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Multiple Dwelling Development
No.256-258 CHARLES ST
NORTH PERTH

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Prepared by

Urbanista Town Planning
Level 1/231 Bulwer Street
Perth WA 6000

Prepared for

Developwise Group Pty Ltd
70C Kishorn Road
MOUNT PLEASANT WA 6153

History and Status of this Document

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1. INTRODUCTION

Urbanista Town Planning have been engaged by DevelopWise Group Pty Ltd to prepare and submit Development Assessment Panel (DAP) application for a proposed four storey multiple-dwelling development at No. 256 (Lot 800) and No.258 (Lot 801) Charles Street North Perth.

The proposal is consistent with the State and local planning framework, delivering a built form outcome which is appropriate to the Residential R100 density of the site. The impressive design by Architect Abel Ling has been presented to the City's Design Review Panel twice prior to lodgement, emphasising the client's commitment to work with the City to achieve support for the proposed development.

The development will cater to the future needs of the community by providing housing which is currently short in supply across the State. This report provides a detailed assessment of the proposal in accordance with the relevant state and local planning frameworks to demonstrate why it should be approved.

We look forward to working with the City to achieve development approval.



Figure 1 - Subject Site

2. DEVELOPMENT SITE AND CONTEXT

2.1 DEVELOPMENT SITE

The proposed development is located across two lots being No.256 (Lot 800) and No.258 (Lot 801) Charles St, North Perth. Lot 800 currently contains a single house and has a total site area of 379m² with a street frontage of 12.19m. Lot 801 is currently vacant and has a total area of 1,658 m² with a street frontage of 22.4m. The combined developable lot area is 2,037m², providing a street frontage of 34.59m to Charles St.

The site is affected by Planning Control Area 167 which requires 3.6m of land to be ceded at the front of the property to accommodate the future road widening of Charles St. The developable lot area is therefore reduced by 126.5m² to a total of 1910.5 m after the land has been ceded.

The affected area under Planning Control Area 167 is shown below.

Another important feature of the site is the natural topography, which rises by approximately 5m from the front to the rear of the site. The development utilises the site levels effectively by cutting into the site to create a basement level for car parking. The development is discussed in further detail below.

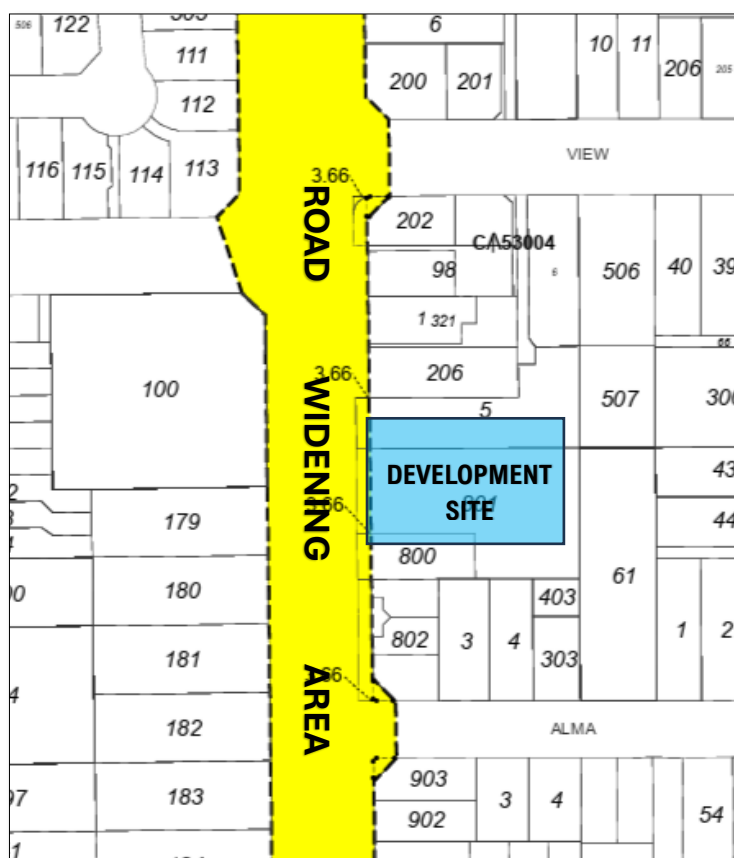


Figure 2 – Planning Control Area 167

2.2 LOCAL CONTEXT

Charles St is an important transit corridor that connects the Perth CBD to the northern suburbs. The development site is strategically located just 3 km north of the Perth CBD, providing it with excellent access to public transport, and local amenities including retail, dining, schools, and recreational spaces.

The site benefits from being within a short walking distance to the Beatty Park Recreation Centre and North Perth Plaza Shopping Centre, and near the key inner city urban centres of Leederville, Subiaco and Mt Lawley. The area is serviced by a range of dining, entertainment, retail and outdoor facilities, making it a highly accessible and desirable inner-city location.

In terms of the immediate local context, it is mostly comprised of single dwelling-built form housing typology, with some examples of multiple dwellings and commercial development along Charles St heading north towards Scarborough Beach Road. The most relevant example of an existing multiple dwelling close to the subject site is located on the corner of Charles and Bourke St. That development was constructed approximately 10 years ago and is four storeys in height.

The properties which adjoin the subject to its rear are zoned Residential R40 and as are most of the properties not located on Charles St. These dwellings are typically brick and pitched roof style buildings, with the newly constructed residential homes designed in a more contemporary style.

