1 and 2 should maximise the ability for the retention of mature trees on site. 	<ul style="list-style-type: none"> Noted.
<u>Landscaping</u> <ul style="list-style-type: none"> The proposed landscaped areas would assist to mitigate bulk and scale impacts and to reduce over-development of the site. The future development should provide as many trees as possible to reduce the urban heat island effect and improve the pedestrian environment to Charles Street. 	<ul style="list-style-type: none"> Noted. Noted.
<u>Building Design</u> <ul style="list-style-type: none"> The future development should provide for awnings to Charles Street to improve pedestrian amenity. 	<ul style="list-style-type: none"> Noted.

Comments Received in Objection:	Applicant Comment
<u>LDP Purpose and Intent</u> <ul style="list-style-type: none"> The LDP is extremely broad and lacks clarity on what is proposed and does not commit to the provision of any community benefits. Further clarity is required to provide certainty to the community on the ultimate development outcome. The proposed LDP is premature as there is no City strategy which identifies the sites as a centre of any scale. The proposal is to be considered in the context of broader activity centres. 	<ul style="list-style-type: none"> The purpose of this LDP is to provide a site-specific development framework to guide future development. In this respect, the LDP proposes specific built form envelopes over multiple development parcels, lot boundary setbacks, and designates access locations and communal open space. This provides a clear outline of the manner in which future development will occur. In respect of community benefit, the LDP will facilitate a much-needed upgrade of the site which will deliver quality built form outcomes, a variety of land uses promoting activity in the locality, and extensive landscaping. The community benefits will be realised through subsequent development applications. The subject site is specially considered by the City's Local Planning Strategy, identified as a 'Strategic Development Site'.
<u>Land Use</u> <ul style="list-style-type: none"> There is enough Shops, Restaurant/Cafes, Medical Centres, Aged or Dependent Person's Dwellings and Liquor Stores located in the area and would be no need for any more. The proposed land uses are wide ranging and could potentially result in 	<ul style="list-style-type: none"> The Local Planning specifically identifies the site as a 'Mixed Use Area', where the objective under the LPS is: <i>To provide for a variety of built form that facilitates a positive interaction between a mix of land uses and residential densities.</i>

Comments Received in Objection:	Applicant Comment
<p>the creation of a new commercial/retail centre that is not required given the proximity to other centres at Dog Swamp, Mount Hawthorn in addition to smaller facilities at the intersection of Scarborough Beach Road and Charles Street and along Fitzgerald Street.</p> <ul style="list-style-type: none"> The proposed land uses are too broad and should be refined so the community can better understand the possible impacts of such activities occurring. 	<p>Therefore, providing a framework that enables a variety of land uses in conjunction with residential is appropriate for the site and consistent with the LPS.</p> <ul style="list-style-type: none"> It is appropriate to allow for a range of land uses in a mixed-use area that would in any case be subject to assessment on their merits through a development application process.
<p><u>Density</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> There is enough apartments located in the area and would be no need for any more. The proposed lack of plot ratio controls would be inconsistent with the R Codes Volume 2. There is already enough Child Care Premises in the area. The proposed increase in the population as a result of the development has not been identified, and would increase demands on surrounding schools and public open space. <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> The proposed Shop and Liquor Store – Small on Development Parcels 	<p><u>Density</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> The site is specifically earmarked for high-density mixed-use development under the LPS. It is well established that higher density development and range of housing options are necessary to handle the anticipated population growth in the City. The R-Codes Volume 2 allow variation of certain elements which includes Plot Ratio. In order to establish bulk and scale control, the LDP uses a building envelope model that provides a far more transparent method of identifying how development and massing will occur on the site. It is proposed that the stepping of building heights away from lower density residential lots and generous lot boundary setbacks will adequately address plot ratio. There is no proposal for a Childcare Centre. A range of prospective suitable uses have been identified for the respective development parcels to demonstrate preferred intent. Any future application for a Childcare Centre would be subject to a standard development application process where the proposal is considered on its merits. The LPS establishes the increased demand for higher density development in strategic locations and the need to provide a diversity of housing type. This site has been designated specifically for that purpose, as a high-density, mixed-use area. Notwithstanding, the minor population increase resulting from the proposed development is not considered to adversely impact surrounding schools or public open space and is characteristic of all developing areas with increased densities. There is no proposal for a Shop and Liquor Store. A range of

Comments Received in Objection:	Applicant Comment
<p>2 and 4 would not be consistent with the existing uses of the site. These would be better to be consolidated with the Hotel on Development Parcel 3 where it could located with other similar uses.</p>	<p>prospective suitable uses have been identified for the respective development parcels to demonstrate preferred intent. Any application for a shop and liquor store within a mixed-use zone would need to be contemplated in the normal way if proposed under a DA.</p>
<p><u>Building Height</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> The proposed building heights would be out of scale with the existing character of the area which is predominantly two storeys. The proposed building heights would be inconsistent with the City's Built Form Policy and the R Codes Volume 2. The proposed building heights would impact on the visual privacy and access to sunlight for surrounding residents. The extent of overlooking 	<p><u>Building Height</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> The built form proposed as part of the LDP considered massing in the context of the site and its surrounds. Where an interface exists to lower density, single residential property, the proposed development scale is 2-3 storeys (north adjacent to Eton Street), 3 storeys (west adjacent to Eton Street) and 4 storeys (south adjacent to Carrington Street). It is then proposed to step the built form to 6-8 storeys toward the juncture of Charles and Ellesmere Street which is essentially internal to the LDP area, and is separated from the nearest residential property to the east by Charles Street, a four-lane Primary Distributor Road as per the City of Vincent Road Allocation. It is noted that the land adjacent along Charles Street is also density coded at R60/100 and earmarked for multiple storey development. The Charles Hotel site, comprising a total land area of 13,150m², is recognised by the Local Planning Strategy as one of only two strategic development sites within Town (outside of the Town Centre). This reflects the significance of the site in the broader context of the Local Government area. Importantly, the development plot proposed at 8 storeys is only at the intersection of Charles Street, a Primary Distributor Road, and will serve as a landmark development on the site. This is juxtaposed by development as low as two and three storeys adjoining lower density development. The site provides a fantastic opportunity to establish well considered high-density development to assist in supporting the City's growing population, whilst also contributing to diversity of housing type. Although development to the north of the subject site is unlikely to impact in terms of overshadowing, a 3m setback and maximum of 2-3

