

# Appendix I

## Design Review Comments



## Montario Quarter | Shenton Park

Estate Architect

### Pre-Lodgement Meeting Report

**Lot 37**

Applicant:	TRGP - PW No. 1 2017 Pty Ltd	Meeting Date	17/05/2018
Meeting Location:	Landcorp Level 6.3 Yaragin	Report Date	<b>07/06/2018</b>
Report Due Date	18/06/18	Revision	<b>FINAL</b>

#### Meeting Attendees:

Philip Gresley	Gresley Abas	Todd Doepel	Primewest
Susan Oosthuizen	LandCorp	Dominic Snellgrove	CCN
Mariam Yaqub	LandCorp	Keat Tan	CCN
Julian Turco	LandCorp	Murray Casselton	Element
Tanya Trevisan	Iris Residential	Brandon Avery	Element
Scott Archibald	Iris Residential	Julian Croudace	Propagule
<b>Distribution:</b>	<i>LandCorp, Iris Residential, Primewest, CCN, Element, Propagule, DPLH</i>		

#### Summary of Meeting

- The Estate Architect advised the applicant of the approval process including the preparation of this report, which is to make a determination of suitability of the applicant to proceed to formal design review by Department Planning Lands and Heritage (DPLH) Design Review Panel. This report is to be finalised and distributed process within 15 business days of receiving the applicant's updated proposal.
- The applicant team presented the most recent design proposal highlighting changes to the proposal submitted at RFPD stage.
- General discussion was undertaken with questions and answers to provide clarification on a range of items.
- The estate architect requested the following information was required prior to the commencement of the Pre-Lodgement Report could be undertaken. *(The applicant provided some of this information in a number of emails by the 28<sup>th</sup> May 2018)*
  - Updated proposal package.
  - Additional supporting information to be provided;
    - Dialogue around sense of place / materiality
    - Context around the immediate neighbourhood including section drawings.
    - How the scheme responds to broader context.
  - Written statement addressing Design Excellence (Plot Ratio Bonus)

## Recommendation

A review of the proposal has subsequently been undertaken and is presented in detail below under **Pre-Lodgement Design Review** and the following recommendation is made:

The proposal is conditionally **SUPPORTED** to proceed to the **Design Review Process**.

The proposal has some areas that require attention, additional information, or clarifications. These areas are identified in the **Pre-Lodgement Design Review** attached and will be communicated to the design review panel.

These identified items will need to be addressed to the satisfaction of the Design Review Panel and Estate Architect before full support can be given to any formal Development Application. The potential of the proposal to fulfil the requirements of the Design Guidelines is however high and is therefore conditionally **SUPPORTED** to proceed to Design Review.

Subject to the satisfactory resolution of items listed in the **Pre-Lodgement Design Review**, the **bonus plot ratio** (approx. 8% of a possible 35%) sought for **Design Excellence** is (as defined in the **Design Guidelines**) is currently considered **Acceptable**, for the following reasons;

Objectives	Currently meet	Potential to meet with current design direction	Requires significant work to meet
Character		✓*	
Continuity and Enclosure	✓		
Quality of Public Realm		✓	
Ease of Movement		✓	
Legibility		✓	
Adaptability		✓	
Diversity		✓	

\*The issue of character, sense of place, and materiality are key issues requiring additional consideration by the applicant to achieve excellence in design.

It must be noted that the Department of Planning, Lands and Heritage are responsible for the assessment of any Development Application, with the Design Review Panel and Estate Architects providing recommendations of support (or not), or conditional support.

## Design Review Process

The Department of Planning Lands and Heritage are responsible for the management and running of the Design Review Process. Please make contact with the department using the contact details below to organise the **Design Review Panel Meeting No.1**.

The DPLH will provide additional information regarding the process including an Agenda and meeting structure.

Note that the Estate Architect (Gresley Abas), DPLH, and the City of Nedlands will attend as technical advisors to the panel, providing advice as required.

DPLH Contact:

**Jacque Stone,**

Planning Director, DPLH

Email: [jacque.stone@dplh.wa.gov.au](mailto:jacque.stone@dplh.wa.gov.au)

Telephone: (08) 6551 9373 S

See over for **Pre-lodgement Design Review**

Regards,



**Philip Gresley**

**Director**

per Gresley Abas Architects

OUR REFERENCE: P:\1814 MONTARIO QUARTER - LANDCORP\3.0 REVIEWS\TEMPLATES\GA\_FINAL DRAFT PRE-LODGEEMENT MEETING REPORT.DOCX

# Pre-lodgement Design Review (Estate Architect)

The following review includes commentary on the proposal's compliance (or not) with **Design Objectives** laid out within the **Montario Quarter Design Guidelines**.

The Estate Architect determines if the proposal satisfies each **Design Objective** (or associated **Development Controls**), with a **supportable design outcome**, or whether the applicant is required to provide **additional information** or make **amendments** to the proposal to move forward.

Sometimes, a number (but not all) **Development Controls** may be expressed in a table under each objective – for clarity.

It is understood that a number of items detailed below may be resolved at a date closer to the lodgement of a formal Development Application. It is anticipated that these items will be addressed through the Design Review Process.

Note: The Department of Planning, Lands and Heritage are responsible for the assessment of any Development Application, with the Design Review Panel and Estate Architects providing recommendations. This report and review does NOT support proceeding to Development Application.

This report does not contain any input from DPLH or the City of Nedlands, who will both brief the Design Review Panel at Review No.1

<b>Pre-Lodgement Design Review</b>
Design Review Panel Briefing at Design Review <b>No.1</b>
<b>General Summary</b> The proposal is an ambitious, well considered, single stage, mixed-use development bringing to the estate a retail / commercial / diverse multi-residential hub which flanks Victoria House and associated POS. The proposal employs a generally acceptable level of building bulk and scale into the HERITAGE precinct and works to fully activate the ground plain around the site. We are encouraged by the approach and quality of much of the proposal and elements being proposed.  The proposal, however, has a number areas that require attention with the applicant needing to provide additional information, clarifications, or additional design work. These are described below and need to be addressed to the satisfaction of the Design Review Panel and Estate Architect before the proposal can be fully supported to proceed to a formal Development Application.
<b>Multiple Dwelling and Mixed-Use Design Guidelines</b>
<b>6.0 URBAN DESIGN</b>
<b>BLOCK 4 – Lot 37 - HERITAGE Precinct</b> <i>Celebrating the legacy of the site, the built form responses will respect the heritage elements, ensuring a strong sense of place whilst facilitating access to the broader community.</i>
<b>6.1 Desired Character</b> <ul style="list-style-type: none"><li>• Additional information required.</li><li>• The general bulk and scale of the overall proposal is supported, however there are a number of matters requiring attention;</li><li>• The design needs to introduce a clearer dialogue with the HERITAGE Precinct in which it sits. This may be possible to achieve with the use of appropriate materials and additional articulation to the facades of the building. See below and also Refer to comments under <b>6.3 Streets and Public Spaces</b>, and <b>7.5 Materiality and Colour</b>.</li></ul>

- Although the proposal works to break up the large bulk of the buildings, the articulation of built form requires additional attention - including using material and colour changes which will introduce more contrast and interest to the proposal. This is seen as critical on this site as it is contained over such a large site. Some additional consideration of breaking up / articulation on the apartment forms resting on the podium would be advantageous.
- The current proposal uses a range of precedent imagery mostly including face brickwork – which seems to not be a material actually utilised (other than breezeblock elements) within the proposal. The heritage connection to face brickwork is an obvious opportunity. The design needs to either introduce a broader range of naturally finished materials, or further illustrate and demonstrate the use of materiality to enhance a sense of place / desired character.

Context Plan provided outlining response to local setting.

The RFPD contained diagrams, however the most recent drawings do not include. Applicant to provide detailed response to site demonstrating the proposal addresses the Desired Character of the Heritage precinct. Refer to the Design Guidelines for detailed information.

#### 6.2 Diversity and Adaptability

- Supported design outcome

#### 6.3 Streets and Public Spaces

- More information required
- The proposal provides significant ground level address / access and activated edges.
- However, the applicant needs to demonstrate with further detail drawings and information the fine grain approach to ground level retail (suitable for the “urban village” requirement of the DG’s) by ensuring the following are addressed in the proposal:
  - Clear glazing is used throughout the ground level retail where it looks out to the public realm;
  - A range of materials and articulation devices are to be used between the various ground level (individual) tenancies to produce a variety of differing individual shop front experiences. This could include solid dado’s of differing materials (tiles, painted brick, timber, face brickwork) etc, defined entries, and promoting elements of the fit-out design to be introduced to the shop front / boundary interface.
  - Further details to demonstrate apartment lobbies / entries use a range of materials and treatments to create architectural interest.
  - The supermarket entrance component uses a range of materials and treatments to create architectural interest.
  - Provide further details to demonstrate ground level apartments along Seymour Street and Selby Street are adequately addressing architectural interest at ground level.

#### 6.4 Public Art

- More information required.

Compliant with Public Art Improvement Scheme Policy

More information required

#### 6.5 Place Legibility

- The proposal is generally acceptable, but needs to further demonstrate it can be constructed without causing harm to the **heritage box trees** on Victoria Avenue. This is a key vista in the MQ development, and the trees are heavily protected throughout the planning and design documents to maintain this important estate feature.