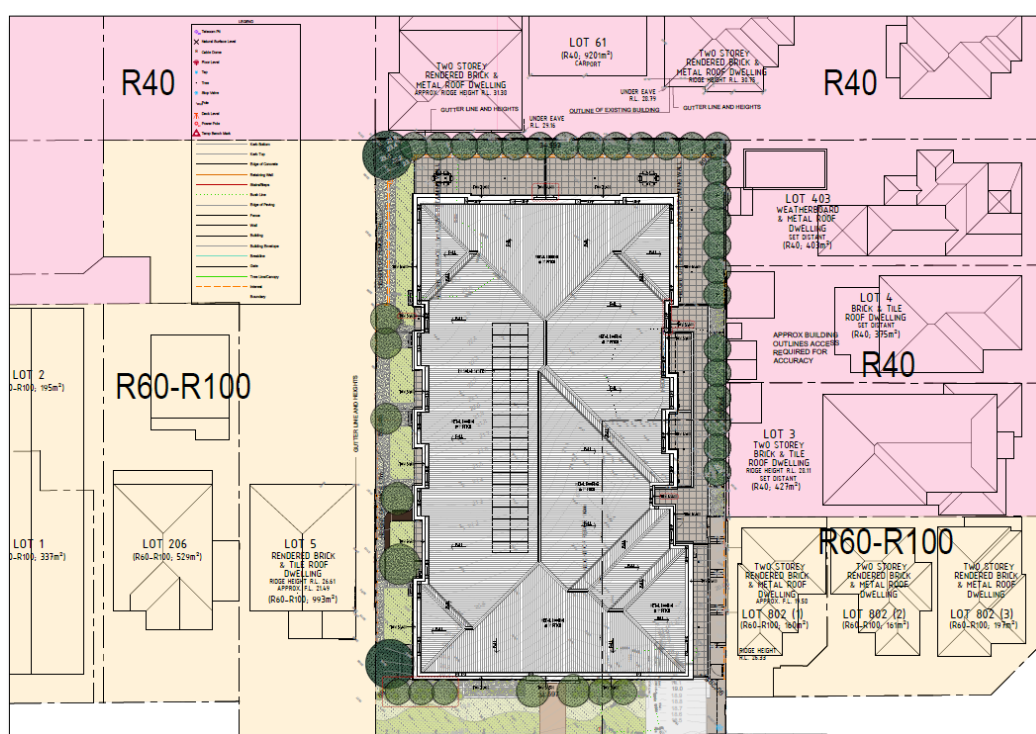


Figure 3 - Zoning of Site & Surrounding Properties

3. THE PROPOSAL

The development application proposes the construction of 29-unit multiple dwellings with parking for 40 vehicles across four levels. A description of the development is provided below:

- Ground Floor/Basement Level:
 - Parking for 40 vehicles, comprised of 35 resident bays and 5 visitor parking bays.
 - Ground floor entry from Charles St, lobby area & communal working space.
 - Motorcycle, scooter & bicycle parking.
 - Bin store area.
- Level 1:
 - Five one-bedroom apartments.
 - Two two-bedroom apartments.
 - Two three-bedroom apartments.
 - Communal open area.
- Level 2 & 3:
 - Five one-bedroom apartments.
 - Five two-bedroom apartments.

The development provides a diverse dwelling mix and layout to accommodate a broad demographic including singles, couples, families and likely downsizer in future.

With respect to the design of the building, the aesthetic incorporates dominant features of the existing streetscape, whilst introducing modern elements to ensure the proposal is distinct from older and more traditional architectural forms.

The building is recessed from the adjoining boundaries which not only reduces potential overshadowing on adjacent properties, but also provides a visual break between the ground-level podium and the upper residential levels, mitigating the impact of the building mass and appear more articulated in its relationship to the streetscape.

Landscaping has been incorporated throughout the development, including the area required with considerable planting on structure to ensure the City's objectives relating to increasing landscaping and canopy cover can be achieved whilst also providing the desired density for the area.

Overall, the proposal is consistent with the planning framework, appealing in design and comfortable in its setting, paying respect to neighbouring properties.

4. PLANNING FRAMEWORK

4.1 STRATEGIC PLANNING FRAMEWORK

Perth and Peel@3.5million is the overarching strategic planning framework for the Perth and Peel metropolitan regions. Perth and Peel@3.5million proposes five strategic themes for a liveable, prosperous, connected, sustainable and collaborative City. The framework aspires to a city that provides:

...a network of connected activity centres which deliver employment, entertainment and high-density lifestyle choices’.

The framework further identifies that additional 800,000 dwellings will be required over the 35 years to 2050. This consists of 11,490 additional dwellings, or 25,270 residents within the City of Vincent. The proposed development seeks to consolidate density into the Vincent area, to help enable the City to meet its strategic dwelling targets set by the State government.



Figure 4 - Streetscape Perspective

4.2 STATUTORY PLANNING FRAMEWORK

The statutory planning framework applicable to the development is outlined in the table below.

Key statutory planning framework documents	
1.	City of Vincent Local Planning Scheme No. 2 ('LPS 2')
2.	State Planning Policy 5.4 – Road and Rail Noise ('SPP 5.4')
3.	State Planning Policy 7.0 – Design of the Built Environment ('SPP 7.0')
4.	State Planning Policy 7.3 – Residential Design Codes (Volume 2) ('R-Codes')
5.	Built Form Local Planning Policy ('LPP 7.1.1')

A summarised assessment of the development against these provisions is provided within the [Planning Assessment and Justification](#) section of the report.

5. DESIGN REVIEW PANEL

The proposal was twice referred to the City's Design Review Panel (DRP) as part of the pre-lodgement process. The first meeting held on 18 June 2025 encouraged the applicant to modify the proposal and schedule a second review which was held on 20 August 2025.

The DRP provided the following summary of the strengths of the proposal at that meeting:

- *The provision of co-working space at ground level and additional amenity to ground floor lobby is positive.*
- *Articulation to ground floor car park through use of breezeblocks and tiered landscape planters is appropriate and successfully mitigates the car park, while maintaining ventilation.*
- *The northern interface reflects the natural ground level of the adjacent properties to the north which is positive.*
- *Bin store area recess is positive and improves pedestrian safety.*
- *Inclusion of additional trees around lot edges is positive, particularly where interfacing with lower scale residential properties.*
- *70% cross-ventilation of apartments achieved.*
- *A/C condensers are located on balconies and screened.*
- *Extensive landscaping, deep soil areas and canopy cover proposed.*
- *Improved access to bathrooms for second bedroom.*
- *Functional and well arranged apartment layouts.*

The positive feedback received at the second DRP meeting enabled the application to be prepared for lodgement. The design was subsequently refined for the final time, and supporting technical reports completed. Further detail on how the revised design responds comments from the DRP and addresses the 10 design elements is provided in section 6.2.2 of this report (State Planning Policy 7.0).

6. PLANNING ASSESSMENT & JUSTIFICATION

An assessment of the proposed development's performance against the various relevant provisions of the planning framework is detailed in this section of the report. This report provides evidence to support development approval by demonstrating how the proposal satisfies these relevant development standards, design guidance, and objectives, and why it is capable of planning approval.

6.1 CITY OF VINCENT LOCAL PLANNING SCHEME NO. 2

The site is located within a Residential Zone of the City of Vincent Local Planning Scheme No. 2 ('LPS 2'). The proposed objectives of the Residential Zone are as follows:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*
- *To promote and encourage design that incorporates sustainability principles, including but not limited to solar passive design, energy efficiency, water conservation, waste management and recycling.*
- *To enhance the amenity and character of the residential neighbourhood by encouraging the retention of existing housing stock and ensuring new development is compatible within these established areas.*
- *To manage residential development in a way that recognises the needs of innovative design and contemporary lifestyles.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

There are no relevant built form requirements within LPS 2; built form will be primarily assessed against the requirements of the R-Codes and the City's Built Form local planning policy ('LPP 7.1.1').

