

# Leederville Town Centre Redevelopment

Frame Court Revised Concept and Vision



H-U acknowledges and pays respect to the past, present and future  
Traditional Custodians and Elders of the Noongar nation and the  
continuation of cultural, spiritual and educational practices of  
Aboriginal and Torres Strait Islander peoples.

# FOREWORD

Human Urban (H-U) is pleased to present this proposal as part of the ongoing work delivering the Leederville Town Centre Redevelopment in partnership with the City of Vincent ("City").

As the appointed development partner for the precinct, H-U has been progressing the redevelopment in line with the agreed Sale and Development Agreement. Through this process, we have identified an opportunity at Frame Court to enhance the overall design, efficiency and long-term value of the precinct.

This proposal outlines a refined approach to land use and carpark design at Frame Court. It aims to deliver a more efficient and cost-effective outcome, while also improving the quality and functionality of public infrastructure and open space for the community.

Importantly, since submitting our original proposal to the City in 2022, Perth has experienced significant labour shortages and increases in construction costs. In response to these challenges, H-U has carefully reviewed the design and identified improvements that will help ensure the broader Town Centre Redevelopment remains viable, deliverable and beneficial for the City and community.

The proposed changes at Frame Court are expected to provide:

- a more efficient and practical site layout;
- a larger, future-ready public car parking facility;
- an increase in the number of public parking bays;
- improved functionality and usability of community spaces;
- a more integrated and enhanced public open space outcome; and
- a stronger, sustainable revenue stream to support long-term asset value for the City.

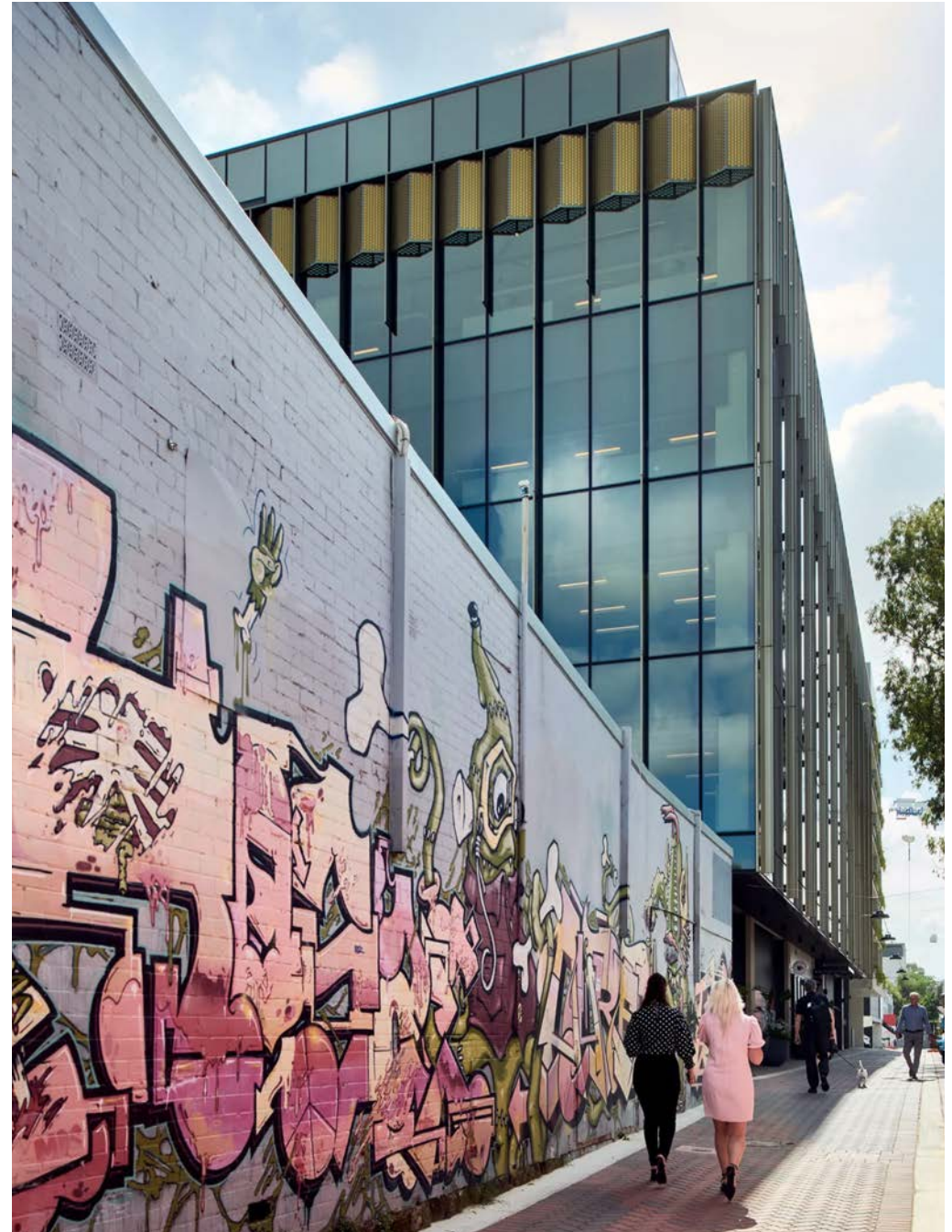
In my 40 years within the property development industry, I have not experienced a time where it has been this difficult to deliver a feasible development across all asset classes. H-U recognises the need to adapt to changing market conditions and believes this proposal will deliver improved outcomes for Leederville while maintaining the Town Centre vision.

H-U remains committed to working collaboratively with the City of Vincent and the community to further enhance the Leederville Town Centre.

Yours sincerely,



Adrian Fini





The proposed concept and vision detailed throughout this document builds upon the approved 2023 Business Plan and forms part of H-U's ongoing work delivering the Leederville Town Centre Redevelopment in partnership with the City of Vincent.

The design of the Avenue Site remains unchanged from the previously approved scheme.

All images are artists impressions.

All numbers and areas are indicative, subject to further due diligence and detailed design.

# THE OPPORTUNITY

## SUMMARY

In considering the integration of adjacent City of Vincent land at Frame Court, H-U have been able to substantially improve the value of the future City owned public carparking asset.

### Key Revisions

- H-U constructs an additional **39 public bays, 160 tenant bays** and **610sqm of leasable community space** within the City's Frame Court Public Carpark in lieu of providing the \$10m deferred cash consideration.
- H-U to receive additional 735sqm in land for Frame Court development site (refer Lot 1 on Pg 12).
- H-U pay a licence fee to use the 160 tenant bays during business hours. After hours and on weekends these bays will contribute to the public carparking supply.
- Subject to H-U constructing atleast 16,000sqm (subject to a 5% reduction buffer due to building tolerances) of commercial Net Lettable Area at Frame Court, they will receive the first 5 years of tenant rent associated with the use of the 160 tenant bays.
- H-U commit to constructing a minimum of 12,000sqm of commercial Net Lettable Area at Frame Court.
- The revised Frame Court public carpark design delivers functional community amenity and ultimately provides a superior asset for the City.
- Flexibility to adjust development sequencing following construction of the Frame Court carpark, while maintainging minimum public parking supply.

| Previous Business Plan                                                                                                                           | Revised Proposal Uplift                                                                                                                                | Revised Proposal Offer                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div><div><b>484</b><br/>Public Car Bays</div></div>          | <div><div><b>+39</b><br/>Public Car Bays</div></div>                | <div><div><b>523</b><br/>Public Car Bays</div></div>                  |
| <div><div><b>395</b><br/>Leasable Community Space</div></div> | <div><div><b>+160</b><br/>Tenant Bays</div></div>                   | <div><div><b>160</b><br/>Tenant Bays</div></div>                      |
| <div><div><b>\$10m</b><br/>Cash Consideration</div></div>   | <div><div><b>+610sqm</b><br/>Leasable Community Space</div></div> | <div><div><b>~1,005sqm</b><br/>Leasable Community Space</div></div> |

# KEY DEVELOPMENT DELIVERABLES

Our proposal introduces a carefully selected mix of land uses to the Leederville Town Centre.

We're prioritising the creation of local activation points, including generous green spaces for the community.

H-U will introduce a sustainable and balanced level of residents, workers and visitors. Importantly, we have been deliberate in not overburdening a particular use with the understanding of future development opportunities across the broader Town Centre precinct.

Importantly, H-U have a proven track record of funding and delivering high quality precinct developments of this scale, complexity and diversity. Our notable experience spans a range of property classes, including award-winning F&B venues, hotels, residential, boutique retail, office, medical and commercial.



## Diverse and Complementary Land Uses

Residential (e.g. BTR, BTS, short-stay/hotel), office, medical, boutique retail, supermarket/grocer, F&B, community spaces.



## Active Public Realm

Retail uses on the ground floor to ensure an activated and vibrant public realm, supporting pedestrian activity and enhancing the overall street experience.



## Design Collaboration

Commitment to a design selection and competitive process across the precinct with input from the City to ensure an architectural outcome that Leederville's community can be proud of.



## H-U Will Deliver Certainty for the City of Vincent

H-U have a proven track record delivering high quality precincts with this scale, complexity and diversity. Our experience includes all proposed uses (e.g. residential, office, medical, F&B, hotel, short-stay).



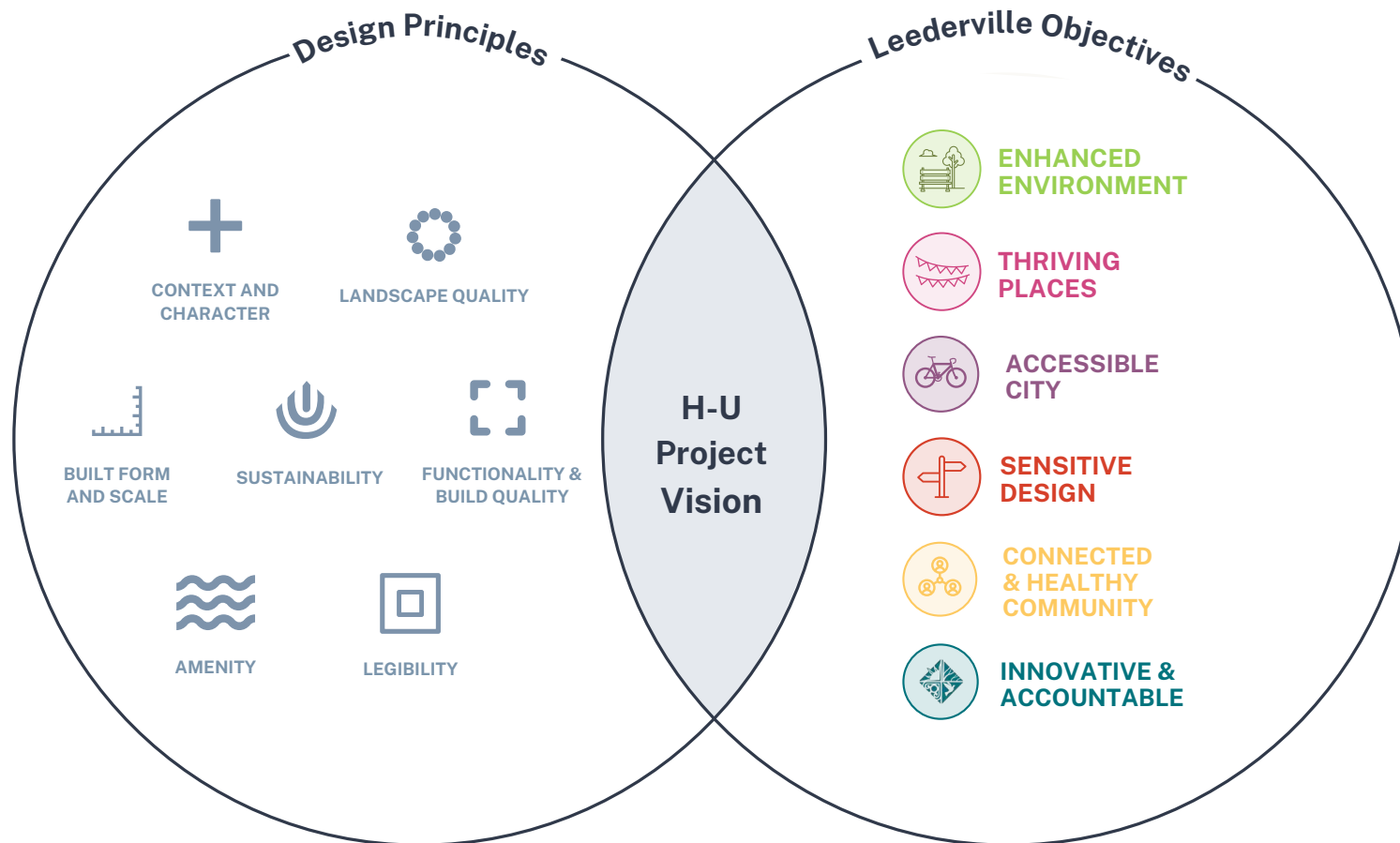
## 5 Star Green Star + Net Zero Carbon

5 Star Green Star achieved plus targeted net zero carbon approach through an estimated 80% diversion from landfill and net zero build

# VISION

## Vibrant and Liveable Community

Guided by both the City of Vincent's Leederville 'Objectives' and 'Design WA Design Principles', our Proposal will deliver a built environment that reflects the distinctive characteristics of Leederville and contributes to providing a vibrant and liveable community in the heart of Leederville.



