

Burswood Peninsula Precinct A – West Park

Planning Report: Proposed Lot 306 (Site F and G) Racecourse Multiple Dwelling Development

Lots 3001 and 9101 Graham Farmer Freeway, Burswood
March 2024 | 23-348

element.
the art and science of place



We acknowledge the Whadjuk people of the Noongar nation as traditional owners of the land on which we live and work.

We acknowledge and respect their enduring culture, their contribution to the life of this city, and Elders, past and present.

Document ID: /Volumes/Graphics/2023/23-348 - Burswood - Lot 305 & 306 The Precinct/00 Report/00 InDesign/23-348 Lot 305 306 Burswood DA D1 240229 Folder/23-348 Lot 306 Burswood DA F 240301.pdf						
Issue	Date	Status	Prepared by	Approved by	Graphics	File
1	01.03.24	Final	Renee Young and Campbell Green	David Read	MS	F

This report has been prepared for the exclusive use of the Client, in accordance with the agreement between the Client and Element Advisory Pty Ltd (**element**) ('Agreement').

element accepts no liability or responsibility whatsoever in respect of any use of or reliance upon this report by any person who is not a party to the Agreement or an intended recipient.

In particular, it should be noted that this report is a qualitative assessment only, based on the scope and timing of services defined by the Client and is based on information supplied by the Client and its agents.

element cannot be held accountable for information supplied by others and relied upon by **element**.

Copyright and any other Intellectual Property arising from the report and the provision of the services in accordance with the Agreement belongs exclusively to **element** unless otherwise agreed and may not be reproduced or disclosed to any person other than the Client without the express written authority of **element**.

Contents

TOWN OF VICTORIA PARK
Received: 1/03/2024

Key Application Details	iv	7. Planning Assessment and Discussion	25
Consultant Team	v	7.1 Introduction	25
1. Introduction	1	7.2 Land Use	25
1.1 Requirement for Planning Approval	2	7.3 Building Height	25
2. Background	3	7.4 Plot Ratio	27
2.1 Super Lot Subdivision Approval	3	7.5 Setbacks	27
2.2 Forward Earthworks Development Approval and Clearing Permit	3	8. Conclusion	29
2.3 Burswood Peninsula: Belmont Park Racecourse Precinct A Local Development Plan	4	Appendix A – Planning Framework	31
2.4 Subdivision Application WAPC 163991	4	State Planning Framework	31
2.5 Precinct A North Park Grouped Dwellings	7	Local Planning Framework	38
2.6 Precinct A Site H and Site I Mixed-Use Development	7	Appendix B – Certificate of Title	53
3. Site Details	9	Appendix C – Architectural Design Report including Development Plans	55
3.1 Site Description and Context	9	Appendix D – Landscape Plans	57
3.2 Environment	9	Appendix E – Sustainable Design Assessment	59
3.3 Heritage	11	Appendix F – Traffic Impact Assessment	61
4. Design Review Process	13	Appendix G – Waste Management Plan	63
5. Proposed Development	17	Appendix H – Acoustic Report	65
5.1 Development Summary	17	Appendix I – Wind Report	67
5.2 Design Approach	17	Appendix J – Stormwater Strategy	69
5.3 Racing Steward's Box	19	Appendix K – Residential Design Codes Volume 2 (Apartments) Assessment	71
6. Specialist Inputs	21		
6.1 Sustainable Design Assessment	21		
6.2 Traffic Impact Assessment	21		
6.3 Waste Management Plan	22		
6.4 Acoustic Report	22		
6.5 Wind Report	23		
6.6 Stormwater Management	23		
6.7 Landscape Design	24		

Key Application Details

TOWN OF VICTORIA PARK
Received: 1/03/2024

Property Address	Lot 3001 (No.3) and Lot 9101 Graham Farmer Freeway, Burswood
Landowner	Golden Sedayu Pty Ltd - Lot 3001 The Chairman of the Committee of the Western Aust Turf Club – Lot 9101
Proposed Development	200 multiple dwellings and associated facilities and a racing steward's box for Perth Racing
Applicant	element , on behalf of Golden Sedayu Pty Ltd
Responsible Authority	Town of Victoria Park & Western Australian Planning Commission
Metropolitan Region Scheme	Urban Parks and Recreation
Local Planning Scheme	Town of Victoria Park Local Planning Scheme No. 1 <ul style="list-style-type: none"> • Special Use • Parks and Recreation
Relevant Planning Framework	<ul style="list-style-type: none"> • Planning and Development (Local Planning Schemes) Regulations 2015 • Metropolitan Region Scheme • Perth and Peel @ 3.5 million • Government Sewerage Policy 2019 • State Planning Policy 2.10 Swan-Canning River System • State Planning Policy 7.0 Design of the Built Environment • State Planning Policy 7.3 Residential Design Codes Volume 2 • Town of Victoria Park Local Planning Strategy • Town of Victoria Park Local Planning Scheme No.1 • Belmont Park Racecourse Redevelopment Structure Plan 2013 • Belmont Peninsula District Structure Plan 2015 • Burswood Peninsula: Belmont Park Racecourse Precinct A Local Development Plan 2023 • Local Planning Policy No.29 – Public Art Private Development Contribution
Proposed Uses	<p>Multiple Dwelling – P</p> <p>Private Recreation – X</p> <p>(Note that the Private Recreation Use relates to a small racing steward's box being provided for the Belmont Racecourse. This racing steward's box is being incorporated into the design of the podium car park and will provide views over the racecourse for use during racing events. It will be included in a separate strata lot to be owned by Perth Racing).</p>
Number of Apartments	200
Number of Storeys	<ul style="list-style-type: none"> • Shared Podium: Part 3 and Part 4 storeys - This include a part storey for a half level of mezzanine podium parking which is fully concealed behind the podium apartments. • West Tower: 19 Storeys (including a roof top terrace) • East Tower: 22 Storeys • Overall Height: 19 storeys and 22 storeys (including the mezzanine car park and rooftop terrace) plus a basement level
Plot Ratio Floor Area	4,761.3m ²
Plot Ratio	6.55:1
Site Area	4,761.3m ² (Proposed Lot 306 area of 4,739m ² combined with small portion of Lot 9101)
Cost of Development	\$160,000,000

Consultant Team

TOWN OF VICTORIA PARK
Received: 1/03/2024

This development application has been prepared on behalf of Golden Group Pty Ltd with input from the following consultants:

Discipline	Consultant
Architect	MJA Studio
Planning	element
Landscape Design	Carrier and Postmus (CAPA)
Environmentally Sustainable Design	Full Circle
Traffic	Level 5 Design
Acoustic	Herring Storer Acoustics
Waste	Talis
Wind	RWDI



TOWN OF VICTORIA PARK
Received: 1/03/2024



1. Introduction

TOWN OF VICTORIA PARK
Received: 1/03/2024

This report has been prepared by **element**, on behalf of Golden Sedayu Pty Ltd for a residential development located at Lot 3001 (No. 3) and Lot 9101 Graham Farmer Freeway, Burswood.

The subject site is located within the Belmont Racecourse Structure Plan area. It incorporates a small area (22.48m²) of Lot 9101 (the existing Belmont Racecourse) in exchange for the inclusion, within the podium of the proposed building, of a racing steward's box facing the racecourse.

The subject site is predominantly located within a part of Lot 3001 (No.3) Graham Farmer Freeway, which is the subject of a current subdivision application lodged with the Western Australian Planning Commission (WAPC) (Application reference: 163991) to create proposed Lot 306, upon which the development is to be located.

The development seeks to deliver an architecturally designed apartment development incorporating 200 apartments. The development is designed with a common podium level extending across the subject site with two towers above, referred to as 'West Tower' and 'East Tower'.

The West Tower will be constructed to a height of 19 storeys (which includes a roof top terrace and fully concealed mezzanine parking level). This building will present as a 17 storey building.

The East Tower will be constructed to a height of 22 storeys (which includes a fully concealed mezzanine parking level). This building will present as a 21 storey building.

The modulation in height between towers is encouraged in this area pursuant to the Belmont Park Racecourse Precinct A Local Development Plan (LDP).

The East and West towers will be connected by a shared, part three, part four, storey podium which houses shared residential amenities, lobby areas, car parking and lounge rooms. The proposed development will provide a continuation of high-quality redevelopment in the Burswood Peninsula area and follow the recent approval of a part 26 storey and part 18 storey development to the immediate east of the site (DAP Reference: DAP/23/02578).

This report has been prepared to provide an overview of the subject site and the proposed development, as well as a detailed assessment against the relevant planning requirements and an examination of the planning merits of the proposal. This report is accompanied by detailed development plans and elevations as well as supporting technical reports as follows:

- Appendix A – Planning Framework
- Appendix B – Certificate of Title
- Appendix C – Architectural Design Report including Development Plans
- Appendix D – Landscape Plans
- Appendix E – Sustainable Design Assessment
- Appendix F – Traffic Impact Assessment
- Appendix G – Waste Management Plan
- Appendix H – Acoustic Report
- Appendix I – Wind Report
- Appendix J – Stormwater Strategy
- Appendix K – Residential Design Codes Volume 2 (Apartments) Assessment

As detailed in this report, the development is considered appropriate for the location and will provide well designed apartments in a high amenity location. Approval of the application is therefore sought subject to appropriate and reasonable conditions.

1.1 Requirement for Planning Approval

The development application requires determination under the requirements of the Town of Victoria Park's (the Town) Local Planning Scheme No. 1 (LPS 1) and under the Metropolitan Region Scheme (MRS) on the basis that the development includes land that is within the Swan Development Control Area (Swan DCA).

As the cost of development is over \$10 million, it meets the mandatory criteria for determination by a Development Assessment Panel (DAP). In this case the relevant DAP is the Inner-South Joint Development Assessment Panel (JDAP).



2. Background

TOWN OF VICTORIA PARK
Received: 1/03/2024

This development application represents another step towards the realisation of the Belmont Park Racecourse Redevelopment project. The planning for the Belmont Park Racecourse Redevelopment commenced in 2005 when the Belmont Park Racecourse first proposed a Structure Plan and associated MRS Amendment to rezone the Belmont Park Racecourse site and surrounding land from Private Recreation to Urban. The 2005 proposal was not successful, however a revised MRS Amendment was ultimately gazetted in 2009, unlocking significant land on the peninsula for urban development. Subsequent steps in the planning process have included:

- **Belmont Park Racecourse Redevelopment Structure Plan (2013)** – The Structure Plan provides an overarching planning framework to guide and facilitate the subdivision and development of the urban zoned land forming part of the project area. It includes objectives for each precinct, land use permissibility, guiding design principles, car parking requirements, and requirements for detailed area plans (i.e. LDPs) for each precinct.
- **Burswood Peninsula District Structure Plan (2015)** – The Burswood Peninsula District Structure Plan was approved by the Western Australia Planning Commission (WAPC) in February 2015 and provides a strategic framework for the planning, assessment, coordination and implementation of major development initiatives across Burswood Peninsula (including land to the south of the Graham Farmer Freeway).
- **Belmont Park Racecourse Precinct C Local Development Plan (2017)** – The LDP for Precinct C guides the future of the sports park/racing precinct area, which is incorporate a race track, grandstand, stables and other racing associated facilities and infrastructure. This is not directly relevant to the current application.
- **Belmont Park Racecourse Precinct D TOD Local Development Plan (2017)** – The LDP for Precinct D guides the future of the mixed use, transit orientated development precinct located to the south east of the racecourse. It is to contain a mix of high density residential, retail, hospitality and commercial land uses.
- **Belmont Park Racecourse Precinct A Local Development Plan (2022)** – The LDP for Precinct A guides the future of the residential precinct located to the north of the racecourse. It includes North Park, which is generally all land to the east of the racecourse 1,000 metre chute, whilst West Park (within which this application is located), comprises all land to the west of the chute. The scope of the Precinct A LDP is explained in greater detail below and an assessment of the application against the provisions of the LDP is included at Appendix E of this report.

In addition to the structure plans and LDP's that have been approved, there are a number of subdivision applications/ approvals, forward works approvals and development applications for Grouped Dwellings (in Precinct A, North Park) and Multiple Dwellings (in Precinct A, West Park). An overview of these is provided below.

2.1 Super Lot Subdivision Approval

A super lot subdivision was approved by the WAPC in July 2021 (Application No. 160643) to create Lot 3001 (the subject site), Lot 3002, Lot 3003 and the road reserve for Saintly Entrance, which provides road access to the subject site (Lot 3001). Lots 3002 and 3003 form part of Precinct B. These lots have since been created and titles issued. Timing for the construction of the new public road, Saintly Entrance, has been agreed with the Town as per the conditions on the approval.

2.2 Forward Earthworks Development Approval and Clearing Permit

In July 2023, conditional development approval for West Park forward works was issued by the Town (Ref: 2022.227.1) and the WAPC (Ref: 32-50114-3), respectively.

In May 2022, a Clearing Permit was issued by the Department of Biodiversity, Conservation and Attractions (DBCA) (Ref: CPA 9424/1), which covered the entirety of Precinct A.

The general earthworks strategy for Precinct A is established by the forward works conditional development approval, which identifies the requirements needed to carry out necessary ground improvement. Works to enable habitable finished ground levels, cognisant of flood and infrastructure requirements, will be undertaken in accordance with the development approval conditions and technical reporting requirements.

2.3 Burswood Peninsula: Belmont Park Racecourse Precinct A Local Development Plan

The development has been prepared in accordance with the Burswood Peninsula: Belmont Park Racecourse Precinct A Local Development Plan (LDP). The LDP seeks to expand upon the planning framework established by the Belmont Park Racecourse Redevelopment Structure Plan (the Structure Plan).

The subject site is located within Precinct A, Stage A2 (West Park), which is shown in Figure 1 – Area of Application and Figure A – Indicative Staging Plan. More specifically, the development is proposed on the sites identified in the LDP as Racecourse Lots “F” and “G”.

Following rigorous design review through the Town’s DRP and assessment and input by the Town’s technical officers, the LDP was granted unanimous approval by the Town of Victoria Park at the 13 December 2022 Ordinary Council Meeting with the exception of provisions 8.1.4, 8.1.5, 8.1.6, 8.2.5 and 8.3.4.

Provisions 8.1.6, 8.2.5 and 8.3.4 amend the deemed to comply provisions for side setbacks of dwellings adjoining public open space and as such required approval by the WAPC.

Clauses 8.1.4 and 8.1.5 amend the minimum setback to the foreshore reserve boundary from that required by Clause 5 of the DBCA’s Corporate Policy No. 48.

The LDP was approved on the 17 August 2023.

Refer to Figure 1 – Belmont Park Racecourse Precinct A LDP Extract

2.4 Subdivision Application WAPC 163991

A subdivision application was lodged with the WAPC (WAPC 163991) on 24 August 2023. The application sought the approval of the Western Australian Planning Commission (WAPC) for the creation of four lots and extension of Saintly Entrance road reserve. The subdivision application was amended by amalgamating the two pairs only creating two lots instead of 4 lots (Lots 306 and 308) and was granted conditional approval by the WAPC on 20 December 2023. The subdivision is being progressed in conjunction with this development application for the West Park Apartment Towers, to ensure coordination of the subdivision and development.

Proposed Lot 306 has a site area of 4,737m² inclusive of the easement located in the western part of the lot and accounting for the truncation that is required to facilitate waste access in the north eastern corner of the lot).

A condition of approval is anticipated to require the amalgamation of the small 22.5m² portion of Lot 9101 with the larger lot (Lot 306) following approval of the DA to enable the site to be created.

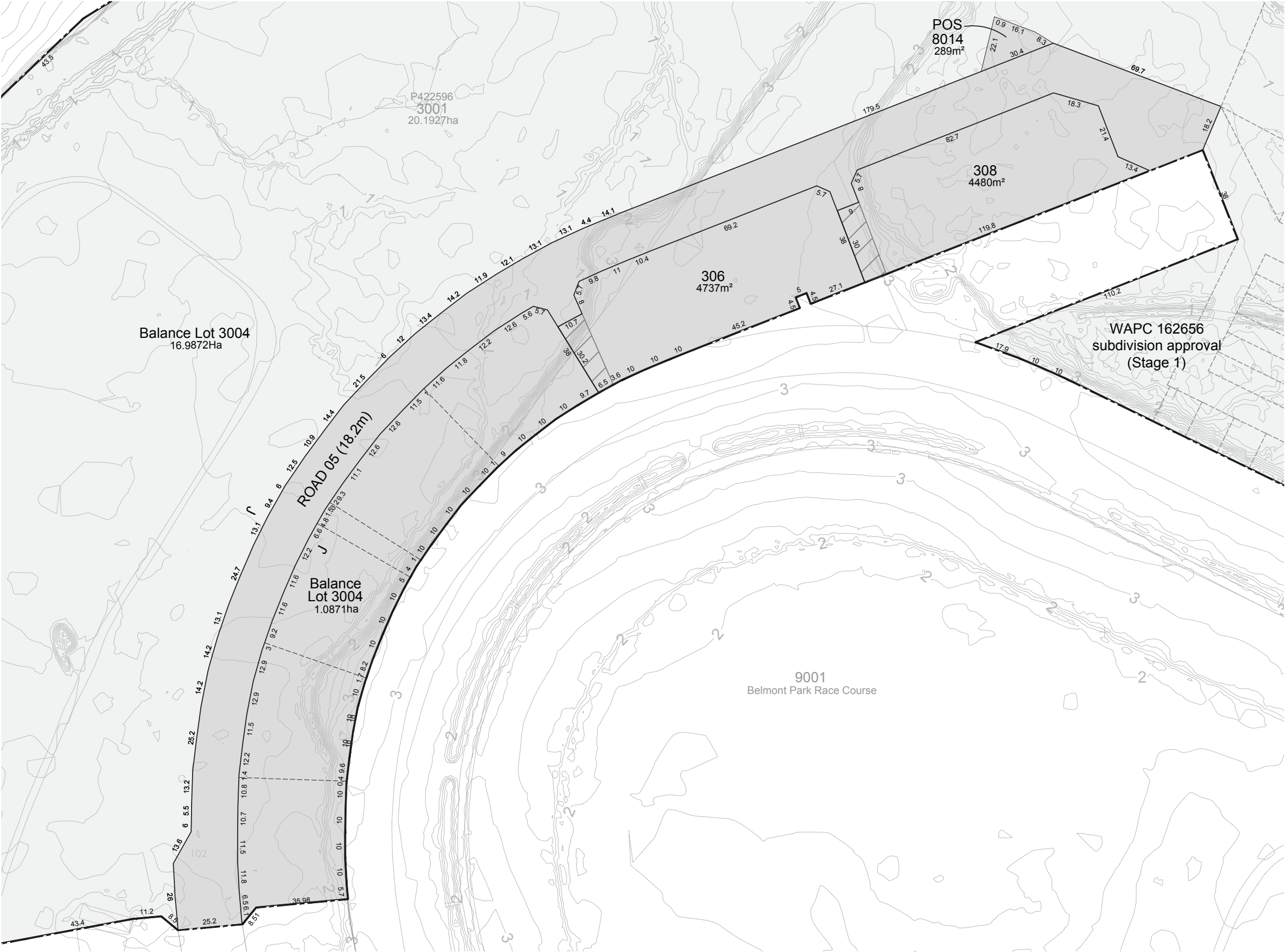
Easements are proposed within Lot 306 and Lot 308 to enable reciprocal use of proposed accessways between apartment developments.

Refer to Figure 2 – Subdivision Plan



Figure 1. Belmont Park Racecourse Precinct A LDP Extract

TOWN OF VICTORIA PARK
Received: 1/03/2024



LEGEND

- Application Area
- Subject Site
- Balance Lot
- Existing Boundary
- Existing Contours / Survey
- Proposed Boundary
- Future Lot
- Proposed Reciprocal Easement
- Existing Water Infrastructure
- Existing Power Infrastructure

LOT SUMMARY

Subject Site	20.1927ha
Existing Lot 3001	20.1927ha
Proposed Residential Multiple Dwellings (2)	0.9217ha
Public Open Space (1)	0.0289ha
Balance Lot (Lot 3004)	18.0743ha

Figure 2. Subdivision Plan

2.5 Precinct A North Park Grouped Dwellings

Approval of two separate development applications proposing 33 grouped dwellings and 41 grouped dwellings, respectively was granted by the Metro-Inner-South JDAP on the 2nd of October 2023.

The total approval of 74 grouped dwellings within the A1 sub-precinct of Precinct A represents the first approval of residential development within the Belmont Racecourse Redevelopment area.

The proposed development subject of this report is a continuation of this redevelopment, as envisioned in the supporting strategic planning documentation. The proposed development is one of two (2) apartment tower developments planned for the A2 sub-precinct.

2.6 Precinct A Site H and Site I Mixed-Use Development

Approval of the first multiple dwelling development in Precinct A West Park was granted by the Metro-Inner-South JDAP on the 2nd of February 2024 (DAP Reference: DAP/23/02578). This approved development is located on proposed Lot 308 (as shown in the proposed subdivision application - WAPC Application No.163991). Proposed Lot 308 is located to the adjoining east of the subject site and shares an access easement with Lot 306.

This DAP approval provides for a total of 200 apartments, a small convenience supermarket, two commercial tenancies (retail) and café on the ground floor. The development consists of two towers, linked by a multistorey carpark (including a basement level). The eastern tower is approved with a height of 26 storeys, while the western tower is approved with a height of 18 storeys.

The proposed development the subject of this report has carefully considered the approved development to the adjoining east to ensure that it is complementary in design and can function appropriately (in terms of access / waste etc) in conjunction with the adjoining development.



TOWN OF VICTORIA PARK
Received: 1/03/2024



3. Site Details

TOWN OF VICTORIA PARK
Received: 1/03/2024

3.1 Site Description and Context

The subject land is located within the Town of Victoria Park and is bound by the Swan River on its northern, eastern and western boundaries and the Graham Farmer Freeway on its southern boundary. The subject land is strategically positioned at the northern end of the Burswood Peninsula with close proximity to the CBD and good access to major transport routes. It has extensive frontage to the Swan River.

Refer Figure 3 – Location Plan

The particulars of the Certificates of Title are summarised in Table 1.

Table 1. Site Particulars

Lot	Plan	Vol/Folio	Street Address	Landowner	Area
3001	DP422596	4015/406	3 Graham Farmer Freeway	Golden Sedayu Pty Ltd	20.193ha
9001	P073845	2183/633	N/A	The Chairman of the Committee of the Western Australian Turf Club	28.769ha

Refer to Appendix B – Certificates of Title

There is currently no pedestrian or vehicular access to the site and the foreshore reserve is not open to the public. Access shall be achieved by extending the existing Saintly Entrance road reserve as detailed in WAPC Subdivision Approval No. 162656. Notably, construction of the Boulevard has commenced and will be completed prior to the occupation of the proposed development.

3.2 Environment

3.2.1 Topography

Lot 3001 is generally sloping with the existing racetrack being at an approximate level of RL 3.5 and FL 1.0 adjacent to the Swan River. Lot 3001 grades from the existing racecourse towards the Swan River in the majority of locations.

The portion of Lot 3001 which this proposal relates to (proposed Lot 306) is generally flat as it has previously been used as part of the existing racetrack. The proposed finished site level of proposed Lot 306 is 4.5m AHD.

3.2.2 Contamination

A portion of Lot 3001 (including the development area) has been classified under the *Contaminated Sites Act 2003* as 'remediated for restricted use'. A Basic Summary of Records is included in this application as required. The BSR states development of the site for any use will require development and implementation of a Remedial Action Plan and/or an additional site management plan to mitigate potential risks from contaminants in soil and groundwater.

A Remediation Action Plan (Emerge February 2022) was prepared as part of the forward works development approval. The RAP specifies the outcomes and objective of remediation for the site in line with the expectations of the Department of Environment Water Regulation (DWER).

As stated in the RAP, the key objective of the remediation is to achieve a development suitable for future residential land use and areas used for public purposes including for public open spaces, roads and underground services. It is also noted that as part of the forward works development approvals issued by Town of Victoria Park and WAPC, an environmental construction management plan has been prepared to mitigate potential risks from contaminants in soil and groundwater.



Figure 3. Location Plan

3.2.3 Floodway and Floodplain

A review of the Department of Water and Environmental Regulation (DWER) Floodplain Area mapping indicates the subject site is located within a Designated Flood Event Floodplain area. The importation of fill for ground improvement is required to achieve acceptable finished floor levels. Development is proposed to have a finished floor level greater than 0.5 metres above the 1:100 year flood level to mitigate against potential flooding. The 1:100 year flood level is set at RL2.45 and the ground floor level is set at RL4.5.

3.2.4 Geotechnical Investigations

Lot 3001 is situated on the inside of a bend of the Swan River, to the east of the Perth CBD. Geologically, it is located on the Perth Coastal Plain. The current surface geology comprises interbedded stiff clays and medium dense sands of the Guildford Formation in the eastern half, and soft silts and clays of the Swan River alluvium in the western half. Whilst fill has been placed over most the site, at various times in the last 150 years and from different sources, varying between approximately 1m and 4m thick, extensive geotechnical and stabilisation works are required to support the structure.

3.3 Heritage

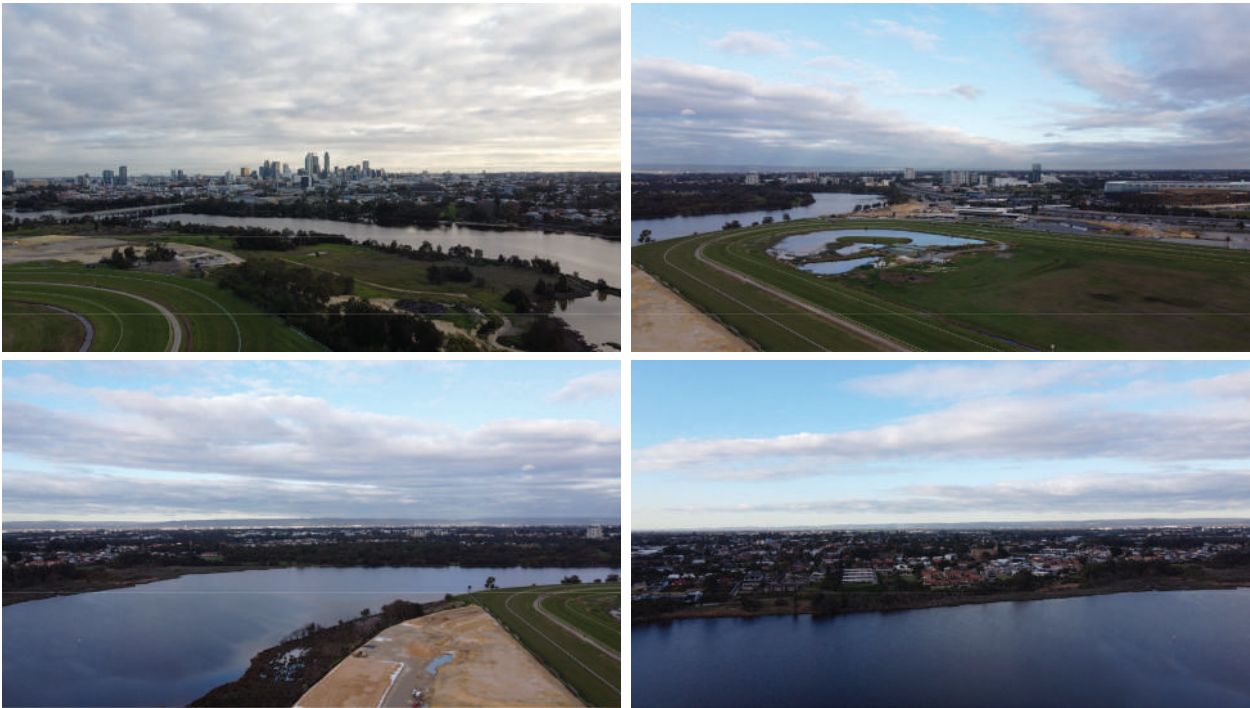
A search of the Department of Planning, Lands and Heritage (DPLH) Aboriginal Heritage Inquiry System (AHIS) indicates that the subject site is located within the curtilage of Registered Aboriginal Heritage Site (15914) which encompasses most of the Burswood Peninsula and adjacent to Site 3536, the Swan River. A Section 18 Clearance has been issued under the *Aboriginal Heritage Act 1972* allowing the development to proceed from a cultural heritage perspective.

Site Images – View from Level 3



TOWN OF VICTORIA PARK
Received: 1/03/2024

Site Images – View from Level 20



4. Design Review Process

TOWN OF VICTORIA PARK
Received: 1/03/2024

The project team presented the proposed development to the Town's DRP on 23rd August 2023. The DRP indicated general support for the proposed development pending further information and clarity being provided on key design elements. A summary of the relevant comments the panel meeting is provided in that below table:

Table 2. Summary and Response to 23 August 2023 Design Review Panel

DRP Comments	Response and Changes
Built Form and Scale	
<p><i>"The overall connection, direct access and raised levels between the ground floor apartments and the street was highlighted as a notable design feature.</i></p> <p><i>However, direct street access is to be added for the western-most ground floor apartment."</i></p>	<p>Direct street access has subsequently been added, as shown on the revised plans. The ground floor apartments are now treated with direct pedestrian access to the Boulevard.</p>
<p><i>The Panel requested further diagrammatic imagery displaying the view of the proposed development as seen from the Foreshore and Perth Racing Grandstand.</i></p>	<p>Additional perspectives are included with the revised architectural package, showing the proposed views from the requested angles.</p>
Elevations	
<p><i>"Additional permeability to the laneway interface is recommended..."</i></p>	<p>Increased permeability has been added, with additional windows proposed to both laneway frontages.</p>
<p><i>"...The suspended 'tubular cube' feature in the eastern entry walkway is 'dialled down' to allow for the voluminous entry space to be the key feature."</i></p>	<p>This feature was originally a public art placeholder, it has been removed to allow for a more visually open entry space.</p>
<p><i>"Consider opportunities for increased passive surveillance to the laneway from Levels 1 & 2."</i></p>	<p>As stated previously, additional windows have been added from the apartments to provide views into the laneways.</p> <p>This allows increased permeability and passive surveillance.</p>
<p><i>"The elevation facing racecourse is not resolved at this stage. The idea of the repeated modulation is supported, however there is concern over the scale and 'solid' nature of the wall..."</i></p>	<p>Extensive consultation with Perth Racing has taken place. This is a very sensitive façade with respect to the potential for distraction to racing horses, hence, the façade remains largely solid for minimal disruption. Significant façade modulation and articulation is provided in the design of the precast concrete façade, with overlapping sections designed to create shadow and provide visual interest and a sense of movement in the façade when viewed from the racecourse.</p>
<p><i>"Consider connecting the design features of the perforated metal screening of the tower to the vertical battens on the podium."</i></p>	<p>The design seeks to balance detail and form across the various compositional elements of the design.</p> <p>The perforated screens used in the tower are designed to complement the vertical batten screens within the podium.</p>
Functionality & Build Quality	
<p><i>"It is acknowledged that the proposal is to achieve 20% of dwellings meeting the Silver Liveable Housing requirements. It was noted that silver standard is easy to achieve, and it was challenged to increase the percentage of apartments complying with the Liveable Housing Design Guidelines."</i></p>	<p>The proposal appropriately achieves 20% of dwellings meeting the Silver Liveable Housing requirements.</p> <p>Additionally, the remainder of dwellings generally meet the following liveable housing initiatives facilitating improved aging in place potential:</p> <ul style="list-style-type: none"> • 1m wide hallways for improved mobility • Flush apartment entries & hobless showers • Reinforced walls for future grab rail installation to bathrooms • Pedestal tiles facilitating flush balcony thresholds

DRP Comments	Response and Changes
<i>"Recommend increasing the size of the residential mailrooms to include sufficient space for parcel lockers."</i>	Mail rooms have been expanded to allow for parcel lockers.
<i>"Luxe design considerations for the penthouse apartments could include a key drop box, recessed doors, scullery area, ensuite to all bedrooms."</i>	Penthouse layouts have been appropriately reconsidered to allow for these features.
Landscape Quality	
<i>"For the next Design Review Panel meeting please show: a. levels on the ground level of the landscaping plan b. levels of the swimming pool area c. indicative furnishing of the communal facilities d. include cross-sections detailing how deep soil areas / depths are achieved (with reference to the basement parking & levels above)"</i>	The requested details and diagrams have been included in the revised architectural set.
<i>"The indicative tree selection of the Silver Bismarck Palm is queried..."</i>	The selected species is considered appropriate for on-structure planting as it facilitates significant natural shading of the communal pool area. Refer to attached landscaping plan for additional information.
<i>"Eucalyptus Corymbia Maculata... requires sufficient space."</i>	This species has subsequently been removed from the landscape plan. Eucalyptus Casia 'Silver Princess' is provided at ground level where the broadest area of deep soil is achieved.
<i>"Consider how the pool safety fencing is to tie in with the communal facilities."</i>	A combination of permeable fencing and planter walls provide adequate pool safety, visual amenity and privacy. Pool gates will be provided at various locations around the pool fence perimeter, connecting to the communal residential amenities.
<i>"Concern raised over the implication of a 1m high planter and planting located adjacent to bedroom windows on Level 3, eastern elevation."</i>	The subject planter has been appropriately reconfigured to allow greater balcony space, resident privacy and natural amenity.
<i>"Would landscaping shown at ground level on the racecourse elevation be maintained by the Turf Club?"</i>	Ground level landscaping has been removed where fronting turf club.
<i>"Any landscaping showing on development renders is to be realistic."</i>	Noted. Renders and diagrams have been adjusted accordingly.
Sustainability & Servicing	
<i>"The technical wind assessment is to consider the adjacent towers. The findings of the technical wind assessment are to ideally be provided to DRP prior to DA lodgement."</i>	<p>The wind report, prepared by RWDI, finds that development on the adjacent Lot 308 is likely to create wind tunnel impacts on the ground floor laneways. These impacts are most significant in summer months, while these areas will remain pleasant for active use throughout the rest of the year.</p> <p>Mitigation measures to avoid adverse wind impacts are to be incorporated in vulnerable areas including dense tree planting and direct screening.</p>
<i>"Please include further details on servicing. Such details include roofing, solar PV panels, mechanical car park ventilation, riser locations and external access to fire pump room."</i>	All servicing infrastructure is included on latest plans set.

The following is a summary of the primary changes.

TOWN OF VICTORIA PARK
Received: 1/03/2024

Ground Plane and Podium

- Inclusion of direct boulevard access for ground level apartments.
- Removal of ground level landscaping fronting the racecourse.
- Revised treatment of podium laneway facades for greater permeability and passive surveillance.
- Revised treatment of the racecourse podium façade to appropriate manage building bulk and negate visual impact as viewed from the racecourse and grandstand.

Apartments

- Changes to penthouse layout to achieve liveable apartment design.
- Changes to balcony size and layouts.
- Redesign and refinement of apartment floor plans.

Communal Open Spaces

- Revision of landscaping design in communal areas to offer greater amenity to the adjoining apartments, provide additional shade and to improve the quality of the adjoining private open spaces.
- Revised pool area design to ensure safety.

Key Additional Information

- Landscape design development and additional information.
- Sustainability strategy prepared and endorsed by client and project team.
- Technical input from traffic, waste, acoustic, wind, ESD, hydro, electrical, structural, mechanical and fire services received and incorporated / accounted for in design.

TOWN OF VICTORIA PARK
Received: 1/03/2024



5. Proposed Development

TOWN OF VICTORIA PARK
Received: 1/03/2024

5.1 Development Summary

The development relates to proposed Lot 306 (Sites F and G) within Precinct A of the Belmont Park Racecourse redevelopment area. The proposal is for a development comprising a shared basement, shared podium and two towers above.

The following table provided a brief overview of the proposed development.

Table 3. Application Summary

Residential	200 apartments
Non-Residential	Belmont Racecourse Racing Steward's Box (Private – Recreation)
Affordable Housing	5% of all dwellings
Communal Open Space	1,270m ²
Deep Soil Area	Inground: 490m ² (9.5%) On-Structure: 894m ² Total: 1347m ² (28.2%)
Car Parking Bays	Allocated Residential Bays: 351 Visitor Bays: 21
Motorcycle/Scooter Bays	38
Bicycle Parking	Resident Bike Parking: 100 spaces Visitor Bike Parking: 20 spaces
ESD Initiatives	The proposed development is targeting a minimum of 35 points under the Green Star Rating system (self-assessed). This equates to "5 stars" under the Green Star Rating system. The proposed development is also targeting a 0.5 star improvement for each apartment over the standard NatHERS rating consistent with the LDP requirements.

5.2 Design Approach

The subject site is ideally situated in Precinct A, near the eastern edge of the Racecourse lots. The site's location within the precinct has influenced the direction of the towers, the distribution of building bulk, and the focus on developing a unique architectural design that is visible from multiple perspectives directly facing the Belmont Racecourse.

From the outset, MJA aimed to adjust the building height between Site F and G to follow the pattern agreed by the Design Review Panel as part of the Lot 308 application and to enhance the architectural form and provide a clear visual distinction between the two sites. By suggesting this change from the LDP, it introduces more visual interest to the apartment towers due to differences in height and spacing. The development's location in proximity to the gateway lots has encouraged this enhancement of visual interest.

The architectural form of the towers, which carefully articulates building mass, utilises various design initiatives. These include:

- Articulating the podium with alternating glass and solid balustrades to balconies.
- Offsetting the eastern and western edges of each level of the podium so that each level is slightly wider than the level below, creating a chamfered effect to the corners of the podium fronting the street. This creates shade for pedestrian amenity at the podium entry points and provides visual interest as viewed from the primary ground floor frontage.

- The ground floor will be treated with floor to ceiling glazing looking into communal residential lobby spaces and lounge areas. Additionally, residential properties facing the primary frontage on the ground floor will include landscaping and terraces to promote social interaction.
- The eastern tower is intentionally shaped with a deeper tower which sits forward of the western tower whilst the western tower is shallower and wider and is set back further from the front boundary. The use of two different tower forms increases the building separation between the two towers whilst maintaining appropriate floor plan dimensions. It also creates visual interest through varying bulk of the towers.
- The re-distribution of building height and bulk has enabled a minimum building separation of 22 metres to be maintained from the fourth storey and above. This provides a generous separation of building mass and access to daylight and sky views.
- The edges of the tower will be rounded to achieve a softened form and mass. There is also modulation within the footprint of each tower, the curved front and rear facades helping to diminish the sense of scale of the façade.
- The interface to the racecourse will be treated through overlapping pre cast concrete elements that create shadow and movement. The racing steward's box is inserted into this façade with a glazed frontage to provide views in-line with the requirements of the racecourse.
- All car parking access/egress points and servicing area will be screened from public view, with vehicle access provided from the laneways proposed to the eastern and western boundaries of the subject site.

The development has been carefully designed, addressing the feedback of the Town's DRP to create a visually appealing building form. This has been considered from how the building is viewed as a pedestrian, as well as how the tower will be seen from broader vantage points around and across the Swan River.

Table 4. Detailed Summary

Building Level	Proposed
Basement Level	129 residential car parking bays; 12 motorcycle bays; 3 x 3m ² residential stores; 22 x 4m ² residential stores; 17 x 5m ² residential stores; Utilities and services infrastructure.
Ground Floor	21 residential visitor bays; 26 residential bays; 11 x 3m ² residential stores; 11 x 4m ² residential stores; 5 motorcycle bays; 2 residential bin stores; 100 space bicycle store; 10 visitor bicycle spaces; 7 one-bedroom apartments; 1 two-bedroom apartment; Communal lobbies and residential lounge areas.
Level 1	7 one-bedroom apartments; 3 two-bedroom apartments; 63 residential car parking bays; 10 motorcycle bays; 11 x 3m ² residential stores; 17 x 4m ² residential stores; 2 x 5m ² residential stores.
Mezzanine	65 residential car parking bays; 6 motorcycle bays; 3 x 3m ² residential stores; 8 x 4m ² residential stores; 16 x 5m ² residential stores.

