

# Mos Lane

WELLINGTON STREET NEIGHBOURHOOD CENTRE  
STATE SIGNIFICANT DEVELOPMENT APPLICATION

MAY 2021

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<b>Author</b>	A. Cagnana, D. White
<b>Approved by</b>	A. Zorzi

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## Introduction

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# Executive Summary

Mos Lane is a carefully crafted and exceptionally designed redevelopment that will add new life, housing diversity and amenity to the heart of the Mosman Park Community.

The project has been guided by a thorough planning process over 3 years, which has included the Town of Mosman Park (ToMP) executive, Councillors and members of the local community.

The project team, led by Australian Development Capital (ADC\_), worked openly with a Community Reference Group to shape the broad intent of the SPP 7.0 Design Principles into a highly customised set of public benefits and design responses unique to the character and needs of the Mosman Park peninsula.

This process resulted in the following guiding project vision for the Wellington Street Neighbourhood Centre:

*“MosLane is a community focal point that sets a new benchmark for mixed-use redevelopment integrated within the peninsula neighbourhood context – adding life, residents and activity to create a new beating heart for Mosman Park”*

This development application responds to this project vision by delivering:

- A **truly mixed-use centre** that meets a wide cross-section of daily retail and lifestyle needs of residents within the immediate Mosman Park peninsula neighbourhood catchment;
- Addition of **substantial new public space** and upgrades to existing streets and lanes to enhance the centres role as a community gathering point and increase pedestrian and cycling opportunities to the centre;
- Extensive demographic and market research to inform a **tailored housing choice** adding 83 apartments and townhouses to the immediate neighbourhood that has over 95% of its housing stock as single detached homes and no other major redevelopment sites; and
- Major **environmental sustainability outcomes** including significant additions to urban tree canopy and a broad package of environmental benefits guided by a commitment to achieve “4 Star Green Star – Design and As Built” certification and target 5 Star Green Star and FitWell accreditation.

In addition to the project’s clear delivery of public benefit, the development is ready to commence and contributes substantially to COVID-19 economic recovery, generating 257 jobs through \$68 million of private investment.

This redevelopment can serve as a benchmark for local centre regeneration across the Perth Metropolitan Area and demonstrate their essential role in the creation of truly self-contained, liveable and walkable neighbourhoods, that provide sustainable housing diversity in areas of high amenity remote from arterial public transport.







# Development Outcomes + Public Benefit

The redevelopment of Mos Lane contributes over \$11million in public benefits aligned directly to Town of Mosman Park (ToMP) Local Planning Policy 15 (LPP15) and delivers the following development outcomes:

## Dwelling Diversity:

- **83 new diverse dwellings** consisting of a variety of 1 (10 apartments), 2 (43 apartments), 3 (23 apartments) bedroom apartments as well as 7 townhouse typologies fronting Sampson Street.

## Retail Floorspace:

- **Redevelopment of 1,441qm of retail floorspace** to provide a new home for the existing tenants, and a **further 766sqm expansion** (GLAR) providing additional food and beverage, retail and health and wellness options currently lacking in the local community.

## Access + Car-Parking

- The provision of **2 levels of basement car-parking** accessed via existing Turnbull Way providing 127 bays for new dwellings, 54 bays for commercial use, **enabling the activation of 225m of public realm;**
- A **further 29 retail bays proposed to be integrated into surrounding, upgraded streetscapes** including Sampson Street, Manning Street and Turnbull way, to maintain convenience high turn-over bays to benefit customers and owners of the retail outlets, and maintain the distributed nature of traffic that currently exists at the centre;
- Provision of **car-share scheme** for local residents and **vastly improved pedestrian and cyclist infrastructure**, including **end of trip facilities**

## Built Form

- The development of highly responsive, unique and varied **built form ranging from 2 to 5 levels, with a recessed 6th level covering only 18% of the site;**
- A resultant **plot ratio of 2.07**, being a redistribution of the currently permissible scheme allowance under a compliant R-60 townhouse scheme.

## Public Space And Landscaping

- The development of **2,136sqm of ground floor publicly accessible space** including 752sqm public plaza, 451sqm arcade and central square, 700sqm of upgrades to Turnbull Way and 233sqm of widened footpath onto Manning Street;
- 370sqm publicly accessible podium space;
- A total of approximately 1,292m<sup>2</sup> of green canopy, including over 1,000m<sup>2</sup> of deep soil planting contribution.

## Sustainability + Community

- Commitment to achieving **4-star Green Star Design and As Built Certification**, with a **5-Star Green Star and FitWel Certification target** once developed;
- **Public art contribution and event infrastructure** to activate the public laneway;
- **Over 2000sqm of proposed streetscape upgrades** to curb line and **underground power** adjacent to the site.







# Economic Outcomes & Ability to Deliver

In addition to the project's clear alignment with wider strategic planning policy, substantial public engagement and consistency with an orderly and proper planning outcomes, the project also satisfies the broader economic and job creation benefits of the new recovery provisions of the Planning and Development (Amendment) Bill 2020 by delivering:

## Ongoing Employment & Economic Benefit

- 2,208sqm (GLAR) employment floorspace
- 117 new ongoing job supported per annum (+43)
- \$7.5 million net value added to WA economy
- 162 additional residents
- \$3.2 million new resident expenditure

## Construction Phase Benefits

- \$75.7 million total development cost
- 140 FTE jobs per annum
- \$29 million value added to the WA Economy per annum

These benefits are supported by a thorough Economic Benefit Study prepared by Gilmore Advisory included as Appendix L.

The property was acquired by ADC Wellington Pty Ltd ATF the ADC Boot Trust in August 2018 as a special purpose vehicle established to facilitate the site's redevelopment. The project is managed by ADC Equity Pty Ltd ('ADC'), an established and highly experienced property investment and development group.

Evidence of the project's ability to be delivered in the near-term, proof of project funding, constructure program and a summary of engagement with operators is provided as Confidential Attachment N. The key points are summarised below:

### Ability to deliver the project in the near-term

- The project is fully costed, the design has been developed in consort with technical consultants (structural engineering, building, electrical, energy management, fire protection, hydraulic, waste and structural) and an Early Contractor Involvement Agreement to build the project has been signed.

### Construction program:

- The program anticipates DA approval and existing tenant notice clauses issued in Q2/Q3 2021, building licence approval in Q3/Q4 2021, demolition in Q1 2022, construction commencing in Q2 2022 and practical completion in 2023.

### Proof of funding for the project:

- Unit holders of the ADC Wellington Pty Ltd Trust are private investment entities of high net worth Perth families. The Trust was capitalised for the acquisition, with commitments in place from existing Unitholders for further capital as required when redevelopment commences;
- Westpac are the existing debt financiers for the Property. They have reviewed the plans and feasibility modelling for the redevelopment and confirmed their interest in providing the required debt funding.

### Evidence of engagement with operators and/or future tenants

- ADC has engaged retail specialists Lease Equity and Place Development to curate the ground floor retail experience. Negotiations are well advanced with the existing retailers to return to the centre, and 'best in class' new tenants to be added to the service offering. All existing and prospective tenants have reviewed the development application drawings and concepts and leasing negotiations and draft terms sheets have progressed.







# Determination Considerations

In line with the Planning and Development (Amendment) Bill 2020, this development application is recognised as being of State Significant due to it having an estimated value of \$20million or more and being located within Perth's metropolitan area.

The development application will be assessed against the following determination considerations outlined within Section 275 (6) of the Amendment Bill:

## S. 275 (6) (a) The purpose and intent of any planning scheme that has effect in the locality to which the development application relates:

The proposal is in clear alignment with the purpose and intent of the planning scheme, including the site's strategic importance and clear intent to tailor a development outcome that delivers public benefit, housing diversity and improves access to local services and facilities within a neighbourhood centre context.

This report addresses the Local Planning Scheme in:

- Chapter 3 | Context - Local Planning Framework
- Chapter 6 | Planning Assessment
- Appendix C | Planning Compliance Assessment Centre zone objectives

## S. 275 (6) (b) The need to ensure the orderly and proper planning and the preservation of amenity of that locality;

The proposal has been through 3 years of planning, which has included community, tenant, stakeholder and council engagement, ongoing design refinement through both local and state design review panel processes and careful consideration of all amenity impacts on the locality.

This report addresses orderly and proper planning and preservation of amenity in:

- Chapter 4 | Consultation + Design Development
- Chapter 6 | Planning Assessment
- Appendix C | Planning Compliance Assessment
- Appendix G | Traffic Impact Assessment
- Appendix I | Acoustic Report

## S. 275 (6) (c) The need to facilitate development in response to the economic effects of the COVID-19 pandemic

The development proposal is fully costed, shovel ready and capable of being delivered, resulting in substantial economic uplift and ongoing benefits to the local community.

This report addresses the developments economic contribution in:

- Chapter 1 | Economic benefits + development timeframe
- Appendix L | Economic Benefit Study
- Confidential Appendix N | Development Costings and Timeframe

## S. 276 (6) (d) Any relevant State planning policies and any other relevant policies of the Commission.

The proposed development is in clear alignment with both the broader strategic policy setting and vision for Metropolitan Perth as well as State Planning Policy 4.2 - Activity Centres for Perth and Peel, State Planning Policy 7.0 - Design for the Built Environment and State Planning Policy 7.3 - Residential Design Codes Volume 2 Apartments.

This report addresses the development's alignment with State Planning Policies in:

- Chapter 3 | Planning Framework
- Chapter 7 | Planning Assessment
- Appendix C | Planning Compliance Assessment







# 02

## Context

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# Planning Framework

## STATE

The WA Planning system has transformed over the past 3 years and now provides a clear mandate and responsive framework to deliver infill housing and mixed-use development in areas of high amenity.

Since the gazettal of ToMP Local Planning Scheme 3 (LPS 3), the suite of responsive planning reform now:

- Mandates infill density targets;
- Elevates the importance of activity centres;
- Establishes a framework to deliver quality design;
- Broadens the concept of context; and
- Provides a flexible, outcomes focused regulatory system to incentivise redevelopment and deliver public benefit.

Read collectively, the wider policy settings demonstrate the critical importance of sites with qualities such as the Wellington Street Neighbourhood Centre, and the proposed development is in clear alignment with outcomes championed to ensure Perth maintains its enviable liveability in the future.

### Perth and Peel @ 3.5m (2018)

Perth and Peel was a significant milestone in the planning for a more compact and sustainable city, further re-enforcing the need for a definitive infill target of 47% with local housing targets of 1500 dwellings for Mosman Park and presumption towards accommodating infill growth in strategic locations including Activity Centres.

The policy also re-enforced the importance of diversifying the role of activity centres, the quantum of local employment and self-sufficiency levels and the collocation or close connection to infill housing supply.

The ToMP response to this guiding policy (and its predecessor, Directions 2031, 2010) resulted in the formation of the Town's Local Planning Strategy (2013) and Local Planning Scheme No. 3 (2018), which identifies the site as a Neighbourhood Centre and recognises its importance to meet the demand for retail services and housing diversity within the local community.

### SPP 4.2 Activity Centres (2020 draft)

The most recent update of the Activity Centres policy re-enforces its alignment to the associated suite of policy under SPP 7.0 Design of the Built Environment, including 7.1 Neighbourhood Design and 7.2 Precinct Design.

In relation to neighbourhood centres, the policy states that they are:

*“important local focal points that provide for daily to weekly household shopping needs, community facilities and a small range of other convenience services. They are also a focus for medium density housing. These centres play an important role in providing walkable access to services and facilities for local communities.”*

The residential density target for dwellings per gross urban zoned hectare within a walkable catchment (200m) is 25+ dwelling.

There are also a number of outcomes championed within the policy very relevant to the Mos Lane project, including the importance of neighbourhood centres to meet community needs, the encouragement of sufficient development intensity to support service provision, capitalisation on existing infrastructure, delivery of higher density housing and prioritisation of sustainable transport.



## DESIGN WA

The Design WA reforms and suite of policies and initiatives elevates the importance of design and recognises its central role in the achievement of infill policy objectives associated with both Perth and Peel @ 3.5 million and SPP 4.2.

Collectively these policy reforms have moved to a more rigorous approach to context, formalised the process of design review, and developed a framework for outcomes focussed planning through development bonuses to incentivise quality design and deliver community benefit.

### SPP 7.0 – Design for the Built Environment

SPP7.0 establishes 10 key principles of good design and provides a framework for design review in the evaluation of development concepts and proposals.

The 10 design principles have been used extensively through both the consultation and design development phases of this project, and the proposed development has been subject to extensive design review and input from both Local and State Design Review Panels.

### SPP 7.1 – Neighbourhood Design

The next phase of State Government's Design WA initiative will update and revise liveable neighbourhoods, an operational policy that guides the urban structuring arrangements of our local neighbourhoods.

This policy recognises the critical role of neighbourhood centres in providing a daily community meeting place, housing diversity, and services and facilities within a distinct walkable catchment from the surrounding residential community.

### SPP 7.2 – Precinct Design

This policy provides guidance on the design, planning assessment and implementation of precinct structure plans, local development plans, subdivision and development in areas identified as precincts and Activity Centres.

It recognises the complexity of existing urban environments and establishes the range of design elements that should be considered when planning and developing these strategically important precincts. In response to this complexity, it also establishes a broader notion of context, and recognises the importance of issues such as demographics, future community needs, community benefit, density targets, economic factors and feasibility in the formation of proposals.

### SPP 7.3 – R-Codes Apartment

SPP 7.3 provides planning and design standards for residential apartments in areas coded R40 and above, within mixed use development and activity centres.

They provide performance-based controls to qualitative performance criteria to evaluate proposals against desired outcomes and planning objectives. Importantly, they move away from compliance focussed planning and measure proposals against qualitative standards.

A full assessment against the Element Objectives of the R-Codes Volume 2 is provided at **Appendix C**.

# Planning Framework

## LOCAL

Noting the strategic importance that the State Governance Framework places on activity centres, and the intent of this policy to provide a flexible, outcomes focused and incentivised planning regime to guide the redevelopment of strategic sites, the ToMP framework establishes a 'base' R-60 Centre Coding over the site, with mechanisms to establish a customised set of fit-for purpose development controls to guide the future redevelopment of the site.

### Town of Mosman Park Local Planning Scheme No. 3

The subject site is zoned "Centre" in the Town's LPS No. 3, with the objectives of the zone being:

- *To designate land for future development as a town centre or activity centre.*
- *To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.*
- *To facilitate the development of activity centres in the Town providing for the identified needs of the community in the provision of retail goods and services, cultural, health and community facilities, entertainment and employment opportunities.*
- *To encourage residential and employment opportunities in a mixed-use format complementing and supporting the vitality of desired uses.*
- *To promote the redevelopment of activity centres to provide greater land use efficiency, vibrancy, accessibility and safety, in addition to improved urban amenity.*

A range of Additional Site and Development Requirements apply to the Wellington Street Centre Zone as identifies in Clause 32 (1) Table 6, including:

- The requirement for a Local Development Plan to be prepared in accordance with Part 6 of the deemed provisions prior to any application for Development Approval; and
- A residential density coding of R-60, with minimum street setbacks of 4 metres.

Clause 34 (2) provides the statutory power to vary these additional requirements through the approval of a Development Application, having regard to the matters set out in clause 67 of the deemed provisions.

By virtue of both the variation powers of the scheme and the requirement for a Local Development Plan, it is clear that the intent of the Scheme is for the R60 coding to be recognised as a 'base', with the flexibility to tailor appropriate planning controls and facilitate a suitable redevelopment outcome for the site.

### Local Planning Policy 15: Development Standards for Multiple Dwellings, Mixed-Use Developments and Non-Residential Developments

The policy is aimed at providing guidance on the design of buildings and spaces through standards that supplement the R-Codes and provides a framework for bonuses to permissible height and plot ratio controls through development incentives to deliver community benefit.

In relation to maximum permissible variations to height, plot ratio and setback controls associated with the Centre-R60 zoning, the Local Planning Policy states that this is "to be agreed through adoption of a Local Development Plan". Through engagement with the ToMP administration, it was confirmed that there is no limit to the potential discretion outlined within this policy.



## Refused Local Development Plan

In response to the site's strategic importance and the Local Planning Framework within both LPS 3 and the LPP 15, ADC and the project team engaged early with the ToMP prior to the purchase of the Wellington Street Shopping Centre site, to understand the Town's expectations for future redevelopment.

Following this advice, the project team undertook an extensive process of visioning, research, community engagement and design development, which culminated in the preparation and lodgement of a Local Development Plan over the Wellington Street Centre Zone.

The Local Development Plan provided a customised set of:

- **Design Objectives:** That were developed in consultation with local community members through a Community Reference Group and aligned directly with SPP 7.0 Design Principles;
- **Community Benefits:** That were tested with the local community and aligned with the framework established within LPP 15; and
- **Development Controls:** That reflected a design concept prepared by NH Architecture and refined through 3 separate ToMP Design Review Panel presentations.

Following 8 months of design refinement through the Local DRP process, Council initiated advertising of the LDP, which provided a statutory framework that responded to the design concept presented at the third Local DRP. Advertising commenced on the 11 September 2020, with

an original closing date scheduled for the 2nd of October (21 days). The advertising period was extended on two separate occasions and ultimately closed on the 23rd October 2020 (42 days).

A total of 571 submissions were received including 485 submissions of general opposition, 80 submissions of general support and 6 neutral submissions.

In November 2020, ToMP Council Refused the LDP for the following reasons:

1. The development would be inconsistent with Clause 67 (m) of the Deemed Provisions and the aims and objectives of LPS No. 3 as it would be detrimental to the amenity of the area by virtue of the proposed height, built form and scale of the development, and its incompatibility with the scale of the surrounding residential area;
2. The development would be inconsistent with the Element Objectives of SPP 7.3, as the bulk and scale of the development would not respond to the scale and character of the existing streetscape and surrounding residential area, which is unlikely to change; and
3. There is insufficient information in the LDP to complete a full assessment of the appropriateness of the development controls.

The proponent sought deferral of the LDP to negotiate an alternative recommendation, but were advised that any variations to the Scheme provisions should be submitted for consideration as part of a Development Application.

The advice is formalised in the associated Council report.

Notwithstanding Council's Decision, the LDP is seen as an integral component that defines the community engagement process, design refinement, and public benefits embedded within this development proposal. This Development Application honours the spirit and intent of the LDP.

