



Perth Local Development Assessment Panel Agenda

Meeting Date and Time: Friday, 8 December 2023; 9.30am
Meeting Number: PLDAP/129
Meeting Venue: Committee Room 1, Council House
27 St Georges Terrace, Perth

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Attendance

DAP Members

Ray Haeren (Presiding Member)
Jarrod Ross (Deputy Presiding Member)
Diana Goldswain (Third Specialist Member)
Cr Brent Fleeton (Local Government Member, City of Perth)

Officers in attendance

Amie Groom (City of Perth)
Julia Kingsbury (City of Perth)

Minute Secretary

Anne-Marie Bartlett (City of Perth)

Applicants and Submitters

Andrew Cumming (Rowe Group)
Jaida Adams (Rowe Group)
Jack Tesser (Encon)
Regan Clarke (Encon)
Siew-Fung Then (Ewert Leaf)
Corey Turner (National Storage) (*via electronic means*)
Thierry Yu (National Storage) virtual (*via electronic means*)
Deneth Peiris (National Storage) virtual (*via electronic means*)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

The 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.

2. Apologies

Cr Catherine Lezer (Local Government Member, City of Perth)
Cr Liam Gobbert (Local Government Member, City of Perth)
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** Andrew Cumming (Rowe Group) presenting in support of the recommendation for the application at Item 8.1. The presentation will address conditions in the report and support for the development.

The City of Perth may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 220-224 (Lot: 101) Pier Street, Perth

Development Description:	Proposed Construction of a Six Storey Storage Facility
Applicant:	Rowe Group
Owner:	The Trust Company Limited
Responsible Authority:	City of Perth
DAP File No:	DAP/23/02543

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 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	Andrew Cumming
Company (if applicable)	Rowe Group
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: Click or tap here to enter text.

Meeting Details

DAP Name	City of Perth LDAP
Meeting Date	8 December 2023
DAP Application Number	DAP/23/02543
Property Location	220-224 (Lot 101) Pier Street, Perth
Agenda Item Number	8.1

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	<p><i>The presentation will address:</i></p> <p>Certain conditions and advice notes are impacted by a staff position in regard to two street trees and an ongoing request for removal with the City's CEO.</p> <p>Condition 2 is requested to give flexibility to a scenario where tree removal is supported by the City's CEO.</p> <p>Advice note 2 is to confirm the City's commitment to funding tree pruning, on the basis the street trees are retained.</p> <p>Condition 15 and 16 should be merged, with tree protection within an advice note, given it relates to a fundamental matter addressed by a construction management plan.</p> <p>Comments on any other condition that relates in part to the street trees.</p>
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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:

- In regard to the street trees section, the applicant has not received a formal letter from the CEO of the City of Perth; only an email from the Parks team to confirm its position in regard to the street trees. Certain conditions and advice notes are impacted by this current position and an ongoing request with the CEO.
- Condition 2 is requested to give flexibility to a scenario where tree removal is supported by the CEO.
- Advice note 2 is to confirm the City's commitment to funding tree pruning, on the basis the street trees are retained.
- Condition 15 and 16 should be merged, with tree protection outlined within an advice note, given it relates to a fundamental matter addressed by a construction management plan.
- Acknowledge & appreciate the collaborative approach taken.
- We have been made a genuine and considered effort to be sensitive to Council / DAP feedback throughout and the submission reflects our best efforts in this regard.
- Project is key infrastructure to regentrify the area.
- The submission is a best-in-class asset.
- Our relocation strategy will in turn unlock additional development potential of the existing site.

PIER STREET, 220-224 (LOT: 101), PERTH – PROPOSED CONSTRUCTION OF A SIX STOREY STORAGE FACILITY

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	City of Perth LDAP	
Local Government Area:	City of Perth	
Applicant:	Rowe Group	
Owner:	The Trust Company Limited of Level 16, 1 Waterfront Place Brisbane QLD 4000	
Value of Development:	\$33 million <input checked="" type="checkbox"/> Mandatory (Regulation 5) <input type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Perth	
Authorising Officer:	Dale Page, General Manager Planning and Economic Development	
LG Reference:	DAP-2023/5233	
DAP File No:	DAP/23/02543	
Application Received Date:	18 August 2023	
Report Due Date:	29 November 2023	
Application Statutory Process Timeframe:	90 Days with an additional 28 days agreed	
Attachment(s):	1. Location Plan 2. Development Plans (13 November 2023) 3. Perspectives (13 November 2023) 4. Landscape Concept Plans 5. Arboriculture Tree Survey 6. Applicant's address of State Planning Policy 7.0 Design of the Built Environment 7. Neighbour submissions	
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 Panel resolves to:

- Approve** DAP Application reference DAP/23/02543 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Perth City Planning Scheme No. 2, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. The design of the proposed awning on Pier Street being revised to avoid conflict with the street trees, with final details being submitted for approval by the City prior to applying for a building permit.
3. 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 12 November 2023, 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.
4. The approved boundary walls and footings being constructed wholly within the subject lot, with the external surface of the walls being finished to complement the approved development, with final details being submitted for approval by the City prior to applying for a building permit.
5. A final landscaping and reticulation plan, 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 satisfaction of the City.
6. The ground floor commercial tenancies being limited to 'Dining', 'Office' and 'Retail (General)' uses, with any other uses requiring a separate application/s for approval.
7. The approved Waste Management Plan prepared by Foresight Environment dated August 2023, being implemented by the building manager/operator on an ongoing basis to the satisfaction of the City.
8. The dimensions of all 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. Access for medium rigid vehicles being restricted to entry from Pier Street and exit to Nash Street only, on an ongoing basis to the satisfaction of City. Final details of how this will be implemented to be provided to the City, prior to the commencement of the use from the site.
10. A maximum of nine (9) commercial tenant car parking bays being provided on site, being for the exclusive use of occupants and visitors of the commercial tenancies within the development and not being leased or otherwise reserved for the use of the tenants or occupants of other buildings or sites to the satisfaction of the City.
11. The proposed floor levels of the pedestrian and vehicle entrances to the building being designed to match the current levels of the immediately adjacent footpath, to the satisfaction of the City.

12. All redundant crossovers being removed and the verge and footpaths being reinstated in accordance with the City's specifications and satisfaction and at the expense of the developer/landowner and all new proposed crossovers being located and constructed to the City's specification and satisfaction prior to occupation of the development, with any additional works (with the exception of awnings) 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.
13. 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.
14. Any proposed building plant and services including air-conditioning condensers, lift overruns, piping, ducting, water tanks, transformers, fire boosters 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 impact. This includes any such plant or services located within the vehicle entrance of the development, 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.
15. The existing street trees located in the road verge on Pier Street and Nash 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.
16. 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 Notes

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 applicant is advised that the existing street trees will not be permitted to be 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. The applicant is required to seek approval for the pruning of the street trees, with the works being undertaken by the City, at the applicants expense.
3. The final plans and details submitted to the City of Perth to satisfy the conditions of this approval will be verified by the City Architect and Alliance Manager Development Approvals. Any substantive changes to the approved plans will need to be made via a Form 2 process.

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	Stirling P3
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Storage – Contemplated ‘C’ Office – Preferred ‘P’ Dining – Contemplated ‘C’ Retail (General) – Contemplated ‘C’
Lot Size:	3,490m ²
Existing Land Use:	Warehouse
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	Storage, Office, Dining, Retail (General)
Proposed Net Lettable Area	13,847m ²
Proposed No. Storeys	Six storeys
Proposed No. Dwellings	N/A

The application seeks approval for the redevelopment of the subject site comprising the construction of a six-storey facility to accommodate:

- 1,635 storage units (notionally shown on plans) ranging in size from 3m² to 18m²;
- a box shop;
- two commercial tenancy spaces, one facing Pier Street and one facing Nash Street; and

- provision of 10 car parking bays, three (3) medium rigid vehicle loading bays and 13 spaces for vehicles adjacent to 18 storage units to facilitate drive-up storage.

Specific details of the proposed development are as follows:

Ground floor	This level contains 100 storage units (notionally shown on the plans), a box shop (83.8m ²), two commercial tenancies (45.5m ² to 78m ²), 10 car parking bays, three (3) medium rigid loading bays and 13 standard vehicle drive up standing/loading bays.
Levels 1-5	These levels each contain 307 storage units (notionally shown on the plans), two (2) lifts and three (3) sets of stairs to service the floors.

In support of the proposal, the applicant advises that:

- *“The proposed development will provide an essential self-storage service that will support inner city residential and non-residential land uses and ongoing growth of the Precinct;*
- *The commercial tenancies combined with the wider façade treatments, including glazing to support night activity, will promote pedestrian activity and support ground floor activation along Pier Street and Nash Street; and*
- *The proposed development will appropriately address the pedestrian link to the south along with the setback of the office development via articulation of each frontage and via the design approach addressing termination of views through the office development to the south”.*

Background:

The subject site is bounded by Pier Street to the west, Nash Street to the east, two existing seven-storey commercial developments to the south and a two-storey education facility and four-storey residential to the north.

The irregular shaped site contains an existing unoccupied single storey brick and tile warehouse. A demolition permit was issued for the demolition of the existing warehouse structure in November 2023.

Legislation and Policy:

Legislation

Planning and Development Act 2005 s.162

City Planning Scheme No. 2 (CPS2) Clauses 6, 26, 27, 32, 33 and 36 and the Stirling Precinct (P3) requirements

Planning and Development (Local Planning Scheme) Regulations 2015 – Deemed Provisions for Local Planning Schemes Clauses 60, 64, 67 and 68

Metropolitan Region Scheme

State Government Policies

Perth Parking Policy 2014 (PPP)

State Planning Policy 7.0 – Design of the Built Environment

Local Policies

Public Notification/Advertising Procedure (2.2)
 City Development Design Guidelines (4.1)
 Building Heights and Setbacks (4.4)
 Plot Ratio (4.5)
 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 and setback requirements of the 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 22 September 2023.

The properties notified included those adjacent at 202 and 234 Pier Street, 1 Nash Street and 9 Aberdeen Street and those in the immediate vicinity at 7, 11, 13 and 15 Aberdeen Street, 80 Stirling Street and 244-246 Pier Street.

Two (2) submissions were received during the advertising period, one (1) objecting to the proposal and one (1) supporting the proposal. The comments received are summarised below:

Issue Raised	Officer comments
Asset to the area <i>"would be a much needed asset to surrounding residence"</i>	Noted.
Use <i>"would love to see this site get redeveloped, however I do feel it's a waste to turn it into a storage facility...in this current crisis its seems silly to prioritise storage over housing"</i>	Noted. A storage use is a contemplated ('C') use within this location. The City is unable to compel an owner to develop a site for a specific land use. The City can only assess a proposal submitted as a development application against the provisions of the relevant planning framework. Whilst an alternative use may be considered more desirable, a storage facility has the potential to provide an essential service to the emerging residential population. The suitability of the proposed use is discussed in detail later in this report.

Design Review Panel Advice

The proposed development was considered by the City of Perth Design Review Panel (DRP) at its meeting held on 14 September 2023, where the DRP resolve to advise that it:

1. Generally SUPPORTS the proposal noting the following strengths of the proposed design:
 - a) *The proposed use has the ability to provide 24/7 activity on site and provide amenity and support to the growing residential population in the City neighbourhoods.*
 - b) *The use of quality facade materials including textured pre-finished pre-cast concrete panels, perforated core-ten metal and corrugated metal that references the local context and character of the area and has the capacity to provide a simple, layered, textured and coherent street presence.*
 - c) *The ground level Pier Street frontage provides adequate activation and passive surveillance through the inclusion of the box shop and a commercial tenancy.*
 - d) *Key moves in the design of the internal layout including glazed terminations to the corridors and a translucent glass stair enclosure aligned with the Work-zone courtyard which successfully adds streetscape connectivity and the impression of passive surveillance over publicly accessible areas.*
 - e) *Low energy operational design noting the ability to naturally ventilate the building and the provision of photovoltaic panels.*
2. Does NOT SUPPORT the:
 - a) *Removal of the existing street trees on Pier Street.*
 - b) *Double width crossover on Pier Street.*
3. REQUESTS the proponent:
 - a) *Improve the activation and surveillance of Nash Street by recessing the services and creating space for a commercial tenancy that can interface with the streetscape.*
 - b) *Implement a one-way traffic movement through the site from Pier Street to Nash Street, reducing the width of the crossovers at each street to the minimum necessary.*
 - c) *Extend the quality of the proposed materials and finishes to all or portions of the northern boundary wall.*
 - d) *Review the potential impact the nil northern boundary setback (above podium) has on the amenity of the occupants of the existing building at 9 Aberdeen Street. The proponent should present a comparative shadow analysis with and without the required setback to justify the proposed design.*
 - e) *Consider the insertion of additional transparent openings in the southern elevation that will provide additional passive surveillance (or at the very least the impression of it) over the east-west pedestrian link to the south of the site.*
 - f) *Consider additional ESD initiatives to strengthen the sustainability narrative of the development, including retaining/re-using part of the existing fabric of the saw-tooth masonry wall and an operational and construction strategy in relation to recycling.*

The applicant subsequently met with City officers and submitted revised plans and details to address the above points. The following sections include details of the extent to which the revised development plans respond to the design matters raised by the DRP.

Planning Assessment:

Land Use

The subject site is located in the 'City Centre' use area of the Stirling Precinct 3 (P3) under City Planning Scheme No.2 (CPS2). The precinct will develop as an office, mixed commercial and residential area which take advantage of good access to public transport and close proximity to retail and entertainment areas. Mixed commercial and service industry, comprising a range of activities such as showrooms, wholesale/warehouse operations, manufacturing, depots and repair premises may be appropriate, provided the use is not incompatible with the location and other uses, because of environmental factors or excessive intensity.

The application proposes a self-storage facility including two commercial tenancies. The predominant use of self-storage is classified as a 'Storage' use under CPS2, which is a contemplated 'C' use within the City Centre use area of the Stirling Precinct (P3). The application seeks flexibility with regards to the ground level commercial tenancies to accommodate 'Office', 'Dining' and 'Retail (General)' uses. 'Office' is a preferred ('P') use with 'Dining' and 'Retail (General)' being contemplated ('C') uses in the City Centre Area of the Stirling Precinct 3 under CPS2.

The predominant use of storage will replace an existing warehouse on the site. The storage facility will be open/accessible for users 24 hours a day seven days a week which will have the potential to facilitate activation and passive surveillance to the surrounding area. Whilst an office or residential development may be considered to be more desirable in this location and further enhance the vibrancy of the area, the proposed storage facility will provide an essential service to the emerging residential population. As such, the proposed mix of uses are considered to be consistent with the precinct statement of intent with the ground floor being designed to incorporate interactive street frontages, and the architectural detailing contributing positively to the streetscape.

Local Planning Strategy

The site is located within the future 'Northbridge Neighbourhood' under the City's Local Planning Strategy endorsed by the Western Australian Planning Commission in May 2023.

This future 'Northbridge Neighbourhood' will encourage the ongoing growth of the entertainment and cultural function of Northbridge. The eastern portion of the neighbourhood will support the emerging residential population with services and amenities that meet their diverse needs.

The site is located within the eastern end of the neighbourhood identified for high scale mixed use. The Strategy identifies opportunities to enhance the vibrancy of the neighbourhood whilst balancing the primacy of and demand for non-residential land uses.

As discussed above, it is recognised that a range of services and amenities are required to support an emerging residential population in this Neighbourhood and the city more broadly. The proposed development will provide a necessary service that will meet the needs of existing and future residential populations and also support commercial developments in the locality. The design of the proposed development

responds to its urban setting and as such will make a positive contribution to the built environment in the Neighbourhood.

