an urban design framework

a vision for perth 2029

CITY of PERTH

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A MESSAGE FROM THE LORD MAYOR

LISA SCAFFIDI

Great cities don't just happen. They evolve from communities where there is a strong sense of identity, purpose and common will, with a strong focus of building on unique strengths and opportunities – be it our natural assets, beauty or economic advantages.

Without any doubt, Perth is a successful city but can it be a truly great city? Over recent times, as we find ourselves maturing and having a greater self-awareness as a society, the people of Perth have introspectively questioned Perth's role as they search for the missing ingredients that will make our city centre a vibrant place where people choose to live and visit and simply want to be.

In answer to some of those questions, I am delighted to present this Urban Design Framework 2029 that identifies our unique image and identity of the central area of the capital city and what we now need to do to go forward. Importantly, it looks at the overall built form of our city as well as the public spaces that will form a coherent and attractive 'glue' between the city buildings. Great cities also have great streets that are destinations in themselves – not just roads for fast-moving, through traffic.

This document is launched at a time that the city is consolidating from the economic development boom that it experienced up to 2009 and is preparing for the next cycle of economic activity as the Western Australia economy continues to grow.

Without doubt, our main challenge now is to intensify Perth and encourage more people to come and live in the city centre. This is important not only from a sustainability point of view but will bring Perth to life with the one thing that makes great cities even greater – their people.

Lisa Scaffidi

2. INTRODUCTION

WHAT IS AN URBAN DESIGN FRAMEWORK?

The Urban Design Framework is a design tool that provides a physical interpretation of the City of Perth's vision and strategies. It helps to ensure that the built environment we create reflects the community's vision and the Council's strategies, and it underpins an integrated approach to better physical environments.

The Urban Design Framework focuses on the broad scale and the long term, and sets an overall planning and design context within which more detailed and localised strategies, studies and projects can be coordinated. It also identifies administrative actions, economic, environmental, and social initiatives that have a bearing on the creation of a great city.

The need to have an urban design 'manifesto' has been acknowledged by other Australian cities, such as Melbourne's 'Grids and Greenery' which has provided a sound policy framework for over 20 years. Such a strategic document includes directions for improving both the public and private realm, reflects a political commitment to urban design, and guides urban design quality and consistency through future capital works programs.

WHAT IS AN URBAN DESIGN FRAMEWORK?

The Urban Design Framework is not a definitive blueprint or detailed master plan for the city's growth and, whilst broad-ranging, it cannot be expected to cover in detail every element required to create a great city. In practice, the Urban Design Framework will provide guidance and illustration on a range of elements that together make up a city environment, which, in turn, will:

- Provide guidance on how development contributes to the city's identity, environment, structure, common interest and culture, and how such development is described in the statutory planning process
- Increase developers' appreciation of the expected built form outcomes across the city
- Enable better integration of policy-making regarding public spaces and the public-private interface
- Inspire responsive and resilient design of new buildings, spaces and their interfaces, focusing on architectural quality and place-making principles
- Provide Council with a reference tool in the coordination of capital works program to incrementally achieve the built form and public realm vision.

3. BACKGROUND

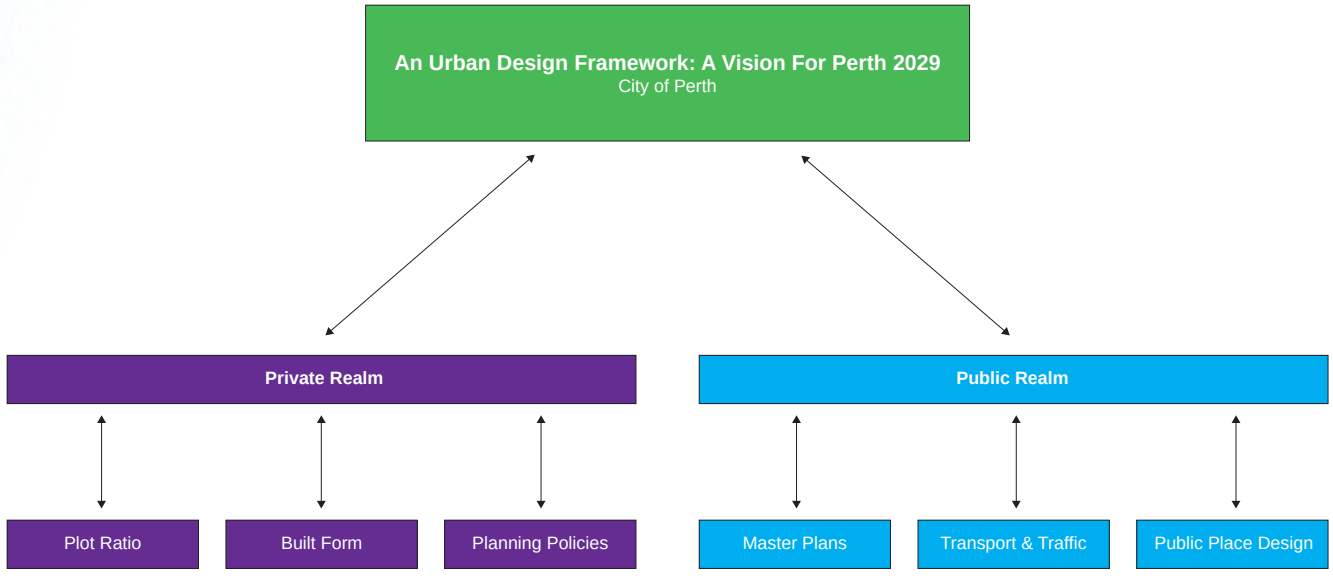
THE ROLE OF THE URBAN DESIGN FRAMEWORK

As a planning tool the Urban Design Framework establishes a link, between the State Government's 'Capital City Planning Framework' and the City of Perth's operational policies and strategies. In doing so, the Urban Design Framework translates and consolidates the City's vision 'City of Perth 2029 We Hear You', corporate plans, development plans and independent studies such as Jan Gehl's report 'Perth 2008 / 09 Public Spaces & Public Life' that reviewed his 1992 study and identified practical urban design initiatives to improve the quality of the public realm. The Urban Design Framework is also an evolution of the ideas and development patterns that have been previously identified in planning studies, such as the 1993 'Perth Central Area Policies Review' and the 2004 'Capital City Perth' document.

Currently, the City of Perth's urban design policies are embodied in several documents each of which has a different function. The Urban Design Framework provides an opportunity to create a single overview document which captures the main principles for the improvement of the city's public and private realm and provides guidance in the writing and interpretation of operational policies and statutory planning documents such as the City Planning Scheme, which focuses on the control and guidance of private development.

Being a guiding document, the Urban Design Framework does not propose concrete solutions for the future but instead allows sufficient flexibility to manage change in changing circumstances of society, economy, environment and culture.

An important task for the City of Perth, and other regulatory bodies, is the process of interpreting the Urban Design Framework into statutory planning controls to ensure that they reflect the Urban Design Framework and the Council's expectations for the long-term development of the city.




PUBLIC SPACES & PUBLIC LIFE IN PERTH
Jan Gehl
Perth, Western Australia
DRAFT
Capital City Perth:
A 10 Year Strategy for the Perth City Area
November 2004
City of Perth
&
The Department for Planning & Infrastructure
Public Places Enhancement Strategy
Strategy Components
PERTH CENTRAL AREA POLICIES REVIEW
PERTH 2004
PUBLIC SPACES & PUBLIC LIFE

4. VISION

BICENTENARY VISION - OUR CITY IN 2029

By 12 August 2029, when Perth celebrates the bicentenary of European settlement, we want to be able to see just how far our city has come since the day when Mrs Helen Dance, wife of the Commander of HMS Sulphur, cut down a tree at the ceremony to commemorate the founding of Perth in 1829. Two hundred years after that ceremony we will have become an internationally recognised, highly developed and vital capital city, within the large, prosperous state of Western Australia.

The city's growth is a result of active and caring participation from all walks of life. Perth will play a leadership role as the capital city and be a showcase for the State's prosperity. The City of Perth will continue to work diligently to meet the ever changing demands of life in a busy world and provide a city environment that enables Western Australians to go about their business and their lives with ease and, at the same time, feel proud of where they are and who they are.

In a more competitive national and international scene the Council will need to diligently monitor and assess the city's revenue streams. It will also need to ensure the city is resilient and strategically planned with an eye to future needs, overall growth and inevitable changes. With good alignment of the long-term plans of the city, and those of the State and Federal governments, we can meet the challenges before us, while remaining a leading best-practice capital council, supported by a solid, experienced and hard working administration.

To help paint a picture of what Perth should be like in 2029, the City of Perth Council undertook "City of Perth 2029 We Hear You'", a consultation and visioning program that identified the key features of our future city.

KEY FEATURES OF OUR CITY IN 2029

GLOBAL STATUS

The city will have improved its position on the world stage and will have:

- Extensive global engagement
- A clear identity and recognition of its status as the capital city of Western Australia
- Recognition as being a city of international significance in the Asia Pacific region
- An effective international program which delivers business, educational, cultural and civic links
- Recognition as the principal western gateway to Australia.

VIBRANCY

The city will be a lively and vibrant area and have:

- The premier entertainment facilities with world class performances, including a 2,500 seat lyric theatre
- A highly regarded and sophisticated central business district
- High quality sustainable buildings, lighting, infrastructure and signage throughout its boundaries
- Facilities and activities that show its unique indigenous history
- A city that works with partners in the delivery of significant community, cultural and international events.

ACCESSIBILITY AND CONNECTIVITY

As the capital city and heart of the State the city will have maintained its position at the hub of the transport network having:

- A strong arterial road network
- A central zone serviced by CAT buses which connect to transport services in and out of the city
- An environment conducive to walking and cycling.
- Improved connection between Airport and City.

KEY FEATURES OF OUR CITY IN 2029

LIVEABILITY

Being one of the most liveable cities of the world the city will have:

- A diversity of inner-city residents
- A community in which people can, if they choose, live, play and shop locally including having access to a fresh food market
- Facilities for workers and residents such as a library, recreational and community facilities
- Good interconnected public transport options
- Workers, residents and visitors who feel safe – and are safe.
- Good pedestrian and cycling networks.

ATTRACTIVENESS AND FUNCTIONALITY WITH WORLD CLASS ARCHITECTURE AND DESIGN

The city will have capitalised on its unique river location and be recognised for having:

- An active and working connectivity between the river foreshore, the city and Northbridge
- Highest quality architecture in all developments, both private and public, the value of which is recognised and encouraged
- Clear and recognisable features different from other capital cities
- Celebrated its cultural and built heritage
- Shaded and cool malls and streets
- Well maintained green public open spaces in key areas
- A city that is free of vandalism and unwanted graffiti
- A good connection between the central city and Parliament House over the freeway
- Grand civic places.

RESPONSE TO CLIMATE CHANGE

People in the city will contribute to global action to reduce the impact of climate change by having:

- A small carbon footprint
- A green energy focus
- Effective water management

KEY FEATURES OF OUR CITY IN 2029

CAPITAL CITY ROLE

As the capital city of Western Australia and its centre of commerce and government, the City of Perth Council will have:

- Effective working relationships with neighbouring local governments, State and Federal governments
- Expanded to include neighbouring precincts to make the City of Perth more effective

PROSPERITY

As the heart of business in Western Australia the city will have:

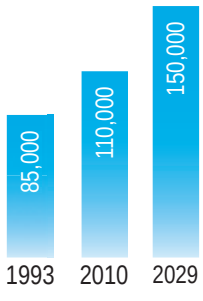
- A diverse business economy
- Hubs of excellence in the 'new economy' industry sectors to complement the established business sectors
- A strong focus on education with inner city campuses for tertiary education
- A diverse range of high standard hotel accommodation.

RECOGNITION OF THE CITY'S ACHIEVEMENTS

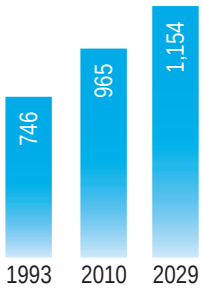
People will take pride in the fact they live and work in the city and in 2029 the City of Perth will celebrate a significant anniversary in an appropriate way to show to the world how far it has come in 200 years.

40,000 residents 81,250 m^2 footprint over 20 levels

150,000 workers to 71,250m^2 footprint over 20 levels



Perth Central Core Workforce



Perth Central Core - Number of Workers per hectare

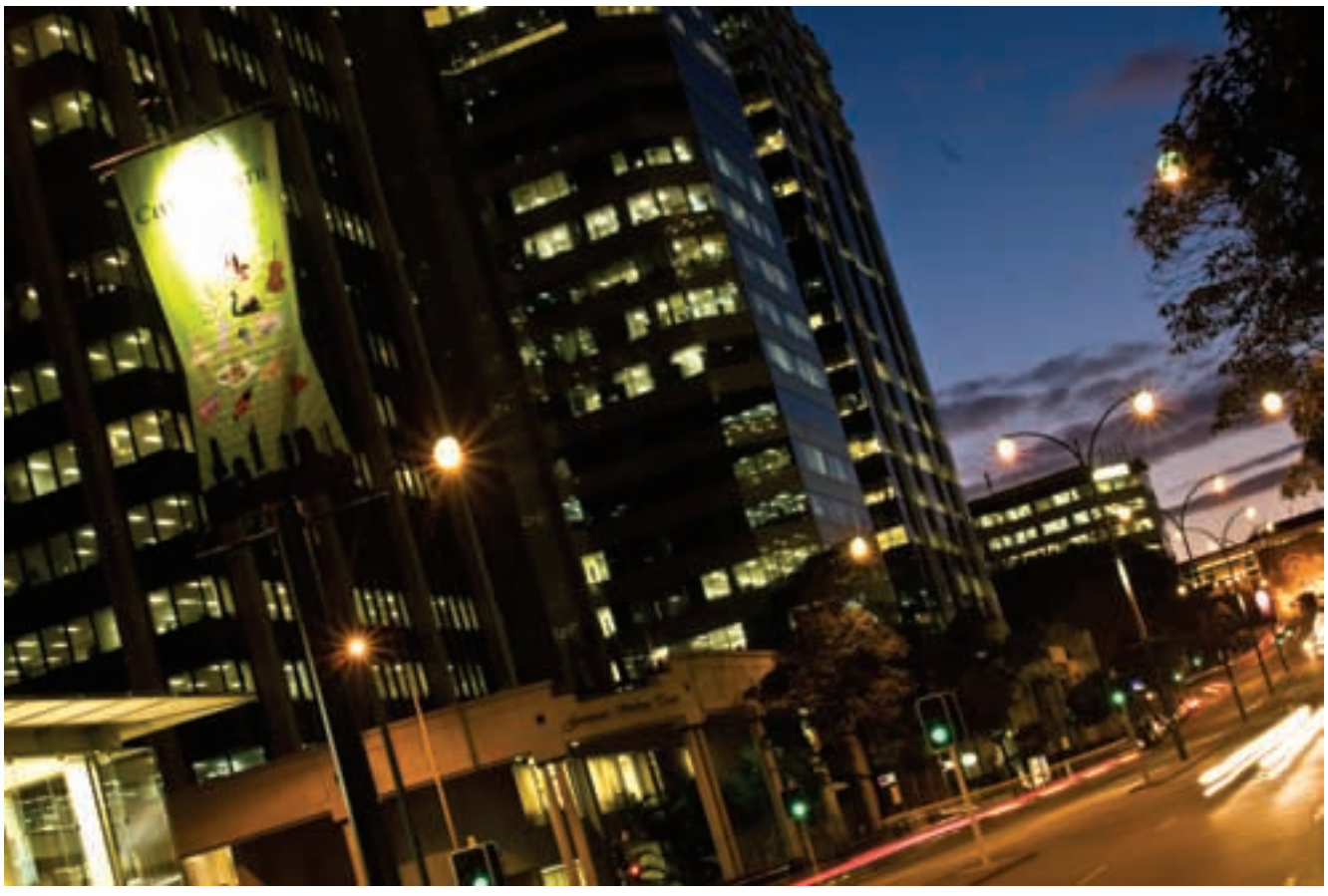
Source: Hassell with AECOM from the "What If" project

GUIDING PRINCIPLES

In achieving the vision for 2029, the City of Perth has identified in its Strategic Plan a suite of guiding principles to be considered when making decisions about the growth and management of the city. The guiding principles are consistent with the Council's vision and will assist Council in interpreting and prioritising the translation of the Urban Design Framework into policy and other regulatory controls:

- Perth must develop in a way that meets the needs of the present without compromising the needs of future generations, through the integration of environmental protection, social advancement and economic prosperity, to build a sustainable future for the city.
- Planning must be based on evidence, be adaptable to change, and continuously reviewed. Planning decisions must achieve the best possible outcome in all elements to enhance the city's unique features, its environment and the needs of people in the city.
- The City of Perth will take a leadership role in reducing and mitigating climate change and in the conservation of natural resources and native fauna and flora within a highly urbanised capital city.
- People will be given precedence in the city's public spaces and roads.
- The design and use of public spaces must facilitate and balance the need to provide spaces for interaction by people, aesthetic quality and impact on the natural environment.
- A resilient and sustainable city economy requires a reduction in regulation and other barriers to entry, support for existing businesses and the facilitation of new growth areas.
- Recognition that crime will never be eliminated and that crime prevention and community safety involve complex targeted interventions and a coordinated approach involving government, non-government agencies and the private sector.

- Promotion of a culture of tolerance around potential conflicts between various uses and activities; in particular, develop strategies to manage residential uses as an integral part of mixed development with the city.
- The city will remain the central passenger transport hub of the metropolitan area and be a place where all people can move efficiently and safely while minimizing impact on the natural environment and the use of resources.
- The City of Perth will take a leadership role as the capital city of Western Australia and be proactive in the global recognition of the city.
- The City of Perth will encourage active and healthy lifestyles and active citizenship.
- Diversity and social inclusion are components of community development and well-being and people of diverse ages, backgrounds, lifestyles and abilities should be able to participate in city life with equity and dignity.
- Recognition that physical design, social infrastructure and community development initiatives which contribute to communities having a strong sense of ownership and place.
- Cultural activity and the heritage of the city have intrinsic value and active involvement is an important aspect of expressing individual and community creativity and uniqueness.



TRANSLATING THE VISION INTO REALITY

The City's vision is for a truly great place that celebrates its people, their achievements and the resulting prosperity, which provides an enduring legacy that will survive for future generations of Western Australians. The challenge with the Urban Design Framework is to provide guidance in the translation of the vision into 'bricks and mortar' and bring it to life. As the vital link between the Lord Mayor's and Councillors' shared vision and the operational policies that regulate the shaping of the city, its buildings, streets and public places, the Urban Design Framework provides an essay of clues to Perth's purpose, uniqueness, and the elements of the city that determine the experience it offers and the way in which it interacts with its setting. For each of these elements, the Urban Design Framework identifies a set of objectives, and a supporting set of principles that provide guidance on how the objectives should be achieved. In addition, the Urban Design Framework identifies actions that the City of Perth, and other regulatory bodies, should take to enable the realisation of the vision, and catalogues a series of major projects that will significantly contribute to the establishment of a great city centre.

In summary, the Urban Design Framework sets an agenda to deliver a city that:

- Has sufficient identity and purpose to be a globally significant capital city.
- Enables sufficient human interaction to be vibrant.
- Is accessible for everyone.
- Is well-connected to the rest of the Perth metropolitan area.
- Is a desirable place to live work, visit and play.
- Enables better management of the environment.
- Engenders prosperity.
- Engenders a sense of civic pride.

The following objectives and principles apply to all of the City of Perth, including the portion in Crawley. However, Crawley has not been included in many of the diagrams because it is an inherent part of a different urban structure that includes UWA, the QE2 medical campus and the surrounding area, and which warrants special detailed consideration.

SENSE OF PURPOSE

As the centre of Western Australia's capital city, central Perth is, and always will be, the beating heart of our State. Central Perth is the seat of corporate and political power. The city centre is an icon. Residents of Perth's suburbs pay a premium for views of the city centre, and the central Perth skyline is the most photographed part of our State. It is absolutely vital that the city centre embodies the vibrancy, culture, power and prosperity of Western Australian, both to those people who live here and those who visit us from afar.

OBJECTIVE

Ensure that the primacy of Perth's central area, and its capital role, is maintained and enhanced.

PRINCIPLES

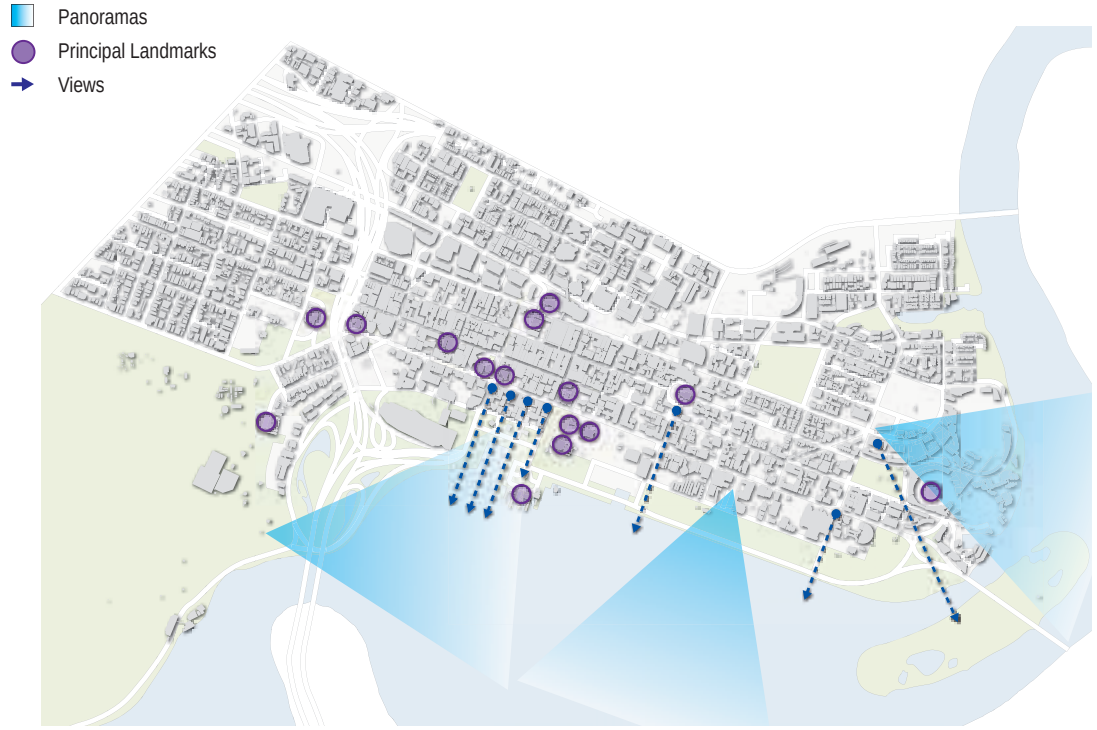
Protect within the City of Perth boundaries the following components to ensure that Perth continues to fulfil its iconic role as a capital city:

- The principal location for premium commercial office space
- The centre of parliamentary, civic and judicial functions for the State
- A place for major cultural and creative events, and international sporting facilities
- A global centre for the resources industry
- The principal shopping destination with major and high end retail outlets
- The premier entertainment and nightlife area
- Tertiary education and other leading public facilities
- The principal location of major places of worship
- The premier tourist destination in the State
- The principal public transport hub for the city as a whole
- Parks of outstanding quality
- The iconic Swan River environment
- Internationally recognised medical facilities
- Protect Perth's heritage by preserving existing buildings, streetscapes, landscapes and establish conservation areas.

