



LAND REDEVELOPMENT COMMITTEE

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Date: 7 September 2026
Item 2.1: Lot 501 (No. 15) The Esplanade, Perth – 27 Storey Office and
Café/Restaurant Development
Submitted by: Conor Ward

Information

Project Area: Elizabeth Quay
Location: Lot 501 (No. 15) The Esplanade, Perth
Owner: Brookfield EQ 5 Landowner Pty Ltd
Applicant: PTS Town Planning on behalf of Brookfield Australia
Proposal: 27 Storey Office and Café/Restaurant Development

Purpose

For the Central Perth Land Redevelopment Committee to consider an application for a 27 Storey Office and Café/Restaurant Development at Lot 501 (No. 15) The Esplanade, Perth (Lot 5 Elizabeth Quay) prior to determination by the DevelopmentWA Board.

Location Plan



Recommendation

That the Central Perth Land Redevelopment Committee recommends to the DevelopmentWA Board that it approve the proposed 27 Storey Office and Café/Restaurant Development at Lot 501 (No. 15) The Esplanade, Perth subject to the recommended conditions and advice notes.

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Attachment 1

PLANNING ASSESSMENT

Proposal

On 5 June 2026, a development application was lodged for a 27 Storey Office and Café/Restaurant development at Lot 501 (No. 15) The Esplanade, Perth. The subject site is located in the Inlet Precinct of the Elizabeth Quay Project Area, within the Central Perth Redevelopment Area.

The development application proposes:

- Eight Restaurant/Café tenancies on the ground floor;
- Office from Levels 1 to 26;
- A four level basement car park comprising 270 tenant car parking bays, 27 motorcycle bays and 630 bicycle bays and associated end of trip facilities; and
- A publicly accessible covered galleria space with integrated landscaping between the subject site and the adjacent property to the east (Ernst and Young building).

Refer to Appendix 2 – Development Plans

Previous Approvals

A development approval issued by DevelopmentWA on 20 October 2020 encompassed the subject site and adjoining site for a mixed use development comprising towers of 58 and 21 storeys. The approval for the subject site included a 58 storey tower incorporating residential, hotel and office uses, together with dining and entertainment uses at ground level, and a total of 558 car parking bays and was known colloquially as the “Perth Plus”.

The approved building on the adjoining site has been constructed and is operational.

Previous Central Perth Land Redevelopment Committee Consideration

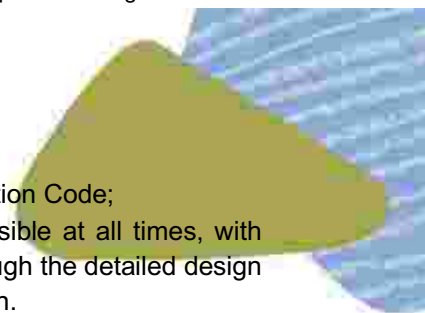
This application was presented to the Land Redevelopment Committee (LRC) at a briefing session on 8 June 2026, with the following matters identified for further consideration:

- opportunities to extend the depth of the alfresco on the western edge of the façade;
- clarification regarding the public access to the central galleria area and how this will be maintained, including the interface and connections with the adjacent building and user comfort;
- details on the public art strategy, including any artworks that may be inside the building and their visibility from the public realm;
- how the Design Review Panel feedback has been addressed; and
- further information relating to car parking, including a comparison between the previous approval and proposal.

In response to the above matters, the Applicant has submitted updated plans and further information, summarised below:

- The western façade has been enhanced through the provision of two Restaurant/Café tenancies wrapping the northern and southern edges, complemented by an extended building canopy that provides weather protection along most of Enchantress Way;
- Further testing of wind and heat impacts have been undertaken resulting in improvements to the southern entrance and reconsideration of landscaping;
- The applicant has advised that the galleria will remain accessible at all times to achieve

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- compliance with access requirements of the National Construction Code;
- The applicant has advised that the galleria will remain accessible at all times, with access and maintenance design obligations to be clarified through the detailed design process and the provision of a Public Access Management Plan.
- Kambarang Services has been engaged to prepare and undertake a Cultural Engagement Strategy to help inform and shape the Cultural Narrative for project which will in turn guide the public art strategy;
- Design Review Panel feedback was considered and the proposal underwent further review following lodgement. The Panel supported the proposal with some opportunities for further refinement (discussed later in this report); and
- A detailed analysis of total car parking numbers between the existing approved development, as well as aggregate parking number across the proposed development and the adjoining site (discussed later in this report).

Assessment

The proposed development is generally consistent with the applicable Central Perth Redevelopment Scheme (the Scheme), the Central Perth Redevelopment Area Development Policies and the Elizabeth Quay Design Guidelines (the Design Guidelines). The proposal will assist in the realisation of the vision for Elizabeth Quay through the delivery of high quality architecturally designed built form, new public realm and mid-block pedestrian connection, quality food and beverage offerings and increased employment close to public transport offerings.

The following matters are discussed in detail as the proposal seeks alternative design solutions to the envisaged outcomes of the applicable planning framework:

Element	Design Guidelines/ Policy Provision	Proposed	Outcome
Building Envelope	Tower floor plate permitted to be 60% of 4,238m ² (2,543m ²)	80% tower floor plate (3,391m ²)	+20% tower floor plate (848m ²)
Tower Setbacks	5m setback to all boundaries	North setback: 2.7m West setback: 0.49m	North: -2.3m West: -4.51m
Active Edges	50% activation of Enchantress Way frontage	44% of frontage	-6% of frontage activation
Solar Access	Minimum 80% solar access to the adjacent public realm (The Landing)	30% solar access	-50% solar access
Car Parking	64 tenant car parking bays permitted	270 tenant car parking bays proposed	+206 tenant car parking bays

Under Section 1.7 Discretionary Clause of the Design Guidelines, an application may be approved where it has departed from the acceptable development criteria, and where the alternative solution is:

- consistent with the Scheme Vision and Precinct Statement of Intent; and
- meets the specific Design Intent and Objective of the acceptable development criteria varied as part of the application.

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Additionally, Clause 5.24 of the Scheme outlines criteria for consideration if a development application does not comply with a provision of the Scheme or a provision of any other planning document adopted under the Scheme.

The alternative outcomes sought are supported with proposal delivering a high quality built form outcome that responds to its prominent location in Elizabeth Quay. The proposal was supported by the Design Review Panel (Panel) and demonstrates a well-resolved architectural response, with the podium and tower elements well proportioned and integrated with the existing built form and character of the precinct including the adjoining EY building. The proposal also delivers a high quality north-south pedestrian and landscape connection through the site and a 6 Star Green Star rating, exceeding the sustainability requirements of the planning framework. The discretion sought is therefore considered appropriate, with the proposal providing positive community, economic and environmental outcomes while achieving the broader objectives of the planning framework.

A detailed assessment of key alternative outcomes under the Scheme and Design Guidelines is provided at Appendix 3 - Detailed Assessment Against Discretionary Provisions.

Development Policies

The proposal has been assessed against the applicable Development Policies, with key considerations outlined below:

Development Policy 1 – Green Buildings

The subject site is a Tier 2 site under the Design Guidelines and is required to demonstrate a minimum 5 Star Green Star rating. The building has been designed to achieve a superior sustainability outcome with a targeted Green Star Certified Rating of 6 Stars, exceeding the minimum provisions of Development Policy 1. Conditions requiring the submission of a full report and implementation of the 6 Star Green Star initiatives through detailed design and construction are recommended.

Development Policy 3 – Sound and Vibration Attenuation

An Acoustic Report was submitted addressing noise and vibration impacts from the surrounding roads and land uses, and emissions from mechanical plant servicing the development. The Acoustic Report incorporates specific recommendations for noise attenuation measures to be applied to the development to satisfy Development Policy 3. Conditions are recommended to ensure that the recommendations of the Acoustic Report are implemented into the development.

Development Policy 4 - Providing Public Art

The estimated cost of development exceeds \$2 million and requires the provision of public art in accordance with Development Policy 4 with a contribution of \$1.5 million. A Condition has been recommended to ensure that public art is incorporated into the final design in accordance with Development Policy 4.

The public art strategy will be refined as part of the detailed design with indicative locations for the public art within the pedestrian galleria and lobby areas have been identified. Kambarang Services has been engaged to develop a Cultural Engagement Strategy that will inform project's Cultural Narrative and guide the delivery of public art consistent with Development Policy 4.

Design Review Panel

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The proposal has undergone an iterative design review process, with the proposal presented to the Panel prior to lodgement on 18 May 2026 and following lodgement on 14 July 2026.

As part of its final review, the Panel concluded that the proposal delivers a high-quality built form outcome which positively responds to the local context and the Design Guidelines. It was also noted that the design will deliver high tenant amenity through well designed internal floorplates, generous internal spaces and excellent access to natural light and views.

The Panel considered that the building complements the established character of Elizabeth Quay and complements the adjoining development, particularly through its refined tower form, curved corners and crowning element. The Panel also identified opportunities for further refinement, including the galleria's public realm performance (comfort levels, access, seating, movement paths, etc), resolution of the connecting screen element to the south of the galleria, and confirmation of materiality selections.

In response to the Panel's feedback, revised plans dated 7 August 2026 refined the galleria interface with improvements to the screening element. As such, the updated plans have primarily addressed the Panel's feedback with matters relating to material selection, public art and landscaping to be further resolved during the detailed design stage, in consultation with the Panel.

Refer to Appendix 4 – Design Review Panel Advice Note

Consultation

Stakeholder Consultation

In accordance with Section 64 of the *Metropolitan Redevelopment Authority Act 2011*, the application was referred to the City of Perth (City), the Department of Biodiversity, Conservation and Attractions (DBCA), Department of Water and Environmental Regulation (DWER), Department of Transport and Major Infrastructure (DTMI), Main Roads Western Australia (MRWA), Perth Airport, Western Power, ATCO Gas Australia, and Water Corporation.

City of Perth

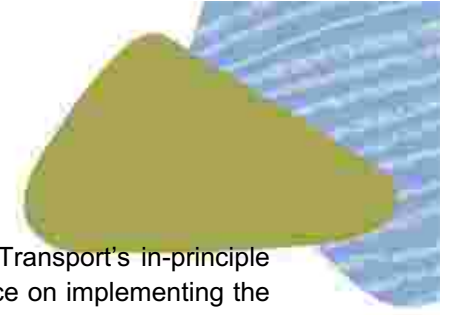
The City supported the proposed land uses, activation of the public realm and the proposal's general consistency with the Design Guidelines.

The City raised concerns regarding the surplus provision of car parking and the provision of end-of-trip facilities relative to the proposed bicycle parking provision. Amended plans have been provided incorporating additional bicycle parking bays and end-of-trip facilities which are considered to address the comments of the City.

The City also commented on the proposed landscaping of the galleria noting that appropriate management and maintenance arrangements should be established between the subject site and the adjoining EY building to facilitate its coordinated upkeep. Given both sites are under common ownership, coordinated management of the galleria is considered achievable. The City encouraged the retention of existing trees within the galleria area where practical with the applicant advising that existing trees on the site are proposed to be removed and replaced as detailed in the landscaping plan.

The City of Perth provided recommended conditions and advice which have been reviewed and included in the recommendation, as appropriate.

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Department of Transport and Major Infrastructure

DTMI provided supplementary advice in support of the Minister for Transport's in-principle support for the proposed car parking provision, together with guidance on implementing the specified conditions. Comments were provided in relation to access arrangements, bicycle parking, end-of-trip facilities, the Green Star Travel Plan, and food and beverage tenancy operations. In response to DTMI's comments:

- Vehicular access for the site and the adjoining site will be provided via a single integrated access point from Enchantress Way;
- The development provides 630 bicycle bays, exceeding the 604 bicycle bays specified by the Minister for Transport's in principle support for the car parking provision, along with sufficient end-of-trip facilities including showers, lockers, toilets, bicycle repair stations and drying areas;
- 25 visitor bicycle parking bays are proposed within the public realm;
- All food and beverage tenancies are proposed to remain operational for the life of the development; and
- A Green Travel Plan has been prepared incorporating measures to encourage sustainable transport use and reduce reliance on private vehicles.

In addition, DTMI's response suggested a new development approval encompassing both the subject site and the adjoining site to formalise the proposed parking arrangement. The shared parking and access arrangement is supported through the updated Transport Impact Assessment and Green Star Travel Plan prepared for this application, with an amended approval for the adjoining site not considered necessary given the development is complete and operational. Furthermore, the landowner will provide the Car Parking Management Plan to DTMI, in conjunction with their application for Ministerial approval, for licencing of the car parking bays.

DTMI's recommended conditions and advice notes have been reviewed and incorporated into the recommendation where appropriate, with the required management plans to be provided prior to occupation.

Other Agencies

All other stakeholders provided comments of support or non objection in response to the proposal. Stakeholders provided recommended conditions and advice which have been reviewed and included within the recommendation, as appropriate. Refer to *Appendix 5 – Stakeholder Comments for submissions and responses*.

Public Consultation

In accordance with Clause 5.16 of the Scheme, the application was advertised for public comment for 21 days from 22 June 2026 to 13 July 2026. A total of 20 submissions were received, all objecting to the proposal. The key matters raised related to smaller scale of the proposal compared to the existing approval, car parking and traffic impacts, solar access, wind impacts and acoustics.

These matters have been carefully considered as part of the assessment of the application. The proposed built form has been assessed against the relevant provisions of the planning framework and is considered to deliver a high-quality architectural outcome that is appropriate to its location within Elizabeth Quay. The proposal was also reviewed by the Design Review Panel, which supported the design approach.

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Potential impacts relating to traffic, car parking, solar access, wind and acoustics have been assessed through detailed technical investigations submitted in support of the application. The assessment has concluded that the proposal can achieve acceptable planning outcomes, subject to the recommended conditions of approval.

A detailed response to the matters raised in the public submissions is provided in *Appendix 6 – Summary of Public Comments*.

Delegation

Under DevelopmentWA's Delegation Schedule, the DevelopmentWA Board is delegated to approve development applications with a development value above \$100 million within the Central Perth Redevelopment Area. The proposal has an estimated value of \$250 million.

Conclusion

The proposed development is generally consistent with the planning framework for the subject site. While a number of alternative outcomes are sought, each has been assessed on its merits and is considered to satisfy the applicable intent and objectives of the planning framework. The proposed development will make a significant contribution to the continued evolution of Elizabeth Quay as a premier commercial, tourism and entertainment destination.

The development has been informed through an extensive design review process and is supported by the Design Review Panel. The proposal delivers a high-quality architectural outcome that responds appropriately to its prominent location, complements the existing character of the precinct and integrates effectively with adjoining development. The development also provides enhanced public realm outcomes, including active street frontages, a publicly accessible north-south galleria connection, high-quality landscaping and sustainability initiatives exceeding the minimum planning framework requirements.

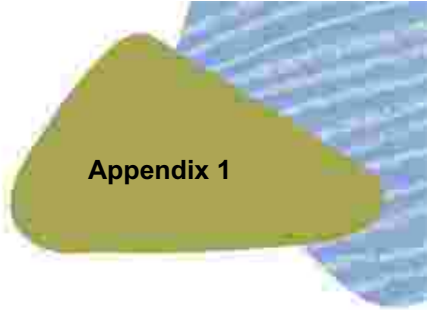
Technical matters relating to transport, parking, wind, acoustics, sustainability and solar access have been satisfactorily addressed through supporting documentation and the recommended conditions of approval. Public submissions and referral agency comments have been carefully considered and have informed the assessment and recommended conditions.

It is recommended the Central Perth Land Redevelopment Committee recommend to the DevelopmentWA Board that it approves the development application for the 27 Storey Office and Café/Restaurant Development proposed at Lot 501 (No. 15) The Esplanade, Perth subject to the recommended conditions and advice notes in Appendix 7.

Appendices

- Appendix 1 – Regulatory Assessment
- Appendix 2 – Development Plans
- Appendix 3 – Detailed Assessment Against Discretionary Provisions
- Appendix 4 – Design Review Panel Advice Note
- Appendix 5 – Stakeholder Comments
- Appendix 6 – Summary of Public Comments
- Appendix 7 – Recommended Conditions and Advice Notes

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REGULATORY ASSESSMENT

Redevelopment Area Objectives

The proposal is considered to satisfy the Redevelopment Area Objectives as it:

- | | |
|--------------------------------|--|
| <u>Sense of Place</u> | is a high-quality architecturally designed development that compliments existing development and provides for further activation of the Elizabeth Quay project area; |
| <u>Economic Wellbeing</u> | represents a \$250 million investment, providing employment opportunities during construction, and following completion through a diversity of land uses; |
| <u>Urban Efficiency</u> | redevelops underutilised land, consolidation of vehicle access and provides for an internal pedestrian area contributing to the amenity of the project area; |
| <u>Social Inclusion</u> | provides for a public galleria incorporating food and entertainment uses, with dining and seating for the public realm; |
| <u>Connectivity</u> | delivers office and restaurant/café uses in close proximity to residential dwellings and high-frequency public transport, with high-quality pedestrian access and end-of-trip facilities |
| <u>Environmental Integrity</u> | commits to achieving a superior 6 Star Green Star rating and incorporates sustainability infrastructure, including peak electricity demand reduction, and a sustainable transport plan. |

15 THE ESPLANADE, PERTH

DEVELOPMENT APPLICATION DRAWINGS

DA ARCHITECTURAL DRAWING LIST	
SHEET NO.	SHEET NAME
DA-01-00	COVER SHEET - DRAWING INDEX
DA-01-01	AREA SCHEDULE
DA-11-01	LOCATION PLAN
DA-11-02	SITE ANALYSIS
DA-11-03	EXISTING SITE PLAN
DA-11-04	SITE PLAN
DA-21-00	GROUND FLOOR PLAN
DA-21-01	LEVEL 1 PLAN
DA-21-02	LEVEL 2 PLAN
DA-21-03	LEVEL 3 PLAN
DA-21-04	LEVEL 4 PLAN (TYP FOR RISE LEVELS 3-4-14)
DA-21-15	LEVEL 15 PLAN (TENANT HUB)
DA-21-19	LEVEL 16 (TYP NR LEVELS 16-28)
DA-21-20	LEVEL 17-22 (PLANT)
DA-21-28	LEVEL 28 (PLANT)
DA-21-29	ROOF PLAN
DA-21-81	BASEMENT 1 PLAN
DA-21-82	BASEMENT 2 PLAN
DA-21-83	BASEMENT 3 PLAN
DA-21-84	BASEMENT 4 PLAN
DA-30-01	NORTH & EAST ELEVATION
DA-30-02	SOUTH & WEST ELEVATION
DA-30-03	GROUND LEVEL ELEVATIONS NORTH & EAST
DA-30-04	GROUND LEVEL ELEVATIONS SOUTH & WEST
DA-40-01	SECTIONS
DA-40-02	SECTION THROUGH VEHICLE ENTRY RAMP
DA-40-03	PERSPECTIVE VIEW FROM ELIZABETH QUAY
DA-40-04	PERSPECTIVE VIEW FROM SWAN RIVER
DA-40-05	PERSPECTIVE VIEWS FROM THE ESPRANDE
DA-40-06	PERSPECTIVE VIEW FROM GALLERIA (NORTH)
DA-40-07	PERSPECTIVE VIEW FROM GALLERIA (SOUTH)
DA-40-08	PERSPECTIVE VIEW FROM THE LANDING
DA-50-07	SHADOW STUDY OF POWER
DA-50-08	SHADOW STUDY OF POWER GALLERIA ENTRY (SOUTH)
DA-81-01	SHADOW STUDY DIAGRAM - MARCH
DA-81-02	SHADOW STUDY DIAGRAM - JUNE
DA-81-03	SHADOW STUDY DIAGRAM - SEPTEMBER
DA-81-04	SHADOW STUDY DIAGRAM - DECEMBER



15 THE ESPLANADE AREA SCHEDULE

Level	Use	FFL	RL	GFA
		mm	m	m ²
	Top of Building		126.00	
Roof	Roof	3250	122.75	10
28	Plant	3000	119.75	253
27	Plant	3000	116.75	1785
26	Workplace	4000	112.75	2440
25	Workplace	3850	108.90	2440
24	Workplace	3850	105.05	2440
23	Workplace	3850	101.20	2440
22	Workplace	3850	97.35	2440
21	Workplace	3850	93.50	2440
20	Workplace	3850	89.65	2440
19	Workplace	3850	85.80	2440
18	Workplace	3850	81.95	2440
17	Workplace	3850	78.10	2440
16	Workplace	3850	74.25	2440
15	Workplace	6100	68.15	2440
14	Workplace	3850	64.30	2440
13	Workplace	3850	60.45	2440
12	Workplace	3850	56.60	2440
11	Workplace	3850	52.75	2440
10	Workplace	3850	48.90	2440
9	Workplace	3850	45.05	2440
8	Workplace	3850	41.20	2440
7	Workplace	3850	37.35	2440
6	Workplace	3850	33.50	2440
5	Workplace	3850	29.65	2440
4	Workplace	3850	25.80	2440
3	Plant / Workplace	5800	20.00	2244
2	Workplace	4900	15.10	3264
1	Workplace	4900	10.20	2989
G	Foyer / Retail	6900	3.30	2870
B1	Basement - EOT	3700	-0.40	2506
B2	Basement - Loading Bay	3000	-3.40	4330
B3	Basement - Carpark	3000	-6.40	4330
B4	Basement - Carpark	2900	-9.30	4330

GFA	85118
GFA above ground	69532

CAR PARKING SCHEDULE BY LEVEL

CAR PARK TYPE	SPACES
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BASEMENT B2	
Green Garage Car Space	2
Tenant EV Car Space	13
Tenant Small Car Space	4
Tenant Standard Car Space	5
	28

BASEMENT B3	
Accessible Car Space	2
Tenant Small Car Space	19
Tenant Standard Car Space	102
	123

BASEMENT B4	
Accessible Car Space	1
Tenant Small Car Space	20
Tenant Standard Car Space	103
	124

GRAND TOTAL	275
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MOTORCYCLE PARKING SCHEDULE

MOTORCYCLE PARKS	SPACES
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BASEMENT B2	
Tenant Motorcycle Space	2

BASEMENT B3	
Tenant Motorcycle Space	14

BASEMENT B4	
Tenant Motorcycle Space	11

GRAND TOTAL	27
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END OF TRIP FIXTURES SCHEDULE

TOTAL BICYCLE PARKS	604
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TOTAL LOCKERS:	1208
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TOTAL EOT SHOWERS	44
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- 20 MALE SHOWERS
- 20 FEMALE SHOWERS
- 2 ACCESSIBLE SHOWERS
- 2 ALL GENDER (ACC) SHOWERS

TOTAL EOT TOILETS	10
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- 3 MALE TOILETS
- 3 FEMALE TOILETS
- 2 ACCESSIBLE TOILETS
- 1 ACCESSIBLE ALL GENDER TOILET
- 1 ALL GENDER TOILETS

CAR PARKS, MOTORCYCLE & EOT
NUMBERS UPDATED

AREAS UPDATED



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CLIENT
BGRE (FORMERLY
BROOKFIELD PROPERTIES)

PROJECT NO.
325089

DOCUMENT CONTROL STATUS:

FOR DEVELOPMENT APPLICATION

PROJECT
15 THE ESPLANADE

ELIZABETH QUAY, PERTH WA 6000

ACKNOWLEDGEMENT
In the language of the Whadjuk Noongar people,
this site is known as Boorloo.

DRAWING TITLE:
AREA SCHEDULE

CO-ORDINATED: MS
DRAWN: AC / KV

REVIEWED: JLC
SCALE: 1:200 @ A1

APPROVED: SH / CP
DATE: 07/08/2025

DRAWING NUMBER:
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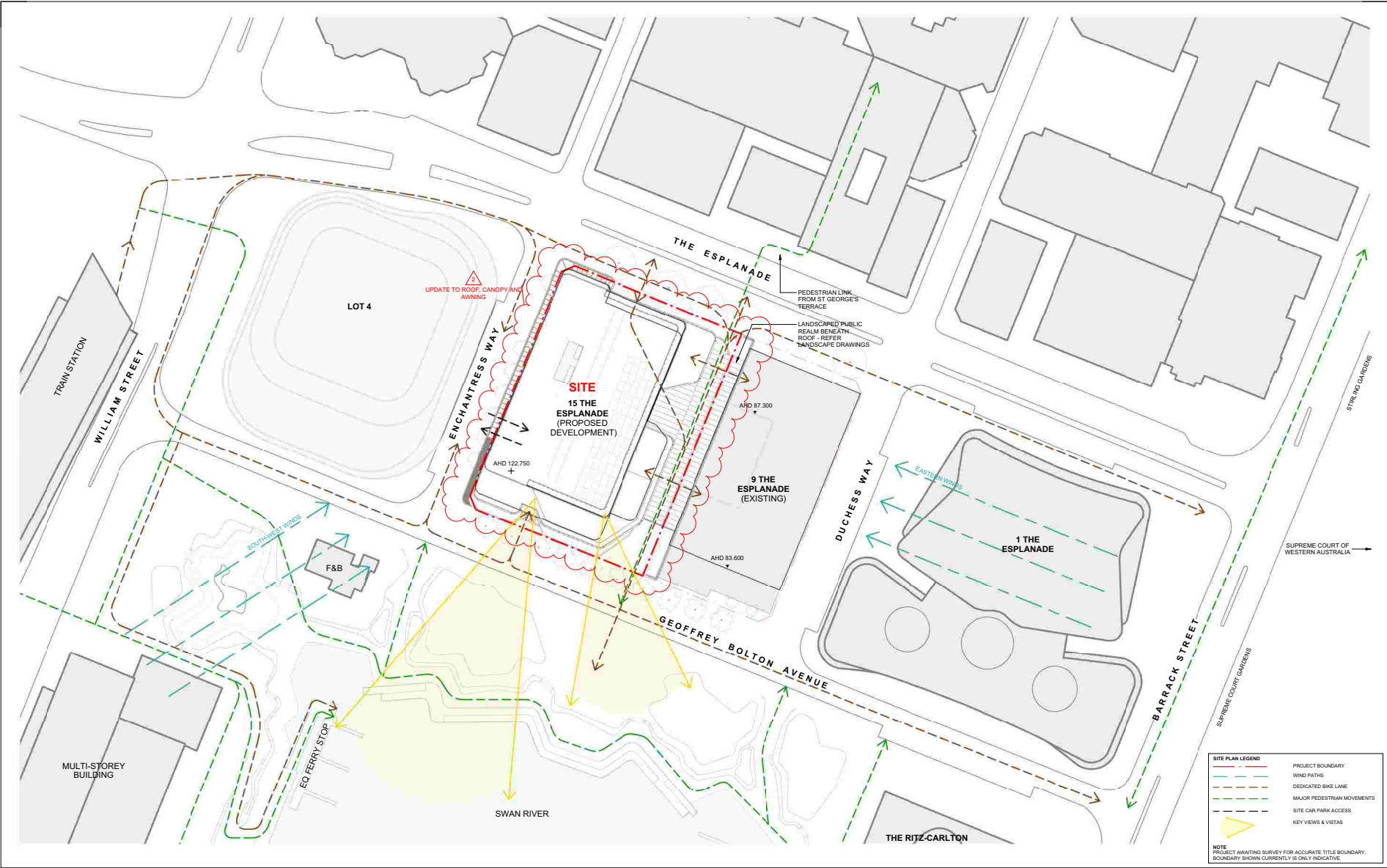
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PROJECT: 15 THE ESPLANADE
ELIZABETH QUAY, PERTH WA 6000

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DRAWING TITLE: SITE ANALYSIS