6.2 STATE PLANNING POLICIES

6.2.1 State Planning Policy 7.0 – Design of the Built Environment

This policy addresses design quality and built form outcomes in Western Australia. It seeks to deliver the broad economic, environmental, social, and cultural benefits that derive from good design outcomes and supports consistent and robust design review and assessment processes across the State. This is achieved through ten design principles which establish a definition of 'good design' that can inform the design, review, and decision-making processes for built environment proposals. An assessment of the proposed development against these principles is provided below.

State Planning Policy 7.0 – Design of the Built Environment

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SPP 7.0 SCHEDULE 1 – DESIGN PRINCIPLES

- 1. Context and character** – *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

Satisfied – The proposal adopts a strategy of contextual evolution, where the design intentionally evolves from, rather than mimics, the surrounding character. This approach ensures the development respects the established residential context while presenting a contemporary architectural language appropriate for a higher-density urban building.

Local materiality is referenced through scale, tone and texture, but reinterpreted to suit the scale of the proposal. At the ground level, a mix of white and beige feature blockwork defines the podium base, with breeze blocks adding texture, visual interest and permeability. The upper levels are articulated with strong horizontal bands and neutral render, breaking down the massing while maintaining a light and recessive character that contrasts respectfully with the surrounding face-brick dwellings. Vertical timber-look cladding elements are introduced as a subtle reference to the timber trims of nearby houses, providing warmth to the façade without resorting to imitation.

Through this layered and responsive material strategy, the development achieves a balance between local reference and contemporary identity, reinforcing a sense of place while contributing positively to the ongoing evolution of the neighbourhood.

- 2. Landscape quality** – *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*

Satisfied – The landscape strategy establishes a resilient, well-vegetated environment that enriches both the site and its contribution to the broader North Perth streetscape. Approximately 437.65m² of deep soil zone is provided (18% of the total site area) exceed the 12% policy requirement, supporting canopy trees that will soften the building's presence, improve privacy, and provide lush outlooks.

A key feature of the proposal is the **generous private terraces for first-floor apartments**, designed as **layered gardens** that function as extensions of internal living spaces. These terraces provide **year-round amenity, visual interest, and depth to the building façade**, reinforcing a strong connection between indoor and outdoor environments.

The northern communal space is conceived as a retreat, featuring curved planters, integrated seating, daybeds, and terraced layouts to encourage relaxation and social interaction. Shade trees and layered planting reduce heat loads, mitigate urban heat island effects, and enhance outdoor comfort. Habitat-forming, pollinator-friendly species promote biodiversity, while appropriate soil depths, plant selection, and irrigation ensure long-term sustainability with minimal maintenance.

SPP 7.0 SCHEDULE 1 – DESIGN PRINCIPLES

- 3. *Built Form and scale*** – 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.

Satisfied – The built form and scale of the development are contextually appropriate and demonstrate sensitivity to the adjoining low-scale residential properties. To avoid monolithic expressions, the façades are articulated with recessed balconies, expressed slab edges and horizontal banding, supported by a refined material palette that provides visual depth and ensures integration with the surrounding context.

Privacy and amenity for neighbouring properties are strengthened through evergreen planting along the Southern and Eastern boundaries, creating a year-round green buffer that mitigates overlooking and softens the building bulk.

The overall massing is further refined through a clear three-part composition: a podium base articulated with a varied mix size and colour of feature blockwork and breeze blocks at ground level; middle levels with recessed forms that create rhythm and variation; and an upper level in a lighter tone, designed to read as visually recessive within the broader streetscape.

- 4. *Functionality and built quality*** – 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.

Satisfied – Utility rooms are located near Charles Street, providing direct and convenient access for waste collection and maintenance while minimising disruption to residents and internal circulation. Apartment storage is distributed across each residential level, enhancing day-to-day convenience. Service elements, including air-conditioning units, are located to the south and appropriately screened to maintain visual amenity and reduce impact on adjoining properties.

A key feature of the development is the generous internal floor areas, exceeding minimum design requirements, which allow flexible apartment layouts over time. Coordinated with structural, services, and fire engineers, the apartments can achieve 2.73 m high ceilings with skim-coated soffits in living areas, enhancing spatial quality, natural ventilation, and daylight penetration.

Overall, the design ensures functional, high-quality living spaces that balance operational efficiency, amenity, and long-term adaptability, demonstrating excellence in built form and residential functionality.

- 5. *Sustainability*** – Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

SPP 7.0 SCHEDULE 1 – DESIGN PRINCIPLES

Satisfied – A Target Setting Report demonstrates a 48% reduction in Global Warming Potential (GWP) emissions and a 38% decrease in Net Fresh Water Use compared to the benchmark levels, with photovoltaic solar systems proposed to further enhance energy performance.

The overall development also delivers **high levels of solar and daylight access**, with **23 apartments (79%) receiving 2+ hours of solar access** between 9 am and 3 pm on 21st June, supporting passive solar design strategies. **Natural ventilation is achieved in 21 apartments (72%)**, promoting cross-ventilation, reducing reliance on mechanical systems, and improving indoor air quality.

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

Satisfied – Northern communal outdoor area, located adjacent to the main lift lobby on First Floor, is designed to encourage casual encounters and social interaction among residents, while borrowing natural light into the lift lobby, improving internal amenity. The space includes facilities such as a BBQ, sink and toilet, supporting a range of uses and increasing functionality for residents.

Expansive private terraces are created for the apartments on the first floor. These terraces are generously landscaped, providing excellent opportunity for outdoor living, gardening, and personalisation for residents. Substantial planting beds contribute to visual softness, blending the building more naturally into its surroundings while enhancing thermal comfort by mitigating heat reflection.

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

Satisfied – The proposed building provides a clear and logical circulation hierarchy. At the street level, pedestrian and vehicular access have been appropriately separated to ensure safety. The primary pedestrian entry is clearly defined by a central podium element, enhanced with tree canopy coverage, bench seating, letterboxes, material contrast and subtle signage. This composition creates a strong sense of arrival and reinforces the building's identity, ensuring the entrance is welcoming and easily navigable.

Internally, the centrally positioned lift lobby and central loading corridor form the core of the circulation system, maximizing usable floor area within each dwelling. Additionally, the placement of the communal outdoor area adjacent to the main lift lobby acts as a natural wayfinding anchor and social node, enhancing both legibility and community interaction within the development.

SPP 7.0 SCHEDULE 1 – DESIGN PRINCIPLES

- 8. Safety** – *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

Satisfied – The development incorporates clearly defined and separate access points to central lift lobby for pedestrians and vehicles, ensuring safe circulation. A vehicular security gate is located in front of the visitor bays to enhance safety and security for both visitors and residents.

