

10-40 BAY VIEW TERRACE, CLAREMONT



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A	14-08-2023	Draft For Review	NS
B	18-08-2023	Final for Lodgement	NS

Project No: 44493

Project Name: 10-40 Bay View Terrace Redevelopment

Prepared for:

JJ Leach Group Pty Ltd

Prepared by:



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PRELIMINARY

1.1 INTRODUCTION

This Application for Development Approval (the Application) has been prepared by Hames Sharley on behalf of JJ Leach Group Pty Ltd, who are the owners of 10-40 Bay View Terrace (the Site) which is located in the heart of the Claremont Town Centre.

Planning approval is sought for a mixed use development on the Site, providing a once in a generation opportunity to coordinate revitalisation of a large portion of the historic Bay View Terrace main street. Specifically planning approval is sought for the following:

- + A revitalised ground plane, including upgrades to both Walt Drabble and Maude Jackson Lanes;
- + An upgrade to the Bay View Terrace façade treatment of buildings within the Site;
- + A high-quality boutique hotel with 30 rooms and a communal rooftop bar / lounge area;
- + A medical facility and other commercial office space;
- + A contemporary apartment building with 46 apartments across five levels; and
- + A one level basement accessed from Walt Drabble Lane.

The Bay View Terrace Redevelopment has an estimated construction cost of \$65 million, determination is sought through the State Development Assessment Unit (SDAU) via Part 17 of the *Planning and Development Act 2005*.

This report has been prepared in accordance with the Form 17B requirements, and includes the following information to assist with development assessment:

- + Site and context analysis;
- + Summary of the proposed development;
- + Communications and design review summary;
- + Planning framework assessment; and
- + Justification for approval.

We appreciate the opportunity to present this exciting proposal, and are happy to answer any questions or clarifications you may have to help realise this important step in the regeneration of Bay View Terrace.

1.2 COLLABORATIVE DESIGN APPROACH

1.1.1 TOWN OF CLAREMONT

Between August 2021 and November 2022, the Applicant engaged with the Town of Claremont on numerous occasions. This included:

- + Initial discussion on Town's Local Planning Scheme, including discussions with their appointed consultants who were working on the proposed planning controls for the Draft Town Centre Precinct Structure Plan.
- + Throughout 2022, further engagement was undertaken as required to discuss the proposal and determine the most appropriate approval pathway.
- + Two presentations on the draft design proposal were undertaken with the Town of Claremont's Elected Members.

1.1.2 STATE DEVELOPMENT ASSESSMENT UNIT

As is required under the SDAU pathway, prior to lodgement of this Form 17B application numerous meetings and ongoing liaison has occurred. This has included:

- + Submission of initial 'Intent to Lodge' information for pre-lodgement advice;
- + Submission of Form 17A, along with concept plans and preliminary planning and technical reports.

1.1.3 STATE DESIGN REVIEW PANEL(SDRP)

The State Design Review Panel (SDRP) provides independent, expert advice to Government agencies, decision makers and proponents regarding the design quality of strategically important projects. The SDRP helps to improve design quality and were engaged throughout the design process.

Two pre-lodgement reviews were undertaken for the Project:

- + Design Review 1 - Completed on 23 February 2023.
- + Design Review 2 - Completed 8 June 2023.

A third design review is expected to occur post-lodgement of this Application. A summary of the key areas of refinement requested by the SDRP is provided below.

DESIGN REVIEW 1 (DR1)

At the conclusion of DR1 the proposed design had broad support from the panel, however, it was acknowledged further design development was required. The key areas identified for further refinement were:

- + *Engagement with Wadjuk Elders to enrich the commendable public art strategy's commitment to telling local stories;*
- + *Investigation into the existing condition and structural arrangements of the building fabric, as much will rely on the ability to maintain these elements without damage to the material or value of the elements;*
- + *Meticulous attention to spatial and material elements differentiating 'old' and 'new', demonstrating respect for the transitions, and ensuring that the new elements complement, rather than compete with, the visually active heritage retention;*
- + *Provision of perspectives from mid distances such as Point Walter and Freshwater Bay;*

- + *Reduction of the built form bulk and horizontality as it presents to Bay View Terrace through further articulation and grain, and ringing in some of the verticality of the ground plane shopfronts; and,*
- + *Further development of the interfaces to Walt Drabble Lane and Maude Jackson Lane, as the current challenges of servicing and service vehicles that disincentivise further site permeability may disappear.*

DESIGN REVIEW 2 (DR2)

At the conclusion of DR2 the SDRP stated that the design approach was broadly supported, with certain elements requiring further development.

Some of the specific areas for refinement included:

- + *Exploring ways to further reduce the solidity and bulk of the built form of the proposed building;*
- + *Continued work on the laneways to enhance their pedestrian appeal and allow them to become more activated 'secondary frontages';*
- + *Providing increased responsiveness to context, via greater articulation of the built form above ground level, greater variability in the façade design as well as materials, landscape and colour palette.*
- + *Exploring further opportunities for heritage retention, reuse, and reinterpretation, particularly regarding the awnings; and*
- + *Continued investigation into how additional landscaped elements can be provided at ground level, including to the laneways, as well as to façades.*

1.3 PROPERTY AND TENURE

As shown on **Figure 1** the Bay View Terrace Redevelopment is proposed over 12 lots, all of which are located between Bay View Terrace and Walt Drabble Lane.

The total combined site area is 3,264m². **Table 1** provides a summary of the ownership and title details.

Table 1: Site Details

LOT DETAILS	AREA	STREET ADDRESS	OWNERS	EXISTING USE
Lot 5 on P004597	175 m ²	10 Bay View Terrace	Brookvalley Pty Ltd Helen Margaret Leach	Retail use (Priceline)
Lot 6 on P004597	220 m ²	10 Bay View Terrace	Brookvalley Pty Ltd Helen Margaret Leach	
Lot 7 on P004597	202 m ²	14 Bay View Terrace	Bilikiki Pty Ltd	Vacant
Lot 8 P004597	197 m ²	16 Bay View Terrace	Chemist.Com Pty Ltd	Restaurant (Nolita)
Lot 9 on P004597	195 m ²	18 Bay View Terrace	Jeffery John Leach Christian Jeffery John Leach	Retail (Advantage Pharmacy, Stand in Room) Consulting Rooms (GPs on Bayview and Optician)
Lot 10 on D013823	412 m ²	20 Bay View Terrace	Arandell Nominees Pty Ltd	
Lot 12 on D013823	3 m ²	20 Bay View Terrace	Arandell Nominees Pty Ltd	
Lot 14 on D013823	13 m ²	20 Bay View Terrace	Arandell Nominees Pty Ltd	
Lot 11 on D013823	417 m ²	24 Bay View Terrace	Arandell Nominees Pty Ltd	Restaurant (Dolce Bellissimo) Office
Lot 2 on D006214	868 m ²	28 Bay View Terrace	Jeffery John Leach	Retail
Lot 6 on D002602	291 m ²	38 Bay View Terrace	Jeffery John Leach Brookvalley Pty Ltd	Retail
Lot 5 on D002602	271 m ²	40 Bay View Terrace	Jeffery John Leach	Retail Office

The Site is owned in freehold. **Appendix 1** includes the Certificates of Title (for all lots) and a Letter of Consent which demonstrates that each lot is owned by the same group.



Figure 1: Site Plan

Perspective View from St Quentin Avenue Looking East



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SITE DESCRIPTION AND CONTEXT

2.1 SITE CONTEXT

2.1.1 LAND USE

The Site is located at the nexus of three water systems; the coast, wetlands, and river (**Figure 2**). The chain of wetlands that run parallel to the coast are linked by the below ground aquifer that drains into the Swan River. The river and wetlands have supported Indigenous people for many thousands of years as a place to camp, hunt and gather.

Today, the Site is located in the Town of Claremont, within the Claremont Town Centre which is identified as a Secondary Activity Centre. As shown on **Figure 3**, the site has access to a high level of amenity making it a highly desirable place to live / visit. This includes the following benefits:

- + The Site boasts excellent connectivity, being only a short walk away from the Claremont Train Station; which is located on both the Perth-Fremantle and Airport Train Lines. This non-stop access to Perth Airport is a major drawcard making it accessible for local residents, workers, visitors, and tourists. Beyond this, the centre is in proximity to a range of key regional facilities, including the Queen Elizabeth II Medical Centre, the University of Western Australia and Fremantle, adding to its significance in the region.
- + Located in close proximity to numerous entertainment, education, cultural, and community services throughout Claremont and surrounding suburbs such as Cottesloe.
- + Natural amenity is also a defining feature of the area, with the nearby Lake Claremont and Freshwater Bay offering regional recreational opportunities a short stroll from the Site. Is a short walk from numerous cafés, restaurants, bars and other food and beverage related businesses.

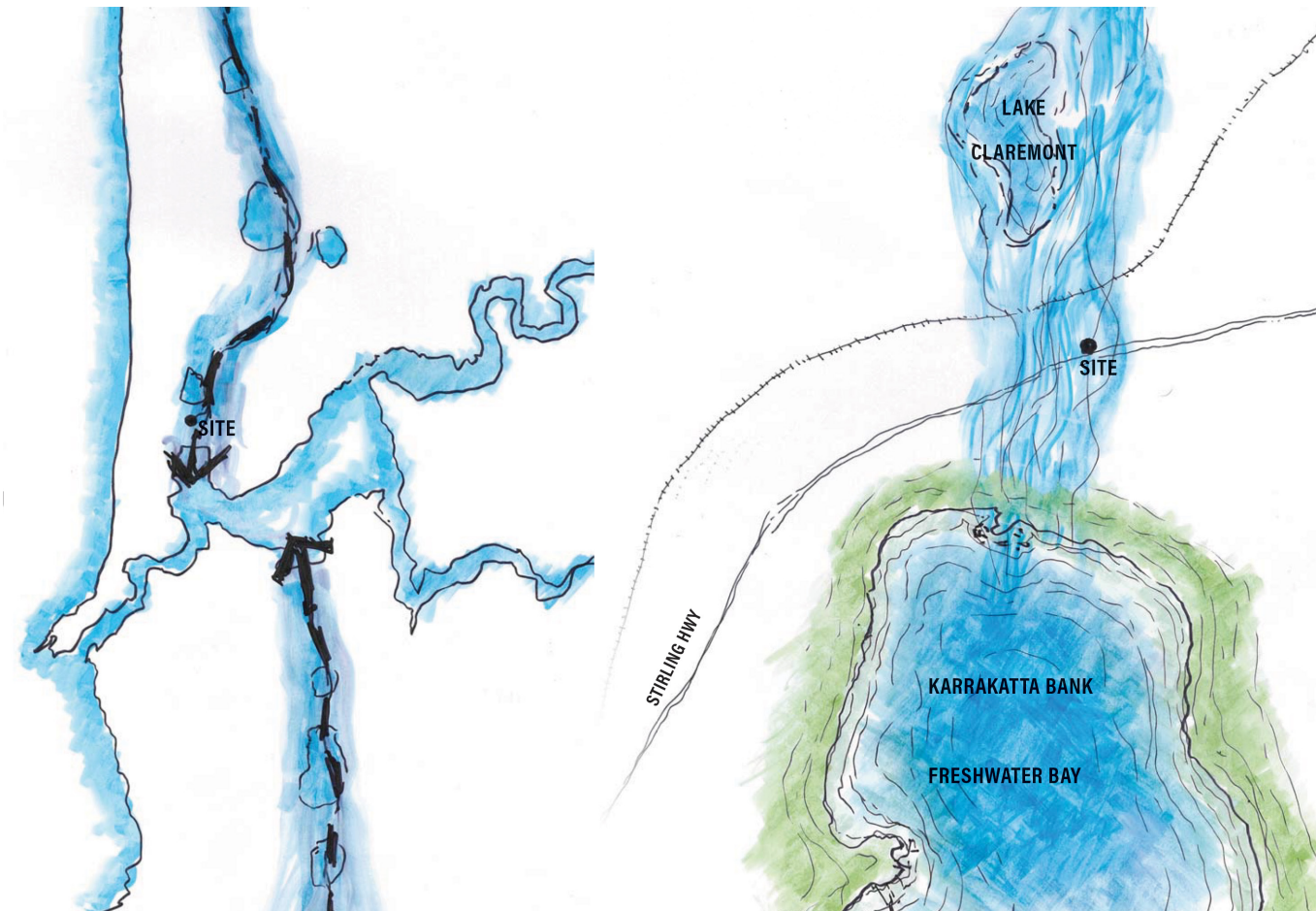


Figure 2: Site Context

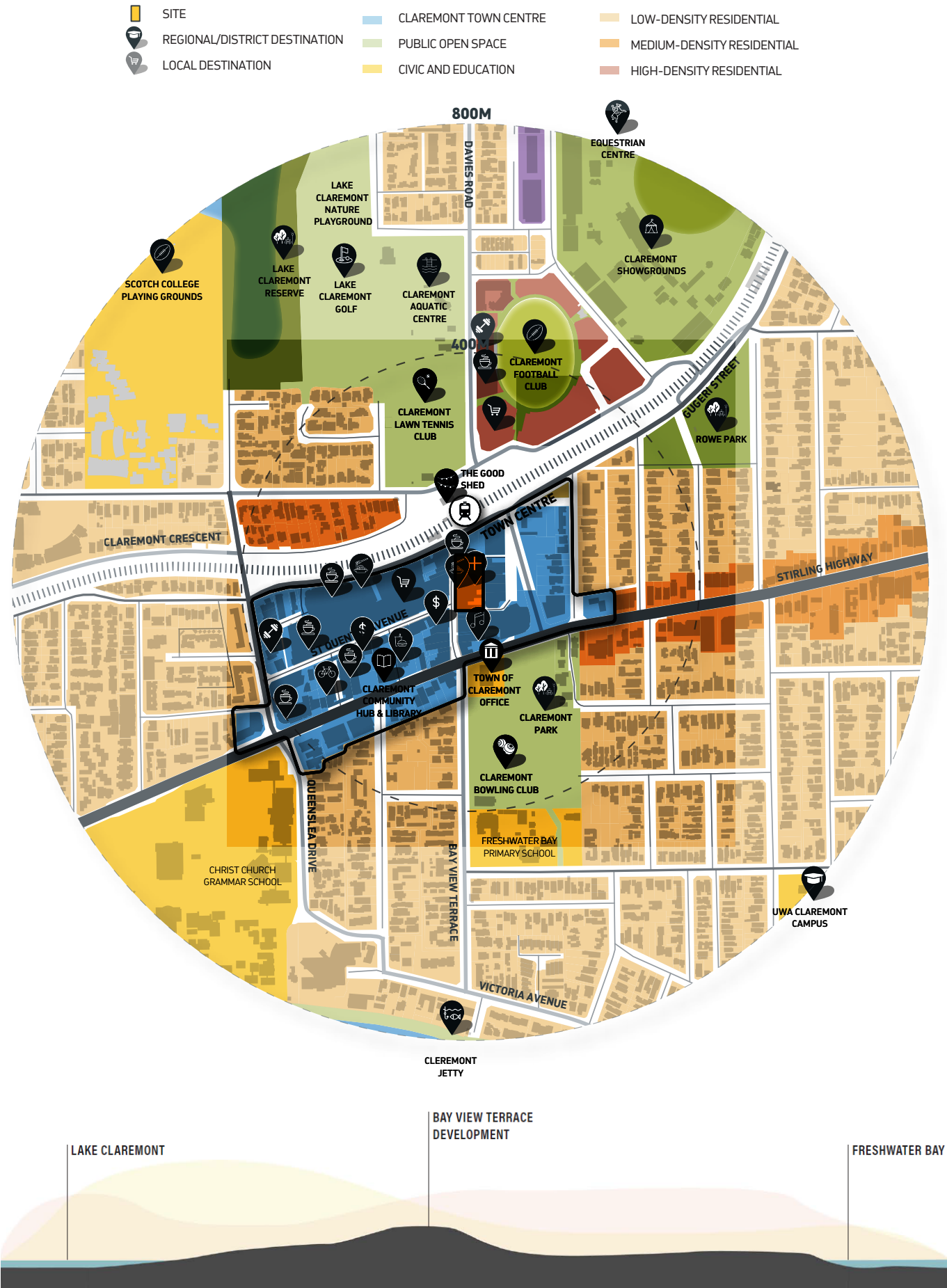


Figure 3: Site Location

2.1.2 MOVEMENT

Site is located at the northern end of Bay View Terrace and is approximately a 100m walk to Claremont Station. Introduction of the Airport Line (by the State Government) directly into Claremont offers the potential for uses (such as a hotel), not previously considered feasible in the Claremont Town Centre. The immediate area is highly pedestrian-focussed with Bay View Terrace including an existing 'shared zone', which removes vehicular priority enabling interaction within the street area between vehicles and pedestrians with vehicles travelling at very slow speeds, with a posted speed limit of 10km/h.

A pedestrian only area is provided along the site's frontage, with pedestrian only connections between Bay View Terrace and Walt Drabble Lane via Maude Jackson Lane and an internal lane at No. 4 Bay View Terrace.

The main site frontage is along Bay View Terrace which includes some street parking, with Walt Drabble Lane providing access to the rear of the site.

2.1.3 CLIMATE AND TOPOGRAPHY

Figure 5 illustrates that the Site's north-south orientation allows good access to both morning and afternoon sun, and an ability to capture westerly breezes.

2.1.4 EXISTING BUILT CONTEXT AND TOPOGRAPHY

The built form context in the Claremont Town Centre is evolving, existing precedents demonstrate examples of buildings heights ranging from 5-7 storeys in the immediate area. A recent approval was also granted at 22 St Quentin Avenue for 19 storeys, demonstrating that the urban environment in this area is changing. Further commentary on the desired future character of the area is provided in **Section 4.2.5**.

The Site sits at approximately 18m AHD. This elevated position strengthens view opportunities over key natural areas such as Lake Claremont and Freshwater Bay, and aspects beyond to the Perth CBD.

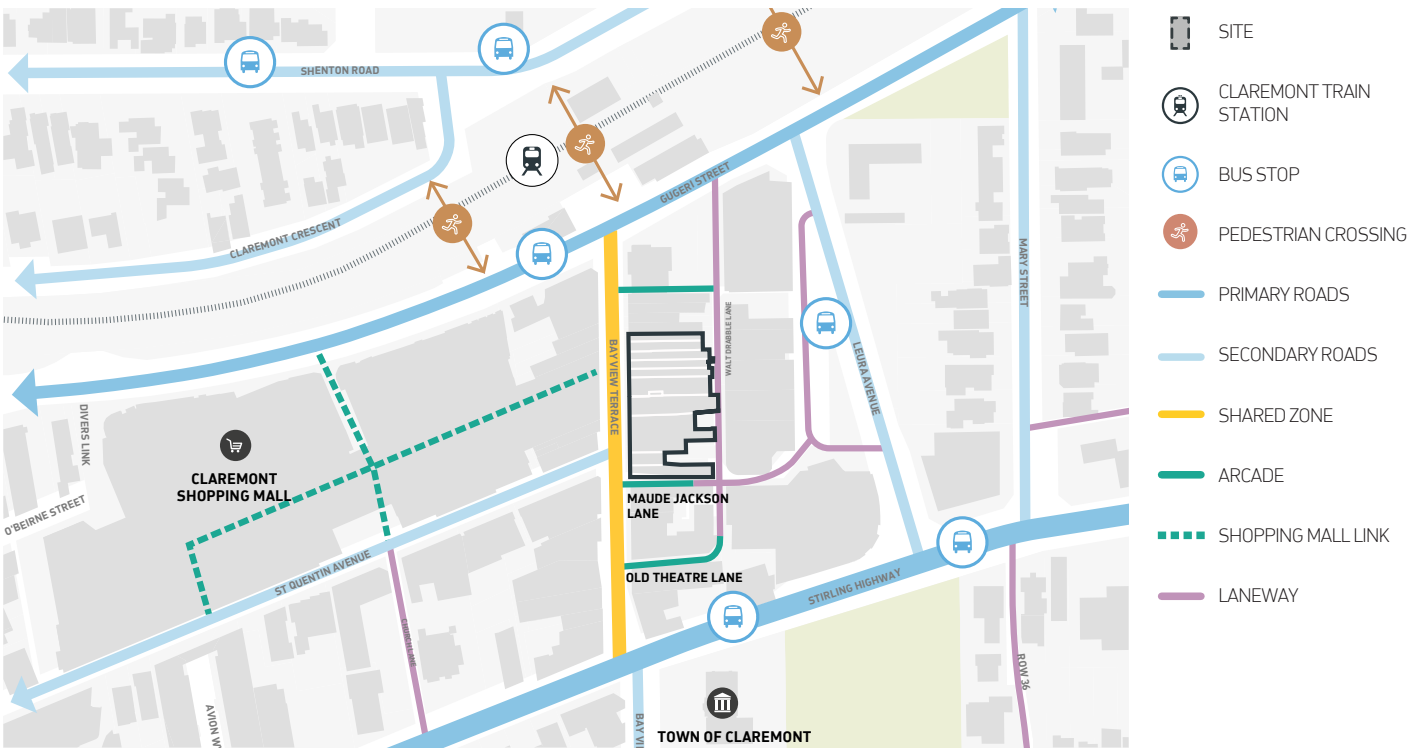


Figure 4: Site Analysis - Movement

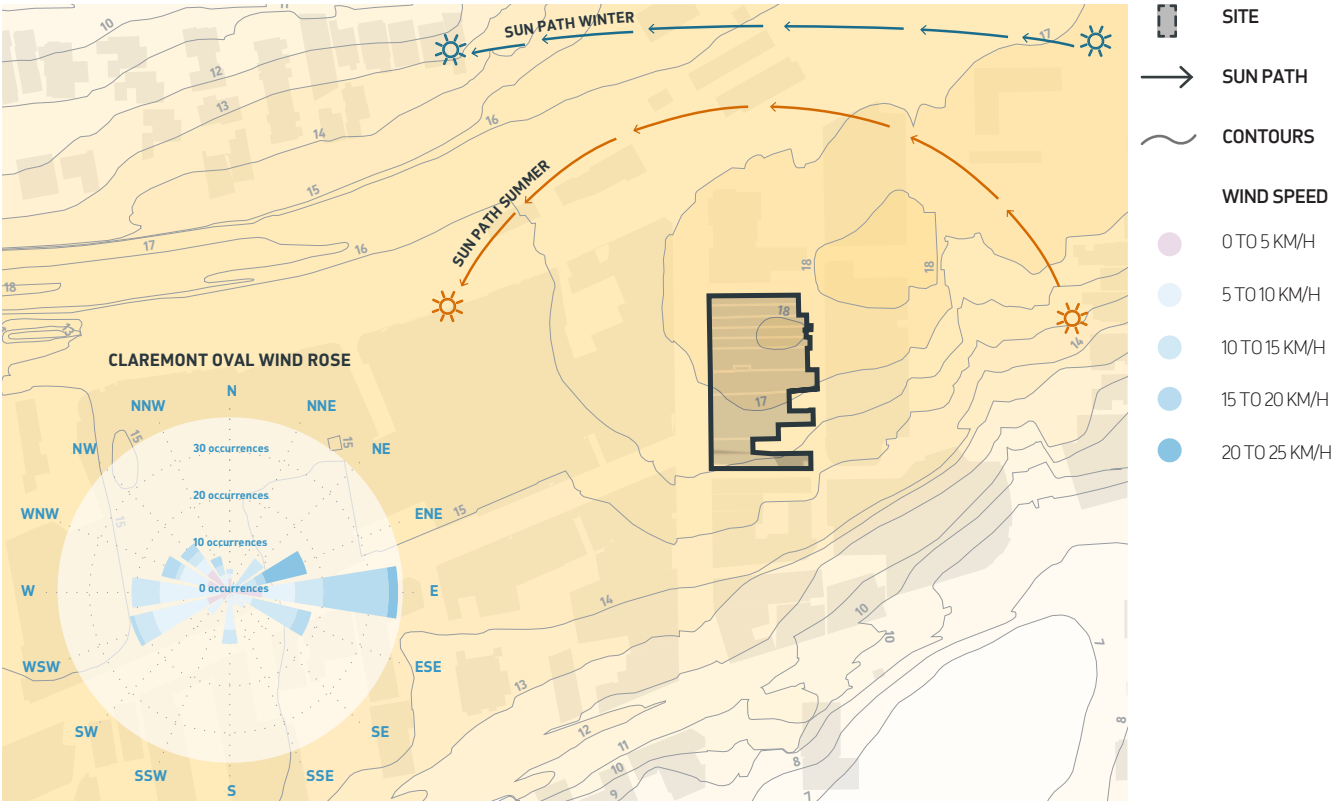


Figure 5: Site Analysis - Climate and Topography

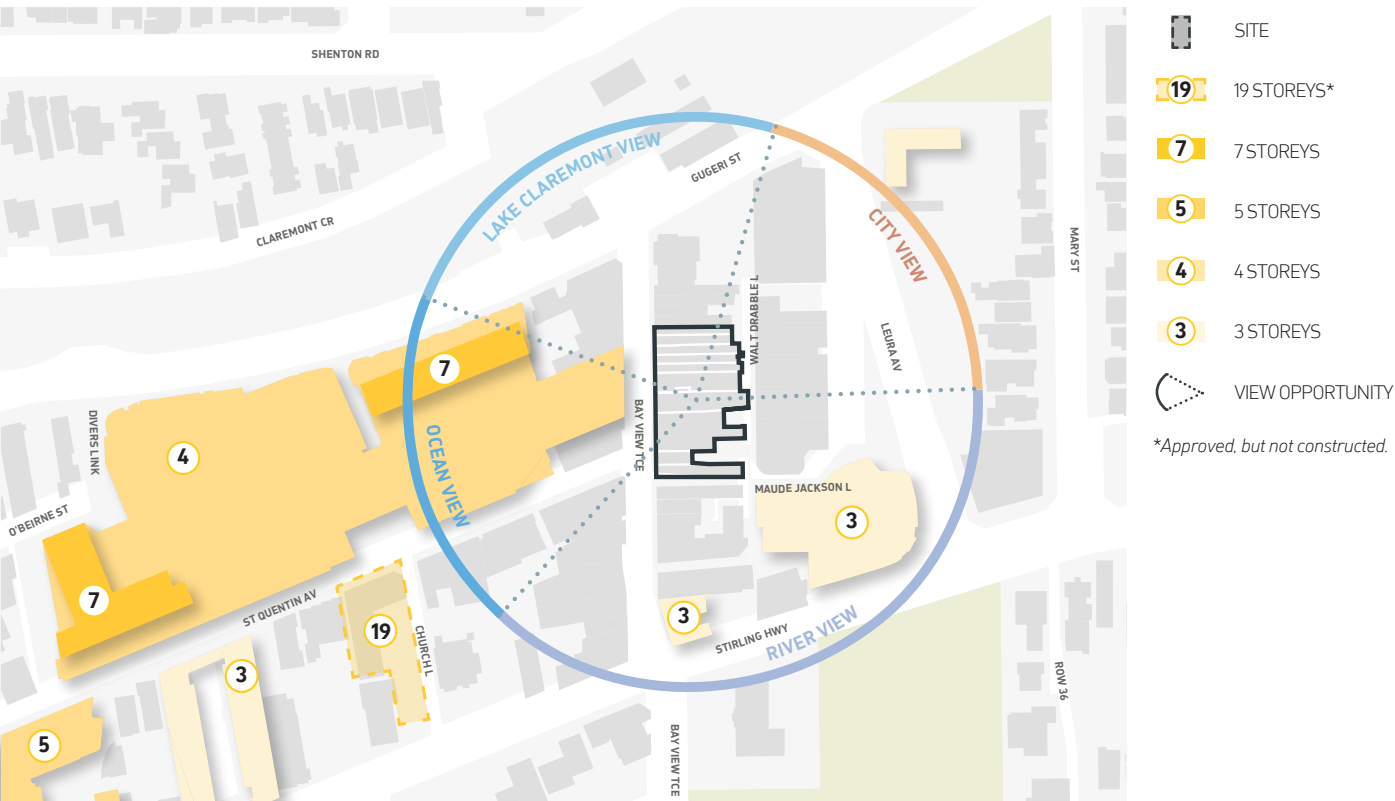


Figure 6: Site Analysis - Existing Buildings

2.1.5 CLAREMONT'S VILLAGE CHARACTER

The Core Character Area incorporates Bay View Terrace and St Quentin Avenue as the cultural and historic heart of both the Precinct and the broader Town of Claremont. Through its historic architectural character and a ‘village feel’ that is distinctly ‘Claremont’, the Core sets the tone for the broader Precinct with active land uses and has an open air sense of place.

