



Lot 37 Montario Quarter Development Application

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DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

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16-Nov-2018

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08-50167-1

Introduction

element, in association with project architects Cameron Chisholm Nicol (CCN) and proponents Iris Residential and Primewest, is pleased to present the following report in support of a development application for an iconic eight storey mixed use development at Lot 37 Montario Quarter, Shenton Park.

This proposed development will provide retail and commercial tenancies on the ground floor level focused on convenience retail, food and beverage and related tenancies, delivering a significant service offering to both residents and the wider area in general. The residential component of the development will provide a total of 157 residential apartments from the ground floor level and above, with a focus on catering for a broad buyer demographic and inter-generational living, as well as providing significant amenities to occupants through a communal forecourt on the podium level.

The proposed development is consistent with the overall vision for the Montario Quarter Estate, and the stated objectives of the Shenton Park Hospital Redevelopment Improvement Scheme (the Improvement Scheme) and the Montario Quarter Mixed Use and Multiple Dwelling Design Guidelines (Design Guidelines). The proposal represents a catalyst for further development of the Montario Quarter Estate, epitomises the quality design principles that inform the applicable development standards and reflects the special amenity provided by the site's unique 'urban village' setting.

The following report provides an overview of the subject site and the proposed development, as well as an assessment of the planning merits of the proposal in the context of statutory compliance, policy requirements and the principles of orderly and proper planning.

The proposed development is located within the Shenton Park Hospital Redevelopment Improvement Scheme area, meaning the Western Australian Planning Commission (WAPC) is now the responsible authority for the assessment of this development application. As such, the support and a positive recommendation from the Department of Planning, Lands and Heritage (DPLH), and the approval of the Statutory Planning Committee (SPC) of the Western Australian Planning Commission is respectfully requested.

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Design Rationale



Design Excellence

- A high quality architectural design, incorporating a contemporary and articulated built form at the scale envisaged for the Montario Quarter Estate.
- High quality materials, articulations and finishes to ensure a lasting and timeless design that enhances the look and feel of the locality, whilst complementing the adjacent heritage qualities of Victoria House. This is achieved through the use of architectural references such as exposed brickwork and art deco inspired patterning using feature brickwork.



Resident Amenity

- Communal resident facilities provided in a high amenity podium level comprising landscaped gardens, a swimming pool, dining area, BBQ facilities, community vegetable garden and children's play area.
- A high amenity mixed-use location within 400 metres of a train station, surrounded by abundant parkland, as well as private and communal open spaces for both passive and active recreation to promote community wellbeing.



Intergenerational Living

- Studio to three bedroom dwelling typologies, varying from townhouses to larger down-sizer style apartments to provide housing diversity to cater for a community of different ages and stages of life.
- Community facilities to meet the needs and expectations of a wide range of age groups.



Public Realm Activation

- A range of commercial and retail uses will be provided in a highly activated ground floor environment, with extensive high-quality landscaping treatments to promote public realm interaction as a priority.
- The inclusion of a shared use laneway that prioritised pedestrian movements along the key ground level commercial frontage and to nearby public open space.
- The placement of apartments to all frontages and the positioning of major openings as well as landscaping and lighting treatments will contribute to creating a safe and secure environment within and surrounding the proposed development.



Environmentally Sustainable Design

- The proposed development will achieve a 4-Star Green Star equivalent rating and has been designed to maximise energy efficiency, solar access, water efficiency and cross ventilation.
- A minimum of 70% of apartment shall be naturally cross ventilated.



Community Offering

- A full line supermarket offering, with complementary specialist retail and commercial tenancies in line with market demands.
- Direct internal lift access to the ground floor commercial component for residents to maximise convenience.



Proposed Development

This application seeks approval for an iconic eight storey mixed use development, incorporating retail and commercial tenancies and 157 residential apartments, with a focus on inter-generational living and the convenience of everyday amenities on the residents' doorstep.

The ground floor commercial and retail tenancies have been configured to front a shared pedestrian and vehicle laneway to the west and Victoria Avenue to the south, providing a highly activated interface with the public realm at ground level. These tenancies are designed to be flexible and therefore future-proofed, and are envisaged to provide a mix of convenience retail, food and beverage, and other non-retail commercial tenancies such as offices that provide local services.

The shared laneway itself provides a highly pedestrianised experience. This is achieved through the incorporation of a one-way traffic flow from north to south, horizontal banding in paving treatments, seating, artwork installations, interspersed mature tree planting and a central raised platform with seating and a feature Coral Tree that provides an alfresco dining extension into the laneway proper. The effect of this central raised platform is to reduce the perceived linear nature of the laneway and provide a deviation in the path of travel of vehicles, thereby reinforcing the pedestrian priority use of the laneway in accordance with the objectives of the Montario Quarter Public Realm Design Guidelines. Provision has also been made for the laneway to be capable of temporary closure to allow for further activation in the form of markets or similar and to provide an additional level of integration between the development, laneway and adjacent public open space.



