Elizabeth Quay Design Guidelines.
## Contents

### 1.0 Introduction

1.1 Elizabeth Quay Vision 4
1.2 Site History 6
1.3 Perth Context 7
1.4 Land Use and Staging 8
1.5 The Guidelines 9
1.6 Application of Planning Policies 9
1.7 Discretionary Clause 10
1.8 Development Application Process 10

### 2.0 Public Realm

2.1 Public Realm Design Principles 12
2.1.1 Connection to the City 13
2.1.2 Streets 14

2.2 Public Realm Design Elements 16
2.2.1 The Inlet 17
2.2.2 The Promenades 18
2.2.3 Station Park 19
2.2.4 The Landing 20
2.2.5 William Street Landing 21
2.2.6 Barrack Square 22
2.2.7 Lanes 23
2.2.8 The Island 24
2.2.9 The Bridge 25

### 3.0 Building Design

3.1 Buildings and the Public Realm 26
3.1.1 Active Edges 27
3.1.2 Urban Grain 28
3.1.3 Podiums 29
3.1.4 Towers 30
3.1.5 Public Art 31
3.1.6 Heritage 32
3.1.7 Solar Access 33
3.1.8 Wind 34
3.2 Architectural Design 36
3.2.1 Architectural Expression 37
3.2.2 Materials 38
3.2.3 Building Layout and Orientation 39
3.2.4 Communal Open Space 39
3.2.5 Sustainability 40
3.2.6 Roofs 41
3.2.7 Universal Access 42
3.2.8 Dwelling Diversity 42
3.2.9 Safety 43
3.2.10 Acoustics 43

### 4.0 Access and Servicing

4.1 Car Parking 44
4.2 Bicycle Parking 45
4.3 Vehicle Access 46
4.4 Building Services 47

### 5.0 Specific Guidelines

5.1 Specific Provisions 48
5.1.2 Building Envelopes 48
5.1.3 Setbacks 49
5.1.4 Building Height 49
5.2 Site Specific Guidelines 50
5.2.1 Kiosks 50
5.2.2 Site 1 51
5.2.3 Site 2 52
5.2.4 Site 3 54
5.2.5 Site 4 56
5.2.6 Site 5 58
5.2.7 Site 6 60
5.2.8 Site 7 62
5.2.9 Site 8 64
5.2.10 Site 9 66
5.2.11 Site 10 68
5.2.12 Site 5 & 6 Amalgamation 70
5.2.13 Site 7 & 8 Amalgamation 72
1.0 Introduction

1.1 Elizabeth Quay Vision

THE VISION OF ELIZABETH QUAY PROJECT IS TO:

Transform the relationship between the city and the river and enhance the identity of central Perth. Elizabeth Quay will be a highly interactive civic space, accessible to the whole region and within walking distance of all major facilities within central Perth.

THE KEY PRINCIPLES OF THE DEVELOPMENT ARE:

• To deliver an iconic place and world class destination which signifies Perth globally in the 21st century.

• To create a major destination between Barrack Street and William Street which anchors the city along an axis that links Northbridge, the Cultural Centre and the Central Business District (CBD) to the waterfront.

• To contribute to the transformation of the Perth CBD into a vibrant place to live and work and visit with high quality public spaces.

• To establish a transit oriented hub of development in accordance with Directions 2031 that is directly serviced by ferry, bus and train and provides good access for pedestrians, cyclists and emergency vehicles.

• To seamlessly integrate with the surrounding city and foreshore including the provision of a high quality pedestrian environment that is universally accessible.

• To provide active and contemporary civic space in the form of a continuous waterfront promenade for all the citizens of Perth to enjoy at all times of the year.

• To create a unique and inspirational urban environment through innovative and exemplary architectural design.

• To be an exemplar of leading edge sustainability and design whilst recognising and interpreting the cultural heritage significance of Elizabeth Quay.
1.2 Site History

Prior to European settlement the site of Elizabeth Quay Project was extensively used by Noongar people. The river and associated wetland systems are important landscape features to the Noongar people which hold considerable cultural and heritage significance.

Since European settlement in 1829 the form of the Swan River foreshore has changed significantly. During the early period of European settlement Elizabeth Quay area operated as the Perth Port and was the focal point for transport, commerce and leisure in the city.

In the late 19th century construction of the Perth railway station on Wellington Street removed the need for Perth Port and made the river foreshore available purely for recreational pursuits. As a result large scale works were undertaken to reclaim portions of the foreshore to create a linked series of public open spaces.

The reclaimed Esplanade Reserve witnessed the State’s proclamation of self government in 1890 and was the site of the first ANZAC day parade in 1916. Foreshore reclamation continued through the early 20th century as far as the Causeway with the creation of Riverside Drive and the Narrows Interchange.

Since that time Riverside Drive has come to be seen as a barrier that separates the city form the Swan River and there has been a sustained desire to reconnect the city to the river to make Perth a truly waterfront city.
1.3 Perth Context

Bound by William Street to the west and Barrack Street to the east, Elizabeth Quay is connected directly to, and forms an extension of, an important north-south city corridor that accommodates the main commercial, retail, transport, cultural, entertainment and education precincts of the city.

The Elizabeth Quay Project will emphasise the importance of this corridor and extend it to the Swan River.

The Elizabeth Quay Project is also located adjacent to major tourism destinations and transport nodes including the Perth Convention Exhibition Centre, Supreme Court Gardens and Barrack Square.

Transport hubs including the Esplanade Train Station, the Transperth Bus Station, the South Perth ferry and the Mitchell Freeway bring large volumes of people directly into the project area.

The Elizabeth Quay Project will reconnect the City with the Swan River at a point which will integrate with the existing pattern of development in the Perth CBD and capitalise on existing destinations and transport infrastructure.
1.4 Land Use and Staging

Elizabeth Quay has been designed as a place for everyone, and a balanced land use mix is critical to the overall success of its development over the long term.

A key principle of the masterplan is to deliver commercial, residential, retail and hotel/short stay within the development. These complimentary uses will ensure that Elizabeth Quay is an active city precinct around the clock, offering a range of opportunities for living, working, visiting the area. Public realm areas have been specifically designed with these uses in mind, providing active and passive spaces to engage, experience and relax.

Being on the doorstep of the city it is important that Elizabeth Quay presents well and attracts people through all stages of development build-out. As such development applications for interim and temporary uses that support the project vision for activation and align with the Place Plan are encouraged.

Upon full development it is expected that Elizabeth Quay will provide an additional level of housing choice within the Perth central area, and contribute to the supply of much needed short-stay accommodation for business and leisure visitors.

Section 5 of the Design Guidelines specifies the mix of land uses be included within development sites throughout the project area.
1.5 The Guidelines

The Elizabeth Quay Design Guidelines (the Design Guidelines) have been prepared to guide development within the Elizabeth Quay Project Area (as defined in Chapter 3, Part G of the Central Perth Redevelopment Scheme) and ensure delivery of the vision defined by the Elizabeth Quay Master Plan.

The Metropolitan Redevelopment Authority (the Authority) requires proposals for development in the Elizabeth Quay Project Area to demonstrate high quality and innovative design whilst recognising the heritage significance of the site.

While general amenity, built form and certain access and sustainability issues are mandatory the Authority encourages innovation in architectural design through the exploration of new building typologies and the use of new materials or the unconventional use of existing materials.

The Design Guidelines set out the design objectives for buildings and other development standards for land within Elizabeth Quay that must be achieved and a related set of performance standards that satisfy the stated objective.

DESIGN INTENT
A statement outlining the design philosophy for each Objective.

OBJECTIVE
Describes the main goal which must be achieved. It is mandatory to meet the Objective.

AUTHORITY POLICY
If an Authority policy exists in relation to the Objective, then it will be stated and a reference given. It is mandatory to adhere to Authority policies.

ACCEPTABLE DEVELOPMENT CRITERIA
Performance standards identify design criteria which will satisfy the specific Objective. Compliance with all of the criteria will, through whatever method, achieve the Objective. However, individual criteria are not mandatory and alternative solutions for complying with the Objective may be considered.

1.6 Application of Planning Policies

The Design Guidelines have been adopted by the Authority under the Central Perth Redevelopment Scheme (the Scheme). In determining any application for development approval, the Authority will utilise the Design Guidelines in conjunction with the Scheme and Development Policies adopted under the Scheme.

As such the Design Guidelines are to be read in conjunction with the Scheme and Development Policies, as well as the Building Code of Australia (BCA), Disability Discrimination Act 1992 and all relevant legislation and Australian Standards.

1.7 Discretionary Clause

An important provision within the Design Guidelines is the opportunity for the applicant(s) or owner(s) to meet the Objective through an alternative solution.

The Authority may approve a development application where the applicant(s) or owner(s) has departed from the recommended Acceptable Development Criteria where, in the Authority’s opinion, the applicant(s) or owner(s) has demonstrated that the alternative solution(s) is consistent with the Scheme Vision and Principles and meets the Design Guideline Objective(s) and the intent of the Acceptable Development Criteria.

Compliance with the recommended performance standards does not guarantee approval.

The Authority may refuse development applications that are considered not to be in keeping with the objectives of the Design Guidelines.

Each application for development approval will be assessed on an individual basis and the approval of an alternative solution will not set a precedent for other developments.

1.8 Development Application Process

In providing an efficient and effective assessment and determination process the Authority aims to ensure that the built form and architectural outcomes are of a high standard.

A staged review, assessment and determination process for development applications will permit the efficient processing of applications whilst ensuring developments achieve the required high quality architectural and built form outcomes.

This assessment takes into consideration leading edge sustainability, activation and accessibility standards.