At the ground floor, a casual bench seat at the front of pedestrian entry lobby provides a safe and comfortable waiting area, while the co-working space facing the street promotes passive surveillance and activates the streetscape. Apartment windows and balconies are oriented towards Charles Street further support passive surveillance, reduce hidden or entrapment areas, and promote safety through natural visibility.

- 9. Community** – *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

Satisfied – The proposal development offers a diverse mix of dwelling types and layout to accommodate a broad demographic including singles, couples, families and likely downsizer in future.

Each apartment features generous internal floor area and open plan living, offering greater adaptability and flexibility of use over time. This allows residents to respond to changing lifestyle needs—whether it's working from home, evolving family structures, or reconfiguring furniture layouts for accessibility.

By moving beyond minimum spatial compliance, the project supports long-term liveability and the ability to age in place, enhancing community stability and resident wellbeing.

- 10. Aesthetics** – *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

Satisfied – The design draws on local contextual and textural materials referencing scale, tone, and texture while being reinterpreted to suit the proposal's larger scale. At ground level, a varied sizes of white and beige feature blockwork defines the podium base, with breeze blocks providing texture, visual interest, and permeability, reinforcing a pedestrian-friendly interface.

Upper levels are articulated with strong horizontal bands and neutral render, breaking down the building's mass and maintaining a light, recessive character that responds respectfully to surrounding face-brick dwellings. Vertical timber-look cladding elements subtly reference the timber trims of nearby houses, introducing warmth and visual richness without direct imitation.

SPP 7.0 SCHEDULE 1 – DESIGN PRINCIPLES

Ceiling battens and public art at the vehicular entry further contribute positively to the streetscape, enhancing visual interest and reinforcing the building's civic presence without appearing as a service area.

6.2.2 State Planning Policy 7.3 – Residential Design Codes (Volume 2)

The proposed development is subject to the R-Codes, which is the primary planning control document for multiple dwelling and mixed-use development in Western Australia coded R40 and above.

These planning applications are assessed in context of their entire development design and present a flexible approach to consider development proposals. An assessment has been carried out against the relevant element objectives of SPP7.3 as follows:

Part 2 Primary Controls

Part 2 provides the primary controls that relate to R-Codings and also includes guidance and discussion for local governments seeking to vary the primary controls of this policy to suit local context through their local planning frameworks.

2.2 BUILDING HEIGHT ELEMENT OBJECTIVES

- O 2.2.1** *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.*

Table 2–4.1: Building Height – Transit Corridors of LPP 7.1.1 replaces the building height requirements under Table 2.1 of the R-Codes. Under LPP 7.1.1 a building height of four storeys is permitted along the transport corridor of Charles Street.

Satisfied – The proposed development includes a total of four storeys, however due to the slope of the site and the proposed excavation at the rear of the site, the development will appear as a two-storey building as viewed from the rear adjoining lots.

- O 2.2.2** *The height of buildings within a development responds to changes in topography.*

Satisfied – The building height responds to the sloping topography of the site.

- O 2.2.3** *Development incorporates articulated roof design and/or roof top communal open space where appropriate.*

Satisfied – The development includes a low degree pitch roof.

- O 2.2.4** *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.*

2.2 BUILDING HEIGHT ELEMENT OBJECTIVES

Satisfied – The building height is located towards Charles Street to minimise overshadowing impacts of the adjoining properties as far as practical.

2.3 STREET SETBACK ELEMENT OBJECTIVES

O 2.3.1 *The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.*

Table 2.1 of the R-Codes stipulates a 2m minimum setback for primary and secondary streets.

Satisfied – The proposal includes a 3.66m setback in accordance with Planning Control Area 167 as well as an additional 2 metres.

O 2.3.2 *The street setback provides a clear transition between the public and private realm.*

Satisfied – The street setback area includes a pedestrian path that leads to a entry gate, clearly defining the transition from public to private.

O 2.3.3 *The street setback assists in achieving visual privacy to apartments from the street.*

Satisfied – Due to the sloping nature of the site, the ground floor apartments sit approximately 3m above the Charles Street road level, ensuring visual privacy to the street facing apartments.

O 2.3.4 *The setback of the development enables passive surveillance and outlook to the street.*

Satisfied – The development provides balconies which face Charles Street to provide passive surveillance of the street.

2.4 SIDE AND REAR SETBACKS ELEMENT OBJECTIVES

O 2.4.1 *Building boundary setbacks provide for adequate separation between neighbouring properties.*

The side and rear setback for the R100 density code under Table 2.1 of the R-Codes is 3.0m minimum / 3.5m average (side) and 6m (rear).

Satisfied – On the side boundaries, the development provides a minimum setback of 3.8m to the northern boundary and a minimum of 3.3m to the southern boundary. Along the rear, the development proposes a setback of 5.6m. The proposed side and rear setbacks provide adequate separation between adjoining properties to minimise any overshadowing impacts, prevent overlooking and allow for sufficient landscaping in this space.

O 2.4.2 *Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.*

Satisfied – The development provides adequate side and rear setbacks that generally reflect the built form outcomes of more recent multiple dwelling developments as well as original single houses constructed circa 1920.

2.4 SIDE AND REAR SETBACKS ELEMENT OBJECTIVES

- O 2.4.3** *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.*

NA – The development site does not include any trees that are worthy of retention.

- O 2.4.4** *The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.*

Satisfied – The proposed side and rear setbacks provide adequate separation between adjoining properties to minimise any overshadowing impacts, prevent overlooking and allow for sufficient landscaping in this space.

2.5 PLOT RATIO ELEMENT OBJECTIVES

- O 2.5.1** *The overall bulk and scale of development is appropriate for the existing or planned character of the area.*

Table 2.1 of the R-Codes stipulates a maximum plot ratio of 1.3 for sites zoned R100. This equates to a maximum of 2,648sqm of plot ratio area.

Satisfied – The proposed plot ratio area of the development has been calculated to 2,629sqm, which represents a total plot ratio of 1.29.

2.6 BUILDING DEPTH ELEMENT OBJECTIVES

- O 2.6.1** *Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.*

All apartments achieve at least three aspect with some achieving four, which provides for a very high level of access to sunlight and daylight.

- O 2.6.2** *Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.*

The built form is highly articulated, with numerous openings and breaks in wall length which create pockets to allow for sunlight penetration. As noted above the multiple aspect design allows for a high level of both daylight access and natural ventilation to the apartments.

- O 2.6.3** *Room depths and/or ceiling heights optimise daylight and solar access and natural ventilation.*

For majority of the internal floor area the room height to depth ratio less than 3:1 (acceptable) for the first-floor apartments and 2:1 (optimal) for apartments above the first floor. Refer to element 4.3 for further detail.

