

## Planning Committee

Notice of Meeting  
30 May 2017  
5.30pm

Committee Room 1  
Ninth Floor  
Council House  
27 St Georges Terrace, Perth

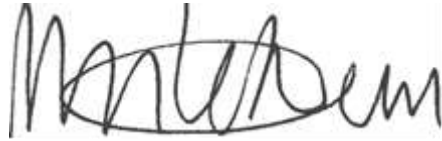


City of Perth

### Agenda

#### ORDER OF BUSINESS AND INDEX

- 1 Declaration of Opening
- 2 Apologies and Members on Leave of Absence
- 3 Question Time for the Public
- 4 Confirmation of minutes – 4 April 2017
- 5 Correspondence
- 6 Disclosure of Members' interests
- 7 Matters for which the meeting may be closed  
Nil
- 8 Reports
  - 8.1 - 251 (Strata Plan 59114) Adelaide Terrace, Perth – Proposed Wall Sign
  - 8.2 - 2 - 4 (Lots 2 and 3) William Street, Perth – Proposed Mixed-Use Development Comprising 52 and 25 Storey Buildings Containing 484 Multiple Dwellings, 190 Hotel Rooms/ Serviced Apartments, Office, Dining and Retail Uses and a Total of 547 Car Parking Bays
  - 8.3 - Outcomes of Preliminary Community Consultation on Design Concepts - 75 (Lot 70) Haig Park Circle, East Perth
  - 8.4 - Vacant sites and/or Buildings in disrepair
- 9 Motions of which Previous Notice has been given
- 10 General Business
  - 10.1 - Responses to General Business from a Previous Meeting
  - 10.2 - New General Business
- 11 Items for consideration at a future meeting  
Outstanding Reports:
  - Historic Heart of Perth Grant (Notice of Motion – Council – 11/04/17)

A handwritten signature in black ink, appearing to read 'Martin Mileham', written over a light grey rectangular background.

**MARTIN MILEHAM**  
**CHIEF EXECUTIVE OFFICER**  
25 MAY 2017

**This meeting is open to members of the public**

## PLANNING COMMITTEE

**Established:** 17 May 2005 (Members appointed 22 October 2015)

<b>Members:</b>	<b>1st Deputy:</b>	<b>2nd Deputy:</b>
Cr McEvoy (Presiding Member)	Cr Green	Cr Limnios
Cr Adamos		
Cr Yong		

**Quorum:** Two

**Terms Expire:** October 2017

**TERMS OF REFERENCE:** [Adopted OCM 24/11/15]

To oversee and make recommendations to the Council on matters related to:

1. development, building, demolition, sign and alfresco dining applications and proposals for subdivision or amalgamation;
2. the City Planning Scheme and planning policies;
3. identification of long term planning opportunities and major projects, including the Perth City Link, Elizabeth Quay and;
4. strategic town planning initiatives and economic development;
5. Heritage, including:
  - 5.1 the City of Perth Municipal Inventory;
  - 5.2 the Register of Places of Cultural Heritage Significance referred to in City Planning Scheme No. 2, and management of same;
  - 5.3 heritage incentive initiatives;
6. transport and traffic network planning issues;
7. environmental improvement strategies including environmental noise management;
8. liquor licensing;
9. land administration issues, such as street names, closures of roads and rights-of-way and vesting of reserves;
10. applications for events held within the City of Perth that require planning approval as a result of excessive noise or traffic management proposals;
11. legislation and compliance in relation to land use planning.

# INFORMATION FOR THE PUBLIC ATTENDING COMMITTEE MEETINGS

## Question Time for the Public

- An opportunity is available at all Committee meetings open to members of the public to ask a question about any issue relating to the City. This time is available only for asking questions and not for making statements. Complex questions requiring research should be submitted as early as possible in order to allow the City sufficient time to prepare a response.
- The Presiding Person may nominate a Member or officer to answer the question, and may also determine that any complex question requiring research be answered in writing. No debate or discussion is allowed to take place on any question or answer.
- To ask a question please write it on the white Question Sheet provided at the entrance to the Council Chamber and hand it to a staff member at least an hour before the meeting begins. Alternatively, questions can be forwarded to the City of Perth prior to the meeting, by:
  - Letter: Addressed to GPO Box C120, Perth, 6839;
  - Email: [governance@cityofperth.wa.gov.au](mailto:governance@cityofperth.wa.gov.au).
- Question Sheets are also available on the City's web site: [www.perth.wa.gov.au](http://www.perth.wa.gov.au).

## Deputations

A deputation wishing to be received by a Committee is to apply in writing to the CEO who will forward the written request to the Presiding Member. The Presiding Member may either approve the request or may instruct the CEO to refer the request to the Committee to decide whether or not to receive the deputation. If the Presiding Member approves the request, the CEO will invite the deputation to attend the meeting.

Please refer to the 'Deputation to Committee' form provided at the entrance to the Council Chamber for further information on the procedures for deputations. These forms are also available on the City's web site: [www.perth.wa.gov.au](http://www.perth.wa.gov.au).

## Disclaimer

Members of the public should note that in any discussion regarding any planning or other application that any statement or intimation of approval made by any Member or officer of the City during the course of any meeting is not intended to be and is not to be taken as notice of approval from the City. No action should be taken on any item discussed at a Committee meeting prior to written advice on the resolution of the Council being received.

Any plans or documents contained in this agenda may be subject to copyright law provisions (Copyright Act 1968, as amended) and the express permission of the copyright owner(s) should be sought prior to their reproduction.

# EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



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

## BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

### ALERT ALARM

**beep beep beep**

All Wardens to respond.

Other staff and visitors should remain where they are.



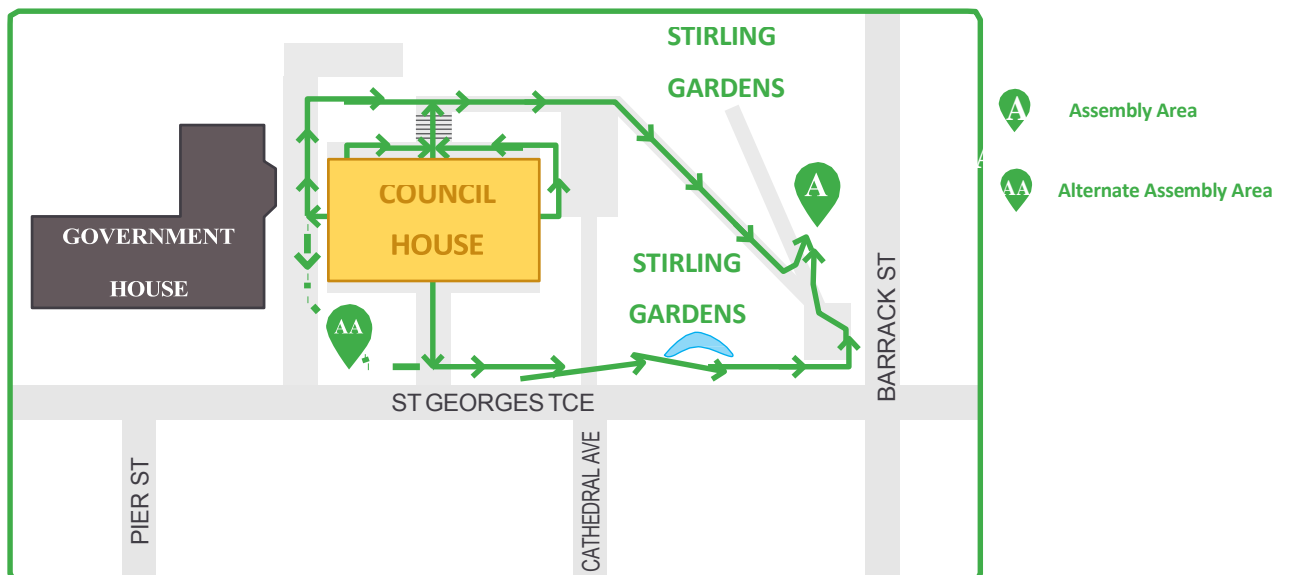
### EVACUATION ALARM / PROCEDURES

**whoop whoop whoop**

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

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

#### EVACUATION ASSEMBLY AREA



Report to the Planning Committee

**Agenda**                    **251 (Strata Plan 59114) Adelaide Terrace, Perth – Proposed**  
**Item 8.1**                    **Wall Sign**

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**Recommendation:**

*That in accordance with the provisions of the City Planning Scheme No. 2 and Metropolitan Region Scheme the Council **REFUSES** the application for a wall sign at 251 (Strata Plan 59114) Adelaide Terrace, Perth as detailed on the Metropolitan Region Scheme Form One dated 12 April 2017 and as shown on the plans received on 21 April 2017 for the following reasons:*

- 1. the proposed sign does not comply with City Planning Scheme No. 2 Policy 4.6 – Signs ‘4.0 Objectives’ given that:*
  - 1.1 the sign is not considered to respect and make a positive contribution to the streetscape, the locality and the city skyline; and*
  - 1.2 the sign is considered to adversely affect the amenity of the area and the public generally;*
  
- 2. the proposed sign does not comply with City Planning Scheme No. 2 Policy 4.6 – ‘General Provisions’ Signs given that:*
  - 2.1 the sign is not considered to be compatible in scale and integrated with the architectural design of the building;*
  - 2.2 the sign is considered to dominate the skyline in the surrounding vicinity; and*
  - 2.3 the third party content has not demonstrated that it enhances but rather it is considered to adversely affect the visual quality and amenity of the area;*
  
- 3. the proposed sign does not comply with City Planning Scheme No. 2 Policy 4.6 – Signs ‘Content’ given that under 6.6 c) i) A) third party advertising content shall only be considered for development approval on a sign facing or in a public space within...the Terraces Area where the sign is orientated for viewing within the space and not from adjacent streets;*

*(Cont’d)*

4. *the proposed sign does not comply with City Planning Scheme No. 2 Policy 4.6 – Signs ‘Specific Sign Types – Wall’ given that under 7.12 d) i) third party content in accordance with 6.6 c) i) B) the sign is in excess of 25% of the wall area and stretch the width of the wall and considered ill proportioned to the scale of the building;*
5. *the proposed sign does not comply with City Planning Scheme No. 2 Policy 4.6 – Signs ‘Place Specific; Terraces’ given that under 9.3:*
- 5.1 *the sign does not reflect the character and role of St Georges and Adelaide Terrace forming the principal city boulevard; and*
- 5.2 *signs in this area should principally be for the purpose of numbering and naming buildings and identifying their occupants.*

FILE REFERENCE:	2017/5152
SUBURB/LOCATION:	251 Adelaide Terrace, Perth
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	12 May 2017
ATTACHMENT/S:	Attachment 8.1A – Location Plan and Perspectives
3D MODEL PRESENTATION:	N/A
LANDOWNER:	The Owners of 251 Adelaide Terrace, Perth
APPLICANT:	EPICO
ZONING:	(MRS Zone) Central City Area zone (City Planning Scheme Precinct) Adelaide (P13) (City Planning Scheme Use Area) Office / Residential
APPROXIMATE COST:	Nil.

### **Legislation / Strategic Plan / Policy:**

<b>Legislation</b>	<i>Planning and Development Act 2005</i> City Planning Scheme No. 2
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<b>Policy</b>	
Policy No and Name:	4.6 – Signs Policy

### **Purpose and Background:**

On the **6 December 2011** Council approved the installation of the sign subject to a condition requiring the signs to be removed after five years. The sign licence was issued for the sign on the 10 February 2012 and the sign was erected shortly after. The content of the sign changes on a monthly basis and displays third party content for local, national and international brands. The planning approval was due to expire on 6 December 2016

In May 2016 the applicant sought approval to retain the advertising sign on the building for an additional ten years. At its meeting held on the **19 July 2016** Council considered the proposal in the context of the outcomes sought by the Signs Policy at that time and the draft revised Signs Policy that was subsequently adopted by the Council at its meeting held on **13 December 2016**. In acknowledging that the sign did not comply with the revised Signs Policy the Council resolved to extend the approval of the subject sign for only an additional 12 months, , subject to the following conditions:

- “1. the sign displaying only advertisements with high quality graphics and vibrant artistic content that maintains or improves the visual amenity of the locality consistent with the City's Signs Policy 4.6 and having regard for the locality being the focus of local retail, business, commerce, civic and tourist activities for the State;*
- 2. the part of the sign occupied by corporate markings, logos, branding or the like occupying a maximum of 10% of the total sign area;*
- 3. a comprehensive advertising strategy, detailing the control of all signage content to satisfy conditions 1 and 2 above, and the management and maintenance of the sign, being submitted to the City for approval within 28 days of the date of approval or prior to any new advertising content being erected and implemented by the proponent thereafter to the satisfaction of the City;*
- 4. any individual advertisement shall be displayed for a maximum period of six months with any approved replacement sign or advertisement being installed immediately following the removal of the previously approved sign; and*
- 5. this approval being valid until 31 December 2017 with the sign and supporting structure being removed within 30 days of the expiry of the 1 year period and the building made good.”*

### **Details:**

Approval is sought for the permanent approval for the existing wall sign displaying third party advertising on the subject site. The wall sign measures 25 metres by 25 metres (625m<sup>2</sup>) on the upper seven floors of the western elevation of the twenty storey retail and office building on the subject site. The applicant intends to display ‘vibrant and artistic advertising’, indicative of that displayed for the past five years and as shown on the conceptual perspective accompanying this report. The advertising signs will be installed on the existing sail track system. The sign is illuminated by offsite lighting from the adjoining property.

It is intended that the sign will continue to be used to advertise special events, commercial events of special interest to the public, and general third party advertising of high graphic quality. The applicant advised that if permanent approval is obtained, details of each specific advertisement will be submitted to the City for approval (to be determined under delegated authority by the City’s Administration) prior to being installed, as currently occurs.



The applicant has provided the following justification for the proposal:

- a. The Wall Sign has unique characteristics given its location and dimensions;
- b. The Wall Sign provides significant vibrancy and colour to the streetscape and represents an iconic feature along Adelaide Terrace;
- c. The sign's visual aesthetics is achieved via its scale (a frameless wall banner occupying the full Western side of the building) and the location of the building which has unobstructed views when travelling East on St George's Terrace;
- d. The display of signage is regulated pursuant to a contract between the 251 Adelaide Terrace Strata Company and Epico. The Contract stipulates that the artwork/signage is not to contain anything of immoral nature or anything that may be offensive to the general public with all artwork/signage required to be approved by the Council of Owners;
- e. The Owners of 251 Adelaide Terrace together with Epico have expended a material amount in installing a framework on the West side of the building together with the installation of equipment (E.g. gantry) to enable signage to be displayed in its current format; and
- f. The existing signage provides (via the contract with Epico) much need revenue to the Strata Company of 251 Adelaide Terrace. This revenue offsets the quantum of outgoings that would need to be charged to tenants of 251 Adelaide Terrace in order to fund ongoing repair and maintenance requirements of the building.

The applicant has advised that the current contract with the owners of the building will expire in December 2022.

### **Compliance with Planning Scheme:**

#### **Development Requirements**

The City Planning Scheme No. 2 Policy 4.6 – Signs sets out the City's requirements for the erection and management of signs on or adjacent to buildings within the City. The policy defines different types of signs; place specific requirements to ensure signs are consistent with the desired character for the relevant Precinct and provide guidelines for their acceptable design and location.

The subject site is located within the 'Terraces Area' under the policy which states that:

"Signs should be designed to reflect the character and role of St Georges and Adelaide Terrace that together form the principal city boulevard, with St Georges Terrace also forming the focus for business, finance, commerce and administration in the state."

"Signage should principally be for the purpose of numbering and naming buildings and identifying their occupants. Signage should be limited in size and number per tenancy."

The proposed sign will fall within the following definitions of the current Signs Policy 4.6:

***“Third Party Advertising Content*** means sign content that advertises businesses, products, goods or services not located or available at the premises where the sign content is displayed”

***“Wall Sign*** means a sign that is fixed flat or parallel to, or painted upon, the surface of a wall of a building (including a glass wall or a decorative or screen material fixed flat or parallel to the wall), but not to a roof top plant room setback from the main elevation of the building or to an architectural feature at the top of the building. It includes cabinets fixed to walls to display an advertisement.”

The proposal’s compliance with the current Signs Policy is detailed in the proceeding comments section of this report. The applicant is seeking the Council’s discretion to support variations to the Signs Policy. Variations to the Signs Policy can only be granted by an absolute majority decision of Council, in accordance with Clause 47 of the City Planning Scheme No. 2 and provided Council is satisfied that:

- “47(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.’

## **Comments:**

### **Compliance with the Signs Policy**

The City’s Signs Policy outlines specific criteria for signs along Adelaide and St Georges Terrace which fall within the ‘Terraces Area’ under the policy. The policy states that signs should be designed to reflect the character and role of St Georges and Adelaide Terrace that together form the principal city boulevard. Signage should principally be for the purpose of numbering and naming buildings and identifying their occupants with signage being limited in size and number per tenancy.

In accordance with the Policy, signs are required to be assessed in accordance with the general (relevant) criteria below:

#### *Appropriate Location and Scale of Signage on Buildings*

Signage should be predominantly located at ground, first floor or the top of the building identifying principle tenants of the building. Signage at other locations on a building should be limited and may only be supported where the building has been designed to specifically

accommodate signage at that location and where the purpose and viewing audience of the signage is clear and justified.

Under the City's Signs Policy 4.6 third party advertising sign content shall only be permitted in limited locations within the city and where it is demonstrated that it will enhance and not adversely affect the visual quality, amenity, vibrancy and safety within the city. Clause 6.6(c)(i)(B) states that a wall signs shall only be considered on a building within the Entertainment, Retail Core and Town Centre Areas (as identified in the Policy) where the where the building has a valid development approval granted prior to June 2014 and the wall sign is proposed to be installed upon a large section of blank wall that would be enhanced by its addition. These specified areas are dynamic areas within the city where carefully managed third party advertising may be compatible with their role and nature. The site at 251 Adelaide Terrace is located within the Terraces Area, which comprises the principal city boulevard and incorporates the focus of business, finance, commerce and increasingly residential uses in the city. The façade of the building in this instance whilst largely blank, is not completely featureless and in relatively good condition and is considered to be acceptable in terms of remaining blank. Third party advertising is generally not considered to be compatible with the desired character and role of this Area.

Clause 7.12(d) of the policy also restricts the size of a third party content wall sign to not be more than 25% of the wall area and not extend to the full height or width of the wall as currently proposed. In this way the advertisements will not dominate the building and the building will provide a frame for the sign. The subject sign is significantly larger, occupying approximately seven typical floor levels of the building, which is almost the entire visible portion of the western façade of the building. The size of the sign is considered excessive, out of place with the surroundings, and dominating the skyline within the area, which is contrary to the policy provisions and intent and, as such, should not be supported.

The sign is prominent and not only impacts the immediately locality it can also be seen from various distant viewpoints. The location of the sign being at the top of the building results in the sign being mainly oriented towards passing motorists and pedestrians some distance away approaching east along Adelaide Terrace and St Georges Terrace. It is not considered the sign the location and viewing audience is justified in this case.

Having regard to the statement of intent for signage within the precinct it is considered that the retention of a wall sign with third party advertising content permanently would be inconsistent with the design and types of signage generally permitted in the locality. The location the scale of the sign is considered to add to the visual noise of signage within the Precinct.

### *Sign Content*

Signage on buildings on Adelaide Terrace should be designed to reflect the character and role of St Georges and Adelaide Terrace that together form the principal city boulevard, and generally be for the purpose of numbering and naming buildings and identifying their occupants with signage being limited in size and number per tenancy. Whilst the display of international advertising does add to the business environment of the City the limited local

content is not considered to add to the tourism environment or support local businesses within Perth.

The policy states that third party advertising content shall not undermine the role of the city as the primary retail, commercial and cultural centre of the metropolitan area and/or state. The initial information provided by the applicant was that third party, or general advertising will only be displayed when the sign is not being utilised to advertise events or other similar promotions. The content of the sign has almost exclusively been used to advertise general advertising for international brands with no or little relation to local advertising and with limited local content. Whilst there was no minimum percentage of local events or promotions required to be displayed under the original approval the predominant display of general third party advertising is considered contrary to the original proposal and not considered to be beneficial to the character of the area.

Since installation of the sign the City has had issues in regulating what is deemed to be 'high quality graphics and vibrant artistic content that maintains or improves the visual amenity of the locality', as per condition one of the original development approval. Even with this requirement, issues have been raised by the City regarding the lack of local content or vibrant artistic content, such an assessment has been subjective and arbitrary and the signs have still been installed on the basis that they were national and international advertising campaigns that cannot be amended to incorporate any local context. It is not envisaged that this issue will change if permanent approval is granted and as such it is considered the sign will not enhance the visual amenity of the locality or of the City's skyline, and comply with the general goals and objections of the Signs Policy.

The permanent installation of the wall sign displaying third party content permanently is not considered consistent with the intent of the policy requirements within this precinct and is considered to have had a resultant negative impact on the streetscape within the area.

### **Applicant's justification**

The applicant has explained that considerable expense has gone into the installation of the sign and that the leasing of the wall space at 251 Adelaide Terrace for advertising provides important income for strata owners in difficult economic times. However this is not a matter that can or should be taken into consideration when determining development applications. Planning decisions made on the basis of financial hardship or gain would set an inappropriate and inequitable precedent which would conflict with the principles of orderly and proper planning. They would potentially lead to poor urban outcomes and ad hoc proliferation of signage.

### **Conclusion**

There are known financial benefits for building owners to allow advertising to be installed on their buildings and 251 Adelaide Terrace is a highly visible location that enables the advertisements to be viewed from major roads where they have the largest audience in terms of motorists and pedestrians, but this is not necessarily a good outcome for the visual appearance of the locality or the city generally. Third party advertising, if not carefully

managed, can create visual noise and detract from the visual amenity of the city, from way-finding and from the advertising of city businesses and their goods and services. There is a danger that it can become the dominant element of an urban environment, rather than the buildings, spaces and businesses.

For these reasons the City's Signs Policy 4.6 seeks to ensure that signage is well designed and positioned, innovative, responds to its setting and makes a positive contribution to the visual appeal of the public realm and the city as a whole. The proposed permanent display of a large third party advertising wall sign on the western elevation of building at 251 Adelaide Terrace is contrary to the intent and specific requirements of the City's Signs Policy. Although the sign has been previously approved to remain on the building for a total period of six years, it is considered that this sign dominates the building and has had a negative impact on the streetscape and character of the area. Therefore, it is recommended that this application be refused.



2017/5152 – 251 (STRATA PLAN 59114) ADELAIDE TERRACE, PERTH – PROPOSED WALL SIGN (MAP)



**2017/5152 – 251 (STRATA PLAN 59114) ADELAIDE TERRACE, PERTH – PROPOSED WALL SIGN (PERSPECTIVES)**

**Agenda Item 8.2**      **2 - 4 (Lots 2 and 3) William Street, Perth – Proposed Mixed-Use Development Comprising 52 and 25 Storey Buildings Containing 484 Multiple Dwellings, 190 Hotel Rooms/ Serviced Apartments, Office, Dining and Retail Uses and a Total of 547 Car Parking Bays**

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**Recommendation:**

***That:***

- 1. *the Metropolitan Redevelopment Authority (MRA) be advised that the Council supports the proposed mixed-use development comprising 52 and 25 storey buildings containing 484 multiple dwellings, 190 hotel rooms/serviced apartments, office, dining and retail uses and a total of 547 car parking bays at 2-4 (Lots 2 and 3) William Street, Perth subject to:***
  - 1.1 *the buildings being modified addressing the following matters in consultation with the City and to the satisfaction of the MRA with final details being submitted for approval by the MRA prior to applying for the relevant building permit:***
    - a) *balconies being redesigned to achieve compliance with the minimum 10m<sup>2</sup> useable area and minimum dimension of 2 metres as prescribed by the Elizabeth Quay Design Guidelines to enhance residential amenity;***
    - b) *the configuration of all residential floors within the southern tower being redesigned to provide permanent access to natural light for internal lift lobbies and common corridors;***
    - c) *the treatment and management measures for the vehicular accessway located on the western boundary of the site/s (parallel to William Street) addressing the potential for conflicts between vehicles and pedestrians accessing the site;***
    - d) *the treatment of the ground level western façade which forms the main vehicular access to the City from the freeway noting the proposed development signifies the visual western entry into the City Centre;***

***(Cont'd)***



- e) *the ground and lower levels of the southern façade of the southern tower providing a suitable interface with the adjacent promenade area and Swan River noting this area of the building does not include a podium element which would traditionally provide a 'human scale' for a building of this bulk and scale;*
  - f) *final details of the proposed interface between the residential apartments of the southern tower on Levels 1 to 4 which face directly into the central plaza area including details of how the outdoor living areas of the apartments will be provided with suitable levels of noise attenuation, ventilation and light noting the proposed activation of the plaza space;*
  - g) *the vehicle access to the site and internal manoeuvring areas within the building being designed to provide for vehicles which are required for servicing and waste removal in consultation with the City and to the satisfaction of the Metropolitan Redevelopment Authority;*
  - h) *a minimum of one residential store being provided for each residential dwelling with the current basement levels stores layout being redesigned (where required) to ensure adequate safety for residents including multiple exit paths and no entrapment areas;*
- 1.2 *final details and a sample board of the high quality and durable materials, colours and finishes for the proposed buildings, demonstrating and confirming the development will deliver and achieve the required Design Excellence outcomes, being prepared in consultation with the City and submitted to the Metropolitan Redevelopment Authority for approval, , prior to applying for the relevant building permit;*
- 1.3 *the proposed 'Sky Deck' being provided as a publically accessible facility in perpetuity, with a management plan being prepared in consultation with the City that demonstrates the operation of the facility to the satisfaction of the Metropolitan Redevelopment Authority, and shall include measures for equitable access to the general public in terms of cost, availability, opening hours and security for the facility;*
- 1.4 *a detailed management plan for the proposed plaza space addressing matters including (but not limited to) tenure, safety/security, lighting, noise, events/uses and need/nexus for the area being submitted to the Metropolitan Redevelopment Authority for approval, in consultation with the City, prior to applying for the relevant building permit;*

*(Cont'd)*

**1.5 a Hotel/Serviced Apartment Management Plan addressing the operation of the hotel/serviced apartments in accordance with the provisions of the City's Special Residential (Serviced and Short Term Accommodation) Policy, including but not being limited to the following:**

- a) company name and relevant experience of management/operator;**
- b) type or extent of room service to be offered (if any);**
- c) cleaning and laundry services, where applicable;**
- d) opening hours for guest check-ins and check-out including the method of reservations / bookings;**
- e) security of guests and visitors;**
- f) control of noise and other disturbances; and**
- g) a complaints management service;**

**being submitted for approval by the MRA, in consultation with the City prior to the occupation of the hotel/serviced apartments;**

**1.6 a management plan detailing control of noise, patron behaviour, waste management and hours of operation, being submitted for approval by the Metropolitan Redevelopment Authority prior to any bar/restaurant tenancies commencing operation, with the management plan being implemented by the proprietor / manager of the tenancy on an on-going basis;**

**1.7 air conditioner condensers and any proposed external building plant, lift overruns, piping, ducting, water tanks, transformers, and fire booster cabinets shall be located so as to minimise any visual and noise impact on the future occupants of adjacent properties and being screened from public view, including any such plant or services located within the vehicle entrance of the development, the relevant building permit with details of the location and screening of such plant and services being submitted for approval by the Metropolitan Redevelopment Authority prior to applying for the relevant building permit;**

**1.8 all development and works shown outside of the Lot boundaries including vehicle crossovers and alfresco dining areas, not forming part of this approval and being the subject of separate applications for approval noting the City will not support any removal of existing street trees and any works proposed to the adjacent William Street road reserve will be subject to separate consideration and approvals by the City and Main Roads Western Australia;**

**1.9 the proposed floor levels of the pedestrian and vehicle entrances to the building being designed to match the current levels of the immediately adjacent footpaths and promenades, to the City's specifications and to the Metropolitan Redevelopment Authority satisfaction;**

**(Cont'd)**

- 1.10 on-site stormwater disposal/management being to the City's specifications with details being submitted to the Metropolitan Redevelopment Authority for approval prior to applying for the relevant building permit;**
- 1.11 maximum of 78 commercial (hotel, restaurant, office etc.) tenant car parking bays provided on site being for the exclusive use of the tenants or occupants of the commercial tenancies within the development and not being leased or otherwise reserved for use of the tenants or occupants of other buildings or sites;**
- 1.12 residential car parking bays being reduced in accordance with the maximums prescribed by the Elizabeth Quay Design Guidelines, noting the site's compromised access and noting the increased traffic likely to be generated by other developments located adjacent to the site and the high accessibility of the site via alternative means of transport;**
- 1.13 the dimensions of all car parking bays, aisle widths and circulation areas complying with the Australian Standard AS2890.1, ensuring that vehicles can enter and exit the building in forward gear;**
- 1.14 a Parking Management Plan, identifying the management and maintenance strategies for access to ACROD and other Special Purpose bays and bicycle parking facilities, being submitted and approved by the Metropolitan Redevelopment Authority prior to applying for a building permit;**
- 1.15 a Service and Delivery Access Plan for the hotel, restaurants and bars, outlining the management strategies proposed to coordinate the on-site parking and servicing for all facilities, being submitted and approved by the Metropolitan Redevelopment Authority prior to applying for the relevant building permit;**
- 1.16 the proposed development being designed and constructed in such a manner so that existing and possible future noise levels associated with:**
- inner city activities including commercial and entertainment uses and activities;**
  - traffic impacts;**
  - the Bell Towers; and**
  - noise generated from within the development;**

**(Cont'd)**

*that could potentially affect residents and guests, can be successfully attenuated. Details of such noise attenuation measures shall be prepared by a qualified acoustic consultant and be submitted for approval in consultation with the City prior to the submission of an application for the relevant building permit. The construction specifications detailed in the above acoustic report must be implemented in full to the satisfaction of the Planning authority with the relevant working drawings being certified by an accredited acoustic consultant to confirm compliance with the specifications prior to applying for the relevant building permit;*

*1.17 a suitably qualified Crime Prevention Through Environmental Design (CPTED) consultant confirming the final design of the development is in accordance with CPTED design principles to the satisfaction of the Metropolitan Redevelopment Authority, prior to applying for the relevant building permit;*

*1.18 the recommendations contained in the Wind Tunnel Study report prepared by MEL Consultants dated 24 March 2017 being incorporated into the detailed design with a final Wind Tunnel Study, together with details of the measures being introduced to mitigate any adverse wind impacts, being submitted and approved by the Metropolitan Redevelopment Authority, in consultation with the City, prior to applying for the relevant building permit;*

*1.19 a section 70A notification, pursuant to the Transfer of Lands Act 1893 (as amended) being placed on the Strata Title of each residential apartment alerting prospective purchasers that the land is located within an inner-city mixed use precinct and may be affected by high levels of activity, light, noise, traffic and late hours of operation within public and private areas;*

*1.20 a final Waste Management Plan complying with the City's waste collection requirements being submitted for approval by the MRA in consultation with the City, prior to applying for the relevant building permit;*

*1.21 any signage for the development being designed as an integral component of the development with details of any signage being subject to a separate application for approval by the Metropolitan Redevelopment Authority;*

*1.22 a construction management plan for the proposal being submitted prior to applying for the relevant building permit for the City's approval, detailing how it is proposed to manage:*

*a) the delivery of materials and equipment to the site;*

*(Cont'd)*

- b) the storage of materials and equipment on the site;**
  - c) the parking arrangements for the contractors and subcontractors;**
  - d) maintaining acceptable access at all times between William Street and Elizabeth Quay;**
  - e) any dewatering of the site;**
  - f) construction/upgrading of the crossover;**
  - g) the protection of street trees and any other City and MRA assets; and**
  - h) other matters likely to impact on the surrounding properties.**
- 2. the MRA be requested to provide the City with an updated Transport Assessment for the Elizabeth Quay project area to assess the impact of this development (which differs from the original design guidelines and vehicle numbers and access/exit configuration within the project area) on the surrounding road network;**
- 3. the MRA be requested to advise the applicant to consult with the City in regard to the requirements of the Health Act and Regulations for Public Buildings (which includes the hotel) and may differ from the Building Code of Australia provisions prior to applying for the relevant building permit.**

FILE REFERENCE:	2017/5140
SUBURB/LOCATION:	2-4 William Street, Perth
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	22 May 2017
ATTACHMENT/S:	Attachment 8.2A – Location Plan and Perspectives
3D MODEL PRESENTATION:	A 3D Model for this application will be available at the Planning Committee meeting.
LANDOWNER:	CA & Associates Pty Ltd
APPLICANT:	TPG+Place Match
ZONING:	(MRS Zone) Redevelopment Scheme/Act Area (MRA Central Perth Redevelopment Scheme Precinct) Elizabeth Quay - Inlet (P39) (City Planning Scheme Use Area) N/A
APPROXIMATE COST:	\$300 million

### **Legislation / Strategic Plan / Policy:**

<b>Legislation</b>	<i>Metropolitan Redevelopment Authority Act 2011</i> <i>Metropolitan Redevelopment Regulations 2011</i> Metropolitan Redevelopment Authority's Central Perth Redevelopment Scheme
<b>Policy</b>	
Policy No and Name:	Metropolitan Redevelopment Authority's Elizabeth Quay Design Guidelines

## **Purpose and Background:**

The subject application relates to 'Site 2' (Lot 2) and 'Site 3' ('Lot 3') within the Elizabeth Quay Project Area. Site 2 has a total land area of 3,060m<sup>2</sup>, whilst Site 3 is 3,148m<sup>2</sup>. Site 2 is bound by William Lane to the north, Western Promenade to the east, William Street Landing to the south, and William Street to the west. Site 3 is bound by Station Park to the north, Western Promenade to the east, William Lane to the south, and William Street to the west.

