



CITY *of* PERTH

## MINUTES

# DESIGN ADVISORY COMMITTEE

9 MARCH 2006

PRESIDING MEMBER'S  
SIGNATURE

.....

DATE:.....

# DESIGN ADVISORY COMMITTEE

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Minutes of the meeting of the City of Perth **Design Advisory Committee** held in Committee Room 1, Ninth Floor, Council House, 27 St George's Terrace, Perth on **Thursday, 9 March 2006**.

## **MEMBERS IN ATTENDANCE**

Mr Ednie-Brown	-	Presiding Member
Mr Edwards	-	Chief Executive Officer
Mr Monks	-	Director Planning and Development
Ms Morgan		
Mr Turner	-	Arrived at 4.35pm

## **OFFICERS**

Ms Smith	-	Manager Approval Services
Mr Gericke	-	Planning Officer
Ms Linehan	-	Planning Officer
Mr Davies	-	Planning Officer
Mr Sillence	-	Administrative Services Officer

## **GUESTS**

Mr Geoff Warn	-	Donaldson and Warn Architects
Mr Peter Kernot		
Mr Peter Simpson	-	The Planning Group
Mr Andrew Morris	-	Bames and Associates
Ms Claire Murray	-	The Planning Group

## **DA24/06 DECLARATION OF OPENING**

The Presiding Member declared the meeting open at 4.02pm.

## **DA25/06 APOLOGIES**

Mr Hames  
Mr Way

## **DA26/06 MEMBERS ON LEAVE OF ABSENCE AND APPLICATIONS FOR LEAVE OF ABSENCE**

Nil

**DA27/06 CONFIRMATION OF MINUTES**

*Moved by Mr Edwards, seconded by Mr Ednie-Brown*

*That the minutes of the meeting of the Design Advisory Committee held on 25 January 2006 be confirmed as a true and correct record.*

*The motion was put and carried*

*Moved by Mr Ednie-Brown, seconded by Mr Monks*

*That the minutes of the meeting of the Design Advisory Committee held on 16 February 2006 be confirmed as a true and correct record.*

*The motion was put and carried*

**DA28/06 DISCLOSURE OF MEMBERS' INTERESTS**

Nil

**DA29/06 6 (LOT 303) CAMPBELL STREET, WEST PERTH -  
PROPOSED EIGHT-STOREY MIXED USE  
DEVELOPMENT, CONTAINING 71 MULTIPLE  
DWELLINGS, A GROUND FLOOR CAFE AND 35 CAR  
PARKING BAYS**

**BACKGROUND:**

SUBURB/LOCATION: 6 Campbell Street, West Perth  
DA/BA REFERENCE: 05/2329  
REPORTING OFFICER: Scott Davies  
RESPONSIBLE DIRECTOR: Peter Monks, Director Planning and  
Development  
DATE: 1 March 2006  
MAP / SCHEDULE: Map - 6 Campbell Street, West Perth.  
Concept - 6 Campbell Street, West Perth.

LANDOWNER: Department of Housing and Works  
APPLICANT: Donaldson and Warn Architects  
ZONING: (MRS Zone) Urban  
(City Planning Scheme Precinct) West Perth  
(P10)

(City Planning Scheme Use Area)  
Office/Residential

APPROXIMATE COST:

\$18 million

The application was previously referred to the Design Advisory Committee at its meeting held on 15 December 2005. At the meeting, it was resolved that the Committee:-

*“having considered the design of the proposed eight-storey mixed-use development containing 71 multiple dwellings, a ground floor cafe and 35 car parking bays at 6 (Lot 303) Campbell Street, West Perth, does not support the design in its current form and recommends that the applicant submit revised plans that address the following matters:-*

1. *review the development’s bulk and form as it is considered that the combination of bulk and colour will dominate the area and will not complement the architecture in this locality;*
2. *review opportunities to maximise the orientation of all the apartments;*
3. *ensure that all car parking areas are fully screened from view from the street and adjacent Railway Reserve;*
4. *redesign the main entry from Campbell Street to provide informal surveillance and improved safety to the entry area with a greater sense of human scale;*
5. *improve the opportunities for activity and informal surveillance of the adjacent public areas from the lower levels of the development, fronting Campbell Street;*
6. *provide elevations and perspectives that illustrate the proposed development in context with the adjacent and nearby development.”*

**DEVELOPMENT REQUIREMENTS:**

The proposal’s compliance with the City Planning Scheme development requirements is summarised below for the site:-

