

Planning Policy Manual – Part 2

**Planning Policies and Design Guidelines for Normalised
Redevelopment Areas**

Section 2.20
East Perth – Area 20
South Cove



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CONTENTS

SECTION	TITLE	PAGE
PART ONE – GENERAL		5
1.0	APPLICATION	5
2.0	RELATIONSHIP TO PLANNING SCHEME AND PLANNING POLICIES	5
3.0	ABOUT THESE GUIDELINES	5
4.0	DESIRED CHARACTER AND PREFERRED USES	6
5.0	BUILDING ENVELOPES	6
6.0	BUILDING DESIGN	7
6.1	Generally	7
6.2	Floor to Floor height	7
6.3	Windows	7
6.4	Security	7
6.5	Balconies	7
6.6	Roof Form	7
6.7	Articulation and Detailing	7
6.8	Geo-technical Site Conditions	8
6.9	Integration of Art	8
7.0	ACCESS AND PARKING	8
7.1	Pedestrian Access	8
7.2	Motor Vehicle and Service Access Parking	8
7.3	Bicycles	9
8.0	CROSSOVERS	9
9.0	BALCONIES, VERANDAHS AND AWNINGS	9
10.0	OPEN SPACE	9
11.0	MATERIALS AND COLOURS	10
11.1	Walls and Windows	10
11.2	Colour	10
11.3	Roof and Shade Structure Covering	10
12.0	BLANK WALLS	10
13.0	LANDSCAPE	10
14.0	SERVICES	11
15.0	FENCES AND RETAINING WALLS	11
PART TWO - GUIDELINES APPLICABLE TO LOT 71		12

1.0	CONTEXT	12
2.0	PREFERRED USES	12
3.0	BUILDING FORM AND CHARACTER	12
4.0	BUILDING ENVELOPE.....	13
5.0	SETBACKS	13
6.0	ACCESS AND PARKING	13
PART THREE - GUIDELINES APPLICABLE TO LOT 72		14
1.0	CONTEXT	14
2.0	PREFERRED USES	14
3.0	BUILDING FORM AND CHARACTER	14
4.0	BUILDING ENVELOPE.....	15
5.0	SETBACKS	15
6.0	ACCESS AND PARKING	15
PART FOUR – GUIDELINES APPLICABLE TO LOT 73		16
1.0	CONTEXT	16
2.0	PREFERRED USES	16
3.0	BUILDING FORM AND CHARACTER	16
4.0	GEO-TECHNICAL SITE CONDITIONS	17
5.0	EXISTING SERVICES	17
6.0	BUILDING ENVELOPE.....	18
7.0	BUILDING HEIGHT	18
8.0	SETBACKS	18
9.0	ACCESS AND PARKING	19
PART FIVE – GUIDELINES APPLICABLE TO LOT 75		20
1.0	CONTEXT	20
2.0	PREFERRED USES	20
3.0	BUILDING FORM AND CHARACTER	20
4.0	GEO-TECHNICAL SITE CONDITIONS	21
5.0	EXISTING SERVICES	21
6.0	BUILDING ENVELOPE.....	21
7.0	BUILDING HEIGHT	21
8.0	SETBACKS	21
9.0	ACCESS AND PARKING	22



10.0 SEPARATE DEVELOPMENT OF LOT 75 AND 7622

11.0 MODIFICATIONS TO THE STEPS WITHIN THE P.A.W.22

PART SIX – GUIDELINES APPLICABLE TO LOT 7625

1.0 CONTEXT25

2.0 PREFERRED USES25

3.0 BUILDING FORM AND CHARACTER25

4.0 GEO-TECHNICAL SITE CONDITIONS26

5.0 EXISTING SERVICES26

6.0 BUILDING ENVELOPE.....26

7.0 BUILDING HEIGHT26

8.0 SETBACKS27

9.0 ACCESS AND PARKING27

10.0 SEPARATE DEVELOPMENT OF LOTS 75 AND 7627

11.0 MODIFICATIONS TO THE STEPS WITHIN THE P.A.W27

12.0 EXISTING RETAINING WALLS28

PART ONE – GENERAL

1.0 APPLICATION

These guidelines apply to lots 70 - 76 inclusive as shown on Figure 1.

2.0 RELATIONSHIP TO PLANNING SCHEME AND PLANNING POLICIES

Lots 70 to 76 inclusive are within the Claisebrook Inlet Precinct (EP1) as defined in the City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) (herein called ‘the Scheme’).

These Design Guidelines are intended to supplement the provisions of the Scheme and should be read in conjunction with the Scheme, in particular those provisions relating to the Claisebrook Village Project Area, Precinct EP1: Claisebrook Inlet, and other Planning Policies.

The Deemed Provisions set out in the *Planning and Development (Local Planning Schemes) Regulations 2015* also form part of the Scheme Text.

The Scheme identified Preferred, Contemplated and Prohibited uses for Precinct EP1: Claisebrook Inlet and stipulates maximum plot ratio. In determining any application for development approval, the local government will have regard to these Design Guidelines, the Scheme and other Planning Policies.

3.0 ABOUT THESE GUIDELINES

These guidelines are broken into two parts. Part one applies to all lots and includes a description of the overall character sought for this area, definitions of some terms, and those design elements common to all sites. Part two consists of a series of specifications detailing those design considerations that are specific to particular lots. In any instance where there appears to be a contradiction between the general guidelines and the guidelines for a particular lot, the lot specific guidelines should be followed. It should be noted that the guidelines relating to these lots will be strictly enforced and the local government may refuse development approval for developments not considered to be in keeping with the intent of the guidelines.