# VISION

H-U's vision seeks to revitalise and connect the Leederville Town Centre reinforcing a sense of relevance and identity, that looks to the future and at the same time, respects the history and celebrates the connection to place.



## PLACE & DESIGN

The development draws upon Leederville's existing vibrant culture and strong sense of community.

Our architecture and design processes will ensure an outcome is delivered that the community will be proud of.



## LAYERED LANDSCAPES

The landscape design has a central focus, connecting the development and encourages strong urban links and neighborhood connection.

Through elevation and vertical layering, the design offers amenities to multiple planes and experiences within. The new development will support a series of elevated gardens and green roofscapes providing amenity through a sense of discovery and delight.



## COMMUNITY CONNECTION

Creating communities is at the heart of our vision for this project. We draw upon Leederville's rich community culture, providing a tailored and complementary response to this vibrant place.

A mix of uses, with active edges, local providers and quality streetscapes that allow for authentic community connection will cement this project as a vibrant local destination.

A range of housing models will encourage diversity and affordability to promote Leederville as a place that all people can come to live, work and play.



## RESPONSIVE

The Leederville Town Centre will be an exemplar green precinct. H-U brings a track record of delivering on sustainability outcomes at the high level expected by the City and community.



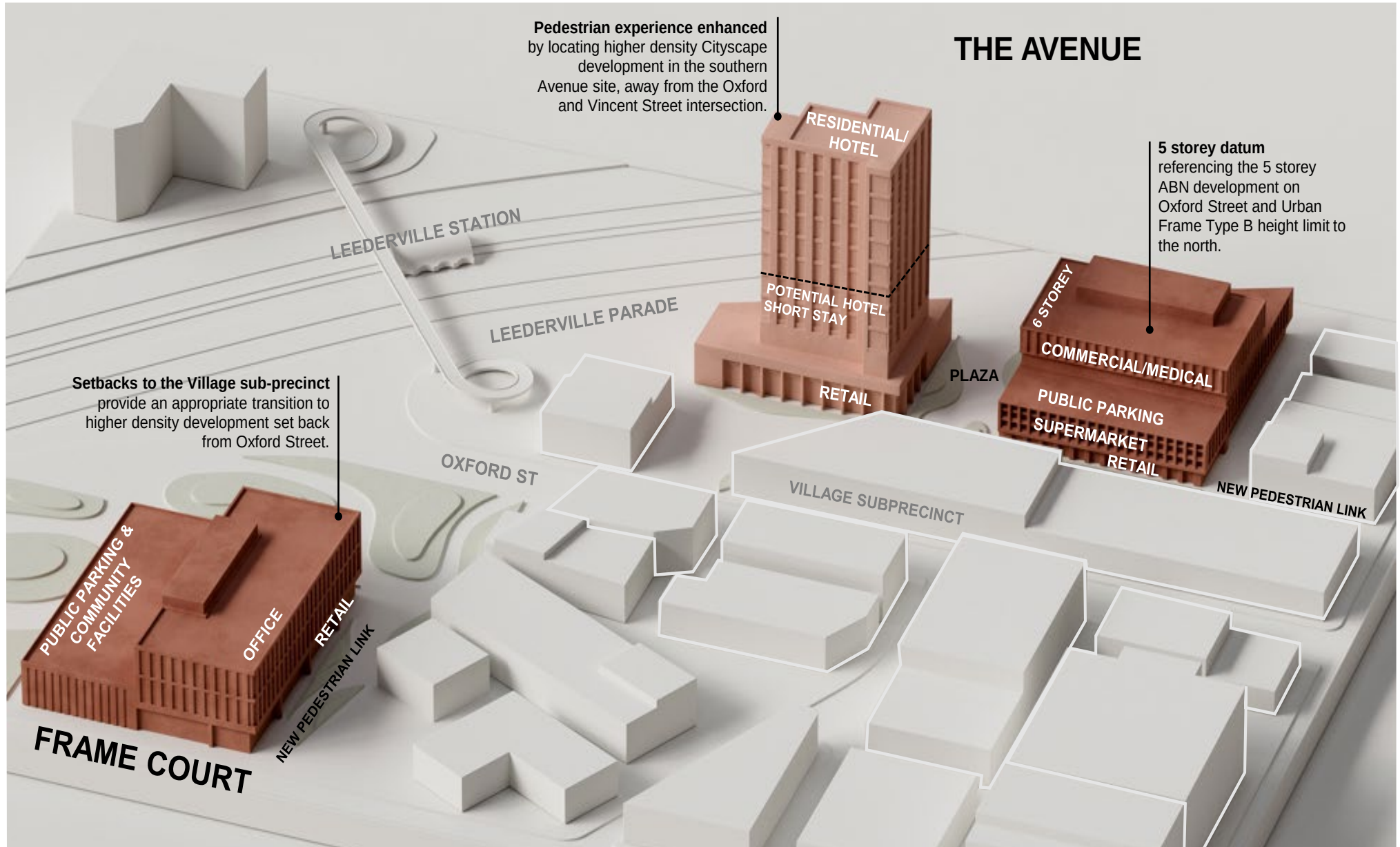
## CONNECTIVITY

The scheme enhances connectivity between the urban blocks of The Avenue and Frame Court, knitting into the existing fabric of Leederville.

Through activation of key focal points, nodes and intersections, the value creation of quality placemaking and landscape provides a social and animated street life, enhancing the streetscape experience complementary to the existing urban grain.

# VISION

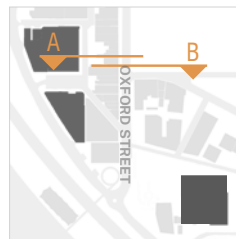
## Diverse and Complementary Land Uses



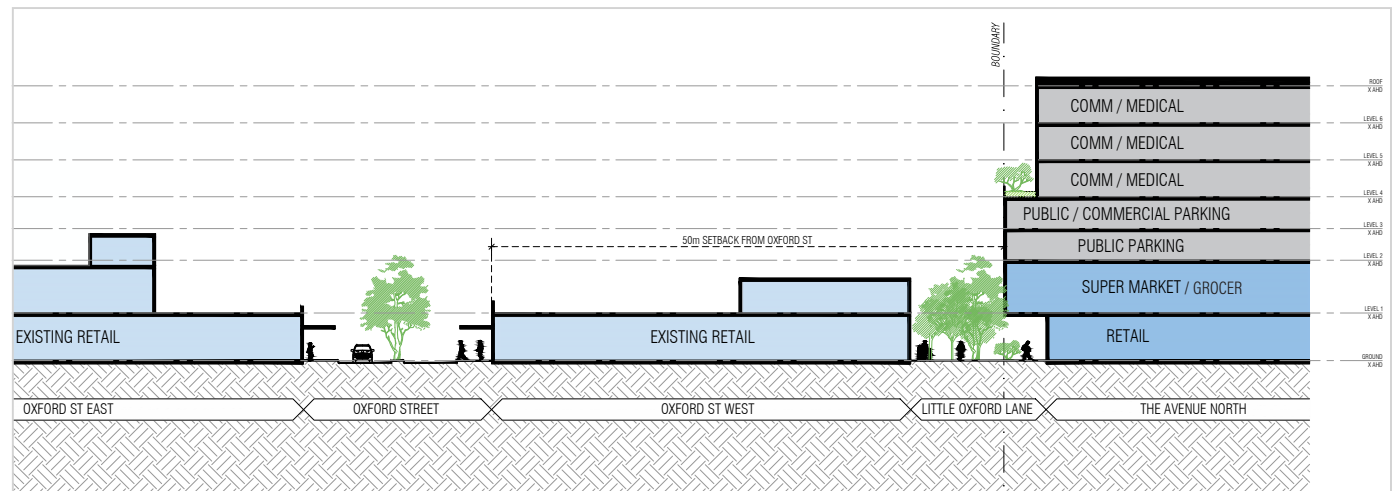
# VISION

## Sustainable Relationship with Oxford Street

With a scaled approach to urban density, the design proposition provides opportunities to connect the ground plane. The pedestrian connection from Oxford Street offers transitional scale that comfortably knits into the existing urban fabric that is anchored into everyday human experience.



SECTION



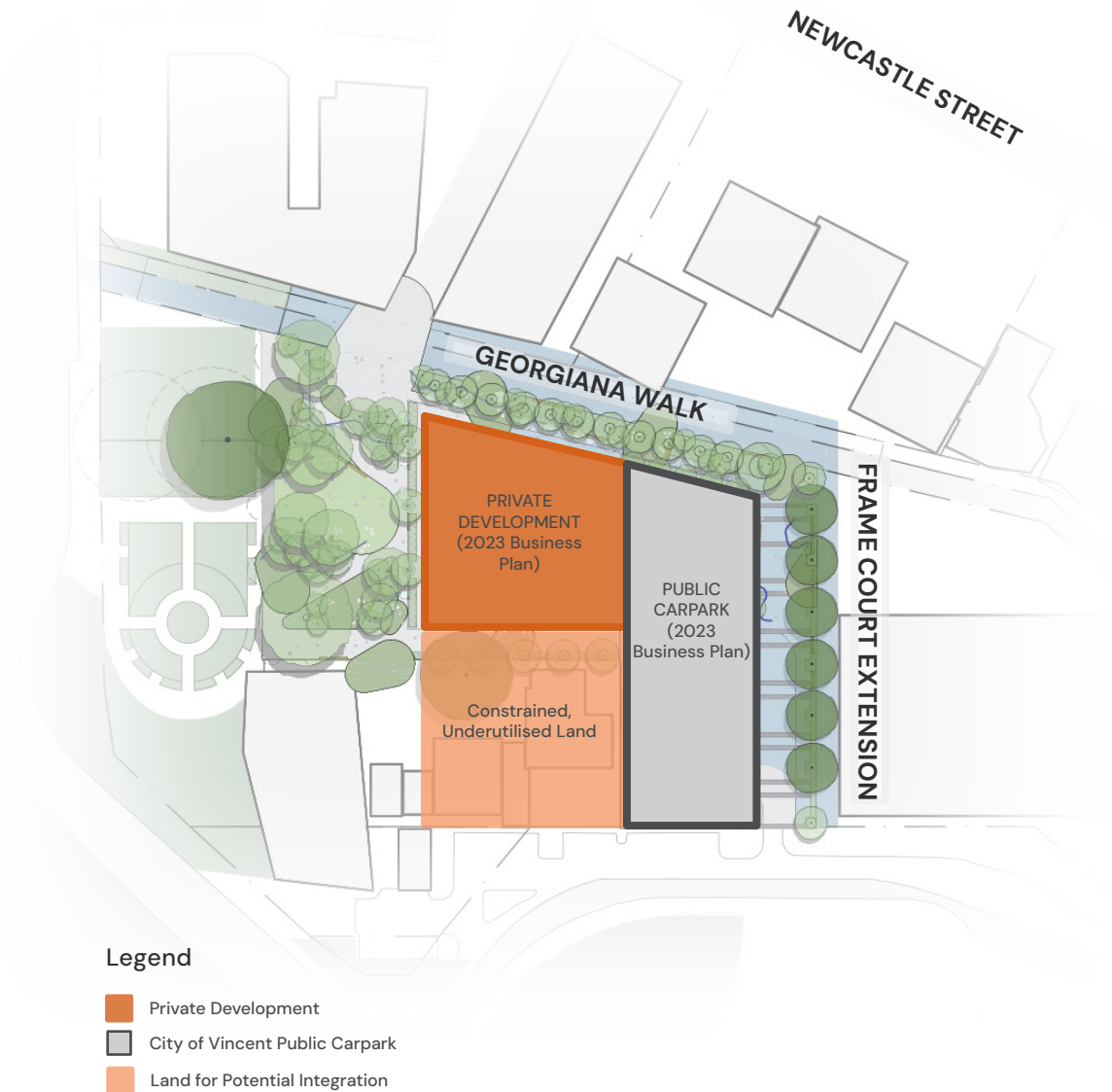
# FRAME COURT OPPORTUNITY

## SITE INTEGRATION

The inclusion of the site currently being leased by YMCA is integral to creating a more coordinated and efficient development outcome for the Town Centre.

