City of Perth Local Development Assessment Panel
Agenda

Meeting Date and Time: Thursday, 14 May 2020; 9:30am
Meeting Number: PLDAP/109
Meeting Venue: Via electronic means

To connect to the meeting via your computer - https://zoom.us/j/96199085974
To connect to the meeting via teleconference dial the following phone number - +61 8 7150 1149
Insert Meeting ID followed by the hash (#) key when prompted - 961 9908 5974

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

Table of Contents

1. Opening of Meeting, Welcome and Acknowledgement ............................................2
2. Apologies ......................................................................................................................2
3. Members on Leave of Absence ....................................................................................2
4. Noting of Minutes .......................................................................................................2
5. Declarations of Due Consideration ..............................................................................3
6. Disclosure of Interests ..................................................................................................3
7. Deputations and Presentations ....................................................................................3
8. Form 1 – Responsible Authority Reports – DAP Applications .................................3
   8.1a 98 (Lot 2002) Mounts Bay Road and 17 (Lot 2003) Mount Street, Perth 3
   8.1b 98 (Lot 2002) Mounts Bay Road and 17 (Lot 2003) Mount Street, Perth 3
9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval ......................................................................................................................3
   Nil .......................................................................................................................................3
10 State Administrative Tribunal Applications and Supreme Court Appeals...4
   Nil .......................................................................................................................................4
11 General Business ...........................................................................................................4
12 Meeting Closure ............................................................................................................4
Attendance

DAP Members

Mr Ray Haeren (Presiding Member)
Mr Jarrod Ross (Deputy Presiding Member)
Ms Diana Goldswain (Third Specialist Member)
Commissioner Len Kosova (Local Government Member, City of Perth)
Commissioner Andrew Hammond (Local Government Member, City of Perth)

Officers in attendance

Mr Dewald Gericke (City of Perth)
Mr Dimitri Fotev (City of Perth)
Ms Anika Chhabra (Western Australian Planning Commission)

Minute Secretary

Ms Megan Ventris (DAP Secretariat)

Applicants and Submitters

Mr Dimitri Fotev (City of Perth)
Mr Daniel Hollingworth (Rowe Group)
Mr Greg Rowe (Rowe Group)
Mr Greg Howlett (Cox Architects)

Members of the Public / Media

Nil

1. Opening of Meeting, Welcome and Acknowledgement

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

In response to the COVID-19 situation, this meeting is being conducted by electronic means open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.
5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mr Greg Rowe (Rowe Group) presenting in support of the application at Item 8.1. The presentation will discuss the relevant town planning framework and recommended Conditions of Planning Approval.

7.2 Mr Greg Howlett (Cox Architects) presenting in support of the application at Item 8.1. The presentation will provide a high level overview of the architectural vision and strategy of the development.

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

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1a 98 (Lot 2002) Mounts Bay Road and 17 (Lot 2003) Mount Street, Perth

Development Description: Proposed 18-Storey Office Tower and 32-Storey Office and Hotel Tower Including Dining and Community Facilities

Applicant: Rowe Group and Stewart Urban Planning
Owner: AAIG Nominees Pty Ltd and AAIG Pty Ltd
Responsible Authority: City of Perth
DAP File No: DAP/19/01663

8.1b 98 (Lot 2002) Mounts Bay Road and 17 (Lot 2003) Mount Street, Perth

Development Description: Construction of 18-storey and 32-storey towers (comprising office, hotel and restaurant uses), a linked art gallery, public realm spaces, and modifications to the number and use of existing car parking bays

Applicant: Rowe Group
Owner: AAIG Pty Ltd
Responsible Authority: Western Australian Planning Commission
DAP File No: DAP/19/01663

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

Nil
10 **State Administrative Tribunal Applications and Supreme Court Appeals**

Nil

11 **General Business**

In accordance with Section 7.3 of the DAP Standing Orders 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12 **Meeting Closure**
Presentation Request Form
Regulation 40(3) and DAP Standing Orders 2017 cl. 3.5

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

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

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

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

<table>
<thead>
<tr>
<th>Presenter Details</th>
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</thead>
<tbody>
<tr>
<td><strong>Name</strong></td>
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<td><strong>Company (if applicable)</strong></td>
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<tr>
<td><strong>Please identify if you have any special requirements:</strong></td>
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<td><strong>If yes, please state any accessibility or special requirements:</strong></td>
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<th>Meeting Details</th>
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<tr>
<td><strong>DAP Name</strong></td>
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<tr>
<td><strong>Meeting Date</strong></td>
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<tr>
<td><strong>DAP Application Number</strong></td>
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<td><strong>Property Location</strong></td>
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<tr>
<td><strong>Agenda Item Number</strong></td>
</tr>
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<thead>
<tr>
<th>Presentation Details</th>
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<tbody>
<tr>
<td><strong>I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:</strong></td>
</tr>
<tr>
<td><strong>Is the presentation in support of or against the report recommendation? (contained within the Agenda)</strong></td>
</tr>
<tr>
<td><strong>Is the presentation in support of or against the proposed development?</strong></td>
</tr>
<tr>
<td><strong>Will the presentation require power-point facilities?</strong></td>
</tr>
<tr>
<td><strong>If yes, please attach</strong></td>
</tr>
</tbody>
</table>
Presentation Content*

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

<table>
<thead>
<tr>
<th>Brief sentence summary for inclusion on the Agenda</th>
<th>The presentation will address:</th>
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</thead>
<tbody>
<tr>
<td>The presentation will address:</td>
<td>Presentation in support of the Application at Items 8.1a and 8.1b. The presentation will discuss the relevant town planning framework and recommended Conditions of Planning Approval.</td>
</tr>
</tbody>
</table>

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

*Please attach detailed content of presentation or provide below:

Please refer attached.
ANNEXURE 01 – PRESENTATION INFORMATION


Rowe Group acts for AAIG Nominees Pty Ltd and AAIG Pty Ltd, the proponent of the development of the Capital Square precinct.

Mr. Greg Rowe (Rowe Group) will be speaking in support of the Applications for Development Approval which propose the construction of Towers 2 and 3 at the Site, together with the completion of the internal public realm and the partial change of use of existing vehicle parking within the constructed podium levels.

Mr. Rowe will be speaking in support of the recommendations of the Officers of the City of Perth (‘City’) and Department of Planning, Lands and Heritage (‘DPLH’) contained within the Responsible Authority Reports (‘RAR’) at Items 8.1a and 8.1b of the Perth Local Development Assessment Panel 17 May agenda, respectively. Mr. Rowe will seek a minor modification to Condition 3 and introduction of an Advice Note in respect of Condition 4 as included within the RAR of the DPLH.

We support the recommendations contained in the RARs of the City and DPLH, however request minor modifications as below:

Condition 3

The DPLH recommended Condition 3 states:

3. Prior to the submission of a building permit, the applicant shall submit a materials palette to the City of Perth and Main Roads Western Australia demonstrating that building materials shall be of a non-reflective nature and that reflective light will not impact upon drivers exiting the freeway, to the satisfaction of the Western Australian Planning Commission.

Given that building works are intended to commence in the immediate future, it is appropriate that the materials of the external façade is resolved at the appropriate stage. It is necessary that the construction of podium level structures can commence immediate and not be frustrated by the resolution of external material which can realistically be addressed as construction continues.

In this regard, it is requested that Condition 3 of the DPLH be amended to state as follows (bold typeface shows the proposed modifications):

3. Prior to the submission of a the relevant building permit, the applicant shall submit a materials palette to the City of Perth and Main Roads Western Australia demonstrating that building materials shall be of a non-reflective nature and that reflective light will not impact upon drivers exiting the freeway, to the satisfaction of the Western Australian Planning Commission.

The amendment proposed to Condition 3 will allow the objective of the condition to be addressed to the satisfaction of the Western Australian Planning Commission, however, concurrently with the development of Towers 2 and 3.
Therefore, we request the JDAP to resolve to modify the DPLH recommended Condition 3 as shown above in bold typeface.

**Introduction of Advice Note for Condition 4**

The City's recommended Condition 4 states:

4. *No earthworks shall encroach onto the Primary Regional Road reservation.*

It is requested that an Advice Note is included within the DPLH recommendation, clarifying that Condition 4 does not limit the proponent from progressing connections to services which are beyond the Site boundaries which may involve minor earthworks.

Accordingly, it is requested that the following Advice Note is included within the DPLH RAR:

1. *In regard to Condition 4, the proponent is advised that the Approval does not prevent or otherwise impact connection to services which may be outside of the lot boundaries of the subject site (subject to obtaining all necessary approvals).*

**Summary**

We are supportive of the Officers' Recommendation contained in the City's and DPLH RARs, subject to minor modifications as discussed above.

A complete Alternative Recommendation (which incorporates the modifications to Condition 3 and inclusion of Advice Note 1) is enclosed (modifications shown in bold).
ALTERNATIVE RECOMMENDATION

That the City of Perth LDAP resolves to:

Approve DAP Application reference DAP/19/01663 and accompanying plans date stamped 20 April 2020 by the Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission in accordance with Clause 30(1) of the Metropolitan Region Scheme, subject to the following conditions:

CONDITIONS

1. The development is to be carried out in accordance with the plans date stamped 20 April 2020 by the Department for Planning, Lands and Heritage (attached) subject to any modifications as required by the conditions of approval.

2. The development approval is valid for 4 years from the date of this decision notice. If the subject development is not substantially commenced within the four-year period, the approval shall lapse and be of no further effect.

3. Prior to the submission of the relevant building permit, the applicant shall submit a materials palette to the City of Perth and Main Roads Western Australia demonstrating that building materials shall be of a non-reflective nature and that reflective light will not impact upon drivers exiting the freeway, to the satisfaction of the Western Australian Planning Commission.

4. No earthworks shall encroach onto the Primary Regional Road reservation.

5. No stormwater drainage shall be discharged onto the Primary Regional Road reservation.

ADVICE NOTES

1. In regard to Condition 4, the proponent is advised that the Approval does not prevent or otherwise impact connection to services which may be outside of the lot boundaries of the subject site (subject to obtaining all necessary approvals).
Presentation Request Form
Regulation 40(3) and DAP Standing Orders 2017 cl. 3.5

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

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

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Presenter Details
<table>
<thead>
<tr>
<th>Name</th>
<th>Greg Howlett</th>
</tr>
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<tbody>
<tr>
<td>Company (if applicable)</td>
<td>Cox Architects</td>
</tr>
</tbody>
</table>

Please identify if you have any special requirements:

| YES ☒ | NO ☑ |

If yes, please state any accessibility or special requirements:

Click or tap here to enter text.

Meeting Details
<table>
<thead>
<tr>
<th>DAP Name</th>
<th>Perth Local Development Assessment Panel</th>
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<tbody>
<tr>
<td>Meeting Date</td>
<td>14 May 2020</td>
</tr>
<tr>
<td>DAP Application Number</td>
<td>DAP/19/01663</td>
</tr>
<tr>
<td>Property Location</td>
<td>98 Mounts Bay Road and 17 Mount Street, Perth</td>
</tr>
<tr>
<td>Agenda Item Number</td>
<td>8.1a and 8.1b</td>
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Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:

YES ☒

Is the presentation in support of or against the report recommendation? (contained within the Agenda)

SUPPORT ☒ AGAINST ☑

Is the presentation in support of or against the proposed development?

SUPPORT ☒ AGAINST ☑

Will the presentation require power-point facilities?

| YES ☐ | NO ☒ |

If yes, please attach
Presentation Content*

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Cox Architects acts for AAIG Nominees Pty Ltd and AAIG Pty Ltd, the proponent of the development of the Capital Square precinct.

Mr. Greg Howlett (Cox Architects) will be speaking in support of the Applications for Development Approval which propose the construction of Towers 2 and 3 at the Site, together with the completion of the internal public realm and the partial change of use of existing vehicle parking within the constructed podium levels.

Mr. Howlett will be speaking in support of the recommendations of the Officers of the City of Perth ('City') and Department of Planning, Lands and Heritage ('DPLH') contained within the Responsible Authority Reports ('RAR') at Items 8.1a and 8.1b of the Perth Local Development Assessment Panel 17 May agenda, respectively. Mr. Howlett will discuss the design philosophy of proposed development as summarised below.

ARCHITECTURAL STATEMENT

Context and Character

The proposed new Towers 2 and 3 sit within a cohesive urban precinct which connects with the existing Tower 1. The organic architectural language and colour palette respond to nearby Swan River and Western Australian landscape, with blue glass, ochres and sands, and stone cladding of the plinth sourced from Karratha. The built form responds to its context with building heights compatible with the locality, maintaining the Parliament Place Precinct view corridor, whilst the curvaceous forms provide a distinctive point of difference from the angular geometry of the surrounding urban landscape.