- Town of Claremont, draft Town Centre Precinct Structure Plan ‘Core Character Statement’

Understanding and defining what contributes to Claremont's 'village feel' was a major consideration for the proposed development. Below is a summary of the elements which contribute to this 'distinctly Claremont' character.

HERITAGE

The Claremont Town Centre projects a diverse and rich urban character with layers of history that have shaped its unique identity. At the heart of this vibrant neighbourhood lie the important main streets of Bay View Terrace and St Quentin Avenue, as cultural and historic core of both the precinct and the broader Town of Claremont.

These main streets, including the Site's western edge on Bay View Terrace, form the nucleus of public life in the area. Their historic architectural character and inviting 'village feel' distinctly define Claremont's essence, setting the tone for the wider Precinct and creating a lively sense of place with active land uses and an open-air ambiance.

The history of Claremont spans more than a century, evolving from the extension of the railway line in the late 1800s and the establishment of the Claremont Train Station. Over time, the street and block layout have taken shape, leading to a diverse array of private landholdings with frontages opening on to Bay View Terrace and St Quentin Avenue. The town centre is serviced by a fine-grained laneway network that links main street activities to essential deliveries and collection.

PROPOSED DESIGN RESPONSE: Bringing back the stories of the past and how these can be reflected in the proposal, with well-considered retention and reinstatement where applicable.



VARIED AND FINE GRAIN PEDESTRIAN EXPERIENCE

Throughout the years, the Town Centre has witnessed significant development and change, particularly during the pre- and inter-war periods, leaving behind a rich heritage value that characterises the area. Another significant evolution of the centre occurred when Claremont Quarter opened in 2010. While the main street frontages have retained their historical charm, internal fit-outs and services have evolved to meet contemporary retailing and entertainment needs of the local community. Multiple renovations and developments have occurred over time, adding layers of history and enhancing the character of the precinct. To consider the village character of the Town Centre, several themes have been observed, such as shopfronts with inset entrances, display window boxes, canopies and varied tenancy textures.

PROPOSED DESIGN RESPONSE: As redevelopment occurs, there should be a goal to continue to promote this mix and a fine grain variety that aligns with the character of a village setting – enabling distinct activities and identities that reflect local businesses and the community.



PROTECTED AND COMFORTABLE

The approach to canopies in Claremont, particularly along Bay View Terrace provided a protected and comfortable experience for users and visitors contributing to a highly-pedestrian focussed feel. A review of the current experience revealed a number of canopy approaches, with their structure best described as 'expressed'. The defined character is therefore an approach which considers a range of canopies with expressed structural designs.

PROPOSED DESIGN RESPONSE: A number of the canopy approaches should be proposed in the retained heritage façades to better reflect the styles observed in the Town Centre.



GREEN STREETS

The Claremont Town Centre has undergone urbanisation over many decades. Despite this the precinct has maintained a high-quality landscape character due to the prevalence of mature trees, particularly along Leura Avenue and Bay View Terrace. These carefully crafted streetscapes are a key defining element of the area's broader character.

PROPOSED DESIGN RESPONSE: Proposed development responds to and protects the viability of existing trees. The extent of planting at lower levels along Maude Jackson and Walt Drabble Lanes to help contribute to green streets character.



DEFINED LANEWAY NETWORK

The Claremont Town Centre is characterised by a relatively permeable network of streets and laneways which facilitate connectivity of pedestrians and cyclists through the centre. The quality of these spaces differs depending on their level of public infrastructure, tree planting and shade / shelter opportunities. They also vary in function with some open to pedestrians only (e.g. Maude Jackson and Old Theatre Lanes) and others acting as spaces for vehicles and pedestrians (e.g. Walt Drabble Lane).

PROPOSED DESIGN RESPONSE: Maude Jackson Lane and Walt Drabble Lanes are highly active and responsive to site constraints (e.g. servicing and heritage). A new controlled access internal walkway will also assist with enhancing permeability of the Claremont Town Centre.



2.2 EXISTING SITE CONDITIONS

Bay View Terrace is one of the few main streets in Perth with a direct relationship to both a rail line and the Swan River. Bay View Terrace is the traditional heart of the Claremont Town Centre. Redevelopment of Claremont Quarter relocated the focus of Claremont away from Bay View Terrace and its high street qualities. As a result, reconsideration of Bay View Terrace cannot be fulfilled by individual store owners. By owning a consolidated 73m street frontage, there is a substantial opportunity to enhance the streetscape.

Figure 7 provides a series of photos which illustrate the Site's condition today. The various components can be summarised as follows:

- + **Bay View Terrace Shopfronts** - Below canopy level, by and large the street frontages have been altered, simplified and the original design intent lost, though the cadastral rhythm has been maintained. The fine grained shop fronts create visual interest, with multiple ground floor tenancies and openings adding to the street's vitality. There is variation in the construction quality, design, and intactness of buildings, and this impacts on their degree of contribution to the precinct and other buildings in the Bay View Terrace context. The present state of the buildings is the result of many layers of development over many years. A major opportunity of this project is the ability to coordinate future redevelopment to ensure a more holistic street frontage. **Figure 8** and **Figure 9** provide further information on the various tenancies which make up the Site.
- + **Walt Drabble Lane** - An examination of the rears of the buildings indicates a range of adaptations over time to suit new construction and minor expansion of some buildings. The result is an environment geared heavily towards its role as a service lane.
- + **Maude Jackson Lane** - Performs an important east-west function as a pedestrian lane. Opportunities for further activation and enhancement should be explored.



View of No. 38-40 Bay View Terrace, looking east down St Quentin Avenue

Figure 7: Existing Site Photos



View north down Bay View Terrace



View of No. 20 Bay View Terrace



View of No. 10-16 Bay View Terrace



View west down Maude Jackson Lane



View north down Walt Drabble Lane



Figure 8: Original Tenancy Breakdown

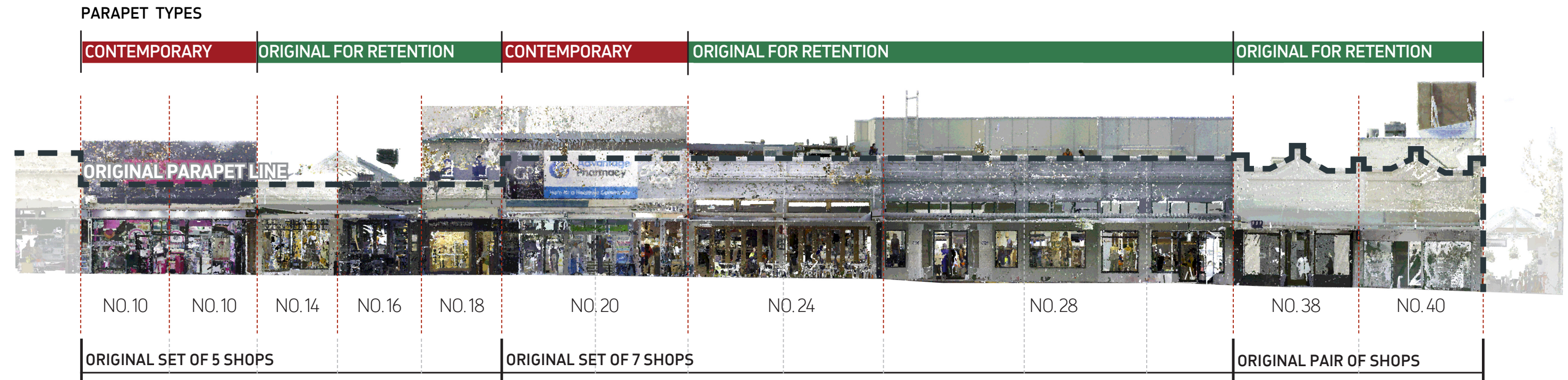


Figure 9: Parapet Assessment
Background Image Sourced from Point Cloud

2.3 HERITAGE ASSESSMENT

The Site engages with a number of fine retail premises, together with much altered and rebuilt ones. The retail tenancies vary in scale and age. Despite being a collage of different scales and styles, these tenancies and the majority of their individual shopfronts contribute to the character of Bay View Terrace and are an integral part of the area and its heritage.

The Site inclusive of 10-40 Bay View Terrace, Claremont is not listed on the State Register of Heritage Places. However, it is included within the Town of Claremont’s Heritage Inventory (MHI) as part of the Bay View Terrace Commercial Heritage Precinct. The individual places within the subject site including No’s. 10, 12, 14, 16, 18, 20-22, 24, 28, 38 & 40 are also listed within the MHI.

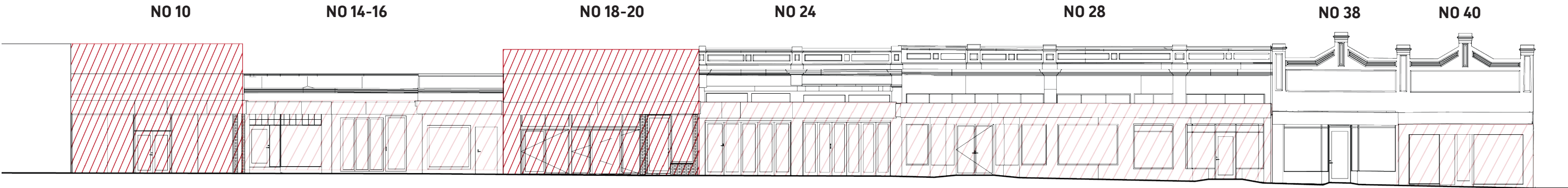
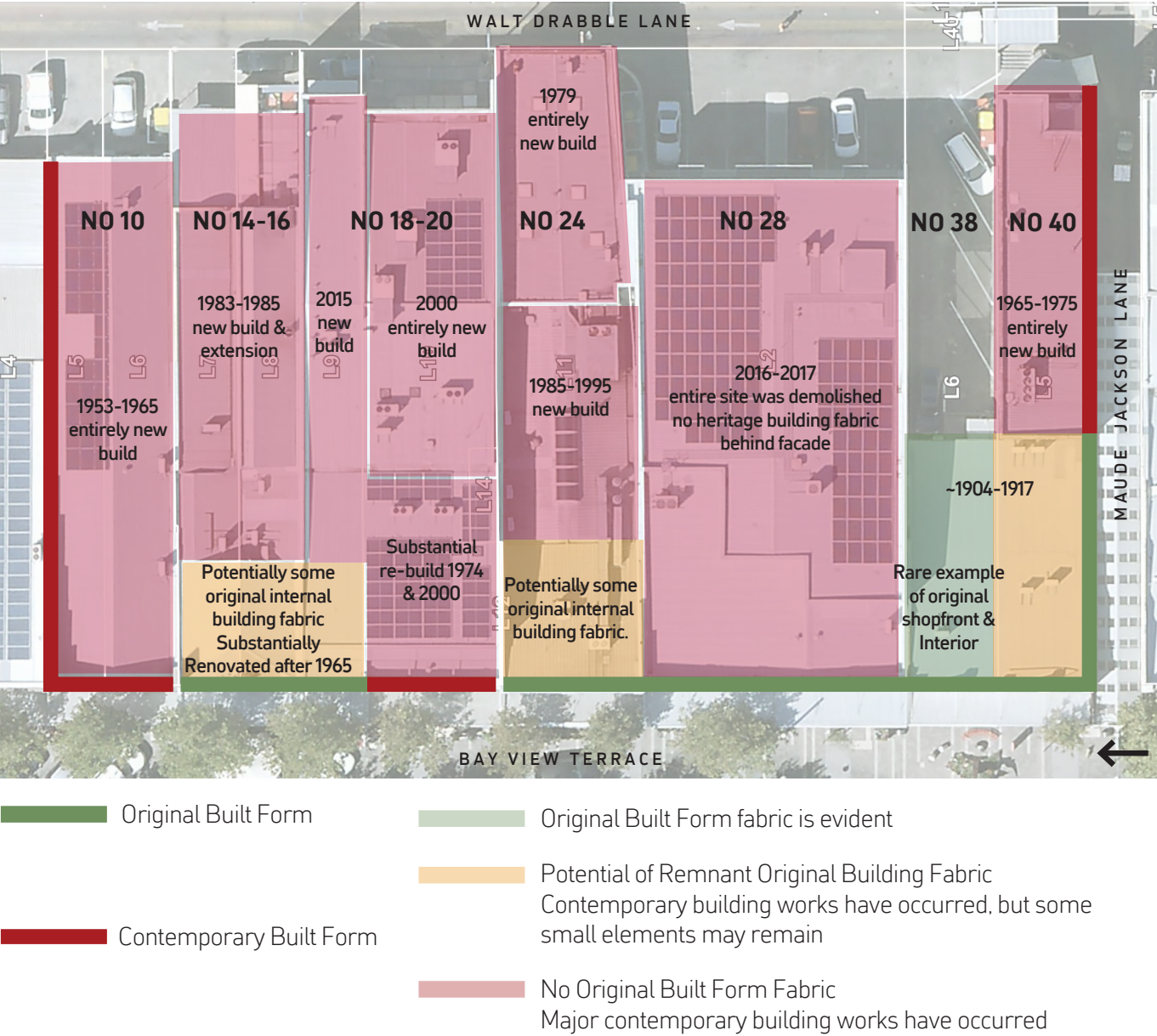
Two of the existing buildings are mid twentieth century replacements of two pairs of shops, while the remainder retain their above canopy parapet fabric and details. Only one authentic shopfront, slightly altered, remains and the amount of internal original fabric in place remains unknown, as multiple shop fit-outs obscure what might remain.

The Site has a history of many renovations and developments occurring over the years (this is summarised on **Figure 10**). Resulting in much of the original built fabric being lost over time. A detailed review of the existing built fabric was undertaken to determine any elements suitable for retention, removal or reinterpretation. This assessment includes both the external appearance on Bay View Terrace and internal areas:

- + The heritage elements which are currently visible from the public domain (reflected in green) have the potential for retention. This includes heritage buildings facing Bay View Terrace & Maude Jackson Lane as well as a number of parapets between tenancies.
- + One of the shopfronts near Maude Jackson Lane is a rare example of the original shopfront and internal building fabric. The shopfront has potential to be retained, and internal building fabric reinstated.

Further information is provided in the Heritage Report (**Appendix 3**).

Figure 10: Existing Heritage Fabric Assessment





Perspective View Maude Jackson Lane Looking West

03

PROPOSED DEVELOPMENT

3.1 DEVELOPMENT SUMMARY

This application seeks approval for the demolition / refurbishment of the existing structures on site, to be replaced by a high-quality mixed use development. This includes:

- + 12 ground floor retail tenancies
 - 1 small shop (18m²)
 - 1 small bar (110m²)
 - 1 restaurant (149m²)
 - 9 intermediate shops (1,667m²)
- + 1 consulting rooms tenancy (medical) on Level 1 (704m²)
- + 4 office / other commercial tenancies on Levels 1-2 (1,308m²).
- + A high-quality boutique hotel on Levels 1-2 (232m² + 90m² bar / lounge area).
- + 46 apartments which provide for 29 x 2 bedroom dwellings, 8 x 2 bedroom + study dwellings, and 9 x 3 bedroom dwellings).

Table 2 provides a summary of the proposed development, whilst **Table 3** identifies the building form of the proposed development.

Table 2: Floor by Floor Summary

LEVEL	SUMMARY
BASEMENT	<ul style="list-style-type: none"> + 63 x Secure Residential Bays + 8 x Visitor Bays (Residential) + 8 x Hotel Bays (5 ACROD Bays) + Store Rooms (Apartments) + Tanks, Pump Room, Building Comms + 9 x wall mounted bike bays
GROUND	<ul style="list-style-type: none"> + 12 x Ground Floor Tenancies (1,944m²) + 4 x Medical Bays (2 ACROD Bays) + 2 x Hire Car Bays + Shared Entrance Lobby + Staff and Patron Toilets + Retail / Commercial Bin Store + Food and Beverage Bin Store + Hotel Bin Store + Residential Bin Store + Hotel / Apartment Services
LEVEL 1	<ul style="list-style-type: none"> + 15 x Hotel Rooms + 2 x Commercial Tenancies (1,007m²) + Courtyard / Communal Open Space + Commercial Toilets + Hotel / Apartment Services + Lift and Stair Cores
LEVEL 2	<ul style="list-style-type: none"> + 15 x Hotel Rooms + 3 x Commercial Tenancies (1,005m²) + Medical / Commercial Toilets + Hotel / Apartment Services + Lift and Stair Cores
LEVEL 3-6	<ul style="list-style-type: none"> + 7 x 2 Bedroom Apartments + 2 x 2 Bedroom (+study) Apartments + 1 x 3 Bedroom Apartment + Apartment Services + Lift and Stair Cores + Rooftop Garden (Above Hotel)
LEVEL 7	<ul style="list-style-type: none"> + 1 x 2 Bedroom Apartment + 5 x 3 Bedroom Apartment + Hotel / Apartment Club + Private Meeting / Dining Rooms + Apartment Services + Lift and Stair Cores
ROOF	<ul style="list-style-type: none"> + 222 x 100KW PV Cells + Rooftop Plant / Services

Table 3: Proposed Primary Controls Summary

ELEMENT	PROPOSED DEVELOPMENT FORM								
SITE AREA	3,264 m²								
HEIGHT	8 storeys (one basement level)								
SETBACKS		GROUND	L1	L2	L3	L4	L5	L6	L7
	Bay View Terrace (primary street)	Nil	3.3m	3.3m	18.5m	18.2m	18m	18.5m	17.9m
	Walt Drabble Lane (rear)	1m - 4.4m	Nil - 3.1m	Nil - 3.1m	3m	3m	3m	3m	3m
	No. 8 Bay View Terrace (side)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	Maude Jackson Lane (side)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
PLOT RATIO									
	Land Use	Proposed							
	Retail	0.85							
	Commercial	0.64							
	Hotel	0.45							
	Residential	1.51							
	Total	3.46							

3.2 DESIGN STATEMENT

Bay View Terrace is one of the few main streets in Perth with a direct relationship to both a rail line and the Swan River. Bay View Terrace is the traditional heart of the Claremont Town Centre. The proposed development therefore provides a once in a generation opportunity to coordinate significant enhancement to a large portion of Bay View Terrace, allowing the town centre to reorientate its focus back to its traditional main street.

A copy of the Architectural Drawings Package is provided in **Appendix 2**.

3.2.1 BAY VIEW TERRACE GROUND PLANE

Several buildings that form part of the Site are late twentieth century replacements in the context of an otherwise reasonably uniform streetscape. The majority of frontages are from the period to which heritage values relate above the level of the awning. The heritage values identified for 10-40 Bay View Terrace, Claremont will remain largely unimpaired by the proposed works, having little to no impact to the presentation of the buildings from the Bay View Terrace and for the first few metres of their depth. The proposed development is sympathetic to the heritage character of the Claremont Town Centre, retaining much of the existing ground floor built form fronting Bay View Terrace. New additions have had careful consideration of this context, providing an approach which reflects the idiosyncratic and fine grain character of Claremont in a contemporary way.



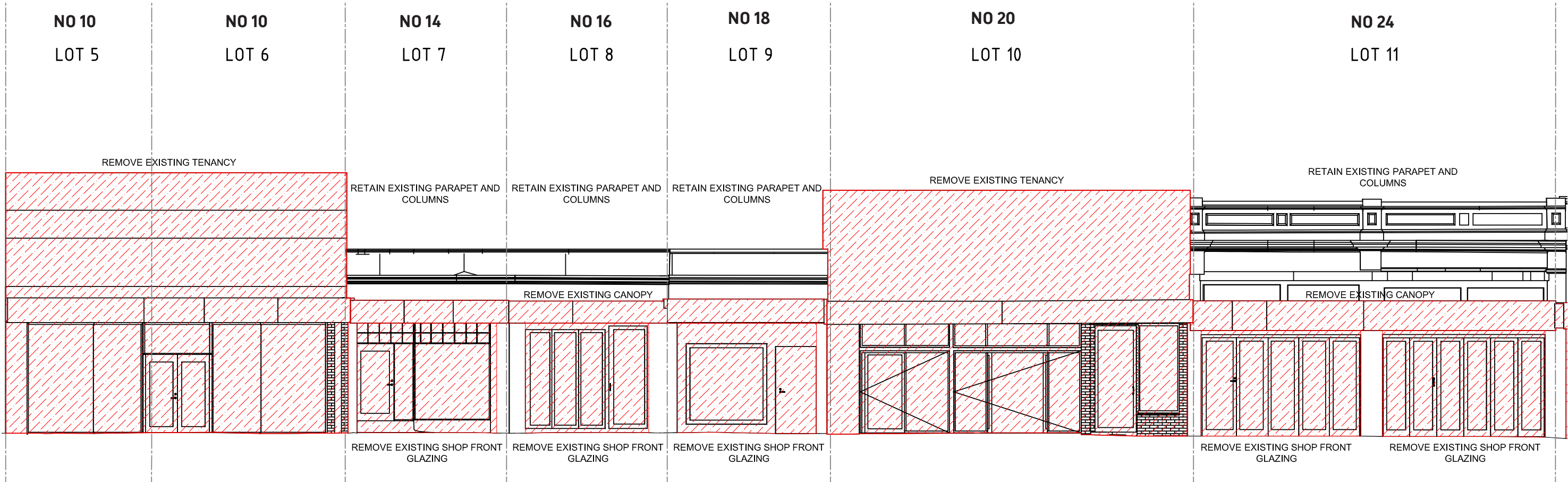
Perspective Ground Plane Design on Bay View Terrace

Bay View Terrace has historically included a range of retail tenancies, each with their own character, materials and colour. The proposed approach will bring back this variety by grouping the ground floor tenancies. This approach will allow further exploration of the future colour and material palette. Relevant shopfronts to the street are either retained, or restyled. The appropriate use of setbacks from the first-floor frontage and above will assist in retaining the existing feel of the street and existing shop fronts.

The ground floor plane design will better define the base heritage element through the reinstatement of columns from ground to parapet along Bay View Terrace. These columns form an important component of the architectural language along the Bay View Terrace frontage. Tenancies have been redesigned to enable alignment of the internal party walls with the external columns reflecting the external experience of Bay View Terrace internally.

To ensure a high degree of variation between the restored shopfronts, tenancies are grouped, allowing these elements to appear as individual buildings rather than a continuous approach.

Bay View Terrace Elevation illustrating proposed built fabric retention and ground plane design for No. 10-24



DISCLAIMER: All trees on Bay View Terrace removed for visual representation of ground floor facade only.



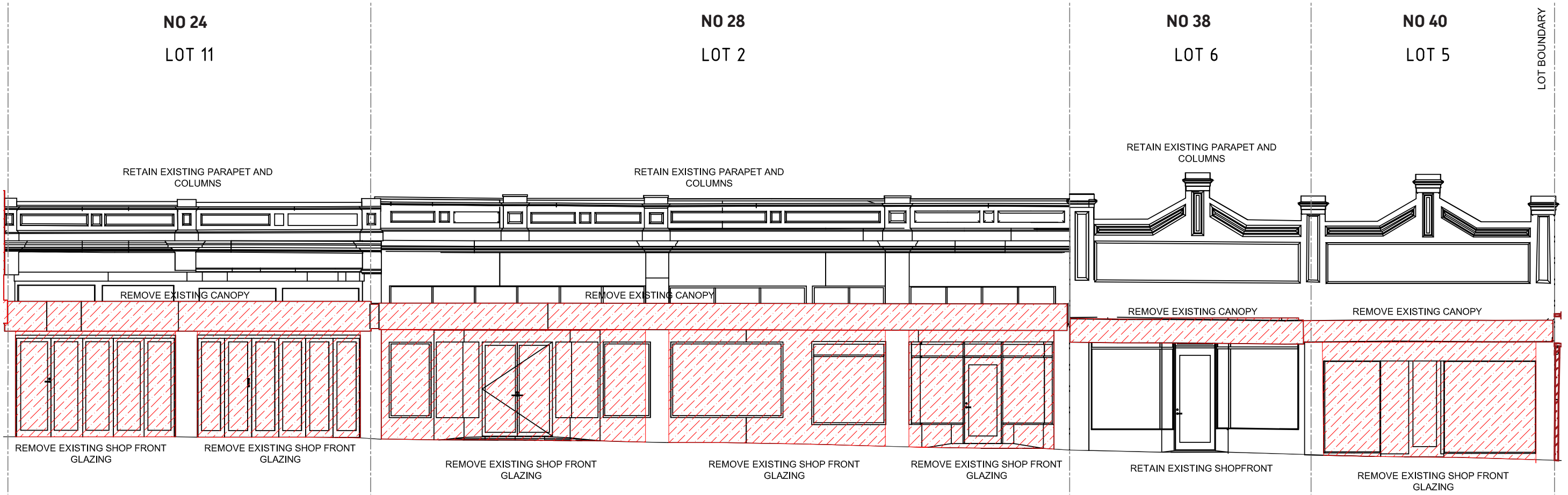
NEW SHOPFRONTS. GLAZING, WINDOW, RECESSED DOOR, CLERESTORY GLAZING AND CANOPY

SMALLER TENANCIES TO INCLUDE ANGLED CANOPY COLOUR OF CANOPY AND LOW WALL BELOW TO MATCH

NEW SHOPFRONTS. GLAZING, WINDOW, RECESSED DOOR, CLERESTORY GLAZING AND CANOPY

SIGNAGE AS PER TOWN OF CLAREMONT SIGNAGE POLICY

Bay View Terrace Elevation illustrating proposed built fabric retention and ground plane design for No. 24-40



DISCLAIMER: All trees on Bay View Terrace removed for visual representation of ground floor facade only.



