

Development Application: City of Melville
Six Storey Mixed-Use Development
65 Canning Beach Road, Applecross



PREPARED FOR: GPG NO. 6 PTY LTD
PREPARED BY: ALLERDING AND ASSOCIATES

November 2021



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

125 Hamersley Road, Subiaco WA 6008
T: (08) 9382 3000 F: (08) 9382 3005 W: allerdingassoc.com

CONTENTS

EXECUTIVE SUMMARY	2
1.0 INTRODUCTION	3
2.0 SITE DETAILS	3
2.1 Subject Site	3
2.2 Location and Context	3
2.3 Servicing	3
3.0 ASSESSMENT UNDER PLANNING FRAMEWORK	4
3.1 Regional Planning Framework	4
3.1.1 Metropolitan Region Scheme	4
3.1.2 Perth and Peel @3.5 Million	4
3.1.3 State Planning Policy No. 3: Urban Growth & Settlement	5
3.1.4 State Planning Policy No. 4.2: Activity Centres for Perth and Peel	5
3.1.5 State Planning Policy No. 7.0: Design of the Built Environment	6
3.1.6 State Planning Policy No. 7.2: Precinct Design	6
3.1.7 State Planning Policy No. 7.3: Residential Design Codes Volume 2	7
3.2 Local Planning Framework	7
3.2.1 City of Melville Local Planning Scheme No. 6	7
3.2.2 Canning Bridge Activity Centre Plan	8
3.2.3 Canning Bridge Activity Centre Plan – Design Guidelines	10
3.2.4 Planning and Development (Local Planning Schemes) Regulations 2015	21
3.2.5 Local Planning Policy No. 1.3 - Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non Residential Development	22
3.2.6 Local Planning Policy No 1.4 - Provision of Public Art in Development Proposals	22
3.2.7 Local Planning Policy No. 1.5 - Energy Efficiency in Building Design	22
4.0 CONCLUSION	23

TABLE 1 – LOT DETAILS

TABLE 2 – CANNING BRIDGE ZONES

TABLE 3 – CANNING BRIDGE ACTIVITY CENTRE PLAN DESIGN GUIDELINES RESPONSE

TABLE 4 – PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015 CLAUSE 67 RESPONSE

TABLE 5 - RESPONSE TO POLICY LPP1.5 - ENERGY EFFICIENCY IN BUILDING DESIGN

ANNEXURE 1 – PACKAGE OF DEVELOPMENT PLANS

ANNEXURE 2 – CERTIFICATES OF TITLE

ANNEXURE 3 – DESIGN REVIEW PANEL RESPONSE

ANNEXURE 4 – SUSTAINABLE DESIGN STRATEGY REPORT

ANNEXURE 5 – WASTE MANAGEMENT PLAN

FIGURE 1 – LOCATION PLAN

FIGURE 2 – AERIAL PLAN

FIGURE 3 – SITE PLAN

FIGURE 4 – METROPOLITAN REGION SCHEME PLAN

FIGURE 5 – ACTIVITY CENTRES PLAN

FIGURE 6 – LOCAL PLANNING SCHEME NO. 6 PLAN

FIGURE 7 – CANNING BRIDGE ACTIVITY CENTRE PLAN

FIGURE 8 – CANNING BRIDGE ACTIVITY CENTRE PLAN QUARTERS

FIGURE 9 – CANNING BRIDGE ACTIVITY CENTRE PLAN ZONES

Document ID: [GRF APP GE / 210305 Report](#)

Issue	Date	Status	Prepared by;		Approved by:	
			Name	Initials	Name	Initials
1	05/11/2021	FINAL	Patricia de Kobbe	PD	Tom Hockley	TH

This report has been prepared for the exclusive use of the Client, in accordance with the agreement between the Client and Allerding & Associates ('Agreement').

Allerding & Associates accepts no liability or responsibility whatsoever in respect of any use of or reliance upon this report by any person who is not a party to the Agreement or an intended recipient.

In particular, it should be noted that this report is a qualitative assessment only, based on the scope and timing of services defined by the Client and is based on information supplied by the Client and its agents.

Allerding & Associates cannot be held accountable for information supplied by others and relied on by Allerding and Associates.

Copyright and any other Intellectual Property arising from the report and the provision of services in accordance with the Agreement belongs exclusively to Allerding & Associates unless otherwise agreed and may not be reproduced or disclosed to any person other than the Client without the express written authority of Allerding & Associates.

©2021 Allerding & Associates All Rights Reserved. Copyright in the whole and every part of this document belongs to Allerding & Associates and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of Allerding & Associates.

1.0 INTRODUCTION

GPG No. 6 Pty Ltd is seeking planning approval for a proposed mixed use development at 65A and 65B Canning Beach Road, Applecross (**subject site**). This report has been prepared in support of the proposed development and contains the documentation required for this purpose.

The proposed development has been devised in accordance the City's current planning framework. It responds to the objectives of the CBACP and maximises the site's development potential by providing increased dwelling density and diversity. This in turn will assist in improving land efficiency, housing variety and affordability and will support the facilities, services and amenities provided within the area.

2.0 SITE DETAILS

2.1 Subject Site

The particulars of the subject site are described in **Table 1**.

Table 1: Lot Details

Lot Number	House Number	Plan	Volume	Folio
1	65A	25974	2000	324
2	65B	25974	2000	325

Copies of the Certificates of Title are included at **Annexure 2**.

The subject site is flat and level. A Site Plan is included as **Figure 3**.

2.2 Location and Context

The subject site is situated within the suburb of Applecross, 8km south of the Perth Central Business District (**CBD**). The subject site is situated on Canning Beach Road and is surrounded by a residential dwelling to the west, Applecross District Hall to the south (separated by a carpark) and the Raffles Hotel to the east. The primary frontage to Canning Beach Road has a scenic view of the Swan River and Perth CBD.

The site is situated within walking distance of Canning Bridge Railway and Bus complex. The rail and bus stations constitute a significant node in the public transport network, servicing the highest frequency bus routes in the metropolitan region and high frequency train services to and from the Perth CBD.

2.3 Servicing

The subject site is fully serviced with water, power, sewerage/drainage, and telecommunications infrastructure. Relevant services will be extended and upgraded to the site to accommodate the proposed development.



Figure 2: Aerial Plan

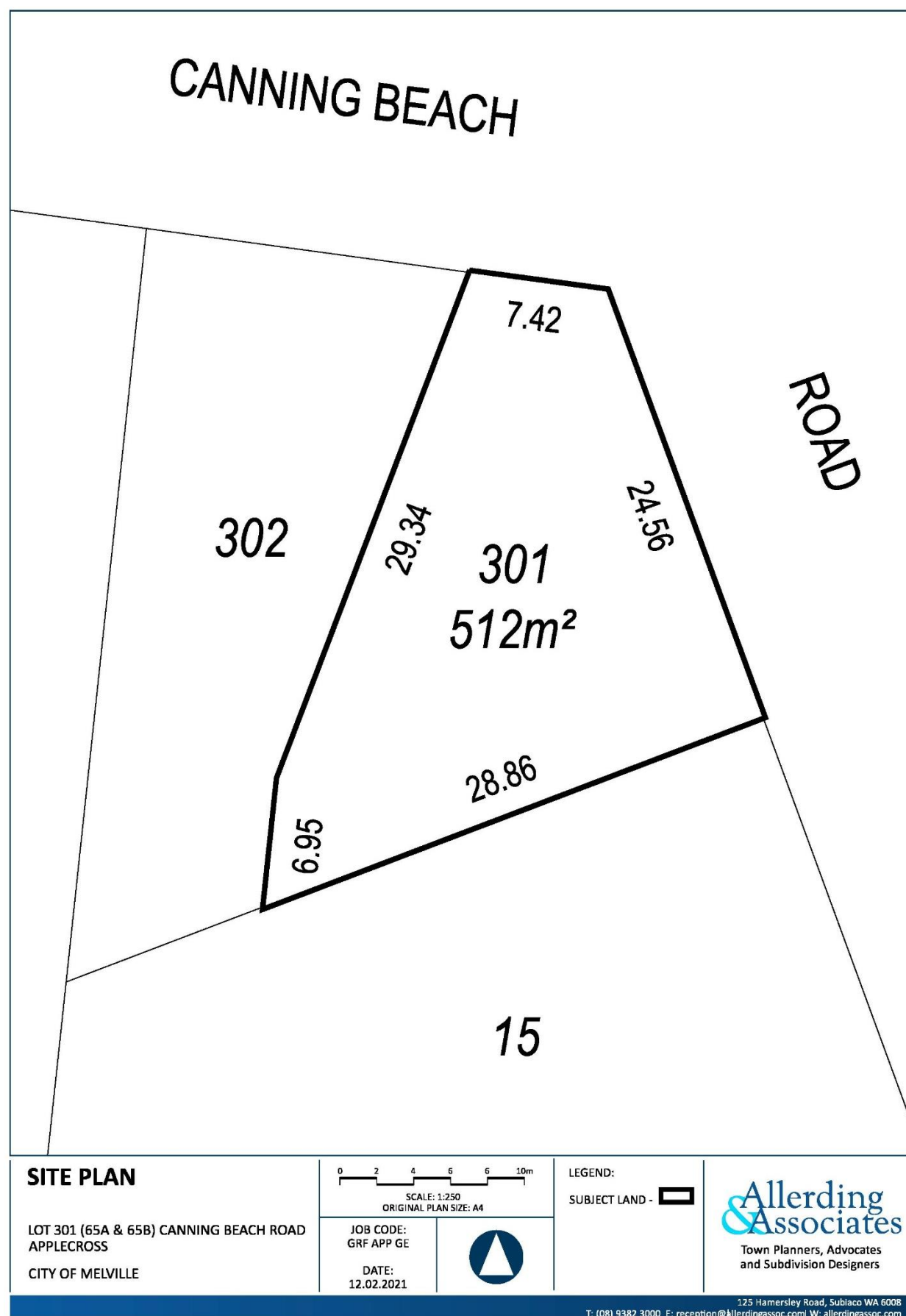


Figure 3: Site Plan

3.0 ASSESSMENT UNDER PLANNING FRAMEWORK

The planning framework relevant to this proposal supports the proposal in line with the Government's statutory and strategic documents. These documents recognise the importance of appropriately planned and located high density residential and mixed use development as a sustainable measure to accommodate the planned growth projected for Perth to 2050. The rate and scale of development in the PMR has grown significantly, and this is expected to continue in accordance with the projections set out in State Government policy which is planning for population growth of the Perth and Peel regions to 3.5 million in 2050.

The *Perth and Peel@3.5Million* strategic suite of documents outline future land uses through urban consolidation, integrated infrastructure and development, co-location of services and the strategic location of employment opportunities. In particular, the documents seek to provide opportunities for higher-density residential development, particularly around activity centres, station precincts and along high-frequency public transport routes.

The role of the subject site in providing a new supply of residential dwellings has therefore become significantly more important as is reaffirmed in the Regional and Local Planning Framework.

3.1 Regional Planning Framework

3.1.1 Metropolitan Region Scheme

The subject site is zoned "Urban" under the Metropolitan Region Scheme (MRS). Refer to the MRS Plan at **Figure 4**.

3.1.2 Perth and Peel @3.5 Million

The *Perth and Peel @3.5 Million* strategic suite of documents responds to deepening and emerging challenges, such as how local and state government can achieve infill development to deliver a more compact and connected city. It focuses on infill and consolidation, and also seeks to promote the connectivity and development of activity centres, noting a population growth of 3.5 million by 2050.

Significantly, it notes that increases in population growth translate into the demand for 800,000 new dwellings within the Perth and Peel Region by 2050. To accommodate the new dwellings needed, the core and frame areas of activity centres are a key focus for increasing residential densities, together with a mix of uses.

The suite of documents focuses on activity centres as residential and employment hubs which are integrated with the transport network, with particular emphasis on promoting public transport, walking, and cycling and reducing the need for car trips. Activity centres will build on existing infrastructure and accommodate increased residential development in and around them to assist in providing dwellings for the projected population increases. Access to a co-ordinated and integrated transport network will significantly reduce congestion.

In increasing residential densities in and around activity centres, the *Central Sub-regional planning framework (CSPF)* aims to minimise the impact of urban consolidation and infill development on existing suburbs and retain the existing built-up residential character and amenity by:

"identifying targeted increases in the density and diversity of mixed-use development, housing and employment that have the most potential to occur in activity centres, industrial centres and station precincts;"

The subject site is identified within the Canning Bridge Activity Centre area on the activity centre map (refer **Figure 5**).



Figure 4: Metropolitan Region Scheme Plan

In advocating the urban consolidation principles to be adopted within Perth and Peel suite of documents, the CSPF stresses the importance of proximity and connection of higher density development with urban corridors and station precincts. The desirability of easy access to fast and efficient public transport is promoted, as is the location of higher density development close to transit corridors. Where appropriate, it encourages the focus of development in and around station precincts (train stations and/or major bus interchanges as set out under the METRONET initiative) to ensure the minimal impact on the surrounding urban fabric and the operational efficiency of the regional transport network.

The Canning Bridge Activity Centre is located within a station precinct as it contains existing train and bus stations and is therefore optimally located to assist in achieving the infill target of 18,480 dwellings for the City of Melville. It is also well connected via the regional road network through the Kwinana Freeway and Canning Highway.

3.1.3 State Planning Policy No. 3: Urban Growth & Settlement

The policy sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. A key objective of the policy is to:

"... promote the development of sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment services by all modes, provides choice and affordable housing and creates an identifiable sense of place for each community".

In creating sustainable communities, clause 5.1 of the policy further recommends:

- supporting higher residential densities in the most accessible locations, such as, in and around town and neighbourhood centres, high frequency public transport nodes and interchanges, major tertiary institutions and hospitals, and adjacent to high amenity areas such as foreshores and parks; and
- clustering retail, employment, recreational and other activities which attract large numbers of people in existing and proposed activity centres at major public transport nodes so as to reduce the need to travel, encourage non-car modes and create attractive, high amenity mixed use urban centres.

3.1.4 State Planning Policy No. 4.2: Activity Centres for Perth and Peel

The policy seeks to reduce the overall need to travel and supports the use of existing public transport, cycling and walking for access to services, employment and facilities. The policy also seeks to *"encourage and consolidate residential and commercial development in activity centres so they contribute to a balanced network"*.

The Canning Bridge Activity is identified as a "District Centre" under Table 2: Activity Centres Hierarchy of the policy, with the purpose of:

"District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments."

Clause 5.2.2 of the policy outlines provisions for residential density and states:

- (1) *Commercial and residential growth should be optimised through appropriately-scaled buildings and higher-density development in walkable catchments of centres.*
- (2) *Higher density housing should be incorporated within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours ..."*

The proposed development is generally consistent with the objectives and intent of the policy.

3.1.5 State Planning Policy No. 7.0: Design of the Built Environment

State Planning Policy No. 7.0: Design of the Built Environment (**SPP 7.0**) seeks to deliver the broad, economic, environmental, social, and cultural benefits that derive from good design outcomes and supports consistent and robust design review and assessment processes across the State.

To achieve this SPP 7.0 sets out the objectives, measures, principles, and processes which apply to the design and assessment of built environment proposals through the planning system. The policy provides the overarching framework for a range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.

Design quality mechanisms within SPP 7.0 Include:

1. Design Principles - which assist in establishing a defining of 'good design' that can inform the design, review and decision-making processes for built environment proposals across the State.
2. Design Review - an independent and impartial evaluation process through which a panel of experts on the built environment assesses the design of a proposal.
3. Design Skills - involves the use of competent and skilled architects for the design and planning process to achieve good design outcomes.

A response to the Design Principles has been provided within the Development Plan package (pages 3 to 78) which has been included as **Annexure 1** to this report.

This proposal has been designed by competent and skilled architects who have specifically addressed the Policy's design principles in designing the proposal. Moreover, the Canning Bridge Design Review Panel (**DRP**) has reviewed the proposal, which has now been modified to respond to the **DRP**'s recommendations. A copy of the Canning Bridge **DRP** comments and the Applicant's response has been included as **Annexure 3**. A set of comparison drawings have also been prepared to demonstrate the changes made to the current set of plans in response to the **DRP** comments (refer pages 104 to 109 of the Development Plan package at **Annexure 1**).

3.1.6 State Planning Policy No. 7.2: Precinct Design

State Planning Policy 7.2: Precinct Design has been prepared to provide guidance on the design, planning assessment and implementation of precinct structure plans, local development plans, subdivision and development in areas identified as precincts. The policy identifies precincts as areas that require a higher level of planning design focus due to their complexity such as Activity centres as defined by draft SPP4.2 Activity Centres. The Canning Bridge Activity Centre is classified as a District Centre by draft SPP4.2.

In line with section 7.3 of the Policy a new precinct structure plan will not be required over an area over which there is already an endorsed structure plan or activity centre plan. Given that the CBACP was endorsed prior to the gazettal of SPP7.2, section 7.2 requires that subdivision and development should be consistent with the CPACP.

Section 7.4 Design review encourages the design review process, requiring that such review be carried out against the Design Principles contained within SPP7.0 and the objectives outlined within the Precinct Design Guidelines, noting that these align with the Design Principles.

The proposal was presented to the Canning Bridge **DRP** on 3 March 2021. A copy of the Canning Bridge **DRP**'s response has been included as **Annexure 3**. As demonstrated in the comparison drawings included at pages 104 to 109 of the Development Plan package at **Annexure 1**, the proposed development has been modified to respond to the **DRP**'s recommendations.