2.7 BUILDING SEPARATION ELEMENT OBJECTIVES

O 2.7.1 *New development supports the desired future streetscape character with spaces between buildings*

Satisfied - As the development comprises only one building, consideration is only given to separation from buildings on the adjacent lot. The development provides adequate side and rear setbacks that generally reflect the built form outcomes of more recent multiple dwelling developments as well as original single houses constructed circa 1920.

O 2.7.2 *Building separation is in proportion to building height.*

Satisfied – As noted above, the proposed development will achieve significant building separation that is proportionate to the three-storey height of the building.

O 2.7.3 *Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.*

Satisfied – The proposed development will have excellent access to light and ventilation for the reasons listed above (height limitation on adjacent property, and physical separation from adjacent streets). The first two floors include boundary walls to the adjacent property which will ensure maximum visual and acoustic privacy between properties, whilst maintaining multiple aspect to the adjacent streets for considerable outlook.

O 2.7.4 *Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings.*

Satisfied – Landscaping has been provided to the extent practical whilst achieving the desired density within the site area. Considerable planting is provided

Part 3 Siting the Development

Siting the development provides guidance on the design and configuration of apartment development at a site scale.

3.2 ORIENTATION ELEMENT OBJECTIVES

O 3.2.1 *Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.*

Satisfied – The development maximises opportunities for daylight. The development responds to the natural topography by using the slope for basement parking.

O 3.2.2 *Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.*

Overshadowing is compliant.

3.3 TREE CANOPY AND DEEP SOIL AREAS ELEMENT OBJECTIVES

- O 3.3.1** *Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees.*

NA – The development site does not include any trees that are worthy of retention.

- O 3.3.2** *Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.*

Satisfied – The pre-development canopy cover of the site was limited to small scrub like trees. The proposed development will significantly improve the canopy coverage of the site, with canopy coverage across approximately 35% of the open areas of the site.

- O 3.3.3** *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.*

Table 3.3a of the R-Codes requires a minimum deep soil area of 10% site area (203.7m²) and requires at least 2 large trees and 2 medium trees.

Satisfied – The development proposes 21% deep soil area and provides the following trees:

- 7 x Large Trees (Melaleuca leucadendra "fine leaf")
- 3 x Medium Trees (Eucalyptus caesia, Eucalyptus victrix)
- 29 x Small Trees (Waterhousea floribunda, Corymbia ficifolia, Hakea laurina)

3.4 COMMUNAL OPEN SPACE ELEMENT OBJECTIVES

- O 3.4.1** *Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.*

Satisfied – The proposed development provides communal open space at ground level, which includes a landscaped external area, built-in seating and bbq facilities and toilets.

- O 3.4.2** *Communal open space is safe, universally accessible and provides a high level of amenity for residents.*

Satisfied – The communal area is directly accessible from the ground level lobby, therefore has direct access to the lift from the basement car park or apartments above. The facilities provided in this space and the landscaped areas provide a high level of amenity for the residents.

- O 3.4.3** *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.*

Satisfied – The communal space is positioned to avoid any direct access and overlooking into adjacent apartments and adjoining lots.

3.6 PUBLIC DOMAIN INTERFACE ELEMENT OBJECTIVES

- O 3.6.1** *The transition between the private and public domain enhances the privacy and safety of residents.*

Satisfied – All residential dwellings are provided on the first floor and above, so do not directly connect with the street. This ensures appropriate privacy and security of the residents. Access to the residential lobby is secured by the access door for pedestrians and access gate for vehicles.

- O 3.6.2** *Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.*

Satisfied – The development interacts with and provides considerable active and passive surveillance to the adjoining streets through the co-working space at ground level and residential dwellings above. Whilst the proposal does not include awnings, the height of the building will provide shade to Charles Street footpath during the day.

3.7 PEDESTRIAN ACCESS AND ENTRIES ELEMENT OBJECTIVES

- O 3.7.1** *Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.*

Satisfied – Access is universally accessible from the street and car parking area to all dwellings through compliant gradients and lift access to upper floors. which also provides protection from the weather.

- O 3.7.2** *Entries to the development connect to and address the public domain with an attractive street presence.*

Satisfied – The pedestrian entry point is well defined by a clear pedestrian path leading to the basement level lobby and to the letterboxes and lift.

3.8 VEHICLE ACCESS ELEMENT OBJECTIVES

- O 3.8.1** *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.*

Satisfied – The vehicle access point is located in the safest and most conflict free location possible. The Phelps Lane access point avoids the high traffic of Lord Street, traffic calming device and intersection of Harold Street, all footpaths, and is not adjacent to another vehicle access point.

- O 3.8.2** *Vehicle access points are designed and located to reduce visual impact on the streetscape.*

Satisfied – Vehicle access is provided from Charles Street via a 6m wide crossover.

3.9 CAR AND BICYCLE PARKING ELEMENT OBJECTIVES

- O 3.9.1** *Parking and facilities are provided for cyclists and other modes of transport.*

Resident Parking Requirements – 11.25 bays (single bedroom dwelling) + 14 bays (2+ dwellings) = 25.25 car bays = 26 bays

3.9 CAR AND BICYCLE PARKING ELEMENT OBJECTIVES

- Visitor Parking Requirements = 4.875 bays = 5 bays
- Resident Bicycle Parking Requirements – 15 bays
- Visitor Bicycle Parking Requirements – 2 bays

Satisfied – The proposed development provides 35 residential bays, 5 visitor bays and 4 motorcycle/scooter bays, 15 resident bicycle spaces and 2 visitor bicycle spaces.

- O 3.9.2** *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.*

Satisfied – The development is classified as ‘Location A’ under Table 3.9 of the R-Codes, adjoining a high frequency bus route and Transit Corridor along Charles Street.

- O 3.9.3** *Car parking is designed to be safe and accessible.*

Satisfied - The residential car bays are provided in a secure location and further secured by an internal roller door providing separation to from the visitor parking.

- O 3.9.4** *The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.*

Satisfied - Whilst the parking areas are located at ground level (as viewed from Charles Street) considerable design measures have been incorporated to ensure an attractive streetscape with landscaping to offset hardstand and built form is achieved.

Part 4 Designing the Building

Designing the building provides Element Objectives, Acceptable Outcomes and Design Guidance for building form, layout, functionality, landscape design, environmental performance and residential amenity.

4.1 SOLAR AND DAYLIGHT ACCESS ELEMENT OBJECTIVES

- O 4.1.1** *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.*

Satisfied - All dwellings receive an optimal amount of sunlight.

- O 4.1.2** *Windows are designed and positioned to optimise daylight access for habitable rooms.*

Satisfied The narrow lot design allows for all apartments to achieve multiple aspect and allows for all habitable rooms to have direct outlook to open space and the adjacent streets. All habitable rooms include windows exceeding 10% of their floor area and will receive abundant, unobstructed access to daylight.