<b>Development Standard</b>	<b>Proposed</b>	<b>Required</b>
Maximum Plot Ratio	1.8:1 (4,354m <sup>2</sup> )	2:1 (4,814m <sup>2</sup> )
Car Parking: -Residential -Visitor -Commercial	<b>30 bays</b> 5 bays Nil	71 bays minimum Nil required Nil required

<b>Development Standard</b>	<b>Proposed</b>	<b>Required</b>
Bicycle Parking	<b>Nil bicycle bays (Stores provided for each dwelling, allowing for bicycle parking)</b>	35 bicycle bays (minimum)
Building height - Measured in the centre of the proposed development	26 metres	27 metres
Setbacks:		
- Campbell Street		
- ground - second floors	<b>3m</b>	4.5m
- third floor	<b>3m</b>	5.5m
- fourth and subsequent floors	<b>3m</b>	6.5m
- South elevation		
- ground - second floors	3m	3m
- third floor	<b>3m</b>	4m
- fourth and subsequent floors	<b>3m</b>	5m
- East elevation		
- ground - second floors	3m	3m
- third floor	<b>3m</b>	4m
- fourth and subsequent floors	<b>3m</b>	5m
- North elevation		
- ground - second floors	3m	3m
- third floor	<b>3m</b>	4m
- fourth floor	<b>3m</b>	5m

**APPLICANT'S RESPONSE TO DESIGN ADVISORY COMMITTEE COMMENTS:**

The applicant has revised some aspects of the design of the building and provided the following written responses:-

*“Review the bulk and form*

*The project scale and form is intended to and does relate closely to the scale and form of the 1969 CBH building to the south of the new development. The modified design has been simplified to assist further for the scale of the 8 storey element to relate even better to the existing CBH building.*

*The proposed red colour of the insulated wall and fascia panel is under consideration by the design team. It is felt that the site context project design can accommodate strong use of colour for this element. The modified design has reduced the extent and achieved improved resolution of this component in the project’s composition.*

*Review opportunities to maximise the orientation of apartments*

*The approach to the site planning has been to achieve the best overall environmental combination for all the apartments. The site geometry and the existing built form context have been influential in the result project form. The environmental modelling undertaken of the 71 apartments during the design process has shown that the proposed design achieves the optimal solar orientation, cross ventilation, privacy and site aspect combination.*

*Ensure car parking is screened from view*

*The proposal and the revised design both incorporate screens to the north facing openings of the basement car park. The access control gates to the car park will screen the car park access ramp from Campbell Street.*

*Redesign the main entry from Campbell Street to provide informal surveillance*

*The main entry has been significantly modified as part of the design development process resulting in increased opportunity for informal surveillance and improved scale and design for a multi residential development of this nature.*

*Improve the opportunities for activity and informal surveillance to Campbell Street*

*The arrangement and design of the 3 ‘walk up’ entries and stairs fronting on Campbell Street have been modified to improve informal surveillance and opportunities for residents to use public areas to sit and interact positively with other residents and the public.*

*Provide elevations and perspectives that illustrate the context of the site*

*Streetscape elevations are provided as part of the revised submission. The elevations show that the proposed development has a similar scale and alignment with the CBH building and has an appropriate scale with the residential development to the east.”*

A verbal presentation was given to the Committee in regard to this revised application.

It was therefore recommended that the Design Advisory Committee considers the revised design of the proposed eight storey mixed use development containing 71 multiple dwellings, a ground floor cafe and 35 car parking bays at 6 (Lot 303) Campbell Street, West Perth.

**The Presiding Member agreed to accept the deputation from Mr Geoff Warn from Donaldson and Warn Architects and Mr Peter Kernot for Item DA29/06.**

**Mr Warn and Mr Kernot gave a presentation on the item.**

***Moved by Mr Ednie-Brown, seconded by Mr Edwards***

***That the Design Advisory Committee, having considered the revised design of a proposed eight storey mixed use development containing 71 multiple dwellings, a ground floor cafe and 35 residential car parking bays at 6 (Lot 303) Campbell Street, West Perth, is of the opinion that the revised plans adequately address the matters raised by the Committee at its meeting held on 15 December 2005, and supports the revised design subject to additional windows being added to the façade of the south-western apartments, to add to the informal surveillance and visual interest of the main Campbell Street entry.***

***The motion was put and carried***

**Moved to Item DA32/06**

**DA30/06      55 (LOT 102) MURRAY STREET, PERTH - PROPOSED  
NEW TEN LEVEL OFFICE BUILDING**

**BACKGROUND:**

SUBURB/LOCATION:                      West of the intersection of Murray Street and  
Irwin Street, Perth  
DA/BA REFERENCE:                      05/2108  
RESPONSIBLE DIRECTOR:                Peter Monks,      Director      Planning      and  
Development  
MAP / SCHEDULE:                        Map - 55 Murray Street, Perth.  
Concept – 55 Murray Street, Perth.