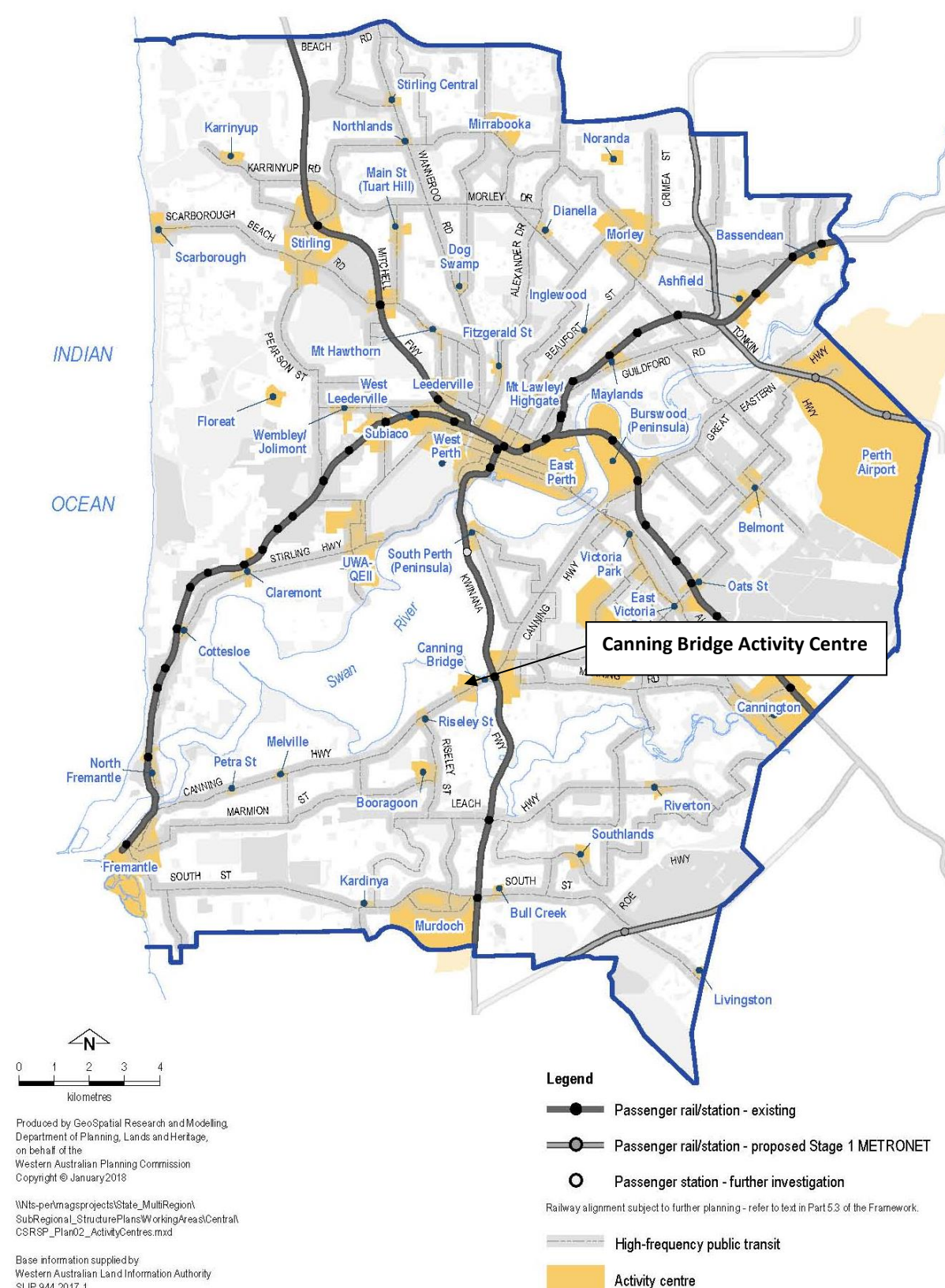


Figure 5: Activity Centres Plan

3.1.7 State Planning Policy No. 7.3: Residential Design Codes Volume 2

State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments (**Design WA**) which came into operation on 24 May 2019 replaces Part 6 of the Residential Design Codes (**R-Codes**) for multiple dwellings. However, the subject site is located within the Canning Bridge Activity Centre Plan (**CBACP**) area. As enabled by the R-Codes, the CBACP Design Guidelines have been established as an alternative to the requirements of the R-Codes within the CBACP area. The R-Codes do not apply in part or in whole to the CBACP except where specifically referred to in the plan.

Design WA came into operation after the CBACP was endorsed by the WAPC. However, as provided at Section 4 of the WAPC Position Statement dated May 2019, Design WA does not replace the provisions of the CBACP:

“... provisions of all properly approved structure plans and activity centre plans that existed prior to the gazettal of SPP7.3 Vol.2 that amend or replace any of the provisions SPP7.3 Vol.2 continue to apply to the extent of any inconsistencies and are not superseded by SPP 7.3 Vol.2.”

This is discussed in further detail below.

3.2 Local Planning Framework

3.2.1 City of Melville Local Planning Scheme No. 6

The subject site is zoned “Centre - C2” under the City’s Local Planning Scheme No. 6 (**LPS6**) with a R-AC0 coding. A Zoning Plan is included as **Figure 6**.

Clause 3.1.2 of LPS6 provides the following objective for the Centre zone:

To designate land for future development as a town centre or activity centre.

To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.

To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.

To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare, and safety of its residents.

The Centre C2 Zone provides the following objective:

District Centres subject to activity centre plans: to provide for District Centre development focusing on weekly needs and services a wider district catchment giving due regard to the relevant activity centre plans.

Table 3 – Zoning Table – refers to Clause 18(7) of LPS6 for the permissibility of uses for the C2 Zone:

Clause 18(7) reads as follows:

If the zoning table does not identify any permissible uses for land in a zone the local government may, in considering an application for development approval for land within the zone, have due regard to any of the following plans that apply to the land –

- (a) a structure plan;
- (b) an activity centre plan;
- (c) a local development plan.

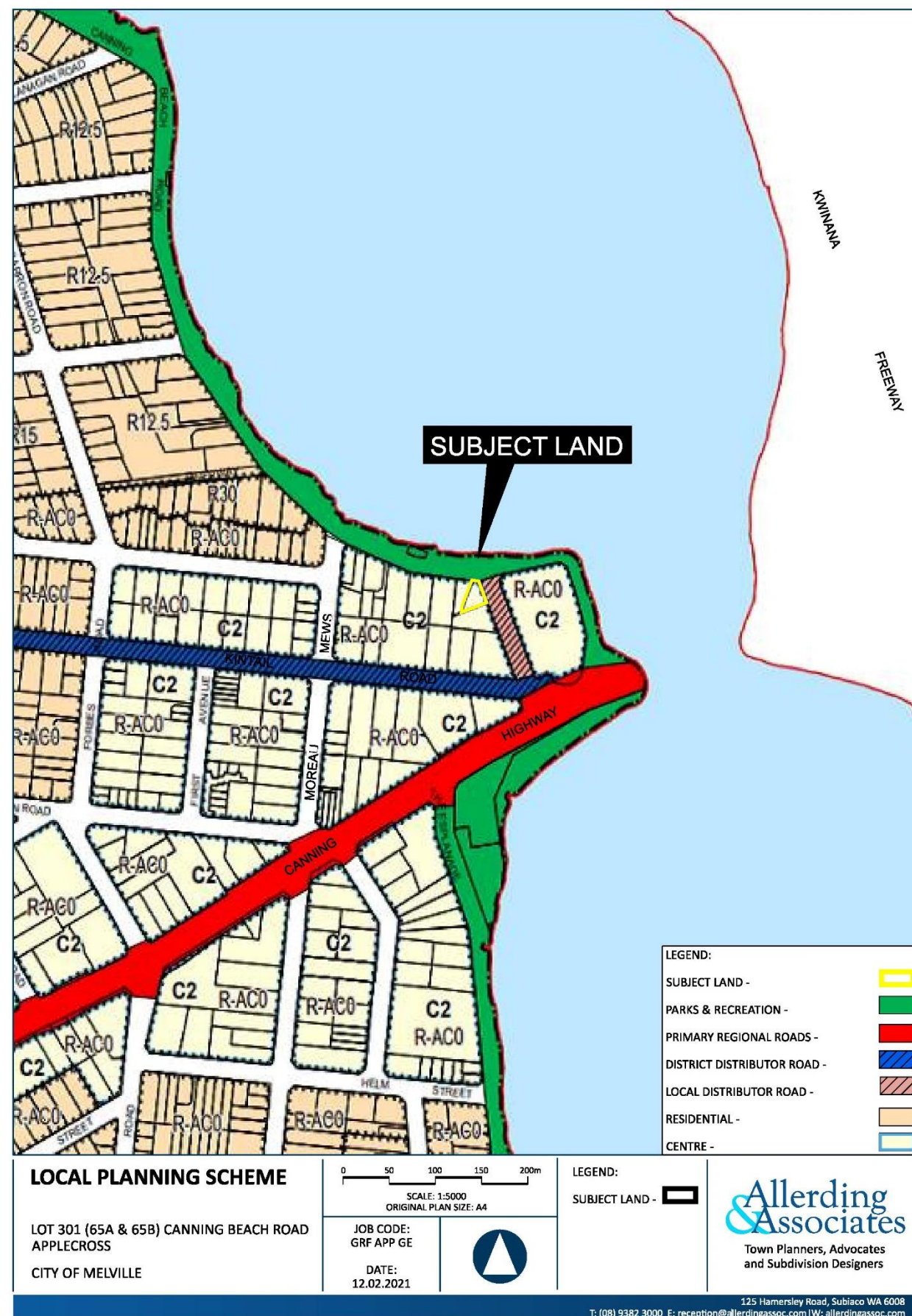
Further, regarding the C2 Zone, a notation is included under the Zoning Table stating:

C2 - District Centre - Canning Bridge - Due regard to be given to the Canning Bridge.

Activity Centre Plan.

The provisions and requirements of the Canning Bridge Activity Centre Plan are considered in the next section.





3.2.2 Canning Bridge Activity Centre Plan

The Canning Bridge Activity Centre Plan (**CBACP**) area is located less than 8km from the Perth CBD with direct road, public transport, walking and cycling access. The area is generally considered a convenient walkable distance from the Canning Bridge bus and rail interchange, which is located at the junction of the Canning Highway and Kwinana Freeway.

Development within the CBAC is proposed to comprise a mix of residential, civic, office, retail, and entertainment uses. It comprises land from both the City of South Perth and the City of Melville and is set against the backdrop of the Swan and Canning rivers and the adjacent foreshore open space. **Figure 7** depicts the Canning Bridge Activity Centre Structure Plan.

The CBACP has been prepared in cooperation by the WAPC, Department of Planning Lands and Heritage (**DPLH**), City of Melville, City of South Perth, Department of Transport, Public Transport Authority and Main Roads WA (**MRWA**). The Plan has been prepared to provide a guide to development within the Centre to progress long term planning within its boundaries.

The CBACP is divided into 6 quarters, comprising Q1 Kintail Quarter, Q2 Ogilvie Quarter, Q3 Cassey Quarter, Q4 Davilak Quarter, Q5 Mt Henry Quarter and Q6 Station Quarter.

The subject site is contained within the Q1 Kintail Quarter which is depicted in **Figure 8** below.

The “Place Vision” for the Q1 Kintail Quarter is to create the premier retail area for the CBACP. Diverse land use will drive employment opportunities for the area, and encourage social community gathering. Residential opportunities will be apartment style in the mixed use area, and medium to high density in the surrounding areas.

As outlined in Part 1 (Statutory Section) of the CBACP, the CBACP Design Guidelines have been established as an alternative to the requirements of the R-Codes within the CBACP area within Q1.



Figure 6: Local Planning Scheme No. 6 Plan

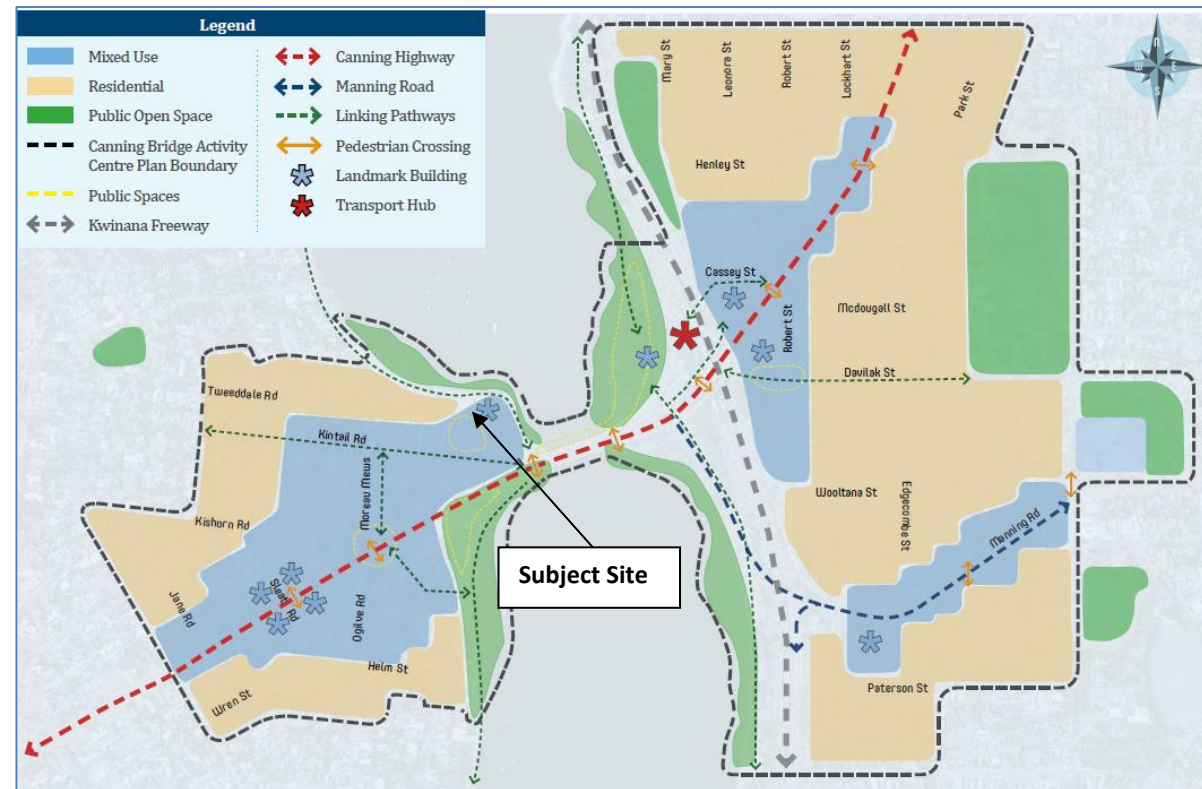


Figure 7: Canning Bridge Activity Centre Plan

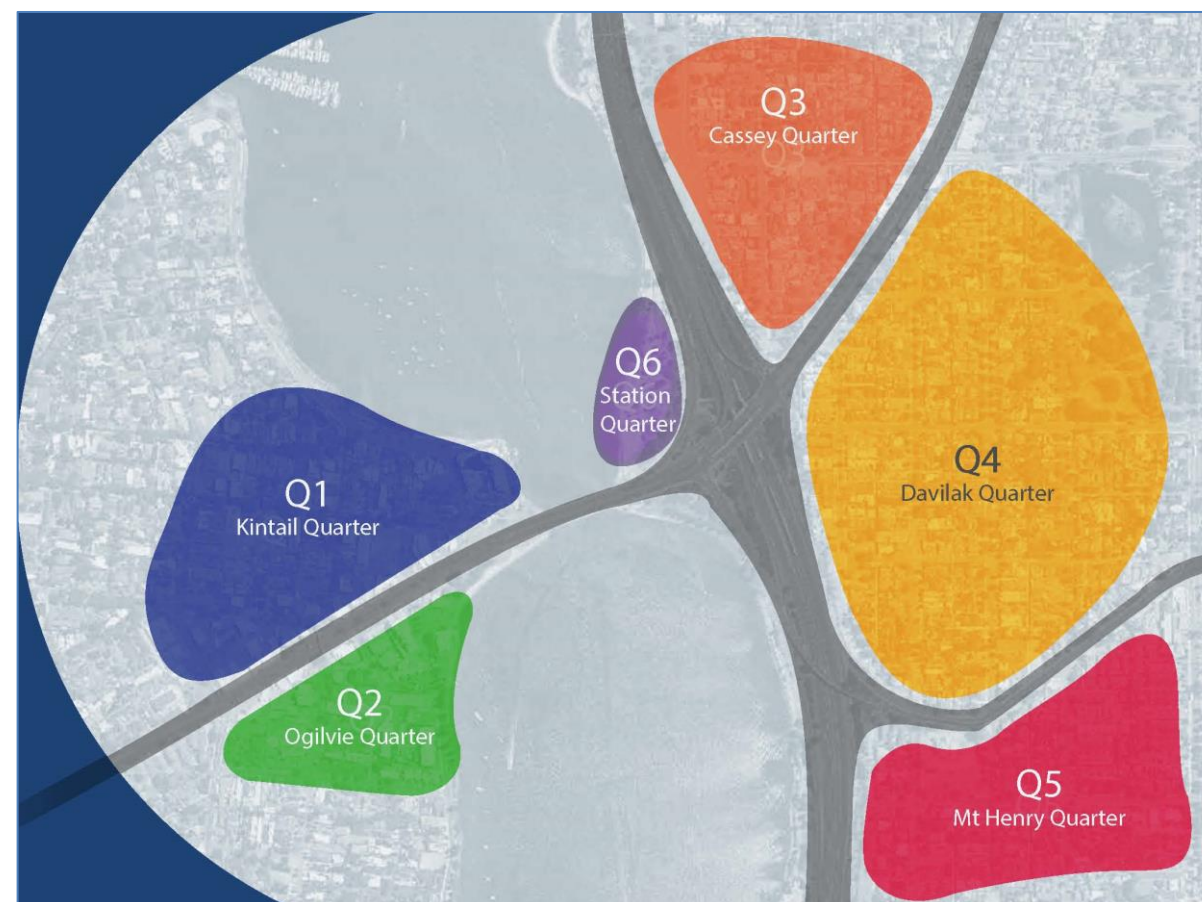


Figure 8: CBACP Quarters



3.2.3 Canning Bridge Activity Centre Plan – Design Guidelines

The CBACP Design Guidelines contained within Section 7 of the CBACP apply to all the land which is identified within the CBACP boundary. Each requirement within the Guidelines represents the quantitative criteria against which a development will be designed and assessed. Each 'Requirement' is complemented by a 'Desired Outcome' (DO) which represents the qualitative principles against which the proposal will be determined. Importantly, and as enabled by Clauses 1.2.2, 1.2.3 and 1.2.4 of Design WA, the CBACP Design Guidelines have been established as an alternative to certain provisions of Design WA within the CBACP area. The proposed development at the subject site has been designed with consideration given to the CBACP provisions and a response is contained in **Table 3** below.

