NEW NORTHBRIDGE
Design Guidelines

New Northbridge

AN epra PROJECT

CONTENT

DOCUMENT CONTROL

New Northbridge Design Guidelines 2002

Section	Nature of revision	Adoption date
All sections	Omnibus amendment	6 August 2007
All sections	Omnibus amendment	6 January 2010

EXECUTIVE SUMMARY

The New Northbridge Design Guidelines have been prepared by the East Perth Redevelopment Authority (the Authority) for land surrounding and above the Graham Farmer Freeway, to provide the mechanism for the transformation and upgrade of Northbridge.

New Northbridge endeavours to unite the communities of Northbridge and Perth, with an emphasis on the village way of life, in order to create a cohesive, modern and vibrant cosmopolitan community.

Formulation of the guidelines involved consultation with state and local government representatives as well as other professional consultants (i.e. heritage architects, property consultants and engineers) to provide direction for appropriate development forms, whilst retaining the current qualities associated with Northbridge.

Addressing major heritage and technical issues, the Guidelines form an integral part of New Northbridge. The scale of this work, in a diverse locale with significant demands from a range of interests, provides leadership in the approach to development control through the use of performance based assessment criteria.

Guidelines have been prepared for the five Precincts within the New Northbridge Project Area, namely the Russell Square, Lake Street, Museum Street, Lindsay Street and the Parry Street Precincts (see plans overleaf for location details). These Guidelines, initially prepared as separate documents for each Precinct, have been compiled into this cohesive document containing generic as well as Precinct specific guidelines, in order to ensure consistency.

The outcomes from the preparation and implementation of the Guidelines have resulted in a mixture of compatible land uses such as residential, retail and commercial, and a minimisation of any adverse effect on residential amenity by devising appropriate design assessment criteria and applying specific mitigation requirements.

EPRA Redevelopment Area

New Northbridge Project Area

INTRODUCTION

Contemporary development styles within the Project Area utilise modern building materials and design elements.

Alfresco dining and outdoor activities are encouraged within the Project Area.

The retention of older buildings is usually supplemented with new building additions, incorporating contemporary design and utilising traditional building materials, thus retaining the existing character of the area.

This document has been prepared by the Authority to provide design guidelines and performance standards for development within New Northbridge (the Project Area). These guidelines specifically relate to the following Precincts:

- Russell Square Precinct (Precinct 20)
- Lake Street Precinct (Precinct 21)
- Museum Street Precinct (Precinct 22)
- Lindsay Street Precinct (Precinct 23)
- Parry Street Precinct (Precinct 24)

This document is set out in the following manner:

Section 1 – Core/Common Design Guidelines for all Precincts

This section contains generic guidelines that are applicable to the entire Project Area. It includes issues such as an overview of the guidelines and their relationship to the East Perth Redevelopment Scheme Text and planning policies, as well as general site planning, building design, car parking and access, heritage and other considerations applicable to the project area.

Introduction

Section 2 – Russell Square Precinct

This section provides development standards, requirements and other considerations specific to the Russell Square Precinct and includes a map of the Precinct and a summary table. This section must be read in conjunction with Section 1.

The traditional style of architecture prevalent within parts of the Project Area.

Section 3 – Lake Street Precinct

This section provides development standards, requirements and other considerations specific to the Lake Street Precinct and includes a map of the Precinct and a summary table. This section must be read in conjunction with Section 1.

Section 4 – Museum Street Precinct

This section provides development standards, requirements and other considerations specific to the Museum Street Precinct and includes a map of the Precinct and a summary table. This section must be read in conjunction with Section 1.

Section 5 – Lindsay Street Precinct

This section provides development standards, requirements and other considerations specific to the Lindsay Street Precinct and includes a map of the Precinct and a summary table. This section must be read in conjunction with Section 1.

Section 6 – Parry Street Precinct

This section provides development standards, requirements and other considerations specific to the Parry Street Precinct and includes a map of the Precinct and a summary table. This section must be read in conjunction with Section 1.

SECTION 1 – CORE/COMMON DESIGN GUIDELINES FOR ALL PRECINCTS

1.1 – Introduction

1.1.1 About These Guidelines

This section contains generic guidelines that are applicable to the entire Project Area. These guidelines are divided into the following sections.

Section 1.1 – Introduction

This section provides an overview of the guidelines and their relationship to the Authority's Redevelopment Scheme and Development Policies.

Section 1.2 – Site Planning

This section provides initial site planning design parameters that need to be addressed when formulating development proposals. Other site planning issues are also contained in this section including solar access and energy efficiency, open space, landscaping and sound attenuation.

Section 1.3 – Building Design

This section relates to the physical form of development. Performance standards including building appearance and streetscape, setbacks, height, roof form and materials are addressed.

Section 1.4 – Car Parking and Access

Movement issues such as vehicular and pedestrian access are covered in this section.

Section 1.5 – Heritage Listed Properties

Design guidelines, approval processes and performance standards specific to heritage listed properties are covered in this section.

Section 1.6 – Other Considerations

Other design aspects to be considered are contained in this section. These include the Northbridge Tunnel requirements and encroachments into Crown Land.

1.1.2 Relationship to Redevelopment Scheme and Development Policies

The New Northbridge Project Area is established through Chapter 3 of the Authority's Redevelopment Scheme 2 (the Scheme). These guidelines have been adopted by the Authority in accordance with the provisions of Chapter 8 of the Scheme, and should be read in conjunction with the Scheme and other planning documents, including the Authority's Development Policies and the New Northbridge Heritage Inventory.

In determining any application for development approval, the Authority will utilise these guidelines, in conjunction with the Scheme and Development Policies, as the primary assessment criteria.

1.1.3 Approval Procedures

The East Perth Redevelopment Act 1991 states that the carrying out of any development on land that is in or partly in the Redevelopment Area requires the approval of the Authority. Separate development approval from the City of Perth and the Town of Vincent is not required. Development includes a material change in the use of land, e.g. residential to office.

However, local government building, health and other by-laws (e.g. signage) remain in force and the necessary licences must still be obtained from the City of Perth or the Town of Vincent.

Accordingly, developers are encouraged to familiarise themselves with the requirements of the City of Perth and Town of Vincent prior to proceeding with any application for development.

It should be noted that these guidelines do not constitute development approval. Prospective landowners should liaise with the Authority in every instance to determine development approval requirements.

1.1.4 Development Approval

Development applications are to be lodged with the Authority. In dealing with an application the Authority will assess compliance with the Scheme, policies and these guidelines.

1.1 – Introduction

The Authority may approve an application involving departures from the performance standards outlined if, in its opinion, the application satisfies the objectives and intent of the guidelines. However, compliance with performance standards does not guarantee approval. The Authority may refuse development approval for applications not considered to be in keeping with the objectives of the guidelines. Therefore, each application will be assessed on its merits.

Any alterations and/or additions to existing places or new development within either the State Heritage Precincts or buildings on the State Register are required to be referred to the Heritage Council of Western Australia for comment prior to being determined by the Authority.

It is strongly recommended that prospective landowners liaise with the Authority at the earliest stage of the development process to discuss proposals in order to facilitate development approval.

The use of a qualified architect is strongly encouraged by the Authority due to the varied nature of the heritage buildings contained within the Project Area and the requirement for developments to be innovative and contemporary without replicating the existing historical fabric.

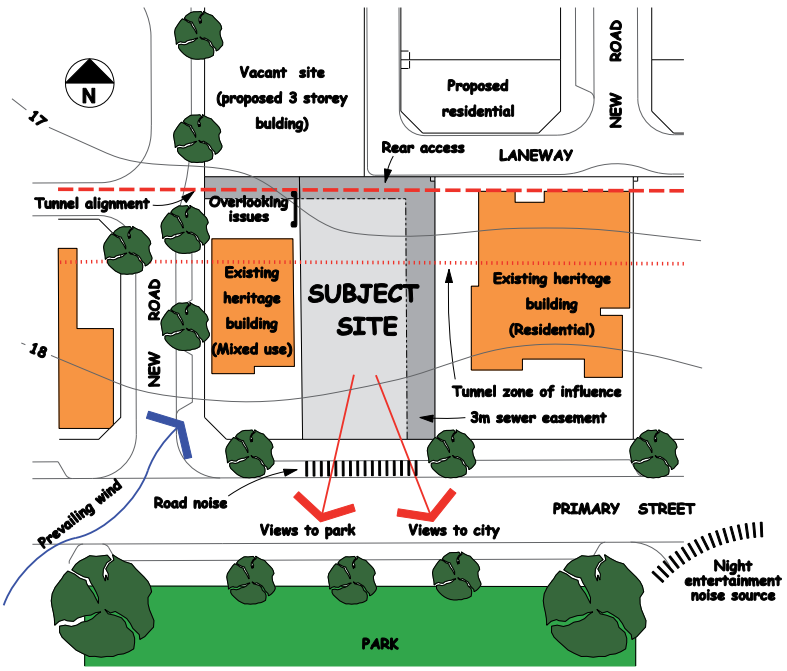
1.2 – Site Planning

1.2.1 Site Analysis

A site analysis plan is required to be submitted as part of a development application. The level of detail shown on the site analysis plan will vary according to the location and scale of the development. The site analysis plan must be to scale and should identify opportunities and constraints. It should influence the design to minimise negative impacts on the amenity of adjoining developments and compliment the Project Area character. Typical considerations in the preparation of the site analysis plan include:

- site features and topography;
- orientation and micro climate (including noise and fume sources);
- soil conditions;
- existing services (capacity and easement locations);
- views and vistas;
- the location and use of adjacent and opposite buildings;
- the development's compatibility with the existing character of the Project Area and the amenity of neighbours;
- buildings of heritage significance (potential for adaptive re-use); and
- existing pedestrian and vehicle access and public transport.

It is not sufficient to prepare a site analysis plan on its own and disregard it during the design phase. It is therefore recommended that a written statement be prepared to accompany the site analysis plan which explains how the design has responded to the analysis.



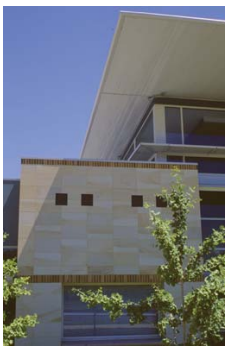
Example of site analysis plan required to be submitted with all development applications.

1.2 – Site Planning

1.2.2 Sustainable Building Design

In keeping with the aims of the Authority to encourage development that embodies technological innovation and environmental sustainability, developments should be designed to incorporate "Green Building" design principles. This includes designing buildings to achieve certification of a high level Green Star rating in accordance with the rating system of the Green Building Council of Australia.

All new buildings will be required to comply with the Authority's Development Policy on Green Building Design, at a minimum level of Tier 3 (refer to the policy for detials of the Tier system and Green Star rating requirements). Examples of measures to facilitate sustainable development are provided below:



Shading over windows and openings reduces summer heat load.

Building materials that assist thermal performance such as brick and wood are encouraged.

Building Management

- Building systems commissioning: improve building services performance and energy efficiency through adequate commissioning and hand-over to building owner.
- Building tuning: improve energy efficiency and comfort within the building in all seasons.
- Use of a commissioning agent: encourage the appointment of an independent and experienced commissioning agent from design through to handover.
- Preparation of a Building Users Guide: optimise the building's operation through provision of information for building users.
- Environmental management during construction: encourage the adoption of a formal environmental management system in line with established government and industry guidelines during construction.

Indoor Environmental Quality

- Ventilation rates: promote a healthy indoor environment through provision of increased outside air rates.
- Daylighting: improve the level of daylighting for building users.
- Daylight glare control: reduce the discomfort of glare from natural light.
- External views: reduce occupant eye strain by allowing long distance views and a visual connection to the outdoors.
- High frequency ballasts: increase amenity by avoiding low frequency flicker associated with fluorescent lighting.
- Electric lighting levels: ensure the base building provided office lighting is not over designed.
- Thermal comfort: use of thermal comfort assessments to guide design options.
- Internal noise levels: maintenance of internal noise levels at an appropriate level.
- Indoor air pollutants: reduce the detrimental impact on occupant health from material off-gassing and sources of internal air pollutants.

1.2 – Site Planning

Energy

- Energy efficiency of the building: Encourage buildings that contain design features that help minimise operational energy consumption and greenhouse emissions.
- Electrical sub-metering: encourage the provision of energy sub-metering to facilitate energy monitoring of base building services.
- Tenancy sub-metering: encourage the provision of tenancy sub-metering to facilitate energy monitoring by tenants/end users.
- Lighting power density: encourage lighting design practices which lessen lighting energy consumption while maintaining appropriate lighting levels.
- Lighting zoning: Encourage lighting design practices that offer greater flexibility for light switching, making it easier to light only occupied areas.
- Energy demand reduction: Reduce peak demand on energy supply infrastructure.

Water

- Occupant amenity potable water efficiency: reduce the potable water consumption of building occupants.
- Water sub-meters: ensure water systems are capable of being monitored and managed.
- Landscape irrigation water efficiency: reduce consumption of potable water for landscape irrigation.
- Cooling tower water consumption: reduce demand on potable water supplies and infrastructure due to water based building cooling systems.

Materials

Reduce material wastage, facilitate the recycling of resources and minimise the use of environmentally harmful materials/practices.

Land Use & Ecology

Maximise the enhancement of the site through provision of native plantings.

Emissions

- Refrigerant Ozone Depletion Potential (ODP): reduce the potential for long term damage to the Earth's stratospheric ozone layer through the accidental release of ozone depleting substances to the atmosphere.
- Refrigerant Global Warming Potential (GWP): reduce the potential for increased global warming arising from the emission of refrigerants to the Earth's atmosphere in the event of an accidental release of intensive greenhouse gases to the atmosphere.
- Refrigerant leak detection: reduce emissions of refrigerants to the atmosphere arising from leakages in the building's cooling plant.
- Watercourse pollution: reduce the potential of pollution in water running off from buildings and hard surfaces to natural watercourses.

1.2 – Site Planning

- Light pollution: reduce pollution from the unnecessary dispersion of light into the night sky and onto neighbouring property.
- Insulant ODP: reduce the potential for long term damage to the Earth's stratospheric ozone layer from ozone depleting substances used in the manufacture or composition of thermal insulants.

1.2.3 Private Outdoor Space

Private outdoor space is an important component of any residential development. Where development comprising residential dwellings is constructed, private open space for each dwelling shall be provided with a minimum area of $10m^2$ and minimum dimension of 2.5m.

Private open space provided in the form of screened courtyards and open balconies.

Appropriate areas of ground level private open space should be provided to residential lots, including private balcony space (accessed directly off a living area) for all upper level dwellings.

1.2.4 Awnings

Continuous pedestrian protection in the form of ground level awnings is required. High level awnings such as shading over windows is encouraged to add interest and expression to the building's architecture and improve its energy efficiency.

Openings in existing facade allow for the clever use of balconies.

Refer to Section 1.6.2 – Encroachment into Crown Land.

1.2.5 Landscaping

All open areas, regardless of use, are to be appropriately landscaped with a combination of 'hard' and 'soft' elements. Areas that relate visually or physically to the public domain (i.e. front setbacks) should adopt a similar general landscape style for visual consistency. In order to limit run-off and increase on-site water absorption, permeable paving is to be used for all hard surfaces.

Front gardens add a great deal of character to the streetscape. The use of deciduous trees within front gardens and courtyards to add seasonal colour and permit sun penetration in winter is encouraged.

A scaled landscaping plan is to accompany the development application.

1.2.6 Sound Attenuation

One of the objectives for the Project Area is to create a mixture of compatible land uses such as residential, retail and commercial. In doing so, it is acknowledged that certain measures may need to be taken to minimise any adverse impacts of noise, particularly on residential development. Common sources of noise within the Project Area include traffic noise, residual break out noise from lifestyle uses and entertainment venues, street noise and machinery/infrastructure noise.

In this regard, the Authority may, where appropriate, seek alterations to plans to limit the impact of noise on a development, or impose conditions to reduce the level of noise emitted and/or received by a development. All new development shall address the potential adverse impacts of noise intrusion and noise emissions at the planning and design stage,

incorporating appropriate measures at the time of construction to minimise the impacts of noise.

In addition, consideration must be given to the following:

- the identification of existing/potential environmental noise sources;
- development orientation and layout taking into account the location of existing/potential environmental noise sources;
- the location of bedrooms away from noise sources;
- the location of balconies and windows away from noise sources;
- the use of built form (blade walls, etc) to screen noise sources; and
- the use of building design elements (balcony balustrades, decorative screens, etc) to provide some reduction in noise impact on windows.

Developments must meet the requirements of the Environmental Protection (Noise) Regulations 1997 and the acoustically upgraded 2004 Building Code of Australia (BCA) Part F5 (particularly for multi-residential developments).

Mixed use developments need to incorporate measures such as double glazing, ducted air-conditioning or ventilation systems and other design features to protect the amenity of residential uses situated above non-residential uses.

New Developments, particularly noise emitting premises, residential development or other noise sensitive uses, as determined by the Authority, will need to comply with the Authority's Development Policy on Sound Attenuation. This includes design documentation and an acoustic report prepared by a qualified acoustic consultant, demonstrating how the proposed development has been acoustically assessed and designed in order to minimise the effects of noise intrusion and/or noise emissions. Refer to the Authority's Development Policy on Sound Attenuation for details of the requirements.

1.2.7 Northbridge Entertainment Precinct

Chapter 4 of the Redevelopment Scheme sets out the Northbridge Entertainment Precinct as a Special Control Area. The Scheme provides additional planning controls and objectives for the Northbridge Entertainment Precinct, particularly for entertainment activities and residential development, which should be applied in conjunction with these Design Guidelines.

1.2.8 Integration of Public Art

The involvement of artists in designing a new development can enrich the design response and contribute to the creation of a sense of place in the local environment. Consequently, the Authority encourages the use of artists as part of the design team for new developments.

Examples of artworks that can be integrated into a new development include detailing to walls, balustrades and railings, paving, seating, bollards, lighting, building fittings and entry statements.

Developments may be required to provide public art, as set out in the Authority's Development Policy on Public Art. The Policy sets out the design and submission requirements for public art within the Project Area. The provision of public art within new development shall be in accordance with the Policy. Applicants should refer to the Policy for further information.

1.2 – Site Planning

1.2.9 Housing Design & Affordability

Adaptable & Accessible Housing

The Authority is seeking to faciliate a diverse residential population in the New Northbridge Project Area and to ensure that buildings are designed to meet the changing needs of residents over time. This requires that buildings are designed with the pricinciples of adaptability and accessibility, including universal design principles.

All new residential or mixed use developments that include 10 or more dwellings will need to comply with the Authority's Development Policy on Adaptable and Accessible Housing.

Housing Diversity

Faciliating a diverse and robust community also requires that a choice of dwellings types are provided in the Project Area to accomodate different household needs, such as providing different size dwellings to accomodate for singles, couples and families.

All new residential or mixed use developments that include 10 or more dwellings will need to comply with the Authority's Development Policy on Housing Diversity.

Affordable Housing

The Authority has an ongoing objective of achieving 10-15% affordable housing in each of its Project Areas to facilate housing choice and population and housing diversity. The Authority employs a range of measures to achieve this target, including:

- sale of land to the State housing authority and other housing providers for the development of social housing;
- requiring new developments to include a proportion of affordable housing (either shared equity housing or social housing); and
- encourging other opportunities for low to moderate income households, such as student housing and long term rental housing.

All new residential or mixed use developments that include 10 or more dwellings will need to comply with the Authority's Development Policy on Affordable Housing.

1.2.10 Place Activation

New development within the Project Area has an important role to play in activating Northbridge and it is therefore critical that new buildings are designed to be fully integrated with the surrounding urban area.

In particular, it is important that streets within and surrounding the Project Area are activated. The principal characteristics to ensure their activation include:

- highly interconnected buildings that create a defined and human scaled streetscape environment;

The creation of activated streetscapes is an important element of the Precinct's development.

- a pedestrian dominated streetscape that encourages interaction;
- a high level of pedestrian amenity;
- concentrated and centralised activity within a defined area;
- a good mix of land uses located within close proximity to each other;
- land uses that attract people and activity;
- close proximity to major public transport facilities; and
- small, human scaled shops that are open to the street.

1.2.11 Universal Design

Universal design is the design of products and environments to be used by all people to the greatest extent possible without the need for adaptation or specialised design. Universal design is intended to support sustainable and inclusive communities by:

- meeting the housing needs of people across a range of abilities and ages;
- including people with temporary or long-term disabilities, illnesses and injuries;
- being economically adaptable to meet the changing needs of people throughout their lives and providing people with the choice to remain in their own home;
- ensuring usability and aesthetics are mutually compatible and achieve wider market appeal; and
- increasing safety.

Significant secondary environmental, economic and social benefits are likely to result from universal design. Greater participation of older people and people with a disability in employment and community life will lead to less demand for institutional care. New market opportunities are also likely to emerge. The concept of sustainability would be broadened and enhanced, positively affecting the quality of housing and public places and the lives of the people who use it.

Universal design must be an integral component of the planning and design process, and must not be seen as an afterthought or as compromising other aspects of the overall design.

The Building Code of Australia (BCA) includes mandatory standards for designing for people with disabilities, and compliance with these codes is required as a minimum condition of building licence approvals.

All new residential or mixed use developments that include 10 or more dwellings will need to comply with the Authority's Development Policy on Adaptable and Accessible Housing.

Compliance with the mandatory requirements of the BCA does not guarantee indemnity from a complaint to the Human Rights and Equal Opportunity Commission by persons with a disability under the Disability Discrimination Act (DDA). The use of enhanced standards such as AS 1428.2, which are necessary to achieve truly equitable access, is therefore recommended.

1.2 – Site Planning

Recommended Practice

The following practices are recommended to achieve high standards of equitable access:

- The employment of an accredited access consultant.
- Consultation with users and people with disabilities as an important component of the design process and to meet the needs of the DDA (Note: A useful resource is Buildings: A Guide to Access Requirements which can be downloaded from the Disability Services Commission website at www.dsc.wa.gov.au).
- Development of environments that provide for easy wayfinding and continuous accessible paths of travel connecting all areas and buildings, and extending to all amenities and levels in a building. These paths should be the most commonly used and direct path of travel and should not include any step, stairway, humps, revolving door, escalator or other impediment (such as under/overpasses) that could prevent them being safely and independently used by all people.
- Accessible paths of travel should have high quality and even pedestrian lighting for after dark usage. External lighting should be in accordance with AS 1158.
- In the external environment, clear definition should be made between the road and footpath (traditional kerbs, and use of contrasting ground surface materials) and level access to shops, businesses and residences (with no steps) are important. Automatic doors are preferred at public entrances and to shops and businesses.
- Provision of on street parking bays for people with disabilities as well as City of Perth 'universal bays', which are wider and longer, for short term pick up and set down for all people, including wheelchair-users.
- Elimination of barriers to access at the design stage, which include:
  - Slippery and uneven ground surfaces.
  - Gradients which are too steep and long, and cross falls of greater than 1:40.
  - Lack of accessible public toilets, BBQs and play equipment.
  - Use of highly reflective materials such as stainless steel.
  - Certain environments which can be disorientating to visually-impaired people who rely on audio and tactile cues. New development should include tactile ground surface indicators, and should minimise noise spillage, such as that from plant machinery and certain water features.
  - Inaccessible businesses and shops due to an entry step, heavy or narrow door and inadequate circulation space either side.
  - Lack of access to upper floor levels.
  - Obstacles on the building line or in the pedestrian pathway, including tree grates, artworks, shop displays, planters and alfresco dining.
  - Inadequate circulation space within toilets.
  - Inadequate accessible parking and long distances between parking and facilities.
  - Lifts which do not meet the access requirements of wheelchair users or people with low vision.

1.3 – Building Design

1.3.1 Mixed Use

The majority of lots within the Project Area are identified as being suitable for mixed use development.

It is intended that development should be representative of the Project Area's historically industrial nature. New developments are encouraged to have two to three storey elements where appropriate and have similar volumes and proportions as existing buildings.

The residential component of mixed use developments should be designed to facilitate passive surveillance of the public domain from balconies and living areas.

New development combines existing and new built form to create a mixed use development of commercial and residential uses.

1.3.2 Roof Form

Where new buildings include elements such as gables and pitched roofs, they must be a minimum pitch of 30 degrees where visible from the street. Flat and skillion roofs reflecting the industrial nature of buildings within the Project Area are permissible where appropriately expressed.

The use of roof-space is encouraged. Rooms located in the roof cavity should have a minimum head height of 2.4m over two thirds of the floor area.

New residential development incorporates traditional roof elements such as pitched roofs and gables.

1.3.3 Walls

Exposed blank walls are not permitted. Elevations should be detailed with window openings and recessed sections and are to be articulated to provide visual interest, except where nil setbacks adjoin other lots.

The use of corrugated iron, steel and timber features, recycled brick and limestone is encouraged.

Tilt-up construction may be approved provided it can be demonstrated that the aforementioned requirements relating to articulation, detail and blank walls have been satisfied.

Contemporary design articulates otherwise blank walls through the use of materials and finishes and incorporates traditional industrial roof elements such as a flat roof.

1.3 – Building Design

1.3.4 Windows

Windows, particularly those that face the street, should generally have a vertical proportion. This design element adds to the objective of encouraging a vertical emphasis, an important factor given the industrial character of the Project Area.

The use of tinted or reflective glass will need to accord with Planning Policy 1.19 – Window Tinting and Roller Shutters. Windows and glass doors facing the street may be whatever size is appropriate, while windows on the side of development will be required to be designed to take into account the issue of overlooking.

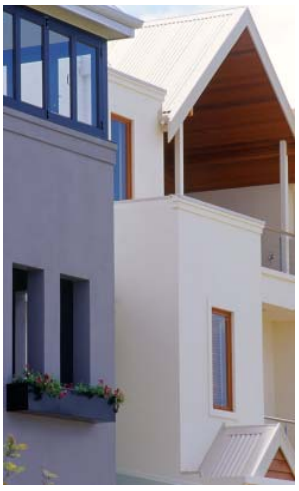
Protection of windows from the sun or for privacy should be achieved through architectural devices such as awnings and canopies, and passive solar design, rather than through reflective coatings.

Vertically proportioned windows are encouraged.

1.3.5 Balconies

Balconies are encouraged on new development within the Project Area in order to achieve a high standard of amenity. The following standards are applicable:

- All apartments and upper floors of townhouses must have a balcony.
- Balconies must be useable and be located directly off a living area
- Balconies must be a minimum area of 10m^2 and a minimum dimension of 2.5m.
- Balconies must not cause unreasonable loss of privacy for neighbours and screening to a height of 1.8m will be required where appropriate. Screening devices must be integrated into the design of the development so as not to appear added on. Lattice is not permissible.
- As far as possible, balconies should be designed to take advantage of northern sun penetration.
- Innovation and variety in balcony designs is encouraged.
- Balconies must not encroach over lot boundaries.



New development incorporates vertical proportions such as windows and other openings.

1.3.6 Corner Sites

Corner sites tend to be the most prominent. Buildings situated at road intersections play a special role in defining the quality of adjoining public spaces and are often landmarks, which assist people's understanding of the local environment.

Special corner treatment is encouraged and may take the form of, but not be limited to:

- parapet facade higher than flanking parapet (maximum 1.5m above permissible building height); and
- cantilevered canopy higher at truncation of intersection than flanking canopies. The City of Perth and/or Town of Vincent should be consulted regarding the extent to which canopy projections can occur.

Blank walls to corner frontages will not be permitted.

New development incorporates elements such as vertical window proportions.

1.3 – Building Design

1.3.7 Fencing

Low front fencing is a common element to the cottages within the Project Area. New development to infill lots is encouraged to provide front fencing where appropriate. Where front fencing is provided, it should be to a maximum height of 1.2m, be at least 75% visually permeable and have a base course not exceeding 0.5m in height. In addition, it should be reflective of the architectural features utilised in the development.

Alternative fence heights are necessary in certain parts of the Project Area, due to the individual characteristics of certain lots and streetscapes. These are further explained in the guidelines for each Precinct (see Sections 2-6).

Letterboxes should be incorporated into the fence and clearly show the building number.

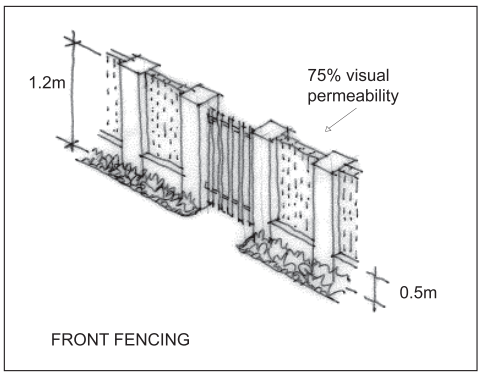
Note: front fencing refers to any fencing within the front setback of a particular lot.

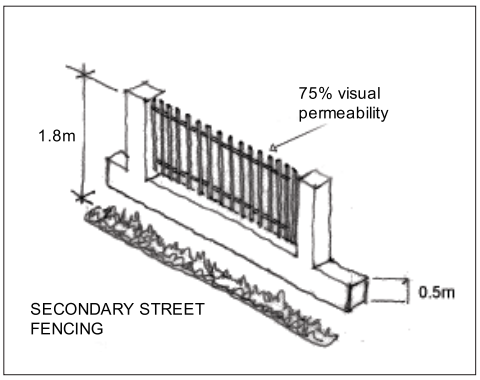
Side Fence Treatment

The summary table for each Precinct (see Sections 2-6) identifies lots requiring specific side fence treatments. These lots have more than one street frontage, and as such, the fence treatment of the secondary street frontages must maintain an interactive street frontage. Fences should be at least 75% visually permeable, with a base course not exceeding 0.5m in height, and should be in keeping with the appearance of the front fence. Solid blank fencing will not be supported.

Common Boundary Fence Treatment

Common boundary fencing within the Project Area, i.e. fencing between sides and rear portions of lots, should be solid in nature to maintain privacy. These fences should be in keeping with the appearance and style of other forms of fencing utilised within the development.





1.3 – Building Design

1.3.8 Activation of Streets, Rear Laneways and Under-width Roads

The Project Area contains a number of rear laneways and under-width roads. It is important that the design of new buildings address and relate to these areas. In addition to the activation of the primary street to which development fronts, it is equally important that rear laneways and under-width roads are also activated.

This can be achieved through a number of measures including:

- the use of balconies, terraces, windows and active living spaces overlooking these areas to provide passive surveillance;
- development above rear garages to provide additional activity to the rear of the site, particularly where development utilises rear laneways;
- introduction of rear access/gates to rear courtyards to encourage additional activity;
- utilisation of alternative forms of fencing to these areas to allow visual permeability and passive surveillance; and
- introduction of lighting to courtyards and other areas that directly adjoin rear laneways and under-width roads.

Applicants should be aware that the Authority will not support blank walls or elevations to development that results in a lack of activation to streets, rear laneways or under-width roads.

Rear and side balconies create 'eyes on the (small) street' and allow for casual surveillance. They are also active spaces that allow people to see and be seen.

Dwellings should have openings other than just garages along laneways (i.e. windows, doors, etc). This provides passive surveillance as well as architectural interest.

First floor setbacks improve solar access to laneway and reduces overshadowing to adjacent properties, whilst still allowing for the casual surveillance of the laneway.

1.3.9 Safer Design

Building and environmental design can significantly minimise the opportunity for crime and maximise people's perception of safety. Site planning and built form can encourage a good mix of economic and pedestrian activity, and can provide natural mechanisms of safety. Legibility and way-finding will be fundamental to encourage higher levels of pedestrian activity in the Project Area, particularly after dark.

Ways in which this can be addressed include:

Residential Buildings

- Buildings adjacent to public streets or spaces should be designed to allow informal surveillance and should have at least one habitable room window or balcony facing that area.
- Each dwelling should ideally have a private entrance from a primary street. Where this is not possible, for instance in the case of multiple dwelling developments, communal entrances should restrict access to residents only and should be able to be locked.
- Building design should allow visitors who approach the front door to be seen by the occupants without them having to open the door.
- Landscaping and fencing should not obscure doors and major paths or create entrapment spots.
- Private space should be defined by a clear boundary.

1.3 – Building Design

- Access to rear private courtyards and parking areas should be secure and restricted, and ideally gates should be flush with the building line.
- Fencing shall be provided with a 45 degree truncation at pedestrian and vehicular access points to ensure sightlines can be achieved to and from the public realm. Low (no higher than 750mm) visually permeable fencing can also be used within the trucation area.

Non-residential Buildings

- Entries to buildings should be exposed to the main street frontage and be clearly delineated and legible.
- Shop fronts should be designed to be highly interactive, provide interest through windows and visible indoor activity and promote surveillance of the street.
- Staff entrances, if separate, should be well lit and maximise opportunities for informal surveillance and clear sightlines.
- Loading and storage areas should be well lit and/or lockable after hours.
- Public parking areas should be clearly designated, well lit and have clearly-defined access points.
- Building design should avoid the creation of 'entrapment spots' – concealed spaces which increase the risk of attack by hidden persons or allow illegal or antisocial activities to go on unnoticed.

Vandalism Prevention

- Detailed facade treatments, anti-graffiti coatings and 'unfriendly' shrubbery planted against new walls should be used to prevent unwanted graffiti.
- Construction should not involve long expanses of light coloured wall, except where the intent is to increase the luminance of lighting (such as in parking areas).
- Buildings should be constructed from materials and fixtures that are resistant to vandalism and require minimal maintenance, including solid core doors, steel door frames, laminated glass and sturdy locks and hardware.
- Conversely, the use of materials that are vulnerable to intentional damage should be avoided – e.g. flimsy panelling, fragile light fittings and external fixtures that can be easily removed.
- The design, location and management of laneways and alleyways is important to reduce vandalism and anti-social behaviour. Laneways utilised as pedestrian access ways should have even lighting and clear sightlines to provide safe pedestrian routes and deter anti-social activities.

Terrace to roof of garage provides activity over lane whilst partial screening to the rear boundary. Enclosure of the terrace to one side maintains privacy to users of the terrace and to adjoining property.

Visually permeable fencing allows for overlooking as well as creating an interesting lanescape.

A good example of a landscaped service easement.

1.4 – Car Parking and Access

1.4.1 Car Parking

Under the Redevelopment Scheme, minimum on-site parking standards do not apply for non-residential uses, however maximum standards do apply. This is based on the rationale that in inner city areas, where there is a high intensity of land use and generally good accessibility to a range of transport modes, it is not necessarily appropriate to enforce minimum on-site parking requirements. Similarly, it is considered that maximum parking requirements should be imposed in inner city areas to ensure that land is not unduly devoted to the provision of parking, when it could be utilised for the development of more active and productive uses that make a positive contribution to the richness and vitality of an area.

Car parking provision for all Precincts in the Project Area shall be provided in accordance with the table below:

DEVELOPMENT	MAXIMUM CAR PARKING SPACES
Culture & Creative Industry land uses	1 per 6.5m^2 of public drinking area, or 1 per 8 seats provided or which an area is capable of providing, or 1 per 70m^2 gross floor area (as applicable)
Commercial land uses	1 per 70m^2 gross floor area
Light Industry land uses	1 per 100m^2 gross floor area
Retail land uses	1 per 30m^2 gross floor area
Dining & Enertainment land uses	1 per 6.5m^2 of public drinking area, 1 per 8 seats provided or which an area is capable of providing, 1 per 30m^2 gross floor area (as applicable)
Community land uses	1 per 30m^2 gross floor area
Transient Residential	One bay per two bedrooms
Permanent Residential	Maximum of 2 bays per dwelling *N.B. a minimum of 1 bay per dwelling is required.

Note: For all non-residential development within the Perth Parking Management Area, the number of bays to be provided is not to exceed the number of parking bays able to be achieved under the Perth Parking Policy.

1.4 – Car Parking and Access

1.4.2 Bicycle Parking and End of Trip Facilities

Workplaces that provide bicycle parking and end of trip facilities such as showers and lockers can promote staff wellbeing and help create a more sustainable urban environment by:

- making it more attractive for people to use alternatives to motor vehicle transport when travelling to and from work; and
- allowing staff to exercise while at work.

To help realise these outcomes, the Authority requires developers to provide bicycle parking and end of trip facilities when:

- constructing a new building which includes non-residential floor space; or
- extending or significantly upgrading an existing building for non-residential purposes.

The provision of bicycle parking and end of trip facilities is to accord with the following standards:

Bicycle Parking

- Bicycle parking spaces for all non-residential development are to be provided for a mimimum of 10% of building staff (based on 1 person per 15m^2 of Net Floor Area).
- Bicycle parking spaces for all residential development are to be provided at a minimum rate of 1 space per 3 residential units.
- Bicycle parking facilities must be lockable or otherwise allow for the secure storage of bikes.
- The bicycle parking area must be safe, well lit, readily accessible and located and designed to avoid conflict between vehicles and bike users.
- The provision of under-cover parking is encouraged.
- The provision of bicycle parking for visitors is encouraged.

End of Trip Facilities

- The provision of end of trip facilities is to be sufficient to meet the needs of existing and/or anticipated staff numbers. The development should provide:
  - at least one shower per ten bike spaces; and
  - one storage locker per bike space.

These facilities should be provided in a dedicated change room with controlled access. It's noted that educational facilities and entertainment venues will require special consideration.

Parking located behind existing facade within development. Main vehicular access to development is also main pedestrian access. Visual permeability of entrance gates and central location of car parking allows for casual surveillance.

Garaging is integrated into built form and utilises consistent building materials. Balcony above garage allows for casual surveillance.

