



Roofing 2000

DEVELOPMENT APPLICATION

91-93 CANNING HWY, EAST FREMANTLE

DECEMBER 2021

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Stantec
Acoustic Consultant



Arbour Centre
Arborist



Encycle
Waste Consultant



Transcore
Traffic Consultant

CUNDALL

Cundall
Sustainability



Urbis
Economic Consultant

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1. Introduction

This Development Application has been prepared by CDP Town Planning and Urban Design on behalf of Roofing 2000 Joint venture and Built Form Projects. The application relates to a mixed-use development that comprises 95 multiple dwellings residential development and commercial uses (café and office). The proposal has been designed by Spaceagency, Aspect Studio and various sub consultants have provided technical input in relation to acoustics, traffic impact, heritage, sustainability, arboriculture, and waste management.

Given the financial value and economic benefits of the proposal, the application has been lodged in the form of a Form 17B application through the State Significant Development Assessment Unit (SDAU). It will therefore be lodged with the Department of Planning, Lands and Heritage (DPLH) and determined by the Western Australian Planning Commission (WAPC), with advice from the Town of East Fremantle (ToEF) and relevant Government agencies.

The proposal has been designed with consideration to the desired future context and character of the locality as well as the design advice and guidance acquired through the State Design Review Panel process.

The proposal is compliant with the state and local planning framework with no variations sought to any major elements.

It is on this basis, that we are pleased to present the Roofing 2000 development application for WAPC consideration.



2. COVID-19 Economic Response

The SDAU is a Western Australian response to the COVID-19 pandemic with the unit being established to fast-track significant development proposals as a means for job creation and the promotion of economic sustainability. As such, this section of the report identifies the key economic benefits of the proposal.



\$56.2 million

Total value added to the WA economy over the construction phase.



19 months

Expect construction timeline



311 jobs

Indirectly and directly during the construction phase

2.1 Investment Certainty, Funding and Finance

The Roofing 2000 represents a \$73.8 million inc GST investment in construction value alone. The construction of such a landmark development will generate indirect and direct jobs associated with the construction of such a significant development.

Upon competition the development will perform a broader town centre function with the ongoing operation of the development expected to generate \$14.6 million.

2.2 Commencement Program & Timeframes

The proponent has sufficient funding and confidence in the feasibility of the project to proceed to construction as soon as practicable, subject to all necessary approvals being granted. It is expected that the timeframe post planning approval would be 19 months.

Noting that the SDAU process is available to facilitate economic development and to assist in the economic recovery from the COVID-19 pandemic, the above-mentioned timeframes are considered appropriate and should be applied to provide for a reasonable level of contingency.



2.3 Delivery of Public Benefits

The proposed development will result in the revitalisation of a blighting site. The proposal will improve upon the availability of public open space with the introduction of a new neighbourhood park and will reinforcing the local identity of the precinct.

The proposal will see an increase in employment opportunity within the Town Centre Precinct and provide a greater diversity in housing choice with the locality being primarily low density residential.

The proposal will bring additional residents to the locality which is expected to attract an additional \$3.7 million retail expenditure as part of the increase in population.

2.4 Job Creation

It is anticipated the proposal will generate a total of 311 full time jobs indirectly and directly during the construction phase and will continue to provide an additional 85 jobs post construction. A comprehensive economic review has been undertaken by Urbis and is attached as **Appendix 1**.

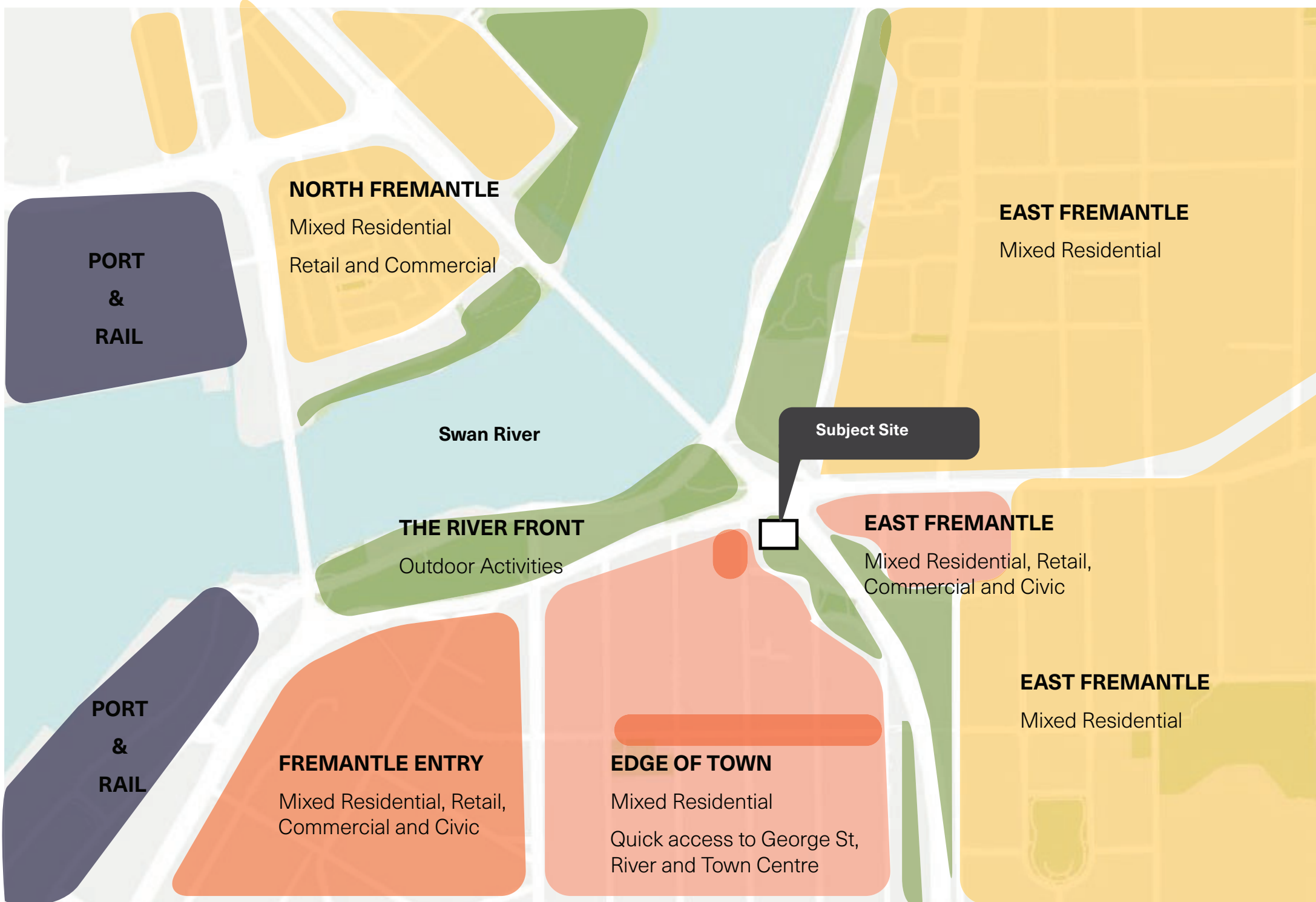


Figure 1 – Regional Context (Source: Aspect Studios).

3. The Site

3.1 Location & Context

Situated at 91 – 93 Canning Highway, the subject site is located within the municipality of the Town of East Fremantle. It is generally bound by Canning Highway to the north, Stirling Highway to the east, St Peters Road to the south and Sewell Street to the west. The site is situated approximately:

- 13km southwest of the Perth CBD;
- 2km northeast of the Fremantle Strategic Metropolitan Centre and Fremantle Train Station; and
- 1km northeast of the Fremantle Port.

The immediately surrounding land uses include the Tradewinds Hotel, a liquor store, established low density residential area, vegetated vacant land and the major intersection of Canning and Stirling Highways (refer **Figure 1**).

The site is set within a diverse built form context. The existing residences to the south, located along St Peters Road opposite the subject site are within a R25 density code and are primarily single to double storey in height. These dwellings replicate an 1890's Federation Bungalow architectural style with this style generally consisting of painted brick walls with a corrugated roof sheeting.

The Tradewinds Hotel to the west of the subject site is a 3-storey building whilst the liquor store located in the corner of Sewell Street and Canning Highway is a 1-storey heritage building.

Immediately east of the subject site a vegetated area of vacant land forming part of the Stirling Highway Primary Regional Road Reserve. A well-used and contiguous cycle path runs through this road reserve land and directly abuts the eastern boundary of the subject site.

At a district level, the site is situated at the junction of a mix of land uses and land use intensities such as:

- The East Fremantle Town Centre, less than 100m from the subject site;
- George Street precinct, comprising numerous cafes, restaurants, retail and commercial tenancies approximately 230m south of the subject site;
- The Swan River, less than 200m north of the subject site; and
- Port and Leighton beaches less than 2km north west of the subject site

Figure 2 shows that there is a total of four (4) mixed use / multiple dwelling residential developments located in proximity to the subject site. The Harbour Heights, Richmond Quarter, Harbour Lights, and the recently approved Royal George development are all located within proximity to the site.

The proposed development would be consistent with these established multiple dwelling / mixed use developments and will not result in a significant departure from the established district context.