3.2.2 THE INTERNAL WALKWAY AND LANEWAYS

The main entry into the development is aligned with Claremont Quarter's Bay View Terrace entrance; this pedestrian entry extends through the development in an east west axis connecting to Walt Drabble Lane. This enhances the urban structure of the town centre, contributing to a highly permeable and walkable core. Maude Jackson Lane and Walt Drabble Lane carefully balance the need for active retail, retained built form and the need to provide suitable services to the building. These spaces are suitable for their function whilst providing varied green spaces, transparency and a considered material palette. Maude Jackson Lane is reflective of the characteristics of the laneways within Claremont whilst providing new opportunities for intrigue.

The main pedestrian entrance and walkway off Bay View Terrace provides a rich variety of spaces; from the amplified raised entry canopy at Bay View Terrace, to the compression of space provided from the hotel above which extends one's eye horizontally through the punctuated window boxes of the retail tenancies reflecting the similar qualities of Old Theatre Lane. As one travels eastwards the architectural response releases one's eye upwards to the natural light entering the space and to the roof of the higher built form above projecting forward. This space is punctuated by an array of external staircases, the hotel/apartment core and lifts, window openings and Juliet Balconies at varying levels offering access to the courtyard garden above and reflecting the numerous spaces vertically. The pedestrian entry further changes eastwards to the commercial lobby fronting onto Walt Drabble Lane extending over three floors with access to a small retail tenancy and visitor parking. Connecting the variety of spaces east west is a continuous carpet like pavement providing a coherency to the pedestrian entry sequence.



Perspective Internal Walkway



Perspective Walt Drabble Lane (looking south towards Maude Jackson Lane)



Perspective Maude Jackson Lane (looking west towards Bay View Terrace)

3.2.3 HOTEL AND APARTMENTS

Introduction of the hotel will bring a new dynamic into the town centre. The hotel component is situated on Levels 1 and 2, fronting onto Bay View Terrace. The hotel reflects the height of the heritage listed chimneys of the Claremont Hotel with (take out a façade) a setback perforated openable screen which both amplifies the Bay View Terrace ground plane whilst providing more character to Bay View Terrace. This kinetic screen will change during the day and night based on the changing natural and artificial light and the needs of hotel users.

The built form behind the hotel is again carefully setback, to further maintain the character and integrity of Bay View Terrace. It is comprised of five apartment levels with spacious internal and private open space areas, along with hotel reception and communal facilities on the rooftop which includes a bar / lounge area and private dining room offering residents and visitors quality amenity. This built form component is articulated through the idea of a 'framed view'. Above the Hotel level the proposal enables views to Lake Claremont, Claremont Oval, Claremont Showgrounds, the Perth CBD, and Freshwater Bay (and beyond). These are curated, providing a unique characteristic for each apartment with their party walls extending out beyond the building line in much the same way as the expressed party walls of the retained built form to the ground floor along Bay View Terrace. These party walls finish at a thin edge reflecting a fineness. This fineness is reflected in the roof edge above and contributes to the existing finer grain of Claremont.

Mediating the space between the Hotel and taller built form to the east is a courtyard space on Level 1 which reflects the characteristics of Claremont's original wetland environment prior to European settlement. This courtyard provides visual amenity to the Hotel and Commercial Tenancies to Level 1 and 2 whilst providing communal facilities for hotel guests and residents. The courtyard is open on the northern and southern edges providing longer raised views over neighbouring built form and a connection to the surrounding town centre.

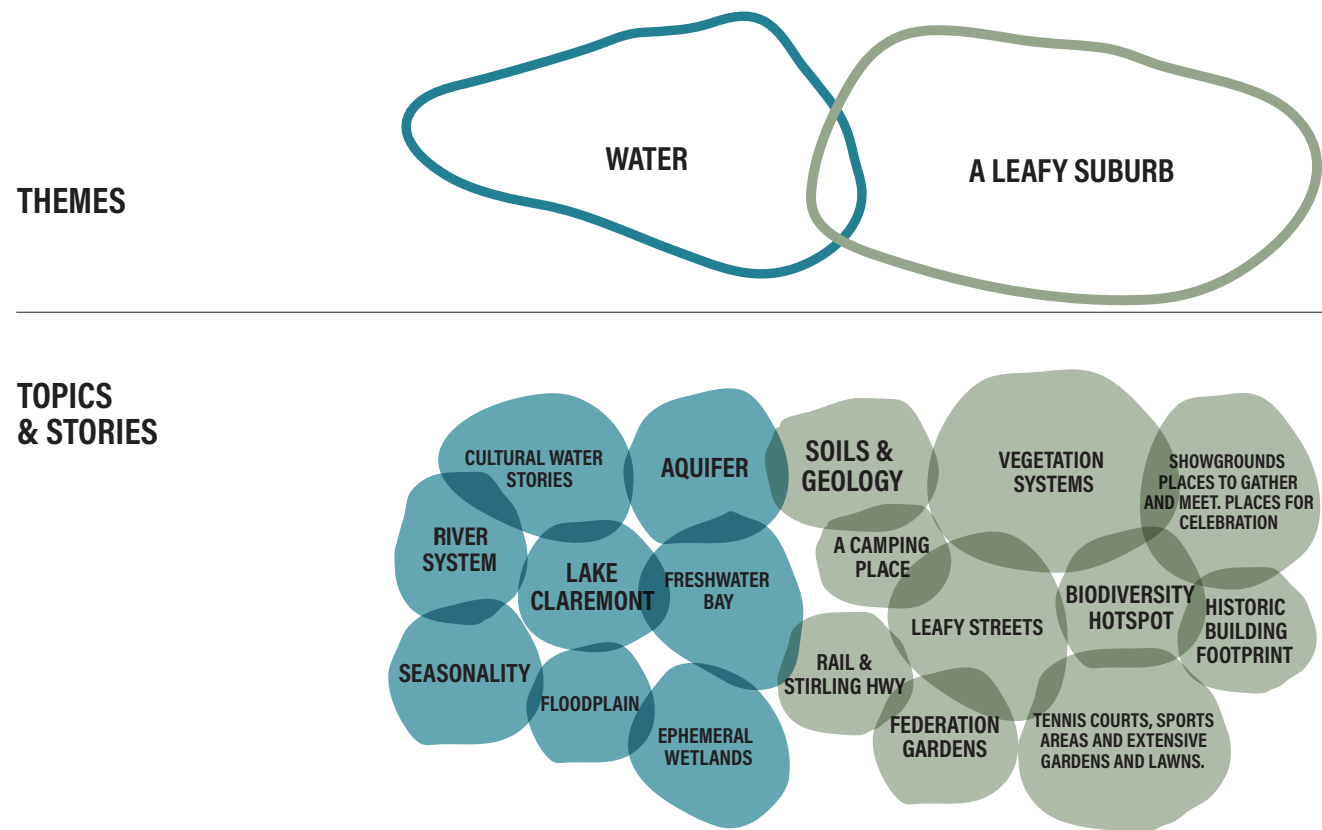


3D Aerial Perspective of the proposed development north east from Bay View Terrace

3.2.4 LANDSCAPE DESIGN

Landscape has been considered as an integrated component of the development. UDLA has prepared a Landscape Concept which identifies the landscape strategy for the proposed development. The proposal exists in an urban context where the landscape has been highly modified. Trees line the street edges and provide green amenity back to the main street. The sites are bounded by public streets, laneways and boundary walls where there are spatial restrictions to providing deep soil areas. Our approach responds to this urban context, with green planting proposed on structure and vertical planes.

Key features of the landscape design are summarised below.



The landscape design is intended to connect with, and speak to the character of the surrounding landscape. **Figure 11** illustrates how the landscape themes are proposed to be implemented across the development.

The north-south building aspect aligns with the directional flow of the aquifer, draining freshwater from Lake Claremont into Freshwater Bay. As such, implementation of the water theme is proposed for the level one courtyard, level three roof top gardens and level seven balcony, connecting to distant views of the Swan Coastal Plain and holding key points when viewed from above. A leafy suburb theme connects the level one terraces to the character of the cultivated streetscape below. The use of this theme in private spaces of the hotel reflects the gardenesque style of private gardens in the neighbourhood, enhancing the sense of place of the Hotel as a part of Claremont.

A copy of the Landscape Concept is provided in **Appendix 4 - Landscape Design**.

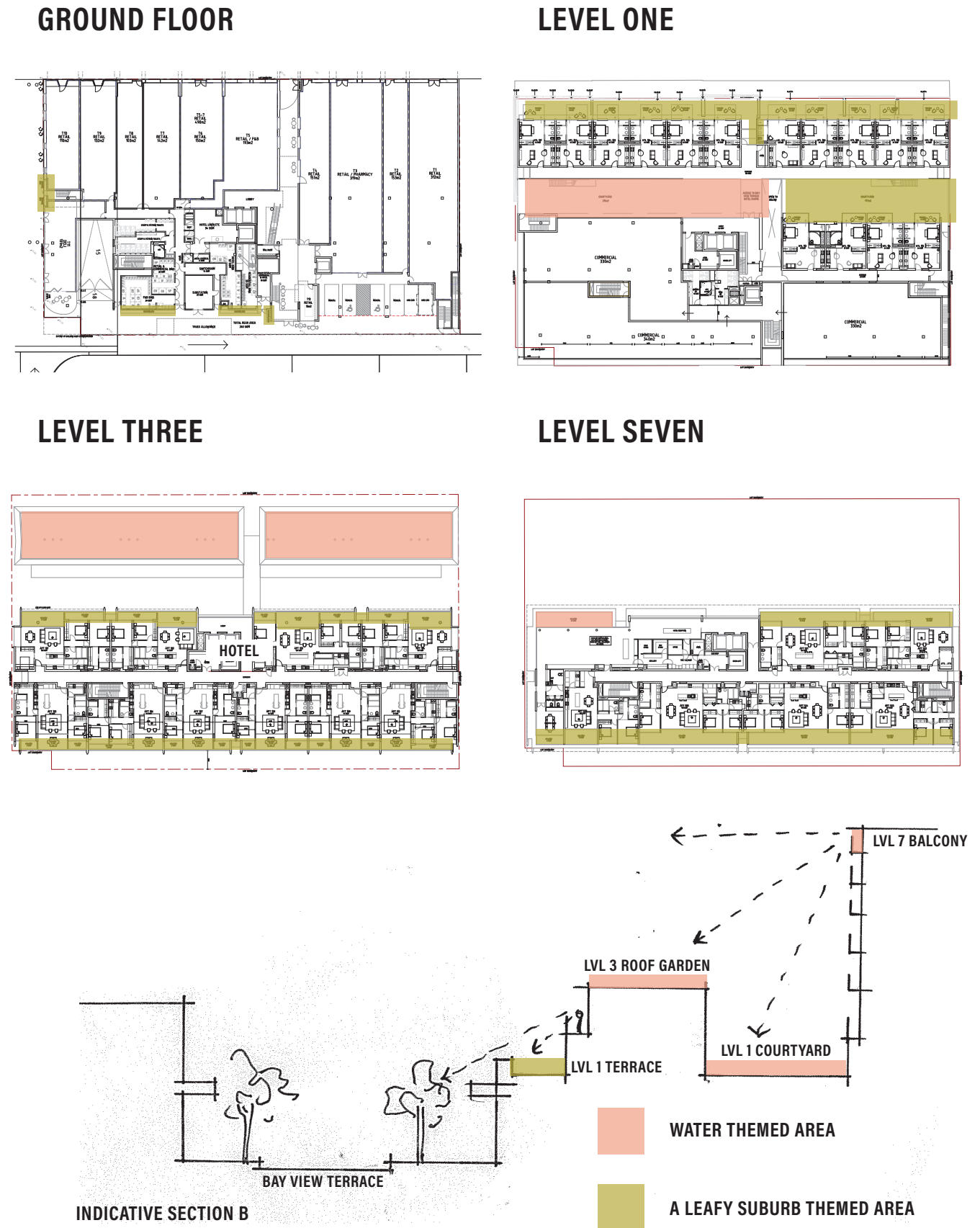


Figure 11: Landscape Design Implementation

3.2.5 ENVIRONMENTALLY SUSTAINABLE DESIGN

Sustainable landscape and urban design adheres to established water-sensitive urban design principles, minimises negative impacts on existing natural features and ecological processes and facilitates green infrastructure at all project scales.

Sustainable built environments use passive environmental design measures at various scales, responding to local climate and site conditions by providing optimal orientation, shading, thermal performance and natural ventilation. Reducing reliance on technology for heating and cooling minimises energy use, resource consumption and operating costs over the life-cycle of the project.

Sustainable design also includes the use of sustainable construction materials, recycling, good waste management practices, re-use of materials and existing structures, harnessing of renewable energy sources, and total water cycle management.

Principle 5 : State Planning Policy 7.0 - Design of the Built Environment

Throughout this application, it can be demonstrated that the proposed development has had consideration for environmentally sustainable design (ESD) features in the following ways:

Energy Efficiency: Air-conditioning, water heating and lighting account for the majority of energy use in a typical apartment. The proposed development aims to maximise energy generation through provision of 222 photovoltaic cells on the roof. Thermal performance of the building is also proposed to be optimised through design of the building's façades. Incorporation of energy-efficient systems and technologies to further reduce energy consumption e.g. energy-efficient appliances, LED lighting are all considerations.

Refer R-Codes Assessment in **Section 4.3** and **Appendix 5 - Sustainability Report** for further information.

Water Efficiency and Conservation: The proposed development seeks to minimise potable water usage across the development. Some of the measures proposed include individually metering apartments, and delivery of water-efficient fixtures (low-flow faucets, showerheads, and toilets) to minimise water usage.

To minimise water usage in landscape areas, Water Sensitive Urban Design principles have been adhered to where possible, and low water use plant species selected. Additionally, measures such as potential for rainwater harvesting systems for non-potable water needs, such as irrigation or toilet flushing will be explored in future stages.

Refer R-Codes Assessment in **Section 4.3** and **Appendix 5 - Sustainability Report** for further information.

Passive Design Strategies: The siting and orientation of apartments have been carefully selected to optimise passive design principles which optimise access to natural light and ventilation which will assist with passive heating and cooling at different times of the year.

Refer R-Codes Assessment in **Section 4.3** for further information.

Green Spaces and Landscaping: The proposed development exceeds expectations by providing a high-quality landscape design in a highly urbanised environment. The rooftop and communal open spaces include a variety of green spaces which can help reduce heat absorption, improve insulation, mitigate stormwater runoff, and provide amenity for residents.

Refer R-Codes Assessment in **Section 4.3** and **Appendix 4 - Landscape Design** for further information.

Waste Management: The proposed development includes a comprehensive waste management plan that includes recycling facilities and encourages residents to practice waste reduction and separation, including a convenient two-chute recycling system.

Refer R-Codes Assessment in **Section 4.3** and **Appendix 7 - Waste Management Plan** for further information.

Bicycle Parking and Alternative Transportation: The site is situated in a highly walkable town centre environment with good public transport access. It therefore minimises the amount of parking provided on site, encouraging use of more sustainable modes. Ample secure bicycle parking is provided for both workers and residents encouraging bicycles as a means of transportation.

Refer R-Codes Assessment in **Section 4.3** for further information.

3.3 TECHNICAL INPUTS

3.2.6 TRAFFIC

Stantec were engaged by JJ Leach Group to prepare a Traffic Impact Statement for the proposed development, which has been prepared in accordance with the *Western Australian Planning Commission Transport Assessment Guidelines*.

Existing movement and access for the proposed development is summarised in the context analysis (**Section 2.1.2**). The proposed approach is summarised below:

- + Vehicle access to the site is proposed via a ramp from Walt Drabble Lane, with visitor spaces accessible to all and residential spaces gated within two secure areas. The car parking spaces within the basement are 2.5m wide x 5.4m, with minimum aisle width of 5.8m. These dimensions adhere to the requirements of AS/NZS 2890.1:2004 Off street car parking User Class 2 spaces. Swept path analysis was undertaken for any constrained car parking spaces, and from within the driveway and circulation lanes. All movements were found to be achievable.
- + A service area is provided with direct access from Walt Drabble Lane. The loading bay provided is 2.85m wide x 13m long, offset from the building by 1.5m. It is proposed that this loading area be available for use of all the tenants and can accommodate a vehicle up to 12.5m in length. Swept path analysis was undertaken for the service vehicle parking space, and from within its access and egress along Walt Drabble Lane. All movements were found to be achievable.
- + Based on the proposed land use mix and yield, the proposed development is forecast to generate 9 trips (AM) 7 trips (PM) peak periods. Traffic generated by the proposed development is therefore low and considered to be acceptable.
- + The development will provide sufficient on-site parking for all residential uses, with some potential overflow of visitor parking. This overflow can be readily accommodated in nearby public parking areas.
- + Peak parking demand of the site is able to be accommodated in the car parking spaces with some minor overflow into nearby public parking areas. The parking supply provided considers the Town's parking rates, applicable concessions, and varying peak occupancy across the uses. A detailed parking assessment is provided in **Section 4.2.3**.
- + The required WAPC checklist for this Traffic Impact Statement are provided in Appendix A of **Appendix 6**.

A copy of the Traffic Impact Statement is provided in **Appendix 6**.

3.3.1 WASTE MANAGEMENT PLAN

Encycle were commissioned to prepare a Waste Management Plan (WMP) in support of this Application.

BIN STORES

The development will have four bin stores to service the residential and non-residential components separately:

- + Bin store 1 - residential waste, recycling and FOGO.
- + Bin store 2 - hotel waste, recycling and organics.
 - Interim bin store for the hotel rooftop reception and club.
- + Bin store 3 - retail (non-food related tenancies) and commercial (medical/office tenancies).
- + Bin store 4 - retail - food related tenancies.

Based on the proposed land use mix, apartment / hotel yields, and commercial tenancy size the WMP sets out the number of bins required in each bin store in Sections 2.6 - 2.9.

All four bin stores are located on the ground floor (Refer to Ground Floor Plan in **Appendix 2**), this demonstrates how the above bin store requirements are satisfied.

INTERNAL TRANSFER

Transfer of waste throughout the proposed development is set out below:

- + A dual chute system will be installed in the residential apartment tower. The dual chute system is a set of two chutes; one for general waste and one for commingled recyclables.
- + Residents will be responsible for storing waste, recyclables and FOGO separately within their apartment. Residents will be responsible for disposing of waste and recycling down the correct chute by using the chute hatches on each level. Items not suitable for disposing down the chutes, such as cardboard boxes, bulky waste items and clothing/bedding are to be taken down the lifts to the residential bin store 1.
- + Cleaning staff from the hotel will service rooms and transfer waste, recycling and food waste down to bin store 2 via the goods lift. Staff from level 7 of the hotel (reception and hotel facilities) will transfer bins from the temporary bin store down the goods lift to the main bin store on ground floor as required.
- + Cleaning staff servicing the commercial office spaces will transfer waste, recycling and food organics down the lift to bin store 3.
- + Staff from the retail and food and beverage tenancies on the ground floor will manually transfer waste, recyclables and food waste via the back of house corridors to bin stores 3 and 4, respectively.

WASTE COLLECTION

The Town of Claremont will service the residential general waste, commingled recycling and FOGO bins (when introduced), and a private service provider will undertake the commercial tenancies general waste, recycling and food organics collections. A tanker vehicle will require access to service the grease trap. In addition, a small tanker vehicle will require access to service the used cooking oil storage unit.

Swept path analysis for vehicle ingress and egress has been completed taking into consideration the specifications of the largest waste collection vehicle (modelled on a 12.5 m by 2.48 m vehicle).

A copy of the WMP is provided in **Appendix 7**.

3.3.2 ACOUSTIC ASSESSMENT

Gabriels Hearne Farrell Pty Ltd were commissioned to undertake an acoustic assessment of the mixed-use development at 10-40 Bay View Terrace in Claremont.

This report addresses the mandatory acoustic requirements for this project including:

- + Rail and traffic noise intrusion, compliance with State Planning Policy 5.4 - Road and Rail Noise (SPP 5.4);
- + Part F5 'Sound Transmission and Insulation of NCC 2019 (Amendment 1); and,
- + Environmental noise emissions (compliance with the *Environmental Protection (Noise) Regulations 1997*).

The report also gives consideration to the potential noise intrusion from the existing hospitality venues in the area.

TRAFFIC NOISE AND RAIL NOISE INTRUSION (SPP 5.4)

The Site falls within the trigger zones of SPP 5.4. The trigger zones are the train line (Claremont Train Station), and Stirling Highway.

TRAIN LINE

Extensive rail noise modelling in accordance with State Planning Policy 5.4 had already been undertaken by the PTA as part of recent Claremont Station upgrades. The forecast $L_{Aeq} (Day)$ and $L_{Aeq} (Night)$ rail noise contours provided by the PTA confirm that the rail noise levels at the development site are below the Outdoor Noise Targets established within State Planning Policy 5.4. Therefore, no further consideration of rail noise is required, meaning that the façades of the hotel suites and apartments do not need to be upgraded to address rail noise intrusion.

TRAFFIC NOISE

Traffic noise monitoring of Stirling Highway was undertaken in accordance with SPP 5.4, between Monday March 6 and Thursday March 9, 2023.

The Scenario 1B noise contour plan in **Appendix 8** illustrates the predicted $L_{Aeq} (Day)$ traffic noise levels, taking into account the future traffic volumes (year 2041) and incorporating the proposed buildings. The noise contours are generated at a height of 25 metres above ground level, which represents the noise level at sixth floor level. The specific noise levels noted in Appendix B are taken from the point receivers assigned to the proposed buildings within the noise model, which demonstrate the resultant traffic noise reaching the various floor levels.

The Scenario 1B results indicate that the forecast (2041) $L_{Aeq} (Day)$ noise levels at all façades are below the Day Outdoor Noise Target of 55 dB(A). It is apparent that the multi-storey buildings directly abutting Stirling Highway (eg Bunnings) provide acoustic screening that blocks line-of-sight between the traffic noise source and the apartment tower façade.

The Scenario 1C noise contour plan in **Appendix 8** illustrates the $L_{Aeq} (Night)$ traffic noise levels, taking into account the future traffic volumes (year 2041). The Scenario 1C results confirm that the forecast (2041) $L_{Aeq} (Night)$ noise levels at all façades are below the Night Outdoor Noise Target of 50 dB(A).

The traffic noise modelling undertaken in accordance with SPP 5.4 confirms that the traffic noise emissions from Stirling Highway are compliant with the Outdoor Noise Targets, therefore an assessment of traffic noise intrusion is not required.

PART F5 'SOUND TRANSMISSION AND INSULATION' OF THE NCC

The hotel rooms and apartments within the proposed development are required to comply with Part F5 'Sound Transmission and Insulation' of NCC 2019 (Amendment 1).

The report provides the preliminary acoustic requirements of NCC 2019 applicable to the sole-occupancy units.

ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

A preliminary review of the environmental noise emissions suggests that compliance with the 'Assigned Levels' of the *Environmental Protection (Noise) Regulations 1997* is possible. At this early stage of the project the recommended noise control strategies are as follows:

Mechanical Services

- 1 Selection of condensing units and exhaust fans with the lowest Sound Power Level available.;
- 2 The condensing units to incorporate a 'night mode' or similar to achieve a total/combined Sound Power Level of no greater than 87 dB(A) between 10 pm and 7 am. If this is not possible then acoustic screening will be required on the eastern side of the roof plant areas;
- 3 Selection of kitchen and toilet exhaust fans with variable speed fans; and,
- 4 In-line attenuators on the basement carpark supply and exhaust fans.
- 5 Prior to the lodgement of the Building Permit, the noise emissions from the specified mechanical services shall be undertaken to ensure the proposed equipment is compliant with the 'Assigned Levels'.

Delivery / Loading Bay

- 6 Any delivery vehicles / trucks accessing the Walt Dribble Lane loading bay during the overnight period (10 pm to 7 am, and until 9 am on Sundays) shall switch off their vehicles whilst unloading takes place. It is recommended that signage be installed at the loading bay instructing the drivers of this requirement.

Food/beverage/hospitality uses within the mixed-use development

- 7 The predicted noise emissions from the ground floor alfresco dining areas and the Level 7 dining balcony are compliant with the 'Assigned Levels' for all time periods;
- 8 If a future food and beverage tenant proposes amplified music louder than low level background music (eg live entertainment), it will be the responsibility of the tenant to prepare an acoustic report for their proposed operations (this will be necessary for the Liquor Licence application).
- 9 Glass bottles and cans shall not be emptied into the bins between 10 pm and 7 am (and prior to 9 am on Sundays and Public Holidays).

Noise intrusion from the existing entertainment/hospitality uses (Claremont Hotel and The Ave)

An assessment of noise intrusion from the existing entertainment/hospitality uses has been undertaken to determine the minimum required sound reduction for the façade for the purpose of complying with the internally adjusted 'Assigned Level' of $L_{10} 29$ dB(A) within the hotel suites and apartments. The glazing on the west façades of the proposed development shall achieve a sound reduction of between $R_w 39$ ($R_w + C_{tr} 35$) and $R_w 30$ ($R_w + C_{tr} 28$).

A copy of the Acoustic Report is provided in **Appendix 8**.

3.3.3 SUSTAINABILITY REPORT

A preliminary assessment has been conducted on the proposed development by Stantec, which demonstrates the project's ability to achieve the following:

- + Compliance with State Planning Policy 7.3 Residential Design Codes – Volume 2 Apartments, namely:
 - 4.15 Energy Efficiency
 - 4.16 Water Management and Conservation
- + Compliance with NCC 2022 Section J

SPP 7.3 COMPLIANCE

Refer to **Section 4.3** for further information which demonstrates how the sustainability components of the R-Codes will be met.

NCC 2022 SECTION J COMPLIANCE

Based on Stantec's review, the non-residential component of the proposed development can demonstrate compliance with the Deemed-to-Satisfy provisions of the NCC 2022 Volume 1. The Sustainability Report provides further information regarding building fabric and glazing specification details including necessary compliance details in future project phases to ensure compliance with the Deemed-to-Satisfy provisions of the NCC 2022 Volume 1.

For the residential component, Stantec confirmed that the project exceeds minimum NatHERS requirement where each independent dwelling must achieve a minimum of 5-stars. The assessment results (provided on **Figure 12**) demonstrates that all apartments exceed the 5-star minimum, with an average rating of 7.6 across the development.

A copy of the Sustainability Report is provided in **Appendix 5**.

3.3.4 STRUCTURAL DETAILS

Given the complex nature of the proposed development, early involvement from the project structural engineer Pritchard Francis was of paramount importance. To ensure that key design moves such as heritage retention and planting on structure were feasible, multiple sessions between the architect and engineer were held.

A letter confirming the involvement of Pritchard Francis throughout the design process is provided in **Appendix 9**.