Main vehicular access to development is also main pedestrian access. Visual permeability of entrance gates and central location of main access allows for casual surveillance.

1.4 – Car Parking and Access

1.4.3 Vehicle Access Gates, Carports and Garages

It is important that garages (particularly doors), carports and parking areas be sufficiently detailed to reduce their visual impact and add interest at ground level. Generally the materials used in the garage should match that of the building.

Grouped dwelling car parking should be integral to the fabric of the overall development and provide security for the tenants from the car park to the dwelling.

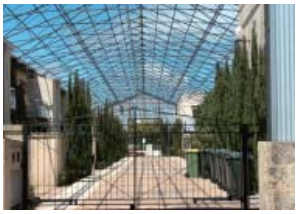
Garage and carport details must be approved at the same time as the development. Any required storage may be integrated with the carport.

1.4.4 Pedestrian Access

Pedestrian access to commercial developments is required to be at grade from adjacent footpaths or roads unless exceptional circumstances, as determined by the Authority, prevail. Design providing for accessibility by people with impaired mobility is required.

1.5 – Heritage Listed Properties

In addition to the design guidelines and performance standards contained within this document, applicants should refer to the following section where their property contains a heritage building or is located within a heritage precinct. Heritage listed properties within the Project Area are identified in Sections 2-6.



Residential development incorporates the traditional warehouse roofing structure to retain reference to the historical use of the site.

1.5.1 Development Approval Process

Where land is occupied by a heritage building or falls within a heritage precinct (see Summary Information Tables in Sections 2-6) applications for development should be accompanied by a Heritage Impact Statement.

The Authority is required to refer all development applications for lots containing buildings listed on the State Register of Heritage Places, or development within a heritage precinct that is listed on the State Register, to the Heritage Council of Western Australia in accordance with the Heritage of Western Australia Act 1990.

Applicants should be aware that the development potential of heritage properties is restricted in terms of density, building height and future development potential of the site.

Further reference and details in relation to the development and management of Category 2 and 3 listed places in the Heritage Inventory are contained in the Authority's Scheme.

New development incorporates traditional warehouse building elements such as roof pitch/style, window proportion, materials and finishes.

1.5.2 Roof Form

The pitch and form of roofs affect the skyline of the street. Where new buildings include elements such as gables and pitched roofs, they must be a minimum pitch of 30 degrees where visible from the street. New roofs should be proportioned and detailed to harmonise with the streetscape.

New development incorporates vertically proportioned openings and provides open balconies to allow for casual surveillance of the street.

Roof materials should be compatible with the building style and character of the Project Area. Roofs within the heritage precincts should be of traditional construction. Corrugated iron roofing is permitted providing the reflectivity issues have been suitably considered.

1.5.3 Walls

The use of corrugated iron, steel and timber features, including recycled brick and limestone work is encouraged.

Tilt-up construction may be approved provided it can be demonstrated that the aforementioned requirements relating to articulation, detail and blank walls have been satisfied.

1.5.4 Windows

Windows, particularly those that face the street, should generally have a vertical proportion. This design element adds to the objective of encouraging a vertical emphasis, an important factor given the industrial character of the Project Area.

1.5 – Heritage Listed Properties

1.5.5 Fencing

Where fencing is provided it should be to a maximum height of 1.2m and be reflective of the industrial style of the Project Area and the architectural features utilised in the development. The discretion of the Authority shall apply in approving the types of fences proposed.

Dividing fences within the front setback of a heritage precinct are to be consistent with the front fencing requirements of the respective lot.

1.5.6 Vehicle Access Gates, Carports and Garages

Carports and garages are not permitted within the front setback of buildings identified within The Authority's Heritage Inventory. Existing vehicular access within front setbacks may be maintained.

1.5.7 Signage

Signage to all heritage listed buildings is to be in accordance with the Authority's Development Policy on Heritage. Signage for all other buildings is to be in accordance with the Authority's Development Policy on Signs and Advertising.

1.6 – Other Considerations

1.6.1 Northbridge Tunnel Development Standards

Throughout the Project Area there are a number of lots over and adjacent to the Northbridge Tunnel (the Tunnel) through which the Graham Farmer Freeway passes. These lots are affected by covenants and easements imposed by Main Roads to protect the integrity of the Tunnel and minimise any risk of conflict arising from the fact that the subsurface land is used for the purposes of the Tunnel. The covenants and easements imposed by Main Roads are noted as encumbrances against the Certificates of Title of the affected lots and may be summarised, in general terms, as follows:

(a) Restrictive Covenant and Positive Covenant – Zone of Influence

Certain land within the Zone of Influence (refer to the plans included in each of the precinct-specific guidelines) will be affected by the following covenants:

(i) No development may be carried out within the Zone of Influence without the prior approval of the Authority.

(ii) No development will be carried out within the Zone of Influence which is likely to damage the Tunnel or interfere with the use or operation of the Tunnel.

(iii) No building within the Zone of Influence is to be constructed, maintained, demolished or re-built except in accordance with the plans and specifications approved by the Authority.

(iv) No building may be constructed within the Zone of Influence without plans of the proposed building being submitted to Main Roads, together with a certificate from an engineer certifying, amongst other things, that the building and construction work will not exceed certain load limits applicable to the Tunnel.

(v) No building may be constructed within the Zone of Influence without plans of the proposed building being submitted to Main Roads, together with a certificate from an engineer showing the location of drainage services and the design of stormwater run off and certifying that there is no encroachment into the Tunnel.

(vi) No building may be constructed within the Zone of Influence which imposes loads on the Tunnel greater than the limits specified by Main Roads.

(vii) No building constructed within the Zone of Influence may be occupied until an engineer has certified that the building does not exceed the load limits specified by Main Roads.

(viii) No building may be constructed within the Zone of Influence unless that building has been designed to divert and collect stormwater drainage into the stormwater system.

(ix) The plans and certifications referred to in paragraphs (iv) and (v) will require the approval of Main Roads, and such approval is not to be unreasonably withheld provided that the plans are accompanied by the appropriate engineer's certificates.

1.6 – Other Considerations

(b) Restrictive Covenant Western Ventilation Area

Certain land within the Western Ventilation Area (refer to the Precinct Plans in Sections 2, 3, 4, 5 and 6 and the Certificates of Title) will be affected by a covenant restricting the height of buildings within the Western Ventilation Area to RL 32.5m above the Australian Height Datum. This restriction is within the maximum permitted building height of three storeys imposed by the Authority.

(c) Restrictive Covenant Eastern Ventilation Area

Owners of land within the Eastern Ventilation Area (refer to the Precinct Plans included in Sections 2, 3, 4, 5 and 6 and the Certificates of Title) will be subject to a covenant restricting the height of buildings within the Eastern Ventilation Area to RL 25.878m above the Australian Height Datum. This restriction is within the maximum permitted building height of 3 storeys imposed by the Authority.

(d) Restrictive Covenant Mid-Tunnel Sump Ventilation Area

Owners of land in the Mid-Tunnel Sump Ventilation Area (refer to the Precinct Plans included in Sections 2, 3, 4, 5 and 6 and the Certificates of Title) will be restricted from constructing any building within 3m of the Mid-Tunnel Ventilation Shaft and any air duct or air intake within 5m of the Mid-Tunnel Sump Ventilation Shaft.

(e) Easement – Zone of Influence

Main Roads is granted an easement to enter buildings within the Zone of Influence during the course of construction to inspect any building.

(f) Easement – Ventilation Areas

Main Roads is granted an easement to emit fumes from ventilation buildings in accordance with standards prescribed under the easement.

(g) Easement – Mid-Tunnel Sump Ventilation Area

Main Roads is granted an easement to emit fumes from the Mid-Tunnel Sump Ventilation Shaft which is the structure which has been constructed for the purpose of dispersing fumes from substances collected in the Mid-Tunnel Sump.

Main Roads must be reasonably satisfied that the building is able to withstand noise and vibration from the present and proposed future operation of the Tunnel.

Applicants should refer to the terms and conditions of the restrictive covenants, positive covenants and easements (noted as encumbrances against the Certificates of Title) and the 'Main Roads Western Australian Development Design Guidelines for Structures Above or Adjacent to the Graham Farmer Freeway Tunnel Northbridge' (available from the Authority) for further details relating to building requirements.

Note: Applicants should be aware that Clause 7.1 contains generic requirements for land above the tunnel. Some of these requirements may not apply to lots within the Project Area.

1.6 – Other Considerations

1.6.2 Encroachment into Crown Land

The Local Government Act 1995 and associated regulations permit local governments to approve encroachments onto other land up to 900mm. However, the power to permit encroachments does not address the tenure issue associated with the encroachment.

Where buildings encroach into Crown land from an adjoining freehold title (i.e. balconies and awnings), it will be necessary to firstly obtain State Government approval for the encroachment and secondly, ensure that the developer is aware that suitable tenure arrangements must be agreed to between State Land Services and the developer.

Applicants are advised to consult with the Authority for additional information with regard to this issue.

1.6.3 Site Services and Service Enclosures

Servicing requirements must be carefully considered so as not to detract from the amenity of the Project Area.

All piped and wired services are to be concealed from public view. All meters are to be contained within the designated easement and provided with screening or other architectural treatments integrated into the overall landscape and building design.

Air conditioning units, pool filtration equipment, motors, pumps and mechanisms should be suitably located in areas that minimise the impact on neighbours and comply with the provisions of the Environmental Protection (Noise) Regulations 1997.

Service enclosures must:

- be located and designed to prevent the release of odours and sound emissions;
- be screened from the street to the satisfaction of the Authority. Details of this screening will be required with the submission of any development application; and
- blend seamlessly into the architecture of the development, and be well considered to ensure that service areas are in appropriate locations.

Developers should liaise with the City of Perth or the Town of Vincent to ensure that the required number of bins and location of bin stores is compliant with their by-laws.

1.6.4 Power Supply and Western Power Sub-Stations

A standard allowance of power will be allocated to lots within the Project Area. In the event that future owners/occupiers have additional power requirements over and above the standard load allocation, it will be their responsibility to obtain the additional power directly from Western Power. This responsibility shall include the installation of any additional transformer sites that Western Power may require.

1.6 – Other Considerations

Where Western Power requires the installation of a sub-station, applicants are encouraged to explore options to establish built form over or around the sub-station and to screen the sub-station from the street. Further discussions with Western Power and the Authority may be required.

1.6.5 Sewer Easements

The Project Area contains a number of sewer easements that affect a number of lots. Where lots are encumbered by a sewer easement, this area is not to be built on unless a suitable design solution can be reached to the satisfaction of the Water Corporation and the Authority. This area may be used for car parking or open space requirements.

1.6.6 Signage

A high standard is expected for any external signage. Signs attached to the building should be aligned with and relate to the design lines of the facades and should not obscure or conflict with architectural features. The proposed locations for signs should be nominated as part of any development application.

All signage should be in accordance with the Authroity's Development Policy on Signs and Advertising. Note that sign licences may also be required from the City of Perth or the Town of Vincent.

1.6.7 TV Antennas, Satellite Dishes and Radio Masts

The above facilities will be required to comply with the Authority's Development Policy on Additional Structures. The installation of television antennae, satellite and microwave dishes are to be designed to mitigate the impact they have on the visual quality of an area and protect the visual amenity of the Project Area.

Television antennae should, where possible:

- be built within roof space; otherwise
- be located towards the rear of the building away from streets and public spaces;
- be located with due consideration for adjoining landowners;
- avoid unnecessary extensions of height; and
- for grouped or multiple dwellings be communal with one antennae servicing several dwellings.

1.6.8 Storage Areas

Providing for outdoor storage space is important and most effectively done at the design stage. It is therefore a requirement that each residential dwelling provides a secure storage area of at least 4m2 which is fully integrated into the dwelling design or garage space.

A separate storage area for large PVC wheeled bins should also be created at site planning stage (see Section 1.2.2). An alcove pick-up area should be located towards the rear of the lot as garbage collection will be via the rear lanes in accordance with the City of Perth's and the Town of Vincent's design specifications.

1.6 – Other Considerations

1.6.9 Changes to the Public Domain

Generally alterations to the existing paving, lighting, planting and other street furniture in public spaces adjoining the subject site will not be permitted. However, if it can be demonstrated that a superior design solution for the development can only be achieved through the relocation or alteration of one or more of these elements, then the Authority will consider these on their merits. Any approved alteration will be at the developer's expense.

Any damage caused to the public domain during building works must be made good. The City of Perth and the Town of Vincent will levy a bond for this purpose at the building licence stage.

SECTION 2 – RUSSELL SQUARE PRECINCT

2.1 – Introduction

2.1.1 Desired Character

The Russell Square Precinct is closely allied with the boundaries of the adjacent "Northbridge Precinct" as identified in the City of Perth's City Planning Scheme No. 2. The predominant building stock consists of single storey houses fronting Aberdeen Street. There are also a number of former warehouse/commercial buildings that front Newcastle Street.

Since the redevelopment of the Perth City Council Depot site into the St. James residential estate, the focus for land in this area has changed significantly. There are now a number of major residential developments occurring in the vicinity, particularly around Russell Square. Russell Square has also been upgraded and is now used for a much wider array of community and recreational activities.

The Precinct is to continue to encourage a rich social and cultural diversity with an emphasis on residential development in single lot, multiple dwelling and mixed use buildings. Compatible non-residential uses including small local shops, community facilities, recreational uses, restaurants, coffee shops, medical consulting rooms, service industries and small showrooms and workshops are also encouraged to be developed.

It is intended that single residential dwellings within the Russell Square Precinct should be representative of the traditional Northbridge character and inner city housing styles, as has been built in other areas of Northbridge. New dwellings are encouraged to have two storey elements, with similar volumes, proportions and details such as verandahs and

Contemporary development incorporating traditional elements such as timber and iron/steel detailing.

Social uses such as cafes and restaurants are encouraged within the Precinct, alongside residential and mixed use development.

Heritage buildings prevalent within the Precinct contribute to its character.

fenestration patterns as to adjoining properties. These elements are however, encouraged to be expressed in a contemporary form.

New mid block vehicle and pedestrian linkages are to be developed onto which two and three storey residential development is to be focused. Lots 115 and 201 are key sites opposite Russell Square and are to be developed from two to three storeys and two to four storeys respectively, to take advantage of views over the Square (see Section 1.3 – Building Design).

Heritage buildings located within the Precinct contribute to its character. The Precinct contains buildings included on the the East Perth Redevelopment Authority's (the Authority's) Heritage Inventory, the State Register of Heritage Places and within a State Heritage Precinct.

Development on infill sites adjacent to existing heritage buildings should acknowledge the scale and rhythm, proportions of fenestrations, height and building setbacks of the adjoining buildings or street, but should not attempt to mimic historical detail. Contemporary design responses as outlined in these guidelines are considered more appropriate for infill development.

New development is to be mixed use in nature with commercial on the lower floors and residential above. Landmark buildings at street intersections should act as gateways to the Precinct.

2.1.2 Objectives of the Precinct

The objectives for the Precinct are to:

- allow a mixture of compatible land uses in appropriate circumstances, such as residential, retail and commercial;
- promote mixed use planning by locating facilities such as housing, places of employment and shops in close proximity to each other;
- create a precinct which recognises the capacity to accommodate a variety of compatible land uses while retaining their unique character and identity referred to above;
- impose specific land use controls which manage the impacts of non-residential development;
- minimise any adverse effect on residential amenity by devising appropriate design assessment criteria and applying specific impact mitigation requirements; and
- increase the significance of heritage buildings by encouraging a contemporary response from infill development.

2.2 – Precinct Plan (Plan 1)

Note: The information shown on this diagram, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

2.3 – Table 1: Summary Information

LOT NO	PREFERRED LAND USE	MAX. NO. RESIDENTIAL DWELLINGS PER LOT	MAX. SITE COVERAGE	SETBACKS			HEIGHT	TUNNEL ALIGNMENT	HERITAGE	OTHER
				FRONT MIN.	SIDE MIN.	REAR MIN.				
10	Commercial / Retail	N/A	100%	Nil	Nil	Nil	3 storeys up to 12m	See Sec. 1.6.1		
26	Mixed Use / Residential	1	70%	2.5m	See Sec. 2.6.1	2m	See Sec. 2.6.1	See Sec. 1.6.1	See Sec. 2.6	
27	Mixed Use / Residential	1	70%	2.5m	See Sec. 2.6.1	2m	See Sec. 2.6.1	See Sec. 1.6.1	See Sec. 2.6	
101	Mixed Use	N/A	80%		See Sec. 2..4.2		3 storeys up to 12m	See Sec. 1.6.1		
102	Mixed Use	N/A	80%		See Sec. 2..4.2		3 storeys up to 12m	See Sec. 1.6.1		
103	Commercial / Retail	N/A	100%	Nil	Nil	Nil	3 storeys up to 12m	See Sec. 1.6.1		
104	Commercial / Retail	N/A	100%	Nil	Nil	Nil	3 storeys up to 12m	See Sec. 1.6.1	See Sec. 2.6	See Sec. 1.6.4
105	Commercial / Retail	N/A	100%	Nil	Nil	Nil	3 storeys up to 12m	See Sec. 1.6.1		
106	Commercial / Retail	N/A	100%	Nil	Nil	Nil	See Sec. 2..4.2	See Sec. 1.6.1	See Sec. 2.6	
107	Commercial / Retail	N/A	100%	Nil	Nil	Nil	See Sec. 2..4.2	See Sec. 1.6.1	See Sec. 2.6	See Sec. 1.6.4
108	Commercial / Mixed Use	N/A	80%		See Sec. 2..4.2		2 storeys up to 9m	See Sec. 1.6.1		
109	Mixed Use	N/A	See Section 2.7.1 for Design Guidelines and Performance Standards							
112	Mixed Use / Commercial	1	No additional development to site permitted.							
113	Residential	N/A	No additional development to site permitted.							
114	Commercial / Mixed Use	N/A	80%		See Sec. 2..4.2		2 storeys up to 9m	See Sec. 1.6.1		
115	Mixed Use / Residential	N/A	70%	5m	See Sec. 2.6.1	Nil	See Sec. 2.6.1	See Sec. 1.6.1	See Sec. 2.6	See Sec. 2.6.3 & 2.6.4
116	Mixed Use / Residential	N/A	No additional development to site permitted.							
117	Mixed Use / Residential	N/A	70%	8m	See Sec. 2.6.1	Nil	See Sec. 2.6.1	See Sec. 1.6.1	See Sec. 2.6	
118	Mixed Use / Residential	N/A	No additional development to site permitted.							
119	Mixed Use / Residential	N/A	70%	8m	See Sec. 2.6.1	See Sec. 2.6.1	See Sec. 2.6.1	See Sec. 1.6.1	See Sec. 2.6	
120	Mixed Use / Residential	N/A	No additional development to site permitted.							
121	Mixed Use / Residential	1	70%	2.5m	See Sec. 2.6.1	Nil	See Sec. 2.6.1	See Sec. 1.6.1	See Sec. 2.6	
122	Mixed Use / Residential	1	70%	2.5m	See Sec. 2.6.1	Nil	See Sec. 2.6.1	See Sec. 1.6.1	See Sec. 2.6	

2.3 – Table 1: Summary Information

LOT NO	PREFERRED LAND USE	MAX. NO. RESIDENTIAL DWELLINGS PER LOT	MAX. SITE COVERAGE	SETBACKS			HEIGHT	TUNNEL ALIGNMENT	HERITAGE	OTHER
				FRONT MIN.	SIDE MIN.	REAR MIN.				
123	Mixed Use/ Residential	1	70%	2.5m	See Sec 2.6.1	Nil	See Sec 2.4.2	See Sec. 1.6.1	See Sec 2.6	
124	Mixed Use/ Residential	1	70%	2.5m	See Sec 2.6.1	Nil	See Sec 2.6.1	See Sec. 1.6.1	See Sec 2.6	
125	Mixed Use/ Residential	1	70%	2.5m	See Sec 2.6.1	Nil	See Sec 2.6.1	See Sec. 1.6.1	See Sec 2.6	
127	Mixed Use/ Residential	1	70%	2.5m	See Sec 2.6.1	Nil	See Sec 2.4.2	See Sec. 1.6.1	See Sec 2.6	
128	Mixed Use/ Commercial / Showroom	N/A	70%	See Section 2.7.2 for Design Guidelines and Performance Standards						
129	Residential	1	80%	2m	Nil	1m	2 storeys up to 9m	See Sec. 1.6.1		
131	Residential	1	80%	2m	Nil	1m	2 storeys up to 9m	See Sec. 1.6.1		
132	Residential	1	80%	2m	Nil	1m	2 storeys up to 9m	See Sec. 1.6.1		
133	Residential	N/A	80%	See Sec 2.4.2			2 storeys up to 9m	See Sec. 1.6.1		
134	Residential	1	80%	2m	Nil	1m	2 storeys up to 9m	See Sec. 1.6.1		
135	Residential	1	80%	2m	Nil	1m	2 storeys up to 9m	See Sec. 1.6.1		
136	Residential	1	80%	2m	Nil	1m	2 storeys up to 9m	See Sec. 1.6.1		
137	Residential	1	80%	2m	Nil	1m	2 storeys up to 9m	See Sec. 1.6.1		
138	Residential	1	80%	2m	Nil	1m	2 storeys up to 9m	See Sec. 1.6.1		
139	Residential	1	80%	2m	Nil	1m	2 storeys up to 9m	See Sec. 1.6.1		
201	Mixed Use/ Commercial / Retail Ground Floor	N/A	70%	See Section 2.7.3 for Design Guidelines and Performance Standards						
224	Mixed Use	1	70%	See Sec 2.6.1			See Sec 2.6.1		See Sec 2.6	
227	Mixed Use	1	70%	See Sec 2.6.1		Nil	See Sec 2.6.1		See Sec 2.6	
1001	Commercial	N/A	100%	Nil	Nil	Nil	2 storeys up to 9m	See Sec. 1.6.1		
1002	Commercial	N/A	100%	Nil	Nil	Nil	2 storeys up to 9m	See Sec. 1.6.1		
1003	Commercial	N/A	100%	Nil	Nil	Nil	2 storeys up to 9m	See Sec. 1.6.1	See Sec 2.6	
1004	Tunnel Use	N/A	N/A	N/A			N/A			
1267	MRWA Site	N/A	N/A	N/A			N/A			
2225	Mixed Use	1	70%	See Sec 2.6.1			See Sec 2.6.1		See Sec 2.6	
2226	Mixed Use	1	70%	See Sec 2.6.1		Nil	See Sec 2.6.1		See Sec 2.6	

Definitions

Mixed Use Development: Buildings that contain residential dwellings in conjunction with commercial and non-residential uses.

Building Height: Building height is controlled by two measures. The maximum height limit for development (to the ridge) is indicated by the height given in metres, i.e. 9m. The maximum scale of development is indicated by the reference to storeys, i.e. 2 storeys.

Max. No. Dwellings: The maximum dwelling yield has been calculated solely based on a function of the RD-Codes. The design principles applicable to development in the East Perth Redevelopment Area are incorporated into these Design Guidelines. These principles will directly affect the number of dwelling units that can be built on any site. For this reason, it should not be assumed that the maximum dwelling yield is achievable in all instances.

2.4 – Building Design

2.4.1 Building Appearance and Streetscape

Building elevations within the Russell Square Precinct should be articulated to provide visual interest and detail to the development. The street or 'public face' of the building should be detailed to provide visual richness and variety, highlight rhythms, reduce apparent bulk and enhance its individual identity. This can be achieved through the use of colour, texture and materials, surface modelling and the integration of art. The height of proposed development in relation to existing buildings plays an integral role in the establishment of consistent rhythm of the streetscape.

Elements such as awnings, balconies and windows are to be encouraged. The entrance to buildings should be clearly defined. Dwellings should be designed to encourage passive surveillance of the public realm from living areas and balconies. This enables 'eyes on the street', helping reduce the occurrence of antisocial behaviour.

New development combines existing and new built form to create a mixed use development of commercial and residential uses.

Building materials have the potential to significantly impact upon the overall character of an area. It is important that the materials utilised within the Precinct reflect the desired character for the area outlined in Section 2.1.1. The Authority encourages a mixture of building materials to be utilised within the Russell Square Precinct that reflect and continue the established building materials utilised by the original buildings within the Precinct. Materials include red brick, rendered construction, corrugated metal, terracotta, iron and steel roofing. Colour should be in-keeping with the style of the development and be used to accentuate features of the building.

Colours, textures and materials should be used to provide visual richness and variety to development within the Precinct.

2.4.2 Plot Ratio, Setbacks and Heights

Building setbacks and heights must be within the parameters detailed in Table 1 – Summary Information.

Plot Ratio

The plot ratio for all developments in the Russell Square Precinct shall be a maximum of 2.0.

Front Setbacks

Where lots have more than one street frontage, the front setback shall be the street to which the shortest boundary adjoins (with the exception of Lot 201).

New development maintains the established building height and scale of adjoining buildings.

Side Setbacks

Where not specified in Table 1, side setbacks will be assessed with consideration being given to the following:

- compliance with the guideline's solar access requirements; and
- impact upon the privacy of adjoining properties.

Development on terrace lots (Lots 129, 131, 132 and 134-139) is encouraged to be built from side boundary to side boundary (i.e. nil setback).

2.4 – Building Design

Rear Setbacks

Rear setbacks are specified in Table 1 and shown on the Precinct Plan where appropriate. Generally, a nil rear setback is permitted throughout the Precinct.

Building Height Limits

Building height limits on lots within the Precinct vary according to the particular lot. Generally, building heights throughout the Precinct are limited to two storeys up to 9m, and three storeys up to 12m.

2.4.3 Finished Floor Levels

Lots 121-125 and 128 must have a minimum finished floor level of 16.9m AHD at their boundaries with Oriental Lane.

2.5 – Car Parking and Access

2.5.1 Vehicle Access Gates, Carports and Garages

Where vehicle access gates, carports or garages are required to be located at the rear of a lot, they must be set back one metre from the rear boundary with a 45 degree truncation from the structure to the boundary. Rooms or studios above the garage are actively encouraged to promote surveillance of the rear laneway. These rooms or studios may be cantilevered out to the boundary line. The floor level of the garage or carport (excluding grouped/multiple dwelling lots) must be within 200mm of the finished floor of the laneway at the boundary.

All vehicular access should be via rear lanes/roads with the exception of Lots 103, 104, 201, 224, 1001, 1002, 1003 and 2225.

2.5.2 Pedestrian Access

Development on Lots 101, 103, 105, 114, 115, 128, 133, 201 and 1003 should address both/all street frontages. Whilst the development should address all streets, the main pedestrian access should be from the following streets:

- Lots 103, 105, 114, 133 and 1003 – Newcastle Street
- Lots 101, 115 and 201 – Aberdeen Street
- Lot 128 – Antonas Road

2.6 – Heritage Listed Properties

Characteristics of heritage listed buildings within the Precinct include pitched roofs and front fences.

Heritage listed properties within the Russell Square Precinct include:

State Register of Heritage Places:
Lots 112, 113 and 1003.

State Heritage Precinct:
Lots 26, 27, 115-125 and 127.

The above properties are afforded protection under the Heritage of Western Australia Act 1990. This means that all development proposals for these properties must be referred to the Heritage Council of Western Australia for advice prior to being determined and that advice must be complied with.

The Authority's Heritage Inventory:
Lots 104, 116, 118, 120-125, 127, 224, 2225, 2226 and 227.

2.6.1 Setbacks and Heights

Development on Lots 26, 27, 121-125, 127, 224, 227, 2225 and 2226 that either contain or adjoin buildings of heritage significance should aim to maintain the established streetscape in terms of building setbacks, existing building heights and presentation.

Front Setbacks

Lot 115	– at least 5m
Lots 117 and 119	– at least 8m

Side Setbacks

Side setbacks to Lots 115, 117 and 119 should be reflective of the side setbacks of adjoining properties.

Lot 119 must maintain a 3m setback to the eastern boundary to accommodate a sewer easement. The first floor of development may be cantilevered over the easement, whilst maintaining a side setback that is reflective of setbacks of adjoining properties.

Lot 2226 must maintain a 1.5m setback to the western boundary to accommodate a sewer easement. This easement must not be built on, but may be used for car parking.

Side setbacks for new development on lots containing existing buildings should maintain the setback established by that building.

2.6 – Heritage Listed Properties

Rear Setbacks

Lot 119 must maintain a 3m rear setback to accommodate a sewer easement. This easement must not be built on, but may be used for car parking.

Lot 224 must maintain a 3m rear setback to accommodate a vehicular access and sewer easement. This easement area must not be built on and must be kept clear to ensure access to Lots 224, 2225 and 2226 is maintained at all times.

Building Height Limits

Building height to Lots 115, 117 and 119 fronting Aberdeen Street are to reflect the existing height of adjoining heritage buildings when viewed from the street. Generally, this will be achieved through limiting building heights to two storeys up to 9m in height. In addition, infill development is encouraged to use the existing adjoining building height references (such as string coursings, window head/sill heights, etc.).

Additional development on lots containing existing buildings (Lots 106, 107, 121-125, 127, 224, 227, 2225 and 2226) shall be restricted to the rear of the building in order to maintain the rhythm of the streetscape. Where additional development may be achieved it shall be limited to a height of two storeys up to 9m at the rear of the lot to protect the existing streetscape. Development to the rear of Lot 2225 adjoining Newcastle Street shall be limited in height to a single storey in order to maintain the existing streetscape.

Development along the eastern boundary of Lot 104 may have a maximum height of two storeys up to 9m.

2.6.2 Windows

Development on Lots 115, 117 and 119 should incorporate elements such as windows to encourage passive surveillance of the adjacent park land (Russell Square).

2.6.3 Corner Sites

The elevations of the buildings on Lots 115 and 225 should reinforce the corner to which the developments address.

2.6.4 Fencing

Front fences to Lots 115-120 may be a maximum height of 1.8m and 75% visually permeable.

Fencing should be of a similar scale and design as exists currently.

Dividing fences within the front setback of the Heritage Precinct are to be consistent with the front fencing requirements of the respective lot.

2.6 – Heritage Listed Properties

2.6.5 Vehicle Access Gates, Carports and Garages

Carports and garages are not permitted within the front setback of lots within the Aberdeen Street Heritage Precinct.

Vehicular access to Lots 224, 2225 and 2226 should be obtained via the right of carriageway over the rear of Lots 224 and 2225.

Vehicular access to Lots 26, 27, 115-125, 127 and 227 should be obtained via the roads/lanes adjoining the rear or side boundaries of the site.

2.6.6 Building Pad Level

Lot 115 requires a minimum building pad level of 17.0m AHD due to a trapped low drainage point at the intersection of Aberdeen and Palmerston Streets.

2.7 – Lot Specific Guidelines

2.7.1 Lot 109 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 109.

Preferred Land Use

The preferred land use for Lot 109 is mixed use.

Setbacks

Western – 1-2m

Northern – Nil

Southern – 1-2m for the first two storeys

– 3m for third storey

Eastern – Nil except where garaging is located on this boundary. The setback for the garage must be one metre.

Building Height

The maximum building height permitted on the site is three storeys up to 12m.

Access

Primary vehicular access must be obtained from the rear laneway.

Primary pedestrian access must be obtained from Antonas Road.

Appearance

Development on Lot 109 should draw reference from the traditional Northbridge characteristics of the area. New built form should incorporate a contemporary interpretation of traditional elements such as volume, proportions and detail so as to be distinguishable from, and not mimic, existing surrounding buildings.

Sound Attenuation

Development fronting the western boundary must be suitably treated to minimise any adverse effect on amenity of the development (refer to Section 1.2.6 for further details).

Northbridge Tunnel Covenents and Easements Imposed by Main Roads

Applicants should refer to Section 1.6.1 for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained. A Tunnel Impact Statement is required to be submitted with any development application for Lot 109.

2.7 – Lot Specific Guidelines

2.7.2 Lot 128 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 128 (a sketch providing an example of indicative built form is contained in Section 2.8).

Preferred Land Use

The preferred land use for Lot 128 is mixed use on the eastern portion of the lot and commercial/showroom on the western portion of the lot.

Setbacks

Eastern – 1-2m

Northern – Nil

Southern – 1-2m for the first two storeys

– 3m for third storey

Western – Nil

Building Height

The maximum building height permitted on the site is three storeys up to 12m.

Access

Primary vehicular access must be obtained from Serich Lane.

Appearance

Development on Lot 128 should draw reference from the traditional Northbridge characteristics of the area. New built form should incorporate a contemporary interpretation of traditional elements such as volume, proportions and detail so as to be distinguishable from, and not mimic, existing surrounding buildings.

Sound Attenuation

Development fronting the northern boundary must be suitably treated to minimise any adverse effect on amenity of the development (refer to Section 1.2.6 for further details).

Northbridge Tunnel Covenents and Easements Imposed by Main Roads

Applicants should refer to Section 1.6.1 for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained. A Tunnel Impact Statement is required to be submitted with any development application for Lot 128.

2.7 – Lot Specific Guidelines

Fencing

The fence treatment of the secondary street frontages must maintain an interactive street frontage. Fences should be at least 75% visually permeable and should be in keeping with the appearance of the front fence. Solid blank fencing will not be supported.

Finished Floor Levels

Lot 128 must have a minimum finished floor level of 16.9m AHD at its boundary with Oriental Lane.

2.7.3 Lot 201 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 201 (a sketch providing an example of indicative built form is contained in Section 2.8).

Preferred Land Use

The preferred land use for Lot 201 is mixed use. However, the ground floor and first floor levels must contain commercial/retail uses to the entire Aberdeen Street frontage.

Setbacks

Western	– Minimum 7m to accommodate the existing Western Power Easement (Palmerston Street).
Southern	– Nil to Aberdeen Street within 5m of the eastern boundary. The setback to Aberdeen Street within the 5m zone must be the same as the established building setback to the adjoining lot.
Northern	– 3m to north eastern portion of the boundary to accommodate sewer easement.
	– Remaining boundary may be a minimum nil setback.
Eastern	– Nil.

Building Height

The maximum building height permitted on the site is three storeys up to 12m with a 4 storey corner element to Aberdeen and Palmerston Streets. A maximum height limit of 2 storeys up to 9m is permitted within 5m of the northern and eastern boundaries.

Access

Primary vehicular access for Lot 201 should be obtained via Kakulas Crescent.

Secondary points of access may be permitted from Palmerston and Aberdeen Streets. The discretion of the Authority shall apply.

2.7 – Lot Specific Guidelines

Development on Lot 201 should address all street frontages. Whilst the development should address all streets, the main pedestrian access to any residential component of the development should be from Palmerston Street.

Appearance

Development on Lot 201 should draw reference from the traditional Northbridge characteristics of the area. New built form should incorporate a contemporary interpretation of traditional elements such as volume, proportions and detail so as to be distinguishable from, and not mimic, existing surrounding buildings.

Lot 201 should incorporate elements such as windows to encourage passive surveillance of the adjacent parkland (Russell Square).

Sound Attenuation and the Main Roads Ventilation Building

Development fronting Aberdeen Street must be suitably treated to minimise any adverse effect on amenity, particularly to proposed residential uses, and incorporate double glazing to windows.

In addition, building ventilation to the Aberdeen Street frontage will need to be addressed. Open windows to this frontage are not supported and alternative ventilation measures will need to be provided.

Northbridge Tunnel Covenents and Easements Imposed by Main Roads

Applicants should refer to Section 1.6.1 for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained. A Tunnel Impact Statement is required to be submitted with any development application for Lot 201.

Western Power Sub-Station

Development of Lot 201 must incorporate a two hour fire rated district sub-station within the development complete with transformers and switchgear to Western Power requirements. The power supply to Lot 201 must originate from this new indoor sub-station.