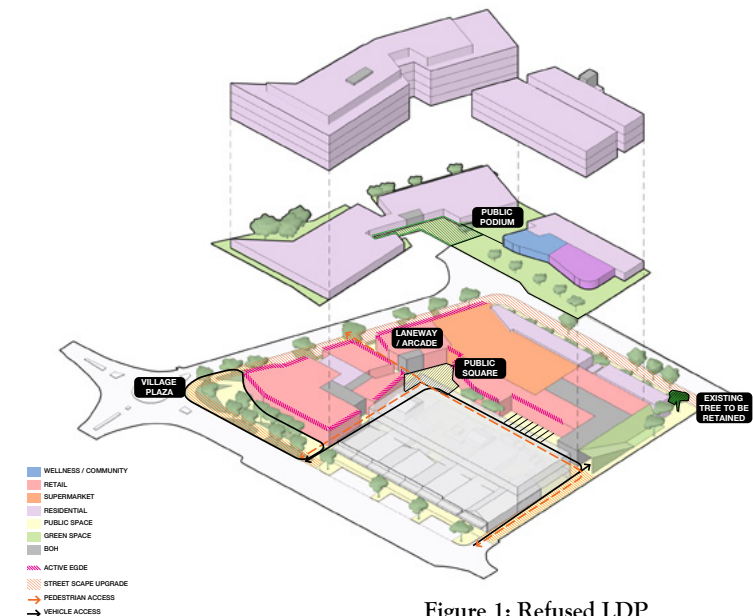


Figure 1: Refused LDP

# Regional Context

## A TOWN OF NEIGHBOURHOODS BETWEEN THE RIVER AND SEA

The Town of Mosman Park is located in the heart of Perth's Western Suburbs, between the strategic urban centres of Fremantle and Perth. Its unique setting with frontages to both the Indian Ocean and Swan River offers immediate access to some of Perth's best natural and commercial destinations, and unrivalled amenity that can be leveraged to activate and consolidate the neighbourhood's unique point of difference.

The Town has developed around a distinct set of neighbourhoods, largely to the west along the Perth – Fremantle rail line, with a clear pattern of expansion and growth planned around four distinct neighbourhoods (Glyde Street, Victoria Street, McCabe Street and the Peninsula) that service the community. Each of these neighbourhoods are connected via primary bus routes, in particular route 107 which provides a connection between Fremantle and Perth, and links the Victoria Street Train Station with the Wellington Street Local Centre.

The Peninsula Neighbourhood is currently largely single residential in nature but services by far the largest catchment within Mosman Park, with the subject site benefiting from a 360-degree catchment.

Being located at the geographic centre of the neighbourhood and on the convergence of local distributor road connections and associated primary walking and cycling routes, the site also has the unique ability to become a prime community and retail hub, adding amenity, activity and a community heart to the centre of Mosman Park.



## LEGEND



Town of Mosman Park  
Boundary



Peninsula Neighbourhood  
Centre Catchment (ABS  
SA1)



Wellington Street  
Neighbourhood Centre



Figure 2: Regional Context



# Neighbourhood Context

## A UNIQUE AND STRATEGIC ISLAND SITE

Within the Peninsula Neighbourhood, the Wellington Street Neighbourhood Centre offers the only retail amenity to the broader catchment and is the only major non-residential or institutional site that can support the expansion in retail offering and deliver housing diversity.

In terms of its retail functionality, the current mix is highly valued by the community as an important source of local convenience. As identified in the Town's Local Planning Strategy, the centre does however have the opportunity for expansion, and community feedback has been clear that there is a lack of fresh food, dining, health and wellness and community meeting places that could improve the centres convenience and community role and reduce car travel to adjoining neighbourhoods for existing residents.

The site is equally strategic in relation to housing choice. The majority of the Town's 1500 dwelling infill target is logically provided in proximity to the Glyde Street precinct, adjacent to rail infrastructure and the Stirling Highway Activity Corridor. However, the Peninsula offers a distinct point of difference, level of amenity and access to community facilities and open space that is unrivalled within its immediate context.

It also has a significant challenge in relation to housing stock, with 95% single dwellings within the neighbourhood but 35% of the community seeking affordable and alternate choices to the traditional family housing. This includes a demographic that is 16% emerging home owners (15-29 years) and 18.5% downsizers (65+).

Added to the 100 potential small lot homes in the low – medium density area to the south east of the precinct, Mos Lane has capacity to provide 83 dwellings. Combined, these “missing middle” dwellings only constitute 12% of Mosman Park's infill target. This is despite the amenity and convenience offering of the Peninsula Neighbourhood, which includes walkable access from the site to:

- Tom Perrot Reserve (400m)
- Bay View Lookout (600m)
- Mosman Park Primary School (650m)
- Davis Oval (700m)
- Mosman Park Bowls Club (700m)
- St Hilda's Primary School (700m)
- Mosman Park Civic Centre (750m)
- Monument Hill (750m)
- Southern Foreshore (800m)

The importance of increased density is further underlined when assessing the Neighbourhood Centre's current residential density per gross urban hectare, which is 11 dwellings per hectare. The redevelopment of the site will increase this to 17.5 du/ha, but this remains well short of the 25+ dwellings per hectare target outlined within Draft SPP 4.2.

### NEIGHBOURHOOD CENTRE DENSITY TARGET SPP4.2

314 Dwellings (25+du/ha)

CURRENT PERFORMANCE  
135 DWELLINGS (11DU/HA)

DA CONTRIBUTION  
83 DWELLINGS - 219 TOTAL (17.5DU/HA)

SHORTFALL: 95 DWELLINGS

TOWN OF MOSMAN  
PARK HOUSING TARGET 1,500

PENINSULA NEIGHBOURHOOD  
HOUSING SUPPLY + DEMAND

HOUSING STOCK - 1,393



SINGLE HOUSE

1,142 95% MOSMAN PARK 80% PERTH METRO



OTHER

62 5% MOSMAN PARK 20% PERTH METRO

COMMUNITY NEED - 35% NOT TRADITIONAL HOUSING



EMERGING  
HOME OWNERS  
(15-29)

620 16.2% MOSMAN PARK



DOWNSIZERS  
(65+)

708 18.5% MOSMAN PARK

AVAILABLE  
SUPPLY



100 TERRACE  
HOMES



84 TOWNHOUSES  
+ APARTMENTS

12% OF  
MOSMAN PARK HOUSING TARGET



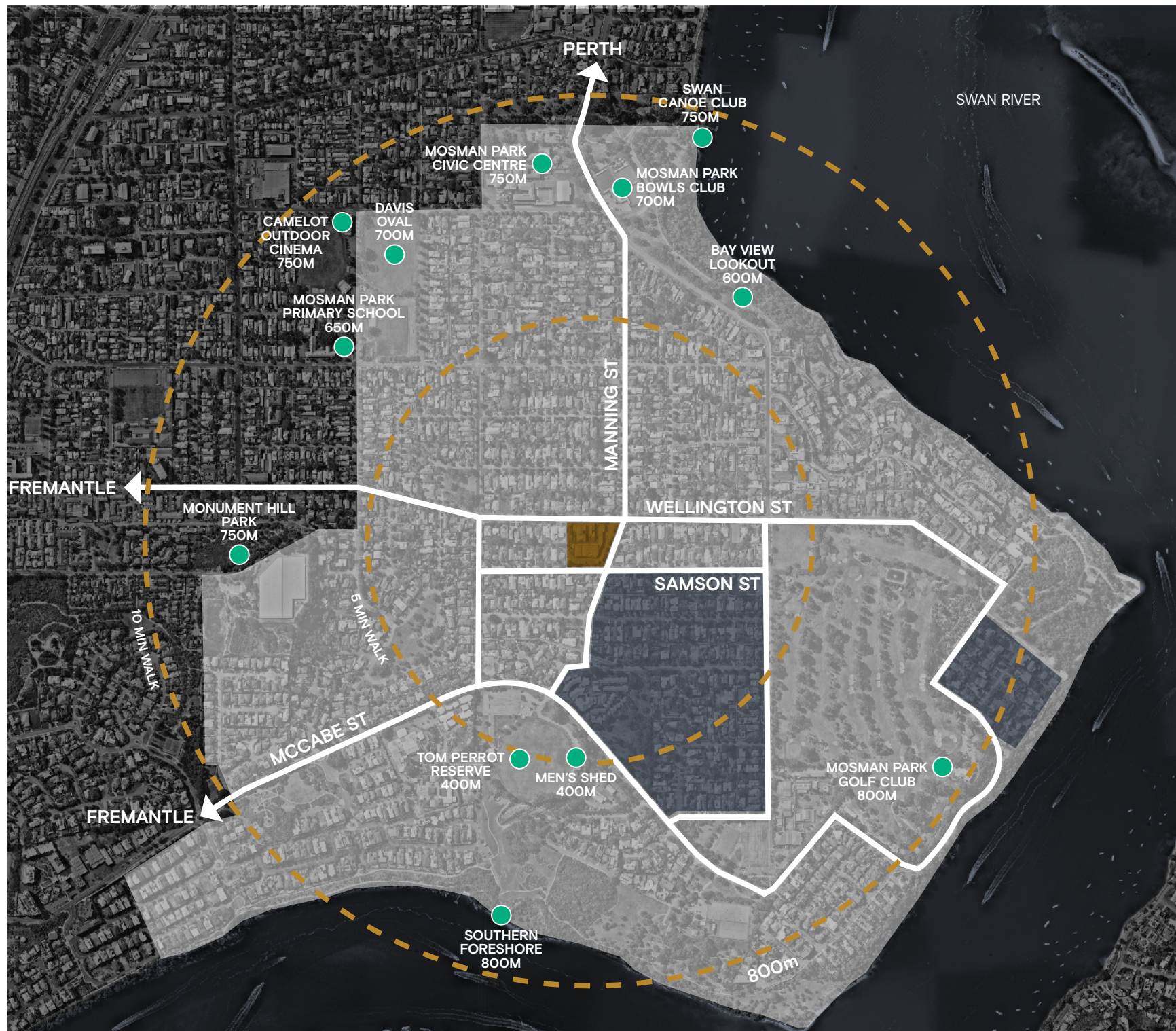


Figure 3: Neighbourhood Context



# Site Context

## A COMMUNITY ASSET WITH LATENT POTENTIAL

With over 5,213sqm in single ownership, located centrally within Mosman Park and walkable to the majority of the neighbourhood, the redevelopment of the Wellington Street Neighbourhood Centre represents a unique opportunity to create a new heart for the local community.

The current attributes of the site are identified below and are a particularly important baseline for the issues that have been identified by the project team and community, which have then been used to inform a design response and public benefits proposed.

Notwithstanding the current amenity issues, the centre is fully tenanted and offers a satisfactory commercial return. As witnessed throughout the metropolitan area and locally within Mosman Park, there is a pressing need to incentivise wholesale redevelopment for these sites to reach their full potential as a community assets.

### BUILT FORM + CHARACTER

- A circa 1960's style commercial centre is developed on the site, with a dated single storey building footprint of approximately 1,766sqm;
- The remainder of the site is developed as an at grade car-park covering over 65% of the site;
- The site has direct street interface to the north (Wellington – 45m frontage), east (Manning – 95m frontage) and south (Samson – 75m frontage). All perimeter street reserves are 20 metres wide;
- The site has direct residential interface to west.

### LANDSCAPING, SUSTAINABILITY + ACCESS

- Two existing trees on site totalling a maximum of 150sqm of canopy cover;
- Limited verge planting exists, with a variety of street trees species in variable condition on Samson and Manning Street;
- An aging building asset with no environment performance measures;
- Perimeter at grade parking accessed via 5 crossovers from all surrounding streets (2 access points from Samson, 2 access points from Manning and 1 access point from Wellington) and very poor pedestrian access and amenity;
- Significant supply of car parking incentivising driving to the centre and no amenity to incentivise walking and cycling;
- Turnbull Way located adjacent to the site, provides a one-way rear lane largely used for loading access and rubbish collection, including the primary open air loading dock for the IGA.

### ACTIVATION + COMMUNITY

- The site is developed with approximately 1,766sqm of floorspace including an IGA Supermarket, Pharmacy, Fish and Chips, Liquor Store and Bakery / Café;
- The existing tenants employ approximate 74 full and part time staff;
- The centre offers very poor pedestrian and public space amenity both on site and within adjoining streets. This limits pedestrian and cycle access to the centre and any opportunity for alfresco dining. On site “public space” is limited to a 1m wide footpath around shopfronts, totalling 150sqm;
- No residential housing component on site, with the surrounding 200m catchment to the centre having only 11 dwellings per gross urban hectare.

The adjoining Wellington Street landholdings contain a further range of services including newsagency/post office, café's, hairdresser, office uses, studios spaces and other ancillary tenants. All 8 properties are individually owned.





Figure 4: Site Context



03

# Consultation & Design Development







# Project History, Consultation & Design Refinement

Recognising the site's strategic importance to the future of Mosman Park, the redevelopment has been extensively planned over the past 3 years, directly guided by the ToMP's Councillors and Administration.

The has resulted in a thorough approach to consultation with the local community, key stakeholders and decision makers, which has directly informed the redevelopment vision, concept designs and design development associated with this development application. The extensive consultation has included:

- 5 Community Events held on site;
- 2 Community Reference Group Working Sessions;
- 3 Local ToMP Design Review Panel Sessions (LDP Stage);
- 5 Councillor Briefing Sessions;
- 2 State Design Review Panel Sessions.

Whilst the LDP and DA are separate planning processes, the community input, stakeholder engagement, design review and technical reporting informing both are linked and demonstrate the orderly and proper planning that is the foundation of the proposed redevelopment.

It is therefore considered appropriate to recognise the extensive effort and investment into the refused LDP, and its essential role in concept development and in interpreting an appropriate development outcome for the site.

The timeline on the following pages provides an overview of the project's history through both the preparation and assessment of the LDP and the subsequent pre-DA consultation, including key meetings, briefings, workshops and design review sessions.



At a pre-purchase meeting held between ADC Property, the Mayor of ToMP and Administration in May 2018, the project team was encouraged to:

- Prepare a holistic plan over the entire Centre Zone, implemented through an LDP;
- Work collaboratively and engage with the community;
- Consider the delivery of public benefit, both within the site and the adjoining streets, commensurate to the redevelopment proposal and in line with existing LPS 3 / LPP 15 bonus provisions and Design WA; and
- Prepare a customised set of development controls that incentivise the delivery of a comprehensive, high quality, mixed-use redevelopment.

This advice also confirmed that:

- the current R60 Centre Zoning of the site was always considered a base coding only;
- the requirement for an LDP was included in LPS 3 as a mechanism to tailor appropriate planning controls and facilitate a redevelopment outcome for the site; and
- there was no considered limit to the variation powers of an LDP, including the ability to vary plot ratio, heights, setbacks and carparking.

### How This Feedback Was Used:

This advice directly informed an 18 month LDP process and extensive investment into community consultation and LDP preparation with input from an extended project team.



**NEIGHBOURHOOD NIGHTS**  
(APRIL - MAY 2019)

A series of 4 x informal neighbourhood night events were held where the Community was asked about: What they would love to see in redevelopment, What makes a great neighbourhood, Residential product mix, and Building design inspiration. An estimated 3,750 visitors attended the events and 145 surveys were completed.

### How This Feedback Was Used:

Feedback from the event was used to create a draft project vision for the site's redevelopment and 4 guiding principles used by NH Architects to begin initial concepts.



**COMMUNITY REFERENCE GROUP SESSIONS**  
(9 OCT 2019 + 20 NOV 2019)

Following a Councillor Briefing session on the outcomes of the Neighbourhood Nights events, the project team was encouraged to formulate a Community Reference Group with members of the local community to provide input into a development concept. Terms of reference were tabled with ToMP CEO and Administration, and members were selected based upon a call for expression of interest. 2 x 2 hour working sessions were undertaken with the group, which allowed for the presentation of draft concept ideas, receipt of feedback aligned to SPP 7.0 Design WA Principles, and review of draft LDP objectives and public benefits proposed.

### How This Feedback Was Used:

Feedback was used to formulate draft LDP objectives tailored to SPP 7.0, determine appropriate public benefits that respond to community aspirations, and refine concept designs.



**LOCAL DESIGN REVIEW PANEL 1 - LDP**  
(FEB 2020)

The design concept that was developed and tested with the Community Reference Group was lodged as a LDP in December 2019. The design concept and LDP was then presented to the Town's Design Review Panel (DRP) on 12 February 2020.

The key design components of the concept included:

- 3 separate buildings with a 6 storey maximum;
- 3 separate lift cores;
- IGA frontage to laneway only;
- Retail to Wellington, Samson and Manning Streets;
- Laneway connections to both South and East.



**LOCAL DESIGN REVIEW PANEL 2 - LDP**  
(MAY 2020)

A revised design concept was presented to the ToMP DRP on the 22 May 2020, which responded to DRP feedback, tenant consultation and a thorough commercial feasibility assessment.

Key changes to the design concept included:

- A simplified laneway network;
- Townhouses extended to full extent of Samson Street;
- Introduction of the western boundary landscape setback;
- Reduction in ground floor to floor heights and removal of communal facilities from rooftop;
- Introduction of landscape concepts to define key public spaces
- Amalgamation of buildings A and B to single core
- Introduction of a recessed 7th floor (same overall height as initial CRG concept)
- Provision of supermarket frontage to Manning Street and introduction of laneway parking.



**LOCAL DESIGN REVIEW PANEL 3 - LDP**  
(20 JULY 2020)

Further design refinement was undertaken particularly relating to articulation of Manning Street frontage, landscape concepts, ground floor tenant selection and stress-testing design for solar passive, ventilation, overshadowing, deep root zones etc.

Key changes to the design concept included:

- Increased activation of the laneway;
- Residential address and lobby to Manning Street;
- Reconfiguration of public access to basement car parking and Level 1;
- Introduction of a bend to the Manning Street frontage to articulate the building mass; and
- Introduction of a break in building mass fronting Turnbull Way.





**STATE CLARIFICATION REVIEW SESSION**  
(10 NOV 2020)

Following a request for pre-lodgement advice (Form 17A) lodged with the State Development Assessment Unit (SDAU), a State Clarification Design Review Session was scheduled to better understand:

- Relevance of the ToMP DRP reporting (as this was addressing an LDP concept rather than a DA), in the context of current SDAU pre-lodgement status;
- Changes to the proposal reviewed by the ToMP DRP in comparison to the SDAU pre-lodgement proposal; and
- What changes would be considered by the proponents moving forward.

Key changes to the design concept as presented to the Clarification Review Session included:

- Increased width of laneway and associated entries;
- Further articulation of the Manning Street Façade;
- Increased clarity of the bridge connection fronting Manning Street; and
- Detailed design relating to façade treatments, balcony locations and recesses to address building bulk.



**STATE DESIGN REVIEW PANEL 1**  
(14 JANUARY 2020)

In response to the feedback received from the public advertising of the LDP and advice from the SDRP Clarification Review Session, more detailed analysis was undertaken to determine the appropriate height and scale of development within its distinct local context.

Following this analysis, it was determined that a 5-level building with a recessed 6 level was appropriate for the site and this revised concept including further information relating to car-parking configuration and landscape design was presented to the panel.



**STATE DESIGN REVIEW PANEL 2**  
(POST LODGEMENT)

The refined design will be presented to an additional State Design Review Panel post lodgement of this DA, which includes:

- Additional setbacks on all major intersections;
- Greater articulation of built form;
- Refinement to architectural language and facade treatment;
- Increased deep soil and tree canopy; and
- More generous community spaces.