Average Rating (6 Star required)		7.6
Minimum Rating (5 Star required)		5.4
Average Heating Load (limited to 52MJ/m2)		15.1
Average Cooling Load (limited to 41MJ/m2)		25.8
Average Energy Intensity (MJ/m²)		40.9
Window Total U-Value (W/m²K)		3.5
Window Total SHGC		0.43
Apartment Name	Number of Apartments	High performance double glazing
101	1	6.6
102	1	7.2
103	1	7.1
104	1	7.2
105	1	8.1
106	1	8.3
107	1	8.4
108	1	8.5
109	1	8.5
110	1	8.3
201	1	6.6
202	1	7.3
203	1	7.3
204	1	7.2
205	1	8.1
206	1	8.3
207	1	8.4
208	1	8.4
209	1	8.4
210	1	8.3
301	1	6.6
302	1	7.2
303	1	7.3
304	1	7.2
305	1	8.1
306	1	8.3
307	1	8.4
308	1	8.4
309	1	8.4
310	1	8.3
401	1	6.4

Average Rating (6 Star required)		7.6
Minimum Rating (5 Star required)		5.4
Average Heating Load (limited to 52MJ/m2)		15.1
Average Cooling Load (limited to 41MJ/m2)		25.8
Average Energy Intensity (MJ/m²)		40.9
Window Total U-Value (W/m²K)		3.5
Window Total SHGC		0.43
Apartment Name	Number of Apartments	High performance double glazing
402	1	7.1
403	1	7.1
404	1	7.2
405	1	7.9
406	1	8.2
407	1	8.3
408	1	8.3
409	1	8.4
410	1	8.2
501	1	5.4
502	1	6.2
503	1	7.1
504	1	6.7
505	1	6.9
506	1	7.0

Figure 12: NatHERs Simulation Results

Perspective Level 1 Communal Open Space



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PLANNING CONSIDERATIONS

4.1 STRATEGIC PLANNING FRAMEWORK

4.1.1 PERTH AND PEEL@3.5 MILLION

Perth and Peel@3.5million is a suite of strategic land use planning documents which provide a framework for future growth to 2050. The strategy recognises the benefits of a consolidated and connected city utilising the region’s previous historic patterns of urban growth. It is divided into four sub-regional frameworks, which provide more detailed guidance on future land use and development for a city of 3.5 million people.

The site is situated within the Central Metropolitan Peel Sub-regional Planning Framework area. The framework promotes urban consolidation, suggesting that infill development should be focused in activity centres, station precincts and along urban corridors.

For the Town, the Central Metropolitan Peel Sub-regional Planning Framework identifies a modest urban infill target of 1,300 dwellings to 2031 and beyond.

The framework identifies Claremont as a ‘Secondary Activity Centre’, which are areas in which increased development potential is expected to help achieve urban consolidation. The Town is comprised primarily of low-density residential neighbourhoods with defined character. As such, it is expected that the majority of the Town’s infill development will be delivered in strategic areas such as the Claremont Town Centre. Evidenced by recent private investment in the area. Redevelopment of the site will not only support urban consolidation by contributing to urban infill targets, but it will also support population-driven growth in retail / commercial activity to support a growing town centre.

4.1.2 TOWN OF CLAREMONT LOCAL PLANNING STRATEGY

The Local Planning Strategy (LPS) will guide future land use planning and decision-making for the Town of Claremont over the next 10-15 years.

The LPS is the primary strategic planning document for the Town. It is currently in draft, awaiting final approval from the WAPC.

The LPS identifies the Site as being part of the Claremont Town Centre, which is a Secondary Activity Centre. In order to achieve the Town’s infill dwelling target as set out in Perth & Peel @3.5 Million it needs to prioritise urban infill in locations such as the Claremont Town Centre. Specific actions identified in the LPS for this area include:

- + Finalise and implement Claremont Town Centre Precinct Structure Plan to ensure sufficient capacity in the Claremont Town Centre to accommodate population and housing growth targets.
- + Finalise and implement Claremont Town Centre Precinct Structure Plan to make provision for diverse housing options and supply of affordable housing.

The proposed development aligns with this intent, by providing additional infill dwellings delivered as part of a mixed use development commensurate to a town centre environment.

4.2 STATUTORY PLANNING FRAMEWORK

4.2.1 METROPOLITAN REGION SCHEME

The site is zoned ‘Urban’ under the Metropolitan Region Scheme. The proposed development is consistent with the requirements of the ‘Urban’ zone, which is to provide for a range of uses which includes residential and commercial.

4.2.2 STATE PLANNING POLICIES (SPP)

STATE PLANNING POLICY	DESIGN RESPONSE	COMPLIANCE
<p>SPP 3.5 Historic Heritage Conservation</p> <p>SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia’s historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas.</p> <p>The objectives of this policy are:</p> <ul style="list-style-type: none">+ To conserve places and areas of historic heritage significance.+ To ensure that development does not adversely affect the significance of heritage places and areas.+ To ensure that heritage significance at both the State and local levels is given due weight in planning decision-making.+ To provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection..	<p>The site’s heritage information is described in Section 2.3, and the proposed design approach in Section 3.2.1.</p> <p>The proposed design response demonstrates that areas of existing built fabric with heritage qualities have been retained. Contemporary additions have been demolished and reinstated to better reflect the traditional Bay View Terrace character.</p>	<p>Yes</p>
<p>SPP 4.2 Activity Centres for Perth and Peel</p> <p>SPP4.2 seeks to locate people and the employment, goods and services they need close to each other within activity centres. SPP 4.2 seeks to provide for a consistent approach for the planning and development of a network of multi-functional activity centres of various levels within a hierarchy in order to meet community needs, provide economic, social and environmental benefits and enable the distribution of a broad range of jobs, goods and services. SPP 4.2 seeks to provide for a diversity of land uses within activity centres including retail, commercial, food and hospitality, medium and high density housing, entertainment, tourism, civic/community, higher education and medical services. The precise land use mix should be informed by a range of factors including the need to provide for employment opportunities.</p>	<p>Under draft SPP 4.2 Claremont is identified as a Secondary Centre, which share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the city’s economy, and provide essential services to their catchments. The proposed development is consistent with the purpose and intent of a Secondary Centre, providing enhanced employment opportunities, greater residential density, and a more diverse retail offer.</p>	<p>Yes</p>

STATE PLANNING POLICY	DESIGN RESPONSE	COMPLIANCE
<p>SPP 5.4 Road and Rail Noise</p> <p>SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise. The policy also sets out specific exemptions for where the policy requirements do not apply.</p> <p>SPP 5.4 supports noise impacts being addressed as early as possible in the planning process to avoid land use conflict and achieve better land use planning outcomes. Considerations for decision-makers include ensuring that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of transport corridors.</p>	<p>Under SPP 5.4, the site is located within the trigger distance for both the Fremantle / Airport Train Line, and Stirling Highway.</p> <p>To ensure compliance with SPP 5.4, this application is supported by an Acoustic Assessment details of which are provided in Section 3.3.2.</p>	<p>Yes</p>
<p>SPP 7.0 – Design of the Built Environment</p> <p>SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to development applications.</p> <p>The policy contains 10 design principles which set out specific considerations for decision makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community and aesthetics. The policy also encourages early and on-going discussion of design quality matters and the use of design review.</p> <p>These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.</p>	<p>To ensure a high quality design and strong alignment with the SPP 7.0 Principles, this application included two pre-lodgement reviews with the State Design Review Panel.</p> <p>Table 4 demonstrates how the proposed development responds to these principles with consideration for their relationship to the local planning framework.</p>	<p>Yes</p>

STATE PLANNING POLICY	DESIGN RESPONSE	COMPLIANCE
<p>SPP 7.3 – Residential Design Codes Volume 2 - Apartments (R-Codes)</p> <p>SPP 7.3 – Residential Design Codes Volume 1 and 2 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals.</p> <p>The policy outlines various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework.</p>	<p>The proposed development is mixed-use in nature and incorporates a range of uses, including multiple dwellings in the form of proposed build to rent apartments.</p> <p>A detailed summary of how the design responds to the requirements set out in the R-Codes is provided in Section 4.3.</p>	<p>Refer to Section Section 4.3</p>

Table 4: SPP 7.0 Alignment

DESIGN RESPONSE
<p>1. Context and Character</p> <p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place</i></p> <p>The proposed development celebrates the character of the Claremont Town Centre, retaining much of the existing ground floor built form fronting Bay View Terrace and new additions which complement and reflect this character in a contemporary way.</p> <ul style="list-style-type: none">+ The Bay View Terrace retail frontage reflects the heritage of the Claremont area through retention, amplification and reflection. As demonstrated in Section 3.2.1 a number of elements of the original built form fronting Bay View Terrace have been retained. All future elements provided to these façades are aimed to amplify the retained elements with a change in material and finish as a juxtaposition with the original fabric, while maintaining or improving the environmental performance. Future elements provided reflect the characteristics of the original window box, clerestory glazing and inset doors as was prominent along Bay View Terrace. For the two new retail tenancies the height of these tenancies align with the existing retained built form with the party walls reflected externally.+ Maude Jackson Lane is reflective of the characteristics of the laneways within Claremont, providing opportunities for intrigue with a mixture of both existing retained built form and new retail frontage. The existing brick wall fronting Maude Jackson Lane has been cut back to its original length with reinstatement of two original openings in the wall with glazing and smaller planter boxes reflective of the Bay View Terrace character. Two new openings in the wall reflect the window boxes of Old Theatre Lane, acting as integrated seating for alfresco dining opportunities.+ The Hotel (Level 1-2) reflects the height of the heritage listed chimneys of the Claremont Hotel and is also set back with an operable perforated screen which maintains the primacy of the Bay View Terrace ground plane whilst providing a complimentary kinetic element which changes during the day and night based on hotel users, changing day-light and artificial light.+ Mediating the space between the Hotel on Level 1-2 to Bay View Terrace and the higher built form further set-back from Bay View Terrace towards the east, is a Courtyard Space. This space reflects the characteristics of the original wetland of Claremont prior to European settlement as the site is located on the underground water aquifers between Lake Claremont and Freshwater Bay further reflecting the character of the area.+ The main pedestrian entry accessed off Bay View Terrace provides a rich variety of spaces commencing with the amplified raised entry canopy at Bay View Terrace signifying the importance of the entry to the development, to the compression of space between the tenancies to the hotel and daylight above encourage extending one’s eye vertically to the sky. Beyond the tenancies the stairs and core of the hotel present themselves and further visible is the small café tenancy to Walt Drabble Lane and also access to the lane. The punctuated window boxes of the retail tenancies and the approach to the main pedestrian entry reflects the similar qualities of Old Theatre Lane located to the south of the development.+ With the development fronting west, the project carefully considers an architectural language and built form response around minimising overshadowing onto Bay View Terrace whilst properly shading the building through a mixture of screening and shading devices on the western face of the building. Many of these shading devices reflect the similar response to shading for the Claremont on the Park development. <p>2. Landscape Quality</p> <p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context</i></p> <p>The landscape design is intended to connect with, and speak to the character of the surrounding landscape. The north-south building aspect aligns with the directional flow of the aquifer, draining freshwater from Lake Claremont into Freshwater Bay. As such, implementation of the water theme is proposed for the level one courtyard, level three roof top gardens and level seven balcony, connecting to distant views of the Swan Coastal Plain and holding key points when viewed from above.</p> <p>A leafy suburb theme connects the level one terraces to the character of the cultivated streetscape below. The use of this theme in private spaces of the hotel reflects the gardenesque style of private gardens in the neighbourhood, enhancing the sense of place of the Hotel as a part of Claremont.</p>

DESIGN RESPONSE
<p>3. Built Form and Scale</p> <p><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area</i></p> <p>The approach to the developments built form and scale has been undertaken in three main rectilinear forms.</p> <p>Bay View Terrace Ground Plane</p> <p>The height and extent of built form fabric has been retained along Bay View Terrace. Where future retail tenancies are provided these reflect the height of the neighbouring retail tenancies providing a cohesive architectural outcome. The scale of openings, doors and thresholds for the future retail tenancies reflect the existing qualities of Bay View Terrace.</p> <p>Hotel Level 1-2</p> <p>The built form for the Hotel is setback from the edge of Bay View Terrace to reinforce the qualities of the Bay View Terrace ground plane by maintaining views to the sky. The heights as noted previously match the existing Claremont Hotel chimneys further defining future heights along Bay View Terrace. Additionally, the two storey height of the hotel rooms reflect the height of the retail tenancies to the south establishing a consistent height datum for podium levels.</p> <p>Residential Built Form Level 3-7</p> <p>The apartment component of the proposed development is carefully setback even further (18m from the street edge) to help maintain the character of Bay View Terrace. This built form component is articulated through the idea of the framed view. Above the hotel level the proposal enables views to Claremont on The Park, Claremont Showgrounds, the Perth Metro, Swan River and Applecross and west to the Town Centre. Each of these views are carefully framed providing a unique characteristic for each apartment with the party walls of each apartment extending out beyond the building line in much the same way as the expressed party walls of the retained built form to the ground floor along Bay View Terrace.</p> <p>4. Functionality and Build Quality</p> <p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle</i></p> <p>A number of apartments can provide adaptability for second bedrooms to become studies or secondary living spaces integrated into the main living spaces of the apartment through the introduction of a sliding door to the living space. Apartments which are 2 plus study offer the potential for these study spaces to be provided with built in robes and become a 3 bedroom apartment as the need arises. The communal space to Level 7 can vary in its use as many of the walls in this area are non-load bearing and offer potential for change as the needs for the development change. As do many of the retail party walls to Bay View Terrace which offer a number of configurations for amalgamation or separation to create smaller tenancies as required. An additional potential future retail space (see detail provided) offers the potential for future activation to Walt Drabble Lane with the removal of a number of parking bays (if not required in future). This retail tenancy also provides a common corridor for use by a number of tenancies. Additionally external alfresco space can be provided if the tenancy was to become a food and beverage use. The glazing to Bay View Terrace reflects the original window box that was prevalent along Bay View Terrace. This window box can change in height and offer potential to be used as seating internally or externally 450mm high, a display case 600-900mm high this offers potential tenancies options for the display or activation onto Bay View Terrace.</p> <p>All materials within the development are well considered and selected for their sense of permanence and longevity, while also ensuring a compatibility with the existing character of Claremont. The materials reference many existing materials and colours within the Claremont Town centre while also reinforcing the brand and future life of this important addition to the Claremont town scape.</p> <p>All services are integrated into the proposal. Active ventilation to the basement is provided to the roof over Level 7 with incoming air pulled from Walt Drabble Lane. All commercial, hotel and apartment condenser units are located on the roof of the development and concealed from view by the roof design. Hotels and apartment are provided individual metering for electricity within each dwelling.</p>

DESIGN RESPONSE

5. Sustainability

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

Sustainability initiatives implemented as part of the proposed development are summarised in **Section 3.2.5**.

6. Amenity

Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy

The development offers a range of uses including ground floor retail with a mix of food and beverage, pharmacy and suitably considered retail spaces for the location. Level 1-2 provide for a hotel, this has been included as a result of the State Governments decision to extend the airport line to Claremont, this is a new offering for the Claremont area. Level 1-2 Commercial includes health related facilities with the existing doctor’s surgery interested in relocating back into the development on its completion.

The courtyard space on Level 1-2 is accessible via lift and well shaded during the day as a result of the adjacent built form. The courtyard space is also well protected from the noise of Bay View Terrace.

Level 3-7 as noted previously is a mix of 2 and 3 bedroom apartments resulting in providing an increase in residents into the town centre and providing a vibrancy throughout the week.

The apartments fronting Walt Drabble Lane have been set back 3m to minimise the future potential impact to the adjacent developments along Walt Drabble Lane with the larger portion of the development Level 3-7 also set well back from the western lot boundary to minimise the impact on Bay View Terrace. The rooftop club space is set well back into the development to minimise potential noise onto Bay View Terrace with the communal facilities in the courtyard on Level 1 this space is shielded by the Hotel on Level 1 and 2 further mitigating the potential for noise onto Bay View Terrace.

All room sizes for apartments meet the minimum requirements of SPP 7.3 with many of the spaces provided larger than the minimum requirements. All apartments are well considered with consistent room sizes and frontages, western rooms include both living and dining spaces fronting directly to a oversized balcony with eastern facing living rooms fronting directly onto balconies. All living spaces include floor to ceiling and full-length glazing increasing the potential for natural daylight and ventilation throughout the year. As noted previously views from all apartments are framed with extensive glazing providing a unique outlook for occupants. All apartments and hotels meet the state planning policy requirements as per the attached acoustic report.

7. Legibility

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

With the reconsideration of the retail along Bay View Terrace this has enabled a larger scale urban design approach. The main entry into the development is aligned with the entry and exit into Claremont Quarter from Bay View Terrace further improving on the Town Centre's urban structure. This pedestrian entry extends across the Site in an east west axis extending to Walt Drabble Lane enabling access from the on-grade parking fronting Leura Avenue and Guger Road. This pedestrian access is easily identifiable from Bay View Terrace with the inclusion of a raised canopy differing to the surrounding materials, this entry will be lit and signage will be integrated appropriately. The pedestrian access is available throughout business hours however secure thereafter with access provided only to hotel and apartment guests. The pedestrian access along Bay View Terrace is also suitable for hotel guests coming from the Claremont Train Station.

Access to the basement is easily accessible from Walt Drabble Lane with sightlines provided upon entering Walt Drabble Lane from the east. Egress from the basement requires a left turn only with the lane requiring a one way access.

Retail tenancies are provided with suitable signage opportunities, varying of canopies and façade materials and potential variety in window box design enabling further legibility as to where one retail tenancy starts and the next begins. This to maintain the existing finer grain of Claremont town centre.

The architectural language of the hotel and apartments differ further reinforcing the legibility of both uses on the site.

DESIGN RESPONSE

8. Safety

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

Retail tenancies are predominately glazed with clear views out to Bay View Terrace and Maude Jackson Lane. The extent of surveillance onto Maude Jackson Lane has been increased with additional opening provided and a future tenancy fronting directly onto the lane. A future retail tenancy located on Walt Drabble Lane will also improve the extent of surveillance onto the lane during the day. High level surveillance (eyes on the street) is provided from the hotel room terraces and balconies fronting Bay View Terrace on Level 1 and 2 along with the commercial tenancies and Commercial Lobby on Level 1 & 2.

Access to the basement parking is located from the southeastern corner of Walt Drabble Lane with clear access in and out. This has been located prior to the service zone to minimise potential banking of vehicles on Walt Drabble Lane. Concrete bollards have been provided at the entry point of the basement to minimise impact of pedestrians.

All service access i.e., waste vehicles, laundry and grease trap vehicles are provided a distinct location on the site fronting directly onto Walt Drabble Lane with suitable clearances. All turning circles have been reviewed by Stantec for suitability. This alleviates issues in the banking up of vehicles on Walt Drabble Lane.

Artificial lighting is provided throughout Walt Drabble Lane and Maude Jackson Lane to ensure these areas are well lit at night.

9. Community

Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social

The development offers a range of spaces to facilitate social interaction this includes the:

- + The ground floor alfresco areas fronting Bay View Terrace;
- + The ground floor alfresco area fronting the corner of Walt Drabble Lane and Maude Jackson Lane;
- + The ground floor pedestrian entry from Bay View Terrace, this includes a number of areas for social interaction from the alfresco dining in the laneway, to the Juliet balconies and raised walkway at high level, to the staircase extending across three floors to the commercial areas fronting Walt Drabble Lane in the lobby to all floors and retail fronting directly out to Walt Drabble Lane;
- + The communal open space to Level 1 provided for all hotel and apartment guests; and
- + The communal internal and external balcony to Level 7.
- + The development also has a number of spaces that can in future potentially accommodate community events and activities. The operators have spoken with FORM and other organisations in anticipation of facilitating future community cultural events.

Retail tenancies provide a mixture of provisions for the community with many of the tenancies currently on Bay View Terrace proposed to come back on completion of the development. For those residing at the development there is a mixture of apartment types with a number of varying three-bedroom apartments, corner two plus study apartments and a mixture of two-bedroom apartments with side-by-side bedrooms or split bedroom apartments. The hotel portion of the development offers both standard hotel suites and universally accessible rooms enabling access for those requiring improved access. All levels of the development are accessible by lift.

10. Aesthetics

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

The proposed development represents a high-quality mixed use proposal which carefully balances new additions with existing base heritage elements. The aesthetics of the design are provided in the Design Statement **Section 3.2** and Element 4.10 Façade Design in **Section 4.3**.

4.2.3 LOCAL PLANNING SCHEME NO.3

The site is located within the Town of Claremont and is therefore required to consider the provisions set out within the Town of Claremont Local Planning Scheme No.3 (LPS3), which was gazetted in 1999. Under LPS3, the site is zoned 'Town Centre' and is included within the 'Shopping Policy Area' (Clause 61 of LPS3).

Table 5: Town Centre Zone Objectives

OBJECTIVE	DESIGN RESPONSE
<i>That Bay View Terrace be maintained as the centre of the specialised shopping area of the District.</i>	The proposed development celebrates and anchors Bay View Terrace's primacy as the retail heart of Claremont by providing multiple ground floor retail tenancies to provide increased floor space (compared to existing) this includes a range of uses and facilities to meet the needs of Claremont locals, this includes global shopping brands, small food and beverage outlets, pharmacy and a continental providore. The ultimate aim of the development is to revitalise a once vibrant high street to again become the thriving hub of the Town. This includes an increase in
<i>The need for the Zone to provide a varied and integrated centre incorporating a wide range of retail outlets, Offices, Entertainment, Social and Community Facilities.</i>	The development incorporates a range of uses which will contribute to a diverse and integrated town centre. Existing uses such as food and beverage, retail and medical will be retained, however, these will be complemented by the introduction of a small luxury hotel, together with premium build to rent apartments. These uses will enhance the foot traffic onto Bay View Terrace and to other surrounding businesses. Commercial uses within the development will also provide a wide range of offerings for the local community, particularly in the medical / allied health space to meet the needs of Claremont's ageing demographic.
<i>That buildings and the access and circulation for pedestrians and vehicles and parking facilities be so laid out as to ensure safety and convenience for shoppers and other users of the Zone.</i>	The proposed access arrangement ensures adequate separation of vehicles and pedestrians to promote safety. All vehicle parking and servicing (e.g. loading and waste) will occur at the rear via Walt Drabble Lane. The location for loading and waste is sized to meet the Town's requirements. This will ensure that the safety and convenience of shoppers in Bay View Terrace is preserved. All parking provided within the basement is separated from visitor and resident parking areas.
<i>The need for architectural and civic design of a high standard in order to compliment the design of older buildings and provide diversity consistent with overall harmony.</i>	The design is of the highest quality, representing a standard of development expected in the area. The design ensures a balance of heritage conservation and future development. The future development is sympathetic to the heritage components, providing a development outcome which is defined by the Claremont character.
<i>The provision of landscaping to provide shade and visual relief.</i>	The site's location on Bay View Terrace requires a nil setback to ensure an urban edge to the street. Whilst this does limit the opportunity for on-site landscaping, existing street trees on Bay View Terrace already provide shade and visual relief. Further, extensive canopy cover from buildings provides further opportunities for weather protection and shade for pedestrian comfort.
<i>To enable appropriate residential development within the Zone</i>	The proposed development incorporates 46 multiple dwellings, which will operate as build to rent.
<i>The preservation of all buildings referred to in Clause 78</i>	All locally listed heritage buildings are preserved to retain the character of Bay View Terrace and enhanced to provide cohesion with the broader Claremont Town Centre. Investment in their retention will see these important buildings remain a part of the main street for many future generations.

LAND USE PERMISSIBILITY

The proposed development comprises a mix of uses as set out below. The associated permissibility for each use in the 'Town Centre' zone is also provided.

- + Consulting Rooms (AA)
- + Dwelling Self Contained - Multiple Dwellings (AA - must be above ground level)
- + Hotel (SA)
- + Office (P - must be above ground level)
- + Restaurant (AA)
- + Shop - Intermediate (P - in Shopping Policy Area)
- + Shop - Small (P - in Shopping Policy Area)
- + Small Bar (AA - in Shopping Policy Area)

Under LPS3, the above land use permissibility designations mean the following:

- + 'P' - means that the use of the land for the purpose indicated is permitted
- + 'AA' - means that the land shall not be used for the purpose indicated but the Council may approve of the use of land for that purpose if that use:
 - (i) will provide a local service to other land in the locality; or
 - (ii) is consistent with the general use of land in that locality and the Council is satisfied that the use, and the activities to be carried on which are connected with, or incidental to that use; and any building to be erected on the land will not have any adverse or detrimental effect on the residents or amenity of or the properties in the locality;
- + 'SA' - means that the land shall not be used for the purpose indicated but that in exceptional cases the Council may specially approve of such use.

It is considered that all of the above uses are capable of approval under LPS3 and are considered appropriate for establishment on the site for the following reasons:

- + The proposed ground floor retail uses and upper level commercial uses are permitted under LPS3.
- + Other uses such as consulting rooms and restaurant are proposed to replace existing such uses already trading on the site. They are consistent with the mixed use nature of Claremont.
- + Provision of a hotel and 46 multiple dwellings will help provide additional density and activity in the locality. This is consistent with the role and function of Claremont as a Secondary Activity Centre, as set out in the Draft Claremont Town Centre Precinct Structure Plan.

DEVELOPMENT REQUIREMENTS

Division I of LPS3 contains general requirements for land within the Town of Claremont. **Table 6** outlines the requirements that relate to the site, and provides a summary of how the proposed development responds to these requirements.

Table 6: LPS3 General Development Requirements

REQUIREMENTS	PROPOSED	COMPLIANCE
Table 2 - Development Table		
Shop Use <i>Street Setback: Nil</i> <i>Side Setback: Nil</i> <i>Landscape: 5% of site</i>	Both the street setback and side setbacks for Ground Floor shop uses are proposed as nil setbacks. As demonstrated in Section 4.3 , the proposed development provides planting on structure which equates to a total of 25% of the site area.	Yes
Office Use <i>Landscape: 5% of site</i>	As demonstrated in Section 4.3 , the proposed development provides planting on structure which equates to a total of 25% of the site area.	Yes
Hotel <i>Landscape: 10% of site</i>		
Consulting Rooms <i>Landscape: As determined</i>		
Clause 40 - Height of Buildings		
<i>(7) In the Town Centre Zone a building of more than two storeys shall not exceed a height which, in the opinion of the Council, would be contrary to the orderly and proper planning of the locality or would have an adverse effect on the amenity of the locality.</i>	The proposed development has a maximum height of 8 storeys. Justification for why the SDAU should grant concession is provided in Section 4.3 and Section 6.1.1 .	Discretion Sought
Clause 41 - Plot Ratio Consulting Rooms		
<i>The Plot Ratio of Consulting Rooms in any other Zone shall not exceed 0.5</i>	The plot ratio for the medical facility (consulting rooms) equates to 0.22 of the total plot ratio. Refer to Plot Ratio Plan in Appendix 2 .	Yes
Clause 42 - Plot Ratio Residential Buildings		
<i>The Plot Ratio of a Residential Building in the Town Centre Zone shall not exceed 0.8</i>	The plot ratio for the residential component of the proposed development is 1.51. Discretion is sought for this component. Refer to in Section 4.3 and Section 6.1.1 for further justification.	Discretion Sought

Division III of LPS3 contains specific requirements for land located in the 'Town Centre' zone. **Table 7** outlines the requirements that relate to the site, and how the proposed development responds to these requirements.