Comments Received in Objection:	Applicant Comment
<p>and overshadowing from the proposed development has not been demonstrated by the applicant.</p> <ul style="list-style-type: none"> The proposed building heights does not adequately respond to the context of Charles Street or transition to the existing residential dwellings. The proposed building heights would restrict views of the City. <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> The proposed height six storey height of Development Parcels 1, 4 and 5 would be out of scale with the existing locality. 	<p>storeys is proposed adjacent to the existing residential properties.</p> <ul style="list-style-type: none"> To the south, adjacent to Carrington Street, development is proposed a maximum height of 4 storeys. Given the setback of the development footprint to the existing residential boundaries to the south is approximately 22m, it is not considered that the proposed building height has an adverse impact on these properties as the shadow will be cast over Carrington Street. Central to the subject site, as the built form is stepped to between 6-8 storeys, the shadow cast by the development to the south will be generally contained within the subject site and not impact any adjacent properties. Visual privacy standards apply under the R-Codes Volume 2 at the development application stage. The built form proposed as part of the LDP considered massing in the context of the site and its surrounds. Where an interface exists to lower density, single residential property, the proposed development scale is 2-3 storeys (north adjacent to Eton Street), 3 storeys (west adjacent to Eton Street) and 4 storeys (south adjacent to Carrington Street). It is then proposed to step the built form to 6-8 storeys toward the juncture of Charles and Ellesmere Street which is essentially internal to the LDP area, and is separated from the nearest residential property to the east by Charles Street, a four-lane Primary Distributor Road as per the City of Vincent Road Allocation. It is noted that the land adjacent along Charles Street is also density coded at R60/100 and earmarked for multiple storey development. Protecting views of the Perth CBD is not a relevant planning consideration. Notwithstanding, the only properties potentially affected in this regard are the lower density existing dwellings to the north of the subject site. If any development above two storeys was constructed on the subject site, views to the CBD from these dwellings would be restricted. The built form proposed as part of the LDP considered massing in the context of the site and its surrounds. Where an interface exists to lower density, single residential property, the proposed development scale is 2-3 storeys (north adjacent to Eton Street), 3 storeys (west adjacent to

Comments Received in Objection:	Applicant Comment
<ul style="list-style-type: none"> The proposed four storey height of Development Parcel 2 would be inconsistent with the residential streetscape and should be between two and four storeys. The proposed eight storey height of Development Parcel 3 would be out of character with existing development along Charles Street, and would result in overshadowing to the properties to the east of Charles Street and on the corner of Carrington and Eton Street as well as overlooking. 	<p>Eton Street) and 4 storeys (south adjacent to Carrington Street). It is then proposed to step the built form to 6-8 storeys toward the juncture of Charles and Ellesmere Street which is essentially internal to the LDP area, and is separated from the nearest residential property to the east by Charles Street, a four-lane Primary Distributor Road as per the City of Vincent Road Allocation. It is noted that the land adjacent along Charles Street is also density coded at R60/100 and earmarked for multiple storey development.</p> <ul style="list-style-type: none"> The development proposed within Parcel 2 is between two and four storeys. It is proposed to step the built form to 6-8 storeys toward the juncture of Charles and Ellesmere Street which is essentially internal to the LDP area, and is separated from the nearest residential property to the east by Charles Street, a four-lane Primary Distributor Road as per the City of Vincent Road Allocation. The total separation is approximately 22m (to the front lot boundary) and 30m (to the dwellings). Given that these properties are to the east of development parcel 3, the impact of overshadowing and overlooking to these properties is considered negligible. It is noted that the land adjacent along Charles Street is also density coded at R60/100 and earmarked for multiple storey development.
<p><u>Setbacks</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> The proposed setbacks would be insufficient to offset impacts on adjoining properties. The proposed setbacks would be inconsistent with the City's Built Form Policy and the R Codes Volume 2. 	<p><u>Setbacks</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> Parcel 2 to the north and parcel 4 to the south on Eaton Street are set back to align with the existing character of the built form. The LDP has been further modified following consultation to reflect this. Additionally, upper-level setbacks on Parcels 5 and 6 on Carrington Street have been modified to reduce bulk on elevations. The LDP plan has been amended to show a minimum 2m setback to the Charles Street boundary of Development Parcels 1, 3 and 5. This is consistent with the minimum street setback requirements of the R-Codes Volume 2.

Comments Received in Objection:	Applicant Comment
<ul style="list-style-type: none"> The proposed setbacks to Ellesmere Street is out of keeping with the existing character and would be imposing on the streetscape. <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> The proposed street setbacks to Development Parcel 2 are inconsistent with the established residential streetscape of Eton Street 	<ul style="list-style-type: none"> Ellesmere street is central to the overall development site and development has been appropriately stepped down towards the residential properties to the west. It is common and appropriate for mixed use development to utilise nil setbacks to benefit from street activation, which is the intent in this instance. Parcel 2 to the north and parcel 4 to the south on Eaton Street are set back to align with the existing character of the built form. The LDP has been further modified following consultation to reflect this.
<p><u>Vehicle Access</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> No vehicle access is provided from Charles Street which would have a greater impact on the surrounding residential area. There are existing access points available from Charles Street and these should be utilised along with Ellesmere Street to reduce the impacts on the surrounding streets. <p><i>Development Parcels</i></p> <ul style="list-style-type: none"> Eton Street access points to Development Parcels 2 and 3-6 would be too close to the intersection with Ellesmere Street which has had a number of accidents, and would have reduced visibility due to the topography of the road. 	<p><u>Vehicle Access</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> Charles Street is a Primary Distributor Road that carries a substantial amount of traffic. Egressing directly onto Charles Street will cause issues from both a safety and functionality perspective and is unlikely to be supported by MRWA. The TIA submitted with this proposal outlines the suitability of the local road network in dealing with additional traffic. The access points on Eaton Street are set back 30m and 45m from the nearest intersection respectively. This is considered an appropriate setback to ensure vehicles can egress safely. No issues relating to visibility were identified in the TIA.
<p><u>Car Parking</u></p> <ul style="list-style-type: none"> The development should provide for adequate on-site car parking for the residential and non-residential uses to reduce the demand for on-street parking on surrounding streets. 	<p><u>Car Parking</u></p> <ul style="list-style-type: none"> Noted. Adequate parking has been provided in a basement configuration. Some on street parking has been identified adjacent to the commercial mixed-use component on Ellesmere Street. This is a standard requirement for a development application.
<p><u>Traffic</u></p> <ul style="list-style-type: none"> The traffic demands of the future development have not been considered in the LDP. The development would result in increased traffic into the residential area and around Ellesmere Park and impact 	<p><u>Traffic</u></p> <ul style="list-style-type: none"> A TIA has been prepared with the LDP which concludes that the traffic likely generated by the proposed development can be accommodated within the locality. Additionally, any development application would be