The residential component of the building will include a mix of one, two and three-bedroom apartment typologies to encourage a diverse resident population and to provide a range of price points for prospective purchasers. These apartments are positioned in both the podium and upper levels of the building, with the top of the podium level incorporating two distinct 'boomerang' shaped tower elements on the site periphery to allow for a central forecourt that will accommodate significant landscape treatments and other resident facilities including a sand beach and exercise area, communal vegetable garden, dining and lounge areas, and a swimming pool with extensive decked surrounds and pergolas.

Vehicular access to the non-residential below ground car park is via a single left-in, left-out crossover to Seymour Street, whilst vehicular access to the residential parking areas on Level 1 and 2 is via a single full movement crossover on Victoria Avenue. The location of the parking areas for both the residential and



non-residential components of the building has been carefully considered with sleeving of the building to ensure these areas are not visible from the surrounding public realm. Bicycle parking, residential utilities and services have also been positioned internally, to ensure they are conveniently located and do not impact on the amenity of residents or others.

The proposed development is at a scale that exemplifies the development envisaged for this portion of the Montario Quarter Estate and will provide a high quality, architecturally designed built form that will make a positive contribution to the character of the broader locality.

Refer Appendix A – Development Plans.

Refer Appendix B – Subject Site.

Development Summary

The following tables provide a summary of the particulars of the proposed development.

Table 1 – Development Summary.

Building Level	Development Component
Lower Ground	<ul style="list-style-type: none"> • 8 apartments: <ul style="list-style-type: none"> – 3 x one-bedroom, one-bathroom apartment. – 4 x one-bedroom, one-bathroom townhouse apartments. – 1 x two-bedroom, two-bathroom apartment. • 108 non-residential car bays: <ul style="list-style-type: none"> – 106 standard car bays. – 2 ACROD car bays. • Motorcycle parking. • Bicycle parking. • Resident lobby. • Commercial lobby. • Mail room. • Caretaker office. • Residents gymnasium. • Plant room. • Hydrant/sprinkler tanks. • Fire pump room. • Fire booster. • Water meter. • Potable water. • Electrical switchroom. • End-of-trip facilities.
Ground	<ul style="list-style-type: none"> • 15 commercial tenancies. • 5 apartments: <ul style="list-style-type: none"> – 5 x one-bedroom, one-bathroom plus study townhouse style apartments. • Shared pedestrian/vehicle laneway. • 35 non-residential car bays: <ul style="list-style-type: none"> – 34 standard car bays. – 1 ACROD car bay. • Resident lobby. • Alfresco dining. • Retail lift connecting Levels 1 & 2. • Loading & waste collection dock. • End-of-trip facilities. • Visitors toilets. • Staff toilets. • Substation. • Bicycle parking. • Resident storage areas.

Building Level	Development Component
Mezzanine	<ul style="list-style-type: none"> • 8 apartments: <ul style="list-style-type: none"> – 1 x studio apartments. – 3 x one-bedroom, one-bathroom apartments. – 4 x two-bedroom, two-bathroom apartments. • Resident lobby. • Plantroom. • Resident storage areas.
Level 1	<ul style="list-style-type: none"> • 26 apartments: <ul style="list-style-type: none"> – 13 x one-bedroom, one-bathroom apartments. – 2 x two-bedroom, one-bathroom apartments. – 8 x two-bedroom, two-bathroom apartments. – 3 x three-bedroom, two-bathroom apartments. • 135 residential car bays: <ul style="list-style-type: none"> – 125 resident car bays. – 10 visitor car bays. • Resident lobby. • Lift connecting ground floor retail. • Bin store. • Bin holding room. • Motorcycle parking. • Bicycle parking. • Resident storage areas.
Level 2	<ul style="list-style-type: none"> • 26 apartments: <ul style="list-style-type: none"> – 11 x one-bedroom, one-bathroom apartments. – 2 x two-bedroom, one-bathroom apartments. – 10 x two-bedroom, two-bathroom apartments. – 3 x three-bedroom, two-bathroom apartments. • 134 residential car bays. • Resident lobby. • Lift connecting ground floor retail. • Solartube skylight. • Bin store. • Motorcycle parking. • Bicycle parking. • Bicycle workshop. • Resident storage areas.
Level 3	<ul style="list-style-type: none"> • 21 apartments: <ul style="list-style-type: none"> – 12 x two-bedroom, two-bathroom apartments. – 9 x three-bedroom, two-bathroom apartments. • Resident lobby. • Communal dining. • BBQ facilities. • Swimming Pool. • Communal vegetable garden. • Childrens play area. • Solartube to corridor below. • Landscape treatments. • Resident storage areas.

