



Allerding
& Associates

12 July 2024

Town Planners, Advocates and Subdivision Designers

ABN 24 044 036 646

Our Ref: AGK CHA GE

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

ATTN: Mitchell Hoad

Dear Mitchell

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

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

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

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

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

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

Final Modifications

LDP Plan

Building Height

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

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

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

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

Setback Annotations

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

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

Removal of Reference to Indicative On-Street Parking and Landscaping

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

LDP Supporting Text

Landscaping Provisions

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

The LDP supporting text was therefore updated accordingly.

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

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

Design Objectives

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

Updates to Address R-Codes Volume 1 Amendments

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

Summary of Key Modifications

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

The key updates are summarised as follows:

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

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

Response to DRP Chair comments 26 June 2024

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

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

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

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

Conclusion

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

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

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

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

Yours sincerely

ALLERDING AND ASSOCIATES

JOHN WILLIAMSON
SENIOR TOWN PLANNER

Encl:

CC: Client



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

9 December 2022

Our Ref: AGK CHA GE

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

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

Dear Mitchell

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

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

Background

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

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

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

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

Rationale for the LDP

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



Figure 1: LDP Site

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

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

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

Local Development Plan Provisions

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



Figure 2: LDP Plan Map

Objectives.

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

Land Use Permissibility

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

Building Height

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

Setbacks

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

Plot Ratio

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

Tree Canopy and Deep Soil Areas

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

Vehicle Access

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

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

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

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

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

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

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

ALLERDING AND ASSOCIATES

**STEVE ALLERDING
DIRECTOR**

Charles Hotel Site

Specific response to
3 November 2021 DRP2
prepared by



February 2022

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

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

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

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

Context & Character

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

Landscape

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

Built Form & Scale

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

Functionality & Build Quality

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

Sustainability

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



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

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



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

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

Community

Any proposed development must be accessible to all.

Aesthetics

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

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



PRINCIPLE 1:

CONTEXT & CHARACTER

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

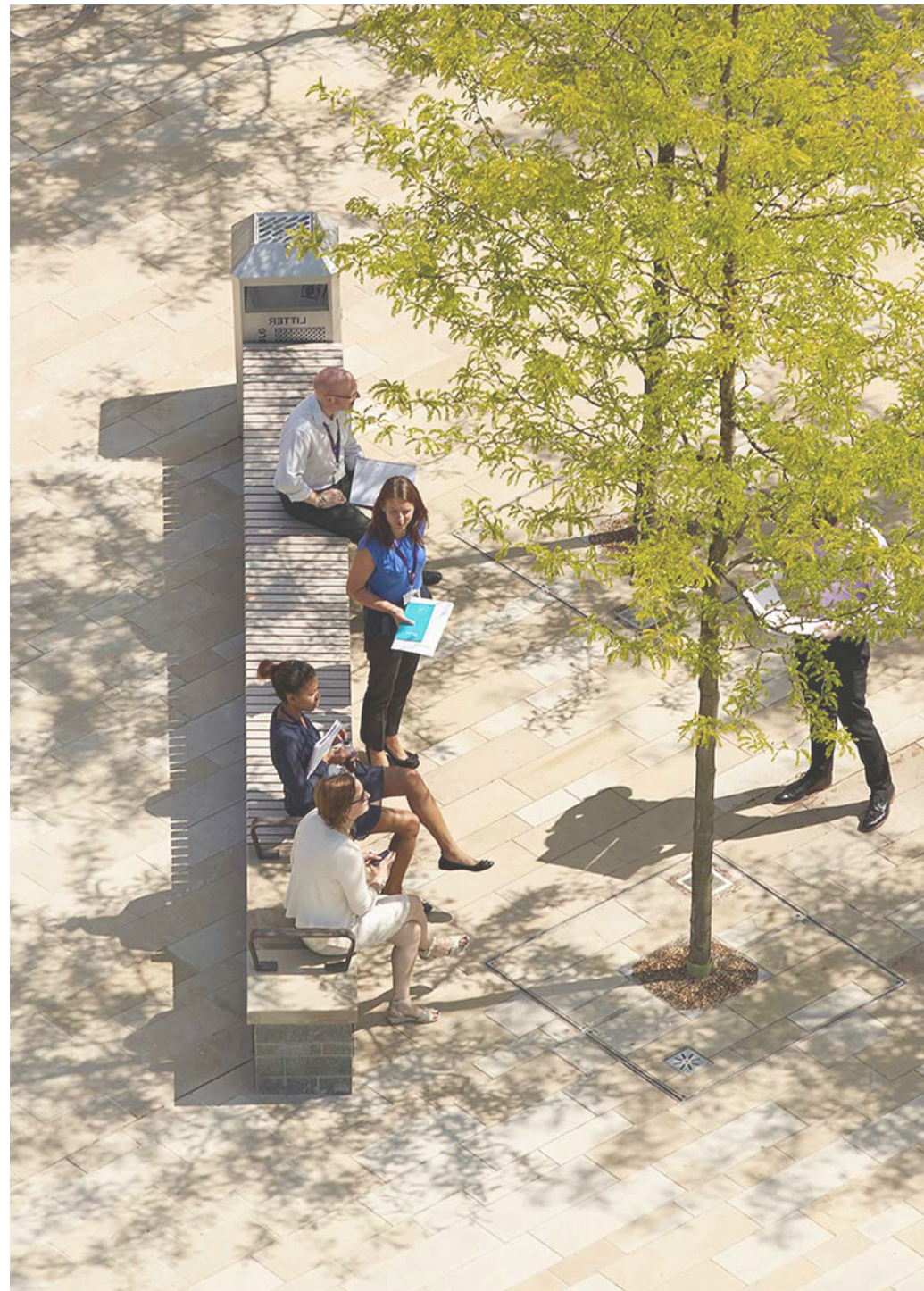
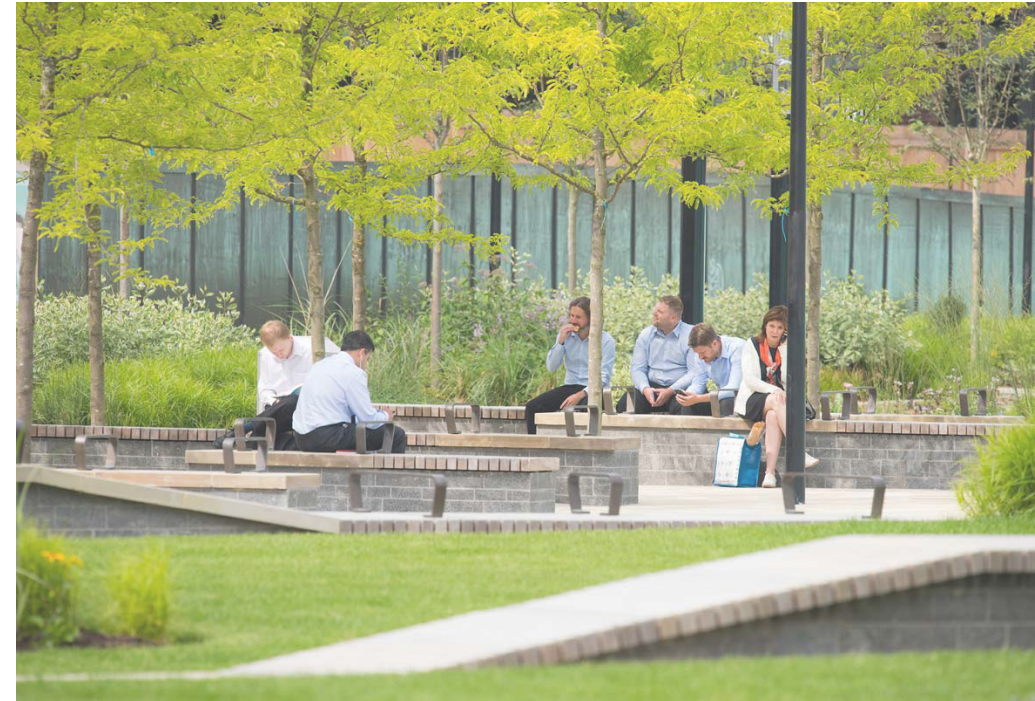


PRINCIPLE 2:

LANDSCAPE QUALITY

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

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

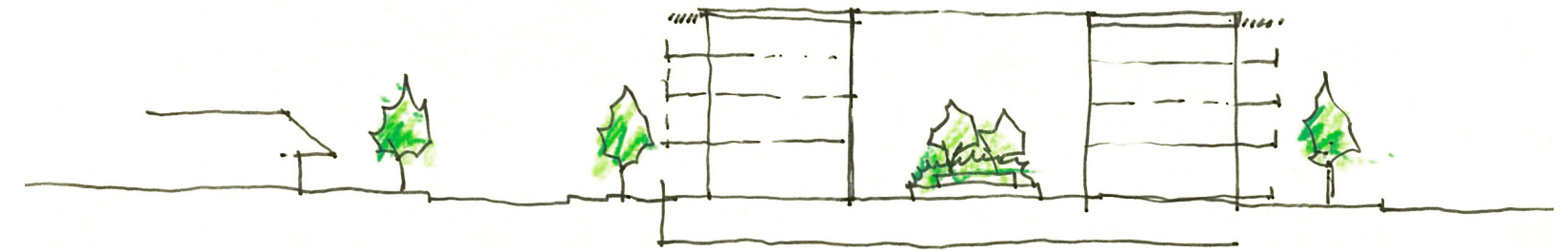


The draft LDP design has incorporated **significant Deep Soil Areas** in the design with 14% DSA on the northern site and 20% DSA on the southern 'hotel' site, allowing for the planting of **large trees** to provide significant canopy in addition to street trees and shade trees for each on-street car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

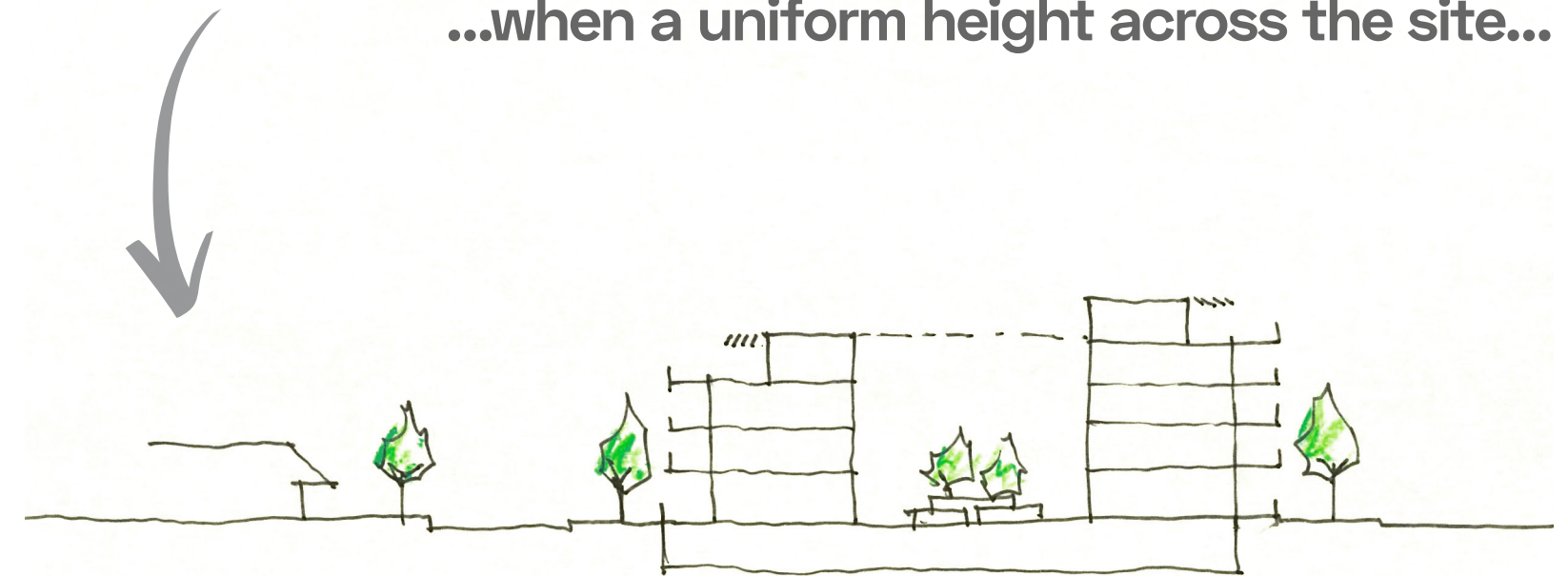


The refinement of the draft design with further setbacks to the upper levels of the mass, maintains engagement with the ground plane.