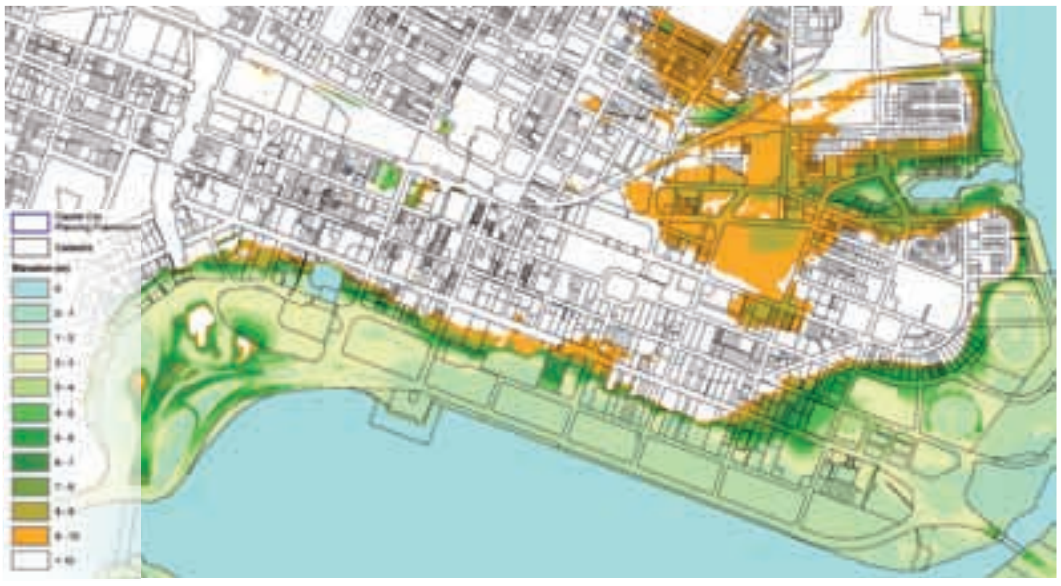
Perth as a whole is cradled between the hills to the east and the ocean to the west. The central area has a unique river and parkland setting to the south, and the majesty of Mount Eliza and Kings Park to the west. Perth has an image and character in its urban pattern which depends upon the river, topography, streets, building form and landscaping. This structure gives a sense of where Perth is, provides a rationale for the organisation of city elements and imparts a unique identity to the city.

Making the special attributes of the city's location more accessible and more visible will increase the enjoyment of the city by visitors and residents alike. Professor Jan Gehl in his report 'Perth 2008 / 09 Public Spaces & Public Life' for the City of Perth and the State Government, identified the importance of Perth's unique setting and recommended celebrating this setting by making the most of the water, topography, improving connections to Kings Park and improving the pedestrian landscape. Views of Kings Park, the hills to the east and the river are highly sought after and impart a sense of 'belonging' to the place, and provide a strong appeal for inner-city residents and office workers.

Perth's sense of place and identify is also derived from the built fabric of the city itself; the building forms, the architectural details, the landscaping of the streets, and the architectural legacy of previous generations.



The sense of place is reinforced by a range of distinctive buidlings and the locations that afford sweeping views of the river and the surrounding coastal plain.



Capital City Planning Framework Elevation Map.

Source: Department of Planning from the "Capital City Planning Framework"

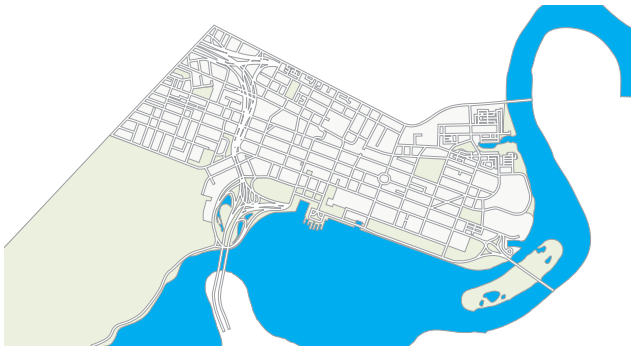
SENSE OF PLACE

OBJECTIVE

- Protect and emphasise the characteristics that give the city its identity, a sense of place, and a means of orientation.
- Reinforce the city's relationship with the Swan River and landscape setting.

PRINCIPLES

- Strengthen the connection to the river by improving views and vistas to and from the river
- Enhance the river environment, including its associated ecological systems
- Improve physical and visual connections to Kings Park
- Reinforce the visual relationship between the city's built form and its landscape setting, including the topography of the land on which it sits
- Reinforce the components of the urban structure and built form that provide legibility to the street network
- Allow scope for distinctive buildings of architectural excellence in prominent locations
- Encourage architecture, streets and other places that respond to Perth's Mediterranean climate
- Retain historic features to provide clues as to how Perth has evolved
- Utilise public art to tell a story about Perth, its location, its people and their achievements.



River

Views

City Streets

Landscaping

View from Kings Park in the late 1920s

View from Kings Park in 1948

Reclaiming the Foreshore in 1959

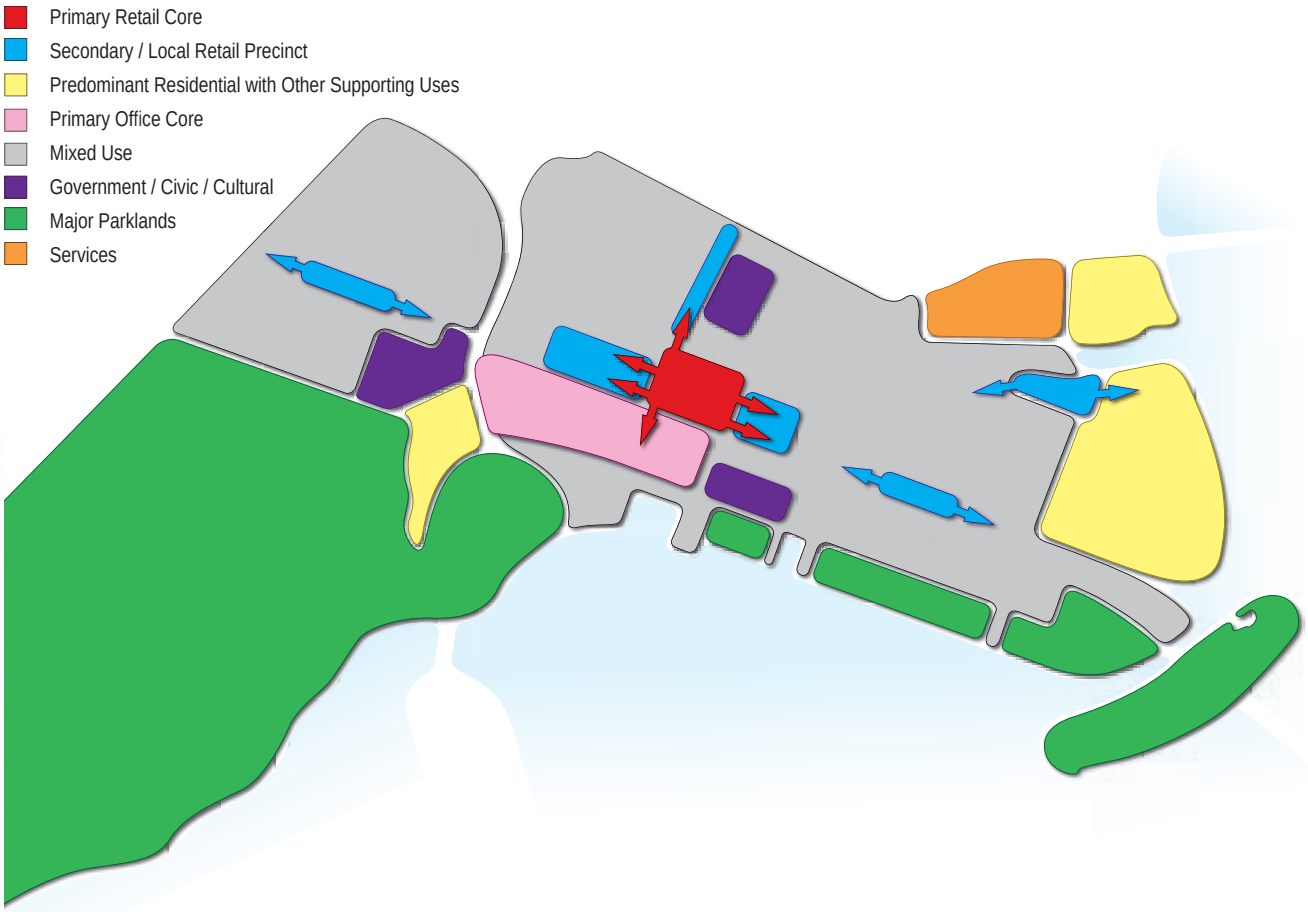
6. URBAN DESIGN FRAMEWORK ELEMENTS

ACTIVITY AND PEOPLE

City planning has been traditionally driven by the need to manage land uses - the diverse range of activities that people engage in within an urban environment. Land use planning should provide for the full range of functions, services, infrastructure and activities to support and maximise the frequency and concentration of human interaction in the city core. In doing so, there is a need to consider the existing range of activities, what activities should be protected and what activities are either missing or under-represented, whilst ensuring that the needs of a capital city are planned and accommodated. For example, residential development has been significantly under-represented in the city. In response, planning is currently being undertaken to cater for a projected population of between 35,000 – 40,000 residents by 2031.

There is recognition that some of the existing parts of the city do not sufficiently create the sense of character or contain the range of activities and community infrastructure that make them desirable destinations, particular those areas at the fringe of the city centre. Looking to the future, there is a recognition that the need for increased density, and the intensification of the urban experience offered by the city, must go hand in hand with creating more activities for people to engage in.

In particular, it is essential that the city contains an appropriate and desirable range of facilities and social infrastructure (such as schools, parks, recreational facilities, and local convenience retailing) that will make people of all ages want to live in the city.



OBJECTIVES

- Encourage a diverse range of activities that make the city a desirable place for people of all ages to live, work, visit, learn and play.
- Achieve a residential population of 35,000 by the year 2029, with 10,000 residents in the city's central core, to create a 'living' city.
- Avoid an unhealthy juxtaposition of incompatible land uses.

PRINCIPLES

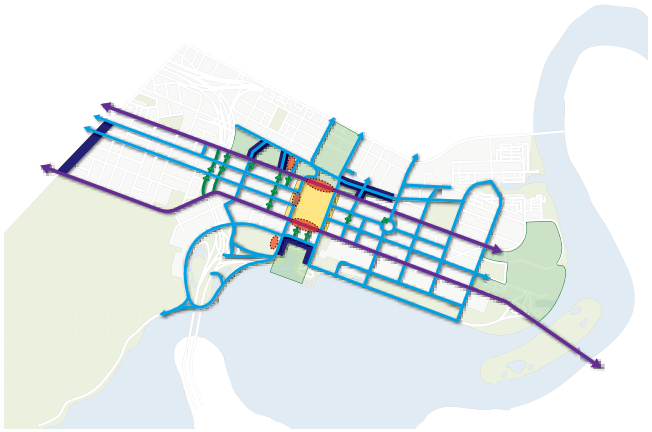
- Focus on places and destinations and reinforce the distinctive structure, activities and character of the city core
- Achieve a critical mass of workforce and residential community by enabling intensive development
- Extend the allowable range of activities and the time in which people can engage in those activities
- Optimise person-to-person interaction and create a city for people
- Encourage a diversity of residential options, including affordable housing
- Provide appropriate community facilities and services to cater for a significant inner-city residential population, and make the city a residential location of choice
- Identify and encourage opportunities for students to engage in, and contribute to, city life
- Encourage hotels and other tourism infrastructure to increase visitation
- Provide for the most efficient operation of business services and social infrastructure
- Make best use of existing infrastructure investment by matching development intensity to public transport and other public infrastructure provision
- Provide spaces for small creative enterprises as a well as larger corporate enterprises.
- Encourage the re-use of long-term vacant floorspace at upper building levels
- Recognise that a reasonable degree of tolerance is an inherent aspect of urban life
- Promote respect and tolerance in the community through civic leadership and stewardship.

URBAN STRUCTURE

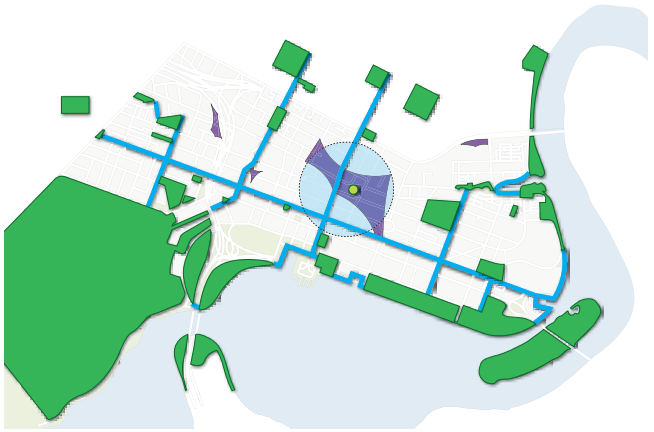
Perth consists of a framework of buildings, activities, character precincts, streets and other public spaces, all set within a context of the river, the underlying landform and the surrounding landscape. Together, these make up the city's urban structure. The Urban Design Framework suggests how the city's movement pattern and the organisation of its buildings, open spaces and activities can be tailored to create a stronger and more legible urban structure.

OBJECTIVE

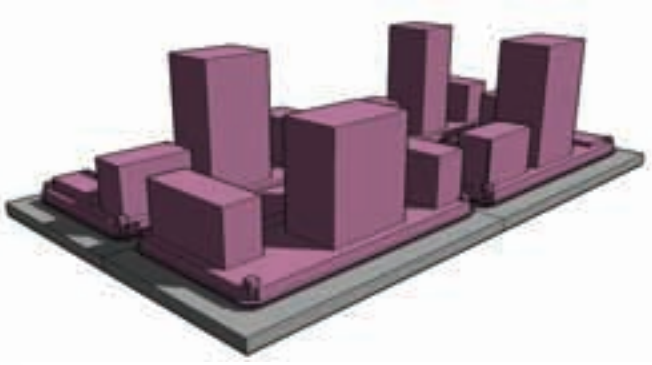
- Reinforce the clarity and legibility of the urban structure and its components.
- Establish a clearer relationship between the city and its physical context - the Swan River, the underlying topography and the surrounding landscape.



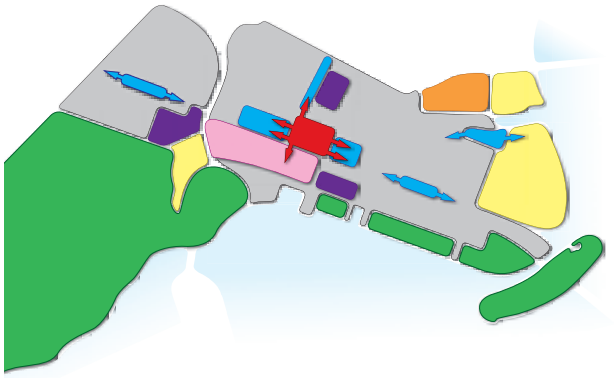
Movement p.45



Parks p.59



Urban Typology p.63



Activity and People p.34

URBAN STRUCTURE

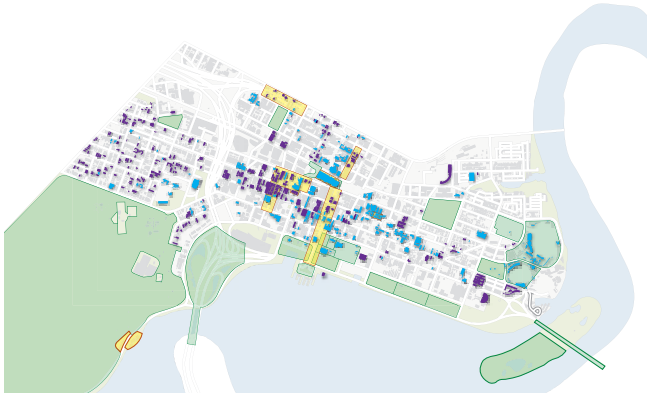
PRINCIPLES

- Reinforce the city structure of streets, open spaces, and buildings through urban redevelopment
- Maintain and enhance the identity of precincts with a distinctive character by keeping buildings of architectural merit and establishing new buildings that are sensitive to their context
- Make the streets and open spaces more attractive for pedestrians to use and enjoy
- Improve connectivity by completing the missing links and stitching the city grid back together
- Retain the fine urban grain of the city's movement network
- Recognise the link between transport and built form and capitalise on the potential for transit-oriented development as a means of organising land uses and their intensity
- Facilitate way-finding
- Retain older buildings to achieve a sense of place and connection with the past
- Establish and promote a clearly articulated network of parks and other public spaces
- Maintain view corridors to open spaces, landmarks and landscape features such as the Swan River, Kings Park and the Darling Range.
- Strengthen the city's most visible edges, such as the riverfront
- Reinforce the city's 'gateways' through urban form to engender a the sense of arrival
- Define land use patterns in a way that enables commercial uses to respond to the economic benefits of exposure to the movement network
- Define and enable building forms that reflect the urbanity and intensity of the city.

Urban Pattern p.39

Pedestrians & Cyclists p.47

Views p.29



Heritage p.69

URBAN PATTERN

The urban pattern of much of the central city area consists of an elongated grid of streets aligned in a west-northwest and south-southeast direction, that stems from the original subdivision plan by Surveyor General Septimus Roe. The streets that define the urban pattern can be broadly described as boulevards, avenues, streets, and lanes. The city's boulevards are the two major east-west spines, Wellington Street and St Georges Terrace, that link East Perth, through the city core, to West Perth and beyond, and are generally characterised by divided carriageways with tree planting at the sides and the median. The city's avenues interconnect and articulate the various precincts and public squares of the city and provide the primary north-south linkage through the city. The tree planting in the avenues is intended to establish a green and leafy ambience across the city. The grid of city streets creates numerous cross-connections, and, together with the even finer grain of laneways and other pedestrian routes, establishes a highly-permeable network that stitches the city together. The small streets are generally urban in character with no, or limited, tree planting, and the treatment of edges, surfaces and lighting will allude to the proximity of the city's core.

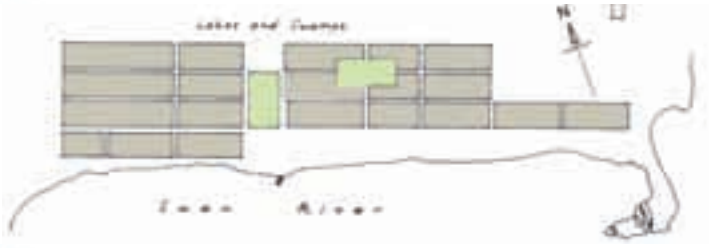
OBJECTIVE

- Maintain and reinforce the city's permeable and legible network of city streets.
- Strengthen the relationship between a street's ability to connect places and its ability to support movement and activity.

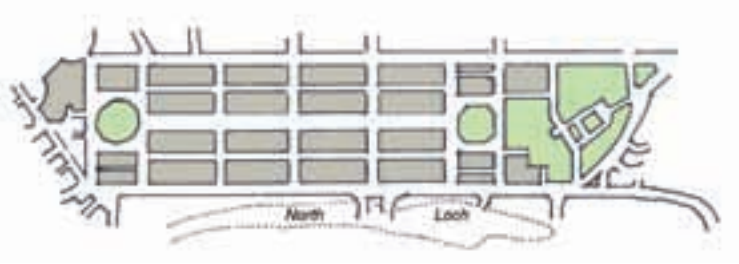
PRINCIPLES

- Reinforce the hierarchy of boulevards, avenues, streets and lanes with appropriate urban design
- Ensure that new streets are designed and scaled to be consistent with their role and function
- Maintain and enhance the permeability of the urban pattern
- Improve legibility by improving permeability of the grid.

St. Georges Terrace circa 1870

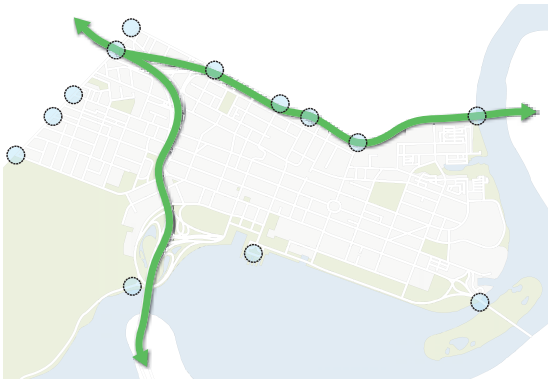


Perth, Western Australia 1829

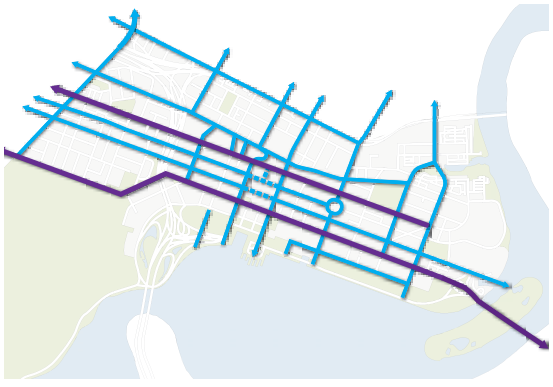


New Town, Edinburgh 1768

Source: "A City and Its Setting" - George Seddon and David Ravine



Freeway & Gateways



City Boulevards & Avenues

Scenic Drives, City Streets & Laneways

URBAN PATTERN

URBAN GRAIN

A fine urban grain allows better pedestrian permeability, choice of direction, more opportunities for business exposure, and implies a more diverse ownership pattern. Large street blocks either create significant barriers to pedestrian movement and reduce walkability and connectivity, or encourage the internalisation and privatisation of a city's public areas.

Perth's urban grain stems from the original city plan where each nine-acre street block was subdivided into ten allotments. Although this initial grain has gradually been modified through consolidation and subdivision, many features such as the allotments running from street to street have been retained, which has resulted in a large number of internal arcades. However, Perth has generally grown by intensification of land use within its original grid, which indicates the intrinsic ability of the city's structure to adapt to change over time.

In addition to the grain of street blocks and streets, there is also an identifiable grain to the architectural treatment of the built form. Historically, when the city was composed of a myriad of small-scaled buildings, the architectural grain was fine, with an attractive richness of detail. In recent years, the amalgamation of lots to enable large-scale development projects has led to a coarse architectural grain with an overwhelming homogeneity of detail.

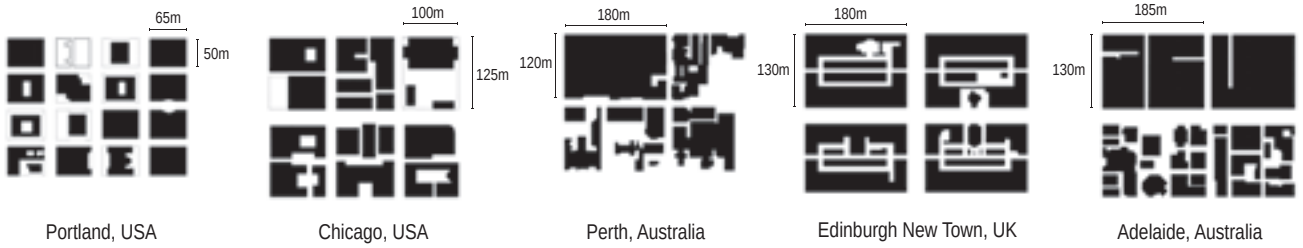
URBAN GRAIN

OBJECTIVE

- Retain or improve the city's fine urban grain of street block, streets, and lanes.
- Establish a fine grain of architectural detail in new buildings.

PRINCIPLES

- Improve pedestrian permeability to increase the fineness of the urban grain
- Prevent the loss of streets and other public realm that defines the urban grain
- Develop to the street edge to reinforce the integrity of the street block pattern
- Encourage the creation of new streets and other pedestrian routes through large street blocks
- Recognise the potential of internal and external semi-public spaces to contribute to the permeability of the urban grain
- Respect the traditional scale of the urban grain when introducing new streets
- Ensure new buildings respond sympathetically to the prevailing rhythm of the street
- Focus architectural detail in the first three-five storeys of new buildings.