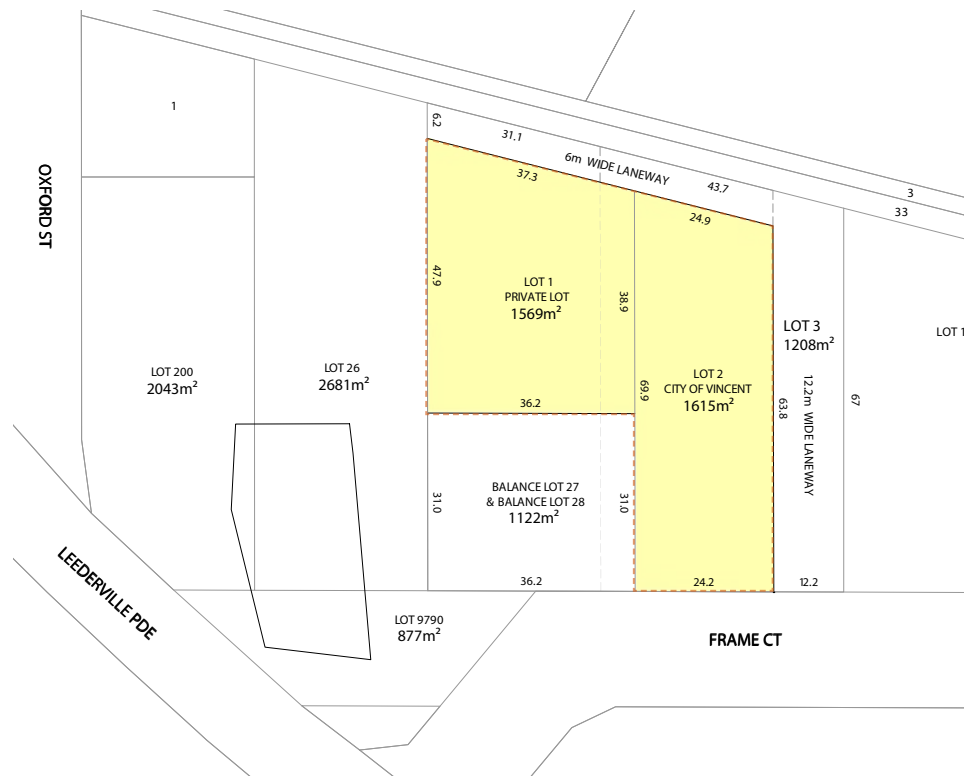
If development proceeds as proposed in the 2023 business plan it will result in the following undesirable outcomes:

- ✗ The City of Vincent will be left with an encumbered site that will be difficult to dispose of for market value considering the constrained nature of the site.
- ✗ Limited ability to consider a coordinated landscaping approach to ensure improved activation and integration of existing and future Public Open Space.
- ✗ Due to the constrained nature of the site, the City of Vincent carpark floor plate dimensions, result in an inefficient carpark layout.
- ✗ Separated community amenity locations, as proposed under the SDA which limits flexibility of space and ability to consolidate uses.
- ✗ Increased construction costs due to inefficient land use which will make it difficult to achieve a feasible outcome to commence construction.



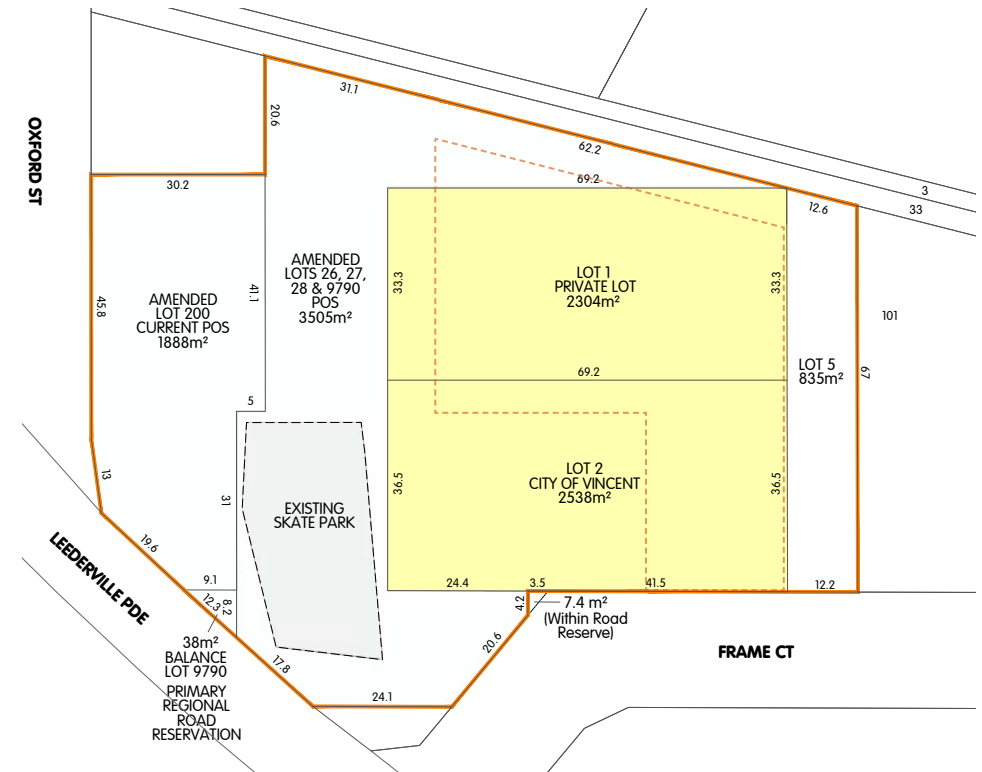
# FRAME COURT OPPORTUNITY

## SUBDIVISION LAYOUT



Current Layout

| LOT DETAIL          | AREA (APPROX)        | PROPOSED OWNER          |
|---------------------|----------------------|-------------------------|
| L1 (Private Land)   | 1,569m <sup>2</sup>  | H-U                     |
| L2 (Carpark)        | 1,615m <sup>2</sup>  | City of Vincent         |
| L3 (Road Reserve)   | 1,208m <sup>2</sup>  | Crown (City Management) |
| Balance Lot 27 + 28 | 1,122m <sup>2</sup>  | City of Vincent         |
| POS (L200+26+9790)  | 5,601m <sup>2</sup>  | City of Vincent         |
|                     | 11,115m <sup>2</sup> |                         |



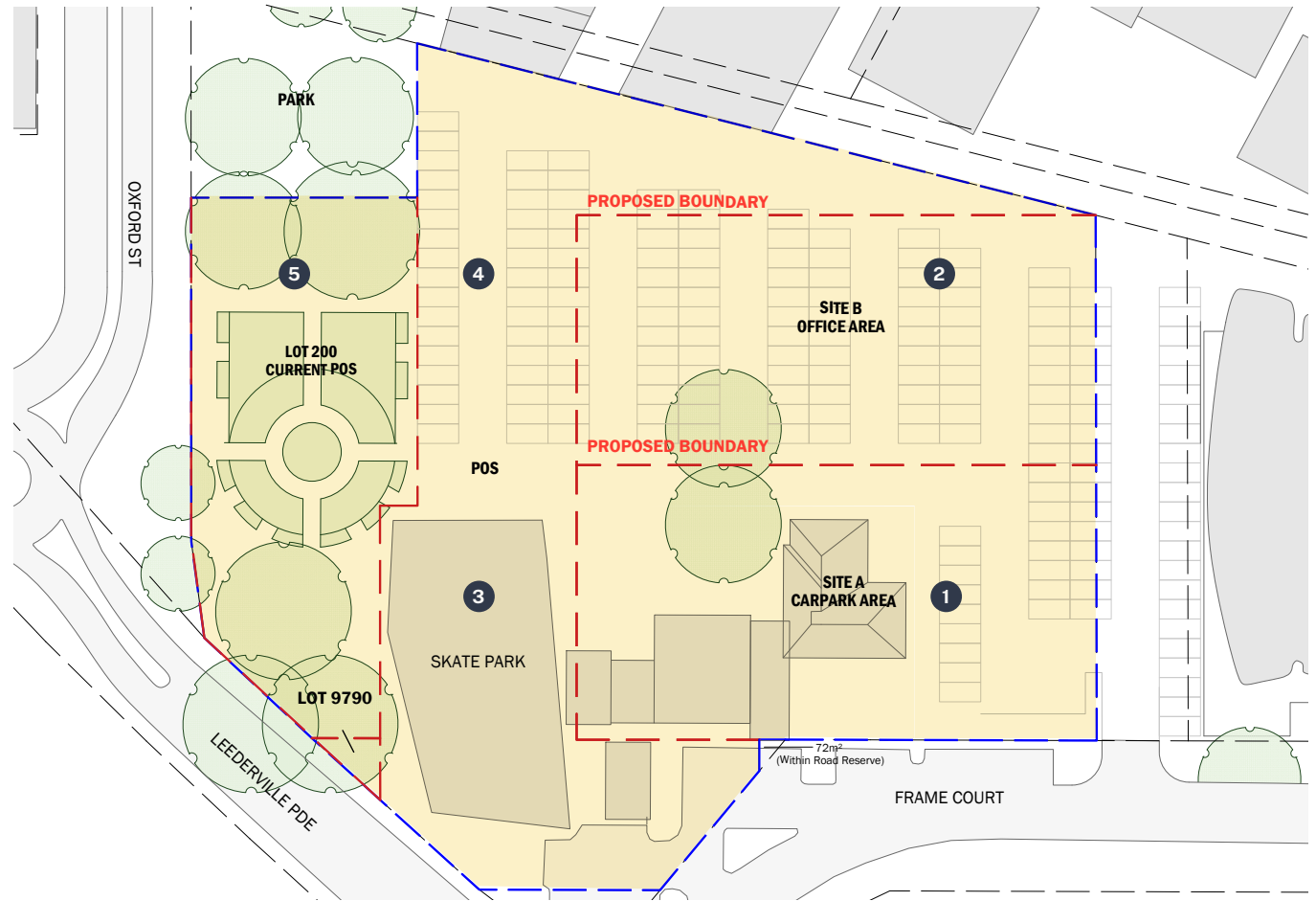
Revised Proposal Layout

| LOT DETAIL                        | AREA (APPROX)        | CHANGE FROM RFDP     | PROPOSED OWNER          |
|-----------------------------------|----------------------|----------------------|-------------------------|
| L1 (Private Land)                 | 2,304m <sup>2</sup>  | +735m <sup>2</sup>   | H-U                     |
| L2 (Carpark)                      | 2,538m <sup>2</sup>  | +923m <sup>2</sup>   | City of Vincent         |
| L3 (Road Reserve)                 | 835m <sup>2</sup>    | -373m <sup>2</sup>   | Crown (City Management) |
| POS (L200+Balance)                | 5,431m <sup>2</sup>  | -170m <sup>2</sup>   | City of Vincent         |
| Frame Court (POS to Road Reserve) | 7m <sup>2</sup>      | +7m <sup>2</sup>     | Crown (City Management) |
| Balance Lot 27 + 28               | 0m <sup>2</sup>      | -1,122m <sup>2</sup> | N/A                     |
|                                   | 11,115m <sup>2</sup> |                      |                         |

# FRAME COURT OPPORTUNITY

## PROPOSED SITE PLAN

- 1 Retained by City of Vincent (future multi storey public carpark)
- 2 Land transferred to H-U
- 3 Existing Skatepark
- 4 Retained by City of Vincent (current carparking, future public open space, funded by City of Vincent)
- 5 Existing Public Open Space



# FRAME COURT REDESIGN

## GROUND FLOOR

### Planning Outcomes

#### Improved Accessibility

- Entry to public carpark is directly from Frame Court and incorporates a straight access ramp improving ease of use.
- Ample ground floor parking to facilitate access to the community space.

#### Greater Public Space Activation

- Both buildings maximise active frontage to Public Open Space providing appropriate passive surveillance.

#### Co-located Community Infrastructure

- Consolidated community space providing increased flexibility to accommodate a wide range of uses and improved letting potential for the City.
- Ground floor location adjacent to Public Open Space ensures appropriate activation of community space.
- Co-location also provides the ability for the whole ground floor to be re-purposed in the future to accommodate ~1,800sqm of lettable area.

#### Improved Public Open Space Integration

- The amended Public Open Space configuration which wraps around the Northern interface of the built-form, provides greater integration to proposed landscaping of 40 Frame Court and the future landscaping of the Water Corporation infrastructure corridor.
- Vehicle access to the Public Open Space for maintenance can be managed via controlled access through the Water Corporation infrastructure corridor.



# FRAME COURT REDESIGN

## LEVEL 1-5

### Planning Outcomes

#### Efficient Floor Plate

- The design across both buildings prioritises a consistent and efficient floor plate improving construction cost efficiencies.