CO-ORDINATED: MS
REVIEWED: JLC
APPROVED: SH / CP
DRAWING NUMBER: EQ5-COX-AR-DA-11-02

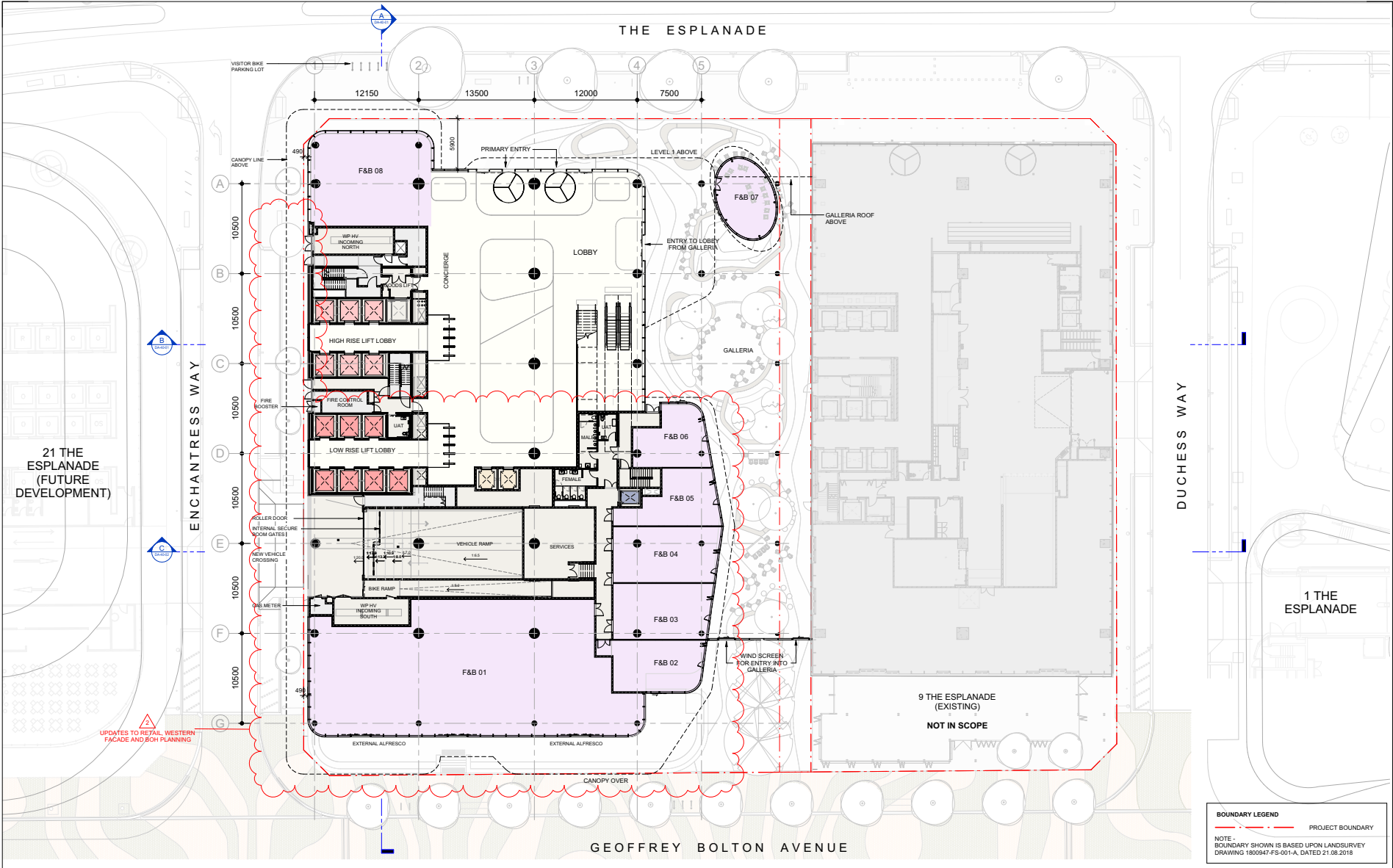
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Approved for the Esplanade Development Project (EDP) by the Central Perth Land Redevelopment Committee - 7 September 2026

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PROJECT: 15 THE ESPLANADE
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DRAWING TITLE: GROUND FLOOR PLAN

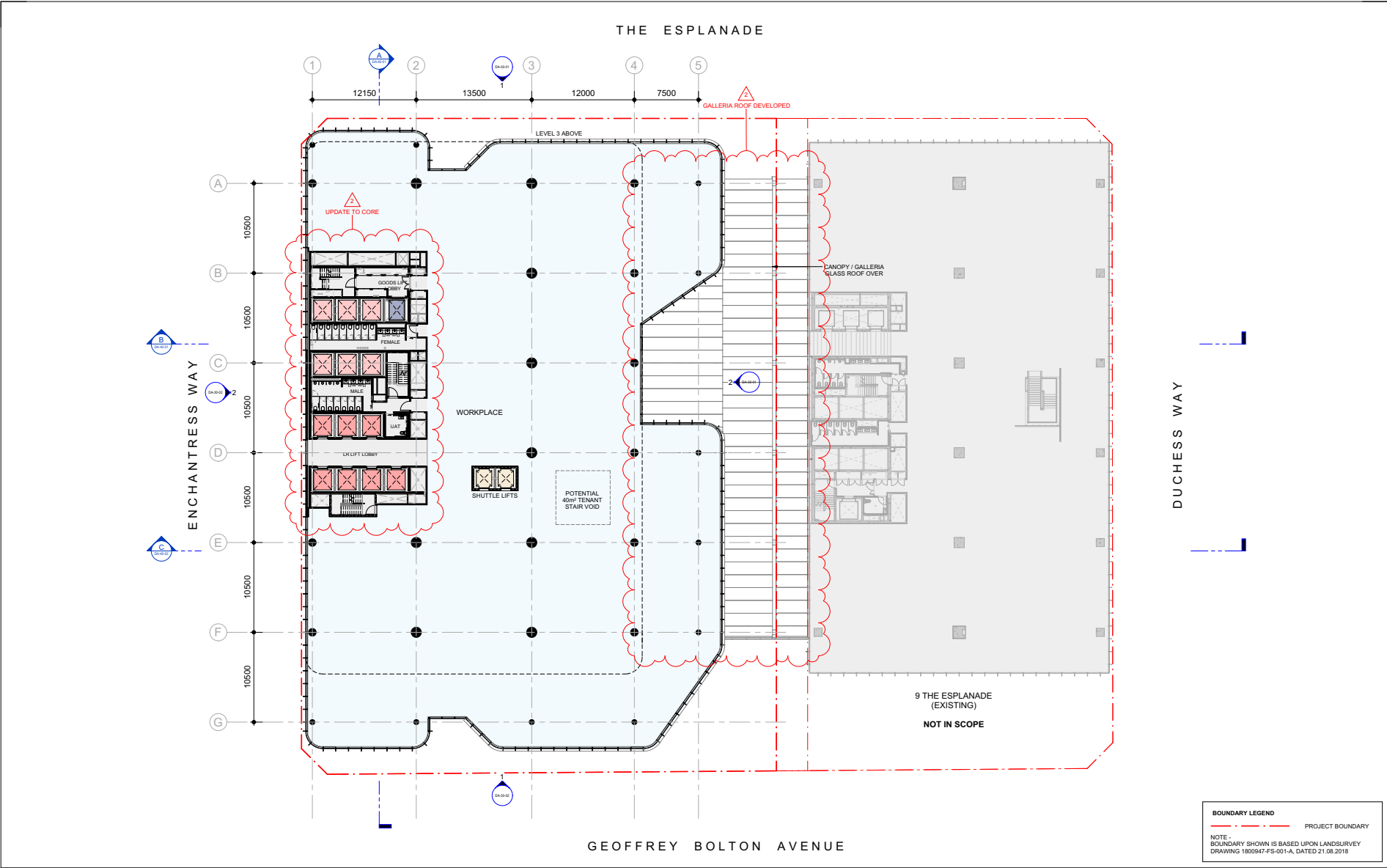
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Project Name: 15 THE ESPLANADE

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1	ISSUE FOR DEVELOPMENT APPROVAL	ACRY	05/08/2025
2	ISSUE FOR DEVELOPMENT APPROVAL	ACRY	07/08/2025

CLIENT
BGR (FORMERLY
BROOKFIELD PROPERTIES)

PROJECT NO.
325089

DOCUMENT CONTROL STATUS:
FOR DEVELOPMENT APPLICATION

PROJECT
15 THE ESPLANADE
ELIZABETH QUAY, PERTH WA 6000

ACKNOWLEDGEMENT
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DRAWING TITLE:
LEVEL 2 PLAN

CO-ORDINATED: MS
REVIEWED: JLC
APPROVED: SH / CP

DRAWN: AC / KV
SCALE: 1:200 @ A1
DATE: 07/08/2025

DRAWING NUMBER:
EQ5-COX-AR-DA-21-02

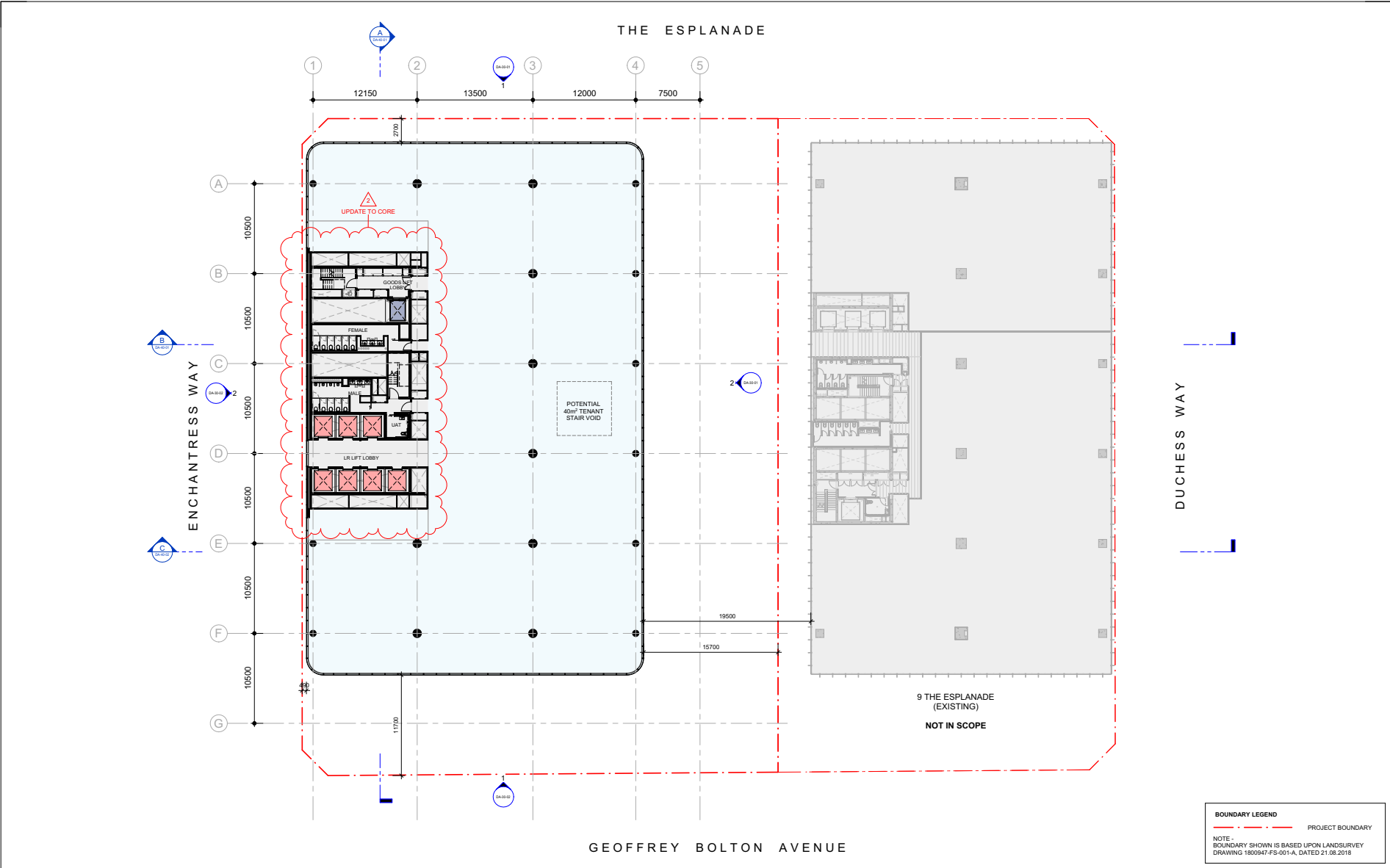
REVISION:
2

Approved for the Redevelopment of 15 The Esplanade, Perth, Western Australia
Project Stamp Date: 08/08/2025 at 10:17AM

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CO-ORDINATED:	MS	DRAWN:	AC / KV
REVIEWED:	JLC	SCALE:	1 : 200 @ A1
APPROVED:	SH / CP	DATE:	07/08/2026
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PROJECT
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DRAWING TITLE
LEVEL 4 PLAN (TYP LOW RISE
LEVELS 4-14)

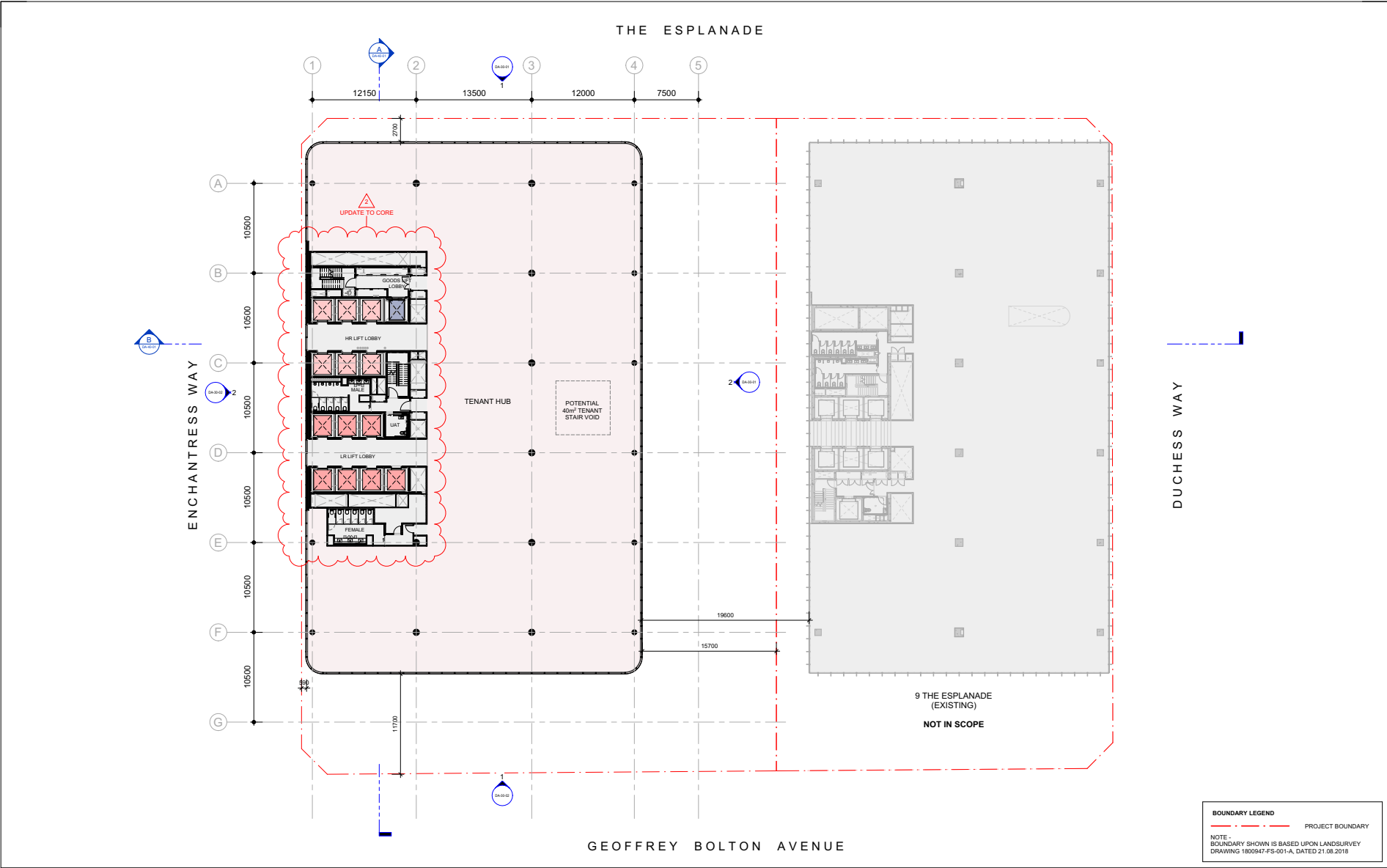
CO-ORDINATED: MS
REVIEWED: JLC
APPROVED: SH / CP

DRAWN: AC / KV
SCALE: 1:200 @ A1
DATE: 07/08/2024

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Project Name: 15 THE ESPLANADE



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PROJECT NO.
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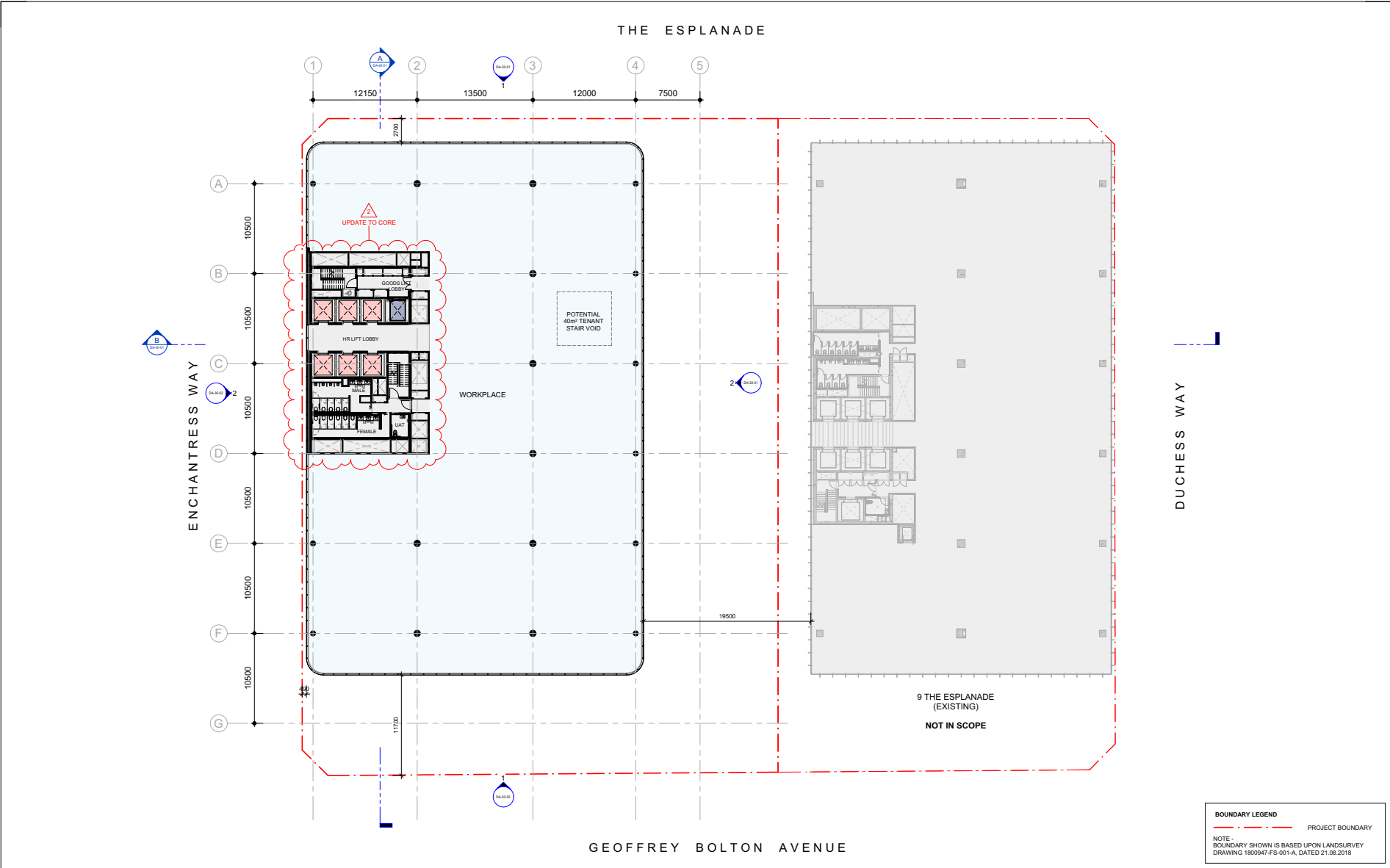
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**15 THE ESPLANADE
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DRAWING TITLE:
LEVEL 15 PLAN (TENANT HUB)

CO-ORDINATED:	MS	DRAWN:	AC / KV
REVIEWED:	JLC	SCALE:	1 : 200 @ A1
APPROVED:	SH / CP	DATE:	07/08/2025
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DRAWING TITLE:
LEVEL 16 (TYP HR LEVELS 16-26)

CO-ORDINATED: MS
REVIEWED: JLC
APPROVED: SH / CP

DRAWN: AC / KV
SCALE: 1:200 @ A1
DATE: 07/08/2024

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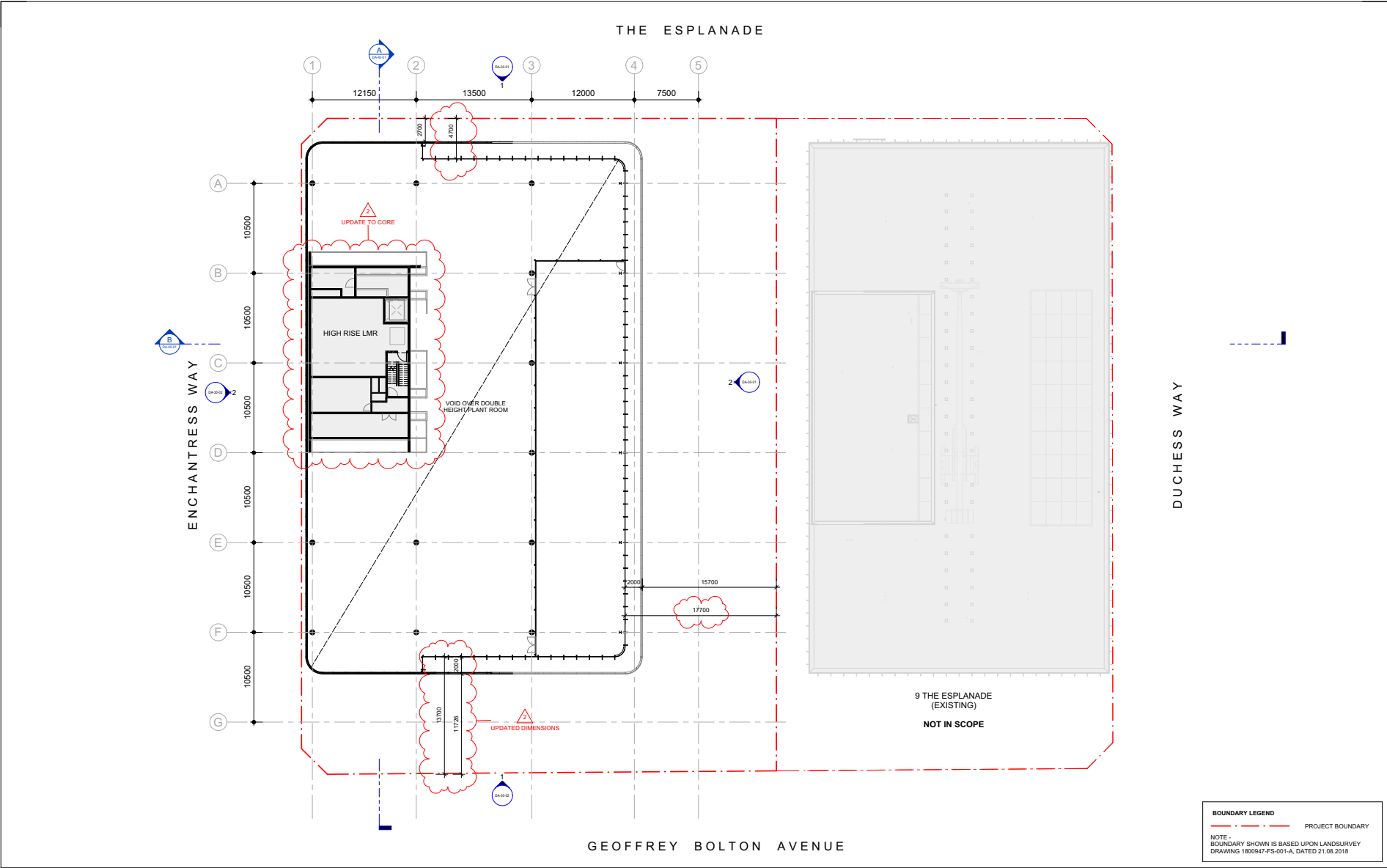
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LEVEL 27 PLAN (PLANT)

CO-ORDINATED:	MS	DRAWN:	AC / KV
REVIEWED:	JLC	SCALE:	1 : 200 @ A1
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DRAWING TITLE: LEVEL 28 PLAN (PLANT)

CO-ORDINATED: MS
REVIEWED: JLC
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DRAWING NUMBER: EQ5-COX-AR-DA-21-28
REVISION: 2

SCALE: 1:200 @ A1
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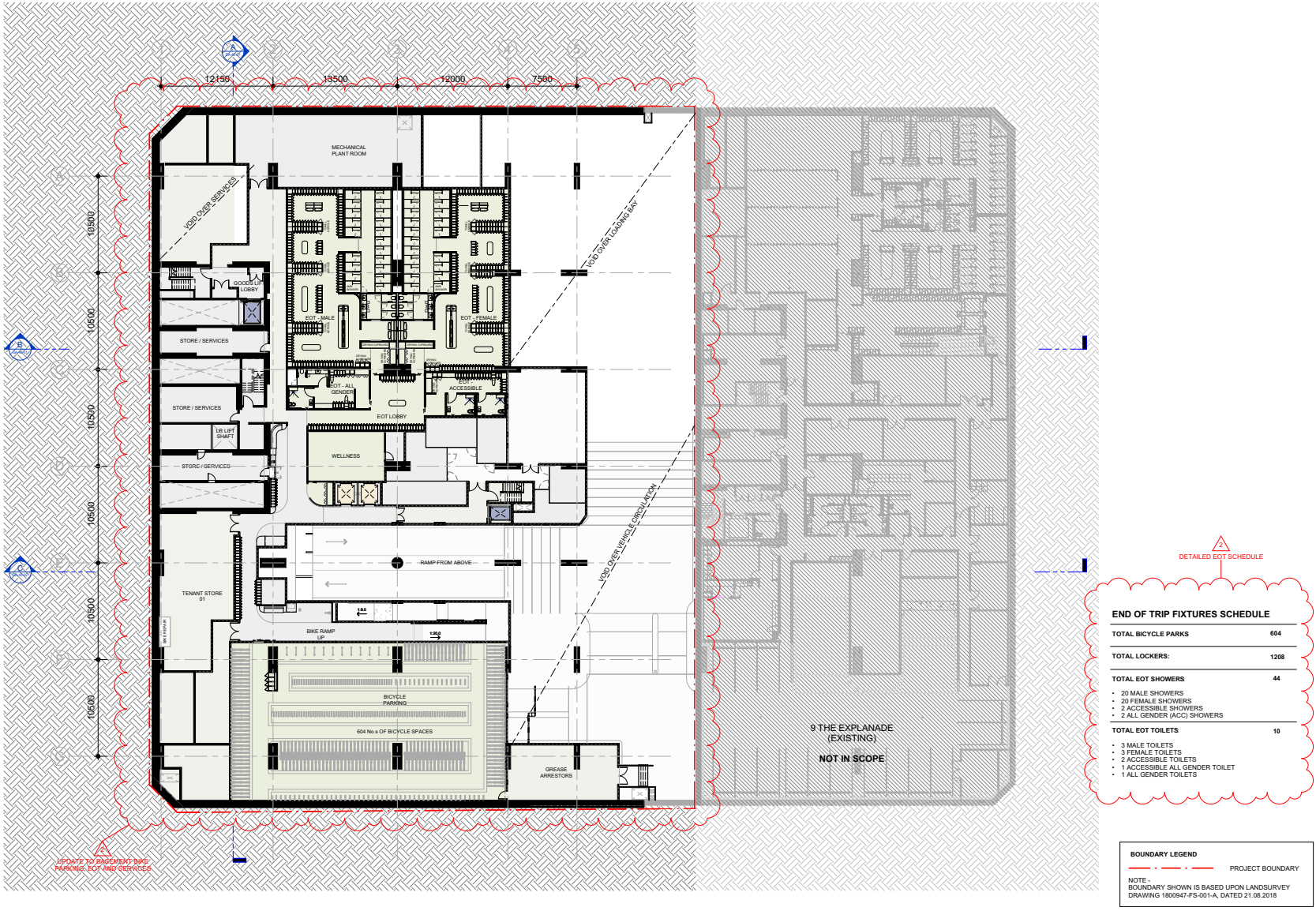
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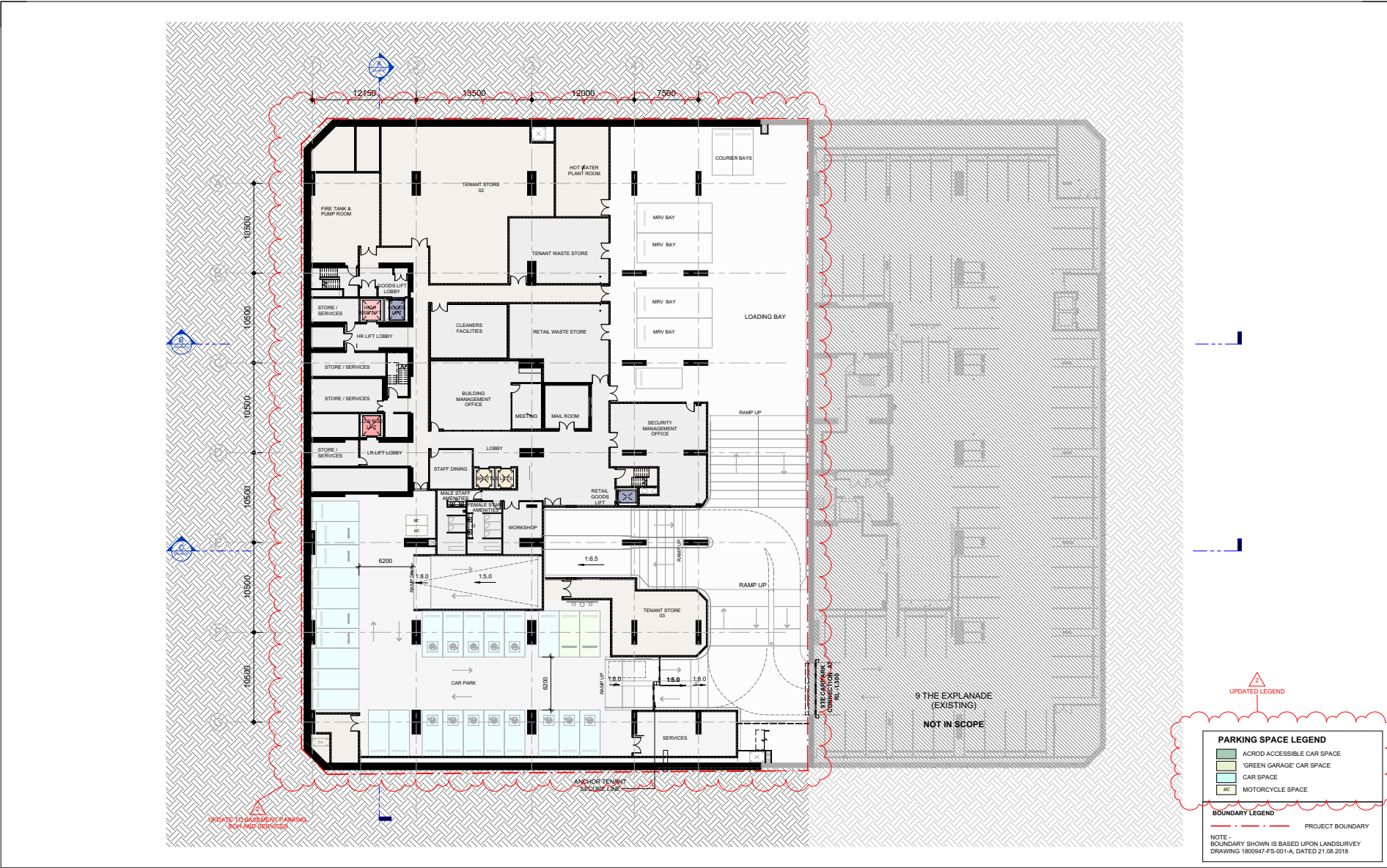
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DRAWING TITLE: BASEMENT 1 PLAN

