

"My Home"

ADDENDUM TO DEVELOPMENT APPLICATION REPORT

Your File Ref: 19755

DA Ref No.: 5.2024.93.1

LOTS 1004 & 1005, NO. 6 RALEIGH STREET, AND NO. 45 BISHOPSGATE STREET, CARLISLE
18/07/2024

Response to Community Comments and Submissions:

Key items identified:

1) Parking

The proposed development complies with Location A requirements for car parking as outlined in the Residential Design Codes: Volume 1 C2.3.1. The Town of Victoria Park and our submitted Traffic Impact Report confirms that the site in with Location A which requires public transport access to be within 800m of the site. We confirm the proposed development has 10 resident parking bays, 6 visitor parking bays and 3 motorbike bays and 15 bicycle stands, including 1 UA bay.

The property manager will promote the use of public transportation and ride/bike-sharing to residents consistent with expectations of the Town and residents.

2) Parkland

The decision for Change of Use from Parks & Recreation to Residential R60 zoning was approved by Council in 2023 and is outside the control of the proposed development.

BACKGROUND:

The lots are owned by WAPC and had been used for Parks and Recreation under Management of the Town of Victoria Park.

In 2023, through Amendment 56 to Town Planning Scheme No. 1, the Town was directed by the WAPC/Minister for Planning to rezone the subject sites to Residential R60. The rationale provided by the WAPC for this included the following :

a) consistency with the urban design principles of the WAPC Central Sub-regional planning framework which is broadly supportive of medium density development at appropriate locations, as part of meeting the development targets of inner and middle-ring metropolitan local governments:

b) the opportunity to develop the subject land as a demonstration of high-quality medium-density development in the context of the Medium Density Codes being processed by the WAPC as part of its review of State Planning Policy 7.3 Residential Design Codes Volume 1.

3) Trees.

An Environmental Arborist's Report confirms our tree retention proposal. The proposed development retains all significant trees within the site. Most of these trees are around the perimeter of the site surrounding an open turf area. The building and ancillary structures are located so that the significant existing trees are not impacted. The retained significant trees will continue to be used as habitat for Black Cockatoos.

4) Increased traffic.

Our Traffic Management Report confirms impact of development of surrounding traffic movement and concludes that:

- “The site features good connectivity with the existing road, walking and cycling network. There is good public transport coverage through nearby bus services which connect to the rail network.
- The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.
- The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is low (less than 10vph on any lane) and as such would have minimal impact on the surrounding road network.
- It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.”

TRAFFIC MANAGEMENT REPORT IS ATTACHED.

5) Noise

There is no reason to assume that the residents of the proposed development would be noisier than residents in the surrounding housing. Nonetheless, acoustic attenuation features are included in the design for the benefit of the residents as well as neighbours. These include noise-reducing features such as double glazing to windows, insulated wall panels and landscaping buffers.

6) Impact on surrounding properties

The proposed development is compliant with the Town’s planning policies and R-Codes (WA). It meets requirements for boundary setbacks, view lines, overshadowing, height and response to street frontages. Setbacks are greater than those required which intentionally creates greater open landscaped areas around the building.

7) Crime and Social Issues

There is no reason to assume that the residents of the proposed development would be any more troublesome than residents in the surrounding housing. The property manager will always be amenable to working with local law enforcement and community organisations to address concerns if requested and participate in a Neighbourhood Watch program if one is active.

8) Support and Management Services

A Community Housing Provider (CHP) will be managing the property. All residents will be party to standard Tenancy Agreements and required to abide by the conditions of the Tenancy Agreement.

The CHP will also be responsible for support services as appropriate for each resident in addition to standard tenant management services.

9) Economic Discrimination

Complaints and comments regarding the social and economic status of the residents are not relevant to approval of the proposed development and “My Home” regards such comments as socially discriminatory.

10) Design and response to context

The first houses in Victoria Park were constructed in 1897. We looked at these early homes for a typology which is associated with the area.

Typically, these homes were timber frame and corrugated iron rooves with timber fencing.

Our design responds to these early housing examples as a historical connection through the decades of evolving housing style in Victoria Park. The development design is the

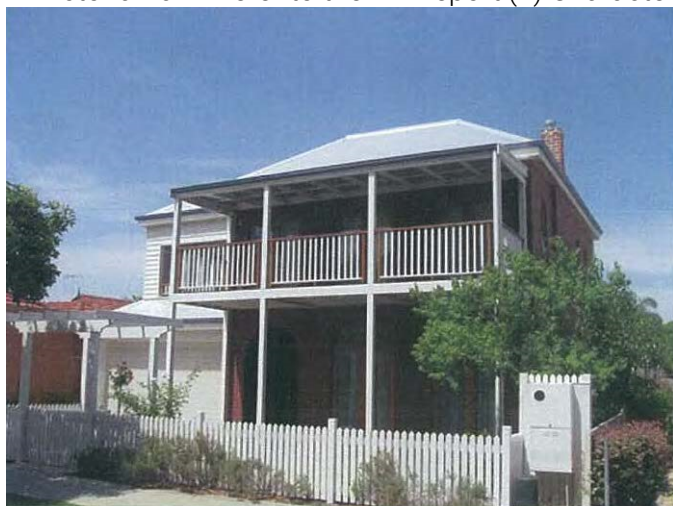
product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

The design has been rigorously explored to achieve a balance of scale, massing and built form which compliments the surrounding dwellings whilst making a conscious improvement on the aesthetic of the surrounding suburb.