#### Accessible Office Carparking

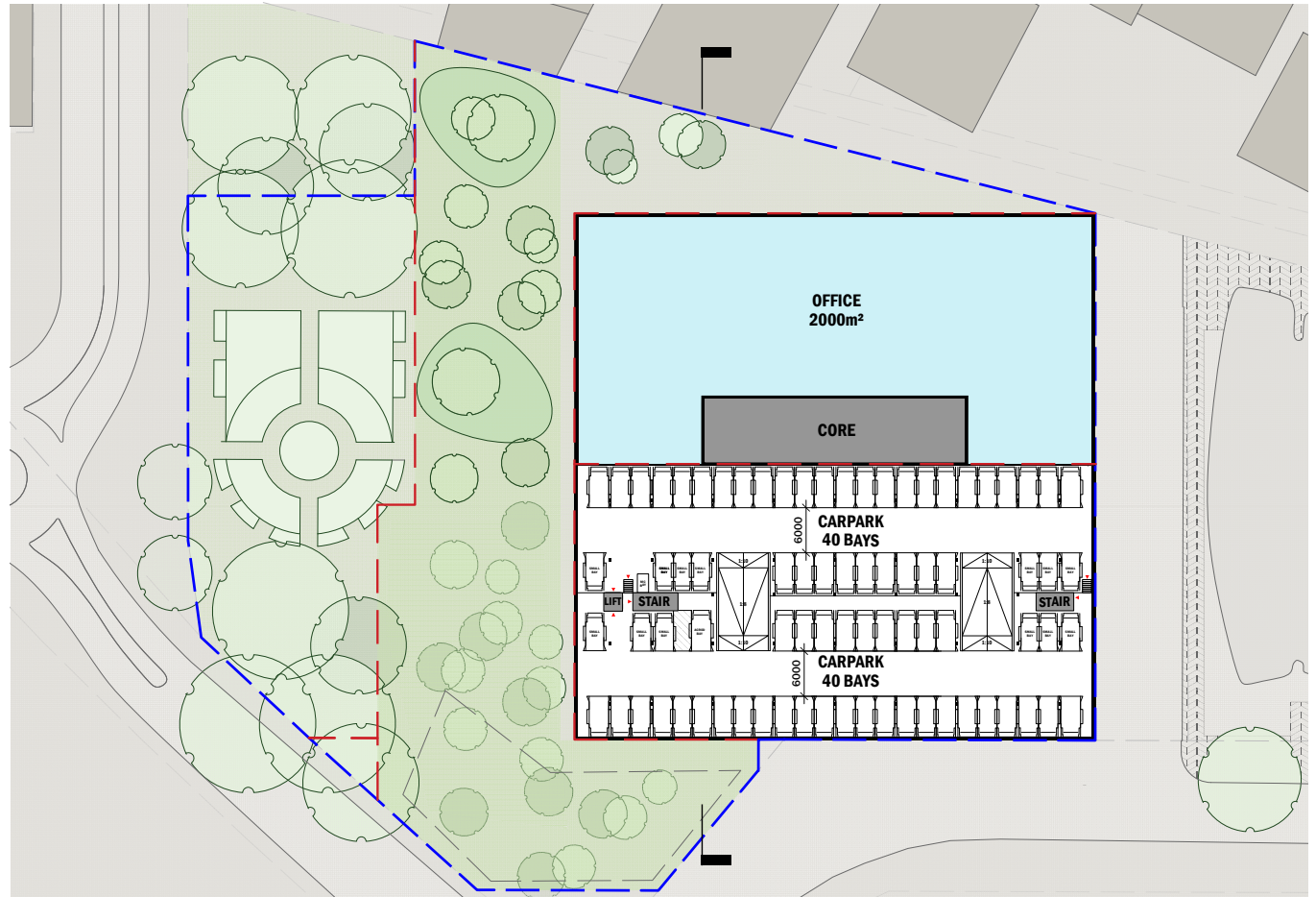
- Incorporation of tenant bays into public carpark improves accessibility of these bays after hours and on weekends.

#### Improved Carpark Circulation

- Simplified layout improves safety and useability which positively impacts user perception and return rate.

#### Future-Proof City Asset

- Building design provides flexibility for successful future adaption to commercial space on ground floor.



# FRAME COURT REDESIGN

## SECTION PLAN

## Planning Outcomes

## Increased Public Carparking

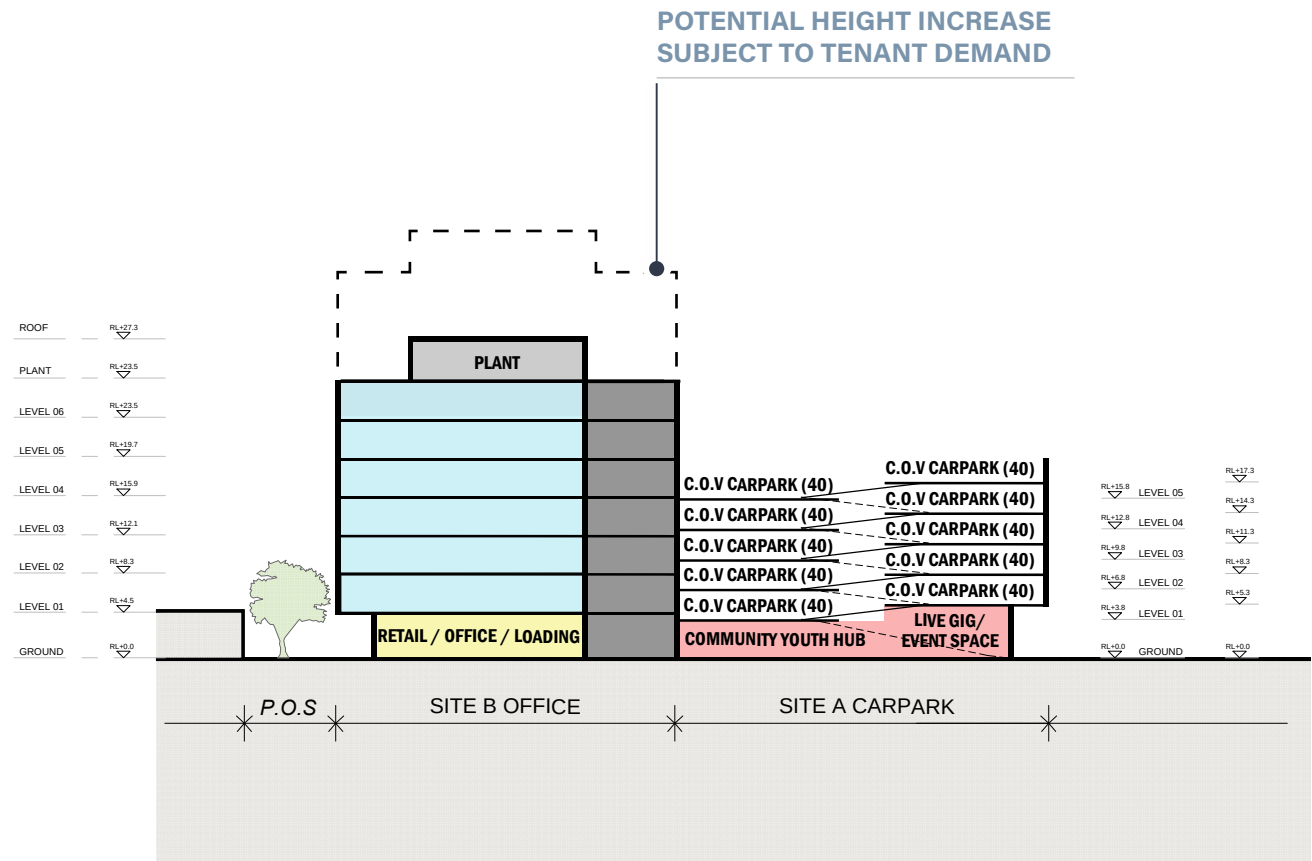
- Improved construction efficiency of the public carpark has allowed additional public bays to be created over fewer levels.

### Improved Accessibility to Tenant Bays

- The public carpark will incorporate 160 tenant bays with a licence to H-U for exclusive use by the tenant during working hours. With these bays located within the public carpark, as opposed to the office building, the after hours and weekend accessibility of these bays for the public is far improved.

## Accessible Community Amenity

- All community amenity now located at ground floor and adjacent Public Open Space.
- Higher ceilings (4m+) to better facilitate a range of potential uses—such as event, retail or cultural spaces—by providing necessary clearance for lighting and services, enhanced acoustic performance, and improved ventilation suitable for accommodating larger groups.



# FRAME COURT REDESIGN

## COMMUNITY FACILITIES

### Proposed Facilities

#### Community/Youth Hub

- Facilitating a wide range of community services as well as providing meeting space for local community groups.

#### Ranger Offices

- Allows Ranger's to be onsite for efficient management of public carpark.

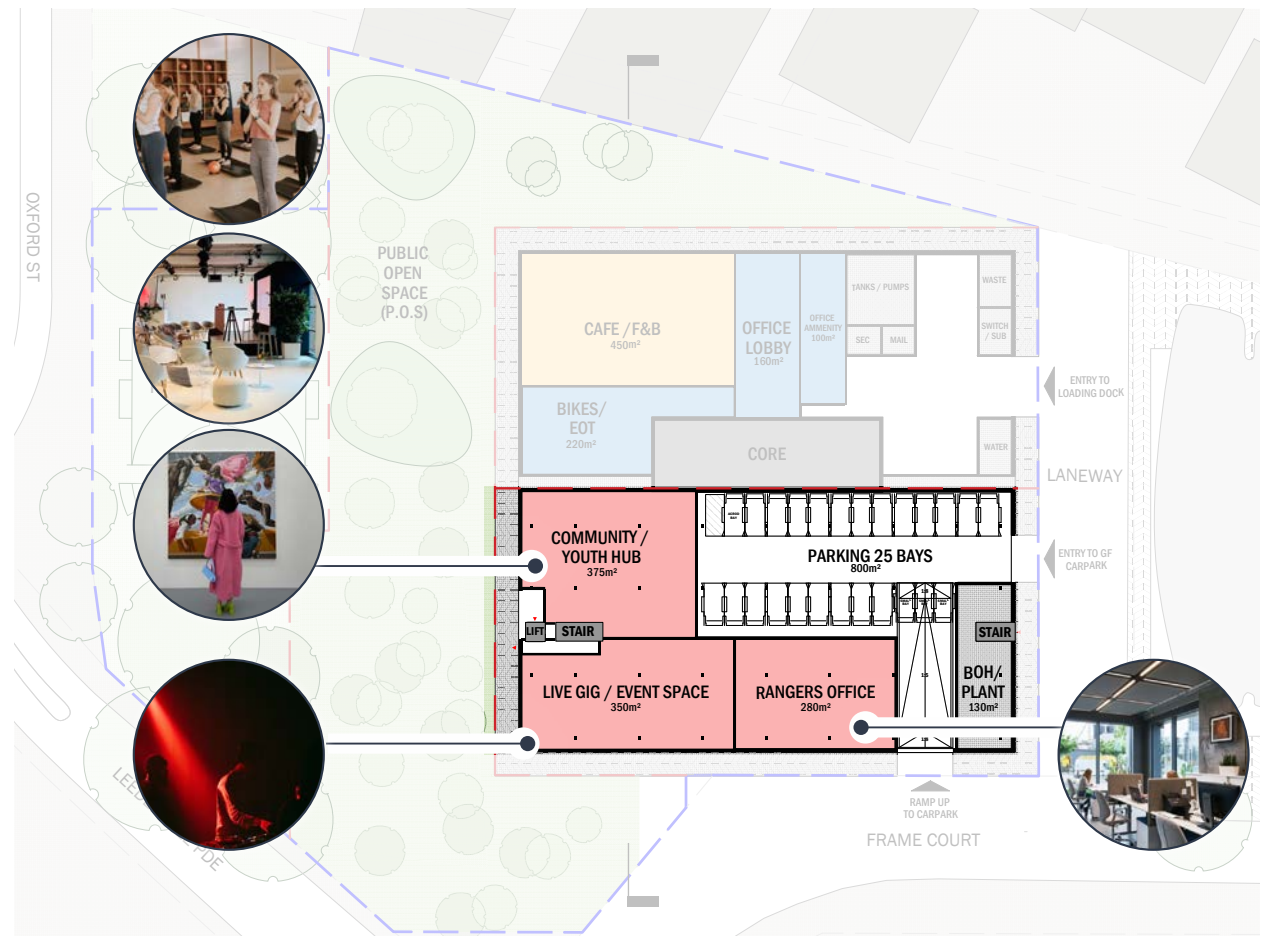
#### Live Gig/Event Space

- Facilitating art, music and other community uses, similar to the current function of the YMCA HQ building.

### Improved Benefits

- Larger consolidated space which improves flexibility to accommodate a range of uses over time.
- Located on ground floor and adjacent to Public Open Space to allow spill out area for functions and other events.
- Increased leasable area for the City, providing potential to free up space at current administration building or provide additional lease revenue.

### COMMUNITY HUB & EVENT SPACE



### RANGER OFFICES

# HERITAGE INTEGRATION

Our extensive experience with heritage projects means we are well placed to ensure successful integration of the former Cullity Timbers building into the development. Through salvaging architectural elements for potential reuse, art, landscape and social activity, we will reference the heritage of the place and maintain a connection to the past. Key elements of the heritage opportunities within this report are summarised below.

## Heritage Outcomes

### Material Re-use and Interpretation

- A dedicated space within the Community Space that showcases the history of the timber yard and its significance in the local community. This could include exhibits, photos, artifacts that educate visitors about the timber yard's role as a pioneer in veneer and plywood production.