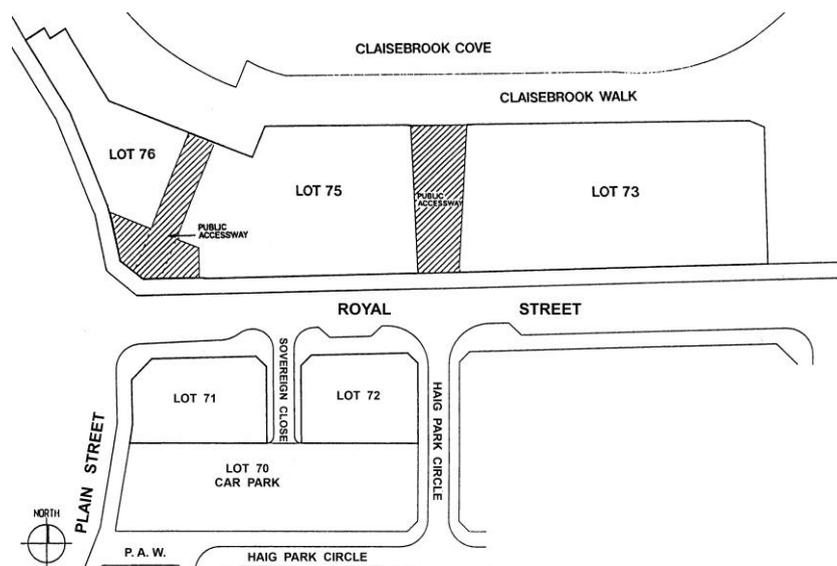


Figure 1: - South Cove Subdivision

4.0 DESIRED CHARACTER AND PREFERRED USES

- The lots collectively form the “South Cove” subdivision. South Cove is one of the most prominently located development sectors within East Perth.
- Developments within South Cove will be the “drawcard” for this part of the city. The subdivision is bounded between Plain Street and Victoria Gardens and as such is likely to experience the majority of pedestrian traffic from those who live in the surrounding areas and also from those who visit East Perth. Given the subdivision's prominence, the local government wishes to see developments of high quality with the potential to perform landmark functions.
- The development of South Cove is critically placed in respect to the overall pattern of redevelopment in East Perth. The development of this sector will play a pivotal role in determining the area's emerging character. Although South Cove is defined as a separate development sector from that of Haig Park, it is anticipated that there will be high interaction of activities on either side of the western end of Royal Street to create the major retail, hotel and restaurant focus for East Perth.
- Land uses on South Cove should emphasise public usage particularly along Royal Street and the Claisebrook Cove pedestrian promenade (“Claisebrook Walk”). Visual and physical access to the Cove needs to be considered and maximised in all developments. At the same time, developments on South Cove need to establish an appropriate, preferably interactive streetscape along Royal Street. This is particularly important as it is anticipated that the southern side of Royal Street will be the location of the main retail facilities serving the redevelopment area and other surrounding precincts. Moreover, developments on South Cove will need to create an appropriate urban character to balance the expanse and openness of the adjacent cove and nearby river. To achieve this, buildings in the Southern Cove subdivision need to hold the street edge to reinforce the traditional relationship to the street and similarly address the waterfront promenade.
- Developments to the northern and southern sides of Royal Street are to be mutually supportive in functional terms to collectively create an attractive streetscape. The emphasis of this development should be on the establishment of a truly inner City urban character, achieved by the density, scale of development and design approach.

5.0 BUILDING ENVELOPES

The building height and bulk is to be contained within building envelopes as detailed in Part Two of these guidelines. Minor projections may be permitted for such items as chimneys, finials, pergolas, small portions of bay and dormer windows, and approved landmark features which in the opinion of the local government, contribute to the character and identity of the subdivision. It should be noted that:

- Balconies, awnings and verandahs may project beyond the building envelope in accordance with the specific guidelines applicable to these features.
- Heights of building envelopes are from finished ground levels at the perimeter of the Lot.
- Building envelopes define the limits of building bulk. It is not intended that the building profile should mirror the building envelope.
- Building envelopes must be considered in conjunction with site coverage, open space and setback requirements.

6.0 BUILDING DESIGN

6.1 Generally

- Open space is not required for non-residential uses.
- The massing of buildings should respect the scale of the adjacent public domain and of neighbouring buildings.
- Buildings should enclose and define the public street space at an appropriate scale and provide a continuity along streets.
- Building forms should reflect an innovative and contemporary interpretation of Perth architecture utilising a rich palette of materials.

6.2 Floor to Floor height

The minimum ground floor to first floor height is 3m to all developments at Royal Street and waterfront promenade levels.

6.3 Windows

- Overall window opening proportion must be vertical or square.
- Horizontally proportioned window openings are acceptable only if they are integral to the elevation and a minor element of the overall composition of the elevation.
- Door and window shutters if fitted must be operable.

6.4 Security

Building design should contribute to the creation of a safe environment by avoiding the formation of "blind" spaces. Sites should be well lit to enhance the personal safety of people within the development and public in general.

6.5 Balconies

The inclusion of balconies to take advantage of views is encouraged. Balconies can also assist the composition, articulation and visual interest of buildings. Balconies should be of usable proportions with a minimum dimension of 1.54m. Wherever possible balconies should be enhanced by the provision of shading from summer sun.

6.6 Roof Form

Generally roofs should be pitched, with a slope of between 30 and 45 degrees. Provision of a decorative parapet with a shallow roof pitch beyond, in the tradition of a shopping street, is acceptable for the Royal Street frontage.

6.7 Articulation and Detailing

- Building design is to enhance individual identity for all building types. Buildings must present a "front" to public spaces.
- Buildings are to provide a vertically modulated street frontage and are to use elements such as verandahs, balconies, awnings, dormers and window projections to provide visual interest and establish a fine grained scale to the development.

- Detailing is to provide visual richness, variety, interest, identity and assist in reducing the visual bulk of building mass.
- Corner sites tend to be very prominent. Buildings situated at the intersection of roads and pedestrian access ways play a special role in defining the quality of the adjoining public spaces and by providing landmarks which assist people's understanding of the local environment. Extra height at corners through the use of decorative parapets, tower elements or similar features helps to give prominence to these buildings and is therefore encouraged. In approved instances a "tower element" may take the form of an additional storey if the local government is satisfied that it contributes to the landmark quality of the building.
- Aluminium lace or cast iron lace is not permitted.

6.8 Geo-technical Site Conditions

Geo-technical briefing notes are available for inspection at the local government's offices. However, it is the responsibility of each land owner to ensure that the design of their dwelling is suitable for the site condition of their lot.

6.9 Integration of Art

The use of artists as part of the design team for a new development is strongly encouraged. Areas in which artworks can be integrated into a new development include detailing to walls, balustrades and railings, paving, shade structures, seating, rubbish bins, bollards, drinking fountains, lighting, building fittings, entry treatments and signage.

7.0 ACCESS AND PARKING

7.1 Pedestrian Access

Priority is to be given to maximising pedestrian access and circulation within the precinct. Pedestrian access from Royal Street is to be at grade directly from the footpath. Consideration is to be given to designing access suitable for people with impaired mobility and all relevant Australian Standards and codes are to be adhered to.

7.2 Motor Vehicle and Service Access Parking

- All parking is to be provided in basement or otherwise adequately concealed from public view to the local government's satisfaction.
- Basement car parks abutting pedestrian access ways or Royal Street, should be below ground level where possible. Any wall projecting above ground is to be of minimal extent and detailed to provide visual interest and pedestrian scale.
- Ventilation grilles to parking basements are to be screened from public view. In any case, they should be detailed to reduce their visual impact, and be sympathetic in proportion and placement to the building design.
- Unless noted otherwise, servicing of buildings is to take place from Royal Street or within an approved internal screened service yard, as appropriate to the nature and scale of the proposed development.

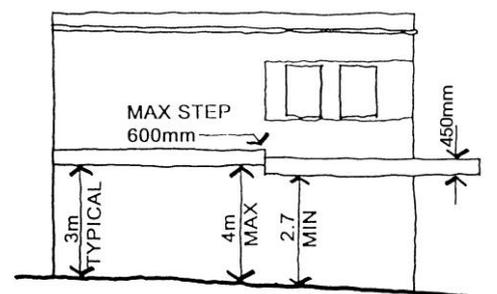


Figure 2 :- Verandah Clearances and Connections

- Provision is to be made for the storage of rubbish bins in such a way as they are screened from public view and can be easily accessed by service vehicles.
- Designs are to minimise the extent of street and laneway frontage given over to vehicular access.

7.3 Bicycles

Each development is to make provision for secure public bicycle parking and appropriate end of trip facilities for building occupants.

8.0 CROSSOVERS

Vehicle crossovers are to be constructed to the local government's specifications at the developer's expense.

9.0 BALCONIES, VERANDAHS AND AWNINGS

- Any verandah or awning that overhangs or abuts a trafficable street or lane must have 0.6m minimum clearance from the likely passage of vehicles. Allowance should also be made for the unimpeded growth of any nearby street tree. In any case, the fascia of a verandah or awning must be no less than 0.6m closer to the outer face of the kerb, where one exists.
- Verandahs and awnings are not to exceed 2.7m in width.
- Generally a verandah must have a clearance above footpath level of 3.0m. Where necessary verandahs may be stepped to conform with the grade of the footpath. In such cases, the steps should not exceed 600mm and the clearance above footpath level may be reduced to a minimum of 2.7m. Figure 2 illustrates this principle.
- Where a verandah abuts another verandah, the two are to be finished so as to prevent rain falling between them. It will be the responsibility of the person erecting the new verandah to effect this result. Figure 2 illustrates this principle.
- Decorative elements on verandahs will be considered on their merits. If intended to accommodate signage the finished depth of a verandah fascia should be 450mm.
- Frontages to Royal Street are required to provide pedestrian protection from sun and rain. It is preferable that this is achieved through the use of suspended fabric awnings, although box type verandahs are acceptable to Royal Street.