The buildings sit comfortably in their landscape and do not try to compete with it. Instead, there is a comfortable relationship of built form and landscaping.

The materiality and articulation is modest, quiet and restrained which allows the architecture to express the character of the buildings rather than relying on decorative additions. This also is in consideration of minimising maintenance and the constrained project budget.

There is a variety of built forms and an eclectic use of materials and styles over decades of housing development within the Town of Victoria Park and the suburb of Carlisle. Similar to other housing in the area, the proposed development represents appropriate materials and style of its time whilst making a strong connection to the original housing in Victoria Park. Refer to the DA Report (1) Character and Context.



An early house in Victoria Park



The proposed design

11) Stakeholder Engagement

The project has complied with the governing requirements. Prior to submitting our development application we met with Town of Victoria Park Planning Officers who also provided a review of a draft submission. The project was reviewed by the Town's Design Review Panel and its feedback has been incorporated into the final design. We have also consulted with the Community Housing Provider who will be managing the property and

tenants.

Response to DRP comments as per your email 05/07/2024:

- 1) "Victoria Park colours" has been considered. A change of colour to the external facades of the 4 x liftwells has been considered and these facades provide us with an opportunity for public art. Concept designs will be provided with building licence application.
- 2) Specification for items such as permeable paving product and landscaping items will be confirmed in Building Licence application.
- 3) Other items have been considered and where appropriate incorporated into the design and site plan. REFER SEPARATE DOCUMENT.

Response to your letter dated 17 May 2024, drawings and documentation has been revised accordingly and we note:

- 1) Universal access – All apartments will be Silver Standard Livable Housing. Dimensions required are annotated on floorplans in particular level entry, level shower floor, circulation widths.
- 2) Waste – Storage and collection details have been revised on all site plans.
- 3) Car parking – Location A requirement is for car parking is outlined in the Residential Design Codes: Volume 1 C2.3.1. Location A has been confirmed by the Town of Victoria Park and our submitted Traffic Impact Report. We confirm the DA application proposes 10 resident bays, 6 visitor bays and 3 motorbike bays and 15 bicycle stands, including 1 x UA bay. This is compliant with the R-Codes (WA).
- 4) Bicycle spaces – Drawings now show bicycle stands with 500mm separation.
- 5) Transport Impact Statement – A Traffic Engineer Consultant has completed a report (ATTACHED) which is in accordance with WAPC Transport Impact Assessment Guidelines (2016).

Our Traffic Engineer's report concludes that

- "The site features good connectivity with the existing road, walking and cycling network. There is good public transport coverage through nearby bus services which connect to the rail network.
 - The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.
 - The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is low (less than 10vph on any lane) and as such would have minimal impact on the surrounding road network.
 - It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development."
- 6) Service vehicle and delivery vehicles parking. We note Residential Design Codes: Volume 1 P2.3.3 Parking spaces are designed for flexibility and adaptability having regard for:
 - i. *the needs of occupants, including consideration of universally accessible parking spaces; and*
 - ii. *the ability to use the space for alternative purposes.*
 - 7) We propose that service and delivery vehicles use the visitor bays as suggested in P2.3.3.
 - 8) The car park has been redesigned to comply with Australian Standards AS2890.1 with a "Class 1" user group requiring a minimum 6.2m wide, two-way aisle width.
 - 9) The drawings have been revised to show the existing footpath taking priority over the proposed crossovers.

- 10) Public Art contribution - We have previously requested that retention of the existing trees, particularly on the corner of Bishopsgate Street and Miller Street is a significant contribution to the aesthetic of the public realm by providing an attractive natural green canopy to alleviate the hard surfaces of the road intersection. Further, we requested that the payment in lieu be waived. The payment in lieu for this development would be \$90,000. This money could be spent on amenity for the social housing which, we believe is more valuable expenditure and would be a direct contribution from the Town to improving living standards for the most disadvantaged people in your community.

NOTE: We are open to the proposal that the external facades 4 x liftwells are now used for public art. If this is acceptable, and the Town chooses not to waive the in-lieu payment option, we will provide a design and specification in our Building Licence application. If the Town requires an example of the art design beforehand, we can provide this given a reasonable timeframe for the artist to complete the design.

- 11) Street tree removal cost – We await the Town’s response. The developers are intent of providing a green canopy to enhance the streets surrounding the site and are very willing to contribute to planting of trees which are appropriate to the urban conditions ie don’t drop leaves or nuts constantly as does the Queensland Box tree.

