



CITY of PERTH

Lord Mayor, Councillors and Committee Members,

NOTICE IS HEREBY GIVEN that the next meeting of the **Design Advisory Committee** will be held in Committee Room 1, Ninth Floor, Council House, 27 St Georges Terrace, Perth on **Thursday, 8 October 2015 at 4.00pm.**

Yours faithfully

GARY STEVENSON
CHIEF EXECUTIVE OFFICER

8 October 2015

Committee Members:

Members:

Peter Ciemitis
Malcolm Mackay
David Karotkin
Warren Kerr
Andy Sharp
State Government Architect or Nominee
Director City Planning and Development

Deputy:

Vacant

John Paul Davies
Stuart Pullyblank
N/A
City Architect

EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



CITY of PERTH

The City of Perth values the health and safety of its employees, tenants, contractors and visitors. The guide is designed for all occupants to be aware of the emergency procedures in place to help make an evacuation of the building safe and easy.

BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

ALERT ALARM

beep beep beep

All Wardens to respond.

Other staff and visitors should remain where they are.

EVACUATION ALARM/PROCEDURES

whoop whoop whoop

On hearing the Evacuation Alarm or on being instructed to evacuate:

1. Move to the floor assembly area as directed by your Warden.
2. People with impaired mobility (those who cannot use the stairs unaided) should report to the Floor Warden who will arrange for their safe evacuation.
3. When instructed to evacuate leave by the emergency exits. **Do not use the lifts.**
4. Remain calm. Move quietly and calmly to the assembly area in **Stirling Gardens** as shown on the map below. Visitors must remain in the company of City of Perth staff members at all times.
5. After hours, evacuate by the nearest emergency exit. **Do not use the lifts.**



EVACUATION ASSEMBLY AREA



Assembly Area

Alternate Assembly Area

DESIGN ADVISORY COMMITTEE

Established: 17 February 2004

| Members: | Deputy: |
|--|-------------------|
| Peter Ciemitis | Vacant |
| Malcolm Mackay | |
| David Karotkin | John Paul Davies |
| Warren Kerr | Stuart Pullyblank |
| Andy Sharp | |
| Melinda Payne (Office of the State Government Architect) | N/A |
| Director City Planning and Development | City Architect |

Quorum: Four
Terms Expire: October 2015
Review: Every two years

Role:

The Design Advisory Committee has been appointed by the Council in accordance with the requirements of Clause 40 of the City Planning Scheme No. 2, which was gazetted on 9 January 2004.

The Committee is required to provide independent technical advice and recommendations to the Council in respect to applications requesting a Plot Ratio Bonus in the Central Area and design issues on other applications referred to it for consideration.

Referral of Applications to the Design Advisory Committee

The following applications will be referred to the Committee:

1. Applications for development which are seeking bonus plot ratio whether inside or outside the Central Area;
2. Applications for major developments within the city;
3. Applications for other developments where the advice of the Design Advisory Committee is considered by the Manager Approval Services to be of assistance in the assessment of the application; and
4. Any application referred to the Committee by the Council's Planning Committee or by the Council at a Council meeting.

Plot Ratio Bonuses

The Committee will be guided by the Council's Bonus Plot Ratio Policy adopted pursuant to Clause 56 of the City Planning Scheme No. 2. This Policy defines the following considerations in assessing applications for bonus plot ratio:

- The awarding of bonus plot ratio presents an opportunity for the Council to encourage development within the city to include community facilities that will both improve the environment of the city, for its people and assist the Council in realising its aims and objectives for future development of the city.
- Bonus plot ratio will not be awarded “as of right” but must be earned.
- The means of earning the plot ratio bonus is primarily through the provision of an onsite community facility or amenity as part of the development. The facility should benefit the population of the city and the community as a whole, enhance enjoyment of the city and contribute positively to the overall physical environment and ambience of the city.

The policy identifies the following list of facilities eligible for bonus plot ratio:

- Public spaces;
- Pedestrian links;
- Conservation of heritage places;
- Provision of specific facilities on private land;
- Residential Use: Maximum 20% bonus; and
- Special Residential Use: Maximum 40% bonus (20% for special residential use or 40% for high quality hotel use).

Note: Consequential amendment of the eligible category list has been included here resulting from the gazettal of Amendment No. 25 of the City Planning Scheme No. 2 (Plot Ratio and Bonus Plot Ratio) on 26 February 2013.

Reference should be made to the Bonus Plot Ratio Policy for details of how applications for bonus plot ratio will be assessed.