Table 7: LPS3 Town Centre Zone Requirements

REQUIREMENTS	PROPOSED	COMPLIANCE
Clause 62 - Residential Development Requirements (Town Centre Zone)		
<i>(1) Where approval is given for the use of land for residential purposes, development for those purposes shall, subject to sub-clause (2) of this Clause, conform with the requirements prescribed for land having an R Code Density of R80 accorded to it by the Scheme.</i>	(1) For a detailed assessment against the provisions of the R-Codes refer to Section 4.3 .	Discretion Sought
<i>(2) In the case of Multiple Dwellings the Council may:</i> <i>(a) reduce the number of car parking spaces required to be provided to 0.5 spaces per dwelling unit if the Council is satisfied that the reduced number of spaces will be adequate to cater for the development;</i> <i>(b) if the Council considers that the prescribed set-back distances are inappropriate having regard to the nature of the proposed development and its relationship to adjoining streets, land or buildings, increase or reduce those distances;</i> <i>(c) reduce the prescribed open space requirements to the provision of an open balcony for each Multiple Dwelling.</i>	(2) The proposed development: <ul style="list-style-type: none">+ Meets minimum parking requirements as set out in LPS3;+ Meets the setback requirements set out in LPS3; and+ Provides private open space areas for all multiple dwellings in accordance with the R-Codes.	Yes
Clause 63 - Plot Ratio (Town Centre Zone)		
<i>Subject to Clause 64 and any provision of the Scheme imposing a lower plot ratio with respect to a particular building, a building shall not have a plot ratio of more than 2.0.</i>	The plot ratio for the proposed development is 3.46. Discretion is sought for this component. Refer to in Section 4.3 and Section 6.1.1 for further justification.	Discretion Sought
Clause 64 - Bonus Plot Ratio (Town Centre Zone)		
<i>The Council may approve of:</i> <i>(1) a building having a plot ratio of not more than one fifth in excess of the plot ratio prescribed for that building; or</i>	The plot ratio for the proposed development is 3.46. Discretion is sought for this component. Refer to in Section 4.3 and Section 6.1.1 for further justification.	Discretion Sought
Clause 65 - Walt Drabble Lane (Town Centre Zone)		
<i>This Clause shall apply to any application to develop land within the Shopping Policy Area that abuts Walt Drabble Lane. Council may require any development abutting Walt Drabble Lane to be designed so that-</i> <i>(a) The Ground floor of any building is set back 3 metres from Walt Drabble Lane and Council may exercise discretion in requiring any first floor of the building to be setback a minimum of 4 metres;</i>	(a) On average the ground floor is setback more than 3m from Walt Drabble Lane. The Level 1-2 Commercial Component is less than 4m, however, this is to ensure adequate passive surveillance of the laneway below.	Minor Discretion Sought

REQUIREMENTS	PROPOSED	COMPLIANCE
(b) All developments to have a shop front to Walt Drabble Lane and at least 60% of that frontage is to be fully glazed;	(b) The servicing requirements on Walt Drabble Lane make provision of 60% glazing unachievable. Approximately 27% is provided which is an increase of 4% compared to the existing situation.	
(c) The Walt Drabble Lane façade of the proposed development shall meet the criteria for the development of Walt Drabble Lane as resolved by Council from time to time;	(c) This is noted.	
(d) Special provision shall be made for the concealment of garbage collection receptacles within the shop front;	(d) As described in (b), servicing constraints such as bin stores and waste collection have been accounted for. This includes separate bin stores for all uses, which are concealed from view and softened with landscaping.	
(e) Any paving between the building and Walt Drabble Lane to match that of Walt Drabble Lane in terms of colour and style;	(e) Noted, minor changes proposed adjacent to retail tenancy only.	
(f) Where the applicant elects to cede or setback a building from Walt Drabble Lane, Council may agree to a reduction in the number of car parking bays, the reduction being no more than two carparking bays for every 3m² of land ceded or setback as required by a) above.	(e) As described in (a) a setback has been provided, this has helped reduce parking numbers (see below).	

PARKING REQUIREMENTS

Under LPS3 parking requirements for non-residential land uses are provided in Division I (Table 2). As shown in **Table 4**, the minimum parking requirements for residents were met, with a surplus of 17 parking bays. Minimum parking requirements for non-residential tenancies are below the requirements set out in LPS3 with a shortfall of 265 parking spaces.

However, the above requirements are supported by Clauses 31-33 which provide further information, including Clause 31A 'relaxation of car parking numbers'.

Under Clause 31A the proposed development is entitled to a concession of 30% because:

- + The proposed development is within 400m of a rail station and customers/staff (including hotel guests) are likely to use the train to access the development.
- + The proposed development is within 100m of a stop on a high frequency bus route and customers/staff are likely to use the bus to access the development.
- + The proposed development is within 400m of several public car parks.
- + The proposed development provides 10 bicycles bays or more and where 'end-of-trip facilities' are provided as recommended under a Local Planning Policy adopted under the provisions of the Scheme, customers/staff are likely to use bicycles to access the development.
- + The proposed development is located within Town Centre or Local Centre zone and provides a public benefit, compliments the character of the zone, and does not adversely impact the amenity of the locality.
- + Where the building/place is listed on the Town's Heritage List, Municipal Inventory, or the State Register of Heritage Places (subject to the building or place being conserved to the satisfaction of Council).

Table 8: LPS3 Car Parking Requirements

LAND USE	YIELD	REQUIREMENTS	BAYS REQUIRED	BAYS PROVIDED	SURPLUS / SHORTFALL
Residential Parking Requirements (R-Codes)					
Apartments	46	0.75 bay per 1 bed dwelling 1 bays per 2+ bed dwelling	46	63	+17
Visitor Car Parking	46	1 bay per 4 dwellings up to 12 dwellings 1 bay per 8 dwellings for 13th dwelling and above	7	7	0
Residential Sub-Total			53	70	+17
Non-Residential Parking Requirements (Table 2 LPS3)*					
Office	1,308m²	1 bay per 30m² GLA	44	0	-44
Consulting Rooms	704m²	1 bay per 20m² GLA	35	4	-31
Shop (Small and Intermediate)	1,685m²	1 bay per 16.67m² GLA	97	0	-97
Small Bar	110m²	One for every 4 patrons calculated for which the Small Bar is licensed	17	0	-17
Restaurant	149m²	1 bay per 12.5m² GLA	12	0	-12
Hotel	30 rooms	1 bay per hotel room; and	30	11	-19
	90m² lounge	1 bay per 2m² of bar / lounge area	45	0	-45
Non-Residential Sub-Total			280	15	-265
Car Parking Total			333	85	-248

* As per LPS3, Car parking requirements are to be measured to the second decimal point for all elements of the calculation and then rounded up or down to the nearest whole number for the final figure.

Further concessions also apply as a result of land setback to Walt Drabble Lane (see Clause 65 f). Figure 9 in **Appendix 6** demonstrates how these concession has been calculated. It demonstrates that 208.45m² of land is setback from Walt Drabble Lane at Ground Level. At a reduction rate of 2 parking bays for every 3m² this equates to a further concession of 139 bays.

A summary of how the parking ratios change when these concessions are applied is provided in **Table 9**. It demonstrates that proposed development has a parking shortfall of 25 bays based on LPS3 ratios..

Table 9: LPS3 Car Parking Requirements with Concessions

	STATUTORY PARKING REQUIREMENTS (CLAREMONT'S LPS3)		APPLYING CONCESSION REDUCTIONS (REDUCTION OF 30%)		APPLYING OFFSET REDUCTIONS (REDUCTION OF 139 SPACES)	
	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential
Parking Minimum/ Requirement	53	280	53	196	53	57
	333		249		110	
Parking Provided	70	15	70	15	70	15
	85		85		85	
Excess / Shortfall	+17 Surplus	-265 Shortfall	+17 Surplus	-181 Shortfall	+17 Surplus	-42 Shortfall
	248 bays Shortfall		164 bays Shortfall		25 bays Shortfall	

CASH-IN-LIEU OF PARKING

Clause 33 of LPS3 stipulates that the Town would require a cash-in-lieu payment for any parking bays not provided. The fees incurred for the 25 bay shortfall would be an unnecessary expense which will limit the feasibility of the proposed development. It is the applicant's position that the SDAU should strongly consider its discretionary powers by reviewing the parking ratios and the applicable cash-in-lieu requirements under LPS3 for the following reasons:

- + Given the age of LPS3, the Town's current commercial parking standards are highly conservative. This view is supported by the DPLH's recently advertised Parking Guidance document. Even if the more conservative 'maximum' ratios of this document were to be applied the proposed development would have a surplus.
- + Compared to other Secondary Centre locations the Site has unparalleled access to high-quality public transport including rail connectivity on two train lines and numerous bus routes. It also has access to a Principal Shared Path and is located within a highly walkable centre. All these elements point towards a development which should be prioritising more sustainable modes of transport.
- + The parking standards do not reflect the outcomes which should be expected in a high quality TOD. Section 2.0 of the Draft Town Centre Precinct Structure Plan states that redevelopment in the precinct should:

"Delivers an optimal TOD and Activity Centre outcome for the centre in response to its excellent access to high frequency public transport, particularly via the Perth to Fremantle Railway Line and Stirling Highway activity corridor;"

This is further demonstrated through the guidance provided in SPP 4.2, with parking allocations for offices and shops. SPP 4.2 suggests an average of 1 bay per 25m² (for shops) and 1 bay per 50m² (for offices). These parking ratios align more closely with the with the maximum parking rates mentioned above.
- + As demonstrated in the traffic report (Appendix 6) the proposed parking provision is appropriate to the intended uses proposed on Site, this includes consideration for the highly reciprocal nature of most uses. For example, the rooftop common facilities are open to residents and guests only. No public access will be permitted, meaning additional parking cannot be reasonably requested as this would be a 'double up'.
- + The proposal will use a contemporary approach to transport for the hotel. It aligns with a sustainable model

that promotes reduced car dependency. Unlike conventional hotels, the hotel operation prioritises guest convenience through use of new and emerging 'shared' guest transport options. Car parking spaces related to the hotel are limited to essential use only. Recognising the evolving needs of modern travellers, guests will have access to a network of shared cars, on-demand services allowing for efficient and flexible movement to surrounding attractions. The strategic location, coupled with the accessibility of public transport, plays a pivotal role in minimising car dependency. With the convenience of the nearby train station, guests are incentivised to use the well-connected public transit system, which now includes a direct train link to the airport.

- + There are currently 15 parking bays servicing the entire Site, which the landowners have owned over the last 30 years. It important to consider the existing land use breakdown and compare it with what is being proposed: Consulting Rooms 558m² (increase of 146m² proposed); Office 660m² (increase of 648m² proposed); Restaurant 539m² (decrease of -390m² proposed); Retail 1,328m² (increase of 357m² proposed); and Small Bar (increase of 110m² proposed). Across the development there is only a net increase in non-residential floorspace of 871m². The traffic report (Appendix 6) includes a detailed assessment of existing parking infrastructure, which determined that existing parking areas have sufficient room to accommodate additional parking demand from the proposed development.

4.2.4 LOCAL PLANNING POLICIES

LOCAL PLANNING POLICY 127 PARKING AND END OF TRIP FACILITIES

The purpose of this Policy is to provide a framework for car parking standards where not otherwise stipulated in LPS3, and for the provision of motorcycle/scooter/gopher, bicycle parking and end-of-trip facilities (EOTF). Table 10 includes a summary of bays and EOTF provided, this includes:

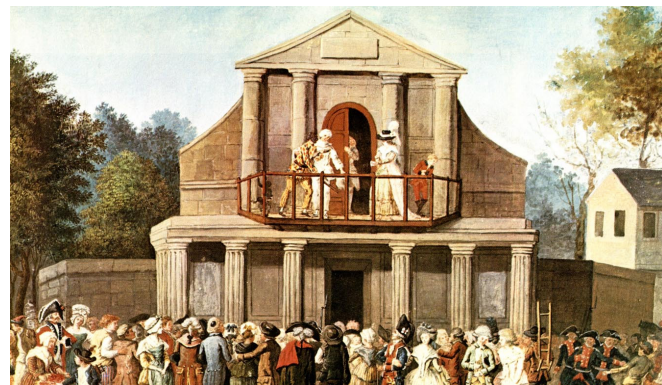
- + Resident and visitor bicycle parking which exceeds the minimum standards of the R-Codes. Resident bicycle bays include 35 wall hung bays (above car bays) and 9 wall mounted bays.
- + There is a minor shortfall in motor cycle bays.
- + For non-residential development EOTF facilities are provided in accordance with the policy requirements. Regarding bicycle bays, whilst no dedicated space has been provided, the tenancies proposed are all large with flexible floor plates that can accommodate secure bike storage (within their own tenancy).

Table 10: LPS3 Bicycle Parking Requirements

LAND USE	YIELD	REQUIREMENTS	BAYS / EOTF REQUIRED	BAYS / EOTF PROVIDED	SURPLUS / SHORTFALL
Residential Bicycle Parking and EOTF					
Resident Bicycle Parking	46	0.5 space per dwelling	23	44	+21
Visitor Bicycle Parking	46	1 space per 10 dwellings	4	6	+2
Motor Cycle Parking	46	1 space per 10 car bays	5	2	-3
Non-Residential Bicycle Parking and EOTF					
Office	1,308m²	1 bay per 200m² GLA	7	0	-7
Consulting Rooms	704m²	1 bay per 200m² GLA	4	0	-4
Non-Residential Bicycle Parking and EOTF					
Office / Consulting Rooms	11-20 bicycle parking spaces	4 showers (two male, two female) and change facilities	4 showers 2 male 2 female	4 showers	N/A

LOCAL PLANNING POLICY 207 PUBLIC ART

In response to the Town of Claremont's Public Art Policy (2022) the development proposes a public art strategy that is curated by our client and is changing throughout the year. This is in stark contrast to a static/insitu one off piece of art procured for a location. The strategy proposes four art based events throughout the calendar year each one reflecting a varying art form with the purpose to act as a catalyst to increase patronage to Claremont Town Centre both day and night with potential to build with and work along stakeholders of existing events such as the Perth Festival, Sculpture by the Sea and the Writers Festival. The location of each event held will vary along with the time of day and season.



1. THEATRE ON THE BALCONY

This potential arts event proposes a theatre event as seen from Bay View Terrace with the balconies of the hotel suites as the stage.

Examples of this have previously been held in Rokeby Road, Subiaco and has the potential of extending down the full length of Bay View Terrace. This theatre approach was common in 17th century Italy as a way of bringing the community together.



3. LITERATURE IN THE COURTYARD

This potential arts event proposes literature readings presented in the communal space within the courtyard space and potentially to the top floor of the development.

Set in the courtyard setting this provides a space away from the hustle and bussle of Bay View Terrace with raised views across the neighbouring developments to the south.



2. SCULPTURE IN THE COURTYARD

This potential event proposes an extension of the Sculpture by the Sea held in Cottesloe to the courtyard within this development.

The sculptures provided will vary in type and setting. Further potential locations are presented in the landscape section of this presentation.

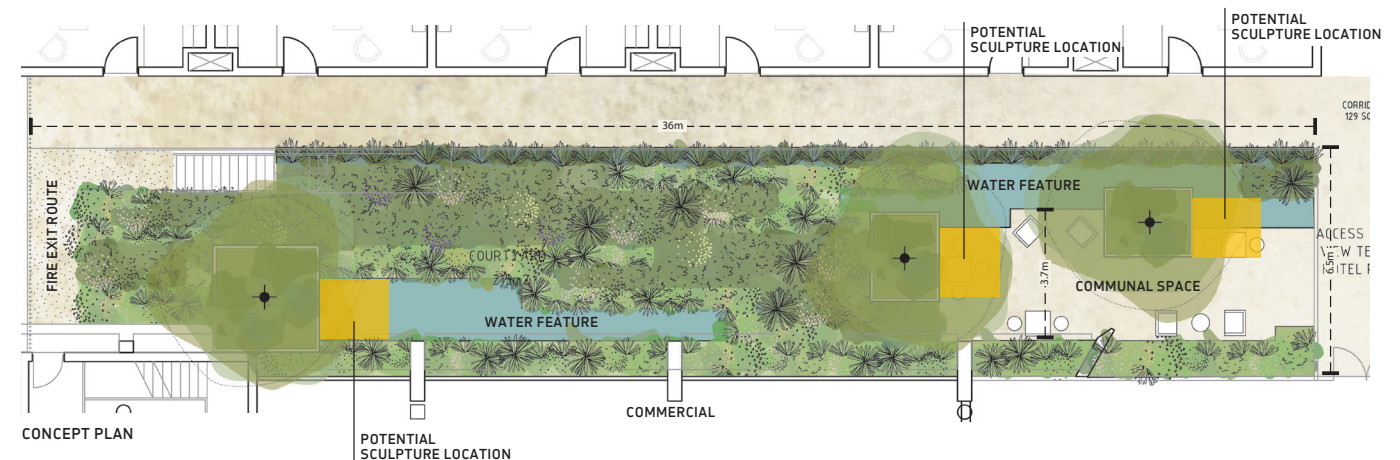


4. PROJECTIONS IN THE LANEWAY

This potential arts event proposes activation of Walt Drabble and sections of Maude Jackson Laneway at night with an interactive 3 dimensional lighting projection reflected onto the building facade and soffit.

Examples of this have been held throughout Western Australia including the Six Seasons, Boorna Waanginy The Trees Speak, Kings Park, 2017 by Sohan Ariel Hayes.

The Level 01 courtyard will become a part of Claremont's Public Art Strategy with a connection to the Cottesloe Sculpture by the Sea.



Galleries Lafayette has long enjoyed strong links with the worlds of fashion and contemporary design. The Haussmann department store regularly hosts prestigious events, showcasing key designers of the moment as well as introducing its customers to artists whose work has endured the test of time.

The Galeries Lafayette group decided to cement its links with contemporary design by creating the Galerie des Galeries, a free-entry art gallery on the first floor of the store, dedicated to exhibiting the cross-over between art, fashion and design.

Acutely aware of the added value represented by design, but also of its own role in making beauty accessible to all, Galeries Lafayette continues this commitment through numerous sponsorship activities.



Precedent Image: Galeries Lafayette.

4.2.5 DRAFT CLAREMONT TOWN CENTRE STRUCTURE PLAN

The Town is currently in the process of preparing a Town Centre Precinct Structure Plan (TCPSP) for the Claremont Secondary Centre. The draft TCPSP was endorsed by the Town of Claremont's Council with proposed modifications on 28 June 2022.

In preparing this Application, it is acknowledged that the draft TCPSP can be described as 'imminent', and is therefore a 'seriously entertained' local planning framework document.

ZONING AND LAND USE

Site is situated within the 'Mixed Use Zone - Retail Core'

"This zone is proposed to apply to the key nodal areas of the PSP area and allow for continued development and redevelopment for a wide variety of urban uses, including retail, commercial and residential uses in a compact and integrated form"

A density code of RAC-3 applies.

CHARACTER AREA - CORE

The Core Character Area incorporates Bay View Terrace and St Quentin Avenue as the cultural and historic heart of both the Precinct and the broader Town of Claremont. Through its historic architectural character and a 'village feel' that is distinctly 'Claremont', the Core sets the tone for the broader Precinct with active land uses and has an open air sense of place. Development within the area will capitalise on its destination status, and opportunities to enhance the day and night economy for maximum vibrancy as an open air Secondary Activity Centre.

This area provides opportunities to enhance public realm spaces with benefits to land use activation and opportunities for community events. High levels of pedestrian comfort are achieved ensuring the area is community focused.

BUILT FORM DESIGN

This Application recognises the provisions of the draft TCPSP and includes them as part of the R-Codes assessment provided in **Section 5.3**.

To assist with this assessment, a precinct-wide model has been developed (**Figure 13**) based on the height provisions set out in the draft TCPSP. It demonstrates that the built form intent is to step building heights away from Bay View Terrace based on a 32 degree plane of the site. Maximum podium and building heights vary, with an upper maximum of 6-10 storeys contemplated throughout the precinct.

Figure 13 also illustrates how the proposed development fits within this broader design framework. It demonstrates that the proposed 8 storey form is in keeping with the desired future intent for the precinct. Especially because upper levels are well set back from Bay View Terrace (beyond what is required).

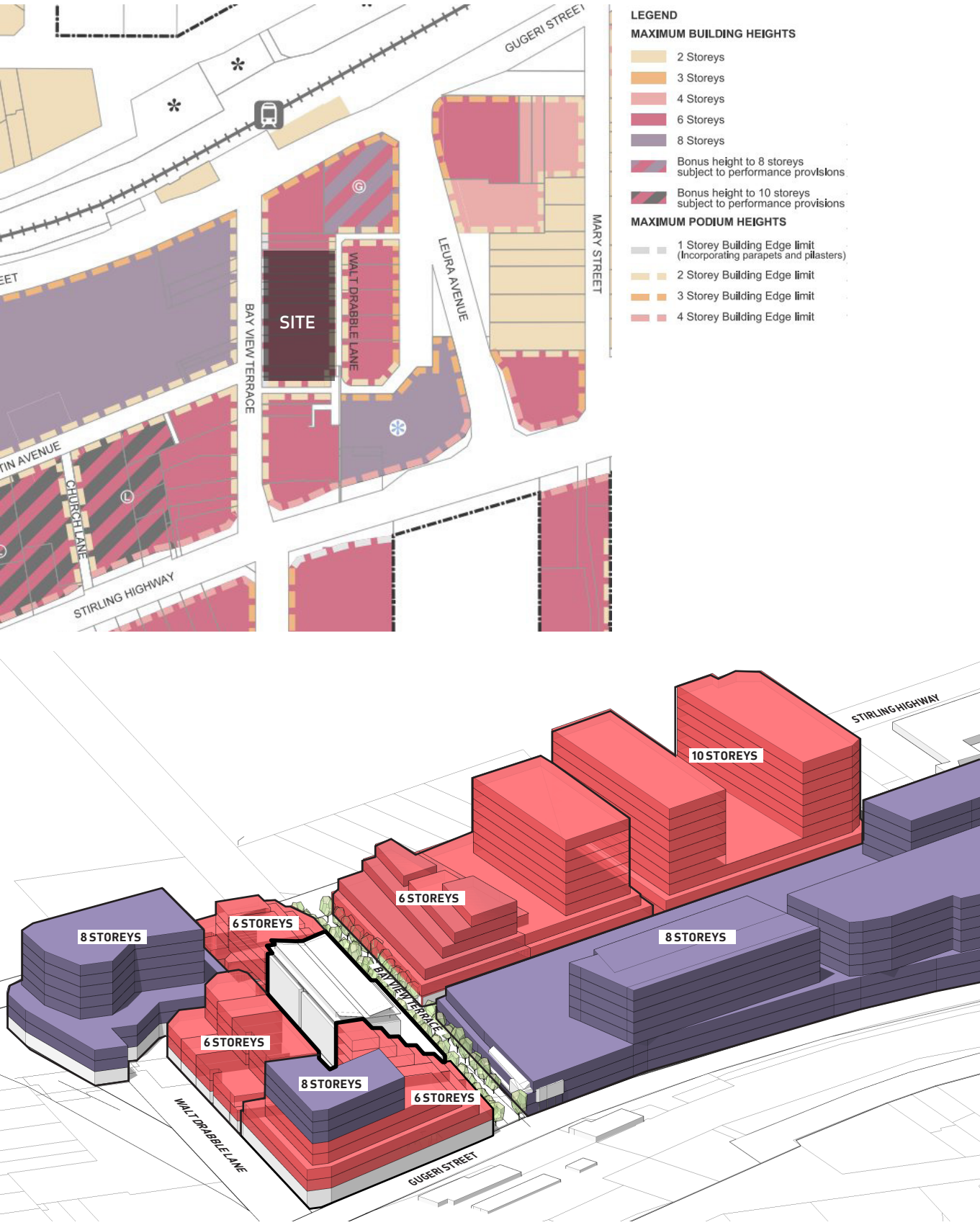


Figure 13: TCPSP Primary Controls Assessment

4.3 SPP 7.3 - R-CODES VOLUME 2

ELEMENT OBJECTIVES ACHIEVEMENT SUMMARY TABLE

Figure 14 provides a summary of the element objectives that apply to the proposed development, and where variations to the local planning framework have been made. Based on the detailed assessment provided in this section the design is considered to achieve all the applicable element objectives.

Where a design element requires consideration for documents in the local planning framework (LPF) such as LPS3 or the draft TCPSP, design responses have been integrated within this section.

In instances where the Element Objective has been met through variations to the acceptable outcomes of the R-Codes, justification for why discretion should be applied by the decision maker is provided.

PART 2: PRIMARY CONTROLS		SPP 7.3	LPF
2.2	Building Height	✓	✓
2.3	Street Setbacks	✓	✓
2.4	Side and Rear Setbacks	✓	✓
2.5	Plot Ratio	✓	✓
2.6	Building Depth	✓	
2.7	Building Separation	✓	
2.8	Development Incentives for Community Benefit	-	✓

PART 3: SITING THE DEVELOPMENT		SPP 7.3	LPF
3.1	Site Analysis & Design Response	-	
3.2	Orientation	✓	
3.3	Tree Canopy & Deep Soil Areas	✓	✓
3.4	Communal Open Space	✓	
3.5	Visual Privacy	✓	
3.6	Public Domain Interface	✓	✓
3.7	Pedestrian Access & Entries	✓	
3.8	Vehicle Access	✓	✓
3.9	Car & Bicycle Parking	✓	✓

PART 4: DESIGNING THE BUILDING		SPP 7.3	LPF
4.1	Solar & Daylight Access	✓	
4.2	Natural Ventilation	✓	
4.3	Size & Layout of Dwellings	✓	
4.4	Private Open Space & Balconies	✓	
4.5	Circulation & Common Spaces	✓	
4.6	Storage	✓	
4.7	Managing the Impact of Noise	✓	
4.8	Dwelling Mix	✓	
4.9	Universal Design	✓	
4.10	Façade Design	✓	
4.11	Roof Design	✓	
4.12	Landscape Design	✓	
4.13	Adaptive Reuse	✓	
4.14	Mixed Use	✓	
4.15	Energy Efficiency	✓	
4.16	Water Management & Conservation	✓	
4.17	Waste Management	✓	
4.18	Utilities	✓	

Figure 14: SPP 7.3 - Element Objectives Summary

Note: Design Elements 2.8 and 3.1 do not have element objectives.