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



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



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



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

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



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



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



1m



2m





1m

2.5m



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



PRINCIPLE 3:

BUILT FORM+SCALE

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



LOCAL DEVELOPMENT PLAN

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

CITY OF VINCENT

2 STOREYS -

3 STOREYS -

4 STOREYS -

6 STOREYS -

8 STOREYS -

2

3

4

6

8

COMMUNAL FACILITIES /
LANDSCAPE PLAZA -

INDICATIVE ROAD WIDENING -

ACTIVE FRONTAGE -

INDICATIVE BASEMENT ACCESS -

010203040m

SCALE: 1:1000
ORIGINAL PLAN SIZE: A4

ENDORSEMENT TABLE

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

Authorised Officer.....

Date.....

LOCAL DEVELOPMENT PLAN – CHARLES HOTEL, NORTH PERTH

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

General Provisions:

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

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

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

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

State Planning Policy 7.3 Residential Design Codes Volume 2 Provisions:

Replacement Element 2.2 Building Height

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

Replacement Element 2.3 Street Setbacks

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

Replacement Element 2.4 Side and Rear Setbacks

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

Replacement Element 2.5 Plot Ratio

Development permitted to achieve a plot ratio of 2.2.

City of Vincent Local Planning Scheme No. 2 Provisions

General

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

Land Use Permissibility

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

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

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

Car Parking and Access

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

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

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

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

Other Provisions:

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

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

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

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

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

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

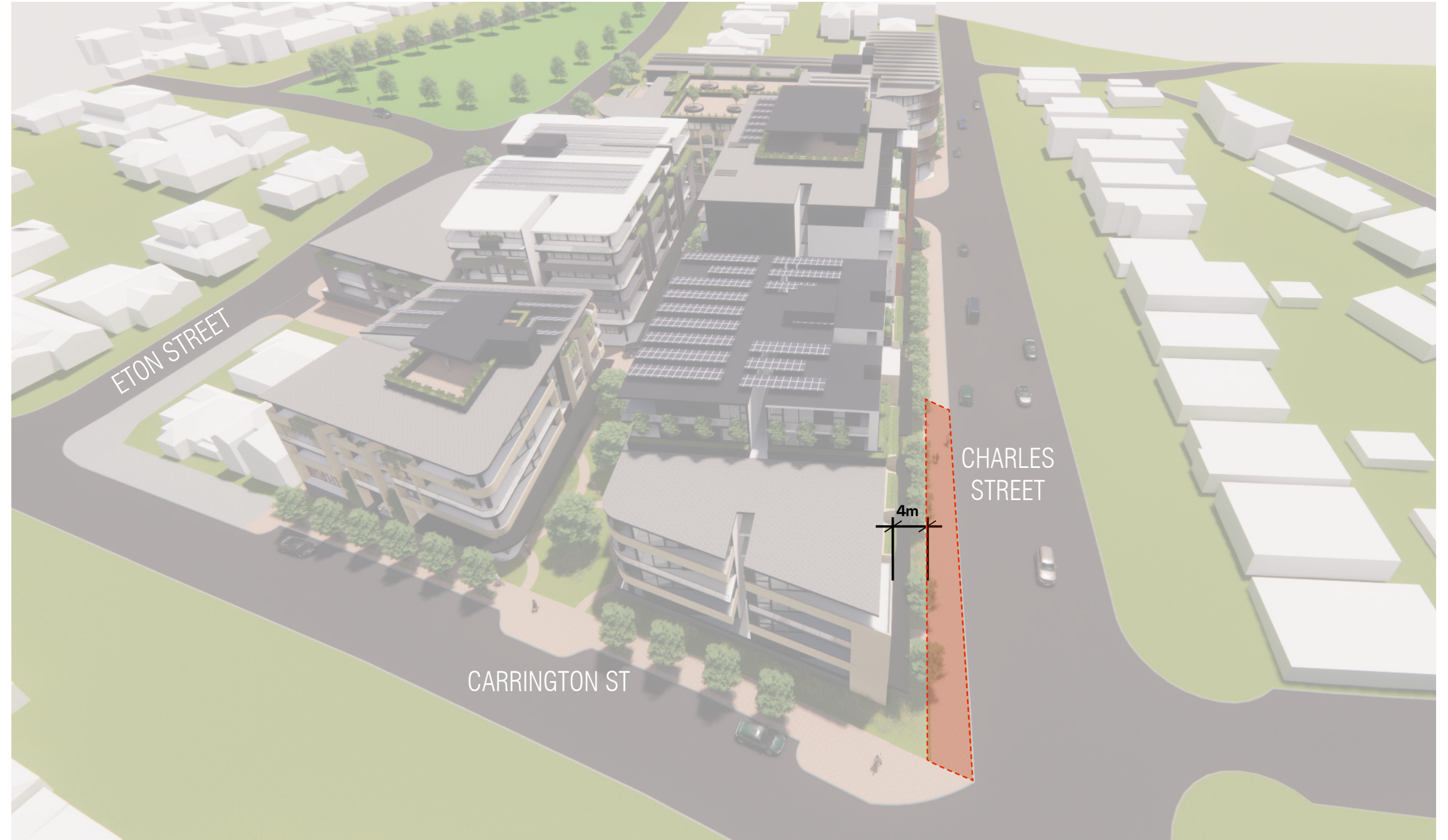
As part of any Development Application lodged pursuant to this Local Development Plan, a noise management plan shall be prepared by a suitably qualified professional acoustics engineer or consultant in accordance with State Planning Policy 5.4 Road and Rail Noise (as amended) to determine the actual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

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

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



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



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



FUNCTIONALITY AND BUILD QUALITY

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



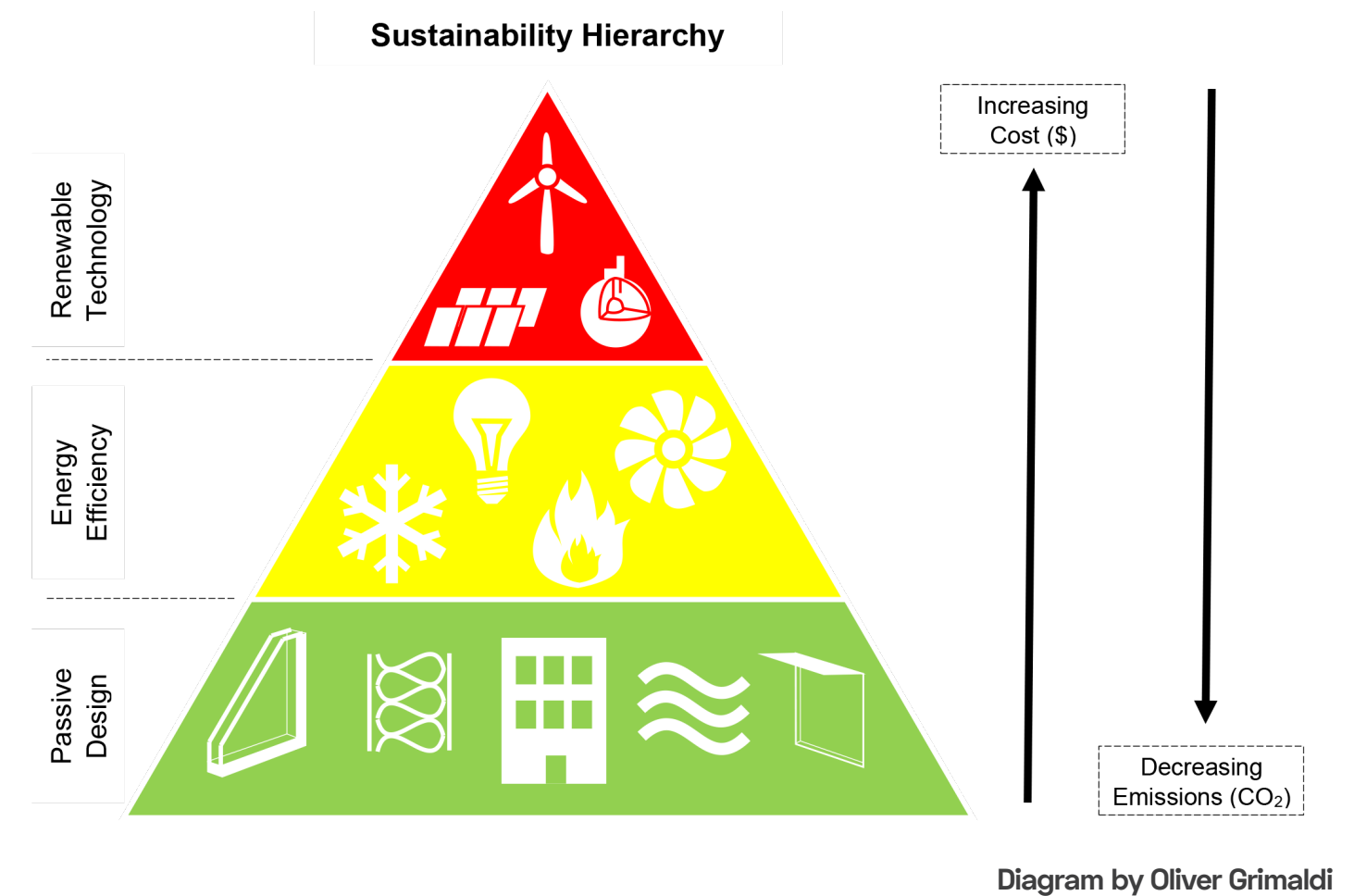
Looking west up Ellesmere Street

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



SUSTAINABILITY

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



AMENITY

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



AMENITY

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



Looking north across Ellesmere Street



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

COMMUNITY

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



COMMUNITY

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



AESTHETICS

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

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



AESTHETICS

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



Thank you.



Annexure 3

MJA Studio – 10 Principle Design Report Presentation

A new Activity Centre for North Perth

Charles Hotel
Site

A 10 Principle Design
Report presentation
prepared by



September 2021

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





PRINCIPLE 1_

CHARACTER & CONTEXT

CONTEXT & CHARACTER

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

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

However...