Design Advisory Matters

The Committee will also consider applications put before it for advice on design elements. In making any recommendation on these applications, the Committee will have due regard to the provisions of the City Planning Scheme No. 2 and any Planning Policy adopted under the Scheme.

Register of Decisions of the Design Advisory Committee

In order to ensure that bonus plot ratio is awarded consistently, effectively and equitably and that design advice is similarly provided on a consistent basis, the Committee will establish a register recording the following information:

- Details of the development and facility seeking bonus plot ratio;
- Details of the development and major design issues to be addressed;
- The Committee’s recommendation of the proposal;
- The Council's decision in regard to each application.

This meeting is not open to members of the public

**DESIGN ADVISORY COMMITTEE
8 OCTOBER 2015**

ORDER OF BUSINESS

- 1. Declaration of Opening**
- 2. Apologies and Members on Leave of Absence**
- 3. Confirmation of Minutes – 17 September 2015**
- 4. Correspondence**
- 5. Disclosure of Members' Interests**
- 6. Reports**
- 7. Motions of which Previous Notice has been Given**
- 8. General Business**
 - 8.1 Responses to General Business from a Previous Meeting**
Nil
 - 8.2 New General Business**
- 9. Items for Consideration at a Future Meeting**
- 10. Closure**

INDEX OF REPORTS

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| 2 | 201 (LOTS 2885) MOUNTS BAY ROAD, CRAWLEY – PROPOSED FIVE LEVEL RESIDENTIAL DEVELOPMENT CONTAINING 33 MULTIPLE DWELLINGS AND 39 CAR PARKING BAYS | 6 |

ITEM NO: 1

206 (LOT 50) ADELAIDE TERRACE, EAST PERTH – 11-LEVEL MIXED-USE DEVELOPMENT CONTAINING 48 MULTIPLE DWELLINGS, ONE COMMERCIAL TENANCY AND 51 CAR PARKING BAYS

RECOMMENDATION:

(CONSIDERATION)

That the Design Advisory Committee considers the revised design of the proposed 11-level mixed-use development containing 48 multiple dwellings, one commercial tenancy and 51 car parking bays at 206 (Lot 50) Adelaide Terrace, East Perth.

BACKGROUND:

| | |
|--------------------------|---|
| SUBURB/LOCATION: | 206 Adelaide Terrace, Perth |
| FILE REFERENCE: | 2015/5334 |
| REPORTING UNIT: | Development Approvals |
| RESPONSIBLE DIRECTORATE: | Planning and Development |
| DATE: | 1 October 2015 |
| MAP / SCHEDULE: | Schedule 1 – Map and coloured perspectives for 206 Adelaide Terrace, East Perth |
| 3D MODEL PRESENTATION: | A 3D Model for this application will be available at the Committee meeting. |
| LANDOWNER: | Hospitality Pty Ltd |
| APPLICANT: | Aztec Architects Pty Ltd |
| ZONING: | (MRS Zone) Central City Area (City Planning Scheme Precinct) Adelaide (P13) (City Planning Scheme Use Area) Office/Residential |
| APPROXIMATE COST: | \$12.5 million |

SITE HISTORY:

The subject site has a total area of 905m² with a frontage of 15.13 metres to Adelaide Terrace. The site is currently occupied by a vacant two storey commercial building. The site is bordered by 10 storey mixed use development to the west, a single story commercial building to the north (rear) and a nine storey office building to the east. The subject site has a two metre wide easement along its eastern boundary which forms part of a four metre wide Right of Way with the adjoining property at 200 Adelaide Terrace.

This application was originally considered by the Design Advisory Committee (DAC) at its meeting on 17 September 2015 when it was resolved that the Committee:

- “1. *considers that the form of the building is inappropriate for this constrained site and that inadequate justification has been provided for the proposed side and rear setback variations having regard for the objectives and principles of the City’s Building Heights and Setbacks Policy;*
2. *requests that a traffic impact statement be prepared for the proposed use of the right of carriageway easement, noting that access to the car stackers directly from this shared access could cause delays to vehicle movements;*
3. *considers that access to the car parking adjacent to the right of carriageway easement needs to be reviewed in terms of pedestrian safety; and*
- 4 *raises concerns in regard to the quality of the design and materials, noting that any design review should incorporate an awning or canopy over the footpath to provide pedestrian shelter.”*

In response to the DAC’s comments, the applicant has submitted revised plans as well as an accompanying written submission addressing the relevant concerns raised above.

