

Design Review Report

Location/Venue: Town of Victoria Park Offices

Meeting Date: Wednesday 7th May 2025

Meeting Time: 10.30am

Item No. 1: Proposed Shops, Restaurants and Child Care Premises at Nos. 1022-1032 Albany Highway, East Victoria Park

Design Review Report		
Subject	Proposed Shops, Restaurants and Child Care Premises at Nos. 1022-1032 Albany Highway, East Victoria Park	
Design Reviewers	Malcolm Mackay	Chair
	Tony Blackwell	Panel member
	David Barr	Panel member
	Rob Mulcahy (notes)	Panel member
Proponent & Project Team	Urbis and Fabcot – not present	
Declarations	None.	

Design quality evaluation		
<u>Principle 1</u> Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
Comments and Recommendation		<p>Strengths</p> <ul style="list-style-type: none"> a) The response to Albany Highway is positive with an active and well composed frontage. b) The material palette provides some warmth, texture, and visual interest consistent with the broader locality. c) The scale of development that complements the general intent for the centre. <p>Areas for improvement</p> <ul style="list-style-type: none"> d) The southern interface and 'plaza' remain an unresolved opportunity for a superior design outcome. However, it is noted that there are ongoing discussions with the DPLH on the use of the adjacent lot. e) The landscaped interface to Shepperton Road has been eroded by the inclusion of the slip lane – refer to commentary under Landscape Quality.

		<p>Recommendations</p> <p>1. Continue to liaise with the DPLH regarding the adjacent corner lot and include the Town of Victoria Park in the discussions.</p>
<p><u>Principle 2</u></p> <p>Landscape quality</p>		<p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>
<p>Comments and Recommendation</p>		<p>Strengths</p> <ul style="list-style-type: none"> a) The general landscape intent is supported. b) The retention of street trees in the Albany Highway reserve is positive. c) The planting and material palettes are generally supported. d) An indicative intent for the childcare playscape has been included. Further detail should be required prior to Building Permit. e) The use of permanent shade structures to the childcare playscape is supported. <p>Areas for improvement</p> <ul style="list-style-type: none"> f) The introduction of the deceleration lane at the insistence of MRWA is unfortunate. However, the inclusion of climbers as an offset to the loss of verge goes some way to mitigating the visual impact of the blank wall to the supermarket. g) The reduced landscape buffer resulting from the deceleration lane requires a new approach to this interface to consolidate the planting and make it more resilient and effective. This could include the removal of the on-site service path from the Shepperton Road frontage and use of the verge footpath instead for bin access, which would free up more space on site for landscape and provide more deep soil volume for the climbers on the wall. h) Realign the verge footpath so it follows the site boundary, would be safer and enable more effective verge planting between the footpath and the kerb. i) Clarify the status of the five trees on the northern boundary in the face of conflicting information. j) The planting of Plane Trees should be reconsidered given their susceptibility to the PSHB. <p>Recommendations</p> <ul style="list-style-type: none"> 1. The Town should require a detailed playscape plan for the childcare centre to the satisfaction of the Town, including ground treatments and fall zones as a condition of approval. 2. Review the need for the on-site pathway along the Shepperton Road frontage and the alignment of the footpath in the verge to provide larger and better consolidated landscape areas to help screen the rear of the supermarket.

		<p>3. Clarify the intent for the five trees along the northern boundary.</p> <p>4. Reconsider the use of Plane Trees.</p>
<p><u>Principle 3</u> Built form and scale</p>		<p><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>
<p>Comments and Recommendation</p>		<p>Strengths</p> <ul style="list-style-type: none"> a) The overall form and massing is appropriate to the use and locality. b) The celebration of the southwest corner with additional height and the 'art screen' is good. c) The elevations are generally well-composed and modulated, especially to Albany Highway. d) The provision of shade and shelter to Albany Highway is good (and the break for the existing tree is supported). e) The extent of active frontage to Albany Highway is positive. f) Most of the car parking is hidden from the public domain. g) The raised canopy height and additional glazing to the corner tenancy is an improvement. <p>Areas for improvement</p> <ul style="list-style-type: none"> h) Continue to discuss and resolve the use of the adjacent corner lot with the DPLH and include the Town of Victoria Park in the discussions. i) There was some discussion about using curved corner for the canopy below the art zone to reflect the building geometry. However, it is noted that the square corner better protects the al-fresco area underneath. <p>Recommendations</p> <p>1. Continue to liaise with the DPLH regarding the adjacent corner lot and include the Town of Victoria Park in the discussions.</p>
<p><u>Principle 4</u> Functionality and build quality</p>		<p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p>
<p>Comments and Recommendation</p>		<p>Strengths</p> <ul style="list-style-type: none"> a) The design appears to be generally functional and fit for purpose. b) The material selection is broadly supported. <p>Areas for improvement</p> <ul style="list-style-type: none"> c) Annotate the childcare car bays on the plans. <p>Recommendations</p> <p>1. Annotate the childcare car bays on the plans.</p>