Building Level	Development Component
Level 4	<ul style="list-style-type: none"> 21 apartments: <ul style="list-style-type: none"> 12 x two-bedroom, two-bathroom apartments. 9 x three-bedroom, two-bathroom apartments. Resident lobby. Resident storage areas. Building services.
Level 5	<ul style="list-style-type: none"> 21 apartments: <ul style="list-style-type: none"> 12 x two-bedroom, two-bathroom apartments. 9 x three-bedroom, two-bathroom apartments. Resident lobby. Resident storage areas. Building services.
Level 6	<ul style="list-style-type: none"> 21 apartments: <ul style="list-style-type: none"> 12 x two-bedroom, two-bathroom apartments. 9 x three-bedroom, two-bathroom apartments. Resident lobby. Resident storage areas. Building services.
Roof	<ul style="list-style-type: none"> Photovoltaic panels. Screened rooftop plant. Stair and lift overrun.

Particulars Summary

The following tables provide a summary of the particulars of the proposed development.

Table 2 – Particulars Summary.

Development Component	Provided
Residential Dwellings	157 apartments.
Commercial Tenancies	15 commercial/retail tenancies (indicative).
Residential Car Parking	259 resident bays and 10 visitor bays.
Non-Residential Car Parking	143 bays (including 3 ACROD bays).
End-Of-Trip Facilities	6 x staff showers. 60 x staff lockers.
Residential Stores	157 residential storage areas.

Dwelling Configuration

The following table provides a breakdown of the dwelling configuration of the proposed development.

Table 3 – Dwelling Configuration.

	Studio	1x1	1x1 Townhouse	2x1	2x2	3x2	Total
Lower Ground	0	3	4	0	1	0	8
Ground	0	0	5	0	0	0	5
Mezzanine	1	3	0	0	4	0	8
Level 1	0	13	0	2	8	3	26
Level 2	0	11	0	2	10	3	26
Level 3	0	0	0	0	12	9	21
Level 4	0	0	0	0	12	9	21
Level 5	0	0	0	0	12	9	21
Level 6	0	0	0	0	12	9	21
Total	1	30	9	4	71	42	157
Total (%)	1%	19%	6%	3%	45%	27%	100%

Architectural Statement

The Lot 37 Montario Quarter project demonstrates a highly specific response to the next evolution of the inner city living- an urban village within a landscape setting. It showcases a choice of multigenerational housing, affordable living and local amenity, whilst retaining a selection of distinctive heritage trees to create a neighbourhood with a feeling of security and privacy and clear connections to the nearby train station and surrounds.

The project carries with it a social agenda as the first development to proceed within the Shenton Park Improvement Scheme area. The design has been evaluated by an informal design review panel established by the DPLH against the 10 design principles from draft State Planning Policy 7 - Design for the Built Environment (SPP7) and is concluded to have achieved design excellence and will provide a confident and high-quality benchmark for future development.

Character - A development with its own identity

The design focuses on fine-grained elements on the ground plane, complemented by contemporary, appropriately scaled and articulated built form. It demonstrates a sleek modernist aesthetic and an emphasis on achieving strong sustainability outcomes in accordance with both the intent and spirit of the LandCorp Montario Quarter Design Guidelines.

Red face bricks as identified as one of the heritage precinct materials are deployed on the ground plane mainly on the commercial shop fronts and resident entry lobbies. The private gardens of the townhouses and apartment balconies fronting Selby Street and Seymour Street respectively use the same brick type as fencing in conjunction with steel railings to achieve a consistent design response throughout the development yet maintaining a 50% visual permeability.

The podium façade consists of sand/light beige-coloured brickwork in a stretcher bond format with a series of negative and positive brick projections to create depth and visual interest. Breeze blocks are also introduced at sensible locations on the balconies to allow natural ventilation and to provide shade.

The Art Deco-inspired decorative elements at the front entrance of Victoria House have been reinterpreted to form an abstract feature on the facade as a response to the heritage context of the site.

The design aims to create a liveable and interactive urban development that interconnects three communities of stakeholders: the broader local community, the community of the Montario Quarter precinct and the community of residents and owners of Lot 37. The outcome is a vibrant and cohesive mixed use multi residential building with a community hub as a lifestyle destination with a unique character and a distinctive sense of place. The design demonstrates an urban village experience along the public/retail interface by achieving a sense of community belonging and ownership.

The community spaces available for use by the broader local community and the Montario Quarter community are the private laneway and the associated amenity on offer such as the food and beverage options, supermarket and commercial tenancies that front the ground plane on the northern, western and southern sides of the subject site.