<ul style="list-style-type: none"> <li>The proposed bulk and scale along Selby St responds to the future context of the MQ development. The adjacent single houses to the east are located approx. 40m and across a major roadway from the front face of the development. This is an acceptable design outcome.</li> </ul>							
<b>6.6 Safety and Surveillance</b> <ul style="list-style-type: none"> <li>Supported design outcome, however;</li> <li>The applicant will provide further information regarding lighting strategies for the public realm areas to ensure safe levels are provided.</li> </ul>							
<b>6.7 Access</b> <ul style="list-style-type: none"> <li>The location of vehicular (car and service) entries is supported, however the treatment of the Selby St Service Access requires more information to demonstrate actions taken to optimise pedestrian experience through and adjacent the entry.</li> </ul> <table border="1"> <tr> <td>Crossovers should be constructed from a material consistent with the Public Realm Design Guidelines and generally respond to the materiality of the verge hardscaping ,either as constructed or proposed. Asphalt crossovers are not permitted.</td> <td>applicant to confirm</td> </tr> <tr> <td>Paving to vehicle access ways shall be of an equivalent quality to paving used within public open space and public access ways, while meeting the requirements of heavy vehicles.</td> <td>applicant to confirm</td> </tr> <tr> <td>Car park entries, shall be positioned to minimise visual impact from the public realm.</td> <td>more information required</td> </tr> </table>		Crossovers should be constructed from a material consistent with the Public Realm Design Guidelines and generally respond to the materiality of the verge hardscaping ,either as constructed or proposed. Asphalt crossovers are not permitted.	applicant to confirm	Paving to vehicle access ways shall be of an equivalent quality to paving used within public open space and public access ways, while meeting the requirements of heavy vehicles.	applicant to confirm	Car park entries, shall be positioned to minimise visual impact from the public realm.	more information required
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Paving to vehicle access ways shall be of an equivalent quality to paving used within public open space and public access ways, while meeting the requirements of heavy vehicles.	applicant to confirm						
Car park entries, shall be positioned to minimise visual impact from the public realm.	more information required						
<b>6.8 Vehicle Parking</b> <ul style="list-style-type: none"> <li>The majority of parking being centrally located, and sleeved with development is strongly supported.</li> <li>Vehicle parking shall be provided as per the rate specified in the Shenton Park Hospital Improvement Scheme. (<i>Refer to DPLH Planning report for compliance per Shenton Park Hospital Improvement Scheme.</i>)</li> <li>We are concerned that the number of (and configuration of) parking bays in the on grade shared pedestrian space detracts from the intent of the pedestrian-based space. This requires additional design work and the applicant should consider reducing the number of car bays to promote a more pedestrian based environment.</li> </ul>							
<b>6.9 Signage</b> <ul style="list-style-type: none"> <li>More information required</li> </ul> <table border="1"> <tr> <td>Signage shall be in accordance with the Signage Improvement Scheme Policy.</td> <td>No details yet submitted.</td> </tr> </table>		Signage shall be in accordance with the Signage Improvement Scheme Policy.	No details yet submitted.				
Signage shall be in accordance with the Signage Improvement Scheme Policy.	No details yet submitted.						
<b>7.0 BUILT FORM DESIGN</b>							
<b>7.1 Building Envelopes</b> <ul style="list-style-type: none"> <li>Supported design outcome</li> <li>Refer also Section 10.0 Block Specific Building Requirements</li> </ul>							
<b>7.2 Primary Building Controls</b> <ul style="list-style-type: none"> <li>"To create streetscapes and building scale in keeping with the desired area character for each precinct as laid out in area". Refer to comments under <b>6.1 Desired Character</b>, <b>6.3 Streets and Public Spaces</b>, and <b>7.5 Materiality and Colour</b>.</li> </ul>							
<b>7.2.1 Site Planning, Orientation and Setbacks</b>							



- **Development over 3 storeys along the laneway shall be setback a minimum of 8m. This was satisfied in the RFPD proposal, but has been reduced to 5m and is not supported.**

#### 7.2.2 Height

- Supported design outcome

#### 7.2.3 Plot Ratio

- The proposal seeks a variation to setback based on design excellence. We SUPPORT the applicant for additional plot ratio based sought on the basis of design quality conditional on the applicant adhering to the comments and design changes made in this report. Refer to the Recommendation for more information.
- Note that any additional Plot Ratio sought by the applicant will be finally determined by the DPLH.

Bonus Plot Ratio Sought – Approx 8%	Conditionally supported
Block 4 (Lot 37) Max 4000sqm retail floorspace permitted.	Supported design outcome

#### 7.2.4 Building Separation

- Supported design outcome

#### 7.2.5 Floor Levels

- Minimum 2.7m Floor to Ceiling height for residential to be confirmed by applicant.
- Selby St variation sought for 1.5m grade separation (described in presentation). Detailed information required to demonstrate how this is being handled at (nothing detailed shown in drawings)

#### 7.3 Built Form Character

- Additional design work required
- Generally, a supported design outcome has been presented, however refer also to comments under **6.1 Desired Character, 6.3 Streets and Public Spaces, and 7.5 Materiality and Colour** which describe the requirement for additional treatment to create a more fine grain response.
- The Selby St and Seymour St corner requires additional design work on the articulation and presentation to the street, including the canopy height. The quality of the pedestrian experience in this location requires improvement, as does the vehicular experience of this important entry corner. The relationship between the building itself and the public realm requires further attention.

Minimum awning of 2.2m	Applicant to confirm minimum awning widths.
Awning height 2.7-3.2m high and not higher than 3.5m	Canopy height at (and adjacent to) Selby and Seymour too high – <b>unacceptable – requires redesigning.</b>
Continuous horizontal and vertical elements shall be broken into smaller components through architectural features, materials, textures and building breaks to provide variety and relief.	Requires additional work.

#### 7.4 Heritage

- Additional design work required
- The design needs to introduce a clearer dialogue with the HERITAGE Precinct ideals. This could include a strategy for material selection, material scale, and further consideration of the overall building bulk.
- Refer also to comments under **6.1 Desired Character, 6.3 Streets and Public Spaces, and 7.5 Materiality and Colour**

### 7.5 Materials and Colour

- Additional design work required
- Consideration of using materials and colours that “respond to existing site character palettes” shall be undertaken.
- The current proposal uses a range of precedent imagery (mostly from other locations) including face brickwork – which seems to not be a material actually utilised within the proposal. The heritage connection to face brickwork is an obvious opportunity. The design needs to either introduce a broader range of naturally finished materials, or further illustrate and demonstrate the use of materiality to enhance a sense of place / desired character.
- Refer to the material palettes in the Design Guidelines



### 7.6 Building Entrances

- Generally supported design outcome but more information and detail are required to understand the fine grain design proposed.

### 7.7 Roof

- Generally supported design outcome, subject to additional information.

For a pitched roof <15 degrees, a three year solar reflective index (SEI) of greater than 64 is required.	Applicant to confirm
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### 7.8 Outdoor Living Areas

- More information required

#### 7.8.1 Communal Outdoor Areas

All multiple dwelling developments shall incorporate a community garden, with a minimum size of 25sq.m per 250 residents or less (pro-rata). Refer to City of Sydney Community Gardens Policy.	Applicant to confirm
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#### 7.8.2 Private Outdoor Areas

Each unit shall be provided with at least one balcony or equivalent accessed directly from a habitable room with a minimum area of 10sq.m and a minimum dimension of 2.8m. Smaller balconies can be considered for studio apartments.	Applicant to confirm
Balcony balustrades shall be visually permeable to 50% of the area and compliant with minimum height requirements	More detail required on ground level apartments.
Air-conditioning condenser units are to be located as to not impact on the functionality of space.	More detail required
<80sqm dwelling = 12sqm min. outdoor space 80-120sqm	Applicant to confirm

dwelling 16sqm min. outdoor space	
>120sqm dwelling = 20sqm min. outdoor space	Applicant to confirm
<b>7.9 Building Services</b>	
<b>7.9.1 Waste Management</b>	
<ul style="list-style-type: none"> <li>Supported design outcome</li> </ul>	
<b>7.9.2 Drying Areas</b>	
<ul style="list-style-type: none"> <li>Applicant to provide strategy and locations for drying areas to the satisfaction of the design review panel.</li> </ul>	
A naturally ventilated drying cupboard/ area shall be provided to each dwelling. This may be within a secondary balcony.	Applicant to confirm
Any drying areas shall be screened from view.	Applicant to confirm
<b>7.9.3 Storage</b>	
<ul style="list-style-type: none"> <li>Supported design outcome for storage <u>strategies</u>.</li> </ul>	
Storage areas in 1 bedroom apartments shall be a minimum of 6m <sup>3</sup> in addition to storage in kitchens, bathrooms and bedrooms.	Applicant to confirm
Storage areas in 2 bedroom apartments shall be a minimum of 8m <sup>3</sup> in addition to storage in kitchens, bathrooms and bedrooms.	Applicant to confirm
A minimum of 50% of the required storage shall be located within the apartment.	Applicant to confirm
<b>7.9.4 Mechanical Services</b>	
<ul style="list-style-type: none"> <li>Applicant to demonstrate how screening gas hot water / gas generation plant / other plant and services on roof tops.</li> </ul>	
Piped and wired services including conduit shall be concealed from view or integrated into the building design.	Applicant to confirm
Building services, including air conditioning units, satellite dishes and other plant equipment shall be screened from view or not be visible from the public realm and should not impact on visibility of outdoor areas	Applicant to confirm
Building services, including air conditioning units and condensers, shall not be located on balconies or viewed from the public or private realm, unless screened from view.	Applicant to confirm
Car park venting service lids and other utility infrastructure or equipment's shall not be visible from the adjacent public or private realm and shall be appropriately screened to ensure they do not detract from the visual quality of the development.	Applicant to confirm
Plant, service equipment and lift overruns shall not be visible from the public realm.	Applicant to confirm
<b>7.9.5 EOT Facilities</b>	
Bicycle parking and end-of-trip facilities shall be provided in accordance with the Improvement Scheme	Applicant to confirm
<b>7.10 Fencing</b>	
<ul style="list-style-type: none"> <li>More detail is required to show the design of ground level apartments on Selby and Seymour Streets to demonstrate good design outcomes.</li> </ul>	