The following steps outline the design formulation, submission and approval process required for development within Elizabeth Quay Project Area.
<table>
<thead>
<tr>
<th>Pre DA Submission</th>
<th>Development Application</th>
<th>Documentation</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Step 1.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Developers and their project team (architects at a minimum) meet with the Authority to discuss design and sustainability concepts</td>
<td>Developers lodge a development application with the Authority, addressing the objectives and applicable specific elements of these design guidelines</td>
<td>Developers lodge Working Drawings to the Authority demonstrating compliance with the development approval (plans and conditions)</td>
<td>Developers undertake construction.</td>
</tr>
<tr>
<td><strong>Step 2.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Developers provide the Authority with indicative plans</td>
<td>Developers provide the Authority with Sustainability Performance Documentation certified by a suitably qualified Sustainability Consultant so that the Authority can conduct a Sustainability Performance Review</td>
<td>The Authority refers the Working Drawings to agencies or consultants as required.</td>
<td>Ongoing monitoring and building management to ensure compliance with sustainability requirements, design excellence and build quality.</td>
</tr>
<tr>
<td><strong>Step 3.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Authority obtains the preliminary advice of its appointed Design Review Panel</td>
<td>The Authority refers the development application to City of Perth, Swan River Trust and/or other agencies as necessary</td>
<td>Developers lodge a Building Licence application with the City of Perth</td>
<td></td>
</tr>
<tr>
<td><strong>Step 4.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Authority provides developers with focused feedback</td>
<td>The Authority obtains the advice of its appointed Design Review Panel</td>
<td>The Authority assesses and certifies the working drawings are compliant and refers its advice to the City of Perth</td>
<td></td>
</tr>
<tr>
<td><strong>Step 5.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 6.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 7.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 8.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 9.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 10.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 11.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 12.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 13.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 14.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2.0 Public Realm

2.1 Public Realm Design Principles

The Elizabeth Quay Master Plan envisages a major new high quality public space for Perth. The public realm is a key driver of the Master Plan and will provide a variety of public spaces serving different functions and offering different experiences.

In particular, the creation of a new inlet and island will provide opportunities for a unique alfresco dining experience and encourage the community to engage with the Swan River as a key city destination.

The design philosophy behind the high quality, innovative Elizabeth Quay Project is to develop a multi-functional and vibrant social environment with highly connective pedestrian, vehicular and public transport networks.

The design of the urban environment will recognise the cultural heritage significance of Elizabeth Quay and create a variety of spaces that offer a range of open, intimate, passive and semi-active gathering areas.

A combination of well-designed hard and soft landscaping features will provide shade and shelter and create a comfortable pedestrian environment with safe universal access at all times of the day and night.
2.1.1 Connection to the City

Elizabeth Quay Master Plan extends the existing city grid down to the river. Buildings will frame the new inlet and extend William Street and Barrack Street strengthening the primary north-south corridor through the Perth CBD.

The existing secondary streets of Howard Street and Sherwood Court will be continued through the new project ensuring strong connections with the existing city.

The Elizabeth Quay Project Area will integrate seamlessly with the existing CBD grid and streets, providing excellent access to the wider city, surrounding open space and public transport links.
2.1.2 Streets

Streets within Elizabeth Quay Project shall be designed as shared pedestrian/cycle/vehicle spaces that give priority to pedestrians. Streetscape treatments will incorporate materials which express the role and character of different spaces.

The materiality and composition of the street that exists within the CBD must be carried through to the Project Area and the use of different materials and road treatments should be kept to a minimum.

Street spaces shall accommodate the key movement desire lines for pedestrians as indicated (Figure 1), cyclists as indicated in (Figure 2) and vehicles.

The development shall incorporate a bike path linking Elizabeth Quay with the existing cycle network around the site. Streets will be designed in accordance with specified sections and plans (detailed overleaf)
Figure 1. The Pedestrian Network

Figure 2. The Cycle Network

Figure 4. Typical section through New Riverside Drive and the Landing
2.2 Public Realm Design Elements

The Elizabeth Quay Master Plan identifies several key public realm design elements. These design elements should respond to the location and history of Elizabeth Quay and the opportunities created by public spaces with varying terrains.

These areas have been identified as places of cultural significance or as areas that provide opportunity to capitalise on specific experiences or locations. The location of these design elements is shown in figure 5.

The public realm should be conceived as a series of spaces that integrate with one another with seamless transition to create a contiguous environment for Elizabeth Quay.

The public realm in Elizabeth Quay Project Area shall provide a high quality public space that incorporates a variety of structures as well as hard and soft landscaping that facilitates a variety of uses throughout the day and night.

Public art and heritage interpretation will be integrated into the public realm in accordance with the Integrate Elizabeth Quay Public Art and Heritage Interpretation Strategies.
2.2.1 The Inlet

The Inlet forms the focal point for Elizabeth Quay Project and is a key component of achieving the objective of re-establishing the historic connection between the city and the river. Through the creation of the Inlet the Swan River is brought back into the City.

Like the rest of the Swan River the Inlet will deliver high levels of amenity to the project area and provide for transport and recreational uses.

The Inlet will be navigable by a variety of vessels, the western edge of the Inlet will accommodate a Transperth ferry terminal and the eastern edge will incorporate public jetty’s to allow temporary mooring of private recreational vessels.
2.2.2 The Promenades

In conjunction with the Landing, the Promenades will be the primary public open spaces of Elizabeth Quay and enable pedestrian and universal access around the whole development, including the Island and the Bridge.

Forming the inner edge of Elizabeth Quay the Promenades will provide a continuous high quality pedestrian environment along their entire lengths.

They will also provide an area of open space with public access to all elements of the public realm and for a variety of seating and sheltered areas.

The Promenades will incorporate two levels. The upper level shall be designed to accommodate pedestrian movement, alfresco and seating areas in a relaxed, shaded environment. A terraced transition to the lower level promenades will provide informal seating opportunities, with the lower promenade providing a greater sense of connectivity with the inlet.
2.2.3 Station Park

Located opposite the Esplanade Train Station, Station Park will provide a focal point and entrance to the Waterfront Project that can accommodate small scale events in a tranquil, relaxed and sheltered environment.

It will mark the meeting point of the water, Promenade, William Street, Esplanade Station and the New Riverside Drive, providing a flexible area that functions both as a transient and destination space.

The detailed design of Station Park will respond to the requirements of the space as a meeting place and way finding point for people entering Elizabeth Quay from the west.

Station Park will offer views of the inlet, encouraging people to occupy the area for longer periods and creating an attractive area for the holding of small scale events.
2.2.4 The Landing

The Landing is a major element of the Master Plan. Located at the mid-point of the New Riverside Drive it will become a major node within Elizabeth Quay public realm.

The Landing will provide informal seating for large groups of people to attend events and look out over the river. The Landing will be integrated with the New Riverside Drive to provide flexible spaces that can accommodate large events. A stage could be floated on the water to the south of The Landing for events and performances. The Landing will incorporate public art and heritage interpretation in line with Elizabeth Quay Public Art and Heritage Interpretation Strategies.
2.2.5 William Street Landing

The William Street Landing is located at the southern edge of Elizabeth Quay between William Street and the western Promenade.

The William Street Landing will continue the Promenade, provide access to the water’s edge and create an observation point with views to the Inlet, the Island, Kings Park and across the Swan River.

In addition, the William Street Landing will incorporate the landing point for the potential future cable car connection between Elizabeth Quay and Kings Park creating an important transit node and meeting place.

The William Street Landing will use materials and finishes consistent with the Promenade design to provide a temporary treatment that can act as the forecourt for the possible development of the International Indigenous Cultures Museum in the future.
2.2.6 Barrack Square

Barrack Square will integrate the existing functions of the Barrack Street jetty into the project and build on this activity to create a major city destination at the southern end of Barrack Street.

The western edge of Barrack Square will be framed by activated, contemporary development of a scale consistent around the inlet. Development to the south and east of Barrack Square will be of a smaller scale that is consistent and complimentary to the existing built form in those locations.

Barrack Square provides a large pedestrian plaza at the southern end of Barrack Street. The roadways surrounding Barrack Square will be shared pedestrian priority zones with a high quality finish and a nominated bus and taxi set down and pick up area will also be provided.

Barrack Square will incorporate a wide central spine that will allow flexible use of the space, for various events such as markets or special events such as a parade.

Landscaping will incorporate a water feature to support the existing Bell Tower building and the eastern side of Barrack Square will integrate the existing feel of the Supreme Court Garden planting through the retention of large existing trees and additional plants.

Barrack Square contains remnant historical plantings, particularly in the south east and south west corners, these plantings together with the road layout indicate evidence of the Union Jack design employed in the formal layout of the of the Square in 1905.

This heritage significance of the square should be recognized and interpreted in accordance with the Elizabeth Quay Heritage Interpretation Strategy. The Vlamingh memorial will be relocated in consultation with the Heritage Council of WA and the City of Perth.
2.2.7 Lanes

Elizabeth Quay incorporates three lanes. Barrack Lane, William Lane and Riverside Lane form important pedestrian connections between William Street and the promenade and Barrack Square, Riverside Drive and the Promenade.

The spaces will be more intimate in scale than either Barrack Square or the Promenade and provide entry to Elizabeth Quay from the east and west.

Barrack Lane and Riverside Lane will respond to the materials of the Promenade and Barrack Square, seamlessly connecting the spaces.

Barrack Lane and Riverside Lane will accommodate the change in level between Barrack Street and the Promenade while ensuring universal access is maintained.

A kiosk building will terminate Riverside Lane on the Promenade and activate the space. The building edges of site 9 and 10 which frame Riverside Lane will also be activated.

