



Perth Local Development Assessment Panel Agenda

Meeting Date and Time: Monday, 23 January 2023; 9:30am
Meeting Number: PLDAP/122
Meeting Venue: Electronic Means

To connect to the meeting via your computer -

<https://us06web.zoom.us/j/89475662424>

To connect to the meeting via teleconference dial the following phone number -
+61 8 6119 3900

Insert Meeting ID followed by the hash (#) key when prompted - **894 7566 2424**

This DAP meeting will be conducted by electronic means (Zoom) open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Mr Jarrod Ross (A/Presiding Member)
Mr Paul Kotsoglo (A/Deputy Presiding Member)
Ms Diana Goldswain (Third Specialist Member)
Cr Catherine Lezer (Local Government Member, City of Perth)
Cr Liam Gobbert (Local Government Member, City of Perth)

Officers in attendance

Ms Julia Kingsbury (City of Perth)
Mr Ben Hesketh (Western Australian Planning Commission)
Mr Pasutasoll Seangsong (Western Australian Planning Commission)

Minute Secretary

Mr Stephen Haimes (DAP Secretariat)

Applicants and Submitters

Mr Daniel Lees (Element Advisory Pty Ltd)
Mr David Ockenden (GDI)
Ms Hazel Porter (Woods Bagot)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

The A/Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

This meeting is being conducted by electronic means (Zoom) open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Mr Ray Haeren (Presiding Member)
Cr Viktor Ko (Local Government Member, City of Perth)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).



5. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil.

7. Deputations and Presentations

- 7.1** Mr Daniel Lees (element) presenting in support of the recommendation for the application at Item 8.1. The presentation will address the appropriateness of the proposal and its reasons for approval.
- 7.2** Mr David Ockenden (GDI) presenting in support of the recommendation for the application at Item 8.1. The presentation will address the appropriateness of the proposal and its reasons for approval.
- 7.3** Ms Hazel Porter (Woods Bagot) presenting in support of the recommendation for the application at Item 8.1. The presentation will address key Design principles and tower form and floor plate principles.

The City of Perth and Western Australian Planning Commission may be provided with the opportunity to respond to questions of the panel, as invited by the A/Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1a Lot 5 (No. 197) St Georges Terrace, Perth

Development Description:	Proposed 21 Level Office Development
Applicant:	Element Advisory Pty Ltd
Owner:	The Trust Company Limited ATF GDI No35 Perth Prime CBD Office Trust
Responsible Authority:	City of Perth
DAP File No:	DAP/22/02322

8.1b Lot 5 (No. 197) St Georges Terrace, Perth

Development Description:	Proposed 21 Level Office Development
Applicant:	Element Advisory Pty Ltd
Owner:	The Trust Company Limited ATF GDI No35 Perth Prime CBD Office Trust
Responsible Authority:	Western Australian Planning Commission
DAP File No:	DAP/22/02322

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil.

10. State Administrative Tribunal Applications and Supreme Court Appeals

Nil.



11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the A/Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Dan Lees
Company (if applicable)	element
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements:

Meeting Details

DAP Name	Perth LDAP
Meeting Date	23 January 2023
DAP Application Number	DAP/22/02322
Property Location	No. 197 St Georges Terrace, Perth
Agenda Item Number	8.1a and 8.1b

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach

Presentation Content*



These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	<i>The presentation will address:</i> The appropriateness of the proposal and its reasons for approval.
--	--

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

- The proposal represents the logical redevelopment of this key entry point to the city centre, involving the adaptive re-use and incorporation of the existing building at 1 Mill Street, as the podium base of the proposed new office tower.
- The proposed office land use represents a logical extension of existing development in the surrounding area, contributing to the provision of high quality, centrally located office space in close proximity to the extensive range of amenities available within the Perth city centre.
- The proposed development will rejuvenate and reposition the Mill Green site as a unified precinct that builds upon the recognised value of the existing commercial assets, for the benefit of future generations.
- This proposal delivers a contemporary office building, within an existing constrained site, and is a model for future city centre development, being the adaptive re-use of an existing building, whilst delivering a contemporary office tower project. This represents the insertion of a new building within an under-utilised part of an existing, highly developed site.
- This proposal is consistent with the City of Perth's draft City Planning Strategy (2019), being the insertion of an office building, on a currently under-utilised site within the central core, that will upgrade the pedestrian experience and ground plane conditions. This proposal responds strongly to the City's following strategies:
- The proposal warrants approval, consistent with the positive reports of the City of Perth and the WAPC, and the recommended conditions of approval.



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Presenter Details

Name	David Ockenden
Company (if applicable)	GDI
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements:

Meeting Details

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Brief sentence summary for inclusion on the Agenda	<i>The presentation will address:</i> The proponet's vision for the project.
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In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

- GDI's ambition for this project is to revitalise a landmark Perth CBD asset.
- The ability of the project to contribute to the amenity and strength of the CBD west end as the premier location for A-Grade office buildings.
- The proposal will rejuvenate the Mill Green site as unified precinct for the benefit of future generations.
- This proposal being a model for future city centre development, involving the adaptive re-use and incorporation of the existing building at 1 Mill Street, as the podium base of the proposed new office tower.



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Presenter Details

Name	Hazel Porter
Company (if applicable)	Woods Bagot
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements:

Meeting Details

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Brief sentence summary for inclusion on the Agenda	<i>The presentation will address:</i> <ul style="list-style-type: none">- Key Design principles- Tower form and floor plate principles
--	---

In accordance with Clause 3.5.2 of the [DAP Standing Orders](#), your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

1 Mill Street is a CBD gateway site offering a unique opportunity to reuse the existing 5 level office building on the site. The approach is to adapt this mid-1980's concrete building into a sustainable and innovative new office building. A new timber and steel structured office tower will sit above the existing building. The existing building facade will be repurposed to celebrate the integrated design approach to 1 Mill Street as a whole.

The redevelopment is a key design driver. Retaining and adapting the existing building provides the project with the opportunity to set a new benchmark for the City of Perth. The project seeks to express an innovative and sustainable design solution, with a newly orchestrated podium consisting of new and re-purposed elements; timber floor slabs; a lightweight bracing structure and high-performance facades. The celebration of 1 Mill Street as part of the city skyline has informed and inspired the new form and the new façades of the building. The abstracted image of the tower is part of the vertical city reflected on the water of the Swan River. This conceptual approach informs a building narrative where 'foreground, mid-ground, and background' set the rules for organising the building as a cohesive whole.

1 Mill Street, Redevelopment Adaptive Reuse

DAP Presentation

23rd January 2023





The Proposal

01 Design Approach

Key Design Drivers

The **Sustainability Agenda** is to be reflected in the design of this new **Adaptive Reuse** for 1 Mill Street. The design response is a highly considered, crafted and contextual response to the site on Mill Street, within the City of Perth.

- **Adaptive Reuse**
- **Connection to Context**
- **Carbon Neutral**
- **Hybrid Lightweight Structure**
- **Sustainability Agenda**
- **Environmental Innovation**
- **Design Hierarchy**
 - Minimise the use of New Concrete
 - Advanced Glazing Types
 - Energy Efficient Mech & Energy Generation systems
 - Passive Solar Mitigation
 - Highly Insulated
 - PV Cells

A concept inspired by context



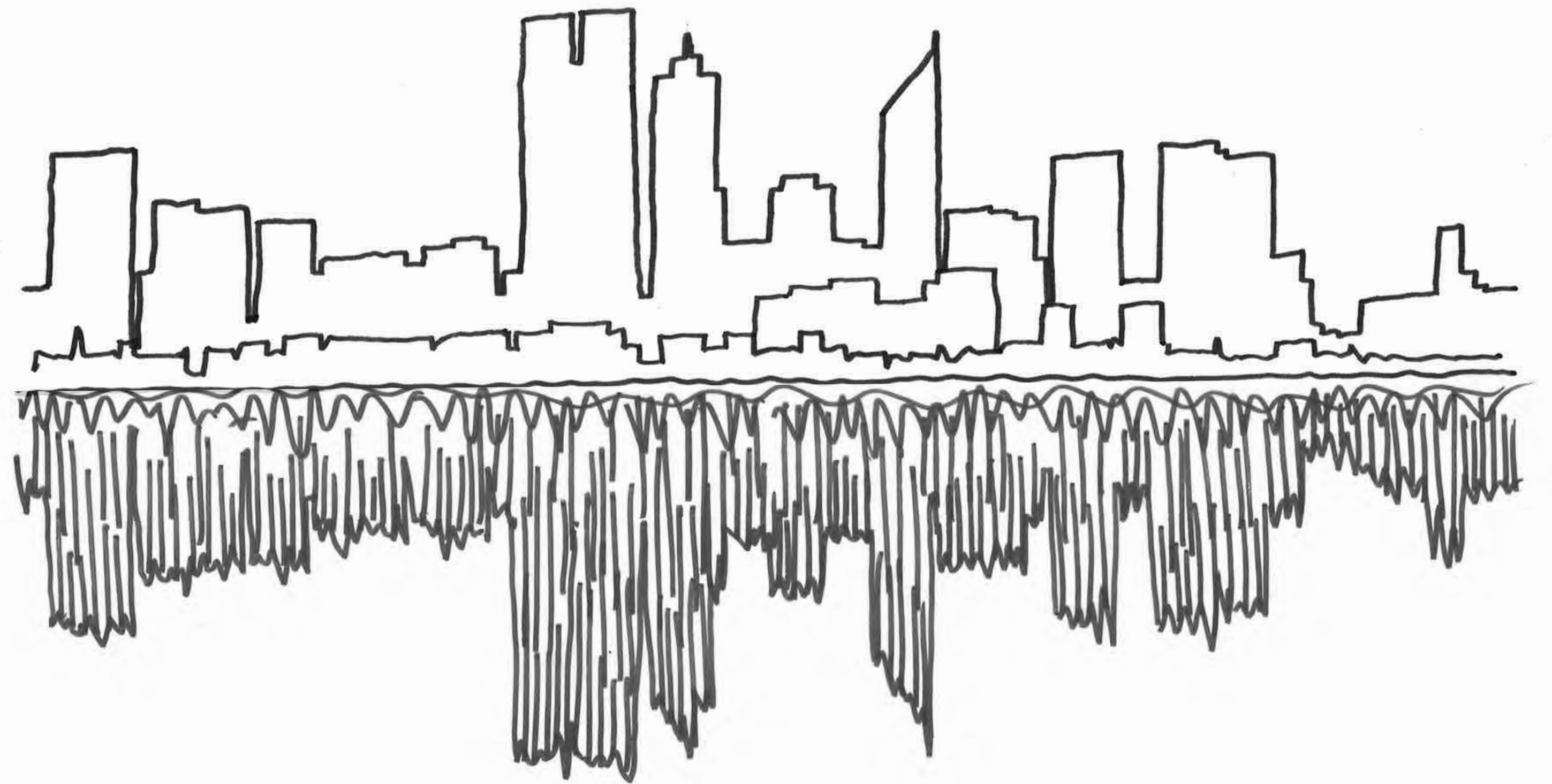
A view of the city from across the Swan River with recognisable silhouettes and varying scales, differing materials, textures and light reflections.

Design Narrative

Groundplane, Podium, Tower

The city reflected diagram provides inspiration to split the form of the tower in the city skyline from the podium in the groundplane.

The textures and refractions of the vertical city provide inspiration to articulate the facades of both the tower and the podium.



City Skyline: Foreground, Mid-Ground and Background

Design Strategy

‘Foreground’ - at close range

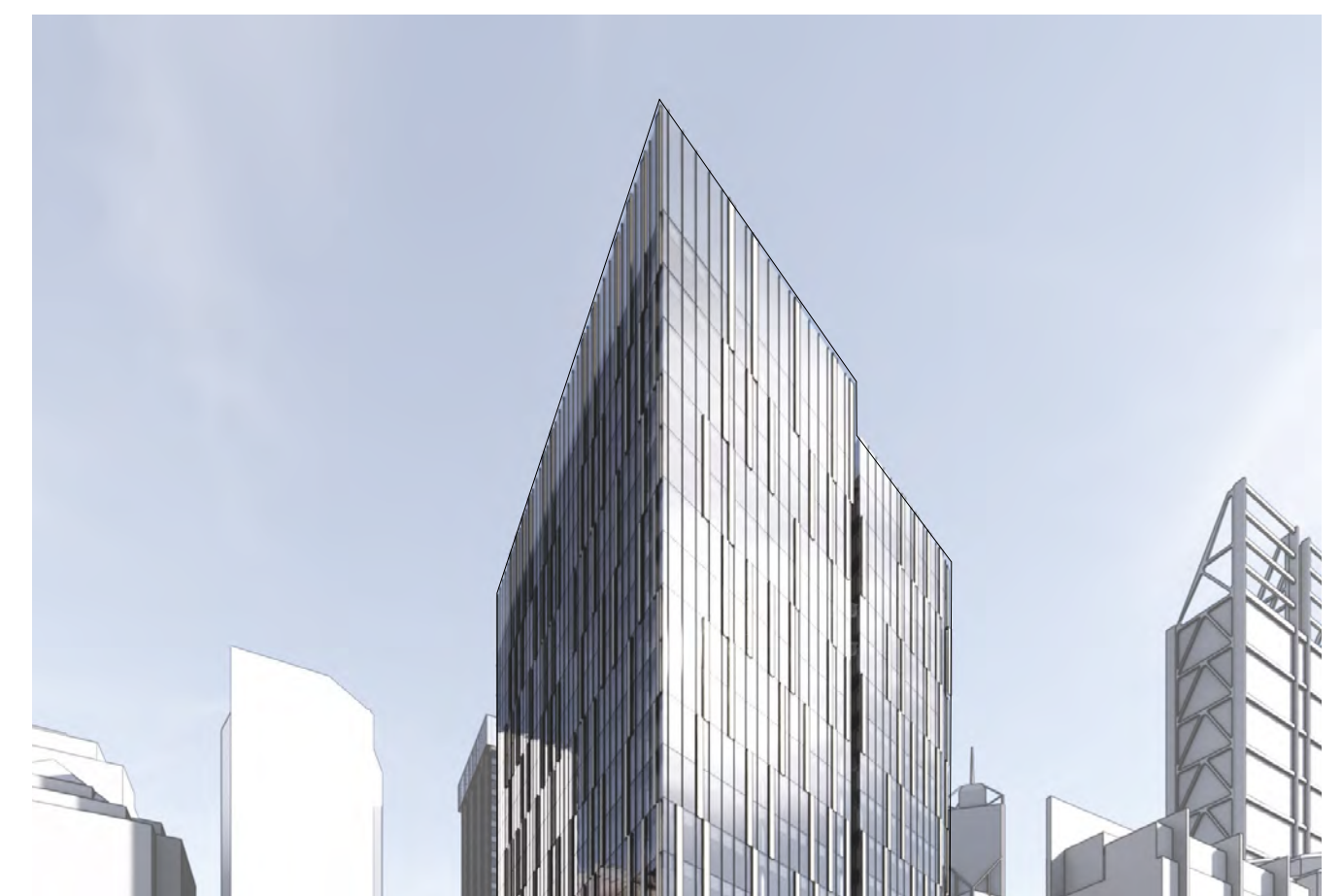
The foreground is expressly dealing with the groundplane and the human scale of how the existing building is adapted to create new points of entry and activated connections to the street and the plaza.

‘Mid-ground’ - connecting and establishing the horizon

The mid-ground helps us to understand the existing building above street level as a new podium base for the tower above.

‘Background’ - contextual response

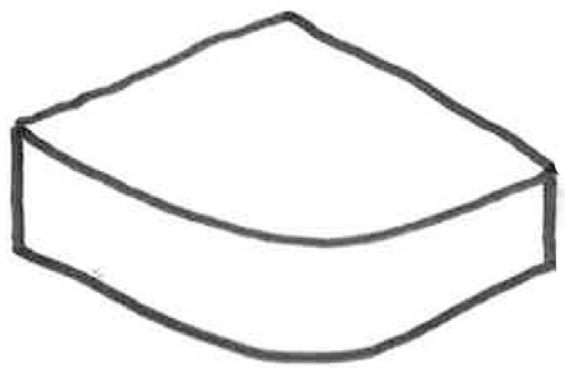
The tower in the city skyline is an important part of the long-distance view and ‘look-up’ moment when walking through the city. The tower is always seen in context to the backdrop of surrounding towers.



02

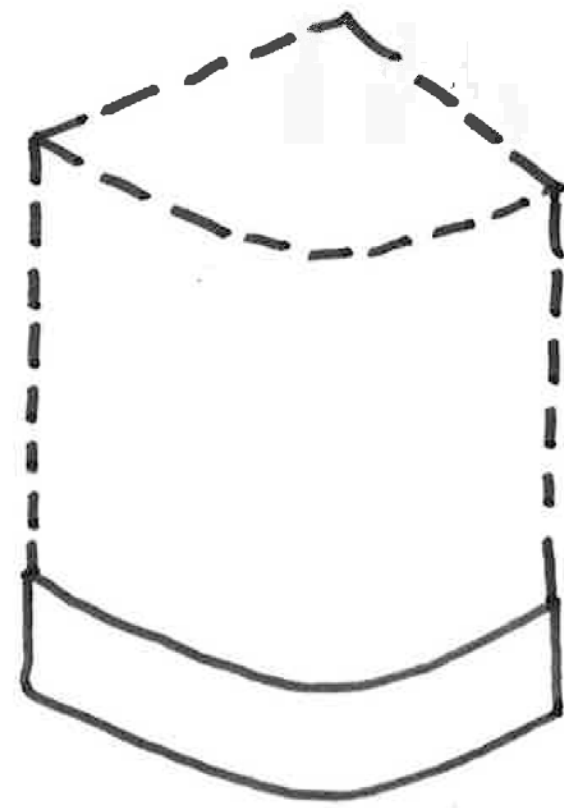
Form & Articulation

Adpating the Existing to the New Approach



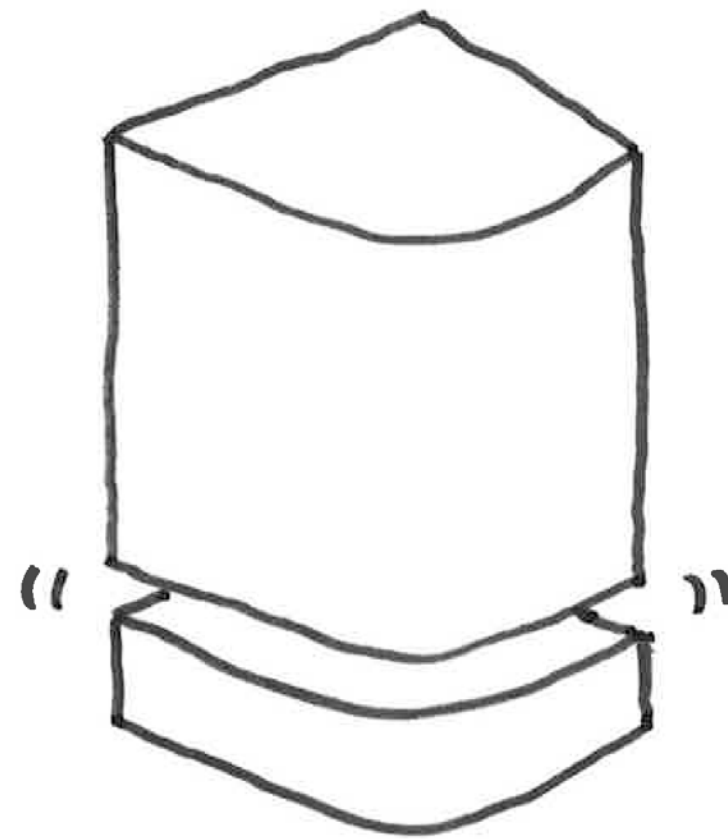
1 Mill Street - Existing

- transformed into a new streetscape and podium



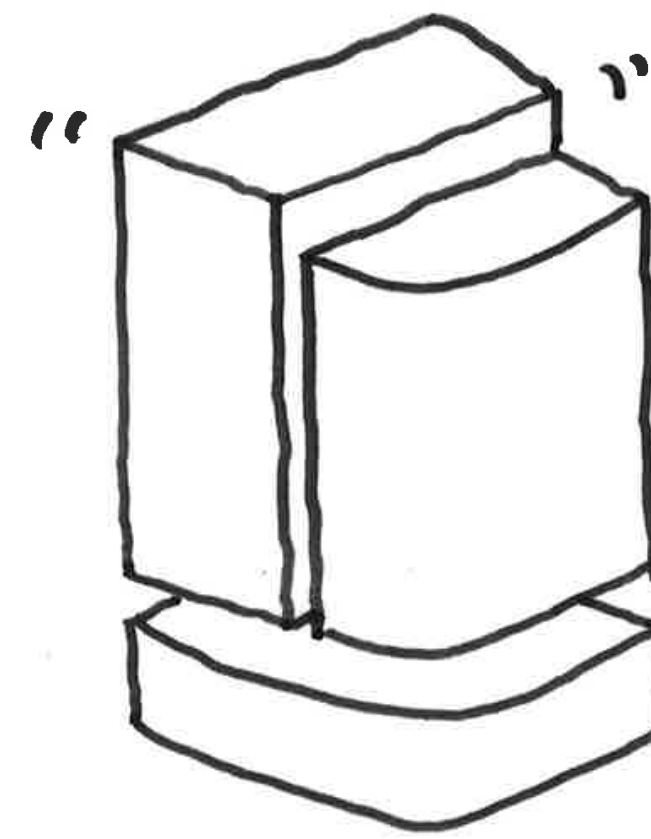
Additional Floors

- lightweight and structurally expressive



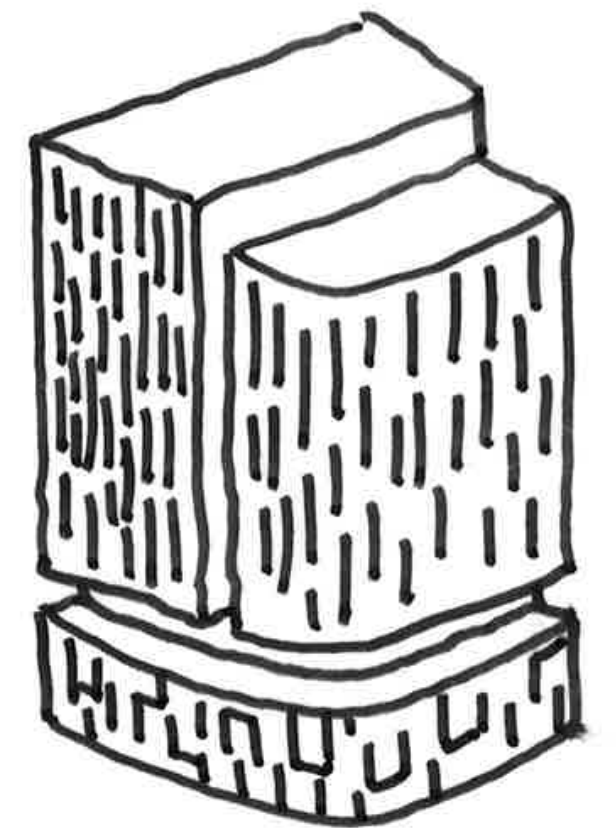
Form Separation

- distinguish podium from tower - external terrace



Tower Split

- emphasise and articulate the vertical



Vertical Articulation

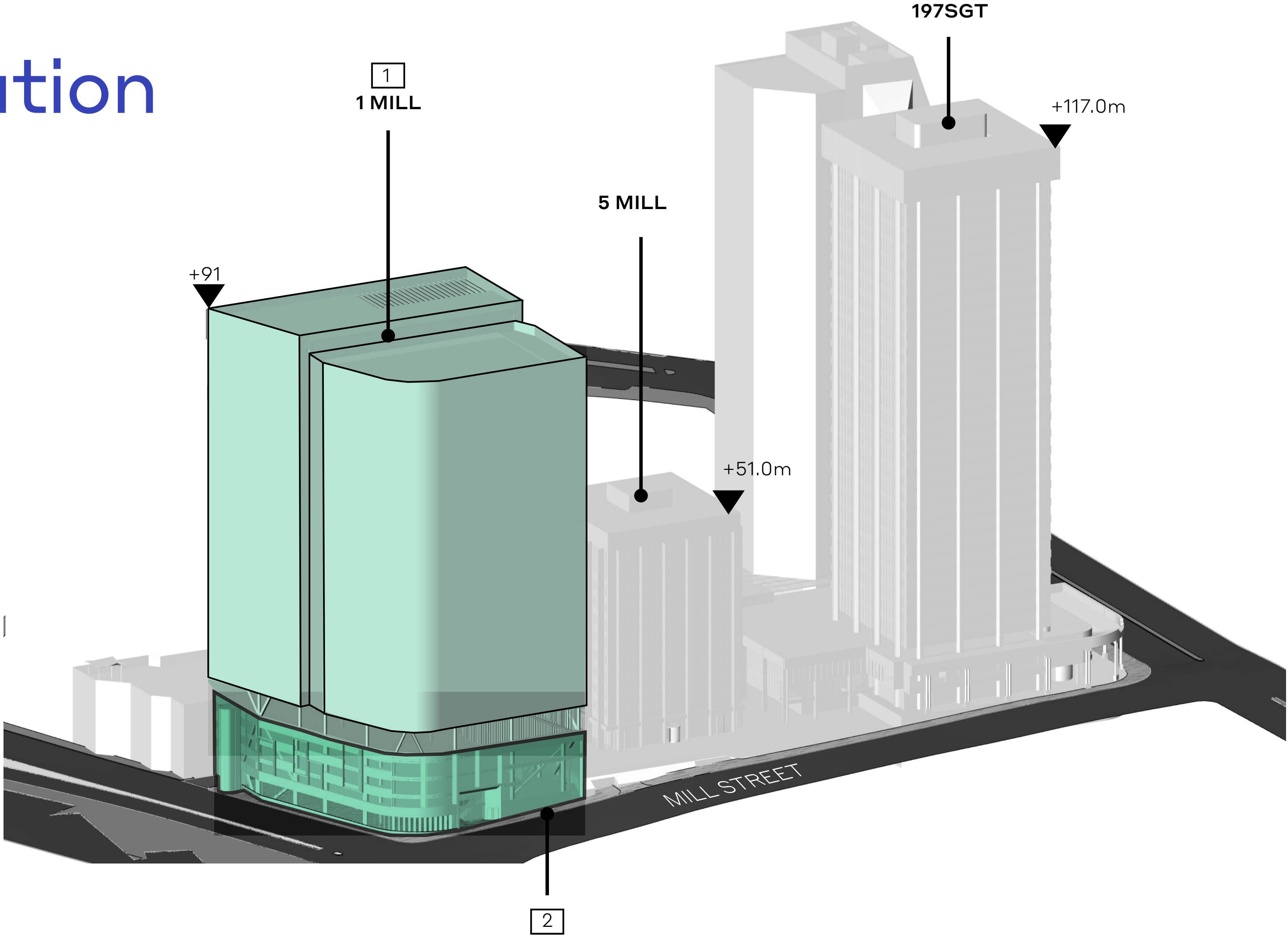
- authenticity in textures & materiality

Form & Articulation

Extent of Proposed Works

- 1. New commercial Tower at 1 Mill Street
- 2. Vehicle crossover removed

-  New Proposal Tower Form
-  Existing 1 Mill Adaptive Reuse Podium Building

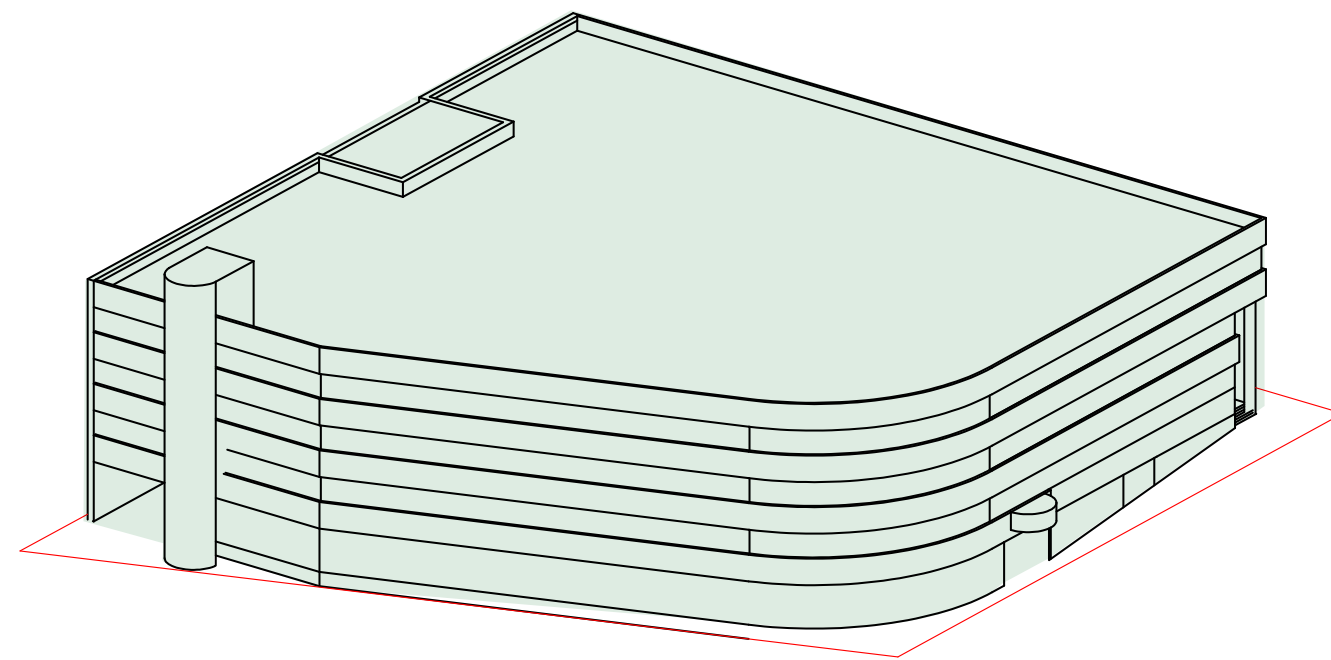




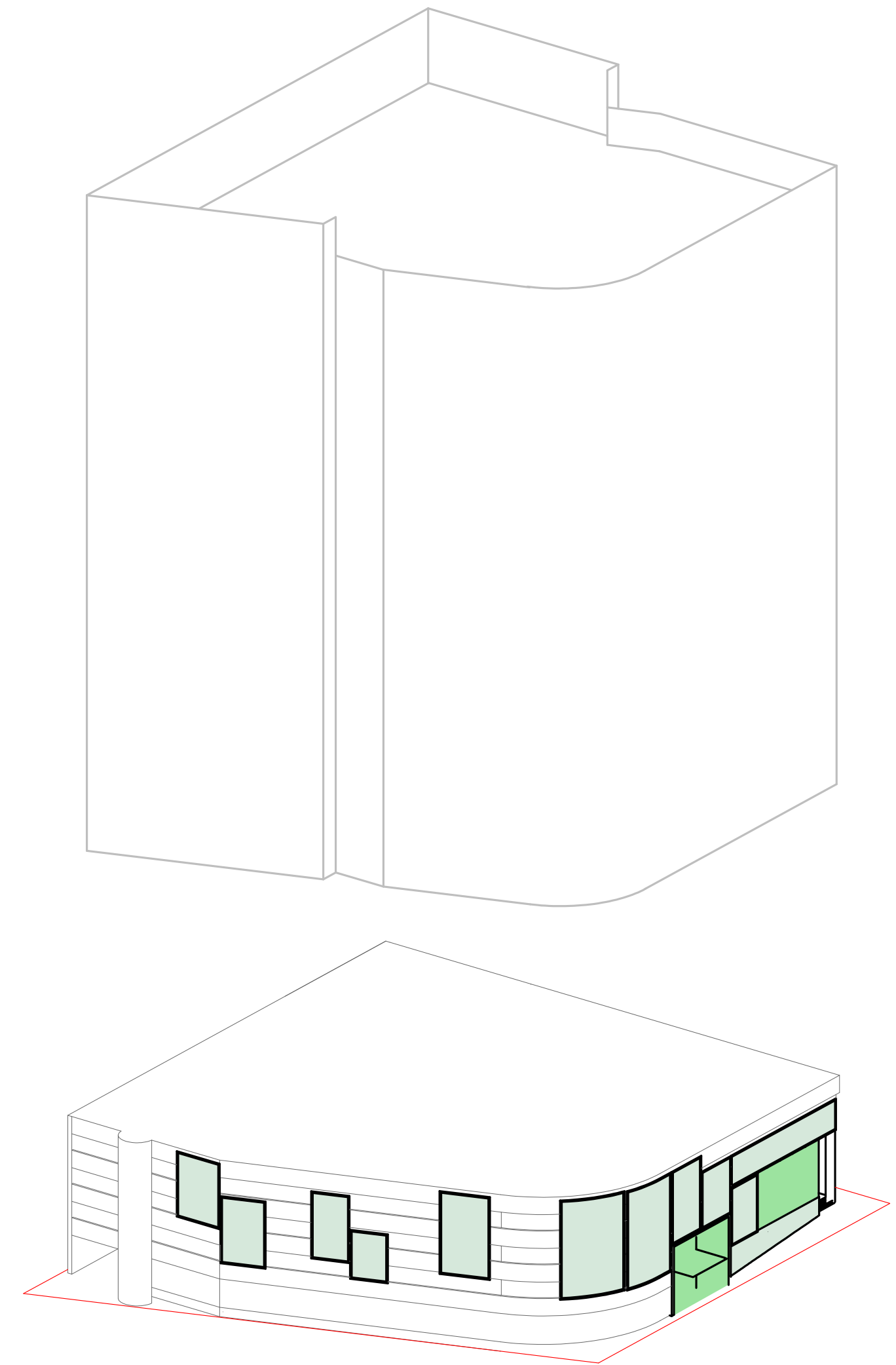
03 Podium & Groundplane

Groundplane & Podium

The ability to transform the existing building into an integral part of the new building is driven largely from a desire to minimise the extent of demolition to reduce unnecessary construction waste and avoid adding embodied energy into the development.



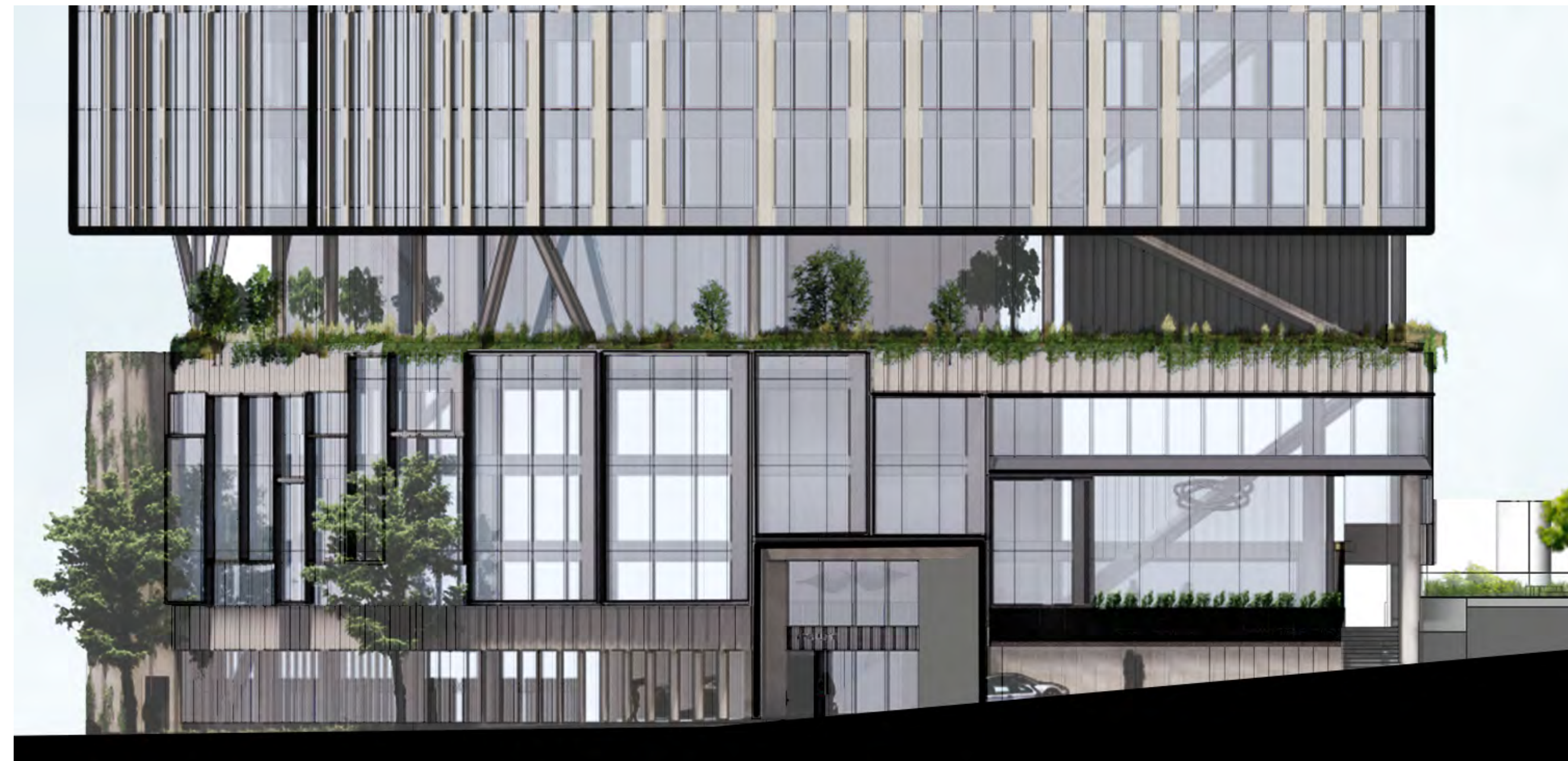
Existing Building



Podium of New Tower

Podium & Groundplane

The design transforms the existing building into the podium for the new tower. Each of the existing pre-cast concrete panels has been considered for retention or removal, and has been woven into the overall composition strategy. The new, larger scaled apertures are located where entrances occur, with the Mill Street and Mounts Bay Road corner making a distinct impact to transform the street interfaces and address at pedestrian scale.



Streetscape - Mill Street



Streetscape - Mill Street



Streetscape - Mounts Bay Road



Materials



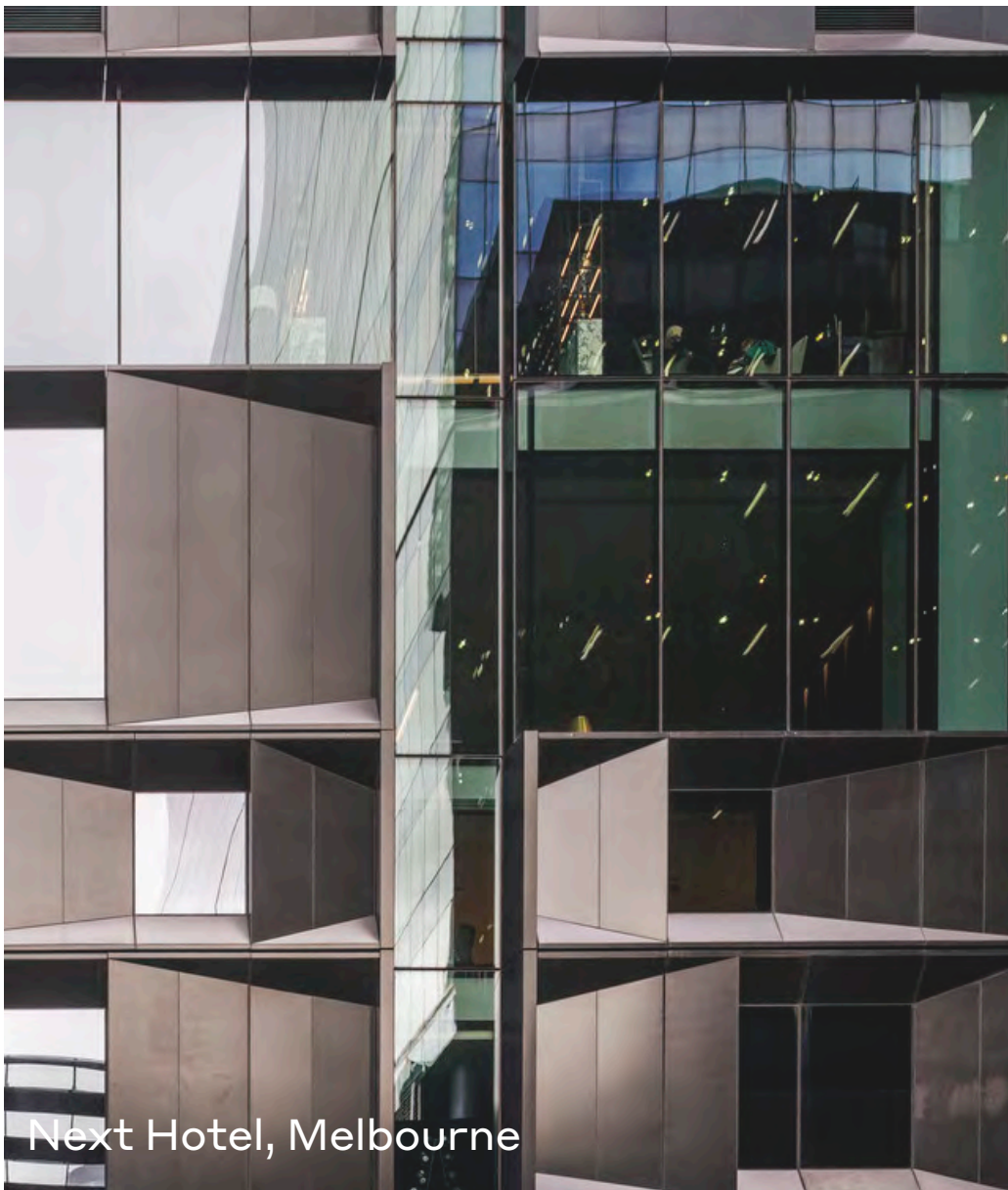
Gateway Circular Quay, Sydney

Metal Framed Window Suites



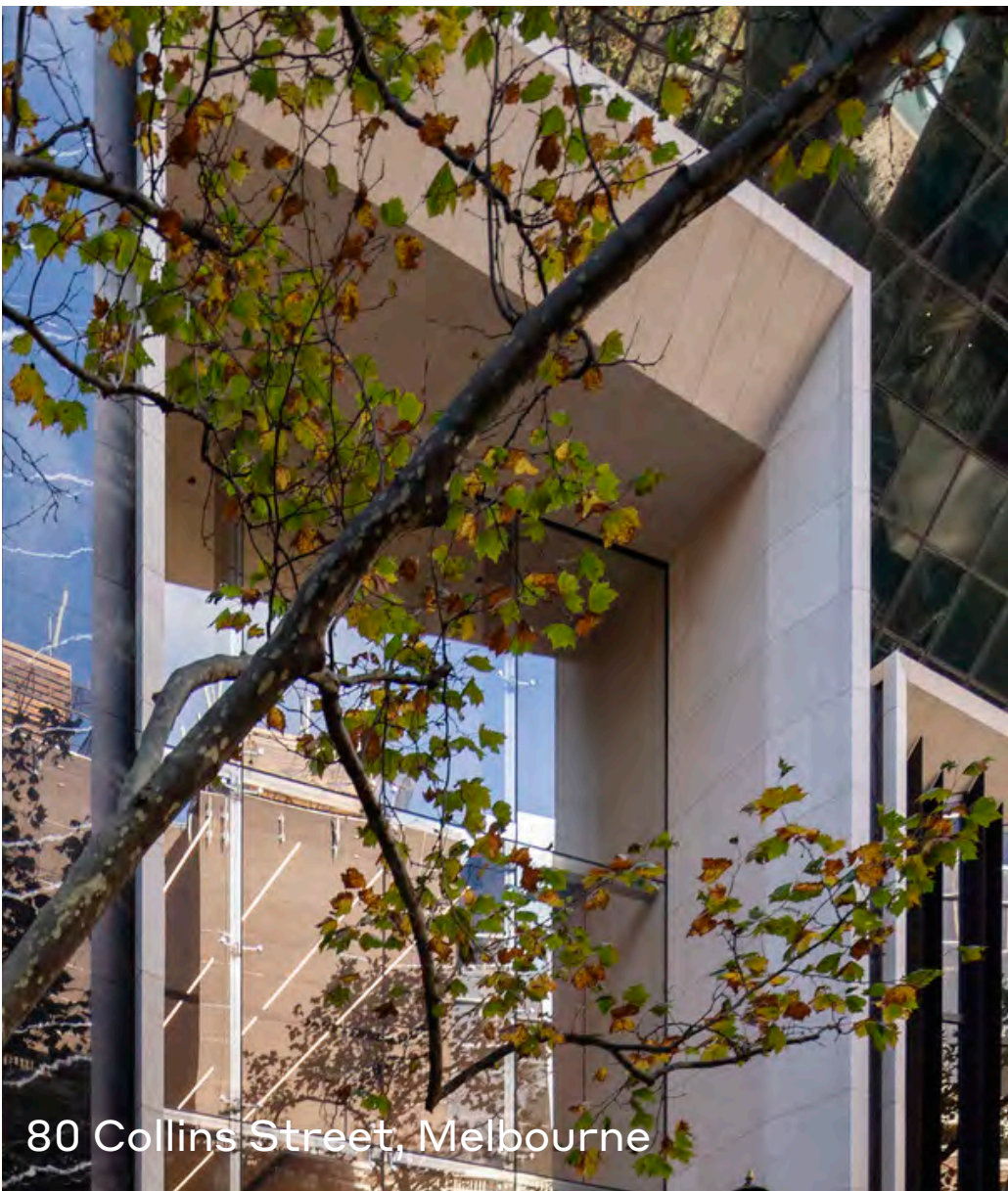
80 Collins Street, Melbourne

Tower Structural Bracing



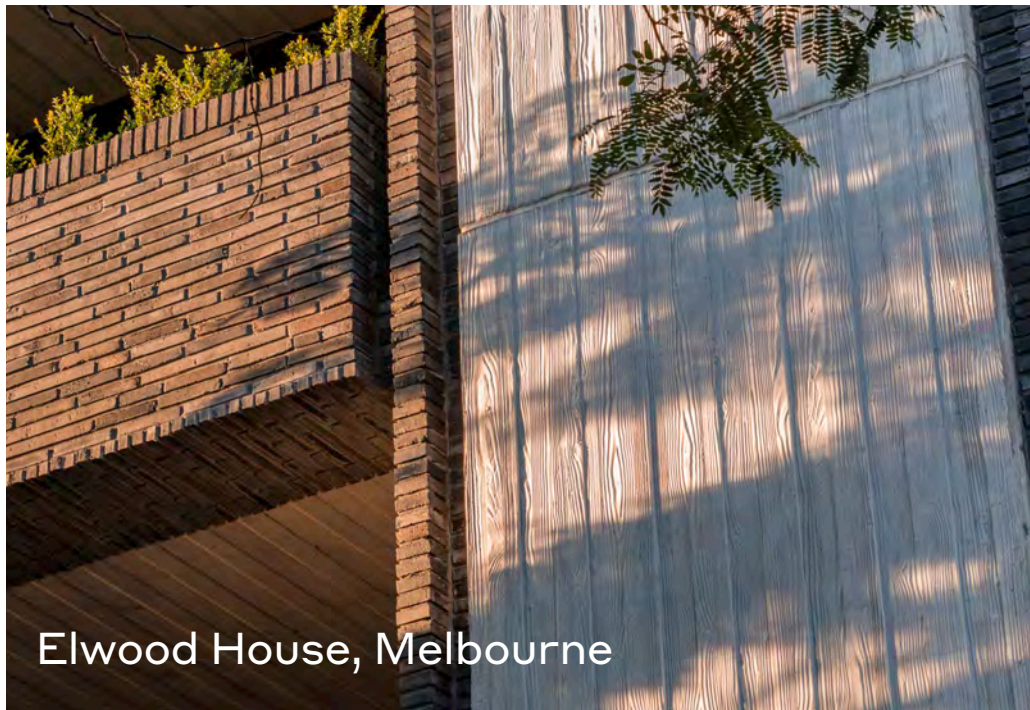
Next Hotel, Melbourne

Black Metal Cladding



80 Collins Street, Melbourne

Detailed Stonework



Elwood House, Melbourne

Rippled Concrete



356 Collins, Melbourne

Interior Timbers



Gateway Circular Quay, Sydney

Dark Metal Framing



Deakin Law Building, Melbourne

Fluted GRC Panels

04 Tower in Context

WOODS BAGOT



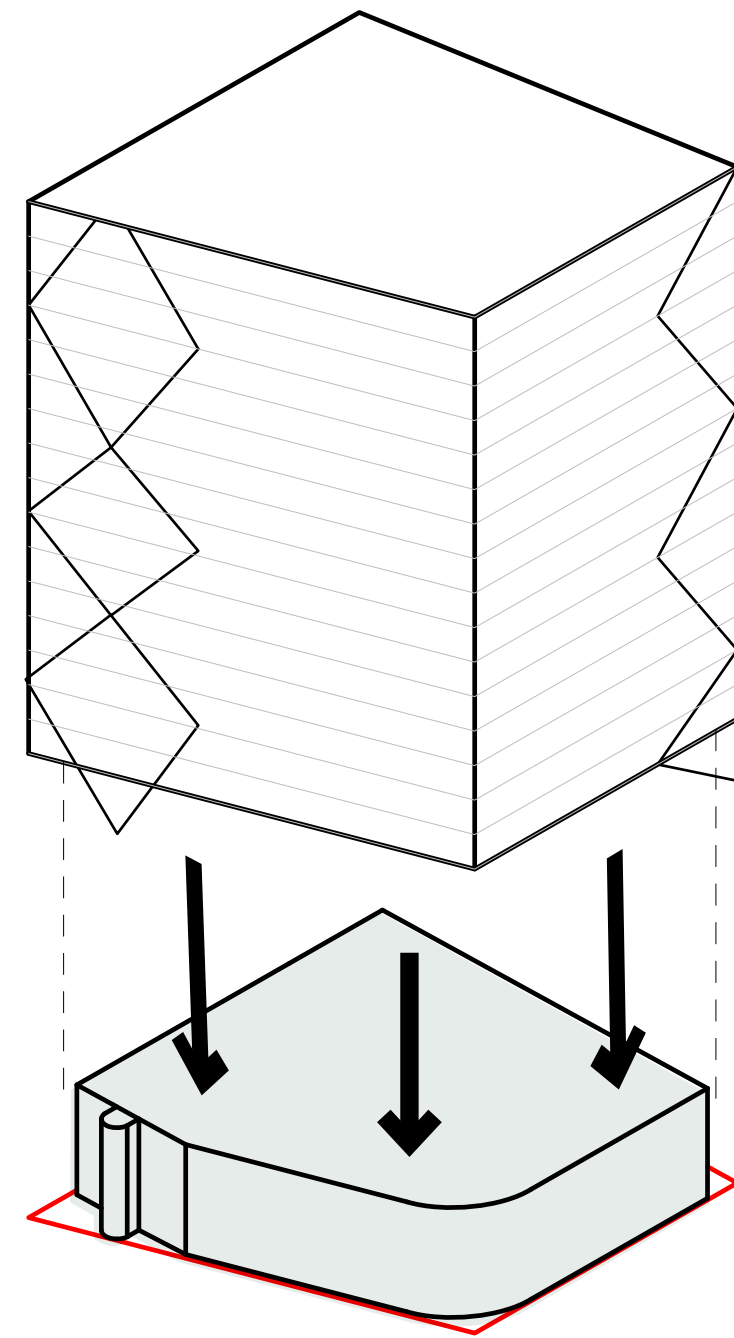
A Balance of Existing & New



The Tower component of the proposal draws inspiration from the vertical city reflected on the surface of the Swan River. The vertical, solid spandrels dance across the facades in a deliberately playful pattern with an inherent strategy for more or less shading requirements.