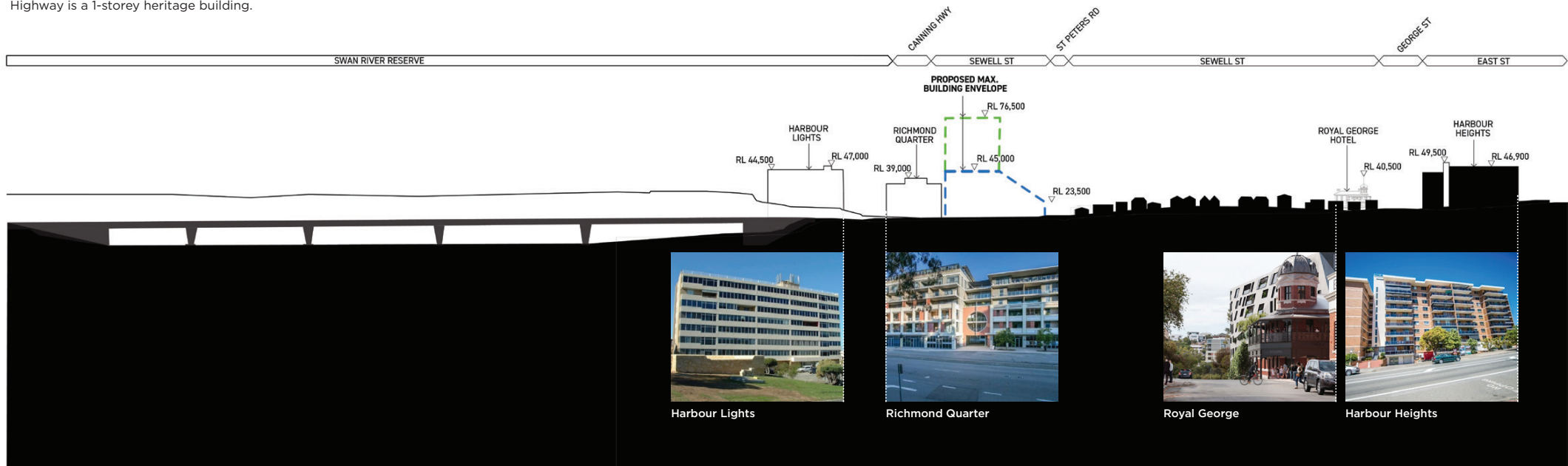


Figure 2 – Built Form Context

3.2 Legal Description

The subject site comprises four (4) lots with a total area of 3,841m2 (refer **Table 1**). The legal description of the land is provided in Table 1 below:

Table 1: Land Description

Lot	Street	Volume/Folio	Plan	Registered Proprietor	Area
418	91 Canning Highway	1938/760	418	R.H Turner	1050m2
419	93 Canning Highway	1934/160	419	S.T Melville	1101m2
81	70 St Peters Road	2788/988	69681	S.T Melville R.H Turner	1601m2
423	Lot 423 King Street	792/1	1753	S.T Melville R.H Turner	89m2

*The Certificates of Titles are enclosed as **Appendix 2** and a site plan included below at **Figure 3**.



Figure 3 - Current Site Plan

3.3 Road Widening

Main Roads WA (MRWA) has advised a portion of the subject site is likely to be resumed for the purposes of road widening associated with the future Perth Freight Link (Roe 8). MRWA has confirmed a 160m2 portion of the subject site will be acquired to accommodate the planned widening of the intersection of Stirling Highway and Canning Highway. Subject to formal acquisition/resumption by Main Roads WA, the revised area of the subject site will be 3,681m2. The below **Figure 4** shows the road widening required by MRWA (blue line). The development has been designed to align with the required road widening.



Figure 4 - Canning Highway Road Widening.

3.4 Topography

The subject site has a varying topography sloping 1m across the site from the lowest to highest point and generally forms a small 'bowl' landform. It generally slopes in a north-western to south-western direction with the lowest point near the centre of the subject site (Refer **Figure 5**).

3.5 Current Built Form

There are several degraded buildings currently occupying the subject site, including a commercial building (warehouse/workshop) and associated outbuildings, and a single house predominantly contained within Lots 418 and 419. Lots 81 and 423 are currently vacant. All buildings on the subject site are run-down and in poor condition.

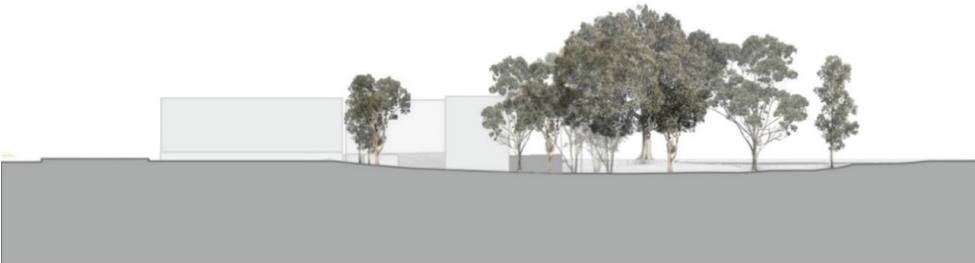


Figure 5 - Site Cross Section, Source: Aspect Studios

3.6 Heritage

Lots 418 and 419 are identified as containing places of heritage significance under the Town of East Fremantle's Municipal Heritage Inventory as 'Category C' heritage sites. 'Category C Conservation Encouraged' sites are sites that have some heritage significance at a local level.

A review of the municipal heritage inventory has identified the existing house on Lot 419 (heritage site reference: 19086) is identified as being in 'good condition'. The warehouse/workshop on Lot 418 (heritage site reference: 19085) is in 'poor condition'.

Whilst Lot 419 is identified as being in 'good' condition, a more recent heritage assessment has been undertaken identifying the site as being in poor condition (refer **Appendix 3 & 4**).

It is also worth mentioning that the above-mentioned sites are not listed in the Town of East Fremantle Local Planning Scheme No.3 (LPS3). As such, there is no statutory requirement for the conservation and protection of these places. Schedule 13 of LPS 3 provides for the redevelopment of the subject site. Schedule 13 was recently introduced into LPS 3 via Amendment No.14 which was subject to a comprehensive assessment process, including the review of all heritage matters pertaining to the site. In addition, the future road widening required by MRWA in regard to Canning and Stirling Highways will result in a portion of the existing house being demolished. Despite this, the podium architectural style is compassionate to the architectural elements that contribute to the localities character.

The materials of the existing heritage structures will be utilized in the publicly accessible open space.

3.7 Vegetation

The subject site contains 18 trees of varying height, canopy coverage and species. Additional trees exist in close proximity to the subject site but outside of the lot boundaries, predominately in the MRWA's land immediately to the east of the subject site.

The site contains a large Hills Weeping Fig tree at the eastern boundary which has been identified in the attached Arborist report as being in good condition and worthy of retention (refer **Appendix 5**). Other trees on the subject site are primarily Eucalypt species. Four (4) trees, including the fig tree, are proposed to be retained as part of this development.



4. Proposed Development

The plans and details pertaining to the proposed development have been prepared by Spaceagency, in collaboration with Aspect Studios, and are included as **Plan 1**.

4.1 Architectural Design Approach

The overarching design approach for the proposal is provided below:

“The design has considered the built form as an object in the round, with the real possibility that the development will not have similar scaled neighbours in the future. Rather than a tall building forming a part of a composition in concert with its neighbours it is a complete composition on its own”

– Spaceagency

As such, the proposed development has been designed with the intent of being a landmark development that integrates dramatic changes in scale to create a richness of vision that contributes to a high-quality urban environment and invites people to connect with and experience the urban environment, whilst also being compassionate to the surrounding low density residential development.

“We shape our buildings and thereafter our buildings shape us”

– Winston Churchill





1



















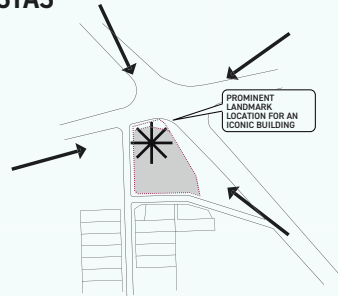
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Public ally Accessible Open Space Focused View

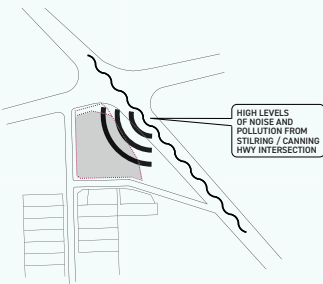
4.2 Response to Opportunities and Constraints.

The proposal has been designed with due consideration to the sites opportunities and constraints with these relating to the surrounding vistas, noise generating uses, solar access and the site's location to significant views (e.g the Swan River & Indian Ocean).

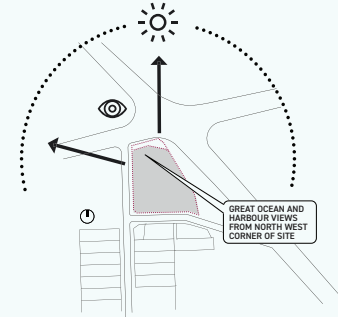
VISTAS



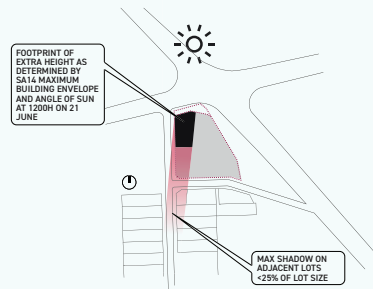
NOISE + POLLUTION



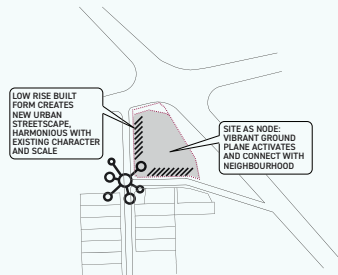
VIEWS AND SOLAR ACCESS



OVERSHADOWING



HUMAN SCALE



PUBLIC OPEN SPACE

1,690m² OF SITE RESERVED AS PUBLIC ACCESSIBLE OPEN SPACE AS PER SA14 ADDITIONAL HEIGHT CLAUSE 100.