# 04

## Design Overview

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# Design Vision

The overall design intent of Mos Lane is to create a building which draws on all of the aspects of the locality, both in terms of the emotional understanding of Mosman Park as a place and its physical and geological urban condition, to create a space for gathering, socialising and community life. A design that is fundamentally mixed use incorporating all the amenity to support living and a public focal point for the community. A place to enjoy the endearing qualities of Mosman Park.

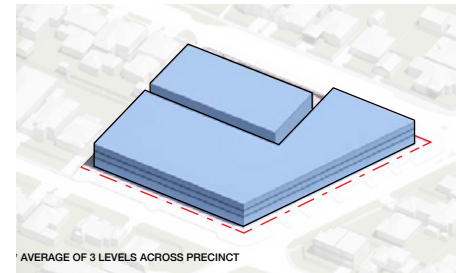
This guiding vision together with feedback received through the initial public engagement at neighbourhood nights and community reference group sessions, a thorough assessment of the site's physical, social and governance framework and feedback from design professionals, stakeholders, future tenants and adjoining property owners were used to formulate a series of key design principles to guide the site's planning and design.

## 1. Enhance existing neighbourhood amenity



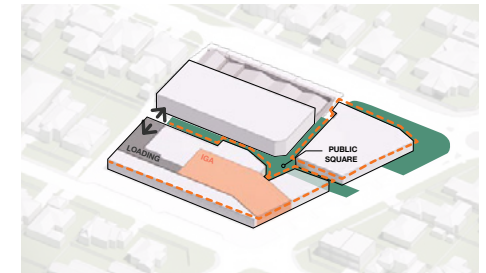
Enhance the performance and revitalise the existing centre by creating better access to retail services and facilities to benefit the local community, re-establish pedestrian and cycling priority to the centre, reintroduce green canopy and deliver housing diversity in an area of high amenity.

## 2. Create customised planning controls



Provide a customised set of controls that responds to the site condition and incentivises quality redevelopment outcomes, rather than following the current planning controls that encourage a generic built form outcome with little public benefit.

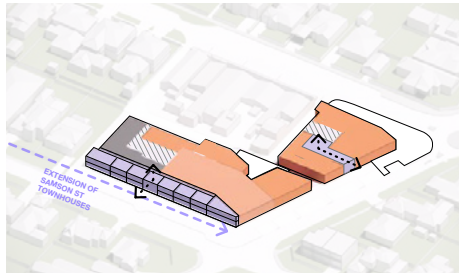
## 3. Turn Neighbourhood Nights into a real thing



Enhance Turnbull Way as a key public asset, introduce new public spaces and activate street frontages with new retail, wellness and food and beverage options.

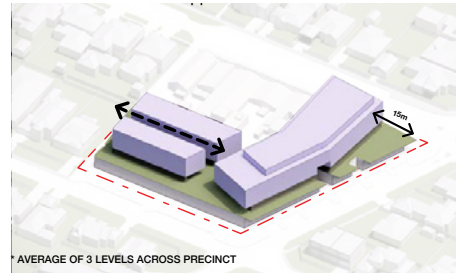


#### 4. Respond to Neighbourhood Context



Re-introduce a residential frontage to Samson Street, maintain the current distributed nature of traffic to and from the site and activate street frontages to existing key commercial addresses including Wellington and Manning Street.

#### 5. Articulate the building mass



Through the introduction of bespoke and responsive setbacks to neighbouring boundaries, breaking of the building mass to 2 discreet buildings, stepping and recessing of heights across the site and adding diversity and interest to the Manning Street Frontage through cranking of building mass.

#### 6. Make uniquely Mosman Park



Through the layering of landscape to the site, the introduction of high-quality retail and residential materiality, and a bespoke façade treatment that responds to the surrounding landscape and neighbourhood context of the locality.

#### 7. Create a community asset



Through the upgrading of surrounding streets and laneways, provision of underground power adjacent to the site, achievement of 4 star green star as built certification and the delivery of high quality and highly liveable housing options for the whole community.

# Design WA Principles

To achieve the vision and design principles for the site requires acknowledgement of its current role within the community and strategies to future proof its relevance and re-establish its prominent civic and landmark function within Mosman Park.

Drawing from the attitudes and philosophies of the mid-century modernists who developed a strong architectural reputation for Perth and its Western Suburbs and responding directly to the 10 design principles within Design WA, the architectural concept for the site responds to its unique opportunities and constraints and delivers a design outcome of exceptional quality.

The following provides a summary of the architectural concept, aligned with Design Principles outlined within SPP 7.0 Design of the Built Environment. A more detailed overview is provided within the Architectural Design Statement and Presentation provided at Appendix D.





# Design Concept



## CONTEXT + CHARACTER

The building responds to the geography and natural aspects of Mosman Park through a natural material palette, the surrounding streets and buildings through setbacks and typological relationships within the treatment of the façade and landscape quality through the promotion of green frame and on-structure planting.



## LANDSCAPE QUALITY

Set in the middle of a garden suburb, landscape has been central to the concept with both deep soil and on-structure planting leading the floorplan configuration and facades design. A green frame surrounding the site integrates with existing streetscape character and provides significant new trees and canopy cover.



## BUILT FORM + SCALE

The building has balanced the need to negotiate the transition with surrounding residential context and provide a focal point and landmark within the neighbourhood. This has been achieved through a response to geography and geometry, street level massing and character response and built form setbacks, transition and façade treatments.



## FUNCTIONALITY + BUILD QUALITY

Mos Lane creates a neighbourhood hub using all frontages for activation by minimising BOH operations and cores on the ground. Internally, the floorplate design maximises views and amenity for residents, balancing the functional and structural requirements of the building.



## SUSTAINABILITY

Sustainability is integrated as a first principle of the design creating a positive environmental outcome through passive and active design, social and economic sustainability, and appropriate neighbourhood centre density. The development has committed to achieving a minimum 4 star green star accreditation, with a stretch target of 5 star accreditation.



## AMENITY

The design creates amenity for both visitors and residents through significant active ground floor tenancies, weather protection, new areas of public space for the community to enjoy, floorplate design that prioritises solar penetration- and views and internal apartment designs that maximise comfort and usability.



## COMMUNITY

Community is at the heart of the design, with public benefit delivered through curated tenancies to serve community needs, enhancements to the surrounding public realm, new public space, integrated landscape design, and the development of a range of housing types allowing locals to stay within the Mosman Park community.



## LEGIBILITY

Landscape design and public realm treatment announce key entries and hold points from the surrounding streets. This is coupled with architectural treatments that provide legibility between residential and retail uses, as well as breaks in the podiums and materiality changes to announce the laneway, arcades and residential lobby spaces.



## SAFETY

The precinct design has considered CPTED items, maximising active / habitable frontages with glazing to provide surveillance to the streets, day and night activation, integrated lighting, visual permeability and security and safety doors for loading areas, integrated with the architectural design.



## AESTHETICS

Mos Lane has drawn from the sense of place of Mosman Park to create a project which sits comfortably within the existing urban condition. Careful selection and development of materials and facade treatments, coupled with the landscape design, have been composed to create an outcome that will create lasting value for the community.

# 05

## Development Outcomes & Planning Assessment

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# Development Outcomes & Planning Assessment

The development will become a unique mixed-use precinct and community asset that delivers ground floor retail, new publicly accessible spaces, quality design and enhances streetscapes. In addition to its civic function and role, it will create apartments that offer enhanced liveability and a range of options for the local community to remain in the peninsula neighbourhood as housing needs change.

Given the significant amount of technical reporting, consultation and workshoping that has informed the design, the following planning assessment is broken down into four core elements, including:

- Activation and community;
- Design and character;
- Access and car-parking; and
- Landscaping and sustainability.

Following each overview is a discussion and assessment against core aspects of the planning framework.

In line with the determination considerations outlined within the Planning and Development (Amendment) Bill 2020, the detailed assessment also acknowledges:

**S. 275 (6) (a) The purpose and intent of any planning scheme that has effect in the locality to which the development application relates**

- The objectives of the “Centre” zone within Town of Mosman Park Local Planning Scheme No. 3.

**S. 275 (6) (b) The need to ensure the orderly and proper planning and the preservation of amenity, of that locality;**

- Relevant items outlined within Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Deemed provisions

**S. 276 (6) (d) any relevant State planning policies and any other relevant policies of the Commission.**

- Assessment against State Planning Policy 7.3, Residential Design Codes Volume 2.

The following plans and consultant reports are appended to this report to support the development application:

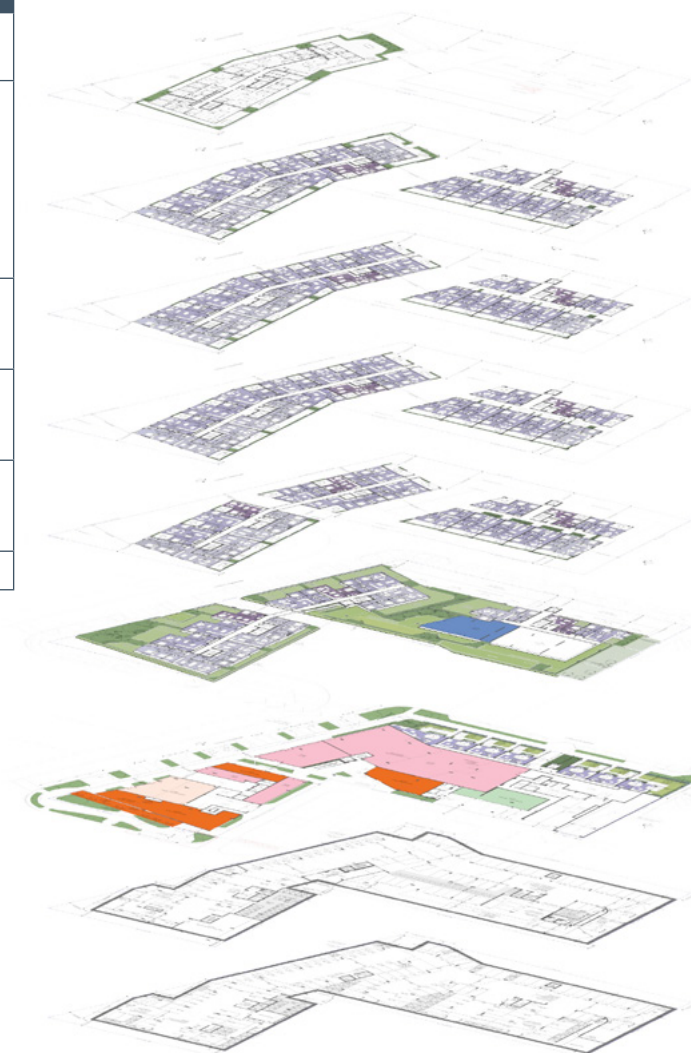
- Appendix D: Architectural design statement / report [NH Architects]
- Appendix E: Architectural Plan Series [NH Architects]
- Appendix F: Landscape Masterplan Report [Aspect Studio]
- Appendix G: Traffic Impact Assessment + Sustainable Transport Plan [Flyt]
- Appendix H: Waste Management Plan [Talis]
- Appendix I: Acoustic Report [Stantec]
- Appendix J: Sustainability Report [Full Circle]
- Appendix K: Retail Place Strategy [Place Development]
- Appendix L: Economic Benefit Study [Gilmore Advisory]
- Appendix M: Contamination Advice Note [Prensa]



An overview of the development outcomes is provided in table below.

Level	Development Overview
Basement Level 2	<ul style="list-style-type: none"> <li>• 107 secure residential car bays</li> <li>• 12 secure motorcycle bays</li> <li>• 62 bicycle parking bays</li> <li>• 83 resident storage units</li> <li>• Lift lobbies to buildings A &amp; B, and C</li> <li>• Fully screened plant room, substation and NBN infrastructure.</li> </ul>
Basement Level 1	<ul style="list-style-type: none"> <li>• 52 commercial car parking bays</li> <li>• 82 retail/staff bicycle parking bays</li> <li>• Staff end of trip facilities</li> <li>• Lift lobby for retail access</li> <li>• Fire tank and pump rooms, services and refuse areas</li> <li>• 21 residential car bays</li> <li>• 2 car share bays</li> </ul>
Ground Floor	<ul style="list-style-type: none"> <li>• 7 x 2 bedroom townhouse dwellings (first storey)</li> <li>• 1,469sqm of "shop" uses (supermarket, pharmacy, bakery, florist, book store, butcher, bottle shop, seafood)</li> <li>• 427sqm of "restaurant/café" uses (+alfresco) (restaurant, wine bar, café)</li> <li>• 150sqm of "recreation – private" (gym) uses</li> <li>• Publicly accessible spaces including widened Turnbull Way, public square and arcade, 3 metre setback / footpath widening to Manning Street and a public plaza on Wellington Street</li> <li>• Works to surrounding streetscapes, including new street trees, public spaces, car parking bays, pedestrian and cyclist facilities.</li> <li>• Lift lobbies to buildings A &amp; B, and C</li> <li>• 6 x public car parking bays on Turnball Way.</li> <li>• 8 x public car parking bays on Samson Street.</li> <li>• 15 x public car parking bays on Manning Street.</li> <li>• Entrance to basement car-parking (accessed off Turnbull Way)</li> <li>• Loading docks, bin storage, back of house, amenities and retail storage</li> </ul>

Level	Development Overview
Ground Floor Mezzanine	<ul style="list-style-type: none"> <li>• 7 x 2 bedroom townhouse dwellings (second storey)</li> </ul>
Level 1	<ul style="list-style-type: none"> <li>• Residential amenities including pool, landscaping and dining/lounge areas</li> <li>• 194sqm wellness studio</li> <li>• Publicly access podium space</li> <li>• 3 x single bedroom apartments</li> <li>• 5 x two bedroom apartments</li> <li>• 5 x three bedroom apartments</li> </ul>
Level 2	<ul style="list-style-type: none"> <li>• 3 x single bedroom apartments</li> <li>• 12 x two bedroom apartments</li> <li>• 4 x three bedroom apartments</li> </ul>
Level 3	<ul style="list-style-type: none"> <li>• 2 x single bedroom apartments</li> <li>• 14 x two bedroom apartments</li> <li>• 4 x three bedroom apartments</li> </ul>
Level 4	<ul style="list-style-type: none"> <li>• 2 x single bedroom apartments</li> <li>• 12 x two bedroom apartments</li> <li>• 5 x three bedroom apartments</li> </ul>
Level 5	<ul style="list-style-type: none"> <li>• 5 x three bedroom apartments</li> </ul>



# Activation + Community

The activation and community vision for the development is to create a new heart for the community, which will become the centre for daily life and activity within the local area.

In response to this vision, the project team has undertaken a thorough process to understand what is missing in the local area, the role the local centre is currently performing and its economic and social potential in the future. This process included:

- Initial pre-proposal engagement with the local community to understand how the centre was being used currently and what was missing to ensure it becomes a local asset;
- Consultation with current business owners to understand their aspirations;
- Liaison with key corporate partners (including Metcash IGA) to understand operational requirements and key design features;
- A leasing strategy, targeting additional, best of field operators and providing an indication of fit-out and incentive requirements; and
- A landscape concept plan understanding existing typologies of public spaces in the area to inform the configuration of new public space amenity on the ground floor.

These investigations concluded and recommended the following:

- Provide space for existing operators at the centre to return, including refined footprints to acknowledge evolving business models and associated tenancy requirements;
- Expand the retail and food and beverage and health and wellbeing offering of the centre to provide more choice for the local community and drive daily visitation;
- Add key ground floor amenity through a new network of public spaces and an activated laneway through Turnbull Way; and
- Provide fit-out and tenancy incentives to attract best of field operators who will drive the desirability of the centre and ensure an offering worthy of its unique peninsula location.

Based on the study findings, the following objectives were drafted and tested with the Community Reference Group to guide an appropriate development outcome:

- Take inspiration from local history and identities when naming the precinct's buildings, public spaces and tenancies;
- Provide a network of new, accessible public space and community destinations including:
  - a north facing public plaza on Wellington Street;
  - a central public square on Turnbull Lane;
  - a laneway / arcade connection between Manning Street and Turnbull Way; and
  - a publicly accessible podium space.
- Apartment sizes and design should cater for a diversity of household types and users, including studio/1, 2 and 3 bed options and provide fit for purposes spaces in line with Multi-Generational Housing Framework [Perth Alive];
- Communal facilities (both indoor and outdoor) shall be designed to encourage interaction, including public access and use, where appropriate;
- Develop a governance structure to manage community spaces, activate the public realm and sustain community involvement;
- Provide a range of local retail convenience and services, including supermarket, food and beverage and wellness that activate the public plaza on Wellington Street, Manning Street, Turnbull Way and the public square adjoining Turnbull Way;
- Design for adaptability and flexibility in the ground floor to allow uses to evolve and change over time.





## DESIGN & PLANNING RESPONSE

The proposed development responds to the vision and objectives through the following:

- An extensive package of public benefits totalling approximately \$11,000,000 aligned to community wants and needs, and the LPP 15 Development Incentives framework, including:
  - Increased landscaping on site;
  - Public art contributions;
  - Superior sustainability ratings;
  - Sustainable transport initiatives;
  - Adaptable ground floors;
  - Incorporation of surrounding public realm including streetscape enhancements, underground power, landscaping and ongoing maintenance requirements; and
  - Opportunity cost of demolishing a fully tenanted centre, foregoing 18 months rent, rebuilding retail space to a high architectural specification and providing fitout and leasing incentives to attract uses to respond to community need.
- A new network of public spaces including a north facing plaza, central public square, widened footpaths and laneways and a new covered arcade for the community to enjoy and activate;
- A highly activated ground floor enabling existing operators to return to the local centre in a new, refined format and the introduction of uses that are currently missing to better service the local community; and
- The introduction of two storey townhouses as well as 1, 2 and 3 bedroom apartment dwellings, directly responding to housing need in the local community and increasing density within the walkable catchment of the neighbourhood centre.



## PUBLIC BENEFIT

Noting the strategic importance that the State Governance Framework places on activity centres, and the intent of the guiding Design WA Policy Suite to provide a flexible, outcomes focussed and incentivised planning regime to guide the redevelopment of strategic sites, the ToMP framework establishes a 'base' R-60 Centre Coding over the site, with mechanisms to establish a customised set of fit-for purpose development controls to guide the future redevelopment of the site.

Central to this incentivised policy regime is ToMP LPP 15, which identifies 11 development incentives that shall be satisfied if applications are applying for discretion in relation to Plot Ratio, Building Composition, Building Height and Setbacks.

The community benefits proposed to be delivered in line with this localised framework are summarised adjacent, outlining compliance and achievement of all 11 incentive criteria. An overall public benefit contribution is estimated to exceed \$11,000,000.