LANDOWNER: Kerry Ann and John Douglas William Lagdon  
APPLICANT: Palassis Architects  
ZONING: (MRS Zone) Central City Area  
(City Planning Scheme Precinct) Victoria (P4)  
(City Planning Scheme Use Area) City Centre  
APPROXIMATE COST: \$3.1 million

At its meeting held on 17 November 2005 the Design Advisory Committee considered the subject development proposal and advised that it *“notes the poor level of presentation of the drawings for the proposal, and due to the prominence of the proposed development within this heritage precinct, requests that more detailed plans and drawings be submitted by the applicant for the Committee’s consideration, providing an improved presentation of the development including details of colours, materials and finishes.”*

**DEVELOPMENT REQUIREMENTS:**

The proposal’s compliance with the City Planning Scheme development requirements is summarised below for the proposed site:-

<b>Development Standard</b>	<b>Proposed</b>	<b>Required</b>
Maximum Plot Ratio	3.25:1 (1,308m <sup>2</sup> ) total	5.0:1 (2,010m <sup>2</sup> )
Car Parking	<b>5 commercial tenant bays</b>	4 commercial tenant bays (maximum)
Building height	7.0 metres at street frontage (unchanged) and 30 metres total building height	1:1 (20 metres) at building frontage plus additional height within 45 <sup>o</sup> plane
Setbacks:- -Front -Side -Rear	1.0 metre Nil Nil	Nil Nil Nil

**APPLICANT’S RESPONSE TO DESIGN ADVISORY COMMITTEE’S ADVICE:**

The applicant has responded to the Committee’s advice by submitting new drawings and elevations indicating various views. The revised plans also indicate the materials proposed for the building and providing more articulation to the side elevations. The proposed materials include aluminium panel cladding with distinctive shades of grey variations to the side elevations and a metal deck roof with glazing to the front elevation. The lower front portion of the building will be stone and painted rendered masonry with glazing and linked to the existing heritage building located on Murray Street via a glazed bridge, which is the subject of a separate application.

A verbal presentation was given to the Committee in regard to this revised application.

It was therefore recommended that the Design Advisory Committee considers the revised design of the proposed ten-level office building at 55 (Lot 102) Murray Street, Perth.

**Mr Edwards left the meeting at 4.58pm and did not return.**

***Moved by Mr Turner, seconded by Mr Ednie-Brown***

***That the Design Advisory Committee, having considered the additional details submitted for the design of a proposed ten-level office building at 55 (Lot 102) Murray Street, Perth:-***

- 1. acknowledges the constraints on any new development imposed by the location of the two-storey heritage building on the site and the narrowness of the lot and notes the applicant's proposal to develop to only 3.25:1 plot ratio and ten storeys;***
- 2. commends the applicant for addressing the Committee's previous concerns raised at its meeting held on 17 November 2005, but notes that the blandness of the design falls short of enhancing this heritage precinct and recommends that the applicant explore alternative treatments to the upper levels of the front façade;***
- 3. accepts the varied shades of aluminium panelling as a means of adding interest to the side elevations, however recommends that ribbing or some other additional texture be introduced to add further interest to the aluminium cladding on these elevations.***

***The motion was put and carried***

**DA31/06      26 (LOT 32) NILE STREET, EAST PERTH - PROPOSED  
FIVE LEVEL DEVELOPMENT CONTAINING THREE  
MULTIPLE DWELLINGS AND FOUR CAR BAYS**

**BACKGROUND:**

SUBURB/LOCATION:                      26 Nile Street, East Perth  
DA/BA REFERENCE:                    05/2198  
REPORTING OFFICER:                   Siobhan Linehan

RESPONSIBLE DIRECTOR: Peter Monks, Director Planning and Development  
 DATE: 1 March 2006  
 MAP / SCHEDULE: Map - 26 Nile Street, East Perth.  
 Concept – 26 Nile Street, East Perth.