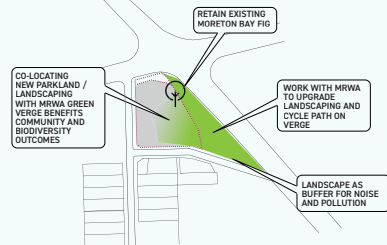
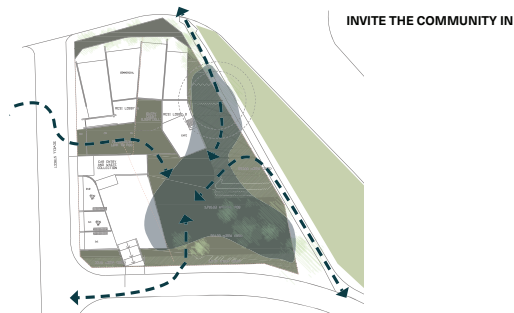
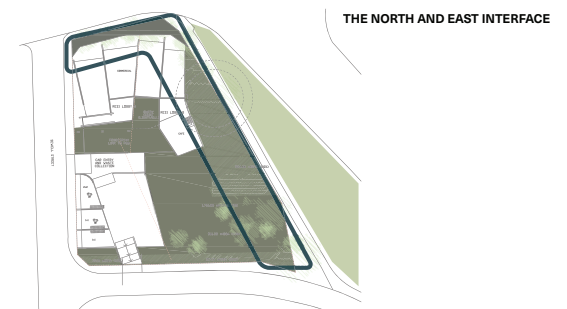
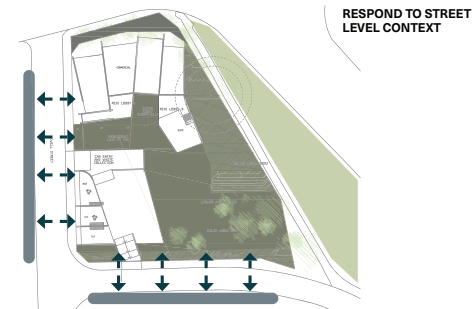
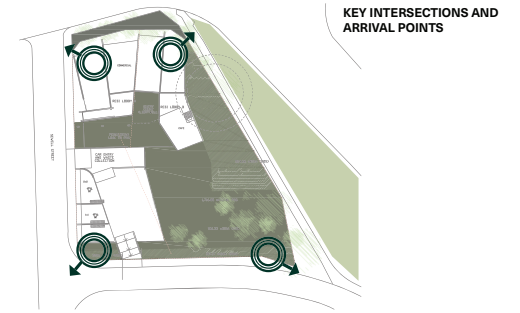
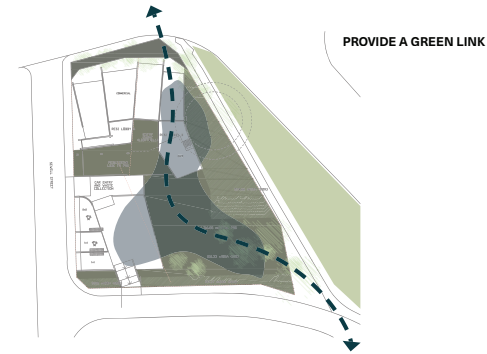


Figure 6: Site Opportunities & Constraints Source: Spaceagency



4.3 Use

The proposed development incorporates a mixed-use development that comprises of residential and commercial development with a designated area of publicly accessible open space.

4.3.1 Residential Apartments

The provisions of LPS3 do not prescribe a residential density to the subject site. Rather, the provisions of Schedule 13 of LPS3 outline the development requirements pertaining to setbacks, building height, plot ratio and overshadowing. Compliance with these requirements largely controls the residential density.

The proposed development incorporates 95 apartments. The apartment product mix is as follows:

- 21x 1-bedroom apartments (22%)
- 41x 2-bedroom apartments (43%); and
- 33x 3-bedroom apartment (35%).

The apartment product mix is compliant with the requirements of SPP 7.3 as outlined in the Assessment/Compliance Table located at Appendix 6. In addition, all dwellings meet the minimum internal floor areas required by SPP 7.3 – refer Assessment/Compliance Table located at **Appendix 6**.

Apartments are located on all floors of the development, including two 1-bedroom apartments at the ground floor at the corner of St Peters Road and Sewell Street. Balconies are provided for all apartments.

The proposed development also integrates a variety of services and facilities that range from, a wellness centre and sauna, gym as well as a communal dining room with a wine cellar. These facilities are ancillary to the residential use and will only be accessible to future residents.

4.3.2 Commercial

The proposed development incorporates the provision of 1,158m² of commercial floor space and 95m² of café space. The commercial space is envisaged to be used predominately for office purposes.

Commercial uses are located on the ground, first and second floors of the development fronting Canning and Stirling Highways.

The proposed cafe is located at the ground floor of the development with frontage and strong integration with the proposed publicly accessible open space at the eastern area of the subject site. The café will integrate both internal and alfresco dining with alfresco dining being visible from the proposed open space, St Peters Road and Sewell Street, creating an inviting environment that presents as a public space.

4.3.3 Publicly Accessible Open Space

The proposed development creates 1,636m² of usable open space and also includes a 325m² publicly accessible vestibule that connects this open space to Sewell Street. Small pockets of open space are also included to the north (153m²) and south (62m²).

4.4 Built Form

4.4.1 Building Envelope, Height and Setbacks

Development on the subject site is required to be contained within the building envelope shown in Schedule 13 of LPS3. The building envelope prescribes setbacks and height.

However, Schedule 13 of LPS 3 allows for the development to have additional building height (to 76.5m in the sections of the building envelope which allow a building height of 45m) if Lot 81 St Peters Road and Lot 423 King Street, or an area of a similar size and location, are transferred to the local government free of cost, for the purpose of public open space, or subject to appropriate measures to ensure the public is granted permanent and unrestricted access at all times. As shown on the development plans and outlined in latter sections of this report, a publicly accessible open space area is proposed as required by the Scheme and thus a building height to 76.5m is permitted (excluding plant equipment).

The development has a podium height of 45m to a maximum tower height of 76.5m (excluding plant equipment). The building is proposed to be 18 storeys at its tallest height with the lift overrun projecting above the 18th storey.

The proposed development has a nil setback to Canning Highway and Sewell Street and a 4-metre setback to St Peter's Road as required by Schedule 13 of the Scheme.

The proposed development is compliant with the relevant Scheme provisions pertaining to the building envelope, height and setbacks, and illustrated by the below images.

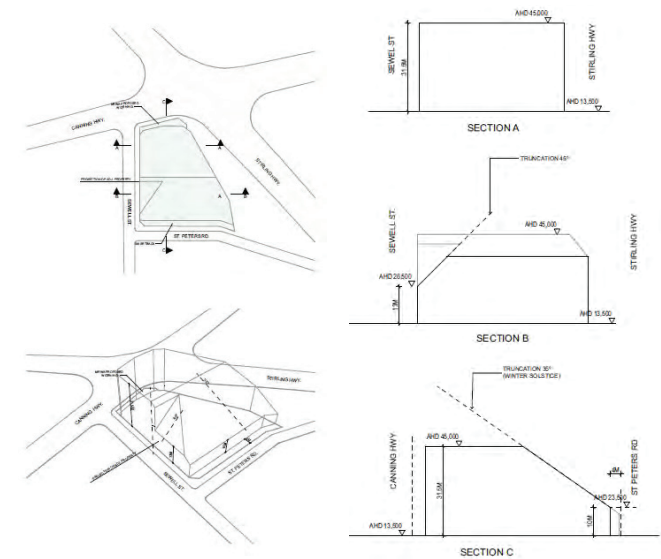
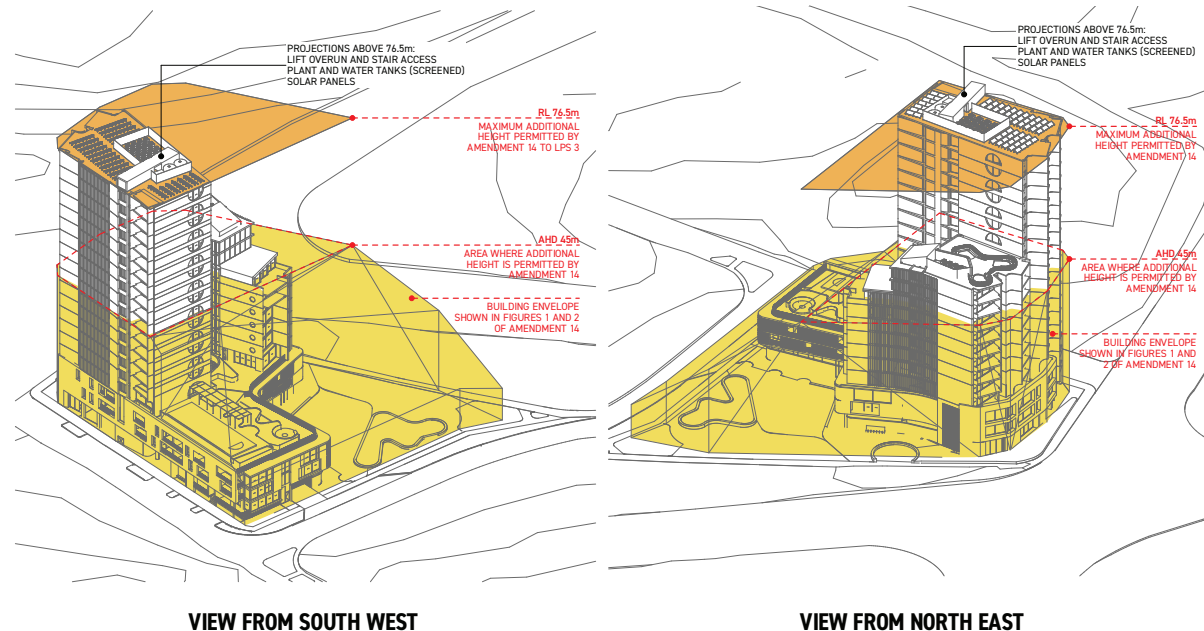


FIGURE 1

FIGURE 2

Figure 7 - Scheme Amendment 13 Building Envelope Source Space Agency/ToEF Scheme



VIEW FROM SOUTH WEST

VIEW FROM NORTH EAST

Figure 8 - Proposed Building Envelopes. (Source Spaceagency).