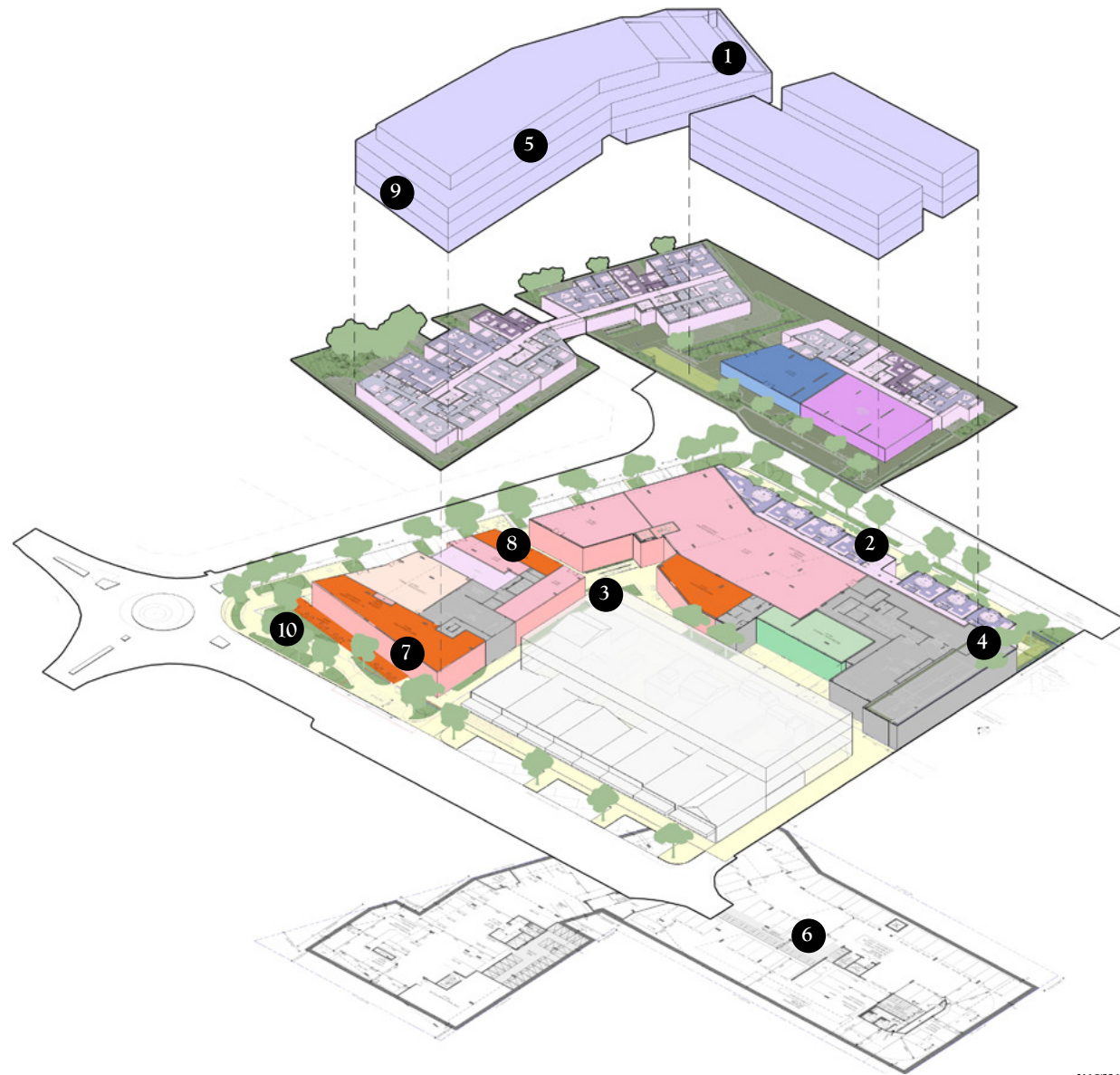


Figure 4: Public Benefit



Table 1: Public Benefit Assessment LPP15

1	<b>Development Incentive 1:</b> The development achieves a positive endorsement from a Design Review Panel (DRP) and/or the Office of the Government Architect (OGA)	<ul style="list-style-type: none"> <li>The design has been reviewed extensively through both Local and State Government DRP processes.</li> </ul>	7	<b>Development Incentive 7:</b> Flexibility and adaptability of spaces is designed-in to allow for changes of land use over time.	<ul style="list-style-type: none"> <li>The ground floor of the proposed development is set under a flexible, load bearing structure allowing for changes to internal configuration of tenancies over time.</li> <li>This is strengthened through 5.5–6.5 m ground floor to ceiling heights and the strategic location of shared servicing and infrastructure.</li> </ul>
2	<b>Development Incentive 2:</b> The amenity of the streetscape is enhanced through soft landscaping provided on site.	<ul style="list-style-type: none"> <li>The site includes 269sqm of true deep soil contribution supplemented by extensive integrated on structure landscaping resulting in 1,102sqm deep soil contribution (21%).</li> <li>Tree canopy estimate of 1,292sqm.</li> </ul>	8	<b>Development Incentive 8:</b> Development is at a human scale as observed in its locality.	<ul style="list-style-type: none"> <li>The development achieves 225m of activated ground floor frontage.</li> <li>Tailored height and setback controls to achieve a highly responsive built form.</li> <li>Extensive green infrastructure.</li> <li>900 sqm of new community space.</li> </ul>
3	<b>Development Incentive 3:</b> The development contributes public art on site and visible from the public realm.	<ul style="list-style-type: none"> <li>The development has committed to the incorporation of public art into the design of the public realm.</li> <li>Details of the artwork are to be submitted as a condition of development approval.</li> </ul>	9	<b>Development Incentive 9:</b> If there are no heritage and/or character buildings on site, the development should contain design elements that appropriately respond to, but not necessarily duplicate, heritage buildings on the same street, as determined by the DRP/OGA.	<ul style="list-style-type: none"> <li>The concept design responds to unique landscape setting of Mosman Park, prominent civic buildings within the local area and broader western suburb locality, suburban built form and landscape patterns and streetscape response.</li> </ul>
4	<b>Development Incentive 4:</b> Significant trees are retained and/or new trees and/or mature trees are proposed over and above the minimum requirements of R-Codes Vol.2, Element 3.3.	<ul style="list-style-type: none"> <li>The development retains the largest tree on site being a Coral Tree <i>Erthrina</i> with 90sqm canopy within the front/side courtyard of the eastern terrace home.</li> <li>The development also proposes extensive mature landscaping including approximately 62 small tree and 3 medium trees.</li> </ul>	10	<b>Development Incentive 10:</b> Publicly accessible spaces / through-lot pedestrian links / community amenities that contribute to the locale are provided on site.	<ul style="list-style-type: none"> <li>281sqm north facing public plaza delivered on site.</li> <li>451sqm laneway widening, central square and arcade.</li> <li>233sqm of footpath widening on Manning Street.</li> <li>370sqm of publicly accessible podium space.</li> </ul>
5	<b>Development Incentive 5:</b> Superior sustainability ratings are achieved.	<ul style="list-style-type: none"> <li>The development is committed to achieving 4-star Green Star Design and As Built Certification.</li> <li>The project will be targeting 5-Star Green Star and FitWel Certification in the future. The ESD report provided at Appendix J confirms that this goal is achievable based on the current design.</li> </ul>	11	<b>Development Incentive 11:</b> Any additional criteria or contributions (non-financial) that the Town considers to be worthy of granting a bonus.	<ul style="list-style-type: none"> <li>Over 2000sqm of streetscape upgrades to curb line including Samson, Manning, Wellington and Turnbull Way.</li> <li>Underground power adjacent to the site.</li> <li>Tenancy incentives, fit out contributions and shutting down / rebuild of ground floor operators.</li> <li>Relocation of Western Power Transformer adjacent to Turnbull Way.</li> <li>Incorporation of laneway infrastructure to facilitate public events.</li> </ul>
6	<b>Development Incentive 6:</b> Transport modes other than private vehicles are encouraged and provided for greater than any minimum requirements.	<ul style="list-style-type: none"> <li>The development consolidates access to the site into the existing service laneway and provides underground carparking that allows for improved pedestrian and cyclist access to the site.</li> <li>Introduces 900sqm new public space and amenity.</li> <li>Provides 22 employee bike bays, end of trip facilities and 60 bays for commercial visitors.</li> <li>Commitment to providing car share scheme in the development.</li> <li>Public realm treatment to encourage active transport including shelter, seating, bike parking racks and tree canopy.</li> </ul>			

## LAND USE

The development has curated its ground floor offering with the return of all local businesses currently operating at the centre in a new and revised format and the introduction of best of field operators in food and beverage, health and wellness to fulfil its community and civic role.

All of the proposed land uses have been carefully selected to respond to existing gaps in the market, allow the return of local favourites with a strong community connection, and ensure the centre becomes an attraction in the wider peninsula neighbourhood.

In relation to the site's land use assessment, the proposed uses total GLAR and land use classification and permissibility for the 'Centre' zone are as outlined in table 2.

The overall sqm of non-commercial floorspace GLAR is 2,207sqm (NLA 1,997sqm), representing an approximate 20% increase in commercial floorspace from the existing centre (1,766sqm).

In line with the provisions of LPS 3, Development Applications for proposed "D – Discretionary" uses will be determined with regard to Clause 67 of the deemed provisions.

The key aspects of Clause 67 and the development's compliance are addressed on the following pages.

The existing chemist has been recognised as an "essential service" to the community and the proponent has committed to providing a temporary tenancy to ensure it remains operational throughout the redevelopment process.

PROPOSED TENANCY / USE	NEW / RETURNING USE	LPS 3 USE CLASS (PERMISSIBILITY)	GLAR	NLA
Pizzeria	New	Restaurant / Café (D)	265m2	225m <sup>2</sup>
Seafood	Returning (fish and chips)	Restaurant / Café (D)	153	130m <sup>2</sup>
Bakery	Returning (Bittersweet)	Restaurant / Café (D)	80	68m <sup>2</sup>
Liquor Store	Returning	Liquor Store – Small (D)	208m2	177m <sup>2</sup>
Florist	New	Shop (D)	62m2	53m <sup>2</sup>
Chemist	Returning	Shop (D)	190m2	161m <sup>2</sup>
IGA	Returning	Shop (D)	809m2	809m <sup>2</sup>
Bookstore	New	Shop (D)	96m2	82m <sup>2</sup>
Wellness Day Space	New	Shop (D)	194m2	165m <sup>2</sup>
Gym	New	Recreation private (D)	150m2	127m <sup>2</sup>
<b>TOTAL</b>			<b>2,207m2</b>	<b>1,997m2</b>

**Table 2: Land Use**





Figure 5: Land Use

## ACTIVATION & COMMUNITY – PLANNING ASSESSMENT

**Clause 67 Deemed Provisions a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area.**

The “Centre” Zone in LPS 3 has the following relevant objectives:

- To facilitate the development of activity centres in the Town providing for the identified needs of the community in the provision of retail goods and services, cultural, health and community facilities, entertainment and employment opportunities.
- To encourage residential and employment opportunities in a mixed-use format complementing and supporting the vitality of desired uses
- To promote the redevelopment of activity centres to provide greater land use efficiency, vibrancy, accessibility and safety, in addition to improved urban amenity.

**The proposed uses within the development respond to these objectives by:**

- Providing a range of retail and commercial uses that the community has identified as lacking within the local area through both the Neighbourhood Nights Event run on site and the Community Reference Group Session;
- Specifically includes the addition of retail, food and beverage, health and wellness to drive daily visitation to the centre, activation and vitality, reducing the need to drive out of the area for basic convenience and amenity;
- Providing a mix of both residential and commercial land uses to improve the feasibility of the proposed services and adding much needed residential density and housing diversity to the peninsula neighbourhood;

- Providing local employment opportunities by increasing the number of jobs on the site by 43, resulting in 117 local jobs in a highly walkable and cyclable catchment;
- Delivering 83 new, high quality 1, 2 and 3 bedroom apartments, offering housing diversity to the local community and improving land use efficiency;
- Facilitating a redevelopment and providing ground floor and podium retail space that proposes the more efficient use of land and far exceeding the current vibrancy, safety and urban amenity of the existing centre.

**Clause 67 Deemed Provisions c) Any approved State planning policy.**

SPP 4.2 Activity Centres for Perth and Peel articulates the main role and typical attributes of Neighbourhood Centres area is as follows:

*“Neighbourhood centres are important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium density housing. Neighbourhood and local centres play an important role in providing walkable access to services and facilities for communities.”*

**The proposed uses allow the centre to function in line with this identified role, and importantly provide the ground floor amenity and offering to attract residents to this location.**

**Clause 67 Deemed Provisions a) any local planning strategy for this Scheme endorsed by the Commission**

The ToMP Local Planning Strategy was approved on the 22 May 2013. It identifies the site as the “Wellington Street Neighbourhood Centre” and includes the following attributes and strategic intent:

- “The Wellington Street Neighbourhood Centre is likely to grow and expand to meet demand as population and wealth increase, particularly due to its 360 degree catchment” pp. 41
- “The incremental expansion of the Monument and Wellington Street Neighbourhood Centres will need to be considered...”pp. 60
- “Facilitate greater legibility and accessibility for local residents to existing neighbourhood activity centres. Encourage the development of these centres as community hubs, incorporating a range of artistic and community facilities” pp. 73
- Encourage the redevelopment and retrofitting of neighbourhood activity centres to provide stronger more activated relationship with the street. This may be achieved by a partial ‘turning inside out’ of existing built form” pp. 73
- “Include provision in the new Scheme that allow for a bottom line increased development potential within the Stirling Highway Commercial Area and existing neighbourhood activity centres...” using a combination of ‘Mixed Use = Retail/Commercial’, ‘Mixed Use – Residential / Commercial’ and ‘Neighbourhood Centre’ zones”. pp.73
- “Provide for additional development potential in the... neighbourhood activity centres through a detailed area plan process” pp.73



**The proposed redevelopment directly responds to these statements by:**

- Increasing the amount of commercial floorspace by 20% to adequately service the growing and diverse population;
- The incorporation of a wide range of community focussed retail and food and beverage uses; and
- Improved urban design outcomes (discussed in further detail in the Design & Character of this report).

**Clause 67 Deemed Provisions g) any local planning policy for the Scheme area;**

Local Planning Policy 15: Development Standards for Multiple Dwellings, Mixed-Use Developments and Non-Residential Developments, reinforces the sites role as an activity centre capable of mixed use development.

Specifically the Policy encourages a mixed use outcome through a target of non-residential (33%) to residential (67%) land use diversity.

**The proposed uses responds to the mixed use intent of the policy.**

**Clause 67 Deemed Provisions n) the amenity of the locality including the environmental impacts of the development.**

Notwithstanding the site's existing commercial use and its intended mixed use nature, the compatibility of the non-residential land uses on the ground level with the multiple-dwellings and neighbouring properties has been carefully considered. In particular:

- Samson Street has been maintained a solely residential street, with commercial activity pushed to existing commercial street fronts including Manning and Wellington;
- Commercial uses will largely be day time operations, with the exception of the IGA, and the restaurant fronting onto Wellington Street;
- Apartments adjacent to these areas comply with the noise requirements for mixed use development as per details provided in the Acoustic Report provided as Appendix I;
- Loading and servicing of the commercial uses will occur within an enclosed portal, being a vast improvement to the existing open air servicing currently operating at the centre;
- No impacts associated with overshadowing or privacy of adjoining properties; and
- Maintain the current distributed nature of traffic to the centre.

## DWELLING DIVERSITY

**SPP 7.3 Element Objective 4.8.1 A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.**

As noted within the context analysis section of this report, the majority of the Town's 1500 dwelling infill target is logically provided in proximity to the Glyde Street precinct, adjacent to rail infrastructure and the Stirling Highway Activity Corridor.

However, the Peninsula offers a distinct point of difference, level of amenity and access to community facilities and open space that is unrivalled within its immediate context. It also has a significant challenge in relation to housing stock, with 95% single dwellings within the neighbourhood but 35% of the community seeking affordable and alternate choices to the traditional family housing. This include a demographic that is 16% emerging home-owners (15-29 years) and 18.5% downsizers (65+).

Added to the requirement for 25+ dwellings per gross urban hectare within 200m of neighbourhood centres as stipulated within Draft SPP 4.2 (existing performance of 11 du/ha), there is a significant and compelling argument for increased density on the site to ensure a population density that supports the provision of services and facilities to the broader public, increase people living within the local walkable catchment of these services, and facilitate housing choice in a diverse community.

The proposed development responds to these challenges through the introduction of 83 new dwellings, which includes:

- 7 x 2 storey townhouses fronting Samson Street (8%);
- 10 x 1 bedroom apartments (12%);
- 43 x 2 bedroom apartments (52%); and
- 23 x 3 bedroom apartments (28%).

This diversity in dwelling product is considered to adequately cater for singles, couples, families and downsizers, and particularly allow the emerging first home buyers and downsizers an opportunity to stay within the local Peninsula Neighbourhood by providing a product other than a single detached dwelling.



Samson St. Apartments



Townhouses



Amenity, Services & Facilities



Manning St. Residences



Figure 6: Dwelling Diversity

## COMMUNAL OPEN SPACE

**SPP 7.3 Element Objective 3.4.1 Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.**

**SPP 7.3 Element Objective 3.4.2 Communal open space is safe, universally accessible and provides a high level of amenity for residents.**

**SPP 7.3 Element Objective 3.4.3 Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.**

Given the overall design intent of the Mos Lane development, open space is proposed to be delivered through both traditional, resident only open space as well as ground floor and podium amenities that are accessible to the broader community.

In terms of communal open space accessible only by residents, this is to be delivered on level one, proposed to be 545sqm in size (6.5sqm per dwelling) and include an all-ages pool, lounging nodes and private entertainment areas. An orchard and community garden is also proposed on this level, offering a citrus, rose and sensory garden to support resident health and wellbeing.

The area is north facing, receives excellent access to sunlight, ventilation and views, and will be extensively landscaped to ensure an area of high amenity for residents to gather, share and recreate. Its location has been carefully considered to ensure it offers a high level of accessibility and minimises impacts associated with nearby private open space and neighbouring properties.

In addition to the resident only communal open space, extensive ground floor public space is also proposed, which will be open to all residents to use and offer an extremely high level of ground floor amenity to drive the attractiveness of the neighbourhood centre location.

The design and landscaping of this publicly accessible space is discussed further in the Landscaping and Sustainability section of this planning assessment.