Council at its meeting held on **22 November 2016** considered an 'in principle' development application for 'Site 2' and 'Site 3' of the Elizabeth Quay Project Area. The proposed development included a new 25 storey hotel/serviced apartment building and a 50 storey residential building for the subject sites and was referred to the City for preliminary comment by the Metropolitan Redevelopment Authority (MRA). Council resolved to advise the MRA of its in principle support subject to:

- “1. *the height and setbacks of the residential tower building being extensively reviewed to ensure they align with the objectives of the Elizabeth Quay Design Guidelines with additional analysis being undertaken with regards to the impacts of overshadowing and wind on the immediate locality;*
2. *residential car parking and hotel/serviced car parking bays being reduced in accordance with the maximums prescribed by the Elizabeth Quay Design Guidelines and Perth Parking Policy, noting the increased traffic likely to be generated by other developments located adjacent to the site and the high accessibility of the site via alternative means of transport;*
3. *the preparation and submission of a detailed management plan for the proposed plaza space addressing matters including (but not limited to) tenure, safety/security, lighting, noise, events/uses and need/nexus for the area;*
4. *all balconies being designed as predominantly transparent, naturally ventilated, non-habitable structures that cannot be fully enclosed, with no temporary or permanent window treatments or furnishings being permitted that could diminish the transparency of the balcony or obstruct views to and from the public domain; and*
5. *the preparation and submission of a draft/preliminary:*
  - 5.1 *construction management plan providing for early consideration of how the proposed development will be constructed noting the constrained nature of the sites;*
  - 5.2 *waste and servicing management plan noting the limited vehicular access to and from the site;*
  - 5.3 *acoustic report demonstrating proposed measures to mitigate noise impacts within and external to the development; and*
6. *the preparation and submission of a detailed transport impact assessment addressing all matters related to traffic management, vehicular and pedestrian access to and from the site.”*

On 21 December 2016, the MRA granted 'in-principle approval' for the preliminary development application subject to various conditions including that development of the

site/s is to be undertaken generally in accordance with the statutory planning framework, comprising the Central Perth Redevelopment Scheme, Metropolitan Redevelopment Authority (MRA) Development Policies and the Elizabeth Quay Design Guidelines.

The variations which include Increasing the maximum building height for Site 2 from 25 to 50 storeys; Increasing ground level setbacks; and Land Use mix that incorporates Office within the podium levels are approved in-principle subject to the submission of a Design Report, floor plans, elevations, specifications and associated management plans at development application stage to demonstrate that the proposal achieves Design Excellence to the satisfaction of the MRA in consultation with the Office of the Government Architect.

Further conditions include that elevations and specifications detailing high quality exterior materials and finishes and colours for the development to achieve and demonstrate Design Excellence (including colour swatches or material samples) are to be provided at the development application stage to the satisfaction of the MRA in consultation with the Office of the Government Architect and the submission of supporting technical reports at the development application stage including an Environmental Wind Impact and Amelioration Report, a Transport Impact Assessment, an Overshadowing Assessment and related Landscape Analysis and a Place Activation Strategy.

### **Details:**

Further to the MRA's granting of 'in-principle approval' as detailed above, a formal development application has now been submitted to the MRA for approval to construct a mixed use development on Lots 2 and 3 at Elizabeth Quay. The application, the subject of this report, has been referred to the City for comment by the MRA. It is noted that the proposed development is generally consistent with the development scheme, the subject of the in-principle approval, with approval being sought for the coordinated development of Lots 2 and 3 to provide two distinct tower buildings, a 52 storey and a 25 storey building comprising residential, hotel, office, retail and dining uses and associated car parking.

The proposal is focused around a covered plaza, with a shared five storey podium and basement levels. The shared basement levels will continue under William Lane which separates the two sites. The developer will seek the appropriate title arrangement via the subdivision/amalgamation process to allow this to occur.

A summary of the main features of the proposed development are as follows:

Residential Component	<p>The residential component of 484 apartments is located within both buildings and provides for the following dwelling mix:</p> <p><u>Southern Building (Lot 2)</u></p> <p>157 x two-bedroom dwellings 82 x three-bedroom dwellings 36 x four-bedroom dwellings</p> <p><u>Northern Building (Lot 3)</u></p> <p>144 x one-bedroom dwellings 27 x one-bedroom 'affordable' dwellings 32 x two-bedroom dwellings 6 x two-bedroom 'affordable' dwellings</p> <p>Communal facilities for the residential dwellings are provided</p>
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	within each building, along with separate entry lobbies, lift and vertical transportation facilities, and mail rooms, distinct from the other building components. The southern building maintains its resident entry off the covered plaza whilst the northern building maintains its resident entry off William Street.
Hotel/Serviced Apartment and Office Component	190 hotel/serviced apartment rooms are proposed within the northern building (Lot 3) with a grand entry lobby provided off the central covered plaza. Wellness centre facilities including a pool, gym and spa treatment rooms occupy the fifth and sixth floors of the building. Below this are four floors of office accommodation, also comprising the hotel staff/servicing facilities on the fourth floor, along with a meeting/event space, and upper level retail/food and beverage tenancies facing Elizabeth Quay to the east.
Ground Floor and Public Realm Interface	The ground floor of the proposed development incorporates retail, food and beverage tenancies, and resident/hotel guest entry lobbies for the majority of the built edge. Internal 'activation' is proposed via the proposed covered central plaza and associated laneway components. These aspects are proposed to 'break-up' the development site, and achieve a high degree of pedestrian permeability that would not otherwise be provided by a typical development within Elizabeth Quay. In addition to the internal activation and pedestrian activation, awning cover is provided for the full perimeter of the subject development, with a minimum width of three metres for the northern building along its eastern side. Extensive glazing is also proposed to add to the sense of openness, permeability and activation of the adjacent public realm.
Car Parking	The development proposes a total of 469 residential car parking bays and 78 commercial tenant car parking bays which will be located within a total of four basement levels. Vehicular access to the site is proposed via a two-way crossover at the northern end of the site onto William Street. A secondary porte-cochere style access is also proposed at the southern end of the site onto William Street, providing drop-off/pick-up services for the hotel, serviced apartment and residential components.
Viewing Deck/Art Gallery	A significant component of the development is the creation of an art gallery and viewing deck located at the top of the southern tower (52 <sup>nd</sup> storey). The facility is intended to be accessible to both residents and the public and provide a unique tourist destination and focal point for the development and the Perth CBD.

With respect to the physical design of the proposal, the applicant advises that the design *“embraces the MRA’s aspirations for a world-class destination and iconic landmark for the Perth region, which will re-establish the important relationship between the City and the Swan River. The proposed development will present an architecturally designed landmark of the highest quality, incorporating a striking, contemporary façade design that will contribute positively to the streetscape, skyline and amenity of the locality”*.

The applicant further advises that *“the distinctive, contemporary form of the development will provide a unique and innovative landmark for the western frame of the Elizabeth Quay inlet, contributing to a unique sense of place for the Elizabeth Quay project area that has its*



*foundations in contemporary and creative architectural expression. The design complements the existing development within the Perth City Centre, whilst providing a unique and memorable landmark for this prominent development site.*

*The development has been designed to provide a contemporary design aesthetic through the use of a glass curtain wall and by incorporating significant use of glazing and riveted panelling within the building façades. The two taller buildings in the composition are conceived as light, transparent volumes that hover above the public realm. The lower volume connects these taller buildings and is conceived as a multilayered metallic volume.*

*The taller volumes are wrapped in a high quality, transparent and silvery glass, with sections of the façade to be faceted in order to create ambiguous reflections and avoid the flat, mirrored façade common to glazed curtain walls. There is a subtle register of floor banding and vertical sun screening, which scales the building and provides a finer grain of façade detail. Operable panels for winter gardens maintain the vertical expression but create a subtle animation and variety to the façade.*

*The lower level podium is characterised by a metal clad volume that houses the public functions. This is conceived as a robust material cladding that develops patina and weathers with age. Corten, copper or zinc are some examples of the materials that will be explored for this volume. The material will be evident as both a mesh and a planar surface”.*

### **Compliance with Planning Scheme:**

#### **Land Use**

Under the provisions of the *Metropolitan Redevelopment Authority Act 2011*, the MRA is responsible for planning and development control within the Central Perth Redevelopment Area (CPRA). The Elizabeth Quay project area is subject to the provisions of the MRA’s Central Perth Redevelopment Scheme (CPRS). The general land use intent of the CPRS is to create diverse mixed land use urban environments, including creating high quality spaces for people through an activated and interesting public realm. Commercial, Retail, Residential and Dining and Entertainment land uses are preferred uses within the Inlet Precinct, whilst Culture and Creative Industry and Community land uses are contemplated uses within the Precinct.

The land uses proposed are generally in accordance with the preferred land uses stipulated in the CPRS and Design Guidelines. The exception being the proposed office located within the ground and podium levels of the hotel/serviced apartments building. Whilst ‘Commercial’ uses are preferred within the Precinct under the CPRS, the Design Guidelines include ‘shop’ and ‘restaurant/café’ as preferred uses within the podium for Sites 2 and 3. Given the level of ground and podium level activation proposed, it is considered that the inclusion of the office use will not detract from the safety and vibrancy of the development and the adjacent public realm.

While the above land uses are desirable in this location, it is noted that the potential for land use conflict exists, particularly between the residential apartments and hotel/serviced apartments and the various entertainment and hospitality uses. The design and management of the development will be critical to its success.

## Development Requirements

The form and function of development within Elizabeth Quay is guided by the MRA's associated Elizabeth Quay Design Guidelines. The Guidelines aim to transform the relationship between the city and the river and enhance the identity of central Perth. The vision for Elizabeth Quay under the Guidelines is:

*"a highly interactive civic space, accessible to the whole region and within walking distance of all major facilities within central Perth."*

The specific statement of development intent for Sites 2 and 3 within the Guidelines are as follows:

### "Site 2

*The ground floors of the development will incorporate highly activated food and beverage uses while the residential/hotel tower above will command significant views of the Inlet, the Swan River, Kings Park and the city.*

*The new building will be a landmark architectural design that responds to the prominent location of the site, the river context and provides highly activated interface with the public realm."*

### "Site 3

*The ground floor level will provide significant food and beverage opportunities, particularly on the north-east corner of the site, where the adjacent Promenade and Station Park provide opportunities for alfresco dining.*

*The podium and tower above will command significant views of the inlet, the Swan River, Kings Park and the city while the building will be designed to appropriately terminate the view lines from Riverside Drive."*

The Central Perth Development Policies set out development approval requirements and performance standards for the development of land in the CPRA. The policies relevant to this development include Green Building Design, Sound and Vibration Attenuation, Providing Public Art, Signage, Affordable and Diverse Housing, Hosting Public Events and Adaptable Housing.

## Comments:

### **Building Height and Setbacks**

The proposed development includes a significant variation to the height controls contained within the MRA's Elizabeth Quay Design Guidelines recommended building heights and envelopes. In particular, 52 storeys are now proposed for the residential tower in lieu of the prescribed maximum 25 storey height limit. It is considered that whilst the Guidelines allow for flexibility, the recommended building heights and envelopes were formulated based on a rigorous analysis of the site context and overall vision for Elizabeth Quay and there is an inherent expectation that development will proceed generally in accordance with the prescribed requirements.

While it is acknowledged that this preliminary design is the winner of an international design competition for Sites 2 and 3, judged by eminent architects, it was previously considered

that the degree to which the residential tower varies the height requirement requires additional detailed consideration.

Further, it is noted that the proposed heights are in direct conflict with the City's Urban Design Framework that suggests how the organisation of the city's buildings, open spaces and activities can be tailored to create a stronger and more legible urban structure. The Urban Design Framework Given recognises that the city's built form has an influence over many aspects of the city's social and economic life. Built form controls, such as height, *"provide a higher degree of certainty for developers, regulators and the community on the city's capacity for growth, development potential, land values, access to views, overshadowing of public spaces, and access to light and sunshine. Control of the built form also enables the scale and proportion of streets and other public spaces to be set at levels that encourage an appropriate degree of intimacy or grandeur depending on the role of the space and the surrounding buildings"*.

For these reasons, the Council previously advised the MRA that:-

*"1. the height and setbacks of the residential tower building being extensively reviewed to ensure they align with the objectives of the Elizabeth Quay Design Guidelines with additional analysis being undertaken with regards to the impacts of overshadowing and wind on the immediate locality;"*

Notwithstanding the above, the form of the proposed development is consistent with the MRA's 'in-principle approval' for the sites. This approval was awarded by the MRA in order for the applicant to proceed with details of the development with the confidence that the overall concept, including the building height, had been supported. Given the MRA's in principle support for the variations it is not considered necessary to provide further assessment of the merits (or otherwise) of the various building height and setback variations proposed.

One element of the proposed building form however, which still requires additional consideration relates to the southern 52 storey tower having no podium element on the southern elevation. This proposed elevation remains a concern as it does not provide a human scale and is directly abutting the Swan River meaning there is no transition from the tower to the Swan River. It is therefore recommended that additional details be provided to demonstrate how the lower building levels will be treated to reduce the overall bulk and scale impact of the overall tower.

It is noted that part of the applicant's justification for seeking a major variation to the height requirements of the MRA's Guidelines relates to the provision of a 'Sky Deck' within the top floor of the southern tower. The applicant states the MRA's 'in-principle approval' for the variation *"will allow the developer to deliver significant public benefits, that would not otherwise be feasible for a 'compliant' development, including the sky viewing deck with art gallery that will be a first for Perth"*. Noting the significance of the variation, it is considered appropriate that a condition be placed on any approval to ensure the viewing deck is ultimately delivered as a facility which truly provides a 'public benefit'. This includes the provision of an appropriate management plan and commitment by the developer/operator to ensure the facility provides equitable usage opportunities for the wider community and is not overly restricted in relation to its future use.

## Building Design

A major component of the MRA's 'in-principle approval' for the proposed development is that the applicant be required to *"demonstrate that the proposal achieves Design Excellence to the satisfaction of the MRA in consultation with the Office of the Government Architect"*. In response, the applicant advises that the additional plans and details submitted as part of this application demonstrate that *"the 50 storey tower represents an iconic piece of architecture that will come to define Perth globally in the 21st century. The Elizabeth Quay project area allows the opportunity for the provision of this absolute river-front development site, and this tall slender tower is an appropriate, and best-use, capitilisation of this once-in-a-generation development opportunity. The taller slender tower has the potential to positively impact the Perth city skyline and act as a defining built feature of the city as a whole"*.

Whilst the general form of the development and functions of the spaces provided generally accord with the above statement, it is considered appropriate that final detailing be provided at the building permit stage to confirm the choice and siting of materials and external features confirming that the development will deliver an appropriate outcome for the site and wider precinct. Particularly as the MRA's 'in principle approval' was predicated on the delivery of a development of exceptional design quality in order to account for the significant height variations proposed.

Storage facilities have generally been provided for the residential apartments in accordance with the MRA's requirements. However it is considered that the layout and distribution of the residential storerooms within the basement levels in some areas needs to be reviewed to address potential safety and security issues. In particular dead ends and excessively long passageways should be avoided in order to provide adequate surveillance and alternative pathways for users of the facilities. It is recommended that these matters be further reviewed at the building permit stage.

Whilst each of the residential apartments is provided with an outdoor living space in the form of a balcony or 'winter garden', only approximately 20% of these spaces achieve compliance with the minimum area and dimensions required by the MRA's Design Guidelines being 12m<sup>2</sup> for one bedroom apartments and 15m<sup>2</sup> for two bedroom (and above) apartments. Part of the applicant's justification for the size of the balconies and winter gardens provided relates to their intended function as extensions of the internal living areas and the reality that the prevailing wind conditions impacting on the site will ultimately reduce the usability of traditional open style balconies. For this reason the applicant further advises that the winter gardens and balconies have all been contained within the facade envelopes to *"maintain the overall prismatic quality of the façade"*.

Whilst the City notes some aspects of the provided justification, it is recommended that the majority, if not all, of the balconies/winter gardens should ideally achieve the minimums prescribed by the Guidelines. As minimum, the City recommends balconies/winter gardens be redesigned to meet the 10m<sup>2</sup> area and minimum internal dimension of 2 metres generally applied to residential apartments in the City.

An aspect of the development which is considered to require additional consideration is the lack of natural light being provided to the common corridors of the residential floor levels of the southern tower. While this is not a specific MRA or City policy requirement, it is considered that natural light in these spaces adds to the residential amenity for long term occupants. In the interests of providing future residents with maximum amenity inclusive of communal spaces and journeys to and from their place of residence, a condition should be

placed on any approval requiring natural light to be provided to all residential corridor areas within the southern tower. It is considered that this can be achieved by making only minor design modifications to the layout of some apartments and does not substantially affect the overall design of the building.

Consistent with Council's previous consideration of the 'in principle' application, the applicant should provide details to demonstrate to the City and MRA's satisfaction how the central covered plaza space will be managed to ensure that events at Elizabeth Quay are coordinated in addition to managing during and after hours in terms of access, safety and noise. It is noted that a place activation strategy was included as one of the conditions of the MRA's 'in principle' approval however the matter is yet to be addressed by the applicant.

In addition the design and potential impacts to lower level residential apartments which face into the central plaza area requires further attention. It is therefore recommended that a condition be placed on any approval requiring the design and function of these interface areas to be resolved to the MRA's and City's satisfaction prior to applying for a building permit.

It is considered that additional details are required with regards to the western vehicular access way which is located adjacent to the William Street road reserve. The management and treatment of this area is important both in terms of visual design and safety as vehicles and pedestrians will be in close proximity. This should also extend to final design details of the western façade which will form the main vehicular access to the City from the freeway with this building signifying the visual western entry into the City Centre.

### **Car Parking and Traffic Management**

The development proposes a variation to the maximum car parking bays for residences with a total of 469 bays (0.97/dwelling) in lieu of the 0.7/dwelling maximum being 339 bays in this case. City officers do not consider the applicant's rationale of *"premium end of the market being targeted (therefore) there is an expectation and demand for car parking bays and multiple bays for some of the larger three and four bedroom dwellings"* as warranting the significant variation proposed.

It is recommended that the MRA be advised of the City's preference for the prescribed maximums being adhered to in the final submission based on the increased traffic likely to be generated by other developments located adjacent to site. In addition, the high accessibility of the site via alternative means of transport further justifies the recommended reduction in bays.

It is noted that Elizabeth Quay Design Guidelines recommend *"alternative methods of parking being provided to achieve greater efficiency from parking areas including shared use of parking bays between different land uses and the provisions of 'car-pooling' bays to decrease overall parking provision"*. It is considered appropriate in this case the applicant investigate and implement appropriate car-sharing arrangement in lieu of simply provided standard car parking bays in excess of the maximums prescribed.

With regards to on-site car parking and servicing management, access to on-site car parking is proposed via a two-way crossover along William Street which is consistent with the Design Guidelines. In addition a one-way 'vehicle arrival' area is proposed via William Street adjacent to the proposed plaza area. The City has a general presumption against internal port-cochere driveways given their potential impact on the streetscape and conflict with

pedestrians. However in this case, noting that vehicles cannot stop or park in William Street and the position adjacent to the covered plaza area, it may be supported subject to appropriate design and management measures as previously outlined.

It is noted the submitted plans do not provide sufficient detail in relation to impacts on the existing verge area and street trees. In this regard it is recommended that the applicant and MRA be advised that the City would not support the removal and/or relocation of any existing street trees within the existing road reserve area adjacent to the sites.

## **Noise**

The development will be located in a mixed-use precinct incorporating retail, dining and entertainment uses at the ground floor level and wider Elizabeth Quay precinct. To avoid conflict between these activities and residents and occupants of the proposed development, the building will need to be designed to ameliorate these noise impacts. City officers have reviewed the preliminary acoustic report submitted in support of the application and consider that it addresses the relevant noise requirements of the City.

The applicant has advised that the proposed development will be designed to ensure compliance with the MRA's requirements, the Environmental Protection (Noise) Regulations 1997 and the National Construction Code. In accordance with the MRA's Sound and Vibration Attenuation Policy, a further Acoustic Report will be submitted at the working drawings stage addressing all of the relevant considerations. Any approval should include a condition requiring that the building be constructed and certified to comply with the requirements.

## **Waste**

The applicant has submitted a Waste Management Plan (WMP) in support of the application. The WMP confirms that the development will generally be consistent with the City's servicing requirements however, some matters need to be further addressed in preparation of the final WMP to be submitted at the building permit stage. The matters identified by City officers as requiring additional information include:

- details showing travel paths for each tenancy to the relevant bin stores;
- provision for tenancy agreements to ensure that there is adequate waste storage space in each tenancy;
- details of any temporary waste storage areas for commercial tenancies;
- inclusion of generic residential and commercial floors for both buildings, showing convenient and practical waste and recycling collection measures;
- figures for the transfer of residential bins from the southern tower temporary bin areas to the common waste collection area;
- overall bin quantities, waste streams and collection frequencies require revisions to meet City standards;
- additional bin storage figures demonstrating all dimensions, access widths, opening widths and tap/sewer points;
- clarification of management measures to ensure commercial tenants do not use residential bins; and
- figures including paths waste collection staff will take and distances to the last bin.

## **Conclusion**

The proposed development represents the second major development of private lots within Elizabeth Quay. The proposed development will provide for a variety of accommodation types and includes a range of uses and functions which will enhance the current level of amenities and attractions within Elizabeth Quay. It is considered that the proposal has generally satisfied the requirements of the MRA's 'in principle approval' and will ultimately deliver a landmark development for these prominent sites.

Based on the above it is recommended that the Metropolitan Redevelopment Authority be advised that Council supports the proposed development subject to conditions addressing the matters raised in this report.



2017/5140 – LOTS 2 AND 3 ELIZABETH QUAY, PERTH





**2017/5140 - LOTS 2 AND 3 ELIZABETH QUAY, PERTH (PERSPECTIVES)**



**2017/5140 - LOTS 2 AND 3 ELIZABETH QUAY, PERTH (PERSPECTIVES)**



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**2017/5140: LOTS 2 AND 3 ELIZABETH QUAY, PERTH (PERSPECTIVES)**

**Recommendation:**

***That Council in relation to 75 (Lot 70) Haig Park Circle, East Perth:***

- 1. receives the outcomes of the preliminary community consultation on the three design concepts as detailed in Attachment 8.3D;***
- 2. supports the development of the site for appropriate land uses including but not limited to public car parking;***
- 3. supports the alternative 'Concept D' with a reduced plot ratio of 1.5:1.0 as detailed in this report and Attachment 8.3H;***
- 4. agrees to the preparation of an amendment to the City Planning Scheme No.2 and the Local Planning Scheme No. 26 in relation to 75 (lot 70) Haig Park Circle, East Perth to:***
  - a) deliver site specific design guidelines in accordance with the alternative Concept D that:***
    - i) identify building footprints and envelopes on the western and eastern portions of the site;***
    - ii) specify maximum building heights and minimum setbacks, as detailed in this report and Attachment 8.3G;***
    - iii) require a pedestrian access way (with a minimum width of 8 metres) to be provided through the site to assist to break up the building mass of any future development and to provide a pedestrian connection between Sovereign Close and Haig Park Circle;***
    - iv) specify building design which incorporates passive surveillance of adjoining streets (including the pedestrian access way) and ensures appropriate levels of privacy, noise attenuation and general amenity for surrounding residents and future occupants of the development;***
    - v) require development to be of an appropriately high design quality and detailing which makes a positive contribution to the character of the locality and to the skyline;***

***(Cont'd)***

- vi) require primary vehicular access to basement car parking to be from Sovereign Close, with possible secondary vehicular access from Haig Park Circle (east);*
- vii) specify that should fee paying public parking be provided at basement level of any future development on the site, it will be excluded from the plot ratio calculations;*
- viii) require a minimum number of visitor bays for residential use to be provided on site at a rate of one space for each four dwellings, or part thereof in excess of four dwellings, served by a common access;*
- ix) require the provision of on-site service bays;*
- x) stipulate additional on-site parking will only be considered on the ground level of any future development of the site if appropriately sleeved behind any proposed commercial/retail tenancy and/or dwellings; and*
- xi) accommodate existing vehicular and pedestrian access easements over the site benefiting the adjoining Lot 71.*

*b) reduce the existing plot ratio of 2.0:1.0 to 1.5:1.0 on the site;*

*c) review the land use table within the Local Planning Scheme No. 26 – Precinct EP1 - Claisebrook Inlet in relation to the site to:*

- i) reclassify all land uses other than ‘Permanent Residential’ Use as ‘Contemplated’ –‘C’ uses, to ensure a high standard of design and to protect the amenity of adjacent residential land uses; and*
- ii) specify that residential land uses only are to front Haig Park Circle.*

**5** *advises the Metropolitan Redevelopment Authority of its support for the discharge of the restrictive covenant over the site once suitable planning provisions for its future development are in place.*

FILE REFERENCE:	P1030607
REPORTING UNIT:	City Planning
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	May 2017



ATTACHMENT/S:	Attachment 8.3A – Advertised Material
	Attachment 8.3B – Consultation Area and Submitter Locations
	Attachment 8.3C – Summary of Submissions
	Attachment 8.3D – Consultation and Issue Analysis
	Attachment 8.3E – Shadow Diagrams Concept C
	Attachment 8.3F – Building Heights and Setback Plan
	Attachment 8.3G – Additional Modelling - Alternative Concepts
	Attachment 8.3H – Shadow Diagrams – Alternative Concepts

### **Legislation / Strategic Plan / Policy:**

<b>Legislation</b>	<i>Planning and Development Act 2005;</i> <i>Planning and Development (Local Planning Schemes) Regulation 2015;</i> City of Perth City Planning Scheme No.2; and Local Planning Scheme No. 26 – Normalised Redevelopment Areas (EP1 – Claisebrook Inlet).
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<b>Integrated Reporting Implications</b>	<b>Planning and Framework</b>	<b>Strategic Community Plan</b>
		Council Four Year Priorities: Community Outcomes
		S1 Ensure that major developments effectively integrate into the city with minimal disruption and risk.
		S5 Increased place activation and use of under-utilised space.
		S9 Promote and facilitate CBD living.
		S10 Improve the diversity of housing stock.

### **Policy**

Policy No and Name: East Perth – Area 20 South Cove Design Guidelines

### **Purpose:**

At its meeting on **15 March 2016**, Council resolved to undertake preliminary community consultation on three possible design concepts for 75 (Lot 70) Haig Park Circle, East Perth (the site). This preliminary community consultation has been completed and the outcomes are now provided for the Council's consideration.

### **Background:**

#### **Site Description and Context**

The site has an area of 2,233m<sup>2</sup> and is bounded by Plain Street to the west, Haig Park Circle to the south and east, and mixed-use buildings facing Royal Street to the north. A pedestrian access way (PAW) extends along a portion of the southern boundary of the site, connecting Haig Park Circle to Plain Street. A Western Power substation (46m<sup>2</sup>) is also situated on the southern boundary.

A 1.5 metre gradient affects the site with the land sloping down in a north-west direction towards Royal and Plain Streets resulting in the site being situated below Haig Park Circle.

A number of pedestrian and vehicular access easements exist over the site, benefiting adjoining Lot 71 (on the corner of Royal and Plain Street).

Surrounding buildings vary from two to six storeys in height with most residential building in close proximity to the site being predominately between two and four storeys (with the top portion of the building envelopes typically designed at 45 degrees to the vertical). Street setbacks range from nil to 3 metres. Development to the west of the site accommodates a six storey public car park (owned and operated by the City of Perth) with retail at the street level.

Within the broader East Perth area (along East Parade and within the area east of Wellington Square), there have been a number of recent approvals for residential developments varying in height from six to twelve storeys.

## Site History

The site was developed by the (former) East Perth Redevelopment Authority (EPRA) as an at-grade public car park. The car park has access from Sovereign Close and Haig Park Circle (east), and currently contains 49 car bays, including 42 public fee-paying parking bays, four free short term public parking bays and three 'offsite tenant' parking bays.

In 2001 the site was sold by EPRA. The sale was conditional on the creation of a restrictive covenant restricting the use of Lot 70. The operative part of the covenant states that: *"Kingslane for itself and its successors in title hereby covenants with the Authority by virtue of provisions of section 129BA of the Transfer of Land Act 1893 to restrict the use of the Restricted Lot as a car parking area and for no other use."* The restrictive covenant is registered to EPRA, now the Metropolitan Redevelopment Authority (MRA). This matter is discussed further in the report.

In February 2002 the planning control for large areas of the East Perth Redevelopment Area including the site, was returned to the City, and on **24 April 2007** Council adopted Local Planning Scheme No. 26 (LPS26) to incorporate the planning provisions for the area.

At its meeting held on **10 December 2013**, Council adopted Amendment No. 28 to the City Planning Scheme No. 2 (CPS2) and Amendment No. 1 to the Local Planning Scheme No. 26 (LPS26). These amendments updated planning provisions for all normalised MRA areas. Under these amendments, the site along with the two other lots to the north (Lots 71 and 72) were transferred from the Precinct EP 2: Constitution Street to Precinct EP1: Claisebrook Inlet. This resulted in changes to land use permissibility as well as the maximum plot ratio of the site. The planning rationale for this was:

*"These lots accommodate commercial and retail land uses, and together with the lots on the northern side of Royal Street, fall within the South Cove Design Guidelines Area 20. As the lots have similar development requirements, it is proposed they be in one precinct."*

At that time a request to reclassify Lot 70 Haig Park Circle to 'Scheme Reserve – Public Purposes (Car Park)' was not supported by the Council. It was however resolved that the Administration should *"investigate the development of specific design guidelines for Lot 70*

*No. 75 Haig Park Circle, East Perth for incorporation into the East Perth Design Guidelines Area 20 – South Cove.”*

Following a request from the MRA, Council at its meeting on **11 March 2014** agreed to accept management of the restrictive covenant from the MRA. A change of land ownership subsequently occurred on the 28 April 2015 and the new landowner has yet to consent to this transfer of the restrictive covenant from the MRA to the City. Therefore the City is not currently a party to it.

### **Current Planning Provisions**

The site is located within Precinct EP1: Claisebrook Inlet under Local Planning Scheme No. 26 (LPS26), where land use permissibility and maximum plot ratio are as follows:

	<b>EP1: Claisebrook Inlet</b>
<b>Land Use Category Permissibility</b>	
Preferred	Commercial Retail Permanent Residential (except prohibited where it fronts the street at pedestrian level) Transient Residential Community
Contemplated	Culture and Creative Industry Dining and Entertainment
<b>Maximum Plot Ratio</b>	1.0:1 and may be increased to 2.0:1 provided that in any development having a plot ratio in excess of 1.0:1, not less than 50% of the excess relevant floor area shall be dedicated to residential use.

The South Cove Design Guidelines - Area 20 when referencing appropriate development on the adjoining Lots 71 and 72, state that the car park on Lot 70 is, and will remain, a public parking facility intended to service the retail and commercial uses in the area. Otherwise the Guidelines are silent in relation to the site, with no built form guidance provided. This lack of guidance has, and will continue to, create uncertainty around appropriate development for the site and the determination of development applications.

It is important to note that the preferred uses identified for Precinct EP1 under LPS26 take precedence over the South Cove Design Guidelines. In addition, the restrictive covenant does not form part of the planning framework. Therefore when considering a development application for the site, its use cannot be restricted to public car parking.

### **Development Applications**

Two development applications have been received for the site since it was sold in 2001 as follows:

- On the **31 October 2006**, Council approved a three storey office building with two car parking levels containing 45 tenant car parking bays and 49 public car parking bays. The development had a maximum plot ratio of 1.11:1.

- On the **28 November 2013** the City of Perth Local Development Assessment Panel (LDAP) refused a five storey mixed use development comprising 60 multiple dwellings and a commercial tenancy with 99 car parking bays on the grounds that *“the proposed development does not respect the scale, form and character of the local area and that of the surrounding buildings”*. The development had a maximum plot ratio of 1.5:1.0 and a nil setback to Haig Park Circle (south).

These developments were assessed under the previous LPS26 - Precinct EP2: Constitution Street, whereby the maximum plot ratio for the site was 1.5:1.

### Details:

The three possible design concepts developed for the site for preliminary community consultation are illustrated in Attachment 8.3A – Advertised Material. All three concepts utilised the maximum plot ratio of 2.0:1 that is applicable to the site, equating to a plot ratio floor area of approximately 4,466m<sup>2</sup> and a yield of approximately 60 dwellings.

Under all three design concepts:

- the development is proposed to be largely residential with commercial tenancies fronting Plain Street;
- residential and tenant parking is proposed to be located in the basement of the development with access from Sovereign Close to minimise any increase in traffic on Haig Park Circle; and
- the vehicular and pedestrian access easements over the site benefiting adjoining Lot 71 are accommodated.