Comments Received in Objection:	Applicant Comment
<p>on the safety of pedestrians.</p> <ul style="list-style-type: none"> The development would increase existing traffic congestion along Charles Street and result in additional traffic running through the surrounding residential streets. The increased traffic from Ellesmere Street and Carrington Street would not be able to safely access Charles Street given the existing levels of congestion. As a result of increased traffic, the northern portion of Eton Street should be modified to be a cul-de-sac to encourage vehicles to utilise Carrington Street to access Charles Street. Child Care Premises have particular impacts during peak pick up and drop off periods, and would exacerbate existing traffic and parking issues. 	<p>subject to a traffic assessment that would include consideration of pedestrian safety.</p> <ul style="list-style-type: none"> A TIA has been prepared with the LDP which concludes that the traffic likely generated by the proposed development can be accommodated within the locality. A TIA has been prepared with the LDP which concludes that the traffic likely generated by the proposed development can be accommodated within the locality. Modification of the external road network is not typically considered through an LDP. Notwithstanding, the TIA prepared with this document outlines the suitability of the road network to accommodate the additional traffic. It also finds that vehicle movements will be adequately divided between the various local roads. Should a child care centre be proposed in future, it would be subject to a development application process which would consider traffic and car parking.
<p><u>Landscaping</u></p> <ul style="list-style-type: none"> The proposed LDP does not identify for the retention of any existing tree canopy on the site which would be consistent with the City's policies and assist to mitigate bulk and scale impacts of the future building. 	<p><u>Landscaping</u></p> <ul style="list-style-type: none"> The existing Charles Hotel site is significantly underdeveloped, comprising mainly of large open car parks, containing only a few small trees and large areas of bituminised surface. The LDP proposes substantial communal open space which includes mature tree planting and high-quality landscaped areas. Future development in line with the LDP would substantially improve the visual appearance of the existing site with respect to landscaping and enhance the streetscape and increase activity within the area.
<p><u>Noise</u></p> <ul style="list-style-type: none"> The increased number of residents would result in an increase of noise to the area. 	<p><u>Noise</u></p> <ul style="list-style-type: none"> At present, the Charles Hotel is able to conduct live music and events. The introduction of residential mixed-use development is likely to have a lesser impact. In any event, development of the site in accordance with LDP would comply with the relevant maximum noise levels permitted.
<p><u>Other</u></p>	<p><u>Other</u></p>

Comments Received in Objection:	Applicant Comment
<ul style="list-style-type: none"> The proposal would impact on property values. The intended construction timeframe and impacts to surrounding residents would need to be managed. 	<ul style="list-style-type: none"> Property values are not a relevant planning consideration. Notwithstanding, it is considered that the introduction of a mixed use development will make a positive contribution to the area. Preparation of an LDP does not consider the potential future construction timeframes. This would be subject to an application for development approval being submitted.
Comments Received Expressing Concern:	Applicant Comment
<u>Building Height</u> <ul style="list-style-type: none"> The proposed building heights are out of scale with the existing area and should be reduced to better reflect this. The proposed building heights would result in a loss of visual privacy for the surrounding properties. 	<u>Building Height</u> <ul style="list-style-type: none"> The built form proposed as part of the LDP considered massing in the context of the site and its surrounds. Where an interface exists to lower density, single residential property, the proposed development scale is 2-3 storeys (north adjacent to Eton Street), 3 storeys (west adjacent to Eton Street) and 4 storeys (south adjacent to Carrington Street). It is then proposed to step the built form to 6-8 storeys toward the juncture of Charles and Ellesmere Street which is essentially internal to the LDP area, and is separated from the nearest residential property to the east by Charles Street, a four-lane Primary Distributor Road as per the City of Vincent Road Allocation. It is noted that the land adjacent along Charles Street is also density coded at R60/100 and earmarked for multiple storey development. Any future development of the site in accordance with the LDP would be subject to assessment against the visual privacy element objectives of the R-Codes Volume 2.
<u>Setbacks</u> <ul style="list-style-type: none"> Greater side setbacks should be provided to enable greater canopy coverage to be achieved on the site. 	<u>Setbacks</u> <ul style="list-style-type: none"> Parcel 2 to the north and parcel 4 to the south on Eaton Street are set back to align with the existing character of the built form. The LDP has been further modified following consultation to reflect this. Additionally, upper-level setbacks on Parcels 5 and 6 on Carrington Street have been modified to reduce bulk on elevations. The LDP plan has also been amended to show a minimum 2m setback to the Charles Street boundary of Development Parcels 1, 3 and 5. This is consistent with the minimum street setback requirements of the R-Codes Volume 2.

Comments Received Expressing Concern:	Applicant Comment
	<p>Development will in any event be required to undertake a Landscape Management Plan and allocate deep root soil to provide landscaping opportunities identified within the present configuration of open bituminised car parking. Landscaping will provide a much improved outcome.</p>
<p><u>Vehicle Access</u></p> <ul style="list-style-type: none"> Access to the site would be better provided from Charles Street via a slip lane and could be constructed during the future widening works. Access to underground parking should be provided directly from the street to maximise opportunities for green canopy across the site. 	<p><u>Vehicle Access</u></p> <ul style="list-style-type: none"> Charles Street is a Primary Distributor Road that carries a substantial amount of traffic. Egressing directly onto Charles Street will cause issues from both a safety and functionality perspective, and is unlikely to be supported by MRWA. The TIA submitted with this proposal outlines the suitability of the local road network in dealing with additional traffic. Substantial landscaping is provided over the LDP, including verge planting and a designated landscaped plaza.
<p><u>Car Parking</u></p> <ul style="list-style-type: none"> There would be the potential for increased demand for on-street parking on the surrounding residential streets. Adequate parking should be provided to cater to the demands of a future development. 	<p><u>Car Parking</u></p> <ul style="list-style-type: none"> Adequate parking has been provided in a basement configuration. Some on street parking has been identified adjacent to the commercial mixed-use component on Ellesmere Street. This is a standard requirement for a development application.
<p><u>Traffic</u></p> <ul style="list-style-type: none"> Increased traffic in the area would result from the proposed development, including along Eton Street and Ellesmere Street and would impact on the safety of this intersection. 	<p><u>Traffic</u></p> <ul style="list-style-type: none"> A TIA has been prepared with the LDP which concludes that the traffic likely generated by the proposed development can be accommodated within the locality.
<p><u>Landscaping</u></p> <ul style="list-style-type: none"> The future development should be required to have a condition of approval to provide mature trees which can reach a height at maturity that is equivalent to the height of the buildings to add more green canopy to the area. 	<p><u>Landscaping</u></p> <ul style="list-style-type: none"> The LDP proposes substantial communal open space which includes mature tree planting and high-quality landscaped areas. Future development in line with the LDP would substantially improve the existing site with respect to landscaping and enhance the streetscape.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