Portland, USA | Chicago, USA | Perth, Australia | Edinburgh New Town, UK | Adelaide, Australia

CONNECTIVITY

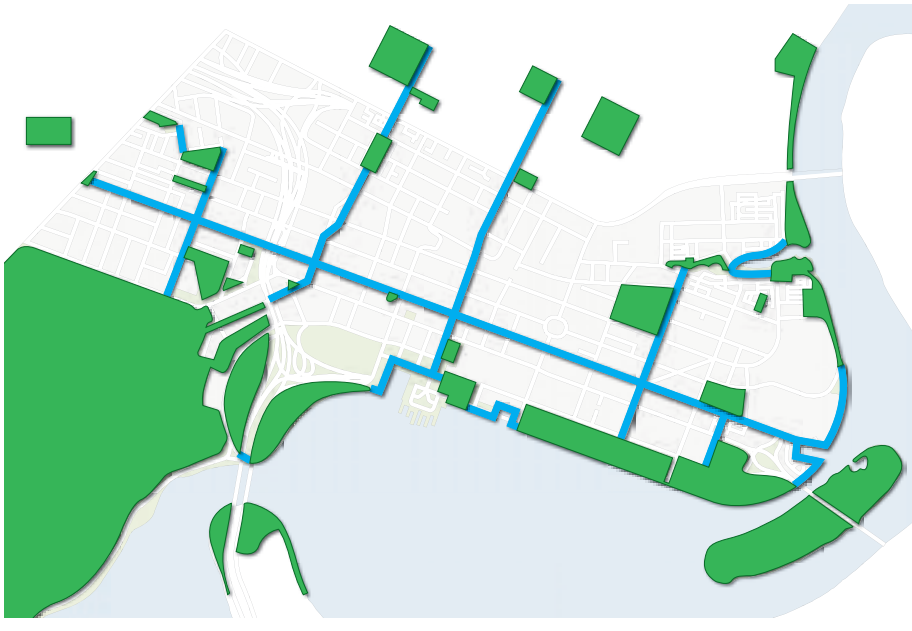
Connectivity is a vital ingredient in encouraging choice and movement in the urban environment. Within a city central area, internal connectivity provides opportunities to activate streets with movement and provide a context for a wide range of business activities and person-to-person interaction, whilst external connectivity is important in reinforcing the centrality of a city's core and enabling people to get there from the surrounding urban areas and major arrival points such as Perth Airport.

OBJECTIVES

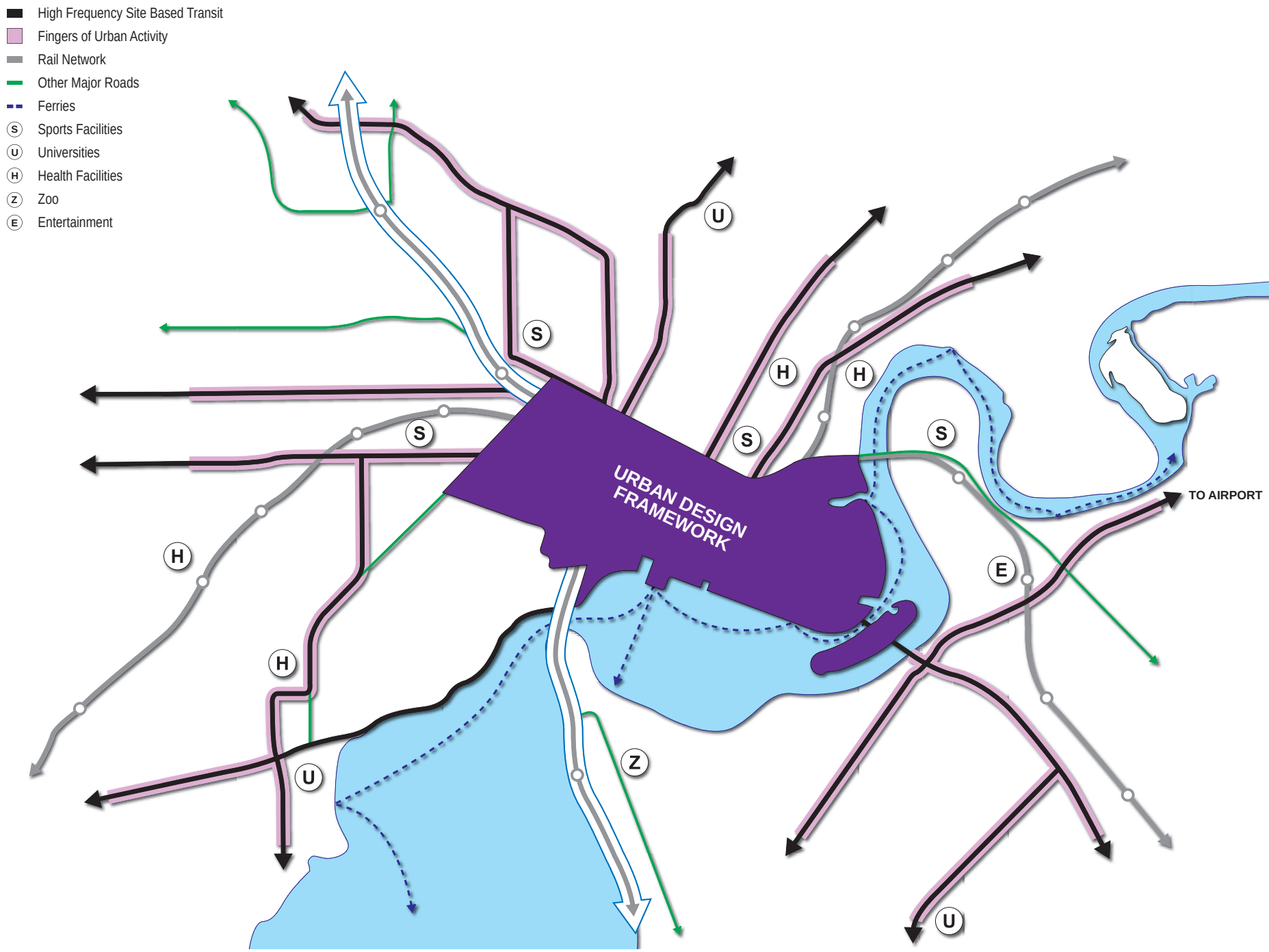
- Retain or improve the level of connectivity within the various precincts of the city.
- Improve connectivity between the central city and the surrounding urban area that it supports.

PRINCIPLES

- Overcome barriers to connectivity, such as the railway line and the freeway, to stitch the city together
- Maximise the number of external connections to the surrounding urban areas
- Provide choice of route rather than volume of movement
- Increase the number of north/south through-block pedestrian connections in the central core
- Increase cycling connections through the city.



Primary & Landscape Connectors



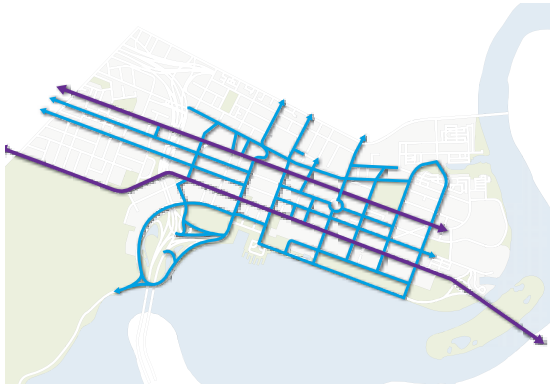
Capital City Planning Framework

MOVEMENT

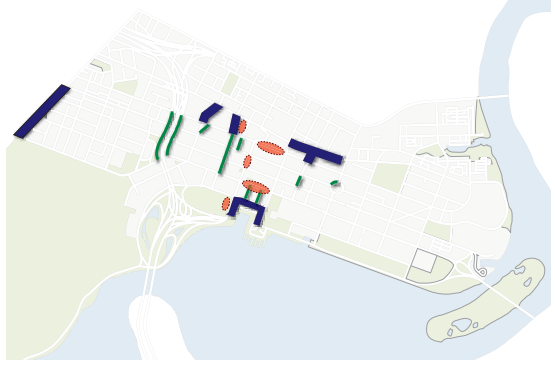
The city centre will continue to develop as a destination for people from all over the metropolitan region and beyond, and in an age of increasing energy costs, there will be a continued shift away from the private motor car as the means of access to the city. As such, greater importance will be placed on pedestrian movement, public transport and cycling. To strengthen the city's attractiveness as a destination, strategies for vehicular access and parking must reinforce rather than compromise the pedestrian environment, even if this results in a level of controlled congestion during peak hour traffic.

The planning of the city needs to consider the incorporation of a future light rail/tram system, rapid mass transit which will require a simple and legible network that connects centres of high pedestrian activity and development intensity. In addition, any engineering or light rail/tram infrastructure should not compromise the pedestrian, public transport or cycling systems.

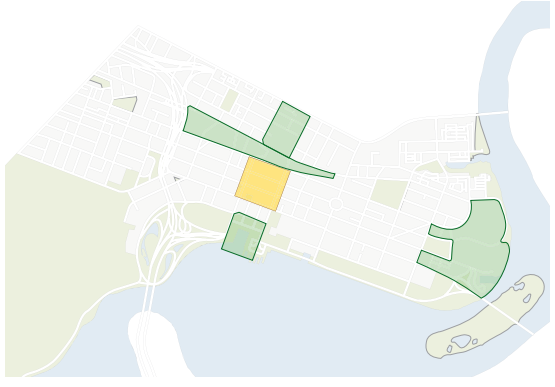
In adopting a 'people first, public transport second, and cars last' approach to transport planning, the reinstatement of two-way streets will change the role of central streets away from high-speed, high-volume through-traffic routes to pedestrian-friendly thoroughfares shared by low speed local traffic. The re-introduction of two-way streets will require alterations to many sets of traffic signals and will need to be implemented in a phased manner.



Two-Way City Boulevards, Avenues & Streets

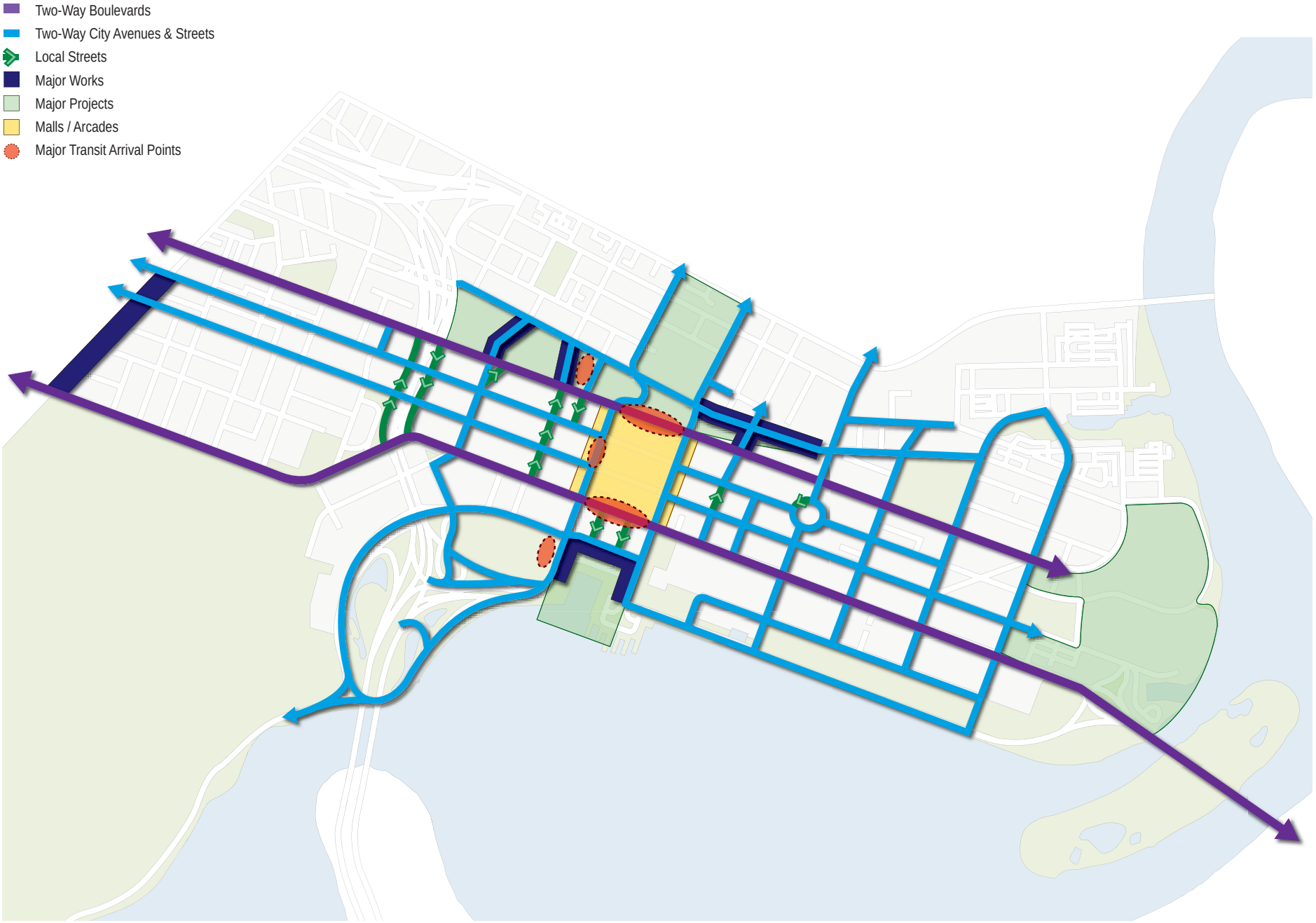


One-Way Streets, Major Works & Arrival Points



Malls / Arcades & Major Projects

MOVEMENT


Two-Way Boulevards
Two-Way City Avenues & Streets
Local Streets
Major Works
Major Projects
Malls / Arcades
Major Transit Arrival Points

MOVEMENT: PEDESTRIANS AND CYCLISTS

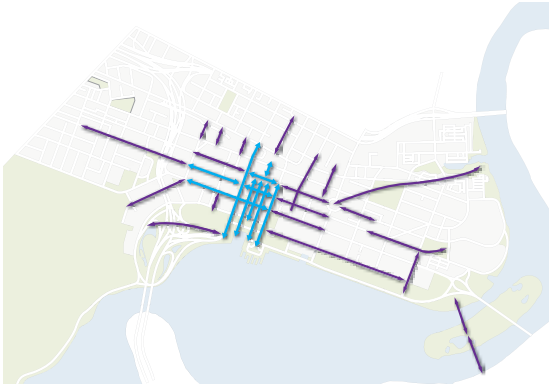
People come first. Train and bus passengers become pedestrians when they alight, and even car drivers become pedestrians at the end of their journey. In the central core of the city, and in other areas of high pedestrian movement where economic interaction among a diverse mix of users is desirable, pedestrian priority is paramount.

OBJECTIVE

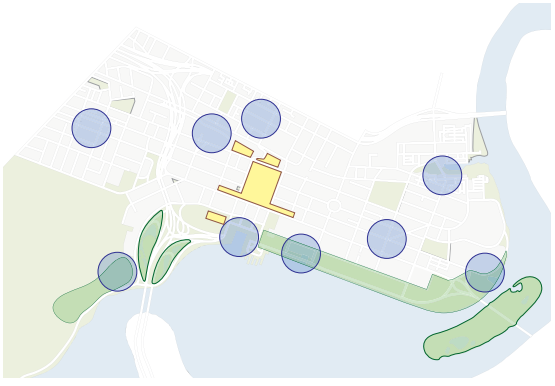
- Create a high quality environment that encourages walking and cycling in preference to car use.
- Concentrate pedestrian movement at street level to establish a sense of vibrancy and busyness.

PRINCIPLES

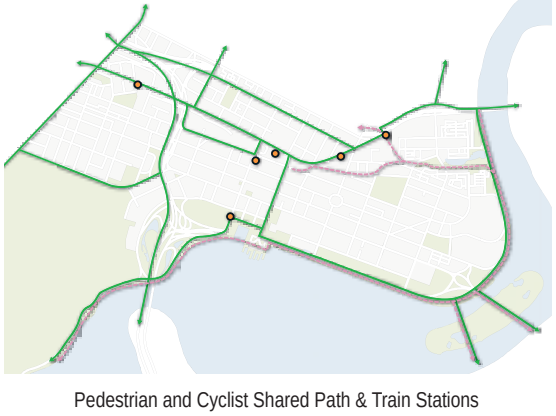
- Give priority in the following order - pedestrians, cyclists , public transport, taxis, serve vehicles, and private vehicles
- Achieve a balance between all forms of transport according to a street's role
- Provide pedestrian priority areas within the city core and at local centres of activity
- Maximise permeability for pedestrians
- Reduce traffic speeds and volumes to improve pedestrians' confidence as street users
- Improve the quality of the pedestrian environment on primary, secondary and through-block connectors
- Remove pedestrian bridges and tunnels to concentrate city life at street level
- Enable activity along street edges to provide interest to pedestrians and make walking a more enjoyable experience
- Provide shade and shelter to make walking and cycling a more comfortable and attractive experience
- Encourage landmarks to assist pedestrians with way-finding around the city
- Ensure equitable access by people of different abilities
- Provide for safe cycling connections from the Principal Shared Paths that access the city
- Improve east-west and north-south bicycle routes through the central area
- Provide convenient, safe and secure bicycle parking throughout the city.



Major & Secondary Pedestrian Routes

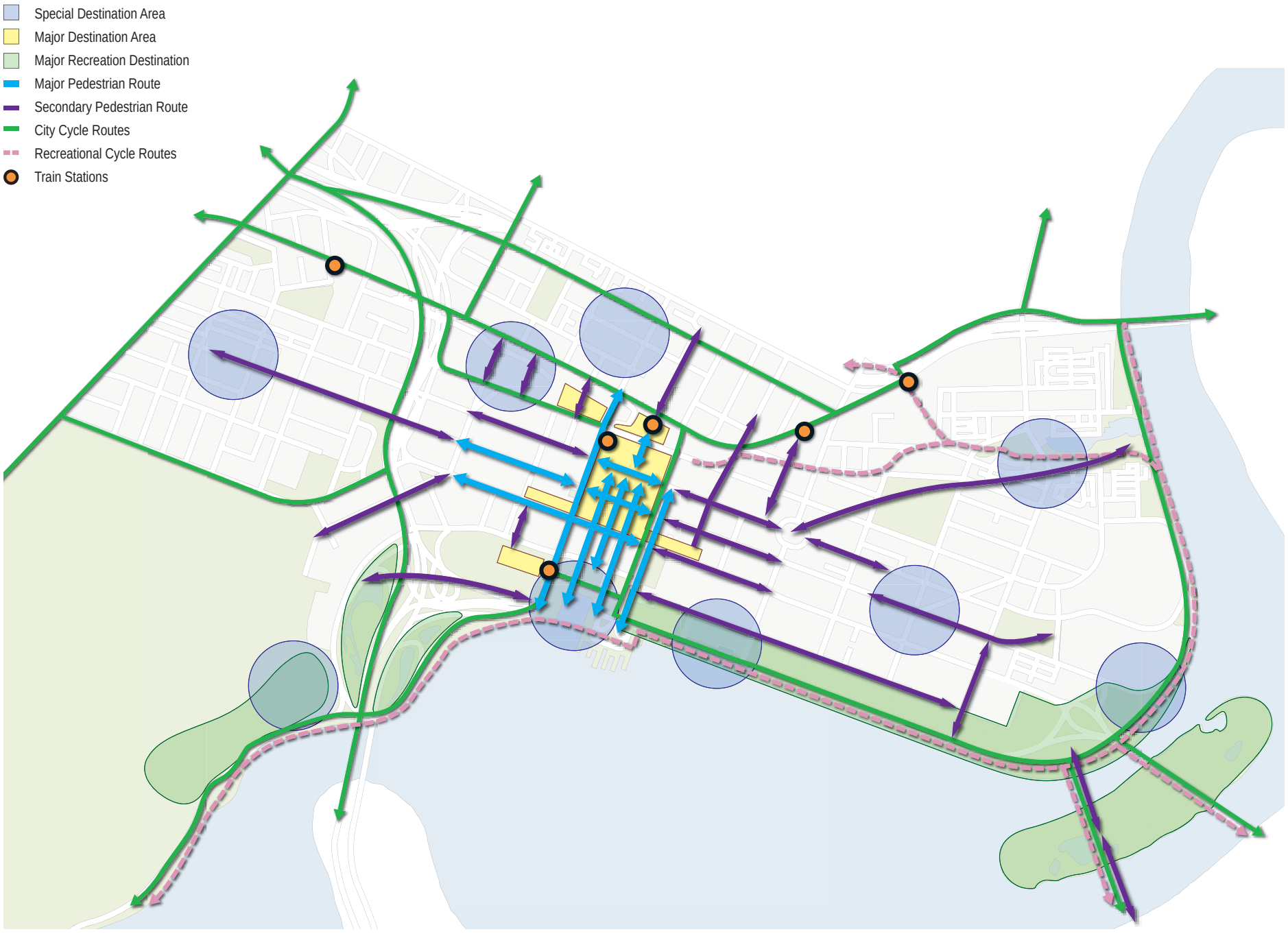


Major & Special Destination & Recreation Areas



Pedestrian and Cyclist Shared Path & Train Stations

MOVEMENT: PEDESTRIANS AND CYCLISTS



MOVEMENT: CARS AND OTHER MOTORISED VEHICLES

Perth has often been criticised as a car-based city, where road and parking infrastructure has been provided at the expense of a high-quality urban environment. Reducing car use will improve the quality of the pedestrian experience; encourage the use of public transport; release more land for city activities; reduce constraints on the city's capacity to grow; and reduce the commuting costs for city workers. However, it would be unrealistic to expect car access to the city to be restricted completely, especially if it were to undermine the desirability of the city centre as a premium business location. Therefore, a balanced approach needs to be sought in the management of car access, movement and parking.

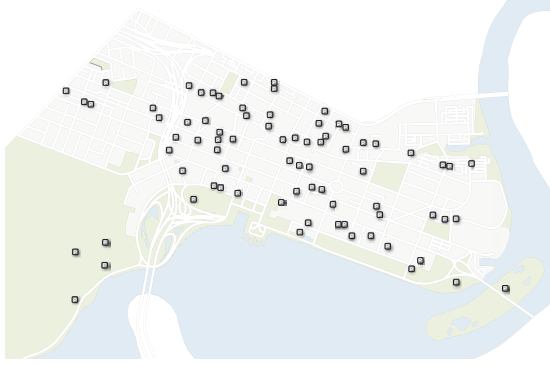
OBJECTIVE

- Make car access and parking less convenient and more costly to encourage alternative modes of transport.
- Enable sufficient car access and parking to maintain the city centre as a premium business location.
- Prioritise vehicle movement to the city in preference to movement through the city.

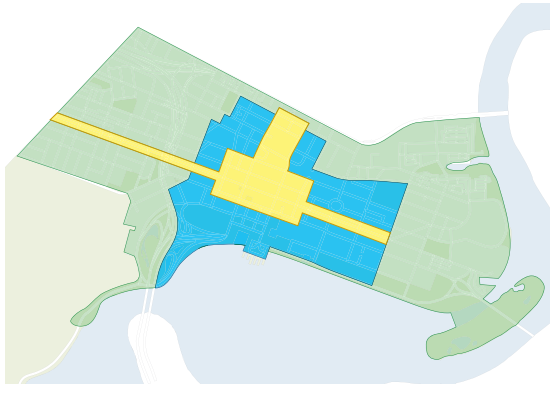
PRINCIPLES

- Prioritise two-way traffic systems that make the streets easier to navigate and discourage higher traffic speeds
- Recognise the city as a destination rather than a route to somewhere else ('to, not through')
- Employ parking measures which limit all day parking in the central area
- Reduce maximum traffic speeds
- Utilise on-street parking that provides 'edge friction' to slow down traffic
- Limit long-stay public car parking in the core area and locate future parking stations on the edge of pedestrian priority areas
- Establish maximum car-parking requirements that provides sufficient parking for businesses to choose to be in the city
- Establish parking infrastructure for scooters and mopeds to encourage their use as an alternative to car travel
- Provide for taxis and coach services that support tourist visitation
- Ensure that major roads around the core of the city function well for vehicle use.

