

An architectural rendering of a modern, multi-story building with curved balconies and greenery. The building features a mix of wood paneling and glass. People are shown on the balconies and in the courtyard below. A large tree with pink flowers is on the right. The scene is set in a bright, sunny environment.

URBIS

**LOT 50 (NO.22)
ST QUENTIN AVENUE,
CLAREMONT - MIXED
USE DEVELOPMENT
PART 17 APPLICATION**

PREPARED FOR
SYNICAST PTY LTD C/ KURALAND
AUGUST 2021

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
17-Sep-2021

FILE
SDAU-005-20



LANDOWNER AND DEVELOPER

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Kuraland Pty Ltd**



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Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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CONTENTS

1.0	EXECUTIVE SUMMARY	4	8.0	INTEGRATED AND ENDORSED DESIGN	28
2.0	PLANNING APPROVAL	6	8.1	Architectural Design Statement	28
3.0	CONTRIBUTION TO ECONOMIC AND COVID-19 RECOVERY	7	8.2	Landscape Design Statement	29
4.0	THE JOURNEY	8	8.3	Design Evolution And Endorsement	30
4.1	Timeline And Forward Direction	8	8.4	Design Principle Assessment	34
4.2	Engagement Process	9	9.0	STATE PLANNING ASSESSMENT	44
5.0	SITE AND LOCALITY	12	9.1	Summary Of Key Documents	44
5.1	Regional Context	12	9.2	State Planning Policy 4.2 – Activity Centres	45
5.2	Local Context	13	9.3	State Planning Policy 7.0 – Design Of The Built Environment	45
5.3	The Site As It Stands	14	9.4	State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments	46
5.4	Access	15	9.5	Delivering Successful Metronet Station Precincts	46
6.0	THE REDEVELOPMENT PROPOSAL	17	10.0	LOCAL PLANNING ASSESSMENT	47
6.1	St Quentin And Church Lane Redevelopment And Revitalisation	17	10.1	Town Of Claremont Local Planning Scheme No. 3	47
6.2	Residential Component	18	10.2	Local Planning Policies	51
6.3	Commercial And Retail Component	19	11.0	PROPOSED HEIGHT AND PUBLIC BENEFIT	55
6.4	Public Realm Enhancement	20	11.1	Height Analysis	55
6.5	Vehicle, Service And Pedestrian Access	24	11.2	Shadow Analysis	56
6.6	Car, Motorcycle And Bicycle Parking	24	11.3	Community Benefit	57
7.0	TECHNICAL CONSIDERATIONS	25	12.0	CONDITION REQUEST AND APPROVAL TIMEFRAME	58
7.1	Transport Impact Assessment	25		CONCLUSION	59
7.2	Landscape Plan	26			
7.3	Accoustic Assessment	26			
7.4	Sustainability	27			
7.5	Pedestrian Wind Statement	27			
7.6	Waste Management	27			
7.7	Heritage Impact Statement	27			

1.0 EXECUTIVE SUMMARY

This proposal, designed by locally renowned Architect Stephen Pennock of Pennock Architects, presents an exciting redevelopment that will redefine the heart of the Claremont Town Centre. The proposal is designed from a people first perspective and is focused on improving the pedestrian experience by creating high-quality spaces to dwell and move through. The site is the keystone at the heart of the activity centre, that knits together the east-west and north-south connections through the town centre, converging at the town square. The development will be an important contributor to the local and regional economy, assisting with economic recovery during unprecedented times as a result of the COVID-19 pandemic, and have an enduring positive impact on the future form of Claremont.

The proposal, due to its significance, complexity and financial value, is being lodged as a Form 17B application through the State Development Assessment Unit (SDAU). It will therefore be assessed by the Department of Planning, Lands and Heritage (with advice from the Town of Claremont and relevant Government agencies) and ultimately determined by the Western Australian Planning Commission.

This application proposes to repair an existing poorly resolved site in the heart of the Claremont Activity Centre. The proposal is mixed-use in nature, providing residential dwellings, commercial uses, and ground floor retail and hospitality. At ground level, the proposal significantly enhances the surrounding public realm in order to integrate with the local context and promote an improved urban outcome. Its northern, southern, and eastern edges are of high urban design quality, establishing the proposal as an exemplar town centre redevelopment. The proposal has been designed to the highest standard, calling upon key principles for successful town centre and transit orientated development.

A highly collaborative approach has been undertaken throughout the design process, engaging with the local community, the Town of Claremont, and State Government Departments & Agencies. The proposal's design was conceived via response to the site context and has evolved via collaboration and engagement to deliver what is a well resolved development proposal. The proposal presented in this application successfully delivers a vision for the site which:

- Reinforces the commercial viability and social vitality of the Claremont Town Centre, contributing towards economy recovery during unprecedented times.
- Provides Transit Orientated Development, establishing residential infill in proximity to excellent public transport and amenity in a regionally significant area of activity.
- Establishes a greater public realm provision within the area, looking to support the movement of pedestrians and promote social interaction within Claremont; and
- Does not detract from the established amenity and function of Claremont, enhancing the site's offer to the destination itself.





2.0 PLANNING APPROVAL

This application seeks development approval for:

- Demolition of the existing two storey commercial centre and associated at grade car parking at Lot 50 (No. 22) St Quentin Avenue.
- Construction of a 17 storey mixed use residential apartment building on the aforementioned site.
- The following land uses:
 - Multiple dwellings (86 dwellings provided in a mix of typologies)
 - 'Office' and 'Recreation-Indoor' floor space
 - Three tenancies designed to accommodate 'Restaurant' (food and beverage) or 'Shop' and 'Retail Store' uses

All components of the development are proposed to be constructed simultaneously, with an anticipated commencement date of early 2023.



3.0 CONTRIBUTION TO ECONOMIC AND COVID-19 RECOVERY

The project will continue to deliver a significant contribution to the local economy as well as considerable other benefits through the following means:

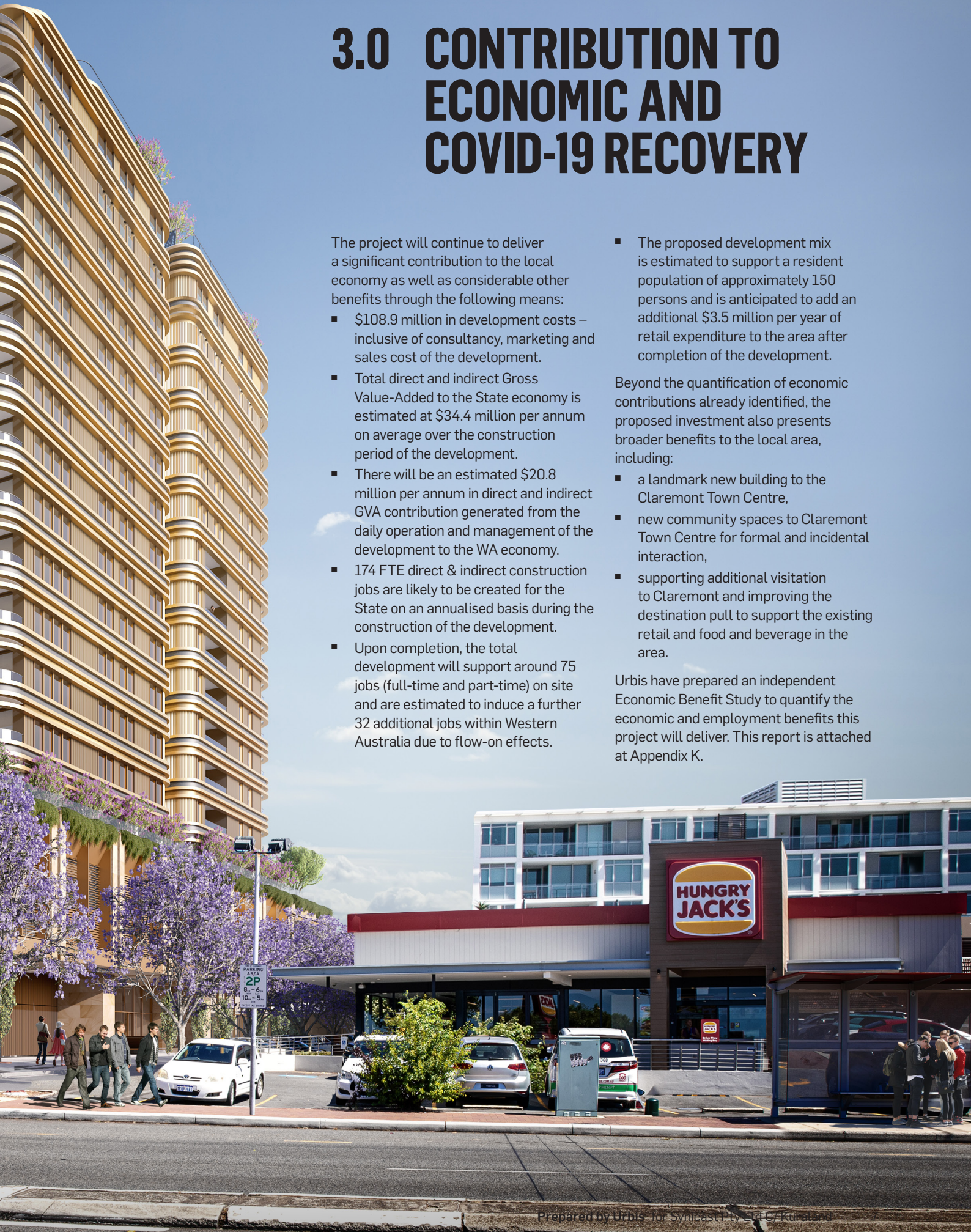
- \$108.9 million in development costs – inclusive of consultancy, marketing and sales cost of the development.
- Total direct and indirect Gross Value-Added to the State economy is estimated at \$34.4 million per annum on average over the construction period of the development.
- There will be an estimated \$20.8 million per annum in direct and indirect GVA contribution generated from the daily operation and management of the development to the WA economy.
- 174 FTE direct & indirect construction jobs are likely to be created for the State on an annualised basis during the construction of the development.
- Upon completion, the total development will support around 75 jobs (full-time and part-time) on site and are estimated to induce a further 32 additional jobs within Western Australia due to flow-on effects.

- The proposed development mix is estimated to support a resident population of approximately 150 persons and is anticipated to add an additional \$3.5 million per year of retail expenditure to the area after completion of the development.

Beyond the quantification of economic contributions already identified, the proposed investment also presents broader benefits to the local area, including:

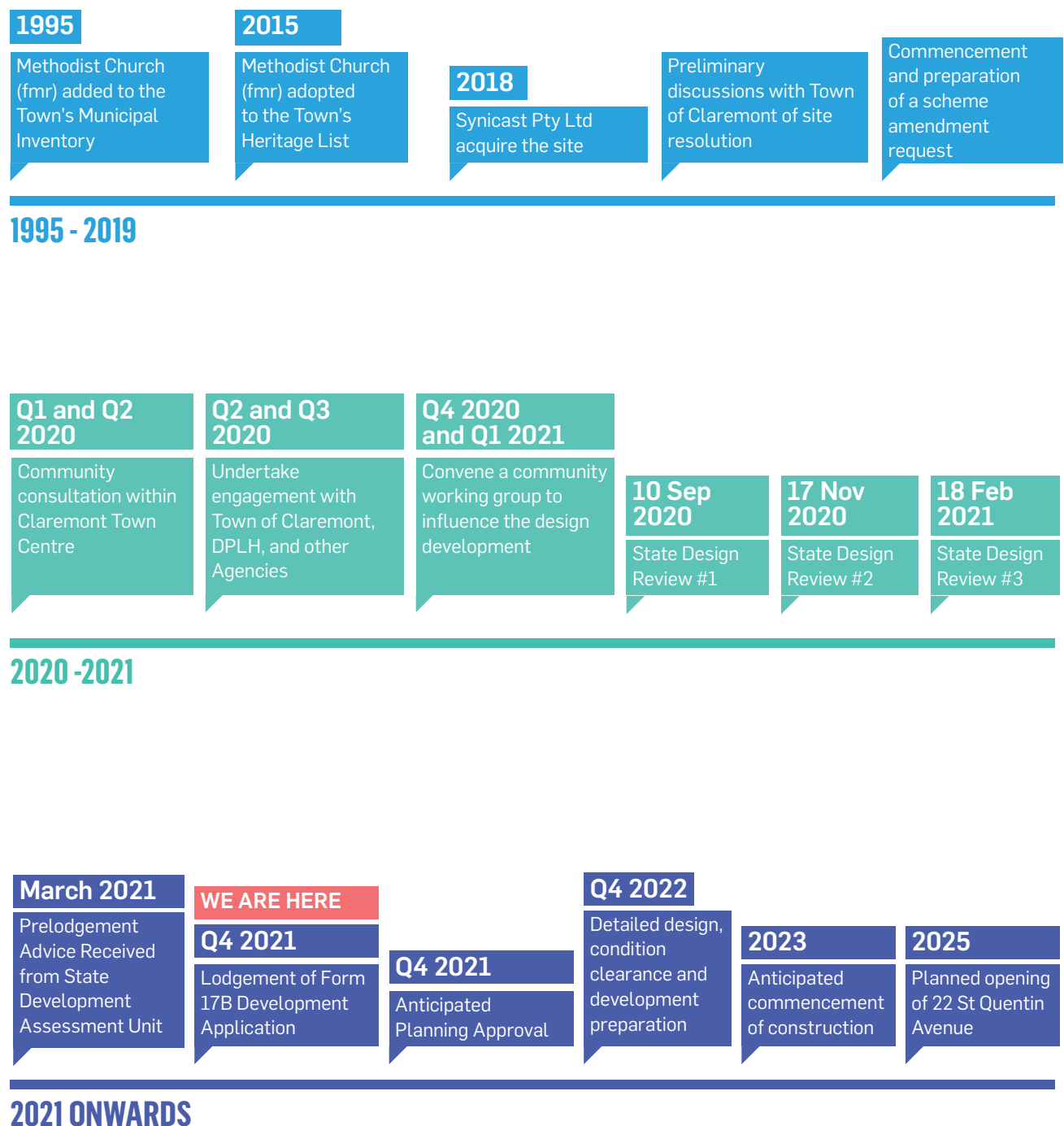
- a landmark new building to the Claremont Town Centre,
- new community spaces to Claremont Town Centre for formal and incidental interaction,
- supporting additional visitation to Claremont and improving the destination pull to support the existing retail and food and beverage in the area.

Urbis have prepared an independent Economic Benefit Study to quantify the economic and employment benefits this project will deliver. This report is attached at Appendix K.



4.0 THE JOURNEY

4.1 TIMELINE AND FORWARD DIRECTION



4.2 ENGAGEMENT PROCESS

In 2020, CGM Communications were engaged by Kuraland to undertake an independent community engagement process. This was for the purpose of understanding local community and key stakeholder aspirations regarding the potential use and form of development at 22 St Quentin Avenue, Claremont.

Three processes were undertaken, these being a Stakeholder Perception Audit, Community Poll, and Community Reference Groups.

COMMUNITY POLL

The community poll was conducted in a less formal approach, aiming to capture community feedback through intercept surveys adjacent to the development site on a weekday and weekend. Throughout the conduction of the community poll, it was found that residents (people who currently reside in postcode 6010) and visitors were highly supportive of a redevelopment of the subject site. Identified through the engagement, 90% of all residents were in the area to shop, eat, and drink, demonstrating the Town Centre's role as a mixed precinct. Over two-thirds of these respondents believed that the development would generate additional residents which would assist in activating the town centre, with 60% believing a redevelopment would be a positive addition to the town. Residents addressed their support for key elements of the proposal, including food and beverage and an extension of public realm areas.

Similarly to residents, visitors of the area were widely supportive of a redevelopment of the subject site and its potential amenity provisions. 70% of all visitors were in the area to shop or meet friends, demonstrating the

Claremont Town Centre's use as an attraction for activity. Visitors demonstrated a similar perception to residents regarding the future of the subject site, believing the additional residents would activate the town and that a redevelopment would be a positive addition to the locality. Key amenity features were also supported, demonstrating a positive reception for food and beverage and an extension of public realm areas.

STAKEHOLDER PERCEPTION AUDIT

Stakeholders including local businesses, local residents, local MPs, and the owners of neighbouring Claremont Quarter, were largely supportive of the proposal's improvements to amenity and its density. The key stakeholders found the proposed public realm enhancement to be highly beneficial to the local context. Specifically, through expansion of the existing 'town centre' as a true square that stretched both sides of St Quentin Avenue to encourage activation, the creation of a forecourt to allow access and views of the heritage church, and the widening of the footpath to encourage foot traffic along Church Lane. Additionally, stakeholders were widely supportive of the installation of a premium mix of retail and Food and Beverage to activate the street edge.

Stakeholders who participated in the audit acknowledged the subject site as an appropriate location for increased density in the local area. They flagged that the town centre location is away from low-density residential neighbours, limiting any amenity impacts, including shading and views. Further, stakeholders recognised that through the provision of such density, residents will bring economic activity to local businesses and activate the town centre.

RESIDENTS



90%

were in area to shop, eat or drink



70%

believed additional residents would activate the town



60%

of people believed St Quentin would be a positive addition (with 25% neutral)

TOP AMENITIES OR FEATURES



Food and beverage options



A piazza around the heritage church



Larger town square with landscaping and seated areas



Almost 85% of residents were either more likely to visit the town centre or about the same

VISITORS



70%

were in area to shop or meet friends



70%

believed additional residents would activate the town



55%

of people believed St Quentin would be a positive addition (with 25% neutral)

TOP AMENITIES OR FEATURES



Food and beverage options



Larger town square with landscaping and seated areas



A piazza around the heritage church



More than 90% of visitors were either more likely to visit the town centre or about the same

COMMUNITY REFERENCE GROUP

Kuraland's community engagement approach included establishing a Community Spaces Reference Group which was heavily promoted via the Kuraland website, two consecutive weeks of half-page advertisements in The Post newspaper, Facebook advertising and targeted stakeholder communications to encourage participation.

This resulted in 19 registrations being received from across the community and from there, 12 representative participants were selected to form the reference group.

The Kuraland Community Spaces Reference Group terms of reference are:

- Provide direct feedback to Kuraland based on personal views, or the views of the community
- Work in partnership with Kuraland to co-design the public spaces surrounding 22 St Quentin Ave
- Provide constructive input with the intention of improving the overall design of public spaces
- Help identify other ways that Kuraland can effectively engage with the community on this critical development
- Meet on a regular basis to guide the development through the planning stages

First Reference Group Meeting

The first meeting was held on Wednesday 4 November 2020 and below is a summary of what was discussed:

- Everyone wanted more involvement from the Council and QiC/Hawaiian. They asked to speak to them and hear how they might activate the square in cooperation with Kuraland.
- There was a particular desire for traffic calming and shared pedestrian/vehicle possibilities on St Quentin Ave.
- The reference group members were interested in traffic flow around the site and wanted to consider any traffic modelling as it became available.
- The group was concerned about quality materials, especially unified and attractive paving which could encourage pedestrian traffic between the public spaces around the development.
- There was recognition that the forecourt in front of the library was not an attractive meeting space (shade and noise) and wanted to see more options for having a better and more attractive entry to the library which could encourage kids and residents to visit (possible green space / water feature / etc) rather than a meeting or gathering space.
- Lots of support for the idea of a town square with the group universally preferring al fresco F&B to retail.
- Lighting was a big issue (more info required) – also a call for a VIVID-style lighting on the north façade to attract people to the square.
- Everyone was keen for a space to be set aside for community groups that was potentially run by the library (which was seen as inadequate for community needs).



**Public Spaces
Community
Reference Group**

Proposed development at
22 St Quentin Ave, Claremont

Claremont residents register today!

Concept design for illustrative purposes only

Kuraland, a local development company, has opened nominations for a Public Spaces Community Reference Group to help design a town square and piazza around a proposed mixed-use development at 22 St Quentin Ave, Claremont.

As a pivotal site adjacent to Claremont Quarter, understanding the aspirations of residents and businesses for the area is critical to help guide the development, and we would like all local voices to have the opportunity to be heard.