Building Level	Proposed
Level 2	1 one-bedroom apartments; 6 two-bedroom apartments; 68 car parking bays; 3 motorcycle bays; 3 x 3m ² residential stores; 23 x 4m ² residential stores; 12 x 5m ² residential stores.
Level 3	4 two-bedroom apartments; 2 three-bedroom apartments; Communal open space and amenities.
Level 4-11	16 one-bedroom apartments (2 per level); 72 two-bedroom apartments (9 per level); 16 three-bedroom apartments (2 per level); 24 x 4m ² residential stores. (3 per level)
Level 12 & 13	14 two-bedroom apartments (7 per level); 8 three-bedroom apartments (4 per level); 4 x 4m ² residential stores (2 per level) 2 x 5m ² residential store. (1 per level)
Level 14 & 15	10 two-bedroom apartments (5 per level); 10 three-bedroom apartments (5 per level); 4 x 4m ² residential stores (2 per level) 2 x 5m ² residential store. (1 per level)
Level 16	8 three-bedroom apartments; and 2 x 5m ² residential stores.
Level 17	4 three-bedroom apartments; 1 x 5m ² residential store; West tower communal rooftop terrace.
Level 18	4 three-bedroom apartments; 1 x 5m ² residential store; West tower rooftop services compounds and lift overruns and rooftop solar panels.
Level 19	4 three-bedroom apartments; 1 x 5m ² residential store.
Level 20	2 three-bedroom apartments; 1 four-bedroom apartment, 2 x 5m ² residential store;
Roof (East Tower)	East tower – Accessible roof terrace with planters, communal terrace lobby (including toilets), plant room and solar array (NB: there is a solar array also proposed to the plant roof)
Roof (West Tower)	Lift overrun, service plan and solar array.

Refer to Appendix C – Architectural Design Report including Development Plans

5.3 Racing Steward's Box

The WA Turf Club requires the provision of a 'Stewards Box' on the edge of the racecourse to enable racing stewards to view the jockeys head on in direct line with the straight. It was recognised that the development provided a unique opportunity to integrate this racing requirement within the podium of the development facing the racecourse, which provides an elevated view of the racecourse and obviates the need for a separate facility between the subject site and the edge of the racecourse. The room will be used on race days by racing stewards to ensure a fair race occurs.

Given the racecourse use is best defined as 'private recreation' it is considered that the steward's box, which is ancillary to the racecourse use also falls within the private recreation land use definition. This is discussed further in Section 7 of this report.

TOWN OF VICTORIA PARK
Received: 1/03/2024



6. Specialist Inputs

TOWN OF VICTORIA PARK
Received: 1/03/2024

6.1 Sustainable Design Assessment

A Sustainable Design Assessment has been prepared by Full Circle Design Services to demonstrate how the development will meet sustainability targets. A detailed summary of the assessment is provided below:

- The project is not eligible for formal assessment or certification under the Green Star rating system.
- The project is aiming to achieve at least 35 points when self assessed under the Green Star rating system which equates to 5-Star / Australian Excellence level.
- The proposed development is also targeting a 0.5 star improvement for each apartment over the standard NatHERS rating consistent with the LDP requirements.
- Full Circle has completed an assessment of the development which has determined the project is expected to achieve at least 35 points when self assessed under the Green Star rating system. The proposed design initiatives include:
 - 5 Star NABERS energy and water certification;
 - Façade improvements over BCA.
 - Fossils fuels will not be required for heating or domestic hot water.
 - Water efficient landscape and irrigation systems.
 - Ensure all taps, showers and toilets are within 1 star of the best WELS rating.
 - Solar array targeting 100kw.
 - 75%+ recycling in operation.
 - High performance building envelope. A selection of apartments will be tested at completion to verify building sealing performance and improved thermal comfort.
 - Undertake peer reviewed Life Cycle Assessment demonstrating overall lifecycle improvement of 20% over the reference design.

Refer to Appendix E – Sustainable Design Assessment

6.2 Traffic Impact Assessment

A Transport Impact Assessment (TIA) has been prepared by Level 5 Design. The TIA has been prepared in accordance with the WAPC *Transport Impact Assessment Guidelines for Developments: Vol.4 – Individual Developments* (2016). A detailed summary of the TIA is provided below:

- The proposed development is expected to generate approximately 106 vehicle trips in both the AM and PM peak hours of the adjacent road network.
- The analysis indicates that the traffic generated by the proposed development can be adequately accommodated by the proposed road network without creating significant impacts or issues. In all cases the traffic generated by the development can be accommodated within the environmental traffic capacity of the roads the traffic is forecast to use.
- The swept paths for service vehicles accessing the subject site (including commercial waste collection) and cars entering and exiting all parking bays in the basement (and using ramps and circulating aisles) have been checked and are fully compliant with the Australian Standards.
- A total of 372 car parking bays (off-street) are proposed. This exceeds the requirements of the Precinct A Parking Management Plan and adequately satisfies the parking needs for the development site. The traffic engineer's assessment is that the analysis in the LDP is sufficiently conservative that it allows for a greater amount of parking to be provided on the development site and in Precinct A than specified in the PMP. Consequently, there will be no further increase in traffic congestion on the road network from the current development proposals relative to what has already been presented in the LDP.

- The development has fair access to pedestrian and cycling facilities and high-frequency public transport services that are proposed to significantly improve over time as Precinct A further develops, with PTA agreeing to a bus turn around and stop adjacent to Lot 308. This will provide outstanding opportunities in the future for people to travel to/from the subject site using public transport and more active modes and to reduce the amount of their car use. Converting Optus Stadium Train Station from special use is currently being considered and should be strongly supported.
- Given the low-speed environment and the relatively low number of trips generated, it is considered unlikely that the development will cause any material impact on the traffic safety of the surrounding road network.

Refer to Appendix F – Traffic Impact Assessment

6.3 Waste Management Plan

A Waste Management Plan (WMP) has been prepared by Talis. The WMP identifies how waste collection will be managed within the development as well as ensure waste can be adequately stored. A detailed summary of the WMP is provided below:

- The development is providing two (2) bin stores to service the waste generated by both towers, with a single bin store allocated each.
- A waste chute system is proposed within both towers. The dual chute system will accommodate both refuse and recycling waste. Each floor will contain a waste chute room located near the elevator. The chutes are ventilated via extraction fans to reduce odour and are insulated for noise mitigation. It is important to note, a building manager/ external contractor will be required to manually swap bins with empty bins.
- The waste strategy has considered the requirement for food organics and garden organics (FOGO). Sufficient space to accommodate an additional 17 240L FOGO bins between the two bin storage areas has been allowed for.
- The West Tower bin store has been designed to accommodate four (4) 1,100 litre refuse bins and two (2) 1,100 litre recycling bins. The East Tower bin store has been designed to accommodate five (5) 1,100 litre refuse bins and four (4) 1,100 litre recycling bins. Talis has confirmed that the bin stores have been assessed as being adequate in area to accommodate the required bins.
- A private contractor will collect refuse and recyclables twice each week utilising a rear loader waste collection vehicle. The private contractor's rear loading waste collection vehicle will service the bins onsite, directly from the loading areas. The private contractor's waste collection vehicle will travel with left hand lane traffic flow on the Boulevard and turn into the subject site in forward gear to pull up into the respective loading area for servicing.
- Private contractor staff will ferry bins to and from the rear loader waste collection vehicle and the respective bin storage area for servicing. The private contractor will be provided with key/PIN code access to the bin storage areas and security access gates to facilitate servicing, if required.
- Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning left onto the road.
- The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection.

Refer to Appendix G – Waste Management Plan

6.4 Acoustic Report

Both a preliminary Acoustic Assessment and a detailed Acoustic Report have been prepared by Herring Storer Acoustics. The Acoustic Report has been prepared to conduct a review of the proposed development in regard to the protection of acoustic amenity for residents and the public.

A detailed summary of the Acoustic Report is provided below:

- The development itself will not be impacted by any external road or rail noise as the site is positioned outside of the separation distances under *State Planning Policy 5.4 – Road and Rail Noise* (SPP 5.4).
- The main source of noise from the proposed development will be from mechanical services.
- Air conditioning for the apartments is not known yet, however the majority of plant equipment will be located on the roof. This is not considered to result in any onerous design conditions. Plant equipment will be required to undergo a separate acoustic assessment to ensure compliant with the *Environmental Protection (Noise) Regulations 1997*. This will occur post-development application stage.
- The location of mechanical services relating to apartments on the roof of the development will result in onerous design conditions not being required.

- The following comments have been made in respect to the apartment common areas.
- The common areas for the development are located on the third floor of the development, within the West Tower. This allows the areas to be separated from West Tower dwellings by being located on the floor below and is separated from East Tower dwellings via the pool area on the third floor.
- A library, meeting room and terrace are located on the second floor and abut dwellings. These areas are expected to be less active and provide double-thickness walls where abutting dwellings.
- The pool pump, pipework and associated equipment will need to be structurally separated from surroundings to ensure no mechanical noise adversely impacts surrounding residential amenity.
- The fitness centre will require sufficient interior matting and isolation to ensure noise is not significantly radiated to dwellings. This will be undertaken at design phase, with the required measures dependent on location and intensity of equipment.
- The outdoor dining and barbecue area will require management from a body corporate to ensure noise levels are appropriate.

Overall, the development demonstrates compliance in protecting acoustic amenity for residents in both noise generation and reception.

Refer to 'H – Acoustic Report

6.5 Wind Report

A Wind Report has been prepared by RWDI. The wind assessment prepared has modelled the effects of wind on the proposed development to determine the level of impact and mitigation measures. A detailed summary of the Wind Report is provided below:

- The impacts of surrounding, proposed buildings and the local topography have been strongly considered in assessing the wind impacts.
- The analysis has been conducted based on demonstrated experience in wind tunnel testing on similar buildings within the local area.
- Numerous design conditions such as dense tree planting and building articulation are incorporated to protect against wind-tunnel impacts, especially within the ground-level laneways.
- Within the development, wind flows are to be captured and redirected through the communal open space on Level 3. This area includes significant screening and dense planting to ensure sufficient shielding from wind impacts.
- Perforated screening as proposed on corner balconies for level 5 and above is encouraged to be extended to encompass all corner balconies to shield from wind impacts and optimise balcony utility.
- The rooftop terrace on the East Tower is provided with considerable perforated screening, protecting views and mitigating the impacts of high winds.

Refer to Appendix I – Wind Report

6.6 Stormwater Management

A Stormwater Disposal Strategy has been prepared for the development by Peritas. The stormwater strategy confirms that development has been designed to accommodate the stormwater runoff from the site footprint being the entire lot area (designed in accordance with AS/NZS3500.3). This is in accordance with the approved Local Water Management Strategy (LWMS).

The approved LWMS requires all lots to detain and treat the first 15mm of rainfall on site. The detention storage for the development has been sized to meet the requirements of the approved LWMS. Further details information is included in the Stormwater Strategy.

Refer to Appendix J – Stormwater Strategy

6.7 Landscape Design

CAPA Studio has prepared landscape concept plans for the development. These seek to deliver appropriate deep soil planting at ground level that enhances the public realm and pedestrian entries to the development in addition to significant on-structure planting on the podium roof in the communal landscape areas. Key features of the design include:

- Significant on-structure planting on Level 3, providing significant natural amenity and tree canopy cover for outdoor communal amenities associated with residential dwellings;
- Ground-level landscaping providing natural shade for pedestrian entry points and public realm interface;
- Planting significant quantities of small trees to create areas of continuous landscaping as opposed to concentrated landscaped areas; and
- Extensive planting of native vegetation across the medium and small tree varieties, as well as ground cover landscaping.

7. Planning Assessment and Discussion

7.1 Introduction

The below discussion has been provided to aid the Town in their assessment of the proposal with this section of the report outlining where the development requires the exercise of discretion. This section of the report outlines the merits of the proposal through discussing the development's compliance with the applicable planning framework overarching objectives/purpose.

A full outline and assessment of the development against the applicable Planning Framework to this subject site and proposed development is found in Appendix A.

Refer to Appendix A – Planning Framework

7.2 Land Use

As outlined earlier in this report, Belmont Racecourse requires the provision of a stewards box on the edge of the racecourse facing the back straight. The development provides a unique opportunity to integrate this racing requirement within the podium of the development facing the racecourse, providing an elevated view of the racecourse and obviating the need for a separate facility between the subject site and the edge of the racecourse.

Given the racecourse use is best defined as 'private recreation' it is considered that the steward's box, which is ancillary to the racecourse use also falls within the private recreation land use definition. Private Recreation use is an 'X' use on the subject site, as outlined in the Structure Plan. Whilst identified as an 'X' use in the Structure Plan, the Structure Plan is a due regard document that can be varied where appropriate.

'Due regard' requires the decision maker to give proper, genuine and realistic consideration to the relevant provisions of a planning instrument. It is for the decision-maker to determine what weight it is to be given to provisions of the instrument in the circumstances of the decision. Importantly, in the case of the current proposal, allowing the integration of the racing stewards box into the podium of the development has planning merit – it provides for a holistic approach to the development of the site that would not have been envisaged when the Structure Plan was prepared as the steward boxes are already within Precinct A, but are very minor structures. It also represents a very small component of the proposed development which will not result in any adverse impacts to the amenity of residents in the building. Accordingly, it is submitted that the proposed use of the site for 'Private Recreation' to facilitate the racing steward's box is consistent with the objectives of the Structure Plan and should be supported on its planning merit.

7.3 Building Height

The Belmont Park Racecourse Precinct A LDP prescribes a 19 storey height limit, which applies to the nine (9) racecourse apartment lots. Notably, the LDP prescribes the ability to vary building height in order to achieve visual interest in tower design and specifically encourages the modulation of total height to provide visual interest to the skyline. This is the preferred design outcomes as opposed to a homogenous row of 19-storey towers.

The proposed development is seeking approval for two (2) towers (West Tower and East Tower) which sit above a common part three, part four, storey podium.

The West Tower will be constructed to a height of 19 storeys (which includes a roof top terrace and fully concealed mezzanine parking level). This building will present as a 17 storey building.

The East Tower will be constructed to a height of 22 storeys (which includes a fully concealed mezzanine parking level). This building will present as a 21 storey building.

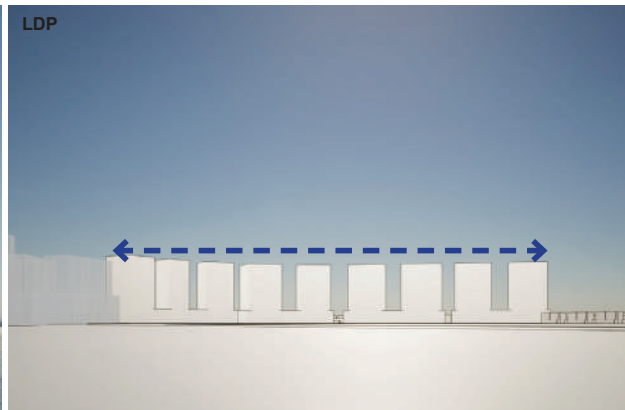
Whilst technically defined as 19 and 22 storeys under the Town's Scheme, the buildings will present as 17 and 21 storeys (an average of 19 storeys). The additional "technical storeys" is due to the definition of storey under the Scheme in which it includes the fully concealed, partial mezzanine parking level within the podium and the roofed, accessible roof terrace on top of the West Tower, which constitutes a storey due to the roofed amenities and terrace area. Notably this roofed terrace area is set well back from the edge of the tower to ensure it does not contribute to any additional height being perceived in available view lines from the public realm.

Accordingly, in views from the public realm, the towers will appear to be 17 and 21 storeys, which is two (2) storeys below and two (2) storeys above the 19 storey height limit that applies to the site under the LDP. This modulation in height by equal amounts provides a well considered and balanced outcome that reflects the modulated outcome sought by the LDP. It has also been supported by the Town's DRP.

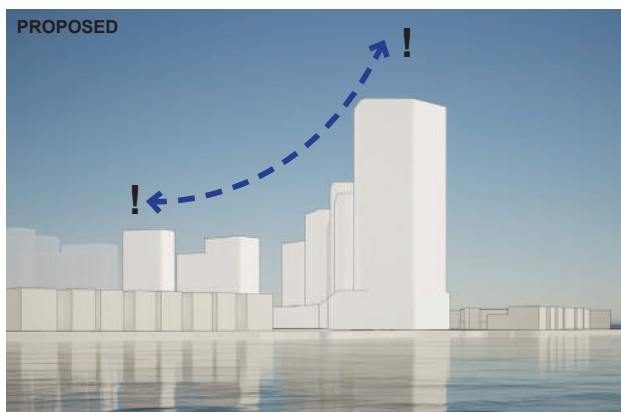
This tower design follows the varying-heights theme established by the approved tower design located on sites H and I (Lot 308), which provides for two towers of 26 and 18 storeys respectively, with the 26 storey tower located at the eastern end of Precinct A, West Park as a bookend.



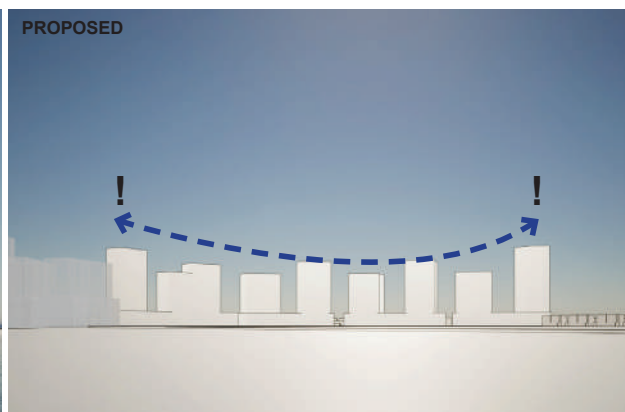
View from Mayland Peninsula



View from Grand Stand Belmont Race Course



View from Mayland Peninsula



View from Grand Stand Belmont Racecourse

Importantly the proposed height of the development does not result in any unacceptable amenity impacts on adjoining properties and the number of storeys when assessed the Residential Apartment Code (R-Codes) is 18 and 21 storeys. We also understand that the Town's draft new Scheme will remove the current definition of storey's which include mezzanines.

For the reasons outlined above, it is considered for the proposed height of the development is appropriate and can be supported on planning merit.

7.4 Plot Ratio

There is no plot ratio prescribed as part of the LDP. The Structure Plan contains a plot ratio control which is applicable to Precinct A under site requirements for multiple dwellings. The plot ratio control is a maximum 5.0. The proposed development is seeking a plot ratio of 6.55:1. This is 31% more plot ratio than anticipated by the Structure Plan.

Whilst the Structure Plan includes a plot ratio control, the LDP contains site specific height and setback controls for the subject site, which are site specific and are considered to take precedence over the plot ratio control in the Structure Plan. These height and setback controls in the LDP establish an allowable building envelope for the development, which the development is predominantly compliant with (noting the redistribution/modulation in height and setbacks between the two towers).

Plot ratio is intended to establish an allowable volume of development within a building envelope. Given that the Structure Plan contemplated development of up to 13 storeys in Precinct A and the LDP provides for up to 19 storeys (which represents 46% more height than anticipated in the Structure Plan) it is considered that the plot ratio control no longer appropriately represents the volume of building that can reasonably be supported on the site. Importantly, the increase in plot ratio of 31% over the 5:1 control is less than the 46% increase in height identified in the LDP above the 13 storeys shown in the Structure Plan. Thus it is reasonable to conclude that the volume of built form is appropriate within the allowable envelope.

A plot ratio of 6.55:1 can be supported on planning merit based on:

- The compliance of the development with the LDP height controls (noting that there has been two storeys 'transferred' between the towers to achieve a modulated outcome);
- The compliance of the development with the LDP setback controls (noting the minor front setback variance for East Tower which is associated with achieving greater building separation between the towers);
- The consistency of the development with the intended future character of the precinct having regard to the height and built form allowed under the LDP which is significantly greater than anticipated in the Structure Plan.

7.5 Setbacks

The development as a whole provides compliant street setbacks to the Boulevard for the majority of the primary frontage. The 3.8 metre street setback in lieu of 5 metres to the East Tower is only proposed for the eastern-most part of the East Tower.

This variation is the result of the design intent to achieve greater building separation between the proposed towers, through the provision of one tower (West Tower) being set back further from the street (9.64 metres) and utilising a shallower, wider tower footprint, whilst East Tower utilises a narrower but deeper footprint that extends closer to the front boundary.

This minor setback variation results in no adverse impacts and is considered to be appropriately justified given it facilitates greater building separation between the two towers.

TOWN OF VICTORIA PARK
Received: 1/03/2024



8. Conclusion

TOWN OF VICTORIA PARK
Received: 1/03/2024

This report has been prepared by **element** in conjunction with MJA Architects, on behalf of Golden Sedayu Pty Ltd for 200 Multiple Dwellings, at Lot 306 (Sites G and F). Based on the planning assessment in this report it is considered that the proposed development is consistent with the strategic and statutory planning framework provisions that relate to the proposal and subject site.

Some key points from the assessment that support the application, include:

- The scale and intensity of the proposed development is largely consistent with the LDP and relevant R-Codes Volume 2 requirements.
- The variations sought in respect to building height and setbacks can be supported and furthermore are justified given the extensive architectural analysis undertaken to achieve a site responsive development outcome.
- The additional height proposed has no adverse amenity impact on adjacent landholdings.
- The architecture of the development proposal has been supported by the Town's DRP and is representative of a high quality residential development proposal.
- The proposed development will set a desirable precedent for future tower proposals, displaying excellence in design and creating variance to the built form.
- The architectural approach taken by MJA will improve the quality of the Belmont Park Racecourse skyline in creating variance in building height and mass to provide greater visual interest.

The proposed development is a site-responsive development outcome that is architecturally designed and aligns with the intended future character of the Precinct as prescribed within the LDP and will make a valuable contribution to the evolution of the Precinct and delivery of the overall vision.

The development directly responds to the need for new residential accommodation opportunities on the subject site.

Accordingly, it is respectfully requested that the Town support and recommend approval of the proposed development to the JDAP subject to appropriate and reasonable conditions.

TOWN OF VICTORIA PARK
Received: 1/03/2024



Appendix A – Planning Framework

State Planning Framework

Directions 2031 and Beyond; and Perth and Peel @ 3.5 Million

The Perth and Peel @ 3.5 Million framework is an overarching suite of documents, which builds on the vision established under Directions 2031. The Perth and Peel @ 3.5 Million document aims to accommodate 3.5 million people in the Perth and Peel regions by 2050 and sets out a framework to respond to the deepening and emerging challenges in accommodating the population growth.

The subject site is located within the Central Sub-Regional framework and is designated as an Activity Centre and Redevelopment Area with Green Network (MRS only) located adjacent to the Swan River. The Framework aims for Activity Centres to allow more people to live closer to employment centres through a range of innovative housing options. The proposed development aligns with the aims of the framework as the proposal is providing a variety of housing options within an undeveloped location.

Metropolitan Region Scheme

The subject site is zoned 'Urban' and 'Parks and Recreation' under the Metropolitan Region Scheme (MRS). The proposed development is located entirely within the 'Urban' zoned land and is therefore entirely consistent with the purpose and intent of the 'Urban' zoning, being predominantly residential in nature.

Given that part of the subject site (albeit not the area of the proposed development) is within the MRS 'Parks and Recreation Reserve', the application is required to be forwarded to the WAPC for a decision in relation to the reserved land. Given that the Parks and Recreation Reserve aligns with the Swan Development Control Area (DCA) the WAPC is required to seek the advice of the Swan River Trust.

Planning and Development (Local Planning Schemes) Regulations 2015

Clause 67(2) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Deemed Provisions), specifies matters which are to be given due regard when determining applications for approval.

An assessment of the proposal against the relevant matters outlined in Clause 67(2) of the Deemed Provisions has been undertaken. A summary of the assessment is provided in the table below.

Table 5. Clause 67(2) Assessment

Provision	Applicant response
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area	<p>The proposal is consistent with the aims of LPS1, as it –</p> <ul style="list-style-type: none"> • Predominantly includes land uses capable of approval under the Belmont Park Racecourse Redevelopment Structure Plan. • Whilst the inclusion of the Racing Stewards Tower in the proposal is not anticipated by the Belmont Park Racecourse Redevelopment Structure Plan, it is able to be supported on planning merit. This is addressed at Section 7.2 of the Planning Report. • Achieves a high-quality built form outcome that is largely consistent with prescribed development controls and expectations for Precinct A. • The development provides both 'water front' and 'racecourse' residential living opportunities. This is achieved through a mixture of residential apartment types appealing to range of demographics.

Provision	Applicant response
(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving	N/A N/A
(c) any approved State planning policy	<p>The proposal has been assessed against and considered to comply with the relevant provisions of the following State planning policies –</p> <ul style="list-style-type: none"> • SPP 2.10 Swan-Canning River System • SPP 7.0 Design of the Built Environment • SPP 7.3 Residential Design Codes Volume 2
(fa) any local planning strategy for this Scheme endorsed by the Commission	The proposal has been considered against and found to be consistent with the Town's Local Planning Strategy. ✓
(g) any local planning policy for the Scheme area	<p>The proposal has been considered against the relevant provisions of the following –</p> <p>LPP 29 – Public Art Private Development Contribution</p>
(h) any structure plan or local development plan that relates to the development	<p>The proposal has been considered against the relevant provisions of the following –</p> <p>Belmont Park Racecourse Redevelopment Structure Plan 2013 Burswood Peninsula District Structure Plan 2015 Burswood Peninsula: Belmont Park Racecourse Precinct A LDP</p>
(i) any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015	N/A N/A
(j) in the case of land reserved under this Scheme, the objectives of the reserve and the additional and permitted uses identified in this Scheme for the reserve	N/A – the footprint of the proposed development is outside of the MRS reserved land. N/A
(k) the built heritage conservation of any place that is of cultural significance	N/A N/A
(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located	N/A N/A
(m) the compatibility of the development with its setting, including – (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality, but not limited to, the likely effect of the height, bulk, scale orientation and appearance of the development.	<p>The scale of the development is largely consistent with the approved building envelopes considered as part of the Belmont Park Racecourse Precinct A LDP. The racecourse lots are contemplated for high density, residential development to connect people to the river and racecourse.</p> <p>The proposed development has responded to the sites strategic positioning by re-distributing height and mass to create greater building separation and provide some variation to building height surrounding the racecourse and river, as opposed to a wall of buildings of the same mass and scale.</p> <p>Given the location of the development, there is no existing development to consider, however the development is consistent with the scale of development envisaged by the approved LDP. All building separation to future apartments and townhouses has been contemplated by the existing planning undertaken for the precinct.</p>

Provision	Applicant response
(n) the amenity of the locality including the following – (i) environmental impacts of the development (ii) the character of the locality (iii) social impacts of the development	<p>The proposed development is consistent with the future character of the locality as planned for within previous strategic frameworks. The development is providing high density residential living opportunities in close proximity to services and amenities and is provided much needed housing supply. ✓</p> <p>The environmental impacts of the development have previously been explored and resolved through the various high-level strategic plans that precede this development application.</p>
(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or mitigate impacts on the natural environment or the water resource	<p>The subject site currently contains a portion of land reserved for Parks and Recreation which is located within the Swan DCA. The effect of the proposed development on the natural environment has previously been explored and resolved through the high-level strategic plans that precede this development application. ✓</p>
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	<p>Landscaping is being provided in accordance with SPP 7.3 Residential Design Codes Volume 2. ✓</p>
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk	<p>The suitability of land has previously been explored and resolved through the high-level strategic plans that precede this development application. ✓</p>
(r) the suitability of the land for the development taking into account the possible risk to human health or safety	<p>N/A N/A</p>
(s) the adequacy of – (i) the proposed means of access and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles	<p>Site access and egress is proposed in accordance with Precinct A – LDP. All site access/egress will occur from laneways positioned on the eastern and western ground floor boundaries of the development. ✓</p> <p>These laneways allow safe access to screened vehicle parking and allows service vehicles to traverse directly through the subject site.</p>
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety	<p>Refer to the Traffic Impact Assessment attached at Appendix F. ✓</p>
(u) the availability and adequacy for the development of the following – (i) public transport services (ii) public utility services (iii) storage, management and collection of waste (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities) (v) access by older people and people with disability	<p>The development site is in close proximity to the Perth Stadium train station. ✓</p> <p>Waste collection is planned to be able to traverse the whole subject site by entering through one laneway and exiting through the other. The vehicles will remain constantly in forward gear.</p> <p>The development will allow pedestrian and cyclists to access this part of Belmont Racecourse.</p>

Provision	Applicant response	
(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses	The subject site is currently vacant. The proposed development will deliver net benefit to the local community through activation of an otherwise vacant site not currently accessible to the public.	✓
(w) the history of the site where the development is to be located	N/A	N/A
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	The development seeks to deliver architecturally designed apartment buildings in a landscaped setting in a unique location between the Swan River foreshore and Belmont Racecourse on the Burswood Peninsula. The proposal makes effective use of vacant land to deliver necessary housing diversity and targets and facilitates activation of land that would otherwise remain secluded.	✓
(y) any submissions received on the application	N/A	N/A
(za) the comments or submissions received from any authority consulted under clause 66	N/A	N/A
(zb) any other planning consideration the local government considers appropriate	N/A	N/A

Government Sewerage Policy

The Government Sewerage Policy (2019) promotes the sustainable use and development of land in the State through the following objectives:

- to generally require connection of new subdivision and development to reticulated sewerage;
- to protect public health and amenity;
- to protect the environment and the State's water and land resources;
- to promote the efficient use of infrastructure and land;
- to minimise costs to the broader community including ensuring an appropriate level and form of sewage servicing is provided; and
- to adopt the precautionary principle to on-site sewage disposal.

The approved subdivision requires the development to be connected to the reticulated sewerage system.

State Planning Policy No. 2.10 Swan-Canning River System

SPP 2.10 contains guiding principles for future land use and development and a policy statement for different parts of the river and has been prepared by the Swan River Trust and the WAPC. SPP 2.10 identifies key issues that should be considered in planning and decision making when in relation to the Swan and Canning Rivers.

The subject site is located in the Lower Swan area, which is typically described as having natural river landscaping and wetlands. SPP 2.10 identifies the following items that should be considered during planning decisions for this area:

- establish protection measures for riparian vegetation on foreshores;
- promote an aesthetic environment for new riverside development appropriate to its surroundings, and establish a sense of place by the River;
- recognise the importance of the River for transport, commerce, tourism and leisure as well as its conservation value;
- enhance the appearance and function of existing recreation, tourism and commercial nodes and of proposed nodes identified in an adopted Swan-Canning precinct plan;
- protect places of cultural significance, in particular places on the Register of Heritage Places and the Department of Indigenous Affairs register of significant places; and
- ensure that subdivisions incorporate adequate foreshore reserves and building setbacks.



The proposed lot (Lot 306) is not directly impacting the Swan River, with the racecourse towers lot being set back a considerable distance from the foreshore. The proposed towers have been designed with consideration towards how the development is viewed from the riverfront. This has informed arrangement of height and orientation of dwellings so that the towers are not viewed as a wall of building bulk.

Any subdivision and development in the vicinity of the river should recognise the possibility that acid sulfate soils may be present. Prior to any development being approved, proper investigations will be conducted, and the proposed development will include measures to minimise the possible risks associated with acid sulfate soils. This was addressed in the Remediation Action Plan prepared for the subject site in February 2022 in support of a subdivision application. This confirms that it is appropriate that acid sulfate soils be addressed through a condition of the subdivision approval and further action is not required in relation to this matter.

State Planning Policy No. 7.0 Design of the Built Environment

State Planning Policy No. 7.0 – Design of the Built Environment (Design WA) is a State Government initiative aimed at ensuring good design is a key consideration of all development in Western Australia. Design WA comprises a suite of documents that came into effect in 2019 and is to be given due regard by the determining authority when assessing development applications. The policy also includes the ‘10 Design Principles of Good Design’ which development is to be assessed against. A response to the 10 Design Principles of Good Design is included in Table 6.

Table 6. SPP 7.0 10 Principles of Good Design Assessment

Principle	Comment
Context and Character 	<p>The subject site, situated towards the northern end of the Burswood Peninsula, offers a prime location with city, racecourse and river views. This context has shaped the built form with careful consideration being given to the location of the towers relative to the green fingers and view corridors identified in the LDP and the manner in which the proposed height and tower massing responds to the LDP controls.</p> <p>Drawing inspiration from the site's natural attributes, including the tidal foreshore, native wildlife, and the rich history of horse racing in the area, the development facilitates a sense of character harmonious with its surroundings.</p> <p>The choice of materials in the podium reflects the sandy riverbanks of the Burswood foreshore, with warm, tonal sandstone and finely detailed brickwork whilst glossy glass balustrades and wind screens reflect the river and passing clouds.</p> <p>The resolution of the interface to the podium has been carefully considered having regard to the needs of the Belmont Racing Club whilst also providing visual interest.</p> <p>The design incorporates staggering in the building's structure and 'wings' that extend from the edges of the podium to provide protected undercroft spaces.</p> <p>The carefully considered design response provides a cohesive and aesthetically pleasing development that not only complements its context but also maximises the amenity of the residents.</p>
Landscape Quality 	<p>The proposed development places a strong emphasis on its landscaping, designed to seamlessly blend with the architectural design response. Carefully integrated into the development, the landscaping aims to enhance the visual appearance of the development and the amenity of communal spaces.</p> <p>The proposal provides 9.5% deep soil area, and it offers a substantial 894m² of additional on-structure planting area. Most of this on-structure planting is concentrated on the Level 3 podium roof, providing an easily accessible area with great natural amenity for residents.</p> <p>The landscaping plan introduces over 40 new trees. These trees play a vital role in providing canopy and improving the overall natural and pedestrian/resident environment. Additionally, the plan prioritises native plant species, aligning with the local ecosystem and ensuring a more sustainable and ecologically friendly development.</p>

Principle	Comment
Built Form and Scale 	<p>The development's architectural layout is structured around three primary components: the East Tower, West Tower, and Podium. The expansive podium spans the entire width of the development site, featuring strategically staggered edges that create sheltered undercroft spaces, shielded from adverse weather conditions.</p> <p>Notably, the centrally positioned apartments on the podium levels are thoughtfully designed to resemble the built form of townhouses. This approach ensures that their built form is commensurate with the neighbouring grouped dwellings across the boulevard, contributing to a harmonious streetscape.</p> <p>The towers themselves have been purposefully crafted to follow a gradual descent from east to west. The East Tower, located closer to the corner development sites of Sites H and I, provides greater height, a design choice that is equally offset by a lower height for the West Tower. This meticulous planning maintains the overall aggregate height within the maximum building height permissible on the development site.</p> <p>Furthermore, the towers feature appropriate architectural articulation, which not only sustains visual interest but also accommodates amalgamated floor plans on the upper levels. This thoughtful design approach ensures that the development not only fits seamlessly into its surroundings but also maximises its functionality and aesthetic appeal.</p>
Functionality and Build Quality 	<p>At ground level, the development's pedestrian entries are strategically positioned at both ends of the podium, each offering ample covered space that provides shade and enhances the overall pedestrian experience. These ground-level frontages are designed with a high degree of permeability, facilitating direct connections to the spacious and active lobbies of the residential towers.</p> <p>The ground floor apartments are slightly elevated above ground level, ensuring the preservation of a semi-private outdoor living space for their residents. Each of these ground floor dwellings is equipped with gates that grant direct access to the public realm via the Boulevard, creating a seamless connection to the surrounding environment.</p> <p>Secondary access to these ground floor dwellings is accessible through rear entries, conveniently integrated into the ground floor lobbies. The development also incorporates vehicle access lanes on both sides, allowing for efficient travel of waste and service vehicles, which can traverse the site directly, entering from the western laneway and exiting from the eastern laneway.</p> <p>Furthermore, visitor parking spaces are also accessed via the laneways, situated in front of security gates. Visitor parking relating to each residential tower is accessed by the respective vehicle laneways. This arrangement effectively separates visitor parking from service vehicles and resident parking, which are positioned behind the security gates, optimising both security and convenience for all residents and visitors.</p>
Sustainability 	<p>The careful orientation of the towers and the development site has been thoughtfully planned to maximise year-round solar access for the dwellings. 68.5% of the dwellings benefit from ample sunlight exposure between 9 am and 3 pm on June 21st, ensuring a healthy influx of natural light throughout the year. This orientation also extends to the habitable rooms and spaces within the dwellings, guaranteeing significant solar access.</p> <p>In fact, more than 83% of the dwellings enjoy over two hours of solar access to their indoor and outdoor living areas when considering sunlight exposure beyond 3 pm. This design approach prioritises the well-being and comfort of residents, fostering a connection with the outdoors and harnessing the benefits of natural light.</p> <p>The form and layout of the proposed buildings are also focused on providing ample opportunities for natural ventilation. Over 77% of all dwellings are designed to achieve natural ventilation, promoting a comfortable living environment.</p> <p>Sustainability is a central tenet of this development, with a commitment to achieving an equivalent 5-star Green Star rating (self-assessed). Sustainability initiatives are considered in every aspect of the development, encompassing servicing, materials, construction management, and solutions promoting active transport. This holistic approach underscores the project's dedication to environmental responsibility and long-term sustainability.</p>

Principle	Comment
Amenity 	<p>The proposed development provides a diverse range of dwelling types, featuring spacious living areas that surpass the minimum requirements outlined in the R-codes. Wherever feasible, dual aspect dwellings have been strategically configured to maximise views and solar access, enhancing the overall quality of living.</p> <p>Every residential store is appropriately sized and designed for internal accessibility where possible, ensuring practicality and convenience. Additionally, all proposed apartments meet the necessary floor-to-ceiling ratio for open-plan living spaces, prioritizing comfort and functionality.</p> <p>The development includes an allocation of 5% of all dwellings as affordable housing units, which will be made available for sale or lease through a community housing provider. This commitment to affordable housing reflects a dedication to social responsibility.</p> <p>The development incorporates universal design measures, such as level entryways to dwellings, spacious corridors for unobstructed movement, slip-protected showers, and reinforced bathroom walls suitable for grab rails. Furthermore, 40 apartments meet the 20% Silver Level Liveable Housing requirements, supporting the concept of aging in place.</p> <p>Significant communal facilities, including a cinema, gymnasium, cocktail lounge, resort-style pool, and outdoor dining areas, enhance the sense of community among residents and contribute to the overall liveability of the development.</p> <p>To promote safety and passive surveillance, the street interfaces of the development, especially along the laneways, feature extensive landscaping and permeable facades. The Racecourse interface has been thoughtfully articulated to minimise visual disruption during race events. A 'stewards box' on the podium level is also proposed, offering a strategic location for race stewards to adjudicate the race.</p> <p>Importantly, overshadowing concerns are effectively managed, with most of the overshadowing falling on the racecourse, resulting in no adverse impacts on residents or open spaces. Any overshadowing of other residential properties is limited to the early morning of summer months, having minimal to no impact on amenity.</p>
Legibility 	<p>The proposed development provides clear and organised parking arrangements, featuring a distinct separation between residential and visitor parking areas. To further enhance accessibility and wayfinding, integrated signage for both pedestrians and vehicles will be strategically placed at street level.</p> <p>Additionally, the development will include signage to guide visitors and residents to apartment entries and lobbies, reinforcing the separation between private and public realms and ensuring a well-organised and user-friendly environment.</p>
Safety 	<p>To ensure safety, clear sight lines have been meticulously planned at pedestrian and vehicle entry points along low-speed laneways, enhancing visibility for all. Apartment balconies have been strategically designed to offer constant passive surveillance of ground floor areas, fostering a strong sense of security and community. Bicycle parking proposed in the development is to be secure and well-lit.</p> <p>Furthermore, the public realm within the development is uniformly well-lit, facilitating a safe and comfortable environment for residents and visitors alike.</p>
Community 	<p>As discussed above, the proposed development includes a significant provision of communal facilities and living areas (1,080m² external space and 1,219m² internal space). These areas offer ample opportunities for social interaction and foster a greater sense of internal community for residents. This provision far exceeds the 300m² requirement under the R Codes Volume 2.</p>
Aesthetics 	<p>The proposed development uses a combination of blonde brickwork, perforated metal, frameless glass balustrades and powder coated battens as primary materials to reflect the development's foreshore aesthetic.</p> <p>The colour and material palette for the proposal respect the subject site's riverfront setting whilst the curved building bulk significantly softens the building's appearance.</p>

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments

The Residential Design Codes (R-Codes) Volume 2 forms part of the Design WA suite of documents and is the primary tool for the assessment of residential apartment developments in R-Coded residential areas throughout the State.

The LDP and Structure Plan provide development standards that are precinct specific that prevail over the R-Codes.

A detailed assessment of the relevant provisions of the R-Codes, Volume 2 is provided in Appendix K.

Local Planning Framework

Town of Victoria Park Local Planning Strategy

The Town's Local Planning Strategy (the Strategy) was endorsed by the WAPC in May of 2022. The Strategy was prepared to provide a strategic direction to inform the future statutory framework (i.e. the future Local Planning Scheme). The Strategy sets out the long-term strategic direction for land use and development within the Town and has been prepared to reflect the community and Council vision for the future of the Town.

The subject site is located within the Burswood Peninsula Neighbourhood. The objectives of the neighbourhood are:

1. To develop a regional destination with a mix of world-class visitor activities, experiences and accommodation.
2. To develop socially inclusive and environmentally sustainable higher density, mixed use urban neighbourhoods that reflect the unique context of the Peninsula.
3. To coordinate the planning and delivery of social, economic and environmental infrastructure across sub-precincts and planning jurisdictions.