Vehicle Transport

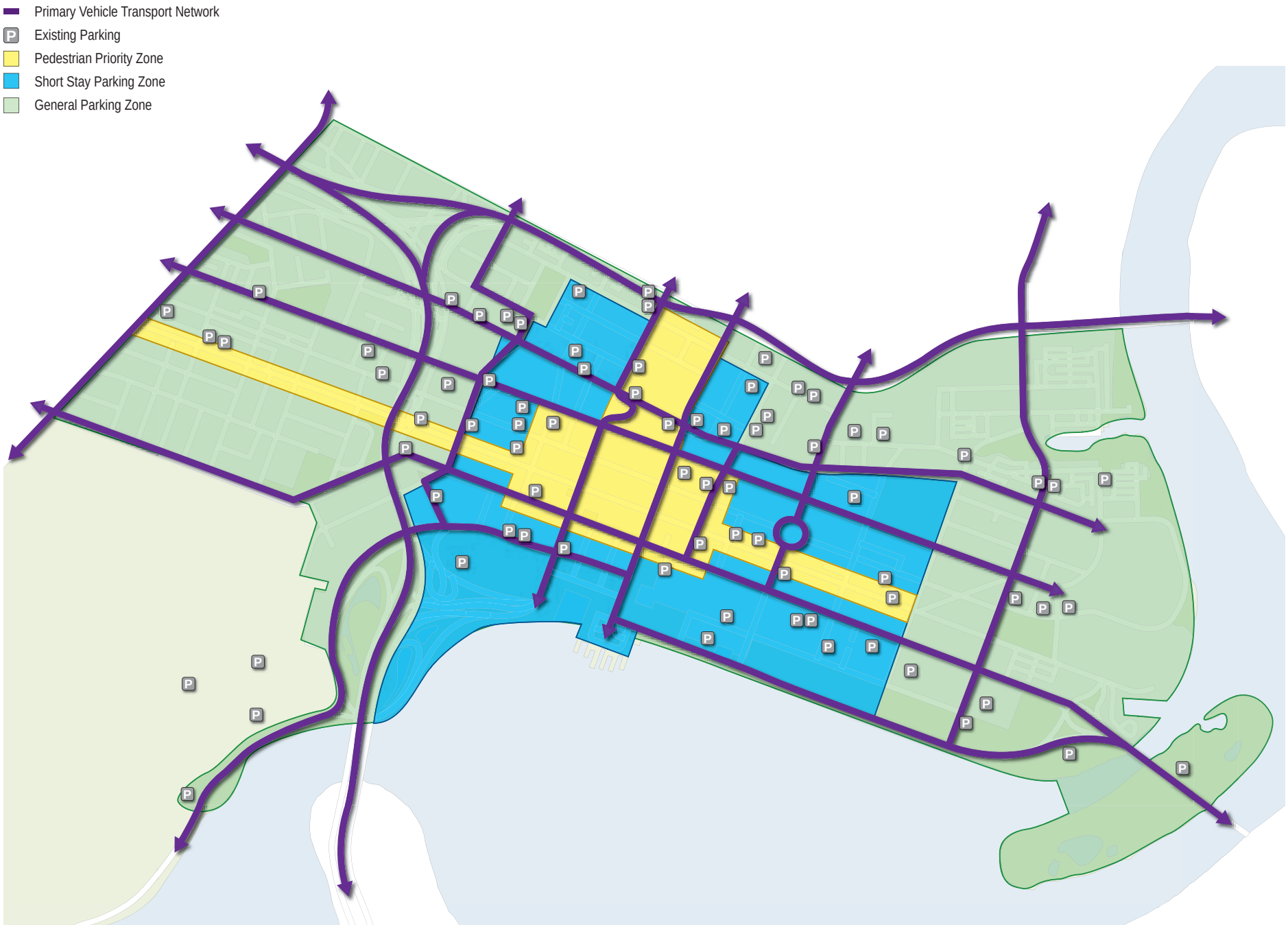


Parking



Pedestrian Priority, Short Stay Parking & General Parking Zones

MOVEMENT: CARS AND OTHER MOTORISED VEHICLES

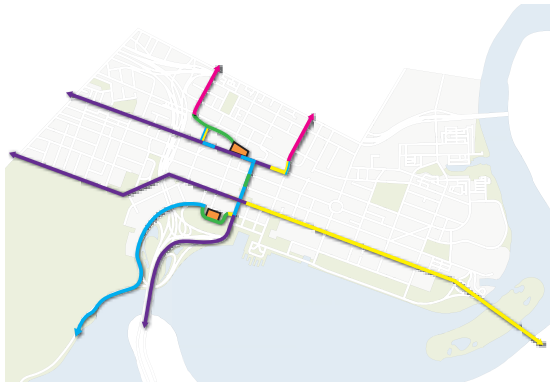


MOVEMENT: PUBLIC TRANSPORT

Safe access to high quality public transport is essential if Perth is to accommodate increased development. It will also help to avoid traffic congestion and reduce the significant amount of land that is currently required to cater for commuter parking demand. As more people arrive in the city without their motor vehicle, the volume of pedestrian activity will increase and the vitality of the city's street life will be enhanced.

OBJECTIVES

- Encourage significantly greater use of public transport as a means of access to and from the city at all times.
- Ensure the built environment helps to make the use of public transport an enjoyable experience.



Major Bus Routes & Bus Stations

Train Line, Train Stations & 500m Walking Radius

Light Rail & Ferry Nodes

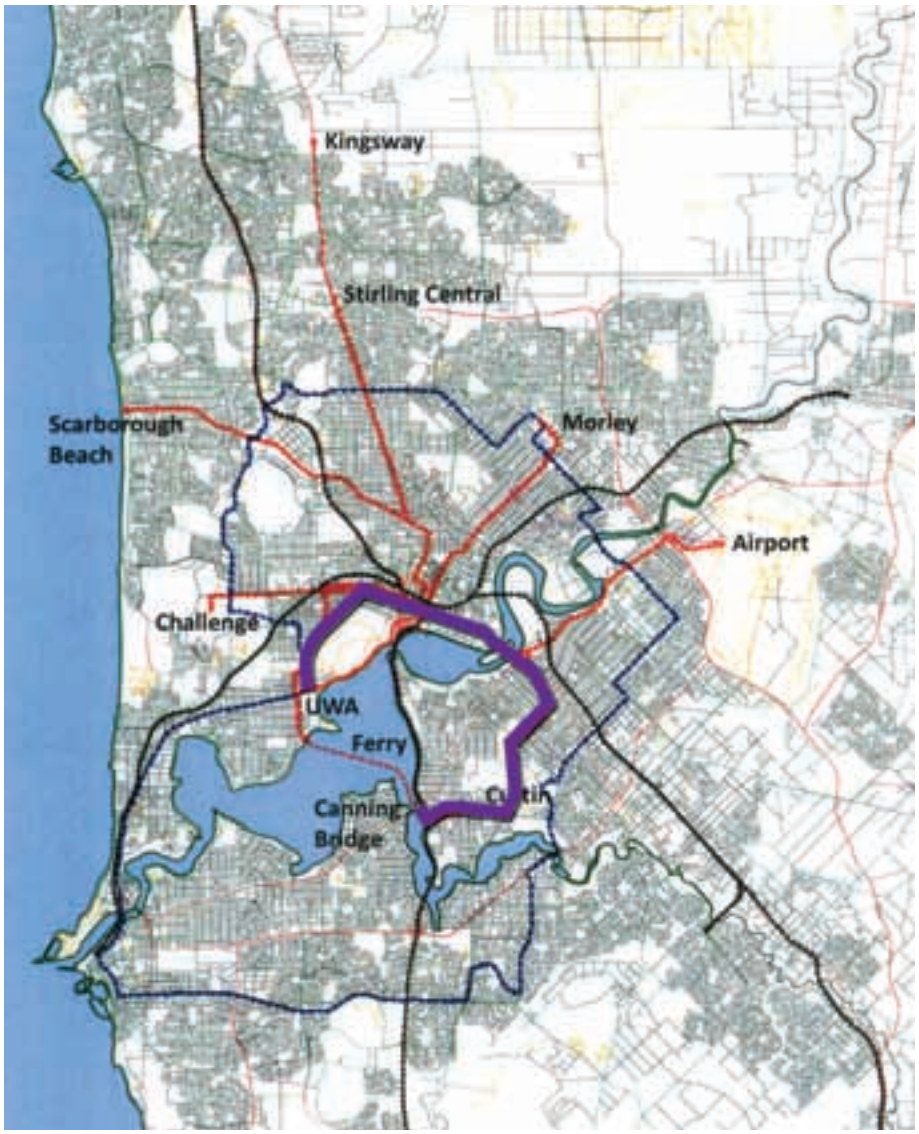
MOVEMENT: PUBLIC TRANSPORT

MOVEMENT: PUBLIC TRANSPORT

PRINCIPLES

- Maximise public transport access to central Perth from the surrounding metropolitan area
- Ensure that central Perth remains the hub of the metropolitan people movement system
- Reduce the reliance on long-term commuter parking in the central core
- Relocate commuter parking areas to fringe areas of the city centre that have bus access to the primary employment areas
- Locate the highest densities of development and the major generators of pedestrian traffic such as offices, retail and entertainment in close proximity to transit corridors and railway stations
- Maintain a central distributive transit system to connect city centre precincts and local activity centres that are beyond comfortable walking distance
- Channel pedestrian movement from the main public transport stations past businesses to create a context for economic activity
- Identify future public transport corridors and create street environments that are sufficiently robust to accommodate emerging public transport technologies such as light rail
- Create two-way streets that enable greater legibility of road-based public transport services
- Ensure that streets and buildings along routes to transit hubs are designed to Crime Prevention through Environmental Design (CPTED) standards
- Ensure bus stops provide shade, shelter and information to patrons
- Locate bus stops in safe locations with opportunities for passive surveillance of the bus stop.

The Knowledge Arc

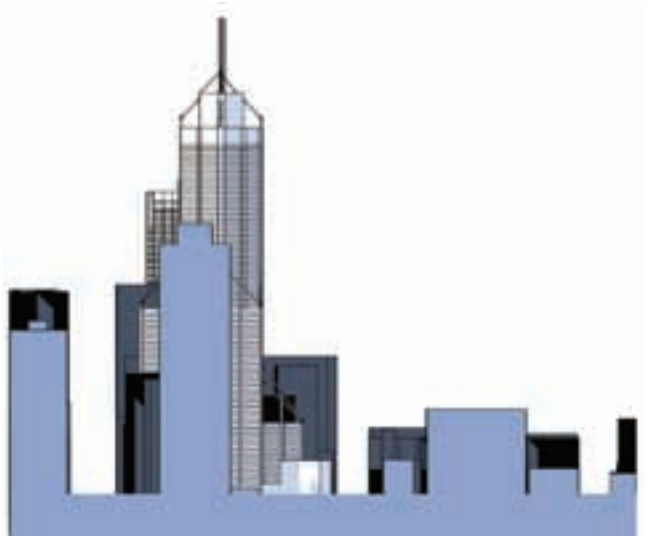


Source: UWA “UniverCity Study” - integrated transit diagram based on light rail.

STREETS

Streets are the city's most extensive, visible and important public spaces. They do more than carry traffic. Streets provide a context for activity and human exchange, tie the fabric of the city together and help to unify the perceived image and experience of the city. Streets are largely defined by the way in which the buildings that form the street edge are treated; the way in which people and business use and animate the street; and the way in which the street is paved and furnished. The Urban Design Framework considers each of these aspects in turn.

Achieving the correct ratio between building height and street width will complement the spatial character of the street. In streets such as St. George's Terrace, this ratio could be achieved by a means of a podium, to avoid canyon-like spaces.



STREETS: STREET EDGE

The edges of a street are important in determining the degree of interaction between the private domain within buildings and the public domain in the street. The right edge conditions stimulate trade and person-to-person interaction. The ground floor frontages have a far greater impact on the use and enjoyment of a street than the rest of the building. The edges of a street also determine the scale and character of the street. For example; the height of edge buildings set the proportions of the street cross section and, thus, the sense of containment. The degree of architectural consistency and continuity helps to determine the character of the street.

OBJECTIVES

- Create street edges that encourage human interaction between the public and private realm
- Create an appropriate scale and sense of containment for each street, depending on its role in the hierarchy of city streets

PRINCIPLES

- Activate street frontages in intensive urban areas with retail, restaurant, café, office or other similar uses at street level
- Provide sufficiently generous footpaths and high quality materials in an ‘interaction zone’ at street edges to encourage pedestrian use
- Provide shade and shelter at street edges to encourage pedestrians to use the ‘interaction zone’ at all times in the year
- Ensure buildings offer visual interest to pedestrians along their full street elevations at ground level
- Establish building heights that create a perceived street proportion that is appropriate to the role of the street in the city’s hierarchy of streets
- Maximise the continuity of the street edge
- Minimise the number of vehicle crossovers to maintain high levels of pedestrian amenity.

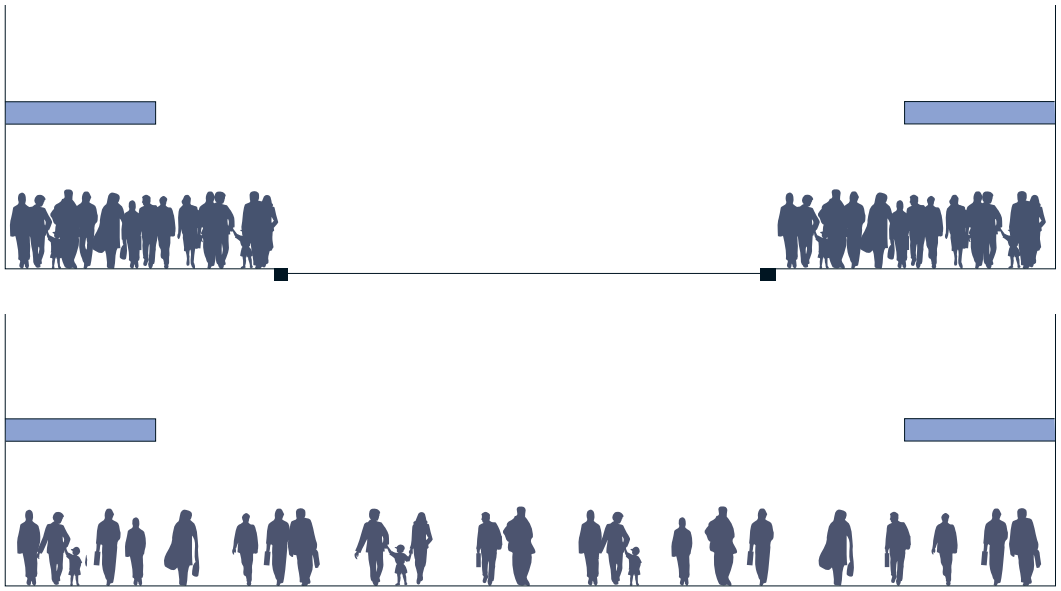
A city with well-populated buildings (and cars) but devoid of people in the streets will feel like a ghost town. For a city to be perceived as lively and vibrant, people need to be encouraged to use, and be seen to use, the streets. Greater street life can be generated by reducing car-dependence, maximising the establishment of businesses at street level, extending the allowable trading times, allowing internal activity to spill out on onto the street (such as al fresco dining), encouraging street vendors, entertainers and street festivals, and creating comfortable places in the street where people can rest, meet and interact.

OBJECTIVE

- Maximise the extent, and the perception, of human movement and activity in city streets

PRINCIPLES

- Match the width of pedestrian zones to the role of the street in the city's hierarchy of streets and the intensity of foot traffic
- Provide occasional comfortable spaces in streets for people to rest or meet and interact
- Encourage street vendors, buskers, and other micro-businesses to use the street and add life and colour
- Avoid creating pedestrian spaces that are so wide that they lower the density of pedestrians on the street
- Encourage citizens and visitors to remain in the city in the evening by improving the quality of light and extending the allowable trading hours
- Prioritise street-based activity over internalised mall activity
- Encourage al-fresco dining.



Streets can be made to feel busier by channelling pedestrian movement

The furnishing of a street, or, in other words, the treatment of the public domain, plays a valuable role in either setting a unique character for a special place or establishing a city-wide theme that can visually tie together disparate streets and spaces. Street furnishing generally includes paving treatments, street furniture and lighting, signage, public art, trees and other planting. As a community-funded asset, street furnishings need to be high quality and sustainable, long lasting, robust, and easy to maintain in order to reduce the maintenance burden on the public purse.

OBJECTIVE

- Use street furnishings of a high design quality to set distinctive city-wide and local themes
- Achieve long-term value for money in the furnishing of city streets

PRINCIPLES

- Use a restricted palette of trees, materials and details which can be used in different combinations depending on location
- Invest in high-quality and durable materials that are easy to maintain
- Use special paving in places that have a high amenity
- Employ common street furnishing themes, including way-finding signage, to visually link streets and other public spaces
- Treat streets according to their hierarchy
- Avoid fussy street treatments in retail environments that might detract from the visual appeal of shopfronts
- Design paving to be comfortable and walkable in all weather, for people of all ages, in all types of footwear
- Utilise special paving to highlight pedestrian crossing points across carriageways
- Use lighting as an urban design tool to bring life, clarity, colour and safety to the cityscape
- Integrate vertical elements to reduce visual 'clutter' in the public realm
- Consolidate utility structures into urban furniture and facilities
- Avoid shrubbery adjacent to pedestrian routes
- Avoid raised planting beds except where they are designed to serve as seating
- Provide pedestrian-scaled lighting in pedestrian-orientated areas.

PARKS

In the mind of the public, parks are green spaces that offer the opportunity for 'time-out', interact with nature or pause to take breath in the life of a city, or engage in sports or other forms of exercise. Parks offer a valuable opportunity to provide a contrasting experience to the intensity of an urban area, and many of the world's great cities are renowned for their equally great parks.

OBJECTIVE

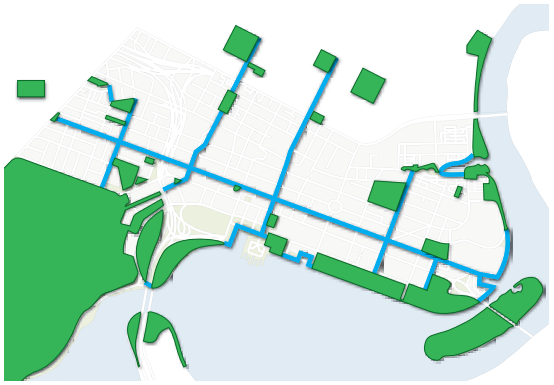
- Enhance the network of parks in and around the city to provide a contrasting experience to the city's urbanity.

PRINCIPLES

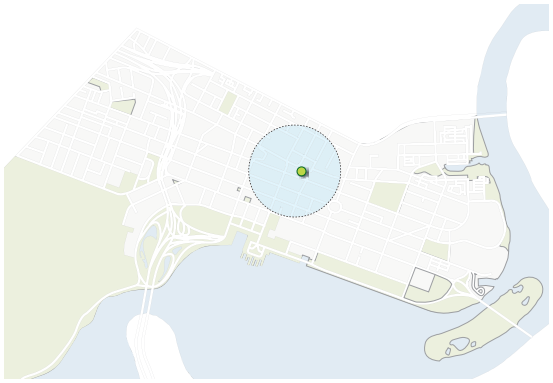
- Ensure a range of different parkland types that create a context for different types of demand for passive and active recreation, as well as entertainment events
- Maintain a green, well-vegetated appearance to parks in order to offer a contrast to the adjacent urban environment and utilise the principles of Water Sensitive Urban Design
- Provide ample seating in parks
- Provide a range of seating that cater for seasonal preference (sunny locations in winter and shady locations in summer)
- Provide adequate spaces and facilities for youths and children
- Enable a sense of personal security for park users through the application of Crime Prevention Through Environmental Design (CPTED) measures
- Avoid excessive over-shadowing of parks during winter months
- Consider parks as significant pedestrian destinations and identify strategic streets as activated 'parkscape' corridors that connect the parks and other major destinations
- Use the city's parks as an opportunity to showcase native flora
- Recognize the historic nature of some of the existing parks and their role in the "City Beautiful" movement.

Heirisson Island

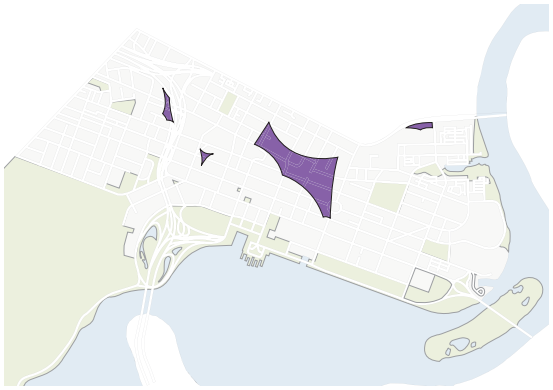
Langley Park



Primary & Landscape Connectors



Potential Future Park & 400m Radius



Areas of the City not Within 400m of a Park

PARKS


Parks
Areas of the City not Within 400m of a Park
Landscape Connectors
Potential Future Park
400m Radius

CITY SPACES

Although streets, laneways, and other linear spaces are the most abundant form of urban spaces in the city, formal or incidental non-vehicular public spaces such as squares, plazas, forecourts, and arcades also contribute to the city's character. These other public spaces also serve as symbols of community life and can serve as attractors around which adjacent retail development can be orientated.

Urban spaces can create a special identity or focus to neighbourhoods and precincts throughout the city. They can also act as identifiable nodes along routes through the city, form entry statements and catalysts for private development. Urban spaces should have 'people appeal', be strongly defined by active building edges, have ample seating and be contiguous with the rest of the city's public domain.

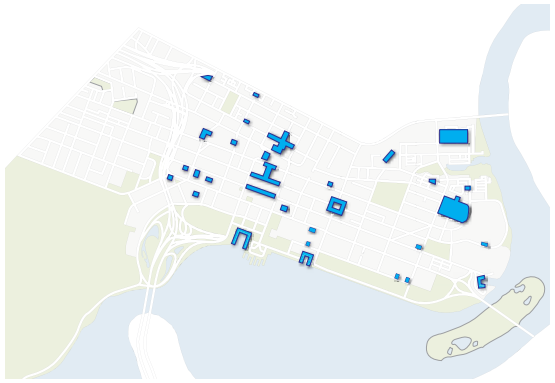
OBJECTIVE

- Establish a network of active urban spaces that punctuate the city's street network

PRINCIPLES

- Distinguish the identity for each urban space to help express the uniqueness of each precinct or neighbourhood and assist way-finding
- Maximise the degree of building continuity and ground-floor activity around the edge of an urban space
- Design urban spaces to be flexible in their use, such as accommodating events and performances
- Utilise public art and other striking features in urban spaces as visual attractors and natural magnets for people, and as a vehicle for the promotion of a citywide art program
- Avoid excessive over-shadowing of urban spaces during winter months
- Maximise opportunities in large-scale developments to address the imbalance of public spaces within the city.