4.1 SOLAR AND DAYLIGHT ACCESS ELEMENT OBJECTIVES

- O 4.1.3** *The development incorporates shading and glare control to minimise heat gain and glare:*
- from mid-spring to autumn in climate zones 4, 5 and 6 AND
 - year-round in climate zones 1 and 3.

Satisfied - Shading is provided to the western side of the development through the awning extension above

4.3 SIZE AND LAYOUT OF DWELLINGS ELEMENT OBJECTIVES

- O 4.3.1** *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.*

Satisfied – The internal areas of the dwellings well exceed the minimum areas provided in table 4.3a as follows:

- 1 bedroom dwellings: ranging from 57sqm – 82sqm
- 2 bedroom dwellings: ranging from 88sqm – 118sqm
- 3 bedroom dwellings: ranging from 131sqm – 135sqm

- O 4.3.2** *Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.*

Satisfied – All apartments include ceiling heights of 2.73m. with primary living space depths typically 7m-8m and closely aligning with the optimum apartment depth (for single aspect) under Figure 4.3a.

4.4 PRIVATE OPEN SPACE AND BALCONIES ELEMENT OBJECTIVES

- O 4.4.1** *Dwellings have good access to appropriately sized private open space that enhances residential amenity.*

Satisfied – All dwellings include balconies which meet the minimum area and dimension indicated in Table 4.4.

- O 4.4.2** *Private open space is sited, oriented and designed to enhance liveability for residents.*

Satisfied – All private open spaces are located adjacent to the primary living space and all the dwellings except for units 4, 5, 13, 14, 23 and 24 provide a northern aspect frontage to their outdoor living space.

- O 4.4.3** *Private open space and balconies are integrated into the overall architectural form and detail of the building.*

Satisfied The balcony areas are integrated with the building design and strategically located on the north-western side of the development to limit noise impacts from traffic on Charles Street. The balconies seamlessly blend in with the building aesthetic and architectural form, maintaining a

4.4 PRIVATE OPEN SPACE AND BALCONIES ELEMENT OBJECTIVES

highly open space without protruding forward of the building or appearing 'tacked on' to the external facade.

4.5 CIRCULATION AND COMMON SPACES ELEMENT OBJECTIVES

- O 4.5.1** *Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.*

Satisfied All communal areas include corridors with a width of at least 1.5m. All communal areas are universally accessible and secured.

- O 4.5.2** *Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.*

The communal space and lobby area promote a stronger social connection between the two apartments on each floor.

4.6 STORAGE ELEMENT OBJECTIVES

- O 4.6.1** *Well-designed, functional and conveniently located storage is provided for each dwelling.*

Satisfied – All dwellings have been provided with secure, weatherproof storage areas, meeting the minimum requirements for area and dimensions outlined in Table 4.6 of the R-Codes. The stores are located external to the dwellings and do not require residents to carry bulky goods through their homes to gain access to the storage area.

4.7 MANAGING THE IMPACT OF NOISE ELEMENT OBJECTIVES

- O 4.7.1** *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.*

Satisfied – The vehicle parking, waste collection, and co-working space are all located at the basement level, separated from the residential component of the development to ensure maximum acoustic privacy and minimise the impact of external noise sources. Window openings towards Charles Street have also been avoided where possible to minimise noise impacts associated with the high traffic road.

- O 4.7.2** *Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.*

Satisfied – An acoustic report has been prepared by to address the noise targets and ensure a suitable level of acoustic amenity for future residents.

4.8 DWELLING MIX ELEMENT OBJECTIVES

- O 4.8.1** *A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.*

4.8 DWELLING MIX ELEMENT OBJECTIVES

Satisfied – The proposal provides apartment type dwellings in a locality currently dominated by single houses and grouped dwellings, improving local diversity. Within the development is a mix of one, two and three bedroom dwellings.

In total there are 2 (7%) three-bedroom dwellings, 12 (41%) two-bedroom dwellings and 15 (52%) single-bedroom dwellings for a total of 29 dwellings. All dwellings are universally accessible, and include open plan primary living spaces with all bedrooms capable of comfortably accommodating king double beds to provide a high level of flexibility and cater to a diverse demographic.

4.9 UNIVERSAL DESIGN ELEMENT OBJECTIVES

- O 4.9.1** *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.*

N/A

4.10 FAÇADE DESIGN ELEMENT OBJECTIVES

- O 4.10.1** *Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.*

Satisfied – Building façade avoids flatness through a dynamic composition of balconies deeply recessed into the building mass, expressed slab edges and horizontal lines with varied material palette. This articulation lends depth and interest to the street-facing elevations, encouraging visual engagement and giving the building a fine-grained, residential character.

- O 4.10.2** *Building façades express internal functions and provide visual interest when viewed from the public realm.*

Satisfied Recessing the residential levels from the boundaries not only reduces potential overshadowing on adjacent properties, but also provides a visual break between the ground-level podium and the upper residential levels, mitigating the impact of the building mass and appear more articulated in its relationship to the streetscape.

4.11 ROOF DESIGN ELEMENT OBJECTIVES

- O 4.11.1** *Roof forms are well integrated into the building design and respond positively to the street.*
Satisfied.

- O 4.11.2** *Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.*
NA

4.12 LANDSCAPE DESIGN ELEMENT OBJECTIVES

- O 4.12.1** *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.*

4.12 LANDSCAPE DESIGN ELEMENT OBJECTIVES

Satisfied – Landscaping has been strategically located to ensure maximum impact and contribution to amenity for future residents and the streetscape. Key areas of focus include the communal outdoor area and along the side boundaries.

Providing landscaping adjacent communal areas improves visual amenity and shading of these spaces, whilst the landscaping adjacent the parking areas softens the built form and hardstand required for this function. Majority of the landscaping is visible from within the development and from the streetscape and therefore able to contribute to both the public and private realms.

- O 4.12.2** *Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.*

Satisfied – Plant selection has been undertaken by Yoxall Landscape Architecture, ensuring that selected species are appropriate to the orientation, exposure and conditions they will be planted in.

- O 4.12.3** *Landscape design includes water efficient irrigation systems and, where appropriate, incorporates water harvesting or water re-use technologies.*

Satisfied – Water consumption is minimised through inclusion of a low water use plant selection suited to the local soil complex.

- O 4.12.4** *Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.*

Satisfied – The landscape design is fully integrated with the built form of the site at the concept stage of development, including significant planting on structure and strategically locating landscaping to maximise its benefits and contribution (as opposed to ad-hoc insertion of landscaping at the final stages of building design).