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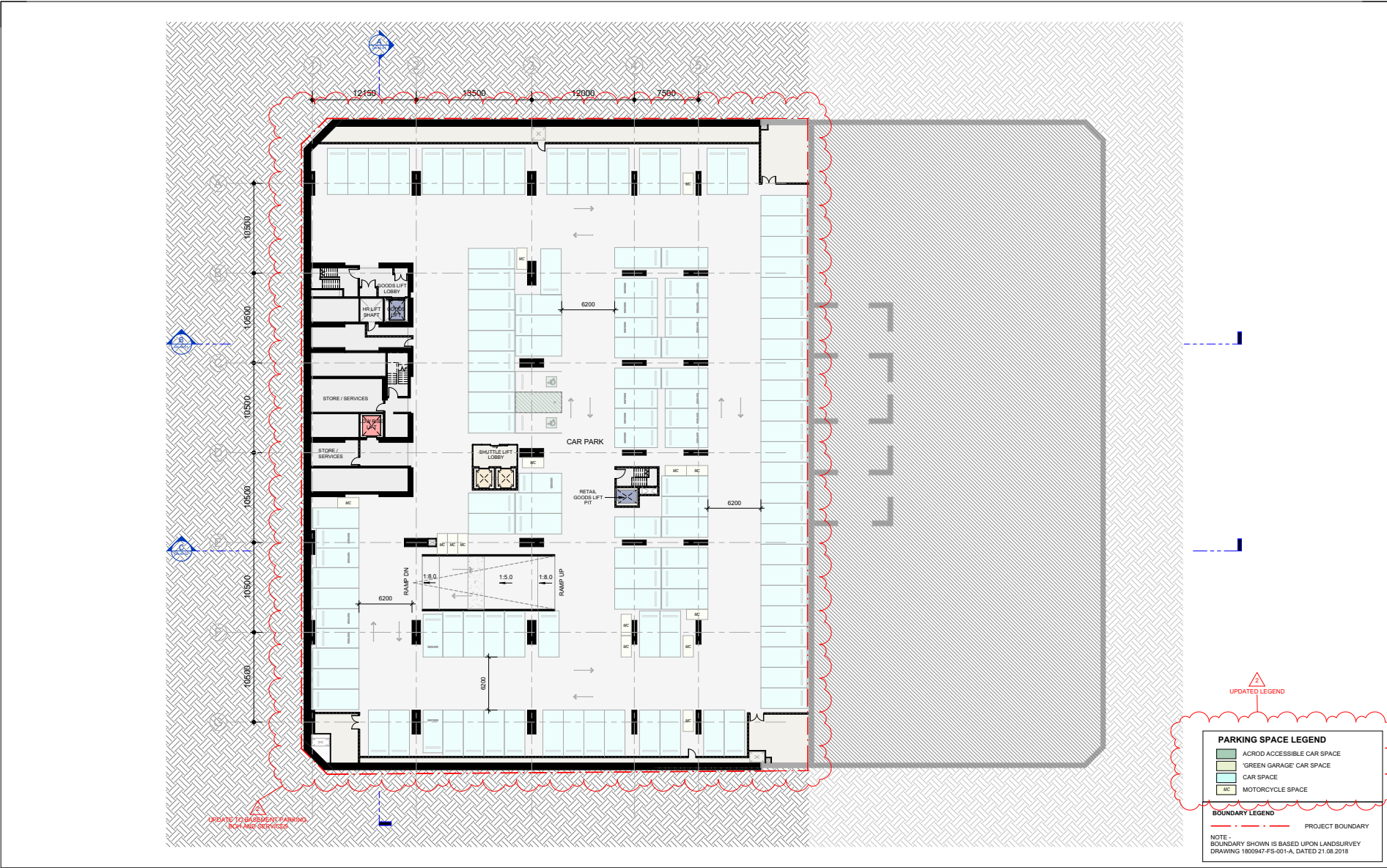
Rev	Description	By	Date
1	ISSUE FOR DEVELOPMENT APPROVAL	ACRY	05/09/2025
2	ISSUE FOR DEVELOPMENT APPROVAL	ACRY	07/09/2025

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BASEMENT 2 PLAN

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REVIEWED:
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EQ5-COX-AR-DA-21-B2

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2	ISSUE FOR DEVELOPMENT APPROVAL	AC/KV	07/08/2025

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DRAWING TITLE:
BASEMENT 3 PLAN

CO-ORDINATED: MS
REVIEWED: JLC
APPROVED: SH / CP

DRAWN: AC / KV
SCALE: 1:200 @ A1
DATE: 07/08/2025

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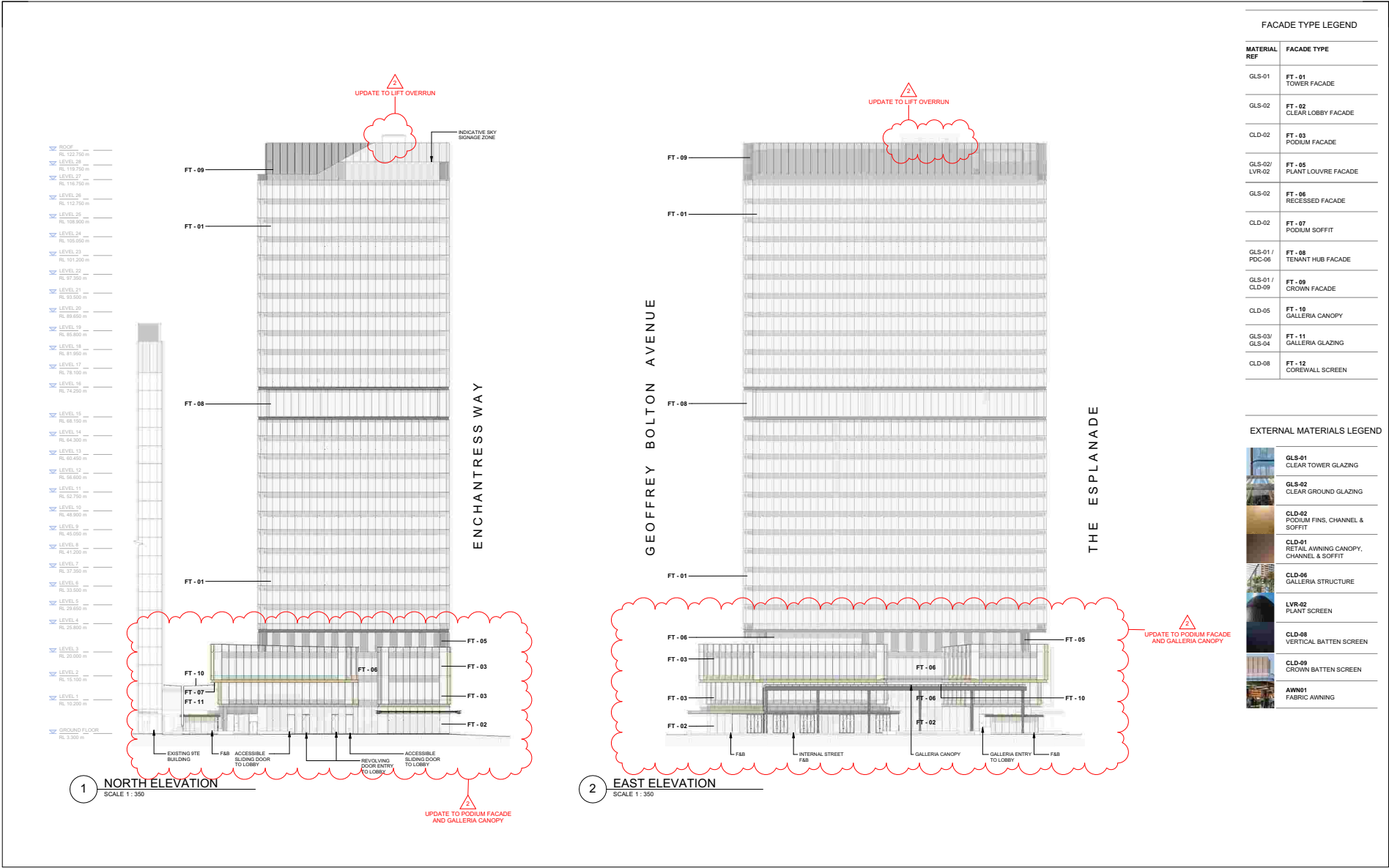
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1	ISSUE FOR DEVELOPMENT APPROVAL	AC/KV	05/08/2025
2	ISSUE FOR DEVELOPMENT APPROVAL	AC/KV	07/08/2025

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DRAWING TITLE: BASEMENT 4 PLAN

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DRAWING TITLE:
NORTH & EAST ELEVATION

CO-ORDINATED: MS

DRAWN: AC / KV

REVIEWED: JLC

SCALE: 1:350 @ A1

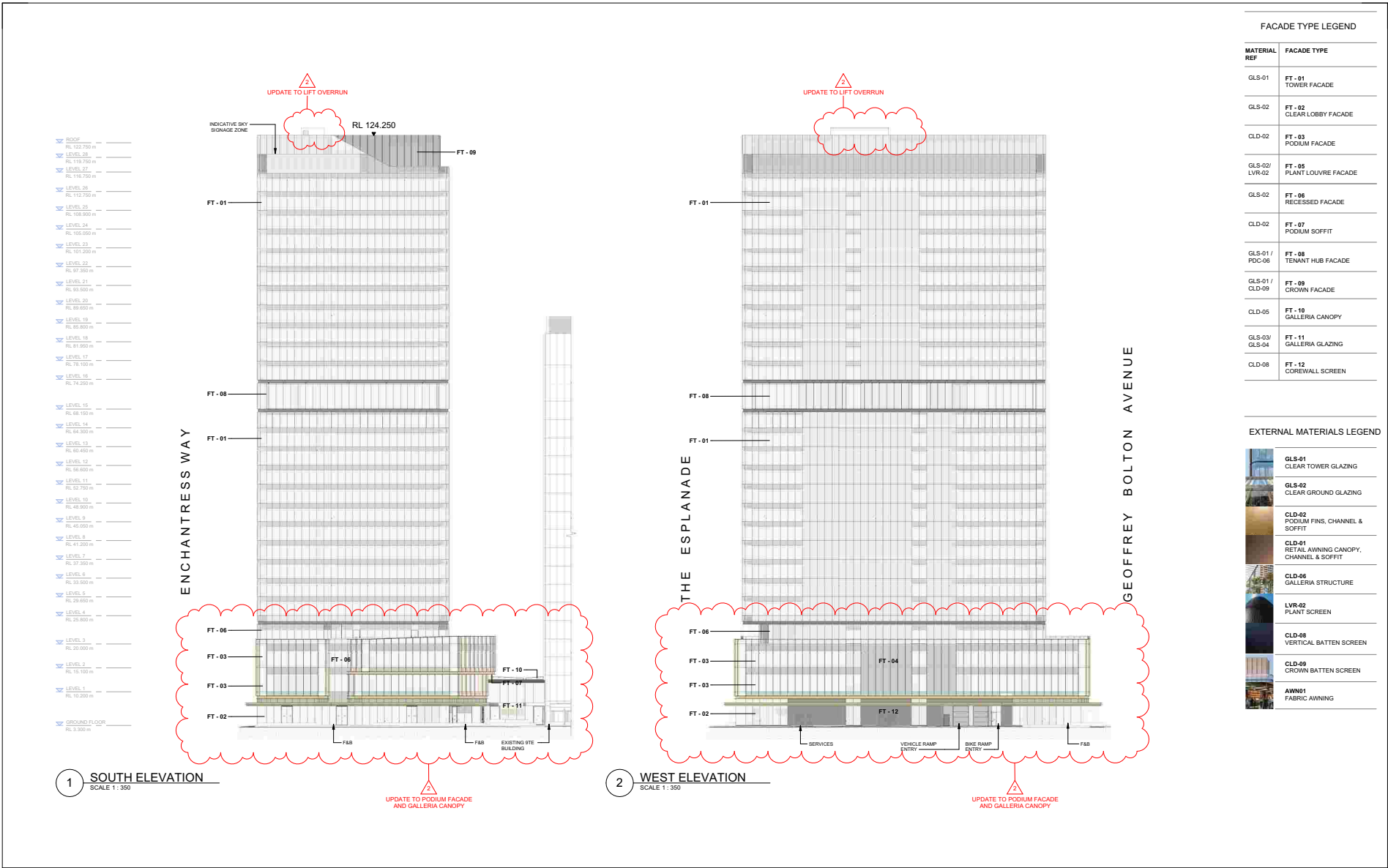
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EQ5-COX-AR-DA-30-01

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Project Name: 15 THE ESPLANADE, PERTH WA 6000



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DOCUMENT CONTROL STATUS
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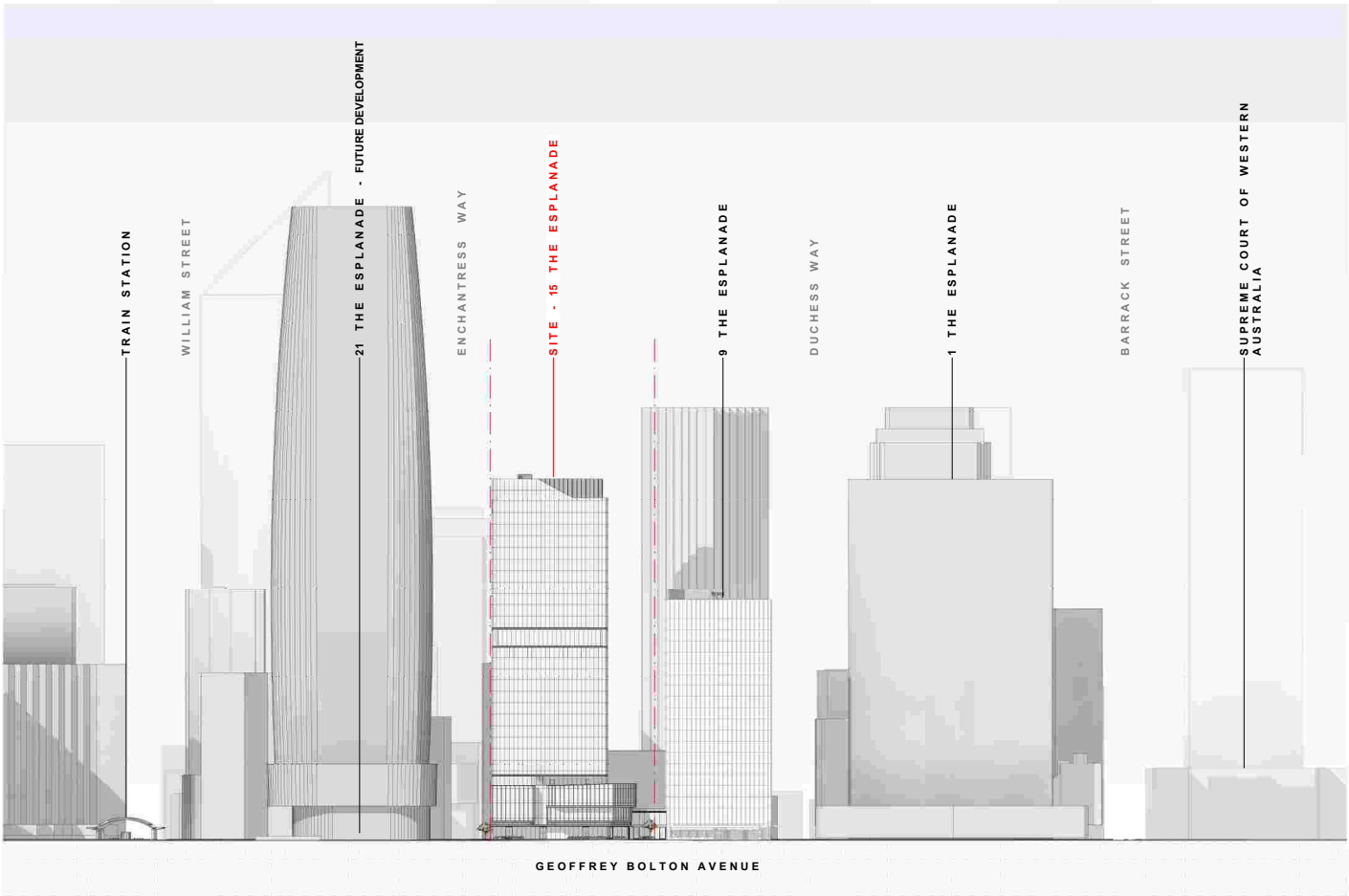
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SOUTH & WEST ELEVATION

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SCALE: 1:350 @ A1
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1 SOUTH ELEVATION - RIVER FRONT
SCALE 1:750

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COLOURED SOUTH ELEVATION

CO-ORDINATED:
Checked
Author

REVIEWED:
JLC

APPROVED:
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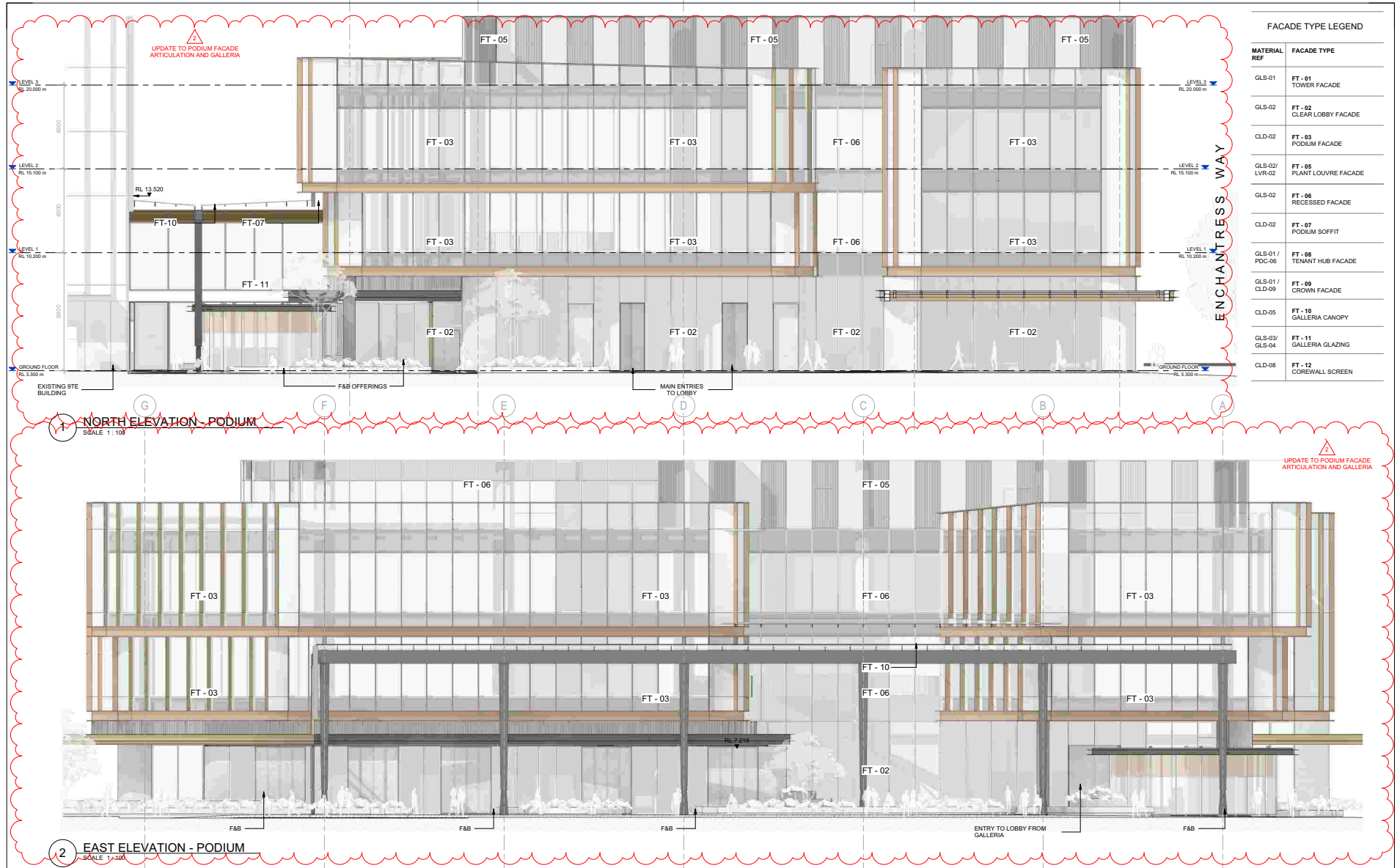
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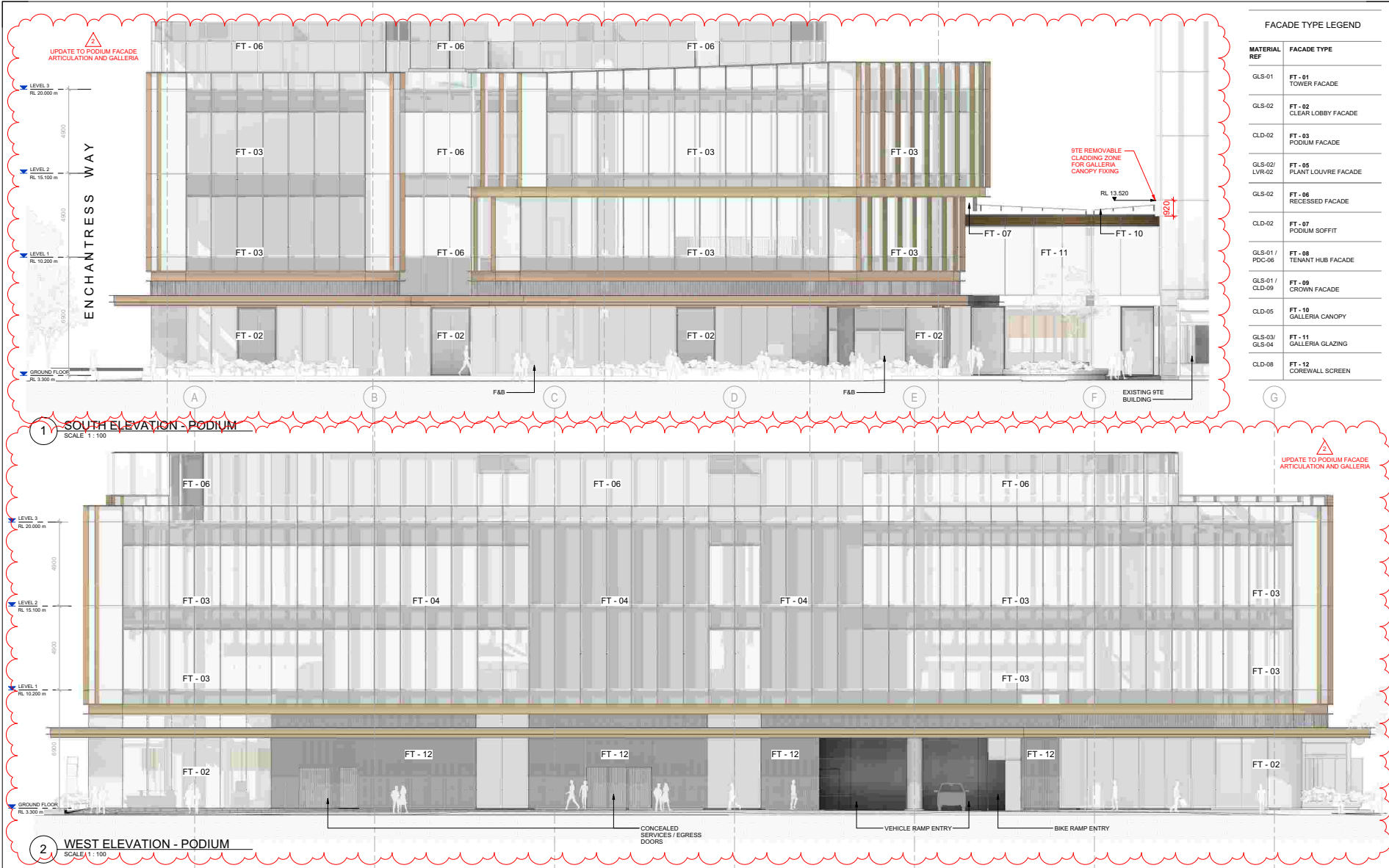
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SCALE:
1:750 @ A1

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PROJECT: 15 THE ESPLANADE
ELIZABETH QUAY, PERTH WA 6000

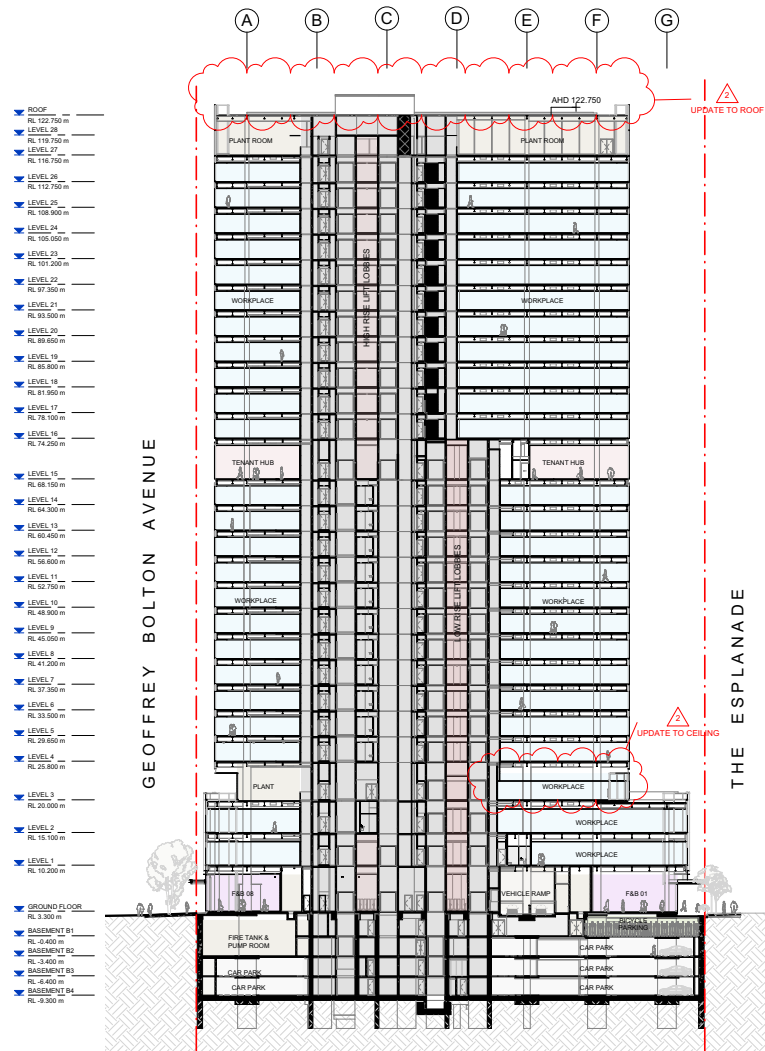
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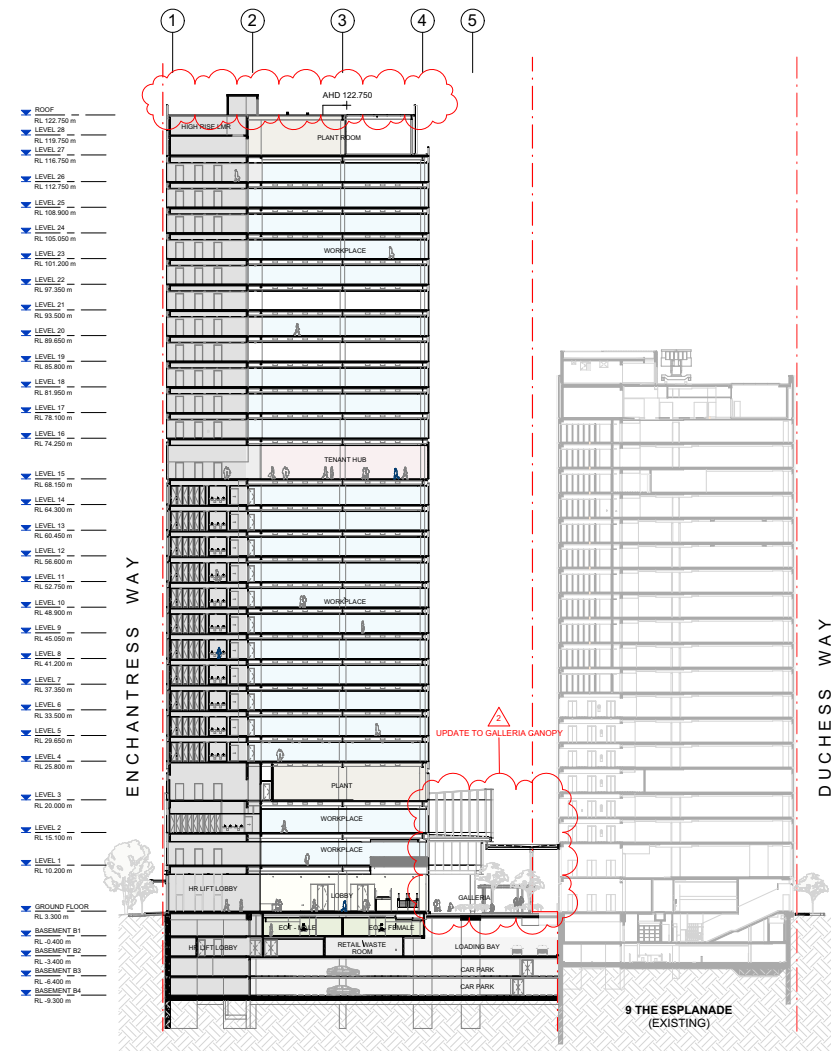
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A SECTION A - NORTH SOUTH
SCALE 1:350