The proposal will assist the Town and WAPC in achieving density targets in an appropriately identified area as well compliance with the relevant abovementioned objectives specified within the Local Planning Strategy – building upon existing developments and setting a high standard for any future development in the locality.

Town of Victoria Park Local Planning Scheme No. 1

Under the Town's Local Planning Scheme No. 1 (LPS 1) the subject site is zoned 'Parks and Recreation' and 'Special Use' and is subject to a Special Control Area DA1, which requires a Structure Plan to be prepared and approved prior to any subdivision or development on the land.

The relevant objectives of the Scheme are as follows:

- (a) *to cater for the diversity of demands, interests and lifestyles by facilitating and encouraging the provision of a wide range of choices in housing, business, employment, education, leisure, transport and access opportunities;*
- (d) *to ensure planning at the local level is consistent with the Metropolitan Region Scheme and wider regional planning strategies and objectives;*
- (g) *to coordinate and ensure that development is carried out in an efficient and environmentally responsible manner which –*
 - i. *makes optimum use of the Town's growing infrastructure and resources;*
 - ii. *promotes an energy efficient environment; and*
 - iii. *respects the natural environment.*

The development will comply with the above aims of the Scheme – being designed in reference to the planning framework and providing an alternate housing choice for residents in an appropriate location which will be well serviced by infrastructure and amenity.

Land Use Permissibility

Land use permissibility is guided by Belmont Park Racecourse Redevelopment Structure Plan 2013. Table A - Planning Requirements for Precinct A prescribes land use permissibility. A summary proposed land uses and their respective permissibility within Precinct A is provided in Table 3 below.

Table 7. Land Use Permissibility under Structure Plan

Proposed Land Use	Permissibility	Justification
Multiple Dwelling	P	The proposed multiple dwelling land use will contribute to the density and housing diversity within Precinct A, aligned with the vision of the Belmont Park Racecourse Redevelopment Structure Plan.
Private Recreation	X	The proposed racing steward's box represents the efficient and practical integration of adjacent land uses which is aligned with the vision of the Belmont Park Racecourse Redevelopment Structure Plan. Whilst the land use was not anticipated by the Structure Plan within Precinct A, the Structure Plan is a due regard document and the land use is capable of approval under LPS 1.

Amenities associated with the residential uses of the site such as communal spaces, lobbies, lounges, cinema and gym are considered incidental to the permitted multiple dwelling use.

Consequently, all proposed uses associated with the development are considered capable of approval and warrant approval.

Belmont Park Racecourse Redevelopment Structure Plan 2013

The Structure Plan has been prepared to provide an overarching planning framework to guide and facilitate the subdivision and development of some 73 ha of land at the northern end of the Burswood Peninsula, for urban purposes. The Structure Plan includes the following components:

- Retention and upgrading of current thoroughbred racing facilities;
- High rise and medium density housing with some 4,500 residential dwellings;
- A significant Activity Centre comprising mixed use, retail and commercial uses, office, tourism and festive retail; and
- Riverfront Parks and Recreation.

The subject site is located within Precinct A, which envisages a mix of residential developments that respond to the locality being the river and racecourse. The Structure Plan originally aimed to deliver mid-rise residential apartments and low rise attached, single dwellings. However, as the project progressed the aim for Precinct A has been amended through the LDP process and now includes high rise apartments. An assessment of the development standards for multiple dwellings is set out in Table 3 below.

Table 8. Assessment of Development against Structure Plan provisions

Site Requirements	Required	Proposed	Complies
Max plot ratio	Multiple dwelling – 5.0	6.55:1	Refer to discussion section in report.
Min open space (% of site)	Multiple dwelling – 40	Varied by Precinct A LDP, as per Vol.2 of the R-Codes.	
Min private open space on podium deck (m ² per dwelling)	Multiple Dwelling – 12	Varied by Precinct A LDP, as per Vol.2 of the R-Codes.	
Min primary street boundary setback (m)	Nil	Varied by Precinct A LDP, refer to assessment below.	
Secondary street setback (m)	Nil	Varied by Precinct A LDP, refer to assessment below.	
Other/Rear/Foreshore	Nil	N/A	N/A

Burswood Peninsula District Structure Plan 2015

The Burswood Peninsula District Structure Plan (Burswood DSP) was created after the 2013 Structure Plan and created a vision for the entire peninsula area. The purpose of the Burswood DSP is to provide a strategic framework to guide the development of key projects in the short term, and support the planning, assessment, coordination and implementation of longer term development across the peninsula. The DSP establishes a long-term vision for the area with a focus on an attractive, vibrant and sustainable urban setting, with a diverse mix of housing, recreation, entertainment, tourism and employment opportunities. The DSP establishes a precinct character for the peninsula which includes a new residential

neighbourhood, a mixed use centre, extensive landscape setting and a new marina to cater for 8,000 residents. It is noted that in the original timeline the DSP predicted full redevelopment to be completed by 2025. Since the creation of the LSP and the DSP, modifications to the original layout have occurred.

Burswood Peninsula: Belmont Park Racecourse Precinct A Local Development Plan

The purpose of the LDP is to coordinate and guide the development of Precinct A by expanding upon the planning framework established by the Structure Plan. Development controls within this LDP seek to facilitate a mix of residential developments at varying scales, densities and locations in response to the opportunities afforded by the Precinct's interfaces with the Swan River and Belmont Racecourse.

An assessment of the development against the relevant LDP provisions in relation to the Racecourse Lots (Apartments) is set out in Table 9 below. Where the development does not meet the deemed-to-comply provisions, an assessment against the design principles is included within the discussion section of the report.

Table 9. Assessment of Development against Structure Plan Provisions

Racecourse Lots (Apartments)			
Control	Required	Proposed	Complies
Building Height	Min. 8, max. 19 storeys total Min. 3, max. 4 storeys podium Modulation in total height encouraged across Racecourse Lots (Apartments) having regard to views from the surrounds and overshadowing impacts	West Tower: 19 Storeys (including roof terrace and mezzanine parking as per the Scheme definition) East Tower: 22 Storeys (including mezzanine parking as per the Scheme definition)	Refer to discussion section.
Street Setbacks	Nil to podium (including secondary street), max. 3 metres at corners for landscaping Min. 5 metres to tower	Podium Setbacks (First 4 Storeys) <u>Ground Floor</u> Boulevard: 2.6m <u>Level 01:</u> Boulevard: 2.75 m <u>Level 02:</u> Boulevard: 2.675m <u>Level 03:</u> Boulevard: 4.2m Tower Setbacks (Above 4 Storeys) <u>Level 4 - 17</u> Boulevard: 3.85m <u>Level 18 – 21</u> Boulevard: 3.85m	Refer to discussion section.
Side and Rear Setbacks	Nil to podium Min. 3 metres to tower	Podium Setbacks (First 4 Storeys) Nil to rear Various setbacks to sides to facilitate deep soil planting Tower Setback (Above 4 Storeys) Side – 6.65m eastern side Rear – 3m	✓
Open Space	The Open Space requirement under the Structure Plan does not apply. Refer to R-Codes regarding Deep Soil Areas and Communal Open Space.	N/A	

Racecourse Lots (Apartments)			
Public Domain Interface	Podium parking screened from the Boulevard via sleeving of apartments/active space and from the racecourse and laneway via architectural treatment of facades. Consider raised terraces (max. 1m) to Boulevard opposite ground floor residential uses.	Parking on podium level is entirely screened via ground floor residential uses, shared facilities, landscaping and balconies. The rear elevation abutting the racecourse is screened behind a precast concrete wall.	✓
	Onsite waste collection shall be provided unless otherwise agreed by the determining authority	On-site waste collection will occur from laneway.	✓
	Services and utilities are to be located abutting a vehicle accessible laneway, integrated into the design of the development.	All service areas area located internally or concealed from the boulevard.	✓
	The architectural treatment of the building frontage to the Boulevard shall continue for a minimum of 20% of the building frontage to the Apartment Laneway, or as otherwise demonstrated to appropriately treat the building corner. Min. 3.5m ground floor to ceiling height.	The laneway is 42 metres in length. The proposed ground floor lobby frontage is to extend past the corner into the laneway by 12.8 metres (30%). This will activate the laneway and appropriately treat the ground floor corner. A ground floor, floor to floor height of 4m is proposed to facilitate a floor to ceiling height of 3.5m.	✓
Pedestrian access and Entries	Pedestrian access from boulevard and separated from vehicular access and aligned with the visual termination of a Midshore Road or Foreshore Link.	Both towers are to feature ground floor access from the Boulevard on their respective lots. Vehicular access is separated and provided from the laneways on the west and eastern sides of the podium.	✓
Vehicle Access	In accordance with Plan 1 – Local Development Plan. Access to Lot B encouraged via shared arrangement with adjoining Lot C.	Shared access arrangements are proposed between proposed Lots 306 and 308.	✓

Racecourse Lots (Apartments)			
Façade Design	Adjoining podiums, building edges, floor heights, and awnings (to non-residential spaces) shall integrate to provide a cohesive urban edge, with podiums articulated to the street.	Visual interest is provided on the primary ground floor frontage through significant landscaping within the lot boundary and individual front entrances to apartments. The podium façade is articulated through curved edges and visually interesting balconies fronting the street.	✓
	Design and treatment of facades to the Racecourse shall not impact on the safe passage of horses.	This has been extensively reviewed by MJA. A series of overlapping pre cast concrete walls are proposed to create a visually interesting façade that includes shadows and the perception of movement whilst not including any openings which might otherwise pose a distraction for the horses. This has been reviewed by Perth Racing who have accepted the proposal.	✓
	Min. 3 different materials, avoiding high reflective finishes that have poor glare outcomes `	The development's primary façade utilises a combination of gold aluminium, limestone coloured concrete and blonde brickwork to create a harmonious aesthetic in conjunction with significant landscaping. The use of brickworks and concrete on the primarily sun-facing facades mitigates greatly against glare impacts.	✓
	Designed to complement one another in architectural form, scale and expression within a vertically proportioned and visually interesting building.	The proposed towers complement each other greatly in scale, form and façade design. The different alignment of each tower allows for visual interest, increased building separation and greater visual access to sky. The towers are proportioned appropriately as viewed from the primary frontage. The building bulk is appropriately applied such that the taller tower appears more slender while the lower tower appears wider.	✓
	Common circulation areas are provided with natural light.	68.5% of dwellings achieve natural solar access in their habitable rooms for a period of over 2 hours between 9am and 3pm on June 21 st . This number is increased to 83% when measurement is extended out to 4pm. Consequently, the development provides significant natural light access for the vast majority of dwellings.	✓
Roof Design	Consideration is given to the design of any large areas of roof that may be overlooked from or within development on Racecourse Lots (Apartments)	The roof has been articulated so that adjacent towers cannot easily look into or down on servicing equipment. The roof will be covered by solar panels to conceal the mechanical areas.	✓
All Other Considerations			
Materiality	a. Apartments are sculptural with finished that include but are not limited to glass, metal and concrete.	The development mainly includes a mix of glazing, aluminium finishes and limestone coloured concrete on	✓
Finished Floor Levels	Minimum ground habitable finished floor level of 0.5m above the 1:100 year flood level	The lot level will be created via the subdivision process to ensure clearance to the flood level.	✓

Racecourse Lots (Apartments)				
Diversity and Affordability of Housing	a.	Diversity of housing is promoted through the adoption of a variety of townhouse and apartment products which allow for various levels of entry to the market for residents.	Housing diversity is provided throughout the entire precinct through grouped and multiple dwelling products. Apartment size and layout diversity is provided in the following ratios:	✓
	b.	Each Racecourse Lot (Apartments) development shall provide various apartment sizes, layouts and orientations.	<u>1 bedroom apartments</u> 16% <u>2 bedroom apartments</u> 56% <u>3+ bedroom apartments</u> 29%	
	c.	A minimum of 5% of total apartment dwellings in Precinct A shall be designated as affordable housing in perpetuity, being a mix of 4% of one-bedroom apartments and 1% of two-bedroom apartments (rounded to the nearest whole dwelling).	5% of dwellings will be identified as affordable housing. This is ensured through the sale of these dwellings to an affordable housing provider who will lease out the property.	✓
	d.	The allocation of affordable or disability dwellings shall be nominated by the Developer at lodgement of DA, which is to be accompanied by a Housing Agreement made between the DA developer and the proposed Community Housing Provider or Department of Communities or other State/Federal funded community organisation, for the occupation of the dwelling by householders who are considered low to medium incomes or have a disability but are not eligible for social housing.	Noted.	✓
	e.	Should an affordable or disability dwelling be sold to a 3 rd party, the property will be sold at market value less 15% and retained in perpetuity through a restrictive covenant registered against the certificate of title of the dwellings restricting use for affordable or disability housing only.	Noted.	
Environmental Sustainable Design (ESD)		Residential homes shall achieve a natHERS energy rated home rating, or equivalent, to the standard at the time of building application per home.	The project is aiming to achieve at least 35% (5 Star – Australian Excellence Level), self-assessed. Each dwelling will achieve a natHERS energy rated home rating of 0.5 stars above the standard that applies at the time of the building application.	✓

Racecourse Lots (Apartments)				
Public Art and Cultural Acknowledgement	a.	A Public Art Master Plan shall be prepared by a suitably qualified public art consultant and approved by the Town of Victoria Park as a condition of (staged) subdivision approval. It shall describe the location and intent for public art through the precinct and be informed by cultural context.	A condition requiring a public art contribution in accordance with the Town's standard requirements is anticipated to be conditioned upon the development.	N/A
	b.	The Public Art Master Plan shall also guide the theming and purpose of art (such as cultural place interpretation, historic, waymaker, entry statement) as well as the intended timing for installation.		
Crime Prevention Through Environmental Design	Refer to Table 8 below for consideration of draft Safer Places by Design Guidelines			
Noise Considerations	a.	Where, in the opinion of the responsible authority, proposed sensitive development is deemed to be impacted by noise, the development application is to be accompanied by an Acoustic Report prepared by a suitably qualified consultant demonstrating how development can ameliorate the impact of noise from external sources and comply with relevant legislative requirements.	An acoustic report has been prepared to support the development application, refer to Appendix H.	✓
	b.	Potential noise sources to consider include the Belmont Park Racecourse and the Swan River activity hub adjacent to the thousand metre chute, where development immediately adjoins these activities.	A Section 70A is anticipated to be required. The 70A notification relates to the noise, vibration, light and other disturbances associated with race track activities. Noise from activities on the Swan River would be minimal for the tower racecourse lots.	✓
	c.	Residential developments can be protected from surrounding noise generating activities through the incorporation of various noise attenuation measures, including: <ul style="list-style-type: none">o locating noise sensitive areas such as bedrooms, away from potential noise sources; oro the use of appropriate materials for external walls, roofs, doors and window glazing to minimise noise intrusion where necessary	The residential common areas have been addressed through the acoustic report. The acoustic report has outlined the following statements: <ul style="list-style-type: none">• The pool pump and any pool associated equipment will need to be structurally isolated from surrounds.• The gym will need to include sufficient matting/isolation products to prevent noise transfer to the apartments. This detail will be further refined at detailed design stage.• The communal barbecue and outdoor dining area will be managed via the body corporate to ensure noise levels are managed for those apartments which abut this space.	✓

Racecourse Lots (Apartments)			
Wind	a.	The orientation and design of buildings shall seek to mitigate against exposure to the impacts of wind on the use of public and private outdoor space by people.	This development application is accompanied by a Wind Report, prepared by appropriately qualified consultant RWDI. ✓
	b.	Applications for development approval shall be accompanied by a Wind Impact Statement prepared by a suitably qualified consultant in wind environment modelling and assessment. The wind impact statement is to analyse the effects of wind conditions on pedestrians on the adjoining footpath at street level as well as any outdoor communal open space at podium level and private balconies.	The Wind Report assess amenity impacts on pedestrians, outdoor areas, balconies and communal spaces. The Wind Report suggests minor design conditions that can be incorporated as mitigation measures to protect against wind such as dense landscaping and perforated screening of balconies. The proposed building orientation allows wind to be redirected to areas that are appropriately shielded. Vulnerable areas are only unsuitable for active use during specific months of the year.
	c.	Awnings, balustrading, landscape and screening shall be incorporated in building and landscape design, as needed, to assist in creating outdoor environments that are fit for their intended purpose and should consider the recommendations contained within the Wind Assessment at Appendix I.	Significant landscaping is proposed in areas where strong winds are redirected. Screening is to be incorporated for upper-level balconies. ✓ A detailed summary of the report is provided in Section 6.
Non-Residential Uses		A maximum of 500sqm net lettable area of retail is permitted within Precinct A and is to be located on the ground floor of Racecourse Lots (Apartments).	No retail land use is proposed in this development. ✓
Temporary Community Facility	a.	A temporary community space of approximately 200sqm is to be provided within Precinct A.	N
	b.	The facility is to be provided once 200 dwellings have been constructed or be provided within the first Racecourse Lot (Apartments) development, whichever is the earliest, with its lifespan to be determined at the time of provision having regard to the existing and planned development of the Structure Plan at the time.	

Residential Visitor Car Parking

As the proposed development proposes only residential land uses, all car parking provisions are to be stipulated through State Planning Policy 7.3 – Residential Design Codes Volume 2 (Apartments). Consequently, the car parking assessment for the subject development is captured in the attached R-Codes assessment.

Refer to Appendix K – R-Codes Volume 2 Assessment

Safer Places by Design Guidelines

The LDP requires assessment against the Safer Places by Design Guidelines to demonstrate how the relevant criteria has been achieved. The State Government has published the Guidelines to provide a practical resource in the application of crime prevention through environmental design (CPTED), to promote the value of good design in delivering vibrant and safe public environments. The criteria of the Guidelines have been assessed in Table 10 on the following page.

Table 10. Safer Places Design Guidelines Assessment

Principle 1: Surveillance	
Intent: ‘To see and be seen.’ The design of an environment should maximise the number of people using a space to encourage good passive surveillance. Effective surveillance can make crime targets less attractive.	
Objective	Comment
1.1: Eyes on the street The design of publicly accessible spaces provides opportunities for passive surveillance	The primary frontage of the proposed podium and tower includes interactive outdoor living spaces through both the private balconies and communal library terrace and podium terrace. These areas offer passive surveillance over the Boulevard, while outdoor living areas on the corners of the primary frontage provide surveillance of the laneways. The publicly shared areas such as the terraces and lobbies are intended to be active at all times of the day, enhancing the sense of safety in the environment
1.2 Clear sightlines The design of the environment provides opportunities for passive surveillance through unimpeded sightlines to, and within publicly accessible areas	Pedestrian access is made clear throughout the development. Residents and visitors have clear line of sight to the lobby of each tower. Sight lines from internal areas are unimpeded to the public realm.
1.3 Effective lighting Lighting design supports good surveillance, raises perceptions of safety and deters offending	Façade lighting will be provided, however is a detailed design consideration. A lighting plan to be provided at building permit stage is accepted to demonstrate the lighting strategy for the site.
1.4 Technological surveillance Surveillance of higher-risk or vulnerable areas is increased through technological measures	N/A - The site is not considered to be a higher-risk or vulnerable area.
Principle 2: Territorial Definition	
Intent: To provide clear demarcation between public and private space and encourage community ownership of public space.	
Objective	Comment
2.1: Clear spatial structure Clearly define the ownership of a space (public and private spaces, as well as transitional spaces in between)	All spaces are clearly defined with transitional spaces in between denoted with landscaping. The terrace apartments have access directly from the street. A combination of landscaping and fencing will be used to separate the public and private realm to provide that clear edge. The primary building façade will create a definitive distinction between private and public realms at the lobby entry points.
2.2 Legibility A legible land use spatial structure is provided that assists wayfinding, orientation and connection to support safe opportunities for social interaction and recreation	Both lobby spaces are clearly definable. This has been achieved through clear delineation of entrances and signage to differentiate lobby areas. Residential spaces are explicitly separated from lobby areas.
2.3 Signage Signage supports legibility and wayfinding while communicating the intended use of space.	Signage will be required to inform patrons who arrive via vehicle where the public parking is located. A way-finding strategy can be prepared post-development application to support this.

Principle 3: Access control

Intent: Design for access control should attract people and vehicles to some places and restrict them from others. Access control should limit instances of trespassing and opportunities for high risk scenarios such as hostile vehicles.

Objective	Comment
3.1 Physical and landscape deterrent The design of the physical environment directs pedestrian movement through the public realm away from potential targets or risk and into areas with good surveillance	Pedestrian movement is managed adequately through differences in paving aesthetics and footpaths to direct pedestrians through landscaped areas and directly to the entrances of the development. Pedestrians are encouraged to move away from potential hazards related to Boulevard or Laneway traffic. Parking areas on all levels are provided with direct access to lift and parking lobbies to ensure the safety of visitors to the development after parking.
3.2 Target hardening For higher risk targets, incorporate 'obvious and visual' deterrent measures into the design; limit access with gates, locks and security doors	N/A – the site is not considered to be a higher risk target.

Principle 4: Space management

Intent: Public places should appear owned and well-cared for. Effective management and regular maintenance are necessary to ensure the continued use of spaces for their intended purpose. The presence of people improves surveillance and perception of safety.

Objective	Comment
4.1 Activity support The design of the physical environment increases levels of activity, supporting appropriate and passive surveillance.	Activity in the development is supported along the primary Boulevard frontage through private and public outdoor living spaces fronting the street and the two lobbies which provide access to the building from the street.
4.2 Space maintenance A well-maintained physical environment appears to be owned and cared for. This discourages vandalism and anti-social behaviour.	The strata-body will be responsible for maintaining the landscaping and the building in general. Given the private dwellings fronting the street, combined with lobby spaces from the street front and car parking entry points from each laneway, it is considered that there are limited opportunities for vandalism to occur.

Local Planning Policy No. 29 – Public Art Private Development Contribution

Local Planning Policy No. 29 (LPP 29) seeks to facilitate the provision of public art as part of the private development process. As detailed through the LDP and subdivision application, public art is envisioned to form an integrated component of the design of the landscaping throughout the developable area, enhanced by future contributions from the subsequent development stages.

The LDP suggested that a Public Art Master Plan be prepared by a suitably qualified public art consultant and approved by the Town of Victoria Park as a condition of subdivision approval. Given that a Public Art Master Plan has not yet been approved for the precinct it is appropriate that a condition requiring a public art contribution in accordance with the Town's standard requirements is appropriate for this development.

Local Planning Policy No. 33 – Guide to Concessions on Planning Requirements for Mixed-Use, Multi Dwelling and Non-Residential Developments

The Town's Local Planning Policy no. 33 – Guide to Concessions on Planning Requirements for Mixed-Use, Multiple Dwelling and Non-Residential Developments (LPP 33) outlines the additional development requirements that a development proposal must satisfy to be considered favourably in terms of concessions on prescribed plot ratio, height, recession plan, and setback requirements.

LPP33 only applies to the extent that there are development standards from which a concession is required. It also only applies proportionally (i.e. the degree to which a development satisfies the criteria determines the degree of concessions granted under LPP33).

In the circumstances of this development it is submitted that limited weight should be attributed to LPP33 as the extent of concessions sought from the relevant controls is nominal as outlined below:

- The development is predominantly located within the prescribed building envelope under the LDP, but seeks to modulate the height of each tower, one up by two storeys and one down by two storeys to create a degree of visual interest in the skyline.
- One of the “additional storeys” in each tower is attributed to the fully concealed mezzanine parking level which does not contribute to any additional building height.
- One of the “additional storeys” in the West Tower is attributed to the roofed communal terrace (including lift lobby and toilets). These facilities add significant additional amenity to the development and despite not contributing to plot ratio floor area, count as a storey by virtue of the solid roofing that is provided to ensure the space is practical and functional. The setbacks to the roofed terrace mean it will not be perceived as additional building height in views of the building from the public realm,
- Setting aside these additional, predominantly “hidden” storeys which contribute to the overall defined height of the development, the proposal will appear, in views from the public realm as a part 17 storey development (West Tower) and part 21 storey development (East Tower). This is equivalent in overall mass to two (2) x 19 storey towers incorporating the height modulation as per the LDP controls.
- The plot ratio, whilst exceeding the Structure Plan control, is less than would be anticipated if the plot ratio control had been revised in light of the additional height afforded to the site under the LDP (13 storeys in the Structure Plan versus 19 storeys in the LDP). The proposed plot ratio is only 31% more than the 5:1 plot ratio control, whilst the allowable height of 19 storeys under the LDP is 46% more than the allowable height under the Structure Plan. Accordingly, it is clear that the relevance of the plot ratio control in the Structure Plan has been overtaken by the introduction of the more specific envelope controls (including greater height) in the LDP and the Structure Plan plot ratio control is therefore no longer relevant to the assessment of development applications to which the LDP applies and should be given limited weight. It is also clear that the proposed plot ratio is entirely appropriate having regard to the allowable LDP building envelope.
- Importantly, a conclusion that the plot ratio control should be given limited (or no) weight has implications in relation to the proper application and consideration of LPP33 in the circumstances of this application. This is because LPP33 only applies to the extent that there are development standards from which a concession is required.
- If limited weight is to be given to the plot ratio control given its lack of correlation to the LDP controls which have superseded it and, if the height of the development is considered to be generally compliant with the LDP controls (given the proposed appearance of a part 17 and part 21 storey building relative to the 19 storey height control with modulation as per the LDP) then it follows that there is correspondingly no (or limited) concessions sought and therefore limited weight that needs to be given to the provisions of LPP33.

Despite maintaining that limited weight should be given to LPP, it is submitted, as outlined in Table X below that the proposed development satisfies or meets the provisions of LPP33.

Table 11. LPP 33 Assessment – Residential development requirements for planning concessions

Criteria	Assessment
Response to local character and townscape: Does the development integrate particularly well into its local context?	
The proponent clearly demonstrates that an appropriate strategy has been devised to manage site sensitivities.	Please refer to the Architectural Design Report for an assessment against the context and character and landscape principles of good design as specified within SPP 7.0. As demonstrated in the analysis provided with this application there are no site sensitivities that are notably altered as a result of the proposed height or plot ratio of the development. Appendix C – Architectural Design Report including Development Plans
The proponent demonstrates a comprehensive understanding of the desired character of the precinct and this understanding is reflected appropriately in their proposal.	Please refer to the explanation of the design evolution contained within the Architectural Design Report. The proposal has been through a design review and the design has evolved in response to this feedback to deliver superior design which responds to the desired future character of the precinct. Appendix C – Architectural Design Report including Development Plans
Contribution to the existing streetscape: Does the development make a significant positive contribution to the streetscape and, does it set a high standard to be emulated by others?	
If the street is in an area where the urban form is undergoing a planned change, such as along Albany Highway, Burswood Road or the Goodwood Parade area, then the development must demonstrate how it sets a new high standard of architecture for the street which, if emulated by others, will set a high standard of development along the street. A high standard of architecture in terms of streetscape appeal means that the design is well resolved in terms of its roof form, massing, fenestration arrangement, balcony detailing, ground level detailing, scale, proportion, enclosure and external finishes including materials, colour and texture.	The development sets a high standard of architecture with the careful and considered use of curves in the shape of the towers and in the façade composition which aids in breaking down the mass. When this approach is combined with the layering of the façade materials provides a visually interesting facade. The quality of the design is evident in the positive DRP feedback. No concern was noted by the DRP in relation to the scale or mass of the building.
The elevations exhibit a consistency of horizontal and vertical elements; they are well modulated into small human-scaled elements, and, they layer the facade, which provides a desirable transition between the street and apartments.	The podium and towers incorporate horizontal and vertical design elements. The podium is modulated with varying solid and glass balustrades and a human scale is provided with the direct entries to apartments complemented by the two lobbies at each end of the podium. The development will make a valuable contribution to the public realm.
The development must demonstrate good manners in its relationship with neighbouring properties. When a significant height difference is proposed between new buildings and adjacent lower density housing, then the development must step down to reduce the height difference.	The development has carefully considered its relationship to the adjoining racecourse as well as the approved development on Lot 308.
The interface of the development as a whole must be well resolved in terms of its composition of elements.	Please see the design evolution section of the Architectural Design Report which discusses the composition of the buildings elements and demonstrates the careful resolution of these in the design process.. Appendix C – Architectural Design Report including Development Plans
All elevations must be well resolved, which is particularly important if the development will be taller than its neighbours prior to the development of adjacent sites.	The elevations were considered to be well resolved by the Town's DRP based on the commentary provided.
Public art is provided and integrated into the building design.	There are good opportunities to achieve high quality public art outcomes as part of this development. It is considered appropriate that the standard Public Art conditions apply to any approval to ensure that these matters are well resolved with the Town as part of the condition compliance process.

Criteria	Assessment
Impact on the adjacent public realm: Does the development make a significant positive contribution to the quality and character of the public realm for the long term?	
The development avoids shadows being cast on the opposite footpath at midday at any time of the year.	Given the orientation of the site the building will not cause overshadowing of the footpath on the opposite side of the footpath at midday.
Where a retail use is proposed at ground level, the design must facilitate good street activation and in the case of food and beverage uses proposed at ground level, the development should enable the potential for alfresco dining.	Not Applicable – no retail uses are proposed.
Where office use is proposed at ground level, the design must facilitate transparent frontages and discourage the use of blinds to provide privacy to office workers.	Not Applicable – no office use is proposed.
There must be no abrupt change in level between the footpath and the ground floor of commercial development unless the site topography demands a level change, in which case the change must be well resolved.	Not Applicable – no office use is proposed.
At the transition between public and private land, hard and soft landscape elements including paving materials, vegetation, lighting, bollards, and awnings must be of a very high standard and create an inviting place to be.	Please see the landscaping plan for the public/private realm interface treatments proposed. Landscaping at the ground level frontage has been carefully resolved to positively contribute to the public realm. Refer to Appendix D – Landscape Plans
Where a building adjoins a public footpath with a commercial interface, the building must provide shade and shelter for pedestrians (although the use of canopies, loggias, etc).	The building entries are recessed into the subject site to avoid the need for canopies to protrude into the verge.
The treatment of adjacent verges should achieve a high standard of finish and amenity.	Please see the landscaping plan for the public/private realm interface treatments proposed. Landscaping at the ground level frontage has been carefully resolved to positively contribute to the public realm. Refer to Appendix D – Landscape Plans
Vehicle entry points must be located to minimise disruption to the pedestrian movement network in the adjacent public domain.	The vehicle entries are accessed from the laneways to avoid disruption to the pedestrian and vehicle flow of the area.
Signage and letterboxes should be of a high standard and are well integrated into the development.	Signage will be of a high standard commensurate with the design of the building. Letterboxes are within internal mail rooms..
Site planning and building block layouts: Does the development provide superior amenity for residents and visitors while minimising impacts on neighbours?	
In mixed-use developments, residential and commercial entries must be separated, and each must be well defined and appealing.	Criterion does not apply to wholly residential developments. Nonetheless each residential lobby is clearly defined and will be attractive spaces.
The entry experience from the street for both residents and visitors should avoid the use of long or convoluted corridors linking the front door to elevators and stairs;	The lobbies are carefully planned to be inviting spaces that offer a positive entry experience for residents and visitors alike.
Open stairs linking floors should be provided in low-rise developments to enable ease of access between floors which minimises reliance on lifts and fire stairs;	Criterion does not apply to high-rise developments.
Corridors with apartments arranged on either side should be minimised and where they are necessary, the corridors must be wide, naturally lit and well ventilated;	The corridors are wide and include natural light and ventilation opportunities.
If more than one building block is proposed on the same site, then the blocks must be positioned far enough apart to create a pleasant open air courtyard;	The two towers have been carefully massed and sited on the subject site to maximise the separation between the towers.

Criteria	Assessment
If more than one building block is proposed on the same site and the site has a rear ROW, then the ROW must be regarded as a second frontage with an appropriate built interface and possible secondary entry. Over time this enables the ROW to become an attractive, functional and active lane. Additionally, residents will benefit from an external outlook rather than the introverted outlook which usually results when buildings are designed to face into a development;	The subject site does not have a rear ROW.
Where buildings are proposed on a site with no rear laneway access, and there is a residential interface to the rear, the bulk of the building shall be located towards the front of the site;	The proposed development has no residential interface to the rear.
Approaches to apartments should avoid passing bedroom windows of adjacent apartments, but if unavoidable, the design should provide privacy measures that do not detract from the amenity of the residents;	There are no approaches to apartments that pass bedroom windows.
If windows or balconies overlook neighbouring properties, then the development must demonstrate how it reduces these impacts beyond simply complying with the Residential Design Codes.	The development has been designed to orientate views predominantly to the river or racecourse. Separation to future neighbouring buildings to the east and west is significant.
Internal apartment layouts: Do internal layouts of apartments provide maximum amenity and usefulness for the residents in the long term?	
It is noted that LPP33 predates the R-Codes Volume 2. The R-Codes Volume 2. Provisions address (and prevail over) LPP33 in relation to internal apartment design.	
Please refer to the R-Codes Volume 2 Assessment at Appendix K.	
Long-term building performance and services: Does the building provide maximum environmental comfort for residents while still achieving high levels of energy efficiency?	
It is noted that LPP33 predates the R-Codes Volume 2. The R-Codes Volume 2. Provisions address (and prevail over) LPP33 in relation to long term building performance matters (i.e. natural ventilation, solar access, cross ventilation and mechanical services). Notably, the development performs very well against the R-Codes Volume 2 requirements in relation to natural ventilation and solar access.	
Please refer to the R-Codes Volume 2 Assessment at Appendix K.	
Development overall: Does the development, in overall terms, earn consideration for a relaxation of planning requirements?	
The development must clearly demonstrate that the individual criterion listed in the above sections have been addressed; and	See above assessment.
As a whole, the development is well-considered and fully resolved.	<p>This is evident through the considered and skilled design undertaken by MJA Architects and the further evolution that has occurred since the meeting with the Town's DRP.</p> <p>The design evolution has delivered a building of superior standard that delivers Australian excellence in sustainability (self assessed 5 star Green Star equivalent) and delivers on the long term strategic vision for this Precinct. Importantly also, the proposed plot ratio and height will not unreasonably or adversely impact on the public realm or surrounding properties as compared to a compliant development.</p> <p>These factors demonstrate that the development has been well-considered and is fully resolved and should reasonably be supported by the Town.</p>



Appendix B – Certificate of Title

TOWN OF VICTORIA PARK
Received: 1/03/2024

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

2813

633

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 9101 ON DEPOSITED PLAN 73845

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

THE CHAIRMAN OF THE COMMITTEE OF THE WESTERN AUSTRALIAN TURF CLUB OF 70 GRANDSTAND
ROAD ASCOT WA 6104

(AN N508676) REGISTERED 13/12/2016

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. L360057 MEMORIAL. CONTAMINATED SITES ACT 2003 REGISTERED 30/6/2010.
2. M209439 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 13/3/2013.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP73845
PREVIOUS TITLE: 2776-543
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY: TOWN OF VICTORIA PARK

NOTE 1: O044999 INTEREST ONLY DEPOSITED PLAN 416066 LODGED
NOTE 2: P638518 INTEREST ONLY DEPOSITED PLAN 422787 LODGED

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

4015

406

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 3001 ON DEPOSITED PLAN 422596

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

GOLDEN SEDAYU PTY LTD OF 236 ADELAIDE TERRACE PERTH WA 6000

(T P067671) REGISTERED 9/3/2022

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. M209438 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 13/3/2013.
2. O334827 MEMORIAL. CONTAMINATED SITES ACT 2003 AS TO PORTION ONLY REGISTERED 31/1/2020.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP422596
PREVIOUS TITLE: 2776-542
PROPERTY STREET ADDRESS: 3 GRAHAM FARMER FWY, BURSWOOD.
LOCAL GOVERNMENT AUTHORITY: TOWN OF VICTORIA PARK

Appendix C – Architectural Design Report including Development Plans





TOWN OF VICTORIA PARK
Received: 1/03/2024

Lots 305_306
Burswood Point

February 2024
Rev A

A 10 Principle Design Report
prepared by_



For_

Golden Sedayu

Site Context & Aspect



The site on Burswood Peninsula forms part of what was once called “Beeloo” by the Indigenous people in the locality. The Swan River that bends around the peninsula is highly significant in Aboriginal culture.



Connectivity



Site approach.

The following details the revised approach to site massing and form arrangement following more detailed masterplan concept briefing.



Site Location & Precinct Strategy



The subject sites are Lots 305 - Lots 306 as shown above.