LANDOWNER: Highroad Pty Ltd  
 APPLICANT: Cross Fishwick and Associates  
 ZONING: (MRS Zone) Urban  
 (City Planning Scheme) – EPRA Provisions  
 Precinct 2: Constitution Street

APPROXIMATE COST: \$2,490,000

**DEVELOPMENT REQUIREMENTS:**

The proposal's compliance with the City Planning Scheme development requirements is summarised below:-

<b>Development Standard</b>	<b>Proposed</b>	<b>Required</b>
Maximum Plot Ratio	1.48:1 (545m <sup>2</sup> )	1.5:1 (550.5m <sup>2</sup> )
Car Parking	4 residential car bays	3 residential car bays
Building Height	4 storeys	4 storeys (maximum)
Dwelling Density	R100 (3 dwellings)	R100 (3 dwellings)
Setbacks:- -Front -Side (West) -Side (East) -Rear	Nil – basement 5.6m (main building) Nil Nil 5.8 metres	Nil Nil Nil 4.8 metres
Roof Pitch	<b>Flat roof</b>	Between 30-40 degrees
Open Space -Minimum open space -Communal open space -Private open space	<b>25.6% (93.9m<sup>2</sup>)</b> 64.23m <sup>2</sup> 30.6m <sup>2</sup> (minimum)	60% of site (220m <sup>2</sup> ) 16m <sup>2</sup> 10m <sup>2</sup> (with minimum dimension 2m)
Bicycle Parking	<b>Nil</b>	2 bicycle bays
Stores	8m <sup>2</sup> (with minimum dimension of 1.5m) per apartment	4m <sup>2</sup> (with minimum dimension of 1.5m) per apartment

A verbal presentation was given to the Committee in regard to this application.

It was therefore recommended that the Design Advisory Committee considers the design of a proposed five level building containing three multiple dwellings, and four car bays at 26 (Lot 32) Nile Street, East Perth.

***Moved by Mr Turner, seconded by Ms Morgan***

***That the Design Advisory Committee, having considered the design of a proposed five-level residential building containing three multiple dwellings, and four car bays at 26 (Lot 32) Nile Street, East Perth, supports the proposal subject to the ceiling height of the basement storerooms being lowered in order to improve the building's relationship to the street.***

***The motion was put and carried***

**Moved to DA33/06**

**DA32/06      8 (LOT 46) OUTRAM STREET, WEST PERTH -  
PROPOSED                      NINE-STOREY                      MIXED-USED  
DEVELOPMENT**

**BACKGROUND:**

SUBURB/LOCATION:	8 Outram Street, West Perth
FILE REFERENCE:	06/2042
REPORTING OFFICER:	Julia Kingsbury
RESPONSIBLE DIRECTOR:	Peter Monks, Director Planning and Development
DATE:	1 March 2006
MAP / SCHEDULE:	Map - 8 Outram Street, West Perth. Concept – 8 Outram Street, West Perth.
LANDOWNER:	Frank Tomasi Nominees Pty Ltd
APPLICANT:	The Planning Group
ZONING:	(MRS Zone) Urban (City Planning Scheme Precinct) West Perth (P10) (City Planning Scheme Use Area) Office / Residential
APPROXIMATE COST:	\$5 million

**DEVELOPMENT REQUIREMENTS:**

The proposal's compliance with the City Planning Scheme development requirements is summarised below:-

<b>Development Standard</b>	<b>Proposed</b>	<b>Required</b>
Maximum Plot Ratio	1.99:1 (1580.6m <sup>2</sup> )	2:1 (1588m <sup>2</sup> )
Car Parking: - Commercial tenant - Residential	<b>22 bays</b> 16 bays	15 bays (maximum) 18 (maximum)
Bicycle Parking	<b>Nil</b>	5 bays (minimum)
Building Height	<b>30.5 metres</b>	27 metres (maximum)
Setbacks: - Front (Outram Street) Ground	<b>3.6 metres (to feature blade)</b> 4.5 metres (to building)	4.5 metres
Level 1 – 2	<b>3.6 - 4.5 metres</b>	4.5 metres
Level 3	<b>3.6 - 4.5 metres</b>	5.5 metres
Level 4 - 8	<b>3.6 - 4.5 metres</b>	6.5 metres
- Side (North) Ground	<b>Nil (to rear carpark)</b> 4.1 metres (to building)	3 metres
Level 1 – 2	3 metres	3 metres
Level 3	<b>3 metres</b>	4 metres
Level 4 - 8	<b>3 metres</b>	5 metres
- Side (South) Ground	<b>1.4 – 1.5 metres</b>	3 metres
Level 1 – 2	<b>2.9 metres</b>	3 metres
Level 3	<b>2.9 metres</b>	4 metres
Level 4 – 7	<b>1.9 – 2.9 metres</b>	5 metres
Level 8	<b>3.0 – 8.4 metres</b>	5 metres
- Rear (ROW) Ground	<b>Nil</b>	3 metres
Level 1 – 2	3.1 metres	3 metres
Level 3	<b>3.1 metres</b>	4 metres
Level 4 -7	10.9 metres	5 metres
Level 8	10.9 – 13.6 metres	5 metres
Landscaping	26%	25%