4.13 ADAPTIVE REUSE ELEMENT OBJECTIVES

- O 4.13.1** *New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.*
- O 4.13.2** *Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.*

4.14 MIXED USE ELEMENT OBJECTIVES

- O 4.14.1** *Mixed use development enhances the streetscape and activates the street.*
NA
- O 4.14.2** *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.*
NA

4.15 ENERGY EFFICIENCY ELEMENT OBJECTIVES

- O 4.15.1** *Reduce energy consumption and greenhouse gas emissions from the development.*

Refer to sustainability report.

4.16 WATER MANAGEMENT AND CONSERVATION ELEMENT OBJECTIVES

- O 4.16.1** *Minimise potable water consumption throughout the development.*

Satisfied – Water consumption is minimised through inclusion of a low water use plant selection suited to the local soil complex.

- O 4.16.2** *Stormwater runoff from small rainfall events is managed on-site, wherever practical.*

Satisfied – Stormwater runoff will be managed on site through use of soak wells to drain the paved areas on site, and natural drainage into the deep soil zones.

- O 4.16.3** *Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.*

Satisfied.

4.17 WASTE MANAGEMENT ELEMENT OBJECTIVES

- O 4.17.1** *Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.*

Satisfied – The bin store is fully concealed from the street and integrated into the building design to avoid any negative visual impacts internally or externally. The bin store location does not adjoin any of the dwellings and will be provided with ventilation to minimise potential impacts to the residents.

- O 4.17.2** *Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.*

Satisfied – The bin store is in a secure location adjacent the car park and nearby the access lift. The location is ideal to facilitate convenient access for waste disposal and collection. Waste management is further detailed in the waste management plan included in this submission.

4.18 UTILITIES ELEMENT OBJECTIVES

- O 4.18.1** *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.*

Satisfied – The site will be appropriately serviced to ensure provision of power, water, wastewater, fire services, and telecommunications fit for purpose and accessible to service provider requirements.

- O 4.18.2** *All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.*

4.18 UTILITIES ELEMENT OBJECTIVES

Satisfied – Final location of utilities has not yet been determined, however are intended to be in accessible and unobtrusive spaces throughout the site, primarily at ground level or concealed within dwellings.

O 4.18.3 *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.*

Satisfied – Final location of power and water metres have not yet been determined, however are intended to be integrated into the development design or located in a space which is not visually obtrusive from the street whilst maintaining enabling easy access.

O 4.18.4 *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.*

Satisfied – Air conditioning units are placed in a screened and ventilated storage space located on the south elevation of the building.



Figure 5 - Streetscape Perspective

6.3 LOCAL PLANNING POLICIES

The City of Vincent has local planning policies applicable to the proposed development, including policy 7.1.1 (built form) and 7.5.13 (percent for public art). The percent for public art policy requires a contribution to be made for the provision of public art relative to a percentage of the cost of construction. A condition of approval is typically applied to comply with the public art policy.

The requirements in the Built Form Policy relate to the development design and therefore require consideration as part of the assessment process. The development has been considered against these policies and is discussed further below.

6.3.1 Built Form Local Planning Policy 7.1.1

The Built Form Policy is a primary planning control for built form of development within the City. The proposed development is located within the Transit Corridor built form area, an extract of the LPP 7.1.1 built form map showing the subject site and surrounding area is included in Figure 5 for reference.

LPP 7.1.1 includes numerous requirements applicable to the proposed development, including some which replace acceptable outcomes contained within the R-Codes (where relevant this has been noted in the R-Codes assessment). The proposal has been assessed against the relevant requirements, outlined below.

Building Height – Volume 2, Section 4, clause 4.1

A4.1.1 Development that is consistent with the building heights provided in Table 2-4.1 and Figure 2.

Compliant – Four storeys.

A4.1.2 External fixtures may extend beyond the maximum height in Table 2-4.1 and Figure 2 where they are not visible from the street or neighbouring properties.

Compliant – no external fixtures extend beyond the maximum height permitted.

Street Setbacks – Volume 2, Section 4, clause 4.2

A4.2.1 Development complies with the street setback set out in Table 2.1 of the R Codes Volume 2.

Compliant – refer to R-Codes assessment.

A4.2.2 Primary and secondary street setback for the third storey and above must incorporate articulation and the use of varying colours and materials which minimise the bulk and scale of the building on the streetscape.

Discretion – Varying materials, colours and design features have been incorporated to distinguish the floors and break up the appearance of the façade into smaller elements to reduce visual bulk.

Tree Canopy and Deep Soil Areas – Volume 2, Section 4, clause 4.3

A4.3.1 Deep soil areas are provided as a minimum of 12% of the site area. 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.

Complies – Refer to R-Codes assessment.

A4.3.2 If existing trees, which meet the criteria of A 3.3.1 of the R Codes Volume 2, are retained on site the minimum deep soil area is to be 10% of the site area.

A4.3.3 Planting Areas are provided as a minimum of 3% of the site area.

N/A

A4.3.4 Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b of the R Codes Volume 2 to achieve canopy coverage of 30% of the site area.

Complies – Canopy cover of 35% proposed.

A4.3.5 Evergreen tree species where landscaping is used to reduce the impact of building bulk.

Complies – Refer to landscape plan.

A4.3.6 Deciduous tree species to the north and south of development to allow natural light penetration to the development and adjoining buildings.

Complies – Refer to landscape plan.

A4.3.7 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 to a minimum depth and dimension of 1 metre.

Complies – Refer to landscape plan.

A4.3.8 A minimum of 50% of the front setback shall be provided as soft landscaping.

Complies – the site is heavily landscaped.

Public Domain Interface – Volume 2, Section 4, clause 4.4

A4.4.1 Street walls, fences and gates are to be of a style and materials compatible with those of the development on site and/or walls, fences and gates of the immediate surrounding area excluding fibre cement.

Complies

Public Domain Interface – Volume 2, Section 4, clause 4.4

A4.4.2 Street walls, fences and gates within the primary street setback area, including along the side boundaries, and front walls and fences to new dwellings fronting a right of way or dedicated road to be as follows:

- *Maximum height of 1.8 metres above the natural ground level;*
- *Maximum height of piers with decorative capping to be 2 metres above the natural ground level;*
- *Maximum height of solid portion of wall to be 1.2 metres above adjacent footpath level and are to be visually permeable above 1.2 metres;*
- *Posts and piers are to have a maximum width 400 millimetres and a maximum diameter of 500 millimetres; and*
- *The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed.*

Compliant – the low-level walls surrounding the café area fully comply with the above requirements

A4.4.3 Street walls, fences and gates to secondary streets, behind the primary street setback line, or walls, fences and gates to the primary streets where those streets are district distributor roads to be as follows:

- *Solid portion of wall may increase to a maximum height of 1.8 metres above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City of Vincent) to reduce the visual impact – for example, significant open structures, recesses and/or planters facing the road at regular intervals and varying materials, finishes and/or colours; and*
- *Maximum height of piers with decorative capping to be 2 metres above adjacent footpath level.*

Compliant – only low-level street walls are proposed.