4.4.2 Massing

Massing of the proposed building is largely controlled by the provisions of Schedule 13 of LPS 3 pertaining to the building envelope, setbacks, building height, plot ratio, overshadowing and provision of publicly accessible open space. These provisions have been adopted in accordance with the local context of the subject site and its relationship to surrounding land uses and infrastructure including single residential to the south and regional, road infrastructure to the north and east.

The building has been designed to mediate mass to the western and southern land uses which are predominantly single storey low density residential. The overall building mass is situated to the north and northeast portion of the site with the development being conscious of the surrounding built form, overshadowing and the capitalisation of viewpoints.



4.4.3 Overshadowing

The proposed building's shadow cast at midday on 21st June onto the properties immediately to the south is 25% (165m²) of the site area of those properties. As these adjoining properties have a R25 coding, the overshadowing created by the proposed development complies with the Acceptable Outcomes of SPP 7.3. Further overshadowing diagrams are provided in **Plan 1**.

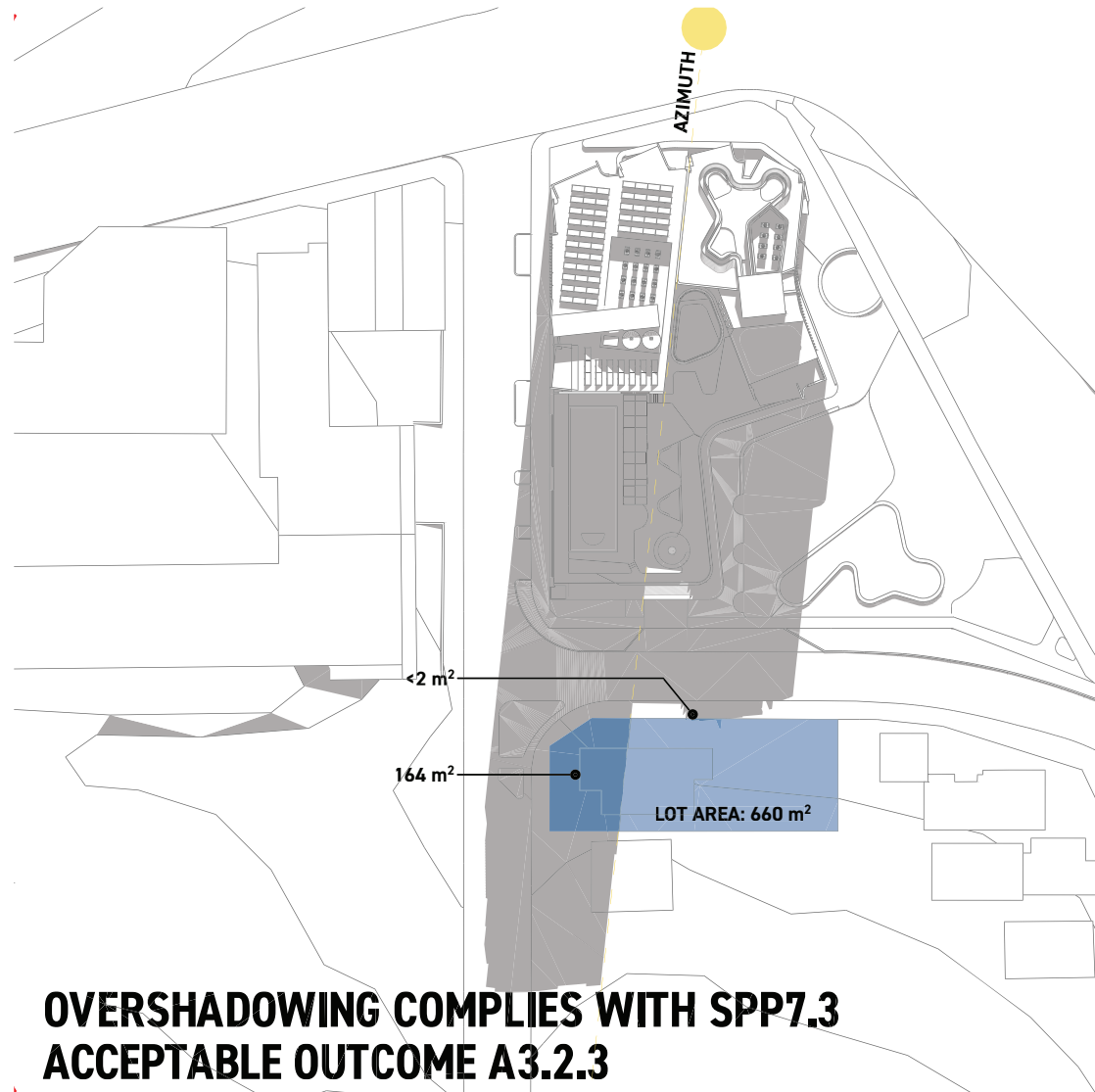


Figure 9 – Overshadowing Diagram.



4.4.4 Materials, Colours and Finishes

The overall materiality selection has focused on long life no maintenance criteria.

At a podium level, the materiality consists of a masonry white brick and mortar with the development creating architectural interest through rounded edges and the inclusion of dense white brick screens.

At a tower level, visual interest is achieved through a mix of clear glazing, precast white fluted concrete and the inclusion of anodised screens and balustrades.

The materiality selection is an abstraction of the 1960s/70s Mediterranean architectural style which, is complimentary to the surrounding residential architectural style.



4.5 Access & Parking

Parking for residential and commercial tenants is proposed to be provided in three (3) basement levels underground. This parking will therefore be fully screened from the street and public realm. Access to this basement parking will be from St Peters Road. Visitor parking is proposed to be provided undercover at the ground floor of the development. Access to the visitor parking at ground floor will be from Sewell Street.

The proposed development requires the provision of a total of 161 car bays as outlined in **Table 2**. The development as proposed includes a total of 194 bays with the proposal **exceeding** the number of required parking bays.

Notwithstanding the overall car parking numbers are compliant, we are seeking an adjustment to the number of car parking bays allocated to the commercial uses and the number of visitor bays provided. This adjustment will provide a surplus allocation of parking to the residential component of the development (refer **Table 3**).

Table 2. Car Parking Requirements

Land Use	Car Parking Ratios	Car Parking Requirement
Residential (95 apartments)	1 Bedroom Dwellings: 0.75 Car Parking Bay 2+ Bedroom Dwellings: 1 Car Parking Bay	89.75 Bays
Visitor Bays (95 apartments)	1 Bay for every dwelling up to 12 dwellings & 1 bay for every 4 dwellings up to 12 dwellings & 1 bay per 8 dwellings for the 13th dwelling and above.	13.4 Bays
Restaurant (Café)	1 space for every 5m2 seating + 1 space for every staff member present at any one time.	18.9 Bays.
Office	1 space for every 30sqm net lettable area.	38.6 Bays
TOTAL	-	161 Bays



Figure 10 - Proposed Cross over Interface

Table 3. Car Parking Allocation

Land Use	Car Parking Allocated
Residential (95 apartments)	164
Visitor Bays (95 apartments)	7
Commercial (1253m2)	24
TOTAL	194 Bays

In addition to the above, 12 motorcycle bays are provided as part of the development.

The allocation of car bays to the commercial land uses has been undertaken on the following basis:

- The development is well serviced by a number of high frequency bus routes that operate on Canning Highway. There are two bus stops within 100m of the site.
- The development is located immediately adjacent to the continuous signed route SW6 cycle path which provides connectivity to the wider shared path and on road cycle lane network including the shared path on Stirling Highway and the shared path along the Swan River.
- The development provides significant bicycle parking facilities and end of trip facilities to accommodate cycling to and from the site.
- The café land use will be predominantly utilised by locals who will access the café via walking or cycling.

The allocation of visitor car parking has been provided for on the basis of the following:

- The development is well serviced by a number of high frequency bus routes that operate on Canning Highway. There are two bus stops within 100m of the site.
- The development is located immediately adjacent to the continuous signed route SW6 cycle path which provides connectivity to the wider shared path and on road cycle lane network including the shared path on Stirling Highway and the shared path along the Swan River.
- The development provides significant bicycle parking facilities.
- On street car parking opportunities (3 car bays) will be developed along Sewell Street, immediately adjacent to the subject site.
- Reciprocal rights and floating car bays are also being explored as part of the detailed building design and will be addressed in a future car parking management plan if required.

The proposed development provides for 155 bicycle parking bays, this **exceeding** the required rate of 1 bicycle parking bay per dwelling. The bicycle parking bays are provided within a shared and secure undercover bicycle store at the ground floor with this storeroom including 19 double sided standing bays as well as 6 double sided hanging bays and also within individual basement storerooms attached to each dwelling, noting the storerooms are of sufficient size to accommodate a bicycle. An additional twelve (12) visitor bike parking bays are provided at the west side of the development and immediately adjacent to the café (six spaces at each location). These bays are accessible directly from paths surrounding the site.

4.6 Communal Open Space

The communal open space areas of the proposal include a pool, open fire pit and an alfresco dining area located outdoors on the rooftop at Level 3 and an outdoor lounge terrace on Level 12.. This outdoor communal open space covers an area of 575m2 with >150m2 hard landscape area and deep soil areas for trees. Details pertaining to the landscape context, design and details of the communal open are included in the Landscape Plan package prepared by Aspect Studios and included at **Plan 2**.

Regarding indoor communal open space, the proposed development incorporates a gym, sauna and wine cellar at Level 2 and a yoga/meeting/ multi-use room and dining room at Level 3.





Figure 11 – Public Open Space Analysis (Source Aspect Studio).

4.7 Publicly Accessible Open Space

As required by Schedule 13 of Local Planning Scheme No.3, the proposal includes the creation of 1,690m² of publicly accessible open space in the eastern section of the subject site.

Schedule 13 of LPS13 requires Lot 81 St Peters Road and Lot 423 King Street, or an area of a similar size and location, to be set aside and created as publicly accessible open space. The area of Lot 81 and lot 423 equates to 1690m². The proposed 1,961m² open space area is therefore compliant with the requirements of LPS3.

