The MRA acknowledges the traditional owners of the land within its Redevelopment Area.

Yagan Square is named after the Noongar warrior leader Yagan.

A strong Aboriginal narrative runs through Yagan Square which incorporates stories from the Whadjuk people - the traditional owners of the land - exploring themes of place, people, animals, birds and landscape; all of which shape and create a strong sense of place.

Image: Metropolitan Redevelopment Authority
FIGURE 1: PERTH CITY LINK AERIAL
Chapter 1 Introduction
# Contents

**CHAPTER 1 INTRODUCTION**

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Chapter 1 Introduction

1.0 THE PURPOSE OF THIS DOCUMENT
The Perth City Link Design Guidelines (the Design Guidelines) have been prepared to guide development within the Perth City Link Project Area and ensure delivery of the Metropolitan Redevelopment Authority’s (MRA) Redevelopment Area Objectives as well as the Project Area Vision defined by the Central Perth Redevelopment Scheme.

The Design Guidelines require proposals for development in the Perth City Link Project Area to deliver 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.

1.1 THE METROPOLITAN REDEVELOPMENT AUTHORITY
The Metropolitan Redevelopment Authority (the Authority) continues the work of the former redevelopment authorities revitalising large areas in and around Central and East Perth, Subiaco, Midland and Armadale. Our role as Perth’s redevelopment agency enables us to transform urban spaces, creating places where people want to live, work and recreate.

The Authority is committed to Place Making – a powerful framework for urban regeneration that considers triple bottom line sustainability for on-going investment attraction, as well as diversity, heritage and culture. Redevelopment in all of the Authority’s Project Areas is guided by the following objectives.

THE AUTHORITY’S REDEVELOPMENT OBJECTIVES:
• To build a sense of place by supporting high-quality urban design, heritage protection, public art and cultural activities that respond to Perth’s environment, climate and lifestyle;
• To promote economic wellbeing by supporting, where appropriate, development that facilitates investment and provides opportunity for local businesses and emerging industries to satisfy market demand;
• To promote urban efficiency through infrastructure and buildings, the mix of land use and facilitating a critical mass of population and employment;
• To enhance connectivity and reduce the need to travel by supporting development aimed at well-designed places that support walking, cycling and public transit;
• To promote social inclusion by encouraging, where appropriate, a diverse range of housing and by supporting community infrastructure and activities and opportunities for visitors and residents to socialise; and
• To enhance environmental integrity by encouraging ecologically sustainable design, resource efficiency, recycling, renewable energy and protection of the local ecology.
1.2 SITE HISTORY

In June 2008, the Government of Western Australia through collaboration between the East Perth Redevelopment Authority, the Public Transport Authority (PTA) and the City of Perth, launched the Master Plan for the Perth City Link project.

The Perth City Link development site has been a long-under utilised area of land that includes rail and bus infrastructure, car parks and the Perth Entertainment Centre in the centre of Perth. Framed by busy roads, the project area has long been a barrier in the centre of the city.

The Perth City Link redevelopment project includes major infrastructure works by the State Government comprising the sinking of the Fremantle railway line from the Horseshoe Bridge heading west as well as the undergrounding of the Wellington Street Bus Station to reconnect the Perth city centre with the Northbridge entertainment district. The project will deliver a range of benefits for the community, including improved public safety, access and connectivity, increased residential, retail and commercial opportunities and a high quality public realm.

Background: When the fledgling Swan River colony was experiencing its first period of economic prosperity with the Gold Rush of the 1890s, Northbridge and the city centre were divided with the instalment of the Fremantle – Perth – Guildford rail lines.

The city centre became a large construction site, with building supplies, goods and services of all descriptions in huge demand. By the early 1900s, the requirement for the transportation of passengers and freight was so great that the central railway precinct mushroomed into a ‘great area of yards and squalid sheds of ill-conceived contrivance’. The railway came to represent not just a physical boundary but also a social/psychological divide. For some, the rapidly expanding area north of the line was considered, as it still is today, ‘the wrong side of the tracks’. As today, it was a formidable barrier and difficult to cross safely.

The Horseshoe Bridge, built in 1903 as the ingenious engineering solution to the difficulty of crossing the mass of rail lines, now represents a significant part of Western Australia’s built heritage.

The sinking of the Fremantle railway line and Wellington Street Bus Station provides a significant opportunity for Perth to reconnect two major areas which have been divided for over 100 years and play an important role in the city centre’s evolution into an energised, vibrant place brimming with people and activity.
1.3 USING THE DESIGN GUIDELINES

These guidelines have been prepared to ensure the implementation of the MRA’s Redevelopment Area Objectives as well as the Project Area Vision defined by the Central Perth Redevelopment Scheme.

The Authority promotes and encourages high quality innovative design solutions within the Redevelopment Area. While general amenity, architectural quality and certain access and sustainability issues are mandatory the Authority does not wish to be excessively prescriptive on design issues.

The Design Guidelines are therefore intended to be performance based – stating specific design objectives that must be achieved and a related set of performance standards that satisfy the stated objective.

The detailed Design Guidelines contained in the General Guidelines section are set out with the following framework:

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.

1.4 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, Development Policies, Building Code of Australia (BCA), Disability Discrimination Act 1992 and all relevant legislation and Australian Standards.

The full suite of Authority’s Central Perth Development Policies is available at www.mra.wa.gov.au.
1.5 ADDITIONAL DOCUMENTATION
In addition to the documentation requirements for lodgement of a Development Application the following documentation is required for the Perth City Link Project Area:

- Design statement prepared by a registered architect outlining measures undertaken to achieve design excellence for buildings and public realm.
- A 3D digital (BIM) model of the proposed development in a format acceptable to the Authority.
- A report prepared by an accredited access consultant is 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 1992 and all applicable Australian Standards.
- A Community Needs Assessment, Place Activation Strategy and/or Management Plan for Public Realm Development Applications as applicable.
- Shadow diagrams showing the extent of shadows cast by proposed buildings throughout the year in accordance with Section 2.2.5 ‘Solar Access’ of these guidelines.
- Wind assessment modelling in accordance with Section 2.2.6 ‘Wind’ of these guidelines.
- Independent Road Safety Audit in accordance with Austroads – ‘Guide to Road Safety Part 6: Road Safety Audit’ by a Main Roads Western Australia accredited Senior Road Safety Auditor, or Authority approved alternative, for public realm Development Applications as applicable.
- Engineering certification for structures located over or adjacent to PTA rail and bus structures and any associated PTA infrastructure demonstrating compliance with PTA positive and restrictive covenants for PTA lots (refer to Section 3.1.11, Chapter 5 and Chapter 6 for further information) and loading and structural specifications (contact the Authority for current requirements) are to be provided at the working drawings stage, with confirmation to be provided at Development Application stage that these issues have been considered and are capable of being addressed. All plans are to detail the location of adjacent PTA infrastructure in relation to the proposed development.

Additional documentation requirements for specific development types are outlined within the Acceptable Development Criteria in Chapters 2-4 of these guidelines.
1.6 DISCRETIONARY CLAUSE

The Design Guidelines also provide 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 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 Central Perth Redevelopment Scheme Vision and Principles and meets the Design Guideline Objective(s) and the intent of the Acceptable Development Criteria. Compliance with the 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 within the overall context of the vision for the Perth City Link Project Area and the approval of an alternative solution will not set a precedent for other developments.

1.7 DEVELOPMENT APPLICATION PROCESS

The review, assessment and determination process for Development Applications will permit the efficient and effective processing of applications whilst ensuring developments achieve the required high quality architectural and built form outcomes. This assessment takes into consideration leading edge design, sustainability, activation and accessibility standards.

The following steps outline the design formulation, submission and approval process required for development within the Perth City Link Project Area:
<table>
<thead>
<tr>
<th>Pre DA Submission</th>
<th>Development Application</th>
<th>Working Drawings</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Step 1.</strong> The applicant and their project team (architects at a minimum) meet</td>
<td><strong>Step 5.</strong> The applicant lodges a Development Application with the Authority,</td>
<td><strong>Step 8.</strong> The applicant submits Working Drawings to the Authority demonstrating</td>
<td><strong>Step 13.</strong> The applicant undertakes construction</td>
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<tr>
<td>with the Authority and the Public Transport Authority (PTA) to discuss design,</td>
<td>addressing the objectives and applicable specific elements of these Design Guidelines</td>
<td>compliance with the Development Approval (plans and conditions)</td>
<td></td>
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<tr>
<td>structural and sustainability concepts</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Step 2.</strong> The applicant provides the Authority with conceptual plans</td>
<td></td>
<td></td>
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<tr>
<td><strong>Step 3.</strong> The Authority obtains the preliminary advice of its appointed Design</td>
<td><strong>Step 6.</strong> The Authority refers the Development Application to City of Perth, PTA and</td>
<td><strong>Step 10.</strong> The Authority assesses and certifies that the working drawings are</td>
<td></td>
</tr>
<tr>
<td>Review Panel (DRP)</td>
<td>other government agencies as necessary</td>
<td>compliant and refers its advice to the City of Perth</td>
<td></td>
</tr>
<tr>
<td><strong>Step 4.</strong> The Authority provides the applicant with focused feedback</td>
<td><strong>Step 7.</strong> The Authority assesses and determines the application under its Delegation</td>
<td><strong>Step 11.</strong> The applicant lodges a Building Permit application with the City of</td>
<td></td>
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<tr>
<td></td>
<td>Schedule or makes a recommendation to the Minister for Planning, having regard to the</td>
<td>Perth</td>
<td></td>
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<td></td>
<td>advice received from referral agencies and the DRP</td>
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<tr>
<td></td>
<td></td>
<td><strong>Step 12.</strong> City of Perth issues a Building Permit</td>
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Chapter 2 Perth City Link Vision

2.0 PERTH CITY LINK VISION
The vision for Perth City Link is to:
Link the city centre and Northbridge with a multi-functional, vibrant and active urban environment that embraces the city’s lifestyle and character, and distinctly reflects Perth’s 21st century aspirations.

The key principles of the development are:
• To be seen as part of the urban and social fabric of the city, not as a separate entity;
• To create new cross-city connections for pedestrians and vehicles;
• Consider and respond to the existing character of Perth, whilst providing a higher standard and quality of public realm than currently exists;
• To create thriving day and night time urban experiences through increased activity from commercial and residential, supported by a variety of retail, dining and entertainment enterprises;
• To optimise the environmental, economic and social benefits of transit oriented development by maximising employment and residential development;
• To support the broader sustainable goals of efficient resource use, by providing the opportunity for people to live close to employment, their daily needs, social facilities and leisure activities, ultimately reducing the need for private car use;
• To integrate the Perth Arena as an integral physical and cultural element of the city that plays a major role in forging a strong connection to the western end of the development area;
• To promote design excellence in building and public realm design;
• To celebrate the long historic connection of the Nyoongar community with the area through interpretation in public art and landscape elements;
• To ensure effective place management such as daily activation, small and large events, daytime and night-time safety, commercial tenant mix, operation and maintenance; and
• To provide a durable, high quality environment that delivers whole-of-life value for money across the lifetime of the development.
The Perth City Link Project Area is divided into three precincts as defined under the Scheme:

**Precinct 33 – The Perth Arena/Milligan Street Precinct**

The Perth Arena/Milligan Street Precinct, on the western boundary of Perth City Link Project Area, will be developed with a focus on entertainment, hotel accommodation and major public transport and pedestrian linkages.

**Precinct 34 – King – Lake Street Precinct**

The King – Lake Street Precinct will be developed as a predominately commercial and residential area with retail/dining & entertainment uses at street level creating a vibrant active streetscape.

**Precinct 35 – Horseshoe Bridge Plaza Precinct**

The Horseshoe Bridge Plaza Precinct, on the eastern boundary provides an opportunity to define the locality with Yagan Square being developed as a primary destination in Perth’s Central Business District (CBD).

The specific requirements and development intent for the lots identified in Figure 2 are detailed in Chapter 5.

### 2.1 PERTH CONTEXT

Perth City Link is bordered by the following elements:

- The Perth CBD to the south;
- The Northbridge cultural and entertainment precinct to the north;
- Perth Station to the east; and
- The Mitchell Freeway to the west.

The Perth City Link Project Area plays a key role in reconnecting the CBD to Northbridge through removing the physical barriers between the two spaces and creating new transportation and pedestrian linkages through the site. Perth City Link’s high profile location informs the need to achieve design excellence worthy of a CBD development as well as the quality integration of spaces to ensure a seamless north-south transition for users.
FIGURE 2: PERTH CITY LINK LOTS PLAN
FIGURE 4: PERTH CITY LINK VISION – SOUTHERN ELEVATION
FIGURE 5: PERTH CITY LINK VISION - NORTHERN ELEVATION
2.1.1 Cityscape

DESIGN INTENT:
Perth City Link creates a seamless transition between the CBD and Northbridge and has a positive functional and visual relationship with these areas.

OBJECTIVE:
Buildings make a positive contribution to the city skyline when seen at a distance and from approaches to the Perth CBD.

Public domain and streets contribute to the landscape quality and character of surrounding areas providing positive interfaces, vibrant environments and strong visual and physical linkages between buildings and public spaces.

ACCEPTABLE DEVELOPMENT CRITERIA:

- Streets, landscape and built form within the Project Area appropriately respond to the character and role of adjacent areas and streets within Perth City Link as well as in the adjacent CBD and Northbridge.
- Tower elements of taller buildings are spaced to reflect the broader rhythm and spacing of towers within the city skyline breaking up the massing of building when viewed from a distance.
- Buildings address internal streets as well as external streets, including Wellington Street, Roe Street, ‘King Street’, ‘Queen Street’ and ‘City Walk’ with activated frontages at street level.

2.1.2 Design Excellence

DESIGN INTENT:
Perth City Link will be designed to achieve excellence in terms of public realm and building design. Well-designed buildings and places make a positive contribution to community pride and wellbeing and result in innovative responses to functional and service requirements of the Project Area.

The Authority is committed to achieving design excellence in Perth City Link. ‘Principles of good design’ are defined by the Western Australian Office of the Government Architect’s Better Places and Spaces Policy 2013 (the Better Places and Spaces Policy) and the Authority’s design excellence strategy. Additionally, Chapter 2 of the MRA’s Central Perth Redevelopment Scheme sets out Scheme Principles for achieving high quality design within the Central Perth Redevelopment Area.
OBJECTIVE:
Buildings and public realm demonstrate the ‘Principles of good design’ as defined by the Better Places and Spaces Policy and the Authority’s design excellence strategy.
Developments are designed in accordance with the Scheme Principles outlined in Chapter 2 of the Central Perth Redevelopment Scheme.

ACCEPTABLE DEVELOPMENT CRITERIA:
- All new buildings and major additions (as determined by the Authority) are to be designed by Registered Architects.
- All areas of public open space are to be designed by Registered Landscape Architects, or an Authority approved Designer.
- Building and public realm designs are to demonstrate the ‘Principles of good design’ as defined by the Better Spaces and Places Policy including innovation and creativity, functionality and build quality, efficiency and sustainability and responsiveness to context.
- Developments achieve the Scheme Principles as defined in Chapter 2 of the Central Perth Redevelopment Scheme by creating places for people, facilitating critical mass, demonstrating quality design, encouraging diversity, facilitating connectivity and designing for environmental integrity.

2.1.3 Key Views and Access

DESIGN INTENT:
Key view corridors and access networks are to be integrated within the design of Perth City Link promoting legibility and connections between the CBD and Northbridge and along major pedestrian routes.

OBJECTIVE:
Maximise legibility and visual linkages between the CBD and Northbridge, along ‘City Walk’ and to and from other prominent features with clear line-of-sight between activity points and major entries to and within Perth City Link.
Perth City Link is designed to support pedestrians, cyclists and public transport users by promoting strong linkages to public transport and creating clear connections to other movement networks.
ACCEPTABLE DEVELOPMENT CRITERIA:

- ‘Primary Views’ (as identified at Figure 6) represent major movement corridors through and around the site. These corridors signify key sightlines which will assist with wayfinding through the site, as well as preserving views and directing people to public spaces or destinations. Views are to be protected and maintained through setbacks and architectural treatment, with buildings offering visual permeability through the built form.

- ‘Terminating Views’ (as identified at Figure 6) identify landmark buildings which are to be designed as significant architectural elements, act as wayfinding totems and create a terminating vista when approaching the Project Area. These locations should feature buildings that demonstrate exemplary design quality.

- Buildings are designed to maximise visual permeability at street level.

- Major entries to the site are marked through distinctive built form, through stepping built form back or providing generous access through or between buildings, in the form of arcades or unrestricted pedestrian passageways.

- Infrastructure and movement network supports existing and future public transport routes and provides legible and accessible connections within Perth City Link for pedestrians, cyclists and public transport users to bus, train and light rail services.