The details of each concept are outlined below:

Options	Details
<b>Concept A</b>	<ul style="list-style-type: none"> <li>• Development confined to western portion of the site;</li> <li>• Three storey podium, setback two metres from Haig Park Circle south, with 14 storey tower above, setback four metres from Haig Park Circle south and adjacent Plain Street;</li> <li>• Eastern portion of the site developed as public space, accommodating pedestrian access to Sovereign Close;</li> <li>• From August through to April, the tower element would overshadow approximately six adjoining properties in the middle of the day for four months (August/September and March/April).</li> </ul>
<b>Concept B</b>	<ul style="list-style-type: none"> <li>• Development on both western and eastern portions of the site;</li> <li>• Eastern building generally four storeys in height including a two storey element over the existing electrical sub-station. This building conceals the backs of the commercial buildings on Royal Street and is setback either two metres or 11 metres from Haig Park Circle south;</li> <li>• Western building comprises a three storey podium, setback 2 metres from Haig Park Circle south, and an eight storey tower element, setback four metres from setback Haig Park Circle south and adjacent to Plain Street;</li> <li>• Central public space area breaks up the building mass, enhances amenity along Haig Park Circle and provides pedestrian connection to Sovereign Close;</li> <li>• From August through to April, the tower element would overshadow</li> </ul>

Options	Details
	approximately three adjoining properties in the middle of the day for two months (August/April).
<b>Concept C</b>	<ul style="list-style-type: none"> <li>• Development on both western and eastern portions of the site;</li> <li>• Eastern building and central public space in same configuration as Concept B;</li> <li>• Western building comprises a three storey podium, setback two metres from Haig Park Circle south, with a slimmer nine storey tower element above, setback between four and 11 metres from Haig Park Circle south and adjacent to Plain Street. The slimmer tower allows for a great setback from Haig Park Circle and enhances a feeling of openness;</li> <li>• From August through to April, the tower element would overshadow approximately three adjoining properties in the middle of the day for two months (August/April).</li> </ul>

The three design concepts were prepared taking into consideration the concerns raised by the community through consultation on the previous development applications, and look to enhance the amenity of the residents of Haig Park Circle through the provision of a public space along the Haig Park Circle frontage. Concept C was identified at the time as the City Administration's preferred option given the additional benefits it was considered to provide.

Additionally, it was acknowledged that the City and any future applicant would need to discuss the viability of incorporating the existing electrical sub-station into any future development on site with Western Power.

### Consultation

The community consultation period ran for a period of 55 days, between 13 September 2016 and 10 October 2016.

The consultation approach included:

- Letters sent to the owner of the site, East Perth Community Safety Group and the landowners of 309 surrounding properties as identified in Attachment 8.3B – Consultation Area and Submitter Locations;
- Detailed information, a 3D video and a community survey available to the public on the City's Engage Perth website;
- An advertisement placed in *The Guardian Newspaper* on 13 September 2016;
- Two (2) Community Information Sessions (4pm-7pm on Thursday 22 September and 4pm-7pm on Tuesday 27 September) at the City Library;
- Attendance at an East Perth Community Safety Group Meeting; and
- Attendance at a meeting with members of the "Haig Park Circle Action Group".

In response to this consultation, a total of 51 submissions were received, including 45 completed surveys. This represents a response rate of approximately 16.5%. Of the responses received, over 80% did not support the proposed concepts. Of the responses that indicated support for the concepts:

- Three supported or strongly supported Concept A;
- Four supported or strongly supported Concept B; and
- Five supported or strongly supported Concept C.

A petition containing 36 signatures was lodged during the consultation period indicating strong objection to all guidelines, proposals and concepts for the site and to the lifting of the restrictive covenant over the site. The petition was formally presented to Council on **22 November 2016**.

### **Financial Implications:**

Any costs attributed to the project relating to the preparation of a scheme amendment to CPS2 and LPS26 in addition to detailed design guidelines, printing, public notices and consultancy would be of approximate cost of \$13,500. This would be accommodated in the 2017/ 2018 budget.

### **Comments:**

#### **Submission Analysis**

The key issues raised in the submissions and the petitions are summarised and analysed in the following section of the report. Further details are contained within:

- Attachment 8.3C – Summary of Submissions
- Attachment 8.3D – Consultation and Issue Analysis

#### **Restrictive Covenant**

17 submissions raised issues in relation to the restrictive covenant over the site, and are summarised as follows:

- *Opposed to the development of the site given the restrictive covenant is in place;*
- *The MRA intended the site to be retained for public car parking and for this reason imposed a covenant over the land – it is inappropriate for the Council to ignore this;*
- *Commercial and residential owners purchased property in the area on the basis of the restrictive covenant and the site being retained as public car parking in perpetuity.*

#### **Administration response:**

It is clear that a significant number of the community had expectations that the site would remain as a public car park in perpetuity. It is also acknowledged that the former EPRA intended the site to remain a public car park. However the planning provisions that the former EPRA put in place and those now applicable under LPS26 do not restrict the use of the site to a public car park, nor prohibit the approval of a use other than a public car park.

The City has previously sought legal advice on the impact of the restrictive covenant on the determination of a development application for the site. This advice indicated that the restrictive covenant is a private agreement and does not form part of the planning framework. Development applications are required to be determined having regard to the matters identified in the Planning and Development (Local Planning Schemes) Regulations 2015 including the aims and provisions of relevant State Planning Policies and local planning schemes. Development in contravention of the restrictive covenant would, however, be grounds for civil action between the parties to the restrictive covenant (currently the MRA and the landowner).

A restrictive covenant is not an effective mechanism for controlling the use of the site, particularly when it conflicts with the applicable local planning scheme provisions. To ensure the retention of the site as a public car park the Council would need to either reclassify the site as a City of Perth Scheme Reserve – Public Purposes (Car Park) and/or purchase the site for market value.

Reclassification of the land as a Reserve for car parking was not supported by Council at its meeting on **10 December 2013**. The report to Council at that time noted that:

*“Reserved land is generally in public ownership. Any reservation of land in a scheme or amendment gives rise to injurious affection compensation under the Planning and Development Act 2005. Lot 70 is in private ownership and any proposed reclassification of the land would need to be discussed with the current landowner and consideration given to compensation by Council.”*

Purchase of the land by the City is not considered equitable or appropriate spending of ratepayer money.

The current use of the site as an at-grade public car park is not considered to be the highest and best use of the site from an urban planning perspective given its inner city location. It is contrary to both the State Government and the City’s planning objectives. These objectives seek to promote:

- Development of a sufficient intensity within the city to reflect its capital city status whilst recognising the individual character and needs of the specific localities within the city;
- Higher density development around core activity centres and public transport nodes; and
- Public transport and other sustainable transport modes over the private vehicle.

The redevelopment of the site for predominately residential use would assist in meeting the State Government’s draft *Central Sub-Regional Planning Framework* (May 2015) housing target for the City of over 16,000 additional dwellings for a metropolitan population of 3.5 million. It would also offer greater housing choice within the locality.

Furthermore, Council has previously supported the development of the site to accommodate a three storey office building and more recently the City’s Administration and Design Advisory Committee supported amended plans for a five storey mixed use development (although the later was not supported by the LDAP based on the proposed built form).

The site’s use and development for purposes other than car parking in accordance with the provisions of LPS26 is therefore supported. It is recommended that the restrictive covenant be lifted following a scheme amendment to CPS2 and LPS26, and appropriate design guidelines for the site being adopted as discussed further in this report.

### **Car Parking and Access**

33 submissions raised concerns in relation to car parking availability and access that are summarised as follows:

- Lack of adequate car parking in the area which will be compounded by the loss of the 49 public car parking bays at the site;
- Loss of public car parking for customers, particularly those travelling from outside the area;
- The use of public car parking within the area is at capacity and redevelopment of the site would exacerbate this and lead to increased competition between customers and residents for car parking bays;
- The development of Perth Stadium will create greater demand for public car parking bays in the area. Businesses will not be able to take full advantage of the influx of people if public car parking numbers are reduced;
- Public car parking should be required as part of any redevelopment; and
- The Council should purchase the site to provide ongoing car parking.

Administration response:

Under LPS26, a car park is a use that falls under the 'Commercial' land use category. Within Precinct EP1, 'Commercial' is a 'Preferred' land use category, as well as 'Retail', 'Permanent' and 'Transient Residential' and 'Community'. A landowner is entitled to lodge a development application for a land use that falls within these categories, including a public car park. However, this would be the landowner's decision and would likely be determined on market demand and financial feasibility.

The demand for public car parking purposes on the site and in the locality has been analysed. There is a total of 1031 public car parking bays within a 400 metre walkable catchment from the site. The 49 public car parking bays on the site represent only 4.7% of the total car parking bays within this 400 metre catchment.

An analysis of City of Perth Parking (CPP) facilities in the area, including the Regal Place Public Car Park (located 50 metres from the site and containing 273 car parking bays), has indicated that there is considerable capacity during peak periods on both weekdays and weekends. In addition, there is capacity at the Regal Place Public Car Park during peak periods when events are held at the WACA sporting ground.

An analysis of commercial on-street car parking bays in the Royal Street area where residential permits are not valid, has indicated that the majority of bays within the area have a low (<20%) or moderate (20-50%) rate of occupancy during ticket restriction hours.

It is therefore concluded that a shortage of public car parking does not currently exist within the area.

It would follow that there should not be a significant impact on on-street parking where residential permits are valid. It is important to note however that while residential permits increase resident access to on-street parking bays, they are not intended to guarantee that this parking will be available or prejudice the needs of commercial facilities. In any case most dwellings in the locality have at least one private off street car parking bay.

Additionally, the provision of car parking associated with any new development on the site would be assessed when a development application is lodged in accordance the State Government's Perth Parking Policy for commercial tenant and public car parking and by the City's CPS2 Parking Policy for residential car parking.



It is acknowledged that at-grade public car parking as close to businesses as possible is the most convenient for customers travelling to the area by car. However, East Perth is an inner-city area with competing pressures on land use. An at-grade car park is not the highest and best use of limited inner city land where a maximum plot ratio of 2:1 is applicable. Development for an alternative higher intensity use (such as residential) may result in higher pedestrian numbers along Royal Street and an increased local customer base.

In relation to the Perth Stadium, the State Government released a Transport Project Definition Plan (PDP) in 2012 that detailed a holistic transport approach for Perth Stadium focussed on patrons arriving by public transport or foot rather than by car. This has led to significant investment in public transport facilities including a train station, two dedicated bus stations and a pedestrian bridge landing at Nelson Avenue, south of the site, to be serviced by buses.

In relation to East Perth public car parking bays, the PDP modelled that approximately 8,000 people would be attracted to 3,200 car parking bays within the area. The existing 49 car parking bays at the site are included in this and represent 1.5% of the total. This minor percentage of bays is not likely to have a major impact on the recommendations on the PDP.

It is acknowledged that while the car parking bays remain available, it is likely that they will be utilised on event days given their proximity to the Perth Stadium. However, given the stated intent of the PDP to focus on public transport to reach the Stadium and the total supply of parking within East Perth and the city generally, the loss of the public parking on this site is unlikely to notably affect movement to and from the Perth Stadium.

Notwithstanding the above, the City's Administration is cognisant that the surrounding areas were developed on the basis that a public car park facility would be provided on this site to service the retail and commercial uses in the area. As such, the community has an expectation that what was promised will be maintained. However, as outlined above the former EPRA created development standards for this site (in terms of plot ratio and land use permissibilities) but did not provide an appropriate planning framework to retain the site for use as a public car park. To complicate the problem further, the State Government sold the site with development potential to a third party, private landowner. This has created a challenging set of circumstances.

Additionally, it is noted that the two previous development applications for the site proposed the retention of all or some of the 49 public car parking bays on site to serve the retail and commercial uses in the immediate area.

The previous planning provisions for the site required a minimum number of visitor bays for residential use being provided based on the R-Code requirements. Accordingly the previous mixed use development proposal proposed 27 car parking bays on site for visitors (of which a minimum of 20 car bays were also made available as free short stay public bays). This is no longer required under the current parking provisions.

The CPS2 Parking Policy does however state that visitor parking should be provided in residential development where it can be expected that existing on-street facilities will not adequately provide for visitors to the development.

Given its location, and the unique set of circumstances outlined above, it is considered that a different approach may be considered in the preparation of standards for this site which the City would not typically replicate elsewhere.

Accordingly, a minimum number of visitor bays for residential use should be provided on site at a rate of one space for each four dwellings, or part thereof in excess of four dwellings, served by a common access. This provision can be incorporated into the specific design guidelines and will assist to reduce the future demand for any on-street parking requirements associated with any development on site.

Additionally, it is considered that a provision may be introduced within the specific design guidelines which states that should fee paying public parking be provided at basement level of any future development on the site, it will be excluded from the plot ratio calculations. This will provide some incentive should the market determine that retaining some or all of the public car parking on site, is a viable option. It is acknowledged that the proposed provision may have implications for the built form outcome including additional height if additional parking is proposed at ground level (albeit sleeved behind proposed dwellings etc.)

### **Development Intensity and Plot Ratio**

21 submissions raised issues in relation to development intensity and appropriate plot ratio that are summarised as follows:

- The maximum plot ratio applicable to the site should be reduced from 2:1 to 1:1;
- The number of dwellings proposed is excessive;
- The density of development and its impact on the character and amenity of the area is of concern;
- There will be an oversupply of apartments in East Perth with three other developments to be constructed;
- Design of apartments should cater for families with limited single bedroom dwellings; and
- The size and quality of apartments should be appropriate to encourage long term residents rather than short and medium term tenants; and
- The planning framework currently permits a 2:1 plot ratio (landowner submission).

### Administration Response

As indicated the maximum plot ratio for the site is 1:1, which can be increased to a maximum of 2:1 if 50% of the excess relevant floor area is dedicated to residential use. This provision applies to all land within Precinct EP1, with similar or greater additional plot ratio applicable in nearby Precincts in the area.

The additional plot ratio for residential use is in accordance with LPS26 principles, specifically 'Critical Mass', which seeks to *'increase the number of residents, businesses and jobs in the city and provide facilities, services, amenities and infrastructure to support ongoing growth'*.

The principle of encouraging residential density within close proximity to services and facilities is also well established within the State Government's planning framework including *Directions 2031 and beyond* (2010), *Activity Centres for Perth and Peel* (2010), *Capital City Planning Framework* (2013), and the draft *Perth and Peel@3.5million* (2016).

A review of the *Claisebrook Village Case Study* released by the MRA in 2012 found that the project was rated as an overwhelming success with the exception that *"with the benefit of twenty years of hindsight, it seems that Claisebrook Village lacks the density to be described as a vibrant urban village"*.

A 2.0:1 plot ratio is in keeping with the State Government's planning framework and would assist to provide the critical mass required to achieve a more vibrant Claisebrook Village Project Area.

Notwithstanding, it is clear from the majority of the submissions received that any redevelopment of the site is contrary to the community's expectation of the site being retained as an at grade public car park in perpetuity.

The challenge for the City is how to apply current planning standards to a large infill site located within close proximity to the city centre, whilst acknowledging the community's expectation and values of the original Claisebrook Village Area.

In this instance, it is considered given the unique circumstances surrounding the site that a reduced plot ratio of 1.5:1 may have merit in the local context and would respond to the community's concerns that the proposed scale and mass of the three design concepts do not respect the existing form and character of the local area and that of the surrounding buildings.

The City's Administration is mindful that the site was previously situated within Precinct EP2: Constitution Street, which has a maximum plot ratio of 1.5:1.0. The land to the south and east of the site also has a maximum plot ratio of 1.5:1.0. On closer analysis it is considered that a plot ratio of 1.5 would accord with the scale of buildings in the immediate area which range in height from two to six storeys. A reduced scale of development on the site would also assist to further minimise the overshadowing of the three properties situated on the southern boundary.

However, a lower plot ratio provision does not in itself necessarily equate to a better urban form outcome as reflected in the LDAP refusal of a five storey mixed use development on the site in November 2013. As such, specific design guidelines are required to guide an appropriate built form outcome. This is discussed further in the report.

In relation to the concerns raised about dwelling diversity and size, when a development application is lodged it would be assessed against the relevant provisions of the CPS2 Residential Design Policy which addresses these matters.

While LPS26 and associated design guidelines control land use, plot ratio and built form, the market ultimately controls supply of apartments. Developments proceed on the basis of market demand and feasibility. This is especially true for larger scale residential developments that generally rely on a level of pre-sales to raise capital for construction.

### **Built Form and Neighbourhood Character and Amenity**

32 submissions raised issues in relation to the built form of the design options and the impact on neighbourhood character and amenity that are summarised as follows:

- The proposed mass and scale of the design options are inappropriate and excessive in relation to surrounding streetscapes;
- The character of the area is defined by buildings of two to four storeys;
- Buildings should be lower:
  - two to four storeys;
  - no higher than the Royal Street Public Car Park;

- High-rise development conflicts with the local village character and will not add to vibrancy;
- The development would conflict with the existing architectural character in the area and would be an eyesore;
- Height above four storeys should be designed to respond to the high level of visibility the site has with appropriate design excellence;
- Existing street setbacks of three to four metres in Haig Park Circle should be reflected in new development;
- Loss of amenity, ambience and desirability of the area as a result of the development;
- Development would result in overshadowing and impact upon the natural light and privacy of adjacent residences and their views of the city skyline;
- There should be no discretion within the Design Guidelines for discretion to vary plot ratio and built form provisions; and
- Higher scale of development is supported as proposed to enhance the vitality of the area and support local businesses. (landowner submission).

### Administration Response

The proposed design concepts were provided to determine appropriate bulk and scale that maintains and/or enhances existing levels of amenity in the area. They would deliver this by:

- Building heights and setbacks that respond to the form of surrounding development, break up the building mass and scale and provide adjacent residential development with appropriate levels of privacy, daylight and ventilation;
- Incorporation of a pedestrian connection through the site to Royal Street;
- Incorporation of a central public space;
- Screening the rear drop off areas of the a Royal Street commercial land uses; and
- Integration of the existing Western Power sub-station into the development so that its impact is minimised.

The building form of Concept C was broken into four distinguishable elements: the eastern building (four storeys); the western podium (three storeys); the western tower element (nine storeys); and the central open space and pedestrian connection.

The heights and setbacks of both the eastern building and the western podium were carefully considered to respond to adjacent development. The required podium and eastern building would continue the three to four storey streetscape along Haig Park Circle, with the majority of the height located adjacent to Plain Street and consistent with the height of recent development and approvals along this street. To limit the impact of the tower element on the surrounding streetscapes, it proposed a small footprint relative to the size of the site. In addition, it was setback from Haig Park Circle between four and 11 metres.

It is acknowledged that the nine storey element of the western building would be taller than existing built form within the immediately adjoining residential streets. However there are a number of existing developments and development approvals adjacent to Plain Street and within the broader East Perth area of similar scale. These include:

- A number of six storey buildings adjacent to Claisebrook Cove;
- An eight storey building at 29 Trafalgar Road (Upper Eastside Apartments);
- The six storey Regal Place Public Car Park at 81-95 Regal Place;
- A number of six to eight storey buildings in Bronte and Wickham Streets;
- A nine storey building at 9 Tully Rd recently approved; and

- A nine storey building at 34 East Parade recently approved.

The additional building height proposed on the Plain Street frontage, would reinforce the strong north and south connections of the street. It would therefore be appropriate that the design guidelines note this and require the development, and particularly the tower element, to be of an appropriately high standard of design quality.

An analysis of the overshadowing impacts of the three design options was undertaken and the overshadowing created by Concept C is considered to be reasonable for an inner city location. A level of overshadowing should be anticipated between May and July when the shadows are at their longest. For the remainder of the year overshadowing would extend to three dwellings at the western end of Haig Park Circle for between two to three hours a day for four months as indicated in Attachment 8.3E.

Development in accordance with Concept C would be well separated from existing residential properties in Haig Park Circle (minimum 14 metres) so that these properties would retain appropriate levels of privacy and daylight.

Notwithstanding, it is considered that a plot ratio of 1.5:1 would further address the community concerns in terms of reducing the overall scale of the buildings akin to that of the adjacent properties. It would also minimise overshadowing on the adjacent three dwellings situated on the southern boundary of the site.

Given the community concerns and the detailed analysis that has been undertaken to arrive at the built form concepts for the site, it is recommended a scheme amendment to CPS2 and LPS26 be undertaken to provide a mechanism to prescribe development standards for the site to deliver appropriate built form outcomes. This may be in the form of introducing a Special Control Area over the site and would ensure strict adherence to the building height and setback provisions and would provide a level of certainty for the landowner and the surrounding community.

### **Architectural Design and Detail**

Seven submissions raised issues in relation to architectural design and related elements of the materials and detailing. These are summarised as follows:

- *Architectural design of the options lack interest, imagination and diversity;*
- *External materials should be consistent with existing development in the area; and*
- *No public art is proposed.*

### **Administration Response**

The concepts were prepared to provide an idea of the possible bulk and scale of future development on the site. They were detailed to provide a sense of realism, but this detailing will not necessarily reflect the actual development on the site.

The design detail and an indication of materials would be proposed by the landowner as part of a development application. The application and this level of detail would then be assessed by the Administration and the City's Design Advisory Committee and determined by either the Council or the Local Development Assessment Panel (LDAP).

The South Cove Design Guidelines contain provisions relating to building design, character and articulation generally and for specific sites (but not the subject site). They suggest that *'building forms should reflect an innovative and contemporary interpretation of Perth architecture utilising a rich palette of materials'*. Specific design guidelines for the subject site would draw upon this and have regard to the architectural character of development on surrounding sites. Importantly they should provide future developers/designers with a level of flexibility to achieve a high quality design and innovation whilst ensuring that community amenity and character is maintained and enhanced.

The City does not require the provision of public art in new developments. However if the applicant should wish to provide public art on the site this would be considered as part of the development application.

### **Traffic Movement**

Seven submissions raised issues in relation to traffic movement that are summarised as follows:

- Issues with commercial vehicle manoeuvring within the development including loading, unloading and waste collection need to be addressed;
- The development will lead to increased traffic on local streets and congestion on Plain and Royal Streets; and
- Access to and from Sovereign Close needs further consideration.

### Administration Response

The concepts allow for vehicular access from Sovereign Close and it is intended that the design guidelines would prescribe vehicular access points to the site. Based on the feedback received, a secondary access point from Haig Park Circle can be nominated, consistent with existing access arrangements to the car parking facility. This would assist the movement of vehicles accessing the future development, but final approval would be subject to a Traffic Impact Assessment (TIA) which will be required as part of the development approval process. The TIA would include details of commercial vehicle manoeuvring and loading requirements (including for waste collection), as well as:

- the traffic generation of the proposed development on the surrounding road network and nearby intersections; and
- whether an alternative vehicular access to the site via Plain Street may be a more appropriate option.

While waste storage and waste collection from the site would be considered as part of the development application process, any development approval would be subject to the lodgement of a Waste Management Plan for the approval of the City. This would address issues such as location and size of bins stores and collection points.

### **Public Space**

Six submissions raised issues in relation to the proposed public space indicated within the identified design options and they are summarised as follows:

- The locality is already well served by open space and the additional space would be underutilised;

- Open space is a priority;
- The public space would be overshadowed by the proposed buildings. A redesign to allow solar access year round is suggested; and
- Detailed design aspects such as level changes, stairs, ramps and materiality need to be addressed.

### Administration Response

The concepts were designed in accordance with the LPS26 scheme principles in order to deliver development that is appropriate to the Claisebrook Village neighbourhood.

Within the Claisebrook Village Area there is a network of 'pocket parks' – small areas of green open space. Concept C, proposed a public space of approximately 480m<sup>2</sup> to add to this network of spaces and provide an additional amenity for adjacent residents. The public space would also provide significant separation between existing residential development in Haig Park Circle and any new development on the site and provide pedestrian access through the site to Royal Street.

An analysis of the overshadowing of the public space has been undertaken. In an inner city location moderate to high levels of sunlight penetration into public spaces in the middle of the day (10am to 2pm) between August and April is considered desirable. Moderate to high levels of sunlight penetration will be achieved in the public space between October and February. It is acknowledged that at other times sunlight penetration will be less. However the location of the public space on the southern edge of the site delivers other benefits such as assured separation between, and an attractive outlook for, dwellings. With good design and appropriate plant choices that enjoy partial shade, the space can provide a high quality environment for public use.

It is acknowledged that any public space would also need to be designed to accommodate universal access.

### **Community Opposition and Consultation**

Six submissions noted the community's ongoing opposition to the proposal and the consultation process and are summarised as follows:

- Strong community objections to previous proposals for development of the site are being ignored by the Council;
- The design options were prepared without consideration of community views and expectations;
- There has been a lack of community involvement and consultation in the preparation of the design options; and
- The questionnaire is biased with three options which exclude public car parking.

### Administration Response

The concepts were prepared to inform the recently completed preliminary community consultation process to guide the preparation of design guidelines. The concepts were designed to address community concerns previously expressed in relation to built form and scale and neighbourhood character and amenity.

Following a review of submissions and further analysis of the site, additional modelling of alternative design concepts has been undertaken by the City based on a reduced plot ratio of 1.5:1.0. This is discussed further in the report.

The community will be provided with a further opportunity to comment on the draft design guidelines and the proposed scheme amendment during the formal public advertising period.

The reserving of the site as a public car park was previously considered by the Council in 2013 and not supported. For this reason public car parking was not included in the concepts, although it is a permitted use on the site which could be considered by the Council if proposed by the landowner as part of a development application.

### **Construction Works**

Four submissions raised concern about disturbance of local amenity during construction and are summarised as follows:

- Noise created during construction will affect business;
- Vehicular access to Haig Park Circle will be disrupted during construction; and
- Adverse impact on business owners with changes to car parking during construction.

### Administration Response

The developer would be required to lodge a construction management plan as a condition of any development approval issued and this would need to be approved prior to construction commencing on site. This plan would address issues such as noise, hours of operation and traffic management in line with relevant legislation and to ensure minimal impact on the amenity of adjacent residents and businesses.

### **Overview of Submissions**

The majority of the submissions expressed opposition to development on the site.

Whilst specific comments in the submissions on the concepts were limited, Concepts B and C received the greatest level of support as they were considered to provide the most appropriate scale and form, more in keeping with the surrounding building heights. Concept C was preferred by a small margin. The landowner's submission indicated support for Concept A as it would enable a more efficient build with greater amenity and outlook opportunities and a more feasible development.

As indicated earlier, out of the three concepts originally proposed with a plot ratio of 2.0:1.0, Concept C was preferred by the City's Administration as the building configuration allows for:

- an eastern building that assists in screening commercial tenancies;
- increased setbacks from Haig Park Circle, reducing the tower's visual impact on the street and residential properties to the south; and
- a taller slender tower will reduced over-shadowing to the south;
- an increased feeling of openness from Haig Park Circle and the proposed public space; and



- appropriate incorporation of the existing electrical sub-station on site;

Please refer to Attachments 8.3E and 8.3F.

The maximum building height in Concept A, whilst enabling the delivery of more amenities at ground level, is not supported as it exceeds existing and approved building heights along Plain Street and in East Perth generally.

Based on the planning rationale above it is considered that Concept C is the most appropriate built form outcome should the Council wish to retain the current plot ratio provisions for the site.

### **Alternative Concepts**

It is clear from the submissions received that the local community had expectations that the site would remain as a car park in perpetuity and that it would not be developed for any other purposes. Furthermore, there is concern the proposed scale and bulk illustrated in the three concepts will have a detrimental impact on the character and amenity of the locality.

Due to the unique set of circumstances surrounding the site, in addition to the large lot size of 2233m<sup>2</sup>, further consideration was given to reducing the plot ratio to 1.5:1 in order to reduce the development intensity on the site. A plot ratio of 1.5:1 on the site would equate to approximately 3,349.5m<sup>2</sup> of permitted floor area. This being approximately 1,116.5m<sup>2</sup> less of floor area than what would be permitted under the existing plot ratio provisions.

Additional analysis and modelling was undertaken on the site to review three possible built form outcomes with a plot ratio of 1.5:1.0, which are provided in Attachment 8.3G. Each scenario illustrates an eastern side building with a maximum height of three storeys. A three storey podium is proposed on the western side for each scenario but Concept D has a 5 metre setback above the podium level and results in a five storey building. Concept E has setbacks above the podium similar to Concept C and results in a six storey building. Concept F has a 2 metre setback above the podium level and accommodates a four storey building.

In view of the above, it is considered that any additional height above podium level on the western building should address Plain Street and be setback a minimum of 5 metres from Haig Park Circle, in order to reduce the built form impact on the street and residential properties to the south. However, this setback may be reduced down to 2 metres provided the proposed design demonstrates a high quality built form outcome which will not detract from the amenity of the surrounding properties.

Each concept also illustrates a two metre front setback from Haig Park Circle (south) in order to provide some continuity within the existing streetscape.

Additionally, given the lot frontage along Haig Park Circle (south) being over 84 metres in width, it is considered essential that a pedestrian access way (PAW) be required to assist to break up the overall horizontal building massing of any future development of the site. This will also assist to maintaining pedestrian connectivity through the site regardless of the allocated plot ratio. A truncation at the Haig Park Circle side may also be required to reduce any potential 'canyon' effect. It is considered however unreasonable to require the provision of a large central open space area (as is proposed for the original three concepts) should the plot ratio on site be reduced.

It may also be argued that due to the proposed reduced scale of development, a large central open space area is not a critical design element to maintain the feeling of openness or to reduce overshadowing as it is for the original concepts. The additional modelling does demonstrate that a reduced scale of development will further minimise the impact of overshadowing of the properties situated to the south of the site as shown in Attachment 8.3H. It is also acknowledged that a number of respondents did not support the provision of a small pocket park on the site.

Should Council consider it appropriate to reduce the plot ratio on site to 1.5:1 it is essential that the design principles outlined below be adopted:

- an 8 metre wide (minimum) pedestrian access way;
- a 2 metre minimum front setback from Haig Park Circle;
- a three storey podium to be provided on the western side with any additional height to address Plain Street and be setback a minimum of 5 metres from Haig Park Circle and the PAW. This setback may be reduced down to 2 metres provided any proposed development demonstrates a high quality built form outcome which will not detract from the amenity of the surrounding properties;
- residential development to address Haig Park Circle and consideration be given to any potential commercial or retail tenancy to front Plain Street;
- restricting the building height on the eastern side to three storeys;
- minimal overshadowing of adjacent residential properties;
- specify building design which incorporates passive surveillance of adjoining streets and the pedestrian access way; and ensures appropriate levels of privacy, noise attenuation and general amenity for surrounding residents and occupants of the development.
- require development to be of an appropriate high design quality and fine grain detailing which makes a positive contribution to the character of the locality and to the sky line;
- incorporation of the existing electrical sub-station on site (pending discussions with Western Power);
- car parking to be provided at the basement level with access via Sovereign Close, with possible secondary vehicular access from Haig Park Circle (east);
- any additional parking may be considered at the ground level only if sleeved behind commercial/retail tenancy and/or dwellings; and
- a limited amount of visitor parking for residential use and service bays to be provided on site.

LPS26 Policy 1.1 – Claisebrook Village Project Area requires buildings to respect the scale of the street and recognises that throughout most of East Perth, building will be required to be two to four storeys in height, depending on location.

It is considered that any future development based on the above design principles and requirements will provide a good built form outcome which respects the existing scale and rhythm of development within the immediate locality and accords with the objectives of the Claisebrook Village Project Area.

### **Review of Land Uses**

All the concepts propose residential use facing Haig Park Circle at street level. An amendment to LPS26 would be required to permit this.

A review the land use table within the LPS26 – Precinct EP1 - Claisebrook Inlet in relation to the site may also be appropriate to consider whether to reclassify all land uses other than ‘Permanent Residential’ as ‘Contemplated’ Uses, to ensure a high standard of design and avoid potential conflict with the existing residential uses in Haig Park Circle.

The land uses which are currently ‘Preferred’ Uses and would be affected by this proposal are ‘Commercial’, ‘Retail’, ‘Transient Residential’ and ‘Community’. It is acknowledged that whilst a commercial or retail tenancy may be appropriate addressing Plain Street - only permanent residential should be permitted to front Haig Park Circle.

This is also considered to be a more balanced approach given that all the above uses are ‘Prohibited’ with the exception of ‘Transient Residential’ and ‘Community’ which are ‘Contemplated’ Uses and ‘Permanent Residential’ which is a ‘Preferred’ Use in the adjoining Precinct EP2: Constitution Street, situated to the south of the site.

## **Conclusion**

It is acknowledged that any infill development over such a large site which was originally intended to remain a public car park is unlikely to be supported by the majority of landowners situated within close proximity to the site. This is evident with over 80 per cent of the respondents from the 51 submissions received not supporting any the three proposed concepts.

The City is in an invidious position of trying to reconcile the local community’s values and expectations of the Claisebrook’s “urban village”, whilst at the same time acknowledging the current use of the site as an at-grade public car park is not considered to be the highest and best use of the site from an urban planning perspective given its inner city location.

This matter has been extensively researched and considered. It is acknowledged that under normal circumstances the redevelopment of the site in accordance with Concept C and to the maximum 2:1 plot ratio applicable would be appropriate and in accordance with the State Government’s and the City’s planning framework.