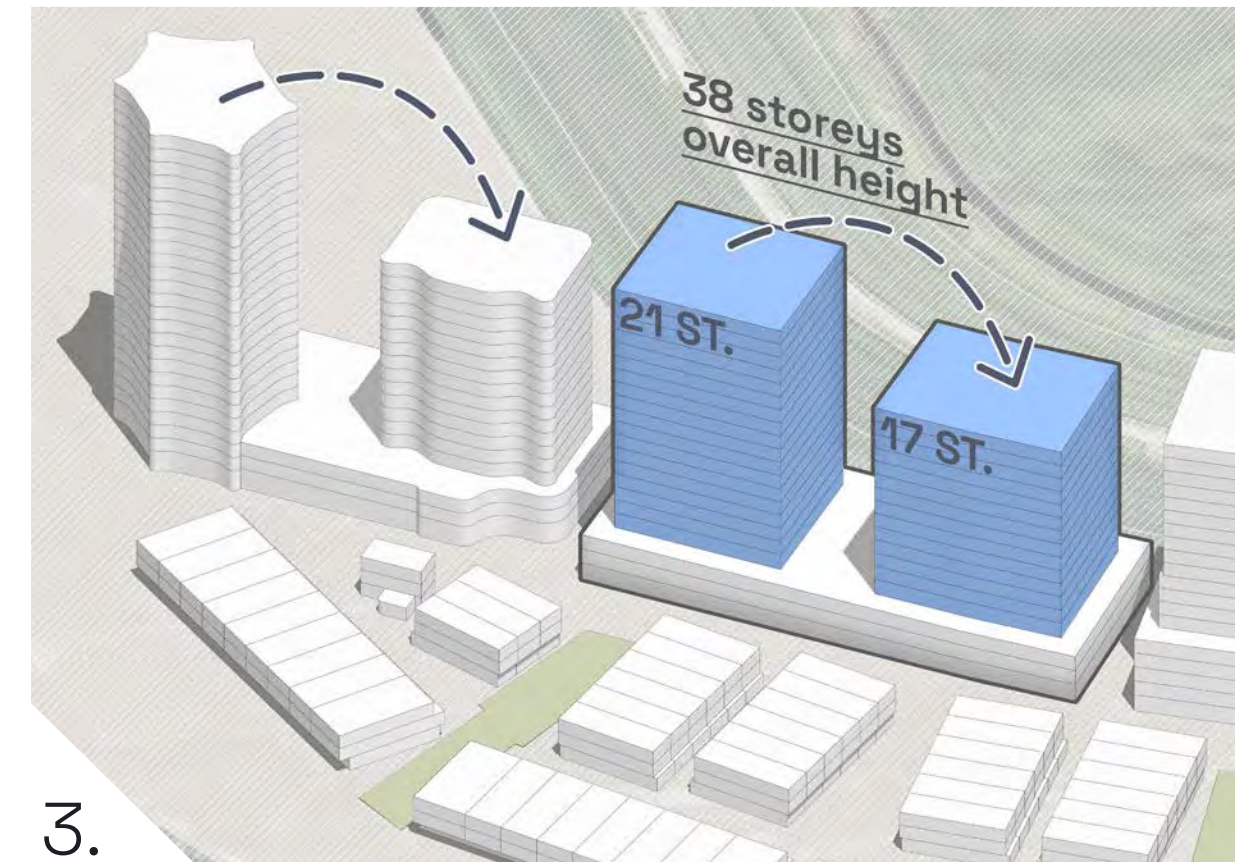
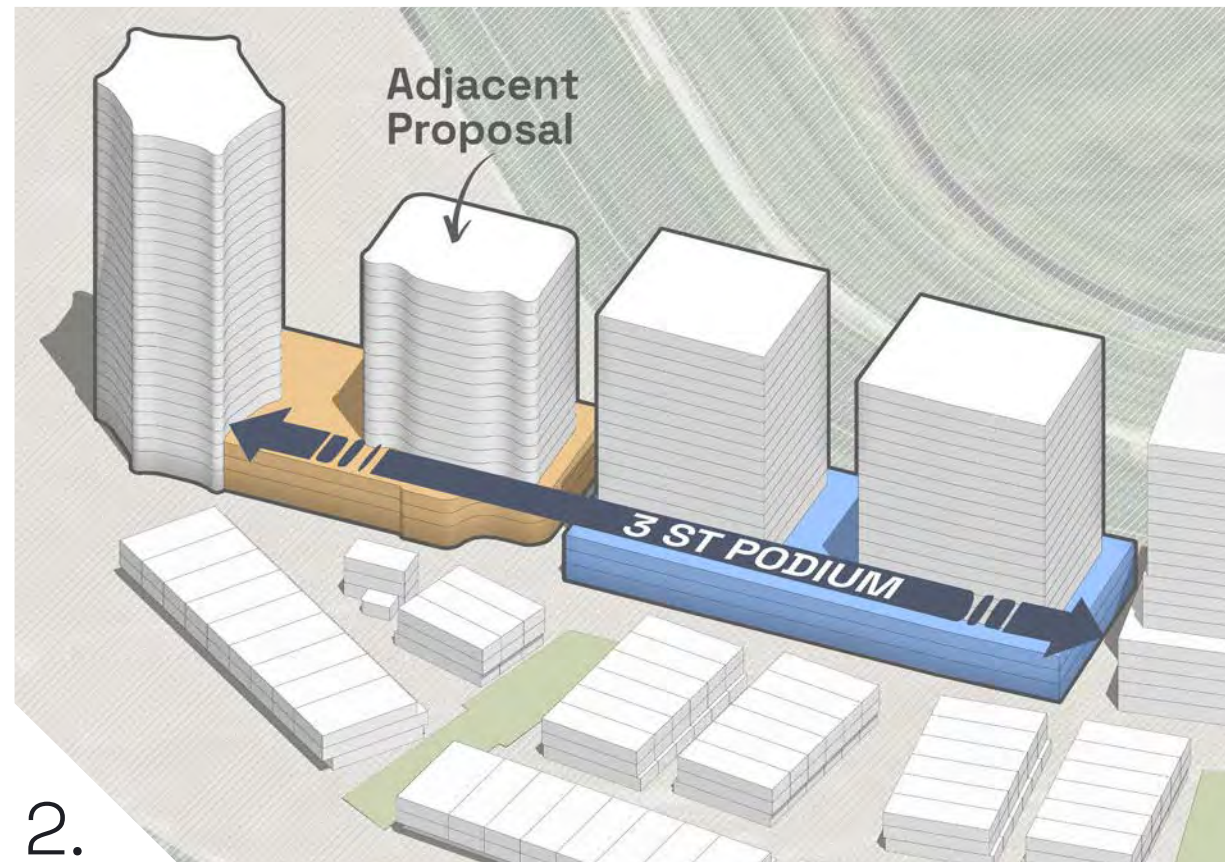
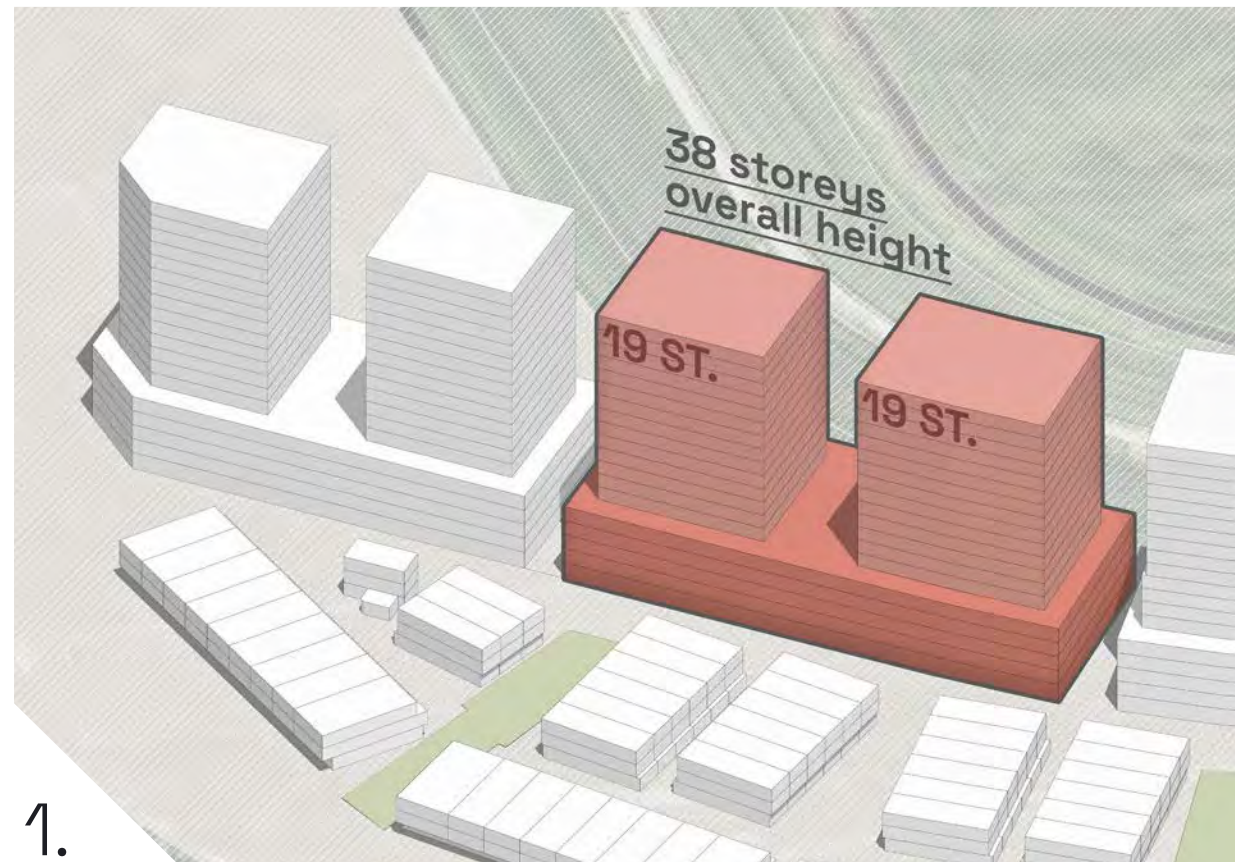


Key precinct 'Green Finger' hierarchy gestures are prioritised and reinforced.



For continuity across the precinct, each paired site is characterised by a primary and secondary built form.

Built Form Strategy



Compliant Envelope.

The gazetted Burswood Point LDP defines a high-level envelope for the Racecourse lots.

The overall form is defined as 19 levels overall per tower with a 5 level podium (38 cumulative levels).

Podium Datum.

We have been working closely with the Lot 307 & 308 design team and are ensuring each stage has consistent elements.

The podium heights are lowered to 3 levels to align with the adjacent 3 level townhouses and manage the pedestrian scale Boulevard.

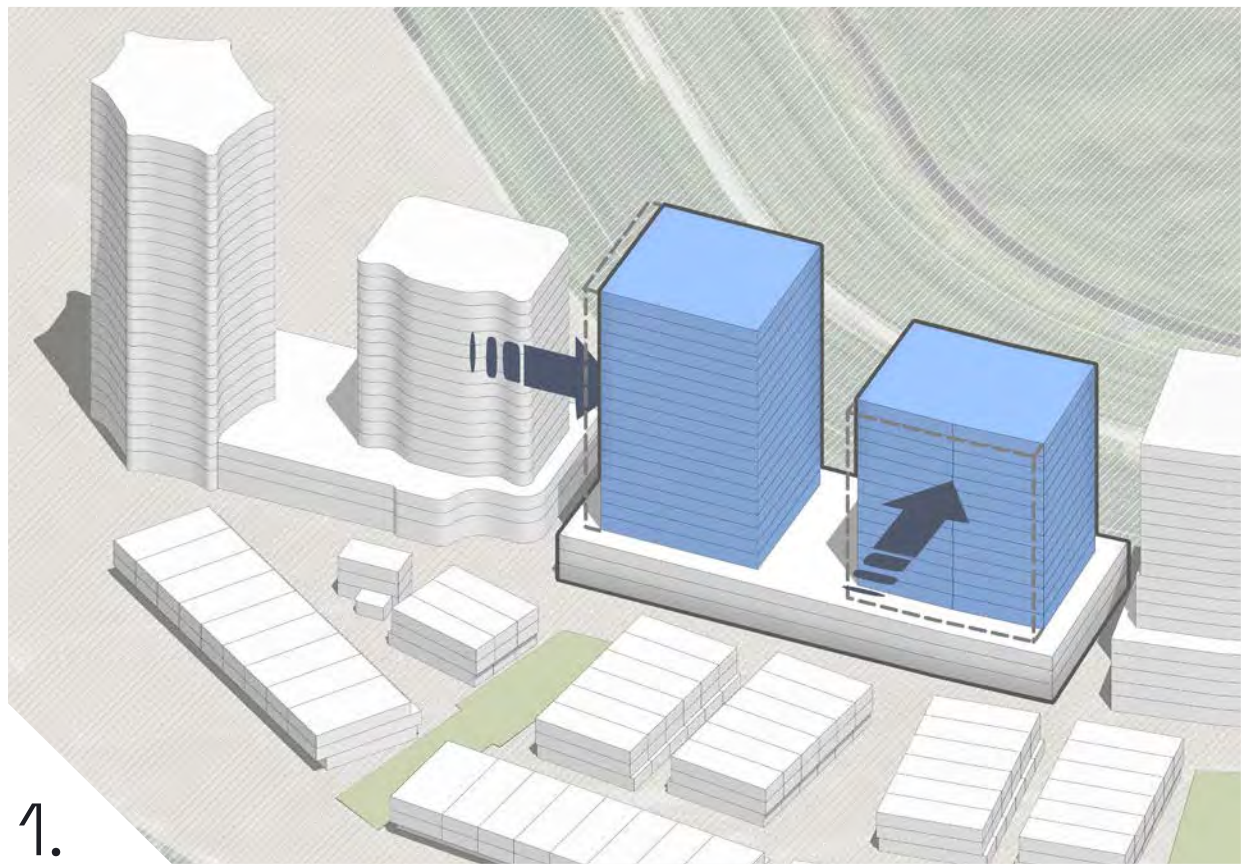
Height Distribution.

Following on from the urban testing and response for Lots 307 & 308, we are proposing to step the built forms for Lots 305 & 306.

The hierarchy aligns with the Green Finger connections to the foreshore open space precinct.

The cumulative height of the towers aligns with the LDP envelopes at 38 levels overall.

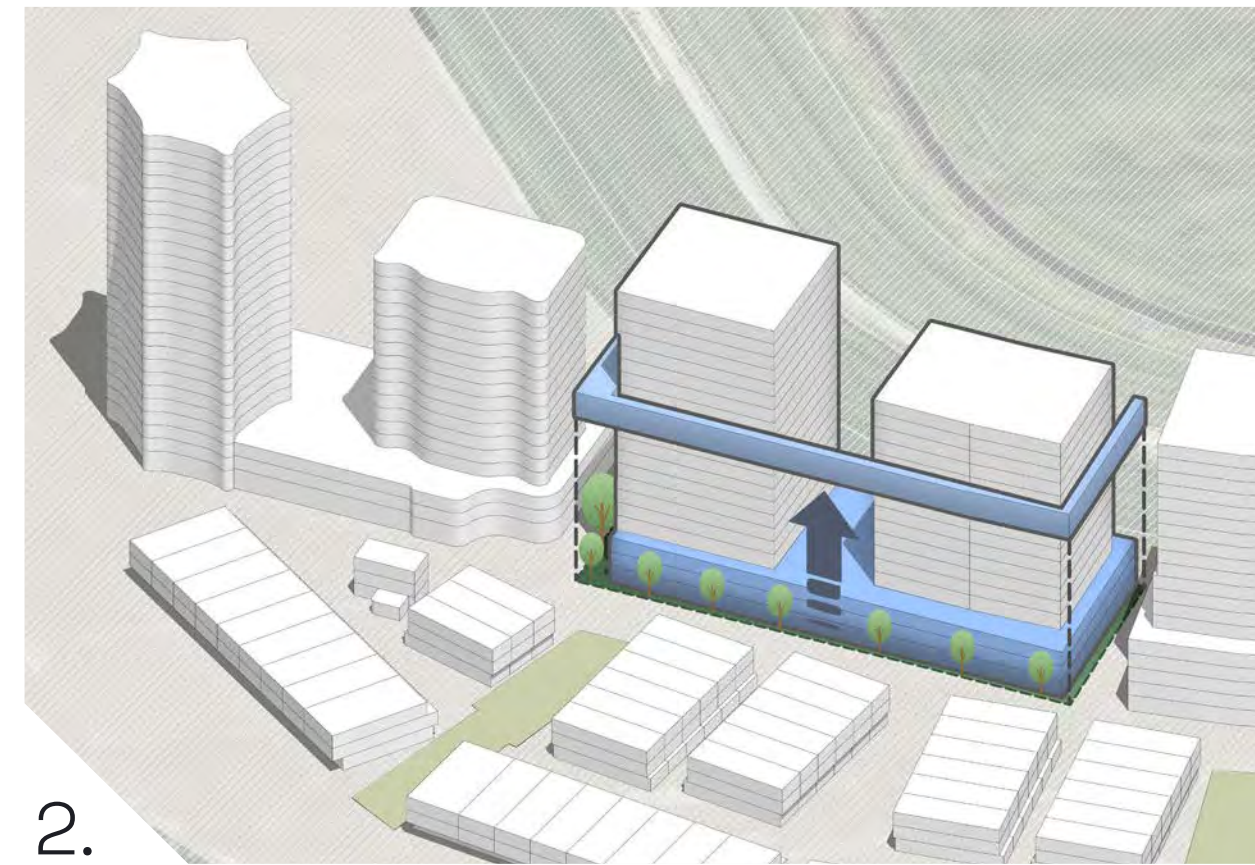
Built Form Strategy



1.

Increase setbacks.

Additional setbacks introduced to create variation in tower placement and open view lines for adjacent form back to the City skyline beyond.



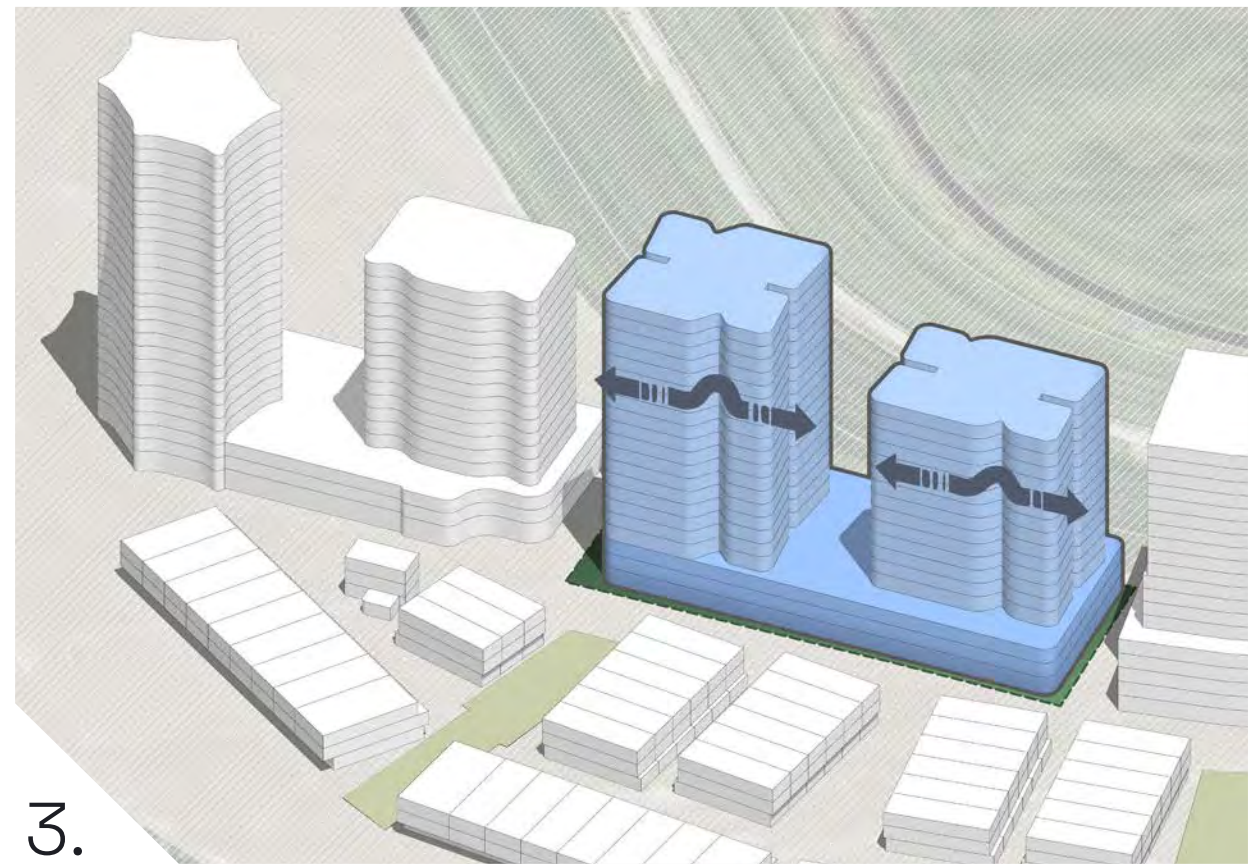
2.

Remove podium mass to facilitate deep soil area.

The podium form contracts from the lot boundaries to afford publicly accessible, and visible, deep soil zone.

The design intent sees the landscape design spill out onto the verge, embracing the additional rootable soil and working to blend the proposal in with its surrounds.

10% true deep soil is proposed. Structured planters are in excess of the deep soil.



3.

Articulate and sculpt towers.

In addition to setbacks, the tower forms are sculpted to afford oblique southern aspect views to the Perth city beyond.

The scalloping and rounded corners work to reduce the perception of bulk and scale whilst providing an engaging form.

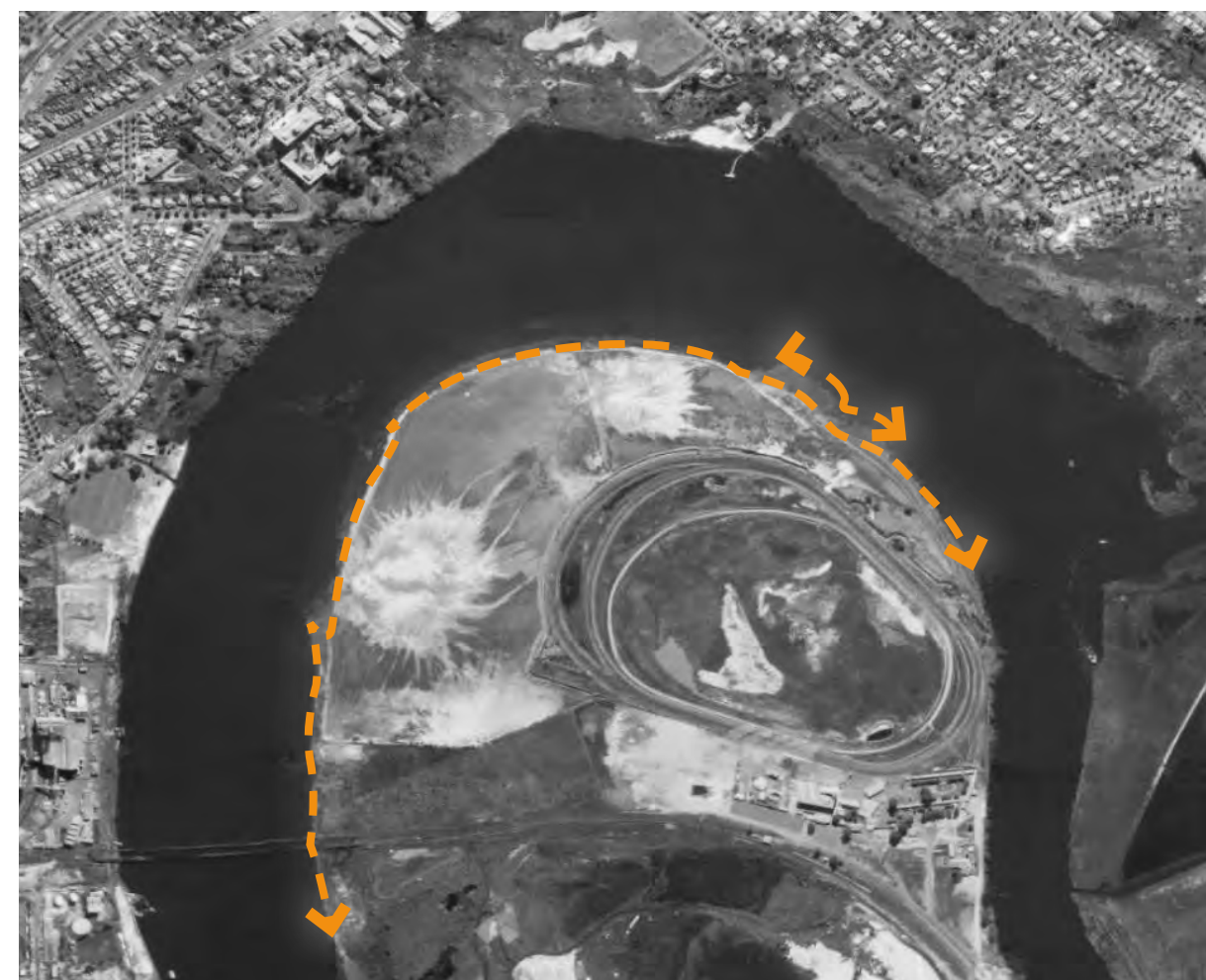
Built Form Concept.

The following proposal seeks to draw on the rich history of the site and landscape environment.



Tidal Landscape

The foreshore is a place influenced by the tides...we are engaged by the transition of the riverbank over time.



1970



1985

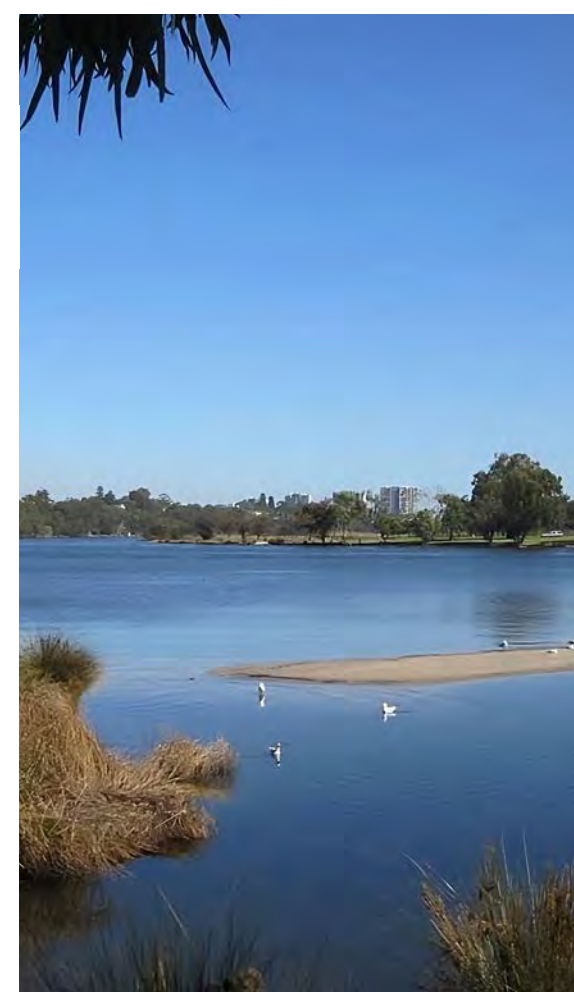


2023

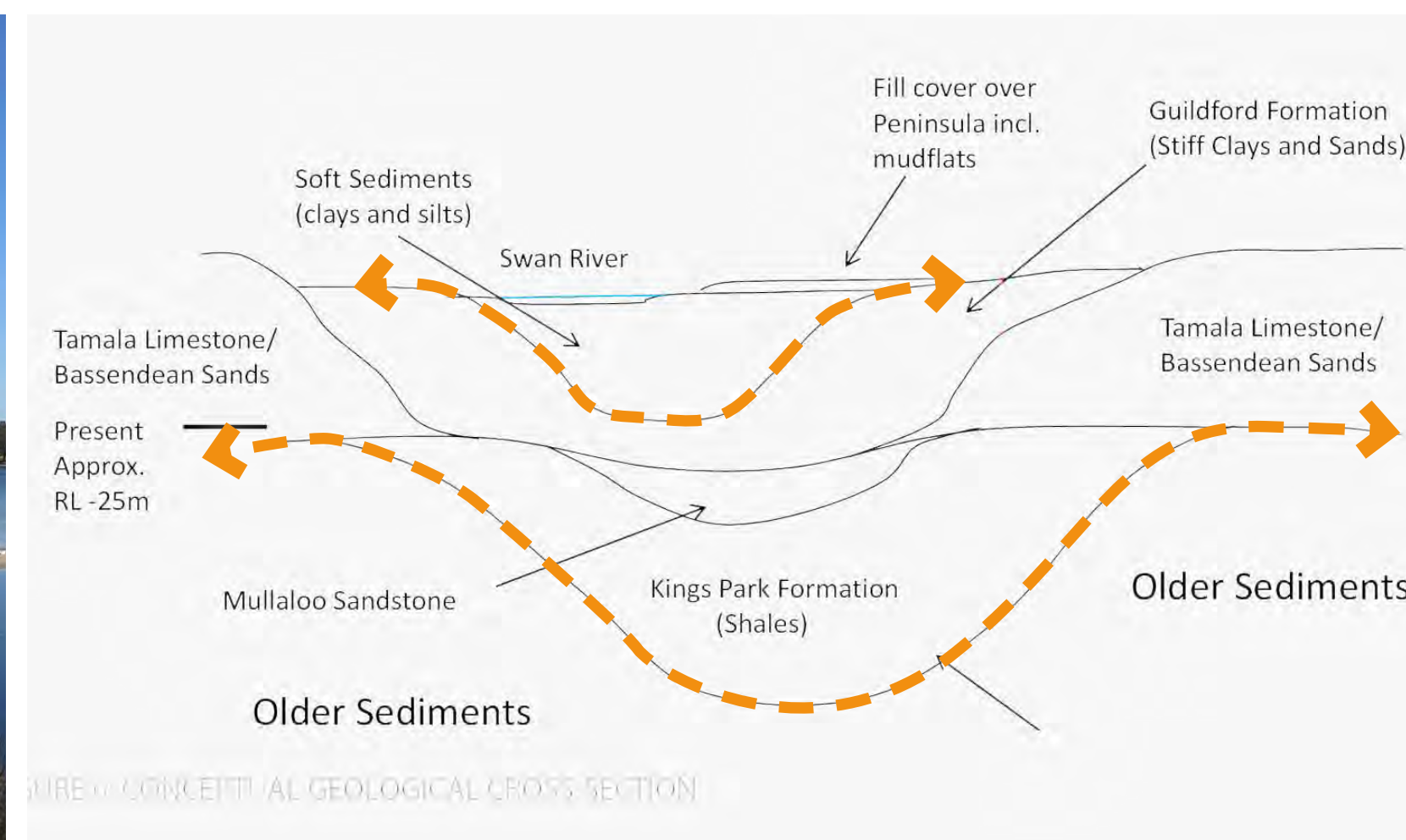
TOWN OF VICTORIA PARK
Received: 1/03/2024

Forms & Iconography

The local flora and fauna have been studied to understand what forms and expressions exist.



Reflective river expanses



Scalloped Swan River soil profiles



Cormorant wings & layered flight feathers

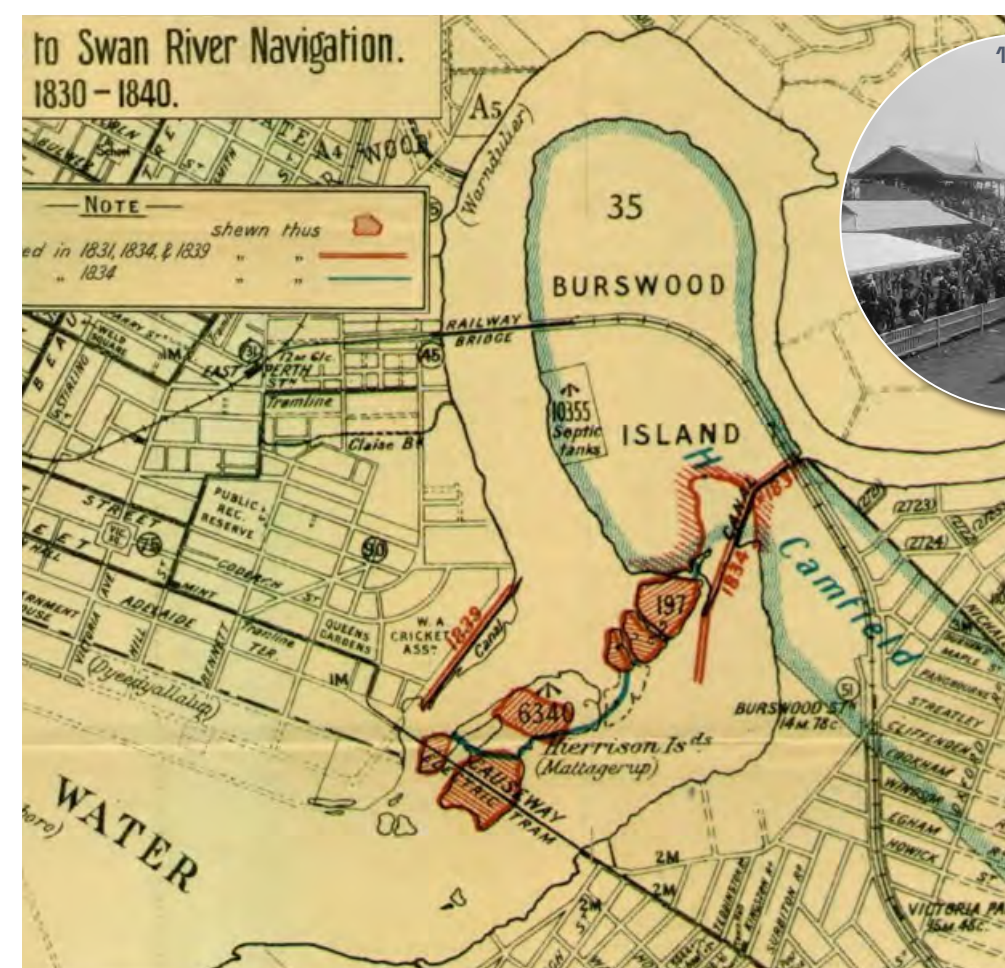


Aquatic rhizomatous plants



Racing History

The peninsular has evolved and grown since the early 1800s into its current form as Belmont Park.