The residential component accommodates a mix of typologies, including ageing-in-place options, intergenerational families, young singles and downsizers. These variants present the opportunity for people of different ages to live, work and participate in recreational activities all within the same site, promoting a lively and diverse community.



Continuity and enclosure - A development where public and private spaces are clearly distinguished

The ground plane features a combination of residential and non-residential uses and is fully activated on every elevation. The design of the ground plane reduces inactive frontages to only vehicle cross-overs and a plant room. All of the car parking is sleeved and enclosed by the built form. Pedestrian-friendly streets connecting the public open space are created through ground level activation, the detailing of the continuous built form, and natural surveillance of the public realm. The private laneway is fully activated with numerous high quality retail tenants facing directly into it which also facilitates a casual and vibrant alfresco dining experience, and open air 'eat street' with lots of options. All apartments and common areas are orientated towards the street fronts, laneway and POS. Dual- aspect apartments above podium level allow residents and visitors to enjoy views across the landscaped podium and beyond as they traverse the walkways to apartments. Where possible, grade separation between the private terraces and adjacent public footpaths is provided, this distinguishes between private and public spaces and also allows direct street-level access and promotes incidental neighbourly interaction. Balustrades combine solid and permeable elements to further create a balance between privacy and activation.

Quality of the public realm - A development with well-designed, high quality communal open spaces

The design provides a choice of activities through a series of interlinked, communal open and enclosed spaces that are universally accessible, protected and attractive.

The Laneway

The private laneway has high quality landscape treatments that reflect the Karrakatta vegetation complex and sense of place themes. Lighting and streetscapes will allow for the comfortable co-existence of pedestrian and vehicle movements. This multi-use laneway is designed for every day convenience parking and pedestrian access into shopping, food amenity and alfresco dining, but it is also designed to facilitate special events. The vision for the laneway allows for conversion to facilitate community gatherings and family events, for example to celebrate Christmas and other cultural festivals as occurs in Rokeby Road in Subiaco, Beaufort Street in Mt Lawley and Bayview Terrace in Claremont. The design has ensured that there are no cross overs located on the laneway so it is capable of being closed off to vehicular traffic for the duration of any event.

A wide variety of commercial and retail offerings on the ground floor will create a vibrant and active ground plane. This will include a full line supermarket, which will be a unique offering for Perth. The preferred national service provider has identified a changing marketplace and has offered a new model for the subject site to respond to tighter urban mixed-use sites. This means that this new concept store for Montario is smaller than the traditional 3,500m² version, and also has a lower parking requirement. This exciting new design extends to the range of produce on offer which will be tailored to suit the likely needs of the community demographic.

The Queensland Box Trees along Victoria Avenue

The trees with significant heritage value are retained to maintain their heritage relationship to the Shenton Park Hospital redevelopment. The crossover to the subject site is designed to avoid impacting on these existing trees, therefore the avenue of naturally shaded entrance driveway along Victoria Avenue is fully retained.

The design also achieves 20% communal open space with 25% of the communal open space being a deep root zone.

Level 3 Landscaped Podium

The carpark roof is landscaped and shielded by the residential towers to provide a series of well protected passive recreational spaces and amenities to suit a variety of gatherings and activities.

The landscaped podium level is provided with universal access. It will include diverse passive and active garden terrace areas; a community vegetable garden, a children's play area, a BBQ terrace with a community room for residents' gatherings and an accessible swimming pool.

This lifestyle amenity is designed for the use of all residents of the subject site inclusively and will be a community hub and place for planned and incidental activities. This lifestyle amenity also provides the 'private garden space' for the residents, under-pinning planned and incidental resident community activities.

Ease of movement- A development that is easy to get to and move through

The design integrates the public realm namely the laneway and the civic nature of the mixed-use street front with the residential interface in a seamless manner. The laneway itself has been designed to cater for both pedestrian and vehicular traffic and will act as a shared space. In order to maintain pedestrian amenity, low vehicle speeds will predominate through one-way traffic flow, the installation of traffic calming devices and the use of a continuous paving type that reinforces the area as a shared zone and encourages pedestrians to utilise the entire space.

Active edges on every one of the four street fronts, whether residential, commercial or retail, connect directly to the street creating community interaction and activating the edges. Three residential lobbies (north, south and east) will create active front doors for the three street fronts. The location of entry lobbies can be read intuitively through visual clues at the building's public interfaces.

A fine-grain network is achieved through the combination of on- grade and stepped access, further enhanced by the design of the ground plane balconies which mix solid elements with permeable screens. Residential courtyards with direct access to local streets connect those homes and those neighbours to each other facilitating a footpath community. The design embraces social sustainability fostering resident community through providing high quality places and spaces for 'incidental encounters and footpath conversations' between neighbours.