DRP Chair Comments (26 June 2024)

Design quality evaluation

		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Can be addressed through the future Development Approval application / stage.

Design Principles

Principle 1 - Context and character		<u>Principle</u> <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
		<ul style="list-style-type: none"> The existing context and character of the locality will evolve over time. Although the proposal is not consistent with the existing context which is predominantly low-scale single residential, it would likely suit the future context as higher density development occurs along Charles Street. The proposed ground floor activation to Carrington Street is currently unclear and requires further detail. It is considered that commercial uses would be less successful than residential uses in providing streetscape activation based on the current residential context. It is recommended a new legend item be added to the LDP illustrating active residential use with direct pedestrian access from each unit to the streetscape. This interface doesn't currently have an active edge nominated on the LDP which is not supported. The LDP Preferred Land Uses table notes consulting rooms and offices on the ground floor of Parcels 1,2,4,5 & 6. This is not supported by the DRP as this commonly results in inactive facades with the blinds pulled down or frosted / mirror film on windows due to the privacy requirements in consulting rooms and offices. The applicant is encouraged to consider amending the Preferred Land Uses table in relation to ground floor levels to achieve more active streetscape interfaces. Not addressed.
Principle 2 - Landscape quality		<u>Principle</u> <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>

	<ul style="list-style-type: none"> • Re-introducing the landscaping provisions in the LDP text is supported. • The central landscaped plaza is positive but should be further design tested to ensure cohesive pedestrian environment and a high quality space can be achieved offering a high level of amenity for residents as well as the surrounding community. The provision of this landscaping area should also be reinforced within the LDP to ensure a significant portion of the central plazas are not devoted to hard / paving surfaces. Not addressed. • Nominating the extent of basement areas on the LDP is essential to ensure that adequate genuine deep soil areas can be provided on the sites. For instance the central landscape plaza should include significant genuine deep soil zone areas however this cannot be achieved if a basement carpark extends from Parcel 3 through to Parcel 4 and likewise from Parcel 5 through to Parcel 6. Not addressed. <p><i>Comments that can be addressed through future DA</i></p> <ul style="list-style-type: none"> • A broad illustrative Landscape Plan should be included to support the LDP which would assist in delivering an integrated and cohesive outcome across the site and in conjunction with the public realm including locations for tree planting. • The LDP should include further cross-sections to each street showing footpaths and how verge landscaping can be integrated and would be of benefit. The width of Ellesmere Street may offer an opportunity for main-street style (centralised) tree planting to improve the public realm experience. • The applicants are encouraged to consider undertaking a mature tree retention survey / plan to identify which current trees can be retained or relocated on the site. The proposal shows a green wall in the rear courtyard however doesn't provide any detail in relation to planter depth / volume, plant species or reticulation to ensure its viability.
Principle 3 - Built form and scale	<p><u>Principle</u></p> <p><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p> <ul style="list-style-type: none"> • The upper-level setbacks are not clear, generally are quite small and should be clearly identified on the plan. • The upper level Charles Street setbacks have been increased which is supported.
Principle 4 - Functionality and build quality	<p><u>Principle</u></p> <p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p> <p>N/A</p>
Principle 5 - Sustainability	<p><u>Principle</u></p> <p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p> <p><i>Comments that can be addressed through future DA</i></p> <ul style="list-style-type: none"> • Consider including additional sustainability measures that could be delivered through future DAs within the objectives text. This could include initiatives such as water sensitive urban design, the provision of electric vehicle charging infrastructure or future developments achieving a 6-star Green Star rating.
Principle 6 - Amenity	<p><u>Principle</u></p> <p><i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i></p>





	<p><i>Comments that can be addressed through future DA</i></p> <ul style="list-style-type: none"> • All basement carpark are accessed from the rear of the site for Parcels 3, 4, 5 and 6 and via a Vehicle Access Point on Eton Street. The Parcel 2 basement driveway is also accessed from Eton St. The impact of traffic movements on the surrounding streets should be considered through the accompanying Traffic Impact Assessment. If the TIA identifies issues in relation to the proposed access points on Eton Street (for Parcels 3, 4, 5 and 6) an alternative may be to relocate this to Ellesmere Street which can be addressed as part of future DA's. • The DRP advises that any future DA's are to address the overshadowing and internal amenity requirements of the R Codes Volume 2. As such cross-sections showing the overshadowing impacts on the existing dwellings fronting Carrington Street should be included illustrating that the R Codes Volume 2 requirements can be addressed.
Principle 7 - Legibility	<p><u>Principle</u></p> <p><i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p> <ul style="list-style-type: none"> • Consideration should be given to pedestrian movement through the ground floor design on either side of the central landscaped plaza as this would maximize the level of activity and interactivity with the built form on either side of this space but also impacts on the amount of soft landscaping that will be included in these spaces as noted in the Landscape Principle. Not addressed. <p><i>Comments that can be addressed through future DA</i></p> <ul style="list-style-type: none"> • As outlined in Principle 1 – Context and Character any future DAs would need to ensure that the active streetscape requirements of the City's Built Form Policy are achieved. The design testing currently shows a number of blank inactive walls on at streetscape level and some ground level streetscape uses or active frontages are not defined.
Principle 8 - Safety	<p><u>Principle</u></p> <p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p> <ul style="list-style-type: none"> • As outlined in Principle 3 – Built Form and Scale increased setbacks should be provided to the ground floors of Development Parcels 1, 3 and 5 adjoining the road widening areas. Residential uses with direct pedestrian entries to the streetscape would be a good option here however an increased setback is required to ensure a safe transition to Charles Street. Not addressed. • The width of the access road between Development Parcels 3, 4, 5 and 6 appears inadequate to accommodate a footpath providing safe pedestrian movement through this area. Not addressed. <p><i>Comments that can be addressed through future DA</i></p> <ul style="list-style-type: none"> • A roundabout is indicated within the access road between Development Parcels 3, 4, 5 and 6 however this may not be the preferred treatment to maximise pedestrian / cyclist safety and movement. Consider alternative traffic calming measures which prioritise pedestrian safety and movement as part of future DAs.
Principle 9 - Community	<p><u>Principle</u></p> <p><i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p>