The CBACP has been divided into 5 zones for the purpose of the Guidelines. These are identified as follows:

Table 2: CBACP Zones

Land Use, Built Form and zones Plan Legend	Height applied in metres	Guidelines Naming Reference
Mixed Use up to 15 storeys	Mixed Use up to 48 metres in height	M15
Mixed Use up to 10 storeys	Mixed Use up to 32 metres in height	M10
Residential 6-8 Storeys	Residential up to 26 metres in height	H8
Residential up to 4 storeys	Residential up to 16 metres in height	H4
Civic	To be determined on a case by case basis	Civic

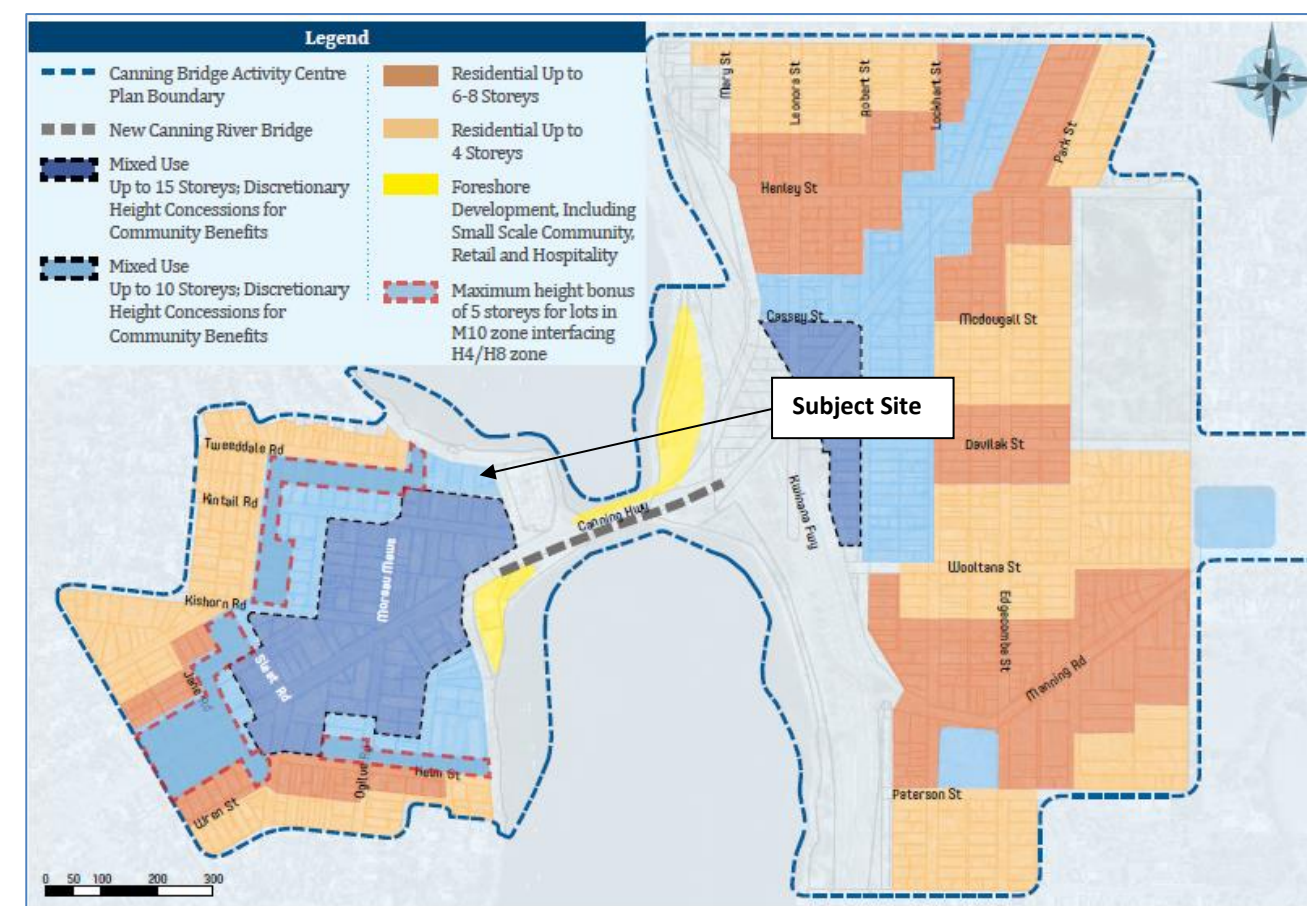


Figure 9: CBACP Zones

Table 3 assesses the CBACP Design Guidelines applicable to the subject site:

The subject site is located within the "Mixed Use up to 10 storeys" (M10) as depicted in **Figure 9**.



Table 3: CBACP Design Guidelines Response

<i>Element</i>	<i>Desired Outcome</i>	<i>Requirements</i>	<i>Response</i>
1. Land Use	<p>DO 1.1</p> <p>Q1 will be the premier retail and entertainment destination within the CBACP area. Retail, entertainment and food and beverage outlets are encouraged at the ground floor, visually interacting with pedestrians, cyclists and vehicle passers-by.</p> <p>Office spaces are strongly encouraged on all levels from the ground floor in M10. Residential opportunities in the M10 area will be in apartment style and are encouraged in all buildings above the third floor</p>	<p>Preferred Land Uses</p> <p>1.1 Ground Floor Uses</p> <p>1.1.2 M10 Zone – Restaurant, Small Bar, Office, Shop, Tourist Accommodation, Reception Centre, Retail, Educational Establishment, Civic uses</p> <p>1.2 Uses for all Storeys other than the Ground Floor</p> <p>1.2.2.1 M10 Restaurant, Small Bar, Cinema/Theatre, Hotel, Office, Shop, Tourist Accommodation, Retail, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Civic uses, Consulting Rooms, Public Parking, Convenience Store, Home Occupation, Home Office</p>	<p>The proposed Commercial Tenancy (Café/Restaurant) and five (5) multiple dwellings are preferred land uses for the zone.</p>
2. Form and Mass	<p>DO 2</p> <p>Site planning should encourage the development of adequate sites for certain building types and heights to ensure street frontages are appealing and not overly interrupted.</p>	<p>2.1 All development to M15 and M10 Zones shall provide a continuous urban edge to the street as per Figure 8. Any Pedestrian or vehicular access points shall be designed to integrate with the development and not disrupt the street rhythm.</p> <p>2.3 Development of any site for the purposes of a building which is greater than 20 metres in height (approximately 6 storeys), shall only be permitted where the land area comprises a minimum of 1200m²</p> <p>2.4 All development within the M15 or M10 Zones shall extend across the full street frontage/s of the lot for that part of the development which is part of the podium element (see Figure 7).</p> <p>2.5 Development is encouraged which comprises active uses at podium levels or roof top spaces such as food and beverage outlets and open spaces which are accessible to the public.</p>	<p>The proposed development provides visual interest through the use of curved forms which echo riverine formations. The bulk form and scale of the development are mitigated through a series of sculpted setbacks and well placed recesses and projections. The pedestrian access point on the ground floor is incorporated within the building and is provided on the eastern side of the development adjacent to the council car park. It therefore integrates well with the development.</p> <p>Given the site area is less than 1200m², the development of the subject site is limited to 20m. This provision is addressed in further detail under Clause 3.2 below.</p> <p>The podium element of the proposal will occupy the frontage of the site to Canning Beach Road at both the northern and eastern elevations. The northern elevation of the podium will comprise the active commercial tenancy while the eastern elevation will connect the pedestrian entrance to the building with the surrounding footpath network through a continuous awning.</p> <p>As above, the active ground floor (podium) commercial tenancy will provide for interaction with the public realm, while the roof top area will provide for communal active open space for residents of the development.</p>
3. Heights	<p>DO 3</p> <p>To ensure that building heights are consistent with the desired scale and built form of the centre and to ensure that the interface between Zones is appropriately managed and the amenity of property both within and adjacent to the CABCP is adequately considered. Applicants are encouraged to provide variation in scale, bulk and form along the streetscape.</p>	<p>3.2. For buildings in the M10 zone, notwithstanding the 10 storey limit, no building shall exceed 32 metres above NGL</p> <p>3.3 Podiums which are developed in the M15 and M10 Zones shall be a minimum of 7 metres above NGL and shall not exceed 13.5 metres above NGL.</p>	<p>The proposal incorporates a six-storey mixed use development with a rooftop amenity area and roof deck. The height of the proposed building of 21.6m above NGL is consistent with a 6 storey height with the exception of the roof deck and amenity structure 24.6m above NGL (with a minor projection comprising the lift core of 1.3m) which provides for a communal lounge and open-space for the development. This represents a small variation of 4.6mm to the 20m height limit. The minor variation relating to the roof deck structure is positioned at the south western corner of the development. The location of the roof deck structure has been sensitively positioned to reduce visibility from the street and represent a recessive element from the streetscape and surrounding properties. The minor variations to overall building height is therefore considered to be entirely appropriate having regard to the 10 storey height limit within the precinct and the existing and future built form along Canning Beach Road; providing consistency with the bulk and form along the streetscape and the amenity of neighbouring properties.</p> <p>The proposed podium measures 8.14m above NGL and therefore complies with the requirements of Clause 3.3.</p>

Element	Desired Outcome	Requirements	Response
4. Street Setbacks	<p>DO 4</p> <p>To ensure that the setback to buildings contributes to a distinct street character and that the form of multi-level development is sensitive to pedestrian scale. Alternative means to reduce bulk and scale such as green walls and façade articulation are also encouraged.</p>	<p>4.1 All development in M15 and M10 zones shall address the street with a minimum of 2 storeys of podium level development in accordance with the height requirements of Clause 3.3. All development including and above the fourth floor of the development is to be setback from the primary and secondary streets a minimum of 5 metres from the property boundary as per Figure 9.</p> <p>4.3 Except where the development is identified as being on a street which is a “Linking Pathway” as shown in Figure 1 Canning Bridge Activity Centre Plan (see Element 6), all development in the M10 Zone in Q1 and Q2 shall have a minimum 1.5 metre and maximum 3m setback to street boundaries.</p>	<p>The proposed development will address the street with two storeys of podium at a height of 8.14m above NGL. The third, fourth, fifth and sixth levels are set back between 2m and 7m from the street, with the increased setback representing the areas to the north of each dwelling accommodating the balcony space. The variations to the required street setback are considered appropriate having regard to the direct interface to the residential component of the Raffles building to the east of the subject site which comprises setbacks of a similar dimension. The design of the proposed building which includes highly articulated elevations, landscaping on structure and recesses provided through the provision of large balconies will assist in reducing the appearance of bulk and scale from the street. Additionally, the fact that the podium has not been extended to the third storey as permitted in Clause 3.3 will serve to further reduce the appearance of bulk and scale.</p> <p>The roof top deck and deck structure comply with the proposed setback requirement with the eastern setback being 5.3 m from the boundary while the northern corner is set back 10 m from the boundary.</p> <p>At ground floor and first floor levels, the proposal achieves a nil minimum primary street setback to Canning Beach Road. This is consistent with the requirements of Clause 6.1 which requires nil setbacks for developments on streets identified as linking pathways. Although not specifically listed under Clause 6.1, Canning Beach Road is identified as a “Linking Pathway” in Figure 1 of the CBACP. This section of Canning Beach Road comprises an important part of the public realm, connecting pedestrian routes across the centre and, specifically the river edge to the river gateway element provided by the Raffles Hotel. This linkage is facilitated by the proposed development through the provision of a pedestrian pavement adjacent to the development which is currently not provided.</p> <p>The design of the building provides important community interaction through the provision of an open and highly visible Café/Restaurant tenancy on the ground floor. The extensive use of glass on the highly visible elevations, perimeter planting and generous balconies presenting to the street provide interaction between the development and the street, which are all desirable features for developments on “Linking Pathways”. In addition, Desired Objective 4 has been achieved as the design contributes to a distinct street character with a scale which is sensitive to the pedestrian interface and provides design elements to reduce bulk and scale through façade articulation and the generous use of light and clear materials.</p>
5. Side and Rear Setbacks	<p>DO 5</p> <p>To ensure that development opportunities throughout the precinct are maximised. Developers should consider the amenity of the precinct by minimising overlooking and overshadowing of adjacent and adjoining properties through appropriate design response, supported by the setback provisions of this Element.</p>	<p>5.1 Any new podium level development in the M10 Zone of Q1 and Q2 shall be built up to side boundaries, any adjoining right-of-way and may be built up to the rear boundary.</p> <p>5.3 In Q1 and Q2, tower elements for development for development in the M15 or M10 zone shall be setback a minimum of 4 metres from side or rear boundaries so as to provide a minimum 8 metre separation between tower elements on adjoining lots.</p> <p>5.5 Open sided balconies and roof terraces which are not within the structure of the building façade and do not add to the overall bulk of the building are allowed to extend into the side setback of development proposed in the M15 or M10 Zones in Q1 and Q2.</p>	<p>The proposed side and rear lot boundary setbacks for each floor are summarised below:</p> <p><u>Ground Floor</u></p> <p><u>South:</u></p> <p>Nil, with the exception of the southern corner being set back between 1.6m and 4.0m from boundary to facilitate a deep soil planting area.</p> <p><u>West:</u></p> <p>Nil, with the exception of the southern corner being set between 6.0m and 9.5m from the boundary to facilitate a deep soil planting area.</p> <p><u>First Floor</u></p> <p><u>South</u></p> <ul style="list-style-type: none"> • Nil adjacent to Bed 3 and Bath; • 1.6m adjacent to Bed 2 and ensuite; • 1.4m adjacent to stair; and • 6.7m adjacent to screen (to facilitate a deep soil planting area).

Element	Desired Outcome	Requirements	Response
			<p><u>West</u></p> <p>Nil, with the exception of the southern corner being set back 7.4m from the boundary to facilitate a deep soil planting area</p> <p><u>Second Floor</u></p> <p><u>South:</u></p> <ul style="list-style-type: none"> 1.5m setback from Bedroom 1 with a wall length of 4.2m; 1.5m (min) and 1.9m (max) setback from ensuite and study with a wall length of 8.0m; and Minimum setback from lobby and stair ranging from 1.6m to 1.9m. <p><u>West</u></p> <ul style="list-style-type: none"> 2.0m setback from the kitchen, scullery and BBQ walls with a wall length of 10.3m; 3.0m setback from the bathroom adjoining Bedroom 3 with a wall length of 2.0m; 2.0m setback from minor protrusion from northern end of Bedroom 3 graduating to 2.8m for 3.5m in wall length; 1.6m setback from minor protrusion from northern end of Bedroom 2 graduating to 2.4m for 4.0m in wall length; 3.4m setback from the lift with a wall length of 1.8m; and 2.4m setback from stairwell with a wall length of 2.9m. <p><u>Third through to Fifth Floor:</u></p> <p><u>South:</u></p> <ul style="list-style-type: none"> 1.4m setback from Bedroom 1 with a wall length of 4.2m; 1.4m (min) to 2.1m (max) setback from ensuite and study with a wall length of 8.0m; Setback from lobby ranging from 2.0m to 3.2m; and Setback from stairwell from corner of stairwell of 1.6m to maximum setback of 5.0m. <p><u>West:</u></p> <ul style="list-style-type: none"> 2.0m setback from the kitchen, scullery and BBQ walls with a wall length of 10.3m; 3.0m setback from the bathroom adjoining Bedroom 3 with a wall length of 2.0m; 2.0m setback from minor protrusion from northern end of Bedroom 3 graduating to 2.8m for 3.5m in wall length; 1.6m setback from minor protrusion from northern end of Bedroom 2 graduating to 2.4m for 4.0m in wall length; 3.4m setback from the lift with a wall length of 1.8m; and 2.4m setback from stairwell with a wall length of 2.9m. <p><u>Roof Terrace:</u></p> <p><u>South:</u></p> <ul style="list-style-type: none"> 1.6 m from the corner of the stairwell increasing to 5.0m on the southwestern corner of the stairwell; Setback from the lobby ranging from 2.0m to 3.2m; and Setback from the landscaped roof terrace ranging from 1.5m and 2m with a wall length of 10m.