Notwithstanding the above, it is considered that there is a unique set of circumstances that warrants a different approach on this site.

A development with a maximum plot ratio of 1.5:1.0, demonstrating the key design principles outlined above will achieve a good built form outcome at a scale in keeping with development in the immediate area, whilst contributing to the State Government’s and the City’s planning objectives to provide for greater diversity in housing stock and vibrancy in the inner city.

On balance, it is considered a less intensive development on site as proposed in the alternative Concept D would strike a balance between realistic development of the site and the protection of the character of the locality and amenity of adjacent dwellings and as such should be supported.

On the basis of the above, the preparation of a scheme amendment is required to the CPS2 and the LPS26 to:

- reduce the plot ratio from 2.0:1.0 to 1.5:1.0;

- address the appropriate land use permissibilities on site with only 'Permanent Residential' Use being a 'Preferred' Use and the remaining uses to be 'Contemplated'; and
- deliver specific design guidelines for the site based on the key planning principles illustrated in the alternative Concept D.

This approach will provide the community with increased certainty in relation to appropriate land uses, the arrangement of built form, provision of high level of quality design and detailing, appropriate building heights and setbacks, vehicular access and the provision of a pedestrian link.

A draft scheme amendment and site specific design guidelines will be presented to the Council for initiation and approval for formal advertising to the community. A complex amendment process may take 18 months or longer and will require Ministerial approval, prior to being published in the Government Gazette. It would be appropriate at this time for the restrictive covenant to be lifted.

While it is recognised that any development of the site will bring about change in the immediate locality, the City's Administration is committed to ensuring that any development of the site contributes to the sustainability, liveability, safety and vitality of the East Perth Area.

Furthermore, the City's Administration is cognisant of the lesson learned and the need to ensure that any future transitioning arrangements for the remaining areas of the MRA yet to be 'normalised', resolve any outstanding planning matters so as not to replicate this current unwieldy situation.

# Design Principles And Concepts

Lot 70 Haig Park Circle, East Perth



Lot 70 Haig Park Circle, East Perth (the site) is currently operated as an open air public car park accommodating 49 car bays.

Under the Planning Scheme, the site is capable of being redeveloped however no design guidance is provided to ensure that any future development produces good design outcomes, responds to the site's context and enhances the East Perth neighbourhood. The City of Perth is therefore investigating the preparation of Design Guidelines for the site. These guidelines will be used to inform and guide the assessment of any future Development Application over the site.

The following information boards explain the history of the site, analyse the neighbourhood context and set out a series of Design Principles for incorporation into the Design Guidelines. These principles have been used to prepare 3 Design Concepts that we would like your feedback on.

The City is committed to ensuring that any development of the site contributes to the sustainability, liveability, safety and vitality of the East Perth Area.



## HISTORY

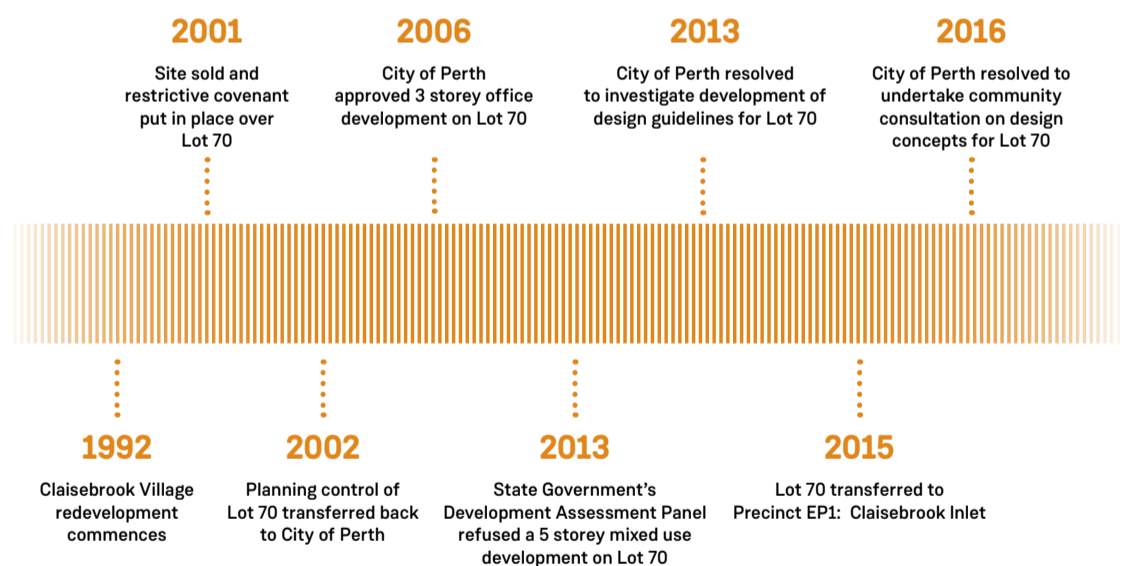
Lot 70 Haig Park Circle was sold by the East Perth Redevelopment Authority (EPRA) to a private landowner in 2001. At this time, it was considered important to use the site as a car park to provide access to Royal Street town centre and Claisebrook Cove and support the development of local businesses. A private agreement (restrictive covenant) between EPRA and the purchaser was therefore put in place to restrict its use to car parking. Its use however was not restricted under the Planning Scheme.

In 2002, planning control over the site was transferred from EPRA back to the City of Perth.

Two development applications have been lodged over the site. In 2006, the City of Perth Council approved a 3 storey office development, and in 2013, the State Government's Development Assessment Panel refused a 5 storey mixed use development on the grounds that *"the proposed development does not respect the scale, form and character of the local area and that of surrounding buildings."*

In 2015, changes to the Planning Scheme were made which saw the site and two other lots to the north transferred from Precinct EP 2: Constitution Street to Precinct EP1: Claisebrook Inlet.

Given the development potential of the site under the Planning Scheme but the lack of guidance in terms of design outcomes, the City decided to investigate the development of Design Guidelines for the site and to undertake community consultation on three Design Concepts to inform their intent.



Development Application 2006



Development Application 2013

## Current Planning Controls

Under the Planning Scheme, the site is capable of being redeveloped for commercial, retail, community and residential uses. The site has a maximum plot ratio of 1.0:1.0 however this may be increased to 2.0:1 provided that a substantial component of the development is residential in use.

\*A plot ratio of 2:1 means you can build over twice the amount of available land area.

# STATE PLANNING FRAMEWORK

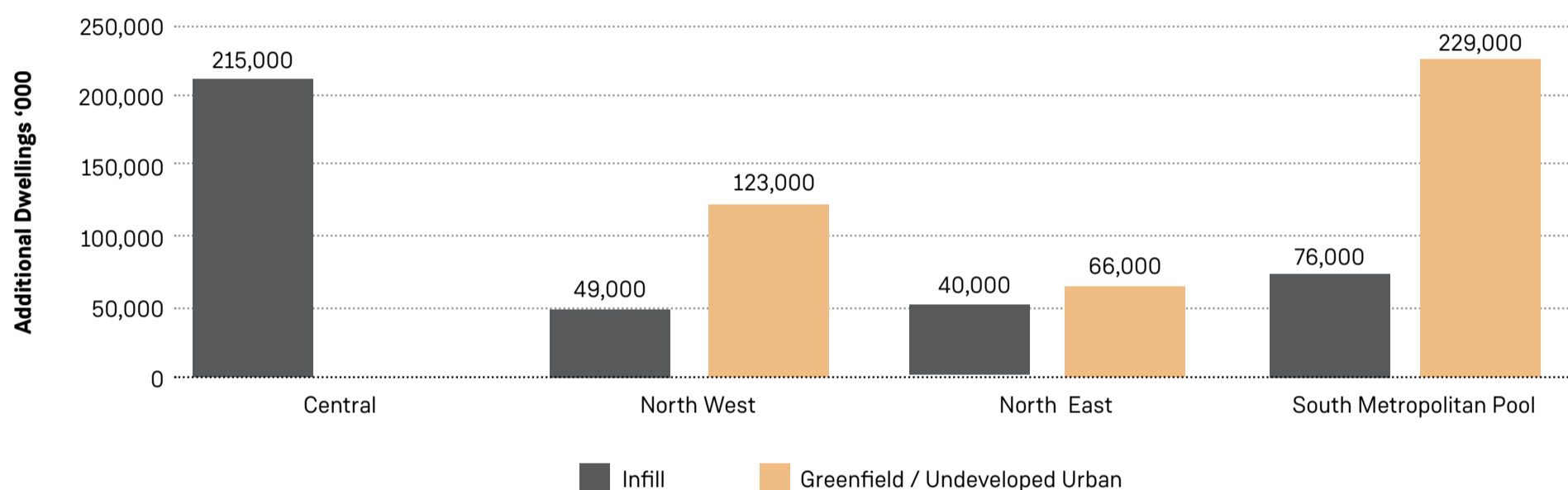
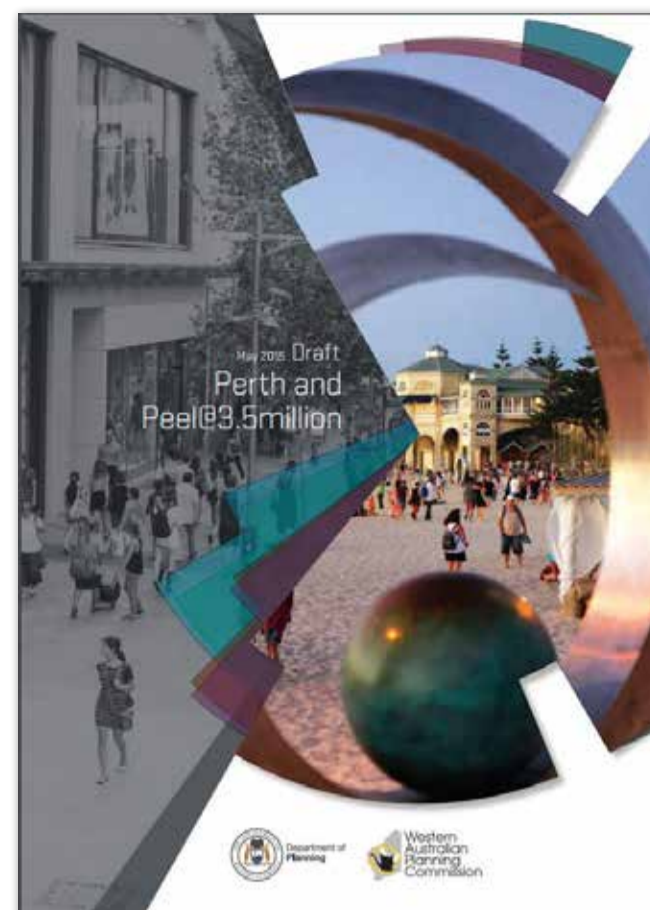
34 years after the redevelopment of East Perth, our city and the State are vastly different places. Future development needs to be carefully considered to respond to new challenges.

In 2015, the Department of Planning released Perth and Peel @ 3.5 Million, a strategic plan for the growth of the metropolitan region.

This plan seeks to:

- **Accommodate significant population growth** – an additional 1.5 million people by 2050;
- **Improve current infill development and manage greenfield development** – lift the rate of quality inner city housing to 47% of all new dwellings (currently 28%);
- **Achieve a connected city growth pattern** – reduce car dependency and congestion by placing housing close to public transport, services and facilities;
- **Increase housing diversity and affordability** – provide greater housing choice for an aging and diverse population (currently 78% of housing supply is detached houses); and
- **Protect our environment** – reduce development pressure on the Swan Coastal Plain by providing sustainable development in existing urban areas.

The Central sub-region, in which the City of Perth is located, is expected to accommodate 215,000 new infill dwellings.



# CLAISEBROOK VILLAGE CASE STUDY

As the redevelopment of East Perth matures, we are able to look back on the outcomes strengths and weaknesses of Claisebrook Village, to help inform future strategies to make it a better place to live, work and visit.

In 2012, the Metropolitan Redevelopment Authority released a document that summarised the views of community groups, industry experts, consultants, key government figures and staff about the East Perth redevelopment. The project was rated as an overwhelming success, however one major weakness was consistently raised:

***“With the benefit of twenty years hindsight, it seems Claisebrook Village lacks the density to be described as a vibrant urban village. Yet there are still sites to be redeveloped so densities are slowly growing and the streets are gradually becoming more vibrant.”***

## Critical Mass + Sense of Place:

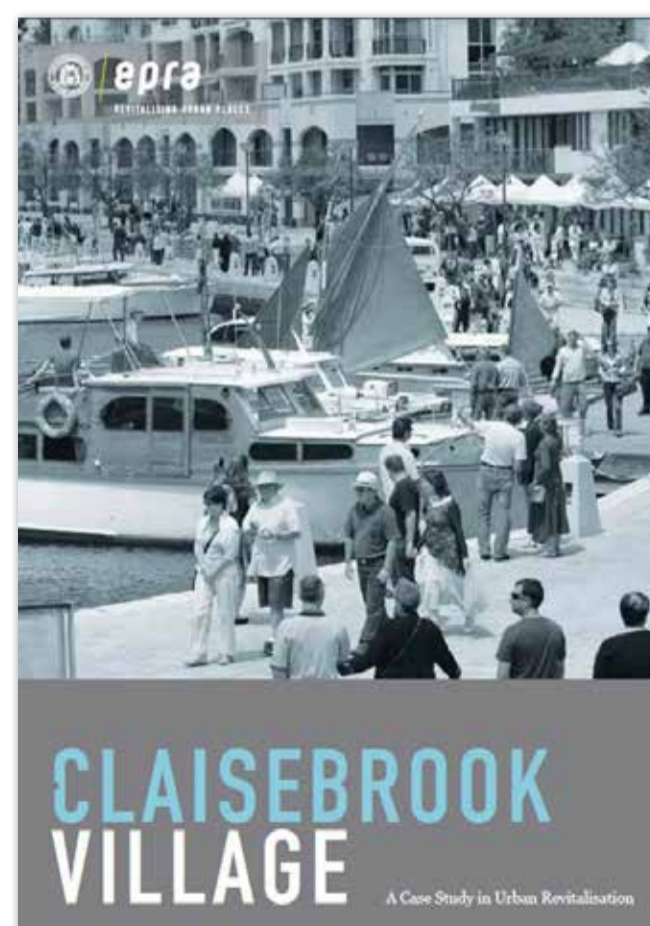
*“There is a sense that the redevelopment is underpopulated. To some degree this compromised the vision of Claisebrook as an urban village...with hindsight higher density and more vibrant retail and commercial uses were needed.”*

## Enhanced Connectivity:

*“Claisebrook Village is perfectly located to reduce car reliance...but the key lessons are that reducing car reliance requires tighter parking controls and coordination between agencies to create alternative services”*

## Economic Well-Being

*“...small retailers in the area have struggled – the health of the local business environment suffered and there has been a high turnover of businesses along Royal Street. A small supermarket did establish around 2007, and its presence appears to have acted as a catalyst for other conveniences...”*



*It is clear that we have the opportunity to continually improve the East Perth neighbourhood as it evolves in the future.*

# NEIGHBOURHOOD CONTEXT

The development of the site provides an opportunity to contribute towards the State Government's infill housing targets as well as support local businesses and improve the vibrancy of the East Perth area.

It is important however that any infill development is done well and:

1. Contributes to the amenity of the area;
2. Incorporates a mix of uses appropriate to the location; and
3. Champions high design standards.

This section analyses the East Perth neighbourhood based on its amenity, accessibility and land use.

## Amenity

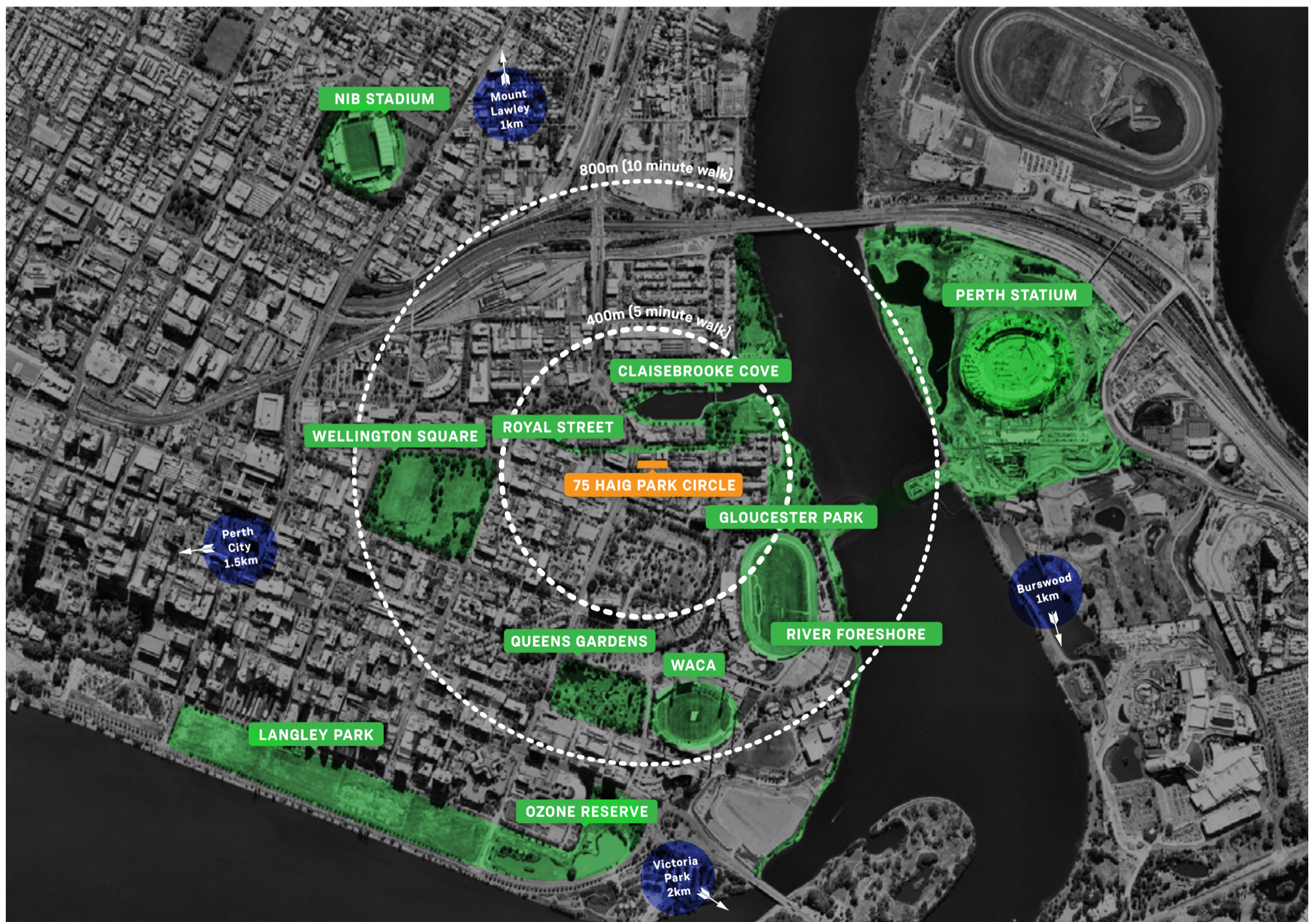
Higher density living usually comes in the form of apartments, which contain less private open space to enjoy. This reduction in private open space can however be offset by high quality public spaces within easy access of apartments.

Within a 5 and 10 minute walk of the site are some of Perth's best public spaces including the foreshore, Claisebrook Cove and Queens Gardens. Access to green space will be further improved through a pedestrian bridge to the new Perth stadium parklands. The neighbourhood also has great accessibility to some of our best urban streets, including Royal Street in East Perth, Albany Highway in Victoria Park and Beaufort Street in Mt Lawley.

East Perth also has a variety of small green spaces that create a pleasant outlook from residential properties, break up building mass and improve the amenity of the area.

The design of the streets in East Perth is also carefully managed, with building heights and setbacks used to frame streets and public space and ensure a consistent streetscape.

Within the East Perth area development is generally 2 - 4 storeys in height however along East Parade and within the area east of Wellington Square, there has been a number of recent approvals for residential developments varying in height from 6 to 12 storeys.



## Accessibility

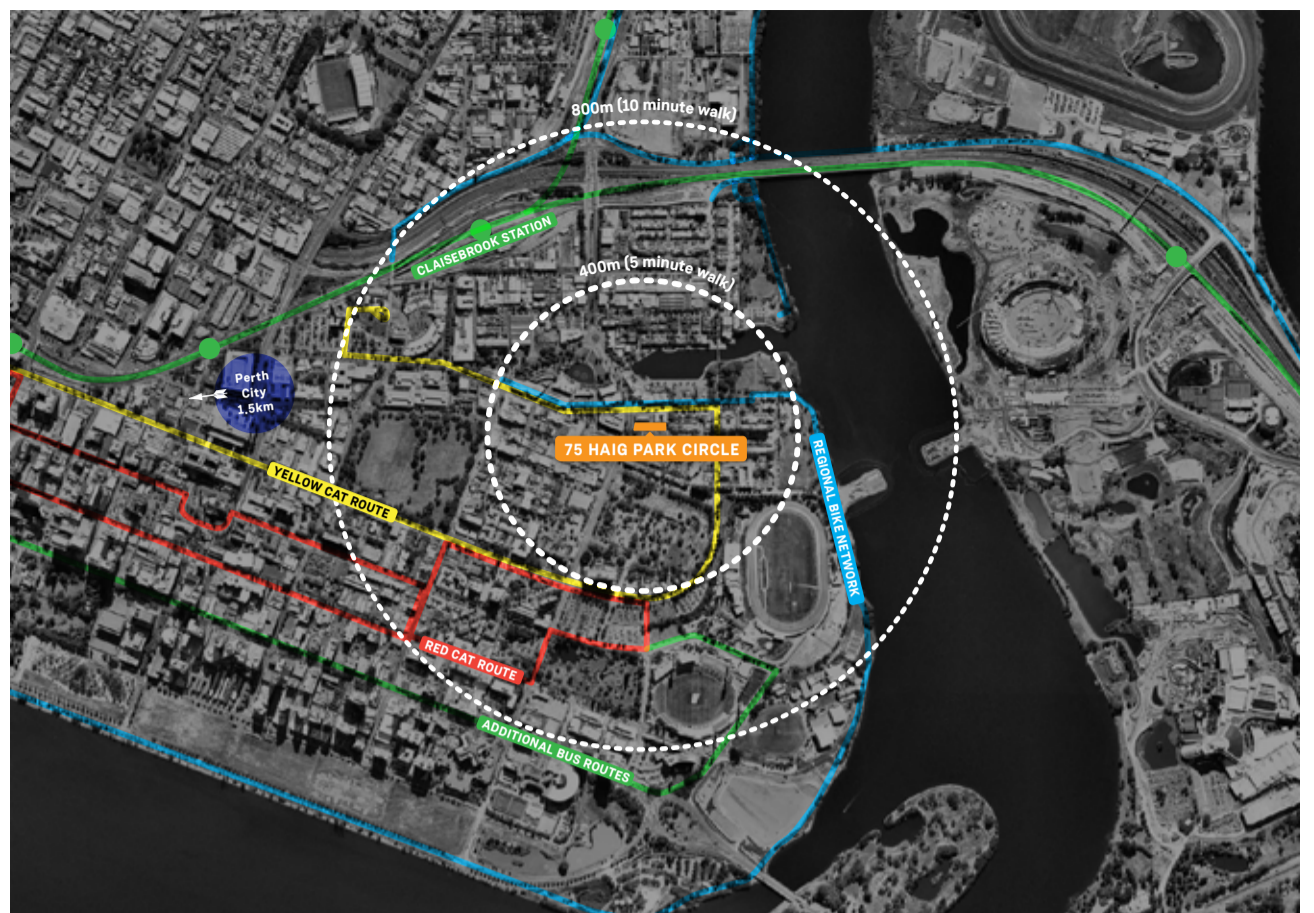
The East Perth neighbourhood benefits from significant transport options, including the ability to walk, cycle and take public transport to surrounding areas. This includes infrastructure such as a regional bike path, free CAT bus services to the city and West Perth, Transperth bus services along Adelaide Terrace and the Claisebrook train station.

East Perth has been developed under the principles of walkability, with small pedestrian ways providing 'shortcuts' through the neighbourhood and connecting housing to important areas of amenity.

This provides the opportunity for a number of trips to be taken by sustainable transport options.

Sufficient parking is also provided within close proximity of the site to provide for visitors travelling by car to local businesses and residents. Within 50 metres of the site, there is a multi-storey public carpark providing 289 bays and within 400 metres of the site, there are 676 on-street car parking bays.

An analysis of the occupancy of this car-parking has confirmed there is sufficient capacity within the area.



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## Land Use

Neighbourhoods work best when they offer a mix of land uses. This allows the distance between home, services and facilities to be reduced, making walking and cycling a viable option.

East Perth has been designed on these principles, with the Royal Street town centre offering local conveniences, retail and employment to the neighbourhood.





# DESIGN PRINCIPLES

The current planning controls acknowledge that the site is appropriate for development. What is lacking however are guidelines to ensure that any future development produces good design outcomes, responds to the site's context and enhances the East Perth neighbourhood.

The following design principles are proposed for the site taking into consideration the design principles that guided the development of Claisebrook Village (critical mass, places for people, connectivity, quality design and diversity). Local photographic examples provide an idea of how these could be implemented.

## Land Uses

- The development of the site should be residential rich.
- The location of uses on the site should respond to the existing character of the area, with residential uses fronting Haig Park Circle and commercial uses fronting Plain Street.

## Places for People

- Green public space should be created on the site to contribute to the green public space network within the area and improve the outlook for adjoining properties.

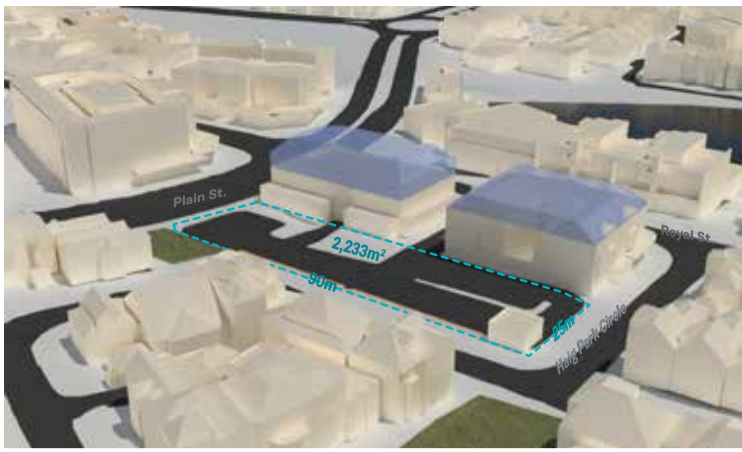
## Connectivity

- A pedestrian connection should be provided through the site linking Orchard Way with Royal Street through an extension of Sovereign Close. This will improve the walkability of the neighbourhood and enhance the connection between businesses and local residents.

## Quality Design

- The development of the site should be broken up to minimize building bulk and respond to the grain of surrounding development.
- The development should respond to the scale of surrounding development and should step down towards Haig Park Circle to acknowledge the 3 storey development on the opposite side of the road, step up toward Royal Street, and place the majority of building height on Plain Street.
- Carparking should be located in the basement of the development with access from Sovereign Close to minimise any increase in traffic on Haig Park Circle.
- The Western Power substation should be integrated into the development of the site where possible to minimise its impact on the streetscape.
- The development of the site should screen the back of the development fronting Royal Street.
- Buildings should be designed with slight variations, enhancing the architectural character of East Perth. This adds interest to the street for the pedestrian and avoids creating long stretches of large, monotonous buildings.

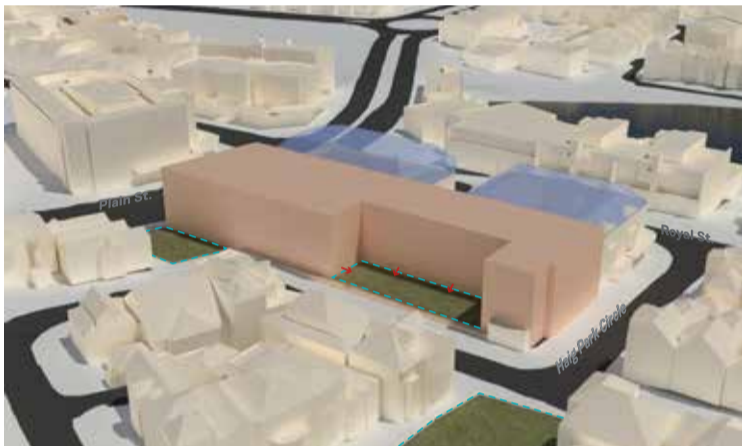
**Note:** the current development potential of the lots to the north is also shown.



Current site



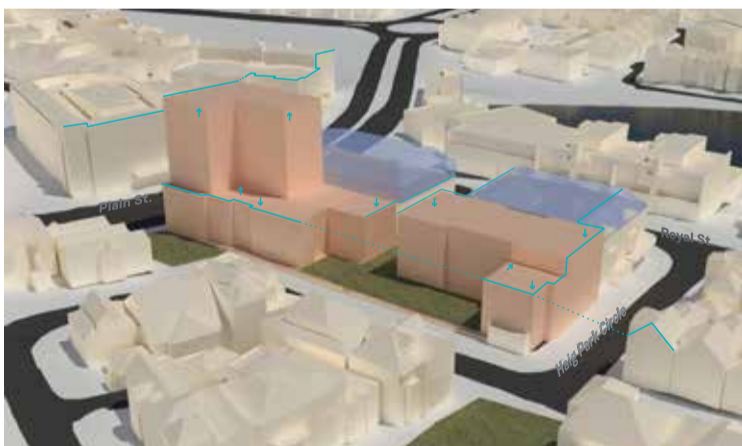
Location of land-uses



Creation of green space



Pedestrian connection and breaking up development



Consistency in street scape



Diversity of building form



# CONCEPT OPTIONS

Through using the proposed Design Principles, three Design Concepts have been developed for the site. Each concept includes:

- A plot ratio of 2:1, as per the current Planning Scheme provisions;
- A lower scale of development along Haig Park Circle with additional height setback from the street;
- An area of green public space; and
- A pedestrian connection through Sovereign Place to Royal Street.

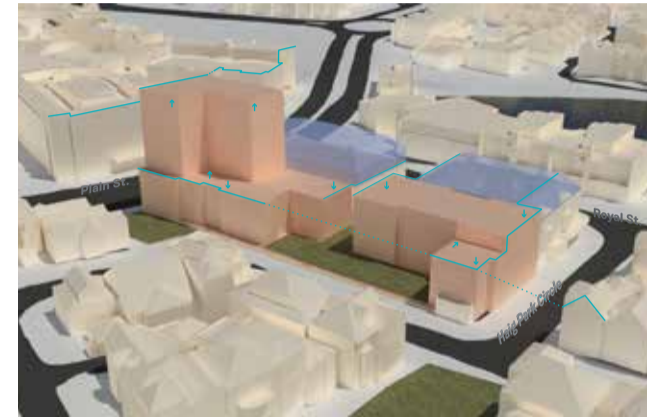
The most significant difference between the options is the height of the buildings, their relationship to the street and the extent of green public space. Option 3 is the City of Perth's preferred option, due to its ability to demonstrate quality design and diversity within its building form.



Current site



Creation of green space



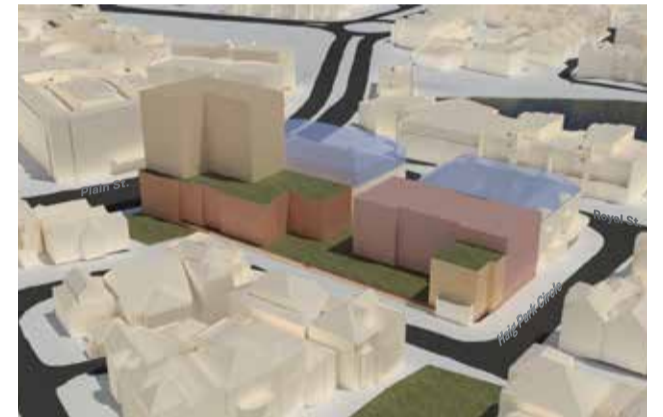
Consistency in street scape



Location of land-uses



Pedestrian connection and breaking up development



Diversity of building form

## CONCEPT 1

Concept 1 includes a significant area of green public space to maintain a feeling of openness from Haig Park Circle. The trade off for such a large proportion of the site being undeveloped is significant building height of 14 storeys, which may be considered out of character. In addition, the development would not improve the outlook to 'back of house' commercial tenancies on the east of the site.

### PROS

- Larger green space
- Increased 'openness'
- Increased view / sight lines

### CONS

- Significant building height
- No screening of commercial tenancies to the east
- No integration of electrical substation

## CONCEPT 1



**Note:** the current development potential of the lots to the north is also shown on all design visualisations.



Haig Park Circle looking west



Haig Park Circle looking north



Plain Street looking south

## CONCEPT 2

Concept 2 reduces the area of green public space and breaks up the bulk of the development by including a building on the eastern portion of the site. This building allows screening of commercial tenancies as well as the integration of the electrical substation into the development. Due to the additional site coverage, the height of the building on the western portion of the site can be reduced to 8 storeys.