William Lane will respond to the materials of the Promenade, it is the most intimate of these spaces.
2.2.8 The Island

The Island will predominantly be a passive garden space which will provide an oasis for leisure and relaxation in the overall circuit of the riverside promenade with expansive views across the river and back to the City.

The Island will incorporate a kiosk and be an engaging landscape experience for children and adults, a unique place that will capture the imagination. The Island shall be provided with a high level of active and passive surveillance and designed to incorporate the principles of Crime Prevention Through Environmental Design (CPTED) to create a safe environment for the public at all hours of the day and night.
2.2.9 The Bridge

The Bridge will connect The Island with the western Promenade and provide a key link in the continuous pedestrian access around the entire inlet.

The Bridge will also accommodate cyclists and integrate with the network of cycle paths along Elizabeth Quay and into the City.

The Bridge will become a unique and elegant sculptural element that identifies Elizabeth Quay and will be a place where tourists will want to have their photo taken.

The Bridge will be lightweight so as not to obstruct views between the Inlet and Perth Water and will be navigable and able to accommodate ferries and other vessels which require access to the Inlet.
3.0 Building Design

3.1 Buildings and the Public Realm

The street blocks have been designed to facilitate a relatively seamless transition between the existing urban fabric and the water’s edge, as a continuation of the city grid.

Buildings surround the water body to create an urban ‘frame’ to public spaces. Site envelopes prescribed in Section 5 will maintain sight lines and view corridors established in the Master Plan, ensuring that overshadowing of the inlet is minimized and that important elements of the public realm have access to sunlight.

The Master Plan provides an indicative built form to demonstrate desirable building types for development within Elizabeth Quay Project. Notionally, the Master Plan provides a range of heights from three to five storey podiums, with tower elements of up to 36 storeys.

However, development sites are intended to be flexible and to avoid over-regulation of heights and setbacks. Variation of building height or setbacks may be supported where innovation and exemplary design quality can be demonstrated to have a positive impact on the project area and the city skyline as a whole.

Design of individual sites must be responsive to neighbouring sites, the existing context and the public realm, and provide a positive contribution to the Project Area as a whole. Buildings should demonstrate design excellence, include fine grain architectural detail and be designed and oriented to minimize the impact of wind and overshadowing on the public realm.

The final form and function of the buildings is to ensure both civic quality and suitability for each particular site with a focus on the interface and activation of the adjacent public realm.

Applications for development approval will be reviewed by the Authority’s independent design review panel to ensure that proposals demonstrate design excellence and an appropriate response to the public realm.
3.1.1 Active Edges

DESIGN INTENT
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.

OBJECTIVE
Developments are to activate the street and lane frontages to create a vibrant, diverse, interactive and safe urban environment.

ACCEPTABLE DEVELOPMENT CRITERIA

▪ Maintain activation of buildings at ground floor level as shown in figure 6

▪ All buildings are to incorporate multiple at grade access points (unless otherwise indicated).

▪ Frontages are to be activated through a variety of uses at ground level with the provision of entry doors, shop fronts, operable doors to cafes and restaurants, windows and balconies to upper levels.

▪ Garage doors, car park entries and service areas should be integrated into the development and screened from view, blank walls are to be avoided.

▪ All buildings are to be visually transparent at ground level and incorporate innovative and creative design elements to accentuate entrances.
3.1.2 Urban Grain

DESIGN INTENT
Elizabeth Quay will create a pedestrian priority environment which provides safe, attractive and direct pedestrian access between the existing city, the public realm.

OBJECTIVE
Buildings will provide a high level of permeability by incorporating pedestrian connections across development sites. These lanes, passages and arcades will ensure excellent pedestrian access to the main public spaces within Elizabeth Quay Project.

ACCEPTABLE DEVELOPMENT CRITERIA

• Connections should provide the opportunity for a high quality urban pedestrian experience to complement the Elizabeth Quay as a diversified and incorporated destination.

• Connections must be well lit both night and day, open to passive and natural ventilation and protected from the weather.

• Multiple clearly defined entrances and visually and physically permeable facades facing onto the connections are encouraged.

• Provision of connections will require coordination between developers, the design of new buildings should consider and respond to the location of existing connections. Where buildings are adjacent to a vacant site the design should incorporate a connection that will allow future adjacent developments to continue that connection.

• A fine grain of permeability is required to be achieved both in-between, and in some cases, within the building blocks of the new development.
3.1.3 Podiums

DESIGN INTENT
Elizabeth Quay will be organised around mid-rise podiums with tower elements above that are setback from the street. The podium/tower design will facilitate the breaking up of the visual presence of the towers and provide view lines between the buildings.

The podiums present an opportunity for a diversity of use with a scale differentiation to the towers above; providing a sense of human scale to the streetscape and an appropriate built form response to the street context. The podiums also provide an ideal opportunity for increased upper level activation with roof top gardens.

OBJECTIVE
All developments are to exhibit a ‘fine grain’ and ‘human scale’ character at the podium and street level to ensure a quality street edge and reduce building bulk and massing.

ACCEPTABLE DEVELOPMENT CRITERIA

• Ensure that podiums address human scale in height and through design elements, such as balconies, windows and roof terraces.

• Building facades shall consider the alignment and proportion of neighbouring buildings and fit appropriately into the broader city context.

• Materials and Architectural features are to be used to articulate the built form to introduce fine-grain elements and assist in wind amelioration.

• Continuous pedestrian awnings are to be provided to all primary streets and to activated frontages to secondary streets.

• Active uses including communal terraces and gardens shall be incorporated into podium roofs.

• Podium roofs shall be designed to limit potential overlooking of residential areas
3.1.4 Towers

DESIGN INTENT
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.

OBJECTIVE
All developments will demonstrate exemplary contemporary design and innovation through the exploration of the tower 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.

ACCEPTABLE DEVELOPMENT CRITERIA

- Maintain view corridors as shown in figure 7.
- Maximise visual permeability through the site from all vantage points
- Position and orient the tower element(s) to maximize solar access to the public realm and assist in wind amelioration.
- Articulate and step the tower at different intervals to break up building mass and maximise views.
- Through use of materials or structure emphasize verticality of tower element(s).
- Towers that ‘come to ground’ or occupy portions of the setback areas as set out in Section 5.2 may be supported if it can be demonstrated that other design criteria have been met.
3.1.5 Public Art

DESIGN INTENT
Elizabeth Quay will recognise and celebrate the historical significance of the site and its contribution to the evolution of Perth as a city. Heritage interpretation is an important part of Elizabeth Quay and will shape the experiences of visitors, workers and residents.

OBJECTIVE
To recognise and interpret the cultural heritage of Elizabeth Quay through the creation of new public spaces and public art integration.

ACCEPTABLE DEVELOPMENT CRITERIA
- Development of heritage interpretation in Elizabeth Quay public realm shall be in accordance with Elizabeth Quay Heritage Interpretation Strategy.
- New buildings and public spaces should interpret the cultural heritage significance of Elizabeth Quay through integrated contemporary design responses.
- Authority Policy: Refer to the Authority’s Central Perth Development Policy, Providing Public Art and Development of Heritage Places.
3.1.6 Heritage

DESIGN INTENT
Elizabeth Quay will recognise and celebrate the historical significance of the site and its contribution to the evolution of Perth as a city. Heritage interpretation is an important part of Elizabeth Quay and will shape the experiences of visitors, workers and residents.

OBJECTIVE
To recognise and interpret the cultural heritage of Elizabeth Quay through the creation of new public spaces and public art installations.

ACCEPTABLE DEVELOPMENT CRITERIA

▪ Development of heritage interpretation in Elizabeth Quay public realm shall be in accordance with Elizabeth Quay Heritage Interpretation Strategy.

▪ New buildings and public spaces should interpret the cultural heritage significance of Elizabeth Quay through integrated contemporary design responses.

▪ Authority Policy: Refer to the Authority’s Central Perth Development Policy, Development of Heritage Places.
3.1.7 Solar Access

DESIGN INTENT
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.

OBJECTIVE
Developments are to be designed to minimise their impact on the amenity of the public realm and neighbouring developments.

ACCEPTABLE DEVELOPMENT CRITERIA

- Maintain minimum levels of solar access in the public realm on 1 September as shown in Figure 8.

- Consider the likely impact of adjacent development on the public realm, the cumulative impact of shadow from all development must not reduce solar access to less than the minimum levels as shown in Figure 8.

- Ensure that buildings and open spaces have access to sunlight and outlook.

- Orientate new buildings to optimise sunlight and outlook and to minimise overshadowing
3.1.8 Wind

DESIGN INTENT
The strong wind directions for Perth are typically east to north-east (morning) and south-west to west (afternoon). In order to ensure pedestrian comfort and safety, buildings are to be designed to mitigate the impacts of wind on the public realm and safeguard the overall outdoor amenity of the development.

OBJECTIVE
Developments are to be designed to provide acceptable environmental wind conditions in the public realm in accordance with the pedestrian comfort criteria for activity.

ACCEPTABLE DEVELOPMENT CRITERIA

▪ Achieve acceptable environmental wind conditions in the public realm as shown in Figure 9

▪ Take into account prevalent climatic conditions when planning the location of activities, particularly at ground floor and podium level:
  • Stationary long term refers to activities where people remain in the same location for 15 minutes or more e.g. outdoor dining areas, cafes, theatres and recreational playgrounds.
  • Stationary short term refers to activities where people remain in the same location between 5 and 15 minutes e.g. window shopping, waiting in plazas and building entrances.
  • Walking refers to activities where people are neither in constant motion nor remain in the same location, like walking and cycling.
  • Waterfront refers to activities exposed to the natural setting of the Swan River.

▪ Engage a qualified wind consultant to undertake wind tunnel and /or computer model testing during concept and detailed design stages to avoid induced winds into the public realm.