Element	Desired Outcome	Requirements	Response
		<p>5.8 Provisions of privacy and solar access and overshadowing do not apply within Q1 and Q2.</p>	<p><u>West:</u></p> <ul style="list-style-type: none"> 2.4m setback from the stairwell with a wall length of 3.0m; 3.4m setback for the community area lift and powder room with a wall length of 4.6m; 5.5m from the lounge room in the community structure for a wall length of 4.0m; and 4.0m to the edge of the planter. <p>It is noted that the DRP have supported the management of form and scale given the compact nature of the site and its challenging geometry. To manage the challenges provided by the size and shape of the lot, the design employs a series of sculpted setbacks and provides articulation through a series of strategically placed recesses and projections. This has been commended by the DRP as a way of managing bulk, form and scale. There is a consistent call for buildings with good articulation throughout all planning frameworks so this is an element that can be supported by the City. In addition, the width of the angled features encroaches by a maximum of 1.3m into the 4.0m side setback which is a minor variation over the length of the elevation.</p> <p>It is noted that developments in the M10 zone in Q1 are not subject to visual privacy requirements. However, as demonstrated in the Cone of Vision Diagrams at pages 67 to 70 of the plan package at Annexure 1, the cones of vision from internal and external habitable areas (per the Design WA provisions) are contained within the boundaries of the subject site due to the design of projections adjacent to the major openings or overlook areas within the street setback zone of adjoining dwellings. In this way, the privacy of the adjoining lots will not be compromised.</p> <p>Therefore, the impacts arising from the minor side and rear boundary setback variations to the development over the third, fourth and fifth floors are considered acceptable and will minimise overlooking of adjacent and adjoining properties.</p> <p>Further, the proposed side boundary setback variations associated with the development are unlikely to result in significant overshadowing impacts on the neighbouring land to the south given that the land is adjoined by a City of Melville Car Park.</p> <p>Overall, we consider that the application of the generic 4m lot boundary setback to the development is unwarranted and would compromise the distinctive characteristics of the proposal which does not seek to maximise the building envelope, but rather respond to the characteristics of the locality, particularly views to the Perth CBD and river environs. The setback response has resulted in a building that is heavily articulated to provide increased depth and movement and minimise perceived bulk and scale to adjacent boundaries and streetscape.</p>
6. Linking Pathways	<p>Linking Pathways are shown in Figure 1 Canning Bridge Activity Centre Plan, being those parts of Kintail Road, Moreau Mews, Kishorn Road, Cassey Street, Robert Street and Davilak Street as defined on the plan which are not Zoned for residential purposes. These pathways are a very important part of the Centre's public realm and will establish the living streets of the vibrant centre – connecting pedestrian routes and people across the centre regardless of origin Quarter.</p> <p>D06 More engaging frontages are required on Linking Pathways than on other streets, more interaction between the street and the development is expected, and no blank facades will be supported.</p>	<p>6.1 Notwithstanding Clause 4.2 and 4.3. all streets identified as 'Linking Pathways' in Figure 1 Canning Bridge Activity Centre Plan shall have a setback to the street frontage of Nil.</p>	<p>As noted in response to Clause 4.3 above, Clause 6.1 requires nil setbacks for developments on streets identified as linking pathways. Although not specifically listed in the text provisions, Canning Beach Road is identified as a linking pathway in Figure 1 of the CBACP. It comprises an important part of the public realm and connecting pedestrian routes across the centre and specifically the river edge to the river gateway element provided by the Raffles Hotel. This linkage is facilitated through the provision of a pedestrian pavement adjacent to the development which is currently not provided.</p> <p>The design of the building provides important community interaction through the provision of an open and highly visible Café/Restaurant. The extensive use of glass on the highly visible elevations, perimeter planting and generous balconies presenting to the street provide interaction between the development and the street, which are all desirable features for developments on linking pathway. For these reasons, the nil setback to the street frontage can be justified.</p>

Element	Desired Outcome	Requirements	Response
	Awnings and colonnades should provide additional interest and diversity in building form and innovative awning styles are encouraged	<p>6.2 Linking Pathways within the M15 and M10 are to be provided with permanent weather protections over the footpath within the street verge as per Figure 11.</p> <p>6.3 Awnings are to be a minimum of 3 metres in depth and no structure columns are permitted. Greater depth will be supported where feasible in relation to the adjoining streetscapes.</p> <p>6.4 Awnings shall be a minimum of 3.5 metres in height from the footpath to the awning.</p> <p>6.5 Trading within these covered areas shall allow for continuous pedestrian movement, however, cafes seating and on street trade displays will be encouraged within a trading boundary.</p>	<p>The development proposes a 3m awning at ground level over the pedestrian pathway to provide permanent weather protection for pedestrians.</p> <p>As noted above, awnings will be provided and will be designed to avoid structural columns within pedestrian areas.</p> <p>Awnings will be designed to provide for a minimum of 3.5m in height from the footpath to the awning.</p> <p>Alfresco café seating outside the café/restaurant will be provided as part of the commercial tenancy.</p>
9. Facades	<p>DO 9</p> <p>Development of the centre should respond sensitively to the site and support a sense of place. Development should be pleasing to the eye, be interactive and provide definition between public and private spaces. Maintain a strong urban edge with the built form and providing a variety of high quality architectural forms and features will attract people to the centre and establish a sense of place. Continuous frontages are required in a M15 and M10 Zones with large amounts of clear glazing that will promote visual interest</p>	<p>9.1 In Q1 and Q2, developments shall be sympathetic to the surrounding environment in composition, proportion, materials, colours and finishes. This includes responding to (not replicating) vertical and horizontal fenestration of adjoining developments and providing responses to elements with the street verge such as bus stops, parking and service infrastructure or service entrances.</p> <p>9.2 Proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less than 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage.</p> <p>9.4 Windows and balconies shall be incorporated into the design of developments above ground level. In Q1 and Q2, balconies shall have a minimum 2.4 metre depth and a minimum area of 10m² to encourage use.</p> <p>9.5 Developments shall be designed as to discourage vandalism by use of materials such as sacrificial paint or architectural features to discourage inappropriate activity.</p> <p>9.7 In Q1 and Q2, the internal floor level of any development shall, where possible, have a finished floor level no greater than 500 mm below or above the adjoining footpath or verge level to ensure interaction between pedestrians and the adjoining buildings. Development which fronts a street with differing levels should consider innovative design to meet this requirement.</p>	<p>The design of the proposed development aligns with the already constructed building and tower at the rear of the Raffles complex through the choice of light materials and generous vertical glazing as well the provision of balconies facing the river. The development will provide wide awnings to provide permanent weather protection for pedestrians on the street verge.</p> <p>The ground floor café/restaurant will be fully glazed, providing clear visibility to the street. The glazing represents approximately 50% of the overall building façade at ground floor level.</p> <p>Windows and balconies have been incorporated into the design of the dwellings where they exist above ground level. All balconies exceed the minimum depth and area requirements.</p> <p>The windows presenting to the Canning Beach frontage area visually permeable and the generous balconies will promote passive surveillance of the street as a preventative to inappropriate activity. The southern elevation adjacent to the Council car park will include a combination of face brick walls, with a portion being visually permeable pedestrian entrance to ensure that the adjoining space is capable of being viewed from the parking area. On the upper floors, balconies will overlook the Council Car Park, providing for additional surveillance.</p> <p>The subject site and surrounding land is characterised by flat, level topography. This will enable a minimal transition in floor level between existing verge level and the proposed internal floor levels of the development. Any such difference in finished floor level will be less than 500mm.</p>
10. Open Space and Landscaping	<p>DO 10</p> <p>To encourage intensity of development whilst also catering for the enjoyment, comfort and sense of security of centre users.</p>	<p>10.1 Development may cover 100% of the site area for all development in M15 and M10 Zones subject to the setback requirements of Element 4.</p>	<p>The proposed development will cover approximately 490m² of the 512m² site area. A small area of deep soil planting will be provided in the southern corner of the site.</p>

Element	Desired Outcome	Requirements	Response
		<p>10.2 Notwithstanding Clause 10.1, where setbacks or open space is proposed for M15 and M10 Zone development, landscaped spaces shall be provided. Landscaping is also encouraged at podium level or within large scale balconies or on roofs.</p> <p>10.3 Notwithstanding Clause 10.1, all development in the M15 and M10 Zone shall provide a minimum area of landscaping equal to 75% of the overall site area. This can be achieved via landscaped rooftop terraces or gardens, green walls, podiums and communal open space areas and does not have to comprise only of vegetated area. Balconies with an area of 12m² or greater shall be included in this area calculation.</p> <p>10.6 Where development is not proposed to all boundaries of a site, landscaping design shall be incorporated providing that such landscaping maintains openness and visibility into the development site. Landscaping in the form of hard and soft landscaping can be utilised. Water sensitive design shall be implemented for all landscaped areas.</p>	<p>Noted. The open space within the southern corner of the subject site will be utilised for landscaping in the form of deep soil planting space. As discussed below, landscaping will also be provided on upper levels within balconies and rooftop areas.</p> <p>As demonstrated on the Landscape Calculations plan at page 33 of the plan package at Annexure 1 the total open space provision is 397m² representing 77% of the total site area of 512m². This has been calculated as follows:</p> <ul style="list-style-type: none"> • Deep soil area of 28m²; • Planting on structure area of 161m²; and • Total landscaping area (inclusive of rooftop terrace, gardens, podiums communal open space and balconies over 12m²) is 397m². <p>We consider that this represents a compliant open space provision.</p> <p>The proposed landscaping is provided on pages 30 to 37 of the plan package at Annexure 1.</p> <p>As previously noted, ground floor areas not occupied by the proposed building will incorporate planting areas. Landscaping throughout the development will include a selection of native plants to achieve water sensitive design outcomes for the site.</p>
11. Sustainability	<p>DO 11</p> <p>All developments should follow ecologically sustainable design principles to develop a world class showcase of environmentally sound development techniques. Within the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville) development is expected to achieve a design rating of 4 Stars under the national rating scheme of the Green Building council of Australia.</p>	<p>11.1 All non-residential development shall provide end of trip facilities comprising one change room per storey of each storey of the building which comprises non-residential land uses. Change rooms shall comprise lockers, towel drying racks and be located to enable privacy.</p> <p>11.2 All non-residential development shall provide end of trip facilities comprising one shower for every ten bicycle parking bays required under Clause 18.7, with a minimum provision of one shower facility in any one non-residential development.</p> <p>11.3 Where bicycle parking is provided in accordance with Clause 18.7 and consistent with Clause 11.1, a locker must be provided for every bicycle parking bay provided. Lockers shall be well ventilated and be of a sufficient size to allow the storage of cycle attire and equipment.</p> <p>11.4 All non-residential development shall provide bays for the exclusive use of charging electric cars at a rate of one bay in every 25 bays required in accordance with Clause 18.7. Electric charging bays shall be located near to stairwells or elevators to encourage greater use of sustainable transport types.</p> <p>11.5 All new development shall be designed to maximise passive solar principles for heating, cooling, ventilation and energy conservation. East and west facing glazing shall be minimised and shading devices shall be employed to reduce heat loads within buildings and reduce the need for air-conditioning systems. All buildings shall be designed to enable access to natural light and cross ventilation. At a minimum, all new development within Kintail and Ogilvie Quarters (that is the</p>	<p>A Universal Access Toilet (UAT) is provided within the commercial tenancy which contains a toilet, basin and shower. Space for lockers and towel drying areas will be provided separately within the commercial dwelling once the tenancy is occupied.</p> <p>As above.</p> <p>As above.</p> <p>Electric charging bays have not been provided as part of the development due to the small scale of the proposed commercial tenancy.</p> <p>These requirements are acknowledged and demonstrated through the provision of the Sustainable Design Strategy report at Annexure 4 prepared by Emergen.</p> <p>Sustainability has been considered with an integrated approach to passive design whilst maximising key advantages of the site.</p>

Element	Desired Outcome	Requirements	Response
		<p>quarters within the City of Melville) shall achieve a 4-Star Green Star design rating under Green Building Council of Australia.</p> <p>11.6 In the M10 and M15 areas, as evidence in support of compliance with the required rating, Applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach, any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.</p>	<p>All apartments are provided with multiple facades with direct access to light. Multiple aspects provide excellent cross ventilation.</p> <p>As outlined on pages 55 to 59 of the plan package at Annexure 1, the following energy efficiency initiatives have been incorporated into the proposal:</p> <ul style="list-style-type: none"> • Softscape can lower the temperature of air moving through buildings so surrounding the units with landscape will be beneficial for cooling the units. • It is also envisaged that infrastructure for solar panels on the roof along with clear glass PV solar collectors will be provided for both common amenities and all of the units. • Reduction of A/C loading by cross ventilation, required insulation and the provision of ceiling fans will assist with reducing power consumption. • A hot water ring main is envisaged for the project which is preheated by the solar panel system on the roof, thereby saving on energy usage. • Thermally broken double glazed aluminium framing suites will assist in mitigating the transfer of heat to the internal environment. • Motion sensors to common lighting. • Water wise and native species planting to softscape areas. • High efficiency rated plumbing fittings and fixtures. • Energy efficient appliances. <p>The following "Clean_Tech" Infrastructure will be included:</p> <ul style="list-style-type: none"> • 1. Embedded electrical network through a combination of roof mounted Solar PV Panels and PV Embedded structural glass balustrading; • 2. Central Hot Water system (via Air Source Heat Pump); • 3. Smart Metering; and • 4. Central Li Battery Storage <p>Integration of infrastructure design to the development will assist in achieving a far greater penetration of renewable energy consumption than the simple placement of rooftop solar and installation of a distributed (individual) hot water system solution.</p>
14. Street Edges	<p>DO 14</p> <p>Uses that promote activity can sometimes also create issues with fluid movement for users. Development within the centre should always consider the restrained use of signage and advertising, particularly portable signage which is placed along pedestrian footpaths. Alfresco areas require approval by Council and should not be approved without consideration of appropriate through movement.</p>	<p>14.1 Development adjacent to street edges shall ensure that adequate access is provided for pedestrian traffic. Alfresco dining areas shall provide unimpeded access under awnings/colonnades to protect pedestrians from the elements.</p>	<p>Pedestrian pathways are provided adjacent to the south and east of proposed development. Alfresco layout will ensure that pedestrian access is unimpeded.</p>
15. Level Changes	<p>DO 15</p> <p>The centre shall be an inviting and user friendly place for all members of the community and universal access/accessibility shall be provided for all developments in a variety of ways.</p> <p>Blank facades may affect the vibrancy and activity in an area, or encourage graffiti, and as such design should limit this outcome by considering façade treatments such as wall art, landscaping or furniture.</p>	<p>15.1 All proposed retaining walls shall be treated with a non-sacrificial anti-graffiti coating to discourage potential graffiti and/or be decorated in such a way as to reduce the effect of blank facades. Landscaping in front of retaining, street furniture and articulation of the wall itself may be utilised as an alternative way of treating blank walls.</p> <p>15.2 All development shall provide universal access in accordance with relevant codes and standards. Innovative design features for ramps are encouraged to make universal access an integral part of design.</p>	<p>The Applicant notes the requirement for walls to be treated with a non-sacrificial anti-graffiti coating to discourage potential graffiti and it is expected that this will be required as a standard condition of planning approval.</p>

Element	Desired Outcome	Requirements	Response																		
			As outlined on page 69 of the plan package at Annexure 1 , the development includes all dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing-in-place. The development achieves the Silver Level requirements as defined in the Liveable Housing Design Guidelines. Further, a lift has been provided and can be used by older people and people with disability. Universal access is provided via the street and car parking area to the central entry lobby, then to each proposed dwelling and also to the communal open space on the roof deck.																		
17. Public Art	DO 17 To provide for an exciting and enticing public realm which supports the extensive growth of the CBACP area. To promote cultural vitality within the CBACP area.	17.1 Artwork associated with all proposed development is encouraged. 17.2 All development which is greater than \$1 million in total capital cost of development shall contribute 1.0% of the total capital cost of development to a CBACP wide public art fund. Alternatively the developer may propose to provide on-site public works which are integral to the design of the development. 17.3 Notwithstanding Clause 17.2, the total cost liability for contribution to the public art fund shall be capped at \$500,000.	The Applicant notes the public art requirement under the CBACP. It is anticipated as a condition of planning approval, the City will require a public art concept for the subject development, or elsewhere in the CBAC, with a minimum value of 1.0% of the total capital cost of development to be submitted to the City for endorsement prior to the submission of an occupancy permit application. The public art concept is provided on pages 75 to 77 of the plan package at Annexure 1 which proposes the integration of artwork into the streetscape facade of the development to elevate the design aesthetic and provide a higher end, sophisticated and tactile response to the iconic location. Refined materiality and a rigorous selection approach to the proposed artist and integration of artwork into the façade will ensure a beneficial outcome to not just the proposal but to the pedestrian and transient visual engagement.																		
18. Parking	DO 18 Parking should be provided to ensure that the CBACP area can provide for its residents and guests but should balance this need with a need to discourage private vehicle travel generally. Alternative transport is encouraged by way of providing for bicycle parking and storage, and motorcycle and scooter parking.	18.1 Basement car parking or parking sleeved by other uses is encouraged within the CBACP area 18.3 Car parking and motorcycle/scooter parking for residential development shall be provided as follows: <table><tr><th>Dwelling type</th><th>Q1 & Q2</th><th>Q2, Q3 & Q5</th></tr><tr><td>Studio or single bedroom dwellings</td><td>Min: 0.75 Max: 1.0</td><td>Min: 0.75</td></tr><tr><td>Two or three bedroom dwellings</td><td>Min: 1.0 Max: 1.5</td><td>Min: 1.0</td></tr><tr><td>Four or greater bedroom dwellings</td><td>Min: 1.25 Max: 2.0</td><td>Min: 1.25</td></tr><tr><td>Residential visitor</td><td>N/A</td><td>1 bay per eight dwellings for developments greater than 12 dwellings.</td></tr><tr><td>Motorcycle/Scooter parking</td><td>N/A</td><td>1 motorcycle / scooter space for every 10 car bays for developments greater than 20 dwellings.</td></tr></table> Where residential visitor parking is provided, car parking areas shall not be located within the street setback and not be visually prominent from the street.	Dwelling type	Q1 & Q2	Q2, Q3 & Q5	Studio or single bedroom dwellings	Min: 0.75 Max: 1.0	Min: 0.75	Two or three bedroom dwellings	Min: 1.0 Max: 1.5	Min: 1.0	Four or greater bedroom dwellings	Min: 1.25 Max: 2.0	Min: 1.25	Residential visitor	N/A	1 bay per eight dwellings for developments greater than 12 dwellings.	Motorcycle/Scooter parking	N/A	1 motorcycle / scooter space for every 10 car bays for developments greater than 20 dwellings.	Parking is located to the rear of the development site and is screened by the commercial tenancy and eastern elevation. The minimum car parking requirements for the residential component of the proposed development is five (5) car parking bays, being 1 bay per three bedroom dwelling. As noted below, parking is provided at a rate of approximately 2 bays per dwelling for the residential component of the development. Although this ratio exceeds the maximum under Clause 18.3, the dwellings proposed within this development comprise large three bedroom apartments which warrant the provision of at least two bays per dwelling when factoring in the potential future occupancy arrangements for those dwellings Residential visitor bays are not required for the M10 Zone in Q1
Dwelling type	Q1 & Q2	Q2, Q3 & Q5																			
Studio or single bedroom dwellings	Min: 0.75 Max: 1.0	Min: 0.75																			
Two or three bedroom dwellings	Min: 1.0 Max: 1.5	Min: 1.0																			
Four or greater bedroom dwellings	Min: 1.25 Max: 2.0	Min: 1.25																			
Residential visitor	N/A	1 bay per eight dwellings for developments greater than 12 dwellings.																			
Motorcycle/Scooter parking	N/A	1 motorcycle / scooter space for every 10 car bays for developments greater than 20 dwellings.																			