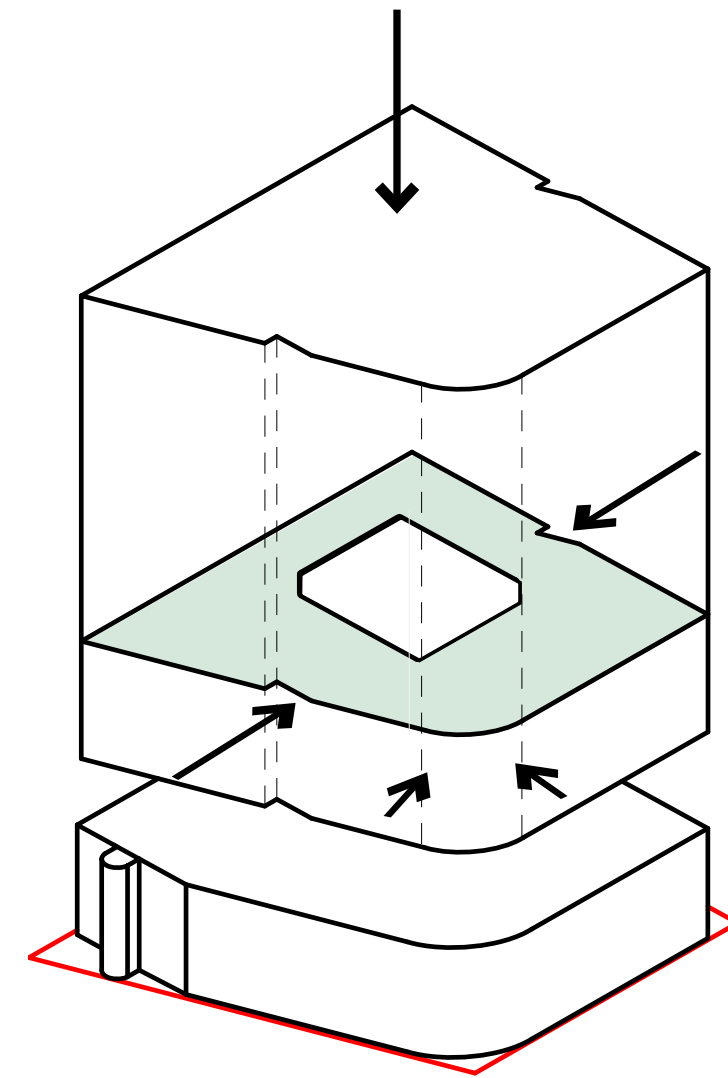
The tower form is split vertically with a recessed reveal to emphasise two forms; with one form taller than the other, presenting a pair of slim towers to the City's edge with the Swan River.





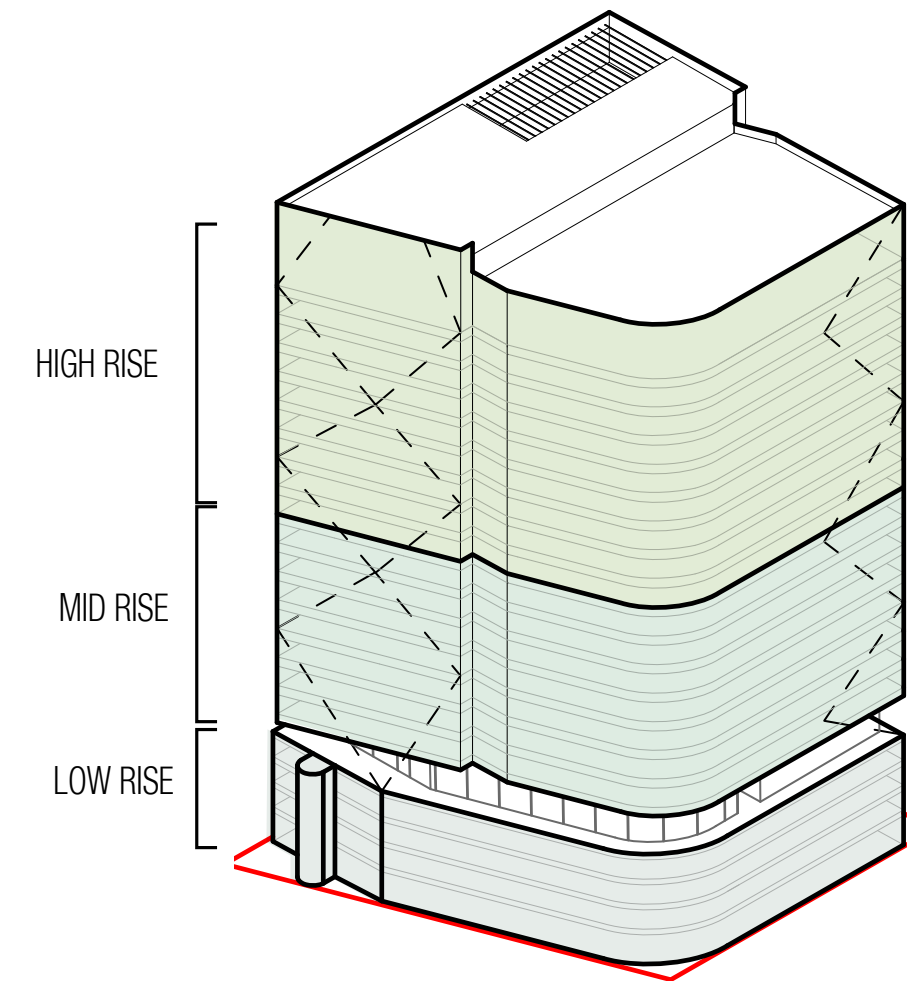
Adaptive Reuse

- The existing building is retained.
 - The existing structure is reinforced
- Additional loading of lightweight tower above.
 - Level 06 roof plant is re-purposed
 - New structural bracing is expressed
- Sustainable approach to the overall design.
 - New plant on the new roof.



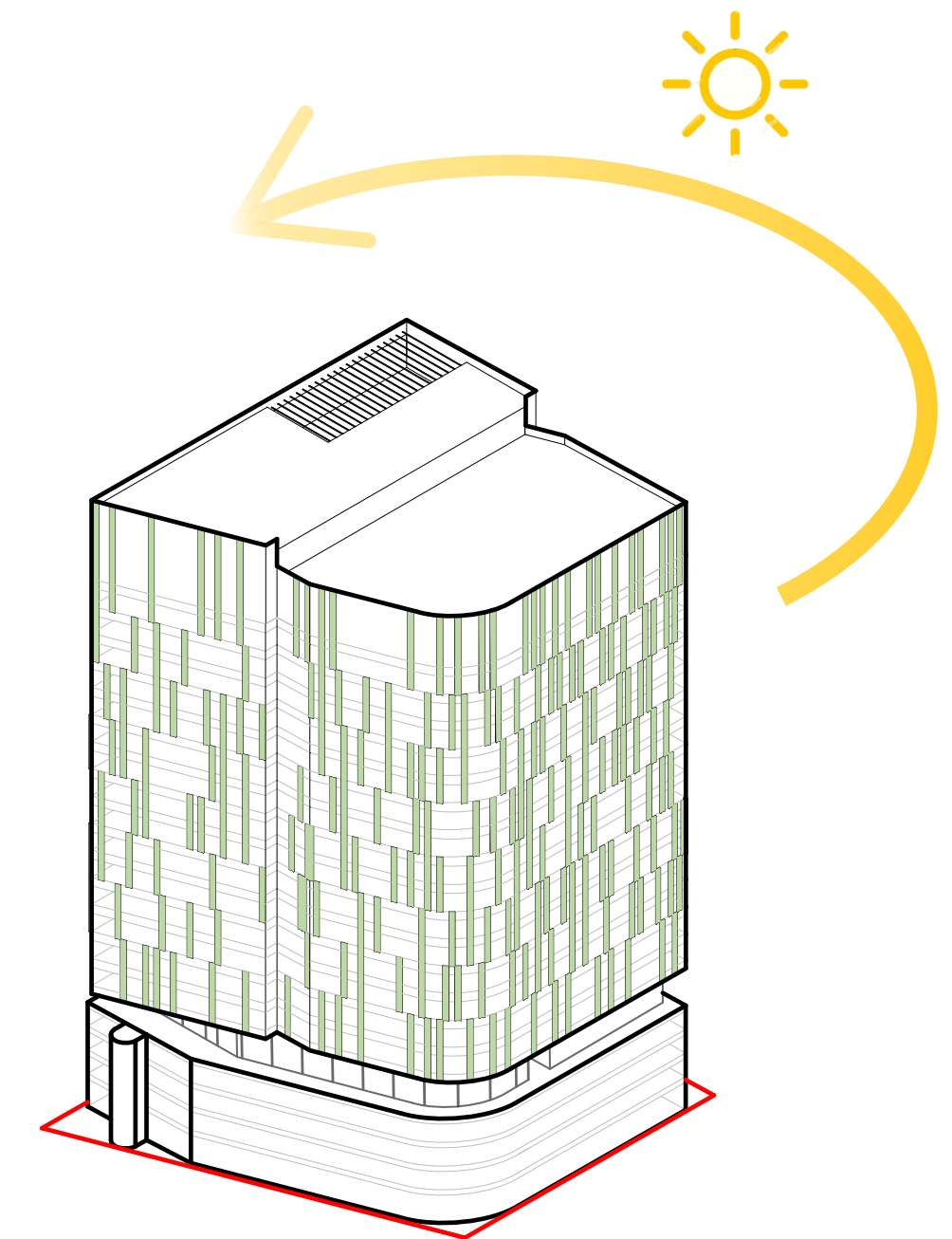
Workplace Levels

- The new tower is structured around a centrally located core.
 - The floorplate is afforded excellent natural daylight and views.
- The addition of outdoor terrace amenity at Level 06
- Conference business centre for all tenants
- Provision of access to outdoor spaces directly from the workplace.



Sculpting the Form

- Horizontal gap between Podium and Tower
- Vertical split in the Tower to balance its proportion in the city skyline.
- The western portion of the tower form rises above the roof plant and lift overruns to fully conceal the plant located under a lightweight roof.

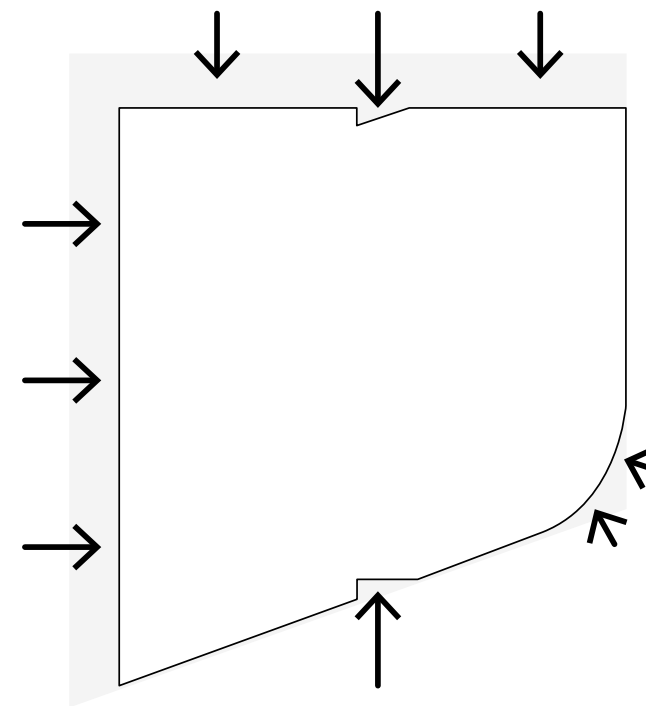


1 Mill Street

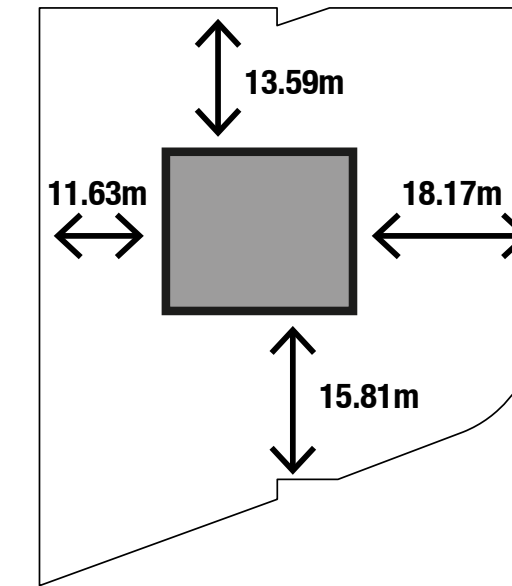
- Solar protection to the Tower façades is provided with vertical solid and performance vision panels in a pattern derived out of solar path analysis; views available; and reference to the design narrative.
- The overall new Commercial Tower is knitted together with a consistent design aesthetic.

05 Floorplate principles

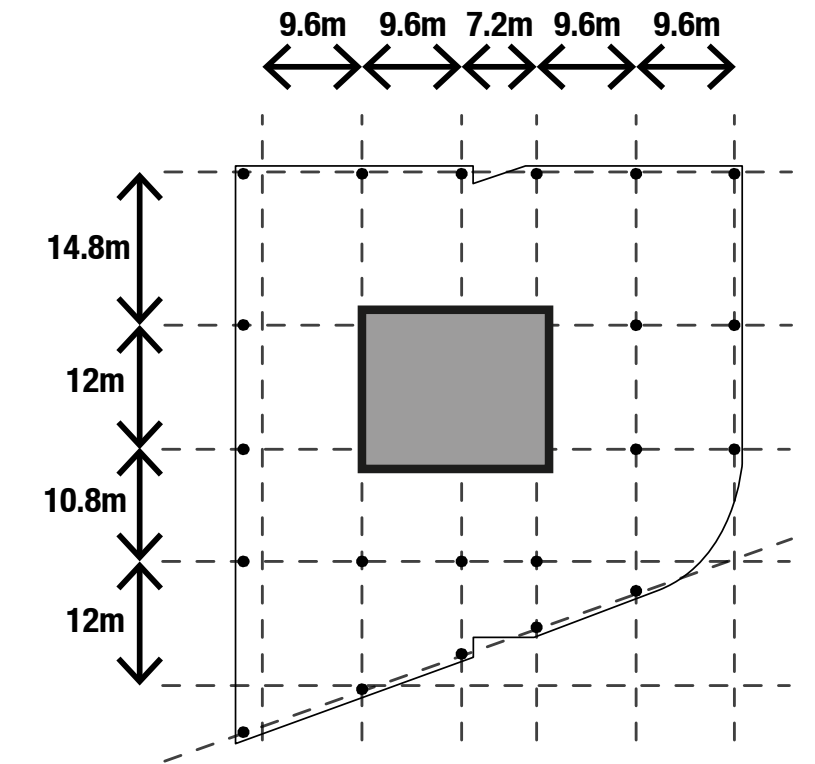
The functionality of the floor plate and centre core placement maximises views to all view corridors. This provides tenants with efficient and flexible workspace zones. With areas allocated for vertical connection between floors, the floor plate allows for subdivision to accommodate multiple smaller tenants.



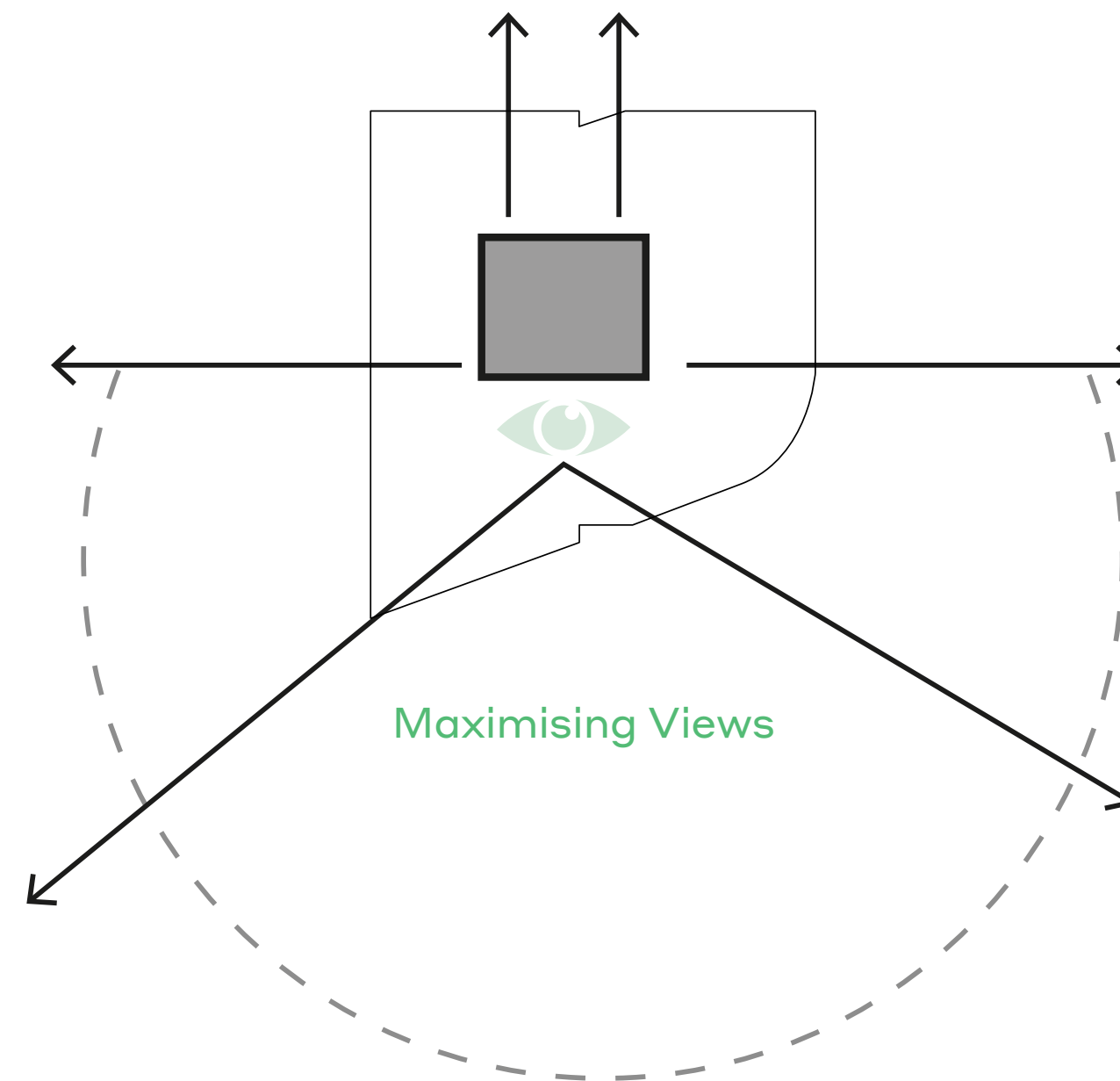
Sculpting the Form



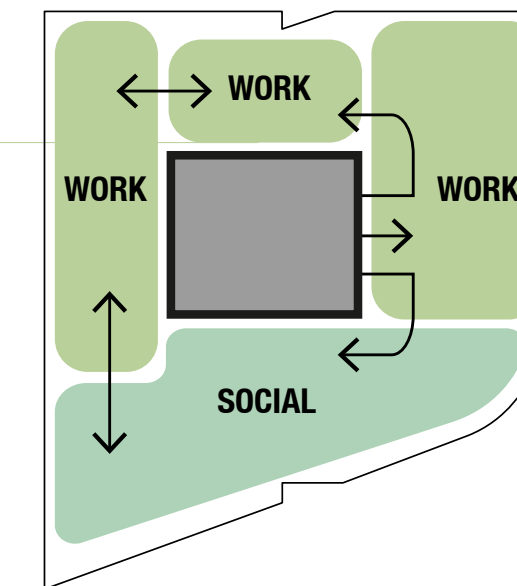
Efficient Centre Core



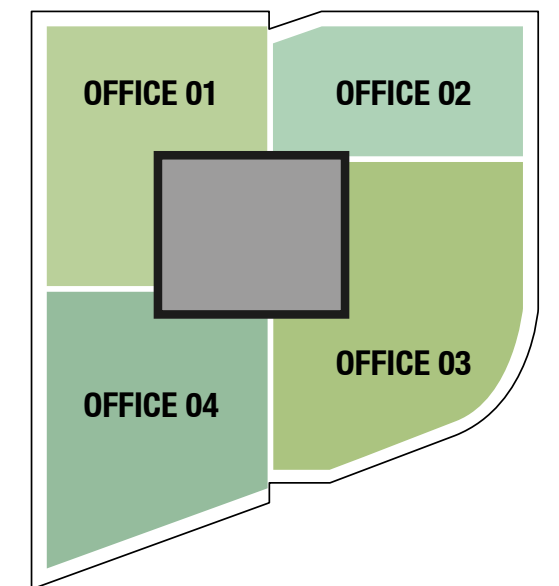
Structural Grid



Maximising Views



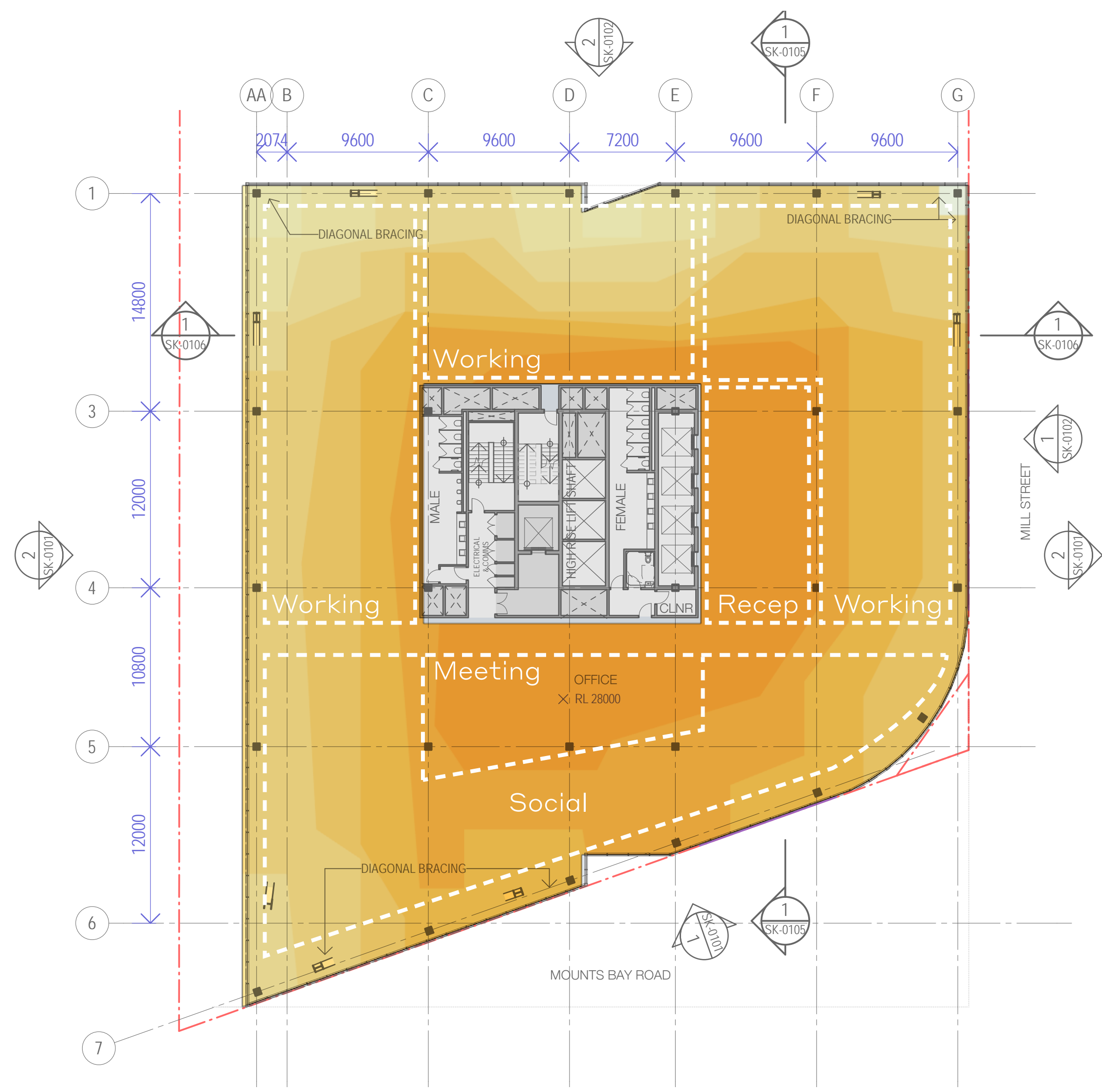
Flexible Workspace



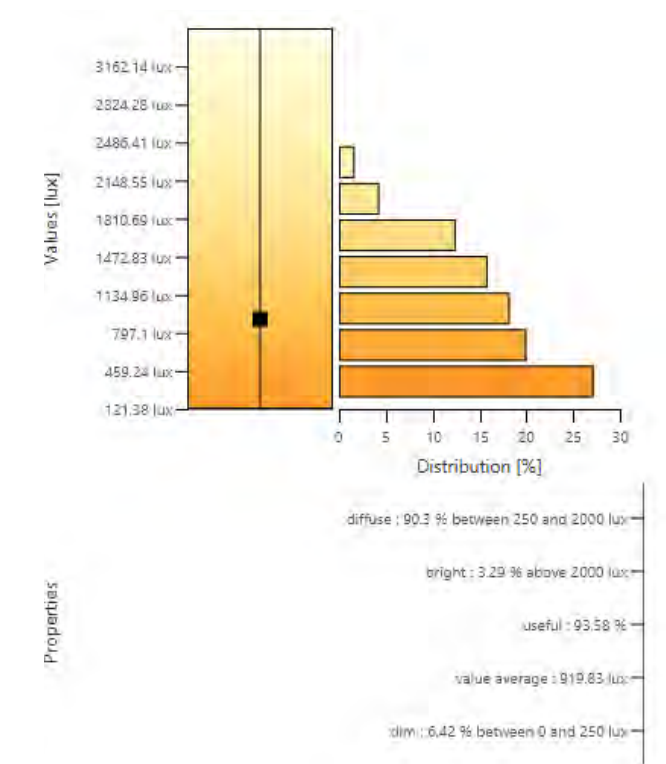
Subdivisible

Floorplate Analysis

Analysis indicates the distribution of natural daylight to be highly optimal for the workplace. The visualisation of dim areas allows for meeting and support spaces to be located within these zones close to the building core.



93%
of floor area receiving
over 200 lux



Section



06 Landscape

The three key areas for landscaping are:

- Mounts Bay Road interface
- The new Entry Plaza interface @ Level 01
- External Terrace @ Level 06

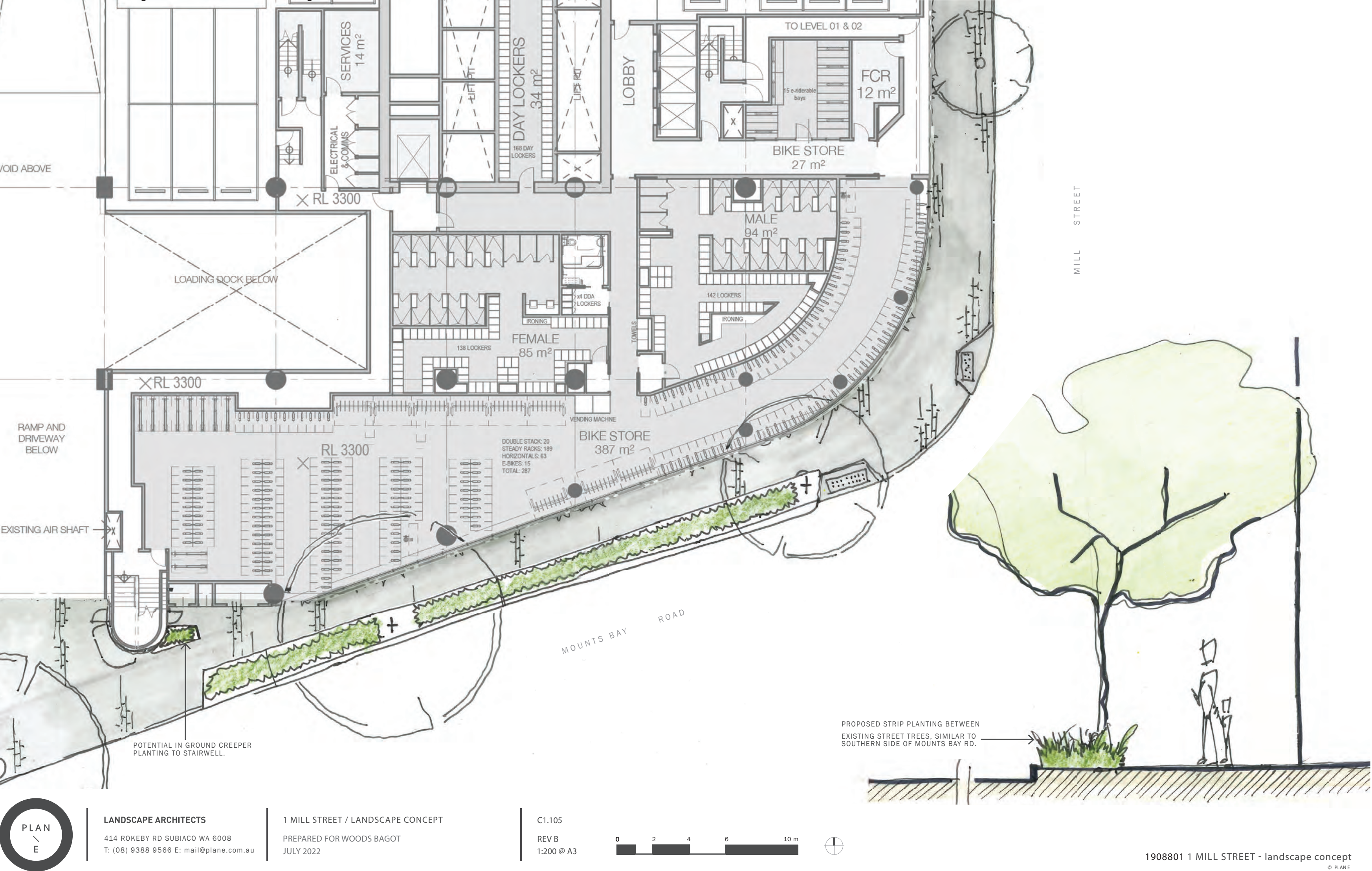
Mounts Bay Road

The aim in proposing the verge planting at the road edge interface with the footpath is to provide a buffer zone for pedestrians from the traffic. The two existing street trees provide an existing canopy that benefits pedestrians with the new low-level panting complimenting this existing condition. The new planting will further encourage pedestrians to cross this busy street at the intersection. Vertical trellis will be installed to train creepers to grow up the existing fire-escape stair.



WOODS BAGOT

landscape concept - level 01



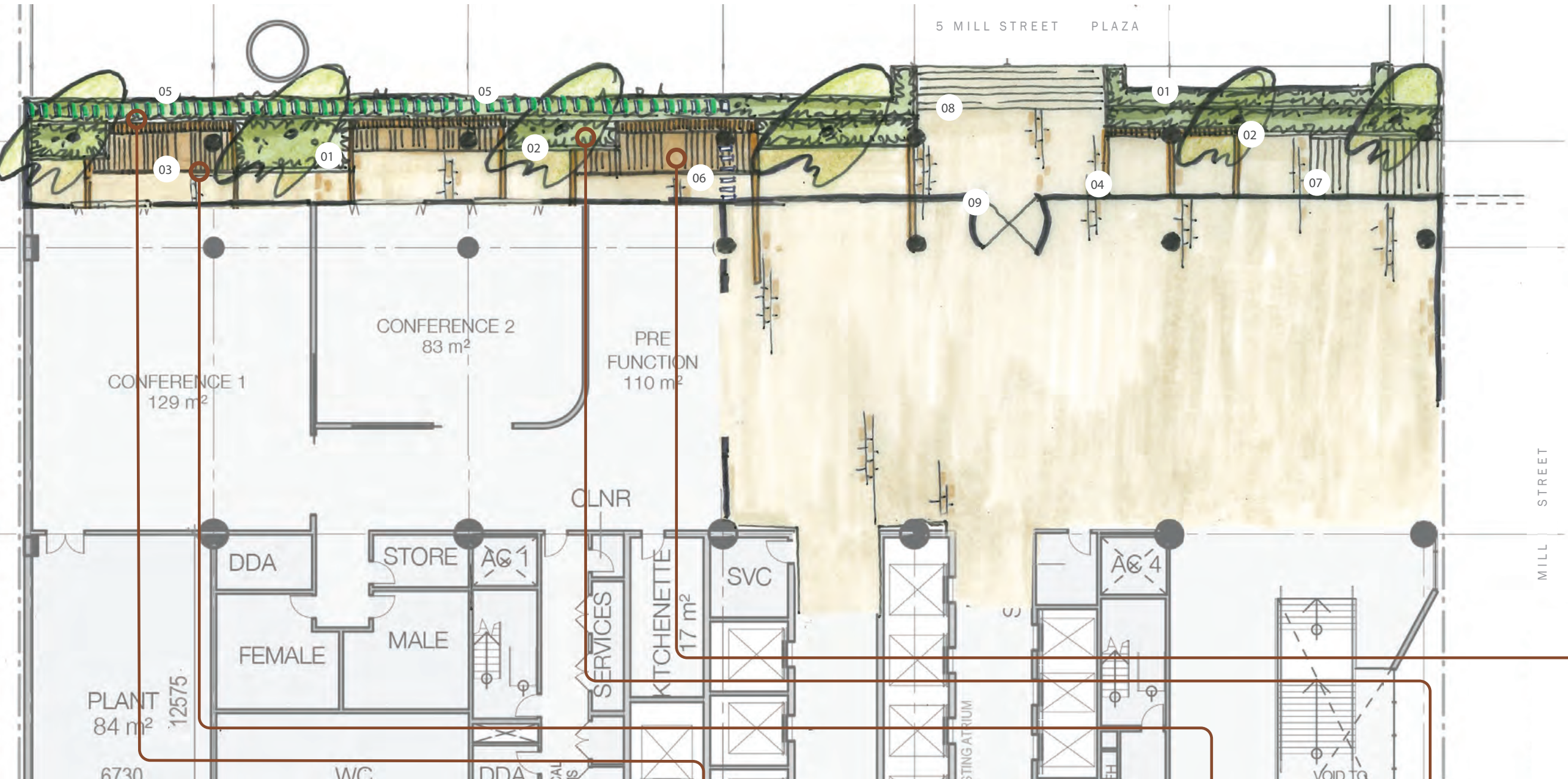
New Entry Plaza

The area immediately adjacent the level 03 north-facing entry will be refurbished with new stone paving and planted beds with cascading planting. The aim is to create a comfortable micro-climate that is safe and secure. A vertical blade screen with creeper planting will provide semi-private break-out space for the Conference spaces, which can be secured after-hours.

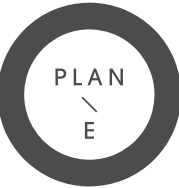


WOODS BAGOT

landscape concept - level 03



- LEVEL 03 - LEGEND
- 01 RAISED PLANTER WITH CASCADING PLANTING
 - 02 RAISED PLANTER WITH GARDEN BED AND TREE PLANTING TO CREATE A COMFORTABLE MICRO-CLIMATE
 - 03 TIMBER DECKING WITH INTEGRATED BENCH SEATING AND FLEXIBLE USE FURNITURE TO CREATE OUTDOOR GATHERING SPACES
 - 04 TILE PAVING WITH FEATURE PAVING BANDS REFERENCING THE ARCHITECTURAL FORMS & NARRATIVE
 - 05 VERTICAL BLADE SCREEN WITH CREEPER PLANTING TO PROVIDE SEMI-PRIVATE BREAK-OUTSPACE & SOFTENING
 - 06 GATE ACCESS TO CONFERENCE BREAK-OUT SPACES
 - 07 STAIR ACCESS FROM MILL STREET
 - 08 STAIR ACCESS FROM 5 MILL STREET PLAZA
 - 09 MAIN ENTRY TO LOBBY AREA



LANDSCAPE ARCHITECTS
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1 MILL STREET / LANDSCAPE CONCEPT
PREPARED FOR WOODS BAGOT
JULY 2022

C1.106
REV B
1:200 @ A3



Level 06 External Terrace

Part of the existing roof area is converted to an external roof terrace and bespoke workspace. The northern side of this level is services plant. The landscaping provides accessable outdoor area for tenants and the inset courtyards provide a visual and acoustic buffer between the services plant and the tenanted workspace.

Perimeter upstand planting, integrated seating and decking will create a quiet and protected green zone.



WOODS BAGOT

landscape concept - level 06





ST GEORGE'S TERRACE, 197 (LOT 5) PERTH – PROPOSED 21 LEVEL OFFICE DEVELOPMENT

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	City of Perth LDAP	
Local Government Area:	City of Perth	
Applicant:	Element	
Owner:	The Trust Company Ltd	
Value of Development:	\$174 million <input checked="" type="checkbox"/> Mandatory (Regulation 5) <input type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Perth West Australian Planning Commission	
Authorising Officer:	Julia Kingsbury, Acting General Manager Planning and Economic Development	
LG Reference:	DAP-2022/5249	
DAP File No:	DAP/22/02322	
Application Received Date:	5 September 2022	
Report Due Date:	11 January 2023	
Application Statutory Process Timeframe:	90 Days with an additional 28 days agreed	
Attachment(s):	1. Location plan 2. Perspectives (31 October 2022) 3. Development plans (15 December 2022) 4. Department of Transport Comments 5. Applicants Response to State Planning Policy 7.0 Principles	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input checked="" type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the City of Perth Local Development Assessment Panel resolves to:

- Approve** DAP Application reference DAP/22/02322 and accompanying development plans (Attachment 3) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of City Planning Scheme No. 2 subject to the following conditions:

Conditions

1. the development being constructed with high quality and durable materials and finishes and to a level of detailing that is consistent with the elevations and perspectives received on 31 October 2022 and 15 December 2022, with particular attention to demonstrating the provision of a high quality interface with the adjacent public realm, with final details of the design including a sample board of the proposed materials, colours and finishes being submitted for approval by the City prior to applying for a building permit;
2. the design and dimensions of the raised planter boxes along the Mill Street frontage being revised to ensure a minimum height clearance of 2.75 metres from the existing footpath level is achieved, with final details being submitted for approval by the City prior to applying for a building permit;
3. any proposed air-conditioning condensers, external building plant, lift overruns, piping, ducting, water tanks, transformers and fire control rooms being located or screened so that they cannot be viewed from any location external to the building (including from above) and to minimise any visual and noise impacts, including any such plant or services located within the vehicle entrances of the development and with fire boosters being integrated into the design of the building or landscaping, with details of the location and screening of such plant and services being submitted for approval by the City prior to applying for a building permit;
4. final details of all landscaped areas, including soil depths, irrigation, plant species and management, being submitted for approval by the City prior to applying for a building permit, with the approved landscaping being installed prior to occupation of the development and thereafter maintained to a high standard, to the City's satisfaction;
5. any signage for the development being integrated into the design of the building, with any signage which is not exempt from approval under the City's Signs Policy 4.6 being subject to a separate application for approval;
6. on-site stormwater disposal/management being to the City's specifications with details being submitted for approval by the City prior to applying for a building permit;
7. the proposed floor levels of the pedestrian and vehicular entrances to the building and commercial tenancies at pedestrian level being designed to match the current levels of the immediately adjacent footpaths to the City's satisfaction, with details being submitted for approval by the City prior to applying for the relevant building permit;
8. the dimensions of any new and/or modified car parking bays, loading bays, vehicle entrances, aisle widths and circulation areas complying with the Australian Standard AS2890.1, with a certificate of compliance by an architect or engineer being submitted for approval by the City prior to applying for a building permit;
9. a maximum of 219 tenant car parking bays, including a maximum of 42 tenant parking bays as part of this development, being provided on-site for the exclusive use of staff/guests/customers of the development and not being leased or otherwise reserved for the use of tenants or occupants of other buildings or sites;

10. a Parking Management Plan being submitted for approval by the City, in consultation with the Department of Transport, including but not limited to the following information, prior to the car parking area coming into operation;
 - a) the total number and location of the approved commercial tenant bays, universal access bays, motorcycle/scooter bays and loading bays;
 - b) safety and security measures to minimise conflicts between vehicles entering/exiting the site and pedestrians/cyclists within the adjacent Mill Street and Mounts Bay Road footpath and carriageway;with all management measures being implemented by the operator thereafter to the satisfaction of the City;
11. the approved Waste Management Plan prepared by Encycle Consulting dated 7 December 2022, being implemented by the building manager/operator on an ongoing basis to the satisfaction of the City;
12. a final Traffic Impact Assessment being submitted for approval by the City prior to applying for a building permit, with any recommended management measures being implemented at the cost of the applicant/developer, to the satisfaction of the City;
13. the existing street trees located in the road verge on Mounts Bay Road and Mill Street being retained and protected from damage throughout any demolition and/or construction works with tree protection zones being established and maintained during the demolition and/or construction periods in accordance with the Australian Standard S4970-2009 - Protection of Trees on Development Sites, to the satisfaction of the City, with the owner/applicant being liable for any damage or removal of the trees;
14. all redundant crossovers being removed and the verge and footpath/s being reinstated in accordance with the City's specifications and satisfaction and at the expense of the developer/landowner, with any additional works external to the property boundaries of the site not being approved as part of this development and being subject to a separate application(s) for approval; and
15. demolition and/or construction management plans for the proposal prepared in accordance with the City's pro-forma and requirements being submitted for approval by the City prior to applying for a demolition permit and/or a building permit.

Advice

1. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. The City advises that the final Traffic Impact Assessment is required to address the following additional matters:-
 - a) ACROD bay to conform to AS:2890.6 specifically regarding the use of bollards within the shared zone and overall clearances from obstructions;
 - b) further investigation of internal vehicle manoeuvring to reduce vehicle conflicts; and

- c) review of service vehicles accessibility and potential conflict with street trees, infrastructure and pedestrians.
3. The City advises that the existing street trees will not be permitted to be pruned, relocated or removed to accommodate demolition and/or construction works at the site, with the amenity value of the trees to be included in any works bond associated with any building permit issued by the City.
4. The applicant is advised that any non-residential/tenant car parking bays provided as part of the development will need to be licensed by the Department of Transport in accordance with the requirements of the Perth Parking Management Act. Development approval facilitating the construction and use of bays under relevant planning legislation should not be construed as implied approval from the Department of Transport for the future licensing and use of any car parking bays.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Central City Area
Local Planning Scheme	City Planning Scheme No.2
Local Planning Scheme - Zone/Reserve	City Centre
Structure Plan/Precinct Plan	St Georges Precinct 6
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Office – Preferred 'P'
Lot Size:	8,726m ²
Existing Land Use:	Office
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input checked="" type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Office
Proposed Plot Ratio Area	52,350m ² (Existing buildings – 17,281m ² , Proposed development - 5,161m ²)
Proposed No. Levels	21
Proposed No. Dwellings	Nil

The application seeks approval for the redevelopment of the southern portion of the subject site, which involves the adaptive reuse and retention of the existing four storey office building and the construction of a 21 level office tower.

The new development will accommodate 5,161m² of office floor space (plot ratio area) and 47 commercial tenant car parking bays (within the proposed office development).

Specific details of the proposed partial demolition and the construction of the proposed office tower are as follows:

Demolition	It is proposed to remove all the existing plant equipment and services (including roof top plant room), demolish the existing amenities and internal fixtures and finishes from the existing building. It is also proposed to remove sections of the existing concrete façade and existing windows. An opening will be created in the centre of the existing structure for a new lift and stair core.
Basement	This level contains 23 commercial tenant car parking bays, six (6) motorcycle bays, loading dock and delivery bay, accessed from Mounts Bay Road. Bin storage and building service infrastructure will also be contained at this level.
Ground Floor	This level contains 24 commercial tenant car parking bays, seven (7) motorcycle bays and one (1) universal access bay and building service infrastructure. A building entry from Mill Street to tenant end-of-trip facilities including male and female showers, toilet and locker facilities and 269 bicycle bays is located on this level. There is also building service infrastructure and pedestrian access from Mill Street to Plaza Level lobby.
Level 1 (Plaza)	This level contains a lobby area overlooking Mill Street and adjacent plaza with a landscaped terrace, conference facilities (305 m ²), offices (874 m ²), male and female toilets, kitchenette, mechanical plant, store, lifts and fire exit stairs.
Levels 2-3	Each level contains office floor space between 1,566m ² and 1,790m ² , male and female toilets, mechanical plant, lobby, lifts, tenant store and fire exit stairs.
Level 4	This level contains office floor space (770m ²) and associated staff amenities, lobby and lift area, fire exit stairs, plant room and a landscaped terrace.
Levels 5-19	Each level contains between 1,561m ² to 1,699m ² of office floor space, male and female toilets, plant, fire exit stairs and lifts.
Roof Level	This level contains the mechanical plant and service infrastructure.