	<p><i>Comments that can be addressed through future DA</i></p> <ul style="list-style-type: none"> • Consideration should also be given to the community benefits that can be generated through provisions as outlined in Principle 5 – Sustainability. The DRP encourages meaningful engagement with the local community prior to future DAs being lodged.
Principle 10 - Aesthetics	<p><u>Principle</u></p> <p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p> <p><i>Comments that can be addressed through future DA</i></p> <ul style="list-style-type: none"> • The DRP advises that any future DA's are to demonstrate the use of colours, finishes and materials consistent with the surrounding context through the submission of an Urban Design Study and surrounding Built Form Character Analysis. • Consider providing a broad material palette in the LDP which would provide some guidance for future DA's and potentially generate a consistent architectural language and character throughout the various Development Parcels on the site. Terracotta, brick, shopfront awnings and tiles as well as referencing traditional shopfronts in a contemporary way would all be encouraged.

DESIGN REVIEW PANEL
Wednesday 29 November 2023 at 3:45pm
Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Meeting Attendees	
Design Review Panel Members	<ul style="list-style-type: none"> • Simon Venturi - Chairperson • Munira Mackay • Marc Beattie • Damien Pericles
City of Vincent Officers	<ul style="list-style-type: none"> • Mitchell Hoad – Specialist Planner
Applicants	<u>Item 3.1</u> <ul style="list-style-type: none"> • Steve Allarding (Allarding and Associates) • John Williamson (Allarding and Associates) • Chris Angelkov (Landowner) • Jonathan Spears (MJA Studios)

Meeting Minutes	
1	Welcome and Declaration of Meeting Opening Simon Venturi declared the meeting open at 3:45pm
2	Apologies N/A
3	Meeting Business
3.1	<u>Item 3.1</u> Address: No's. 501-513 Charles Street, 118-122 Eton Street and 4 Carrington Street, North Perth Proposal: Local Development Plan Applicant: Allarding and Associates Reason for Referral: Lodged Application – Previously Referred To consider amendments to the proposal made in response to the comments of the Design Review Panel (DRP) on 9 December 2020 and 3 November 2021

DRP Comments 29 November 2023	
Design quality evaluation	
	 <i>Supported</i>
	 <i>Pending further attention – refer to detailed comments provided</i>
	 <i>Not supported</i>
	 <i>Insufficient information for comments to be able to be provided. Can be addressed through the future Development Approval application / stage.</i>
Strengths of the Proposal	

- The general approach to locating height centrally within the site as well as along Charles Street and stepping down to the adjoining lower density residential context is supported.
- The proposed Eton Street setback to Parcels 2 and 4 provides a good opportunity for street facing deep soil areas.
- The reference to the use of recycled materials in the objectives of the LDP is supported.
- All parking for Development Parcels is located in basements as noted on the LDP text which is supported.

Design Principles

Principle 1 - Context and character

Principle

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

- The existing context and character of the locality will evolve over time. Although the proposal is not consistent with the existing context which is predominantly low-scale single residential, it would likely suit the future context as higher density development occurs along Charles Street.
- The proposed ground floor activation to Carrington Street is currently unclear and requires further detail. It is considered that commercial uses would be less successful than residential uses in providing streetscape activation based on the current residential context. It is recommended a new legend item be added to the LDP illustrating active residential use with direct pedestrian access from each unit to the streetscape.
- The proposed setbacks to Parcel 2 and 4 align well with the primary street setback and adjoining single residential character of the adjoining properties on Eton Street. The applicant is encouraged to nominate the setback distance in this location.
- The setbacks of the upper floors on Parcels 1, 3, 4 and 5 should be reviewed to reduce the visibility of the 6 and 8 storey upper level masses when viewed from Charles Street and the east west running roads through the development. This will also improve the overall perception of the bulk and scale of the development. This is further addressed in Principle 3 – Built Form and Scale.
- The LDP Preferred Land Uses table notes consulting rooms and offices on the ground floor of Parcels 1,2,4,5 & 6. This is not supported by the DRP as this commonly results in inactive facades with the blinds pulled down or frosted / mirror film on windows due to the privacy requirements in consulting rooms and offices. The applicant is encouraged to consider amending the Preferred Land Uses table in relation to ground floor levels to achieve more active streetscape interfaces.

Principle 2 - Landscape quality

Principle

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

	<ul style="list-style-type: none"> • The landscape provisions included in the previous version of the LDP have been deleted and should be re-introduced providing a level of confidence in relation to the soft landscaping that will be delivered on the site which is one form of community benefit that can potentially justify any increased density and height proposed on the site. • The LDP site boundaries are not clear – recommend including on drawing. • A high proportion of the green landscaped areas shown on the LDP are located outside the property boundaries on verge areas. It is recommended this be shown as a different coloured green. • The current LDP appears to provide limited landscaping areas and deep soil zones within the sites apart from in the central landscaped plaza. Provide a metric on the quantity and location of DSA in the LDP and if required, consider increasing the amount of deep soil zones and landscaped areas within the property boundaries to align with state and local policy requirements. • A broad illustrative Landscape Plan should be included to support the LDP which would assist in delivering an integrated and cohesive outcome across the site and in conjunction with the public realm including locations for tree planting. • The central landscaped plaza is positive but should be further design tested to ensure cohesive pedestrian environment and a high quality space can be achieved offering a high level of amenity for residents as well as the surrounding community. The provision of this landscaping area should also be reinforced within the LDP text. • The LDP should include further cross-sections to each street showing footpaths and how verge landscaping can be integrated and would be of benefit. The width of Ellesmere Street may offer an opportunity for main-street style (centralised) tree planting to improve the public realm experience. • Nominating the extent of basement areas on the LDP is essential to ensure that adequate genuine deep soil areas can be provided on the sites. For instance the central landscape plaza should include significant genuine deep soil zone areas however this cannot be achieved if a basement carpark extends from Parcel 3 through to Parcel 4 and likewise from Parcel 5 through to Parcel 6. • Consider undertaking a mature tree retention survey / plan to identify which current trees can be retained or relocated on the site.
Principle 3 - Built form and scale	<p><u>Principle</u></p> <p><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>