If you would like to contribute to the future vision of Claremont town centre, then register your interest before 15 October by visiting:

kuraland.com



KURALAND

**Reference Group Expression
of Interest advertisement, Post
Newspapers 3 October 2020**

Second Reference Group Meeting

The group met again in February 2021 and is a summary of what it discussed:

- The group received an overview of the updated plan and a detailed summary of the group's comments and how the design had evolved to incorporate feedback. This commentary was also shared with those who could not attend.
- Hawaiian and QIC representatives welcomed the investment and indicated their support for the project's early engagement and the need to activate the area all around the development.
- There was discussion about the importance of activating the area and how critical it was for everyone to work together.
- Community members highlighted that it's important to connect public transport, train station, laneway etc. – how can we all work together to do this? Kenny and Stephen indicated that other stakeholders are being engaged.
- Community members indicated it was a good idea to have the landscaping in the forecourt rather than the square.
- Members indicated that they could see the design elements have moved on and that the developer has listened to the feedback provided.
- Community members indicated that access for people with disabilities and older people is critical and seems to be being addressed by paving and design changes; however, final levels need to be considered and detailed design as it progresses.
- Community members indicated use of colour is important, and the choices that have been indicated work well from a community point of view.

Design Response

Kuraland has made a significant number of changes to the design in response to community feedback including:

- Increasing the size of the town square to suit a broad range of community interests and ensuring the design of the square is open and seamless, enabling it to be accessible for everyone including those with a disability and the elderly. The square has been tested for suitability for: everyday use, local market days, exhibitions, and outdoor cinemas and concerts.
- Selecting high quality design and landscaping materials which demonstrate a timeless yet innovative aesthetic, age gracefully and leave the space looking well-designed, uncluttered, and easily maintained.
- Incorporating design elements such as openable glazing across the Ground and Level One façades to ensure the alfresco areas and public spaces are active and welcoming.
- Introducing vehicle calming measures, such as coarser paving, to emphasise that this is a pedestrian space.
- Creating a high-quality space adjacent to the library and church by retaining all significant mature trees, introducing high-end landscaping, building a new library portico, repair the church roof and façade to enhance heritage value (subject to agreement with Town of Claremont), and setting back the development from the southern boundary so the eastern elevation of the church remains visible.
- Incorporating high-quality lighting into the publicly accessed spaces to encourage use and improve night-time safety.
- Improving the pedestrian connection between the Claremont train station and Stirling Highway bus routes with a new pedestrian route running the full length of the site from north to south and weather protection provided by the overhang of the building.

5.0 SITE AND LOCALITY

5.1 REGIONAL CONTEXT

The subject site is located within the Town of Claremont (the Town) area, approximately 10km west of Perth Central Business District (CBD) and approximately 8km northeast of the Fremantle CBD. The site is located 250m southeast of the Claremont Train Station on the Fremantle Passenger Line, providing a direct access to the Perth CBD and the Fremantle CBD. The subject site is situated directly to the north of Stirling Highway, providing vehicle and high frequency bus connections to Fremantle, Perth CBD and University of Western Australia.

The regional context is shown in the figure below.

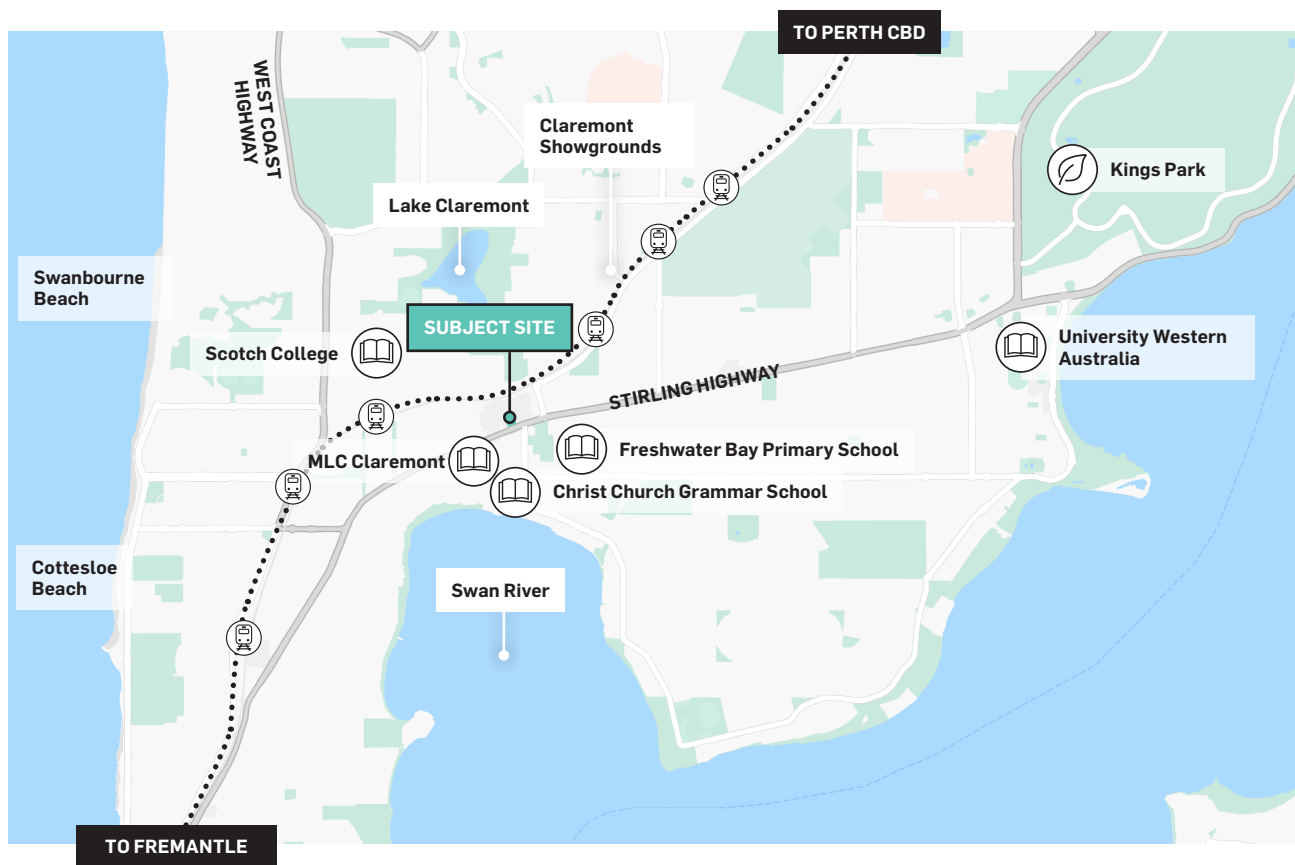


Figure 1 Regional Context

5.2 LOCAL CONTEXT

The site is on the corner of St Quentin Avenue and Church Lane within the Claremont Town Centre, abutting the historic former Methodist Church – now Town of Claremont community hub and library. Within the Town Centre, the subject site is surrounded by main street development with a fine grain of retail and entertainment uses. The Claremont Town Centre is dominated by the Claremont Quarter shopping centre, which has had the effect of drawing the activity in, away from the main street environment. Within close walking distance from the subject site is Claremont Station, and within the METRONET Claremont Station Precinct.

Recent significant infill development has occurred, establishing the locality as a regionally significant activity hub. Surrounding residential development includes the following Claremont on the Park being developed by DevelopmentWA, Claremont Residences above Claremont Quarter, and the 328 Freshwater Parade development opposite.

The town centre precinct is the heart of the Town of Claremont's local government area, providing goods and services to accommodate local and regional catchments, as well as being of walkable distance to both primary (Freshwater Bay) and secondary schools (MLC Claremont, Christ Church Grammar, Scotch College). The locality is multifaceted and fosters a liveable and accessible centre.

Figure 2 illustrates the localised context.

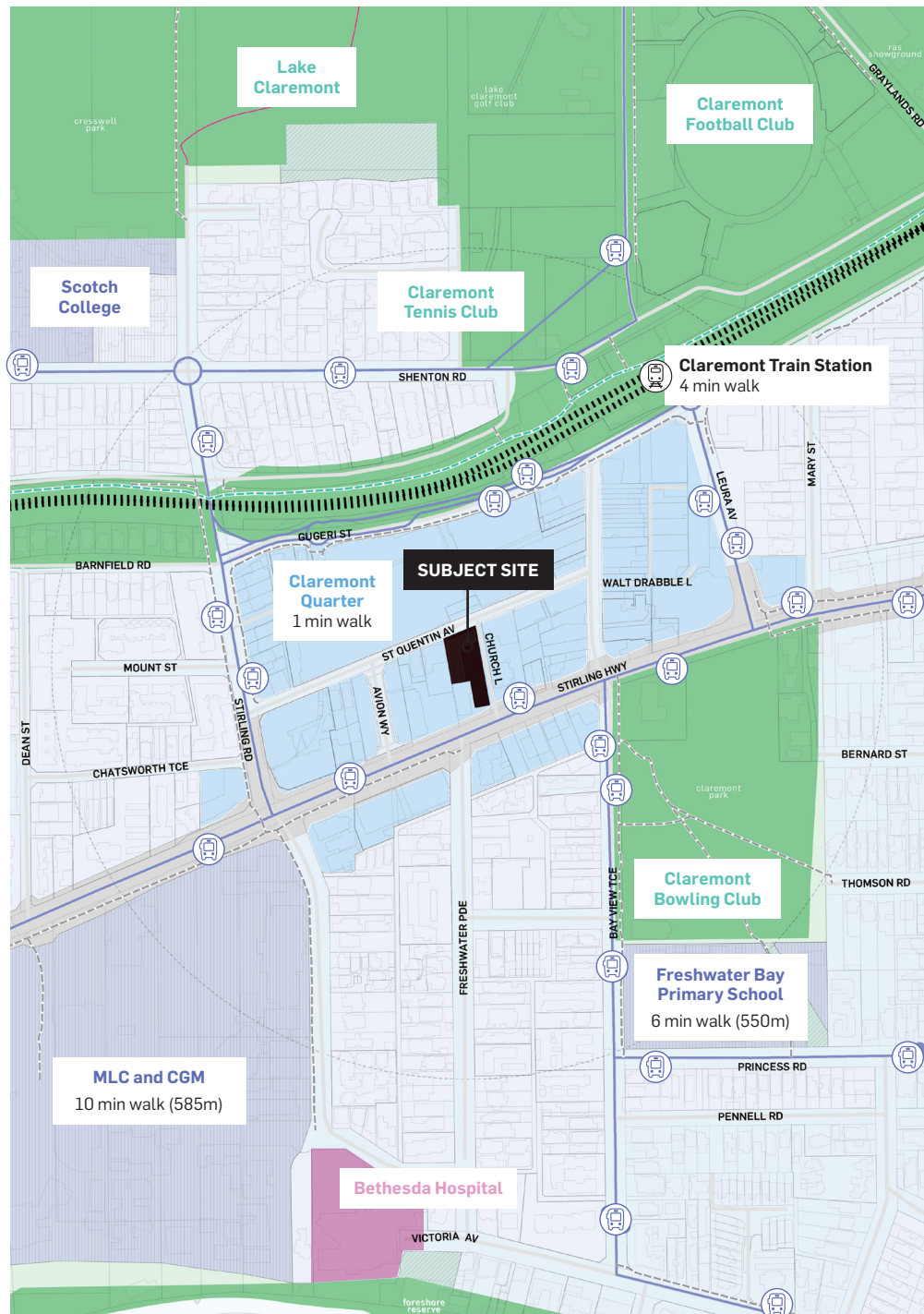


Figure 2 Local Context Plan

5.3 THE SITE AS IT STANDS

The proposal sits wholly within No. 22 St Quentin Avenue, Claremont and is legally identified as Lot 50 on Diagram 62043. The title that pertains to this land is a regular freehold title. A summary of the subject site is provided in the table below.

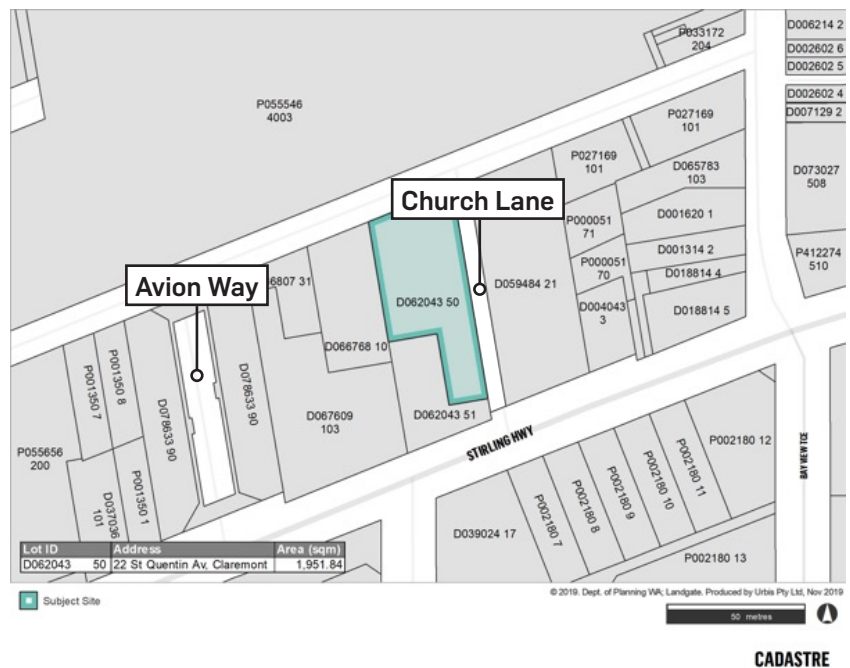
Table 1 Lot Details

LOT NO.	STREET ADDRESS	DIAGRAM	AREA	VOLUME	FOLIO	REGISTERED PROPRIETOR
50	22 St Quentin Avenue	62043	1,951 sq.m	1611	220	Synicast Pty Ltd

The existing development comprises a two-storey building containing several retail, commercial and café/restaurant uses. The building has a nil setback to St Quentin Avenue, with the retail tenancies fronting the street. By contrast, Church Lane contains predominantly car parking along the street frontage, with a small landscaping strip separating the subject site and the Church Lane carriageway. No footpath is provided on the western side of Church Lane.

The surrounding development within the town centre the site has some high density and taller developments on the periphery. There is an opportunity to intensify development by introducing residents into the heart of the town centre to further improve the prosperity and level of activity.

The subject lot does not have a frontage to Stirling Highway, but includes frontages to Church Lane and St Quentin Avenue. Its southern boundary adjoins Lot 51, containing the Church and a strip of land that sits between the site and Stirling Highway.



5.4 ACCESS

The site and surrounds are representative of a functioning Transit Oriented Development (TOD) precinct that is exceptionally well serviced by public transport, providing frequent connections to the Perth CBD as well as wide coverage to nearby suburbs and key locations. Most notably, this includes the Claremont train station, which services the Fremantle line and is located approximately 450m north-east of the subject site. The site is located within the Claremont Station Precinct, identified in METRONET's 'Delivering Successful METRONET Station Precincts' framework.

The Claremont Train Station is undergoing significant upgrades as part of the State government's METRONET initiative. Under the METRONET program, the Claremont Train Station will become the terminating station for the Airport link service, as well as remaining a through station for the Fremantle service along the Fremantle to Midland line. The works will increase the frequency of service, with a train arriving every 5 minutes during peak times.

The site is also connected to major destinations by the bus services that operate between Fremantle and the Perth CBD and the UWA/QEII specialised centre as well as the circle route which connects regional activity centres. The site is also connected to Fremantle and the Perth CBD via the Transperth bus network. Services provide connections

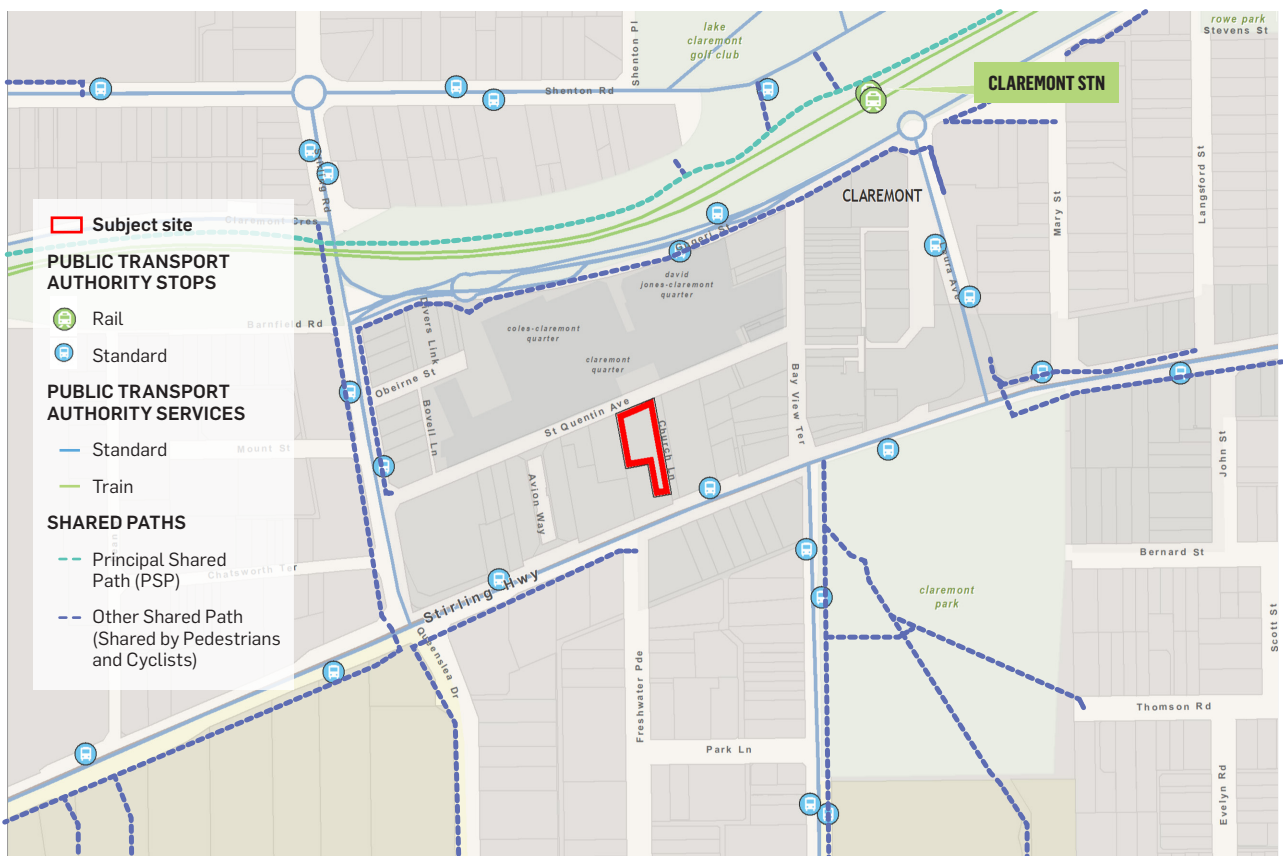
to the UWA/QEII specialised centre as well as the circle route which connects regional activity centres.