10.0 OPEN SPACE

- Open space is not required for non-residential uses.
- An area of private open space directly accessible from a living area is required for each residential dwelling. This open space may be at ground level or be provided as a balcony terrace or deck.
- All private open space is to be sufficiently dimensioned so as to be usable.

11.0 MATERIALS AND COLOURS

11.1 Walls and Windows

The following construction materials are acceptable:

- Natural stone, including limestone;
- Rammed earth and rammed limestone;
- Render paint finished in ochres, reds and limewash colours. Red or terracotta brick;
- Timber and lightweight cladding which is paint finished or stained is acceptable on upper floors and as a minor element at ground floor level;
- The well considered use of more than one material or finish is encouraged where it adds variety and reduces perceived building bulk. Finishes that separate or partly separate ground and upper floors are encouraged.
- Reflective glass or dark tint is not permitted.

11.2 Colour

- Colour scheme involving well considered colours are encouraged as distinct from predominantly monochrome colour scheme.
- Trim colours which enhance and complement the wall and roof colours are preferred.

11.3 Roof and Shade Structure Covering

- Roof materials are to be selected from the following colour range: corrugated metal decking in Colorbond off white, merino, wheat, birch grey, saltbush, beige, mist green, gull grey or similar approved colour; tiles in autumn or terracotta tones; shingles or tiles resembling shingles in slate grey (not black).
- A Zinalume finish will only be accepted where it can be demonstrated that glare and reflectivity will not be a problem to neighbours and surrounding activities, including those across the Cove.

12.0 BLANK WALLS

Blank walls abutting public spaces are to be kept to a minimum. Walls are to be detailed to provide visual interest and pedestrian scale.

13.0 LANDSCAPE

- In order to increase on-site water absorption and reduce run-off, permeable segmental paving is to be used for all hard surfaces.
- Where paving inside a Lot abuts and is visible from paved surfaces in streets or public access ways, the new paving should be coordinated in colour, texture and scale with the surface in the public area.
- Select suitable tree species of semi-matured size, form and scale to relate to, but not overwhelm the building mass.
- Developers should note that trees used within the public spaces such as the PAW's are likely to overhang property boundaries once they are mature. The local government will be responsible for cleaning leaves, etc., which fall within public areas only.

- A detailed landscape proposal plan is to be submitted with each building license application.

14.0 SERVICES

- All piped and wired services, air-conditioners, clothes drying areas and hot water storage tanks are to be concealed from street and public area view. Solar panels and solar water heaters may be visible where they are in the same plane as the roof and there is no alternative location that can provide a similar level of solar efficiency.
- All stormwater is to be discharged to the stormwater connection provided on site.
- A Stormwater drainage plan is to be provided with all building license applications.

15.0 FENCES AND RETAINING WALLS

- Fencing is to comply with the standard illustrated in Figure 3. This consists of limestone piers to a maximum of 2m high, and infill panels to a maximum of 1.8m. No more than 50% of any length of fence should consist of solid infill.
- Fencing which abuts Claisebrook Walk should be of visually permeable materials such as metal railings, although minor solid components may be permitted where residential private open space requires screening.
- Generally, buildings constructed to lot boundaries are preferred over fences. Where solid infill fencing is required, materials should match the building walls.
- Retaining walls are to be no higher than 1.2m high when measured from the adjacent pedestrian zone (eg: Claisebrook walk).
- The combined heights of retaining walls and fences are not to exceed 2m when measured from the adjacent pedestrian zone. Where walls extend from retaining walls, the materials should be integrated. Walls should be detailed to minimise the sense of bulk and scale.

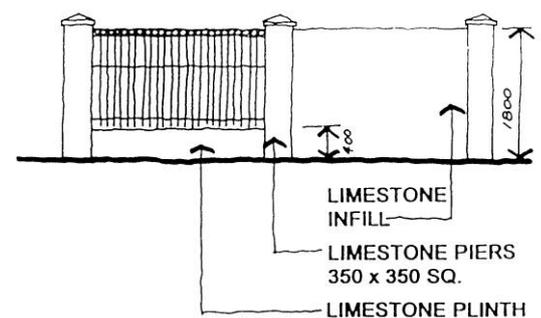


Figure 3 : - Typical Fence Styles

PART TWO - GUIDELINES APPLICABLE TO LOT 71

1.0 CONTEXT

- This development site is situated at the corner of Royal and Plain Streets. The intersection of these two streets forms a major activity node, bounded by the South Cove, Haig Park and Eastbrook development sectors. Lot 71 forms a gateway to the retail precinct proposed along Royal Street and the Haig Park Development sector. Figure 1 refers.
- Lot 71 is visually prominent to vehicular through traffic along Plain Street and is also easily accessible by residents of Haig Park and surrounding residential areas. As such, the local government envisages a high quality development which will play a key role in effecting the transition between the Eastbrook commercial precinct which fronts Royal Street to the west of Plain Street.

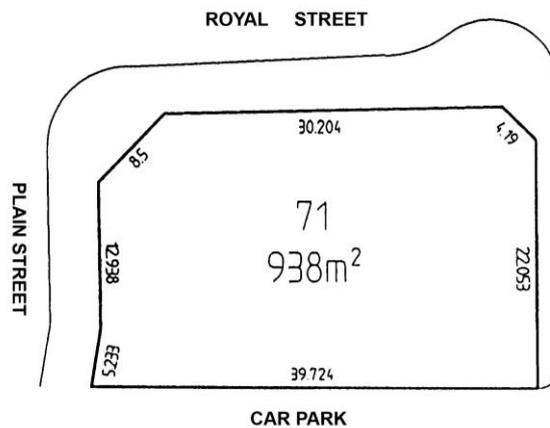


Figure 1 : - Lot 71

2.0 PREFERRED USES

This site is to provide key local retail service functions to meet the day to day retail needs of residents of East Perth and beyond. The local government therefore encourages the development of a Super-deli or Mini-mart of approximately 750m² on the ground level. Consulting rooms, professional offices and residential uses are considered suitable for upper levels.

3.0 BUILDING FORM AND CHARACTER

- As this development site is highly visible from all aspects, it is imperative that the building presents well from every angle. The building design must respond to both the highly urban, commercial character of Royal Street and the more open thoroughfare of Plain Street. The building should effect the transition between these two zones as far as possible by making a strong corner statement. Two to three storey (9.5m) or double volume construction is encouraged to ensure adequate building bulk is maintained at this corner location.
- The site forms a gateway to the Royal Street retail precinct west of Plain Street. Consequently developers are encouraged to hold the building line to the property boundaries of Royal and Plain Streets to create an active pedestrian frontage at ground level. Consideration is to be given to pedestrian movement from the car park on Lot 70. The capacity of this car park may be increased in the future by the construction of an upper level deck. Developers of Lot 71 need to consider providing direct access from such a future elevated deck to their development.

- The majority of ground floor facades should be glazed and interesting and modulated built form is sought. Particular regard will need to be given to facades which front Plain Street to ensure that they are visually active and articulated. Blank walls will not be accepted to Plain and Royal Streets.