▪ A report, prepared by a qualified wind consultant, will be required to be submitted as part of any development application to confirm compliance with the acceptable environmental wind conditions.

▪ Integrate wind amelioration strategies into the building design from concept stage to meet the relevant pedestrian comfort criteria for activity set out in Table 1. Use of ‘add-ons’ such as screening or landscaping to provide direct wind amelioration will only be accepted as a tool to fine tune the design.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Acceptable Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stationary long term</td>
<td>Peak gust speed during the hourly average with a probability of exceedence of 0.1% in any 22.50 wind direction sector does not exceed 10 ms⁻¹.</td>
</tr>
<tr>
<td>Stationary short term</td>
<td>Peak gust speed during the hourly average with a probability of exceedence of 0.1% in any 22.50 wind direction sector does not exceed 13 ms⁻¹.</td>
</tr>
<tr>
<td>Walking</td>
<td>Peak gust speed during the hourly average with a probability of exceedence of 0.1% in any 22.50 wind direction sector does not exceed 16 ms⁻¹.</td>
</tr>
<tr>
<td>Waterfront</td>
<td>Peak gust speed during the hourly average with a probability of exceedence of 0.1% in any 22.50 wind direction sector does not exceed 20 ms⁻¹.</td>
</tr>
</tbody>
</table>

TABLE 1
Figure 9. Acceptable Public Realm Wind Criteria
3.2 Architectural Design

Elizabeth Quay represents the opportunity to create an iconic urban destination which will signify Perth in the 21st century and set the benchmark for future developments. Developers are to create architecture and public spaces that are exemplary in design quality at all levels of detail.

Development applications will be required to demonstrate exemplary, inspirational, innovative and creative designs that display an understanding of the public realm as the key element to the success of the Elizabeth Quay Project.

Elizabeth Quay is an opportunity for developers and designers to embrace innovation. New ideas and approaches are encouraged and variations should be demonstrated to be innovative in design quality and excellence.

These guidelines outline the baseline requirements of architectural quality, however, creative exploration of typologies, materials and strategies for the building sites are expected.
3.2.1 Architectural Expression

DESIGN INTENT
High quality buildings make an exemplary contribution to the quality of the public realm, providing pedestrian friendly streetscapes and contributing to the built fabric of the city. Elizabeth Quay Project should achieve a high standard of architectural design that offers a contemporary aesthetic.

Buildings should respond positively to the environment and the heritage of the site, creating a unique sense of place and generate interest in the city skyline.

OBJECTIVE

• Buildings within Elizabeth Quay are to demonstrate exemplary design quality of an international standard, generating interesting, innovative and creative architectural expression whilst remaining respectful to the Perth context.

ACCEPTABLE DEVELOPMENT CRITERIA

• All buildings must be designed by registered architects.

• Demonstrate innovative design by incorporating contemporary construction techniques and architectural excellence.

• Respond to adjacent buildings, streetscape design and city identity when developing a design solution.

• Buildings on corner lots are to provide a legible and memorable experience. The developments are to acknowledge the intersection of the adjoining streets through their position and massing on the site. Since the characteristics along intersecting streets may vary, the building design and architectural detail on corner sites should respond to the difference in conditions.

• Public Art within development sites must be in accordance with the Elizabeth Quay Public Art Strategy and the Elizabeth Quay Heritage Interpretation Strategy.

• Signage and graphics should be an integral component of the design of buildings and facades, to avoid ‘cluttering’ the public domain and to compliment the architectural expression of the building.
3.2.2 Materials

DESIGN INTENT
Buildings in Elizabeth Quay will be of a high quality finish that reflects the significance of the Project Area and the broader West Australian landscape.

OBJECTIVE
Developments should incorporate the use of high quality locally sourced materials to create innovative and exemplary design outcomes whilst recognising the cultural significance of the site.

ACCEPTABLE DEVELOPMENT CRITERIA

- Materials should be of an extremely high quality to reflect the significance of Elizabeth Quay and the cultural heritage of the site.

- Wherever possible, materials should be locally sourced to minimise embodied energy levels and create a unique sense of place.

- The material selection should be appropriate for the Perth climate and reflect the broader West Australian landscape through the use of local hard-scape and soft-scape materials.

- Materials should be employed and detailed in ways that are innovative and non-conventional.
### 3.2.3 Building Layout and Orientation

**DESIGN INTENT**
The orientation and configuration of internal spaces and uses has a significant impact on the functionality of buildings and the amenity of workers, residents and visitors. The design of all new buildings should take into account solar access, with towers aligned to reduce overshadowing and to take advantage of natural cross ventilation and access to natural light. View corridors between the city and the Swan River should also be retained.

**OBJECTIVE**
To enhance the amenity of residents and workers all buildings are to be designed to provide usable functional spaces that accommodate desired uses in a manner that maximises solar access and passive ventilation whilst minimising overshadowing and overlooking of adjacent buildings.

**ACCEPTABLE DEVELOPMENT CRITERIA**
- Maintain view corridors as shown in figure 5 (page 30)
- Provide at least 20 metres spacing between towers to secure outlook, daylight access and privacy for residents.
- Residential apartments are to be designed so that all living areas and balconies have access to northern daylight and winter sunshine wherever possible.
- Provide functional private open space for individual dwellings in the form of balconies or an appropriate alternative, using an innovative design response.
- Provide appropriate shading to windows to minimise solar heat gain, considering orientation, glare, etc.
- Incorporate natural cross ventilation through residential apartments.
- Towers are to be designed to ensure that all sides of the building provide visual interest.
- All residential units are to be provided with an external store room with a minimum area of 4m² and a minimum internal dimension of 1.5m and minimum height of 2.2m.

### 3.2.4 Communal Open Space

**DESIGN INTENT**
Development sites to provide communal open space at roof top and podium levels, by incorporating roof terraces into the design of the building.

**OBJECTIVES**
Podiums and tower roof spaces will be designed as accessible and functional areas for communal use by residents and or visitors.

**ACCEPTABLE DEVELOPMENT CRITERIA**
- A minimum area equivalent to 20% of the lot area is to be provided as communal open space in the form of plazas and/or terraces in or on the podium levels and/or as part of the rooftops.
- These areas should be incorporated into the design of the building and actively programmed as gardens, green space, or active or passive recreational space.
- An allowance of space for communal activity is also to be provided within buildings. These should be designated areas such as recreational facilities (gyms, pools etc) and communal facilities (shared kitchens, meeting rooms, multimedia rooms, games rooms etc).
- Forecourts and lobbies should also be designed as communal spaces which respond to both the public and private realm, rather than as blank thoroughfares.
3.2.5 Sustainability

DESIGN INTENT
Elizabeth Quay will be an exemplar project in terms of urban sustainability. Sustainable design elements are to be integrated into architectural design rather than becoming the dominant feature, creating ‘Design that is Sustainable, not Sustainable Design’.

OBJECTIVE
Buildings will be designed to achieve international excellence for environmental sustainability through innovative design, construction and management.

ACCEPTABLE DEVELOPMENT CRITERIA

▪ Authority Policy: Refer to the Authority’s Central Perth Development Policy, Green Building Design.

▪ Individual development sites are to meet the requirements of the Tier Rating identified in the Site Specific Building Requirements tables in Section 5.2
3.2.6 Roofs

DESIGN INTENT
Careful consideration is to be given in the design of roof tops. Active open space at roof level provides opportunity to create a unique sense of place for Elizabeth Quay. Roofs will be used to provide landmark features which can help define a sense of place within the city context.

OBJECTIVE
Roof forms will be an integral and functional aspect of the overall building design, which contribute positively to the amenity offered to residents, workers and visitors of Elizabeth Quay.

ACCEPTABLE DEVELOPMENT CRITERIA

- Incorporate and conceal plant and lift overruns as an integral part of roof design.

- Incorporate elements such as solar or wind collectors into an innovative building design solution.

- New towers are to be designed to contribute positively to the skyline through distinctive shaping of the roof and upper floors of the building.

- Incorporate external lighting and signage to accentuate the roof as part of an innovative, high quality building design.

- Roof tops should be functional and at a minimum 50% accessible, providing functions that contribute to the amenity and vibrancy of Elizabeth Quay.

- Incorporate communal gardens and orchards on roof spaces where possible.

- To provide an urban habitat and reduce building heat gain, innovative local xerophytic plant species could be planted on roof decks which are not accessible by people. Stormwater from roofs should be collected and reused as irrigation.
3.2.7 Universal Access

DESIGN INTENT
A principle objective of Elizabeth Quay Project is the establishment and maintenance of a sustainable community – the success of which depends largely on the diversity and robustness of this community. One of the means to achieving this is to ensure that all buildings in Elizabeth Quay are to be universally accessible. That is they are designed to be usable by people of all ages, incomes and abilities to the greatest extent possible without the need for adaptation. Designing for access will not only assist people with disabilities but also carers, older people and people with small children.

OBJECTIVE
Developments provide a universally accessible environment as an integral component of each building.

ACCEPTABLE DEVELOPMENT CRITERIA

• A report prepared by an accredited access consultant will be required to be submitted as part of any development application to demonstrate that all development proposals comply with the access obligations of the Disability Discrimination Act and all applicable Australian Standards.

• To ensure universal access the accredited access consultant should have on-going input at all stages of the design and construction process, including project completion.

• Authority Policy: Refer to the Authority’s Central Perth Development Policy, Accessible and Adaptable Housing.

3.2.8 Dwelling Diversity

DESIGN INTENT
In addition to designing for access, the Authority is committed to maintaining and enhancing residential diversity within Elizabeth Quay. The Authority aims to provide diversity of housing stock and residential choice in three key areas:

• A range of dwelling types

• Affordable housing

• Adaptable buildings

OBJECTIVE
Developments are required to provide a variety of dwelling sizes and types in order to create a diverse, sustainable development with varied activities, accessible to a broad socio-economic population.