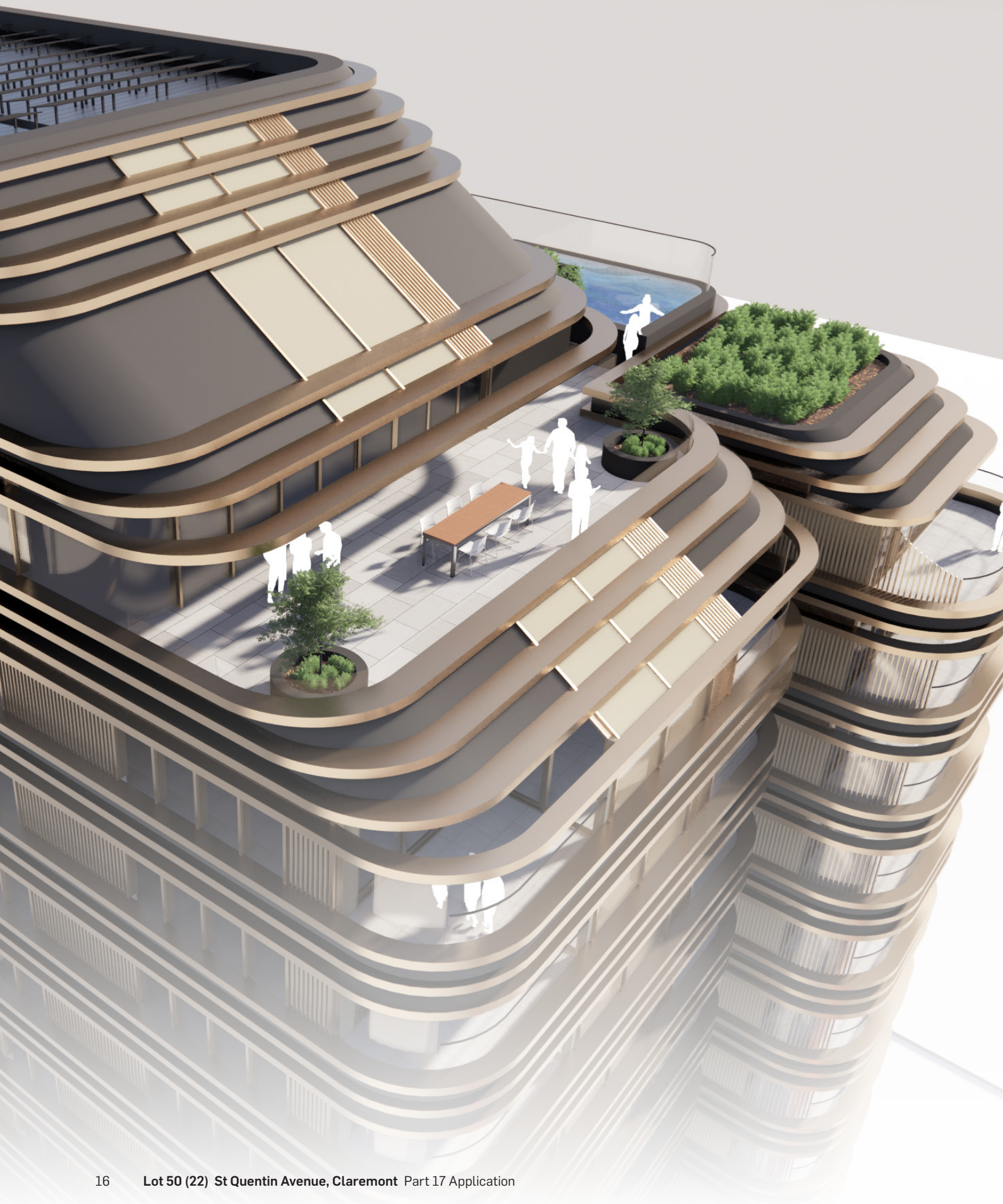
The subject site is also well serviced by regional cycling infrastructure. Directly north of the subject site, located adjacent to the train line, is a Principle Shared Path (PSP). This PSP runs from Victoria Street train station to the Perth CBD. Planned extensions to this network will see a continuous PSP network from Fremantle to the Perth CBD.

Main Roads Western Australia has also identified major upgrades along Stirling Highway as part of their road upgrade works. These upgrades will include dedicated cycling lanes within the carriageway.

The subject site also has access to several pedestrian pathways linking the subject site to nearby services. The 'Walk Score' walkability assessment undertaken for Claremont allocated a metric of 93, being within the highest percentile of walkable areas within Western Australia. This classification was formed on the basis that daily errands such as groceries, schools and entertainment can be easily completed on foot.

The intersection of Church Lane and Stirling Highway provides for full movement vehicle access. St Quentin Avenue is a one-way street, and therefore the intersection of Church Lane and St Quentin Avenue is left-in/left-out only. A full movement crossover approximately midway along Church Lane currently provides vehicle access to the subject site.





6.0 THE REDEVELOPMENT PROPOSAL

6.1 ST QUENTIN AND CHURCH LANE REDEVELOPMENT AND REVITALISATION

This proposal will see the existing underdeveloped commercial centre within the heart of the Claremont Town Centre transform into a landmark mixed-use development activating the immediate public realm and wider town centre.

The proposal seeks to replace the existing two storey commercial centre and associated surface car parking with a 17-storey mixed use building that contains retail, hospitality, commercial tenancies and a diverse range of residential apartments. The mixed-use approach to the development is strategic in its outlook, adding a mix of ongoing activity to the town centre that embodies best practice activity centre development.

TODs are much touted, however, it has rarely been executed in an integrated way in Perth. The incorporation of residential density at this location is deeply representative of a true TOD. The subject site has access to the best range of public transport options of any activity centre in its designated hierarchy (Refer Section 9.2) with frequent train and bus services to a range of relevant destinations. A true TOD increases public transport use, but importantly, also reduces the need to travel at all by facilitating a critical mass of local residents that supports wide range of urban goods and services. The proposal creates an opportunity for a new residential lifestyle in the heart of the Claremont town centre that provides access to a full range of goods and services required to support the day-to-day needs of its residents.

The proposal has been developed to respond to the site context, particularly creating a strong positive relationship with the public realm. The proposal will significantly enhance the surrounding public realm, creating a focal point by enlarging the existing Claremont Square and providing a pedestrian friendly connection through to Stirling Highway. The design of the proposal also improves the vista and activation of the historically significant former Methodist Church (now utilised as a civic and community space).

The ground floor comprises over 85% of activated street frontage to its periphery and will be occupied by a mix of hospitality and retail uses, creating vibrant street edges. The second floor located within the podium will house commercial uses, creating secondary employment opportunities within the Town Centre in addition to the retail and hospitality uses. The podium roof level and residential immediately above seeks to introduce a residential community into the Town Centre and provide greater residential access to the variety of uses and transit opportunities within the locality.

Floor areas of the various land uses within the proposal are highlighted in the table below, with further detail on each component provided in later segments of this section.

Table 2 Proposal Floor Space Breakdown

STOREY	PROPOSED USE	PLOT RATIO AREA
Basement 4	Residential Parking, Services	N/A
Basement 3	Residential Parking, Services	N/A
Basement 2	Residential Parking, Services	N/A
Basement 1	Commercial/Retail Parking, Services	N/A
Ground Floor	Retail and Food and Beverage	605 sq.m
Level 1	Commercial / Medical	1,326 sq.m
Level 2	Communal (Podium Roof)	1,382 sq.m
Level 3-9	Residential (49 Dwellings)	5,098sq.m
Level 10-15	Residential (36 Dwellings)	4,489sq.m
Level 16	Penthouse Residence (1 Dwelling)	484sq.m
Total		12,002sq.m * excluding communal area

6.2 RESIDENTIAL COMPONENT

The redevelopment of the subject site provides opportunity for urban infill in a higher order activity centre and TOD. The close proximity to entertainment and hospitality amenities provides a desirable location for a future resident community. This is furthered through access to transport networks directly linking to employment hubs in Fremantle, Perth CBD and QEII/UWA specialised centre, as well as the developing workforce within the Claremont Town Centre.

The identification of the Claremont Town Centre as a 'Secondary Activity Centre' flags the locality as a focus area for higher density living, as outlined in the State Planning Policy 4.2 – Activity Centres for Perth and Peel. The proposal facilitates new residential living opportunities within an area of high amenity, that is well-served by public transport that connects to a wide range of relevant destinations. Engagement conducted by CGM Communications, on behalf of the developer, with Town Centre residents, visitors, and workers has identified that such a location is appropriate for well designed infill development and welcomed by the community.

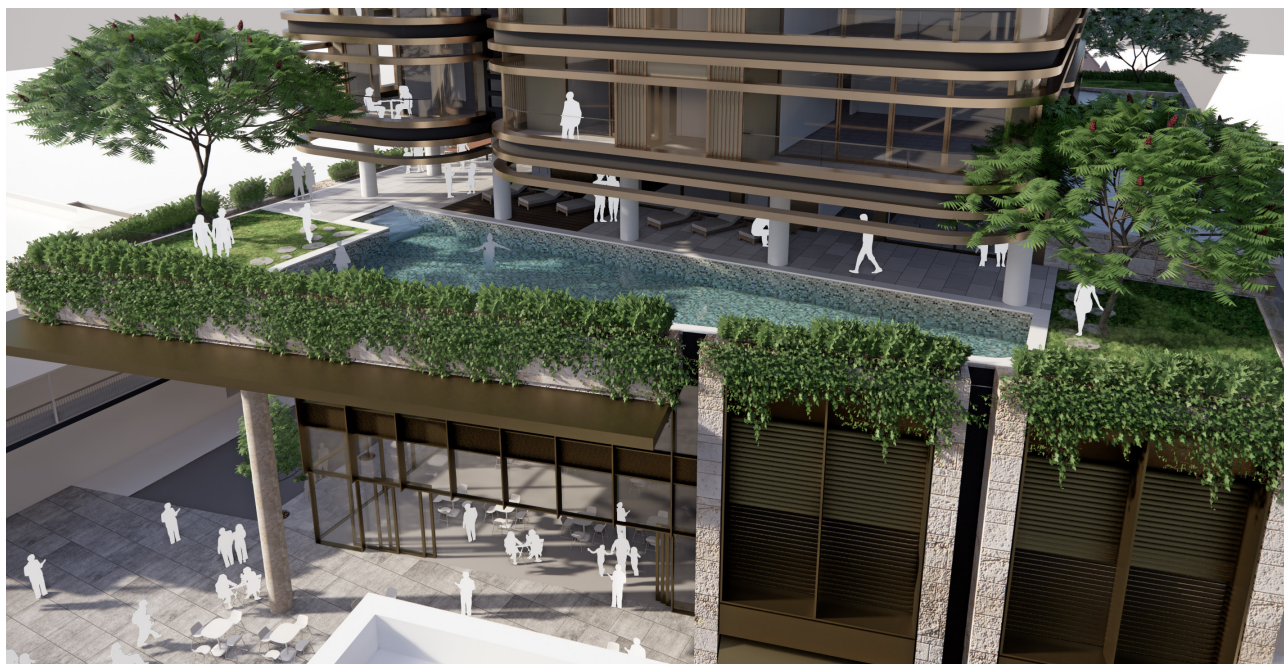
The proposal has a diverse mix of dwelling typologies, including 1, 2 and larger 3-bedroom options in addition to a penthouse. The proposed single dwelling sizes range from 47sq.m (1x1) to 448sq.m. The dwellings meet the requirements of SPP7.3, demonstrated in Appendix I.

The Residential component of the proposal is contained within the upper level of the development, providing 14 storeys dedicated to residential living, including private open space on the podium roof. The built form evolved throughout the design process, allowing the context of the site to define the setbacks and height such that its bulk and scale does not create undue impact on the existing amenity whilst achieving density and delivering new residents to the heart of Claremont. As a result, the design incorporates a form that does not shade or impede direct views and vistas of surrounding residential development and is visibly diminished at ground level through podium design. Refer to section 8 for detailed discussion on the proposal's design.

The proposal has a diverse mix of dwelling typologies, including 1, 2 and larger 3-bedroom options in addition to a penthouse. The proposed single dwelling sizes range from 47sq.m (1x1) to 448sq.m. The dwellings meet the requirements of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP7.3), demonstrated in Appendix I. The mix of apartments is detailed in the table below:

Table 3 Dwelling Typology

TYPE	DWELLINGS	LEVEL		
		3-9	10-15	16
1x1	20	●	●	
2x2	39	●	●	
3x2	26	●	●	
4x3 (Penthouse)	1			●
Total	86			



6.3 COMMERCIAL AND RETAIL COMPONENT

The proposal includes a base podium carefully designed to respond to the site context such that it will enhance the public realm and ensure a strong positive impact on the streetscape. The podium comprises the commercial component of the proposal, providing an active ground floor to integrate the development into the town centre.

The commercial podium is split into two levels, the ground floor and the first floor. The ground floor is designed to provide for activity generating uses. The proposal provides for a flexible tenancy mix that will suit the operating needs of a range of business, with three tenancies that can each be utilised for either food and beverage or retail. The three tenancies are designed to open onto the surrounding public realm, generating foot traffic throughout the areas of Claremont Square, Church Lane and the Library Forecourt.

The provided commercial and retail floorspace will support the economic growth of the Claremont Town Centre, supporting 75 jobs (full-time and part-time) and generating \$20.8 million per annum in gross value added to the economy. Further details on the proposal's economic benefit is located in Appendix K.

The first floor of the podium is designed for commercial use. The commercial floor arrangement creates a versatile floorplate that can accommodate a variety of activities. This allows the floor to be shaped depending on tenant, or tenants, permitting a large singular commercial tenancy occupying the entire floor, or the ability to divide the floor into multiple commercial tenancies. The floor is designed for office space, however the area overlooking Claremont Square includes a higher ceiling height, allowing for a potential hospitality venue or double level retail store connecting to the level below.

The commercial floor space and tenancies are detailed in the below table:

Table 4 Commercial Tenancies

TENANCY	USE	LEVELS	STRATA AREA (SQ.M)
1	Retail or F&B	Ground	98
2	Retail or F&B	Ground	242
3	Retail or F&B	Ground	196
Commercial or Medical		1	1,216
Total			1,752





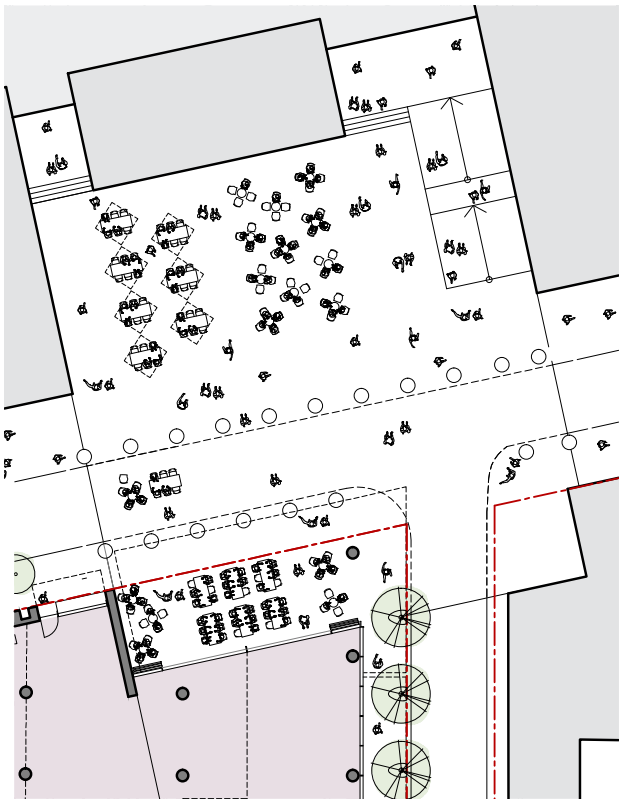
6.4 PUBLIC REALM ENHANCEMENT

The proposed development seeks to integrate seamlessly into the existing Claremont Town Centre while enhancing the surrounding public realm and streetscape. The proposed design achieves this by setting aside land to establish a larger Claremont Square, create a protected pedestrian environment along Church Lane, and create a Library Forecourt adjacent to the heritage listed former Methodist Church (now civic space) on the adjoining lot.

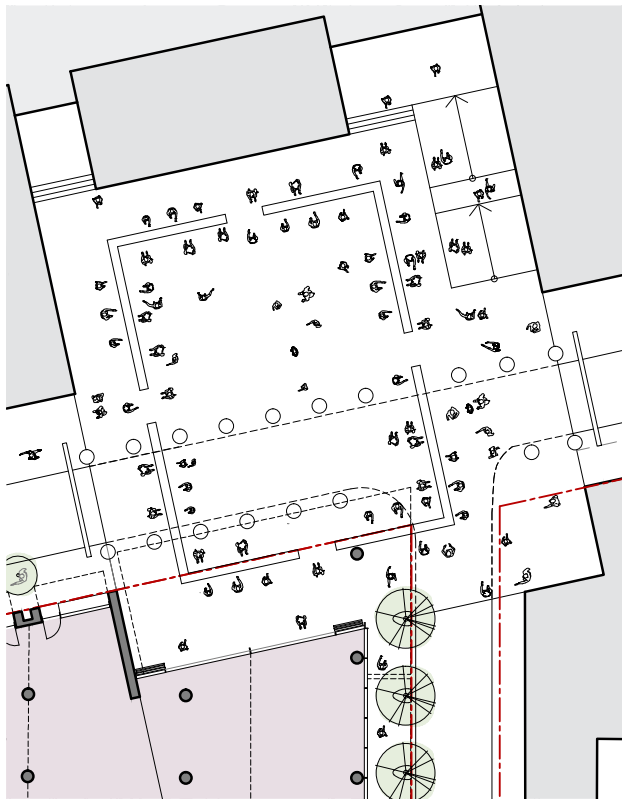
6.4.1 CLAREMONT TOWN SQUARE

The podium level of the proposed design has been developed to provide a high level of integration with the surrounding public realm so as to foster a comfortable pedestrian environment, providing greater activation and vibrancy. The proposed development has been setback 6m from St Quentin Avenue at street level to widen the existing Claremont Square, and draw it across the street to create a unified civic space. The enlargement of Claremont Square will provide a central gathering place, providing an opportunity for public events and other placemaking activities. This space will also contribute significantly to wayfinding and legibility, providing a central focus for the Town Centre. Demonstrated on the overleaf images, this development creates a versatile public square that can be converted into a variety of forms depending on its chosen use. The temporary closing of the impacted portion of St Quentin Ave and its intersection with Church Lane on event days creates a space for markets, exhibitions, outdoor cinemas and other events that attract activity to the Claremont Square and encompassing town centre.

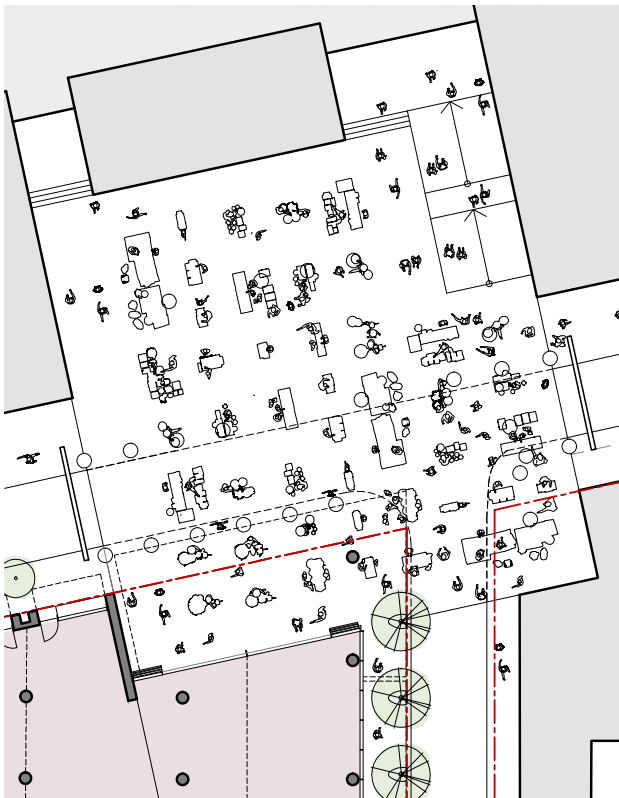
URBAN SQUARE USER SCENARIOS



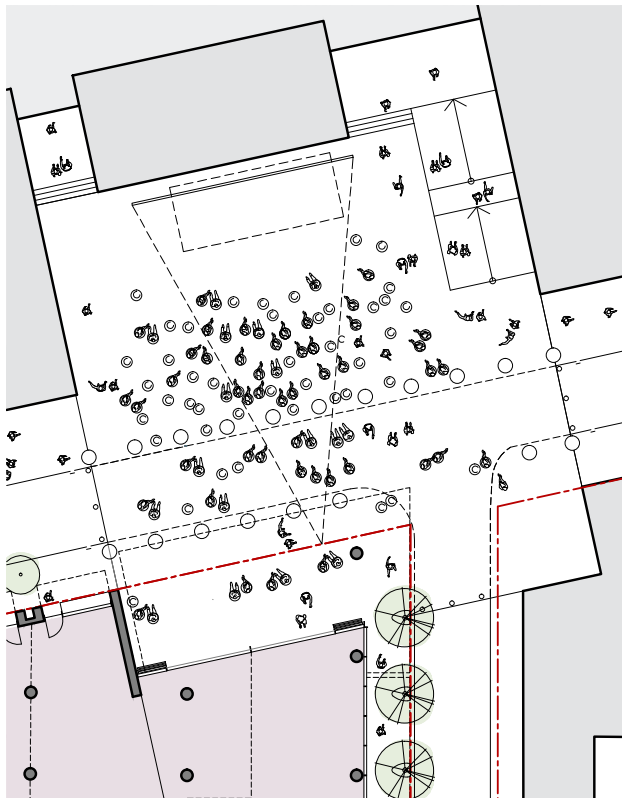
Everyday Use



Exhibition



Local Market Day



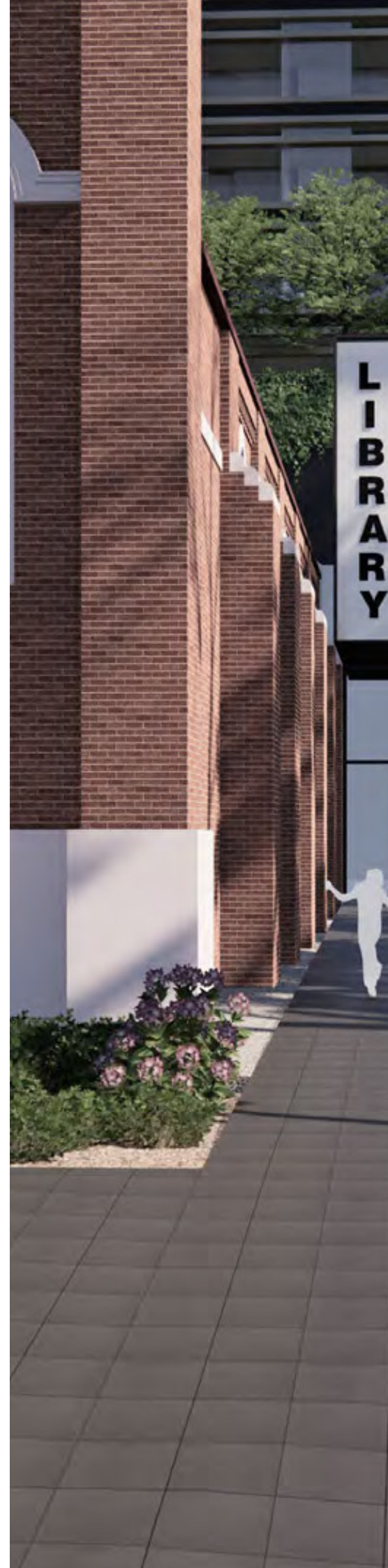
Outdoor Cinema or Concert

6.4.2 LIBRARY FORECOURT AND CHURCH LANE

To the south of the property is the heritage listed former Methodist Church (now a civic space and library), which includes a portion of land that separates the subject site from Stirling Highway. This portion includes a natural forecourt with mature growth trees and other pedestrian infrastructure. The proposed design has responded to the value of the heritage building and this natural forecourt through a setback of building bulk greater than required minimum, creating a larger and more activated public realm. The Library Forecourt improves the vista and setting of the Church site, providing a direct connection from the library entrance through a hospitality use onto the forecourt and generating activity through the introduction of a tenancy fronting the space.