B SECTION B - EAST WEST
SCALE 1:350

BOUNDARY LEGEND
--- PROJECT BOUNDARY
NOTE:
BOUNDARY SHOWN IS BASED UPON LANDSURVEY
DRAWING 1800947-FS-001-A, DATED 21.08.2018



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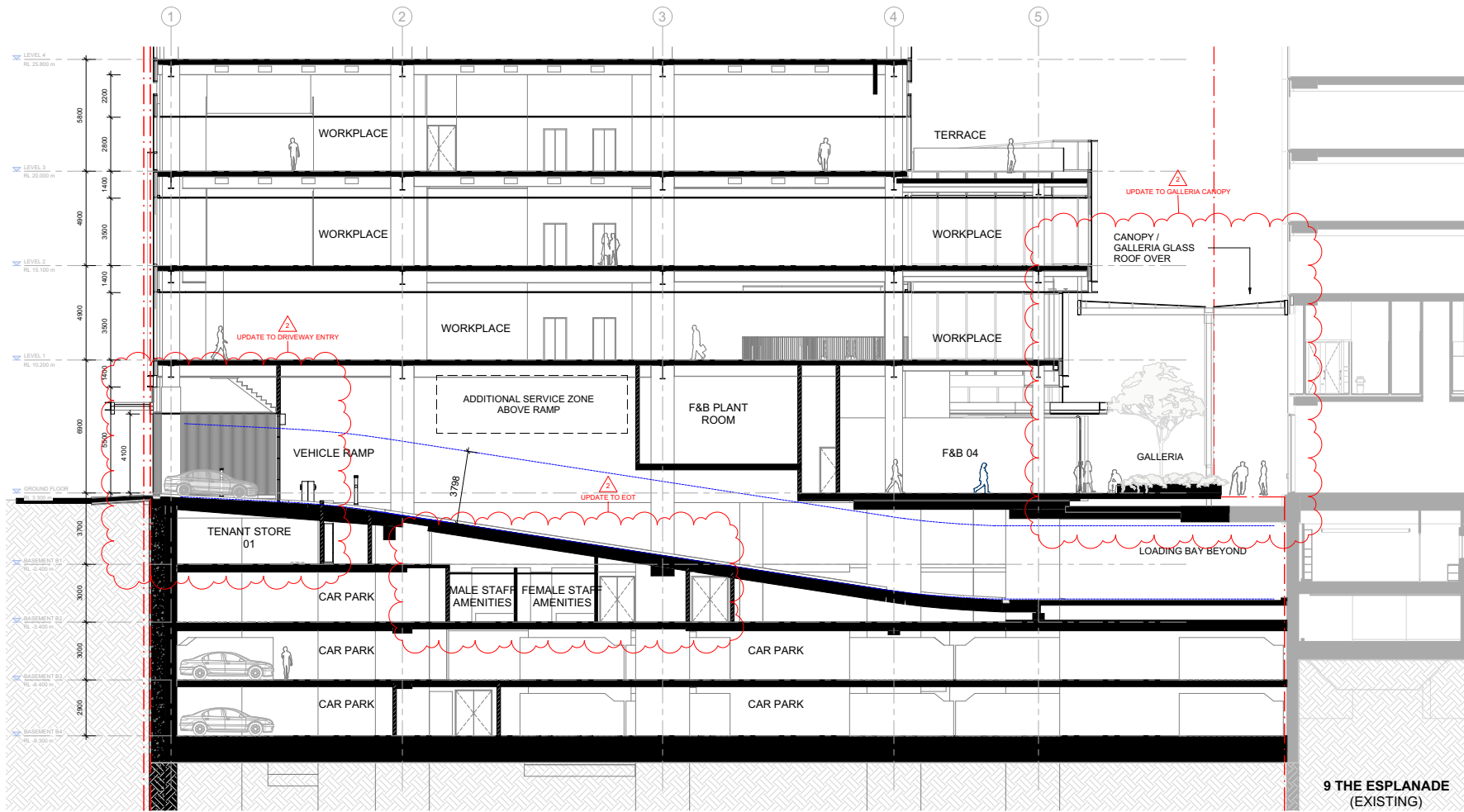
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APPROVED: SH / CP
DRAWING NUMBER: EQ5-COX-AR-DA-40-01
REVISION: 2

Approved for the Esplanade 15 Development Project (E15) - Stage 1
Project Name: E15 - Stage 1 - 15 The Esplanade



C SECTION C - VEHICLE ENTRY RAMP
SCALE 1:100

BOUNDARY LEGEND
--- PROJECT BOUNDARY
NOTE: BOUNDARY SHOWN IS BASED UPON LANDSURVEY DRAWING 1800947-FS-001-A, DATED 21.08.2018

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PROJECT NO.
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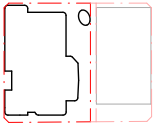
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15 THE ESPLANADE
ELIZABETH QUAY, PERTH WA 6000

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DRAWING TITLE:
SECTION THOUGH VEHICLE ENTRY
RAMP

CO-ORDINATED: MS
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REVIEWED: JLC
SCALE: As indicated @ A1
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DRAWING TITLE: **PERSPECTIVE VIEW FROM ELIZABETH QUAY**

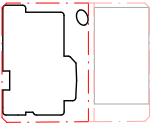
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VIEW FROM SWAN RIVER

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PERSPECTIVE VIEW FROM SWAN
RIVER

CO-ORDINATED: MS DRAWN: AC / RV

REVIEWED: JLC SCALE: 1:1500 @ A1

APPROVED: SH / CP DATE: 07/08/2025

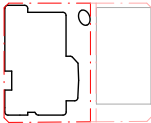
DRAWING NUMBER: EQ5-COX-AR-DA-80-02

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VIEW FROM THE ESPLANADE



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CO-ORDINATED: MS DRAWN: AC / KV

REVIEWED: JLC SCALE: 1:1500 @ A1

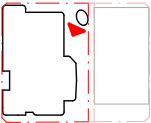
APPROVED: SH / CP DATE: 07/08/2025

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VIEW FROM NORTH GALLERIA



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REVIEWED: JLC

SCALE: 1:1500 @ A1

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DATE: 07/08/2025

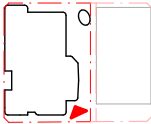
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REVISION: 2

Author: Cox Architecture Pty Ltd. Project: 15 THE ESPLANADE. Date: 07/08/2025. File: EQ5-COX-AR-DA-80-04.dwg



VIEW FROM SOUTH GALLERIA



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**PERSPECTIVE VIEW FROM
GALLERIA (SOUTH)**

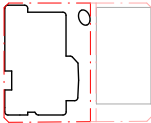
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REVIEWED: JLC
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VIEW FROM THE LANDING

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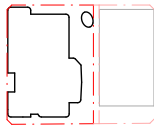
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SOUTH WEST TOWER



NORTH WEST TOWER



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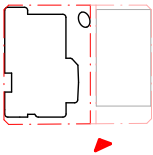
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VIEW FROM GALLERA ENTRY (SOUTH)



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DRAWN: Author

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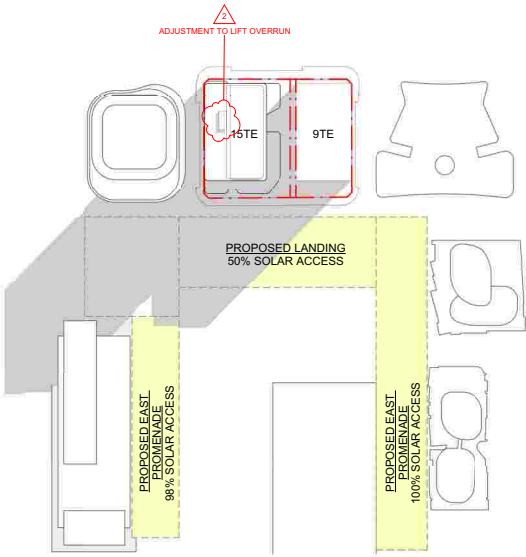
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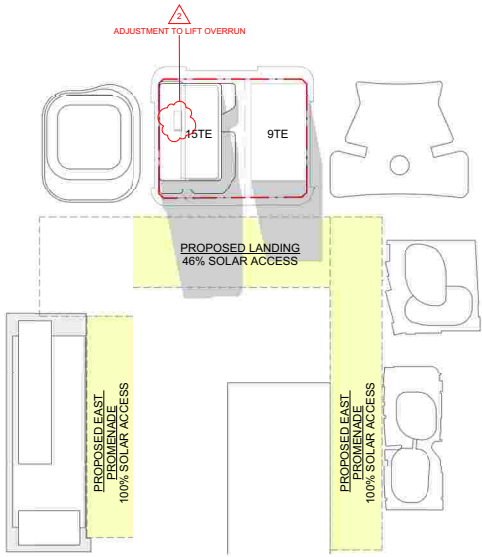
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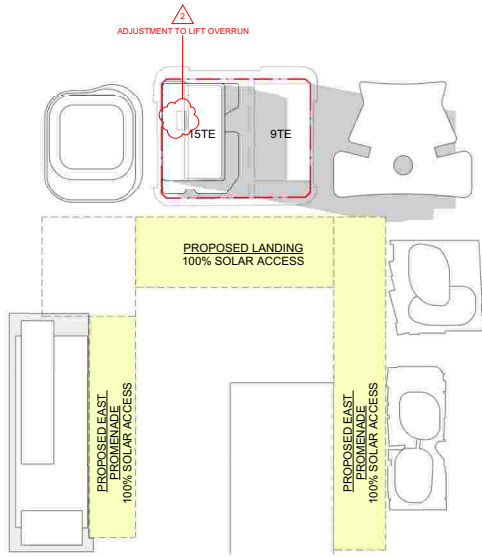
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3 21 MARCH - 3pm
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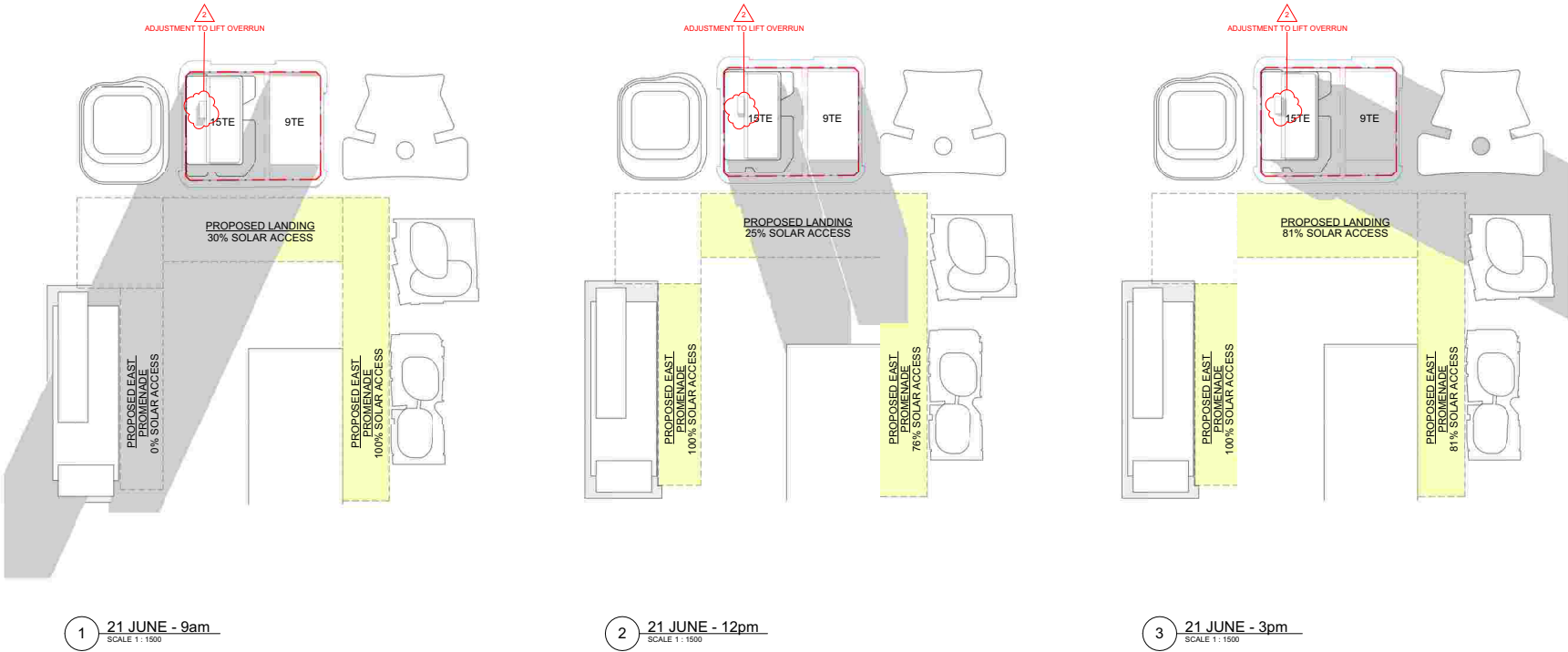
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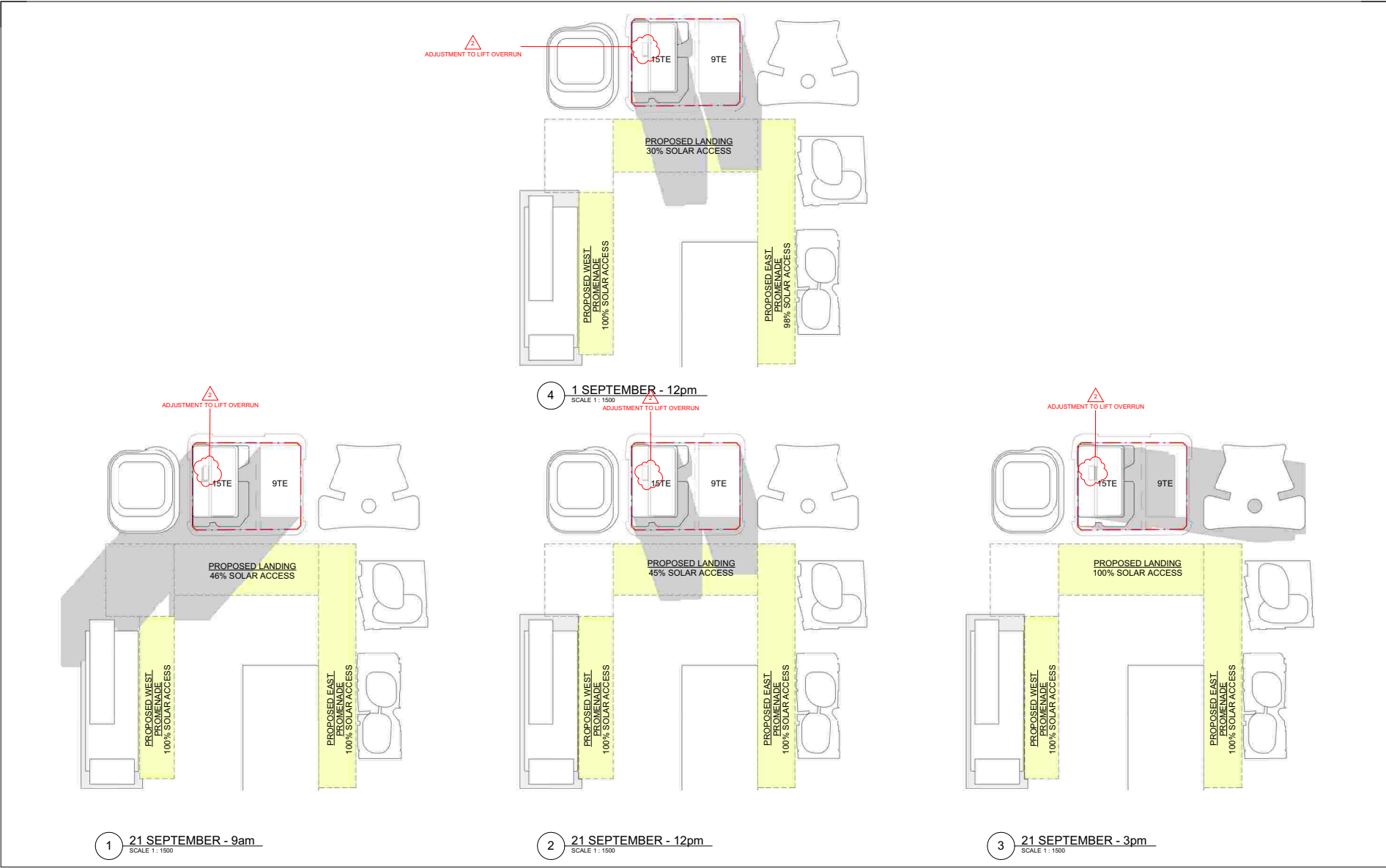
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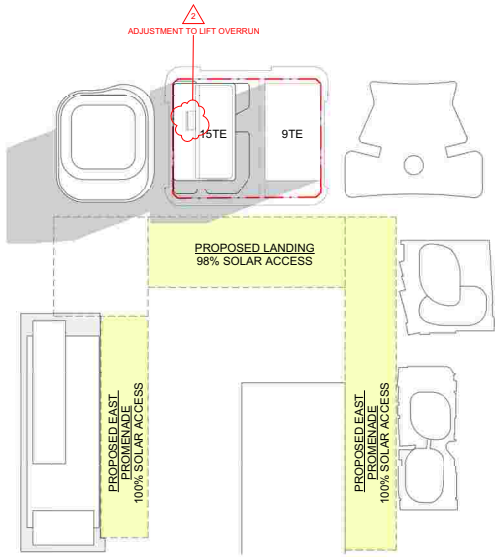
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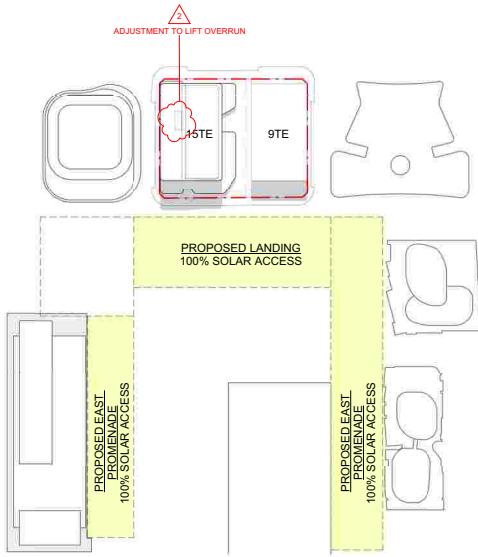
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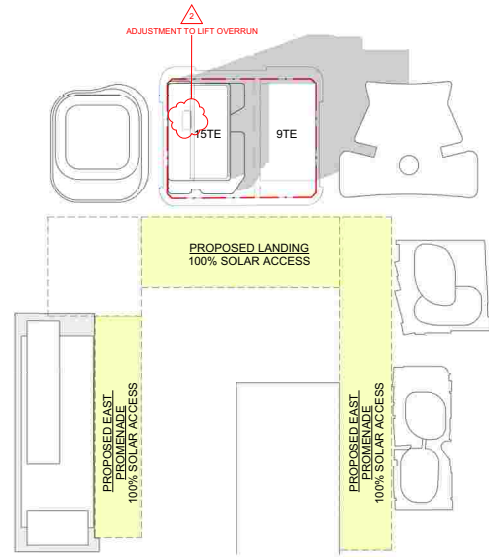
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Appendix 3

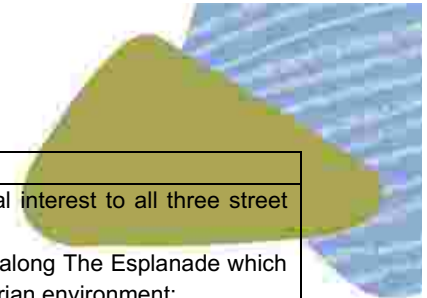
Detailed Assessment Against Discretionary Provisions

Discretionary Provisions	DevelopmentWA Consideration
<u>Central Perth Redevelopment Scheme Clause 5.22</u> <i>In the determination of a Development Application, In-Principle Application or Structure Plan Application the Authority shall have due regard for:</i> a) <i>the Scheme Vision and Principles and the achievement of sustainable development;</i> b) <i>any currently valid decision on an In-Principle Development Application or a Local Area Plan Application</i> c) <i>all other relevant provisions of the Scheme</i> d) <i>any relevant planning document adopted under the Scheme, including but not limited to a Design Guideline, Development Policy, Heritage Inventory, Community Asset Register or Development Contribution Plan;</i> e) <i>any submission received as a result of a referral to government bodies or public consultation, in accordance with clauses 5.15 and 5.16;</i> f) <i>any design or specialised advice obtained under clauses 5.17 and 5.18.</i> g) <i>the requirements of orderly and proper planning;</i> h) <i>the current and intended amenity of the locality.</i>	• The proposal is consistent with the Scheme Vision for the Central Perth Redevelopment Area providing for the redevelopment of a vacant site and delivering a high quality architectural design. The proposal includes active uses at ground floor with a critical north-south pedestrian connection within the development and with office uses above. The proposal will provide for increased vibrancy and activation of the area and is to achieve a 6 Star Green Star rating which is above and beyond the sustainability targets of the planning framework. • The proposal has been assessed having regard to the existing approved development for the site and surrounding precinct and represents an evolution of the previously approved built form whilst maintaining consistency with the broader planning objectives for the area. • A detailed assessment has been undertaken with the development supported in relation to the applicable provisions of the Scheme, Design Guidelines and Development Policies which is detailed in the report and the sections below. • The application was referred to all relevant stakeholders and with public consultation undertaken with all submissions considered as part of the assessment and recommendation. Whilst public comments were largely opposed to the development, these were largely based on the change to built form and architectural design from the previous proposal, parking and access, overshadowing, wind and acoustic impacts associated with the development which have been comprehensively addressed via additional information provided by the applicant, and in the report and associated appendices. • An iterative design review process was undertaken, with the proposal supported by the Design Review Panel with areas for further refinement to be addressed at detailed design stage as per the recommended conditions of approval. • In support of the development, the proponent submitted relevant technical reports to address matters including but not limited to matters relating to parking and access, acoustics and vibration, waste, landscaping and sustainability. Technical documentation was provided to the relevant stakeholders for comment with all submissions considered with conditions recommended as required. • As outlined above, a rigorous planning assessment has been undertaken with the proposal consistent with the envisaged outcomes of the applicable planning framework and with all submissions received from stakeholders and community consultation considered as part of the recommendation.

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Discretionary Provisions	DevelopmentWA Consideration
	The proposal will maintain and enhance the current and intended amenity of the locality through active ground floor uses, high quality public realm interfaces, improved pedestrian connectivity and the delivery of a built form that is compatible with the surrounding precinct.
<u>Elizabeth Quay Design Guidelines</u> <u>Site 5 Development Intent</u> Site 5 is located to the north of new Riverside Drive and has frontages to the Esplanade, new Riverside Drive (Geoffrey Bolton Avenue) and Howard Street (Enchantress Way). Site 5 is centrally located to the north of Elizabeth Quay providing views across the Inlet and the Swan River to the South Perth Foreshore. The lower levels will be highly activated with opportunity for integrated pedestrian connections in the form of retail arcades. The tower element above will be of international quality architectural design and positioned to maintain view lines to and from the Inlet and the city skyline, respond to the site context and adjacent buildings and minimise overshadowing of the adjacent public realm.	The proposal has been carefully designed to achieve the Development Intent for the site consistent with the Design Guidelines providing for a highly articulated podium design which incorporates active ground land uses and landscaping to all surrounding streets. At ground level the proposal also incorporates a covered galleria which includes active uses, landscaping and weather protection delivering an important north-south connection through the site. The proposal has been through an iterative design review process, with the Design Review Panel concluding the development delivers a high quality built form outcome which positively responds and complements the established character of Elizabeth Quay, emphasising key design elements including the refined tower form, curved corners and crowing element. The proposal provides for built form outcomes which are consistent with the Design Guidelines, and with the massing and floor plates purposefully designed to minimise overshadowing to the public realm. The proposed tower has been positioned and shaped to maintain key view corridors to and from the Swan River inlet and city skyline, consistent with the Development Intent for the site.
<u>Elizabeth Quay Design Guidelines</u> <u>Clause 3.1.4 Towers</u> <i>Design Intent:</i> Towers in Elizabeth Quay will make a positive addition to the Perth city skyline. Tower elements will not present as a 'wall' of development and will be separated and proportioned to break up the visual presence of the towers and maintain key view corridors. Towers will demonstrate exemplary contemporary design and provide visual interest through innovative use of materials and construction methods. <i>Objective:</i> All developments will demonstrate exemplary contemporary design and innovation through the exploration of the tower	The proposal seeks an alternative outcome with a floorplate of 80% in lieu of 60% and reduced tower setbacks of 2.7m to the north and 0.49m to the west in lieu of 5m. The alternative outcome is considered to satisfy the objective of the Design Guidelines and is supported as: - The proposed tower floorplate adopts a longer and narrower building envelope than envisaged under the Design Guidelines, providing for increased setbacks to the eastern and southern boundaries of the development and reduced overshadowing to the south; - The tower's proportions, orientation and setbacks maintain visual separation between buildings and preserve view corridors through the precinct, consistent with the intended skyline outcomes for Elizabeth Quay; - The impact of the increased floor plate size is mitigated through increased setbacks from the southern and eastern boundaries, reducing the impacts from the building envelope to the public realm to the south;

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Discretionary Provisions	DevelopmentWA Consideration
<i>typology. Towers will be appropriately 'proportioned and separated to integrate with the existing Perth skyline whilst maintaining important view corridors and minimising any overshadowing of neighboring buildings and the public realm.</i>	• Podium level articulation and active ground floor uses, provides visual interest to all three street frontages, mitigating perceived bulk and scale at pedestrian level; • The reduced tower setback to the north is offset by an 8m wide verge along The Esplanade which gives a greater level of separation between the building and the pedestrian environment; • The reduced setback to the west interfaces with Enchantress Way which operates as a lower order service road that primarily accommodates servicing functions, with limited amenity impacts as a result; • The DRP concluded that the proposal achieves a high quality architectural outcome and tower form that appropriately responds to its context; and • The floor plate design and setbacks align with those approved and construction at the adjacent site (EY Building), contributing to a cohesive and complementary built form across the precinct.
<u>Elizabeth Quay Design Guidelines</u> <i>Clause 3.1.1 Active Edges</i> <i>Design Intent:</i> <i>In order to promote a sense of community and vibrancy in the public realm, it is important that all development is designed to address, respond to and activate streets, laneways, access ways and public open spaces. Inactive uses at ground floor level along pedestrian routes are to be avoided.</i> <i>Objective:</i> <i>Developments are to activate the street and lane frontages to create a vibrant, diverse, interactive and safe urban environment.</i>	The proposal seeks an alternative outcome to Enchantress Way with an activated frontage of 44% in lieu of 50% required by the Design Guidelines. While this represents a minor variation, the proposal is considered to achieve the intent and objective of Clause 3.1.1 by delivering an active, safe and attractive public realm outcome, supported by the following: • Enchantress Way is the most appropriate location for vehicle access and servicing, and the lowest order road in Elizabeth Quay; • a high level of activation is provided through restaurant/café tenancies, glazing to lobby areas, passive surveillance opportunities and landscaping; • the Design Guidelines' activation requirements are exceeded along Geoffrey Bolton Avenue (80%) and achieved along The Esplanade (100%); • the shared vehicle access arrangement facilitates the removal of the existing access on Duchess Way to the EY building, reducing vehicle access points and improving streetscape outcomes within the precinct; and • a landscaped verge and continuous canopy provide weather protection and enhance pedestrian amenity along the Enchantress Way frontage.
<u>Elizabeth Quay Design Guidelines</u> <i>Clause 3.1.7 Solar Access</i> <i>Design Intent:</i>	The proposal seeks an alternative outcome to the Solar Access requirements, achieving 30% solar access to The Landing at 12.00pm on 1 September in lieu of the prescribed 80%. Notwithstanding, the proposal is considered to satisfy the objectives of the Design Guidelines, as the built form has been designed to minimise overshadowing impacts on the public realm and surrounding development through other design mechanisms as outlined below:

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Discretionary Provisions	DevelopmentWA Consideration									
<i>Solar access to new developments and the public realm is an important factor in the achievement of a successful built form outcome. The space between podiums and the footprint of the building towers above are to be designed to reduce overshadowing and permit natural sunlight into the streets, promenade and parks.</i> <i>Objective:</i> <i>Developments are to be designed to minimise their impact on the amenity of the public realm and neighbouring developments</i>	- overshadowing to the south has been reduced through the provision of an 11.7 metre tower setback to the southern boundary, exceeding the 5 metre setback contemplated by the Design Guidelines; - the tower incorporates a long and narrow floorplate and north loaded massing arrangement, which reduces the extent and duration of overshadowing cast to The Landing and surrounding public realm areas; - a separation distance of 19.5 metres is provided between the proposed tower and the existing EY building to the east, allowing solar access between the buildings and reducing cumulative shadow impacts; - the proposal maintains an appropriate level of solar access to the public realm throughout the year demonstrated through solar access diagrams across the year provided by the applicant, with the variation relating to the Design Guideline assessment point of 12.00pm on 1 September; and - the proposal delivers an improved outcome relative to the previously approved development, which achieved 24.7% solar access to The Landing, compared with 30% under the current proposal.									
<u>Elizabeth Quay Design Guidelines</u> <i>Clause 4.1 Car Parking</i> <i>Design Intent:</i> <i>Elizabeth Quay is ideally located to take advantage of and implement Transit-Oriented Design (TOD). The proximity of The Esplanade Station, the Perth Bus Station, ferry Terminal and the location a priority shared path running along the foreshore provide the ingredients to optimise the benefits of TOD. Limitations in car parking provision will encourage the use of alternative modes of transport and a reduction in private car use and contribute to the delivery of a more pedestrian friendly environment.</i> <i>Objective:</i> <i>Provide secure car parking for residents and workers which has a minimal impact on the urban form and the amenity of the locality whilst promoting the utilisation of alternative modes of transport, such as public transport and cycling.</i>	Consistent with the previous approval, a shared driveway for the subject site and already constructed and operational EY Building to the east, is provided via Enchantress Way with internal access provided from Basement Level 2. Upon completion of the subject proposal, the existing vehicle access from Dutchess Way to the EY Building will be removed with all vehicle access to the shared basement from Enchantress Way. The previous approval included 494 parking bays comprising 453 residential and 41 non-residential bays. The current proposal reduces the total number of parking bays to 270 car parking bays, a reduction of 224 bays. The aggregate onsite car parking is 346 non-residential bays and 36 motorcycle bays as detailed below: <table><tr><th>Parking Provision</th><th>Lot 501</th><th>Lot 502</th></tr><tr><td>Non-Residential Bays</td><td>270 bays + 3 ACROD</td><td>76 bays + 1 ACROD</td></tr><tr><td>Motorcycle Bays</td><td>27 bays</td><td>9 bays</td></tr></table> The proposal seeks to provide non-resident car parking in excess of the maximum 64 tenant bays permitted. The proposal is considered to be consistent with Objective of the Design Guidelines and is supported as: Vehicular access is restricted to a single crossover on Enchantress Way and allows for the removal of the existing crossover to Lot 502 The Esplanade improving streetscape outcomes and minimising traffic movements on Dutchess Way;	Parking Provision	Lot 501	Lot 502	Non-Residential Bays	270 bays + 3 ACROD	76 bays + 1 ACROD	Motorcycle Bays	27 bays	9 bays
Parking Provision	Lot 501	Lot 502								
Non-Residential Bays	270 bays + 3 ACROD	76 bays + 1 ACROD								
Motorcycle Bays	27 bays	9 bays								

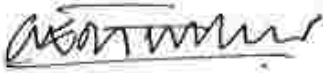
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Discretionary Provisions	DevelopmentWA Consideration
	• All car parking bays are provided within the basement levels, with a high level of activation achieved on all street frontages consistent with the Design Guidelines; • Bicycle parking is accessed via a dedicated bicycle ramp, adjacent to the vehicle entry, providing safe and efficient access. A total of 630 bicycle parking bays and end-of trip facilities have been provided which significantly exceed the minimum 363 bicycle bays required under the Design Guidelines; • A Green Star Travel Plan has been provided in support of the development which encourages and provides facilities onsite that encourage alternative modes of transport; • The Green Star Travel Plan also outlines how the use of alternative transport modes will be encouraged and communicated to educate staff due the proximity to public transport options and cycle networks, and how use of active transport will be monitored and reviewed over time; • The Traffic Impact Assessment and Green Star Travel Plan conclude the traffic generated by the proposal, inclusive of additional parking provision, can be accommodated within the surrounding network and is supported by the relevant agencies subject to conditions and advice notes which have been incorporated in the recommendation; and • Non-residential car parking in the Perth Parking Management Area is governed by the <i>Perth Parking Management Act 2024</i>. The Minister for Transport via Department of Transport and Major Infrastructure (DTMI) has provided in-principle support for the additional car parking, subject to conditions which have been incorporated into the recommendation.



Appendix 4

DESIGN REVIEW PANEL 2 ADVICE NOTE

Review Attendance	
Subject	Review of 27 Storey Mixed Use Development Proposal for Lot 5 Elizabeth Quay (No. 15 The Esplanade, Perth)
Date	Tuesday, 14 July 2026
Time	11.00am – 1.00pm
Location	DevelopmentWA – Mia Yellagonga Tower 2, Level 7/5 Spring St, Perth
Panel Members	Geoff Warn (Chair) Marion Fredriksson Dominic Snellgrove Tony Blackwell With Architecture Studio Marion Fredriksson Design Cameron Chisholm Nicol Blackwell & associates
Proponent Team (* = online)	Simon Haussagger Natalie Busch Stuart Harman Nick Ozich Joe Ravi * Kati Meijer * Peter Simpson COX (Architect) Hassell (Landscape Architect) Brookfield Properties Brookfield Properties Brookfield Properties Brookfield Properties PTS Town Planning
Observers from DevelopmentWA	Karina Bowater Matthew Andrews Dean Williams Barabra Gdowski Enguun Odsuren Cahlan Brown Senior Planner, DevelopmentWA Manager Planning, DevelopmentWA Head of Planning, DevelopmentWA Design Services Manager, DevelopmentWA Planning Intern, DevelopmentWA Planning Intern, DevelopmentWA
Declarations	
None	
Briefings	
	Design presentation from the project architects: - Simon Haussagger (COX) - Natalie Busch (Hassell)
Design Review Report endorsement	
Chair Signature	 Geoff Warn, Panel Chair
Executive Summary	
Overall	The Panel thanks the project team for their presentation and continued engagement with the design review process. The Panel considered that the proposal has responded positively to comments raised during DRP1 and that the design has improved, particularly in relation to the podium, activation, façade refinement and public realm interface. The design will deliver high levels of tenant amenity through well designed floorplates, and internal spaces that are generous and provide excellent access to natural light and outlooks to views. The Panel identified elements that could be improved through design refinement including public realm performance within the galleria, resolution of the connecting screen element and confirmation of materiality within the building and public realm. The use of high-quality materials is expected within the development which should be maintained and delivered during detailed design and documentation.

	The Panel concluded that the proposal delivers a high-quality built form outcome, which positively responds to the local context as required under the Elizabeth Quay Design Guidelines. No further review is required.
Summary	The Panel supported the overall design. The following matters are noted for consideration by the proponent as opportunities to further refine the design: • Clearer expression of the river-edge narrative within the architecture and landscaping; • Further testing to ensure long-term operation of the microclimate strategy within the galleria ensuring longevity of landscaping elements and ensuring that wind, solar and heat are appropriately managed for the space; • Confirmation of use of high-quality materials and detailing; and • Confirmation of the public art that includes references to cultural and aboriginal heritage.

Design Quality Evaluation

Principle 1: Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

1. The building successfully contributes to the established commercial tower character of Elizabeth Quay and complements the neighbouring development.
2. The architectural rhythm and modifications to the façade's fin treatment creates a stronger relationship with Lot 9 The Esplanade.
3. Refined tower form, curved corners and crowning element provide a coherent response within the precinct.
4. The central "waistband" element may not read clearly from longer viewing distances. Continue to amplify its distinctiveness where possible.
5. The river-edge narrative is not clearly expressed in the architecture or public realm which remains a missed opportunity from the concept designs.

Principle 2: Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*

1. The Panel was supportive of the landscape strategy involving Aboriginal cultural liaison and incorporating mature tree planting and large canopy species that include indigenous and culturally significant planting themes.
2. The challenging microclimatic conditions may limit landscape performance resulting in a heavy reliance on ongoing management and replacement.
3. Proposed soil volumes and planting depths may constrain long-term tree growth. Strive to optimise these conditions to ensure a significant and long-term canopy outcome.
4. Ensure that any planters on The Esplanade and Enchantress Way verge areas, do not impede the pedestrian flow and easy access to the main entry.
5. More information is sought regarding hard-scape material selections, ie paving and walls.

Principle 3: Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

1. The tower proportions are appropriately scaled for the precinct.
2. The introduction of curved and double-glazed corners and cantilevered floorplates provide visual refinement and elegance.
3. Podium-to-tower transition has been simplified and improved from DRP1.

Principle 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.*

1. Internal functionality is well resolved with an efficient side-core floorplate, full height glazing and building circulation delivering high levels of workplace amenity.
2. End-of-trip facilities are well integrated into the development.
3. Ensure highest quality materials and detailing, particularly within the galleria. Consider ease of maintenance and longevity.
4. The long-term durability of certain public realm and landscape elements including the galleria wind mitigation screen and roof-glazing, stone benches/planters and timber pillars remains unclear.

Principle 5: Sustainability *Good design optimises the sustainability of the built environment, delivering positive, environmental, social and economic outcomes.*

1. The Six Star Green Star target, which exceeds the minimum planning framework requirement, continues to be strongly supported.
2. The Panel looks forward to more information to ensure the ongoing balance between glazing performance and reflectivity remains is successfully achieved.

Principle 6: Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable productive and healthy.*

1. Access to daylight, views and outlook throughout commercial floors is excellent.
2. The activated ground plane, rooftop and podium outdoor spaces provide high quality pedestrian and tenant amenity.
3. Comfort levels within the galleria remains a concern due to potential impacts of wind, solar exposure and heat load. Explore and mitigate as required.

Principle 7: Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

1. Building arrangement is generally easy to understand with clearly expressed entrances.
2. The protruding retail element within the galleria successfully reads as a cohesive element of the development.

Principle 8: Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

1. The design includes high levels of passive surveillance from lobbies, retail and end-of-trip facilities.
2. Extensive activation throughout the day and night contributes to public safety outcomes.
3. The Panel identified a potential conflict between cyclists and vehicles at the end-of-trip facility exit, if cyclists exit and head north over the crossover with further consideration recommended.

Principle 9: Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

1. The provision of meeting places and gathering spaces is positive and supports social interaction.
2. Cultural narratives are not yet strongly expressed in the public realm including the interpretation of the historic river edge and the associated narrative.
3. The public art strategy remains largely unresolved. The Panel looks forward to more information when available.

Principle 10: Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

1. The use of consistent design motifs including rounded corners and fins, successfully unify tower and podium elements and provides consistency across Lot 5 and Lot 6.
2. The curved glazing, rounded columns and softened tower edges provide a coherent architectural language and should be preserved as the project progresses through design documentation and any cost engineering.
3. The Panel reiterates the importance of maintaining high-quality materials and detailing, through to delivery.
4. The central “waistband” element may not read clearly from longer viewing distances. Continue to amplify its distinctiveness where possible.

Appendix 5

Summary of Stakeholder Comments

Stakeholder	Comments	Consideration
City of Perth	1. The City supports the following aspects of the proposed development: - the inclusion of commercial (office) and dining (food and beverage) uses that are complimentary to adjacent developments and will assist with activation of public realm of the Elizabeth Quay Precinct; and - general consistency with the DevelopmentWA's Elizabeth Quay Design Guidelines with respect to building height, architectural design, communal open space provision, sustainability, podium design, materials, building layout, roofs and building services.	Noted.
	2. The City requests that DevelopmentWA require the applicant/proponent to review: Car Parking - The development proposes 274 car parking bays in lieu of the maximum 43 bays prescribed under the Perth Parking Policy (PPP). It is considered that the additional parking provision will compromise the objectives of the PPP. The additional parking will also further compromise the function of the road network in the vicinity of the site which is already heavily constrained. Consideration should therefore be given to removal of parking bays that exceed the PPP requirement and that basement parking, services and use areas be consolidated into one or two basement levels as required	The City's comments are noted and have been considered as part of DevelopmentWA's assessment. The revised submission includes a total of 270 tenant car parking bays plus 3 ACROD bays on the development site. The Minister for Transport has provided in-principle support for the additional car parking, subject to conditions.
	3. Active Edges – (windows) to Enchantress Way is 38% at the ground floor in lieu of the recommended 50% under the MRA Elizabeth Quay Design Guidelines. Activity along Enchantress Way should be increased to ensure the building contributes to the interest, activity and safe use of this direct north-south pedestrian link to the Quay.	The City's comments are noted and have been considered as part of DevelopmentWA's assessment. During the assessment process, amended plans were provided that increased the active frontage to Enchantress way to 44%. As noted in the report, the proposal provides for a highly activated ground floor to all streets through the incorporation of food and beverage tenancies, articulation, awnings and landscaping. A galleria is provided on the eastern portion of the site which provides a north to south connection and incorporates active uses, landscaping and weather protection.

Stakeholder	Comments	Consideration
	4. Bicycle Parking - 450 bicycle parking bays are provided in lieu of the 361 bicycle parking bays required under both City and MRA Elizabeth Quay Design Guidelines. Whilst there is no objection to the provision of additional bicycle parking the provision of associated end-of-trip facilities should be provided at the recommended rate. Based on 450 bicycle bays, 46 male and 46 female showers are required in lieu of the 19 male and 19 female showers provided noting additional all gender and disable facilities. If 361 bicycle parking bays were provided, then 37 male and 37 female showers would be required. The architectural plans do not detail the layout of the end-of-trip facilities – shower, lockers etc so it is not possible to verify whether the stated number of showers in the development application report can be accommodated in the areas indicated on the plans.	The City's comments are noted and have been considered as part of DevelopmentWA's assessment. The amended plans and technical report confirm the layout and provision of the end-of-trip facilities, including the provision of 1,208 lockers and 44 showers to support 630 bicycle bays. The end-of-trip facilities are considered suitable for the quantity of bicycle parking bays provided, and is consistent with the advice provided from DTMI.
	5. Motorcycle Parking – The 28 motorcycle parking bays are indicated on the Architectural Plan's – Car Parking Schedule need to be detailed on the Architectural Plans.	Development WA's assessment confirms 27 motorcycle bays are required. Amended plans have been provided which clearly demonstrate the 27 motorcycle parking bays required under the Design Guidelines.
	6. Galleria Design and Landscaping: The landscaping of the pedestrian thoroughfare (Galleria) straddles two lot boundaries. Appropriate management arrangements/agreements should be put in place between the landowners of the lots to ensure the landscaping works are developed and managed in a coordinate manner and on an ongoing basis.	Given both sites are under common ownership, coordinated management of the galleria is considered achievable via a condition of approval.
	7. Existing trees within Galleria area should be retained where practicable. Consideration should be given to the need to revise the landscaping proposal to ensure pedestrian access (flow) forward of food and beverage outlets 4 to 6 is not constrained by seating and landscaping elements. Additional landscaping (soft, hard and furniture elements) should be provided in the development including (but not limited to): a feature tree at the corner of food and beverage tenancy 8 and the foyer entry; landscaped planters within the foyer, landscaping on the 3rd floor terrace; and boarder landscaping around the building. An irrigation plan should be prepared and implemented to support soft landscaping.	The City's comments are noted and have been considered as part of DevelopmentWA's assessment and the amended plans provided by the Applicant. A condition and advice note relating to the provision of a final landscaping plan has been incorporated into the recommendation.

Stakeholder	Comments	Consideration
	8. Public Realm i. ii. iii. The proposed awning on the western façade coincides with Enchantress Way verge trees (Magnolias). Consideration should be given the ultimate height of the tree species and awning height with a view to minimise the need for maintenance of these elements. The extent of the awning maybe reduced to food and beverage frontages if the awning will interfere with growth height of street trees. An additional street tree(s) should be provided to replace the tree(s) removed for the vehicle entry on the Enchantress Way. The active edge to Enchantress Way is 38% in lieu of the 50% recommended in the MRA Elizabeth Quay Design Guidelines. Activity along Enchantress Way should be increased to ensure the building contributes to the interest, activity and safe use of this direct north-south pedestrian link to the Quay.	Amended plans have been provided by the applicant which have further refined the awnings to allow for the retention of the existing street trees.
	9. Should DevelopmentWA resolve to approve the proposed development, the City recommends any approval be conditioned to comply with standard conditions of approval but specifically 'without prejudice' conditions and advice relating to: Conditions: a. 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 including from above for rooftop plant and to minimise any visual and noise impact on the adjacent properties, including any such plant or services located within the vehicle entrances of the development and with fire boosters being integrated into the design of the building or landscaping, with details of the location and screening of such plant and services being submitted for approval by DevelopmentWA prior to applying for a building permit. b. Windows and glazed areas are not to be provided with dark or reflective tinting, obscured glazing, visually obstructive signage or roller shutters/security blinds or other such devices to enable visible indoor activity and facilitate passive surveillance of the public realm, to the Development WA's satisfaction. c. The submitted Operational Waste Management Plan prepared by Encycle dated 5 June 2026, being implemented by the building proprietor/operator on an ongoing basis to the satisfaction of the City. d. A Crime Prevention Report Through Environmental Design being prepared and implemented to the satisfaction of DevelopmentWA prior to applying for a building permit and on an ongoing basis. e. A Universal Access Report being prepared and implemented to the satisfaction of DevelopmentWA prior to applying for a building permit	The recommended conditions from City of Perth are noted and incorporated into the recommendation where appropriate. a. A standard DevelopmentWA condition and advice note relating to external fixtures will be incorporated into the recommendation b. A condition relating to glazing, tinting and roller shutters will be recommended to be incorporated into the recommendation. A standard DevelopmentWA condition and advice note relating to compliance with the waste management plan will be recommended to be incorporated into the recommendation. c. A standard DevelopmentWA condition and advice note relating to the provision of a Crime Prevention Through Environmental Design will be incorporated into the recommendation. d. A standard DevelopmentWA condition and advice note relating to the provision of a Universal Access Report will be recommended to be incorporated into the recommendation. e. A standard DevelopmentWA condition and advice note relating to stormwater drainage will be recommended to be incorporated into the recommendation. f. A standard DevelopmentWA condition and advice note relating to the finished levels of the

Stakeholder	Comments	Consideration
	and on an ongoing basis. f. The existing street trees located in the road verge being retained and protected from damage throughout any demolition and development works with tree protection zones being established and maintained during the demolition and construction periods in accordance with the Australian Standard S4970-2009 - Protection of Trees on Development Sites to the satisfaction of DevelopmentWA. f. On-site stormwater disposal/management being to the City's specifications with details being submitted for approval by DevelopmentWA in consultation with the City prior to applying for a building permit. g. The floor levels of the pedestrian and vehicle entrances to the building being designed to match the current levels of the immediately adjacent footpaths, to the satisfaction of DevelopmentWA. h. The recommendations contained in the Acoustic Report (Ref: rp260528s0009) prepared by NDY dated 5 June 2026 regarding the noise amelioration construction specifications and other noise management measures being implemented in full to the satisfaction of the DevelopmentWA in consultation with the City with final plans being certified by a qualified acoustic consultant confirming the development incorporates the recommendations and can achieve compliance with the relevant noise legislation, prior to applying for a building permit. i. A signage strategy being prepared for the development detailing all external informational and tenancy signage and any signage being subject to a separate application for approval by DevelopmentWA. j. A Construction Management Plan (CMP) for each stage of the proposed development, prepared in consultation with the City and in accordance with the City's guidelines, being submitted for approval by DevelopmentWA prior to applying for a building permit. k. A lighting plan for the development including details of how the architectural elements will be illuminated to provide an attractive building at night and ensuring the lighting meets the relevant standards and does not result in any nuisance to neighbouring property owners or the public realm in terms of light spill, being submitted for approval by the DevelopmentWA prior to applying for the relevant building permit. l. Any redundant crossovers being removed and the verge and footpaths being reinstated and all new crossovers being located and constructed in accordance with DevelopmentWA's/City's specifications (as required) and at the expense of the developer/landowner. m. A final Traffic Impact Assessment being submitted for approval by the DevelopmentWA, in consultation with the City, prior to applying for a building permit, with any recommended management measures being	development is to be incorporated into the recommendation. g. A standard DevelopmentWA condition and compliance with the Acoustic Report is to be incorporated into the recommendation. h. A standard DevelopmentWA condition and advice note relating to the provision of a signage strategy is to be incorporated into the recommendation. i. A standard DevelopmentWA condition and advice note relating to the provision of a Construction Management Plan is to be incorporated into the recommendation. j. A standard DevelopmentWA condition and advice note relating to the provision of a Lighting Management Plan is to be incorporated into the recommendation. k. A standard DevelopmentWA condition and advice note relating to the removal of redundant crossovers is to be incorporated into the recommendation. l. A standard DevelopmentWA condition and advice note relating to the provision of a final Traffic Impact Assessment is to be incorporated into the recommendation. m. As car parking is not calculated based on land use, DevelopmentWA does not consider it pertinent to condition allocation of car parking within the development. n. A standard DevelopmentWA condition and advice note relating to the provision of a final landscaping plan is to be incorporated into the recommendation. o. A standard DevelopmentWA condition and advice note relating to the provision of a Public Art Strategy is to be incorporated into the recommendation. p. Amended plans have now been provided which demonstrate the detailing in the basement levels, including bicycle and motorcycle parking and End-of-Trip facilities. q. A standard DevelopmentWA condition and advice note relating to making good any damage as a

Stakeholder	Comments	Consideration
	implemented thereafter at the cost of the applicant/developer to the satisfaction of the DevelopmentWA. n. Commercial tenant car parking bays being provided on site, for the exclusive use of staff and occupants of the office and dining developments and not being leased or otherwise reserved for use of the tenants or occupants of other buildings or sites. o. 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 DevelopmentWA in consultation with the City prior to applying for a building permit with the landscaping being installed prior to occupation of 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. p. A public art strategy being submitted for approval by DevelopmentWA in consultation with the City with the public art being made of quality materials and being durable and easy to maintain. q. Final basement levels plans being submitted detailing the provision of car parking, motorcycle parking, bicycle parking, accessible showers and lockers in accordance with rates and specifications provided in the MRA Elizabeth Quay Design Guidelines to the satisfaction of DevelopmentWA, in consultation with the City, prior to applying for a building permit. r. Any damage to the public realm the result of the development is to be made good with the same or like materials prior to occupation of the building to the satisfaction on the City. s. A security management plan, ensuring appropriate levels of surveillance and safety being maintained between the development the public plaza and pedestrian walkways and the adjacent streets, being submitted for approval by the DevelopmentWA, in consultation with the City, prior to its installation and thereafter maintained to a high standard. t. In regard to Condition c, the City's Waste Services advises that: i. The total waste generation volumes are absent. Inclusion of the anticipated total waste and recycling L/week generated by the premise types identified should be submitted to the City. • Only the basement floor plan has been included and referenced in the WMP. Reference to other generic floor plans where tenancies are present should be submitted to the City. u. In regard to Condition k, the site is identified as Contaminated Restricted Use – "some residual hydrocarbon impacted soils remain at the site" under the Contaminated Sites Act 2003. The CMP should	result of construction is to be incorporated into the recommendation. r. A standard DevelopmentWA condition and advice note relating to the provision of a place management plan is to be incorporated into the recommendation. s. The City's advice will be incorporated into the associated advice note. t. The City's advice will be incorporated into the associated advice note. u. The City's advice will be incorporated into the associated advice note. v. Car parking has been considered in the planning report. w. The City's advice will be incorporated into the associated advice note. x. The City's advice will be incorporated into the associated advice note.

Stakeholder	Comments	Consideration
	reduce the risks to onsite workers and others conduction intrusive works on site. v. In regard to Condition n, the final Traffic Impact Assessment should be prepared to address the following matters. • 5.2.3 More recent traffic data than 2019 should be utilised as a baseline. • 5.3.1 When selecting reference sites, specify the occupancy rates as 9TE is a relatively new building, the boom gate data may not reflect a fully occupied scenario. o 5.3.2 • The total car parking provision (350 spaces) may not directly align with trip generation estimates (e.g. higher turnover where multiple vehicles use the same space). For comparison, include ITE trip generation estimates, apply the mode share split (refer Section 2.7), and provide comments. Also, include comments if the project requires TIA/ TIS as per to WAPC guidelines. • The report mentions 'projected peak hour demands for the approved development scenario.' Provide details of projected peak hour demand for approved scenario, including approval authority. If the report is referring to approved parking spaces, revise the statement accordingly. • The report mentions "which clustered all movements into a single peak hour period." Clarify how all movements were clustered into single peak period? • The report mentions "the impact of on-site parking allocation to shift workers arriving outside of commuter peaks". If this is referring to Section 3.3.1, where 133 parking spaces operate on a 12-hour shift basis, provide further details on how this arrangement is managed on-site - particularly how access is restricted outside peak hours - and clarify whether this is a permanent arrangement. • 5.4 provide trip assignment volumes in addition to distribution. • 5.5.2: As per Section 7.9.1 of the WAPC TIA Guidelines, the assessment years are generally: the year of full opening of the development; ten years after full opening and include the minimum background growth rate for City areas of 1.0% per annum. • 5.5.2: At signal intersections, please specify any signal timing / phasing adjustments that were done post-development scenario and Include details. ii. Appendix C: Include signal phasing outputs. DevelopmentWA should advise the applicant to consult with the Department of Transport and Major Infrastructure on the requirement to licence all	

Stakeholder	Comments	Consideration
	non residential parking bays in accordance with the Perth Parking Policy. w. In regard to Condition r, alternative methods of parking should be provided to achieve greater efficiency from parking areas including shared use of parking bays between different land uses and the provision of 'car-pooling' bays to decrease overall parking provision. x. In regard to Condition f, tree(s) removed for the crossover to the development are to be replaced with the same species within suitable location on Enchantress Way to the satisfaction of the City. y. In regard to Condition g, consideration should be given to the reuse of stormwater for irrigation of landscaping. The applicant should also be advised that no building works should proceed prior to the City issuing a building permit. After a building permit has been issued, you may be required to apply for an Occupancy Permit (BA9). The City requires any building permit application to be accompanied by written confirmation that the conditions of planning approval and the building permit plans have been cleared to the DWA's satisfaction and including written clearances from the Office of Heritage (where applicable).	
Department of Transport and Major Infrastructure	1. Explanation of in-principle approvals and pre-authorisations a. DTMI's Urban Mobility directorate typically ensures that non-residential parking bays in the Perth parking management area (PPMA) are licensed in accordance with the Perth Parking Policy (the Policy) under the Perth Parking Management Act 1999 (the Act). b. In extraordinary cases, DTMI's CEO, or delegate under s. 9(2) of the Act, may recommend that the Minister for Transport issue a licence that is inconsistent with the Policy, where the CEO considers this reasonable in all the circumstances. c. To provide developers with greater certainty before bays are constructed, the CEO has previously issued informal commitments to recommend a licence, or the Minister has issued informal in-principle approvals after considering the CEO's advice. d. These letters usually identify the minimum conditions a development must meet for an agreed number of bays to be licensed. e. In this case, the Minister has written a letter (considering advice from the CEO) to the developer of Lot 5 Elizabeth Quay (No. 15 The Esplanade) offering support to license up to 270 non-residential 'tenant' bays on that lot. f. Implicit in the letter is also support to license up to the 74 already built, but only partly licensed, tenant bays on the adjoining Lot 6 (No. 9 The Esplanade), which also exceed that lot's tenant parking allowance under the Policy.	Comments and in-principle Ministerial approval under the <i>Perth Parking Management Act</i> are noted.