### PROS

- Reduced height of western building
- Screening of commercial tenancies to the east
- Development above substation
- Framing of green space and Royal Street connection

### CONS

- Smaller green space
- Reduced 'openness'
- Broad 8 storey building



Haig Park Circle looking west



Haig Park Circle looking north



Plain Street looking south

## CONCEPT 3

Concept 3 refines the taller building on the western portion of the site to reduce its breadth and create a more slender appearance. To facilitate this refinement, the building's height is increased to nine storeys and setbacks are reduced on Plain Street. This option is the City of Perth's preferred approach to developing the site due to the public benefits achieved.

### PROS

- Slender 9 storey building
- Screening of commercial tenancies to the east
- Development above substation
- Framing of green space + Royal Street connection

### CONS

- Slightly taller western building
- Smaller green space
- Reduced 'openness'



Haig Park Circle looking west



Haig Park Circle looking north



Plain Street looking south



Consultation Area and Submitter Locations

17/11/2016

1:3000

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**ATTACHMENT C – SUMMARY OF SUBMISSIONS**

**Haig Park Circle Preliminary Consultation**

**Submission Summary Table**

**Question No. and Details**

**Q1 What best describes your interest in the future development of Lot 70 Haig Park Circle, East Perth?**

**Q2 Please indicate your level of support for the Design Concepts for the site.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

Concept 1

Concept 2

Concept 3

**Q3 Please provide reasons below as to your level of support of the Design Concepts.**

**Please indicate your level of support for the following proposed Design Principles for the future development of the site**

**Land Uses**

**Q4a The development of the site should be residential rich.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

**Q4b The location of uses on the site should respond to the existing character of the area, with residential uses fronting Haig Park Circle and commercial uses fronting Plain Street.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

### **Places for People**

**Q4c Green public space should be created on the site to contribute to the green public space network within the area and improve the outlook for adjoining properties.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

### **Connectivity**

**Q4d A pedestrian connection should be provided through the site linking Orchard Way with Royal Street through an extension of Sovereign Close.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

### **Quality Design**

**Q4e The development of the site should be broken up to minimize building bulk and respond to the grain of surrounding development.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

**Q4f The development should respond to the scale of surrounding development and should step down towards Haig Park Circle to acknowledge the 3 storey development on the opposite side of the road, step up toward Royal Street, and place the majority of building height on Plain Street.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

**Q4g Car parking should be located in the basement of the development with access from Sovereign Close to minimise any increase in traffic on Haig Park Circle.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

**Q4h The Western Power substation should be integrated into the development of the site where possible to minimise its impact on the streetscape.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

**Q4i The development of the site should screen the back of the development fronting Royal Street.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

**Q4j Buildings should be designed with slight variations, enhancing the architectural character of East Perth.**

(Strongly Support, Support, Neutral, Do Not Support, Strongly Do Not Support)

**Q5 Please provide reasons below as to your level of support of the proposed Design Principles.**

**Q6 Are there any Design Principles that you think are missing and should be included in any future Design Guidelines for the site?**

**Q7 Do you have any additional feedback you would like to provide?**

Submission	Question No.	Response
<b>Submission No. 1</b> Keith Bakker 26 Haig Park Circle, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Neutral
	<b>Q3</b>	Do not favour high rise – plot ratio should revert to 1:1.
	<b>Q4a</b>	Support
	<b>Q4b</b>	Support
	<b>Q4c</b>	Support
	<b>Q4d</b>	Support
	<b>Q4e</b>	Support
	<b>Q4f</b>	Support
<b>Q4g</b>	Support	

	<b>Q4h</b>	Strongly Do Not Support
	<b>Q4i</b>	Support
	<b>Q4j</b>	Support
	<b>Q5</b>	The number of single bedroom dwellings should be restricted. Focus should be on providing family accommodation.
	<b>Q6</b>	Do not support a single high rise tower: It is out of character with the village approach, and belongs on Adelaide Terrace.
	<b>Q7</b>	No answer provided.
<b>Submission No. 2</b> Jane 33 Royal Street, East Perth	<b>Q1</b>	Nearby business owner
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- Strongly do not support design concepts.</li> <li>- The lot should be kept as parking for the foreseeable future.</li> <li>- Concerned about the disruption construction will cause businesses.</li> <li>- Lack of parking is an existing issue in area.</li> </ul>
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Strongly Do Not Support
	<b>Q4d</b>	Strongly Do Not Support
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Do Not Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	The lot should be kept as parking.
	<b>Q6</b>	Do Not Support
<b>Q7</b>	No answer provided.	



<b>Submission No. 3</b> Kelly Maguire 8/33 Royal Street, East Perth	<b>Q1</b>	Nearby business owner
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	Do not want the noise of construction and the loss of client parking bays.
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Strongly Do Not Support
	<b>Q4d</b>	Strongly Do Not Support
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Do Not Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	Do not want development.
<b>Q6</b>	Do not want development.	
<b>Q7</b>	Business will be lost.	
<b>Submission No. 4</b> Darryl Calligaro 36 Kilkenny Circle, Waterford	<b>Q1</b>	Nearby business owner
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- Totally oppose development due to the Restrictive Covenant which restricts use of the site to car parking. Development of the site was refused three year ago, so it is surprising that development is being entertained again</li> <li>- Property was purchased and a business established on the basis of the Restrictive Covenant.</li> <li>- Construction would have a negative impact on business.</li> </ul>
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support

	<b>Q4c</b>	Strongly Do Not Support
	<b>Q4d</b>	Strongly Do Not Support
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Do Not Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	No answer provided.
	<b>Q6</b>	<ul style="list-style-type: none"> <li>- Oppose any development of the site due to the Restrictive Covenant.</li> <li>- A construction site would have an adverse impact on their business.</li> </ul>
	<b>Q7</b>	No answer provided.
Separate email		<p>Development is opposed on the basis of the following:</p> <ul style="list-style-type: none"> <li>- Some commercial property owners purchased on the basis of the Restrictive Covenant and the car park being kept in perpetuity.</li> <li>- The adverse impact on businesses of construction on the site for over 12 months.</li> <li>- There will be significant loss of customers who reside outside East Perth, as car parking bays will not be available</li> <li>- The design guidelines do not address satisfactory commercial vehicle manoeuvring(i.e. loading, unloading, rubbish collection, etc.).</li> <li>- The previous proposal for the site was refused due to strong opposition from residents and commercial owners. The Restrictive Covenant and advice from MRA are being ignored by the Council.</li> <li>- Perth Stadium will require more bays not less.</li> <li>- The Restrictive Covenant is in place.</li> <li>- Proposed development would limit most of the natural light.</li> <li>- It would have a significant impact on privacy, imposing and overlooking many living and bedroom areas.</li> <li>- The significant size of the proposed development is out of character with the area.</li> <li>- Removing a large car park in an area that is full of restaurants and cafes will result in residents</li> </ul>

		<p>competing with patrons for remaining car parking. This will have a flow on effect on the businesses as patrons will not have access to adequate car parking.</p> <ul style="list-style-type: none"> <li>- The car park in immediate vicinity of businesses in the area is critical and must remain. Surrounding inner suburban Councils (e.g. Subiaco, South Perth and Vincent) provide free short-term car parking. The City does not do this in East Perth. It could purchase the site and put an end to the problem.</li> </ul>
<b>Submission No. 5</b> Warren and Marion Pole 7 Haig Park Circle East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- The building concepts are excessive in mass and scale compared to surrounding buildings and will dominate the streetscape. They will create hidden pockets and corners, restricting vision and reducing overall safety and amenity for pedestrians and residents.</li> <li>- The land was intended to remain a car park. There is insufficient car parking in the area and this will be exacerbated by construction. More car parking will also be needed when the Perth Stadium is completed.</li> </ul>
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Strongly Do Not Support
	<b>Q4d</b>	Strongly Do Not Support
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Do Not Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	- The site must remain a car park.
<b>Q6</b>	- The design principles are not supported. Land in Haig Park Circle was purchased and built on based on the site remaining as a car park.	

	<b>Q7</b>	<ul style="list-style-type: none"> <li>- Three other apartment developments are to be constructed in East Perth. This is enough for current and future demand, and is likely to create an oversupply.</li> <li>- The development should not go ahead, as it is excessive and out of character with homes in the area. It will have a negative effect on the ambience and desirability of the unique village environment.</li> </ul>
<b>Submission No. 6</b> Elizabeth Cook 20/82 Royal Street East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Support Concept 3 Do Not Support
	<b>Q3</b>	Concepts 1 and 3 are too tall. Concept 2 is more in keeping with surrounding building heights.
	<b>Q4a</b>	Strongly Support
	<b>Q4b</b>	Neutral
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Strongly Support
	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Strongly Support
	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Strongly Support
	<b>Q4j</b>	Strongly Support
	<b>Q5</b>	<ul style="list-style-type: none"> <li>- The architecture is boring. The interesting diversity of architecture fronting Claisebrook Cove and the lake should be looked at.</li> <li>- No public art is incorporated into the concepts.</li> </ul>
<b>Q6</b>	The architecture is poor but Concept 2 is fine with respect to size and scale.	
<b>Q7</b>	Thank you for consulting.	
<b>Submission No. 7</b> C I and PM Rosser  49 Haig Park Circle	<b>Q1</b>	Nearby property owner
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support

	<b>Q3</b>	<ul style="list-style-type: none"> <li>- When we purchased property in Haig Park Circle, we were informed of the Restrictive Covenant limiting use of the site to car parking.</li> <li>- Properties in the area had to meet EPRA guidelines and a height limit of two storeys and an attic, while the concepts show a building that will tower over Royal Street buildings.</li> <li>- Street parking in the area is already stretched and this will worsen if the site is developed.</li> <li>- The development will disrupt vehicular access into Haig Park Circle during the construction period.</li> <li>- The City is catering to the developer by presenting the concepts. If a plan is lodged which meets the concept requirements the Council will have no option but to approve it and overturn the covenant. The property owner would have been aware of the caveat when purchasing the property. The covenant must be honoured.</li> </ul>
	<b>Q4a</b>	Strongly Support
	<b>Q4b</b>	Strongly Support
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Strongly Support
	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Strongly Support
	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Strongly Support
	<b>Q4j</b>	Strongly Support
	<b>Q5</b>	No comment as the removal of the covenant to allow development is opposed.
	<b>Q6</b>	Opposed to development of the site.
	<b>Q7</b>	There is strong ratepayer opposition to development of the site.
Separate petition comments		<ul style="list-style-type: none"> <li>- The Restrictive Covenant must be retained.</li> <li>- Object to the height of the concepts. Property owners were subject to a height restriction of two storeys and a loft under the EPRA guidelines. Why has this changed?</li> <li>- Parking will be a major problem and access into Haig Park Circle will be difficult during construction.</li> </ul>
<b>Submission No. 8</b>	<b>Q1</b>	Nearby property owner

Charles and Nancy Foti 15 Haig Park Circle, East Perth	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- The site is covered by a Restrictive Covenant to provide car parking in perpetuity that is being ignored. In 2002 EPRA introduced the Restrictive Covenant to ensure parking convenience for businesses, customers, visitors and residents in the precinct and to maintain the 'village' ambience. The property was priced and marketed accordingly. The residents are legally and morally entitled to rely on this assurance when deciding to live and invest in the area. The MRA later voted to maintain the Restrictive Covenant. The Council should adopt the same position as the MRA and maintain the covenant. Decisions should not only be based on commercial considerations.</li> <li>- The guidelines do not consider traffic congestion in Sovereign Place and encourage maximum development. They do not provide comfort to businesses and residents. In contrast they provide an easy opportunity for development to be approved.</li> <li>- The impact of Perth Stadium on traffic and parking has not been taken into account and removal of the car park before its true impact is known is premature. The opportunity for businesses to take advantage of Stadium patrons coming into the area on event days will be lost if car parking is reduced.</li> <li>- The guidelines do not satisfactorily address commercial vehicle manoeuvring, loading and unloading and rubbish collection in Sovereign Close.</li> </ul>
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Support
	<b>Q4d</b>	Support
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Support
	<b>Q4h</b>	Strongly Support
<b>Q4i</b>	Strongly Do Not Support	

	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	<ul style="list-style-type: none"> <li>- Design concepts must incorporate the conditions of the Restrictive Covenant.</li> <li>- Traffic management must consider deliveries, rubbish collection, Royal St traffic congestion and parking convenience for residents, visitors and business customers.</li> <li>- The village atmosphere and ambience of the precinct should be retained.</li> </ul>
	<b>Q6</b>	Refer to response to Q3.
	<b>Q7</b>	Refer to response to Q3 in relation to Restrictive Covenant.
<b>Submission No. 9</b> Aman Singh 34 Haig Park Circle East Perth	<b>Q1</b>	Nearby property owner
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- The Restrictive Covenant put in place by EPRA was to ensure car parking in perpetuity. It offers sufficient parking, openness and a community feel. This was an important factor in deciding to invest in the area.</li> <li>- The car park is important to local businesses and their financial viability in the future. For those businesses that rely on customers from outside the area, then car parking bays are vital.</li> <li>- Design guidelines must provide the current number of car parking bays.</li> <li>- The impact of the Perth Stadium on East Perth traffic and parking demand hasn't been taken into consideration. Historical parking analysis can't be relied upon to make a decision when in 12 months when the Perth Stadium is finished circumstances will change dramatically. The opportunity for businesses to take advantage of Stadium patrons coming into the area on event days will be lost if car parking is reduced.</li> <li>- The design concepts do not satisfactorily address commercial vehicle manoeuvring, loading/unloading and rubbish collection in the area. A turning area is required at the end of Sovereign Close to avoid reversing onto Royal Street.</li> </ul>
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Support
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Support
<b>Q4e</b>	Strongly Do Not Support	

	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	No answer provided.
	<b>Q6</b>	A density of this size will negatively impact the peace and quiet enjoyed for last 15 years.
	<b>Q7</b>	The development of the car park will negative impact on the reasons why we chose to live in the area. The car park provides facilities for visitor to the area and should be retained in accordance with the Restrictive Covenant.
<b>Submission No. 10</b> Rosalie Saxby 32 Henry Lawson Walk, East Perth	<b>Q1</b>	Nearby property owner
	<b>Q2</b>	Concept 1 Do Not Support Concept 2 Neutral Concept 3 Strongly Support
	<b>Q3</b>	Concept 3 is the best fit with surrounding buildings.
	<b>Q4a</b>	Strongly Support
	<b>Q4b</b>	Strongly Support
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Strongly Support
	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Strongly Support
	<b>Q4h</b>	Support
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Strongly Support
	<b>Q5</b>	The majority of apartments in all three concepts are close to Plain Street that can be noisy at certain times during the day. Flipping the design so the tower is further away from street noise should be considered.
	<b>Q6</b>	Concept 3 fits well with surrounding buildings while providing walking and cycling access to Haig



		Park Circle. It also has an open feel to it.
	<b>Q7</b>	Concerned about the resulting lack of parking in easy access of the Royal St shops.
<b>Submission No. 11</b> David Verryt 3 Orchard Way, East Perth	<b>Q1</b>	Nearby resident, property owner and business owner.
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- The Concepts appear to focus on maximising development on the site and do not take into account the existence of the Restrictive Covenant to provide car parking on the site in perpetuity. The only design concept that should be considered is one that maintains part, if not all, the current parking.</li> <li>- The focus seems to be increasing the number of people living in the area to help businesses and cramming them on the site. Local businesses suffer from outdated parking restrictions in Royal Street and the removal of the car parking bays on the site will create further issues.</li> </ul>
	<b>Q4a</b>	Neutral
	<b>Q4b</b>	Support
	<b>Q4c</b>	Neutral
	<b>Q4d</b>	Neutral
	<b>Q4e</b>	Do Not Support
	<b>Q4f</b>	Support
	<b>Q4g</b>	Support
	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Neutral
	<b>Q5</b>	<ul style="list-style-type: none"> <li>- The resident's opinions should be considered and the Restrictive Covenant honoured. If maximising development is important allow greater height at the corner of Royal and Plain Streets and leave the existing parking area as is.</li> </ul>
<b>Q6</b>	<ul style="list-style-type: none"> <li>- The site has a Restrictive Covenant in perpetuity so no development should take place.</li> </ul>	
<b>Q7</b>	<ul style="list-style-type: none"> <li>- The Concepts support maximum development on the site. A maximum plot ratio of 1:1 applies whereas the concepts are based on 2:1. Concepts based on 1:1 may be acceptable.</li> </ul>	

<b>Submission No. 12</b> Gus Kininmont 2 Haig Park Circle, East Perth	<b>Q1</b>	Nearby property owner
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- The site is a car park that is required to meet the parking needs of residents and visitors to the area and to support local businesses. It was sold as a car park with a Restrictive Covenant and this should not change for subsequent owners. While a Restrictive Covenant may not have been the correct legal instrument to use, the MRA's intent was very clear.</li> <li>- It is hard to believe that after two failed attempts to develop high rise on the site, the Council is proposing design concepts without consulting affected residents.</li> <li>- The impact of the Perth Stadium on East Perth traffic and parking demand hasn't been taken into consideration. Historical parking analysis can't be relied upon to make a decision as when the Perth Stadium is finished circumstances will change dramatically. The opportunity to take advantage of the influx of people into Claisebrook Village on event days will be lost if car parking is reduced from current levels.</li> </ul>
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Support
	<b>Q4d</b>	Strongly Do Not Support
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Do Not Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	Refer to response to Q3.
<b>Q6</b>	Refer to response to Q3. The property should remain a car park so design principles, especially for a high rise complex in a residential area, are irrelevant.	
<b>Q7</b>	Refer to response to Q3.	

<b>Submission No. 13</b> Richard Saxby 32 Henry Lawson Walk, East Perth	<b>Q1</b>	Nearby resident and nearby property owner
	<b>Q2</b>	Concept 1 Support Concept 2 Do Not Support Concept 3 Neutral
	<b>Q3</b>	Concept 1 is preferred as it provides for greater public space.
	<b>Q4a</b>	Neutral
	<b>Q4b</b>	Support
	<b>Q4c</b>	Support
	<b>Q4d</b>	Support
	<b>Q4e</b>	Do Not Support
	<b>Q4f</b>	Do Not Support
	<b>Q4g</b>	Support
	<b>Q4h</b>	Neutral
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Support
	<b>Q5</b>	No answer provided.
<b>Q6</b>	Public open space is a high priority.	
<b>Q7</b>	No answer provided.	
<b>Submission No. 14</b> Taylia 14 Tully Road, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	The car parking should be retained as parking is already in short supply in East Perth.
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Strongly Do Not Support
	<b>Q4d</b>	Strongly Do Not Support
	<b>Q4e</b>	Strongly Do Not Support
<b>Q4f</b>	Strongly Do Not Support	

	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Do Not Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	The public car park should be retained.
	<b>Q6</b>	There is a parking shortage in East Perth.
	<b>Q7</b>	No answer provided.
<b>Submission No. 15</b> Susan Sanders 4/28 Nile Street, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Do Not Support Concept 2 Support Concept 3 Support
	<b>Q3</b>	Concepts 2 and 3 are sympathetic to buildings in the area.
	<b>Q4a</b>	Neutral
	<b>Q4b</b>	Support
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Strongly Support
	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Support
	<b>Q4g</b>	Strongly Support
	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Support
	<b>Q4j</b>	Support
	<b>Q5</b>	Some public car parking.
	<b>Q6</b>	Many businesses in the area will suffer if there is insufficient car parking available.
	<b>Q7</b>	Development needs to be 'keeping with the general feel' of the area.
<b>Submission No. 16</b> Jan Watt 1a Macey Street, East Perth	<b>Q1</b>	Nearby property owner
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Do Not Support

	<b>Q3</b>	While Concept 3 is the more attractive alternative and may have less impact on residents, the primary concern is loss of public car parking on the site. East Perth area is poorly provided with car parking options. The current public car parking at the site is heavily utilised by visitors to nearby businesses. With the opening of the Perth Stadium parking will be at a premium. It would appear that the parking issue has not been addressed.
	<b>Q4a</b>	Support
	<b>Q4b</b>	Support
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Neutral
	<b>Q4e</b>	Support
	<b>Q4f</b>	Support
	<b>Q4g</b>	Strongly Support
	<b>Q4h</b>	Support
	<b>Q4i</b>	Support
	<b>Q4j</b>	Support
	<b>Q5</b>	Public car parking.
	<b>Q6</b>	The three design options do not take into account the concerns of Haig Park's residents and businesses regarding car parking. Query if any residents or business operators were involved in the development of the design principles.
<b>Q7</b>	No further feedback.	
<b>Submission No. 17</b> Louie and Anne Zekas 15/ 50 Trafalgar Road, East Perth	<b>Q1</b>	Nearby property owner and resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	EPRA originally designed and promoted East Perth as a 'Village'. With the exception of the Upper East Side development that was opposed by residents, surrounding buildings have been limited to four storeys. This has framed the character of the area and the three concepts will be out of character and disregard the reasons residents were drawn to the area.
	<b>Q4a</b>	Neutral
	<b>Q4b</b>	Strongly Support

	<b>Q4c</b>	Neutral
	<b>Q4d</b>	Support
	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Support
	<b>Q4g</b>	Strongly Support
	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Neutral
	<b>Q5</b>	The design principles and three concepts should respect the underlying design framework for the area limiting height to four storeys and respect the wishes of the community.
	<b>Q6</b>	Do not support any of the concepts as they do not reflect the character of the area.
	<b>Q7</b>	As a resident of the area for 15 years it is extremely disappointing that the design principles and concepts are out of character with the area. EPRA was awarded for the unique character of the area founded on medium density with limited height. The high rise concepts proposed will effectively destroy the essence of East Perth as a 'local village'.
<b>Submission No. 18</b> John Syme 15 Royal Street, East Perth	<b>Q1</b>	Nearby property owner and resident
	<b>Q2</b>	Concept 1 Do Not Support Concept 2 Support Concept 3 Strongly Support
	<b>Q3</b>	- The 14 storey building in Concept 1 is entirely out of character with the precinct and the additional area of open space is not required. The space would be in the shadow of the existing building on the corner of Haig Park Circle and Royal Street. There is already substantial and well used open space nearby. - Concepts 2 and 3 provide a better scale and form response. The heights of existing buildings facing Royal Street and the street setbacks are the key reference points. Nil street setbacks are not appropriate.
	<b>Q4a</b>	Strongly Support
	<b>Q4b</b>	Strongly Support
	<b>Q4c</b>	Support
	<b>Q4d</b>	Support

	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Strongly Support
	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Support
	<b>Q4j</b>	Strongly Support
	<b>Q5</b>	<ul style="list-style-type: none"> <li>- Street setbacks are an important element in the precinct and must be defined and maintained. Setbacks in this part of Haig Park Circle are generally three to four metres and this should be reflected in new development. This is not an appropriate location for nil setbacks.</li> <li>- Access to and from Sovereign Close needs more consideration: there is no provision for turning at the head of this street and currently the open car park is used to circulate from Sovereign Close to Haig Park Circle (at Mulberry Lane). It would be too dangerous to expect vehicles driving into Sovereign Close and wishing to exit to reverse back into Royal Street.</li> <li>- The concepts imply a level change from Sovereign Close to the proposed public space. There should be pedestrian continuity between the two and the stairs and any ramp must be handled carefully.</li> </ul>
	<b>Q6</b>	The site can be successfully developed, but only if it is of high quality and does not 'push the envelope'. East Perth is developed as a medium density, not high density environment and this should be respected. Concepts 2 and 3 are a reasonable first step but need some sophistication in their execution.
	<b>Q7</b>	It is critical that there is no discretion available to the Council or a DAP to vary adopted Design Guidelines. It is important that the maximum plot ratio and building heights (expressed in metres, not storeys), building placement and minimum setbacks are maximums and cannot be varied.
<b>Submission No. 19</b> Matt Strong 9/135 Royal Street, East Perth	<b>Q1</b>	Nearby property owner and resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- The proposed tower block is too high at eight or nine storeys. It is ugly and unimaginative and will disrupt the amenity and flow of the East Perth village.</li> <li>- A number of high rise developments are already underway on the outskirts of East Perth. This is</li> </ul>

		<p>another unnecessary development adding to the existing glut of apartments in the area.</p> <ul style="list-style-type: none"> <li>- It would be disappointing to lose the car park that our friends and family regularly use when they visit. Parking is already at a premium here.</li> <li>- The current residents in Haig Park Circle will have their northern aspect diminished, and they will be overlooked by an eight or nine storey development.</li> <li>- On this basis development is strongly opposed.</li> </ul>
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Strongly Do Not Support
	<b>Q4d</b>	Strongly Do Not Support
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Do Not Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	The car park should be kept.
	<b>Q6</b>	The car park should be kept.
	<b>Q7</b>	The car park should be kept.
<b>Submission No. 20</b> Mark Berry 43 Trafalgar Road, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	The assumption that a plot ratio of 2:1 is appropriate is totally unacceptable. The plot ratio should be limited to approximately 1:1 to ensure compatibility with the surrounding precinct. The design concepts are completely incompatible.
	<b>Q4a</b>	Support
	<b>Q4b</b>	Strongly Support
	<b>Q4c</b>	Neutral



	<b>Q4d</b>	Support
	<b>Q4e</b>	Support
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Neutral
	<b>Q4h</b>	Support
	<b>Q4i</b>	Support
	<b>Q4j</b>	Support
	<b>Q5</b>	No answer provided.
	<b>Q6</b>	<ul style="list-style-type: none"> <li>- Compatibility with surrounding buildings would be completely compromised by allowing any height greater than the Royal Street Public Car Park.</li> <li>- Existing residents purchased in this area with the expectation that their view to the city skyline would not be obstructed by unacceptable development.</li> <li>- The plot ratio should be limited to 1:1.</li> </ul>
	<b>Q7</b>	No answer provided.
<b>Submission No. 21</b> Jennifer Berry 43 Trafalgar Road, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	The proposed developments do not respect the scale, form and character of the local area and surrounding buildings, and do little to enhance either the East Perth neighbourhood or its architectural character.
	<b>Q4a</b>	Support
	<b>Q4b</b>	Strongly Support
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Neutral
	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Strongly Support
<b>Q4h</b>	Support	

	<b>Q4i</b>	Support
	<b>Q4j</b>	Support
	<b>Q5</b>	Achieving better harmony with the existing East Perth architecture and character.
	<b>Q6</b>	A building even at eight storeys, is too high.
	<b>Q7</b>	Development should harmonise with surroundings and minimises impact on existing home owners.
<b>Submission No. 22</b> Max Tsolakis 6/1 Royal St, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- All of the concepts do not respect the scale and character of the local area.</li> <li>- Concept 3 with nine storeys at Plain St is not in keeping with the scale of the precinct. It is considerably higher than, and out of scale with, surrounding buildings. Four storeys at the western boundary to two storeys at the eastern boundary would be more appropriate scale for this site.</li> </ul>
	<b>Q4a</b>	Do Not Support
	<b>Q4b</b>	Support
	<b>Q4c</b>	Do Not Support
	<b>Q4d</b>	Support
	<b>Q4e</b>	Support
	<b>Q4f</b>	Do Not Support
	<b>Q4g</b>	Support
	<b>Q4h</b>	Support
	<b>Q4i</b>	Support
	<b>Q4j</b>	Support
	<b>Q5</b>	The height of buildings should be four storeys fronting Plain Street and two storeys fronting Haig Park Circle.
	<b>Q6</b>	<ul style="list-style-type: none"> <li>- The amount of green space in the concept plans sounds good. However, as there is so much green space around the river there appears to be too much in the design and it is not supported.</li> <li>- Access from Sovereign Close could be narrower, consistent with Orchard Way.</li> </ul>

		<ul style="list-style-type: none"> <li>- The height of the towers at Plain Street is too high compared to surrounding buildings. A four storey tower reducing to two storeys fronting Haig Park Circle would be more appropriate.</li> <li>- At a ratio of 2:1 or 1:1, the density of the development would be too high for the precinct. It would lead to increased traffic congestion at the intersection of Royal and Plain Streets, particularly at peak periods.</li> </ul>
	<b>Q7</b>	<ul style="list-style-type: none"> <li>- Transferring the site from Precinct EP 2-Constitution St to EP1- Claisebrook Inlet was a back door way of increasing density for the site. Given the large size of the site, a 2:1 or even 1:1 plot ratio increases the density and height of development.</li> <li>- The height of the towers is not in keeping with character and scale of building in the immediate vicinity. One building in the middle of a village will not create vibrancy in the area. Vibrancy would be created by landlord's reducing rents and State and Local Governments reducing regulations. This would lead to lower costs and prices, attracting more customers for businesses. Lower parking fees and restrictions would assist in keeping visitors in the area longer, and potentially spending more. Increased density along Adelaide Terrace has not increased vibrancy significantly outside office hours in that precinct but it has increased traffic congestion.</li> <li>- The concepts would lead to increased traffic on narrow streets and cause further congestion around the intersection of Plain and Royal Streets particularly at peak periods. This congestion will further increase with the completion of the Perth Stadium. Traffic numbers have already increased along Trafalgar Rd and Royal St with the opening of Braithwaite St.</li> <li>- On the basis of the above the concept plans are not supported.</li> </ul>
<b>Submission No. 23</b> Brendon Riley 50 Royal St, East Perth	<b>Q1</b>	Nearby property owner
	<b>Q2</b>	<p>Concept 1 Strongly Do Not Support</p> <p>Concept 2 Strongly Do Not Support</p> <p>Concept 3 Do Not Support</p>
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- The manner in which the Council and the administration are continuing to pursue an amendment to the site is concerning. The Restrictive Covenant was put in place for various reasons at the time of the sale of the site. Any change that develops this site will have many negative impacts on the adjacent owners.</li> <li>- A mixed-use development may be a sensible compromise, however the suggestions that the</li> </ul>

		<p>concepts present high density living and urbanisation are concerning. East Perth already has an oversupply of apartments that is evident by the price of the rents and sales.</p> <ul style="list-style-type: none"> <li>- The City should ensure liveable apartments are proposed in all areas by developers. No consideration should be given to the surrounding amenities when determining living areas, bathroom and bedroom sizing. This is of great concern and the needs for sustainable development into the future should be recognised by the Council and the administration. Apartments must provide homes for families. The concepts do not meet that requirement and are more like short term apartments for Airbnb.</li> <li>- A well designed development that is interesting architecturally and accommodates residents and businesses comfortably would be acceptable with a plot ratio of 2:1 and up to eight storeys.</li> </ul>
	<b>Q4a</b>	Neutral
	<b>Q4b</b>	Neutral
	<b>Q4c</b>	Neutral
	<b>Q4d</b>	Neutral
	<b>Q4e</b>	Neutral
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Support
	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Support
	<b>Q4j</b>	Strongly Support
	<b>Q5</b>	Liveable apartments with adequate floor space need to be provided in all areas of Perth. What was proposed previously was of concern.
	<b>Q6</b>	As per previous comments.
	<b>Q7</b>	Continue to communicate the plans.
<b>Submission No. 24</b> David Begovich 10 Haig Park Circle, East Perth	<b>Q1</b>	Nearby property owner
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	The Council is not listening to the ratepayers in the community. The concepts are not compatible with the community lifestyle. The Restrictive Covenant is the reason many people bought into the

		area. Previous attempts have been challenged and further attempts will be challenged.
	Q4a	Strongly Do Not Support
	Q4b	Support
	Q4c	Strongly Do Not Support
	Q4d	Strongly Do Not Support
	Q4e	Strongly Do Not Support
	Q4f	Neutral
	Q4g	Neutral
	Q4h	Do Not Support
	Q4i	Do Not Support
	Q4j	Neutral
	Q5	Hold the terms and principles of the Restrictive Covenant.
	Q6	The concepts proposed are not supported.
	Q7	Maintain the terms and principles of the Restrictive Covenant. The concepts need to maintain the community village feel, in line with the current building designs.
<b>Submission No. 25</b> Renee Burns 7 / 39 Haig Park Circle, East Perth	Q1	Nearby property owner
	Q2	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	Q3	- There is no parking available in the East Perth area for business and residents. The Royal Street Public Car Park closes early and is hard to use if you want to do a quick shop. Public car parking should be included in the concept.
	Q4a	Neutral
	Q4b	Neutral
	Q4c	Strongly Support
	Q4d	Strongly Support
	Q4e	Strongly Support
	Q4f	Strongly Support
	Q4g	Strongly Support

	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Strongly Support
	<b>Q4j</b>	Strongly Support
	<b>Q5</b>	Redevelopment of the area in the current economic climate is not supported. Lack of support for local businesses is also not appropriate.
	<b>Q6</b>	Public parking and a roundabout for safe u-turns are required. Residents safety has been overlooked.
	<b>Q7</b>	The Council should not rezone the land without consultation and treat the residents with disdain.
Separate email		<ul style="list-style-type: none"> <li>- When was the Restrictive Covenant removed and by whom and was there input by the local businesses and property owners?</li> <li>- There should be a public forum to address issues in the area. U-turns are constantly occurring on Royal St, endangering lives, and there is no roundabout planned. The businesses on Royal St are suffering and there are vacant tenancies. The parking issues in Haig Park Circle have never been addressed. Taking away the 24 hour public car parking will make things worse.</li> <li>- How will the residents and businesses be compensated for the mess while construction on the site proceeds and for the impact on businesses in the long term? The MRA vision for the area has not been realised.</li> </ul>
<b>Submission No. 26</b> Craig Billing and Janet Matthews 6/25 Haig Park Circle, East Perth	<b>Q1</b>	Nearby property owner and resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	It was understood that after over 400 objections to the development application in 2013, the Restrictive Covenant would remain in place and the site would remain a car park.
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Strongly Do Not Support
	<b>Q4d</b>	Strongly Do Not Support
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
<b>Q4g</b>	Strongly Do Not Support	