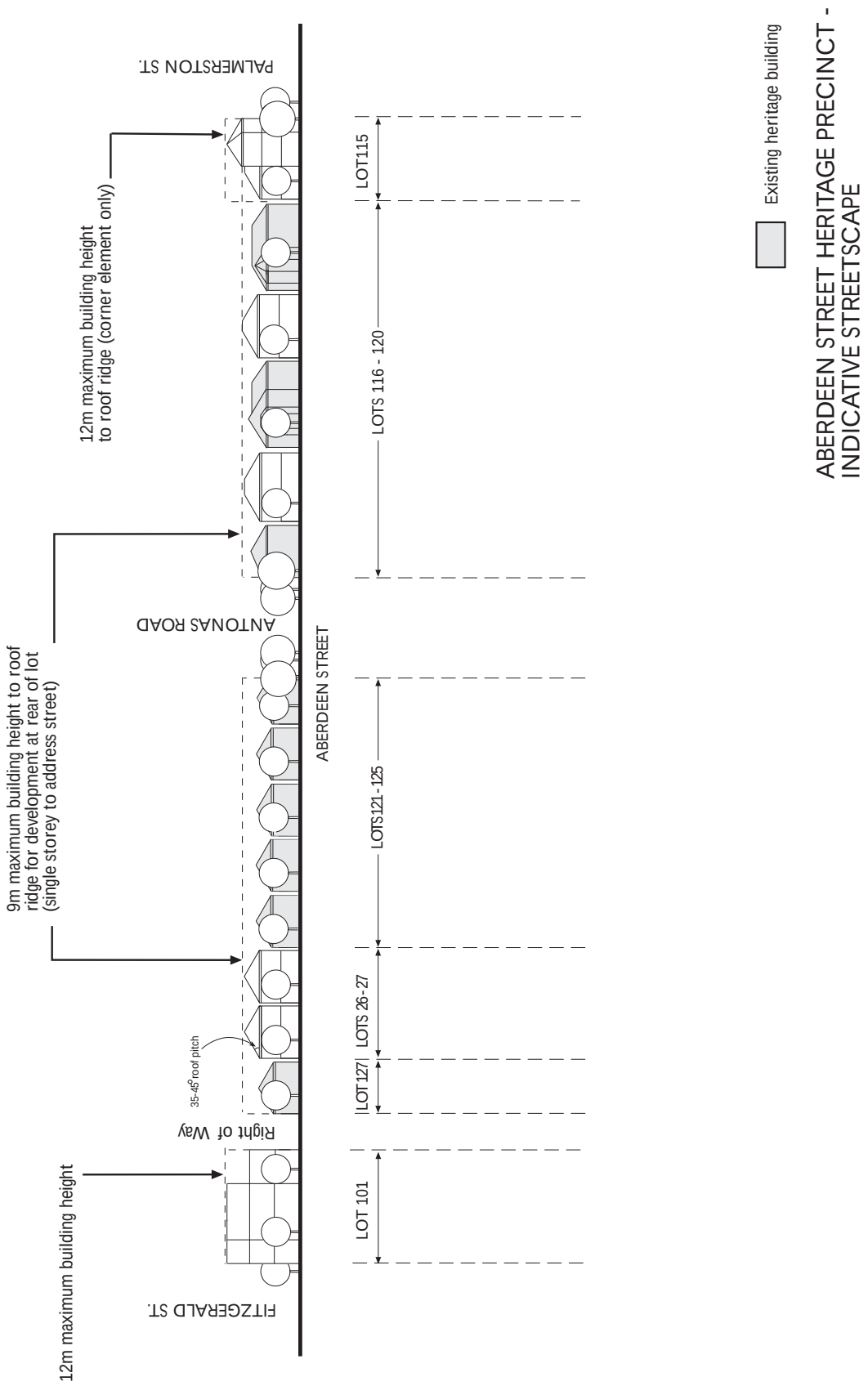
Sewer Easement

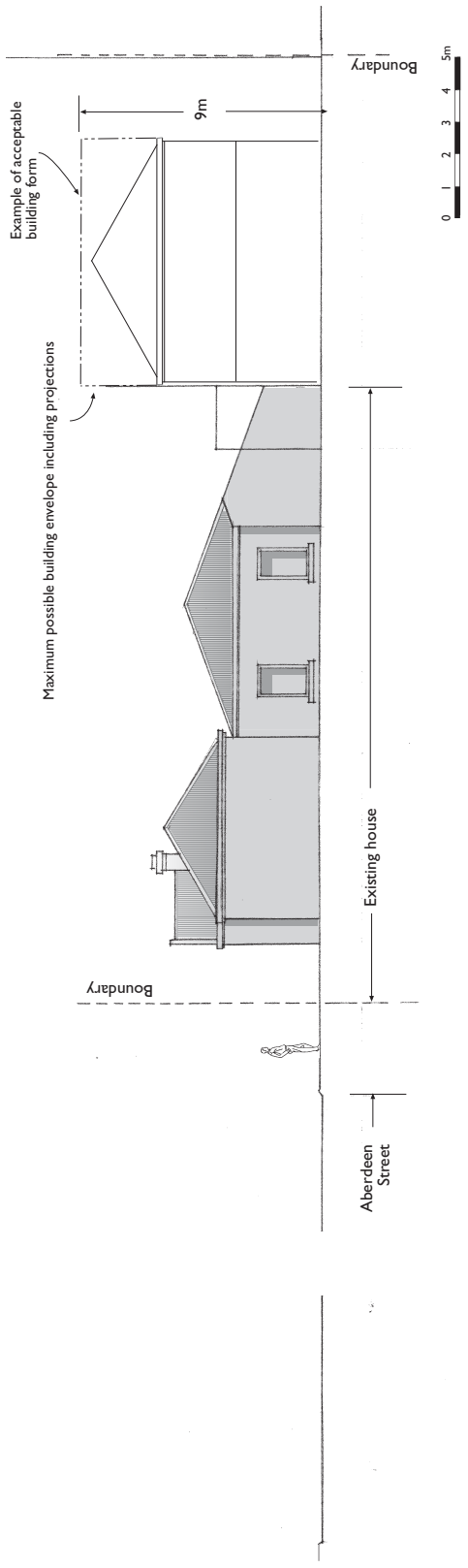
A setback of 3m must be maintained to the north eastern portion of the northern boundary of Lot 201 to accommodate a sewer easement. This easement must not be built on but may be used for car parking and access to the site.

Building Pad Level

Lot 201 should be designed with a minimum building pad level of 17.0m AHD in that portion of the lot south of Prizmic Lane due to a trapped low drainage point at the intersection of Aberdeen and Palmerston Streets.

2.8 – Urban Design Assessment





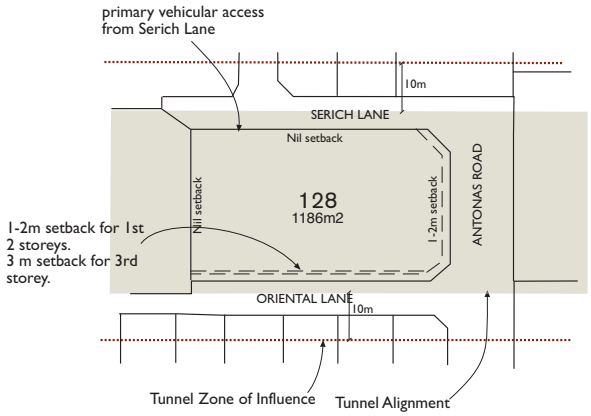
NOTE: Applicants are advised that additional development potential indicated is to be ancilliary (eg. loft/studio) to the existing dwelling. It does not constitute the development of an additional dwelling on a separate lot.

INDICATIVE SIDE ELEVATION

Lots 26, 27, 121-125, 127

2.8 – Urban Design Assessment

LOT 128



PLAN

SITE SPECIFIC GUIDELINES

DEVELOPMENT POTENTIAL
This lot should be developed for two possible uses:
- mixed use on the eastern portion
- commercial/showroom on the western portion

BUILDING HEIGHT
Maximum building height - 3 storeys up to 12m.

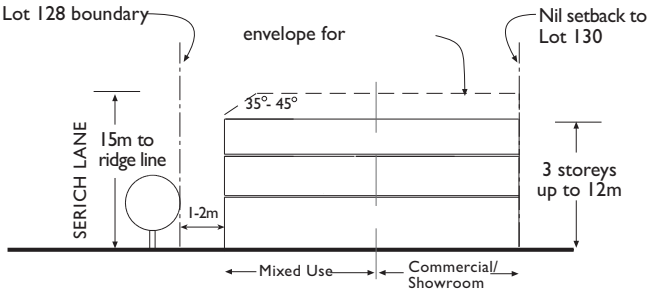
SETBACK

Northern	Min - nil
Western	Min - nil
Southern	Min - 1-2m for 1st 2 storeys 3m for 3rd storey
Eastern	Min - 1-2m

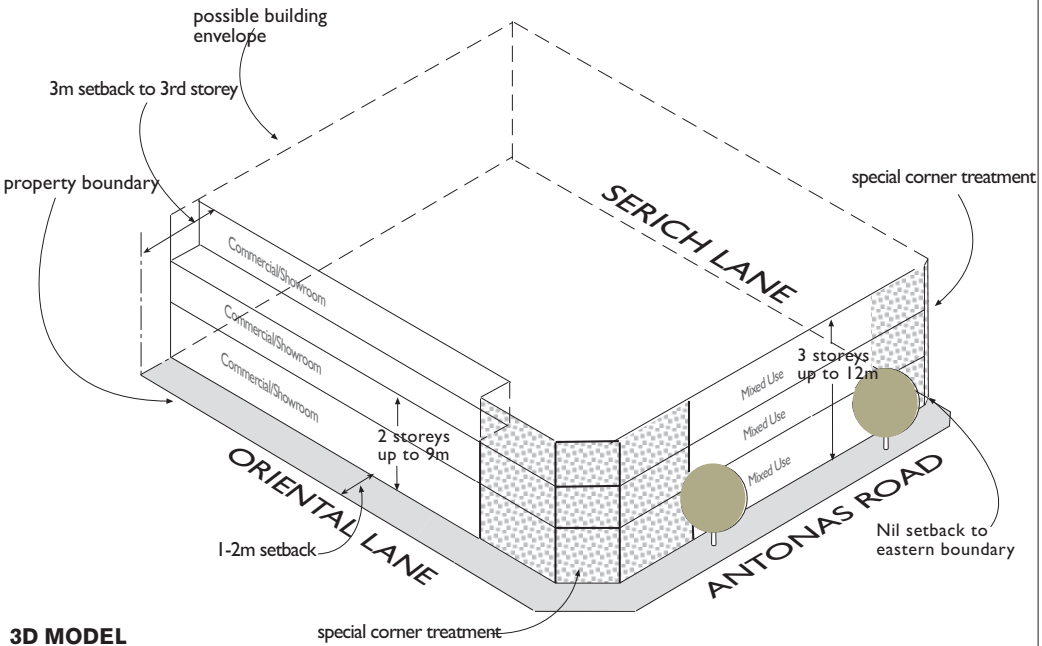
ACCESS
All vehicular access shall be via Serich Lane.

MISCELLANEOUS
Refer to Section 1 for additional information on the following:
- Sound attenuation.
- Tunnel influence and effect.
- Special corner treatment.

NOTE: All building forms shown are indicative only and do not represent final outcome



SECTION

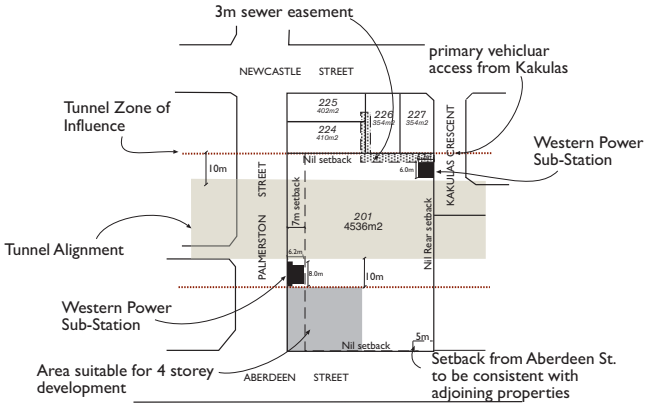


3D MODEL

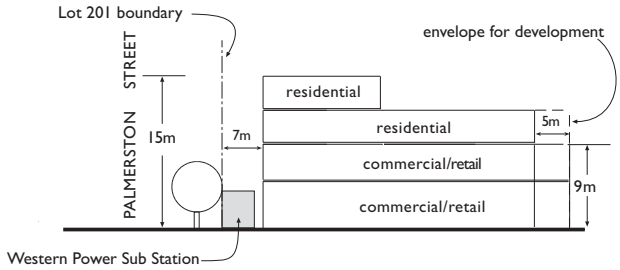
Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

2.8 – Urban Design Assessment

LOT 201



PLAN



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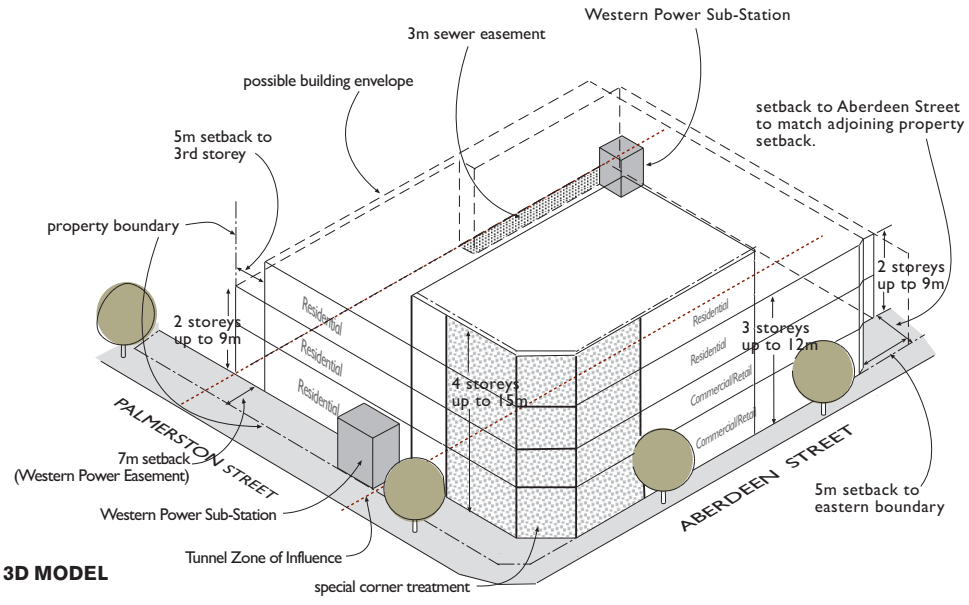


3D MODEL

SITE SPECIFIC

DEVELOPMENT POTENTIAL
This lot should be developed for mixed use with the uppermost level as residential. The ground and 1st floor must be commercial or retail use to the entire Aberdeen Street frontage.

BUILDING HEIGHT
Maximum building height - 3 storeys up to 12m.
4 storey element to the corner of Aberdeen and Palmerston Streets.
Maximum building height of 2 storeys up to 9m within 5m of the northern and eastern boundaries.

SETBACK

Northern	Min - 3m to north eastern portion. Nil to remainder of boundary.
Western	Min - 7m
Southern	Min - nil to within 5m of eastern boundary.
Eastern	Min - nil

ACCESS
All vehicular access shall be via Kakulas Crescent.

MISCELLANEOUS
Refer to Section 1 for additional information on the following:
- Sound attenuation.
- Tunnel Influence and effect.
- Western Power Sub-station.
- Building pad level.
- Special corner treatment.

NOTE: All building forms shown are indicative only and do not represent the final outcome

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

2.9 – Precinct Character Imagery

2.9.1 Activity

- The Russell Square Precinct will be characterised by a rich social and cultural diversity with an emphasis on single lot, multiple dwelling and mixed use buildings.
- Compatible non-residential uses including small shops, community facilities, recreational uses, restaurants, coffee shops, medical consulting rooms, service industry and small showrooms and workshops are also encouraged and will be considered on their merits in the context of their proposed location.

2.9.2 Movement

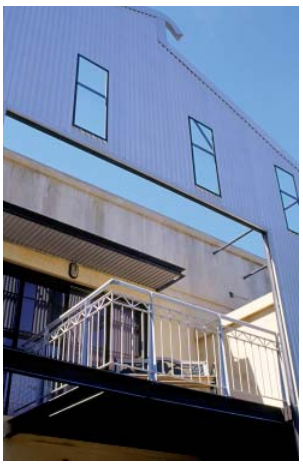
- Movement through the Precinct is directed along the existing street network, with an emphasis on rear access where possible.
- Two and three storey residential development is to be focused along new mid block vehicle and pedestrian linkages

2.9.3 Landscaping

- Newcastle Street has been upgraded with tree planting, verge improvements and underground power.

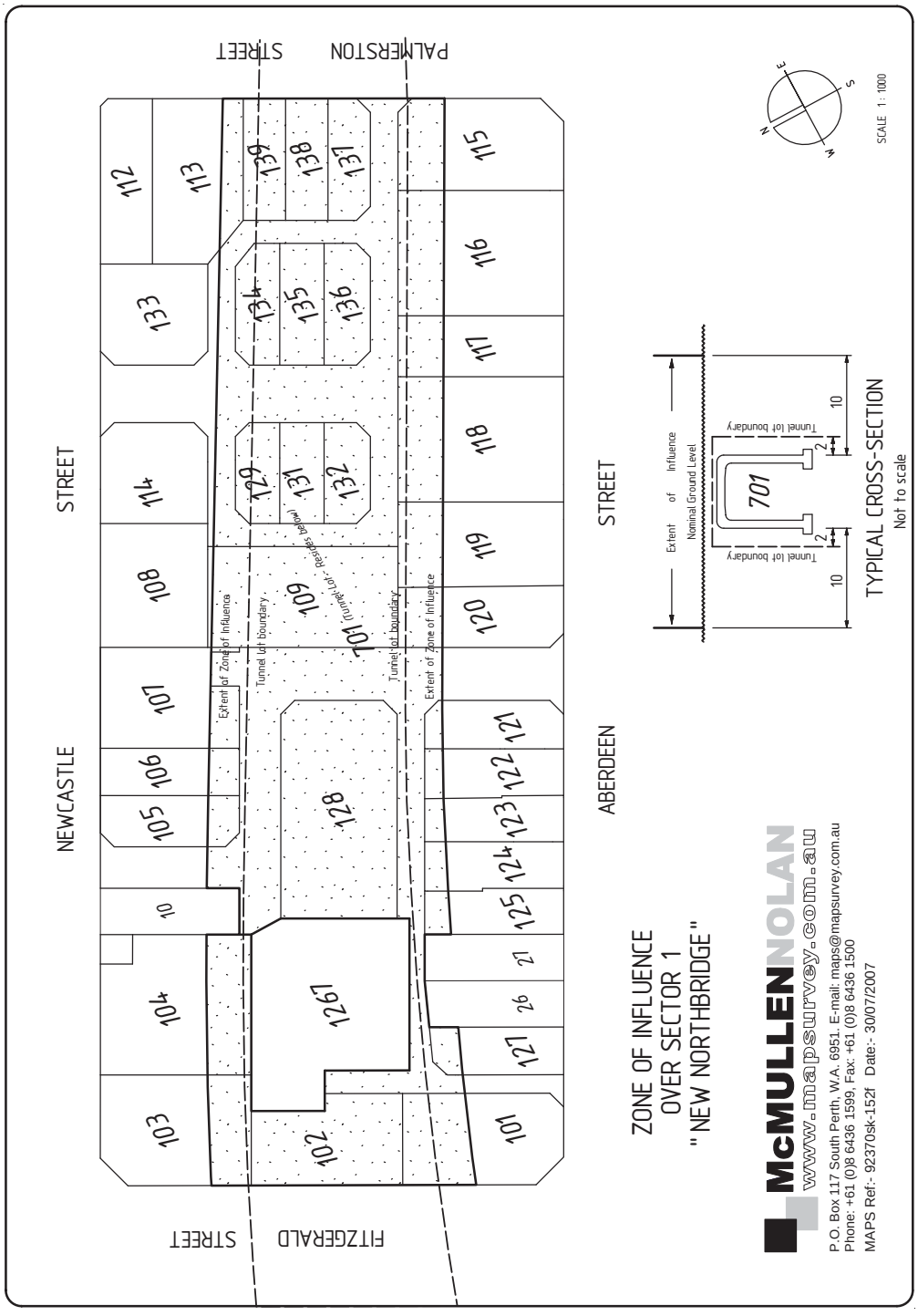
2.9.4 Building Design

- Development should be representative of the traditional Northbridge character and inner city housing styles.
- A mixture of building materials that provide a contemporary interpretation of the original building fabric within the Precinct is encouraged.
- Building elevations should be articulated to provide visual interest and detail to the development.
- Key sites opposite Russell Square should be designed to take advantage of views over the Square.

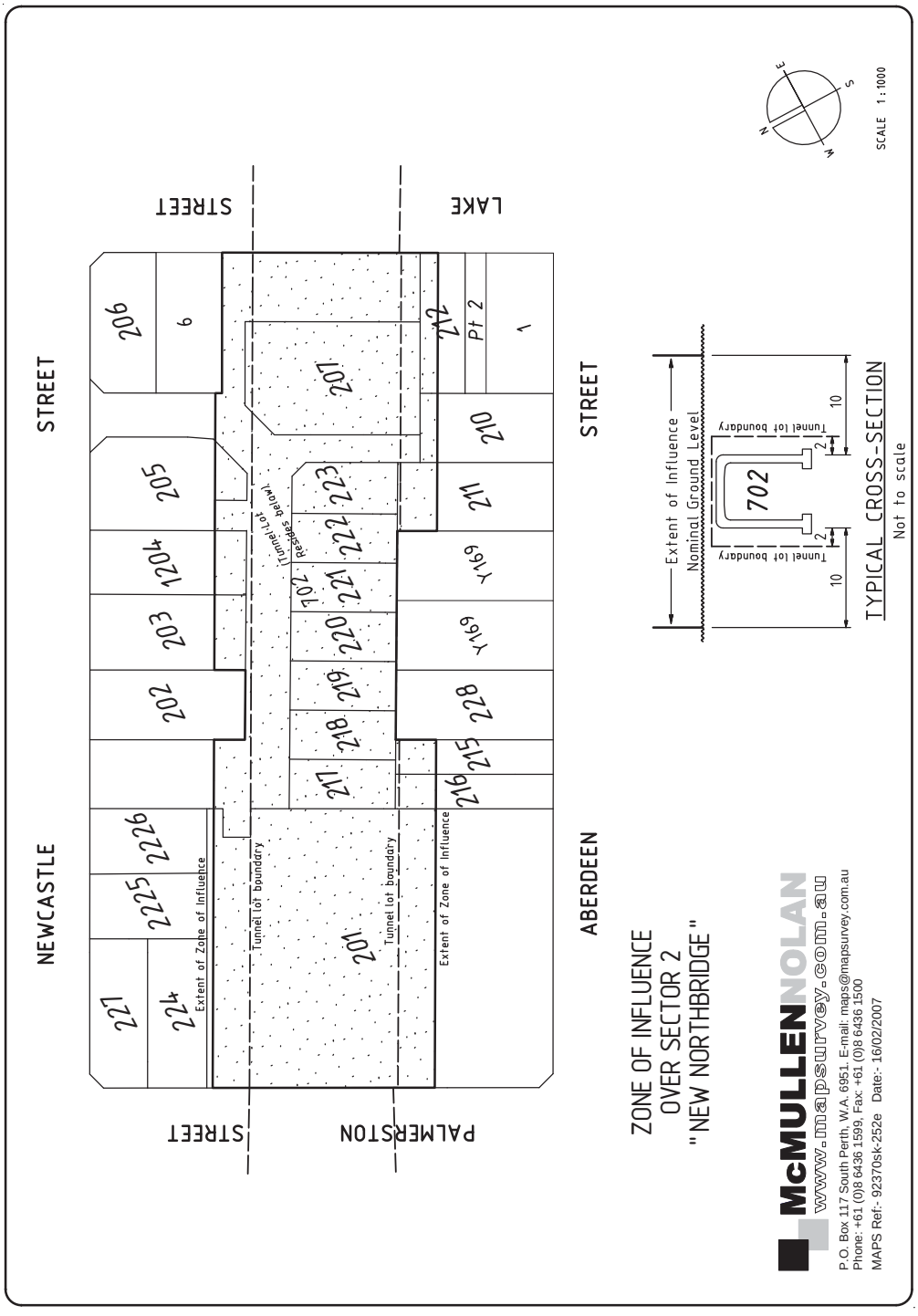


Note: All images shown are indicative only and do not represent the final design outcome.

2.10 – Tunnel Influence and Effect



2.10 – Tunnel Influence and Effect



SECTION 3 –
LAKE STREET PRECINCT

3.1 – Introduction

3.1.1 Desired Character

The Lake Street Precinct is to become a 'transitional' mixed commercial/ residential location between the existing core Northbridge entertainment and nightlife area south of Aberdeen Street, and the predominantly residential areas north of Newcastle Street. It will also include a vibrant focal point of compatible land use mix around Lake Street.

Where possible, buildings and places of recognised heritage significance should be incorporated into the new urban framework. Mixed residential and commercial developments will be encouraged, with an emphasis on minimising conflict between the uses. Alfresco dining and outdoor activities are encouraged where possible.

Plateia Hellas will form the hub of renewed development in the area. It will be designed for versatile usage for surrounding business, residential and recreational activities as well as providing an ideal venue for public events.

Versatile building forms are encouraged which provide variety and interest during the day and night. A large public car park is to be accommodated within the Precinct which provides direct and safe pedestrian access to the more commercial uses of Northbridge whilst minimising its impact on the urban form and limiting vehicular access to Newcastle Street.

Vehicular crossovers to new car parking areas should be minimised. Vehicle access from Lake Street will not be permitted where alternative access is available. Adequate short term car parking should be provided, however, such facilities should not be visible from the street or public places.

Contemporary designed commercial and mixed use buildings provide articulated facades adding interest to the streetscape.

Alfresco dining and outdoor activities are encouraged within the Precinct.

Mixed use development engages the street with commercial uses and provides passive surveillance through residential uses.

3.1 – Introduction

3.1.2 Objectives of the Precinct

The objectives for the Precinct are to:

- allow a mixture of compatible land uses in appropriate circumstances, such as dining and enertainment, retail, commericial and appropriately designed and located residential development;
- promote mixed use planning by locating facilities such as housing, places of employment and shops in close proximity to each other;
- create a precinct which recognises the capacity to accommodate a variety of compatible land uses while retaining their unique character and identity referred to above;
- impose specific land use controls which manage the impacts of non-residential development;
- minimise any adverse effect on residential amenity by devising appropriate design assessment criteria and applying specific impact mitigation requirements;
- increase the significance of heritage buildings by encouraging a contemporary design response from infill development;
- provide a versatile public space surrounded by robust built form that may be used for a range of activities for the surrounding business, residential and recreational uses; and
- encourage the Plateia Hellas to become the hub of the Precinct by accommodating a range of activities such as business, residential, recreation and public events.

3.2 – Precinct Plan (Plan 2)

Note: The information shown on this diagram, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

3.3 – Table 2: Summary Information

LOT NO	PREFERRED LAND USE	MAX. NO. RESIDENTIAL DWELLINGS PER LOT	MAX. SITE COVERAGE	SETBACKS			HEIGHT	TUNNEL ALIGNMENT	HERITAGE	OTHER
				FRONT MIN.	SIDE MIN.	REAR MIN.				
1L/Pt 2	Mixed Use / Commercial / Retail	N/A	100%	Nil	Nil	Nil	3 storeys up to 12m	N/A		See Sec. 3.7.5
1A	Commercial / Mixed Use	N/A	100%	See Sec. 3.6.1			2 storeys up to 9m	See Sec. 1.6.1		
2	Mixed Use / Commercial / Retail	N/A	100%	Nil	Nil	Nil	3 storeys up to 12m	See Sec. 1.6.1		See Sec. 3.7.5
3	Commercial / Retail	N/A	100%	Nil	Nil	Nil	3 storeys up to 12m	See Sec. 1.6.1	See Sec 3.6	
5	Mixed Use / Commercial / Retail	N/A	100%	Nil	Nil	Nil	See Sec. 3.6.1	See Sec. 1.6.1		See Sec. 3.7.5
6	Mixed Use / Commercial / Retail	N/A	100%	Nil	Nil	Nil	See Sec. 3.6.1	See Sec. 1.6.1	See Sec 3.6	See Sec. 3.7.5
14	Commercial / Retail	N/A	100%	Nil	Nil	Nil	3 storeys up to 12m	See Sec. 1.6.1	See Sec 3.6	
Pt Y 168	Mixed Use / Residential	1	No additional development to site permitted.							
Pt Y169a	Mixed Use / Residential	1	80%	See Sec. 3.6.1			2 storeys up to 9m	See Sec. 1.6.1		
Pt Y169b	Mixed Use / Residential	1	80%	See Sec. 3.6.1			2 storeys up to 9m	See Sec. 1.6.1		
202	Mixed Use / Residential	N/A	80%	See Sec. 3.4.2			2 storeys up to 9m	See Sec. 1.6.1		See Sec. 3.4.1
203	Mixed Use / Residential	N/A	80%	See Sec. 3.4.2			2 storeys up to 9m	See Sec. 1.6.1		See Sec. 3.4.1
204	Mixed Use / Residential	N/A	80%	See Sec. 3.4.2			2 storeys up to 9m	See Sec. 1.6.1	See Sec 3.6	See Sec. 3.4.1
205	Mixed Use / Residential	N/A	80%	See Sec. 3.4.2			2 storeys up to 9m	See Sec. 1.6.1	See Sec 3.6	See Sec. 1.6.5 & 3.4.1
206	Mixed Use / Commercial / Retail	N/A	100%	Nil	Nil	Nil	3 storeys up to 12m	See Sec. 3.7.5		See Sec. 3.7.5
207	Mixed Use	N/A	100%	See Section 3.8.5 for Design Guidelines and Performance Standards						
210	Mixed Use / Commercial	1	80%	See Sec 3.6.1	3m	3m	See Sec. 3.6.1	See Sec. 1.6.1	See Sec 3.6	See Sec. 1.6.5
211	Mixed Use / Commercial	1	80%	See Sec. 3.6.1			2 storeys up to 9m	See Sec. 1.6.1	See Sec 3.6	

Note that in the Lake Street Precinct Transient Residential development is generally preferred instead of Permanent Residential development, particularly within the vicinity of entertainment venues.

3.3 – Table 2: Summary Information

LOT NO	PREFERRED LAND USE	MAX. NO. RESIDENTIAL DWELLINGS PER LOT	MAX. SITE COVERAGE	SETBACKS			HEIGHT	TUNNEL ALIGNMENT	HERITAGE	OTHER
				FRONT MIN.	SIDE MIN.	REAR MIN.				
212	Mixed Use / Commercial / Retail	1	N/A	Nil	Nil	Nil	See Sec. 3.6.1	See Sec 1.6.1	See Sec 3.6	See Section 1.6.5
215	Commercial / Mixed Use	1	80%	See Separate Guidelines						
216	Commercial / Mixed Use	1	80%	See Sec. 3.6.1			See Sec. 3.6.1	See Sec 1.6.1	See Sec 3.6	
217	Mixed Use / Residential	1	80%	2m	Nil	4m	2 storeys up to 9m	See Sec 1.6.1		See Section 1.6.5
218	Mixed Use / Residential	1	80%	2m	Nil	4m	2 storeys up to 9m	See Sec 1.6.1		See Section 1.6.5
219	Mixed Use / Residential	1	80%	2m	Nil	4m	2 storeys up to 9m	See Sec 1.6.1		See Section 1.6.5
220	Mixed Use / Residential	1	80%	2m	Nil	4m	2 storeys up to 9m	See Sec 1.6.1		See Section 1.6.5
221	Mixed Use / Residential	1	80%	2m	Nil	4m	2 storeys up to 9m	See Sec 1.6.1		See Section 1.6.5
222	Mixed Use / Residential	1	80%	2m	Nil	4m	2 storeys up to 9m	See Sec 1.6.1		See Section 1.6.5
223	Mixed Use / Residential	1	80%	2m	Nil	4m	2 storeys up to 9m	See Sec 1.6.1		See Section 1.6.5
224	PAW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
301	Mixed Use	N/A	100%	See Section 3.7.5 for Design Guidelines and Performance Standards						
304	Commercial / Retail	N/A	100%	Nil	Nil	Nil	See Sec. 3.6.1	See Sec 1.6.1	See Sec 3.6	
305	Commercial / Retail	N/A	100%	Nil	Nil	Nil	2 storeys up to 9m	See Sec 1.6.1		See Section 1.6.4
370	Mixed Use / Commercial / Retail / Residential	N/A	See Section 3.7.1 for Design Guidelines and Performance Standards							See Section 1.6.4
371	Mixed Use / Commercial / Retail / Residential	N/A	See Section 3.7.2 for Design Guidelines and Performance Standards							
307	Mixed Use / Commercial	N/A	80%	See Sec. 3.6.1			See Sec. 3.6.1	See Sec 1.6.1	See Sec 3.6	
308	Mixed Use / Commercial	N/A	80%	See Section 3.7.3 for Design Guidelines and Performance Standards						See Section 1.6.4
309	Commercial / Retail	N/A	100%	Nil	Nil	Nil	See Sec. 3.6.1	N/A	See Sec 3.6	

Note that in the Lake Street Precinct Transient Residential development is generally preferred instead of Permanent Residential development, particularly within the vicinity of entertainment venues.

3.3 – Table 2: Summary Information

Lot No.	Preferred Land Use	Max No Residential Dwellings per lot	Max. Site Coverage	Setbacks (m)			Height (m)	Tunnel Alignment	Heritage	Other
				Front Min	Side Min.	Rear Min.				
310	Commercial/ Retail	N/A	100	Nil	Nil	Nil	See Sec 3.6.1		See Sec. 3.6	
311	Commercial/ Retail	N/A	100	Nil	Nil	Nil	See Sec 3.6.1		See Sec. 3.6	
312	Commercial/ Retail	N/A	100	Nil	Nil	Nil	See Sec 3.6.1	See Sec 1.6.1	See Sec. 3.6	
313	Commercial/ Retail	N/A	100	Nil	Nil	Nil	See Sec 3.6.1	See Sec 1.6.1	See Sec. 3.6	
314	Commercial/ Retail	N/A	100	Nil	Nil	Nil	3 storeys up to 12m	See Sec 1.6.1		
315	Commercial/ Retail	N/A	100	Nil	Nil	Nil	3 storeys up to 12m	See Sec 1.6.1		
318	Commercial/ Retail	N/A	80	See Sec 3.6.1			See Sec 3.6.1	See Sec 1.6.1	See Sec. 3.6	
319	Commercial/ Retail	N/A	80	See Sec 3.6.1			See Sec 3.6.1	See Sec 1.6.1	See Sec. 3.6	
320	Commercial/ Retail	N/A	70	See Sec 3.6.1			See Sec 3.6.1	See Sec 1.6.1	See Sec. 3.6	
321	Commercial/ Retail	N/A	70	See Sec 3.6.1			See Sec 3.6.1	See Sec 1.6.1	See Sec. 3.6	
322	Commercial/ Retail	N/A	70	See Sec 3.4.2	Nil	Nil	2 storeys up to 9m	See Sec 1.6.1		
323	Commercial/ Retail	N/A	80	See Sec 3.6.1			See Sec 3.6.1	See Sec 1.6.1	See Sec. 3.6	
324	Commercial/ Mixed Use	1	See Separate Design Guidelines for Performance Standards – Aberdeen Street Cottages							
325	Commercial/ Mixed Use	1	See Separate Design Guidelines for Performance Standards – Aberdeen Street Cottages							
326	Commercial/ Mixed Use	1	See Separate Design Guidelines for Performance Standards – Aberdeen Street Cottages							
327	P.A.W	-	-							
328	Car Park	N/A	100	See Section 3.7.4 for Design Guidelines and Performance Standards						

Definitions

Mixed Use Development: Buildings that contain residential dwellings in conjunction with commercial and non-residential uses. **Note that in the Lake Street Precinct Transient Residential development is generally preferred instead of Permanent Residential development, particularly within the vicinity of entertainment venues.**

Building Height: Building height is controlled by two measures. The maximum height limit for development (to the ridge) is indicated by the height given in metres, i.e. 9m. The maximum scale of development is indicated by the reference to storeys, i.e. 2 storeys.

Max. No. Dwellings: The maximum dwelling yield has been calculated solely based on a function of the RD-Codes. The design principles applicable to development in the East Perth Redevelopment Area are incorporated into these Design Guidelines. These principles will directly affect the number of dwelling units that can be built on any site. For this reason, it should not be assumed that the maximum dwelling yield is achievable in all instances.

3.4 – Building Design

3.4.1 Building Appearance and Streetscape

Building elevations within the Lake Street Precinct should be articulated to provide visual interest and detail to the development. The street or 'public face' of the building should be detailed to provide visual richness and variety, highlight rhythms, reduce apparent bulk and enhance its individual identity. This can be achieved through the use of colour, texture and materials, surface modelling and the integration of art. The height of proposed development in relation to existing buildings plays an integral role in the establishment of consistent rhythm of the streetscape.

Elements such as awnings, balconies and windows are encouraged. The entrance to buildings should be clearly defined. Dwellings should be designed to encourage passive surveillance of the public realm from living areas and balconies. This enables 'eyes on the street', helping reduce the occurrence of antisocial behaviour.

The East Perth Redevelopment Authority (the Authority) encourages a mixture of building materials within the Precinct that reflect and continue the established building materials utilised by the original buildings within the Precinct. Materials include red brick, rendered construction, corrugated iron, terracotta, iron and steel roofing. Colour should be in keeping with the style of the development and be used to accentuate features of the building.

Development to Lots 202-205 must have a dual frontage and address both Newcastle Street and Kakulas Crescent in order to provide an active street frontage and allow for casual surveillance. Development is not permitted to 'turn its back' on Kakulas Crescent.

Development on Lots 14 and 320-322 is encouraged to address the right of way at the rear (Michael Close) so as to provide an active streetscape and allow for casual surveillance.

3.4.2 Plot Ratio, Setbacks and Heights

Building setbacks and heights must be within the parameters detailed in Table 2 – Summary Information for this Precinct.

Plot Ratio

The plot ratio for all developments in the Lake Street Precinct shall be a maximum of 2.0.

Front Setbacks

Where lots have more than one street frontage, the front setback shall be the street to which the shortest boundary adjoins.

The front setback for Lots 202-205 shall be taken as Newcastle Street.

The front setback to Lot 322 must be consistent with the buildings on adjoining Lots 321 and 323 in order to maintain the established streetscape. Development forward of this established setback will not be permitted.

New development combines existing and new built form to create a mixed use development of commercial and residential uses.

Development with windows overlooking a laneway provide passive surveillance.

Existing heritage building distinguishable from contemporary development.

3.4 – Building Design

Side Setbacks

Where not specified in Table 2, side setbacks will be assessed with consideration being given to the following:

- compliance with the guideline's solar access requirements; and
- impact on the privacy of adjoining properties.