A verbal presentation was given to the Committee in regard to this application.

It was therefore recommended that the Design Advisory Committee considers the design of the proposed nine-storey mixed-use development containing six office tenancies, nine multiple dwellings and 38 car parking bays at 8 (Lot 46) Outram Street, West Perth.

**Mr Turner arrived at 4.35pm.**

The Presiding Member agreed to accept the deputation from Mr Peter Simpson from The Planning Group and Mr Andrew Morris from Bames and Associates for Item DA32/06.

Mr Simpson and Mr Morris gave a presentation on the item.

***Moved by Ms Morgan, seconded by Mr Ednie-Brown***

***That the Design Advisory Committee, having considered the design of a proposed nine-storey mixed-use development containing six office tenancies, nine multiple dwellings and 38 car parking bays at 8 (Lot 46) Outram Street, West Perth:-***

- 1. supports the overall design subject to:-***
  - 1.1 the submission of a coloured perspective that illustrates the proposal in the context of the streetscape;***
  - 1.2 an assessment by the Administration of the impact of the proposed setback variations on the adjacent building and the streetscape;***
- 2. supports the proposed provision of on-site car parking for both residents and office tenants.***

***The motion was put and carried***

**Moved to DA30/06**

**DA33/06 701 (LOT 15) WELLINGTON STREET PERTH -  
PROPOSED EIGHT STOREY MIXED USE  
DEVELOPMENT CONSISTING OF A PUBLIC CAR  
PARK, OFFICE AND RETAIL TENANCIES**

**BACKGROUND:**

SUBURB/LOCATION: 701 Wellington Street, corner Milligan Street,  
Perth

DA/BA REFERENCE: 05/2255

REPORTING OFFICER: Siobhan Linehan

RESPONSIBLE DIRECTOR: Peter Monks, Director Planning and Development

DATE: 28 February 2006

MAP / SCHEDULE: Map – 701 Wellington Street, Perth.  
Concept – 701 Wellington Street, Perth.

LANDOWNER: Grand Central Development (Perth) Pty Ltd

APPLICANT: T & Z Pty Ltd

ZONING: (MRS Zone) Central City Area  
(City Planning Scheme Precinct) Citiplace  
Precinct (P5)  
(City Planning Scheme Use Area) City Centre

APPROXIMATE COST: \$18 million

**SITE HISTORY:**

The subject site with a land area of 2,273m<sup>2</sup> is currently vacant (with the exception of a Western Power sub station) and is situated on the corner of Wellington and Milligan Streets. The Hotel Grand Chancellor is situated to the west of the site and separated via a 3.6 metre wide paved right-of-way. A public car park is situated to the north of the site across Wellington Street which is the proposed site for a new multipurpose indoor entertainment and sporting venue. A three storey office building is situated to the east of the site across Milligan Street. A three storey restaurant building and two low scale commercial properties with heritage significance are situated to the south of the development.

At its meeting held on **11 May 1999**, the Council granted approval for a 13 storey office tower with retail on the ground floor. The existing three storey commercial building to the south of the tower was also to be refurbished as part of the overall redevelopment of the Grand Chancellor Village.

At its meeting held on 22 October 2002, the Council approved a 13 storey office tower with five floors of public parking and ground floor retail space. The development had a total plot ratio of 4.29:1 (12,146m<sup>2</sup> of plot ratio floor space), 57 tenant bays and 313 public car parking bays. A condition of approval required the development being restricted to 12 floors.