	<ul style="list-style-type: none"> • The upper-level setbacks are not clear, generally are quite small and should be clearly identified on the plan. • To reduce the perception of building bulk and scale, visibility of the height and quality of Ellesmere Street, larger and more consistent setbacks for the upper levels facing Charles Street on Parcels 1, 3 and 5 and facing both sides of Ellesmere Street for Development Parcels 1, 3 and 4 should be considered. The current design testing does not illustrate that an appropriate outcome for the treatment of the upper floors will be achieved. Update the design testing to reflect the potential outcome and consider increasing the upper level setbacks. For instance a 4-5m upper level setback to Parcels 1, 3 and 5 would more appropriately conceal / minimise the visibility of the upper levels from Charles Street. • The LDP should include more sections through the site extending into the adjoining residential context in order to illustrate the transitions at the edges of the site, the quality of the internal east west running streets through the site and the visibility of the upper levels on the streetscapes. • The ground floor setbacks to Parcels 1 and 5 adjoining the Charles Street road widening appear minimal and would result in a poor outcome if this land was reclaimed in the future. Some of these areas may have ground floor residential dwellings with direct pedestrian access to the streetscape which would be very tight. An increased setback should be provided to improve the interface to the Charles Street transit corridor as well as safety and amenity of future occupants on these interfaces.
Principle 4 - Functionality and build quality	<p><u>Principle</u> <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p> <ul style="list-style-type: none"> • On-street parking is shown to Carrington and Ellesmere Streets. Consider including indicative streetscape interface sections showing what can be delivered including the footpaths in order to maximise the contribution and quality of the landscaped verges as outlined in Principle 2 – Landscape Quality. • The design testing indicated a connected roof deck between Parcels 1 and 2 which may present an issue at Building Permit stage from a compliance perspective if these are Parcels are developed by separate owners.
Principle 5 - Sustainability	<p><u>Principle</u> <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p> <ul style="list-style-type: none"> • Consider including additional sustainability measures that could be delivered through future DAs within the objectives text. This could include initiatives such as water sensitive urban design, the provision of electric vehicle charging infrastructure or future developments achieving a 6-star Green Star rating.
Principle 6 - Amenity	<p><u>Principle</u> <i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i></p>

	<ul style="list-style-type: none"> • All basement carpark are accessed from the rear of the site for Parcels 3, 4, 5 and 6 and via a Vehicle Access Point on Eton Street. The Parcel 2 basement driveway is also accessed from Eton St. The impact of traffic movements on the surrounding streets should be considered through the accompanying Traffic Impact Assessment. If the TIA identifies issues in relation to the proposed access points on Eton Street (for Parcels 3, 4, 5 and 6) an alternative may be to relocate this to Ellesmere Street. • The DRP advises that any future DA's are to address the overshadowing and internal amenity requirements of the R Codes Volume 2. As such cross-sections showing the overshadowing impacts on the existing dwellings fronting Carrington Street should be included illustrating that the R Codes Volume 2 requirements can be addressed.
Principle 7 - Legibility	<p><u>Principle</u> <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p> <ul style="list-style-type: none"> • As outlined in Principle 1 – Context and Character any future DAs would need to ensure that the active streetscape requirements of the City's Built Form Policy are achieved. The design testing currently shows a number of blank inactive walls on at streetscape level and some ground level streetscape uses are not defined. • Consideration should be given to pedestrian movement through the ground floor design on either side of the central landscaped plaza as this would maximize the level of activity and interactivity with the built form on either side of this space.
Principle 8 - Safety	<p><u>Principle</u> <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p> <ul style="list-style-type: none"> • As outlined in Principle 3 – Built Form and Scale increased setbacks should be provided to the ground floors of Development Parcels 1, 3 and 5 adjoining the road widening areas. Residential uses with direct pedestrian entries to the streetscape would be a good option here however an increased setback is required to ensure a safe transition to Charles Street. • A roundabout is indicated within the access road between Development Parcels 3, 4, 5 and 6 however this may not be the preferred treatment to maximise pedestrian / cyclist safety and movement. Consider alternative traffic calming measures which prioritise pedestrian safety and movement as part of future DAs. • The width of the access road between Development Parcels 3, 4, 5 and 6 appears inadequate to accommodate a footpath providing safe pedestrian movement through this area.
Principle 9 - Community	<p><u>Principle</u> <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p>

	<ul style="list-style-type: none"> • The provision of the central landscaped plaza is a positive element of the LDP that is supported by the DRP and would generate a community benefit for the local community. As outlined in Principle 2 – Landscape Quality, the previous provisions that were included in the LDP to ensure its delivery should be reintroduced, opportunities for the identification of existing mature trees that could be retained in this space should be explored and basement areas should be defined in the LDP to ensure this space will have significant areas of genuine deep soil zone. • Consideration should also be given to the community benefits that can be generated through provisions as outlined in Principle 5 – Sustainability. • The DRP encourages meaningful engagement with the local community prior to future DAs being lodged.
Principle 10 - Aesthetics	<div> <div> <u>Principle</u> <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i> </div> <div> <ul style="list-style-type: none"> • The DRP advises that any future DA's are to demonstrate the use of colours, finishes and materials consistent with the surrounding context through the submission of an Urban Design Study and surrounding Built Form Character Analysis. • Consider providing a broad material palette in the LDP which would provide some guidance for future DA's and potentially generate a consistent architectural language and character throughout the various Development Parcels on the site. Terracotta, brick, shopfront awnings and tiles as well as referencing traditional shopfronts in a contemporary way would all be encouraged. </div> </div>
Other comments provided by the DRP	
<p>The DRP's advice is not planning advice and the DRP's support for the above principles will not fetter the final recommendation in respect to the proposed Local Development Plan. This is particularly relevant to the building height proposed which does not achieve the acceptable outcomes of the City's Built Form Policy and is required to be assessed against the relevant objectives of the planning framework. This should be discussed separately with the City following the receipt of the DRP Minutes. The DRP's role is to provide architectural advice to the City of Vincent to inform the City's assessment and determination of planning applications.</p> <p>The previous DRP comments from December 2020 and November 2021 were largely provided in relation to the supporting design testing information that was submitted at that time. The comments provided from this meeting have been focused on the acceptability of the proposed LDP and its objectives and provisions.</p> <p>The tallest building would be centrally located within the subject site and the building height achieves a gradation to the surrounding residential properties and residential streetscapes. To support this the LDP should:</p> <ul style="list-style-type: none"> • Address the visibility of the additional upper floors to reduce the perceived bulk and scale of the proposed buildings, ensuring that it would be consistent with the desired future scale • Illustrate the interfaces to the site's edges and the public realm as well as deep soil areas and community benefits to support the provision of additional height centrally within the site • Include sections through the site and surrounding context, as these would be helpful to guide future development 	
Other general comments provided by the City	