Landscape Quality

The towers sit within a landscaped plaza split across two levels. The plaza includes a range of landscaping forms including raised planters, a green wall, street trees and turf, and provides a number of deep soil zones. The Developer is committed to developing the landscape design further in line with the LDAP conditions and submitting the final details to the City at the appropriate time.

Built Form Scale and Aesthetics

The scale and massing of Towers 2 and 3 complement that of Tower 1 and will form a strong urban edge to Spring Street and the internal plaza. The building height and massing are appropriate for the location. The site is situated on the edge of the Perth central area where the three towers will ‘bookend’ the City skyline and form a dramatic edge to the central core of the CBD, especially when viewed from vantage points such as Kings Park. Towers 2 and 3 will have a well-designed roof-tops that are integral to their unique architectural form.
Functionality and Build Quality

The development of the precinct promotes strong pedestrian connections to Spring Street, Mounts Bay Road, and Mount Street. From Spring St, a series of steps and on-grade crossings allow multiple pedestrian linkages to the transparent lobbies of Tower 2 & 3 and the generous surrounding plaza. Tower 2 incorporates an upper level lobby providing at-grade pedestrian access to/from the Public Plaza. This is to be a high-quality development using sophisticated building services and attractive, robust and durable materials including double glazed façade systems.

Sustainability

The development targets a 5 Star Green Star rating and a 5 Star NABERS’s Energy rating. The development proposes to utilise rainwater harvesting and the landscape is designed to be consistent with water sensitive principles.

Amenity & community

The spacious plazas, located across two levels, provide a high-amenity landscape for social interaction. This is facilitated through various forms of seating, a variety of small-scale land uses, landscaping, public art and strong connectivity internally and externally throughout the development. Towers 2 and 3 also form part of the larger ‘Capital Square’ project which incorporates a public plaza to be activated by a series of food and beverage outlets.

Legibility and Safety

The open and transparent design of the plazas and lobbies assists in the legibility of the site, as do the multiple clear pedestrian access points internally and externally. All public spaces will be well-lit and provided with directional signage to create a safe environment during the day and evening.
Form 1 – Responsible Authority Report  
(Regulation 12)

<table>
<thead>
<tr>
<th>Property Location:</th>
<th>98 (Lot 2002) Mounts Bay Road and 17 (Lot 2003) Mount Street, Perth</th>
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<tbody>
<tr>
<td>Development Description:</td>
<td>Proposed 18-Storey Office Tower and 32-Storey Office and Hotel Tower Including Dining and Community Facilities</td>
</tr>
<tr>
<td>DAP Name:</td>
<td>City of Perth LDAP</td>
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<tr>
<td>Applicant:</td>
<td>Rowe Group and Stewart Urban Planning</td>
</tr>
<tr>
<td>Owner:</td>
<td>AAIG Nominees Pty Ltd and AAIG Pty Ltd</td>
</tr>
<tr>
<td>Value of Development:</td>
<td>$140 million</td>
</tr>
<tr>
<td>LG Reference:</td>
<td>DA-2019/5335</td>
</tr>
<tr>
<td>Responsible Authority:</td>
<td>City of Perth LDAP</td>
</tr>
<tr>
<td>Authorising Officer:</td>
<td>Margaret Smith, Alliance Manager Development Approvals</td>
</tr>
<tr>
<td>DAP File No:</td>
<td>DAP/19/01663</td>
</tr>
<tr>
<td>Report Due Date:</td>
<td>30 April 2020</td>
</tr>
<tr>
<td>Application Received Date:</td>
<td>17 September 2019</td>
</tr>
<tr>
<td>Application Process Days:</td>
<td>169 days (noting 3 extensions by applicants)</td>
</tr>
</tbody>
</table>
| Attachment(s): | 1: Location Plan  
2: Perspectives and Development Plans (17 April 2020)  
3: Address of State Planning Policy 7.0 Design Principles  
4: Original Application prior to modified design |

Officer Recommendation:

That the City of Perth LDAP resolves to:

1. **Approve by absolute majority** DAP Application reference DAP/19/01663 and accompanying perspectives and development plans received on 17 April 2020 (Attachment 2) by the City of Perth, in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Town Planning Scheme No. 21 and City Planning Scheme No. 2, subject to the following conditions:

Conditions:

1. the development being constructed with high quality and durable materials and finishes and to a level of detailing that is consistent with the elevations and perspectives received on 17 April 2020, with the final details of the design and a sample board of the high-quality materials, colours and finishes being submitted for approval by the City prior to applying for the relevant building permit;

2. the proposed landscaping being amended to incorporate additional soft landscaping, including trees, that will provide greater pedestrian comfort and amenity within the forecourt/plaza areas of the two towers, ensuring that the ground plane of the two towers is visually integrated, the appearance of the
vehicle entries is softened and to assist in screening the elevations of the existing car parking. Final details of all landscaped areas including soil depths, plant species, use of substantial/mature plant stock where appropriate, irrigation and management being submitted for approval by the City prior to applying for the relevant building permit with the landscaping being installed prior to occupation of the relevant development and thereafter maintained to a high standard, with any landscaping or street trees external to the property boundaries of the site not being approved as part of this development and being subject to a separate application(s) for approval;

3. the public being granted permanent, unrestricted access through the forecourt/plaza areas of the two towers between 5.00am and 1.00am of the following day, linking Spring Street and the internal public plaza and pedestrian access link between Mount Street and Mounts Bay Road (but not including those areas required to be closed to the public in order to secure the building(s) on the site), for 364 days out of every year, with the written consent of the City being first obtained if it becomes necessary for public access to these areas to be restricted for more than one day per year;

4. any proposed air-conditioning condensers, external building plant, lift overruns, piping, ducting, water tanks, transformers and fire control rooms being located or screened so that they cannot be viewed from any location external to the site and to minimise any visual and noise impact on the occupants of adjacent buildings and properties, and with fire boosters being integrated into the design of the development, with details of the location and screening of such plant and services being submitted for approval by the City prior to applying for the relevant building permit;

5. a final Acoustic Report addressing the requirements outlined in the preliminary Acoustic Report prepared by Herring Storer Acoustics regarding the noise amelioration construction specifications and other noise management measures, and also addressing any requirements of State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning, being submitted for approval by the City prior to applying for the relevant building permit. The recommendations of the final Acoustic Report being implemented in full to the satisfaction of the City with the final plans being certified by a qualified acoustic consultant confirming the development incorporates the recommendations and can achieve compliance with the relevant noise legislation;

6. a Hotel Management Plan addressing the operation of the hotel 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;
   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 City prior to the occupancy of the hotel with the management plan being implemented by the hotel proprietor/manager on an on-going basis and to the satisfaction of the City;

7. on-site stormwater disposal/management being to the City’s specifications with details being submitted for approval by the City prior to applying for the relevant building permit;

8. a maximum of 351 commercial tenant car parking bays being provided Lot 2003 for the exclusive use of staff and occupants of the hotel and office developments and not being leased or otherwise reserved for use of the tenants or occupants of other buildings;

9. a maximum of 307 public car parking bays being provided on Lot 2003 for short-stay public parking use only, with a Parking Management Plan addressing the requirements of the Perth Parking Policy being submitted for approval by the City, in consultation with the Department of Transport, prior to the commencement of use of the public fee-paying car parking bays, with all management measures being implemented by the operator thereafter to the satisfaction of the City;

10. the dimensions of all car parking bays, vehicle entrance, aisle widths and circulation areas complying with the Australian Standard AS2890.1, ensuring that vehicles can enter and exit the building in forward gear with a certificate of compliance by an architect or engineer being submitted for approval by the City prior to applying for a building permit;

11. bicycle parking bays and end-of-trip facilities being provided on-site for use by the occupants of Tower 3 to the satisfaction of the City. All bicycle parking bays proposed as part of this development application being secured, located and designed in accordance with the requirements of the City’s Bicycle Parking and End of Journey Facilities Policy 5.3, with details of the design and location of the parking bays being submitted for approval by the City prior to applying for a building permit;

12. a final Waste Management Plan, being submitted for approval by the City prior to applying for a building permit that addresses the following additional matters:
   12.1 serviceability by larger vehicles including updated swept path analysis;
   12.2 suitable and practical bin store access; and
   12.3 adequate loading area clearances and operating dimensions;

13. a signage strategy that includes way-finding signage to assist pedestrians in locating public facilities, commercial tenancies and the pedestrian connections within the Capital Square development, all external signage for the public car park and including signage zones on Towers 2 and 3, being submitted for approval by the City prior to the submission of an application for the relevant building permit with all signs being designed as an integral part of the design of the development with any signage that is not exempt from approval under the City’s Planning Policy 4.6 – Signs being subject to a separate application for approval;

14. Should construction of the levels above ground for either Tower 2 or 3 not be progressed within 12 months of this approval the perimeter of the site is to be temporarily landscaped and the existing hoarding is to be modified to the City’s
satisfaction. Should Tower 2 or 3 be completed and occupied and the levels above ground for the uncompleted tower not be progressed within 12 months of the occupation of the completed tower the undeveloped portion of the site is to be landscaped and the construction hoarding removed or modified and portions of the site screened to the City’s satisfaction.

15. a final environmental wind assessment, including a wind tunnel model measurement, shall be undertaken to quantify and compare the wind conditions in the relevant spaces around the buildings and the interface with the Spring Street footpath against the relevant pedestrian wind comfort criteria and, if necessary, including mitigation strategies to achieve compliance with the criteria, with details being submitted by the applicant for approval by the City prior to applying for the relevant building permit, with any minor changes being submitted for approval by the City and any significant design changes resulting from the amended wind impact analysis in the City’s opinion being the subject of a separate application for approval;

16. a construction management plan for the proposal prepared in accordance with the City’s pro-forma and requirements being submitted for approval by the City prior to applying for a demolition permit and/or a building permit.

Advice Notes

1. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the development the subject of this approval is not substantially commenced within a period of 4 (four) years, the approval will lapse and be of no further effect. Please be advised that this INCLUDES a further two years that has been added to the date in which the development shall be substantially commenced, pursuant to Schedule 4, Clause 4.2 of the Clause 78H Notice of Exemption from Planning Requirements During State of Emergency signed by the Minister for Planning on 8 April 2020. For further information regarding this matter and the Ministerial direction, please contact the City of Perth Planning on 9461 3352 or planning@cityofperth.wa.gov.au.

2. The City advises that the final Waste Management Plan is required to address the following additional matters:
   2.1 serviceability by larger vehicles including updated swept path analysis;
   2.2 suitable and practical bin store access; and
   2.3 adequate loading area clearances and operating dimensions.

3. In regard to the public car parking, the applicant’s attention is drawn to the Perth Parking Policy definition of short-stay public parking, which is “parking available to the public where, in each day, at least 50% of vehicles stay less than four hours, and at least 90% stay less than six hours”. The Parking Management Plan shall clarify how compliance with this definition will be managed.

4. In regard to the bicycle parking and end of trip facilities for Tower 3, the requirements may be varied if the City is satisfied that there are alternative management arrangements, which may include the allocation of facilities located elsewhere within the Town Planning Scheme No. 21 area for use by Tower 3 occupants.
5. The final plans and details submitted to the City of Perth to satisfy the conditions of this approval will be verified by the City Architect and Statutory Planners. Any substantive changes to the approved plans will need to be made via a Form 2 process.

Details: outline of development application

<table>
<thead>
<tr>
<th>Zoning</th>
<th>MRS: Central City Area</th>
</tr>
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<tbody>
<tr>
<td>TPS:</td>
<td>City Centre</td>
</tr>
<tr>
<td>Use Class:</td>
<td>‘Office’, ‘Special Residential’, ‘Community Facility’ and ‘Dining’</td>
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<tr>
<td>Development Scheme:</td>
<td>City Planning Scheme No. 2</td>
</tr>
<tr>
<td>Minor/Local Planning Scheme</td>
<td>Town Planning Scheme No. 21 Mounts Bay Road</td>
</tr>
<tr>
<td>Lot Size:</td>
<td>4,590m²</td>
</tr>
<tr>
<td>Existing Land Use:</td>
<td>Vacant – under construction</td>
</tr>
</tbody>
</table>

The application seeks approval to modify the original approval for Towers 2 and 3 of the ‘Capital Square’ development at Lot 2002 (No. 98) Mounts Bay Road and Lot 2003 (No. 17) Mounts Street, Perth. It is proposed to replace Tower 2 (originally a 34 storey hotel and serviced apartment building) with a new 18-storey office tower, and to replace Tower 3 (originally a 42-storey residential building) with a 32-storey mixed-use tower consisting of hotel on the upper levels, office on the lower levels and entry lobbies and dining and community facilities at the base of the building. The application also includes a change in the parking bay use and allocation (but including no new works) in the Podium, which was constructed as part of stage 1 of the original approval and was intended to serve the whole of the Capital Square development.

Key components of the proposed development include:

**Tower 2:**

- Basement Level 2 incorporates the majority of the plant and equipment spaces together with lift pits, security control, mail sorting and the waste / refuse centre. The loading bay and courier short-term parking bay is to be provided adjacent the southern façade, accessed via the internal access road extending west of Spring Street.