**DETAILS:**

Approval is sought for the construction of an eight storey building on the corner of Wellington and Milligan Streets, comprising six levels of car parking, two levels of office floor space on the upper floors and two retail tenancies on the ground floor. A total of 48 tenant bays and 269 public parking bays are proposed.

External building materials will consist of concrete panels with a paint finish, framed and perforated metal infill (public car park) and glazing, and shop front glazing. A steel canopy is proposed on the Wellington and Milligan Street frontages over the main entrances to the proposed shops and car park. Key elements of the proposal are as follows:-

- *Ground Floor Level* – This level will accommodate two retail tenancies of 181m<sup>2</sup> and 564m<sup>2</sup> fronting Wellington and Milligan Streets. The service core is also situated on this level including the provision of three lifts, internal stairs, a fire stairwell, male and female change rooms, a bicycle store, and a bin store. The provision of 15 car bays are provided including one disabled bay and three courier service parking bays with the remaining bays being utilised for public parking. Vehicular access to the building is via a six metre wide crossover from Milligan Street. Pedestrian entry to the public car park and the main building is also provided via Milligan Street. A combination of both ‘hard’ and ‘soft’ landscaping incorporating planters, paving, and a set of stairs is proposed within a relatively small portion of the site and also within the road reserve adjacent to the intersection of Wellington and Milligan Streets.
- *Level 2-5* – Each level accommodates 60 public car bays, including two disabled bays. Vehicular access to each level is via a two way ramp. These levels are accessed by sets of internal stairs, a fire stairwell and three lifts.
- *Level 6* – The provision of 47 tenant bays and one disabled bay for office tenants are situated on this level. This level also accommodates 14 public parking bays and two toilets and is accessed by two sets of internal stairs, a fire stairwell and three lifts.
- *Level 7-8* – Each of these levels will feature 451m<sup>2</sup> of office floor space in a quadrant configuration overlooking the intersection. A service core is provided accommodating two lifts and two internal stairwells in addition to male and female toilets and a small tea preparation area.

**COMPLIANCE WITH PLANNING SCHEME:**

**Land Use:**

The site is located within the City Centre area of the Citiplace Precinct (P5) of City Planning Scheme No. 2. The intent of this precinct is to offer a wide range of general and specialised retail uses as well as a mix of other uses such as entertainment, commercial, residential and minor office. Uses at street and pedestrian level will be

mainly shops, cafes, and restaurants, taverns and other uses that have attractive shop fronts and provide activity, interest and direct customer services.

Under the Use Group Table for the Citiplace Precinct, 'Office' is a contemplated ('C') use on this site. The ground floor commercial tenancies will accommodate 'Retail' use which is classified as a preferred ('P') use.

A public car park is proposed on six levels of the development. This use is classified as an 'Unlisted' use under the City Planning Scheme No. 2. The Council can not grant planning approval for an unlisted use unless the proposal has been advertised and the Council is satisfied, by an absolute majority that the proposed development is consistent with the matters listed in clause 43(4).

**Development Requirements:**

The proposal's compliance with the City Planning Scheme No. 2 development requirements is summarised below:-

<b>Development Standard</b>	<b>Proposed</b>	<b>Required</b>
Maximum Plot Ratio	<b>4.29:1 (9,754m<sup>2</sup>)</b>	4.0:1 (9,092m <sup>2</sup> )
Maximum Building Height:		
- Wellington Street	27.3 metres at street frontage.	1:1 (33 metres) at street frontage plus additional height within 45 <sup>0</sup> angled height plane
- Milligan Street	<b>27.3 (maximum) at street frontage.</b>	1:1 (26 metres) at street frontage plus additional height within 45 <sup>0</sup> angled height plane
Front Setbacks:		
- Wellington Street	Nil – canopy Nil - 1.8 metres	not specified
- Milligan Street	Nil	not specified
Side Setbacks		
-South Boundary	Nil	not specified
-West Boundary	Nil	not specified

<b>Development Standard</b>	<b>Proposed</b>	<b>Required</b>
Car Parking  - Commercial tenant  - Public	<p style="text-align: center;"><b>47 tenant car bays</b></p> 269 public parking bays	45 (maximum)  No maximum. Long stay and short stay public parking subject to a Traffic Impact Assessment.
Bicycle Facilities	40 bike bays	20 bike bays

Variations sought to the plot ratio, parking and building height provisions applicable to the development can be granted by an absolute majority decision of the Council, in accordance with Clause 47 of the City Planning Scheme and provided the Council is satisfied that:-