Development Requirements

New buildings within the Precinct are to incorporate attractive facades, with open areas such as car parks and servicing areas located behind buildings. Showrooms and warehouses are not encouraged unless they are designed to incorporate interactive street frontages and the architectural detailing contributes positively to the streetscape. Development will have a nil street setback and be of a low scale along the street frontage. Any additional building height will be setback from all lot boundaries. The overall height of buildings will decrease towards Newcastle Street to reflect the existing scale of development on the northern side of Newcastle Street.

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

Provision	Requirement	Proposal	Assessment
Maximum Plot Ratio:	Base Plot Ratio: 4:1 (13,960m ²)	4:1 (13,960m ²)	Complies
Maximum Street (Podium) Building Height:			
Pier Street	14 metres	24 metres	Variation Sought
Nash Street	14 metres	24 metres	Variation Sought
Maximum Building Height:	No prescribed height limit	24 metres	Complies
Setbacks:			
<u>Pier Street (West)</u> Lower Building Level	Nil	Nil	Complies
Upper Building Levels	5 metre setback up to a height of 65 metres and 10 metre setback thereafter	Nil up to a height of 24 metres	Variation Sought
<u>Nash Street (East)</u> Lower Building Level	Nil	Nil	Complies
Upper Building Levels	5 metre setback up to a height of		Variation Sought

	65 metres and 10 metre setback thereafter	Nil up to a height of 24 metres	
<u>Side Setback (South)</u> Lower Building Level	Nil (no openings)	Nil (no openings)	Complies
Upper Building Levels	3 metres (up to 65 metres in height)	Nil	Variation Sought
<u>Side Setback (North)</u> Lower Building Level	Nil (no openings)	Nil (no openings)	Complies
Upper Building Levels	3 metres (up to 65 metres in height)	Nil	Variation Sought
Car Parking:			
Commercial Tenant	70 bays (maximum)	10 bays (including one universal access bay)	Complies
Bicycle Parking & End of Trip Facilities:			
Bicycle Parking	28 bays (minimum)	6 bays	Variation Sought
End of Trip Facilities	4 male, 4 female showers (minimum)	Nil	Variation Sought

Variations to the maximum street building (podium) height, setback and bicycle parking provisions applicable to the development can be granted in accordance with Clause 36 of the City Planning Scheme and provided the decision maker is satisfied that:

“36(3)(c)

- (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.”*

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 6 – Address of State Planning Policy 7.0 Design Principles).

The City's DRP acknowledged the use of quality façade materials, including pre-finished pre-cast concrete panels, perforated core-ten metal and corrugated metal that references the local context and character of the use and has the capacity of provide a simple, layered, textured and coherent street presence.

The City's DRP requested that the applicant consider a number of design changes including:

- improvements to the activation and surveillance of Nash Street by recessing the services and creating space for a commercial tenancy that can interface with the streetscape;
- extending the materials and finishes to all or portions of the northern boundary wall;
- inserting additional transparent openings to the southern elevation over the east-west pedestrian link; and
- restricting access to one way from Pier Street through to Nash Street.

In response to the above requests, the applicant submitted revised plans addressing the matters raised as follows:

- *'The substation has been further recessed into the building to allow for an additional space which could be used in the future as a tenancy.'*
- *A feature screen has been incorporated into the booster and hydrant cabinet which extends along the front façade.*
- *The quality of the materials and finishes have been extended along the northern boundary wall.*
- *The translucent glazing has been extended further to the ground to allow light to pass through. No transparent openings have been incorporated as they would likely result in material located within storage units being visible from the public realm. Additional transparent openings would also have the potential to increase the heat loading of the building, creating undesirable effects due to the needs for air conditioning.*
- *Access being restricted for medium rigid vehicles to one way from Pier Street through to Nash Street. Two-way access is retained for passenger vehicles. This was considered acceptable as it minimised impact on the existing street tree on Pier Street, whilst still achieving the operational requirements of the proponent.'*

With regards to improvements and activation to Nash Street, the revised design replaces the location of the substation with a space which is capable of being used as a habitable space or tenancy in the future. The space, whilst not currently required for the operation of the building, is future proofed and capable of conversion if required. This is considered to address the DRP's concerns and improve the adaptability of these spaces and relationship with the adjacent street environment.

The DRP recommended the extension of materials and finishes to all or portions of the northern boundary to enhance the outlook from the adjoining properties and streets. In response to this advice, the revised plans extend the colours and materials along the visible portions of the northern boundary wall. These revisions are considered to address the matters raised by the DRP.

In response to the advice regarding the installation of transparent openings to the southern elevation over the east-west pedestrian link, the applicant provided further justification regarding the implications of providing transparent openings. Revised plans were provided which increase the amount of translucent panels proposed on the southern elevation facing the east-west pedestrian link. The justification and revised plans are considered sufficient.

Some concern was raised by the DRP regarding the two-way vehicle access proposed to Pier Street and the implications the crossover would have on the existing street tree. In response to this request, the applicant agreed to limiting access to one-way for medium rigid vehicles and two-way for passenger vehicles. The access is considered acceptable by the City's Transport and Engineering Teams, with final details of the crossover to be resolved during the building permit stage. The revisions are considered to generally address the recommendation of the DRP.

Overall, it is considered that the development is contemporary in design, suitable for its urban location, with a variety of materials, finishes and colours being used to accentuate features. However, it is recommended any approval be conditioned to require the applicant to submit final details refining the remaining matters outlined above for the City's approval at the building permit stage.

Building Height and Setbacks

The development proposes variations to the street building (podium) height and setback requirements of CPS2 and has therefore been assessed in accordance with the objectives and provisions of local planning policy 4.4 – Building Heights and Setbacks (LPP 4.4).

The overall height of the building complies with the requirements of CPS2 and local planning policy 4.4 – Buildings Heights and Setbacks (LPP 4.4) whereby there is no prescribed maximum height limit. It is noted that the proposed development is generally consistent with the scale of existing development in the immediate area, in particular the development on the adjoining sites at 202 Pier Street and 1 Nash Street which are seven storeys in height.

The development proposes a variation to the street building (podium) height along Pier Street and Nash Street, which specifies a 14 metre maximum, with a total height of 24 metres proposed. In this instance, as no tower component has been proposed, the variation will allow for a cohesive building appearance, whilst also not impinging on its functionally. The shape of the building is consistent with the non-residential developments on the adjoining properties, which also do not incorporate a podium and tower built form. The variations are not considered to detract from the existing streetscape and will not be dominant or imposing on the street environment and can therefore, be supported based on the design being consistent with the requirements of Clause 36 of CPS2.

The proposed development is further seeking variations to the side setback requirements under LPP 4.4. Under section 6.2.1 of LPP 4.4 the side and rear setbacks

of buildings should ensure there is adequate natural daylight access, ventilation and privacy from within, and outlook from buildings, appropriate to their use and location within the city centre environment. In addition, section 6.2.1 of LPP4.4 encourages separation of upper building levels to provide an attractive city skyline and outlook from the public realm by enabling daylight access and opening up views of the sky.

A nil setback is proposed to the upper levels (for no openings above 14 metres) in lieu of three (3) metres along the northern and southern setbacks. The northern boundary is shared with two separate properties, one incorporating an educational establishment (234 Pier Street) and the other containing multiple dwellings (9 Aberdeen Street). The subject site has a unique lot shape where a portion of the lot protrudes towards 234 Pier Street. Due to this lot shape, the front 30 metres of 234 Pier Street has an approximate 10m setback from the lot boundary with this setback area incorporating car parking. The remaining rear 20 metres of the lot has a nil setback. The building in the rear section of the lot is only single storey in height. The development at 9 Aberdeen Street is four storeys in height and includes a stepped side setback varying from 3.8 to 4.5 metres.

Given both of the above properties are located to the north of the subject site and incorporate side setbacks, the proposed nil setback will have no adverse amenity impact in terms of natural daylight access, ventilation privacy from within or outlook from buildings, and the variation can be supported in accordance with section 6.2.1 of LPP 4.4 and clause 36 (3) of CPS2.

The two (2) southern properties at 202 Pier Street and 1 Nash Street each contain a seven-storey office building. An 11.7 metre pedestrian access way is located along the northern boundary of these two properties. A canopy extends over the pedestrian access way, providing a 4.155 metre and 4.534 metre setback to the subject site. The applicant in their submission states that *“the subject site is relatively narrow in comparison to the adjoining lots, with a combined 6m setback rendering a large proportion of the site undevelopable. Given the context of surrounding development, it is considered that nil setbacks to side boundaries is appropriate”*.

The subject site has a frontage of 34.4 metres to Pier Street and 30.3 metres to Nash Street. In contrast, 202 Pier Street has a frontage of approximately 106 metres and 1 Nash Street has a frontage of approximately 90 metres. Whilst it is agreed that there is a significant difference between the lot widths, this does not permit the site to be developed with a nil setback as of right above the podium. The applicant has submitted as part of the application overshadowing plans for the proposed design and a compliant setback design. The plans demonstrate that any increase in this southern setback would not result in any additional access to natural sunlight.

The six-storey height proposed does however ensure that natural sunlight is still able to penetrate the central core between the two (2) southern properties. A 3 metre setback is proposed to the central stair access along this southern elevation. Whilst this only provides a setback for a 6 metre wide area, it does break up this elevation which is aligned with the central core between the two (2) southern properties. The translucent material to the illuminated stairway will allow light to spill into the southern property and allow figures to be seen behind, giving the perception of passive surveillance.

The street setback and lot boundary setbacks variations are not considered to adversely impact on the amenity of adjoining sites, by way of bulk, overshadowing, loss of light or ventilation or any unreasonable impact on views/outlook.

Given the above, the street building height and setback variations are supported in accordance with the objectives and principles of the Building Heights and Setbacks Policy and the relevant provisions of Clause 36 of CPS2.

Street Trees

As part of pre-lodgement, the applicant requested the removal of the two (2) street trees within the adjacent Pier Street road reserve. City officers advised that the removal of the two street trees would not be supported, however a formal application could be made to the City for consideration.

Council Policy 3.3 – Tree Protection (CP 3.3) provides guidance in the decision-making process for development where planning, construction and/or maintenance may impact a tree owned and/or managed by the City of Perth. The request to remove the street trees was determined to be inconsistent with the intent of CP 3.3 and ultimately not supported. A formal letter, signed by the City's Chief Executive Officer was provided to the applicant/owner advising that the City did not support the removal of the two (2) street trees.

It is noted that the trees may require pruning to accommodate the development that is permitted within the lot boundaries of the site. It is, however noted that the proposed awning, which projects over the Pier Street footpath may require additional unnecessary pruning which may be detrimental to the health of the street trees. It is acknowledged that the Pier Street footpath is narrow in this location, and although the awnings would provide some weather protection to pedestrians, the existing trees are considered to also be capable of providing similar weather protection and any pruning of the tree canopy should be kept to a minimum.

Based on the above, a number of conditions have been recommended to be imposed which would require modifications to the proposed awning and access arrangements and allow the retention and longevity of the two (2) street trees on Pier Street.

Bicycle Parking

A minimum of 28 bicycle parking bays and minimum of four (4) male and four (4) female showers for the development are required under the local planning policy 5.3 - Bicycle Parking and End of Journey Facilities Policy (LPP 5.3). The proposal includes shortfalls noting six (6) bays are provided in lieu of the prescribed 28 bays and no on-site change/shower facilities. It is considered users of the facility are unlikely to travel to the site using bicycles with these facilities anticipated to be mainly used by staff of the commercial tenancies. Given the anticipated low demand for these facilities by users a variation to the Policy can be supported.

Conclusion:

It is considered that the proposed development is generally consistent with the statement of intent for the Stirling Precinct under CPS2 with the proposed storage facility providing an essential service to the emerging residential population of the immediate and wider locality.

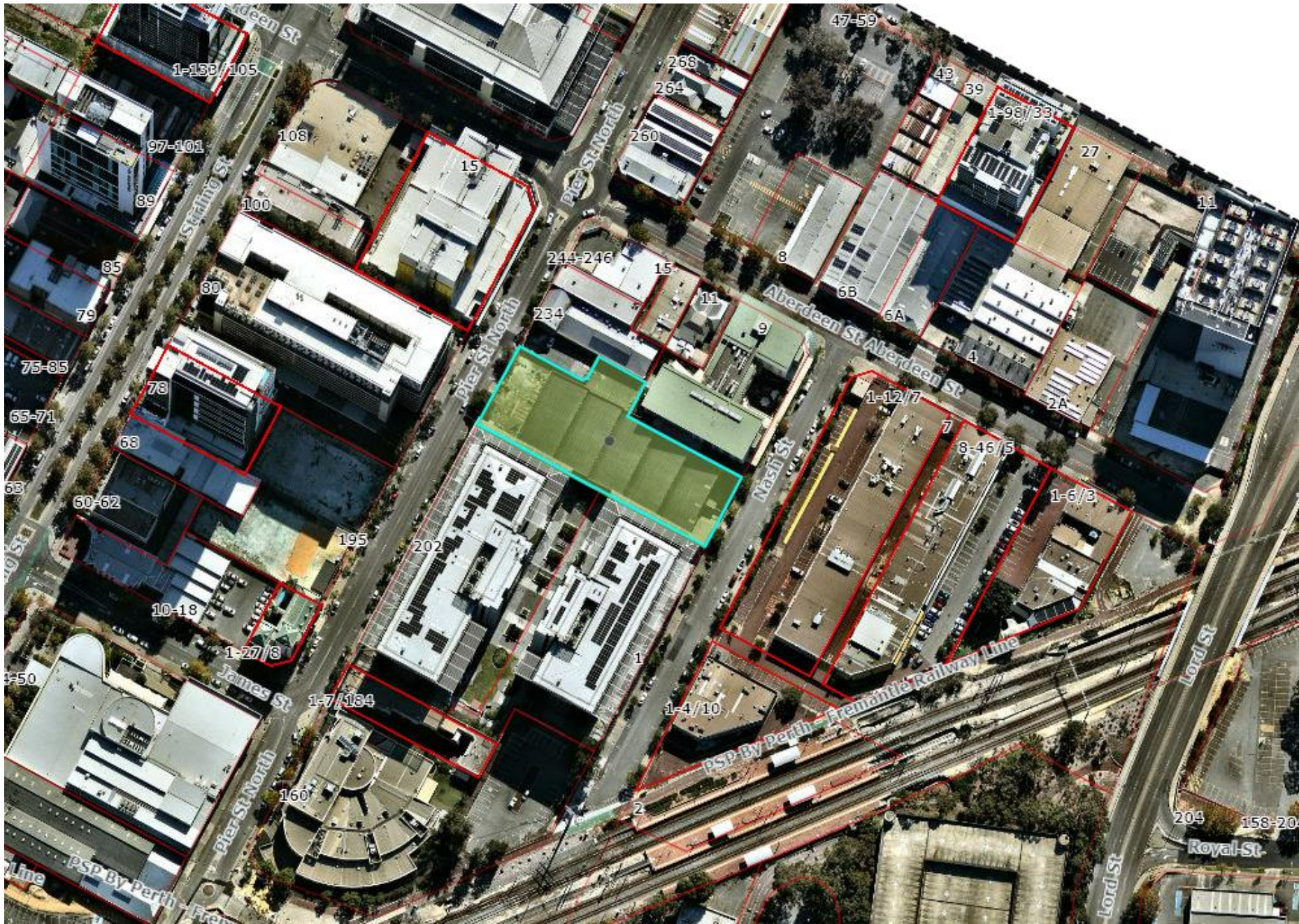
While the proposed development incorporates variations to the street building (podium) height and setback development standards for the site, for the reasons outlined in the report, it is considered that if approval were to be granted, the development would be consistent with the orderly and proper planning of the locality,

the Statement of Intent for the Stirling Precinct and the Local Planning Strategy. Furthermore, it has been assessed that the non-compliances would not have any undue adverse effect on the properties in the locality or the likely future development of the locality and can therefore be supported within clause 36 of CPS2.