- Basement Level 1 incorporates a plant and lift lobby and male and female End-of-Trip facilities. This level also provides 275 bicycle parking bays and a designated bicycle repair and maintenance area. A total of 452 lockers are proposed within four separate End-of-Trip spaces. Each space provides showers, toilets, ironing and storage facilities.

- Ground and First Floor double height, glazed lobby will provide physical and visual connections to Spring Street and the internal public plaza and pedestrian walkway and above and will form the podium ‘element’ providing a continuous pedestrian scale at Spring Street,

- 14 levels of offices are proposed above the podium with floorplates of approximately 1,800m².
Tower 3:

- The basement level houses the majority of the plant, equipment and lift overrun spaces.

- A gallery space is provided at the south-eastern extent of the site, addressing the intersection of Mounts Bay Road and Spring Street and the pedestrian link public staircase.

- On the ground floor, large entry lobbies wrap the central lift core, providing uninterrupted activation of the immediately adjacent public realm with back-of-house areas provided within a screened service space at ground level which backs onto the service vehicle laydown area.

- Level 1 is a restaurant

- Level 2 is a co-working space whilst levels 3 to 22 are office levels with an average floorplate of approximately 1,200 m².

- Levels 23 to 34 accommodate the hotel and provide 144 hotel rooms (144 keys)

- The uppermost level is to be occupied by the hotel club lounge and reception offering 360-degree views of the Perth skyline, from Parliament House to the north-west through to the Perth Hills to the north-east.

Proposed changes to the existing car parking bays:

- A total of 659 car bays were originally approved and constructed, which consisted of 351 commercial tenant car bays for the office and hotel uses, and 306 residential car bays (to service the original Tower 3 residential development) and two ACROD car bays.

- Under the current application there will be no residential apartments within the development. Therefore, the existing car park is now proposed to be used for 360 commercial tenant car parking bays, 298 short-term public parking bays and ACROD bays.

Background

The Capital Square development site consists of Lots 2001, 2002 and 2003 with a total land area of 15,827 square metres and with frontages to Mounts Bay Road, Spring Street and Mount Street of approximately 185m, 160m and 35m respectively. The western portion of the site, contained within Lot 2003, is situated alongside the Mitchell Freeway with a portion beneath the Mitchell Freeway overpass.

The site was the formerly occupied by the Emu Brewery. The building was demolished in 1993 and the site was largely left vacant until the Mia Yellagonga Woodside Office and podium buildings were erected as part of the Capital Square stage 1 development after development approval was granted by the LDAP on 19 July 2013. The approved development consisted of:

- Tower 1: a 31-level office building situated at the corner of Mount Street and Spring Street;
• Tower 2: a 34-level building fronting Spring Street containing a 120-room hotel and 200 serviced apartments;

• Tower 3: a 42-level building at the corner of Spring Street and Mounts Bay Road containing 68 multiple dwellings with an art gallery at ground level;

• Podium: a basement car park providing 753 car parking bays 'sleeved' by a 5-level office building fronting Mounts Bay Road and a single-storey showroom under the Mitchell Freeway and an auditorium on Mount Street; and

• Public Plaza: a landscaped pedestrian plaza situated on top of the podium parking and flanked on the western side by retail, office, recreation and community uses with an activated private green roof area above.

Various modifications were made to the approval as design development progressed, with modifications to the design of Tower 1 approved by the LDAP in September 2014, and modifications to the design of the podium and public plaza approved by the LDAP on 25 March 2015, in which the car parking was reduced from 761 bays to 659 bays to provide for additional bike parking for a total of 699 bike bays.

Tower 1 and the Podium Building (inclusive of the offices and auditorium) have since been completed and occupied by Woodside, whilst forward works have commenced preparing for the footings of Towers 2 and 3 in accordance with the original approval.

Legislation and Policy:

**Legislation**

Planning and Development Act 2005 s.162
City Planning Scheme No. 2 (CPS2) Clauses 6, 26, 27, 32, 33, 34, and 36 and the St Georges Precinct Plan (P6) requirements
Town Planning Scheme No. 21 (TPS21)
Planning and Development (Local Planning Scheme) Regulations 2015 – Deemed Provisions for Local Planning Schemes Clauses 60, 64, 66, 67 and 68
Metropolitan Region Scheme

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

**State Government Policies**

Perth Parking Policy 2014 (PPP)
State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning
State Planning Policy 7.0 Design of the Built Environment
Parliament House Precinct Policy

**Local Policies**

Public notification/advertising procedure (2.2)
Special Residential (Serviced and Short Term Accommodation) Policy (3.9)
City Development Design Guidelines (4.1)
Consultation:

Public Consultation

The proposed development includes variations to the building height requirements of CPS2, although the proposed building heights for Towers 2 and 3 are now less than previously approved. In addition, the proposal includes the provision of public car parking which is an ‘unlisted’ use that is required to be advertised. The application was advertised to the owners of the surrounding properties with advertising closing on 21 October 2019.

No submissions were received during the advertising period with respect to the application.

Consultation with other Agencies or Consultants

Department of Planning Lands and Heritage

The application was referred to DPLH (Heritage Council) due the proposed development’s proximity to the State Registered Place known as Bishop’s House. The Heritage Council advised on 10 October 2019 that:

- A previous Arboricultural Assessment dated 20 October 2006 concluded that development of the site is expected to have minimal impact on the tree population within the Bishop’s House Gardens;
- A Hydrology Impact Statement dated December 2007 concludes that no negative impacts are likely, however recommends that monitoring of groundwater levels at the Bishop's House Gardens before and after the proposed construction period is implemented;
- A Reflected Glare Study dated October 2007 indicated that reflected light is within accepted levels; and
- The proposed development is similar to previous proposals, and will not have any further impact.

The State Heritage Office accordingly concluded that ‘the proposed development does not significantly impact on the identified cultural significance of Bishop’s House.’

Department of Transport

The proposal was referred to the Department of Transport (DoT) for comment in relation to the proposed change of use of already constructed parking bays as short stay public car parking bays and additional commercial tenant car parking bays. In correspondence dated 9 April 2020, the DoT advised the following:

1. “As we previously advised the City (email to you on 21/11/2019), a correct interpretation of the Perth Parking Policy for the tenant parking allowance on
the main part of the Capital Square site would have been 320 tenant bays, with a further 30 tenant bays able to be located on the area of the site under the freeway (shown in the minor town planning scheme 21), and serving buildings on that area only.

2. Nevertheless, given the bays were built and approved, for licensing purposes we have previously undertaken to accept the 351 tenant bays approved by the DAP, including flexibility in their application between the different parts of the site.

3. However, we would advise that a further increase of 9 tenant bays, taking the total to 360, would not comply with the Perth Parking Policy and would not be supported by DoT.

4. Our previous advice also accepted the conversion of up to 182 bays previously earmarked for 'residential in commercial' use to 'short stay parking' as the least worst option available, given the bays had already been built. We noted at the time that (as the proponent conceded) these would likely have a higher peak trip generation rate than residential bays, which is likely to put further pressure on the CBD road network (including freeway access via Milligan Street).

5. The new proposal is now to provide 298 short-stay parking bays—an additional 116 short-stay bays in place of more former residential bays—which will put even more pressure on the surrounding CBD road network, including adjacent streets and intersections that the proponent’s traffic assessment concedes are already over capacity during weekday peak periods. Traffic from the development, including the additional short-stay parking, will “result in further increases in delays and queues”.

6. Assuming that it is not feasible to re-purpose these additional bays for non-parking uses—and noting that this demonstrates the pitfalls of approving car parking bays in advance of developments—DoT reluctantly accepts that licensing most of these bays as short-term parking is still the least-worst option available to authorities.

7. However, to displace some of the additional bays, we would suggest that at least 7 ACROD bays be provided (at a minimum ratio of 1:100 ACROD/other bays, which we understand is required by the Building Code of Australia), instead of the 5 ACROD bays currently proposed. Motorcycle parking should also be provided (the Perth Parking Policy recommends bays equal to 5% of all car bays, or 32 motorbike bays) and additional loading bays should be considered.

8. We would ask that the proponent’s attention also be drawn to the Perth Parking Policy definition of short-stay parking, which is used for licensing purposes. This is especially important given the large additional supply of short-stay bays that this development will add at this location, and the likely temptation to use these bays as all-day commuter parking. The Policy’s definition of short stay public parking is “parking available to the public where, in each day, at least 50% of vehicles stay less than four hours, and at least 90% stay less than six hours”. These time limits are checked and enforced by Perth Parking compliance officers.”

Main Roads Western Australia:

Main Roads raised no concerns with the original proposed development proposing two crossovers on Spring Street and one crossover on Mounts Bay Road providing access to the basement car parking for a total of 753 car parking bays, which was approved by the LDAP on 19 July 2013. Further information was requested by Main Roads on this development application regarding the modelling undertaken to assess the impact on traffic intersections due to the proposed changed use of car parking bays from
residential to short-stay public car parking. Main Roads also advised that a revised acoustic report is required in accordance with State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning and the associated WAPC Guidelines noting that it would be relevant to the proposed hotel use in Tower 3.

It is noted that the development proposed makes use of the approved and constructed crossovers and so does not propose any alteration to the existing road network intersections. Car parking and traffic management is further discussed under officer comments section.

Design Advisory Committee

The original design (perspective included as Attachment 4) for the proposed development was considered by the City of Perth Design Advisory Committee (DAC) at its meeting held on 3 October 2019. The DAC advised the applicant that given the site is an iconic western gateway to the Perth central business district (CBD), it demands a high-quality design response. In this regard, the proposed form, character and spatial arrangement of the buildings, the quality of the spaces between the buildings, and the design of Towers 2 and 3 as depicted in the original plans was not considered to be satisfactory. The DAC requested that the design be further revised to address the following:

"1. the general composition of the three towers relies on their glass facades and their generally curved plan forms to unify the design. However, the plan forms are not similar enough to really homogenise the design, nor different enough to create a meaningful composition. The central tower should be reconsidered as a link piece and perhaps be given some additional facade treatment.

2. the design quality of the project relies on the finer details of the proposal and that the quality of the renders needs to be improved to provide a more realistic presentation of the two towers, reflecting different light conditions, the details of the facade systems, the level of transparency of the glazing, and the changes in the facade created by the opening of the winter gardens in Tower 3.

3. changes to the National Construction Code will make it increasingly difficult for buildings with glass facades to achieve Part J compliance and some form of external shading may need to be considered.

4. the ground plane should be redesigned to better engage with Spring Street and to provide a better-quality transition between the street and the podium level public plaza.

5. the vehicle driveways between the buildings lack the activation of the former hotel port-cochere. These spaces are a lost opportunity to provide a sense of discovery through improved landscaping and activation, inviting the public to move through the spaces and to discover the public plaza.

6. the location, shape and dimensions of the proposed art gallery should be reviewed, with further consideration given to its functionality, how the space would be programmed, and whether the restaurant within Tower 3 would be better suited to this location, embracing the street more effectively than a gallery space."
The applicant worked with the City’s officers to address the above matters and revised plans were subsequently considered by the DAC at its meeting held on 19 March 2020, where the DAC advised that it:

1. ‘commends the applicant for comprehensively reviewing the design of the two towers to address the issues previously raised by the Committee, resulting in a more sophisticated and memorable development proposal;

2. considers that the revised design of Tower 3 could be further enhanced by clearly defining the entry to the building as viewed from the public realm, ensuring that the canopy width provides sufficient pedestrian shelter and wind protection and that the design and uses at the lower levels provide a sense of activation;

3. notes that there is an opportunity to be more generous with the provision of landscaping to provide greater pedestrian comfort and amenity within the forecourt/plaza areas and adjacent to the vehicle driveways and to visually draw people into the site. The landscaping should visually integrate the ground plane of the two towers, soften the appearance of the vehicle entries and positively contribute to the character and amenity of the streetscape to reinforce the pedestrian experience.’

The applicant has responded to these additional matters raised by the DAC and submitted further revised plans with improved designs for the Hotel entry and canopy and incorporating improved treatments to the Spring Street interface with modified stairs and landscaping. A comprehensive set of final amended development plans were submitted and received on 17 April 2020 by the City and it is these plans that form the basis of this current assessment and recommendation.

Planning Assessment:

Land Use:

The site is located within the City Centre Use Area of the St Georges Precinct (P6) of City Planning Scheme No. 2 (CPS2). The St Georges Precinct will continue to function as the State’s principal centre for business, finance, commerce and administration. The Precinct will also accommodate a range of commercial uses, particularly at street level, to create more diversity and interest. Under the Use Group Table for the St Georges Precinct, ‘Offices’ and ‘Dining’ are preferred (‘P’) uses, and ‘Special Residential’, ‘Community and Cultural’ are contemplated (‘C’) uses.