<b>8.0 ENVIRONMENTALLY SUSTAINABLE DESIGN</b>					
<b>8.1 Climate Responsive Design</b> <ul style="list-style-type: none"> <li>The applicant has worked to optimise cross ventilation and access to sun and daylight and control sunlight through shading devices and the design approach is generally supported.</li> </ul>					
The development shall achieve a minimum 4 Star Greenstar demonstrated at development application stage by a certified Green Building Council of Australia (GBCA) professional.	Applicant to demonstrate formally				
<b>8.1.3 Shading</b> <table border="1"> <tr> <td>Glazing to habitable rooms facing east and west shall have vertical protection, such as louvered solar-shutters, blinds or screening devices.</td> <td>More information required</td> </tr> <tr> <td>West-facing outdoor living areas shall be provided with shading devices to provide sun control.</td> <td>More information required</td> </tr> </table>		Glazing to habitable rooms facing east and west shall have vertical protection, such as louvered solar-shutters, blinds or screening devices.	More information required	West-facing outdoor living areas shall be provided with shading devices to provide sun control.	More information required
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West-facing outdoor living areas shall be provided with shading devices to provide sun control.	More information required				
<b>8.14 Ventilation</b> <ul style="list-style-type: none"> <li>For podium level apartments (up to Level 2) openings should be provided in apartments that form corners with corridor openings / entries. This will provide additional cross ventilation.</li> </ul>					
<b>8.2 Energy Efficiency + 8.3 Water Efficiency</b> <ul style="list-style-type: none"> <li>The applicant shall provide detailed information in the Development Application.</li> <li>The applicant has worked to optimise cross ventilation and access to sun and daylight and control sunlight through shading devices and the design approach is generally supported.</li> </ul>					
<b>8.32 Water Collection</b> <table border="1"> <tr> <td>All 1:20 year stormwater volumes shall be contained within the site for multiple residential and mixed use developments. This may be re-used or disposed of on-site.</td> <td>Applicant to confirm</td> </tr> </table>		All 1:20 year stormwater volumes shall be contained within the site for multiple residential and mixed use developments. This may be re-used or disposed of on-site.	Applicant to confirm		
All 1:20 year stormwater volumes shall be contained within the site for multiple residential and mixed use developments. This may be re-used or disposed of on-site.	Applicant to confirm				
<b>8.4 Lighting</b> <ul style="list-style-type: none"> <li>More information is required to demonstrate meeting this objective</li> </ul>					
<b>8.5 Acoustics</b> <ul style="list-style-type: none"> <li>More information is required to demonstrate meeting this objective</li> </ul>					
<b>9.0 LANDSCAPING</b>					
<b>9.1 Landscaping on Site</b> <ul style="list-style-type: none"> <li>A landscape plan and strategy was included in the RFPD document, and also in the Pre-Lodgement design presentation, but landscape plans supplied with the architectural drawings for review do not reflect the changes in the building form. Notwithstanding the lack of revised information, we are confident the objectives are achievable and demonstrable within the current design framework.</li> <li>Further to the below Objectives and their Development Controls (per Design guidelines), key considerations on this site include (but are not limited to); <ul style="list-style-type: none"> <li>How the proposal responds to the existing topographical features including existing trees.</li> <li>Treatment of Selby St setbacks with existing trees and ground level apartments.</li> <li>Successful retention of all existing heritage trees (including laneway)</li> <li>Landscaping treatment to podium deck.</li> <li>Plant selections.</li> <li>Deep Soil Strategy</li> <li>Laneway treatment / fine grain design including water retention, permeable paving</li> </ul> </li> </ul>					

- Materiality as it relates to the context of the site including responding to the location within the HERITAGE precinct.
- Treatment of the laneway interface with the al-fresco, Lot 38, and adjacent POS.
- Treatment and integration of relocated substation
- Parking layout, proposed event arrangements for the Laneway.

### 9.11 Biodiversity and Habitats

A tree protection setback shall be developed during the concept design phase demonstrating adequate building setbacks and other protective measures to ensure existing trees avoid damage during construction and also the long term. An arborist report confirming the approach shall be included in the development applications.	Applicant to provide
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### 9.12 Hardscaping

Hard stand areas shall be designed so that heat retention and re-radiation is minimised so the increase in ambient air temperature around buildings is contained.	Yet to be provided
Minimise the extent of paving, or use permeable paving, to increase stormwater permeability.	Yet to be provided
Paths, and hard surfaces shall be constructed of materials expressive of the immediate site context, prevailing adjacent architecture or preferred precinct materials	Yet to be provided
Damage to public realm works shall be rectified by the developer at the developer's expense to match pre-existing works.	Applicant to confirm

### 9.13 Softscaping

A minimum of 1 shade tree per 10 metres shall be included in the following frontages (Refer to Block Specific Building Requirements): <ul style="list-style-type: none"> <li>• For developments within Heritage Precinct addressing Victoria House and POS.</li> </ul>	Applicant to confirm
Plants shall be selected based on relevance to the precinct planting plan and climate tolerance. Plant species are best chosen with reference to the Public Realm Design Guidelines.	Yet to be provided
Species selection and planting themes shall respond to local conditions and relate to the character, scale and proportions of the streetscape.	Yet to be provided
LandCorp's Public Realm Design Guidelines regarding the development of streetscape planting plans is adhered to. See more below under <b>Public Realm Design Guidelines</b>	Applicant to confirm

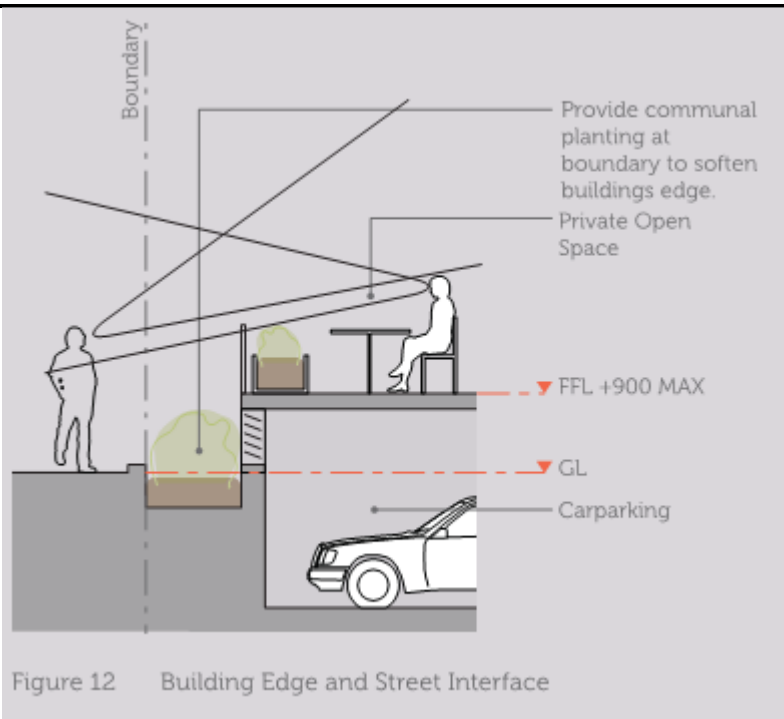


Figure 12 Building Edge and Street Interface

More detail required for Seymour and Selby Street conditions, including corner.

Avoid the use of continuous lengths of blank walls on sites where outdoor space (private or communal) is raised over 0.5m above street level (or open space) by placing planting to soften the edges and reduce their apparent scale.

#### 9.14 Water Efficiency and Maintenance

Water efficient in line drip irrigation shall be installed for all garden beds.	Applicant to confirm
Private water bores are not permitted.	Applicant to confirm
Spray irrigation may be used on turf areas only.	Applicant to confirm
An automatic irrigation system including a rain sensor shall be installed.	Applicant to confirm
Developments shall allow water to permeate the ground surface by maximising permeable ground surface treatment such as gravel, crushed stone, permeable paving or pavers on a sand base.	Applicant to confirm
Developments shall install systems which will capture and treat stormwater such as rain gardens, swales or roof gardens.	Applicant to confirm
An irrigation plan shall be included as part of the Landscape Plan for Building Approval.	Applicant to confirm

#### 10.0 SITE SPECIFIC REQUIREMENTS

25% of open space Deep Root Zone	Applicant to confirm
Maximum retail floorspace 4000sqm NLA	Applicant to confirm
Development over 3 storey setback 8m minimum from building edge.	Variation sought – detailed information justification required
Selby St setback requires additional setback to preserve existing trees	Variation sought – detailed information justification required

PUBLIC REALM DESIGN GUIDELINES
<p><b>General Comments</b></p> <ul style="list-style-type: none"> <li>Applicant to provide more detailed information regarding the strategies employed to meet and respond to the Public Realm Guidelines for the Heritage / Community Precinct.</li> <li><b>Theme: community – “engaged in the ownership and development of culture and sense of place. Flexible public spaces that facilitate small and large events.”</b></li> </ul>
<p><b>2.2.3 Heritage – Figure 14.</b></p> <ul style="list-style-type: none"> <li>Applicant to provide additional information regarding the removal of any “existing tress of significance”</li> </ul>
<p><b>2.4.1 – 2.4.3 Pedestrian, Vehicle and Cycle Circulation</b></p> <ul style="list-style-type: none"> <li>Refer to 6.8 Vehicle Parking of DG assessment</li> <li><i>“The retail hub will attract external users and the circulation around this is therefore considered a key connector. These roads should accommodate dedicated pedestrian and cycle movements as well as vehicle movements. The internal loop will accommodate a volume of traffic but be designed for lower speeds due to its limited length and the adjacent land uses.”</i></li> </ul>
<p><b>2.5.3 Public art</b></p> <ul style="list-style-type: none"> <li>Refer to 6.4 Public Art of DG assessment</li> <li>More information required</li> <li><i>“Heritage: Public art in the heritage precinct should build a meaningful connection to place, its people and its heritage. Consideration should be given to different voices in the community as a means to evoke the legacy of the site, but also the aspirations of the place”</i></li> </ul>
<p><b>STREET TYPOLOGIES</b></p> <p><b>1.1.7 ROAD 8A</b></p> <ul style="list-style-type: none"> <li>Applicant to confirm compliance with Road Section Typology (Figure 46)</li> </ul> <p><b>1.19 Selby Street</b></p> <ul style="list-style-type: none"> <li>Applicant to confirm compliance with Road Section SB Typology (Figure 51) including 6m setback to building edge for existing trees. Currently approx. 4m setback.</li> </ul> <p><b>1.2 Interface Typologies</b></p> <p><b>1.22 Zero Lot Setback (Seymour St)</b></p> <ul style="list-style-type: none"> <li>Applicant to provide additional detail on building entry thresholds</li> </ul> <p><b>1.3.2 Shared Space Right of Way Easement</b></p> <ul style="list-style-type: none"> <li>Applicant to provide additional detail to demonstrate compliance with Design Objectives ensuring pedestrian prioritisation, shade, public art etc.</li> </ul>
<p><b>1.2 Interface Typologies</b></p> <p><b>1.22 Zero Lot Setback (Seymour St)</b></p> <ul style="list-style-type: none"> <li>Applicant to provide additional detail on building entry thresholds</li> </ul>
<p><b>1.3 Easement Interface Typology</b></p> <p><b>1.3.2 Shared Space Right of Way Easement</b></p> <ul style="list-style-type: none"> <li>Additional design work required</li> <li>Applicant to provide additional detail to demonstrate compliance with Design Objectives ensuring pedestrian prioritisation, shade, public art etc.</li> <li>The interface within this space needs to signify its function as a publicly accessible space and maintain the necessary operational requirements of Blocks 3 and 4. This right of way may accommodate vehicles but its primary function shall be as a pedestrian space.</li> <li><i>“This space shall unimpeded space that enables the operation of temporary uses such as small scale markets and gathering spaces.”</i></li> </ul>



- Any continuous fencing proposed to the eastern edge of the space is not supported.