In response to concerns of the City's DRP, the applicant provided revised plans and elevations which have improved the external appearance of the development and the vehicle access arrangements. It is noted that some specific design matters, as outlined in this report, will require further consideration and resolution at the detailed design stage and are recommended to be conditions as part of any approval.

Based on the above, it is recommended that the proposed development for the construction of a six-storey storage facility be supported subject to the recommended conditions of approval.

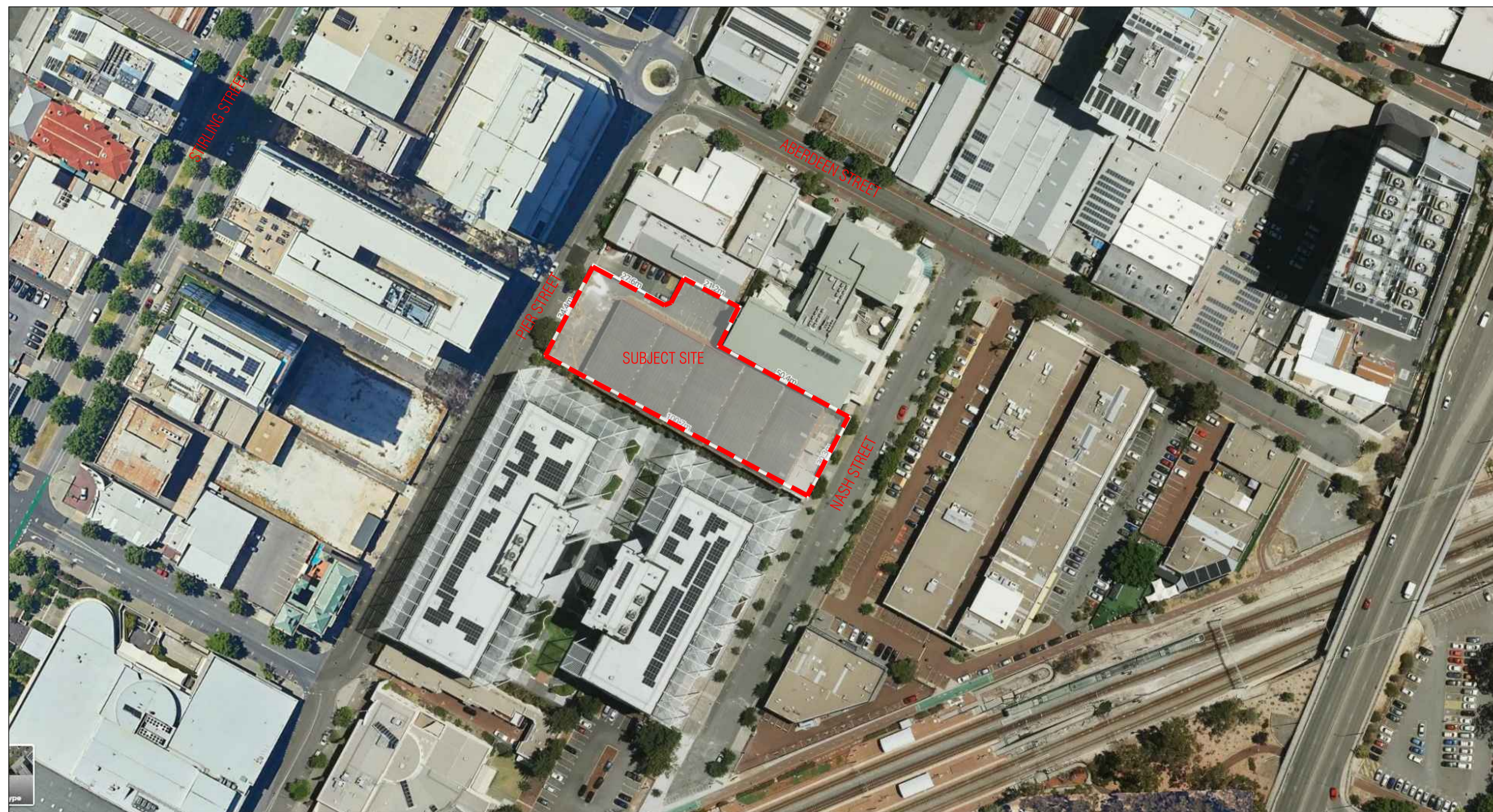
Attachment 1 – Location Plan



Attachment 2 – Development Plans (13 November 2023)

220 PIER STREET
PERTH, WESTERN AUSTRALIA 6000

DRAWING LIST	
TP-000	COVER PAGE
TP-001	SIGNAGE DETAIL
TP-011	DEMOLITION PLAN
TP-100	GROUND FLOOR PLAN
TP-101	FIRST FLOOR PLAN
TP-102	SECOND FLOOR PLAN
TP-103	THIRD FLOOR PLAN
TP-104	FOURTH FLOOR PLAN
TP-105	FIFTH FLOOR PLAN
TP-106	ROOF PLAN
TP-400	EXTERNAL ELEVATION
TP-401	SECTIONS
TP-900	COMPARISON SHADOW DIAGRAM - 12PM 21ST JUNE
TP-901	COMPARISON SHADOW DIAGRAM - 9AM 21ST SEPT
TP-902	COMPARISON SHADOW DIAGRAM - 12PM 21ST SEPT
TP-903	COMPARISON SHADOW DIAGRAM - 3PM 21ST SEPT

[illegible]

NATIONAL STORAGE - TYPE 1 - ILLUMINATED

SINGLE-SIDED FLEXFACE BACKLIT LIGHTBOX.

ALUMINIUM 40MM X 40MM SHS REINFORCED 200MM DEEP BOX FRAME
CONSTRUCTION USING A SAILTRACK FIXING METHODOLOGY.

TO SECURE THE BACKLIT UV DIGITALLY PRINTED FACE (BOTH SIDES TO ENSURE COLOUR CLARITY).

FULL PERIMETER COVER TRIMS PAINTED SOLID BLACK TO COVER ALL SAILTRACKS.

INTERNAL LIGHTING TO BE SNOW WHITE LED'S WITH DRIVERS LOCATED WITHIN BUILDING IMMEDIATELY BEHIND AND ABOVE WHERE POSSIBLE FOR FUTURE MAINTENANCE PURPOSES.

ALL POWER CABLES TO BE HIDDEN AND RUN THROUGH SUITABLE CONDUIT BACK TO DRIVERS.

SIGNS TO HAVE MAX. 400CD/M2 ILLUMINATION LEVEL.

FACE COLOURS CONFIRMED TO BE SOLID BLACK AND YELLOW TO MATCH PMS 116.

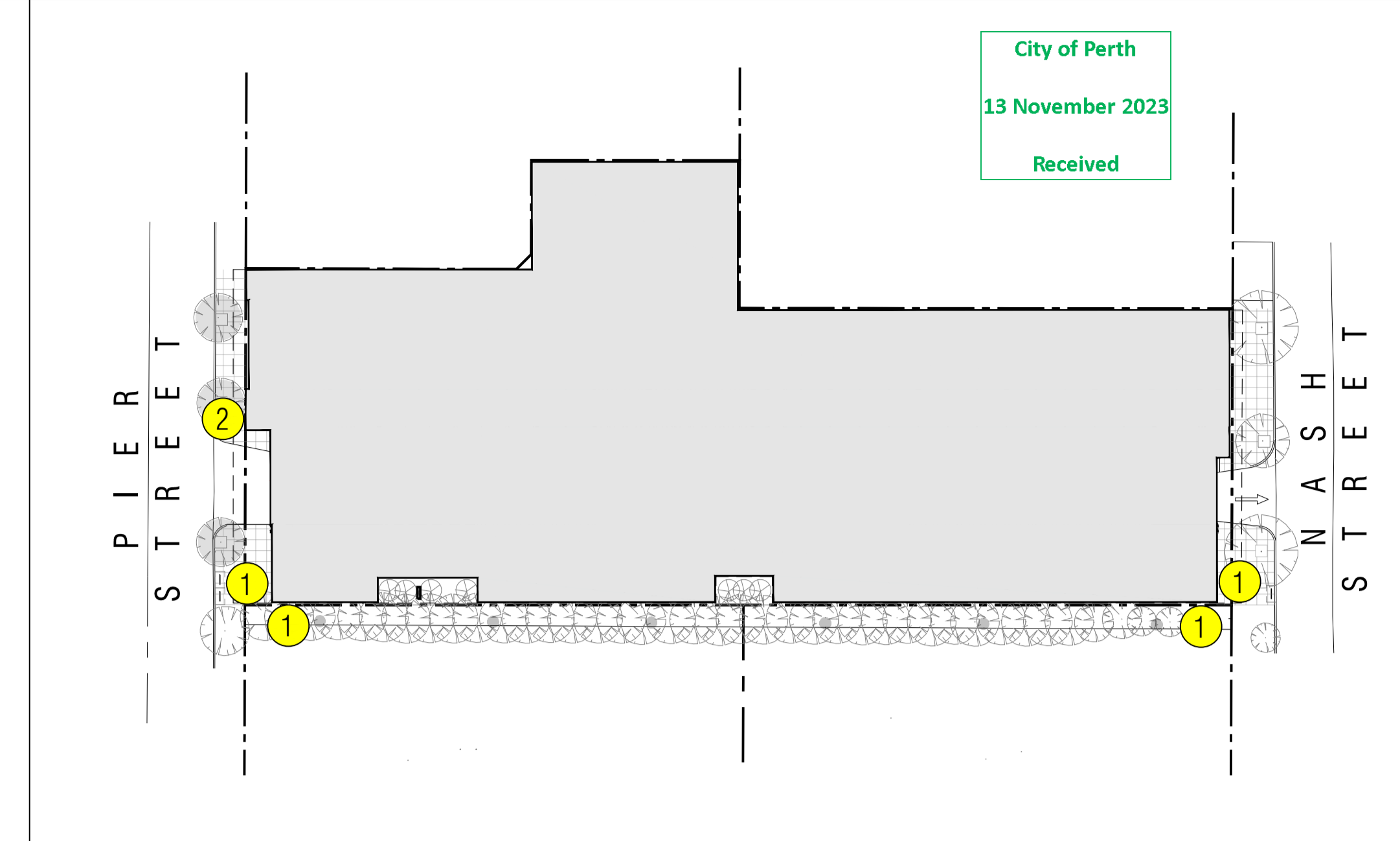
BOX AND TRIMS 2PAK EPOXY PAINTED TO MATCH GLOSS BLACK.

NATIONAL STORAGE - TYPE 2 - ILLUMINATED

LASER CUT BACKLIT LETTERS FIXED TO WALL CLADDING

LETTERING COLORS TO BE "NATIONAL STORAGE YELLOW"

EXACT SIZES TO BE CONFIRMED



Received



City of Perth
13 November 2023
Received

FIRST FLOOR	
GROSS FLOOR AREA	3361.1m ²
CIRCULATION & SERVICES	905.4m ²
STORAGE NLA	2455.7m ²

SECOND FLOOR	
GROSS FLOOR AREA	3361.1m ²
CIRCULATION & SERVICES	905.4m ²
STORAGE NLA	2455.7m ²

THIRD FLOOR	
GROSS FLOOR AREA	3361.1m ²
CIRCULATION & SERVICES	905.4m ²
STORAGE NLA	2455.7m ²

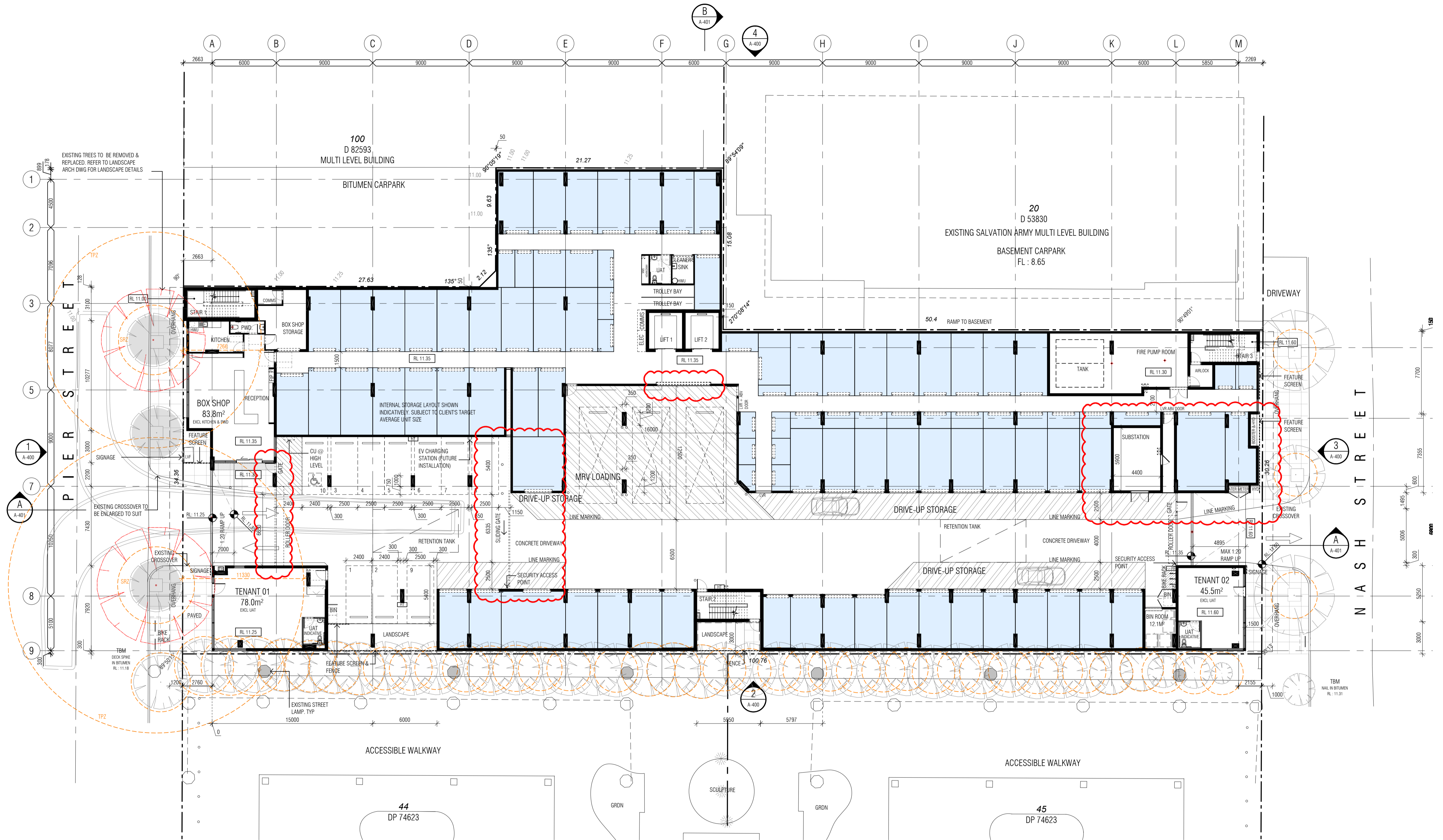
FOURTH FLOOR	
GROSS FLOOR AREA	3361.1m ²
CIRCULATION & SERVICES	905.4m ²
STORAGE NLA	2455.7m ²