Yanchep Traders - Charles St 1955



Browne's Dairy - Charles St



North Perth Hotel - Charles Street 1962



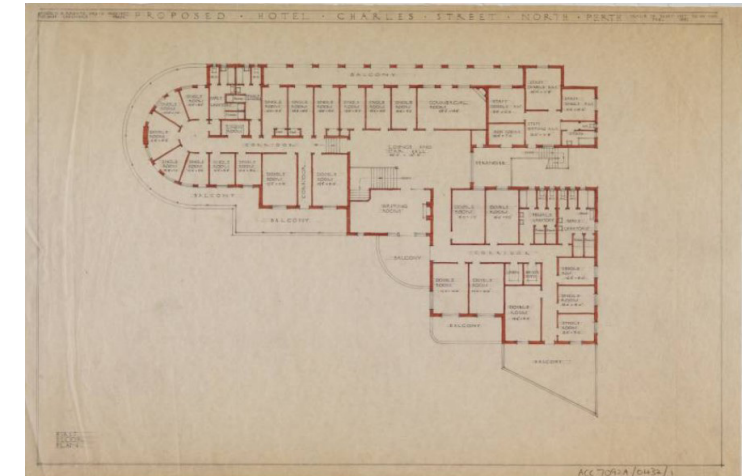
270 Charles Street 1910s



446 Charles Street - 1926



Proposed Charles Hotel by Krantz & Sheldon - 1937

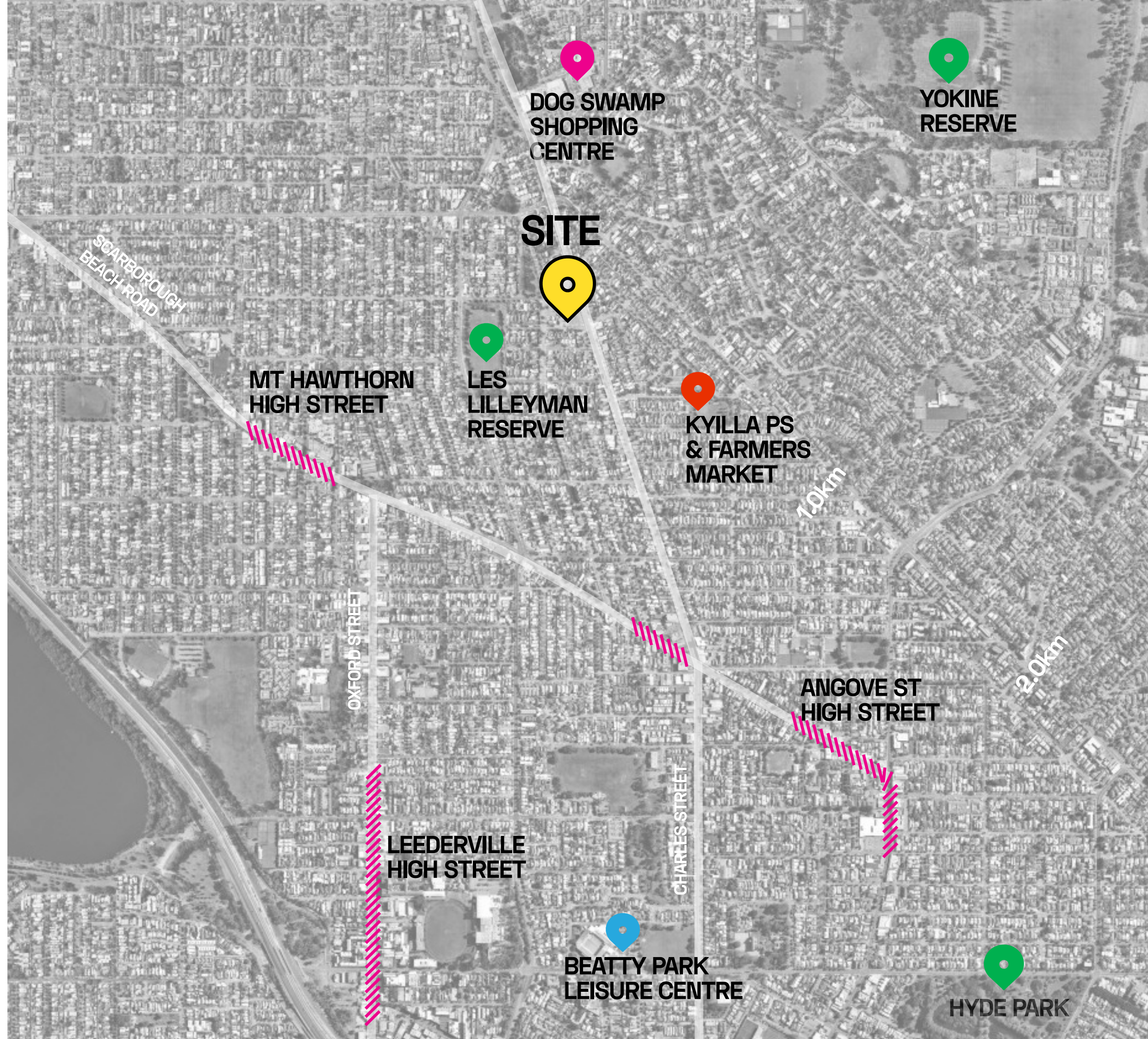


Hotel Charles - 1955

PRINCIPLE 1:

CONTEXT & CHARACTER

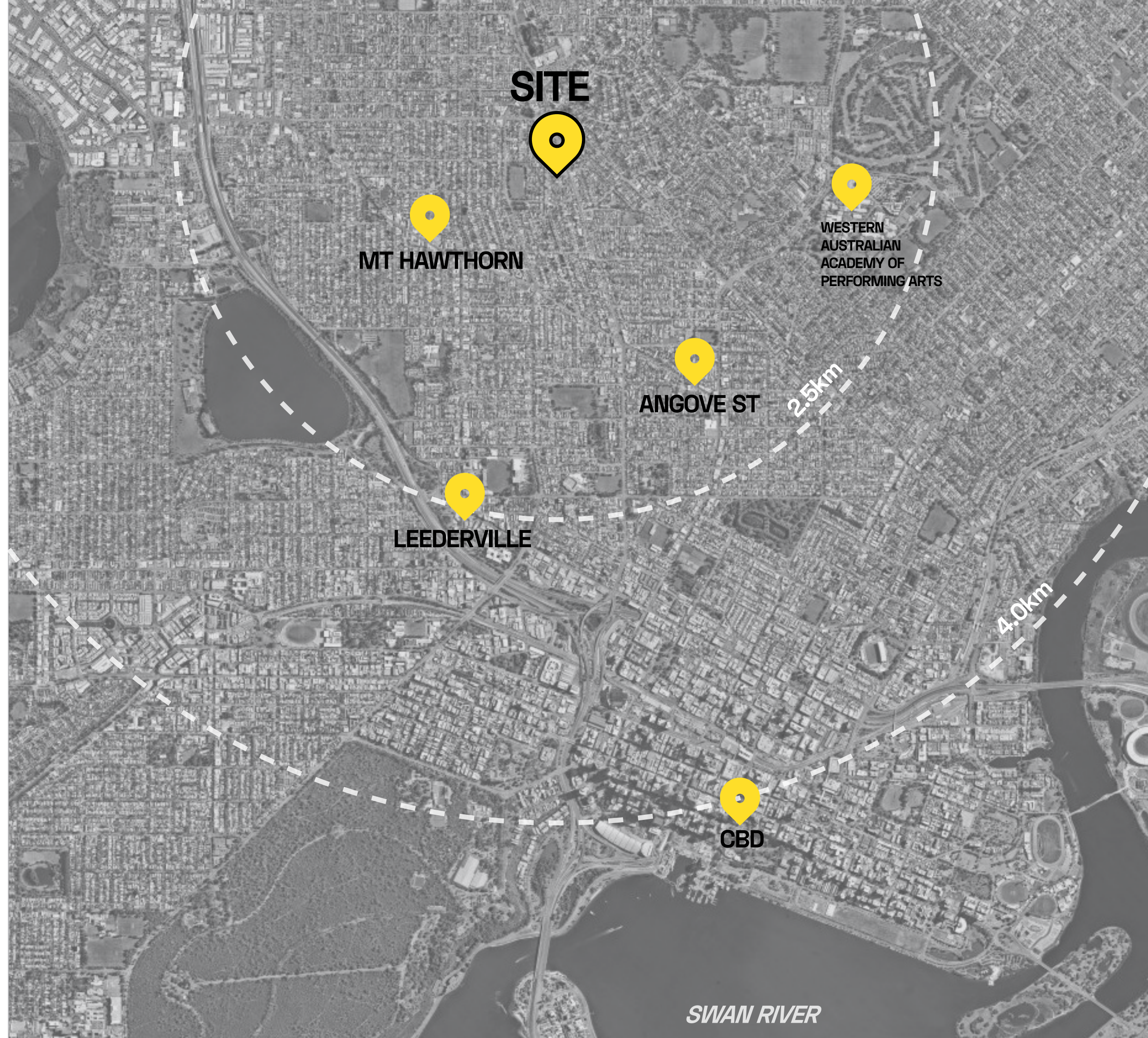
... as the site is a short walk or ride to restaurants, pubs, parks and shops...



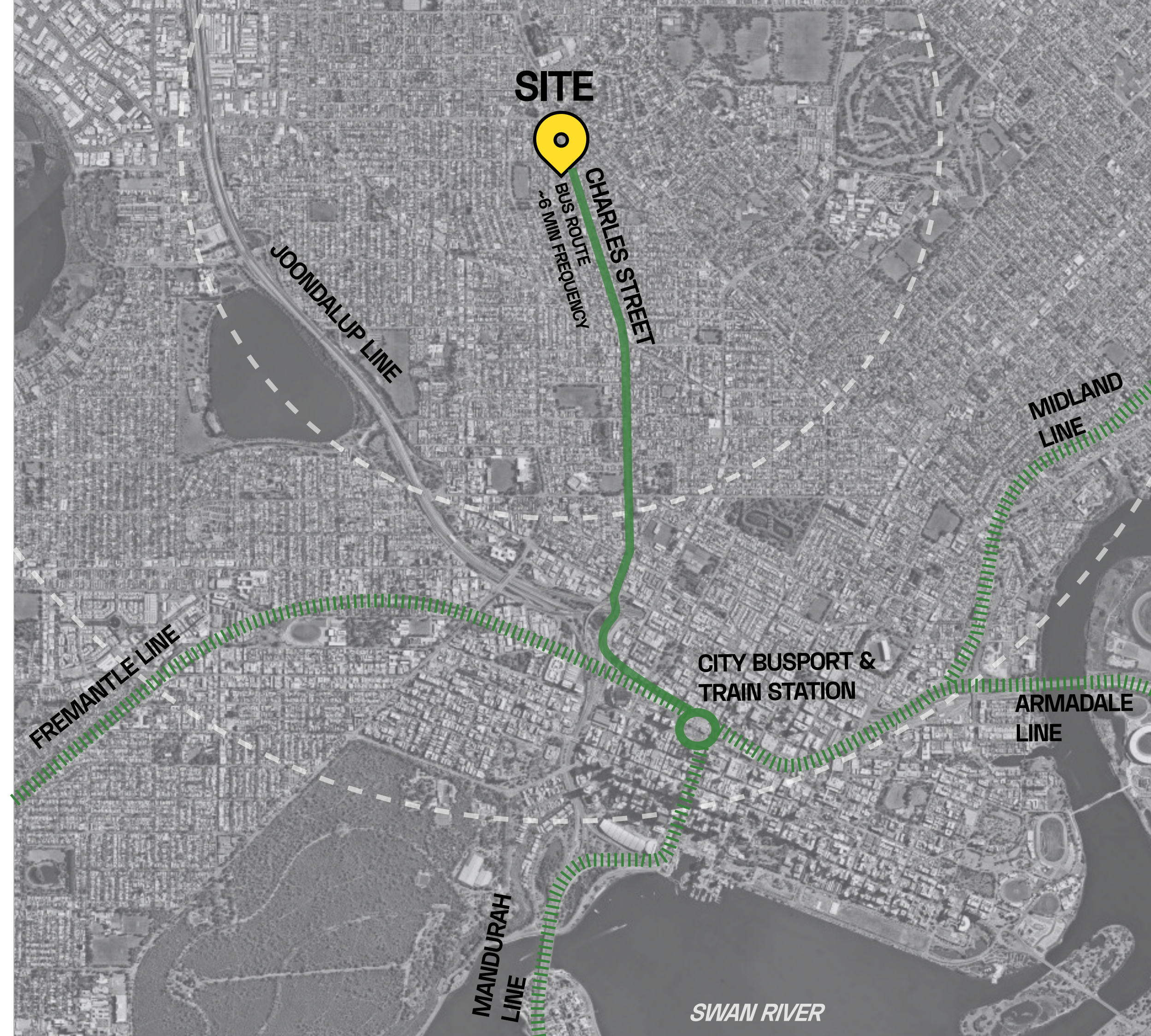
PRINCIPLE 1:

CONTEXT & CHARACTER

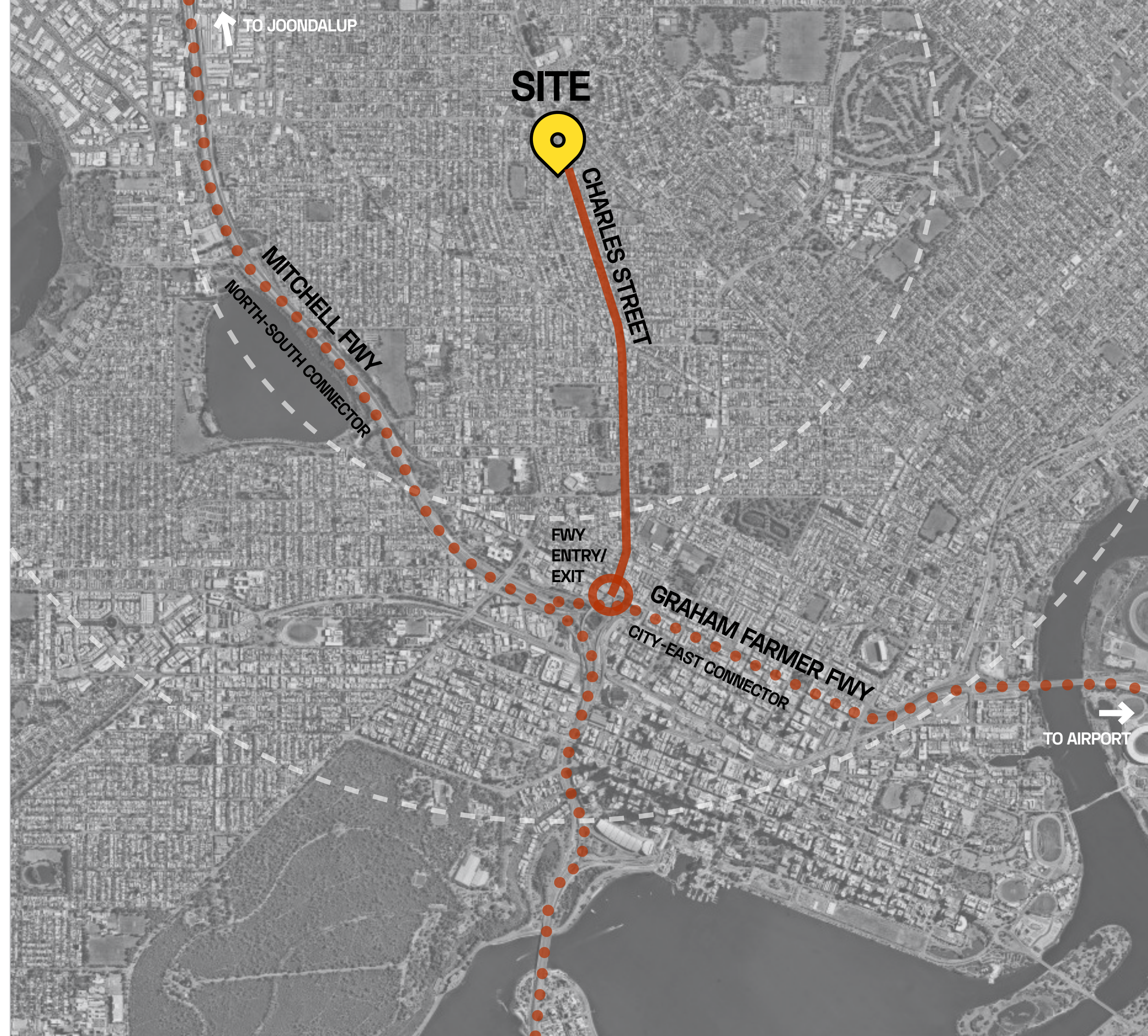
... close to existing
Vincent Activity
Centres and WAAPA...



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



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

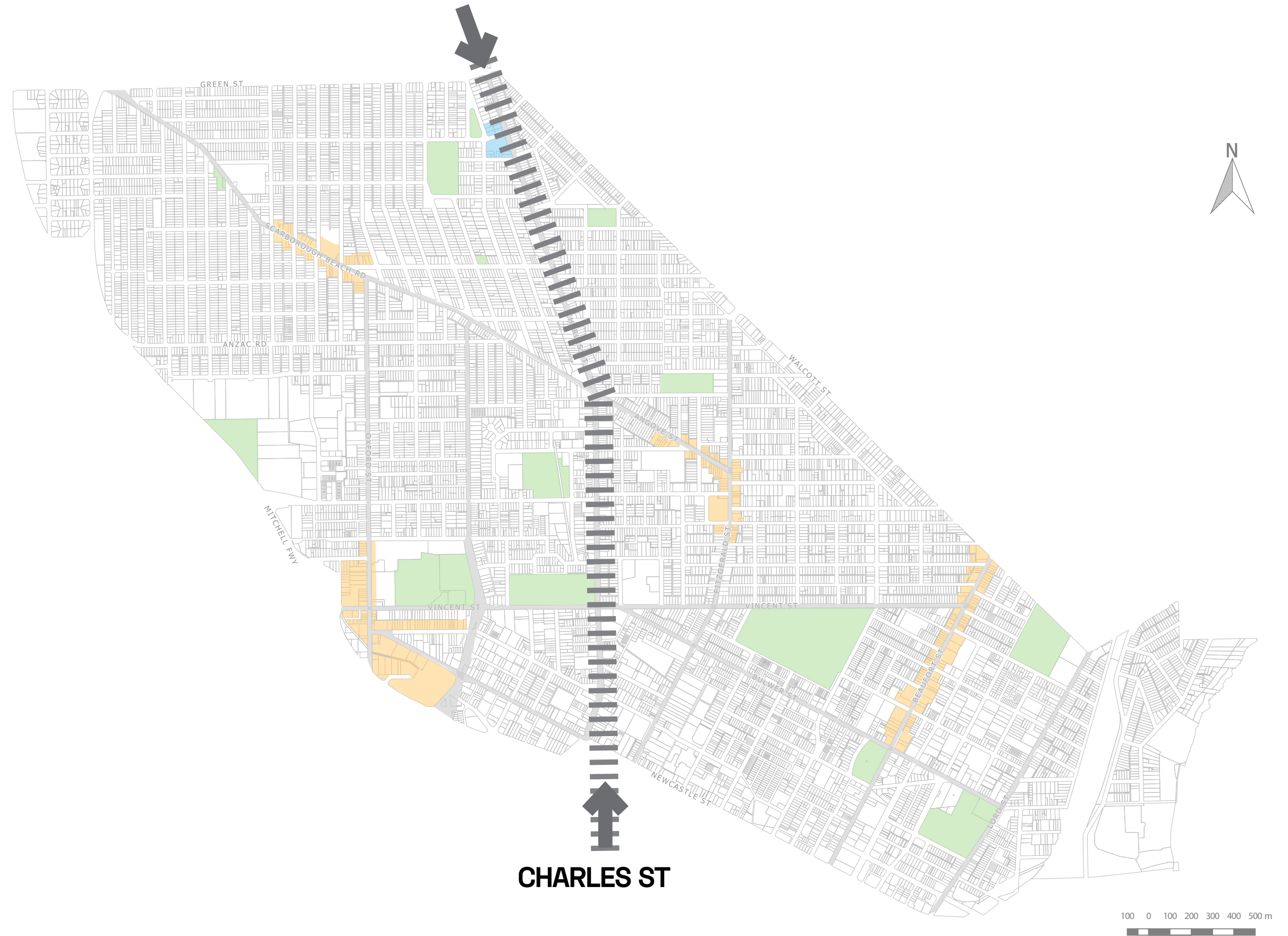


PRINCIPLE 1:

CONTEXT & CHARACTER

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

... clearly forming a
major gateway...



PRINCIPLE 1:

CONTEXT & CHARACTER

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



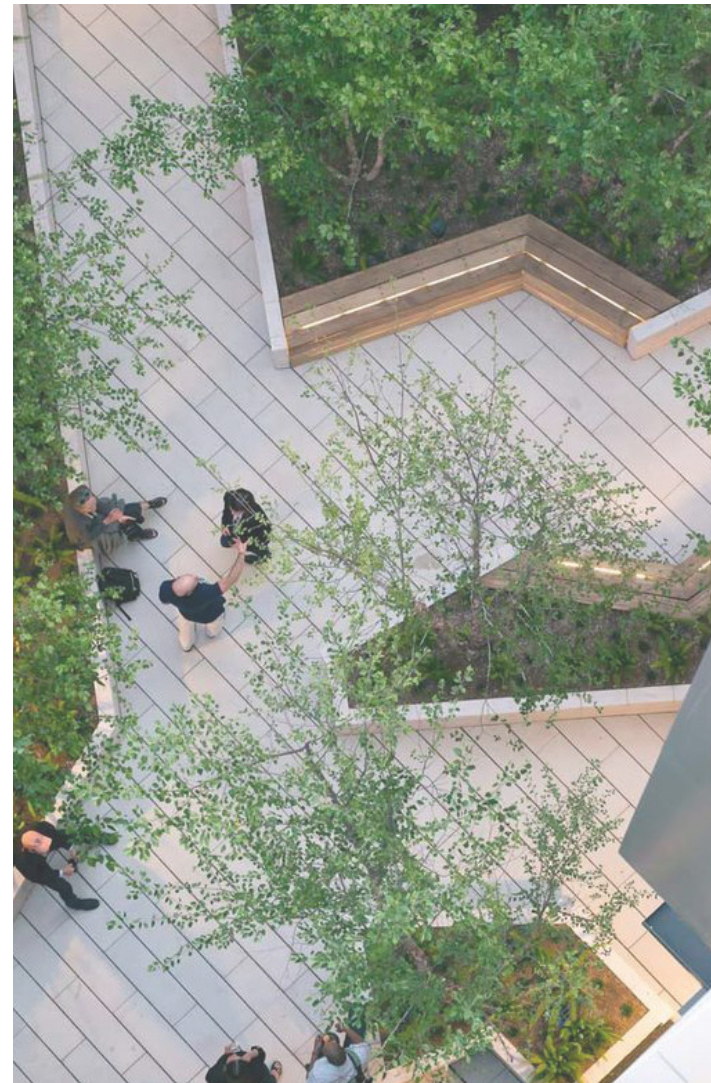
... a rare opportunity
to introduce
thoughtful higher
density aligned with
Imagine Vincent's
Vision Statement's
aspiration for quality,
sustainable design to
create...



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



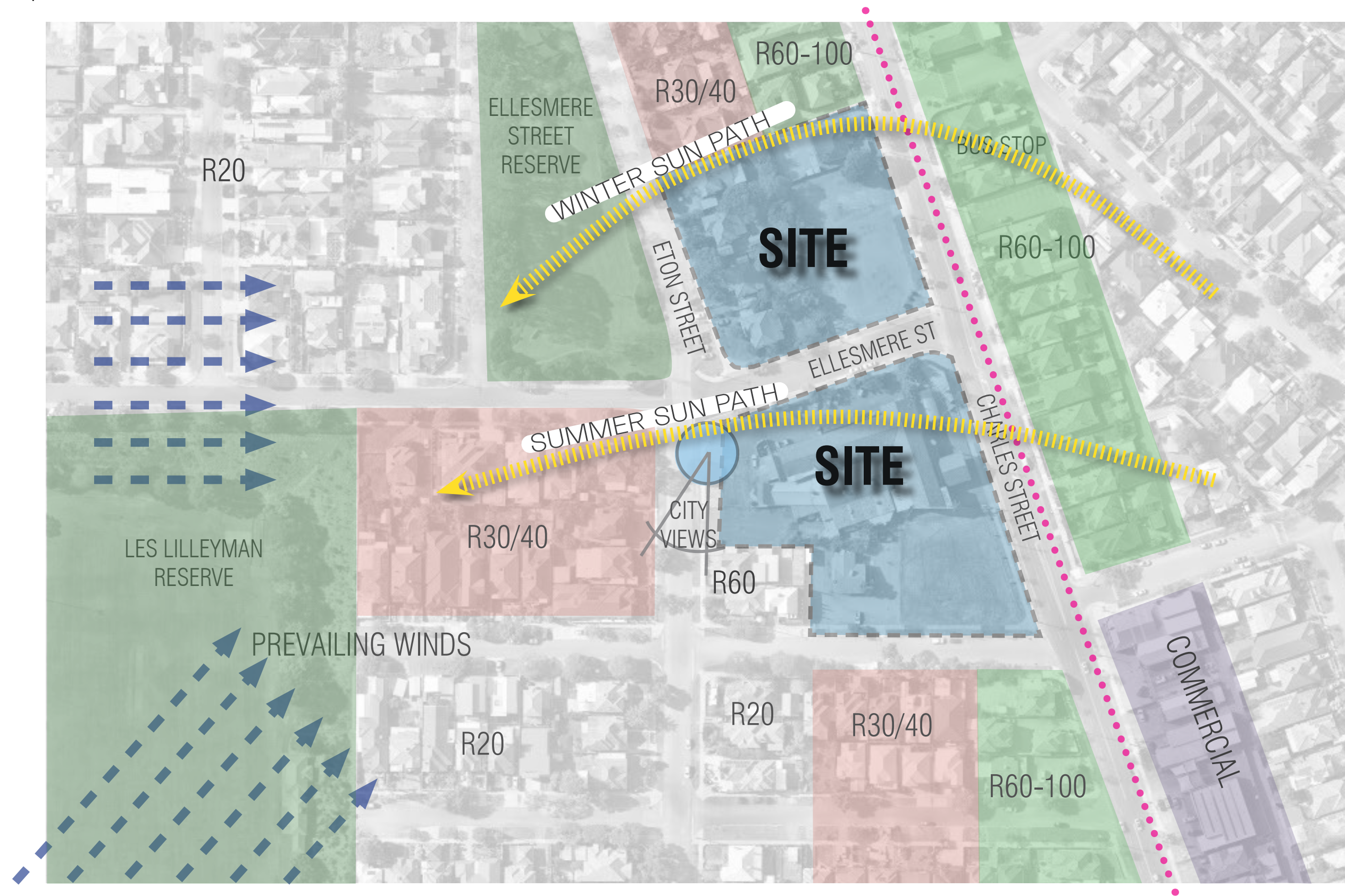
Activated street edges for local retail, services, hospitality and pedestrian priority will create a buzz within the area and the broader community, while **high quality built form** set amidst the **new urban canopy** of landscaped spaces and retained trees will maximise the **amenity** of this new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



