



City of Perth
City Planning Scheme
No. 2

Schedule 8

Special Control Area 15.0

92 - 120 Roe Street



| Version # | Decision Reference | Synopsis |
|------------------|---------------------------|-----------------|
| 1 | 23 November 2010 | Gazetted |
| 2 | 24 February 2017 | Amended |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

15.0 92-120 ROE STREET SPECIAL CONTROL AREA

15.1 Special Control Area

The following provisions apply to the land marked as Figure 15 – 92-120 Roe Street Special Control Area.

15.2 Objectives

The objectives of the 92-120 Roe Street Special Control Area are to:

- (a) facilitate development of the Special Control Area as a whole in a coordinated manner; and
- (b) promote the development of an appropriate built form outcome which is responsive to its context.

15.3 Plot Ratio

For the purpose of determining plot ratio the 12,036m² total area of the 92-120 Roe Street Special Control Area shall be treated as one lot.

15.4 Car Parking

For the purpose of determining the tenant parking allowance under the Perth Parking Policy for any development within the Special Control Area, the 92-120 Roe Street Special Control Area shall be treated as one lot.

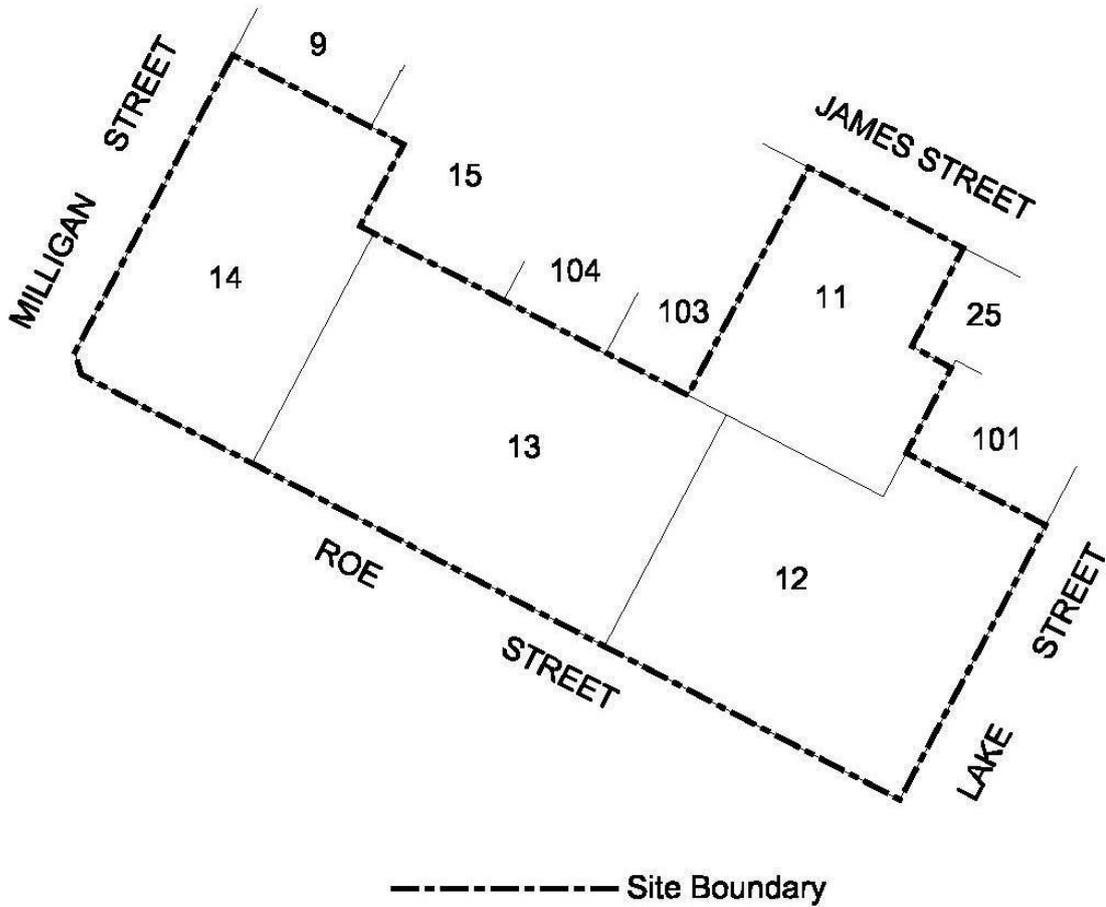
The tenant car parking facilities may be leased or used by the tenants of any non-residential building within the Special Control Area and in accordance with any development approval for the land.

Vehicle entry and exit points for all on-site car parking should be from Roe Street to minimise pedestrian/vehicle conflict in the core entertainment area of Northbridge.

15.5 Built Form

Any new development within the Special Control Area is required to be responsive to its context by incorporating the following design principles:-

- (a) the corner element of any new development immediately adjacent to the corner of Roe and Lake Streets should form the visual focal point of the Special Control Area, being emphasised by greater building height relative to other development on the site.
- (b) the bulk and scale of the development should read as being more intensive towards Roe Street and should demonstrate the transitioning of a lower building height and scale, down from south to north (lower scale fronting James Street) to reinforce the desired character of the Northbridge Precinct while providing an appropriate interface with development in the 'Link' project area.
- (c) the building mass along the Roe Street frontage should be mitigated by designing buildings that have well articulated façades, visually broken into narrower vertical sections or that are divided into separate buildings to reflect the traditional urban grain of Northbridge.



**Figure 15 - 92-120 Roe Street
Special Control Area**