With respect to point 1, the applicant has retained the street building height to Adelaide Terrace on the basis that the non-compliant height and setback of level eight is required in order to provide adequate cover for outdoor living to the balconies below. The size of the south western balcony on level eight however has been reduced to lessen the extent of its non-compliance. The rear setback of the development has predominantly been retained however the size of the north facing balconies on level eight have been significantly reduced.

To address potential overlooking/privacy issues, all west facing windows to habitable areas on levels eight and nine have been modified to highlight windows. Similarly, all eastern facing windows on the eastern façade of levels eight and nine have been removed. In addition, the lower level façade has been modified to include louvres, highlight windows and relocated obscure glazing blocks to provide for an improved design response to the adjacent laneway environment.

With regards to points 2 and 3, the applicant has submitted a preliminary traffic report which concludes that based on an analysis of the existing demand and a review of the development proposal, there are no major traffic issues which could not be effectively managed to reduce the associated risk of inclusion of car parking (including car stackers) and pedestrians within the existing Right of Way (ROW). It is noted that the submitted traffic report is subject to finalisation and will provide greater detail with respect to risk mitigation and management measures.

In terms of point 4, the applicant has refined and simplified the proposed palette of materials for the development. The form of the building is largely retained however the revised design includes some minor modifications to setbacks, opening locations and reconfiguration of the ground floor commercial tenancy frontage and residential

lobby area in order to address the DAC's concerns. An awning/canopy has also been added to the residential entry and external commercial tenancy area in accordance with DAC's previous advice.

DETAILS:

The amended plans retain the composition of the development with approval being sought for the demolition of the existing commercial building on site and the construction of an 11-level mixed-use development containing 48 multiple dwellings, one commercial tenancy and 51 car parking bays. The details of the proposed development are as follows:

| | |
|---------------------------------------|---|
| Basement Floor Level | This level contains 36 car parking bays (accessed via 13 stacker bays), circulation areas and a ramp with vehicular access/egress to the ground floor Right of Way, lift and lift lobby, pumps and fire exit stairwells. |
| Ground Floor Level | This level contains 15 car parking bays (accessed via nine stacker bays) with vehicular access/egress to Adelaide Terrace via the Right of Way, 16 bicycle parking bays, nine residential stores, commercial tenancy (78m ²), separate residential and commercial entries, landscaped area, bin store, substation, fire exit stairwells, lift and lift lobby. |
| First Floor Level | This level contains two 2-bedroom/2-bathroom apartments (64m ² and 68m ²) with balconies (10m ² and 42m ²), gymnasium, change and toilet facilities, five residential stores, passageway, air conditioning plant room, fire exit stairwell, lift and lift lobby. |
| Second to Seventh Floor Levels | These levels each contain five 2-bedroom/2-bathroom apartments (63m ² to 68m ²) with balconies (10m ² to 11m ²), two 1-bedroom/1-bathroom apartments (40m ²) with balconies (10m ² to 13m ²), five residential stores, passageway, fire exit stairwell, lift and lift lobby. |
| Eighth and Ninth Floor Levels | These levels comprise of four two-level 3-bedroom/3-bathroom apartments (163m ² to 175m ²) with two balconies each (8.5m ² to 58m ²), four residential stores, passageway, air conditioning plant room, fire exit stairwell, lift over run, lift and lift lobby. |

The development is proposed to be constructed and finished using a mix of rendered and textured concrete, colorbond cladding and glazing.

COMPLIANCE WITH PLANNING SCHEME:

Land Use

The subject site is located within the Office/Residential use area of the Adelaide Precinct (P13) under City Planning Scheme No. 2 (CPS2). The Precinct will be developed as a residential quarter accommodating a wide range of residential and visitor accommodation and employment opportunities serviced by activities which

support these uses. The Precinct will also accommodate offices, functioning as secondary, less intensive, general office district and will contain a mixture of general commercial activities of a kind that will contribute to residential amenity.

Within the Office/Residential use area of the Precinct, multiple dwellings ('Residential') is a preferred ('P') use, except at pedestrian level where it is prohibited ('X') unless it provides pedestrian interest and activity as is proposed via the ground floor commercial tenancy. The applicant has indicated that a tenant for the ground floor commercial tenancy has not been confirmed at this stage. Therefore the applicant is seeking a flexible approval to cater for alternative 'Business Services', 'Office', 'Dining', and 'Retail (General)' uses within the tenancy. Within the Precinct, 'Office', 'Dining' and 'Business Services' are preferred ('P') uses and 'Retail (General)' is contemplated ('C'). It is considered that the proposed uses are consistent with the intent of the Precinct and will be compatible with the surrounding land uses.

