

Attachment 2

Response to submissions

Summary of Submissions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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