Create a pedestrian prioritised environment through appropriately scaled materials, surfaces and furniture. Pedestrian comfort through shade, shelter and seating shall be provided along the length of the easement. Design and materials shall be utilised to encourage slow vehicle speeds.	Applicant to provide additional information
Trees within this easement that contribute to the pedestrian environment shall be retained.	Applicant to provide additional information
The easement shall accommodate a range of surface parking opportunities for vehicles, mopeds and bicycles to facilitate use of both Blocks 3, 4 and the adjacent public open space.	Applicant to provide additional information
The easement shall be designed to function as a flexible space and shall include a level and unimpeded space that enables the operation of temporary uses such as small scale markets and gathering spaces.	Applicant to provide additional information
Public art may be located within this right of way that complements the site and adjacent uses.	Applicant to provide additional information
Design and materials should mesh seamlessly with surrounding areas.	Applicant to provide additional information

#### 4.0 Selections

- The applicant is to provide more information with relation to public realm selections generally and how they meet the objectives laid out in this section of the document. This relates especially to the shared pedestrian easement and includes (but is not limited to);
  - Softworks
  - Furniture and Fixtures
  - Lighting
  - Play Elements
  - Public Art
  - Signage
  - Structures (noting transformer enclosure)
  - Surface treatments

#### GENERAL COMMENTS

- The intent, use and required design qualities of the shared pedestrian space / ROW has been clearly described throughout the planning and design documentation as a pedestrian based space and is a fundamental element of the central sense of place and community gathering space being aspired for in the estate masterplan. The current design is focused primarily on vehicular access and requires redesign. The ROW may accommodate vehicles but its primary function shall be as a pedestrian space (*Create a pedestrian prioritised environment through appropriately scaled materials, surfaces and furniture. Pedestrian comfort through shade, shelter and seating shall be provided along the length of the easement.*)
- The successful connection of the shared pedestrian space to the adjacent POS is seen as another fundamental functional requirement of the public realm and this needs to be demonstrated. There should be no continuous barrier provided between the POS and Lot 38 unless it can be demonstrated that it provided uninterrupted visual and pedestrian access through the sites.
- The built form corner of the lower podium element at Seymour and Selby Streets requires attention. The connection to the public realm and the scale of the façade in this area would benefit. Introducing light into the corridor behind the gym could be beneficial to the design and create an opportunity for a re-think to this corner.
- The lower ground basement plan does not show access to lift lobbies.
- It has been acknowledged that the supermarket will not be implementing a pylon sign. Further information is required from the applicant to describe any proposed signage.

END

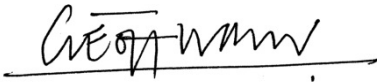




## Shenton Park Design Review – Report

Time / date: 2:30pm, 29 June 2018

Location: Office of the Government Architect, Level 1, Bairds Building, 491 Wellington Street

Design Reviewers	Geoff Warn Melinda Payne Carmel van Ruth Tony Blackwell David Karotkin	OGA, Government Architect (Chair) OGA, Associate to the Government Architect OGA Blackwell & Associates Carabiner
DPLH staff	Garreth Chivell	Assessing Officer – Lot 37
Technical Advisors	Phil Gresley Kate Bainbridge Chaminda Mendis Joe Lamont James Cresswell Rama Sritharan Nick Woodhouse	Estate Architect - Montario Quarter City of Nedlands City of Nedlands City of Nedlands City of Nedlands City of Subiaco City of Subiaco
Proponent	Tanya Trevisan Todd Doepel Keat Tan Dominic Snellgrove Julian Croudace Tony Paduano	Iris Residential Primewest CCN CCN Propagule element
Observers	Mariam Yaqub Susan Oosthuizen Katina Marchbank Nina Lytton	LandCorp LandCorp DPLH (Principal Planning Officer - Project Coordinator) DPLH
Apologies	Brandon Avery Jackson Liew	element CCN
Declarations of interest	Tony Blackwell noted 2 conflicts which were accepted as minor and non-consequential by the Chair.	
Briefing - MQ Estate Architect	Refer Appendix A	
Briefings – Technical Issues	Refer Appendix B	
<b>Design Review</b>		
Development	Shenton Park Redevelopment	
Property address	<b>Lot 37, Montario Quarter</b> (Block 4, Heritage Precinct)	
Proposal	Mixed use development; comprising supermarket, hospitality, retail, residential	
Applicant or applicant's representative address to the design review panel	Tanya Trevisan Keat Tan Dominic Snellgrove	Iris Residential CCN CCN
Chair signature	 Geoff Warn, Government Architect	

Design quality evaluation	
Principle 1 Context and character	<ul style="list-style-type: none"> <li>• More detail is required of the design response to heritage context and character. Opportunities exist for a richer response to achieve an engaging contemporary interpretation of the site's heritage references, including Victoria House. It is suggested that the overall site's heritage is used as a generator for a distinctive design response.</li> <li>• Note that the Montario Quarter Design Guidelines (MQDGs) locate Lot 37/Block 4 within the Heritage Precinct, where a considered response to nearby heritage listed buildings is important. In addition to this, when seeking Design Excellence, and bonus plot ratio, there is a heightened requirement to respond to <i>Character</i>. Refer Appendix A – Bonus Plot Ratio Criteria.</li> <li>• The approach to providing level thresholds with varying external site levels is supported as it enables ground floor uses to engage with the street - ramps/steps/planters have been carefully integrated into the surrounding public realm.</li> </ul>
Principle 2 Landscape quality	<ul style="list-style-type: none"> <li>• More detail is required (note requirement for arboriculturist report at DA) to confirm adequate setback and protection of heritage-listed trees along Victoria Avenue including water table management, solar access and protection of canopy / root zone. This species of tree is particularly sensitive to disturbance of ground water table.</li> <li>• A detailed landscape plan is sought (with levels indicated) along with a species list for review. The MQDGs seek local West Australian native flora for the ground plane. Consider solar access to landscape when selecting species.</li> <li>• A more developed detailed design for the shared-use Laneway is required to better demonstrate its pedestrian priority use. Consider providing permeable paving for groundwater recharge. The intention to complement the Public Open Space design with continuity of laneway public realm treatments is supported.</li> <li>• Winter solar access to communal landscaping and facilities on podium has been considered. Optimise further where possible.</li> </ul>
Principle 3 Built form and scale	<ul style="list-style-type: none"> <li>• The approach to the podium and upper residential “boomerangs” arrangement is supported as a sensible approach to the arrangement of uses/forms on the site. Podium articulation, materiality and detailing requires further refinement.</li> <li>• The approach to the Laneway/ground floor interface is supported as the design and detailing has the potential to support an appropriately scaled, varied, interesting and active frontage to the surrounding public realm. Provide similar consideration to the design and detailing for the Seymour St and Victoria Ave ground floor interfaces.</li> <li>• The 2-storey townhouses with front courtyards and entry gates to Selby St are supported as this contributes to the diversity of housing types offered, presents an active frontage to Selby St and provides appropriate separation for the residential uses from the traffic. As the design is progressed, consider the articulation and detail for the townhouse facades, front fences/gates and street address/letterboxes to optimise an appropriately scaled, activated and interesting interface to the public realm.</li> <li>• Further detail is sought regarding the proposed treatment to the ground floor resident's gym façade at the corner Seymour / Selby St – including canopy heights and signage. Balance the need for daylight, privacy and street activation to achieve amenity for users and an engaging public realm interface.</li> <li>• Further detail is sought regarding the proposed treatment to carpark entries and the Selby St supermarket loading dock entry to confirm an appropriate public realm interface.</li> </ul>

<p>Principle 4 Functionality and build quality</p>	<ul style="list-style-type: none"> <li>• The materials chosen offer a varied palette of well-considered textures and finishes and the approach is supported. Careful detailing is now required, as the design progresses, for this approach to be successful.</li> <li>• Confirm robustness of materials and finishes to ensure a civic quality to the public realm, particularly along the shared-use Laneway.</li> <li>• Confirm the podium swimming pool is located over the carpark rather than apartments to avoid potential issues with membrane failures.</li> <li>• A traffic circulation strategy is required to; <ul style="list-style-type: none"> <li>- ensure shared-use Laneway isn't a major traffic route as this will compromise its intended pedestrian priority. Consider how the one-way designation affects circulation.</li> <li>- confirm integration of site circulation into surrounding road networks.</li> <li>- confirm waste management traffic circulation in Selby Street loading service yard.</li> </ul> </li> </ul> <p>Refer advice from City of Nedlands and City of Subiaco regards technical requirements.</p>
<p>Principle 5 Sustainability</p>	<ul style="list-style-type: none"> <li>• Overall building massing and location of apartments is sensible and provides a good basis from which to meet the solar access and ventilation requirements outlined in the MQDGs. Confirm the proportion of dwellings that meet the development controls in MQDGs section 8.1 <i>Climate Responsive Design</i>.</li> <li>• The strong commitment to passive ventilation of all apartments above podium level is acknowledged and supported.</li> <li>• Confirm Green Star targets. The MQDGs require 4-star for standard development / 5-star depending on plot ratio bonus sought.</li> <li>• Provide detail for the bike parking concessions sought.</li> </ul>
<p>Principle 6 Amenity</p>	<ul style="list-style-type: none"> <li>• Confirm the design approach to balancing privacy and amenity considerations arising from adjacency of communal walkways and bedroom windows.</li> <li>• Confirm the design approach to minimizing potential safety, amenity and privacy impacts arising from proximity of Selby St loading dock to adjacent townhouses and public realm.</li> <li>• Confirm the design approach to minimizing potential amenity and environmental health impacts arising from noise / mechanical exhaust from ground floor hospitality uses.</li> <li>• The combination of glazed breaks, variation in widths, corner treatments, and glazed ends to residential corridors is supported as it provides interest and amenity for users. Consider opportunities to further optimise passive ventilation to corridors.</li> <li>• The approach to provision of storage - providing a mix of storage types and location – is supported.</li> </ul>
<p>Principle 7 Legibility</p>	<ul style="list-style-type: none"> <li>• The distribution and proposed treatment of the 3 residential entry points is supported as they are sufficiently distinct from ground level retail uses.</li> <li>• The differentiation between public ground floor uses with residential uses above is clearly expressed, which is supported.</li> <li>• Consider wayfinding and shelter for the journey to resident facilities on ground floor perimeter, eg. gym.</li> </ul>
<p>Principle 8 Safety</p>	<ul style="list-style-type: none"> <li>• The sleeving of parking with active uses is commended as it will provide passive surveillance and better engagement with the public realm.</li> <li>• Confirm safe traffic entry/exit from service and carpark access points.</li> <li>• Confirm a legible pedestrian priority to all footpaths and public realm.</li> </ul>