Element	Desired Outcome	Requirements	Response
		<p>18.4 Car parking for non-residential development in Q1 and Q2 shall be not less than one bay 50m² and not more than 1 parking bay per 25m².</p> <p>18.6 Scooter or motorbike parking shall be provided for all non-residential land uses at a ratio of one bay for every five car parking bays required in Clause 18.4.</p> <p>18.7 Bicycle storage/parking shall be provided for all non-residential land uses at a ratio of one bay per 100m² of net lettable area.</p> <p>18.8 Bicycle storage/parking shall be provided for all residential development at a ratio of one bay for every dwelling within a development site, and can be comprised within storage areas required as per Clause 19.5 or in shared parking areas or both</p>	<p>The commercial tenancy has a GLA of 73.7m requiring a total of two (2) car bays.</p> <p>A total of 14 car parking bays are provided, including 13 car bays provided within the stacker to service the residential and commercial tenancies, and one (1) separate universal bay. The development is therefore compliant with parking supply.</p> <p>Space for one (1) motorcycle parking bay has been provided</p> <p>A total of nine (9) bicycle parking bays are provided throughout the development, with four (4) provided at Ground Floor level, with an additional five (5) provided within the dwelling storerooms (one per store).</p> <p>As above.</p>
19. Servicing and Functionality	<p>DO 19 Individual residential developments should be provided with adequate storage facilities for the storage of bikes and other household items.</p>	<p>19.3 Developments within the M15, M10 and H8 Zones shall provide for all management of waste wholly within the development site. Including the ability for service vehicles to circulate within the development .No. on street waste collection areas</p> <p>19.4 Applicants within the M15, M10 and H8 Zones shall provide a Movement Summary in their written Statement of Support which provides the design intent behind the development of the site in relation to pedestrian access points, access to parking and cycling, pedestrian and cyclist pathways, loading areas and waste management.</p> <p>19.5 In Q1 and Q2 all residential developments shall comprise an enclosed, lockable storage area, which a minimum storage of 1.5m, with an internal area of at least 4m² for each grouped or multiple dwelling (s).</p>	<p>Given the challenges presented by the size and shape of the lot, waste will be collected from the verge by waste service vehicles. Importantly, this will be limited to a small number of bins at any time, which will ensure that there will be minimal disruption to traffic along Canning Beach Road. This arrangement has been confirmed with the City's waste management officers and will be facilitated through an increased collection schedule based on the generation rates for residential and commercial uses.</p> <p>A Waste Management Plan is included as Annexure 5</p> <p>A Movement Summary is included at page 52 of the plan set at Annexure 1 which demonstrates the interrelationship between the access for pedestrians, vehicles and waste within and surrounding the site.</p> <p>Enclosed storage areas are provided within each of the five (5) apartments in accordance with this requirement.</p>
20. Safety	<p>DO 20 Crime Prevention Through Environmental Design or CPTED uses the built environment to reduce the opportunity for crime, increase the perception of safety perceived by authorised users of a space, while increasing the perception of risk by unauthorised users of a space. Development should promote the safety and security of the public environment. Buildings should overlook streets and other public spaces to promote natural supervision. Blank walls onto streets, or large distances between the footpath and openings are discouraged In addition, access to daylight should be maximised and a high level of lighting should be provided in all public areas.</p>	<p>20.1 Access to and through a development shall be safe and efficient. Entrances shall be positioned so that all pedestrian movement is adequately lit and directly visible from a public space. Access to and from car parking areas and building entrances shall be adequately sign-posted with provision of good lighting to enable safe out of hours use.</p> <p>20.2 To maximise visibility and surveillance of the public environment, the incorporation of active edge uses, including those at ground level that spill out onto public space and those located at the front of a building on the first floor that enable overlooking into public space, are encouraged. Windows can be positioned to overlook pedestrian routes, provided that privacy concerns are met.</p>	<p>The Applicant notes the relevant requirements for CPTED as outlined in these provisions and it is expected that such measures will be required as standard conditions of planning approval. This is expected to include details of the proposed lighting to pathways and car parking areas being provided to the satisfaction of the City of Melville. It is likely to also include demonstration of how lighting will enable safe use by occupants and visitors on site at night and which limits dark shadows in open spaces on site and to the adjacent street.</p>

Element	Desired Outcome	Requirements	Response
		<p>20.3 Development shall clearly define private and public space responsibilities. The function and ownership of an area can be clarified by paving, lighting and planting. Planting shall not create concealed spaces near paths and lighting shall allow clear lines of visibility.</p> <p>20.4 Street furniture and lighting shall be made of durable materials to a vandal-resistant design. Graffiti-resistant materials and surface finishes are appropriate at street level in all developments. Graffiti should be reduced by increased lighting and general design features which promote visibility and discourage crime.</p> <p>20.5 Lighting proposed for all development shall be designed so as to limit the possibility of dark shadows in adjacent private and public open spaces.</p>	



3.2.4 Planning and Development (Local Planning Schemes) Regulations 2015

The Planning and Development (Local Planning Schemes) Regulations 2015 (**the Regulations**) came into effect on 19 October 2015. The Regulations have introduced a set of deemed provisions that now form part of LPS6.

The current Regulations incorporate the amendments introduced by the Planning Regulations Amendment Regulations 2020 (**the Amendment Regulations**) under Part 2, Divisions 1 and 2. Provisions relating to Activity Centre Plans are no longer included in Schedule 2 of the Regulations. However, the definition of the term “Structure Plan” has now been extended to include standard and precinct structure plans. In line with the newly gazetted State Planning Policy 7.2 – Precinct Design (**SPP7.2**), “Precinct Structure Plans” are now a replacement for Activity Centre Plans and are required where planning and design guidance is needed in relation to zoning, density, subdivision and types of land uses and overall development. In line with the provisions SPP7.2, a new Precinct Structure Plan will not be required over an area over which there is already an endorsed Structure Plan or Activity Centre Plan.

Clause 27 of Schedule 2 (deemed provisions) of the Regulations requires that:

- 1) *A decision-maker for an application for development approval or subdivision approval in an area that is covered by a structure plan that has been approved by the Commission is to have due regard to, but is not bound by, the structure plan when deciding the application.*

The development proposal has been assessed against the Desired Outcomes and Requirements of the Canning Bridge Activity Centre Plan which was endorsed prior to the gazettal of SPP7.2 and the Amendment Regulations.

In addition, Clause 67 of Schedule 2 (deemed provisions) of the Regulations deals with matters to be considered by local government and includes key provisions relevant to the assessment of applications for development approval. **Table 4** includes responses to the key provisions applicable to the proposed development.

Table 4: Response to Clause 67 Requirements

Matters to be considered	Comment
(a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The proposed development meets the objectives of the Centre zone in designating the land for future development as an Activity Centre in accordance with the structure planning provisions of the Activity Centres State Planning Policy.
(b) <i>the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	The proposal complies with the applicable planning framework. The proposal is entirely consistent with the proposed amenity for the M10 Zone of the Canning Bridge Activity Centre Plan consisting of higher density residential development. The development will provide a high level of visual attraction.
(c) <i>any approved State planning policy;</i>	The proposed development is consistent with the provisions of SPP3, SPP4.2, SPP7.0, SPP7.2 and SPP7.3 as demonstrated in Section 3.1 of this report.
(g) <i>any local planning policy for the Scheme area</i>	The proposed development is consistent with the requirements of Local Planning Policy 1.3 – Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non Residential Development, Local Planning Policy 1.4 – Provision of Public Art in Development Proposals and Local Planning Policy No. 1.5 – Energy Efficiency In Building Design as demonstrated in this report.
(h) <i>any structure plan, activity centre plan or local development plan that relates to the development;</i>	The proposed development is generally consistent with the Desired Outcomes and Requirements of the Canning Bridge Activity Centre Plan.
(m) <i>the compatibility of the development with its setting, including -</i> (i) <i>the compatibility of the development with the desired future character of its setting; and</i> (ii) <i>the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	The proposed mixed use development is consistent with the built form and development in close proximity which contains an existing multiple storey apartment development to its east within the Raffles Hotel complex, while further multiple storey mixed use developments have been approved to the west along Canning Beach Road. The development generally aligns with the height requirements and setback requirements with minor variations. The proposed landscaping on structure and the architectural features of the development will enhance the streetscape and reflect the desired built form of this area. Setbacks to the southern adjacent lot have been increased whilst taking into account DRP comments around addressing the potential for the carpark site to be developed. However, it is anticipated that the adjacent carpark will remain as it serves a critical community role and provides access to the adjoining public place of significance (Applecross District Hall). Any new development proposed on the adjacent southern carpark lot would need to allow for significant setbacks to the northern boundary in order to maximize daylight penetration



Matters to be considered	Comment
	<p>into proposed floor plates as well as maximizing view connection to the river, city and escarpment.</p> <p>The proposed building and the planning of floor plates have been carefully considered to position openings to take full advantage of the west-north-east view aspect and solar orientation. This has resulted in a structure with minimal significant openings facing south and little to no overlooking concerns for possible future adjoining developments.</p> <p>Accordingly, the development is considered compatible with the surrounding locality and sets a high standard for future development in the street.</p>
<p>(n) the amenity of the locality including the following –</p> <p>(i) environmental impacts of the development;</p> <p>(ii) the character of the locality;</p> <p>(iii) social impacts of the development;</p>	<p>The proposal is environmentally sustainable dual aspect for all apartments enabling cross ventilation and north facing living and open spaces providing access to winter sun. Additionally, the development will be provided with solar panels, a central hot water unit and motion sensor LED energy efficient appliance. Landscaping will be subject to waterwise planting.</p> <p>The architectural features of the development and extensive landscaping will add to the character of the locality.</p> <p>The proposed new dwellings will add to the density and vibrancy of the community; residents will enjoy close proximity to public transport, amenities and facilities and add to the activation of the CBAC.</p>
<p>(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</p>	<p>The proposed landscaping meets the Desired Outcomes and Requirements of the Canning Bridge Activity Centre Plan and includes planting on structure and trees in deep soil areas.</p>
<p>(s) The adequacy of -</p> <p>(i) the proposed means of access and egress from the site; and</p> <p>(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;</p>	<p>Access to the site will be provided via a crossover on Canning Beach Road. Adequate space for manoeuvring of vehicles has been provided within the ground floor parking area to accommodate the car-stacking parking system.</p> <p>In regard to parking supply, the CBACP car parking requirements have been met.</p>
<p>(t) the amount of traffic likely to be generated by the development particularly in relation to the capacity of the road system in the locality and the probable effects on traffic flow and safety;</p>	<p>The level of traffic likely to be generated by the development will be minimal due to the low dwelling yield and easily accommodated within the surrounding road network.</p>
<p>(u) The availability and adequacy for the development of the following-</p> <p>(i) public transport services;</p> <p>(ii) public utility services;</p> <p>(iii) storage management and collection of waste;</p>	<p>The proposed development is within walking distance of the Canning Bridge rail and bus stations. It is also located in close proximity to high frequency bus routes along Canning Highway.</p> <p>The site includes a bin store area that will be managed by the Body Corporate. A janitor will be employed and will attend the site on bin collection days to oversee the waste collection</p>

Matters to be considered	Comment
<p>(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</p> <p>(v) access by older people and people with disability;</p>	<p>process. A Waste Management Plan has been submitted as part of this application to detail this process (refer Annexure 5).</p> <p>Access for pedestrians is provided along a dedicated pedestrian entrance adjacent to the public car park to the south of the site. End of trip storage, toilet and shower facilities are provided for the commercial tenancy.</p> <p>A lift has been provided and can be used by older people and people with disability.</p>
<p>(w) the history of the site where the development is to be located</p>	<p>The site presently contains two double storey duplex residential dwellings. The locality will benefit from the redevelopment of the subject site which will introduce an architecturally designed building into the streetscape with a building height more consistent with surrounding development. Further, the proposed development will accommodate a higher dwelling density in line with the objectives of the CBACP.</p>

3.2.5 Local Planning Policy No. 1.3 - Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non Residential Development

The objectives of this policy are to achieve development that is functionally designed and effectively managed in terms of waste and recycling management and collection and to promote waste minimisation.

This policy requires that all applications for multiple dwellings, mixed use developments and non-residential developments must be accompanied by a Waste Management Plan (**WMP**). Once approved by the City, the management and collection of waste will be undertaken in accordance with the approved WMP.

A Waste Management Plan has been prepared for the proposed development and is included as **Annexure 5**.

3.2.6 Local Planning Policy No 1.4 - Provision of Public Art in Development Proposals

Local Planning Policy No. 1.4 (**LPP1.4**) applies to all applications for development approval for multiple dwellings, mixed use or non-residential developments (or additions or extensions to these developments).

LPP1.4 requires that:

Each application for the construction of a multiple dwelling, mixed use or non-residential development (or alterations, additions or extensions to these developments) where the cost of development exceeds \$2 million, are to provide public art to the value of 1% of the cost of development.

As noted in **Table 3** above, GPG No. 6 Pty Ltd has appointed a professional artist who will provide a public art contribution.

3.2.7 Local Planning Policy No. 1.5 - Energy Efficiency in Building Design

The objectives of this policy are to encourage the incorporation of environmentally sustainable and energy efficient design principles as standard practice in the development of buildings.

All new buildings and substantial alternations to existing building are encouraged to incorporate the following environmental and energy efficient design principles as set out in **Table 5**. It is also noted that a Sustainable Design Strategy has been prepared by Emergen and included at **Annexure 4**.

Table 5: Response to Policy LPP1.5

Policy Requirements	Response
<p>1. <i>Building Orientation /Passive Solar Design</i></p> <p><i>Buildings are to be orientated on site to ensure outdoor living areas and openings to indoor living areas face to the north. A northern orientation will ensure benefits of natural solar heating and daylight are maximised in cooler months. Conversely, negative aspects of heat gain during warmer months can be minimised.</i></p>	<p>The generous balconies and living areas for all five apartments are orientated towards the north to ensure the benefits of natural solar heating and daylight in the cooler months. Additionally, the fully glazed café/restaurant and alfresco are also orientated towards the north.</p>
<p>2. <i>Solar Access</i></p> <p><i>In conjunction with the provisions of the Residential Design Codes, the City shall have regard to location or roof pitch of a development where solar access to buildings and courtyards on an adjoining lot are threatened.</i></p>	<p>Given the location of the proposed development in relation to the adjoining properties to the west and the Council car park to the south, the building will minimise impact to solar access to adjoining properties.</p>
<p>3. <i>Landscaping – Climate Control, Waterwise Gardens and the Retention of Trees</i></p> <p><i>Landscaping plans required for all development shall incorporate principles of waterwise design and optimise elements of passive solar design and climate control. In terms of climate control and passive solar design, landscaping plans are to have regard to the following principles:</i></p> <ul style="list-style-type: none"> <i>Evergreen plants on the east and west side of a building to block undesirable solar radiation.</i> <i>Deciduous plants located on the north side of a building to block undesirable radiation in summer whilst ensuring its provision in winter.</i> <i>Densely planted shrubs on the eastern and north western sides of a building to block hot easterly winds in summer and cold north westerly winds in winter.</i> <p><i>Landscaping plans are required to demonstrate the use of waterwise plants (as defined by the Water Corporation of Western Australia) and the incorporation of water wise irrigation</i></p> <p><i>Wherever possible and practical, significant individual trees should be preserved on private lots. Trees add value to property and contribute significantly to the amenity of the locality, providing shade, shelter from wind, habitat for wildlife and filter for air pollution and traffic noise.</i></p>	<p>Landscaping on the proposed development will include waterwise plants and will optimise elements of passive solar design and waterwise control. Details of plantings and species used are included in pages 32 to 36 in the Development Plan package which is included as Annexure 1</p>
<p>4. <i>Building Infrastructure Initiatives</i></p> <p><i>The Building Code of Australia incorporates energy efficiency provisions for the design and construction of new buildings and additions and alterations to existing buildings.</i></p> <ul style="list-style-type: none"> <i>Plumbed Rainwater tanks</i> <i>Greywater systems</i> 	<p>The proposed development will incorporate solar panels which will power a central Hot water unit, motion sensor LED energy efficient appliances and double glazing.</p>

Policy Requirements	Response
<ul style="list-style-type: none"> <i>Solar water heaters</i> <i>Photovoltaic energy systems</i> <i>Insulation</i> <i>Light coloured non reflective roofing.</i> 	<p>The roof will be of light coloured materials and will incorporate vegetation including shrubs and trees.</p>

4.0 CONCLUSION

On behalf of GPG No. 6 Pty Ltd we seek the City's support for the proposed architecturally designed multiple dwelling development at No. 65 Canning Beach Road, Applecross.

It can be seen that:

- The proposal is in compliance with the State and local planning framework;
- The form of the development will be consistent with achieving the objectives for the M10 Zone within the Kintail Quarter of the Canning Bridge Activity Centre Plan;
- The proposal assists the City in meeting its dwelling targets to activate and promote the Canning Bridge Activity Centre as an Activity Centre integrating land use and transport to accommodate higher dwelling densities within easy access to services, facilities and job opportunities;
- Approval of the proposed development would be consistent with the Desired Outcomes and Requirements of the CBACP Design Guidelines. Furthermore, approval of this development would be consistent with the state strategic planning framework, which encourages densification and a more compact built form in locations such as this; and
- The proposal will set a positive example for an architecturally designed building to act as a catalyst for further developments to occur in line with meeting the overall objectives of the Canning Bridge Activity Centre Plan.

We therefore seek Council's favourable consideration and support of this proposal to enable approval for the establishment of this landmark development.