FIFTH FLOOR	
GROSS FLOOR AREA	3361.1m ²
CIRCULATION & SERVICES	914.7m ²
STORAGE NLA	2446.4m ²

TOTAL SITE AREA	3490m ²
PLOT RATIO 4:1	13960m ²
PLOT RATIO	3.97

DEDICATED CAR BAY (INCLUDING 1X ACROD)	10
LOADING BAY	3
DRIVE-UP BAY	13

TOTAL: 26



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PROJECT

NATIONAL STORAGE
PERTH

220 PIER STREET
PERTH
WA 6000

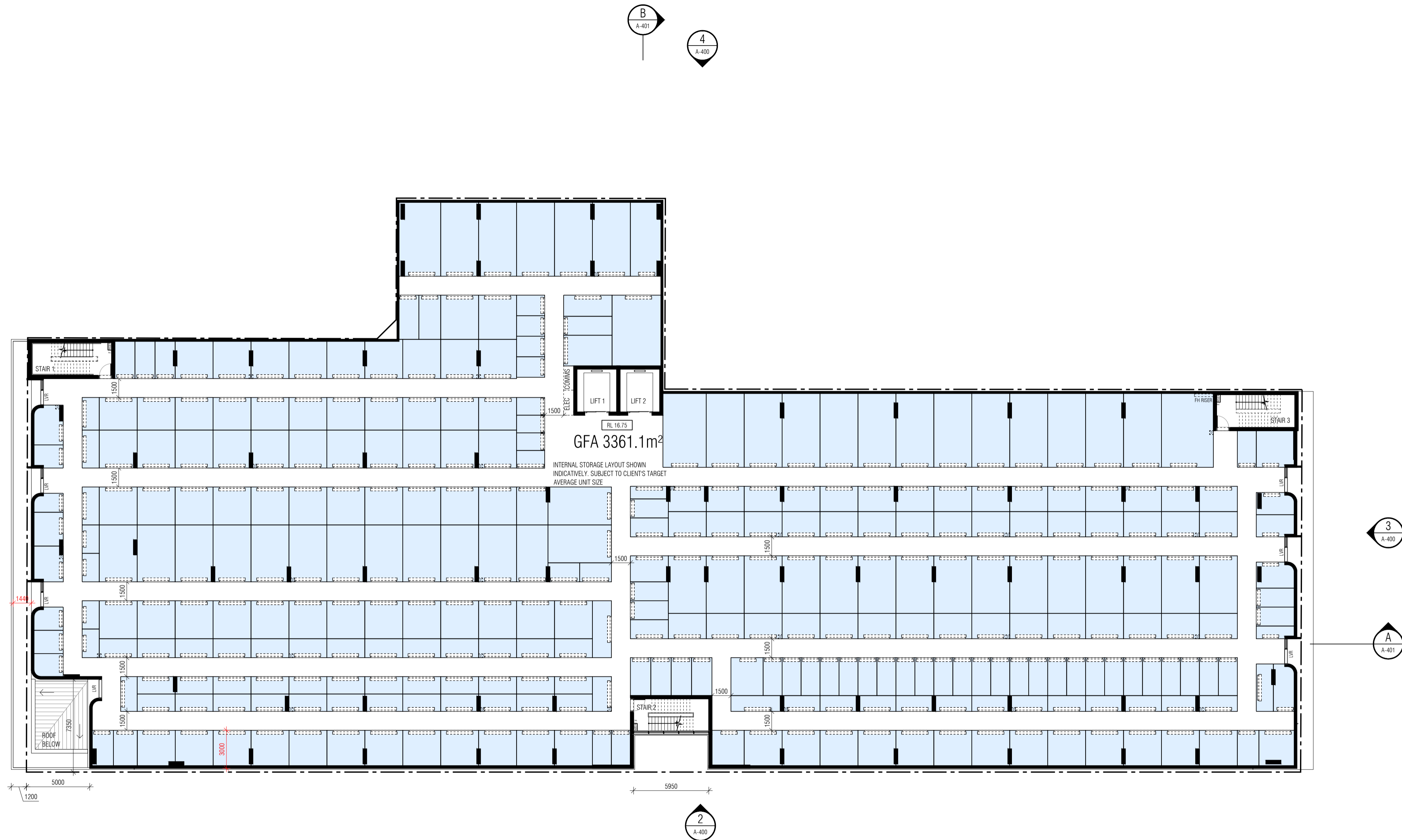
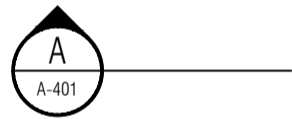
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PAGE: A1		DRAWING NO:	
DRAWN: SFT		REV:	
DRAWING ISSUE TOWN PLANNING		 DRAWING NO: TP-100 C	

City of Perth

Received

TOTAL SITE AREA	3490m ²
PLOT RATIO 4:1	13960m ²
PLOT RATIO	3.97

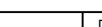
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DEDICATED CAR BAY (INCLUDING 1X ACROD)	10
LOADING BAY	3
DRIVE-UP BAY	13
TOTAL:	26



**E W E R T —
— L E A F**

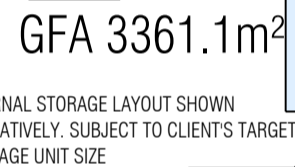
LEVEL 1, 87-91 PALMERSTON CRESCENT, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
T: +61(3) 9686 2100 E: architects@ewerleaf.com.au A.C.N: 141027241

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	B	10.11.2023	ISSUE FOR TOWN PLANNING APPROVAL	SFT				
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<div>PROJECT</div> <div>NATIONAL STORAGE PERTH</div> <div>220 PIER STREET PERTH WA 6000</div>	TOWN PLANNING		
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	SCALE: 1:200 PAGE: A1 DRAWN: SFT	DATE: MARCH 2023 PROJECT NO: P23001	
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TOTAL: 26



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TP-102	1

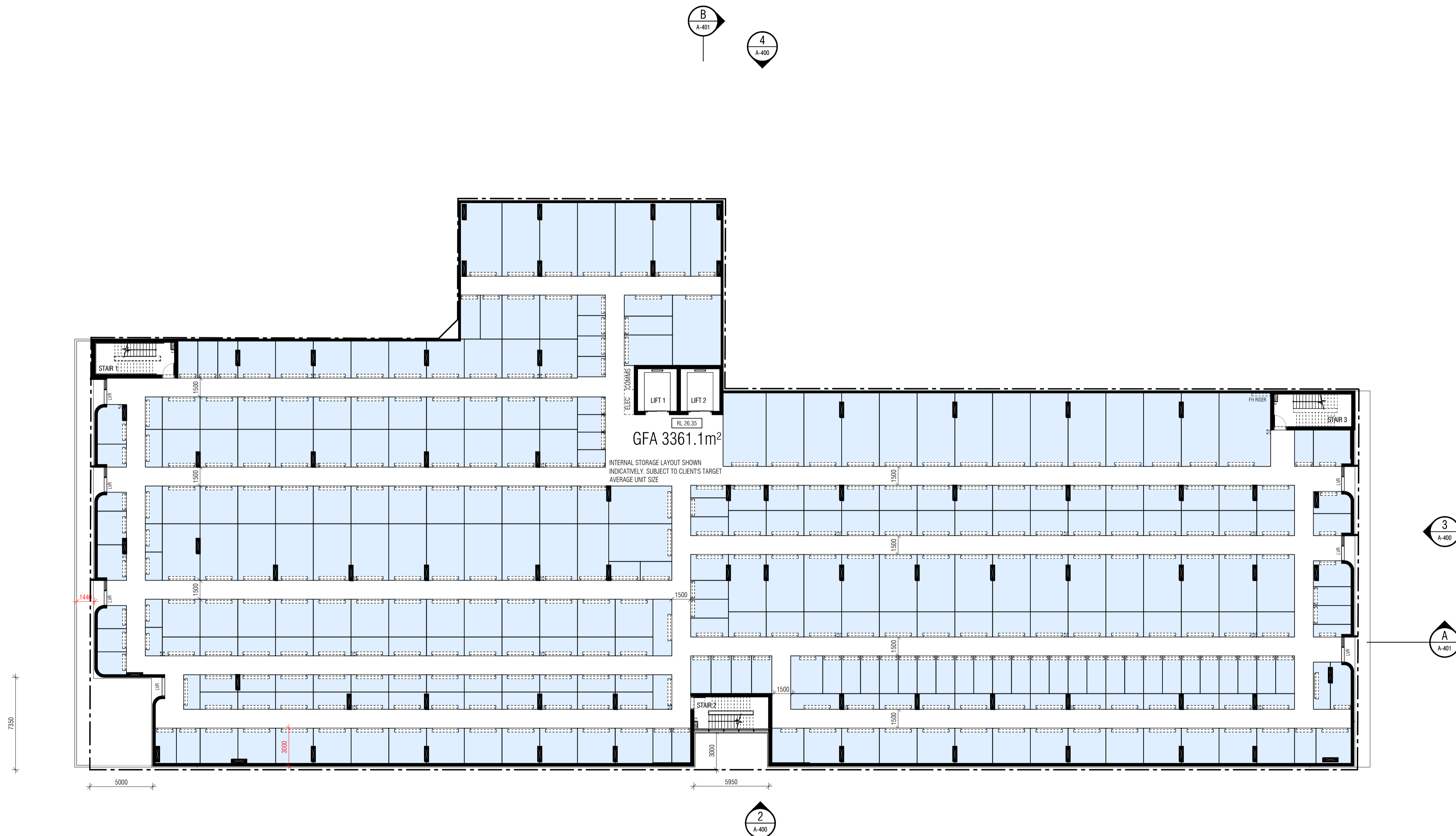
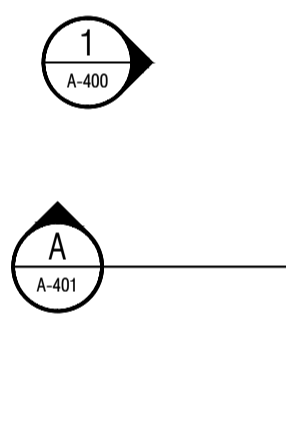
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PAGE: A1		PROJECT NO:	
DRAWN: SFT		P23001	
DRAWING ISSUE		DRAWING NO.	REV
TOWN PLANNING		TP-103.B	


Received

TOTAL SITE AREA	3490m ²
PLOT RATIO 4:1	13960m ²
PLOT RATIO	3.97

<u>CAR PARKING:</u>	
DEDICATED CAR BAY (INCLUDING 1X ACROD)	10
LOADING BAY	3
DRIVE-UP BAY	13
TOTAL:	26



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	<div>DRAWING ISSUE</div> <div>TOWN PLANNING</div>	<div>  <div>DRAWING No</div> <div>REV</div> <div>TP-104.B</div> </div>

City of Perth
13 November 2023
Received

GROUND FLOOR	
BOX SHOP	83.8m ²
TENANT 1	78m ²
TENANT 2	45.5m ²
STORAGE NLA	1368.1m ²

FIRST FLOOR	
GROSS FLOOR AREA	3361.1m ²
CIRCULATION & SERVICES	905.4m ²
STORAGE NLA	2455.7m ²

SECOND FLOOR	
GROSS FLOOR AREA	3361.1m ²
CIRCULATION & SERVICES	905.4m ²
STORAGE NLA	2455.7m ²

THIRD FLOOR	
GROSS FLOOR AREA	3361.1m ²
CIRCULATION & SERVICES	905.4m ²
STORAGE NLA	2455.7m ²

FOURTH FLOOR	
GROSS FLOOR AREA	3361.1m ²
CIRCULATION & SERVICES	905.4m ²
STORAGE NLA	2455.7m ²

FIFTH FLOOR	
GROSS FLOOR AREA	3361.1m ²
CIRCULATION & SERVICES	914.7m ²
STORAGE NLA	2446.4m ²

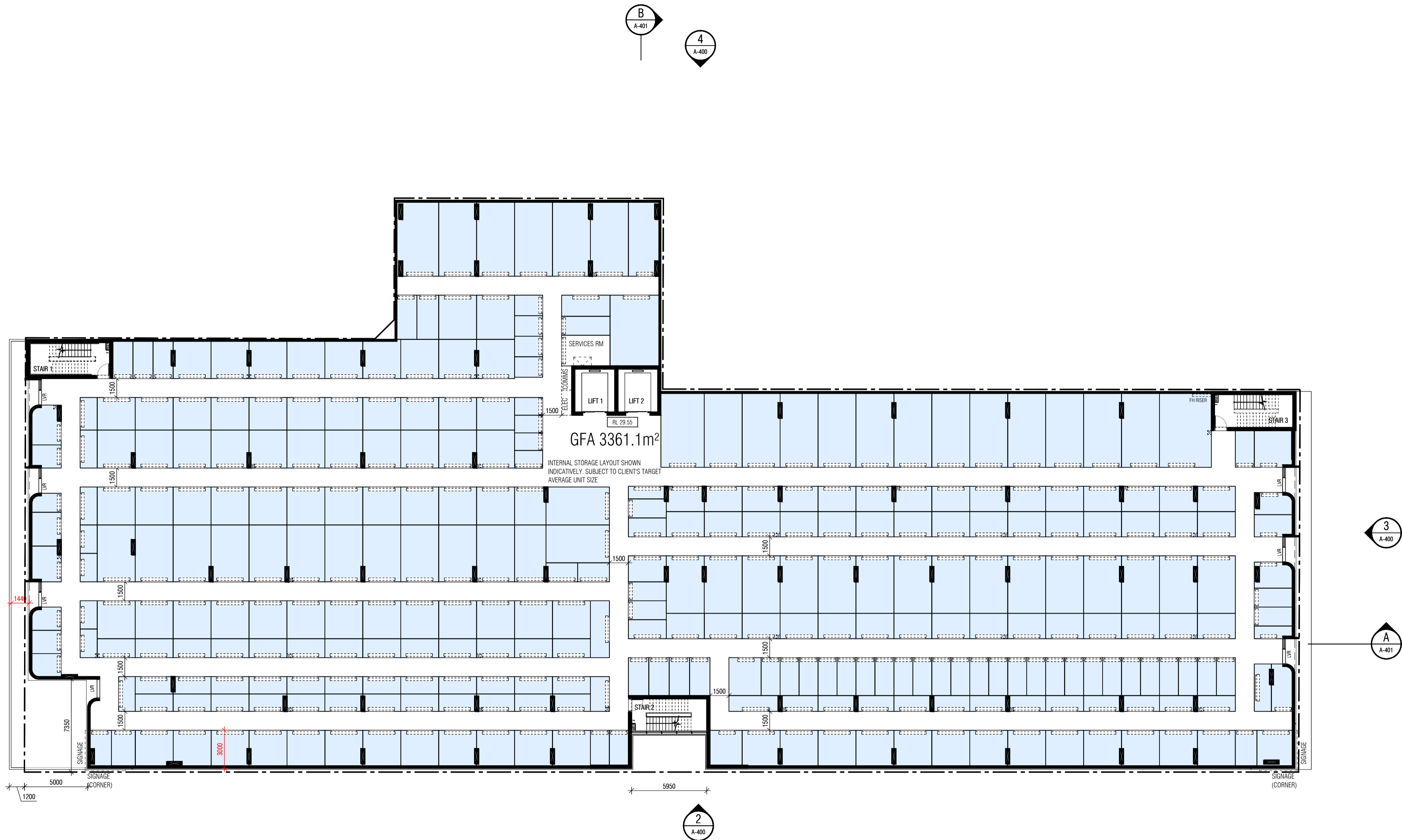
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TOTAL SITE AREA	3490m ²
PLOT RATIO 4:1	13960m ²
PLOT RATIO	3.97

CAR PARKING:

DEDICATED CAR BAY (INCLUDING 1X ACROD)	10
LOADING BAY	3
DRIVE-UP BAY	13

TOTAL: 26



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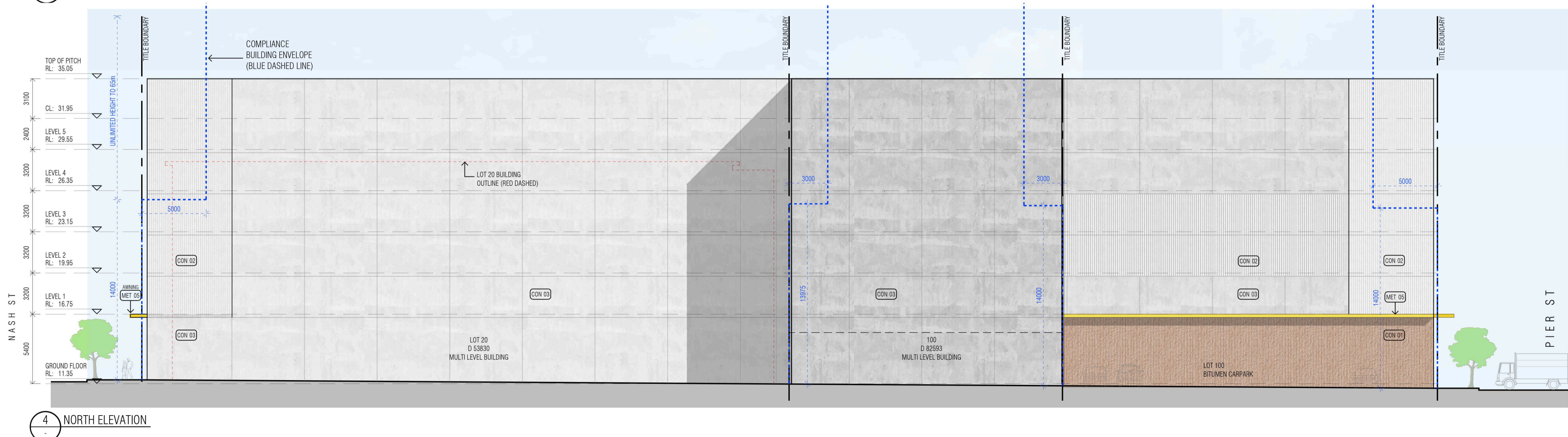
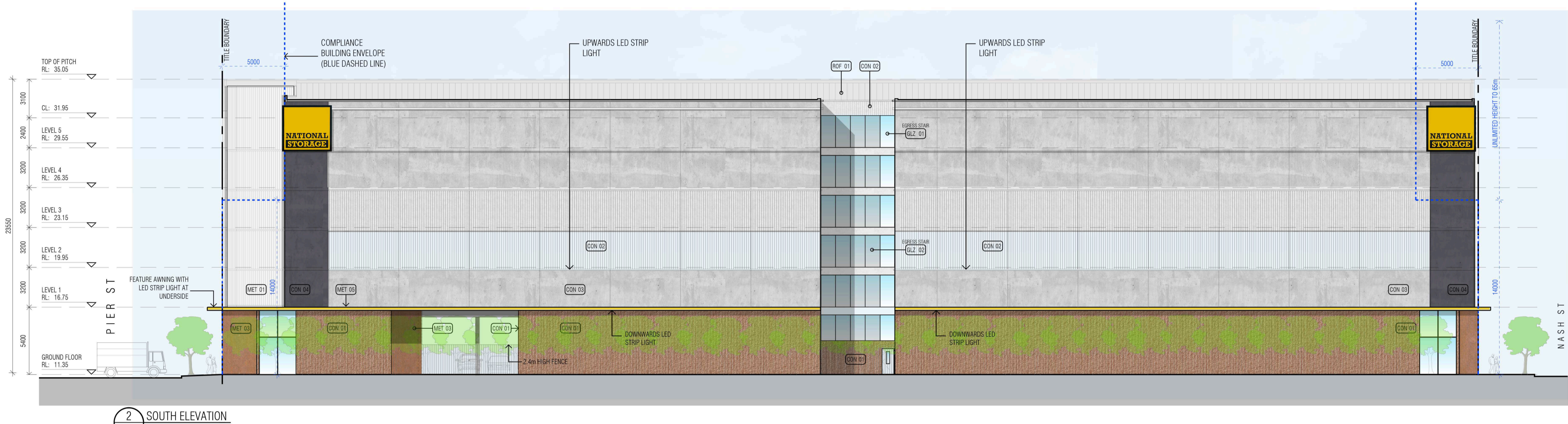
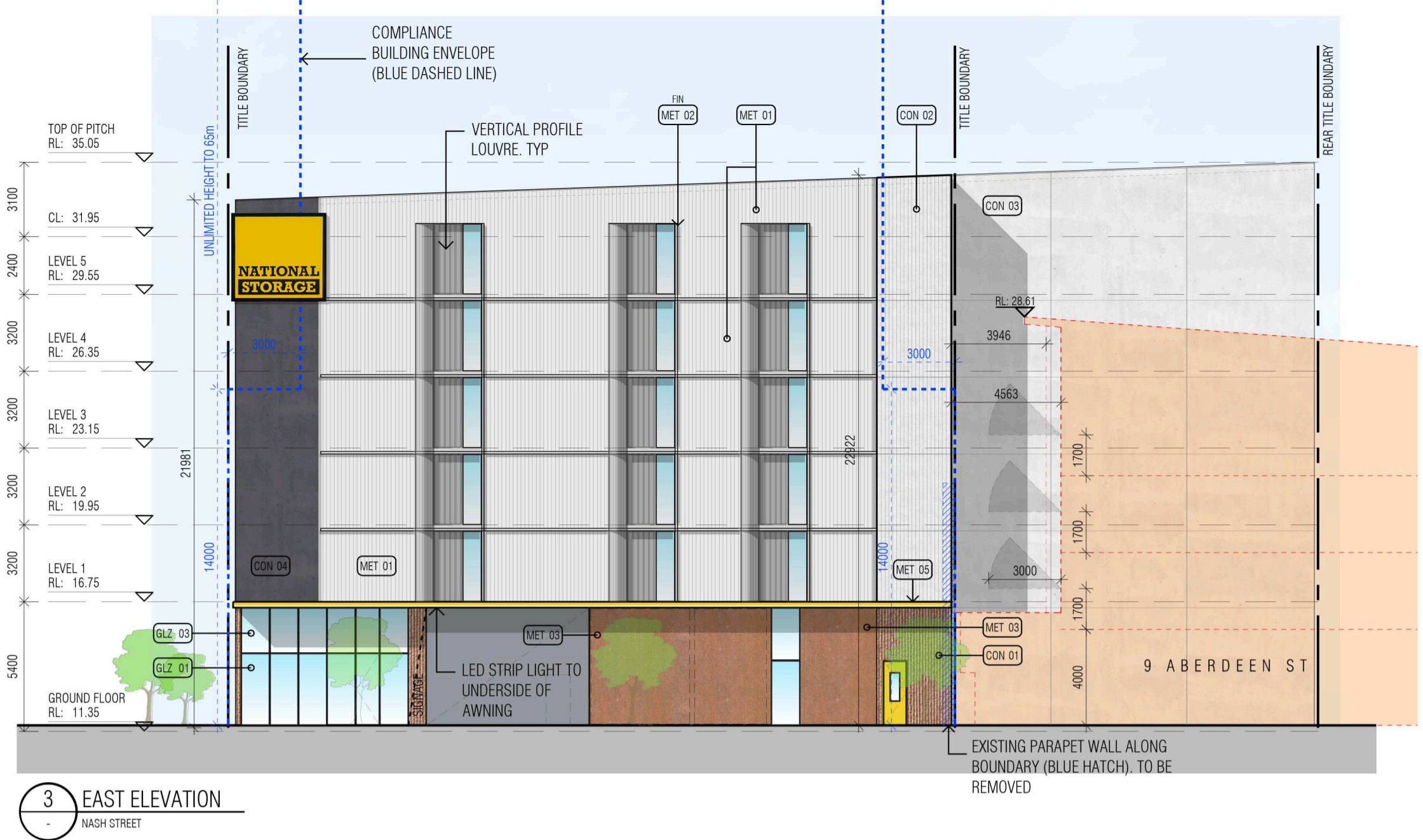
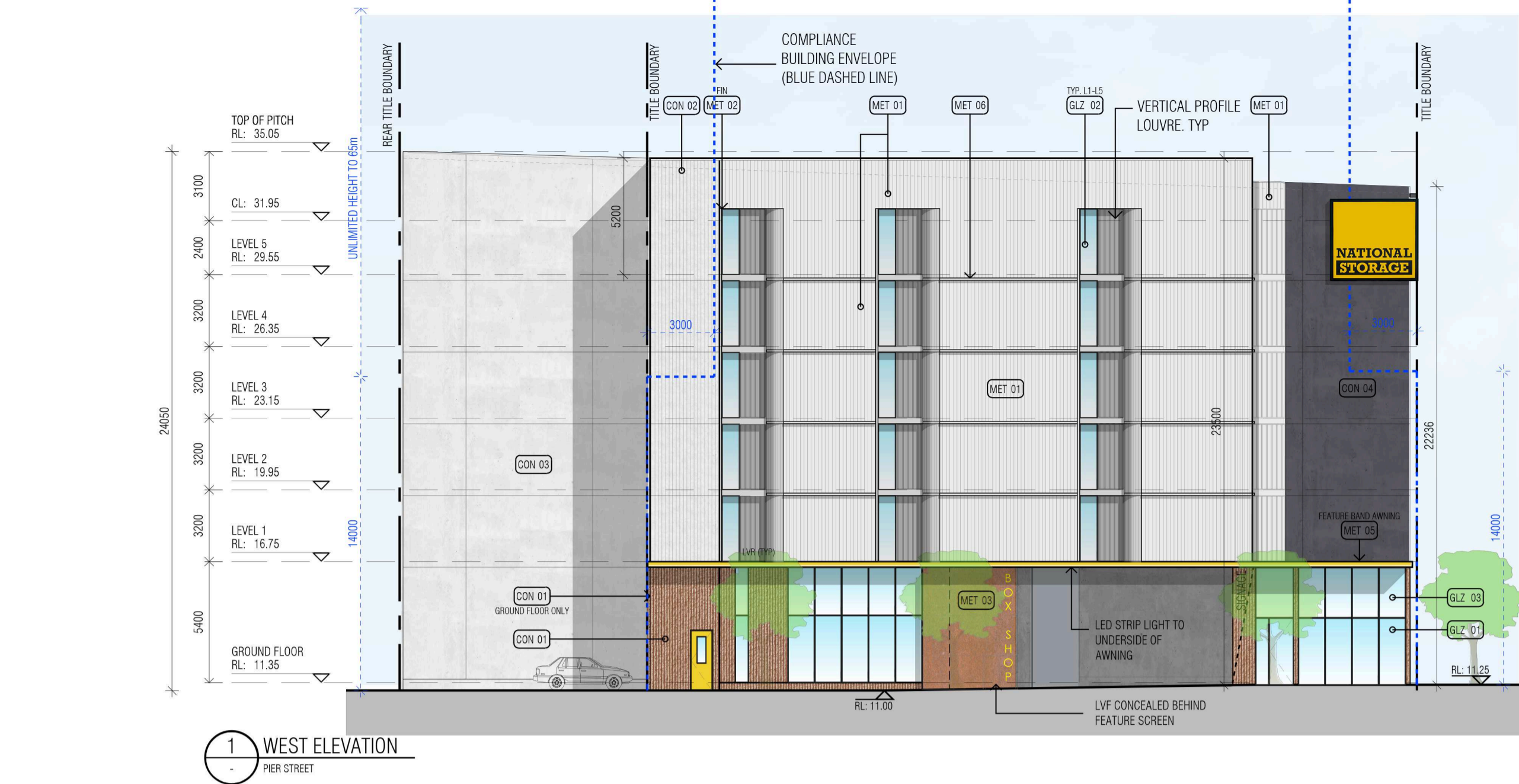
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[illegible]

PROJECT NATIONAL STORAGE PERTH 220 PIER STREET PERTH WA 6000	TOWN PLANNING	
	DRAWING TITLE FIFTH FLOOR PLAN	
	SCALE: 1:200 PAGE: A1 DRAWN: SFT	DATE: 1 MARCH 2023 PROJECT NO: P23001
	DRAWING ISSUE TOWN PLANNING	DRAWING No TP-105 B



EXTERNAL FINISHES LEGEND

(MET 01)	CORRUGATED PROFILED VERTICAL METAL CLADDING - LIGHT GREY
(MET 02)	FOLDED ALUMINIUM TRIM / BLADE - DARK GREY
(MET 03)	PERFORATED CORTEN STEEL
(MET 04)	ROLLER DOOR / DOOR - YELLOW
(MET 05)	FEATURE TRIM - YELLOW
(MET 06)	FOLDED ALUMINIUM TRIM - LIGHT GREY
(ROF 01)	METAL ROOF SHEETING - LIGHT GREY
(CON 01)	CONCRETE (TEXTURED) - ROSE
(CON 02)	CONCRETE (TEXTURED) - LIGHT GREY
(CON 03)	PRECAST CONCRETE - LIGHT GREY
(CON 04)	PRECAST CONCRETE - DARK GREY
(GLZ 01)	CLEAR GLAZING
(GLZ 02)	TRANSLUCENT GLAZING
(GLZ 03)	BACK PAINTED GLAZING

'NATIONAL STORAGE' SIGNAGE

SQUARE LOGO: SIGNAGE 1

BOX SHOP SIGNAGE 2: VERTICAL FORMAT SHOPFRONT SIGNAGE - YELLOW

NOTE: SHOP FRONT SIGNAGE FOR TENANT 1 & TENANT 2 ARE INDICATIVE ONLY, & WILL NOT FORM PART OF THIS APPLICATION

EWERT LEAF

LEVEL 3, 49-51 STEAD STREET, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
T: +61(3) 9686 2100 E: architects@ewertleaf.com.au A.C.N. 141027241

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REV	DATE	DESCRIPTION	CHECKED	REV	DATE	DESCRIPTION	CHECKED
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B	13.10.2023	ISSUE FOR RFI	SFT				
C	01.11.2023	ISSUE FOR INFORMATION	SFT				
D	10.11.2023	ISSUE FOR TOWN PLANNING APPROVAL	SFT				

PROJECT

**NATIONAL STORAGE
PERTH**

220 PIER STREET
PERTH
WA 6000

TOWN PLANNING

DRAWING TITLE
EXTERNAL ELEVATION

SCALE: 1:200
PAGE: A1
DRAWN: RL SFT

TOWN PLANNING

DATE: MARCH 2023
PROJECT NO:
P23001

DRAWING No

REV

TP-400.D



DRAWING No. TP-401.B



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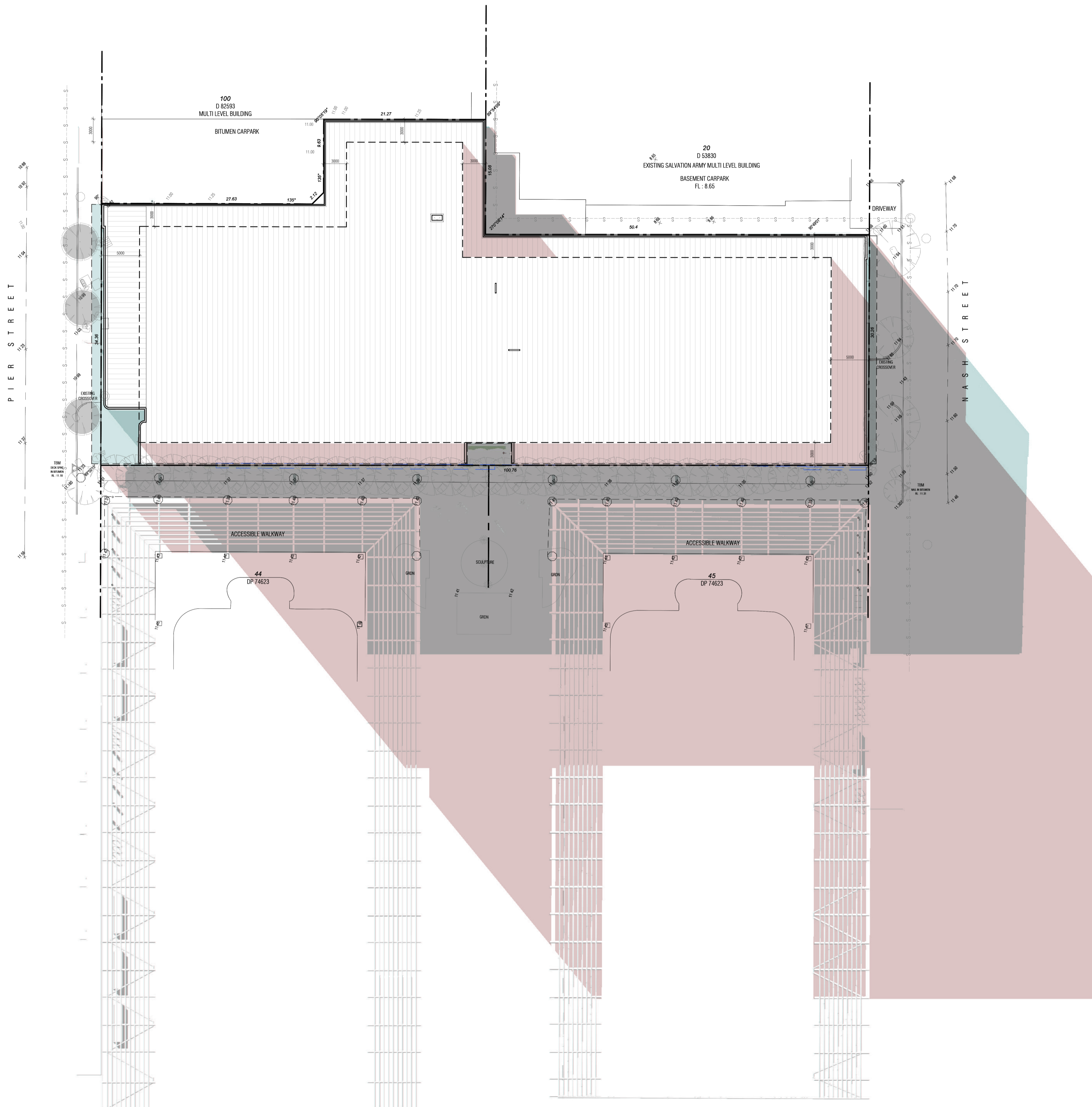
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220 PIER STREET
PERTH
WA 6000

P-403.