The opportunity was identified to:

- introduce high quality amenity and open and inviting spaces to relax into the area;
- connect the development and the area in general to key pedestrian and cyclist routes; and
- provide a space for a cultural narrative, biodiversity enhancement and tree planting

The concept was based on creating a new public space in the Plympton neighbourhood that addressed urban heat affects, amenity of the area and enhanced the green ecological network.

An analysis of nearby Public Open Space areas was undertaken by Aspect Studio to inform the community need, design, and function of the proposed public space. The public landscape spaces provide a much-needed public open space contribution to the Town of East Fremantle and has been designed to meet the needs of residents, visitors and the broader community (refer **Figure 11 & Plan 2**).



Figure 12 – Public Open Space Provisions (Source Spaceagency)

4.7.1 Tree Retention

The existing site contains twenty-seven (27) trees on the eastern boundary of the site. Detrimental pruning, limited maintenance and drought stress have impacted the health and vitality of several of the existing trees. In addition, the majority of the trees are planted within a basin set approximately 1m below the street level.

As a result of the existing site levels and required construction of the basement levels of the building, twenty-three (23) trees will have to be removed to accommodate the proposed basement parking. However, there is an opportunity to retain quality existing trees and enhance and extend the planting within the site. The design includes a strategy where new and existing trees are combined to create a landscape design which includes a variety of species and sizes. This will assist in improving the quality of the streetscapes, shading public open spaces and integrating the development into the local street network.

Four (4) existing trees are proposed to be retained as part of the development, including the fig tree. A shaded deck is proposed to be developed at the base of the fig tree.

The trees that are to be removed will be replaced with medium and small scale established trees. The combined tree planting ratio is 1.6 trees planted for every 1 tree removed (refer to **Plan 2**). This ratio will exceed the requirements set out in SPP 7.3.

4.7.2 Tree Canopy

As per the DesignWA objectives the project seeks to improve tree canopy coverage of the site. In addition to the retained trees the design includes additional tree planting to:

- Provide shade to amenity areas
- Reduce temperatures of external areas through evapotranspiration
- Mitigation wind within the development
- Noise Mitigation & Habitat Creation

Regarding State Planning Policy 7.3 Volume 2 - Element Objective 3.3.2, the project **exceeds** the tree canopy requirement by including 1 large tree and 12 medium trees. In addition, 24 small trees are incorporated into the design. Details relating to tree canopy calculations are provided in the Landscape Plan at **Plan 2**.

4.8 Landscaping

The landscape design for the proposed development has been prepared by ASPECT Studios in collaboration with Spaceagency Architects. The design responds to the scale, form and function of the architecture and local context in order to create a generous and attractive landscape and public realm.

The landscape will retain and integrate the landmark Ficus microcarpa var. hillii (Hills Weeping Fig tree) together with a number of Eucalyptus trees and deliver new deep soil areas to support additional tree canopy to create a shaded parkland environment, contributing to the Town of East Fremantle's canopy coverage initiatives.

The following general principles form the landscape approach to the site:

- The use of high-quality landscape design to integrate the proposed development with the surrounding streets and neighbourhood;
- Develop a legible network of spaces that fully integrate with and connect to the surrounding context.
- Engage with the local pedestrian and cycle networks.
- Ensure that communal open spaces have access to sun light whilst also providing adequate shade and wind protection.
- Maximise opportunities for social interaction and support the retail offering through the arrangement of alfresco areas, seating and views.
- Create a robust landscape made from elegant materials, proven planting and bold forms that can be managed and maintained.
- Include selection of local and native plant species that benefit surrounding ecologies.
- Include mature and retained tree planting throughout the site to contribute the Town of East Fremantle's canopy coverage initiatives
- Create large continuous areas of deep soil around the perimeter of the site to allow for significant trees to grow along the boundary.
- The design of landscape considers the architectural design by Spaceagency in both concept and materiality, with the intention of creating a cohesive transition from internal to external spaces.

The complete landscaping proposal prepared by Aspect Studios, including comprehensive details on all landscaping elements of the project, is included at **Plan 2**.

4.8.1 Deep Soil

Given the highly urban context of the development, a 'hybrid' approach has been taken to achieving the provision of landscape amenity. The landscape design consists of deep soil zones and planting on structure (as defined in DesignWA) to create a landscape approach which is respectful of the surrounding urban context and architectural form. With regard to Deep Soil Areas, the project exceeds the DSA requirements. Details relating to DSA calculations are provided in the Landscape Plan at **Plan 2**.

5. Technical Reports

5.1 Transport Impact Statement

A Transport Impact Statement (TIS) has been prepared by Transcore to review the traffic, access, and parking components of the proposal.

The traffic modelling undertaken in the TIS shows that the traffic generation of the proposed development is estimated to be in order of about 640 daily and 73/51 peak hour trips during the typical weekday AM/PM peak, respectively (both inbound and outbound). The traffic analysis undertaken demonstrates that the estimated development-generated traffic will have minimal impact on the surrounding road network.

No direct vehicle access is proposed to Canning Highway or Stirling Highway, which are Primary Regional Road reservations. It is proposed that one crossover on Sewell Street and one crossover on St Peters Road will provide access to the development.

The subject site has very good accessibility via existing pedestrian and cyclist networks and enjoys very good public transport coverage through existing bus services available within the close proximity of the site. Bicycle parking and end-of-trip facilities are also accommodated within the development.

In conclusion, the findings of this Transport Impact Statement are supportive of the proposed mixed-use development.

A full copy of the TIS is provided at **Appendix 7**.

5.2 Acoustics Report

An Acoustic Assessment has been prepared by Stantec Australia and is provided as **Appendix 8**. The assessment has considered the relevant legislative framework with consideration being given to State Planning Policy 5.4 Road and Rail Noise as well as the proximity to the Fremantle Port.

The acoustic assessment has been carried out in order to satisfy the requirements stated in the relevant policies and guidelines applicable to the project. The acoustic criteria derived from the aforementioned documentation forms the basis of acoustic assessment for the project and includes the following acoustic details;

- Applicable criteria for Airborne sound insulation and impact sound isolation between adjoining apartments;
- Internal noise levels resulting from noise intrusion from mechanical services and via the façade due to external sources;
- Noise emissions from the proposed development to the nearest noise sensitive receivers.

Noise intrusion from external sources includes that from traffic corridors, the adjacent Tradewinds bar and outdoor courtyard and the Fremantle Port. Internal sources include the proposed café, communal open space areas, waste trucks and mechanical services. All of these have been considered and appropriate façade construction details (glazing, roof and wall configurations) provided as part of the development consistent with the that recommended in the Acoustic Report.

5.3 Waste Management Plan

A Waste Management Plan (WMP) has been prepared by Encycle and is included as **Appendix 9**. The development proposes 3 bin stores – with two residential stores and a separate commercial store for storage and collection of waste, recycling, and FOGO.

The proposed development integrates dual chutes that will be installed for the residential levels allowing the transfer of general waste and commingled recycling directly to the east and west core residential bin stores. Internal transfer of waste will be undertaken by the residents of each apartment with the commercial tenancies relying on cleaners and staff. The transfer of bins on collection day will be undertaken by the building caretaker or the private waste service provider.

The total number of bins and bin volumes have been calculated as per the Town of East Fremantle's 'Waste Guidelines for New Developments' requirements with the development being fully compliant with the provisions of this document.

5.4 Sustainability

A Sustainable Design Report has been prepared by Cundall and is included as **Appendix 10**. The development aims to be designed to the equivalent standard of a 5-star under the Green Star Buildings certification with an average 8-star NABERS rating for the residential component of the development and a 5-star NABERS Energy rating for the commercial spaces. In doing so, the design will also integrate sustainable building design principles to achieve net zero carbon operational emissions. Some design features that are being explored include but are not limited to:

- The investigation of either GreenPower or on-site renewables such as 30Kw pv cells and batteries;
- The investigation and adoption of Liveable Housing Design principles within a number of the proposed apartments;
- The adoption of energy efficient design considerations such as high-performance fabric and insulation, LED lighting and the installation of air conditioning equipment with at least a 3-star energy rating.
- The dwelling design also integrates double glazing and enables cross ventilation to occur;
- The investigation of a drip irrigation and moisture sensing irrigation system; and
- The installation of 6-Star WELS rating taps dishwashers and 5-star toilets.

The Sustainability Design Report provides further details on how the proposed development meets the intended sustainability ratings.

5.5 Heritage

As discussed in section 3.6 of the report, the subject site includes two locally listed heritage sites at 91 and 93 Canning Highway. As such, a heritage assessment has been undertaken by Hocking Heritage Studio (**Appendix 3 & 4**).

The findings of the report identify the structures of heritage significance as being in poor condition with the heritage value being diminished by surrounding development.

5.6 Contamination

Preliminary advice from DWER in relation to 91-93 Canning Highway identified the site as being a suspected contaminated site due to the site historically being used as a service station in 1926.

Suspected contamination is associated with the presence of lead in soils and potential groundwater contamination (refer DWER advice – **Appendix 11**).

A Targeted Soil Investigation report has been prepared by Gemec Pty Ltd with the report identifying there is no groundwater contamination (**Appendix 12**).

5.7 Arborist Report

As part of this application an arborist report has been prepared by Arbor Centre Consultancy. The report identifies that 92% of the trees present on the site are classified as mature the canopy structures of these trees being predominantly classified as 'questionable' and 'acceptable'. The report provides recommendations in relation to the management and implementation of asset protection zones for the proposed retained trees (refer **Appendix 5**).

6. Planning Framework Compliance

6.1 Metropolitan Region Scheme

The site is zoned 'Urban' under the Metropolitan Region Scheme. The proposed development is consistent with the 'Urban' zoning of the land.

6.2 Town of East Fremantle Local Planning Scheme No.3

Under the Town of East Fremantle Local Planning Scheme No.3 (LPS3) the subject site is zoned 'Mixed Use' with 'Additional Site Requirements' (ASR1).