<u>Principle 5</u> Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
Comments and Recommendation		<p>Strengths</p> <p>a) A sustainability strategy has been prepared and reflects a commitment to achieving a certified 5 Star Green star rating for the project.</p> <p>Areas for improvement</p> <p>b) The Town should consider a condition of approval that requires the project to be registered with the Green Building Council and the elements required to achieve a certified 5 Star Green Star Buildings rating to be incorporated into the detailed design process prior to building permit.</p> <p>Recommendations</p> <p>1. The Town should consider a condition of approval that requires the commitments to sustainability measures to be incorporated into the detailed design process prior to building permit.</p>
<u>Principle 6</u> Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
Comments and Recommendation		<p>Strengths</p> <p>a) The level of amenity to Albany Highway is good.</p> <p>b) The al-fresco area to Albany Highway provides additional amenity to patrons.</p> <p>c) There is capacity for good public amenity in the 'plaza' if, and when, the issue of the southern plaza is resolved.</p> <p>d) Access to light and ventilation to the childcare centre is reasonable.</p> <p>e) The permanent shade solution to the childcare playscape is supported.</p> <p>Areas for improvement</p> <p>f) There is limited access to natural light for most of the retail and mall floorspace.</p> <p>Recommendations</p> <p>1. None.</p>
<u>Principle 7</u> Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
Comments and Recommendation		<p>Strengths</p> <p>a) The main entrance is clearly visible and directly</p>

		<p>accessed from Albany Highway.</p> <ul style="list-style-type: none"> b) The Albany Highway tenancies have their own front doors. c) The capacity for vehicles to enter the site from three different directions offers flexibility. However, refer below also to comments under 'Safety'. d) The treatment of the SW corner helps to create a sense of arrival to the centre. <p>Areas for improvement</p> <ul style="list-style-type: none"> e) None. <p>Recommendations</p> <ol style="list-style-type: none"> 1. None.
<p><u>Principle 8</u> Safety</p>		<p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>
<p>Comments and Recommendation</p>		<p>Strengths</p> <ul style="list-style-type: none"> a) There is reasonable passive surveillance of Albany Highway. b) Continuation of the footpath material across the Albany Highway is good (although it would be better if the crossover wasn't there at all or even reduced in size). c) The lift contributes additional security to the childcare centre along with the inclusion of the out-of-hours security screen to the rest of the centre. <p>Areas for improvement</p> <ul style="list-style-type: none"> d) The lack of passive surveillance of Shepperton Road is disappointing. e) The limited passive surveillance of the 'plaza is also disappointing. However, it is noted that there are on-going discussions with the DPLH on the use of the adjacent site, which may resolve the issue. f) The all-movement intersection on Albany Highway remains a concern, particularly in relation to the risk associated with right-turn movements both from a traffic and pedestrian safety perspective. Given traffic is an engineering issue, the DRP will defer to the Town's engineers for better informed advice. <p>Recommendations</p> <ol style="list-style-type: none"> 1. Continue to liaise with the DPLH regarding the adjacent corner lot and include the Town of Victoria Park in the discussions. 2. The Town should seek expert engineering advice in relation to the Albany Highway vehicle entrance.