APPENDIX
DRP → JDAP
COMPARISON

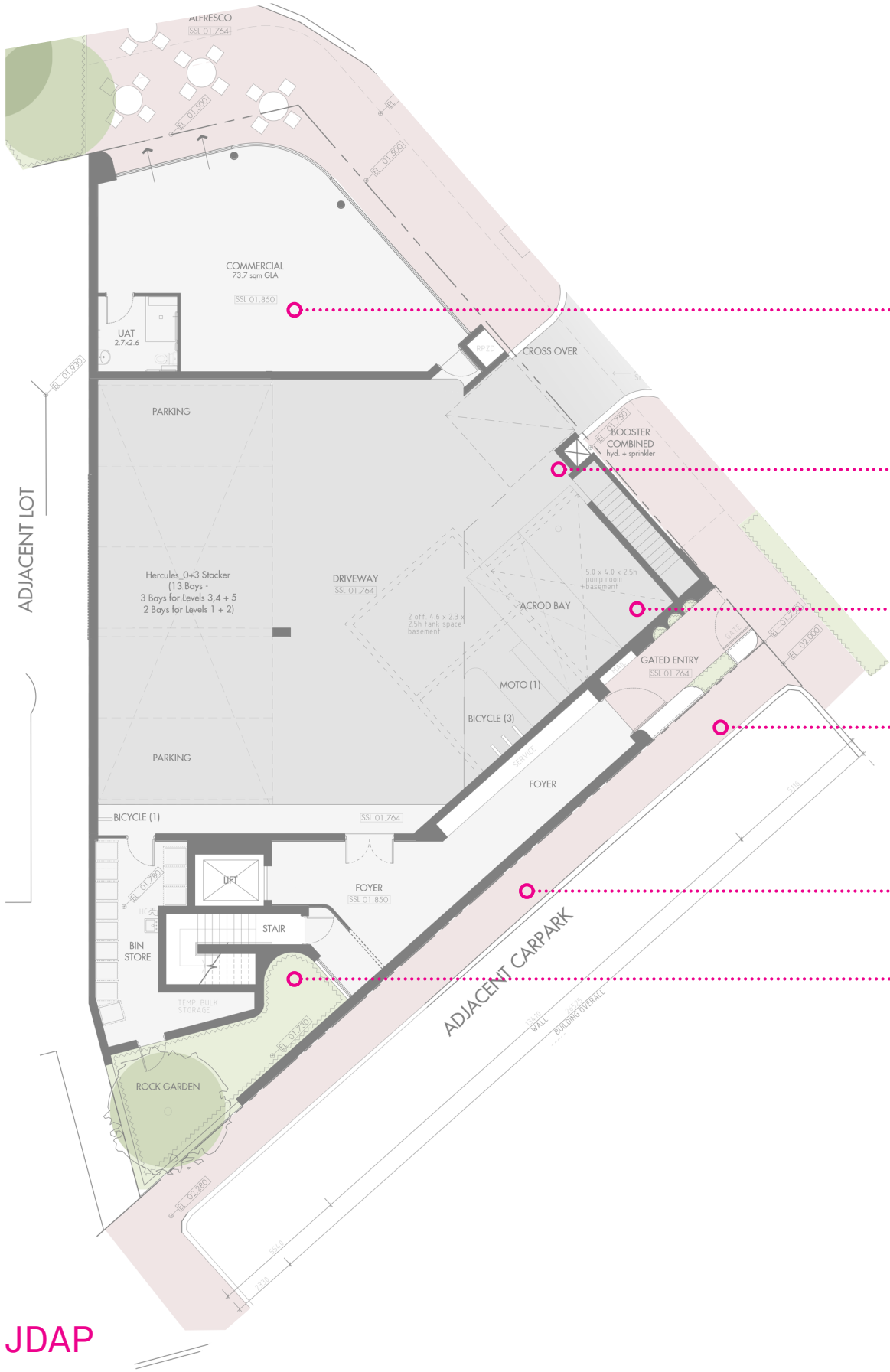
APPENDIX

DRP TO JDAP COMPARISON

Revisions noted in pink



DRP



JDAP

INCREASE TO COMMERCIAL
TENNANCY AND INCREASE
STREETSCAPE ACTIVATION

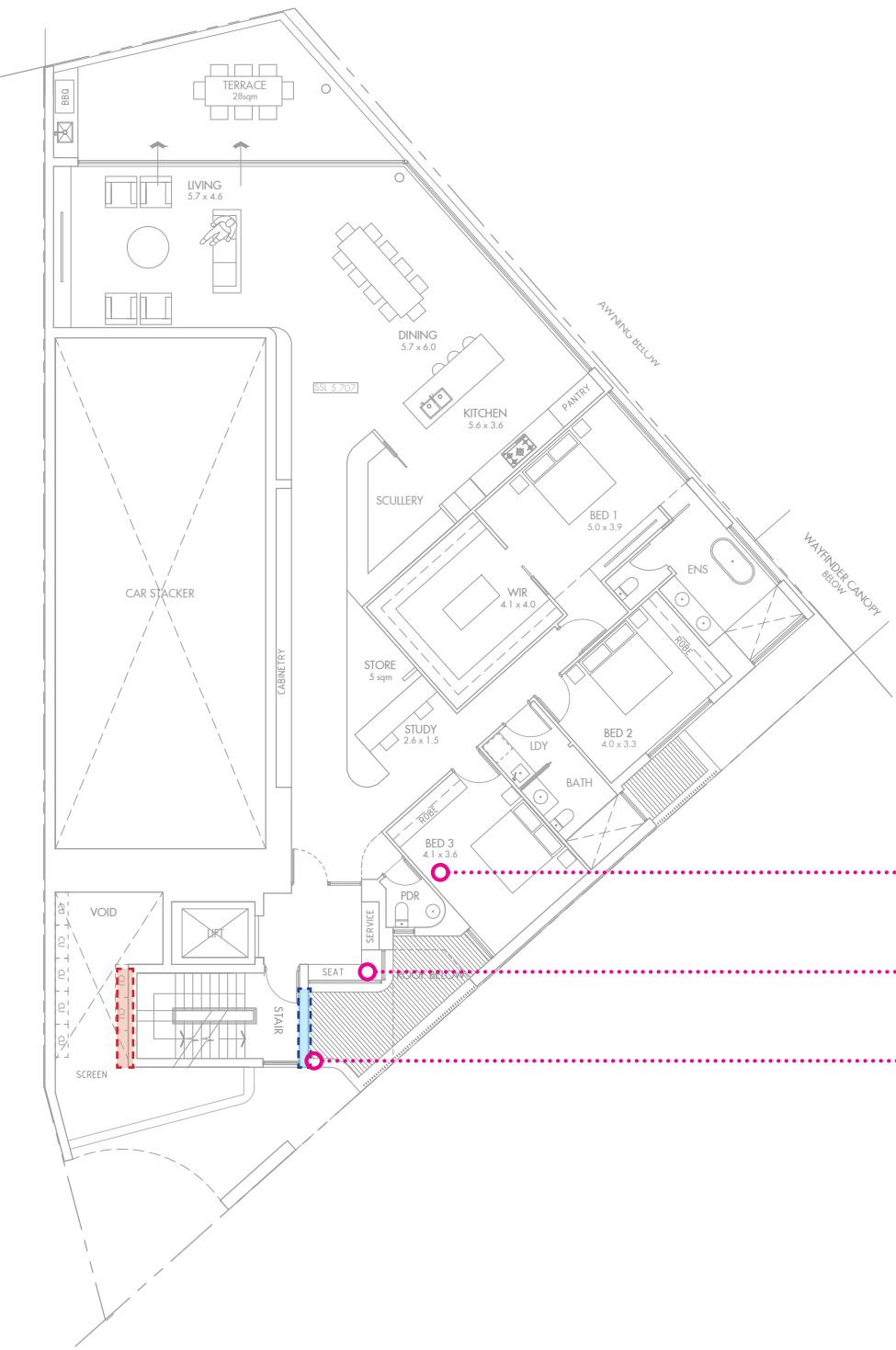
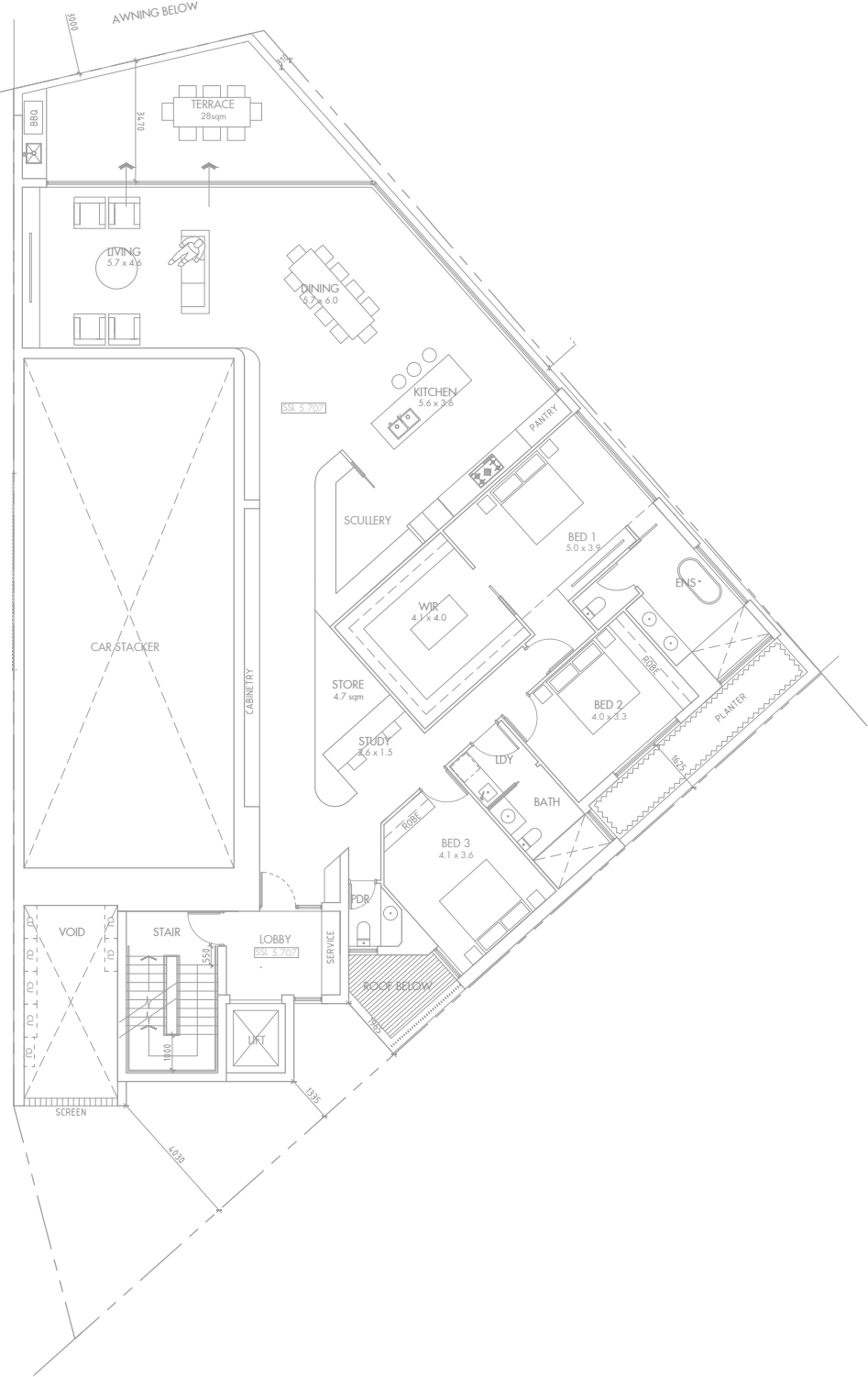
CROSSOVER WIDTH DECREASED
to increase pedestrian interaction
with streetscape

Fire Services and amenities
integrated thru ENGAGEMENT OF
FIRE ENGINEER

Secure permeable enclosure
added to Entry to INCREASE
SECURITY

Foyer corridor DECREASED in
length and visual connection to
thru landscaping increased.

Repositioning of service core to
open foyer and promote external
view lines to apartment levels



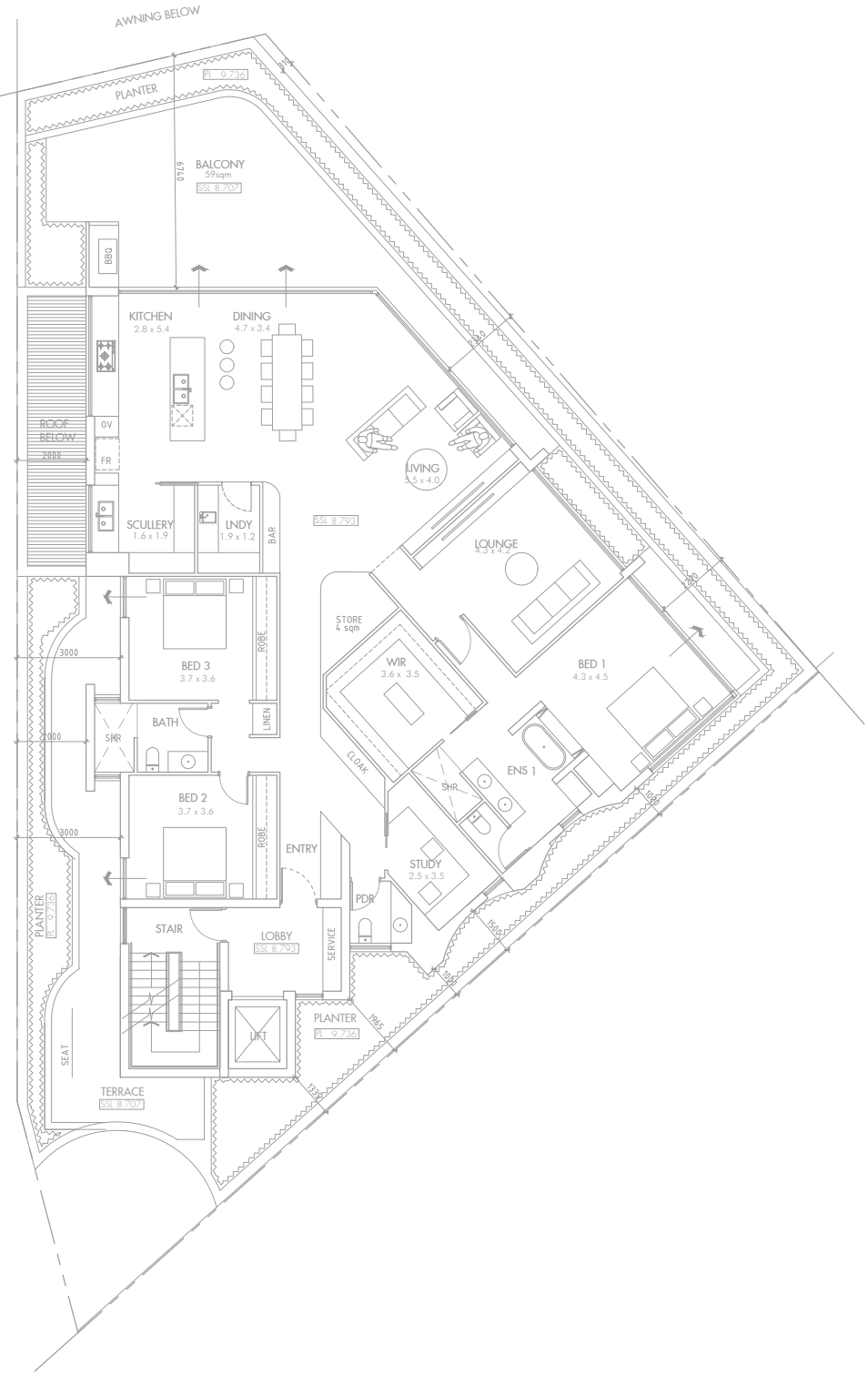
IMPROVED AMENITY to Bed 3
internal layout and storage

Introduction of aperture for
external environment aspect to
apartment Private Lobbies

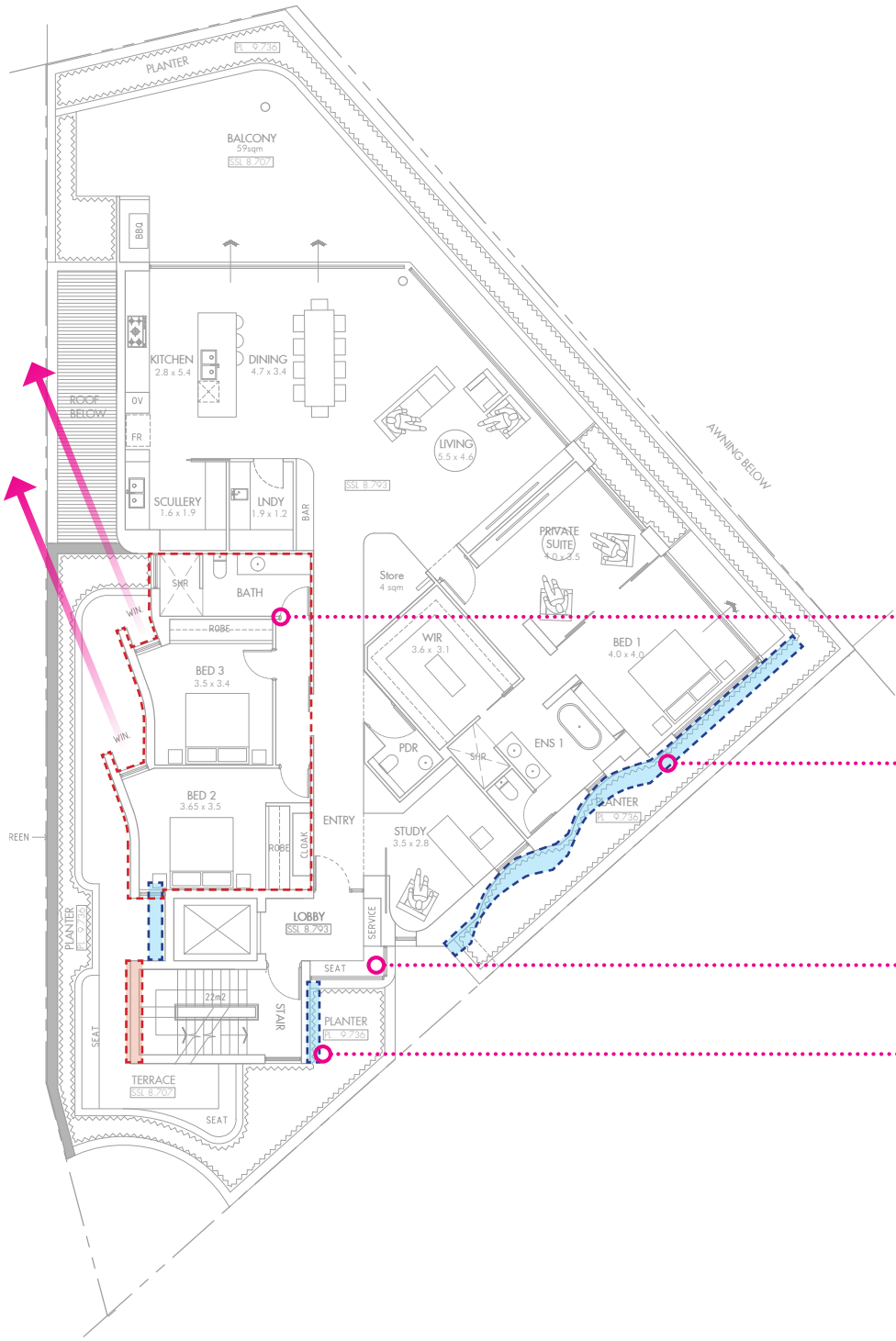
INCREASE SETBACK to structure
from adjacent lot as a provision
for future adjoining development