Church Lane in its current form is a hostile environment that does not allow for pedestrian movements along the eastern side of the street (contiguous to the subject site). The proposal further devotes land to the public realm along the Church Lane street edge, creating a wide and completely sheltered pedestrian environment. This enhancement creates a direct sheltered pedestrian connection between the Library Forecourt and Claremont Square. The design includes street edge greening, proposing 11 canopy producing tree plantings to encourage pedestrian activity.

Active ground floors are a key component in activating the street edge of development and public spaces. The project proposes all ground level land uses, outside of servicing components, to be either retail, food and beverage or inviting residential/commercial entrance lobbies. These components will generate pedestrian traffic and ground floor utilisation during both day and night. This ground floor configuration ensures that an excess of 85% of the street edge is activated, achieving a dynamic and vibrant connection to the public realm.





6.5 VEHICLE, SERVICE AND PEDESTRIAN ACCESS

Vehicular access to the development is proposed from a singular point on the site's secondary frontage to Church Lane. This access provides for residential, commercial, and servicing requirements. The access includes a total crossover width of 11.65m which is paved to the same standard as the surrounding pedestrian area, employing traffic calming measures to prioritise the pedestrian movement across the access.

Service vehicles utilise the truck turntable that is integrated into the building and not visible from the streetscape. The turn-table allows for all vehicles to enter and exit in forward gear, creating a safer street environment whilst eliminating the need for large areas for vehicle manoeuvring. The truck turntable is 9m in width, allowing for the rotation of standard service design vehicles.

From a pedestrian access perspective, commercial and residential lobbies are located on the Church Lane frontage through an upgraded streetscape. This access is also sheltered by the podium, providing cover from the weather along Church Lane. Customer access to the retail and hospitality venues on the ground floor is through a direct entrance from the surrounding footpaths and public spaces.

6.6 CAR, MOTORCYCLE AND BICYCLE PARKING

A total of 215 bays are proposed on site as part of the development, all located within the basement levels of the building and are not visible from the streetscape. These are distributed as follows.

- 125 Residential Car Bays
- 22 car parking bays exclusively for commercial and hospitality/retail
- 14 car parking bays shared between residential and commercial & hospitality/retail visitors (including 2 ACROD bays)
- 44 Residential motorcycle bays
- 10 commercial and hospitality/retail motorcycle bays

All residential bays and 44 motorcycle bays are located on basement levels 4, 3, and 2, with the remaining commercial/retail, visitor, and motorcycle bays located on basement level 1.

Bicycle parking is to be located on the mezzanine level above the ground floor, providing 40 spaces for bicycles co-located with lockers and end of trip facilities.



7.0 TECHNICAL CONSIDERATIONS

7.1 TRANSPORT IMPACT ASSESSMENT

As the proposal will generate traffic volumes above 100 vehicles in the peak hour, a Transport Impact Assessment (TIA) has been prepared to support the development. This TIA has considered key transport implications, including post development traffic operations and functionality. The full TIA is provided in Appendix C.

The Site is located within the Town of Claremont, providing excellent access to pedestrian/cycle networks and public transport facilities. In addition, non-car trips such as walking and cycling is expected to be higher due to the proximity of trip attractors such as shopping centres

The site provides several access points located on the southern and eastern boundaries. Access, whether pedestrian or vehicle, is through local roads. The site does not abut Stirling Highway or a Primary Regional Road Reserve under the Metropolitan Region Scheme. Vehicle access is entirely from Church Lane, isolated from retail access areas, the commercial lobby, and the residential lobby. Further details are:

- Waste collection will occur internally with entry/exit from the Church Lane access point, with swept path analysis confirming a 8.4m waste collection vehicle is able to manoeuvre to the waste storage area. A truck turntable is provided to allow for service vehicles to enter and exit in forward gear. The waste vehicle is proposed only to be allowed to turn right when exiting the site.
- A B99 passenger vehicle (5.2m) will be able to safely enter and exit the car park entrance from both directions on Church Lane, displayed in the swept path analysis.
- The swept paths show that the majority of the proposed parking bays could be easily accessed by a B99 design vehicle. B99 vehicles are also able to turn around using the turning bay at the end of the parking aisle.

In terms of traffic modelling, the SIDRA analysis has been undertaken on the development based on the peak period of:

- Weekdays: 7:45am to 8:45am and 3:30pm to 4:30pm
- Weekends: 12:00 PM to 1:00 PM

This thorough SIDRA analysis has considered several scenarios, including the future neighbouring intersection layouts as per Carriageway Pattern Plan 1.7266. These include current traffic conditions prior to and following development, short term future traffic conditions (2022) with and without the planned modified intersections, and long term future traffic conditions (2032) with and without the planned modified intersections. The key assumptions underpinning the analysis are as follows:

- The existing background traffic data was surveyed on Thursday 13th of February 2020 (7h00-9h00 & 15h00-17h00) and Saturday 15th February 2020 (11h00-13h00) for all the key intersections.
- Changes to the intersection layouts will be completed by 2022. Hence, all future scenarios are modelled based on the proposed layouts.
- Two-way vehicle trip generation of 48 vehicles during the weekday AM peak, 57 during the weekday PM peak and 68 vehicles during the weekend peak hour (Saturday).
- The retail/food and beverage land use was assumed to be 100% food and beverage due to its higher trip generation rate compared to retail to obtain more conservative results

The analysis concludes that traffic generated by the development does not adversely impact the operation of the road network when compared to the impacts of future traffic growth on the surrounding network.

7.2 LANDSCAPE PLAN

A Landscape Report has been prepared by Emerge Associates and is provided at Appendix D. The plan is a critical part of ensuring the development connects seamlessly into the adjoining public realm. The plan also considers both the communal space on podium roof and the penthouse private open space. The plans detail the ability for multiple recreation activities to occur in each space, demonstrating their alignment with solar orientation, the building edge, landscaping, and deep soil provisions.

The key landscape design elements for the development are discussed in Section 8.4.2, with a full copy of the plan appended. The plan's details are summarised below.

- Proposal achieves 29.7% of the site area as deep planting, which is 4.2 times more than requirement under DesignWA guidelines.
- Proposal achieves an additional 386.7m² of deep soil area as required within SPP7.3.
- Swimming pool, plunge pool and spa provided in the communal space.
- Yoga/Croquet lawn, timber decking, and seating area provided within the communal area.
- Retention of existing trees to Stirling Highway.

The landscape design creates areas of high amenity through the retainment of existing natural features whilst enhancing public spaces through 5-Star Design.

7.3 ACOUSTIC ASSESSMENT

An Acoustic Assessment has been prepared by Stantec and is provided at Appendix E. The assessment confirms the following:

- The assessment included the following criteria that is derived from multiple acoustic policies and guidelines, including:
 - Airborne sound insulation and impact sound isolation between adjoining apartments.
 - Internal noise levels resulting from noise intrusion from mechanical services and via the façade due to external sources.
 - Noise emissions from the proposed development to the nearest noise sensitive receivers.
- As per the SPP 5.4 requirements, traffic noise assessment has been carried out and the recommended external façade construction has been provided in the form of glazing, roof and wall configurations.
- Roof construction is adequately designed to control external noise intrusion from identified noise sources.
- The final assessment on mechanical equipment selection and layout for the cooling towers will be conducted during the later detailed design phase of the project, however it will be required to meet the assigned noise levels.



7.4 SUSTAINABILITY

A Sustainable Design Report has been prepared by Stantec and is included at Appendix F. The development is to be designed to the equivalent standard of a 5-Star under the Green Star Design and As Built v1.3 rating system. Key aspects of the sustainability strategy are included within the report, however a brief summary is provided below:

The proposed development includes the following components to enable the achievement of a 5-Star standard.

- NatHERS average rating of 7.0 stars.
- Access by Public Transport, End of Trip Facilities, Low emission vehicle infrastructure.
- Low water use landscape design, high efficiency fittings and fixtures.
- 90% of construction and demolition waste to be diverted from landfill.
- Heat island effect reduction through urban greening and biophilic design.
- Reduction in peak discharge and pollution to the stormwater system, microbial control.
- Onsite renewable energy, building airtightness, local procurement, occupant engagement.

7.5 PEDESTRIAN WIND STATEMENT

A Pedestrian Wind Statement has been prepared by Windtech and is included in Appendix L. The statement assessed the likely impact of the proposed development on the local wind environment at the critical outdoor areas within and around the subject development. The effect of wind activity is examined for the three predominant wind directions for the Perth region; namely the easterly, south-westerly, and westerly winds. The analysis of the wind effects relating to the proposed development was carried out in the context of the local wind climate, building morphology and land topography. The assessment results indicate that the subject building benefits from shielding provided by the subject/neighbouring buildings, and the use of effective wind mitigating features in the building design such as the inclusion of planter areas, full-height privacy screens, impermeable balustrades and blade walls. The report identifies additional treatment strategies which can assist in the mitigation of wind impacts. These are listed within the appended report.

7.6 WASTE MANAGEMENT

A Waste Management Plan (WMP) has been prepared by Cardno and is included at Appendix G.

The development will use the waste collection service provided by the Town of Claremont for the collection of general and recycling waste for residential apartments, while a private contractor will provide the service for the collection of general and recycling waste for the commercial and food and beverage tenancies. General and recycling waste collections will be undertaken on-site and arranged to occur during off-peak hours to minimise disruption to traffic operations as well as minimise any impacts to residents and tenants.

The Mobile Garbage Bin (MGB) storage for the Development will be in separate refuse rooms located on the ground floor, in which waste vehicles will enter through the service access. A truck turntable is proposed internally in order for a waste vehicle to enter and exit the subject site in a forward direction.

Residents will transfer their general and recycling waste to the dedicated chutes located within the development as required. These wastes will be disposed from the relevant chutes to the specific bins within the associated bin stores.

Waste collection occurring internally will eliminate the need for kerbside servicing on Church Lane, which presents numerous amenity issues to the Claremont Town Centre.

7.7 HERITAGE IMPACT STATEMENT

A Heritage Impact Statement has been prepared by Griffiths Architects and is included at Appendix H.

The adjacent Wesley Church (fmr) is listed on the Town of Claremont's Municipal Heritage List and is subject to statutory preservation requirements under the Town's Local Planning Scheme No.3. The Church is currently utilised by the Town as a Civic space, housing a library and community hub. Although not located on the subject site's lot, the proposal's design has sought to enhance the Church's heritage significance and aim to increase its amenity and utilisation within the local context.

The assessment undertaken in the Heritage Impact Statement concluded that the scale, layout, architectural language and detailing of the new development, contributes to it having no adverse impact on the heritage value or presentation of the Claremont Community Hub and Library and will deliver benefits to access, setting and the conservation of the significant building. The improved setting offered by the development has a positive impact.

8.0 INTEGRATED AND ENDORSED DESIGN

8.1 ARCHITECTURAL DESIGN STATEMENT

FROM THE ARCHITECT STEPHEN PENNOCK OF PENNOCK ARCHITECTS

The highly sustainable, mixed use development at 22 St Quentin Avenue, Claremont, will be a transformative project for the Claremont Town Centre. Occupying one of the Town Centre's most strategic sites, the project will reinvigorate the precinct and catalyse complementary developments.

The proposal's distinctive and modern design acknowledges the adjacent heritage through its restrained and elegant form while reinforcing the geometry, urban structure and maturity of Claremont. Fundamental to the design's urban character is its contribution to the public domain and streetscape.

Benchmarks for environmental, social and economic sustainability / Minimal environmental impact / Small footprint.

The proposal will establish a residential building in an elegant and efficient manner, exceeding best practice benchmarks for all three pillars of sustainability.

The slender tower form and the small footprint floor plates offer dual-aspect apartments with unusually high levels of amenity, sun access and natural ventilation. The design has been informed by the surrounding context, with the resultant design ensuring overlooking and overshadowing of existing and future residential developments is controlled.

Designed to accommodate a range of occupants, including aged persons, the project's diverse dwelling types include 1-, 2-, 3- and 4-bedroom, compact, standard and luxury residences – offering diversity in occupancy and affordability. The small number of apartments per floor will promote community cohesion, and the series of hierarchy of spaces throughout the building will offer a range of opportunities for interaction.

Design quality without compromising character / Quality aligned with character / Quality to match the Claremont precinct.

The proponent is committed to quality in design and project execution. This will reinforce the quality of experience at the ground plane and throughout the development and contribute to the elevation of the character of the precinct commensurate with its location.

Landmark development / Setting a new standard for Claremont / An aspirational place to live, work and play

The thoughtful design aims to create a landmark, exemplar development within the Claremont Town Centre and a precinct that embodies aspirational places to live, work and play.

The Public Realm and Transport Oriented Development

It will revitalise Claremont's public realm by adding the missing piece to Claremont Square while activating Claremont Town Centre as one of Western Australia's premier TOD locations.

The site's prominent and desirable corner location to Stirling Highway and Church Lane, as well as Church Lane and St Quentin Avenue, will reinstate north-south connectivity through Claremont, providing easy access to both Claremont train station and Stirling Highway – the two main public transport routes.

It provides an opportunity to maximise the site's unsurpassed access to public transport, including train, bus and bicycle modes.

Enhanced public space / Activate public space / Reignite public space / Reinvigorated public precinct

Almost one third of the development will incorporate public space – with almost 600m² of the 1951m² site (almost 1/3) contributed to the public domain at ground level.

The development will breathe new life into one of Claremont's finest heritage buildings, providing a curtilage embellishes the setting and predominance of the former church. It will enhance, create and activate public spaces, including Claremont Square, Church Lane and the Claremont Library Forecourt. The provision of a diverse range of residential, retail, food and beverage, and commercial opportunities will reinvigorate both the local community and the economy.

Striving to be at the forefront of sustainable, multi-residential developments in Western Australia, 22 Quentin Avenue, Claremont will create a lighthouse project that establishes a positive template for the future developments in the Town Centre.

8.2 LANDSCAPE DESIGN STATEMENT

FROM THE LANDSCAPE ARCHITECT SHANE CADDY OF EMERGE ASSOCIATES

It will revitalise Claremont's public realm by adding the missing piece to Claremont Square while activating Claremont Town Centre as one of Western Australia's premier TOD locations.

The site's prominent and desirable corner location to Stirling Highway and Church Lane, as well as Church Lane and St Quentin Avenue, will reinstate north-south

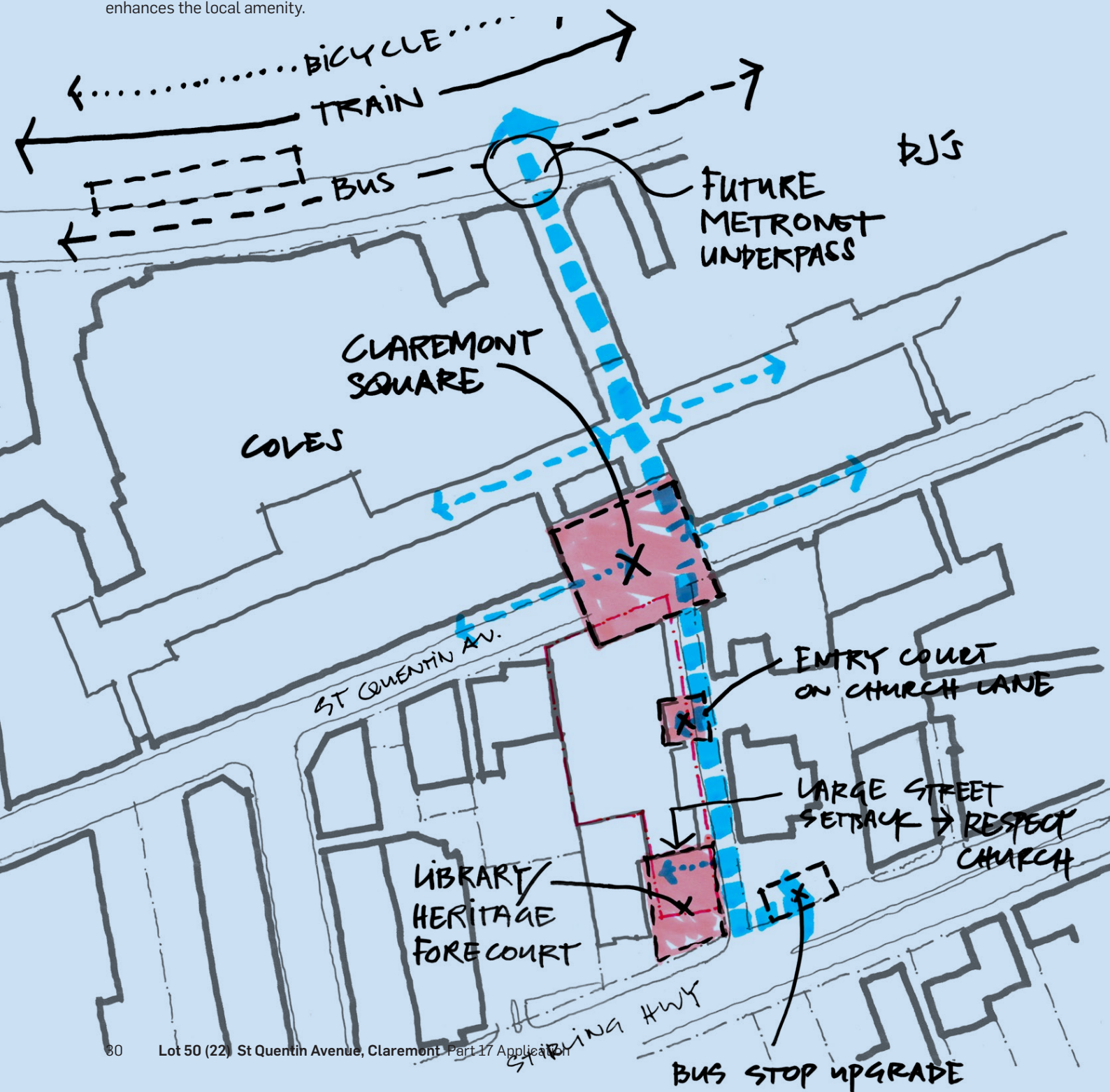
connectivity through Claremont, providing easy access to both Claremont train station and Stirling Highway – the two main public transport routes.