CONTEXT & CHARACTER

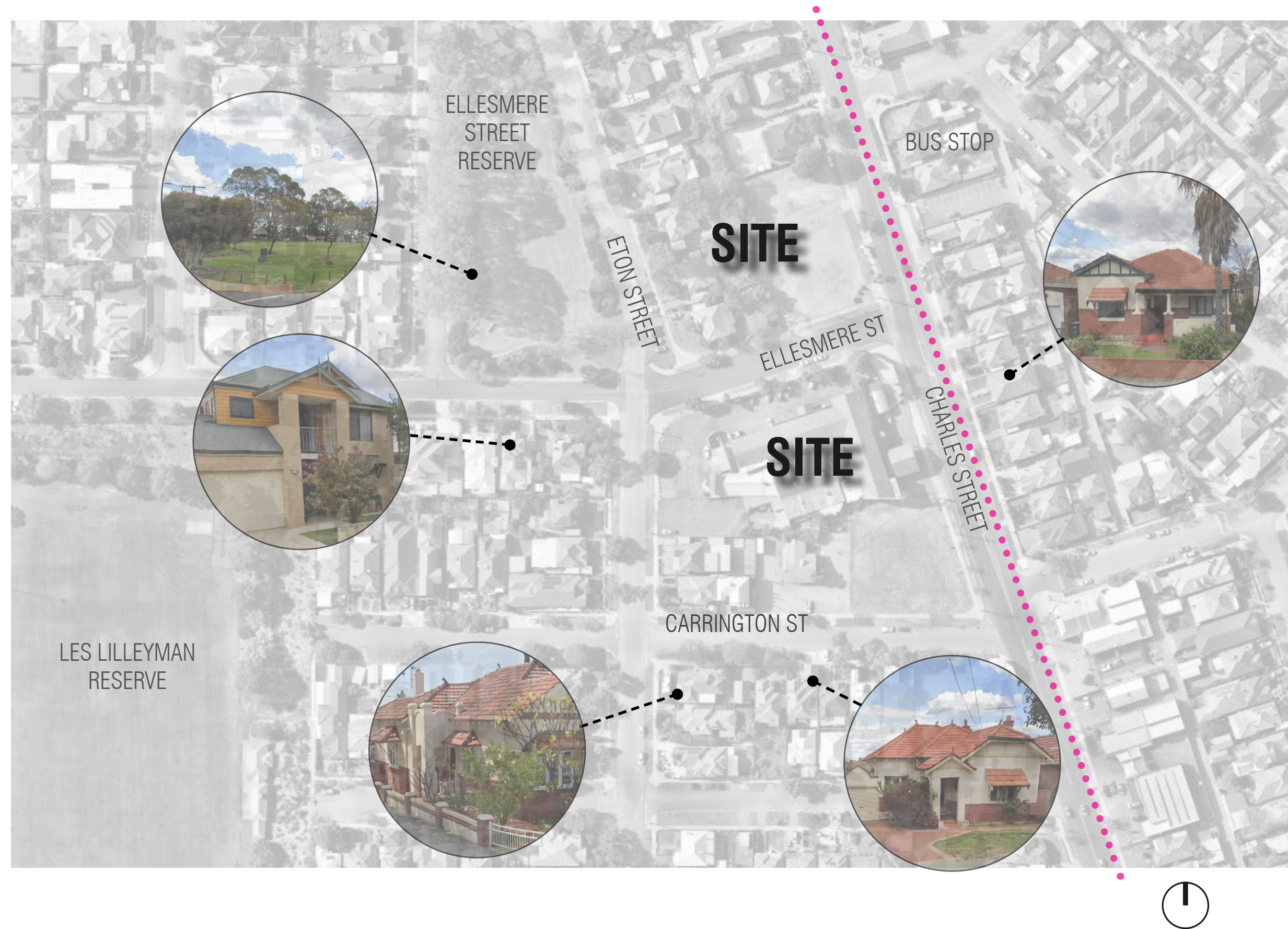
The Charles Hotel Precinct (**CPH**) site is located along a corridor earmarked for higher density development in the TPS2, adjacent to the high frequency public transport corridor of Charles Street.

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



CONTEXT & CHARACTER

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



CONTEXT & CHARACTER

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

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



CONTEXT & CHARACTER

In reflecting this strategy
our initial thoughts are:

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



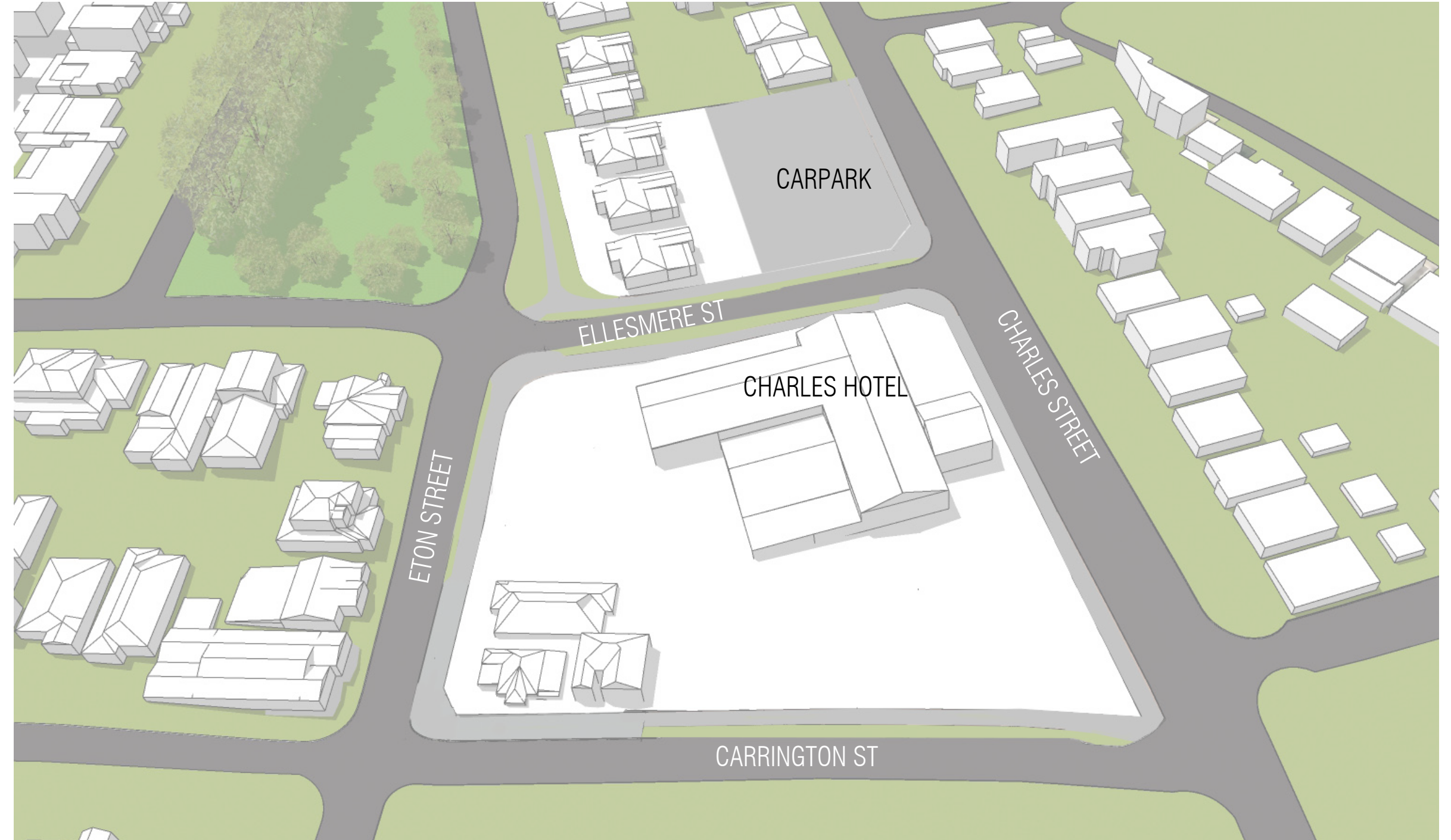


PRINCIPLE 2_

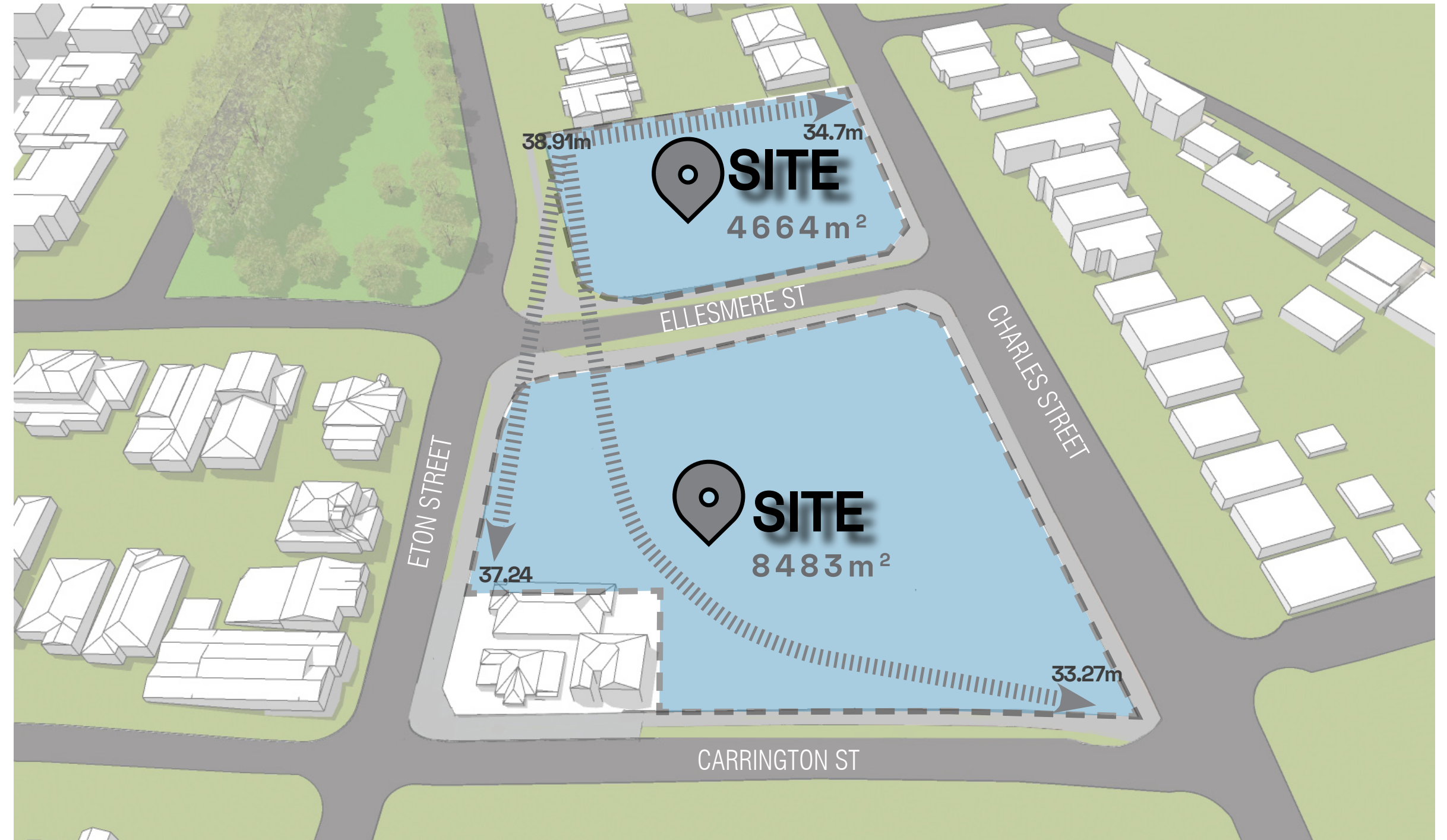
BUILT FORM AND SCALE

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

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



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



PRINCIPLE 2:

BUILT FORM+SCALE

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



LOCAL DEVELOPMENT PLAN

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

CITY OF VINCENT

2 STOREYS -

3 STOREYS -

4 STOREYS -

6 STOREYS -

8 STOREYS -

2

3

4

6

8

COMMUNAL FACILITIES /
LANDSCAPE PLAZA -

INDICATIVE ROAD WIDENING -

ACTIVE FRONTAGE -

INDICATIVE BASEMENT ACCESS -

010203040m

SCALE: 1:1000
ORIGINAL PLAN SIZE: A4

ENDORSEMENT TABLE

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LOCAL DEVELOPMENT PLAN – CHARLES HOTEL, NORTH PERTH

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

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

State Planning Policy 7.3 Residential Design Codes Volume 2 Provisions:

Replacement Element 2.2 Building Height

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

Replacement Element 2.3 Street Setbacks

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

Replacement Element 2.4 Side and Rear Setbacks

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

Replacement Element 2.5 Plot Ratio

Development permitted to achieve a plot ratio of 2.2.