The City has reviewed the amended LDP and the supporting justification provided following community consultation. Generally the LDP has responded positively to the City's feedback.

The key matters to be addressed in relation to the LDP relates to:

- Building height and setbacks, and achieving an appropriate transition to the streetscape and adjoining/surrounding residential properties which minimises the impacts of building bulk and scale consistent with the intent of the Local Planning Strategy.
- The reintroduction of provisions related to the delivery of the landscaped plaza areas which would provide for an important piece of infrastructure in the redevelopment of the site/





The City recommends further discussions in order to address these matters, the DRP's feedback and the outcomes of community consultation within a revised LDP.

Conclusion

The general approach in relation to locating height centrally within the site as well as along Charles Street and stepping down to the adjoining lower density residential context is supported. Colours have only been included in the Principles applicable to an LDP.





The applicant is encouraged to further develop and amend the LDP in the areas noted above in order to achieve DRP support. In particular further developing the Landscape Principle as a 'community benefit' including defining basement areas / true deep soil zones, defining as well as increasing the upper level setbacks to the higher built form masses, illustrating the transition down to the surrounding lower density single residential context through sections, increasing the setbacks adjoining the road widening areas, reconsidering land uses at the ground level streetscape interfaces, further illustrating the quality of the east west running roads and the central landscape plaza space are encouraged. To be returned to the DRP.

PREVIOUS DRP MINUTES

DRP Comments 9 December 2020		
Design quality evaluation		
		<i>Supported</i>
		<i>Pending further attention – refer to detailed comments provided</i>
		<i>Not supported</i>
		<i>Insufficient information for comments to be able to be provided.</i>
Strengths of the Proposal		
<ul style="list-style-type: none"> • The potential future massing on the site has been largely considered in relation to the existing adjoining context • The built form design testing as presented strengthens the proposed LDP's planning controls / framework by illustrating a potential outcome that will be achieved however this needs to be revised as per the amended LDP 		
Design Principles		
Principle 1 - Context and character		<u>Principle</u> <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
		<ul style="list-style-type: none"> • The site represents a good opportunity for an activity node given its location • Further analysis of the character of the locality and built form testing should be integrated into the LDP to illustrate the intended built form outcome for the area. Consider three-dimensional representations of the proposed massing and building envelopes including massing studies, sections and streetscape elevations along Charles Street
Principle 2 - Landscape quality		<u>Principle</u> <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
		<ul style="list-style-type: none"> • The landscapes plaza / POS is a great asset. Consider extending this further down to Carrington Street to provide a consolidated public domain pedestrian link through the site. Reconsider whether vehicle access can be provided from the east-west road from Eton Street and including an additional landscaped communal plaza extending north-south from Carrington Street

Principle 3 - Built form and scale		<u>Principle</u> <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
		<ul style="list-style-type: none"> Consider revisiting the built form testing in light of the revised LDP to further understand its impact on the potential built form outcome The landscaped plaza presents a good opportunity for the activation of ground floor tenancies adjoining this Rational for the four storey height on Development Parcel 4 is unclear given it is next to existing two storey sites. Lower heights are used elsewhere where similar interfaces occur In general the tapering height strategy is supported with the eight storey sites located centrally and heights tapering towards the surrounding lower height contexts Cross sections would assist to describe the public domain interfaces where greater setbacks are required While height is supported in principle the built form needs to be further explored to consider whether setbacks are appropriate and how the building massing would be broken up. A streetscape elevation along Charles Street acknowledging the future intended character should be integrated into the LDP
Principle 4 - Functionality and build quality		<u>Principle</u> <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
		<ul style="list-style-type: none"> Parallel and perpendicular parking along Ellesmere Street isn't conducive to a good active pedestrian interface with the adjacent built form Consider providing cross sections of the site to understand how the pedestrian environment relates to the built form including building edges and footpaths At first viewing there was a thought the limited range of site uses included in the LDP may not provide the diversity to support an active community on the site. The notion of an 'intergenerational village' as presented in the design testing however (which does not presently form part of the LDP) significantly strengthens the intended future sense of community on the site. Consider including 'work from home' housing typologies and flexible / dividable multi-generational housing typologies to further strengthen this concept
Principle 5 - Sustainability		<u>Principle</u> <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
		<ul style="list-style-type: none"> Nil
Principle 6 - Amenity		<u>Principle</u> <i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
		<ul style="list-style-type: none"> Nil
Principle 7 - Legibility		<u>Principle</u> <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
		<ul style="list-style-type: none"> Nil
Principle 8 - Safety		<u>Principle</u> <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		<ul style="list-style-type: none"> Nil
Principle 9 - Community		<u>Principle</u> <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
		<ul style="list-style-type: none"> Consider the pedestrian routes along and across Charles Street as a development of this scale will generate a lot of activity, attraction and trip generation Consider how vehicle movement will impact on local residential areas along Eton Street. The proposed development presents a significant change of traffic intensity
Principle 10 - Aesthetics		<u>Principle</u> <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
		<ul style="list-style-type: none"> Nil
Other comments provided by the DRP		

<ul style="list-style-type: none"> Given the nature of project the DRP has not assigned a colour to each Design Principle. The DRP's comments against each applicable Design Principle have been included however
Other general comments provided by the City
<ul style="list-style-type: none"> Once lodged the LDP should be accompanied by justification against the relevant objectives to assist with determining the acceptability. Consideration of how the LDP works in the greater context of the area, and provide a visual sense of the intended outcome that will be achieved. In considering greater density consider what community benefits could be provided and the provisions included to secure these through the LDP as established by the R Codes Volume 2
Conclusion
<ul style="list-style-type: none"> To be returned to DRP with further supporting information. The DRP considers the design testing presented, which does not currently form part of the LDP, to be essentially in understanding the potential built form outcome generated by the LDP. The applicant is strongly encouraged to update the design testing presented, which was created prior to revisions in the LDP. Including 3d massing representations, sections through the site, streetscape elevations along Charles Street and investigations relating to the public realm areas and streetscape interfaces which will support the proposed density would be highly beneficial. Further information relating to setbacks at various heights on each site is also required.