The applicant submitted the following with respect to the design of the development:

- *“The bulk and scale of the proposal is generally consistent with the built form requirements under CPS2 and is considered to be in accordance with the desired future character for the locality;*
- *The proposed development will also provide a high quality, architecturally designed built form that will make a positive overall contribution to the streetscape, skyline*

and the amenity of the locality, and will not present any further obstruction to the desired view corridors from Parliament House;

- The podium element appropriately frames the street provides for a consistent architectural language along Mill Street;*
- The proposed tower elements provide for appropriate building-to-building separation, which ensures a suitable level of amenity and privacy for the subject site and surrounding buildings;*
- The proposed development consolidates the existing vehicle access points by removing the secondary Mill Street crossover. This will minimise breaks in the public realm and reduce the visual impact of vehicle access points at the street frontage;*
- The new office tower will also significantly enhance the façade presentation of the subject site at ground level, providing a high-quality design solution to the concealment of ground floor parking and servicing areas to Mounts Bay Road. This represents a significant improvement on the current streetscape environment that will greatly benefit the intersection of Mounts Bay Road and Mill Street;*
- Potential recesses and entrapment areas have also been minimised through the provision of a clearly defined building edge for the new office tower, with all site entrances being clearly visible from the street and surrounding buildings;*
- The proposed development will contribute to the development of a comfortable pedestrian environment in and around the subject site by: being of a built form, bulk and scale that is entirely appropriate for the site and will not unduly impact the level of sunlight penetration into surrounding streets and public space; and delivering appropriate wind conditions in surrounding public areas.; and*
- The floor-plate design and core location also provide for a high level of natural daylight penetration, whilst enhancing workplace comfort, with over 93% of the floor area receiving more than 200 lux of natural light.”*

Background:

The subject site is located on Mill Street between Mounts Bay Road and St Georges Terrace and is bound by the Forrest Centre to the west. The 8,726m² site contains three separate buildings referred to as:

- 1 Mill Street – a four (4) storey office building including 108 car parking bays, situated at the southern end of the site, fronting onto Mill Street, being the subject of this application;
- 5 Mill Street – an 11 storey office building including 79 car parking bays situated central to the site, fronting onto Mill Street; and
- 197 St Georges Terrace – a 29 storey office building including 97 car parking bays situated at the northern end of the site, fronting onto St Georges Terrace.

Vehicle access to the site is provided via an existing crossover on Mounts Bay Road and two existing crossovers on Mill Street.

At its meeting held 25 February 2021, the City of Perth Local Development Assessment Panel (LDAP) conditionally approved the demolition of the existing four storey building at 1 Mill Street and the construction of a 32 level office building, new public spaces, the refurbishment of lower levels of 197 St Georges Terrace, the refurbishment of the lobby levels of 5 Mill Street and the provision of a new elevated pedestrian walkway across the site. The approval included a maximum of 221 tenant car parking bays, 45 of which were to be located within the new office development at 1 Mill Street. The proposed development also received the award of 20% bonus plot ratio floor area for the provision of public space, pedestrian facilities and a childcare

centre. This approval is valid until February 2025, however the applicant has advised the City that this development is unlikely to proceed given the current market conditions and prospective tenant requirements.

The subject site is located within the Parliament House Precinct Policy Area. The intent of the Policy is to maintain views of Parliament House from the City and from the terraces of Parliament House to the Swan River, and to protect the character of the precinct. The Policy sets out an Inner and Outer Precinct with the southern portion of the subject site partially located within the Outer Precinct. As variations to the maximum height requirements of the Policy are sought, dual approval is required from the City and the Western Australian Planning Commission (WAPC) through the City of Perth LDAP.

Legislation and Policy:

Legislation

Planning and Development Act 2005 s.162
City Planning Scheme No. 2 (CPS2) Clauses 6, 26, 27, 32, 36 and 37 and the St Georges Precinct Plan (P6) requirements
Planning and Development (Local Planning Scheme) Regulations 2015 – Deemed Provisions for Local Planning Schemes Clauses 60, 64, 66, 67 and 68
Metropolitan Region Scheme (MRS)

The site is affected by a MRS Clause 32 resolution, which applies to the area defined as the Parliament House Precinct. This results in the need for separate approvals, one under the MRS and the other under the local planning scheme.

State Government Policies

Perth Parking Policy 2014 (PPP)
State Planning Policy 7.0 – Design of the Built Environment
Parliament House Precinct Policy

Local Policies

Public notification/advertising procedure (2.2)
City Development Design Guidelines (4.1)
Building Heights and Setbacks (4.4)
Plot Ratio (4.5)
Signs (4.6)
Heritage (4.10)
Parking Policy (5.1)
Loading and Unloading (5.2)
Bicycle Parking and End of Journey Facilities (5.3)

Consultation:

Public Consultation

The proposed development includes variations to the street building height, setback and car parking requirements of City Planning Scheme No.2 (CPS2). As such, the application was advertised to the owners of the surrounding properties for a period of

14 days, closing on 11 October 2022. These included the owners of the properties directly adjacent at 221 St Georges Terrace and those in the near vicinity at 825-839, 843, 847, 853, 895-897 and 919 Hay Street; 12 and 16 Milligan Street; 2 and 14-20 Mill Street; 1-11 Mount Street; 21, 33, 54-58, 61 and 78-90 Mounts Bay Road; and 172-176, 178, 179, 181, 182-184, 185, 186, 189, 190, 191, 200, 216, 218, 220, 221, 225, 234, 237-239, and 240 St Georges Terrace, Perth.

No submissions were received during the advertising period.

Referrals/consultation with Government/Service Agencies

Department of Transport

As the proposal includes a variation to the maximum number of tenant car parking bays under the Perth Parking Policy (PPP), the application was referred to the Department of Transport (DoT) for comment. In correspondence dated 22 December 2022, the DoT advised the following in terms of access, end of trip facilities and parking (refer Attachment 5):

“As it currently stands, DoT does not support the proposal due to it exceeding the parking allocation outlined within the Perth Parking Policy 2014. The proposal also exceeds the maximums for additional tenant parking upon redevelopment outlined within the Policy and does not meet the criteria which is outlined in clause 8.3 Perth Parking Policy 2014 which governs such cases.

DoT recommends that the following conditions be imposed as part of any development approval:

- 1. The proponent is to provide:*
 - a) a maximum of 219 tenant car parking bays, of which 42 car parking bays being located under the tower;*
 - b) 1 ACROD car bay; and*
 - c) a minimum of 3 and a maximum of 6 motorcycle bays.*
- 2. With regard to bicycle end of trip facilities, the following minimums shall be provided to the absolute satisfaction of the City of Perth in consultation with the Department of Transport:*
 - a) 297 secure bicycle parking spaces, with power-points to allow charging at 25% of spaces;*
 - b) 594 step (or full-size, two-tier) lockers which allow for hanging of clothes;*
 - c) 30 showers; and*
 - d) A minimum of 8 visitor bike parking spaces close to a public entrance.*
- 3. A Parking Management Plan, in accordance with Clause 13 of the Perth Parking Policy 2014, shall be provided by the developer to the absolute satisfaction of City of Perth, in consultation with the Department of Transport.*
- 4. A Travel Plan and supporting materials be provided by the developer to the absolute satisfaction of the City of Perth, in consultation with the Department of Transport. To assist building managers, at a minimum this should include:*
 - a) information packs for site staff and visitors – ready for provision to building tenants – to encourage access to the site by non-car modes;*
 - b) an outline of the arrangements for access to EoT facilities by all staff on site (office and other commercial/retail);*

- c) *clear commitments to procedures and initiatives that encourage, promote and/or monitor non-car travel to and from the site (perhaps in the form of a yearly checklist); and*
- d) *step-by-step information on how to use information on car park occupancy, bike rack counts, etc. to estimate travel mode share and monitor use."*

Originally, the application sought approval for 225 bays across the site (48 bays within the subject building), however as a result of some internal alterations to improve the design of the Mill Street lobby, this has been reduced to 224 bays (47 bays within the redevelopment area). In response to the DoT's request for improved bicycle and EoT facilities, the applicant has advised that due to the constraints of the existing building, there are no opportunities to increase the provision of EoT facilities, which already exceed the City's Bicycle Parking and End of Journey Facilities Policy (5.3) and Green Star Building requirements. Further refinement will also reduce availability to provide power points for e-bike and micro-mobility charging, as the additional floorspace required would reduce the total number of bike spaces required to meet the site's Sustainable Travel Plan.

The proposed variation to the PPP is discussed further in this report.

Design Advisory Committee

The City is currently in the process of establishing a Design Review Panel to replace its current Design Advisory Committee. Whilst this is occurring the existing Committee has continued to review applications, however the City has experienced challenges with applicant and member availability. As such, given the assessment timeframe, the proposed was not formally referred to a Panel/Committee for design review. As the application does not include a request for Bonus Plot Ratio, there is no requirement under CPS2 for the application to be referred to a Panel/Committee for design review prior to being determined. Notwithstanding this, in response to State Planning Policy 7.0 Design of the Built Environment, the proposal was reviewed by the City Architect and Officers, with the design of the proposed discussed later in this report.

Planning Assessment:

Land Use

The subject site falls within the City Centre use area of the St Georges Precinct 6 under CPS2. The St Georges Precinct will continue to function as the State's principal centre for business, finance, commerce and administration. While offices will form the major activity, the Precinct will also accommodate a range of commercial and educational uses, including banks, travel agencies, educational establishments, art galleries and convenient facilities for the work force, such as restaurants, lunch bars, kiosks and local shops, particularly at street or pedestrian level, to create more diversity and interest.

The proposed 'Office' use is a preferred ('P') land use within the City Centre Use Area of the St Georges Precinct 6 of CPS2 and is considered to be consistent with the statement of intent and prestigious business character of the locality.

Development Requirements

The continuation of large scale development in this Precinct will reflect its high profile, its image as a group of landmark buildings and the predominance of the Precinct as

the State's business heart. Buildings will be of a high standard of design and presentation, including signs, in keeping with the prestigious character of the Precinct.

The proposal's compliance with the CPS2 development requirements is summarised below (Note: figures and description in **bold** signify non-compliance with the development standards): -

Provision	Requirement	Proposal	Assessment
Maximum Plot Ratio:	6.0:1.0 (52,356m ²)	6.0:1.0 (52,350 ²) inclusive of existing buildings 197 St Georges Terrace (17,28m ²) and 5 Mill Street (5,161m ²)	Complies
Maximum Street (Podium) Building Height: <u>Southern portion of the lot</u> MRS Clause 32 Area - Parliament House Precinct Policy	Maximum height between 15.65 metres and 17.78 metres	87.7 metres	Variation Sought
Maximum Building Height: <u>Southern portion of the lot</u> MRS Clause 32 Area - Parliament House Precinct Policy	Maximum height between 15.65 metres and 17.78 metres	87.7 metres	Variation Sought
Setbacks: <u>Mill Street (East)</u> - Lower building levels - Upper building levels <u>Mounts Bay Road (South)</u>	Nil 5 metres up to 65 metres and 10 metres setback thereafter	Nil Nil up to a height of 87.7 metres	Complies Variation Sought

- Lower building levels	Nil	Nil	Complies
- Upper building levels	5 metres up to 65 metres and 10 metres setback thereafter	Nil up to a height of 83.1 metres	Variation Sought
<u>Forrest Centre (West)</u>			
- Lower building levels	Nil	Nil	Complies
- Upper building levels	5 metres up to 65 metres and 10 metres setback thereafter	Nil up to a height of 22 metres then 4.5 metres up to a height of 87.7 metres	Variation Sought
Car Parking:			
Commercial Tenant	131 bays (maximum)	224 bays (inclusive of a net reduction of 60 bays across the site)	Variation Sought
Bicycle Parking:			
Commercial	76 bays including end of trip facilities (minimum)	269 bicycle bays and associated end of trip facilities	Complies

Variations to the maximum street building height, setback and car parking provisions applicable to the development can be granted in accordance with Clause 36 of CPS2 provided:

- “36(3)(c) the local government is satisfied by an absolute majority that –*
- (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.”*

Officer Comments

Building Design and Presentation to Street

State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0) addresses design quality and built form outcomes seeking to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes. SPP 7.0 sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is considered that the applicant has provided sufficient justification to demonstrate the proposed development satisfies the ten design principles of SPP 7.0 (refer to Attachment 5 – Applicants Response to State Planning Policy 7.0 Design Principles).

Under CPS2, new development within the St Georges Precinct shall maintain the present skyline character of tall, slender, interestingly shaped towers, lighting and appropriate roof signs. Building designs should contribute to an interesting and comfortable pedestrian environment, minimising strong wind conditions, glare and sun reflection in the street and providing for pedestrian shelter. North-south pedestrian links across the Precinct are to be maintained, improved and added to where appropriate.

In view of these requirements, City officers reviewed the design of the proposal consistent with the framework and matters normally considered by the DAC.

The applicant was advised that there is general support for the:

1. *“adaptive reuse concept and the envisaged ESD outcomes;*
2. *design approach to the podium and the break between the podium and the tower;*
3. *expression in structure of both the retained podium and the new tower element;*
4. *logical office floor plate layout, based around the retention and extension of the existing core;*
5. *external materials and finishes, subject to final details.”*

While the overall design of the proposal was generally supported, the applicant was encouraged to review the design of the following matters:

1. *“the design of the Mill Street lobby to enhance the sense of arrival for users of the building, by relocating the stair and fire control room, to create a more generous lobby and improve way finding to the upper level lobby;*
2. *the opportunity to introduce an active use on ground level along Mounts Bay Road as the proposed end of trip facilities should not be relied on as the only source of potential activation and interaction at street level;*
3. *the opportunity to provide an accessible connection between the main lobby of 1 Mill Street and the forecourt of 5 Mill Street, to improve permeability across the entire site;*
4. *the opportunity to introduce landscaping along Mill Street (between the street level lobby and the access stair to the upper level lobby) to soften the appearance of the solid ground level façade;*
5. *the opportunity to increase the width of the stair access to the upper level lobby to encourage way finding and improve safety;*
6. *rationalise the retained concrete façade elements on the Mill Street elevation to be more in keeping with the approach to the Mounts Bay Road elevation;*
7. *review the execution of the vertical split in the tower element (south and north), noting it appears to be at odds with the curved corner at the street intersection, to provide a more definitive indentation as per the analysis of the massing of the tower; and*
8. *services at street level to be reviewed.”*

With regards to the Mill Street lobby entrance, the applicant has revised plans, relocating the Fire Control Room north of the lobby, into an existing car parking bay along with repositioning the lobby stairs further west towards the lifts. These modifications have resulted in an improved lobby space and more clearly defined access to the upper lobby on Level 3. It is considered that these modifications have addressed the concerns raised by City officers.

In respect to the active use on ground level, the applicant has not specifically proposed any modifications. While further review of the ground level was encouraged, City officers notes the adaptive re-use of the building poses restrictions in respect to repurposing existing infrastructure. The position of bicycle store/ bays will provide some interest and activation at ground level, in a currently underutilised and vacant building is therefore considered acceptable in this case.

In relation to the provision of an accessible connection between 1 Mill Street and the forecourt of 5 Mill Street, the revised plans have introduced a platform lift adjacent to existing staircase to the 5 Mill Street forecourt. It is considered that this modification will improve the functionality and accessibility across the site and addresses the City officers comments.

The revised plans have also made provision for the introduction of landscaping along Mill Street, through planter boxes. The inclusion of the planter boxes is considered to generally address the City's design comments, however, the proposed positioning of planters will encroach within the road reserve and do not achieve the City's standard height clearance requirement of 2.75 metres above the footpath level (for safety and maintenance purposes). It is therefore recommended that any approval include the requirement for revised planter box locations/dimensions at the building permit stage to ensure minimum height clearances are provided which satisfy the relevant Local Law and maintenance/safety requirements of the City.

The applicant has also addressed concerns regarding the façade across Mill Street and Mounts Bay Road, with revised window and panel configurations considered to provide greater design consistency and robustness across both frontages. Given there may be further refinement to the overall façade treatments, it is recommended that any approval include the requirement for final details of materials and finishes be provided at the building permit stage.

While it is acknowledged that items 5 and 7 above have not explicitly been addressed in the revised plans, City officers are satisfied with the responses and design revisions provided by the applicant. It is therefore considered that additional modifications to address these matters are not required as they are not considered fundamental to the overall design or functionality of the building.

Building Height and Setbacks

In terms of maximum building height, the site is subject to two statutory controls being CPS2 and the Parliament House Precinct Policy. The maximum height under the Parliament House Precinct is between 15.65 metres to 17.78 metres AHD across the portion of the site, subject to this application. It is noted that the office tower will have a maximum height of 87.7 metres which exceeds the maximum height stated under the Parliament House Precinct Policy.

Noting the significant heights of approved and constructed buildings within the immediate vicinity, including for example the towers within the Capital Square

development, Woodside development and Bishops House development the Policy is no longer considered relevant. It is also noted that the DAP (as recommended by the City and the WAPC) supported a building height of 132 metres as part of the 32 Level Office Building approved on the subject site in February 2021 (DAP/20/01897).

As outlined above, the desired view corridors of the Policy have been eroded over time by existing over height developments in the vicinity of the subject site. Noting that the original intent of the building height controls in this location were to protect views from Parliament Hill to the Swan River and surrounds, the proposed building height variation can be supported. This is on the basis that the proposed building will be generally obscured from view from Parliament Hill by surrounding developments, with the proposed height above the prescribed maximums presenting no further obstruction to view corridors from Parliament Hill, than previously approved on the site.

The additional height can therefore be supported based on the design addressing the objectives and principles of the Building Heights and Setbacks Policy and the relevant provisions of Clause 36 of CPS2. In particular, the form of the building means the additional height will have minimal impact on the provision of sunlight to surrounding streets, public places and buildings in the middle of the day as recommended by the Policy.

With regards to the setback requirements of CPS2, variations are proposed to the western, southern (Mounts Bay Road) and eastern boundaries (Mill Street).

The new office tower (above the retained/adapted building) is proposed to be setback 4.5 metres from the western boundary, in lieu of 5 metres up to 65 metres in height and 10 metres thereafter. The proposed variations are considered acceptable in this case noting the predominant variation is fairly minor, being 0.5 metres, with the more substantial variation of 5.5 metres being limited to upper quarter of the building. The reduced setbacks will have a minimal impact on the adjoining site noting the building's form and façade treatments allows for adequate separation and solar and ventilation access for the existing and any future development on the site. The variations are therefore considered acceptable based on the retention of the existing building and any additional setting back of the upper levels being likely to detract from its overall design and function, with minimal benefit to the adjoining site. It is also noted that no objections were received in relation to the variations from the adjoining landowner.

The proposed southern and eastern upper-level setback variations are considered to be more significant, given the CPS2 requirement for these portions to be setback 5 metres (up to 65 metres in height) and 10 metres (from 65 metres and above) from the street boundaries. The development proposes a nil street setback to the Mounts Bay Road and Mill Street frontages for the full height of the tower.

The CPS2 Development Design Guidelines Policy (4.1) prescribes that buildings on prominent sites such as corner sites which terminate views and vistas should accentuate the built character of an area which is most effectively achieved by developing to the street alignment creating landmark features. Furthermore, this can be achieved by greater scale and include chamfering, curving, additional height and other elements which accentuate building corners.

With regards to the proposed setbacks of the new tower on both Mounts Bay Road and Mill Street, the applicant has provided justification highlighting the site will become a prominent landmark along Mounts Bay Road with the proposed setbacks providing a consistent built form outcome along Mill Street and Mounts Bay Road, enhancing the

relationship of the building within its surrounds and delivering a high-quality streetscape outcome. In addition proposed setbacks will have no impact upon amenity of adjoining lots and therefore warrants additional consideration in regard to adherence to the prescribed setbacks.

The proposed setback variations can be supported noting the orientation of the office tower and its location on the north-west side of the expansive Mounts Bay Road and Mill Street intersection, making the site prominent with the proposed building at the end of a vista when approaching from the east. The tower has minimal impact, as outlined in the overshadowing analysis, on the provision of sunlight into streets, public places and buildings in the middle of the day as recommended by the Policy.

Noting the above, the building height and setback variations can be supported based on the design addressing the objectives and principles of the City's Building Heights and Setbacks Policy (4.4), City Development Design Guidelines Policy (4.1) and the relevant provisions of Clause 36 of CPS2.

Car Parking and Traffic Management

Local Planning Policy 5.1 Parking Policy, states that parking for use groups other than 'Residential' parking shall be provided in accordance with the Perth Parking Policy (PPP). The PPP requires the redevelopment of any site to comply with the requirements of the Policy.

The proposal has been assessed to permit a maximum of 175 commercial tenant car parking bays, with a maximum of 219 being permitted in accordance with Clause 8.3 of the Policy, which permits additional parking upon redevelopment. The application proposes a maximum of 224 parking bays across the entire site and 47 within the development.

The applicant suggests that given there is no redevelopment of 197 St Georges Terrace or 5 Mill Street, that the proposal, for the purposes of tenant car parking, should be assessed as a separate site and therefore the proposal would be compliant with the maximum permitted tenant car parking in accordance with clause 8.3 of the PPP. Nor the PPP or CPS allow for the development to be considered in isolation, given the development forms part of a larger site.

As detailed above, the DoT do not support the proposal and have requested that any approval be conditioned to provide a maximum of 219 tenant car parking bays across the site, which includes 42 in the subject building.

The proposal is considered to satisfy the criteria of clause 8.3 of the PPP, in that an overall reduction is proposed, the nature of the existing parking (being the parking within the retained building) largely remains unchanged, the proposal includes end of trip facilities far in excess of the requirements of the City's Policy and a Traffic Impact Statement has concluded that will have negligible negative impact on the pedestrian and vehicle network.

Although the proposal does not strictly comply with the PPP, a variation (to the Policy) and to any subsequent parking licence (under the *Perth Parking Management Act 1999*) can be considered in accordance with clause 36 of CPS2 and Section 9(2) and 9(5) of the Act.

In considering the proposed variation, officers have given regard to the potential benefits of the development, the potential adverse impacts of the development and its overall compliance with the objectives and principles of the PPP. It is noted that the Policy can be considered to provide a disincentive for the redevelopment of existing buildings, particularly if the maximum numbers relevant to new developments is routinely applied to redevelopments.

In this instance officers note that the development will:

- result in a net reduction of 60 car parking bays across the site, which is consistent with the intent of the PPP to reduce the number of commercial car parking bays across the city;
- include a substantial provision of bicycle bays and end of trip facilities well in excess of the City's requirements, which is consistent with the intent of PPP to provide clearly designated and conveniently located facilities;
- result in the removal of an existing vehicle crossover on Mill Street, which will minimise the number of pedestrian conflict points along Mill Street;
- as demonstrated in the applicant's Transport Impact Statement (TIS) the development will have a negligible negative impact on pedestrian, public transport and traffic flows within the immediate area; and
- result in sustainability benefits by adapting the existing building rather than demolishing it.

It is also noted that the 2020 approval for the full demolition of the existing building and construction of a 32 level office building on the site (still valid, however not proceeding as outlined previously) was approved subject to a maximum of 221 tenant car parking bays across the site (45 bays within the new development), and the provision of 484 bicycle parking spaces, 760 lockers and 55 showers. This decision was contrary to DoT's recommendation for a maximum of 39 car parking bays within the new development. However the variation was considered suitable on the basis that the 32 level office building (with additional commercial floorspace of 26,700m²) formed part of an more integrated redevelopment of the larger site, including the partial refurbishment of the two other existing buildings on site. The approval also included the provision of public space, pedestrian facilities and a childcare centre, which were considered to be of public benefit.

Noting the above, the requirements of the PPP and the current proposal which results in less additional commercial floor space than the previous approval, on balance, the variation to the tenant car parking is not supported in this instance. As such, consistent with the advice from DoT any approval should be conditioned to permit a maximum of 219 tenant car parking bays on site. As this condition would result in the development being compliant with clause 8.3 of the PPP, it is not considered necessary to require an increase to the proposed bicycle parking and end of trip facilities or the submission of a Travel Plan in this instance.

In addition to the above, the applicant submitted a TIS for the City's review in support of the application. City officers concluded that the findings and recommendations of the TIS are generally consistent with the City's requirements and that the vehicular traffic generated by the development can be accommodated within the existing surrounding road network. However it was recommended that some additional refinement of the TIA be undertaken to review accessibility for service vehicles, internal vehicle manoeuvring and ACROD bay conformity with AS 2890.1. It is recommended that any approval include the requirement for the submission of a final TIA addressing any outstanding traffic matters at the building permit stage.

Heritage

The street trees (London Planes) adjoining the subject site along Mounts Bay Road are listed on the CPS2 Heritage List. Special consideration is therefore required to be given to tree protection for the duration of any demolition and construction works. The Mill Street trees (native hibiscus) also require appropriate protection. It is recommended that any approval be conditioned to require all street trees to be protected and their amenity value to form part of any works bond taken for the site.

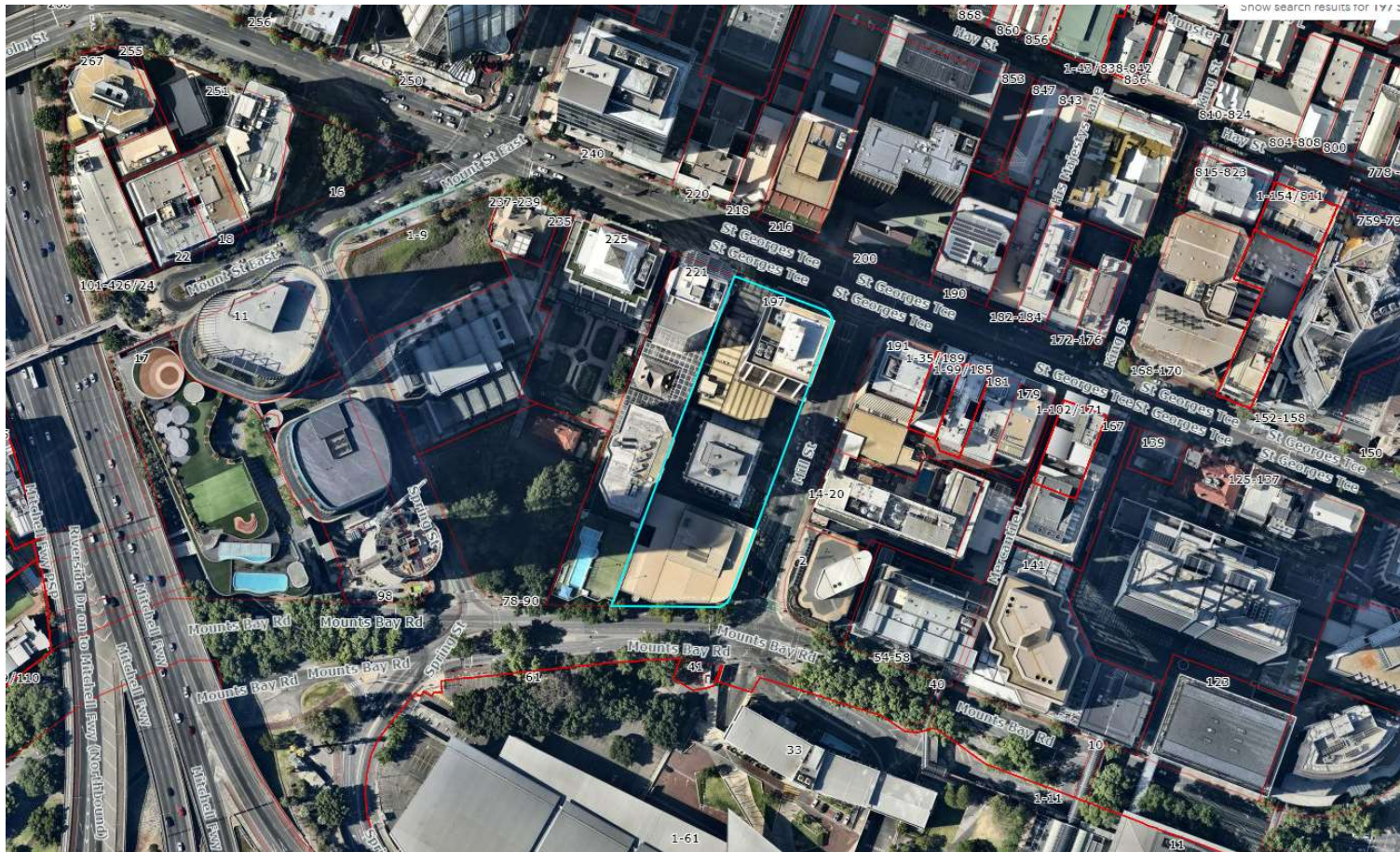
Conclusion:

The City considers the proposed development will positively add to the built form environment and the sustainability benefits of the City through the proposed adaptive re-use of the existing five level office building and the construction of an office development.

The design concept has been well considered and is of high quality. In response to the comments of City officers, the applicant has provided revised plans and elevations to improve the functionality of the ground floor level and its integration with existing buildings across the site.

It is noted the proposed development incorporates numerous variations to the development standards applicable to the site. For the reasons outlined in the report, it is considered that, noting the recommendation to reduce car parking provision in line with the DoT's advice, if approval were to be granted, the development would be consistent with the orderly and proper planning of the locality; the conservation of the amenities of the locality; and the Statement of Intent for St Georges Precinct. Furthermore, it has been assessed that the height and setback non-compliances would not have any undue adverse effect on the properties in the locality or the likely future development of the locality.

Based on the above it is recommended that the application should be conditionally approved.



197 (LOT 5) ST GEORGES TERRACE, PERTH



197 (LOT 5) ST GEORGES TERRACE, PERTH



197 (LOT 5) ST GEORGES TERRACE, PERTH

City of Perth

31/10/2022

Received



197 (LOT 5) ST GEORGES TERRACE, PERTH



DRAWING LIST

Drawing Number	Sheet Title	Current Revision
A-0000	SITE PLAN	C
A-0001	LEVEL 01 & 02	K
A-0002	LEVEL 03 & 04	K
A-0003	LEVEL 05 & 06	J
A-0004	TYPICAL MID RISE & TRANSITION FLOOR	J
A-0005	TYPICAL HIGH RISE	E
A-0006	ROOF	J
A-0101	ELEVATIONS	D
A-0102	ELEVATIONS	G
A-0105	OVERALL SECTION	D
A-0106	OVERALL SECTION	C
A-0107	PROPOSED MILL STREET PLANTER SECTIONS	A
A-0201	NLA PLANS - SHEET 01	C
A-0202	NLA PLANS - SHEET 02	C
A-0204	PLOT RATIO AREA	C
A-0205	PLOT RATIO AREA	C
A-0206	PLOT RATIO AREA	B
A-0207	OVERSHADOWING DIAGRAM - 22nd AUGUST	C
A-0208	OVERSHADOWING DIAGRAM - 22nd SEPTEMBER	C
A-0209	OVERSHADOWING DIAGRAM - 22nd OCTOBER	C

Project

Mill Street Regeneration

Address

1 MILL ST

Client

GDI Property

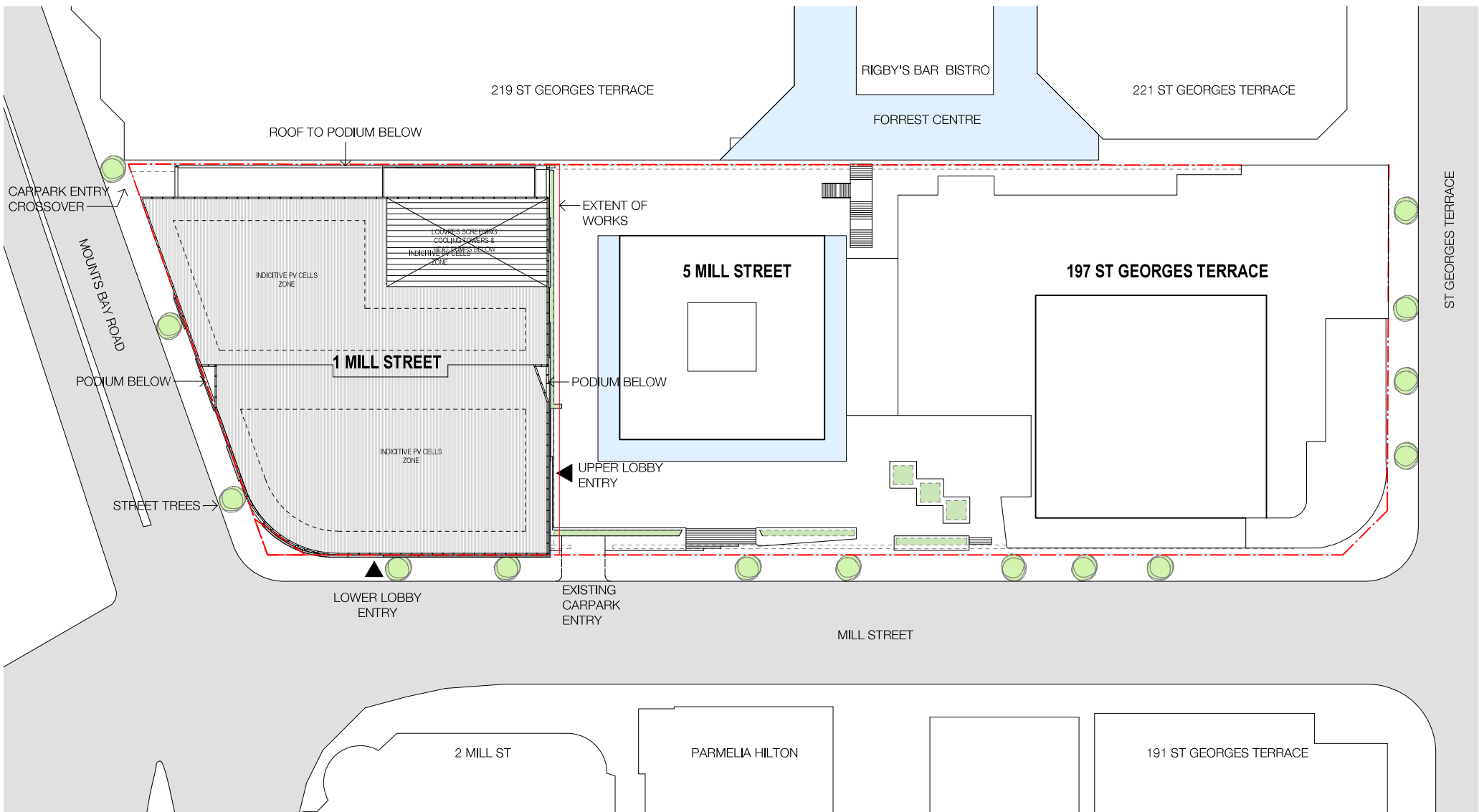
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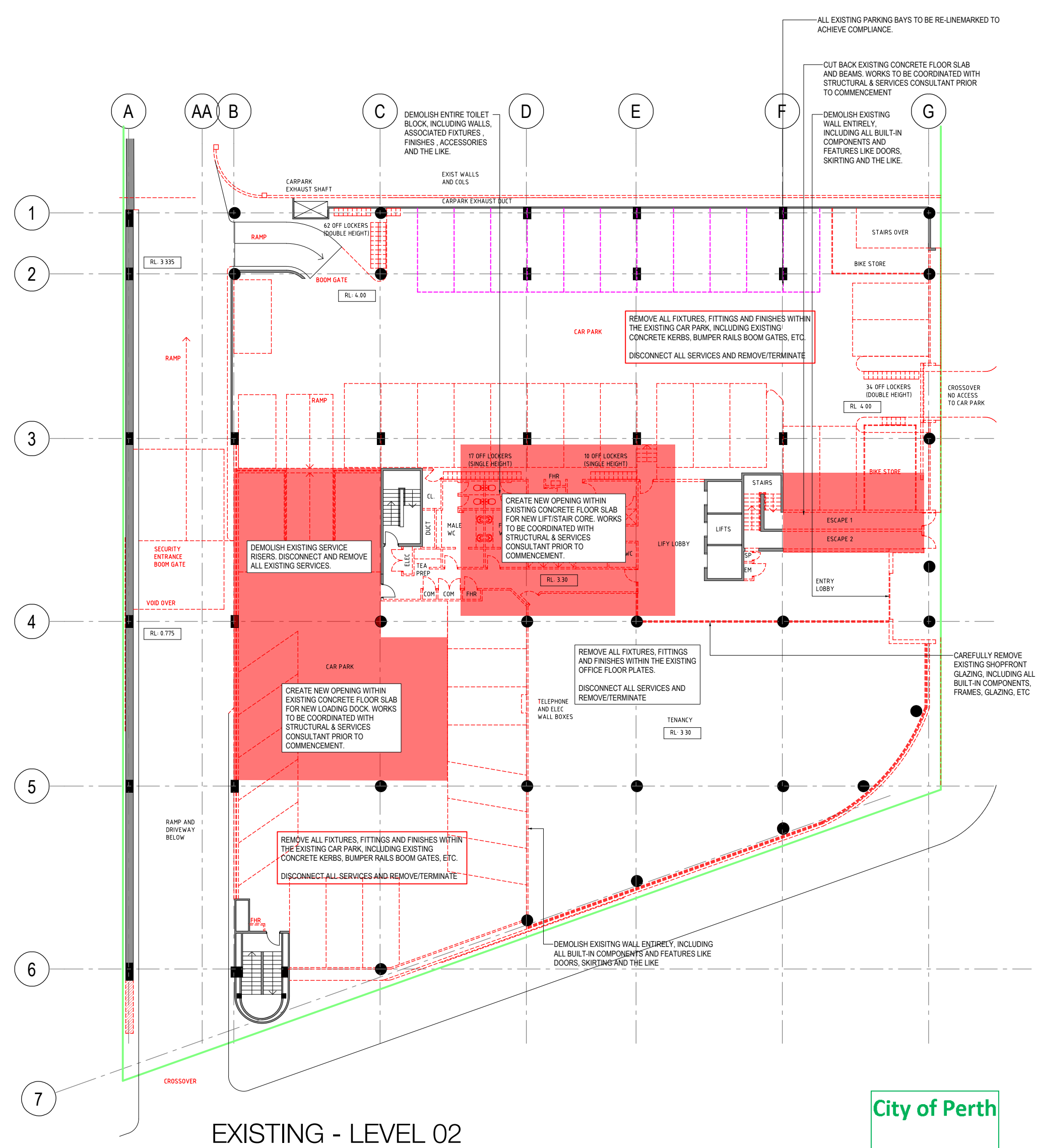
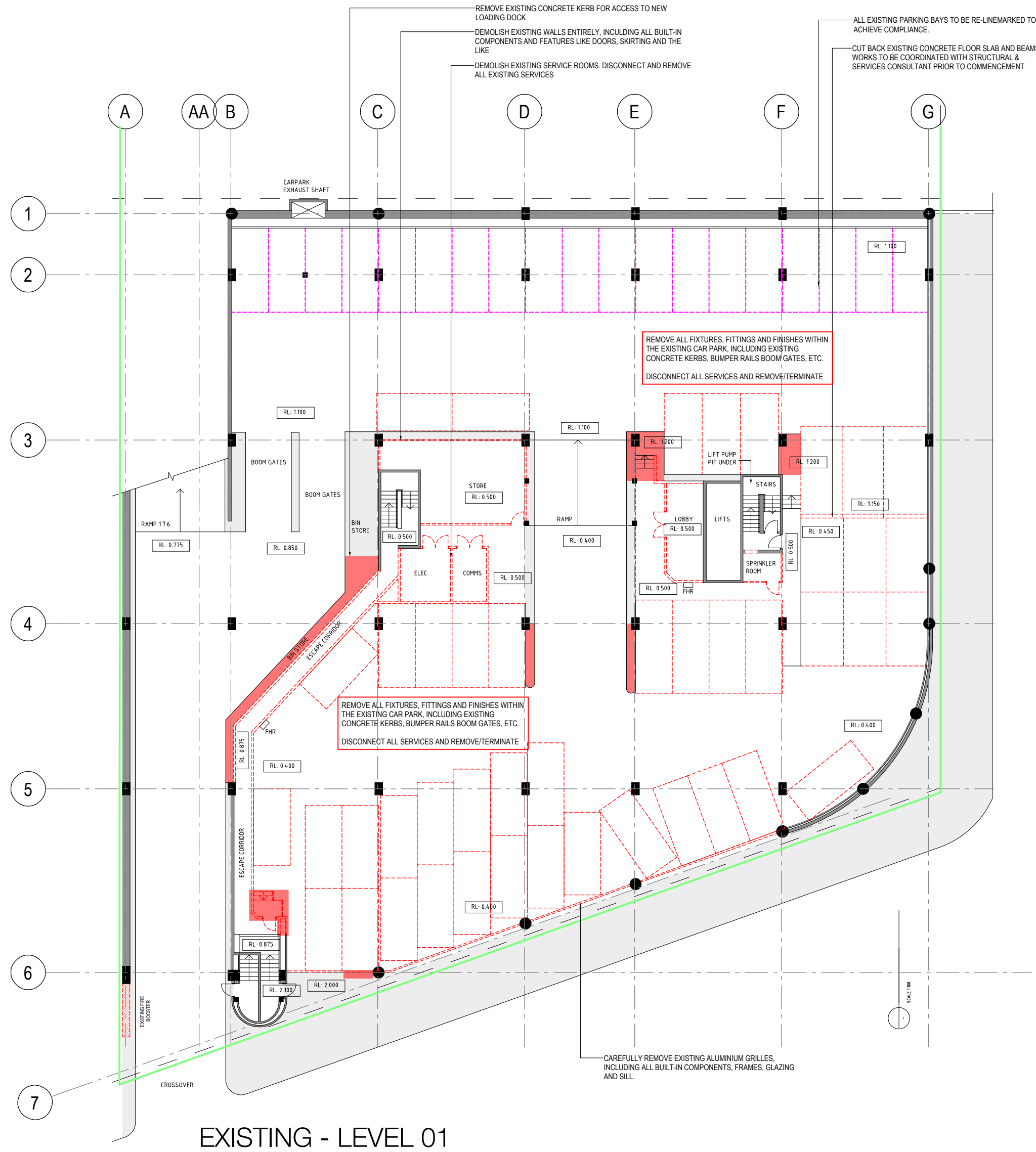
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City of Perth

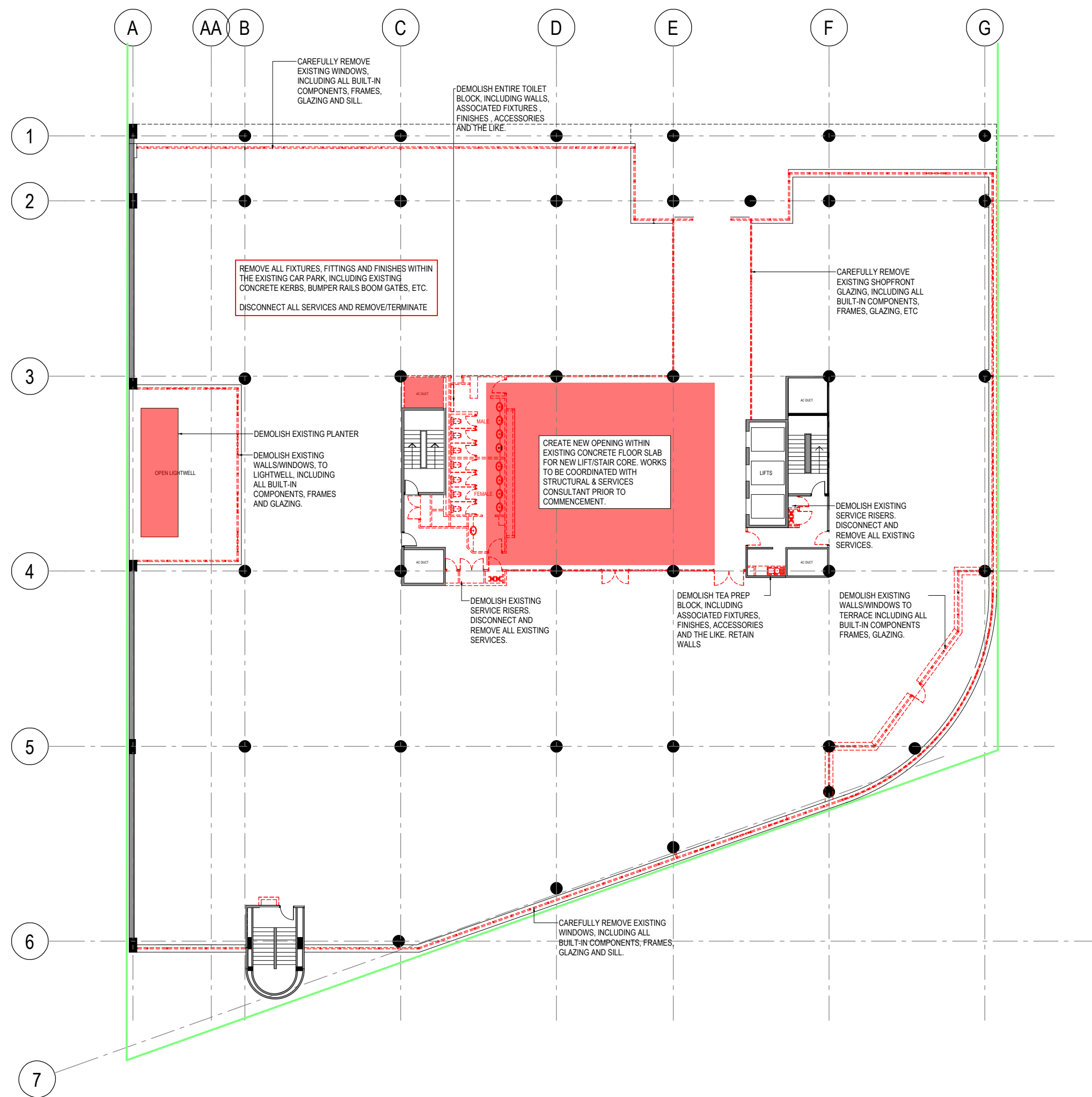
15/12/2022

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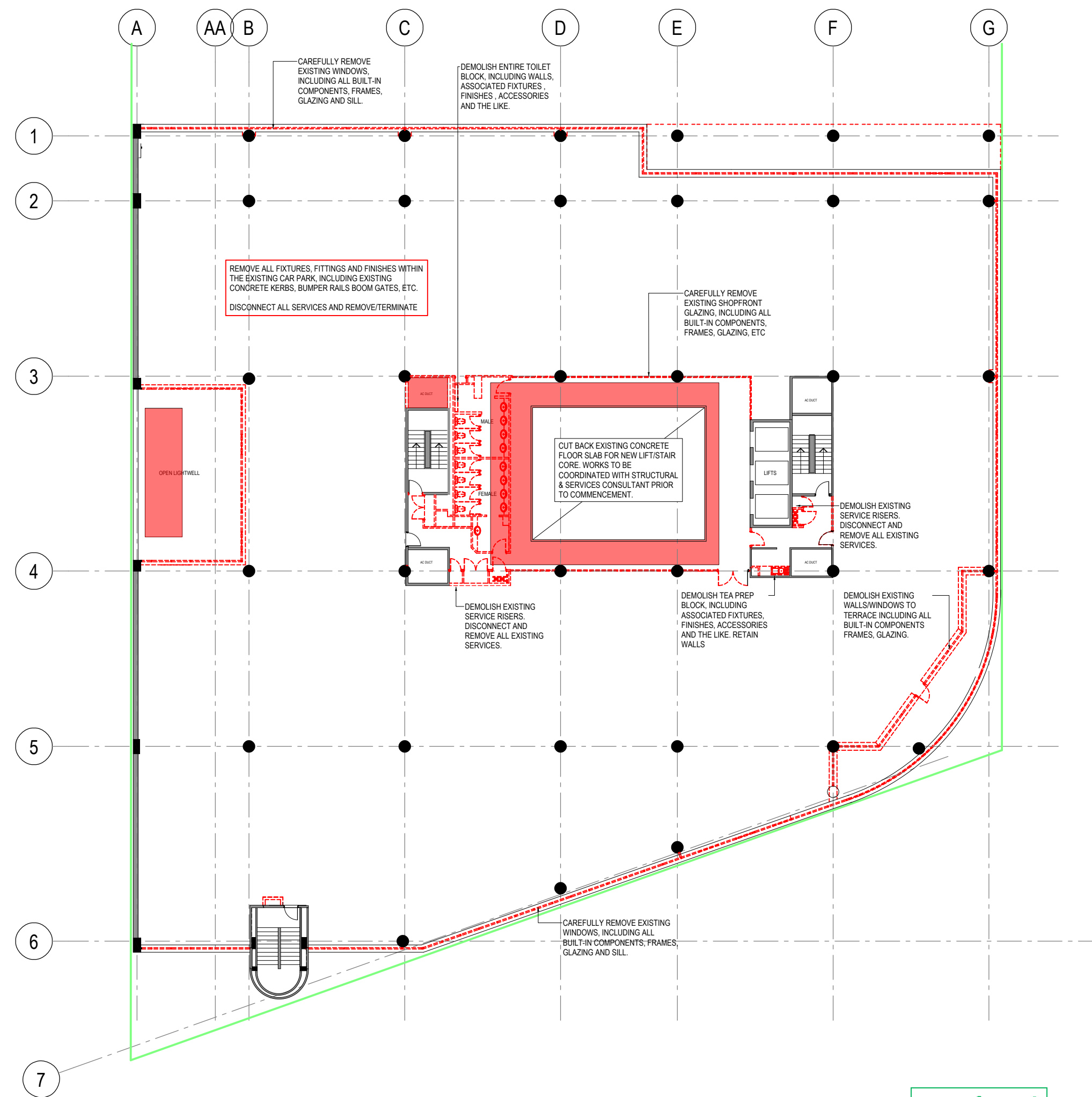