It provides an opportunity to maximise the site's unsurpassed access to public transport, including train, bus and bicycle modes.



8.3 DESIGN EVOLUTION AND ENDORSEMENT

The design has been shaped through a detailed contextual response that ensures the ultimate resolution sits comfortably within its setting and preserves and enhances the existing amenity. The evolution and progression of the design has responded to feedback provided by the State Design Review Panel (SDRP). Three SDRP review sessions were held, which has guided the refinement of the design to ensure that it has a strong response to context and enhances the local amenity.



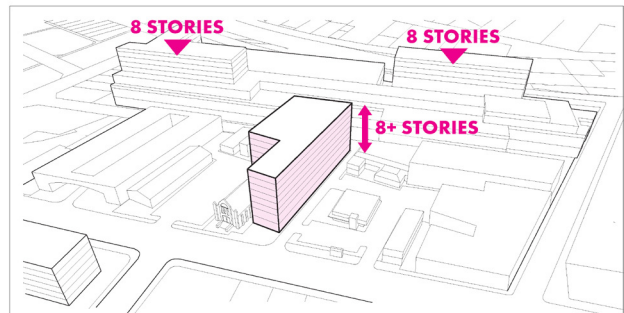
8.3.1 SCOPING AND VISIONING

The early design presented a scope and vision for the site, seeking cohesion into the surrounding Activity Centre and providing site repair to a poor-quality component at the centre of the Claremont Activity Centre.

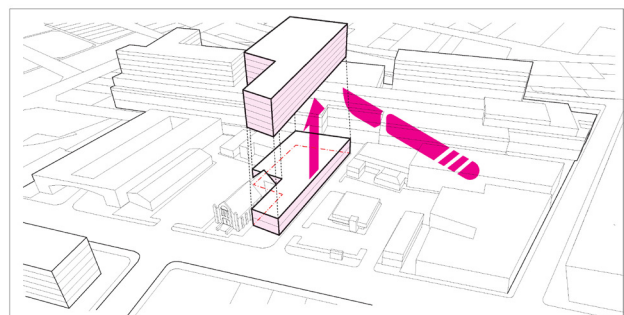
The vision for the site is to ensure that the public realm was not only retained, but enhanced, establishing a local response. The provision of a larger Claremont Town Square, creating a civic forecourt for the Community Hub and Library Building, and establishing a pedestrian route connecting the two important spaces was central to ensuring the site positively reintroduced the existing context. The unique shape of the subject lot allowed for a design to be integrated into the surroundings, as opposed to regular quadrilateral shapes with a formulaic 'box' style design.

This focus on the public realm facilitates the continued pedestrian prioritisation of the Claremont Town Centre and its establishment as a TOD, integrating the design into its surroundings.

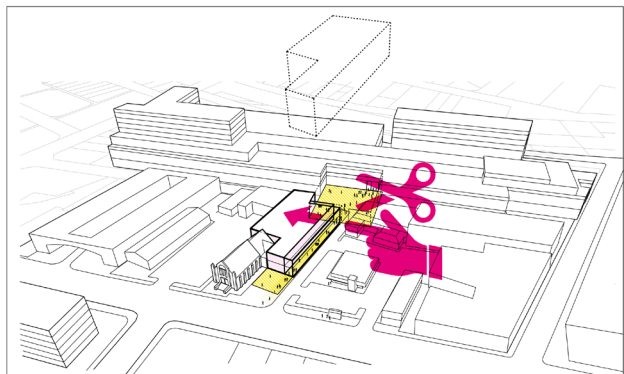
In line with the maintenance of amenity and function of the Activity Centre, ground level retail and hospitality are included to invite customers, pedestrians, and wider activity to the area. The residential component of the development was added above the podium, and the scale of the development was informed by the location of the shadow cast by the building, ensuring that it did not unduly impact surrounding uses.



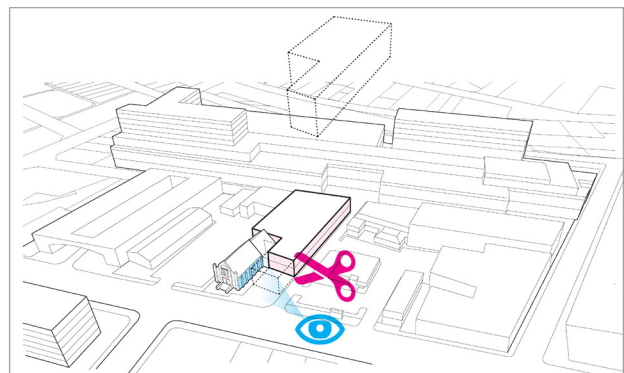
Base Design



Establish Podium/Street Wall Relationship



Create Public Realm



Reveal Views to Church

8.3.2 DESIGN DEVELOPMENT

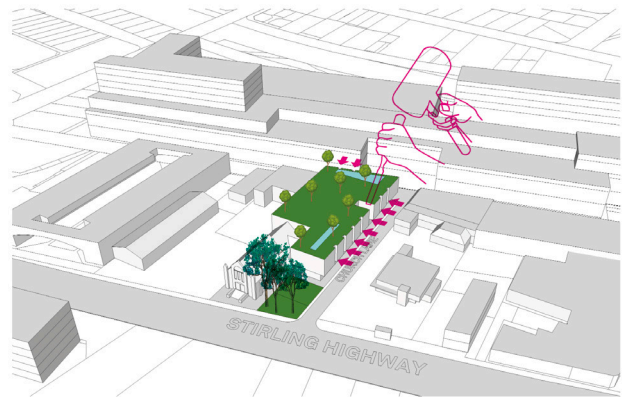
After understanding the site's context and how it may be designed to integrate with the Activity Centre, the project team presented a developed design that incorporated detailed floor plans, refined tower and podium design, and landscaping.

The tower design was introduced to an articulated external facade, incorporating soft corners to reduce building sharpness. The tower became slimmer than previously envisioned, reducing overshadowing and overall scale with a maximum of four dwellings per floor. The designed height at this stage of the development was 19 storeys, which was later reduced.

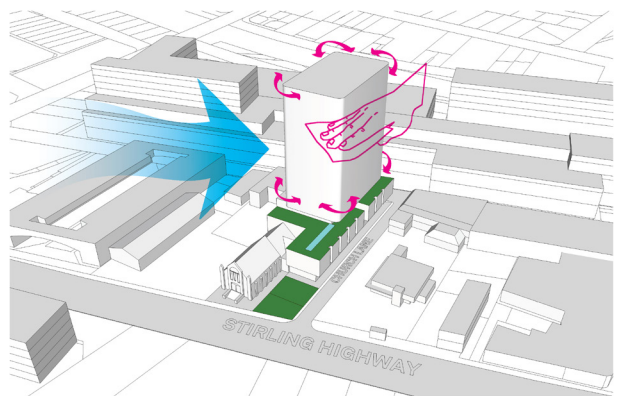
The podium was presented to protect the pedestrian environments with large, cantilevered overhangs over the Town Square and Library Forecourt. The podium extended to the Church Lane boundary edge, with the design promoting a colonnade style pedestrian walkway.

Biophilic design was employed to soften the bulk impact and increase the future inhabitant's connectivity to the natural environment. This was reflected through on-structure landscaping and a 'Green Seam' running vertically on the eastern façade. The encompassing colonnade featured planting throughout its articulated features to create a tree lined boulevard.

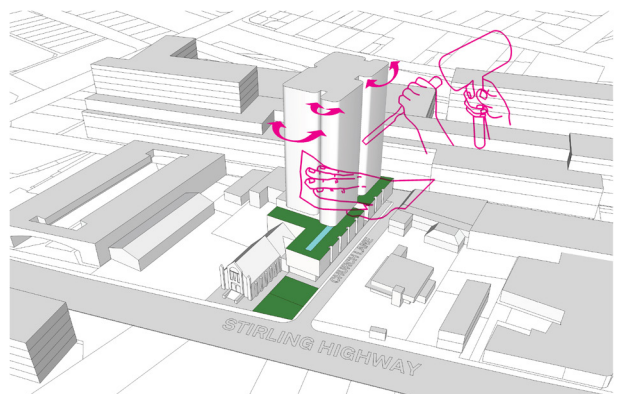
Emerge Associates were engaged as the landscape architects and developed the landscape plans for ground level, podium level, and penthouse level. A strategic focus was placed on the ground floor and podium level. The plans achieved a green connection to the street and wider public realm from both a physical and visual connection.



Enhance by Landscape



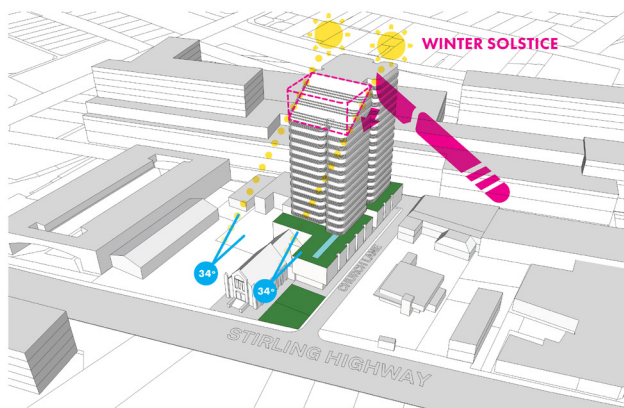
Re-establish Upper Levels in Refined Form



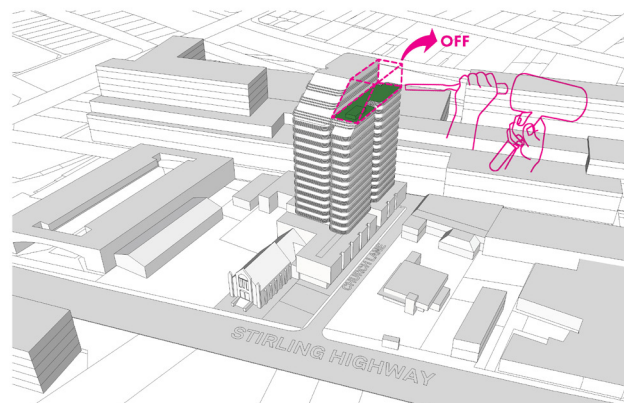
Provide Articulation and Interest



Resolve Building Form



Control Shadowing



Modify Roof Detail

8.3.3 DESIGN REFINEMENT

The final design represents a refined proposal that incorporated good design principles, integrated into the Claremont Town Centre, and delivers a wider community benefit. The design presented an appropriate typology for density that is locationally specific, being a slender tower above an appropriately scaled podium that sits comfortably among its neighbours, providing a continuous and mostly activated street edge to the public realm. The building was slimmed by providing greater setbacks to the common side boundary, that will allow for the required building separation, should that site be developed in the future.

The public realm was reinforced in the proposal's final design, in particular the use of a wide colonnade along Church Lane, presenting an open pedestrian environment that is less restricted and narrow. The overhang was retained to provide shade and shelter for the public space users and create an inviting space.

The vertical tower form was refined to reduce its bulk and scale impact on the surrounding locality. The overall height was reduced by two storeys as well as slicing the roof parapet to create visual interest as well as limit the overshadowing produced during the winter solstice. The proposed tower is located in the gap between the two existing Claremont Quarter apartment buildings, limiting any impact on the views of these buildings towards the Swan River.

Incorporating all the above through the design journey, the proposal seeks to achieve a level of activation and integration with the surrounding locality, establishing an exemplar design for activity centre and transit oriented development.

A more detailed discussion on the final design and its achievement of good design principles is found in report section 8.4.

8.4 DESIGN PRINCIPLE ASSESSMENT

This section presents the final design and its capacity to achieve design merit against the 10 principles of good design outlined in State Planning Policy 7.0 - Design of the Built Environment (SPP7.0).



8.4.1 CONTEXT AND CHARACTER

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

The proposal's design has been informed by its surrounding environment with the vision to contribute to the Claremont Town Centre in an integrated and considered manner. The design has particularly sought to enhance the Town Centre's ability to generate activity by providing active ground floor uses, increasing the provision of public realm, and responding to the heritage value of the Church.

Firstly, the design is informed directly by its location within a highly trafficked activity centre in Claremont town centre and abutting St Quentin Avenue, which operates as the centre's main street. This is through the provision of active ground floor tenancies and its inviting urban form of high ceilings, pedestrian entrances, and sheltering overhangs. By doing so, the ground plane responds appropriately to adjoining centre retail, commercial and community land uses, demonstrating a development that is well considered for a highly active and lively urban environment.

The design of the podium façade and the larger than required setbacks have extended the public realm on the northern, southern, and eastern boundaries, responding to the 'shopping strip' character of Claremont and its alfresco context.

The maintenance of the existing trees, including the *liquidambar styraciflua* in the Church forecourt, as well as provision of deep plantable soil areas is considered an important feature in acknowledging the site's context.





8.4.2 LANDSCAPE QUALITY

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

Designed by Emerge Associates, the proposed Landscape Plan provides a highly comprehensive design to the ground floor, podium roof, and penthouse gardens included in the development. The proposal registers existing context and cultural value in its design and integrates a modern and inviting outdoor space.

The landscape will contribute to the activation of entries and communal space and will provide visual impact from the street, softening the developed urban environment. Significant tree retention on the southern boundary of the site maintains natural shading and character retention.

Water Efficient Landscape Design

Plant selections will be selected in consultation with Emerge Associates' in-house Botanist, with resilient and low maintenance plant species to be selected. The landscape design will also propose some feature exotic species which provide a contrast in flowering and texture, deciduous trees, and shade qualities. These species will also have a low water requirement.

Proposed irrigation will be dripline irrigation installed under the mulch layer. The water supply will be mains water and part stormwater capture. Gravel mulch will be used for wind affected areas to ensure the mulch layer is retained in high wind environments which will provide an ongoing cover to reduce water evaporation.

A majority of the proposed garden beds are in raised planters or containerised which will provide a controlled environment to monitor water usage & requirements. Planters will also aid in reducing water evaporation. Where achievable, the garden beds will be arranged according to water requirements, allowing the reticulation to the native planting to be controlled separately and water usage reduced following establishment until the garden beds are self-sufficient.

Wind Considerations

Garden beds and tree plantings to be located at ground level to minimise the impact of uncomfortable winds throughout the ground space, thus creating a comfortable space for people. All trees on podium areas will be guyed with tension wired supports as required and specified by the tree suppliers. Gravel mulch will be used for wind affected areas to ensure the mulch layer is retained in high wind environments which will provide an ongoing cover to reduce water evaporation.

Plant Selection Vertical Gardens

A resilient climbing plant species will be selected to grow to the external trellis structure. Planters will be installed to every floor, with a fixed trellis system installed off the building to ensure maintenance can be undertaken easily and safely.

Ground Plane & Podium Levels

The ground floor will allow for mostly native plant species to provide a large green space to celebrate native Australian and West Australian landscapes, promote flowering which will assist in attracting birds, insects and other local fauna. The podium's use of evergreen and deciduous trees is proposed to maximise passive solar design to the spaces.

The key landscape elements of the proposal are visualised within the Landscape Report, prepared by Emerge Associates, and included at Appendix D.





8.4.3 BUILT FORM AND SCALE

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.

Based on extensive contextual, architectural, and urban design investigation, the proposed built form and scale responds to the site and context and achieves the following:

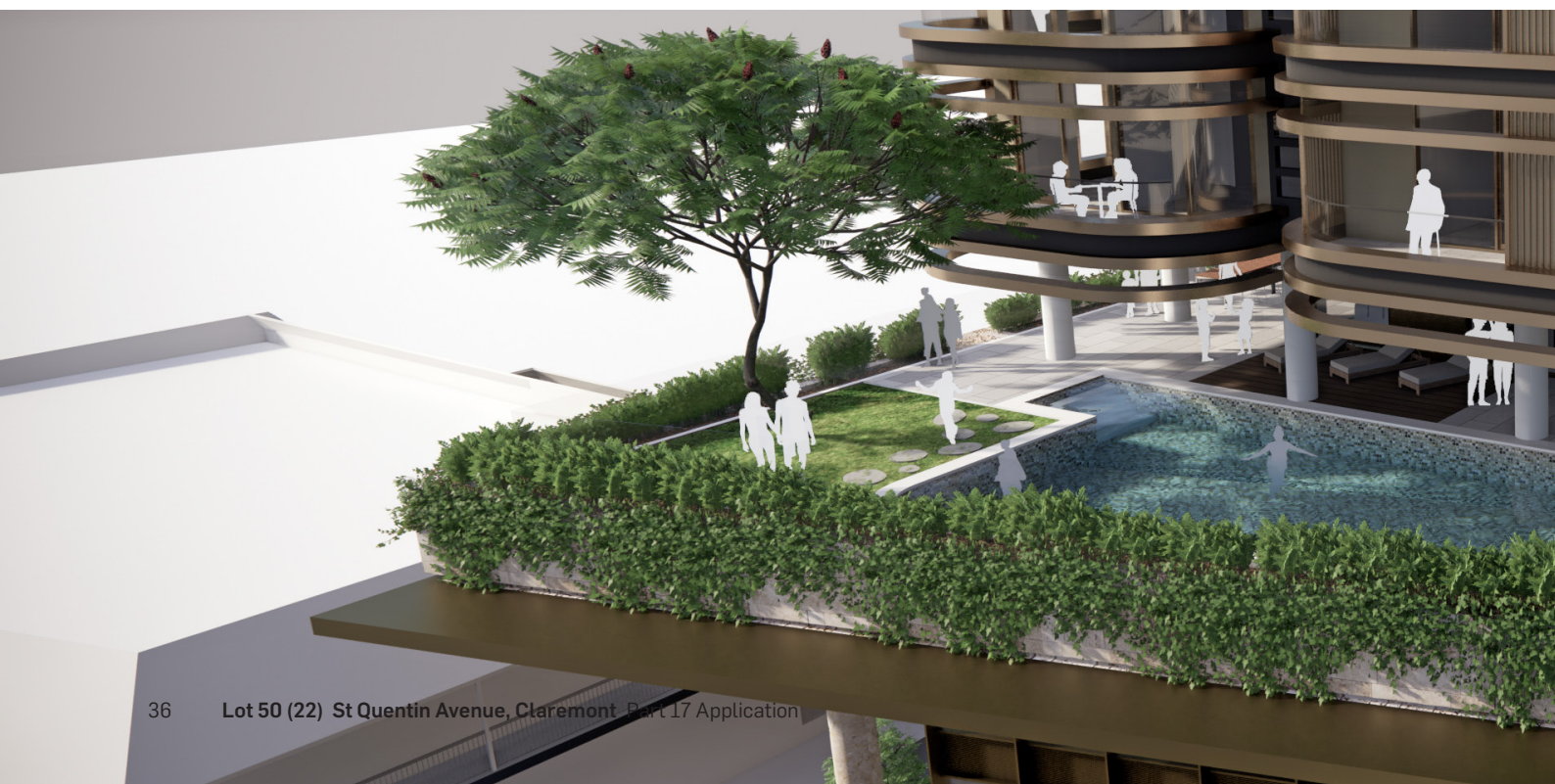
- Redevelopment and the increasing of residential density through the pursuit of a tower and podium form is appropriate for an area of high activity, development, and transport access.
- Shadow cast at midday on the winter solstice does not impact neighbouring residential properties.
- The resulting scale and articulation of the two-storey podium element enables an appropriate scale, grain, and proportion of building form, with the façade design edging to the new Claremont Square and to Church Lane.
- The setback from Church Lane creates a distinction between podium and tower on a boundary that reinforces the importance of the Library Forecourt and Claremont Square.

The architectural response reinforces the town centre's role, providing increased residential and commercial activity whilst delivering a responsive built form that incorporates significant community benefits to the Claremont Town Centre. The proposed height of 17 storeys is appropriate for transit orientated areas and representative of a centre

classified as a 'Secondary Centre' as per SPP 4.2 Activity Centres. The tower's bulk and scale is appropriately hidden from the street edge, stemming from a sensitive architectural design development process. The proposed height is appropriate for this location and has been informed by a shadow analysis of the impact on residences to the south of the site.

The podium, outside of its role of mitigating bulk and scale from the tower on the street level, is designed with appropriate articulation and a scale of its own. Its corresponding scale, grain, and proportion of building form and façade design responds directly with its abutting streetscapes and public realm, edging the new Claremont Square, Library Forecourt, and Church Lane. The podium height of two stories responds to the height of the neighbouring street level development, creating a consistent street edge throughout the Town Centre.