	<ul style="list-style-type: none"> <li>Consider applying traffic calming measures to the shared-use Laneway to support its pedestrian priority – test the potential for two-way traffic to passively reduce speeds.</li> </ul>
Principle 9 Community	<ul style="list-style-type: none"> <li>A good diversity of dwelling types is offered, including studio apartments, 1/2/3 bedroom apartments, 2-storey townhouses and dual key occupancies.</li> <li>Communal spaces provided have the potential to offer varied and engaging facilities for community interaction, which is supported. Provide further detail as the design is progressed.</li> </ul>
Principle 10 Aesthetics	<ul style="list-style-type: none"> <li>The evolution and progression of the design approach to building mass, materials, textures and façades has been managed well and provides an elegant and coherent solution.</li> <li>The proposal for the artwork strategy to incorporate botanical imagery, and suitable aspects of the sites' former hospital use is supported. Using public art as a physical mechanism to direct pedestrian movement, rather than fencing or a barrier, is supported, however it will need to be balanced with the need to provide continuity and connectivity between the POS and shared-use lane. Further detail to artwork proposals is sought as the design is progressed.</li> </ul>
Recommendations	<p>As the proponent team progresses to design review 2, the reviewers recommend consideration of the following;</p> <ul style="list-style-type: none"> <li>Plot ratio requires confirmation. Proponents to confirm extent of bonus sought and address required bonus plot ratio criteria. For this review it was assumed that Design Excellence is required on the basis of PR bonus of up 35%.</li> <li>More detail is required of the design response to heritage context and character. Opportunities exist for a richer response to achieve an engaging contemporary interpretation of the site's heritage references, including Victoria House.</li> <li>Seek an arboriculturist report to confirm adequate setback and protection of heritage trees along Victoria Avenue.</li> <li>Prepare a detailed landscape plan with species nominated.</li> <li>Develop the design for the shared-use Laneway to demonstrate a pedestrian priority use.</li> <li>Optimise winter solar access to apartments and communal landscaping / facilities.</li> <li>Develop the design for the podium with further consideration of articulation, materiality and detailing.</li> <li>Develop the design of all ground floor / public realm interfaces to match the quality and detail of the now developed Laneway ground floor.</li> <li>Develop the design for the Selby Street townhouse facades and front fences /gates to optimise an appropriately scaled, activated and interesting interface to the public realm.</li> <li>Provide further detail regarding the proposed treatment to the ground floor resident's gym façade at the corner Seymour / Selby St. Balance the need for daylight, privacy and street activation to achieve amenity for users and an engaging public realm interface.</li> <li>Provide detail for the proposed treatment to carpark entries and the Selby St supermarket loading dock entry.</li> <li>Confirm robustness of materials and finishes to ensure a civic quality to the public realm, particularly along the shared-use Laneway.</li> <li>Consider longevity and maintenance of shared facilities; eg. Locate podium pool over carparking rather than apartments.</li> <li>Articulate traffic circulation strategy with a view to managing traffic impacts on the shared-use Laneway and ensuring integration of site circulation into the surrounding road networks.</li> </ul>

- Confirm the proportion of dwellings that meet the solar access and ventilation controls in MQDGs section 8.1 *Climate Responsive Design*.
- Confirm Green Star targets.
- Outline bicycle parking strategy.
- Confirm the design approach to balancing privacy and amenity considerations arising from adjacency of communal walkways and bedroom windows.
- Confirm the design approach to minimizing potential safety, amenity and privacy impacts arising from proximity of Selby St loading dock to adjacent townhouses and public realm.
- Confirm the design approach to minimizing potential amenity and environmental health impacts arising from noise / mechanical exhaust from ground floor hospitality uses.
- Consider opportunities to increase passive ventilation to residential corridors where possible.
- Consider wayfinding and shelter for the journey to resident facilities on ground floor perimeter
- Confirm a legible pedestrian priority to shared-use Laneway, perimeter footpaths and all public realm.
- Consider applying traffic calming measures to the shared-use Laneway to support its pedestrian priority – test the potential for two-way traffic to passively reduce speeds.
- Provide further detail on the design of communal spaces.
- Provide further detail on the proposed artwork strategy as the design is progressed.

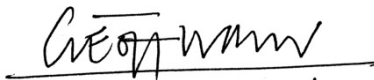
**Appendix A – Briefing - Montario Quarter Estate Architect**

Montario Quarter Estate Architect	Comments sought from DRP on; <ul style="list-style-type: none"><li>• Response to context</li><li>• Shared Laneway space</li><li>• Setback to trees Victoria Ave</li><li>• Internal amenity / corridors</li><li>• Relationship of apartments to Selby Street service area</li><li>• Seymour / Selby Street corner treatment</li></ul>
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**Appendix B - Briefings – Technical Issues Summary**

DPLH	Seeking clarification on: <ul style="list-style-type: none"><li>• Plot ratio</li><li>• Building envelopes / setbacks</li><li>• Setbacks from retained heritage listed trees</li><li>• Bicycle parking shortfall</li><li>• Selby Street service entry treatment</li><li>• Street interface Selby/Seymour Street corner</li></ul>
City of Nedlands	Seeking clarification on: <ul style="list-style-type: none"><li>• As above</li><li>• Plot ratio</li><li>• Traffic circulation around and through the site</li><li>• Waste management strategy</li><li>• Strategy for managing potential amenity/environmental health impacts arising ground floor hospitality uses in proximity to residential uses.</li></ul>
City of Subiaco	Seeking clarification on: <ul style="list-style-type: none"><li>• As above</li><li>• Traffic management, Victoria Ave intersection.</li></ul>



<b>Shenton Park Design Review – Report</b>		
Subject	<b>Shenton Park Improvement Scheme - Lot 37 – Design Review 2</b>	
Date	07 August 2018	
Time	1:30 – 4:00pm, proponents from 2:30pm	
Location	Office of the Government Architect, Level 1, Bairds Building, 491 Wellington St	
Design Reviewers	Geoff Warn Melinda Payne Carmel van Ruth Tony Blackwell David Karotkin	OGA, Government Architect (Chair) OGA, Associate to the Government Architect OGA Blackwell & Associates Carabiner
DPLH staff	Katina Marchbank	DPLH (Principal Planning Officer - Project Coordinator)
Technical Advisors	Phil Gresley Kate Bainbridge Rama Sriharan	Estate Architect - Montario Quarter City of Nedlands City of Subiaco
Proponent	Tanya Trevisan Todd Doepel Keat Tan Dominic Snellgrove Julian Croudace Murray Casselton	Iris Residential Primewest CCN CCN Propagule element
Observers	Mariam Yaqub Susan Oosthuizen Emily Craig-Wadham	LandCorp LandCorp DPLH
<b>Briefings</b>		
MQ Estate Architect	Phil Gresley	Refer Appendix A
Technical Issues	City of Nedlands City of Subiaco	Refer Appendix B
<b>Design Review</b>		
Development	Shenton Park Redevelopment	
Property address	<b>Lot 37, Montario Quarter</b> (Block 4, Heritage Precinct)	
Proposal	Mixed use development; comprising supermarket, hospitality, retail, residential	
Applicant or applicant's representative address to the design review panel	Tanya Trevisan Keat Tan Dominic Snellgrove	Iris Residential CCN CCN
Chair signature	 Geoff Warn, Government Architect	



<b>Design quality evaluation</b>	
<b>Principle 1 Context and character</b>	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	<p>1a. The design response to heritage context and character has improved;</p> <p>i. A greater extent of heritage precinct materials – encouraged for use in the MQ guidelines – have been incorporated into the ground floor, podium and podium level landscaping.</p> <p>ii. Art deco entry motifs have been used as a generator for reference patterning in the podium brickwork.</p>
<b>Principle 2 Landscape quality</b>	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	<p>2a. A well-considered landscape plan has been provided with suitable species nominated for landscaping at ground and podium level.</p> <p>2b. Winter solar access to communal landscaping and facilities on podium has been considered.</p> <p>2c. Further detail is sought to confirm adequate setback and protection of heritage-listed trees along Victoria Avenue including ground water management, solar access and protection of canopy / root zone. This material was not provided for the review and remains outstanding.</p> <p>2d. It was noted that all existing trees have been removed from the Shared Space Lane. The sizing of new trees was discussed and larger plantings were encouraged, so as to provide a higher level of landscape amenity sooner, and to contribute to traffic calming in the Shared Space Lane.</p> <p>2e. The Panel has recommended further consideration of the design approach to the Shared Space Lane to ensure its pedestrian priority use and integration with the adjacent Public Open Space as they comprise the two primary open spaces for the Montario Quarter. Collaboration with LandCorp is required to confirm that proposed materials integrate well with the POS design which is currently out for tender. It is noted that the parking supplied is at the maximum required and a reduction in the number of bays should be considered as part of a revised approach. [NOTE: The MQ Public Realm Guidelines describes the future character of the Shared Space Lane as a “right of way [that] may accommodate vehicles but its primary function shall be as a pedestrian space.”]</p>
<b>Principle 3 Built form and scale</b>	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	<p>3a. The approach to the podium and upper residential “boomerangs” arrangement is a sensible approach to the arrangement of uses/forms on the site.</p> <p>3b. Podium articulation, materiality and detailing have been developed.</p> <p>3c. The design and detailing for all ground floor interfaces has been developed to confirm an appropriately scaled, varied, interesting and active frontage to the surrounding public realm.</p> <p>3d. The design of the Selby Street townhouse facades, front fences/gates and street address/letterboxes has been developed since the last review.</p> <p>3e. Further detail has been provided of the proposed treatment to the ground floor resident’s gym façade at the corner Seymour / Selby St.</p> <p>3f. Further detail has been provided of the proposed treatment to carpark entries and the Selby St supermarket loading dock entry.</p>
<b>Principle 4</b>	<i>Good design meets the needs of users efficiently and effectively, balancing functional</i>