### Landscape

- Develop a heritage trail throughout the adjacent POS that highlights key features and narratives from the timber yard's past. This could include signage, plaques, or landscape elements providing information about the history and significance of the site.

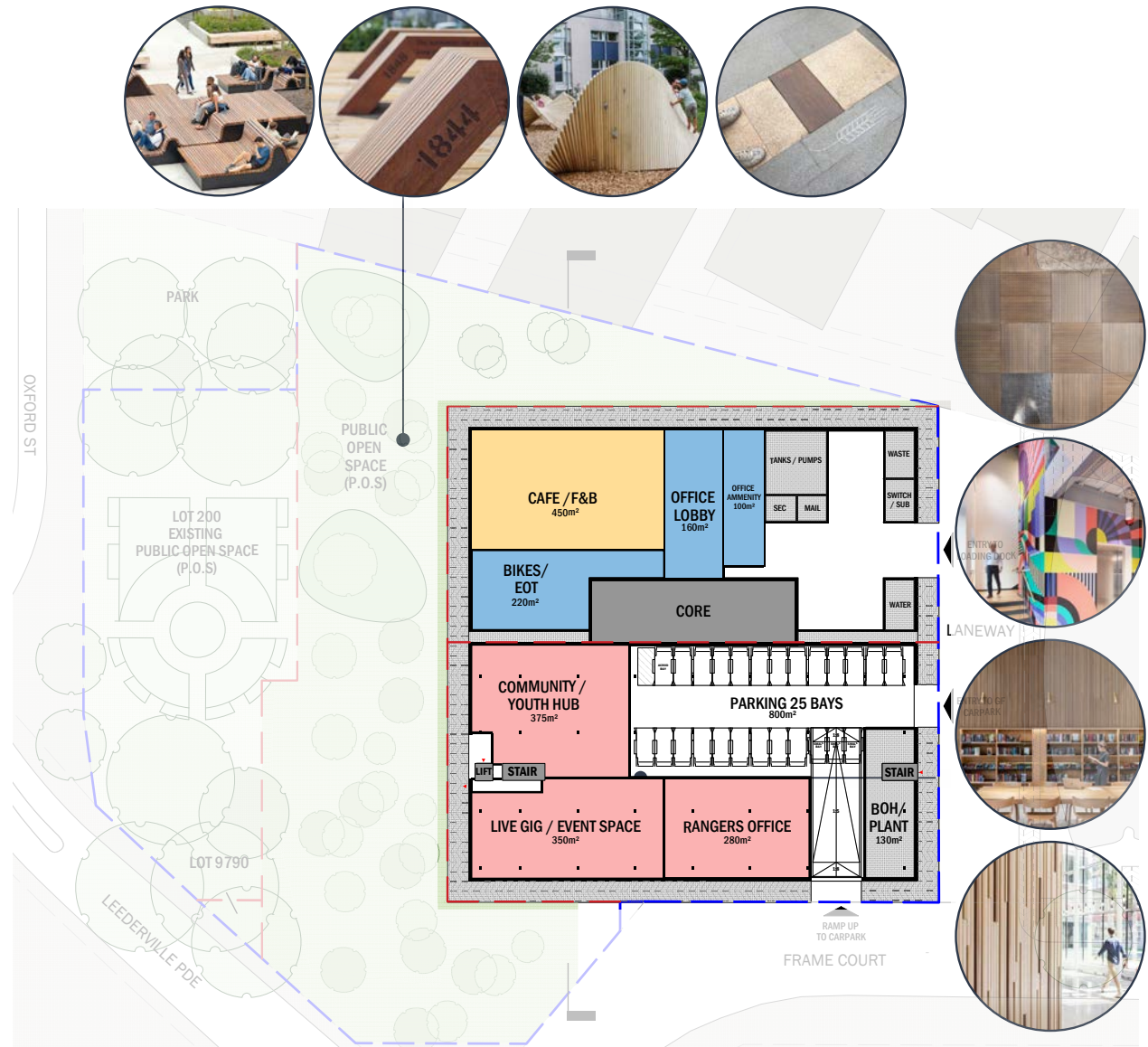
### Architectural Design

- Incorporate elements of timber and plywood into the architectural design of the new buildings as a nod to the site's past. This could involve using reclaimed materials from the existing building, including, existing brickwork, parquetty timber flooring, Laminated Timber Treads, and plywood panels made by Cullity in the construction of landscape elements, facades, interiors, and furnishings.

### Public Art Installations

- Commission public art installations that pay tribute to the timber yard's heritage and celebrate its legacy. This could include sculptures, murals, or installations made from reclaimed timber or interpretative pieces showcasing the craftsmanship and innovation associated with the site.

## LANDSCAPE HERITAGE OPPORTUNITIES

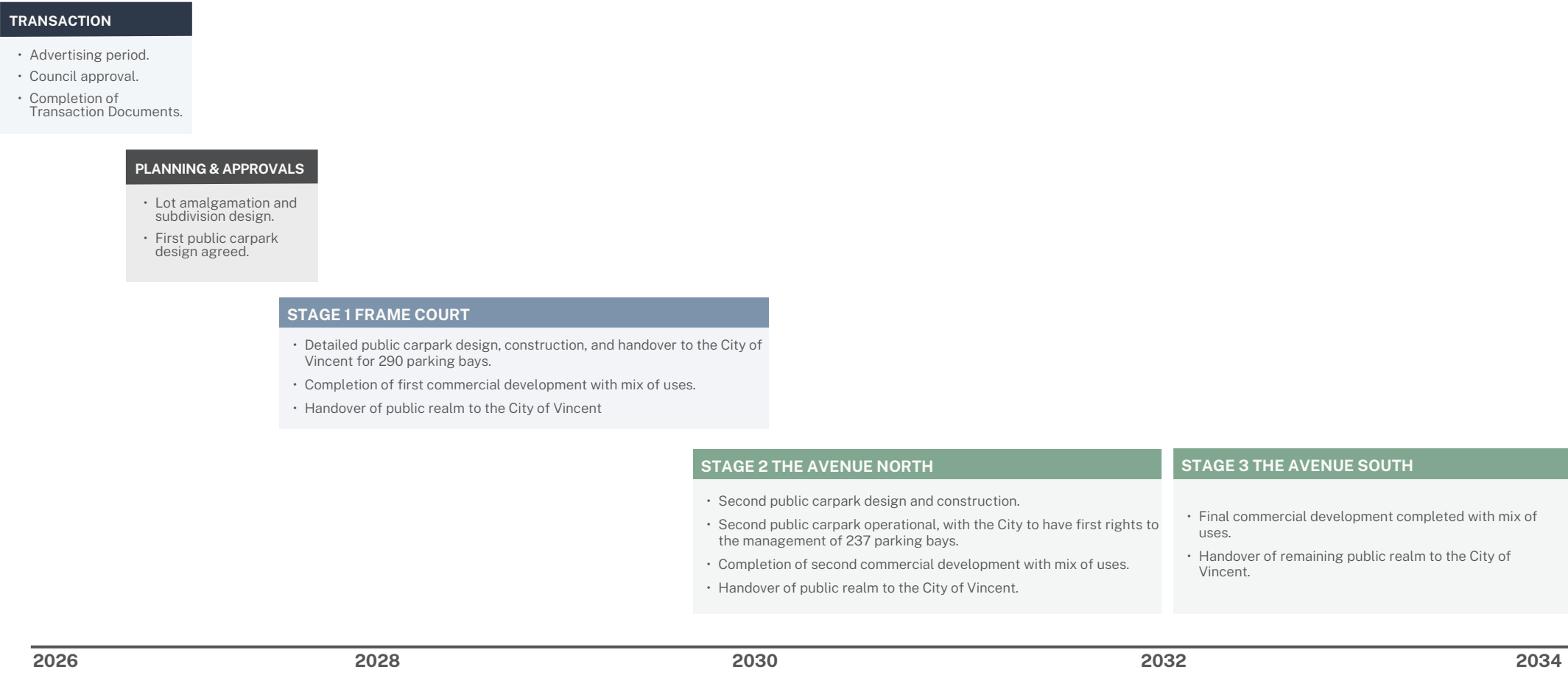


## ARCHITECTURAL HERITAGE OPPORTUNITIES

# TARGETED DEVELOPMENT TIMELINE

H-U understand that following the City of Vincent’s advertising of a Business Plan in relation to this proposal, the two parties will then enter a period of transaction negotiations before commencing planning and approval workstreams to support the staged development process.

The targeted timeline below should be considered as indicative based on information available at the time of the submission of the Proposal, that may be subject to change should a more beneficial development, car parking, or financial outcome be identified.



# AERIAL PLAN

- 1 Retained by City of Vincent (future multi storey public carpark)
- 2 Land transferred to H-U
- 3 Retained by City of Vincent (future public realm)
- 4 Retained by City of Vincent (current carparking, future public open space as per the Leederville Precinct Structure Plan)
- 5 Land transferred to H-U (includes future multi storey public carpark)
- 6 Retained by City of Vincent (future public realm)
- 7 Land transferred to H-U



## Community Facilities



Community/Youth Hub



Ranger Office



Gig Event Space

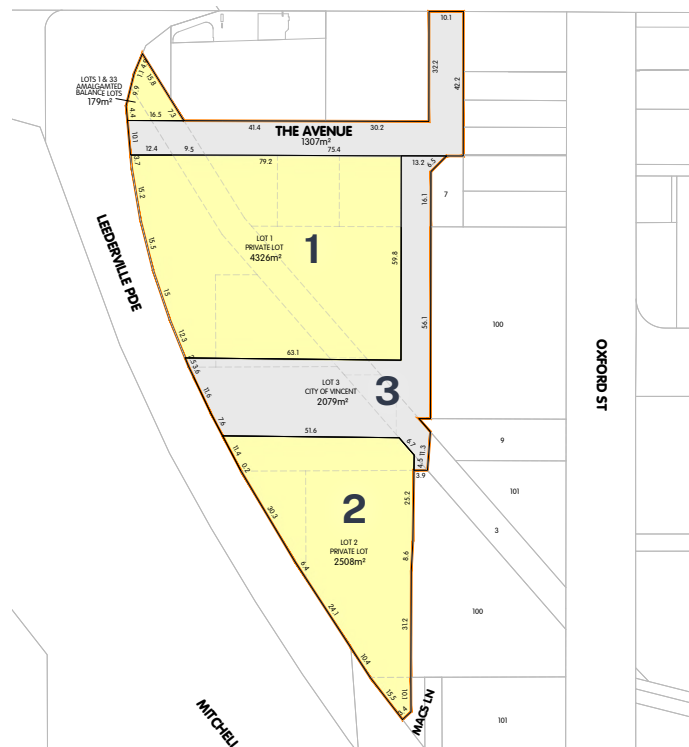
# SUBDIVISION PLAN

## Land Subdivision and Amalgamation

The lots are proposed to be amalgamated/subdivided to create three commercial redevelopment sites.

### Avenue Site

This subdivision proposes to amalgamate and subdivide City of Vincent owned lots to create two developed sites - Avenue North and Avenue South, plus public realm areas captured within proposed Lot 3.

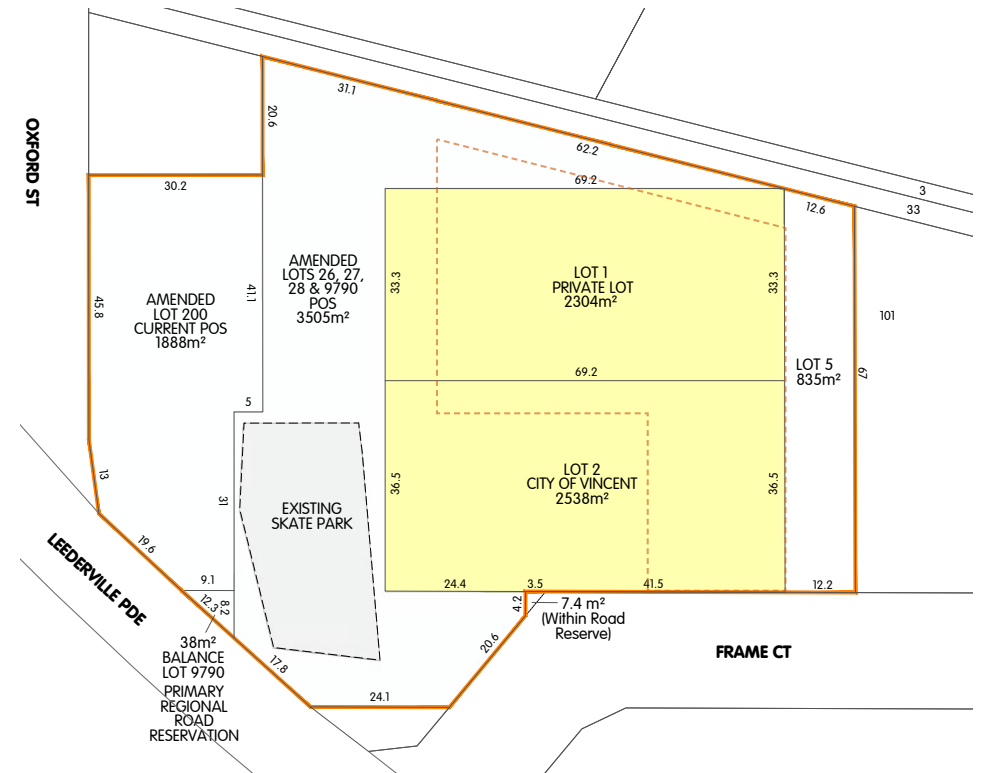


| LOT NUMBER         | AREA (APPROX)       | PROPOSED OWNER  |
|--------------------|---------------------|-----------------|
| 1                  | 4,326m <sup>2</sup> | H-U             |
| 2                  | 2,508m <sup>2</sup> | H-U             |
| 3 (road reserve)   | 2,079m <sup>2</sup> | City of Vincent |
| Balance Lot 1 + 33 | 179m <sup>2</sup>   | City of Vincent |

### Frame Court Site

This subdivision proposes to create existing Lot 5 as a road reserve to provide access to proposed Lot 1.