For the hotel component of this proposal it is expected that the R-Codes Volume 2 will be used as a guidance document where appropriate. This is because the R-Codes Volume 2 was not specifically drafted for short stay use, given the nature of the activity that occurs in these areas and operating requirements of short stay facilities.

For this reason there are some instances where hotel room design requirements will differ from provisions sought in the R-Codes. This includes provisions related to: Size and layout of dwellings; Communal open space; Private open space and balconies; Circulation and common spaces; Solar and daylight access; Natural ventilation; and Storage.

PART 2: PRIMARY CONTROLS

2.2 BUILDING HEIGHT	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
02.2.1 – 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. <i>Notes:</i> <i>LPS3 sets out R80 requirements for the site. It should be noted that the LPS3 was first gazetted in 1999, making it 24 years old.</i> <i>Draft TCPSP also sets out alternative built form requirements for the site that exceed provisions listed in the Scheme for the site.</i>	The site is zoned 'Town Centre' under the Town's LPS3, Clause 62 (1) states that a residential development should relate to the requirements of R80 under the R-Codes. Table 2.1 of the R-Codes specifies that an R80 site is permitted a maximum height of 4 storeys. The maximum height of the proposed development is eight (8) storeys. There are several reasons for the discretion being sought in this location. <ul style="list-style-type: none">+ Claremont is an identified Secondary Centre / Station Precinct. It is a prime location to prioritise urban infill in line with the State Government's desire for greater urban consolidation, in an area that is urban in character.+ The design of the building has ensured a sensitive response to the existing Bay View Terrace character. As demonstrated in the design drawings (Appendix 2) the street level height is limited to one (1) storey. A generous 3m podium setback at Levels 1-2 provides room for the ground level heritage component of the building have a generous space to 'breathe'. The tower form is setback a further 18m to ensure that its visual prominence from Bayview Terrace is mitigated.+ While the Scheme suggests a lower prescriptive height limit for this site there are important limitations to note in using this permitted maximum number:<ul style="list-style-type: none">- The Scheme is now 24 years old and is not a contemporary benchmark. (Noting that the WAPC requires local governments to review their Scheme in the fifth year following gazettal)- The context of surrounding developments (up to 8 storeys), combined with the desired future intent of the Town Centre (as set out in the Draft TCPSP should be considered. The Draft TCPSP (summarised in Section 4.2.5) provides the most contemporary planning response for the area, and helps to define the desired future character of the Claremont Town Centre. As demonstrated on Figure 13, the vision of the Draft TCPSP would see the immediate area evolve into a more urban centre. These factors suggest that an eight (8) storey height limit is appropriate for the Site and is consistent with the intent for the broader area.
02.2.2 – The height of buildings within a development responds to changes in topography.	The Site is not impacted by any notable changes in topography, as such this was not a consideration of the design. Appendix 2 demonstrate views of the proposed development from various points surrounding the site.
02.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.	See Element 4.11 for an explanation of the roof design. The design features articulation of roof forms to reflect building breaks, whilst still providing environmental performance (through sun and rain protection). The building's podium steps roof areas down towards the street, with a lower interface towards Bay View Terrace that respects the main street environment. No rooftop communal open space is provided, however, the roof of the lower level hotel will be landscaped to ensure quality visual amenity from apartments at upper levels.

2.2 BUILDING HEIGHT	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
02.2.4 – The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.	<p>The design has had careful consideration for the role of natural light and seeks to maximise solar access for all dwellings, communal areas and adjoining neighbours – noting it is on a constrained narrow urban site. It also seeks to preserve solar access into Bay View Terrace by setting back the tower form toward Walt Drabble Lane.</p> <p>With regards to adjoining or nearby residential development, the site's existing context means that it will have no overshadowing impact on neighbouring properties or key public open spaces from day one. The shadow diagrams (Figure 15) show that the main potential overshadowing impact on any neighbouring sites would be to the east at Lots 15-26 Leura Avenue. These sites are currently low scale commercial, if in the future this land is developed for residential than the following should be considered:</p> <ul style="list-style-type: none">+ All five lots are in single ownership, with a total land area of >3,000m2.+ The lots are deep (with room for a responsive design within the typical 35m lot depth).+ The neighbouring lot benefits from a further 20m-35m wide reserve (car park) on its eastern boundary. This gives the opportunity for a future building to have limited or no impact if sited on its eastern edge. <p>When combined, these factors allow substantial flexibility for a design solution on this neighbouring site which allows future occupants to be oriented in a way where solar access can be optimised.</p>

2.3 STREET SETBACK

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT								
02.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street. <i>Note:</i> <i>LPS3 sets out varied setback requirements for the Site, including consideration for R80 requirements.</i>	<p>Setbacks can help a building contribute to a distinct street character. In the Claremont Town Centre, this means ensuring that development of the site ensures an appropriate interface to Bay View Terrace which represents the primary streets for the proposed development.</p> <p>Under LPS3, the Site is permitted a nil setback for the ground level 'shop' use, and a 2m setback above Level 1 (as per R-80 requirements in the R-Codes).</p> <p>As set out in Table 3 and below, the proposed development is compliant with the prescribed street setbacks. Further, setting the tower form back to the rear of the lot has the added benefit of reducing its visual impact. This helps contribute to the 'open air' feel of Bay View Terrace which is an important component of the desired 'village feel'.</p> <table><tr><th></th><th>GROUND</th><th>L1-L2 (Hotel)</th><th>L3-L7 (Apartments)</th></tr><tr><td>Bay View Terrace (primary street)</td><td>Nil</td><td>3.3-3.4m</td><td>17.9m-18.5m</td></tr></table>		GROUND	L1-L2 (Hotel)	L3-L7 (Apartments)	Bay View Terrace (primary street)	Nil	3.3-3.4m	17.9m-18.5m
	GROUND	L1-L2 (Hotel)	L3-L7 (Apartments)						
Bay View Terrace (primary street)	Nil	3.3-3.4m	17.9m-18.5m						
02.3.2 – The street setback provides a clear transition between the public and private realm.	<p>On Bay View Terrace and Maude Jackson Lane (where nil setbacks are required) the private realm for ground level retail tenancies are visually demarcated through appropriate treatments. This also includes a lockable gate at the primary building entrance to further demarcate this transition (outside of operating hours).</p> <p>On Walt Drabble Lane, there is a clear transition between the public and private realm. Rear building entries are setback beyond the upper level building line.</p>								
02.3.3 – The street setback assists in achieving visual privacy to apartments from the street.	<p>The apartments are set back approximately 18m from Bay View Terrace, this combined with the human scale design of the street means that there is adequate separation between the apartments and the street to achieve a satisfactory level of privacy for residents (see Element 3.5 for further details).</p>								
02.3.4 – The setback of the development enables passive surveillance and outlook to the street.	<p>The development ensures that the building is oriented towards the street, with good passive surveillance provided at ground level from the proposed commercial tenancies, and at upper levels from hotel balconies which overlook Bay View Terrace.</p>								

2.4 SIDE AND REAR SETBACKS																								
ELEMENT OBJECTIVES		JUSTIFICATION AND COMMENT																						
02.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties. <i>Note: LPS3 sets out varied setback requirements for the Site, including consideration for R80 requirements.</i>		LPS3 includes the following provisions for the Site: <ul style="list-style-type: none">+ A Nil side setback and 3m rear setback for a ground level 'shop' use adjacent to Walt Drabble Lane.+ A 4m rear setback to Walt Drabble Lane above Ground Level may also be contemplated.+ A 3m side setback and 3m rear setback for the residential component (as per R-Codes). As set out in Table 3 and below, the proposed development is seeking a minor variation to the side and rear setbacks set out in LPS3.																						
		<table><tr><th></th><th>GROUND</th><th>L1-L2 (Hotel)</th><th>L3-L6 (Apartments)</th><th>L7 (Apartments)</th></tr><tr><td>Walt Drabble Lane (rear)</td><td>1m - 4.4m</td><td>Nil - 3.1m</td><td>3m</td><td>3m</td></tr><tr><td>No. 8 Bay View Terrace (side - south)</td><td>Nil</td><td>Nil</td><td>Nil</td><td>Nil</td></tr><tr><td>Maude Jackson Lane (side - north)</td><td>Nil</td><td>Nil</td><td>Nil</td><td>Nil</td></tr></table>				GROUND	L1-L2 (Hotel)	L3-L6 (Apartments)	L7 (Apartments)	Walt Drabble Lane (rear)	1m - 4.4m	Nil - 3.1m	3m	3m	No. 8 Bay View Terrace (side - south)	Nil	Nil	Nil	Nil	Maude Jackson Lane (side - north)	Nil	Nil	Nil	Nil
	GROUND	L1-L2 (Hotel)	L3-L6 (Apartments)	L7 (Apartments)																				
Walt Drabble Lane (rear)	1m - 4.4m	Nil - 3.1m	3m	3m																				
No. 8 Bay View Terrace (side - south)	Nil	Nil	Nil	Nil																				
Maude Jackson Lane (side - north)	Nil	Nil	Nil	Nil																				
		A summary for each interface is provided below: <ul style="list-style-type: none">+ No. 8 Bay View Terrace (side - north): The design is fully compliant at Ground Level with a nil setback permitted under LPS3. For the tower component, a nil setback is also proposed, which means that a side setback variation of 3m is sought for the tower component of the site. This variation should be supported because:<ul style="list-style-type: none">- The properties to the north (No. 2 - No. 8 Bay View Terrace) are all low scale commercial properties, on small lots (range from 215-250m2) that are individually owned. The redevelopment potential of these lots for a use other than low scale commercial is limited without amalgamation.- The proposed development has had consideration for A2.4.2 which sets out that side setbacks should be balanced with consideration for other design elements such as:<ul style="list-style-type: none">- Building Separation - refer to Element 2.7 for further information.- Tree Canopy and Deep Soil / Solar and Daylight Access - the properties in question are located to the north. They are highly urbanised and unlikely to provide deep soil if developed for residential purposes. Further, their location to the north means the proposed development will not have an adverse overshadowing impact.- Visual Privacy - refer to Element 3.5 for further information.+ Maude Jackson Lane (side - south): The design is fully compliant at Ground Level with a nil setback permitted under LPS3. For the residential component, a side setback variation of 3m is proposed. This should be supported as the width of Maude Jackson Lane is approximately 3.7m ensuring more than 3m separation between the proposed development and No. 42 Bay View Terrace to the south.																						

2.4 SIDE AND REAR SETBACKS

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
	<div>+ Walt Drabble Lane (rear): The design is mostly compliant at Ground Level with a setback of 3-4m proposed for the majority of the southern edge. A nil setback is proposed for Levels 1-2, this variation will allow greater passive surveillance into Walt Drabble Lane from commercial tenancies above. Levels 3-7 are also compliant with a 3m setback proposed, consistent with the R-Codes. Refer to Element 2.7 which provides further information demonstrating that the amenity (overshadowing, privacy, or natural ventilation issues) of neighbouring properties is not adversely impacted.</div>
02.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.	The development is largely compliant with side and rear setback requirements. As demonstrated in 02.4.1, where variations have occurred these have been justified. It can therefore be determined that the proposal aligns with existing / desired streetscape patterns.
02.4.3 – 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.	The site (and its neighbouring properties) are set within a highly urbanised context. No major existing trees are present on the site, or in neighbouring properties therefore the approach to side and rear setbacks has not had an impact on the existing landscape character (which is largely carried through the surrounds with street tree plantings on adjacent public land).
02.4.4 – The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.	The site is situated in a highly urbanised location which is planned to transform. As shown on Figure 13 , the proposed development aligns with the planned intensity of neighbouring properties. Therefore the need to transition between sites with different uses or intensity is not a major design consideration.

2.5 PLOT RATIO

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT																		
02.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area. <i>Note: LPS3 sets out varied plot ratio requirements for the Site, including consideration for R80 requirements.</i>	<div>LPS3 includes the following provisions for the Site:<div>+ A maximum 0.5 plot ratio for consulting rooms (Clause 41); + A maximum 0.8 plot ratio for residential (Clause 42); + A total maximum plot ratio of 1.0 (Clause 63); and + Council may also consider a bonus of up to 20%, allowing a total maximum plot ratio of 1.2 (Clause 64).</div> As described in Element 2.2, the Draft TCPSP provides a more accurate representation of the desired built form scale. Under this document, the Site is afforded a coding of RAC-3 and a plot ratio of 2.0 (6,528 m²). The plot ratio calculations for the proposed development are illustrated in Appendix 2, and summarised below.<table><tr><th>Land Use</th><th>Proposed Plot Ratio</th><th>Area</th></tr><tr><td>Overall</td><td>3.46</td><td>11,282 m²</td></tr><tr><td>Retail</td><td>0.85</td><td>2,780 m²</td></tr><tr><td>Commercial</td><td>0.64</td><td>2,098 m²</td></tr><tr><td>Hotel</td><td>0.45</td><td>1,480 m²</td></tr><tr><td>Residential</td><td>1.51</td><td>4,924 m²</td></tr></table></div>	Land Use	Proposed Plot Ratio	Area	Overall	3.46	11,282 m²	Retail	0.85	2,780 m²	Commercial	0.64	2,098 m²	Hotel	0.45	1,480 m²	Residential	1.51	4,924 m²
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Hotel	0.45	1,480 m²																	
Residential	1.51	4,924 m²																	

2.5 PLOT RATIO	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
	<p>The proposed development meets a plot ratio of 3.46. There are some considerations relating to this, including:</p> <ul style="list-style-type: none">+ One of the contributing factors for this plot ratio is because of the mixed use nature of the building. As highlighted in Planning Guidance PG 2.5.3 where it states 'Residential plot ratio tends to be lower compared with non-residential plot ratio. This is because residential buildings are typically less deep than commercial buildings...'. Therefore in this design the quantum of retail and commercial space in the podium contributes to the higher number (even under the circumstance that the building was lower).+ While the plot ratio is higher than that suggested in the local planning framework, the proposal meets the Element Objective relevant to Plot Ratio in the Residential Design Codes Volume 2 (O 2.5.1), which states 'The overall bulk and scale of development is appropriate for the existing or planned character of the area'. Some reasons why the build and scale relates to the surrounding context includes:<ul style="list-style-type: none">- If seen from a distance and on approach to Claremont this proposal would sit within the existing urban context of larger developments such as Claremont Quarter, Queenslea and Essence buildings.- From the point of view of the Bay View Terrace the tower element is set back to appear as a lower building that fits within the existing streetscape.- This proposal does not affect the amenity of buildings or their occupants to the north.- Redevelopment on this site would impact Maude Jackson Lane under any circumstance (given the narrow dimensions of the laneway).

2.6 BUILDING DEPTH	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
02.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.	<p>The intent of the element objectives are to provide quality resident amenity and enhance a building's performance. Building depths have had consideration for how to maximise access to daylight / solar access (see Element 4.1) and natural ventilation (see Element 4.2) as demonstrated in the relevant sections.</p>
02.6.2 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.	<p>In a more general sense, given the proposed development comprises single aspect apartments either side of a circulation corridor, the average building depth is 20m (A2.6.1) with minor protrusions above or below.</p> <p>Further information is provided in Element 4.1 (solar access) Element 4.2 (natural ventilation) to demonstrate how well individual apartments perform in these aspects.</p>
02.6.3 – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.	<p>Ceiling heights in living areas are generously sized at 2.7m across all apartments allowing for greater sun penetration. Whilst depths of apartments typically range between 6m-7.3m, and 4.2m for living areas. The apartment planning principles employed across the site focus on several measures which improve amenity including solar access (see Element 4.1) and natural ventilation (see Element 4.2).</p> <p>For hotel rooms the typical depth is 7.6m, this includes bedroom, living, and kitchenette which is appropriate for the desired use and functionality.</p>

2.7 BUILDING SEPARATION	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
02.7.1 – New development supports the desired future streetscape character with spaces between buildings.	<p>Separation Requirements</p> <p>Under the provisions of LPS3, the Site is currently governed by an R80 coding. However, given the age of the Scheme it is not deemed to accurately reflect the 'desired future streetscape character'. The Draft TCPSP designates an RAC-3 coding for the Site, this coding is therefore more relevant when considering the 'desired future intent' of the streetscape.</p>
02.7.2 – Building separation is in proportion to building height.	<p>Based on this, building separation requirements are as follows:</p> <ul style="list-style-type: none">+ Ground - Level 3: Nil side and rear setbacks apply.+ Level 4-7: 9m separation is required from major openings of rooms, or the inside of balustrading of balconies.
02.7.3 – Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.	<p>Separation (neighbouring properties)</p> <p>Regarding building separation of adjacent lots, the proposed developments provides:</p> <ul style="list-style-type: none">+ A nil setback to the north and south, however, these edges do not include any major openings.+ The proposed development is setback 6.7m from the eastern property boundary, this includes a 3m rear setback plus Walt Drabble Lane itself. <p>The design is cognisant of the future development potential of the neighbouring properties, particularly to the east. A minor encroachment into the recommended 9m separation zone should be supported because:</p> <ul style="list-style-type: none">+ The neighbouring development to the east of Walt Drabble Lane is built to the boundary. This development is predominately commercial, single storey and of brick and weatherboard appearance with galvanised custom orb sheeting with a mix of sawtooth and hipped roof profiles. No habitable rooms or private open spaces are provided on the neighbouring properties. The proposed development will therefore not result in any adverse visual privacy impacts for occupants of the Site or neighbouring residents.+ Figure 15 illustrates the extent of overshadowing of the proposed development. It demonstrates that daylight access to neighbouring properties will only be impacted in the afternoon where a portion of the site is shaded.+ As per O2.2.4, should these neighbouring properties be developed for a residential use in the future, they form part of a large, consolidated landholding with substantial opportunities for coordinated redevelopment.
02.7.4 – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings	<p>Separation (within site)</p> <p>Building separation within the site carefully considers how the hotel and residential components relate to each other from a height perspective. The design endeavours to create a more desirable streetscape character by reducing the height of the hotel. The taller residential component is then setback a further 18m to the rear of the lot, so as to ensure a limited visual impact for pedestrians at street-level. This separation provides other opportunities (see O27.3 and O2.7.4).</p> <p>The hotel and residential components of the proposed development are separated by 5.4m to allow for the creation of a north-facing central communal open space at Level 1, that includes trees, landscaping and seating nodes where residents / hotel guests can sit and relax.</p>

PART 3: SITING THE DEVELOPMENT

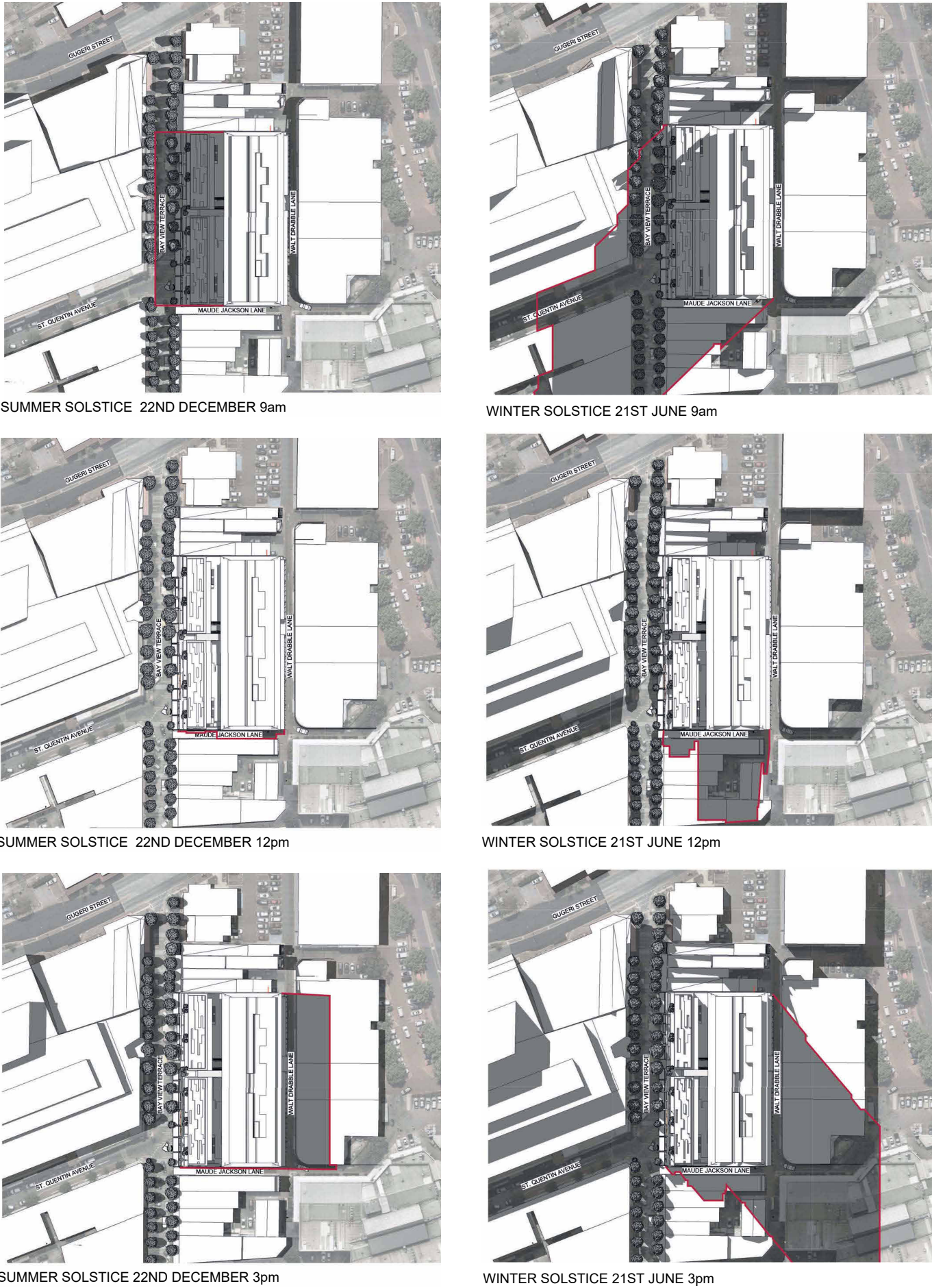
3.2 ORIENTATION

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
03.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.	<p>Nil setbacks along Bay View Terrace and Maude Jackson Lane, combined with a fine grain retail tenancy approach (at ground level) has ensured that the the proposed development provides an active and highly engaging ground plane. At upper levels, the proposed development also contributes to the activation of the precinct through ensuring passive surveillance into Bay View Terrace (from Level 1 Hotel Rooms), and Walt Drabble Lane (from commercial tenancies above).</p> <p>Within the site, the proposed development has been carefully oriented to optimise solar and daylight access into hotel rooms, apartments, and communal open spaces. Further information is provided in Element 4.1.</p>
03.2.2 – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	<p>The proposed tower form has been located / oriented at the rear of the Site to ensure limited overshadowing of Bay View Terrace (Refer Figure 15) in the afternoon.</p> <p>With regards to neighbouring properties, some additional overshadowing will occur to the east at Nos. 3-11 Leura Avenue. However, the nature of the current use means no overshadowing of any habitable rooms or private open space areas will occur. The diagrams demonstrate that daylight access to neighbouring properties will only be impacted in the afternoon where a portion of the site is shaded. As per O2.2.4, should these neighbouring properties be developed for a residential use in the future, they form part of a large, consolidated landholding with substantial opportunities for coordinated redevelopment to mitigate any potential impacts.</p>

3.3 TREE CANOPY & DEEP SOIL AREAS

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
03.3.1 – Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees.	<p>The Site is located in a highly urbanised area and has comprised a close to maximum build out for many years. There are no existing trees present on the site for retention, meaning the pre-development canopy condition will not be impacted. Bay View Terrace does include a number of Plain Trees which interface with the Site. These trees contribute to the leafy character of Claremont and provide important canopy coverage in the warmer months. The proposed development ensures no disruption to these trees, protecting their viability.</p>
03.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.	<p>With regards to new planting, the proposed development includes four (4) small trees in the Level 1 Communal Open Space. Overall canopy cover totals 76.146m² which represents an improvement on the pre-development condition. These trees will be implemented with heights of approximately 5m at day one.</p>
03.3.3 – 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.	<p>Due to building envelope and parking requirements set out in LPS3, provision of new deep soil was a challenge. To provide desired street interface outcomes and a workable parking and access solution, the design response for the proposed development has resulted in a basement which extends across the majority of the site boundary.</p> <p>The minimum 326.4m² of deep soil was not able to be provided. However, as per A3.3.7 where deep soil cannot be met planting on structure that is double the deep soil requirement is provided. For the proposed development this would require 652.8m² planting on structure. As demonstrated in the Landscape Concept (Appendix 4), 820m² or 2.5 times the shortfall has been provided.</p> <p>To ensure planting on structure areas can sustain healthy plant and tree growth, the majority of landscaped areas have a depth of 600mm or 1,000mm where trees are proposed allowing for healthy root growth. The Landscape Concept provides additional detail of species selection to encourage long term growth. Early involvement from a structural engineer (Appendix 9) has also been provided, to ensure that the proposed landscape approach is viable.</p>

Figure 15: Overshadowing Diagrams



3.4 COMMUNAL OPEN SPACE

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
03.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.	<p>The proposed development includes 46 dwellings, as such a minimum communal open space area of 276m² (92m² of which is to include accessible hard landscaped areas).</p> <p>Because the proposed development also includes 30 hotel rooms, communal open space well above the minimum requirements has been provided. This includes two primary areas of communal open space:</p> <ul style="list-style-type: none">+ 288m² of communal open space is provided on Level 1 (see Figure 16), this includes 73m² of accessible hard landscaped area. This generously sized space (8.8m x 12.5m) creates a sense of tranquillity and reflection, the use of water will ground the site with the surrounding landscape of ephemeral wetlands.+ In addition, 152m² of common area is provided on the Level 7 Rooftop; this is for exclusive use of hotel guests and residents. It includes seating, dining, lounge areas, and an outdoor balcony with views towards Freshwater Bay.
03.4.2 – Communal open space is safe, universally accessible and provides a high level of amenity for residents.	<p>The proposed design ensures that all communal open space areas are universally accessible. Both the Level 1 communal open space and rooftop facilities can be accessed via lifts from the primary street entry. Dwelling / hotel room orientation and lighting ensure passive surveillance and safety measures are achieved (A3.4.6). To further enhance the comfort of these spaces, building orientation ensures that the communal open space area on Level 1 is heavily landscaped (A3.4.4) and has access to direct sunlight from the north and west at different times of the day (A3.4.3).</p>
03.4.3 – 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.	<p>Communal open space has been designed to limit impacts on the habitable rooms (A3.4.7) to the east in the following ways:</p> <ul style="list-style-type: none">+ To mitigate the impacts of noise apartments are provided with appropriately sized walls and glazing.+ Due to its location on Level 1, light spill and overlooking into habitable rooms is highly unlikely due to the vertical separation i.e. apartments located on Levels 3-7.+ Impacts on residents will be minimised through management of common areas.