	<b>Q4h</b>	Strongly Do Not Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	<ul style="list-style-type: none"> <li>- Refer to response to Q3 in regard to Restrictive Covenant and limiting the use of the lot to a car park.</li> <li>- There is limited parking in the neighbourhood and this will be more restricted with the opening of the Perth Stadium.</li> </ul>
	<b>Q6</b>	Not applicable.
	<b>Q7</b>	The development of the site for any purpose other than a car park is strongly opposed.
<b>Submission No. 27</b> GR and SM Hofmann 7/1 Royal Street, East Perth	<b>Q1</b>	Nearby property owner and resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	Any high rise development is totally out of character with the precinct.
	<b>Q4a</b>	Strongly Support
	<b>Q4b</b>	Strongly Support
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Strongly Support
	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Strong Do Not Support
	<b>Q4h</b>	Neutral
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Strongly Support
	<b>Q5</b>	To be compatible with the current ambience of the area.
	<b>Q6</b>	No consideration has been given to traffic in Royal Street that becomes gridlocked after events.
<b>Q7</b>	Refer to details of letter and table below.	
Separate Letter and Table	The design concepts are strongly opposed for the following reasons: <ul style="list-style-type: none"> <li>- One of the features of the local area is that the only high-rise structures in this precinct are the</li> </ul>	

	<p>Upper Eastside Apartments and the Main Roads building. Both of these are situated on top of the highest point in the area and adjacent to large areas of open space to act as a buffer. All other development is low rise (four storeys or less).</p> <p>An eight or nine storey development would be totally out of character with this precinct. The only compromise might be a four or five storey development justified by the precedence created by the Royal Street Public Car Park.</p> <ul style="list-style-type: none"> <li>- East Perth is an award winning example of urban redevelopment, having been transformed from an aging semi industrial area into an exciting and modern residential, retail and commercial precinct. Property owners bought into the area due to the character and their investment was endorsement of the existing development guidelines. Changing them now to introduce high-rise development is changing the goal posts and not supported.</li> <li>- The idea of creating public open space on the site is supported. However this is not suitable compensation for a nine storey building.</li> <li>- No discussion or consideration has been made of the shadowing effects that would be caused by a high-rise development in this area. There are numerous low-rise residential dwellings to the south and east of the proposed high-rise development and these would be adversely affected by the shadow.</li> <li>- No consideration has been given to increased traffic congestion created by high density, high rise development. The area is gridlocked whenever an event finishes at the WACA or Gloucester Park or during school drop off and pick up times. This is compounded by traffic outside Haig Park Circle. Adding a large number of vehicle movements into and out of Haig Park Circle will magnify the problems.</li> <li>- Both Sovereign Close and Haig Park Circle should remain as access points to Royal Street to avoid exacerbating traffic congestion near the Plain St traffic lights.</li> <li>- Creating additional retail in the area will compound problems. The precinct has been a graveyard for retail traders caused by the lack of free, short-term parking. It has been demonstrated that clients and customers refuse to pay for parking when visiting a shop for quick purchases and this has resulted in numerous businesses closing down. Unless the City changes its policy (or lack of) on short-term free parking, adding additional retail space in this area is pointless.</li> <li>- The Western Power substation has been a stand-alone structure for years without any adverse</li> </ul>
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		reactions.
<b>Submission No. 28</b> Asghar and Nusrat Jamil 32 Haig Park Circle, East Perth	<b>Q1</b>	Nearby property owner and resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	No answer provided.
	<b>Q4a</b>	Oppose any development
	<b>Q4b</b>	Oppose any development
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Strongly Support
	<b>Q4e</b>	Oppose any development
	<b>Q4f</b>	Oppose any development
	<b>Q4g</b>	Oppose any development
	<b>Q4h</b>	Oppose any development
	<b>Q4i</b>	Oppose any development
	<b>Q4j</b>	Oppose any development
	<b>Q5</b>	Do not support any design or future development on the site except its use as a car park.
	<b>Q6</b>	No future development should be considered at any stage.
<b>Q7</b>	At the time of purchase of residential blocks in 1999, there was a clear undertaking that the site would remain a car park and no development would take place. Now, the proposed development will adversely affect our life and privacy.	
<b>Submission No. 29</b> John Prince 7/25 Haig Park Circle, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Neutral Concept 2 Neutral Concept 3 Neutral
	<b>Q3</b>	The establishment of clear design guidelines by the Council against which any proposed development can be evaluated, is strongly supported. However, the limited support for the three concepts is due to the belief that the maximum plot ratio should be kept at 1.5:1 rather than 2.0:1.
	<b>Q4a</b>	Strongly Support

	<b>Q4b</b>	Strongly Support
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Strongly Support
	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Strongly Support
	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Strongly Support
	<b>Q4j</b>	Strongly Support
	<b>Q5</b>	<ul style="list-style-type: none"> <li>- The retention of as much open space as possible.</li> <li>- The restriction of the tower to the minimum possible height.</li> <li>- Legally enforceable guidelines are essential to protect the future of Haig Park Circle's character.</li> </ul>
	<b>Q6</b>	Plot ratio should be limited to 1.5:1 as indicated in response to Q3.
	<b>Q7</b>	No answer provided.
	<b>Submission No. 30</b> Shahid Jamil 30 Haig Park Circle, East Perth	<b>Q1</b>
<b>Q2</b>		Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
<b>Q3</b>		No answer provided.
<b>Q4a</b>		Strongly Do Not Support
<b>Q4b</b>		Strongly Do Not Support
<b>Q4c</b>		Strongly Support
<b>Q4d</b>		Strongly Support
<b>Q4e</b>		Strongly Do Not Support
<b>Q4f</b>		Strongly Do Not Support
<b>Q4g</b>		Strongly Do Not Support
<b>Q4h</b>		Strongly Do Not Support
<b>Q4i</b>		Strongly Do Not Support
<b>Q4j</b>	Strongly Do Not Support	

	<b>Q5</b>	Do not support any future development on the site.
	<b>Q6</b>	No consideration of any development proposals on the site at any stage.
	<b>Q7</b>	Land in Haig Park Circle was purchased on the understanding that there would be no future development at the site except as a car park. Any development now will adversely affect my privacy and lifestyle. Therefore any future development is strongly opposed.
<b>Submission No. 31</b> David Atlas 82 Royal Street, East Perth	<b>Q1</b>	Nearby property owner and resident
	<b>Q2</b>	Concept 1 Support Concept 2 Do Not Support Concept 3 Strongly Support
	<b>Q3</b>	Concept 3 provides a good balance overall. The 14 storey height of Concept 1 could be located against Plain Street, with the lower buildings on the east side. This would provide substantial density to the area.
	<b>Q4a</b>	Strongly Support
	<b>Q4b</b>	Strongly Support
	<b>Q4c</b>	Neutral
	<b>Q4d</b>	Support
	<b>Q4e</b>	Neutral
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Neutral
	<b>Q4h</b>	Neutral
	<b>Q4i</b>	Support
	<b>Q4j</b>	Strongly Support
	<b>Q5</b>	The design for any of the buildings needs to be interesting. The concept drawings indicate plain, boring boxes.
	<b>Q6</b>	Response as per Q3.
<b>Q7</b>	<ul style="list-style-type: none"> <li>- Only opposition is that the original site was purchased at a minimal price due to the Restrictive Covenant on the land. It is not right that the City or the government lost out on a substantial sum of money as it is now being considered for rezoning.</li> <li>- East Perth needs more density and life. There are many empty shops in the area.</li> </ul>	

		- Perhaps the City should also recognise that the introduction of paid parking in the area is part of the problem faced by local businesses.
<b>Submission No. 32</b> Jeff Hughes and Graham Cowan 51b Haig Park Circle, East Perth	<b>Q1</b>	Nearby property owner and resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- As a long term resident of Haig Park Circle less than 100 metres from and in direct view of the site, the height of the buildings in all three concepts is unacceptable and completely out of scale with all nearby buildings.</li> <li>- The potential overshadowing of nearby streets and residences will affect amenity for nearby residents.</li> <li>- While the objective of reducing car reliance is admirable, the additional residences and businesses in the proposed development will inevitably bring more vehicles, putting pressure on the areas amenity. This will be amplified by the (potential) elimination of the current public parking bays at a time when the Perth Stadium will add pressure to the current facilities. While local residents can and do walk and utilise public transport for journeys in the immediate area and to the city centre, private vehicles are still essential for convenient travel to and away from the area.</li> <li>- The addition of open space on the site is flawed - the Haig Park precinct has substantial gardens and green areas which are underutilised.</li> </ul>
	<b>Q4a</b>	Neutral
	<b>Q4b</b>	Support
	<b>Q4c</b>	Strongly Do Not Support
	<b>Q4d</b>	Neutral
	<b>Q4e</b>	Support
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Support
	<b>Q4h</b>	Neutral
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Support

	<b>Q5</b>	The most significant matter that needs to be included is that any development must be in keeping with surrounding buildings in aspects such as height, bulk, plot ratios and setbacks.
	<b>Q6</b>	The height of the buildings in the concepts fail in most aspects.
	<b>Q7</b>	To enhance the urban village and meet community wishes, the guidelines should be framed to encourage long term residents rather than short to medium term rentals. This would likely be achieved through the size and quality of the individual residences.
<b>Submission No. 33</b> Sonia and Howard Dickinson 29 Trafalgar Road, East Perth	<b>Q1</b>	Nearby property owner and resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	<ul style="list-style-type: none"> <li>- The site was sold conditional to it remaining a car park. A high density, high-rise apartment complex is not suitable in the location.</li> <li>- Local businesses, residents and visitors rely on the car park to access local shops and restaurants. Car parking need is only going to increase with the Perth Stadium.</li> <li>- Residents bought expensive properties relying on the design conditions of the area to protect the village community. The design concepts do not fit with the surrounding residences and are completely out of scale with the precinct.</li> </ul>
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Neutral
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	The site should remain a car park. No residential or commercial building use should be allowed on the site.
<b>Q6</b>	<ul style="list-style-type: none"> <li>- The design principles are not supported.</li> </ul>	

		<ul style="list-style-type: none"> <li>- Current residents and businesses bought in the area in good faith that the village lifestyle would remain. Short term profit for a developer should not be at the expense of the community.</li> </ul>
	<b>Q7</b>	<ul style="list-style-type: none"> <li>- No development should occur on the site. The restriction to use the site as a car park should be maintained. It is a safe neighbourhood that has been carefully planned for the enjoyment of residents. There was never an intention for the site to be used for residences and the rules should not be changed.</li> <li>- A high density building does not fit into the area and would attract short term tenants and disrupt the peaceful community. It is a safe area and the increased traffic and noise would destroy its character.</li> </ul>
<b>Submission No. 34</b> Greg Baxter 51A Haig Park Circle, East Perth	<b>Q1</b>	Nearby property owner and resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	The State Government’s Development Assessment Panel refused a five storey mixed use development on the grounds that ‘the proposed development does not respect the scale, form and character of the local area and that of surrounding buildings’. Concepts 1, 2 and 3 also do not respect the scale, form and character of the local area.
	<b>Q4a</b>	Neutral
	<b>Q4b</b>	Neutral
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Neutral
	<b>Q4e</b>	Neutral
	<b>Q4f</b>	Neutral
	<b>Q4g</b>	Neutral
	<b>Q4h</b>	Neutral
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Neutral
<b>Q5</b>	<ul style="list-style-type: none"> <li>- The design concepts fail to take into consideration the impact of the Perth Stadium and the forecast increase in the levels of vehicle and pedestrian traffic.</li> <li>- They also fail to honour the intent of the Restrictive Covenant to maintain the design values of</li> </ul>	

		the East Perth area. The urban density argument is poor and opportunistic.
	Q6	The high-rise design concepts are presented as the only options for the use of the site. The survey questions have been crafted to gain a false consensus on the preferences of local residents.
	Q7	The design principles fail to consider the impact of other residential development projects and opportunities in the surrounding area. Development opportunity prioritisation should be key to the growth strategy, with the site only considered when all other locations have been developed and there is additional demand for residential dwellings in the area.
<b>Submission No. 35</b> Birgitta Baxter 51A Haig Park Circle, East Perth	Q1	Nearby property owner and resident
	Q2	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	Q3	Support commercial development, e.g. retail, food and beverage, services, etc. Do not support more residential development.
	Q4a	Strongly do not support
	Q4b	Strongly support
	Q4c	Strongly support
	Q4d	Neutral
	Q4e	Strongly support
	Q4f	Neutral
	Q4g	Neutral
	Q4h	Neutral
	Q4i	Neutral
	Q4j	Neutral
	Q5	Do not support an increase in residential dwellings at the site.
Q6	Do not support the proposed design principles.	
Q7	Develop an engaging retail and service precinct. Do not increase residential development.	
<b>Submission No. 36</b> Sanja Druzijanic 9 Haig Park Circle,	Q1	Nearby resident
	Q2	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support

East Perth		Concept 3 Strongly Do Not Support
	Q3	<ul style="list-style-type: none"> <li>- All concepts result in the loss of 49 public car parking bays which are essential for residents, visitors and businesses in Claisebrook Village and Haig Park Circle. The preservation of public car parking should be mandatory.</li> <li>- The eight to 14 storey buildings are incompatible with the two to four storey buildings on Haig Park Circle and will cause overshadowing to adjacent apartments in winter.</li> </ul>
	Q4a	Neutral
	Q4b	Strongly Support
	Q4c	Strongly Support
	Q4d	Strongly Support
	Q4e	Strongly Support
	Q4f	Strongly Support
	Q4g	Do Not Support
	Q4h	Neutral
	Q4i	Neutral
	Q4j	Support
	Q5	<ul style="list-style-type: none"> <li>- 49 public car parking bays should be retained on site.</li> <li>- Provision should be made for commercial vehicles and rubbish trucks to turnaround and exit in Sovereign Close in a forward direction, without reversing onto Royal Street.</li> </ul>
Q6	<ul style="list-style-type: none"> <li>- No options maintain the public car parking as originally intended.</li> <li>- The building heights are excessive.</li> <li>- Plot ratio should be reduced.</li> </ul>	
Q7	<ul style="list-style-type: none"> <li>- Further concepts should be developed which retain the public car parking and lower building heights to four storeys maximum.</li> <li>- Deleting car parking bays is premature. The impact of the Perth Stadium on East Perth needs to be understood as more parking bays may be needed, not less.</li> </ul>	
<b>Submission No. 37</b> Fred Ferrante 9 Haig Park Circle, East Perth	Q1	Nearby resident and nearby worker
	Q2	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support



	<b>Q3</b>	Refer to written submission (detailed below).
	<b>Q4a</b>	Do Not Support
	<b>Q4b</b>	Support
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Strongly Support
	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Strongly Support
	<b>Q4g</b>	Support
	<b>Q4h</b>	Neutral
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Support
	<b>Q5</b>	Refer to written submission (detailed below).
	<b>Q6</b>	Refer to written submission (detailed below).
	<b>Q7</b>	Refer to written submission (detailed below).
Separate written submission		<ul style="list-style-type: none"> <li>- The Design Principles and Concepts do not reflect the original planning objectives for the site as established by MRA (then EPRA) and the strong community views expressed against previous development proposals for the site.</li> <li>- The MRA (then EPRA) established the site for the specific purpose of providing public car parking for the Claisebrook Village. The MRA clearly expressed during the sale of the land that the land will remain as a car park in perpetuity. The MRA then used a Restrictive Covenant as a mechanism to ensure compliance with the planning objective for the site. The covenant clearly states that the use of the lot shall be “as a car parking area and no other use”.</li> </ul> <p>The concepts do not reflect the original planning objectives for the land as no option presented contemplates the retention of any of the 49 public car parking bays.</p> <p>Whilst the City may not be legally bound to the terms of the Restrictive Covenant, it can and should carry forward the original planning objective into the concepts. The City also has the option to rezone the land to a Scheme Reserve – Public Purposes (Car Park) as a means of</p>

addressing the zoning anomaly currently affecting the land.

Any planning framework for the land should ensure that the current level of public car parking remains.

- The Design Principles and Concepts do not reflect the strong community views expressed at the time of the last development application. Over 400 submissions were lodged yet the concepts do not address the key elements of those submissions - loss of public car parking and incompatible built form with immediate surrounding residential area. The concepts appear to have been prepared in isolation without reference to the community views and expectations.

The concepts offer a choice between eight and 14 storeys spread between two buildings. There should be an option that retains the current number of parking bays and proposes two to four storeys spread over two buildings. Plot ratio should not be the sole determinate of an appropriate building envelope.

The concept states that “sufficient parking is also provided within close proximity to the site...” and that “an analysis of the occupancy of this car parking has confirmed there is sufficient capacity within the area.” The validity of these statements is strongly rejected. Further evidence to support these statements and provide details of the analysis is requested.

No decision should be made to delete or remove any public car parking bays from the area until after the Perth Stadium has opened and the impact has been monitored.

The State Government is actively promoting car parks in East Perth and the City as solutions for patrons of the Stadium with access via the new Swan River pedestrian bridge. Claisebrook Village has been earmarked as a pre/post game entertainment destination.

Historical parking analysis cannot be relied upon to inform planning decisions for the site given the looming changes associated with the Perth Stadium.

	<p>The loss of parking should not be contemplated in any concepts. No decision to delete any parking should be made without a wider parking and traffic management strategy having been prepared and circulated to the East Perth community for comment.</p> <ul style="list-style-type: none"> <li>The concepts do not address commercial vehicle manoeuvring and circulation in Sovereign Close. Rubbish trucks and commercial vehicles loading and unloading cannot be permitted to reverse from Sovereign Close onto Royal Street (and vice versa). Provision should be made for a turnaround area within the site to allow commercial vehicles to enter and exit Sovereign Close in a forward direction.</li> </ul> <p>Sovereign Close was never designed to be a no through road. The current configuration of the site enables these vehicles to circulate on-site and exit in a forward direction via Sovereign Close or Haig Park Circle. The Sovereign Close / Royal Street intersection is a traffic pinch point and having vehicles reversing will create further traffic problems and will be dangerous for pedestrians and cyclists.</p> <ul style="list-style-type: none"> <li>The eight – 14 storey building envelopes (closest to Plain Street) are incompatible with the two to four storey buildings located opposite Haig Park Circle.</li> </ul> <p>It is likely that the existing apartments abutting the PAW will be in shadow for the majority of winter, causing a considerable loss of amenity for the residents. Preservation of winter sun penetration to these apartments should be mandatory.</p>								
<p><b>Submission No. 38</b> Robert Grinbergs 11 Haig Park Circle East Perth</p>	<table border="1"> <tr> <td data-bbox="472 1098 622 1142"><b>Q1</b></td> <td data-bbox="622 1098 1960 1142">Nearby resident</td> </tr> <tr> <td data-bbox="472 1142 622 1262"><b>Q2</b></td> <td data-bbox="622 1142 1960 1262">           Concept 1 Strongly Do Not Support            Concept 2 Strongly Do Not Support            Concept 3 Strongly Do Not Support         </td> </tr> <tr> <td data-bbox="472 1262 622 1342"><b>Q3</b></td> <td data-bbox="622 1262 1960 1342">The concepts negatively affect the amenity and character of the surrounding area. The number of dwellings is excessive and the building mass will dominate and overpower the streetscape.</td> </tr> <tr> <td data-bbox="472 1342 622 1380"><b>Q4a</b></td> <td data-bbox="622 1342 1960 1380">Neutral</td> </tr> </table>	<b>Q1</b>	Nearby resident	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support	<b>Q3</b>	The concepts negatively affect the amenity and character of the surrounding area. The number of dwellings is excessive and the building mass will dominate and overpower the streetscape.	<b>Q4a</b>	Neutral
<b>Q1</b>	Nearby resident								
<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support								
<b>Q3</b>	The concepts negatively affect the amenity and character of the surrounding area. The number of dwellings is excessive and the building mass will dominate and overpower the streetscape.								
<b>Q4a</b>	Neutral								

	<b>Q4b</b>	Neutral
	<b>Q4c</b>	Neutral
	<b>Q4d</b>	Neutral
	<b>Q4e</b>	Neutral
	<b>Q4f</b>	Neutral
	<b>Q4g</b>	Neutral
	<b>Q4h</b>	Neutral
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Neutral
	<b>Q5</b>	The preceding questions favour a particular response and are biased. They should be disregarded.
	<b>Q6</b>	<ul style="list-style-type: none"> <li>- Whilst not relevant to the Principles, the intent of the existing Restrictive Covenant ought to be respected i.e. to restrict the use of the land to that of a car park for the benefit of the community.</li> <li>- The maximum number of dwellings must be determined by a rigorous analysis of the relevant factors. Plot ratio must not exceed 1:1.</li> </ul>
	<b>Q7</b>	The proposed concepts remain at odds with the wishes of the community and are inconsistent with the scale, aesthetic and design intent of the precinct.
<b>Submission No. 39</b> Jo and Matt Yacopetti 21 Royal Street, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Do Not Support
	<b>Q3</b>	The tower element is an inappropriate design for the site. There are no high-rise towers at this intersection and visually it will stick out. The design principles of the area are demonstrably low rise and changing the plot ratio to enable a tower disregards the character of the neighbourhood.
	<b>Q4a</b>	Support
	<b>Q4b</b>	Strongly support
	<b>Q4c</b>	Neutral
	<b>Q4d</b>	Neutral
	<b>Q4e</b>	Strongly support
<b>Q4f</b>	Strongly support	

	<b>Q4g</b>	Strongly support
	<b>Q4h</b>	Neutral
	<b>Q4i</b>	support
	<b>Q4j</b>	support
	<b>Q5</b>	Use of external materials should be consistent with existing surrounds i.e. natural stone, brick, muted colour render. Not steel and glass that would look completely out of place in this location.
	<b>Q6</b>	A tower design is an inappropriate entry statement to Claisebrook at the Royal and Plain Street intersection and would be detrimental from a range of outlooks. It would even be very apparent standing at Henry Lawson Walk looking across the Cove towards Royal Street, which currently presents as uniform low rise design.
	<b>Q7</b>	There are already existing similar tower and commercial developments in Bronte and Bennett Streets with further developments proposed and/or approved. The argument that this proposal fulfils infill requirement is therefore not compelling and the addition of a tower development in this location is short sighted. The proposed plans only favour the developer.
<b>Submission No. 40</b> Vicki Weston 10 Haig Park Circle, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	The current car park is utilised daily to capacity and there is not a need to build apartment blocks in this public car space.
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Strongly Do Not Support
	<b>Q4d</b>	Strongly Do Not Support
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Do Not Support
<b>Q4i</b>	Strongly Do Not Support	

	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	No answer provided.
	<b>Q6</b>	Do not want to see an apartment building on the site.
	<b>Q7</b>	No answer provided,
<b>Submission No. 41</b> The Planning Group on behalf of the owners of the site, Claisebrook Holdings Pty Ltd Written Submission		<p>- The owners are highly supportive of higher density development in line with the objectives of the State Planning Framework, including the objectives identified in the Central Sub-Region in the Perth and Peel @3.5 Million Strategic Plan, Directions 2031 and SPP 4.2 Activity Centres for Perth and Peel. These documents advocate for further density in the central Perth area, in ‘activity centres’ and in other areas with good access to public transport. The subject site is located within very close proximity to the CBD, just metres from the ‘Yellow Cat’ bus route and within 800m of Claisebrook Train Station.</p> <p>Whilst the Claisebrook area was traditionally developed for more mid-scale (three to four storey) type development, it has since been identified that this may have been somewhat of a lost opportunity, and that a higher scale of development would have better contributed to the vitality of the area and better support local businesses. The City’s planning framework advocates that the site be developed up to 2:1 and the design concepts will ensure that the development will add amenity to the area.</p> <p>The three concepts provide for a pedestrian link and central green space which will add to the amenity of the area for surrounding residents, improve the outlook from their properties and reduce the perception of bulk to Haig Park Circle. Overall the concepts respond well to many of the resident’s concerns with the 2013 development application. While concerns were also raised about the loss of parking bays, there is sufficient parking in the vicinity including opposite the site at the Royal Street Public Car Park and on street parking.</p> <p>- Concept One is the preferred option as:</p> <ul style="list-style-type: none"> <li>• The taller building will allow for a more efficient build and higher levels of amenity and outlook for future occupants, as well as providing a more feasible and saleable end product.</li> <li>• While it will generate a taller tower, the three storey podium to adjoining streets and the</li> </ul>

	<p>proposed open space will provide more intimate, pedestrian scale and reduce the perceived impact of the tower.</p> <ul style="list-style-type: none"> <li>• The proposed scale recognises the significant development potential of the site, being within the East Perth Centre and in close proximity to the city centre. Whilst the resulting development would be the highest building in the immediate vicinity, it is surrounded by several other tall and reasonably bulky buildings including the parking facility on the opposite side of Plain Street.</li> <li>• While the higher tower would create a longer shadow than the other options, there would be less overshadowing on Haig Park Circle and other public realm. The longer shadow would also move relatively fast during the day, reducing the impact on adjoining properties and the public realm.</li> <li>• This option would also provide a larger and more usable area of open space, with the benefit of better access to sunlight, particularly in the morning. The open space area and Haig Park Circle itself would be less overshadowed than in the other two options.</li> <li>• In all three options vehicle access will be obtained from Sovereign Close into the basement or podium so a high proportion of the area shown as open space would be utilised as vehicle access. Option 1 would be the least impacted by vehicle access as it allows for a larger area of open space.</li> <li>• Screening of existing building to the north and integration with the Western Power Transformer can be addressed through the landscaping of the space. It is expected that a development application would include an appropriate landscaping plan to demonstrate this.</li> </ul>
<p><b>Submission No. 42</b>  Jessica Barber  7A 29 Trafalgar Road,  East Perth  Email submission – no  completed survey.</p>	<p>The proposed heights of the concepts are of concern. Any of the options above four storeys would have a very negative impact on the visual appeal and views in East Perth. The only option that would be supported is one that provides a low design with lots of green space and architecture that compliments the neighbourhood.</p>
<p><b>Submission No. 43</b>  Strata Owners of Haig 33  33 Royal Street,</p>	<ul style="list-style-type: none"> <li>- Commercial owners purchased their properties on the basis that the existing car park would be kept in perpetuity.</li> <li>- There will be material adverse impact on commercial owners with any changes to car park, due</li> </ul>

<p>East Perth</p> <p>Email submission – no completed survey.</p>	<p>to resulting construction for over 12 months.</p> <ul style="list-style-type: none"> <li>- Significant loss of customers who reside outside East Perth as car parking bays would not be available. A number of small independent businesses in the area rely heavily on the parking area.</li> <li>- The design guidelines do not address satisfactory commercial vehicle manoeuvring i.e. loading/unloading/rubbish collection, etc.</li> <li>- Perth Stadium will require more car parking bays not less. This has not been factored in.</li> <li>- The adjoining roads and traffic lights at Plain Street were not designed to cater for a large development here, but rather to compliment a car park for people driving to the area.</li> <li>- The underground car park for the building next to 33 Royal Street has its only ramp access from the carpark.</li> <li>- The previous proposal was rejected due to strong opposition from residents and commercial owners. Many owners oppose development due to the Restrictive Covenant in place.</li> <li>- The area was not originally planned for high-rise – the significant size of the proposed development is out of character with the area.</li> <li>- A number of units overlook the car park and area and their views would be lost.</li> <li>- The proposed development would limit most of the natural light the complex receives.</li> <li>- The owners would be subjected to an imposing complex that would overlook many living and bedroom areas.</li> <li>- The development would have a significant impact on privacy.</li> <li>- Removing a large car park from an area that is full of restaurants and cafes would put significant pressure on local residents to compete for parking. This would have a flow on effect on the surrounding businesses as their clientele will not have access to adequate car parking facilities.</li> </ul>
<p><b>Submission No. 44</b></p> <p>Milanka Scurr 19 Haig Park Circle, East Perth</p> <p>Email submission – no completed survey.</p>	<ul style="list-style-type: none"> <li>- The car park was intended to be retained in perpetuity. Please use common sense and operate honestly, openly and professionally as expected.</li> <li>- Businesses rely heavily on parking in any suburb, none more so than a suburb like East Perth where this has already been purposely restricted, making any available parking doubly valuable. The inevitable extra pressure on parking when the Perth Stadium opens also needs to be considered.</li> <li>- It is understood the residents bought into the area knowing about the limited parking and accept this as part of the character of the suburb. But removing the car park now will change the suburb</li> </ul>



	irreparably.
<p><b>Submission No. 45</b> Metropolitan Redevelopment Authority</p> <p>Written submission – no survey completed.</p>	<p>The design principles and concepts are generally well resolved but the following principles should be further explored prior to the preparation of Design Guidelines:</p> <ul style="list-style-type: none"> <li>- A slender tower at the Plain Street frontage would be preferred (Concept 3), however the maximum height identified should only be permitted where design excellence, as defined by the Government Architect’s Better Places and Spaces Policy 2013, is achieved. Any development on this site will form a landmark as viewed from East Parade / Plain Street and will therefore effect the perception of the area.</li> </ul> <p>Design Guidelines should re-inforce this and require the tower and elements above four storeys (visible above adjoining buildings), to be designed in response to its uniquely high level of visibility from this key gateway to the city centre.</p> <ul style="list-style-type: none"> <li>- The potential for the proposed open space areas to be overshadowed, particularly the eastern end of the proposed park in Options 2 and 3, should be considered further. A linear park following the alignment of Sovereign Close should be considered to allow solar access year round.</li> <li>- The open space areas should be primarily focussed on pedestrians, but given the need for car parking access from Sovereign Close, a shared area will need to be incorporated at the northern end, adjacent to the street.</li> <li>- The principles for integration of the substation need to be clear to ensure it is done effectively and does not represent a back of house area for the buildings.</li> <li>- It is noted that a Restrictive Covenant, to the benefit of the former East Perth Redevelopment Authority (now MRA), is still in place, which requires the site to remain a car park in perpetuity. Further discussion will therefore need to occur between the MRA, the land owner(s) and the City in order to allow for development to occur in the future.</li> </ul>

<b>Submission No. 46</b> Jeffery Carroll 10 / 53 Haig Park Circle, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	The building will be an incredible disadvantage to me and the other people living in the same Foundation Housing building opposite the site.
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Strongly Do Not Support
	<b>Q4c</b>	Strongly Do Not Support
	<b>Q4d</b>	Strongly Do Not Support
	<b>Q4e</b>	Strongly Do Not Support
	<b>Q4f</b>	Strongly Do Not Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Strongly Do Not Support
	<b>Q4i</b>	Strongly Do Not Support
	<b>Q4j</b>	Strongly Do Not Support
	<b>Q5</b>	No answer provided.
<b>Q6</b>	No answer provided.	
<b>Q7</b>	Strongly opposed to the proposed redevelopment of the site.	
<b>Submission No. 47</b> Paul Griffin 8/35 Haig Park Circle, East Perth  (Written submission – no survey completed)	<p>- Free or cheap parking is very important for retailers. EPRA won awards for the East Perth development and wisely placed a restrictive covenant on the site to provide convenient parking for customers.</p> <p>Wilson Parking charge \$10 for 30 minutes and impose large fines but people still park there. Three local businesses pay Wilson Parking for their customer parking at great expense per month.</p> <p>The large number of apartments built or planned in East Perth since 2001 means more parking is required not less.</p> <p>Parking should be an amenity. Unfortunately, the City treat it as a method to raise maximum</p>	

revenue regardless of the damage caused to residents and business. There are 13 shop vacancies in Royal Street between Trafalgar Street and Bennett Street. The customers of remaining Royal Street businesses want convenient ground level parking.

Other areas in Perth including North Perth, Maylands, Mt Lawley offer a level of free or cheap parking. East Perth offers no free parking and no parking behind businesses.

Free parking should return to Royal Street. The argument that Royal Street paid parking is necessary to pay for CAT buses is nonsense. An efficiency dividend needs to be implemented at the City.

The three proposed concepts contain 60 apartments and no public parking. This will severely aggravate the current situation for businesses, customers and residents. In addition most of the residents in the 60 new apartments will get a Resident Parking Permit, utilising the 69 car parking bays set aside for Haig Park Circle residents.

- The open space in each of the concepts is not required. The existing parks are rarely used.
- It appears the 14 storey concept has only been presented to make the eight and nine storey concepts seem acceptable.
- None of the concepts are acceptable. The positive for the concepts is it will be cooler in summer due to the shade cast by the buildings.

Preferred option is to retain the site as a public car park. The Restrictive Covenant should not be lifted, Wilson Car Parking should be removed from managing the site and first hour free parking should be implemented.