Rear Setbacks

Rear setbacks are specified in Table 2. Generally, a nil rear setback is permitted throughout the Precinct.

Building Height Limits

Building height limits on lots within the Precinct vary according to the particular lot as set out in Table 2. Generally, building heights throughout the Precinct will be limited to two storeys up to 9m, and three storeys up to 12m.

3.5 – Car Parking and Access

3.5.1 Vehicle Access Gates, Carports and Garages

Vehicular access to lots within the Lake Street Precinct must be obtained as follows:

- Lots 1L/Pt 2, 2 and 5 – Lake Street
- Lots 1A, 322 and 323 – Michael Close
- Lots 3 and 324 – Adjoining right-of-way
- Lots 202-204 – Kakulas Crescent
- Lots 6, 205-210 and 223 – Grigoroff Street
- Lots 301 and 305 – Zempilas Road
- Lot 308 – Errichetti Place
- Lots 309-315 – Via Torre
- Lot 370 – Errichetti Place
- Lot 371 – Zempilas Road

All other lots are to obtain access from the street to which they front.
A maximum of one crossover is permitted.

Garaging/carport structures within the front setback are not permitted.

3.5.2 Pedestrian Access

Development on Lots 1L/Pt 2, 2, 3-5, 14, 202-206, 305, 370, 371, 308, 319, 322 and 323 should address both/all street frontages. Whilst the development should address all streets, the main pedestrian access should be from the following streets:

- Lots 202-204 – Newcastle Street & Kakulas Crescent
- Lots 205, 305, 370, 371 and 308 – Newcastle Street
- Lot 3 – William Street
- Lots 1L/Pt 2, 2, 14, 319, 322 and 32 – Aberdeen Street
- Lots 5 and 206 – Newcastle and Lake Streets

3.6 – Heritage Listed Properties

Heritage listed properties within the Lake Street Precinct include:

State Register of Heritage Places:
Lots 14, Pt Y168, 307, 316, 317 and 324-326

The above properties are afforded protection under the Heritage of Western Australia Act 1990. This means that all development proposals for these properties must be referred to the Heritage Council of Western Australia for advice prior to being determined and that advice must be complied with.

The Authority's Heritage Inventory:
Lots 3, 6, 204, 205, 210, 211, 212, 215, 216, 304, 370, 371, 309-313 and 318-321.

Existing street setback maintained. Uses allow for interaction at street level and casul surveillance at upper levels.

3.6.1 Setbacks and Heights

Development on lots that either contain or adjoin buildings of heritage significance should generally maintain the established streetscape in terms of building setbacks, existing building heights and presentation.

Front Setbacks

Development within the front setback of a lot containing a heritage building is not permitted. However, the setback area may be used for car parking (no garaging) if the only access to the site is via the front street, except for Lot 370 where car parking is not permitted in front of the Queen Anne Cottages.

Side Setbacks

Side setbacks to lots should be reflective of the side setbacks of adjoining properties.

Side setbacks for new development on lots containing existing buildings should maintain the setback established by that building.

Building height limits

Generally, building heights will be limited to two storeys up to 9m in height so as to minimise the impact on the existing streetscape except for Lots 370 and 371 where it is limited to three storeys up to 12m in height. In addition, infill development is encouraged to use the existing adjoining building height references (such as string coursings, window head/sill heights, etc.).

Additional development on lots containing existing buildings shall be restricted to the rear of the building only in order to maintain the rhythm of the streetscape. Where additional development may be achieved it shall be limited to a height of two storeys up to 9m at the rear of the lot to protect the existing streetscape, and should maintain the existing side setbacks.

Refer to Section 3.8 for an example of indicative development potential to heritage buildings.

3.6.2 Other Design Guidelines

Lots 215 and 324-326 are subject to separate design guidelines adopted by the Authority. Copies of these guidelines can be obtained from the Authority. Applicants are encouraged to refer to these guidelines prior to lodging an application for development.

3.7 – Lot Specific Guidelines

3.7.1 Lot 370 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 370 (a sketch providing an example of indicative built form is contained in Section 3.8).

Preferred Land Uses

The preferred land uses for Lot 370 is mixed use/commercial/transient residential/retail.

Setbacks

Northern – Not forward of the existing Queen Anne Cottages

Southern – Nil

Western – Nil

Eastern – Nil

Internal setbacks to existing heritage buildings are required to respect the heritage significance of the buildings.

Building Height

The maximum building height permitted on the site is three storeys up to 12m.

Access

Primary vehicular access must be obtained from Errichetti Place. Direct vehicular access from Newcastle Street is discouraged.

Primary pedestrian access must be obtained from Newcastle Street. Secondary pedestrian access via Errichetti Place is encouraged.

Appearance

The built form must incorporate the heritage buildings located on Newcastle Street, and should draw on the traditional characteristic of the area such as a fine grain form of development with narrow building frontages. Development must aim to establish an active street frontage that may be achieved through the development of commercial/retail or residential uses. The built form should minimise the impact of the car park on Lot 328 whilst providing direct, safe pedestrian access to the more commercial uses of Northbridge.

Frontages to Newcastle Street and Errichetti Place should be articulated and provide visual interest at ground level.

3.7 – Lot Specific Guidelines

Heritage Listed Properties

Lot 370 contains buildings identified on the Authority's Heritage Inventory that are to be retained. Infill development shall be designed to ensure the significance of the existing buildings is respected. New development may propose the integration of new built form adjoining or as an extension to the existing heritage buildings. However the new built form must be designed in a manner that does not compromise the heritage significance of these buildings. Design is not to mimic or attempt to replicate the design of the heritage buildings. Applicants should refer to Section 3.6 of these guidelines for further details regarding the development of heritage listed properties.

Western Power Sub-Station

Applicants are encouraged to explore options to establish built form over or around the sub-station and to screen the sub-station from the street. Further discussions with Western Power and the Authority may be required.

3.7.2 Lot 371 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 371 (a sketch providing an example of indicative built form is contained in Section 3.8).

Preferred Land Uses

The preferred land uses for Lot 371 is mixed use/ commercial/ retail/ transient residential. The residential component of the development is encouraged to provide social and/or affordable housing outcomes.

Setbacks

Northern – Nil

Southern – Nil

Western – Nil

Eastern – Nil

Internal setbacks to the existing heritage building are required to respect the heritage significance of the building.

Building Height

The maximum building height permitted on the site is three storeys up to 12m.

Access

Primary vehicular access must be obtained from Zempilas Road. Direct vehicular access from Newcastle Street is discouraged.

Primary pedestrian access must be obtained from Newcastle Street. Secondary pedestrian access via Zempilas Road is encouraged.

3.7 – Lot Specific Guidelines

Appearance

The preferred use for development on Lot 371 is mixed use/commercial/ residential/retail. The built form must incorporate the heritage building located on Newcastle Street, and should draw on the traditional characteristic of the area such as a fine grain form of development with narrow building frontages. Development must aim to establish an active street frontage that may be achieved through the development of commercial/retail or housing uses. The built form should minimise the impact of the car park on Lot 328 whilst providing direct, safe pedestrian access to the more commercial uses of Northbridge.

Frontages to Newcastle Street and Zempilas Road should be articulated and provide visual interest at ground level.

Heritage Listed Properties

Lot 371 contains a building identified on the Authority's Heritage Inventory that is to be retained. Infill development shall be designed to ensure the significance of the existing building is respected. New development may propose the integration of new built form adjoining or as an extension to the existing heritage building. However the new built form must be designed in a manner that does not compromise the heritage significance of the building. Design is not to mimic or attempt to replicate the design of the heritage building. Applicants should refer to Section 3.6 of these guidelines for further details regarding the development of heritage listed properties.

3.7.3 Lot 308 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 308 (a sketch providing an example of indicative built form is contained in Section 3.8).

Preferred Land Use

The preferred land use for Lot 308 is mixed use/ commercial/ transient residential.

Setbacks

Northern – Nil. However, development within 5m of the adjoining boundary to Lot 307 must be consistent with the setback of the heritage buildings.

Southern – 3m

Western – Nil

Eastern – Nil for first two storeys. 3m setback to third storey.

Building Height

The maximum building height permitted on the site is two storeys up to 9m to the northern portion of the lot adjoining Lot 307. A maximum building height of three storeys up to 12m is permitted to the southern portion of the site.

3.7 – Lot Specific Guidelines

Access

Primary vehicular access must be obtained from Errichetti Place and Via Torre.

Primary pedestrian access must be obtained from Newcastle Street.

Appearance

Development on Lot 308 should draw reference from the traditional Northbridge characteristics of the area. The building form should incorporate a contemporary interpretation of traditional elements such as volume, proportions and details so as to be distinguishable from, and not to mimic, existing surrounding buildings.

Development fronting Newcastle Street should be sympathetic in scale and materials to the heritage buildings on Lot 307. To assist in the transition between the two lots, development should incorporate a truncation to this boundary to achieve a consistent setback to that established by the buildings on Lot 307.

Northbridge Tunnel Covenants & Easements Imposed by Main Roads

Lot 308 is affected by a 2m wide easement relating to the Mid-Tunnel Ventilation Shaft.

Main Roads is granted an easement to emit fumes from the Mid-Tunnel Sump Ventilation Shaft which is the structure which has been constructed for the purpose of dispersing fumes from substances collected in the Mid-Tunnel Sump.

Owners of land in the Mid-Tunnel Sump Ventilation Area (refer to Precinct Plan) will be restricted from constructing any building within three metres of the Mid-Tunnel Ventilation Shaft and any air duct or air intake within five metres of the Mid-Tunnel Sump Ventilation Shaft.

Applicants should refer to Section 1.6.1 of the guidelines for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained.

A Tunnel Impact Statement is required with any development application for Lot 308.

Western Power Sub-Station

Development of Lot 308 must incorporate:

- a two hour fire rated district sub-station within the south western corner of the development, and
- a district sub-station within the north eastern corner of the development, both complete with transformers and switchgear to Western Power and the Authority's requirements.

3.7 – Lot Specific Guidelines

Sound Attenuation

Due to the close proximity of the Aberdeen Hotel, development should be acoustically treated to minimise any adverse effect on amenity, particularly to proposed residential uses (refer to Section 1.2.6 for further details).

3.7.4 Lot 328 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 328 (a sketch providing an example of indicative built form is contained in Section 3.8).

Preferred Land Use

The preferred land use for Lot 328 is car parking.

Setbacks

Northern – Nil

Southern – Nil

Western – Nil

Eastern – Nil

Building Height

The maximum building height permitted on the site is 12m.

Access

Vehicular access can be obtained from either Zempilas Road, Errichetti Place or Michael Close.

Appearance

The preferred use for development on Lot 328 is a large public car park. In designing the structure for Lot 328, every effort should be made to minimise its imposition on the streetscape when viewed from Newcastle Street Frontages to Zempilas Road and Errichetti Place should be articulated and provide visual interest at streetscape level.

Noise Emissions

The intent in locating the car park on this lot is to achieve an amelioration of noise emissions from the Aberdeen Hotel. This will have a positive effect on the new residential developments within the Precinct.

3.7 – Lot Specific Guidelines

All noise emission from the car park must comply with the requirements of the Environmental Protection (Noise) Regulations. As the car park is expected to be open after 10 pm at night, the Assigned Level set for night time noise sensitive (residential) premises must be achieved. Noise sources to be addressed include:

- opening and closing of car doors;
- car alarms;
- car starts and car horns;
- vehicle movement through car park including tyre squeals on corners;
- anti-social behaviour including shouting, noisy vehicles and car stereos; and
- car park ventilation systems.

Generally, noise control of these issues is to be achieved by a combination of engineering noise control and noise management.

Northbridge Tunnel Covenants & Easements Imposed by Main Roads

Owners of land in the Mid-Tunnel Sump Ventilation Area (refer to Precinct Plan) will be restricted from constructing any building within three metres of the Mid-Tunnel Ventilation Shaft and any air duct or air intake within five metres of the Mid-Tunnel Sump Ventilation Shaft.

Applicants should refer to Section 1.6.1 of the guidelines for performance standards relating to development over the Northbridge Tunnel to minimise intrusion upon tunnel operations. A Tunnel Impact Statement is required to be submitted with any development application for Lot 328.

3.7.5 Plateia Hellas, Lot 207 and Lot 301

The Plateia Hellas will form the hub of the Precinct. It will be designed for versatile use for surrounding business, residential and recreational activities, as well as providing an ideal venue for public events.

Lots 207 and 301 define the north-western and south-eastern boundaries of the Plateia.

Desired Character

Plateia Hellas is intended to become the heart of social activity within this part of Northbridge by encouraging people to gather for everyday business and entertainment activities, supplemented by special cultural events at regular intervals.

The Plateia will be characterised by food vendors, casual dining options and commercial tenancies, and will become the family-oriented alternate dining and light entertainment precinct, frequented by local residents and metropolitan, interstate and international visitors.

3.7 – Lot Specific Guidelines

Preferred Land Use

The preferred use within the Plateia is mixed use. Transient Residential Development is Preferred instead of Permanent Residential Development where sites are within the vicinity of entertainment venues with amplified music.

Place Management

The Authority intends to seek an option to purchase the ground floor commercial space of Lot 301 from the developer. This will enable the Authority to select the right tenants to provide an appropriate landuse mix in order to promote a high level of activation and make the Plateia a vibrant place.

In addition, the Authority will carefully manage the development of the Plateia area of influence which includes Lots 1L, 2, Pt Lot 2, 5, 6, 206, 207 and 212. The objective is to achieve the following:

- increased exposure of the Plateia to Newcastle and Aberdeen Streets to reinforce its position as the north-west entry point to Northbridge from Newcastle Street; and
- promotion of the Plateia as a social space for community, business, cultural and entertainment activities.

Building Appearance & Streetscape

The built form surrounding the Plateia should be designed to relate to Lake Street and the Plateia and create an intimate, human-scaled environment. Development on Lots 207 and 301 should address the public access ways (PAWs) and Michael Close respectively, through appropriately located openings and articulation of the built form so as to maintain street level activity and ensure casual surveillance, particularly from the car park on Lot 328. Blank walls to these boundaries are not permitted.

The built form is important in determining the successful activation of the Plateia. It must encourage the creation of a safe, pedestrian based, efficient and accessible space, and must create an active and vibrant environment by reinforcing the interface between internal and external uses and by providing passive surveillance.

Upper level balconies are encouraged to overlook and surveil the Plateia.

The built form must:

- relate to surrounding development through building heights, roof lines and scale;
- allow for the greatest activity and interest to be placed toward the most active external areas and pedestrian routes;
- have uniform nil setbacks along Lake Street and the PAWs;
- have facades that provide richness and give buildings a strong sense of street presence by expressing verticality through the design of openings and the use of simple architectural features to break up larger surface areas;

- have appropriately sized windows on the ground floor that frame views of the shop and its displays;
- have legible and well defined entrances and openings to enable safe and comfortable access;
- have windows on the ground floor that have a sill no less than 0.5m high to assist in defining the street edge; and
- not have visible air-conditioning units, ducts or other services on the facades.

Ground Floor Entrances

Shop entrances must be designed to enable safe and comfortable access, and to ensure that building fronts provide a clearly defined street edge. Shops should ideally have recessed entrances, allowing for a transition zone between buildings and footpaths, whilst maintaining a strong relationship between the entrance and the street. This zone should not extend further than one metre away from the footpath.

Where recessed entrances are provided, they should be truncated at an angle to the pedestrian route of no less than 60 degrees, or the adjacent sides of the recess must be glazed.

Ground Floor Windows

Shopfront windows should:

- be appropriately sized and defined;
- express mullion detail for added streetscape richness;
- be openable at every opportunity, especially in cafes, newsagents, etc.;
- have sills that are at least 0.5m high;
- not be painted out;
- not have window coverings to prevent views into the shop;
- have un-reflective glazing to allow views into the shop; and
- occupy at least 80% of the shopfront.

The examples on the following page highlight the standard required of the built form.

Ground Floor Tenancies

In order to ensure activation of the Plateia, the total ground floor commercial/retail floorspace provided for Lots 207 and 301 must be at least 185m^2 and 230m^2 respectively.

Residential Development

Permanent residential dwellings will be permitted to be developed on the first and second floors of Lots 207 and 301. However, in order to avoid potential interface issues between residential and non-residential uses

(i.e. complaints by residents about noise generated from the ground floor ses), a Section 70A notification will be placed on the title of all permanent residential dwellings to alert purchasers that they are buying into an entertainment precinct.

Sound Attenuation

The objectives for the Precinct aim to create a mixture of compatible land uses such as residential, retail and commercial. In doing so, it is acknowledged that certain measures will need to be taken to minimise any adverse effect on amenity, particularly residential.

Applicants should refer to Section 1.2.6 – Sound Attenuation.

Setbacks and Heights

Development should achieve a nil front setback to provide a consistent streetscape and engage the street.

The height of buildings on Lots 207 and 301 must be three storeys up to 12m.

Vehicular & Pedestrian Access

The Plateia will form a distinct north-west entry point for Northbridge, providing a logical point of arrival for visitors and residents travelling by foot, car or bus along Newcastle Street and Aberdeen Street from the west.

Vehicular access to lots should be obtained via the rear of each lot unless otherwise stated in these guidelines.

The main pedestrian access should be obtained from Lake Street. Access to the Plateia from the car park (Lot 328) is encouraged along the northern boundary of Lot 301.

Car parking

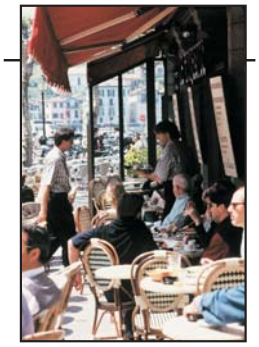
No minimum car parking requirements apply for either the commercial or residential uses of Lots 207 and 301. This is in order to ensure that valuable space around the Plateia is used for active rather than inactive (i.e. car parking) uses.

The parking standards referred to in Section 1.4.1 and the Perth Parking Policy still apply to new development.

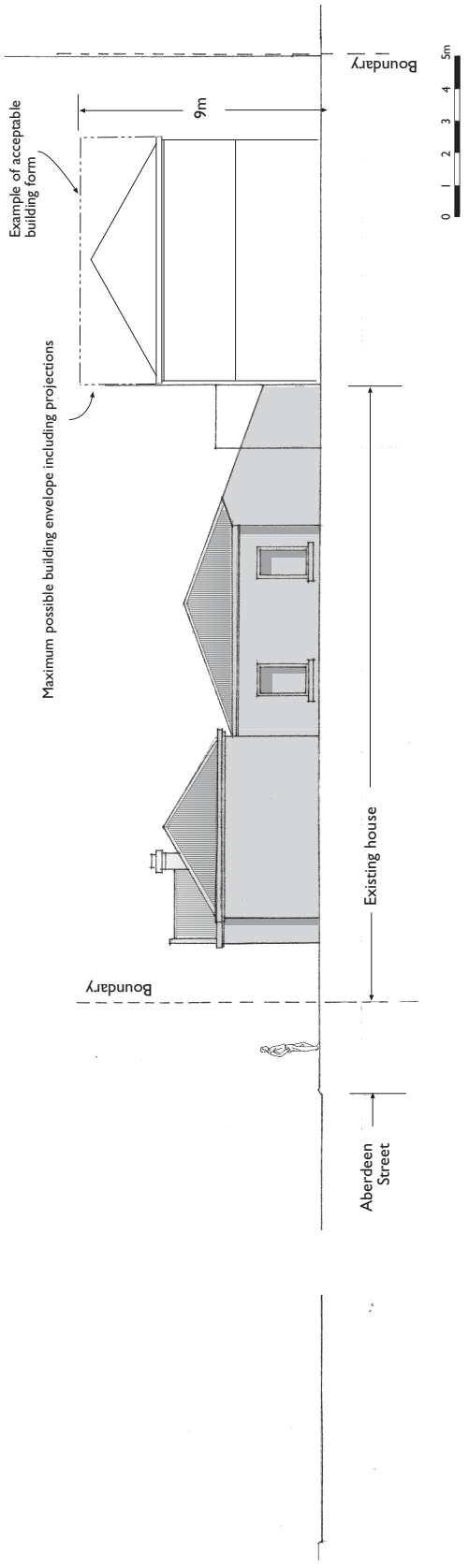
3.7 – Lot Specific Guidelines

Plateia Hellas Imagery

Artist impression of Plateia Hellas



3.8 – Urban Design Assessment



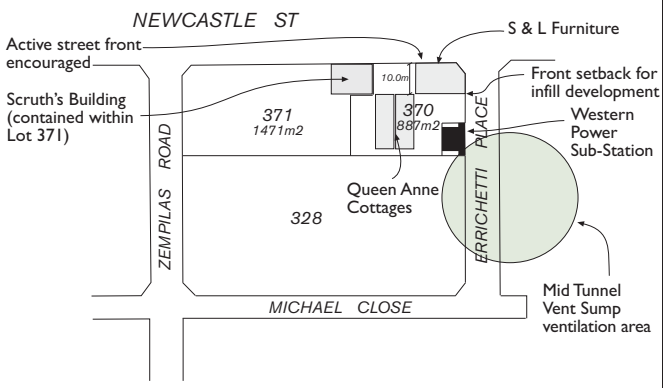
INDICATIVE SIDE ELEVATION

Lots 26, 27, 121-125, 127

NOTE: Applicants are advised that additional development potential indicated is to be ancilliary (eg. loft/studio) to the existing dwelling. It does not constitute the development of an additional dwelling on a separate lot.

3.8 – Urban Design Assessment

LOT 370



PLAN

SITE SPECIFIC GUIDELINES

DEVELOPMENT POTENTIAL
This lot should be developed for mixed use/commercial/ residential/retail use.

See Section 3.7.1 for additional details.

BUILDING HEIGHT
Maximum building height 3 storeys up to 12m.

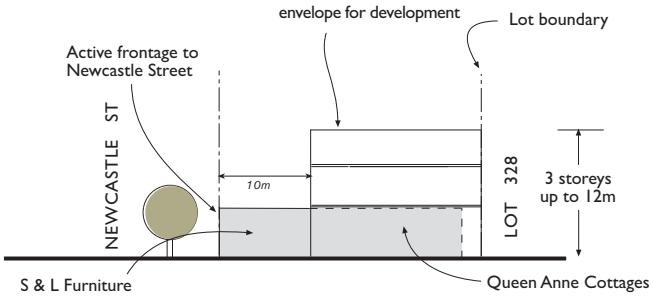
SETBACKS

Northern	Min - see plan
Western	Min - nil
Southern	Min - nil
Eastern	Min - nil

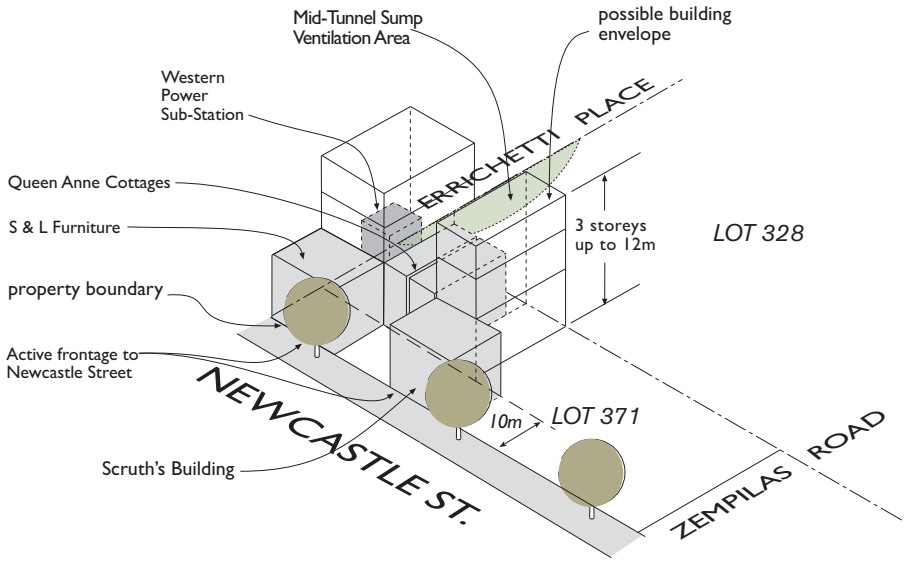
ACCESS
All vehicular access shall be via Errichetti Place.

MISCELLANEOUS
- The heritage listed Queen Anne Cottages and S & L Funriture building along Newcastle Street must be retained and incorporated into any new development.
- Active street front development is encouraged along Newcastle Street.
- Applicants are encouraged to explore options to establish built form over or around the sub-station and to screen the sub-station from the street. Further discussions with Western Power and the Authority will be required.

NOTE: All building forms shown are indicative only and do not represent final outcome



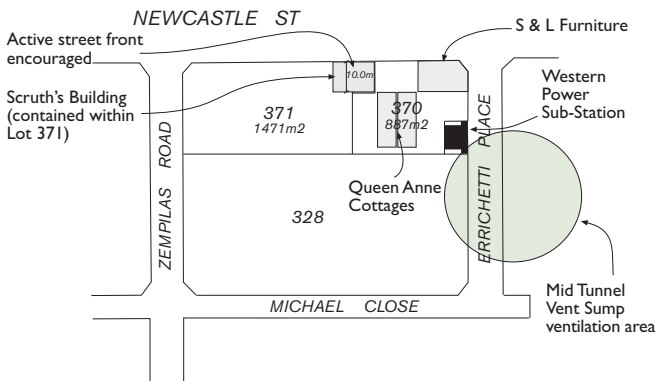
SECTION



Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

3.8 – Urban Design Assessment

LOT 371



PLAN

SITE SPECIFIC GUIDELINES

DEVELOPMENT POTENTIAL
This lot should be developed for mixed use/commercial/ residential/retail use.

See Section 3.7.2 for additional details.

BUILDING HEIGHT
Maximum building height 3 storeys up to 12m.

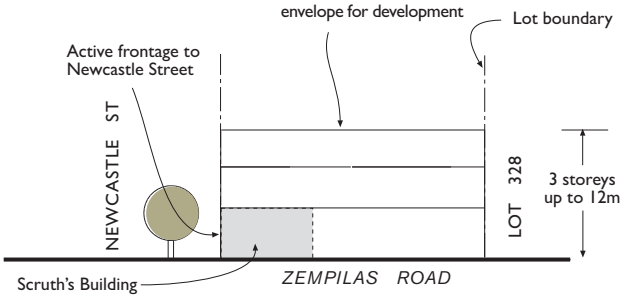
SETBACKS

Northern	Min - nil
Western	Min - nil
Southern	Min - nil
Eastern	Min - nil

ACCESS
All vehicular access shall be via Zempilas Road.

MISCELLANEOUS
- The heritage listed Scruth's Building along Newcastle Street must be retained and incorporated into any new development.
- Active street front development is encouraged along Newcastle Street.

NOTE: All building forms shown are indicative only and do not represent final outcome



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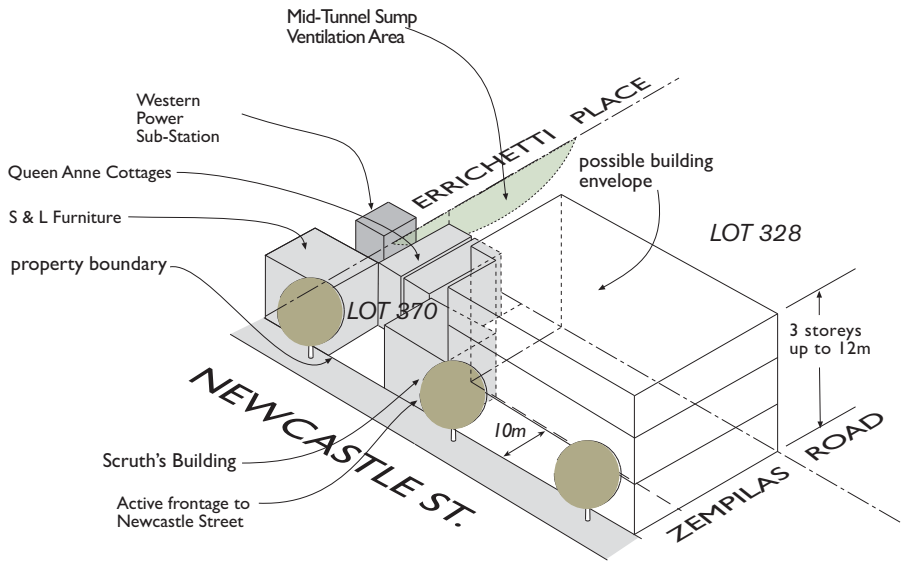
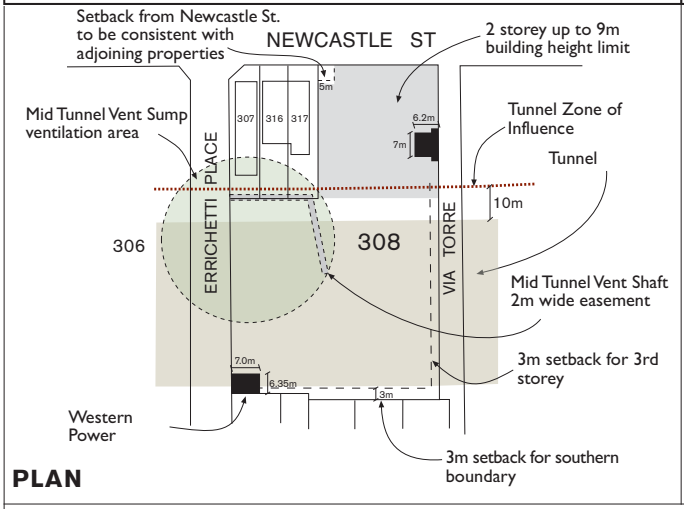


Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

3.8 – Urban Design Assessment

LOT 308



PLAN

SITE SPECIFIC GUIDELINES

DEVELOPMENT POTENTIAL
This lot should be developed for mixed use/commercial.

BUILDING HEIGHT
Maximum building height :

- 2 storeys up to 9m to the northern portion of the site.
- 3 storeys up to 12m to the southern portion of the site.

SETBACK

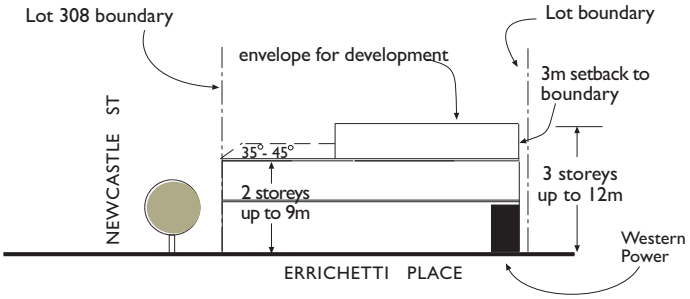
Northern	Min - nil
Western	Min - nil
Southern	Min - 3m
Eastern	Min - nil, 3m for 3rd storey

ACCESS
All vehicular access shall be via Errichetti Place and Via Torre.

MISCELLANEOUS
Refer to Section 3.7.3 for additional information on the following:

- Sound attenuation.
- Western Power Sub-Station
- Tunnel Influence and Effect.

NOTE: All building forms shown are indicative only and do not represent final outcome



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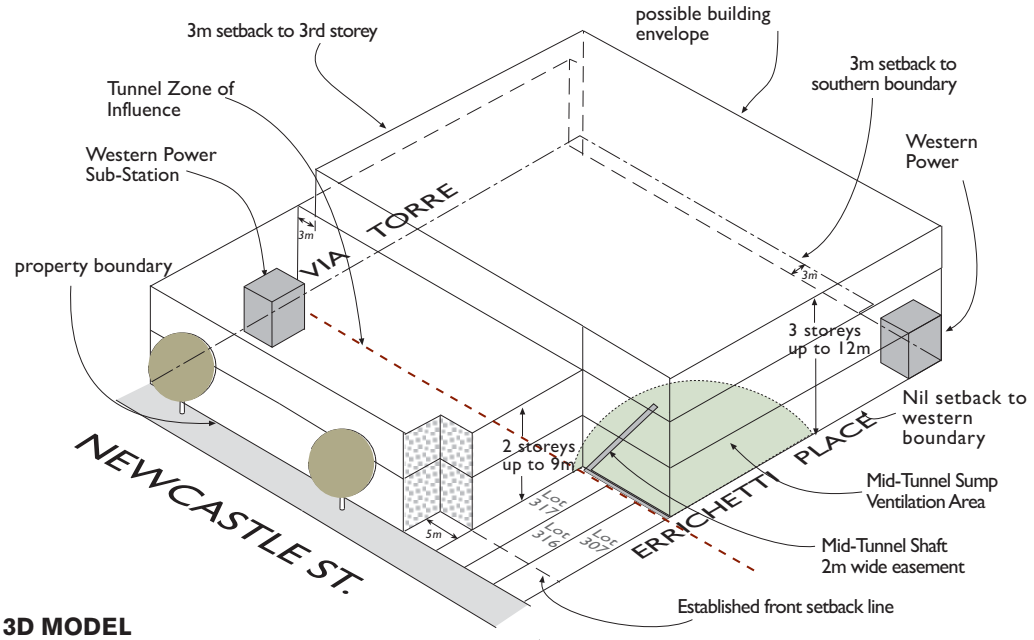
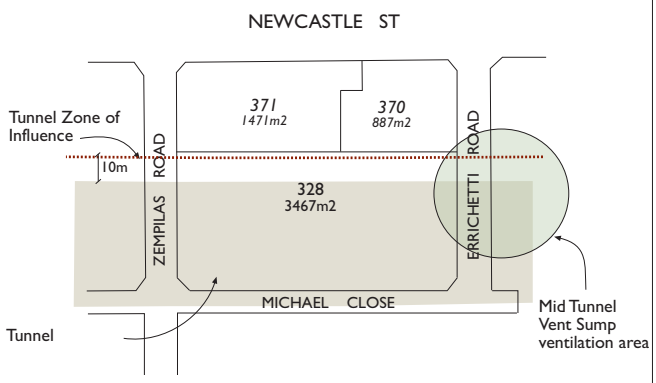


3D MODEL

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

3.8 – Urban Design Assessment

LOT 328



PLAN

SITE SPECIFIC GUIDELINES

DEVELOPMENT POTENTIAL
This lot should be developed as a car park.

See Section 3.7.4 for additional details.

BUILDING HEIGHT
Maximum building height 12m.

SETBACK

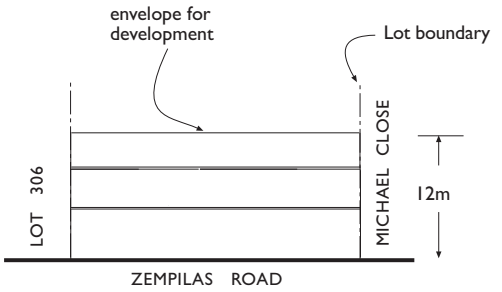
Northern	Min - nil
Western	Min - nil
Southern	Min - nil
Eastern	Min - nil

ACCESS
All vehicular access shall be via Zempilas Road, Errichetti Place and Michael Close.

MISCELLANEOUS

- Car park design to satisfy MRWA tunnel requirements.
- Built form to be unobtrusive when viewed from Newcastle Street.
- Articulated frontages to Zempilas Road and Errichetti Place.
- Refer Section 3.7.4 for guidelines on controlling noise emissions from the car park.

NOTE: All building forms shown are indicative only and do not represent final outcome



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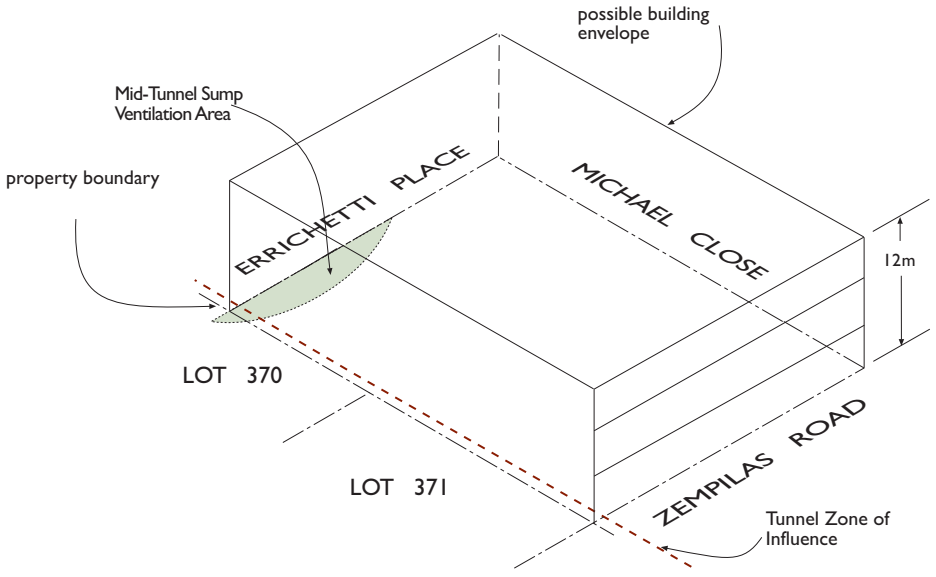
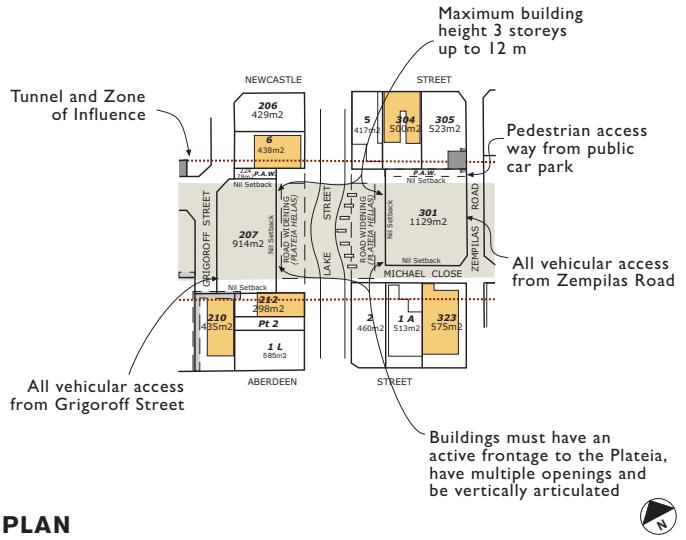


Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

3.8 – Urban Design Assessment

PLATEIA HELLAS, LOT 207 & LOT 301



PLAN

SITE SPECIFIC GUIDELINES

PREFERRED LAND USE
Mixed use

SETBACKS
Lot 207 to have nil setbacks to the north, south and east.