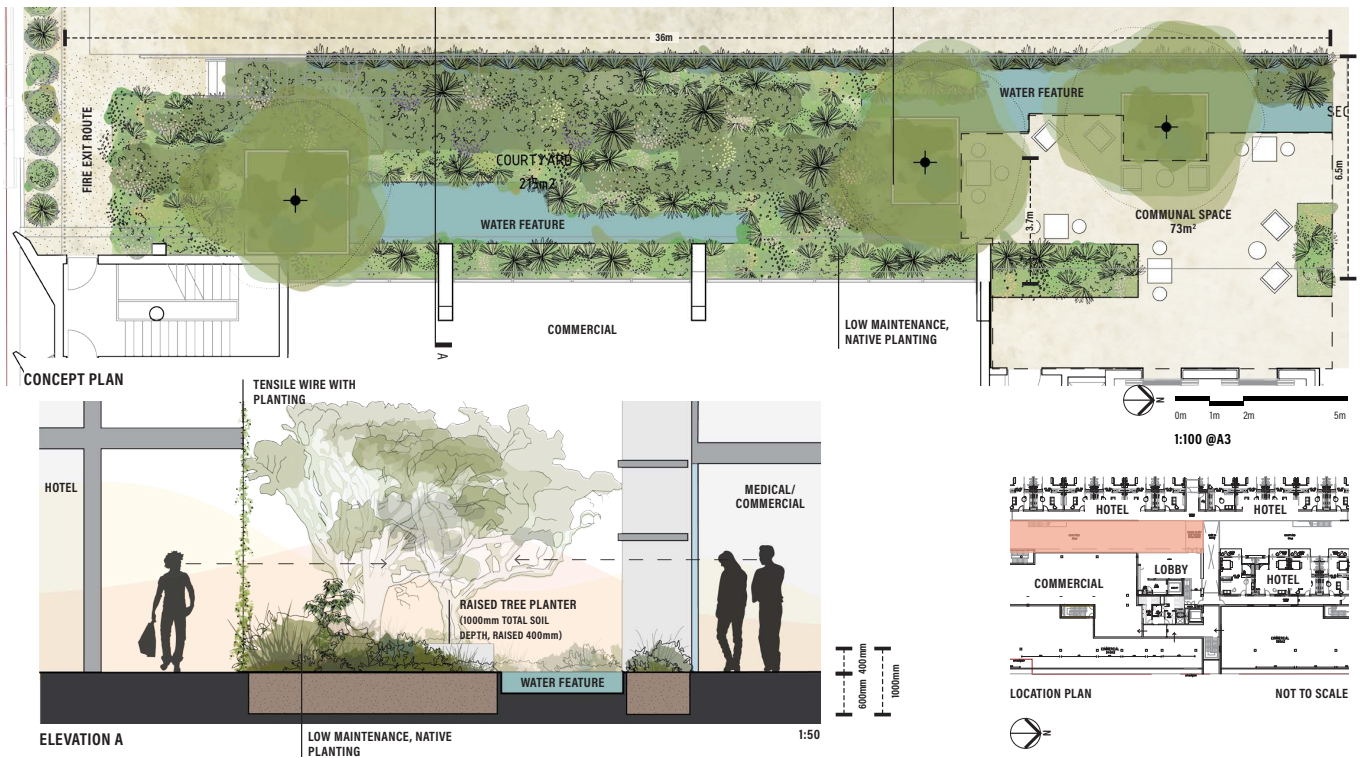


Figure 16: Level 1 Communal Open Space Design

Source: UDLA

3.5 VISUAL PRIVACY

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
03.5.1 – 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.	<p>Visual Privacy (Neighbouring Properties)</p> <p>A3.5.1 of the R-Codes sets out visual privacy setbacks for side and rear site boundaries. The siting and orientation of the apartment component, includes both west and east facing dwellings.</p> <p>For western facing apartments:</p> <ul style="list-style-type: none">+ All living spaces are provided with at least one major external outlook, designed to ensure unobstructed outlook for both living and dining spaces resulting in at least 6.5m of unimpeded view externally. The proposed development meets all minimum separation requirements to the west should apartments ever be developed.+ Corner apartments to include a secondary outlook from the dining spaces to the north or south with external drenchers provided. Glazing located on the northern and southern façades overlook existing roof forms of single storey retail tenancies along Bay View Terrace with no views provided into existing private open spaces or residential tenancies. <p>For eastern facing apartments:</p> <ul style="list-style-type: none">+ All living spaces for these apartments are provided with at least one major external outlook. These apartments have been designed to provide an external outlook for living spaces and private open spaces for apartments from Level 3-6. 3 Bedroom Apartments on Level 7 have been designed to provide an external unobstructed outlook for both living and dining spaces resulting in at least 6.5m of unimpeded view externally.+ The proposed development is required to have a setback of up to 6m for the Level 3 apartments, and 9m for Levels 4-7 to the neighbouring properties (to the east). Levels 3-6 are setback 6.7m and Level 7 is setback 7.4m, both of which are measured from the rear of the balustrade line of the apartment balcony to the neighbouring lot boundary. This means a variation to the acceptable outcome between 1.6m - 2.3m is sought. <p>Justification for this minor variation is provided in response to Element 2.7.</p> <p>Visual Privacy (Into the Site)</p> <p>There is a need to balance the need for daylight access and quality outlook with visual privacy for residents. All apartments are oriented to provide views external to the site which ensure that views from at least one major opening is not obscured by a screen (A3.5.3).</p> <p>To manage visual privacy into these apartments, the following is provided:</p> <ul style="list-style-type: none">+ All west facing apartments are unscreened for at least 25% of their perimeter with screening provided to bedroom areas only.+ Level 3-6 east-facing apartments are vertically screened to all major private open spaces due to the adjacency with the neighbouring ground floor retail tenancies located on Walt Drabble Lane. Framed views are provided to the northeast overlooking Claremont on the Park and Claremont Showgrounds and the southeast overlooking the Swan River and Applecross the angling of this view further extends the perceived overlooking to 9.5m.+ Level 7 east-facing apartment balconies are vertically screened to all major private open spaces. These apartments are all separated by party walls which extend past each balcony line mitigating any views into habitable rooms and private open space areas.

3.6 PUBLIC DOMAIN INTERFACE

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
03.6.1 – The transition between the private and public domain enhances the privacy and safety of residents.	As a mixed use development, the public domain extends into the ground floor of the Site with an internal walkway which permeates through. This will be a controlled access walkway which will be closed outside of business hours to enhance the safety and security of residents. In addition, all apartments are located on Level 3 and above to ensure appropriate separation. On Level 7 access into apartment portion of the building is separate from the Hotel/ Communal Open Space. Residents and hotel guests will also have secure access requiring in line with contemporary apartment buildings.
03.6.2 – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	<p>The proposed development shares a boundary with Bay View Terrace and two laneways: Maude Jackson Lane and Walt Drabble Lane. As a mixed use development, the building’s design ensures that street amenity and safety of the public domain are at the forefront of the design.</p> <p>The proposed development contributes to street activity with numerous retail tenancies interacting with the street at ground level on all interfaces. At upper levels, hotel room, apartment balconies, and commercial offices are oriented towards the street to provide passive surveillance of all street / laneway frontages.</p> <p>The proposed development's interaction with the street is enhanced when compared to the existing development on site, particularly along both laneway frontages which include higher degrees of activation.</p>

3.7 PEDESTRIAN ACCESS & ENTRIES

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
03.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.	<p>The primary pedestrian entry is connected via a legible, well-defined, continuous path of travel from the existing footpath on Bay View Terrace, through to lift lobbies and stairways (A3.7.1). Access points have good weather protection (A3.7.2), are well-lit, and visible from the street with limited opportunities for concealment (A3.7.3).</p> <p>The secondary entrance on Walt Drabble Lane does interface with the rear service lane, however, this is a low speed environment with limited traffic flows to ensure safety of residents and visitors (A3.7.4).</p>
03.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.	<p>The primary building entrance is clearly identifiable from Bay View Terrace, located between ground floor retail tenancies. Details on the proposed approach are provided in the Design Statement (see Section 3.2).</p> <p>This primary building entrance permeates through the site, providing connectivity to the secondary entrance at the rear, via Walt Drabble Lane. To further enhance the safety and security of residents, this accessway will be closed to the public after hours.</p>

3.8 VEHICLE ACCESS

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
03.8.1 – Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.	All vehicle access into the proposed development is serviced via Walt Drabble Lane at the site’s rear. This includes access to the basement ramp, service vehicle access, and at-grade commercial parking. To minimise potential conflicts between pedestrians and vehicles in the laneway, the basement ramp and secondary entrance are separated by more than 25m. The driveway width has been designed to allow for two way vehicle movement and is compliant with relevant Australian Standards (A3.8.6).
03.8.2 – Vehicle access points are designed and located to reduce visual impact on the streetscape.	Vehicle access points are located away from the primary street with all access from the rear laneway. This ensures no impact on the streetscape.

3.9 CAR & BICYCLE PARKING

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
03.9.1 – Parking and facilities are provided for cyclists and other modes of transport. <i>Note: Bicycle parking and EOTF ratios are obtained from LPP 127.</i>	<p>The needs of cyclists have been well considered in the design of the building in an attempt to provide alternatives to the private car. As described in Table 10, the proposed development is required to provide 23 resident bays, and 4 visitor bays to cater for cyclists.</p> <p>To service the apartments the following has been proposed:</p> <ul style="list-style-type: none">+ 44 secure resident bicycle parking bays (excess of 21 bays) which are located in the basement behind a secure and lockable gate;+ 6 visitor bicycle parking bays (excess of 2 bays) which are provided in the basement.
03.9.2 – 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. <i>Note: Car parking ratios are obtained from LPS3.</i>	<p>Based on the Site’s location (Location A), apartment yield, and dwelling mix, the proposed development has a maximum total parking requirement of 46 bays for residents (1 per apartment) and 7 bays for visitors. These standards have been met with a surplus of 17 bays. Given the Site’s central location, access to public transport, and highly walkable surroundings this approach is considered appropriate.</p> <p>For the hotel component 10 total bays are provided, this includes 8 in the basement, and 2 at-grade in Walt Drabble Lane which will be used for hire cars provided by the hotel. Parking ratios which apply to the proposed development for the hotel and other non-residential uses are provided in LPS3. Parking provision and supporting commentary is provided in Table 8 and Section 4.2.3.</p> <p>All resident parking bays have been future proofed with necessary infrastructure to support electric vehicle charging points.</p>
03.9.3 – Car parking is designed to be safe and accessible.	Safe and accessible car parking has been designed in accordance with AS2890.1 and is integrated within the development (A3.9.4). All ramps, parking spaces and circulation areas have had consideration for these standards to ensure vehicle movement and access to parking is safe and legible for residents and visitors alike.
03.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	<p>Resident car parking is located behind the setback line in a basement and is not visible from the primary street with access from the rear laneway only.</p> <p>Six bays (including two ACROD bays) are provided at-grade for use of the medical facility / hotel, with access from the laneway. These bays are screened from view outside of work hours with a lockable roller door.</p>

PART 4: DESIGNING THE BUILDING

4.1 SOLAR & DAYLIGHT ACCESS

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.1.1 – 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.	<p>Situated in Climate Zone 5, the proposed development promotes climate sensitive design by ensuring that 100% of apartments receive at least 2 hours of direct winter sunlight to habitable rooms and/or private open space areas.</p> <p>The apartments are orientated to enable predominately western and eastern daylight, this responds to the street block orientation along Bay View Terrace which runs in a north south direction. Corner apartments (two plus study) include northern and southern glazing to all levels. All glazing is full height to apartments with full width glazing to the majority of living and bedroom spaces.</p> <p>Glazing is provided to apartment lobby spaces fronting west these include shading devices to mitigate the lower afternoon summer sun. With the extension of apartment walls beyond the apartment balcony these walls allow indirect light into apartments along with direct sunlight as required under this section of the apartment guidelines.</p>
04.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.	<p>Internal apartment layouts ensure that well used spaces such as the kitchen are brought closer to the glass line (than is typical of many current market designs). All habitable rooms include at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the internal floor area and comprising a minimum of 50 per cent of clear glazing.</p> <p>Floor to ceiling heights as described in 02.6.3 also allow for greater light penetration, with a consistent 2.7m height (living spaces) provided from Level 3 - Level 7.</p>
04.1.3 – 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.	<p>Shading and glare control have been carefully considered in this proposal; in particular for Levels 3-7 a mixture of vertical and horizontal screening to the façade has been provided. For the Hotel on Level 1-2 as the façade fronting Bay View Terrace faces west a perforated screening element has been provided to mitigate the summer sun. Occupants of the hotel can open and close the screen throughout the day adding life onto Bay View Terrace, whilst at night the artificial light from the hotel behind permeates through the perforated screen with a flickering of light.</p> <p>The development incorporates shading and glare control to minimise heat gain and glare with vertical shading devices provided to all bedrooms where balconies are minimal in width.</p>

4.2 NATURAL VENTILATION

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.2.1 – Development maximises the number of apartments with natural ventilation.	<p>As demonstrated on Figure 17, 30% of apartments are capable of being naturally cross ventilated (A4.2.2).</p>
04.2.2 – Individual dwellings are designed to optimise natural ventilation of habitable rooms.	<p>As demonstrated in Element 2.6 the apartment building depth has been limited to 20m, this means that A2.6.1 has been satisfied. Where single aspect apartments are proposed:</p> <ul style="list-style-type: none">+ The glazing provided is a mixture of full width sliding doors and full height louvres;+ Apartment depths have been minimised;+ Openings are provided in 2-3 rooms and connecting doors are located at the rear of the room rather than adjacent to the windows; and+ Top-floor apartments include clerestory glazing which can be openable allowing removal of hot air as it rises.
04.2.3 – Single aspect apartments are designed to maximise and benefit from natural ventilation.	<p>The Site's orientation also benefits from consistent breezes including cooling south westerly winds in the afternoon allowing natural cooling of west-facing apartments.</p>



Figure 18: Solar Access Diagrams.

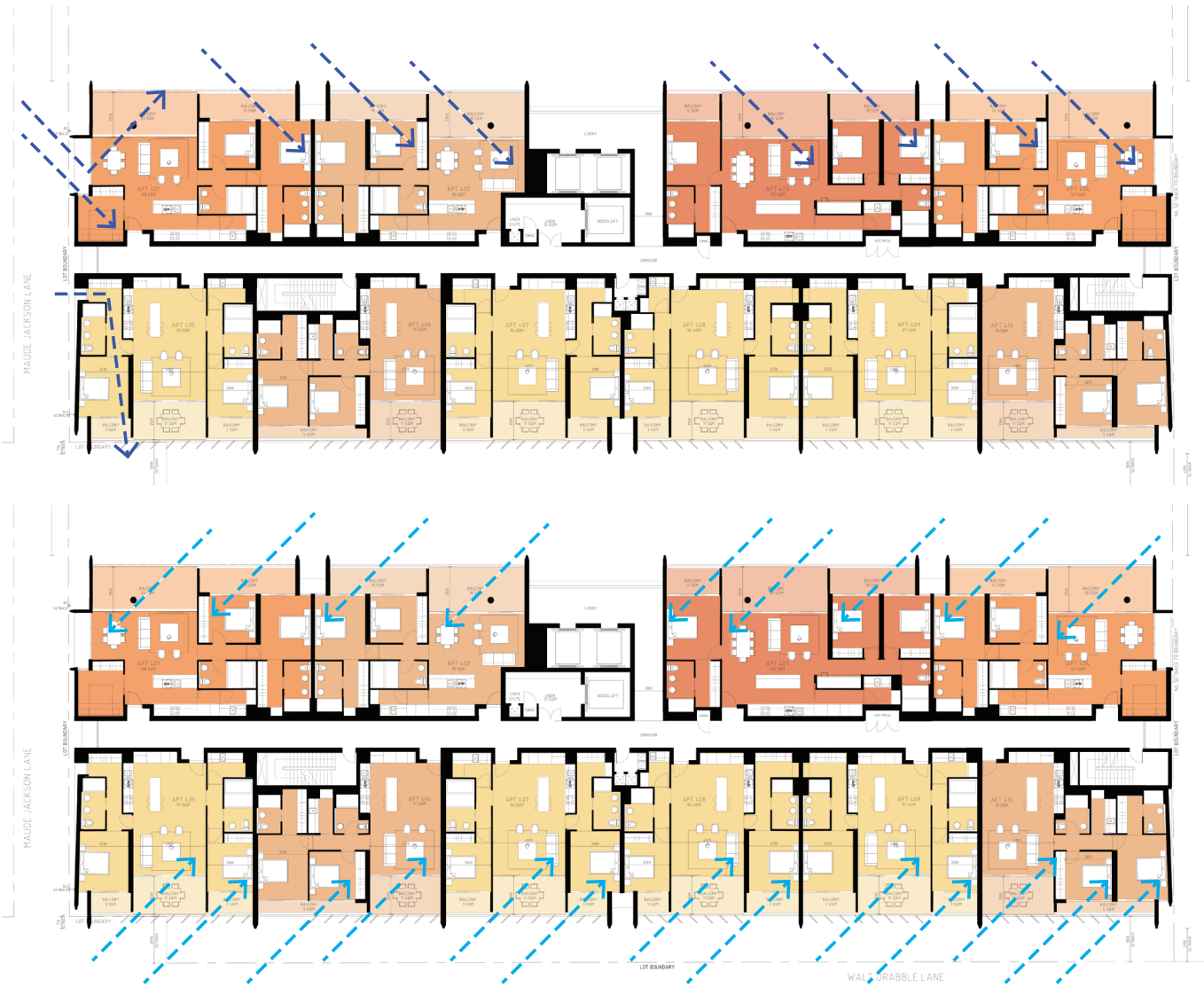


Figure 17: Natural Ventilation Diagrams

4.3 SIZE & LAYOUT OF DWELLINGS	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.3.1 – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.	All apartments and their habitable rooms have been designed to exceed the minimum internal floor areas specified in A4.3.1 and A4.3.2. The greater internal living areas are deliberate in providing for local market needs, enabling people to transition to apartment living with enough flexibility that does not compromise existing lifestyle options. For the hotel component, all rooms are considered 'studio apartments' as they consist of one habitable room that combines kitchen, living and sleeping space. These rooms all have an internal floor area between 41-45m ² , exceeding the minimum requirement.
04.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	Habitable rooms are appropriately located and have dimensions that aim to maximise access to natural light and ventilation. This is achieved through minimising depths of living spaces for the single aspect apartments / hotel rooms to 4.2m (A4.3.4) and providing generous ceiling heights of 2.7m for living spaces (A4.3.3).

4.5 CIRCULATION & COMMON SPACES	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	The proposed development ensures that the building designs provide functional, safe, comfortable and universally accessible circulation spaces. Corridor dimensions are typically 1.8m (exceeding the minimum 1.5m), and safety is prioritised through controlled access and clear wayfinding and legibility.
04.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	Levels 3-7 of the apartment building includes a central circulation corridor which provides universal access for residents to traverse between their apartments and the lift lobby (A4.5.2). Common corridor spaces to all apartment levels include glazing to the full width and height of the corridor providing natural daylight. Level 7 common corridor includes clerestory glazing fronting west enabling sun light into the corridor in late afternoon. Three light sources to the north, south, and west allow natural light into the corridor during the day with nighttime illumination not causing light spill into adjacent apartments. Internal apartment layouts have been carefully designed to ensure no bedrooms or habitable rooms open up onto the corridor.

4.6 STORAGE	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.	Storage is critical to apartment design, allowing residents to store larger, bulkier items outside of their apartments. The proposed development ensures that each apartment is provided with a store room in the basement. These meet the minimum dimension requirements in A4.6.1: + x2 Bedroom Apartments: 4m ² + x3 Bedroom Apartments: 5m ² All storage rooms satisfy minimum dimensions (1.5m) and heights (2.1m). <i>Note: No storage rooms have been provided for the hotel rooms as this is not a typical requirement for hotel developments.</i>

4.4 PRIVATE OPEN SPACE & BALCONIES	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity.	All apartments and hotel rooms are provided with private open space that meets or exceeds the dimensions specified in Table 4.4 / A4.4.1 of the R-Codes. These spaces are all directly accessible from either a living room and/or bedroom, supporting indoor/outdoor living opportunities for residents / hotel guests.
04.4.2 – Private open space is sited, oriented and designed to enhance liveability for residents.	The design response prioritises the relationship between private open space and interior rooms. It ensures that the orientation of private open space areas (where possible) optimise the outlook from these spaces with views. As demonstrated in Element 3.5 where private open space requires screening to achieve privacy requirements, this does not come at the expense of quality outlook with perforated / angled screens allowing articulated views. Further as described in Element 4.1 and 4.2, private open space areas optimise solar access and natural ventilation to these spaces and their adjacent habitable rooms (see Figure 19).
04.4.3 – Private open space and balconies are integrated into the overall architectural form and detail of the building.	Balconies and private open space areas are integrated into the overall form and aesthetic of the building design, this includes consistency in materiality. Where screens are provided on the western and eastern façades, the materiality complements that of the building to provide a consistent and appealing exterior aesthetic (see Element 4.10 Façade Design for further information). No services, air conditioner units etc. are provided in private open spaces to enhance their quality and useability.

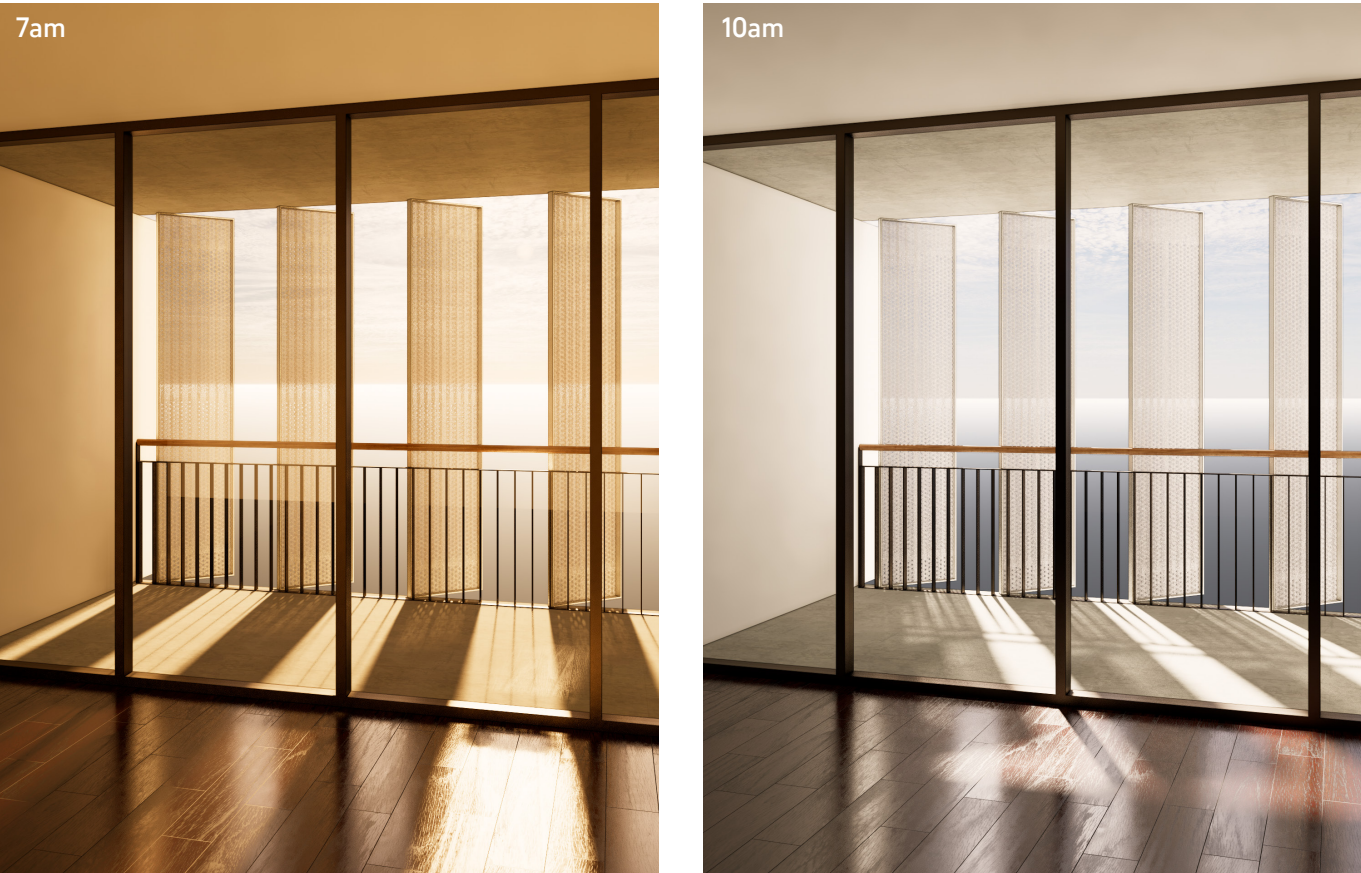


Figure 19: Solar Access Eastern Apartments

4.7 MANAGING THE IMPACT OF NOISE	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.7.1 – 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.	<p>The Acoustic Report provided in Appendix 8 demonstrates that the proposed development will not be adversely impacted by external noise sources associated with road or rail noise. The Acoustic Report has determined that the main source of external noise intrusion would be from existing hospitality venues. To mitigate this:</p> <ul style="list-style-type: none">+ The apartment component of the building has been set back 18m from Bay View Terrace, this allows the Ground Floor Retail and Level 1-2 Hotel Rooms to act as a shield which protects residents from external noise.+ Minimum acoustic specifications for both glazed and non-glazed elements of the façade are proposed in the Acoustic Report to help mitigate any potential noise intrusion, particularly on the western façade which is a primary source of solar access. <p>The main sources of internal noise from the proposed development are expected to be from mechanical services (such as air-conditioning plant), loading and deliveries, waste collection, and noise from patrons of the hotel balconies and ground level food and beverage tenancies. Mitigation measures include:</p> <ul style="list-style-type: none">+ Dwelling layouts ensure that habitable rooms (particularly) bedrooms are generally located away from common areas (e.g. corridors, communal open space) and mechanical sources of noise (e.g. lift shafts).+ Where apartments do overlook the Level 1 Communal Open Space, they are provided on Level 3 and above with habitable rooms more than 3m away (A4.7.2).
04.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.	<p>The Acoustic Report provided in Appendix 8 demonstrates that appropriate treatments will be implemented to reduce noise transmission within the development, this includes specifications for design of walls, floors, and doors. This will ensure compliance with Part F5 ‘Sound Transmission and Insulation’ of NCC 2019 (Amendment 1).</p> <p>Management of external noises sources will be as above.</p>