Proposed Lot 2 (public carpark) can also be accessed by Lot 5 road reserve or Frame Court.



| LOT NUMBER              | AREA (APPROX)      | PROPOSED OWNER  |
|-------------------------|--------------------|-----------------|
| 1                       | 2304m <sup>2</sup> | H-U             |
| 2                       | 2538m <sup>2</sup> | City of Vincent |
| 5 (road reserve)        | 835m <sup>2</sup>  | City of Vincent |
| Balance Lot 26, 27 + 28 | 3505m <sup>2</sup> | City of Vincent |

# PUBLIC CARPARK OFFER

## THE AVENUE

### 233 PUBLIC BAYS

- 217 public bays provided in multi-use building (The Avenue North Carpark), with 37 bays at-grade.
- 16 public bays provided at-grade in the Community Plaza to be wholly owned by the City.

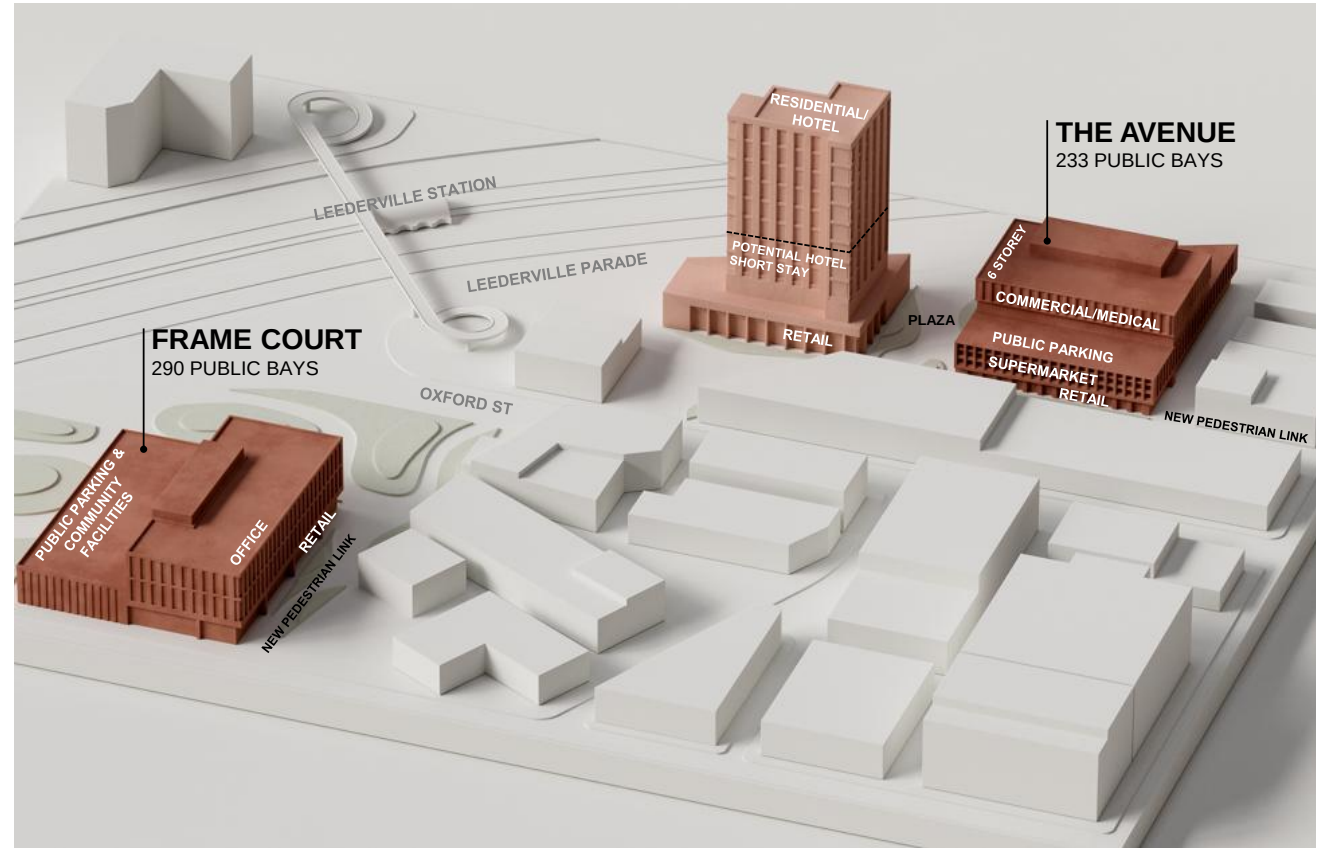
## FRAME COURT

### 290 PUBLIC BAYS

- 265 public bays provided in new multi-storey carpark, freehold and wholly owned by the City, with 24 bays at grade.
- 25 bays retained at-grade in the Frame Court Extension to be wholly owned by the City.

**464****Current Public Bays****523****Future Public Bays**

Plus approx. 160 bays for public after hours use



# PUBLIC CARPARK OFFER

1

Net increase in public bays available

The City of Vincent will benefit from 41 more dedicated public car bays, plus a further approx. 160 bays that can be used by the public after hours.

2

Sustainable earnings and control for the City

The new multi-storey Frame Court public carpark will be fully owned by the City of Vincent ensuring they have full control and can receive ongoing parking revenue.

3

Supports precinct wide activation

Public carparking is spread across Frame Court and The Avenue ensuring effective activation across both sites.

4

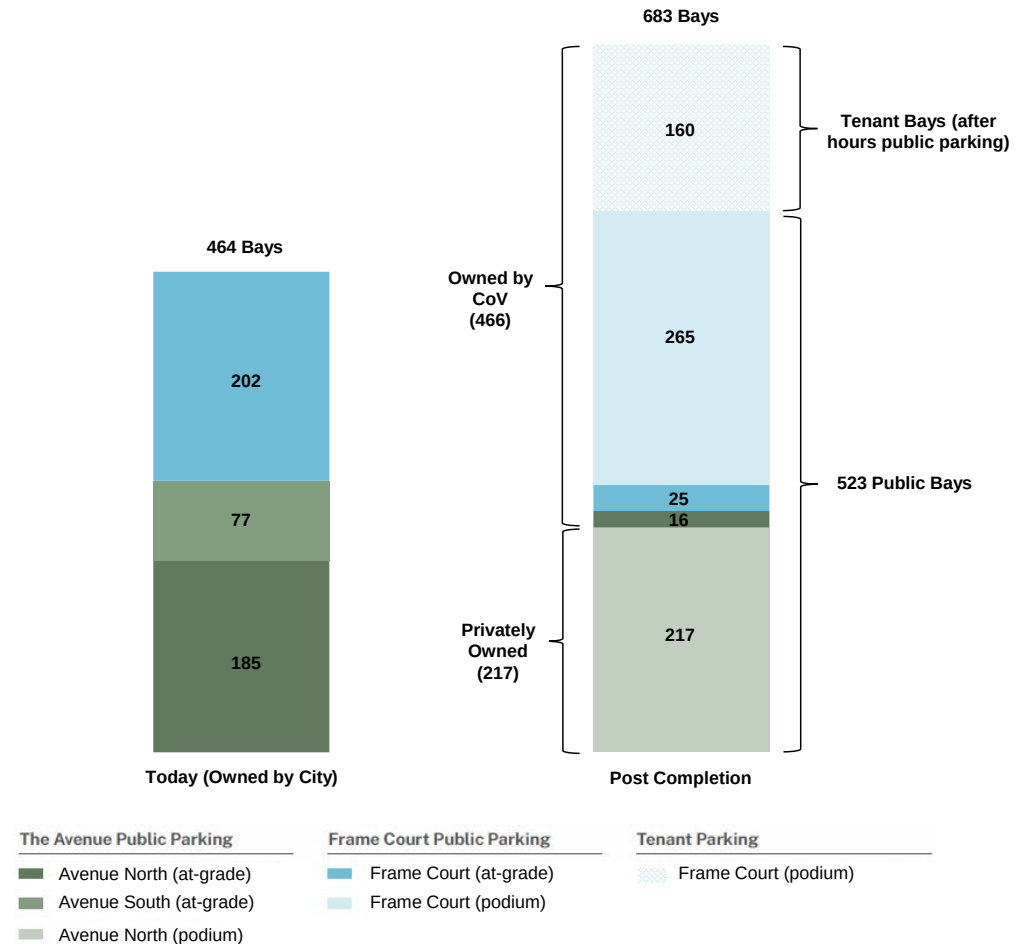
Development staging

We are able to effectively stage development to allow a minimum of 287 public carparking bays at all times during construction.

5

Sensitive integration

The provision of public carparking has been incorporated effectively without limiting the development potential or mix of uses for both sites.



# PUBLIC CARPARK OFFER

The below summary highlights the anticipated supply of public parking throughout the development phase of the project. This doesn't consider the public parking provided in the Town Centre external to Frame Court and The Avenue site.

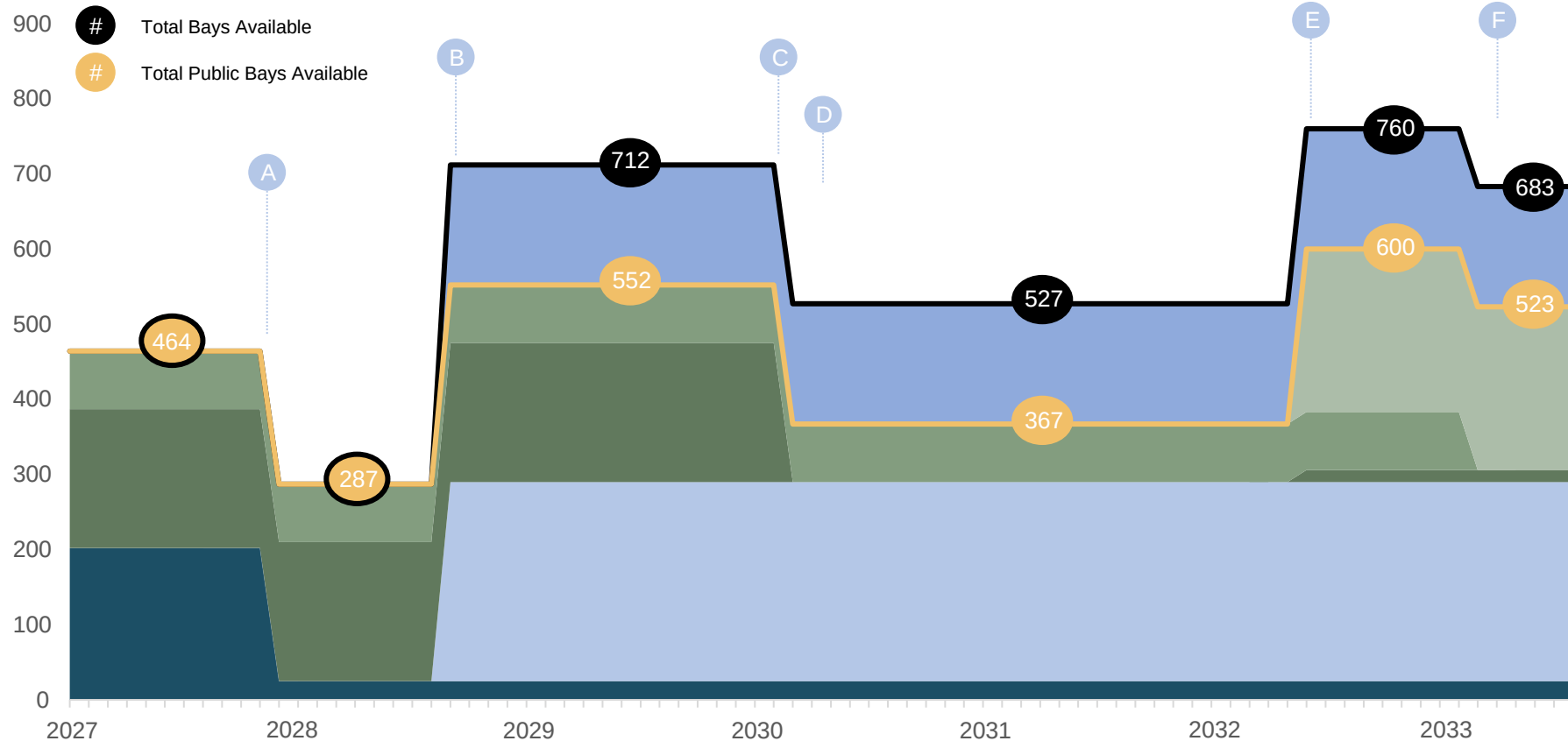
## The Avenue Public Parking

- The Avenue (at-grade)
- Avenue North (multi-storey)
- Avenue South (at-grade)

