



LEGEND

- Municipal Boundary
- DevelopmentWA Area (DevWA)

MAXIMUM BUILDING HEIGHT

Street setbacks above the Street Building Height apply as indicated on Page 2 of this Plan.

- 29 metres Figure 1
- 33 metres Figure 2
- 39 metres Figure 3
- 40 metres Figure 4
- 45 metres Figure 5
- 70 metres Figure 6
- 100 metres Figure 7
- 7 metres above the Street Building Height and then within a 45° height plane Figure 8+9
- Additional height above the Street Building Height within a 45° height plane measured from both the streets to the north and south Figure 10+11
- Additional height above the Street Building Height within a 45° height plane measured from the street to the south (excludes laneways) Figure 12+13
- No prescribed height limit Figure 14
- Refer to Parliament House Precinct Policy MRS Clause 32 Area
- Refer to Hamilton (P11) Precinct Plan
- Refer to Mount Street Design Policy
- Refer to Terrace Road Design Policy
- Refer to King Street Heritage Precinct Design Guidelines
- Refer to Goderich Design Policy
- Refer to Schedule 8 – Special Control Area No. 33 Royal Perth Hospital Flight Path Protection

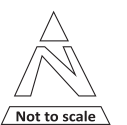
Note: All development must comply with the *Airports Act 1996 and the Airports (Protection of Airspace) Regulations*

Whilst Kings Park is situated within the City of Perth District Boundary, its ongoing management is the responsibility of the Botanic Gardens and Parks Authority.



Note 1: This plan should be read in conjunction with Clause 26 of the Scheme Text and the Street Building Height and Setback Plan.

Note 2: Where there are inconsistencies with the Max Building Height Plan, the most restrictive height will apply.



Notes:

1. Side and Rear setbacks may also apply - refer to clause 26(4)
2. Setbacks in accordance with Residential Design Codes.
3. Street building height shall be in accordance with the Street Building Height and Setback Plan.
4. Figures 9, 11 and 13 - Building heights and setbacks shall be applied to western streets in the same manner as indicated for eastern streets.
5. Laneways are not to be regarded as streets for the purpose of this plan.