The setback from the street has improved the connection to the surrounding built form through the preservation of heritage vistas to the adjacent historically significant church. This protection of local historic values through a corresponding and site-specific built form is representative of a thorough and locally focused design response.





8.4.4 FUNCTIONALITY AND BUILD QUALITY

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.

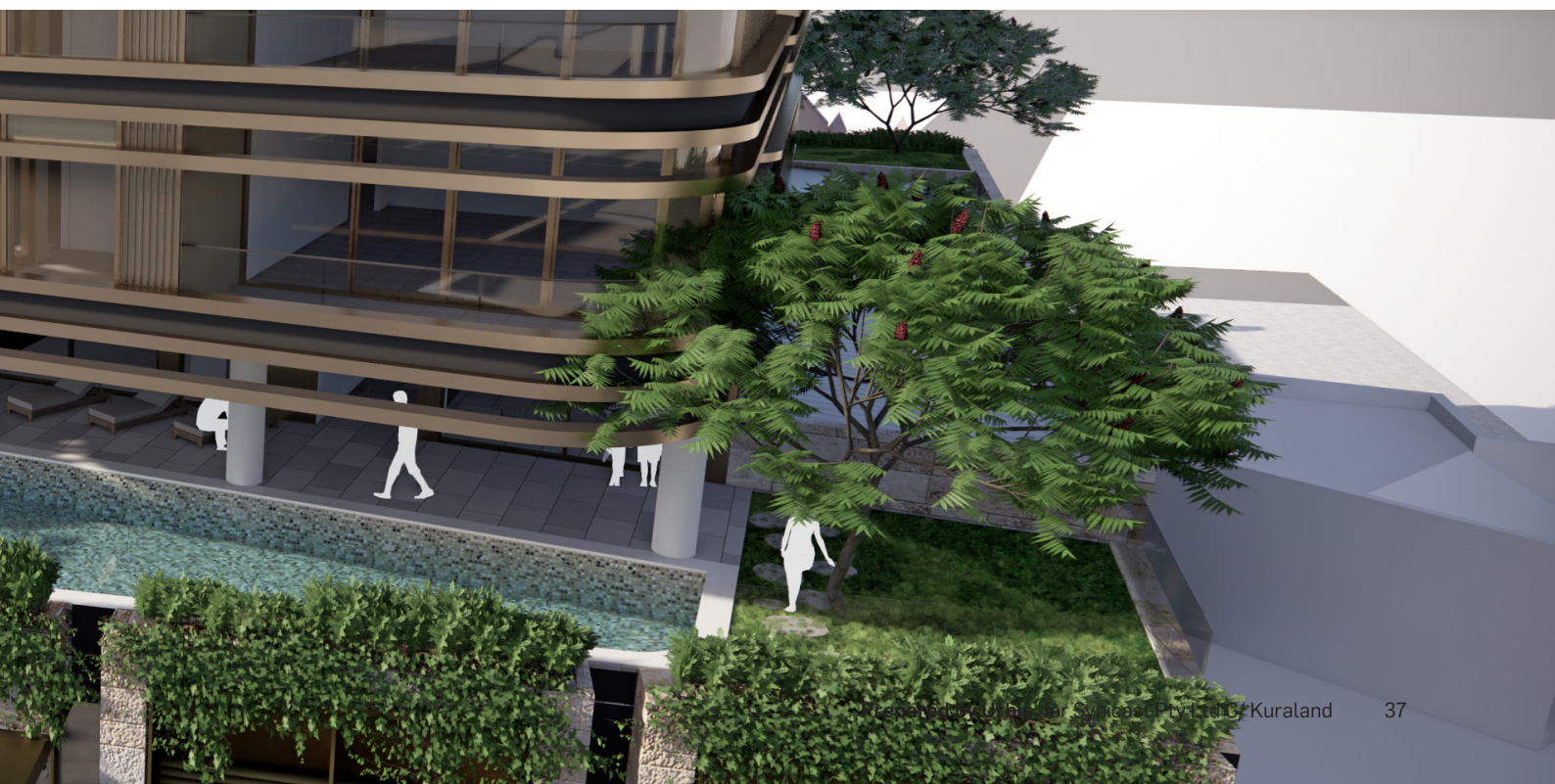
The design of the apartments has been informed by SPP7.3, in which each dwelling achieves heightened functionality and a high build quality. The dwelling stock features 11 different configurations, delivering a diversity in housing offerings.

Residential floorplates contain either six or seven dwellings (excluding penthouse), designed to maximise cross ventilation and living spaces with access to long periods of direct sunlight. In particular, 84.88% of all units obtain at least 2 hours of direct sunlight to living space and private open space between 9am and 3pm on 21st of June. This follows a majority of dwellings achieving natural cross ventilation. All dwellings include a private outdoor living space. This dwelling design allows for natural ventilation to each apartment.

Commercial floors are serviced by a waste sorting room and chute. Waste collection, mail and courier deliveries and utility monitoring are all accommodated at a service point separate from resident and visitor entries. The space for service vehicles has been efficiently and functionally designed through the use of a truck turntable for service vehicles. This allows for the entry and exit of service vehicles in forward gear whilst using developable space efficiently.

The design's high functionality and build quality extends beyond the internal floorplan, providing high standards of street edge activation and public realm within the lot boundaries. The proposed forecourt leading into Claremont Square features a fully glazed edge and flush kerb and paving to match the existing square that will read as part of the square. The proposed food and beverage space within the building will augment the volume of the square during business hours and will assist in supporting community events within the square from time to time.

The wide colonnade along the Church Lane frontage prioritises pedestrian function along the street edge, allowing for the safe freedom of movement for visitors, residents, and employees of the development. The vehicle access for both service vehicles and private vehicles crosses over the colonnade which has been designed to blend with the pedestrian area utilising traffic calming principles. In particular, this includes the use of footpath paving to slow vehicles and right-out only for servicing vehicles to reduce idle times.





8.4.5 SUSTAINABILITY

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

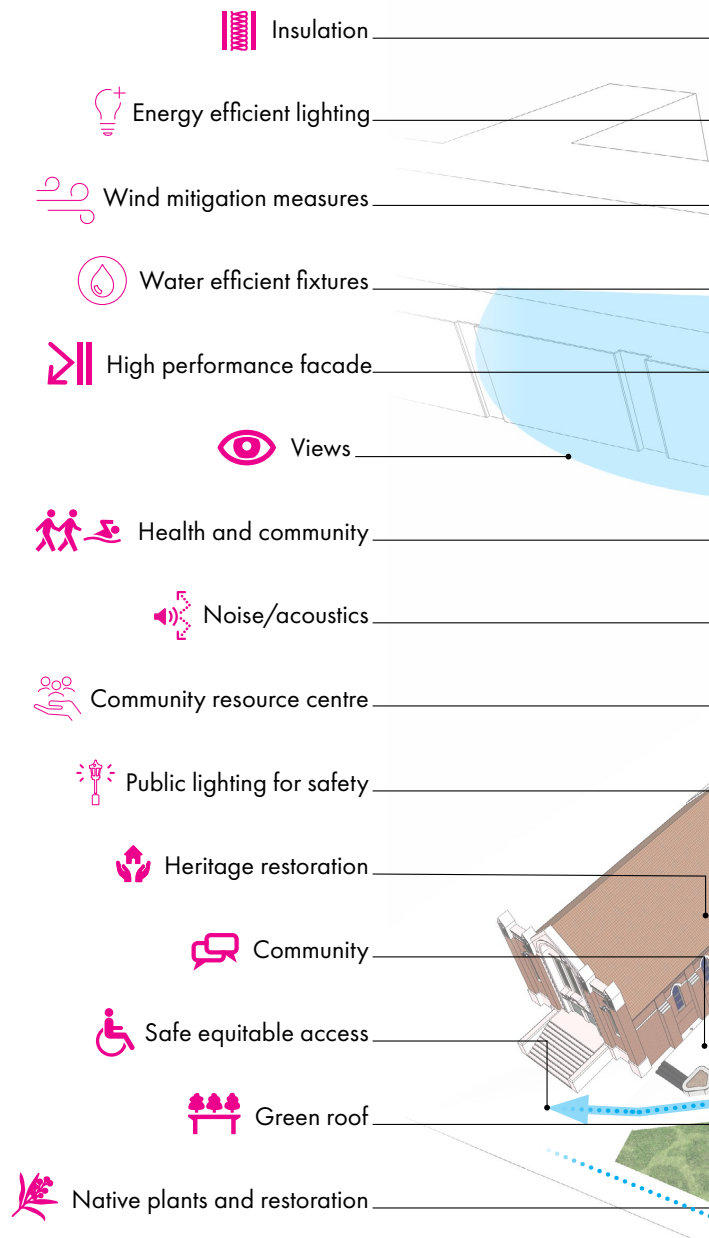
The project sustainability will be designed to the equivalent standard of a 5-Star under the Green Star Design and As Built v1.3 rating system, targeting a point score of 65. A Sustainable Design Report has been prepared and is included at Appendix F.

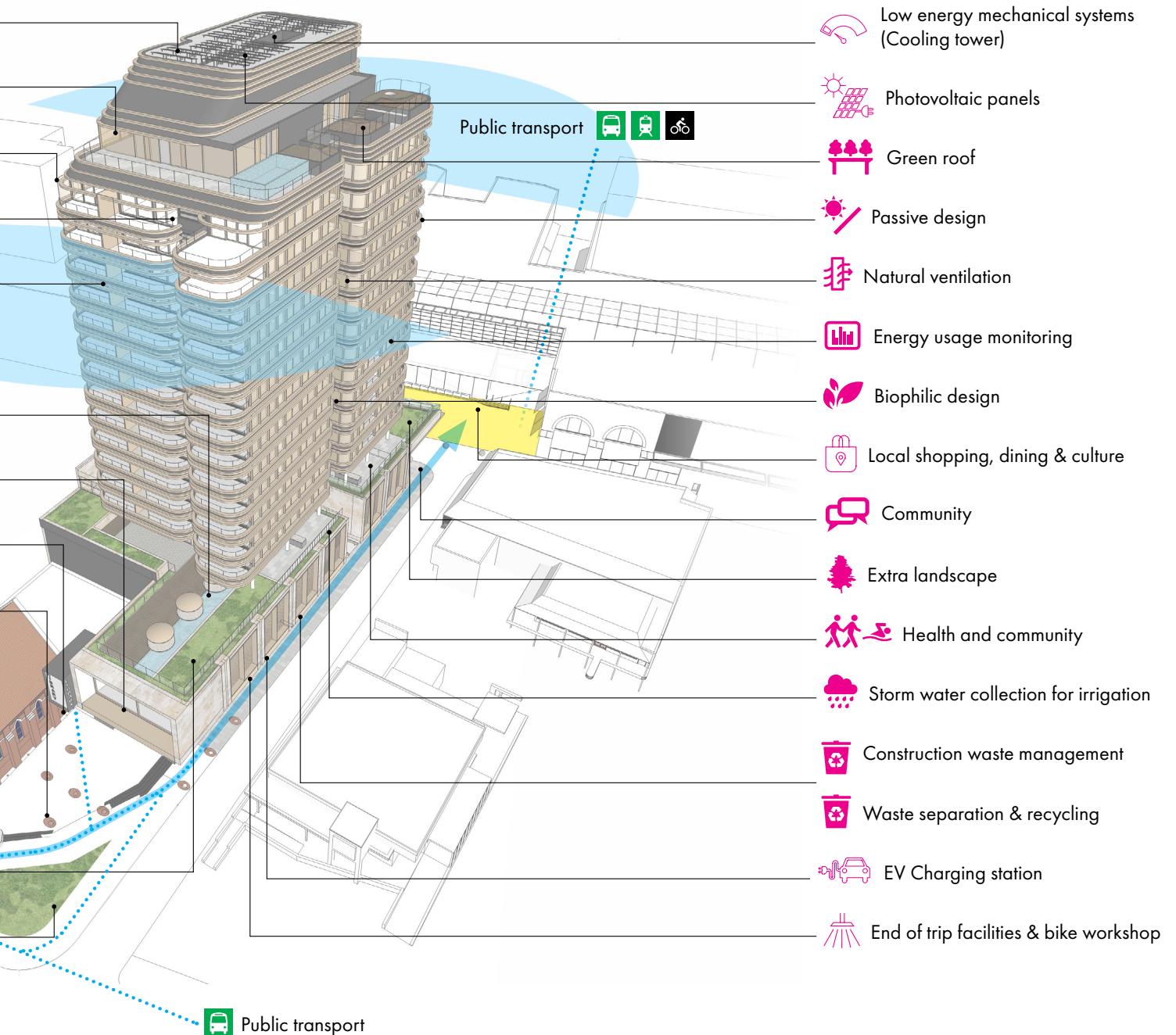
The proposed development has sought to minimise the environmental impacts of materials used by utilising materials through lifecycle assessment criteria, reducing the need for consistent maintenance. In particular, to ensure waste avoidance, reuse and recycling during the design and construction stages of development, with 90% of materials to be diverted from landfill. Post construction, the residential component will be served by a waste sorting room and chute, enabling waste to be segregated and collected.

The site's location within an Activity Centre has created the opportunity to achieve TOD principles. The built environment is designed to promote the use of public transport, walking and cycling whilst minimising car dependency. This is through the provision of End of Trip Facilities, Low emission vehicle infrastructure, and access to public transport.

Other key sustainability initiatives to be utilised include:

- NatHERS average rating of 7.0 stars.
- Low water use landscape design, high efficiency fittings and fixtures.
- Heat island effect reduction through urban greening and biophilic design, reuse of the land to 75%.
- Reduction peak discharge and pollution to stormwater system, microbial control
- Onsite renewable energy, building airtightness, local procurement, occupant engagement.







8.4.6 AMENITY

Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

The proposal incorporates a high standard of amenity for all site users, presenting a mix of uses to cater to occupants, visitors, and neighbours. The street level will increase pedestrian traffic through the town centre through its public focussed design and active ground floor uses.

The communal open space on the roof of the development's podium provides a high amenity place of gathering, rest, and activity for the building's residents. The pool is located to the north where it will get year-round solar access with other spaces featuring shade and shared furniture. This rooftop space is landscaped to a high design quality, including deep root plantings and other greening to promote biophilic design. The proposed landscaping will soften the material impact of the elevated garden and increase the future inhabitants' connectivity to the natural environment through direct and indirect nature.

A variety of apartments are proposed above the podium level, ranging from single bed apartments to two and three-bedroom options and a large penthouse at the top level. Each apartment includes a private outdoor balcony, providing residents with solar and natural ventilation access.

The proposal maintains nearby property's amenity by controlling overshadowing. The two Claremont Quarter apartment sites to the north can maintain full visual access to the river. The proposal's height reflects the amenity of a higher order activity centre, with its bulk and scale not detracting from a town centre that is anticipated to feature such density.

The setback from the southern boundary embraces and returns amenity to the heritage church, enabling it to be activated and utilised to a higher standard. The heritage details of its stained-glass windows, window arches, and red brick façade will be highlighted through their integration into the public realm.







8.4.7 LEGIBILITY

Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

The proposal's design has been informed by its surrounding public realm, with the goal to increase the amenity, wayfinding, and activity.

The location and design of the main public entry is clearly identifiable, being setback from the Church Lane façade to a forecourt to the commercial and residential lobbies. This assists in differentiating these from retail frontages and provides a legible entry sequence. Additionally, this entrance is situated directly below the prominent Green Seam, which provides a vertical marker signifying its location.

The proposal's setback from the southern boundary to maximise the vista of the heritage church establishes a form of wayfinding through the local context. Additionally, the entry to the Claremont Library has been retained. For visitors approaching from Church Lane, the integrated bulkhead signage, in concert with the new public landscaped forecourt, will delineate the entry location.



8.4.8 SAFETY

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

All public and private external spaces within the project are designed to achieve CPTED principles. These features include natural access control, territorial reinforcement, after-hours lighting and natural and passive surveillance opportunities. The use of an activated ground floor throughout the entire development frontage promotes continuous activity through the area, creating a model of passive surveillance through "Eyes On The Street". The location of a single vehicle crossover on the site's secondary street frontage ensures vehicle/pedestrian safety is maximised. This crossover has been rationalised in its width, aiding to reduce vehicle/pedestrian conflict.

Due to the proposed mixed use and the location within an Activity Centre, the development will be an active space within the day and night, consistent with the broader Claremont Town Centre. The development will increase pedestrian activity in a section of the town centre that is not as active as alternative locations within the centre. The replacement of a previously barren central parking lot with an activated use will increase safety along the Stirling Highway road edge and creating a more welcoming entrance and exit to the church and the library.





8.4.9 COMMUNITY

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

The project's conception was derived from the idea of enhancing the public realm in response to the community. Extensive engagement with both the local community and key stakeholders was conducted in which the wider community identified the need for redevelopment of the site, increased site activation, an enhanced public realm, and increased density. This is detailed further in section 6.4 and as part of the Community Needs Analysis at Appendix J.

The proposed provision of a forecourt to "extend" the Claremont Quarter public realm to create the new Claremont Square is a positive contribution to the community. This extension enables a more connected public space that is currently underutilised due to its low access to existing activity. The creation of the library forecourt creates a more inviting space to support a key community site in the local library and heritage church, facilitating an enhanced civic space. The activated ground floor proposes land uses that generate community activity in the town centre, creating economic vitality for both the site and wider town centre.

In addition to the visible benefits to the community, the project proposes a mixed typology of dwelling type. The typology mix is designed to support a diverse range of people within close access to integral amenities and services.



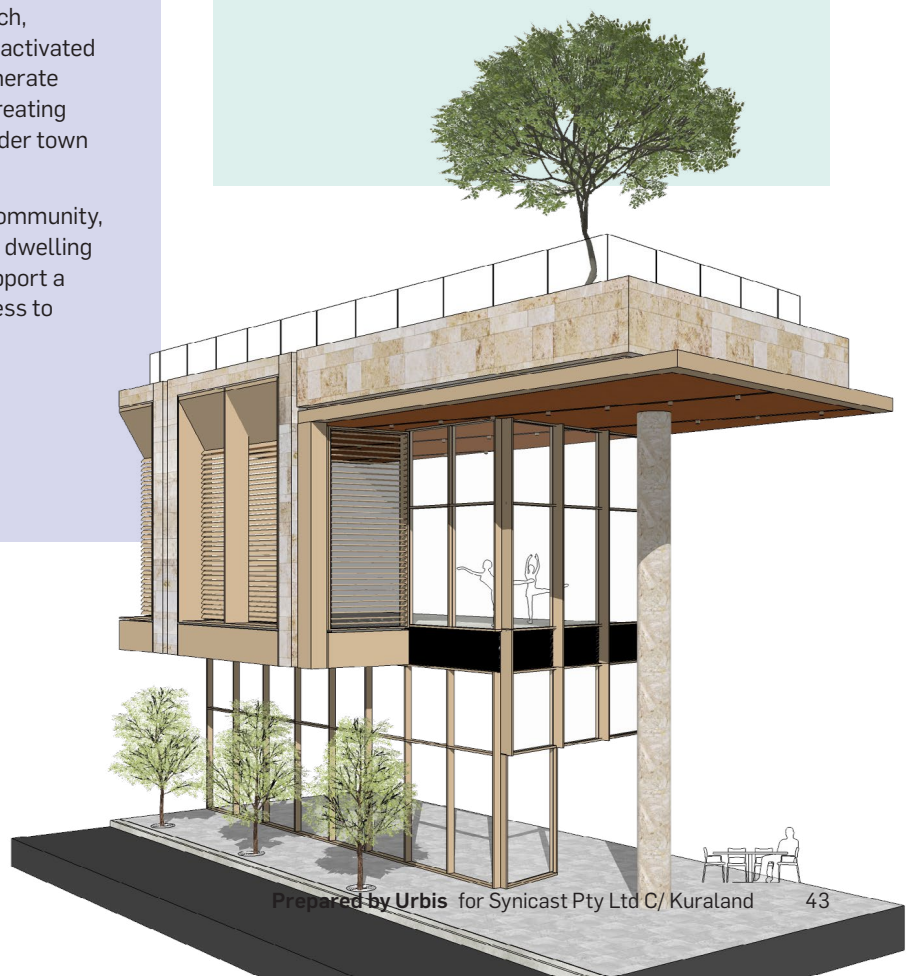
8.4.10 AESTHETICS

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

The design proposal embodies an appropriately scaled built form to support the growth of a regionally significant Activity Centre. The design has progressed considerably throughout the project and has responded through the design development phase.