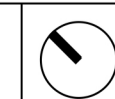


COMPARISON SHADOW DIAGRAM - 12PM, 21ST JUNE

PROPOSED DESIGN

COMPLIANCE SETBACK DESIGN

[illegible]



COMPARISON SHADOW DIAGRAM - 12PM, 21ST SEPT



PROPOSED DESIGN



COMPLIANCE SETBACK DESIGN

**E W E R T —
— L E A F**

LEVEL 3, 49-51 STEAD STREET, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
T: +61(3) 9686 2100 E: architects@ewertleaf.com.au A.C.N: 141027241

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[illegible]

PROJECT

NATIONAL STORAGE
PERTH

220 PIER STREET
PERTH
WA 6000

TOWN PLANNING

DRAWING TITLE
COMPARISON SHADOW DIAGRAM - 12PM 21ST SEPT

SCALE: 1:300
PAGE: A1
DRAWN: DM

TOWN PLANNING



DATE: MARCH 2023

P23001



TP-902.A

COMPARISON SHADOW DIAGRAM - 3PM, 21ST SEPT

 PROPOSED DESIGN
 COMPLIANCE SETBACK DESIGN

[illegible]

Attachment 3 – Perspectives (13 November 2023)

220 Pier St
Perth, WA

Pier St



220 Pier St
Perth, WA



220 Pier St
Perth, WA

City of Perth
13 November 2023
Received



220 Pier St
Perth, WA



220 Pier St
Perth, WA

City of Perth
13 November 2023
Received

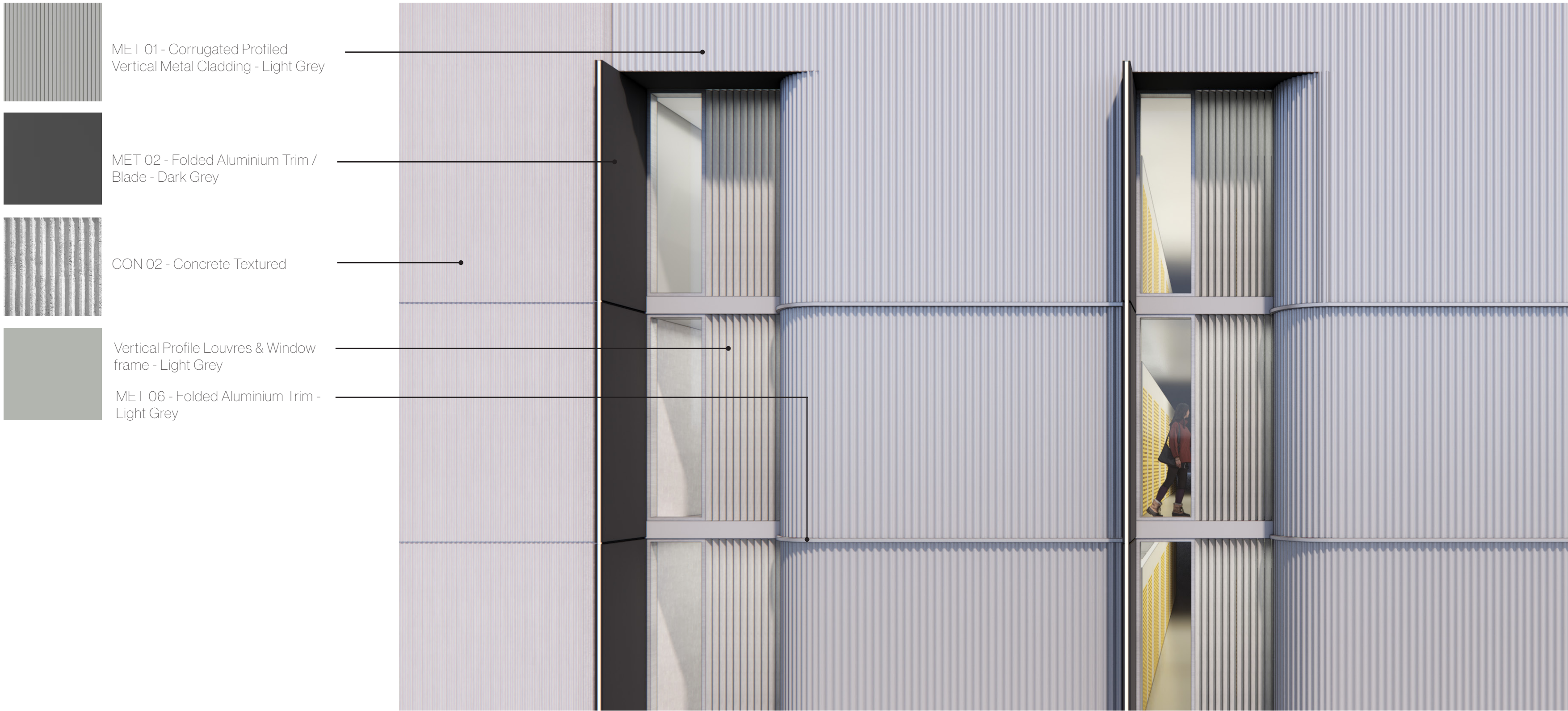
Nash St



220 Pier St
Perth, WA



220 Pier St
Perth, WA

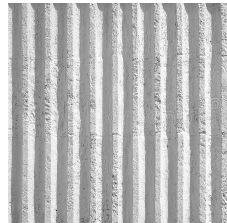


External Material Palette

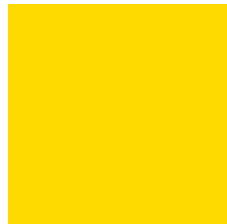
220 Pier St
Perth, WA



GLZ 02 - Translucent Glass



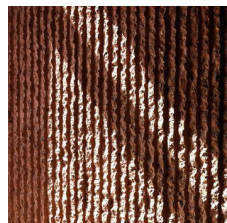
CON 02 - Concrete Textured - Light Grey



MET 05 - Yellow Feature Trim



CON 03 - Precast Concrete

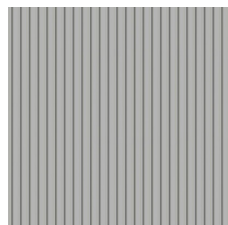



CON 01 - Concrete Textured Rose





External Material Palette

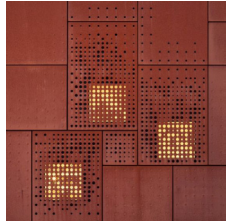
220 Pier St
Perth, WA

- 

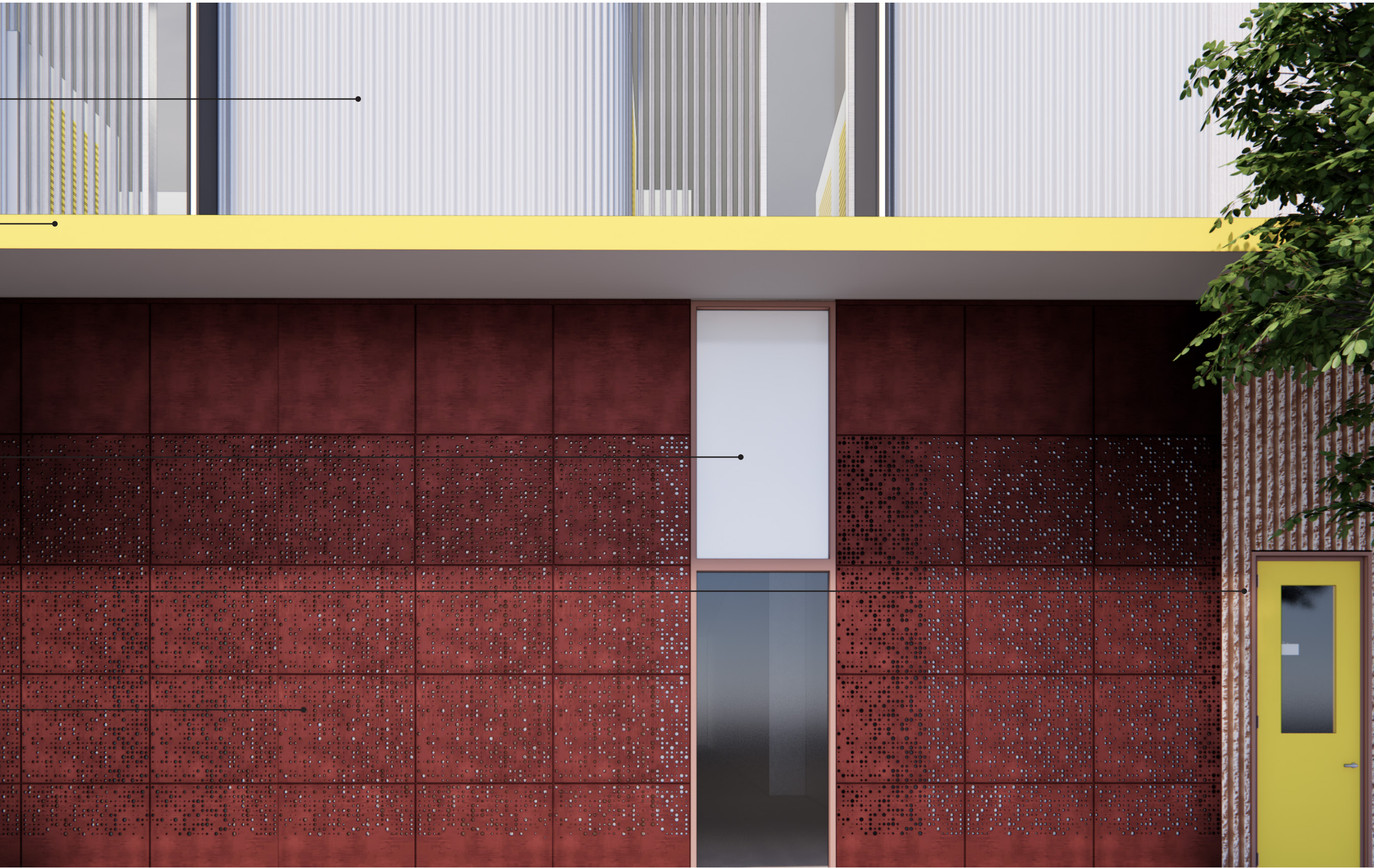
MET 01 - Corrugated Profiled Vertical Metal Cladding
- 

MET 05 - Yellow Feature Trim
- 

GLZ 03 - Back Painted Glass
- 

CON 01 - Concrete Textured Rose
- 

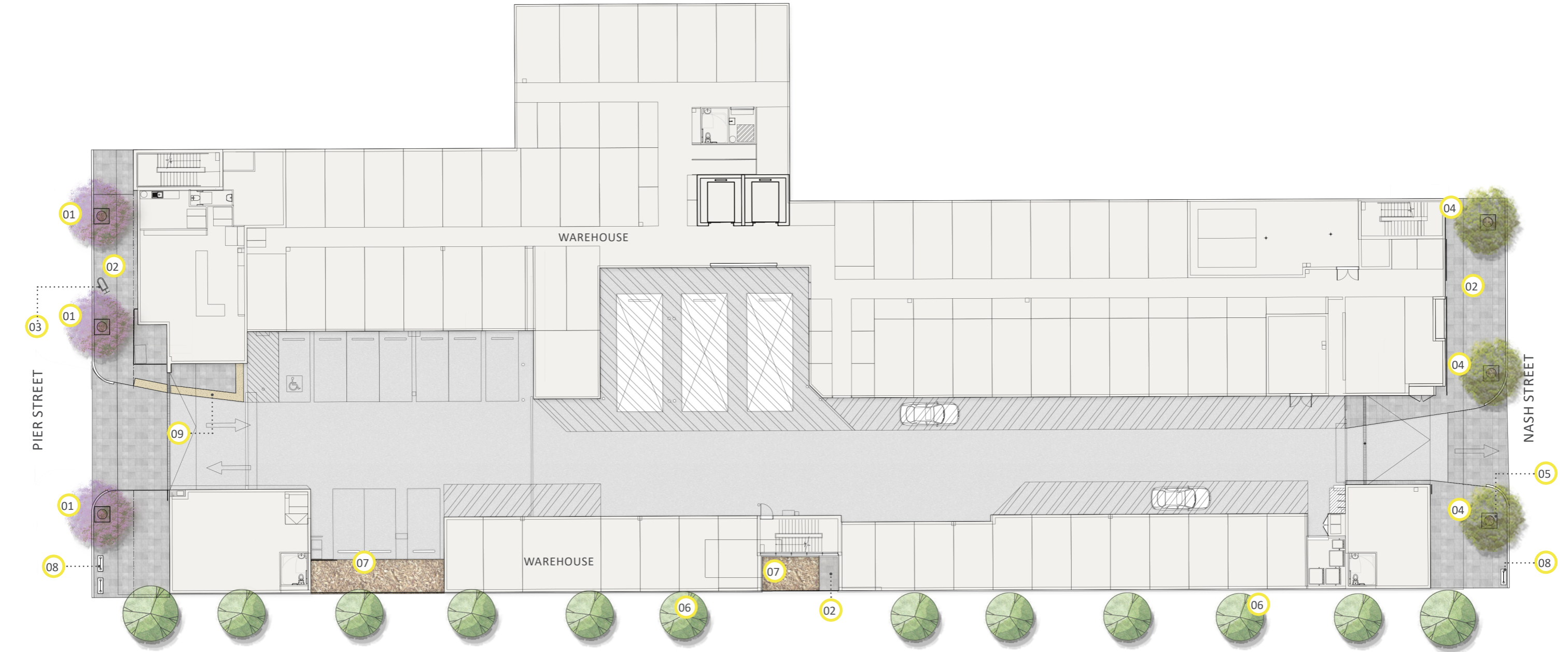
MET 03 - Perforated Corten Steel



External Material Palette

Attachment 4 – Landscape Concept Plans

LANDSCAPE CONCEPT PLAN



LEGEND

- | | | | | | |
|----|-------------------------------------|----|--|----|--|
| 01 | NEW JACARANDA STREET TREES | 04 | RETAIN & PROTECT EXISTING ULMUS PARVIFOLIA | 07 | GRAVEL MULCH BEDS |
| 02 | PCC STANDARD GREY PAVEMENT | 05 | PCC STANDARD TREE GRATES TO ALL TREES | 08 | BICYCLE RAIL- SECURABIKE |
| 03 | RETAIN & PROTECT PCC TICKET MACHINE | 06 | RETAIN & PROTECT ADJACENT MELALEUCA TREES | 09 | TACTILE GROUND SURFACE INDICATOR (TGS) |

LANDSCAPE STRATEGY

- EXISTING STREET TREES ALONG NASH STREET ARE RETAINED AND PROTECTED, WHILE EXISTING STREET TREES ALONG PIER STREET ARE REMOVED AND REPLACED WITH NEW JACARANDA TREES.
- VERGES ADJACENT THE DEVELOPMENT WILL BE PAVED TO CITY OF PERTH STANDARD TO COMPLIMENTS ADJACENT STREETSCAPES.
- BICYCLE RACKS ARE PROVIDED ON PIER STREET FOR PUBLIC AMENITY.