- '47(3)(d)(i) if approval were to be granted, the development would be consistent with:-*
- (A) the orderly and proper planning of the locality;*
  - (B) the conservation of the amenities of the locality; and*
  - (C) the statement of intent set out in the relevant precinct plan; and*
- (ii) the non-compliance would not have any undue adverse effect on:-*
- (A) the occupiers or users of the development;*
  - (B) the property in, or the inhabitants of, the locality; or*
  - (C) the likely future development of the locality'.*

Under Clause 28 of the City Planning Scheme No. 2, the Council may permit up to 20% bonus plot ratio where the development would either conserve or enhance the whole or part of a place which is worthy of conservation, or includes a community or other facility or amenity, and that facility or amenity and the design, standard and nature of the proposed development as a whole would constitute a significant improvement to the amenities of the Central Area. Such a development must not adversely affect the cultural heritage significance of that, or any other, place or have a significant adverse effect on the streetscape or nearby properties.

**ISSUES:**

**Bonus Plot Ratio**

The plot ratio sought by the applicant is 4.29:1, which equates to 9,754m<sup>2</sup> of plot ratio floor area. This exceeds the maximum permitted plot ratio of 4.0:1 (9,092m<sup>2</sup> of floor area) by 662m<sup>2</sup>, equating to a plot ratio bonus of 7.3%.

In addition to the plot ratio provisions of the scheme, the Bonus Plot Ratio Policy provides general principles for granting bonus plot ratio, identifying the facilities that are capable of attracting bonus plot ratio, and providing essential criteria and performance guidelines for each of the identified facilities. The community or other facilities eligible for bonus plot ratio include:-

- Public space.
- Pedestrian facilities.
- Conservation of heritage places and heritage areas.
- Provision of specific facilities on private land.
- Public art.
- Public view considerations.
- Off site civic and social infrastructure planning.

### **Grounds for Bonus Plot Ratio**

As justification for the 7.3% bonus plot ratio being sought, the applicant has proposed to undertake the landscaping and on-going maintenance of the road reserve on the corner of Wellington Street and Milligan Street immediately adjacent to the development. The applicant has advised that the estimated cost of the landscaping works is \$100,000 with an ongoing maintenance cost of \$20,000 per annum.

Overall an area of 973m<sup>2</sup> for landscaping is proposed to be provided between the street kerb and the building. Of this figure, the landscaping area on the street verge is approximately 790m<sup>2</sup> and ranges in width between four metres and 18 metres and borders the majority of the street frontage along Wellington and Milligan streets. This area comprises 601m<sup>2</sup> of 'hard' landscaping in the form of paving, and 189m<sup>2</sup> of 'soft' landscaping with the incorporation of a few well proportioned and designed planter beds. The provision of 183m<sup>2</sup> of both hard and soft landscaping is also provided within the subject site.

The applicant has advised that the landscaping design and layout will accord with the City's proposed works for the Milligan Street Enhancement project. In this regard, the proposed landscaping will consist of established trees (liquidambars) as per the recommendations of the Milligan Street Enhancement project.

The active interface on the street level together with the landscape improvements and the retail uses will improve, and add interest to a prominent street corner in the city centre.

Whilst improving the appearance and useability of the street may warrant the granting of a limited plot ratio bonus, the applicant has not submitted adequate details pertaining to the cost of the landscaping and ongoing maintenance.

The City's Milligan Street Enhancement project, which includes landscaping works at the south-west corner of Wellington and Milligan Streets were commenced on 20 February 2006 and should be completed by 20 April 2006. Therefore any works that were to be undertaken by the owners in the public footpath area would be

relatively minor adjustments only, given that the enhancement of this area would have already been completed and funded by the City.

Given that in this case the proposed landscaping straddles the property line, an arrangement between the City and the property owner would need to be made as to on-going maintenance responsibilities. The estimated annual maintenance cost for the total area between the kerb and the building on the street frontages would be in the vicinity of \$8,000.

It is noted with the previous development application for an office tower with 5 floors of public parking and ground floor retail space on the subject site was approved by the Council at its meeting held on **22 October 2002**. The proposal had a plot ratio of 4.29:1 (12,146m<sup>2</sup> of plot ratio floor space). This figure represented a bonus of 7.2% (equivalent to an additional 818m<sup>2</sup> of floor space) on the basis of providing a contribution to the improvement of the Wellington Street and Milligan Street footpaths adjacent to the site, which includes the installation of landscaping and street furniture to the value of \$100,000. It should be noted that the site area was slightly larger (2,832m<sup>2</sup>) prior to the subsequent subdivision of the Grand Chancellor site.