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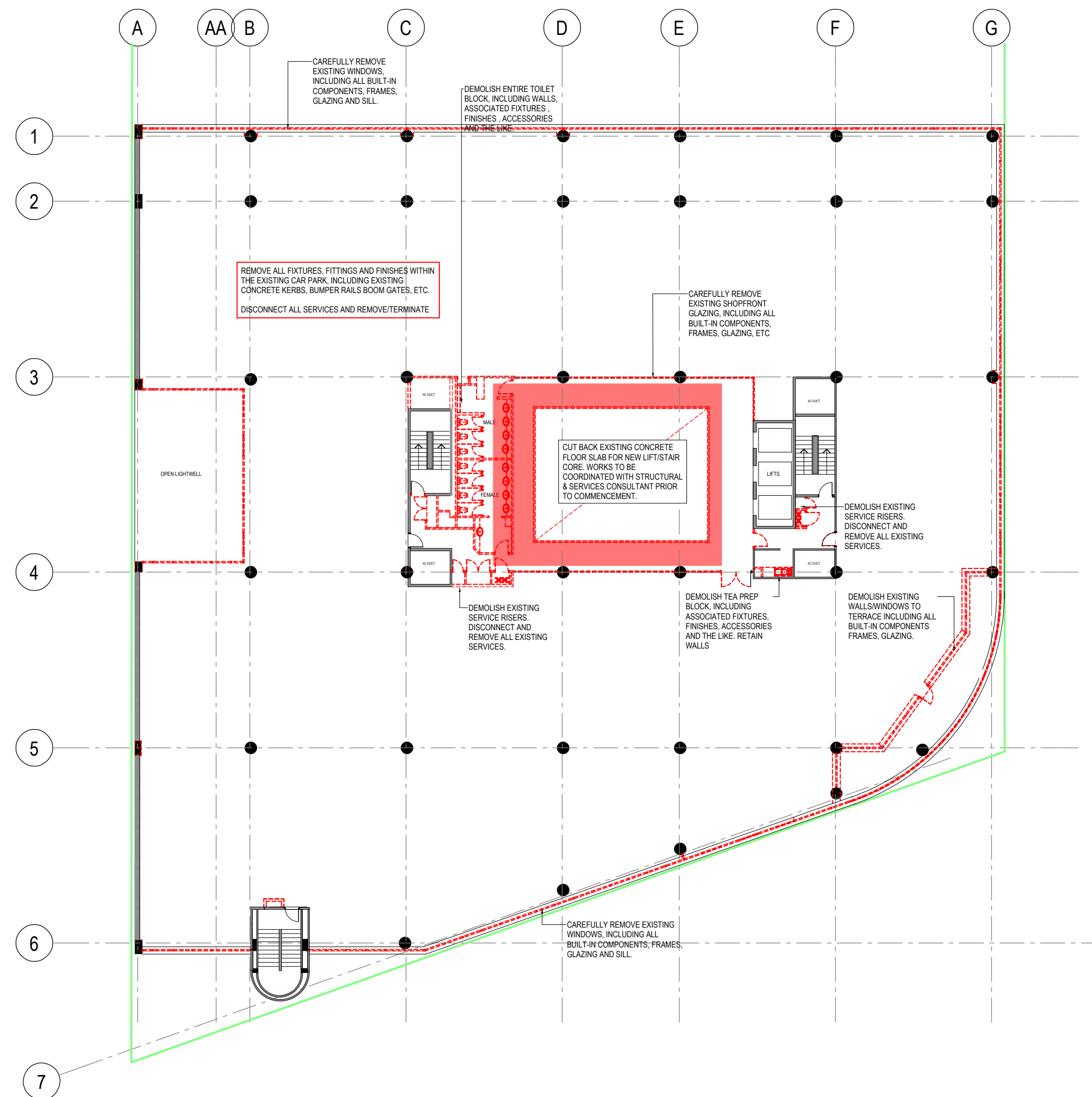


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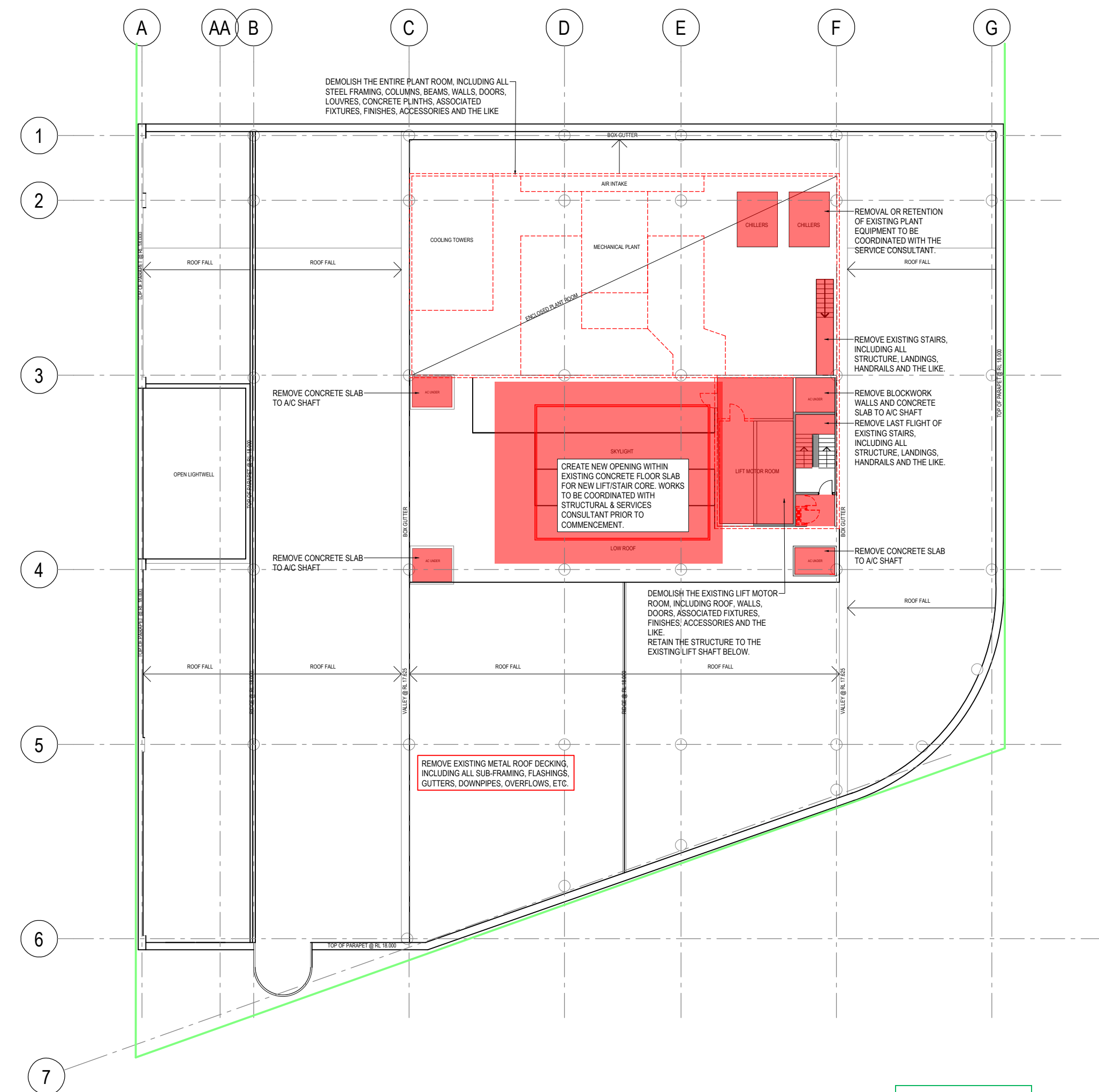


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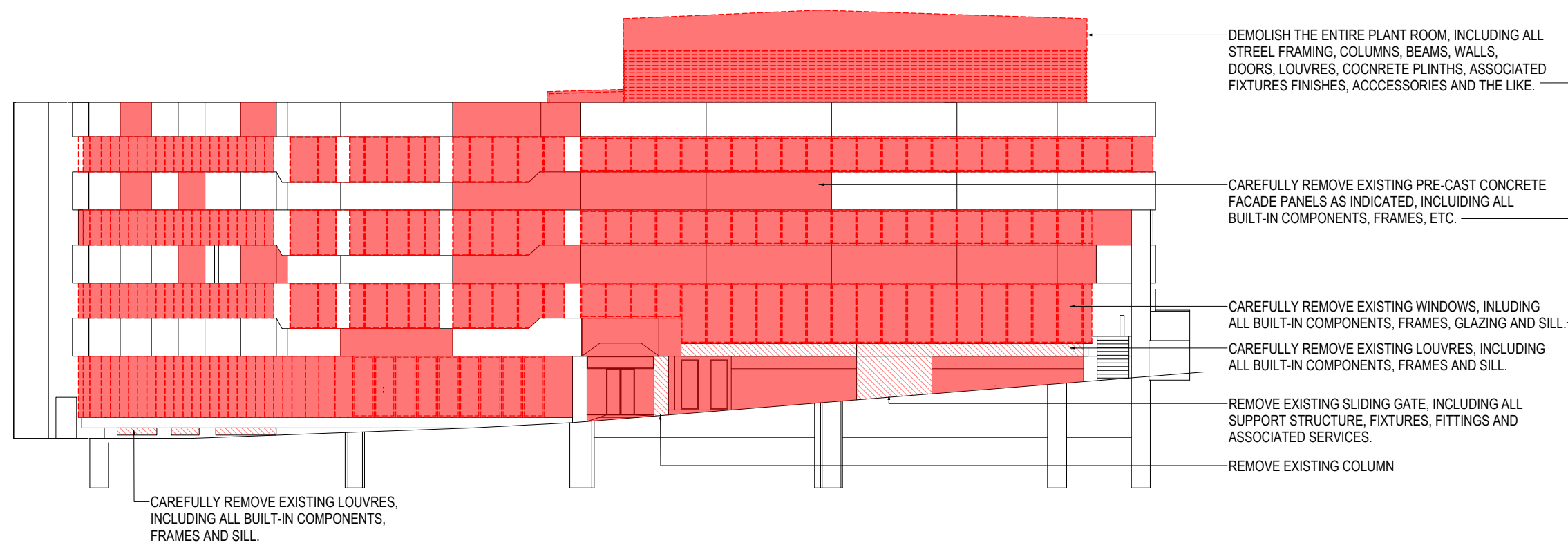


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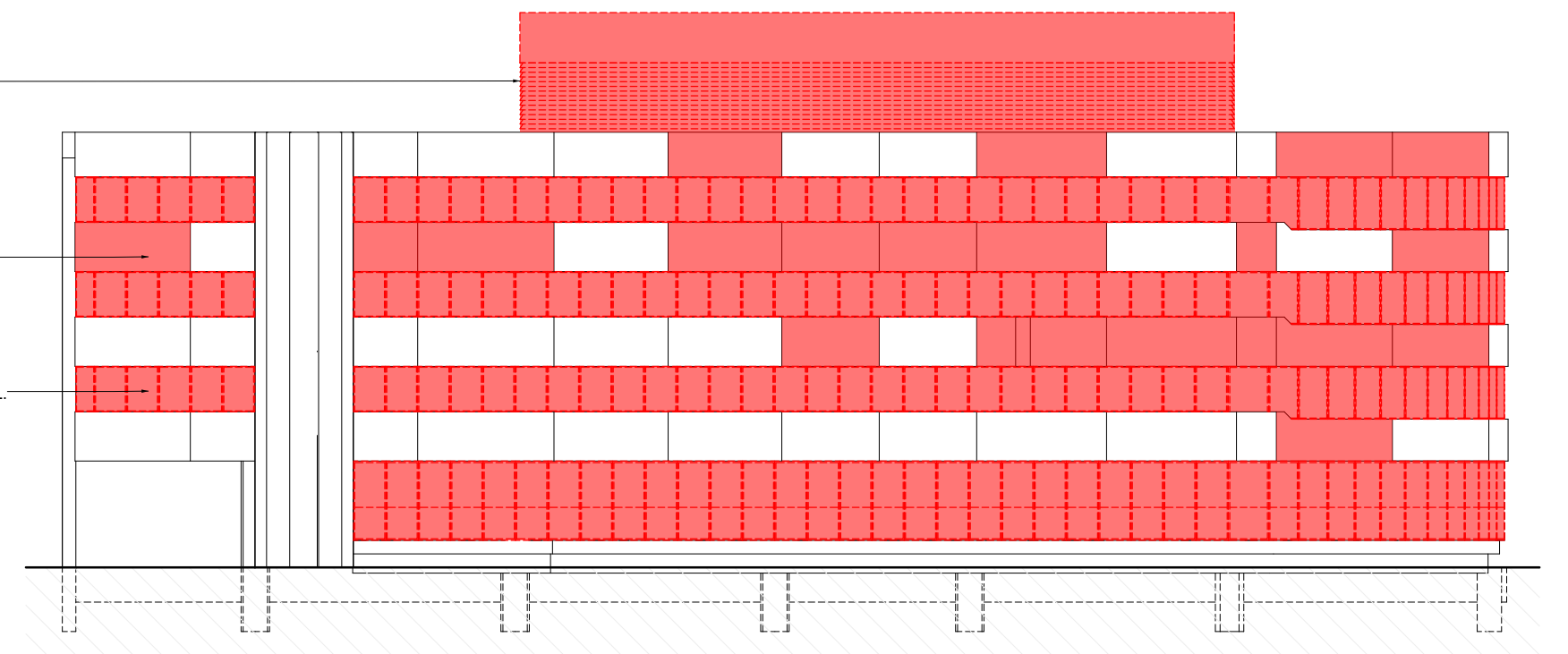


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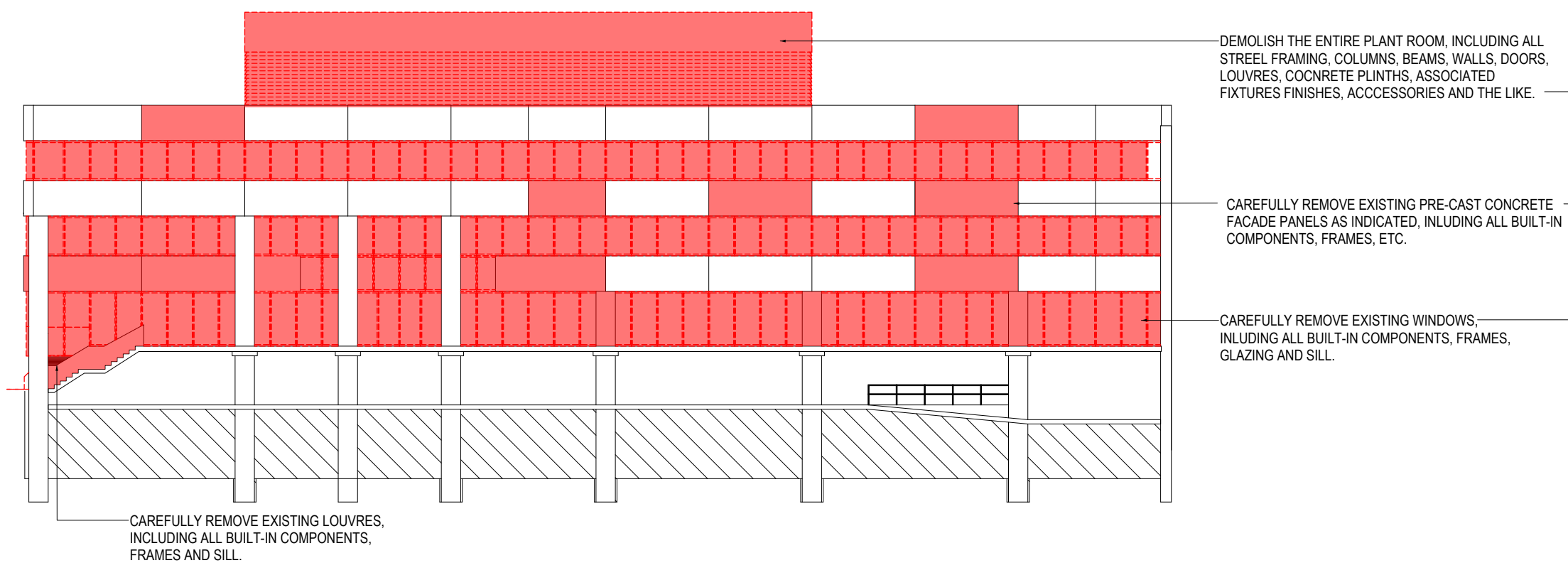
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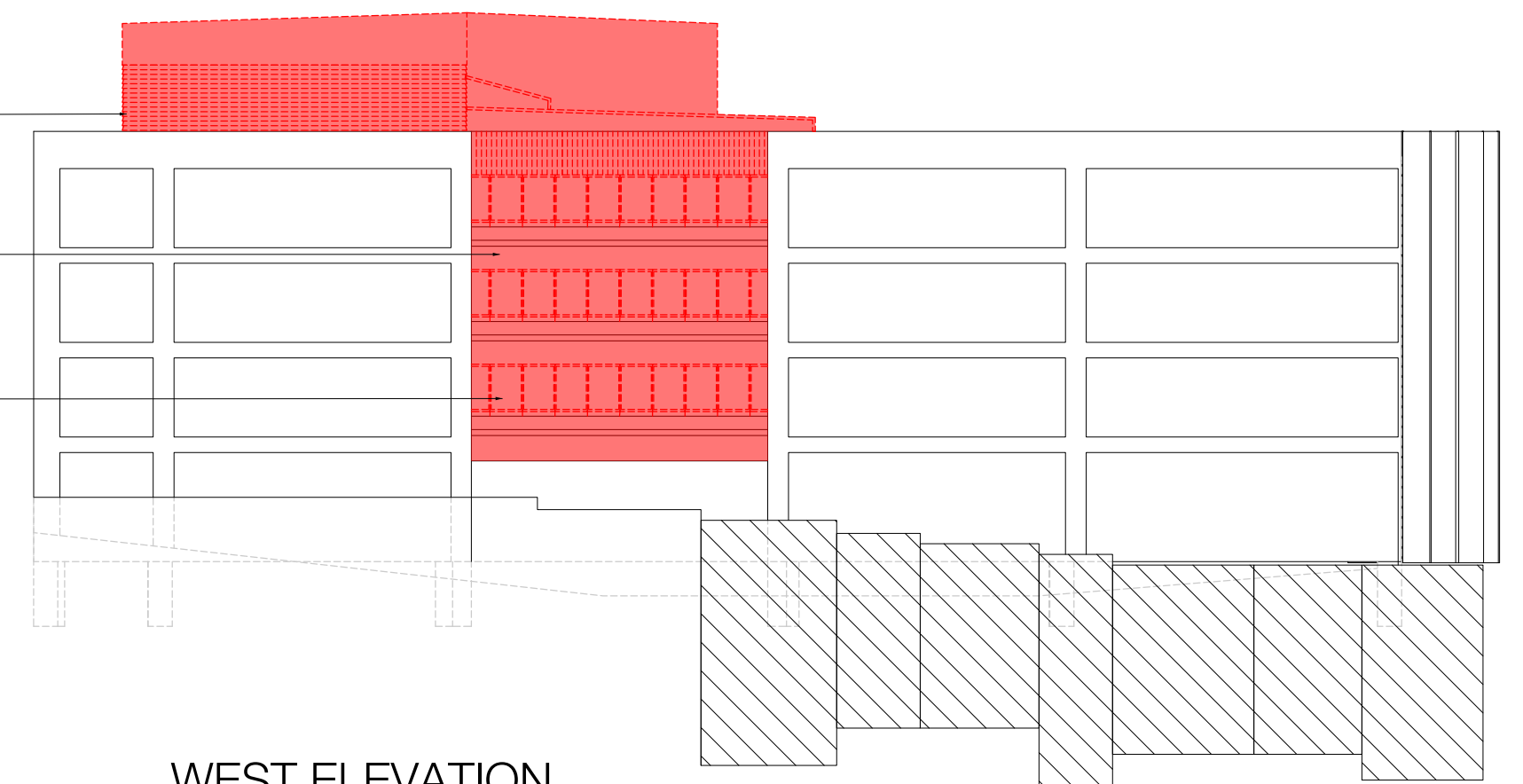
EAST ELEVATION



SOUTH ELEVATION

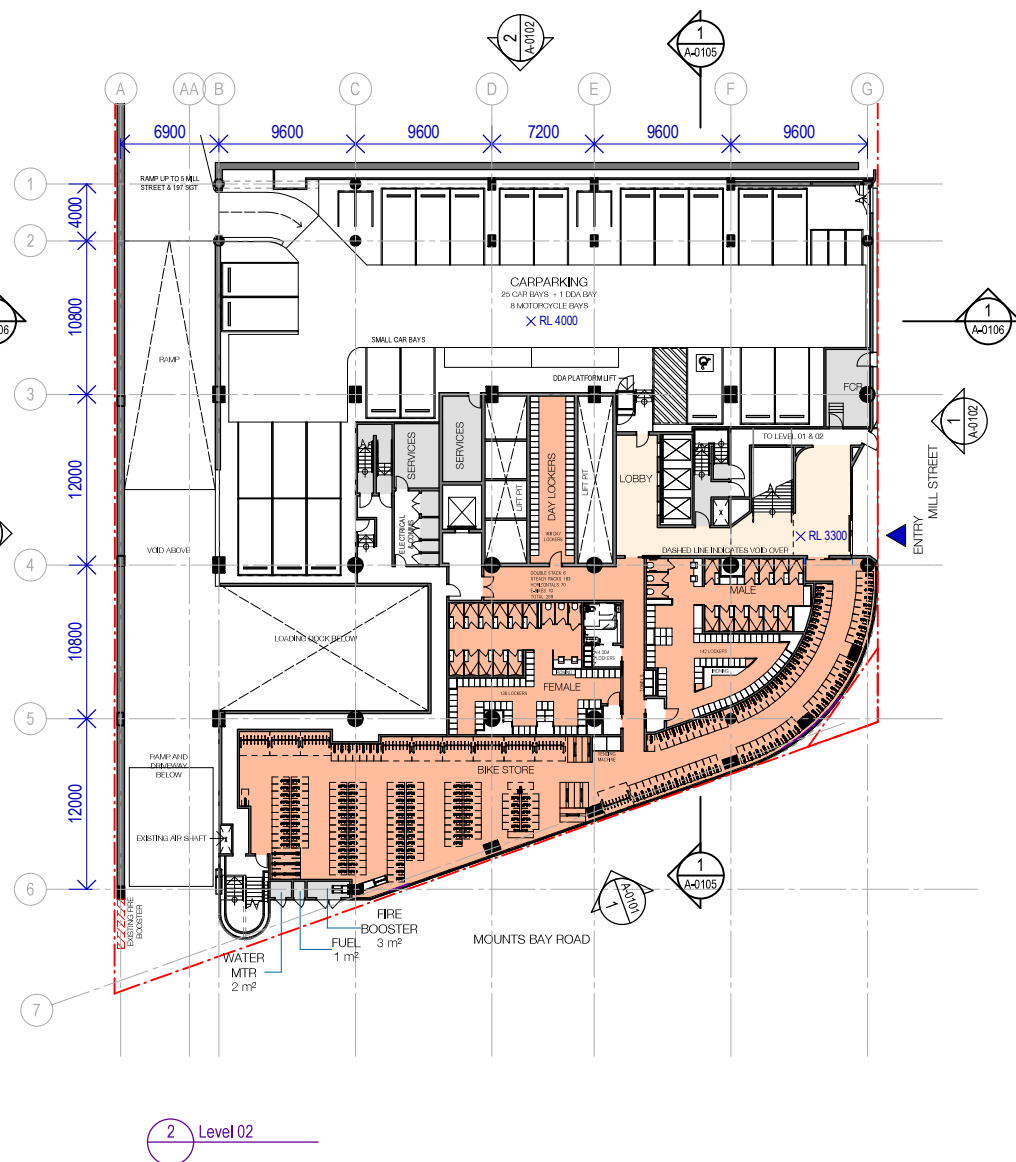


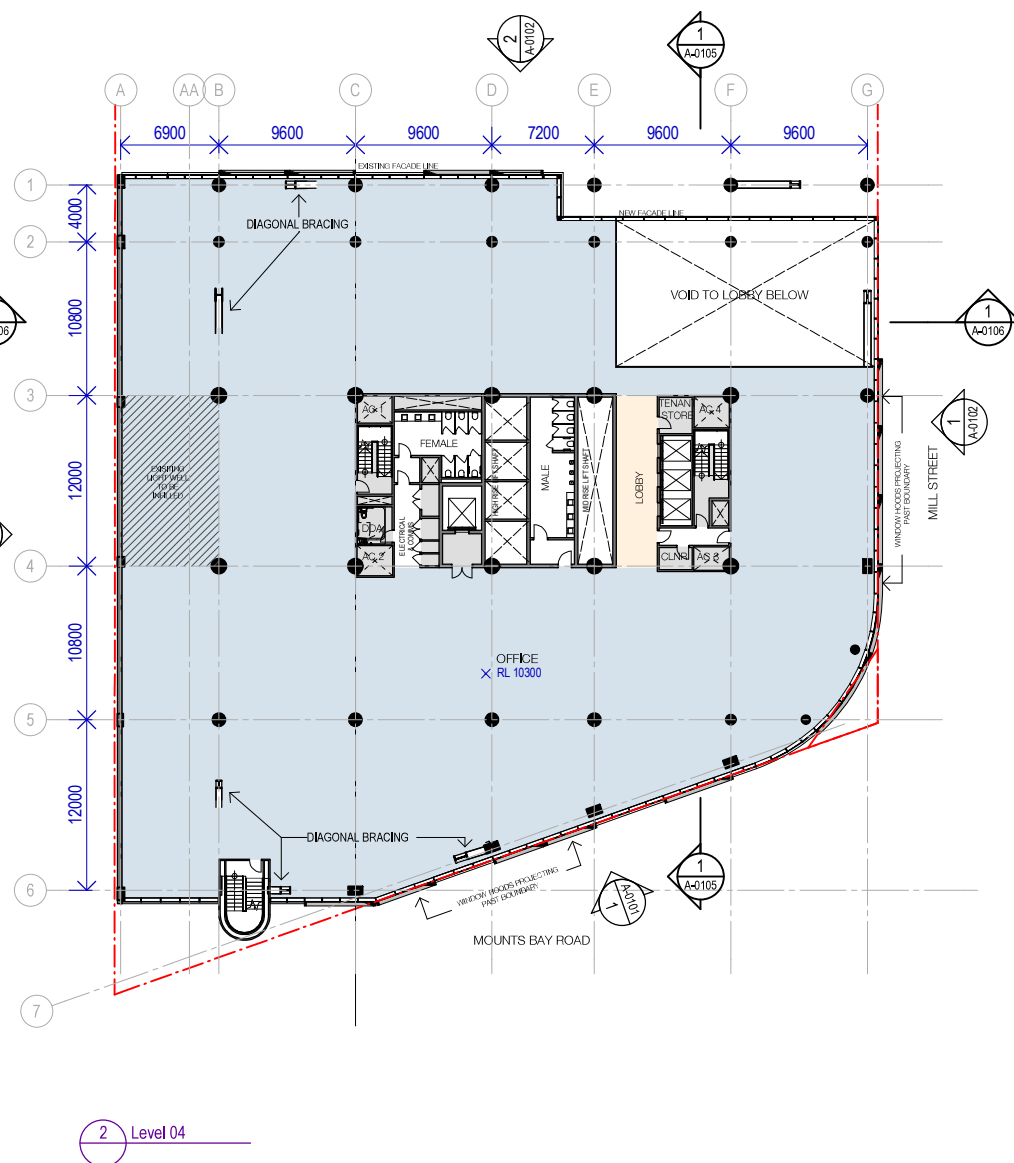
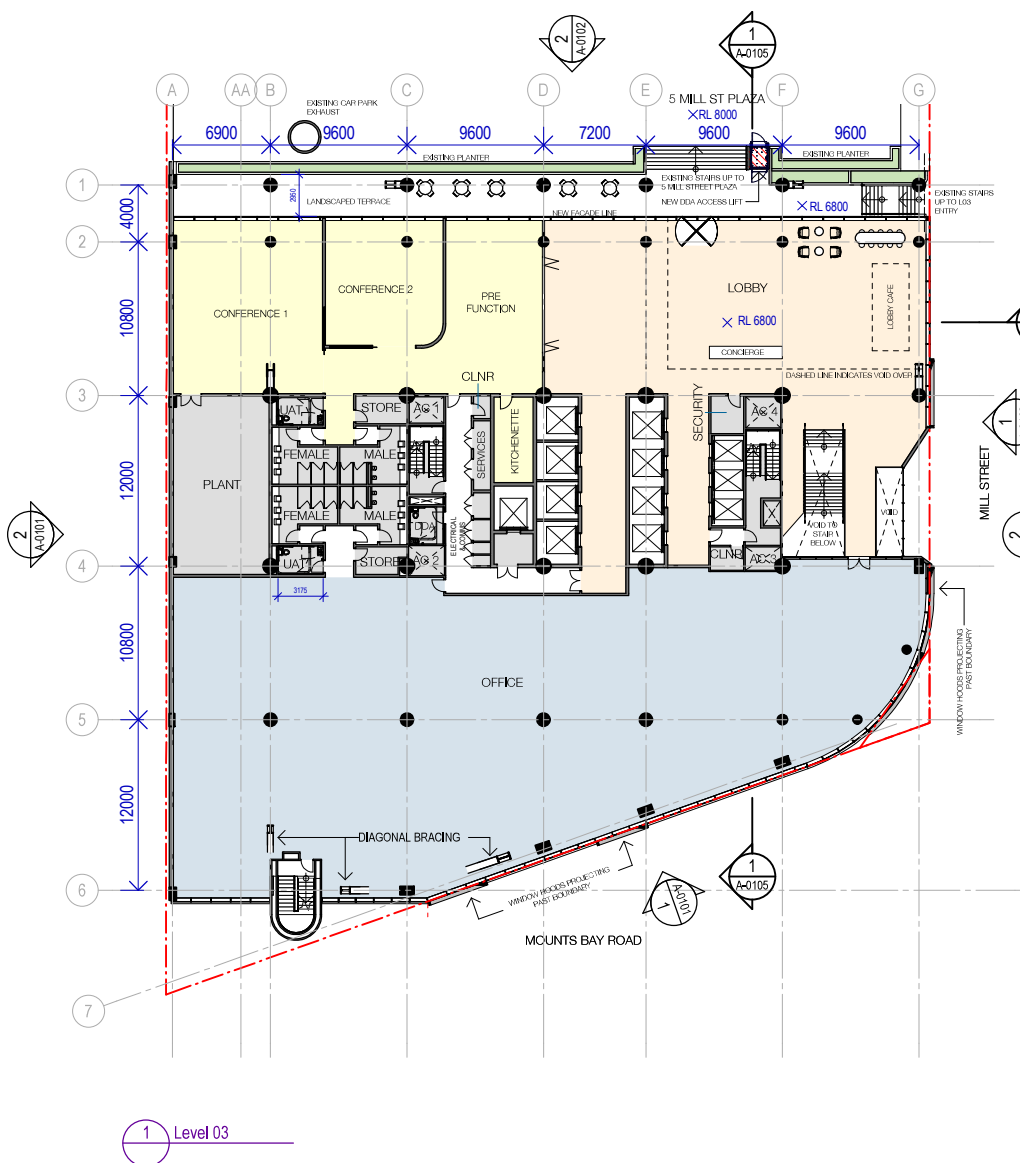
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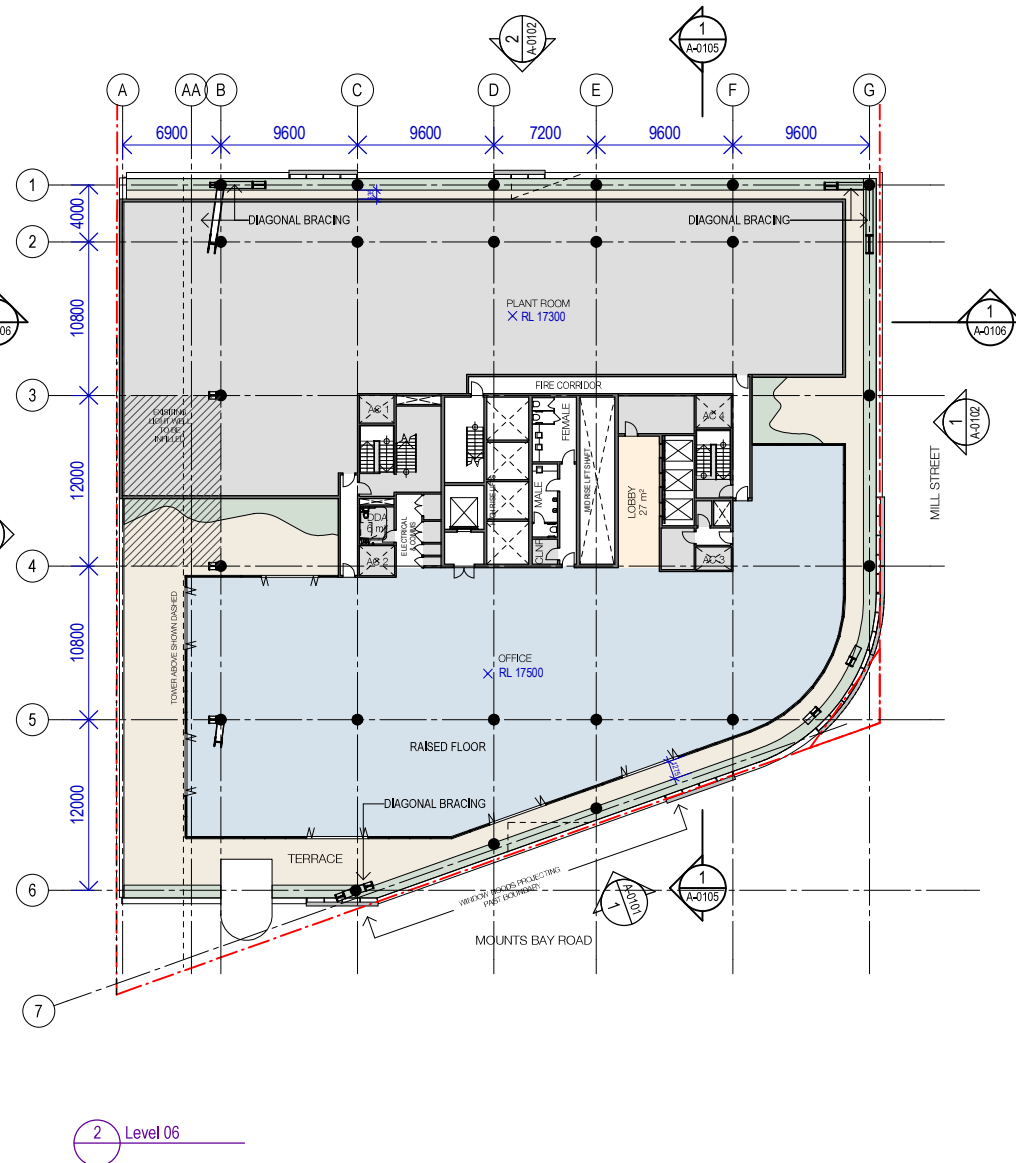
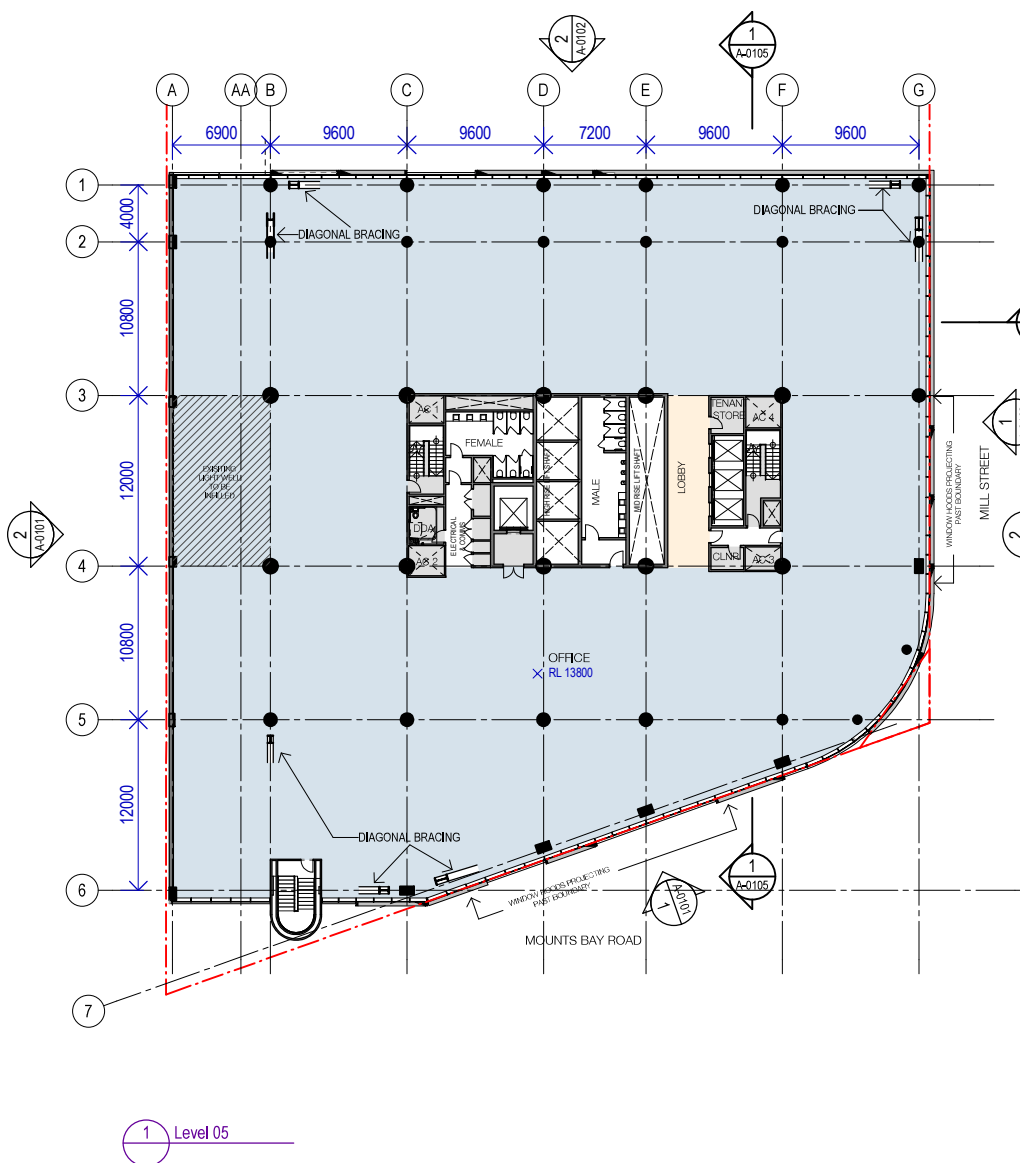