## Frame Court Public Parking

- Frame Court (at-grade)
- Frame Court (multi-storey)
- Frame Court Office (after hours)

- A** Frame Court Office & Car Park Commence
- B** Frame Court Car Park PC
- C** Frame Court Office PC
- D** Avenue North Commence
- E** Avenue North PC
- F** Avenue South Commence



# LANDSCAPING INTENT

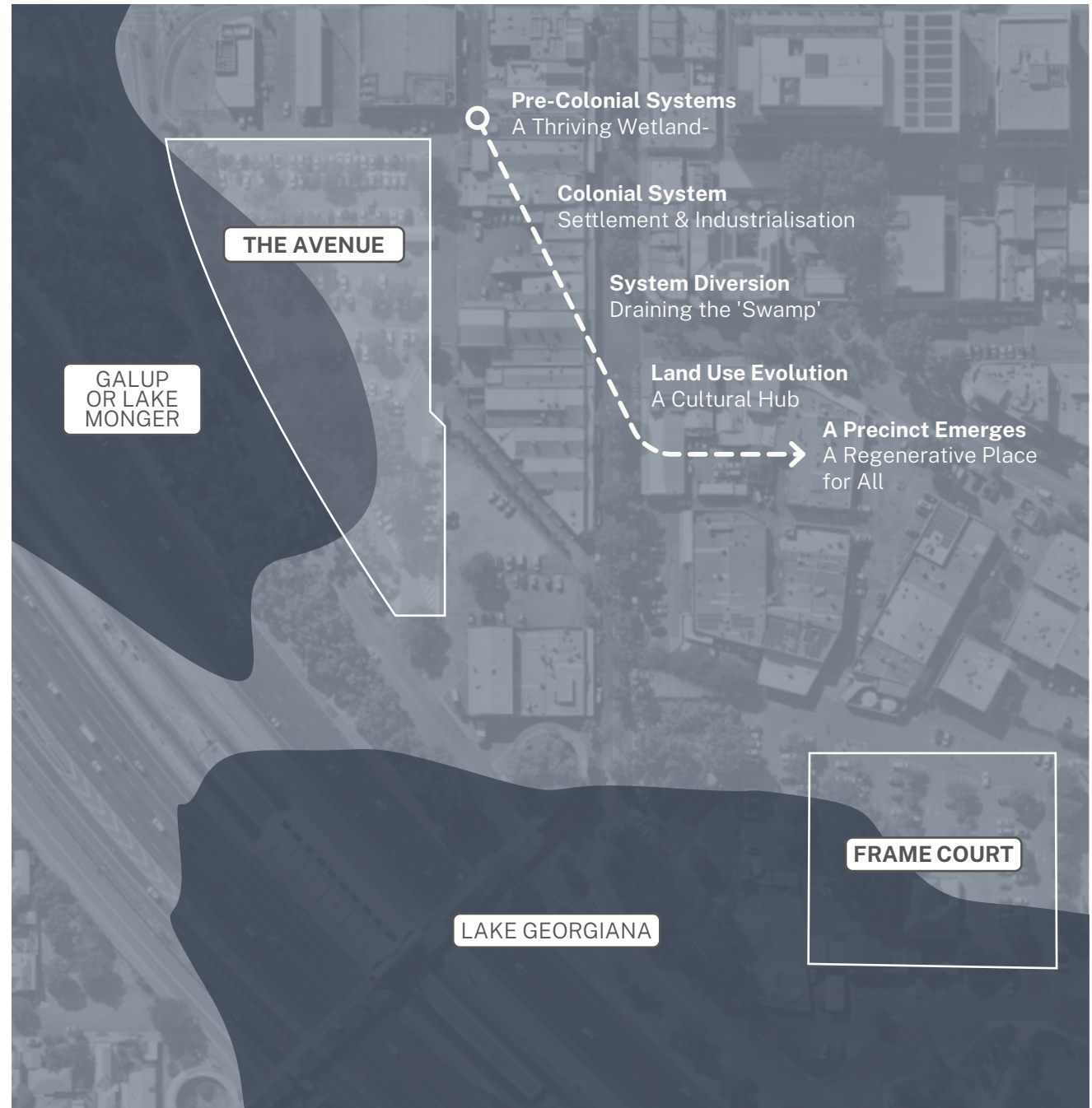
## SITE HISTORY

Leederville is situated over a rich network of wetlands and connected drainage lines that form a link from Herdsman Lake to Lake Monger and through to Claisebrook.

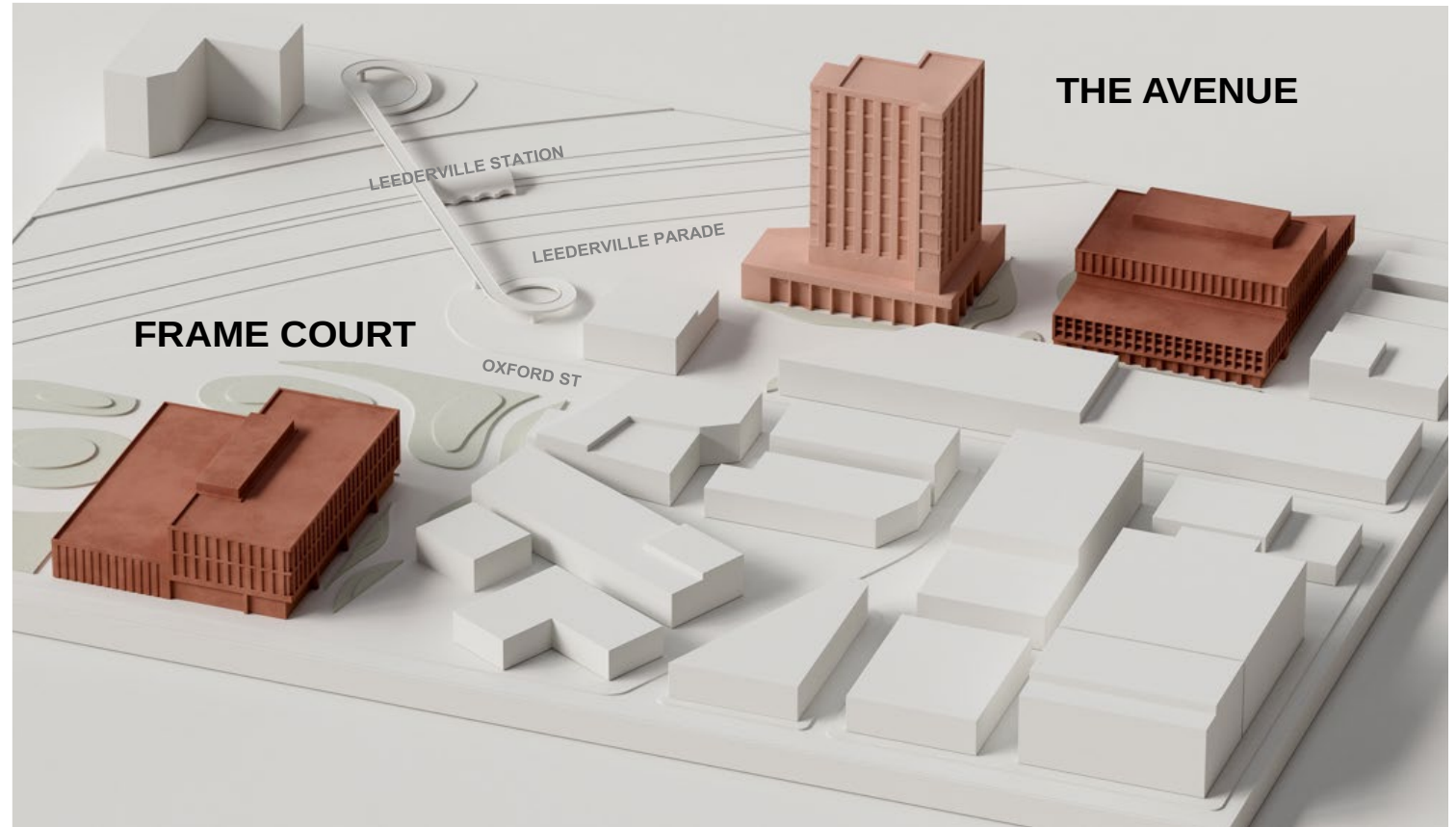
The Avenue and Frame Court sites are located upon this network and would have been an incredibly biodiverse ecosystem; a seasonally inundated landscape of melaleucas, sedge and other wetland species together with the interconnected web of fauna that they supported.

Indigenous occupation prior to colonisation would have involved a rich and deep connection with the land at both a spiritual and pragmatic level with hunting, food gathering, social meetings and storytelling.

Revealing a rich water history becomes a strong design element for H-U's proposal and is an opportunity to incorporate this into an Urban Centre for the Leederville community.



# LANDSCAPING INTENT



Frame Court Illustration

The Avenue Illustration



# PUBLIC SPACE, PLAZAS AND LANEWAYS

## THE AVENUE

Civic spaces have been used throughout the masterplan as tools for building separation and pedestrian connectivity. A large Community Plaza forms a green buffer between the residential tower in the south and the commercial tenancies to the north.

Existing linkages of Little Oxford Lane and the Infrastructure Corridor connecting the site to Oxford Street are also strengthened by the development. With the intention of creating many new opportunities for pedestrian movement throughout the precinct, we intend for these spaces to function as smaller plazas for the public and to be developed through high quality hard and soft landscaping.

All civic spaces will adopt Water Sensitive Urban Design (WSUD) principles and relink Leederville to its past as a connected wetland and ecological system, supporting

### THE AVENUE **2,079m<sup>2</sup> of Public Realm**

**Public Realm ceded back to the City of Vincent includes:**

#### **Little Oxford Lane (est. 526m<sup>2</sup>)**

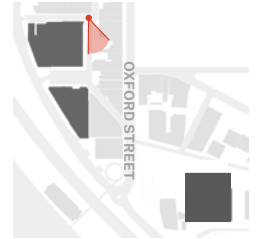
- Low speed pedestrian friendly environment providing quality landscaping and breakout spaces for adjoining retail uses.
- Facilitates single way car access through The Avenue site and maintains accessibility to existing Oxford Street retail tenancies.

#### **Community Plaza (est. 1,553m<sup>2</sup>)**

- Facilitates western/eastern movement into and out of the Town Centre with connection to the Principle Shared Path.
- Accommodates a number of short term parking bays at-grade for retail use.



# PUBLIC SPACE, PLAZAS AND LANEWAYS



Little Oxford Lane  
Conceptual Artist Impression

# PUBLIC SPACE, PLAZAS & LANEWAYS

## FRAME COURT

The proposed new development at Frame Court will be embraced by several existing and future public spaces as well as critical new pedestrian laneway linkages. The two ground floor tenancies primarily front onto the future Public Open Space, featuring a colonnade that wraps around the majority of the development. Future linkages have been considered between the site and the new EG development where The Frame Court Extension provides a landscaped transition space between both developments.

We will look to work with stakeholders to develop a strategy for the Water Corporation Infrastructure Corridor forming a connecting green spine throughout the precinct. Proposed lanes and parks will work in concert with this spine and offer integrated and activated features such as linear play spaces, informal seating areas, creative & flexible performance spaces, shady tree canopy and integrated water management zones that also support urban biodiversity and cooling.

Public art will be integrated to create a dynamic and stimulating environment across the precinct.

### FRAME COURT 835m<sup>2</sup> OF PUBLIC REALM

Delivered by H-U and ceded back to the City of Vincent includes:

#### Frame Court Extension (835m<sup>2</sup>)

- Landscaped interface between adjoining development and facilitates access to the public carpark and at-grade parking.
- Provides a logical future connection to Newcastle Street/future development to the North.