Interconnected corridors and external walkways are designed to facilitate ease of movement between apartments, common areas, and landscaped spaces. Circulation spaces provide different experiences for residents, contributing to well-being through diversity.

Legibility - A place that is easy to navigate

The design incorporates prominent corners, entry enhancements and a landscaped forecourt capitalising on the deep-root tree zone setback. The corners of the building create a high quality visual experience at pedestrian scale, engendering a sense of discovery, and enhancing legibility and lines of sight along the footpath.

The footpath awning and canopy, which extends beyond the building line, provides an intuitive device that assists with understanding the movement route and way finding.

Adaptability - A place that can change and adapt

Apartment types have been designed to offer the community the option of a truly intergenerational apartment home. Multi-generational families are catered for through the diverse range of 2 and 3 bedroom apartments on offer to which typically enable downsizers to look after a parent.

The mandatory self-assessed 4-Star Green Star equivalent requirement will address strategies for non-renewable resources conservation, including water, energy and materials, as well as construction and operational waste minimisation.

The design further contributes to energy conservation by providing daylight access and cross-ventilation in excess of the required minimum. 80% of apartments are capable of natural cross-ventilation, and only 8% are solely south facing.

Diversity- A place with variety and choice

The proposed design accommodates a range of apartment types which include 1 bedroom studio style apartments, 1 bedroom x 1 bathroom, 2 bedrooms x 1 bathroom, 2 bedrooms x 2 bathrooms, 3 bedrooms x 2 bathrooms, and 1 bed plus 1 study loft style townhouses. Further diversity has been introduced through the different adaptable typologies, which will meet the needs of differing age groups, households, and lifestyles, and offer a range of affordability options. The built form offers varied and interesting facade treatments, while the outdoor landscaped spaces such as the courtyards and community garden, entry forecourt and landscaped podium offer varied experiences, and promote a unique sense of place.

The proposal for Lot 37 Montario Quarter at Shenton Park is a highly responsive design response that is carefully embedded within its social and environmental context, which will bring tangible social, economic and sustainable outcomes for the precinct and its community.

Design Commentary

An assessment of the proposed development against the relevant provisions of the applicable planning framework is provided at Appendix C, with justification for key variations set out below.

Refer Appendix C - Planning Framework and Development Assessment.

Refer Appendix D – Supporting Technical Reports Summary.



Non-Residential Car Parking

The proposed development seeks a four bay surplus to the maximum non-residential car parking requirement from the Improvement Scheme of four car bays per 100m² NLA by providing 143 car bays (including three ACROD bays) in lieu of 139 car bays as allowed by the Improvement Scheme.

This minor variation is considered to be appropriate given this level of parking provision is warranted to service the development. The majority of non-residential car bays are also provided within the lower ground parking area and are sleeved by the building such that there is no visual impact on the adjacent public realm. The remaining 35 car bays within the laneway

serve a dual purpose of providing convenient access to the commercial component of the building, as well as to the adjacent public realm which provides a community benefit. The visual impact of these laneway bays is further offset through the use of banded paving, street furniture and significant landscape treatments.

Residential Visitor Bicycle Parking

The proposed development provides an eight space shortfall to the residential visitor bicycle parking requirements of the Improvement Scheme by providing eight bicycle parking spaces in lieu of the 16 bicycle parking spaces required.

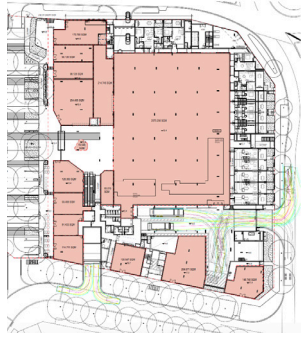
This variation is considered appropriate on the basis that these spaces are provided at an average of 1 visitor space per 20 (rounded from 19.6) residents. This level of provision will sufficiently service the building, noting that these visitor bicycle parking spaces will be utilised by longer term visitors, whilst shorter term visitors can utilise the plentiful commercial bicycle parking spaces provided on the ground floor level or within the adjacent public realm.

Non-Residential Bicycle Parking and End-Of-Trip Facilities

The bicycle parking requirements from Figure 4 of the Improvement Scheme are considered to be restrictively onerous. On this basis, bicycle parking provision has been carefully considered to align with the characteristics of the site's location and context, the actual operational requirements of the building, user profile and likely associated demands. As such, it is proposed that the development will provide non-residential bicycle parking in line with the following requirements:

- 1 long term bicycle space per 5 staff members; and
- A 50% reduction on the highest short term bicycle parking requirements from the Improvement Scheme based on reciprocal use arrangements of these facilities.