2.1.4 Land Use

DESIGN INTENT:
The Project Area will be developed as a high density Transit Oriented Development (TOD), with delivery of a significant residential and commercial component to achieve critical mass in the city centre and support ancillary retail, dining and entertainment land uses.

The ground floors of buildings will contain uses that activate the public realm adjacent to key public spaces. These activities will include restaurants, cafes, small bars, retail uses and entrances to residential or commercial lobbies.

Offices and general commercial uses are encouraged above street level, as they typically do not have active frontages. Service commercial uses that require a ‘shop front’ may be considered at ground level if they are deemed appropriate within the Project Area.
FIGURE 6: VIEW CORRIDORS
OBJECTIVE:
To provide a sustainable and vibrant land use mix throughout Perth City Link which achieves an appropriate balance of land uses across each site, Precinct and the Project Area as a whole to meet the needs of the community and assist in creating an activated and revitalised Perth.

To deliver a significant residential component which will assist in increasing the population living in the inner city, promoting a revitalised city centre and facilitating the success of the commercial, retail, dining and entertainment land uses delivered in the Project Area.

ACCEPTABLE DEVELOPMENT CRITERIA:
• A mix of permanent residential dwellings, hotel rooms and serviced apartments are to be provided within the Project Area in order to achieve a critical mass of people to generate a vibrant and successful inner city. Minimum requirements for each site are specified in Chapter 5 of these guidelines. Where approved by the Authority, dwelling numbers may be reallocated amongst sites, subject to demonstrating how the overall minimum dwelling requirements under the Design Guidelines will be delivered within the Project Area.

• Ground floor development is to incorporate active land uses such as retail, dining and entertainment and residential / commercial lobbies, with residential and commercial uses located on upper levels. Uses within buildings abutting streets and other public spaces to incorporate ‘active’ ground floor uses that promote surveillance of the street and visible indoor activity.

• A diverse range of residential, retail, commercial, education, cultural and leisure options are to be provided to meet community needs and to create opportunities for all types of people to live, work, play and visit the Project Area.

• Land uses are to support day and evening activation, seven days a week. Mixed-use developments are to be delivered on each site, incorporating a variety of uses which promote daily and year-round activation.
2.1.5 Dwelling Diversity

DEVELOPMENT INTENT:
Perth City Link will provide a range of dwelling types which encourage a diverse and inclusive mix of people to live and recreate in the area, increasing the vitality, character and interest of the place.

OBJECTIVE:
Residential developments shall provide a range and variety of dwelling sizes and types to support a variety of demographic backgrounds and evolving accommodation needs of residents in the Project Area.

AUTHORITY POLICY:
- Compliance with the Authority’s Policy on Affordable and Diverse Housing.
- Compliance with the Authority’s Policy on Adaptable Housing.

2.1.6 Sustainability

DESIGN INTENT:
Perth City Link will incorporate best practice in urban sustainability with sustainable design elements integrated into the fundamental design, construction and management of individual buildings and the public realm.

OBJECTIVE:
Buildings and public open space will be designed to achieve Australian excellence for environmental sustainability through innovative design, construction and management.

Development is to be designed to reduce dependence on car use through promoting alternate modes of transport and providing opportunities to live, work and play within the Project Area.

AUTHORITY POLICY:
- Compliance with the Authority’s Policy on Green Buildings with all development sites meeting the requirements of Tier 2 sites.
2.2 PUBLIC REALM

2.2.1 Streets

DESIGN INTENT:
Perth City Link will provide seamless north-south connections between the CBD and Northbridge which incorporate a consistent palette of high quality materials and promote a highly accessible environment. Streets will be vibrant and the layout will prioritise pedestrians while recognising the function and hierarchy of the surrounding road network. Street trees, vegetation and landscaping are to be consistent with the City of Perth’s urban design policies for the city centre, including the Street Tree Framework.

OBJECTIVE:
Streets are welcoming spaces that give priority and comfort to pedestrians and are accessible to all. Streets are safe, promote walking and cycling, enable a vibrant community, are attractive to visitors and are of a high quality and enduring design.

ACCEPTABLE DEVELOPMENT CRITERIA:
- Streets are accessible and designed to prioritise key movements of pedestrians and cyclists with traffic calming to ensure vehicle movement is appropriately managed and consistent with the standards detailed in Figure 7.
- Street trees, vegetation and landscaping deliver a high quality street character and provide shade and cooling.
- Footpaths are designed to facilitate pedestrian movements, alfresco dining, accommodate street furniture, cycle parking and landscaping.
- Continuous pedestrian awnings are provided to all primary streets and to activated frontages of secondary streets, except where identified under Chapter 5 of these guidelines.
- Built form maintains continuity and alignment of the street, ensuring building frontages extend to the front boundaries of streets, physically define the space of the street and provide a sense of enclosure.
- Way finding signage assists pedestrian and cyclist directional movement. The way finding signage or urban markers are built into the public realm through both landscape and built form elements.
- Where developments are built to boundary and / or continuous awnings are provided for the length of the building frontage, vent points within buildings and awnings are to be integrated into the development to assist in the dispersion of gas should a gas leak occur from below ground infrastructure.
2.2.2 Public Open Space

DESIGN INTENT:
The design philosophy for Public Open Space (POS) within Perth City Link is to focus on developing multi-functional, vibrant and active social environments, reflecting the principles of social sustainability and connectivity including pedestrian, vehicular and public transport. The design of the urban environment is based on the creation of a variety of spaces that offer a range of open, intimate, passive and semi-active gathering areas while facilitating universal access.

Shade, shelter and well designed amenity, safe access at all times of the day, and a comfortable pedestrian environment will be created through the combination of hard and soft landscaping throughout the development.

OBJECTIVE:
POS is designed to be fit for purpose, flexible and adaptable, meeting the needs of visitors, local residents and workers while facilitating social interaction.

POS design is high quality, durable and sustainable and appropriate to its context in the Project Area and city centre.

ACCEPTABLE DEVELOPMENT CRITERIA:
• Design of POS is informed by a Place Activation Strategy demonstrating the role of the POS in the context of the network of POS within Perth City Link and surrounding areas accommodating a range of uses and activities that are complementary within this city location.
• POS is to be flexible and adaptable with power and water connections and storage provided to allow for a variety of uses and/or events.
• Temporary use of suitable public spaces for alfresco dining is encouraged to activate the POS while maintaining pedestrian through connections and retaining flexibility to cater for events and activities.
• POS provides opportunities for pedestrian access through the site as well as being a key destination in itself.
• Opportunities for shade and weather protection through built or landscaped elements are incorporated into the site.
• Key view corridors are reinforced through landscape design and grading of levels.
• High quality hard and soft materials with low embodied energy, high recycled content, local provenance, high durability, long service life and low maintenance are used for landscape features, with the potential to incorporate local and regional materials to strengthen the urban character of the site.
• Planting design and selection will be suitable to the Perth climate and generally employs low water use and low maintenance varieties, with consideration of adequate provision of shading and access to sun as required in the summer and winter months.
• Planting installed to achieve a 25 percent tree canopy at 5 year maturity.
• Trees are selected and located to minimise the penetration of tree roots into below-ground service infrastructure and buildings. A minimum tree root zone of 5m² is to be provided.
• Where appropriate, water for irrigation of landscaped areas is supplied from the Project Area through on-site stormwater and/or grey/black water retention and treatment.
• Infrastructure for irrigation, maintenance and servicing of the public open spaces shall be consolidated and located to ensure ease of access but also to minimise the impact on the function, view corridors and aesthetics of the public open space.
• Sustainable design of landscape incorporates measures to reduce ongoing maintenance, life cycle cost, minimise associated infrastructure requirements and integrate with the surrounding environment.
• A Place Management Plan is to be provided, outlining agreed roles and responsibilities with regard to ongoing maintenance, management and activation of the space.
• A report prepared by a qualified Access Consultant is to be provided, demonstrating compliance with the requirements of the Disability Discrimination Act 1992 and relevant Australian Standards.
• Crime Prevention Through Environmental Design (CPTED) principles are embedded in POS design.

2.2.3 Public Art

DESIGN INTENT:
Contemporary public art will be incorporated throughout Perth City Link in order to celebrate cultural, historical, and contextual themes and to develop a stimulating and creative urban environment. The incorporation of public artwork into developments can enhance the practical function of spaces by contributing to the visual appearance and sense of place.

OBJECTIVE:
Public art and interpretative elements are integrated within Perth City Link responding to its location, functions, history and indigenous and non-indigenous culture for the local community and visitors. Public art is integrated within the Development Application phase of all places or spaces within Perth City Link.

AUTHORITY POLICY:
• Compliance with the Authority’s Policy on Public Art.

ACCEPTABLE DEVELOPMENT CRITERIA:
• Consistency with the Authority’s Perth City Link Public Art Strategy.
2.2.4 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 minimise the opportunity for crime and maximise the sense of safety through the design and management of buildings and the landscaped environment.

OBJECTIVE:
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 Crime Prevention Through Environmental Design (CPTED) consultant, will be required to be submitted as part of the Development Application to confirm developments have been designed in accordance with CPTED Report Criteria:
  1. Design principles of CPTED.
  2. City of Perth’s Planning Policy ‘Designing out Crime’; and/or

2.2.5 Solar Access

DESIGN INTENT:
Solar access to the public realm is an important factor in the delivery of a successful, appealing destination. The space between podiums and the building towers above are to be designed to reduce overshadowing and permit natural sunlight into the streets and public open spaces.

OBJECTIVE:
Developments are designed to minimise overshadowing impacts on the adjacent public realm and maximise sky views for pedestrians.

ACCEPTABLE DEVELOPMENT CRITERIA:
• Maintain minimum levels of solar access into the public realm on 1 September as shown in Figure 8 (demonstrated through the submission of shadow diagrams).
• Consider the impact of adjacent development on the public realm. The cumulative impact of shadow from all development should minimise impact on the public realm in accordance with Figure 8.
FIGURE 8: SOLAR ACCESS

Solar Access
(September 1 at 12pm)
2.2.6 Wind

DESIGN INTENT:
Perth is known as a windy city which can cause discomfort and inconvenience for people utilising public spaces. In order to ensure pedestrian and public realm user 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 required to minimise the impact of wind on the overall amenity of the public realm.

ACCEPTABLE DEVELOPMENT CRITERIA:
• Design buildings and POS areas to take into account prevalent climactic conditions to achieve appropriate comfort levels for preferred land uses and surrounding public realm, particularly at ground and podium roof level:
  • Stationary long term refers to activities where people remain in the same location for 15 minutes or more e.g. alfresco areas, cafes, theatres and recreational playgrounds. Stationary long term acceptable criteria as outlined in Table 1 is to be achieved within Perth City Link for areas of POS and alfresco dining.
  • Stationary short term refers to activities where people remain in the same location for between 5 and 15 minutes e.g. window shopping, waiting in plazas and building entrances and is the minimum desirable target. Stationary short term acceptable criteria as outlined in Table 1 is to be achieved within Perth City Link along Primary Frontages (as defined in Figure 9) and on accessible podium and building roofs.
  • Walking refers to activities where people are neither in constant motion nor remain in the same location, like walking or cycling. Walking acceptable criteria as outlined in Table 1 is to be achieved within Perth City Link along Secondary Frontages (as defined in Figure 9) and areas in which people will be walking.

*Note: Where an area is used for a mix of the above uses (eg: walking and alfresco dining along ‘City Walk’), the highest level of acceptable criteria (eg: Stationary Long Term) is to be achieved.

• Engage a qualified wind consultant to undertake wind tunnel and / or computer model testing during Development Application and working drawings stages to avoid induced winds in the public realm.
• A report, prepared by a qualified wind consultant or suitably qualified engineer, 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 Development Application 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 at working drawings stage.

<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>
</tbody>
</table>
Chapter 3 Building Design
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Chapter 3 Building Design

3.1 BUILDINGS

Perth City Link will introduce a new layer to the urban fabric of Perth that will help to improve the recognition and focus of the cityscape with the heart of the city centre. Important to this aim is the addition of new landmark buildings, which will benefit the urban form of the city and provide exceptional additions to the skyline.

The overall architectural expression of Perth City Link is to respond to both its own site particulars and the context of its location within the city. The Project Area has a strong expression of built form at each end with the Perth Arena defining the western end and Yagan Square defining the eastern end.

The addition of landmark buildings to the built form will serve as legibility markers in the city, further developing people’s sense of place and connection to the city, particularly when incorporating lighting design to create a memorable night-time cityscape.

Perth City Link buildings will be designed to achieve design excellence as outlined in Section 2.1.2 of these guidelines.

3.1.1 Built Form

DESIGN INTENT:
High quality building design will make a lasting contribution to the quality of the public realm, articulating streetscapes and contributing to wayfinding and orientation.

Buildings within Perth City Link will achieve a high standard of architectural design that offers a contemporary aesthetic through a variety of distinctive forms. Buildings should respond positively to the environment, creating a unique sense of place and generating interest in the city skyline.

OBJECTIVE:
Building designs will embrace new environmental sustainability initiatives with innovative design that responds to site context.

Buildings will be detailed and articulated on podium and street level to create a human scale pedestrian environment to break up long horizontal facades and provide visual interest.

Buildings are to generate interesting, innovative and creative architectural expression through built form.
ACCEPTABLE DEVELOPMENT CRITERIA:

• Maintain view corridors as shown in Figure 6.
• Building design responds to the building’s role in the wider cityscape and provides a transition from CBD to Northbridge streetscapes while providing a positive interface with the surrounding built form and public realm.
• Building facades are to consider the alignment and proportion of neighbouring buildings and fit appropriately into the site and its context.
• Developments 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.
• Commercial tower floor plates are to be designed having regard for building bulk and scale.
• Windows and glazed areas at ground level are to be clear with protection of windows from the sun or for privacy achieved instead through architectural devices and passive solar design. A high quality, innovative, imaginative and cohesive palette of materials are incorporated into the building design.
• Modulation of facades into no greater than 30m sections between distinct design elements.
• Lift over-run and plant structures are to be incorporated into the roofscape as an integral component of the building design.
• Developments provide a universally accessible environment as an integral component of each building.
• Provide functional private open space for individual dwellings in the form of balconies or an appropriate alternative, using an innovative design response.
• Residential apartments are to be designed so that living areas and balconies have access to northern daylight and winter sunshine wherever possible together with natural cross-ventilation.
• Provide appropriate shading to windows to minimise solar heat gain, considering orientation.
• Common internal corridors shall have access to natural light and, wherever fire regulations permit, access to natural ventilation.

3.1.2 Podiums

DESIGN INTENT:
Perth City Link will be organised around mid-rise podiums with defining nodes of taller buildings, generally with towers above which are setback from the street and public realm in order to moderate height and bulk. The podium design will assist in breaking up the visual presence of the towers and provide view lines between the buildings with fine-grain articulation, sense of human scale to the streetscape and an appropriate built form response to the street context.
The podiums will also provide for increased upper level activation with accessible, functional and usable areas including rooftop gardens, enhancing amenity and promoting surveillance of the public realm below.

Compliance will be assessed by the Authority with advice provided by the Authority's Design Review Panel.

**OBJECTIVE:**

Developments will exhibit a ‘fine-grain’ and ‘human scale’ character at podium and street level to ensure a quality street edge, the preservation of view corridors, reduce building bulk and massing and present a human scale to the adjacent pedestrian environment.

Podium roofs are to be designed as accessible, functional and usable spaces for use by building residents and/or workers.

**ACCEPTABLE DEVELOPMENT CRITERIA:**

- Building (podium) elements may occupy an entire development site, subject to publicly accessible circulation and connection spaces being provided and compliance with structural requirements for rail and bus tunnel structures below. Tower setbacks to podium elements are to be applied to all storeys above podium level, except where otherwise agreed by the Authority.
- Podium facades will provide a fine-grained articulation of the architecture to create an interesting base for the towers above.
- Development will provide a human scale to the adjacent public realm with height transition through podium design and setbacks to towers above.
- Podium roofs are to be designed to provide accessible, functional and usable areas which respond to climactic conditions including ‘green roof’ access to northern sun where possible, while promoting surveillance of the street below.
- Podium roofs to incorporate quality design elements and materials to ensure an appropriate outlook from towers above.
- Podium and tower roofs should be designed to conceal unsightly rooftop plant equipment from view, and incorporate plant and lift overruns as an integral part of roof design.
3.1.3 Setbacks

DESIGN INTENT:
Within Perth City Link, the alignment, orientation and setback of buildings will provide for the activation of the public realm and will provide opportunities for ground floor activities.

OBJECTIVE:
Building setbacks will provide strong urban street spaces that create a sense of place, attract people into Perth City Link and ensure a level of privacy and inter-connectedness between buildings and the public and private domain.

Towers are proportioned and separated to integrate with the existing Perth skyline whilst maintaining important view corridors and minimising overshadowing of neighbouring buildings and the public realm.

