



**City of Perth**  
**City Planning Scheme**  
**No. 2**

**Precinct Plans**

# **Precinct Plan No.5**

## **Citiplace**

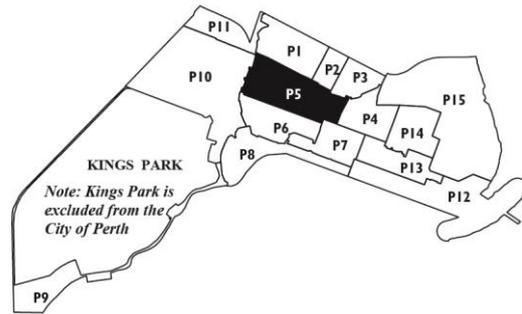


<b>Version #</b>	<b>Decision Reference</b>	<b>Synopsis</b>
1	26 June 2001	Gazetted
2	26 February 2013	Amended
3	18 July 2014	Amended
4	17 March 2015	Amended
5	11 April 2017	Amended



### STATEMENT OF INTENT

The Citiplace Precinct will be enhanced as the retail focus of the State providing a range of retail and related services more extensive than elsewhere in the metropolitan region. It will provide for a metropolitan and state wide market as well as for the convenience of the city’s residents, as well as the city centre work force. The Precinct will offer a wide range of general and specialised retail uses as well as a mix of other uses such as residential and visitor accommodation, entertainment, commercial, medical, service industry and office. Uses at street and pedestrian level will mainly be shops, restaurants (including cafes), taverns and other uses, that have attractive shop fronts and provide activity, interest and direct customer service. Other uses will be established above or below street level and major pedestrian levels.



The area centred on Hay and Murray Street Malls, between William and Barrack Streets, will remain the retail focus, however, retailing and similar uses will be encouraged to expand throughout this Precinct, particularly along Hay and Murray Streets. Better integration of the retail core to the east and west will be sought on Hay and Murray Streets, to the north on William and Barrack Streets, and within the railway station concourse. Integration is to be achieved by reducing the barrier effect of William Street and Barrack Street; making Hay and Murray Streets beyond the pedestrian core more pedestrian friendly; and by conserving the existing human scale environment and heritage values of the area between the railway and Hay Street.

New development will have a nil street setback and be of a low scale along the street frontage with any additional building heights being setback from all lot boundaries. Building heights should be tailored to ensure adequate levels of sunlight penetration into key pedestrian areas (i.e. Hay and Murray Streets between Milligan and Pier Streets) and public spaces (including Forrest Place, Central Park and Woodside Plaza).



New development shall also have regard to the height and scale of buildings within the street. The restoration and maintenance of buildings, groups of buildings and other places which have substantial historical or other significance will be encouraged.

Building facades will incorporate interesting architectural elements thereby contributing to a lively, colourful and stimulating environment. Shop fronts will be continuous, complementing traditional shop fronts and will provide awnings or verandahs over footpaths to provide weather protection for pedestrians.

The Railway Station, Horseshoe Bridge, General Post Office, Forrest Place and Commonwealth Bank identify the public heart of the city. This group of historic landmarks and the public activities they accommodate will be protected and reinforced. Similarly, the integrity of important landmarks will be retained by appropriate design of new development and treatment of the streets and other public spaces. The treatment of public places will serve to define the central retail area, creating a clear and coherent sense of place and identifying it as a single, integrated shopping centre and community focus.

A continuous, safe, attractive and clearly identified network of pedestrian paths, spaces and facilities, linking adjacent Precincts, will be provided throughout the Precinct. Endeavours will be made to maintain and enhance streets, Malls and squares reinforcing the local government's traditional urban structure thereby heightening the interest, comfort and convenience of the Precinct. The shopping core is to be reinforced as an area of pedestrian priority, with clear delineation of pedestrian links, particularly north-south connections across the Precinct. New at-grade cross-overs to car parks will not be permitted in the core of the Precinct where alternative forms of access are possible, and will be discouraged elsewhere in the Precinct. Public transport termini and short-term parking stations will be maintained within and close to the Precinct and convenient access to them provided. The local government will endeavour to regulate traffic flow in accordance with the functional road hierarchy for the Scheme area and require that development take into consideration pedestrian access, safety and make provision for cyclists.

## Uses

The Citiplace Precinct is located inside the City Centre Scheme Use Area. As such, appropriate uses in this Precinct are those which do not conflict with the description of the area (refer to Schedule 1 of the Scheme text), and do not prejudice the statement of intent for this Precinct.

The Use Group Table (refer to Schedule 3 of the Scheme text) lists the preferred, contemplated and prohibited uses within the Precinct. Any development proposal will only be approved where it complies with the Precinct Plan and the relevant planning policies.

Additional considerations for determining an appropriate use are listed below.