DRP

JDAP



DRP



JDAP

REDESIGN of internal floor plate
to IMPROVE EXTERNAL VIEW
CONNECTION to Bed 2 + 3

INCREASE SETBACK to structure
from adjacent lot as a provision
for future adjoining development

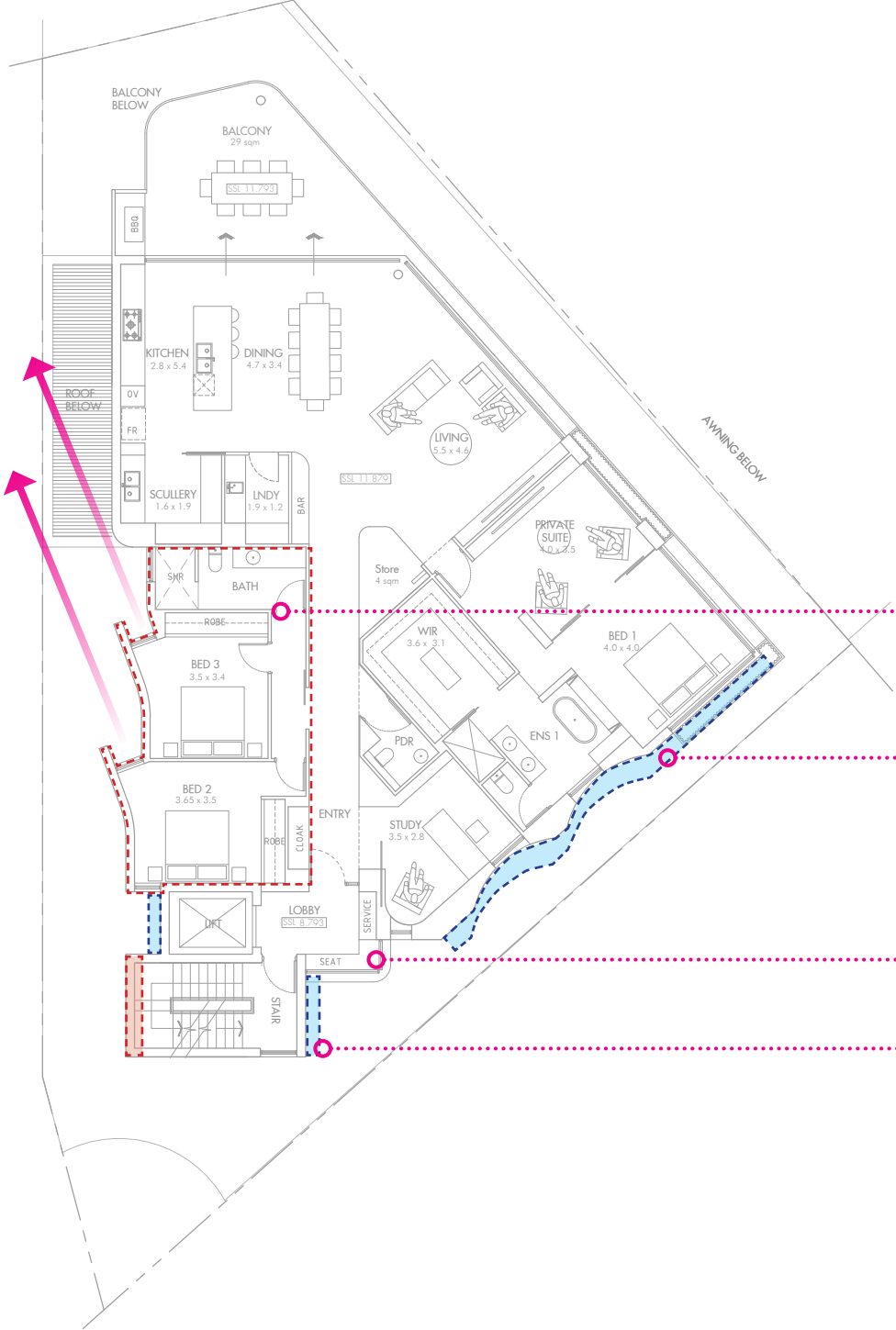
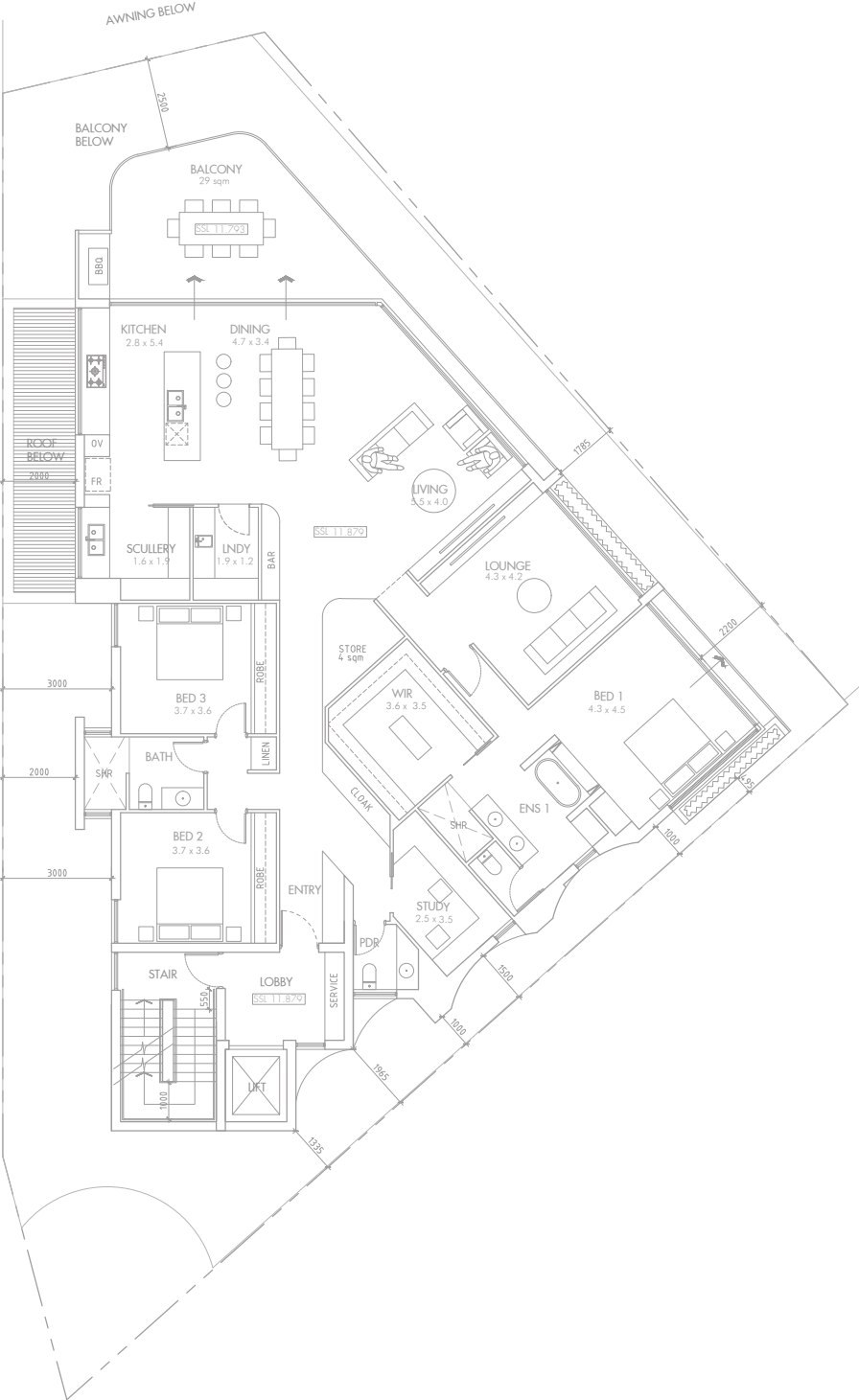
Introduction of aperture for
external environment aspect to
apartment Private Lobbies

INCREASE SETBACK to structure
from adjacent lot as a provision
for future adjoining development

APPENDIX

DRP TO JDAP COMPARISON

Revisions noted in pink



REDESIGN of internal floor plate
to IMPROVE EXTERNAL VIEW
CONNECTION to Bed 2 + 3

INCREASE SETBACK to structure
from adjacent lot as a provision
for future adjoining development

Introduction of aperture for
external environment aspect to
apartment Private Lobbies

INCREASE SETBACK to structure
from adjacent lot as a provision
for future adjoining development

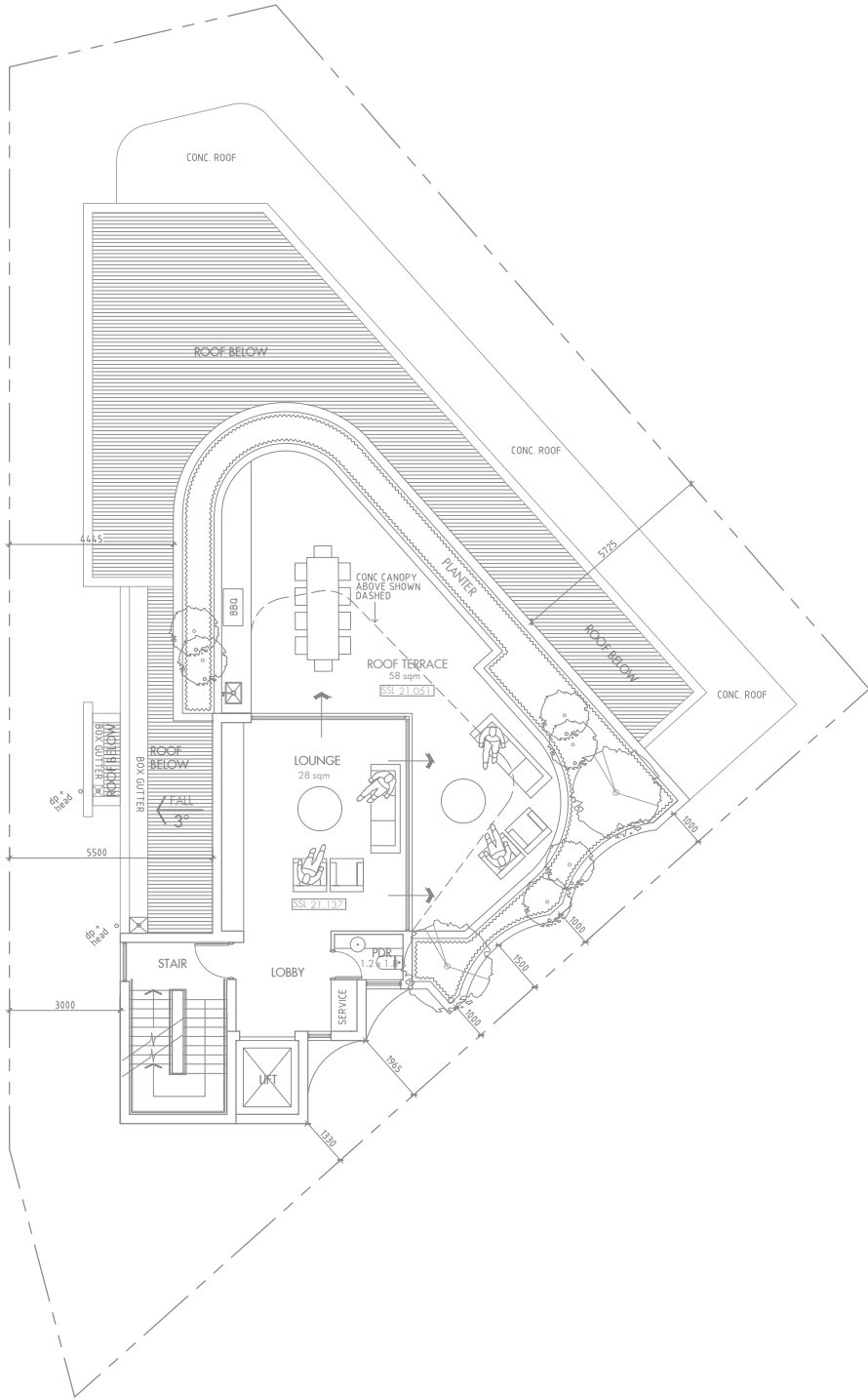
DRP

JDAP

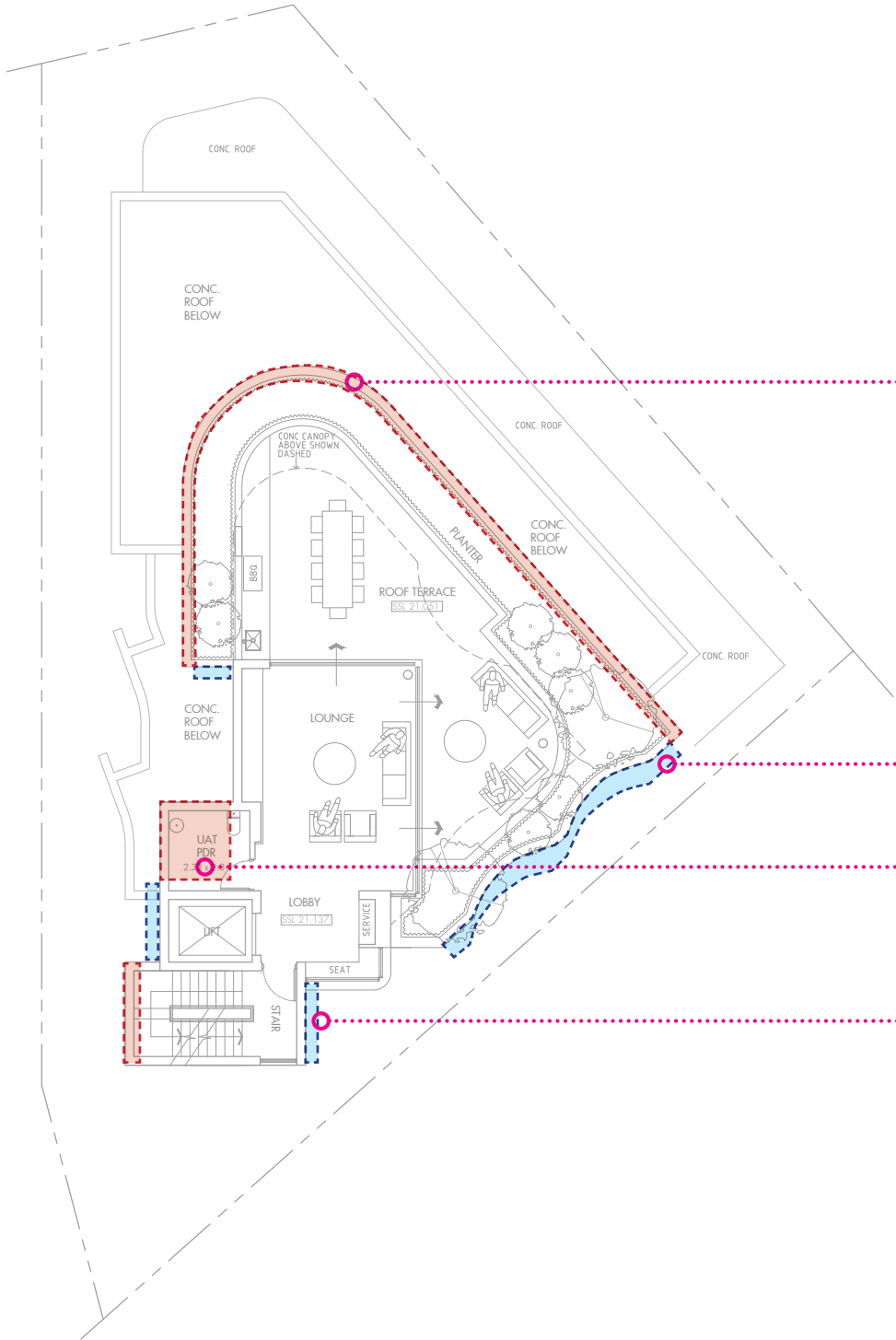
APPENDIX

DRP TO JDAP COMPARISON

Revisions noted in pink



DRP



JDAP

INCREASE PLANTING to leading edge of building to provide greater plant diversity opportunity and connection to landscape

INCREASE SETBACK to structure from adjacent lot as a provision for future adjoining development

Reposition UAT to INCREASE VIEW connections to Roof Terrace and Lounge

INCREASE SETBACK to structure from adjacent lot as a provision for future adjoining development

ANNEXURE 3

DESIGN REVIEW PANEL RESPONSE

*Note: A set of comparison drawings have been prepared to demonstrate the changes made to the current set of plans in response to the DRP comments (refer pages 104 to 109 of the Development Plan package at **Annexure 1**).*

Design Review Panel Comment	Applicant Response
Strengths of the Proposal	
The Panel commends the Proponent on a coherent presentation arranged around the 10 Design Principles of State Planning Policy 7.0 Design of Built Environment (SPP7.0).	This comment is noted and appreciated.
The proposal offers the opportunity for an active and engaged streetscape (with some improvement) and public domain with a commercial tenancy for part of the street front with a legible building entry.	This comment is noted and appreciated.
The site is situated on a triangular site at the corner of Canning Beach Road and enjoys a north and east orientation.	This comment is noted and appreciated.
The site enjoys access to expansive views, local amenity and public transport.	This comment is noted and appreciated.
The compact nature of the site and challenging geometry give rise to an interesting and unique urban response which the Panel are supportive of.	This comment is noted and appreciated.
The bulk form and scale are well managed and mediated through a series of sculpted setbacks and articulated by strategically placed recesses and projections.	This comment is noted and appreciated.
The apartments are generally functional and well arranged with generous balconies that present as floating platforms unobstructed by column structure.	This comment is noted and appreciated.
Roof top communal terrace offers good amenity to building occupants.	This comment is noted and appreciated.