CONCEPT IMAGERY



BICYCLE RAIL- SECURABIKE



PCC STANDARD GREY PAVEMENT



PCC STANDARD TREE GRATES TO ALL TREES



RETAIN & PROTECT ADJACENT MELALEUCA TREES



NEW JACARANDA STREET TREES



RETAIN & PROTECT PCC TICKET MACHINE



RETAIN & PROTECT EXISTING ULMUS PARVIFOLIA

PLANTING PALETTE



PITTOSPORUM MISS MUFFET



OPHIPOGON JAPONICUS



FATSIA JAPONICA



ASPIDISTRA ELATA



CLIVIA MINIATA



BLECHNUM 'SILVER LADY'



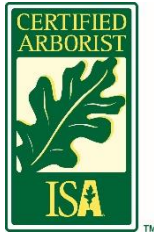
Attachment 5 – Arboriculture Tree Survey



Attachment 4

Tree Survey





May 2023

Tree Survey at 220 Pier Street, Perth for National Storage Pty Ltd



Paperbark Technologies Pty Ltd
Arboricultural Consultants

PO Box 1116 Scarborough WA 6922

www.paperbarktechnologies.com.au

zana@paperbarktechnologies.com.au

Mob: 0401 817 551

Arboricultural Tree Survey for National Storage Pty Ltd

Location: 220 Pier Street, Perth

Site Inspection: 17th of May 2023

Reason for assessment

- To provide advice regarding the proposed installation of a new building adjacent to select trees located within Pier Street and Nash Street verge, Perth.
- To identify tree species, measure approximate heights, canopy spread and trunk diameters, assess the current health and structural condition of each tree and provide advice regarding the suitability of each tree for retention within the context of the proposed development.
- This consultant confirms that site attendance occurred on the 17th of May 2023 with a total of 17 trees and groupings of trees inspected.

Scope

- This consultant was supplied with the Concept Plan Drawing 'Arborist_NS_Perth' outlining the location of the trees and proposed works.
- The proposed works consist of:
 - Demolition of the boundary brick walls and buildings within the property.
 - Removal and replacement of the existing paved footpath on Nash Street verge which require an excavation to a depth of approximately 250mm.
 - Removal and replacement of the existing paved footpath on Pier Street verge which require an excavation to a depth of approximately 250mm.
 - Removal and replacement of the existing crossover on Pier Street verge which require an excavation to a depth of approximately 250mm.
 - Construction of new buildings within the property.
- 17 trees and groupings of trees were inspected, documented, and photographed as most likely to be affected by the proposed work as outlined in the following spreadsheet.



Figure 1. Displaying the location of trees/groupings of trees within the project site.

Tree n.	Species	Height (m)	Canopy spread (m)	DBH (mm)	DRF (mm)	Health & Structural Condition	ULE	Retention Value	Proposed works & Recommendations	TPZ radius (m)	SRZ radius (m)
1	<i>Ulmus parvifolia</i>	5.2	5	160	220	Good health and fair structural condition displaying a suitable coverage of foliage supported by multiple crown leaders. Main branches appear soundly attached at this time. Sporadic minor deadwood. Slightly leans in a northerly direction and appears root firm at this time.	20-40 years	High	Located ~2.9m from the boundary wall. Removal and replacement of the adjacent paved footpath needs to be carried out in a careful manner avoiding root damage. Demolition of the boundary wall needs to be carried out by small machinery and from inside the property to ensure accidental damage is prevented. Tree protection fencing required prior to commencement.	2	1.75
2	<i>Ulmus parvifolia</i>	3.5	4	110	160	Semi-mature tree in good health and sound structural condition displaying a suitable coverage of foliage with a developing branching structure. No significant deadwood visible.	20-40 years	High	Located ~3.2m from the boundary wall. Removal and replacement of the adjacent paved footpath needs to be carried out in a careful manner avoiding root damage. Demolition of the boundary wall needs to be carried out by small machinery and from inside the property to ensure accidental damage is prevented. Tree protection fencing required prior to commencement.	2	1.53
3	<i>Ulmus parvifolia</i>	6.3	6	180	230	Good health and sound structural condition displaying a dense coverage of healthy foliage supported by multiple crown leaders. Major limb forks appear sound at this time. No previous limb failure visible. Sporadic minor deadwood held.	20-40 years	High	Located ~2.9m from the boundary wall. Removal and replacement of the adjacent paved footpath needs to be carried out in a careful manner avoiding root damage. Demolition of the boundary wall needs to be carried out by small machinery and from inside the property to ensure accidental damage is prevented.	2.16	1.79

Tree n.	Species	Height (m)	Canopy spread (m)	DBH (mm)	DRF (mm)	Health & Structural Condition	ULE	Retention Value	Proposed works & Recommendations	TPZ radius (m)	SRZ radius (m)
									Tree protection fencing required prior to commencement.		
4	<i>Melaleuca quinquenervia</i>	4.7	2.5	150	190	Groups of three trees in good health and fair structural condition displaying suitable canopies of healthy foliage. Main branch attachments appear sound at this time with no evidence of cracking, splitting or separation. The trees display a mild phototropic lean due to close proximity of the adjacent boundary wall. Sporadic minor deadwood visible within the canopies.	20-40 years	High	All the trees are located approximately ~1m from the boundary wall. Demolition of the boundary wall needs to be carried out by small machinery and from inside the property to ensure accidental damage is prevented. Tree protection fencing required prior to commencement.	2	1.65
5	<i>Melaleuca quinquenervia</i>	5	2.5	170	210		20-40 years	High		2.04	1.72
6	<i>Melaleuca quinquenervia</i>	5.3	2.5	130	170		20-40 years	High		2	1.57
7	<i>Melaleuca quinquenervia</i>	5.4	2.7	140	180		20-40 years	High		2	1.61
8	<i>Melaleuca quinquenervia</i>	5.6	2.5	170	190		20-40 years	High		2.04	1.65
9	<i>Melaleuca quinquenervia</i>	5.3	2.5	160	180		20-40 years	High		2	1.61
10	<i>Melaleuca quinquenervia</i>	6	3	210	250		20-40 years	High		2.52	1.85
11	<i>Melaleuca quinquenervia</i>	5.5	2.5	170	200		20-40 years	High		2.04	1.68
12	<i>Melaleuca quinquenervia</i>	5.6	3	180	220		20-40 years	High		2.16	1.75
13	<i>Melaleuca quinquenervia</i>	5.3	2	140	180		20-40 years	High		2	1.61
14	<i>Melaleuca quinquenervia</i>	4.7	2.5	200	220	Group of four trees found in fair health and structural condition displaying a satisfactory coverage of foliage. Main branches appear soundly attached at this time. Minor deadwood visible.	20-40 years	Medium	All the trees are located approximately ~1m from the boundary wall. Demolition of the boundary wall needs to be carried out by small machinery and from inside the property to ensure accidental damage is prevented. Tree protection fencing required prior to commencement.	2.4	1.75

Tree n.	Species	Height (m)	Canopy spread (m)	DBH (mm)	DRF (mm)	Health & Structural Condition	ULE	Retention Value	Proposed works & Recommendations	TPZ radius (m)	SRZ radius (m)
15	<i>Melaleuca quinquenervia</i>	4.3	2.5	230	250	Group of six trees found in good health and fair structural condition displaying a suitable coverage of foliage supported by multiple crown leaders. Main branch attachments appear sound at this time. Sporadic minor deadwood held.	20-40 years	High	These trees are located ~0.7m from the adjacent temporary fencing. Tree protection fencing required prior to commencement.	2.76	1.85
16	<i>Agonis flexuosa</i>	7.8	9	1150	1210	Mature tree in good health and fair structural condition displaying a suitable coverage of healthy foliage supported by multiple crown leaders. Main branches appear soundly attached and supported by adequate secondary growth at this time with no evidence of cracking, splitting or separation of the unions visible. The main trunk displays a small internal cavity which is typical of the species at maturity. The tree displays evidence of previous pruning which has lifted the canopy over the adjacent roadway and footpath. There was no evidence of previous limb failure or excessive limb loading. Sporadic minor deadwood held.	10-20 years	High	The tree abuts the kerbing and the paved footpath. The tree is located ~0.9m from the existing crossover and ~2.0m from the property boundary. Proposed works consist of the removal and replacement of the existing kerbing, paved footpath and crossover to a depth of 250mm and that further excavation is required inside the property for footings. Excavation to a depth of 250mm around the SRZ radius is not recommended as it will damage a large amount of structural roots. An awing is also proposed to extend out from the building over the footpath into the trees canopy. The crossover is to be canopy lifted to allow large vehicle access which will require significant pruning. This extensive pruning to accommodate the awing & crossover will remove a significant portion of the canopy structure rendering a high probability of increased decline or	13.8	3.59

Tree n.	Species	Height (m)	Canopy spread (m)	DBH (mm)	DRF (mm)	Health & Structural Condition	ULE	Retention Value	Proposed works & Recommendations	TPZ radius (m)	SRZ radius (m)
									an increase in limb failures from opening up the canopy structure. Removal of the paved footpath and soil to a depth of 250mm will remove structural roots and is not recommended. Removal of this tree is therefore required based upon safety grounds.		
17	<i>Agonis flexuosa</i>	7.1	7.5	840	960	Mature tree in fair health and fair structural condition displaying a satisfactory coverage of foliage supported by multiple crown leaders. Main branches appear well formed and soundly attached at this time with no evidence of cracking, splitting or separation. There was no evidence of trunk or limb decay or the formation of cavities visible. Previous pruning has lifted the canopy over the adjacent roadway and footpath. Minor deadwood visible.	10-20 years	Medium	The tree abuts the kerbing and paved footpath and is located ~2.0m from the property boundary. Proposed works consist of the removal and replacement of the existing kerbing, paved footpath and crossover to a depth of 250mm and that further excavation is required inside the property for footings. An awing is also proposed to extend out from the building over the footpath into the trees canopy. This extensive pruning to accommodate the awing will remove a significant portion of the canopy structure rendering a high probability of increased decline or an increase in limb failures from opening up the canopy structure. Removal of the paved footpath and soil to a depth of 250mm will remove structural roots and is not recommended. Removal of this tree is therefore required based upon safety grounds.	10.08	3.25

Summary and Recommendations

- This consultant's inspection of the 17 trees found them to be in predominantly good to fair health and sound structural condition at this time.
- Excavation in proximity of trees to be retained is to be carried out by small, tracked machinery fitted with a flat bladed bucket wherever practicable. The initial use of smaller machinery adjacent trees to be retained is likely to limit root damage by allowing roots to be exposed and assessed prior to larger machinery working the area, thereby preventing major damage, splitting and tearing of roots that may extend back to the base of the tree.
- For the two mature *Agonis flexuosa* (Tree n.16 and n. 17) on Pier Street, the removal of a significant amount of canopy and foliage will be required to achieve the clearances for the awning over the footpath and large vehicle access over the crossover resulting in unbalanced canopy structures and potentially increasing decline and future limb failures. The removal of the existing paved footpath and crossover to a depth of 250mm inside the trees SRZ radius will potentially damage structural and feeder roots resulting in stability issues and further decline in tree health. It is recommended that these 2 trees be removed based upon safety grounds and replacement trees be installed.
- Further, Arborist advice is recommended to be sought where roots greater than 30mm in diameter or a significant mass of smaller diameter roots are required to be cut and removed to complete the works. Roots above 30mm diameter are not to be cut without authorisation from a qualified Arborist.
- Demolition of the boundary walls adjacent the trees need to be carried out by small machinery and from inside the property to ensure canopy and structural damage are avoided.
- It is recommended that Trees n. 1 to n. 15 are protected by temporary fencing to delineate tree protection areas consistent with AS4970- 2009 (refer to 'Appendix – Tree Protection Fencing') and that it is installed prior to works commencing.
- This consultant also recommends the use of "shade cloth" to be attached to the fencing adjacent all the *Melaleuca quinquenervia* to protect these trees close to the edge of works.
- The removal of live canopy and major limbs may significantly damage the trees. Therefore, work methods and equipment must be suitable to the scale of works and operating space to ensure accidental canopy and structural damage are prevented.
- Pruning of trees is to be limited to required works indicated within this report and approved by the project manager. No additional pruning is recommended to be undertaken without further arborist consultation and all approved pruning is to be carried out by a qualified Arborist in accordance with AS4373 – 2007 *Pruning of Amenity Trees*.
- Storage of tools and equipment and the storage of materials are recommended to be located within an open area, preferably not within 6m of trees to be retained.
- The parking of vehicles shall be located within open areas a minimum of 5.0m from the base of all adjacent trees.
- The future management, maintenance and condition of the trees have a considerable bearing on their location, with safety to property and persons the main priority. Therefore, each tree retained is recommended to be re-inspected monthly or when required to monitor their health and structural condition.

Contractor Specification

To reduce the effects that a development can have upon the health of retained trees, suitable forms of protection are required together with the steps necessary to limit deterioration of those trees left standing on the development site.

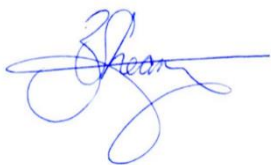
This consultant confirms that there is clear evidence that mature trees are more sensitive to contractor pressure than young and semi-mature specimens, where the younger trees are able to compensate and adapt to new ground conditions by producing new roots. However, although younger trees can exhibit a remarkable tolerance to the adverse effects of building operations and site alterations, this is conditional upon the location and extent of works carried out within the root zone of the tree and therefore the extent of primary root removal.

Trees store vast amounts of carbohydrate in their root system, subsequently when major roots are severed the tree is unable to replenish its depleted energy levels, which gradually results in the decline of the canopy and often the death of the tree, with such symptoms often not evident until some years later.

Therefore, there must be clear recommendations to alleviate detrimental tree damage from the commencement through to the completion of the development, with the recommendations enforced and clearly understood by all contractor staff.