ACCEPTABLE DEVELOPMENT CRITERIA

• Authority Policy: Refer to the Authority’s Central Perth Development Policy, Affordable and Diverse Housing.

• Authority Policy: Refer to the Authority’s Central Perth Development Policy, Working from Home.
3.2.9 Safety

DESIGN INTENT
Buildings have an impact on perceptions of safety and security. In order to create a safe urban environment during all hours of the day and night developments should minimize the opportunity for crime and maximize the sense of safety through the design and management of built and landscaped environments.

OBJECTIVE
Ensure that all developments are safe and secure for residents, workers and visitors and contribute to the safety of the public realm.

ACCEPTABLE DEVELOPMENT CRITERIA:

• A report, prepared by an accredited CPTED consultant, will be required to be submitted as part of any development application to confirm that the development has been designed in accordance with:-

  • Design principles of Crime Prevention Through Environmental Design (CPTED);

  • City of Perth’s Planning Policy ‘Designing Out Crime’; and/or

  • Western Australian Planning Commission ‘Designing out Crime Planning Guidelines’

3.2.10 Acoustics

DESIGN INTENT
The development of mixed use buildings within an inner city context provides the potential for noise intrusion and emissions, especially considering the locality of the Bell Tower, bus and rail stations and night time activation. Such issues must be addressed at the planning and design stage to ensure that appropriate measures are taken to minimise impacts.

OBJECTIVE
Ensure all developments are designed and constructed to incorporate high performance acoustic attenuation measures and materials.

Authority Policy: Refer to the Authority’s Central Perth Development Policy, Sound Attenuation.
4.0 Access and Servicing

4.1 Car Parking

DESIGN INTENT
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.

OBJECTIVE
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.

ACCEPTABLE DEVELOPMENT CRITERIA
Parking shall be provided in accordance with the following table:

<table>
<thead>
<tr>
<th>Type</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non</td>
<td>Maximum car parking bays in accordance with the Perth Parking Policy.</td>
</tr>
<tr>
<td>Residential</td>
<td>In addition scooter/motorbike parking shall be provided at 1 bay per 10 parking bays of the total parking bays provided.</td>
</tr>
<tr>
<td>Residential</td>
<td>Maximum car parking of 0.7 bays per dwelling.</td>
</tr>
<tr>
<td></td>
<td>In addition scooter/motorbike parking provided at 1 bay per 5 parking bays of the total parking bays provided.</td>
</tr>
</tbody>
</table>

- Pedestrian access to underground parking shall be provided within buildings and not within the public realm.
- Provide well considered pedestrian access from the car park to lobbies, foyers and individual apartment entrances.
- Design parking areas to assist with orientation, including directional signage.
- All parking areas are to be designed in accordance with AS2890.1 and are to be well lit, safe and secure.
- All non-residential parking bays are required to be licensed by the Department of Transport in accordance with the Perth Parking Management Act. A License Application is to be submitted to the Office of State Revenue following receipt of Development Approval from the Authority.

OBJECTIVE
Parking facilities shall be integral to the development and where aboveground sleeved or creatively screened from view to enhance the pedestrian environment.

ACCEPTABLE DEVELOPMENT CRITERIA
- Basement level parking is encouraged wherever possible through the use of space saving parking technology such as car stackers, car lifts and automotive parking systems.
- Alternative methods of parking shall 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.
- Where parking is provided at ground floor or podium level it shall be screened from view and sleeved behind other activities such as retail or office.
### 4.2 Bicycle Parking

**DESIGN INTENT**  
Through the provision of convenient end of trip facilities and secure bicycle parking, developments in Elizabeth Quay will encourage the use of bicycles as a convenient form of transport.

**OBJECTIVE**  
Developments will provide safe and secure bicycle storage and end-of-trip facilities to encourage alternative methods of transport.

**ACCEPTABLE DEVELOPMENT CRITERIA**  
Provide secure bicycle parking and end of trip facilities in accordance with the following table:

- **Commercial:** Secure bicycle parking for a minimum of 10% of building staff (based on 1 person per 15m² of Net Lettable Area (NLA)); and

- **Accessible showers:** Minimum of two female and two male showers, located in separate changing rooms, for the first 10 bicycle parking bays. Additional shower facilities to be provided at a rate of one male and one female shower for every 10 bicycle parking bays thereafter.

- **Changing facilities:** One secure locker for each bicycle parking bay.

- **Visitor Bicycle Storage:** A minimum of 10 bicycle parking bays located in the public realm and signed near the main public entrance to the building.

- **Residential:** Bicycle parking facilities for multiple dwellings, short-stay accommodation and serviced apartments shall be provided at a minimum of 1 bay per three units.

- Bicycle parking facilities are to be designed, located and constructed in accordance with AS 2890.3 and Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.

- The changing rooms must be secure facilities capable of being locked and located adjacent to the showers in a well lit area which is capable of easy surveillance.

- Lockers and change rooms should be well ventilated and be of a size sufficient to allow the storage of cycle clothing and equipment.

- The end of journey facilities should be located as close as possible to the bicycle parking facilities.
4.3 Vehicle Access

DESIGN INTENT
To ensure provision of safe, secure, accessible and visually acceptable parking for residents and workers, it is important to minimise the visual impact of access to garages by incorporating these elements as integral components of the building design. Vehicle movement must not compromise pedestrian movement and safety.

OBJECTIVE
Ensure that the design and location of vehicle access and circulation does not compromise pedestrian movement and safety or the design quality of the building and public spaces.

ACCEPTABLE DEVELOPMENT CRITERIA

- A Traffic Impact Assessment compiled by a qualified traffic engineer must be submitted with any application for Development Approval. The report should make reference to the location of the Primary and Secondary frontages defined in the Lot Specific Guidelines and identify the main vehicle, bicycle and pedestrian routes through Elizabeth Quay Project.

- Vehicle access shall be designed and detailed as an integral component of the development and be incorporated into the design treatment of the streetscapes.

- Vehicle crossovers must be located and designed not to impede pedestrian and cyclist movement and allow for safe and efficient access to the adjoining carriageway.

- Vehicle access gates should not detract from the architectural character of the streetscape or the visual quality of the buildings.

- Loading, service and car park access areas should be located and designed to minimise impact on the public realm. Single discrete crossovers and vehicle access points are preferred over multiple or large, combined alternatives.

- Service areas should be incorporated as integral components of both the building and the streetscape through a consistent language of materials and design.

- Separate entries should be provided for vehicular and cycle access.
4.4 Building Services

DESIGN INTENT
The servicing functions of a building will be designed to ensure that the potential to have a negative impact on the amenity of the building, surrounding developments and the public realm is reduced.

OBJECTIVE
Ensure that the servicing requirements for any development do not impact negatively on the character and amenity of the public realm.

▪ Authority Policy: Refer to the Authority’s Development Policy, Additional Structures to Buildings.

ACCEPTABLE DEVELOPMENT CRITERIA

▪ Loading and service areas should be located and designed to minimise their visibility from, and impact on the amenity of the public realm.

▪ Air conditioning units must not be visible from the street or above the roofline of buildings.

▪ Piped and wired services are to be concealed from public view.

▪ FESA pumps and booster cabinets, transformers and any other utility requirements shall be incorporated into the design of the building in such a way to minimize the impact on the extent of activated frontages and the public realm.

▪ Service meters and related infrastructure are to be wholly contained within the subject lot boundary and fully integrated into the development to minimise any impact on the streetscape.

▪ The provision of outdoor clothes drying areas is encouraged, wherever possible, as a way of minimising the use of clothes dryers (and therefore reducing energy consumption). Clothes drying areas shall be appropriately screened so as not to be visible from the street.

▪ Provide secure and accessible facilities for mail and parcel drop off that are integrated into the building design.

OBJECTIVE
Ensure that waste management is planned and coordinated as an integral component of the design and development process.

ACCEPTABLE DEVELOPMENT CRITERIA

▪ A Waste Management Plan is to be prepared in conjunction with the City of Perth and must be submitted as part of the Development Approval application. Refuse storage and collection facilities are to comply with the requirements of the City of Perth.

▪ Ensure that on-site waste management and hygienic storage facilities are considered in design, taking into account the need for easy access for drop off and collection, that limits pedestrian and vehicle disruption.

▪ Plan kitchens and waste storage/collection areas to allow sorting of waste for recycling purposes.

▪ Screen service yards and bin enclosures from general view to prevent the release of odours and sound emissions.

▪ Screening mechanisms should be integrated into the design of the building. Ensure that service areas are in appropriate locations.
5.0 Specific Guidelines

This section describes the specific guideline requirements for the development of Elizabeth Quay in accordance with the approved Master Plan.

The maximum tower envelope is shaded blue in the diagrams in Section 5.2. These tower envelopes show the limits of developable area above the podium on each site. The maximum size of tower form within these envelopes is determined as indicated in Figure 10, towers may be located anywhere with the tower envelope subject to the satisfaction of provisions in Section 3.0 Public Realm.

The indicative tower forms demonstrate the acceptable building heights, scale and bulk of development within each envelope subject to compliance with the provisions of Section 3.0 – Building Design.

5.1 Specific Provisions

The specific guidelines define the development requirements for each individual lot, including lot area, land-use and built form, in terms of setbacks and building height.

5.1.2 Building Envelopes

Building envelopes have been determined to ensure an appropriate scale of development with moderated building bulk and appropriate setback from streets above podium level and separation between towers. The provisions in Figure 10 opposite apply to all sites.