Development Requirements

The Precinct will develop at an intensity markedly lower than the city centre. It will generally be characterised by medium scale buildings. Buildings will have a nil street setback and be of a low scale along the street frontage to provide a consistent and continuous urban edge. Additional building height will be set back from all lot boundaries. Buildings should be designed to a high standard and evoke a sense of prestige. The proposal's compliance with the CPS2 development requirements is summarised below:

| Development Standard | Proposed | Required |
|--|--|---|
| Maximum Plot Ratio: | 3.8:1 (3,439m ²) | 4.0:1 (3,620m ²) |
| Maximum Street Building Height: | 24.5 metres | 21 metres |
| Maximum Building Height: | 29 metres | No prescribed limit |
| Setbacks: | | |
| <u>Front (Adelaide Terrace)</u> | | |
| - Lower Building Levels | Nil up to 24.5 metres | Nil up to 21 metres |
| - Upper Building Levels | 3.7 metres setback up to a height of 29 metres | 5 metres setback up to a height of 65 metres |
| <u>Rear (north)</u> | | |
| - Lower Building Levels | Nil (ground floor parking podium); Nil (first level balcony) to 4 metres (openings/balconies) | Nil (no openings/balconies) 4 metres (with openings/balconies) |

| Development Standard | Proposed | Required |
|--|--|--|
| - Upper Building Levels (up to 65 metres in height) <u>Side (west)</u> | 3 metres (eighth floor balconies) to 4 metres (main building) | 3 metres (no openings/balconies) 4 metres (with openings/balconies) |
| - Lower Building Levels | Nil (no openings) to 3 metres (with openings) up to 25.5 metres | Nil (no openings/balconies) 4 metres (with openings/balconies) |
| - Upper Building Levels (up to 65 metres in height) <u>Side (east)</u> | 2 metres (no openings) to 3 metres (with openings) | 3 metres (no openings/balconies) 4 metres (with openings/balconies) |
| - Lower Building Levels | Nil to 4 metres (no openings); 2 metres (with openings) up to 25.5 metres | Nil (no openings/balconies) 4 metres (with openings/balconies) |
| - Upper Building Levels (up to 65 metres in height) | 2 metres (with openings) to 3 metres (no openings) | 3 metres (no openings/balconies) 4 metres (with openings/balconies) |
| Car Parking: | | |
| Residential | 51 bays | 48 bays (minimum) 96 bays (maximum) |
| Commercial | Nil | 9 bays (maximum) |
| Bicycle Parking: | | |
| Bicycle Bays | 16 bays | 16 bays (minimum) |

Conclusion

The Design Advisory Committee is requested to comment on the aspects of the development detailed in the recommendation section of this report.

A verbal presentation will be given to the Committee with regard to this application.



2015/5334; 206 ADELAIDE TERRACE, EAST PERTH



2015/5334; 206 ADELAIDE TERRACE, EAST PERTH (PERSPECTIVES)



2015/5334; 206 ADELAIDE TERRACE, EAST PERTH (PERSPECTIVES)

ITEM NO: 2

201 (LOTS 2885) MOUNTS BAY ROAD, CRAWLEY – PROPOSED FIVE LEVEL RESIDENTIAL DEVELOPMENT CONTAINING 33 MULTIPLE DWELLINGS AND 39 CAR PARKING BAYS

RECOMMENDATION:

(CONSIDERATION)

That the Design Advisory Committee considers the design for the proposed five level residential development containing 33 multiple dwellings and 39 car parking bays at 201 (Lot 2885) Mounts Bay Road, Crawley and provides advice on the general design and aesthetic quality of the development considering the prominent location.

BACKGROUND:

| | |
|--------------------------|---|
| SUBURB/LOCATION: | 201 Mounts Bay Road, Crawley |
| FILE REFERENCE: | 2015/5357 |
| REPORTING UNIT: | Development Approvals |
| RESPONSIBLE DIRECTORATE: | Planning and Development |
| DATE: | 25 September 2015 |
| MAP / SCHEDULE: | Schedule 2 – Map and coloured perspectives for 201 Mounts Bay Road, Crawley |
| 3D MODEL PRESENTATION: | A 3D Model for this application will be available at the Committee meeting. |
| LANDOWNER: | The University of Western Australia |
| APPLICANT: | The University of Western Australia |
| ZONING: | (MRS Zone) Public Purposes (University) (City Planning Scheme Precinct) Matilda Bay Precinct 9 |
| APPROXIMATE COST: | \$17.25 million |

SITE HISTORY:

The subject site is located on one lot approximately 6,894m² in total size, at the corner of Hackett Drive and Mounts Bay Road, Crawley, adjacent to the University of Western Australia (UWA). The site is currently being used for parking (carpark 23) which has 270 car parking bays which operates on a paid metred system from 9am to 5pm Monday through Friday and is free for use to the general public outside these hours. This carpark is utilised for parking by the Perth Dinghy Club, Cygnet Hall Boatshed and the UWA Boatclub on the weekends and early mornings.