4.0 BUILDING ENVELOPE

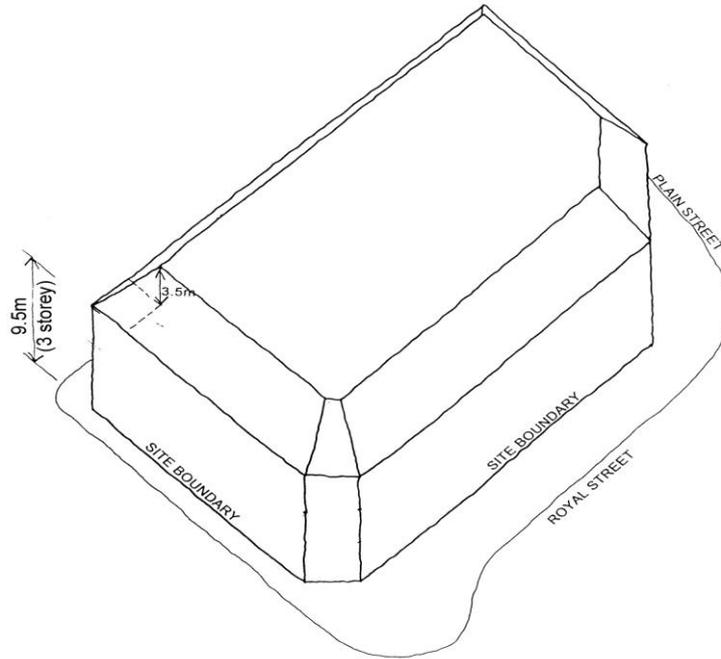


Figure 2 : - Building Envelope Lot 71.

(Note: Top portion of Building Envelope set at 45° to the vertical)

5.0 SETBACKS

SETBACKS FRONTAGE	MIN	MAX
Royal Street	Nil	Nil
Sovereign Close	3m	-
Plain Street	Nil	3m
Rear	3m	-

6.0 ACCESS AND PARKING

- Principle pedestrian access is to be provided from Royal Street and the sidewalk adjacent to Sovereign Close. Due consideration is to be given to how pedestrians access the development from the car park at the rear of the site. Vehicular access is to be from Sovereign Close. Provide appropriate and required parking for disabled people. Delivery areas are to be located near the southern boundary, and are to be accessible from the access road to Lot 70 and screened from view. The truck dock is to be provided within the site boundary.
- It should be noted that the car park on Lot 70 is, and will remain, a public parking facility intended to service retail and commercial uses in this area.

PART THREE - GUIDELINES APPLICABLE TO LOT 72

1.0 CONTEXT

This development of Lot 72 is critical to ensuring the success of creating an active and diverse retail precinct at this end of Royal Street. The development site is to be of appropriate urban character to create a gateway to the Haig Park residential area and to balance the development to the east and west. Development on this site needs to foster an interactive aspect along Royal Street with the adjacent retail functions of Lot 71 and Lot 75. This is particularly important as it is anticipated that collectively Lots 76, 71, 72 and 75 will create the core of the local retail facilities servicing the redevelopment area and surrounding precincts. To achieve this, development on Lot 72 needs to be located to reinforce the traditional relationship to the street and provide active ground floor tenancies. Figure 1 refers.

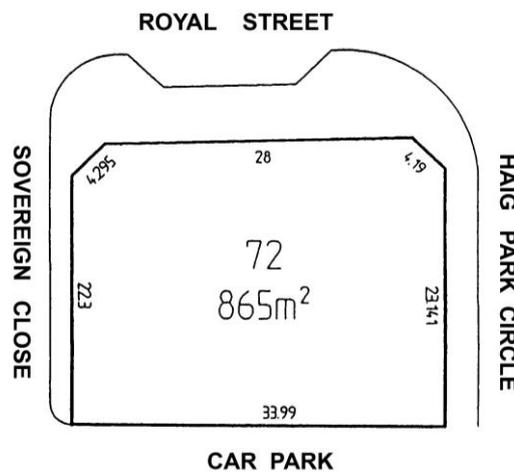


Figure 1 : - Lot 72

2.0 PREFERRED USES

Uses at ground level are to be retail, special retail, cafes, or other uses having an interactive shopfront presentation. It is imperative that the buildings on this site actively engage Royal Street and create a shopfront quality providing visual interest to pedestrians. Facilities which would present a blank frontage are considered inappropriate. It is suggested that ground level tenancies provide a range of shops to support the day to day retail and service needs of residents. Residential apartments, commercial offices, medical suites and other professional offices are considered suitable for upper levels.

3.0 BUILDING FORM AND CHARACTER

- Developments on this site need to respond to the high visibility of this development parcel. The site is highly visible from all sides and building designs need to be well considered from every angle. The north, east and west elevations of this development lot are particularly important in terms of the overall urban design of the Royal Street precinct. Buildings should address the entry to the Haig Park estate at the east of the site and acknowledge the importance of Royal Street and Sovereign Close. All traffic exiting the Haig Park precinct will have a clear view of the southern facade of buildings on Lot 72 and the design of this elevation needs to be well considered in the articulation of this building face.

- The emphasis of development on this site should be in establishing a truly inner-urban character. As such, building developments which are built to the property line of Royal Street will be highly encouraged. Similarly, upper levels should also extend to this property line.

4.0 BUILDING ENVELOPE

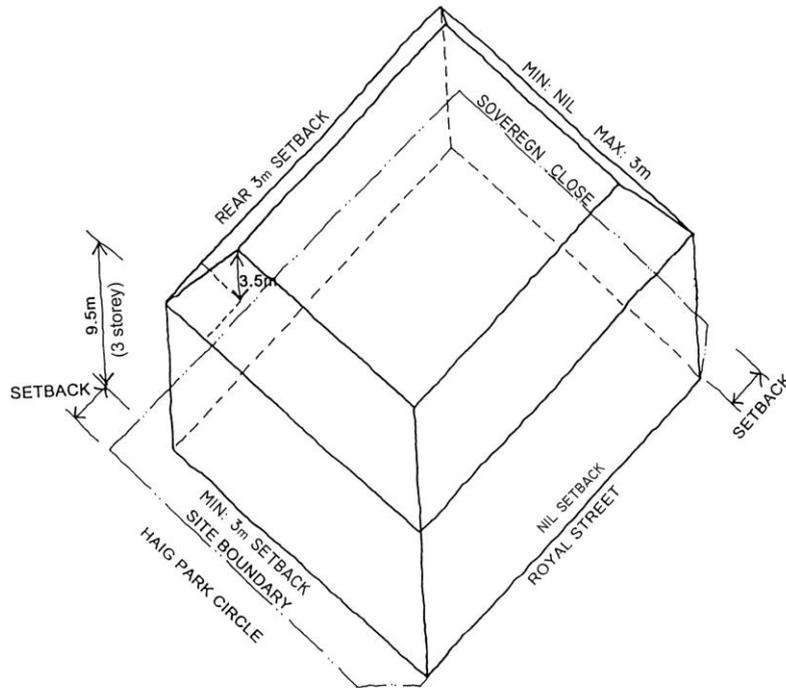


Figure 2: - Building Envelope Lot 72.

(Note: Top portion of Building Envelope set at 45° to the vertical.)

5.0 SETBACKS

SETBACKS FRONTAGE	MIN	MAX
Royal Street	Nil	Nil
Sovereign Close	Nil	3m
Haig Park Circle	3m	-
Rear	3m	-

6.0 ACCESS AND PARKING

- Principle pedestrian access is to be provided from Royal Street and the sidewalk adjacent to Sovereign Close. Due consideration is to be given to how pedestrians access the development from the car park at the rear of the site. Vehicular access is to be from Sovereign Close.
- It should be noted that the car park on Lot 70 is, and will remain, a public parking facility intended to service retail and commercial uses in this area.

PART FOUR – GUIDELINES APPLICABLE TO LOT 73

1.0 CONTEXT

- This development site is one of the most prominently located within East Perth. It is critically placed in respect to the overall pattern of redevelopment at East Perth.
- Given the prominence of the site, the local government wishes to see a development of high quality to perform a landmark function. The site affords northern aspects to the main body of Claisebrook Cove and addresses Royal Street which is to become the major retail focus for East Perth. Developments on this site have the potential to be the "draw card" for this part of the City. The site is bounded by Royal Street, the Claisebrook Walk, a pedestrian access way and Victoria Gardens. As such, it is likely to be exposed to considerable pedestrian traffic from those who live in the surrounding areas and also from those who visit Claisebrook Cove.