<b>Functionality and build quality</b>	<i>requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	<p>4a. The materials chosen offer a varied palette of well-considered textures and finishes.</p> <p>4b. The civic quality and robustness of materials and finishes to the public realm has been confirmed.</p> <p>4c. The podium swimming pool location has been relocated over the carpark - rather than apartments - to avoid potential future issues with membrane failures.</p> <p>4d. A traffic circulation strategy has been developed as requested. Further detail is sought to confirm that the Shared Space Lane won't become a busy traffic route as this will compromise its intended pedestrian priority. The reviewers questioned the quantum and configuration of parking provided in the Shared Space Lane as it appears to compromise this intent.</p> <p>4e. Refer advice from City of Nedlands and City of Subiaco regards technical traffic requirements.</p>
<b>Principle 5 Sustainability</b>	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	<p>5a. Overall building massing and location of apartments provides acceptable solar access and ventilation to apartments.</p> <p>5b. The strong commitment to passive ventilation of all apartments above podium level is acknowledged.</p> <p>5c. 4-Star Greenstar target has been confirmed.</p>
<b>Principle 6 Amenity</b>	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	<p>6a. Amenity for apartments, shared and communal spaces has been optimised.</p> <p>6b. Privacy and amenity to bedrooms adjacent to communal walkways and bedroom windows has been confirmed.</p> <p>6c. Privacy and amenity impacts arising from proximity of Selby St loading dock to adjacent townhouses and public realm has been minimized. Apartments above the dock have been removed and replaced with communal spaces.</p> <p>6d. A consultant report has been provided that outlines the approach to minimizing potential amenity and environmental health impacts arising from noise / mechanical exhaust from ground floor hospitality uses.</p> <p>6e. The combination of glazed breaks, variation in widths, corner treatments, and operable windows to residential corridors provides interest and amenity for users.</p> <p>6f. The approach to provision of storage provides a mix of storage types and location.</p>
<b>Principle 7 Legibility</b>	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	<p>7a. The 3 residential entry points are sufficiently distinct and legible from ground level retail uses.</p> <p>7b. The differentiation between public ground floor uses with residential uses above is clearly expressed.</p> <p>7c. Wayfinding throughout the development will be supported by the logical arrangement and treatment of building volumes and uses.</p>
<b>Principle 8 Safety</b>	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	<p>8a. The sleeving of parking with active uses will provide passive surveillance and better engagement with the public realm.</p> <p>8b. Safe traffic entry/exit from service and carpark access points has been confirmed.</p>

	<p>8c. A legible pedestrian priority to all footpaths has been confirmed.</p> <p>8d. Consideration of further traffic calming measures to the Shared Space Lane is sought to support its pedestrian priority.</p>
Principle 9 <b>Community</b>	<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	<p>9a. A good diversity of dwelling types is offered - including studio apartments, 1/2/3 bedroom apartments, 2-storey townhouses and dual key occupancies.</p> <p>9b. Communal spaces provided have the potential to offer varied and engaging facilities for community interaction.</p>
Principle 10 <b>Aesthetics</b>	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	<p>10a. The evolution and progression of the design approach to building mass, materials, textures and façades has been managed well and provides an elegant and coherent solution.</p> <p>10b. The proposal for the artwork strategy successfully incorporates botanical imagery and references to suitable aspects of the sites' former hospital use.</p> <p>10c. Further consideration of the approach to the proposed artwork approach between the Shared Space Lane is required to ensure continuity and connectivity between the POS and Shared Space Lane as they comprise the two primary open spaces for the Montario Quarter.</p>

Previous recommendations – DR1	Response
1. Plot ratio requires confirmation. Proponents to confirm extent of bonus sought and address required bonus plot ratio criteria. For this review it was assumed that Design Excellence is required on the basis of PR bonus of up 35%.	SUPPORTED. The proponent confirmed that the PR bonus sought is 33% - to achieve this the proposal is required to achieve Design Excellence as per the MQ Design Guidelines.
2. More detail is required of the design response to heritage context and character. Opportunities exist for a richer response to achieve an engaging contemporary interpretation of the site's heritage references, including Victoria House.	SUPPORTED.
3. Seek an arboriculturist report to confirm adequate setback and protection of heritage trees along Victoria Avenue.	PENDING. This material was not provided for the review and remains outstanding.
4. Prepare a detailed landscape plan with species nominated.	SUPPORTED
5. Develop the design for the Shared Space Lane to demonstrate a pedestrian priority use.	NOT SUPPORTED. Further consideration of the design approach to the Shared Space Lane is required to ensure its pedestrian priority use and integration with the adjacent Public Open Space as they comprise the two primary open spaces for the Montario Quarter.
6. Optimise winter solar access to apartments and communal landscaping / facilities.	SUPPORTED.
7. Develop the design for the podium with further consideration of articulation, materiality and detailing.	SUPPORTED.
8. Develop the design of all ground floor / public realm interfaces to match the quality and detail of the now developed Lane ground floor.	SUPPORTED.
9. Develop the design for the Selby Street townhouse facades and front fences /gates to optimise an	SUPPORTED.

appropriately scaled, activated and interesting interface to the public realm.	
10. Provide further detail regarding the proposed treatment to the ground floor resident's gym façade at the corner Seymour / Selby St. Balance the need for daylight, privacy and street activation to achieve amenity for users and an engaging public realm interface.	SUPPORTED.
11. Provide detail for the proposed treatment to carpark entries and the Selby St supermarket loading dock entry.	SUPPORTED.
12. Confirm robustness of materials and finishes to ensure a civic quality to the public realm, particularly along the Shared Space Lane.	SUPPORTED.
13. Consider longevity and maintenance of shared facilities; eg. Locate podium pool over carparking rather than apartments.	SUPPORTED.
14. Articulate traffic circulation strategy with a view to managing traffic impacts on the Shared Space Lane and ensuring integration of site circulation into the surrounding road networks.	NOT SUPPORTED. Further detail is sought to confirm that the Shared Space Lane won't become a busy traffic route as this will compromise its intended pedestrian priority. The reviewers questioned the quantum and configuration of parking provided in the Shared Space Lane as it appears to compromise this intent. Consideration of further traffic calming measures to the Shared Space Lane is sought to support its pedestrian priority.
15. Confirm the proportion of dwellings that meet the solar access and ventilation controls in MQDGs section 8.1 Climate Responsive Design.	SUPPORTED.
16. Confirm Green Star targets.	SUPPORTED. 4-Star Greenstar target has been confirmed.
17. Outline bicycle parking strategy.	SUPPORTED.
18. Confirm the design approach to balancing privacy and amenity considerations arising from adjacency of communal walkways and bedroom windows.	SUPPORTED.
19. Confirm the design approach to minimizing potential safety, amenity and privacy impacts arising from proximity of Selby St loading dock to adjacent townhouses and public realm.	SUPPORTED.
20. Confirm the design approach to minimizing potential amenity and environmental health impacts arising from noise / mechanical exhaust from ground floor hospitality uses.	SUPPORTED.
21. Consider opportunities to increase passive ventilation to residential corridors where possible.	SUPPORTED.
22. Consider wayfinding and shelter for the journey to resident facilities on ground floor perimeter	SUPPORTED.
23. Confirm a legible pedestrian priority to Shared Space Lane, perimeter footpaths and all public realm.	NOT SUPPORTED. Further consideration of the design approach to the Shared Space Lane is required to ensure its pedestrian priority use and integration with the adjacent Public Open Space.
24. Consider applying traffic calming measures to the Shared Space Lane to support its pedestrian priority –	NOT SUPPORTED. Consideration of further traffic calming measures

test the potential for two-way traffic to passively reduce speeds.	to the Shared Space Lane is sought to support its pedestrian priority.
25. Provide further detail on the design of communal spaces.	SUPPORTED.
26. Provide further detail on the proposed artwork strategy as the design is progressed.	PENDING. The proposed artwork strategy is generally supported. Further consideration of the approach to the proposed artwork approach between the Shared Space Lane is required to ensure continuity and connectivity between the POS and Shared Space Lane.

## Recommendations - DR2

### Items remaining from DR1

1. An Arboriculturalist report is sought to confirm adequate setback and protection of heritage-listed trees along Victoria Avenue including ground water management, solar access and protection of canopy / root zone. This material was not provided for the review and remains outstanding.
2. Further consideration of the design approach to the Shared Space Lane is required to ensure its pedestrian priority use and integration with the adjacent Public Open Space as they comprise the two primary open spaces for the Montario Quarter. Collaboration with LandCorp is required to confirm that proposed materials integrate well with the POS design which is currently out for tender. It is noted that the parking supplied is at the maximum required and a reduction in the number of bays should be considered as part of a revised approach.
3. Further detail is sought to confirm that the Shared Space Lane won't become a busy traffic route as this will compromise its intended pedestrian priority. The reviewers questioned the quantum and configuration of parking provided in the Shared Space Lane as it appears to compromise this intent.
4. Consideration of further traffic calming measures to the Shared Space Lane is sought to support its pedestrian priority.
5. The proposed artwork strategy is generally supported. Further consideration of the approach to the proposed artwork approach between the Shared Space Lane is required to ensure continuity and connectivity between the POS and Shared Space Lane.

### New items arising in DR2

6. It was noted that all existing trees have been removed from the Shared Space Lane. Consider larger plantings in the Shared Space Lane, so as to provide a higher level of landscape amenity sooner, and to contribute to traffic calming in the Shared Space Lane.