Building envelopes are illustrated in 3-Dimensional diagrams, plans and sections, to represent the permitted extent of the overall building zone within which proposed developments can be located. The proposed scale of the urban form for the Perth Waterfront Project in terms of bulk and height is illustrated in the indicative Building Diagrams in Part 5.2.

Building Diagrams are illustrative only and are not intended to define the most appropriate built form, other tower and podium forms and locations that fit within the building envelope and satisfy the provisions of the Guidelines are possible.
5.1.3 Setbacks
Setbacks have been defined to establish the street proportions, streetscape character and the required separation distance between buildings in order to protect the amenity of adjoining developments and the public realm.

5.1.4 Building Height
In conjunction with the defined setbacks, building heights to podiums and tower structures have been defined to manage the built form and visual impact of development within Elizabeth Quay.

The control of building heights will ensure the desired character and proportions of the streets, whilst permitting an appropriate expression of built-form to create new landmark buildings that provide legibility markers in the city skyline.

Building height is controlled by two measures. The maximum height is indicated by the height given in metres (ie. 25m). The maximum scale of development is indicated by reference to storeys (ie. 6 storeys).

<table>
<thead>
<tr>
<th>Podium</th>
<th>Podium</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Nil setback from all boundaries</td>
<td>- Nil setback from all boundaries</td>
</tr>
<tr>
<td>- Min and max podium height as per 5.2 Site Specific Guidelines</td>
<td>- Min and max podium height as per 5.2 Site Specific Guidelines</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tower Envelope</th>
<th>Tower Envelope</th>
</tr>
</thead>
<tbody>
<tr>
<td>- 5m min setback from boundaries above podium</td>
<td>- 5m min setback from north and south boundaries above podium</td>
</tr>
<tr>
<td>- Min and max tower height as per 5.2 Site Specific Guidelines</td>
<td>- 10m min setback from east and west boundaries above podium</td>
</tr>
<tr>
<td></td>
<td>- Min and max tower height as per 5.2 Site Specific Guidelines</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tower Floor Plate</th>
<th>Tower Floor Plate</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Max floor plate 60% area of Tower Envelope</td>
<td>- Max floor plate 60% area of Tower Envelope</td>
</tr>
<tr>
<td>- Min and max tower height as per 5.2 Site Specific Guidelines</td>
<td>- Min and max tower height as per 5.2 Site Specific Guidelines</td>
</tr>
<tr>
<td>- 20m min tower separation</td>
<td>- 20m min tower separation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tower Distribution</th>
<th>Tower Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Max permitted floor plate area may be distributed across more than one tower on a single development site.</td>
<td>- Max permitted floor plate area may be distributed across more than one tower on a single development site.</td>
</tr>
<tr>
<td>- Min and max tower height as per 5.2 Site Specific Guidelines</td>
<td>- Min and max tower height as per 5.2 Site Specific Guidelines</td>
</tr>
<tr>
<td>- 20m min tower separation</td>
<td>- 20m min tower separation</td>
</tr>
</tbody>
</table>
5.2 Site Specific Guidelines

5.2.1 Kiosks

DESIGN INTENT
Kiosks will be designed as specialised destinations within Elizabeth Quay that will provide a range of functions and services throughout the day and night.

OBJECTIVE
To provide highly activated focal points and welcoming destinations within Elizabeth Quay that will contribute to a vibrant and varied experience for visitors, residents and workers.

ACCEPTABLE DEVELOPMENT

• Kiosk will be designed as bespoke responses to their location and function.

• Contemporary, innovative design with at grade access from adjacent public realm.

• Maximise visual connection, integration and activation with the adjacent public realm.

• All services and related infrastructure will be fully integrated into the design and screened from public view.

• Provide a variety of complementary uses that respond to the needs of residents, workers and visitors and contribute to the activation of Elizabeth Quay at day and night.
5.2.2 Site 1

Site 1 is the location for the proposed nationally significant centre of indigenous culture, art and learning. Extending over the Swan River from the south end of William Street, the centre will present an opportunity to celebrate indigenous culture in one of the State’s most recognisable and iconic settings.

The location at the foot of William Street has been selected due to its visual prominence, both within Elizabeth Quay itself and from key vantage points such as Kings Park.

The centre will be designed as a landmark feature of international architectural standard which will respond to the high profile site context and the function and operational requirements of the building.

DEVELOPMENT PRINCIPLES

The National Indigenous Cultural Centre will be situated at the base of William Street, extending out over the river on a platform structure.

The building design will:

• Be an internationally recognised and culturally relevant landmark building incorporating iconic architecture and high quality, natural building materials.

• Provide a significant point of interest at the south west corner of Elizabeth Quay, integrating with the public realm, the adjacent Site 2 and the potential cable car connection to Kings Park.

• Incorporate highly activated edges and strong visual connections with the Swan River and the wider Elizabeth Quay.
5.2.3 Site 2

DEVELOPMENT INTENT
Site 2 is located on the western side of the inlet, with vehicular access from William Street, and has frontages to the western Promenade, William Street Landing to the south and William Lane to the north.

The site is located adjacent to the proposed site for the proposed National Indigenous Cultural Centre, the proposed Bridge to the Island and the potential cable car to Kings Park, all of which will provide significant pedestrian activation to the southern end of the site.

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

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

SPECIFIC BUILDING REQUIREMENTS

| Site Area | 3060m² |
| Preferred Land Use | Ground Floor: Shops, restaurant/café  
Upper Podium: Shops, restaurant/café, residential, serviced apartment, hotel  
Tower: Residential, serviced apartments and hotel |
| Podium Height | Minimum: 2 storeys up to 8 metres  
Maximum: 5 storeys up to 20 metres |
| Tower Height (incl Podium) | Minimum: 12 storeys  
Maximum: 20 storeys |
| Lot Setbacks | Nil to lot boundary at ground level |
| Setbacks above podium | Minimum: 5 metres |
| Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments | 200 |
| Green Building Policy Classification | Minimum Tier 2 |
| Vehicle and Service Access | William Street |
| Solar Access (refer section 3.1.7) | Maintain 80% minimum solar access to The Promenade at 12pm on 1 September |
Note: The information shown in these tables/diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

Preferred Land Uses
- Shops, Restaurant/Cafe
- Shops, restaurant/Cafe, tavern, small bar.
- Shops, restaurant/Cafe, residential, serviced apartment hotel
- Office,Shops, restaurant/Cafe, residential, serviced apartment hotel
- Residential, serviced apartment and hotel
- Office, residential, serviced apartment and hotel

Active Edges
(See Sec 3.1.1)

Primary Frontage
- [Diagram]

Secondary Frontage
- [Diagram]

Sections
section A
- [Diagram]
section B
- [Diagram]
5.2.4 Site 3

DEVELOPMENT INTENT
Site 3 is located on the western side of the inlet, with vehicular access from William Street and has frontages to the western promenade, Station Park to the north and William Lane to the south.

The proximity to the Esplanade Train Station, Station Park and the Transperth ferry terminal on the western Promenade will provide excellent exposure to pedestrian traffic and the ground level will be designed to incorporate a range of activated uses that will contribute to the activation of the adjacent public realm during the day and night.

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

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

SPECIFIC BUILDING REQUIREMENTS

<table>
<thead>
<tr>
<th>Site Area</th>
<th>3148m2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preferred Land Use</td>
<td></td>
</tr>
<tr>
<td>Ground Floor:</td>
<td>Shops, restaurant/ café</td>
</tr>
<tr>
<td>Upper Podium:</td>
<td>Shops, restaurant/ café, residential, serviced apartment, hotel</td>
</tr>
<tr>
<td>Tower:</td>
<td>Residential, serviced apartments and hotel</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Podium Height</th>
<th>Minimum: 2 storeys up to 8 metres &lt;br&gt;Maximum: 5 storeys up to 20 metres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tower Height (incl Podium)</td>
<td>Minimum: 15 storeys &lt;br&gt;Maximum: 25 storeys</td>
</tr>
<tr>
<td>Lot Setbacks</td>
<td>Nil to lot boundary at ground level</td>
</tr>
<tr>
<td>Setbacks above podium</td>
<td>Minimum: 5 metres</td>
</tr>
<tr>
<td>Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments</td>
<td>285</td>
</tr>
<tr>
<td>Green Building Policy Classification</td>
<td>Minimum Tier 2</td>
</tr>
<tr>
<td>Vehicle and Service Access</td>
<td>William Street</td>
</tr>
<tr>
<td>Solar Access (refer section 3.1.7)</td>
<td>Maintain 80% minimum solar access to The Promenade at 12pm on 1 September</td>
</tr>
</tbody>
</table>
Note: The information shown in these tables/diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.
5.2.5 Site 4

DEVELOPMENT INTENT
Site 4 is located at the north-western corner of Elizabeth Quay and has frontages onto William Street, the Esplanade, New Riverside Drive and the extension of Howard Street.

Located opposite the Esplanade Train Station and adjacent to Station Park, the site will receive significant pedestrian activity and ground level interaction.

The northern boundary of the site along the Esplanade will be highly activated at street level to enliven the northern entry point to the Inlet.

The podium provides retail opportunities over a number of levels, with the tower above envisaged to be among the tallest within the Waterfront Project at up to 36 stories in height. The tower will provide views across the city, the Inlet, Kings Park and the Swan River.