DETAILS:

The Forrest Research Foundation at The University of Western Australia was established in 2014 following the donation of \$65 million, over 10 years, by Andrew and Nicola Forrest, through the Minderoo Foundation Trust. Their donation is to assist Western Australia in becoming a world-class centre of research and innovation through attracting the next generation of outstanding intellects to this State, to pursue either doctoral studies or a postdoctoral fellowship. Funds have also been provided to build the proposed development named 'Forrest Hall', which will be used to house said students.

The application proposes to retain 115 car parking bays on the site for use by the University and the Perth Dinghy Club, Cygnet Hall Boatshed and the UWA Boatclub on the weekends. The application proposes the construction of a five level residential building containing 33 multiple dwellings comprised of on the nine two bedroom apartments and 24 one bedroom apartments and 39 car parking bays. The development will provide common facilities on the ground floor including a covered terrace and garden, lobby and student lounge, multi-purpose room and kitchen, Master and Master's Assistant offices and a library and resource room.

Bicycle parking for 15 bays have been located in the undercroft car park with an additional five visitor bicycle parking bays being located in close proximity to the front entrance.

The proposal will be a prominent development however the proposal will maintain views of Winthrop Tower from both Mounts Bay Road and the Swan River. The proposed development also respects the existing views towards the river from the adjacent University colleges along Mounts Bay Road.

The proposal will be constructed from sandstone in keeping with the traditional use of sandstone for University building on the campus. To the northwest the apartments are screened from the traffic on Mounts Bay Road through the use of permeable masonry and green walls. The landscaping will utilise a combination of exposed aggregate paving, granite benches, decorative gravels and native ornamental trees. The building materials meet the material palette in accordance with the Campus Plan 2010 prepared by UWA.

No further access points are proposed to Hackett Drive or Mounts Bay Road with the development utilising the existing crossover servicing the car parking area from Hackett Drive.

Currently, users of the Perth Dinghy Club, Cygnet Hall Boatshed and the UWA Boatclub access the Department of Parks and Wildlife (DPaW) reserve whereon their facilities are located through the University carpark. The applicant has advised that there is no current plan to alter this situation and boat shed users can continue to access the reserve and enjoy parking at the University, albeit with a reduced car park area due to the construction of Forrest Hall in the northeast corner of the car park.

The transport assessment submitted as part of the application state that Access to the Department of Parks and Wildlife Reserve will remain unchanged via the existing

access at Hackett Drive. The access is currently adequate to accommodate the standard vehicles with trailers with an adequate turning circle compliant with the Australian Standards.

COMPLIANCE WITH PLANNING SCHEME:

The proposed development is located within a Metropolitan Region Scheme Reserve for Public Purposes (University) and as such is not zoned under the City Planning Scheme No. 2 and therefore the scheme provisions are not relevant to the site. It is however desirable to consider the Scheme Statement of Intent for the precinct and also the relevant policies guiding design, parking and residential development. The City is to provide comment to the Western Australian Planning Commission (WAPC) who will ultimately determine the proposal.

Land Use

The use of the site for accommodation is consistent with the purpose for which the land is reserved ('University') under the MRS, furthermore, the intent of the Matilda Bay Precinct (P9) is for the land to accommodate a variety of uses located within defined areas including associated university housing.

Further documentation on a state strategic level including Directions 2031 also identifies the area as being a 'specialised activity centre' where further concentrations of dwellings are supported.

Development Requirements

As previously mentioned the requirements of the City Planning Scheme No. 2 are not applicable to the application, however due regard to fundamental planning and design principles should be applied when forwarding on a recommendation to the WAPC.

The building is of an appropriate height and scale and is considered to be respectful of views to the river. The accommodation is self-contained with appropriate kitchen, bathroom and study facilities. The accommodation provides limited balcony space for the individual units, however, a large common on the ground floor and common outdoor terrace are provided.

The UWA has high demand for student accommodation and the State Government has identified this locality as being suitable for providing significant increases in new dwellings. The proposed development goes some way to address these accommodation needs while maintaining the landscaped character of this prominent site.

Conclusion

The Design Advisory Committee is requested to comment on the general design and aesthetic quality of the development considering the prominent location.

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



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



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2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)