1. Orchard and Community Garden



2. Pool Area



3. Health and Wellbeing



4. Private Terraces

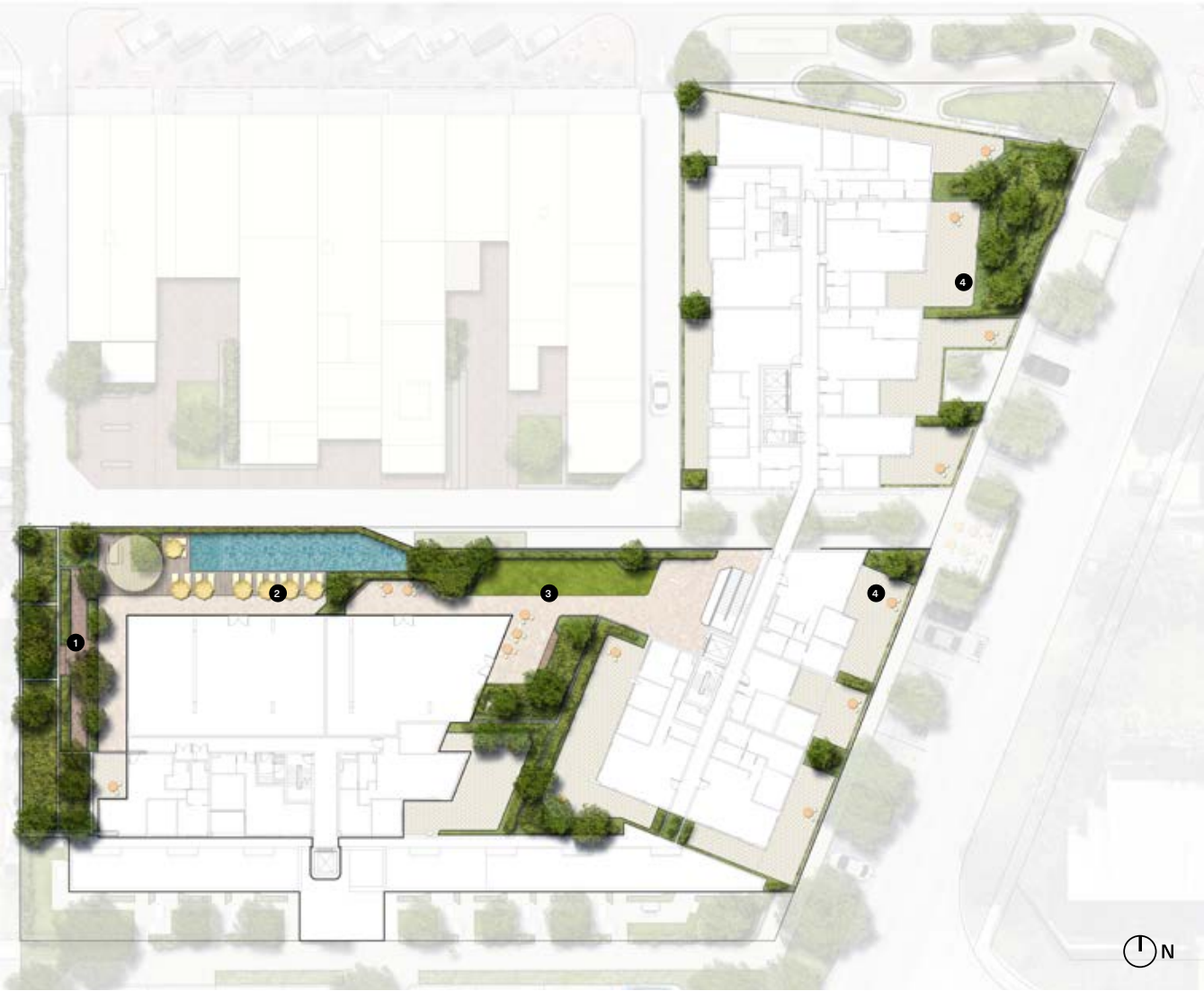


Figure 7: Communal Facilities

# Design & Character

The design and character vision for the development is to create a new heart for the community, respond sensitively to existing streetscapes, adjoining properties and the unique setting of Mosman Park, and deliver apartments that offer unrivalled lifestyle and amenity opportunities for future residents.

In response to this vision the project team has been through an exhaustive process of understanding the site's unique opportunities and constraints, testing and evolving design concepts, and a thorough technical review to ensure the development's buildability and delivery. This process has included:

- Listening and responding to community feedback regarding what's missing in the community;
- Testing an appropriate building form and scale relative to various streets and edges adjacent to the building;
- Visual impact assessments to understand how the building will sit within the its broader landscape setting; and
- Detailed design of the building including apartment layouts, materiality and ground floor detailing.

The study concluded and recommended the following:

- Expand the retail and food and beverage offering of the centre and add key ground floor amenity through new public space and an activation laneway;
- Use varying setbacks in response to streets character and adjoining properties, with taller aspects and reduced setbacks generally located on the north-eastern corner;
- Building heights up to 6 storey maximum, with a setback upper level to reduce visibility from the surrounding streets; and
- Use greenery and landscaping on the ground floor, adjoining streets and on-structure to successfully integrate with the neighbourhood.

Based on the study findings, the following objectives were prepared and tested with the Community Reference Group to guide an appropriate development outcome:

- Design to explore a new, contemporary Mosman Park style, with buildings that vary subtly in detailing but maintain a common architectural language, with a focus on high-quality 'residential' materiality;
- Buildings up to a maximum of 6 storeys, with appropriate transition in scale or setbacks to more sensitive residential edges, particularly the direct western interface, and consideration of views and vistas from the surrounding public realm;
- Express the building mass through a combination of setbacks, building form, facade design, fenestration, balconies and/or materiality to create a positive streetscape outcome;
- Ground floor commercial tenancies to provide a fine grain of shopfronts with reduced but varied setbacks, different materiality, major openings and active uses fronting Wellington Street, Manning Street and Turnbull Way;
- Consider the relationship between public spaces and private dwellings, including aspects such as views, privacy and noise, to ensure that apartment dwellings offer excellent amenity for residents;





## DESIGN & PLANNING RESPONSE

The proposed development responds to the vision and objectives through the following:

- A highly activated ground floor, which includes flexible spaces for commercial uses to Manning Street, Wellington Street and Turnbull Way;
- Introduction of public realm through the north facing plaza, pedestrian only arcade, central public square and widened Turnbull Way;
- Appropriate setbacks, design and landscape treatments to sensitive residential edges including the direct western interface;
- Significant breakdown of building mass along Manning Street, through the introduction of a building break marking the entry to the arcade, landscape breaks on the building structure, and upper storey setbacks to provide relief to the street and introduce additional landscaping;
- A variety of building heights including 1, 2, 5 and a recessed 6th storey not visible from the public realm, with an average overall height of 3.16 storeys;
- Façade treatment and design that takes inspiration from the landscape qualities of Mosman Park and local mid-century modernist principles;
- A resultant plot ratio of 2.07.

## DESIGN + CHARACTER – PLANNING ASSESSMENT

The site is zoned “Centre” in the Town’s LPS No. 3, with a residential density code of R60. Noting the site’s strategic importance to the peninsula neighbourhood, an LDP is required to determine appropriate building height and plot ratio for the site, with no limit to this discretion as outlined within ToMP LPP 15.

Without an approved LDP, the appropriateness of aspects such as height, bulk and scale of the proposed development are determined with reference to the element objectives of SPP 7.3. Core objectives of direct relevance to the proposal are addressed in the text below, with a full assessment against each element objective provided in the self-assessment table at Appendix C.

## BUILDING HEIGHT

**SPP 7.3 Element Objective 2.2.1 The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.**

The built form height strategy for the site takes the full site cover, 3 storey limit plus roof terrace, which is able to be developed on the site under a compliant R60 coded townhouse scheme, and proposes a varied built form that includes 1, 2, 5 and a recessed 6th storey element covering only 18% of the site that is not visible from the public realm (refer figure 8).

This results in an average height of 3.16 storeys across the development site, whilst producing a building form that allows for public space to be delivered, increased setbacks to sensitive residential interfaces, the introduction of a fully public ground floor commercial component to service the surrounding neighbourhood and integrated landscaping.

This strategy is in line with the planning guidance notes within SPP 7.3, which states that:

*“Well-designed taller buildings with good siting, setbacks, open space and articulation can be significantly better for neighbourhoods than poorly-designed low-rise buildings with high site coverage and no consideration of context.”*

The overall height for the building has also been extensively tested through judicious streetscape analysis with the 5 level maximum with a recessed 6th level considered to appropriately respond to the site’s civic role in the neighbourhood, while not overbearing the streetscape. In particular, the 5 storey height with recessed 6th was visible above the street tree line and adjoining buildings when viewed from key vantages of Samson Manning and Wellington and Manning, without dominating the view and the prominence of the green landscaped frame. The figures provided on the following pages demonstrate the limited impact of the built form on the surrounding view lines and vistas.

To complement this height analysis, the placement of building mass on the site has also been carefully considered, with built form generally being:

- Pushed back from Samson Street noting the street’s residential role and function and creating a human scale interface;
- Pushed toward Manning and Wellington, being the existing commercial frontages of the property and the key commercial heart to the precinct; and
- Recessed, broken and separated at key points to increase interest and respond to streetscape characteristics such as length, vistas and grain.

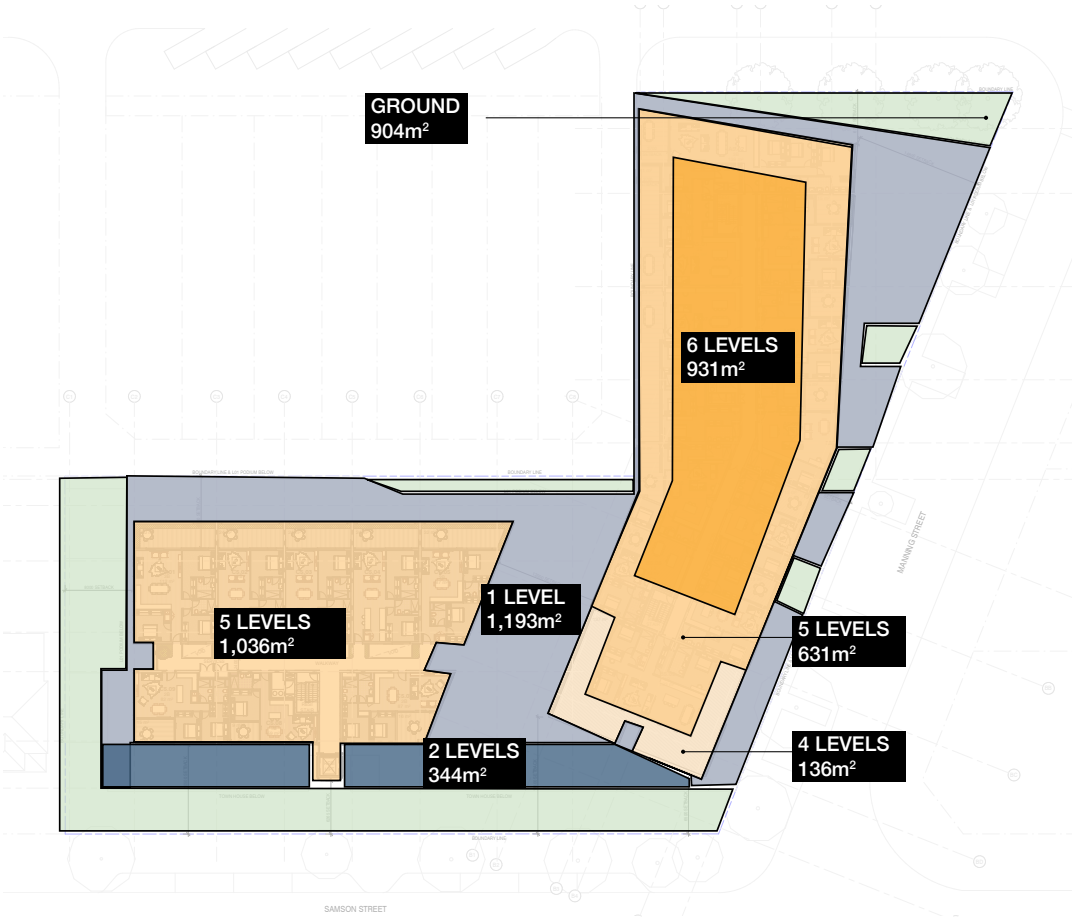
Aside from the neighbouring R60 terraces that share the subject site’s zoning and R-Coding, adjacent properties are coded R20 and are largely single or double storey residential dwellings, resulting in an island site typology. These neighbouring sites are not anticipated to change in the near future, however it is noted that some “bleeding” of density away from the subject site may be appropriate in the future to achieve the density targets for neighbourhood centres as identified in Draft SPP 4.2, which would assist in a more gradual transition in building height being achieved.

It is also noted that this was the planning intention of the original draft local planning strategy / scheme at the last review cycle, and Council encouraged the subject site’s current owner to include the R60 Terraces within the LDP to deliver a precinct wide built form approach.

Notwithstanding the current single residential character of the surrounding catchment, the pattern of suburban landscape, which includes built form broken by intermittent garden greenery, has also been used to prepare a façade approach that reinterprets this horizontal patterning vertically (figure 13).

Through this combination of placement of height, massing strategy and façade detailing, the proposed development responds to streetscape character and desired future scale of the street, whilst also recognising the civic prominence and community role of the site.





**AVERAGE HEIGHT - 3.1L**

Figure 8: Average Height Plan



Figure 9: Samson Street looking East



Figure 10: Wellington Street looking East



Figure 11: Manning Street looking North



Figure 12: Wellington Street looking West



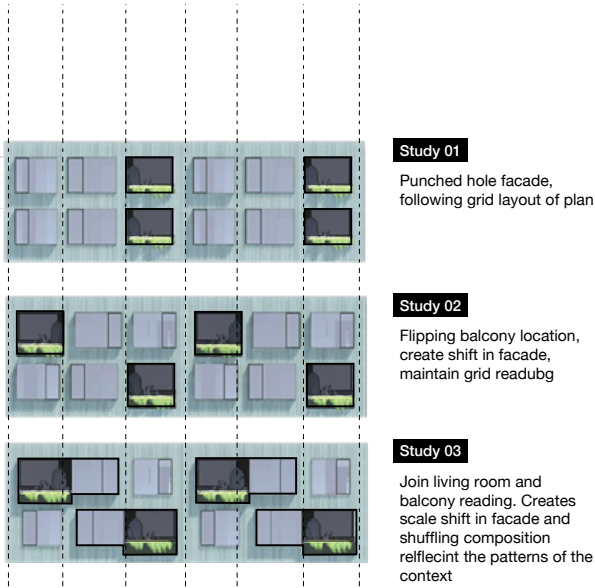


Figure 13: Massing & Facade Treatment



DESIGN + CHARACTER – PLANNING ASSESSMENT

SPP 7.3 Element Objective 2.2.2 The height of buildings within a development responds to changes in topography.

The building has been designed to respond to topography both within the site boundaries, and broader geography and topographic features within the peninsula setting.

In relation to its peninsula setting, the height of the development sits lower than Monument Hill, which provides a defining landscape feature to the Mosman Park neighbourhood. When viewed through long cross-sectional studies, monument hill, together with the site, smaller topographic features and significant trees, creates a natural transition in height back to the current existing single and double storey residential character (refer figures 14-17).

Topography within Mosman Park, including the general rise of Samson Street East to West, rise of Manning Street south to north, and Wellington Street east to west, also results in the development having a very limited impact on long views towards the site from the surrounding street network (refer visual impact studies provided within NH Design Justification Report).

Within the site boundary, the development responds to a 1m fall north to south through floor to ceiling height on the ground floor. The response ensures that the ground floor tenancies are all universal accessible and provide for adaptability of the ground floor uses to respond to changing community needs over time.

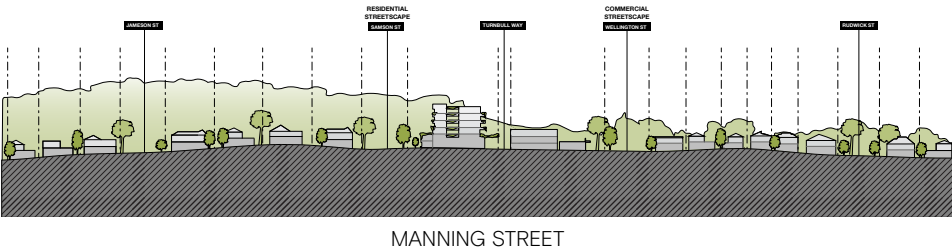
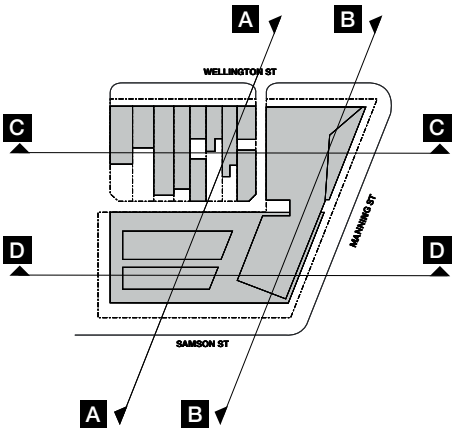


Figure 14: Section A

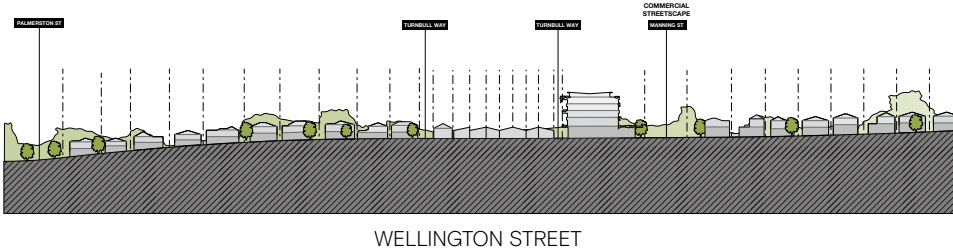


Figure 16: Section C

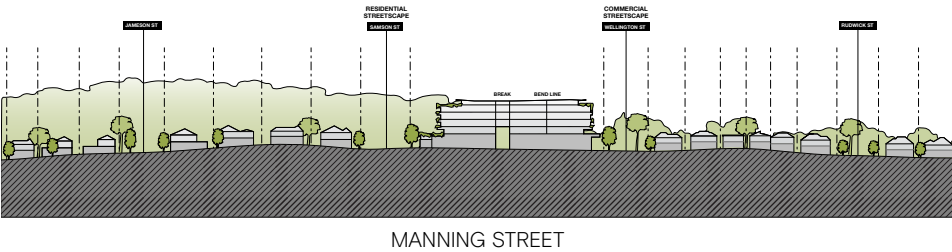


Figure 15: Section B

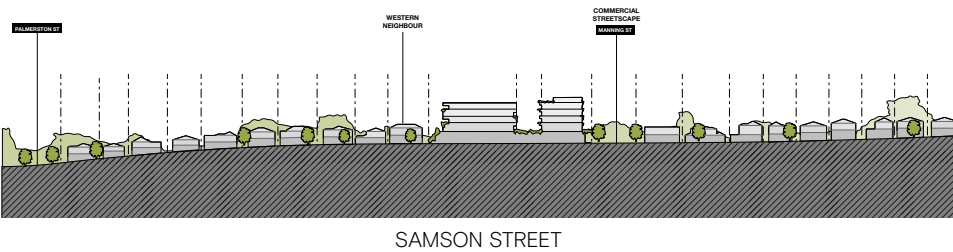


Figure 17: Section D



**SPP 7.3 Element Objective 2.2.3 Development incorporates articulated roof design and/or roof top communal open space where appropriate.**

The roof design, particularly of Building A & B has been carefully considered to provide a gradual transition to lower storeys, especially from the key civic corner of Samson and Manning Street. This is achieved through a diagonal banding connecting the roof structure to the level below, creating a calmer transition and minimising the vertical form of the recessed upper levels.