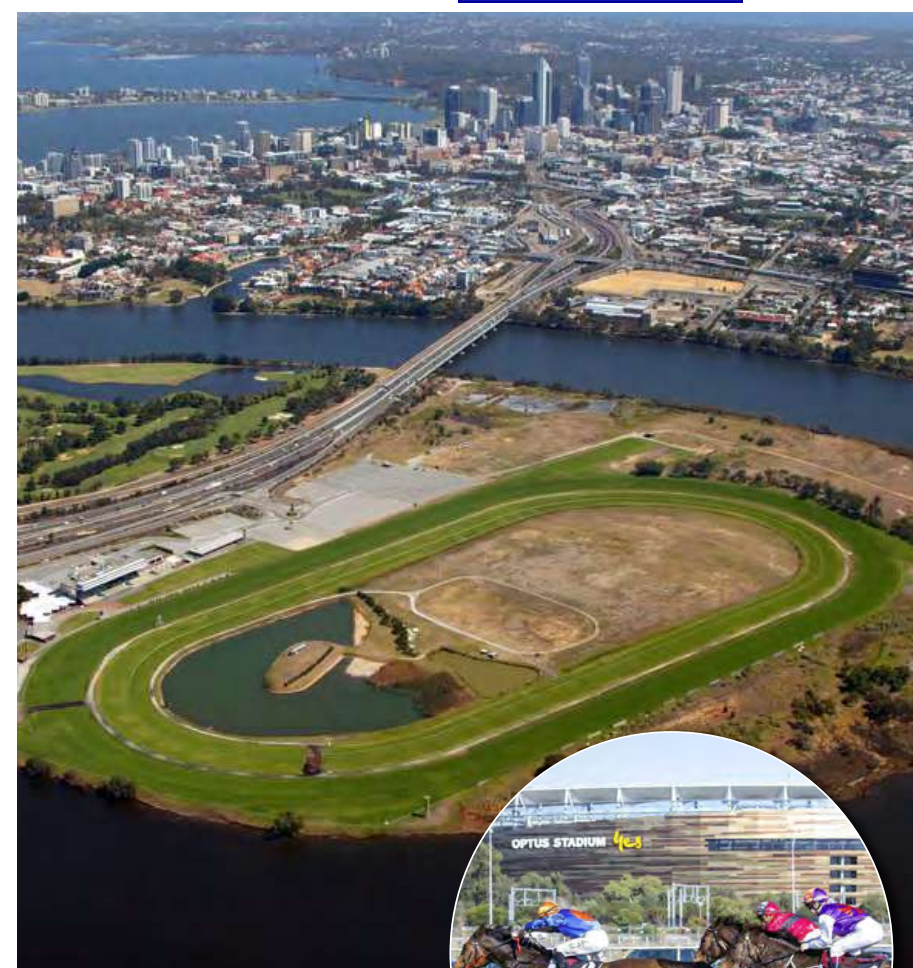
1830s



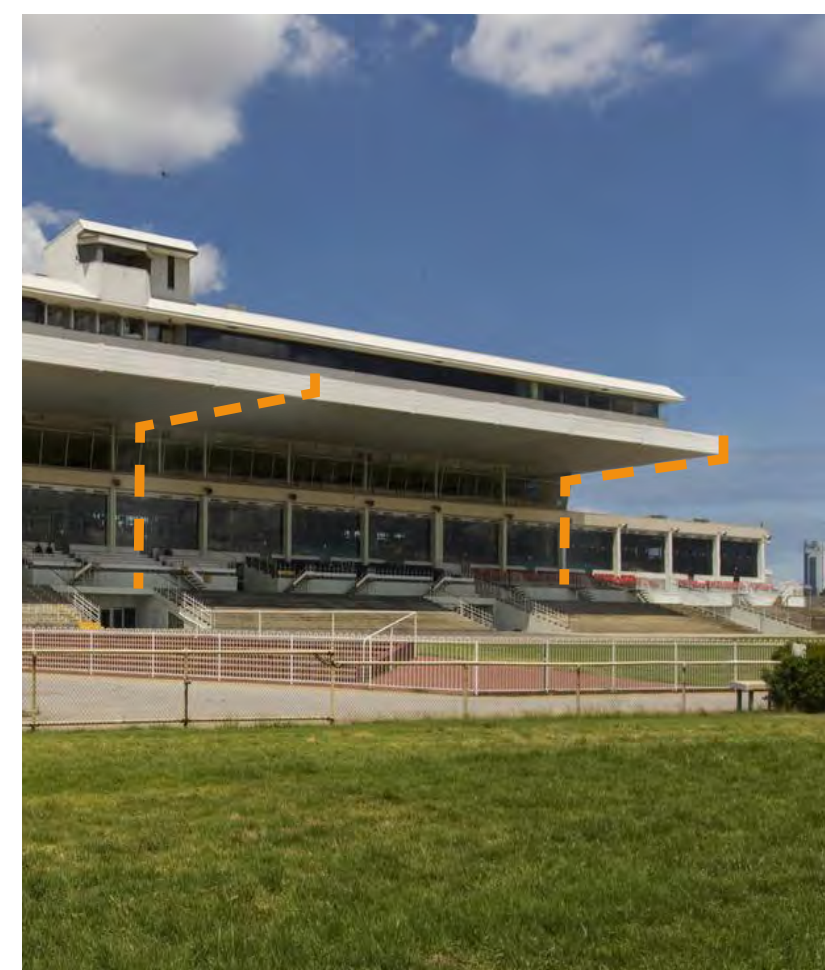
1930s



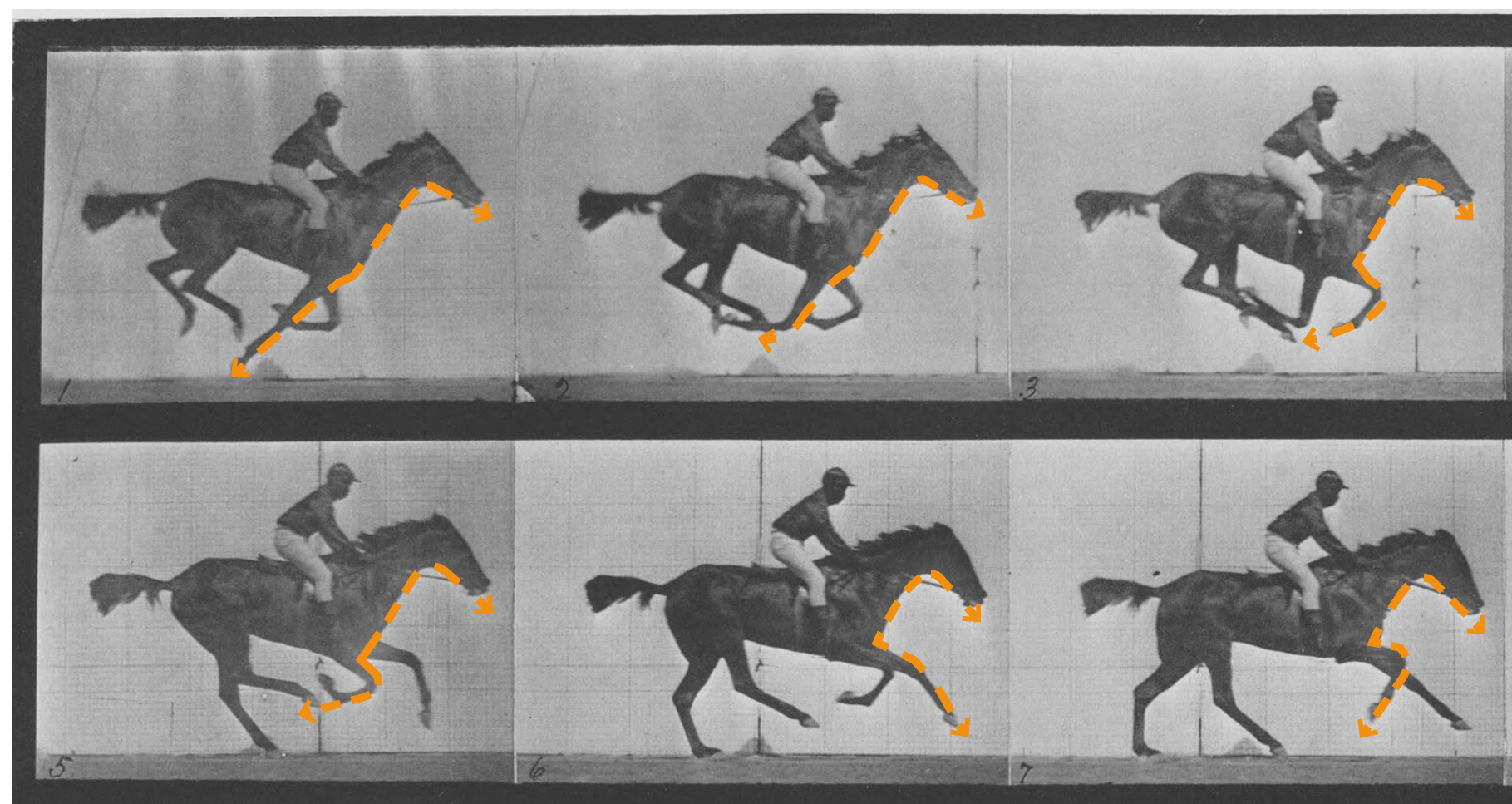
1980s



2010s



Cantilevered **protective & embracing** spaces

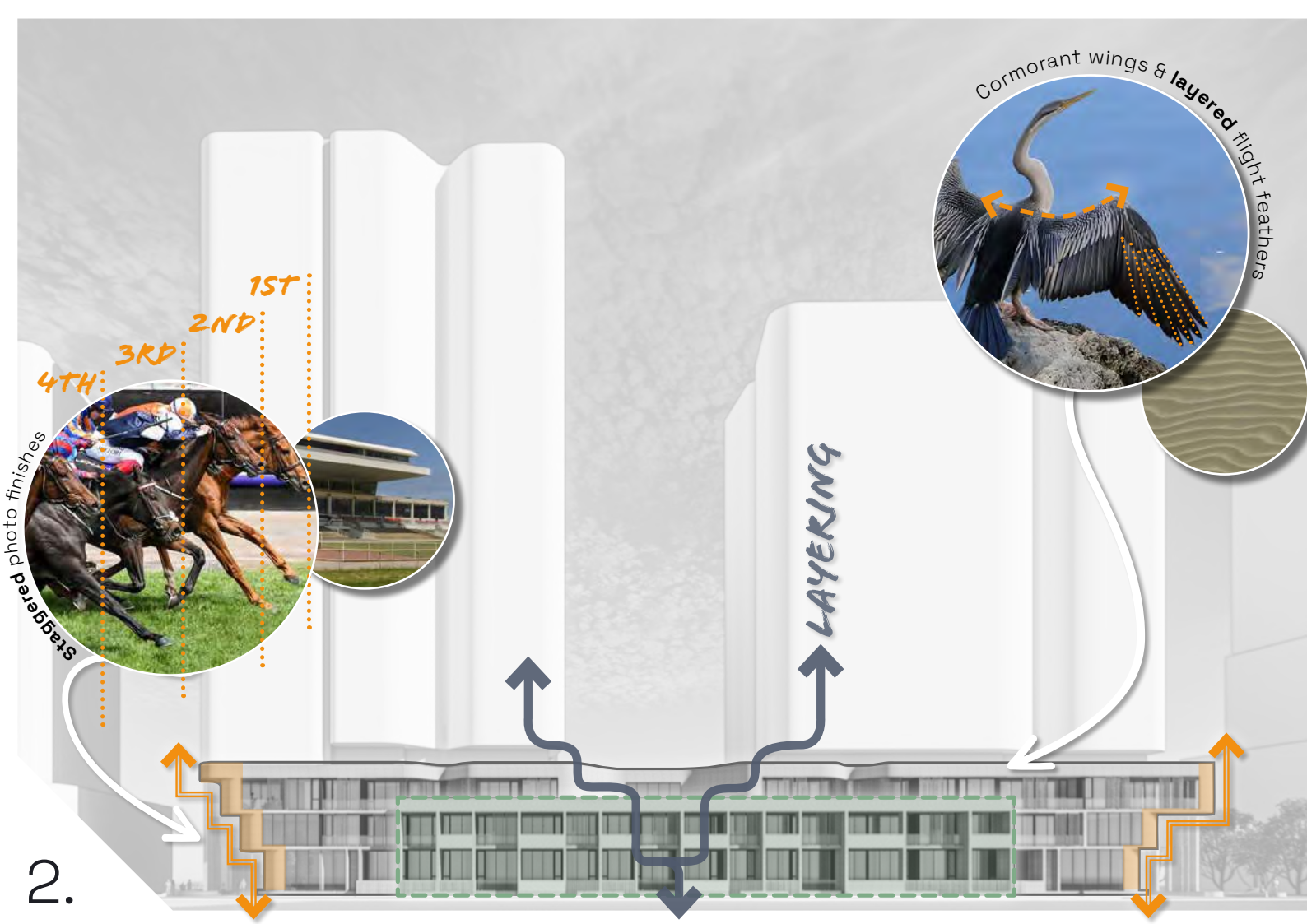
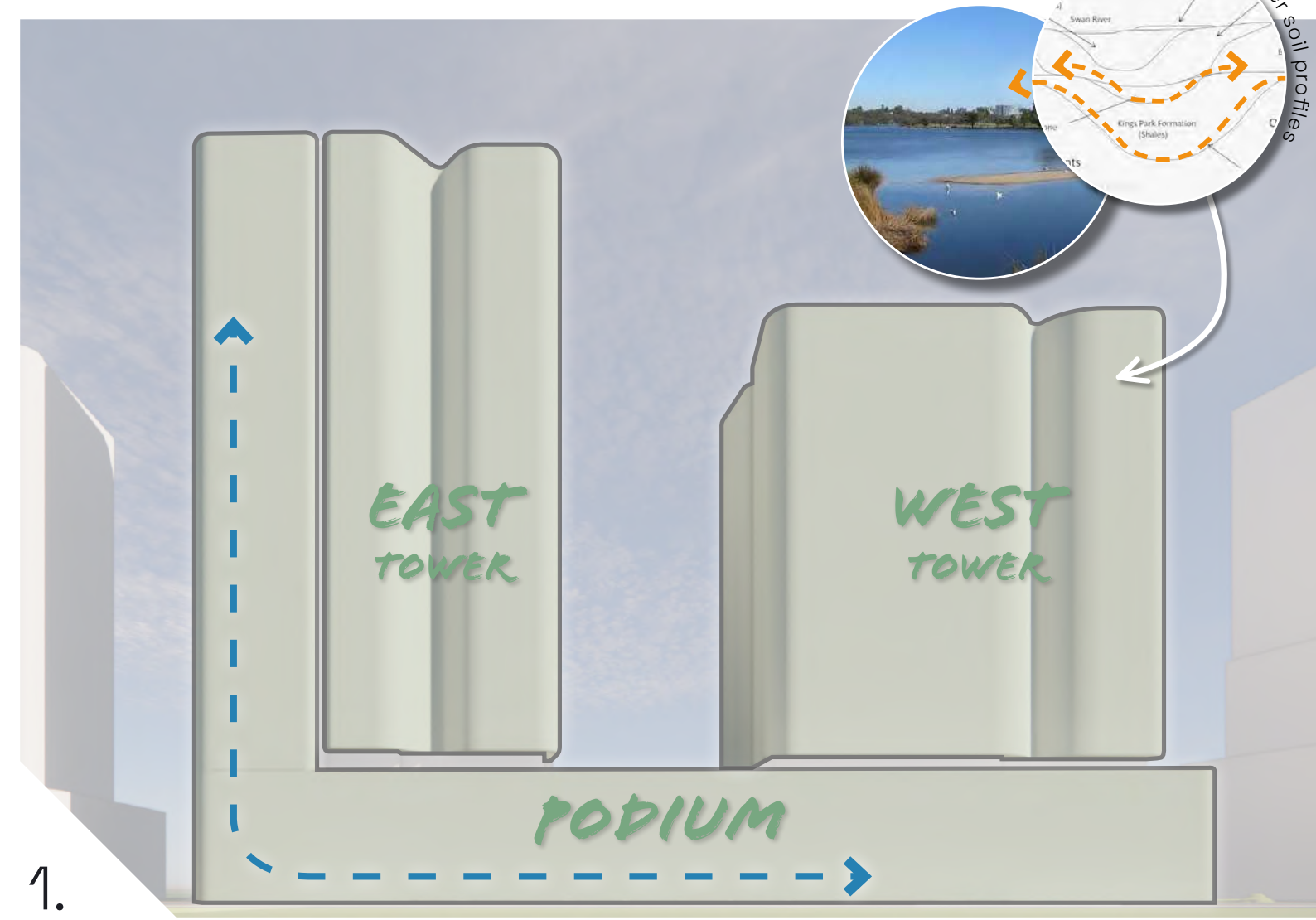


Progressively evolving/transitioning **fluid** forms



Staggered photo finishes

Built Form Translation



Proposed Massing.

The form is divided into 3rds for compositional balance with shadow datums working to further assist breaking down the form into three elements.

The vertical eastern tower links with the horizontal podium to define the corner.

Podium Articulation.

The podium spans the width of the site and holds the street.

The centre portion contains apartments expressed as townhouses to link with the form across the boulevard.

The wings to the extents are staggered to provide protective undercroft spaces.

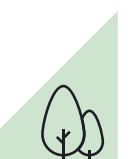
Podium Tonal Palette.

The sandy riverbanks provide a warm tonal reference for the podium materiality.

Fine grained brickwork defines the pedestrian scale townhouse expression with textured renders and precast beyond.

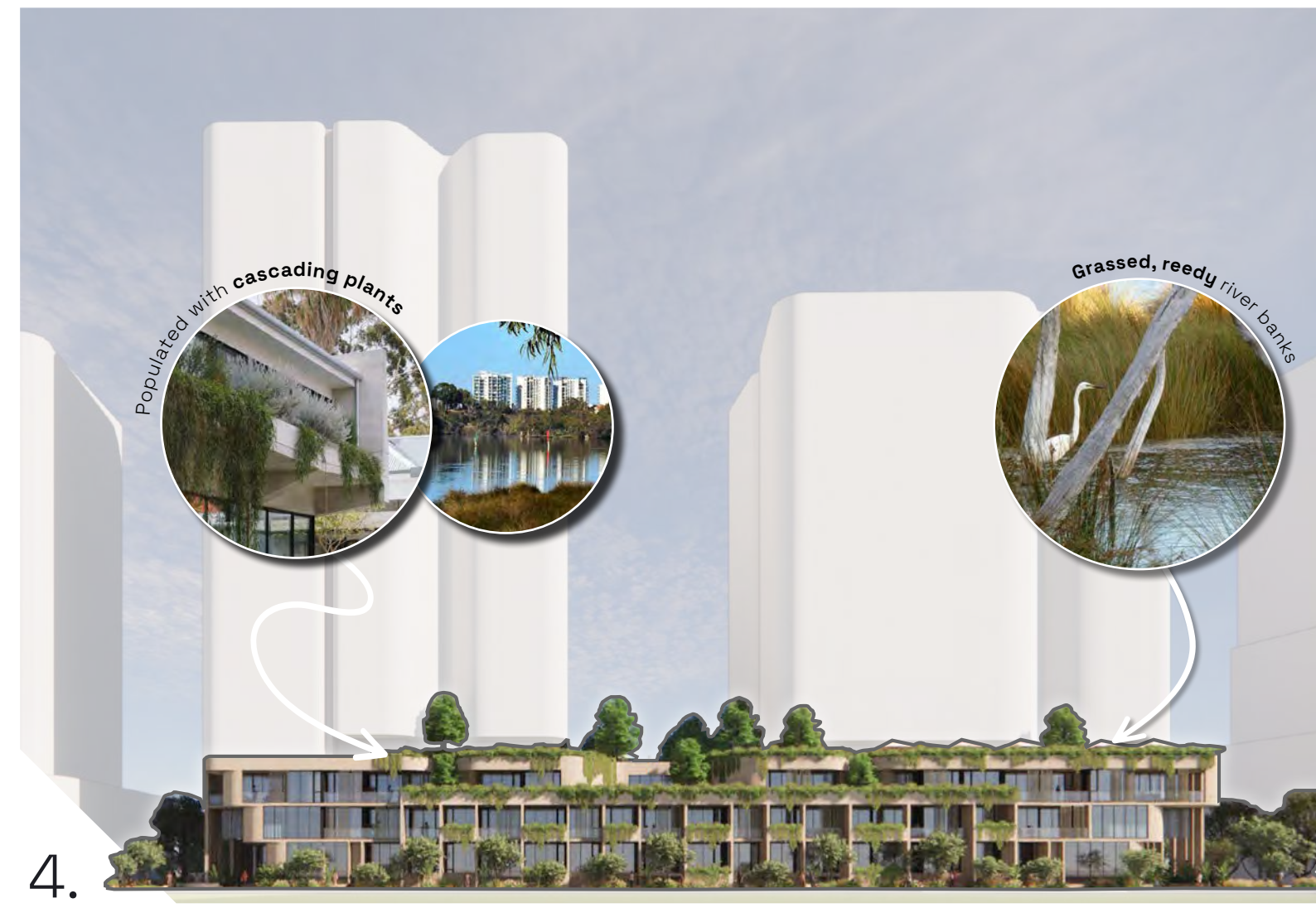


Built Form +
Scale_



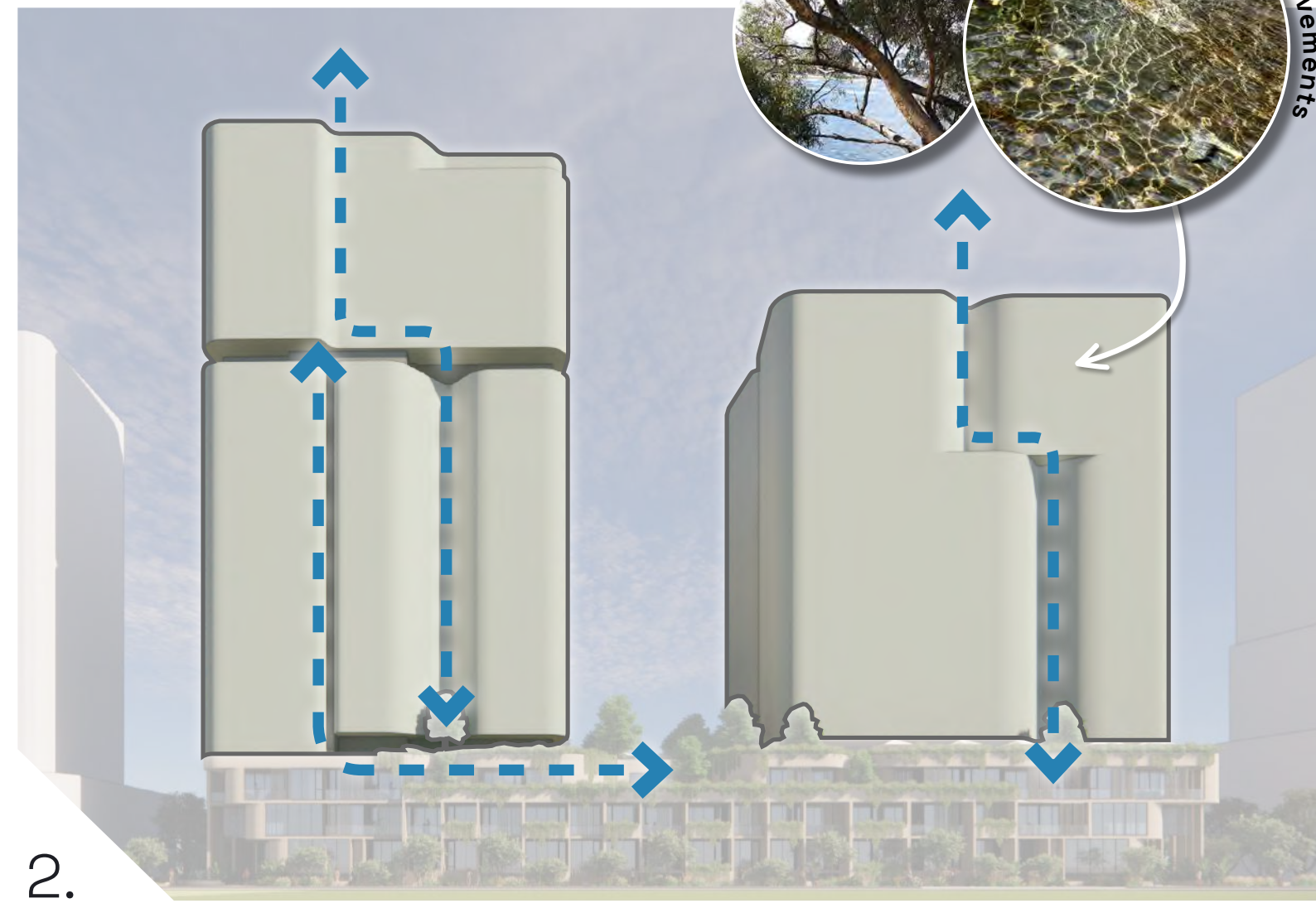
Landscape
Quality_

Built Form Translation



Integrated Landscaping.

Reflecting the river edge sedges and low landscape, the podium is populated by cascading prostrate species that hug the building edges.



Tower Articulation.

The vertical expression shifts to suit amalgamated upper floor plans.

The staggered scallops reflect the shifting tides and riverbanks.

Horizontal datums continue dividing the forms into 3rds.



Tower Built Form.

Glossy glass balustrades and wind screens reflect the river and passing clouds.

Warm toned perforated screens protect from the harsh western sun and moderate apartment cross-views.



Context Massing



Maylands Foreshore Massing.

The proposal presents as a staggered form, sweeping along the rivers edge. The low rise townhouses frame the precinct edge.

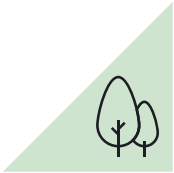


Perth Racing Grandstand.

The proposal has been considered in the round including the expression to the adjacent Belmont Park racecourse.

Landscape Quality.

CAPA Landscape Architects have designed a concept linked to site and the proposed built form strategy.



Key Landscape Statistics

The overall landscape concept is fostered by approaches that respond to the river and racecourse interfaces.

Deep Soil Percentage
9.5%

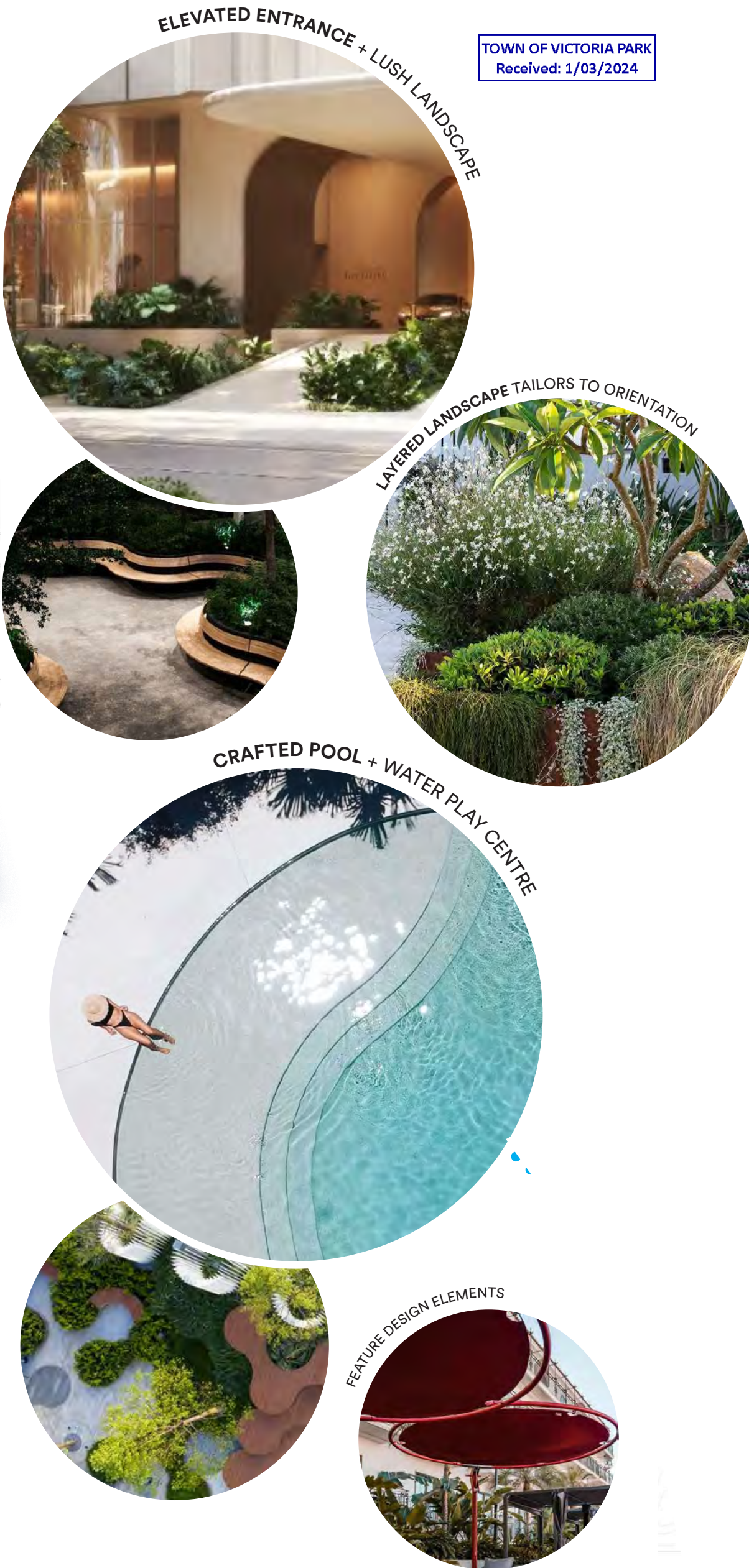
Planting on Structure
894m²

SPP7.3.
Landscape Area
x2.8
required

Overall New Tree
Provision
40+



*Refer to appended landscape report for full concept proposal.



SPP 7.3 DETAIL ANALYSIS.

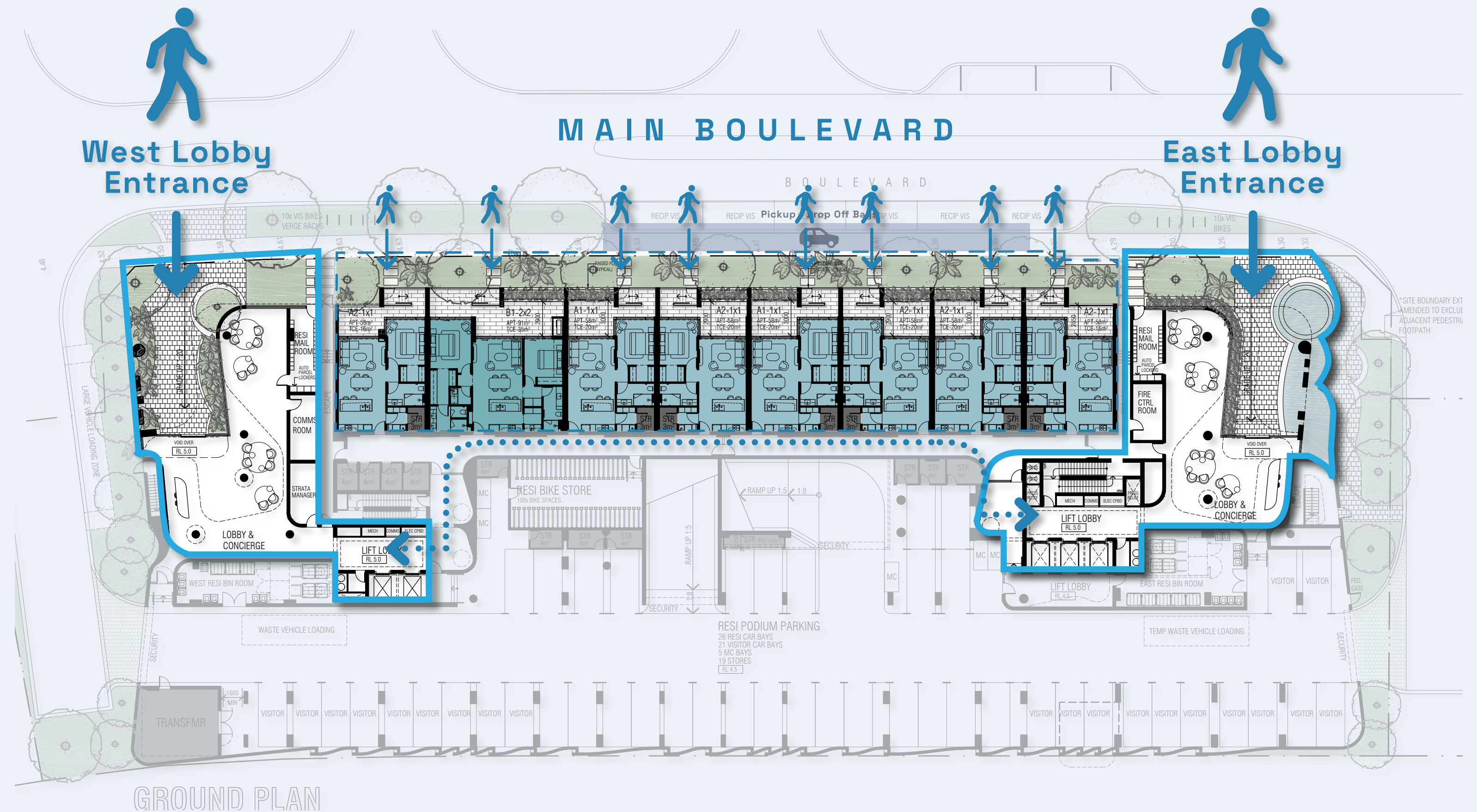
The following detail identifies the proposal's alignment with the following:

- Functionality & Build Quality
- Sustainability
- Amenity
- Legibility
- Safety
- Community
- Aesthetics

The pedestrian entries bookend the podium with **large covered spaces** linked to the internal lobbies.

The voluminous lobbies sweep from the entry to lift lobbies past resident lounging and reception spaces.

All **ground floor apartments** are raised above street level with stairs and gates to **facilitate direct access to the public realm.** These apartments are also accessible from the rear through the primary lobbies.



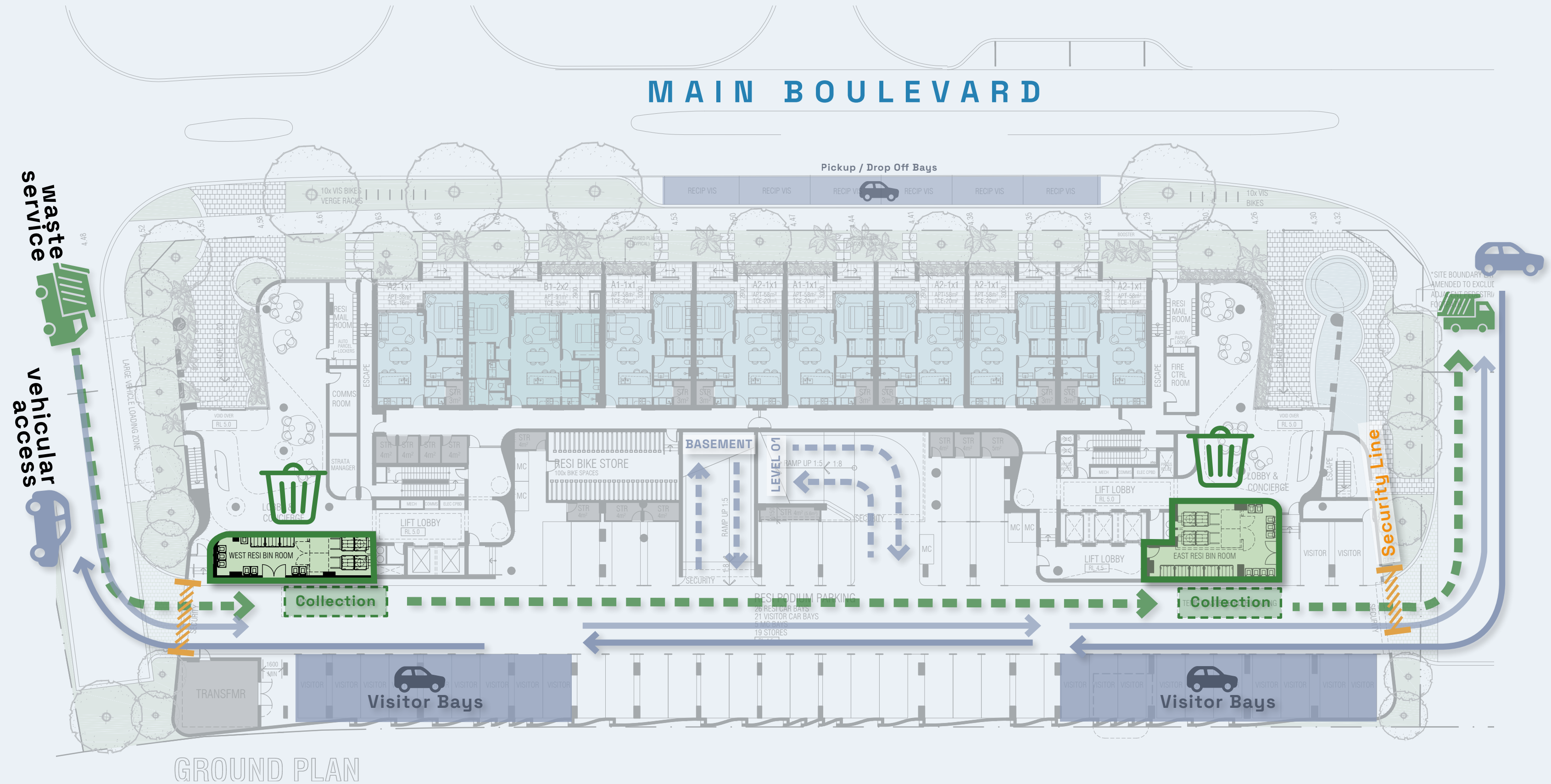


3.8 Vehicle Access

Vehicle access can be gained through the flanking lanes to the east and west of the proposal.

Double security lines ensure visitor areas are accessed first and resident beyond.

The **internal driveway** is sized to **suit on-site waste collection** from the two tower bin stores.

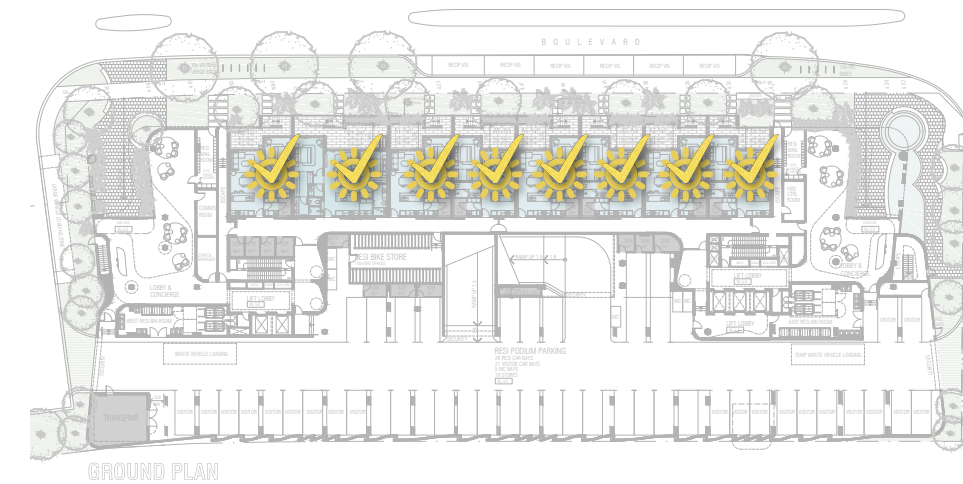


Passive Sustainability Design

4.1 Solar & Daylight Access

The site's orientation rotation West away from North results in 68.5% of apartments achieving 2+ hours of solar access between 9am and 3pm on June 21st, mid-winter to living rooms and private open space.

The number of apartments with **2+ hours of solar access to indoor and outdoor living areas** grows to **over 83%** if we extend the relevant daytime hours by only one additional hour in the afternoon to 4pm.



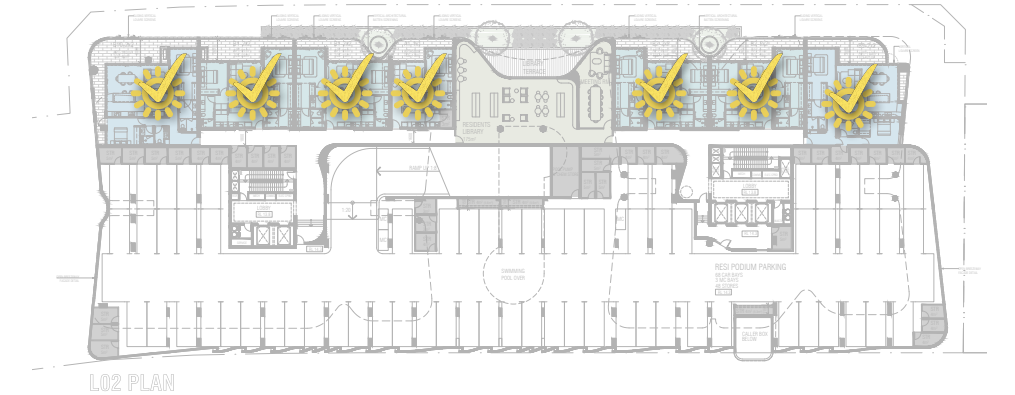
LEVEL 00

08/08



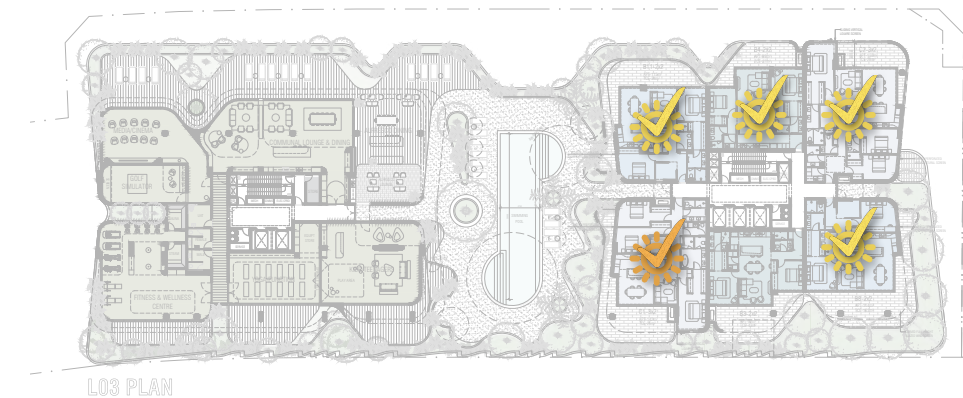
LEVEL 01

10/10



LEVEL 02

07/07



LEVEL 03

05/06



LEVEL 04-11

10/13



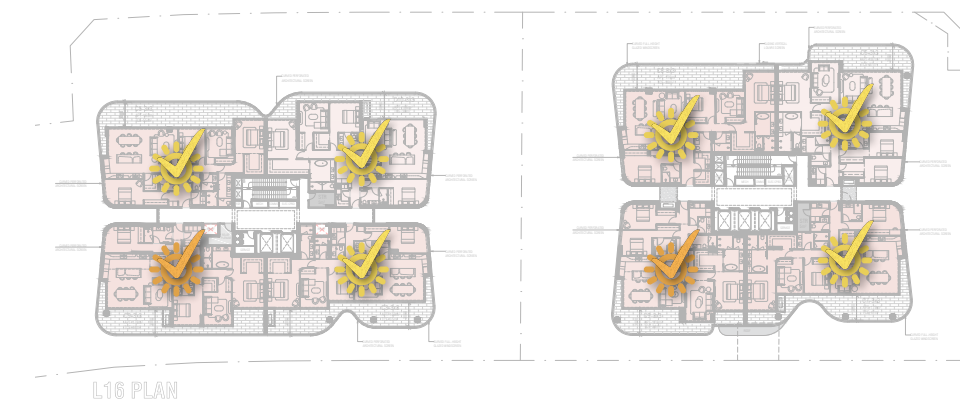
LEVEL 12-13

09/11



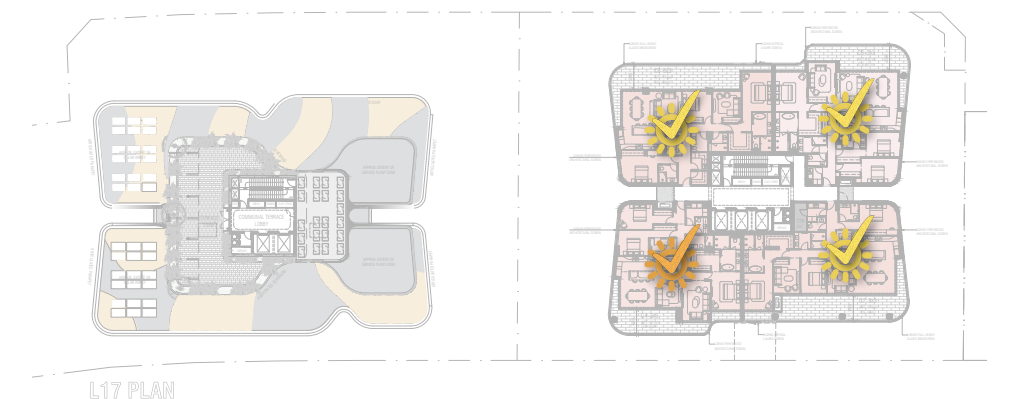
LEVEL 14-15

08/10



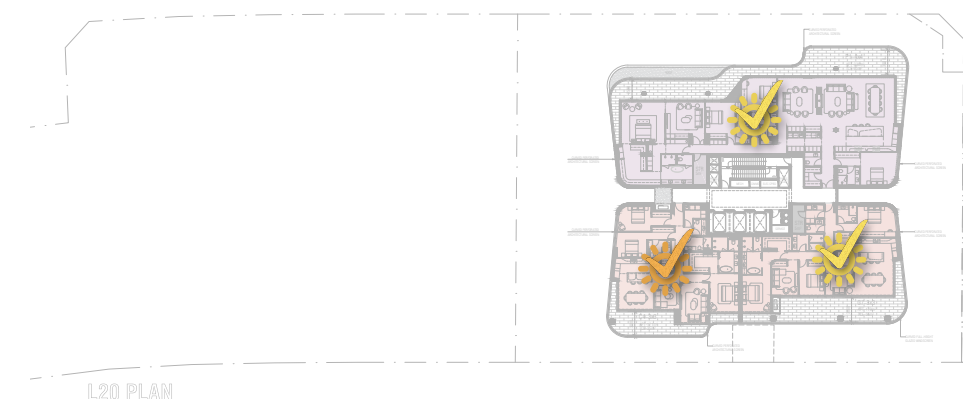
LEVEL 16

04/04





LEVEL 17-19

04/04

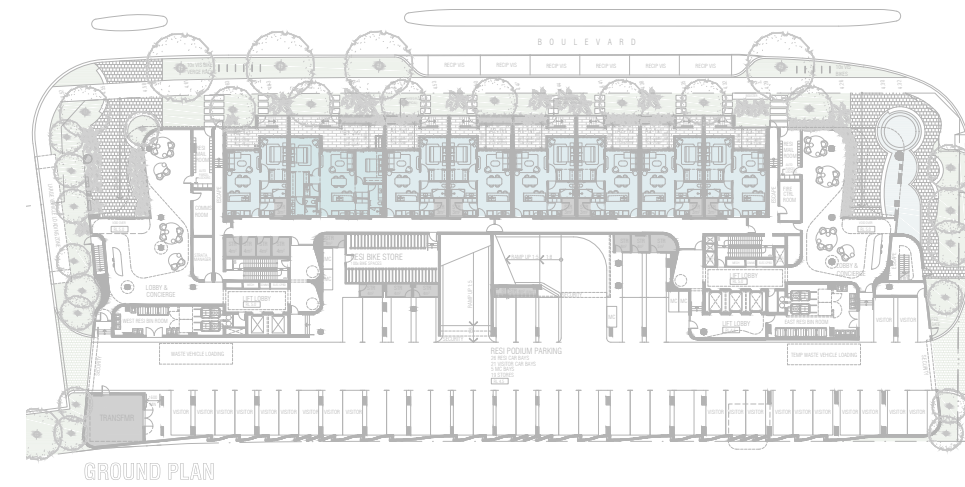


LEVEL 20

03/03

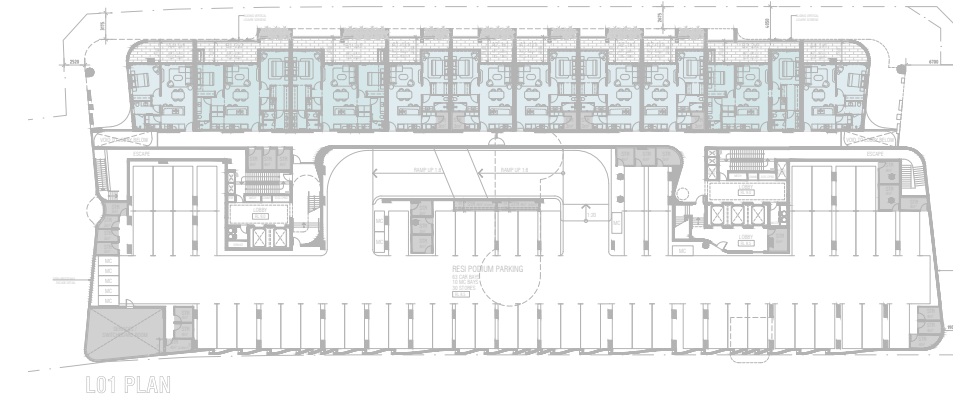
 >2 hours sunlight
 >2 hours sunlight with extended time until 4:00pm

 TOTAL **83.50%** (167/200)



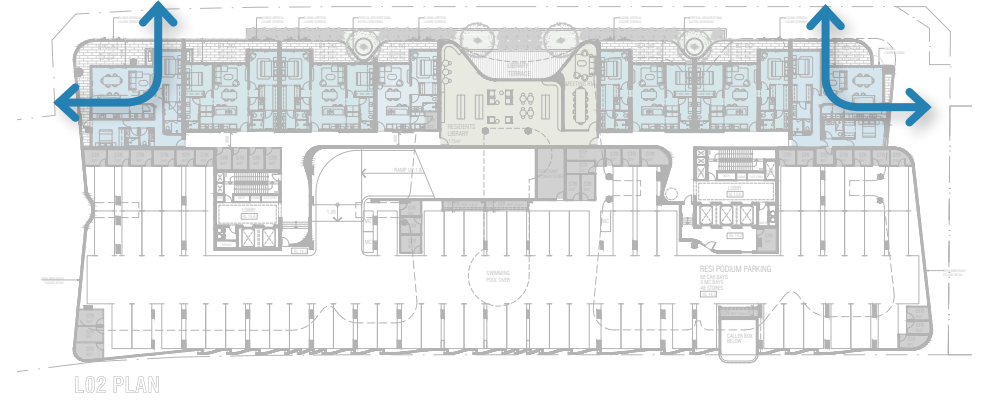
LEVEL 00

00/08



LEVEL 01

00/10



LEVEL 02

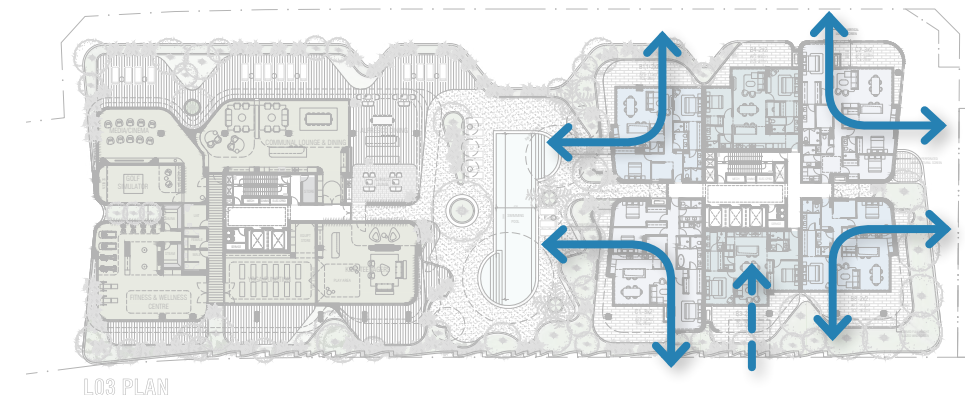
02/07

4.2 Natural Ventilation

The building form and layout has been designed to maximise passive ventilation opportunities.