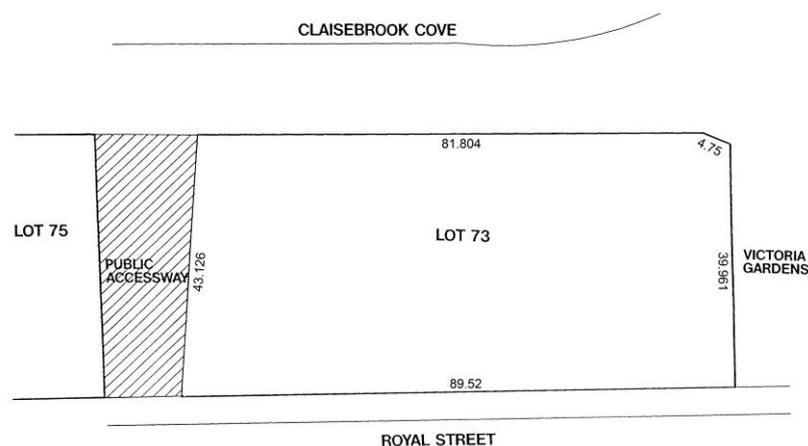


Diagram 1: - Lot boundary, Lot 73

2.0 PREFERRED USES

- Mixed use of a retail/residential nature (including a hotel) is preferred as the major use of this site. In terms of residential uses, up to one third (maximum) of the units may be provided as residential dwellings; the remaining units (two thirds minimum) are to be short-stay, serviced apartment accommodation.
- At the upper and lower ground levels, it is envisaged that the majority of uses will be of an active and specialty nature however, customer focused retail activities, such as banks and real estate agencies would be considered on the Royal Street frontage. Restaurants, cafes, specialty retail and activity supporting leisure orientated uses are considered suitable to face onto Claisebrook Walk.

3.0 BUILDING FORM AND CHARACTER

- This site is highly visible from every aspect and must be designed in character accordingly. The building design must have cognisance of the urban design of the South Cove and Haig Park precinct. Presentation to Victoria gardens is also of importance. Accordingly, developments must create an appropriate urban character to balance the expanse and openness of the adjacent cove and nearby Swan River. To achieve this, buildings on this lot are to be located to reinforce the relationship to Royal Street and Claisebrook Walk. Developments are to be orientated to interact with Claisebrook Cove and should emphasise public usage at both the Royal Street and Claisebrook Walk level. The local government seeks developments which

addresses these urban design issues and optimise the characteristics of the site with particular regards to the larger context of this development precinct.

- The site enjoys northern frontage to the Cove and it is envisaged that approved developments will make maximum use of this exposure. The topography of the site enables layering of floor levels to achieve a rich and dynamic development including parking below Royal Street level.
- As the site is highly visible beyond the subdivision, it is important that the elevations of this building are designed to present a very strong and well detailed development.
- Balconies, bay windows and the like along Royal Street, Claisebrook walk and Victoria Gardens are encouraged in order to articulate building facades. Blank walls will generally not be accepted particularly along the accessway frontages.
- The inclusion of balconies to take advantage of outdoor facility and views is encouraged. Balconies can also assist the composition, articulation and visual interest of buildings and should be enhanced by the provision of shading from summer sun.
- All roof top mechanical plant and roof penetrations are to be screened from view. If special enclosures are required as a result they are to be designed to form an integral part of the building.

4.0 GEO-TECHNICAL SITE CONDITIONS

Geo-technical briefing notes are available for inspection at the local government's offices and developers are recommended to seek specialist engineering advice in respect of foundation conditions. It is the responsibility of each developer to ensure that the design of their development is suitable for the site condition of the lot.

5.0 EXISTING SERVICES

Drawings showing the position and extent of existing services to which developments on Lot 75 will be connected are available for inspection at the local government's offices. Specialist engineering advice in respect of such connections is the responsibility of each developer who must also ensure that the service provided at the site boundaries are adequate for the development proposal.

6.0 BUILDING ENVELOPE

Refer to Diagram 4.

It is expected that the building will extend below existing levels to accommodate basement parking, services and facilities. Building below existing levels is limited only by functional, structural or geo-technical considerations.

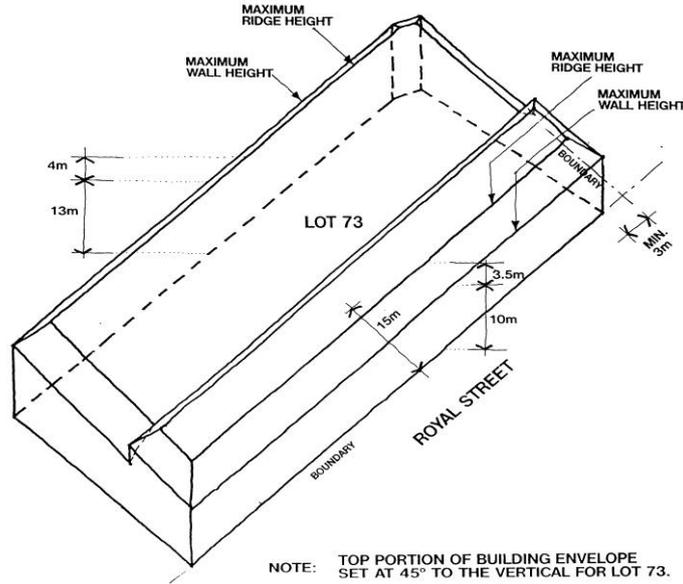


Diagram 2 : - Building Envelope

7.0 BUILDING HEIGHT

Refer to Diagram 3 for floor level references.

- Royal Street frontage

Maximum of 4 storeys (13 metres). Useable loft space within the roof volume with 'attic' type windows is permitted to the Claisebrook Walk frontage (4 metres). The attic type window may project through the building envelope set back as drawn in diagram 2.

- Victoria Gardens

Not to exceed the transition between the height and envelope requirements of Royal Street and Claisebrook Walk - refer also to diagram 4.

8.0 SETBACKS

(Refer to Diagram 5 for site delineation)

SETBACKS FRONTAGE	MIN	MAX
Royal Street	Nil	3m
Claisebrook Walk	Nil	3m
Victoria Gardens	3m	No requirement
PAW (West boundary)	Nil	Nil

Development proposals which are setback from the site boundaries are to have the setback areas designed and constructed at the developers cost to the approval of the local government and in such a manner that both hard and soft landscaping are integrated to that of the public domain.

9.0 ACCESS AND PARKING

- The building design should emphasise pedestrian entrances and it is imperative that active and commercial pedestrian frontages are provided to Royal Street, Claisebrook walk and to adjacent public spaces.
- Vehicular access may be gained by the fewest possible crossovers from Royal Street (up to a maximum of three). All car parking must be screened from view in a basement structure. In addition, parking will be permitted within a fully enclosed courtyard at Royal Street level. Service access is to be provided from Royal Street and service yards and truck docks are preferably located at basement level. If service areas are located at grade, they are to be screened from view.
- Retail fronting Royal Street may be serviced from kerb side but preferably from a truck dock contained within the relevant lot boundary.
- Disabled access is to be provided at both Royal Street and Claisebrook Walk and movement within the development for disabled persons in accordance with statutory codes is to be provided.
- Note that modification to the PAW between Lot 75 and Lot 76 are not envisaged and the local government will not consider any such modification except under special circumstances and then only at the cost of the developer. The developer is to provide protection to the existing improvements on this PAW during all construction work on Lot 73 leaving the steps in use for the public at all times. Make good any damage on completion of construction.