In conjunction with bicycle parking, additional end-of-trip facilities (lockers and showers) will be provided at a 757% and 500% increase respectively, when compared to Improvement Scheme requirements. The intent behind this is to cater for other alternative transport modes than purely cycling, noting the potential of occupants to walk or run to the proposed development, as well as the proximity of the site to public transport options including the Shenton Park Train Station which sits approximately 400m to the south of the subject site.



Plot Ratio

It is noted that the plot ratio figure for the proposed development was supported by LandCorp’s estate architect and DPLH’s Design Review Panel through the design review process, given that the high quality design of the development resulted in design excellence being achieved through the final meeting September 2018.

The proposed development currently has a total plot ratio of 2.6:1.0, equating to a 30% bonus to the base plot ratio of 2:1 from the Design Guidelines, using design excellence allowances. It is noted that the maximum allowable plot ratio bonus for design excellence under the Design Guidelines is 35%, meaning the development is within the contemplated plot ratio for the site.

Refer Appendix I - Design Review Commentary

Southern Podium Level Setbacks

The southern elevation of the building is provided with a nil setback in lieu of the generic 2m average setback required under the Design Guidelines. This minor variation is considered appropriate given the commercial tenancies on the ground floor level are provided with a better interface to the adjacent public realm to activate this frontage. Levels 1 and 2 within the podium are also provided at a nil setback to frame the ground floor level, address the street level environment and provide passive surveillance benefits to the adjacent public realm.

The nil podium level setback also still provides sufficient clearance and daylight penetration to the adjacent heritage listed Queensland Box Trees on Victoria Avenue, also noting that the upper levels of the building are setback a compliant distance of 3m.



Western Podium Level Setback

The western podium level is provided with a 1m setback in lieu of the average 2m required by the Design Guidelines. The minor setback variation is considered appropriate in this instance as maintaining an appropriate interface between the western facing commercial tenancies, shared laneway and surrounding public realm has been a key consideration throughout the design phase. By providing a slightly reduced setback, there is more opportunity for engagement with the public realm through generous alfresco dining and pedestrian spaces. This reduced setback, in conjunction with common paving treatments and landscape treatments, also acts to promote the notion of pedestrian priority within the shared space laneway by creating a ‘piazza’ feel in this area.

It is further noted that the upper levels of the building are also setback a further 8m from the building edge and a total of 9m from the shared laneway to mitigate a potentially dominant built form immediately adjacent to the laneway and public open space.





Adaptability

The site-specific provisions for Block 4 require that ground floor areas shall be convertible between commercial/retail and residential uses. In this regard, the commercial component of the building has been kept separate from the residential component of the building and designed to commercial specifications. Due to the proposed strata titling arrangements for the development whereby the non-residential areas will be contained within a single strata lot, it will not be possible for the commercial floorspace to be converted to residential use.



Building Separation

A minor variation is sought to the building separation requirements of Clause 7.2.4 of the Design Guidelines which requires a separation distance of 18m between habitable rooms where they are located at a height of 12m to 25m. The proposed separation distance between the balconies of two three-bedroom, two-bathroom apartments in the north-western corner of the Level 3 podium is approximately 16m. This variation is largely brought about by the configuration of the 'boomerang' tower elements and resulting orientation of these apartments and associated generous private open space areas.

The separation distance provided still aligns with the intention of the Design Guidelines requirements by ensuring that overlooking between the apartments is minimised. To ensure this is the case, the primary usable spaces of these balconies have been offset to the northern side of each apartment so that they are not directly opposed.

The separation distance is also considered to align with the secondary intention of the Design Guidelines requirements in that the buildings are setback from each other such a distance that access to daylight penetration and cross ventilation is maintained.

Blank Walls

A total figure of 30.27% inactive building elements fronting the public realm at ground level is provided in lieu of the maximum 20% figure permitted under Clause 7.3 of the Design Guidelines. The proposed blank wall figure arises from solid walls at entrances, store walls on balconies, tenancy walls that are part of facade design and escape doors which are required for compliance with relevant standards.

The variation as proposed is considered supportable for the following reasons:

- All lot boundaries have a frontage to what can be considered as the public realm and therefore a pragmatic approach is necessary in considering the level of public realm interaction;
- The facade design provides a distinction between tenancy walls by interspersing glazing with solid feature walls, in accordance with feedback obtained through the design review process;
- Other areas incorporating building services such as water meters and fire booster cabinets are required by the relevant authorities to be situated facing the street to allow for direct access;
- Those areas of the ground floor plan that propose private or communal open space between the lot boundary and building face should be excluded from the calculation as they represent an activated edge and engage with the public realm; and
- The proposed development has been designed to respond to the objectives of the provision through the careful placement of apartments and associated private open space fronting all lot boundaries on the upper levels such that they overlook and engage with the adjacent public realm.