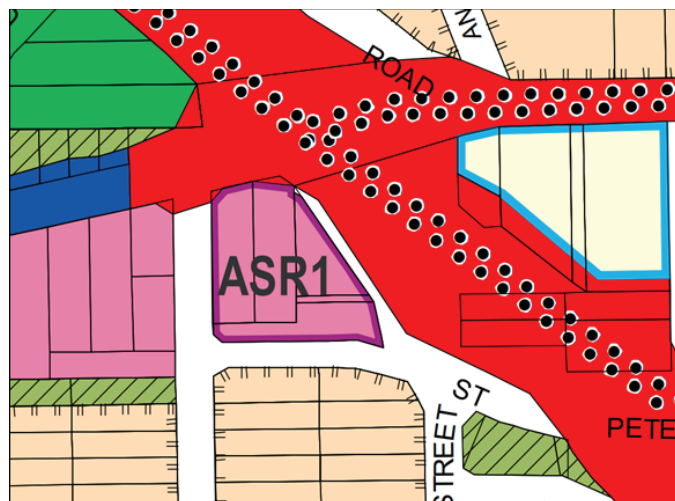


Figure 13 – Town of East Fremantle Local Planning Scheme No.3. Zoning Map

A breakdown of the permissibility of the land uses proposed by this development is provided in **Table 4** below:

Table 4. Mixed Use Zone Land Use Permissibility

Land Use	Permissibility
Multiple Dwelling	A
Restaurant	D
Office	D

'A' – Means that the use is not permitted unless the local government has exercised its discretion by granting planning approval after giving special notice in accordance with clause 9.4

'D' – Means that the use is not permitted unless the local government has exercised its discretion by granting planning approval.

Clause 4.2 of LPS3 provides the overall objectives of the 'Mixed-Use' Zone.

An assessment of the proposal against these objectives is outlined in Table 5.

Table 5. Mixed Use Zone Objectives Assessment

Zone Objective	Assessment
To provide for a limited range of commercial, civic and community facilities to meet the day to day needs of the community, but which will not prejudice the amenities of the neighbourhood;	The proposed commercial and cafe uses are limited in scale, have been designed to complement the existing neighbourhood and cater for the local needs of the community. The proposed uses will not prejudice the existing neighbourhood amenities.
To ensure future development within each of the Mixed-Use Zones is sympathetic with the desired future character of each area, and that a significant residential component is retained as part of any new development;	<p>The desired future character for the Town Centre as per the Town's Local Planning Policy 3.1.4 is to create a robust, vibrant, mixed-use village with enough residents, jobs, and services to sustain and meet the local needs of the community. The proposed mixed-use development has been designed in accordance with the desired future character of the Town Centre set out by LPP 3.1.4 and includes a significant residential component.</p> <p>The development has been carefully designed, including in relation to materiality, to be sympathetic to the desired future character of the area. The development will enhance the residential component and character of the area as it represents a revitalisation of an under-utilised site and degraded built form.</p>
To promote the coordination of development within each of the Mixed-Use zones and to facilitate the safe and convenient movement of pedestrians to and within the area;	The development has made a conscious attempt to improve upon the pedestrian connectivity to the site, from the site and within the site. Careful consideration has been given to street level design and interaction with pedestrians around the site. The design creates a large, open, and publicly accessible parkland space with clear access from St Peters Road and Sewell Street.
To ensure the location and design of vehicular access and parking facilities do not detract from the amenities of the area or the integrity of the streetscape.	Car parking will be basement parking and therefore there is no impact on the integrity of the streetscape and will not detract from the amenities proposed and the existing amenities in the area. Vehicular access points have been located and designed to minimise any negative impacts on the streetscape.

Pursuant to LPS3 the site is located within the Additional Site Requirements 1 area. Clause 5.10 of the LPS3 outlines that Schedule 13 of LPS3 sets out requirements relating to development that are in addition to those set out in the R Codes, state and local planning policies. Clause 5.10 of LPS3 outlines that regarding any inconsistency between Schedule 13 and any provision of the R Codes, State or local planning policies, the requirement in Schedule 13 prevails.

Table 6 provides an assessment of the proposed development against the additional site and development

Table 6. Town of East Fremantle LPS3, Schedule 13 – Additional Site Requirements 1

Development Control	Provision	Complies	Comment
Design Objectives	Development must achieve urban design and architecture that is exemplary with respect to mixed use and multiple dwelling design. The design must: Ensure height, built form and façade design considers and makes a positive contribution to vistas toward the site from the surrounding locality.	Yes	Refer to Architectural Statement and Response to Design Principles (Section 4.1, 4.2 & Appendix 13).
	The design must: Demonstrate careful arrangement of building massing and height to minimise negative impacts on the amenity of adjoining properties.	Yes	Refer to Architectural Statement and Response to Design Principles (Section 4.1, 4.2 & Appendix 13).
Land Use & Density	Only residential development shall front St Peters Road, and commercial development and vehicular parking is not permitted to front St Peters Road.	Yes	All development that fronts St Peters Road is residential. No commercial development or vehicle parking is located on St Peters Road (all car parking provisions are located at a basement level).
	Vehicle parking is not permitted to front Canning Highway	Yes	No vehicular parking fronts Canning Highway. All vehicular parking has access from Sewell Street or St Peters Road.
	Clause 5.3.4 of the scheme does not apply to development on the site. Note: Clause 5.3.4 of LPS3 states that a maximum density of R40 applies to residential development in non-residential zones.	Yes	A R-Coding of R40 has not been applied to the site as there is a prescribed building envelope to the site.
Plot Ratio	Maximum plot ratio permitted is 3.0:1	Yes	The plot ratio proposed is 2.9:1.
Building Height & Setbacks	Development is to be contained within the building envelope shown in Figure 1 and 2 of Schedule 13 of the Local Planning Scheme.	Yes	Development is contained within the building envelope, with the exception of building height as provided for by the additional height provision of Schedule 13 (refer Additional Height response below and Section 4.4.1 of Planning Report).
	Non habitable resident amenities such as roof terraces, gardens and shade structures may project outside the building envelope where suitably integrated with the architecture of the development.	Yes	Within the context of implementing the Additional Height provision of Schedule 13, resident amenities are suitably integrated with the architecture of the development.
	Solar collectors, air conditioning units, mechanical plant rooms and lift overruns setback within a 45-degree plane taken from the edge of the building may project outside the building envelope where suitably screened from view and integrated with the architecture of the development.	Yes	The proposed lift overhang, stair access, plant and water tanks project higher than the prescribed additional building height. These facilities are adequately screened from view and are consistent with the requirements of this provision.
Additional Height	The height of development on the site may exceed the building envelope prescribed in Schedule 13 up to a maximum of 76.5m AHD where:		
	(i) the building envelope permits development to a height of 45.0m AHD;	Yes	In the sections of the building envelope that permit development to a height of 45m AHD, the proposed development does not exceed a maximum height of 76.5m AHD.
	(i) Lot 81 St Peters Road and Lot 423 King Street, or an area of a similar size and location, are transferred to the local government free of cost, for the purpose of public open space, or subject to appropriate measures to ensure the public is granted permanent and unrestricted access at all times;	Yes	A total of 1,691m ² of traditional open space has been included within the proposal with an additional 501m ² being provided as a vestibule and pocket open space to the north and south. Appropriate measures have been undertaken to ensure public access through the architectural design of the space, creating an inviting green space.
	(iii) the land subject to (ii) above is to be upgraded and landscaped to a standard suitable for public open space purposes to the satisfaction of the local government, and if not ceded to the Local Government maintained by the owner of the open space;	Yes	Refer to the attached landscaping plan. A tree protection and management plan will be prepared as a condition of development approval. This management plan will be prepared to the satisfaction of the Town of East Fremantle.
	(iv) a tree protection and management plan which ensures that trees identified for retention on the land subject to (ii) above are protected, is provided to the satisfaction of the local government;	Yes	Refer to Section 4.4.3 of Planning Report which includes overshadowing diagrams and demonstrates that overshadowing does not exceed the maximum permitted under the R Codes.

	(iv) a tree protection and management plan which ensures that trees identified for retention on the land subject to (ii) above are protected, is provided to the satisfaction of the local government;	Yes	Refer to the attached landscaping plan. A tree protection and management plan will be prepared as a condition of development approval. This management plan will be prepared to the satisfaction of the Town of East Fremantle.
	(vi) development incorporates dwellings, private open space or communal open space at ground level overlooking and contiguous with the land subject to (ii) above; and	Yes	The proposed development proposes a mix of dwellings, private open space, café, and commercial space overlooking and contiguous with the public open space area.
	(vii) in the opinion of the local government, having regard to the advice of its nominated design review panel, development achieves and demonstrates design consistent with the design objectives.	Yes	The proposal has undergone two State Design Review Panel pre-lodgement reviews. The development plans address all concerns raised by the SDRP (refer to Section 7 of Planning Report) and presents as a design that is consistent with the design objectives.
	Land subject to 1(ii) above shall continue to be considered as part of the site for the purposes of calculating the maximum plot ratio area.	Yes	The plot ratio calculation has included the areas of the site that are to be publicly accessible open space.
Development Control Variations	Development provisions relating to height, setback, plot ratio and overshadowing are not open to variation through any provision of this scheme or any other mechanism	Yes	No variation to the additional site and development requirements is being proposed (noting the projection in building height is compliant).

6.3 Local Planning Policy 3.1.4 Town Centre Redevelopment Guidelines

Local Planning Policy 3.1.4 – Town Centre Redevelopment Guidelines (LPP 3.1.4) provides detailed guidance for new development within the East Fremantle Town Centre.

LPP 3.1.4 sets out a strategic direction and desired intent for Town Centre with future development needing to encourage the evolution of the East Fremantle Town Centre into a robust, vibrant, mixed-use village with enough residents, jobs and services to sustain and meet the local needs of the community. The intent of the LPP is to provide overall guidance on the desired future character and built form of the Town Centre and establish a set of performance criteria and acceptable development standards that aim to revitalise the Town Centre.