City of Vincent Local Planning Scheme No. 2 Provisions

General

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

Land Use Permissibility

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

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

	Development Parcel 1	Development Parcel 2	Development Parcel 3	Development Parcel 4	Development Parcel 5
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Second Floor					
Third Floor					<div><div>Dwelling</div><div>Serviced Apartment</div></div>
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Fifth Floor					
Sixth Floor					
Seventh Floor					

Car Parking and Access

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

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

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

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

Other Provisions:

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

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

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

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

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

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

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

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

However, we believe that there is...

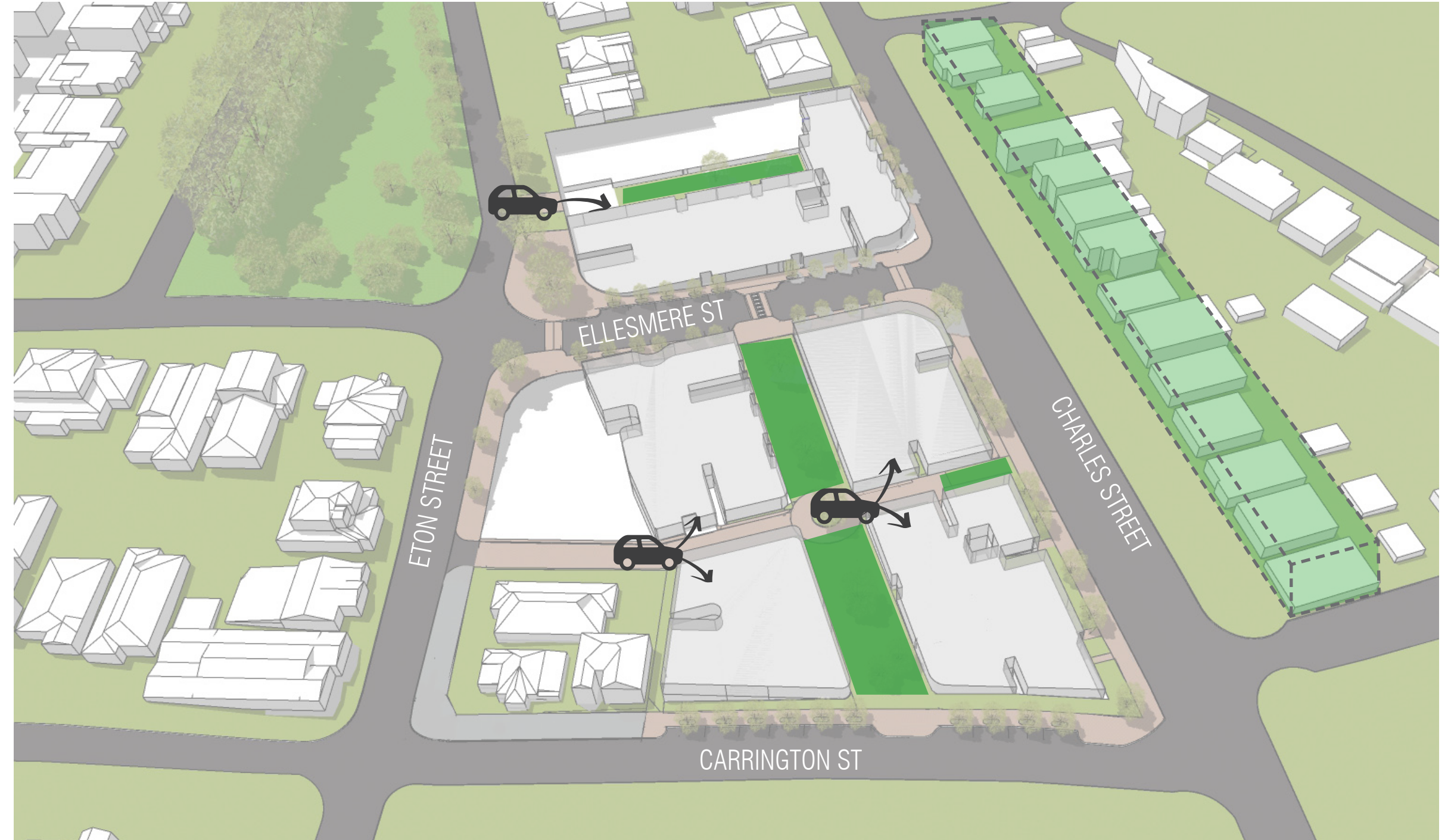


BUILT FORM+SCALE

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



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



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



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



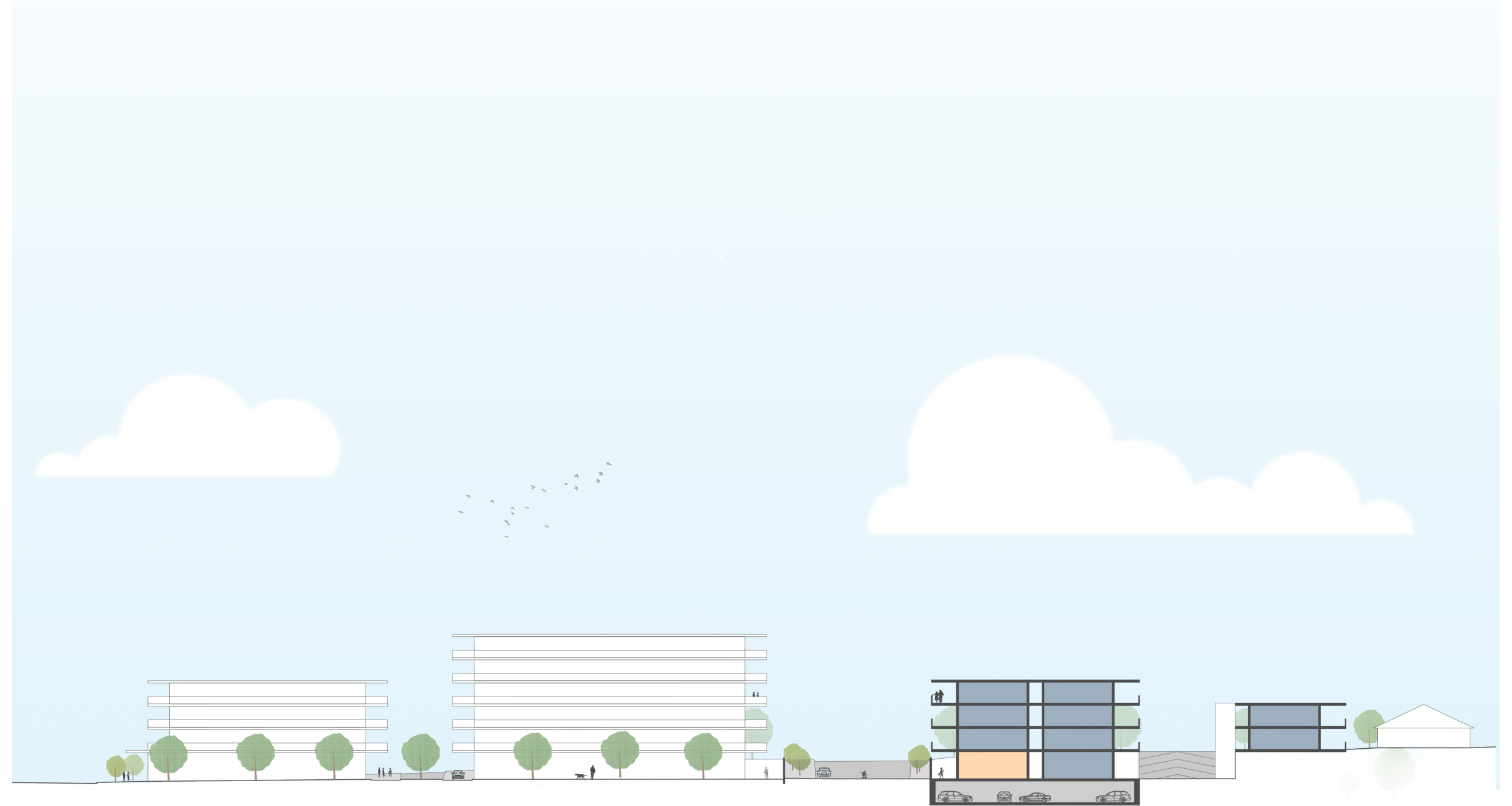
... while the top floors of the development recede as shadow, reducing any notion of bulk.



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



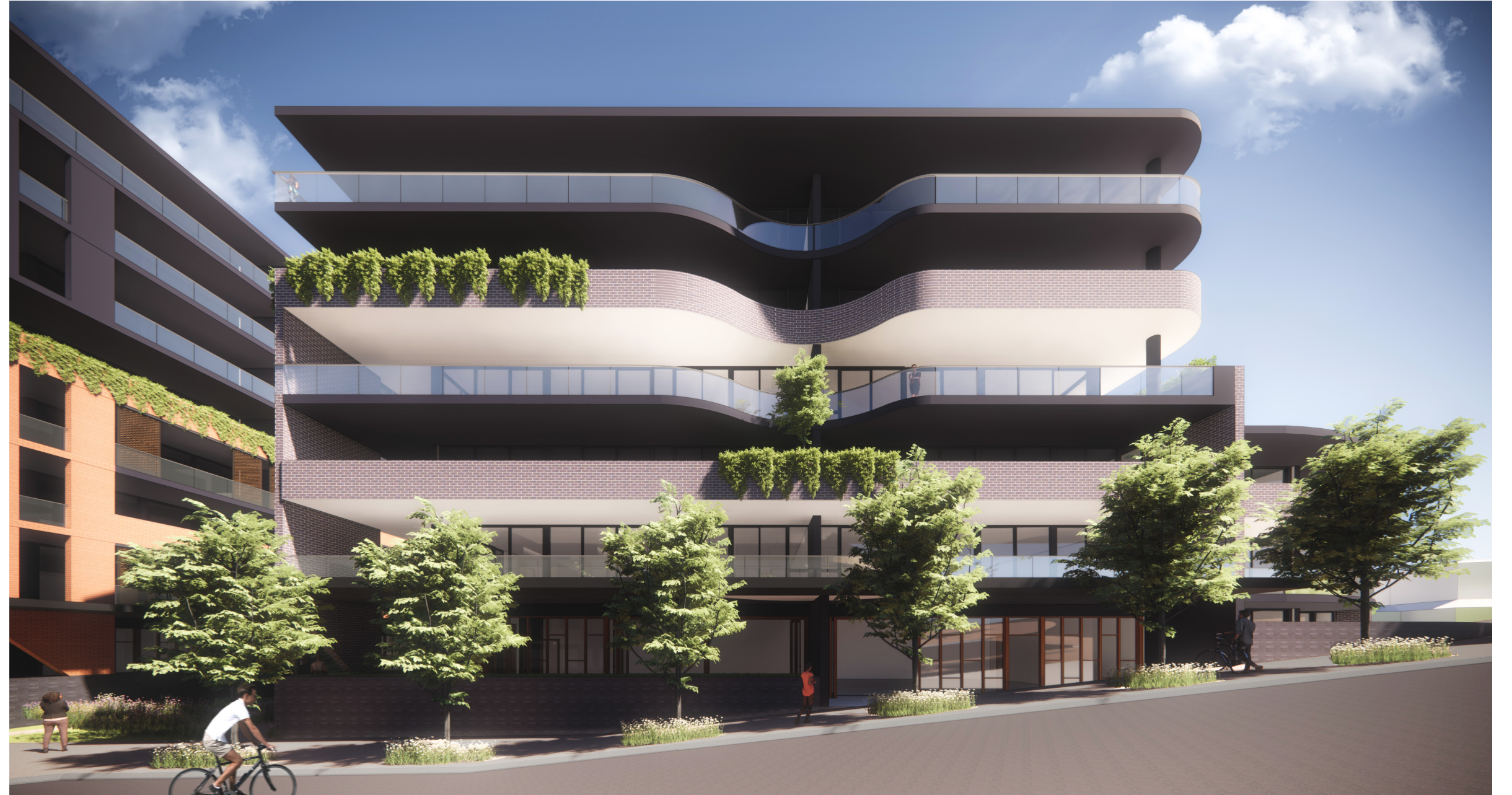
Importantly the Draft LDP identifies that by using the natural slope of the site on Eton Street the transition from the neighbouring residential character of the street to the proposed development results in...