ACCEPTABLE DEVELOPMENT CRITERIA:
- Except where necessary to allow sight lines through the site or to cater for alfresco areas, buildings should generally be located at a zero setback at ground level.
- Buildings are designed to create a sense of openness and sky views along pedestrian routes.
- Position and orient the tower element(s) to assist in wind amelioration to promote the use and enjoyment of the public realm and provision of accessible, functional and usable podium roofs.
- Position the towers to integrate into the skyline and break up massing in accordance with Section 2.1.1 ‘Cityscape’ of these guidelines.
- Buildings optimise solar access to living areas and private open space.
- Provide at least 20 metres spacing between towers (except where a reduced separation is permitted under Chapter 5 for a specific site) to secure outlook, daylight access and privacy.
3.1.4 Building Heights

DESIGN INTENT:
In conjunction with defined setbacks, building heights to podium structures and towers will define the physical and visual amenity of development within Perth City Link. The control of building heights will ensure the desired character and proportions of the streets, while permitting a strong built form expression which will provide the opportunity for new landmark buildings to provide additions to the city skyline and to serve as legibility markers within the city.

Building height will be designed to maximise solar access to adjacent POS and streets with towers setback to achieve a human scale to the adjacent public realm.

OBJECTIVE:
Building heights conform to cityscape requirements, with articulated expression of height at key points to maintain view corridors, maintain human scale to pedestrian areas and achieve solar access to the public realm within Perth City Link.

ACCEPTABLE DEVELOPMENT CRITERIA:
- Podium heights should relate to the width of the adjacent streets and comply with structural requirements of any rail and bus structures below ground.
- Comply with maximum and minimum building heights as detailed in Chapter 5.
- Maximum building heights are only permitted where all development criteria are met.

3.1.5 Roof Form

DESIGN INTENT:
Roof design will contribute a sense of place within Perth City Link with opportunities for lighting, signage and active open space at roof level.

OBJECTIVE:
Roof forms are to form an integral aspect of the overall building design and create visually distinct elements which contribute positively to the city skyline.
ACCEPTABLE DEVELOPMENT CRITERIA:

- Incorporate plant and lift overruns as an integral part of roof design.
- Design to conceal unsightly rooftop plant and equipment from view.
- Incorporate elements such as solar or wind collectors into an innovative building design.
- 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.
- Incorporate green roofs with accessible, functional and usable space.

3.1.6 Active Edges

DESIGN INTENT:
In order to promote a sense of community and vibrancy in the public realm all development is designed to address, respond to and activate streets, laneways, accessways and POS.

Active frontages are considered to be areas which provide a direct visual or physical relationship between the internal areas of a building and the adjacent public realm.

OBJECTIVE:
Buildings will provide a high level of permeability by incorporating pedestrian connections between development sites with lanes and passages ensuring excellent pedestrian access to the main public spaces and buildings within Perth City Link.

Developments are to activate street frontages, lane frontages and public open spaces to create a vibrant, diverse, interactive and safe urban environment.

ACCEPTABLE DEVELOPMENT CRITERIA:

- Maintain activation of buildings at ground floor level adjacent to internal streets and areas of public open space, consistent with Figure 9.
- Primary frontages achieve a minimum of 80% street level activation.
- Secondary frontages achieve a minimum of 50% street level activation.
- All buildings are to be built to the edge of the property boundary, unless otherwise prescribed under Chapter 5.
• All buildings are to incorporate multiple at grade pedestrian access points.
• Ground level frontages may be activated through a variety of uses such as the provision of shop fronts, lobbies, operable doors and windows to cafes and restaurant entry doors. All glazed areas at ground level are to be visually transparent and non-reflective to promote interaction and surveillance between indoor and outdoor environments.
• Upper level frontages may be activated through a variety of uses such as communal terraces, private balconies and/or windows which overlook streets and public open spaces.
• Incorporate uses in podiums facing POS that will assist in passive surveillance of these spaces.
• Ground floor parking is sleeved with active land uses.
• Garage doors, car park entries and service areas will be integrated into building design and service areas screened from view.
• Buildings are to incorporate innovative and creative design elements including entry canopies to accentuate entrances and provide a sense of identity to buildings and as points of orientation to the building.
• A fine grain of permeability is to be achieved between, and where possible, within the building blocks.
• Fencing to ground floor area facing streets or public open spaces shall be visually permeable to facilitate passive surveillance of the public realm.
• Continuous awnings are to be provided to all primary streets and to activated frontages of secondary streets.
• Provide visual and physical connections between the street and lobby spaces.
• Inactive uses and expanses of blank walls at ground floor level are to be avoided.
• Private open space within multiple dwelling sites shall be provided in the form of balconies or an appropriate alternative using an innovative design response to meet the following minimum criteria:

<table>
<thead>
<tr>
<th>Size of Dwelling</th>
<th>Min. Size of Balcony (sqm)</th>
<th>Min. Dimension (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio/1 Bedroom</td>
<td>10</td>
<td>2.4</td>
</tr>
<tr>
<td>2 or more Bedrooms</td>
<td>15</td>
<td>3</td>
</tr>
</tbody>
</table>
FIGURE 9: ACTIVE EDGES
3.1.7 Overlooking and Views

DESIGN INTENT:
The development of tall buildings, whilst providing the opportunity for views across the city, to the river and hills, can lead to issues of overlooking and loss of privacy. Development within Perth City Link is to optimise the privacy of dwellings and private spaces while maintaining access to light and views.

OBJECTIVE:
Development will be designed to protect the amenity of residents, access to natural light and views and privacy through building design, setbacks and orientation.

ACCEPTABLE DEVELOPMENT CRITERIA:
- Locate living areas, windows and private open spaces to minimise the potential for overlooking of adjacent private spaces.
- Incorporate windows that overlook streets and other public spaces, especially at lower levels or podiums, to provide passive surveillance to the public realm.
- Maximise views of the river, city or hills at upper levels through the location of windows and amenities.
- Windows are to be designed (size, height and position) to minimise overlooking into private spaces and dwellings.
- High quality screening measures shall be provided to living areas (external and internal) to prevent casual surveillance of adjoining lots.
- Visual privacy measures are incorporated to protect residents’ ability to carry out private functions within all rooms and private open spaces without compromising views, outlook, ventilation and solar access or the functioning of internal and external spaces.
3.1.8 Universal Access

DESIGN INTENT:
All buildings in Perth City Link are to be designed to be universally accessible and usable by people of all ages and levels of mobility including people with disabilities, carers, the elderly and people with small children.

OBJECTIVE:
Development shall provide a universally accessible environment as an integral component of each building.

AUTHORITY POLICY:
• Compliance with the Authority’s Policy on Adaptable Housing.

ACCEPTABLE DEVELOPMENT CRITERIA:
• A report prepared by an accredited access consultant shall be submitted as part of any Development Application to demonstrate that all development proposals comply with the access obligations of the Disability Discrimination Act 1992 and all applicable Australian Standards.

3.1.9 Acoustics

DESIGN INTENT:
Development within Perth City Link will be designed to respond to the inner city context which provides the potential for noise intrusion and emissions, especially considering the proximity of the Perth Arena, bus and rail infrastructure, Mitchell Freeway and night time entertainment venues. Acoustic attenuation measures will be integrated within the design of all new developments to minimise the impacts of noise and vibration and 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 protecting the amenity of residents from the effects of noise and vibration associated with the inner city environment of Perth City Link.

AUTHORITY POLICY:
• Compliance with the Authority’s Policy on Sound Attenuation.
3.1.10 Signage

DESIGN INTENT:
Signage should be compatible with the desired streetscape character and designed as an integral component of the building design to improve the overall appearance of a building and assist in the navigation of the streetscape.

OBJECTIVE:
Signage is planned and integrated into the design of all new development to contribute to a sense of place and avoid visual clutter.

AUTHORITY POLICY:
• Compliance with the Authority’s Policy on Signage and the Authority’s Policy on Additional Structures.

ACCEPTABLE DEVELOPMENT CRITERIA:
• Incorporate creative building signage designs to help foster individual neighbourhood character.
• Use signage to visually enhance street vitality, using corporate logos on the top of high rise buildings to add architectural interest and diversity to the skyline.
• An overall signage strategy is to be submitted as part of any Development Application to demonstrate the building signage has been designed as an integral component of the building design.
3.1.11 Building Over or Adjacent to PTA Infrastructure

A number of sites within the Perth City Link Project Area are located above and adjacent to PTA lots and key PTA infrastructure including but not limited to the Joondalup Tunnel, the Fremantle Tunnel and the Perth Busport. In order to protect PTA infrastructure and to ensure that the future development and use of Perth City Link lots is not inconsistent with the operation of the PTA infrastructure on the site, applicants must adhere to a range of positive and restrictive covenants. These covenants are created and registered pursuant to section 15 of the Land Administration Act 1997 and should be referred to along with all associated documentation relevant to each specific lot.

As a general guide, the key items pertaining to PTA assets associated with each specific lot are outlined in Chapter 5 of these guidelines. Prior to undertaking their design, the applicant should refer to the relevant lot title and deposited plan easements and covenants. All development carried out in the PTA Protection Zone (generally the area within 30m of the outer surface of the PTA tunnel or underground structure) is to be undertaken in accordance with the ‘PTA Guidelines for Working In or Around the Rail Reserve’ (document 8103-400-004) to ensure the design can be achieved within these practical parameters. The applicant is to have due regard to items including, but not limited to, the following:

- Structural and loading limitations of developing above and adjacent to PTA infrastructure;
- Noise, vibration or movement – development is to comply with State Planning Policy 5.4 ‘Road and Rail Transport Noise and Freight Considerations in Land Use Planning’;
- Integration and sleeving of PTA infrastructure while maintaining public and service access to the infrastructure;
- Development and servicing below ground, including impacts of dewatering, excavation, basement car parking and loading areas, piping and drainage on PTA structures and services; and
- Staging of construction so as not to impact on or constrain the operation of, or impede public access to, the above and below public transport ground infrastructure.

Following review of these requirements, applicants are encouraged to meet with the Authority and PTA prior to submission of a Development Application to the Authority. Additionally, the Authority will consult the PTA during the development assessment process and will have due regard to any comments provided by the PTA when considering an application for development above or adjacent to any PTA infrastructure.

Refer to Chapter 5 for site specific requirements.
Chapter 4 Access and Servicing
CHAPTER 4 ACCESS AND SERVICING

4.1 ACCESS AND SERVICING

4.1.1 Car Parking

4.1.2 Bicycle Parking and End of Trip Facilities

4.1.3 Vehicle Access

4.1.4 Building Services

4.1.5 Storage
Chapter 4 Access and Servicing

4.1 ACCESS AND SERVICING

4.1.1 Car Parking

DESIGN INTENT:
The Perth City Link Project Area is ideally located to take advantage of and implement Transit-Oriented Design (TOD) principles. The proximity of Perth Station, Perth Busport and the pedestrian / cycle paths along Wellington Street and Roe Street enable new development to optimise the benefits of TOD. This in turn will support the broader sustainability goals of the project whilst encouraging the use of alternative modes of transport and reduction of private car use within Perth.

OBJECTIVE:
Provide safe parking for residents and workers whilst limiting the number of car bays provided and promoting the utilisation of alternative modes of transport.

Minimise the provision of ground level and above ground car parking and visual impact within developments and ensure parking structures are not visible from the public domain.

Consider the potential for a Precinct-wide parking agreement where deemed appropriate by the Authority and the Department of Transport.

ACCEPTABLE DEVELOPMENT CRITERIA:

- Parking shall be provided in accordance with the following table:

<table>
<thead>
<tr>
<th>Tenants</th>
<th>As per the Perth Parking Policy.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Maximum parking bays of 1 bay per dwelling, with averaging of residential bays across dwellings within a development considered where deemed appropriate by the Authority and where it can be demonstrated that there is no detrimental impact on design or traffic movement. Additionally, scooter/motorbike parking may be provided at a maximum rate of 1 bay per 10 car bays of the total parking bays permitted.</td>
</tr>
<tr>
<td>Visitor</td>
<td>Not required. Shared use of tenant bays outside of business hours supported where considered appropriate by the Authority and the Department of Transport.</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 licenced by the Department of Transport in accordance with the Perth Parking Management Act 1999.
• Residential bays for Affordable Housing Units are to be provided at the same rate as bays for standard dwellings, unless otherwise agreed with the Housing Authority.
• Provide alternative methods of parking 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.
• A Parking Management Plan is to be prepared and submitted as part of any Development Application proposing car parking. The plan is to detail the allocation, management and operation of any parking areas associated with the development.
• Below ground car parking to be provided where site engineering permits, with multi-level basement parking considered subject to resolution of access, environmental and licensing matters.
• Sleeve ground floor parking structures behind active uses, such as cafes / restaurants, shops and small scale offices.
• Where parking is proposed to floors above ground level it shall be sleeved behind other uses such as offices and / or single aspect residential to primary frontages (as identified in Figure 9) or screened using innovative external wall detailing, patterning and/or vegetation (green wall) to diversify the building façade to secondary frontages.
• Rooftop parking is to be avoided.
4.1.2 Bicycle Parking and End of Trip Facilities

DESIGN INTENT:
Developments in Perth City Link will encourage the use of bicycles as a convenient form of transport through the provision of convenient end of trip facilities and secure bicycle parking.

OBJECTIVE:
Developments are required to provide safe and secure bicycle storage and end-of-trip facilities to encourage alternative methods of transport to the private motor vehicle.

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

<table>
<thead>
<tr>
<th>Table 4 – Bicycle Parking and End of Trip Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commercial</strong></td>
</tr>
<tr>
<td>Secure bicycle storage for 10% of building staff (based on 1 person per 15m² of Net Lettable Area (NLA)); and</td>
</tr>
<tr>
<td>There must be a 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; and</td>
</tr>
<tr>
<td>Changing areas are to be provided with secure lockers at 1 for each bicycle, including / in addition to drying areas / racks; and</td>
</tr>
<tr>
<td>A minimum of 1 space per 750m² of NLA. Located and signed near the main public entrance to the building.</td>
</tr>
<tr>
<td><strong>Residential</strong></td>
</tr>
<tr>
<td>Bicycle parking facilities for multiple dwellings, short-stay accommodation and serviced apartments shall be provided at a minimum of 1 bay for every three units.</td>
</tr>
<tr>
<td>Note: Multiple dwelling residential developments are not required to provide end of trip facilities (showers/lockers/changing facilities).</td>
</tr>
</tbody>
</table>

*Note: Multiple dwelling residential developments are not required to provide end of trip facilities (showers/lockers/changing facilities).*
• Bicycle parking facilities are to be designed, located and constructed in accordance with the Australian Standards.
• Changing rooms must be secure facilities capable of being locked and located adjacent to the showers in a well-lit area.
• Lockers should be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.
• The end of journey facilities are to be located as close as possible to the bicycle parking facilities.
• Bicycle parking and end of trip facilities are to be provided in a safe, secure and accessible location, with a clear path of travel to the facilities. Where facilities are not provided at ground level, a separate lift or clearly marked access path will be provided for cyclists to upper or lower levels (including basement parking areas), minimising opportunity for conflict between cyclists, vehicles and pedestrians.

4.1.3 Vehicle Access

DESIGN INTENT:
Development within Perth City Link will ensure adequate provision of safe, secure and accessible parking for residents and workers while minimising the visual impact of access gates and garages by incorporating these elements as integral components of the buildings and streetscape. Vehicle movement must not compromise public transport movement or pedestrian and cyclist movement and safety.

OBJECTIVE:
Ensure that the parking location, access and circulation does not dominate streetscapes, compromise pedestrian or cyclist safety or create conflict between pedestrians, cyclists and/or other vehicle movements.

ACCEPTABLE DEVELOPMENT CRITERIA:
• A Traffic Impact Assessment compiled by a qualified traffic engineer is to be submitted as part of the Development Application. The report should make reference to the location of the primary and secondary frontages identified at Figure 9 and identify the main vehicle, bicycle and pedestrian routes through Perth City Link in accordance with Figure 7.
• Vehicle access is to be designed as an integral component of the development and incorporate into the design treatment of the streetscapes. Integrated vehicle access gates should not detract from the architectural character of the streetscape or the visual quality of the buildings.
• A Service and Delivery Access Plan is to be provided as part of the Development Application. The plan is to detail the use of any loading areas, including reversing vehicle movements and management.
4.1.4 Building Services

DESIGN INTENT:
Development within Perth City Link will ensure site and building services have minimal impact on the amenity of buildings or the public realm. Applicants are to determine the level of service or infrastructure provision that is required early in the design process so that services can be integrated with the development.

OBJECTIVE:
Ensure that services and related hardware required for the function of buildings are located and designed to minimise impact on the amenity of buildings and the public realm and are designed to meet changing needs over time.