The policy identifies a series of precincts within the town centre area with the subject site being located within the Canning Highway Precinct. With the LPP providing a statement of desired intent for this precinct which states:

“To establish a Mixed-Use urban corridor of development with small-scale office-based commercial activities at ground floor with predominantly residential uses above.”

The proposed development is consistent with this desired intent for the Canning Highway precinct. The proposal incorporates commercial uses on the ground and 1st to 2nd floors of the section of the building fronting Canning Highway. The proposal also includes a café on the ground floor with frontage to the proposed publicly accessible open space. The balance, and majority, of the development is residential apartments.

It is noted that the provisions of Schedule 13 of LPS No.3 prevail over the provisions set out in the LPP. The relevant provisions of LPP 3.1.4 have been responded to in the SPP 7.3 R Codes Volume 2 Assessment attached as **Appendix 6**.

6.4 Local Planning Policy 3.1.1 Residential Design Guidelines

Local Planning Policy 3.1.1 Residential Design Guidelines (LPP3.1.1) were prepared by the Town of East Fremantle to supplement the R-Codes and protect the character and amenity of East Fremantle. The site is located within the Plympton Precinct under LPP 3.1.1 and is also located within the Fremantle Port Buffer Zone Area 2.

This policy primarily applies to low density residential development. In addition, the provisions of Schedule 13 of LPS No.3 prevail over the provisions set out in the LPP. However, the LPP does include specific provisions relating to glazing, air conditioning systems and quiet house design which have all been addressed as part of this development proposal.





6.5 Other Applicable Local Planning Policies

The following Local Planning Policies also apply to the site, with the below **Table 7** providing details on how the proposal has been considered against the relevant provisions.

Table 7. Local Planning Policy Assessment

Local Planning Policy	Relevant Provision(s)	Comment
LPP 3.1.5 Community Design Advisory Committee	States that development applications that have a significant impact upon the streetscape character of the locality or in the opinion of the CEO/Executive Manager Regulatory Services is likely to have a significant impact on the locality or the Town.	Noted.
LPP 3.1.9 Percent for Art Policy	Any development proposals where the estimated cost of construction is greater than \$3 million will be required to provide a public art contribution. Proponents have the option to pay a cash-in-lieu payment at a rate of 1% of the construction cost.	Noted.
LPP 3.1.2 Signage Design Guidelines	The policy provides guidelines for advertising and information signs for commercial properties.	The provisions of this LPP will be applicable to any proposed signage associated with the future commercial uses proposed.

6.6 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 sets out the objectives, measures and principles and processes which apply to the design and assessment of built environment proposals through the planning system. The policy is based on 10 Design Principles: context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community and aesthetics.

A comprehensive assessment against these design principles has been undertaken by Spaceagency and is attached as **Appendix 13**.

6.7 State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments

State Planning Policy 7.3 provides performance-based assessment criteria for residential apartments. A detailed assessment against these criteria has been undertaken and is attached as **Appendix 6**. Overall, the proposal is consistent with the performance criteria with some of the provisions being amended in accordance with the local planning framework, including Schedule 13 of LPS3.

6.8 State Planning Policy 5.4 Road and Rail Noise

This policy applies where noise sensitive land use is proposed within proximity to transport routes. This policy applies to the proposal due to the sites proximity to Canning Highway, Stirling Highway as well as the Fremantle Train Line and the Fremantle Port.

The provisions of this policy have been considered as part of this proposal with detailed assessment being provided in the attached Acoustic Assessment (**Appendix 18**).

7. The Design Journey

Prior to formal lodgement of this application, the proposed development underwent two (2) reviews by the State Design Review Panel (SDRP). The responses provided by the SDRP, including specific feedback from the Town of East Fremantle, during each design review have informed and shaped the overall design of the proposal. A summary of each design review is provided below:

7.1 State Design Review Panel 1

The first SDRP was held on the 10 December 2020 and primarily focused on introducing the project. There was a strong focus on the site's context and character and how the proposed built form integrated with this. The project team presented an analysis of the site's locational context and the proposed conceptual built form response to this.

The concept presented to the SDRP comprised of a building height of 19-20 storeys with a total of 84 units and a plot ratio of 2.91. Development was primarily located on the western boundary of the site with the built form consisting of three towers. The images below show the proposal as presented to the first SDRP.

A summary of the design feedback provided by the SDRP is provided below in Table 8. A full copy of the SRDP 1 advice is provided in **Appendix 14**.

GROSS AREAS:

Residential Space: 10,474m²

Includes
12x 1 Bedroom Apartments
32x 2 Bedroom Apartments
40x 3 Bedroom Apartments

Balconies: 2400m²

Residential Amenities: 470m²

Basement Parking: 5,500m² (170 parking spaces)

Commercial Space: 765m²

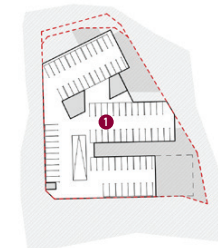
Access and Plant: 2,224m²

PLOT RATIO AREA: 11,239m²

PLOT RATIO: 2.91:

TOTAL NUMBER OF UNITS: 84

NUMBER OF STORIES: 20



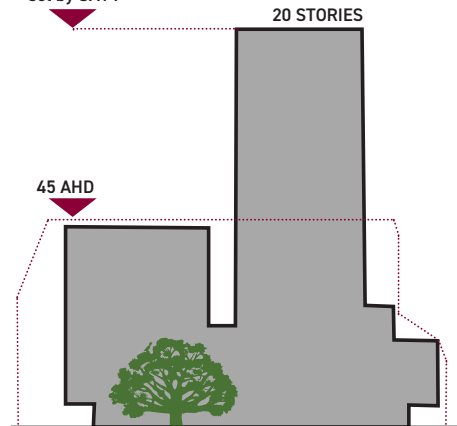
**BASEMENT
LEVELS 1 + 2**



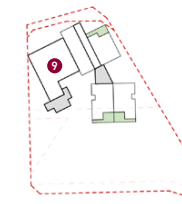
GROUND FLOOR

- 1 Basement parking: 75 (L1) + 90 (L2) parking spaces.
- 2 Commercial space (shop, office, hospitality)
- 3 Residential communal amenities, bike parking.
- 4 public open space
- 5 Visitors' parking + basement ramp
- 6 Ground floor residential (3 storey town houses)
- 7 Podium residential (1 and 2 bedroom apartments)
- 8 Lower tower residential (2 and 3 bedroom apartments)
- 9 Residential amenities (gym, pool and other shared facilities)
- 10 Tower residential (2 and 3 bedroom apartments)

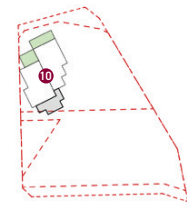
76.5 AHD
Height limit
set by SA14



LEVELS 1-2



LEVELS 3-4



LEVELS 5-20

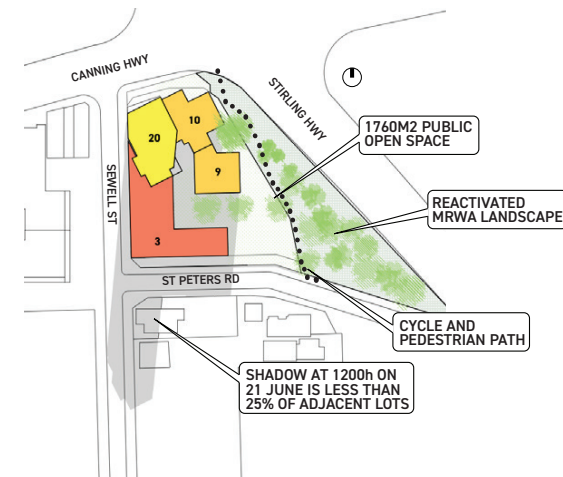


Table 8. State Design Review Panel 1 Comments (SDRP 1)

Design Element	Comments
Building Height & Bulk	<p>Ensure development is sited and designed to optimise the number of dwellings with access to sunlight and a minimum of 70% of dwellings having internal and external outdoor areas that obtain at least 2 hours of direct sunlight between 9am and 3pm on 21 June.</p> <p>Further exploration of different massing options should be undertaken to reduce bulk and scale on the ground plane.</p> <p>Further articulation to the building form should be explored to reduce building bulk in response to the streetscape condition and the existing heritage character of the area.</p> <p>Consideration of the proposed materiality, particularly in relation to context and reducing the perception of bulk.</p>
Deep Soil Area/ Landscaping	<p>Site planning should maximise retention of existing healthy and appropriate trees within the site.</p> <p>An arborist report is required to ascertain tree protection zones and other measures required to protect the Moreton Bay Fig Tree.</p> <p>Deep soil zones need to be provided of sufficient area and volume to sustain healthy plant and tree growth.</p>
Public Open Space	<p>The POS area seems to include building setback areas and the Canning Highway Road reservation in the calculation, which should not be included in the calculations.</p> <p>POS must be of high quality and amenity and be supported by adequate deep soil area</p> <p>Consideration should be given to the overshadowing of the public open space area and impact on user amenity.</p> <p>Next stages of design should focus on improving access and legibility to the public open space area.</p>
Heritage	<p>It is recommended that the proposed built form design has reference to the Plympton Precinct heritage character</p> <p>Further information is required to determine if a heritage impact statement is required</p>

Project Team Response

Following this first SDRP, the project team reviewed, refined and progressed the design and development plans to address the feedback received and provide detailed design solutions to address the key issues raised by the SDRP. At this time, the project moved to the next level of detailed design considerations and the team committed themselves to embracing the feedback received by the SDRP in the next evolution of the design. All comments received by the SDRP, as tabulated above, were accommodated and addressed by the next design phase that was subsequently again presented to the SDRP in March 2021.