DRP Comments 3 November 2021		
Design quality evaluation		
		<i>Supported</i>
		<i>Pending further attention – refer to detailed comments provided</i>
		<i>Not supported</i>
		<i>Insufficient information for comments to be able to be provided.</i>
Strengths of the Proposal		
<ul style="list-style-type: none"> The Panel previously encouraged the applicant to undertake built form design testing which has been provided The communal ground level green spine has been extended through the site to Carrington Street which is supported 		
Design Principles		
Principle 1 - Context and character		<u>Principle</u> <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
		<ul style="list-style-type: none"> Re-used demolished materials could be incorporated into the built form and/or landscaping to reflect the history of the site Refer to additional items in the Aesthetics Principle
Principle 2 - Landscape quality		<u>Principle</u> <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
		<ul style="list-style-type: none"> Native species, water-wise planting and additional landscaping targets should be integrated into the LDP Locations for significant landscaping and mature tree canopy should be identified in the LDP to define the open space and reduce the urban heat island effect
Principle 3 - Built form and scale		<u>Principle</u> <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>

	<ul style="list-style-type: none"> The massing needs to be sufficiently articulated, sensitively designed and defined in the LDP to ensure the scale / bulk of the development integrates with the surrounding context and will generate a high level of amenity for all built form blocks on the site The applicant is strongly encouraged to define setbacks to the upper level built form, especially along Charles Street to integrate with the intended future character of the transit corridor and to the higher built form blocks where they interface with the central communal spine Review the heights abutting the south-west lots on Development Parcel 5 to ensure an appropriate interface is achieved. Three levels will be more responsive to the adjacent residential context The LDP includes road widening areas facing Charles Street. If the road widening was to occur the built form would be very close to the adjusted boundary. The ground level setbacks in these areas need to be adjusted to maintain a setback from the future road widening
Principle 4 - Functionality and build quality	<p><u>Principle</u> <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p> <ul style="list-style-type: none"> Ensure that there is adequate separation between the built form and on-street parking along Ellesmere Street to maintain comfortable pedestrian movement and an interactive activated edge along this street
Principle 5 - Sustainability	<p><u>Principle</u> <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p> <ul style="list-style-type: none"> Establish a 'sustainability narrative' for the project Consider establishing sustainability targets relative to the size of the project, and how these aspirations will be achieved and integrated into the LDP Recommend engaging an ESD consultant to assist with assessing the feasibility and requirements for the ESD targets. These targets should be set high given the size of the project (5-star Green Star, or even Carbon Neutral). Consider reuse of demolition materials from the site, perhaps in the landscaping Reduced glazing and plenty of shading as shown in design testing is supported
Principle 6 - Amenity	<p><u>Principle</u> <i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i></p> <ul style="list-style-type: none"> Refer to comments in the Built Form & Scale Principle in relation to setbacks in order to generate a high level of amenity for all built form blocks or futureproof the resulting amenity for the future apartments
Principle 7 - Legibility	<p><u>Principle</u> <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p> <ul style="list-style-type: none"> No comment
Principle 8 - Safety	<p><u>Principle</u> <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p> <ul style="list-style-type: none"> No comment
Principle 9 - Community	<p><u>Principle</u> <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p> <ul style="list-style-type: none"> Provision for accessibility requirements and affordable housing should be considered as part of the LDP Refer to comments in Aesthetics in relation to blank streetscape walls
Principle 10 - Aesthetics	<p><u>Principle</u> <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>

	<ul style="list-style-type: none"> • The following comments are provided in relation to the design testing. It is acknowledged the design testing may only be included as an attachment to the LDP however the LDP can establish the primary planning controls and design principles which will control and establish the intent of the future built form • The design testing shows some high solid walls at the ground level streetscape interface which would not be supported. All built form adjoining the streetscape should establish a high level of interactivity • The continuous horizontal black coloured roof form at the top of all built form blocks looks heavy and visually accentuates the bulk and scale of the development. A lighter coloured, thinner and more visually permeable roof form / canopy is encouraged • The larger built form blocks could be further broken down using a horizontal rhythm replicating the surrounding smaller block sizes by incorporating recesses and changes of material. This is occurring at lower level on the larger built form blocks but is not utilised at upper level which would be encouraged • The massing generally looks boxy and somewhat monotonous. Upper level setbacks, a high level of articulation, recesses as well as a lighter roof form could all be incorporated into the LDP to visually reduce the bulk and scale as shown on the design testing
Other comments provided by the DRP	
	<ul style="list-style-type: none"> • Given the proposal is an LDP colours have not been assigned to each principle however detailed comments have been provided • The LDP is proposing significant height, scale and bulk which is not consistent with the surrounding context and requires a comprehensive LDP to establish the framework which will enable a sensitive response to the surrounding context, a high level of design quality and amenity for future residents. As well as basic planning controls, landscaping targets, ESD targets, materiality responding to the surrounding local context and strategies to mitigate the bulk of the development can be integrated into the LDP to provide a level of confidence in relation to the intended quality of the built form outcome • The built form design testing has illustrated a number of deficiencies and additional requirements to be incorporated into the LDP. The applicant is encouraged to revise the LDP based on the learnings from the built form testing
Other general comments provided by the City	
	<ul style="list-style-type: none"> • No comment
Conclusion	
	<ul style="list-style-type: none"> • To be returned to the DRP



4	Meeting Close Simon Venturi closed the meeting at 5:00pm. The next meeting is scheduled to be held on 13 December 2023.
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