Northbridge Piazza



Urban Spaces (Public or Semi-Public): Existing & Proposed

Forrest Place

Parks

Forrest Place

Areas of the City not Within 250m of a Park or Other Urban Space & Suggested Locations for Future Additional Urban Spaces

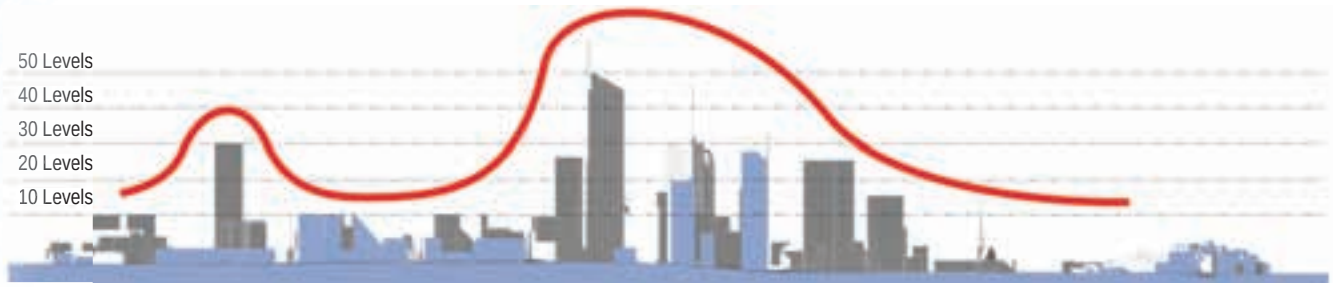
CITY SPACES

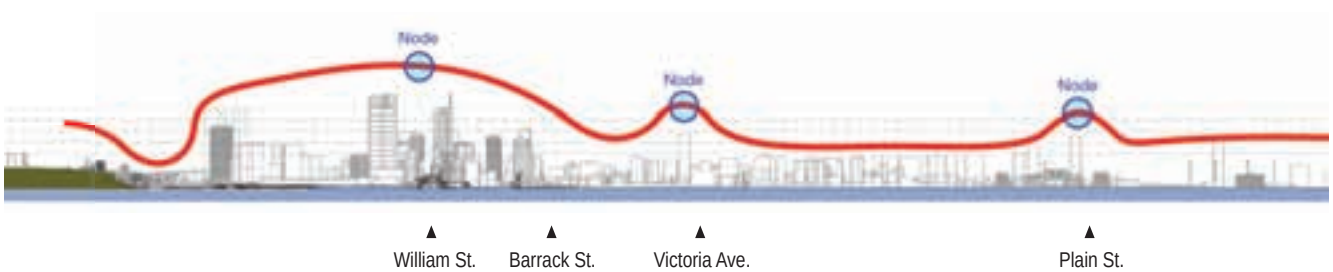

Parks
Areas of the City not Within 250m of a Park or Other Urban Space
Urban Spaces (Public or Semi-Public): Existing & Proposed
Suggested Locations for Future Additional Urban Spaces
250m Radius

BUILT FORM

The built form of the city is the most recognisable and influential element of the city. It is the container of activity; the signifier of Perth's centre to the rest of the surrounding metropolitan area; and the canvas of architectural expression. The built form creates the walls that define the streets and other urban spaces; sets the scale of streets, precincts and neighbourhoods; influences the way activities in buildings interact with the public domain; and, through overshadowing, influences the way in which people use urban spaces at different times of the year.

Given the high visibility of the city's built form and the influence of the built form on many aspects of the city's social and economic life, there is a need to manage the overall shape of the city through built form controls. Built form controls provide a higher degree of certainly for developers, regulators and the community on the city's capacity for growth, development potential, land values, access to views, overshadowing of public spaces, and access to light and sunshine for energy conservation. Control of the built form also enables the scale and proportion of streets and other public spaces to be set at levels that encourage an appropriate degree of intimacy or grandeur depending on the role of the space and the surrounding buildings. Built form controls can also be used to establish incentives to encourage development opportunities to be seized sooner, rather than later, where the development can deliver a desirable community benefit.





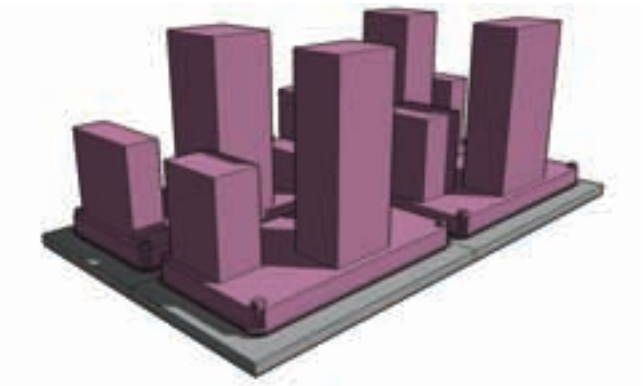
The profile of the city skyline is a significant part of Perth's identity. As such, the overall shape of the city needs to be carefully managed to ensure that it remains a coherent and recognisable form as it grows. An effective way of doing this is to define a preferred notional built form that gives shape to the city's skyline and, thus, sets a context for regulatory building controls. The notional built form interprets the influences of factors such as the pattern of existing land uses and future demand, movement, the topography of the underlying land, and sensitivities such as heritage, parkland and other open spaces and translates them into an indicative built form envelope across the whole of the city. The notional built form can then be described as a series of controls and/or performance measures to provide developers with guidance on the development potential of their land.

The most practical way of determining the built form in an understandable and equitable manner is to describe the built form of the city as a series of desired urban typologies, that is; types of built form with distinctive characteristics. By assembling the city as a set of urban typologies, and then making local modifications to take into account sensitivities such as heritage and the overshadowing of parks and urban spaces, a three-dimensional model can be constructed to illustrate the notional built form.

A preferred notional built form has been determined through a process of scenario testing, which investigated how the overall shape of the city might respond to different drivers, for example: consolidation of the city core; a stronger emphasis on transit-orientated development; dispersion of development into a series of city nodes, or; an emphasis on maximising access to views of the river and parkland to encourage residential development. The preferred built form city shape is an amalgamation of each of the scenarios that draws on the relative strengths of each.

OBJECTIVE

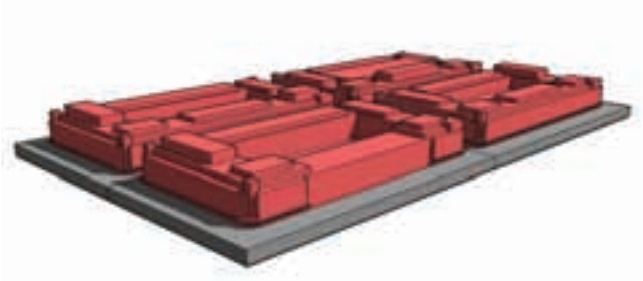
- Establish and maintain a notional built form that defines a preferred shape for the city as a whole.



Development Typology: Towers on Podium

Development Typology: Towers on Podium

Development Typology: Fragmented Urban



Development Typology: Perimeter Block

PRINCIPLES

- Recognise the need to efficiently accommodate future growth within the built form
- Utilise a set of urban typologies to define precincts or neighbourhoods with common built form characteristics
- Use building height to enhance the form of the underlying topography and consolidate the existing skyline of the city
- Use building height to reinforce the legibility and intensity of centres of activity
- Take into account established patterns of building height and scale
- Recognise that taller buildings in the city core have a connotation of the power and prosperity of the capital city of Western Australia
- Recognise the value of river and distant views as an incentive for developers
- Reduce building heights at the interface with surrounding domestic-scaled residential areas
- Reduce overall building height and bulk in areas of sensitivity or where more intimate urban spaces are desired
- Recognise that some overshadowing is an inevitable aspect of a highly developed urban area
- Avoid excessive over-shadowing of parks and other urban spaces for respite or social gathering
- Enable, where possible, reasonable access to light and sunshine for building occupants at different times of the day
- Define a continuous developed edge or wall of an appropriate scale and height along streets that serve as paths of movement and activity, whilst maintaining gaps between buildings at upper levels to allow for views and sunlight penetration
- Design building forms that mitigate undesirable wind effects at street level
- Establish a sense of visual continuity along streets and within precincts
- Establish a sense of human scale, interest and activity at street level to enhance its pedestrian appeal.

Scenario 1: Transit-Orientation

Scenario 2: Orientation to Views

Scenario 3: City of Places

Scenario 4: Consolidation Core

- Towers of Various Heights on a 3 to 5 Storey Podium
- Perimeter Blocks Typically 3 Storeys in Height at Street Frontage
- Fragmented Urban Typology Typically up to 8 Storeys in Height
- Smaller Scale Buildings up to 3 Storeys in Height
- Buildings in a Landscaped ‘Campus’ Setting
- Service and Light Industrial Area

Notional Built Form Based on 4 Scenarios

BUILT FORM: SCALE

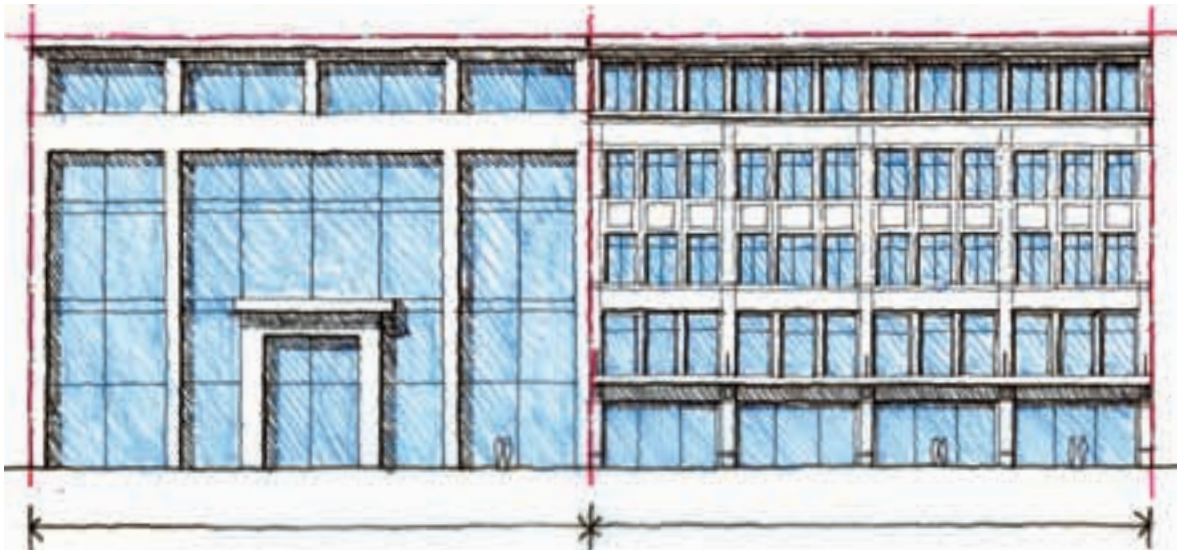
Scale can be used to describe both buildings and urban spaces. The scale of an urban space, such as street or a piazza, is commonly defined by its width and extent, and the relative size of the adjacent buildings and the furnishings in the space. Whilst the scale of a building is commonly considered to be a product of its height, a building's scale is also derived from the extent of its footprint, the diversity and types of uses it contains, the degree of modelling of its overall form, and the relative size of its architectural elements to people and adjacent buildings. As an urban design tool, the scale of either an urban space or a building can be either increased to create grandeur or reduced to create intimacy depending on the intended role of that space or building in the context of the surrounding urban area.

OBJECTIVE

- Match the scale of streets and other urban spaces to their role in the city's street and urban space hierarchy
- Match the scale of a building to its function and the scale of the street, or other open space, that it addresses.

PRINCIPLES

- Reduce the scale of pedestrian-focussed spaces, and the buildings around them, to create a more intimate human-scaled environment
- Increase the scale of spaces and buildings intended to suggest a sense of power
- Design buildings to respond to the intended scale of the adjacent streets and other urban spaces
- Design buildings to respond to the scale of adjacent heritage buildings
- Utilise lower street edges and podium buildings to reduce perceived scale of pedestrian-focussed spaces
- Articulate buildings to reduce the horizontal scale of long buildings to match the prevailing rhythm of buildings and architectural structure along the street.

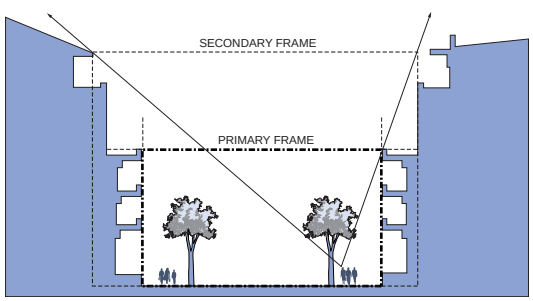


Larger Scale (Monumental)

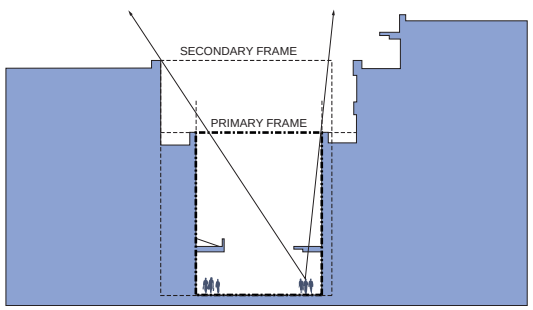
Smaller Scale

Primary Frame - Space defined by the street wall

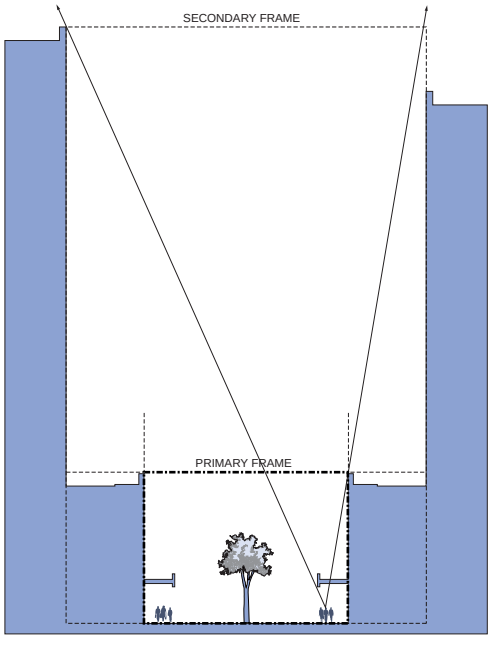
Secondary Frame - Perceived space defined by visible buildings (varies depending on the viewpoint)



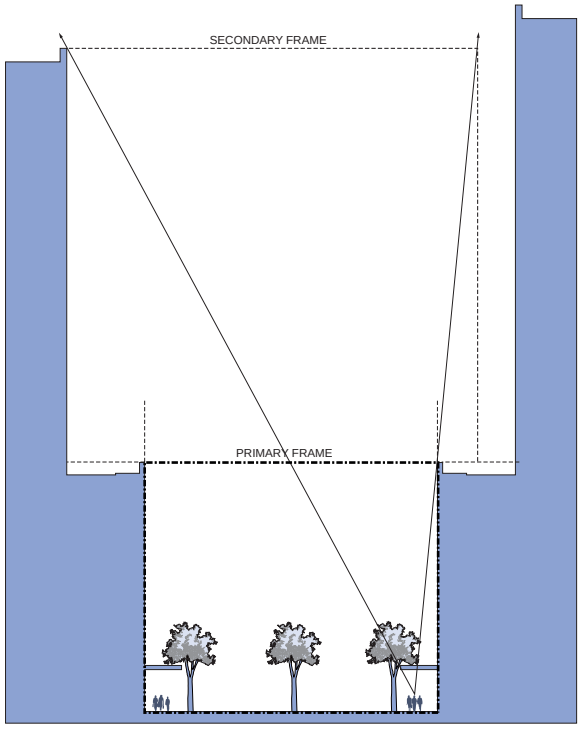
City Street with a Three-Storey Street Wall Set Back from the Street



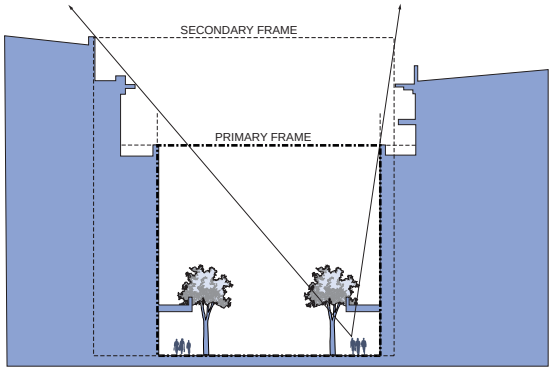
Minor City Street with a Three-Storey Mixed Use Street Wall on the Boundary Line



City Avenue with a Three-Storey Street Wall on the Boundary Line



City Boulevard with a Five-Storey Street Wall on the Boundary Line



Maor City Street with a Five-Storey Street Wall on the Boundary Line

HERITAGE

The history of a city is an essential part of its character and sense of place. In the same way that a community needs clues to understand where it is, it also needs clues to understand where it came from. The continual pressures for growth increase the pressure to redevelop the older buildings that tell the story of our past and record the city's development.

Many heritage buildings also display a visual richness that is unmatched by contemporary buildings, and the architectural diversity accumulated from change and development over time tells a story about the city along each street. The city's heritage also extends beyond old buildings, and includes a range of other structures, features, trees and spaces, as well as traditional activities and events.

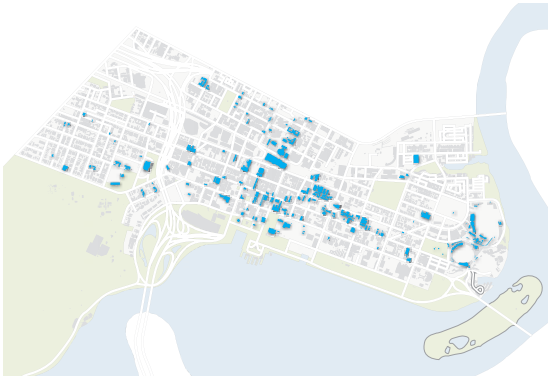
OBJECTIVE

- Retain, respect, enhance, and celebrate the best of the city's physical and cultural heritage.

PRINCIPLES

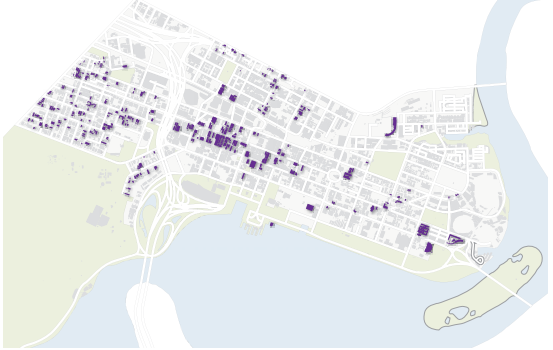
- Undertake heritage conservation in line with the Australia ICOMOS Charter for Places of Cultural Significance, 1999 (the Burra Charter)
- Preserve existing buildings with the highest architectural merit of their era or the greatest cultural significance
- Retain the character of streets and other places through the retention of character buildings and the sensitive introduction of new buildings
- Find new and appropriate uses for the adaptive re-use of old buildings
- Recognise that history is continual and avoid trying to recreate the past
- Use interpretation, including public art, to help tell the story of Perth's growth and the evolution of buildings and their use over time
- Provide a suite of incentives, such as the transfer of plot ratio, to encourage the owners of heritage properties to retain, enhance, and maintain them
- Ensure the incorporation of environmental concerns in conservation and adaptive re-use projects such as the Green Star rating scheme.

Commonwealth Bank



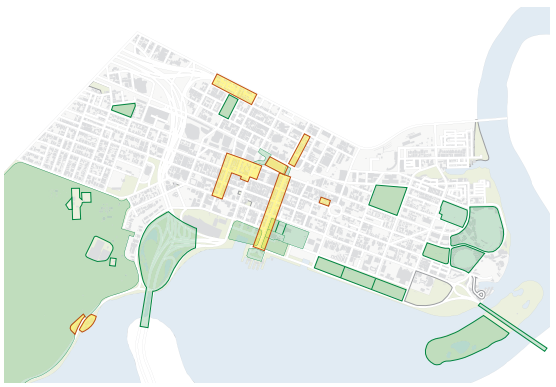
High Sensitivity

Globe Hotel



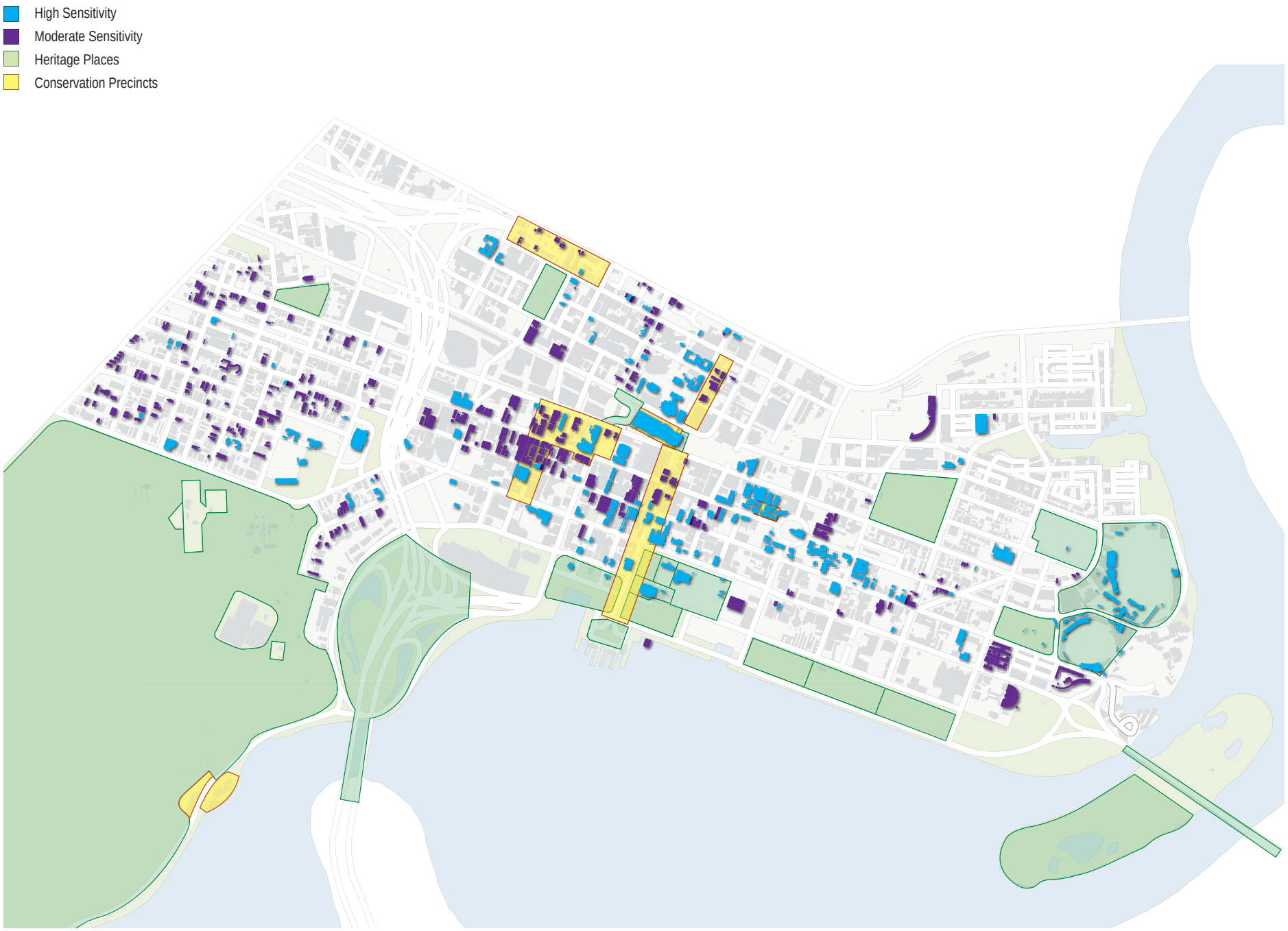
Moderate Sensitivity

City Station



Miscellaneous & Conservation Precincts

HERITAGE


High Sensitivity
Moderate Sensitivity
Heritage Places
Conservation Precincts

EXCELLENCE IN ARCHITECTURE, LANDSCAPE AND DESIGN

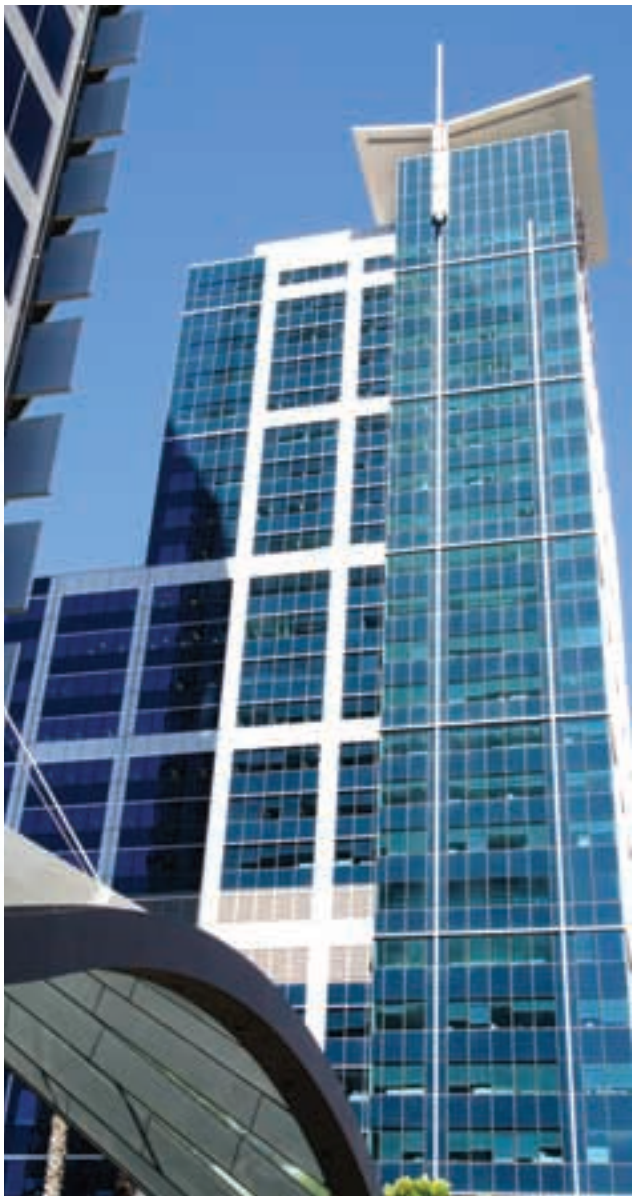
The City of Perth Council's vision for 2029 identifies Perth as a city with world-renowned architecture and design, recognising that architectural merit is a vital quality of great cities throughout the world. As the centrepiece of the Perth metropolitan area, and the premier destination in the State, the central city areas should be a showcase that demonstrates, by example, the highest quality of architectural, landscape and industrial design.