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	g. The Minister's support is offered based on conditions that include the developer applying for pre-authorisation of parking bays under the new process outlined in the Perth Parking Management Act 2024 (the 2024 Act), which is expected to come into force in the coming months, along with the associated regulations. h. The conditions address matters the CEO and Minister must consider under s. 29(2) of the 2024 Act. The developer must provide sufficient information to support both the CEO's decision on whether to refer the pre-authorisation application and the Minister's decision on whether to approve it. i. One condition requires "an updated Development Approval... for Lots 5 and 6" and an associated Travel Plan "articulating how to minimise impacts to the surrounding road network". DTMI understands that there may be uncertainty about how requirements will be arranged or conditioned across both lots. Given this, and the current lack of sufficient information on other matters, DTMI has provided further advice on how each of the Minister's conditions could be implemented, rather than provided specific development approval conditions. j. The Travel Plan and pre-authorisation processes will need to clarify the traffic impacts of parking proposed across both lots, particularly given the lack of information on shift worker arrangements. They should also confirm the infrastructure, facilities and services proposed to improve transport outcomes and amenity. DTMI looks forward to providing further advice as more information becomes available. Current guidance on the Minister's conditions is provided below for ease of reference.	
	2. Access arrangements shared between Lot 5 and Lot 6 remain in place for the life of the development. This refers to the shared vehicle crossover from Enchantress Way being used for all tenant parking access and egress on Lots 5 and 6 once both buildings are constructed, as proposed under the now discontinued draft Special Parking Control Area declaration. Under the Policy, tenant parking across two or more lots using one shared crossover may qualify for the 'integrated access' tenant parking allowance rate. DTMI recommends that any development approval for Lots 5 and 6 require retention of this single parking crossover for both lots. The condition could record that integrated access is deemed to apply to Lot 6 until development on Lot 5 is completed to an occupiable state. This would be consistent with discussions as part of preparing the now redundant, draft SPCA.	Conditions and advice relating to access arrangements are recommended to be incorporated into the recommendation.

Stakeholder	Comments	Consideration
	3. An additional 154 bike parking bays are delivered, with associated and commensurate end-of-trip facilities. There is currently insufficient detail on Lot 5's end-of-trip facilities, and information is also needed on existing provision at Lot 6. To demonstrate good or best practice provision, the following should be clarified: - the design and layout of EoT facilities (showers, benches, lockers); - whether users are offered a safe and convenient flow from entry to final destinations within the building; - whether toilets are provided in EoT facilities; - the location and configuration of lockers; - whether charging for electric bikes/scooters will be provided.	A total of 630 bicycle bays have been provided. Additionally, full floor plans demonstrating End-of-Trip facilities have been provided.
	4. Arising directly from the above condition, DTMI advises: - Lot 5 must provide at least 604 bike spaces, comprising the 450 spaces currently proposed plus the additional 154 spaces required by the condition. - The developer should provide the basis for calculating "associated" end-of-trip facilities, including showers, lockers and toilets, to demonstrate that provision increases proportionately. - Compared to what is suggested by DTMI's End of Trip facilities in central Perth: A Guiding Framework), DTMI has identified particular shortfalls in: - Lockers: approximately 1000 lockers would be proportional to the required increase in bike spaces (752 lockers are currently proposed on Lot 5); - Visitor bike parking: around 25 spaces are recommended (10 spaces are currently planned, as per the TIA). - Details on drying rooms for wet clothes, any towel service, and bike repair tools/services should also be provided. (In support of the Travel Plan for Lots 5 and 6 as discussed below, and to support extraordinary Ministerial approval for Lot 6's tenant bays over the Policy allowance): - Details on existing end-of-trip facilities and services provided on Lot 6; - How they will be supplemented to address the expectations for extraordinary Ministerial approval; - What commitments are to be made regarding their continued provision.	630 bicycle parking bays, 1,208 lockers, 25 visitor bicycle parking bays, and sufficient End-of-Trip facilities have been provided.
	5. You must apply for and receive an updated Development Approval for lots 5 and 6, to formalise the approval that gives rise to the subsequent approval to licence tenant bays under the Perth Parking Management Act.	An updated development approval for both No. 9 and No. 15 The Esplanade is not warranted in relation to the provision of car parking as this matter is appropriately

Stakeholder	Comments	Consideration
	DTMI sees strong merit in requiring a Development Approval for both Lots 5 and 6, or another enforceable combined plan, to formalise proposals for extraordinary Ministerial approval of tenant parking above Policy allowances on each lot and to assess cumulative traffic impacts. For Lot 6 to use all constructed parking, it would need Ministerial approval for pre authorisation under s. 29 of the 2024 Act, or potentially approval to license above-Policy bays under s. 24. In either case, the CEO and Minister must consider the same matters. (Extraordinary Ministerial approval was not previously required when it was anticipated that the SPCA mechanism, as endorsed by the previous approved DA, would be used to reallocate some of Lot 5's then-unused tenant parking allowance to Lot 6.) Without a comprehensive Development Approval with Lot 5, or a similar combined proposal, Lot 6 is unlikely to demonstrate sufficient commitments to justify extraordinary approval of above-Policy tenant parking. A combined proposal would also allow the traffic impacts of above-allowance parking on both lots to be assessed together, rather than in isolation, and in the context of proposed mitigation measures, discussed further below.	addressed through the shared parking and access arrangement and supported through the updated Transport Impact Assessment and Green Star Travel Plan prepared for this application. Additionally, as the development on Lot 502 The Esplanade is complete and is not proposed to be modified, an amended development approval is not warranted. Furthermore, the landowner will provide the Parking Management Plan to DTMI, in conjunction with their application for Ministerial Approval, for licencing of tenant bays.
	6. A Travel Plan is prepared in support of a new Development Approval, articulating how to minimise impacts to the surrounding road network and take greatest advantage of the excellent public and active transport facilities and services in close proximity. This plan should include, in addition to routine matters, how: f. shift rosters will avoid peak traffic periods; g. staff will be encouraged to use public and active transport to commute; h. the development will cater for an increasing demand for electric vehicle charging on site, including electric bikes and mobility devices; and i. bays may transition to other uses if the demand for parking no longer prevails, and what may be the triggers for such transitions. The Travel Plan must be supported by clear traffic impact information for both lots, so that effective measures can be identified to “minimise impacts to the surrounding road network”. This information will also support the CEO’s and Minister’s consideration of the pre-authorisation application. DTMI has identified issues with the current Traffic Impact Assessment, which appears to address Lot 5 only and should be reviewed and amended. Issues include: j. very low trip generation rates assumed from the tenant parking to be provided (for example, equivalent to trips involving only 24% of parking bays in the PM peak hour, and 19% in the AM peak hour);	A Green Travel Plan has been provided in support of the development, and will form a condition of approval as part of an Operational Management Plan.

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	k. a lack of information on shift worker travel patterns, especially around a presumed 4pm changeover, despite a claim that shift workers “will arrive outside commuter peaks”; l. an assumption that all Lot 6’s constructed bays are already being used (despite less than half being currently licensed); m. unclear information on predicted car access/egress routes from the development (noting the same routes would also be used by vehicles parked in the 90 tenant bays approved at EQ Lot 4, which would also be accessed via Enchantress Way); n. a lack of data and information on current or projected conditions for buses, pedestrians and riders. The Travel Plan should also address routine matters, including: o. access information packs for staff and visitors; p. mode share targets, and enforceable commitments to survey staff and visitors to see if these are being achieved (with results reported to DTMI and DevWA); q. promotion of sustainable modes, including programs/events to encourage riding to work. For shift rosters, DTMI would expect to see details of how peak-period traffic impacts will be avoided or reduced. Options may include: r. Encouraging staff arriving/departing around 4pm to use public transport for one of the legs of their commute (and taxis or other on-demand modes at 4am); s. Investigating the possibilities of changing shift times (e.g. 7am – 7pm shifts). For public and active transport use, DTMI expects high-quality end-of-trip facilities and may also expect commitments to free or subsidised public transport fares for building staff, at least for an introductory period. In relation to catering for increased electric vehicle charging demand, including electric bikes and mobility devices), DTMI might also expect to see: t. Slow- or trickle charging connections to all or most parking bays; u. Several fast-charging bays (clearer information on existing proposed provision is needed); v. Dedicated charging facilities (including safe-charging areas) for e-mobility devices and e-bikes. Reference is made to Section 3.5 “Fire safety for eRideables” of DTMI’s End of Trip facilities in central Perth: A Guiding Framework. For transitioning parking bays to other uses, DTMI typically expects:	

Stakeholder	Comments	Consideration
	w. Genuine plans for re-purposing parking bays with a viable alternate use, particularly for the number of bays that will currently be earmarked for shift worker use, but also for other bays above the Policy allowance; x. Clear identification of the triggers for reducing parking bay provision, which might include plans in different scenarios, for example: y. Lower use of bays than predicted (i.e. below what level of occupancy); z. Shift staff no longer being based at the building, or their numbers being significantly reduced; aa. The company no longer being based at the building.	
	7. A future application for the grant of an extraordinary Ministerial approval is formalised when the 2024 Act is brought into force, to enable a formal consideration and approval of a pre-authorisation under the 2024 Perth Parking Management Act. Any combined Development Approval for Lots 5 and 6 should require the landowner/developer to apply for pre-authorisation for each lot under s. 28 of the 2024 Act. DTMI will require a parking management plan under s. 28(2)(d) of the 2024 Act, addressing the revised development plans for both lots and the control of future access to Lot 6 through Lot 5. Once both lots are operational, the Parking Management Plan may need further detail or updates to satisfy the planning authority (currently DevelopmentWA), in consultation with DTMI, under Clause 13 of the Policy. To assist with the preparation of a PMP, DTMI's Indicative content guide for Parking Management Plans for major developments is enclosed. This should be provided to the Applicant for their reference. Further prescribed information may also be required under regulations for the 2024 Act, which are currently being drafted.	As per point 5 above, this matter is appropriately addressed through the shared parking and access arrangement and supported through the updated Transport Impact Assessment and Green Star Travel Plan. An amended development approval is not required.
	8. The 950 m2 of food and beverage retail on the site remains operational and publicly accessible, for the life of the development. As the food and beverage/retail offering, including the galleria, is important to urban amenity for occupants and the public, DTMI recommends that any Development Approval for Lots 5 and 6 require it to remain operational and publicly accessible for the life of the development.	The proposed land use will form a part of the approval, however any future proposed change of land uses or development applications will be considered on their merits.

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	9. Record of the tenant parking allowance under the Policy For reference, the tenant parking allowances under the Policy are: a. for the Lot 5 (15 The Esplanade) site, multiplying the ground-level area of the lot (0.4239 ha) by the Category 2 'integrated' access rate of 150 bays/ha results in an allowance of 64 tenant bays. b. for the Lot 6 (9 The Esplanade) site, multiplying the ground-level area of the lot (0.2982 ha) by the Category 2 'integrated' access rate of 150 bays/ha results in an allowance of 45 tenant bays. These calculations assume integrated access arrangements remain, consistent with the Minister's condition. The lot size figures are from the now discontinued draft Special Parking Control Area declaration. The combined Policy tenant parking allowance for both sites would have been 109 bays. The proposed pre-authorisation would allow 344 tenant bays across both sites, demonstrating the extent of the concession supported and reinforcing the need for the above conditions to be adequately addressed.	Noted. Provision of car parking is consistent with DTMI correspondence dated 16 July 2026. Integrated access and parking provision is addressed via condition setting.
ATCO Gas Australia	1. ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided.	Comments and support for the development are noted.
	1. Advice notes: i. ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and in place for the high pressure gas pipeline risk mitigation. ii. Anyone proposing to carry out construction or excavation works within 15 metres of Critical Asset Infrastructure must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html iii. All works occurring within 15 metres of Critical Asset Infrastructure must undergo ATCO Engineering Assessment to determine if additional safety measures are required. Risk mitigation and asset protection measures may be necessary. Notification for the works must be submitted to ATCO via the online web portal. iv. All works occurring within 15 metres of Critical Asset Infrastructure must comply with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html v. Future construction and any proposed access roads across the ATCO Critical Asset gas mains (including proposed roads and road upgrades) need to be managed in accordance with the ATCO document Additional	The ATCO advice has been incorporated into the recommendation where appropriate.

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	Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html vi. Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html vii. If the disconnection and/or removal of an ATCO gas service is required, a request can be submitted via the online ATCO portal found here.	
Department of Biodiversity, Conservation and Attractions	1. Based on the quality, depth and flow rates of groundwater encountered elsewhere within nearby Elizabeth Quay, groundwater management is likely to be a significant and fundamental issue for the proposed four basement levels. The development application does not address how groundwater will be managed in the area during construction and operation of the building. With respect to stormwater, it is noted there is unlikely to be adequate areas set aside for stormwater management or deep soil areas, and there is no information submitted regarding how stormwater is proposed to be managed to ensure water quality protection. It is expected that stormwater management will be addressed in accordance with the <i>Decision process for stormwater management in Western Australia</i> (DWER, November 2017), the <i>Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia</i> (2004-2007), water sensitive urban design principles and the <i>Department of Biodiversity, Conservation and Attractions' Policy 49 – Planning for stormwater management affecting the Swan Canning Development Control Area</i>.	1. Advice noted and incorporated into the recommendation.

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	2. Conditions a. No dewatering tailwater is to be discharged directly or indirectly (e.g. via the stormwater system) into the river unless a dewatering management plan has been approved by DevelopmentWA and the Department of Biodiversity, Conservation and Attractions (Advice Note 1). b. Prior to commencement of works, a groundwater management plan is to be approved showing how groundwater will be managed post-development to the satisfaction of DevelopmentWA on the advice of the Department of Biodiversity, Conservation and Attractions (Advice Note 2). c. Prior to commencement of works, a stormwater management plan is to be approved to the satisfaction of DevelopmentWA on the advice of the Department of Biodiversity, Conservation and Attractions (Advice Note 3).	2. The recommended conditions are noted and incorporated into the recommendation.
	3. Advice a. With regard to Condition 1, the applicant is advised that the dewatering management plan shall be prepared in accordance with Department of Biodiversity, Conservation and Attractions Policy 50 – Planning for dewatering in the Swan Canning Development Control Area, and include: • The location, extent and quality of groundwater at the site; • Proposed treatment and disposal methods of the discharge; • Dewatering commencement date, duration, frequency, flow rates and volumes; and • Details of the proposed engineering/construction methods which will be used to reduce the volumes of dewatering tailwater and reduce the groundwater drawdown impact zone radius. b. With regard to Condition 2, the Department of Biodiversity, Conservation and Attractions is unlikely to support the connection of subsoil drains to the local stormwater system and the river without treatment onsite prior to discharge. c. With regard to Condition 3, the stormwater management system shall be designed to prevent mobilisation of sediment, nutrients, hydrocarbons and contaminants from the site to the river. Stormwater from the proposed development should be managed in accordance with Department of Biodiversity, Conservation and Attractions Policy 49 – Planning for stormwater management affecting the Swan Canning Development Control Area, the Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia (2004-2007), Decision Process for Stormwater Management In Western Australia (2017), and water sensitive urban design principles. Stormwater runoff from constructed impervious surfaces generated by small rainfall events (i.e. the first 15 mm of rainfall) must be retained and/or detained at-source	3. The recommended advice is noted and incorporated into the recommendation.

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	as much as practical and will not be permitted to enter the river untreated. The applicant should consider opportunities to incorporate water sensitive urban design through the installation of on-site retention/detention systems within the public space (and landscaped rooftop) of the development lot. Deep soil areas should be incorporated within the site to locate mature vegetation and assist with stormwater management as referred to in State Planning Policy 7.3 – Residential Design Codes (2024)(Volume 2) – Apartments. d. The required management plans can be emailed to rivers.planning@dbca.wa.gov.au.	
Department of Water and Environmental Regulation	1. As per the requirements under section 58(6)(b) of the Contaminated Sites Act 2003 (CS Act), advice is required as to the suitability of the land for the proposed development. The department understands that the proposed development comprises the construction of a 27-level commercial development, with art and retail premises on the ground level and commercial premises on the levels above. The development is part of the ongoing development of Elizabeth Quay. Land at Lot 501 on Deposited Plan 429940 (the site), was classified under the CS Act as remediated for restricted use on 4 September 2014 and a memorial (reference number M779167 ML) was placed on the certificate of title. The classification was based on several soil and groundwater investigations, and remediation works undertaken between May 2010 and December 2014. The investigations found that fill underlying the site contained metals (such as barium, lead and vanadium), hydrocarbons (such as from petroleum products, wood burning and asphalt) and other deleterious materials (such as glass, brick, bitumen, blue metal and ceramics). Groundwater beneath the site contained elevated cyanide, metals and nutrients. The department understands that remediation works have been undertaken in conjunction with ongoing development works, most of the impacted soils have been excavated from the site and disposed appropriately off-site. The site has been remediated such substances present in soil and groundwater do not pose an unacceptable risk under the proposed land use, subject to implementation of the Ongoing Site Management Plan dated 23 September 2016. Based on available information, and consistent with historical advice from the department, the site is considered suitable for the proposed commercial development.	1. In-principle support for the development is noted with no conditions or advice required as part of the recommendation.

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	Therefore, the department has no objection to the proposed development of the commercial building and recommends that the approval should not include a contamination condition. However, given the risks associated with the potential disturbance of deleterious materials present at depth, the department recommends that the following advice note be applied to any approval granted by Development WA.	
	2. The Ongoing Site Management Plan (RPS, 23 September 2016) should be implemented to address risks associated with disturbing residual contaminated soil present beneath the site. Should dewatering be required, an appropriate dewatering management plan should be prepared to address the risks associated with potential exposure of groundwater contamination. Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works. https://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69/acidsulfatesoils-guidelines .	2. The recommended advice is noted and incorporated into the recommendation.
Main Roads Western Australia	1. Main Roads supports the proposal.	Support is noted.
	Conditions 2. The signs shall be limited to display one (1) business occupying / leasing the subject site for a minimum of 12 months at all times. Justification for Condition Public Safety and to control the proliferation of signage. 3. The signs shall only display static content of the business operating on the subject site. 4. Any proposed illumination of the signs must not exceed 6,000 cd/m² during the day, 600 cd/m² at dawn and/or dusk and 250 cd/m² during the night. 5. The signs must not contain fluorescent, reflective or retro reflective colours or materials.	The recommended conditions are noted and incorporated into the recommendation.

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	Advice 6. The operation of the proposed signs will be subject to a separate approval process. The applicant is advised that a formal application is to be submitted to Main Roads for assessment and approval. For application forms and supporting information about the procedure please refer to Main Roads' Policy and Assessment Guidelines for Static Advertising Signs which can be found on the Main Roads website. 7. Main Roads agreement is to be obtained prior to any future modifications. 8. The applicant must liaise with Main Roads in relation to all proposals for signalised intersections along The Esplanade. Approvals for signals at the intersection of The Esplanade / Enchantress Way / Howard Street must follow the formal approvals process under Main Road Traffic Signal Assessment Policy (TSAP). DevelopmentWA Consideration a) The City of Perth has previously considered potential modifications on Geoffrey Bolton Avenue to discourage the use of the road as a short cut. The City should confirm whether the proposed road modifications may impact area connectivity, and if so should be reflected in the Transport Impact Assessment.	The recommended advice is noted and incorporated into the recommendation.
Perth Airport	Perth Airport did not provide a formal written response.	Advice notes consistent with recent advice from Perth Airport for proposals within the Central Perth Redevelopment Area have been provided as part of the recommendation.
Water Corporation	1. Water The existing water supply network has sufficient capacity to service the proposed development without adversely affecting the level of service provided to surrounding properties with water and firefighting flow requirements. The development will be required to provide any necessary internal pumping, pressure management and building services infrastructure to satisfy the requirements of the building design, particularly in relation to the upper levels of the proposed tower. No other large scale developments were considered in the area, if another large redevelopment is approved and is constructed prior to this development, this advice needs to be re-assessed; Water Corporation therefore has no objection in principle to the proposal from a water supply servicing perspective, subject to detailed engineering design at subsequent stages.	In principle support is noted. The recommended advice is noted and incorporated into the recommendation.

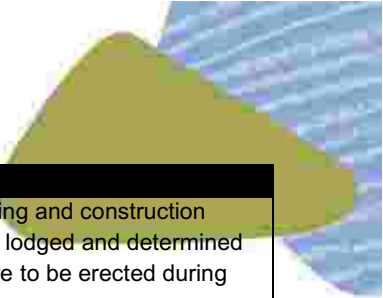
Stakeholder	Comments	Consideration
	2. Wastewater The site is proposed to be serviced by the existing DN225 gravity sewer located along Geoffrey Bolton Avenue. • An existing sewer connection point is available between Access Chambers AD3790 and AD3791. • The downstream gravity sewer network has sufficient capacity to accommodate the additional wastewater flows generated by the development. • Perth Central Main Wastewater Pumping Station, which services the catchment downstream of the site, also has sufficient capacity to accommodate the additional load. Accordingly, Water Corporation has no objection to the proposal from a wastewater servicing perspective.	In principle support is noted. The recommended advice is noted and incorporated into the recommendation.
	3. Drainage Water Corporation notes that no stormwater from the site currently discharges to the Mounts Bay Main Drain. Should the proposed development seek to discharge stormwater via the City of Perth's drainage network which ultimately outfalls to the Mounts Bay Main Drain, a detailed drainage strategy will be required and must be submitted to Water Corporation for assessment. The drainage strategy should demonstrate: • Proposed onsite stormwater detention and storage arrangements; • Proposed discharge rates to the City of Perth drainage system; • Supporting hydrologic and hydraulic calculations; and • Design assumptions demonstrating the management of post-development stormwater flows. Given the negligible pre-development runoff generated from the site, Water Corporation recommends that discharge rates be minimised as far as practicable to avoid increasing downstream drainage impacts. Alternatively, if stormwater is discharged to a City of Perth-managed drainage system that outfalls directly to the Swan River rather than the Mounts Bay Main Drain, assessment by Water Corporation would not be required and the matter would be subject solely to the City of Perth's requirements.	Advice noted. The recommended advice is noted and incorporated into the recommendation.
	4. Approval for works Any works undertaken in proximity to Water Corporation Assets will require prior approval via an Asset Protection Risk Assessment (APRA) Guidance on prescribed proximities and relevant legislation are available in our guidelines.	Advice noted. The recommended advice is noted and incorporated into the recommendation.

Stakeholder	Comments	Consideration
	5. Building Approval Application Prior to construction the land owner is required to submit an application by using our online portal BuilderNet. • Attachments required for approval will include: • Final construction site & architectural floor plans • Engineer certified piling detail plans (If required) • Trade Waste Application & Supplement forms	Advice noted. The recommended advice is noted and incorporated into the recommendation.
Western Power	Western Power declined to provide a comment.	N/A

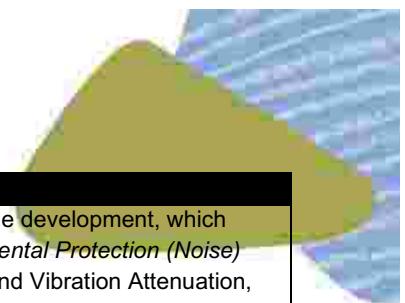
Appendix 6

Summary of Public Comments

No.	Summary of Comments	Consideration
1.	<u>Built Form and Architectural Design</u> The majority of submissions considered the proposal to be of insufficient architectural quality for such a prominent site within Elizabeth Quay. Concerns were raised that the proposal does not achieve the landmark or iconic outcome anticipated for the site and represents a significant departure from the previously approved schemes. Many submitters objected to the reduced height of the proposed tower relative to previous approvals, expressing concern that the development would have a diminished contribution to the Perth skyline and would not adequately respond to the strategic importance of the site.	As detailed in the report, the proposal was reviewed by the Design Review Panel (DRP) on two occasions with the designed modified in response to the commentary from the Design Review Panel and the applicable planning framework. DRP concluded that the proposal delivers a high-quality built form outcome which positively responds to the local context and existing development. The development has been considered on its individual merits in response to the planning framework and is supported.
2.	<u>Land use and Activation</u> Several submissions raised concerns regarding the removal of the previously approved residential, hotel and convention-related uses and the replacement with a predominantly commercial office development. Concerns were expressed that the proposal may reduce activity within the precinct outside business hours and provide less activation than previously anticipated.	The development provides for a highly activated ground plane with Food and Beverage tenancies provide to the surrounding streets and with an internalised galleria which provides for a north-south site connection, weather protection and seating. A similar galleria element was present on the previously approved plans for this site. The land uses of Restaurant/Cafe and Office are Preferred Uses on this site. The preference for alternative land uses is noted, however the proposed land uses are permitted under the Scheme. The floor plans for the office are open planned to allow flexibility for the future tenant. However, sufficient information has been provided for assessment with the office consistent with the relevant planning framework and is supported.
3.	<u>Construction and Operational Management:</u> Matters relating to construction impacts, waste collection, servicing, ongoing maintenance obligations and management arrangements were also raised.	A Construction Management Plan will be required to be provided as per the recommended conditions of approval. This will consider matters from construction to adjoining properties with appropriate measures to be implemented.



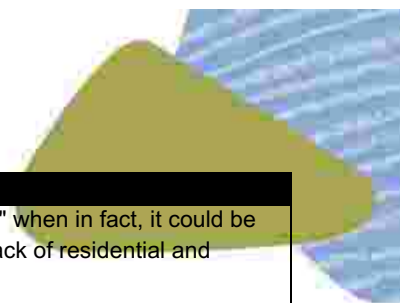
No.	Summary of Comments	Consideration
		DevelopmentWA's Signage policy applies to hoarding and construction signage. A development application will need to be lodged and determined for any construction site or hoarding signs which are to be erected during the construction period.
4.	<u>Waste Management Plan</u> Waste collection needs to specify hours of collection.	A Waste Management Plan was prepared in support of the development which is supported in principle by the City of Perth. As per the recommended conditions, a final Waste Management Plan will be prepared prior to occupation which will address details including collection times.
5.	<u>Car Parking and Traffic Impacts</u> Concerns were raised regarding the quantum of staff parking proposed, traffic generation, impacts on the surrounding road network, servicing arrangements and the operation of Geoffrey Bolton Avenue and Enchantress Way.	The provision of car parking has in-principle support by the Minister for Transport and DTMI, subject to specific criteria which has been achieved as part of the application and will be implemented through conditions of approval. The additional parking is located within basement areas and does not have any adverse impact on the built form which is consistent with the Design Guidelines. The Transport Impact Assessment has been reviewed through the revised submission and is supported by the Department of Transport and Major Infrastructure and Main Roads Western Australia. Conditions of approval have also been implemented, consistent with the recommendations of stakeholders. Further information addressing the above matters is detailed in the report.
6.	<u>Solar Access and Overshadowing</u> Concern regarding the level of solar access to The Landing and potential overshadowing impacts on the public realm.	As detailed, in the report though the proposal seeks an alternative outcome to solar access to the 'Landing', the proposal is consistent with the primary built form controls. The massing and floorplate of the proposal has been carefully designed to achieve an appropriate level of solar access to the Landing with the outcome supported.
7.	<u>Wind Impacts</u> Concerns were raised regarding the adequacy of the wind assessment and the potential for uncomfortable or unsafe wind conditions within the public realm.	A Qualitative Wind Assessment was prepared in support of the development which is supported in principle, with no amendments requested by stakeholders. As per the recommended conditions, compliance with the Qualitative Wind Assessment is to be demonstrated through the detailed design stage.



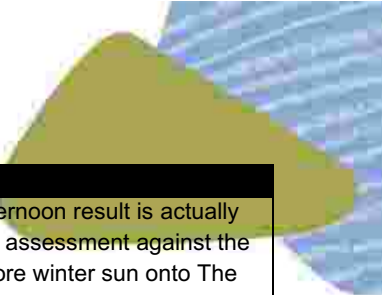
No.	Summary of Comments	Consideration
8.	<u>Acoustic Impacts</u> A number of submissions questioned the scope of the acoustic assessment and the potential impacts of plant, servicing and hospitality uses on nearby residents.	An Acoustic Report was prepared in support of the development, which considers the development against the <i>Environmental Protection (Noise) regulations 1997</i>, Development Policy 3 Sound and Vibration Attenuation, and the Elizabeth Quay Design Guidelines. This report is supported in principle, with no amendments requested by stakeholders. Compliance with the outcomes of the Acoustic Report is required as per the recommendation.

Table 2 – Public Comments Received

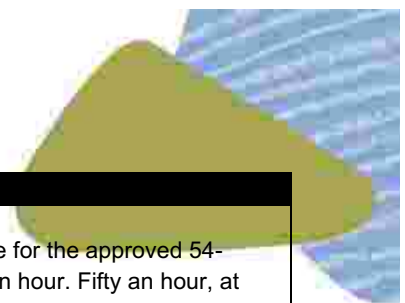
No	Address	Comments
1.	Buxton Street, Mount Hawthorn	This is an appalling waste of the best land the city has to offer. The first proposal (i.e. Perth+) was genuinely iconic. The next iteration substantially reduced the architectural quality but was agreeable. This third design is terrible. A true waste of space in a location that should only accept world class architecture. This needs to be redesigned to something fitting of the prized location.
2.	Bronte Street, East Perth	An insult to Perth. This is arguably the most iconic development location the city has to offer. This design betrays that, and the community. The initial design offered in the 2010's showed something interesting; Perth+. The second design, while disappointing to lose the original cantilever, it was still unique. This third design offers nothing of value. It doesn't even match the aesthetic of its neighbouring stump. Supporting this design will be a disservice to the people of Perth, along with what EQ is meant to achieve - a landmark location for Perth. It frankly is an insult to us all, and I truly hope the developers go back to the drawing board and deliver something with architectural merit. Perth should have more design competitions than letting poor design which only considers function over form, through.
3.	Stirling Street, Perth	1. The site has already gone through a change in design. The current proposal represents a significant change in appearance and reduction in height which is simply not deserving of such a prime location in Perth's CBD and represents a poor effort by the developer to utilise the site to its fullest potential. 2. Following on from (1.), given the significance of the location, our city deserves a better landmark tower than what has just been proposed. It does not have the same scale as some other nearby buildings of precedence, for example, the EQ West taller tower or the proposed tower at Lot 4. The loss of scale lessens its landmark nature. 3. The design is very basic. It does not contrast well with the existing tower next to it. Apart from the podium levels, it does very little to actually bring about change in the skyline. 4. The reduced function is disappointing. Whereas it was originally intended to have a residential and hotel component, those have been stripped from this proposal. Elizabeth Quay would lose potential foot traffic as a result.