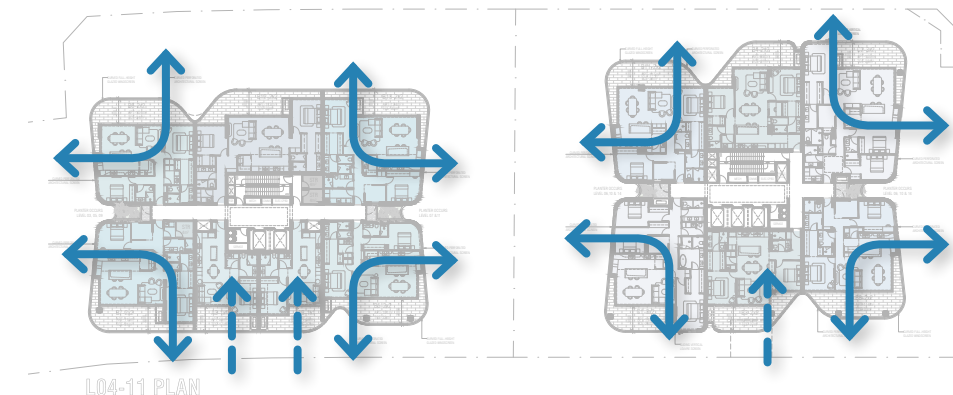
This affords **77.00% of apartments** being **naturally ventilated**.

The tower plates are additionally split by a **ventilated corridor** with glazing linked to the Building Management systems to permit automated ventilation and night purge.



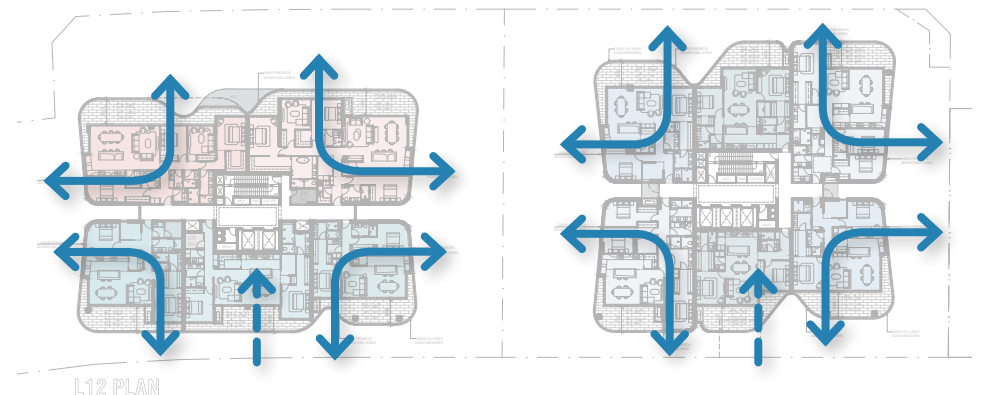
LEVEL 03

05/06



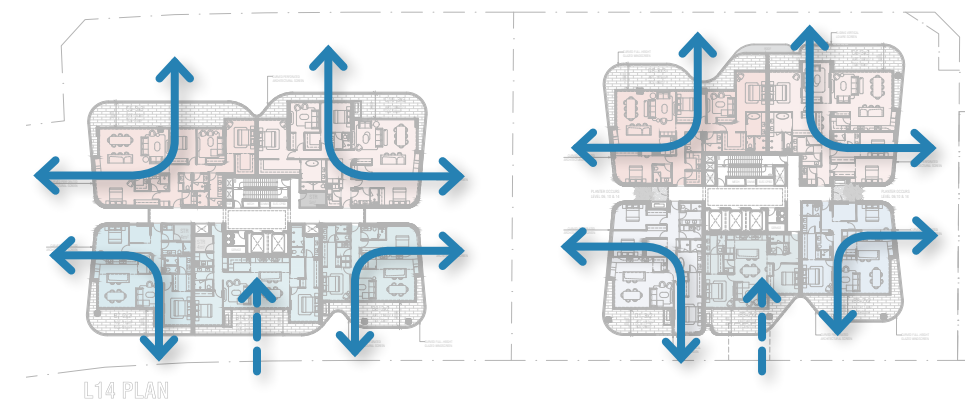
LEVEL 04-11

11/13



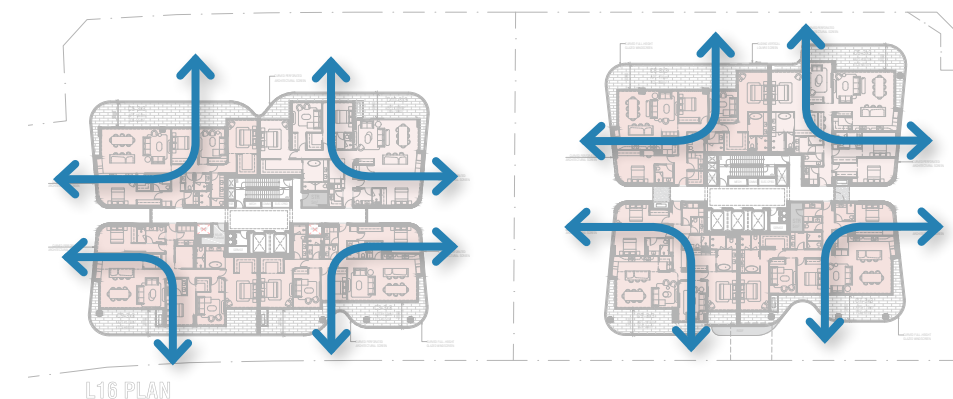
LEVEL 12-13

10/11



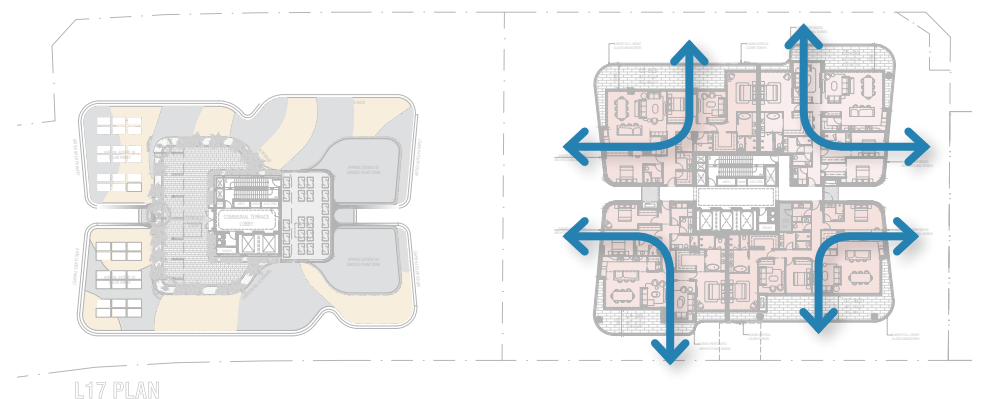
LEVEL 14-15

10/10



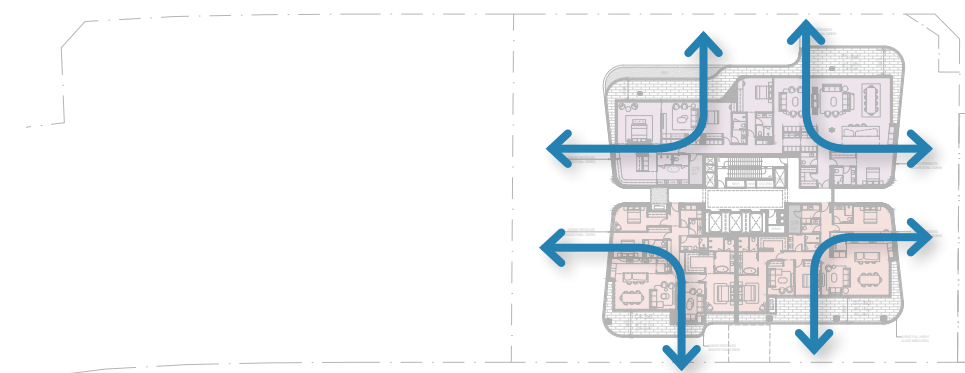
LEVEL 16

04/04



LEVEL 17-19

04/04



LEVEL 20

03/03

↔ Dual + triple aspect Apts, cross ventilated
← Single aspect Apts, naturally ventilated

⌚ TOTAL **77.00%** (154/200)

Sustainability Strategy

Sustainability is an important consideration for Burswood Point with a number of commitments being proposed to ensure **measurable criteria** can be met and tracked during the construction, tuning and post occupancy phases.

Whilst there is no statutory requirements within the local authority's planning scheme, the proposal is being designed to **exceed the sustainability requirements of the National Construction Code**, cognizant of the end users needs and comfort.

















The **Fitwel** rating tool and **GBCA** frameworks are being utilised to assist formulating the sustainability strategy, with the proposal achieving a self assessed equivalency to a **5-star rating**.

Full Circle Design Services are providing ESD guidance for this project.

Project Sustainability Partner



Sustainability Commitments

Low VOC finishes, adhesives and sealants		No Fossil Fuels on site for cooking or heating	
Overall 30% energy consumption improvement above BCA 2019		90% of construction waste diverted from landfill	
Embedded meter network for energy & water, including an online portal for occupants to review their usage in comparison to building averages		Building envelope pressure tests on sample 10% of apartments, demonstrate leakage rates <5m3/m2 of facade @50Pa	
Minimum 10+ years of durability for common area finishes, fixtures and furniture		500W of peak PV power output per apartment = 100kw overall	
Minimum 3-5 Stars low flow WELS rating of all tapware, sanitary fittings and large appliances		Complete 12 months of building tuning post occupancy. Submit for NABERS for apartments in operation	
Low energy use LED lighting throughout, timer & motion sensor to communal spaces		"E.V. ready" design with infrastructure provisions for 100% charging in the future	
Peer Reviewed Life Cycle Assessment and demonstrate a 30% improvement over reference		Undertake VOC testing across a representative sample of apartments at completion.	
Minimum 3x waste streams		Charging infrastructure within residential bike store for E-Bikes and Scooters	

*Refer to appended sustainability report for further information.



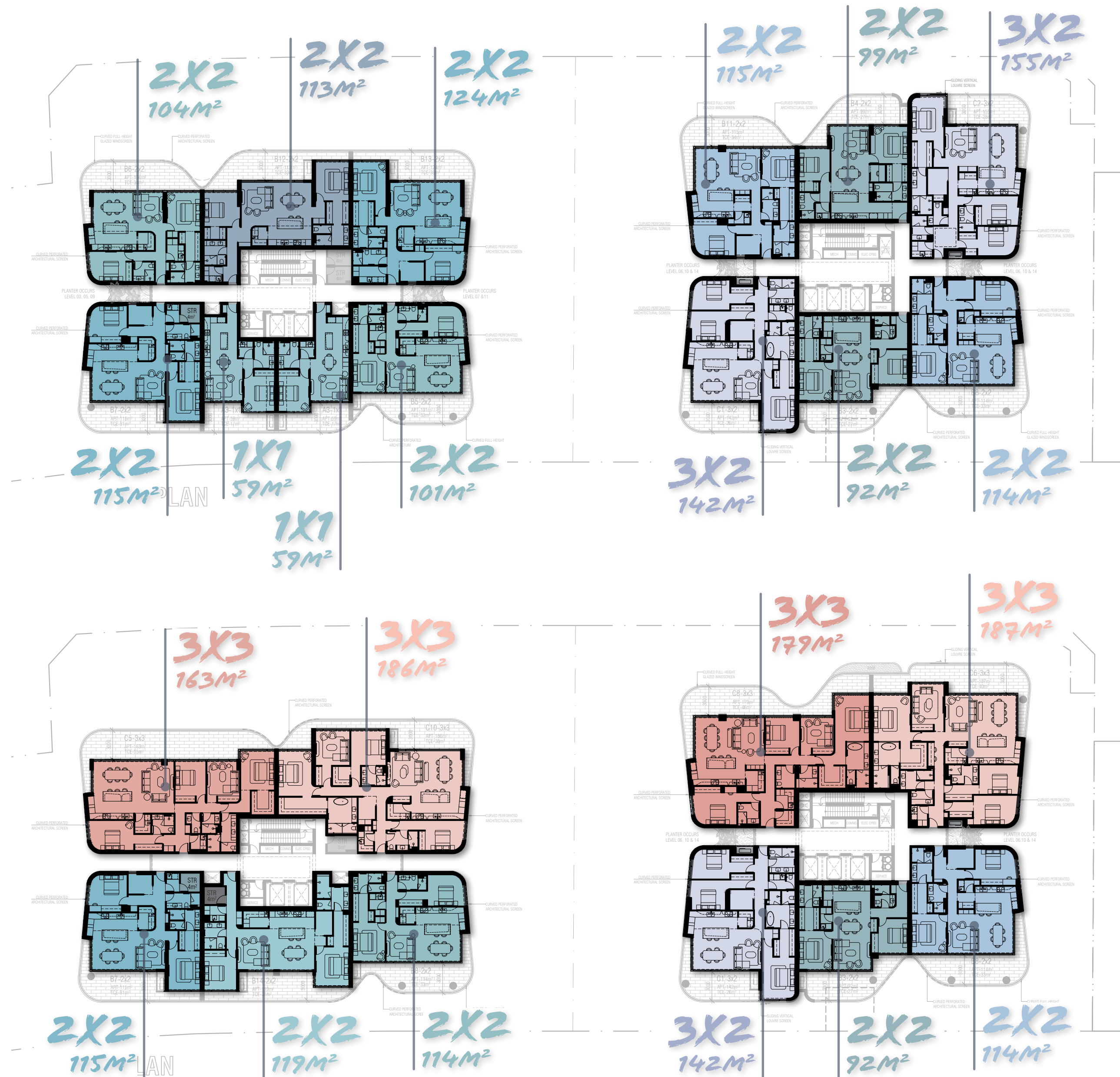
4.8 Dwelling Mix

A range of dwelling types have been provided, with **generous internal areas exceeding minimum requirements**.

- + Dual aspect living + dining areas have been configured where applicable
- + Appropriately sized stores are directly accessible within apartments where possible. The remainder of resident stores are in the car park and Ground Floor Resi Storeroom
- + 100% of apartments achieving required 3x floor to ceiling ratio for open plan living spaces

This proposal will also contribute **5% of dwellings** as designated **affordable housing product**.

*For further detail, refer to Yield Table Summary within Appendix 01: Architectural Drawing.





4.9 Universal Design

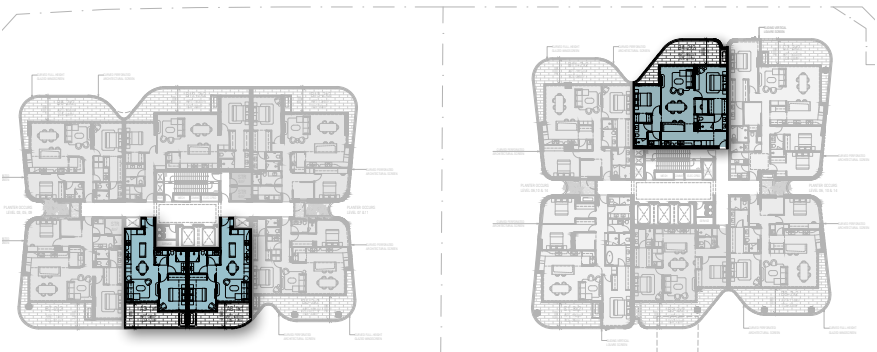
4 apartment types (40 apartments) have been identified to achieve **20%+ Silver Level Livable Housing requirements** to support flexibility for aging in place.

Additionally, all apartments generally support these key Silver Level LHA design elements:

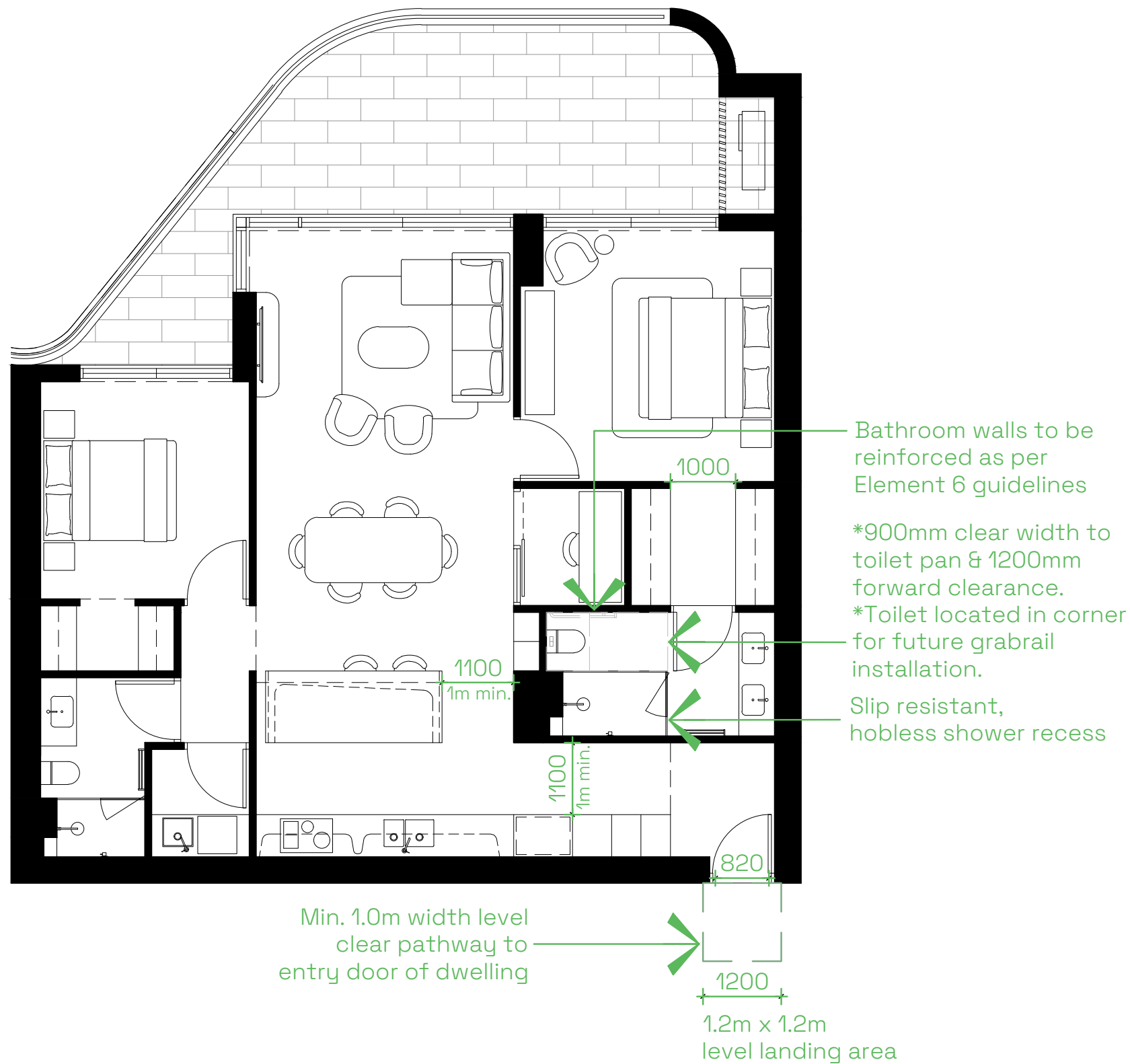
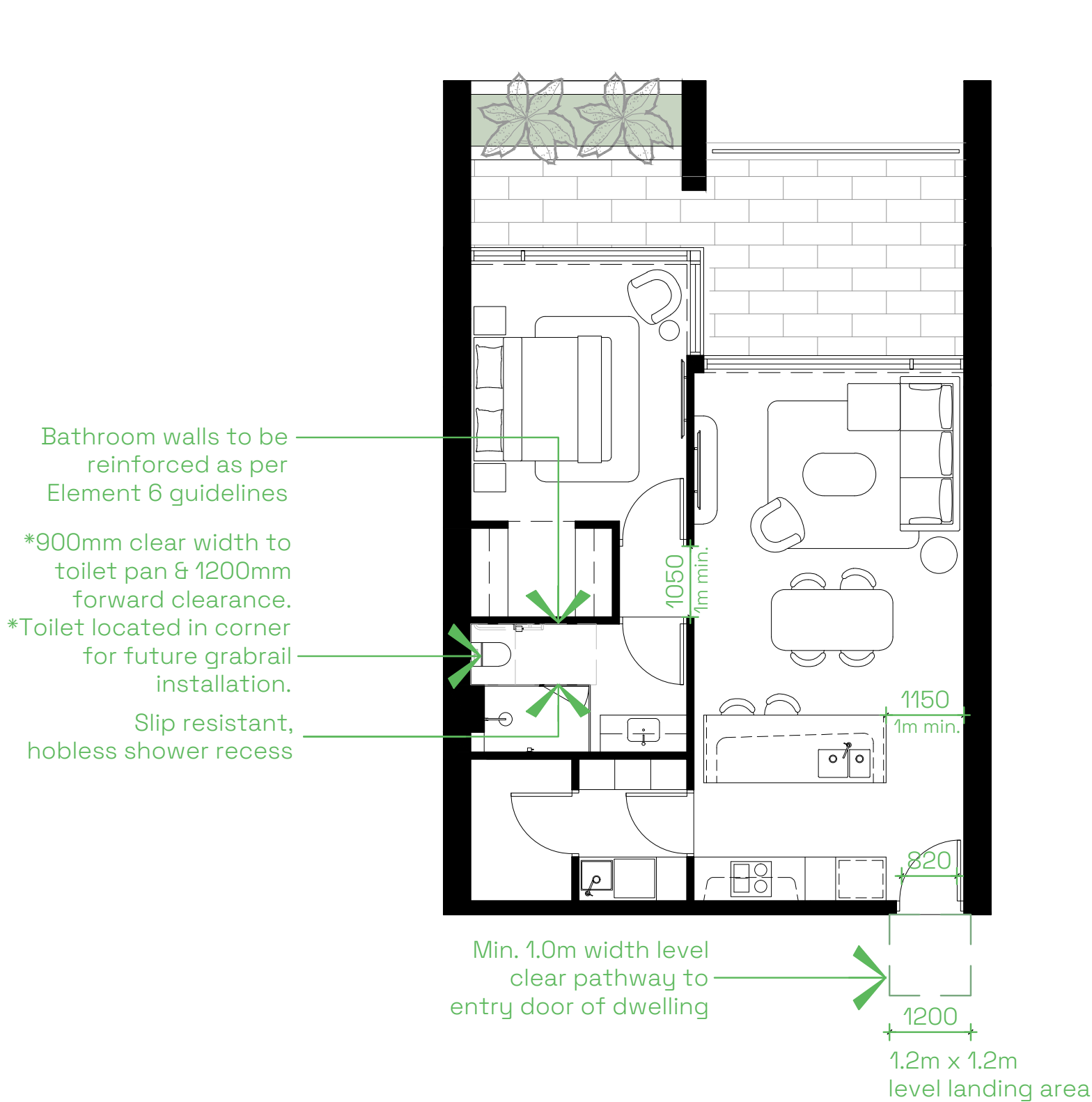
- + Level step-free entry into dwelling
- + All internal corridors at 1.0m (minimum), with comfortable and unimpeded movement between spaces
- + Bathroom with hobless shower recess
- + Reinforced walls around the toilet, shower and bath to support safe installation of grabrails at a later date.



LHA SILVER APARTMENTS (EXAMPLE L01)



LHA SILVER APARTMENTS (TYPICAL L04-L11)





3.4 Communal Facilities

The proposal seeks to provide all residents with functional and considered communal facilities, which **promote aging in place, enhanced dynamic lifestyles and engagement with the wider community.** Communal facilities offered included;

- + Residents' media cinema
- + Cocktail entertaining lounge
- + Fitness centre
- + Yoga/function studio
- + Kids/Teenagers breakout space
- + Outdoor dining area
- + Alfresco entertaining areas
- + Resort style pool
- + Residents library and sun deck
- + Boardroom meeting room

Media Room



Cocktail Lounge

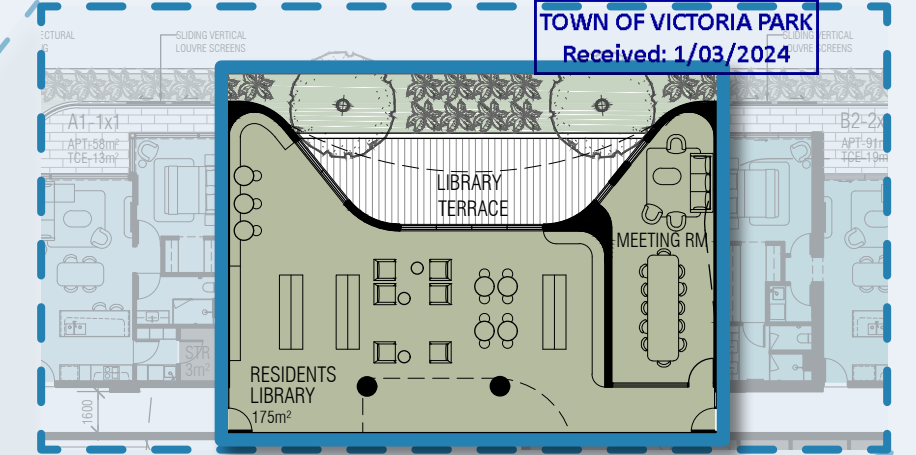


Alfresco Dining Terrace



LEVEL 03 EXTRACT

TOWN OF VICTORIA PARK
Received: 1/03/2024



L03 PLAN

Fitness Centre



Yoga / Function Studio



Resort Pool Facilities



Residents Library



3.6 Laneway Interface

The generously landscaped public open spaces with integrated deep soil planting zones adjacent to the residential lobbies and typical of both laneway interfaces, advocates social interaction between residents.

The public domain is extended from the neighbouring supermarket on Lot 307, blurring the line between adjoining developments and promoting functional use throughout.

Podium residential balconies and the lobby provide passive surveillance to the surrounding streetscapes, promoting safe community use.

Considered planting and landscape design assists to screen vehicular access beyond.

Integration of passive sustainable design principles including the masonry breezeway assists to reduce mechanical exhaust requirements for parking areas.





3.6 Race Course Interface

The racecourse facing podium is designed to **minimise the impact** on the thoroughbred horses with a simple **repeated precast wave** to the podium walls.

Feature strip lighting is proposed to the internal edge of the panels facing away from the anti-clockwise rotating horses.

Tensile growing wires will facilitate vines to populate the reveals of the panels with maintenance from the ground level carpark.

The proposal is aligned with the northern straight of the racecourse, it is proposed to **integrate the Stewards tower within the podium.**





Shadow Analysis

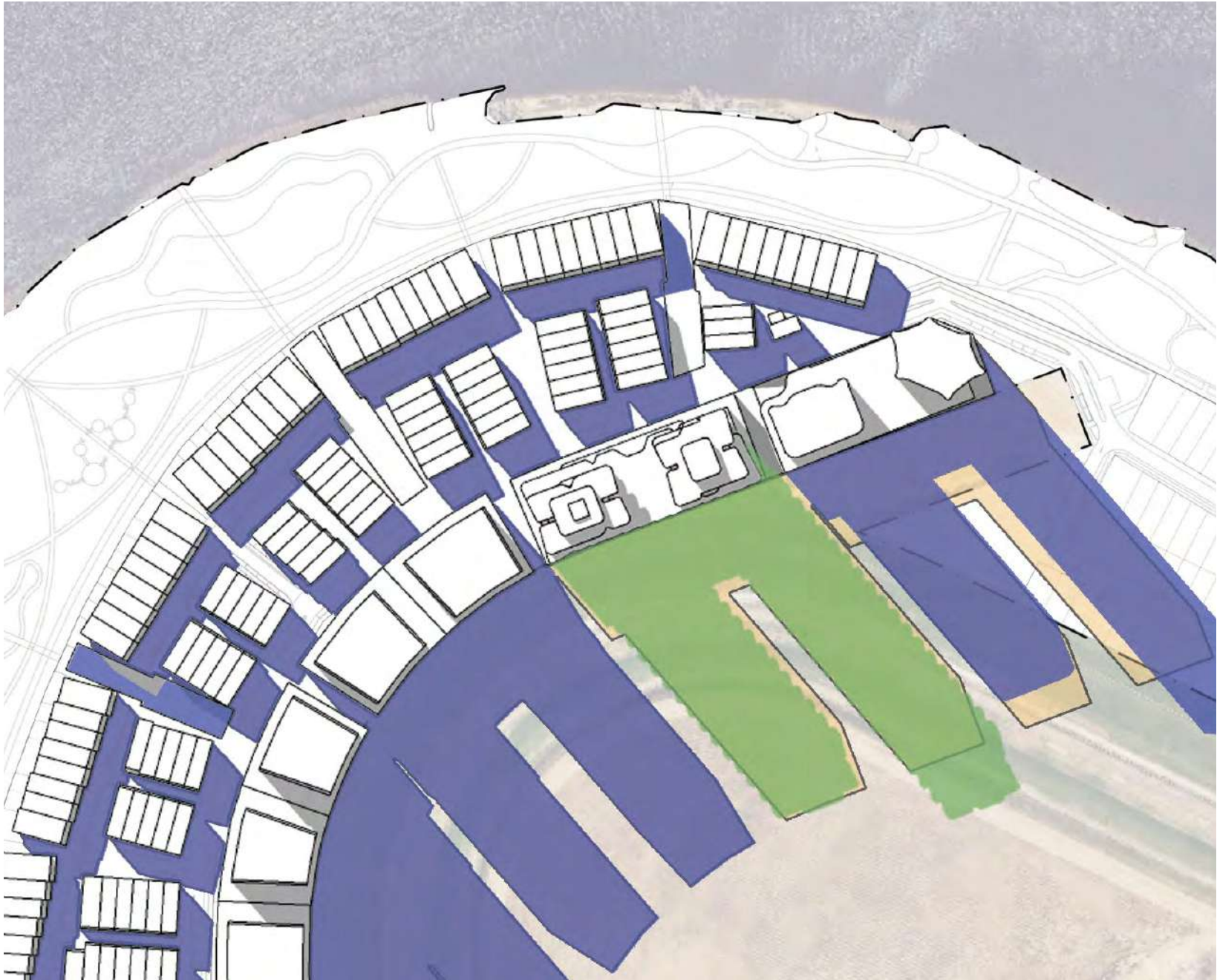
Mid Winter June 21



9:00 am



12:00 noon



3:00 pm

- LDP ENVELOPE
- ADJACENT DEVELOPMENTS
- PROPOSED



Equinox March/September 22



9:00 am



12:00 noon



3:00 pm

- LDP ENVELOPE
- ADJACENT DEVELOPMENTS
- PROPOSED



Mid Summer December 21



9:00 am



12:00 noon



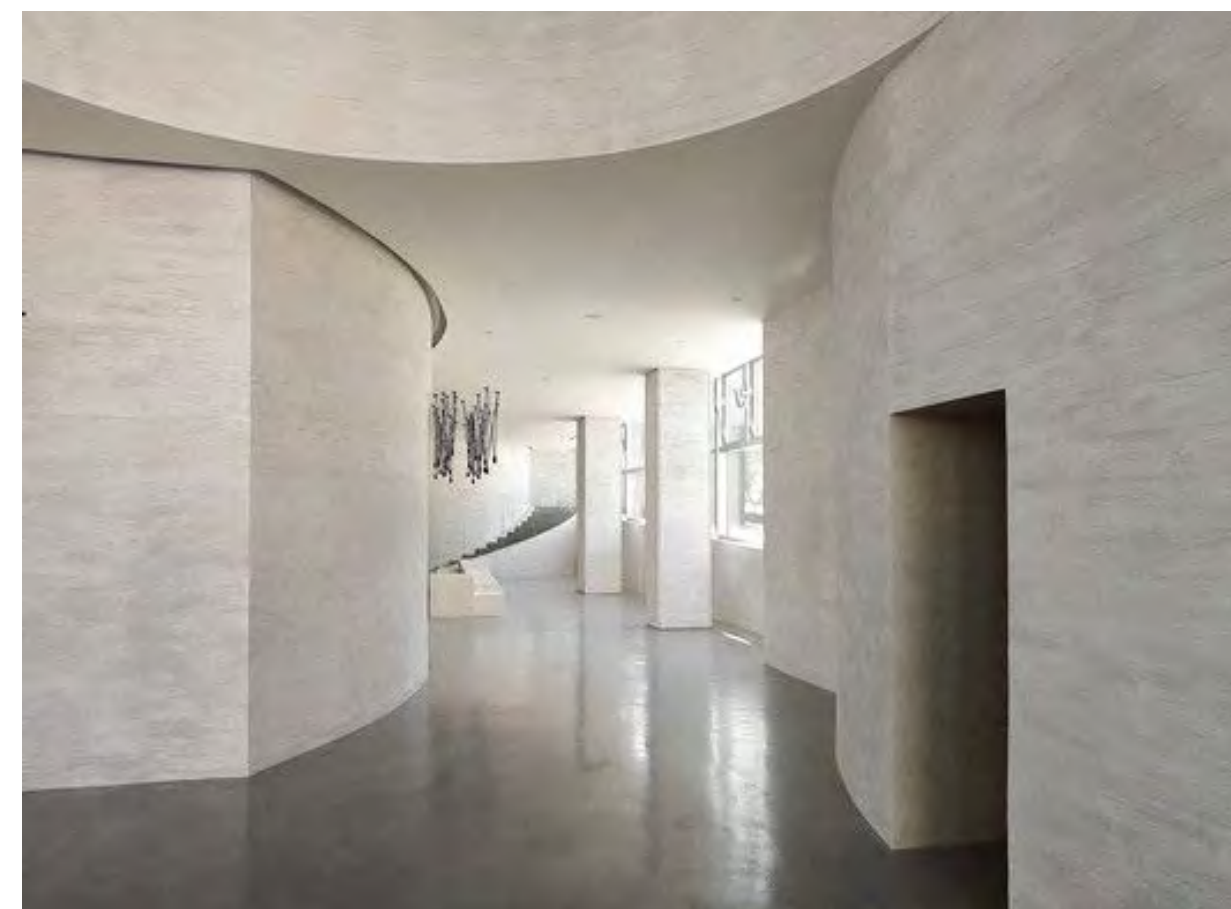
3:00 pm

- LDP ENVELOPE
- ADJACENT DEVELOPMENTS
- PROPOSED

3.6 Public Domain Interface

4.5 Circulation & Common Space

- + Clear delineation between visitor and residential parking
- + Clear pedestrian and vehicular integrated signage at street
- + Clear residential and strata signage to apartment entries and relevant areas
- + Sight lines considered at pedestrian & vehicle entries on low speed laneways
- + Apartment balconies provide passive surveillance to all street and adjacent spaces
- + Integrated lighting to publicly accessible areas
- + No entrapment spaces
- + Graffiti resistant surfaces where required
- + Well lit and secure resident car and bicycle parking
- + Well lit and secure resident access from car parks

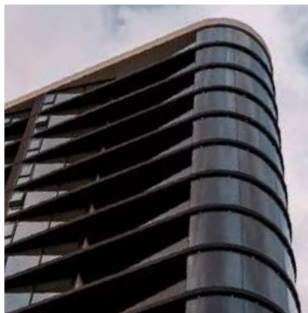




M1: Blonde
Masonry Brickwork



M2: Bronze
perforated screen



M3: Curved wind
baffles



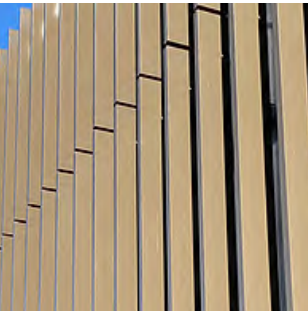
M4: Decorative
render finish



M5: Timber effect
soffit linings



M6: Solar/privacy
screening battens



M7: Bronze louver
batten screening



M8: Matte charcoal
powdercoat
glazing frames



M9: Frameless
Glass Balustrade



thank you.

DRP 01 Responses

The following pages outline responses to feedback received during the Design Review Panel meeting held on 23/08/2023.

Lot 305 & 306

DRP 01 Feedback

TOWN OF VICTORIA PARK
Received: 1/03/2024

*Overall **DRP** feedback was positive, providing confidence the project is achieving key design metrics and progressing well in the right direction.*

“The proposal is remarkably well-resolved for an initial Design Review Panel meeting with minimal areas of improvement identified.”

“The architecture is commended as it skilfully weaves the wider site context into the design narrative.”





Built Form & Scale

DRP 01 Feedback

“The overall built form is supported, and the proposed building height transfer between the towers (as demonstrated at slide 9 of applicant’s presentation) is considered logical.”



“The overall connection, direct access and raised levels between the ground floor apartments and the street was highlighted as a notable design feature. However, direct street access is to be added for the western-most ground floor apartment.”



Direct street access added.
Refer to following page and updated architectural set.

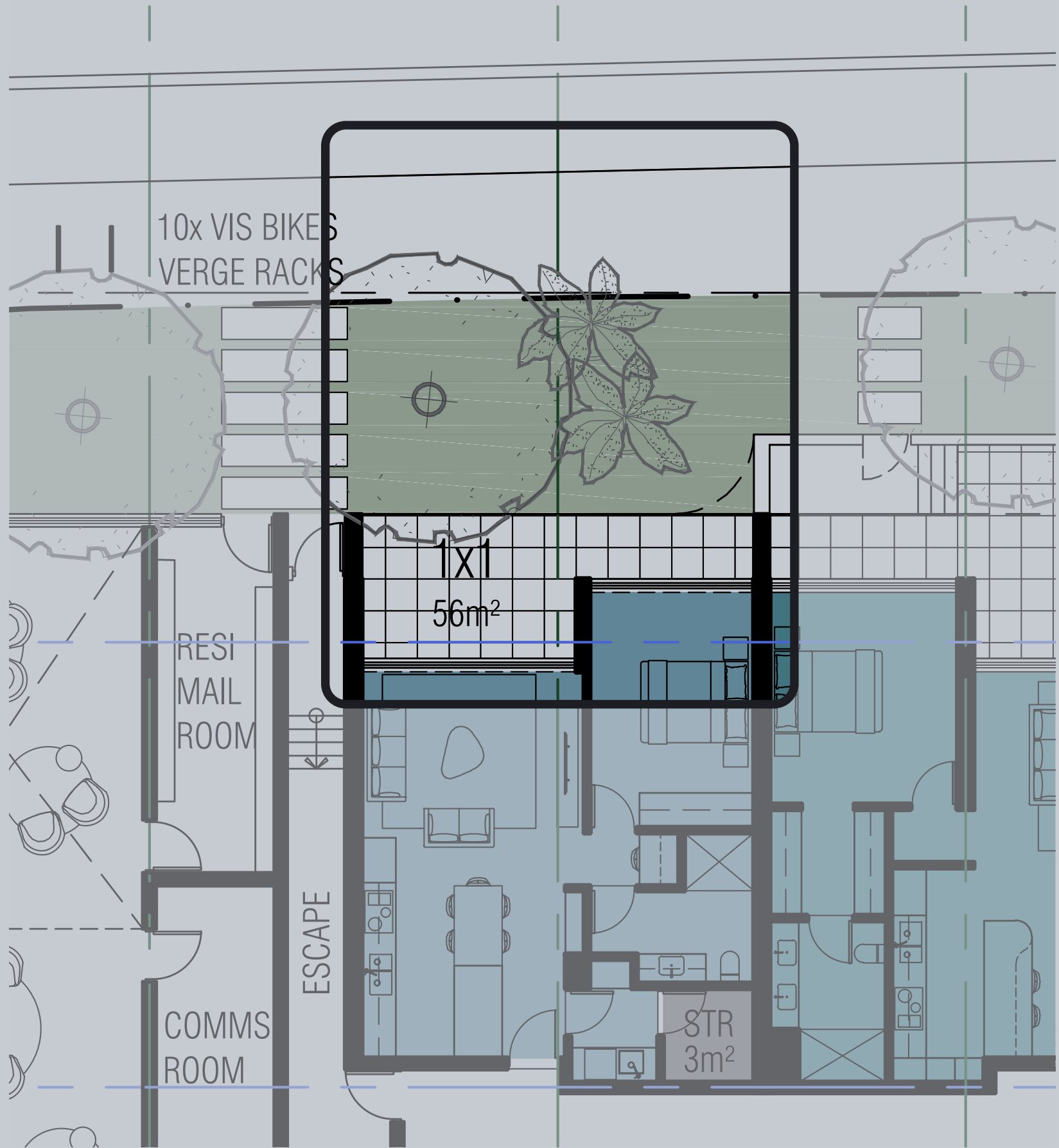
“The sculptural quality of the building was praised...”