PRINCIPLE 2:

BUILT FORM+SCALE

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



PRINCIPLE 2:

BUILT FORM+SCALE

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





LANDSCAPE QUALITY

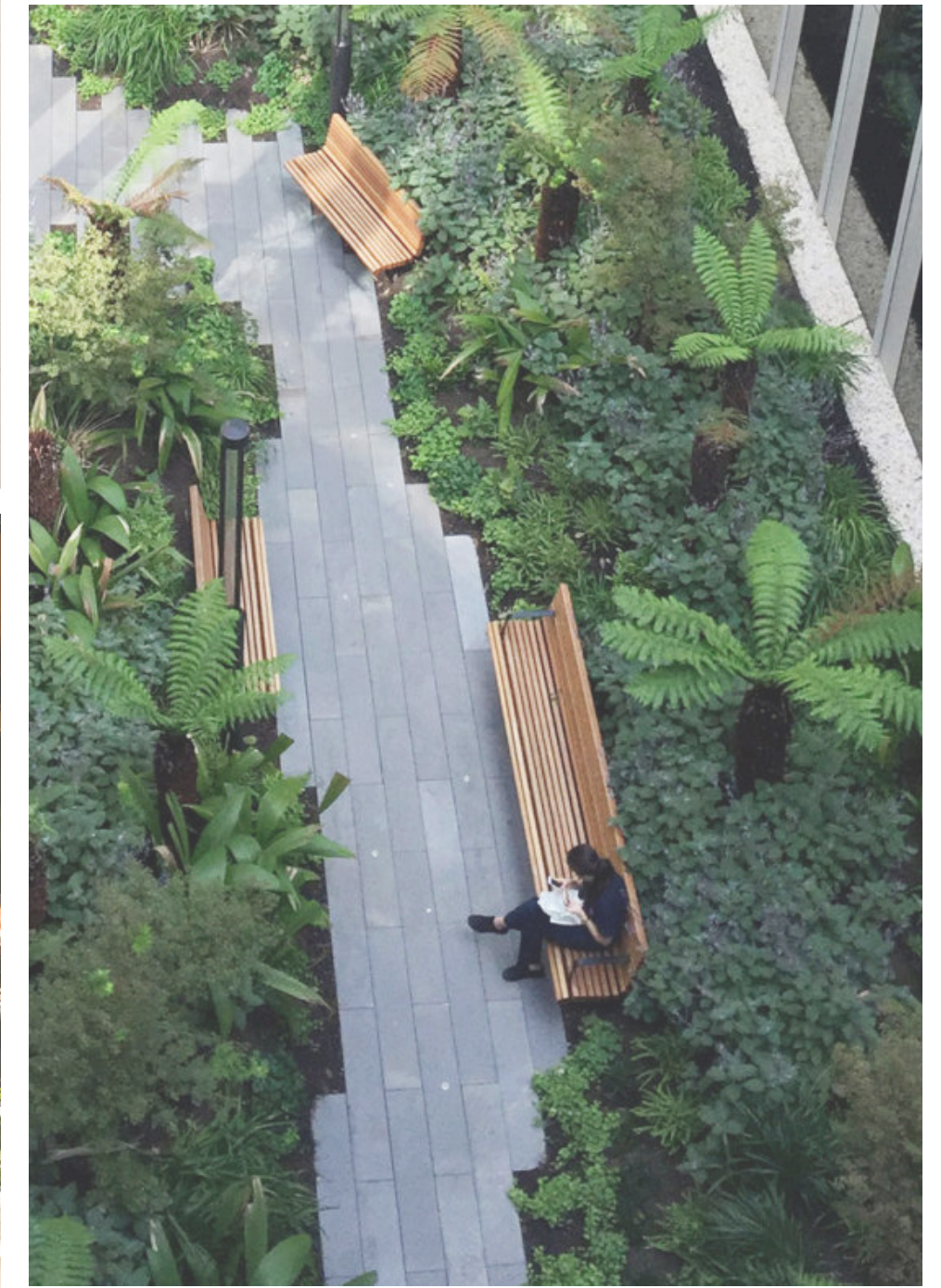
The central open space provides opportunity for the introduction of large trees. Medium trees can be introduced in the central northern site's courtyard and as street trees, while small trees can be introduced as shade trees for the on-street parallel parking and as part of a larger landscaping strategy.



PRINCIPLE 3:

LANDSCAPE QUALITY

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



PRINCIPLE 3:

LANDSCAPE QUALITY

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



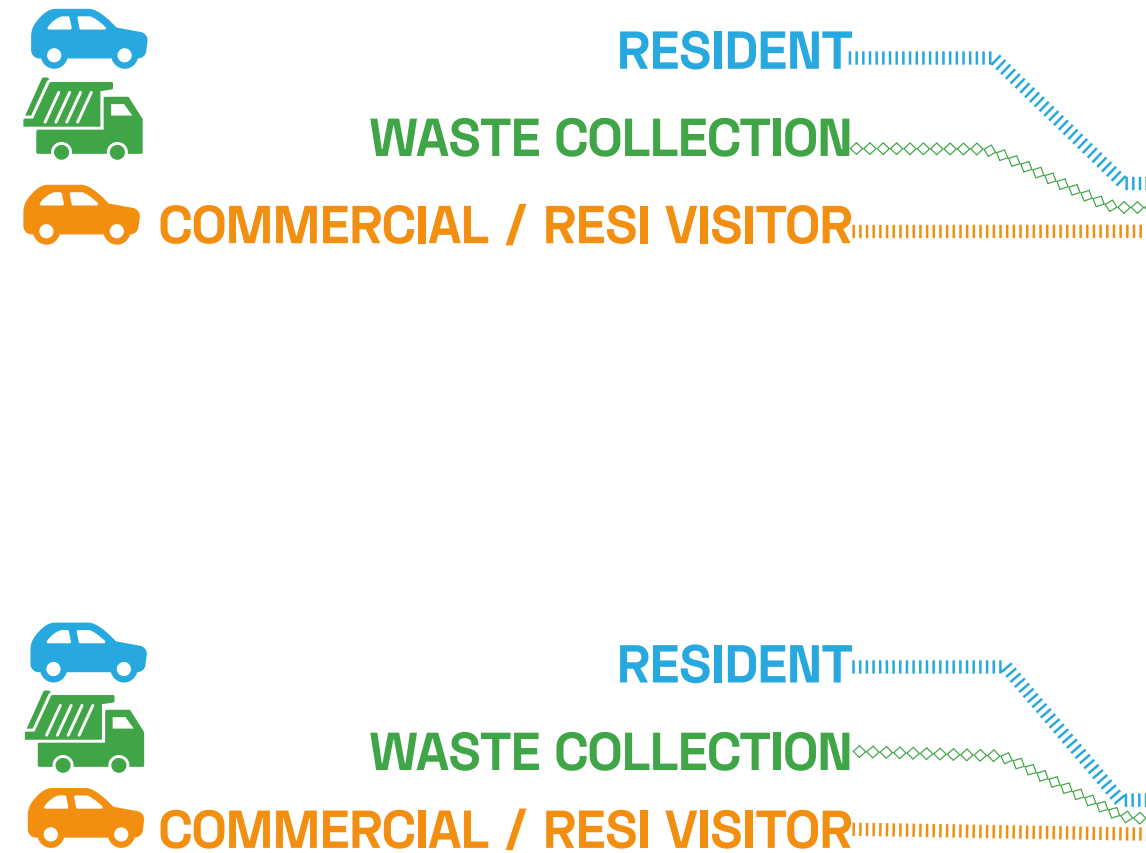


PRINCIPLE 4_

FUNCTIONALITY AND BUILD QUALITY

FUNCTIONALITY AND BUILD QUALITY

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





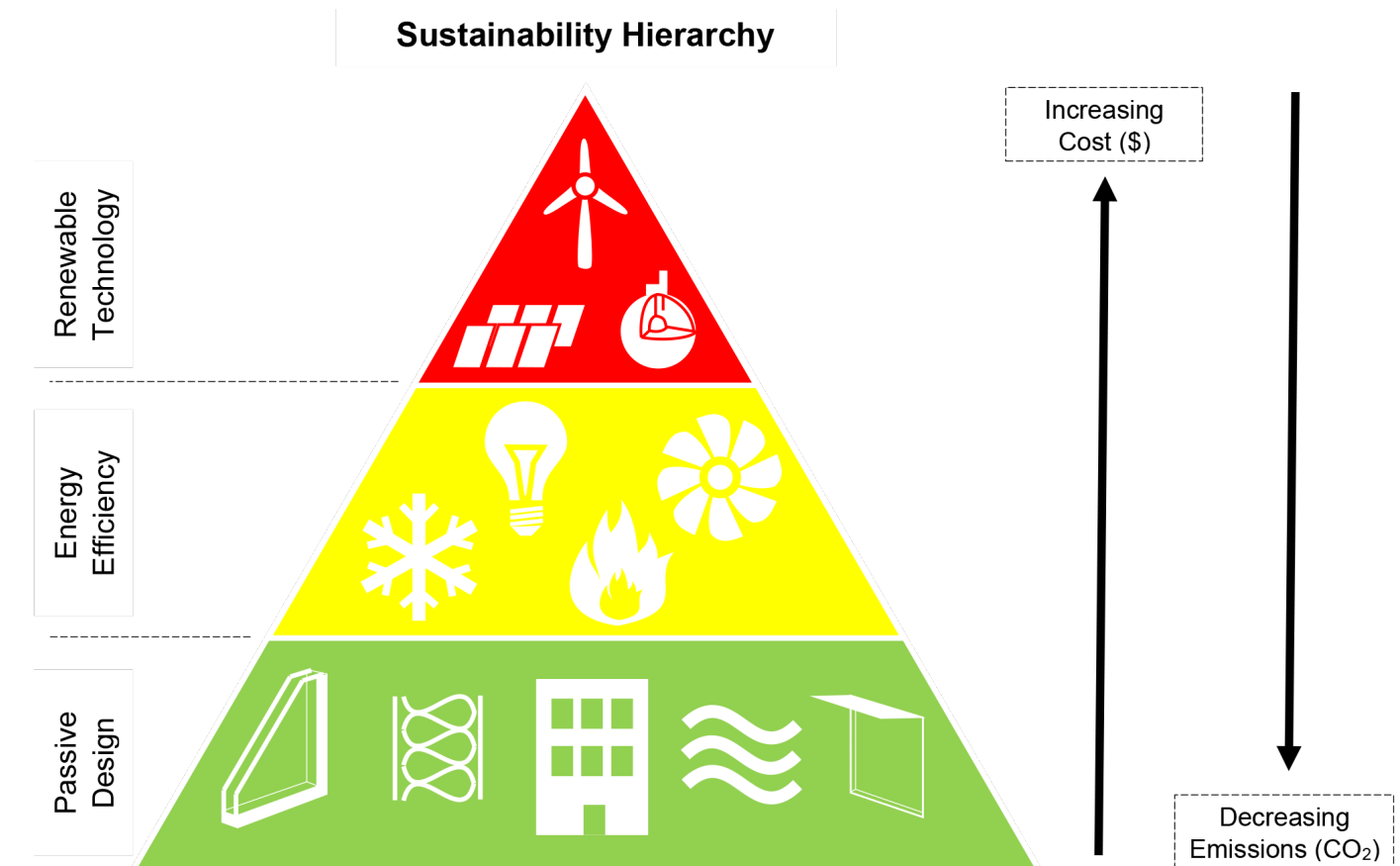
PRINCIPLE 5_

SUSTAINABILITY

SUSTAINABILITY

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

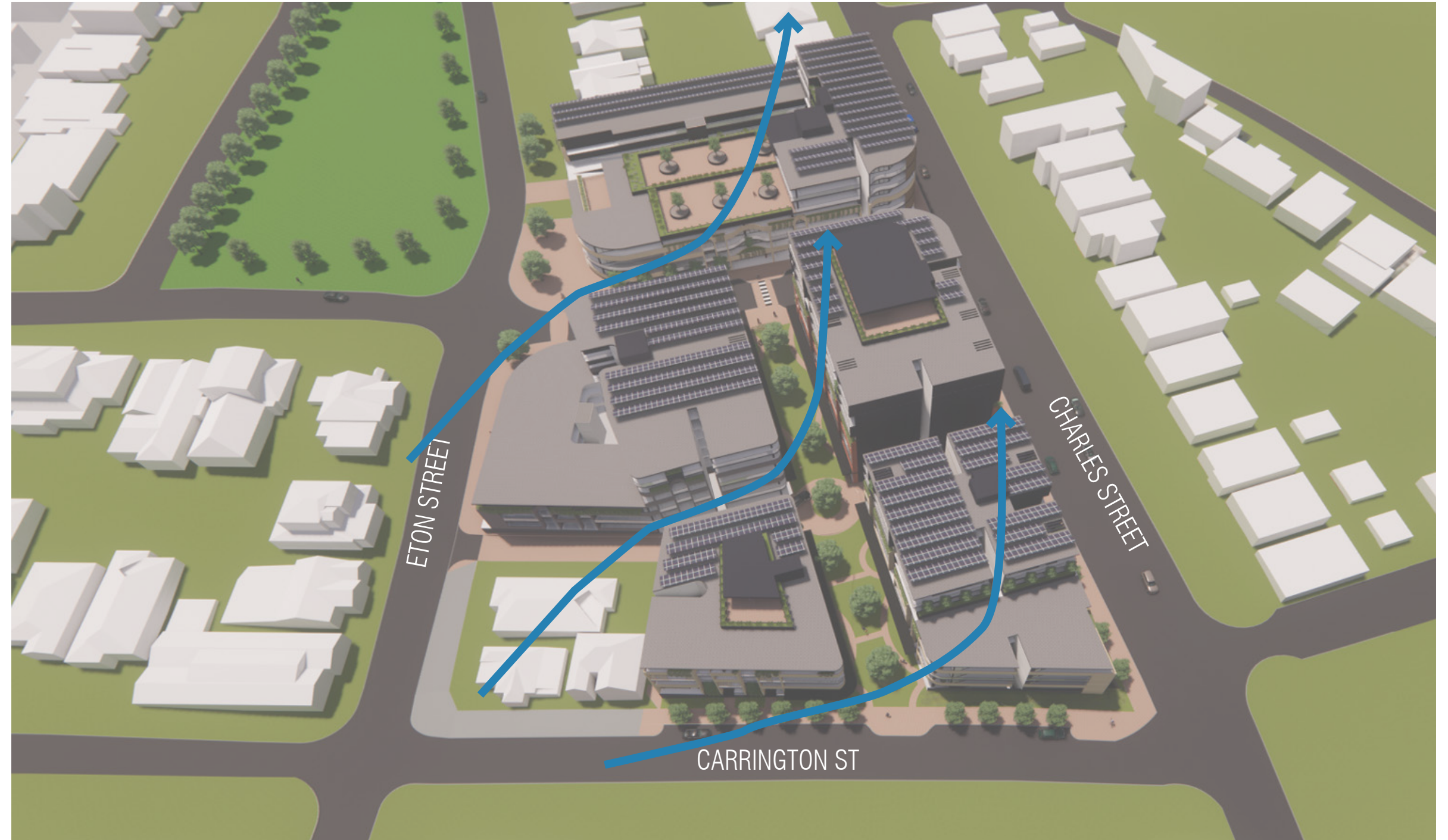
- + An appropriate and adaptable apartment mix design will increase design life
- + Roof-top solar arrays
- + Water-wise planting to be used where possible
- + Operable screens employed on the eastern and western elevations to reduce glare and heat gain
- + Ground floor landscaping mitigating noise for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



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



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





PRINCIPLE 6 _
AMENITY

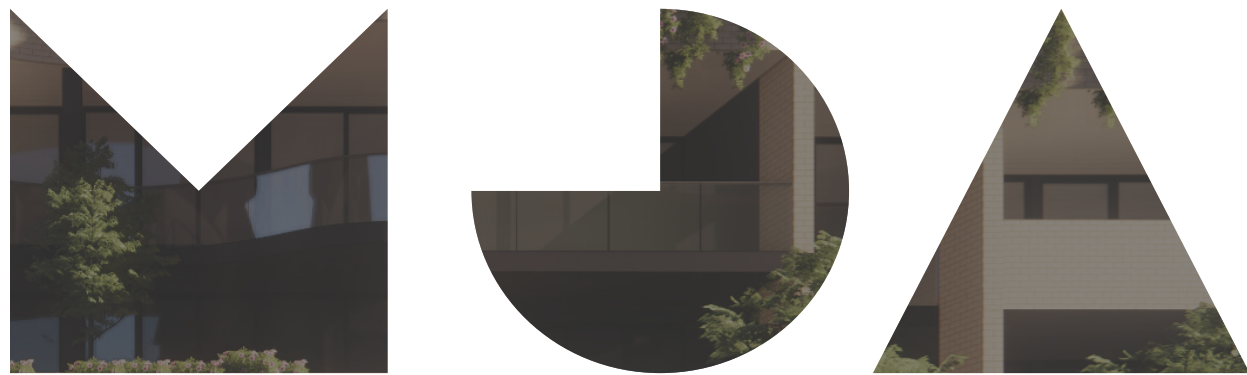
AMENITY

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





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



PRINCIPLE 7_

LEGIBILITY

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

This can be achieved through:

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



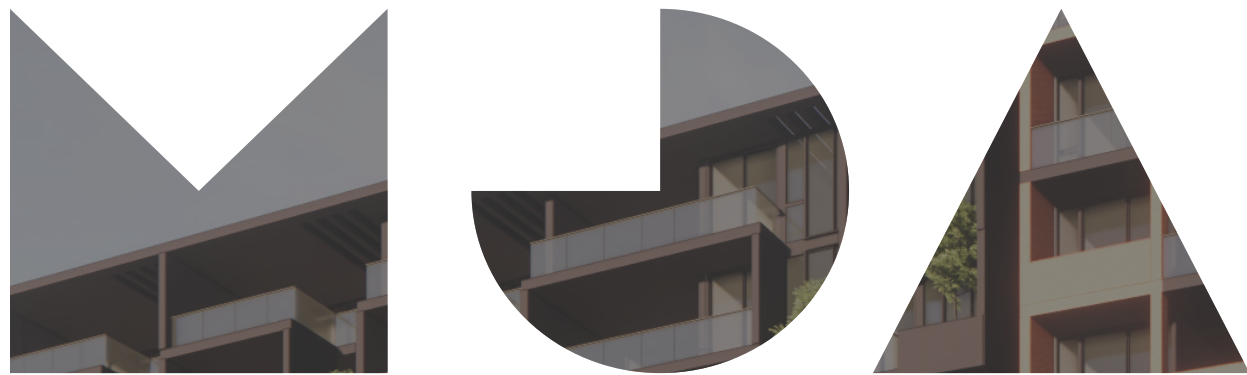


SAFETY

A safe and secure environment is achieved through:

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





PRINCIPLE 9 _
COMMUNITY



PRINCIPLE 9:

COMMUNITY

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



Cafe



Health Studio



Shop

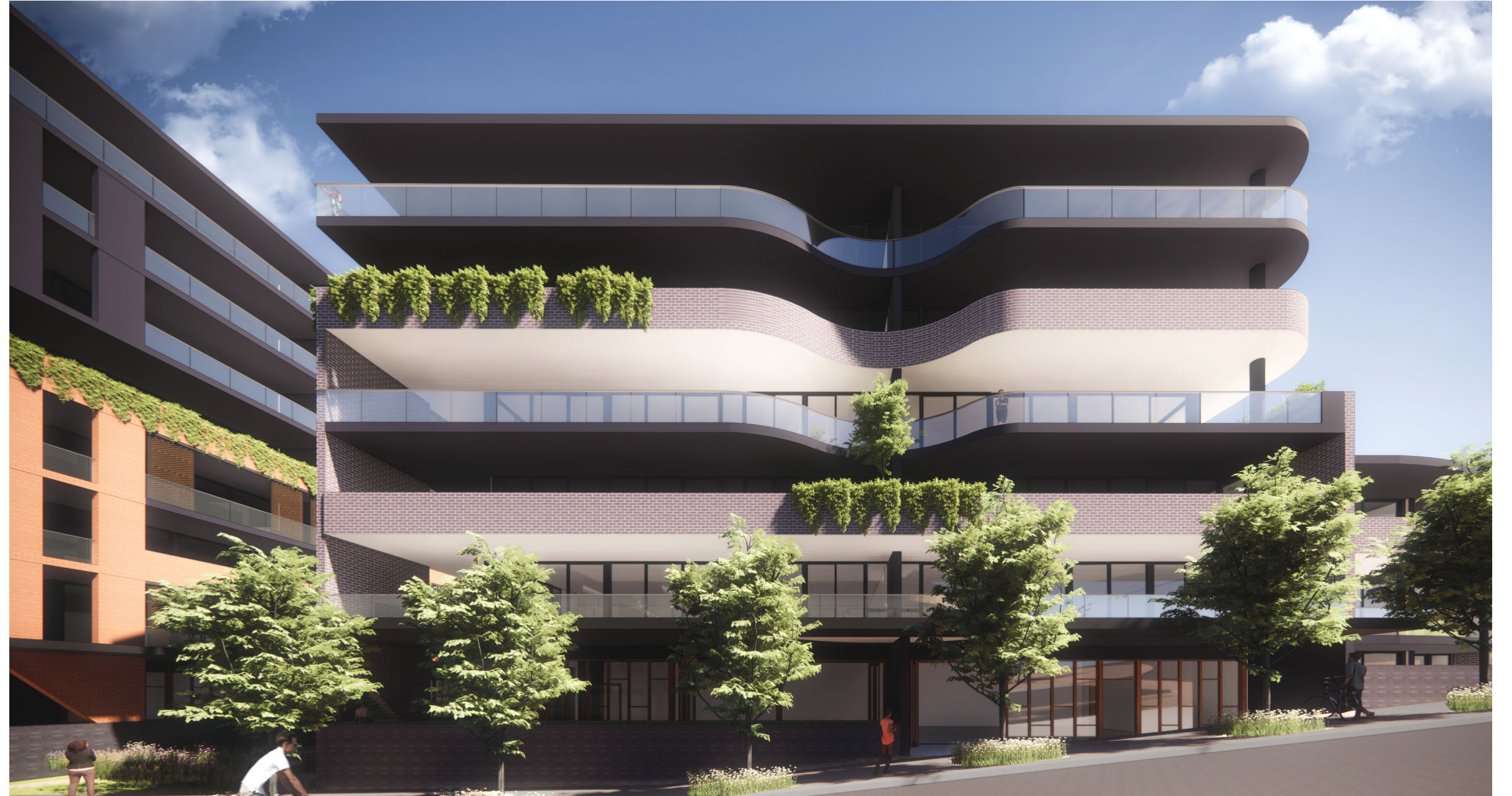


GP Consultancy

PRINCIPLE 9:

COMMUNITY

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



PRINCIPLE 9:

COMMUNITY

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





PRINCIPLE 10_

AESTHETICS



AESTHETICS

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