- All trees identified for retention shall be clearly marked and a **Tree Protection Zone (TPZ)** confirmed prior to the commencement of the development. The tree protection zone is the principal means of protecting trees on development sites. The TPZ is a combination of the root area and crown area requiring protection. It is an area isolated from construction disturbance, to ensure the tree remains viable. To determine the radius of the TPZ for each tree, the DBH is multiplied x 12. DBH is the trunk diameter 1.4m above ground level. The radius is measured from the centre of the stem at ground level. E.g. a tree's trunk diameter is 0.3m x 12 = 3.6m, meaning that a 3.6m radius around the tree is the recommended TPZ. As confirmed in the AS 4970-2009 a TPZ should not be less than 2m nor greater than 15m (unless crown protection is required).
- This consultant advises that a **structural root zone** area of a tree is required for tree stability. Using Australian Standards AS 4970-2009 *Protection of trees on development sites* the structural root zone area can be calculated when major encroachment into a TPZ is proposed. This zone considers a tree's structural stability only and not the root zone required for a tree's health and long-term viability, which is usually a much larger area.
- No building materials are to be stored or disposed of within the tree protection zone, with provisions implemented so that building chemicals do not come into contact with the root rhizosphere or the roots themselves.
- Excavated soil shall not be stored or built up around the trunk of retained trees. **Soil levels shall not be changed around the base of trees, either raised or lowered.**
- No filling, trenching or other earthworks shall be carried out closer than the determined structural root zone of the individual tree without written Arborist approval.
- If a bob cat is to be used it is to be driving in a forward and backwards motion within the trees TPZ and no turning or squirreling is to be carried out within the TPZ radius. This is to ensure that the soil is not dug into when turning which will rip and tear surface roots.

- It is a requirement that the mini excavator have a flat edge bucket and is used to reduce the weight and compaction of soil around the tree protection and root zones.
- If soil is to be lowered or grass layer removed a spotter will be required to watch all works and it is preferable to use a mini excavator (Not a bobcat) when carrying out this work. The mini excavator is to lightly scrape the top layer off not gouge deep sections of soil. All works are to be supervised by a spotter for root damage when working in the TPZ radius.
- Approved excavations within the structural root zone shall be undertaken under supervision with the exposed roots having a diameter less than 25mm diameter cleanly severed to initiate occlusion. **Roots above 30mm diameter are not to be cut without authorisation from a qualified Arborist.**
- Any remedial works which requires the removal of lower limbs to facilitate access by large machinery or to alleviate the level of risk to the contract staff shall be carried out by a competent Arborist to the relevant Australian Standards AS 4373-2007 *Pruning of amenity trees*.
- Under boring to a depth of 1.5m – 2m is the preferred method of installing pipes and services near mature trees. This minimises disturbance to trees' root systems as the top 1.5m – 2m of soil is where the trees major structural and nutrient feeder root systems are located and this will ensure the future health and condition of the tree is maintained.
- Where the extent of construction works has resulted in a nominated tree becoming structurally unstable or within a location to render the tree a high level of risk to property and persons, the contractor shall inform the works supervisor for further instructions.
- Any damage to the protected tree during the preliminary stages of site clearance or during the construction works shall be reported immediately to the site supervisor with remedial works carried out by a qualified Arborist to the relevant Australian Standard.
- Supplementary watering to retained trees may be required over summer months or dryer periods where works are in proximity of the trees. Watering the trees is required to minimise stress on the trees while works are occurring. It is recommended to water deeply a minimum of once per week for a total of 1000 litres per tree for mature trees and 600 litres for trees less than 8m in height. It is recommended that the water truck have a wetting agent in the tank to assist to get the water through to sandy layer to the trees' root system.
- Established trees of good vigour and structure represent an asset to any development site. Trees are living organisms that require certain environmental conditions in order to maintain their value as an asset. Damage must be avoided or minimized during the development process and procedures to ensure the protection of trees must be in place at all stages.



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Quantified Tree Risk Assessor Lic-1082/6146

Diploma of Horticulture/Arboriculture



Limitation of liability

Trees can be managed, but they cannot be controlled. To live or work near a tree involves a degree of risk.

This report only covers identifiable defects present at the time of inspection. Paperbark Technologies accepts no responsibility and cannot be held liable for any structural defect or unforeseen event/situation or adverse weather conditions that may occur after the time of inspection.

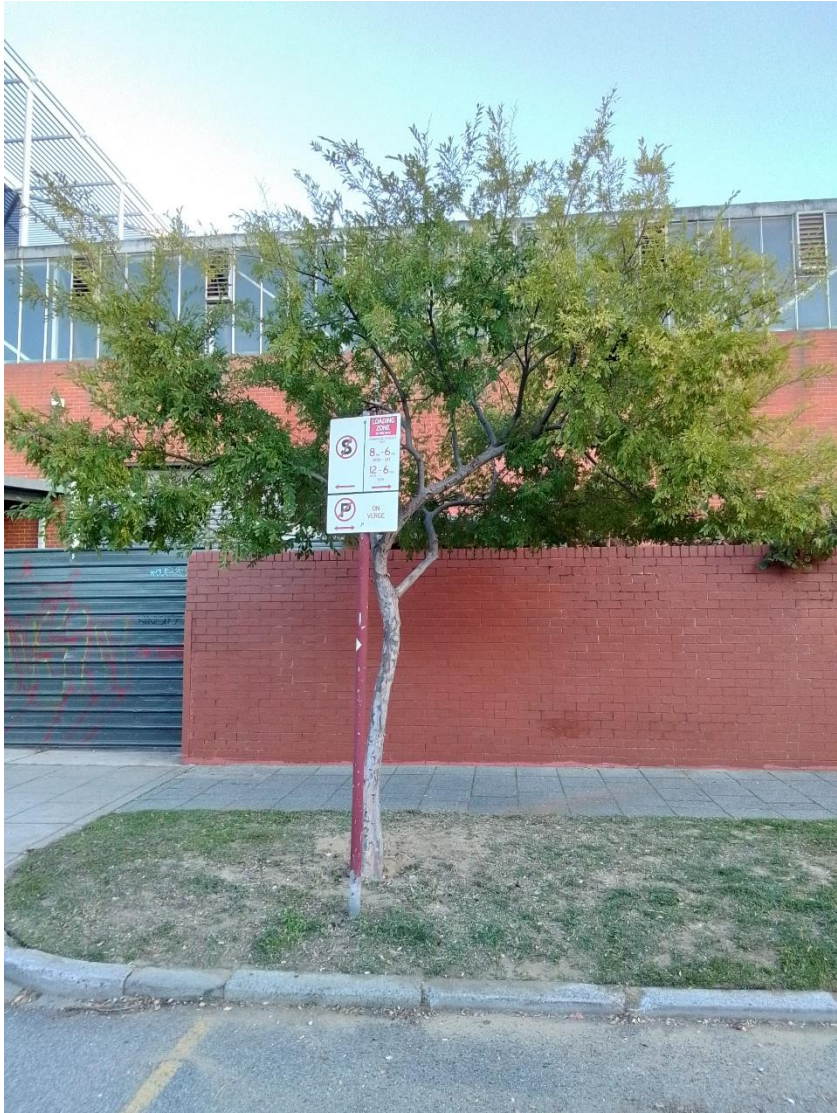
Paperbark Technologies cannot guarantee that the tree/s contained within this report will be structurally sound under all circumstances, and is not able to detect every condition that may possibly lead to the structural failure of a tree. Paperbark Technologies cannot guarantee that the recommendations made will categorically result in the tree being made safe. Unless specifically mentioned this report will only be concerned with above ground inspections, as such all observations have been visually assessed from ground level. Trees are living organisms and as such cannot be classified as safe under any circumstances. Trees fail in ways that the arboriculture industry does not fully understand. The recommendations are made on the basis of what can be reasonably identified at the time of inspection therefore Paperbark Technologies accepts no liability for any recommendations made.

All care has been taken to obtain information from reliable sources, however Paperbark Technologies can neither guarantee nor be responsible for the accuracy of information provided by others. In the event that reinspection of the tree/s is recommended it is the client's responsibility to make arrangements with Paperbark Technologies.

Photos of the trees



Tree 1



Tree 2



Tree 3



Group of trees - 4



Group of trees - 5



Group of trees - 6



Group of trees - 7



Group of trees - 8



Group of trees - 9



Group of trees - 10



Group of trees - 11



Group of trees - 12



Group of trees - 13



Group of trees - 14



Group of trees - 15



Tree 16 Showing the approximate location of pruning required for the awing and to accommodate large vehicle access over the crossover which results in a significant amount of canopy loss. This amount of pruning will significantly damage the structure of the tree which will render an unbalanced canopy and potentially cause the tree to decline or result in an increase in limb failures. Note the current paved footpath will also require removal and excavation to a depth of 250mm as per City of Perth's requirements which will damage structural & feeder roots, potential causing stability issues. **Removal of this tree is recommended.**



Tree 17 Showing the approximate location of pruning required for the awing which results in a large of amount of canopy removed. This amount of pruning will significantly damage the structure of the tree which will render an unbalanced canopy and potentially cause the tree to decline or result in an increase in limb failures. Note the current paved footpath will also require removal and excavation to a depth of 250mm as per City of Perth's requirements which will damage structural & feeder roots, potential causing stability issues & further decline in tree health.

Removal of this tree is recommended.

Appendix - Tree Protection Fencing

(AS4970- 2009 *Protection of trees on development sites*)



LEGEND:

- 1 Chain wire mesh panels with shade cloth (if required) attached, held in place with concrete feet.
- 2 Alternative plywood or wooden paling fence panels. This fencing material also prevents building materials or soil entering the TPZ.
- 3 Mulch installation across surface of TPZ (at the discretion of the project arborist). No excavation, construction activity, grade changes, surface treatment or storage of materials of any kind is permitted within the TPZ.
- 4 Bracing is permissible within the TPZ. Installation of supports should avoid damaging roots.


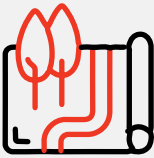
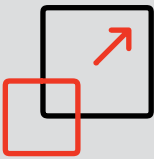
Attachment 6 – Applicant's address of
State Planning Policy 7.0 Design of the
Built Environment

5.2. State Planning Policy 5.4 – Road And Rail Noise

State Planning Policy 5.4 – Road and Rail Noise ('SPP 5.4') applies where a noise sensitive land use is proposed within proximity to major transport and freight corridors. The subject site is partially located within the trigger distance of Lord Street. However, the proposed storage facility is not considered a sensitive land use and therefore is not subject to the provisions of SPP 5.4.

5.3. State Planning Policy 7.0 – Design Of The Built Environment

State Planning Policy 7.0 – Design of the Built Environment ('SPP 7') provides the broad framework for the design of the built environment across Western Australia. The design has considered and responded to the 10 design principles, as summarised below.

PRINCIPLES	DESIGN RESPONSE
 1. Context and Character	<ul style="list-style-type: none">▪ The existing dilapidated single storey red brick industrial building is to be replaced with the proposed National Storage Facility which makes reference to the existing development through the selection of materials, patterns, and texture of the development. In addition, it is also expected to uplift and enhance the existing character of the streetscape and shared public space.▪ The self-storage facility will provide an essential community service by complimenting the renewed focus on high density inner city living options which offer cost effective offsite storage.▪ The proposed bulk and scale of the development is consistent with new surrounding developments and consistent with typical inner city density ambitions.
 2. Landscape Quality	<ul style="list-style-type: none">▪ Despite no specific landscape requirement for the subject site, the proposed development seeks to replace the existing paved footpath, kerbing and provide new pedestrian awnings. These works are expected to provide significantly improved lighting, safety, and connectivity for pedestrians.▪ In line with City's Urban Forest Plan, new street trees will be introduced to complement the recently renewed street trees along Pier Street to assist in establishing a consistent verge planting treatment.▪ Selected plant species are hardy, water wise and have been selected to cope with shade and local microclimatic conditions.
 3. Built Form and Scale	<ul style="list-style-type: none">▪ The proposed multistorey development, built to the boundary compliments the adjacent buildings and enhance the shared pedestrian colonnade.▪ The scale of the proposed development is appropriate for its inner-city location and is consistent with new surrounding developments and is consistent with the local planning framework.▪ The proposed setbacks and articulation along the southern façade with landscaping, change of texture and feature lighting helps to soften the scale of the building, and creates a more dynamic built form.



4. Functionality and Build Quality

- The proposed development will not only function as a storage facility, but also incorporates commercial tenancies, adding value and provide amenities to the public, residents within the surrounding neighbourhood.
- The proposed development provides a generous building floor to floor height, and column location are well placed behind the boundaries. This allows the proposed development to be adapted and reused as appropriate over its life cycle.
- The precast concrete panels have been proposed on the external elevations and emphasise a commitment to high quality built form outcomes.
- All site access and manoeuvrability has been reviewed and vetted. This has been demonstrated within the Traffic Impact Statement prepared by WSP.



5. Sustainability

- The development proposes natural ventilation on all levels to minimise the use of mechanical systems.
- A minimum of 30kW PV Cells will be proposed on the roof, with opportunity to install a 90kW system to supplement power needs on subject site.
- The proposed development will provide cables to allow for the future installation of EV charging bays.
- The future selection of appliances will include those that are efficient such as LED lighting and high rating fixtures.

An ESD Statement has been supplied by National Storage which is attached to this report.



6. Amenity

- A Traffic Impact Statement has been commissioned to demonstrate the developments compliance with required safety standards.
- National Storage has provided recent parking utilisation and frequency data from their own similarly sized centres to support their experience in designing specialised and purpose built storage facilities.
- This proposed storage facility will provide a supplementary use to the objectives of the future planning intent of the area and the surrounding neighbourhood.
- The commercial opportunities on ground floor will provide vitality and support to the community nearby.
- The proposed awning on both streets over existing footpath will provide extra weather protection to the pedestrian.





 <p>7. Legibility</p>	<ul style="list-style-type: none"> ▪ Illuminated signage on the building's street frontages will assist pedestrian commuters by providing wayfinding land markers enabling better and safer connections between the city and public transport infrastructure. ▪ In addition to separate signage at pedestrian level, the Box shop and both commercial tenancies are easily identifiable with a high level of visual permeability, and contrasts with the rest of the building. ▪ The proposed wall signages are strategically positioned high levels on both street corners to maximise visual exposure. ▪ Wayfinding and legibility have been further improved with dedicated floor line marking within the site, providing safe and controlled access to staff and customers.
 <p>8. Safety</p>	<ul style="list-style-type: none"> ▪ The robust design built to the boundary will deter anti-social interactions and gatherings around the site by removing hidden spaces or dead ends. ▪ The placement of commercial tenancies at street level will increase movement around the storage facility and provide passive surveillance to pedestrians around the subject site. ▪ The proposed development has minimised dead end corridors internally and security cameras will be installed to deter unwanted behaviour.
 <p>9. Community</p>	<p>The new facility will complement the City's focus on mixed living and employment opportunities by providing offsite storage options and enable greater emphasis on smaller footprint, higher quality built form outcomes.</p> <p>The proposed storage facility will cater for a diverse range of people within the community providing various storage sizes to cater for different households and businesses.</p> <p>The proposed commercial tenancies will act as social lubricants to assist with positive human interaction around the site.</p>
 <p>10. Aesthetics</p>	<p>The overall aesthetics of the proposed development pays homage to the existing building and is sensitive to the streetscape. It is expected to complement its neighbouring properties, and activate and enhance the overall precinct.</p> <p>The development proposes a non-standard approach to the materiality of a storage facility to compliment the surrounding buildings and pays homage to the existing building's materials, textures and colours.</p> <p>The development proposes various elements of light to be integrated into the building façade, adding interest and contributing to the City's 'City of Lights' campaign.</p>

Table 2 – SPP 7.0 Design Principles and Responses

Attachment 7 – Neighbour submissions

Attachment 7 - Neighbour submissions

Submission	Support or Object	Comments
1	Support	Dead space within the area, would be much needed asset to surrounding residence.
2	Object	<p>I would love to see this site get redeveloped, however I do feel it's a waste to turn it into a storage facility. It would add little to the area other than 2 small stores and a nicer looking building. While a storage facility would likely get use I don't feel it's necessary.</p> <p>In the current crisis it seems silly to prioritise storage over housing.</p> <p>Having lived here for a year now I can say this is a great area to live. Transit, shops, dining and entertainment a short walk away and easy access to freeways when needed. I wouldn't wish to live anywhere else in Perth.</p> <p>Developing more mixed housing/commercial buildings and public spaces in the area seems like a no brainer to me.</p> <p>Thanks for reading :)</p>