Development Requirements

The continuation of large-scale development in the St Georges Precinct (P6) will reflect its high profile, its image as a group of landmark buildings and the predominance of the Precinct as the State’s business heart. The design of buildings will be such that they minimize overshadowing of nearby parklands and be of a high architectural standard to reflect the status of the Precinct. Building heights should step down in the western part of the Precinct to maintain views from Parliament House toward the River and to protect the identity and prominence of the Mt Eliza escarpment and Kings Park.

Building designs will contribute to an interesting and comfortable pedestrian environment, minimizing strong wind conditions, glare and sun reflection in the street.
New development should provide protective podia with other elements, such as street furniture, planting and public art.

The Building Heights Plan does not stipulate any height control for development on the site, but identifies the site as being within the Parliament House Precinct. The Council is to have regard for these building height requirements, but is not bound by the policy and may consider the proposed building heights on their merit.

**Town Planning Scheme No. 21:**

Town Planning Scheme No. 21 ‘Mounts Bay Road’ (TPS21) applies specifically to the development site. The objective of the minor Scheme is to ensure that the development of the whole of the Scheme Area takes place in a coordinated matter, and to ensure that a pedestrian access way of adequate width is provided in the Scheme Area along its eastern boundary adjoining Spring Street. For the purpose of determining plot ratio and car parking requirements under the City Planning Scheme No. 2 the Scheme area is treated as one site.

The proposal’s compliance with the CPS2, Parliament House Precinct Policy and the Town Planning Scheme No. 21 requirements is summarised below. (Note: figures and description in bold signify non-compliance with the development standards):

<table>
<thead>
<tr>
<th>Item</th>
<th>Requirement</th>
<th>Proposal</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Plot Ratio</strong></td>
<td>Base plot ratio: 4.0:1 (74,132m²)</td>
<td>Tower 1 and podium building constructed with a plot ratio floor area of 44,294m²</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td>Maximum Bonus Ratio of 20% (14,826m²)</td>
<td>Tower 2 proposed plot ratio floor area: 21,000m²</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Plot Ratio Floor Area already approved for TPS21 area: (88,958m²)</td>
<td>Tower 3 proposed plot ratio floor area: 12,494m²</td>
<td></td>
</tr>
<tr>
<td></td>
<td>inclusive of a bonus for provision of a public facility which has been delivered as part of Stage 1 of the development.</td>
<td>Public fee-paying car parking proposed plot ratio floor area in the existing podium: 6,177m²</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total proposed and existing plot ratio floor area in the TPS21 area: 83,965m²</td>
<td></td>
</tr>
<tr>
<td><strong>Maximum Building Height</strong></td>
<td>Tower 2 (16 levels above ground)</td>
<td>25.94m AHD Approved DA: 125.1m AHD</td>
<td>Variations sought</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>93.9m above ground (80.1 AHD)</strong></td>
<td></td>
</tr>
<tr>
<td>Tower 3 (37 levels above ground)</td>
<td>29.42m AHD Approved DA; 155.3m AHD</td>
<td>136.9m above ground (140.3 AHD)</td>
<td></td>
</tr>
<tr>
<td>---------------------------------</td>
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<td></td>
</tr>
<tr>
<td><strong>Setbacks</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Mounts Bay Road</td>
<td>Nil Permitted</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>- Spring Street</td>
<td>Nil Permitted</td>
<td>Nil to 8 metres</td>
<td></td>
</tr>
<tr>
<td>- Mount Street</td>
<td>Nil Permitted</td>
<td>2 to 3 metres</td>
<td></td>
</tr>
<tr>
<td>- Mitchell Freeway</td>
<td>Previously approved Parliament House Height Plane setback envelope</td>
<td>Within previously approved Parliament House Height Plane setback envelope</td>
<td></td>
</tr>
<tr>
<td><strong>Maximum Car Parking</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Commercial Tenant</td>
<td>320 bays (maximum) and 30 bays in the southwestern portion of the site of identified in SCA21</td>
<td>360 bays</td>
<td>Variation sought</td>
</tr>
<tr>
<td>- Public short stay</td>
<td>No provision</td>
<td>298 bays</td>
<td>Complies</td>
</tr>
<tr>
<td><strong>Bicycle Facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Tower 2 (office)</td>
<td>42 bays including end of trip facilities</td>
<td>307 bike bays, 254 lockers including end of trip facilities</td>
<td>Complies</td>
</tr>
<tr>
<td>- Tower 3 (office)</td>
<td>16 bays including end of trip facilities</td>
<td>Nil</td>
<td>Variation sought</td>
</tr>
<tr>
<td>- Tower 3 (hotel)</td>
<td>48 bays</td>
<td>Nil</td>
<td></td>
</tr>
</tbody>
</table>

State Planning Policy 7.0 - Design of the Built Environment

State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0) addresses design quality and built form outcomes seeking to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes. It sets out the objectives, measures, principles and processes that apply to the design and assessment of built environment proposals through the planning system.

The applicant has provided their response to the design principles of the Policy, with the City officer’s response to these comments also provided (refer to Attachment 3). It is considered that sufficient justification has been provided by the applicant to
demonstrate the proposed development will satisfy the ten design principles of SPP 7.0.

**Officer Comments**

**Plot Ratio**

The development proposal now no longer utilises the full plot ratio area awarded under the previously approved development application of 88,958m² noting the plot ratio bonus facilities have been completed as part of stage one. The buildings have been reduced in scale and plot ratio floor area whilst the proposed public car parking bays are required to be included in the plot ratio floor area calculation with the total plot ratio area now being 83,965m².

**Building Design and Building Height and Setbacks**

Under the City Planning Scheme No.2 the core area of tall buildings will feature in the St Georges Precinct. The present skyline character of tall, slender, interestingly shaped towers, lighting and appropriate roof signs, will be maintained in any future development. Building heights should step down in the western part of the precinct to maintain views from Parliament House toward the river and to protect the identity and prominence of the Mt Eliza escarpment and Kings Park.

The subject site is located in the outer precinct of the Parliament House Precinct Policy (PHPP) area. A maximum building height of between 22 and 30 metres (AHD) applies to the subject site under the requirements of the PHPP. As the proposed development exceeds the maximum height of the PHPP the Western Australian Planning Commission is also required to determine the application under the Metropolitan Region Scheme. The general intent of the height limit under the PHPP is to restrict the building height on particular sites to establish compatible scale relationships between Parliament House and adjacent development and to protect views between Parliament Hill and other important city elements including the Swan River.

The proposed development is consistent with the approach taken by the City and the WAPC in previous approvals following the State Administrative Tribunal’s decision on a previous development application, where approval was issued varying the building height provisions regarding the location and overall height of the proposed development. The location of Towers 2 and 3 is also generally consistent with the previous LDAP approval for this site. Towers 2 and 3 still have the same original base but have been reconfigured and modified above ground with Tower 2 now a more rounded rectangular shape whilst Tower 3 now has a slenderer cylindrical shape. The towers are also of considerably less height then the previous approval with Tower 2 now approximately 45 metres lower and Tower 3 now approximately 15 metres lower compared to the towers approved previously. The proposed location of Towers 2 and 3 does not impinge on the view corridor, noted above, between the Swan River and Parliament House.

The proposed buildings are similarly separated as in the previous approval and the view opportunities between the buildings (and now also over Tower 2), between Kings Park and the city, has been maintained and improved with a more curvilinear design. It is considered that the proposed separation, including the height, orientation and shape of the buildings, results in what the DAC noted as a ‘sophisticated and memorable’ design solution for the site whilst maintaining significant view corridors.
The CPS2 provisions generally require the lower levels of buildings to feature a podium design with nil setbacks, resulting in a continuous, activated building street frontage, with upper levels of the buildings above the podiums set back to allow for light penetration, sky views and enhanced privacy. The completed stage 1 podium building is located on the western half of the TPS21 area, however the three approved towers do not feature podiums at the lower levels noting that the stage one development generally has a nil setback to Mounts Bay Road. In the previous approval, which has been acted upon, the street frontage setback is interrupted to provide various pedestrian and vehicle entrances to the buildings as well as providing pedestrian links to the public plaza and this has remained consistent in this application except for the openings being modified and improved, which will be discussed further. Along Spring Street, the development steps down the relatively steep gradient that makes a continuous active frontage hard to achieve. It is noted that although TPS21 requires a ‘pedestrian access way’ of adequate width being provided along the eastern boundary of the subject site adjoining Spring Street, in the previous approvals, due to the requirement for buildings to be pushed to the eastern side of the TPS21 to protect the PHPP view corridor, it has been accepted, and a plot ratio bonus awarded, for rather providing a significant pedestrian link from north to south through the centre of TPS21 inclusive of a landscaped and activated public plaza and inclusive of a major stair on Mounts Bay Road including lift options to provide convenient access for all. This application remains consistent with the previous approval in this regard although improved modifications to the interface alongside Spring Street has been made as discussed in the following section.

As a finer detail matter, the DAC advised it considered Tower 3 could be further enhanced by more clearly defining the entry to the building as viewed from the public realm and by ensuring that the canopy width provides sufficient pedestrian shelter and wind protection, ensuring the design and uses at the lower levels encourage activation. The applicant has provided further minor design modifications to address the building entry and canopy and the landscaping at the stair entry. The City is satisfied that a condition of approval requiring final details of the design and of the quality materials being proposed to be submitted prior to a building permit will ensure that these matters will be appropriately addressed.

The proposed development is considered to be in keeping with the intent of the CPS2 and addresses and appropriately balances the relevant design issues, providing an acceptable outcome. Noting the DAC commended the applicant for the modified design proposal considering it to result in a more sophisticated and memorable development, the proposed height and setbacks and overall design can be supported.

Landscaping and Spring Street Interface

As previously noted, the proposed towers do not feature podiums with nil setbacks to the street boundary, as required under CPS2. Instead, the location of Towers 2 and 3, as well as the crossovers to Spring Street and the intended landscaping along the street frontage, driveways and pedestrian entries, have largely remained unchanged from the previous approval.

The DAC in their first meeting suggested improvements being considered to the ground plane and expressed concern with the lack of activation inviting the public from Spring Street through to the elevated podium plaza. In considering the modified development proposal the DAC considered the response positive however, noted ‘that there is an opportunity to be more generous with the provision of landscaping to provide greater pedestrian comfort and amenity within the forecourt/plaza areas and
adjacent to the vehicle driveways and to visually draw people into the site. The landscaping should visually integrate the ground plane of the two towers, soften the appearance of the vehicle entries and positively contribute to the character and amenity of the streetscape to reinforce the pedestrian experience.’

The applicant submitted further plans with modifications responding to the DAC’s advice, however it is considered that the opportunity to be more generous with the provision of landscaping still exists in order to improve the pedestrian environment along Spring Street as well as within the development site. The current landscape and lighting design along these access ways appears disjointed, offers little shade or entry experience. The City considers that the car parking access can be further improved with the surface treatment designed to create slow zones for traffic, drawing pedestrians and cyclists into the shared space and towards the internal public plaza. These entries could be made more inviting with additional soft landscaping including trees providing both shade and screening to the podium carpark. These entries also require lighting to be both inviting and ensuring safety after hours. The City is comfortable, and the applicant has agreed, that through appropriate conditions the outstanding design matters can be adequately addressed.

It is considered that given the previous approval the revised design of the towers achieves the intent of the TPS 21 requirements and providing satisfactory access through the site with an attractive accessible interface along Spring Street.

Car Parking and Traffic Management

Noting that the residential use is no longer proposed on the site, this application proposes that the use of the existing parking bays be changed to provide 360 commercial tenant car parking bays and 298 short term public parking bays. ACROD bays will be provided as required under legislation.

In terms of traffic impact on the existing network the Traffic Impact Statement (TIS) dated February 2020 prepared by Transcore noted that:

‘Once fully completed the development will be served by the approved three-point access/egress system with crossovers on Spring Street (two crossovers) and on Mounts Bay Road (one crossover). The three crossovers will provide direct entry and exit to and from a five-level underground car park facility.’

The TIS concluded that:

‘Traffic modelling and analysis indicates that the proposed development under full build-out scenario is estimated to generate approximately 4,512 (inbound and outbound) total daily trips with approximately 330 trips (inbound and outbound) during the peak weekday morning and afternoon periods, respectively. The estimated traffic impact of the development will in fact be less than this as a portion of the development is already constructed and its traffic generation is already included in existing traffic flows on the road network. With the proposed changes in land use and car park reduction/re-allocation, it is estimated that the latest development proposal results in reduction of approximately 164 peak hour trips compared to the 2013 DA approved scheme.’