SPECIFIC BUILDING REQUIREMENTS

<table>
<thead>
<tr>
<th>Site Area</th>
<th>4496m²</th>
</tr>
</thead>
</table>
| Preferred Land Use | **Ground Floor:** Shops, restaurant/café, tavern, small bar.  
**Upper Podium:** Shops, restaurant/café, office, residential, serviced apartment, hotel  
**Tower:** Office, residential, serviced apartments and hotel |
| Podium Height | **Minimum:** 2 storeys up to 8 metres  
**Maximum:** 6 storeys up to 24 metres |
| Tower Height (incl Podium) | **Minimum:** 20 storeys  
**Maximum:** 36 storeys |
| Lot Setbacks | Nil to lot boundary at ground level |
| Setbacks above podium | **Minimum:** 5 metres |
| Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments | 0 |
| Green Building Policy Classification | Minimum Tier 2 |
| Vehicle and Service Access | Howard Street |
| Solar Access (refer section 3.1.7) | Maintain 50% minimum solar access to Station Park at 12pm on 1 September |
Note: The information shown in these tables diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.
### 5.2.6 Site 5

**DEVELOPMENT INTENT**

Site 5 is located to the north of New Riverside Drive and has frontages to the Esplanade, New Riverside Drive and Howard Street.

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 ream.

#### SPECIFIC BUILDING REQUIREMENTS

<table>
<thead>
<tr>
<th>Site Area</th>
<th>3630m²</th>
</tr>
</thead>
</table>
| Preferred Land Use | **Ground Floor:** Shops, restaurant/cafés, tavern, small bar.  
**Upper Podium:** Shops, restaurant/cafés, office, residential, serviced apartment, hotel  
**Tower:** Office, residential, serviced apartments and hotel |

| Podium Height | Minimum: 2 storeys up to 8 metres  
Maximum: 6 storeys up to 24 metres |
| Tower Height (incl Podium) | Minimum: 20 storeys  
Maximum: 30 storeys |
| Lot Setbacks | Nil to lot boundary at ground level |
| Setbacks above podium | **Minimum:** 5 metres |
| Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments | 0 |
| Green Building Policy Classification | Minimum Tier 2 |
| Vehicle and Service Access | Howard Street |
| Solar Access (refer section 3.1.7) | Maintain 80% minimum solar access to The Landing at 12pm on 1 September |
Note: The information shown in these tables diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.
5.2.7 Site 6

DEVELOPMENT INTENT
Site 6 is located to the north of New Riverside Drive, and has frontages to the Esplanade, New Riverside Drive and Sherwood Court.

Site 6 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.

<table>
<thead>
<tr>
<th>SPECIFIC BUILDING REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Area</td>
</tr>
<tr>
<td>Preferred Land Use</td>
</tr>
<tr>
<td>Ground Floor: shops, restaurant/café, tavern, small bar.</td>
</tr>
<tr>
<td>Upper Podium: shops, restaurant/café, office, residential, serviced apartment, hotel</td>
</tr>
<tr>
<td>Tower: Office, residential, serviced apartments and hotel</td>
</tr>
<tr>
<td>Podium Height</td>
</tr>
<tr>
<td>Minimum: 2 storeys up to 8 metres</td>
</tr>
<tr>
<td>Maximum: 6 storeys up to 24 metres</td>
</tr>
<tr>
<td>Tower Height (incl Podium)</td>
</tr>
<tr>
<td>Minimum: 20 storeys</td>
</tr>
<tr>
<td>Maximum: 30 storeys</td>
</tr>
<tr>
<td>Lot Setbacks</td>
</tr>
<tr>
<td>Nil to lot boundary at ground level</td>
</tr>
<tr>
<td>Setbacks above podium</td>
</tr>
<tr>
<td>Minimum: 5 metres</td>
</tr>
<tr>
<td>Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments</td>
</tr>
<tr>
<td>Minimum: 0</td>
</tr>
<tr>
<td>Green Building Policy Classification</td>
</tr>
<tr>
<td>Vehicle and Service Access</td>
</tr>
<tr>
<td>Solar Access (refer section 3.1.7)</td>
</tr>
</tbody>
</table>
Note: The information shown in these tables and diagrams, such as lot boundaries and lot sizes, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.
5.2.8 Site 7

DEVELOPMENT INTENT
Development site 7 is located to the north of New Riverside Drive and has frontages on The Esplanade, New Riverside Drive and Sherwood Court.

Site 7 is centrally located to the north of Elizabeth Quay, and provides views and amenity out across the water.

The lower levels provide opportunity for specialty shops, with a ground plane that is permeable and integrated with the public realm. The podium above offers opportunities for retail, serviced apartments and residential accommodation.

Development on Site 7 is to include heritage interpretation that compliments and builds upon heritage interpretation elements in the public realm relating to Florence Hummerston Kiosk. Design of interpretation elements is to be consistent with the Elizabeth Quay Heritage Interpretation Strategy.

<table>
<thead>
<tr>
<th>SPECIFIC BUILDING REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Area</td>
</tr>
<tr>
<td>Preferred Land Use</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Podium Height</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Tower Height (incl Podium)</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Lot Setbacks</td>
</tr>
<tr>
<td>Setbacks above podium</td>
</tr>
<tr>
<td>Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments</td>
</tr>
<tr>
<td>Green Building Policy Classification</td>
</tr>
<tr>
<td>Vehicle and Service Access</td>
</tr>
<tr>
<td>Solar Access (refer section 3.1.7)</td>
</tr>
</tbody>
</table>
Note: The information shown in these tables diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.
5.2.9 Site 8

DEVELOPMENT INTENT
Site 8 is located in the north-east corner of Elizabeth Quay and has frontages to Barrack Street, the Esplanade and New Riverside Drive. Site 8 is adjacent to Supreme Court Gardens and the north east corner of the site contains significant mature landscaping that should be retained to maintain connection to the landscape setting of Supreme Court Gardens.

Along with the significant views across the Supreme Court Gardens to the east of the site, the development will provide views of the Swan River, the Inlet and the city together with opportunity for integrated pedestrian connections such as arcades.

Development on Site 8 will be designed to reinforce the north eastern entrance to the project through an innovative architectural response that provides a positive experience for pedestrians. The development will be designed to respond to the site levels incorporating multiple ground floor openings at grade to all frontages and protection from the sun and prevailing winds through continuous awnings.

Development will be of international quality architectural design that provides a positive addition to the city skyline, with a podium and tower element that responds to adjacent buildings and the site context maintains view lines to and from the Inlet and minimises overshadowing of the public realm and adjacent buildings.

Development on Site 8 is to include heritage interpretation that compliments and builds upon heritage interpretation elements in the public realm relating to Florence Hummerston Kiosk. Design of interpretation elements is to be consistent with the Elizabeth Quay Heritage Interpretation Strategy.

SPECIFIC BUILDING REQUIREMENTS

| Site Area | 3265m² |
| Preferred Land Use | **Ground Floor**: Shops, restaurant/café, tavern, small bar.  
**Upper Podium**: Office, shops, restaurant/café, residential, serviced apartment, hotel  
**Tower**: Office, residential, serviced apartments and hotel |
| Podium Height |  
Minimum: 2 storeys up to 8 metres  
Maximum: 6 storeys up to 24 metres |
| Tower Height (incl Podium) |  
Minimum: 20 storeys  
Maximum: 36 storeys |
| Lot Setbacks | Nil to lot boundary at ground level |
| Setbacks above podium | Minimum: 5 metres |
| Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments | 0 |
| Green Building Policy Classification | Minimum Tier 2 |
| Vehicle and Service Access | Barrack Street |
| Solar Access (refer section 3.1.7) | Maintain 80% minimum solar access to The Promenade at 12pm on 1 September |
Note: The information shown in these tables diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to date information.
5.2.10 Site 9

DEVELOPMENT INTENT
Site 9 is located to the east of the Inlet, with frontages to New Riverside Drive, Barrack Street, the eastern Promenade and Riverside Lane to the south.

Development will be designed to respond to site levels and maximise visual permeability at ground level with multiple ground floor openings at grade to the east and west elevations, activated edges to the north and south elevations and protection from the sun and prevailing winds through continuous awnings.

The tower element above will be of international quality architectural design and positioned to respond to the site context and adjacent buildings, maintaining view lines to and from the Inlet and Riverside Drive and to and from the Landing and the Bell Tower.

The site has frontages to the adjacent Supreme Court Gardens, Barrack Square and the surrounding promenades offering a high level of amenity to the site which should be well activated at street level.

Site 9 is located in close proximity to the Bell Tower housing the Swan Bells, which are rung daily at regular intervals. Development on Site 9 will be designed to ensure that the bells do not negatively impact on future residents or on the acoustic environment in the public realm.

SPECIFIC BUILDING REQUIREMENTS

<table>
<thead>
<tr>
<th>Site Area</th>
<th>3438m²</th>
</tr>
</thead>
</table>
| Preferred Land Use | **Ground Floor:** Shops, restaurant/café  
**Upper Podium:** Shops, restaurant/café, residential, serviced apartment, hotel  
**Tower:** Residential, serviced apartments and hotel |
| Podium Height | Minimum: 2 storeys up to 8 metres  
Maximum: 5 storeys up to 20 metres |
| Tower Height (incl Podium) | Minimum: 12 storeys  
Maximum: 20 storeys |
| Lot Setbacks | Nil to lot boundary at ground level |
| Setbacks above podium | Minimum: 5 metres |
| Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments | 250 |
| Green Building Policy Classification | Minimum Tier 2 |
| Vehicle and Service Access | Barrack Street |
| Solar Access (refer section 3.1.7) | Maintain 100% minimum solar access to Barrack Square at 12pm on 1 September |
Note: The information shown in these tables and diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.
5.2.11 Site 10

DEVELOPMENT INTENT
Site 10 is located to the east of the Inlet, with frontages to New Riverside Drive, Barrack Street, the eastern promenade and Barrack Lane to the south.

Development will be designed to respond to site levels and maximise visual permeability and connection between Barrack Square and the Promenade with multiple ground floor openings at grade to the east and west elevations, activated edges to the north and south elevations and protection from the sun and prevailing winds through continuous awnings.