“...The view of the building from surrounding areas, including the Maylands Foreshore, is of importance.”



Diagrammatic imagery from the proposal from the Maylands Foreshore & the Perth Racing grandstand has been created to assist with Built Form & scale appreciation. Refer to following pages.

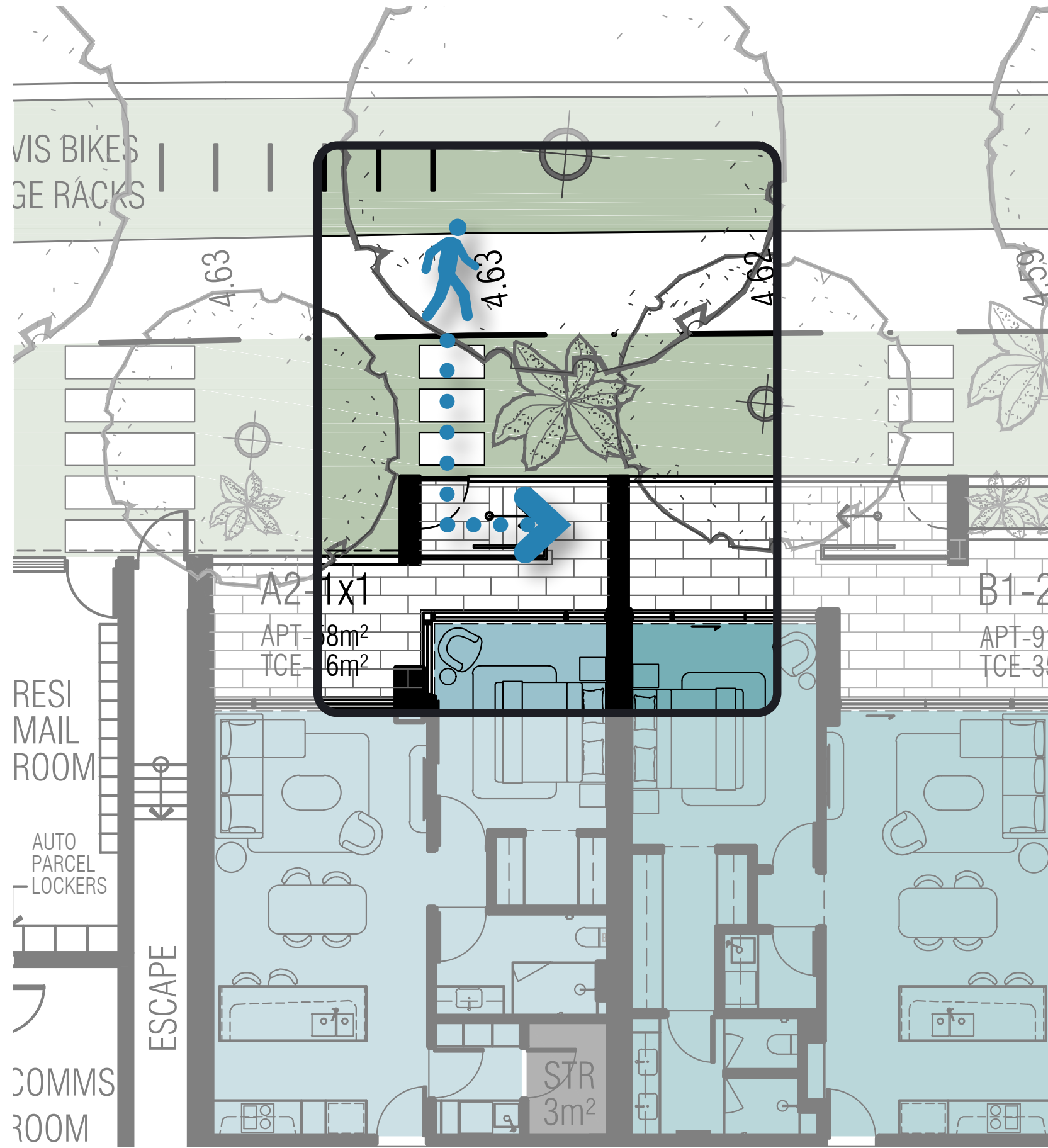


Part Ground Floor Plan [DRP 01]

No direct street access shown to western most apartment.



Direct Street Access



Part Ground Floor Plan [Revised]

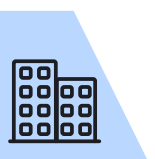
Direct street access added to western most apartment.



Maylands Foreshore massing.



Perth Racing Grandstand massing.



Elevations

DRP 01 Feedback

“Repeating patterns of the soffits & rising expression of the podium to the eastern towers are architectural features which solidify the building to its setting.”



“Additional permeability to the laneway interface is recommended...”



Additional apertures to the second floor apartment added along with less structural battens to the entry .
Refer to following page and updated architectural set.

“...The suspended ‘tubular cube’ feature in the eastern entry walkway is ‘dialed down’ to allow for the voluminous entry space to be the key feature.”



The feature was a public art placeholder. We have removed from the imagery to assist visually opening teh entry undercroft space.
Refer to following page and updated architectural set.

“The ‘hit and miss’ brickwork to the carpark / laneway interface is commended.”



“Consider opportunities for increased passive surveillance to the laneway from Levels 1 & 2.”



Additional apertures to the second floor apartment added along with less structural battens to the entry .
Refer to following page and updated architectural set.

“The elevation facing racecourse is not resolved at this stage. The idea of the repeated modulation is supported, however there is concern over the scale and ‘solid’ nature of the wall...”



Dialogue with Perth Racing has emphasized the sensitive nature of the racecourse interface. Hence, built form at podium scale remains solid for minimal disruption. Facade modulation has been further refined to manage scale and articulation.
Refer to following page and updated architectural set.

“Consider connecting the design features of the perforated metal screening of the tower to the vertical battens on the podium.”



The design seeks to balance detail and form across the various compositional elements of the design. Perforated and batten screens, whilst different in form, match in finish and are unique to the podium versus tower locations they occur.



Laneway Interface [DRP 01]

- Original laneway interface.



Laneway Interface [Revised]

- + Built form to apartments revised for more permeability.
- + Passive surveillance increased to laneway.



Racecourse Facade [DRP 01]

- Original racecourse interface



Racecourse Facade [Revised]

- + Podium built form revised for more rhythm and interest.
- + Precast panels slide past each other to provide form and shadow variance.
- + Landscape extent reduced to ensure maintenance only occurs on site and not from the racecourse.

Functionality & Build Quality

DRP 01 Feedback

“The apartments are considered well planned and logical, with a good mix of apartment typologies proposed.”



“The basement level planning is clean, open and simple with good sightlines.”



“Design and build quality of the soffits will be important for such a sculptural building.”



“It is acknowledged that the proposal is to achieve 20% of dwellings meeting the Silver Liveable Housing requirements. It was noted that silver standard is easy to achieve, and it was challenged to **increase the percentage of apartments** complying with the Liveable Housing Design Guidelines.”

Percentage of dwellings meeting Silver Liveable Housing requirements has been achieved (20%).

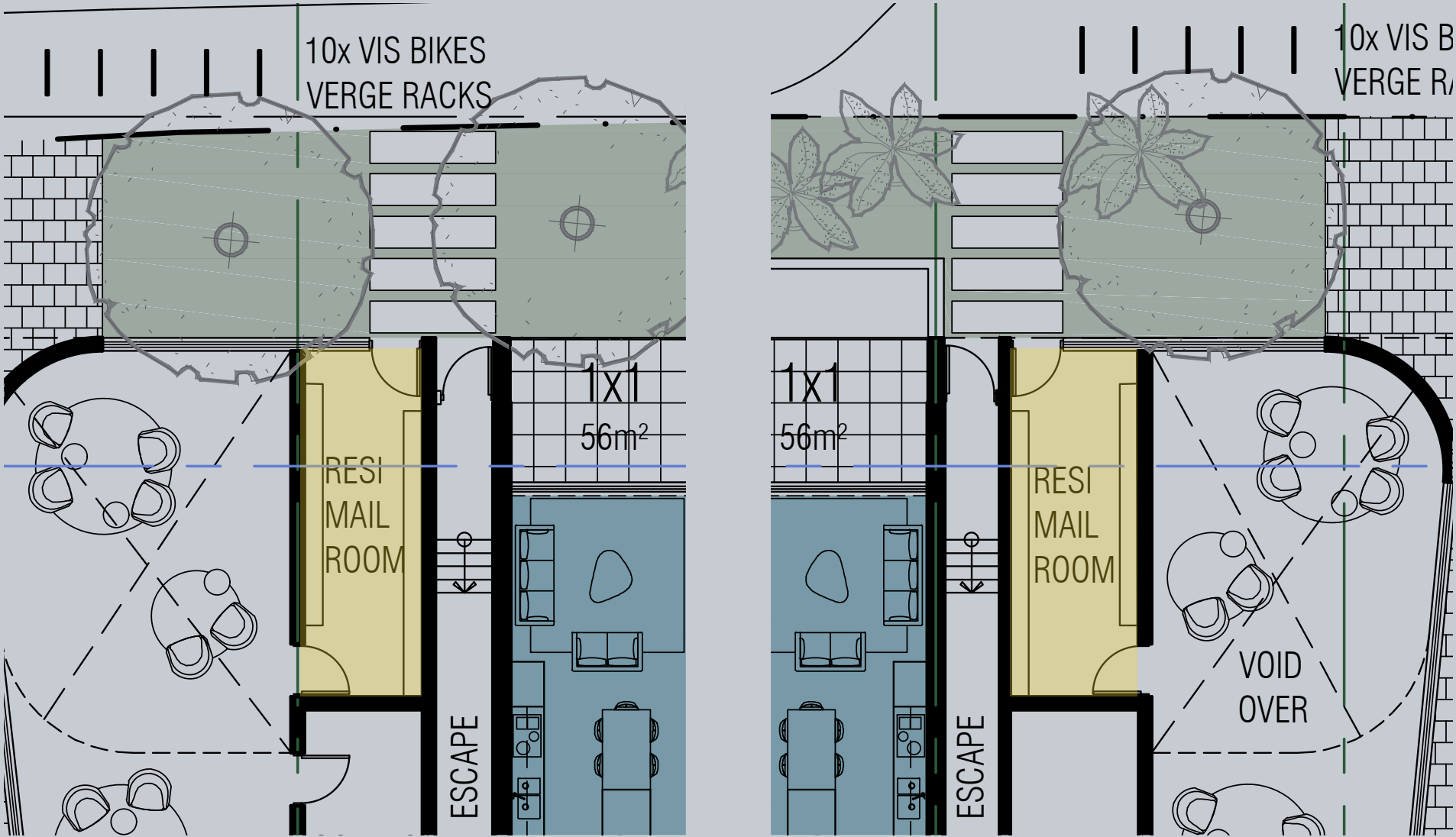
Consideration has been given to ensuring greater ease of movement throughout, with 100% of apartments meeting the 1m hallway width requirements and flush entries. This is generally afforded by the proposal’s premium-grade product.

“Recommend increasing the size of the residential mailrooms to include sufficient space for **parcel lockers**.”

‘Ground Floor’ (or similar) parcel lockers included in mail rooms. Refer to following page and updated architectural set.

“Luxe design considerations for the penthouse apartments could include a **key drop box**, **recessed doors**, **scullery area**, **ensuite to all bedrooms**.”

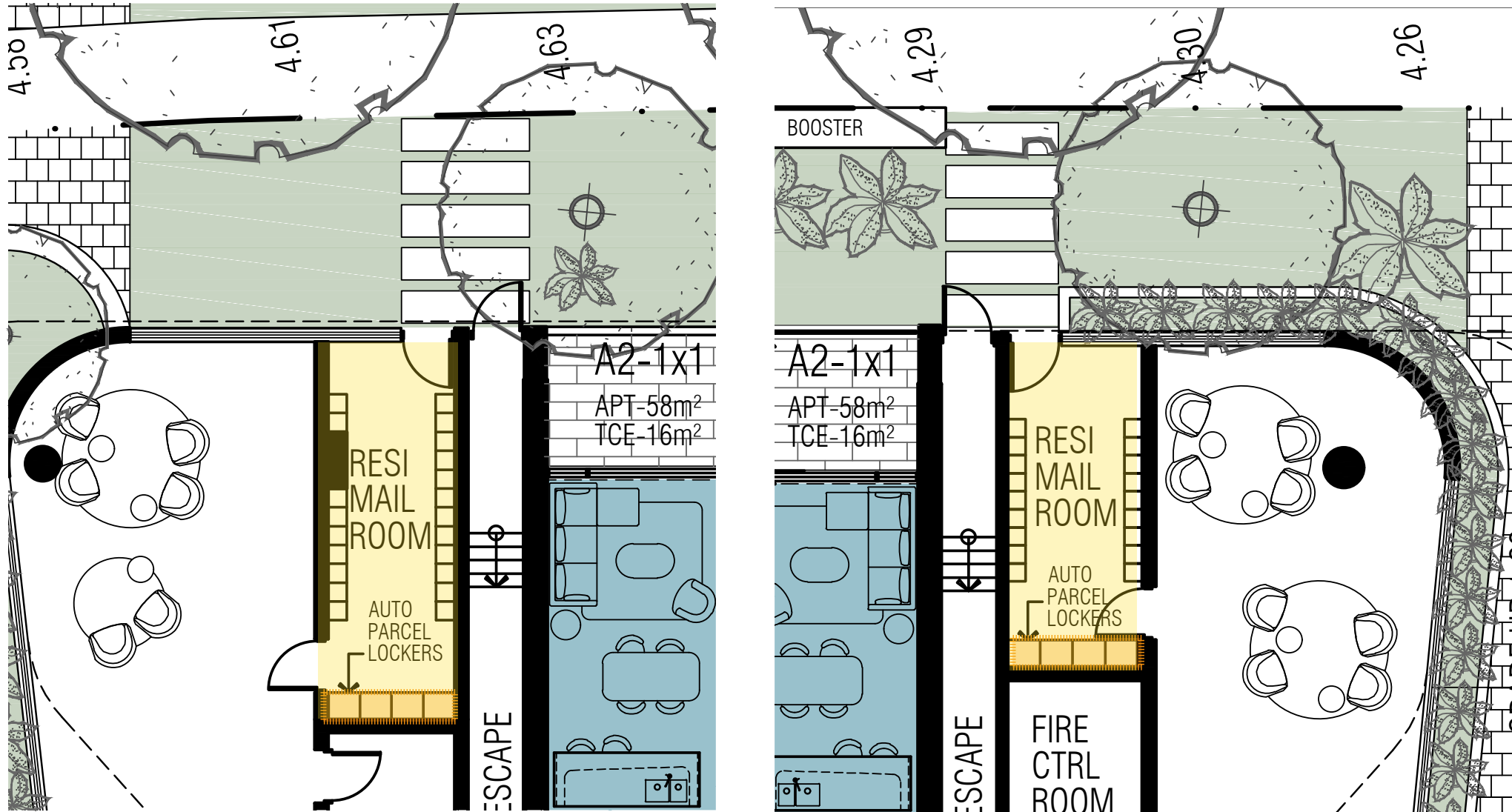
Reflected in relevant apartment layouts. 3x2s have been reconfigured to 3x3s to accommodate another ensuite. Refer to following pages and updated architectural set.



Mail Room West [DRP 01]

Mail Room East [DRP 01]

- Original mail room configuration.



Mail Room West [Revised]

Mail Room East [Revised]

- + Mail rooms extended south, with dedicated space for auto parcel lockers.



Functionality+
Build Quality_

Penthouse Layout

TOWN OF VICTORIA PARK
Received: 1/03/2024



Typical L19 Plan [DRP 01]

- 3-bed and 2-bath configuration to apartments.



Typical L19 Plan [Revised]

- + Apartments revised to reflect 3-bed and 3-bath configurations, with second bedrooms having an ensuite.
- + Key drop and scullery layouts refined for better functionality.
- + Sculleries to all apartments.

Landscape Quality

DRP 01 Feedback

“For the next Design Review Panel meeting please show:

- levels on the ground level of the landscaping plan
- levels of the swimming pool area
- indicative furnishing of the communal facilities
- include cross-sections detailing how deep soil areas / depths are achieved (with reference to the basement parking & levels above)”

Refer to the following pages and the landscape DA report. Indicative communal facilities furnishings have been shown on the architectural set.

“The indicative tree selection of the Silver Bismarck Palm is queried...”

Refer to the landscape DA report for additional on structure planter support strategy.

“Eucalyptus Corymbia Maculata... requires sufficient space.”

Selected species is located within the broadest portions of the proposed deep soil areas, not within structured landscape.

“Consider how the pool safety fencing is to tie in with the communal facilities.”

Refer to the following pages.

“Concern raised over the implication of a 1m high planter and planting located adjacent to bedroom windows on Level 3, eastern elevation.”

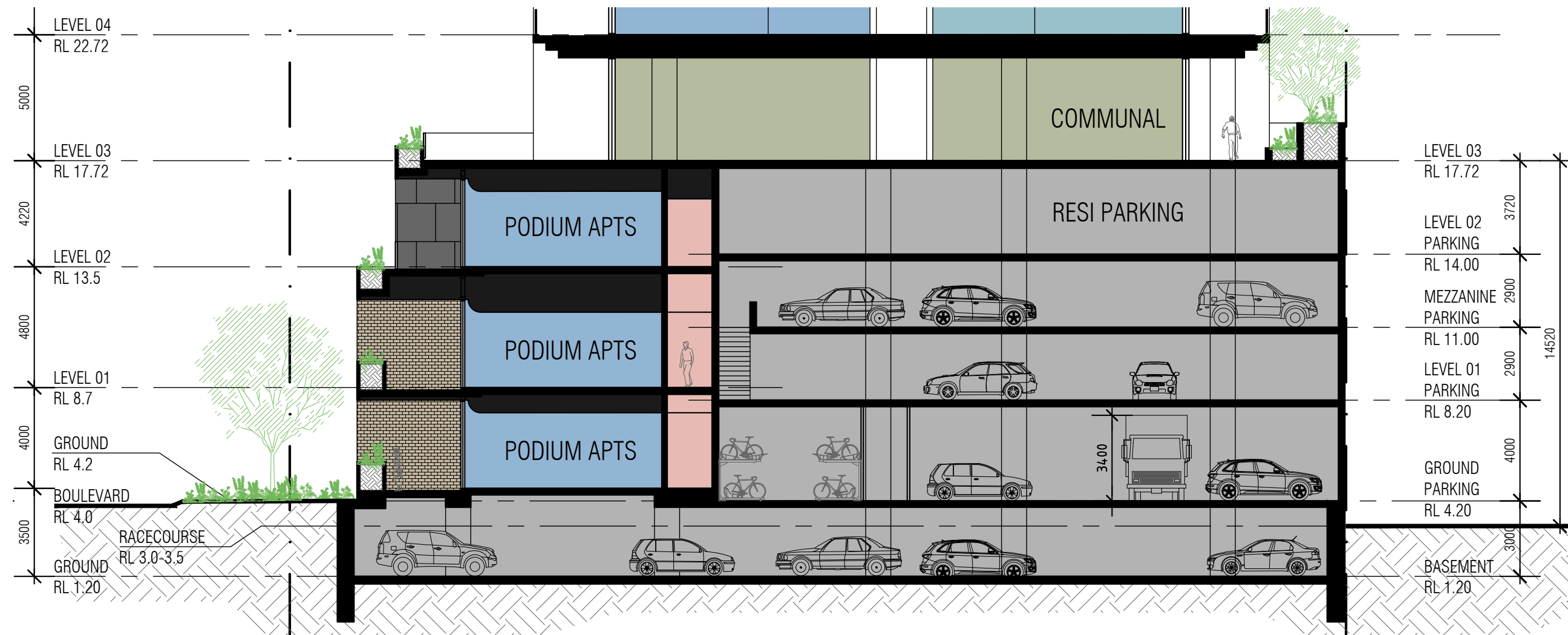
Refer to the following page “L3 Planter Location”.

“Would landscaping shown at ground level on the racecourse elevation be maintained by the Turf Club?”

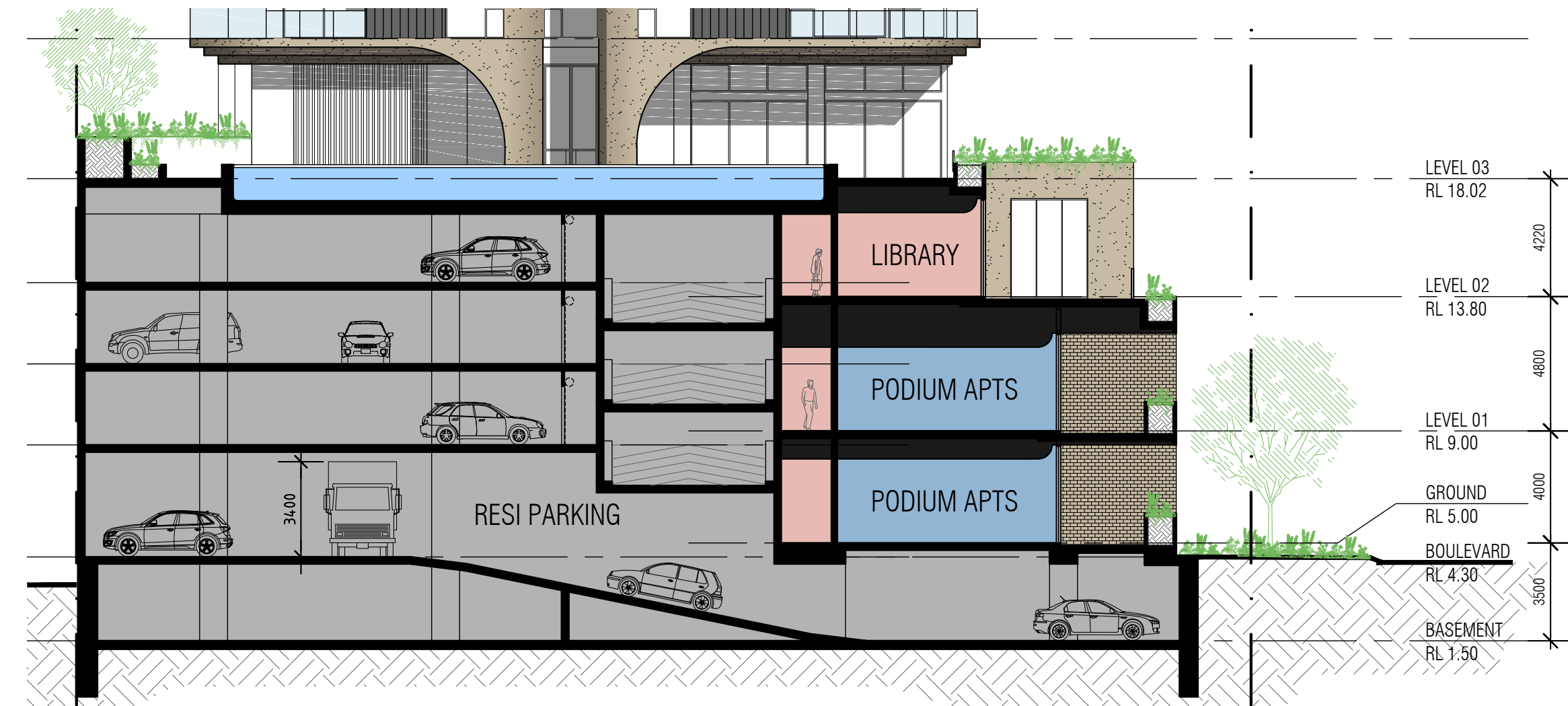
Ground level landscaping has been removed.

“Any landscaping showing on development renders is to be realistic.”

Landscape shown on renders have been revised accordingly.

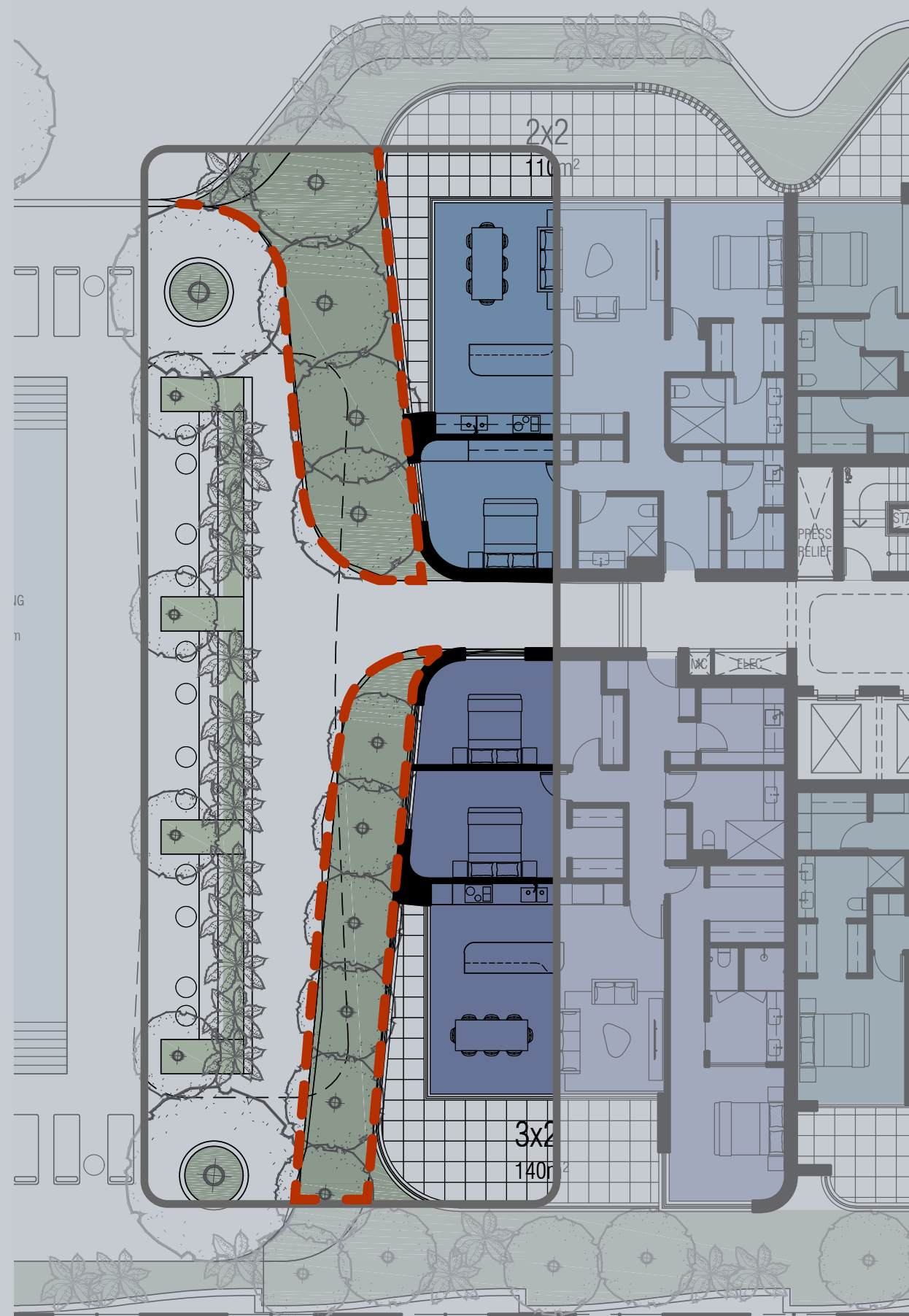


DESIGN SECTION
LOT 305 LOOKING NORTH



NORTH ELEVATION
LOT 305 LOOKING SOUTH

- + Podium apartments sleeve residential parking beyond.
- + Planter boxes provide balustrade to Ground and L01 apartments, flush with balcony floors for L02 and partially lowered to pool deck.
- + Ground level apartments are +700mm above the boulevard level.



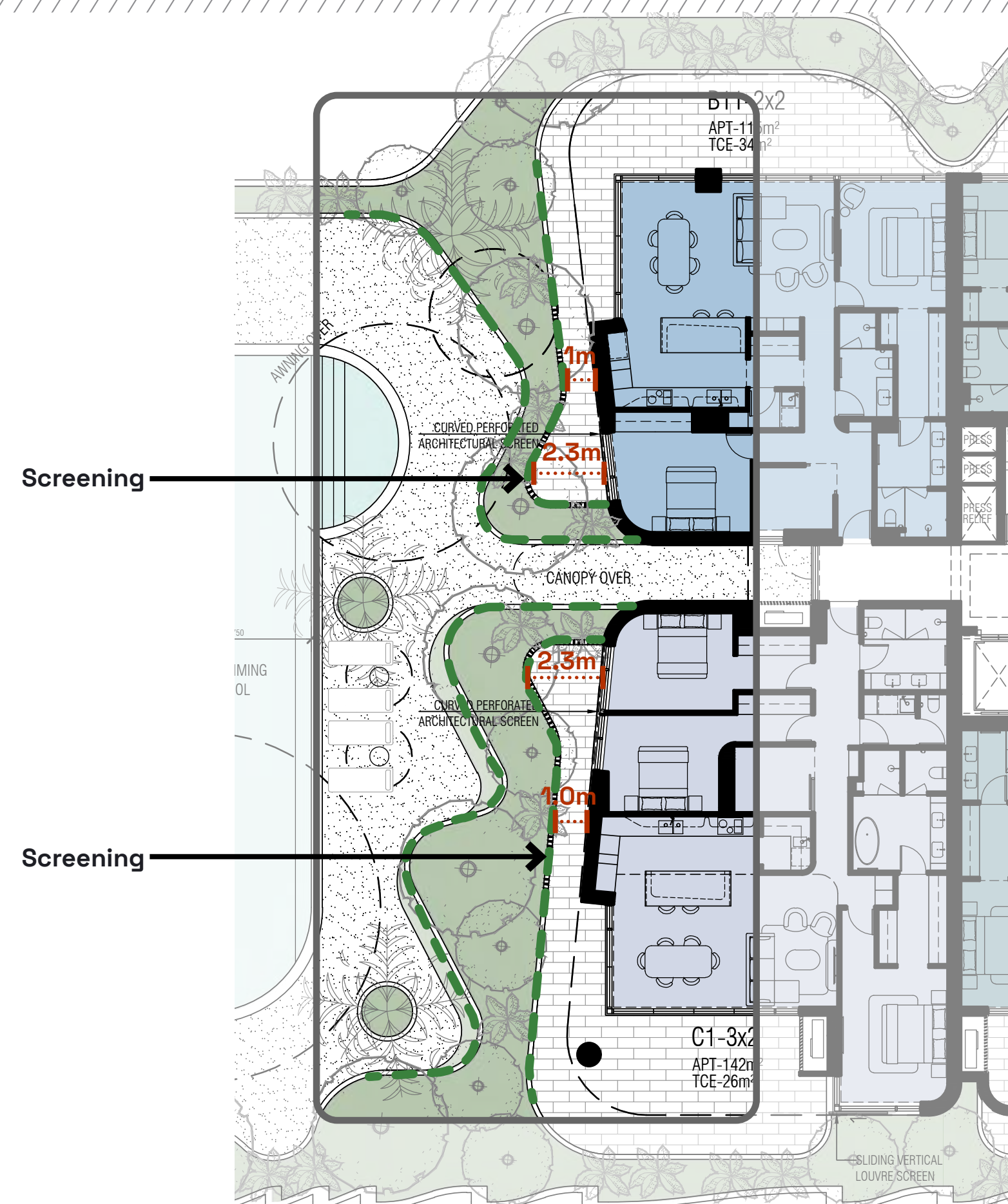
Typical L19 Plan [DRP 01]

- + Planters come up against bedroom windows.



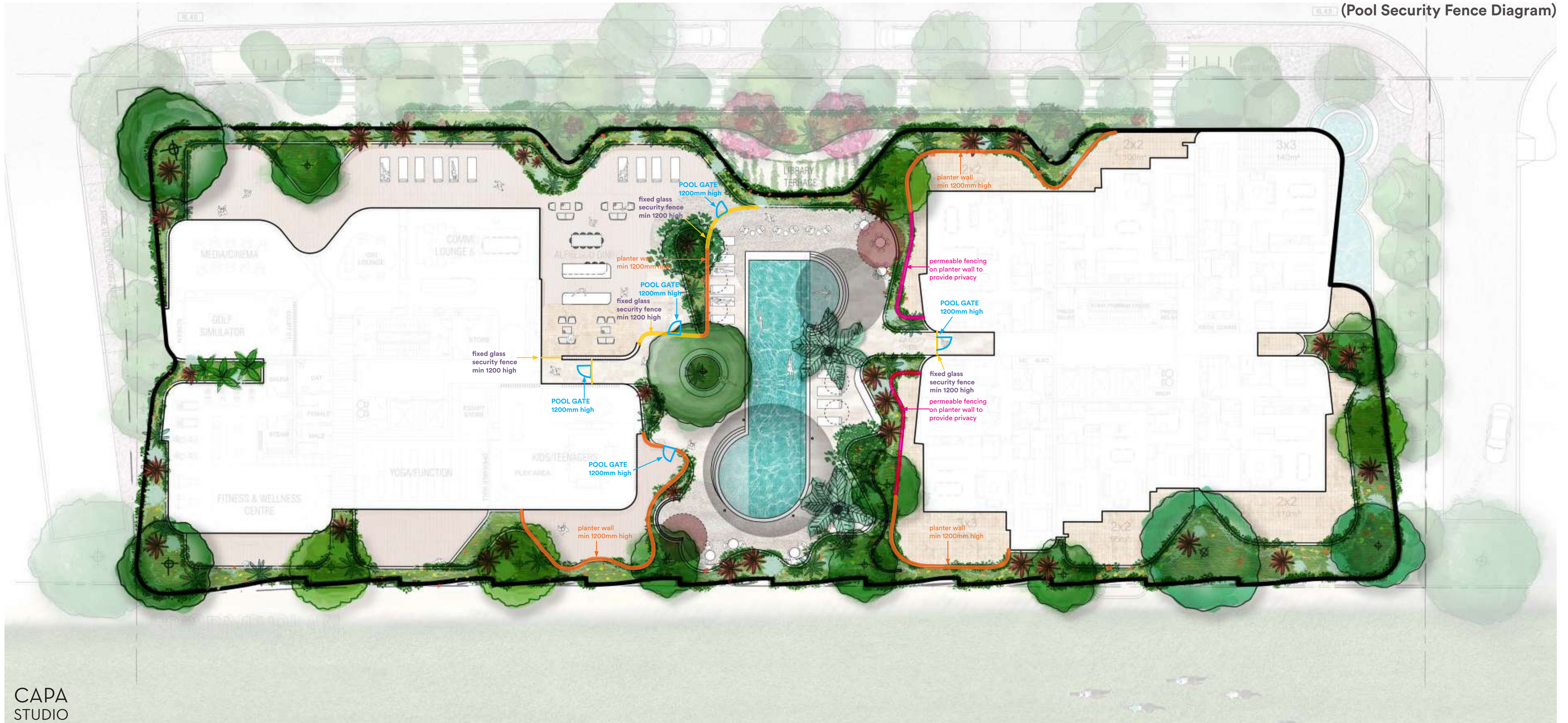
L3 Planter Location

TOWN OF VICTORIA PARK
Received: 1/03/2024



Typical L19 Plan [Revised]

- + Planters reconfigured to provide additional separation between bedrooms and the communal pool deck.
- + Revised terrace spaces for improved resident amenity.
- + Screening added for occupant privacy.



Sustainability & Servicing

DRP 01 Feedback

TOWN OF VICTORIA PARK
Received: 1/03/2024

“The **Green Star rating system** and certification process through the Green Building Council Australia was cited by Panel members.”

Refer DA 10 Principle report for Sustainability Initiatives.

“The **technical wind assessment** is to consider the **adjacent towers**. The findings of the technical wind assessment are to ideally be provided to DRP prior to DA lodgement.”

Refer to technical wind assessment report in DA submission.

“Please include **further details on servicing**. Such details include roofing, solar PV panels, mechanical car park ventilation, riser locations and external access to fire pump room.”

Refer to Architectural Drawings attached.

Appendix K – Residential Design Codes Volume 2 (Apartments) Assessment

TOWN OF VICTORIA PARK
Received: 1/03/2024

SPP7.3 R-CODES

VOLUME 2 - APARTMENTS

ASSESSMENT TEMPLATE

ABOUT THIS TEMPLATE

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol. 2) has brought about changes to the way that multiple dwellings will be designed, assessed, constructed and – ultimately – lived in.

This assessment template is based on work conducted by the Inner City Councils Planning Working Group¹, and adapted by the Department of Planning, Lands and Heritage for broader distribution.

Responsible Authorities are encouraged to adapt this template to best suit their needs. This template is designed to be used in conjunction with, not as a replacement for, the R Codes Vol. 2.

This template comprises of 2 parts:

- PART 1** Recommended information to be submitted by applicant as part of a development application.
- PART 2** Template for assessment under the R-Codes Vol. 2 (including any local planning framework that amends or replaces the R-Codes Vol. 2). It is recommended that this template is completed by:
- (a) the applicant and submitted as part of the development application; and
 - (b) the Responsible Authority for the purposes of assessment.

R-Codes Vol. 2 is a performance-based policy. While addressing the Acceptable Outcomes is likely to achieve the relevant Element Objectives, they are not a deemed-to-comply pathway and the proposal will be assessed in context of the entire design solution to ensure the Element Objectives are achieved.

Assessing officers are encouraged to firstly consider the proposal under the Element Objectives, delve into details provided by the applicant (whether these be the Acceptable Outcome or alternate performance solution approach using the relevant Design Guidance) before returning to the principles outlined in the Element Objectives.

The onus is on the Applicant to demonstrate that the Element Objectives have been achieved. Responsible Authorities may consider refusal of an application on the basis that insufficient information/materials have been provided to satisfy an Element Objective to the satisfaction of the Responsible Authority. The burden of proof is not on the Responsible Authority but the applicant to demonstrate – by way of example – adequate solar access is achieved if the applicant has not provided the relevant diagrams and calculations to address this subject matter.

Please be advised that this assessment template is not intended to replace R-Codes Vol. 2 in terms of being a point of reference for both designers and assessors. Amongst other things, the source document contains Design Guidance, diagrams and example images that are not featured within this template.

¹Inner City Councils Planning Working Group – Town of Victoria Park, City of Perth, City of South Perth, City of Subiaco, City of Vincent

PART 1 - INFORMATION FOR THE APPLICANT

It is recommended that the following information is provided by the applicant when lodging a development application.