Lot 301 to have nil setbacks to the north, south and west.

BUILDING HEIGHT
Maximum 3 storeys up to 12m.

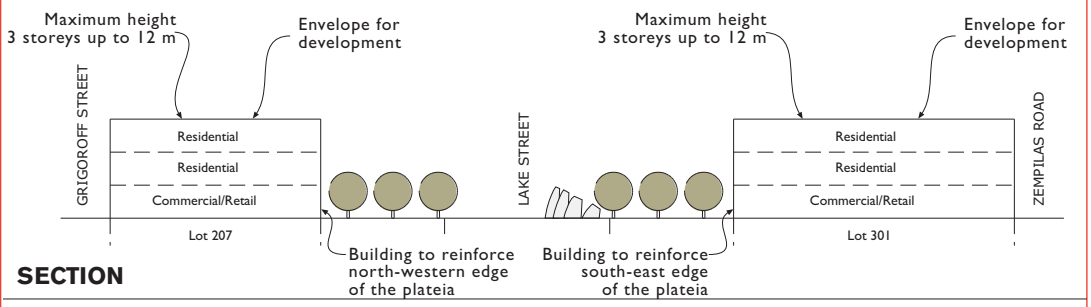
ACCESS
Vehicular access to Lots 207 and 301 will be via Grigoroff Street and Zempilas Road respecively.

Pedestrian access is encouraged via the PAWs and Lake Street.

CAR PARKING
No minimum car parking requirements apply to residential or non-residential uses on these lots.

OTHER REQUIREMENTS
See Section 3.7.5 and 1.6.1 for tunnel requirements.
See Section 3.7.5 for design & management requirements.

NOTE: All building forms shown are indicative only and do not represent final outcome



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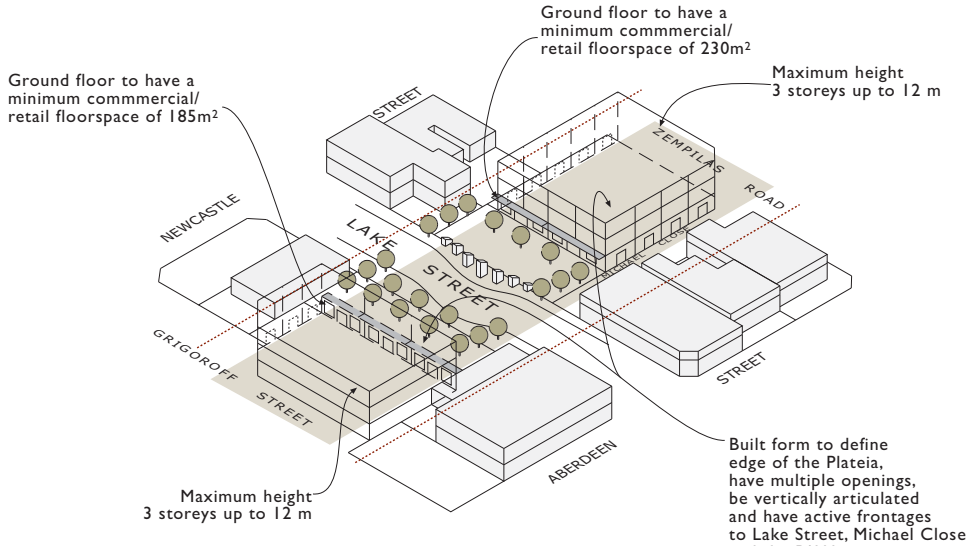


3D MODEL

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

3.9 – Precinct Character Imagery

3.9.1 Activity

- The Precinct will be characterised by a rich social and cultural diversity with an emphasis on commercial, retail and mixed use buildings focused around the Lake Street Plateia.
- Uses including restaurants, coffee shops, small shops, office, community facilities, recreational uses and residential are encouraged.

3.9.2 Movement

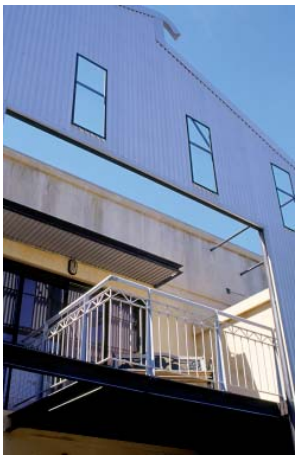
- New north south vehicle and pedestrian linkages are to be developed onto which two and three storey development is to be focused.

3.9.3 Landscaping

- Newcastle Street has been upgraded with tree planting, verge improvements and underground power.

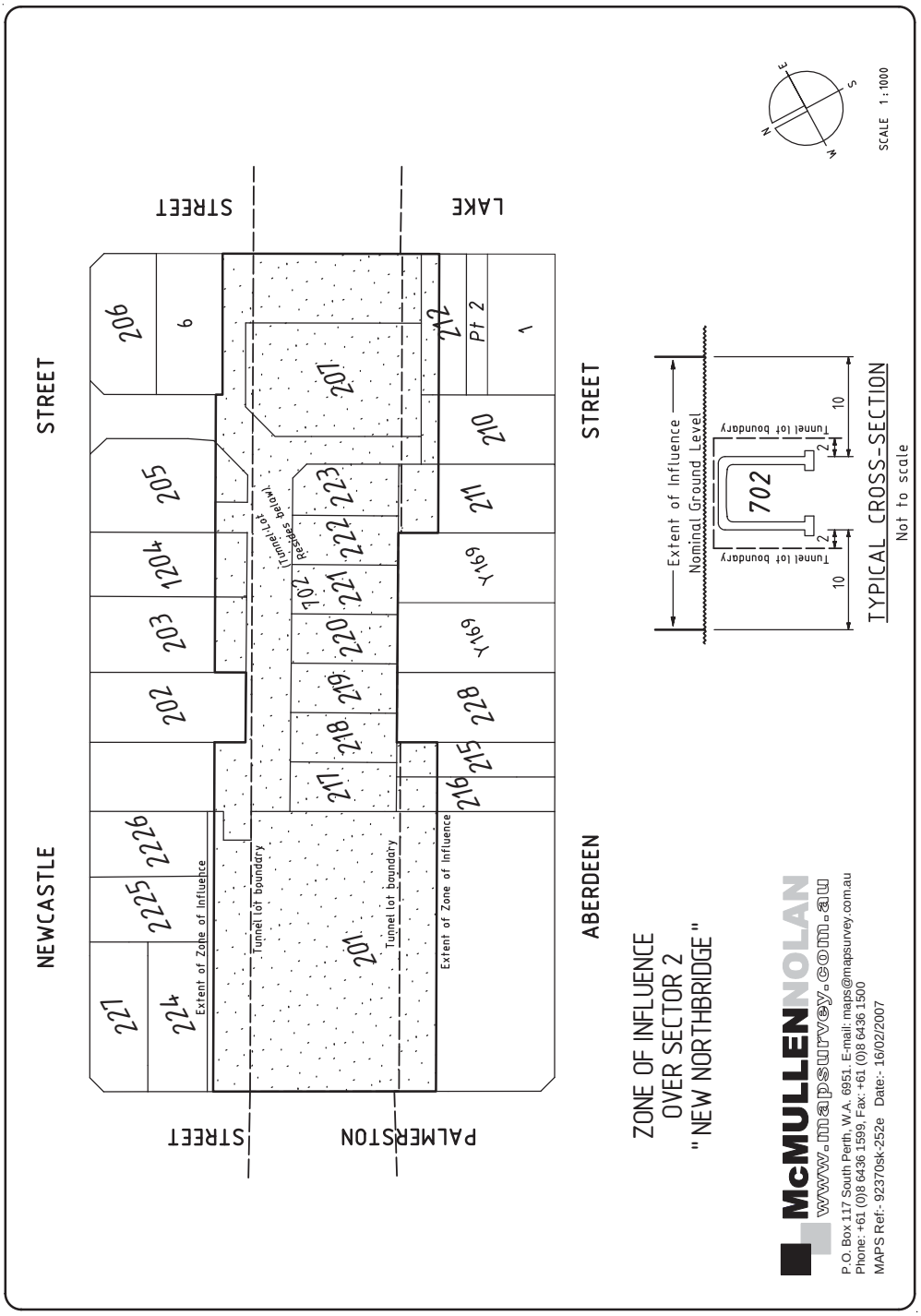
3.9.4 Building Design

- Development should be representative of the traditional Northbridge character and inner city housing styles.
- A mixture of building materials that provide a contemporary interpretation of the original building fabric within the Precinct is encouraged.
- Building elevations should be articulated to provide visual interest and detail to of the development.
- Key sites surrounding the Lake Street Plateia should be designed for versatile usage as well as providing an ideal venue for public events.

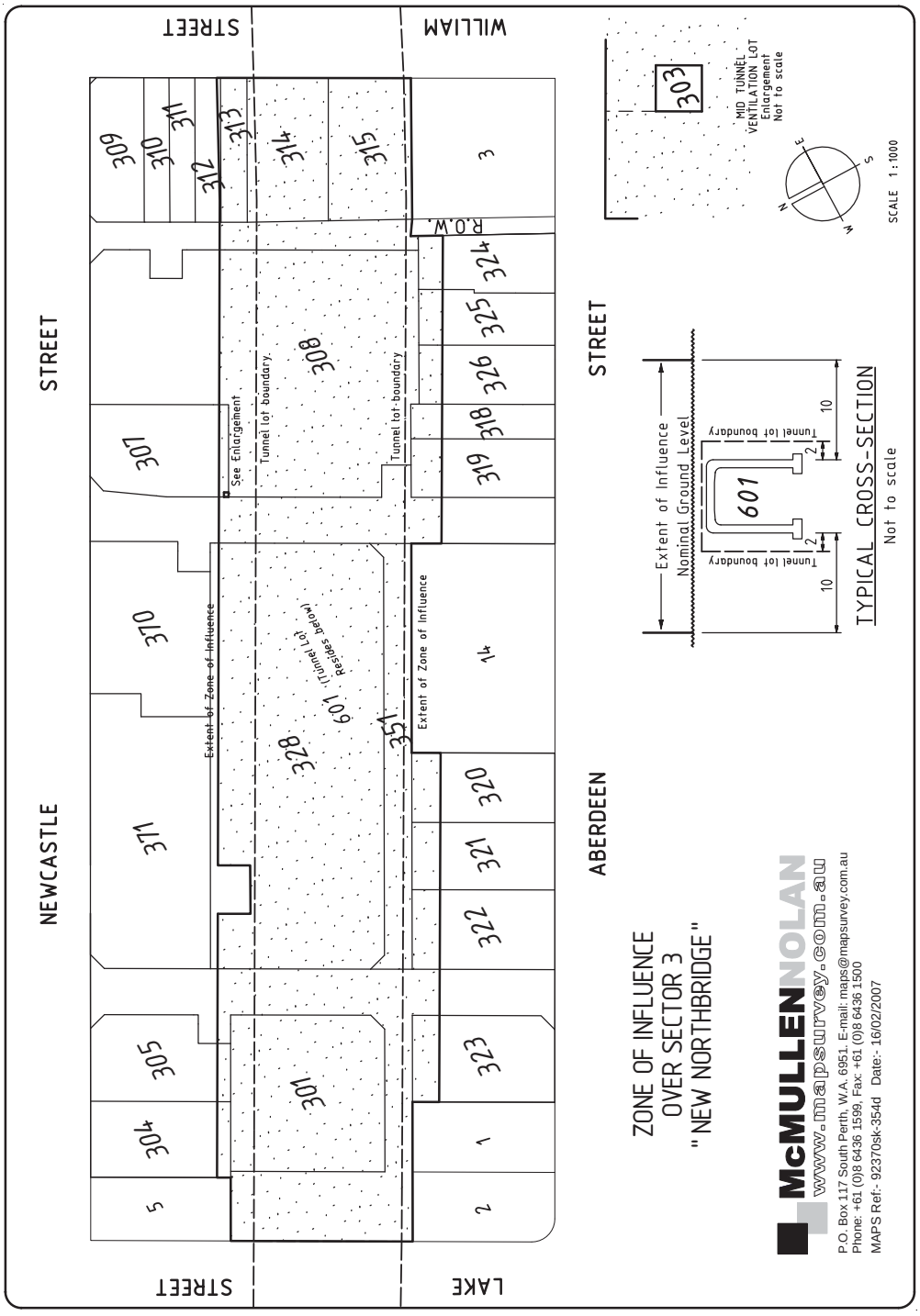


Note: All images shown are indicative only and do not represent the final design outcome.

3.10 – Tunnel Influence and Effect



3.10 – Tunnel Influence and Effect



SECTION 4 – MUSEUM STREET PRECINCT

4.1 – Introduction

4.1.1 Desired Character

The Museum Street Precinct is strategically located in close proximity to the Perth Cultural Centre Precinct. In keeping with the major institutional establishments located within its proximity, The East Perth Redevelopment Authority (the Authority) intends to develop this Precinct for future institutional/educational purposes. In addition, the Precinct will provide the basis for a direct link between the Cultural Centre Precinct to the south and the Lindsay Street Precinct to the north.

Currently located within the Precinct is the St. John's Lutheran Church and church hall, the Central Metropolitan College of TAFE's Art School, and a number of heritage listed buildings on Beaufort and William Streets. The existing building stock is a unique blend of Federation, Gothic and late 20th Century Modern architecture.

Land uses surrounding the Precinct include the Central Metropolitan College of TAFE and the Perth Cultural Centre Precinct to the south, commercial/residential uses to the north and commercial uses to the east and west.

The Precinct has the potential to accommodate several significant educational buildings. Development on this Precinct should be of a high quality contemporary design that is compatible with the diverse nature of the existing building stock within the Precinct. It should also have a strong streetscape presence and encourage pedestrian movement through the Precinct.

The St John's Lutheran Church is a prominent feature of the Museum Street Precinct.

Uses that support the creation of a campus-style atmosphere such as cafes, etc. are encouraged.

4.1 – Introduction

A significant focus in all facets of the Precinct's development is meeting the sustainability criteria referred to in these guidelines. This is particularly in terms of creating built form that responds to the latest advances in conserving and protecting the environment and in terms of developing a distinctive place with a strong campus feel that promotes a healthy, vibrant and sustainable student community. It is intended that the Precinct will become a focal point of the surrounding TAFE buildings and become an academically focused activity centre in this section of Northbridge.

The development of the Precinct will also contribute to the economic and business development of Northbridge by attracting an additional 16,000 people per day. It is therefore important that activities within the Precinct are not internalised and that they are, as far as practical, focused on Aberdeen, William and Newcastle Streets. Built form along these streets should encourage activation as well as interaction with surrounding development, including the Perth Cultural Centre Precinct, surrounding TAFE buildings and Northbridge businesses. Built form that creates an inactive edge to the street will not be permitted.

Preferred uses for the Precinct are predominantly educational use, with some commercial, retail, residential, community, recreation, entertainment, service and light industrial activities encouraged in appropriate locations.

4.1.2 Objectives of the Precinct

The objectives for the Precinct are to:

- encourage high quality built form in keeping with the Precinct's profile as a significant educational site;
- provide appropriate open space areas suited to the activities and users of the Precinct;
- impose specific land use controls to maximise the prominence of buildings but limit overshadowing of heritage buildings and open space areas;
- impose appropriate streetscape development controls to ensure that the internal and street interfaces of buildings are activated and promote a sense of vitality and interest;
- impose appropriate controls to ensure the development is in accordance with sustainability principles;
- increase the significance of existing heritage buildings by encouraging a contemporary design response from infill development;
- encourage built form to promote security and safety within the Precinct through the activation of streets, under-width roads and laneways; and
- foster connectivity within the Museum Street Precinct as well as between the Precinct, the Perth Cultural Centre Precinct and Northbridge by strengthening both visual and physical links.

LEGEND

- Precinct Boundary
- Tunnel Alignment
- Zone of Influence
- Heritage Place (included on the East Perth Redevelopment Authority's Heritage Inventory)
- Subject to Acquisition
- Western Power Sub-Station

Note: The information shown on this diagram, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

N

MUSEUM STREET PRECINCT

4.3 – Table 3: Summary Information

Lot No.	Preferred Land Use	Contemplated Land Use	Max. Site Coverage	Setbacks (m)			Height (m)	Tunnel Alignment	Heritage	Other
				Front Min	Side Min.	Rear Min.				
1	Mixed Use/ Commercial/ Retail	Res/Rec/Ent/ Service	100%	See Sec. 4.6.1			2 storeys up to 9m		See Sec. 4.6	See Sec 4.4
64, 65, 301, 302, 800, 802-808	Educational Est.	Res/Retail/ Com/Rec/ Ent/Service	80%	See Sec. 4.6.1			3 storeys up to 12m		See Sec. 4.6	See Sec 4.4
150	Mixed Use/ Commercial/ Retail	Res/Rec/Ent/ Service	100%	See Sec. 4.6.1			2 storeys up to 9m		See Sec. 4.6	See Sec 4.4
402	See Section 4.8.1 for Design Guidelines and Performance Standards									
403	See Section 4.8.2 for Design Guidelines and Performance Standards									
404	Mixed Use/ Commercial/ Retail	Res/Recreation/ Ent/Service	80%	See Sec. 4.6.1			2 storeys up to 9m	See Sec 1.6.1	See Sec. 4.6	See Sec 4.4
406	See Section 4.8.3 for Design Guidelines and Performance Standards									
407	See Section 4.8.3 for Design Guidelines and Performance Standards									
408	See Section 4.8.4 for Design Guidelines and Performance Standards									
409	See Section 4.8.4 for Design Guidelines and Performance Standards									
410	See Section 4.8.4 for Design Guidelines and Performance Standards									
411	Commercial	Res/Retail/ Rec/Ent/Service	80%	See Sec. 4.6.1			2 storeys up to 9m	See Sec 1.6.1	See Sec. 4.6	See Sec 4.4
412	Mixed Use/ Retail	Retail/Com/Rec Ent/Service	80%	See Sec 4.6.1			2 storeys up to 9m	See Sec 1.6.1	See Sec. 4.6	See Sec. 4.4
1262	MRWA use	See Section 4.8.6 for Design Guidelines and Performance Standards								
9510	Community Use (Public Worship)	See Section 4.8.5 for Design Guidelines and Performance Standards								

Definitions

Mixed Use Development: Buildings that contain residential dwellings in conjunction with commercial and non-residential uses.

Building Height: Building height is controlled by two measures. The maximum height limit (to the ridge) is indicated by the height given in metres, i.e. 9m. The maximum scale of development is indicated by the reference to storeys, i.e. 2 storeys.

4.4 – Building Design

4.4.1 Building Appearance and Streetscape

New development should employ contemporary design solutions and maximise opportunities to create 'landmark' buildings, such as on Lots 402-406. New development is to draw reference from the existing streetscape elements and provide for the activation of all street frontages where possible.

Contemporary, distinctive and landmark architecture is encouraged within the Precinct.

Elements such as awnings, balconies and windows are required to add interest and expression to buildings. The entrance to buildings should also be clearly defined and dwellings should be designed to encourage passive surveillance of the public realm from living areas and balconies. This enables 'eyes on the street', helping reduce the occurrence of antisocial behaviour.

Development on all the lots within the Precinct must incorporate elements such as windows to encourage passive surveillance of the internal streets and the centralised open space area.

New development should maintain heights that are sympathetic with the heights of adjoining existing buildings. Developments should be innovative in design, incorporating modern construction techniques and a modern aesthetic. Architectural design that alludes to historical building typologies will not be accepted.

Building elevations within the Museum Street Precinct should be articulated to provide visual interest and detail to the development. The street or 'public face' of the building (including laneways) should be detailed to provide visual richness and variety, highlight rhythms, reduce apparent bulk and enhance its individual identity. This can be achieved through the use of colour, texture and materials, surface modelling and the integration of art. The height of proposed development in relation to existing buildings plays an integral role in the establishment of consistent rhythm of the streetscape.

The built form of buildings is an important factor in determining how successfully the streetscapes can be activated, and must encourage the creation of a safe, pedestrian based, efficient and accessible Precinct. Development must also create an active and vibrant environment by reinforcing the interface between internal and external uses along the street front and providing passive surveillance.

Building materials have the potential to significantly impact upon the overall character of an area. Materials that are encouraged within the Museum Street Precinct include corrugated iron, steel and timber features, recycled brick and limestone.

4.4 – Building Design

4.4.2 Plot Ratio, Setbacks and Heights

Building setbacks and heights must be within the parameters detailed in Table 3 – Summary Information and the Lot Specific Guidelines in Section 4.8.

Plot Ratio

The plot ratio for all developments in the Museum Street Precinct shall be a maximum of 3.0

Side Setbacks

Buildings within the Precinct can generally be developed to a nil side setback. However, consideration will be given to:

- solar access requirements of the guidelines; and
- impacts on the privacy and access to light/ventilation of adjoining properties.

Building Height Limits

Building heights within the Precinct are generally limited to three storeys up to 12m. Additional development in the form of undercroft levels may be necessary to manage the existing level changes, however any underground development must be mindful of impacts on the tunnel.

It should be noted that a minimum floor to floor height of 2.7m applies to all development within the Precinct, except for undercroft parking areas, where minimum height requirements under the BCA will apply.

4.4.3 Sustainable Building Design

Sustainable building design is an important objective for the Museum Street Precinct. All new buildings will be required to comply with the Authority's Development Policy on Green Building Design. Buildings will need to meet as a minimum the Tier 3 requirements of the policy, with the ahievement of Tier 2 or Tier 1 strongly encouraged.

4.4.4 Student Housing

An innovative trend in the design of contemporary student housing is to provide high quality living, social and recreation experiences in order to produce more successful students and reduce the incident of crime and antisocial behaviour.

Whilst traditional models of student housing focused on the provision of basics such as minimal spaces to eat, sleep and study, contemporary models also encourage students to relax, meet people, study, play and entertain through the provision of well-equipped rooms that include kitchens, bathrooms and high-quality furnishings as well as sports and movie theatres, high quality computer suites, fully equipped common kitchens and dining rooms.

Such student housing is encouraged within the Museum Street Precinct.

4.5 – Car Parking and Access

4.5.1 Vehicle Access Gates, Carports and Garages

Generally vehicular access to lots will be via Hoy Poy Street, Lipfert Street and Leadlight Lane. Access gates, carports and garages are to be designed and detailed so as to add character to the streetscape. This can be achieved by:

- considering the internal streets as activated small streets rather than traditional rear laneways, and therefore designing structures abutting these streets with due attention to built form detail and streetscape activation; and
- designing parking areas as an integral component of the development and treating these areas with similar design intentions to the rest of the development.

The Authority will not permit areas of open parking to be developed that are not appropriately softened or screened from adjacent streets or access ways.

In addition, adequate vehicle manoeuvring/turning space must be provided off laneways.

4.5.2 Pedestrian Access

The Precinct will attract a high volume of pedestrians per day. It must therefore be designed as a major pedestrian and cycle zone, with appropriate consideration of access issues and potential conflict with vehicles, both within and surrounding the Precinct.

Whilst a high pedestrian volume is anticipated, the tendency to limit pedestrian movement to within the Precinct only must be avoided. Pedestrian movement must be encouraged along the peripheries of the Precinct, particularly along William and Aberdeen Streets, in order to activate and strengthen them economically.

Through pedestrian movement from Aberdeen to Newcastle Streets via the open space and Lipfert Street is encouraged, hence connecting the Perth Cultural Centre Precinct and areas to the north. Through pedestrian movement from William Street through to Leadlight Lane, via Lipfert Street and the rear ends of Lots 409 and 410 is also encouraged. This will assist in directing pedestrian flow towards the wider Northbridge area.

Pedestrian amenity such as climate protection must be provided.

4.6 – Heritage Listed Properties

Heritage listed properties within the Precinct include:

State Register of Heritage Places:

Lot 411, Lot 412, Lot 9510 (Church building only)

The above properties are afforded protection under the Heritage of Western Australia Act 1990. This means that all development proposals for these properties must be referred to the Heritage Council of Western Australia for advice prior to being determined and that advice must be complied with.

The Authority's Heritage Inventory:

Lots 1, 150, 64, 65, 301, 302, 404, 800, 802-808 and 9510 (Church building only)

4.6 – Heritage Listed Properties

4.6.1 Setbacks and Heights

Development on lots that either contain or adjoin buildings of heritage significance should generally respect the established streetscape in terms of building setbacks, existing building heights and presentation.

The Precinct is characterised by significnt heritage buildings.

Setbacks

Lots containing buildings of heritage significance have established front and side setbacks that should be maintained.

Building Height Limits

The Precinct contains several large heritage buildings which dominate the streetscapes, including the substantial two storey Federation-styled buildings on Lots 412 and 411 Newcastle Street, as well as the St John's Lutheran Church.

As such, building height and bulk on Lots 406 and 9510 should be lower adjacent to the heritage buildings in order to prevent overshadowing and to maintain the presence of these buildings (refer Sections 4.8.3 and 4.8.5 for further details).

4.6.2 Vehicle Access, Gates, Carport and Garages

Primary vehicle access for the heritage lots shall be as follows:

Lots 1, 150 and 404	– Hoy Poy Street
Lot 411	– Leadlight Lane
Lot 412	– Lipfert Street
Lots 64, 65, 301, 302, 800, 802–808	– Leadlight Lane
Lot 9510	– Lipfert Street (via an undercroft parking area)

4.7 – Other Considerations

4.7.1 Power Supply

A standard allowance of power will be allocated to lots within the Precinct. In the event that future owners/occupiers have additional power requirements over and above the standard load allocation, it will be their responsibility to obtain the additional power directly from Western Power. This responsibility shall include the installation of any additional transformer sites that Western Power may require.

4.7.2 Service Enclosures

Servicing requirements must be carefully considered so as not to detract from the amenity of the Precinct.

4.8 – Lot Specific Guidelines

4.8.1 Lot 402 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 402.

Preferred Land Use

The preferred land use for Lot 402 is educational establishment.

Contemplated uses include commercial, retail, residential, community uses, recreation, entertainment, service and light industry.

An active frontage to William Street is strongly encouraged. This may be achieved through active uses such as student galleries, cafes, alfresco areas, a canteen, common room or dining room.

Setbacks

Lot 402 must have nil setbacks to its boundaries with William and Aberdeen Streets, as well as the public open space to the east.

Site Coverage

Site coverage should be a minimum of 80% to ensure a scale of development in keeping with the Precinct's intent of creating landmark educational buildings.

Building Height

Development at Lot 402 must not exceed a maximum height limit of three storeys up to 12m as it presents to Aberdeen and William Streets. The natural slope of the land away from Aberdeen Street towards Lipfert Street can accommodate additional height in the form of an undercroft parking area at the rear of the site.

Access

All vehicular access must be obtained from Lipfert Street.

Pedestrian access must be obtained from both William and Aberdeen Streets.

Appearance

The development of Lot 402 should be of a high standard, befitting its status as a major institutional building within close proximity to the Perth Cultural Centre Precinct, as well as its landmark location at the corner of William and Aberdeen Streets.

The building should draw reference from existing surrounding buildings, whilst being innovative in design and incorporating modern construction techniques and a modern aesthetic.

4.8 – Lot Specific Guidelines

Development on this lot should address all street frontages as well as the public open space, incorporating windows and other elements to encourage passive surveillance of surrounding areas. Exposed blank walls are not permitted. Elevations should be activated and vertically articulated. Recessed sections are also to be articulated to provide visual interest and activate the street frontage.

The design of the building should facilitate the creation of continuous and contained streetscapes dominated by the built form. It should also encourage the physical interaction between buildings and pedestrians at street level, particularly along William Street.

Generally, the buildings should incorporate:

- full articulation of the ground level;
- highly legible primary entrances;
- vertical proportioning through the use of appropriate fenestration and facade detail;
- facades that vary in height to add a level of interest to the streetscape; and
- continuous pedestrian protection from sun and rain through the use of a suspended awning between 2.1m-2.5m wide along William, Aberdeen and Lipfert Streets.

Entry Statement

A prominent entry point to the building must be created at the corner of William and Aberdeen Streets. This entry statement must create a strong visual impact on the streetscape, and provide an inviting space for people to gather. If an outdoor element is proposed, appropriate climatic protection must be provided (given the southern facing aspect of this location), to ensure the space is comfortable in winter.

A second entry point to the building should also be provided near the corner of Aberdeen Street and the public open space.

William Street Activation

The development on Lot 402 must ensure the activation of its William Street frontage. For information on the specific design requirements, refer to Section 1 – Core/Common Design Guidelines.

Finished Floor Levels

Given the undulating nature of the Precinct, the design of buildings must take into account site level changes whilst ensuring that resulting development maintains active frontages at street level, particularly along William and Aberdeen Streets.

4.8 – Lot Specific Guidelines

Corner Sites

Corner sites tend to be the most prominent. Buildings situated at road intersections play a special role in defining the quality of adjoining public spaces and are often landmarks which assist people's understanding of the environment.

The elevations should reinforce the corner to which the development addresses. Special corner treatment is encouraged and may take the form of, but not be limited to:

- parapet facade higher than flanking parapet (maximum 1.5m above permissible building height); and
- cantilevered canopy higher at truncation of intersection than flanking canopies. The City of Perth and/or Town of Vincent should be consulted regarding the extent to which canopy projections can occur.

Northbridge Tunnel Development Standards

Applicants should refer to Section 1.6.1 for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained. A Tunnel Impact Statement is required to be submitted with any development application for Lot 402.

4.8.2 Lot 403 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 403.

Preferred Land Use

The preferred land use for Lot 403 is mixed use, retail, commercial and educational facilities.

Contemplated uses include residential, recreation, entertainment, community uses, service and light industry.

Setbacks

Lot 403 must have a nil setback to its boundary with William Street.

Site Coverage

Site coverage up to a maximum of 100% is permitted, in keeping with existing development on surrounding lots of a similar size.

Building Height

The maximum building height for Lot 403 is two storeys up to 9m.

Access

All vehicular access must be obtained from Hoy Poy Street.

4.8 – Lot Specific Guidelines

Appearance

The development of Lot 403 should be of a high standard drawing reference from existing surrounding buildings, whilst being innovative in design and incorporating modern construction techniques and a modern aesthetic.

Development shall address both William Street and the southern boundary, incorporating windows and other elements to encourage passive surveillance of the street and public areas, particularly the adjacent access way on Lot 1262. Exposed blank walls are not permitted. Elevations should be detailed with multiple openings and are to be vertically articulated. Recessed sections are also to be articulated to provide visual interest and activate the street frontage.

The design of the building should facilitate the creation of continuous and contained streetscapes dominated by the built form. It should also encourage the physical interaction between buildings and pedestrians at street level.

Generally, the building should incorporate:

- full articulation of the ground level;
- highly legible primary entrances;
- vertical proportioning through the use of appropriate fenestration and facade detail;
- facades that vary in height to add a level of interest to the streetscape; and
- continuous pedestrian protection from sun and rain through the use of a suspended awning between 2.1m-2.5m wide along William Streets.

In the event that paving is proposed along the southern portion of the site, the material and colour of paving is to match that used on Lot 1262 to ensure a seamless integration of pedestrian areas.

Finished Floor Levels

Given the undulating nature of the Precinct, the design of buildings must take into account site level changes, whilst ensuring that resulting development maintains active frontages at street level, particularly along William Street.

Northbridge Tunnel Development Standards

Applicants should refer to Section 1.6.1 for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained. A Tunnel Impact Statement is required to be submitted with any development application for Lot 403.

4.8 – Lot Specific Guidelines

4.8.3 Lots 406 and 407 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lots 406 and 407.

Preferred Land Use

The preferred land use for Lots 406 and 407 is educational establishment.

Contemplated uses include commercial, retail, residential, community uses, recreation, entertainment, service and light industry.

Setbacks

Lots 406 and 407 must have nil setbacks to their northern boundary, except for a 5m front setback for Lot 406 for the first 10m from its boundary to Lot 412, in keeping with the established setback of the existing heritage building.

Nil setbacks are preferred for all other boundaries.

Site Coverage

Site coverage should be a minimum of 80% to ensure a scale of development in keeping with the Precinct's intent of creating landmark educational buildings.

Building Height

The maximum building height for Lots 406 and 407 is three storeys up to 12m, except for within 10m of the boundary of Lot 406 with Lot 412, where the development must be stepped down to two storeys up to 9m.

Access

All vehicular access must be obtained from Lipfert Street.

Appearance

The development of Lots 406 and 407 should be of a high standard, befitting their status as major institutional buildings within close proximity to the Perth Cultural Centre Precinct. The buildings should also draw reference from existing surrounding buildings, whilst being innovative in design and incorporating modern construction techniques and a modern aesthetic.

Development on both lots should address all street frontages, incorporating windows and other elements to encourage passive surveillance of all surrounding streets. Exposed blank walls are not permitted. Elevations should be detailed with multiple openings and are to be vertically articulated. Recessed sections are also to be articulated to provide visual interest and activate the street frontage.

4.8 – Lot Specific Guidelines

The design of the buildings should facilitate the creation of continuous and contained streetscapes dominated by the built from. It should also encourage the physical interaction between buildings and pedestrians at street level.

Generally, the buildings should incorporate:

- full articulation of the ground level;
- highly legible primary entrances;
- vertical proportioning through the use of appropriate fenestration and facade detail;
- facades that vary in height to add a level of interest to the streetscape; and
- continuous pedestrian protection from sun and rain through the use of a suspended awning between 2.1m-2.5m wide along Newcastle and Lipfert Streets.

Finished Floor Levels

Given the undulating nature of the Precinct, the design of buildings must take into account site level changes, whilst ensure that resulting development maintains active frontages at street level, particularly along Newcastle and Lipfert Streets as far as possible.

Corner Sites

Corner sites tend to be the most prominent. Buildings situated at road intersections play a special role in defining the quality of adjoining public spaces and are often landmarks which assist people's understanding of the environment.

The elevations should reinforce the corner to which the development addresses. Special corner treatment is encouraged and may take the form of, but not be limited to:

- parapet facade higher than flanking parapet (maximum 1.5m above permissible building height); and
- cantilevered canopy higher at truncation of intersection than flanking canopies. The City of Perth and/or Town of Vincent should be consulted regarding the extent to which canopy projections can occur.

Northbridge Tunnel Development Standards

Applicants should refer to Section 1.6.1 for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained. A Tunnel Impact Statement is required to be submitted with any development application for Lots 406 and 407.

4.8 – Lot Specific Guidelines

4.8.4 Lots 408, 409 and 410 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lots 408 , 409 and 410.

Preferred Land Use

The preferred land use for Lots 408, 409 and 410 is educational establishment.

Contemplated uses include commercial, retail, residential, community uses, recreation, entertainment, service and light industry.

Setbacks

Lots 408, 409 and 410 must have nil setbacks to their northern boundary.

Nil setbacks are preferred for all other boundaries, although this may vary depending on the specific design requirements of each building.

Site Coverage

Site coverage should be a minimum of 80% to ensure a scale of development in keeping with the Precinct's intent of creating landmark educational buildings.

Building Height

The maximum building height for Lots 408, 409 and 410 is three storeys up to 12m.

Access

All vehicular access must be obtained from Lipfert Street and Leadlight Lane.

Through pedestrian movement between Aberdeen and Newcastle Streets via Lot 410 and the TAFE building should be encouraged. Pedestrian movement from Lipfert Street to Leadlight Lane via the rear end of Lots 408-410 should also be encouraged.

Appearance

The development of Lots 408, 409 and 410 should be of a high standard, befitting their status as major institutional buildings within close proximity to the Perth Cultural Centre Precinct. The buildings should also draw reference from existing surrounding buildings, whilst being innovative in design and incorporating modern construction techniques and a modern aesthetic.

Development on these lots should address all street frontages, incorporating windows and other elements to encourage passive surveillance of all surrounding streets. Exposed blank walls are not permitted. Elevations should be detailed with multiple openings and are to be vertically articulated. Recessed sections are also to be articulated to provide visual interest and activate the street frontage.

4.8 – Lot Specific Guidelines

The design of the buildings should facilitate the creation of continuous and contained streetscapes dominated by the built form. It should also encourage the physical interaction between buildings and pedestrians at street level.

Generally, the buildings should incorporate:

- full articulation of the ground level;
- highly legible primary entrances;
- vertical proportioning through the use of appropriate fenestration and facade detail;
- facades that vary in height to add a level of interest to the streetscape; and
- continuous pedestrian protection from sun and rain through the use of a suspended awning between 2.1m-2.5m wide along Newcastle and Lipfert Streets.