# LANDSCAPING PROVISION

## DESIGN WA DEEP SOIL AREA (DSA) MINIMUM REQUIREMENTS

**SITE AREA** 9,099m<sup>2</sup>

### REQUIRED DEEP SOIL PLANTING

15% of site area in order to achieve Development Incentives for Community Benefit. (i.e. 5% more deep soil area above what is required by CoV Built Form Policy Part 1, Clause 5.1.3)

1,365m<sup>2</sup>

## DSA PROVIDED BY H-U

**DEEP SOIL PLANTED AREA** 756m<sup>2</sup>

**PERMEABLE PAVING** 151m<sup>2</sup>

**TOTAL DSA ON GROUND** 907m<sup>2</sup>

## ADDITIONAL REQUIREMENTS

**DEEP SOIL AREA SHORTFALL** 458m<sup>2</sup>

**ADDITIONAL PLANTING ON STRUCTURE REQUIRED** 916m<sup>2</sup>

## ADDITIONAL PLANTING ON STRUCTURE

**LEVELS ONE-FOUR** 865m<sup>2</sup>

**LEVEL FIVE** 936m<sup>2</sup>

**TOTAL ON STRUCTURE PLANTING** 1801m<sup>2</sup>

## TOTAL PLANTING

**TOTAL DSA + PLANTING ON STRUCTURE** 2717m<sup>2</sup>

100% additional DSA provided by H-U, equating to 30% of total site area

## DESIGN WA MINIMUM TREE REQUIREMENT

### TREES REQUIRED

Double amount of trees are required in order to achieve Development Incentives for Community Benefit. (i.e. twice the amount of trees required by Clause A3.3.5 of R Codes Vol. 2)

2 x Large Trees  
40 x Medium Trees  
Small Trees to suit area

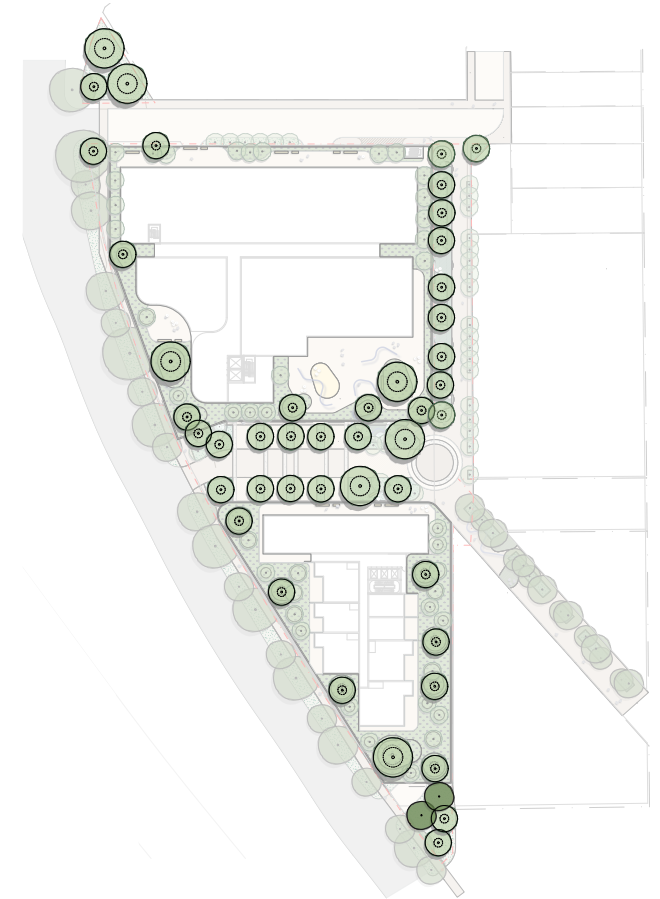
## TREES PROVIDED BY H-U

**LARGE** 7 (3 x On-structure)

**MEDIUM (2x Existing Retained)** 40 (12 x On-structure)

**SMALL** 70 (41 x On-structure)

More than double the required number of trees provided by H-U



## DSA Provision

- Deep Soil Area
- On-Structure Planting
- Permeable Paving (Grate)
- Permeable Paving (Paver)

## Tree Provision

- Proposed Medium Tree
- Proposed Large Tree
- Existing Large Tree

# LANDSCAPING PROVISION

## DESIGN WA DEEP SOIL AREA (DSA) MINIMUM REQUIREMENTS

**SITE AREA** 3251.5m<sup>2</sup>

### REQUIRED DEEP SOIL PLANTING

15% of site area in order to achieve Development Incentives for Community Benefit. (i.e. 5% more deep soil area above what is required by CoV Built Form Policy Part 1, Clause 5.1.3)

487.6m<sup>2</sup>

## DSA PROVIDED BY H-U

**DEEP SOIL PLANTED AREA** 134m<sup>2</sup>

**PERMEABLE PAVING (20%)** 26.8m<sup>2</sup>

**TOTAL DSA ON GROUND** 160.8m<sup>2</sup>

## ADDITIONAL REQUIREMENTS

**DEEP SOIL AREA SHORTFALL** 326.8m<sup>2</sup>

**ADDITIONAL PLANTING ON STRUCTURE REQUIRED** 653.7m<sup>2</sup>

## ADDITIONAL PLANTING ON STRUCTURE

**REQUIRED ON STRUCTURE PLANTING TO MEET SHORTFALL** 653.7m<sup>2</sup>

## TOTAL PLANTING

**TOTAL DSA + REQUIRED PLANTING ON STRUCTURE** 814.5m<sup>2</sup>

## DESIGN WA MINIMUM TREE REQUIREMENT

### TREES REQUIRED

Double amount of trees are required in order to achieve Development Incentives for Community Benefit. (i.e. twice the amount of trees required by Clause A3.3.5 of R Codes Vol. 2)

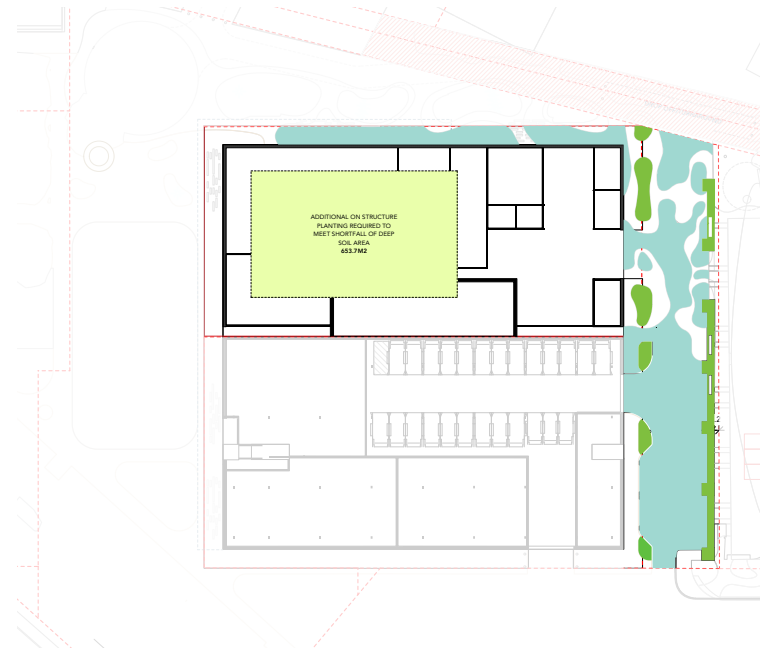
2 x Large Trees  
12 x Medium Trees  
Small Trees to suit area

## TREES PROVIDED BY H-U

**LARGE (6x Existing Retained)** 9

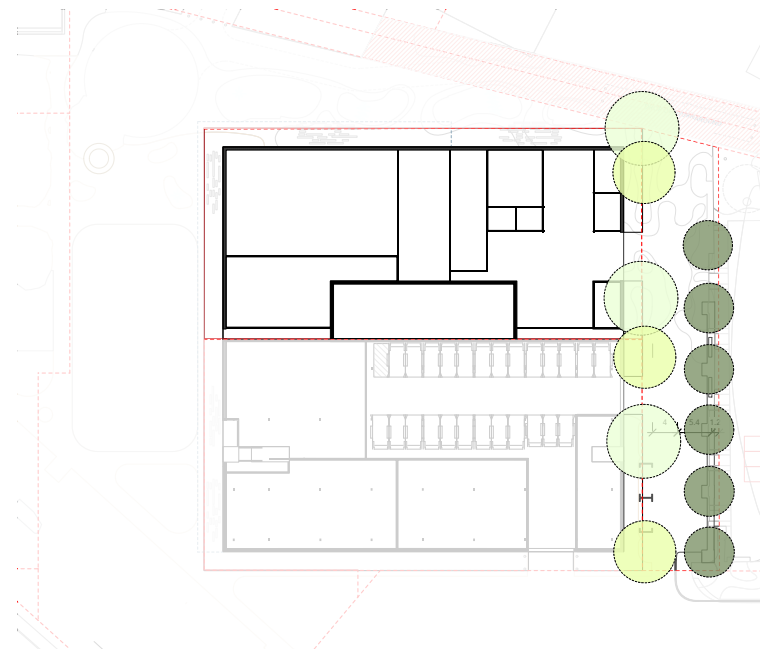
**MEDIUM** 5

**SMALL** 4



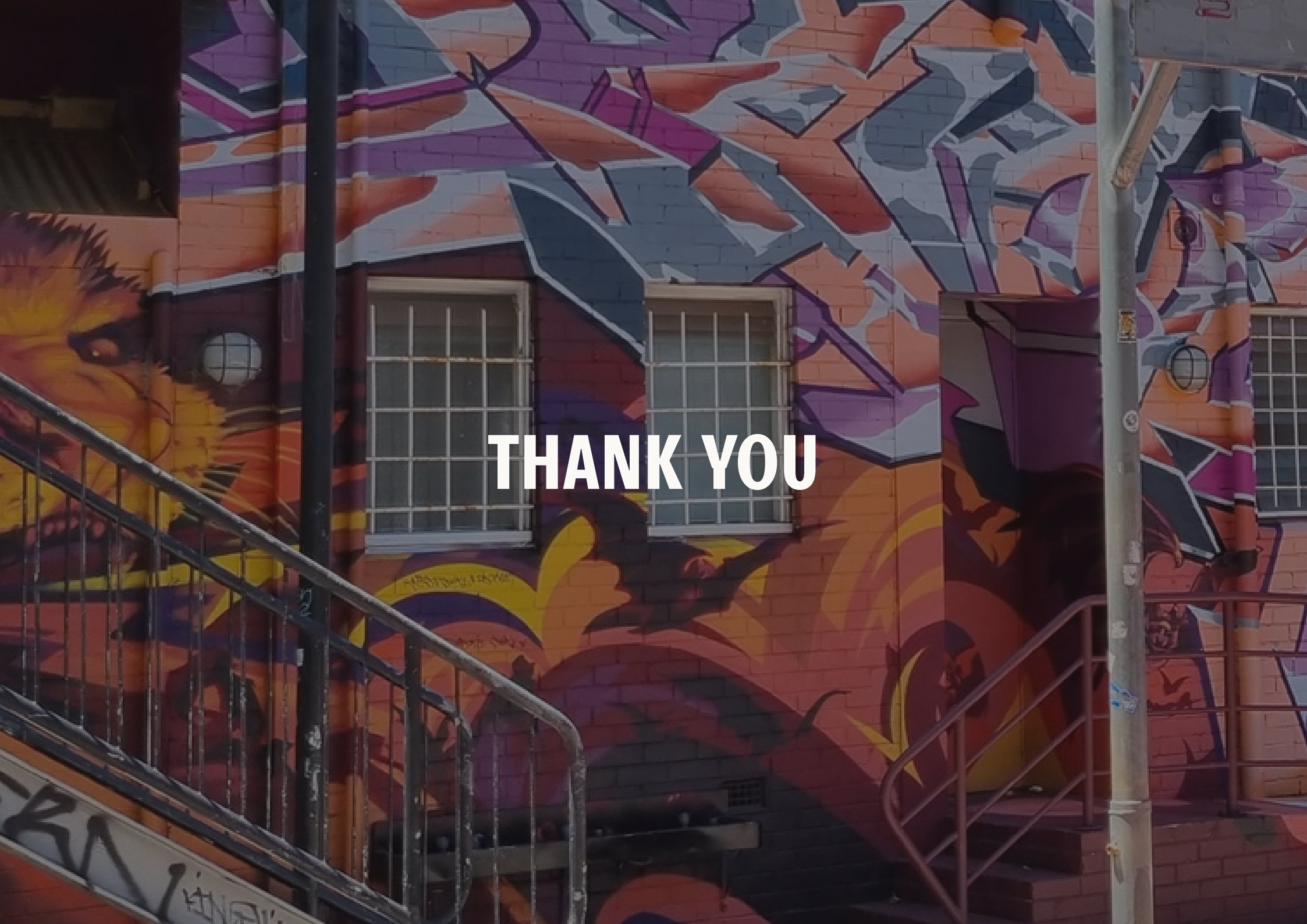
## DSA Provision

- Deep Soil Area
- On-Structure Planting
- Permeable Paving (Paver)



## Tree Provision

- Proposed Medium Tree
- Proposed Large Tree
- Existing Large Tree

A vibrant, abstract mural covers the exterior of a brick building. The mural features bold, geometric shapes in shades of purple, orange, yellow, and grey, creating a dynamic and energetic composition. Two multi-paned windows are visible, partially covered by the mural's design. A metal staircase with a railing is on the left side of the frame. A utility pole stands on the right. The text "THANK YOU" is overlaid in the center in a bold, white, sans-serif font.

**THANK YOU**