With communal facilities located on the podium level, the rooftop will be used for services and solar panels. This infrastructure will be located within the middle of the roof structure and screened to ensure it cannot be seen from the adjoining public realm.



Figure 18: North Elevation

## STREET SETBACKS

### SPP 7.3 Element Objective 2.3.1 The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.

Each street environment has been analysed and considered in relation to its current design outcome and future role and potential. The associated design responses have been made possible through the provision of basement car-parking to service the proposed development, freeing up at-grade space to respond to character and streetscape opportunities through built form, setbacks and landscape (refer figure 19).

**Samson Street** was recognised as a quieter residential street, with significant greenery and landscaped vegetation. In response to this character the development proposes:

- A 5metre setback to two storey terrace product from the street, providing a continuation of the residential character and a front courtyard space for greenery and landscape;
- A minimum 9metre and up to a maximum 13.8 metre setback for upper floors, allowing the terrace products to read as the defining streetscape feature and a continuation of built form character.

**Manning Street** was recognised as a key commercial frontage where the majority of existing shops gain access from, but with limited activation due to the dominance of at grade car-parking. The importance of the landscape verge / frame was also recognised. In response to this character the development proposes:

- A 3 metre ground floor setback providing a generous footpath covered by an awning and ground floor commercial tenancies activating the street;
- 7m and 4.2m setbacks at key pinch points on the ground floor, allowing for variation in street setbacks and additional deep soil area to add landscape to the green frame;
- Second storey setbacks reduced to nil to provide constant shade and weather protection to the ground floor amenity below;
- Upper floor setbacks increased to 4 metre minimum and up to a maximum of 14.8 metres, acknowledging the significant length of this Manning Street frontage and providing relief to street, minimising building mass and providing space for additional on-structure landscaping.

**Wellington Street** was recognised for its active frontages, small businesses, connectivity and access but with limited shade and lacking a sense of intimacy. In response to this character the development proposes:

- A 2.5m minimum to 8.2m maximum ground floor setback, allowing the introduction of a new north facing public plaza to bookend the street, and provide space for commercial tenancies to activate the edges;
- A continuous awning providing weather protection to the footpath and tenancies below;
- A 2 m minimum to 6m maximum setback to upper stories, acknowledging the key vantage point of the development from Wellington and Manning and ensuring the scale and rhythm of the adjoining commercial tenancies is not compromised.

**Turnbull Way** was recognised as currently back of house, but with excellent potential to both service the development and provide unique sheltered public space with activation potential. In response to this character the development proposes:

- 2.2m – 3m minimum setbacks to Turnbull Way on the ground floor, widening the laneway and ensuring it is capable of functioning as a shared space for both vehicle access and pedestrian activity encouraged through activated tenancies;
- Extended ground floor setbacks ranging from approximately 6-10m centrally within the laneway, providing the opportunity for a new public square and IGA forecourt plaza, with direct access to the publicly accessible podium space above;
- Upper level setbacks reduced to nil on the eastern building, acknowledging the more urban environment of the laneway and providing shade and weather protection to the pedestrian pathways below;
- A minimum 5.5 metre setback to upper levels of building C, ensuring northern light can access key ground floor public spaces and shared communal space.



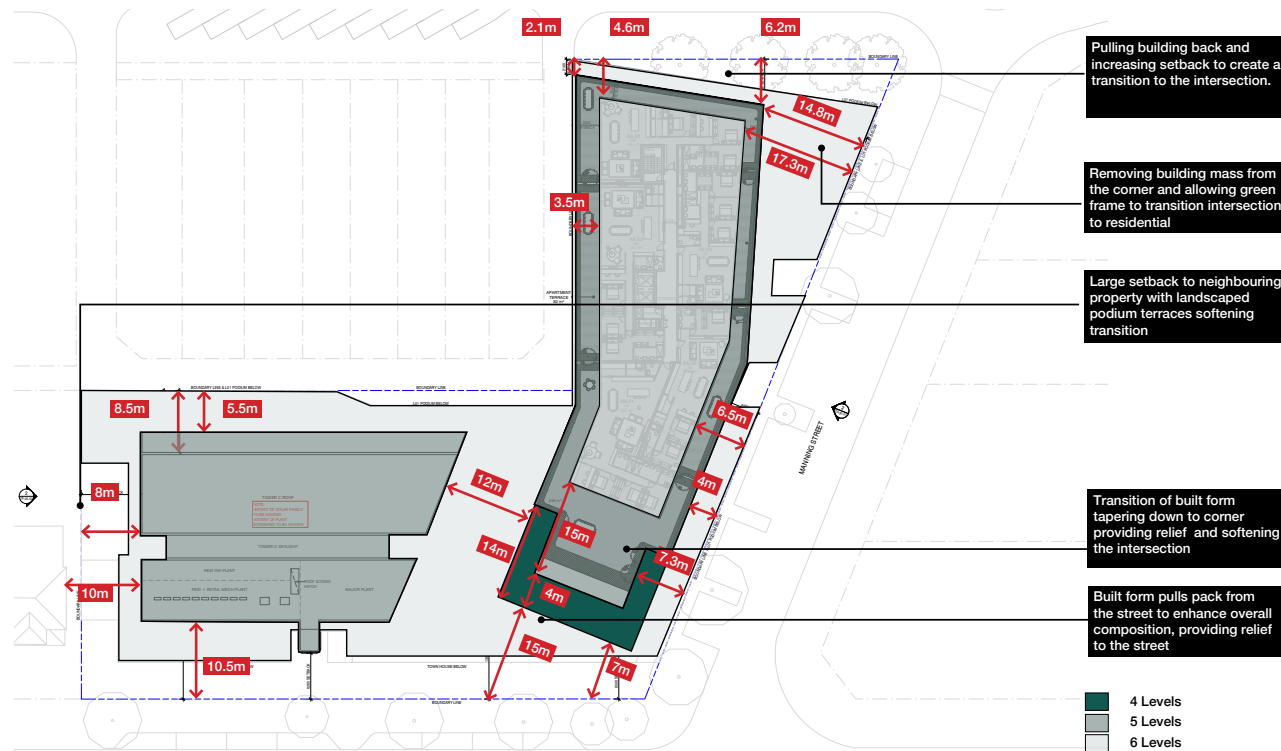


Figure 19: Setback Plan

SPP 7.3 Element Objective 2.3.2 The street setback provides a clear transition between the public and private realm.

The street setbacks together with landscape treatment provide adequate transition between public and private realm including:

- Ground floor courtyard space fronting Samson Street introduced through a 5 metre setback to the building line;
- 3m setback to Manning Street providing a publicly accessible, weather protected footpath to activate the commercial tenancies;
- A varying setback of 2.5–6.2m allowing for the introduction of the north facing public plaza; and
- A minimum 2.2–3m ground floor setback along Turnbull way, providing space for pedestrians and the ability to activate the laneway through retail and F and B.

These setbacks are supported by the site being surrounded by public road reserves resulting in extensive setbacks to nearby dwellings, building line to building line.

## SIDE AND REAR SETBACKS

**SPP 7.3 Element Objective 2.4.1 Building boundary setbacks provide for adequate separation between neighbouring properties.**

**SPP 7.3 Element Objective 2.4.4 The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.**

The subject site is largely surrounded by gazetted roads on all sides, which provides an offset and separation to neighbouring property boundaries including:

- North across Wellington Street: 20 metres;
- East across Manning Street: 20 metres;
- South across Samson Street: 20 metres;
- Turnbull Way (eastern leg): 4.5 metres;
- Turnbull Way (southern leg): 5 metres.

The only shared boundary to the subject site is the direct western interface, which has been carefully considered through a combination of setbacks, landscaping, building heights, and placement of major openings. In relation to setbacks specifically this includes:

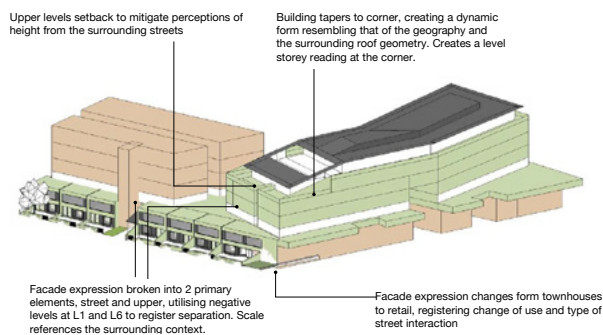
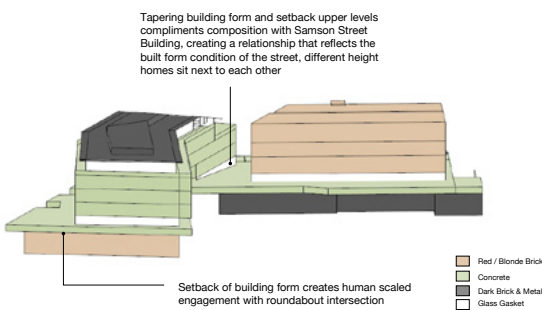


Figure 20: Massing & Facade Strategy

Ground Floor:	<ul style="list-style-type: none"><li>• A 1.2 metre landscape setback to the entry portal of the basement car-park, ensuring any structure that protrudes above the fence line is screened with vegetation;</li><li>• A 5 metre setback to the easternmost townhouse dwelling, with this area to be used as a side courtyard;</li></ul>
Level 1:	<ul style="list-style-type: none"><li>• A 7.1 metre setback to the residential podium communal space, which will include landscaping on top of the basement car park entry portal and perimeter landscaping to outdoor communal space;</li><li>• An 8 metre setback to the easternmost apartment (C2.O2) terrace;</li></ul>
Level 2-4:	<ul style="list-style-type: none"><li>• A 5 metre setback to the easternmost townhouse upper floor;</li><li>• An 8 metre setback to upper levels.</li></ul>
Level 5:	<ul style="list-style-type: none"><li>• An 8 metre setback to building line.</li></ul>

Table 3: Western Boundary Side Setbacks

Collectively these setbacks, provide a generous transition to the west, acknowledging the sensitive residential use of the site.



A detailed analysis of these setbacks against building separation, visual privacy and solar and daylight element objectives are provided in detail in the following pages.

The other property nearest to the site is the easternmost commercial tenancy fronting Wellington Street and gaining access from Turnbull Way. The proposed development includes a nil setback on the eastern leg of Turnbull Way to both accentuate the urban nature of the laneway and give relief to the Wellington Street frontage. The 4.5 metre offset as a result of the laneway is considered appropriate and adequate in this case as:

- The likely future re-development of the commercial terraces will include the preservation of the character frontages to Wellington Street, with development occurring at the rear of the site;
- Sites will likely be required to amalgamate to achieve a feasible building footprints and respond to neighbouring properties;
- With new development located to the rear of the site, the only feasible orientation of new residential typologies would be north and south; away from adjoining balconies; and
- A Water Corporation substation is located at the rear of the easternmost terrace, limiting redevelopment potential in the future.



**SPP 7.3 Element Objective 2.4.3 The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.**

Two trees currently exist on the site, one located centrally on the western portion of the site, and a Coral Tree *Erthrina* located on the south-eastern boundary. Given the location of the central tree, its retention is unable to be accommodated and relocation is not feasible.

The southern-western tree is proposed to be retained, and is located within the front courtyard of the western most townhouse. To accommodate this intent a 5m side and 5m front setback is proposed.

A range of setbacks are also proposed to maximise deep root contribution on the site. This is expanded upon within the Landscape & Sustainability section of this report.

## BUILDING SEPARATION

**SPP 7.3 Element Objective 2.7.1 New development supports the desire future streetscape character with spaces between buildings**

**SPP 7.3 Element Objective 2.7.2 Building separation is in proportion to building height**

**SPP 7.3 Element Objective 2.7.3 Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight, daylight access and outlook**

**SPP 7.3 Element Objective 2.7.4 Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings.**

Building have been configured on the site to respond

to streetscape character, break up the building mass and ensure adequate offsets to adjoining residents. These measures include:

- a two storey void marking the entrance to the arcade / laneway connection resulting in a 6m separation between levels 1 and 2 on building A & B;
- a 12 metre setback between the southern portion of building A & B and Build C on Samson Street; and
- an 8 metre setback from the eastern portion of Building C to the adjoining property boundary.

The design responses successfully break down the building mass and allow adequate separation to enhance amenity, increase sunlight and natural ventilation penetration and allow for generous landscaping to further break up the building mass.

In relation to an assessment against Table 2.7 of SPP 7.3 within the site boundary:

- The 6 metre separation between Building A & B is less than the 12m offset requirement between habitable rooms and balconies. This is addressed through:
  - no major openings on habitable rooms adjacent to unscreened balconies;
  - balconies offset and screened appropriately.
- The 12 metre separation for the 5th storey and above is less than the 18m offset requirement for buildings between 5-8 storeys. This is addressed through:
  - The strategic location of windows and balconies to minimise and visual privacy impacts; and
  - Major outdoor living areas / balconies oriented in opposite directions, allowing for cross flow ventilation and sunlight access

- The 8 metre separation between the western façade of Building C (fifth storey) is less than the 9m offset required for buildings 5-8 storey to adjoining property boundaries
  - Given the height of the building and its orientation, there are considered to be no adverse impacts on the adjoining property, including:
    - visual privacy – windows and balconies will include masonry upstand to frame long views and limit ability to look down toward the property;
    - daylight and overshadowing – no overshadowing impacts the western interface property;
    - outlook – the reduction in the setback by 1 metre does not create additional issues in relation to outlook.

Detailed assessment against element objectives relating to overshadowing, visual privacy and mitigating the impact of noise are provided in the following pages.

PLOT RATIO

SPP 7.3 Element Objective 2.5.1 The overall bulk and scale of development is appropriate for the existing or planned character of the area.

As detailed within the preceding statements, the bulk and scale of the development has been carefully considered to:

- Transition height and scale away from sensitive residential edges and prominent street locations;
- Ensure setbacks reinforce the existing and future character of the street and respond to neighbouring properties;
- Incorporate landscape as both an interface measure and a defining character element that enhances the streetscape; and
- Allow for the introduction of new public space on the site to activate and enhance the public offering.

As a result of these strategies, the overall bulk and scale of the development is considered appropriate for the existing and future character of the area.

The associated plot ratio to deliver this built form strategy is 2.07. This remains below what could be developed on the site if a series of R60, 3 storey terraces were proposed on the site, which could ultimately equate to a plot ratio of 2.4:1, with a significantly reduced residential density and no delivery of public benefit.

The non-residential component equates to 20% of the overall building floorspace. This is below the 33% target identified within LPP 15 but is considered entirely appropriate for the catchment it services and the significant requirement to deliver diverse housing stock within the peninsula neighbourhood, whilst limiting the need for this to be spread throughout the surrounding characterful residential streets.

In line with the performance based and incentivised approach of LPP 15, the development also delivers substantial and significant public benefit to the existing residents and future apartment dwellers.

The proposed plot ratio is therefore considered appropriate for the existing and planned character of the area as it:

- Encourages a responsive built form that integrates within its surrounding context;
- Delivers a mixed-use typology that provides activated ground floors and increases access to services and facilities for the residents;

- Provides medium density housing that greatly improves the neighbourhood’s access to diverse housing stock and limits the need for lower quality medium density to be spread throughout the area;
- Is an appropriate incentive to redevelop and improve a fully tenanted and functioning centre; and
- Offers significant public benefit through development incentives to ensure a feasible, best of class development is delivered for the existing and future residents.

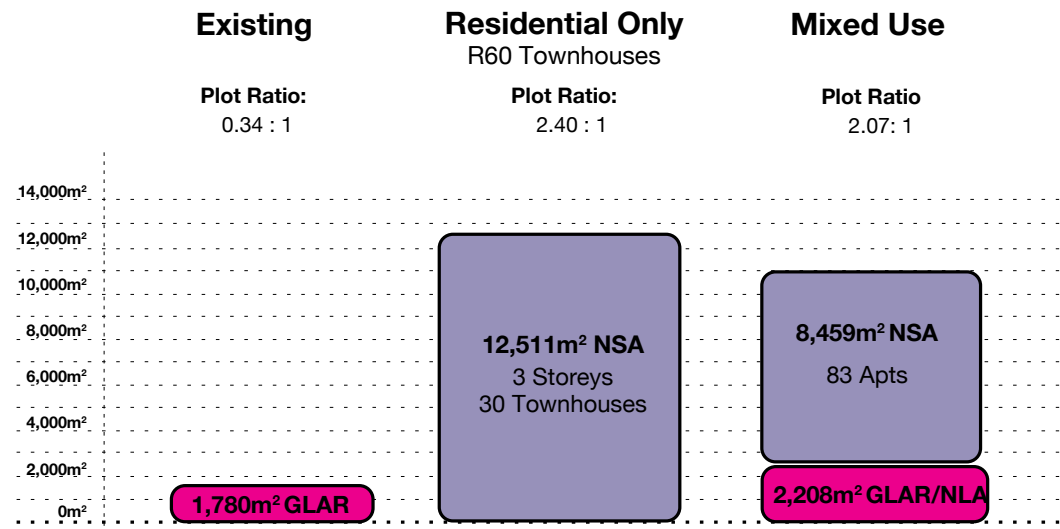


Figure 21: Plot Ratio Distribution



## ORIENTATION + OVERSHADOWING

**SPP 7.3 Element Objective 3.2.1 Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.**

**SPP 7.3 Element Objective 3.2.2 Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.**

Given the largely north south orientation of the site following the alignment of Manning Street, the potential impacts for overshadowing are limited to the lots south of the site along Samson Street.

This site consideration has been carefully managed through the use of upper-level setbacks from Samson Street ranging from 6.5 metres to 10.5 metres. In line with the methodology set out within acceptable outcome A 3.2.3 of SPP 7.3, the shadow cast by the proposed development impacts only one property 21st of June at 12pm, being 50 Samson Street (refer figure 22). The overshadow is minimal, being just 2.5% of the lot and landing within the front setback area, not reaching any built

structures or formal open space.

Key areas of communal space on the site's publicly accessible podium, as well as the public plaza and square are all north facing, ensuring that these community spaces offer exceptional amenity that can be used throughout the year. In addition, the public parklet proposed at the entry to the arcade is also unaffected by overshadowing at the winter solstice.

A full suite of overshadowing studies including Summer Solstice, Equinox and Winter Solstice at hourly intervals between 9am and 3pm are provided within Appendix D.



Figure 22: Overshadowing

## VISUAL PRIVACY

**SPP 7.3 Element Objective 3.5.1** The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.

As outlined in the discussion above, the composition, siting and setbacks of the buildings have been carefully considered to respond to streetscape character and transition the building from adjoining single residential character.