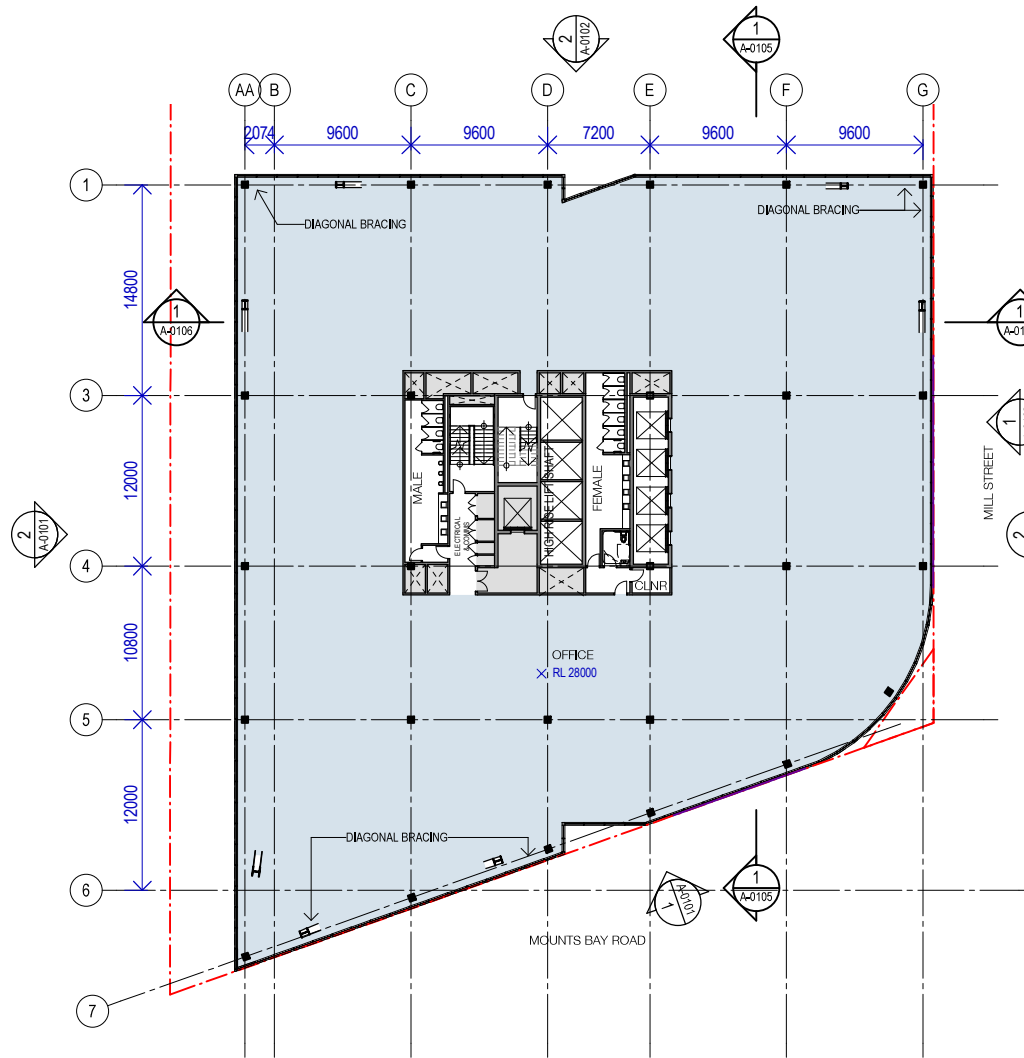
WEST ELEVATION

City of Perth
15/12/2022
Received

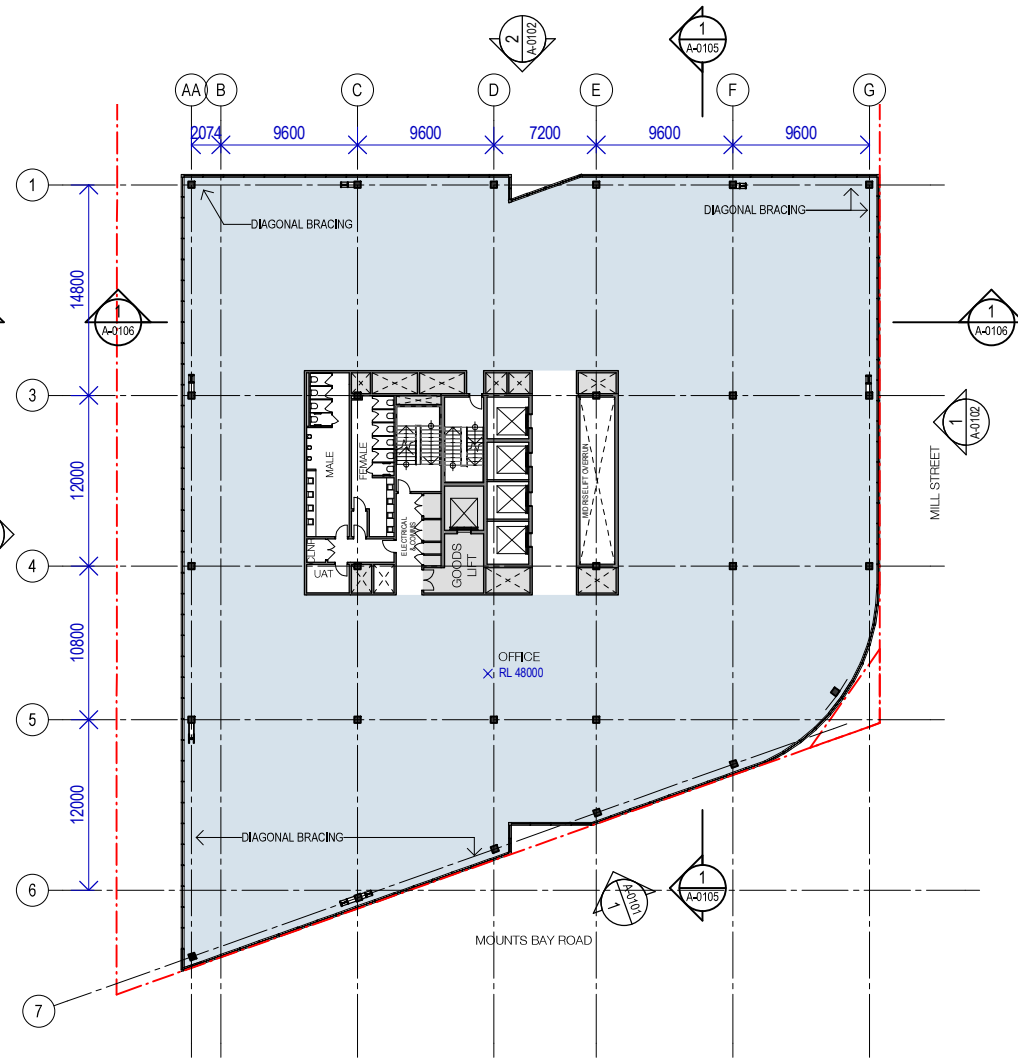




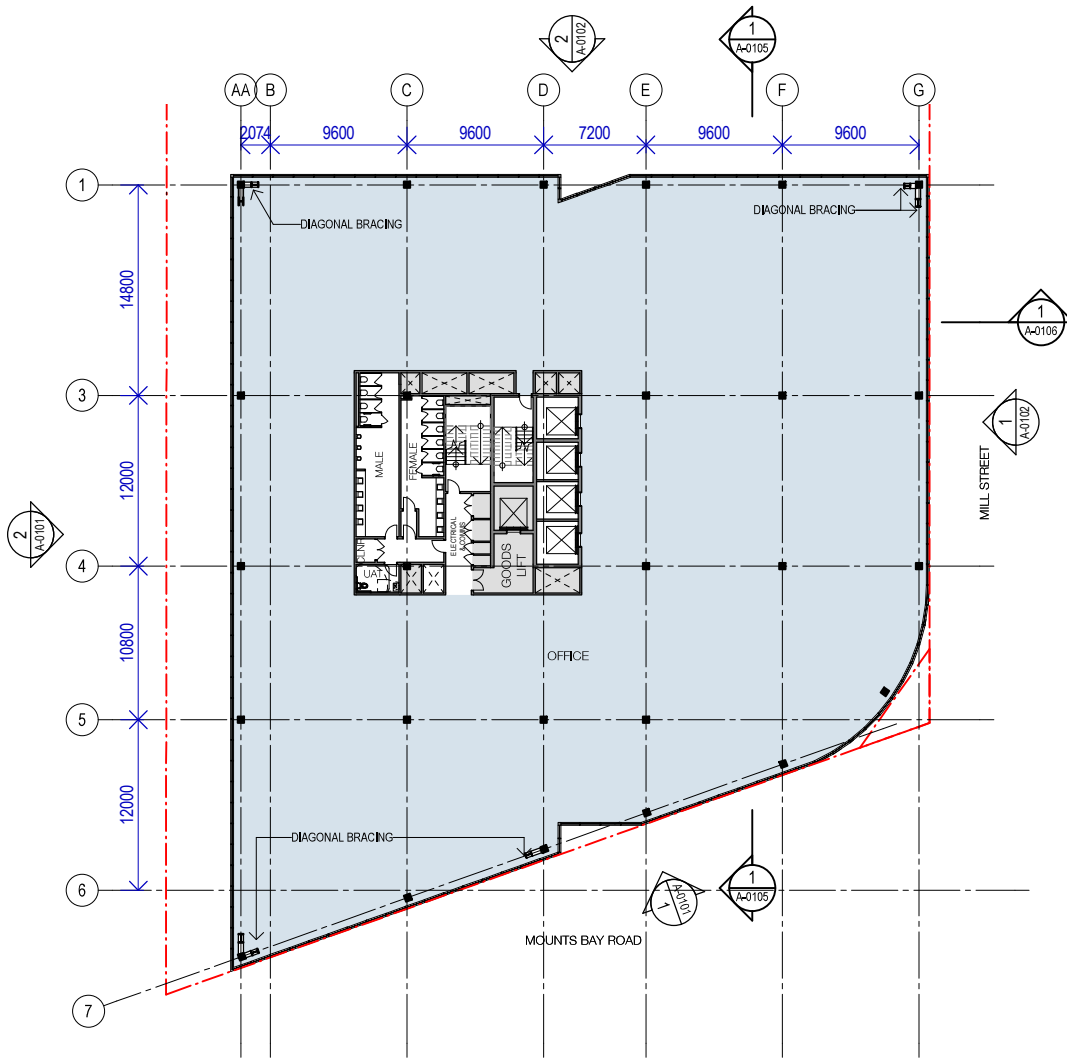




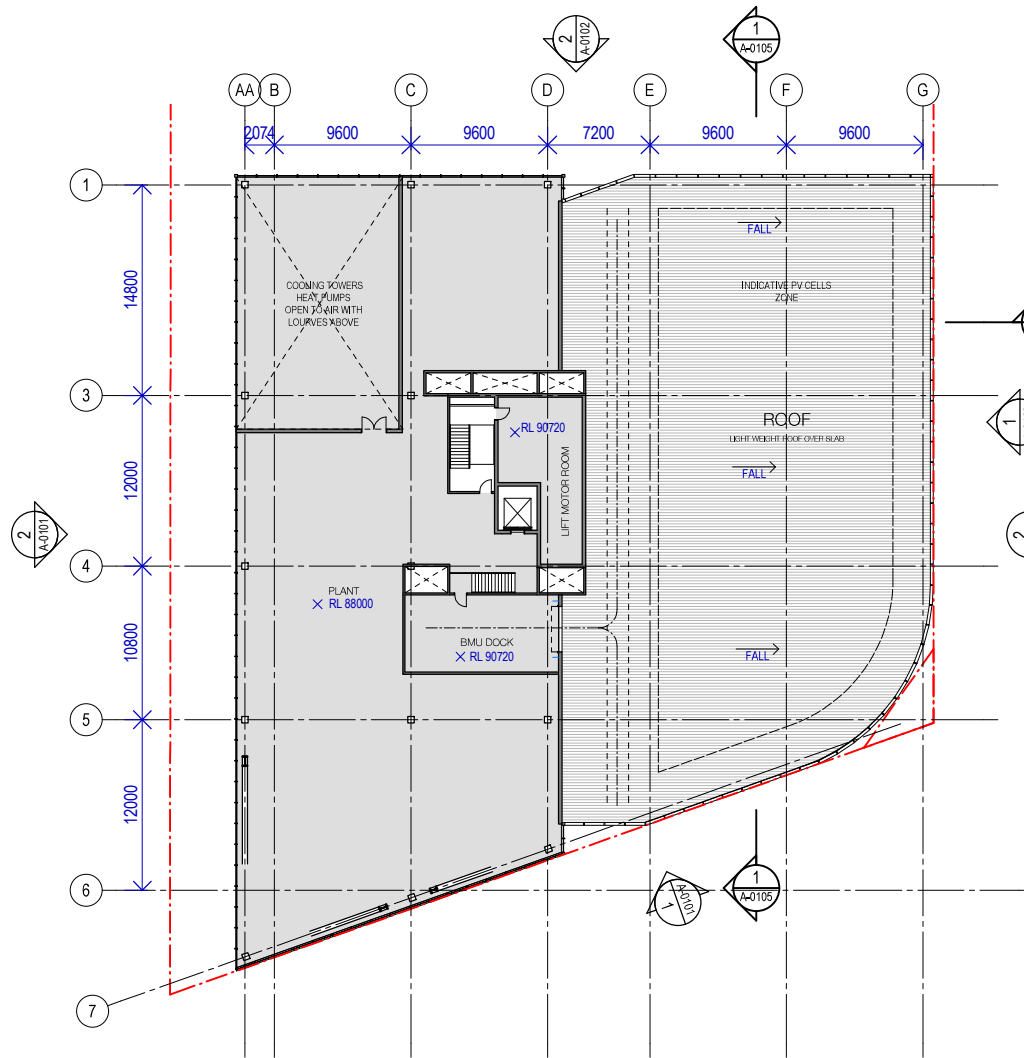
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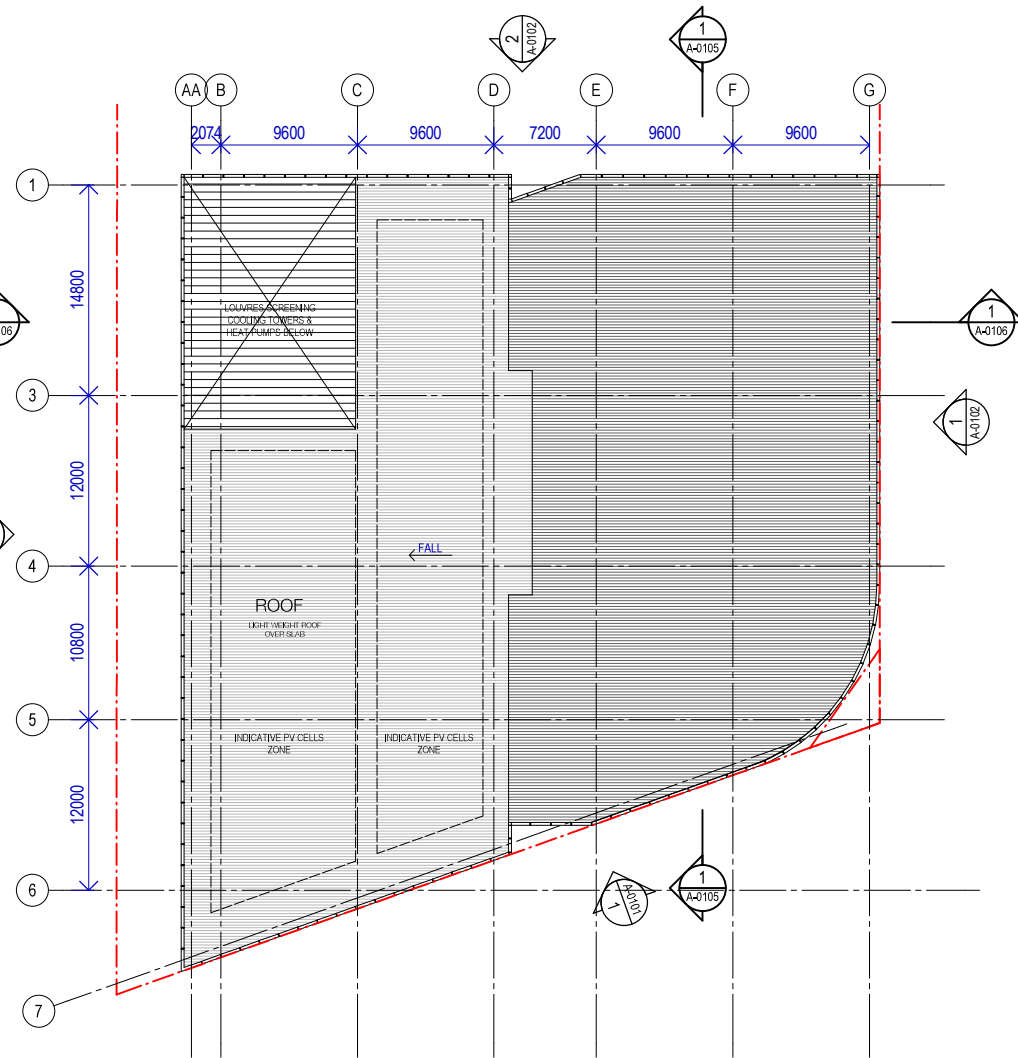
2 LEVEL 13 - TRANSITION FLOOR



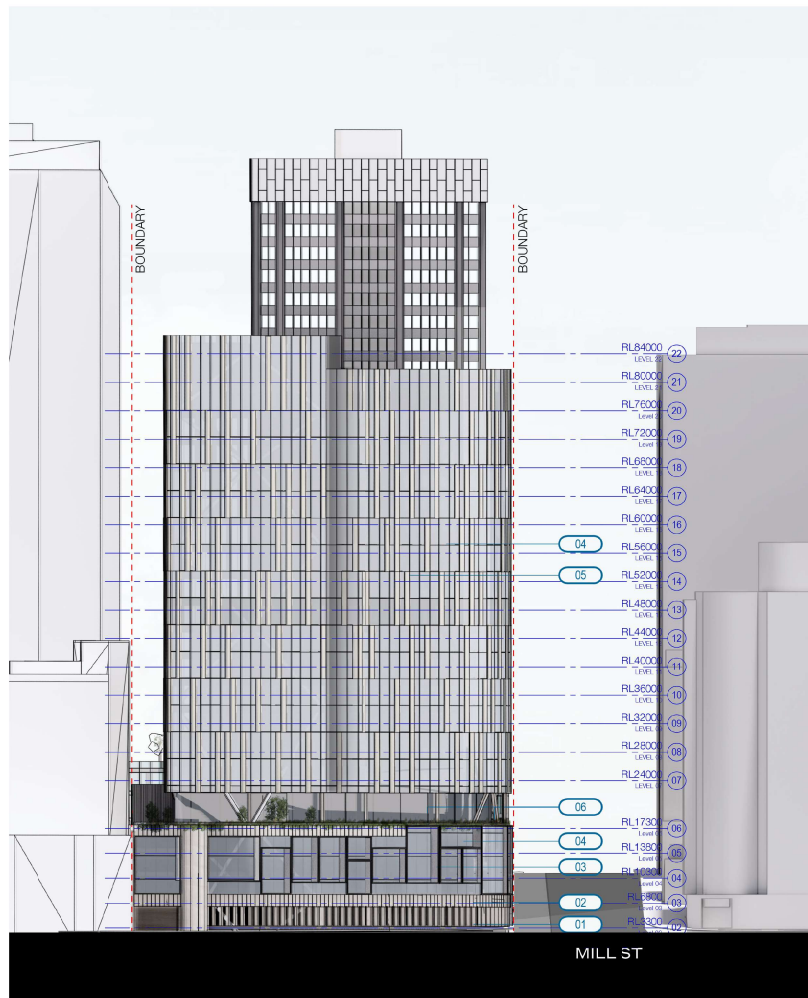
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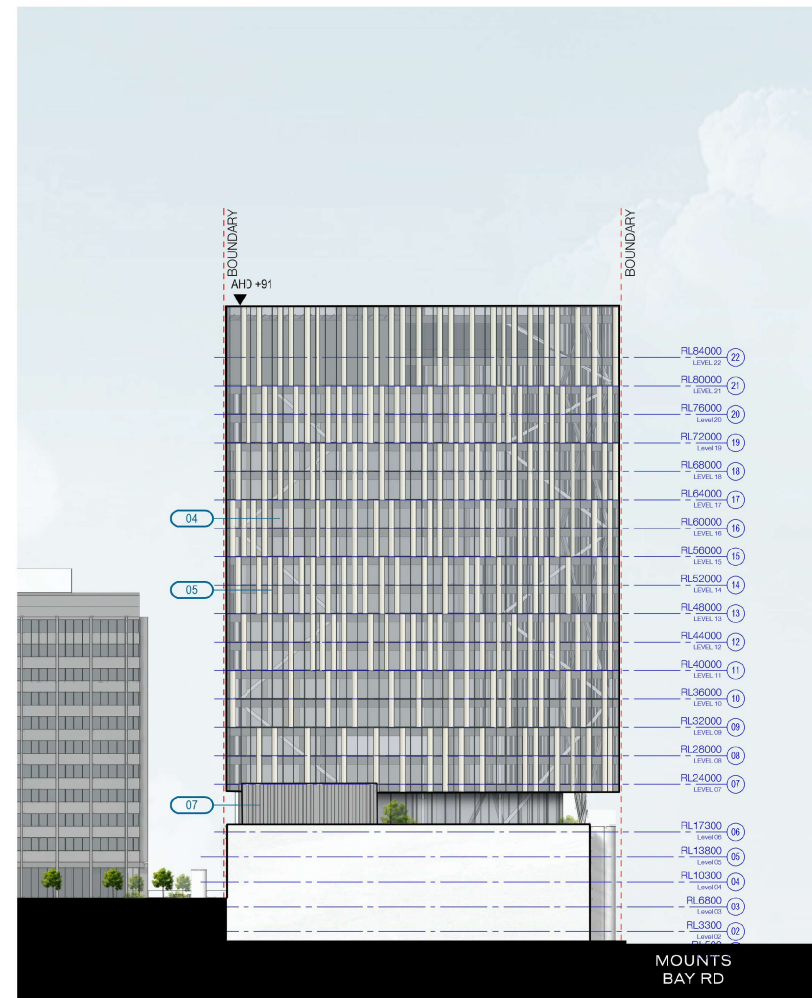
2 PLANT & LIFT MOTOR ROOM



1 TOP OF ROOF



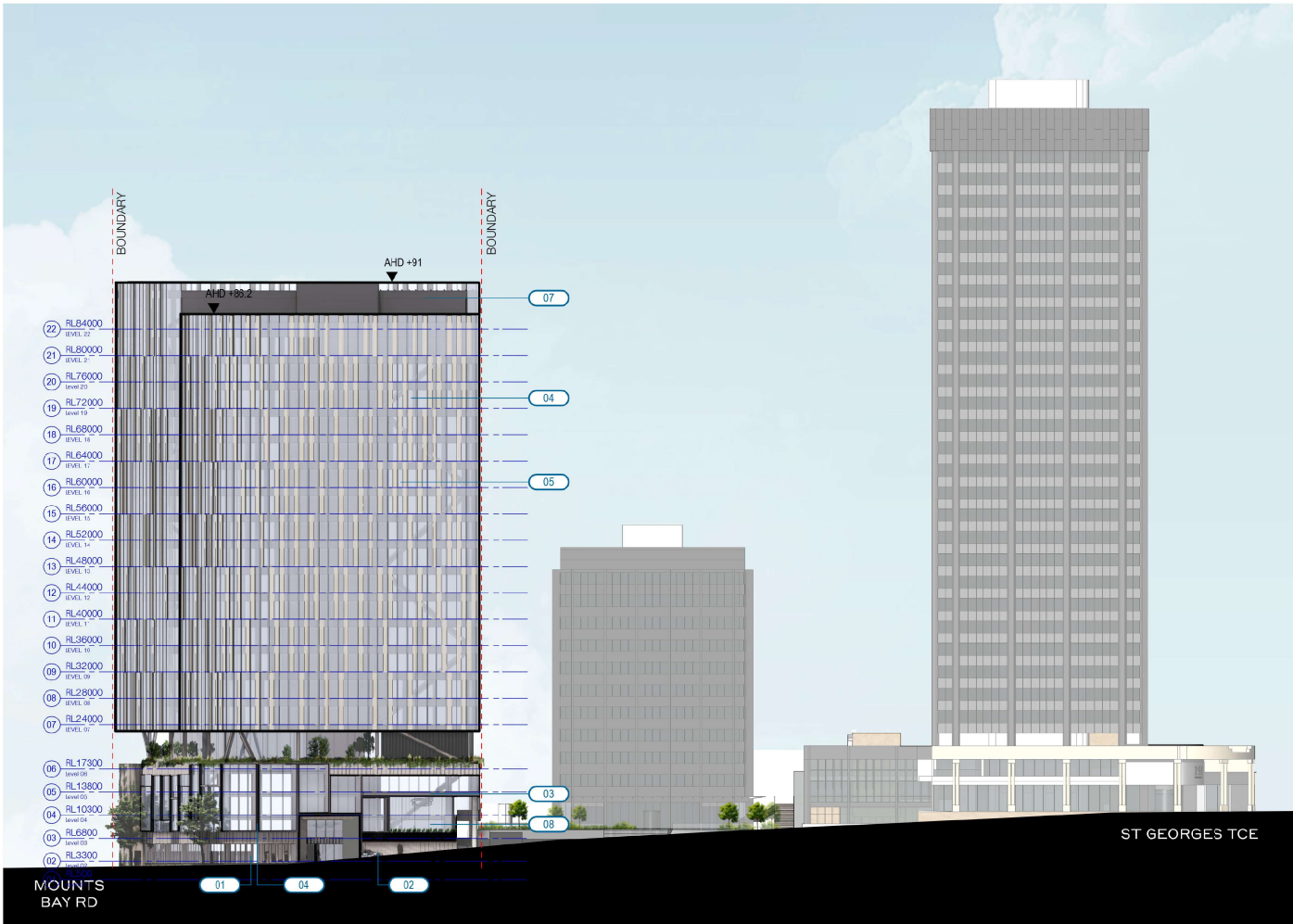
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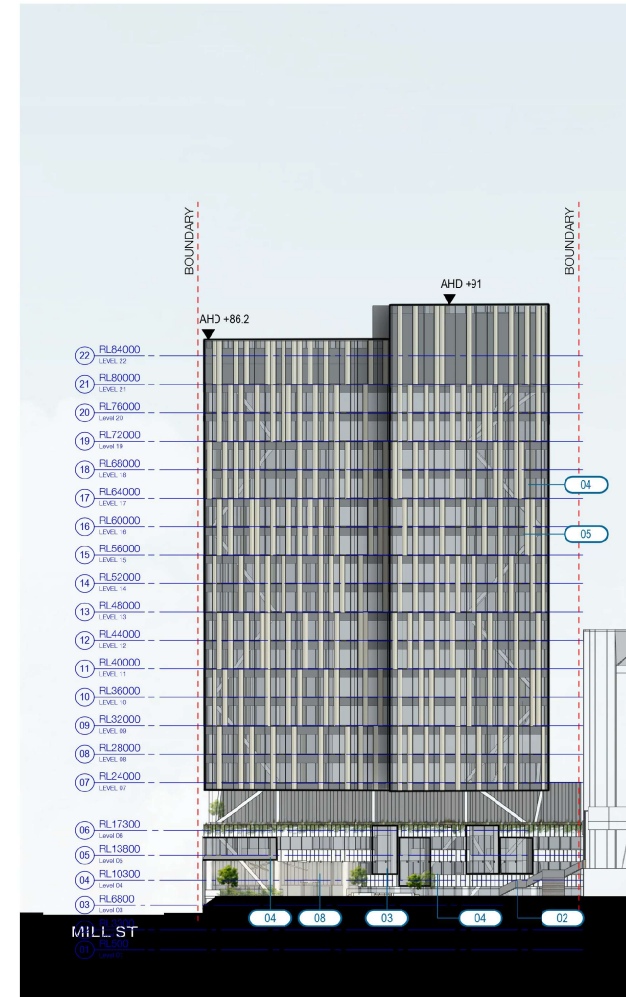
West Elevation

ALL LEVELS ARE RELATED
TO THE SURVEY AHD

- 01 GLAZED AND SOLID METAL VERTICAL PLEATED FACADE
- 02 FLUTED PROFILE GRC PANEL CLADDING TO EXSTING PRECAST SPANDRELS
- 03 ALUMINIUM FACADE FRAME WITH NEGATIVE REVEAL IN METALLIC GREY FINISH
- 04 HIGH PERFORMANCE DOUBLE GLAZING TO WINDOW VISION PANELS
- 05 750 WIDE FLUTED SOLID ALUMINIUM FACADE PANEL IN LIGHT METALLIC GOLD FINISH
- 06 1500 MODULE UNITIZED CURTAIN WALL SYSTEM IN METALLIC GREY FINISH
- 07 DARK METALLIC GREY ALUMINIUM LOUVRES AND WALL CLADDING
- 08 FRAMELESS GLASS SYSTEM TO LOBBY FACADE



East Elevation



North Elevation

ALL LEVELS ARE RELATED
TO THE SURVEY AHD

- 01 GLAZED AND SOLID METAL VERTICAL PLEATED FACADE
- 02 FLUTED PROFILE GRC PANEL CLADDING TO EXISTING PRECAST SPANDRELS
- 03 ALUMINIUM FACADE FRAME WITH NEGATIVE REVEAL IN METALLIC GREY FINISH
- 04 HIGH PERFORMANCE DOUBLE GLAZING TO WINDOW VISION PANELS
- 05 750 WIDE FLUTED SOLID ALUMINIUM FACADE PANEL IN LIGHT METALLIC GOLD FINISH
- 06 1500 MODULE UNITIZED CURTAIN WALL SYSTEM IN METALLIC GREY FINISH
- 07 DARK METALLIC GREY ALUMINIUM LOUVRES AND WALL CLADDING
- 08 FRAMELESS GLASS SYSTEM TO LOBBY FACADE



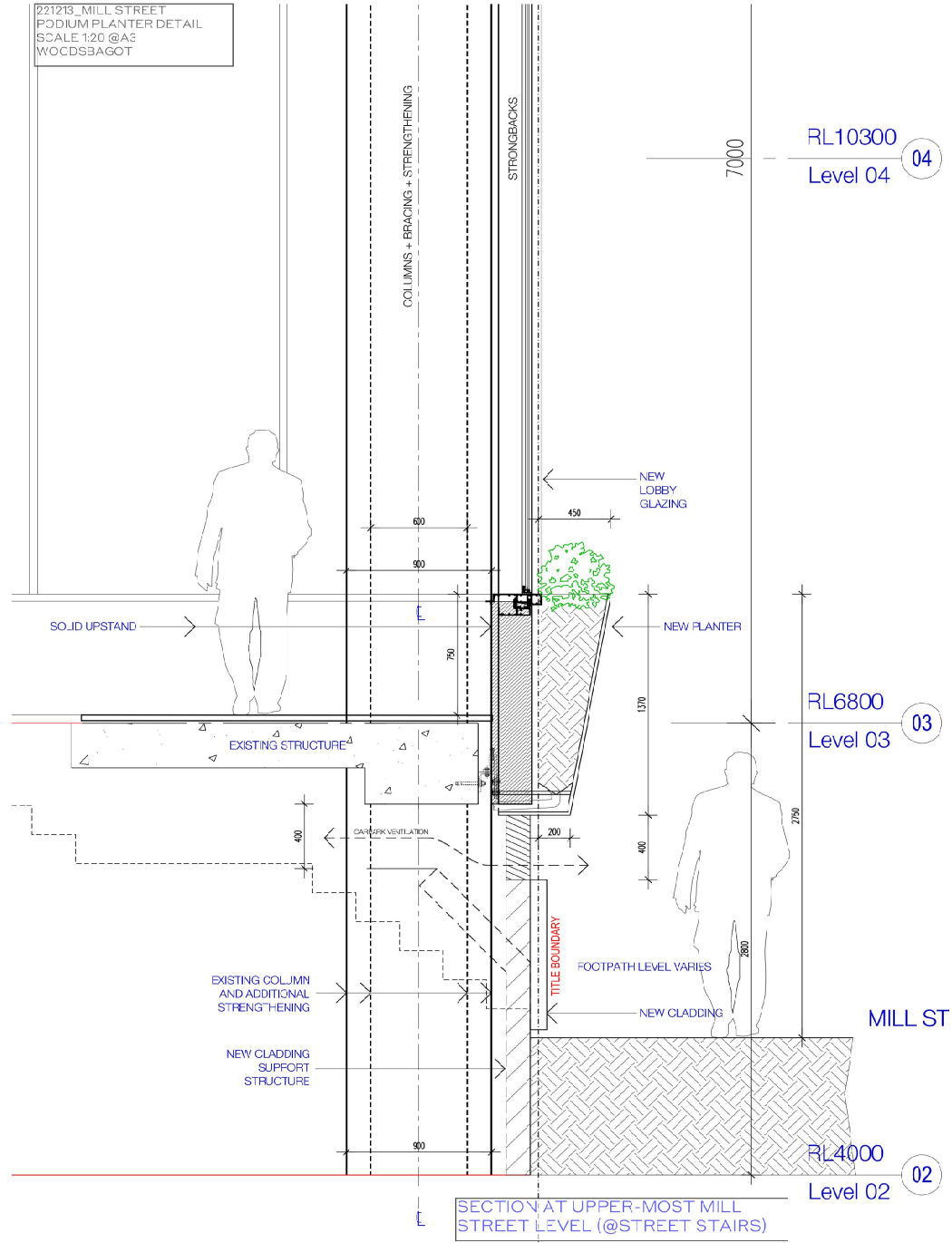
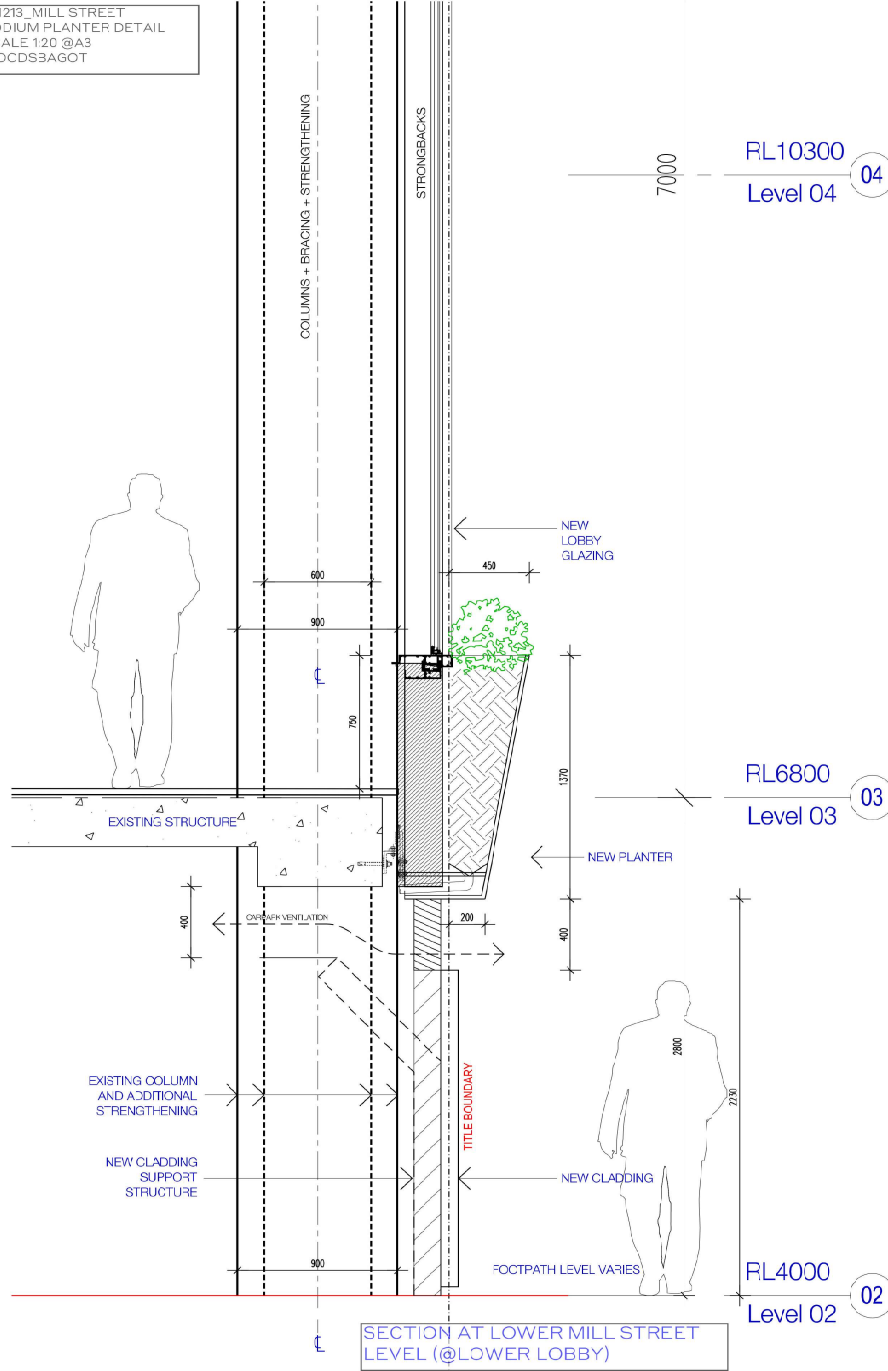
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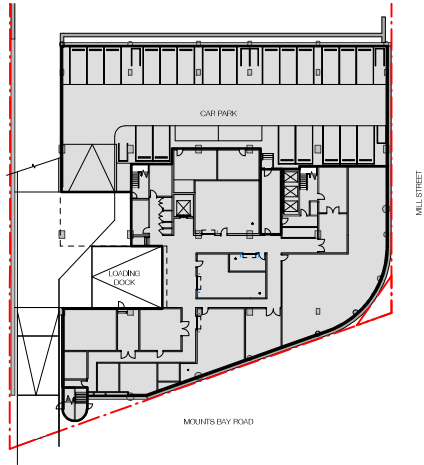
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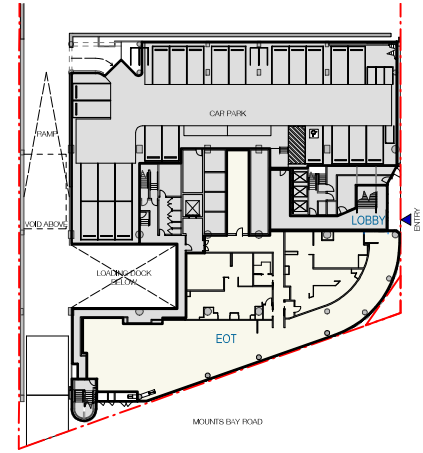
221213_MILL STREET
PODIUM PLANTER DETAIL
SCALE 1:20 @A3
WOODS3AGOT



- NLA
- NON- NLA
- LICENSED AREA



1 Level 01



2 Level 02



3 Level 03

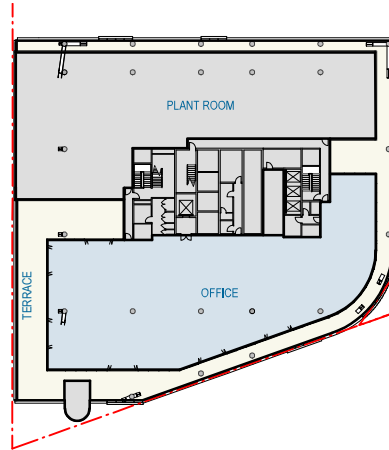


4 Level 04



5 Level 05

- NLA
- NON- NLA
- LICENSED AREA



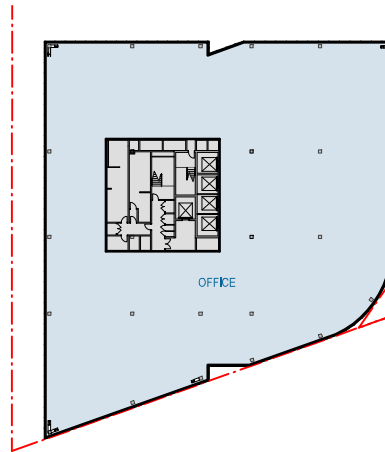
1 Level 06



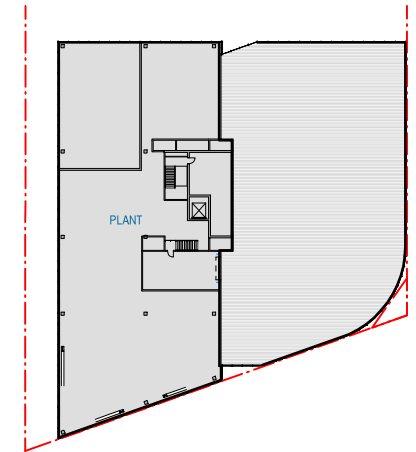
2 TYPICAL MID RISE



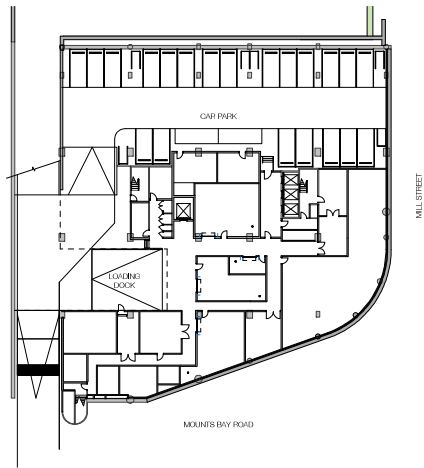
6 LEVEL 13- TRANSITION FLOOR



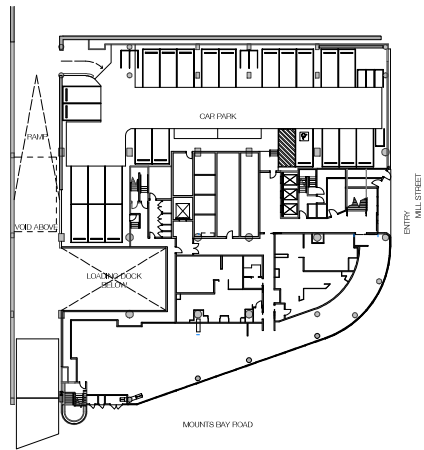
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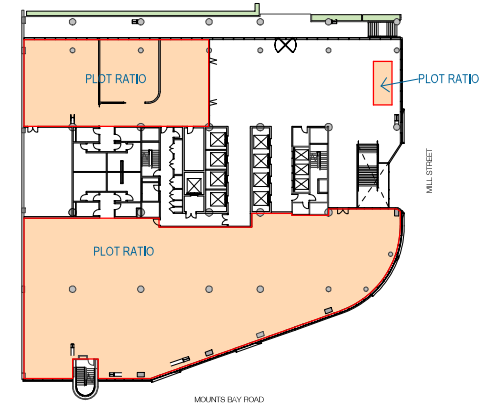
5 ROOF PLANT



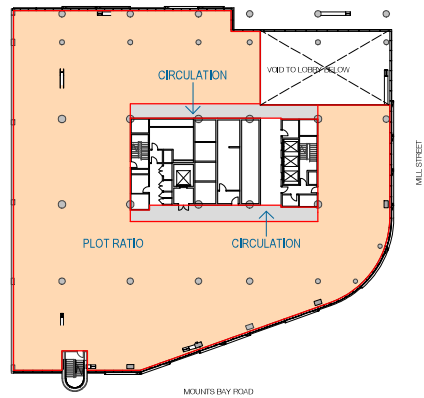
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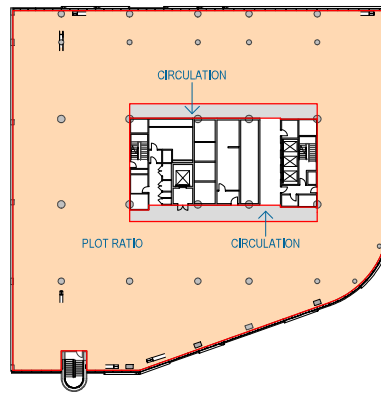
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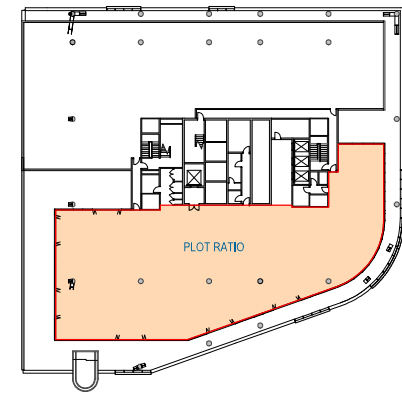
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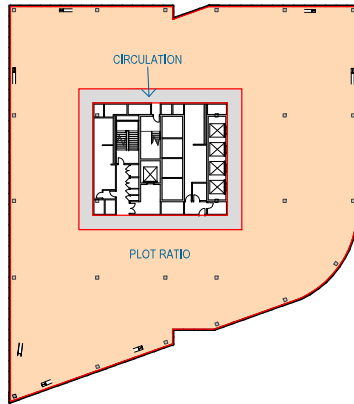
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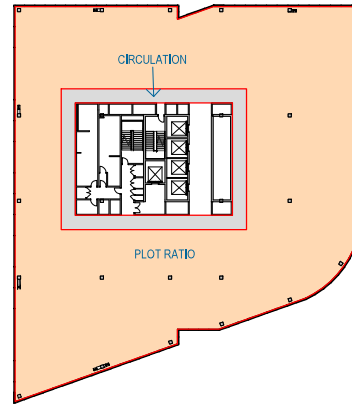
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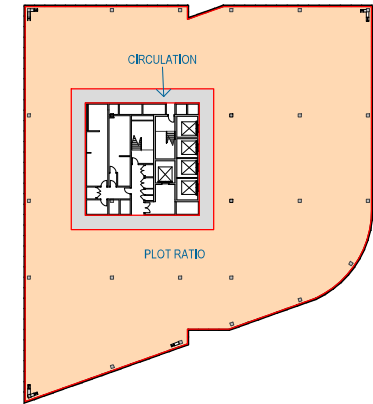
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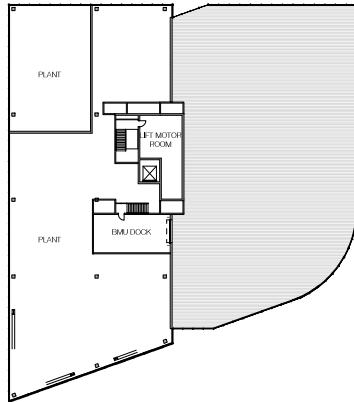
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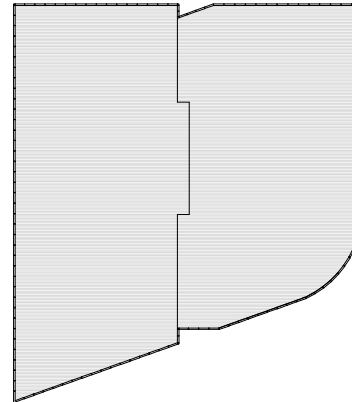
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3 TYPICAL HIGH RISE



6 ROOF PLANT



5 TOP OF ROOF

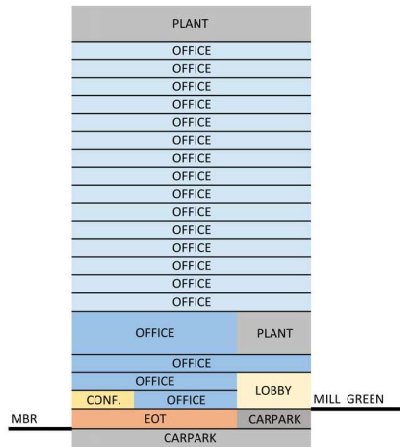
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Title PLOT RATIO AREA

Date 26.08.22

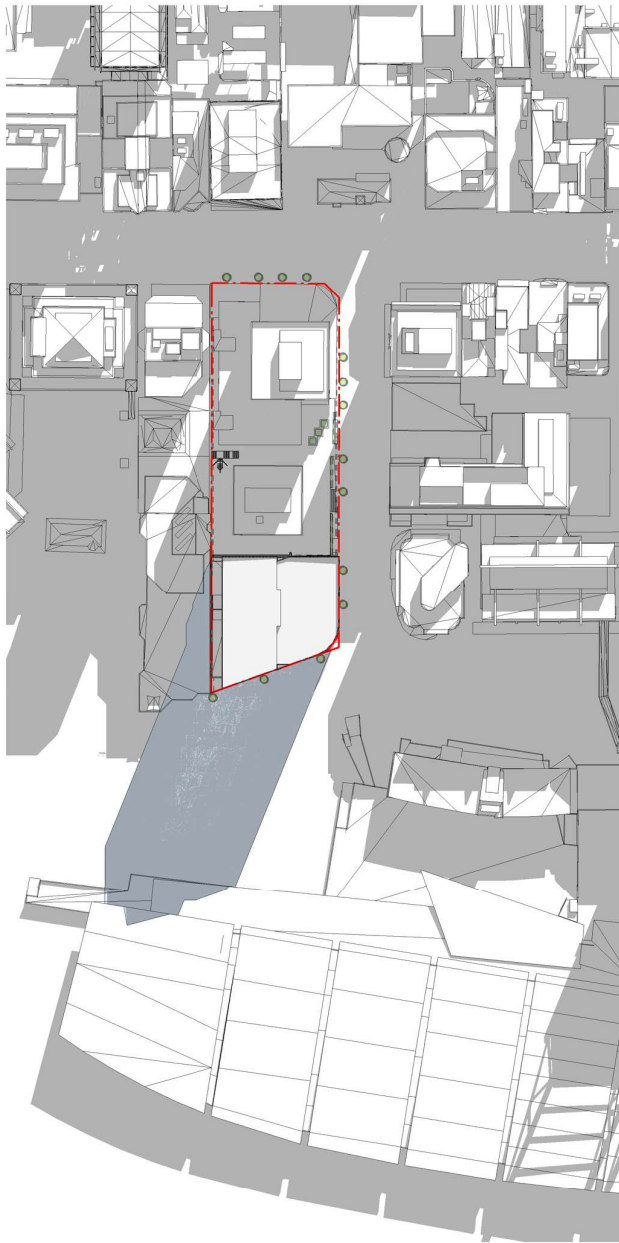
Rev D

Note - All areas & numbers are approximate and Woods Bagot will not be held accountable for any errors until a more detailed design study is carried out.

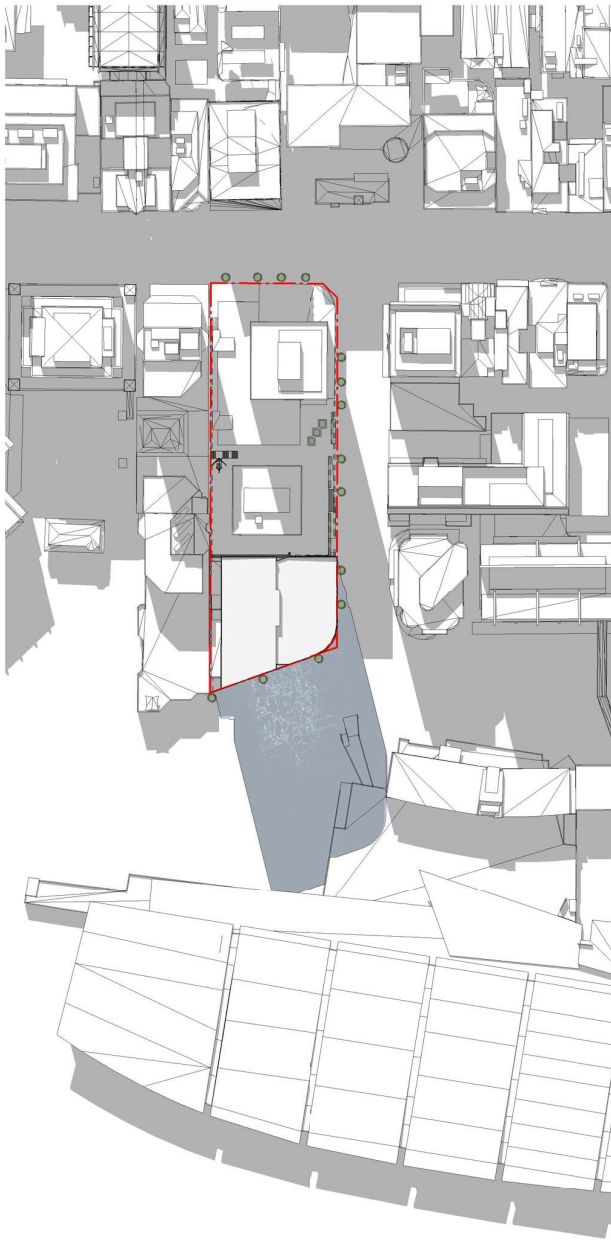


LVL	FTF	AHD	CIRCULATION	PLOT RATIO GFA**
RF	-	-	-	
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20	4	76	143	1669
19	4	72	143	1669
18	4	68	143	1669
17	4	64	143	1669
16	4	60	143	1669
15	4	56	143	1669
14	4	52	143	1669
13	4	48	167	1561
12	4	44	155	1615
11	4	40	155	1615
10	4	36	155	1615
9	4	32	155	1615
8	4	28	155	1615
7	4	24	155	1615
6	6.7	17.3	0	770
5	3.5	13.8	110	1790
4	3.5	10.3	109	1566
3	3.5	6.8	0	1179
2	3.5	3.3	-	
1	2.8	0.5	-	
Total		2,460	29,908	

**Tea prep allowance of 10% commercial office area excuded.



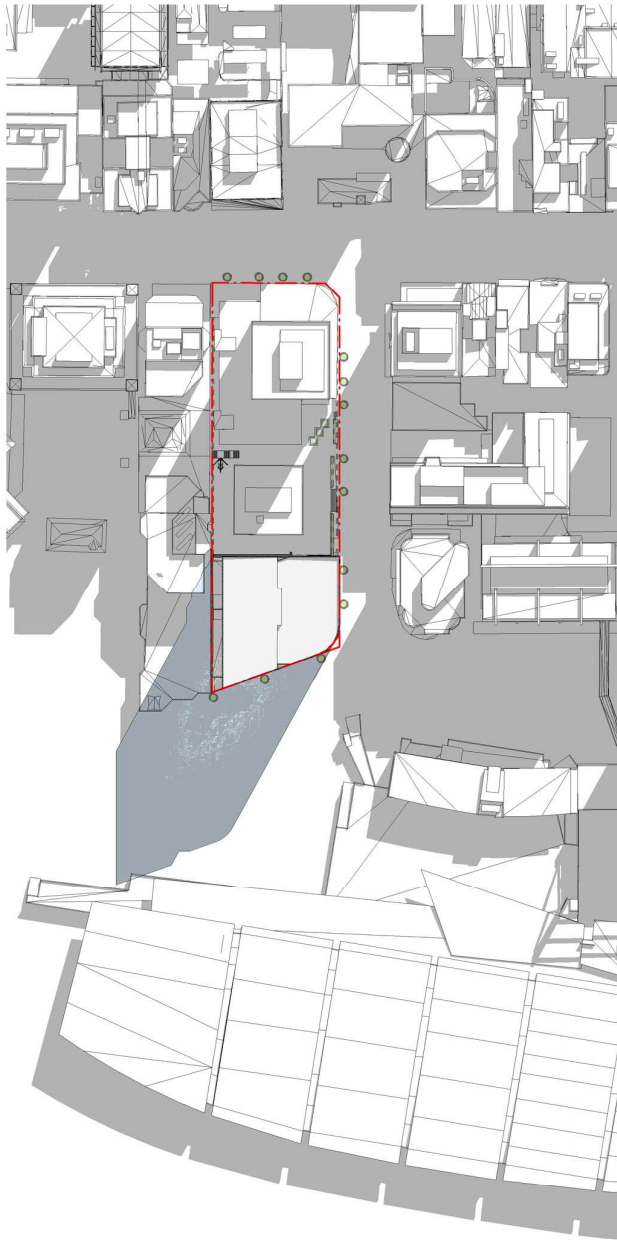
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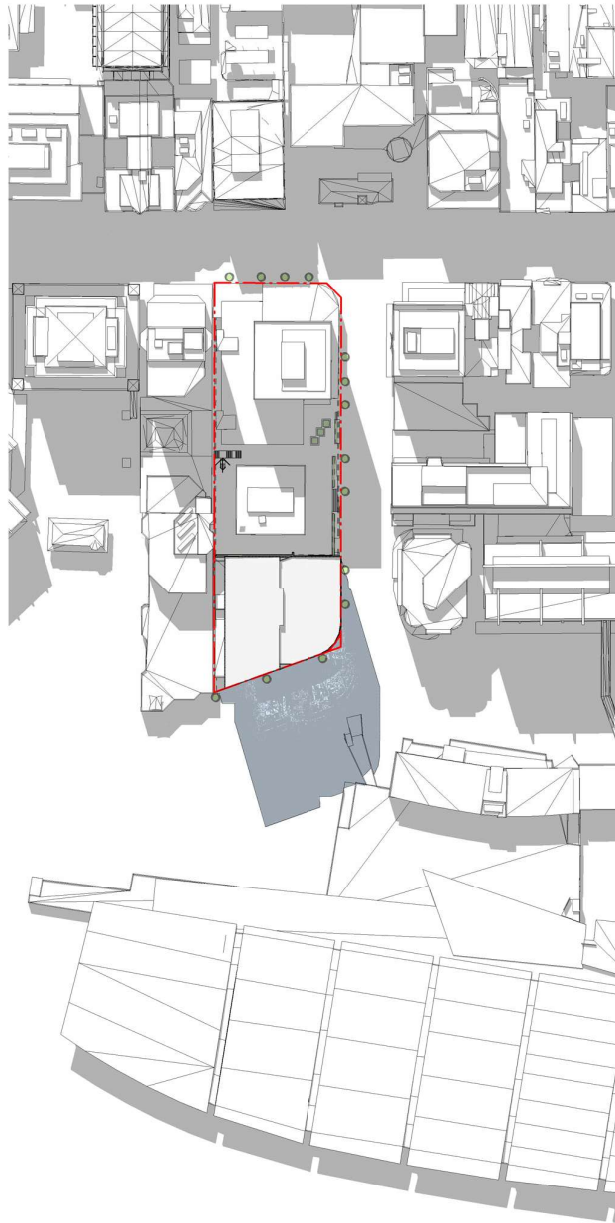
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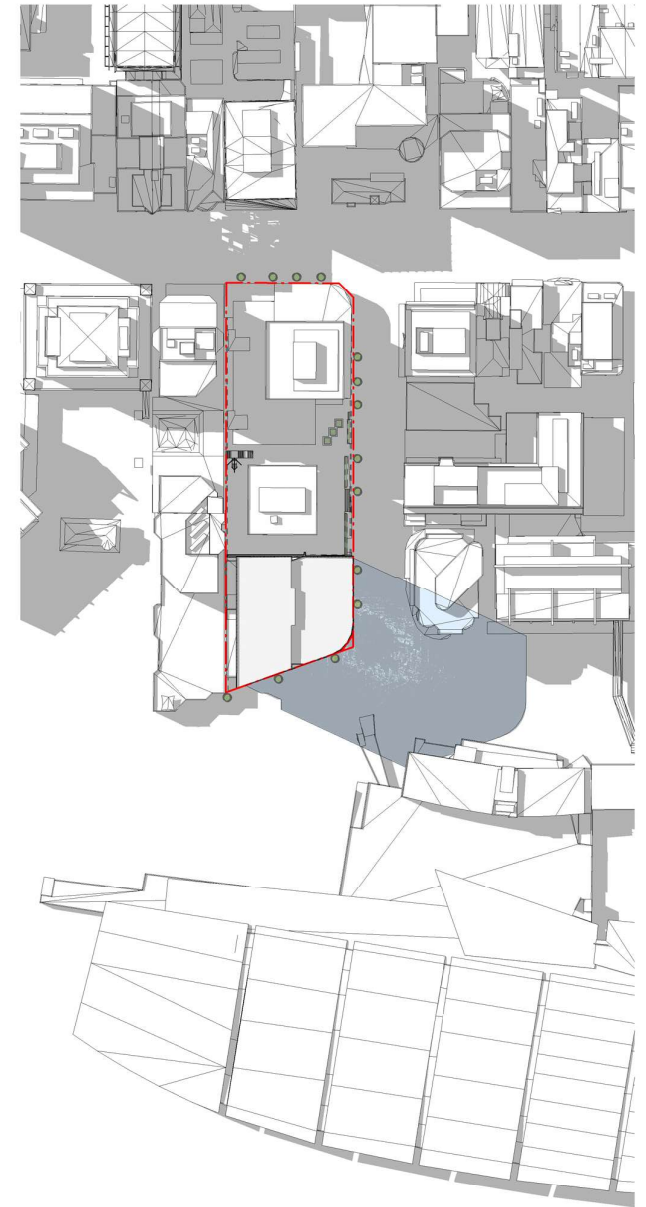
3 August 22nd 2pm