Despite being confined to an irregular lot shape and abutting largely developed neighbouring sites, the architectural form has responded to maximise development potential whilst ensuring the community and its amenity is retained.

The use of key design features that incorporate urban greening increase its connection with nature and people, utilising key principles of biophilic design. This nature-inspired design is furthered through the built forms reference to the Swan River, Perth's 'Golden Hour', and Western Australia's limestone inspiring architectural features.






9.0 STATE PLANNING ASSESSMENT

9.1 SUMMARY OF KEY DOCUMENTS

The table below outlines elements of the State planning framework considered relevant to the subject site, with a more detailed assessment of key State Planning Policies provided in the following sections.

Table 5 Summary of Key State Planning Documents

<p>Metropolitan Region Scheme</p> <p>The subject land is zoned 'Urban' in the metropolitan areas key statutory land use planning document</p>	<p>The proposal is consistent with the intent of this zoning in that it will deliver urban uses, including dining and entertainment, hotel accommodation and residential apartments.</p>	
<p>Perth and Peel@3.5 million and Central Sub-Regional Planning Framework</p> <p>Perth and Peel@3.5 Million is the supplementary document to Directions 2031, providing guidance for the future development of the metropolitan Perth and Peel region to facilitate an increase in population to 3.5 million people.</p>	<p>The subject site is identified as part of the Central Sub-region, which the site has been zoned 'Urban zoned – developed'. Additionally, the site is located within the 'Claremont Activity Centre'. The purpose of activity centres is to match quality infill with amenity whilst providing social and business activities and services. These activity centres would build on existing infrastructure and be linked to a coordinated and integrated transport network.</p> <p>The proposal recognises the strategic importance of centralised economic and residential activity and the provision of infill in areas of multi-transport access. These being Stirling Highway and Claremont Station.</p> <p>Consistent with the Framework, it achieves urban consolidation through infill residential development, providing density and diversity in an area that currently has low density residential with high accessibility and amenity.</p> <p>The proposal continues the commercial viability of the centre through the provision of commercial and retail offerings.</p>	
<p>State Planning Policy No.5.4 – Road and Rail Noise</p> <p>This Policy applies where a noise-sensitive land use is proposed within proximity to transport routes. This Policy applies to the development as is within 200m of Stirling Highway, an 'Other significant freight/traffic route' according to the policy.</p>	<p>An acoustic report has been prepared by Stantec to support this development and is included at Appendix E.</p> <p>A traffic noise assessment has been carried out as per the State Planning Policy 5.4 to identify the acoustic treatments required to achieve compliance. As a result, treatments in external façade construction has been provided in the form of glazing and wall configurations. These treatments have been designed to mitigate acoustic emissions produced by Stirling Highway, with detailed specifics contained within the Acoustic Report.</p>	

9.2 STATE PLANNING POLICY 4.2 – ACTIVITY CENTRES

SPP4.2 defines the role and function of activity centres within the Perth and Peel area. Claremont is identified as a 'Secondary Activity Centre' under this policy. The role of a 'Secondary Activity Centre' is to provide a range of services, facilities, employment and essential services to their catchment. Typical retail types and other land uses envisioned within a 'Secondary Activity Centre' include:

- Major offices and professional services; and
- The full suite of retail (department stores to speciality shops).

SPP4.2 also encourages a mix of uses within higher order centres as a means to achieving a more equitable distribution of services, employment and an overall reduction in travel demand. Furthermore, SPP4.2 encourages higher-density housing within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours.

The proposed development is appropriately representative of a desired built form for an area classified as a 'Secondary Centre' as per SPP4.2. The proposal incorporates a well-designed commercial floor that seeks to provide tenancy for office space and corresponding professional services, increasing employment opportunities within the Town Centre. Additionally, the ground floor provision of retail and hospitality is representative of a Secondary Centre.

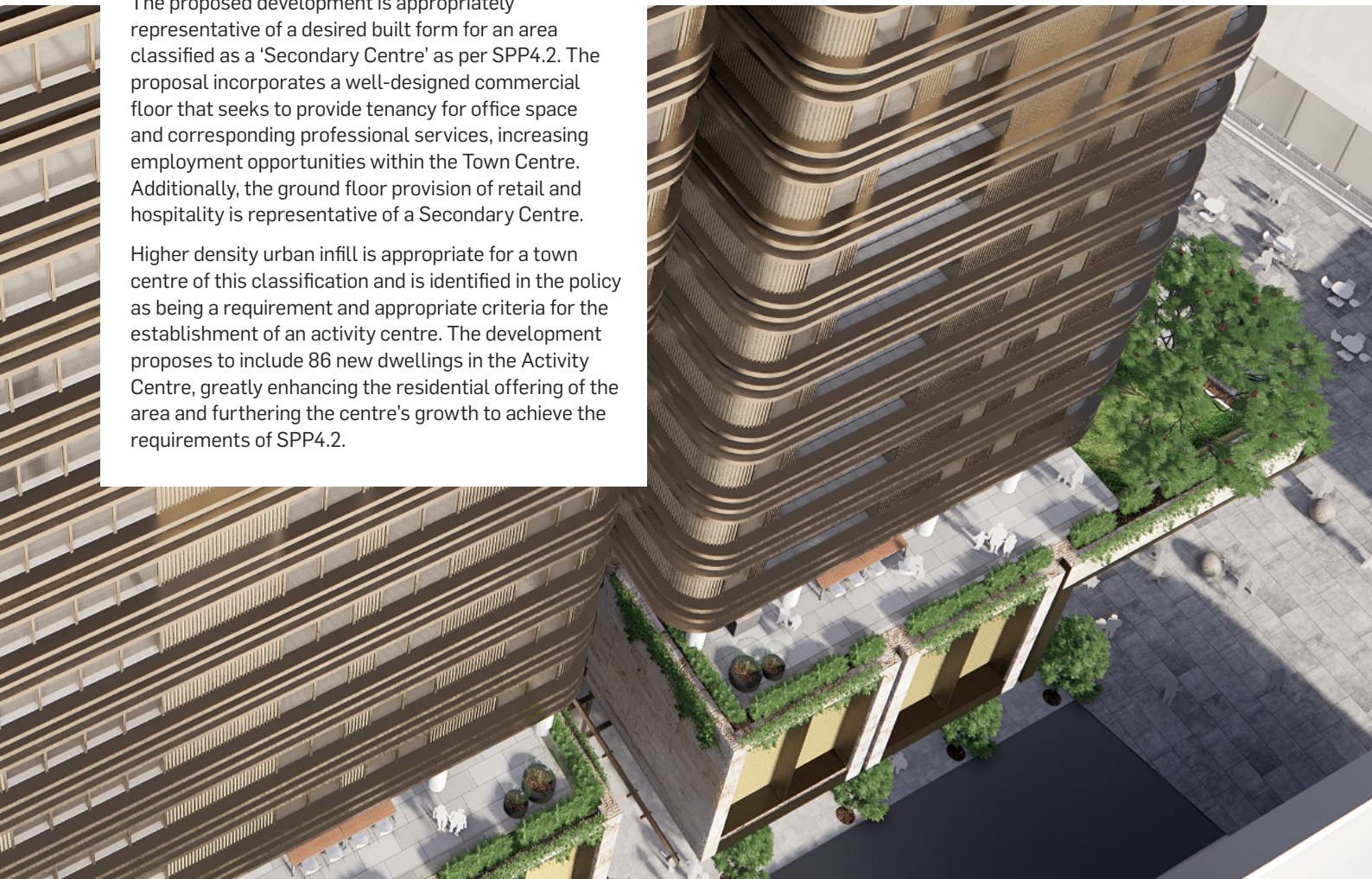
Higher density urban infill is appropriate for a town centre of this classification and is identified in the policy as being a requirement and appropriate criteria for the establishment of an activity centre. The development proposes to include 86 new dwellings in the Activity Centre, greatly enhancing the residential offering of the area and furthering the centre's growth to achieve the requirements of SPP4.2.

9.3 STATE PLANNING POLICY 7.0 – DESIGN OF THE BUILT ENVIRONMENT

SPP7.0 provides guidance on design quality and built form outcomes. The policy sets out 10 design principles to inform assessment and design review. Of note, is the emphasis on the performance-based approach to policy and design assessment.

The proposal's design has evolved throughout the project timeline, utilising an open dialogue with the State Design Review Panel (SDRP) enabled by SPP7.0. The design has been presented to the SDRP on three occasions in which the panel has specifically deliberated on its bulk and scale, amenity, and link to the Claremont town centre.

The proposals consistency with the 10 good design principles of SPP7.0 is outlined in Section 8.4.



9.4 STATE PLANNING POLICY – RESIDENTIAL DESIGN CODES VOLUME 2 – APARTMENTS

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP7.3) provides performance-based standards for residential apartments. A detailed assessment of the proposed apartment development against the key requirements of SPP7.3 has been undertaken (refer Appendix I). The proposal meets the Performance Requirements outlined in SPP7.3.



9.5 DELIVERING SUCCESSFUL METRONET STATION PRECINCTS

'Delivering Successful METRONET Station Precincts' has been prepared by METRONET to identify and guide desired outcomes within identified METRONET station precincts. The site is located within the Claremont Station Precinct, which is broadly defined as the area within one kilometre (a 10-15 minute walk) from the station.

'The Delivering Successful METRONET Station Precincts' incorporates A Station Precinct Design Guide (Design Guide). In addition to other functions, the Design Guide informs the response from the METRONET Office to planning and development applications, including structure plans, subdivisions and development applications within the METRONET Zone of Influence (precinct). The Design Guide focuses on built form, parking, and the public realm for development applications.

The document identifies that housing developed within proximity to METRONET stations will be planned at a higher density than the surrounding suburb, with heights above 10 storeys in strategic locations considered appropriate. Further, parking is considered holistically within station precincts to ensure the development of a walkable urban form.

The proposed development addresses the desired outcome for METRONET precincts, aligning with the state government's intent for urban infill, transit orientation, and precinct development. This is addressed through this proposal in the provision of higher residential density within the walking catchment of Claremont Station, promoting density in appropriate and accessible locations. The proposal includes a mixed dwelling typology, supporting housing diversity to suit a range of residents; including young singles or couples purchasing their first home, families who seek easy access to amenities and services; and older people seeking to downsize to a lower maintenance home in their local area or 'lifestyle' location.

10.0 LOCAL PLANNING ASSESSMENT

10.1 TOWN OF CLAREMONT LOCAL PLANNING SCHEME NO. 3

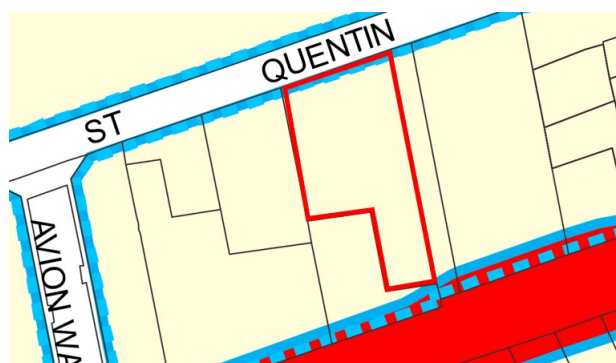
10.1.1 ZONE OBJECTIVES

The subject site is located within the 'Town Centre' zone under LPS3, as illustrated below. The subject site is also located within the 'Shopping Policy Area', as depicted within Appendix XI of LPS3. The specialised objectives of the zone and the proposal's compliance is listed in the below table.

Table 6 Town Centre Zone Objectives

ZONE OBJECTIVES	PROPOSAL ACHIEVEMENT
1. That Bay View Terrace be maintained as the centre of the specialised shopping area of the District;	The proposal is not located on Bay View Terrace, nor does it detract it's amenity. The proposal will enhance the Bayview Terrace precinct by providing improved street based uses that will assist in balancing the significant draw of the shopping centre and encourage people to utilise other parts of the Activity Centre.
2. The need for the Zone to provide a varied and integrated centre incorporating a wide range of retail outlets, Offices, Entertainment, Social and Community Facilities;	The proposal is mixed-used in nature, providing a range of retail and hospitality, public space for community and social activity, and a diverse range of housing.
3. That buildings and the access and circulation for pedestrians and vehicles and parking facilities be so laid out as to ensure safety and convenience for shoppers and other users of the Zone;	Provided parking is integrated within the proposed building bulk, removing vehicle movement from the public realm. Vehicle access is through a singular narrow crossover along Church Lane, reducing pedestrian interaction with vehicles off street.
4. The need for architectural and civic design of a high standard in order to compliment the design of older buildings and provide diversity consistent with overall harmony;	The development provides a landmark architectural design that seeks to enhance neighbouring heritage sites (Church site) and connect adjacent commercial centres (Claremont Quarter) through Claremont Town Square.
5. The provision of landscaping to provide shade and visual relief;	The proposal retains existing canopy producing trees to the south of the site as well as proposing the planting of 11 new shade trees along Church Lane. The proposed development incorporates biophilic design into its built form, reducing the impact of development materials on the street.
6. To enable appropriate residential development within the Zone.	The proposed residential development is consistent with the site's activity centre and transit orientated context, providing density in an area of high amenity and accessibility.

The mixed-use design of the proposed redevelopment will appropriately address the objectives of the zone, replacing a poorly designed and underutilised commercial centre with a site that promotes an integrated town centre with ranging uses, including infill residential. The proposal cedes land to the public realm, providing more shaded pedestrian areas and enhancing the area's walkability. The architectural and urban design of the proposal achieves design excellence for built form and scale, context and character, and amenity to conclude that the proposal compliments the surrounding buildings whilst being diverse in its offering.



10.1.2 LAND USE PERMISSIBILITY

All proposed uses are capable of approval under LPS3. As mentioned in Section 10.1.1, the subject site is located within the 'Shopping Policy Area' of the 'Town Centre' zoning', which provides additional permissibility requirements for the site for certain land uses as per s61 of LPS3. As indicated on plan, the application proposes 'Commercial' and 'Retail/Food and Beverage' tenancies; the exact use for these sites is not yet defined and a selection of permissible land uses are listed for future flexibility. All land uses are appropriate within the zone. The permissibility is summarised in the below table.

Table 7 Land Use Permissibility

Land Use	Town Centre Permissibility	*Shopping Policy Area Permissibility	Note
Residential	SA	-	Not permitted on ground floor
COMMERCIAL			
Recreation-Indoor (Passive & Active)	SA	-	-
Office	P	-	Not permitted on ground floor
Consulting Rooms	AA	-	-
Medical Centre	N/A	-	Use not Listed
RETAIL / FOOD AND BEVERAGE			
Restaurant	AA	-	-
Retail Store	AA&X*	AA	-
Shop (Small)	P&X*	P	-
Shop (Intermediate)	P&X*	P	-
Small Bar	AA	-	-
Tavern	SA	-	-



10.1.3 DEVELOPMENT PROVISIONS

Division III and Part III of LPS 3 outline several development provisions that apply to the subject site and its zone. Discussion of the development against these key provisions is provided in the table below.

Table 8 Key Development Parameters

PROVISION	COMMENT
Plot Ratio Subject to Clause 64 and any provision of the Scheme imposing a lower plot ratio with respect to a particular building, a building shall not have a plot ratio of more than 2.0.	The proposal has undertaken a design led approach to density, resulting in improved amenity for the local context and control of overshadowing. Refer to section 11 for justification behind the proposed development height and density.
Building Height In the Town Centre Zone a building of more than two storeys shall not exceed a height which, in the opinion of the Council, would be contrary to the orderly and proper planning of the locality or would have an adverse effect on the amenity of the locality.	The proposed building is 17 storeys. This requirement is superseded by the Stirling Highway Local Development Plan, discussed in section 10.2.1. Refer to section 11 for justification behind the proposed development height.
Residential Uses Where approval is given for the use of land for residential purposes, development for those purposes shall, subject to sub-clause (2) of this Clause, conform with the requirements prescribed for land having an R Code Density of R80 accorded to it by the Scheme.	Refer to section 11 for justification behind the proposed development height.
Residential Car Parking In the case of Multiple Dwellings the Council may; (a) Reduce the number of car parking spaces required to be provided to 0.5 spaces per dwelling unit if the Council is satisfied that the reduced number of spaces will be adequate to cater for the development. Communal Car Parking refer section 10.1.4	Refer section 10.1.4 Residential Car Parking is provided in accordance with the R-codes.
Open Space In the case of Multiple Dwellings the Council may; (c) Reduce the prescribed open space requirements to the provision of an open balcony for each Multiple Dwelling.	All proposed dwellings have an open space balcony that adhere to requirements of the R-codes. Additionally, the communal space provides a communal open space for development residents.

10.1.4 CAR PARKING REQUIREMENTS

The statutory car parking requirements for the subject site have been defined from SPP7.3 and the City of Subiaco Local Planning Scheme No.5. These statutory requirements were selected to guide development due to their specification regarding activity centre development and the close proximity of public transit networks. LPS3 stipulates a blanket set of planning controls for land uses across its entire jurisdiction, not considering the local context of distinct areas, such as activity centres, that provide for alternative transport modes. The Claremont Town Centre is a highly established Activity Centre in the Perth Metropolitan Region.

The subject site is located with a 'Secondary Centre' as per SPP 4.2 and is highly serviced by public transport through Claremont Train Station and adjacent bus stops on Stirling Highway. Due to its location, the proposed development is classified as a TOD and its visitors are residents are expected to utilise the surrounding transit network for access. Section 5.4 provides a detailed discussion on the proximity to alternative transport modes.

It is through this that the following parking requirements have been selected as applicable for this development. This has followed a process of orderly and proper planning through the employment of site-specific controls, resulting in an oversupply of parking to allow for vehicle usage when required.

Table 9 Car Parking Requirements

Land Use	Yield	Minimum parking rates	Source	Required bays	Subtotal Required	Achieved
1 bed Apartment	20 dwellings	0.75 per dwelling	R-Codes	15	94	✓
2 or more bed apartment	66 dwellings	1.00 per dwelling	-	66		
Residential (visitor)	86 dwellings	1 bay per 4 dwellings up to 12 dwellings		3		
		1 bay per 8 dwellings for the 13th dwelling and above		10		
Office	1216 sq.m	1 bay per 100 sqm NLA	City of Subiaco LPS 5	12	22	✓
Retail (and Recreation)	507 sq.m	2 bays per 100 sqm NLA	City of Subiaco LPS 5	10		
TOTAL					116	✓

10.2 LOCAL PLANNING POLICIES

10.2.1 STIRLING HIGHWAY LOCAL DEVELOPMENT PLAN

The Stirling Highway Local Development Plan 2016 (Stirling Highway LDP) provides guidance on the envisioned increases in built form for land fronting Stirling Highway within the Town of Claremont municipal area, including the subject site. The purpose of the Stirling Highway LDP is to inform the future planning controls.

The subject site is identified within 'Precinct B – Central Town Centre' under the Stirling Highway LDP. The report provided a series of development options, including a 'preferred' outcome. These preferred outcomes were formulated based on planning and context analysis completed in 2013. All options assigned a residential density coding of R-AC0 to the subject site, requiring the completion of further planning layers to inform the built form controls.

The following table summarises the key development standards recommended for the subject site under the LDP, as well as its application with the proposed development.

Table 10 LDP Requirements

DEVELOPMENT STANDARD	LDP REQUIREMENT	PROPOSED DEVELOPMENT PROVISION
Land Use And Density		
Street Level Commercial	Street level commercial activities should be provided on all lots on Stirling Highway between Stirling Road and Loch Street.	The proposed development site does not have a frontage to Stirling Highway but abuts the undeveloped Library Forecourt. However, the proposal's design includes ground level commercial development and an active frontage onto the Library Forecourt. Thus, creating a visually active frontage from Stirling Highway and consistent with the LDP.
Upper Level Commercial	Commercial at upper building levels should be generally restricted to lots east of Stirling Road.	Upper-level commercial is provided in the proposed development as the subject site is located east of Stirling Road, meaning this is consistent with the LDP.
Plot Ratio	Plot Ratio should be derived from the analysis of the resultant plot ratios an appropriate built form for typical lots along Stirling highway	The proposal has undertaken a design led approach to density, resulting in improved amenity for the local context and no overshadowing to other developments. Refer to section 11 for justification behind the proposed development height and density.
Density Increase	Residential densities should be increased, with R-Codes derived from the analysis of the resultant plot ratios of an appropriate built form for typical lots along Stirling Highway.	The proposed density is appropriate for that of an Activity Centre and TOD. Refer to section 11 for justification behind the proposed development height.
Access		
Vehicle Access	Vehicle access from all lots to Stirling Highway should be from a rear lane, easement or a shared access agreement where available, or from a local street where a rear lane, easement or a shared access agreement is not available.	The proposed development includes vehicle access from the secondary frontage, being Church Lane. No vehicle access is proposed from St Quentin Avenue and the site does not have a frontage to Stirling Highway.
Pedestrian Access	The main pedestrian access for visitors should be directly from a street, specifically Stirling Highway for commercial uses on corner sites.	Primary pedestrian ground floor access is proposed from St Quentin Avenue to encourage street level activation. Additional Pedestrian Access is proposed from Church Lane through an enhanced pedestrian environment. The Library Forecourt enhancement provides pedestrian access and frontage to Stirling Highway.