7.2 State Design Review Panel 2

In response to the advice and issues raised in the first design review panel, a second SDRP was held on the 30 March 2021. A more refined design that provided greater details in relation to building articulation, landscaping design and tree retention was presented. The design also placed stronger focus on pedestrian connectivity and ground floor and human scale design to create a more open development and an open space area that responded to the need to be publicly accessible. The massing of the building was revisited to reduce the overall building footprint on the lower levels. The images below show the proposal as presented to the second SDRP with the comments provided by the panel attached as **Appendix 15**. A response has been provided to the comments raised by the SDRP in **Table 9** below.

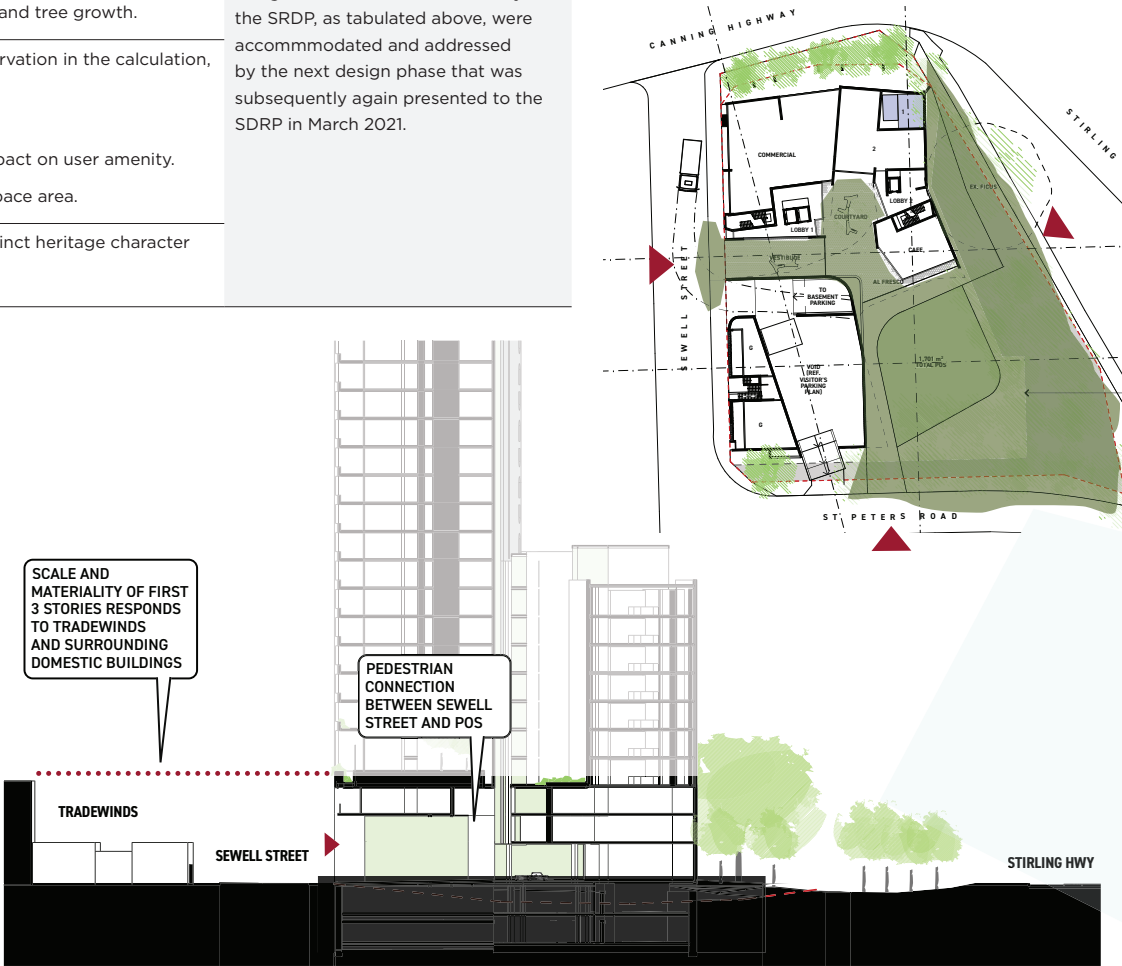


Table 9. State Design Review Panel 2 Response (SDRP 2)

Design Element	Comments	Project Team Response
Design Objectives	<p>It is required by LPS3 that “Development must achieve urban design and architecture that is exemplary with respect to mixed use and multiple dwelling design.” Further design detail will be required to demonstrate whether this can be achieved.</p> <p>The design objectives also state that the development must “demonstrate careful arrangement of building massing and height to minimise the negative impact on the amenity of adjoining properties.”</p> <p>The overshadowing created by the building and its impact on the amenity of surrounding properties, particularly those with heritage value and the lot on the corner of St Peters Road and King Street, should be reviewed.</p>	<p>The development achieves an exemplary architectural form with the design capitalising on development opportunities in relation to viewpoints. The design is compassionate to the souring urban form with the materiality replicating that of the surrounding built form, contributing to the surrounding urban fabric.</p> <p>The proposal sits compliantly within the prescribed max building envelope with the overall building mass being located within the north-western portion of the site. The prescribed building envelope has considered the potential impacts to the surrounding development with the proposal demonstrating compliance in relation to overshadowing, visual privacy etc.</p> <p>The overshadowing plan included within the development plans illustrates compliance with the overshadowing requirements of SPP 7.3 Volume 2.</p>
Land Use	<p>A blank wall screening ground level car parking, a driveway and POS are proposed facing St Peters Road. Please consider design amendments to improve the development’s interface with and activation of St Peters Road.</p> <p>Where possible, minimise the extent to which vehicle entry and exit points impact on street frontages, particularly to St Peters Road.</p> <p>Design should focus on ensuring the café attracts visitors, with good visibility and an inviting route from the street.</p>	<p>The southern elevation has been amended to incorporate white brick screens to provide architectural interest and break up the façade. The design creates an inviting pedestrian realm that links to and activates the interface of St Peters Road.</p> <p>The proposed design includes one vehicle crossover to St Peters Road.</p> <p>The public open space provides clear visibility to the café use with the design integrating a vestibule to guide pedestrian movement through the site.</p>
Building Height, Bulk & Massing	<p>Building massing has been focussed in two very tall monolith like structures facing Canning Highway, to maximise height and plot ratio in the direction of views. In the Town’s view this only serves to mitigate amenity impacts for future residents, at a high cost for the existing residents’ amenity.</p>	<p>The overall massing is compassionate to both the existing residents and future residents’ amenity with the proposal being fully compliant in relation to overshadowing, car parking and visual privacy provisions.</p>
	<p>Further justification is required in relation to public benefit and increased amenity to justify the additional building height.</p>	<p>The overall massing is compassionate to both the existing residents and future residents’ amenity with the proposal being fully compliant in relation to overshadowing, car parking and visual privacy provisions.</p> <p>The overall design improves upon a blighted site by creating a publicly accessible development. The development contributes to not only the local amenity but the district amenity through the provision of a high-quality open space and mixed-use development.</p>
Overshadowing	<p>Design should minimise overshadowing impact on affected properties.</p>	<p>Refer to section 4.4.3 of the report and the attached development plans.</p>
Lower-level facades (comment from the Town)	<p>The Canning Highway and Stirling Highway lower-level facades and the southern elevation façade treatment (facing the POS) require greater detail in regard to integration and activation at the street level.</p>	<p>Greater detail has been provided in relation to the building materiality and façade articulation.</p>
Deep Soil Area/ Landscaping	<p>The development should focus on maximising tree retention opportunities. Additional justification is to be provided to support the removal of healthy trees.</p> <p>It is recommended that the minimum number of car bays be provided to increase the deep soil area and thus create opportunities to retain additional healthy trees.</p>	<p>Refer to the attached arbour centre report and the attached landscaping plan.</p> <p>The development includes multi-level basement parking that has been designed and situated to maximise tree retention on site.</p>
Public Open Space	<p>Development should focus on improving the POS design to ensure that it is inviting and accessible to the public and clearly reads as a public realm.</p> <p>The design should ensure adequate passive surveillance of the public open space</p> <p>Final design should demonstrate that the extent of passive surveillance and the activation of the POS will be equal to or better than that intended under the LPS3 provisions.</p>	<p>The open space area has been redesigned to present less formally with the design approach emphasising accessibility through linkages to Sewell Street and St Peters.</p> <p>The open space has also been further redesigned to promote creative play and activation.</p> <p>The building design integrate upper-level passive surveillance to the open space.</p>
Heritage	<p>It is recommended that the proposed design makes reference to the Plympton Precinct heritage character.</p> <p>Clarify and mitigate any impacts on the surrounding heritage fabric, including overshadowing.</p>	<p>The design is compassionate to the heritage character of the Plympton Precinct with the overall building materiality being consistent with the surrounding built form.</p>

8. Conclusion

This proposal presents a high quality, site responsive and architecturally designed building. The overall bulk and scale of the proposal have been designed to achieve an appropriate outcome in terms the desired future scale for the site, creating a landmark development at a strategic location whilst also giving careful and detailed consideration to the established context and character of the locality. The proposal is deft and dynamic, of varying scale, materiality and detail that responds well to the difference contexts with which it rests:

The proposed building is compliant with:

- the objectives, development standards and built form elements prescribed in Schedule 13 of the Town of East Fremantle's Local Planning Scheme No.3; Check car parking...
- the acceptable outcomes of the Residential Design Codes; and
- with the local and state government planning framework pertaining to this site.

This application and accompanying technical reports strongly demonstrate the following key attributes of the proposal:

- The introduction of a distinctive new built form and landmark development in the locality which makes a positive contribution to the desired future character of the site and responds appropriately to the sites location and context;
- The creation of a large area of publicly accessible open space, incorporating high quality hard and soft landscaping and the retention of a number of mature trees, that will significantly enhance the visual amenity and access to recreational space and opportunities for the surrounding residents in the area. The result is the creation of a spaces that responds to the local character of the area and provides a highly connected and amenity rich landscape for local residents and a much-needed public open space contribution to the Town of East Fremantle.

Based on the above, the project team respectfully request that State Development Assessment Unit consider the application favourably. We look forward to working collaboratively with all stakeholders during the assessment process.



Plans.