Ensure that servicing, delivery and waste management is planned and co-ordinated as an integral component of the design, development and management process.

AUTHORITY POLICY:

• Compliance with the Authority’s Policy on Additional Structures.

ACCEPTABLE DEVELOPMENT CRITERIA:

• Where site engineering permits, developments are encouraged to be designed to facilitate below ground building service infrastructure and service and delivery access to minimise impact on the amenity of the public realm and maximise activation at ground level.

• Street level service and delivery access is to be provided within the development site and integrated into the design of the development with minimum activation of frontages being achieved in accordance with Figure 9.

• Infrastructure including fire booster hydrants, power transformers, gas and water equipment is to be wholly contained within development lots and fully integrated into the development to minimise any visual impact on streetscape.

• Air conditioning units must be appropriately screened from the street and adjacent buildings and must not be located where they will be visible above the roof line of buildings.

• All piped and wired services are to be concealed from public view.

• Where possible, provide outdoor clothes drying areas to minimise the need for clothes dryers (and therefore reducing energy consumption). Outdoor clothes drying areas should be screened from view of public areas such as the street, footpaths, or from outside Perth City Link.

• Provide secure and accessible facilities for mail delivery and parcel drop off.
• Commercial utility and waste storage areas shall be screened from view of public areas and sensitive uses such as residential apartments.

• Connection points for all services are to be clearly marked in a way that is consistent with the architectural treatment of buildings.

• The visual impact of services should be minimised. Where public visibility by service authorities is not explicitly required, services are to be screened or concealed from public view. Fire booster cabinets are to be screened from public view or integrated within the design to minimise visual impact.

• A Waste Management Plan is to be prepared in conjunction with the City of Perth and submitted as part of the Development 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.

• Consider installing internal waste chutes in residential apartments to facilitate and encourage recycling.

4.1.5 Storage

DESIGN INTENT:
All dwellings shall be provided with usable, easily accessible and lockable, externally accessed storage to enhance livability, and functionality of residential development.

OBJECTIVE:
All residential apartments are provided with adequate storage facilities.

ACCEPTABLE DEVELOPMENT CRITERIA:
• 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.

• Storage facilities are to be located external to the dwelling.

• Storage facilities can incorporate space for bicycle parking; these stores should have a minimum dimension of 2.2m, a minimum height of 2.2m and an internal area of at least 5m².

• Provide well lit, safe and secure storages for each development.
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Chapter 5 Specific Guidelines

5.1 PUBLIC OPEN SPACE SPECIFIC DEVELOPMENT INTENT

This section identifies the function and design intent of the various public open spaces (POS) across the Perth City Link Project Area. The information is supplementary to the requirements contained in other sections of the Design Guidelines.

The design and development of POS will have regard to the relationship between land uses in adjacent buildings, the space's role and function of the POS in the Project Area and its relationship to the wider CBD and Northbridge areas.

5.1.1 Wellington Street

DESIGN INTENT:
Along the southern edge of Perth City Link, Wellington Street will be upgraded and transformed to provide an attractive and inviting urban environment with tree lined pedestrian connections and active land uses.

Wellington Street is set to become an attractive pedestrian focused street, with the integration of a wide promenade along the northern side creating a linear park with street trees stretching from the Perth Arena to William Street.

It will provide the opportunity for pedestrians to walk from the CBD to West Perth, with street furniture, grassed areas and opportunities for activation.

5.1.2 Roe Street

DESIGN INTENT:
Along the northern edge of Perth City Link, Roe Street will be upgraded and transformed to provide an active tree lined streetscape.

Roe Street will be an important counterpoint and support to the new Wellington Street. As the physical connection between Perth City Link and Northbridge, the street will become an attraction for people seeking a relaxed, yet vibrant, street scene. A key focus for the renewal of Roe Street is the reduced emphasis on simply moving cars quickly from one end of Northbridge to the other. Cyclists and pedestrians will be able to move safely along wide footpaths and shared paths lined by landscaping and urban street furniture. The footpaths will provide opportunities for alfresco dining, creating an atmosphere that merges the Northbridge flavour with the city centre and is activated day and night. The eastern end of Roe Street will integrate into the redeveloped Chinatown Precinct.

The development of the street will also take into account and complement a future light rail connection from the CBD to the northern suburbs.
5.1.3 King Street*

DESIGN INTENT:

‘King Street’ will act as a transition zone between the land uses and aesthetic of the CBD and Northbridge. The space will be activated day and night with active and vibrant land uses at ground level such as late night shops, cafes/restaurants and bars. The space will be overlooked by upper residential balconies, activated podium roofs and rooftop gardens.

The street will be operated as a pedestrian and cyclist priority zone with controlled two-way through traffic. There is potential for continuation of feature paving from central King Street through to the Northbridge Piazza to retain a sense of linkage and provide ‘King Street’ with a unique, high quality aesthetic.

Street furniture will be contemporary, with the opportunity to incorporate public art into hard landscaping elements to complement the creative uses seen in central King Street and the urban art in Northbridge. Street trees and awnings will provide shade and weather protection to footpaths.

Service and vehicle access to buildings is to be provided off Queen Street*, or adjacent secondary access roads. Vehicle access from ‘King Street’ to the mall reserve to the south of Lot 106 (KS3) is to be prohibited through installation of barriers.

5.1.4 City Walk*

DESIGN INTENT:

‘City Walk’ will be developed as a pedestrian arcade, providing a defined east – west pedestrian connection through the Project Area, from Yagan Square to the ‘Arena Plaza’ while offering a range of unique dining and retail options.

‘City Walk’ will be developed to create the feeling of a vibrant open air arcade, with fine-grain detail at ground level. The lane will be lined with small scale shops, cafes and restaurants which will assist in creating an intimate human-scale experience. ‘City Walk’ itself will be broken into separate elements through changes in paving/material styles or through levelling/tiering the lane with lowered alfresco seating in through the centre or adjacent to buildings to achieve activation and visual interest. There will be a high level of interaction between the tenancies and the public realm.

Developments either side of ‘City Walk’ are to be designed to maximise solar penetration and visual access to sky to reduce the feeling of being overwhelmed by towers flanking the lane. This will be achieved through enforcing setbacks above podium level as outlined in Chapter 5 of these guidelines.
'City Walk’ will accommodate high volumes of foot traffic, especially during commuter periods and when the Perth Arena or Yagan Square are hosting events. Clear paths of movement are therefore to be retained, with easy access to the PTA Perth Busport portals on the northern side of the lane. A bespoke approach to pedestrian cover along movement shorelines may be considered along City Walk.

5.1.5 Yagan Square

DESIGN INTENT:
Yagan Square will be the crowning feature of Perth City Link, creating a unique urban space that will become one of Western Australia’s top public destinations.

The vision for Yagan Square is for a vibrant, high quality urban space which will be a landmark destination, celebration space and key transport connection for people visiting, living and working in the city centre. It will be a key point of arrival into the city, and a conduit for pedestrian movement between the CBD, Northbridge and the public transport facilities. Yagan Square will see the return of food, community and city life to the Horseshoe Bridge Plaza Precinct, and will be a place for people to meet, connect, discover and celebrate Western Australia’s produce, heritage, culture and environment. The site will be responsive to all age groups and will be able to be transformed from a place of respite and day-to-day activity to a platform for hosting public events.

For site specific information regarding the development of Yagan Square (Lot 11), refer to Section 5.2.19 of these guidelines.

5.1.6 Kings Square*

DESIGN INTENT:
Located in the centre of Perth City Link, ‘King’s Square’ will incorporate a mix of active uses complementing the character and atmosphere of Lake Street to the north and central King Street to the south to create a cultural hub which is activated day and night. There will be an emphasis on the Western Australian landscape, materials and produce to link with the design intent of Yagan Square which centres on local and regional themes.

The new street connection will emphasise the pedestrian friendly character of the area, with bars, restaurants and late night shopping generating a vibrant, social atmosphere. This area will be integrated with Yagan Square, ‘City Walk’ and the ‘Arena Plaza’ to create a network of multi-purpose venues for special events. Kings Square itself will be a flexible space with the ability to cater for events of a smaller scale which would complement larger events in Yagan Square and the Arena.
The space to be activated day and night, flanked by late-night retail and cafes/restaurants and bars to support this. Boutiques, design studios and art galleries will combine to create the ideal setting for fashion shows or food and wine festivals. The space will provide flexibility to cater to these occasions, while maintaining a level of intimacy that suits everyday use for outdoor dining, browsing shops, or an after work drink with colleagues.

Flexible/temporary alfresco areas are supported within the space which permit ‘Kings Square’ to remain fully accessible to the public. Alfresco areas are not to impact on the flexibility and adaptability of the space. Contemporary and innovative informal seating for workers to be able to eat lunch and shoppers/visitors to rest. A publicly accessible toilet facility is encouraged to be delivered within an adjacent building/s.

5.1.7 Wellington Gardens*

**DESIGN INTENT:**

‘Wellington Gardens’ will be a tranquil park in the midst of the hustle and bustle of the city centre, offering residents, workers and visitors respite. It will provide a place for Perth City Link residents and workers to rest and play, with alfresco areas and apartment balconies overlooking a public garden and lawn. It is intended to be a place for children to play, for workers to have lunch, for friends to sit down for an evening conversation, or for outdoor group fitness activities.

Individual work stations, powerpoints and public wifi access will allow workers to bring their work outdoors, while the central lawn will provide space for informal sporting activities, yoga classes and relaxation. Trees surrounding the lawn will provide shade for workers eating lunch, while alfresco areas from surrounding cafes will provide further surveillance and activation of the space.

5.1.8 Milligan Street and the Milligan Bridge Plaza*

**DESIGN INTENT:**

Milligan Street and the ‘Milligan Bridge Plaza’ will provide a focal point and landmark connection between Northbridge, Perth Arena and the CBD.

Walking to and from Northbridge, pedestrians will move through an inviting landscape with local, cultural and historical references in public art and paving treatments. The terraced grass will provide a great setting to sit and watch the world go by, or even as a vantage point to watch nearby street performances that will reflect the entertainment theme carried over from the nearby Arena. The opportunity also exists for a destination food/beverage outlet on the ‘Milligan Bridge Plaza’.
5.1.9 Arena Plaza*

DESIGN INTENT:
The ‘Arena Plaza’ will provide a functional and flexible public space to cater for Arena crowds as well as interesting, fun and usable space outside of event times.

The ‘Arena Plaza’ will accommodate music events, functions run by Arena management, exhibitions and displays, as well as providing a location to relax. With trees, water, benches, public art and shelter from the wind, the Plaza will be used by visitors, workers and residents. The overarching entertainment theme will be palpable, even when the Arena is vacant, with promotion of upcoming events providing excitement in the Plaza.

5.2 SITE SPECIFIC GUIDELINES

The site specific guidelines provide the development requirements for each individual lot, including land-use and built form, in terms of set-backs, podium elements and building height.

At its discretion, the Authority may vary site specific requirements where it is satisfied that the application demonstrates that it is consistent with the Scheme Vision and Principles, and the desired outcomes identified in the Design Guideline Objectives and Acceptable Development Criteria and does not adversely impact on the structural integrity of any Public Transport Authority rail and bus tunnel structures below.
DESIGN INTENT:
Lot 2 provides an interface between the entertainment focused use of the Perth Arena and the residential and commercial uses of the King – Lake Street Precinct. It is envisaged that the building will complement the Perth Arena and provide active ground floor and upper floor uses that will assist in the activation of the ‘Arena Plaza’ when events are not being staged at the Arena by accommodating music events, exhibitions and displays.

A hotel development is envisaged to be delivered on the site, incorporating vibrant mixed use development with commercial and/or retail at ground level with a mix of bars, cafes and restaurants to complement the hotel, short-stay accommodation, serviced apartments, and/or offices above.

Located in a highly visual location adjacent to the Arena, the building is to exhibit a high quality, contemporary and innovative design, helping to develop a sense of place and built form legibility within the urban fabric.

An integrated public domain will be delivered on the northern edge of Lot 2, with cafes/restaurants and bars activating the space during the day and evening. Development of alfresco areas within the public realm may be considered in this location, subject to public access through the space and solar access being maintained.

Lot 2 and 3A are envisaged to have shared basement car parking facilities, with integrated access envisaged to be provided off the road reserve to the east of Lot 2.

OTHER CONSIDERATIONS:
• PTA infrastructure considerations – Lot 2 is not directly adjacent or over any underground PTA asset, though developments are to acknowledge the noise and vibration effects of the rail on the development.
• Subterranean car parking is permitted beneath public roads and public open space, with vehicle access permitted off the road reserve to the east of the site unless otherwise agreed with the Authority. Subterranean car parking should respond to the limitations arising from the need to maintain traffic access to the Perth Arena Car Park and Perth Busport busway.
• Development and the adjacent public realm should have regard to the operation of the Perth Arena and the large numbers of pedestrians that will move between the Perth Arena and Perth Busport / Perth Station before and after events.
• Food and beverage uses must address the public open space on the northern edge of the lot.
• Ground floor retail/commercial uses must address Wellington Street.
• An activated rooftop with public access is to be provided.
• Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
LOT 2 SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 1496 m²

Preferred Land Uses:
- Ground floor: Office, shops, restaurants/cafes, function centre
- Upper floors: Hotel, offices, serviced apartments

Minimum Hotel Rooms or Serviced Apartments: 120

Lot Set-backs:
- 0 (zero) setbacks to lot boundaries at ground level
- 0 (zero) setbacks to lot boundaries above ground level

Building Heights:
- Minimum 13 storey, maximum 16 storey tower

Authority Sustainability Rating: Minimum Tier 2
5.2.2 Lot 3A

DESIGN INTENT:

Lot 3A will enclose the 'Arena Plaza', with delivery of a high quality development onsite to form the terminating the vista from the CBD down Milligan Street. The form of the building will take on a high architectural character and contemporary design, with a portion of the building to be cantilevered over the Milligan Street bus entrance to the Perth Busport.

It is envisaged that the building will complement the Perth Arena and provide active ground floor uses and development above that activates the 'Arena Plaza' when events are not being staged at the Arena by supporting the holding of events, exhibitions and displays. These uses could be bars, cafes, restaurants, music and dance studios, gymnasium, and/or community uses such as a public leisure/recreation centre, swimming pool, roof top tennis court and family services (day-care) and may have an operational link to the hotel envisaged on Lot 2. The building will also assist in screening the entry to the Perth Arena basement car park as well as screening the ventilation stack and fire escape for the car park, rail lines and bus access.

Lot 3A will be designed to act as a unifying development between the CBD and Northbridge by providing a mixed-use building to activate the pedestrianised 'Milligan Bridge Plaza'. Buildings on the 'Milligan Bridge Plaza' will be required to address and activate the public space with offices, bars, studios, and cafes provided at ground level and offices and/or apartments above incorporating windows and balconies that provide passive surveillance over the 'Bridge Plaza'.

Lot 3A is envisaged to have shared basement car parking facilities with Lot 2, with vehicle access to be provided through Lot 2 off Milligan Street.

OTHER CONSIDERATIONS:

- PTA infrastructure considerations – Lot 3A sits over the Milligan Street bus entrance to the Perth Busport and adjacent to the rail tunnel dive structure. Developments are to acknowledge the noise and vibration effects, building adjacent to the tunnel structure, emergency exits and building over the Milligan Street bus entrance.
- *All development is subject to the structural loading limitations of the Arena basement car park below. The applicant is advised to contact the Authority for current structural and loading details for the site. It is also noted that the railway is electrified at 25kV and special safety measures are required for any developments which are close to or abutting the electrified railway infrastructure.
- Subterranean car parking is permitted beneath Milligan Street, with vehicle access provided through Lot 2. Subterranean car parking should respond to the limitations arising from the need to maintain traffic access to the Perth Arena Car Park and Perth Busport busway.
- Development and the adjacent public realm should have regard to the operation of the Perth Arena and the large numbers of pedestrians that will move between the Perth Arena and Perth Busport / Perth Station before and after events.
- All building frontages on to the ‘Milligan Bridge Plaza’ must address and activate the public realm with well considered street frontages.
- Dining and entertainment uses must address the ‘Arena Plaza’ to the south.
- A green roof is to be provided to provide passive surveillance to the ‘Arena Plaza’ and ‘Milligan Bridge Plaza’.
- Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
LOT 3A SPECIFIC BUILDING REQUIREMENTS:
Lot Area: Ground level lot area of 2627 m²
Preferred Land Uses: Ground floor: office, shops, cafe/restaurants, small bar/tavern, artist studios
Upper floors: community uses, recreation and sporting facility, function centre, leisure, offices, hotel/serviced apartments
Lot Setbacks: 0 (zero) setbacks to all lot boundaries at ground level (except to Milligan Street at the Perth Busport dedicated bus entry which is to incorporate a truncation at ground level to ensure traffic safety and sight lines, in consultation with the Authority)
0 (zero) setbacks to all lot boundaries above ground level
Building Heights: Minimum 3, maximum 6 storeys over the Arena car park, subject to structural limitations* (refer ‘Other Considerations’)
Minimum 10, maximum 16 storeys over the Milligan Street bus access tunnel and to the ‘Milligan Bridge Plaza’
Authority Sustainability Rating: Minimum Tier 2
5.2.3 Lot 3B

Roe Street development should be low rise and high quality, with activated creative/retail uses provided at ground level and serviced apartments or office above.