Interface with Existing Surrounding Buildings

Lot 410 must maintain an active interface to both the TAFE building to the south and Lot 411 to the east. This must be both in terms of both a visual and direct pedestrian link (as well as a vehicular link where appropriate). Any open space areas between these lots must be carefully designed to ensure appropriate public amenity and must be in keeping with the heritage requirements of Lot 411.

Finished Floor Levels

Given the undulating nature of the Museum Street Precinct, the design of buildings must take into account site level changes, whilst ensuring that resulting development maintains active frontages at street level, particularly along Newcastle Street and to Leadlight Lane as far as possible.

Corner Sites

Corner sites tend to be the most prominent. Buildings situated at road intersections play a special role in defining the quality of adjoining public spaces and are often landmarks which assist people's understanding of the environment.

The elevations should reinforce the corner to which the development addresses. Special corner treatment is encouraged and may take the form of, but not be limited to:

- parapet facade higher than flanking parapet (maximum 1.5m above permissible building height); and
- cantilevered canopy higher at truncation of intersection than flanking canopies. The City of Perth and/or Town of Vincent should be consulted regarding the extent to which canopy projections can occur.

4.8 – Lot Specific Guidelines

Northbridge Tunnel Development Standards

Applicants should refer to Section 1.6.1 for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained. A Tunnel Impact Statement is required to be submitted with any development application for Lots 408, 409 and 410.

4.8.5 Lot 9510 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on the northern portion of Lot 9510.

A Heritage Impact Assessment is required for development on this lot given its proximity and relationship with the St John's Lutheran Church.

Preferred Land Use

Lot 9510 is intended for community use (public worship).

Setbacks

Development on the northern portion of Lot 9510 may have nil setbacks to its boundaries except for the boundary with the existing Church buildings (southern boundary) which must be set back 2m.

Building Height

The maximum building height for Lot 9510 is two storeys up to 9m, except for the eastern portion of the lot which steps down to one storey up to 4m, in line with the western wall of the Church building.

Access

All vehicular access must be obtained from Lipfert Street, via an undercroft parking area.

Appearance

The development on the northern portion of Lot 9510 should be of a high standard, befitting its location adjacent to the St. John's Lutheran Church. The buildings should also draw reference from existing surrounding buildings, whilst being innovative in design and incorporating modern construction techniques and a modern aesthetic.

Development on this lot should provide visual interest and ensure an activated frontage to the open space by incorporating openings, windows, recessed sections and other elements. Exposed blank walls are not permitted. Elevations should be vertically articulated and recessed sections are also to be articulated to provide visual interest and activate the street frontage.

The forecourt area between the new building, the Church and the Church hall must be appropriately treated to strengthen the relationship between the Museum Street and the Perth Cultural Centre Precincts.

4.8 – Lot Specific Guidelines

Generally, the building should incorporate:

- full articulation of the ground level;
- highly legible primary entrances;
- vertical proportioning through the use of appropriate fenestration and facade detail; and
- facades that vary in height to add a level of interest to the streetscape.

Finished Floor Levels

Given the undulating nature of the Precinct, the design of buildings must take into account site level changes.

4.8.6 Lot 1262 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to Lot 1262.

Land Use

The principal function of development situated on Lot 1262 is to provide for emergency access to and from the Northbridge Tunnel. For this reason, the areas surrounding the building shall be designed to ensure that access to and from the building is unrestricted.

Landscaping

The areas surrounding the tunnel escape building are to incorporate high quality hard and soft landscaping consistent with the urban setting and surrounding development. The northern portion of Lot 1262 is to be paved to facilitate access to the tunnel escape building, and to serve as a pedestrian link between William and Lipfert Streets.

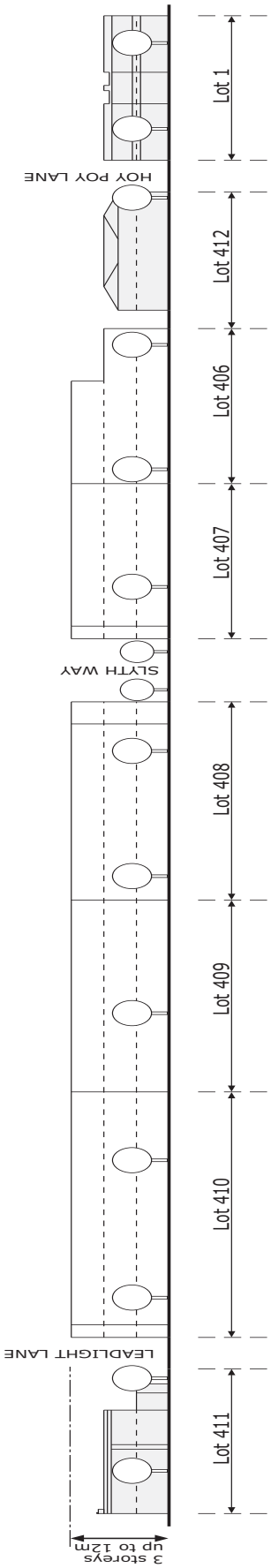
Safety

The design of the surrounding open space shall ensure pedestrian safety and security via the provision of appropriate lighting and landscaping treatment. Landscaping shall not obscure pathways or create entrapment spots.

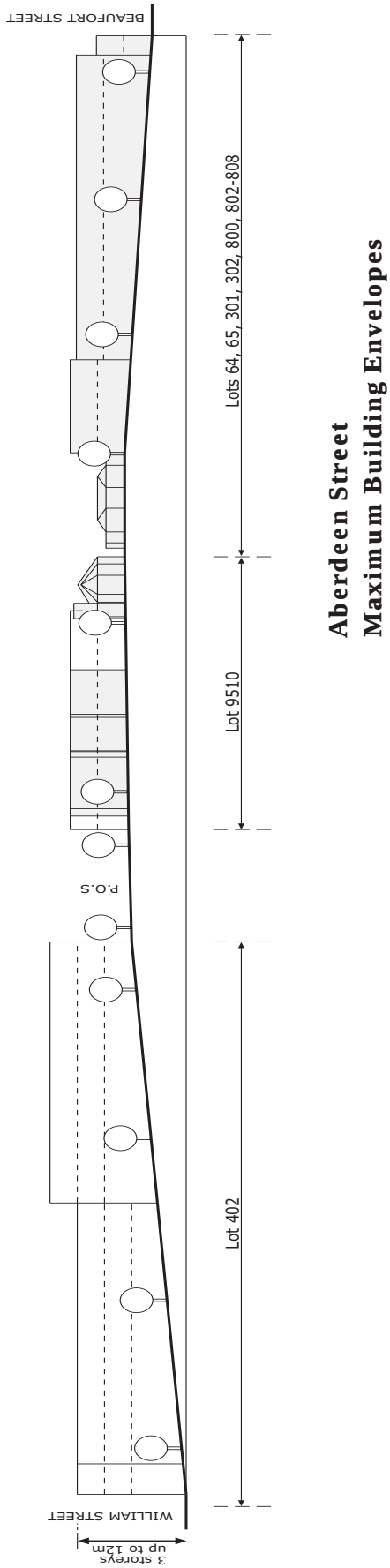
Public Art Screening

To enhance the environment and provide visual richness, public art screening shall be provided along the street front elevation of the tunnel escape building.

4.9 – Urban Design Assessment



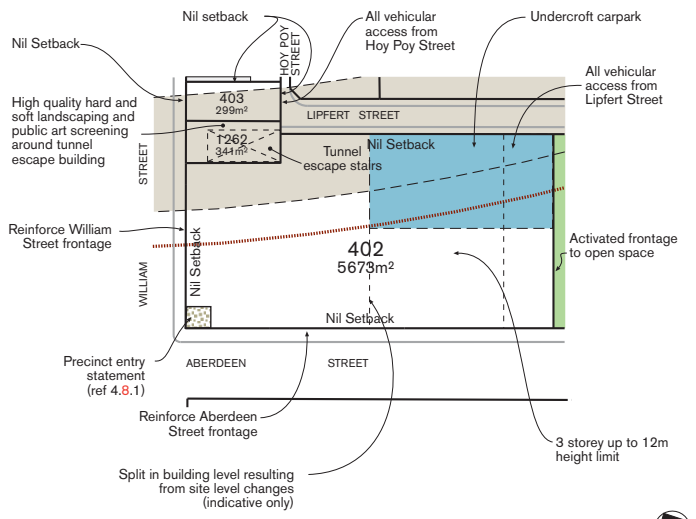
Newcastle Street
Maximum Building Envelopes



Aberdeen Street
Maximum Building Envelopes

4.9 – Urban Design Assessment

LOTS 402, 403 & 1262



PLAN

SITE SPECIFIC GUIDELINES

PREFERRED LAND USE
See Section 4.8.1 (Lot 402) and 4.8.2 (Lot 403).

SETBACKS
See Section 4.8.1 (Lot 402) and 4.8.2 (Lot 403).

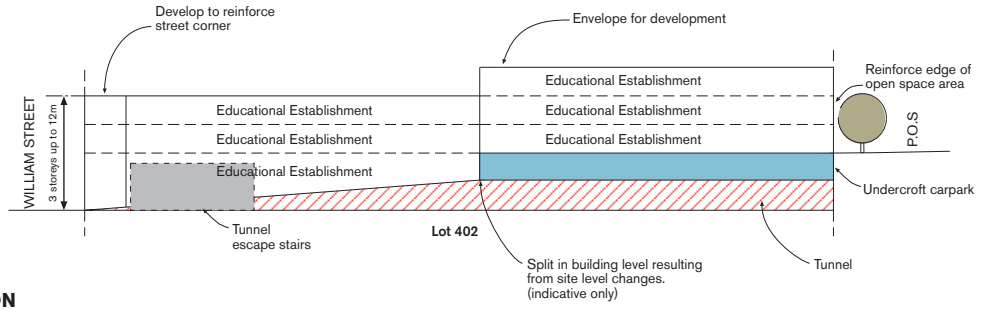
SITE COVERAGE
Minimum 80% (Lot 402)
Maximum 100% (Lot 403)

BUILDING HEIGHT
See Section 4.8.1 (Lot 402)
2 storeys up to 9m (Lot 403)

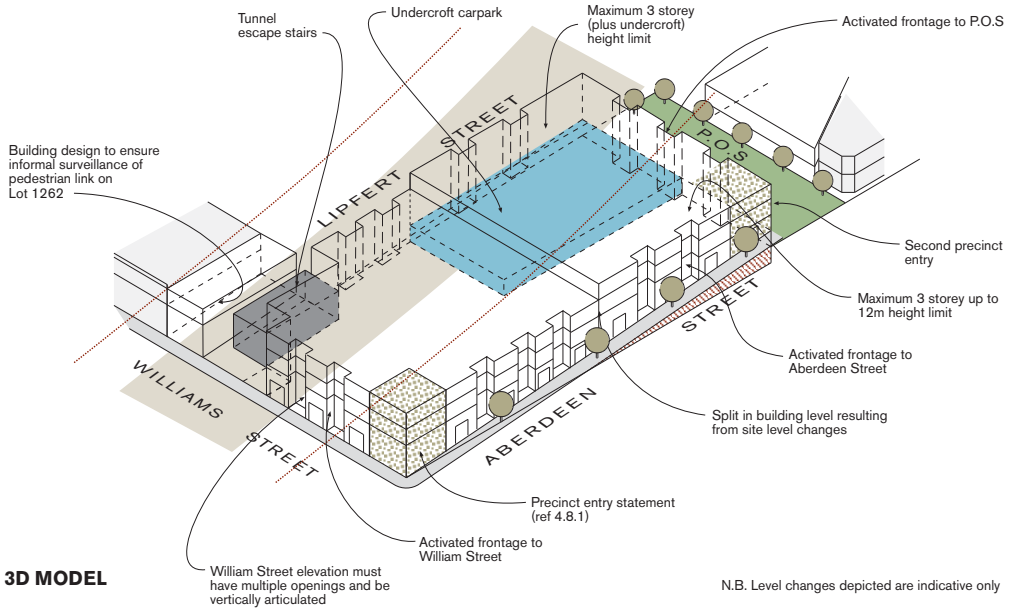
ACCESS
See Section 4.8.1 (Lot 402) and 4.8.2 (Lot 403).

OTHER REQUIREMENTS
See Section 1.6.1 and 4.8.1 (Lot 402) and 4.8.2 (Lot 403) for tunnel requirements.
See Section 4 for design & sustainability requirements.
No development (cantilevered or otherwise) is permitted over the water easement on Lot 402.

NOTE: all building forms shown are indicative only and do not represent final outcome.



SECTION

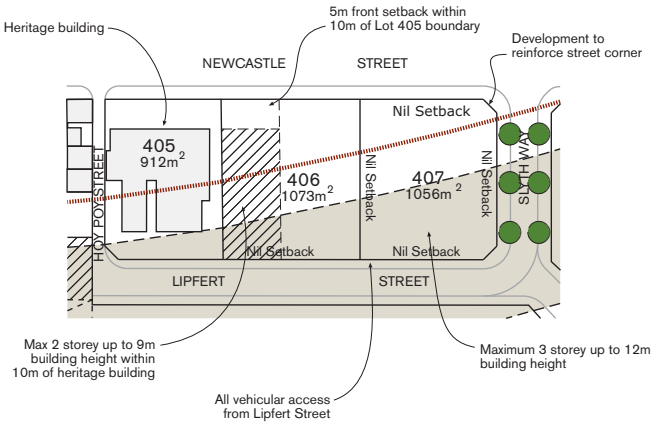


3D MODEL

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

4.9 – Urban Design Assessment

LOTS 406 & 407



PLAN

SITE SPECIFIC GUIDELINES

PREFERRED LAND USE
Educational establishment

SETBACKS
See Section 4.8.3

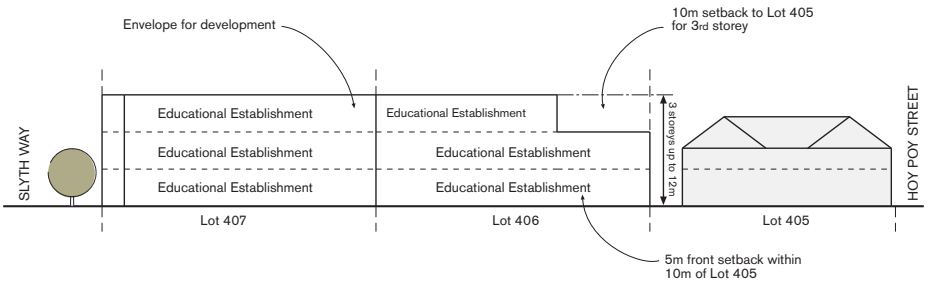
SITE COVERAGE
Minimum 80%

BUILDING HEIGHT
See Section 4.8.3

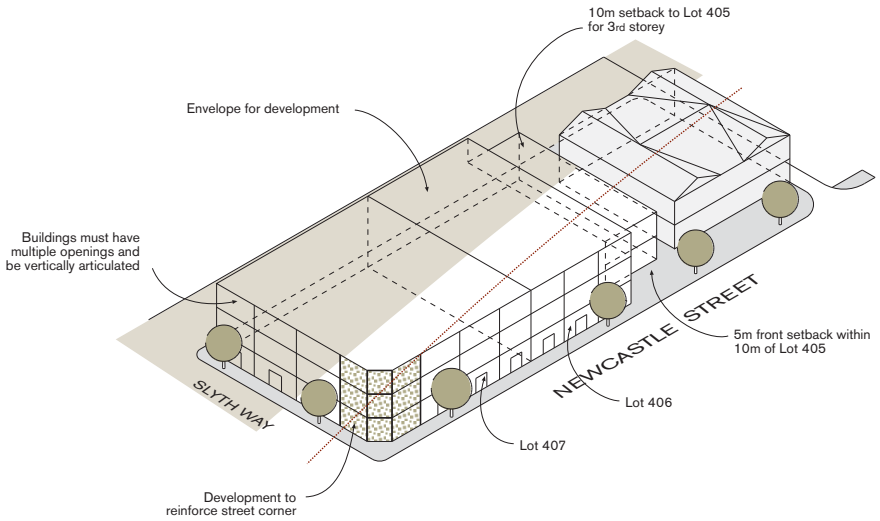
ACCESS
Vehicular access from Lipfert Street.

OTHER REQUIREMENTS
See Section 1.6.1 for tunnel requirements.
See Section 4 for design & sustainability requirements.

NOTE: all building forms shown are indicative only and do not represent final outcome.



SECTION

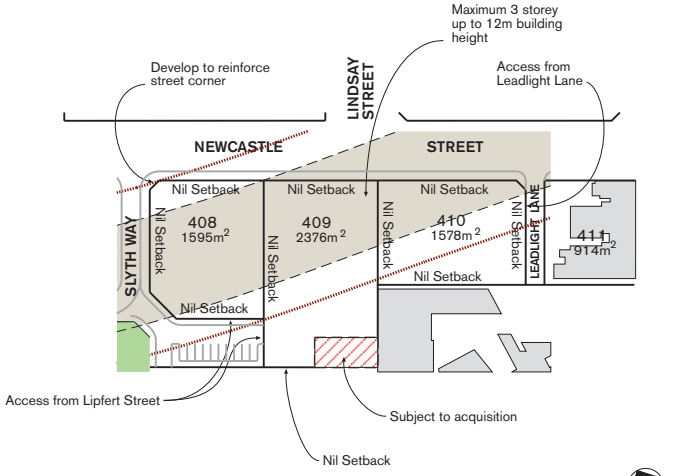


3D MODEL

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

4.9 – Urban Design Assessment

LOTS 408, 409 & 410



PLAN

SITE SPECIFIC GUIDELINES

PREFERRED LAND USE
Educational establishment

SETBACKS
Nil to all boundaries.

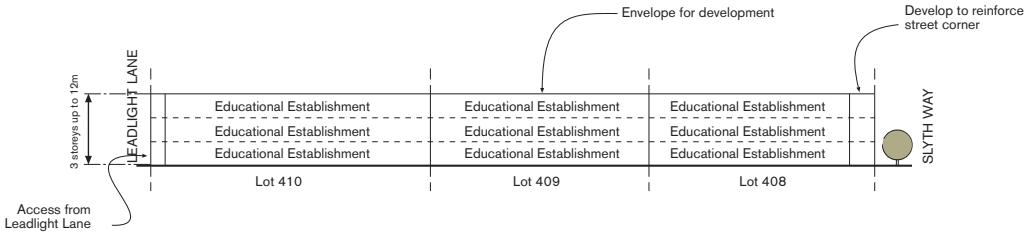
SITE COVERAGE
Minimum 80%

BUILDING HEIGHT
3 storeys up to 12m

ACCESS
Vehicular access from Lipfert Street and Leadlight Lane.
See Section 4.8.4

OTHER REQUIREMENTS
See Section 1.6.1 for tunnel requirements.
See Section 4 for design & sustainability requirements.

NOTE: all building forms shown are indicative only and do not represent final outcome.



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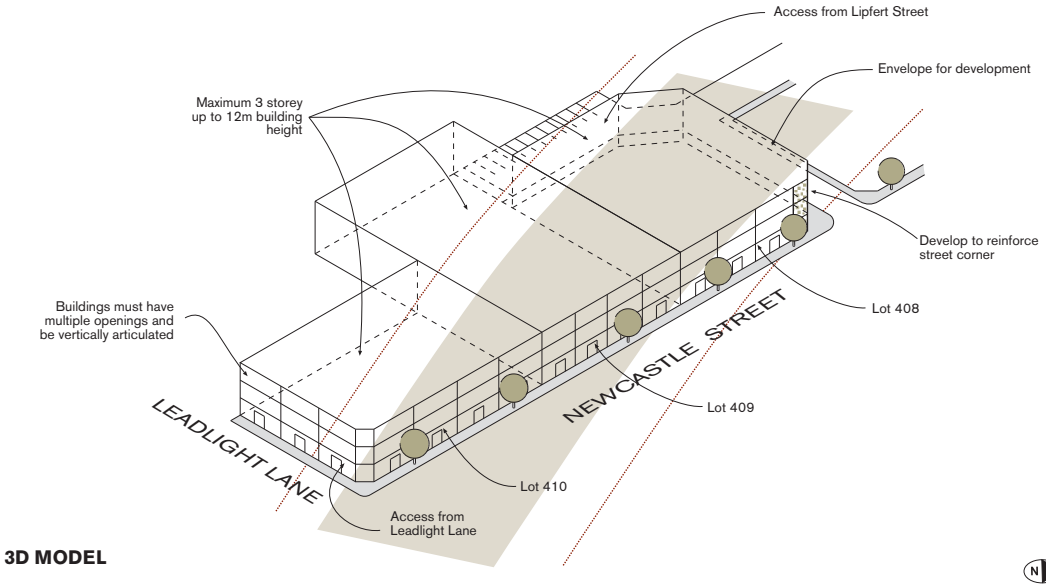
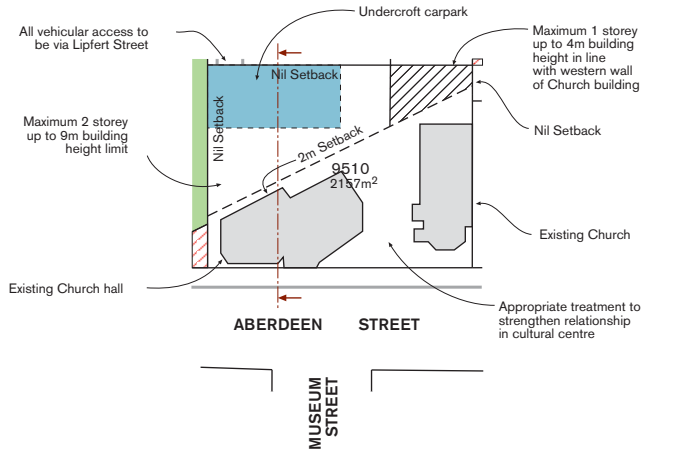


3D MODEL

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

4.9 – Urban Design Assessment

LOT 9510



PLAN

SITE SPECIFIC GUIDELINES

PREFERRED LAND USE
Community use (public worship)

SETBACKS
Nil to all boundaries.

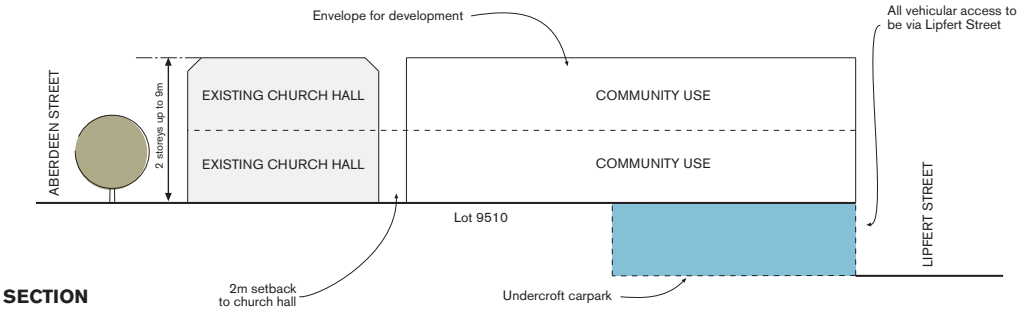
SITE COVERAGE
Minimum 80%

BUILDING HEIGHT
2 storeys up to 9m except for the eastern portion of lot where height is limited to 1 storey up to 4m.

ACCESS
Vehicular access from Lipfert Street via undercroft parking area.

OTHER REQUIREMENTS
See Section 4.8.5 for design requirements.

NOTE: all building forms shown are indicative only and do not represent final outcome.



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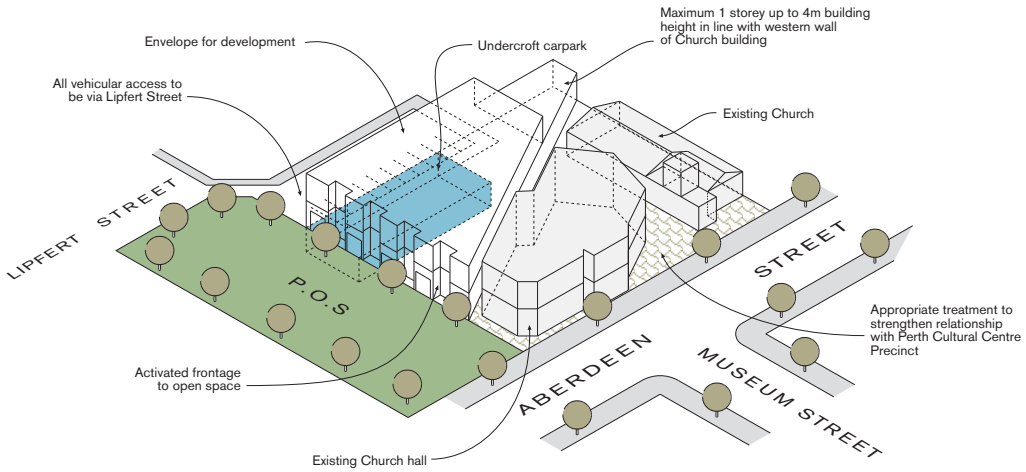


3D MODEL

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

4.10 – Precinct Character Imagery

4.10.1 Activity

- The Precinct will be characterised by landmark vocational, educational and training buildings.
- Compatible uses including commercial, retail, residential, community, recreation, entertainment, service and light industrial activities will be considered on their merits in the context of their proposed location.

4.10.2 Movement

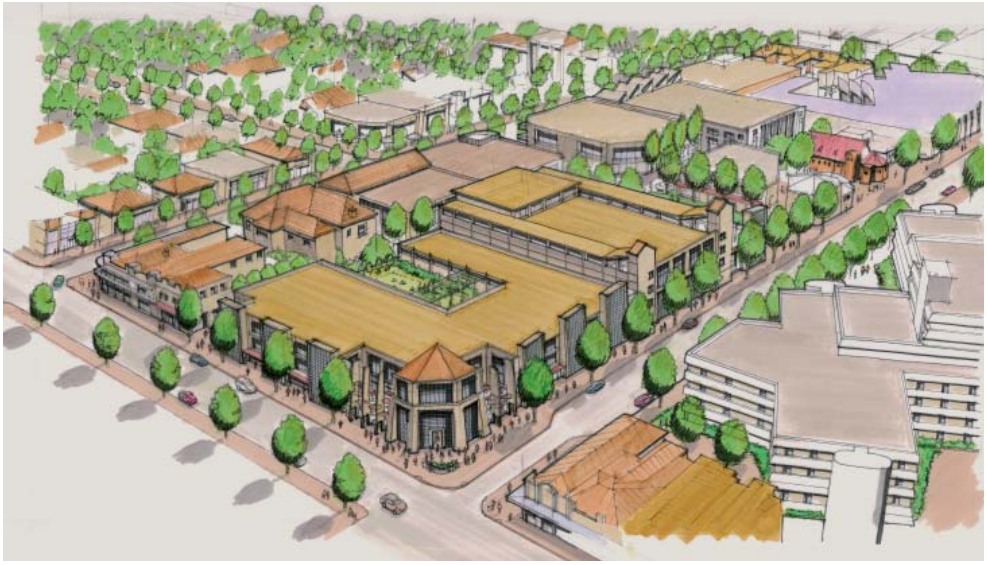
- Traffic movement through the Precinct is directed along internal access roads (Lipfert and Hoy Poy Streets).
- Pedestrian movement is encouraged along the external streets and through the Precinct via the open space, connecting the Perth Cultural Centre Precinct and the areas north of the Precinct.

4.10.3 Landscaping

- The open space area will be landscaped with soft and hard elements and is intended to be an integral component of the Precinct's development.

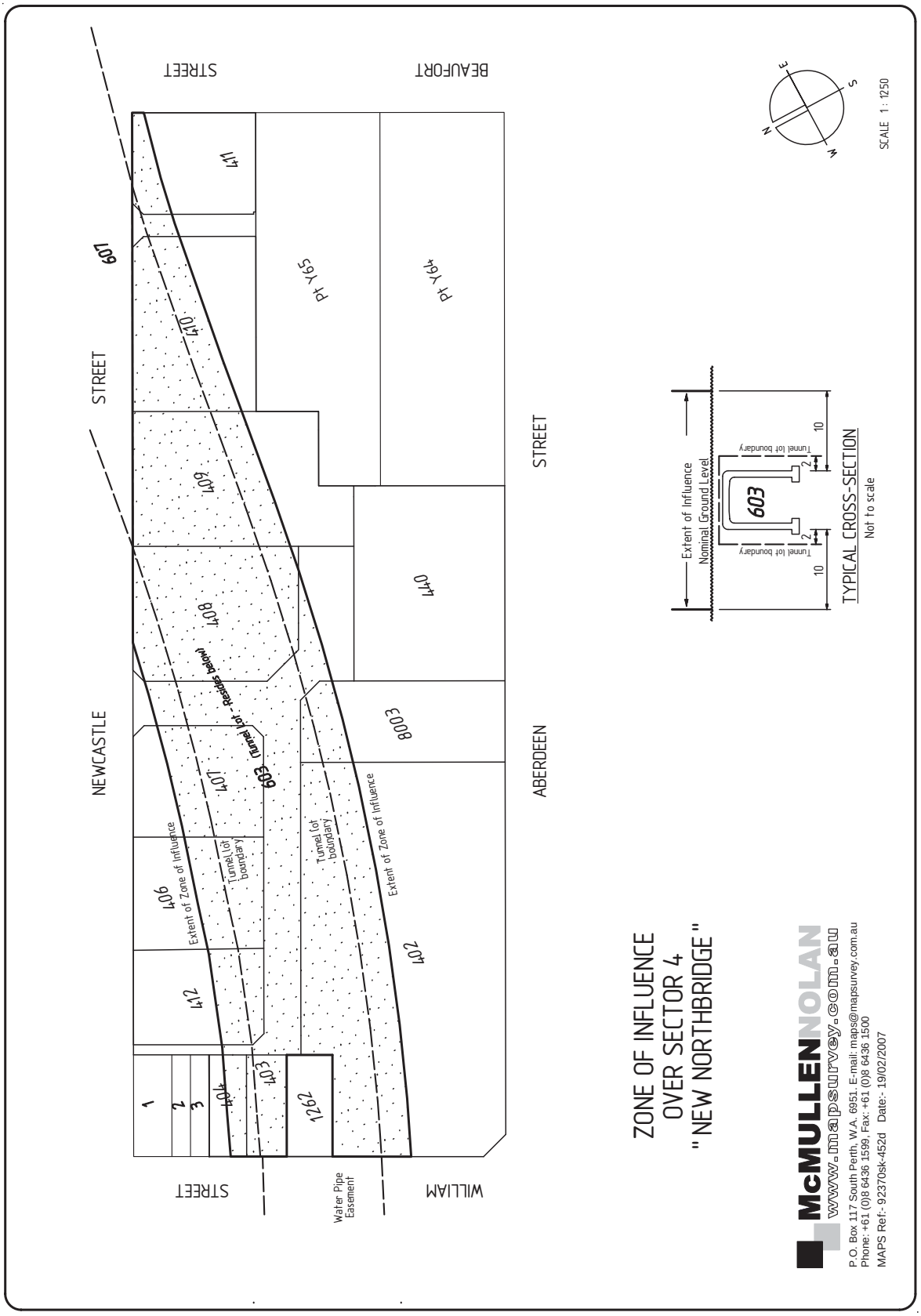
4.10.4 Building Design

- Development should employ contemporary design solutions and maximise opportunities to create 'landmark' buildings.
- A mixture of building materials is encouraged that provide a contemporary interpretation of the original building fabric within the Precinct.
- Building elevations should be articulated to provide visual interest and detail to the development.



Artist's impression of the Museum Street Precinct. Indicative only – should not be taken as an actual reflection of future development of the Precinct.

4.11 – Tunnel Influence and Effect



SECTION 5 – LINDSAY STREET PRECINCT

Original building retained. New building addition incorporates contemporary design, utilising traditional building materials, retaining the existing character of the Precinct.

5.1 – Introduction

5.1.1 Desired Character

The Lindsay Street Precinct's building stock is characterised by a number of large former industrial buildings that have considerable aesthetic and market value for adaptive re-use. There are significant development sites within the Precinct, namely the large vacant site on the corner of Beaufort and Newcastle Streets (the site of the former Lone Star Hotel), and the former Auto Masters site at the opposite end of the Precinct, at the corner of William and Newcastle Streets. These sites provide the opportunity to create landmark developments within the Precinct, which will contribute significantly to the activation of the area as well as tie in with the redevelopment of the Museum Street Precinct to the south.

Contemporary designed commercial and mixed use buildings provide articulated facades adding interest to the streetscape.

Development of these sites should be of a high quality contemporary design that is compatible with the nature and character of the Precinct, and contributes to the activation of William and Beaufort Streets. Development should provide for a mixture of compatible uses that will provide activity and life to this end of the Project Area.

In addition the Precinct also contains a number of smaller residential cottages, some of which have been converted for commercial use. This character element has been reflected in the creation of smaller lots to provide diversity within the Precinct and allow for both residential and commercial uses to be developed.

Mixed Use development engages the street with commercial uses and provides passive surveillance through residential uses.

5.1 – Introduction

To the north of the Precinct is a consolidated residential area with some commercial land uses along William and Beaufort Streets. The scale of this development is two to three storeys with an approximate density of R60/80.

The Precinct has the potential to accommodate a range of residential/ mixed use forms through the adaptive re-use of its existing large, former industrial buildings and development of vacant lots.

Innovative and contemporary design in residential and mixed use developments is strongly encouraged with an emphasis on minimising impact on adjacent residential areas.

Preferred uses for the Precinct are predominantly a mixture of commercial, retail and various forms of residential, including affordable housing. Along Beaufort and William Streets, cafes, restaurants, retail and service activities are encouraged.

5.1.2 Objectives of the Precinct

The objectives for the Precinct are to:

- allow a mixture of compatible land uses in appropriate circumstances, such as residential, retail and commercial;
- promote mixed use planning by locating facilities such as housing, places of employment and shops in close proximity to each other;
- create a precinct which recognises the capacity to accommodate a variety of compatible land uses while retaining the unique character and identity referred to above;
- impose specific land use controls which manage the impacts of non-residential development;
- minimise any adverse effect on residential amenity by devising appropriate design assessment criteria and applying specific impact mitigation requirements;
- increase the significance of heritage buildings by encouraging a contemporary design response from infill development;
- facilitate the development of affordable housing within the Precinct; and
- encourage built form to promote security and safety within the Precinct through the activation of streets, under-width roads and laneways.

The information shown on this plan is indicative only.