PART FIVE – GUIDELINES APPLICABLE TO LOT 75

1.0 CONTEXT

- This development site is one of the most prominently located within East Perth. It is critically placed in respect to the overall pattern of redevelopment at East Perth.
- Given the prominence of the site, the local government wishes to see a development of high quality to perform a landmark function. The site affords northern aspects to the main body of Claisebrook Cove addressing Royal Street which is to become the major retail focus for East Perth. Developments on this site have the potential to be the "draw card" for this part of the City. The site is bounded by Royal Street, two landscaped walkways and the Claisebrook walk. As such, it is likely to be exposed to considerable pedestrian traffic from those who live in the surrounding areas and also from those who visit Claisebrook Cove.

2.0 PREFERRED USES

- Short stay accommodation such as serviced apartments or a hotel as the major use/s of this site. In the event that residential dwellings are proposed, up to one third (maximum) of the units may be provided as residential dwellings, the remaining units (two thirds minimum) are to be short-stay, serviced apartments or hotel accommodation.
- Eating and drinking places are to be provided to supplement the main use/function of the site, and are to be accessible to the public from Royal Street and Claisebrook walk on the waterfront promenade. A limited number of retail or similarly active uses are also considered appropriate supplementary functions.

3.0 BUILDING FORM AND CHARACTER

- The site forms a "gateway" to the Royal Street precinct and its western boundary frames the vistas from the top of Plain Street to Claisebrook Cove. The local government seeks the development which addresses these urban design issues and optimise the characteristics of the site with particular regards to the larger context of this development precinct.
- The site enjoys northern frontage to the Cove and it is envisaged that approved developments will make maximum use of this exposure. The topography of the site enables layering of floor levels to achieve a rich and dynamic development including parking below Royal Street level.
- Special consideration is to be given to creating an interactive frontage to the public open space and access way stairs on the corner of Royal and Plain Streets and a building set back with complimentary landscaping is encouraged to enhance the corner treatment of Plain and Royal Streets at the Royal Street level.
- The building form must acknowledge its "gateway" role and take advantage of its exposure.
- It is important that the building strongly addresses all public site edges with particular emphasis given to the treatment of Royal Street and Claisebrook Walk frontages. These facades should reinforce a theme of an active urban streetscape.
- As the site is highly visible beyond the subdivision, it is important that the elevations of this building are designed to present a very strong and well detailed development.
- Balconies, bay windows and the like along Royal Street, Claisebrook Walk and pedestrian accessway frontages are encouraged in order to articulate building facades and assist in the natural surveillance of these places. Blank walls will generally not be accepted.

- The inclusion of balconies to take advantage of outdoor facilities and views is encouraged. Balconies can also assist the composition, articulation and visual interest of buildings and should be enhanced by the provision of shading from summer sun.
- All roof top mechanical plant and roof penetrations are to be screened from view. If special enclosures are required they are to be designed to form an integral part of the building.

4.0 GEO-TECHNICAL SITE CONDITIONS

Geo-technical briefing notes are available for inspection at the local government’s offices and developers are recommended to seek specialist engineering advice in respect of foundation conditions. It is the responsibility of each developer to ensure that the design of their development is suitable for the site conditions of the lot.

5.0 EXISTING SERVICES

Drawings showing the position and extent of existing services to which developments on lot 75 will be connected are available for inspection at the local government’s offices. Specialist engineering advice in respect of such connections is the responsibility of each developer who must also ensure that the services provided at the site boundaries are adequate for the development proposal.

6.0 BUILDING ENVELOPE

Refer to Diagram 2.

It is expected that the building will extend below existing ground levels to accommodate basement parking, services and facilities. Building below existing ground levels is limited only by functional, structural or geo-technical considerations.

7.0 BUILDING HEIGHT

Refer to Diagram 3 for floor level reference.

- Royal Street frontage

Minimum of 2 storeys, maximum of 3 storeys (10m) being non-habitable roof space.

- Claisebrook walk frontages

Maximum of 4 storeys (13m). Useable loft floor space within the roof volume with 'attic' type windows is permitted to the Claisebrook Walk frontage. The attic type windows may project through the building envelope set back as drawn in Diagram 2.

8.0 SETBACKS

SETBACKS FRONTAGE	MIN	MAX
Royal Street	Nil	3m
Claisebrook Walk	Nil	3m
PAW (East Boundary)	Nil	Nil
PAW (West Boundary)	Nil	Nil

- The PAW on the corner of Plain and Royal Street has been widened in order to permit a generous presentation at this important location (Refer Diagram 1). Landscaped setbacks

form the PAW boundaries and an innovative architectural expression at the Royal Street level are encouraged to enhance the corner treatment.

- Development proposals which are setback from the site boundaries are to have the setback area designed and constructed at the developer's cost to the approval of the local government and in such a manner that both hard and soft landscaping are integrated to that of the immediately adjoining public domain.

9.0 ACCESS AND PARKING

- The building design should emphasise pedestrian entrances and it is imperative that active and commercial pedestrian frontages are provided to Royal Street, Claisebrook walk and to adjacent public spaces.
- Vehicular access may be gained by the fewest possible crossovers from Royal Street (up to a maximum of three). All car parking must be screened from view in a basement structure. In addition, parking will be permitted within a fully enclosed courtyard at Royal Street level. Service access is to be provided from Royal Street and service yards and truck docks are preferably located at basement level. If service areas are located at grade, they are to be screened from view.
- Retail fronting Royal Street may be serviced from kerb side but preferably from a truck dock contained within the relevant lot boundary.
- Disabled access is to be provided at both Royal Street and Claisebrook Walk and movement within the development for disabled persons in accordance with statutory codes is to be provided.

10.0 SEPARATE DEVELOPMENT OF LOT 75 AND 76

In the event of lots 75 and 76 being developed under separate ownership, the local government will require approved, legally recognised cross rights (in perpetuity) of access which will require the owner of lot 75 to provide access for service to lot 76 and quite possibly the right for lot 76 to construct a car park within the basement level of lot 75. These guidelines cannot pre-empt the interface of use or parking requirements for either lot 75 or lot 76. Therefore, it is a requirement that final arrangements in this matter will be subject to negotiation in which the local government will take the approval and directive role.

11.0 MODIFICATIONS TO THE STEPS WITHIN THE P.A.W.

- The local government is prepared to consider reconstruction of the steps in the PAW between lots 75 and 76 in order to achieve compatible connecting access at level 2 (see Diagram 3) on lot 75 and lot 76. The reduced level of level 2 for both lots has been set at RL 5.15. However, by arrangement the respective developers (if separate) of lot 75 and lot 76 may agree to an amended reduced level requirement in this respect. If agreement cannot be reached in such circumstances, the local government will direct accordingly in order to ensure a reasonable and fair development of each site.
- Pedestrian access and the view corridor of this PAW must not be restricted. Consent of all landowners adjoining the PAW must be given to the proposed works before the local government will sanction such proposals.
- Note that modifications to the PAW between lot 75 and lot 76 are not envisaged and the local government will not consider any such modification except under special circumstances and then only at the cost of the developer. The developer is to provide protection to the

existing improvement on the PAW during all construction work on lot 75 leaving the steps in use for the public at all times. Any damage is to be made good on completion of construction.