- (a) Uses which strengthen the retail and entertainment focus and increase the attractiveness of the Precinct as a highly specialised, integrated and pedestrianised shopping space are appropriate. Such uses include a wide range of speciality shops and boutiques, department, chain and variety stores, restaurants (including cafes), recreational facilities, cinemas and other similar uses which provide services and add pedestrian interest to the Malls, arcades and shopping streets, as well as day to day shopping and business services. Uses established away from pedestrian level may be more varied and include health services, service industries, educational facilities, residential, special residential and minor office activity.
- (b) The area centred on the Hay and Murray Street Malls and Forrest Place will be maintained as Perth's retail core, however the expansion of retail activity east and west along Hay and Murray Streets, as well as north and south along William Street is encouraged. In the Commonwealth Bank building and the General Post Office, however, retailing is not considered appropriate at the major pedestrian levels at ground and first floor level. Traditional post office and banking uses and other appropriate public/civic uses are to be accommodated at these levels.
- (c) In Forrest Place and the Hay and Murray Street Malls special events and entertainment, display, promotional and ceremonial activities, where suitable and feasible, will be supported. Public activity will generally be supported in Forrest Place provided it is compatible with the civic role of the square and compatible with existing activities and surrounding uses. Retail uses and cafes will be supported in the surrounding buildings (with the exception of the



Commonwealth Bank building and the General Post Office) and a limited number of suitable kiosks may be permitted in the Murray Street mall. Well-designed temporary structures are considered suitable when necessary to stage special events or displays.

- (d) Alfresco dining and cafe services will be supported throughout the Precinct, where it satisfies the provisions of the local government's *Alfresco Dining Policy*.
- (e) In the King Street Heritage Area (refer to King Street Heritage Area Design Guidelines):
  - (i) Uses associated with the clothing industry and related activities are favoured and are strongly encouraged; and
  - (ii) Appropriate light industrial uses, together with complementary uses such as design studios, galleries, speciality retail, restaurants (including cafes) and appropriate residential developments will also be encouraged, however, general retailing will not be supported, and if contemplated in this area should be limited to buildings fronting Hay and Murray Streets.
- (f) In the area west of King Street, in addition to uses considered appropriate throughout the Precinct, entertainment and leisure activities, restaurants (including cafes), taverns, night clubs, fast food outlets and special residential uses together with residential uses, are appropriate.
- (g) Vacant sites must be avoided where possible. Where they occur they are to be occupied by temporary uses and/or landscaped and used as parks until the approved development for the site commences in accordance with the local government's requirements. The use of vacant sites for car parking is inappropriate.
- (h) Where the local government considers that a particular use could have a detrimental impact on the amenity of the surrounding area it will be subject to the advertising procedure set down in clause 64 of the Deemed Provisions.

**Note:** 1. *Processes for advertising are contained in clause 64 of the Deemed Provisions and the City Planning Scheme Policy Manual under the section Public Notification/Advertising Procedures.*

### Development Standards

Development shall generally be in accordance with the planning strategies and policies contained in the City Planning Scheme Policy Manual concerning:

Residential Development

Parking and Access

Development and Design

### RESERVES AND RESOLUTION AREAS

Some of the land in the Precinct is reserved under the Metropolitan Region Scheme (MRS) for special uses and railways, and as such falls within the planning authority of the Western Australian Planning Commission (administered by the Department for Planning). In addition, a portion of the Precinct is included in a MRS Clause 32 area (Parliament House Precinct). The clause 32 resolution determines that any development in this area is of regional significance and ensures that development applications are determined by the local government and the Western Australian Planning Commission. All MRS reserve areas and Clause 32 resolution areas are shown on the Precinct Plan map.

The local government nevertheless has management responsibilities for some of these areas, as well as having an opportunity to comment on development. The matters referred to in this Precinct Plan will be taken into account in determining an application relating to any of the above land.

### Perth Railway Station

The public transport function in this part of the Precinct will continue. The railway station will remain one of the major public transport terminus in the city centre and be maintained as a safe and convenient public transport facility with ancillary services.

The railway station and in particular the railway concourse are an integral part of the pedestrian network throughout the city. Priority will be given to the upgrading and the continued provision of various attractions in the railway concourse. Any further development of the railway station must strive to improve access between the city centre and Northbridge; optimise relationships between land use and transportation in the city centre; improve public transport accessibility to and from the city centre; and improve the city centre environment.

### Perth City Link Project Redevelopment Area

The Perth City Link Project will reconnect the city centre with Northbridge for the first time in more than 100 years, extending west from Perth Railway Station to the Perth Arena, covering 13.5 hectares. The area will contain a vibrant mix of new transit, commercial and retail zones, public spaces and living opportunities. The project will improve access and connectivity between the city centre and Northbridge. As part of the project a portion of the railway lines will be placed underground and a new underground bus station will be delivered.

Land within the Perth City Link Project Redevelopment Area is under the planning control of the Metropolitan Redevelopment Authority. The local government nevertheless has an opportunity to comment on development within this area and in doing so, will take into account the matters referred to in this Precinct Plan.