LEGEND

- Precinct Boundary
- Tunnel Alignment
- Zone of Influence
- Heritage Precinct (included on the East Perth Redevelopment Authority's Heritage Inventory)
- Heritage Place (included on the East Perth Redevelopment Authority's Heritage Inventory)
- Redevelopment Potential behind Existing Facade
- Western Power Substation
- Studio/Loft Above Garages

N

LINDSAY STREET PRECINCT

Note: The information shown on this diagram, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

5.3 – Table 4: Summary Information

Lot No.	Preferred Land Use	Max. Site Coverage	Setbacks (m)			Height (m)	Tunnel Alignment	Heritage	Other
			Front Min	Side Min.	Rear Min.				
122	Mixed Use/Commercial/ Residential	80%	See Sec. 5.7.1		3	See Sec. 5.5.3		See Sec. 5.7	See Sec. 1.6.5
501	Mixed Use/Commercial/ Residential	80%	As per Lot 502	Nil	3	2 storeys up to 9m			See Sec. 1.6.5
502	Mixed Use/Commercial/ Residential	80%	See Sec. 5.7.1	Nil	3	2 storeys up to 9m (See Sec. 5.7.1)		See Sec. 5.7	See Sec. 1.6.5
503	Mixed Use/Commercial/ Residential	See Section 5.8.1 for Design Guidelines and Performance Standards							
504	Mixed Use/Commercial/ Residential	See Section 5.8.2 for Design Guidelines and Performance Standards							
505	Mixed Use/Commercial/ Residential	80%	2	Nil	3	See Sec. 5.5.3			See Sec. 1.6.5
506	Mixed Use/Commercial/ Residential	80%	See Sec. 5.7.1		3	2 storeys up to 9m		See Sec. 5.7	See Sec. 1.6.5
507	Mixed Use/Commercial/ Residential	80%	See Sec. 5.7.1		3	2 storeys up to 9m		See Sec. 5.7	See Sec. 1.6.5
509	Mixed Use/Commercial/ Residential	80%	See Sec. 5.5.3 and 5.7.1		Nil	2 storeys up to 9m			
510	Mixed Use/Commercial/ Residential	80%	See Sec. 5.7.1		Nil	2 storeys up to 9m		See Sec. 5.7	
511	Mixed Use/Commercial/ Residential	80%	See Sec. 5.5.3 and 5.7.1		Nil	2 storeys up to 9m			
512	Mixed Use/Commercial/ Residential	80%	2	Nil	3	3 storeys up to 12m			

5.3 – Table 4: Summary Information

Lot No.	Preferred Land Use	Max. Site Coverage	Setbacks (m)			Height (m)	Tunnel Alignment	Heritage	Other
			Front Min	Side Min.	Rear Min.				
513	Mixed Use/Commercial/ Residential	80%	2	Nil	3	2 storeys up to 9m			See Sec. 1.6.5
514	Mixed Use/ Commercial/ Residential	80%	2	Nil	3	2 storeys up to 9m			
515	Mixed Use/ Commercial/ Residential	80%	2	Nil	3	2 storeys up to 9m			
517	Mixed Use/Commercial/ Residential	80%	See Sec. 5.7.1		Nil	3 storeys up to 12m (at rear)		See Sec. 5.7	
551	Mixed Use/ Commercial/ Retail	80%	Nil	Nil	Nil	3 storeys up to 12m			See Sec. 1.6.5
552	Mixed Use/ Commercial/ Residential	80%	0-3	Nil	3	2 storeys up to 9m			See Sec. 1.6.5
553	Mixed Use/ Commercial/ Residential	80%	See Sec. 5.7.1		3	2 storeys up to 9m		See Sec. 5.7	See Sec. 1.6.5
554	Mixed Use/ Commercial/ Residential	80%	See Sec. 5.7.1		3	2 storeys up to 9m		See Sec. 5.7	See Sec. 1.6.5
555	Mixed Use/ Commercial/ Residential	80%	See Sec. 5.7.1		3	2 storeys up to 9m		See Sec. 5.7	See Sec. 1.6.5
556	Mixed Use/ Commercial/ Residential	80%	See Sec. 5.7.1		3	2 storeys up to 9m		See Sec. 5.7	See Sec. 1.6.5
557	Mixed Use/ Commercial/ Retail	See Section 5.8.3 for Design Guidelines and Performance Standards							
558	Mixed Use/ Commercial/ Retail	80%	See Sec. 5.5.3 and 5.7.1	Nil	0-3	See Sec. 5.5.3			See Sec. 1.6.5
559	Mixed Use/ Commercial/ Retail	80%	See Sec. 5.7.1		0-3	2 storeys up to 9m		See Sec. 5.7	
560	Mixed Use/ Commercial/ Retail	80%	See Sec. 5.5.3 and 5.7.1	Nil	0-3	See Sec. 5.5.3			

5.3 – Table 4: Summary Information

Lot No.	Preferred Land Use	Max. Site Coverage	Setbacks (m)			Height (m)	Tunnel Alignment	Heritage	Other
			Front Min	Side Min.	Rear Min.				
561	Mixed Use/ Commercial/Retail	80%	See Sec. 5.5.3 and 5.7.1	Nil	0-3	See Sec. 5.5.3			
562	Mixed Use/ Commercial/Retail	80%	See Sec. 5.7.1		0-5	2 storeys up to 9m		See Sec. 5.7	
608 *	Mixed Use/ Commercial/ Residential/Retail/ Affordable Housing	See Section 5.8.4 for Design Guidelines and Performance Standards							
609	Mixed Use/ Commercial/ Residential	See Section 5.8.5 for Design Guidelines and Performance Standards							
610 *	Mixed Use/ Commercial/ Residential/Retail Affordable Housing	See Section 5.8.6 for Design Guidelines and Performance Standards							
611	Mixed Use/ Commercial/ Residential	80%	See Sec. 5.7.1		1	2 storeys up to 9m at front, 3 storeys up to 12m at rear		See Sec. 5.7	Development is to be undertaken in a manner consistent with the March 2002 Conservation Plan
612	Mixed Use/ Commercial/ Residential	80%	See Sec. 5.5.3 and 5.7.1		3	See Sec 5.5.3			
616	Mixed Use/Commercial/ Residential	80%	See Sec. 5.7.1		3	See Sec. 5.5.3			See Sec. 1.6.5
650	Mixed Use/ Commercial/ Residential	80%	See Sec. 5.7.1		3	See Sec. 5.5.3		See Sec. 5.7	See Sec. 1.6.5
651	Mixed Use/ Commercial/ Residential	80%	See Sec. 5.7.1		3	See Sec. 5.5.3		See Sec. 5.7	See Sec. 1.6.5
652	Mixed Use Retail/Commercial/ Residential	80%	Nil	See Sec. 5.7.1	3	3 storeys up to 12m		See Sec. 5.7	See Sec. 1.6.5
1518	Mixed Use/Commercial/ Residential	80%	See Sec. 5.7.1		Nil	2 storeys up to 9m		See Sec. 5.7	

* Lots 608 and 609 now amalgamated as Lot 780

Definitions

Mixed Use Development: Buildings that contain residential dwellings in conjunction with commercial and non-residential uses.

Building Height: Building height is controlled by two measures. The maximum height limit (to the ridge) is indicated by the height given in metres, i.e. 9m. The maximum scale of development is indicated by the reference to storeys, i.e. 2 storeys.

5.4 – Site Planning

5.4.1 Place Activation

William Street Activation (Lots 557 and 551)

The William Street frontage of the Precinct is a priority activation point in Northbridge. It is important that development on Lots 557 and 551 ensure the successful activation of William Street to assist in activating the wider Northbridge area.

To ensure the activation of William Street, the following design requirements will apply:

- The ground floor uses along the William Street and Newcastle Street frontages should be active.
- Buildings along William Street should have a hard-edged interface, with active and intense uses to encourage high pedestrian traffic.
- To assist in the creation of a bustling and vibrant street environment, the William Street frontage should be designed to be visually permeable and interactive with the street.

5.5 – Building Design

5.5.1 Building Appearance and Streetscape

Building elevations within the Precinct should be articulated to provide visual interest to the detail and scale of the development. The street or 'public face' of the building should be detailed to provide visual richness and variety, highlight rhythms, reduce apparent bulk and enhance its individual identity. This can be achieved through the use of colour, texture and materials, surface modelling and the integration of art. The height of proposed development in relation to existing buildings plays an integral role in the establishment of consistent rhythm of the streetscape.

Elements such as awnings, balconies and windows be encouraged. The entrance to buildings should be clearly defined. Dwellings should be designed to encourage passive surveillance of the public realm from living areas and balconies. This enables 'eyes on the street', helping reduce the occurrence of antisocial behaviour.

Building materials have the potential to significantly impact upon the overall character of an area. It is important that the materials utilised within the Precinct reflect the desired character for the area. The materials to be utilised by developments within the Precinct should reflect and highlight the traditional building materials utilised by the original industrial and cottage style buildings within the Precinct. Traditional building materials including corrugated iron, steel and timber features, recycled brick and limestone work are encouraged.

New development should employ contemporary design solutions and maximise opportunities to create 'landmark' buildings, especially on Lots 557, 608 and 610 (note that Lots 608 and 610 have now been amalgamated as Lot 780). New development is to draw reference from the existing streetscape elements and provide for the activation of all street frontages where possible.

5.5 – Building Design

New development should maintain heights that are consistent and sympathetic with the heights of adjoining existing buildings. These developments should also have regard for predominant design elements of existing adjoining buildings such as eaves, gables, roof pitch, and so on.

5.5.2 Dwelling Limits

The following lots may be vacant or contain existing buildings of which some are of heritage significance and are subject to the maximum dwelling yields as outlined below:

Lot 501 –	1 Dwelling	Lot 554 –	1 Dwelling
Lot 502 –	1 Dwelling	Lot 555 –	1 Dwelling
Lot 506 –	1 Dwelling	Lot 556 –	1 Dwelling
Lot 507 –	1 Dwelling	Lot 559 –	1 Dwelling
Lot 510 –	1 Dwelling	Lot 562 –	1 Dwelling
Lot 513 –	1 Dwelling	Lot 650 –	2 Dwellings
Lot 514 –	1 Dwelling	Lot 651 –	2 Dwellings
Lot 515 –	1 Dwelling	Lot 1518 –	2 Dwellings
Lot 553 –	1 Dwelling		

5.5.3 Plot Ratio, Setbacks and Heights

Building setbacks and heights must be within the parameters detailed in Table 4 – Summary Information.

Plot Ratio

The plot ratio of all developments in the Lindsay Street Precinct shall be a maximum of 2.0.

Front Setbacks

Where lots have more than one street frontage, the front boundary shall be the street to which the shortest boundary adjoins. Lots 557, 608 and 610 should be designed to address all street frontages (note that Lots 608 and 610 have now been amalgamated as Lot 780).

Lot 612 must maintain a front setback consistent with the front wall (not verandah) of the existing building on Lot 611 (see Precinct Plan). Development is not permitted in front of this established building line.

Lots 509, 511, 558, 560, 561 and 612 must maintain a front setback that is consistent and sympathetic with the setbacks of the adjoining existing buildings.

5.5 – Building Design

Side Setbacks

Side setbacks other than those specified elsewhere in the guidelines will generally be assessed by giving consideration to the following:

- compliance with the guideline's solar access requirements; and
- impact upon on the privacy of adjoining properties.

Generally commercial development within the Precinct can be developed to a nil side setback. Residential development and mixed use developments should be setback as per the Residential Design Codes of WA, unless otherwise determined by the East Perth Redevelopment Authority (the Authority).

Commercial floorspace built within the framework of existing warehouse.

Existing street setback maintained. Uses allow for interaction at street level and casual surveillance at upper levels.

Building Height Limits

Building height limits within the Precinct vary according to the particular lot (see Table 4 – Summary Information).

Building height for development on Lots 122, 505, 558, 560, 561, 612, 616, 650 and 651 shall be restricted to two storeys up to 9m over the front portion of the site to respect the existing built scale of the street.

Development to the rear portion of these lots may be constructed to a height of three storeys up to 12m.

Building height for development on Lots 509 and 511 shall be restricted to two storeys up to 9m.

5.5.4 Passive Surveillance

Development on Lots 610 (now amalgamated with Lot 608 as Lot 780), 616 and 650-652 should incorporate elements such as windows to encourage passive surveillance of the adjacent parkland (Weld Square).

5.5.5 Finished Floor Levels

The following minimum finished floor levels (AHD) apply to Lots 503, 504 and 612:

Lot 503 - 11.32m

Lot 504 - 11.40m

Lot 612 - 11.40m

Developments on these lots must be in accordance with the levels prescribed above.

5.6 – Car Parking and Access

5.6.1 Vehicle Access Gates, Carports and Garages

Generally vehicular access to lots will be via the rear where such access is provided. Primary vehicle access for corner lots shall be obtained from:

- Lots 612 and 616 – Elovalis Lane
- Lot 608 (now amalgamated with Lot 610 as Lot 780) – Lindsay Street (local traffic only)
- Lots 512, 517, 501, 507, 551, 556, 557 and 562 – Washing Lane
- Lot 610 – Beaufort Street

Garaging/carport structures within the front setback are not permitted.

5.6.2 Pedestrian Access

Development on Lots 512, 517, 557, 608 and 610 should address all street frontages (note that Lots 608 and 610 have now been amalgamated as Lot 780). Whilst developments should address all streets, the main pedestrian access for Lots 551 and 557 should be off William Street and Lots 512 and 517 should be off Newcastle Street. Due to the size of Lots 608 and 610 (now amalgamated as Lot 780) it is expected that pedestrian access may be obtained from all street frontages.

5.7 – Heritage Listed Properties

Heritage listed properties within the Lindsay Street Precinct include:

State Register of Heritage Places:

Lot 503 (Mackay's Aerated Water Factory), Lot 504 (the Stables) and Lots 609 and 611 (Lindsay Street Flour Mill & Bakery Complex)

The above properties are afforded protection under the Heritage of Western Australia Act 1990. This means that all development proposals for these properties must be referred to the Heritage Council of Western Australia for advice prior to being determined and that advice must be complied with. It is intended that these properties be retained and adaptively reused.

The Authority's Heritage Inventory:

Lots 122, 502-504, 506-507, 510, 517, 553-556, 559, 562, 609, 611, 650-652, 1518

5.7.1 Setbacks and Heights

Development on lots within the Heritage Precincts (see Precinct Plan) that either contain or adjoin buildings of heritage significance, as well as other lots within the Lindsay Street Precinct that contain heritage listed buildings, should generally maintain the established streetscape in terms of building setbacks, existing building heights and presentation.

Front Setbacks

Lots containing buildings of heritage significance have established front setbacks that should be maintained.

New development to Lots 509, 511, 558, 560, 561 and 612 should reflect front setbacks that are consistent with the established front setbacks of the existing adjoining buildings (see Precinct Plan).

Side Setbacks

Side setbacks for new development on vacant lots within the heritage precincts should be consistent with the side setbacks of adjoining properties. Development on lots containing existing buildings should maintain the setback established by that building.

Generally, commercial development within the Lindsay Street Precinct can be developed to a nil side setback. Residential development and mixed use developments should be set back as per the requirements of the Residential Design Codes of WA, unless otherwise determined by the Authority.

5.7 – Heritage Listed Properties

Building Height Limits

The Precinct incorporates several large buildings which dominate the streetscape such as the former Aerated Water Factory on Lot 503 and the Flour Mill and Bakery on Lot 609, both of which are 12-15m in height. These buildings are the most significant elements of the Lindsay and Money Street streetscapes, elements which are to be maintained and reinforced through the development of the surrounding lots.

As such, building height and bulk on Lots 608 (now amalgamated with Lot 610 as Lot 780) and 502 should be lower than the existing buildings when viewed from the street. Internally, higher than standard floor to ceiling height is encouraged where appropriate.

5.7.2 Vehicle Access, Gates, Carport and Garages

Primary vehicle access to Lots 616 and 612 shall be obtained from Elovalis Lane.

5.8 – Lot Specific Guidelines

5.8.1 Lot 503 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines and this Section, the following specific information applies to development on Lot 503.

This lot comprises two distinct areas: the larger section to the west of the sewer easement, and the smaller section to the east of the sewer easement. Separate design guidelines are applicable to each to each area, as follows:

Area to the west of the sewer easement

Preferred Land Use

The preferred land use is mixed use/commercial/residential.

Setbacks

The western portion of Lot 503 contains an existing building. However, where additional development is permitted, the established setbacks should be maintained.

An appropriate rear setback must be provided to accommodate the sewer easement (see below).

Building Height

Where additional development is permitted the new building should range in height from the existing facade's height through to three storeys up to 12m to the rear of the site.

Where development with retention is permitted, the existing building height should not be exceeded.

Higher than standard floor to ceiling height is encouraged where appropriate.

Access

Primary pedestrian access must be obtained from Money Street.

Appearance

The development/adaptive re-use of the western portion of Lot 503 is to be undertaken in a manner consistent with the December 2002 Conservation Plan and should draw reference from the warehousing characteristics typical of the area. New built form should incorporate a contemporary interpretation of traditional elements with sympathetic design in terms of scale, proportions, materials and colours so as to be distinguishable from, and not mimic, the existing buildings in the area. The existing western parapet wall and the southern boundary wall must be retained. Where possible, any other elements of the existing building fabric should also be retained.

Finished Floor Levels

The minimum finished floor level for development on the western portion of Lot 503 should be 11.32m AHD.

5.8 – Lot Specific Guidelines

Western Power Sub-Station

A district sub-station is contained in the south-west corner of Lot 503. This sub-station should be incorporated into the design of any building.

Sewer Easement

The sewer easement must not be built on unless a suitable design solution can be reached to the satisfaction of the Water Corporation and the Authority. The area may be used for car parking or open space.

Area to the east of the sewer easement

Preferred Land Use

The preferred land use mixed use/commercial/residential.

Setbacks

Development on the eastern half of Lot 503 must sit generally within the footprint of the existing building.

An appropriate rear setback must be provided to accommodate the sewer easement (see below).

Building Height

The eastern half of Lot 503 may be developed to a maximum height of three storeys up to 12m, provided that any new development within 4.5m of the Lindsay Street facade does not extend above the height of the existing parapet wall.

Access and Service Areas

Primary vehicular access must be obtained from Little Parry Street and shall be restricted to local residential traffic only. Servicing of development on this lot should also be provided on-site and should not occur from Little Parry Street. The existing entry in the Lindsay Street facade may be utilised for vehicular access.

Appearance

The existing building on the eastern portion of Lot 503 should be retained and any development is to be undertaken in a manner consistent with the December 2002 Conservation Plan.

Development on this lot should draw reference from the warehousing characteristics typical of the area. New built form should incorporate contemporary interpretation of traditional elements with sympathetic design in terms of scale, proportions, materials and colours so as to be distinguishable from, and not mimic, the existing buildings in the area. Where possible, elements of the existing building fabric should be retained.

Finished Floor Levels

The minimum finished floor level for the eastern portion of Lot 503 should be 11.40m AHD.

5.8 – Lot Specific Guidelines

Sewer easement

The sewer easement must not be built on unless a suitable design solution can be reached to the satisfaction of the Water Corporation and the Authority. The area may be used for car parking or open space.

5.8.2 Lot 504 – Design Guidelines and Performance Standards

Lot 504 contains an existing heritage listed building (known as 'the Stables'). In addition to information contained in Section 1 – Core/Common Design Guidelines, development on Lot 504 is guided by the December 2002 Conservation Plan.

Preferred Land Use

The preferred land use for Lot 504 is mixed use/commercial/residential.

Setbacks

Development is permitted forward of the Stables building, provided that the following setbacks are met:

- East: the setback from Lindsay Street should be at least 6m
- North: a nil setback is permitted
- West: the setback from the Stables building should be at least 2m
- South: development is limited to an area north of the opening to the front of the Stables building

Building Height

Development forward of the Stables building is limited to single storey, and is restricted in height to the lowest wallhead of the Stables building.

Appearance

Any development forward of the Stables building should draw reference from the warehousing characteristics typical of the area. New built form should incorporate interpretation of traditional elements with sympathetic design in terms of scale, proportions, materials and colours so as to be distinguishable from, and not mimic, the existing buildings in the area. The former horse run to the front of the Stables building should be interpreted as part of any development.

Whilst the opportunity for new works to the Stables building itself is very limited, any changes should be made using the existing palette of materials, including red brick, corrugated galvanized iron, steel hardware, timber, iron, bitumen and concrete.

Finished Floor Levels

The minimum finished floor level for development on Lot 504 should be 11.40m AHD.

Sewer Easement

Lot 504 is affected by a sewer easement as shown on the Precinct Plan. This area must not be built on unless a suitable design solution can be reached to the satisfaction of the Water Corporation and the Authority. The area may be used for open space.

5.8 – Lot Specific Guidelines

5.8.3 Lot 557 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 557 (a sketch providing an example of indicative built form is contained in Section 5.9).

Preferred Land Use

The preferred land use for Lot 557 is mixed use. The ground floor must have active retail uses, particularly along William Street.

Setbacks

Nil setbacks to all boundaries should be provided.

Site Coverage

Site coverage should be a minimum of 80% to encourage the creation of a landmark building on this site.

Building Height

Lot 557 may be developed to a maximum height of three storeys up to 12m, with a four storey component up to 15m at the intersection of William and Newcastle Streets (see the sketch contained in Section 5.9).

Higher than standard floor to ceiling height is encouraged where appropriate.

Access

Primary pedestrian access must be obtained from both William and Newcastle Streets.

Any service courts and loading docks provided on-site must not be visible from either William or Newcastle Streets.

Appearance

The development on this lot should relate to the other buildings located at the corner of William and Newcastle Streets. The building form should incorporate a contemporary interpretation of surrounding elements such as volume and proportions, and should feature dominant parapets and cantilevered awnings, which are characteristic of developments along William Street.

The development should address the William Street, Newcastle Street and Washing Lane frontages, and must have active uses to William and Newcastle Streets. Elevations should be detailed with window openings and recessed panels and are to be articulated to provide visual interest and activate the street frontage.

Generally, the building should incorporate:

- high levels of articulation to all facades;
- highly legible primary entrances;

- vertical proportioning through the use of appropriate fenestration and facade detail;
- upper level balconies to the primary street frontages;
- facades that vary in height to add a level of interest to the streetscape; and
- continuous pedestrian protection from the sun and rain through the use of a suspended awning 2.5m wide along William and Newcastle Streets.

Development should also address the frontage to Washing Lane and be articulated and appropriately detailed with a combination of elements such as major openings, awnings and balconies to encourage passive surveillance of the public realm.

Blank walls will not be permitted.

Corner Sites

Corner sites tend to be the most prominent. Buildings situated at road intersections play a special role in defining the quality of adjoining public spaces and are often landmarks which assist people's understanding of the local environment.

The elevations should reinforce the corner to which the development addresses. Special corner treatment is encouraged and may take the form, but not be limited to:

- parapet facade higher than flanking parapet (maximum 1.5m above permissible building height); and
- cantilevered canopy higher at truncation of intersection than flanking canopies. The City of Perth and/or Town of Vincent should be consulted regarding the extent to which canopy projections can occur.

5.8 – Lot Specific Guidelines

5.8.4 Lot 608 (now amalgamated with Lot 610 as Lot 780) – Design Guidelines and Performance Standards

Note: Lot 608 has been amalgamated with Lot 610 as Lot 780. The following provisions apply to the area west of the sewer easement on Lot 780 (see Precinct Plan). This area was formerly Lot 608, and is referred to as such below.

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 608 (a sketch providing an example of indicative built form is contained in Section 5.9).

Preferred Land Use

The preferred land use for Lot 608 is mixed use/commercial/residential/ retail.

As a minimum however, the Authority will require this lot, in conjunction with adjoining Lot 610, to be developed as a combined (integrated) supermarket and residential development. The residential component must include an element of affordable housing, as defined in the Authority's Policy 1.2 – Residential Development.

Setbacks

Development on Lot 608 should have a nil setback to the southern, western and eastern boundaries.

Building Height

Lot 608 may be developed to a maximum height of three storeys up to 12m, except for within 10m of its boundary with Lot 609, where the development should be stepped down to two storeys up to 9m.

Access and Service Areas

Primary vehicular access must be obtained from Lindsay Street and shall be restricted to local residential traffic only. Service courts and loading docks are required to be provided on-site and must not be visible from Newcastle or Lindsay Streets.

Appearance

Development on Lot 608 should draw reference from the warehousing and industrial characteristics typical of the area. The building form should incorporate a contemporary interpretation of traditional elements such as volume and proportions.

Development on Lot 608 should address all street frontages. Exposed blank walls are not permitted. Elevations should be detailed with window openings and recessed panels and are to be articulated to provide visual interest and activate the street frontage.

5.8 – Lot Specific Guidelines

Generally, the building should incorporate:

- full articulation of the ground level;
- highly legible primary entrances;
- vertical proportioning through the use of appropriate fenestration and facade detail;
- upper level balconies to the primary street frontages;
- facades that vary in height to add a level of interest to the streetscape; and
- continuous pedestrian protection from sun and rain through the use of a suspended awning 2.5m wide along Lindsay and Newcastle Streets.

Northbridge Tunnel Development Standards

Applicants should refer to Section 1.6.1 for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained. A Tunnel Impact Statement is required to be submitted with any development application for Lot 608.

Sewer Easement

Lot 608 is affected by a sewer easement as shown on the Precinct Plan. This area must not be built on unless a suitable design solution can be reached to the satisfaction of the Water Corporation and the Authority. The area may be used for car parking or open space.

Western Power Sub-Station

Lot 608 contains a district sub-station in the north western corner of the site. This sub-station should be incorporated into the design of the proposed building.

Corner Sites

Corner sites tend to be the most prominent. Buildings situated at road intersections play a special role in defining the quality of adjoining public spaces and are often landmarks which assist people's understanding of the local environment.

The elevations should reinforce the corner to which the development addresses. Special corner treatment is encouraged and may take the form, but not be limited to:

- parapet facade higher than flanking parapet (maximum 1.5m above permissible building height); and
- cantilevered canopy higher at truncation of intersection than flanking canopies. The City of Perth and/or Town of Vincent should be consulted regarding the extent to which canopy projections can occur.

5.8 – Lot Specific Guidelines

5.8.5 Lot 609 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 609.

Preferred Land Use

The preferred land use for Lot 609 is mixed use/commercial/residential.

Setbacks

Lot 609 contains an existing building. However, where additional development is permitted the established setbacks should be maintained.

The existing rear setback should be maintained.

Building Height

Where additional development is permitted, the new building may have a height of three storeys up to 12m.

Where development with retention is permitted, the existing building height should not be exceeded.

Higher than standard floor to ceiling height is encouraged where appropriate.

Access

Primary vehicular access must be obtained from Elovalis Lane.

Appearance

The development/adaptive re-use of Lot 609 is to be undertaken in a manner consistent with the March 2002 Conservation Plan and should draw reference from the warehousing characteristics typical of the area. The building form should incorporate a contemporary interpretation of traditional elements with sympathetic design in terms of scale, proportions, materials and colours so as to be distinguishable from, and not mimic, the existing buildings in the area. Where possible, elements of the existing building fabric should be retained.

Power Supply

For a total power load exceeding 200 amps per phase (i.e. up to 200 amps per phase minimum) the developer must allow for Western Power to supply and install a universal pillar or LV frame including the necessary space/ area to contain this equipment.

5.8 – Lot Specific Guidelines

5.8.6 Lot 610 (now amalgamated with Lot 608 as Lot 780) – Design Guidelines and Performance Standards

Note: Lot 610 has been amalgamated with Lot 608 as Lot 780. The following provisions apply to the area east of the sewer easement on Lot 780 (see Precinct Plan). This area was formerly Lot 610, and is referred to as such below.

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 610 (a sketch providing an example of indicative built form is contained in Section 5.9).

Preferred Land Use

The preferred land use for Lot 610 is mixed use/commercial/residential/ retail.

As a minimum however, the Authority will require this lot, in conjunction with adjoining Lot 608, to be developed as a combined (integrated) supermarket and residential development. The residential component must include an element of affordable housing, as defined in the Authority's Policy 1.2 – Residential Development.

Setbacks

Development on Lot 610 must have a nil setback to the southern, western and eastern boundaries.

Building Height

Lot 610 should be developed to a maximum height of three storeys up to 12m, except for within 10m of its boundary with Lot 650, where the development should be stepped down to two storeys up to 9m.

Access and Service Areas

Primary vehicular access must be obtained from Beaufort Street. Service courts and loading docks are required to be provided on-site and must be adequately screened from public view.

Appearance

Development on Lot 610 should draw reference from the warehousing and industrial characteristics typical of the area. The building form should incorporate a contemporary interpretation of traditional elements such as volume and proportions.

Development on Lot 610 should address all street frontages, incorporating windows and other elements to the Beaufort Street frontage to encourage passive surveillance of Weld Square. Exposed blank walls are not permitted. Elevations should be detailed with window openings and recessed sections and are to be articulated to provide visual interest and activate the street frontage.

5.8 – Lot Specific Guidelines

Generally, the building should incorporate:

- full articulation of the ground level;
- highly legible primary entrances;
- vertical proportioning through the use of appropriate fenestration and facade detail;
- upper level balconies to the primary street frontages;
- facades that vary in height to add a level of interest to the streetscape; and
- continuous pedestrian protection from sun and rain through the use of a suspended awning 2.5m wide along Beaufort and Newcastle Streets.

Northbridge Tunnel Development Standards

Applicants should refer to Section 1.6.1 for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained. A Tunnel Impact Statement is required to be submitted with any development application for Lot 610.

Sewer Easement

Lot 610 is affected by a sewer easement as shown on the Precinct Plan. This area must not be built on unless a suitable design solution can be reached to the satisfaction of the Water Corporation and the Authority. The area may be used for car parking or open space.

Western Power Sub-Station

Lot 610 contains a district sub-station in the north eastern corner of the site. This sub-station should be incorporated into the design of the proposed building.

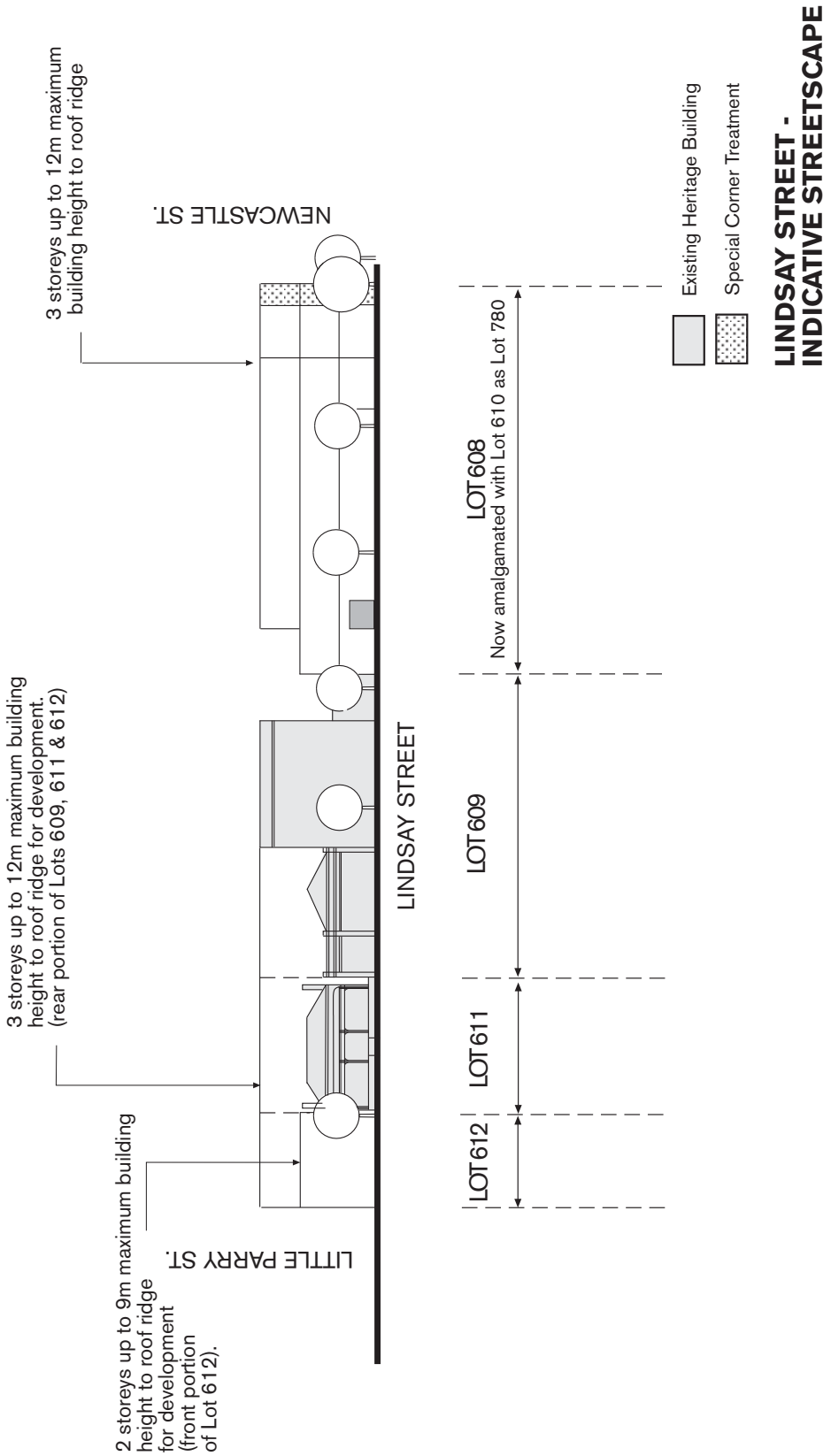
Corner Sites

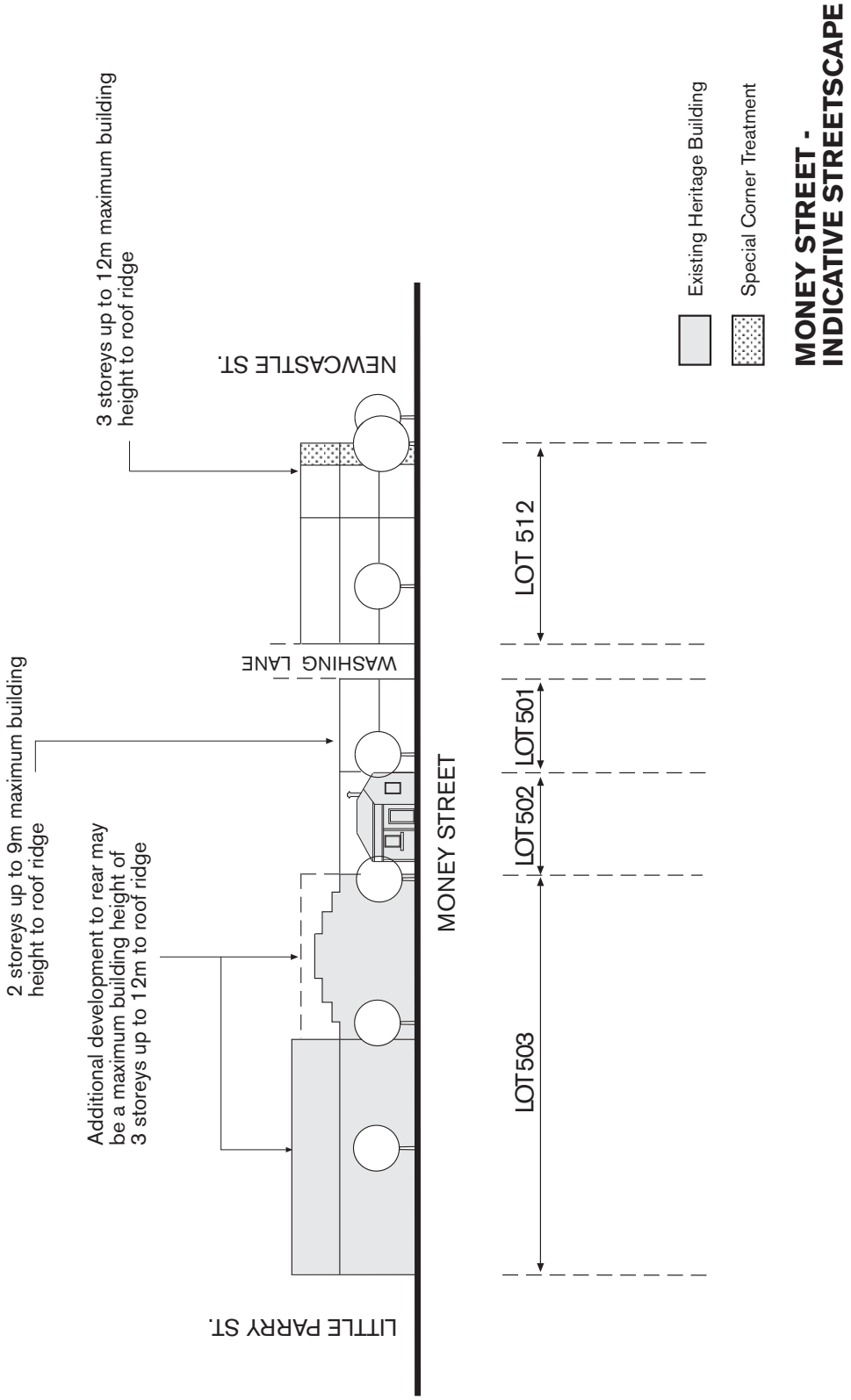
Corner sites tend to be the most prominent. Buildings situated at road intersections play a special role in defining the quality of adjoining public spaces and are often landmarks which assist people's understanding of the local environment.

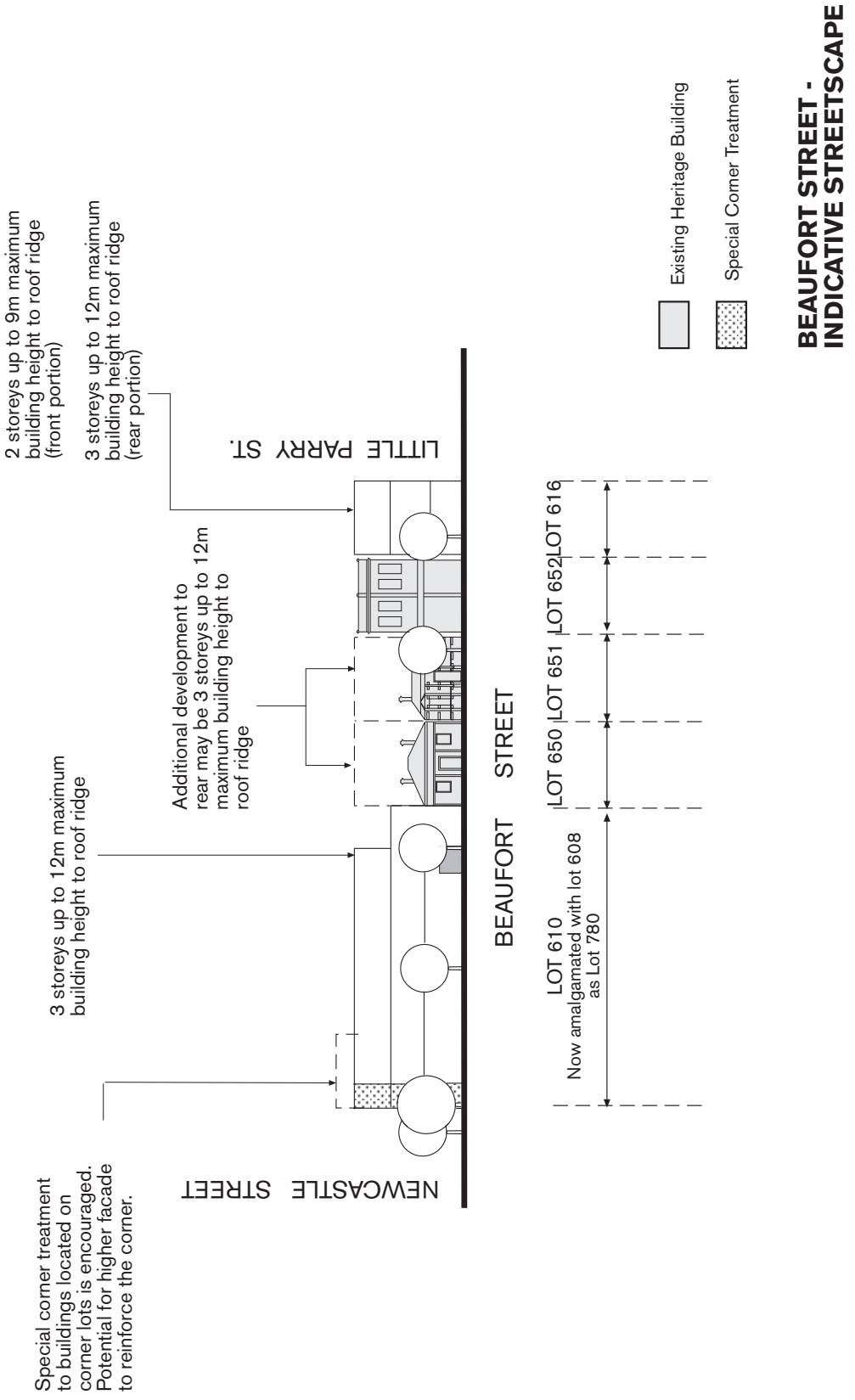
The elevations should reinforce the corner to which the development addresses. Special corner treatment is encouraged and may take the form, but not be limited to:

- parapet facade higher than flanking parapet (maximum 1.5m above permissible building height); and
- cantilevered canopy higher at truncation of intersection than flanking canopies. The City of Perth and/or Town of Vincent should be consulted regarding the extent to which canopy projections can occur.