Our Environmental consultant has prepared a Helliwell calculation for the value of a tree to replace the existing Queensland Box tree. This calculation has been forwarded onto the Town’s Parks officers for review and confirmation.

- 12) Alfresco – The alfresco area consists of a flat roof which spans between buildings on Lot 2004 and Lot 2005. It has no walls of its own. There will be painted timber posts to support the roof. These will be the same proportions and colour as the timber verandah posts of the main buildings. The roof cover material will be a polycarbonate sheeting in light grey which will be the same profile as the main roof profile. It should be noted that because the alfresco roof is flat (with minimal slope for rainwater runoff, it will not be seen from the street. [Local Planning Policy 25 - Streetscape](#), Clause 4.
- 13) Natural ground levels – These are already indicated on the elevation plans. The site has minimal variation in levels so the proposed GLs are similar to the NGLs. [Local Planning Policy 25 - Streetscape](#), satisfied.
- 14) Fencing (side, forward of the building line) – As described in the DA Report, the fencing forward of the building line is to be +1200GL and painted Pinelap boards. adjoining Nos. 47 Bishopsgate Street and 8 Raleigh Street. Bin stores and drying areas are +1800GL painted Pinelap boards. . [Local Planning Policy 25 - Streetscape](#), Clause 6 A1 satisfied. Fencing either side of the parking bays (on Bishopsgate Street and Raleigh Street will be +1800GL to screen the parking bays from the streets.
- 15) Driveway and parking bays – The driveways and parking bays hard surface will be permeable exposed aggregate paving. [Local Planning Policy 25 - Streetscape](#), Clause 10 A1(s) satisfied. Specification for the permeable paving product will be included in the Building Licence application.
- 16) Communal open space
- The communal open space along the rear of the apartments is designed so that there are planting beds in front the walls of each building cluster. The beds will have medium size shrubs will provide a green barrier between the building and the car bays, bin store and drying areas.
 - The bin stores are located as close to the side streets as permissible (ie not in the boundary setback area). This means that they are maximum distance from the building within the site geometry. The bin stores are contained within a 1800H

Pinelap fence with gate. It will have good fresh air flow. This is preferable to an enclosed bin store with no ventilation which creates a buildup of odours.

- The car bays are situated along the rear boundary and do not facing towards the building so that there will be not direct headlights shining directly into the windows of the building.
 - The windows to the rear of the buildings are all +1650FFL. This enables a view of the sky and the tree canopy from inside the rooms and provides privacy for the occupants. This applies to the ground floor also. in response to Residential Design Codes Volume 1 C1.3.2 & C1.3.3 satisfied.
- 17) Stormwater drainage – The size and capacity of the soakwells are already notated on the site plans. This information is requested in response to Residential Design Codes Volume 1 C1.4.1 satisfied
 - 18) Ceiling height – Ceilings in all habitable rooms are +2700FFL as indicated on the section drawings.
 - 19) Storage (minimum dimension) – the proposed stores for the 1-bedroom dwellings has been revised to a minimum dimension of 1.5m on the drawings. Residential Design Codes Volume 1 at C2.1.10 satisfied.
 - 20) Managing impacts on amenity – Please refer to Item 17 above which addresses this request. Design Principles listed in Residential Design Codes Volume 1 P1.2.6 satisfied..
 - 21) Bathroom windows – We confirm that the bathroom windows are openable for natural ventilation. Residential Design Codes Volume 1, C2.2.3.satisfied.
 - 22) Laundry – the proposed two-bedroom dwelling layout shows the laundry located in the kitchen area. A floor to ceiling wall has been including the two bedroom floor plan so that the laundry is separated from the kitchen by a wall extending from the floor to the roof or ceiling. Clause 17 of [the Town's Health Local Law](#) satisfied.
 - 23) Proposed bunk bed – This notation has been deleted.
 - 24) Pedestrian access to street – The drawings show front gates to the garden of each ground floor apartment along Miller Street. The Residential Design Codes Volume 1, C3.6.4 satisfied
 - 25) Pedestrian gates – the proposed pedestrian gates, adjacent to the letterboxes on the Raleigh and Bishopsgate frontages now open inwards on the drawings.
 - 26) Pedestrian access – In discussion with the Town's Design Review Panel, it was suggested by DRP members that the driveway should be a shared path for use by pedestrians and vehicles. The access is a shared path. Design Principles listed in Residential Design Codes Volume 1 P3.7.5 satisfied.
 - 27) Overshadowing – A overshadowing diagram is now provided. As described in the DAA Report, there is no overshadowing the lot adjoining Lot 2004 and 1.36% overshadowing from buildings on Lot 2005. Residential Design Codes Volume 1 '3.9 Solar access satisfied.
 - 28) Visual privacy = The windows facing towards Lot 600 on Bishopsgate Street are all +1650FFL and are therefore compliant.