OBJECTIVE

- Make the city a showcase for excellence and sustainability in architecture, landscape and design.

PRINCIPLES

- Provide strong guidance on good urban design whilst allowing sufficient flexibility for architectural and design creativity and innovation.
- Use peer reviews to provide an effective filter of design quality in the approval process for both development and street furnishing projects
- Create incentives for the use of architectural and urban design competitions for major projects within the city
- Provide planning incentives, such as bonuses or relaxations, for outstanding architectural merit
- Encourage the promotion of local creative talent in Architecture Landscape and Design



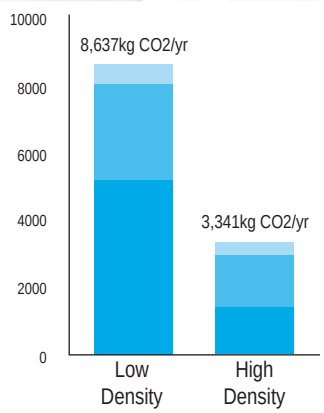
SUSTAINABILITY

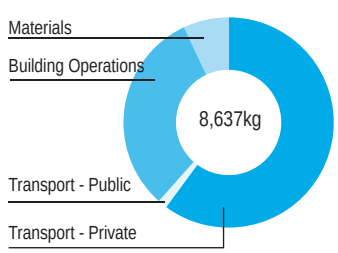
Whilst history has demonstrated that cities can rise and fall, there are many great cities around the world that have evolved, or allowed their citizens to adapt to meet changes in environmental, social or economic circumstances. The Lord Mayor and Councillors of the City of Perth have made it clear in their Vision and Guiding Principles for 2029 that Perth should be a sustainable city that is capable of adapting to environmental, social and economic change, and being passed on to future generations as an attractive and viable asset.

Analysis of cities that have successfully withstood the passage of centuries and millennia, have distinctive characteristics that together create a 'robustness', or resilience, of the urban fabric and built form that can accommodate change and reuse of buildings and infrastructure. Most of these characteristics have already been identified in the various elements of the Urban Design Framework. Therefore, if the evolution and growth of the city follows the principles of the Urban Design Framework, it will become a more robust city.

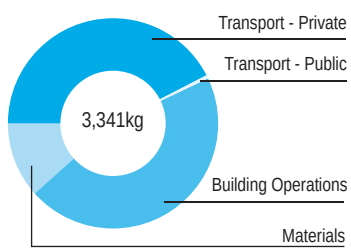
However, that is not enough. Over the course of the next century, all cities around the world will face unprecedented pressures in the face of climate change, pressure on essential resources such as water, and decline in the oil reserves that have provided the cheap energy for the great suburban experiment of the 20th century. Furthermore, social changes associated with population growth, evolving lifestyles and an ageing population mean that the city will need to meet the needs of more people of varying ages, backgrounds and abilities.

Perth will have to compete with every other city in the world to adapt to these changes if it is to retain the quality of life - the liveability - that makes it a place where people choose to be.





Low Density per Capita CO2 Emissions



High Density per Capita CO2 Emissions

Greenhouse Gas Emissions: Eliminating 60%

Source: Woods Bagot from the "What If" project

SUSTAINABILITY

OBJECTIVE

- Make the city robust and resilient enough to enable it, and its users, to adapt to changing circumstances
- Minimise the city's carbon footprint and environmental impact and increase its self sufficiency
- Create a city that future generations will be proud to inherit.

PRINCIPLES

General

- Adopt the objective of creating a resilient city early in the planning and design process
- Identify environmental challenges as opportunities to demonstrate leadership in sustainable and resilient design

Economic resilience

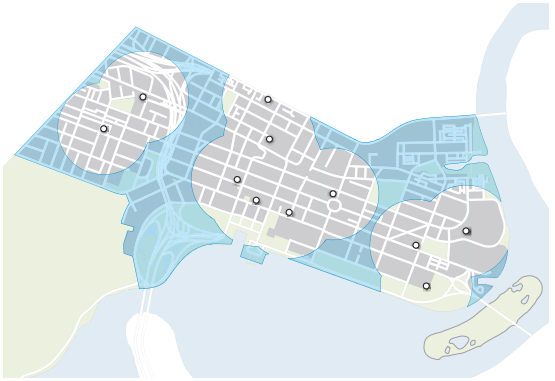
- Encourage a diverse range of businesses to spread the risk against changing economic conditions
- Recognise that desirability is a key aspect of sustainability, and, hence a city's survival

Energy security

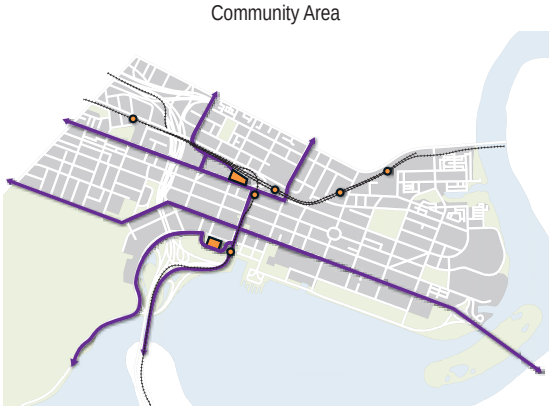
- Minimise the use of energy consumption in both the public and private realms
- Seek opportunities to generate energy at source
- Integrate environmental measures into the architectural language of buildings and the design of public spaces
- Encourage 'the trip not taken' to reduce travel-related energy demand, by maximising the opportunity to collocate different land uses
- Where the trip must be taken, encourage walking, cycling, and public transport over private car use.

Sustainable consumption

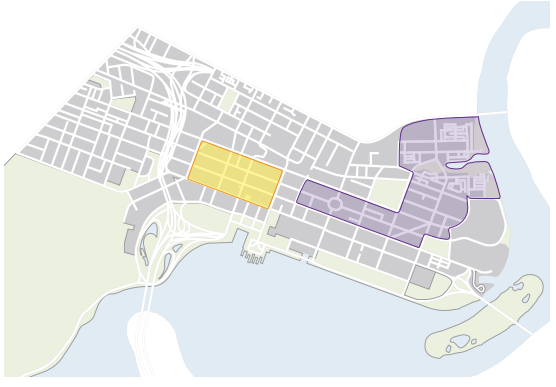
- Adopt a 'cradle-to-cradle' approach that assumes reduction and reuse, rather than a 'cradle-to-grave' approach that assumes redundancy and waste
- Encourage the use of recycled or recyclable materials in building and landscape design



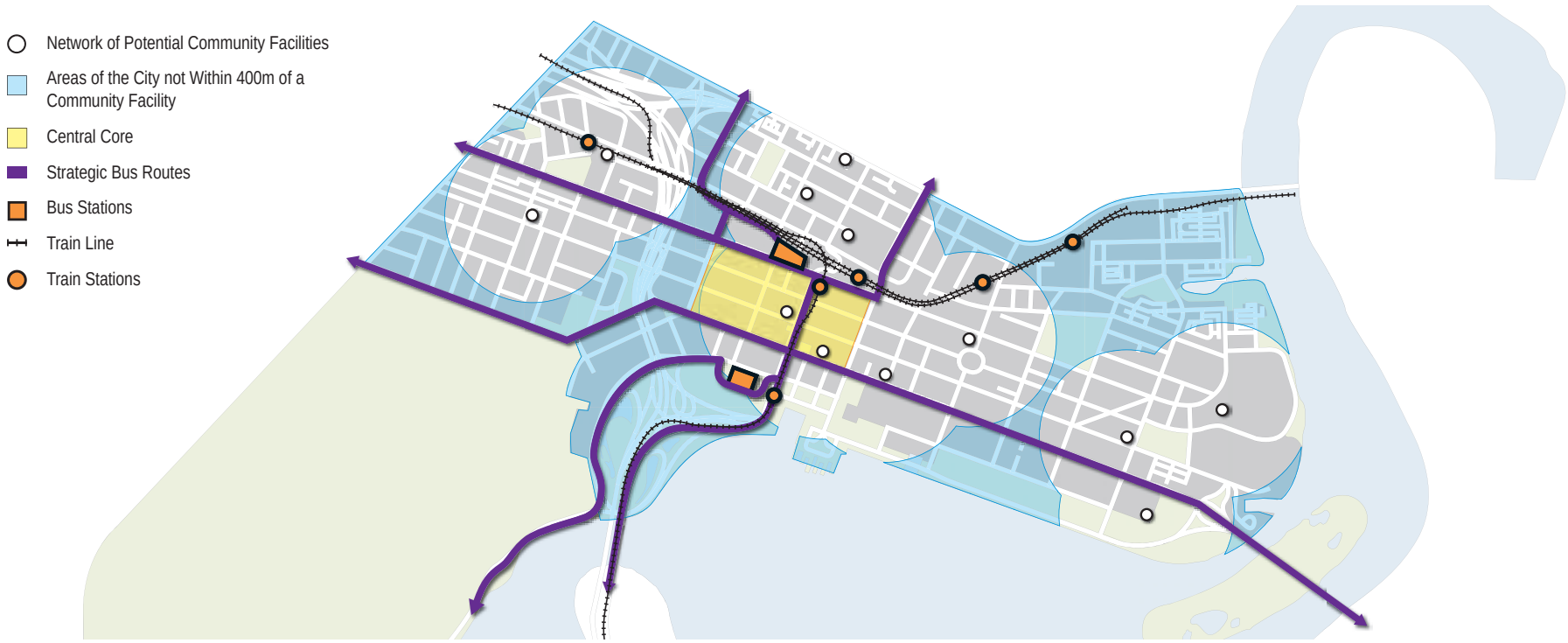
Community Areas and Areas of the City not Within 400m of a Community Area

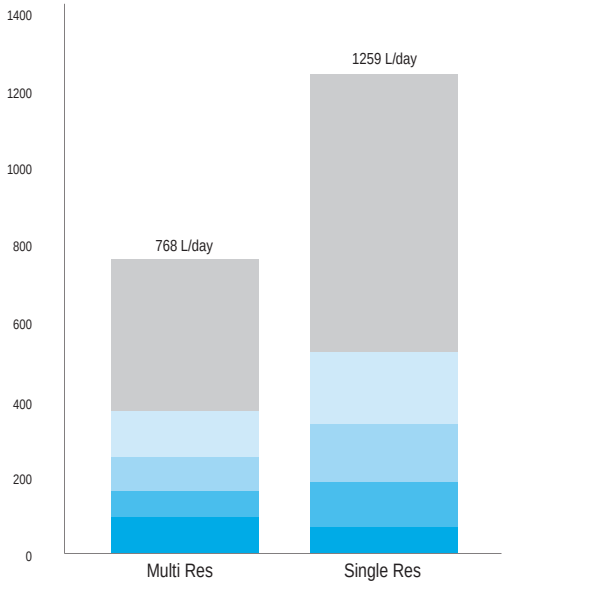


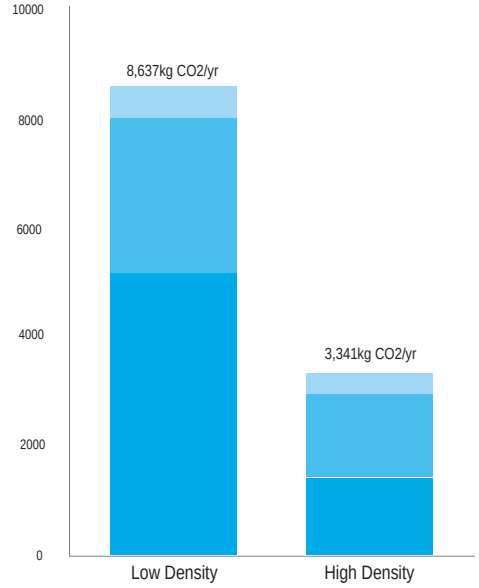
Bus Routes, Bus Stations,Train Line and Train Stations

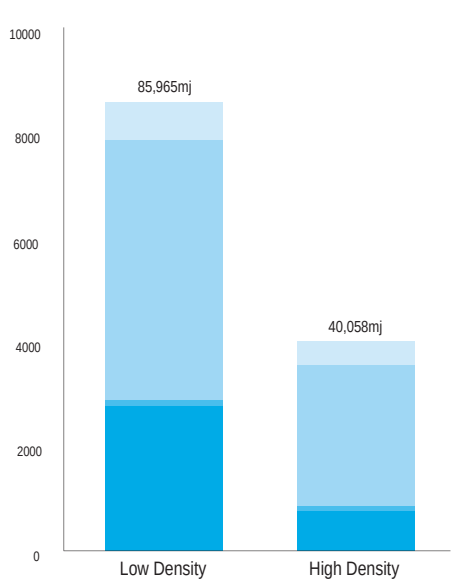


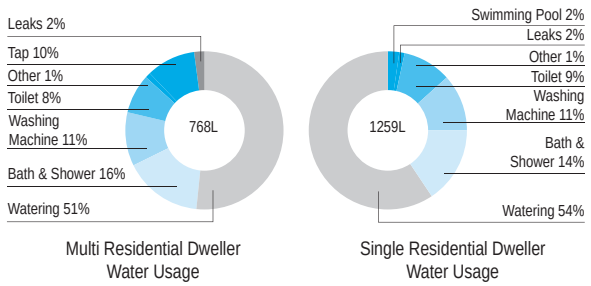
Central Core and Supporting Precincts

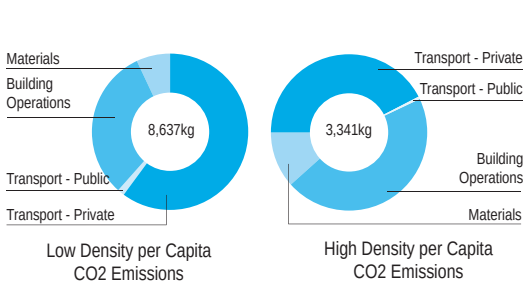


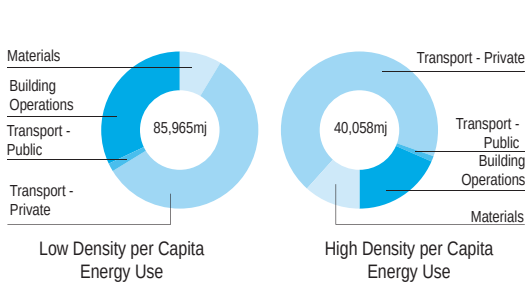












Source: Woods Bagot from the "What If" project

Social resilience

- Encourage development forms that engender social integration and liveability by clustering community facilities and amenities such that access is within walkable distance
- Ensure sufficient redevelopment capacity to maintain levels of housing affordability
- Ensure all development achieves a high level of universal access

Ecological resilience

- Protect, rehabilitate and enhance natural ecosystems and areas of natural heritage
- Increase the use of indigenous vegetation in parkland to provide habitat for native fauna

Resilience to climate change and potential sea level rise

- Minimise the use of water consumption in both the public and private realms, and re-use where possible
- Utilise or infiltrate stormwater at source and reduce the stormwater run-off to the river
- Increase the use of indigenous vegetation to help drought-proof city parkland and make it more resilient to a potential increase in groundwater salinity.

Wellington Street

Point Fraser

SUSTAINABILITY: GREEN CITY INFRASTRUCTURE

ISSUES

- The City of Perth will have a major role to play as Australia moves towards a decarbonised electricity grid

- Distributed energy could save $130 billion by 2050 - District energy systems must be embraced in Perth City

- Residential energy use per capita in Perth increased 15% over 15 years
- Only 0.5% of Western Australian households participate in the Green Power Program (the lowest rate in Australia)

- Renewable energy consumption is currently at 5% and needs to increase to 60% under the Government's mandatory renewable energy target

- Legal and systemic barriers presently limit innovative infrastructure and energy solutions within property boundaries, reducing opportunities for decentralised and cooperative systems

TARGETS

- Reduce energy consumption by 25% per capita

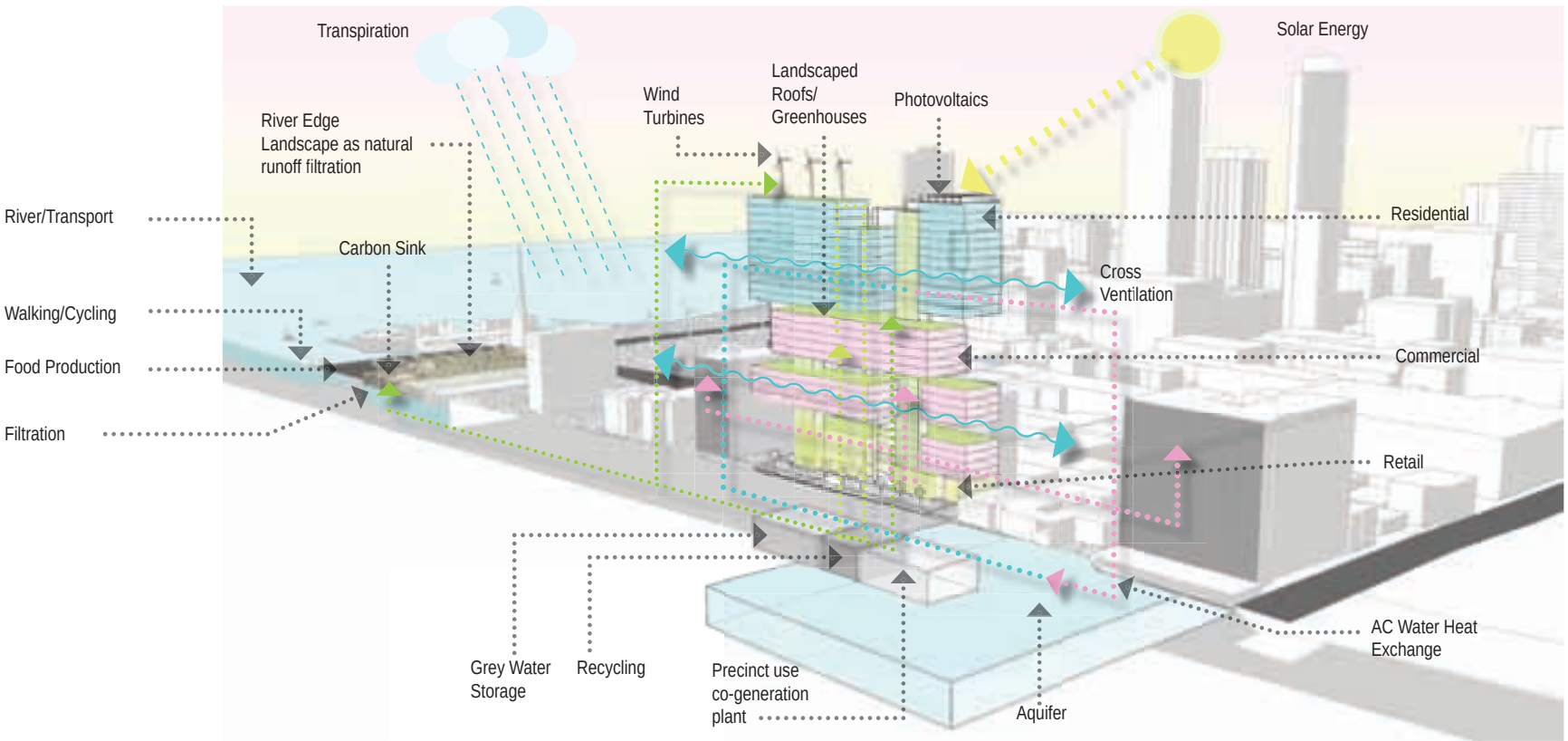
- Achieve carbon neutrality and aim for carbon negative status by 2050

- Increase renewable energy consumption to 60% by 2050

- Embrace alternative energy sources:
  - 4th Generation Nuclear
  - Bio-Fuel
  - Waste to Energy
  - Mixed-use planning; predictive demand systems building to building and district connections

- Decarbonised energy grid by 2050

VISION



Source: Hassell with AECOM from the "What If" project

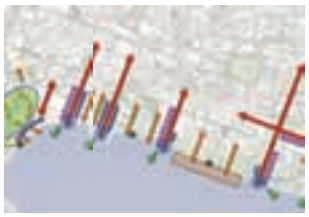
7. IMPLEMENTATION

MAKING IT HAPPEN

Having identified the elements of a great city, the next step is to make it happen. The application of the principles embodied in the Urban Design Framework to every project within the city will certainly go a long way to achieving the great city that the City of Perth Councillors identified in their 2029 Vision. Some of those projects - primarily in the public domain - will be initiated by the City of Perth, which will provide the City with an opportunity to demonstrate leadership and commitment to the Vision and to the objectives of the Urban Design Framework. Other projects will be undertaken by the private sector as well as other governmental agencies such as the Department of Planning, LandCorp, the Public Transport Authority and the East Perth Redevelopment Authority. The City of Perth has a responsibility to ensure that what other parties contribute to the city is consistent with the Objectives and Principles of the Urban Design Framework and will, thus, implement the vision. To ensure that all future development is consistent with the Urban Design Framework, the City of Perth will have to review and update its policy and regulatory framework to provide the City with the statutory authority to enforce standards. The City of Perth will also need to review, identify and prioritise a suite of planning incentives to help deliver the range of desirable attributes identified in the Urban Design Framework.

Known major projects and other desirable interventions in to the urban fabric of the city are identified and will be updated on a regular basis as major projects arise or other significant interventions to the urban fabric of the city are identified.

Notwithstanding the major projects and interventions, the achievement of the 2029 Vision will be largely dependent on the cumulative effect of every building project within the city, which will be guided by the requirements and policy of the City of Perth and other bodies such as the East Perth Redevelopment Authority. The last part of this implementation section identifies a suite of actions that should be undertaken by the City of Perth (and other responsible authorities) to ensure that the aspiration of the 2029 Vision and the resulting objectives and principles of the Urban Design Framework are translated into the regulatory and policy framework that shapes the myriad of projects that will occur in the future.
















MAJOR PROJECTS AND INTERVENTIONS

There are a number of major projects in the project coordination overlay that have already been identified for possible future incorporation into the City of Perth's Capital Works program. These projects can be grouped into two main themes – 'Addressing the river' (projects that strengthen the relationship between the city and the river), and 'Stitching the city together' (projects that consolidate the urban structure and the pattern of activity).