Development is to respond to the change in levels between Roe Street and the Milligan Street Bridge Plaza.

OTHER CONSIDERATIONS:
- PTA infrastructure considerations – Lot 3B is adjacent to the live rail and Fremantle tunnel structure and sits over the tunnel entrance. Developments are to acknowledge the noise, vibration and ground movement effects, constraints associated with building adjacent to the tunnel structure, emergency exits and ventilation and service structures. Any PTA infrastructure located within the site boundaries is required to be designed and constructed as an integral part of the building to enable a comprehensive development of the site.
- *All development is subject to the structural loading limitations of the rail and bus structures below. The applicant is advised to contact the Authority for current structural and loading details for the site.
- **Residential uses may be considered on Lot 3B subject to measures being incorporated into the development demonstrating that noise and vibration issues associated with PTA rail and bus operations, the Perth Arena, the Mitchell Freeway and the Northbridge Entertainment Precinct have been appropriately attenuated such that the development complies with the Authority’s Sound Attenuation Policy, the Environmental Protection (Noise) Regulations 1997 and any other requirements as determined by the Authority in consultation with the City of Perth, PTA and Department of Environment Regulation.
- ***The Authority accepts that a potential Water Corporation easement within the north-east corner of Lot 3B may constrain the ability to build to boundary at ground level.

Onsite development is to be designed to maintain a high level of activation and interaction with Roe Street and the Bridge Plaza at street level. The easement area is excluded from the Lot 3B frontage for the purposes of Figure 9 ‘Active Edges’. Accordingly, the street level activation percentage under Section 3.1.6 is required to be achieved for the area of frontage excluding the easement frontage. Additionally, the impact of any development and method of protection of Water Corporation assets are to be determined, having regard to the Water Corporation’s standards and specifications for the protection of major infrastructure.

- There is a requirement to provide DFES access through the site connecting from Roe Street through to the Rail Reserve. The access is for Emergency Services Personnel Access only and is not intended to be an access for Emergency Services Vehicles or Equipment. It is contemplated that this access could be allowed via the vehicle crossover and a DFESkeyed door/gate into the Rail Reserve would be required.

- Vehicle access to Lot 3B is permitted off Roe Street. Roe Street entry/exit arrangements are to be supported by a Road Safety Audit.
- Pedestrian awnings are not be provided to Roe Street and the ‘Bridge Plaza’ and support the activities at ground floor level. Development must be designed to acknowledge and respond to the night-time entertainment / commercial nature of the location as well as the noise and vibration associated with the adjacent rail and bus infrastructure. It is envisaged that a green roof may be provided to provide inhabitants with communal open space and to provide passive surveillance over the public realm.

The building will provide activation along Roe Street between Fitzgerald Street and Milligan Street and assist in the regeneration of the western end of Roe Street.

DESIGN INTENT:
Built over the rail reserve and dedicated bus-way, Lot 3B will bridge the divide between the CBD and Northbridge through activation of the public realm while acting as a screen between Roe Street / ‘Milligan Bridge Plaza’ and the entrances to the Perth Arena basement car park and Perth Busport.

The building will take on a high architectural character and contemporary design and will be designed to act as a unifying element between the CBD and Northbridge by activating the public space with offices, shops, bars, restaurants and studios with offices or serviced apartments/hotel above. Active uses must address Roe Street and the Milligan Street Bridge Plaza at ground level.

Balconies and living spaces associated with serviced apartments or hotel uses are to overlook Roe Street and the ‘Bridge Plaza’ and support the activities at ground level. Development must be designed and constructed to acknowledge and respond to the night-time entertainment / commercial nature of the location as well as the noise and vibration associated with the adjacent rail and bus infrastructure. It is envisaged that a green roof may be provided to provide inhabitants with communal open space and to provide passive surveillance over the public realm.

The building will provide activation along Roe Street between Fitzgerald Street and Milligan Street and assist in the regeneration of the western end of Roe Street.
LOT 3B SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 1882 m²
Preferred Land Uses: Ground floor: office, shops, cafes, artist studios
Upper floors: office, hotel/serviced apartments
Contemplated Land Uses: Upper floors: residential** (refer 'Other Considerations')
Lot Setbacks: 0 (zero) setbacks to all lot boundaries at ground level*** (refer 'Other Considerations')
0 (zero) setbacks to all lot boundaries above ground level
Building Heights: Minimum 6, maximum 8 storeys onto Roe Street
Minimum 4, maximum 6 storeys onto the 'Milligan Bridge Plaza', subject to structural limitations* (refer ‘Other Considerations’)
Authority Sustainability Rating: Minimum Tier 2
5.2.4 Lot 4 (4A, 4B, 4C)

DESIGN INTENT:
Lot 4 will act as one of a series of new developments along the southern edge of Roe Street to provide activation between Fitzgerald Street and Milligan Street and act as a catalyst in the regeneration of the western end of Roe Street.

The architecture is to be contemporary in style and may reflect an industrial aesthetic with the addition of awnings and balconies to provide weather protection to the street, as well as articulating the façade and breaking up the linear form of the development into maximum 30m modules.

High quality mixed use development is to be provided to activate Roe Street. It is envisaged that the development will have a strong street presence to set a positive precedent with highly activated commercial/retail/creative uses provided at ground level. Pedestrian entries into the development should be clearly defined and visible.

Balconies and living spaces associated with serviced apartments or hotel uses are to overlook Roe Street and support the activities at ground floor level. Development must be designed and constructed to acknowledge and respond to the night-time entertainment/commercial nature of the location as well as the noise and vibration associated with the adjacent rail and bus infrastructure.

OTHER CONSIDERATIONS:
- PTA infrastructure considerations – Lot 4 is adjacent to the rail and bus entrance to the Perth Busport. Developments are to acknowledge the noise and vibration effects and and constraints associated with building adjacent to the live rail including earthing and bonding.
- Residential uses may be considered on Lot 4 subject to measures being incorporated into the development demonstrating that noise and vibration issues associated with PTA rail and bus operations, the Perth Arena, the Mitchell Freeway and the Northbridge Entertainment Precinct have been appropriately attenuated such that the development complies with the Authority’s Sound Attenuation Policy, the Environmental Protection (Noise) Regulations 1997 and any other requirements as determined by the Authority in consultation with the City of Perth, PTA and Department of Environment Regulation.
- Where staging of the development permits, shared integrated vehicle access and servicing arrangements are to be provided for Lots 4A, 4B and 4C off Roe Street, subject to appropriate land tenure access arrangements in perpetuity. Where the above cannot reasonably be achieved, alternate access arrangements may be considered by the Authority. Roe Street entry/exit arrangements are to be supported by a Road Safety Audit.
- Pedestrian awnings are not to be provided to Roe Street (northern facade) in order to facilitate unobstructed use of the Roe Street Shared Path.
- Ground floor pedestrian and vehicle entrances off Roe Street are to be inset into the facade and truncated to ensure safety and visibility when entering/exiting onto the Roe Street Shared Path.
- Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
LOT 4 SPECIFIC BUILDING REQUIREMENTS:
Lot Area: Lot 4A ground level lot area 967 m²
          Lot 4B ground level lot area 1090 m²
          Lot 4C ground level lot area 1060 m²
Preferred Land Uses: Ground floor: offices, shops, restaurants/cafes, recreation facilities, artist studios
                      Upper floors: hotel, serviced apartments, office
Contemplated Land Uses: Upper floors: residential* (refer ‘Other Considerations’)
Lot Setbacks: 0 (zero) setbacks to all lot boundaries at ground level
              0 (zero) setbacks to all boundaries above ground level
Building Heights: Minimum 4 storeys, maximum 8 storeys
Authority Sustainability Rating: Minimum Tier 2
5.2.5 Lot 104 (KS1)

**DESIGN INTENT:**
KS1 will be developed as one of the ‘bookends’ to the Kings Square development site, by providing a prominent, high quality and innovative development. A podium element is to be provided, incorporating a fine grain detail and human scale, with activated podium roofs overlooking ‘King Street’ and ‘Kings Square’. A tower element is to be provided above, with a high level of articulation and architectural expression befitting of the building’s location on Wellington Street and as an entrance to the King-Lake Street Precinct.

The site is to deliver a significant commercial component with retail uses at ground level to activate Wellington Street, ‘King Street’ and ‘Kings Square’.

**OTHER CONSIDERATIONS:**
- Controlled vehicle and service access is permitted off the mall reserve (north) / the laneway west of KS1. Vehicles are to access and exit the mall reserve off Telethon Avenue only and not via ‘King Street’. As the mall reserve is a pedestrian priority zone, vehicle access is to be restricted and managed to ensure pedestrian priority and safety is maintained.
- KS1 will share a basement car park with KS2 and KS3, with access provided via KS2.
- Food and beverage uses are to address Kings Square.
- 20m tower separation between KS1 and KS2.
- Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
KS1 SPECIFIC BUILDING REQUIREMENTS:
Lot Area: Ground level lot area of 1854m²
Preferred Land Uses: Ground floor: shops, office, restaurants/cafes
Upper floors: offices
Lot Setbacks: 0 (zero) setbacks to lot boundaries at ground level
Podium Heights: Maximum 6 storeys up to 25m
Setbacks above Podium: 6m minimum to ‘Kings Square’ (public open space),
‘King Street’ and service laneway (west)
0 (zero) setback to Wellington Street permitted, with podium element to be
expressed through architectural treatment
Building (Tower) Heights: Maximum 21 storeys
Authority Sustainability Rating: Minimum Tier 2
5.2.6 Lot 103 (KS2)

DESIGN INTENT
KS2 is envisaged to deliver a significant commercial component with retail uses at ground level to activate Wellington Street and ‘City Walk’ / mall reserve (north). The development will take the form of a podium element incorporating a fine grain detail and human scale, with activated podium roofs overlooking Telethon Avenue, and tower element above. The development is to incorporate a high level of articulation and architectural expression befitting of the building’s location on Wellington Street.

OTHER CONSIDERATIONS:
• Vehicle and service access is permitted from Telethon Avenue.
• 20m tower separation between KS1 and KS2.
• Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
KS2 SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 2449m²
Preferred Land Uses:
  - Ground floor: shops, offices, restaurants/cafes
  - Upper floors: offices
Lot Setbacks: 0 (zero) setbacks to lot boundaries at ground level
Podium Heights: Maximum 6 storeys up to 25m
Setbacks Above Podium:
  - 6m minimum to Telethon Avenue, mall reserve (north) and service laneway (east)
  - 0 (zero) setback to Wellington Street permitted, with podium element to be expressed through architectural treatment
Building Heights: Minimum 11 storeys, maximum 25 storeys
Authority Sustainability Rating: Minimum Tier 2
5.2.7 Lot 106 (KS3)

DESIGN INTENT

KS3 will relate to and activate two important public spaces – ‘Wellington Gardens’ and Kings Square. As such the development is required to have highly activated ground floor uses with surveillance of the public realm from the upper levels.

Ground floor uses onto ‘Kings Square’ are to include highly activated bars, cafes, restaurants and late night shopping with commercial above. A podium element to ‘Wellington Gardens’, ‘Kings Square’ and the pedestrian mall (south) is to be incorporated into the design of the building to provide opportunity for functional and usable open space which will facilitate passive surveillance of the public realm, minimise bulk and respond to environmental conditions through solar access and wind penetration.

OTHER CONSIDERATIONS:

• PTA infrastructure considerations – KS3 is located adjacent to the bus tunnel. Development should acknowledge the noise and vibration effects and constraints associated with building over or adjacent to the tunnel.
• Service access via access road reserve to the north of KS3.
• Access to basement parking is provided via KS2 from Telethon Avenue.
• Food and beverage uses are to address ‘Kings Square’.
• Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
**KS3 SPECIFIC BUILDING REQUIREMENTS:**

**Lot Area:**  Ground level lot area of 2015m²

**Preferred Land Uses:**
- Ground floor: shops, offices, restaurants/cafes, tavern/small bar
- Upper floors: offices, community facility, child care centre

**Lot Setbacks:**
- 0 (zero) setbacks to lot boundaries at ground level

**Podium Heights:**
- Maximum 4 storeys to ‘Wellington Gardens’ and ‘Kings Square’ up to 16m
- Maximum 6 storeys to mall reserve (south) and access road reserve (north) up to 25m

**Setbacks Above Podium:**
- 6m minimum setback to ‘Wellington Gardens’, ‘Kings Square’, mall reserve (south) and access road (north)

**Building Heights:**
- Minimum 10 storeys, maximum 16 storeys

**Authority Sustainability Rating:**
- Minimum Tier 2
DESIGN INTENT:

KS4 is envisaged to deliver a significant commercial component with retail uses at ground level to activate Wellington Street and Telethon Avenue.

The development will take the form of a podium element incorporating a fine grain detail and human scale, with activated podium roofs overlooking Telethon Avenue and tower element above. The development is to incorporate a high level of articulation and architectural expression befitting of the building’s location on Wellington Street.

Development to Wellington Street is to be predominately retail and dining uses at ground floor with commercial and/or residential above.

OTHER CONSIDERATIONS:

• Service and basement car park access is permitted from the laneway between KS4 and KS5 via Telethon Avenue. The laneway is to be designed and constructed as a shared space providing a high quality, accessible pedestrian environment with no vehicular access to or from Wellington Street.

• 20m tower separation between KS4 and KS5.

• Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
KS4 SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 2015m²
Preferred Land Uses: Ground floor: shops, offices, restaurants/cafes
Upper floors: offices
Lot Setbacks: 0 (zero) setbacks to lot boundaries at ground level
Podium Heights: Maximum 6 storeys to Wellington Street, Telethon Avenue (north and east) and service laneway (west) up to 25m
Setbacks above Podium: 6m minimum to Telethon Avenue (north and east) and service laneway (west) and 0 (zero) setback to Wellington Street permitted, with podium element to be expressed through architectural treatment
Building (Tower) Heights: Minimum 10, maximum 25 storeys
Authority Sustainability Rating: Minimum Tier 2
5.2.9 Lot 101 (KS5)

DESIGN INTENT

It is envisaged that a significant architectural building will be delivered on the KS5 site to address the corner of Wellington Street and ‘Little Milligan Street’. The building is to address the change in level between ‘Little Milligan Street’ and the ‘Milligan Bridge Plaza’ over the bus access and rail lines, with presentation at ground level being highly detailed. Any change in levels will be accommodated internally within the design of the building with at-grade access provided to accommodate universal access and greater activation at street level.

KS5 will incorporate a zero setback at ground level to the Wellington Street frontage, with highly activated land uses with multiple at-grade openings and facades which are broken into distinctly designed modules to provide visual interest and activation at street level. The development will incorporate a usable and functional podium element adjacent to Telethon Avenue.

The tower element to KS5 will be setback from the podium edge and incorporate distinct design elements to break up the horizontal massing of the building.

Temporary alfresco dining is encouraged to be provided at ground level to Telethon Avenue.

OTHER CONSIDERATIONS:

- Service and basement car park access is permitted from the service laneway between KS4 and KS5. The laneway is to be designed and constructed as a shared space with no vehicular access permitted to / from Wellington Street.
- Non-residential carparking is to be provided below ground.
- Min 20m tower separation between KS5 and KS4.
- Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
KS5 SPECIFIC BUILDING REQUIREMENTS:
Lot Area: Ground level lot area of 3496m²
Preferred Land Uses: Ground floor: shops, offices, restaurants/cafes;
Upper floors: offices, residential
Lot Setbacks: 0 (zero) setbacks to lot boundaries at ground level
Podium Heights: Maximum 6 storeys to Wellington Street, Telethon Avenue, ‘Little Milligan Street’ (west) and service laneway (east) to a maximum height of 25m
Setbacks above Podium: 6m minimum to Telethon Avenue, service laneway (east) and ‘Little Milligan Street’ (west).
0 (zero) setback to Wellington Street permitted, with podium element to be expressed through architectural treatment
Building (Tower) Heights: Minimum 15, maximum 25 storeys
Authority Sustainability Rating: Minimum Tier 2
DESIGN INTENT:
The architecture of Lot 108 is envisaged to take the form of a podium element with two towers above. The podium element will incorporate a fine grain detail and human scale, with activated podium roofs overlooking Telethon Avenue to the south, ‘Wellington Gardens’, ‘Little Milligan Street’ to the west and the access road reserve to the north-east of the site.