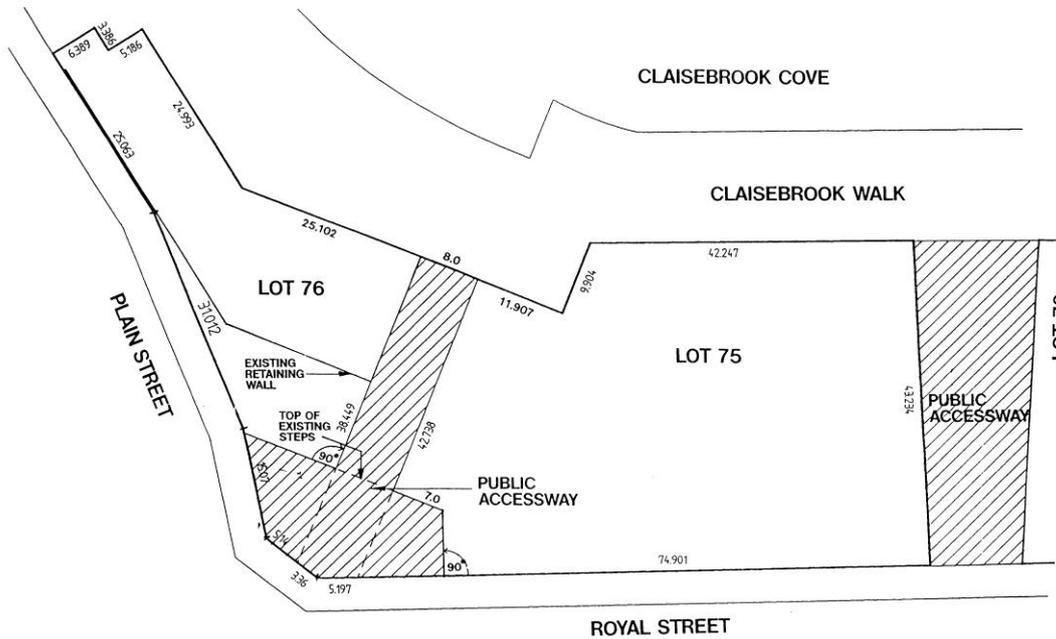


Diagram 1 : - Lot Boundaries, Lots 75 & 76

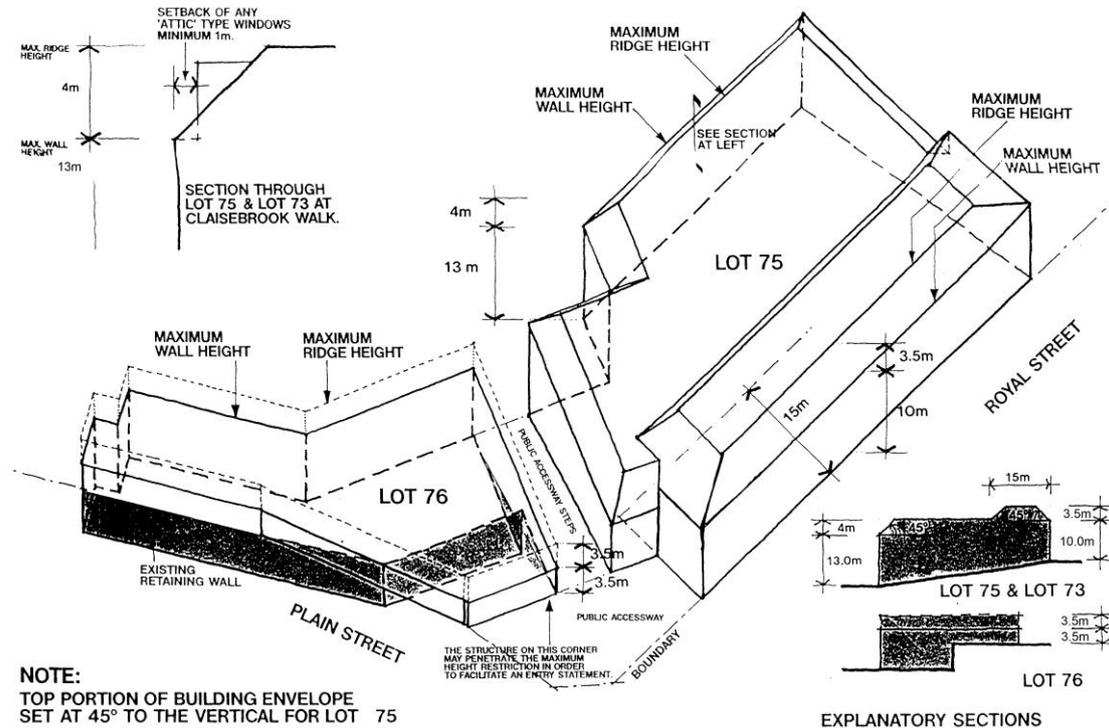


Diagram 2 : - Building Envelopes

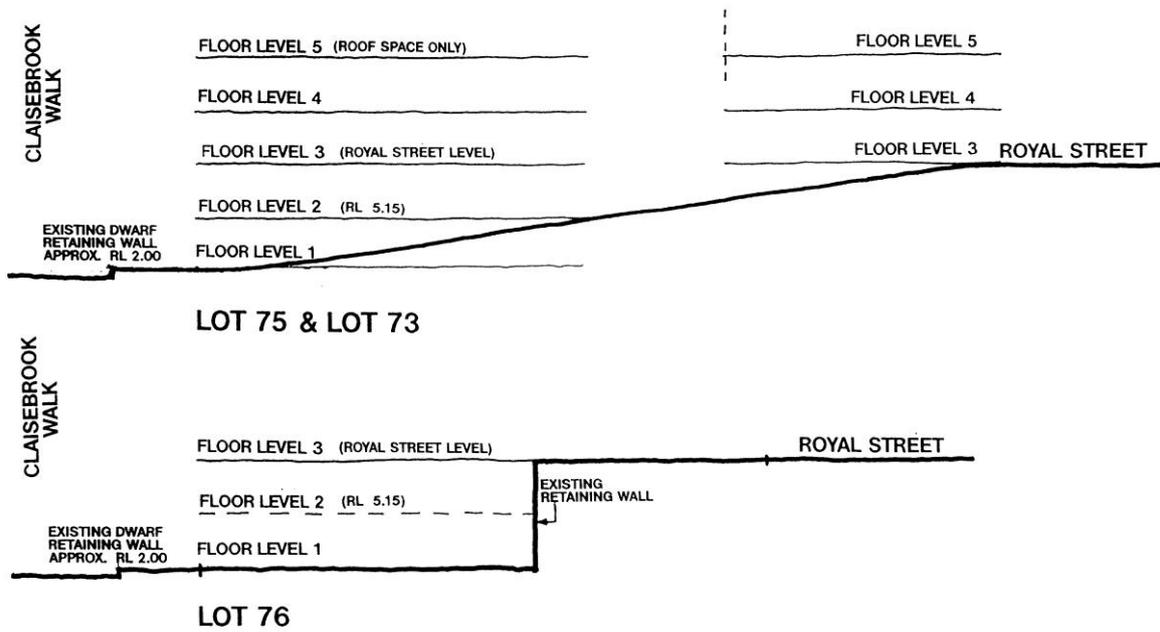


DIAGRAM 3 NOTATING THE RESPECTIVE LEVELS REFERRED TO IN THE WRITTEN GUIDELINES

Diagram 3: - Notating the respective levels referred to in the written guidelines

PART SIX – GUIDELINES APPLICABLE TO LOT 76

1.0 CONTEXT

- This development site is one of the most prominently located within East Perth. It is critically placed in respect to the overall pattern of redevelopment at East Perth.
- Given the prominence of the site, the local government wishes to see a development of high quality to perform a landmark function. The site affords northern aspects to the main body of Claisebrook Cove addressing Royal Street which is to become the major retail focus for East Perth. Developments on this site have the potential to be the "draw card" for this part of the City. The site is bounded by Royal Street, two landscaped walkways and the Claisebrook walk. As such, it is likely to be exposed to considerable pedestrian traffic from those who live in the surrounding areas and also from those who visit Claisebrook Cove.