### Design Excellence

The Shenton Park design review process has been established to offer independent advice on the design quality of proposals within the Shenton Park Hospital redevelopment area to the WAPC as the decision maker under the Improvement Scheme.

The 7 criteria used to evaluate design excellence in the Montario Quarter Design Guidelines are based on design principles established by the Commission for Architecture and the Built Environment (CABE) in the UK.

This review process – to be replaced by the State Design Review Panel when established - utilises the 10 design principles from the draft State Planning Policy 7 *Design for the Built Environment* (SPP7) and is reflected in the reporting structure. These have been developed from well-recognised national and international precedents, including the CABE (UK) principles, incorporating adjustments to ensure their appropriateness to the Western Australian context.

The Panel accepts that the MQDGs criteria for design excellence are adequately covered by the SPP7 10 design principles.

This proposal is highly commendable achieving a high level of design quality. With sufficient attention given to the recommendations made in Design Review 2, the Panel considers the proposal will have achieved Design

Excellence.

**Proposed workshop**

We are aware that the proponent team is keen to progress to lodging a Development Application.

The remaining items that require attention pertain to the Shared Space Lane only and so it is proposed that this smaller area is considered separately during an informal design workshop where solutions can be brokered collaboratively, rather than returned for a third design review.

**Appendix A – Briefing - Montario Quarter Estate Architect**

<p>Montario Quarter Estate Architect</p>	<p>Comments sought from DRP on;</p> <ul style="list-style-type: none"> <li>• Response to context / heritage character</li> <li>• Shared Space Lane adjacent to LandCorp POS; vehicular priority over pedestrian use; paving finishes should complement finishes selected for adjacent LandCorp POS.</li> <li>• Artwork to edge of POS</li> <li>• Setback to heritage trees Victoria Ave</li> <li>• Tree retention</li> <li>• Design Excellence</li> </ul>
<p>LandCorp</p>	<ul style="list-style-type: none"> <li>• Coordination of paving and hardscaping between Shared Space Lane and adjacent Public Open Space. POS public realm currently out for tender.</li> <li>• Confirmation that the Shared Space Lane isn't a busy traffic route as this will compromise its intended pedestrian priority.</li> <li>• Further consideration of the design approach to the Shared Space Lane to ensure pedestrian priority use</li> </ul>

<p style="text-align: center;">DEPARTMENT OF PLANNING, LANDS AND HERITAGE</p>	
<p>DPLH</p>	<ul style="list-style-type: none"> <li>• Clarification of plot ratio</li> <li>• Size of outdoor living areas</li> </ul>
<p>City of Nedlands</p>	<ul style="list-style-type: none"> <li>• Traffic management for vehicles exiting the basement given no right turn is permitted at Seymour Street and the knock-on effect on local traffic</li> </ul>
<p>City of Subiaco</p>	<ul style="list-style-type: none"> <li>• As above</li> </ul>



Department of **Planning Lands and Heritage**  
Office of the Government Architect


# **Design Review Reporting Summary**

## **Lot 37, Montario Quarter** Shenton Park Improvement Scheme

Prepared by the Office of the Government Architect  
For the Western Australian Planning Commission

September 2018



<b>Shenton Park Workshop – Report</b>		
Subject	<b>Shenton Park Improvement Scheme - Lot 37 – Workshop</b> The intent of this informal design workshop is to consider remaining items requiring attention which pertain only to the Shared Space Lane area.	
Date	28 August 2018	
Time	12:00 – 1.30pm	
Location	Office of the Government Architect, Level 1, Bairds Building, 491 Wellington St	
Design Reviewers	Geoff Warn Melinda Payne Carmel van Ruth Tony Blackwell David Karotkin	OGA, Government Architect (Chair) OGA, Associate to the Government Architect OGA Blackwell & Associates Carabiner
DPLH staff	Katina Marchbank Garreth Chivell	DPLH (Principal Planning Officer - Project Coordinator) DPLH (Senior Planning Officer - Assessing Officer)
Technical Advisors	Phil Gresley	Estate Architect - Montario Quarter
Proponent	Tanya Trevisan Todd Doepel Keat Tan Dominic Snellgrove Julian Croudace Murray Casselton Brandon Avery Jacob Martin	Iris Residential Primewest CCN CCN Propagule Element Element Cardno
Observers	Mariam Yaqub Susan Oosthuizen	LandCorp LandCorp
<b>Briefings</b>		
Key design issues	OGA	Refer Appendix A
MQ Estate Architect	Phil Gresley	Refer Appendix B
Technical Issues	LandCorp	Refer Appendix C
<b>Workshop</b>		
Development	Shenton Park Redevelopment	
Property address	<b>Lot 37, Montario Quarter</b> (Block 4, Heritage Precinct)	
Proposal	Mixed use development; comprising supermarket, hospitality, retail, residential	
Applicant or applicant's representative address to the design review panel	Tanya Trevisan Keat Tan Dominic Snellgrove	Iris Residential CCN CCN
Chair signature	 Geoff Warn, Government Architect	
OGA Contact	Carmel van Ruth	6551 9478



<b>Design quality evaluation</b>	
	<i>Supported</i>
	<i>Pending further attention</i>
	<i>Not supported</i>
<b>Principle 1 Context and character</b>	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	<p>1a. The design response to heritage context and character has improved;</p> <p>i. A greater extent of heritage precinct materials – encouraged for use in the MQ guidelines – have been incorporated into the ground floor, podium and podium level landscaping.</p> <p>ii. Art deco entry motifs have been used as a generator for reference patterning in the podium brickwork.</p>
<b>Principle 2 Landscape quality</b>	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	<p>2a. A well-considered landscape plan has been provided with suitable species nominated for landscaping at ground and podium level.</p> <p>2b. Winter solar access to communal landscaping and facilities on podium has been considered.</p> <p>2c. An arboriculturalist report will be provided with the DA that confirms adequate setback and protection of heritage-listed trees along Victoria Avenue including ground water management, solar access and protection of canopy / root zone.</p> <p>2d. It was noted that all existing trees have been removed from the Shared Space Lane. The sizing of new trees was discussed and larger plantings are proposed - including a mature feature tree transplant - so as to provide a higher level of landscape amenity sooner, and to contribute to traffic calming in the Shared Space Lane.</p> <p>2e. The design approach to the Shared Space Lane has been revised to support a pedestrian priority use and ensure integration with the adjacent Public Open Space. The proponent team have collaborated with LandCorp to confirm that proposed materials will integrate well with the POS design. A pedestrian “island” has been introduced and parking bays have been reduced to support this approach. Fencing / materials interface between the Shared Space Lane and Lot 38 will be considered once the proposal for Lot 38 is progressed.</p>
<b>Principle 3 Built form and scale</b>	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	<p>3a. The approach to the podium and upper residential “boomerangs” arrangement is a sensible approach to the arrangement of uses/forms on the site.</p> <p>3b. Podium articulation, materiality and detailing have been developed.</p> <p>3c. The design and detailing for all ground floor interfaces has been developed to confirm an appropriately scaled, varied, interesting and active frontage to the surrounding public realm.</p> <p>3d. The design of the Selby Street townhouse facades, front fences/gates and street address/letterboxes has been developed since the last review.</p> <p>3e. Further detail has been provided of the proposed treatment to the ground floor resident’s gym façade at the corner Seymour / Selby St.</p> <p>3f. Further detail has been provided of the proposed treatment to carpark entries and the Selby St supermarket loading dock entry.</p>



<p>Principle 4 <b>Functionality and build quality</b></p>	<p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p>
	<p>4a. The materials chosen offer a varied palette of well-considered textures and finishes.</p> <p>4b. The civic quality and robustness of materials and finishes to the public realm has been confirmed.</p> <p>4c. The podium swimming pool location has been relocated over the carpark - rather than apartments - to avoid potential future issues with membrane failures.</p> <p>4d. A traffic circulation strategy has been confirmed. The design of the Shared Space Lane has been revised to have a pedestrian priority and to prevent it becoming a busy traffic route.</p>
<p>Principle 5 <b>Sustainability</b></p>	<p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>
	<p>5a. Overall building massing and location of apartments provides acceptable solar access and ventilation to apartments.</p> <p>5b. The strong commitment to passive ventilation of all apartments above podium level is acknowledged.</p> <p>5c. 4-Star Greenstar target has been confirmed.</p>
<p>Principle 6 <b>Amenity</b></p>	<p><i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i></p>
	<p>6a. Amenity for apartments, shared and communal spaces has been optimised.</p> <p>6b. Privacy and amenity to bedrooms adjacent to communal walkways and bedroom windows has been confirmed.</p> <p>6c. Privacy and amenity impacts arising from proximity of Selby St loading dock to adjacent townhouses and public realm has been minimized. Apartments above the dock have been removed and replaced with communal spaces.</p> <p>6d. A consultant report has been provided that outlines the approach to minimizing potential amenity and environmental health impacts arising from noise / mechanical exhaust from ground floor hospitality uses.</p> <p>6e. The combination of glazed breaks, variation in widths, corner treatments, and operable windows to residential corridors provides interest and amenity for users.</p> <p>6f. The approach to provision of storage provides a mix of storage types and location.</p>
<p>Principle 7 <b>Legibility</b></p>	<p><i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p>
	<p>7a. The 3 residential entry points are sufficiently distinct and legible from ground level retail uses.</p> <p>7b. The differentiation between public ground floor uses with residential uses above is clearly expressed.</p> <p>7c. Wayfinding throughout the development will be supported by the logical arrangement and treatment of building volumes and uses.</p>
<p>Principle 8 <b>Safety</b></p>	<p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>
	<p>8a. The sleeving of parking with active uses will provide passive surveillance and better engagement with the public realm.</p> <p>8b. Safe traffic entry/exit from service and carpark access points has been confirmed.</p> <p>8c. A legible pedestrian priority to all footpaths has been confirmed.</p>

	8d. Further traffic calming measures to the Shared Space Lane have been confirmed.
Principle 9 <b>Community</b>	<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>
	9a. A good diversity of dwelling types is offered - including studio apartments, 1/2/3 bedroom apartments, 2-storey townhouses and dual key occupancies. 9b. Communal spaces provided have the potential to offer varied and engaging facilities for community interaction.
Principle 10 <b>Aesthetics</b>	<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>
	10a. The evolution and progression of the design approach to building mass, materials, textures and façades has been managed well and provides an elegant and coherent solution. 10b. The proposal for the artwork strategy successfully incorporates botanical imagery and references to suitable aspects of the sites' former hospital use. 10c. The artwork formerly proposed between the POS and Shared Space Lane has been removed, and alternative "safety in design" measures are now proposed to separate parking cars and pedestrians while allowing visual and physical continuity and connectivity between the POS and Shared Space Lane.