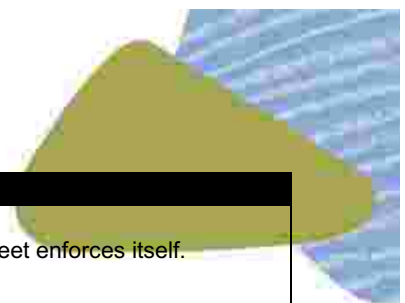
No	Address	Comments
		5. The proposal is poorly ideated. The developer marketed the tower next to it as "world class" when in fact, it could be any filler building in any city. The CBD needs more than just office space. There is a distinct lack of residential and short-stay units and this does little to help with that, compared to the other nearby buildings. I strongly oppose this latest proposal on the grounds stated above. This site is a prime location in the heart of our city. It is a place where many interstate and international visitors congregate and are welcomed into our city centre. For many, it represents a lasting image of the Perth CBD, and having yet another poorly conceived and rushed tower does not provide the fullest level of activation it could and also leaves a more or less permanent "scar" upon the skyline. The city deserves so much better than this. Even the previously floated proposal is a notch above this one. My only compromise would be if this tower had an increase in height to something more reasonable (in the vicinity of 37-40 storeys at the minimum) and had a change to its "crown" to something more substantially striking.
4.	Geoffrey Bolton Avenue, Perth	I live at Elizabeth Quay and I'm writing about the application for the new tower at 15 The Esplanade. I want to say up front that I'm not against this building. I want this site developed and I want the Quay busy and alive. But having read the application and its appendices closely, I don't believe it should be approved in its current form. Several of the studies behind it are incomplete, and the biggest change it makes is dressed up to look like the opposite of what it is. I'd ask you to require the matters below to be fixed and re-advertised before a decision is made, and to apply the conditions I've listed if it is ultimately approved. 1. The parking numbers aren't what they appear to be. The 2020 approval allowed 108 commercial staff bays across both lots. The other 453 bays were for apartments that are no longer being built. This application asks for 274 staff bays, on top of the 76 already operating next door at 9 The Esplanade. That's roughly 350 commuter bays where 108 were approved — not a reduction, a tripling. The report calls it a cut "from 490 to 274," which is only true if you count apartment bays that will never exist. Staff bays are exactly what the Perth Parking Policy restricts, because they put commuter cars on the road every working day, and this needs a special exemption from the Minister. The justification offered — shift workers travelling outside peak hour — comes with no roster, no schedule, no evidence at all. I'd ask you to refuse the exemption, or cap the staff bays at a number that honestly fits the policy. If that means redesigning the basement, so be it. 2. The Landing loses its winter sun, and the shadow study is built to hide it. The application admits, in its own words, that the design cannot meet the solar access rules in the Design Guidelines. In winter, The Landing — the Quay's main public space — would get only 25 to 30 per cent sun in the middle of the day. The shadow study never tests the design against the actual rules, or against today's conditions (the site is empty, so The Landing gets full sun right now). Every comparison is against the old 58-storey approval that will never be built, and the architects themselves put a note on the



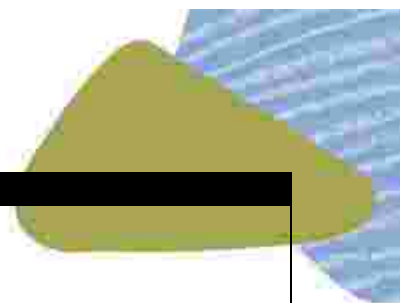
No	Address	Comments
		drawings saying they take no responsibility for the accuracy of those old figures. One winter afternoon result is actually worse than the old scheme, yet the sheet is still stamped "positive." I'd ask for a proper shadow assessment against the rules and against existing conditions, and for changes to the tower's shape or position to get more winter sun onto The Landing. If the building can't comply, that's a design problem, not a paperwork problem. 3. No wind tunnel test has been done, and the report admits possible safety problems. I live here, and the wind at the Quay can already knock a person off their feet on a bad day. The record backs this up: earlier wind tunnel testing at this exact site found gusts at its corners that were rated unacceptable under the MRA guidelines, and safe only for the "able-bodied" — meaning not safe for the frail or for cyclists. For this application, the consultant's own report says some areas would likely fall into the harshest category, with "potential for exceedances of the... safety criterion." That sentence is in the appendix, but somehow not in the main planning report. And no wind tunnel test of this design has been done — it's promised only after approval, when nobody can comment anymore. The bigger gap is what the report leaves out. It never models the approved 54-storey tower on Lot 4, directly across Enchantress Way — a street barely six and a half metres wide. Put this tower, 9 The Esplanade, 1 The Esplanade and Lot 4 together and you have a wall of buildings along the Quay, with narrow gaps between them. Two towers facing each other across a narrow street is exactly the windfunnelling effect the consultant's own appendix describes. A wind study that ignores the tallest approved building next door can't tell anyone what conditions on the ground will actually be. I'd ask for wind tunnel testing of this actual design before any decision, including the Lot 4 tower as a scenario and the galleria tested with its doors open and closed, with the results made public. If it fails, redesign first. You can't fix dangerous wind with a condition after the tower is built. 4. The noise report is too thin — and that puts the night-time uses at risk. The acoustic report covers rooftop plant equipment and nothing else. Not the tavern, not the 368 square metres of outdoor dining, not the loading dock, not a car park that will run day and night with shift changes, not waste collection. It doesn't identify a single residential building at the Quay as a receiver. To be clear, my concern isn't my own peace and quiet — it's that an approval resting on a report this thin is fragile. If night trading is approved without proper evidence and acoustic design behind it, one complaint down the track can wind back venue hours and kill the night life this precinct needs. Please require a complete acoustic report before determination, covering everything, done well enough that evening and night trading can be approved on solid ground and defended later.



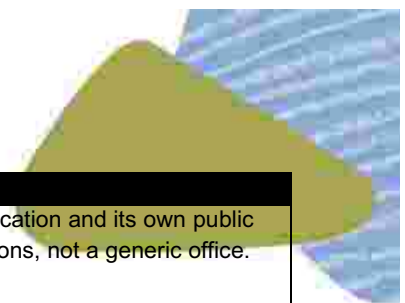
No	Address	Comments
		5. The traffic study has holes in it. It models today's traffic only — no future year, no allowance for the approved 54-storey Lot 4 tower next door, and pedestrian numbers set at a software default of 50 people an hour. Fifty an hour, at Elizabeth Quay, next to the train, bus and ferry interchange, for a building expecting up to 2,800 staff. It ignores through traffic on Geoffrey Bolton Avenue completely (more below). And one of its results is impossible on its face — an intersection performs better after the development's traffic is added to it. The study should be redone properly before any decision. Geoffrey Bolton Avenue I watch drivers use Geoffrey Bolton Avenue as a shortcut past The Esplanade every day. It's easy to see why: it's a 20 km/h local street with no traffic lights, and the side streets give way to it, so it's the quicker run. The applicant's own traffic report even credits the opening of Geoffrey Bolton Avenue for the improvement on The Esplanade — which is another way of saying the traffic moved onto it. This development's only vehicle entry, for all 350 bays and every delivery and waste truck, is Enchantress Way — the short street connecting the two — so it will push more traffic that way, including at night when shift workers come and go on empty roads. There's a fairness issue underneath this too. The cobblestones on Geoffrey Bolton Avenue aren't ordinary road surface — DevelopmentWA's own website describes them as a deliberately rougher, traffic-slowng, premium finish, part of the Quay's public realm. Residents here already pay to keep that public realm up, through a place-making levy of roughly 0.1% of our property's value every year, on top of rates. Every car and truck that cuts through grinds down a surface we pay to maintain. A commercial tower adding traffic to that street should carry the cost of the wear it creates, not pass it to the households next door. So I'd ask for the following: 1. A survey of through traffic and speeds on Geoffrey Bolton Avenue, published before the decision. 2. A binding requirement that site traffic and all service vehicles use The Esplanade, not Geoffrey Bolton Avenue — written into the travel plan, delivery plan, car park signage and leases. 3. Construction vehicles kept off Geoffrey Bolton Avenue, and a condition survey of the paving on Geoffrey Bolton Avenue and Enchantress Way before work starts, with any damage repaired to the original standard at the developer's cost.



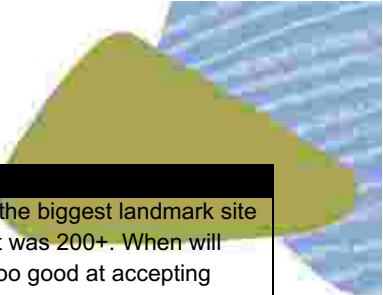
No	Address	Comments
		4. Developer-funded traffic calming (raised crossings, gateway treatments) so the 20 km/h street enforces itself. 5. Monitoring at 6 and 18 months after opening, with the developer paying for fixes — including pavement repairs — if through traffic, speeds or the surface get worse. 6. An ongoing maintenance contribution worked out from measured use, not negotiation — based on the monitoring above, with trucks weighted for the damage they actually do (road engineers will tell you one truck wears a pavement as much as thousands of cars). If the developer genuinely keeps its traffic off Geoffrey Bolton Avenue, it pays next to nothing. If its traffic ends up there, it pays for the wear. Either way, the cost stops landing on residents' levies and rates. Keeping the Quay alive The precinct plan promised a mix — residential, dining, entertainment. This proposal deletes the approved apartments and hotel and gives us a singletenant office tower with eight small food outlets on the ground. I've watched what a sealed corporate podium does to a street; the Chevron building is dead at ground level and nobody can go up. I don't want the Quay to end up a district that empties at six o'clock. If DevelopmentWA accepts losing the residential and hotel, the trade should be real, enforceable life at street level: 1. Approve the ground-floor tenancies flexibly — shops, cafés, restaurants, tavern, small bar and entertainment — so venues, including night venues, can open over the years without new applications each time. The venue management plan should make well-designed evening and night trading possible, not smother it. 2. Require space for a small supermarket or convenience store, roughly 300–800 square metres, with 24-hour trading approved. The applicant's whole parking case rests on nearly three thousand people working around the clock — yet the ground floor has no shop at all, and neither do the residents and hotels already here. A precinct that works all night but can't sell a carton of milk at 5 am has failed by its own logic. 3. Open the Level 3 podium terrace to the public during the day, reached from the galleria. The drawings show it as tenant-only, and the roof is closed too. Given the winter shadow this tower throws on The Landing, an accessible terrace is a fair offset — and it would stop this podium going the way of the one next door. 4. Allow medical, consulting and wellness uses on levels 1 to 3. They bring people in during the day and on weekends, and they keep the street alive if the anchor tenant ever leaves.



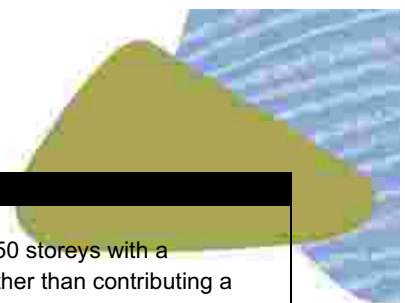
No	Address	Comments
		Other conditions I'm asking for 1. A construction management plan with fixed working hours, monitoring of noise, vibration and dust with results made public, a liaison contact residents can actually reach, and a dilapidation survey that expressly covers the nearby residential buildings, mine included. 2. Committed hours for waste collection and the loading dock. The waste plan promises daily collections but commits to no hours at all. 3. Wind and noise compliance testing after opening, at the developer's cost. 4. Sort out the \$1.5 million public art strategy before the decision, not after — or take it as cash into the Elizabeth Quay public art fund so it lands in the precinct rather than a foyer. Beyond that, I'd ask for an ongoing annual place-making contribution from this development, secured by deed with DevelopmentWA and recovered from the building's occupants as outgoings the way every other cost is. It should sit in line with what residential lots here already pay — around 0.1% of value a year in my building's case — and be set aside for the things this tower will lean on: the galleria, winter activation of The Landing, and the upkeep of the surrounding streets. A tower of 3,500 workers and a licensed venue will trade on the quality of this precinct every single day. Residents shouldn't be the only ones paying to keep it that way, and DevelopmentWA — as both the decision-maker and the seller of this land — has the means to secure it, especially while the applicant is asking for exemptions. 5. The 10 public visitor bike bays the guidelines require should be shown on the plans and delivered, not left as "if required." 6. During construction and operation, the hoardings, scaffolding, cranes and building should carry only approved project signage and commissioned artwork — no third-party flags, banners, logos, insignia or advertising of any kind — and the hoardings kept clean and free of graffiti. This is the most prominent frontage at Elizabeth Quay and it should look like it. 7. The approval should also say plainly what "office" means, whoever the tenant turns out to be. It should not extend to custodial or detention functions — holding cells, lock-ups, secure prisoner transport, or processing and releasing people in custody. Those are a different land use with different servicing and security needs, and they don't belong next to a family water park, alfresco dining and people's homes. The application's own documents make the point for me: the basement dock is designed for waste trucks and couriers, with no secure vehicle facility, so a custodial fit-out would



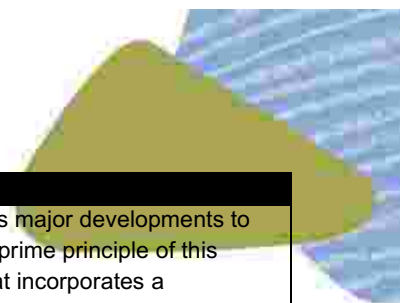
No	Address	Comments
		undo the traffic case the whole application stands on. Any such use should need its own application and its own public consultation, and the CPTED report should be required to address the real end-user's operations, not a generic office. 8. Finally, the documents themselves need fixing. Drawings lodged for approval are stamped "work in progress — for information only," the floor areas differ between reports, and the appendices are cross-referenced to the wrong documents.
5.	Stone Street, Bayswater	This is outrageous. The fact the stumpy box to the first stage was agreed to, on the fact the second stage will come. To now be changed is disgraceful to the people of WA. Elizabeth quay land belongs to the people of Western Australia and it is the face of the city. The condition was the the 56 level tower with the cantilever and somewhat architectural design, was to integrate into the smaller box of Lot 6. This current reduced design at 27 stories does not integrate or match Lot 6 what so ever. It also has no commercial GF or podium value to the public. The Developer should be pressured into completing what was originally designed and promised to the people of WA. They cant use Covid, financial issues and planning loopholes to water down what should have been an Iconic development. Very disappointing if this goes ahead... DevWA and State Government should be accountable.
6.		Thank you for the opportunity to comment on the Development Application for 15 The Esplanade, Perth. I acknowledge that the proposal is largely compliant in terms of the adopted planning framework for Elizabeth Quay, however this application falls short of what is expected for the City's most prominent Development Site. 15 the Esplanade sits at the heart of Elizabeth Quay and is central to Perth's image being in the direct centre of every skyline photograph taken. The application plays very safe with a mundane office building that has no positive impact on the skyline. This is in direct comparison with the previous scheme for the site prepared by REX Architecture which proposed great architectural interest, a mix of commercial and residential uses and significant features of benefit to the wider community such as a convention centre. The proposal before you now has no merit, it is a large glass box. It has no architectural continuity with Lot 9 to the east. It was always planned that Lot 9 and Lot 15 would be a singular composure but this design completely ignores that. On building height, I feel that the planning framework is severely out of date. When the State Government is capable of 30 storey colourful social housing on a skinny lot at the north of the Perth City Link, what does it say when a large company like Brookfield can do a 27 storey box on the City's most prominent site. It seems they are not deserving of the site. This is especially relevant as Brookfield were granted purchasing rights for the property on the basis that they would prepare a scheme that demonstrated architectural excellence. This is an insult to the people of Perth and the prominent location. The scheme should be rejected because of the importance of the site and lack of care in this new proposal.



No	Address	Comments
7.	Bridge Road, Richmond	I'd hope the decision panel have some backbone and make it clear to the developer that this is the biggest landmark site in Perth's history to date and a 120m tower just is not good enough, especially when originally it was 200+. When will this government put in place design excellence standards and actually stick by them? Perth is too good at accepting below par design and amenity it would be nice to see that change.
8.	Castle Road, Woodlands	Lot 5 is not an ordinary development site. It sits at the heart of Elizabeth Quay, a precinct that has taken over a decade and hundreds of millions of dollars of public investment to establish. The site carries an approved design framework and a public expectation of landmark architecture. The community, the planning authority, and the State Government have all previously affirmed that this site demands, and can support, genuinely iconic built form. The proposed 27-storey tower fails that test comprehensively. The previously approved scheme for Lot 5 was a 58-storey mixed-use tower and part of the acclaimed twin-tower "Perth+" design. That scheme was lauded by planning authorities, the media, and the public as a city-defining statement. The proposed development is approximately half that height. At 27 storeys, this building would be dwarfed by the already-completed and under-construction towers in the immediate precinct and would recede into Perth's skyline rather than become an iconic part of it. The proposed Lot 5 building also makes no apparent attempt to respond to, complement, or complete the original paired building design with Lot 6 - which now stands as an unincorporated stump, with wasted design potential. The lack of adequate food and beverage options facing EQ's iconic landing is another shortcoming. A lobby facing Perth's most significant public waterfront space contributes nothing to the vitality of the Quay. This is precisely the kind of inward-facing design decision that the Elizabeth Quay precinct was conceived to prevent. Elizabeth Quay was not created to produce another competent commercial office tower. It was created to transform Perth's relationship with the Swan River and give the city an iconic, world-class waterfront precinct.
9.	Waitch Loop, Beeliar	This is such a prominent site, and is a great opportunity for a landmark building for the city. Such a building could really make a mark on the skyline. It's right at the centre of Elizabeth Quay. The two previous proposed buildings for this site were unique and stood out. This new proposal is a downgrade. The public were led to believe that something notable would be built on this site with the previous proposed designs. If this new proposal is built, it will be a missed opportunity for the city forever. The prior design for the site also had over 200 residential dwellings, which would contribute to the housing stock in the city of Perth.
10.	Murray Street, Perth	I write to strongly object to this proposal in its current form. While I fully support the redevelopment of this site, such a prominent location on Elizabeth Quay deserves a building of exceptional architectural quality and civic significance. This is one of Perth's most visible waterfront sites and presents a rare opportunity to deliver a landmark development that enhances the city's skyline and creates a lasting identity for future generations.



No	Address	Comments
		It is deeply disappointing to see the proposal evolve from an ambitious concept of more than 50 storeys with a distinctive, iconic design to a mediocre 27-storey building with a generic rectangular form. Rather than contributing a memorable landmark, the current proposal risks becoming just another uninspiring addition to the skyline, falling well short of the potential of this important site. Developments on sites of this prominence should be held to the highest standards of architectural excellence, urban design, and public benefit. This proposal does not reflect the significance of its location and represents a missed opportunity to create a building that would become an enduring symbol of Perth.
11.	Ipswich Crescent, Girrawheen	Elizabeth Quay is a waterfront project that was launched as an iconic landmark/destination. Instead, this new proposal does not quite address this and is a contrast to the bold and tall skyscraper that was previously approved. Does it need to necessarily house only office space, or can it also house short/long accommodation such as hotels and residences to sustain the base population of the EQ precinct? What about a suggestion of a rooftop restaurant to enhance the vibrancy and attractiveness of the Quay? Please consider these aspects to further grow our city's reputation and its changing landscape as a liveable, vibrant city we West Australians can proudly call home.
12.	Talbot Avenue, Manning	What happened to the original 56 story render that was supposed to compliment lot 4? This is a prime location and will form a key part of the city's identity, this revision is completely unacceptable. There is no way this should go forward in its current form, the height needs to be brought back to the original plan and it needs to compliment lot 4 (which is currently an eyesore).
13.	Brookton Highway, Kelmscott	This would be a terrible outcome for one of Perth's prime locations if approved in its current form. Initially this project (Lots 5 and 6 EQ) was to include a 200+m building with some architectural merit (the original plan was a plus shape in the middle). This was later revised to a similar 200+m building that would cantilever over lot 6. Which is in effect a stump or box with no architectural merit whatsoever. What has occurred is in my opinion effectively a bait and switch (IE: Obtain approval for the whole project, build the "stump" then change the larger building to another very poor design) with the end result being 2x very sub par buildings for such a prime location. This is a terrible outcome for this site. Lot 6 should have never have been approved for construction without the larger building giving it some context.



No	Address	Comments
14.	Wanderer Con, Wandina	The new proposal has been scaled down from the original design. The EQ is one of the state's major developments to create a legacy and destination for the future. The current proposal strongly goes against the prime principle of this development. The original design is far better and can easily be a mixed-use development that incorporates a hotel/serviced residency to increase its financial viability. The new design is disappointing, and it doesn't make Perth stand out. Its skyline is not the focus; functionality is compromised, and it creates a silo with few street amenities. I strongly recommend that Development WA reject the current proposal, and I understand Brookfield was given a concession and was able to build two buildings in that lot, given that scaling down, it won't be appropriate to accept this development.
15.	Geoffrey Bolton Avenue, Perth	Too many buildings in such a small area, we need more greenery in the CBD.
16.	Adelaide Terrace, East Perth	For such a prominent site in the city it's a shame we may end up with this design. If the building is to look like a Lego brick then a new Lego store should be incorporated into the design.
17.	Donegal Lane, Alexander Heights	Very disappointing result for such a prime and centre location. Not only in the city but at the foot of the swan river and part of what people see when they see Perth. These developments should be unique, have complementary architecture, and showcase our state and city. We already have a literal box for one and nothing to compensate. We need to do better.
18.	Geoffrey Bolton Avenue, Perth	First, I am not confident on the management that DevelopmentWA has done for lots in construction, its been 10 years and the "crown jewel" of Perth still has 2 lots where nothing is happening there and no meaningful action has been 2. Bearing that in mind, I cannot support this development unless there are additional assurances for swift and timely completion, and actual accountability for the commitment. Second, when comparing it to the architecture being built on the east, this design makes me believe that Perth is just being left behind and could be much more with more vanguard architecture, specially in Elizabeth Quay.
19.	Fairfield Street, Mount Hawthorn	Disgraceful and embarrassing. Complete change to the original design that was promised by Brookfield. The company and architect should be embarrassed for putting something like this forward. This is a D grade building in an A grade location. That and the stump box next door that they have built appear to bring poor activation to an area that needs activation. The height needs to be double in this location with suitable facilities restaurants cafes shops. Elizabeth quay will turn into a dead zone especially on weekends and at nights. The big next door is the worst piece of construction/ building in Perth and its been built in a prime location. And this new building is almost a repeat but just a little taller. Disgraceful and embarrassing. Brookfield do better. Their mark on Elizabeth Quay and Perth will be for this - poor building design, poor activation, terrible company.
20.	Magnesia Road, Wattle Grove	This is the most prime location in the Perth CBD. The building must be at least double the proposed height and be more forward thinking than just another box.

Appendix 7
Recommended Conditions and Advice Notes**CONDITIONS:**

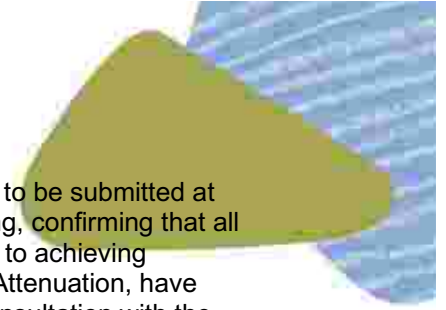
1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, details of which are to be provided at planning conditions clearance (working drawings) to the satisfaction of DevelopmentWA. The approved plans and documents of development are listed as follows:

Plan / Document Name	Ref.	Date Received
Cover Sheet – Drawing Index	EQ5-COX-AR-DA-01-00	07/08/2026
Area Schedule	EQ5-COX-AR-DA-01-01	07/08/2026
Location Plan	EQ5-COX-AR-DA-11-01	07/08/2026
Site Analysis	EQ5-COX-AR-DA-11-02	07/08/2026
Existing Site Plan	EQ5-COX-AR-DA-11-03	07/08/2026
Site Plan	EQ5-COX-AR-DA-11-04	07/08/2026
Ground Floor Plan	EQ5-COX-AR-DA-21-00	07/08/2026
Level 1 Plan	EQ5-COX-AR-DA-21-01	07/08/2026
Level 2 Plan	EQ5-COX-AR-DA-21-02	07/08/2026
Level 3 Plan	EQ5-COX-AR-DA-21-03	07/08/2026
Level 4 Plan (Typ low rise levels 4-14)	EQ5-COX-AR-DA-21-04	07/08/2026
Level 15 Plan (Tenant Hub)	EQ5-COX-AR-DA-21-15	07/08/2026
Level 16 (Typ HR levels 16-26)	EQ5-COX-AR-DA-21-19	07/08/2026
Level 27 Plan (Plant)	EQ5-COX-AR-DA-21-27	07/08/2026
Level 28 Plan (Plant)	EQ5-COX-AR-DA-21-28	07/08/2026
Roof Plan	EQ5-COX-AR-DA-21-29	07/08/2026
Basement 1 Plan	EQ5-COX-AR-DA-21-B1	07/08/2026
Basement 2 Plan	EQ5-COX-AR-DA-21-B2	07/08/2026
Basement 3 Plan	EQ5-COX-AR-DA-21-B3	07/08/2026
Basement 4 Plan	EQ5-COX-AR-DA-21-B4	07/08/2026
North & East Elevation	EQ5-COX-AR-DA-30-01	07/08/2026
South & West Elevation	EQ5-COX-AR-DA-30-02	07/08/2026
Coloured South Elevation	EQ5-COX-AR-DA-35-01	07/08/2026
Ground Level Elevations North & East	EQ5-COX-AR-DA-35-02	07/08/2026
Ground Level Elevations South & West	EQ5-COX-AR-DA-35-03	07/08/2026
Sections	EQ5-COX-AR-DA-40-01	07/08/2026
Section Through Vehicle Entry Ramp	EQ5-COX-AR-DA-40-02	07/08/2026
Perspective View from Elizabeth Quay	EQ5-COX-AR-DA-80-01	07/08/2026
Perspective View from Swan River	EQ5-COX-AR-DA-80-02	07/08/2026
Perspective Views from The Esplanade	EQ5-COX-AR-DA-80-03	07/08/2026
Perspective View from Galleria (North)	EQ5-COX-AR-DA-80-04	07/08/2026
Perspective View from Galleria (South)	EQ5-COX-AR-DA-80-05	07/08/2026
Perspective View from The Landing	EQ5-COX-AR-DA-80-06	07/08/2026
Perspective View of Tower	EQ5-COX-AR-DA-80-07	07/08/2026
Perspective View from Galleria Entry (South)	EQ5-COX-AR-DA-80-08	07/08/2026
Shadow Study Diagram – March	EQ5-COX-AR-DA-81-01	07/08/2026
Shadow Study Diagram – June	EQ5-COX-AR-DA-81-02	07/08/2026
Shadow Study Diagram – September	EQ5-COX-AR-DA-81-03	07/08/2026
Shadow Study Diagram – December	EQ5-COX-AR-DA-81-04	07/08/2026

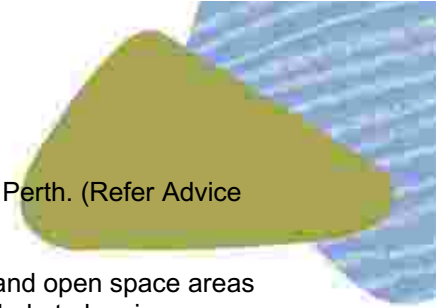


Plan / Document Name	Ref.	Date Received
Additional Landscaping Plan	N/A	07/08/2026
Green Star Travel Plan	PS615405-WSP-PER-PAM-REP-002 RevB	07/08/2026
Traffic Impact Assessment Report	PS615405-WSP-PER-PAM-REP-001	05/06/2026
Sustainability Management Plan	rp260527s0005	05/06/2026
Waste Management Plan	Rev_2	05/06/2026
Qualitative Wind Assessment	EQ5-CPP-WE-RPT-0001_R03	05/06/2026
Development Approval Acoustics	rp260528s0009	05/06/2026
Landscape DA Report	EQ5-HAS-LA-RPT-0001	05/06/2026
Architectural Design Report	Revision A	05/06/2026