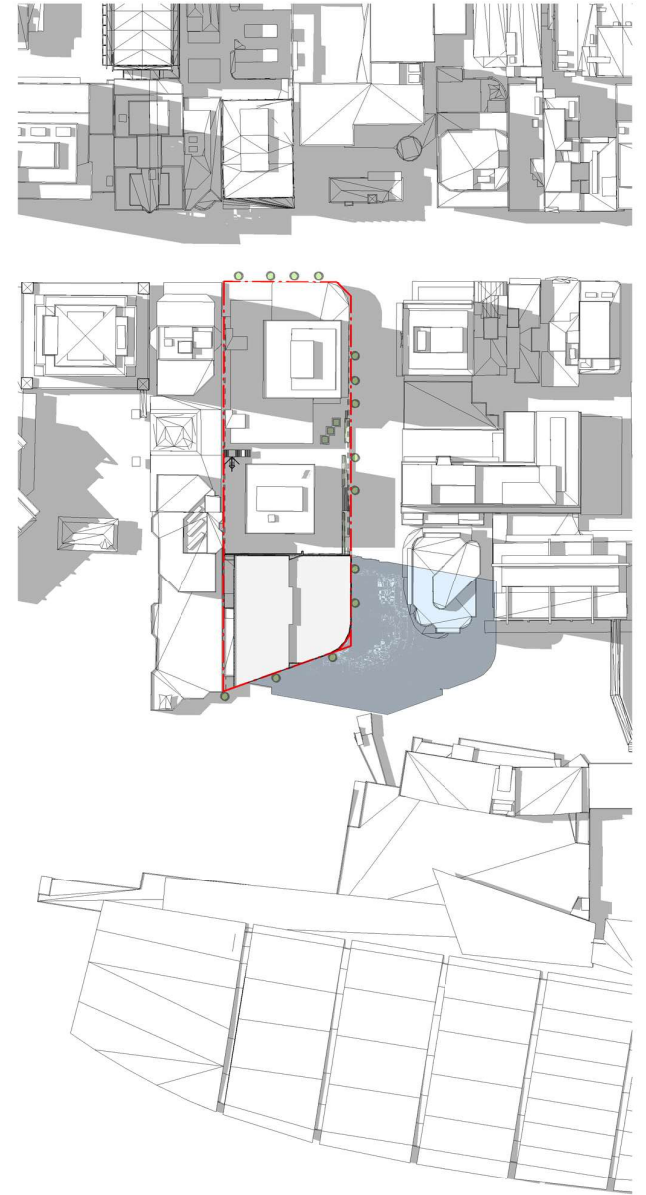
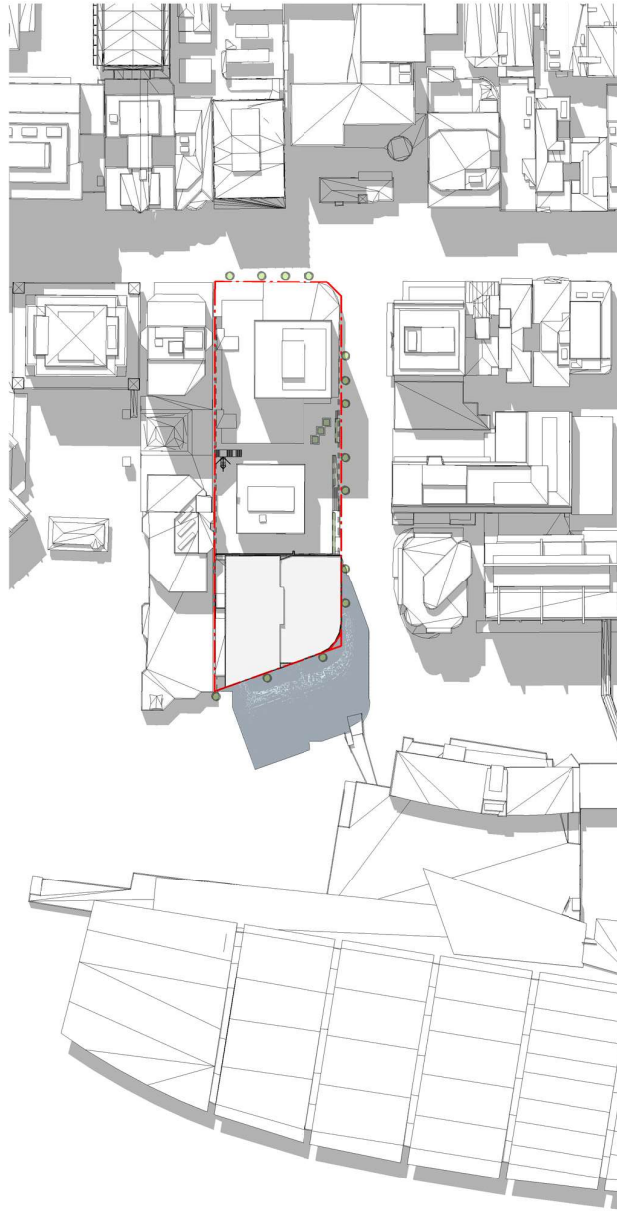
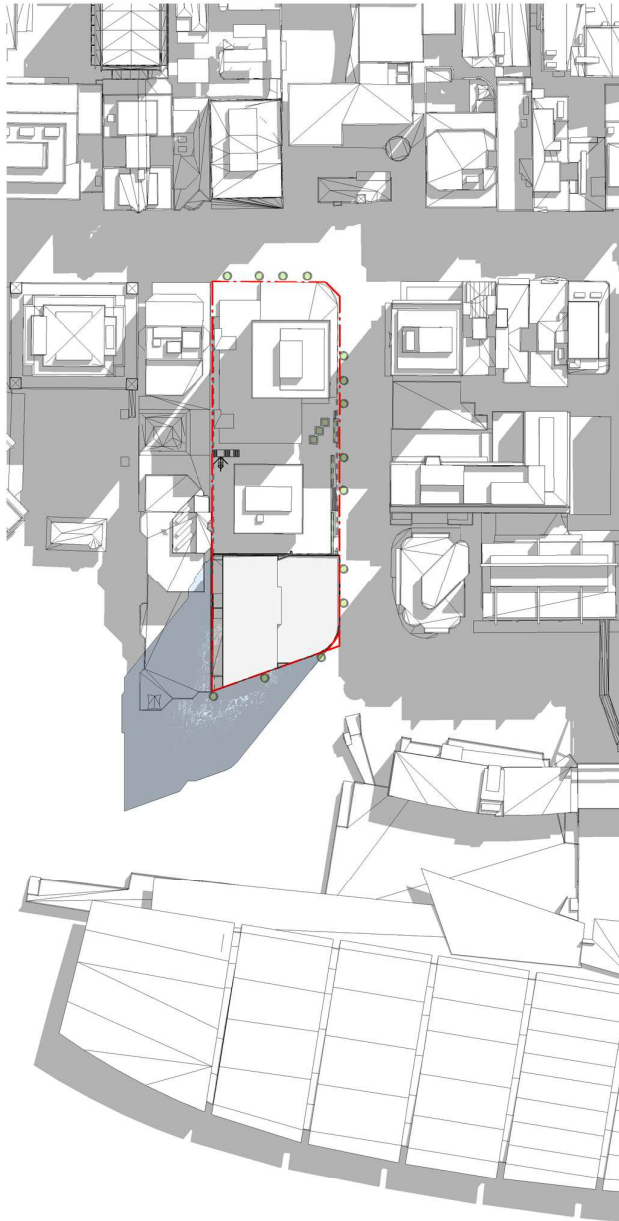
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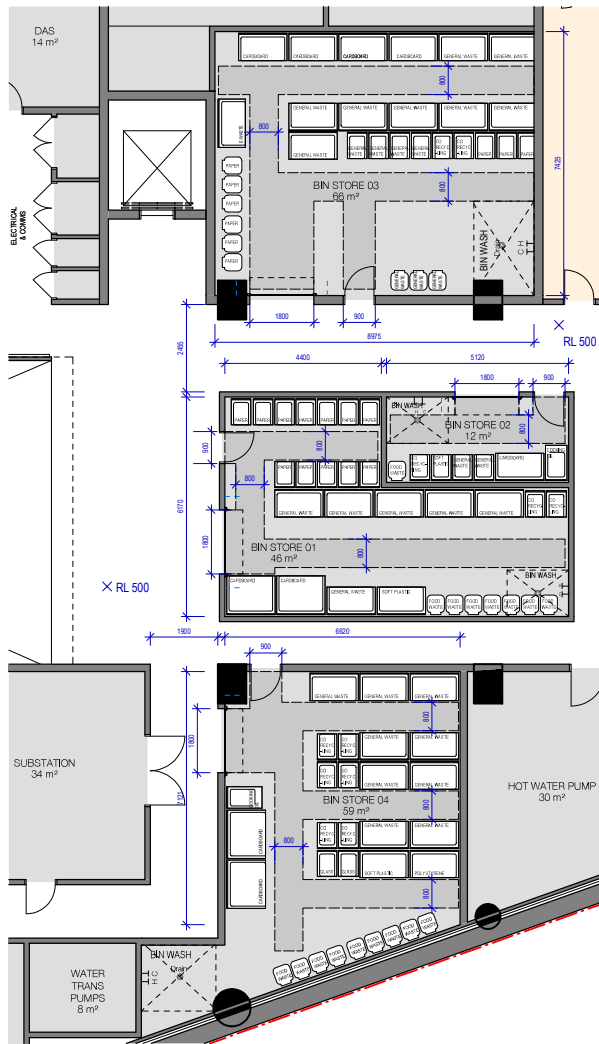
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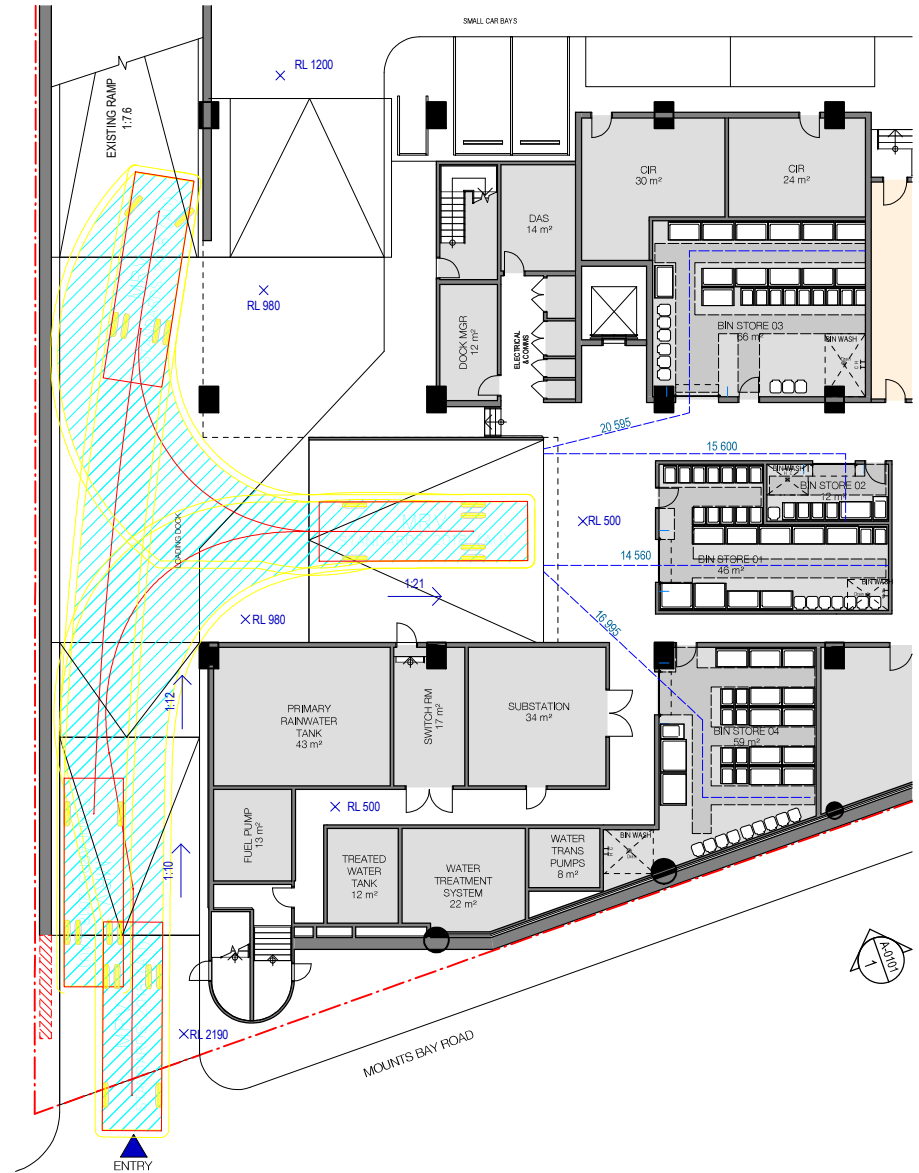
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3 October 22nd 2pm



1 BIN STORE SPATIAL REQUIREMENTS
SCALE 1:100



2 MRV SWEEP PATH AND DISTANCE
SCALE 1:150

Development Approvals Unit
City of Perth
GPO Box C120
PERTH WA 6839

RE: DAP-2022/5249 – Proposed Office Tower – 197 St Georges Terrace, Perth

Thank you for your email dated 15/09/2022 requesting comment from the Department of Transport (DoT) on the above development application. As it currently stands, DoT does not support the proposal due to it exceeding the parking allocation outlined within the Perth Parking Policy 2014. The proposal also exceeds the maximums for additional tenant parking upon redevelopment outlined within the Policy and does not meet the criteria which is outlined in clause 8.3 Perth Parking Policy 2014 which governs such cases.

As you are aware, DoT has engaged with the City and the developer on what the Perth Parking Policy stipulates and provided subsequent advice and direction. DoT advised that the number of tenant parking bays proposed for the development, 225 for the whole site of which 48 are located under the tower, was above the site's allowance under the Perth Parking Policy. Under the Perth Parking Policy, the site would be permitted a maximum of 175 bays (further details in Appendix A).

If the development application were to be approved for 225 bays, as it currently stands DoT would only be able to license 175 of those bays for use. Should the proponent desire to obtain a license for the bays in excess of the allowance within the Perth Parking Policy, an exemption from the Minister for Transport is required (s. 9 Perth Parking Management Act 1999). Clause 8.3 of the Perth Parking Policy outlines how additional parking allowances upon redevelopment are managed. The Policy outlines in this clause that the maximum allowance for additional tenant parking upon redevelopment may be increased to the number provided for in the next category in the table down. In this instance, this development could only get an increased amount of parking upon exemption of 219 bays.

The mechanism for requesting an exemption from the Minister for Transport, outlined in s. 9 of the Perth Parking Management Act 1999, requires DoT to make an extraordinary recommendation to the Minister for Transport. The request put forward by DoT would

need to adequately justify meeting the criteria outlined in clause 8.3 of the Perth Parking Policy. It should also be noted that just because DoT can make recommendations to the Minister for exemptions, this does not guarantee approval of the request. In this instance, the maximum amount of tenant parking bays that DoT could license is 175. This information was provided to the City and the proponent through previous communication.

The proponent has now provided its response, which has not addressed the issues raised by DoT and does not comply with the Perth Parking Policy. DoT is of the view there is not adequate information or justification for it to make an extraordinary recommendation to the Minister for an exemption. The proposal adjusted the tenant parking provision to a total of 224, a reduction of 1 bay to allow relocation of the fire control room, which was already being considered at the time of our previous meeting. No proposed changes to the end of trip facilities have been considered within the proposal as advised by DoT and the total number of bays has not been reduced to an amount that can be supported, even with an exemption, under the Perth Parking Policy. No justification has been provided as to how the proposal meets the criteria outlined in clause 8.3 of the Perth Parking Policy.

DoT is of the view that the proponent has not adequately supported its claim that there would not be enough space to replace the 168 day lockers with full-size lockers, or indeed to upgrade shower and bike parking provision. DoT also does not accept the proponent's contention that achieving minimum Green Star bicycle end-of-trip facility requirements, allowing a 7.5% mode share, is adequate for a major office development in a Perth CBD location.

Should the DAP, on advice from the City, choose to support the application, DoT recommends that the following conditions be imposed as part of any development approval:

1. The proponent is to provide:
 - a. a maximum of 219 tenant car parking bays, of which 42 car parking bays being located under the tower;
 - b. 1 ACROD car bay; and
 - c. a minimum of 3 and a maximum of 6 motorcycle bays.
2. With regard to bicycle end of trip facilities, the following minimums shall be provided to the absolute satisfaction of the City of Perth in consultation with the Department of Transport:
 - d. 297 secure bicycle parking spaces, with power-points to allow charging at 25% of spaces;
 - e. 594 step (or full-size, two-tier) lockers which allow for hanging of clothes;
 - f. 30 showers; and
 - g. A minimum of 8 visitor bike parking spaces close to a public entrance.

3. A Parking Management Plan, in accordance with Clause 13 of the Perth Parking Policy 2014, shall be provided by the developer to the absolute satisfaction of City of Perth, in consultation with the Department of Transport. (See Appendix B for guidance).
4. A Travel Plan and supporting materials be provided by the developer to the absolute satisfaction of the City of Perth, in consultation with the Department of Transport. To assist building managers, at a minimum this should include:
 - a. information packs for site staff and visitors – ready for provision to building tenants – to encourage access to the site by non-car modes;
 - b. an outline of the arrangements for access to EoT facilities by all staff on site (office and other commercial/retail);
 - c. clear commitments to procedures and initiatives that encourage, promote and/or monitor non-car travel to and from the site (perhaps in the form of a yearly checklist); and
 - d. step-by-step information on how to use information on car park occupancy, bike rack counts, etc. to estimate travel mode share and monitor use.

Yours sincerely



Ashley McCormick
Director Transport Planning
Urban Mobility

22/12/2022

[Attachments A, B and C follow.]

Attachment A – Further detail and explanation of DoT’s application of the Policy in relation to DAP-2022/5249 – Proposed Office Tower – 197 St Georges Terrace, Perth

While the Development Application written submission suggests assessment of the 1 Mill Street tower site in isolation, in this case, the Policy provides no basis for partial calculation of the whole site area at 197 St Georges Terrace. As such, calculations must be applied to the entire 8,726-square-metre single lot.

Under Table 1 of the Policy, a site with access from a Category 2 street (Mounts Bay Road) and a Category 3 street (Mill Street) would result in a maximum allowance for the site of somewhere between 131 and 175 tenant bays, based on the “integrated” rates for Category 2 and 3 streets respectively. The precise allowance must be based on the predicted proportion of access to/from each street. No access modelling is provided by the documents accompanying the development application, but as the site’s main entrance/exit is from Mounts Bay Road, it can be assumed that the allowance would be at the lower end of the range outlined above.

Clause 8.3 of the Policy (“Additional tenant parking allowances upon redevelopment”) might then be applied, given that the site’s existing parking infrastructure is being retained. This would allow the use of integrated rates for Category 3 and 4 streets, resulting in a maximum allowance of somewhere between 175 and 219 tenant bays. Again, existing access arrangements are likely to result in an allowance at the lower end of that range, closer to 175 bays. However, this application proposes a total of 224 tenant bays on site (including 47 proposed tenant bays under the new tower), considering the recent displacement of one additional tenant bay by a re-configured fire control room.

DoT is prepared to take a pragmatic approach and recognises that there is a reasonable basis for consideration of a request for an exemption from the Minister for Transport should adequate justification in line with clause 8.3 of the Perth Parking Policy be provided. Currently this has not been provided. DoT is also conscious of the need to apply the policy equitably, noting the investment and works for this proposal are commensurate to the construction of an entirely new building, to which the Policy’s maximum tenant parking allowance would usually be applied (which would result in far less parking than what is proposed).

As such, DoT is prepared to support a recommendation to the Minister to license up to 219 tenant bays on site, including up to 42 tenant bays under the new tower with increased provisions for end of trip facilities. This reduction of bays could allow adequate space to be re-allocated to further improved end of trip facilities.

42 bays would still mean a proportional increase in parking provision to plot ratio floorspace for this development (with 1 bay per 707 sqm) compared to that previously approved in DAP-2020/5335 (1 bay per 844 sqm – where only 45 bays were approved despite 22% greater plot ratio floorspace). If parking space provision to plot ratio floorspace for this DA proposal were to be proportional with the previous approved DA, only 35 tenant bays would be provided.

Attachment B: Table of minimum EoT and maximum tenant car bays

	Green Star requirement*	Current DA proposal (22-storey tower)*	DoT requested	Perth Girls School Design Guidelines*	Previous DA rate of provision applied to Current DA floorspace	Previous DA (33-storey tower)
<u>Minimum bicycle end of trip (EoT) facilities</u>						
- Bicycle parking spaces	265	269	297	354	378	484
- Lockers	442	450	594	708	594	760
- Showers	21	23	30	40	43	55
<u>Maximum tenant car bays</u>						
	-	47**	42	-	35	45
<u>Building floorspace figures</u>						
- Plot ratio floorspace (square metres)*		29,673				37,989
- NLA floorspace (square metres)*		35,398				
- Proportion of plot ratio floorspace: Current DA to Previous DA					0.78	

* Figures provided by proponent

** Figure updated following displacement of one bay by a redesigned fire control room.

Attachment C - Indicative Parking Management Plan content (Department of Transport)

Clause 13 of the Perth Parking Policy 2014 (“PPP”) requires applications for new parking bays within the Perth Parking Management Area (PPMA) to be accompanied by “a detailed Parking Management Plan (PMP)” that principally sets out how the site will be managed to ensure compliance with requirements under the PPP and the site’s conditions of planning approval. This PMP must be implemented and kept up-to-date to satisfy the relevant planning authority (City of Perth) and the Department of Transport (DoT).

Indicatively, a PMP should aim to provide useful information for building managers and building owners and include:

- 1) An outline of the number and location of each of the different types of car parking bays provided on site (e.g. tenant bays, ACROD bays, etc.), spaces for motorcycles, and spaces for bicycles (within bicycle end-of-trip facilities and at building entrances), as well as any relevant related services (end-of-trip showers, lockers, etc.).
 - a. This should include a reference to, if not all the original information and plans from, any original and subsequent planning approval(s) that provide the basis for Perth Parking licensing.
 - b. Provide a record of any other licensing changes over time (bays de-licensed or re-licensed, under each planning approval) or other changes to facilities.
- 2) A summary of any relevant, basic requirements for different types of bays on the site under the PPP (noting that the summary is not authoritative) or under related conditions of planning approval. For example:
 - a. Tenant bays should only serve activity on the site where they are located (unless extraordinary planning approval has been granted).
 - b. ACROD bays may only be used by eligible users.
 - c. Only bays with planning approval can be licensed.
 - d. Ongoing provision of bicycle end-of-trip facilities is required (where this is a condition of planning approval or of licensing).
- 3) Description of how the parking “will be managed to ensure compliance” with requirements under the PPP or the site’s conditions of planning approval, as well as any other practical information to explain the operation of the car park, including for example:
 - a. Access or control arrangements for different types of bays (tenant, ACROD, etc.), including hours of operation, entry/exit procedures, any payment methods, signage on bays, etc.
 - b. Any methods and enforcement measures used to ensure that cars park in the correct type of bay.
 - c. An outline of any “safety and security measures” to protect individuals and their property when using the parking.
 - d. An outline of any arrangements (where relevant) for:

- i. Ongoing provision, access to, and maintenance of end-of-trip facilities, all-hours pedestrian access, bike share bikes, etc.
 - ii. Allocation and management of bays for any car-share vehicles.
 - iii. Any processes or rules around the allocation of tenant parking to commercial tenants.
 - iv. Provision of electricity supply to tenant car parking bays, motorcycle and bicycle bays to allow charging of electric vehicles.
 - v. Any special arrangements for access by rubbish trucks and other service vehicles.
 - vi. Working with the City of Perth to manage on-street parking in the vicinity of the development.
- e. A commitment to “maintain and implement an up-to-date PMP”, through periodic review of the PMP by the property manager to ensure that that it accurately describes what happens on site, remains compliant with the PPP, and keeps contact details, etc., up to date.

4) The following practical information:

- a. Property address (including the details of the street and neighbouring building from/through which access is provided);
- b. Perth parking licence number and Client ID;
- c. Contact details for a person at the property with day-to-day responsibility for parking / to whom enquiries can be directed;
- d. A nominated person/entity authorised to vary the licensing;
- e. A nominated person/entity responsible for updating (or having the PMP updated) when changes to parking practices occur (e.g., bays are de-licensed, there is a change to enforcement methods, etc.).
- f. A prompt to this custodian of the PMP to email any future PMP revisions to parking@transport.wa.gov.au.

SPP 7.0 - Design of the Built Environment



Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.



Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.



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.



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



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



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



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.



Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes



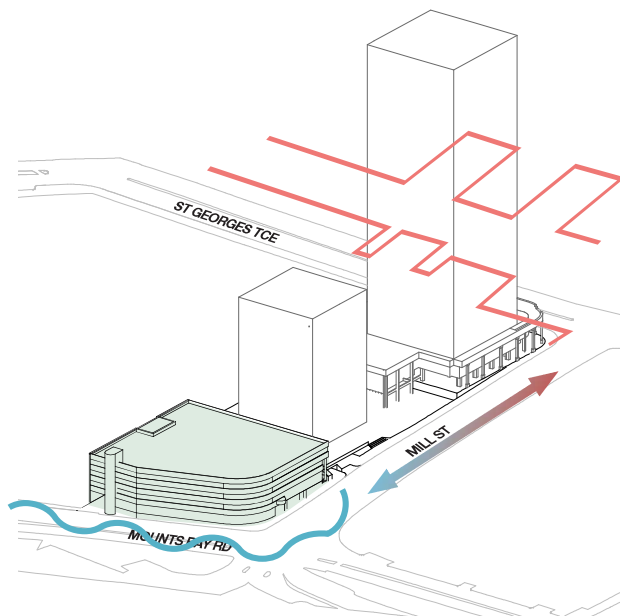
Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.



Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

Design Concept Narrative

SPP 7.0 - Design of the Built Environment

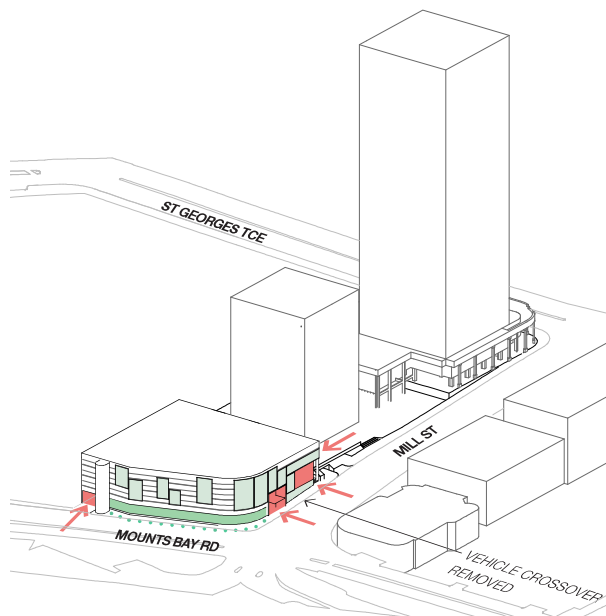


1. Context & Character

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

Where the River meets the City - 'The City Reflected'

The site is part of the ensemble of buildings located on Mill Green Plaza, and negotiates level changes along Mill St from the hard urban edge of St Georges Terrace down towards Mounts Bay Road. 1 Mill Street serves as a gateway into the city from the river and foreshore. The place narrative for 1 Mill Street extracts the local characteristics of where the Swan River meets Perth City by abstracting it into a physical and philosophical reflection of the 'city on the water'.

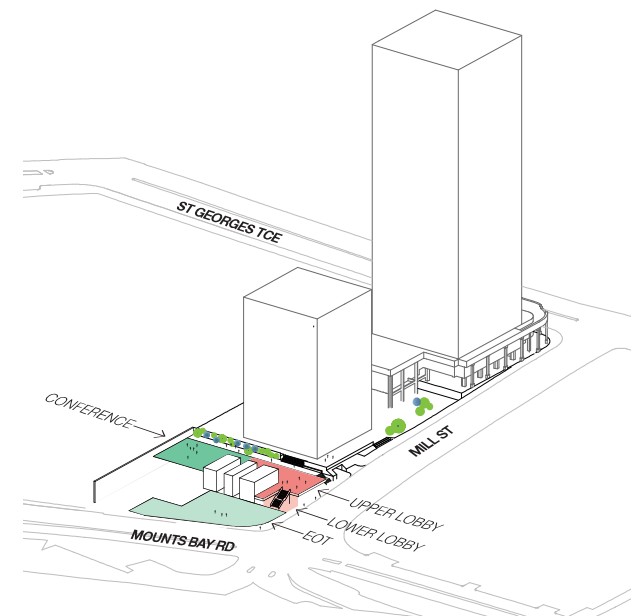


2. Safety

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

A Generous Arrival - inclusive and accessible

Lobby access to the new development at 1 Mill Street is connected with Mill Green Plaza by engaging the upper lobby's new double height volume entrance and orientation. The lower lobby entrance off Mill Street is clearly defined and expressed with a double height volume that includes a feature stair to connect the upper and lower lobby spaces. These spaces are energised with street activation at the north east corner address to the plaza, which is made possible by the removal of many of the existing concrete facade panels in this area. Sight-lines are clear, pedestrian desire lines are equitable, and access to the lobbies is intuitive.



3. Community

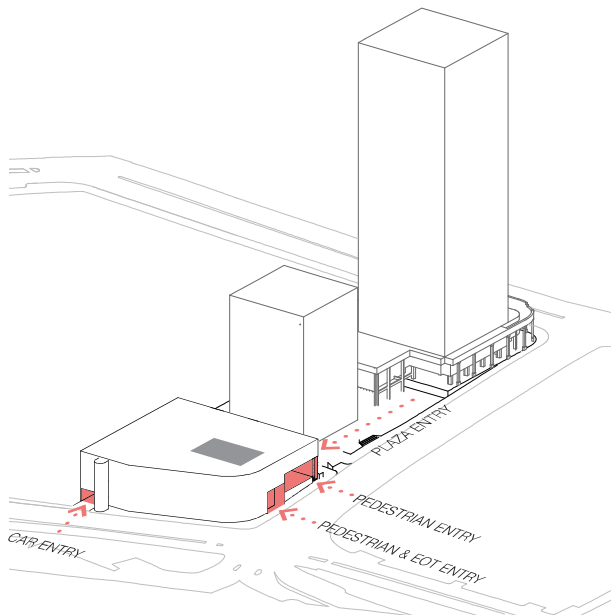
Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.

Integrated Landscaping and Accessible Spaces

The plaza levels north interface is an opportunity to introduce a protected landscaped area which will be both flexible and secure to ensure a more meaningful connection to the wider plaza and precinct. The concept for an operable facade system in the extended lobby conference facility area is key to delivering a space that can invite people into a collaborate and flexible environment.

Design Concept Narrative

SPP 7.0 - Design of the Built Environment

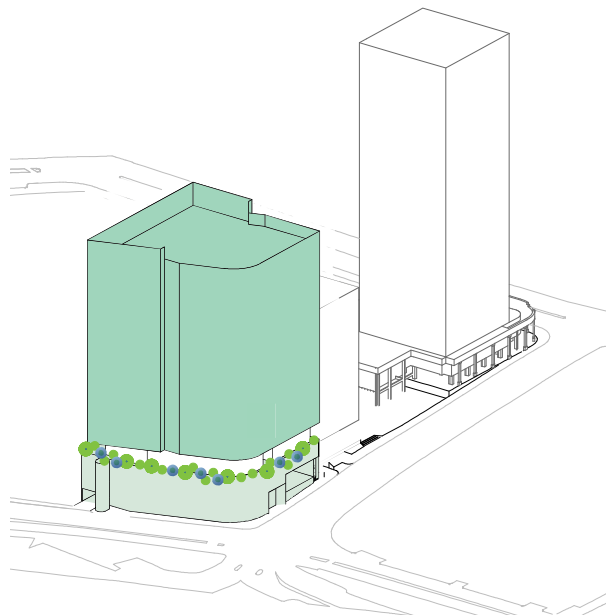


4. Legibility

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

An Adapted Facade to make sense of Place

The Reflected City concept provides a framework for a series of legible changes to the existing facade that seeks to mimic a simple way-finding strategy; with larger, more generous glazed facade openings in the podium, signifying entrance ways and foyers that integrate with the precinct place narrative. The vertical facade elements are directly related to the workspaces; providing order to the overall composition and privacy to the workspaces.

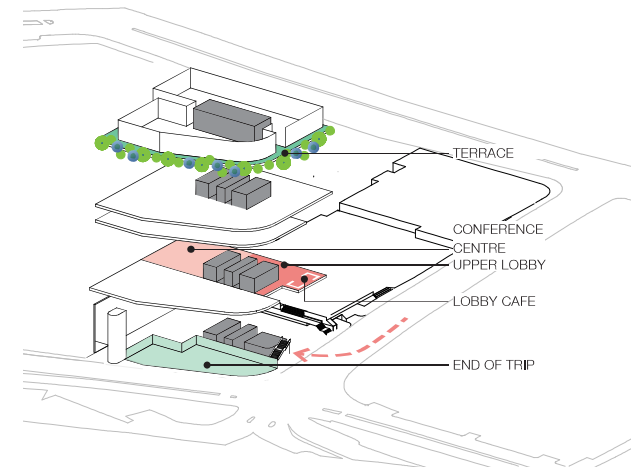


5. Aesthetics

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

A Fine Balance of the Existing and the New

The site incorporates the existing 1 Mill St building with the new tower above which is presented as a complete and well-considered singular building composition with clear articulation. The tower and the podium are separated by an outdoor terrace at Level 06 that is set back from the main facades. The re-working of the podium facades presents as a distinct and new design with references to the adaptive reuse approach, and reads together in materiality and rhythm with the tower above.



6. Amenity

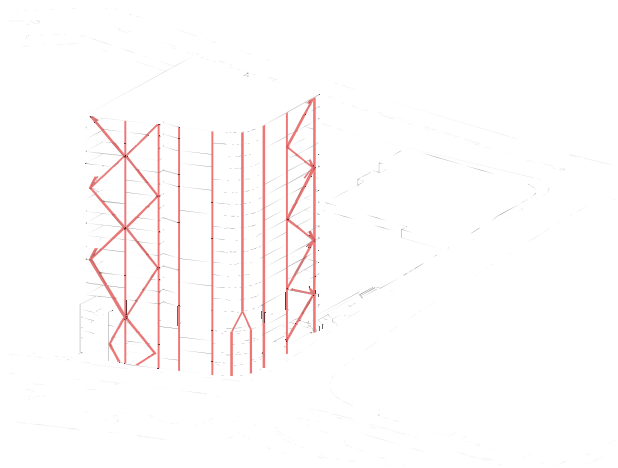
Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

Layers of Amenities

The 1 Mill St workplace podium houses layers of amenities with the foyer cafe space publicly accessible, and the small conference facility being a bookable space for the tenant population. Other building amenities include the end of trip facilities, and the Level 06 outdoor terrace. The upper and lower lobby spaces are connected by an internal feature stair to provide good connectivity and access from Mill Street and Mill Green Plaza.

Design Concept Narrative

SPP 7.0 - Design of the Built Environment

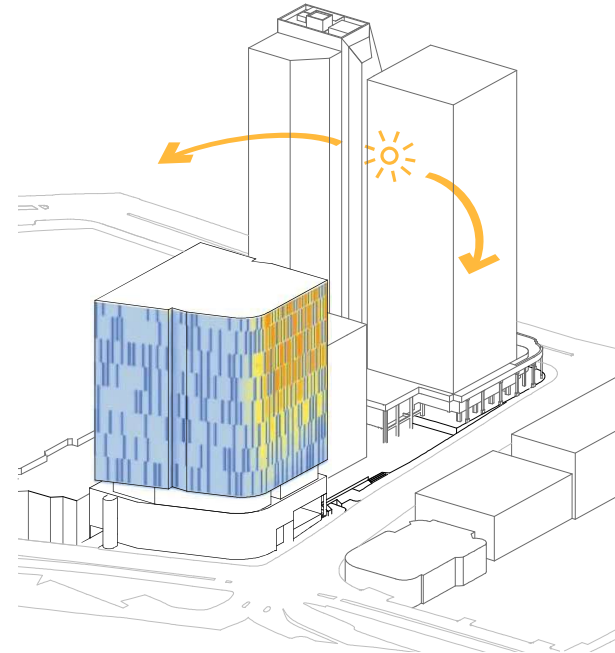


7. Functionality & Build Quality

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.

Workplace of the Future for the Future

The building design components have considered the current adaptive reuse and has also incorporated change through the use of modular and where possible, prefabricated solutions to enable a high quality building outcome. Materials have been selected based on long life spans, reuse, robustness and sustainability attributes.



8. Sustainability

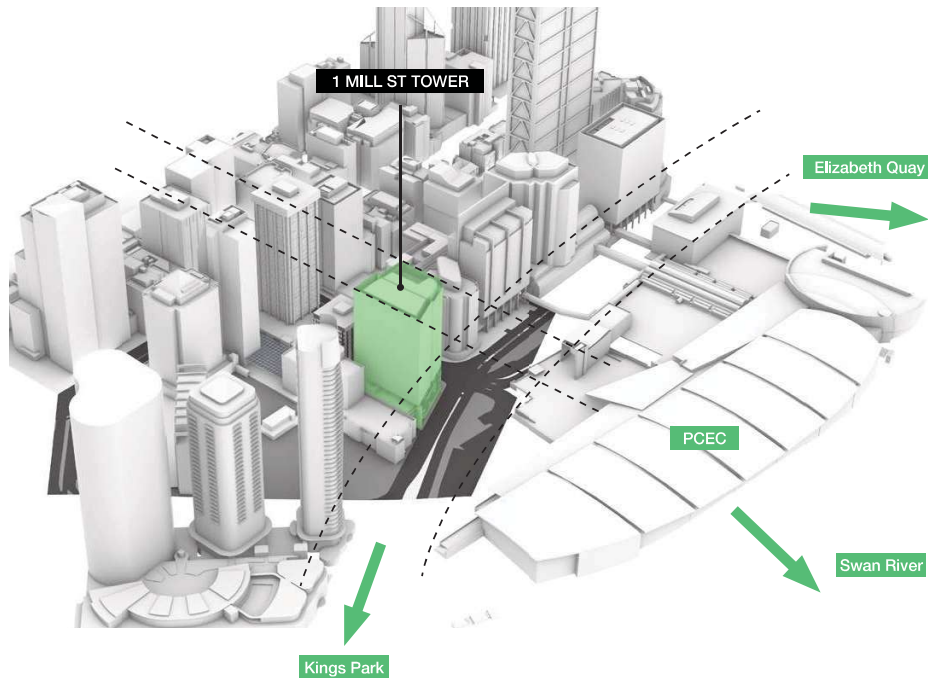
Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes

Delivering Social & Environmental benefits

The new class-leading tower on 1 Mill St is designed to a minimum 5 Star Greenstar certification. The facade design provides reduces solar loads by introducing solid vertical panels dispersed through the glazed vision panels. This approach allows good natural daylight penetration to the workplace floorplate. The use of a lightweight new structure above the existing concrete building also significantly reduces the embodied energy in the development. The building plays an important role as a contributor to the local and broader economy as an incubator and catalyst for business.

Design Concept Narrative

SPP 7.0 - Design of the Built Environment



9. Built Form & 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.

Respecting the City Scale & Street Grains

The scale and height of the 1 Mill St Tower relates and is appropriate to the current level of development along Mounts Bay Road. The tower massing is split into two forms to emphasise the slenderness of the tower forms in the city. The existing streetscape and podium height datums, have all been carefully re-considered and adapted to be more open, and provide better visual clarity to a human scale approach, with reference to the street context and existing plaza relationships.

landscape concept - level 06



10. Landscape

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

Curating Unexpected Moments

Landscaping has been integrated into several areas of the existing building adaptation and the new tower terrace at Level 06. Areas around the Upper Lobby and Mill Green Plaza interface have been addressed as a new arrival experience and opportunity to soften the level transitions with plantings and material changes. The Mounts Bay Road EOT streetscape façades will have planting around the perimeter footpath and include the existing egress stairwell and its exit to the street. The Level 06 terrace parapet plantings (in upstand boxes located behind the waist-height parapet) will be visible from the street and the outside space provides a variety of spaces, landscaped elements and vegetation for the building tenants. Refer to Plan E Concept plans for more information.

Form 1: Responsible Authority Report
(Regulation 12)

PROPOSED 21 LEVEL OFFICE DEVELOPMENT - LOT 5 (NO. 197) ST GEORGES TERRACE, PERTH

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	City of Perth Local Development Assessment Panel
Local Government Area:	City of Perth
Applicant:	Element Advisory Pty Ltd
Owner:	The Trust Company Limited ATF GDI No 35 Perth Prime CBD Office Trust
Value of Development:	\$174 million <input checked="" type="checkbox"/> Mandatory (Regulation 5) <input type="checkbox"/> Opt In (Regulation 6)
Responsible Authority:	Western Australian Planning Commission (WAPC)
Authorising Officer:	Planning Director, Metro Central
DAP File No:	DAP/22/02322
WAPC File No:	10-50192-3
Application Received Date:	15 September 2022
Report Due Date:	11 January 2023
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Development Plans 2. Location Plan 3. MRS Zoning Map 4. PHP Building Height Plan 5. Viewshed Analysis

Responsible Authority Recommendation

That the City of Perth Local Development Assessment Panel resolves to **Approve** DAP Application reference DAP/22/02322 and accompanying plans dated stamped 15 December 2022 by the Department of Planning, Lands and Heritage, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two (2) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. The development is to be carried out generally in accordance with the plans date stamped 15 December 2022 (attached) subject to any modifications as required by the conditions of approval.

Advice Notes

1. The applicant is advised that approval to this development does not negate the need to obtain a demolition/building licence from the City of Perth prior to any commencement of works.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Central City Area, Clause 32 - Parliament House Precinct
Local Planning Scheme	City of Perth City Planning Scheme No. 2
Local Planning Scheme - Zone/Reserve	City Centre
Structure Plan/Precinct Plan	N/A
Use Class and permissibility:	Preferred and/or Contemplated
Lot Size:	8,726m ²
Existing Land Use:	Offices
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Office, Cafe
Proposed Net Lettable Area	29,908m ²
Proposed No. Storeys	20
Proposed No. Dwellings	N/A

Details of the Application

The application proposes the following works at Lot 5 (197) St Georges Terrace, Perth (the site):

- construction of a 20-storey commercial office tower incorporating the existing four-storey office building (No.1 Mill Street) at the southern corner of the site;
- upgrades to adjacent public realm; and
- removal of an existing vehicle crossover to Mill Street.

The proposed development will comprise approximately 29,908m² of net lettable area (refer **Attachment 1 - Development Plans**).

Previous Approval

The City of Perth Local Development Assessment Panel approved a 33-storey office tower on the subject site, including the demolition of the existing building at 1 Mill Street (DAP/20/01897) on 25 February 2021. The current application proposes an alternative design concept by integrating the existing four storey concrete structure with a new 15-storey addition (lightweight steel and timber frame structure) sitting atop the podium base. An articulated transfer floor (Level 6) links the existing building with the new tower above, with a landscaped outdoor terrace.

Background:

Site Context

The site is located in the western end of the Perth CBD and is bounded by St Georges Terrace to the north, Mill Street to the east and Mounts Bay Road to the south. The site is framed to the west by existing commercial buildings at 221 St Georges Terrace (Forest Centre) and 219 St Georges Terrace (refer **Attachment 2 – Location Plan**).

The site is currently developed with three existing commercial office buildings:

- 197 St Georges Terrace (formerly known as Governor Stirling Tower), a 29 storey office tower occupying the northern portions of the site, at the corner of St Georges Terrace and Mill Street;
- 5 Mill Street, an 11 storey office building, occupying the middle portion of the site, located directly opposite the Parmelia Hilton Perth; and
- 1 Mill Green, a four storey office building, occupying the southern portions of the site on Mounts Bay Road, being the subject of this application.

The proposed development and those existing has a combined floor area of 52,350m².

Planning Context

The site is zoned Urban under the *Metropolitan Region Scheme* (MRS) and is partially affected by a Clause 32 resolution relating to the Parliament House Precinct (PHP) (**Attachment 3 - MRS Zoning Plan**). The site is zoned City Centre under the *City of Perth City Planning Scheme No. 2* (CPS 2).

The subject MRS Clause 32 resolution specifies that the City has the authority to approve developments within the PHP's Outer Precinct, however, any development seeking to exceed the height limits prescribed by the PHP requires WAPC approval. The proposed office tower exceeds the PHP height limit and the application is therefore required to be determined by the WAPC, necessitating a dual approval process whereby the Local Development Assessment Panel (LDAP) considers separate reports from the WAPC and City of Perth under the MRS and CPS 2, respectively.

This report focuses on the regional planning considerations applicable to the proposal, primarily being the impact the development may have on view corridors between Parliament House other landmarks within the Perth CBD.

Legislation & policy:

Legislation

Planning and Development Act 2005
Metropolitan Region Scheme

State Government Policies

Parliament House Precinct Policy (Planning Bulletin, July 1983)
State Planning Policy 7.0 - Design of the Built Environment (SPP 7)

Consultation:

The application was referred to the Presiding Officers of Parliament House for comment, in accordance with the requirements of the PHP. No objections were raised.

Planning assessment:

Metropolitan Region Scheme

Clause 30(1) of the MRS states the following matters are to be considered when determining a development application:

- the purpose for which the land is zoned or reserved under the MRS;
- the orderly and proper planning of the locality; and
- the preservation of the amenities of the locality.

The proposed office use is consistent with the Central City Area zoning under the MRS and the form of development that is expected and already exists within the Perth CBD. The proposal is consistent with the orderly and proper planning of the locality as it would not adversely impact upon the objectives of the *Parliament House Precinct - Planning Bulletin July 1983*, as discussed in further detail below.