The tower element above will be of international quality architectural design and positioned to respond to the site context and adjacent buildings, maintaining view lines between the Inlet and Riverside Drive and between the Landing and the Bell Tower spire.

Site 10 is located adjacent to the Bell Tower housing the Swan Bells, which are rung daily at regular intervals. Development on Site 10 will be designed to ensure that the bells do not negatively impact on future residents or on the acoustic environment in the public realm.

Development on Site 10 is to include heritage interpretation that compliments and builds upon heritage interpretation elements in Barrack Square. Design of interpretation elements is to be consistent with the Elizabeth Quay Heritage Interpretation Strategy.

<table>
<thead>
<tr>
<th>SPECIFIC BUILDING REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Area</td>
</tr>
</tbody>
</table>
| Preferred Land Use | **Ground Floor:** Shops, restaurant/ café  
**Upper Podium:** Shops, restaurant/ café, residential, serviced apartment, hotel  
**Tower:** Residential, serviced apartments and hotel |
| Podium Height | **Minimum:** 2 storeys up to 8 metres  
**Maximum:** 5 storeys up to 20 metres |
| Tower Height (incl Podium) | **Minimum:** 12 storeys  
**Maximum:** 20 storeys |
| Lot Setbacks | Nil to lot boundary at ground level |
| Setbacks above podium | **Minimum:** 5 metres |
| Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments | 250 |
| Green Building Policy Classification | **Minimum Tier 2** |
| Vehicle and Service Access | Barrack Street |
| Solar Access (refer section 3.1.7) | Maintain 100% minimum solar access to Barrack Square at 12pm on 1 September |
Note: The information shown in these tables diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

SITE 10

Preferred Land Uses
- Shops, Restaurant/Cafe
- Shops, restaurant/Cafe, tavern, small bar.
- Shops, restaurant/Cafe, residential, serviced apartment hotel
- Office, Shops, restaurant/Cafe, residential, serviced apartment hotel
- Residential, serviced apartment and hotel
- Office, residential, serviced apartment and hotel

Active Edges
(See Sec 3.1.1)
- Primary Frontage
- Secondary Frontage

Note: Max permitted floor plate area may be distributed across more than one tower on a single development site.

REFER: Figure 10 Page 49
5.2.12 Site 5 & 6 Amalgamation

DEVELOPMENT INTENT
There is the potential for Sites 5 and 6 to be amalgamated should a developer wish to propose an integrated development solution for the combined sites.

Where Sites 5 and 6 are amalgamated the future development on the combined sites will be designed to ensure that the tower, or towers, does not negatively impact on the city skyline, view corridors or the public realm. The tower(s) will be designed and proportioned in such a way as to minimise apparent size from surrounding view points and avoid excessive overshadowing of the adjacent public realm.

The lower levels will be highly activated with a fine grain architectural response incorporating multiple openings at grade and opportunity for integrated pedestrian connections in the form of retail arcades.

Towers should not present as a ‘wall’ of development to the north of the Inlet and the extent of area between Howard Street and Sherwood Court occupied by a single tower should be minimised through an appropriate design response such as:

- orientating the tower off a direct axis with the street grid;
- incorporating secondary setbacks at upper levels; or
- an innovative design solution with different sized floor plates oriented to different views.

SPECIFIC BUILDING REQUIREMENTS

<table>
<thead>
<tr>
<th>Site Area</th>
<th>7265 m²</th>
</tr>
</thead>
</table>
| Preferred Land Use | **Ground Floor**: Shops, restaurant/café, tavern, small bar  
**Upper Podium**: Office, shops, restaurant/café, residential, serviced apartment, hotel  
**Tower**: Office, residential, serviced apartments and hotel |
| Podium Height | **Minimum**: 2 storeys up to 8 metres  
**Maximum**: 6 storeys up to 24 metres |
| Tower Height (incl Podium) | **Minimum**: 20 storeys  
**Maximum**: 30 storeys |
| Lot Setbacks | Nil to lot boundary at ground level  
**Minimum**: 5 metres north and south  
**Minimum**: 10 metres east and west |
| Setbacks above podium |  
| Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments | 0 |
| Green Building Policy Classification | Minimum Tier 2 |
| Vehicle and Service Access | Single access point only. From either Howard Street or Sherwood Court |
| Solar Access (refer section 3.1.7) | Maintain 80% minimum solar access to The Landing at 12pm on 1 September |
Sites 5 and 6 Amalgamated

Plan

Tower Envelope:
Setbacks above podium:
5m min setback from north and south boundaries,
10m min setback from east and west boundaries.

Tower Floor Plate:
Max 60% of area within min setbacks.

Podium:
Nil setback from boundaries, max 5 storeys up to 20m.

Sections

section A

SITE 5 + 6 AMALGAMATED

Tower max 30 storeys (inc podium)

Tower min 20 storeys (inc podium)

Podium max 6 storeys up to 24m

Podium min 2 storeys up to 8m

section B

SITE 5 + 6 AMALGAMATED

Tower max 30 storeys (inc podium)

Tower min 20 storeys (inc podium)

Podium max 6 storeys up to 24m

Podium min 2 storeys up to 8m

Preferred Land Uses

- Shops, Restaurant/Cafe
- Shops, restaurant/Cafe, tavern, small bar.
- Shops, restaurant/Cafe, residential, serviced apartment hotel
- Office, Shops, restaurant/Cafe, residential, serviced apartment hotel
- Residential, serviced apartment and hotel
- Office, residential, serviced apartment and hotel

Active Edges
(See Sec 3.1.1)

Primary Frontage

Secondary Frontage

Note: The information shown in these tables diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.
5.2.13 Site 7 & 8 Amalgamation

DEVELOPMENT INTENT
There is the potential for Sites 7 and 8 to be amalgamated should a developer wish to propose an integrated development solution for the combined sites.

Where Sites 7 and 8 are amalgamated the future development on the combined sites will be designed to ensure that the tower, or towers, does not negatively impact on the city skyline, view corridors or the public realm. The tower(s) will be designed and proportioned in such a way as to minimise apparent size from surrounding view points and avoid excessive overshadowing of the adjacent public realm.

The lower levels will be highly activated with a fine grain architectural response incorporating multiple openings at grade and opportunity for integrated pedestrian connections in the form of retail arcades.

Development on amalgamated Sites 7 and 8 is to include heritage interpretation that compliments and builds upon heritage interpretation elements in the public realm relating to Florence Hummerston Kiosk. Design of interpretation elements is to be consistent with the Elizabeth Quay Heritage Interpretation Strategy.

Towers should not present as a ‘wall’ of development to the north of the Inlet and the extent of area between Sherwood Court and Barrack Street occupied by a single tower should be minimised through an appropriate design response such as:

- orientating the tower off a direct axis with the street grid;
- incorporating secondary setbacks at upper levels; or
- an innovative design solution with different sized floor plates oriented to different views.

<table>
<thead>
<tr>
<th>Site Area</th>
<th>6765 m²</th>
</tr>
</thead>
</table>
| Preferred Land Use | Ground Floor: Shops, restaurant/café, tavern, small bar, night club  
Upper Podium: Office shops, restaurant/café, residential, serviced apartment, hotel  
Tower: Office, residential, serviced apartments and hotel |
| Podium Height | Minimum: 2 storeys up to 8 metres  
Maximum: 6 storeys up to 24 metres |
| Tower Height (incl Podium) | Minimum: 20 storeys  
Maximum: 36 storeys |
| Lot Setbacks | Nil to lot boundary at ground level |
| Setbacks above podium | Minimum: 5 metres north and south  
Minimum: 10 metres east and west |
| Minimum Residential Dwellings, Hotel Rooms or Short Stay Serviced Apartments | 0 |
| Green Building Policy Classification | Minimum Tier 2 |
| Vehicle and Service Access | Sherwood Court |
| Solar Access (refer section 3.1.7) | Maintain 80% minimum solar access to The Promenade at 12pm on 1 September |
Note: The information shown in these tables diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to date information.

Elizabeth Quay Design Guidelines Page 73

Sites 7 and 8 Amalgamated

Preferred Land Uses

- Shops, Restaurant/Café
- Shops, restaurant/Café, tavern, small bar.
- Shops, restaurant/Café, residential, serviced apartment hotel
- Office, Shops, restaurant/Café, residential, serviced apartment hotel
- Residential, serviced apartment hotel and hotel
- Office, residential, serviced apartment hotel and hotel

Active Edges (See Sec 3.1.1)

Primary Frontage

Secondary Frontage

Sections

section A

section B

Tower Height. Max 36 storeys (inc podium)

Tower Floor Plate. Max 60% of area within min setbacks

Podium. Nil setback from boundaries, max 6 storeys up to 24m

Tower Envelope. Min setbacks above podium.
- 5m min north and south boundaries,
- 10m min east and west boundaries.
Max Height 36 storeys (inc podium)

Podium min 2 storeys up to 8m

Podium max 6 storeys up to 24m

Tower min 20 storeys (inc podium)

Tower max 36 storeys (inc podium)

Primary Frontage

Secondary Frontage

William Street

Howard Street

Sherwood Court

Barrack Street

The Esplanade

New Riverside Drive

The Promenade

Riverside Lane

B A R R A C K  S T R E E T

S H E R W O O D  C O U R T

N E W  R I V E R S I D E  D R I V E

N O T E : The information shown in these tables diagrams, such as lot boundaries and lot sizes is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to date information.
<table>
<thead>
<tr>
<th>Section</th>
<th>Nature of revision</th>
<th>Adoption date</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALL</td>
<td>ADOPTION</td>
<td>16 August 2012</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>