The tower height is to be designed to step down in height from that of the western tower to the eastern tower to provide a visual transition towards ‘Wellington Gardens’ and provide greater variation in built form.

The building is to address the change in level between ‘Little Milligan Street’ and the ‘Milligan Bridge Plaza’ over the bus access and rail lines. Consideration is to be given to stepping the site’s podium to address the proposed site level contours. Any change in levels should be accommodated internally within the design of the building/s with at-grade access provided to accommodate universal access and greater activation at street level.

All frontages are to be developed to maximise activation and surveillance of the public realm while minimising building bulk, overshadowing and wind.

Residential development will be designed and constructed to acknowledge and respond to the night-time entertainment / commercial nature of the locality. Additionally, upper floor residential development must be designed to incorporate balconies and punctuated openings to ‘Wellington Gardens’, Telethon Avenue and the access road reserve to the north-east to provide visual interest, articulation, surveillance and animation.

OTHER CONSIDERATIONS:
- PTA infrastructure considerations – KS6 is located adjacent to the bus tunnel. Development should acknowledge the noise and vibration effects and constraints associated with building over or adjacent to the tunnel.
- The ‘Wellington Gardens’ frontage (east) is a primary street frontage with a minimum 80% activation along the public open space interface and at-grade access to all tenancies to be provided.
- Minimum 20m separation between towers on Lot 108.
- Minimum 12m separation between Lot 108 boundary and tower development on Lot 6. The northern elevation facing Lot 6 is to be finished to a high standard with architectural treatments, with tower setbacks in accordance with BCA requirements to facilitate openings which take advantage of the northern outlook.
- The site is to be developed to incorporate an appropriate interface with the Lot 6 development to the north. The podium facade to the northern boundary (Lot 6) is to be constructed as a closed parapet. The podium roof is to be appropriately treated and finished to integrate with the Lot 6 podium roof.
- Vehicle access is to be provided via Telethon Avenue only.
KS6 SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 3334m²

Preferred Land Uses:
- Ground floor: shops, offices, restaurants/cafes
- Upper floors: residential

Minimum Residential Dwellings: 520

Lot Setbacks:
- 0 (zero) setbacks to lot boundaries at ground level

Podium Heights:
- Maximum 4 storeys to ‘Wellington Gardens’ and Telethon Avenue up to 16m
- Maximum 6 storeys to ‘Milligan Bridge Plaza’ and the northern elevation up to 25m

Setbacks above Podium:
- 6m minimum to ‘Wellington Gardens’, Telethon Avenue and ‘Milligan Bridge Plaza’
- Minimum 1.5m setback from northern boundary (or as required by the BCA to accommodate openings to northern elevation for solar access and ventilation)* (refer ‘Other Considerations’)

Building (Tower) Heights:
- Minimum 22, maximum 27 storeys with building heights stepping down from west (‘Milligan Bridge Plaza’) to east (‘Wellington Gardens’)

Authority Sustainability Rating: Minimum Tier 2
5.2.11 Lot 6

Development is required to address and activate the public realm with offices, bars, artist studios, and cafes provided at ground level with residential development and the podium roof courtyard above incorporating windows and balconies to provide passive surveillance over Roe Street, the ‘Milligan Bridge Plaza’, public accessway (east) and ‘Wellington Gardens’ (south). Residential development must respect and respond to the night-time nature of the location.

Development will address the change in level between Roe Street and the ‘Bridge Plaza’ over the rail reserve and dedicated bus-way as well as the change in level between Roe Street and the road reserve to the south-east of Lot 6. The development of the public accessway to the east of the site is to ensure universal access is provided.

OTHER CONSIDERATIONS:

• PTA infrastructure considerations – Lot 6 is located over and adjacent to the rail and bus tunnels. Developments are to acknowledge the noise and vibration effects, emergency exit stairs and constraints associated with building directly over and adjacent to the tunnel. Any PTA infrastructure located within the site boundaries is required to be designed and constructed as an integral part of the building to enable a comprehensive development of the site.

• All development is subject to the structural loading limitations of the rail and bus structures below. The applicant is advised to contact the Authority for current structural and loading details for the site.

• 0m setback to tower permitted subject to architectural expression of podium to 4 storeys and the inclusion of open balconies where residential uses are proposed to provide depth and visual interest above. A 10m tower separation between Lot 6 and Lot 7 is supported subject to demonstrating privacy of residential dwellings and passive surveillance of the public realm has been maintained.

• ***Setback subject to high quality architectural treatment of southern elevation with no openings above podium level, unless high quality screening provided to protect amenity and visual privacy.

• Vehicle access is only permitted off the access road reserve to the south-east of the site.

• The site is to be developed to incorporate an appropriate interface with the Lot 108 (KS6) development to the south. The podium facade to the southern boundary (KS6) is to be constructed as a closed parapet. The podium roof is to be appropriately treated and finished to integrate with the adjacent KS6 podium roof.

• All building frontages on to the public accessway between Lot 6 and Lot 7 must address and activate the public realm with well considered street frontages and balconies providing passive surveillance above.

• Ground floor entrances off Roe Street are to be inset into the facade and truncated in order ensure safety and visibility when entering/exiting the building onto the Roe Street Shared Path.

• Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.

• A public lift is required to be incorporated into Lot 3B or Lot 6 (whichever site is delivered first) to provide universal access between Roe Street and the ‘Milligan Bridge Plaza’.

DESIGN INTENT:

Lot 6 will act as one of a series of new developments along the southern edge of Roe Street to provide activation between Milligan Street and Lake Street and act as a catalyst for the regeneration of Roe Street.

The predominately residential development is to be designed to physically integrate Perth City Link with Northbridge and provide a continual built frontage onto Roe Street. The development will take the form of a pedestrian scale podium or, where agreed, expression of podium, providing a fine grain street façade with tower element above. The design of the building will include awnings to provide weather protection, as well as articulation of the façade and breaking up of the linear form of the development into maximum 30m modules.

It is envisaged that the tower element will be organised around an internal communal courtyard/garden built over the rail reserve with entries to the residential/office around the edge. The levels of the structure over the rail and bus reserve offer the opportunity to provide a car park under the communal courtyard/garden with access off the road reserve to the south-east of the site.
LOT 6 SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 4203 m²
Preferred Land Uses: Ground floor: offices, shops, restaurants/cafes
Upper floor: office, residential, serviced apartments
Minimum Residential Dwellings: 110
Lot Setbacks: 1m building setback to Roe Street at ground level to accommodate pedestrian travel along the building shoreline. The 1st floor of the development is to have a 0m setback from the lot boundary
0 (zero) setbacks to all other lot boundaries at ground level
Podium Heights: Maximum 4 storeys up to 16m (measured from Roe Street ground levels), subject to structural limitations* (refer ‘Other Considerations’)
Setbacks above Podium: 0 (zero) setback to Roe Street, ‘Milligan Bridge Plaza’ and public accessway (east) permitted** (refer ‘Other Considerations’)
12m minimum setback from Lot 108 boundary*** (refer ‘Other Considerations’)
Building (Tower) Heights: Minimum 6 storeys, maximum 13 storeys (measured from Roe Street ground levels), subject to structural limitations* (refer ‘Other Considerations’)
Authority Sustainability Rating: Minimum Tier 2
**5.2.12 Lot 7**

Development is required to address and activate the public realm with offices, bars, artist studios, shops and cafes provided at ground level with residential development and the podium roof courtyard above incorporating windows and balconies to provide passive surveillance over Roe Street, ‘King Street’, public accessway (west) and ‘Wellington Gardens’ (south). Residential development must respect and respond to the night-time nature of the location.

Development is to address the change in level between Roe Street and the access road reserve to the south of Lot 7. The development of the public accessway to the west of the site is to ensure universal access is provided.

**OTHER CONSIDERATIONS:**

- **PTA infrastructure considerations – Lot 7 is located over and adjacent to the rail and bus tunnel. Developments are to acknowledge the noise and vibration effects, emergency exit stairs and constraints associated with building directly over and adjacent to the tunnel. Any PTA infrastructure located within the site boundaries is required to be designed and constructed as an integral part of the building to enable a comprehensive development of the site.**

- **All development is subject to architectural expression of podium to 4 storeys and the inclusion of open balconies where residential uses are proposed to provide depth and visual interest above. A 10m tower separation between Lot 6 and Lot 7 is supported subject to demonstrating privacy of residential dwellings and passive surveillance of the public realm has been maintained.**

- **Setback subject to high quality architectural treatment of southern elevation with no openings above podium level, unless high quality screening provided to protect amenity and visual privacy.**

- **Vehicle access is only permitted off the access road reserve to the south of Lot 7.**

- **All building frontages on to the public accessway between Lot 6 and Lot 7 must address and activate the public realm with well considered street frontages and balconies providing passive surveillance above.**

- **Ground floor entrances off Roe Street are to be inset into the facade and truncated in order ensure safety and visibility when entering/exiting the building onto the Roe Street Shared Path.**

- **Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.**
LOT 7 SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 3702 m²

Preferred Land Uses: Ground floor: offices, shops, restaurants/cafes (home office and residential permitted to the access road reserve south of Lot 7 only)
Upper floors: offices, residential, serviced apartments

Minimum Residential Dwellings: 110

Lot Set-backs: 1m building setback to Roe Street at ground level to accommodate pedestrian travel along the building shoreline. The 1st floor of the development is to have a 0m setback from the lot boundary
0 (zero) setbacks to boundaries at ground floor level, except Roe Street

Podium Heights: Maximum 4 storeys up to 16m (measured from Roe Street ground levels), subject to structural limitations* (refer ‘Other Considerations’)

Setbacks above Podium: 0 (zero) setback to Roe Street and public accessway (west) permitted** (refer ‘Other Considerations’)
2m minimum setback to ‘King Street’
12m minimum setback to KS3 lot boundary*** (refer ‘Other Considerations’)

Building Heights: Minimum 6 storeys, maximum 13 storeys (measured from Roe Street ground levels), subject to structural limitations* (refer ‘Other Considerations’)

Authority Sustainability Rating: Minimum Tier 2
5.2.13 Lot 9A North

Upper floor residential development must be designed to incorporate balconies and windows to living areas to provide passive surveillance of the street.

A PTA pedestrian entrance to the Perth Busport will be incorporated into the southern edge of the lot, with access off ‘City Walk’/‘Kings Square’.

OTHER CONSIDERATIONS:

- PTA infrastructure considerations – Lot 9A North is located over and adjacent to the rail and bus tunnels. Developments are to acknowledge the noise and vibration effects, constraints associated with building directly over the Fremantle and Joondalup tunnels, building directly over the Perth Busport, the Busport entrance portal and rail tunnel vent and associated easements and covenants. Any PTA infrastructure located within the site boundaries is required to be designed and constructed as an integral part of the building to enable a comprehensive development of the site.

- *All development is subject to the structural loading limitations of the rail and bus structures below. Additional podium height will be contemplated on Lot 9A North where required for structural loading or in order to facilitate the delivery of specialised land uses (eg: cinema/civic/community uses) subject to demonstrated Design Excellence and provision of a human scale pedestrian environment at the street edge, stepping up to accommodate additional height as required. The applicant is advised to contact the Authority for current structural and loading details for the site.

- **0m setback to tower permitted subject to architectural expression of podium to 4 storeys and the inclusion of open balconies to provide depth and visual interest above (where residential uses are proposed), or innovative contemporary architectural design (for non-residential development).

- ***A minimum 4m setback to ‘King Street’ is permitted subject to the design providing an accessible, usable and functional podium roof, breaking up of massing of the built form, providing visual interest and assisting with ameliorating wind impacts.

- ****Setback subject to structural requirements of the site and resolution of privacy and overlooking issues. The eastern facade to Lot 9BN is to high incorporate a quality architectural treatment and visual interest.

- Where staging of the development permits, vehicle and service access is to be provided off ‘Queen Street’ only. Shared integrated vehicle access and servicing arrangements are to be provided for Lots 9AN and 9BN through Lot 9BN, subject to appropriate land tenure access arrangements in perpetuity. Where the above cannot reasonably be achieved alternate access arrangements may be considered by the Authority. Any Roe Street entry/exit arrangements are to be supported by a Road Safety Audit.

- An activated podium roof is to address ‘King Street’/‘Kings Square’.

- Awnings to ‘Kings Square’ / ‘King Street’ and ‘City Walk’ are to integrate with the awnings to the Perth Busport.

- The PTA portal (pedestrian entrance) to the Perth Busport is excluded from the Lot 9AN frontage for the purpose of Figure 9 ‘Active Edges’. Accordingly, the street level activation percentage under Section 3.1.6 is required to be achieved for the area of frontage excluding the portal frontage.

DEVELOPMENT INTENT:

The architecture of Lot 9A North is envisaged is to take the form of a pedestrian scale podium or, where agreed, podium expression with tower above. The podium is to be articulated to provide a fine grain street façade, reminiscent of King Street or Wellington Street with active uses at ground level. The podium roof is to be accessible and functional, incorporating active uses, particularly overlooking ‘Kings Square’. The development is envisaged to be one of Perth’s prominent buildings and will help to develop a unique sense of place for ‘Kings Square’ and improve the built form legibility within the urban fabric of Perth.

Development fronting ‘Kings Square’ is to be highly activated with small bars, cafes, restaurants and shopping with the potential to incorporate activated civic uses such as a gallery at ground level with residential above. All residential development must be designed and constructed to acknowledge and respond to the night-time entertainment/commercial nature of the location.

Roe Street development is to be high quality, with activated shops, cafes/restaurants and bars at ground level which may have an operational link to Northbridge and the adjacent Chinatown Precinct.
LOT 9AN SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 2496 m²

Preferred Land Uses:
Ground floor: shops, restaurants/cafes, small bar, artist studios, event space, performance venue
Upper podium: cinema complex, shops, offices, restaurants/cafes, residential, serviced apartments, hotel
Tower: residential, offices

Minimum Residential Dwellings: 240 dwellings to be delivered across Lot 9AN and 9BN

Lot Set-backs: 0 (zero) setbacks to boundaries at ground floor level

Podium Heights: Maximum 4 storeys up to 16m to all elevations, subject to structural limitations* (refer ‘Other Considerations’)

Setbacks above Podium:
0 (zero) setback to Roe Street permitted** (refer ‘Other Considerations’)
6m minimum setback to ‘King Street’*** (refer ‘Other Considerations’)
8m minimum setback to ‘City Walk’ (south)
0 (zero) setback to eastern (Lot 9BN) boundary permitted. 6m minimum tower separation to be achieved between Lot 9AN and Lot 9BN**** (refer ‘Other Considerations’)

Building (Tower) Heights: Minimum 7, maximum 16 storeys, subject to structural limitations* (refer ‘Other Considerations’)

Authority Sustainability Rating: Minimum Tier 2
DESIGN INTENT:
The architecture of Lot 9B North is envisaged to take the form of a pedestrian scale podium or, where agreed, podium expression with tower above. The podium is to be articulated to provide a fine grain street façade, reminiscent of King Street or Wellington Street with active uses at ground level. The podium roof is to be accessible and functional, incorporating activated uses which may include a café and/or a ‘green roof’ with the potential to incorporate children’s play areas for residents.

The development may incorporate a secondary commercial space to meet the daily convenience retail needs of local residents and could include a 24 hour supermarket, deli, a small bar and some cafés. Any supermarket development is to be sleeved behind smaller activated shops or cafés/restaurants. It is also envisaged that a cinema complex may be delivered within the podium. An alternate site for the supermarket and/or cinema may be considered, subject to demonstrated activation to Roe Street.

OTHER CONSIDERATIONS:
- PTA infrastructure considerations – Lot 9B North is located over and adjacent to rail and bus structures and the Perth Busport. Developments are to acknowledge the noise and vibration effects, constraints associated with building directly over the Fremantle and Joondalup tunnels, building directly over the Perth Busport, the Perth Busport entrance portal and the ROESSVY Substation Compound and associated easements and covenants. Any PTA infrastructure located within the site boundaries is required to be designed and constructed as an integral part of the building to enable a comprehensive development of the site.

- **0m setback to tower permitted subject to architectural expression of podium to 4 storeys and the inclusion of open balconies to provide depth and visual interest above (where residential uses are proposed), or innovative contemporary architectural design (for non-residential development).

- Where staging of the development permits, vehicle and service access is to be provided off ‘Queen Street’ only. Shared integrated vehicle access and servicing arrangements are to be provided for Lots 9AN and 9BN through Lot 9BN, subject to appropriate land tenure access arrangements in perpetuity. Where the above cannot reasonably be achieved alternate access arrangements may be considered by the Authority. Any Roe Street entry/exit arrangements are to be supported by a Road Safety Audit.

- Development to ‘Queen Street’ is to achieve a minimum 50% activation at ground level with any service and delivery vehicle access to be minimised and integrated into the development. Car park access and service infrastructure is to be incorporated into the building design to minimise visual impact.