ADDRESSING THE RIVER

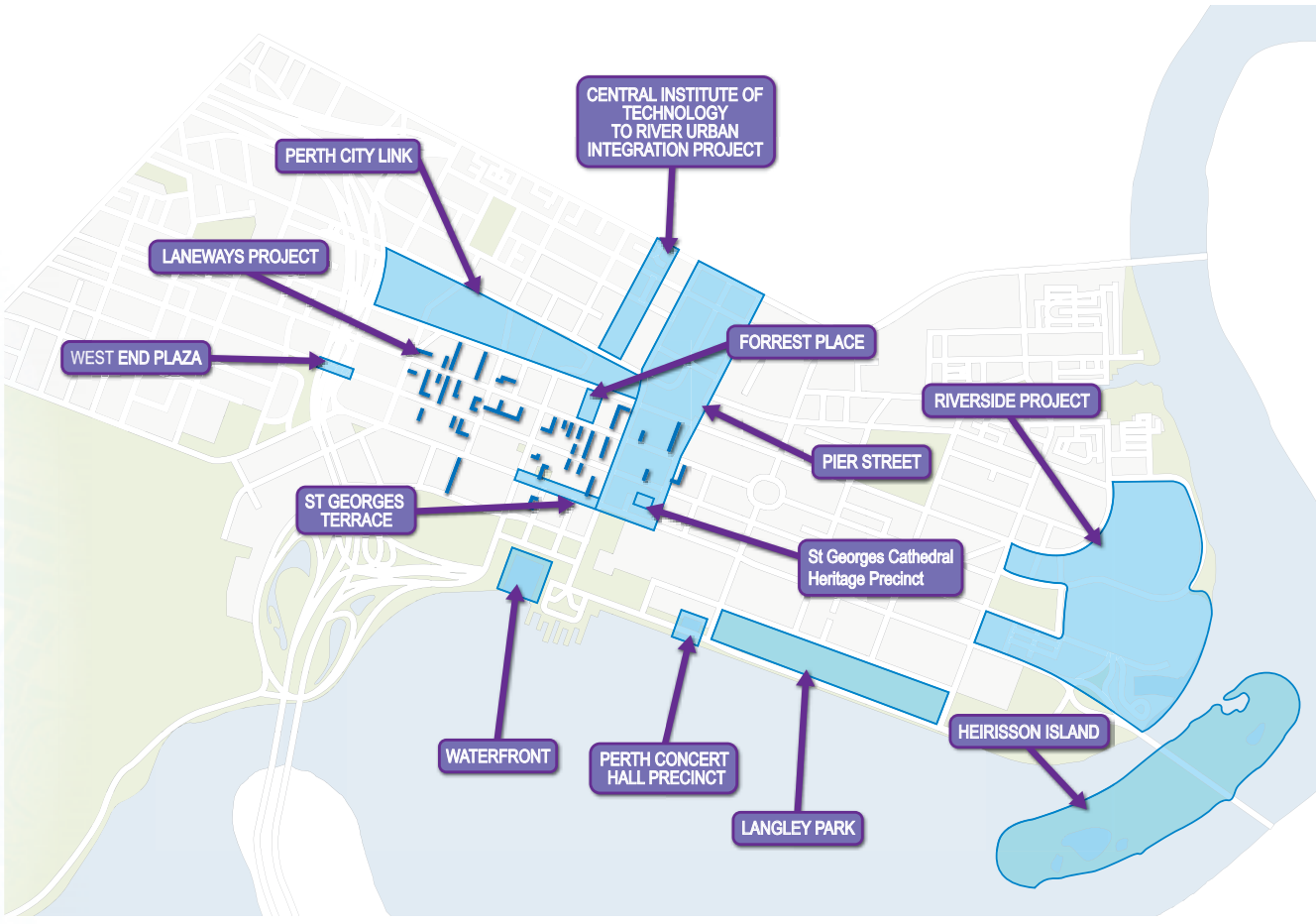
- Swan River Foreshore Improvement (2008 Structure Plan)
- Heirisson Island
- Langley Park
- Perth Concert Hall Precinct
- Perth Waterfront

STITCHING THE CITY TOGETHER

- St George's Terrace
- Forrest Place
- West End Plaza
- Pier Street
- St Georges Cathedral Heritage Precinct
- Laneways project
- Central Institute of Technology to River Urban Integration Project
- Restoration of two-way traffic flows

Other interventions into the urban fabric of the city that are currently proposed to be undertaken by either the private sector or other government agencies are identified in the project coordination plan include:

- Perth City Link
- The Cultural Centre
- Royal Perth Hospital redevelopment
- Riverside, East Perth

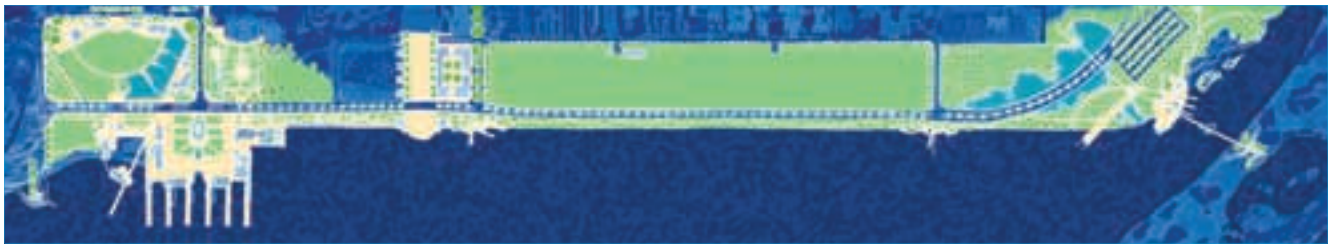


MAJOR PROJECTS AND INTERVENTIONS

SWAN RIVER FORESHORE IMPROVEMENT (2008 STRUCTURE PLAN)

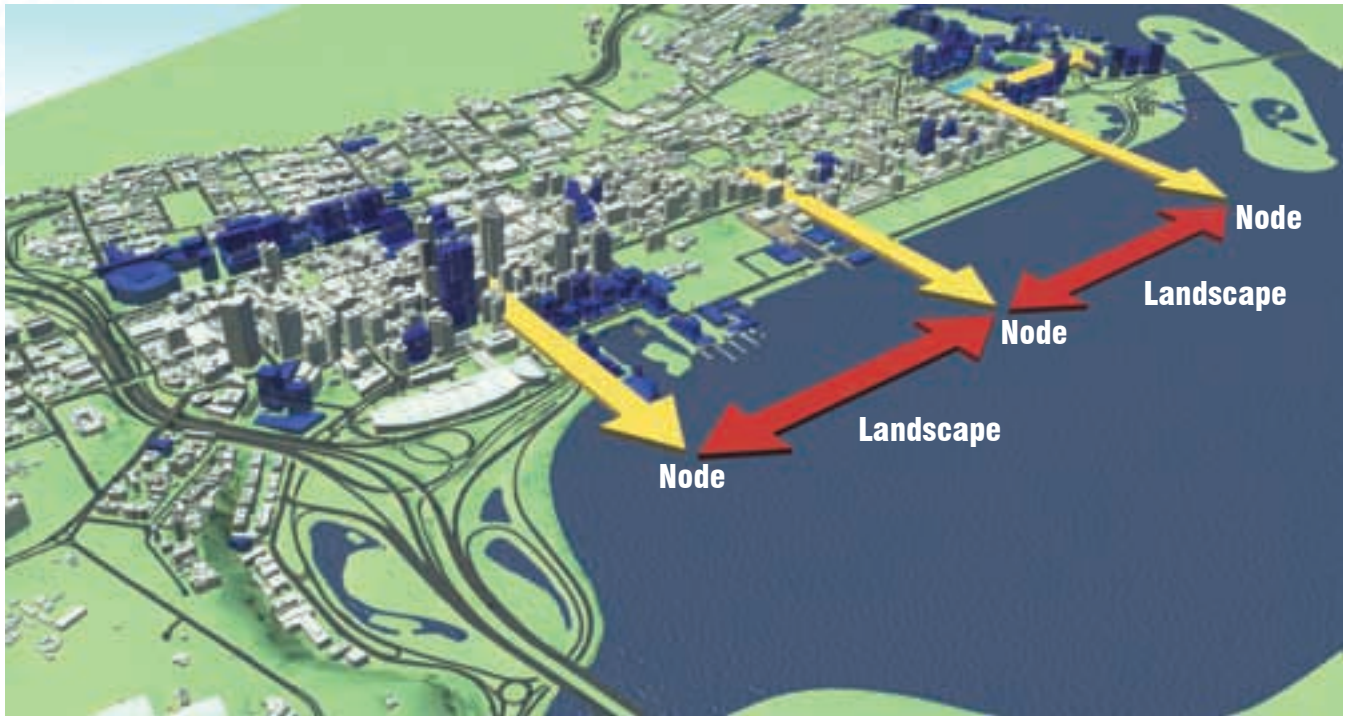
The main principles for the improvement of the Swan River foreshore are:

- Strengthen major north-south city avenue / connections between city and river
- Extend some of the city structure and built form towards the river
- Establish major destination nodes, public attractions, and other buildings on the river edge
- Conserve and enhance parklands between nodes
- Maintain public access to the river by an inter-connected system of beaches, boardwalks and promenades
- Break up the linear form of the foreshore with projections and inlets
- Maintain the open character of the foreshore by restricting the number and scale of new buildings



Foreshore Action Plan 1999

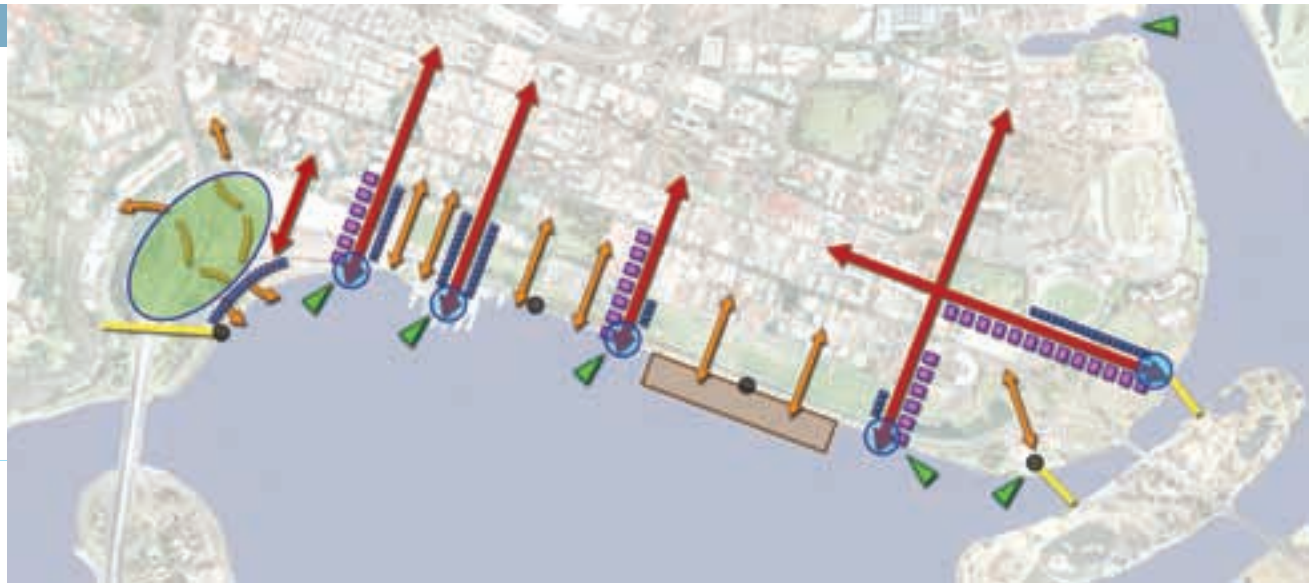
Actions						
1	2	3	4	5	6	7
Develop The Esplanade as a high quality 'people park' able to host major outdoor festivals / performances. Integrate with irrigation lake, Barrack Square and other neighbouring projects.	Develop a master plan for Supreme Court Gardens as part of the heritage precinct.	Investigate the feasibility of linking Perth Concert Hall to the river and reducing the physical and visual impact of car park no. 1.	Develop additional activity nodes on the Foreshore at: • Plain Street • Victoria Avenue • Mounts Bay / William Street	Investigate the opportunities to improve the boat access to the foreshore.	Enhance pedestrian environment of Riverside Drive following the traffic reduction resulting from Graham Farmer Freeway. Introduce kerbside parking in non-peak hours for people to access activities on the Foreshore.	Develop Point Fraser as a major visitor node on the Foreshore with a broad range of recreational facilities.



MAJOR PROJECTS AND INTERVENTIONS

PRINCIPLES

- Strengthen major city avenue / connection between city and river.
- Major activation / 'extension of city structure' and built form.
- Secondary activation / 'architecture within a landscape'.
- Major destination node / public attraction / building on river edge.
- Secondary node / public attraction / building on river edge.
- Improve secondary 'pedestrian' connections between city and river.
- Provide access to the Foreshore with temporary boat access.
- Provide new strategic pedestrian links / bridges / connections.
- Limit any private moorings to one section of Foreshore.
- Consolidate freeway interchange to a smaller 'footprint'.



FORM

- Provide new strategic pedestrian links / bridges / connections.
- Extend City Structure to river edge, with major public building at end.
- Low rise built form generated from Foreshore setting - 'architecture within a landscape'.
- Improve permeability / public access of Civic Domain.
- Bring river to city.
- Reduce traffic on Riverside Drive to Foreshore 'scenic' drive / local access. All streets two-way with provision for bicycles.

WATERFRONT

The main principles for the improvement of the Waterfront project are:

- Integrate the waterfront by extending the city grid
- Bring the river in as a key focus
- Create a signature development and a premier tourist attraction
- Develop transit-orientated development on William Street
- Enhance key vistas
- Create a globally significant riverfront square defined by mixed-use buildings of a human scale
- Create an attractive residential area with an active public waterfront promenade

PERTH CONCERT HALL PRECINCT

The main principles for the master planning of the Perth Concert Hall precinct are:

- Provide legible and safe connections from the city to the Swan River foreshore
- Extend the city grid along Victoria Avenue to the river foreshore
- Respect the historical and architectural significance of the Perth Concert Hall and incorporate its classical design influences into the master plan
- Allow for a mix of uses to create activity beyond normal business hours
- Respect the civic domain which incorporates the Supreme Court Gardens, Stirling Gardens, Government House, Council House and the Supreme Court
- Take cues from the existing scale of development within the city grid and civic domain.

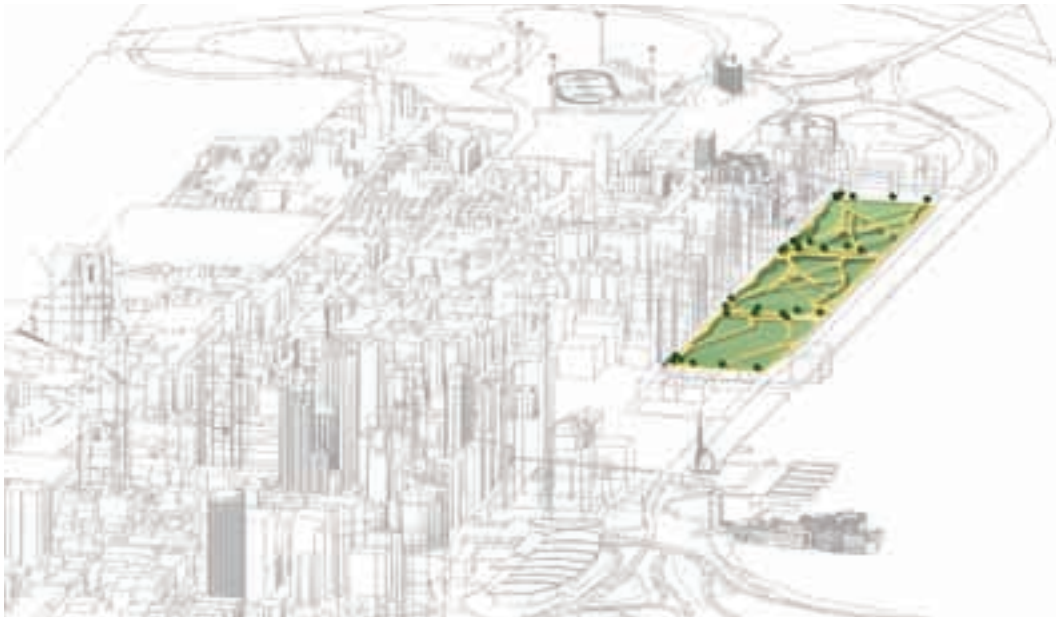
View from the River

View from the Amphitheatre

LANGLEY PARK

Compared with many cities, Perth's urban structure has lacked enclosed spaces or urban squares. This lack of public space was one of the reasons that led to the creation of the current foreshore. However, the resultant open parkland did not deliver well-defined urban spaces. There is still an opportunity to provide structure to the parkland, and Langley Park in particular, to create a network of high quality landscaped urban spaces. Opportunities for Langley Park include:

- Landscape design to enable the park to become recognisable as an urban park rather than simply a grassland
- Retention of an area of the park for passive recreation and intermittent use for events



RIVERSIDE PROJECT

The 40-hectare Riverside project on the banks of the Swan River is transforming the city's eastern gateway into a cosmopolitan waterfront community with a range of entertainment, commercial and residential opportunities.

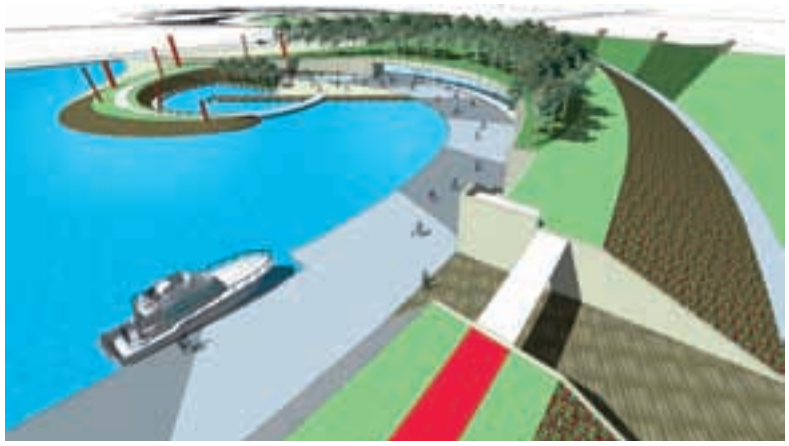
The project area borders the Swan River to the east, Plain Street to the west, Adelaide Terrace and the Causeway intersection to the south, and Waterloo Crescent to the north.

Capitalising on the location's natural beauty, cultural and historical significance and existing state sporting and educational venues, Riverside is one of Perth's most exciting regeneration projects and could become home to almost 6,000 residents.

HEIRISSON ISLAND

The Heirisson Island master plan has been designed to rejuvenate the currently underutilised island into an inspiring site of cultural significance and a cultural 'Gateway' to the City of Perth. Key elements of the master plan are:

- Establishment of an outstanding sculpture park that responds to its unique surroundings
- Creation of a unique tourist destination, a formal amphitheatre and a unique venue for high quality exhibitions
- A facility that significantly raises Perth's profile in the international Arts Community
- Linkages to other areas of activity around the city and river
- Recognition of Heirisson Islands' cultural sensitivities and heritage
- Protection of the ecology and environment
- Improvement to pedestrian circulation, orientation and the diversity of experiences
- Creation of a socially interactive atmosphere



Indicative View of Visitor / Interpretive Centre

The Visitor / Interpretive Centre

THE MASTERPLAN

1. Visitor Centre and Facilities
2. Amphitheatre
3. Viewing Terrace
4. Lookout Towers
5. Land Bridge
6. BBQ & Families
7. Re-configured Wetlands
8. Installation Garden
9. Temporary Exhibitions
10. Bridge Crossing
11. Interpretive Garden
12. Ferry Drop Off - Primary
13. Ferry Drop Off - Secondary
14. Service + Emergency Access
15. Point Fraser Pedestrian Bridge
16. Pedestrian Bridge Link
17. Light Rail Bridge (future)
18. Existing Underpass
19. Buildings Underneath
20. Light Rail Stop (future)
21. New Underpass
22. Observation Deck

Source: Urbis from the "Heirisson Island Master Plan"

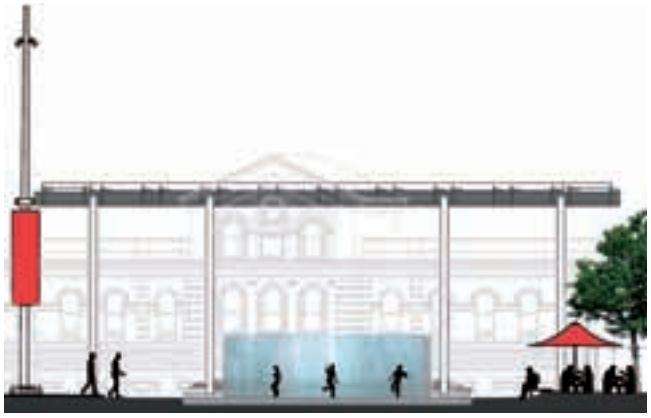
ST GEORGE'S TERRACE

The first stage of the revitalisation of the CBD's most prestigious street will occur between William Street and Barrack Street. Traffic lanes will be cut from six to four to allow widening of footpaths and vehicular speed limits will be reduced. The area is designated as a 'pedestrian priority' area in the Urban Design Framework and will be repaved with granite, median strips widened, roadside trees planted and new street furniture installed.

FORREST PLACE

The Forrest Place master plan charts a process for the revitalization of Perth's most important public space. The following are the key elements to the master plan:

- Reconnect Forrest Place with the Perth railway station
- Reinforce Forrest Place as a principal civic space
- Create a permanent performance facility
- Create public art opportunities
- Achieve better activation of the edges of Forrest Place
- Provide safe, convenient and accessible public amenities and services
- Enhance visibility of key heritage facades
- Create a new laneway
- Improve activation of Wellington Street and Perth station forecourt
- Provide the necessary support facilities.



Source: Woodhead Australia from the "Forrest Place Master Plan"

PERTH CITY LINK

The Perth City Link project is a collaboration between the East Perth Redevelopment Authority, the Public Transport Authority and the City of Perth. The vision is to: “Link the city centre and Northbridge with vibrant urbanism that is both embracing of the city’s lifestyle and character, and distinctly reflective of Perth’s 21st century aspirations.”

The draft masterplan vision is in keeping with the City of Perth’s strategic aspirations for Perth as a prosperous, liveable, accessible, attractive, functional and environmentally responsible city.