DEVELOPMENT STANDARD	LDP REQUIREMENT	PROPOSED DEVELOPMENT PROVISION
Parking		
Surface Parking	No surface car parking should be provided on-site forward of the building frontage to any street in respect to new development.	Parking currently on site is forward of the building frontage. The proposed development does not include surface level parking, with all vehicle parking located in basement levels.
Integrated Parking	Car parking for all new development should be integrated within or located behind buildings and screened from public view.	All proposed vehicle parking is integrated into the building on basement levels.
Shadowing		
Overshadowing	Building heights on the northern side of Stirling Highway should be limited to a height that ensures that the footpath on the southern side of Stirling Highway remains in full sun at 12pm on 21 June.	The proposed development, due to its location, shadows the intersection of Stirling Highway and Freshwater Parade at 12pm on 21 June. The bulk only shadows a small portion of the footpath at this time. The impacted land is reserved for road widening and is undevelopable. The shadowing is viewed to be of low impact, and justification is provided in section 11
Adjacent Shadowing	The maximum extent of overshadowing to adjacent residential houses beyond the study area should be in accordance with the requirements of the Residential Design Code.	As demonstrated in Section 11 of this report, the overshadowing under the maximum development outcome would remain compliant with the requirements of the R-Codes.
Heights and Setbacks		
Building Height – Stirling Highway	Overall building heights along Stirling Highway should not exceed 6 storeys (or less subject to overshadowing)	The proposed building seeks a variation of building height. Justification for the requested variation is located in report section 11.
Building Form – Stirling Highway	Buildings addressing Stirling Highway should have a maximum 'street wall' height of four storeys, with subsequent storeys (maximum of an additional four storeys for designated landmark sites, or maximum of an additional two storeys for all other sites) set back by a minimum of 3m from the 'street wall'.	The subject site does not have a frontage with Stirling Highway. However, the proposal includes a two-storey podium level which is visible from Stirling Highway through the Library Forecourt.
Building Form – Other Non-Residential Streets (St Quentin Avenue and Church Avenue).	Buildings addressing non-residential or mixed-use streets in the town centre precinct (other than Stirling Highway) should have a maximum 'street wall' height of three storeys, with subsequent storeys (maximum of an additional two storeys) set back by a minimum of 3m from the 'street wall'.	<p>The proposed building includes a base podium which can be attributed to the street wall characterisation. The podium is three storeys in height, with all other storeys (tower) setback from the street wall.</p> <p>Due to the irregular shape of the lot, the northwest corner of the proposed tower is setback from the street wall by 2.0m. All other tower edges are setback 3.0m or higher.</p>

DEVELOPMENT STANDARD	LDP REQUIREMENT	PROPOSED DEVELOPMENT PROVISION
Building amenity		
Street Frontage	Buildings should provide frontage to all adjacent streets with the use of windows to habitable rooms, as well as windows and doors to offices and other commercial activities.	The proposed building design provides a frontage to all abutting streets in Church Lane and St Quentin Avenue through commercial and residential access, windows, and habitable rooms. Additionally, through the incorporation of the Library Forecourt, indirect frontage is provided to Stirling Highway.
Street Corner	Buildings should articulate street corners with a distinctive architectural element.	The building site only occupies one street corner being Church Lane and St Quentin Avenue in which has a distinctive architectural element (See plans). The first two storeys of the building are setback further into the lot, creating an open public plaza. The podium is then overhanging, providing shade and coverage.
Stirling Highway Openings	Apartments with openings only to Stirling Highway should be avoided.	As the subject lot does not directly abut Stirling Highway, this requirement does not apply. Proposed apartments on the southern boundary overlook the Library Forecourt and Heritage Church, well separated from Stirling Highway.
Solar Orientation	Apartments with openings that have only a southern aspect should be avoided.	Only 13 (15%) of all proposed dwellings have only a southern aspect.
Visual Outlook	Apartments should have a principal outlook to an adjacent street or park, or to a garden or a landscaped courtyard within the development boundary.	All apartments have a principal outlook viewing either St Quentin Avenue, Church Lane, the Library Forecourt (on and off site), and podium level courtyards.
Services		
Servicing Considerations	Service areas and service equipment should be located out of sight from the adjacent public domain - details to be described in the design guidelines.	Waste collection, switch rooms and substations are all located within the building through a service access 'roller shutter' that is setback from the street. Gas and booster points are located externally but are integrated into the building design, located next to the service entrance.
Heritage		
Retention and Restoration	Heritage-listed buildings should be retained, restored and reused wherever possible.	No heritage listed buildings are located on site. However, the building has been designed to enhance the adjacent historic former Methodist Church (now utilised as a civic space), heritage listed by the Town. Refer to section 6.4 for discussion on the ceding of private land to establish a larger civic realm around the church.

10.2.2 OTHER LOCAL PLANNING POLICIES

The below table provides an assessment of the proposal against the relevant provisions.

Table 11 Other Planning Policies

LPP	RELEVANT PROVISIONS	COMMENT
Local Planning Policy 127 – Bicycle Parking and Facilities	<p>Stipulates requirements for non-residential development end of trip facilities.</p> <p>Bike Spaces for Employees</p> <p>Shop, Retail Store and Showroom: 1 Bicycle space per 400m² of GFA</p> <p>All other uses: 1 space per 400m² of GFA</p> <p>Bike Spaces for Customers / Visitors</p> <p>Shop, Retail Store and Showroom 0-5000 sq.m: 1 Bicycle space per 200m² of GFA</p> <p>All other uses: Not required</p> <p>End of Trip Facilities</p> <p>A minimum of one female and one male shower, located in separate changing rooms</p> <p>Additional shower facilities are provided at rate of 1 female and 1 male shower for every additional 10 bicycle parking spaces, to a maximum of five male and five female showers per building</p> <p>Lockers are provided for every bicycle parking space provided (only if 10 or more spaces provided)</p> <p>Location of Bicycle Parking and Facilities</p> <p>Bicycle parking shall be located at ground floor level and not require access via steps</p> <p>Bicycle parking shall be located as close as possible to main entrance points</p> <p>Bicycle parking shall be located in an area that allows informal surveillance of the facility to occur wherever possible, and</p> <p>Bicycle parking shall be located away from areas of high pedestrian activity in order to minimise inconvenience or danger to pedestrians.</p>	<p>Bike Spaces Provided</p> <p>40 bicycle bays are proposed at the mezzanine floor of the development. It is also anticipated that residents will utilise the 86 residential stores on the Mezzanine 2 level as recommended by DG 4.6.3 of SPP 7.3.</p> <p>Hence it is anticipated that the bicycle parking provision within the development is adequate.</p> <p>End of Trip Facilities</p> <p>Two male and two female showers are supplied, with each bicycle space including a locker.</p> <p>Location of Parking and Facilities</p> <p>Bicycle parking is located on the mezzanine level, having direct access to the commercial elevator through the main lobby.</p> <p>By being internalised, the parking is located away from areas of high pedestrian activity.</p>
Local Planning Policy 202 – Town Centre Zone Signage	<p>This policy sets out the requirements of the Town of Claremont for all signs within the Town Centre Zone.</p>	<p>There is no signage component to this development application. Future signage will take LPP 202 into account. The proposal is cognisant of the potential for a Signage Strategy being a condition of approval.</p>

11.0 PROPOSED HEIGHT AND PUBLIC BENEFIT

The proposal seeks a variation to the height stipulated under LPS3 and the Stirling Highway LDP. This section will provide written justification for the appropriateness of the proposed density, including the accompanying public benefit associated with this proposal. In summary, the proposal is 'fit-for-context' in the Claremont Activity Centre, providing density in an activated and accessible location. The proposal also provides added community benefit and avoids impact on the neighbouring residential amenity.

11.1 HEIGHT ANALYSIS

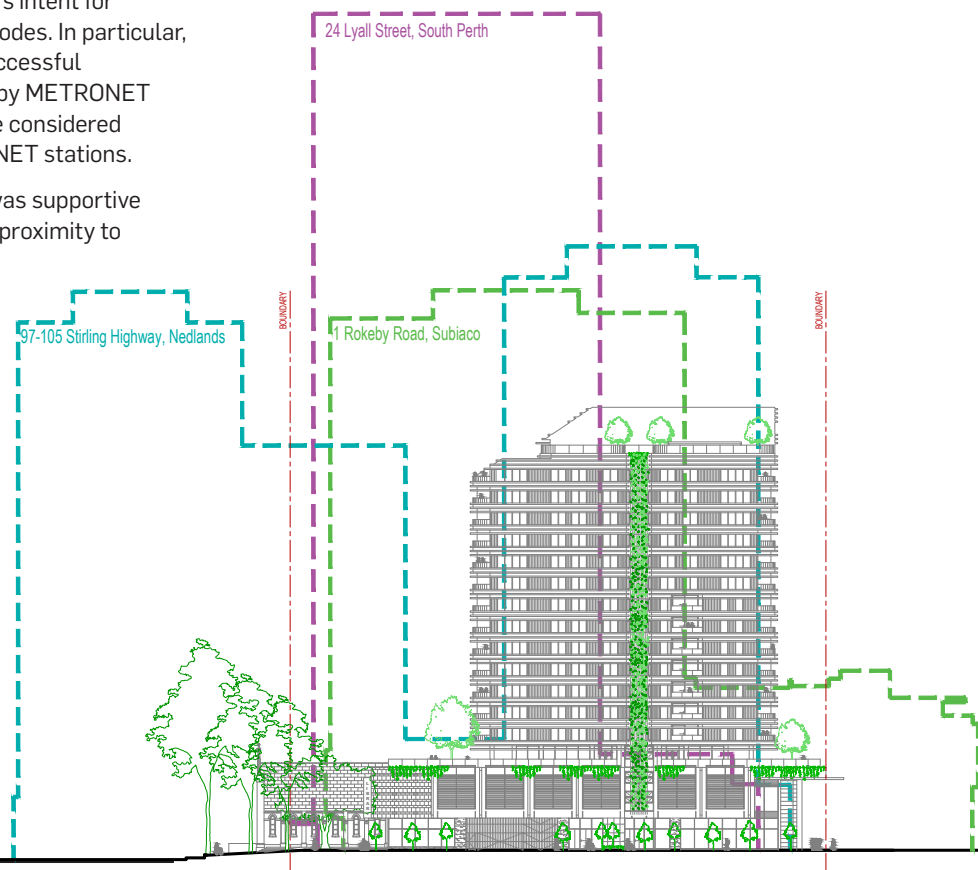
As per the Town's Stirling Highway Local Development Plan for the subject site, the designated building height is 8 storeys, superseding the two-storey limit in LPS 3. The development proposes a tower height of 17 storeys. The proposed scale of the development is appropriate given site's activity centre context and proximity to transport access.

Claremont Town Centre is classified as a 'Secondary Centre' as per SPP4.2 Activity Centres. SPP4.2 encourages higher-density housing within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours.

Furthermore, the proposal's height and accompanying density aligns with the State Government's intent for development surrounding key transport nodes. In particular, this is representative of the Delivering Successful METRONET Station Precincts document by METRONET which states heights above 10 storeys are considered appropriate in areas surrounding METRONET stations.

The State Design Review Panel process was supportive of the scale in this location, with its close proximity to key amenity in retail, services, employment, and regional transport infrastructure. The proposed height of 17 storeys proposed in this development application was considered and supported by the State Design Review Panel.

It is clear that in relation to wider activity centre development and the future intent of METRONET station precincts, the Town of Claremont's framework for the subject site and wider Claremont Town Centre is not current or aligned with contemporary planning frameworks. The Primary Controls Table of SPP7.3 designated a default building height of 9 storeys for 'higher density urban centres', with building wall heights of up to 4 storeys. This coding is typically applied to lower order activity centres. Given the subject site is a 'Secondary Centre' being one of the highest centres in the hierarchy, additional proposed height above this baseline level is warranted.



11.2 SHADOW ANALYSIS

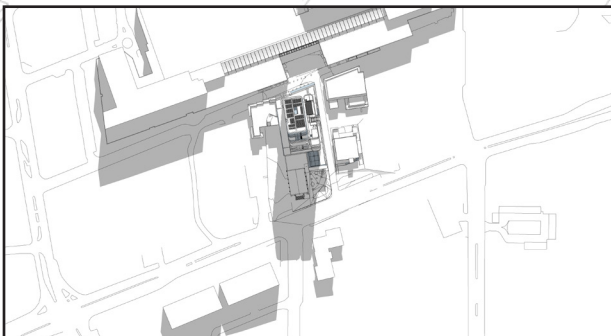
The overshadowing generated from the proposal does not adversely impact residential land uses to the south of the site across Stirling Highway. As stipulated by the Stirling Highway LDP, building heights on the northern side of Stirling Highway should be limited to a height that ensures that the footpath on the southern side of Stirling Highway remains in full sun at 12pm on 21 June. Additionally, the overshadowing requirements stipulated in SPP7.3 apply.

The overshadowing caused by the proposed development at midday falls over the Stirling Highway and Freshwater Parade intersection, only marginally affecting neighbouring lots and no residential dwellings. The land outside of the carriageway (two lots) that is impacted by the overshadowing is within the Primary Regional Road reservation of the MRS. Therefore it is likely that the long term outcome of the affected land will be utilised for road widening and that overshadowing will not be detrimental to its intended use. The proprietor of Lot 204 is the Western Australian Planning Commission, in which the land has already been ceded for road widening. The overshadowing generated by development is demonstrated on the adjacent image.

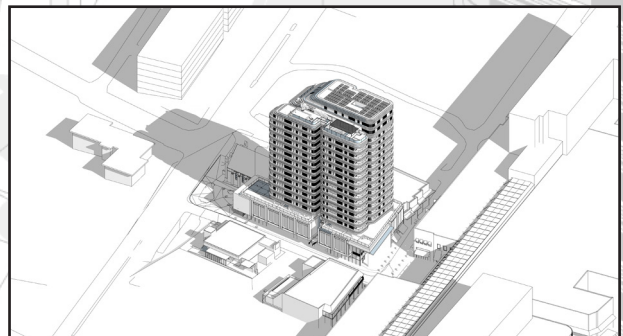
As stipulated by the Stirling Highway LDP, the footpath on the southern side of Stirling Highway is to remain in full sun at 12pm on 21 June. The only impacted footpath on the southern side of Stirling Highway is at the intersection of the Stirling Highway and Freshwater Parade, representing only approximately 15 sq.m of shaded footpath. A footpath traffic audit was conducted on 12 February 2021, which identified only 20 pedestrians utilised the footpath on the southern side of Stirling Highway between 12:30 to 1:30pm, in comparison to the 32 that utilised the shaded northern side of Stirling highway during that same period. This demonstrates that pedestrians do not prefer to utilise the southern side to the level the LDP insinuates.

The Stirling Highway LDP refers to the SPP 7.3. The maximum percent of overshadowing to lots south of Stirling Highway caused by this proposal will be <5%. The subject lots do not have an R-Code, but however are deemed residential uses within the LDP's subject area. As such, the lots are to be zoned R80 as per the LDP (refer section 10). The Acceptable Outcome as per No. A3.2.2 of SPP7.3 permits nil requirements for adjoining properties coded R80 or higher, rendering the proposal compliant in terms of overshadowing.

The overshadowing generated from the proposal, on the winter solstice, does not adversely impact residential land uses to the south of the site across Stirling Highway.



Shadow Analysis as at 12pm June 21st



11.3 COMMUNITY BENEFIT

In addition to the site's Activity Centre context and use of transit orientated development principles, the development will deliver exceptional community benefit as illustrated below. These benefits are consistent with Section 2.8 of SPP 7.3 which outlines a range of examples of community benefit that may be considered in exchange for additional development potential. A Community Needs Assessment is included at Appendix J.



All new public realm provision occurring on private land, providing a place to meet for community activities.



Significantly improved streetscape to Church Lane, Stirling Highway and St Quentin Avenue



Diverse housing provided in the form of 1, 2 and 3-bedroom apartment typologies.



Enhancing the connection between the community and the Heritage Listed Former Methodist Church through the retention of viewlines and civic space provision.



A significant contribution to local tree canopy via street scape improvements and amenity proposed and the retention of locally significant vegetation in the liquidambar styraciflua



A unique and visually interesting design aesthetic that includes a strong street interaction, which delivers a positive contribution to the locality.



Significant enhancement of the surrounding public realm with the Church Lane pedestrian infrastructure, provision of the Library Forecourt, and the expansion of the existing Claremont Town Square.



The design can cater to the future provision of electric vehicle parking and charging facilities



Active land uses that encourage community activity and pedestrian generation throughout the area, with retail, food, and beverage land uses proposed.

12.0 CONDITION REQUEST AND APPROVAL TIMEFRAME

12.1 CONDITION REQUEST

In response to the flexibility sought for the retail, food and beverage, and commercial components of the proposal, we respectfully request a condition be imposed as follows.

1. 'The following land uses are approved for the ground floor and podium level 1 in accordance with the approved plans: Shop (Small), Shop (Intermediate), Office, Retail Store, Small Bar, Restaurant, Hospital, Recreation Indoor (Passive), Recreation Indoor (Active), Tavern, and Consulting Rooms'

12.2 APPROVAL TIMEFRAME

With regard to the approval timeframe, it is respectfully requested a two-year (24 month) approval timeframe for substantial commencement is applied.

In line with the projected timeframe located in section 4.1 of this report, construction is envisaged to commence in 2023 and be completed by 2025. Although Kuraland seek to achieve substantial commencement within the immediate 12-month period, it is requested that flexibility is granted.

CONCLUSION

The proposal presents a well considered and high quality building within a highly connected activity centre of regional significance. The development will bring immediate amenity to the Claremont Town Centre with the provision of public realm improvements, active retail, commercial, and hospitality uses, and housing diversity. In addition to instantaneous benefits, the proposal offers a forward-thinking and resilient design that incorporates future METRONET precinct density and the use of transit-oriented development principles. The proposal strongly reflects the desired outcome for the heart of Claremont, adding a new pulse to a previously underdeveloped site within the centre.

This application and accompanying technical reports strongly demonstrates:

- A community led proposal that seeks to increase the public amenity in the Town Centre through the provision of an exemplary designed public realm with the Claremont Town Square, Library Forecourt, and Church Lane Colonnade.
- The introduction of a development with Transit Orientated principles to an area of high transport accessibility, supporting the development of the Claremont Station Precinct as a part of the METRONET program.
- The provision of higher density residential development responds to the aims and objectives of Perth and Peel@3.5 million and will assist the City in meeting its infill dwelling targets.
- A well-considered design that does not impact the amenity of neighbouring sensitive land uses by protecting nearby residential view corridors and the access to daylight.

APPENDIX A
CERTIFICATE OF TITLE

APPENDIX B
SITE PLANS AND ELEVATIONS

APPENDIX C

TRAFFIC IMPACT ASSESSMENT

APPENDIX D
LANDSCAPE REPORT

APPENDIX E
ACOUSTIC ASSESSMENT

APPENDIX F
SUSTAINABILITY REPORT

APPENDIX G
WASTE MANAGEMENT PLAN

APPENDIX H
HERITAGE IMPACT STATEMENT

APPENDIX I

STATE PLANNING POLICY 7.3 ASSESSMENT

APPENDIX J
COMMUNITY NEEDS ASSESSMENT

APPENDIX K
ECONOMIC BENEFIT REPORT

APPENDIX L
PEDESTRIAN WIND STATEMENT

APPENDIX M
DEMOLITION PLAN



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