A compromise could be 30 apartments on half of the site and public car parking at sensible prices on the other half ( potentially 6 levels of apartments and two levels of car parking). Alternatively,

	<p>a double storey car park could constructed over the total site.</p> <ul style="list-style-type: none"> <li>- There is no lack of apartments built or planned in East Perth near Haig Park Circle. These include 9 Tully (79 apartments), EastBank (70 apartments), Skye – Wickham Street (39 apartments), Eastside, Aspire – Brown Street (23 apartments), Wickham Apartments, Enclave – Bronte Street, Vue Tower (many apartments), Waterbank (many apartments). Prominent developers have predicted a bust in apartment markets. The National Bank has East Perth and Perth on loans blacklist.</li> <li>- If the restrictive covenant is removed a condition should be that the owner pays the difference between the original price and the new value. The land was owned by EPRA and WA people should benefit from rezoning. This money could be used to purchase CAT buses or donated to St Bartholomews.</li> </ul>																										
<p><b>Submission No. 48</b> Rhoda 1a Haig Park Circle, East Perth</p>	<table border="1"> <tr> <td data-bbox="479 743 622 788"><b>Q1</b></td> <td data-bbox="622 743 1962 788">Nearby resident</td> </tr> <tr> <td data-bbox="479 788 622 906"><b>Q2</b></td> <td data-bbox="622 788 1962 906">           Concept 1 Strongly Do Not Support            Concept 2 Strongly Do Not Support            Concept 3 Strongly Do Not Support         </td> </tr> <tr> <td data-bbox="479 906 622 951"><b>Q3</b></td> <td data-bbox="622 906 1962 951">Needs to remain as car parking for residents and businesses in the area.</td> </tr> <tr> <td data-bbox="479 951 622 995"><b>Q4a</b></td> <td data-bbox="622 951 1962 995">Strongly Do Not Support</td> </tr> <tr> <td data-bbox="479 995 622 1040"><b>Q4b</b></td> <td data-bbox="622 995 1962 1040">Support</td> </tr> <tr> <td data-bbox="479 1040 622 1085"><b>Q4c</b></td> <td data-bbox="622 1040 1962 1085">Support</td> </tr> <tr> <td data-bbox="479 1085 622 1129"><b>Q4d</b></td> <td data-bbox="622 1085 1962 1129">Neutral</td> </tr> <tr> <td data-bbox="479 1129 622 1174"><b>Q4e</b></td> <td data-bbox="622 1129 1962 1174">Strongly Do Not Support</td> </tr> <tr> <td data-bbox="479 1174 622 1219"><b>Q4f</b></td> <td data-bbox="622 1174 1962 1219">Strongly Do Not Support</td> </tr> <tr> <td data-bbox="479 1219 622 1264"><b>Q4g</b></td> <td data-bbox="622 1219 1962 1264">Strongly Do Not Support</td> </tr> <tr> <td data-bbox="479 1264 622 1308"><b>Q4h</b></td> <td data-bbox="622 1264 1962 1308">Support</td> </tr> <tr> <td data-bbox="479 1308 622 1353"><b>Q4i</b></td> <td data-bbox="622 1308 1962 1353">Neutral</td> </tr> <tr> <td data-bbox="479 1353 622 1359"><b>Q4j</b></td> <td data-bbox="622 1353 1962 1359">Neutral</td> </tr> </table>	<b>Q1</b>	Nearby resident	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support	<b>Q3</b>	Needs to remain as car parking for residents and businesses in the area.	<b>Q4a</b>	Strongly Do Not Support	<b>Q4b</b>	Support	<b>Q4c</b>	Support	<b>Q4d</b>	Neutral	<b>Q4e</b>	Strongly Do Not Support	<b>Q4f</b>	Strongly Do Not Support	<b>Q4g</b>	Strongly Do Not Support	<b>Q4h</b>	Support	<b>Q4i</b>	Neutral	<b>Q4j</b>	Neutral
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<b>Q4d</b>	Neutral																										
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<b>Q4h</b>	Support																										
<b>Q4i</b>	Neutral																										
<b>Q4j</b>	Neutral																										

	<b>Q5</b>	No answer provided.
	<b>Q6</b>	Not in support of development, would prefer the car parking kept as is. Agree that the substation could be moved.
	<b>Q7</b>	No answer provided.
<b>Submission No. 49</b> Michael Hinkley 3/33 Royal Street, East Perth	<b>Q1</b>	Nearby business owner
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	Removing the car park altogether will be a huge detriment to my hairdressing business in the area. A large majority of our clientele are from outside the East Perth area and must drive to get to the business. As parking is already scarce in the area, removing the car park would make it almost impossible for the local businesses to survive.  Given the expected influx of non-local people to the East Perth village area once the Perth Stadium is completed, a lack of parking would be enough to drive the patrons out of the area totally, losing a great opportunity for increased foot traffic for local businesses.
	<b>Q4a</b>	Do Not Support
	<b>Q4b</b>	Neutral
	<b>Q4c</b>	Do Not Support
	<b>Q4d</b>	Neutral
	<b>Q4e</b>	Neutral
	<b>Q4f</b>	Support
	<b>Q4g</b>	Strongly Do Not Support
	<b>Q4h</b>	Neutral
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Neutral
<b>Q5</b>	Car parking for the public should be maintained. Ideally the site would be kept as a car park, but at very least the building/site should include public parking bays.	
<b>Q6</b>	Public car parking is already difficult to find in East Perth. Removing the car park would be	

		detrimental to local business.
	<b>Q7</b>	No answer provided.
<b>Submission No. 50</b> Helene Offer 38 Joel Terrace, East Perth	<b>Q1</b>	Nearby resident
	<b>Q2</b>	Concept 1 Strongly Do Not Support Concept 2 Strongly Do Not Support Concept 3 Strongly Do Not Support
	<b>Q3</b>	The existing public car park is desperately needed in East Perth. The area has changed dramatically over the past ten years with regards to parking restrictions. Creating more higher density, high rise development will only increase pressure on an already struggling area parking wise.
	<b>Q4a</b>	Strongly Do Not Support
	<b>Q4b</b>	Neutral
	<b>Q4c</b>	Strongly Support
	<b>Q4d</b>	Strongly Support
	<b>Q4e</b>	Strongly Support
	<b>Q4f</b>	Support
	<b>Q4g</b>	Strongly Support
	<b>Q4h</b>	Support
	<b>Q4i</b>	Neutral
	<b>Q4j</b>	Strongly Support
	<b>Q5</b>	Leave the site as a car park and do not remove the covenant.
<b>Q6</b>	Taking away the small car park and making more residential and commercial opportunities may seem sensible in the developer's eyes. However, use of this car park is essential for fast convenience shopping in the area. East Perth needs more easy access car parking not more businesses and residents.	
<b>Q7</b>	The development needs to reconsidered. It is more important to improve the current area, rather than to add more development.	
<b>Submission No. 51</b> Haig Park Circle Action Group	Preference is for the site to remain as intended: <ul style="list-style-type: none"> <li>- EPRA in 2002 took steps to protect the residents from any change relating to the car park.</li> <li>- The property was marketed and priced accordingly and a Restrictive Covenant placed on the land</li> </ul>	

Email submission – no survey completed.

to protect its status. Consequently the property currently does not have any building guidelines as it was never intended to be used for purposes other than car parking.

- Residents are legally and morally entitled to rely on this assurance when deciding to live and invest in the area.
- Government authorities entrusted in protecting the Restrictive Covenant for the welfare of residents, should not make decisions based only on commercial considerations. In addition the City advised on 3/12/15 that proposed planning controls which may render the covenant superfluous are in development in order to consult with the community and to submit to Planning Committee and Council for approval in the New Year.
- At present the owners or prospective developers of the site are entitled to lodge development applications.

Any proposed planning controls need to incorporate the following:

- No reduction to the current 49 public car parking bay facility. Any development would need to maintain a minimum of 49 bays for public use.
- Maintain and integrate with the density, ambience, village atmosphere and aesthetics of the area as currently exists.
- Any impact to existing residents lifestyle to be minimal.
- Address vehicle manoeuvring in Sovereign Close to recognise and accommodate the requirements for deliveries and waste removal and minimise further congestion in Royal Street and Haig Park Circle.
- Maintain an acceptable number of car parking bays for visitors to the area and workers to improve the area rather than cause disruption and chaos.
- Future development applications would need to be guided by the Design Guidelines which the Council adopts. There must be no discretion available to the Council to depart from any provisions in the Guidelines and this must be clear in the Guidelines.
- Any development application must adhere to the current building regulations within Haig Park Circle.

It is noted that the residents have reinforced their view that the Restrictive Covenant should not be

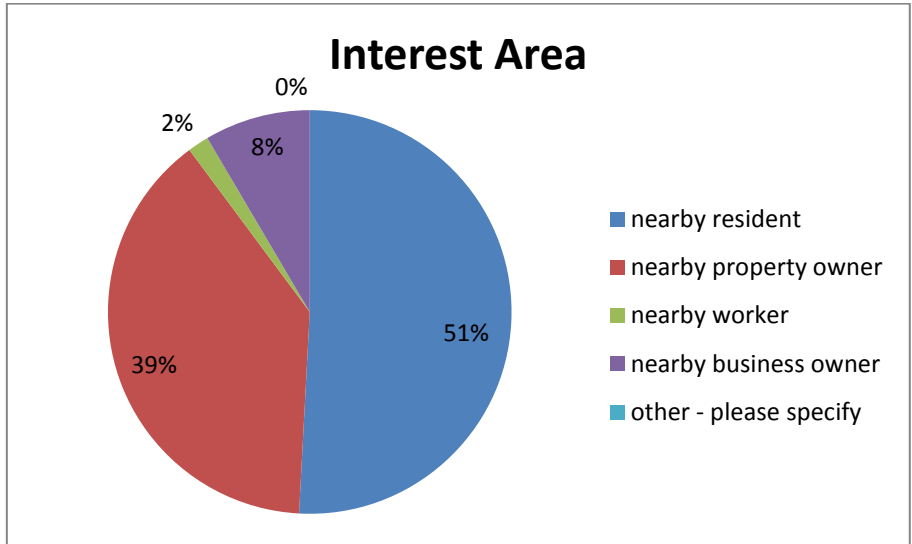
	removed or modified. Only one submission was not concerned about the loss of the 49 public car parking spaces.
<b>Petition</b> with 36 signatures	<ul style="list-style-type: none"><li>- Strongly protest against all the Guidelines, Proposals and Concepts for the redevelopment of the site.</li><li>- Protest strongly against the lifting of the Restrictive Covenant placed on the property in 2002.</li></ul>



**ATTACHMENT D – CONSULTATION AND ISSUE ANALYSIS**

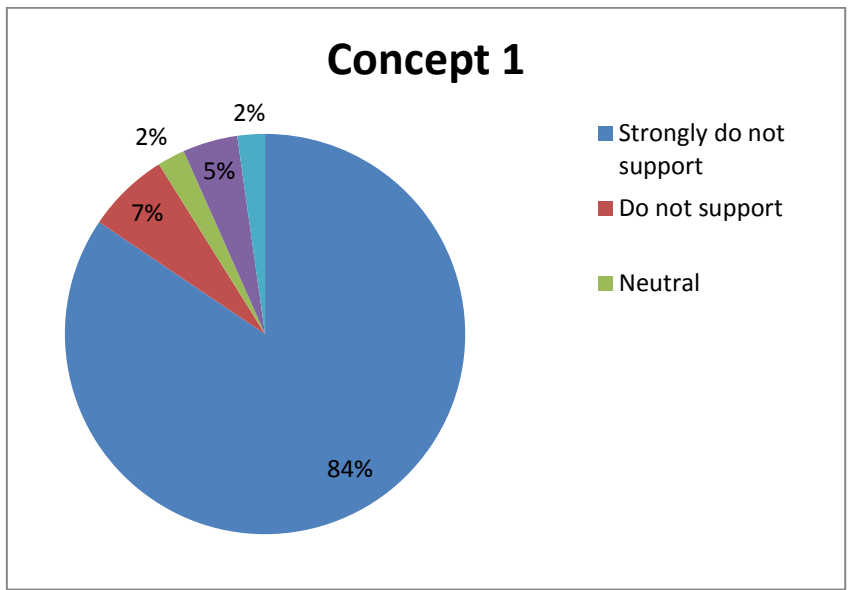
**Haig Park Circle Preliminary Community Consultation Results**

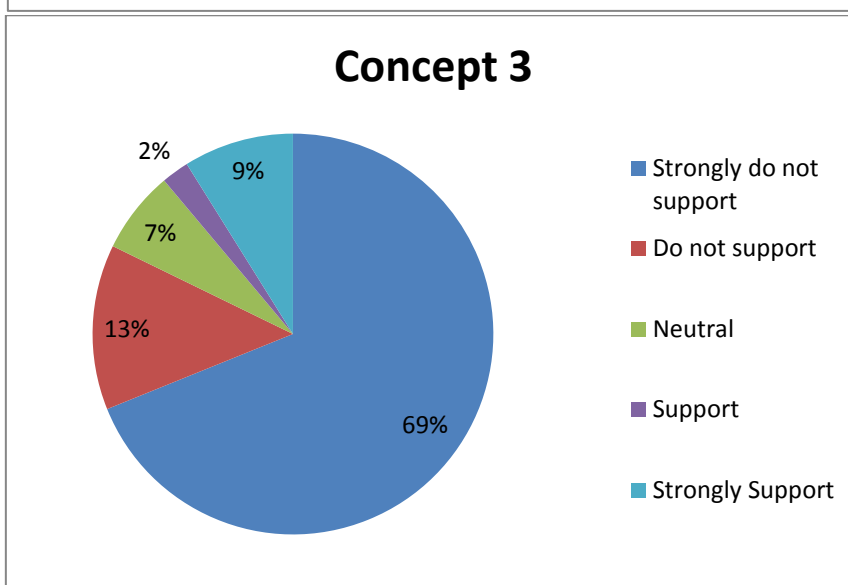
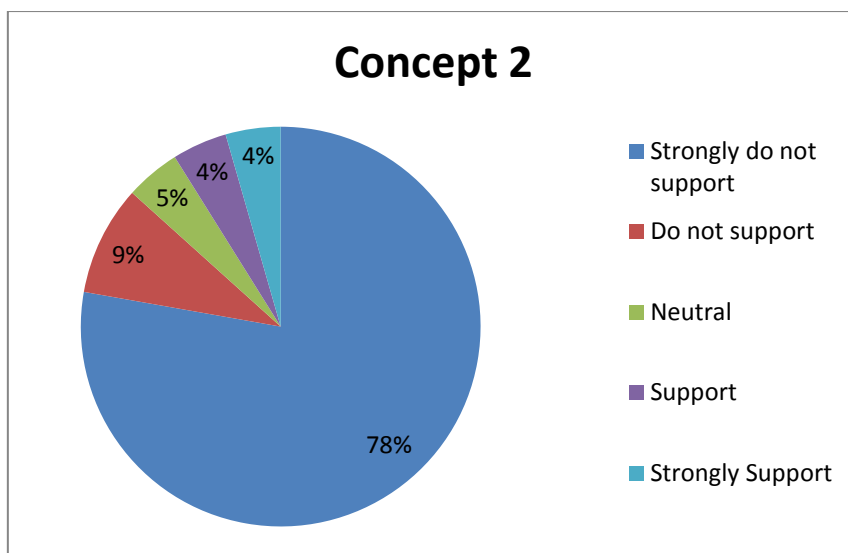
**Q1 What best describes your interest in the future development of Lot 70 Haig Park Circle, East Perth?**



**Q2 Please indicate your level of support for the Design Concepts for the site.**

	Strongly do not support	Do not support	Neutral	Support	Strongly Support	Total
<b>Concept 1</b>	38	3	1	2	1	45
<b>Concept 2</b>	35	4	2	2	2	45
<b>Concept 3</b>	31	6	3	1	4	45





**Q3 Please provide reasons below as to your level of support of the Design Concepts.**

Response	Details	Total Number
Concept Specific	Do not support any concepts	4
	Concepts 1 and 3 too high	2
	All concepts too high	1
	Concept 3 most in keeping with surrounding heights/built form	5
	Concept 1 preferred due to open space.	3
	Concepts 2 and 3 most in keeping with surrounding built form	2
	Concept 1 out of character with area	1
Car Parking	Keep as public car park	8
	Existing shortage of public car parking	9
	More car parking needed when Perth Stadium finalised for businesses to take of Stadium patrons	8
	Public car parking required for businesses, visitors, residents	3

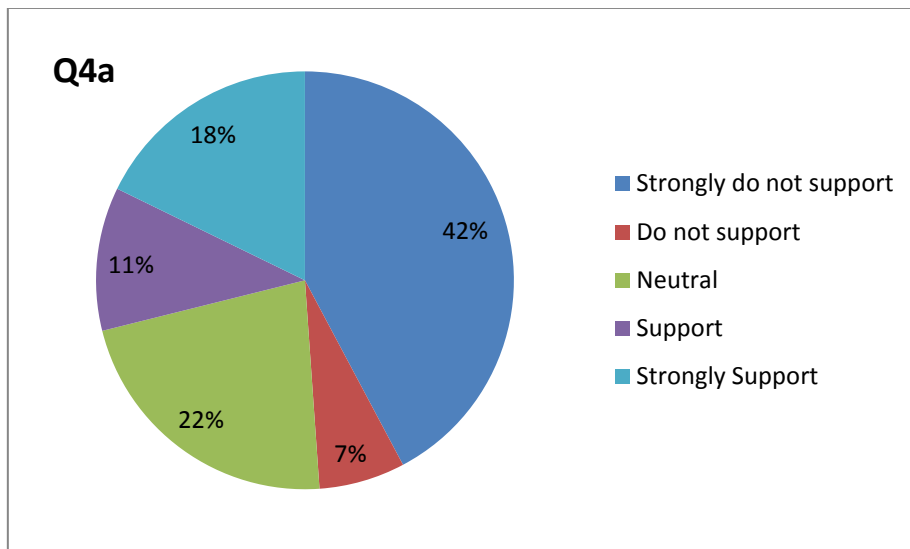
	Require development to incorporate 49 public car bays	3
	Development will increase car parking shortage	1
	Public car park is utilised to capacity daily	1
Restrictive Covenant	Maintain Restrictive Covenant	6
Neighbourhood Character and Amenity	Not in keeping with streetscape, neighbourhood, 'Village' character	5
	Will have a negative impact on amenity and character	2
Purchase Decision	Purchased on the basis of Restrictive Covenant and car parking	4
Traffic and Access	Need to address movement and manoeuvring in Sovereign Close	3
Plot Ratio and Density	Maximum plot ratio should be 1:1	2
	Maximum plot ratio should be 1.5:1	1
	Number of dwellings is excessive	1
Built Form	Do not support high rise	1
	Excessive bulk and scale	4
	Will dominate streetscape	1
	Other buildings in Haig Park Circle low rise, maximum two storeys plus loft	2
	Nil setbacks not appropriate	1
	Maximum four storeys.	1
	Maximum eight storeys	1
	Tower element inappropriate	1
Construction	Construction will affect business.	3
	Construction will affect vehicular access to Haig Park Circle	1
Architecture	Unimaginative	1
	Ensure interesting design	1
Public Open Space	Already sufficient open space in area	2
	Open space will be overshadowed	2
Community Opinion and Consultation	Inadequate consultation	1
	The City continuing to pursue development despite opposition	3
Apartment Supply	Already an oversupply of apartments	2
Promote Development	Concepts promote/assist development approval	2
Dwelling Quality and Mix	Cater for families	1
	Ensure good design and amenity	1
Other	Establishment of Design Guidelines supported	1
	Support commercial development but not more residential	1
	Building will be a disadvantage to the people	1
	Design will affect resident safety	1

Please indicate your level of support for the following proposed Design Principles for the future development of the site

**Land Uses**

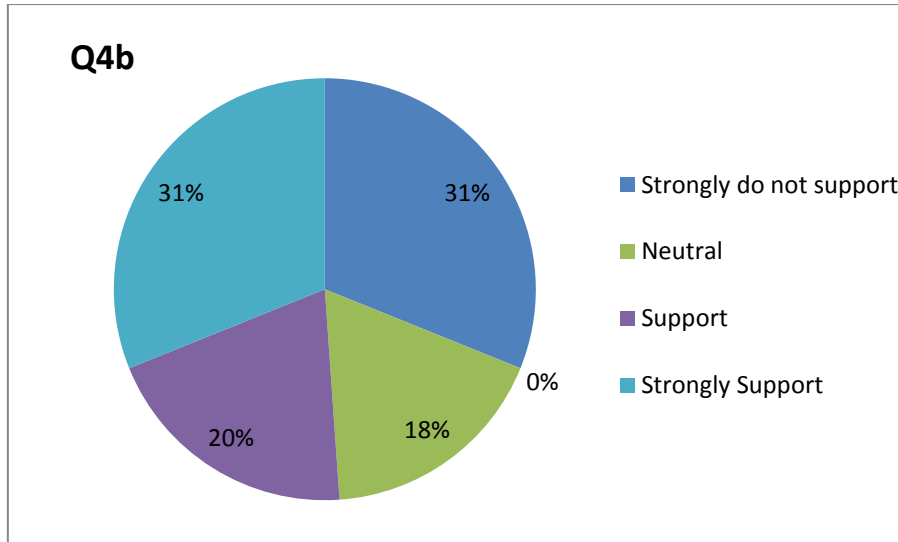
**Q4a The development of the site should be residential rich.**

Strongly do not support	Do not support	Neutral	Support	Strongly Support	Total
19	3	10	5	8	45



**Q4b The location of uses on the site should respond to the existing character of the area, with residential uses fronting Haig Park Circle and commercial uses fronting Plain Street.**

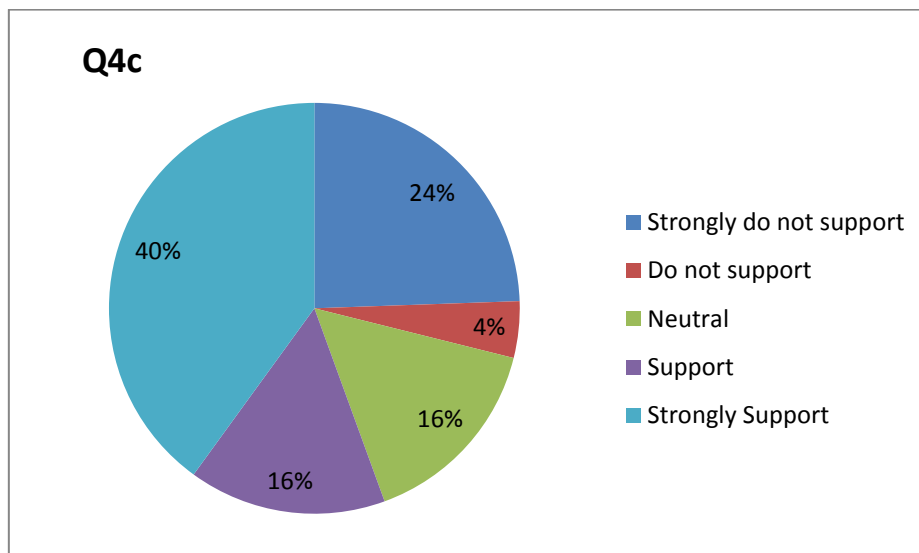
Strongly do not support	Do not support	Neutral	Support	Strongly Support	Total
14	0	8	9	14	45



**Places for People**

**Q4c** Green public space should be created on the site to contribute to the green public space network within the area and improve the outlook for adjoining properties.

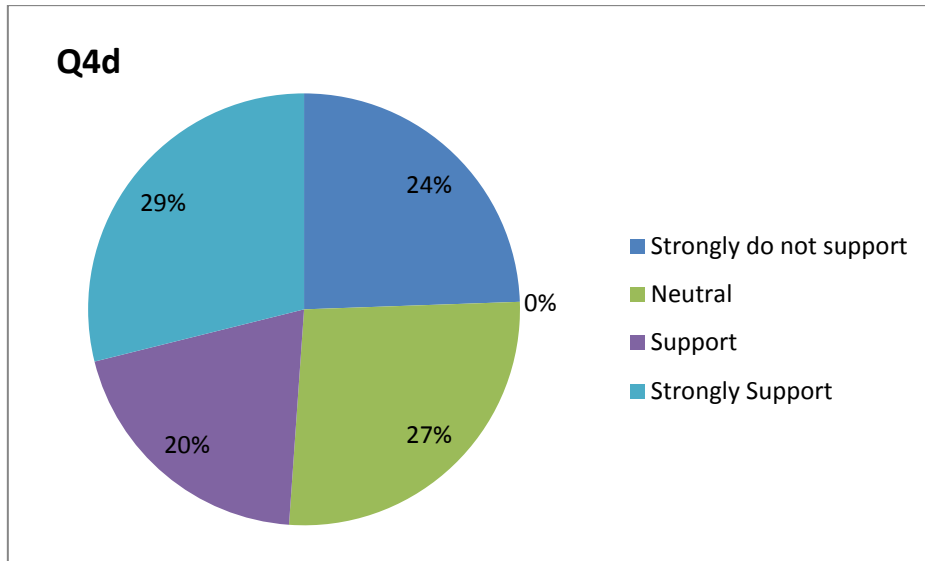
Strongly do not support	Do not support	Neutral	Support	Strongly Support	Total
11	2	7	7	18	45



**Connectivity**

**Q4d** A pedestrian connection should be provided through the site linking Orchard Way with Royal Street through an extension of Sovereign Close.

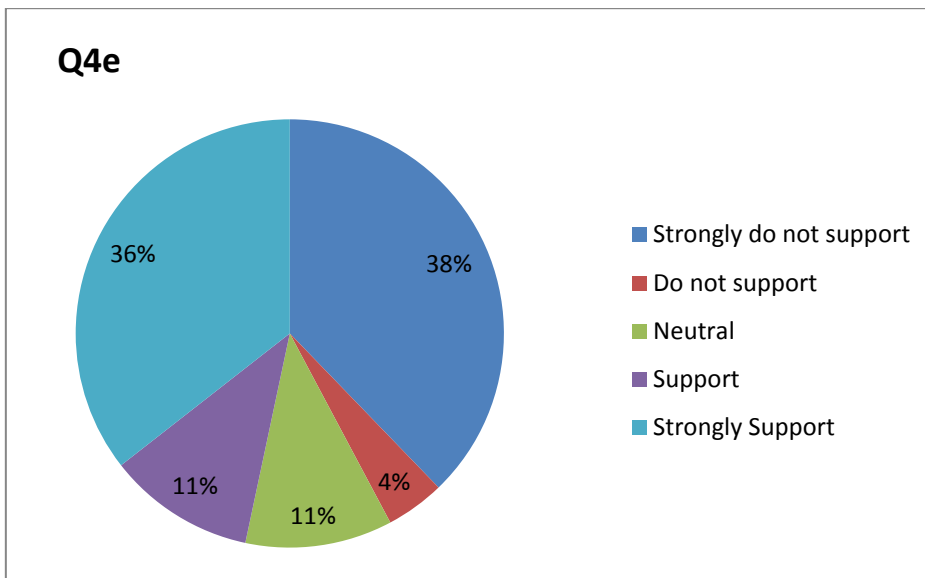
Strongly do not support	Do not support	Neutral	Support	Strongly Support	Total
11	0	12	9	13	45



**Quality Design**

**Q4e The development of the site should be broken up to minimise building bulk and respond to the grain of surrounding development.**

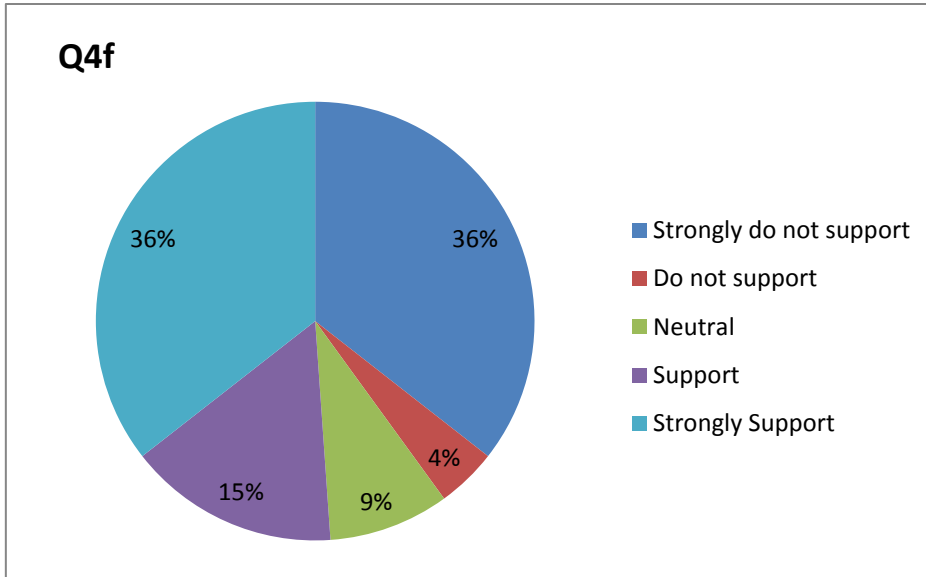
Strongly do not support	Do not support	Neutral	Support	Strongly Support	Total
17	2	5	5	16	45



**Q4f The development should respond to the scale of surrounding development and should step down towards Haig Park Circle to acknowledge the three storey development on the opposite side of the road, step up toward Royal Street, and place the majority of building height on Plain Street.**

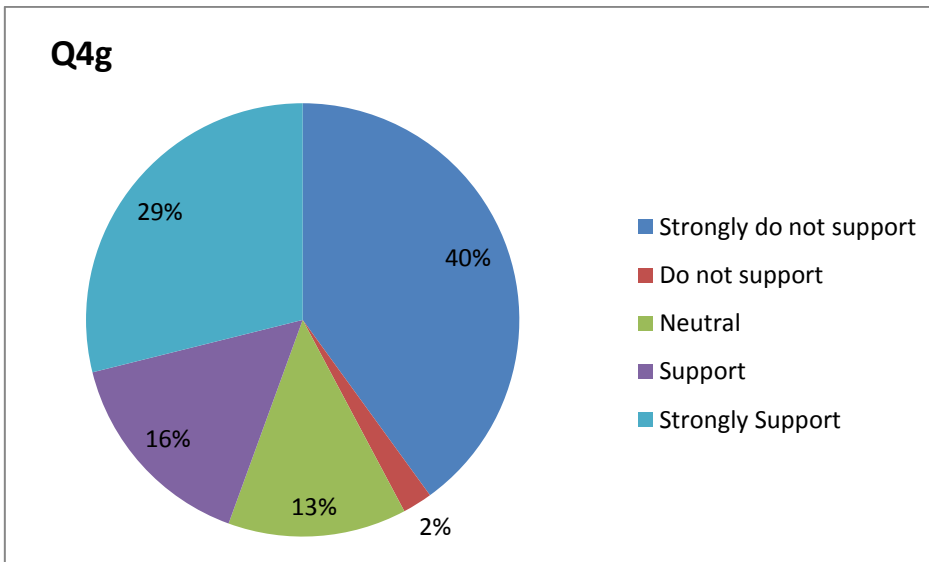
Strongly do not	Do not support	Neutral	Support	Strongly Support	Total
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<b>support</b>					
16	2	4	7	16	45



**Q4g Car parking should be located in the basement of the development with access from Sovereign Close to minimise any increase in traffic on Haig Park Circle.**

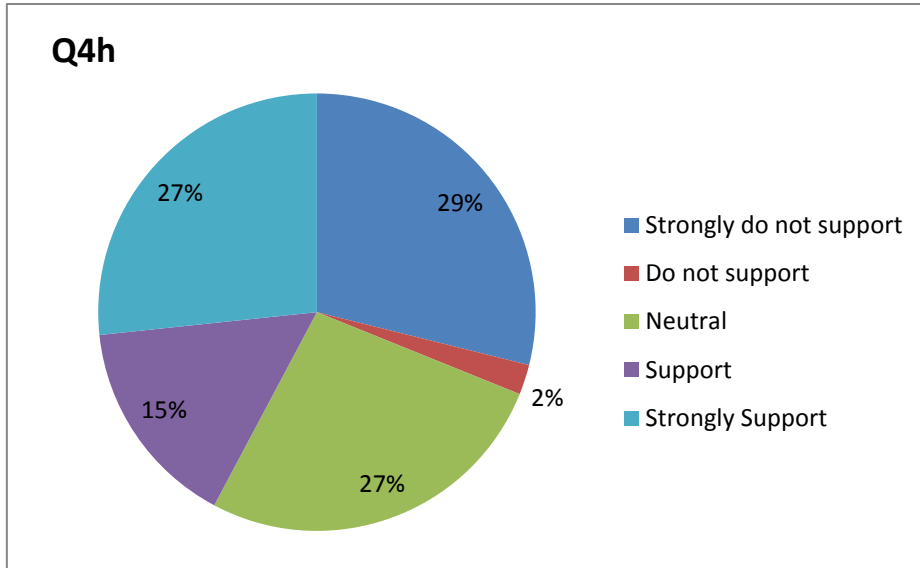
Strongly do not support	Do not support	Neutral	Support	Strongly Support	Total
18	1	6	7	13	45



**Q4h The Western Power substation should be integrated into the development of the site where possible to minimise its impact on the streetscape.**