<b>Design Review progress</b>			
	<i>Supported</i>		
	<i>Pending further attention</i>		
	<i>Not supported</i>		
	<i>DR1</i>	<i>DR2</i>	<i>WORKSHOP</i>
Principle 1 - <b>Context and character</b>			
Principle 2 - <b>Landscape quality</b>			
Principle 3 - <b>Built form and scale</b>			
Principle 4 - <b>Functionality and build quality</b>			
Principle 5 - <b>Sustainability</b>			
Principle 6 - <b>Amenity</b>			
Principle 7 - <b>Legibility</b>			
Principle 8 - <b>Safety</b>			
Principle 9 - <b>Community</b>			
Principle 10 - <b>Aesthetics</b>			

DR1 - Recommendations	DR2 - Response	DR2 Recommendations	Workshop - Response
1. Plot ratio requires confirmation. Proponents to confirm extent of bonus sought and address required bonus plot ratio criteria. For this review it was assumed that Design Excellence is required on the basis of PR bonus of up 35%.	SUPPORTED The proponent confirmed that the PR bonus sought is 33% - to achieve this the proposal is required to achieve Design Excellence as per the MQ Design Guidelines.		
2. More detail is required of the design response to heritage context and character. Opportunities exist for a richer response to achieve an engaging contemporary interpretation of the site's heritage references, including Victoria House.	SUPPORTED		
3. Seek an arboriculturist report to confirm adequate setback and protection of heritage trees along Victoria Avenue.	PENDING This material was not provided for the review and remains outstanding.	An Arboriculturist report is sought to confirm adequate setback and protection of heritage-listed trees along Victoria Avenue including ground water management, solar access and protection of canopy / root zone. This material was not provided for the review and remains outstanding.	SUPPORTED An arboriculturist report <u>will be provided</u> with the DA that confirms adequate setback and protection of heritage-listed trees along Victoria Avenue including ground water management, solar access and protection of canopy / root zone.
4. Prepare a detailed landscape plan with species nominated.	SUPPORTED		
5. Develop the design for the Shared Space Lane to demonstrate a pedestrian priority use.	NOT SUPPORTED Further consideration of the design approach to the Shared Space Lane is required to ensure its pedestrian priority use and integration with the adjacent Public Open Space as they comprise the two primary open spaces for the Montario Quarter.	Further consideration of the design approach to the Shared Space Lane is required to ensure its pedestrian priority use and integration with the adjacent Public Open Space as they comprise the two primary open spaces for the Montario Quarter. Collaboration with LandCorp is required to confirm that proposed materials integrate well with the POS design which is currently out for tender. It is noted that the parking supplied is at the maximum required and a reduction in the number of bays should be considered as part of a revised approach.	SUPPORTED The design approach to the Shared Space Lane has been revised to support a pedestrian priority use and ensure integration with the adjacent Public Open Space. The proponent team have collaborated with LandCorp to confirm that proposed materials will integrate well with the POS design. A pedestrian "island" has been introduced and parking bays have been reduced to support this approach. Fencing / materials interface between the Shared Space Lane and Lot 38 will be considered once the proposal for Lot 38 is progressed.
6. Optimise winter solar access to apartments and communal landscaping / facilities.	SUPPORTED		

7. Develop the design for the podium with further consideration of articulation, materiality and detailing.	SUPPORTED		
8. Develop the design of all ground floor / public realm interfaces to match the quality and detail of the now developed Lane ground floor.	SUPPORTED		
9. Develop the design for the Selby Street townhouse facades and front fences /gates to optimise an appropriately scaled, activated and interesting interface to the public realm.	SUPPORTED		
10. Provide further detail regarding the proposed treatment to the ground floor resident's gym façade at the corner Seymour / Selby St. Balance the need for daylight, privacy and street activation to achieve amenity for users and an engaging public realm interface.	SUPPORTED		
11. Provide detail for the proposed treatment to carpark entries and the Selby St supermarket loading dock entry.	SUPPORTED		
12. Confirm robustness of materials and finishes to ensure a civic quality to the public realm, particularly along the Shared Space Lane.	SUPPORTED		
13. Consider longevity and maintenance of shared facilities; eg. Locate podium pool over carparking rather than apartments.	SUPPORTED		
14. Articulate traffic circulation strategy with a view to managing traffic impacts on the Shared Space Lane and ensuring integration of site circulation into the surrounding road networks.	NOT SUPPORTED Further detail is sought to confirm that the Shared Space Lane won't become a busy traffic route as this will compromise its intended pedestrian priority. The reviewers questioned the quantum and configuration of parking provided in the Shared Space Lane as it appears to compromise this intent.	Further detail is sought to confirm that the Shared Space Lane won't become a busy traffic route as this will compromise its intended pedestrian priority. The reviewers questioned the quantum and configuration of parking provided in the Shared Space Lane as it appears to compromise this intent.	SUPPORTED A traffic circulation strategy has been confirmed. The design of the Shared Space Lane has been revised to have a pedestrian priority and to prevent it becoming a busy traffic route.

15. Confirm the proportion of dwellings that meet the solar access and ventilation controls in MQDGs section 8.1 Climate Responsive Design.	SUPPORTED		
16. Confirm Green Star targets.	SUPPORTED 4-Star Greenstar target has been confirmed.		
17. Outline bicycle parking strategy.	SUPPORTED		
18. Confirm the design approach to balancing privacy and amenity considerations arising from adjacency of communal walkways and bedroom windows.	SUPPORTED		
19. Confirm the design approach to minimizing potential safety, amenity and privacy impacts arising from proximity of Selby St loading dock to adjacent townhouses and public realm.	SUPPORTED		
20. Confirm the design approach to minimizing potential amenity and environmental health impacts arising from noise / mechanical exhaust from ground floor hospitality uses.	SUPPORTED.		
21. Consider opportunities to increase passive ventilation to residential corridors where possible.	SUPPORTED		
22. Consider wayfinding and shelter for the journey to resident facilities on ground floor perimeter	SUPPORTED		
23. Confirm a legible pedestrian priority to Shared Space Lane, perimeter footpaths and all public realm.	NOT SUPPORTED Further consideration of the design approach to the Shared Space Lane is required to ensure its pedestrian priority use and integration with the adjacent Public Open Space.	Further consideration of the design approach to the Shared Space Lane is required to ensure its pedestrian priority.	SUPPORTED The design approach to the Shared Space Lane has been revised to support a pedestrian priority use
24. Consider applying traffic calming measures to the Shared Space Lane to support its pedestrian priority – test the potential for two-way traffic to passively reduce speeds.	NOT SUPPORTED Consideration of further traffic calming measures to the Shared Space Lane is sought to support its pedestrian priority.	Consideration of further traffic calming measures to the Shared Space Lane is sought to support its pedestrian priority.	SUPPORTED Further traffic calming measures to the Shared Space Lane have been confirmed.

25. Provide further detail on the design of communal spaces.	SUPPORTED		
26. Provide further detail on the proposed artwork strategy as the design is progressed.	<p>PENDING</p> <p>The proposed artwork strategy is generally supported. Further consideration of the approach to the proposed artwork approach between the Shared Space Lane is required to ensure continuity and connectivity between the POS and Shared Space Lane.</p>	<p>The proposed artwork strategy is generally supported. Further consideration of the approach to the proposed artwork approach between the Shared Space Lane is required to ensure continuity and connectivity between the POS and Shared Space Lane.</p>	<p>SUPPORTED</p> <p>The artwork formerly proposed between the POS and Shared Space Lane has been removed, and alternative “safety in design” measures are now proposed to separate parking cars and pedestrians while allowing visual and physical continuity and connectivity between the POS and Shared Space Lane.</p>
			<p>SUPPORTED</p> <p>Proponent offered updates on developed façade treatments and materiality.</p>

## Concluding remarks

### Design Excellence

This proposal is highly commendable achieving a high level of design quality. As the first development to proceed within the Shenton Park Improvement Scheme area, it provides a confident and high quality benchmark for future development. The Panel considers the proposal to have achieved Design Excellence.

NOTE: The Shenton Park design review process has been established to offer independent advice on the design quality of proposals within the Shenton Park Hospital redevelopment area to the WAPC as the decision maker under the Improvement Scheme.

The 7 criteria used to evaluate design excellence in the Montario Quarter Design Guidelines are based on design principles established by the Commission for Architecture and the Built Environment (CABE) in the UK.

This review process – to be replaced by the State Design Review Panel when established - utilises the 10 design principles from the draft State Planning Policy 7 *Design for the Built Environment* (SPP7) and is reflected in the reporting structure. These have been developed from well-recognised national and international precedents, including the CABE (UK) principles, incorporating adjustments to ensure their appropriateness to the Western Australian context.

The Panel accepts that the MQDGs criteria for design excellence are adequately covered by the SPP7 10 design principles.

## Appendix A – Key Design Issues

OGA	Shared Space Lane <ul style="list-style-type: none"><li>• MQ Public realm guidelines intent</li><li>• Movement network; Pedestrian and cyclist circulation routes; access to attractors; limited level change; broader connections to train station.</li></ul>
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## Appendix B – Briefing

Montario Quarter Estate Architect	Comments sought from DRP on design of Shared Space Lane; <ul style="list-style-type: none"><li>• Vehicular priority over pedestrian use.</li><li>• Artwork to edge of POS</li><li>• Tree planting</li><li>• Design Excellence</li></ul>
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## Appendix C – Briefing

LandCorp	<ul style="list-style-type: none"><li>• Coordination of paving and hardscaping between Shared Space Lane and adjacent Public Open Space.</li><li>• Confirmation of the Shared Space Lane pedestrian priority.</li><li>• Contract of sale process</li><li>• Provided confirmation of traffic discussions with City of Nedlands / City of Subiaco.</li></ul>
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