Design Review Panel Comment	Applicant Response
The compact nature of the site and the associated geometry make the provision of deep soil planting challenging. The Panel support the under-provision of deep soil on this site because of the awkward nature of the site geometry and because of its proximity to high quality open space.	This comment is noted and appreciated.
High levels of cross ventilation by virtue of the apartment typology.	This comment is noted and appreciated.
Integrated artwork.	This comment is noted and appreciated.
Integrated landscape design.	This comment is noted and appreciated.
The introduction of natural light to the main stair encourages its use in lieu of the lift.	This comment is noted and appreciated.
Principle 1 – Context and character	
Comments	
The Panel commends the Proponent on a coherent presentation arranged around the 10 Design Principles of State Planning Policy 7.0 Design of Built Environment (SPP7.0).	This comment is noted and appreciated.
The current ground plane street frontage is not yet sufficiently activated with occupied space that can successfully interact with and surveil the adjoining streetscape.	<p>Noted. The proposal has been further resolved to address the streetscape activation.</p> <p>The public domain interface at ground floor level is posited at the prime northern corner of the site to take advantage of the view and connection to the surrounding environment. Direct access to this pedestrian thoroughfare is intended to encourage a communal response to a site that has been historically private. This has been achieved through clear, minimally framed glazing which will open the facade to bring the views into the internal space and take advantage of the location.</p>

Design Review Panel Comment	Applicant Response
	<p>Moving south along the ground floor plane, the proposed façade and soffit integrated artwork is intended to activate multiple planes to create an enveloping experience for passers-by which can reinforce the site as a significant social gathering space.</p> <p>Finally, the apartment entry located at the south-eastern corner of the development is treated with a custom feature screen gate leading into the graduated transitional entrance walkway. The semi-permeable screening treatment at the pedestrian entrance provides interaction with the public realm.</p>
<p>The Proposal is not described in its broader streetscape context by way of streetscape elevations and sections with adjoining properties in their current form and future potential.</p>	<p>Noted. A set of detailed renders has been included as part of the plan set which demonstrates the proposal in its broader streetscape context with adjoining properties in their current form and future potential.</p>
<p>The proposal does not yet demonstrate how the adjoining car park might be developed in the future and how this might further inform the design response.</p>	<p>These comments have been considered, however the space is currently utilised as a car parking area and the future development capability of this adjoining area is unknown. Notwithstanding this point, the plans have been amended to increase the setback of the tower component of the southern elevation. Although the proposal has been developed based on the known site context, the amendments incorporated into the revised plans will assist to support neighbouring podium and tower development if and when it occurs whilst also being at a height and scale which would not prevent a functional and liveable building being developed on the adjoining site.</p>
Recommendations	
<p>The Panel looks forward to seeing how the façade materiality, texture and colour develop in a way that references the local context and character of the area.</p>	<p>Noted. The proposed materiality is included within the plan set provided as part of the development application documentation.</p> <p>Materiality of the proposed development has been refined to provide a high level of durability and luxury taking into account the prominence and significance of the location.</p>

Design Review Panel Comment	Applicant Response
	<p>Deeper, textural and tactile materials encapsulate the podium facades to anchor the project to site. Earth tones are imbued into the façade with reference to the sites indigenous past, including:</p> <p>Moondaap (Point Dundas) meaning ‘the blackness of the river bank’ – Referenced in the darker black mottled tones in the façade articulation.</p> <p>Beere or banksias were flowering and extract honey from the blossom. – Referenced in the golden tones of the façade articulation.</p> <p>Canning confluence is known as Gabbi Kowangalup, ‘the place where the water comes out of the hole’. – Referenced in the lighter washed tones of the façade articulation ‘the glistening elements like diamonds reflecting.’</p> <p>The proposed artwork integrational also stitches in the story of site through as seen through the lens of Senior Waringarri artist Kitty Malarvie (Jaru People).</p> <p>The light, subtle and refined materials have been selected for the upper levels to lighten the structure and assist in alleviating any bulk to the surrounding streetscape.</p> <p>Finessed, articulated forms dance along the façade perimeter mimicking the river bank reeds to provide abstract connections to place.</p>
The Proponent is encouraged to provide streetscape elevations and sections illustrating the current and future condition.	Noted. A set of detailed renders has been included as part of the plan set which demonstrates the proposal in its broader streetscape context with adjoining properties in their current form and future potential.
Consider how the adjoining car park site might be developed to its full potential and how that may inform the design approach for your site.	As noted above, the amendments incorporated into the revised plans will assist in building interface outcomes in the event that development occurs on the adjoining lot.

Design Review Panel Comment	Applicant Response
	<p>Setbacks to the southern adjacent lot have been increased whilst taking into account DRP comments around addressing the potential for the carpark site to be developed.</p> <p>It is anticipated that the adjacent carpark will remain as it serves a critical community role and provides access to the adjoining public place of significance (Applecross District Hall).</p> <p>Any new development proposed on the adjacent southern carpark lot would need to allow for significant setbacks to the northern boundary in order to maximize daylight penetration into proposed floor plates as well as maximizing view connection to the river, city and escarpment.</p> <p>The proposed building and the planning of floor plates have been carefully considered to position openings to take full advantage of the west-north-east view aspect and solar orientation. This has resulted in a structure with minimal significant openings facing south and little to no overlooking concerns for possible future adjoining developments.</p>
<p>Consider ways of enhancing the extent of active and engaged street frontage above the 40-50% currently proposed. This may include relocating the booster pump and tanks to a more suitable location.</p>	<p>Noted. As explained above, the extent of active and engaged street frontage has been increased and enhanced through the use of clear unframed glazing to the café tenancy, the incorporation of wall and under-awning public artwork and the semi-permeable apartment entry feature. The booster pump and tanks have been relocated to a basement storage area and the width of the vehicle crossover and gate has been reduced to improve opportunities for activation at ground floor level.</p>
<p>Consider reducing the width of the vehicular cross over and/or hard paving treatment that defines and presents the cross over as a pedestrian priority footpath.</p>	<p>Noted. The width of the crossover and gate has been reduced to improve the streetscape presentation at ground floor level and increase activation opportunities through glazing and public artwork.</p>

Design Review Panel Comment	Applicant Response
Principle 2 – Landscape quality	
Comments	
The Panel commends the Proponent for the early integration of landscape design into the proposal.	This comment is noted and appreciated.
The Panel questions the location of the small deep soil zone given how the adjoining car park site might be developed in the future. Its visual impact on the entry sequence is also minimal.	<p>Noted. The entry sequence has been updated to provide for a view through to the deep soil area and rock garden in the south-western corner.</p> <p>The relocation of deep soil areas was explored, however the planting on structure proposed is considered to best suit the constrained nature of the site and ensure that the roof terrace is maintained as a functional communal area.</p> <p>The low plantings and small to medium sized trees proposed on the roof terrace will maintain functionality of the space whilst enabling panoramic views from Kings Park and the City to the north and the Darling Scarp and Canning River to the east and south.</p>
Recommendations	
The Proponent is encouraged to consider relocating the roof terrace to have a more strategic relationship with view and vista.	For the reasons provided above, this recommendation has been considered but not adopted.
Principle 3 – Built form and scale	
Comments	
The Panel considers the proposed built form and scale appropriate within this context.	This comment is noted and appreciated.
The compact nature of the site and challenging geometry give rise to an interesting and unique urban response which the Panel are supportive of.	This comment is noted and appreciated.

Design Review Panel Comment	Applicant Response
The bulk form and scale are well managed and mediated through a series of sculpted setbacks and articulated by strategically placed recesses and projections.	This comment is noted and appreciated.
Recommendations	
None.	Noted.
Principle 4 – Functionality and build quality	
Comments	
The apartments are well arranged and functional in layout.	This comment is noted and appreciated.
However, the AC condenser locations have not yet been demonstrated and with no forward planning have the capacity to negatively impact the private and public domain.	Noted. The air conditioner condenser units are proposed to be located behind the lift/stairs on the first floor level in the void above the bin store area. This will ensure the condensers are screened from view from the public realm.
Recommendations	
Demonstrate the location of AC condensers and other plant equipment where they are carefully screened from the public and private realm.	Noted. As outlined above, the air conditioner condenser units are proposed to be located within the void above the bin store.
Consider design strategies that might enable oblique views from bed 2 and/or 3 towards the river without further compromising set back conditions.	Noted. The design of windows for bedrooms 2 and 3 across the second to fifth floors has been amended to provide for oblique views to the river through the incorporation of angled openings which ensure that setback conditions and privacy outcomes are maintained.
Principle 5 – Sustainability	
Comments	
The Panel notes that an ESD Professional has not yet been engaged.	Noted, an ESD professional has now been engaged.

Design Review Panel Comment	Applicant Response
Recommendations	
The Proponent is strongly encouraged to appoint an ESD Professional and explore a coordinated response to sustainability initiatives and ways in which the project can go above and beyond Section J Compliance.	Noted, an ESD professional has been engaged. The ESD report is included as part of the development application documentation.
Principle 6 – Amenity	
Comments	
The individual apartments offer high levels of amenity to occupants including access to cross ventilation and dual aspect views.	This comment is noted and appreciated.
Generous outdoor living areas capitalize on view and solar orientation.	This comment is noted and appreciated.
Individual lift lobbies enjoy access to natural light and ventilation.	This comment is noted and appreciated.
Bedroom 3 on the first floor may be compromised in the event of a zero set back development on the adjoining car park site.	Noted. This design element has been explored and addressed as part of the amended drawings. Initially, the natural light to bedroom 3 was provided via the deep soil planting area in the south-western corner. However, this relied upon the light passing beneath the podium planting area. The amended design has addressed this through the provision of an opening within the podium planting area directly above the window. This will provide for a significant improvement to natural light access to this bedroom.
The stair is well placed to be used by residents in lieu of the lift.	This comment is noted and appreciated.
Recommendations	

Design Review Panel Comment	Applicant Response
Consider ways of future proofing bedroom 3 on the first floor in respect to natural light, view and vista.	Noted. As explained above, an opening within the podium planting area directly above the window has been created in the amended drawings to provide greater access to natural light and ventilation for bedroom 3. The view from the bedroom 3 window towards the deep soil area in the south-western corner has been maintained to soften the outlook from this window.
Consider introducing natural light to the stair tower to promote use of the stair over the lift.	Noted. Windows have been incorporated into the stair tower from first floor level up to the rooftop level to introduce natural light and promote the use of the stair.
Consider how individual apartment entries might be more generous in scale.	Noted. The lobby spaces adjacent to the apartment entries have been updated to include seating areas and larger window openings to promote greater use of the space, better natural light and improved functionality for residents.
Principle 7 – Legibility	
Comments	
The entrance approach is well considered and legible when viewed from the street.	This comment is noted and appreciated.
However, the concealed recess at the entry may present safety issues.	Noted. The enclosed lobby is now secured at the public interface with a custom feature screen gate leading into the graduated transitional entrance walkway. The entrance circulates occupants to the main lift/stairwell. Access directly from the private parking area allows for a quiet and undisturbed transition into the lobby.
Recommendations	
Consider reducing the entry recess depth.	Noted. The design has been amended to remove the recess and replace it with a semi-permeable screening treatment to provide interaction with the public realm whilst also ensuring safety to occupants.

Design Review Panel Comment	Applicant Response
Carefully consider the materiality and quality of the entry lobby. It is a narrow and deep corridor, and its success will rely on careful detailing and high-quality materials.	Noted. The combination of the revised design elements which introduce a custom feature screen gate, screened semi-permeable entrance walkway and views through to the deep soil area and rock garden beyond will provide for a graduated and resolved transition into the building, offering a secure and experiential threshold for residents and their visitors.
Principle 8 – Safety	
Comments	
The proposal offers the opportunity for an active, legible, well surveilled and engaged streetscape and public domain (with some improvement) with active frontages and a legible building entry.	This comment is noted and appreciated.
Upper-level activation with expansive balconies and openings will ensure a successfully surveilled public domain.	This comment is noted and appreciated.
However, the concealed recess at the entry may present safety issues.	Noted. As previously mentioned, the concealed recess at the pedestrian entrance has been removed and replaced with a secured gated entrance.
Recommendations	
Consider reducing the entry recess depth.	Noted. This has been addressed in the amended drawings.
Consider repositioning the entry to a more central location.	The pedestrian entrance to the apartments has been considered having regard to the site layout and building requirements. Although alternative options have been considered, the proposed location is the most appropriate and functional position given the need to provide vehicle circulation, parking and access, waste management, servicing and commercial space at ground floor level.

Design Review Panel Comment	Applicant Response
Principle 9 – Community	
Comments	
The proposal offers the opportunity for an active, legible and engaged streetscape and public domain (with some improvement) with active frontages and a legible building entry.	This comment is noted and appreciated.
The Panel commends the Proponent for the early engagement of a Landscape Professional and the landscape concept design including on structure planting visible from the public domain.	This comment is noted and appreciated.
The commercial tenancy and associated al fresco space will provide a valuable community asset.	This comment is noted and appreciated.
Recommendations	
Consider high quality paving materials for the external al fresco seating area.	Materiality of the external al fresco seating area is proposed as durable and tactile with the need for compliance. Given the high level of pedestrianisation due to the site being part of the linking pathway, the final material selected will be one to compliment and tie in the key elemental drivers of the river edge.
Principle 10 – Aesthetics	
Comments	
The Panel considers the proposed built form and scale appropriate within this context.	This comment is noted and appreciated.
The compact nature of the site and challenging geometry give rise to an interesting and unique urban response which the Panel are supportive of.	This comment is noted and appreciated.

Design Review Panel Comment	Applicant Response
The bulk form and scale are well managed and mediated through a series of sculpted setbacks and articulated by strategically placed recesses and projections.	This comment is noted and appreciated.
The compact nature of the site and the associated geometry make the provision of deep soil planting challenging. The Panel support the under-provision of deep soil on this site because of the awkward nature of the site geometry and because of its proximity to high quality open space.	This comment is noted and appreciated.
The design has not yet fully described the proposed façade materiality, colour and texture and how that will sit within its context and reference local character.	<p>Noted. The proposed materiality is included within the plan set provided as part of the development application documentation.</p> <p>Materiality of the proposed development has been refined to provide a high level of durability and luxury taking into account the prominence and significance of the location.</p> <p>Deeper, textural and tactile materials encapsulate the podium facades to anchor the project to site. Earth tones are imbued into the façade with reference to the sites indigenous past, including:</p> <p>Moondaap meaning ‘the blackness of the river bank’ – Referenced in the darker black mottled tones in the façade articulation.</p> <p>Where Beere or banksias were flowering and extract honey from the blossom. – Referenced in the golden tones of the façade articulation.</p> <p>Canning confluence is known as Gabbi Kowangalup, ‘the place where the water comes out of the hole’. – Referenced in the lighter washed tones of the façade articulation ‘the glistening elements like diamonds reflecting.’</p> <p>The proposed artwork integrational also stitches in the story of site through as seen through the lens of Senior Waringarri artist Kitty Malarvie (Jaru People).</p>

Design Review Panel Comment	Applicant Response
	<p>The light, subtle and refined materials have been selected for the upper levels to lighten the structure and assist in alleviating any bulk to the surrounding streetscape.</p> <p>Finessed, articulated forms dance along the façade perimeter mimicking the river bank reeds to provide abstract connections to place.</p>
Recommendations	
<p>The Proponent is encouraged to consider the ground floor streetscape elevation in detail and as a way of incorporating materials that reference place and begins to build distinctive characteristic that contribute to creating a sense of place.</p>	<p>Noted. As previously outlined, the proposal has been further resolved to address the streetscape activation.</p> <p>The public domain interface at ground floor level posited at the northern corner of the site incorporates clear, minimally framed glazing which will open the facade to bring the views into the internal space and take advantage of the location.</p> <p>Moving south along the ground floor plane, the proposed façade and soffit integrated artwork is intended to activate multiple planes to create an enveloping experience for passers-by which can reinforce the site as a significant social gathering space.</p> <p>Finally, the apartment entry located at the south-eastern corner of the development is treated with a custom feature screen gate leading into the graduated transitional entrance walkway. The semi-permeable screening treatment at the pedestrian entrance provides interaction with the public realm.</p>
<p>The Proponent is encouraged to provide streetscape elevations that describe the proposal in the context of adjoining properties both now and in the long term as the adjoining sites develop.</p>	<p>Noted. A set of detailed renders has been included as part of the plan set which demonstrates the proposal in its broader streetscape context with adjoining properties in their current form and future potential.</p>
<p>The Panel looks forward to seeing material selections.</p>	<p>Noted. The proposed materiality is included within the plan set provided as part of the development application documentation.</p>

Design Review Panel Comment	Applicant Response
Concluding Remarks	
The Panel is generally supportive of the design approach and look forward to seeing a response to the items listed above at the next Design Review Panel Meeting.	Noted. These matters have been addressed thoroughly within the revised development application package.