It is noted that the City’s officers have raised no concerns in regard to the TIS and impact of the development proposal on the road network.
Under the Perth Parking Policy as advised by the Department of Transport (DoT) a maximum of 320 commercial tenant car parking bays are provided for on the portion of the SCA21 adjoining the Michell Freeway, whilst a maximum of 30 commercial tenant car parking bays are provided for in the section of the property located under the Mitchell Freeway bridge. Nevertheless, a total of 351 commercial tenant car bays have been approved on the site within the podium car park and has been licenced by the DoT as such. The DoT does not support any further variation of the commercial tenant car parking on the site and the City is in agreement with that view as there is no planning justification for such further variation to the PPP, which is consistently applied for commercial tenant car parking throughout the City. It is recommended that any approval be conditioned to limit the commercial tenant car parking numbers to the existing 351 car bays.

Under CPS2 a public car park is an unlisted use and therefore was advertised for comment as noted earlier. The DoT advised that it is supportive of the constructed unused residential carparking bays being used for short-stay public parking noting there currently is no practical alternative use. The City agrees with this viewpoint and that the proposed 9 additional tenant bays parking bays should not be supported but notes that they could be used for short-stay public parking, for a total of 307 short-stay public car parking bays. This would be subject to the submission of a Parking Management Plan, as conditions of any approval to ensure the parking can be managed in compliance with the PPP. The DoT’s comments in regarding to ACROD bays is noted however the City is satisfied that the provision of ACROD bays comply with the provisions of the Building Code of Australia, the Disability Discrimination Act 1992 and the Disability (Access to Premises – Buildings) Standards 2010.

Bicycle Parking

The LDAP approval of 25 March 2015, included a condition requiring the provision of 699 bicycle parking bays, inclusive of a minimum of 129 residential bicycle parking bays, in accordance with the relevant development application. The residential bike bays have been constructed as part of the podium basement but as the residential component of te development is not proceeding, these bicycle bays have not been allocated yet. It is noted that the number of bays for the commercial development including office, dining, retail and education uses (totalling 570 of the 699 bays) exceed the minimum required under CPS2 by 481 bicycle bays.

In this application 307 bicycle bays are proposed for Tower 2, again significantly exceeding the minimum of 42 bays required in accordance with the Bicycle Parking and End of Journey Facilities policy, in response to tenant demand. It is noted, however, that nil bicycle bays are provided in Tower 3.

Considering that the number of bays provided in the proposed development as a whole significantly exceed the number of bays required, the variation for Tower 3 could be supported subject to a condition requiring bays to be provided for the office and hotel in Tower 3 to the City’s satisfaction, noting this may include an arrangement to allocate bays in Tower 2 for use by Tower 3 occupants.

Wind

The previous development application included a report by Mel Wind Consulting dated November 2012, which included recommendations and a wind mitigation strategy. The LDAP approval included a condition requiring that details of the proposal’s compliance with the recommendations and strategy be submitted and approved by the
City prior to the submission of an application for the relevant building permits. Stage one of the development has complied with the condition however Towers 2 and 3 still are required to be addressed. Noting the significant changes made to the design of both towers it is considered appropriate that wind tunnel modelling be undertaken to assess the wind conditions and previous mitigation strategies to achieve acceptable criteria for the areas around the towers and along the interface with Spring Street. It is therefore recommended that this form part of a submission of a final Environmental Wind Assessment prior to applying for a building permit and be included as a condition of any approval. It is noted that any substantial design changes required to address any adverse wind conditions would be required to be dealt with as a Form 2 application.

**Noise**

The LDAP approval of 25 March 2015 included a condition requiring the proposed development being designed and constructed in such a manner so that existing and possible future noise levels associated with traffic impacts (particularly from the adjacent freeway) and the surrounding uses that could be potentially affect the occupants of the multiple dwellings and the guests of the hotel, could be successfully attenuated. The multiple dwellings is no longer proposed however the Tower 3 now includes a hotel and therefore a similar condition should be included as part of any approval.

The site is also located within the noise impact zones as identified within the Western Australian Planning Commission’s State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP5.4) and it is therefore recommended that any approval include a condition requiring a final detailed acoustic report to be submitted addressing the above requirements, including those outlined within SPP5.4 for approval prior to a relevant building permit being submitted.

**Waste**

The applicant submitted a Waste Management Plan (WMP) by Encycle dated January 2020 in support of the proposed development. It is considered that the development will generally meet the City’s servicing requirements, however, final details need to be further addressed and finally resolved in preparation of a final WMP to be submitted at the relevant building permit stage. The matters identified as requiring resolution include serviceability by larger vehicles, practical bin store access and loading area clearances. It is recommended that a condition be included on any approval advising of the detailed matters to be addressed in the final WMP for each Tower.

**Conclusion:**

As noted by the City’s DAC, the Capital Square site is an iconic western gateway to the Perth CBD and, therefore, it demands a high-quality design response. The applicant has responded appropriately with the current revised designs for Towers 2 and 3, presenting a sophisticated form, character and spatial arrangement of the buildings to finally complete the development of this site.

It is noted that additional specific design matters will require further refinement and resolution to the City’s satisfaction. The quality of the spaces between the buildings could be further enhanced to ensure the overall success of the development and to improve the experience of pedestrians moving through the site and along the adjacent streets, addressing activation and landscaping to further improve the dual use driveways and pedestrian links to the public plaza and commercial facilities.
Variations are sought to the building height and car and bicycle parking requirements specified for the site under CPS2 and the Parliament Precinct Policy. The variations are not considered to result in any undue adverse impacts to adjoining properties, local amenity or to the streetscape noting the design of Towers 2 and 3 have less bulk, scale and height than the previous approval. The variations can therefore, be supported in accordance with Clause 36 of CPS2.

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

01 Architectural Statement
02 Site Plan
03 Landscape Plan
04 T2 Foundation and T3 Basement/Gallery Floor Plans
05 T2 Basement 02 and T3 Ground Floor Plans
06 T2 Basement 01 and T3 Upper Ground Floor Plans
07 T2 Ground Floor and T3 1st Floor Plans
08 T2 1st Floor and T3 2nd Floor Plans
09 T2 2nd Floor Plan
10 T2 3rd to 11th Floor Plans
11 T2 12th Floor Plan
12 T2 13th to 14th Floor Plans
13 T2 15th Floor Plan
14 T2 Roof Plant Floor Plan
15 T2 Roof Plan
16-17 T3 Floor Plans
18 Section XX
19 Section YY and ZZ
20 West Elevation
21 East Elevation
22 South and North Elevation
23-24 Materials and Finishes
25-27 Rendered Views
28-30 Shadow Diagrams
31 B5 Car Bays
32 B4 Car Bays
33 B3 Car Bays
34 B2 Car Bays
35 B1 Car Bays
36-46 Spring Street Entrance Views
ARCHITECTURAL DESIGN STATEMENT

The proposed Capital Square Tower 2 & 3 development builds on and completes the urban structure established by the earlier Tower 1 and podium works. The two new Towers will bring to life the original vision to provide an innovative urban campus where business, living and community values are brought together.

Previously occupied by the Emu Brewery, the site is bordered by the Mitchell Freeway to the west, Mounts Bay Road to the south, Spring Street to the east and Mount Street to the north. The overarching vision is to create a working and lifestyle precinct that promotes strong visual and physical connections between the CBD, the foreshore and Kings Park. The composition of Tower 2 and 3 completes the precinct to create a vibrant place where you can work, live and play within the heart of the CBD.

The design employs an organic architectural language that sits in strong contrast to the angular geometry of much of the surrounding urban landscape. Flowing forms celebrate the freshwater spring which once ran through the site to the river below. A distinctly West Australian palette of colours and materials references earth and sky, with the blue glass of the vertical tower anchored by rich ochres and warm sand colours on the horizontal plane.

The generous transparent lobby spaces of the two new Towers will contribute to the activation along Spring street and a new Gallery space provides a cultural show window to the Mounts Bay Rd corner. In addition, Tower 2 has a strong connection to the landscaped plaza level amenities and the pedestrian linkages back to Mount St and Mounts Bay Road. The ground plane, connection to streetscape and podium are highly activated edges enhancing the sense of lifestyle, community as an integrated working and living environment.

DESIGN VISION

The vision is to complete the work to this contemporary urban precinct, realising the concept for a place of work and exchange, public amenity and excellence in Urban Design. The new Towers are consistent with the original concept, promoting strong visual and physical connections between the CBD, the foreshore and Kings Park.

OBJECTIVES

- Create a high quality development incorporating a range of office accommodation and a hotel
- Complete the urban vision centred on a vibrant plaza that acts as a destination hub at the western end of the CBD
- Acknowledgement of the height and view corridor restrictions of the Parliament House Precinct
- Provide activated and landscaped interface to Spring Street
- Build on and reinforce the pedestrian and vehicle connections established in the previous Tower 1 and podium works

KEY COMPONENTS

Tower 2
- Active ground floor and first floor lobbies with physical and visual connections to Spring St and the surrounding plazas
- 14 floor office development with views of river, Kings Park and the surrounding CBD

Tower 3
- GF Office + Hotel Lobby and Lounge
- 1F Restaurant
- 2F Office
- 3F-22F Office
- 23F-34F Hotel Rooms (144 Rooms)
- 35F Hotel Club Lounge
LEGEND:
01. Wide Public Stairs
02. Native Planting to Street Frontage
03. New Rectangular Planter
04. Vehicular Access
05. Turf
06. Hardscape Paving to match Existing Precinct Paving
07. Native Planting to Street Frontage
08. Green Wall
09. Universal Access Ramp
LEGEND:
01. EOT Lift Lobby
02. Bicycle Park
(307 racks)
03. Store
04. HV Switch Room
05. Drying
06. EOT-1F 46 Lockers
07. EOT-1M 84 Lockers
08. UAT
09. Drying Room
10. RW Tank
11. EOT-1M 84 Lockers
12. EOT-1F 40 Lockers
13. EOT Reverse Chiller
14. Void to Foyer below
15. Void to Lounge below
LEGEND:
01. Tenant Exclusive Lobby
02. Lift Lobby
03. Canopy
04. Kitchen
05. Restaurant
06. Glass Roof

TOWER 2 / TOWER 3
GROUND FLOOR / 1ST FLOOR
LEGEND:
01. First Floor Lobby
02. Lift Lobby
03. Office
04. Bridge Link to Existing Podium
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Office
06. 3m Canopy

TOWER 2
2nd FLOOR PLAN
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Office

TOWER 2
3rd - 11th FLOOR PLAN
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Office

TOWER 2
12TH FLOOR PLAN
LEGEND:
01. Fan Room
02. Mech Room
03. Plant Room
04. Rainwater Harvest Tank
05. Lift Lobby
06. Lift Motor Room
07. Boilers and Pumps
08. Cooling Tower
09. Chiller
10. FM Centre

TOWER 2
ROOF PLANT FLOOR PLAN
LEGEND:
01. Lower Roof
02. Upper Roof

TOWER 2
ROOF PLAN
PLANT / BOH FLOOR PLAN

3RD - 22ND FLOOR PLAN
TYPICAL OFFICE FLOOR

23RD - 34TH FLOOR PLAN
TYPICAL HOTEL FLOOR

TOWER 3
FLOOR PLANS

LEGEND:
01. BOH/Plant
02. Lift
03. Services
04. Toilet
05. Office
06. BOH
07. Typical Hotel Room
08. Typical Bathroom
01. FACADE GLAZING
Unitized Facade Panels
- Blue

02. CANOPY
Steel Framed Clad Canopy
Edge Trim - Gold
Soffit - White

03. LOBBY AND ENTRY
High Quality Cladding
- Stone, Coloured Glass or Metal

04. PLAZA
Stone Paving
- Patterned Granite
Balustrades
- Clear Frameless
Handrails
- Stainless Steel

05. LOBBY
Frameless Glazing
- Clear

06. COLUMNS AND SOFFIT
Edge Trim - Gold
Soffit - White
Rendered Columns - Beige

07. PLINTH SCREENING
Inverted Louvers
- Black

08. PLINTH CLADDING
Stone Cladding
- Karratha Stone
Landscaping
- Local Flora
MATERIALS AND FINISHES

1. Unitized Facade Panels - Blue
2. Steel Framed Clad Canopy - Edge Trim - Gold, Soffit - White
3. High Quality Cladding - Stone, Coloured Glass or Metal
4. Stone Paving - Patterned Granite
5. Frameless Glazing - Clear
6. Balustrades - Clear Frameless, Handrails - Stainless Steel
7. Inverted Louvers - Black
8. Stone Cladding - Karratha Stone
9. Landscaping - Local Flora

TOWER 2
TOWER 3
Previous DA Building Outline  Previous DA Shadowcast

SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)
SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)
SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)

--- Previous DA Building Outline --- Previous DA Shadowcast

OCTOBER 22 10AM

OCTOBER 22 12PM

OCTOBER 22 2PM
LECEND:
- Tenant Parking (T1)
- Tenant Parking (T2)
- Residential
- Public Parking (East Internal)
- Public Parking (West External)
- Service Loading Bays Area

- Public Shared Circulation (1090 x 301 / 661 = 496) 496m²
- Public Park Carbay Area 1120m²
LEGEND:
- Tenant Parking (T1) 62
- Tenant Parking (T2) 58
- Residential 00
- Public Parking (East Internal) 00
- Public Parking (West External) 00

City of Perth
17/04/2020
Received

CAPITAL SQUARE DEVELOPMENT APPLICATION
B1 CAR BAY ALLOCATION
SPRING STREET ENTRANCE
TOWER 2
The applicant provided the following response, regarding the development application for the changes use and design of Towers 2 and 3 and the changes to the use of the existing car parking bays at the Capital Square development, addressing each of the Design Principles outlined in Schedule 1 of SPP 7.0.