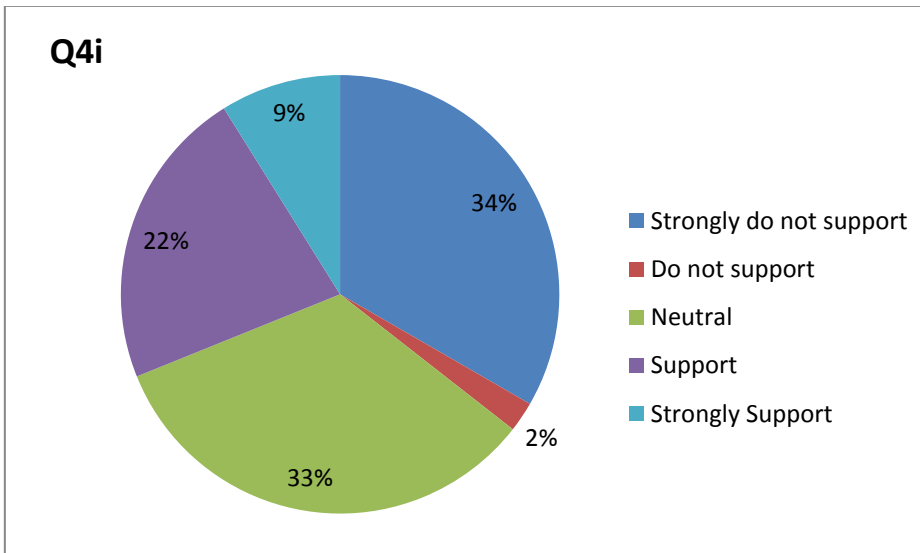
Strongly do not support	Do not support	Neutral	Support	Strongly Support	Total
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<b>support</b>					
13	1	12	7	12	45



**Q4i The development of the site should screen the back of the development fronting Royal Street.**

<b>Strongly do not support</b>	<b>Do not support</b>	<b>Neutral</b>	<b>Support</b>	<b>Strongly Support</b>	<b>Total</b>
15	1	15	10	4	45

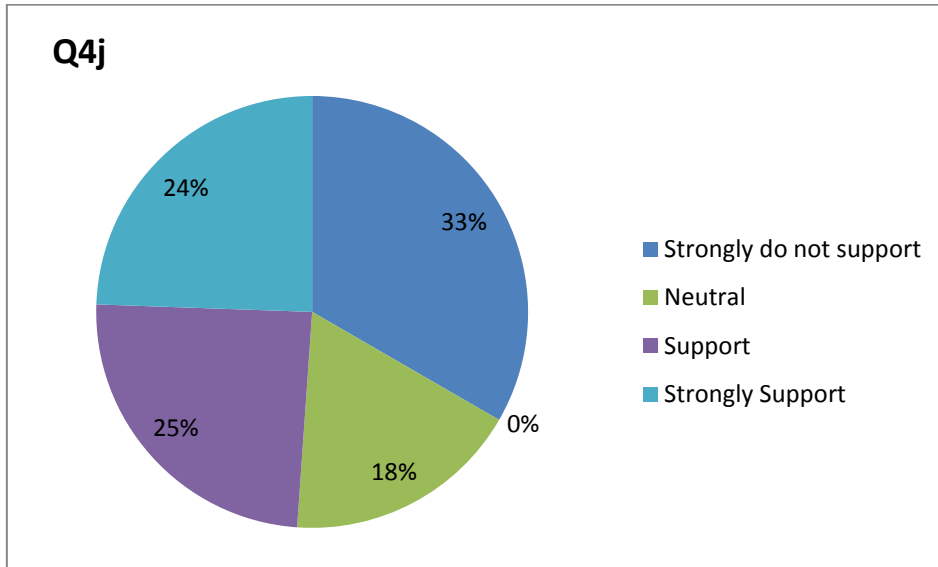


**Q4j Buildings should be designed with slight variations, enhancing the architectural character of East Perth.**

<b>Strongly do not support</b>	<b>Do not support</b>	<b>Neutral</b>	<b>Support</b>	<b>Strongly Support</b>	<b>Total</b>



15	0	8	11	11	45
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**Q5 Please provide reasons below as to your level of support of the proposed Design Principles.**

Response	Details	Total Number
General Development	Do not support development	3
	Do not support any design concepts	1
Car Parking	Retain as a public car park	10
	Provide some public car parking	2
	Provide 49 public car parking bays on site	1
	Shortage of public car parking with Perth Stadium opening.	2
Restrictive Covenant	Retain and uphold Restrictive Covenant	6
	Concepts should incorporate provisions of Restrictive Covenant	1
Traffic and Access	Address access to site for servicing, no reversing onto Royal Street.	2
	Address access to and from site.	1
	Address Royal Street traffic congestion	1
Built Form	Limit building height to 4 storeys	1
	Street setbacks in Haig Park Circle should be 3 to 4 metres	1
	Limit building height to 4 storeys at Plain St and 2 storeys at Haig Park Circle	1
	Restrict the tower to minimum height	1
	Development must be in keeping with height, bulk, plot ratios and setbacks of surrounding buildings	1
	Allow greater height at the corner of Royal and Plain Street and leave the car park as existing	1
	Relocate the tower to the east to reduce noise to apartments.	1
Architecture	Design is boring	2

	Achieve better harmony with local architecture and character	1
	Interesting design required	1
	Use external materials consistent with surrounding	1
Neighbourhood Character	Retain Village atmosphere	1
	Be compatible with ambience of area	1
Dwelling Mix and Design	Single bedroom dwellings should be limited	1
	Provide family accommodation	1
	Liveable apartment design with adequate floor area	1
Other	No public art provided	1
	Provide as much open space as possible	1
	Do not support residential dwellings at the site	1
	Address pedestrian access and change in levels between Sovereign Close and public space carefully	1
	Redevelopment in current economic climate not supported	1
	Strictly enforced guidelines area essential	1
	Survey questions are biased, should be disregarded	1
	Lack of support for businesses	1

**Q6 Are there any Design Principles that you think are missing and should be included in any future Design Guidelines for the site?**

Response	Details	Total Number
Concept Specific/General Development	Oppose development	4
	Design Principles and Concepts not supported	4
	Concept 2 bulk and scale is supported but architecture poor	1
	Concept 3 fits with surrounding buildings with north south access	1
	Concepts 2 and 3 reasonable but need to be well executed	1
Restrictive Covenant	Uphold Restrictive Covenant	3
Car Parking	Land was purchased on basis of site remaining a car park	1
	Retain the public car park	4
	Shortage of public car parking in area	4
	Businesses will suffer from car parking shortage	2
	Options disregard concerns about car-parking	1
	4 storeys reducing to 2 storeys at Haig Park Circle appropriate	1
Plot Ratio	Limit Plot Ratio to 1:1	2
	Plot Ratio should be maximum 1.5:1	1
	Density will have a negative impact on amenity of area	1
	Reduce plot ratio	1
Public Open Space	Public open space high priority	1
	Public open space not required	1
Traffic and Access	Access from Sovereign Close could be narrower	1

	Development would lead to traffic congestion at the intersection of Royal and Plain Streets	1
	Roundabouts required	1
Other	Properties purchased on basis of character of area being retained as is	1
	Apartment building on the site not supported	1
	Query if residents or businesses involved in development of design principles	1
	Development needs to be high quality and not push the envelope	1
	Existing residents purchased on basis skyline views would be retained	1
	Substation could be moved	1
	Concepts do not reflect character of area	1
	Construction would have an adverse impact on business	1

**Q7 Do you have any additional feedback you would like to provide?**

(Includes comments in submissions other than survey)

Response	Details	Total Number
General Development	Oppose redevelopment of site	7
	None of concepts acceptable	1
Restrictive Covenant	Property purchased on basis of Restrictive Covenant	2
	Restrictive Covenant being ignored	1
	Retain and uphold Restrictive Covenant	3
	When was the Restrictive Covenant removed and was community consulted?	1
	Owner of site purchased at reduced price due to Restrictive Covenant. Government missed out on potential revenue of increased development potential.	2
Car Parking	Retain as public car park	9
	Loss of convenient public car parking will affect businesses, residents and their	5
	More parking required for businesses when Perth Stadium completed to take advantage of additional patrons	5
	Development should include public car parking	3
	Existing shortage of public car parking	2
	Introduction of paid car parking in area problem for businesses	2
	Additional retail will compound problems unless car parking issues addressed.	1
	Reserve land for car parking.	1
	Sufficient car parking in area.	1
Traffic and Access	Access for service vehicles inadequate	4
	Will increase traffic and congestion at corner of Royal and Plain Streets.	3
	Will increase traffic congestion	1

Purchase Decision	Owners purchased in area due to character. Changing guidelines now inappropriate.	2
	Owners purchased in area on basis of car parking being retained and no development.	4
Neighbourhood Character	Concepts out of character with area	5
	Development of car park will have a negative impact on the character of the area	2
	Development should be in keeping with general character of area.	1
	One building will not create vibrancy	1
	Concepts should reflect community village feel	2
	East Perth needs more density and life	1
Apartment Supply	Development will create oversupply of apartments	3
Built Form	Opposed to height of concepts.	2
	Maximum two storey plus a loft was applied elsewhere in Haig Park Circle	1
	High-rise not in keeping with area – medium density with limited height appropriate	1
	4 or 5 storey maximum only	3
	Should include concept for 4 to 5 storeys with public car parking	1
	Podium will reduce impact of tower	1
	Other tall buildings in area	1
	Design Excellence required given visibility of site.	1
	New development should be consistent with current provisions for Haig Park Circle.	1
Community Opinion	Strong ratepayer opposition to proposals	4
	Council should not rezone without consultation	1
	Should be a community forum on local issues	1
	Concepts do not reflect community opinion	2
Plot Ratio and Density	Apply maximum plot ratio of 1:1	1
	Transferring the site from Precinct EP2 to EP1 was back door way of increasing density.	1
	Support higher density development	1
	Public open space supported but not suitable compensation for 9 storey development	1
	Public open space will be overshadowed, reconsider alignment.	2
	Shared pedestrian and vehicle area will be required at the northern end of the site.	1
Public Open Space	Public open space not required	1
	Access will be difficult during construction	1
	How will residents and businesses be compensated during construction?	1
Dwelling Size and Mix	Apartments should be designed for long term residents	1
Other	Businesses will be lost	1
	Should be no discretion for Council or DAP to vary Design Guidelines.	2
	Continue to communicate with community	1
	How will businesses be compensated for long term	1

	impact?	
	Do not increase residential development. Promote retail and service precinct.	1
	Stand-alone substation is not an issue.	1
	Principles for integration of substation need be clear and effective	1
	Already similar developments proposed and approved in Bronte and Bennett Streets so infill not required. Favours developer.	1

**ATTACHMENT E – SHADOW DIAGRAMS –DESIGN CONCEPT C**

**Development with a maximum plot ratio of 2.0:1.0**



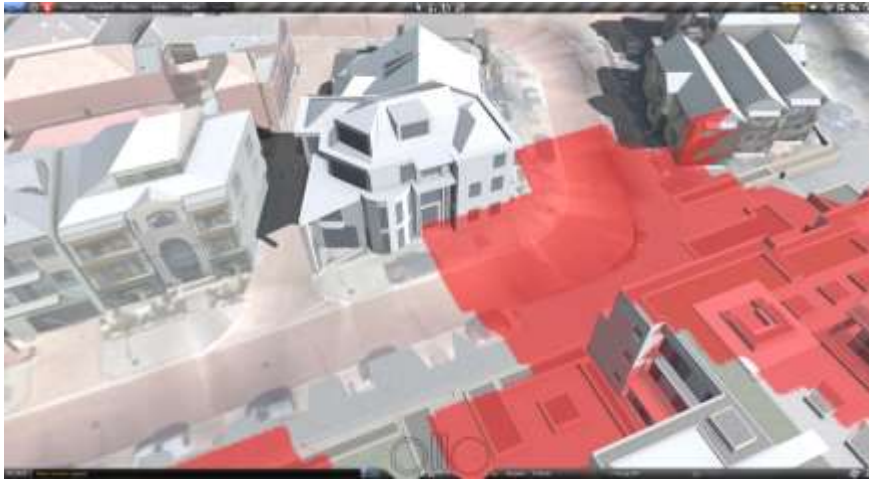
21 August – 10am



21 August – 11am



21 August – 12pm



21 August – 1pm



21 August – 2pm



21 August – 3pm



\*All building heights indicated are maximums and all setbacks indicated are minimums



ATTACHMENT G

Alternative Design Concept D with a plot ratio of 1.5:1.0



Alternative Design Concept E with a plot ratio of 1.5:1.0



Alternative Design Concept F with a plot ratio of 1.5:1



ATTACHMENT H - SHADOW DIAGRAMS ALTERNATIVE CONCEPTS

Concept D - Plot Ratio 1.5 – maximum height on western side - approx 5 storeys



21 August – 10am



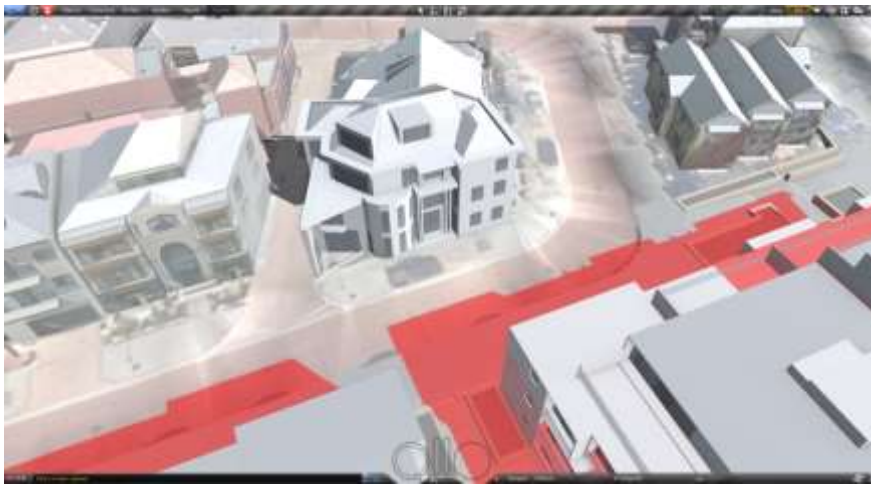
21 August – 11am



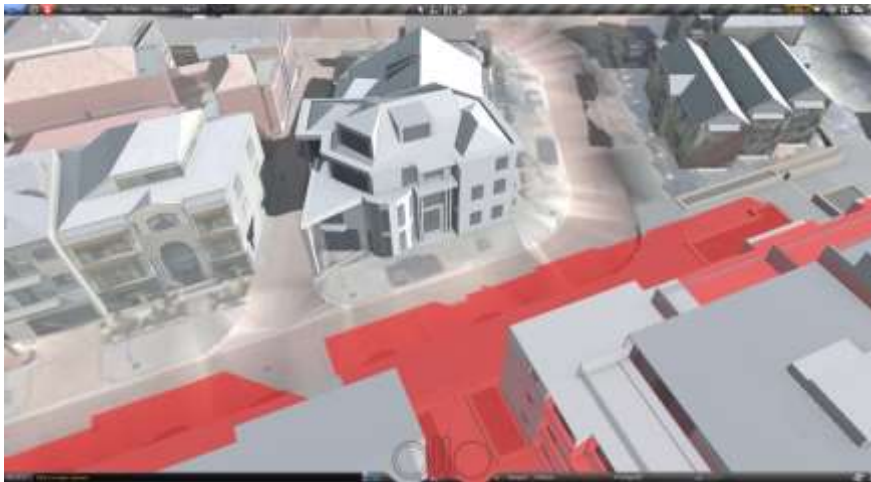
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21 August – 1pm

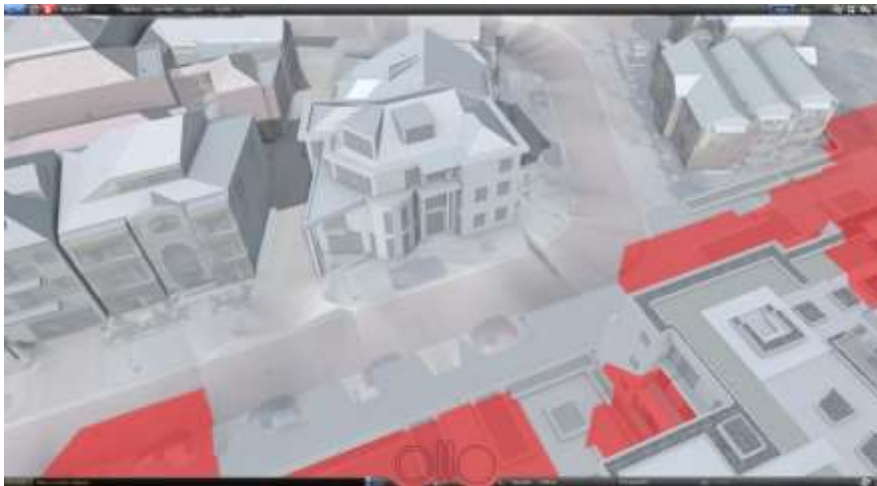


21 August – 2pm

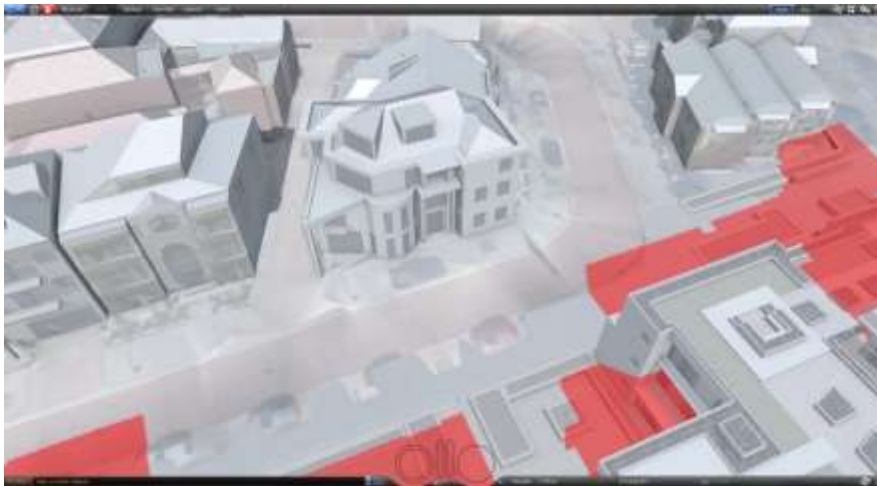


21 August – 3pm

**Concept E - Plot Ratio 1.5 – maximum height on western side - approx 6 storeys**



21 August – 10am



21 August – 11am



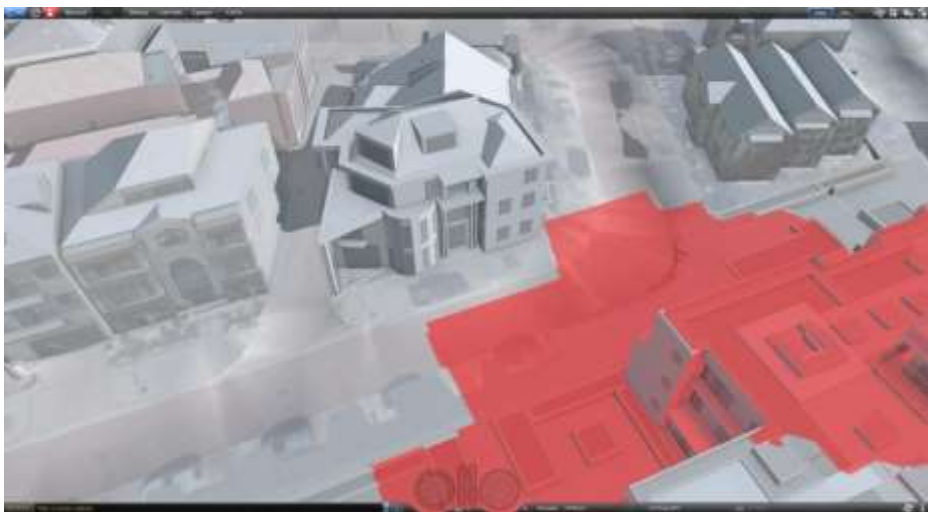
21 August – 12pm



21 August – 1pm



21 August – 2pm



21 August – 3pm

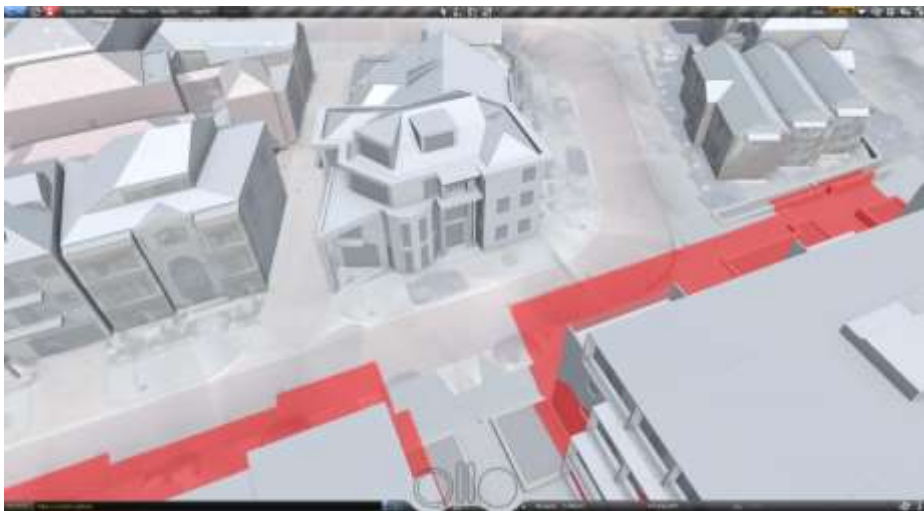
**Concept F - Plot Ratio 1.5 – maximum height on western side - approx 4 storeys**



21 August – 10am



21 August – 11am

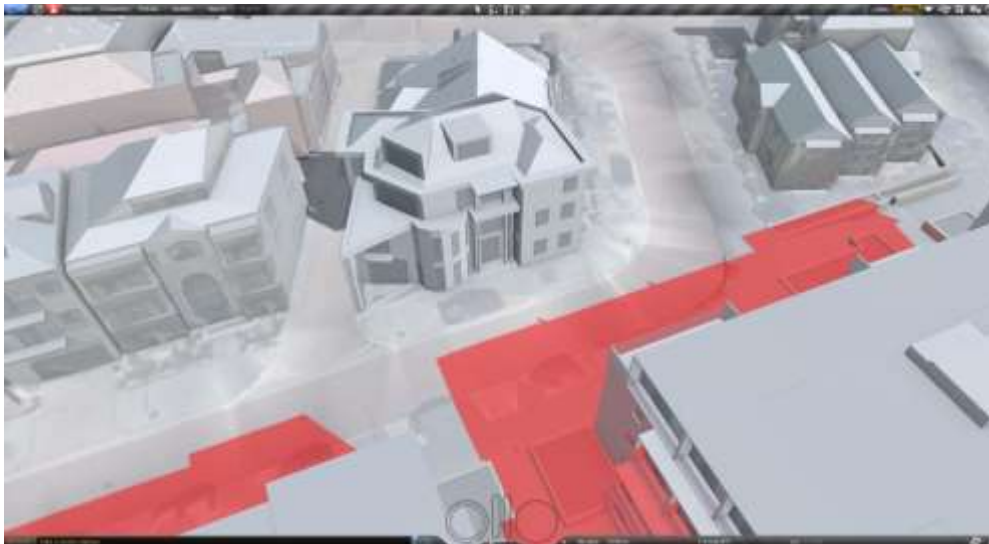


21 August – 12pm

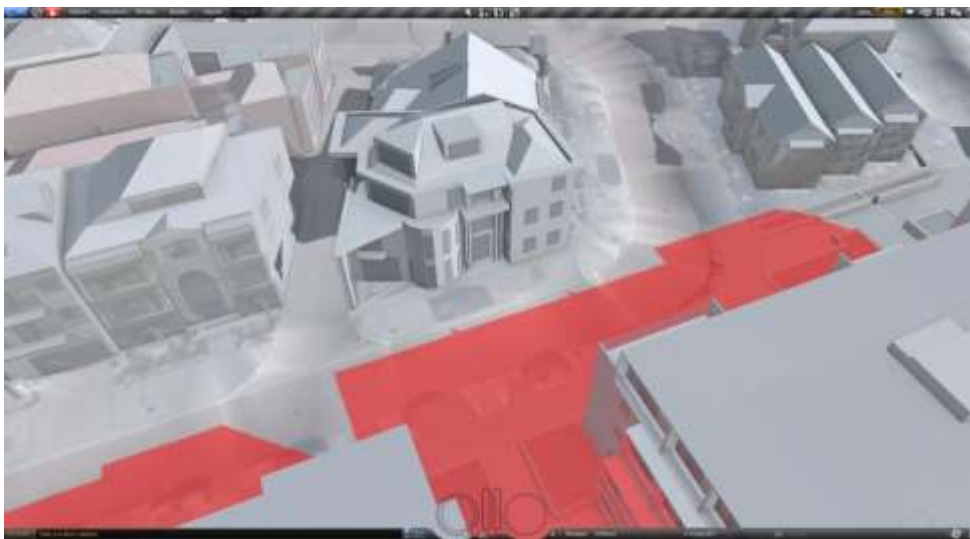




21 August – 1pm



21 August – 2pm



21 August – 3pm



## **Purpose and Background:**

At its meeting of **30 August 2016**, Council endorsed the following Notice of Motion tabled by Cr Green which reads:

*“That the administration:*

1. *undertake an audit to document all commercial buildings that are vacant or in a state of disrepair; and*
2. *considers the local legal context, what other Australian cities are doing on this issue and what is being done in other parts of the world, and prepare a report which details what incentives and interventions could be taken to encourage the occupancy of vacant buildings or their conversion to then become occupied.”*

## **Details:**

In 2010 the City undertook a Vacant and Neglected Buildings Study which focused on addressing issues of general disrepair and dilapidation across the City’s district. This study identified a range of properties which were either in a state of neglect or vacant in a prominent location; two properties remain on this list (2-6 Parker Street and 78 James Street, Northbridge).

Although the City advises on and addresses structural integrity issues on an as-required basis through the City’s Building Surveyor and Development Compliance Officers, litigation triggered by Building and/or Planning legislation is rare. Rather, the City’s preference is to work with owners to assist them with understanding development controls, possible assistance measures, and the City’s expectations of business owners.

### **Perth CBD and West Perth Office Market Report**

The 2016 Office Market Report produced by Jones Lang Lasalle describes the following office market condition:

<i>Perth CBD</i>	<i>West Perth</i>
<ul style="list-style-type: none"> <li>• Total Stock: 1,768,137sqm</li> <li>• Total Vacancy : 385,303sqm</li> <li>• Total Vacancy rate: 21.8%</li> </ul>	<ul style="list-style-type: none"> <li>• Total Stock: 425,555sqm</li> <li>• Total Vacancy: 62,806sqm</li> <li>• Total Vacancy Rate: 14.8%</li> </ul>

Analysis undertaken by Savills, CBRE, RBA, and Lease Equity indicate that both area vacancy rates are above the 25-year average Office vacancy rate of 12.2%.

### **Vacant and Underutilised Spaces Issues Discussed**

Increasing activation and the overall use of spaces in collaboration with the private sector to leverage economic enhancements is a business function of the City. The City has addressed vacant and underutilised spaces in three phases over the last five years:

- upper floor and underutilised spaces;
- central area activation; and

- broader scale office market vacancies.

The City engaged Pracsys Economics and Hassell in 2010 to produce the 'Forgotten Spaces Study' which involved auditing and scenario planning specific vacancies of upper floors in the Hay and Murray Street Malls. Following this study, the City partnered with the private sector to activate the 618 Hay Street Mall upper floor (Moana Chambers) with a café, gallery, and co-working space by underwriting the lease for 12 months and providing a bond. Changes to the *Building Act in 2011* had a significant impact to the feasibility of adapting upper floor spaces and basements, particularly with regard to costs associated with disabled access.

Some upper floors of buildings have become vacant over time in response to market forces and changing consumer demands. This is applicable for low, medium, and high-rise. Owing to the past removal of structural components such as stairwells, some upper floor spaces have become non-compliant with current Building, Planning, and Health legislation.

Financially, upper floor spaces can be difficult to rent because of 'equitable apportionment of outgoings' required by the *Commercial Tenancy Act 1985*. This presents a challenge when securing a tenant in addition to sometimes significant capital costs of upgrading a space to meet legislative standards. The City has been proactive in this regard through heritage rates exemptions that are commonly applied for in these circumstances and assessed by the City.

Building owners may also be reluctant to upgrade buildings or set a realistic market rate for their properties if perceptions for reductions in revaluations exist; this can lead to equity based upgrades becoming unfeasible or unachievable. A revaluation can undermine a loan and impact on a broader property portfolio secured against an asset and therefore can act as a disincentive for development.

### City Initiatives

The City supports small and medium sized businesses to improve their buildings through the provision of Business Improvement and Small Business Grants which provide up to \$120k and \$20k annual budget allocations respectively. Assistance is also provided to help businesses find a location by facilitating discussions with leasing agents. Similarly, the City also promotes short-term use operators (pop-up shops) in vacant spaces for enhanced activation of the city and to create a revenue stream for property owners where longer-term tenants cannot be readily secured.

In addition, the City provides sponsorship across a range of events aimed at fostering growth and development of respective industries: Past events sponsored by the City include:

- RIIT Unearthed;
- LNG18
- Nextek;
- Minespace;
- TedX;
- West Tech Fest (OzApps);
- Founder Institute;
- Lets make Games; and
- Filmcom.

The City regularly meets with property industry representatives to examine joint opportunities for investment attraction. Currently, the City is focused on supporting a range of growth sectors including medical research, co-working spaces, technology start-ups, and education. Meetings are also held with investors through the 'Perth Education City' initiative to promote student accommodation developments.

The Economic Development Unit have also commissioned a building adaptability study that will analyse the common characteristics of C grade office building stock in the CBD, and through the appointed consultant team and architects develop six conversion schemes (i.e. conversion to A grade office stock, conversion to residential, conversion to student accommodation, conversion to mixed use, conversion to a health services hub and conversion to vertical education facilities).

This will provide an excellent engagement platform with building owners saving them time and money by providing them with a comprehensive overview of the considerations, costs, example schemes and plans to assist them in scoping up and undertake building conversions.

### Economic Growth Drivers

City Planning Scheme No.2 (CPS2) includes a range of provisions that encourage the development of particular land uses. Scheme Bonuses are offered for Special Residential (Hotel and Student Accommodation), Residential, Heritage, and Community Uses. The City employs officers dedicated to liaising with the Metropolitan Redevelopment Authority (MRA) on projects such as Elizabeth Quay, Riverside (Waterbank), Perth City Link, and Perth Stadium to ensure benefits from these State projects are optimised in the long-term development of Perth.

Whilst providing development control provisions, CPS2 is flexible enough to cater for changing market forces. In the 2016 calendar year, there were 13 change of use applications approved from 'office' to 'education' which represents 10,000m<sup>2</sup> of leasable office space. The City approved all applications less than a month after their respective submissions.

The City has also sought to increase the level of affordable housing provided for within the city by providing 48 affordable apartments at Goderich St for a cost of \$16 million. The City also contributes \$16 million annually for free public transport and associated infrastructure (including components of the new Perth Busport) which supports development of underutilised land. \$50m has been committed in the 2017/18 financial year for the maintenance, construction, and redevelopment of City infrastructure such.

### Property Audit

Whilst a high level vacancy rate is able to be determined, a comprehensive audit of all commercial buildings to determine their condition would require technical analysis from suitably qualified individuals across the following disciplines for example:

- Structural Engineer;
- Civil Engineer;
- Mechanical Engineer;
- Electrical Engineer;
- Strategic Town Planner;

- Statutory Town Planner;
- Environmental Health Officer;
- Development Compliance Officer;
- Commercial Valuer;
- Architect; and/or
- Building Surveyor.

An in-house Project Manager would also be required to coordinate and prepare consolidated advice for the City in a comprehensive audit. It is otherwise not possible for the City to determine levels of disrepair or how specific vacant sites may respond to changes of use if indeed they are appropriate.

### **Financial Implications:**

A cost for undertaking a city wide vacant and dilapidated commercial buildings analysis cannot be estimated at this point in time and would need to be determined through a formal tender process. For comparison, the City of Melbourne employs 6 Full-Time Employees comprising Managerial and Data Collection Officers to conduct continuous land use surveys.

### **Comments:**

Tracking commercial or retail vacancies and undertaking building audits is not a general function of local government and would generate substantial additional staff and reporting costs estimated to be several hundred thousand dollars. The *Local Government Act 1995* restricts actions that can be undertaken by local authorities on private land and so unless functions are being performed under the *Building Act 2011*, *Public Health Act 2016*, or the *Planning and Development Act 2005*, access cannot be guaranteed for a comprehensive audit. Therefore, it would be difficult to provide accurate information in this regard.

The City already supports property owners and agents wishing to develop or convert properties and provides sponsorship and grants to events and businesses aimed at activating disused spaces. The existing building adaptability study being undertaken by Economic Development will meet the intent of engaging with building owners to encourage building conversions.