A5 – Development application guidance (1/2) <i>This guidance assists proponents in formulating the appropriate materials when submitting a development application. Check with the relevant local authority if there are any additional materials required.</i>			
Documentation	Required Information	Provided?	
Development details	<p>A summary document that provides the key details of the development proposal. It contains information such as the:</p> <ul style="list-style-type: none"> – plot ratio of the development – number, mix, size and accessibility of apartments – number of car parking spaces for use (residential, retail, accessible, visitor etc.) – percentage of apartments meeting cross ventilation and daylight requirements. 		
Site analysis	[Prepared at earlier stage of design development in A3 <i>Site analysis and design response guidance</i>]		
Design statements	<p>An explanation of how the design relates to the Design Principles in State Planning Policy 7.0 Design of the Built Environment.</p> <p>An explanation of how the proposed development achieves the relevant objectives of this policy in A6 <i>Objectives summary</i>.</p> <p>For adaptive reuse projects which affect heritage places, provide a Heritage Impact Statement prepared in accordance with the State Heritage Office's <i>Heritage Impact Statement Guide</i> available at www.stateheritage.wa.gov.au (for state registered places) or the relevant local government guidelines (for other places).</p>		
Site plan	<p>A scale drawing showing:</p> <ul style="list-style-type: none"> – any proposed site amalgamation or subdivision – location of any proposed buildings or works in relation to setbacks, building envelope controls and building separation dimensions – proposed finished levels of land in relation to existing and proposed buildings and roads – pedestrian and vehicular site entries and access – interface of the ground floor plan with the public domain and open spaces within the site – areas of communal open space and private open space – indicative locations of planting and deep soil areas including retained or proposed significant trees. – overshadowing over neighbouring sites – location of adjacent solar collectors. 		
Landscape plan	<p>A scale drawing showing:</p> <ul style="list-style-type: none"> – the building footprint of the proposal including pedestrian, vehicle and service access – trees to be removed shown dotted – trees to remain with their tree protection areas (relative to the proposed development) – deep soil areas and associated tree planting – areas of planting on structure and soil depth – proposed planting including species and size – details of public space, communal open space and private open space – external ramps, stairs and retaining wall levels – security features and access points – built landscape elements (fences, pergolas, walls, planters and water features) – ground surface treatment with indicative materials and finishes – site lighting – stormwater management and irrigation concept design. 		
Other plans and reports	<p>Acoustic Report (or equivalent)</p> <p>Waste Management Plan (or equivalent)</p>		

A5 – Development application guidance (2/2)			
Documentation	Required information	Provided?	
Floor plans	<p>A scale drawing showing:</p> <ul style="list-style-type: none"> – all levels of the building including roof plan – layout of entries, circulation areas, lifts and stairs, communal spaces, and service rooms with key dimensions and Real Level (RL) heights shown – apartment plans with apartment numbers and areas, all fenestration, typical furniture layouts for each apartment type, room dimensions and intended use and private open space dimensions – accessibility clearance templates for accessible units and common spaces – visual privacy separation shown and dimensions where necessary – vehicle and service access, circulation and parking – storage areas. 		
Elevations	<p>A scale drawing showing:</p> <ul style="list-style-type: none"> – proposed building height and RL lines – building height control – setbacks or envelope outline – building length and articulation – the detail and features of the façade and roof design – any existing buildings on the site – building entries (pedestrian, vehicular and service) – profile of buildings on adjacent properties or for 50m in each direction, whichever is most appropriate. <p>Samples or images of proposed external materials, finishes and colours of the proposal, keyed to elevations.</p>		
Sections	<p>A scale drawing showing:</p> <ul style="list-style-type: none"> – proposed building height and RL lines – building height control – setbacks or envelope outline – adjacent buildings – building circulation – the relationship of the proposal to the ground plane, the street and open spaces particularly at thresholds – the location and treatment of car parking – the location of deep soil and soil depth allowance for planting on structure (where applicable) – building separation within the development and between neighbouring buildings – ceiling heights throughout the development – detailed sections of the proposed façades. 		
Building performance diagrams	<p>A solar diagram (where required) at the winter solstice (21 June) at a minimum of hourly intervals showing:</p> <ul style="list-style-type: none"> – number of hours of solar access to the principal communal open space – number of hours of solar access to units within the proposal and tabulation of results – overshadowing of existing adjacent properties and overshadowing of future potential development where neighbouring sites are planned for higher density – elevation shadows if likely to fall on neighbouring windows, openings or solar panels. <p>A ventilation diagram (where required) showing unobstructed path of air movements through dual aspect apartments and tabulation of results.</p>		
Illustrative views	<p>Photomontages or similar rendering or perspective drawings illustrating the proposal in the context of surrounding development. Note: Illustrative views need to be prepared using a perspective that relates to the human eye. Where a photomontage is prepared, it should use a photo taken by a full frame camera with a 50mm lens and 46 degree angle of view.</p>		
Models	<p>A three dimensional computer generated model showing views of the development from adjacent streets and buildings.</p> <p>A physical model for a large or contentious development (if required by the consent authority).</p>		

It is recommended that the template is used as follows -

Applicants

- This document is intended to provide a structure to organise and arrange the supporting material and documentation for preparing and submitting a Development Application, with the onus being on the applicant to demonstrate that an Element Objective has been achieved.
- Applicants are encouraged to complete the 'applicant sections' of this document, outlining how the Element Objectives are satisfied. In many (if not most) instances it is expected that written response will be supported by associated drawings or documentation provided by the applicant '*e.g. – refer to Overshadowing Diagrams page 25 of submission package*'.
- The template can then be included in the application to the Responsible Authority.

Responsible Authority

- This document is intended to provide a structure to systematically and holistically undertake a planning assessment against the performance-based approach of R-Codes Vol. 2.
- The Responsible Authority will review the applicant's comments provided in this template and undertake an assessment of the materials provided against the relevant Element Objectives.

Section 1.2 of R-Codes Vol. 2 provides that certain sections of the policy may be amended or replaced by local planning frameworks. Where such local planning frameworks may have effect, this template provides an additional section where the applicable requirements may be stated.

ELEMENT 2.2		BUILDING HEIGHT										
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>			APPLICANT COMMENT					ASSESSOR COMMENT				
			<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>									
O2.2.1 – 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.			Replaced by A 2.2.1 within the Belmont Park Racecourse – Precinct A LDP.									
O2.2.2 – The height of buildings within a development responds to changes in topography.												
O2.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.												
O2.2.4 – 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.												
ACCEPTABLE OUTCOMES												
<i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>												
A2.2.1 – Development complies with the building height limit (storeys) set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the building height limit set out in the applicable local planning instrument.												
<i>(Excerpt from table 2.1)</i>												
Streetscape contexts and character <i>refer A2</i>		Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding		R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Building height (storeys) <i>refer 2.2</i>		2	3	3	4	4	5	3	6	7	9	
LOCAL PLANNING FRAMEWORK			REQUIREMENT									
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			Replaced by A 2.2.1 within the Belmont Park Racecourse – Precinct A LDP.									

ELEMENT 2.3		STREET SETBACKS										
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>			APPLICANT COMMENT					ASSESSOR COMMENT				
			<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>									
02.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.			Replaced by A 2.3.1 within the Belmont Park Racecourse – Precinct A LDP.									
02.3.2 – The street setback provides a clear transition between the public and private realm.												
02.3.3 – The street setback assists in achieving visual privacy to apartments from the street.												
02.3.4 – The setback of the development enables passive surveillance and outlook to the street.												
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>												
A3.2.1 – Development complies with the street setback set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the street setback set out in the applicable local planning instrument												
<i>(Excerpt from table 2.1)</i>												
Streetscape contexts and character <i>refer A2</i>		Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
		Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1
Minimum primary and secondary street setbacks <i>refer 2.3</i>		4m ⁴	2m	2m		2m		2m or Nil ⁵	2m or Nil ⁵	2m or Nil ⁵		
<div>(4) Minimum secondary street setback 1.5m</div> <div>(5) Nil setback applicable if commercial use at ground floor</div>												
LOCAL PLANNING FRAMEWORK			REQUIREMENT									
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			Replaced by A 2.3.1 within the Belmont Park Racecourse – Precinct A LDP.									

ELEMENT 2.4		SIDE AND REAR SETBACKS	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.		Replaced by A 2.4.2 within the Belmont Park Racecourse – Precinct A LDP.	
O2.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.			
O2.4.3 – 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.			
O2.4.4 –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.			
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A2.4.1 - Development complies with the side and rear setbacks set out in Table 2.1, except where: a) modified by the local planning framework, in which case development complies with the side and rear setbacks set out in the applicable local planning instrument AND /OR b) a greater setback is required to address 3.5 Visual privacy. (Excerpt from table 2.1)			

Streetscape contexts and character <i>refer A2</i>	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Boundary wall height (storeys)^{1,2} <i>refer 2.4</i>	1 ³		1 ³	2 ³	2 ³		2	3	4		
Minimum side setbacks⁶ <i>refer 2.4</i>	2m	3m	3m		3m		Nil				
Minimum rear setback <i>refer 2.4</i>	3m		3m		6m		6m	Nil	Nil		
Average side setback where building length exceeds 16m <i>refer 2.4</i>	2.4m	3.5m	3.5m	3.5m	3.5m	4.0m	NA	NA	NA		

(1) Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions

(2) Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code

(3) Boundary wall only permitted on one boundary, and shall not exceed 2/3 length.

(6) Boundary setbacks will also be determined by provisions for building separation and visual privacy within this SPP and building separation provisions of the NCC.

A2.4.2 – Development is setback from the boundary in order to achieve the Objectives outlined in 2.7 *Building separation*, 3.3 *Tree canopy and deep soil areas*, 3.5 *Visual privacy* and 4.1 *Solar and daylight access*.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	Replaced by A 2.4.2 within the Belmont Park Racecourse – Precinct A LDP.

ELEMENT 2.5		PLOT RATIO													
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT					ASSESSOR COMMENT								
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>													
O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.		As the development proposes only residential floorspace and any non-residential space is considered communal amenities, Plot Ratio has only been calculated from residential floor space and associated above ground parking levels etc as per the definition of plot ratio floor area.													
		Plot Ratio Floor Area: 31,196m ²													
		Subject Site Area: 4,761.3m2													
		Plot Ratio: 6.55													
		Whilst the plot ratio exceeds the Structure Plan requirement of 5:1 it is considered to deliver appropriate building volume within the allowable building envelopes under the LDP. Refer to the discussion section of the planning report for the detailed discussion on the appropriateness of the plot ratio and merits of the proposal.													
ACCEPTABLE OUTCOMES															
<i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>															
A2.5.1 – Development complies with the plot ratio requirements set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the plot ratio set out in the applicable local planning instrument.															
<i>(Excerpt from table 2.1)</i>															
Streetscape context and character refer 4.2		Low-rise		Medium-rise		Higher density residential		Neighbourhood centres		Mid-rise urban centres		High density urban centres		Planned areas	
Site R-Coding		R40	R50	R80	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0			
Plot ratio ¹ refer 2.5		0.6	0.7	0.8	1.0	1.3	2.0	12	2.0	2.5	3.0				
(6) Refer to Definitions for calculation of plot ratio															
LOCAL PLANNING FRAMEWORK						REQUIREMENT									
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:						The Belmont Park Racecourse Redevelopment Structure Plan provides a maximum plot ratio of 5:1 for Multiple Dwelling developments in Precinct A.									

ELEMENT 2.6		BUILDING DEPTH	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O2.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.		The apartment depths are generally shallow relative to their orientation. This maximises solar access and natural ventilation. The largest apartments have a maximum depth of approximately 13m, allowing for significant access to northern aspect solar amenity year-round. 77% of the apartments will achieve cross ventilation, whilst 68.5% of apartments will receive direct sunlight between 9 am and 3 pm on June 21st, ensuring a healthy influx of natural light throughout the year. More than 83% of the dwellings enjoy over two hours of solar access to their indoor and outdoor living areas when considering sunlight exposure beyond 3 pm.	
O2.6.2 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.		Apartment depths are generally shallow and the proposed northern aspect of both towers facilitates significant solar access and natural ventilation for dwellings.	
O2.6.3 – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.		Each apartment has minimum a floor to ceiling height of 3.5 metres. Combined with the shallow depth of the apartments, this provides ample ability for the apartments to capture natural light and achieve natural ventilation.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A2.6.1 – Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposals will be assessed on their merits with particular consideration to 4.1 Solar and daylight access and 4.2 Natural ventilation.			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

ELEMENT 2.7 BUILDING SEPARATION		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O2.7.1 – New development supports the desired future streetscape character with spaces between buildings.	<p>The building separation of Western and Eastern Towers is maintained at a minimum distance of 21.3 metres above the podium (between balcony edges).</p> <p>This large separation is able to be achieved due to the design decision to locate the Western Tower towards the laneway frontage and orientate the Eastern Tower perpendicular to the Western Tower.</p>	
O2.7.2 – Building separation is in proportion to building height.	<p>By orientating the width of the Eastern Tower perpendicular to that of the Western Tower, greater building separation is achieved at a greater scale than anticipated by the LDP. This is more than proportionate to the height of the towers.</p> <p>The proposed building separation will provide excellent visual separation which when combined with the careful orientation of apartments, will limited the sense of being overlooked by apartments within the opposite tower.</p>	
O2.7.3 – Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.	The 21.3 metre building separation provides ample visual privacy distance between habitable rooms. Balconies are orientated away from each other, maintain visual privacy of outdoor living spaces.	
O2.7.4 – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings	Significant communal open space areas are proposed to service both Towers on the podium level (over 2,000m ² of communal area).	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A2.7.1 – Development complies with the separation requirements set out in Table 2.7.		

Table 2.7 Building separation

	Separation between:	Building height		
		≤ 4 storeys (up to 15m)	5-8 storeys (up to 28m)	≥ 9 storeys (over 28m)
Within site boundary	Habitable rooms/balconies	12m	18m	24m
	Habitable and non-habitable rooms	7.5m	12m	18m
	Non-habitable rooms	4.5m	6m	9m
To adjoining property boundaries	Habitable rooms/balconies and boundary	Refer 2.4 Side and rear setbacks (Table 2.1) and 3.5 Visual privacy (Table 3.5)	9m	12m
Distances apply from major openings of rooms, or the inside of balustrading of balconies. Average dimensions may be applied subject to major openings meeting other requirements for privacy, daylight and the like.				

LOCAL PLANNING FRAMEWORK

REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:

ELEMENT 3.2		ORIENTATION	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.		The tower lots back onto the racecourse, on which the majority of the shadow will occur. Given the proposed heights of the towers it is to be expected a high proportion of overshadowing to occur.	
O3.2.2 – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.		Notwithstanding this, the overshadowing will not negatively impact upon the function or amenity of the racecourse as it is not habitable or used for public recreation.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.			
A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.			
A3.2.3 – Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed: <ul style="list-style-type: none"> – adjoining properties coded R25 and lower – 25% of the site area¹ – adjoining properties coded R30 – R40 - 35% of the site area¹ – adjoining properties coded R50 – R60 – 50% of the site area¹ – adjoining properties coded R80 or higher – Nil requirements. 			
<small>(1) Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)</small>			
A3.2.4 – Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

ELEMENT 3.3 TREE CANOPY AND DEEP SOIL AREAS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.	The subject site does not contain any trees.	
O3.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.	<p>A substantial number of trees are proposed to be planted both inground and on-structure. A summary is provided below:</p> <ul style="list-style-type: none"> • 1 Large Tree • 3 Medium Trees • 40+ Small Trees • 4 Street Trees <p>Due to the high density nature of the development, it is deemed appropriate to provide a significant number small trees throughout the development's ground floor and podium roof level. This achieves an intimate, human scale landscape amenity.</p>	
O3.3.3 – 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>Site Area: 4,761m² Deep Soil Required (10%): 476m² Deep Soil Area provided: 445m² (9.3% of site area)</p> <p>The shortfall in deep soil area is accounted for through extensive on structure planting of 894m², resulting in 1,339m² of total planting area. This results in a total planting area that exceeds the requirements by 2.8 times.</p>	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.3.1 – Retention of existing trees on the site that meet the following criteria: <ul style="list-style-type: none"> – healthy specimens with ongoing viability AND – species is not included on a State or local area weed register AND – height of at least 4m AND/OR – trunk diameter of at least 160mm, measured 1m from the ground AND/OR – average canopy diameter of at least 4m. 		
A3.3.2 – The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.		

A3.3.3 – The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.

A3.3.4 – Deep soil areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.

Table 3.3a Minimum deep soil area and tree provision requirements

Site Area	Minimum deep soil area	Minimum requirement for trees ¹
Less than 700m ²	10% OR 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 – 1,000m ²		2 medium trees OR 1 large tree and small trees to suit area
> 1,000m ²		1 large tree and 1 medium tree for each additional 400m ² in excess of 1000m ² OR 1 large tree for each additional 900m ² in excess of 1000m ² and small trees to suit area

¹ Minimum requirement for trees includes retained or new trees
Refer Table 3.3b for tree sizes

A3.3.5 – Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.

Table 3.3b Tree sizes

Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width	Minimum DSA width where additional rootable soil zone (RSZ) width provided ¹ (min 1m depth)	Indicative pot size at planting
Small	4-6m	4-8m	9m ²	2m	1m (DSA) + 1m (RSZ)	100L
Medium	6-9m	8-12m	36m ²	3m	2m (DSA) + 1m (RSZ)	200L
Large	>9m	>12m	64m ²	6m	4.5m (DSA) + 1.5m (RSZ)	500L

¹ Rootable areas are for the purposes of determining minimum width only and do not have the effect of reducing the required DSA.

A3.3.6 – The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees.

A3.3.7 – Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:

ELEMENT 3.4		COMMUNAL OPEN SPACE	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.		Level 3 of the development (podium roof) provides over 2,100m ² communal open space for the whole development. This includes a gymnasium, theatre, outdoor dining, private recreational rooms and associated amenities. Additionally, this area is provided with significant landscaping through the provision of a significant number of small trees and 689m ² of landscaped area.	
O3.4.2 – Communal open space is safe, universally accessible and provides a high level of amenity for residents.		The communal open space is open and directly accessible to occupants of both towers. There are multiple spaces and variety of uses that the podium terrace area can accommodate to appeal to varying demographics.	
O3.4.3 – 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.		The communal amenities for the residents are located on Level 3 of the Western Tower which does not feature any residential dwellings. While Level 3 of the Eastern Tower includes residential dwellings, there is ample separation achieved through carefully designed planters, to ensure no loss of amenity.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A3.4.1 – Developments include communal open space in accordance with Table 3.4			
Table 3.4 Provision of communal open space			
Development size	Overall communal open space requirement	Minimum accessible / hard landscape area (included in overall area requirement)	Minimum open space dimension
Up to 10 dwellings	Informal seating associated with deep soil or other landscaped areas	NA	NA
More than 10 dwellings	Total: 6m ² per dwelling up to maximum 300m ²	At least 2m ² per dwelling up to 100m ²	4m
A3.4.2 – Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development.			
A3.4.3 – There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June.			
A3.4.4 – Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces.			

A3.4.5 – Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.	
A3.4.6 – Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm.	
A3.4.7 – Communal open space is designed and oriented to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties.	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	

ELEMENT 3.5		VISUAL PRIVACY		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT		ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>		
O3.5.1 – 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.		A significant separation is provided between the West and East towers (21+ metres). This is ample separation to reduce direct overlooking. Apartments are also planned and orientated to further help limit direct overlooking.		
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>				
A3.5.1 – Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.				
Table 3.5 Required privacy setback to adjoining sites				
Cone of vision from unscreened:		First 4 storeys		5th storey and above
		Adjoining sites coded R50 or lower	Adjoining sites coded higher than R50	
Major opening to bedroom, study and open access walkways		4.5m	3m	Refer Table 2.7
Major openings to habitable rooms other than bedrooms and studies		6m	4.5m	
Unenclosed private outdoor spaces		7.5m	6m	
A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).				
A3.5.3 - Living rooms have an external outlook from at least one major opening that is not obscured by a screen.				
A3.5.4 – Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies.				
LOCAL PLANNING FRAMEWORK		REQUIREMENT		
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:				

ELEMENT 3.6 PUBLIC DOMAIN INTERFACE		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents.	Each tower's lobby is delineated via landscaping treatments (both hard and softscape) to help define the residential entry space from the public domain. The ground floor apartments are provided within a fence and gate to provide an edge between the footpath and entry space.	
O3.6.2 – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	A significant landscaping strategy is proposed to the streetscape. This will help contribute to the pedestrian environment by providing shade and amenity to the street.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.6.1 – The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard.		
A3.6.2 – Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building).		
A3.6.3 – Upper level balconies and/or windows overlook the street and public domain areas.		
A3.6.4 – Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas.		
A3.6.5 – Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m.		
A3.6.6 – Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m.		
A3.6.7 – Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.		
A3.6.8 – Bins are not located within the primary street setback or in locations visible from the primary street.		
A3.6.9 – Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage. ¹		
<small>(1) Firefighting and access to services such as power and water meters require careful consideration in the design of the front façade. Consult early with relevant authorities to resolve functional requirements in an integrated design solution.</small>		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		

ELEMENT 3.7		PEDESTRIAN ACCESS AND ENTRIES	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.		Direct and accessible pathways are provided from the Boulevard to the lobby spaces. Each entrance is defined with by the distinctive architectural scalloping to the corners of the podium, which also provides weather protection to the entry.	
O3.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.		Landscaping is proposed to both entry points. The landscaping, which is designed to complement the architecture, will provide attractive entries to the development. Fine grain detailing in the paving selection and arrangement of spaces contribute positively to the entry sequence. A high proportion of glazing from the lobbies to the street will provide casual surveillance.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A3.7.1 – Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.			
A3.7.2 – Pedestrian entries are protected from the weather.			
A3.7.3 – Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.			
A3.7.4 – Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.			
A3.7.5 – Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry.			
A3.7.6 – Bins are not located at the primary pedestrian entry.			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

ELEMENT 3.8		VEHICLE ACCESS	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.8.1 – 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 vehicular access is to be obtained via the shared accessways adjacent to the eastern boundary (within proposed Lot 308) and within the western boundary. These shared accessways distribute will be used by residents of each respective tower to distribute traffic. Allowing access to the rear of the building via these accessways ensures that there is no conflict with pedestrian or traffic movements along the Boulevard. The accessways provide direct access to the rear of the development, ensuring visual impact of the car parking areas is entirely concealed from the street front. At-grade and above parking will also be concealed from the rear through articulated limestone toned precast concrete.	
O3.8.2 – Vehicle access points are designed and located to reduce visual impact on the streetscape.			
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street.			
A3.8.2 – Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.			
A3.8.3 – Vehicle entries have adequate separation from street intersections.			
A3.8.4 – Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.			
A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.			
A3.8.6 – Driveways designed for two way access to allow for vehicles to enter the street in forward gear where: <ul style="list-style-type: none">– the driveway serves more than 10 dwellings– the distance from an on-site car parking to the street is 15m or more OR– the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road.			
A3.8.7 – Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a).			

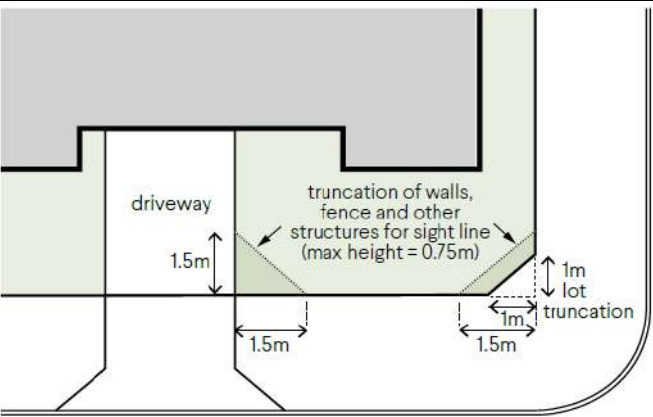


Figure 3.8a Truncation at street corner to provide sightlines (refer A3.8.7).

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	

ELEMENT 3.9 CAR AND BICYCLE PARKING		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.9.1 – Parking and facilities are provided for cyclists and other modes of transport.	120 bicycle spaces are provided. This is considered ample to service the proposed development. 20 bike racks are provided on the verge between the development and the Boulevard on the ground floor. 100 bike racks are provided in the basement.	
O3.9.2 – 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.	Parking ratios are applied for each dwelling typology as follows: 1 bed: 1 bay per dwelling 2 bed: 1.87 bays per dwelling 3 bed: 2 bays per dwelling Using these ratios, a total of 351 parking bays are provided on site. Additionally, 21 visitor bays are provided on site. Acknowledging this results in a 6 bay shortfall for visitor parking, there is ample on-street parking to address this variation. On street parking is located directly in front of the development, within the boulevard road reserve. On street car parking is very convenient for visitors and is expected to be visitors first choice due to the convenience of the location and high degree of accessibility.	
O3.9.3 – Car parking is designed to be safe and accessible.	All car parking is accessed via the side accessways. The car parking has been designed so that resident bays are sealed from the public parking area via the use of security gates.	
O3.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	The car parking incorporated into the podium will be screened via apartments fronting the street and via an articulated pre-cast concrete façade fronting the racecourse.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.9.1 – Secure, undercover bicycle parking is provided in accordance with Table 3.9 and accessed via a continuous path of travel from the vehicle or cycle entry point.		

Table 3.9 Parking ratio

Parking types		Location A	Location B
Car parking ¹	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle parking ¹	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle/ Scooter parking ²		Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays	

¹ Calculations of parking ratios shall be rounded up to the next whole number.

² For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay.

Definitions:
Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre.
Location B: not within Location A.

A3.9.2 – Parking is provided for cars and motorcycles in accordance with Table 3.9.

A3.9.3 – Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9

A3.9.4 – Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments.

A3.9.5 – Car parking areas are not located within the street setback and are not visually prominent from the street.

A3.9.6 – Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.

A3.9.7 – Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries.

A3.9.8 – Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.

A3.9.9 – Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays.

A3.9.10 – Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.1 SOLAR AND DAYLIGHT ACCESS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.1.1 – 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>134 out of the 198 apartments achieve solar access for 2 or more hours between 9am and 3pm on June 21st. This equates to a total of 68.5%. This outcome is deemed to have met the element objectives as solar accessed is still maximised for dwellings through internal design.</p> <p>Additionally, solar access is still widely achieved across the development in the afternoon and evening, with over 83% of dwellings achieving over 2 hours of continuous solar access when allowing for an additional hour after 3pm. This is due to the dwellings orientated towards the south-western corner of the development gaining solar access later in the day without compromising access of any other dwellings.</p>	
O4.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.	Every habitable room a window in an external wall, visible from all parts of the room.	
O4.1.3 – The development incorporates shading and glare control to minimise heat gain and glare: <ul style="list-style-type: none"> – from mid-spring to autumn in climate zones 4, 5 and 6 AND – year-round in climate zones 1 and 3. 	Habitable rooms are adequately set back from balcony edges to ensure ample shading for apartment interiors during peak sun. Additional sliding batten screens and perforated screens are incorporated into the western elevation to provide additional protection from sun and heat gain.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.1.1 – In climate zones 4, 5 and 6 <u>only</u> : <ul style="list-style-type: none"> a) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June AND b) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June. 		
A4.1.2 – Every habitable room has 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 floor area and comprising a minimum of 50 per cent of clear glazing.		
A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room.		
A4.1.4 – The building is oriented and incorporates external shading devices in order to: <ul style="list-style-type: none"> – minimise direct sunlight to habitable rooms: <ul style="list-style-type: none"> ▪ between late September and early March in climate zones 4, 5 and 6 only AND 		

- in all seasons in climate zones 1 and 3
- permit winter sun to habitable rooms in accordance with A 4.1.1 (a).

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.2	NATURAL VENTILATION	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.2.1 – Development maximises the number of apartments with natural ventilation.	The development provides a significant proportion (77%) of dwellings capable of natural ventilation.	
O4.2.2 – Individual dwellings are designed to optimise natural ventilation of habitable rooms.	Habitable rooms are centred around the balcony. For apartments which can't achieve cross-ventilation access to fresh air will be achievable through wide and open balconies.	
O4.2.3 – Single aspect apartments are designed to maximise and benefit from natural ventilation.	All single-aspect dwellings achieve natural ventilation through large major openings to outdoor living areas.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.2.1 – Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m.		
A4.2.2 – <ul style="list-style-type: none"> (a) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building (b) Single aspect apartments included within the 60 per cent minimum at (a) above must have: <ul style="list-style-type: none"> ▪ ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction AND ▪ room depth no greater than 3 × ceiling height (c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings. 		
A4.2.3 – The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.		
A4.2.4 – No habitable room relies on lightwells as the primary source of fresh-air.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:		

ELEMENT 4.3 SIZE AND LAYOUT OF DWELLINGS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.3.1 – 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.	The layout of each apartment typology has been extensively reviewed. The size and functionality for each apartment will comfortably accommodate various demographics and independent use.	
O4.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	<p>Interior living spaces are adequately proportioned to comfortably accommodate the intended population for each dwelling.</p> <p>Each apartment is provided a minimum ground to ceiling height of 3.5 metres.</p> <p>Internal floor area ranges for each dwelling type are summarised below:</p> <p>1x1: 57m² - 59m² 2x2: 91m² - 124m² 3x2: 142m² 3x3: 142m² - 186m² 4x4: 330m²</p>	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.3.1 – Dwellings have a minimum internal floor area in accordance with Table 4.3a.		

Table 4.3a Minimum floor areas for dwelling types

Dwelling type	Minimum internal floor area
Studio	37m ²
1 bed	47m ²
2 bed × 1 bath ¹	67m ²
3 bed × 1 bath ¹	90m ²
¹ An additional 3m ² shall be provided for designs that include a second or separate toilet, and 5m ² for designs that include a second bathroom.	

A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.**Table 4.3b** Minimum floor areas and dimensions for habitable rooms

Habitable room type	Minimum internal floor area	Minimum internal dimension
Master bedroom	10m ²	3m
Other bedrooms	9m ²	3m
Living room – studio and 1 bed apartments	N/A	3.6m
Living room – other dwelling types	N/A	4m
¹ Excluding robes		

A4.3.3 – Measured from the finished floor level to finished ceiling level, minimum ceiling heights are:

- Habitable rooms – 2.7m
- Non-habitable rooms – 2.4m
- All other ceilings meet or exceed the requirements of the NCC.

A4.3.4 – The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.4 PRIVATE OPEN SPACE AND BALCONIES		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity.	<p>The range of balcony sizes for each dwelling typology is summarised as follows:</p> <p>1 bed: 13m² - 18m² 2 bed: 19 m² - 36m² 3 bed: 26 m² - 55m² 3 bed: 95m²</p> <p>1 bed (ground floor): 16m² - 20m² 2 bed (ground floor): 35m²</p> <p>The proposed balcony sizes exceed the stipulated requirements for all dwelling typologies.</p>	
O4.4.2 – Private open space is sited, oriented and designed to enhance liveability for residents.	<p>Each balcony is positioned to have access to natural light and have been designed to be used in-conjunction with living and dining areas.</p> <p>The balconies have been designed to accommodate at the minimum a table and seating area. Each balcony can comfortably provide this.</p>	
O4.4.3 – Private open space and balconies are integrated into the overall architectural form and detail of the building.	<p>The form of the balconies is critical to the tower design.</p> <p>The balconies are curved to soften the form of the tower.</p>	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.4.1 – Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4.		

Table 4.4 Private open space requirements		
Dwelling type	Minimum Area ¹	Minimum Dimension ¹
Studio apartment + 1 bedroom	8m ²	2.0m
2 bedroom	10m ²	2.4m
3 bedroom	12m ²	2.4m
Ground floor / apartment with a terrace	15m ²	3m
¹ Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.		
A4.4.2 – Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms.		
A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design.		
A4.4.4 – Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:		

ELEMENT 4.5	CIRCULATION AND COMMON SPACES	
ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT
<i>Development is to achieve the following Element Objectives</i>	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	The circulation areas are adequately sized to provide safe and convenient access for occupants. Direct access from the lift to the apartments has been maintained across both towers to maximise functionality.	
O4.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	Where achievable, the corridors have been provided with natural light to improve amenity. A selection of corridors also feature on-structure planning at each end to enhance visual amenity. The corridors have adequate size to support social interaction amongst residents.	
ACCEPTABLE OUTCOMES		
<i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		

A4.5.1 – Circulation corridors are a minimum 1.5m in width.	
A4.5.2 – Circulation and common spaces are designed for universal access.	
A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment.	
A4.5.4 – Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.	
A4.5.5 – Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion.	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	

ELEMENT 4.6		STORAGE	
ELEMENT OBJECTIVES		APPLICANT COMMENT	ASSESSOR COMMENT
Development is to achieve the following Element Objectives		Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.		<p>Store rooms for each dwelling are provided in the following ratios:</p> <p>3m²: 31</p> <p>4m²: 113</p> <p>5m²: 58</p> <p>In total, 202 store rooms are provided and correctly allocated to each dwelling.</p> <p>In some limited cases the stores do not meet the minimum dimension requirements of 1.5 metres (in relation to depth), however they are designed to be highly functional and practical with roller door access from both sides (where adjacent to two car parking bays) ensuring the whole store is readily accessible.</p> <p>In a number of isolated occurrences where columns are located within stores, the store area has been calculated excluding the column area to ensure they meet the minimum area requirements.</p>	
ACCEPTABLE OUTCOMES			
Acceptable Outcome pathway may not be applicable where a performance solution is provided			
A4.6.1 – Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6.			
Table 4.6 Storage requirements			
Dwelling type	Storage area¹	Minimum dimension¹	Minimum height¹
Studio dwelling	3m²	1.5m	2.1m
1 bedroom dwelling	3m²		
2 bedroom dwellings	4m²		
3 bedroom dwellings	5m²		
¹ Dimensions exclusive of services and plant.			

A4.6.2 – Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance.

A4.6.3 – Storage provided separately from dwellings or within or adjacent to private open space¹, is integrated into the design of the building or open space and is not readily visible from the public domain.

(1) Storage on/adjacent to private open space is additional to required open space area and dimensions.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	

ELEMENT 4.7 MANAGING THE IMPACT OF NOISE		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.7.1 – 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.	External noise factors will have little to no impact on this tower given the tower is not positioned near major roads or rail corridors. The racecourse noise will be infrequent and limited. No apartments are located directly fronting the racecourse at the lower levels providing noise separation.	
O4.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.	Double thick walls are proposed where apartments adjoin to provide acoustic insulation and minimise noise transfer.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.7.1 – Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent).		
A4.7.2 – Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.		
A4.7.3 – Major openings to habitable rooms are oriented away or shielded from external noise sources.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		

ELEMENT 4.8 DWELLING MIX	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT
	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>
O4.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	<p>A range of dwelling types are proposed.</p> <p>31 single bedroom</p> <p>111 double bedroom</p> <p>58 three+ bedroom</p> <p>The proposal provides a minimum of 5% of dwellings identified as an affordable housing product, to be sold to a community housing provider for lease.</p>
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>	
A4.8.1 – <ul style="list-style-type: none"> a) Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument OR b) Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers. 	
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	

ELEMENT 4.9		UNIVERSAL DESIGN	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.9.1 – Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.		20% of dwellings provided will achieve a silver level standard.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.9.1 – a) 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) OR b) 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

ELEMENT 4.10 FAÇADE DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.	The tower façades are provided with a selection of complementary materials, colours and textures to soften the form of the tower. A neutral colour palette is proposed to complement the natural landscape.	
O4.10.2 – Building façades express internal functions and provide visual interest when viewed from the public realm.	The podium, which is primarily what pedestrians will view most closely, provides significant visual interest through its curved design and significant natural amenity. The offsetting of each podium floor from the one below creates an innovative and interesting aesthetic.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.10.1 – Façade design includes: <ul style="list-style-type: none"> – scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm – rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour. 		
A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.		
A4.10.3 – The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights.		
A4.10.4 – Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.		
A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that: <ul style="list-style-type: none"> – define and provide weather protection to entries – are integrated into the façade design – are consistent with the streetscape character. 		
A4.10.6 – Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		

ELEMENT 4.11 ROOF DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.11.1 – Roof forms are well integrated into the building design and respond positively to the street.	The roof form is carefully resolved as a holistic element of the design and will contribute positively to the design of the development.	
O4.11.2 – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.	PV cells are proposed on the roof top.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character.		
A4.11.2 – Building services located on the roof are not visually obtrusive when viewed from the street.		
A4.11.3 – Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		

ELEMENT 4.12 LANDSCAPE DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.12.1 – 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.	The ground floor is vegetated to provide greenery to the street edge and define pedestrian entry points. The greenery will enhance the public realm and pedestrian environment through the provision of shade and lower level plantings.	
O4.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.	Flora species have been selected based on comprehensive analysis of site considerations and previous experience. A landscaping report has been conducted detailing the location and species of all plantings.	
O4.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.	Irrigation systems will be investigated post-DA.	
O4.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	<p>The landscape design to the podium will deliver excellent amenity for occupants of the building, providing a combination of shade and greenery that envelopes the communal facilities.</p> <p>The extensive use of landscaping at ground floor level will promote pedestrian use of the public realm and will provide a welcoming experience into the development. This will be complemented by the landscaping to the Level 2 terrace, which will also contribute to the appearance of the development from the street.</p>	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.12.1 – Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.		
A4.12.2 – Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas.		
A4.12.3 – Planting on building structures meets the requirements of Table 4.12.		

Table 4.12 Planting on structure: minimum soil standards for plant types and sizes

Plant type	Definition	Soil volume	Soil depth	Soil area
Large tree	Over 12m high, crown spread at maturity	76.8m ³	1,200mm	64m ² with minimum dimension 7m
Medium tree	8-12m high, crown spread at maturity	36m ³	1,000mm	36m ² with minimum dimension 5m
Small tree	4-8m high, crown spread at maturity	7.2m ³	800mm	3m × 3m
Small ornamentals	3-4m high, crown spread at maturity	3.2m ³	800mm	2m × 2m
Shrubs	--	--	500-600mm	--
Ground cover	--	--	300-450mm	--
Turf	--	--	200mm	--

A4.12.4 – Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.13		ADAPTIVE REUSE	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.13.1 – New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.		N/A.	
O4.13.2 – Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.			
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.13.1 – New additions to buildings that have heritage value do not mimic the existing form and are clearly identifiable from the original building.			
A4.13.2 – New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building.			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

ELEMENT 4.14 MIXED USE		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.14.1 – Mixed use development enhances the streetscape and activates the street.	N/A	
O4.14.2 – 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.		
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.14.1 – Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses.		
A4.14.2 – Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street.		
A4.14.3 – Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable.		
A4.14.4 – Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements		
A4.14.5 – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		

ELEMENT 4.15 ENERGY EFFICIENCY			
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.		PV Cells are proposed. All dwellings are to exceed the minimum NATHERS requirement by 0.5 stars.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.15.1 – a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) OR b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars. ¹ Compliance with the NCC requires that development shall achieve an average star-rating across all dwellings that meets or exceeds a nominated benchmark, and that each unit meets or exceeds a slightly lower benchmark. Compliance with this Acceptable Outcome requires that each unit exceeds that lower benchmark by at least half a star.			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

ELEMENT 4.16 WATER MANAGEMENT AND CONSERVATION		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.16.1 – Minimise potable water consumption throughout the development.	The proposal will include an embedded meter network suitable for billing. The proposal incorporates waste wise plant species to minimise water consumption.	
O4.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.	Stormwater will be managed on site in accordance with the approved LWMS. Stormwater is to be infiltrated on-site and contaminants managed in accordance with the approved LWMS.	
O4.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	The pad level of the subject site will be 0.5 metres above the 1:100 year flood level.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.16.1 – Dwellings are individually metered for water usage.		
A4.16.2 – Stormwater runoff generated from small rainfall events is managed on-site.		
A4.16.3 – Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		

ELEMENT 4.17 WASTE MANAGEMENT		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.	The proposal is accompanied by a Waste Management Plan prepared by Talis. A chute system is proposed for both residential towers for convenience for residents. The bin store is located on the ground floor, concealed from the boulevard.	
O4.17.2 – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	FOGO has been accounted for within the bin storage area.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.17.1 – Waste storage facilities are provided in accordance with the Better Practice considerations of the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines</i> (or local government requirements where applicable).		
A4.17.2 – A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines - Appendix 4A</i> (or equivalent local government requirements).		
A4.17.3 – Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines - Level 1 Waste Management Plan (Design Phase)</i> (or local government requirements where applicable).		
A4.17.4 – Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		

ELEMENT 4.18		UTILITIES	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.18.1 –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 subject site is currently in the process of being subdivided and will eventually be serviced with relevant utilities.</p> <p>Utilities will be concealed from public view. All major services are located within the basement. There will be some services accessible from the street, however, will be integrated with the landscape design.</p> <p>Preserving the boulevard is essential. Services will be located to the laneway or to the eastern elevation (where possible) to preserve the ground floor appearance of the development.</p> <p>The apartments all have adequate size to accommodate the required services.</p> <p>Provision is also made in the core of each tower for services to be located, to not negatively impact on the internal living spaces of the apartments.</p>	
O4.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.			
O4.18.3 – 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.			
O4.18.4 – 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.			
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.18.1 – Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive.			
A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.			
A4.18.3 – Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.			
A4.18.4 – Laundries 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.			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

TOWN OF VICTORIA PARK
Received: 1/03/2024

element.
the art and science of place

Level 18, 191 St Georges Tce, Perth WA 6000

T. (08) 9289 8300 – E. hello@elementwa.com.au
elementwa.com.au