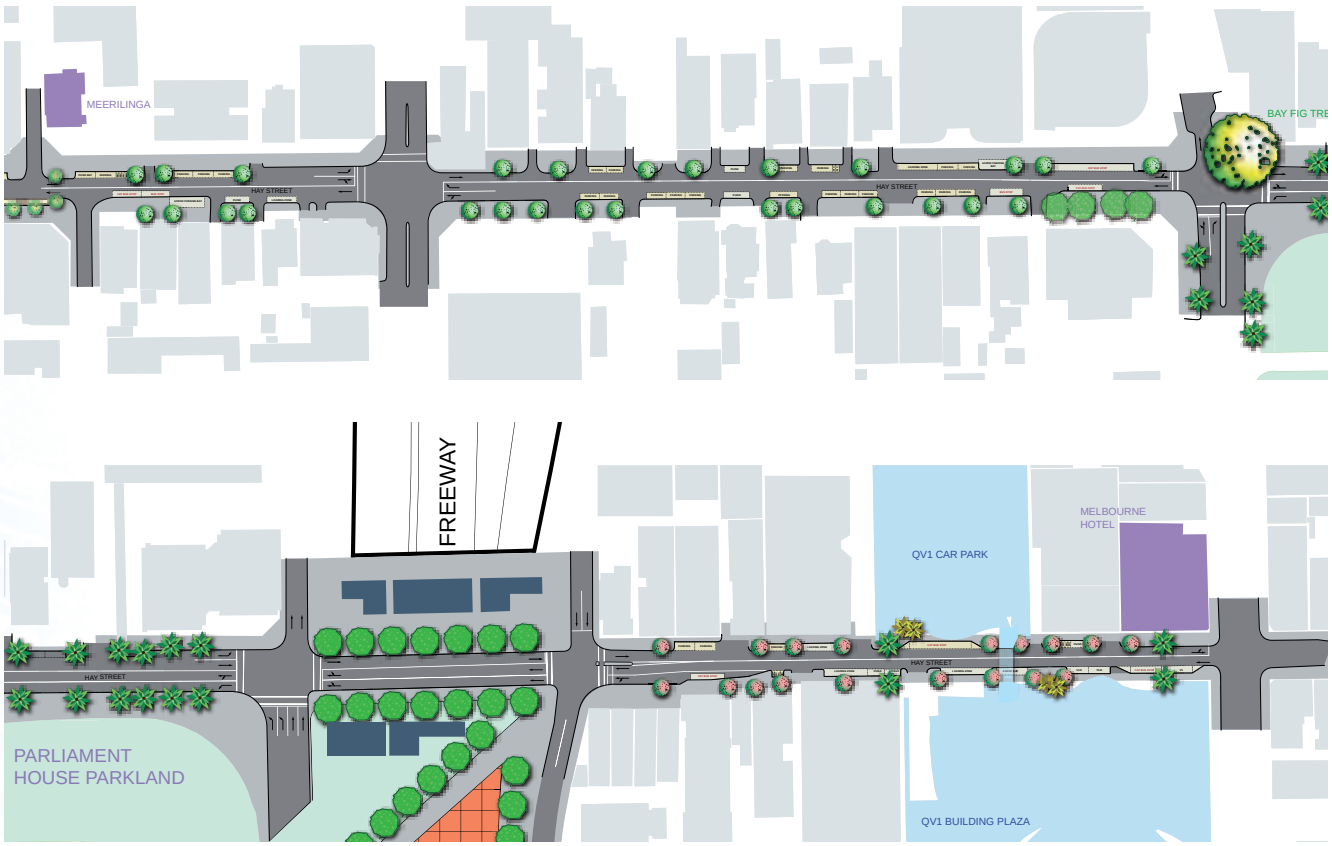
The Link development site has been a long-underutilized area of land that includes the rail and bus infrastructure, car parks and the Perth Entertainment Centre in the centre of Perth. Framed by busy roads, the project area has long been a barrier in the centre of the city.

The Link redevelopment project includes the proposal to sink the Fremantle railway line from the Horseshoe Bridge heading west and reconnect the Perth city centre with the Northbridge entertainment district. It will deliver a range of benefits for the community, including improved public safety, access and connectivity, increased residential, retail and commercial opportunities, short stay accommodation and a high quality public realm.

WEST END PLAZA

The West End Plaza project proposes linking the city centre with West Perth via a redevelopment of the bridge over the Mitchell Freeway. The project forms part of a master plan for the enhancement of Hay Street, which identifies three major character zones as project areas, each with the opportunity to be upgraded separately. Key elements of the master plan are:

- A high quality streetscape design to improve pedestrian amenity
- Eventual conversion to a two-way traffic system to improve permeability
- A fully co-ordinated range of new street furniture
- The introduction of appropriate artworks



Hay Street - Milligan to Mayfair Masterplan

1883

1948

2005

Proposal

PIER STREET

The Pier Street Development Framework 2005 illustrates an urban renewal opportunity for the eastern edge of the central city. The extensive works being undertaken at and around the Perth Railway Station could be continued eastwards to deck over or lower the railway tracks and reconnect Pier Street to create a major north-south spine. Roe Street could be connected with Moore Street to establish an important east-west link in the city structure. The development framework provides a considerable quantity of developable land in what could become a prime city location in close proximity to McIver railway station. The Gasworks and Garage site could be short term stimulus for the revitalisation of this almost forgotten area of the city and create a chance to stitch together the city grid.

Neighborhoods

Connections

Activation

Source: Donaldson and Warn from the "Pier Street Development Framework"

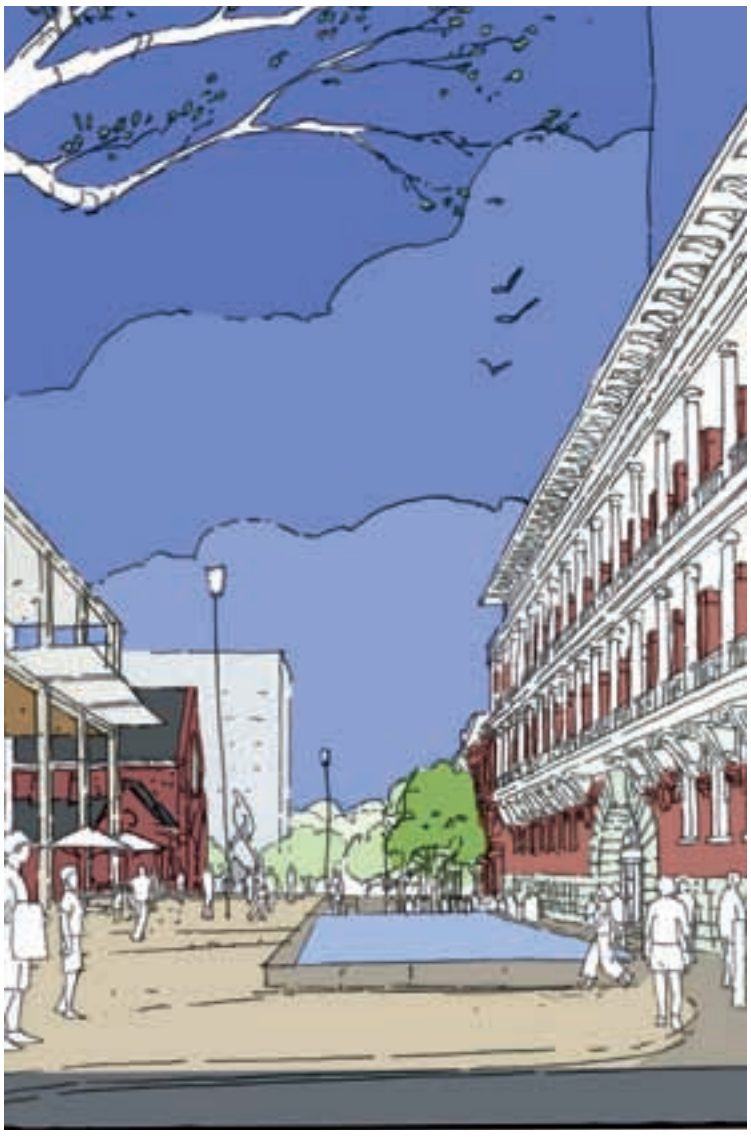
ST GEORGES CATHEDRAL HERITAGE PRECINCT

"Cathedral Square, dull, sunless and forgotten, has been the subject of recent proposals for radical change. It should be opened up to Hay Street, allowing the winter sun to penetrate it, exposing the fine buildings around it to view, and opening the Square up to the life of the city."

Jan Gehl, Public Space and Public Life in Perth, 1994

The Council has an ongoing commitment to develop a consensus with the State Government and the Perth Diocesan Trustees to establish an economically viable solution to create improvements in the precinct around St Georges Cathedral and the Old Treasury Buildings based on the following principles:-

- To facilitate the redevelopment and refurbishment of the Old Treasury buildings.
- To retain major government office accommodation in this section of the city.
- To create a major public lending library in this highly desirable location in the city.
- To resolve much of the poor amenity issues associated with the existing Law Chambers building which severely overshadows the public plaza between the Law Chambers building and St Georges Cathedral and which also detracts from the setting and view of the historic Land Titles Office Building along Cathedral Avenue.
- To improve the public realm and provide significant improvements to the exposure of the Land Titles Office building and St Georges Cathedral and the form and function of the current unattractive public spaces in the precinct.



CENTRAL INSTITUTE OF TECHNOLOGY TO RIVER URBAN INTEGRATION PROJECT

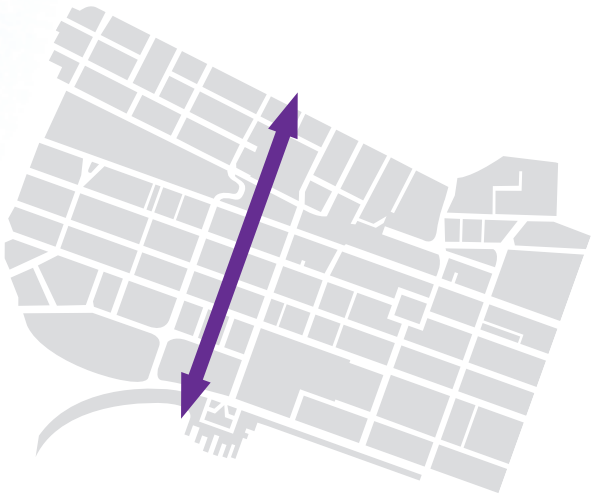
The Public Domain from Central Institute of Technology through the core of the City to the river is a critical north-south spine linking many of the key destinations of our capital city. Although it has some good spaces that people are attracted to, it remains characterised by a fragmentation of public places and some very poor pedestrian connections.

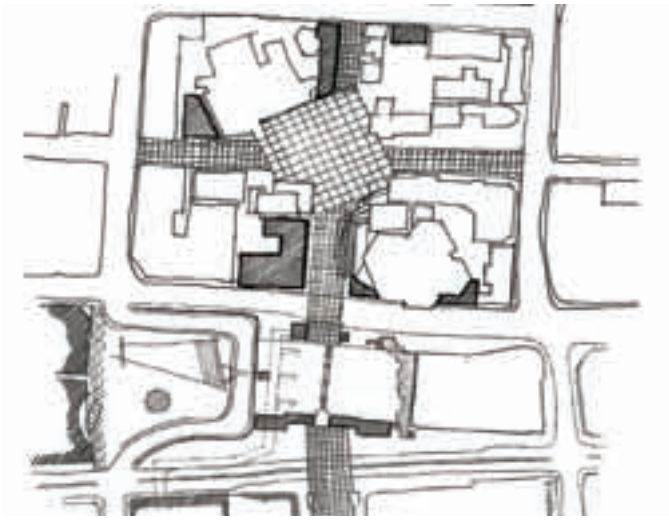
The disconnection is most notable around the central railway station. Although this major piece of city infrastructure has multiple access points for its patrons, it does not address broader city movements for pedestrians, especially the north-south link.

What should be a well-connected and vibrant spine through the core of the capital city is a series of fragmented public spaces that break the historic pattern, grid and grain of the city.

GENERAL PRINCIPLES

1. Activate and animate public space by maximising pedestrian movements at street level
2. Seek the gradual removal of pedestrian overpasses as alternative street level options become better developed
3. Limit any further bridges or tunnels to within confines of the ‘paid zone’ of Central Station for public transport users
4. Give greater priority to pedestrians crossing intersections – introduce ‘parallel walk’ with 2-way traffic conversions
5. Provide shade and shelter for pedestrians along street edges with awnings or verandas.





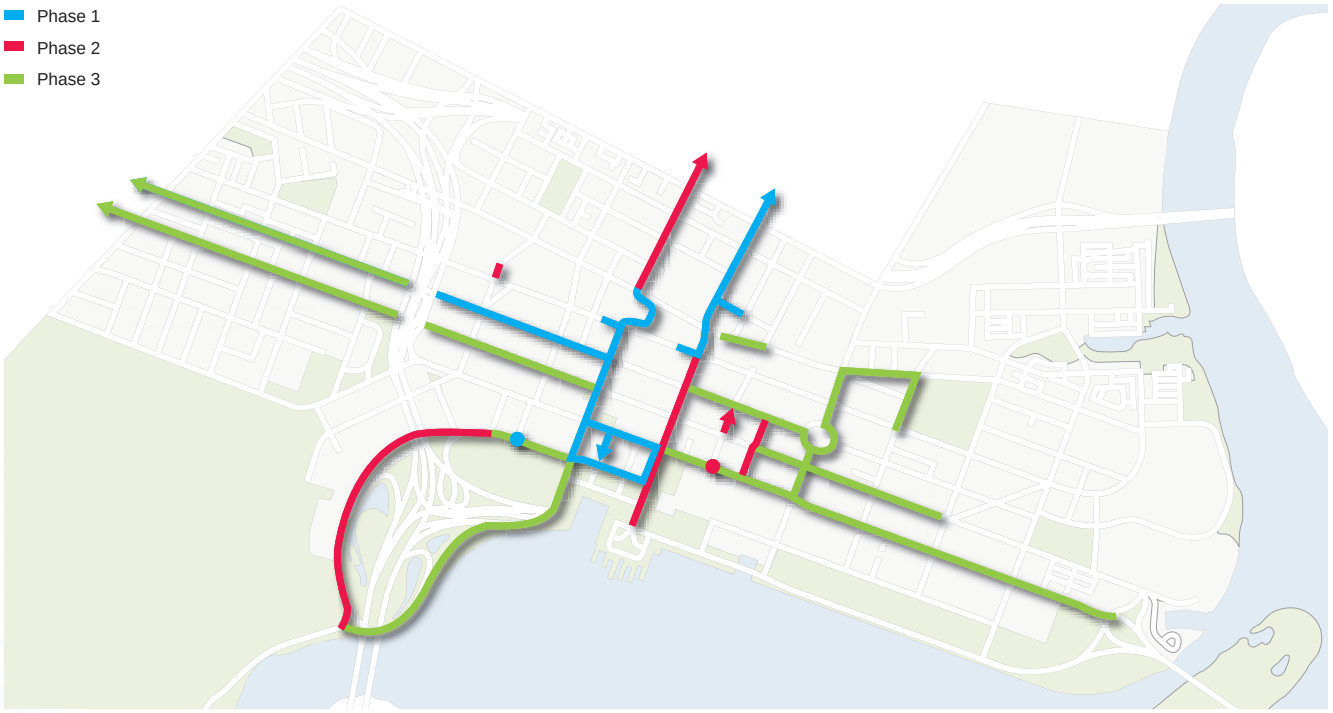
LANEWAYS PROJECT

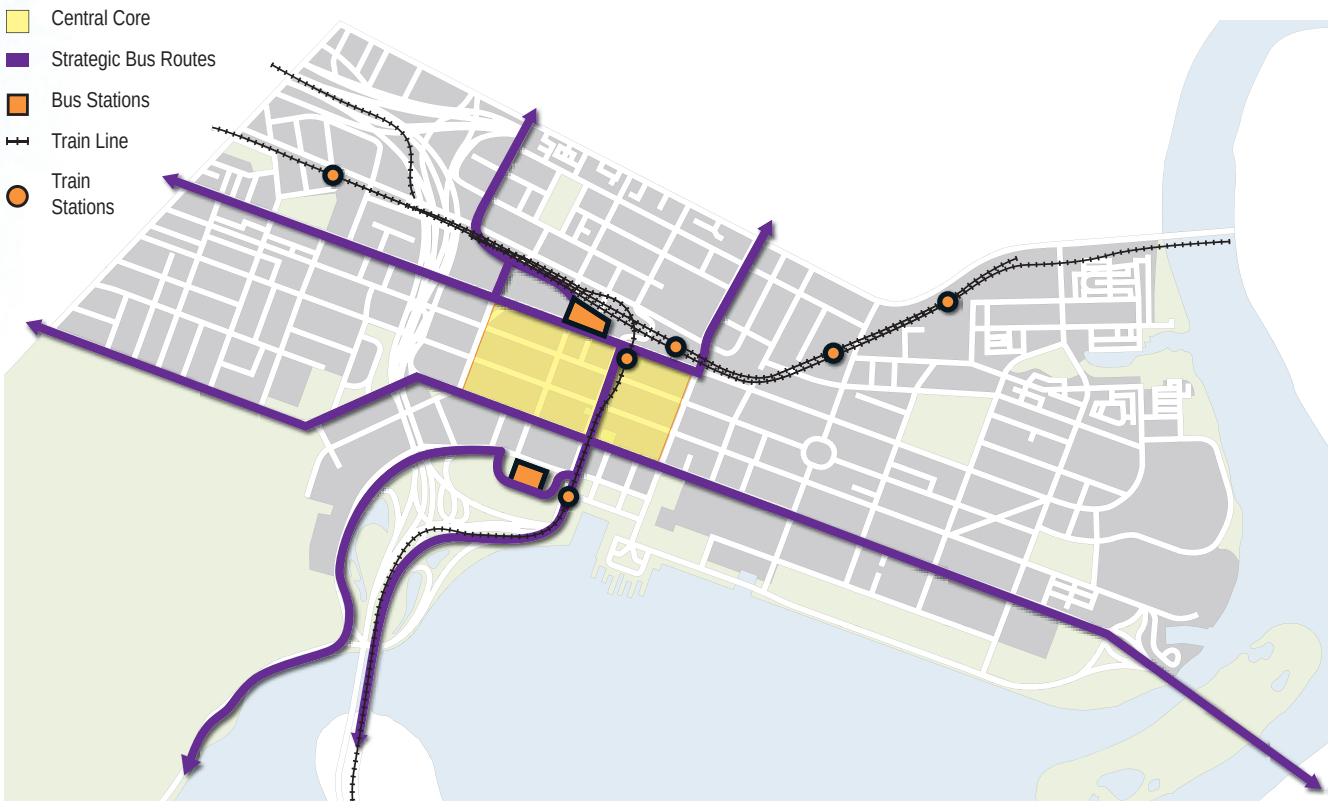
The City of Perth has now embarked on an ongoing programme to revitalise its laneways. In August 2008 the City of Perth formally adopted the strategy "Forgotten Spaces – Revitalising Perth's Laneways." In doing so, it recognised the unique character and opportunities laneways have:

- Narrow spaces, open to the sky – pedestrians remain in touch with the changes in environment and activities in the City
- Fine grain
- Undeniably gritty - offering a glimpse of our industrial and commercial past
- Quirky areas which, being unfamiliar, offer an element of surprise and discovery
- Business and cultural opportunities that may not otherwise be sustainable in buildings with frontages to major city streets/addresses

RESTORATION OF TWO-WAY TRAFFIC FLOW AND IMPLEMENTATION OF STRATEGIC BUS ROUTES

The Council has embarked on a phased program of restoring key streets within the city to two-way traffic flows and strategic bus routes to improve legibility and place an emphasis on slower, more pedestrian friendly, traffic flows within the city rather than the relatively high-speed flushing of traffic through the city that one-way traffic flows enable.





TRANSLATING THE PRINCIPLES INTO ACTIONS

The following suite of actions, to be undertaken by the City of Perth and other responsible authorities, will help ensure that the principles and objectives of the Urban Design Framework are translated into the regulatory and policy framework that gives shape and substance to development and spaces within the city. For clarity, the actions are organised according to the Elements of the Urban Design Framework.

1. ACTVITY AND PEOPLE

- Identify and protect sites with sufficient growth potential in the planning scheme to accommodate the future capital city components
- Review plot ratio, density and height limits to enable appropriately scaled development for a city environment
- Work with State Government to deregulate retail hours to encourage a city that has more to do once the sun goes down
- Identify how vacant floorspace above shops can be re-activated
- Develop a detailed social infrastructure plan that identifies the community needs associated with the anticipated residential population growth
- Review policy settings to encourage street traders and the life that they bring to the city streets

2. URBAN STRUCTURE

- Identify opportunities for major projects to deliver structural improvements as part of the development process
- Review the planning scheme to ensure that there is an appropriate relationship between land use and the movement network
- Review plot ratio, density and height limits to ensure that intensity of development is focussed on the city core and other centres of activity within the central city.
- Liaise with State Government on the provision of future public infrastructure within the city.

3. URBAN PATTERN

- Identify opportunities for establishing missing street links and protecting the alignments through the planning system
- Ensure that programs for street improvements and other capital works recognise the hierarchy of the urban pattern

4. URBAN GRAIN

- Identify opportunities for developers to provide new streets and other pedestrian routes through larger street blocks.

5. CONNECTIVITY

- Identify opportunities to provide new connections across the railway, including support of the Perth City Link project and its extension eastwards to Lord Street
- Undertake a study to investigate better connectivity between the City and Kings Park
- Liaise with State Government and neighbouring Councils to identify external connections from the central city.

6. MOVEMENT

- Review the planning scheme to ensure that the built form controls are sufficient to ensure street edges that create a good pedestrian environment
- Liaise with MRWA to review posted speed limits and intersection signals to better favour pedestrians
- Liaise with PTA to ensure City of Perth involvement in public transport planning in and around the central city and in the design and provision of public transport fixed infrastructure
- Identify preferred light rail routes to ensure that street improvement works do not compromise the future delivery of a light rail system
- Identify a series of Transit-Oriented Development (TOD) station precincts to confirm the intent of a more effective use of land near public transport routes and railway stations
- Review the planning scheme to ensure that development controls enable development of a sufficient intensity near public transport routes and railway stations
- Prepare a program and identify budget requirements for the phased re-introduction of two-way traffic within the Perth central area
- Undertake a study to identify which parking areas should remain as commuter or short term visitor parking, and which car parks should be encouraged to be redeveloped
- Review the Council's parking policy to make better use of pricing as a deterrent to commuter parking in central car parks.

7. STREETS

- Review the built form and land use controls in the planning scheme to enshrine the requirement for the appropriate street edge conditions identified in the guiding plan
- Review Council's policies on street vendors, buskers, al fresco dining, etc, with a view to allowing greater flexibility in the use of the street
- Review Council's policy, and/or negotiate with State Government to enable evening extensions of trading hours
- Identify suitable locations along each street, particularly in the city core, to provide seating areas
- Prepare a street-furnishing manual that itemises a preferred palette of materials, plants, street furniture, signage, details, etc for use throughout the city, and a hierarchy of street furnishing treatments
- Undertake a study to identify the most significant features (prominent buildings, trees, street, etc) that could be highlighted with special lighting treatments

8. PARKS

- Identify the location and role of all parks within, and around, the city, and prepare landscape master plans for each park within the City of Perth's control
- Establish a program of park improvements as part of the City of Perth's capital work program
- Undertake a study to investigate better connectivity to Kings Park
- Identify future opportunities to further fill any significant gaps in the city's park network
- Review the planning scheme to identify requirements of specific design controls to avoid excessive overshadowing of parkland.

9. CITY SPACES

- Identify all urban spaces within the city and prepare a guiding policy statement for the role of each one
- Develop a year-round program of events for urban spaces throughout the city.

10. BUILT FORM

- Identify and illustrate a suite of urban typologies for the city
- Undertake a plot ratio and built form study to interpret the notional built form (or built form scenarios) to identify any amendments required to be made to the planning scheme
- Identify appropriate heights for street edges for each precinct within the city
- Prepare a set of architectural design guidelines for each precinct within the city to provide advice on achieving the appropriate scale through the use of building form and architectural detailing.

11. HERITAGE

- Map existing heritage structures, existing heritage precincts, and suggested character areas, and illustrate in an overall city-wide plan
- Review the planning scheme to identify opportunities to incorporate new incentives, or improve the existing incentives, for the retention, interpretation, and restoration of historic buildings.
- Investigate where building code requirements conflict with the adaptation of existing heritage buildings, and suggest where flexibility can be accommodated in the approval process.

12. EXCELLENCE IN ARCHITECTURE, LANDSCAPE AND DESIGN

- Subject the City of Perth's design output to the peer review process to ensure that public and private works are both of an equally high quality
- Prepare a set of architectural design guidelines to provide advice on the essential elements of how buildings can respond appropriately to their urban context, regardless of architectural 'style'

13. SUSTAINABILITY

- In the absence of an overarching State Government position, set environmental performance targets through City of Perth policy and review to ensure they are continually one step ahead of prevailing industry standards
- Establish a 'green' award for city businesses that significantly increase their resilience to change
- Identify policy provisions that require climatic responsive design
- Introduce mandatory energy modelling for larger building proposals

Acknowledgments

- Department of Planning
- Donaldson and Warn
- EPRA
- Hassell with AECOM
- Jan Gehl
- Urbis
- WA Tourism Commission
- Woodhead Australia
- Woods Bagot

CITY *of* PERTH