A4.5.5 Any proposed vehicular or pedestrian entry gates shall be visually permeable.

Compliant – the vehicle access gate and pedestrian entry door are both visually permeable.

Transit Corridor Development Requirements – Volume 2, Section 4, clause 4.6

A4.6.1 All development requirements of Section 1 – Town Centres apply with the exception of Clause 1.1, 1.2 and 1.4.

1.3 – Side and rear setbacks

A1.3.1 Side and rear setbacks in accordance with Tables 1.3a, 1.3b and 1.3c.

Discretion – under Table 1.3a the site requires ‘C’ setbacks (R100 site adjacent an R50 site), which require 6.5m side setbacks for GF-2F and 12.5m for 3F+. Given the lot is 12.3m wide the suggested setbacks are entirely inappropriate for the context and future vision for the site and a performance assessment will be necessary. Refer to the R-Codes assessment (6.2.3 of this report) for consideration against the relevant element objectives.

A1.3.2 Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.

A1.3.3 Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.

Compliant – development addresses right of way with major openings and outdoor living areas above ground level oriented towards Phelps Lane.

Transit Corridor Development Requirements – Volume 2, Section 4, clause 4.6

1

1.5 – Pedestrian access and entries

A1.5.1 *Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas.*

Compliant – the pedestrian access is clearly visible and accessible from the Lord Street (residential) and Harold Street (café), with visitor parking located adjacent to Phelps Lane, outside of any barrier for visibility and unrestricted access.

A1.5.2 *Access for pedestrians which directly fronts the primary street.*

Compliant - access to the residential and commercial tenancies is separated, with both accessed via a direct path and highly visible from the adjacent streets.

A1.5.3 *Developments shall distinguish residential entries from retail and other commercial entries.*

Compliant – the residential and commercial access points are clearly distinguished and separated.

A1.5.4 *Internal ground floor level to be at grade.*

Compliant – the internal ground floor levels align with the average grade of the Lord Street frontage.

A1.5.5 *Design of balustrades to be integrated into the design of the development.*

Complaint – the balustrades are integrated into the building façade and design.

A1.5.6 *Ramps are not to exceed 50% of the active frontage.*

Compliant – ramps do not form part of the frontage active frontage.

1.6 – Vehicle access

A1.6.1 *Service areas and vehicular access shall be:*

- a) *Taken from the rear laneway or secondary street in the first instances; or*
- b) *Collocated where taken from the primary street to maximise the width of active frontages*

Compliant – all service and vehicular access for the site is taken from the adjacent right of way.

A1.6.2 *Access to on-site car parking spaces to be provided:*

- *where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road;*
- *from a secondary street where no right of way exists; or*
- *from the primary street frontage where no secondary street or right-of-way exists.*

Compliant – all car parking bays are accessed via the adjacent right of way.

Transit Corridor Development Requirements – Volume 2, Section 4, clause 4.6

A1.6.3 Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.

A1.6.4 Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.

Compliant – all vehicle parking bays are provided with sufficient manoeuvring space to enter and exit the site in forward gear.

A1.6.5 Roller shutters, doors and screens are to be visually permeable.

Compliant – the garage door proposed is visually permeable.

A1.6.6 Onsite parking for a development shall be located beneath or at the rear of buildings.

Compliant – all onsite parking is located at the rear of the building.

A1.6.7 In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.

Compliant – all car bays will be marked on site to differentiate their use and allocation.

A1.6.8 Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.

Compliant – visitor car parking is visible from the street and vehicular access point to the development.

A1.6.9 Existing trees must not be removed to provide for vehicle access.

Compliant – no trees have been removed to provide for vehicle access.

A1.6.10 Each lot is to provide a maximum of one crossover.

Compliant – only one crossover is proposed.

A1.6.11 The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.

Compliant – the proposed crossover is no greater than 5m wide.

1.8 – Façade design

A1.8.3 Development shall identify key design elements in the local area and streetscape through an Urban Design Study and integrate and acknowledge these design elements where possible whilst avoiding the use of faux materials.

Transit Corridor Development Requirements – Volume 2, Section 4, clause 4.6

Compliant – the design aesthetic has been based on review of the local context and character in addition to the DRP feedback. Dominant aspects of existing development have been incorporated into the design whilst avoiding replication through the introduction of complementary modern elements.

A1.8.4 Development which incorporates the design elements of the predominant streetscape character of the urban design study area outlined in Appendix 2.

Compliant – as above.

A1.8.6 Where provided, doorways shall have a depth between 500mm and 1.5m to clearly articulate entrances to commercial buildings and tenancies.

Not applicable – the commercial tenancy does not include any publicly accessible internal areas.

A1.8.7 Where provided, windows, seating ledges, sills, stall risers and other detailing shall have a minimum depth of 300mm.

Compliant – the seating ledges are provided with a 45mm depth.

A1.8.8 Where provided, stall risers shall be a minimum height of 450mm.

Compliant – stall risers exceed 450mm (height varies due to sloping NGL).

A1.8.9 Commercial Ground floor glazing and/or tinting shall have a minimum of 70% visible light transmission to provide unobscured visibility.

Compliant – clear glazing is proposed for the commercial ground floor tenancy, any tinting applied will maintain a minimum 70% visible light transmission.

A1.8.10 Security measures shall be:

- *Located and installed internally behind the glazing line or recessed between elements in the façade such as columns or doorway recesses; and*
- *Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street.*

Compliant – no security measures are located forward of glazing or recessed elements in the façade. All security measures such as access gates are visually permeable.

6.4 OTHER MATTERS

6.4.1 State Planning Policy 5.4 – Road and Rail Noise

Refer to the Acoustic Report from Herring Storrer which is submitted with this planning report.

6.4.2 Landscaping

Refer to the Landscape Plan from Yopxall which is submitted with this planning report.

6.4.3 Waste Management

Refer to the Waste Management Plan from Gordon Houston which is submitted with this planning report.

6.4.4 Sustainability

Refer to the Sustainability Report from Emergen which is submitted with this planning report.

7. CONCLUSION

It is considered that the proposed development is suitable and compatible with the existing and evolving character of the locality for the following reasons:

- The proposed development will enhance the existing streetscape and make a positive contribution to the overall amenity of the locality.
- The proposed high-quality landscaping within the street setback area will enhance and compliment and the existing natural character of the locality and soften the hardscape on Charles St.
- Car parking can adequately be accommodated on site.
- The proposed use will add a much-needed product and service to the locality, which will enhance the economic viability of the area and provide employment opportunities for the local population.

For the reasons listed above, it is considered the proposed development should be approved. Urbanista looks forward to working with the City to achieve development approval.