The tower design has been the subject of the City's internal design review, which found it to be generally favourable. Subsequent minor design modifications were made to resolve issues raised by the City, including street level activation, pedestrian connectivity and general way finding. The proposal is an innovative design that will preserve and enhance the amenity of the locality.

Parliament House Precinct - Planning Bulletin July 1983

Parliament House Precinct - Planning Bulletin July 1983, also known as the Parliament House Policy (PHP Policy) has three primary objectives:

1. Maintaining views of Parliament House from the City.
2. Maintaining views over the Swan River from the terraces of Parliament House.
3. Controlling the appearance of the Parliament House Precinct.

The Building Height Plan (Figure 2) in the PHP Policy identifies the site within the viewshed of Perth Water, the former Esplanade Reserve (Elizabeth Quay) and Supreme Court Gardens (**Attachment 4 - PHP Building Height Plan**). The PHP Policy prescribes maximum height limits of between 17.99 and 18.36 metres for different portions of the site. The proposed office tower has a total height of 91 metres AHD (top of roof), which exceeds the prescribed height limits. Notwithstanding, the tower is consistent with the heights permitted under CPS 2, which was gazetted in 2004 and represents a more contemporary planning framework than the PHP. As

noted above, the LDAP previously approved a taller tower (139 metres AHD) on the site in 2021 under application DAP/20/01897, which remains valid. Other significantly taller buildings approved within the PHP's Outer Precinct include the QV1 Building, Capital Square 1 (Woodside Building) and Capital Square Tower 3 (under construction).

The purpose of regulating building heights in the PHP is primarily to establish compatible scale relationships between Parliament House and adjacent development and to protect views between Parliament Hill and other important city elements, including:

- Swan River, Perth and Melville Water;
- South Perth foreshore and Mill Point;
- Esplanade and Supreme Court Gardens;
- Heirisson Island and the Darling Scarp; and
- St. George's Terrace vista.

To assess the potential visual amenity impact, the Department of Planning, Lands and Heritage (the Department) has prepared a viewshed analysis and 3D massing study of buildings within the PHP's Outer Precinct (see **Attachment 5 - Viewshed Analysis**). Existing developments within the viewshed (denoted as "visible from viewing position") have already narrowed the cone of vision within the PHP, especially as viewed from Elizabeth Quay (former Esplanade Reserve) and Supreme Court Garden.

The Department's analysis concludes that the development, once completed, will only be partly visible from the steps of Parliament House and would have negligible impact on the PHP view corridors. The height variation sought under this application would therefore not further exacerbate the loss of views from Parliament House.

Transport Impact Statement

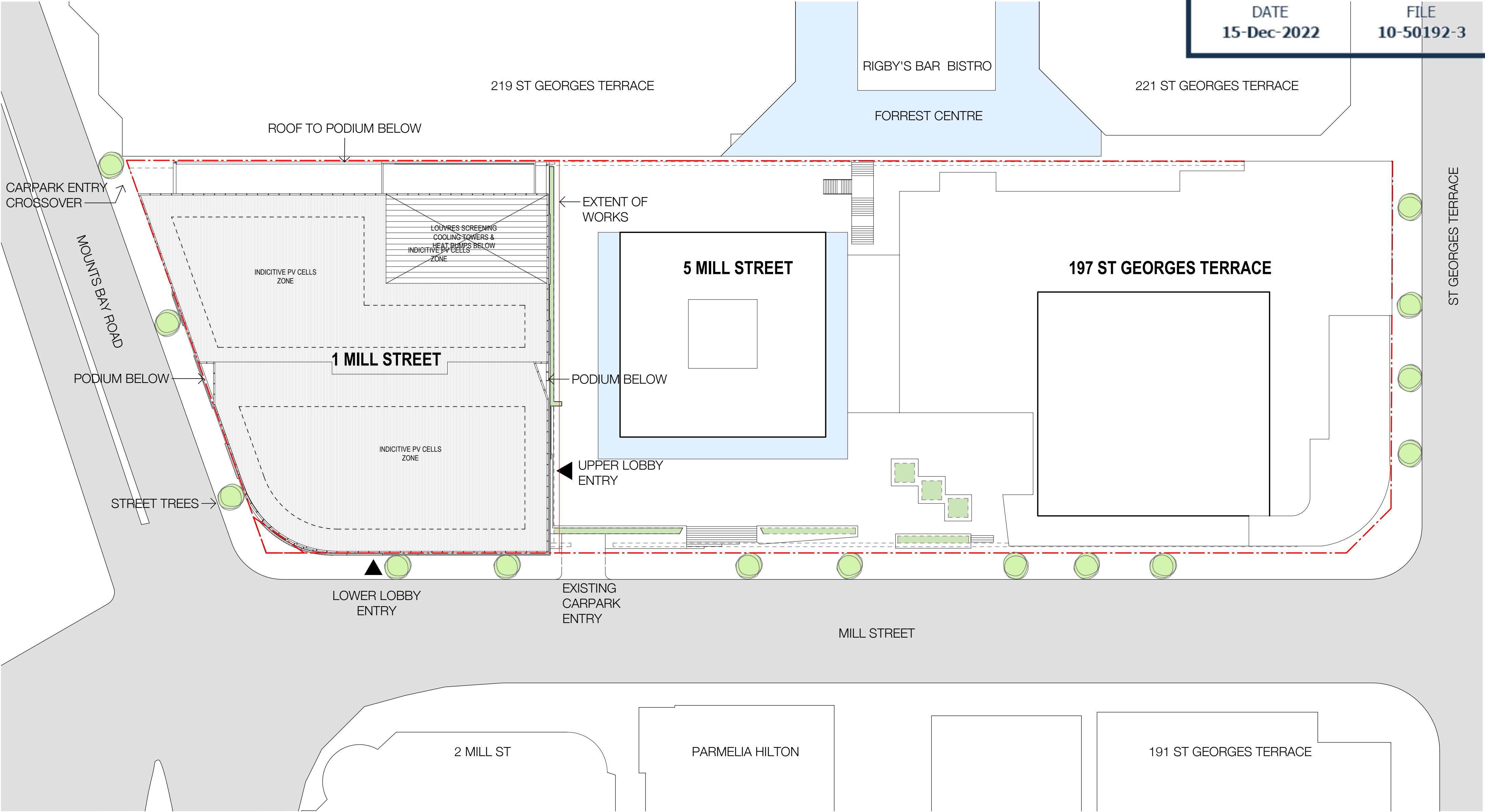
The applicant has submitted a Transport Impact Statement stating that the proposal is likely to generate less than 100 vehicle trips per day. The proposed development is located within close proximity to high frequency bus routes, and is within walking distances to the Elizabeth Quay bus and train station. The site has good access to existing pedestrian and cycling networks, including direct connections to existing Principal Shared Paths and Recreational Shared Paths. It is therefore considered that the proposal will not be a major generator of traffic and as such, does not present any regional traffic issues.

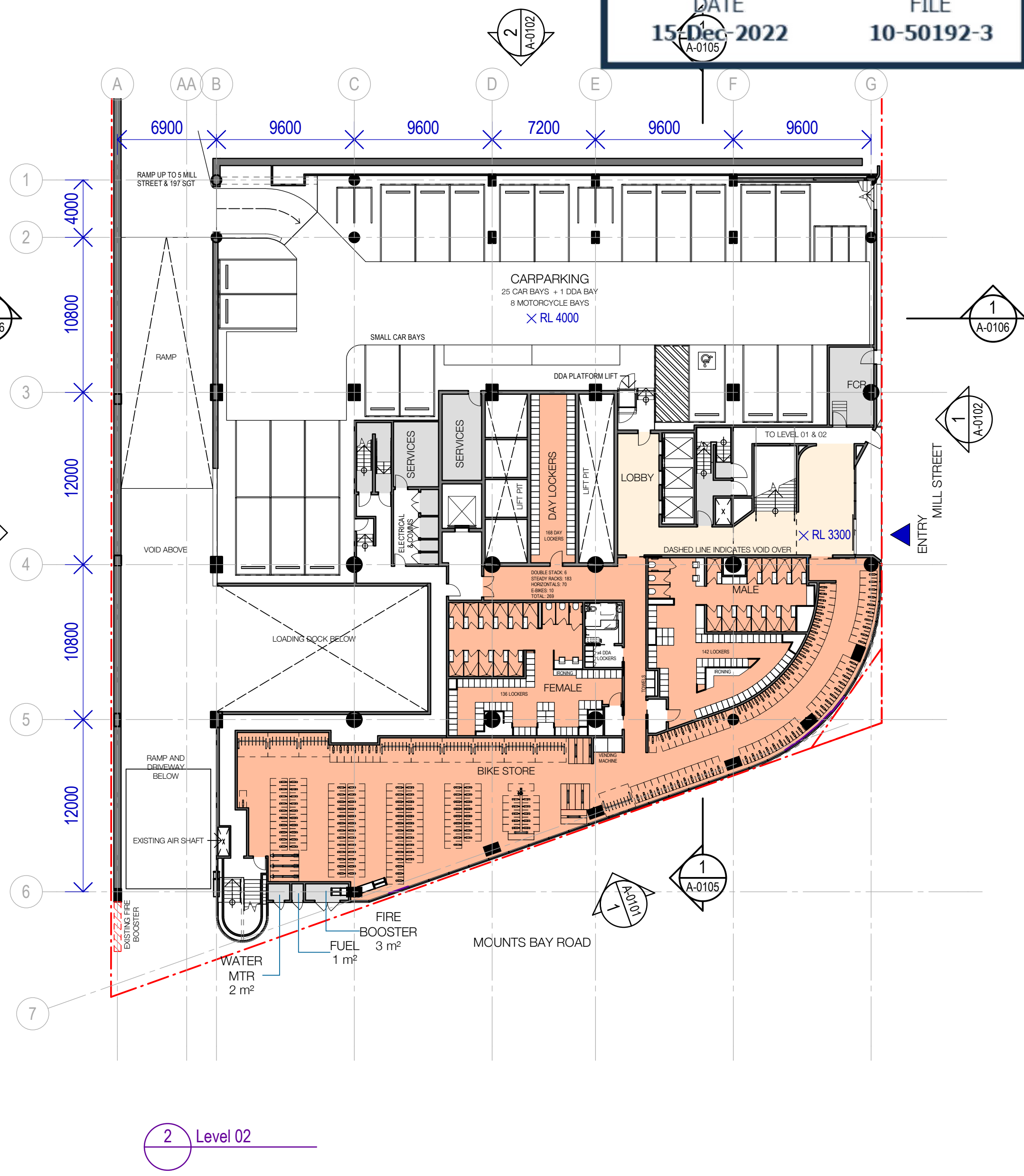
Conclusion:

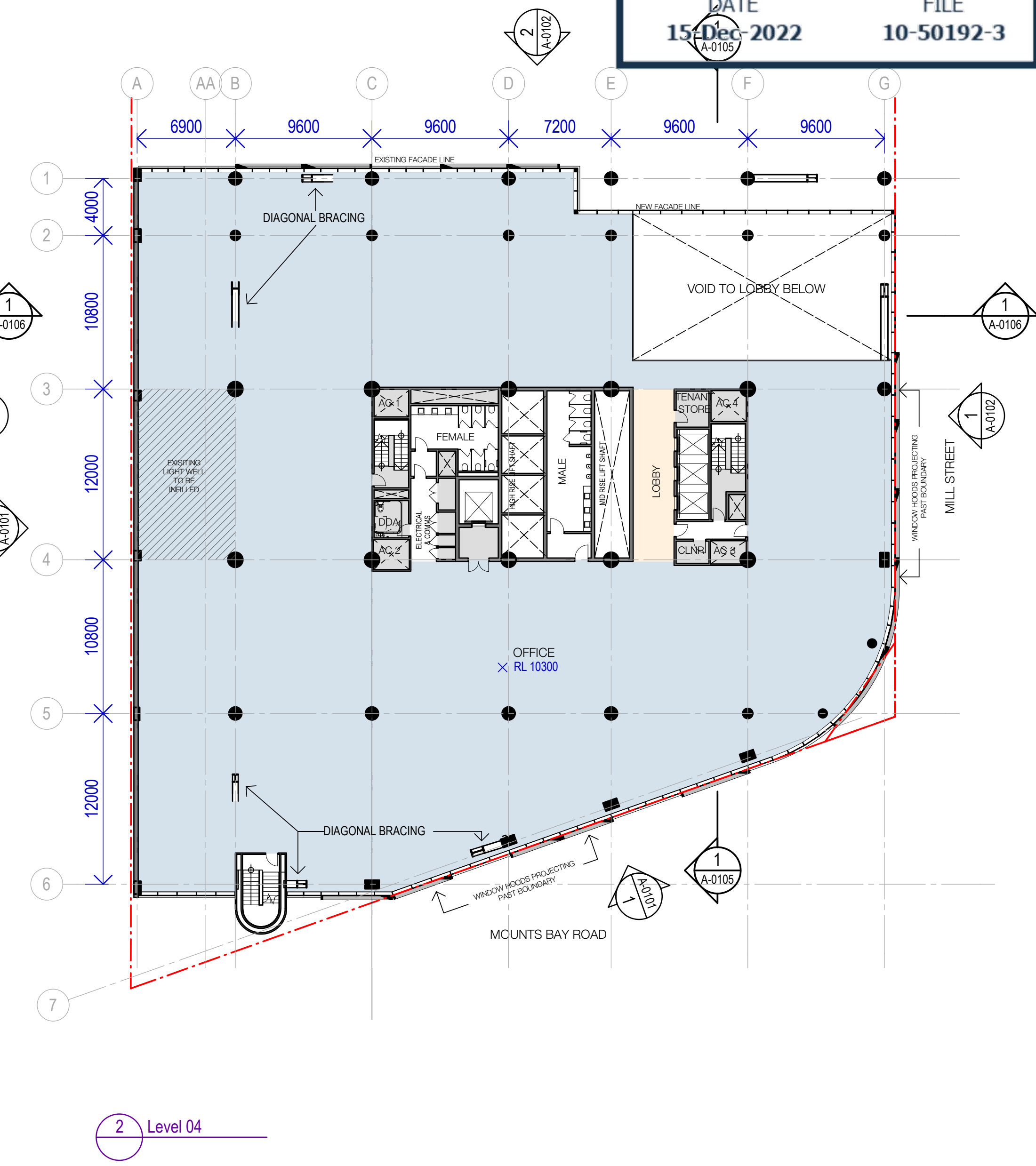
The intent of the PHP Policy is to maintain the visual prominence of Parliament House and the aesthetic quality of development in the area. The impact on Parliament House vistas to the river has been substantially compromised by existing development and the proposed development will therefore have negligible impact on remaining view corridors. Architecturally, the development provides an innovative design and will contribute positively to local amenity. It is recommended the application be approved subject to conditions.

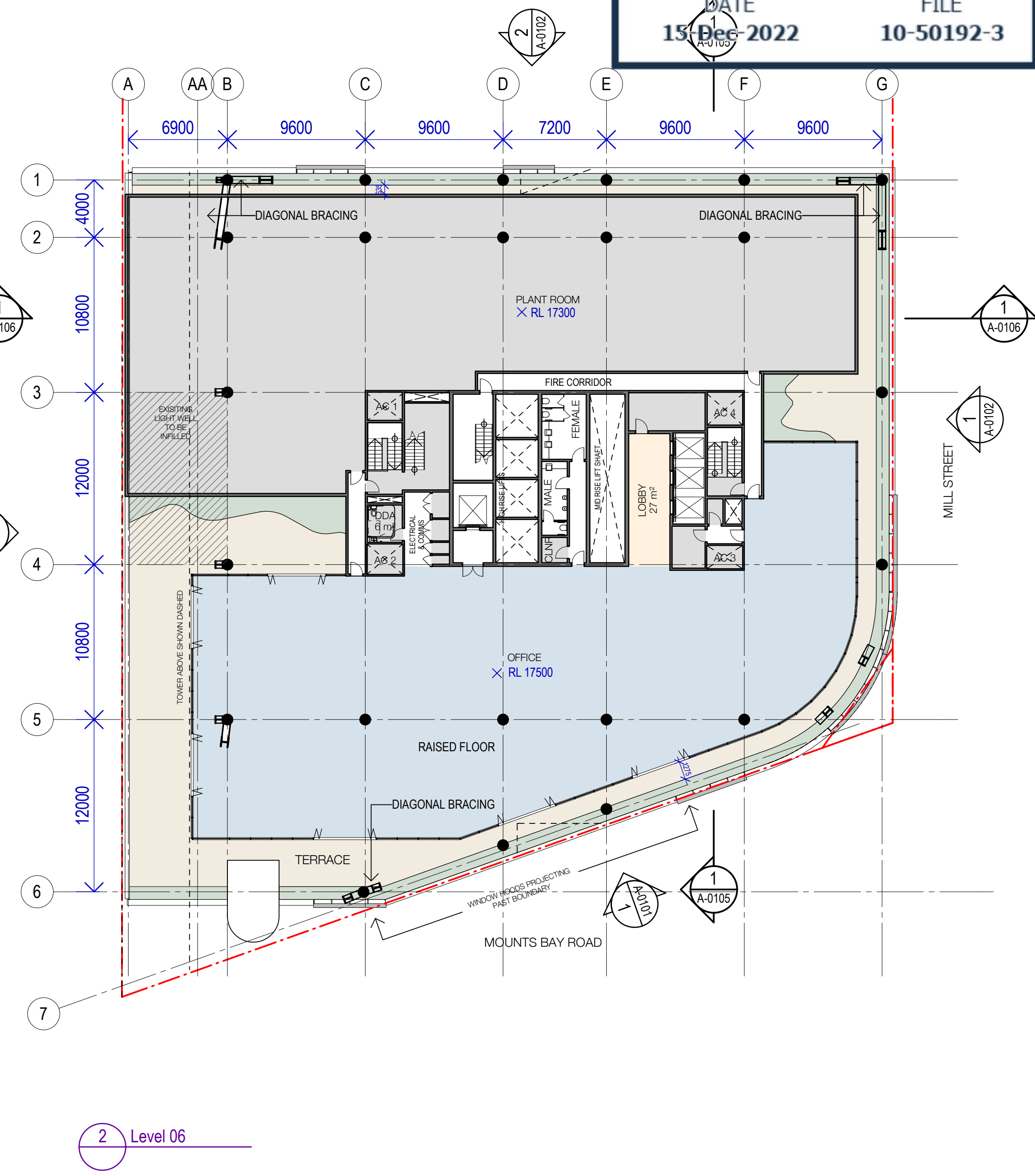
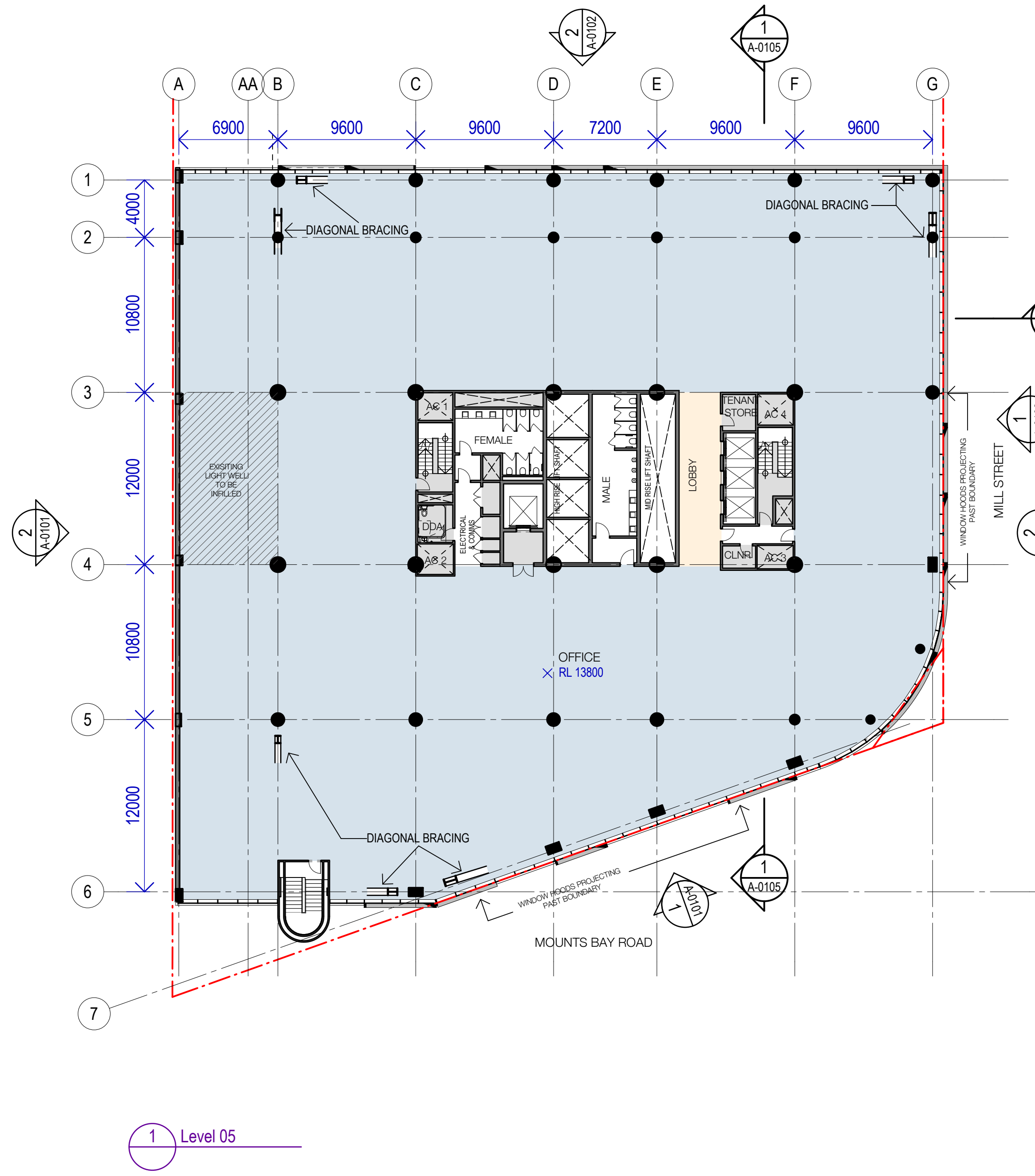
ATTACHMENT 1

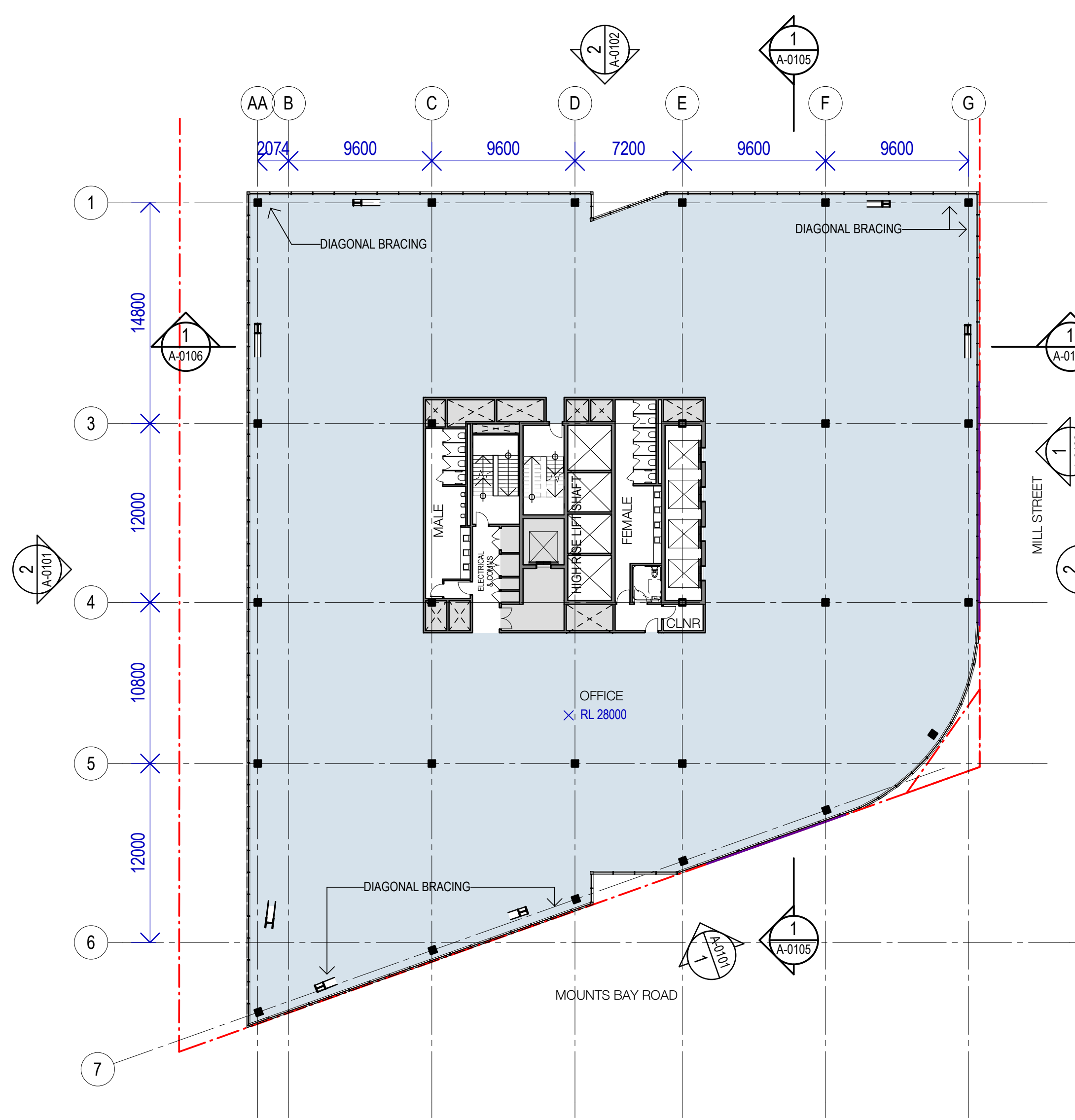
DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE 15-Dec-2022	FILE 10-50192-3



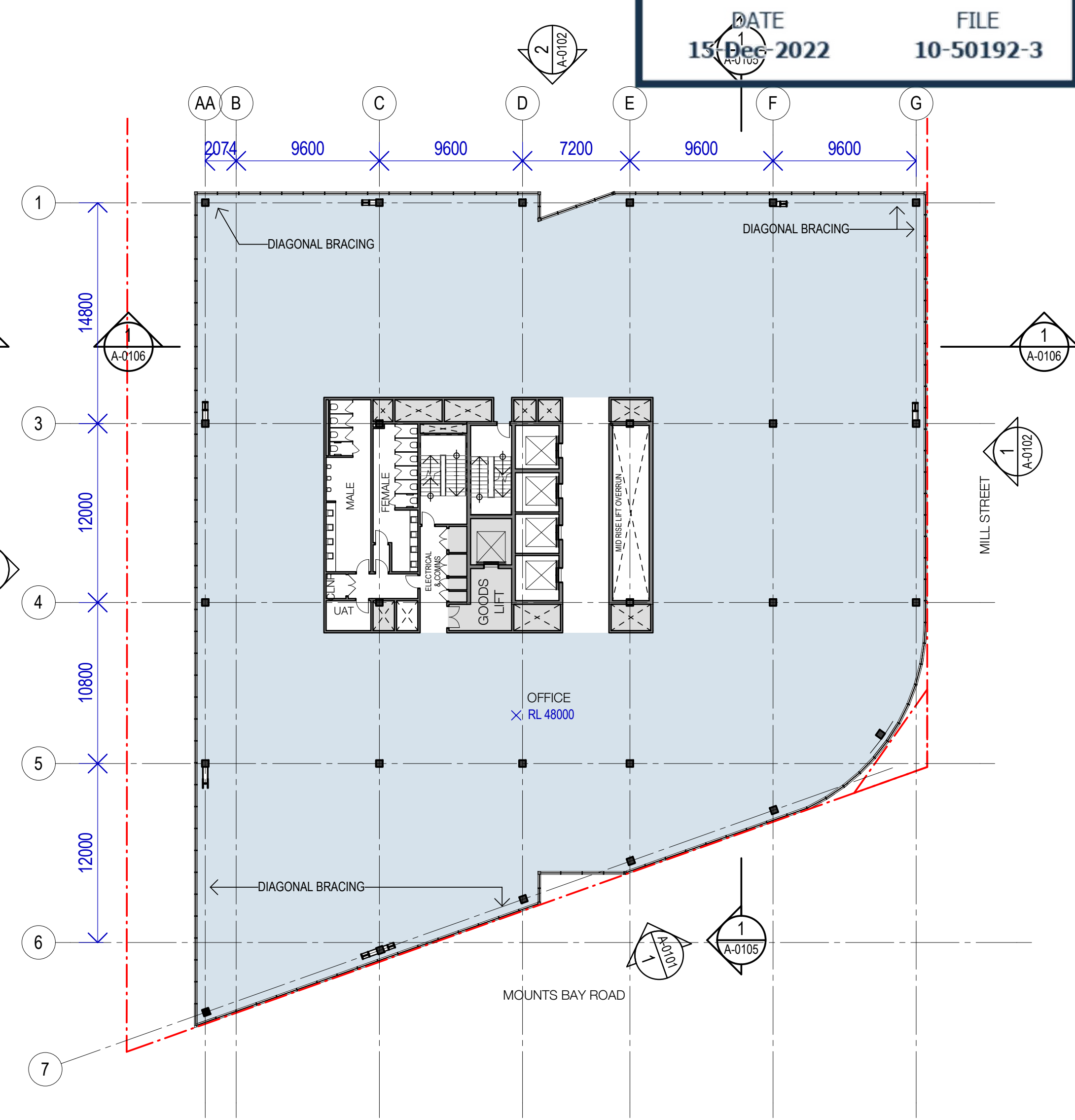




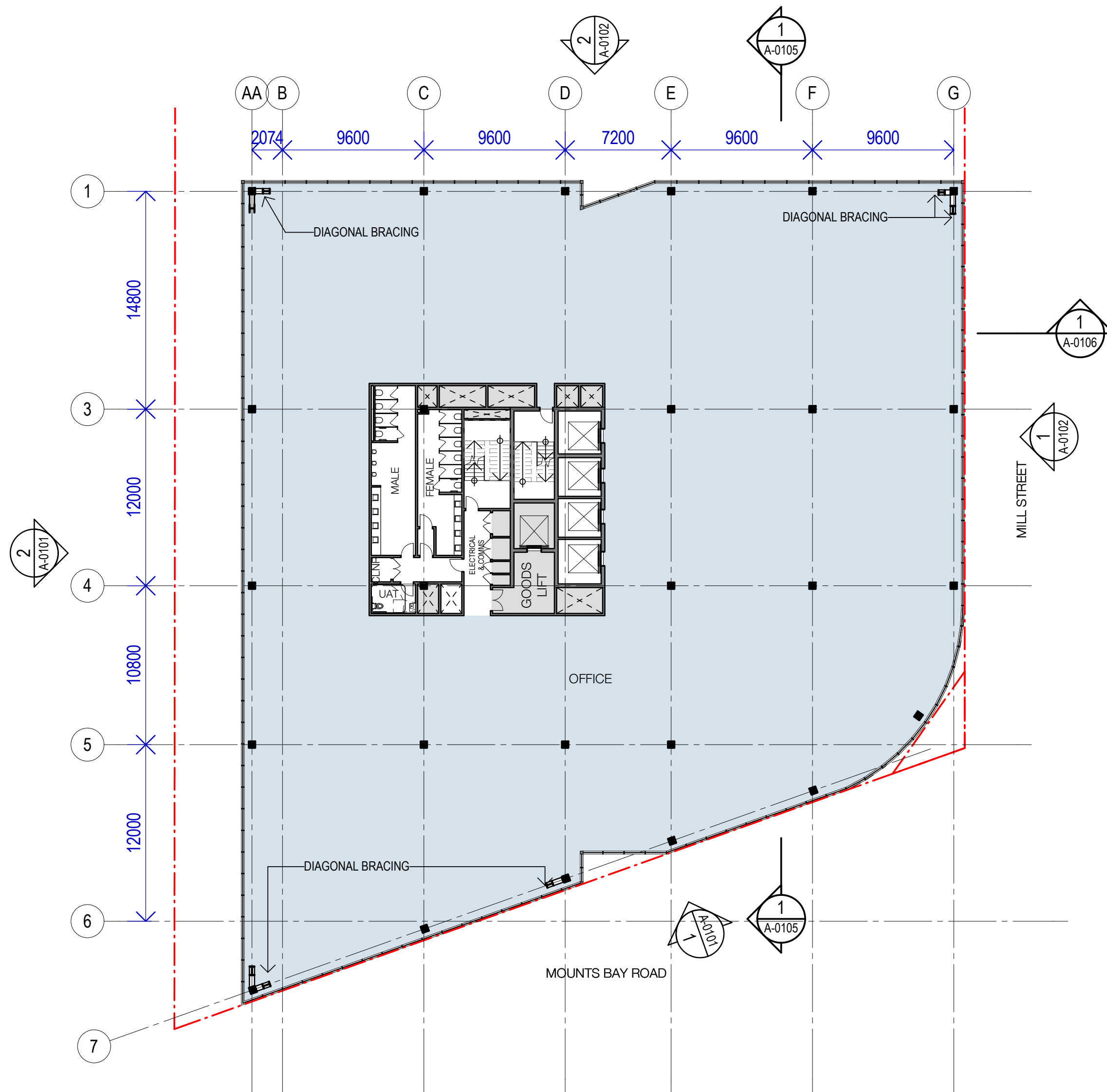




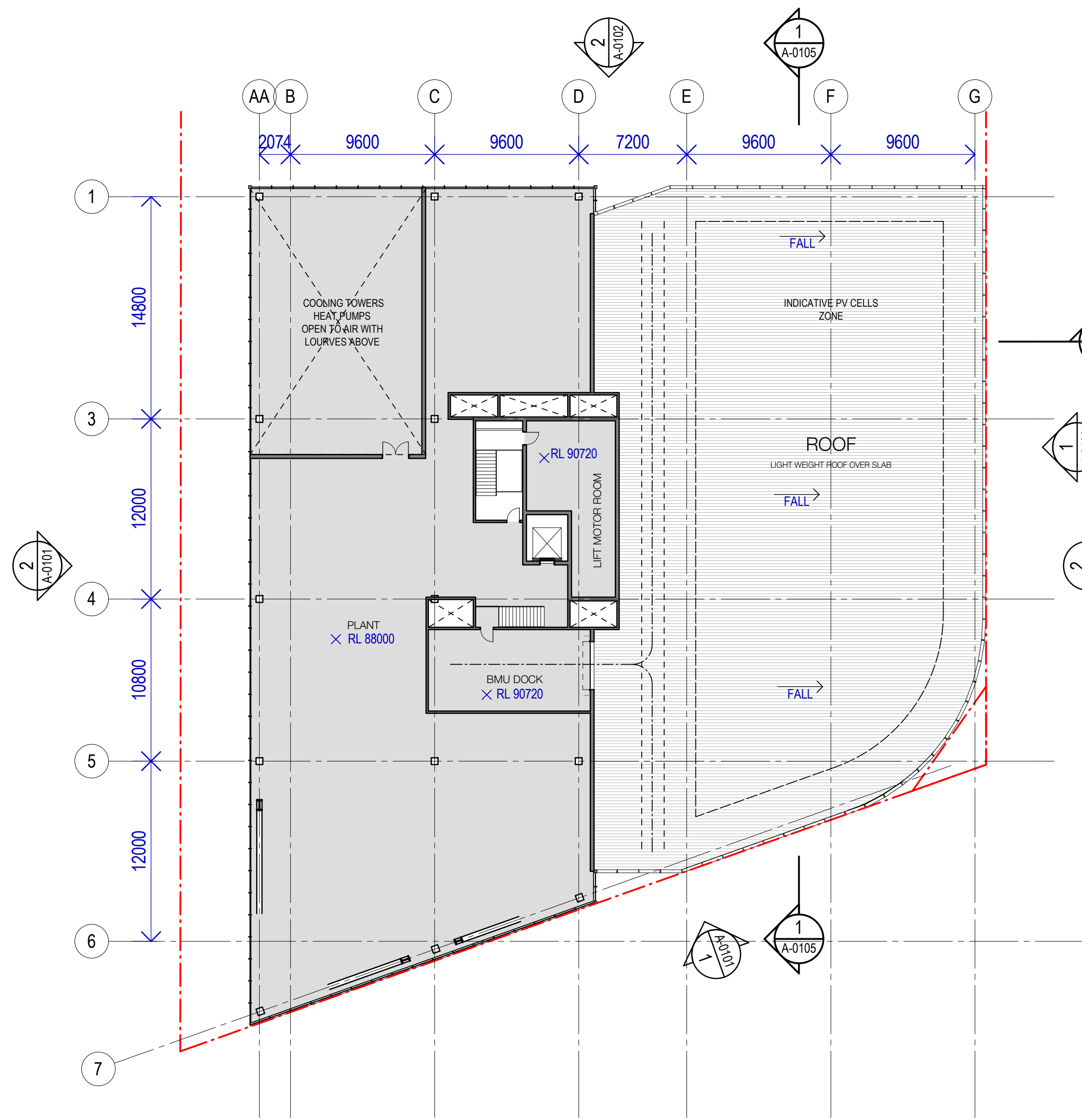
1 TYPICAL MID RISE - CENTRAL PLANT - LEVELS 07 - 12



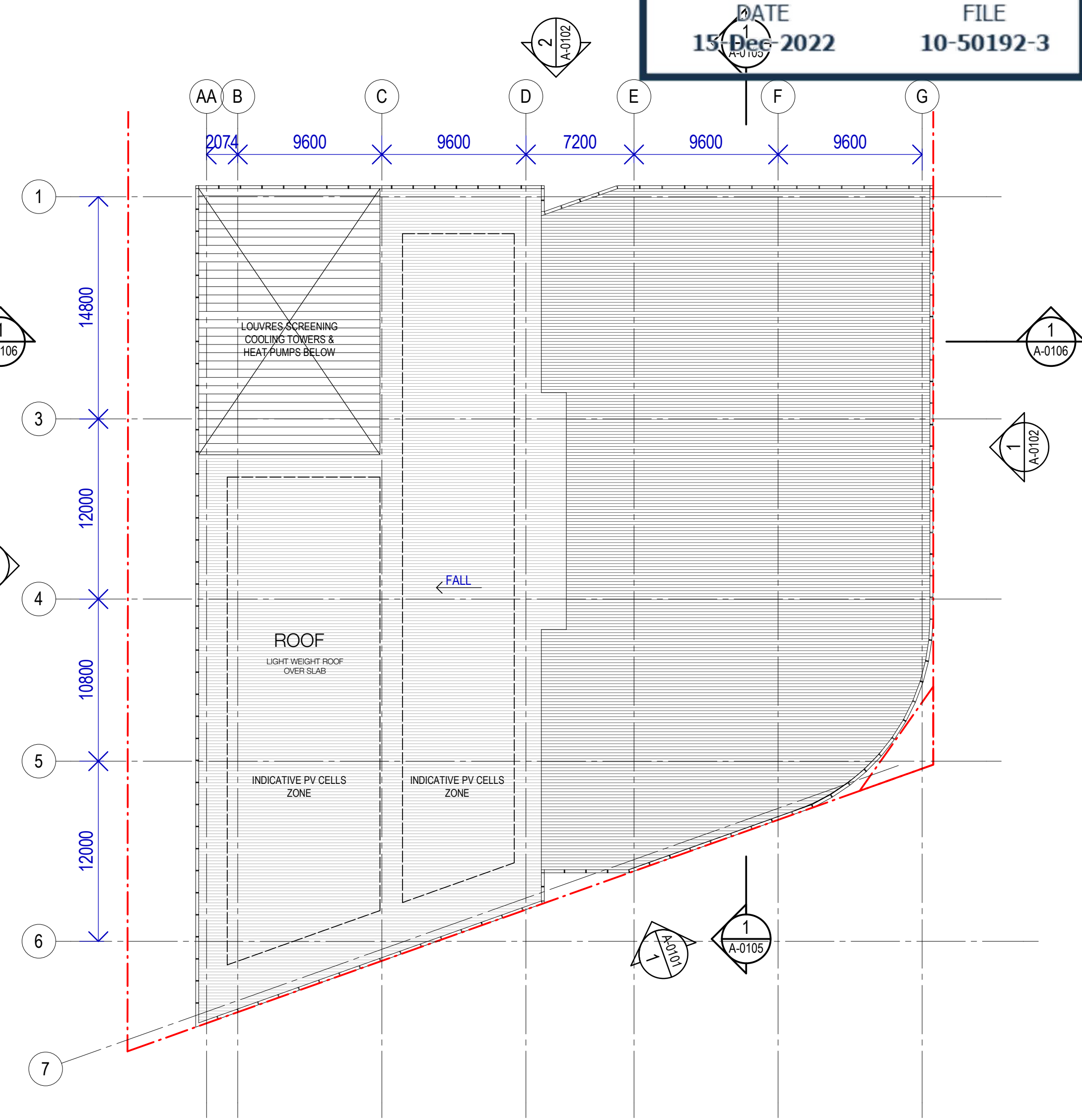
2 LEVEL 13 - TRANSITION FLOOR



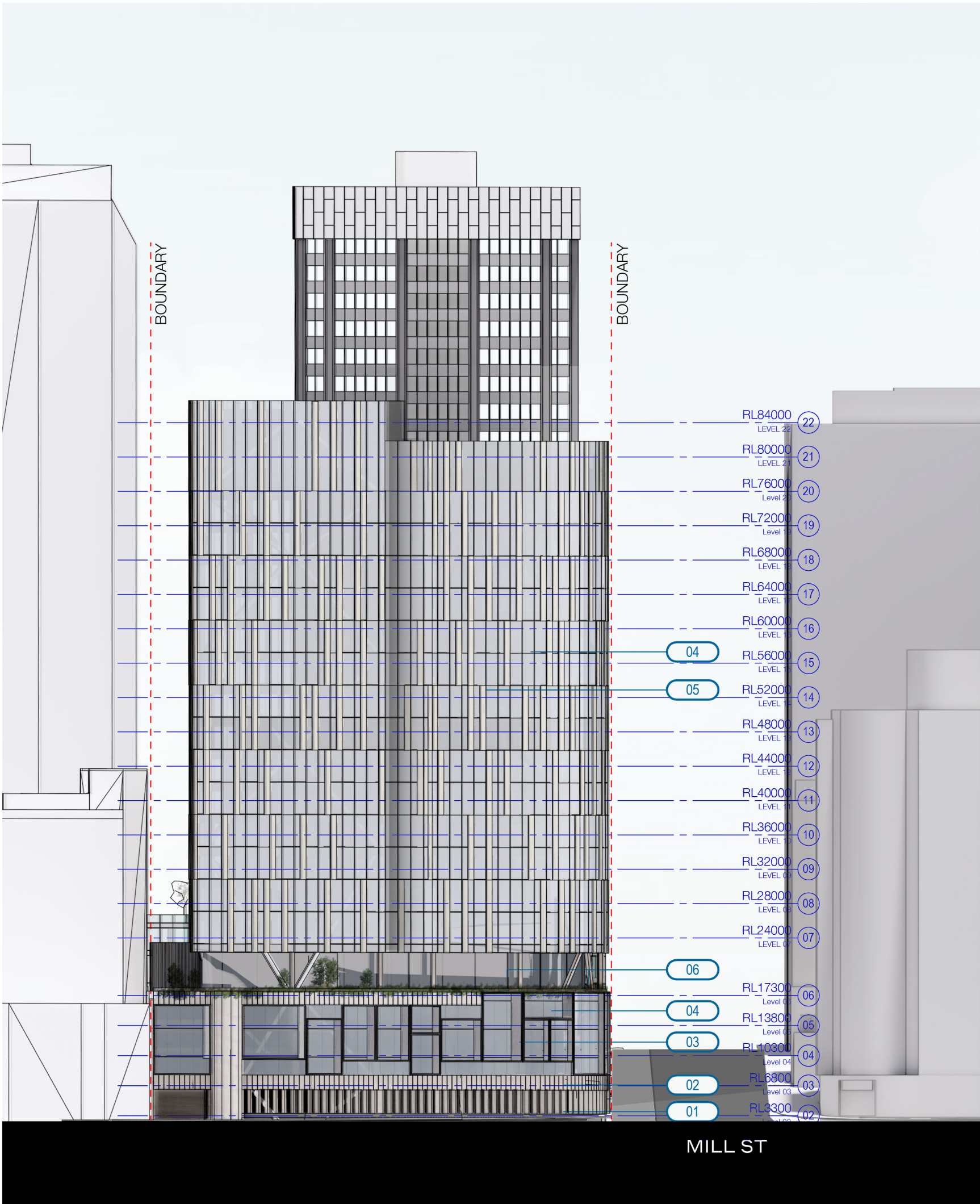
1 TYPICAL HIGH RISE - CENTRAL PLANT - LEVELS 14 - 21