- The PTA portal (pedestrian entrance) to the Perth Busport is excluded from the Lot 9BN frontage for the purpose of Figure 9 ‘Active Edges’. Accordingly, the street level activation percentage under Section 3.1.6 is required to be achieved for the area of frontage excluding the portal frontage. Awnings to ‘City Walk’ and ‘Queen Street’ are to integrate with the awnings to the Perth Busport.
LOT 9BN SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 4906m²
Preferred Land Uses:
- Ground floor: shops, restaurants/cafes, offices
- Upper podium: cinema complex, shops, restaurants/cafes, offices, residential
- Tower: residential, offices
Minimum Residential Dwellings: 240 dwellings to be delivered across Lot 9AN and 9BN
Lot Set-backs: 0 (zero) setbacks to boundaries at ground floor level
Podium Heights:
- Maximum 4 storeys up to 16m to all elevations, subject to structural limitations* (refer ‘Other Considerations’)
Setbacks Above Podium:
- 0 (zero) setback to Roe Street permitted** (refer ‘Other Considerations’)
- 3m minimum setback to ‘Queen Street’ (reduced setbacks considered where required to accommodate structural loading)
- 8m minimum setback to ‘City Walk’
- 6m minimum setback to western (Lot 9AN) boundary permitted. 6m minimum tower separation to be achieved between Lot 9AN and Lot 9BN*** (refer ‘Other Considerations’)

Building (Tower) Heights: Minimum 13, maximum 20 storeys, subject to structural limitations*
Authority Sustainability Rating: Minimum Tier 2
5.2.15 Lot 9A South

The development is to incorporate a zero setback at ground level to the Wellington Street frontage with predominately retail/activated commercial uses at ground floor and residential and/or commercial above. Development to ‘King Street’ is to be highly activated with small bars, cafes, restaurants and shopping at ground level with residential/offices above.

Development to ‘City Walk’ is to be evocative of an open air ‘arcade’ development by incorporating a number of small tenancies at ground floor with activated uses such as small-scale shops and cafes/restaurants with potential to accommodate alfresco dining. Ground floor development and podium elements to ‘City Walk’ are to incorporate a high level of fine grain detail to create a feeling of human-scale and intimacy for users. Tower elements are to be designed to reduce the feeling of enclosure of ‘City Walk’ and to ensure that pedestrians using ‘City Walk’ have visibility of the sky and access to natural light.

The development is to incorporate multiple at-grade openings at ground level and podium elements are to be broken into maximum 30m modules to provide visual interest and articulation. All development must provide passive surveillance over the public realm and be designed and constructed to acknowledge and respond to the night-time entertainment/commercial nature of the location.

OTHER CONSIDERATIONS:
- PTA infrastructure considerations – Lot 9A South is located adjacent to the Perth Busport. Developments are to acknowledge the noise and vibration effects and constraints associated with building over and adjacent to the Perth Busport.
- *Additional podium height will be contemplated on Lot 9A South in order to facilitate the delivery of specialised land uses (eg: cinema/civic/community uses) subject to demonstrated Design Excellence and provision of a human scale pedestrian environment at the street edge, stepping up to accommodate additional height as required.
- **Where nil setback is proposed between towers on Lot 9AS and Lot 9BS the design is to read as two distinct towers and demonstrate protection of amenity, access to light and ventilation and architectural design quality. Should a separation between the two towers on Lot 9 South be required (eg: for staging of the development), a minimum 3m setback for Lot 9AS to ‘King Street’ is permitted, subject to retention of a 6m tower setback for minimum two storeys (or a double height storey) above podium in addition to providing an accessible, usable and functional podium roof, breaking up of massing of the built form, providing visual interest and assisting with ameliorating wind impacts.
- **A reduced tower setback to ‘City Walk’ may be considered at the Authority’s discretion, subject to demonstrated Design Excellence on the northern elevation which provides a human scale pedestrian environment along ‘City Walk’.
- Where staging of the development permits, vehicle and service access is to be provided off ‘Queen Street’ only. Shared integrated vehicle access and servicing arrangements are to be provided for Lots 9AS and 9BS through Lot 9BS, subject to appropriate land tenure access arrangements in perpetuity. Where the above cannot reasonably be achieved alternate access arrangements may be considered by the Authority.
- Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
LOT 9AS SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area 2101 m²
Preferred Land Uses: Ground floor: shops, restaurants/cafes, offices, small bar, artist studio
Upper podium: cinema complex, shops, restaurants/cafes, offices
Tower: offices, residential, serviced apartments, hotel
Lot Set-backs: 0 (zero) setbacks to boundaries at ground floor level
Podium Heights: Maximum 4 storeys up to 16m to all elevations* (refer ‘Other Considerations’)
Setbacks Above Podium: 0 (zero) setback permitted to Wellington Street (with architectural expression of podium to 4 storeys) and Lot 9BS (eastern boundary)** (refer ‘Other Considerations’)
6m minimum setback to ‘King Street’** (refer ‘Other Considerations’)
4m minimum setback to ‘City Walk’*** (refer ‘Other Considerations’)
Building (Tower) Heights: Minimum 13 storeys, maximum 30 storeys
Authority Sustainability Rating: Minimum Tier 2
5.2.16 Lot 9B South

DESIGN INTENT
The architecture of Lot 9B South is envisaged is to take the form of a pedestrian scale podium with tower above. The podium is to be articulated to provide a fine grain street façade, reminiscent of King Street or Wellington Street with active uses at ground level. The podium roof is to be accessible and functional, incorporating active uses, particularly overlooking ‘City Walk’.

It is envisaged that the site will share a podium with adjacent Lot 9A South, with towers on the two sites to be designed as a single structure with nil separation between towers or as two separate tower elements with no mandated minimum separation. Irrespective of design, towers are required to achieve minimum setbacks to adjacent streets as per the ‘Site Specific Requirements’. Architecturally, the tower on Lot 9B South is to be expressed as a separate design element from the tower on adjacent Lot 9A South in order to reduce bulk and scale and increase architectural interest. Development is to exhibit a high quality contemporary and design which respects the scale of ‘Queen Street’ and is befitting of the building’s high profile location on Wellington Street.

Due to the alignment of ‘Queen Street’, Lot 9B South terminates the vista from the CBD. Sightlines are to be maintained and as such, Lot 9B South is to be setback from ‘Queen Street’ to permit sightlines to continue through Perth City Link to Northbridge.

Development to ‘City Walk’ is to be evocative of an open air ‘arcade’ development by incorporating a number of small tenancies at ground floor with activated uses such as small-scale shops and cafes/restaurants with potential to accommodate alfresco dining. Ground floor development and podium elements to ‘City Walk’ are to incorporate a high level of fine grain detail to create a feeling of human-scale and intimacy for users. Tower elements are to be designed to reduce the feeling of enclosure of ‘City Walk’ and to ensure that pedestrians using ‘City Walk’ have visibility of the sky and access to natural light where possible.

The development is to incorporate multiple at-grade openings at ground level and podium elements are to be broken into maximum 30m modules to provide visual interest and articulation. All residential development must provide passive surveillance over the public realm and be designed and constructed to acknowledge and respond to the night-time entertainment/commercial nature of the location.

OTHER CONSIDERATIONS:
• PTA infrastructure considerations – Lot 9B South is located above but adjacent to the Perth Busport Development are to acknowledge the noise and vibration effects and building over and adjacent to the Perth Busport.
• *Additional podium height will be contemplated on Lot 9B South in order to facilitate the delivery of specialised land uses (eg: cinema/civic/community uses) subject to demonstrated Design Excellence and provision of a human scale pedestrian environment at the street edge, stepping up to accommodate additional height as required.
• ***Where nil setback is proposed between towers on Lot 9AS and Lot 9BS the design is to read as two distinct towers and demonstrate protection of amenity, access to light and ventilation and architectural design quality.

Should a separation between the two towers on Lot 9 South be required (eg: for staging of the development), a minimum 3m setback for Lot 9BS to ‘Queen Street’ is permitted, subject to retention of a 6m tower setback for minimum two storeys (or a double height storey) above podium in addition to providing an accessible, usable and functional podium roof, breaking up of massing of the built form, providing visual interest and assisting with ameliorating wind impacts. Additionally, due to the alignment of ‘Queen Street’, the tower is to be designed to assist in providing a clear sightline above podium level from the CBD through Perth City Link.

• ***A reduced tower setback to ‘City Walk’ may be considered at the Authority’s discretion, subject to demonstrated Design Excellence on the northern elevation which provides a human scale pedestrian environment along ‘City Walk’.

• Where staging of the development permits, vehicle and service access is to be provided off ‘Queen Street only’. Shared integrated vehicle access and servicing arrangements are to be provided for Lots 9AS and 9BS through Lot 9BS, subject to appropriate land tenure access arrangements in perpetuity. Where the above cannot reasonably be achieved alternate access arrangements may be considered by the Authority.

• Development to ‘Queen Street’ is to achieve a minimum 50% activation at ground level with any service and delivery vehicle access to be minimised and integrated into the development. Car park access and service infrastructure is to be incorporated into the building design to minimise visual impact.

• Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
LOT 9BS SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area 1834 m²

Preferred Land Uses:
- Ground floor: shops, restaurants/cafes, offices, small bars
- Upper podium: cinema complex, commercial, residential
- Tower: offices, residential, serviced apartments, hotel

Lot Set-backs: 0 (zero) setbacks to boundaries at ground floor level

Podium Heights:
- Maximum 4 storeys up to 16m to all elevations* (refer ‘Other Considerations’)
- 0 (zero) setback permitted to Wellington Street (with architectural expression of podium to 4 storeys) and Lot 9AS (western boundary)** (refer ‘Other Considerations’)
- 6m minimum setback to ‘Queen Street’** (refer ‘Other Considerations’)
- 4m minimum setback to ‘City Walk’*** (refer ‘Other Considerations’)

Setbacks Above Podium:
- 0 (zero) setback permitted to Wellington Street (with architectural expression of podium to 4 storeys) and Lot 9AS (western boundary)** (refer ‘Other Considerations’)
- 6m minimum setback to ‘Queen Street’** (refer ‘Other Considerations’)
- 4m minimum setback to ‘City Walk’*** (refer ‘Other Considerations’)

Building (Tower) Heights:
- Minimum 13 storeys, maximum 30 storeys
- Authority Sustainability Rating: Minimum Tier 2
5.2.17 Lot 10 North

Due to the size and positioning of the site adjacent to Yagan Square and the Perth Station, it is envisaged that a community facility such as a local community centre, youth centre, public recreation/leisure centre and/or child care facility may be provided within the podium level of the development to service the needs of the local resident and worker populations.

OTHER CONSIDERATIONS:

- PTA infrastructure considerations – Lot 10 North is located over and adjacent to rail and bus tunnels and the Perth Busport. Developments are to acknowledge the noise and vibration effects, constraints associated with building directly over the Fremantle and Joondalup tunnels, building directly over the Perth Busport and the Perth Busport entrance portal. Any PTA infrastructure located within the site boundaries is required to be designed and constructed as an integral part of the building to enable a comprehensive development of the site. The pedestrian entrance to the Perth Busport on the south-east corner of the lot is to be fully integrated into the design of building.
- All development is subject to the structural loading limitations of the rail and bus structures below. Additional podium height will be contemplated on Lot 10 North where required for structural loading or in order to facilitate the delivery of specialised land uses (eg: cinema/civic/community uses) subject to demonstrated Design Excellence and provision of a human scale pedestrian environment at the street edge, stepping up to accommodate additional height as required. The applicant is advised to contact the Authority for current structural and loading details for the site.
- **0m setback to tower permitted subject to architectural expression of podium to 4 storeys and the inclusion of open balconies to provide depth and visual interest above (where residential uses are proposed), or innovative contemporary architectural design (for non-residential development).
- **Encroachment of tower into the 6m setback zone to Yagan Square to be considered subject to the design providing an accessible, usable and functional podium roof, breaking up of massing of the built form, providing visual interest and assisting with ameliorating wind impacts.
- Where two towers are proposed, they may be delivered on a north-south or east-west axis, subject to maintaining the tower setbacks outlined in the ‘Specific Building Requirements’ and resolution of matters relating to privacy and overlooking, access to sunlight and ventilation and breaking up of building bulk and scale.
- Vehicle and service delivery access is permitted off ‘Queen Street’ only. Development to ‘Queen Street’ is to achieve a minimum 50% activation at ground level with any service and delivery access to be minimised and integrated into the development. Car park access and service infrastructure is to be incorporated into the building design to minimise visual impact.
- Active uses such as restaurants, cafes, small bars and shops are required to address Yagan Square.
- Awnings to ‘City Walk’ and Yagan Square are to integrate with the awnings to the Perth Busport.
- Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
- The PTA portal (pedestrian entrance) to the Perth Busport is excluded from the Lot 10N frontage for the purpose of Figure 9 ‘Active Edges’. Accordingly, the street level activation percentage under Section 3.1.6 is required to be achieved for the area of frontage excluding the portal frontage.

DESIGN INTENT:
The architecture of Lot 10 North is to take the form of a pedestrian scale podium with one or two towers above. The podium is to be articulated to provide a fine grain street façade to reflect a rhythm of changing building facades consistent with the character of Roe Street with active uses at ground level. The podium roof is to be accessible and functional, incorporating activated uses which may include a café/restaurant or small bar overlooking Yagan Square to assist in activation of the space and provide passive surveillance.

Yagan Square is envisaged to be activated 24-hours a day as the major interface space between the Perth Busport and Perth Station. The western side of Yagan Square is to be activated with convenience retail and cafes at ground floor level with commercial offices or residential to the upper floors. Residential development must be designed and constructed to acknowledge and respond to the night-time entertainment/commercial nature of the location.

Tower development on Lot 10 North is required to conform to a maximum percentage of the podium floor plate in order to reduce bulk and scale and permit workers/residents in the towers to achieve a high level of solar access and outlook.
LOT 10N SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 6344 m²
Preferred Land Uses: Ground floor: shops, restaurants/cafes, small bar/tavern, offices;
Upper Podium: cinema complex, community facilities, shops, restaurants/cafes, small bar/tavern, offices, residential, serviced apartments, hotel
Tower: offices, residential, serviced apartments, hotel.
Lot Set-backs: 0 (zero) setbacks to boundaries at ground floor level
Podium Heights: Maximum 4 storeys up to 16m to all elevations, subject to structural limitations* (refer ‘Other Considerations’)
Setbacks Above Podium: 0 (zero) minimum setback to Roe Street permitted** (refer ‘Other Considerations’)
6m minimum setback to Yagan Square*** and ‘Queen Street’
8m minimum setback to ‘City Walk’
6m minimum separation between towers (where two towers proposed)****
Building (Tower) Heights: Minimum 15, maximum 25 storeys, subject to structural limitations* (refer ‘Other Considerations’)
Tower Floorplates (% of Podium) 60% maximum
Authority Sustainability Rating: Minimum Tier 2
5.2.18 Lot 10 South

DESIGN INTENT:
Due to its prominent location adjacent to Yagan Square and the William Street/Wellington Street intersection, Lot 10 South is to be designed as a landmark building which achieves design excellence through the delivery of a high quality, contemporary and innovative development. The building will take the form of a podium structure with single tower element above, with the opportunity to incorporate innovative architectural elements to break up bulk and massing of the tower.

Yagan Square is envisaged to be activated 24-hours a day as the major interface space between the Perth Busport and Perth Station. The western side of Yagan Square is to be activated with convenience retail and cafes at ground floor level with commercial office space and/or residential to the upper floors.

Development to ‘City Walk’ is to be evocative of an open air ‘arcade’ development by incorporating a number of small tenancies at ground floor with activated uses such as small-scale shops and cafes/restaurants with potential to accommodate alfresco dining. Tower elements are to be designed to reduce the feeling of enclosure of ‘City Walk’ and to ensure that pedestrians using ‘City Walk’ have visibility of the sky and access to natural light.

Development to Wellington Street will be predominately retail/activated commercial at ground floor. Residential development must be designed to incorporate balconies and windows to living areas to provide passive surveillance of adjacent streets and laneways. Any residential development overlooking Yagan Square must be designed and constructed to acknowledge and respond to the night-time entertainment/commercial nature of the location.