In relation to visual privacy, the building has minimal impact on the surrounding neighbourhood by virtue of it being surrounded by 20-metre wide public road reserves, with additional front setbacks to dwellings. This results in building offset distances of over 23m across Wellington, Manning and Samson. Visual privacy is further enhanced between properties through the use of a solid upstand balustrade.

In relation to the site's nearest residential neighbour to the west:

- A minimum 5m setback is proposed on the ground floor and proposed mezzanine of the townhouses fronting Samson Street; and
- A minimum 8m setback to the building line of building C apartments above.

Both the proposed setbacks are beyond the minimum requirements set out in Table 3.5 of the R-Codes (4.5m minimum to major openings to bedroom; 7.5m to unenclosed private outdoor spaces). Cone of vision diagrams have been prepared in line with SPP 7.3 and are contained within the Architectural Plan Series at Appendix E.

In relation to building separation within the site boundary, the setback between building A & B and C is set at a minimum of 12 metres, in accordance with the minimum requirements of table 2.7 of SPP 7.3. On the podium level, the strategic use of landscaping enables visual privacy to be maintained between the proposed terraces.

In relation to the break between Buildings A & B following the alignment of the arcade connecting Manning Street to Turnbull Way, this has a minimum setback of 5.9 metres. Balcony and window orientation and locations have been carefully considered, ensuring that there is no direct overlooking.

As outlined in the Sustainability and Landscaping section of this report, the apartments also exceed the minimum requirements of SPP 7.3 in relation to access to sunlight, natural ventilation and outlook.



Figure 23: Visual Privacy



## MANAGING THE IMPACT OF NOISE

**SPP 7.3 Element Objective 4.7.1** The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.

**SPP 7.3 Element Objective 4.7.2** Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.

The proposed development is located within the Peninsula Neighbourhood and not within proximity to significant external noise sources such as major roads or railway lines. Notwithstanding, given the mixed-use nature of the site, it has been planned to ensure appropriate amenity of apartments within the development and mitigate any amenity issues for nearby residential properties.

To address these considerations, an acoustic assessment has been carried out to satisfy the requirements of relevant policies and guidelines applicable to the project, and is provided as Appendix I.

The report analyses key acoustic considerations, including:

- Traffic and servicing noise impact on the development and adjoining properties; and
- Noise emission from the mechanical equipment servicing the building.

In order to comply with relevant standards, the development will include the following treatments and management techniques:

- A noise barrier extending 1m above the top height of the highest roof plant condenser units;
- A maximum of nine refrigerant condenser units may be located on the ground floor of the development;
- Limit the Sound Power Level of each refrigerant condenser unit located on ground floor retail tenancies to a maximum of 70 dB(A); and
- Acoustic louvres to be applied to condensing units facing Turnbull way in the event that developments at 116 – 129 Wellington St are redevelopment into mixed-used or residential buildings.

Notwithstanding the fact that Turnbull Way is a Gazetted road and a noise emission assessment from vehicles is not required, the following design measures are proposed to improve the existing performance of the centre for nearby properties, and maintain an appropriate level of amenity:

- Servicing and waste collection truck activities will be undertaken within the fully enclosed basement car park, and waste collection will only occur with specified timeframes;
- Dense graded asphalt will be used to upgrade Turnbull Way, ensuring a quieter road surface in comparison to open graded asphalt or chip seal surfaces;
- There will be no speed bumps or drainage openings along the drive-way to avoid impulsive noises; and
- Screening of the existing fence with acoustic materials to reduce noise and control the reflection of noise along the Turnbull way.

All ground floor tenancies will be assessed in accordance with WA Environmental Protection(Noise) Regulations 1997, and will be required to maintain compliance with these regulations through ongoing operations.

In addition to the above, communal areas and terraces have been designed with acoustic and visual privacy in mind, and include screening techniques through landscaping and structures. Use times and activities within the communal areas will be regulated by the Strata.

# Landscaping & Sustainability

The landscaping and sustainability vision for the project is to prioritise greenery on the ground floor, on-structure and adjacent verges, achieve exceptional sustainability benchmarks and ensure highly liveable apartments that respond to unique climate conditions.

In response to this vision and the context and character of Mosman Park, extensive work has been undertaken to prepare a landscape and public realm strategy to ensure the proposed development adds to and enhances existing neighbourhood qualities.

Sustainability measures have also been prioritised to achieve a 4-star Green Star As Built Certification, and rigorous testing in relation to apartment layouts, waste management, servicing and structural engineering have been undertaken to ensure the development's buildability and enhanced internal amenity of the apartment product.

In relation to landscaping, a Landscape Masterplan Report has prepared by Aspect Studio (Refer Appendix F), which analyses:

- The geology, landscape character and community facilities existing within the neighbourhood;
- Indigenous significance of the area, future redevelopment proposals, walking trails and land uses;
- Public space typologies and treatments, surrounding topography and high points;
- Appropriate configuration and location of key areas of public realm for the site.

The study concluded the following:

- The high amenity of the location and its uniqueness as the closest point between the river and the ocean;
- Location of natural assets along the southern edge of the peninsula, but lack of defined heart to the residential neighbourhood;
- The role of highpoints within the neighbourhood, holding historical and cultural significance layered with native vegetation;
- Eclectic mix of residential dwellings types and landscape character, with greenery as its defining feature.

The initial study recommended:

- Use high quality landscape design to integrate the proposed development with the surrounding streets and neighbourhood;
- Develop a legible network of spaces that add amenity to the neighbourhood and fully integrate with and connect to the surrounding context;
- Create spaces with varying characters and identities;
- Design spaces that will become activated and support community life;
- Create a robust landscape made from elegant materials, proven planting and bold forms that can be managed and maintained;
- Select local and native plant species that benefit surrounding ecologies; and
- Ensure screening elements read as an extension of the architectural material palette and are integrated with the planting compositions.

Based on the study findings, the following objectives were prepared and tested with the Community Reference Group to guide an appropriate development outcome:

- The design of streets, laneways, squares and plazas should be multifunctional, providing flexibility to be used for gathering places, events and celebrations and designed to prioritise pedestrian comfort and everyday use, whilst still accommodating vehicle traffic;
- Landscaping to be 'layered' throughout the precinct including within the adjoining public realm, building podiums, façade and roof top and include deep root zones that accommodates mature trees, structured planting and opportunities to grow fruit and vegetables;
- The buildings are to attain a Green Star Market Best Practice rating through energy, water and waste management initiatives;
- Building orientation, apartment design and public space to optimise sunlight, consider prevailing winds, prioritise usable and comfortable open space and leverage opportunities for views;
- Public space to be well activated and designed to maintain safety and surveillance through provision for alfresco dining, public art, lighting and security;





## DESIGN & PLANNING RESPONSE

The proposed development responds to the vision and objectives through the following:

- A new network of landscaped, active and safe public spaces which includes:
  - A north facing plaza including seating, lawn areas, alfresco dining activating the edges and integrated lighting and public art;
  - A central square and covered arcade including moveable furniture, seating and greenery;
  - An activated laneway, including upgrades to the full extent of Turnbull Way, infrastructure for events and integrated furniture;
  - Proposed upgrades to surrounding road reserves and streetscapes, including Samson, Manning and Wellington Street as well as Turnbull Way through the replacement of existing street trees, widened footpaths and works to formalise on street car parking;
  - Publicly accessible podium space, with stairs and lifts providing direct access to ground floor amenity.
- Landscaping design that prioritise green canopy contribution, including the delivery of over 1,000sqm of deep soil and on structure planting (22% of the site) and approximately 1,300sqm in total tree canopy;
- A commitment to achieve 4 star green star as built certification, with ambitions of achieving 5 star and FitWel certification;
- Building orientation, apartment design and public space design that enhance liveability and respond to unique climatic characteristics including 88% of apartments achieving optimal access to sunlight benchmarks and 60% of apartments being cross ventilated.



## LANDSCAPE DESIGN

**SPP 7.3 Element Objective 4.12.1 Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.**

**SPP 7.3 Element Objective 4.12.2 Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.**

**SPP 7.3 Element Objective 4.12.3 Landscape design includes water efficient irrigation systems and, where appropriate, incorporates water harvesting or water re-use technologies.**

**SPP 7.3 Element Objective 4.12.4 Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.**

The proposed landscape design has been carefully considered to respond to existing urban conditions, integrate with the design intent of the architecture and enhance streetscape and pedestrian amenity. Central to the landscaping strategy has been a strong emphasis on:

- Landscape of the ground floor and the establishment of a 'green frame' through the proposed incorporation of surrounding streetscapes into landscape works; and
- Podium design and on-structure planting including publicly accessible space, communal open space and private terraces.

In relation to the ground floor treatment and the green frame:

- Samson Street – has been designed as a series of terrace gardens and verge treatments that respond to the residential character of the street, integrate with formalised on street carparking and retention / replacement of street trees;
- Manning Street – responds to the proposed active retail frontages and new integrated, convenient short-term street parking, and includes the introduction of a new community parklet;
- Wellington Street – is designed to support a new community plaza that connects to the existing Wellington Street alfresco areas and extends the Green Frame along the northern edge of the site; and

- Turnbull Way – has been enhanced with new paving treatments and planting to support the laneway retail frontages and provide shared priority to pedestrian and vehicle circulation. The laneway is also extended through a pedestrian arcade to Manning Street to create a midblock link and sheltered community space.





1. Community Plaza



2. Parklet



3. Arcade



4. Turnbull Way



Figure 24: Landscape Masterplan

## TREE CANOPY AND DEEP SOIL AREAS

**SPP 7.3 Element Objective 3.3.1** Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees.

**SPP 7.3 Element Objective 3.3.2** Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.

**SPP 7.3 Element Objective 3.3.3** Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.

As outlined above, landscaping has been carefully integrated within the overall development to ensure the building responds to the existing neighbourhood and contributes to onsite and streetscape amenity.

Central to this strategy has been the:

- Retention of existing trees on site where appropriate and feasible, including the Coral Tree *Erthrina* in the South Western portion of the site; and
- Commitment to improvement of tree canopy over the long term, achieved through the inclusion of true deep root areas as well as the consideration of adjoining road reserves and proposed replacement of existing street trees.

SPP 7.3 outlines minimum requirements for deep soil areas and tree requirements to be provided on site. Both the deep soil area and the canopy proposed are well in excess of the minimum requirements as outlined within Table 4 and 5. This has been achieved through varied setback design of the built form and location of the basement car-parking structure to allow space for root zones.

In addition to landscaping on site, adjoining areas of public realm is proposed to be incorporated into the design, including the replacement of street trees within Samson and Manning Street to improve existing streetscape. This contributes an additional 344m<sup>2</sup> of deep soil provision to the precinct.

In line with the element objectives of the R-Codes, the landscaping approach clearly improves the tree canopy of the site's pre development state (currently 150sqm) and will become a long term community asset.

**SPP 7.3 requirements**

Lot Area	Tree canopy	Minimum Requirements	Canopy cover provided
5,213sqm	1 large tree for each additional 900sqm in excess of 1000sqm and small trees to suit	4 large trees i.e. 256sqm of canopy	approx 1,292sqm.

**Table 4: Tree Canopy Provision**

**SPP 7.3 requirements**

Lot Area	Deep Soil	Minimum requirements	Deep soil provided
5,213sqm (>1000sqm)	7% where exiting trees are retained on site	365sqm	1,102sqm (269sqm deep soil area and 833sqm planting on structure)

**Table 5: Deep soil area Provision.**



## SOLAR AND DAYLIGHT ACCESS

SPP 7.3 Element Objective 4.1.1 In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.

SPP 7.3 Element Objective 4.1.2 Windows are designed and positioned to optimise daylight access for habitable rooms.

SPP 7.3 Element Objective 4.1.3 The development incorporates shading and glare control to minimise heat gain and glare: from mid-spring to autumn in climate zones 4, 5 and 6 AND year-round in climate zones 1 and 3.

Response to local climatic conditions has been central to the design development of Mos Lane, with appropriate siting and design to optimise solar and daylight access for dwellings and open space.

This consideration is reflected in the proposed development's assessment against SPP 7.3 acceptable outcomes, with 88% of dwellings receiving at least 2 hours of sunlight between 9am and 3pm on 21st of June.

In addition to the performance of the dwellings themselves, key areas of open space have been designed and oriented to make best use of northern aspects, including the Wellington Street Plaza, communal open space on the podium, and the public parklet on Manning Street.

In relation to shading and glare, a series of façade and plan strategies have been developed to respond to the various climate conditions of each elevation, to reduce heat gain and glare with a solid to glass percentage ranging from 40% – 50% solid. Common to all dwellings is a solid upstand with projecting shroud to eliminate hot summer sun hitting the glass, and reducing glare, whilst allowing for the winter sun to penetrate.

On the North and West facing apartments, predominate use of a full length outboard terrace protects the dwellings from heat gain.

**Winter Solstice:  
21 June, 9am-3pm**

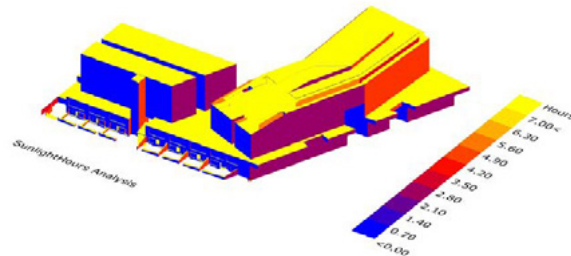
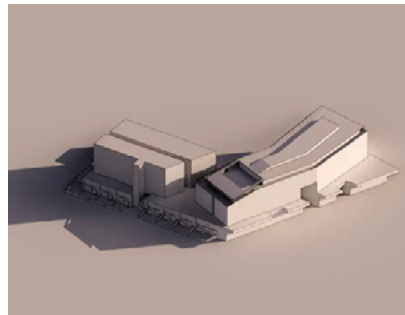
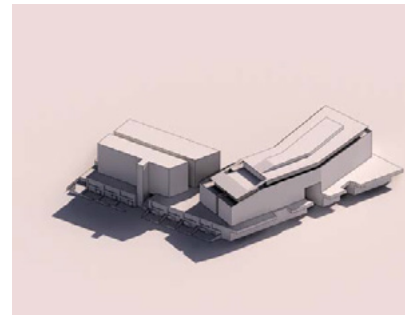


Figure 25: Solar & Daylight Access

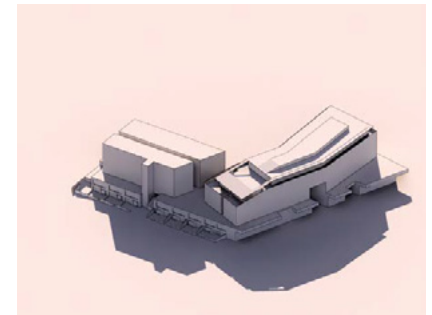
**9am**



**12pm**



**3pm**



## NATURAL VENTILATION

SPP 7.3 Element Objective 4.2.1 Development maximises the number of apartments with natural ventilation.

SPP 7.3 Element Objective 4.2.2 Individual dwellings are designed to optimise natural ventilation of habitable rooms.

SPP 7.3 Element Objective 4.2.3 Single aspect apartments are designed to maximise and benefit from natural ventilation.

Apartments have been designed to ensure good indoor air quality and respond to the prevailing south-westerly and north easterly breeze patterns.

In relation to cross ventilation, a total of 69% of apartments achieve cross ventilation standards, over and above the 60% minimum target.

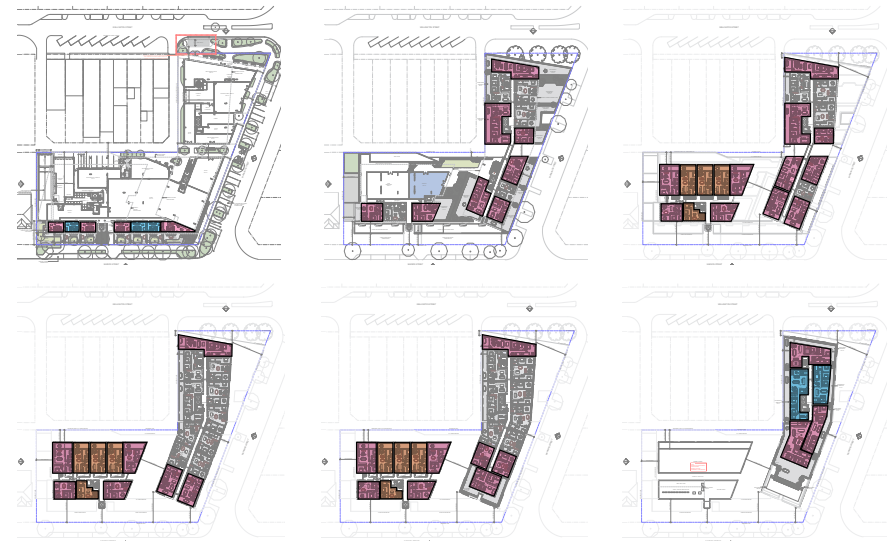
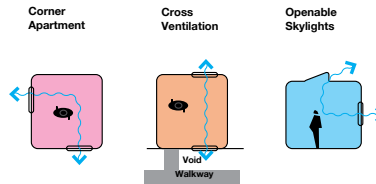
The development has been designed to maximise the number of apartments that are dual aspect, and a combination of sliding doors and windows provide ventilation that can be scaled up or down depending on demand. Internally, use of sliding doors from bedrooms to living spaces, allow residents to have greater control to manage passive indoor climate.

The location and configuration of single aspect apartment is responsive to the requirement for natural ventilation and 50% of the single aspect dwellings are orientated between 450-900 to the prevailing wind and have a room depth ratio of 3 x ceiling height.

The reminder of the single aspect apartments have an inboard balcony with an opening perpendicular to the façade, creating a dual aspect type approach.

**Total Natural Ventilation Opportunity:  
57 out 83 Dwellings  
69%**

### Types of Natural Ventilation Utilised



### Perth Wind Conditions Diagram

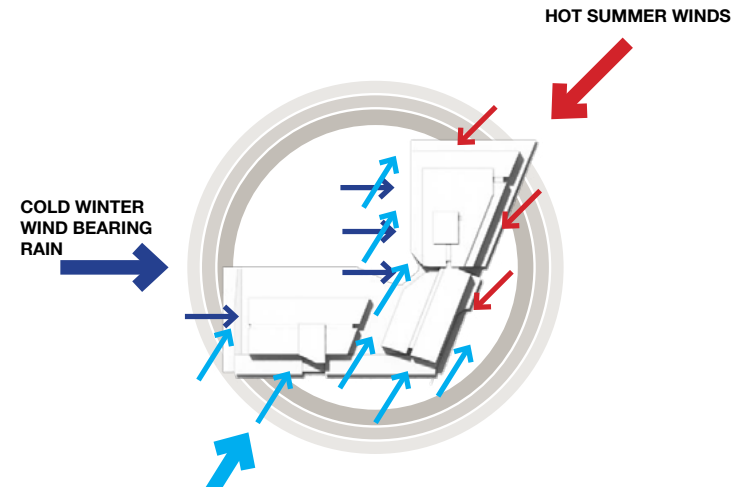


Figure 26: Natural Ventilation



## ENERGY EFFICIENCY & SUSTAINABILITY

**SPP 7.3 Element Objective 4.15.1 Reduce energy consumption and greenhouse gas emissions from the development.**

The proposed development has committed to achieving formal 4 star green star best practice certification and is aiming for Fitwel certification in the future, and a stretch goal of reaching Australian Excellence (5 star) level.