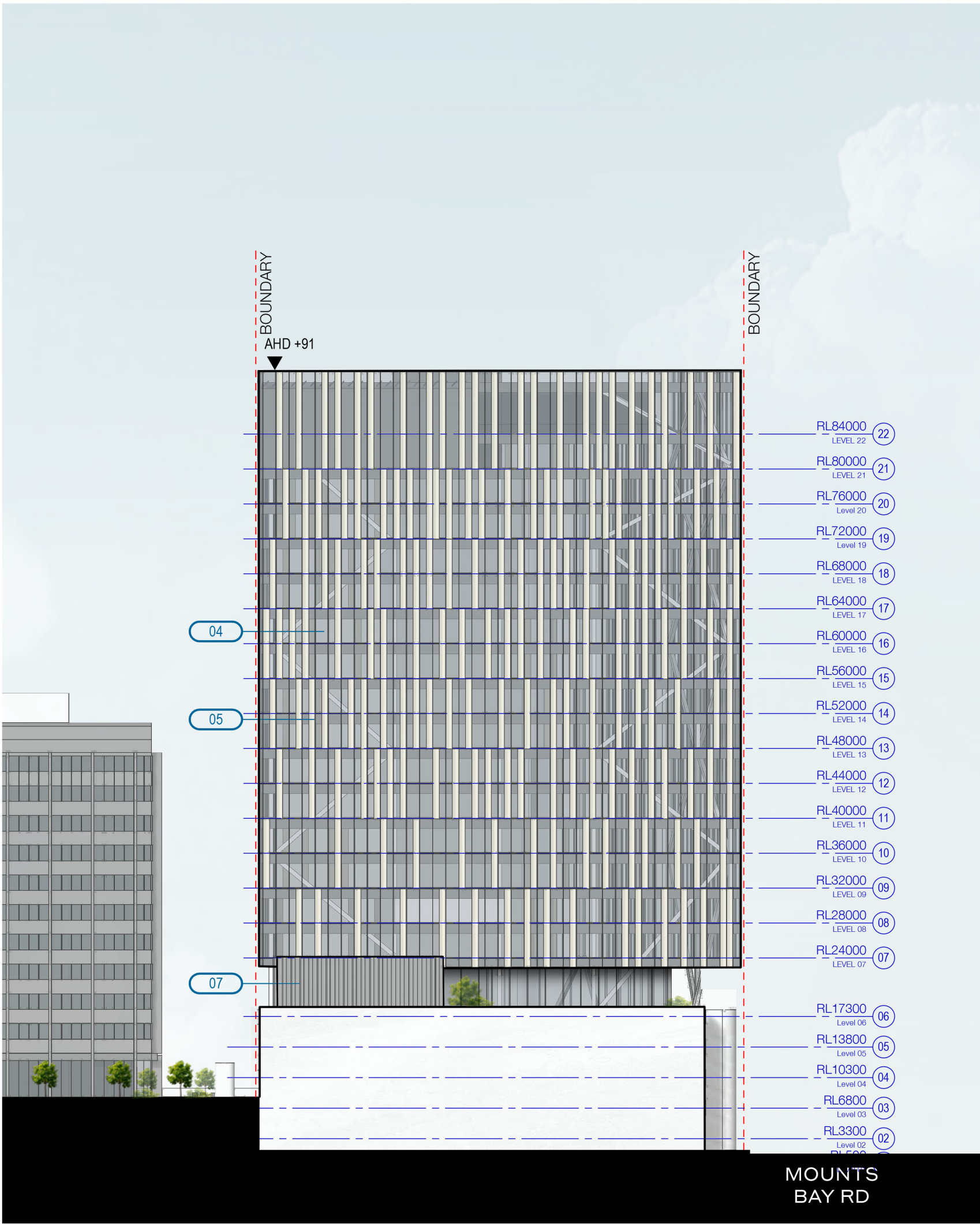
2 PLANT & LIFT MOTOR ROOM



1 TOP OF ROOF



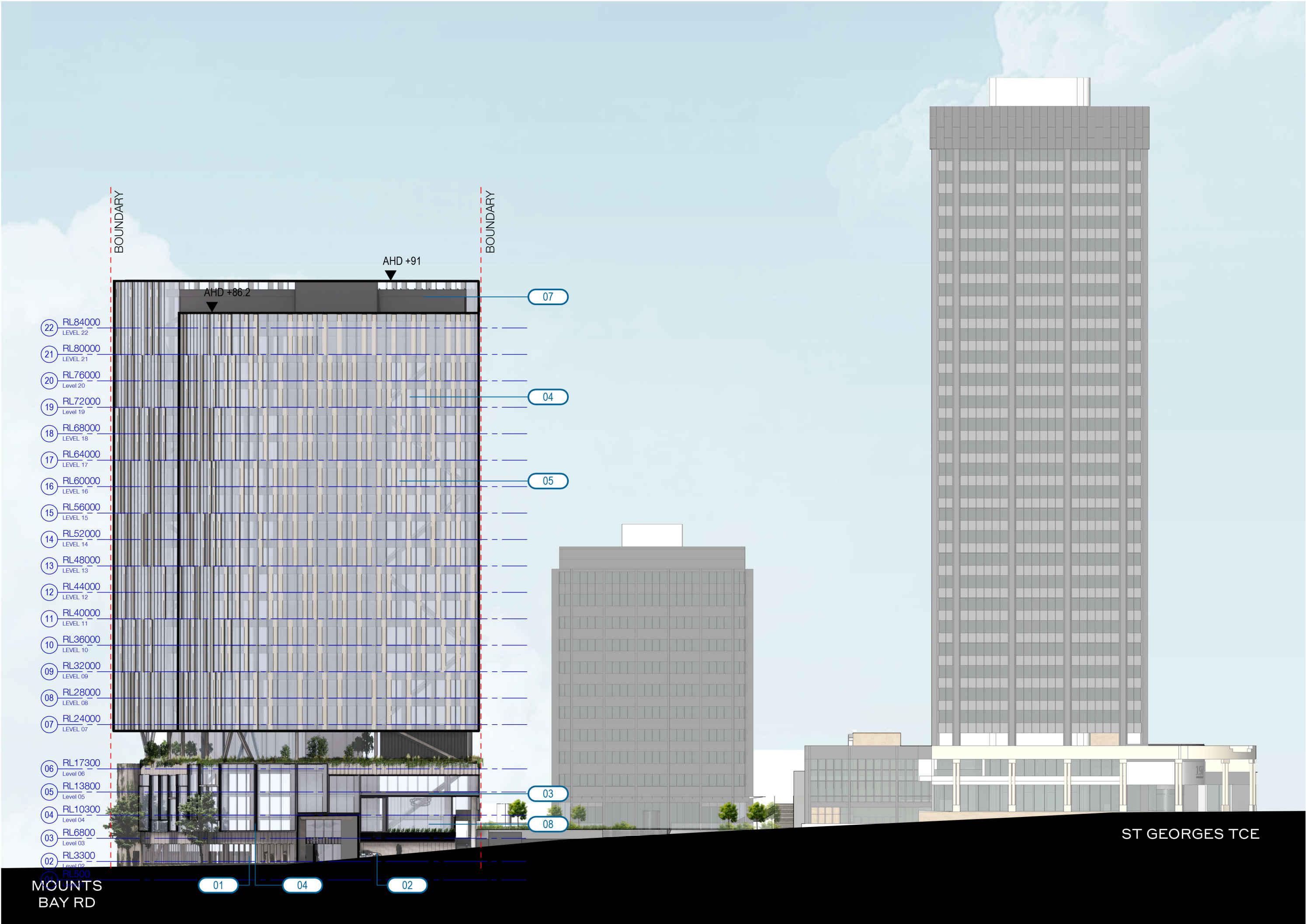
South Elevation



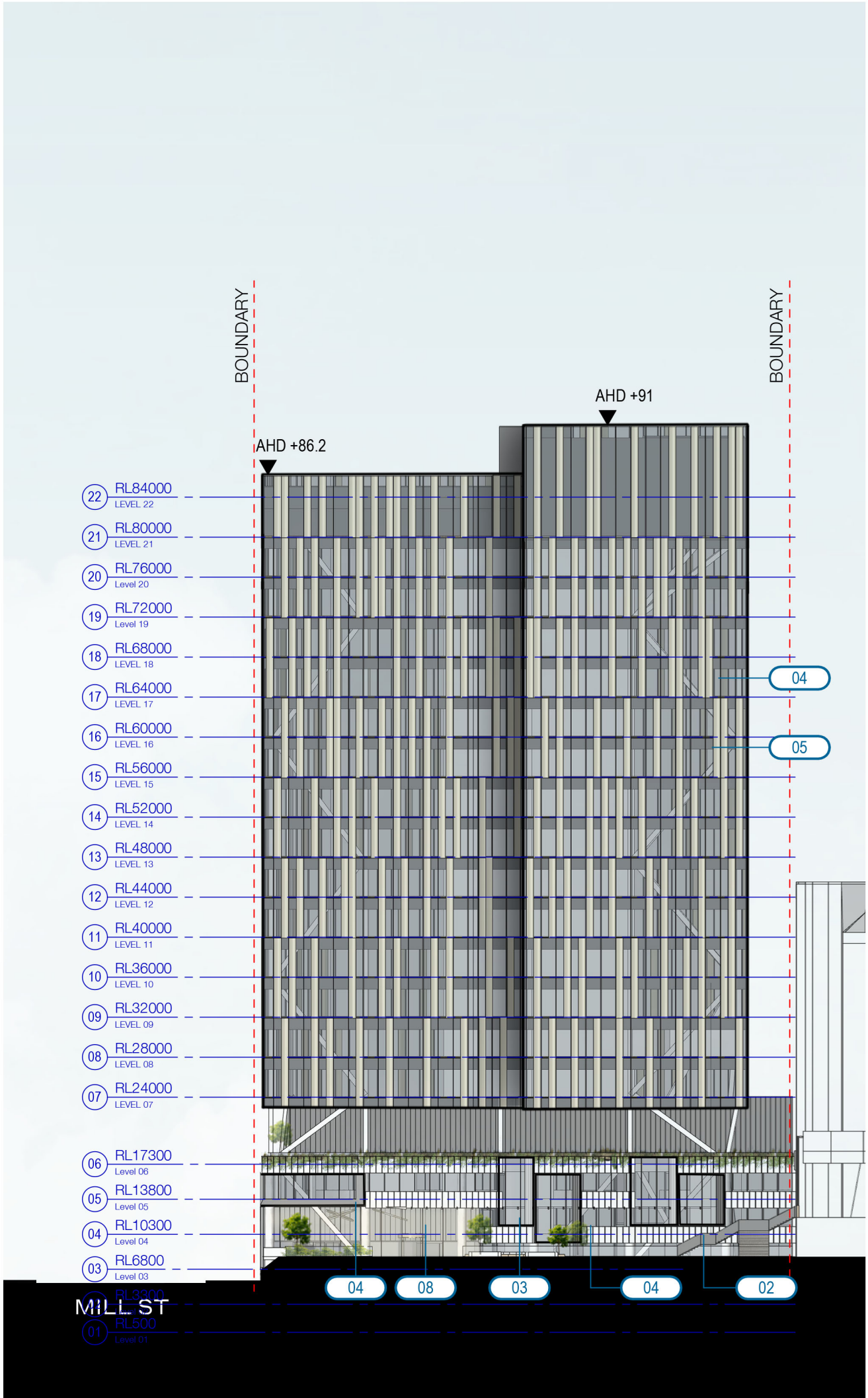
West Elevation

- 01 GLAZED AND SOLID METAL VERTICAL PLEATED FACADE
- 02 FLUTED PROFILE GRC PANEL CLADDING TO EXISTING PRECAST SPANDRELS
- 03 ALUMINIUM FACADE FRAME WITH NEGATIVE REVEAL IN METALLIC GREY FINISH
- 04 HIGH PERFORMANCE DOUBLE GLAZING TO WINDOW VISION PANELS
- 05 750 WIDE FLUTED SOLID ALUMINIUM FACADE PANEL IN LIGHT METALLIC GOLD FINISH
- 06 1500 MODULE UNITIZED CURTAIN WALL SYSTEM IN METALLIC GREY FINISH
- 07 DARK METALLIC GREY ALUMINIUM LOUVRES AND WALL CLADDING
- 08 FRAMELESS GLASS SYSTEM TO LOBBY FACADE

ALL LEVELS ARE RELATED
TO THE SURVEY AHD



East Elevation



North Elevation

ALL LEVELS ARE RELATED
TO THE SURVEY AHD

- 01 GLAZED AND SOLID METAL VERTICAL PLEATED FACADE
- 02 FLUTED PROFILE GRC PANEL CLADDING TO EXISTING PRECAST SPANDRELS
- 03 ALUMINIUM FACADE FRAME WITH NEGATIVE REVEAL IN METALLIC GREY FINISH
- 04 HIGH PERFORMANCE DOUBLE GLAZING TO WINDOW VISION PANELS
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- 07 DARK METALLIC GREY ALUMINIUM LOUVRES AND WALL CLADDING
- 08 FRAMELESS GLASS SYSTEM TO LOBBY FACADE



W-BTM
WOODS BAGOT

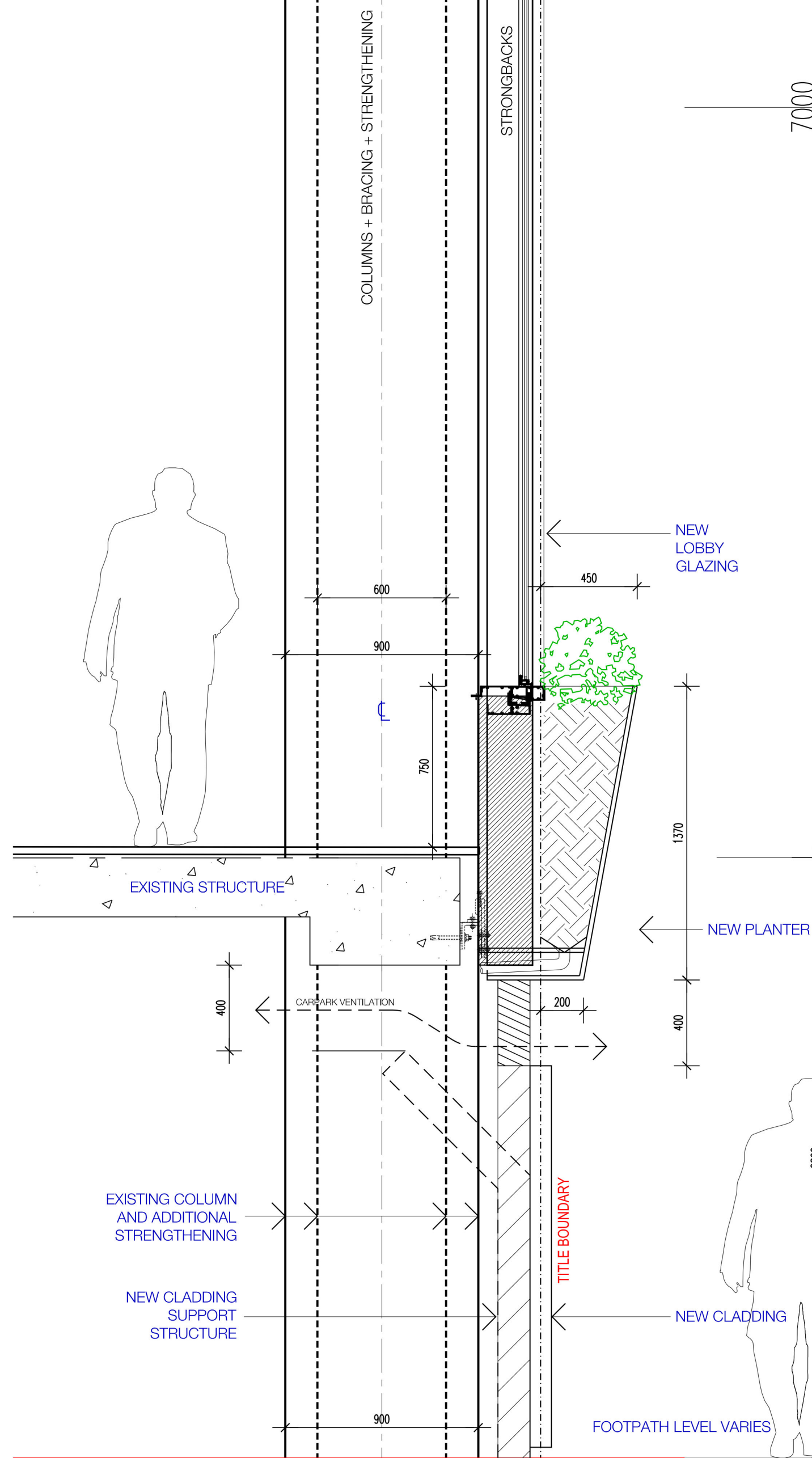
Project **Mill Street Regeneration** Sheet title **OVERALL SECTION**



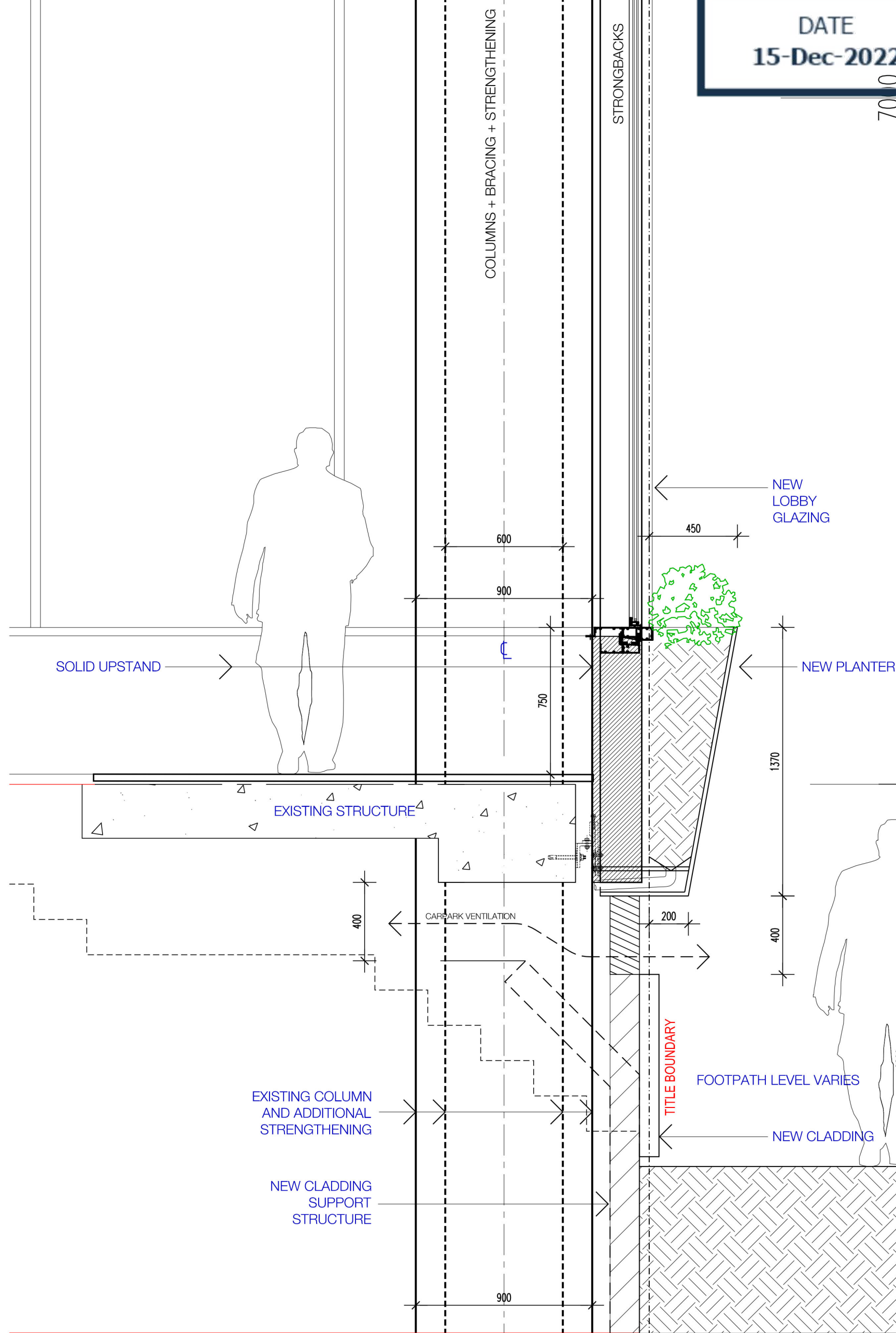
ALL LEVELS ARE RELATED
TO THE SURVEY AHD

RL10300
Level 04

RL10300
Level 04

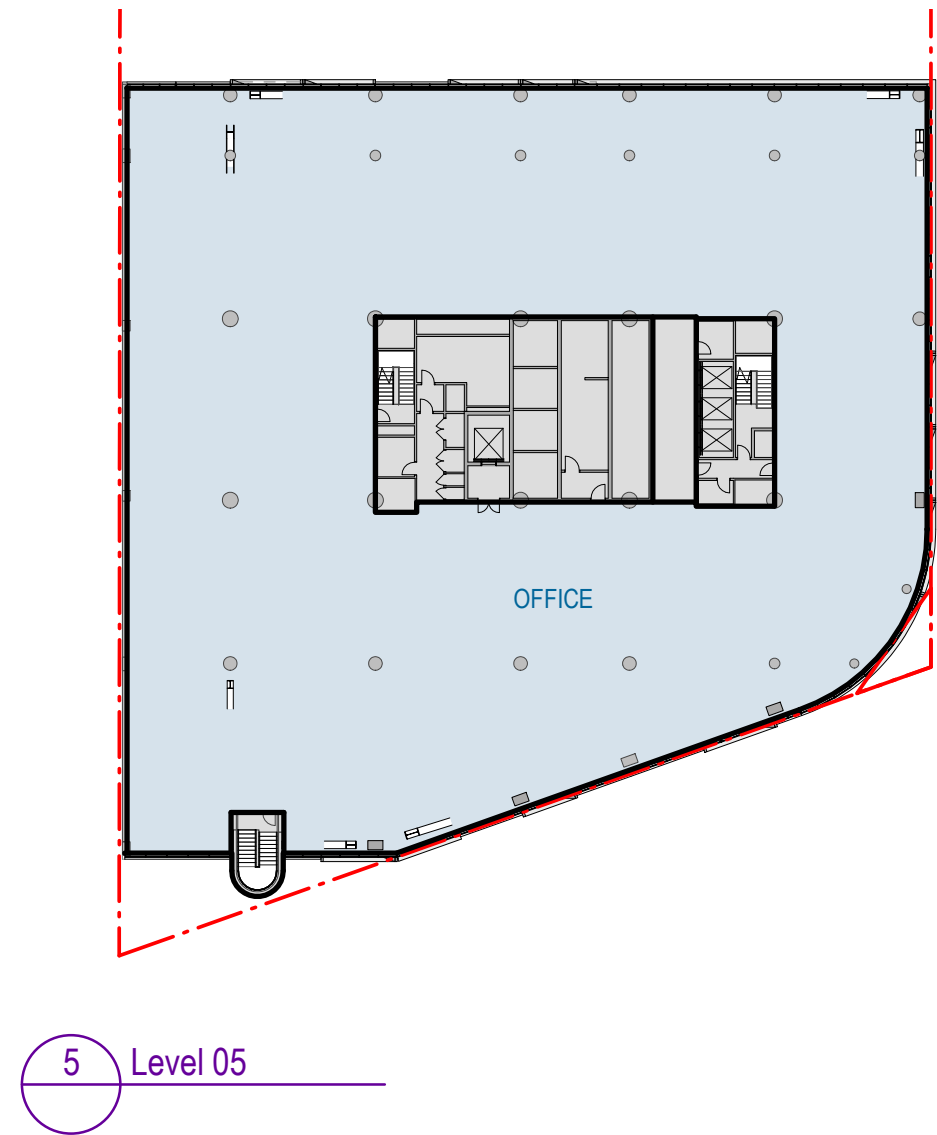
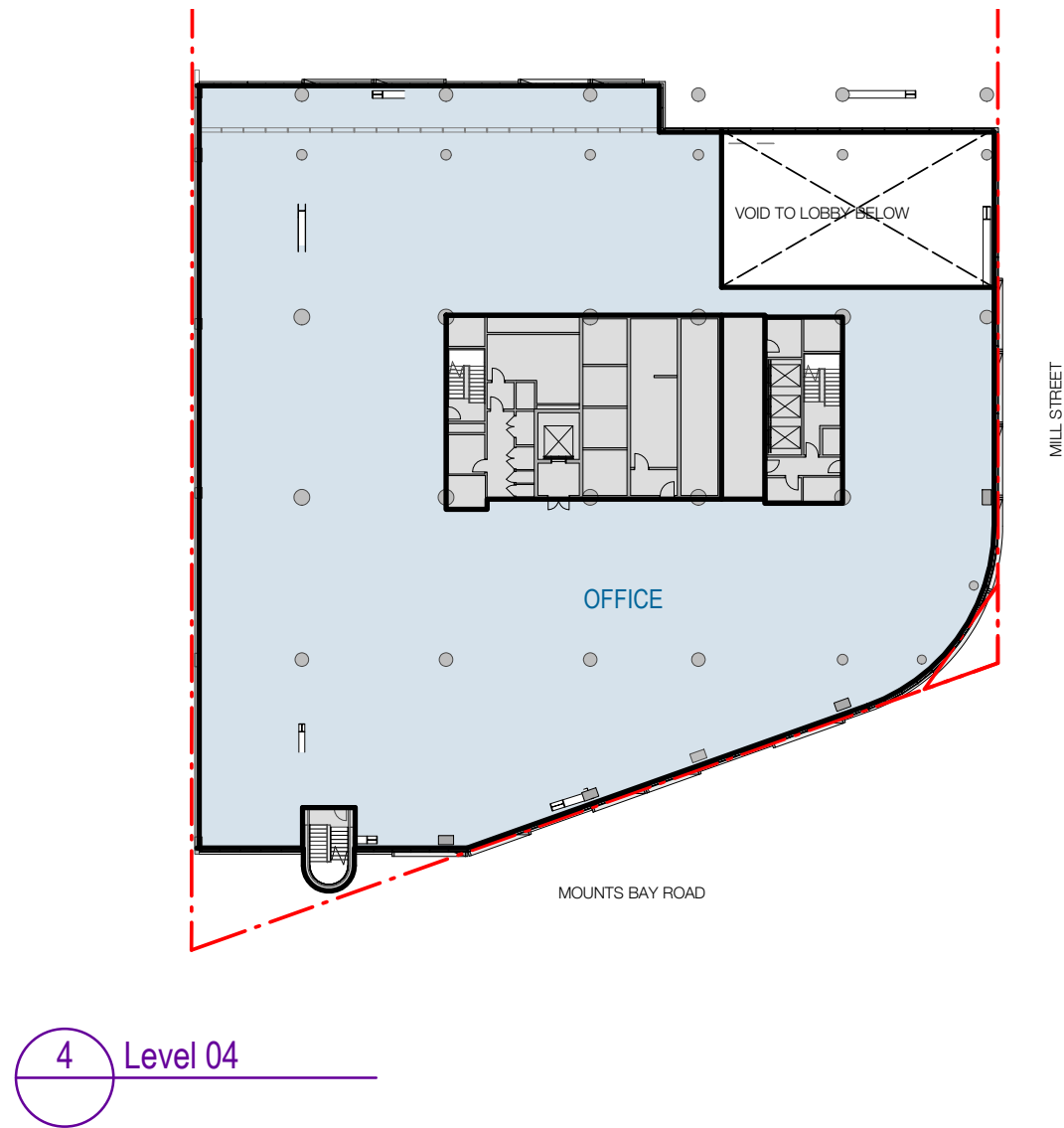
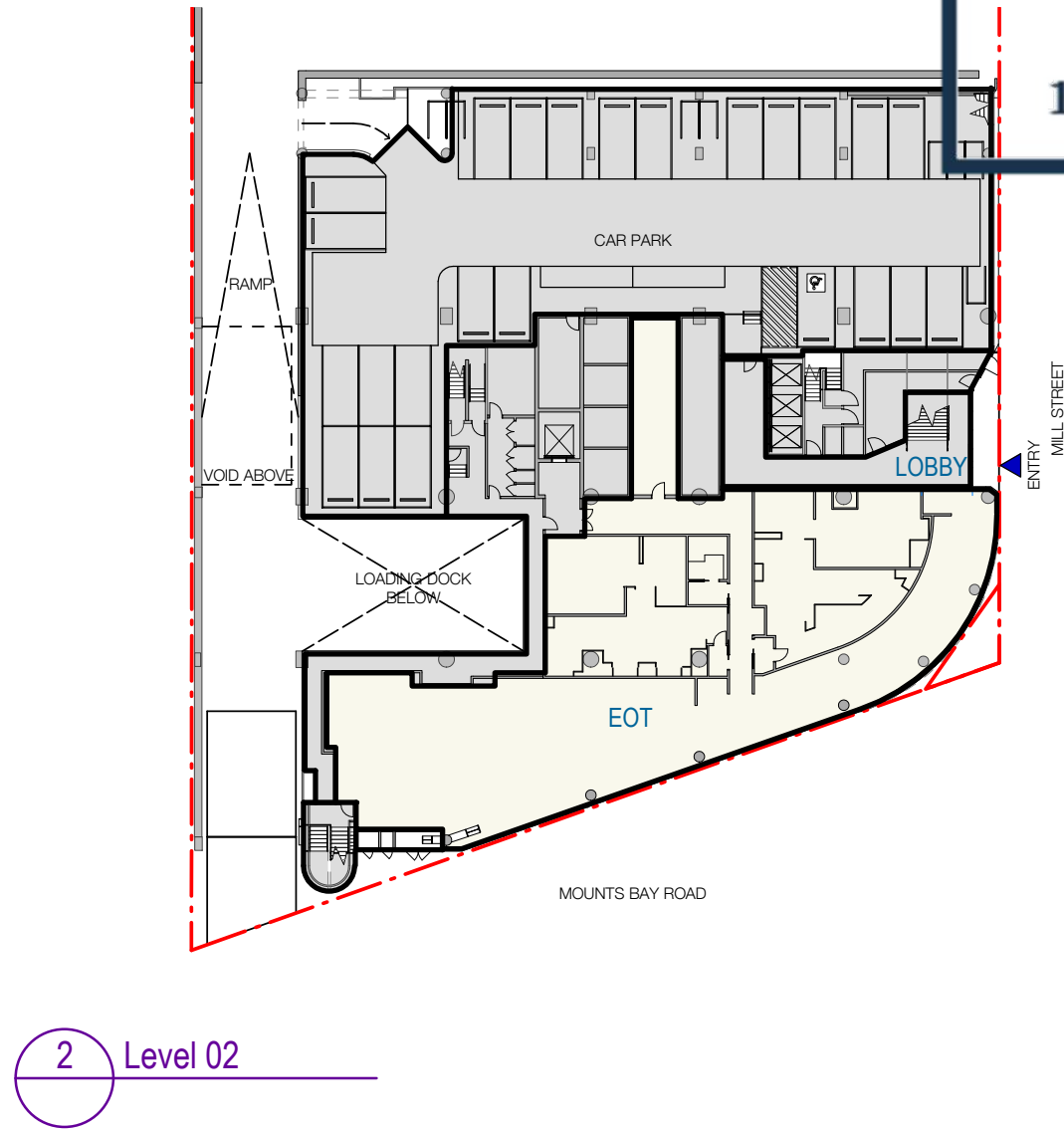
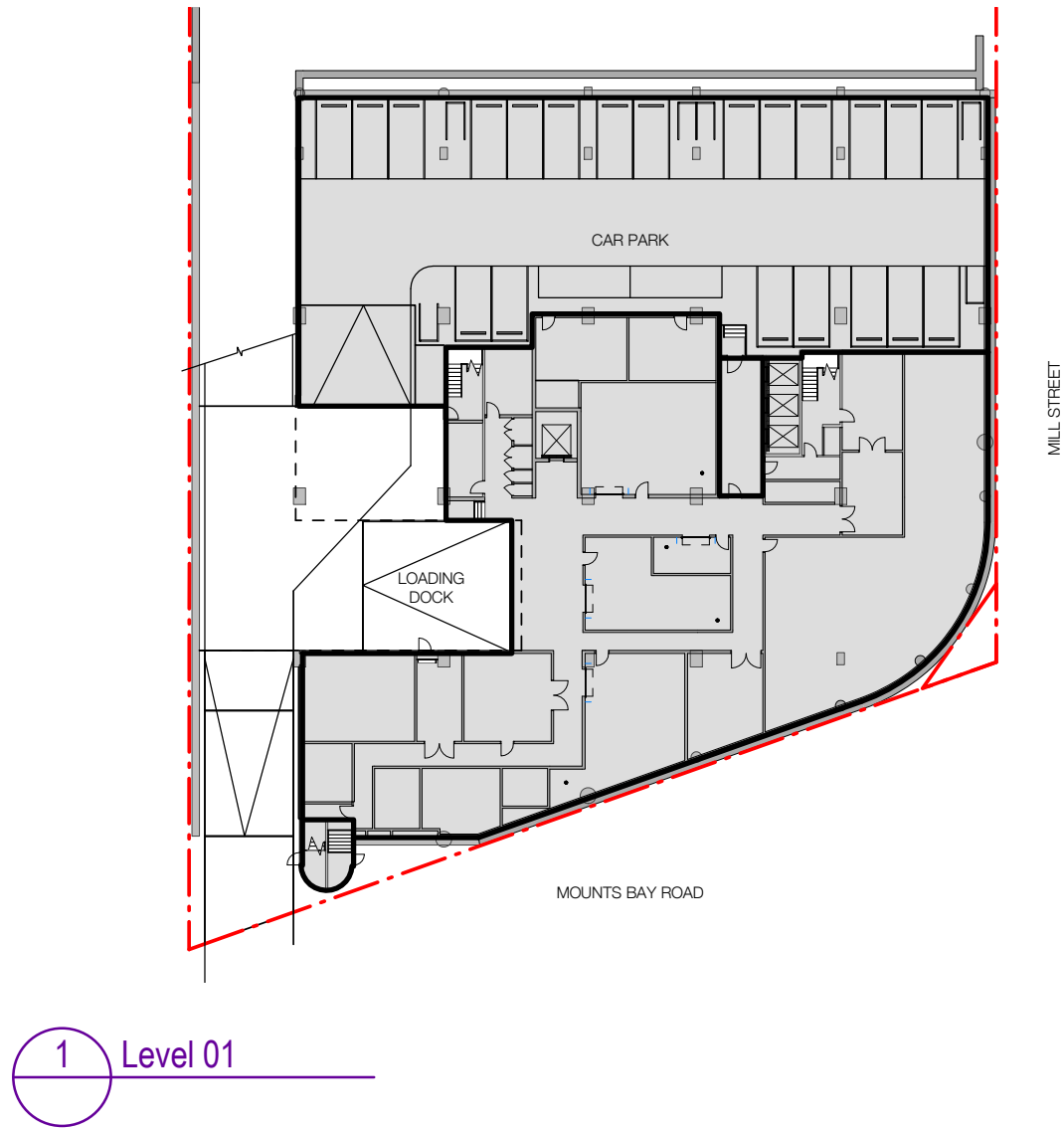


SECTION AT LOWER MILL STREET
LEVEL (@LOWER LOBBY)



SECTION AT UPPER-MOST MILL
STREET LEVEL (@STREET STAIRS)

- NLA
- NON- NLA
- LICENSED AREA





Department of Planning,
Lands and Heritage

Legend

□ Cadastre (View 1)



0 0.15 0.3

Kilometres

1: 7,500
at A4

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended to be used for measurement purposes.

Mill Green Site - Lot 5 (No.197) St Georges Tce. Perth

Location Plan

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced:

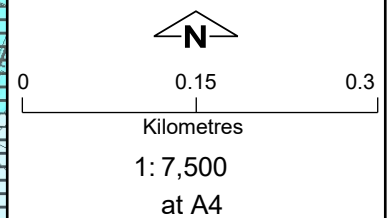
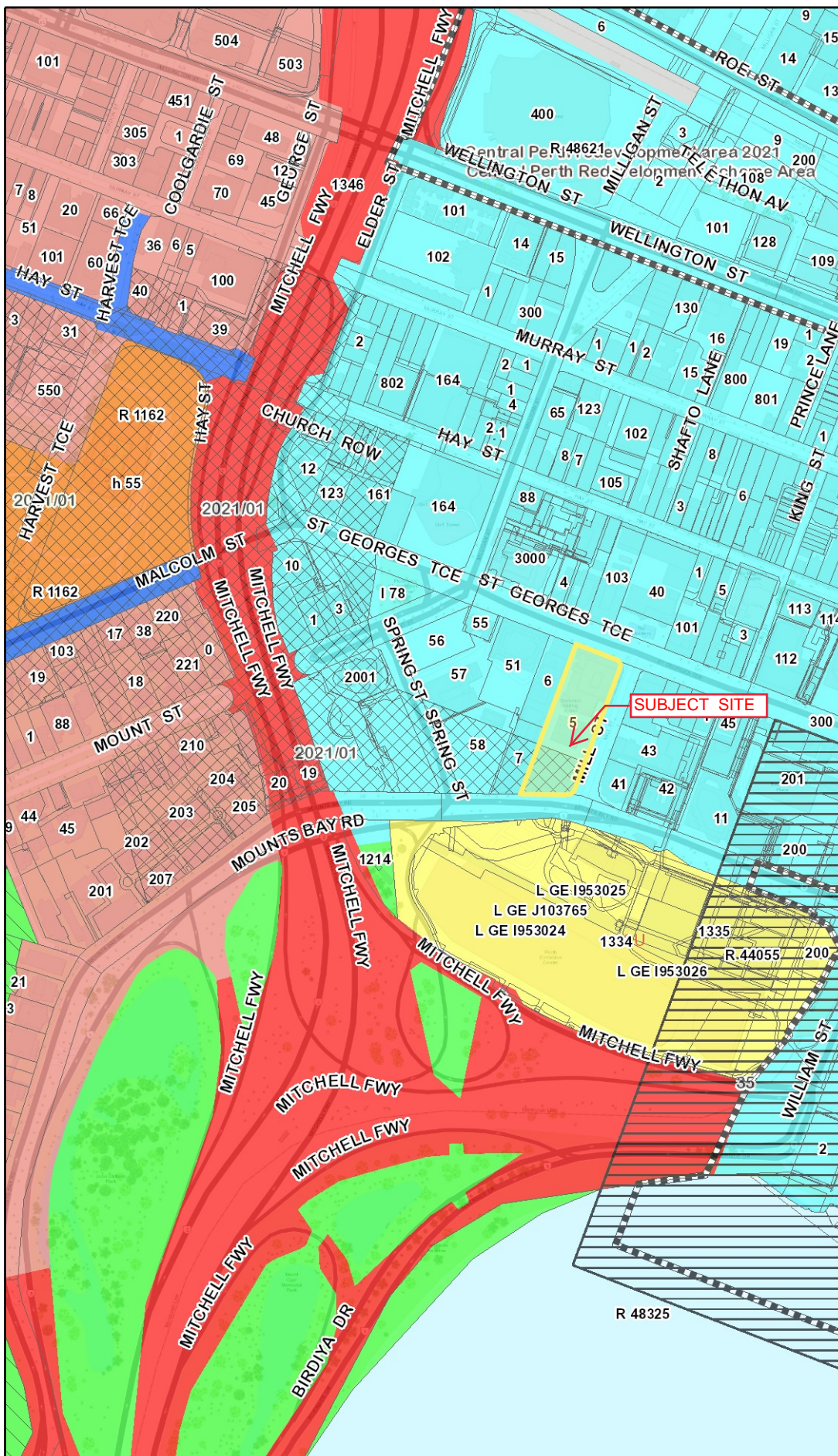
09-Dec-2022



Legend

- Cadastre (View 1)
 - Ministerial Approval Required
 - Clause 21, 27 & 32
 - Improvement Plan
 - Redevelopment Act Area
 - Redevelopment Scheme Area
 - Region Scheme Boundary
 - Bush Forever Areas
- Region Scheme Zones and Reserves

- Central city area
- Civic and cultural
- Other regional roads
- Parks and recreation
- Primary regional roads
- Public purposes - special uses
- Railways
- Urban
- Waterways



Notes:

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Mill Green Site - Lot 5 (No.197) St Georges Tce. Perth

DPLH BUSINESS USE ONLY

Internal Spatial Viewer
Projection: WGS 1984 Web Mercator Auxiliary Sphere
Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced:

09-Dec-2022

Parliament House

PARLIAMENT HOUSE PRECINCT

FIG. 2

BUILDING HEIGHT CONTROLS

23.23 MAXIMUM HEIGHT LIMIT
4.58 EXISTING GROUND LEVEL

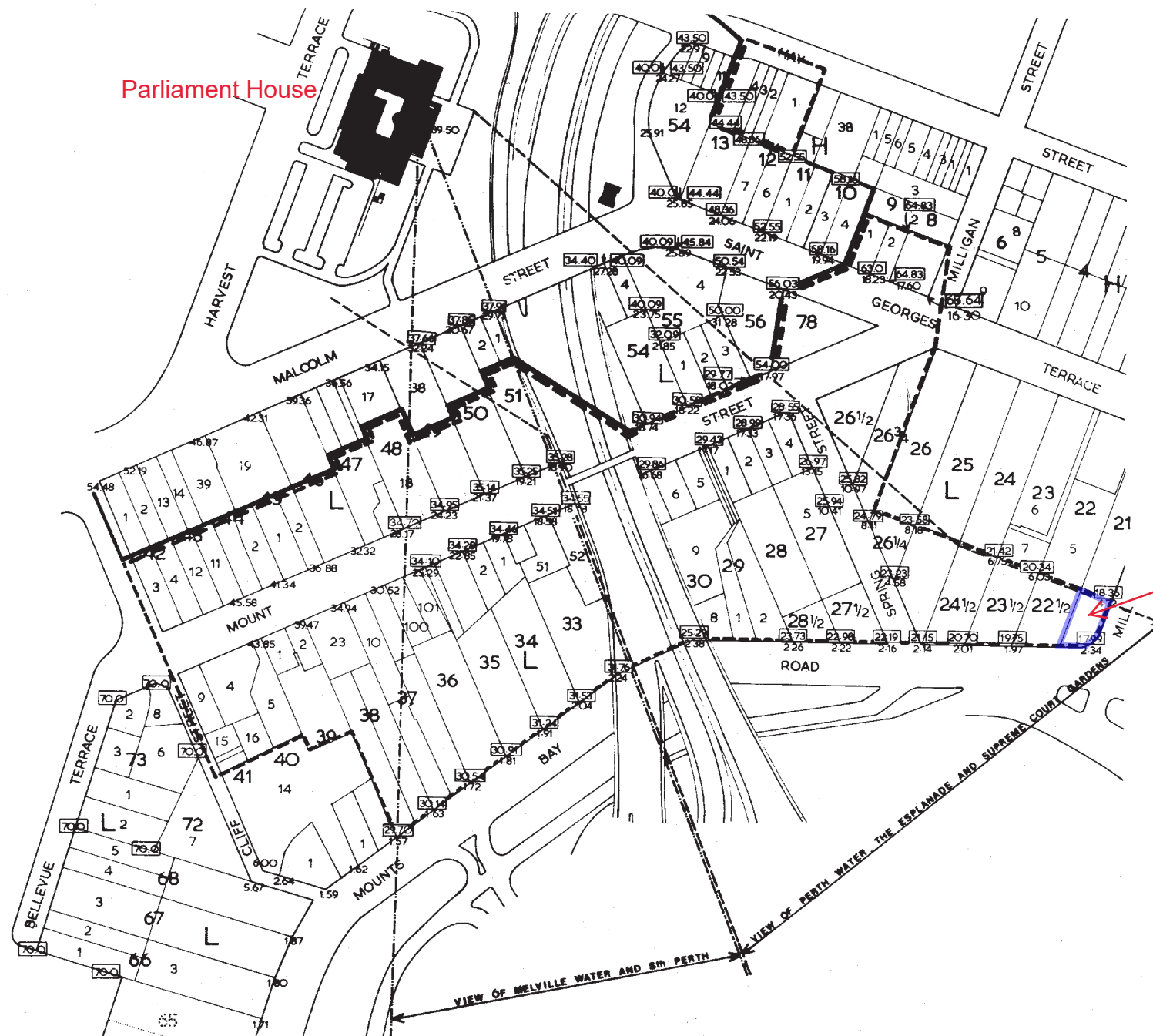
-- OUTER PRECINCT BOUNDARY
-- INNER PRECINCT BOUNDARY

SUBJECT SITE



REDUCED LEVELS EXPRESSED IN METRES
ABOVE A.H.D.

40 0 140 METRES





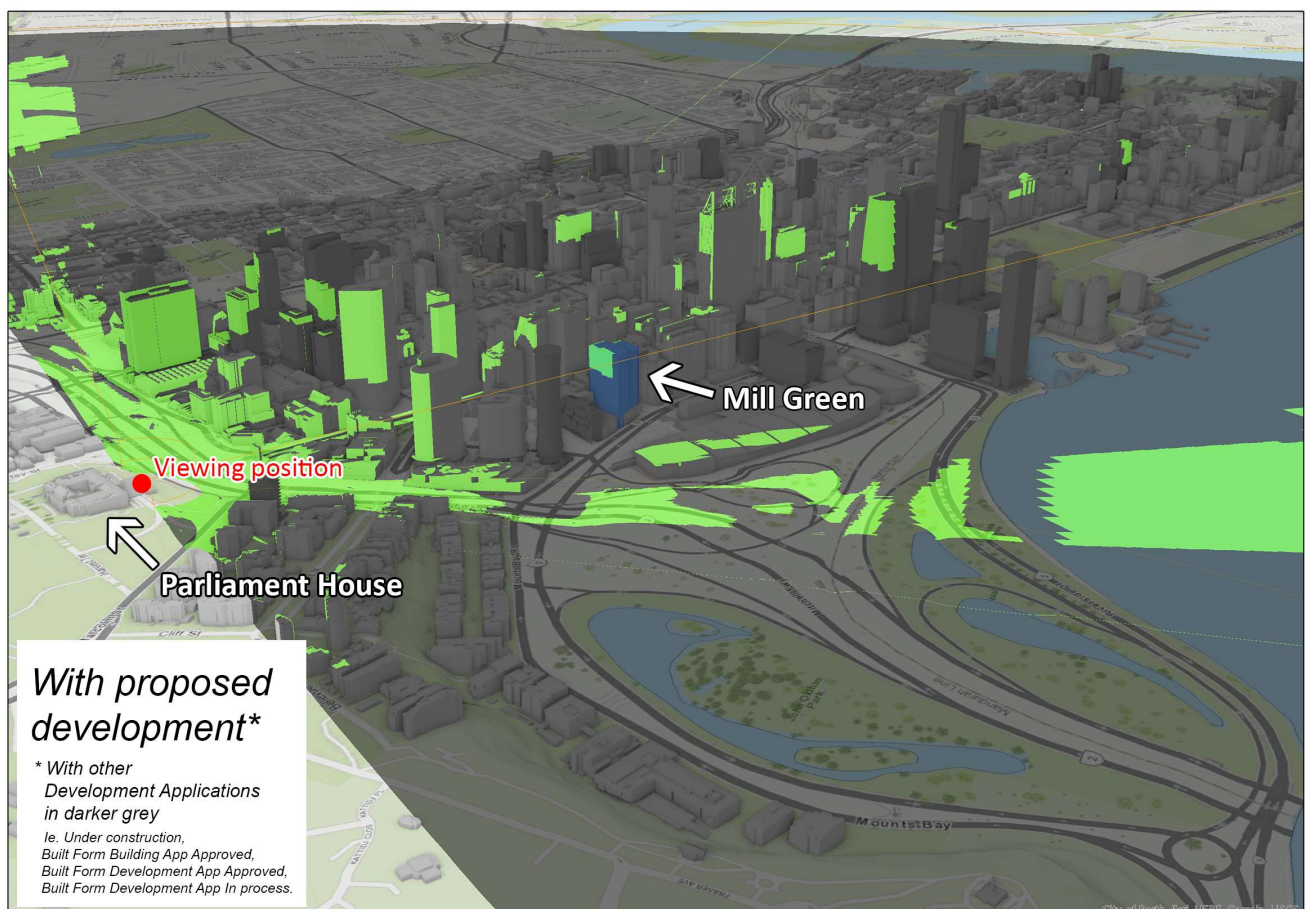
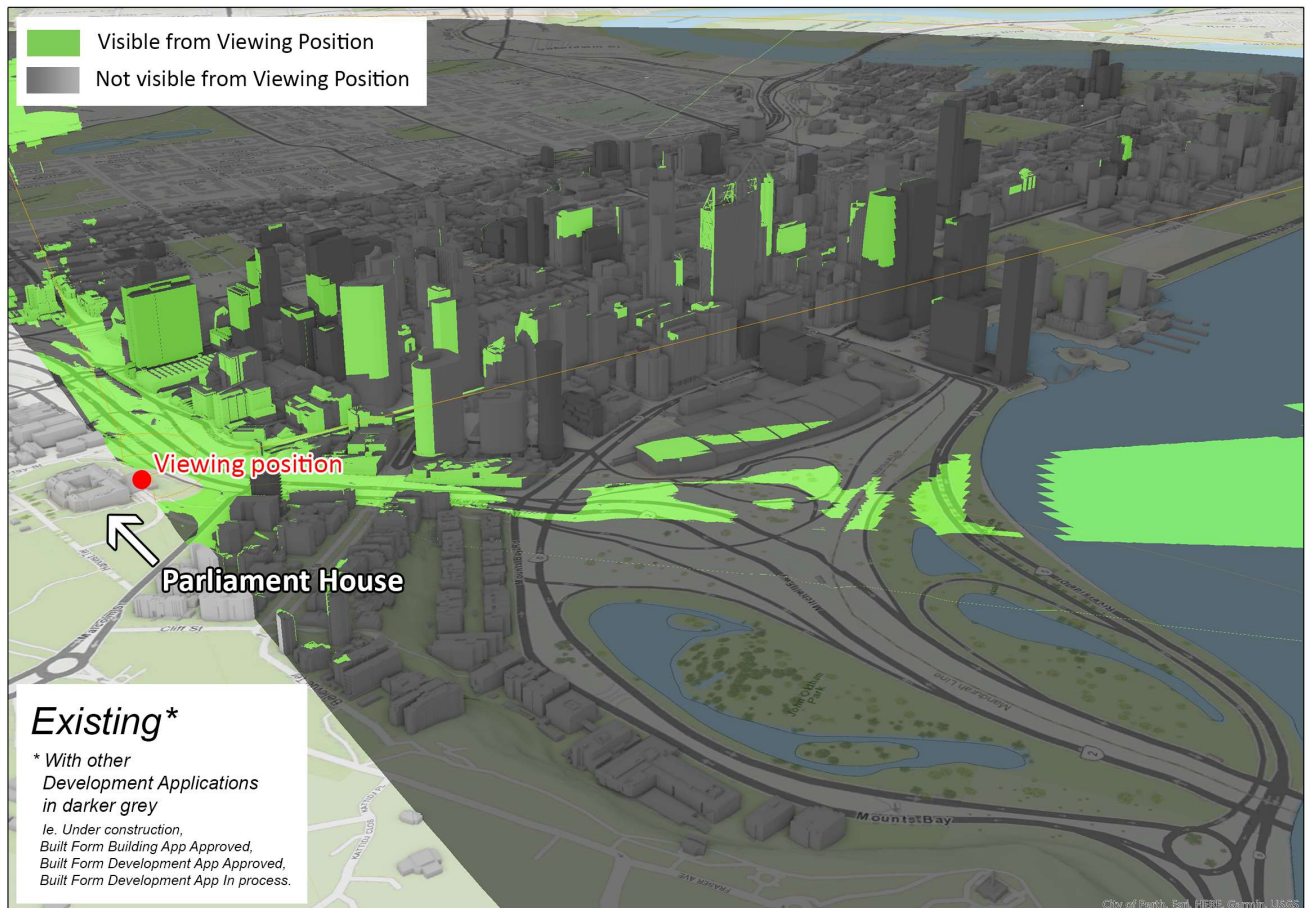
Viewshed Analysis- existing buildings already exceeding Parliament House Precinct height limits

Viewshed analysis from Parliament House - Looking East



Development Application - 197 St Georges Terrace, Perth (Mill Green)

Viewshed analysis from Parliament House - Looking North-East



Development Application - 197 St Georges Terrace, Perth (Mill Green)