<table>
<thead>
<tr>
<th>Design Principle</th>
<th>Applicant’s Comments</th>
<th>Officer Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Context and character&lt;br&gt;Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</td>
<td>The proposed Towers 2 and 3 sit within a cohesive urban precinct which connects with the existing Tower 1. Landscaped pedestrian access points work to create a strong visual and physical connection between the CBD, foreshore and Kings Park. The organic architectural style and colour palette respond to the Western Australian landscape, with blue glass, ochres and sands, and stone cladding of the plinth sourced from Karratha. The landscaping also consists of all native, local flora. The built form responds to its context providing a building height compatible with the locality, maintaining the Parliament Place Precinct view corridor whilst providing a point of difference from the angular geometry of the surrounding urban landscape.</td>
<td>To a large extent this has been accepted as part of the previous approval. However the changes to Towers 2 and 3 has been accepted and supported by the DAC.</td>
</tr>
<tr>
<td>2. Landscape quality&lt;br&gt;Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</td>
<td>The towers sit within a landscaped plaza split across two levels. The plaza includes a range of landscaping forms including raised planters of various levels, a green wall, street trees and turf, and provides a number of deep soil zones. The landscaping utilises various local and native trees and shrubs. The hardscape paving is designed to match the existing precinct paving, and a number of seats and other amenities are provided. The gallery proposed adjacent to Mounts Bay Road also sits within and is accessed directly from the lower landscaped plaza.</td>
<td>The proposed landscaping is extensive. As discussed in the RAR any approval should include a condition requiring further details specifically making the links between the plaza and Spring Street more inviting to the public.</td>
</tr>
<tr>
<td>3. Built form and scale&lt;br&gt;Good design ensures that the massing and height of development is appropriate to its setting and successfully</td>
<td>A ‘towers to the ground’ approach has been proposed given the context, topography and setting of the site. The lower level pedestrian entry floors address Spring Street, Mounts Bay Road and the internal plaza. The scale and massing of Towers 2 and 3 complement that of Tower 1 and will form a strong urban edge to Spring Street and the internal plaza. The building height and massing have been designed to carefully consider competing</td>
<td>This approach been accepted as part of the previous approval and the changes to Towers 2 and 3 has been accepted and supported by the DAC.</td>
</tr>
</tbody>
</table>
negotiates between existing built form and the intended future character of the local area.

provisions that seek to maintain views of landmarks. Consistent with previous approvals, Towers 2 and 3 (and Tower 1) are positioned on the east side of the site to ensure views to and from Parliament House over the recently built Podium are preserved. The view to and from Parliament House is the primary view corridor that needs to be considered.

A secondary consideration relates to potential views toward Mount Eliza and Kings Park. The positioning of the 3 towers adjacent to Spring Street (to address the primary view consideration) seeks to maintain visibility toward the escarpment from nearby viewing points. For example, the increased gap between Towers 1 and 2 aligns with the public plaza at the Bishops See office complex on the east side of Spring Street, allowing for a vista to be retained toward the escarpment adjacent to Mount Street.

The reduced heights of Towers 2 and 3 (compared to the approved heights) also allow for existing views toward the escarpment from existing high-rise buildings in the city.

The site is situated on the edge of the Perth central area where the three towers will ‘bookend’ the City skyline and form a dramatic edge to the central core of the CBD, especially when viewed from vantage points such as Kings Park. Towers 2 and 3 will have a well-designed roof-top that is integrated into the architecture of the buildings.

4. Functionality and build quality

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

The development of the precinct promotes strong connections to Spring Street Mounts Bay Road and Mount Street.

The northern edge of the lobbies to Towers 2 and 3 will have a finished level matching the footpath, allowing pedestrians to access the buildings seamlessly without any significant change in levels. Steps will be provided from Spring Street to the southern edge of Tower 2. Access to the Tower 3 lobby from Mounts Bay Road will be provided via a lift and stairs from the art gallery fronting Mounts Bay Road. Both Towers 2 and 3 incorporate an upper level lobby providing at-grade pedestrian access to / from the Public Plaza.

Approach accepted and supported by the DAC.
<table>
<thead>
<tr>
<th>5. Sustainability</th>
<th>The development targets a 5 Star Green Star rating and a 5 Star NABERS's Energy rating. The development proposes to utilise rainwater harvesting for irrigation and toilet flushing where appropriate. The site will be provided with a water retention tank to mitigate the impact of heavy rainwater events on the stormwater infrastructure external to the site. Finally, the landscape is designed taking into account water sensitive principles. The sustainability of the development and landscaping is supported by statements prepared by Norman Disney &amp; Young and REALM Studios, provided with the Application.</th>
<th>Noted.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. Amenity</td>
<td>The plaza levels of the development provide small-scale land uses including a café and public gallery to increase activation of the space and its relationship with the street. Towers 2 and 3 also form part of the larger ‘Capital Square’ project which incorporates a public plaza to be activated by a series of food and beverage outlets. The transparent ground floor lobbies provide additional activation of the streetscape. In relation to internal amenity, the buildings are designed, shaped and orientated to maximise sunlight penetration and natural daylight into the working spaces of the upper floor office tenancies.</td>
<td>Accepted with minor details to be provided prior to building permit to assist in activation and public access.</td>
</tr>
<tr>
<td>7. Legibility</td>
<td>The open and transparent design of the plazas and lobbies assists in the legibility of the site, as do the multiple clear pedestrian access points internally and externally.</td>
<td>A condition is proposed requiring the signage strategy previously approved to be modified to assist pedestrians in locating public facilities,</td>
</tr>
</tbody>
</table>

The ground floor lobbies incorporate small-scale activities (art gallery entry, café, public art) to enhance integration and interaction with the street. They are surrounded by the multi-level plaza which provides a range of amenities and seating, encouraging connection.
<table>
<thead>
<tr>
<th>Elements to help people find their way around</th>
<th>The public spaces proposed by this Application are limited to the ground level spaces between Towers 1, 2 and 3. These areas will be well-lit and provided with directional signage to create a safe environment during the day and evening.</th>
<th>Noted that the final details required in the proposed conditions of approval will focus on public access and security including lighting.</th>
</tr>
</thead>
<tbody>
<tr>
<td>8. Safety</td>
<td>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</td>
<td>The public spaces proposed by this Application are limited to the ground level spaces between Towers 1, 2 and 3. These areas will be well-lit and provided with directional signage to create a safe environment during the day and evening.</td>
</tr>
<tr>
<td>9. Community</td>
<td>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</td>
<td>The spacious plazas, located across two levels, provide a high-amenity landscape for social interaction. This is facilitated through various forms of seating, a variety of small-scale land uses, landscaping, public art and strong connectivity internally and externally through the development. The development is universally accessible, therefore encouraging diversity by accommodating all ages and abilities.</td>
</tr>
<tr>
<td>10. Aesthetics</td>
<td>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</td>
<td>On a macro scale, the development will ‘bookend’ the City skyline and form a dramatic edge to the City, especially when viewed from vantage points such as King Park. Notwithstanding, the development has been designed to preserve key view corridors. The organic architectural language of the towers is inspired by Western Australia’s natural landscape and provides a point of difference from the surrounding urban form. This is reinforced by extensive soft landscaping at the plaza levels which extends through to Spring Street. The plaza will also include public art, and is integrated with the proposed public art gallery.</td>
</tr>
</tbody>
</table>
ORIGINAL APPLICATION AS SUBMITTED – SUBSTANTIALLY MODIFIED AFTER FIRST DAC MEETING
Form 1 - Responsible Authority Report  
(Regulation 12)

<table>
<thead>
<tr>
<th>Application Details:</th>
<th>Construction of 18-storey and 32-storey towers (comprising office, hotel and restaurant uses), a linked art gallery, public realm spaces, and modifications to the number and use of existing car parking bays</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Location:</td>
<td>Lot 2002 (No. 98) Mounts Bay Road and Lot 2003 (No. 17) Mount Street, Perth</td>
</tr>
<tr>
<td>DAP Name:</td>
<td>City of Perth LDAP</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Rowe Group</td>
</tr>
<tr>
<td>Owner:</td>
<td>AAiG Pty Ltd</td>
</tr>
<tr>
<td>Responsible Authority:</td>
<td>Western Australian Planning Commission</td>
</tr>
<tr>
<td>Authorising Officer:</td>
<td>Planning Director, Metro Central</td>
</tr>
<tr>
<td>DPLH File Number:</td>
<td>10-6880-15</td>
</tr>
<tr>
<td>Report Date:</td>
<td>30 April 2020</td>
</tr>
<tr>
<td>Application Receipt Date:</td>
<td>11 September 2019</td>
</tr>
<tr>
<td>Application Process Days:</td>
<td>169 business days</td>
</tr>
</tbody>
</table>
| Attachments:        | 1 - Development Plans, Elevations and Perspectives (Development Application Plans)  
                       2 - Amended Development Application Plans  
                       3 - Location Plan  
                       4 - Zoning Plan  
                       5 - View Corridors from Parliament House |

Recommendation:

That the City of Perth LDAP resolves to:

**Approve** DAP Application reference DAP/19/01663 and accompanying plans date stamped 20 April 2020 by the Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission in accordance with Clause 30(1) of the Metropolitan Region Scheme, subject to the following conditions

1. The development is to be carried out in accordance with the plans date stamped 20 April 2020 by the Department for Planning, Lands and Heritage (attached) subject to any modifications as required by the conditions of approval.

2. The development approval is valid for 4 years from the date of this decision notice. If the subject development is not substantially commenced within the four-year period, the approval shall lapse and be of no further effect.

3. Prior to the submission of a building permit, the applicant shall submit a materials palette to the City of Perth and Main Roads Western Australia demonstrating that building materials shall be of a non-reflective nature and that reflective light will not impact upon drivers exiting the freeway, to the satisfaction of the Western Australian Planning Commission.
4. No earthworks shall encroach onto the Primary Regional Road reservation.

5. No stormwater drainage shall be discharged onto the Primary Regional Road reservation.

**Detail: Outline of Development Application**

<table>
<thead>
<tr>
<th>Property Address</th>
<th>Lot 2002 (No. 98) Mounts Bay Road and Lot 2003 (No. 17) Mount Street, Perth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning</td>
<td>MRS: Central City Area, Primary Regional Road, Urban</td>
</tr>
<tr>
<td></td>
<td>CPS 2: City Centre</td>
</tr>
<tr>
<td>Lot Size</td>
<td>1.58 hectares</td>
</tr>
<tr>
<td>Existing Land Use</td>
<td>Office, retail, car parking, vacant</td>
</tr>
<tr>
<td>Value of Development</td>
<td>$140 million</td>
</tr>
</tbody>
</table>

The application seeks approval for Stage 2 of the 'Capital Square' development at Lot 2002 (No. 98) Mounts Bay Road and Lot 2003 (No. 17) Mounts Street, Perth (the subject site). Stage 1 has been implemented, and comprises the Mia Yellagonga Woodside Office development (Tower 1 on Lot 2001) and a multi-level podium/plaza containing vehicle parking, end of trip facilities, and communal amenities (on Lot 2003).

Stage 2 proposes the construction of Towers 2 and 3, a new gallery space linked to Tower 3 to provide a cultural show window to the Mounts Bay Road corner, public realm spaces, and the modification to the number and use of existing car parking bays on the subject site, to complete the Capital Square development.

*Figure 1: Site Plan, excerpt from Amended Development Plans*
The original development application plans dated 19 September 2019 by the Department of Planning, Lands and Heritage (DPLH) for the Western Australian Planning Commission (WAPC) (Attachment 1 - Original Development Application Plans) were considered by the City of Perth’s (the City’s) Design Advisory Committee (DAC) in October 2019.

The DAC advised the applicant that given the site is an iconic western gateway to the Perth central business district (CBD), it demands a high-quality design response. In this regard, the proposed form, character and spatial arrangement of the buildings, the quality of the spaces between the buildings, and the design of Towers 2 and 3 as depicted in the plans at Attachment 1 was not considered to be satisfactory. The DAC requested that the design be further revised to address the following:

"1. the general composition of the three towers relies on their glass facades and their generally curved plan forms to unify the design. However, the plan forms are not similar enough to really homogenise the design, nor different enough to create a meaningful composition. The central tower should be reconsidered as a link piece and perhaps be given some additional facade treatment.