<p><u>Principle 9</u> Community</p>		<p><i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p>
<p>Comments and Recommendation</p>		<p>Strengths</p> <ul style="list-style-type: none"> a) The uses are of benefit to the community. b) The intention to integrate public art and the selected location is supported. c) The activation of Albany Highway is good. <p>Areas for improvement</p> <ul style="list-style-type: none"> d) The resolution of the southern plaza with the DPLH would deliver the largest community benefit of the project by far. e) The Town should require details of the public art as a condition of approval. <p>Recommendations</p> <ol style="list-style-type: none"> 1. <i>The Town should require full details of the public art prior to Building Permit as a condition of approval.</i> 2. <i>Continue to liaise with the DPLH and work towards the delivery of a public plaza on what appears to be an otherwise undevelopable parcel of land.</i>
<p><u>Principle 10</u> Aesthetics</p>		<p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>
<p>Comments and Recommendation</p>		<p>Strengths</p> <ul style="list-style-type: none"> a) The elevations, particularly to Albany Highway, are well composed. b) The palette of architectural elements, materials, textures and colours complement those of the locality. c) The intent for integration of public art in a prominent location. d) The containment of tenancy signage above the shopfronts is supported. <p>Areas for improvement</p> <ul style="list-style-type: none"> e) Resolution of the interface with the southern plaza, would have delivered a more vibrant and appealing elevation. f) The blank rendered wall on the northern elevation is a disappointing termination to the vista along the laneway – consider a more interesting texture or colour solution for the portion visible along the laneway or, possibly, a mural opportunity.

		Recommendations <ol style="list-style-type: none"> 1. Continue to liaise with the DPLH regarding the adjacent corner lot and include the Town of Victoria Park in the discussions. 2. Review the northern elevation visible from along the laneway and establish a stronger visual termination to the laneway.
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Design Review progress				
	Supported			
	Pending further attention			
	Not yet supported			
	Yet to be addressed			
	DRP meeting 1	DRP meeting 2	DRP meeting 3	DRP meeting 4
Principle 1 - Context and character	Not recorded	Not recorded		
Principle 2 - Landscape quality	Not recorded	Not recorded		
Principle 3 - Built form and scale	Not recorded	Not recorded		
Principle 4 - Functionality and build quality	Not recorded	Not recorded		
Principle 5 - Sustainability	Not recorded	Not recorded		
Principle 6 - Amenity	Not recorded	Not recorded		
Principle 7 - Legibility	Not recorded	Not recorded		
Principle 8 - Safety	Not recorded	Not recorded		
Principle 9 - Community	Not recorded	Not recorded		
Principle 10 - Aesthetics	Not recorded	Not recorded		

Concluding remarks
<p>Fitting a supermarket onto a relatively small and irregular site with a 'main street' frontage was always going to be a challenge and the architectural response is well resolved under the circumstances. The recent changes to the design have taken it to a point where it can be deemed by the DRP to be an acceptable response to the ten principles of SPP7, subject to a few minor changes, some of which can be addressed by conditions of approval. It is also noted that this development approach is a far better outcome than the at-grade Woolworths that are proposed for outer suburban and regional areas.</p> <p>The Panel acknowledges that Shepperton Road is a very different context to Albany Highway and accepts that a landscaped interface with a degree of architectural articulation is an acceptable alternative to active shopfronts in this context. It is disappointing that MRWA has insisted on a deceleration lane, which has diminished the potential for a generous landscape screen. However, deletion of the on-site pathway and alignment of the verge footpath along the boundary would go a long way to rectifying the issue.</p>

The lack of resolution around the adjacent corner lot and its interface remains a disappointment but the Panel is heartened by the ongoing liaison with the DPLH on the future of the adjacent land, but the Town of Victoria Park should be in those discussion to monitor progress and provide advice where necessary.

Is the proposal required to go back to a future Design Review Panel Meeting?

Please tick one of the following:

- ☐ **Yes – future full panel design review**
☐ **No – future chair review only**
☒ **No – supported – no further review required**

Is the proposal supported?

Please tick one of the following:

- ☐ **Yes - Supported**
☒ **Yes - Supported – pending further attention and/or conditions to be imposed**
☐ **No - Not supported**

**Design Review Report
endorsement & DRP
Recommendation**



Malcolm Mackay
DRP Chair

Date 8th May 2025