OTHER CONSIDERATIONS:
- PTA infrastructure considerations – Lot 10 South is located adjacent to the Perth Busport. Development should acknowledge the of noise and vibration effects and constraints associated with building over or adjacent to the Perth Busport.
- *Additional podium height will be contemplated on Lot 10 South in order to facilitate the delivery of specialised land uses (eg: cinema/civic/community uses) subject to demonstrated Design Excellence and provision of a human scale pedestrian environment at the street edge, stepping up to accommodate additional height as required.
- **A reduced tower setback to ‘City Walk’ may be considered at the Authority’s discretion, subject to demonstrated Design Excellence on the northern elevation which provides a human scale pedestrian environment along ‘City Walk’.
- ***3m setback to ‘Queen Street’ and Yagan Square permitted subject to retention of a 6m tower setback for minimum two storeys (or a double height storey) above podium in addition to providing an accessible, usable and functional podium roof, breaking up of massing of the built form, providing visual interest and assisting with ameliorating wind impacts.
- Vehicle and service access is permitted off ‘Queen Street’ only. Development to ‘Queen Street’ is to achieve a minimum 50% activation at ground level with any service and delivery vehicle access to be minimised and integrated into the development. Car park access and service infrastructure is to be incorporated into the building design to minimise visual impact.
- Active uses such as restaurants, cafes, small bars and shops are required to address Yagan Square.
- Should subterranean development occur, a minimum depth of 1.5m (or as otherwise agreed with the City of Perth) is to be provided between the subterranean lot and the road reserve.
LOT 10S SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 2264 m²
Preferred Land Uses: Ground floor: shops, restaurants/cafes, offices;
Upper podium: shops, restaurants/cafes, offices, residential, serviced apartments, hotel, cinema complex;
Tower: offices, residential, serviced apartments, hotel

Lot Set-Backs: 0 (zero) setbacks to lot boundaries at ground level
Podium Heights: Maximum 4 storeys up to 16m to all elevations* (refer ‘Other Considerations’)
Setbacks Above Podium: 4m minimum setback to ‘City Walk’***
(refer ‘Other Considerations’)
6m minimum setback to Yagan Square and ‘Queen Street’**** (refer ‘Other Considerations’)
0 (zero) setback to Wellington Street permitted (podium element to be expressed to 4 storeys through architectural treatment)

Building (Tower) Heights: Minimum 17, maximum 30 storeys
Authority Sustainability Rating: Minimum Tier 2
**DESIGN INTENT:**

Yagan Square will be a high quality urban space that will become a central focus and destination for people visiting and working in the city centre. It will be a key point of arrival into the city and a conduit for pedestrian movement between the CBD and Northbridge and the transit stations, creating a vibrant, attractive and engaging destination in the heart of the city.

Yagan Square will be a combination of separate spaces and experiences which are joined together by the Fremantle rail dive structure. A split-level 3-storey structure will be designed around the dive structure, with the development responding appropriately to changes in levels.

A number of landscaped public spaces will be provided on the dive structure roof to provide a range of opportunities for rest, exploration and entertainment as well as a children’s play area. It is also envisaged that community facilities such as public toilets, changing rooms and cyclist facilities will be delivered within the development for visitors and to complement events held within Yagan Square.

A permanent market hall will provide fresh produce and dining options during the day and evening with a mix of anchor and smaller retail and dining tenancies strategically located throughout the remainder of the site. An open plaza at ground level will allow for open air markets, food stalls and temporary structures associated with events, with the site’s central north-south spine providing for a future light rail track and station.

The design will encourage a natural wayfinding through the site including east-west connections between the Horseshoe Bridge and ‘City Walk’, as well as Perth Station and the Perth Busport portals, and north-south connections between the CBD and Northbridge.

Landscaping and public spaces within the site will be designed around Western Australian, and specifically indigenous, themes and stories. Species and materials will draw inspiration from local and regional sources, with soft landscaped and water elements contrasting with natural hard landscaped features. An amphitheatre on the rail dive structure will provide the opportunity for formal and informal events while retaining flexibility and adaptability of the space.

A digital tower on the south west corner of the site will act as an entrance statement, urban marker and wayfinding element which will help identify Yagan Square as a key destination. The base of the tower will incorporate an information kiosk for visitors to the City.

Yagan Square will integrate with land uses of the the surrounding lots, which are proposed to incorporate food and beverage, community and entertainment uses to assist in encouraging a 24-hour activation of the space. Natural and physical wayfinding elements will assist in directing pedestrians to ‘City Walk’ and the entrance to the Perth Busport on Lot 10 North.

Lot 11 is located in the Perth Railway Precinct and is located adjacent to the Horseshoe Bridge, which are registered by the Heritage Council of Western Australia on the Register of Heritage Places as a Permanent Entry and Interim Entry respectively.

**OTHER CONSIDERATIONS:**

- Activated uses to be provided on all levels of the development.
- Service vehicle access (not general traffic) is permitted to Yagan Square only. Service vehicles may not use Yagan Square to service adjacent Lots 10 North and 10 South.
- Preserve and protect the heritage significance of the Horseshoe Bridge.
- The digital tower is to be accommodated within the south-west corner of Lot 11, terminating the vista down William Street.
- Universal access is to be achieved throughout the site, with alternate methods of access provided (such as lifts and ramps) where required in order to facilitate movement through the site.
LOT 11 SPECIFIC BUILDING REQUIREMENTS:

Lot Area: Ground level lot area of 11,354 m²
Preferred Land Uses:
- Ground floor: Market, shops, restaurants/cafes;
- Upper floor: Restaurants/cafes, community facilities
Lot Set-Backs:
- 8m minimum setback to Horseshoe Bridge (or as otherwise agreed with the State Heritage Office)
Building Heights:
- Minimum 3 storeys, maximum 4 storeys up to 20m (height limits do not apply to digital tower)
Authority Sustainability Rating: Minimum Tier 2
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Chapter 6 Appendices

6.1 SITE CONSIDERATIONS
A number of key site considerations are identified within Perth City Link:

6.1.1 Ground Conditions
A geotechnical investigation was undertaken to provide data to enable the design of Stage 1 streets and drainage. In addition the report provided preliminary data for building developers but should only serve as a guideline to future developments. Developers will be required to carry out their own detailed geotechnical surveys in order to design the foundations and footings and to ensure that new developments and their associated construction activities do not adversely impact on adjacent PTA or other infrastructure.

6.1.2 Contamination – Acid Sulphate Soils (ASS)
An extensive environmental assessment investigation into the entire Project Area will be necessary to adequately complete the next stage of Perth City Link. Limited environmental information on site contamination and acid sulphate soils is available in three reports based on a small strip of land along the northern and eastern perimeters. Determination of ASS presence and distribution should be carried-out in the initial stages of land-use development. Early identification of these potentially problematic soils will allow for modification of infrastructure design to minimise or entirely avoid the disturbance to ASS.

Under the Environmental Protection Act 1986, causing environmental harm from activities such as disturbance of ASS is an offence. The Department of Environment Regulation (DER), particularly the Contaminated Sites Branch, should be consulted in matters that deal with ASS. Initially, ASS risk maps compiled by the DER of several regions in WA can be reviewed. An ASS investigation will need to be carried out if the site is considered to be high risk for ASS and an Investigation Report submitted to the DER for consideration. The DER will then recommend if an ASS Management Plan will be required for the site works. It is important to note that the preceding investigations should be done prior to commencement of earth works and dewatering.

6.1.3 Ground Water
Due to a distinct difference between the founding conditions in this area, appropriate foundation types will depend on the nature of ground loading, subsurface conditions and the presence or absence of underground tunnel structures. Detailed geotechnical investigations are required to analyse soil conditions and ground water levels throughout the site so as to determine the structural design of building foundations and road pavements.

All dewatering and recharge activities must be designed, controlled, maintained and monitored as submitted to and approved by the PTA, so that groundwater levels, piezometric pressures and hydraulic heads in all aquifers within 500 m of the dewatering/recharge activity are not increased or lowered by more than 1.0 m equivalent pressure head (10kPa) during the works when compared to recorded seasonal highs/lows in that aquifer.
Before the commencement of any dewatering/recharge activity within 500 m of PTA infrastructure, full details of the proposed dewatering/recharge must be provided to PTA for review and advice. Details must include at least the following:

- sketches of the proposed dewatering or recharge system.
- locations of dewatering and recharge wells and monitoring bores.
- predicted groundwater draw-down details relating to Contractor’s sequence and method of construction, including evaluation of worse-than-predicted drawdowns and proposed contingency measures in case predicted drawdowns are exceeded.
- preliminary discussion on impacts of dewatering/recharge system on PTA infrastructure.
- proposed groundwater monitoring installations and programme.

A near-surface water table reinforces the potential vulnerability of both soil and groundwater contamination. If there are none existing, test pits or bore holes that intersect the phreatic surface should be established and water samples retrieved. Collected water specimens will be analysed by a National Association of Testing Authorities accredited laboratory in regards to hydrocarbon, heavy metals and other parameters that had been determined through prior investigation and data review.

The results of the water analyses will need to be compared to the appropriate trigger levels. Groundwater investigations within any State land will need to be compared to Environmental Investigation Levels (EILS) and Health Investigation Levels (HILS), based on the DER’s (Contamined Sites Branch) guidelines on the assessment levels for soils, sediment and water.

6.1.4 Structural Engineering

Development over or adjacent to the bus and rail infrastructure will be subject to the approval of the structural proposal by the Public Transport Authority (PTA) as the infrastructure owner, which may include but is not limited to load limitations, structural connections, waterproofing, earthing and bonding and noise and vibration.

The rail and bus infrastructure require a high degree of servicing by way of mechanical ventilation, fire and emergency access and egress systems, etc. that may need to be accommodated within developments above.

All works are to be designed to comply with the documents and guidelines specified in section 15 of the *Land Administration Act 1997* and should not unreasonably disrupt public transport operations (rail and bus). All proposed development within Perth Rail Yard (including investigation work, e.g. boreholes, test pits) within 30m horizontal distance of any PTA rail tunnel structures must be referred to PTA for review and advice.

The design of foundations for buildings not bearing on PTA infrastructure will require additional site investigations.
6.1.5 Civil Engineering
The Authority has prepared a report for the concept design of engineering services for The Link Master Plan, excluding the Stage 1 works between the Perth Arena and Lot 5.

- Developers should refer to this report and particularly note that:
- Buildings will not be allowed to discharge stormwater into the street stormwater drains;
- New Water Corporation sewer service to lots will have fixed invert levels and some buildings will be required to include pumped sewer outflow; and
- PTA is not aware of any existing functioning sub-soil drains but any that are discovered by developers may need to be retained or repositioned.

6.1.6 Electrical Engineering
All developments within 2.5m of existing PTA above and below ground infrastructure should undergo a full bonding review by a recognised traction power earthing and bonding specialist to identify any treatments necessary to ensure safe electrical separation between the PTA traction power earth system and any other electrical earthing system.

6.1.7 Services
Due to a heavy concentration of services existing within the Milligan Street road reserve, it is proposed that this area becomes a designated services corridor with 24 hour/seven day access for service authorities. ATCO Gas Australia have an ultra high pressure gas main located in Milligan Street and has specific requirements with regard to vibrations.

In addition, road reserves across the site will have to accommodate services to sub-precincts with unrestricted access for service authorities. Alignment and sizing of these services will need to be approved by the relevant Authorities.

As per the requirements of Water Corporation and City of Perth, a 24h 100yr storm needs to be retained on site with an allowable discharge rate of 120L/s. Stormwater storage tanks may be required in the road reserve to cater for landscape runoff, public open space and road reserve areas and are to meet City of Perth and Water Corporation conditions and guidelines.

Finished floor levels for proposed buildings are to be elevated to provide a minimum freeboard (300mm above Wellington Street kerb) for protection in the event of surface flooding during a severe storm.
All service authorities have conditions regarding vibration, clearances and cover adjacent to their assets.
To ascertain the location of the services, potholing is required prior to the commencement of any works.
Additionally:

- All existing services on site are to be retained and protected (with access to the services maintained) unless otherwise agreed with the service authority; and
- The cost of any relocation and/or upgrade of services within Perth City Link is to borne by the developer unless otherwise agreed with the service authority.

6.1.8 Traffic
It is recommended that detailed traffic modelling be undertaken to assess the likely impact of traffic redistribution onto the surrounding road network and to maximise the efficiency of traffic signal operations. The development of the Perth Busport should be incorporated into the affects Precincts.

All future developments will be subject to the submission of a Traffic Impact Assessment (TIA) in accordance with Western Australian Planning Commission guidelines that adequately deals with potential traffic impacts to the satisfaction of City of Perth and Main Roads WA. Resulting improvement works identified in the TIA aimed at addressing traffic impacts will be solely at the cost of the developer.

6.1.9 Movement
The variety of connections in the Master Plan provides a balanced range of access for all modes of transport. Considerations of engineering design for all streets, particularly Wellington Street and Roe Street and their relationship with wider movement patterns within and beyond Perth City Link area, such as pedestrian and cyclist networks and infrastructure, should be given a high priority.
6.2 DEFINITIONS
Where noted ‘As defined in the Scheme text’ refer to the Central Perth Redevelopment Scheme ‘Appendix 2 – Defined Terms’.

Alfresco Dining
Outdoor dining or drinking (or both) in a public place. An alfresco dining area is defined as an area in which tables, chairs and other structures are provided for the purpose of the supply of food or beverages or both by the public or the consumption of food or beverages (or both) by the public.

Acoustic Attenuation
The measure of the sound insulation between dwellings, between dwellings and communal areas, and between external and internal spaces.

Active Frontage
Areas which provide a direct visual or physical relationship between the internal areas of a building and the adjacent public realm and contain uses which attract people, promote activity on the street and provide opportunities for surveillance.

Affordable Housing Unit
Dwellings provided to eligible occupiers as either Affordable Owner Occupier Housing or Social Housing. Refer to the Authority’s Policy on Affordable Housing.

Amenity
The liveability or quality of a place which makes it pleasant and agreeable to live in for individuals and the community. Amenity is important in both the public and private domain and includes the wellbeing of occupants, access to sunlight and privacy.

Articulation
The three dimensional modelling at the periphery of a building, including any changes in facade alignment, balconies, windows and sun shading devices.

At Grade
At ground level (not above/below ground level or on a building structure).

Balcony
A balustraded platform on the outside of a dwelling with access from an upper internal room.

BCA
Building Code of Australia.

Building Height
As defined in the Scheme text.

CBD
Central Business District.

Contemplated Land Use
As defined in the Scheme text.

Design Excellence
As per Section 2.1.2 ‘Design Excellence’ of the Design Guidelines.

Development Application
As defined in the Scheme text.

Human Scale
The proportional relationship of the physical and built environment (buildings, streets, etc.) to human dimensions to create a comfortable pedestrian environment at street level.

Facade
The external face of a building.
Fine Grain
Architectural design elements with a high degree of articulation and detail that references human scale.

Legibility
The coherency of a building or public realm design and its effectiveness in facilitating the movement and use of its occupants.

Mixed Use
As defined in the Scheme text.

Opening
A window, door or other opening in the exterior wall of a habitable room that provides external means of light or view from that room or space.

Passive Surveillance
The casual or indirect surveillance of streets and public open spaces by people in buildings or the public realm, facilitated through design elements such as balconies, usable podium roofs, openings, and active uses and clear glazing at street level.

Preferred Land Use
As defined in the Scheme text.

Public Realm
Public domain, the public space, streets, laneways, footpaths, parks, gardens, etc. which are normally open to the public without charge.

Residential Dwellings
‘Permanent Residential’ land uses, being private dwellings, as defined by the Scheme. Does not include ‘Transient Residential’ land uses, being accommodation provided for temporary periods and generally for commercial gain (eg: short stay accommodation, hotel), as defined by the Scheme.

Scheme
As defined in the Scheme text.

Sleeved Parking
Vehicle parking areas that are fronted by an active use, such as residential dwellings, commercial or retail uses that provide an active edge to the public street or public open space.

Storey
That portion of a building which is situated between the top of any floor and the top of the floor next above it and, if there is no floor above it then that portion between the top of the floor and the ceiling above it. Includes enclosed/semi-enclosed roof structures and plants. Double height spaces would be classed as 2 storeys.

Terminating View
A building or feature located at the end or in the middle of the street which often provides a key aesthetic, wayfinding and/or directional marker for users of the public realm.

Transit Oriented Development (TOD)
A mixed-use community that evolves around a walkable urban environment, including residential, retail, office, public open space, and public uses all within walking distance of a public transit system and core commercial area making it convenient for residents and employees to travel by public transport to reduce the reliance on private motor vehicles.

Universal Access
Means that all facilities, services and spaces within buildings and the public realm are accessible to and usable by all people, including people with disabilities, seniors, children and those from culturally and linguistically diverse backgrounds.

Working Drawings
As defined in the Scheme text.
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Adoption Date: 2009
MORE INFORMATION
If you require any further information or explanation about the Authority’s planning framework, Development Applications or the Scheme, the following options are available:

Website:
visit the Authority’s website at:

Email:
email your query to the Authority at:
reception@mra.wa.gov.au

Phone:
phone the Authority to chat to a planner on (08) 6557 0700

Meeting:
book a meeting to discuss your proposal with a planner by phoning (08) 6557 0700