2. the design quality of the project relies on the finer details of the proposal and that the quality of the renders needs to be improved to provide a more realistic presentation of the two towers, reflecting different light conditions, the details of the facade systems, the level of transparency of the glazing, and the changes in the facade created by the opening of the winter gardens in Tower 3.

3. changes to the National Construction Code will make it increasingly difficult for buildings with glass facades to achieve Part J compliance and some form of external shading may need to be considered."
4. the ground plane should be redesigned to better engage with Spring Street and to provide a better-quality transition between the street and the podium level public plaza.

5. the vehicle driveways between the buildings lack the activation of the former hotel port-cochere. These spaces are a lost opportunity to provide a sense of discovery through improved landscaping and activation, inviting the public to move through the spaces and to discover the public plaza.

6. the location, shape and dimensions of the proposed art gallery should be reviewed, with further consideration given to its functionality, how the space would be programmed, and whether the restaurant within Tower 3 would be better suited to this location, embracing the street more effectively than a gallery space."

Amended Development Plans

The applicant worked with the City to address the matters raised by the City's DAC. Updated plans were considered by the DAC on 19 March 2020, with the DAC advising that the amendments resulted in a more sophisticated and memorable development proposal.

However, the DAC still requested the applicant revise the design of Tower 3 further to clearly define the entry to the building as viewed from the public realm, ensure the canopy width provides sufficient pedestrian shelter and wind protection, and that the design and uses at the lower levels provide a sense of activation.

The DAC also noted an opportunity for landscaping design to provide greater pedestrian comfort and amenity within the forecourt/plaza areas and adjacent to the vehicle driveways, to visually draw people into the site, for it to visually integrate the ground plane of the two towers and soften the appearance of vehicle entries, and to positively contribute to the character and amenity of the streetscape to reinforce the pedestrian experience.

Plans were further updated, with a comprehensive set of final amended development plans submitted and date stamped 20 April 2020 by DPLH for the WAPC (Attachment 2 - Amended Development Application Plans).

The plans at Attachment 2 supersede the original plans and form the basis of this assessment and recommendation.

Proposal Summary

The objectives of the proposed development are described as:

- the creation of a high-quality development incorporating a range of office accommodation and a hotel;
- the completion of an urban vision centred on a vibrant plaza that acts as a destination hub at the western end of the CBD;
- the acknowledgement of the height and view corridor restrictions of the Parliament House Precinct (PHP);
- the provision of an activated and landscaped interface to Spring Street; and
• the building upon and reinforcement of pedestrian and vehicle connections established in the previous Tower 1 and podium works.

Key components of the proposed development include:

**Tower 2:**
• Connection to the landscaped plaza level amenities, and pedestrian linkages back to Mount Street and Mounts Bay Road.
• Active ground floor and first floor lobbies with physical and visual connections to Spring Street and the surrounding plazas.
• 14 floor office development.

**Tower 3:**
• Ground floor office, and hotel lobby and lounge.
• First floor restaurant.
• 21 floor office development (2F to 22F).
• 144 hotel rooms on 11 floors (23F to 34F).
• Hotel club lounge (35F).

**Parking:**
• An additional 6 car bays (inclusive of 2 ACROD bays).
• Modification of the previous car parking allocation in accordance with the proposed land uses.
• Allocation of a portion of car parking for public short-term car parking.

**Background and Context**

**Site Context**

The subject site is located in the Perth CBD and is bordered by Mount Street to the north, Spring Street to the east, Mounts Bay Road to the south and the Mitchell Freeway to the west (Attachment 3 – Location Plan).

The surrounding area is characterised by residential development to the west, commercial development to the north and east, the Perth Convention Centre (PCC) on the southern side of Mounts Bay Road and the Narrows interchange on the eastern side. The site is approximately 300 metres south-east of Parliament House.

The western portion of Lot 2003 Mount Street is located under the Mitchell Freeway, where the upper limit (vertical extent) of the land is defined by a schedule of planes indicated on the certificate of title. The schedule of planes correlates to the underside of the Mitchell Freeway overpass and ranges from 9.3 to 10.02 metres above the Australian Height Datum (AHD). Within these boundaries is a 'landlocked' strip of land known as Lot 21, which was surrendered to the Commissioner of Main Roads Western Australia (MRWA). Lot 2003 enjoys a right of carriageway over Lot 21, whilst the Commissioner of MRWA enjoys a right of carriageway over portions of the western area of Lot 2003 for the purpose of maintaining and repairing the overpass and supporting columns.
Zoning

The site is zoned Central City Area under the Metropolitan Region Scheme (MRS) and City Centre under the City of Perth City Planning Scheme No. 2 (Attachment 4 - Zoning Plan).

The proposed development requires determination by the WAPC under the MRS as the subject site is affected by a Clause 32 Resolution relating to the PHP. This report therefore considers the proposal from a regional perspective and recommends conditions relevant to regional considerations.

The regional issues relevant to this application include its compliance with Clause 30(1) of the MRS, the PHP Planning Bulletin and heritage considerations. All other issues, including the proposal's compliance with State Planning Policy 7.0 - Design of the Built Environment principles will be addressed by the City in its responsible authority report to the DAP.

Previous Approvals

The site has been the subject of numerous approvals since the former Emu Brewery buildings were demolished in the early 1990s.

<table>
<thead>
<tr>
<th>Date</th>
<th>Summary of Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 2013</td>
<td>DAP approval of a mixed-use development with 88,958m² of plot ratio floor area, including:</td>
</tr>
<tr>
<td></td>
<td>- Tower 1: 31-level office building at the corner of Mount Street and Stirling Street;</td>
</tr>
<tr>
<td></td>
<td>- Tower 2: 34-level building fronting Spring Street with a 120-room hotel and 200 dwellings;</td>
</tr>
<tr>
<td></td>
<td>- Tower 3: 42-level building at the corner of Spring Street and Mounts Bay Road with 68 dwellings on upper floors and a single storey art gallery at ground level;</td>
</tr>
<tr>
<td></td>
<td>- Podium: low rise car park sleeved by a 5-level office building fronting Mounts Bay Road, and a single storey showroom under Mitchell Freeway; and</td>
</tr>
<tr>
<td></td>
<td>- Public Plaza: landscaped pedestrian plaza on top of the podium, flanked by a two-storey commercial building with retail, office, recreation and community uses.</td>
</tr>
<tr>
<td></td>
<td>The approval included a total of 761 car parking bays, with a maximum of 351 commercial tenant bays and 402 residential bays. An additional 8 bays were set aside for ACROD permit parking.</td>
</tr>
<tr>
<td>October 2014</td>
<td>The WAPC approved the subdivision of the subject site into three lots, to reflect the layout and staging of the approved development (WAPC Ref 150288).</td>
</tr>
<tr>
<td>September 2014</td>
<td>DAP Form 2 application approved by the DAP for modifications to the design of Tower 1, including:</td>
</tr>
<tr>
<td></td>
<td>- the removal of two office levels;</td>
</tr>
<tr>
<td></td>
<td>- a reduction in the height of the building by 6 metres;</td>
</tr>
<tr>
<td></td>
<td>- amendments to the shape and size of the tower; and</td>
</tr>
<tr>
<td></td>
<td>- various internal modifications to the building core, services, plant and equipment.</td>
</tr>
</tbody>
</table>
March 2015 DAP Form 2 application approved by the DAP for modifications to the design of the podium and public plaza, including:
- the provision of a 400-seat auditorium for use by the tenant of Tower 1;
- various internal modifications to the two-storey commercial building facing the public plaza;
- the provision of recreation facilities on the roof of the two-storey commercial building; and
- modifications to the podium to accommodate a large bike parking and end-of-trip cyclist facility for use by the tenant of Tower 1.

As a result of the bike parking facility, the amended development approval reduced car parking in the podium from 761 bays as approved in July 2013 to 659 bays.

Subsequent to the approvals outlined above, Stage 1 of Capital Square has now been completed. Stage 1 includes Tower 1 (on Lot 2001) and the podium/plaza (on Lot 2003).

The entire podium car park structure was completed as part of Stage 1 and all car parking bays have been line marked ready for use by the respective tenants and occupants of the building. In total, 659 car parking bays have been constructed, including 351 commercial tenant bays.

An additional 6 bays (including 2 ACROD bays) are proposed in this application. Their allocation to future users will be undertaken in accordance with the Perth Parking Management Act 1999.

**Legislation & policy**

**Legislation**

*Planning and Development Act 2005*
*Metropolitan Region Scheme*
*Central Sub-Regional Planning Framework 2018*
*Perth Parking Management Act 1999*

**Policy**

*State Planning Policy 7.0 - Design of the Built Environment*
*State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning*
*Parliament House Precinct – Planning Bulletin*

**Consultation**

Department of Water and Environmental Regulation

The proposal was referred to the Department of Water and Environmental Regulation (DWER) given the subject site's previous contamination classification. DWER raised no objections to the proposal, advising that successful remedial works have been undertaken at the site during its Stage 1 development.
Parliament House

The proposal was referred to the Presiding Officers at Parliament House in respect of the PHP view corridor. The Presiding Officers advise that there are no objections to the proposal on the basis of an interpretation that the plans show the preservation of the view corridor as per the PHP Planning Bulletin.

In advising the above, the Presiding Officers acknowledge that previous applications and builds onsite have exceeded building heights (which has become a pragmatic interpretation of the policy) and that Towers 2 and 3 will be totally screened by Tower 1 when looking to the Swan River from the precinct policy viewpoint of the Parliament House front steps.

State Heritage Office

The proposal was referred to the State Heritage Office for assessment as the subject site is in close proximity to the heritage listed Bishop's House. The State Heritage Office advised that the proposed development does not significantly impact on the identified cultural significance of Bishop’s House.

Main Roads Western Australia

The proposal was referred to Main Roads Western Australia (MRWA) as the subject land abuts Mitchell Freeway, a Primary Regional Road under the MRS. MRWA advises it has no objections to the proposed development subject to the imposition of conditions.

Recommended conditions have been assessed and where considered fair, reasonable and relevant, they are recommended for imposition.

Planning Assessment

Metropolitan Region Scheme

The site is predominantly zoned Central City Area under the MRS. Clause 30(1) of the MRS states the following matters are to be considered when determining a development application:

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

The subject site is predominantly zoned Central City Area under the MRS. The proposed development is considered to be consistent with this zoning. The development proposes uses that will support a vibrant and dynamic mixed-use city destination, improving the amenity in this locality at the western end of the Perth CBD.

Amenity in respect of Parliament House views is discussed further in the Parliament House Precinct Planning Bulletin section below.
Parliament House Precinct Planning Bulletin

The site is affected by an MRS Clause 32 resolution which applies to the area defined as the PHP. Development in this area is guided in part by the PHP Planning Bulletin, key objectives of which include:

- the need to maintain views of Parliament House from the City;
- the need to maintain views over the Swan River from the terraces of Parliament House; and
- the need to control the appearance of the PHP.

Height Limits

The PHP Planning Bulletin details height limits to establish compatible scale relationships between Parliament House and nearby development, and to protect views between Parliament House and other city locations. The subject site is located in the Outer Precinct of the PHP Planning Bulletin, where development height limits of between 22.19 and 29.66 metres AHD are recommended.

Towers 2 and 3 exceed the PHP height limits, with Tower 2 at 86.4 metres AHD and Tower 3 at 143 metres AHD. Both buildings are lower than the heights previously approved on site, being 125 metres AHD (Tower 2) and 155 metres AHD (Tower 3).

For the western portion of the site, after the former Emu Brewery was demolished, a strong visual connection between the Swan River and Parliament House was established, albeit somewhat eroded by the construction of the PCC in the mid-2000s. This means development on the western portion of the site, if constructed to a height exceeding the levels recommended in the PHP Planning Bulletin, would likely affect the present-day view between the Swan River and Parliament House. This portion of the site contains the podium constructed as part of Stage 1 and is therefore unaffected by this application.

With respect to the eastern portion of the site, the existing buildings on the north side of Mount Street already restrict views between the Swan River and Parliament House. Previous approvals for the site have acknowledged this restriction, with development on the eastern portion of the site being allowed to exceed the PHP Planning Bulletin height limits.

This is supported by the Presiding Officers of Parliament House advice, which acknowledges that previous approvals and developments onsite have exceeded building heights (which has become a pragmatic interpretation of the policy), and also that Towers 2 and 3 will be screened by Tower 1 when looking to the Swan River from the precinct policy view point of the Parliament House front steps.

Location of Buildings

Consistent with previous approvals, the proposed towers have been located and designed to preserve a view corridor through the site. Towers 2 and 3 are positioned as far eastward as possible, where the view between Parliament House and the Swan River is already compromised by existing commercial buildings on the north side of Mount Street.