4.8 DWELLING MIX	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	<p>The proposed development includes 46 dwellings which includes:</p> <ul style="list-style-type: none">+ 29 x 2 bedroom dwellings;+ 9 x 2 bedroom + study dwellings; and+ 8 x 3 bedroom dwellings. <p>Demographic data (through the ABS) suggests that residents in the Town of Claremont are generally more affluent when compared to Greater Perth. The Town also has an older population. These findings are evidenced in the Draft TCPSP which states that <i>“the provision of additional diversity of housing close to amenity will also be a critical element of supporting ageing in place for long-term residents who seek to downsize from Claremont’s traditional, large single dwelling homes to smaller, more manageable high-density options close to services”</i>.</p> <p>By providing primarily 2-3 bedroom dwellings suitable for downsizers, the proposed development aligns with the intent of the local planning framework. It is important to note too that the proposed tenancy model is build to rent which provides a flexible tenure option for people who may wish to rent long-term with added security of tenure.</p>

4.10 FAÇADE DESIGN	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.	<p>The architectural expression of the building reflects the characteristics of Claremont and the unique environmental considerations of the location throughout the year. The material palette selected reflects a sense of permanence and grounding of the building into Claremont. The materials selected for the lower levels of the building reflect a heaviness and solidity and are matched with a darker material palette. As the building extends vertically the balconies and external walkways reflect a material change with a lightness and thinning down of the material reflecting the lightness of the veranda extending around the Claremont Hotel and the expressed party walls of the existing retail built form to Bay View Terrace.</p> <p>Bay View Terrace (Ground Floor)</p> <p>The ground floor retail frontage reflects the heritage of the Claremont Town Centre through retention, amplification and reflection. As described in Section XX, a number of elements of the original built form fronting Bay View Terrace have been retained. All new elements provided to these façades are aimed to amplify the retained elements with a change in material and finish as a juxtaposition with the original fabric. New elements reflect the characteristics of the original window box, clerestory glazing and inset doors as was prominent along Bay View Terrace. For the two new retail tenancies the height of these tenancies align with the existing retained built form with the party walls reflected externally. Retail glazing provided between the parapet edge and party walls reflects the characteristics of the past in a ghost like material palette.</p> <p>Maude Jackson Lane (Ground Floor)</p> <p>Is a mixture of both existing retained built form and new retail frontage. The existing brick wall fronting Bay View Terrace has been cut back to its original length with two of the original openings in the wall reinstated with glazing reflecting the characteristics of Bay View Terrace with smaller planter boxes included. Two new openings in the wall reflect the window boxes of Old Theatre Lane although in this instance these openings act as integrated seating further extending the alfresco dining opportunities. The remaining Maude Jackson Lane frontage provides a transparent retail box fronting the lane with the aim to visually widen the perceived width of Maude Jackson Lane.</p> <p>Walt Drabble Lane (Ground Floor)</p> <p>The façade design along Walt Drabble Lane is a mixture of retail and service spaces. Retail spaces are glazed providing life onto Walt Drabble Lane with external alfresco opportunities with the service spaces reflecting a heaviness and permanence to the built form reflected in the darker material palette or a carving out of the building with a mixture of colour and lightness. Planting in ground and vertically to the external fabric extends along Walt Drabble Lane.</p> <p>Hotel Suites (Level 1-2)</p> <p>The hotel suites fronting Bay View Terrace act as a juxtaposition between the Bay View Terrace retail frontage below and the built form above. As the façade fronting Bay View Terrace faces west a perforated screening element has been provided to mitigate the summer sun. Occupants of the hotel can open and close the screen throughout the day adding life onto Bay View Terrace, whilst at night the artificial light from the hotel behind permeates through the perforated screen with a flickering of light. The perforated screen opens out on its northern and southern ends enabling hotel guests framed views to the north and south.</p>

4.10 FAÇADE DESIGN

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
	<p>Commercial (Level 1-2)</p> <p>The commercial on Level 1-2 extends up to the northern, southern and Walt Drabble lot boundary whilst opening out onto the internal courtyard. Larger openings onto the internal courtyard are provided from Level 1-2 onto the internal garden. Whereas angled framed views north and south down Walt Drabble Lane are created by the external glass reinforced concrete (GRC) screen. This GRC Screen changes in appearance throughout the day whilst enabling views down Walt Drabble Lane increasing surveillance and safety.</p> <p>Built Form (Level 3-7)</p> <p>The façade to these levels reflects the internal functions of each floor with the party walls of each apartment extending out beyond the building line in much the same way as the expressed party walls of the retained built form to the ground floor along Bay View Terrace. These walls finish at a thin edge reflecting a fineness at the building edge and further framing the views from the spaces within.</p> <p>This framing approach is reflective of all the rooms from Level 3-7 where walls extend from the interior spaces out to provide both smaller intimate balcony spaces for bedrooms and a framing of the varying views to from all sides of the building. As the building extends higher the balconies to Bay View Terrace frontage extend out to provide further shading to each floor below. Screening to the façade has been provided to areas requiring it with a mixture of vertical and horizontal screening. This screening varies depending on the frontage and need.</p> <p>The northern and southern façades located adjacent to the neighbouring lot boundaries have been crafted with a mixture of materials and colours to articulate to façade throughout the day. Many of the walls on these boundaries are setback so as to provide a change in shadow cast on the façade.</p>

4.11 ROOF DESIGN

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
<p>04.11.1 – Roof forms are well integrated into the building design and respond positively to the street.</p>	<p>The proposed development includes two roof components: the hotel roof above Level 2 fronting Bay View Terrace (see 04.11.2), and main building roof above Level 7.</p> <p>The main building roof located above Level 7 reflects a lighter pavilion form, with a number of skillion roof forms extending out to a fine edge; this reflects the similar approach taken to the expressed walls of the building below. There are three components of the main building roof:</p> <ul style="list-style-type: none">+ Balcony Edge Roof Form - The balcony edge roof form reflects a similar height at its edges to the floor-to-floor height of the apartments below resulting in a lower overall perceived building height and a framing of the external views from the Level 7 spaces. The lower roof height also mitigates summer sun in the late afternoon from entering the living spaces on the western face of the building. The soffit of this roof projects a level of warmth, whilst also extending internally to form a light shelf for the clerestory glazing above.+ Higher Main Roof Form - The higher main roof form is setback from the building envelope and provides for a higher floor to ceiling height for the upper-level spaces. This roof form provides for eastern and western fronted clerestory glazing and a framing of the sky.+ Corridor Roof Form - The corridor roof form extends the entire length of the development in a north south axis its higher pitch enables clerestory glazing to the west. This glazing provides for a wash of natural daylight in the afternoon periods of the year along the full length of the corridor as the sun sets to the west.

4.11 ROOF DESIGN

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
<p>04.11.2 – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.</p>	<p>The proposed development includes useable roof space to support its amenity and sustainability goals, this includes:</p> <ul style="list-style-type: none">+ A roof garden is located above the hotel and provides a low minimal roof as seen from Bay View Terrace. To make this possible AC Units for the Hotel are connected to the main building. This roof is concrete and includes a 600mm roof garden along the entire length of Bay View Terrace. The planting selections for the roof garden provide a similar selection of plants that would have been within the Bay View Terrace locality prior to European settlement further reflecting the character of the area. The roof garden also acts as a visual aid for those viewing the roof above Level 2. Services on this roof are minimal as indicated on the documentation; and+ The higher main roof form provides for a 100kw photovoltaic panels to its full length, which are oriented to optimise solar collection. <p>Where building services are provided on the roof, such as air conditioner units these are not able to be seen from the street or adjoining developments as they are screened by the higher main roof form which mitigates any potential views.</p>

4.12 LANDSCAPE DESIGN

ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
<p>04.12.1 – 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.</p>	<p>As described in Element 3.3 the proposed development includes a generous planting on structure approach with 819m² provided. Key elements of the Landscape Design include:</p> <ul style="list-style-type: none">+ Ground level greening in Walt Drabble and Maude Jackson Lanes;+ Substantial landscaped areas in Level 1 including the communal open space and secret garden, designed to soften the built form and to enhance and frame key views from the building’s interior spaces.+ The proposed designs, and material/planting selections respond directly to the ‘leafy suburbs’ of Claremont and the landscape spaces are underpinned by traditional garden design principles and reflect the eclectic nature of the existing gardens and streetscapes.
<p>04.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.</p>	<p>The species selected are confirmed as being suitable for planting in areas of constrained root space, such as on structure and in pots. They are also suitable for a range of site conditions including areas of high sun exposure and areas of overshadowing.</p> <p>The overall approach was to select species which: reflect the endemic species; maximise longevity to minimise ongoing replacement; lower levels of maintenance; and are drought tolerant.</p>
<p>04.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.</p>	<p>Water efficient irrigation will be provided in landscape areas to support establishment and ongoing plant health. Opportunities for the harvesting and reuse of water on site will be investigated in future design stages.</p>
<p>04.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.</p>	<p>The design has been developed in close collaboration with the project architects to ensure landscape outcomes are reflective of the design intent, protect heritage façades and allow sufficient soil depth to support long term quality of planting.</p>

4.14 MIXED USE	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.14.1 – Mixed use development enhances the streetscape and activates the street.	<p>The land use mix for the proposed development is described in Section 3.1.</p> <p>Design of the ground plane will ensure that the proposed development successfully integrates into the Claremont Town Centre. Numerous retail tenancies are provided all of which are directly accessible from the primary street or adjacent laneways. Tenancy design includes careful attention to materiality, shopfronts, and awnings to create a fine grain idiosyncratic streetscape that is respectful of the Claremont Village Character.</p> <p>These ground floor tenancies complement the hotel and residential uses by offering convenient access to retail, dining, and entertainment uses which will create activation at different times of the day.</p>
04.14.2 – A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.	<p>The proposed development ensures a safe and quality environment for residents by managing the inclusion of non-residential uses in the following ways:</p> <ul style="list-style-type: none">+ Design of building entries has had consideration of CPTED principles, including being well-lit and avoiding places for concealment;+ Residential car parking can be accessed securely and exclusively by residents and their guests via the driveway which includes a lockable gate;+ Waste storage areas for residents are clearly separated from both the hotel and commercial storage areas;+ Potential noisy areas are located at ground level and are oriented towards Bay View Terrace or Maude Jackson Lane and the residential component of the building is also set back 18m from Bay View Terrace. This helps mitigate potential issues with both noise or light spill.+ Whilst the primary building entrance is shared, the residential lobby and lifts are separated from commercial lifts and are clearly distinguishable. Further, to maximise the safety of hotel guests and residents, the internal walkway will have controlled access and will be shut after hours.

4.15 ENERGY EFFICIENCY	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.	<p>The overall design approach has been to ensure careful attention to the siting and orientation of all apartments, to maximise the passive benefits of the local climate.</p> <p>Element 4.1 and 4.2 demonstrate the proposed development incorporates a high-quality design approach that will deliver energy efficient outcomes. This is evidenced by the Sustainability Report (Appendix 5) which demonstrates that all apartments exceed the minimum NatHERS requirements by 0.5 stars (A4.15.1). The average rating is 7.6 which represents 2.6 above the minimum requirement.</p> <p>Other initiatives being implemented include:</p> <ul style="list-style-type: none">+ Provision of 222 100kw photovoltaic panels on the main roof, oriented to optimise solar collection.+ Hot water systems that are more energy efficient than electric storage units, this will include domestic hot water moving away from electric storage units.+ Implementation and utilisation of energy efficient white goods.

4.16 WATER MANAGEMENT & CONSERVATION	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.16.1 – Minimise potable water consumption throughout the development.	<p>To help minimise water consumption across the proposed development, the following is proposed:</p> <ul style="list-style-type: none">+ The apartments and hotel suites are to be individually metered for water usage.+ The project will provide fittings and appliances with the below WELS ratings (minimum):<ul style="list-style-type: none">- Taps – 5 Star- Urinals – 5 Star- Toilet – 4 Star- Showers – 3 Star- Dishwashers – 5 Star- Washing machines – 4 Star+ Landscape design to include a mix of Australian native, drought tolerant and hardy species such as succulents to improve success and minimise water use. This combined with a waterwise irrigation design minimises water use and maximises distribution efficiency to further reduce irrigation demands.
04.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.	<p>All catchment areas of the building including the communal open space located on level-1 will incorporate a stormwater drainage system sized to manage a 1:100 year (1% AEP), 5-minute storm event in accordance with AS/NZS3500 Part 3 and the NCC. In addition to the primary drainage system, an ‘overflow’ system will be sized to cater for 100% of the design (1:100 year) rainfall event. Small rainfall events have little impact on the proposed drainage system.</p>
04.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	<p>The proposed stormwater retention system is designed to cater for a 1:100 year (1% AEP), CRITICAL storm event in accordance with AS/NZS3500 Part 3 and the NCC. This ensures the system will operate and manage a CRITICAL event as intended and without flooding where a suitable flood route does not exist.</p>

4.17 WASTE MANAGEMENT	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.	<p>Waste Management requirements are described in Section 3.3.1 and the WMP provided in Appendix 7 (A4.17.1 and A4.17.2).</p> <p>The proposed ground floor plan (Appendix 2) demonstrates how the identified waste management requirements will be accommodated (A4.17.3). Spatially, this will include four bin stores all of which are located on ground level in secure and separate rooms. Collection is proposed to occur from Walt Drabble Lane, ensuring that waste storage facilities do not impact on resident / visitor amenity and are not visible from the streetscape, building entrances and private dwellings (A4.17.4).</p>
04.17.2 – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	<p>As set out in the WMP, the building management team will be responsible for overseeing the waste management systems. This will include:</p> <ul style="list-style-type: none">+ All residents and commercial tenants will be made aware through a body corporate document (or equivalent) of the waste and recycling systems and how they should be used.+ Building management will be responsible for the continuing education of residents on correct segregation of waste, recyclables and FOGO and usage of the dual chute system within the residential component of the building.+ Communication to residents about correct use of the chute system will be ongoing, using formats such as good signage at the chute hatches, newsletters, noticeboards, social media, etc. <p>These mechanisms have been put in place to ensure that recycling is safe and convenient for residents, minimising waste to landfill.</p>

4.18 UTILITIES	
ELEMENT OBJECTIVES	JUSTIFICATION AND COMMENT
04.18.1 – The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.	<p>The proposed development site is serviced with all necessary urban services and utilities. The proposed development will be fit for purpose and capable of meeting the needs of residents, serviced with power, water, wastewater, and fire services.</p> <p>This also includes installation of fibre throughout the site and to every dwelling ensuring fibre-to-premises telecommunications/broadband connectivity.</p> <p>Basement has been future proofed (e.g. cables and cable trays) to allow future provision of electrical vehicle charging points to all bays.</p> <p>It is to note that preliminary review and input has already been undertaken by service consultants such as Electrical, Hydraulic, Mechanical and Fire. Engagement with the Department of Fire and Emergency Services (DFES) and Western Power has already been undertaken (including lodgement of an application regarding substation location and design).</p>
04.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	<p>All utilities are located in accessible locations for maintenance and do not restrict the safe movement of pedestrians or vehicles.</p>
04.18.3 – Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.	<p>All utilities will be integrated into the building design and/or landscaping, and are not visually obtrusive to key frontages, or from the communal open space.</p> <p>This includes a combination of incorporating services within the building design, concealing plant areas in basements and a roof design which conceals air-conditioning units.</p> <p>For the hotel component, air conditioning units extend across to the main residential built form mitigating the need to provide services on the hotel roof.</p>
04.18.4 – Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies.	<p>Internal apartment layouts ensure that utilities (such as laundries) within each dwelling are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.</p> <p>Both the hotel and residential component also have access to a linen chute with house keeping services.</p>



Perspective Maude Jackson Lane Looking West

05



COVID-19 ECONOMIC RECOVERY

5.1 ECONOMIC BENEFITS

5.3.1 PROJECT COSTINGS / FUNDING

The proposed development is valued at \$65 million, which is more than triple the significant development threshold (\$20 million) identified in Part 17 of the *Act*.

The development is self-funded and is not reliant on obtaining bank funding or apartment pre-sales prior to development commencing. Further, as the proposed apartments are build to rent, the Applicant does not need to wait to commence construction.

5.3.2 PROPOSED CONSTRUCTION TIMEFRAME

‘Shovel-readiness’ is a term used to define how soon a project can commence, with relation to delivery elements such as funding, design, and construction planning. The following elements help to define the ‘shovel-readiness’ of the proposed development:

- + The Applicant has been acquiring the land which makes up the subject site over the past 35 years, demonstrating decades of experience leasing retail in the Claremont Town Centre.
- + As described in Section 2.4, the Applicant has carefully considered the proposed land use / tenant mix, and is in advanced discussions with all existing tenants as all current leases expire in the next two years. The Applicant is carefully managing this process by:
 - Encouraging all existing tenants to stay in newly built and expanded tenancies, as is evidenced on the 1st and 2nd floor commercial plans. This space has been designed with the Chemist, General Practitioner, and associated services being retained and growing with other medical services.
 - Not offering new leases. If a retail outlet is sold during the next two years the proponent will meet with the new tenant and advise of the development. An example of this has already occurred for the new owner/tenant for the Nolita tenancy. The respected Il Lido Cottesloe operators will be moving in and they have advised they would like to work with the Applicant on the design of a new tenancy when the time is right.
- + The Hotelier is well respected in WA and Asia Pacific having developed the first Small Luxury Hotel in West Perth as well as many other hotels/resorts in the Southwest Region. This experience will guarantee a global penetration as well as enhancing the foot traffic at night to the restaurants/bars, shopping, and other facilities due to the highly marketable mix of uses and the development location as well as the architectural design and range of on-site retail offerings.
- + The Hotel has a Heads Of Agreement in place with an extended lease term.
- + The Applicant has been working with a preferred builder (Perkins) over the past two years to ensure that the key construction cost and milestones can be met. The construction program is estimated at 2 years and could commence as soon as a Building License is granted.

A letter from Perkins detailing this proposed arrangement is provided in **Appendix 10**.

5.3.3 ECONOMIC AND SOCIAL BENEFITS

The primary focus of economic development is to promote vitality in the community. An Economic Impact Statement has been prepared in support of the proposed development, it identifies that the proposed development will contribute to a vibrant Claremont Town Centre through:

- + **Job Creation:** One of the immediate impacts of a mixed-use project such as the proposed development is the creation of jobs. From construction jobs in the early phases to permanent roles in the retail, hotel, and medical facilities, there will be numerous employment opportunities. During construction of the proposed development Perkins estimate that approximately 150 to 350 direct jobs would be created.

After construction of the proposed development is complete, it will generate:

- Approximately 90 direct ongoing jobs facilitated by the commercial and retail facilities, with space for more than 24 small businesses.
- Approximately 50 direct ongoing jobs for the Hotel & Club.
- + **Stimulated Local Economy:** The influx of visitors, residents, and businesses can boost the local economy. Local businesses will benefit from increased foot traffic and spending. The Hotel and Apartments will be directly accessed from Bay View Terrace. At capacity, the proposed development is expected to generate substantial foot traffic and increased expenditure in the Claremont Town Centre averaged at:
 - 30 Hotel rooms @ 2 persons per room and approximately 80% occupancy would generate at least 17,520 persons per year with an average spend of \$1,500 per person during their stay which is averaged at 2.3 nights.
 - Build to Rent Apartments would generate at least 42,300 persons per year living within the development on a full-time basis with an average spend of \$550.00 per person per week.
- + **Day and Night Time Activation:** The mixed-use nature of the development will provide new dwellings, workplaces, and medical / allied health facilities that meet the needs of the local demographic. These uses are provided in close proximity to high frequency public transport, including direct access to Claremont Station. It will therefore capitalise on significant State and local government investment in transport and infrastructure, by providing opportunities for infill development and short-stay accommodation. The existing businesses play a key role in the prosperity of the community. The redevelopment of the subject site will substantially improve the retail and commercial offer, including better generation of much-needed night-time foot traffic within the Claremont Town Centre.
- + **Diverse Housing Options:** Introduction of new apartments in the heart of the town centre provides greater housing choice, catering to a broader range of income levels and lifestyles, thus attracting a more diverse demographic to live in the town centre. As evidence by the adjacent Claremont on the Park Precinct, apartment living has the ability to attract key demographics such as young professionals, young families, and 'downsizers' (freeing up larger detached homes for families).
- + **Celebration of Traditional Main Street Character:** The proposed development is a celebration of Claremont's historic main street. With over 70m of prime main street frontage, the project offers a once in a generation opportunity to coordinate a major redevelopment which will re-establish key elements of the town centre's original character. Heritage retention and reinstatement will create a unified street frontage, that celebrates the traditional fine grain nature.

- + **Tourism Boost:** The introduction of the Airport Line has provided the impetus for introducing Claremont's first high-quality boutique hotel into the town centre. Leveraging off the State Government's significant investment, the proposed development will be an attractive destination for tourists, acting as a gateway to Fremantle, Cottesloe and Rottnest. This will not only increase revenue from tourism but will also help promote local culture, attractions and events.
- + **Enhanced Public Spaces:** Claremont's laneway network is an essential part of its character, the introduction of a new controlled access internal walkway, and enhancing Walt Drabble and Maude Jackson Lanes are key design elements. By integrating them into the development this will create important spaces and places for community gathering, opportunities for art and activation, all of which helps to foster a sense of community and belonging.
- + **Support for Ageing Demographic:** The inclusion of a medical facility tailored to service the ageing demographic addresses a critical need and ensures that the elderly can receive care within their community. This combined with provision of apartments that are integrated into the same facility is a perfect blend with critical services and facilities a short walk away.
- + **Attracting New Businesses:** High-quality office spaces can assist with business attraction allowing new businesses to set up in a highly accessible town centre, bringing with them local employment opportunities, and further economic benefits.

06



CONCLUSION

6.1 CONCLUSION

The proposed development at 10-40 Bay View Terrace represents an excellent example of a site responsive design, one that references local character and fits within the desired future character for the Claremont Town Centre. This application is seeking approval for this development, which is an eight-storey mixed use development comprising a range of uses such as retail, restaurant, small bar, commercial, hotel and residential.

6.1.1 PERFORMANCE ASSESSMENT

The proposal has duly considered the Town of Claremont Planning Framework, and we firmly believe that the design will set a precedent for what good mixed use development can achieve in the Claremont Town Centre. Discretion for the proposed building height, plot ratio, and setbacks prescribed under LPS3 is sought with the following justification provided:

Building Height and Plot Ratio – The form and scale of the site is guided by the primary controls set out in LPS3 and the draft TCPSP. As demonstrated in the R-Codes assessment discretion to the building heights and plot ratio requirements should be supported for the following reasons:

- + LPS3 is 24 years old, it is not a contemporary document and does not adequately cater for mixed use development. R80 would represent a major under-development of what is a strategically important site. This is affirmed by the Town's Draft TCPSP where an RAC-3 coding has been identified, highlighting that the intent for this Site is to support development at a scale greater than R80. With a height of 8 storeys and plot ratio of 3.46 the proposed development will be in keeping with the future character set out in the Draft TCPSP as evidenced by **Figure 13**. This is considered a modest departure from the Draft TCPSP when compared to the recently approved proposal at 22 St Quentin Avenue.
- + In the context of the Central Sub-regional Planning Framework, the proposed development provides high density infill and a high-quality boutique hotel which ensures optimisation of existing transport infrastructure, including leveraging off the new Airport Line. This balanced with its provision of various non-residential uses offers employment options with access to the variety of transport modes which are typically found in activity centres and station precincts.
- + The proposed development is considered to meet both the State and local planning framework by achieving, a sensitive and well considered design, which increases residential density along a major transport route. The increase in storeys achieved by the development has been balanced against heritage retention / reinterpretation, a vastly improved Bay View Terrace street frontage, greater attractiveness and activation of Maude Jackson and Walt Drabble Lanes, and a new through lot connection to enhance the legibility and permeability of the Town Centre.
- + The building's scale and orientation ensures that the design optimises solar access into the public realm by limiting the extent of overshadowing of Bay View Terrace.
- + The R-Codes assessment has aptly demonstrated that the proposed development ameliorates its impact on adjoining areas by limiting impacts of overshadowing, visual privacy, and noise.
- + The bulk and scale was not identified as major issue by the SDRP who offered their broad support for the proposal, and as demonstrated in this application further design refinements have been made since DR2 to ameliorate any perceived issues with bulk and scale.

6.1.2 JUSTIFICATION FOR APPROVAL

In light of the above, the application has demonstrated that the proposed design more than satisfies the objectives and design guidance included within the local planning framework and State Planning Policy: 7.3 Volume 2 – Apartments. While some provisions of the local planning framework require the exercise of discretion from the Town of Claremont and the SDAU, **the proposal offers substantial community benefit** and warrants approval for the following reasons:

- + The proposed development provides a once in a generation opportunity to reimagine over 70m of prime frontage along the historic Bay View Terrace Main Street, unlocking this important site for a higher and better use that will positively contribute to key strategic initiatives such as generating localised employment, and contributing to infill targets in proximity to high-frequency transit routes. The development will enable new residents, visitors and workers to live/work on this important corridor, adding to the rich amenity and vibrancy of the Claremont Town Centre.
- + The proposed development improves on the existing development condition. At ground level, a combination of heritage revitalisation and reinterpretation contributes to an enhanced ground plane which improves in quality. A highly idiosyncratic and fine grain tenancy approach provides visual interest and variance reflective of the village character. Upper levels include generous planting on structure, whilst highly useable hotel balconies and private open spaces are articulated to provide passive surveillance of the public realm.
- + The development showcases a proposal which has considered the Site, neighbouring properties and the surrounding context to produce a development outcome that is responsive and respectful of the existing and desired future character of the locality. The development includes a high-quality façade design, with materials and style providing a modern reinterpretation of the local Claremont vernacular.
- + Where variations to the planning framework are sought by the proposed development, it has been readily demonstrated that they do not result in any adverse amenity impacts associated with privacy, overshadowing, or noise. Existing low density residential areas will be in no way impacted by the proposed development, nor will any undue overshadowing of the public realm occur.
- + The proposed development focusses heavily on sustainability, optimising its north south orientation to provide apartments with good solar access and natural ventilation. From a movement perspective a 'less is more' parking approach demonstrates a commitment to TOD development by prioritising alternate modes, leveraging off the unparalleled public transport access for a Secondary Activity Centre site. All resident parking bays have been future proofed with necessary infrastructure to support electric vehicle charging points.
- + The proposed development is consistent with the objectives of the 'Mixed Use' zone, and references critical precinct design considerations to create a quality visual gateway that will accentuate this important corner by assisting with precinct legibility.

For the reasons, and those disclosed above, it is respectfully requested that the Town of Claremont recommend approval of the proposed development to the SDAU (subject to appropriate conditions).

6.1.3 CONDITION REQUEST

In undertaking its assessment we respectfully request that the SDAU consider a relaxation of the parking requirements set out in LPS3. As demonstrated in this report, the parking requirements are not contemporary, and do not accurately reflect the status of the Claremont Town Centre as a pre-eminent TOD environment, one with unparalleled public transport access when compared to the majority of other Secondary Centres in the Perth Metropolitan Region.



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