Building Depth

Clause 7.3 of the Design Guidelines requires that the maximum building depth shall be 18m from the glass line in order to provide sufficient access to sun and ventilation for the building occupants and to provide a dual aspect for the apartments where possible.

The configuration of the lot and resulting built form on the podium levels where car parking and services are sleeved by apartments, mean that the maximum building depth requirement of 18m is unfeasible within the podium level whilst still providing adequate servicing to the building. Notwithstanding, the internal layout of apartments has been designed to align with the intention behind the building depth requirements of the Design Guidelines by maximising cross ventilation (70% of apartments) and natural daylight access, as well as providing access to available view corridors with all apartments provided with generous private open space areas.

Awning Height

Clause 7.3 of the Design Guidelines requires awning structures to be an average 2.7m to 3.2m from the ground level and not higher than 3.5m. In this regard, footpath awnings are generally 3.5m high, however, the awnings at prime corners and lobby entrances vary between 3.5m to 4.9m. The increased awning height has been necessitated by the need to distinguish entrances for way-finding purposes, as well as to provide opportunities for potential public art and locations for signage for tenants of the commercial component of the building. This will include a national operator for the supermarket tenancy, which have specific signage requirements in terms of signage types and branding, dimensions, locations and proximity to the tenancy. Notwithstanding, the awnings will still serve their intended purpose of weather protection for pedestrian traffic, framing the ground level environment and preventing light spill from future signage to apartments on the upper levels.



Service Vehicle Entrance

The service vehicle entry on the eastern boundary was specifically chosen to allow for level entry into the loading dock and servicing area given the prevailing fall of the land from south to north which would mean entry from Victoria Avenue would require significant ramping and was therefore unfeasible. The position of the service vehicle entrance on Victoria Avenue was also not opted for due to the resulting impacts on the canopy of the avenue of heritage

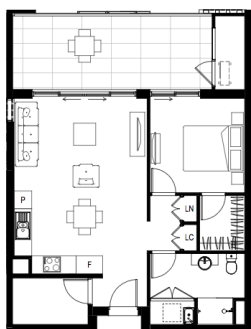
listed Queensland Box Trees from service vehicle movements.

All delivery and waste vehicles will enter and exit the loading dock in forward gear only with all turning manoeuvres, loading and unloading activity to be conducted within the site boundaries. A swept path analysis has also been provided within Appendix A – Development Plans which demonstrates all vehicles are able to safely enter and exit the loading dock area, avoiding any structural elements.

The servicing arrangements has been provided in-principle support from the City of Subiaco as the responsible authority for this section of the Selby Street frontage.

Refer Appendix E - Transport Impact Statement.

Private Outdoor Areas



Clause 7.8.2 of the Design Guidelines requires that each apartment shall be provided with at least one balcony or equivalent accessed directly from a habitable room with a minimum area of 10m². Given that a broad range of apartment typologies has been provided in order to cater for a range of price points, a variation is sought for the studio apartment and certain one-bedroom, one-bathroom typologies which have a balcony area of 7m². This minor variation is considered appropriate in this instance as these apartments are still provided with a useable area of private open space, while also aligning the product offering with market demands for studio type apartments where consumers require an affordable product with low maintenance requirements.

A minor variation is also sought to the requirements of Clause 7.8.2 of the Design Guidelines as the typical balcony depth is 2.5m from sliding door to the balustrade in lieu of 2.8m. As above, this minor variation is considered supportable on the basis that balconies with a 2.5m dimension will still be functional for use by residents, while also having benefits for an increased amount of daylight penetration into the internal area of apartments.

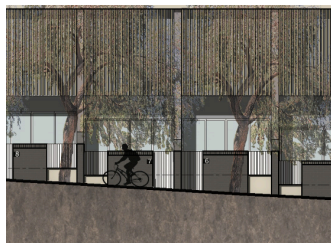
Drying Areas

Clause 7.9.2 of the Design Guidelines requires that each apartment is provided with a naturally ventilated drying cupboard or area. Dedicated drying areas are provided to apartments where feasible, however, 15% of smaller apartment typologies have small balconies which render drying areas not feasible while still maintaining functionality. To cater for the needs of residents, 'sensor' mechanical dryers will be provided to all apartments to provide an alternative to natural clothes drying. It is also noted that this will not impact on the 4 Star Green Star rating of the proposed development.

Residential Storage Locations

A total of 14% (22 out of 157) of the apartments have dedicated storage solely located in the car parking areas which seeks to vary the requirements of Clause 7.9.3 of the Design Guidelines which require a minimum 50% of storage space to be located within the apartment.