The location of Towers 2 and 3 has not changed from previous approvals granted, and the proposed modified building heights, together with the shape and dimension
of the buildings, will not additionally impact the view between the Swan River and Parliament House. (Attachment 5(i) - View Corridors from Parliament House & Attachment 5(ii) - Views from Parliament House)

Conclusion

The proposal is consistent with the purpose for which the land is zoned under the MRS, orderly and proper planning, and the preservation of amenities in the locality. It is broadly in keeping with previous approvals granted for the subject site, with a reduced scale of development now proposed. It is therefore recommended that the application be approved, subject to conditions.
## CONTENT

| 01 | Architectural Statement |
| 02 | Site Plan |
| 03 | T2 Foundation and T3 Basement/Gallery Floor Plans |
| 04 | T2 Basement 02 and T3 Ground Floor Plans |
| 05 | T2 Basement 01 and T3 Upper Ground Floor Plans |
| 06 | T2 Ground Floor and T3 1st Floor Plans |
| 07 | T2 1st Floor and T3 Level 1st Floor Upper Plans |
| 08 | T2 2nd Floor Plan |
| 09-19 | T2 13th to 21st Floor Plans |
| 20-22 | T3 Floor Plans |
| 23 | Section XX |
| 24 | Section YY and ZZ |
| 25 | West Elevation |
| 26 | East Elevation |
| 27 | South and North Elevation |
| 28-29 | Materials and Finishes |
| 30-32 | Rendered Views |
| 33-35 | Shadow Diagrams |
| 36 | B5 Car Bays |
| 37 | B4 Car Bays |
| 38 | B3 Car Bays |
| 39 | B2 Car Bays |
| 40 | B1 Car Bays |
ARCHITECTURAL DESIGN STATEMENT

The proposed Capital Square Tower 2 & 3 development builds on and completes the urban structure established by the earlier Tower 1 and podium works. The two new Towers will bring to life the original vision to provide an innovative urban campus where business, living and community values are brought together.

Previously occupied by the Emu Brewery, the site is bordered by the Mitchell Freeway to the west, Mounts Bay Road to the south, Spring Street to the east and Mount Street to the north. The overarching vision is to create a working and lifestyle precinct that promotes strong visual and physical connections between the CBD, the foreshore and Kings Park. The composition of Tower 2 and 3 completes the precinct to create a vibrant place where you can work, live and play within the heart of the CBD.

The design employs an organic architectural language that sits in strong contrast to the angular geometry of much of the surrounding urban landscape. Flowing forms celebrate the freshwater spring which once ran through the site to the river below. A distinctly West Australian palette of colours and materials references earth and sky, with the blue glass of the vertical tower anchored by rich ochres and warm sand colours on the horizontal plane.

The generous transparent lobby spaces of the two new Towers will contribute to the activation along Spring street and a new Gallery space provides a cultural show window to the Mounts Bay Rd corner. In addition, Tower 2 has a strong connection to the landscaped plaza level amenities and the pedestrian linkages back to Mount St and Mounts Bay Road. The ground plane, connection to streetscape and podium are highly activated edges enhancing the sense of lifestyle, community as an integrated working and living environment.

DESIGN VISION

The vision is to complete the work to this contemporary urban precinct, realising the concept for a place of work and exchange, public amenity and excellence in Urban Design. The new Towers are consistent with the original concept, promoting strong visual and physical connections between the CBD, the foreshore and Kings Park.

OBJECTIVES

- Create a high quality development incorporating a range of office accommodation and residential apartments
- Complete the urban vision centred on a vibrant plaza that acts as a destination hub at the western end of the CBD
- Acknowledgement of the height and view corridor restrictions of the Parliament House Precinct
- Provide activated and landscaped interface to Spring Street
- Build on and reinforce the pedestrian and vehicle connections established in the previous Tower 1 and podium works

KEY COMPONENTS

Tower 2

- Active ground floor and first floor lobbies with physical and visual connections to Spring St and the surrounding plazas
- 18 floor office development with views of river, Kings Park and the surrounding CBD

Tower 3

- Active ground floor and first floor lobbies with physical and visual connections to Spring St and the surrounding plazas
- Wellness and Restaurant facilities at First and Second Floor
- 32 floors of residential apartment development with views of river, Kings Park and the surrounding CBD
LEGEND:
01. EOT Lift Lobby
02. Bicycle Park 
(190 + 320 Racks)
03. HV Switch Room
04. UAT
05. Bicycle Repair
06. EOT-M 160 Lockers
07. Male Amenity
08. EOT-F 108 Lockers
09. Female Amenity
10. EOT-F 96 Lockers
11. Female Amenity
12. EOT-M 160 Lockers
13. Male Amenity
14. Chillers
15. Service Lobby
16. Void to Foyer below
17. Void to Gallery below

TOWER 2 / TOWER 3
BASEMENT 01 / GROUND UPPER FLOOR
LEGEND:
01. Exclusive Ground Floor Lobby
02. Lift Lobby
03. Restaurant

TOWER 2 / TOWER 3
GROUND FLOOR / 1ST FLOOR
LEGEND:
01. First Floor Lobby
02. Lift Lobby
03. Wellness Centre
04. Bridge Link to Existing Podium

CAPITAL SQUARE
1:300 @ A3
0 1 2 5 10M

TOWER 2 / TOWER 3
1ST FLOOR / 1ST FLOOR UPPER
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Office
06. Canopy

TOWER 2
2nd FLOOR PLAN

CAPITAL SQUARE
1:300 @ A3
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Office

TOWER 2
12TH FLOOR PLAN
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Office

TOWER 2
14TH FLOOR PLAN
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Lift Overrun
06. Office

TOWER 2
15TH FLOOR PLAN
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Lift Motor Room
06. Office

TOWER 2
16TH FLOOR PLAN
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Lift Motor Room
06. Office

TOWER 2
17th FLOOR PLAN
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Store Room
06. Office

TOWER 2
18TH FLOOR PLAN
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Lift Motor Room
06. Office

TOWER 2
19TH FLOOR PLAN
LEGEND:
01. Fan Room
02. Mech Room
03. Plant Room
04. Lift Lobby
05. Lift Motor Room
06. Chiller
07. Cooling Tower
08. FM Centre

TOWER 2
20TH FLOOR PLAN - ROOF PLANT
TOWER 2
ROOF PLAN
LEGEND:
01. Lift Overrun
02. Water Storage
03. Service Riser
04. Cooling Tower

TOWER 3
FLOOR PLANS

36TH FLOOR PLAN

37TH FLOOR PLAN

ROOF PLAN
LEGEND:
01. Plant
02. Cooling Tower Enclosure
03. FM Centre
04. Toilets
05. RA Riser
06. Office
07. Lobby
08. RW Tank
09. LMR
10. Amenities
11. Apartment
12. Wellness
13. Restaurant
14. Lobby
15. Gallery
LEGEND:
01. Cooling Tower Enclosure
02. Office
03. 1F Lobby
04. GF Lobby
05. Basement 1 Lobby
06. EOT
07. HV Switch
08. Pump Room
09. Refuse Centre
10. Corridor
11. Mail Room
12. LV Switch Room
13. LMR
14. Amenities
15. Apartments
16. Lobby
17. Lift Shaft
18. Wellness
19. Restaurant
20. Lobby
21. Plant Room
01. FACADE GLAZING
Unitized Facade Panels
- Blue

02. CANOPY
Steel Framed Clad Canopy
Edge Trim - Gold
Soffit - White

03. LOBBY AND ENTRY
High Quality Cladding
- Stone, Coloured Glass or Metal

04. PLAZA
Stone Paving
- Patterned Granite
Balustrades
- Clear Frameless
Handrails
- Stainless Steel

05. LOBBY
Frameless Glazing
- Clear

06. COLUMNS AND SOFFIT
Edge Trim - Gold
Soffit - White
Rendered Columns - Beige

07. PLINTH SCREENING
Inverted Louvers
- Black

08. PLINTH CLADDING
Stone Cladding
- Karratha Stone
Landscaping
- Local Flora

CAPITAL SQUARE
MATERIALS AND FINISHES
01. Unitized Facade Panels - Blue
03. High Quality Cladding - Stone, Coloured Glass or Metal
02. Steel Framed Clad Canopy
   Edge Trim - Gold
   Soffit - White
04. Balustrades - Clear Frameless
05. Frameless Glazing - Clear
06. Columns and Soffit
   Edge Trim - Gold
   Soffit - White
   Rendered Columns - Beige
07. Inverted Louvers - Black

Materials and Finishes
SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)
SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)
SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)

--- Previous DA Building Outline  --- Previous DA Shadowcast

OCTOBER 22 10AM

OCTOBER 22 12PM

OCTOBER 22 2PM
ATTACHMENT 3

SHADOW ANALYSIS
SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)
SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)
LEGEND:
01. EOT Lift Lobby
02. Bicycle Park (307 racks)
03. Store
04. HV Switch Room
05. Drying
06. EOT-1F 46 Lockers
07. EOT-1M 84 Lockers
08. UAT
09. Drying Room
10. RW Tank
11. EOT-1M 84 Lockers
12. EOT-1F 40 Lockers
13. EOT Reverse Chiller
14. Void to Foyer below
15. Void to Lounge below

BASEMENT 01 / GROUND UPPER FLOOR
LEGEND:
01. First Floor Lobby
02. Lift Lobby
03. Office
04. Bridge Link to Existing Podium

CAPITAL SQUARE

REV 16.04.20
1:300 @ A3
TOWER 2 / TOWER 3
1ST FLOOR / 2ND FLOOR
TOWER 2
12TH FLOOR PLAN
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Office

TOWER 2
13th - 14th FLOOR PLAN
LEGEND:
01. UAT
02. Female Toilet
03. Male Toilet
04. Lift Lobby
05. Office

TOWER 2
15TH FLOOR PLAN
LEGEND:
01. Fan Room
02. Mech Room
03. Plant Room
04. Rainwater Harvest Tank
05. Lift Lobby
06. Lift Motor Room
07. Boilers and Pumps
08. Cooling Tower
09. Chiller
10. FM Centre
LEGEND:
01. Lower Roof
02. Upper Roof

TOWER 2
ROOF PLAN
PLANT / BOH FLOOR PLAN

3rd - 22nd FLOOR PLAN
TYPICAL OFFICE FLOOR

23rd - 34th FLOOR PLAN
TYPICAL HOTEL FLOOR

LEGEND:
01. BOH/Plant
02. Lift
03. Services
04. Toilet
05. Office
06. BOH
07. Typical Hotel Room
08. Typical Bathroom

TOWER 3
FLOOR PLANS
LEGEND:
01. Bar + Lounge
02. Pantry
03. Lift
04. Services
05. Lift Overrun
06. Water Storage
07. Plant Room
08. Roof

35TH FLOOR PLAN
HOTEL LOBBY

ROOFTOP PLANT FLOOR PLAN

ROOF PLAN

TOWER 3
FLOOR PLANS
01. FACADE GLAZING
Unitized Facade Panels
- Blue

02. CANOPY
Steel Framed Clad Canopy
Edge Trim - Gold
Soffit - White

03. LOBBY AND ENTRY
High Quality Cladding
- Stone, Coloured Glass or Metal

04. PLAZA
Stone Paving
- Patterned Granite
Balustrades
- Clear Frameless
Handrails
- Stainless Steel

05. LOBBY
Frameless Glazing
- Clear

06. COLUMNS AND SOFFIT
Edge Trim - Gold
Soffit - White
Rendered Columns - Beige

07. PLINTH SCREENING
Inverted Louvers
- Black

08. PLINTH CLADDING
Stone Cladding
- Karratha Stone
Landscaping
- Local Flora

MATERIALS AND FINISHES
01. Unitized Facade Panels - Blue
02. Steel Framed Clad Canopy
Edge Trim - Gold
Soffit - White
03. High Quality Cladding
- Stone, Coloured Glass or Metal
04. Balustrades
- Clear Frameless
Handrails
- Stainless Steel
05. Frameless Glazing - Clear
06. Columns and Soffit
Edge Trim - Gold
Soffit - White
Rendered Columns - Beige
07. Inverted Louvers
- Black
08. Stone Cladding
- Karratha Stone
Landscaping
- Local Flora

MATERIALS AND FINISHES

CAPITAL SQUARE
24
SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)
SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)

SEPTEMBER 23 10AM
SEPTEMBER 23 12PM
SEPTEMBER 23 2PM
SHADOW DIAGRAMS (PREVIOUS DA BUILDINGS SHADOW STUDY)
LEGEND:
- Tenant Parking (T1) 62
- Tenant Parking (T2) 58
- Residential 00
- Public Parking (East Internal) 00
- Public Parking (West External) 00
Legend

Roads
- State Highway
- Freeway
- Main
- Minor
- Mall
- Laneway
- Not Applicable

Notes:
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Map was produced using DPLH's InQuiry.

Date produced: 28-Apr-2020
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Map was produced using DPLH's InQuiry.