2. Elevations and specification detailing high quality materials, finishes and colours for the development, including “colour swatches” or material samples, are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA and the Design Review Panel. (Refer to Advice Note b)
3. A final Transport Impact Assessment report is to be provided at planning conditions clearance (working drawings stage), to the satisfaction of DevelopmentWA. (Refer Advice Note c)
4. A Car Parking and Traffic Management Plan demonstrating management and allocation of car parking in accordance with the approved plans, is to be provided at planning conditions clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA, in consultation with the City of Perth and the Department of Transport and Major Infrastructure. (Refer Advice Note d)
5. A final Waste Management Plan is to be provided at planning conditions clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA, in consultation with the City of Perth. (Refer Advice Note e)
6. A final Wind Assessment Report is to be provided at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note f)
7. A final Sustainable Design Assessment Report demonstrating the proposal has been designed to achieve a minimum 5 Star Green Star rating in accordance with Development Policy 1 – Green Building is to be provided at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note g)
8. A report detailing certification or evidence that the building has achieved the required 5 Star Green Star rating, is to be submitted at practical completion, to the satisfaction of DevelopmentWA.
9. A final Acoustic and Vibration Report and certificate from a qualified acoustic consultant, confirming that the design and construction of the building will achieve an appropriate level of sound and vibration attenuation in accordance with Development Policy 3 – Sound and Vibration Attenuation is to be provided at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer Advice Note h)

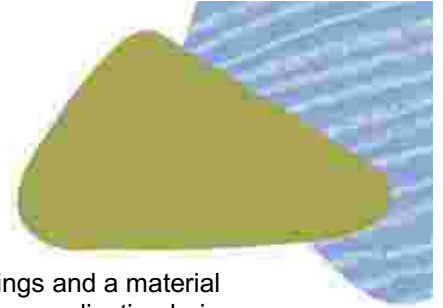


10. A report and certification from a qualified acoustic consultant is to be submitted at practical completion stage and prior to occupation of the building, confirming that all recommendations of the Acoustic and Vibration Report integral to achieving compliance with Development Policy 3 – Sound and Vibration Attenuation, have been implemented, to the satisfaction of DevelopmentWA in consultation with the City of Perth (Refer to Advice Note i)
11. Public art is to be provided in accordance with Development Policy 4 - Providing Public Art, details of which are to be provided at planning condition clearance (working drawings) stage, and installed prior to occupancy to the satisfaction of DevelopmentWA. (Refer Advice Note j)
12. A Universal Access Statement, prepared by a suitably qualified professional, is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note k)
13. A final Landscape Plan detailing both 'soft' and 'hard' landscaping elements for the development, is to be provided at planning condition clearance (working drawings) stage, with all landscaping to be installed and maintained in accordance with the Landscape Plan thereafter to the satisfaction of DevelopmentWA, in consultation with DevelopmentWA's Design Review Panel and the City of Perth. (Refer Advice Note l)
14. A Wayfinding and Signage Strategy prepared in accordance with Development Policy 6 – Signage is to be provided at planning condition clearance (working drawings) stage and implemented thereafter, to the satisfaction of DevelopmentWA. (Refer Advice Note m)
15. A Crime Prevention Through Environmental Design (CPTED) Report, prepared by a suitably qualified person, confirming the design of the development is in accordance with CPTED principles, is to be submitted at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note n)
16. A Place Management Strategy for the publicly accessible places within the site is to be submitted prior to occupation of the development and implemented thereafter to the satisfaction of DevelopmentWA. (Refer to Advice Note o)
17. A Lighting Strategy, detailing how the lighting of the building exterior and ground floor public areas enhances building features, amenity and security, is to be submitted at planning condition clearance (working drawings) stage, and implemented thereafter to the satisfaction of DevelopmentWA in consultation with the City of Perth. (Refer Advice Note p)
18. A Stormwater Management Plan is to be submitted at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the City of Perth and the Department of Biodiversity, Conservation and Attractions. (Refer Advice Note q)
19. A Dewatering and Groundwater Management Plan is to be submitted at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the Department of Biodiversity, Conservation and Attractions. (Refer Advice Note r)
20. A Construction Management Plan is to be provided at planning condition clearance (working drawings) stage and adhered to for the duration of construction to the



satisfaction of DevelopmentWA, in consultation with the City of Perth. (Refer Advice Note s)

21. A Dilapidation Survey of the footpaths, kerbs, roads, buildings and open space areas within the immediate locality surrounding the site is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA in consultation with the City of Perth. Any damage caused to the footpaths, kerbs, roads, buildings and open space areas is to be made good at the owner's expense, prior to occupation of the development. (Refer Advice Note t)
22. Windows and glazed areas are not to be provided with dark or reflective tinting, visually obtrusive signage, obscured glazing or roller shutters, details of which are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note u)
23. All service areas, service related hardware and piped or wired services (such as car park gates, plant areas, fire booster cabinets, service meters, exhaust systems and air-conditioning units) are to be designed as an integral component of the development or screened from public view, to minimise any detrimental impact on the architectural quality of the building and the public realm, details of which are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note v)
24. Crossovers, driveways, car parking, vehicle manoeuvring spaces, circulation areas and loading/unloading areas are to be constructed, sealed, kerbed, marked, drained and maintained in accordance with the approved plans, prior to occupation, to the satisfaction of DevelopmentWA in consultation with the City of Perth. (Refer Advice Note w)
25. Any existing crossovers not included as part of the proposed development on the approved plan are to be removed and the verge reinstated with new kerbing to the satisfaction of DevelopmentWA, in consultation with the City of Perth.
26. All building and tenancy entrance levels are to be consistent with the constructed paving levels of the adjoining public realm, details of which are to be provided at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA.
27. The development must be substantially commenced within four (4) years from the date of this approval, to the satisfaction of DevelopmentWA. Where an approval has so lapsed, no development shall be carried out without the further approval of DevelopmentWA having first been sought and obtained. (Refer to Advice Note x)



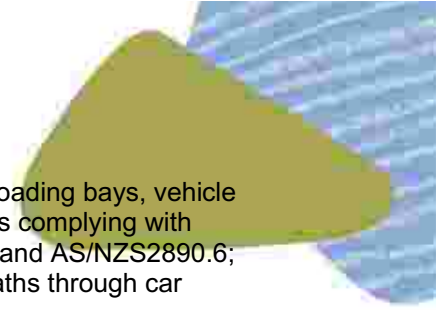
RECOMMENDED ADVICE NOTES:

- a. With regard to Condition 1, a covering letter, final working drawings and a material samples board are to be submitted to DevelopmentWA prior to an application being made to the City of Perth for a building permit and must be cleared prior to the commencement of any works on site. Working drawings are to comply with all of the above conditions and any variations from the approved drawings and documentation are required to be clearly identified.

In accordance with section 62(3) of the *Metropolitan Redevelopment Authority Act 2011* no works are to be undertaken prior to obtaining development approval or in contravention of any condition to which the approval is subject.

Following satisfactory assessment of the working drawings, DevelopmentWA will provide a clearance letter and a digital copy of the plans to the City of Perth to enable building permit assessment.

- b. With regard to Condition 2, information of external colours and finishes, including specifications and samples, are to be provided for all external elevations, demonstrating a well resolved and high-quality materials palette for the whole project. Additionally, the detailed design is to include information addressing the following matters:
 - i. Clearer expression of the river-edge narrative within the architecture, materials and finishes and landscaping; and
 - ii. Further testing to ensure long-term operation of the microclimate strategy within the galleria ensuring longevity of landscaping elements and ensuring that wind, solar and heat are appropriately managed for the space.
- c. With regard to Condition 3, the Transport Impact Assessment should include details of the following:
 - Process and Operation and consolidating vehicular access into the integrated vehicular access off Enchantress Way;
 - Details of any proposed charging arrangements for electric bikes/scooters;
 - Consideration of the combined traffic impacts from Lot 501 and 502 The Esplanade;
 - Updated trip generation rates;
 - Further information on shift worker travel patterns, noting that a presumed 4pm changeover is within the commuter peak period;
 - Updated traffic impacts reflecting current usage of Lot 502 licenced constructed car parking bays;
 - Additional information on predicted car access / egress routes from the development and the adjacent development of Lot 4 The Esplanade; and
 - Additional data and information on current or projected conditions for buses, pedestrians and drivers.
- d. With regard to Condition 4, the Car Parking and Traffic Management Plan should be informed by the final Traffic Impact Assessment and be reflected in the working drawings (basement and ground level plans), providing details of:
 - i. provision of adequate sightlines at the crossover to ensure safe movement of pedestrians and vehicles;
 - ii. vehicle access in accordance with AS2890.1;
 - iii. identification and management of ACROD bays in accordance with AS 2890.6;



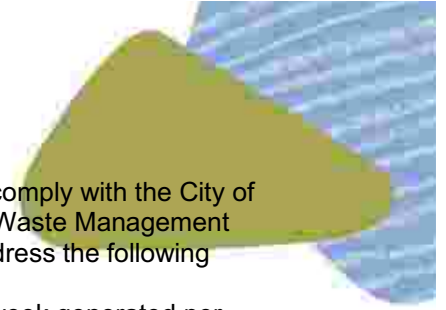
- iv. the dimensions and numbering of all car parking bays, loading bays, vehicle entrances, crossovers, aisle widths and circulation areas complying with Australian Standard (AS) 2890.1, AS2890.2, AS2890.3 and AS/NZS2890.6;
- v. identification of clear, safe and accessible pedestrian paths through car parking and delivery areas;
- vi. Identification and management of loading bays to ensure they are used for loading purposes; and
- vii. a minimum of 604 bicycle bays, 26 visitor bicycle bays, 1,208 lockers and 44 showers;
- viii. bicycle parking and end of trip facilities designed in accordance with Section 4.2 Bicycle Parking of the Elizabeth Quay Design Guidelines;
- ix. a Green Travel Plan, articulating how to minimise impacts to the surrounding road network and take advantage of public and active transport facilities and services in close proximity, including:
 - how shift rosters will avoid peak periods, staff will be encouraged to use public and active transport to commute;
 - how the development will cater for an increasing demand for electric vehicle charging on site, including electric bikes and mobility devices;
 - how bays may transition to other uses if the demand for parking no longer prevails, and what may be the triggers for such transitions;
 - access information packs for staff and visitors;
 - mode share targets, and enforceable commitments to survey staff and visitors to see if these are being achieved (with results reported to Department of Transport and Major Infrastructure and DevelopmentWA);
 - promotion of sustainable modes, including programs/events to encourage riding to work.
 - details of how peak-period traffic impacts will be avoided or reduced.
 Options may include:
- x. details of how peak-period traffic impacts will be avoided or reduced. Options may include:
 - encouraging staff arriving/departing around 4pm to use public transport for one of the legs of their commute (and taxis or other on-demand modes at 4am); and
 - investigating the possibilities of changing shift times (e.g. 7am – 7pm shifts).
- xi. details on existing end-of-trip facilities and services provided on Lot 502 The Esplanade.

The visitor bicycle bays proposed in the public realm require separate approval from the City of Perth. Approval from the City of Perth should be provided at working drawings stage or alternatively the required visitor bicycle bays should be relocated to an on-site location.

The Department of Transport and Major Infrastructure advises that for the purposes of the Perth Parking Management Act, the following bays are approved and/or constructed across Lots 501 and Lots 502:

- 346 tenant bays;
- 4 ACROD bays;
- 7 loading bays; and
- 36 motorcycle bays.

Licensing of the above bays are subject to the in-principle support and conditions set out by the Minister for Transport.



- e. With regard to Condition 5, the Waste Management Plan is to comply with the City of Perth standards in regard to waste, and the local Government Waste Management Plan Guidelines. The final Waste Management Plan should address the following additional matters:
 - i. inclusion of the anticipated total waste and recycling L/week generated per premise type; and
 - ii. references to all applicable floor plans relevant to the Waste Management Plan.

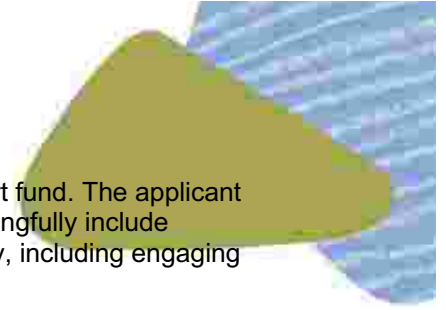
It is recommended that the applicant liaises with the City of Perth to ensure that all necessary approvals relating to waste collection are issued prior to occupancy.

- f. With regard to Condition 6, the wind assessment should include a detailed wind tunnelling analysis. The wind amelioration strategies are to be integrated into the final building design, detailing and function, and include the building, rooftop spaces and the surrounding public realm and galleria.
- g. With regard to Condition 7, Development Policy 1 – Green Building requires new buildings on a Tier 2 site to be designed and built to achieve a minimum 5 Star Green Star rating from the Green Building Council of Australia (GBCA). Where an alternative rating system to Green Star is proposed, the applicant should demonstrate that the rating system and the design of the development is equivalent to or better than the GBCA 5 Star Green Star rating.

It is noted that the development proposes a 6 Star Green Star rating which is supported by DevelopmentWA and the applicant is strongly encouraged to pursue this improved sustainability outcome.

The final Sustainable Design Assessment Report is required to confirm that the proposal demonstrates a “whole of building” approach to sustainable design, embedding all initiatives detailed in the preliminary report into the design. Any revisions to the targets of the preliminary assessment is required to address, as a minimum, water efficiency and water reduction strategies, energy efficiency and energy efficient fixtures and appliances, and a naturally comfortable indoor environment including natural ventilation and thermal comfort levels.

- h. With regard to Condition 9, the Acoustic and Vibration Report should identify the location and extent of impact of all noise and vibration sources and confirm that the design of the building will achieve an appropriate level of attenuation, in accordance with Development Policy 3 – Sound and Vibration Attenuation. In particular, the Acoustic and/or Vibration Report should address:
 - i. confirmation of the mitigation strategies and treatments to be implemented into the design and operation of the building; and
 - ii. mechanical service systems (such as exhaust systems and air-conditioning) are to be selected, designed and located to prevent emitted noise levels from exceeding the relevant decibel levels as provided by the Environmental Protection (Noise) Regulations 1997.
- i. With regard to Condition 10, the certification submitted at practical completion stage should include results of on-site testing to confirm appropriate levels of sound/vibration attenuation/mitigation have been achieved.
- j. With regard to Condition 11, Development Policy 4 – Providing Public Art requires the provision of public art with a minimum value of \$1.5 million based on the estimated the construction cost of \$250 million. Contributions may be either provided



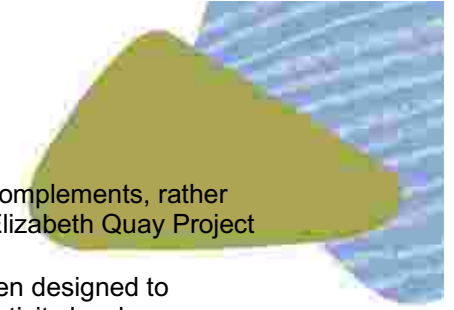
as public art or cash-in-lieu paid into the Central Perth public art fund. The applicant is encouraged to explore and implement opportunities to meaningfully include references to local indigenous heritage in the public art strategy, including engaging with local indigenous artists, to contribute to a sense of place.

In accordance with Development Policy 4, a Public Art Report is to be submitted and approved by DevelopmentWA and is to include design documentation, detailed plans of the artwork, cost calculations, public liability insurance (as applicable) and maintenance details. The artwork(s) are to be consistent with DevelopmentWA's public art strategy for the relevant Project Area or Precinct, where applicable. The public art strategy should be informed by the Cultural Narrative being prepared by Kambarang Services.

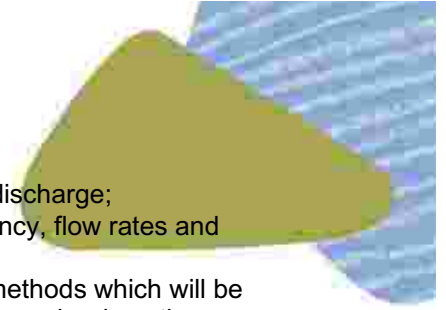
- k. With regard to Condition 12, the development should comply with the requirements of Part D3 of the Building Code of Australia (Access for People with Disabilities), Australian Standard 1428.1 and the *Disability Discrimination Act 1992*.
- l. With regard to Condition 13, the Landscape Plan should provide details of the following:
 - i. planting and tree selections, including suitability to Perth's climate;
 - ii. specified plant numbers, species, location, size and time of planting, including provision of mature trees;
 - iii. paving selections;
 - iv. irrigation/reticulation details and watering regime;
 - v. maintenance schedule and responsibilities;
 - vi. layout, function and integration of communal open spaces within the development to ensure they are useable;
 - vii. management strategy for communal spaces;
 - viii. street furniture;
 - ix. details of any shade structures; and
 - x. integration of outcomes of the Wayfinding and Signage Strategy, Lighting Strategy, Public Art Strategy CPTED Report and Universal Access Statement.

The applicant is advised to liaise with the City of Perth to ensure the integration of paving materials and landscaping between the public and private realm and the consideration of ongoing maintenance requirements.

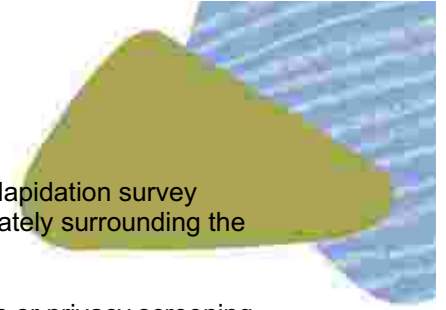
- m. With regard to Condition 14, the Wayfinding and Signage Strategy should provide a plan of all proposed external signage, including location and dimensions, demonstrating that such signage will be complementary to the architectural design of the building and not obscure architectural detail and materiality in accordance with DevelopmentWA's Development Policy 6 – Signage, and the Elizabeth Quay Design Guidelines. Wayfinding signage should be integrated within the Landscaping Plan, Place Management Plan and related strategies.
- n. With regard to Condition 15, the CPTED Report should address the management and safety of publicly accessible and communal areas of the development including the pedestrian links and vehicle laneways, as well as CCTV locations. The CPTED Statement should inform the final Landscape Plan and Lighting Strategy.
- o. With regard to Condition 16, the Place Management Plan should include details of the following:



- the role and function(s) of the galleria, and how these complements, rather than compete with or replicate, activation of the wider Elizabeth Quay Project Area;
 - how the galleria and associated public spaces have been designed to accommodate the intended functions and anticipated activity levels;
 - the infrastructure, equipment and security measures required to support the intended functions and activity levels;
 - identification of any alfresco areas;
 - the ongoing maintenance, management and security arrangements for all publicly accessible spaces, including how responsibilities will be shared between Lot 501 and Lot 502 The Esplanade and hours of public access; and
 - measures to maintain the visibility, accessibility and public nature of the plaza and galleria on an ongoing basis, demonstrating an inviting and inclusive public connection through the site.
- p. With regard to Condition 17, the Lighting Strategy should:
- i. include a plan which illustrates how the building will be illuminated to highlight architectural elements, to provide an attractive building at night;
 - ii. demonstrate how lighting and safe access will be provided between the development and the public realm and within loading areas and pedestrian pathways; and
 - iii. respond to the outcomes of the CPTED Strategy;
 - iv. be designed to comply with Australian Standard 1158 (Public Lighting Code) and Australian Standard 4282 (Control of the Effects of Outdoor Lighting) in order to ensure that any nuisance light to adjoining properties and to passing vehicular traffic are controlled to an acceptable level.
- q. With regard to Condition 18, the Stormwater Management Plan is to be in accordance with the City's requirements for stormwater management as well as the Department of Biodiversity, Conservation and Attractions' Policy 49 - Planning for stormwater management affecting the Swan Canning Development Control Area, the Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia (2004-2007), Decision Process for Stormwater Management In Western Australia (2017), and water sensitive urban design principles. The stormwater management system is to be designed to prevent mobilisation of sediment, nutrients, hydrocarbons and contaminants from the site to the river.
- Stormwater runoff from constructed impervious surfaces generated by small rainfall events (i.e. the first 15 mm of rainfall) must be retained and/or detained at-source as much as practical and will not be permitted to enter the river untreated. The applicant should consider opportunities to incorporate water sensitive urban design through the installation of on-site retention/detention systems within the public space (and landscaped rooftop) of the development lot. Deep soil areas should be incorporated within the site to locate mature vegetation and assist with stormwater management.
- The applicant is also advised to liaise with the City of Perth, as required.
- r. With regard to Condition 19, the Dewatering and Groundwater Management Plan should include details of the following:
- Dewatering details shall be prepared in accordance with the Department of Biodiversity, Conservation and Attractions Policy 50 — Planning for dewatering in the Swan Canning Development Control Area, and include:
 - the location, extent and quality of groundwater at the site;



- proposed treatment and disposal methods of the discharge;
 - dewatering commencement date, duration, frequency, flow rates and volumes; and
 - details of the proposed engineering/construction methods which will be used to reduce the volumes of dewatering tailwater and reduce the groundwater drawdown impact zone radius.
 - Any seepage collected will need to be adequately treated before it can be discharged to stormwater. The applicant is advised that the Department of Biodiversity, Conservation and Attraction is unlikely to support the connection of subsoil drains, if required, to the local stormwater system and the river without treatment on-site prior to discharge; and
 - How basement levels will be protected during river flood events.
- s. With regard to Condition 20, the Construction Management Plan should detail how construction works will be managed to minimise impacts on the public realm and nearby commercial and residential areas by addressing the following matters, which are to address all phases of development including demolition and construction:
- i. a staging plan detailing the delivery timing coordinated with any public realm works by DevelopmentWA or the City of Perth in the surrounding public realm;
 - ii. site huts and staff amenities;
 - iii. high quality fencing/hoarding used to secure the site and associated signage;
 - iv. work hours;
 - v. truck routes, layover areas and site access plan;
 - vi. parking arrangements for contractors and subcontractors;
 - vii. noise and vibration management;
 - viii. control of sand, dust and erosion;
 - ix. dewatering and storm water management;
 - x. materials delivery, storage and collection and waste management;
 - xi. protection of all street trees during the construction process;
 - xii. any road, footpath or cycle path closures, associated impacts on traffic, pedestrian and cyclist movement and alternate paths of travel;
 - xiii. a Consultation Plan, which identifies how stakeholders and affected landowners will be notified of any construction impacts including details of complaint resolution procedures;
 - xiv. procedure for addressing unexpected finds (contamination, unexploded ordinances, etc.);
 - xv. details of proposed crane operations, including exclusion zones, control measures, and engineering documentation, including demonstrating that tower cranes are not to be permitted to sail over the Public Transport Authority rail reserve, including as a result of free-slewing during periods of non-use;
 - xvi. confirmation that approval has been obtained from Perth Airport via an application made to Perth Airport's Protected Airspace Assessment Tool (PAAT) for the erection of a crane on the subject site during both construction and operation of the subject site in accordance with the *Airports (Protection of Airspace) Regulations 1996 (C'th)*.
 - xvii. Prior to commencement of construction, the applicant/proponent must receive confirmation from Perth Airport that the Airservices Australia assessment of the proposed development did not identify any impacts to Communication, Surveillance and Navigation (CNS) facilities.



- t. With regard to Condition 21, the applicant is advised that the dilapidation survey should include, as a minimum, all public realm features immediately surrounding the development and all buildings within close proximity to the site.
- u. With regard to Condition 22, protection of windows from the sun or privacy screening, should be achieved through architectural devices, passive solar design and appropriate glazing specifications, rather than through reflective glazing or coatings. Glazing on all lower levels should be transparent, ensuring a high level of visible indoor activity and passive surveillance of the public realm is maintained in accordance with the Elizabeth Quay Design Guidelines
- v. With regard to Condition 23, services and service related infrastructure includes but is not limited to all piped and wired services, car parking areas and associated ventilation, roof plant / plant areas, bin storage areas, service meters and related infrastructure, fire booster cabinets, exhaust systems, air-conditioning units, antennae and satellite dishes.

Fire booster hydrants and service meter boxes should be designed, located, oriented and finished to minimise any visual impact on the adjacent streetscape and maximise visual interaction between the development and the street. The applicant is advised to liaise with service authorities to rationalise and consolidate service infrastructure, where possible.

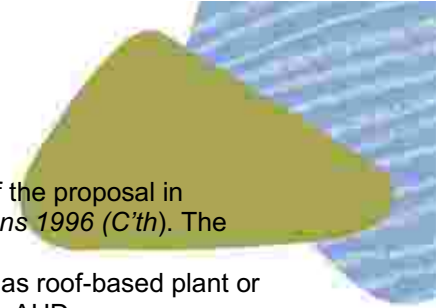
- w. With regard to Condition 24, all internal and external car bay dimensions, ramps, crossovers, driveways and circulation aisles should be constructed in accordance with Australian Standard AS 2890.1 and the City of Perth parking design and access requirements. Disabled bays are to comply with Australian Standard AS 2890.6. Bicycle parking is to comply with AS 2890.3.

The applicant/owner is advised that the removal of public realm landscaping, including street trees, on Roe Street does not form part of this approval. Approval for street tree removal to facilitate vehicle access must be obtained from the City of Perth in accordance with the City of Perth Tree Protection Policy Management Guidelines and provided to DevelopmentWA prior to the submission of working drawings.

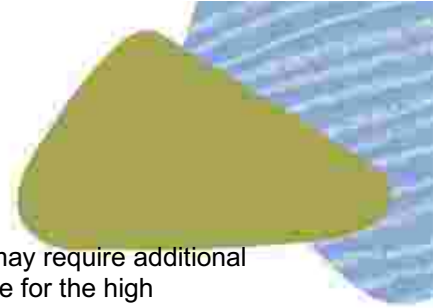
A separate crossover approval from the City of Perth is required. Please contact the City of Perth's Technical Services to ensure the appropriate crossover application is made.

- x. With regard to Condition 27, should the development not be substantially commenced within the period specified, the approval shall no longer be valid and no development shall be undertaken without further approval of DevelopmentWA having first been sought.
- y. All development and works shown outside of the lot boundaries do not form part of the approval and are subject to separate application/s for approval by the City of Perth, with detailed design plans being submitted for any civil and landscape modifications fronting the site, with these works being constructed by the applicant at their cost.

Unless approved by the City of Perth to facilitate vehicle access to the site, all street trees should be retained and protected during construction



- z. Airservices Australia is required to undertake an assessment of the proposal in accordance with the *Airports (Protection of Airspace) Regulations 1996 (C'th)*. The applicant is advised:
- The development, including any ancillary structures such as roof-based plant or antennae, shall not exceed a maximum elevation of 128m AHD.
 - The owner/applicant is to notify the Civil Aviation Safety Authority (CASA) of the building/obstacle via the [Vertical Obstruction Data \(VOD\) Form](#), with Perth Airport copied in to the correspondence. This requirement is triggered due to the structure proposed being in excess of 100m in height, as outlined in CASA Advisory Circular 139 (December 2021).
- aa. The Department of Water and Environmental Regulation (DWER) advises the following:
- The Ongoing Site Management Plan (RPS, 23 September 2016) should be implemented to address risks associated with disturbing residual contaminated soil present beneath the site. Should dewatering be required, an appropriate dewatering management plan should be prepared to address the risks associated with potential exposure of groundwater contamination. Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works. <https://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69 acidsulfatesoils-guideline>
- bb. The Water Corporation advises the following:
- Water Corporation notes that no stormwater from the site currently discharges to the Mounts Bay Main Drain. Should the proposed development seek to discharge stormwater via the City of Perth's drainage network which ultimately outfalls to the Mounts Bay Main Drain, a detailed drainage strategy will be required and must be submitted to Water Corporation for assessment.
 - The drainage strategy should demonstrate:
 - Proposed onsite stormwater detention and storage arrangements;
 - Proposed discharge rates to the City of Perth drainage system;
 - Supporting hydrologic and hydraulic calculations; and
 - Design assumptions demonstrating the management of post-development stormwater flows.
 - Given the negligible pre-development runoff generated from the site, Water Corporation recommends that discharge rates be minimised as far as practicable to avoid increasing downstream drainage impacts. Alternatively, if stormwater is discharged to a City of Perth-managed drainage system that outfalls directly to the Swan River rather than the Mounts Bay Main Drain, assessment by Water Corporation would not be required and the matter would be subject solely to the City of Perth's requirements.
 - Any works undertaken in proximity to Water Corporation Assets will require prior approval via an Asset Protection Risk Assessment (APRA) Guidance on prescribed proximities and relevant legislation are available in our guidelines.
 - Prior to construction the landowner is required to submit an application by using our online portal BuilderNet. Attachments required for approval will include:
 - Final construction site & architectural floor plans
 - Engineer certified piling detail plans (If required); and
 - Trade Waste Application & Supplement forms.



cc. ATCO Gas Australia advises the following:

- ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and in place for the high pressure gas pipeline risk mitigation.
- Anyone proposing to carry out construction or excavation works within 15 metres of Critical Asset Infrastructure must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>
- All works occurring within 15 metres of Critical Asset Infrastructure must undergo ATCO Engineering Assessment to determine if additional safety measures are required. Risk mitigation and asset protection measures may be necessary. Notification for the works must be submitted to ATCO via the <https://gas.atco.com/en-au/services/critical-asset-notifications.html>.
- All works occurring within 15 metres of Critical Asset Infrastructure must comply with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>
- Future construction and any proposed access roads across the ATCO Critical Asset gas mains (including proposed roads and road upgrades) need to be managed in accordance with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>
- Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>
- If the disconnection and/or removal of an ATCO gas service is required, a request can be submitted via the online ATCO portal found <https://gas.atco.com/en-au/services/meter-removal-disconnections.html>.