### **Building Height**

City Planning Scheme No. 2 sets a maximum building height of 1:1 at the building frontage along Wellington and Milligan Streets, with the remainder of the development being contained within a 45 degree angled height plane. This allows a maximum height of 33 metres on the Wellington Street building frontage and 26 metres on the Milligan Street building frontage.

A portion of the proposed building exceeds the height provisions by 1.3 metres on the Milligan Street building frontage. This is considered to be a minor variation and can be supported having regard to the fall of the land down towards Wellington Street and as the majority of the building frontage complies with the Scheme's height requirements.

### **Streetscape**

The revised plans indicate the proposed retaining walls of the planter beds addressing both Milligan Street and Wellington Street have been graded in keeping with the slope of the land down towards Wellington Street achieving a maximum height of 0.8 metres in height in order to ensure that the proposed shop front remains visible.

The ground floor retail entry and building alignment proposed on Milligan Street has been designed in such a manner that a recessed area has been created measuring 11 metres in length by 1.8 metres in width, which may pose security and safety issues.

The introduction of weather protection with the provision of a canopy over the entrances to the building is supported and will add further interest to the façade of the building.

The plans indicate that the public car parking areas will incorporate framed perforated metal infill panels to aid in screening the vehicles from the street. In this regard, the aesthetics of the street elevations on a prominent corner site may detract from the amenity of the existing streetscape.

### **Parking and Access**

The 47 tenant parking bays exceed the requirement in terms of the Perth Parking Policy by two parking bays. The purpose of the policy is to provide and manage an adequate range of parking facilities throughout the city, having regard to pedestrian movement, public transport, traffic flows, road capacity and land use.

The subject property falls within the General Parking Zone, allowing both long and short stay public parking with no restriction of the number of public car bays and therefore the proposed 269 public parking bays comply with the policy. The applicant has advised that the parking will be for both short term and long term parking.

The Perth Parking Policy requires that where a proposed new parking facility is likely to result in a significant impact on the city, the proponent must provide a Traffic Impact Statement to assess the proposal. Accordingly, a traffic impact assessment prepared by Connell Wagner in April 2004 was undertaken with the initial application and has been provided in support of this development. The scope of work has since diminished. The report concluded that the traffic impact associated with the proposed development would not have a detrimental impact on the city traffic patterns.

### **Conclusion**

It is considered that the proposed development is worthy of only a limited plot ratio bonus as incentive for the improvement and maintenance of the street reserve. The Committee's comments on the bonus plot ratio and the design elements of the proposal, specifically the proposed streetscape presentation and screening material to the public car park, are requested.

It was therefore recommended that the Design Advisory Committee considers the design issues and awarding of bonus plot ratio for a proposed eight-storey mixed-use development consisting of a public car park, office and retail tenancies at 701 (Lot 15) Wellington Street, Perth.

***Moved by Mr Ednie-Brown, seconded by Mr Turner***

***That the Design Advisory Committee, having considered the design issues and awarding of bonus plot ratio for a proposed eight-storey mixed-use development consisting of a public car park, office and retail tenancies at 701 (Lot 15) Wellington Street, Perth:-***

***(Cont'd)***

- 1. does not support the awarding of any plot ratio bonus for the proposal in exchange for the proposed landscaping and on-going maintenance of the adjacent street verge, as the City is currently undertaking fully-funded streetscape improvement works in this section of Milligan Street;**
- 2. is concerned about the appropriateness of public car parking and the resulting appearance of the development in this prominent location, particularly in the context of what is intended to be developed on the Northbridge Link land on the opposite side of Wellington Street;**
- 3. requests that an updated traffic impact assessment be submitted that takes account of the changed traffic conditions in this locality;**
- 4. notes the proposed cross-over providing access to the car parking from Wellington Street and the lost opportunity to share access from the existing right-of-way adjacent to the site;**
- 5. requires additional details to be submitted regarding the ground floor levels and their relationship to the street.**

***The motion was put and carried***

**DA34/06      GENERAL BUSINESS**

Nil

**DA35/06      ITEMS FOR CONSIDERATION AT A FUTURE MEETING**

Nil

**DA36/06      CLOSE OF MEETING**

There being no further business the Presiding Member declared the meeting closed at 5.37pm.