To achieve this intent, a range of sustainable design features over and above minimum practice are proposed as outlined within the Sustainability Report provided as Appendix J, including:

- **Energy Consumption:** 20% reduction in energy consumption compared to BCA minimum practice and 20% of energy provided through renewable energy through the use of PV solar array;
- **Water Consumption:** 20% reduction over benchmark as determined by Green Building Council Australia through low flow tapware and water wise irrigation;
- **Transport:** Reduction in single use vehicles through introduction of ride share program and increase in active transport through improved pedestrian and cyclist connections
- **Waste:** Improved recycling through waste segregation and over 90% recycling in construction through approach to demolition and reuse
- **Indoor Environment Quality:** Through low exposure to pollutants, used of clear glazing and over 60% of residential floor area having access to natural light
- **Health + Wellness:** Selection of tenants with community benefits like gyms and wellness centres, community engagement through public art and communications software package such as ResVu.

In relation to NaTHERS Ratings, the apartments will achieve an average rating of at least 6 Stars, with current target measures aiming for 7-8 stars.



Figure 27: Floorplate Aspect & Ventilation

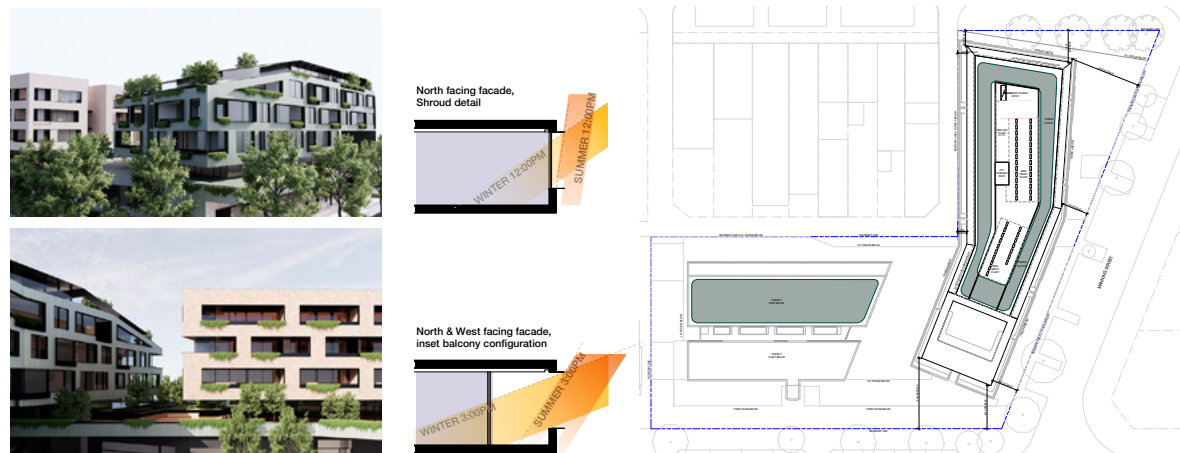


Figure 28: Facade Design & Sustainability Initiatives

# Access, Car-Parking & Servicing

The access and car-parking vision for the redevelopment is to create an environment that enhances the ability to walk and cycle to the centre through establishing a community destination with improved on-site amenity, ensuring adequate and convenient car-parking and incorporating adjacent public realm within the design.

To achieve this intent, transport and access arrangements have been investigated through a large body of empirical research and data that has been collected to inform the proposed design outcome. This research was prepared by Flyt, is summarised within Appendix G: Transport Impact Assessment, and included:

- An audit of the surrounding transport facilities and infrastructure servicing the centre;
- An analysis of the existing traffic volumes on adjoining streets;
- Parking occupancy surveys;
- Pedestrian and cyclist behaviour mapping; and
- Benchmarking to other centres within the Perth metropolitan area.

These studies concluded the following:

- The low levels of occupancy (peak occupancy 63-64%) of the existing car parking bays servicing the centre;
- The high turn-over of both on-street car-parking and car-parking associated with the IGA;
- The limited pedestrian amenity of the neighbourhood centre; and

- The impact of car bays on vehicle movement and patterns, particularly using the roundabout for U-turns to access the angled bays along Wellington Street and the wrong directional use of Turnbull Way.

The initial studies recommended:

- Take a precinct approach to improve the pedestrian and cyclist environment adjoining and within the site to encourage walking and cycling;
- Tailoring the commercial car-parking ratio to reflect user patterns relating to the existing centre and contemporary standards applied to centres through the Perth Metropolitan Area;
- Maintain and improve the current distributed nature of traffic to and from the site; and
- Prioritise convenient on-street car-parking to support the retail uses and reduce the impact of basement on project feasibility.

Based on the study findings, the following objectives were prepared and tested with the Community Reference Group to guide an appropriate development outcome:

- Maintain the current distributed pattern of traffic to the centre through prioritisation of on-street parking for customer use, with additional commercial and all residential car-parking to be located within the basement with legible and direct access up to the central public space;
- Surrounding streets should be incorporated into the project to enhance the quality of public space, improve amenity, prioritise access to the centre for pedestrians and cyclists and slow the speed of vehicle traffic.





## DESIGN & PLANNING RESPONSE

The proposed development responds to the vision and objectives through the following:

- Vehicle access to the site's basement car parking is provided via the western leg of Turnbull Way, with the eastern leg of the laneway providing egress. This approach consolidates the existing five access points into one, and reduces the impact of crossovers on pedestrian and cyclist amenity;
- A total of 29 convenient on-street car-parking bays are proposed within the road reserves of Sampson Street (8 bays) and Manning Street (15 bays) and on-site adjacent to Turnbull Way (6 bays). These bays have been strategically located to service the proposed retail uses and ensure the site can be accessed from all directions within the surrounding catchment, taking pressure off the surrounding street network and single access route of Turnbull Way;
- The introduction of 2 levels of basement car-parking accommodating all residential bays, and longer-term retail bays as well as reciprocal residential visitor bays;
- The provision of 2 x bays for car share;
- The removal of 3 x car-bays on Wellington Street to create the north-facing public plaza;
- Design of Turnbull Way as a shared space for vehicles and pedestrians, and the introduction of a public square and arcade to improve pedestrian legibility; and
- Waste servicing and deliveries to occur off Turnbull Way, in a fully enclosed portal to ensure an appropriate level of service and minimisation of noise and odour impacting the amenity of neighbouring properties.

## COMMERCIAL CAR PARKING REQUIREMENTS

Clause 32 (1) of LPS No. 3 states that Car Parking shall be provided in accordance with the Residential Design Codes for residential development and Schedule 1: Car Parking Requirements for non-residential land uses.

In line with the requirements of the Scheme, the required Commercial Car Parking for the scheme is outlined in table 6:

TENANT	CAR PARKING REQUIRED (LPS 3)	NLA / EATING AREA / USABLE SPACE	Required Car Bays
Restaurant / Café (pizzeria)	1 per 4sqm of eating, drinking or lounge area	133	33
Restaurant / Café (fish and chips)		77	19
Restaurant / Café (bakery)		40	10
Liquor store – small (bws)	1 bay per 20sqm of NLA	208	10
Shop (florist)		62	3
Shop (chemist)		190	10
Shop (IGA)		809	40
Shop (bookstore)		96	5
Office (wellness)	1 bay per 40sqm NLA	194	5
Recreation private (gym)	1 bay per 20sqm of usable space	120	6
Total			141

Table 6: Commercial Car Parking

Clause 32 (1) also provides the statutory framework for commercial car parking supply to be determined based on forecast actual demand, rather than the more generalised car parking requirements set out in Schedule 1 of LPS No.3.

In response to this provision, Flyt have undertaken extensive research to determine an appropriate and tailored car-parking ratio to reflect both existing user patterns, future expected use and contemporary standards. This evaluation included:

- Baseline review of the centre's existing traffic movements and parking occupancy;
- Benchmarking against other comparable centres;
- Sense checking against actual traffic from built mixed use examples; and
- Evaluating the likely reciprocal use of the bays as a result of land uses proposed.

The recommended car-parking ratio based upon these studies is 1 bay per 24sqm of NLA of non-residential land use. The total NLA commercial space onsite is 1,997m<sup>2</sup>. A full overview of the methodology employed to determine the appropriateness of this ratio is provided in Appendix G.

In line with this ratio, a total of 83 car parking bays would be required to service the proposed commercial floorspace. These bays are proposed to be serviced by 29 on-street car bays, with the remainder of the bays (54 bays) to be located within basement level 1.

The use of on-street bays is critically important to the functioning of the centre, both in terms of ensuring convenient access to the proposed ground floor uses (including IGA) to maintain their feasibility, as well as maintaining the current distributed nature of traffic to and from the centre.

The on-street bays are envisioned to service shorter retail trips, and also provide for reciprocal residential visitor car parking.

Use of the on-street bays also takes pressure off Turnbull Way as the only access point to the development, and allows the public benefit of a highly activated laneway shared space to be delivered.

In line with the provisions in Table 6, 5 (g), car parking concessions are to be assessed against eight key matters. Each of these matters is addressed in detail within the TIA provided at Appendix G. The TIA demonstrates the appropriateness of the reduced car-parking rate, the vast improvements in walking and cycling infrastructure and amenity, and the significant availability of surrounding on street car parking bays to service the centre.

A Parking Management Plan will be prepared as part of a condition on any development approval, which will detail the location of bays, marking, wayfinding, management, timing and availability and security.



## RESIDENTIAL CAR PARKING

**SPP 7.3 Element Objective 3.9.2 Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.**

**SPP 7.3 Element Objective 3.9.3 Car parking is designed to be safe and accessible.**

**SPP 7.3 Element Objective 3.9.4 The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.**

State Planning Policy 7.3: R-Codes Volume 2 Apartments provides parking requirements for multiple dwellings under the Acceptable Outcomes.

In line with 7.3 requirements, the site is classified as Location B, requiring a minimum of 101 bays to service the residential uses.

Residential Visitor Parking requirements are also outlined within SPP 7.3, with a minimum of 12 car parking bays are required. Given the nature and time of use relating to residential visitor parking, these bays are proposed to be supplied through the reciprocal use of retail bays both on the street and in Basement Level 1.

A summary of the required and proposed car parking is provided in Table 7.

## COMMERCIAL BIKE PARKING

In line with ToMP LPP 15, commercial employee bike parking is required to be provided at a rate of 1 bay per 100sqm GFA resulting in 22 bay requirement. Commercial Visitor Bays are required to be provided at one bay per 125sqm of shop and 1 bay per 50sqm of café / restaurant space resulting in a 75 bay requirement located both within the basement and integrated with the surrounding at-grade public realm.

For end of trip facilities, the project has used the rates required to achieve 5 star green star rating, including 4 showers and a minimum of 29 lockers. This further reinforces the sustainable transport initiatives associated with the project and the appropriateness of a reduction in car parking requirement.

## RESIDENTIAL BICYCLE PARKING

**SPP 7.3 Element Objective 3.9.1 Parking and facilities are provided for cyclists and other modes of transport.**

SPP 7.3 stipulates the minimum number of residential and visitor bike parking bays required to service the development.

A minimum of 42 bays are required to be provided for residential uses, with an additional 11 bays required for visitor use.

A summary of the required and proposed bicycle parking is provided in Table 7.

Land Use	Parking Rate	Calculation	Car Bay Requirements
<b>Residential Parking (SPP 7.3)</b>			
1 bedroom dwellings	1 bays per dwelling	1 x 10	10
2 bedroom dwellings	1.25 bay per dwelling	1.25 x 50	62
3 bedroom dwellings	1.25 bay per dwelling	1.25 x 23	29
		Total resident bays required	101
		Total resident bays provided	127
<b>Visitor Car-Parking (SPP 7.3)</b>			
	1 bay per four dwellings up to 12 dwellings.	12 dwellings / 4	3
	1 per eight dwellings for the 13th dwelling and above.	75 dwellings / 8	9
		Total bays required	12
		Total bays provided	reciprocal with retail
<b>Commercial Parking (LPS 3)</b>			
Non-residential land uses	refer table 6		
		Total bays provided	83 ( 1 bay per 24m <sup>2</sup> NLA)
<b>Residential Bicycle Parking (SPP 7.3)</b>			
Residential dwelling	0.5 bays per dwelling	83 x 0.5	42
		Total bays required	42
		Total bays provided	62
Visitor Bicycle Parking	1 space per 10 dwellings	83 / 10	11
		Total bays required	11
		Total bays provided	reciprocal with commercial uses
<b>Commercial Bicycle Parking (LPP 15)</b>			
Commercial Employee	Shop – 1:100sqm; Café – 1:100sqm; Office – 1:200sqm		22
Commercial Visitor	Shop – 1:125sqm; Café – 1:50sqm; Office – 1:750sqm		75
		Total bays required	97
		Total bays proposed	97

**Table 7: Car and Bicycle Parking Provision**



## TRAFFIC IMPACTS

To analyse the traffic implications on the surrounding road network, extensive research has been undertaken to fully understand:

- The existing traffic volumes accessing the existing uses on the site through primary observations undertaken in October 2019;
- The existing traffic volumes on adjoining streets including Samson, Manning and Wellington Street;
- Future trip generation associated with the uses on the site, benchmarked to WAPC Transport Impact Assessment Guidelines Volume 5 – Technical Guidance;
- Rates observed and utilised at comparable centres throughout the Perth Metro Area;
- Actual trip generation at the existing centre given the intent for these uses to return to the redeveloped centre, and the highly localised catchment;
- The likely distribution of trips to and from the site on the local road network.

The results of this analysis demonstrated that the expected additional trips to and from the site during AM peak are increased by only 4% (213 existing trips to 220 forecast trips). In PM peak, traffic is increased by 10% from 220 existing trips to 240 forecast.

The increase in traffic is spread across the road network with no marked increase on any of the key streets. Key to achieving this outcome is the use of on-street car parking bays to maintain the distributed nature of traffic to the site and avoid increasing traffic only on Wellington Street and Turnbull Way.

The overall increase in traffic is not considered to have a major impact on traffic volumes in the local area, especially considering the limited impact on peak hour movements.

In addition, Sidra Modelling has been undertaken which indicates an appropriate level of service for all roads and intersections within the immediate area.

## TURNBULL WAY

Turnbull Way is currently a Right of Way used only for service vehicle movements, limited access to existing parking bays and back of house areas of retail lots fronting Wellington Street. The laneway is therefore currently significantly underutilised and not being used for its intended purpose.

As a consequence of consolidating 5 existing access points into one and using Turnbull Way as the primary entry to the underground carparking, the most marked increase in traffic is on the Right of Way, forecast to be 68/92 AM/PM peak. This is considered appropriate given the role of the laneway and the associated benefits on the walkability, activated frontages and public space achieved on surrounding streets.

Amenity impacts associated with the use of this laneway have been considered, and it is proposed that a noise wall be installed on the western boundary of the laneway, to reduce any noise impacts on the lot directly adjacent. In addition, the entry portal to the underground basement is proposed to be offset by 1.2 metres from the adjoining boundary to the south, allowing space for landscape screening.

The Right of Way will maintain access to residential and commercial properties currently utilising the laneway, although as a result of the laneway upgrade and the overall improvements to the centre, redevelopment of the existing tenancies may be a likely outcome in the future.

As detailed within the Landscaping and Sustainability section, the vision for Turnbull Way (particularly the eastern leg) is to become a shared space between vehicles and pedestrians. This is proposed to be achieved through the treatment of the laneway, and the design and activation of the adjoining tenancies. The anticipated number of vehicles utilising the lane is not considered to inhibit the use of the lane for its intended purpose.

In addition, servicing using the laneway for deliveries and waste collection will be managed to ensure it occurs outside of peak activation hours. All collection occurs in a covered loading dock.

## WASTE MANAGEMENT

A Waste Management Plan has been prepared by Talis consultants [Appendix H] and outlines the requirements for size and number of bins, collection frequency and collection authority to service the proposed development.

Residential waste will be collected via a waste chute system, with chutes located on each floor in close proximity to lifts within both Building A & B and Building C. The chute system will take waste down to a basement bin storage area located on ground floor (for building C) or Basement Level 1 (Building A & B).

Waste is proposed to be collected from the enclosed loading dock twice a week for residential waste (by the Town of Mosman Park) and three times a week for commercial waste (by a private contractor).

The Waste Management Plan confirms that the bin storage areas are of a sufficient size to accommodate the required number of bins. Management of this service, including specifying and ensuring compliance with hours of collection, will be the responsibility of the building manager / caretaker to ensure there is no detrimental impact on amenity as a result of the bin collection.

The bin Staging Area is located on the ground floor, screened from view and fully enclosed.

Residents within the Townhouses fronting Samson Street will be provided with individual bins based on the Town's standard residential service. These bins will be stored in an individual, discrete and dedicated bin storage area in the front courtyard.



Figure 28: Waste Collection Arrangement





# 06

## Conclusion

Mos Lane is a carefully crafted and exceptionally designed redevelopment that will add new life, housing diversity and amenity to the heart of the Mosman Park Community.

In line with the determination considerations in Section 275 (6) of the Planning and Development (Amendment) Bill 2020, the development:

- Is in clear alignment with the purpose and intent of the planning scheme, tailoring an appropriate development outcome and delivering significant public benefit, housing diversity and improved local services and facilities;
- Has been through 3 years of planning process, which has included community, tenant, stakeholder and council engagement, ongoing design refinement through both local and state design review panel processes and careful consideration of all amenity impacts on the locality;
- Is fully costed, shovel ready and capable of being delivered, resulting in substantial economic uplift, job creation and benefits to the local community; and
- Is in clear alignment with both the broader strategic State Government policy setting and vision for Metropolitan Perth.

Its redevelopment can serve as a benchmark for local centre regeneration across the Perth Metropolitan Area and demonstrate their essential role in the creation of truly self-contained, liveable and walkable neighbourhoods.















A

Certificate of Title









# B

## Site Survey









# C

## SPP 7.3 Planning Compliance Assessment (Hatch RobertsDay)









# D

## Architectural Design Report

(NH Architects)









# E

## Architectural Plan Series

(NH Architects)









# F

## Landscape Masterplan Report (Aspect)









# G

## Transport Impact Assessment (Flyt)









# H

## Waste Management Plan (Talis)









I

# Acoustic Report

(Stantec)









# J

## Sustainability Report

(Full Circle)









# K

## Retail Place Strategy (Place Development)









# L

## Economic Benefit Study

(Gilmore Advisory)









# M

## Contamination Advice Note

(Prensa)









# N

## Development Costing and Timeframes

(ADC\_Property)

CONFIDENTIAL