2.0 PREFERRED USES

Short stay accommodation such as serviced apartments or a hotel are preferred as the major use of this site. Eating and drinking places are to be provided to supplement these functions, and are to be accessible to the public from Royal Street and Claisebrook Walk on the Waterfront Promenade. A limited number of retail or similar commercially active uses are also encouraged. Conference and seminar facilities are also considered appropriate supplementary functions.

3.0 BUILDING FORM AND CHARACTER

- The site forms a "gateway" to the Royal Street precinct and its western boundary frames the vistas from the top of Plain Street to Claisebrook Cove. The local government seeks the development which addresses these urban design issues and optimise the characteristics of the site with particular regards to the larger context of this development precinct.
- The site also commands impressive views across the Cove and out towards the Swan River. The site enjoys northern frontage to the Cove and it is envisaged that developments will address these urban design issues and optimise the characteristics of the site with particular regard to the larger context of the precinct.
- The topography of the site and the existing retaining wall enables layering of floor levels to achieve a rich and dynamic development. Special consideration is to be given to the creation of an interactive frontage to the public open space on the corner of Royal and Plain Street level and a generous building setback from the PAW boundary with complimentary landscaping is encouraged to enhance the corner treatment at Royal Street level.
- The building form must acknowledge its "gateway" role and take advantage of its exposure.
- Where the general guidelines refer to roofs pitched within a slope of between 30 and 45 degrees, on this particular site (lot 76) developers may vary this requirement in order to enhance an appropriate concept of a "gateway" statement. Refer to Diagram 2.
- It is important that the building strongly addresses all public site edges with particular emphasis given to the treatment of Royal Street and Claisebrook walk frontages. These facades would reinforce a theme of an active urban streetscape.
- As the site is particularly prominent, it is important that the elevations of this building are designed to present a very strong and well detailed development with well ordered and carefully articulated facade elements. Blank walls will generally not be acceptable to any facade and in this respect the local government will be particularly aware of the presentation to Plain Street and the Plain Street / Royal Street corner.

- The inclusion of balconies to take advantage of outdoor facilities and views is encouraged. Balconies can also assist the composition, articulation and visual interest of buildings and should be enhanced by the provision of shading from summer sun.
- All roof top mechanical plant and roof penetrations are to be screened from view. If special enclosures are required as a result they are to be designed to form an integral part of the building.

4.0 GEO-TECHNICAL SITE CONDITIONS

Geo-technical briefing notes are available for inspection at the local government's offices and developers are recommended to seek specialist engineering advice in respect of foundation conditions. It is the responsibility of each developer to ensure that the design of their development is suitable for the site conditions of the lot.

5.0 EXISTING SERVICES

Drawings showing the position and extent of existing services to which developments on Lot 76 will be connected are available for inspection at the local government's offices. Specialist engineering advice in respect of such connections is the responsibility of each developer who must also ensure that the services provided at the site boundaries are adequate for the development proposal.

6.0 BUILDING ENVELOPE

Refer to Diagram 2.

It is expected that the building will extend below existing ground levels to accommodate basement parking, services and facilities. Building below existing ground levels is limited only by functional, structural or geo-technical considerations. Note that development of car parking on Lot 76 may extend beneath the PAW corner open space and steps between Lots 75 and 76 and the local government will entertain the formulation of appropriate legal entitlement accordingly. (Note, 'separate development of Lot 75 and 76').

7.0 BUILDING HEIGHT

Refer to Diagram 3.

- Royal Street and Plain Street Frontages
Minimum of 1 storey, maximum of 1 storey (3.5m).
- Claisebrook Walk
2 storeys - one is to be at Royal Street (Level 3, Diagram 3), the other at Level 1 (Claisebrook Walk). The resulting floor at Level 1 may have an intermediate level mezzanine and in any event must provide at an intermediate level, common access to Lot 75 at Level 2 (RL 5.15).
- Consideration will be given to a structure higher than the building envelope described in Diagram 2 to an extent approximately indicated therein to assist in providing an entry statement on the Plain Street and Royal Street corner. The final dimension, height, use and design of any structure is at the developers' reasonable discretion but will be strictly to the approval of the local government. It is suggested that such a structure may also be used for the screening of air conditioning equipment and necessary roof penetrations but must not contain habitable public space. The design is to be integral with the building design and respond to the urban requirements of the site.

8.0 SETBACKS

Refer to Diagram 1 for delineation

SETBACKS FRONTAGE	MIN	MAX
Plain Street	Nil	No requirement
Claisebrook Walk	No requirement	3m
East Boundary	Nil	Nil
North West Boundary	Nil	Nil

Note along the Plain Street bridge retaining wall there is to be nil setback at street level.

- The PAW on the corner of Plain and Royal Street has been widened in order to permit a generous presentation at this important location (Refer to Diagram 1). Landscaped setbacks form the PAW boundaries and an innovative architectural expression at the Royal Street level is encouraged to enhance the corner treatment.
- Development proposals which are setback from the site boundaries are to have the setback area designed and constructed at the developers cost to the approval of the local government and in such a manner that both hard and soft landscaping are integrated to that of the immediately adjoining public domain.

9.0 ACCESS AND PARKING

- Building design should emphasise pedestrian entrances and it is imperative that active and commercial pedestrian frontages are provided on all elevations wherever possible.
- No crossovers are to be provided to Lot 76.
- The vehicular access to Lot 76 must be via Lot 75.
- Universal access at grade is to be provided at both Royal Street and Claisebrook Walk.

10.0 SEPARATE DEVELOPMENT OF LOTS 75 AND 76

In the event of Lots 75 and 76 being developed under separate ownership, the local government will require approved, legally recognised cross rights (in perpetuity) of access which will require the owner of Lot 75 to provide access for service to Lot 76 and quite possibly the right for Lot 76 to construct a car park within the basement level of Lot 75. These guidelines cannot pre-empt the interface of use or parking requirements for either Lot 75 or Lot 76. Therefore, it is a requirement that final arrangements in this matter will be subject to negotiation in which the local government will take the approval and directive role.

11.0 MODIFICATIONS TO THE STEPS WITHIN THE P.A.W

- The local government is prepared to consider reconstruction of the steps in the PAW between Lots 75 and 76 in order to achieve compatible connecting access at level 2 (see Diagram 3) on Lot 75 and Lot 76. The reduced level of level 2 for both lots has been set at RL 5.15. However, by arrangement the separate developers (if applicable) of Lot 75 and Lot 76, may agree to an amended reduced level requirement in this respect. If agreement cannot be reached in such circumstances the local government will direct accordingly in order to ensure a reasonable and fair development of each site.
- Pedestrian access and the view corridor of this PAW must not be restricted. Consent of all landowners adjoining the PAW must be given to the proposed works before the local government will sanction such proposals.

12.0 EXISTING RETAINING WALLS

- Structural drawings of the existing retaining walls for the bridge and within the site of Lot 76 and including drawings of the bridge footings are available for inspection at the local government's offices. It is the responsibility of each developer to ensure that the design of their development is suitable for the structural conditions and that all issues relative to the structure of the existing retaining walls, both for the bridge and pertaining to the site have been satisfactorily addressed. Note that certain footings relative to the bridge may encroach on Lot 76. The local government's requirements in this respect are to be ascertained by the developer and acknowledged in the building design.
- Existing handrails to the top of Plain Street retaining wall should be removed for the full extent of the new building where it has a zero set back to the street boundary. It is the responsibility of the developer to ensure that a safe and continuous barrier is maintained at the top of the retaining walls in accordance with all relevant codes and regulations.
- All sections of the existing retaining walls which are not concealed within the building are to be treated in a non-structural manner so that they become visually integrated with the total proposal to the local government's approval.