The 14% of apartments that have storage solely within the car parking areas are smaller typologies where it is unfeasible to accommodate these services internal to apartments. This arrangement is still considered to provide residents of these apartments with storage that remains convenient, screened from view and able to be secured and managed and therefore appropriate in the context of the intent of the provision.



Fencing Height

Portions of fencing for eastern facing apartments is 1.8m in height in lieu of the maximum 1.2m height required by Clause 7.10 of the Design Guidelines. The variation is largely a result of the sloping topography of the site which falls 5.1m from a high point of 17.4m AHD on Victoria Avenue in the south to a low point of 12.3m AHD on Seymour Street in the north.

Another contributing factor to the variation has been the need to provide sufficient levels of visual and acoustic privacy for the occupants of these

apartments given the proximity to Selby Street which carries a high volume of traffic and the associated pedestrian network which immediately abuts the boundary of these properties. This is coupled with the need to provide adequate security to the private open space of these apartments.

In order to offset any perceived visual impacts from these portions of wall and maintain an appropriate interface with the street environment, portions of visually permeable fencing and gates have been interspersed along this frontage.



Opening Shade Devices

The majority of openings are located such that the shading is provided by the building structure, however, certain openings are not provided with external shading devices as required under Clause 8.1.3 of the Design Guidelines. This primarily relates to openings on the upper levels in the south-eastern corner of the building.

The minor variation is considered appropriate on the basis that these apartments will be provided with internal shading devices to control the level of daylight penetration. It is also worth noting that the orientation of these openings with an eastern outlook means that any direct sunlight will be generated in the morning hours when the impact is lesser and any shading devices will become redundant later in the day when the impact is greatest due to the movement of the sun.



Public Art

The public art proposal meets the requirements of the Public Art Policy. The public art contribution on will be utilised on the site and in the surrounding public realm. In relation to the 25% cash-in-lieu contribution to the public art fund, the developer proposes to engage with the WAPC post approval in relation to the preparation of an ephemeral art strategy that can be implemented in the shorter term focussing on fostering a sense of community and supporting the initial stages of development in the estate and would like to open discussions related to also utilising this cash-in-lieu

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payment to activate the laneway while the Montario Quarter Estate is still in its formative early stages. The on-site public art provision is intended to be provided in various forms at the residential lobby entrances, upper level screens, residents gymnasium screens, laneway boundary and laneway entrance. All public art initiatives will extend beyond architectural features, landscaping or hardscaping which would normally be associated with the type of development. Future ephemeral art initiatives are likely to encompass street performances and the like that form part of a broader activation strategy for the shared laneway space.

Refer Appendix F – Public Art Report.

Summary

This report has been prepared by **element**, on behalf of project architects CCN and proponents Iris Residential and Primewest, in support of an application for an iconic mixed use development located at Lot 37 Montario Quarter, Shenton Park.

In addition to addressing the development standards outlined above, the principles of orderly and proper planning require that new development is a logical and efficient extension of existing development in the locality, and consistent with the planning vision for the area. The key points regarding the proposed development are summarised as follows:

- The proposal is of a scale and design that is consistent with the intended future character of the Montario Quarter Estate, as established by the applicable planning framework, including the Improvement Scheme and Design Guidelines.
- The proposal represents the first major project within Montario Quarter and will likely act as a catalyst for development within the wider Estate.
- The proposed development achieves visually interesting façades through the use of high-quality materials, appropriate building articulation and the incorporation of a variety of design elements.
- The proposed development makes excellent use of this strategic site, providing higher density residential development in accordance with the aims of the WAPC's DCP1.6 with respect to Transit Oriented Development (TOD) and will capitalise on the proximity of the site to public transport, including Shenton Park Train Station and Daglish Train Station, as well as high frequency bus services traversing Selby Street and Lemnos Street.
- The provision of a diverse range of quality higher density housing in a range of typologies will assist in meeting the dwelling targets outlined in the Central Sub-Regional Planning Framework.
- The area is well serviced by the existing road network, and has convenient access to shops, community facilities, public transport services and recreation areas both on-site and in the surrounding area.
- The proposed development will provide a high quality architecturally designed built form that will make a positive contribution to the streetscape within the broader Montario Quarter Estate.
- The proposed development is generally in accordance with the provisions of the Shenton Park Hospital Redevelopment Local Structure Plan (the Structure Plan), Improvement Scheme and Design Guidelines, as well as the principles of orderly and proper planning. Where variations are proposed, they are considered appropriate for the site and will not have any undue adverse impact on either occupants of the development or the wider locality, and are therefore appropriate to be approved.

Based on the above, the proposed development is consistent with the principles of orderly and proper planning. As such, the provision of a positive recommendation from the DPLH in the Responsible Authority Report and the approval of the SPC of the WAPC are respectfully requested.

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