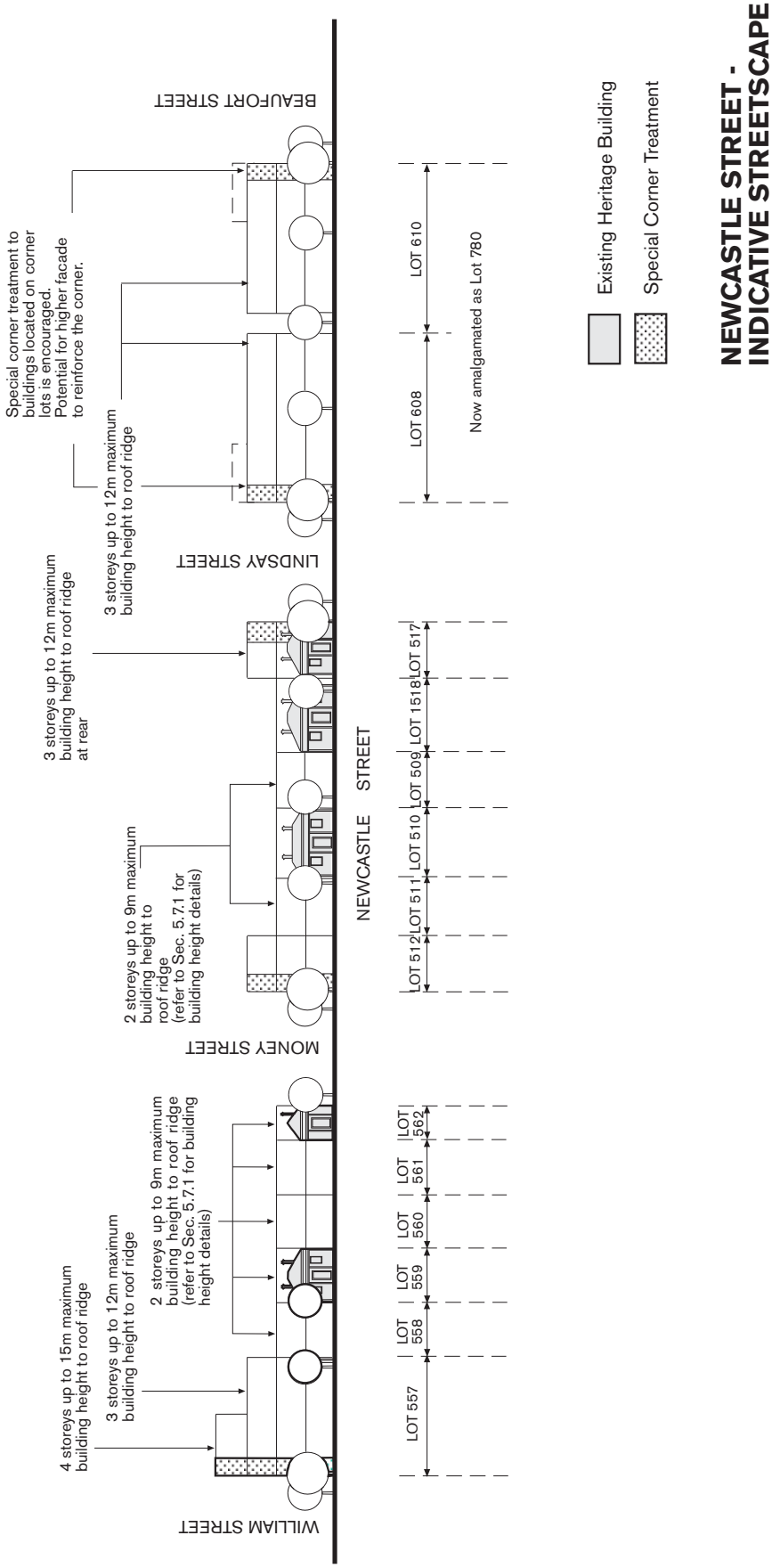
5.9 – Urban Design Assessment




MONEY STREET -
INDICATIVE STREETSCAPE
Existing Heritage Building
Special Corner Treatment
3 storeys up to 12m maximum building height to roof ridge
2 storeys up to 9m maximum building height to roof ridge
Additional development to rear may be a maximum building height of 3 storeys up to 12m to roof ridge
NEWCASTLE ST.
WASHING LANE
MONEY STREET
LITTLE PARRY ST.
LOT 512
LOT 501
LOT 502
LOT 503

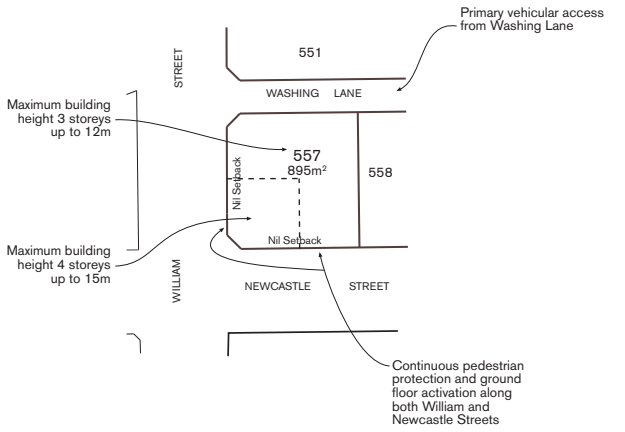

BEAUFORT STREET -
INDICATIVE STREETSCAPE
Existing Heritage Building
Special Corner Treatment
2 storeys up to 9m maximum building height to roof ridge (front portion)
3 storeys up to 12m maximum building height to roof ridge (rear portion)
LITTLE PARRY ST.
Additional development to rear may be 3 storeys up to 12m maximum building height to roof ridge
3 storeys up to 12m maximum building height to roof ridge
Special corner treatment to buildings located on corner lots is encouraged. Potential for higher facade to reinforce the corner.
NEWCASTLE STREET
BEAUFORT STREET
LOT 610
Now amalgamated with lot 608 as Lot 780
LOT 650
LOT 651
LOT 652
LOT 616

5.9 – Urban Design Assessment



5.9 – Urban Design Assessment

LOT 557



PLAN

SITE SPECIFIC GUIDELINES

DEVELOPMENT POTENTIAL
Commercial/retail/mixed use.
See Section 5.8.3 for additional details.

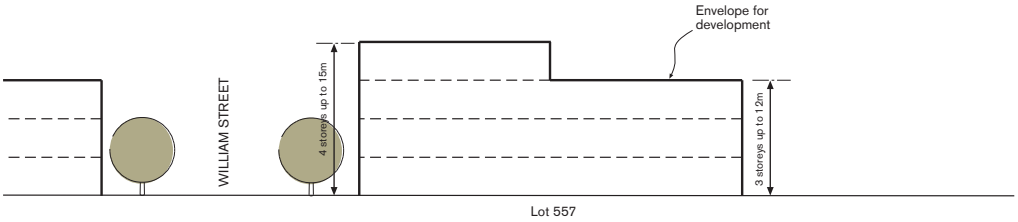
BUILDING HEIGHT
Maximum building height - 3 storeys up to 12m, with a 4 storey component up to 15m at the intersection of William and Newcastle Streets.

SETBACKS
Nil setbacks to William and Newcastle Streets.

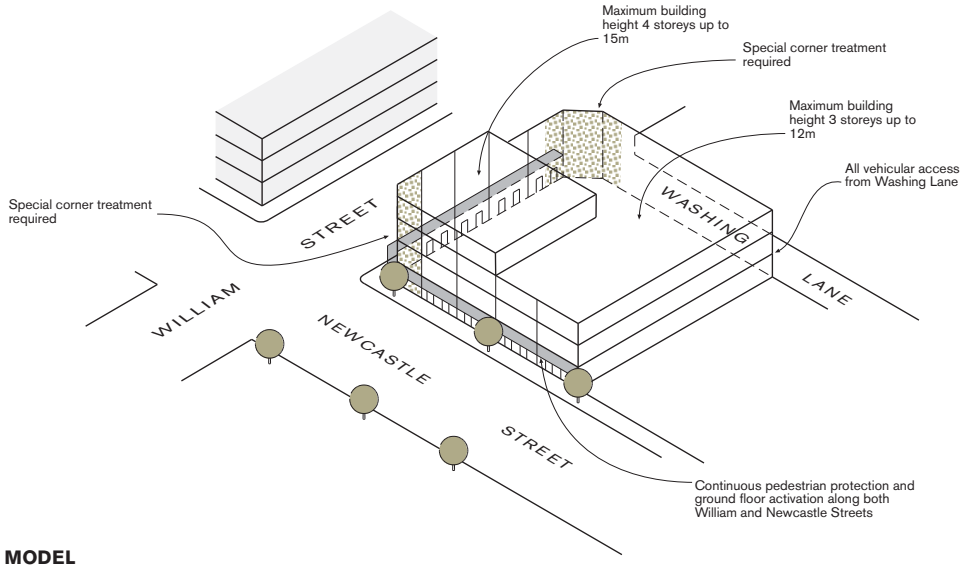
ACCESS
All vehicular access shall be via Washing Lane.

MISCELLANEOUS
* Special corner treatment is encouraged to reinforce the William/Newcastle Street and William Street/Washing Lane corners.
* Development should address William Street, Newcastle Street and Washing Lane.

NOTE: All building forms shown are indicative only and do not represent the final outcome.



SECTION

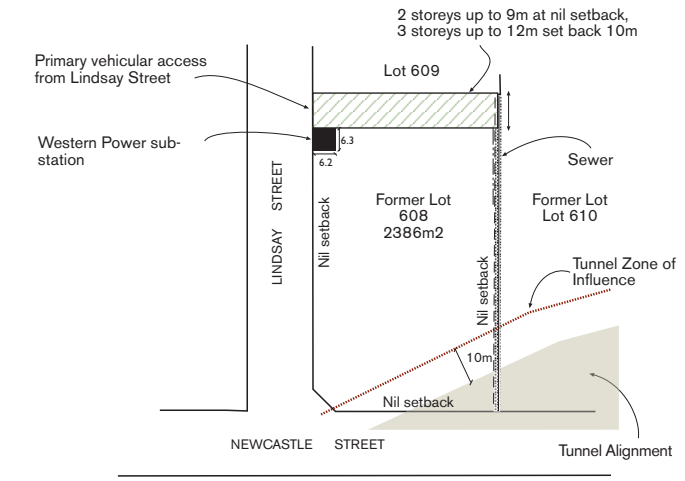


3D MODEL

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

5.9 – Urban Design Assessment

LOT 608 (Now amalgamated with Lot 610 as Lot 780)



PLAN

SITE SPECIFIC GUIDELINES

DEVELOPMENT POTENTIAL
This lot should be developed for mixed use/ commercial/residential/retail.

See Section 5.8.4 for additional details.

BUILDING HEIGHT
Maximum building height - 3 storeys up to 12m except for 10m from the boundary of former Lot 609 which is 2 storeys up to 9m.

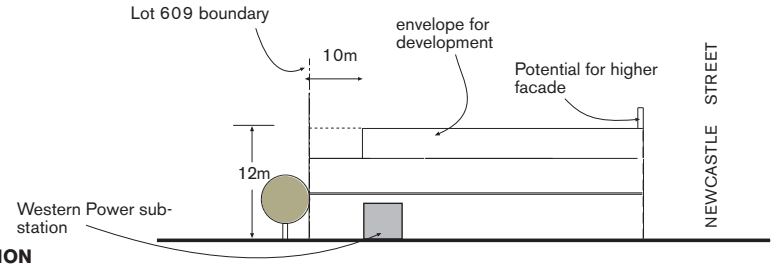
SETBACKS

Western	Min - nil
Southern	Min - nil
Eastern	Min - nil

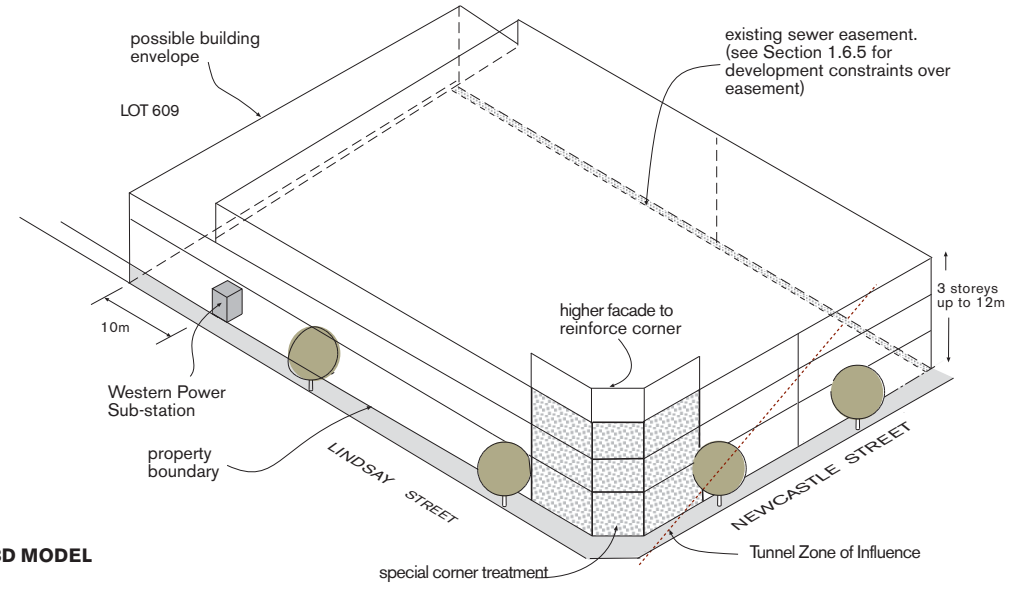
ACCESS
All vehicular access shall be via Lindsay Street.

MISCELLANEOUS
- Special corner treatment is encouraged to reinforce the site as an important edge.
- Development should address both street frontages.
- The sewer easement may be built over where a suitable design solution can be achieved to the satisfaction of the WaterCorp and the Authority.

NOTE: All building forms shown are indicative only and do not represent the final outcome.



SECTION

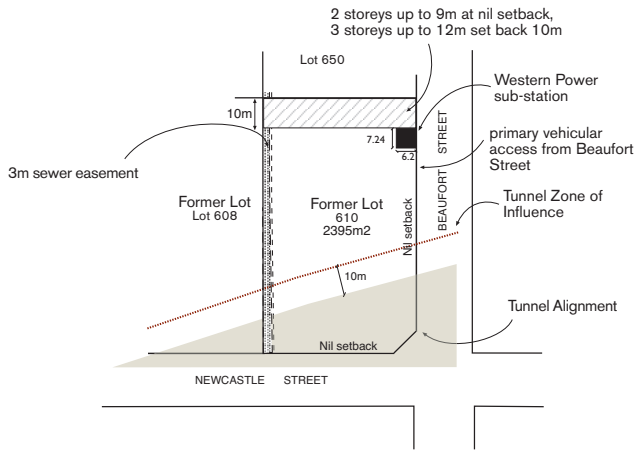


3D MODEL

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

5.9 – Urban Design Assessment

LOT 610 (Now amalgamated with Lot 608 as Lot 780)



PLAN

SITE SPECIFIC GUIDELINES

DEVELOPMENT POTENTIAL
This lot should be developed for mixed use/commercial/ residential/retail.
See Section 5.8.6 for additional details.

BUILDING HEIGHT
Maximum building height - 3 storeys up to 12m except for 10m from the boundary of Lot 650 which is 2 storeys up to 9m.

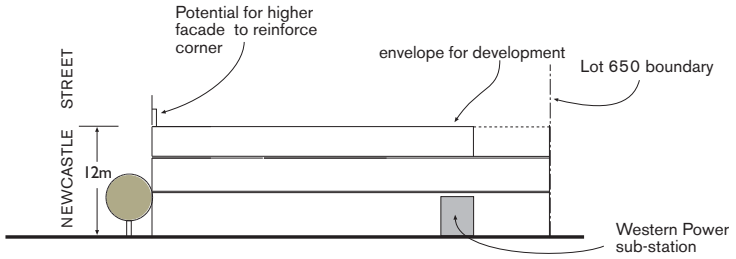
SETBACKS

Western	Min - nil
Southern	Min - nil
Eastern	Min - nil

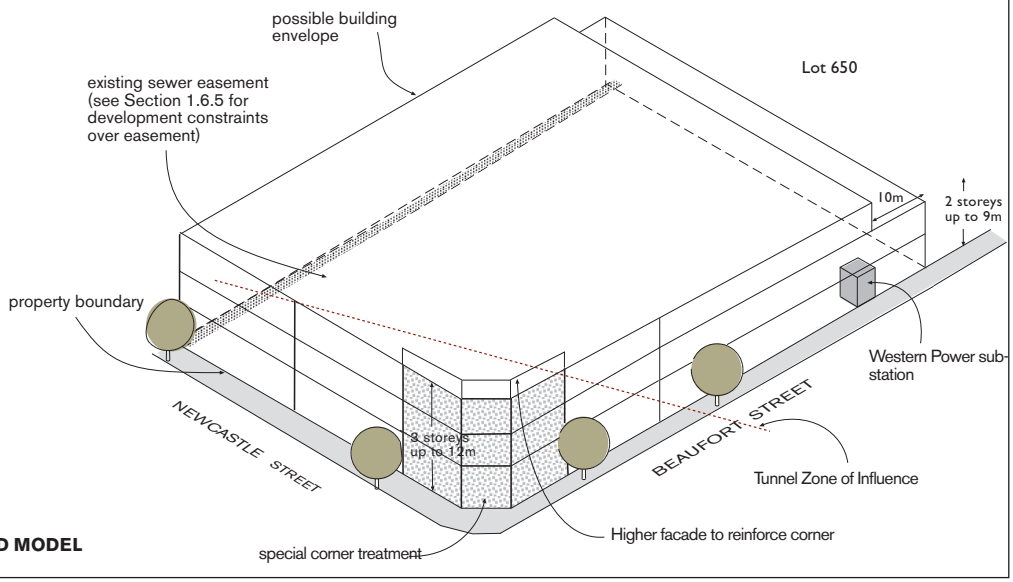
ACCESS
All vehicular access shall be via Beaufort Street.

MISCELLANEOUS
- Special corner treatment is encouraged to reinforce the site as an important edge.
- Incorporate windows and other elements to Beaufort Street frontage to encourage passive surveillance of Weld Square.
- Development should address both street frontages.
- The sewer easement may be built over where a suitable design solution can be achieved to the satisfaction of the WaterCorp and the Authority.

NOTE: All building forms shown are indicative only and do not represent the final outcome.



SECTION



3D MODEL

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

5.10 – Precinct Character Imagery

5.10.1 Activity

- The Precinct will be characterised by a rich social and cultural diversity with an emphasis on a mix of dwelling types.
- Compatible non-residential uses include small shops, community facilities, restaurants, coffee shops, medical consulting rooms and service industry. Small showrooms and workshops are also encouraged and will be considered on their merits in the context of their proposed location.

5.10.2 Movement

- Movement through the Precinct is directed along the existing street network, with an emphasis on rear access where available. The main linkages through the Precinct are Newcastle and Beaufort Streets.

5.10.3 Landscaping

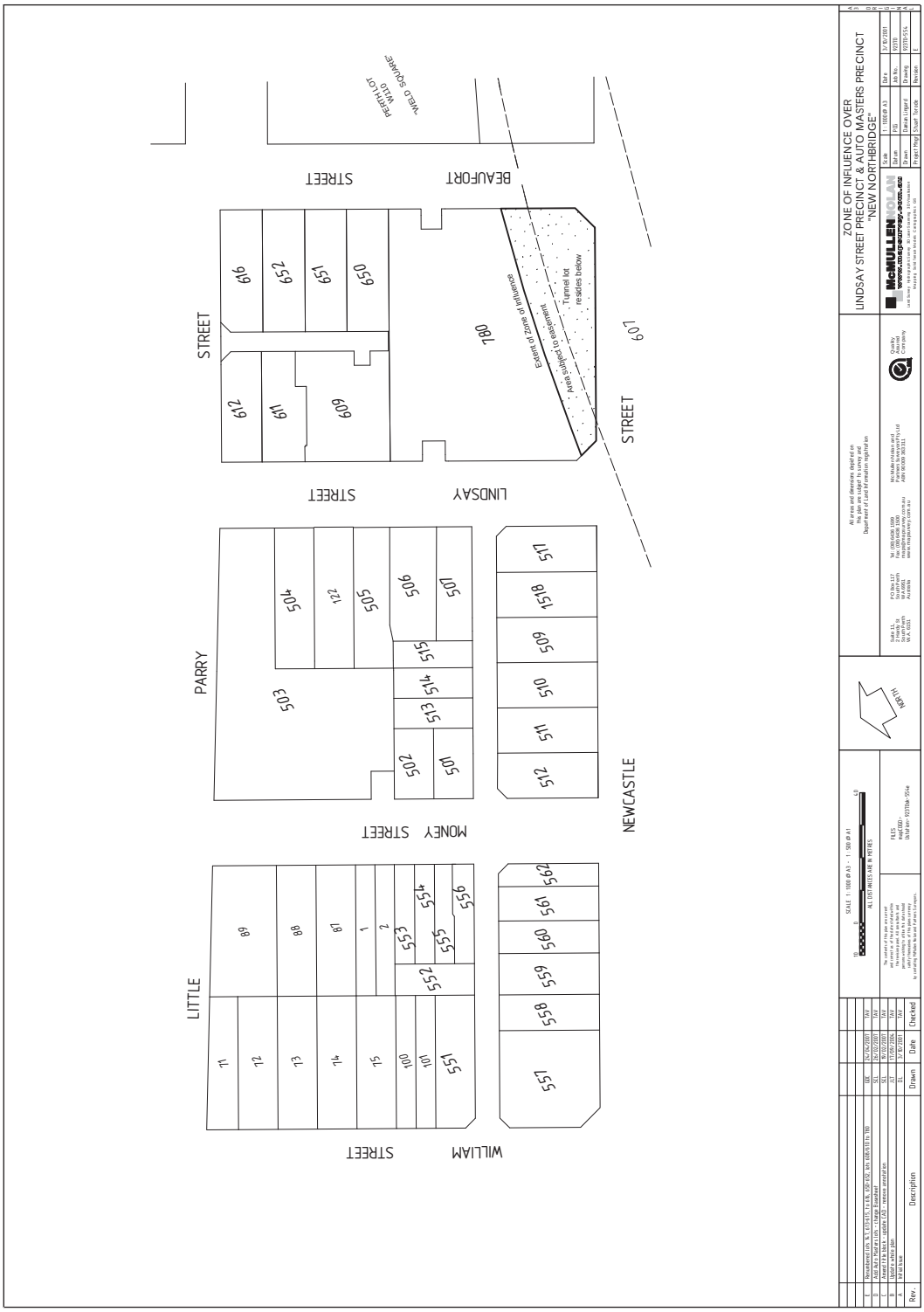
- Newcastle Street has been upgraded with tree planting, verge improvements and underground power.
- Weld Square is to be upgraded and will provide open space for both passive and active recreation.

5.10.4 Building Design

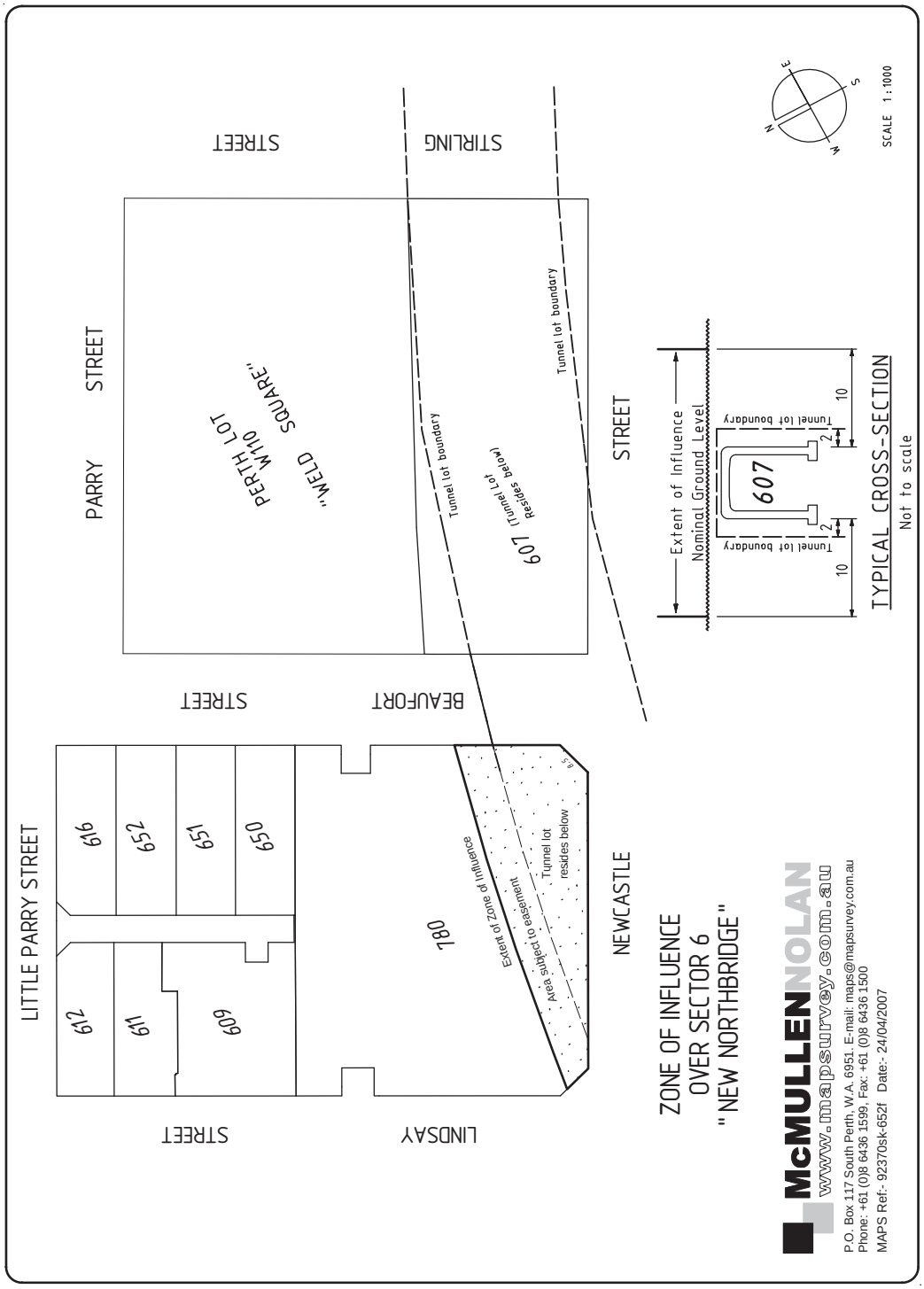
- Development should be representative of the traditional industrial uses that characterise this area of Northbridge.
- A mixture of building materials that provide a contemporary interpretation of the original building fabric within the Precinct is encouraged.
- Building elevations should be articulated to provide visual interest and detail to the development.
- Key sites opposite Weld Square should be designed to take advantage of views over the Square.

Note: All images shown are indicative only and do not represent the final design outcome.

5.11 – Tunnel Influence and Effect



5.11 – Tunnel Influence and Effect



SECTION 6 – PARRY STREET PRECINCT

6.1 – Introduction

6.1.1 Desired Character

The redevelopment of the Parry Street Precinct presents the opportunity to act as the catalyst for the redevelopment of large areas of under-utilised land encouraging the development of mixed use, office, showroom and residential uses.

The Precinct is characterised by existing residential dwellings in Parry Street, the majority of which are to be retained. The importance of these buildings has been recognised through their inclusion within a State Heritage Precinct. New development in Parry Street should reflect the original residential character of the locality (i.e. attractive facades, carpark and servicing areas located at the rear of properties, development of verandahs and gardens).

In recognition of the scale of the established built form, new development throughout the remainder of the Precinct is to be low to medium rise with the opportunity of developing more significant buildings fronting Lord Street to act as gateway statements. Development sites to Lord Street should capitalise on the potential to create 'landmark' buildings that are of a high quality contemporary design. Innovative and contemporary design in residential and mixed use developments is strongly encouraged with an emphasis on minimising impact on adjacent residential areas.

Traditional style of architecture prevalent within the Precinct.

Contemporary development utilising modern building materials and design elements.

6.1 – Introduction

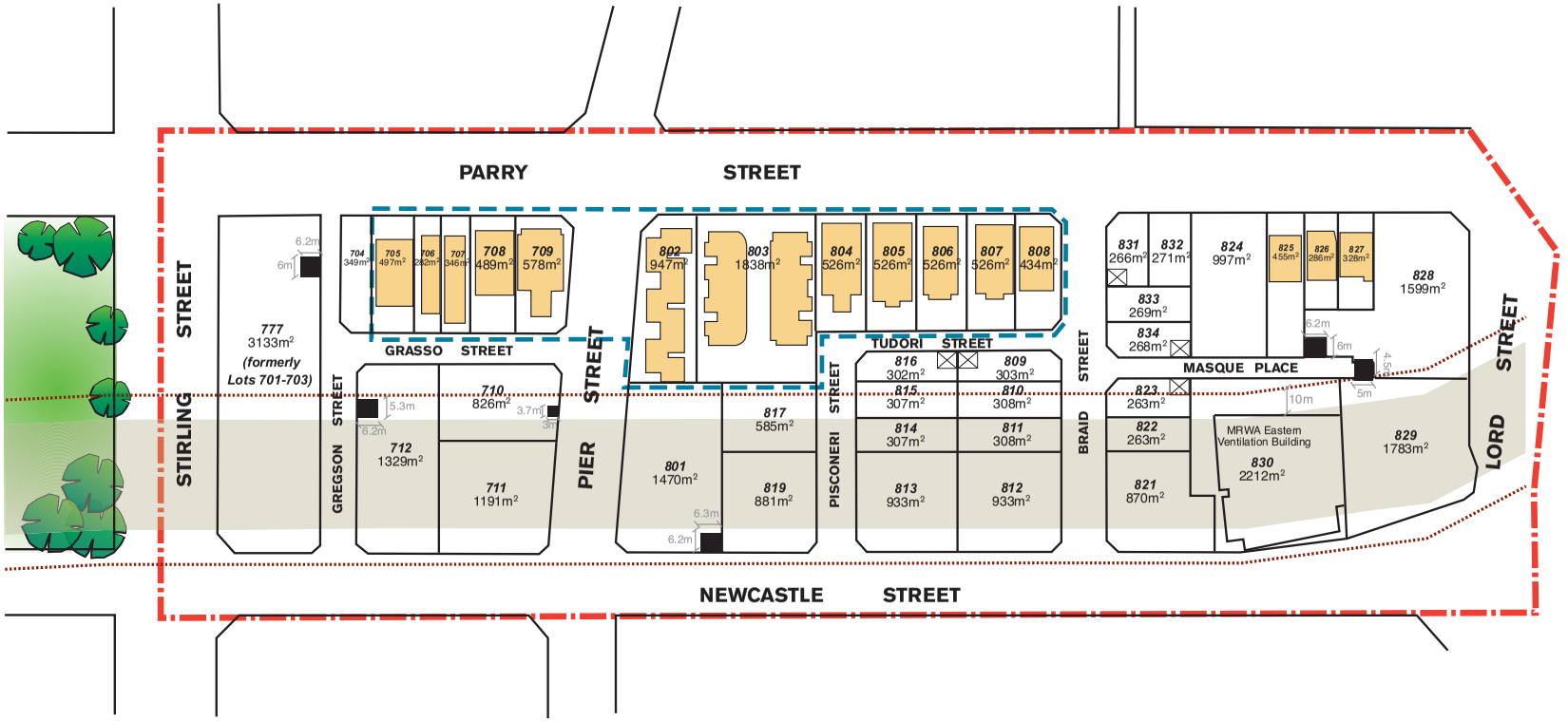
Preferred uses for the Precinct are predominantly a mixture of commercial, and various forms of residential, including affordable housing. Typically, the area between Stirling Street and Lord Streets, fronting Newcastle Street, should be consolidated as a secondary office area, with residential land uses also to be encouraged. The area along Stirling Street is encouraged to be developed for office and commercial uses. Parry Street should retain its established residential nature.

Contemporary development incorporating traditional elements such as brick work and iron/steel detailing.

6.1.2 Objectives of the Precinct

The objectives for the Precinct are to:

- allow a mixture of compatible land uses in appropriate circumstances, such as residential and commercial;
- promote mixed use living by locating facilities such as housing, places of employment and shops in close proximity to each other;
- create a precinct which recognises the capacity to accommodate a variety of compatible land uses while retaining their unique character and identity referred to above;
- impose specific land use controls which manage the impacts of non-residential development;
- minimise any adverse effect on residential amenity by devising appropriate design assessment criteria and applying specific impact mitigation requirements;
- increase the significance of heritage buildings by encouraging a contemporary response from infill development; and
- encourage built form to promote security and safety within the Precinct through the activation of streets, underwidth roads and laneways.



LEGEND

- Precinct Boundary
- Tunnel Alignment
- Zone of Influence
- Heritage Precinct (included on the East Perth Redevelopment Authority's Heritage Inventory)
- Heritage Place (included on the East Perth Redevelopment Authority's Heritage Inventory)
- Western Power Substation
- Studio/Loft above garage

N

PARRY STREET PRECINCT

Note: The information shown on this diagram, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

6.3 – Table 5: Summary Information

Lot No.	Preferred Land Use	Max. Site Coverage	Setbacks (m)			Height (m)	Tunnel Alignment	Heritage	Other
			Front Min.	Side Min.	Rear Min.				
701*	Mixed Use/ Residential	70%	0-2	See Section 6.4.3		3 storeys up to 12m	See sec. 1.6.1		
702*	Mixed Use/ Residential	70%	See Section 6.4.3			3 storeys up to 12m	See Sec. 1.6.1		
703*	Mixed Use/ Residential	70%	See Section 6.4.3			3 storeys up to 12m			See Sec 1.6.4.
704	Residential	80%	See Sec. 6.6.1		Nil	2 storeys up to 9m			
705	Residential	80%	7	See Sec. 6.6.1	Nil	2 storeys up to 9m		See Sec. 6.6	
706	Residential	80%	7	See Sec. 6.6.1	Nil	2 storeys up to 9m		See Sec.6.6	
707	Residential	80%	7	See Sec. 6.6.1	Nil	2 storeys up to 9m		See Sec. 6.6	
708	Residential	80%	4	See Sec. 6.6.1	Nil	2 storeys up to 9m		See Sec.6.6	
709	Residential	80%	4	See Sec. 6.6.1	Nil	2 storeys up to 9m		See Sec.6.6	
710	Mixed Use/ Residential	70%	See Section 6.4.3			3 storeys up to 12m	See Sec 1.6.1		See Sec 1.6.4
711	Mixed Use/ Residential	70%	0-2	See Section 6.4.3		3 storeys up to 12m	See Sec 1.6.1		
712	Mixed Use/ Residential	70%	0-2	See Section 6.4.3		3 storeys up to 12m	See Sec 1.6.1		See Sec 1.6.4
801	Mixed Use/ Residential	70%	0-2	See Section 6.4.3		3 storeys up to 12m	See Sec 1.6.1		See Sec 1.6.4
802	Residential	80%	3	See Sec 6.6.1	Nil	See Sec 6.6.1		See Sec.6.6	
803	Residential	80%	4	Sec Sec. 6.6.1	Nil	See Sec. 6.6.1		See Sec. 6.6	
804	Residential	80%	2	See Sec. 6.6.1	Nil	See Sec. 6.6.1		See Sec. 6.6	
805	Residential	80%	2	See Sec. 6.6.1	Nil	See Sec. 6.6.1		See Sec. 6.6	
806	Residential	80%	3	See Sec. 6.6.1	Nil	See Sec. 6.6.1		See Sec. 6.6	
807	Residential	80%	3	See Sec. 6.6.1	Nil	See Sec. 6.6.1		See Sec. 6.6	
808	Residential	80%	4	See Sec. 6.6.1	Nil	See Sec. 6.6.1		See Sec. 6.6	
809	Residential	80%	2	Nil	4	3 storeys up to 12m			
810	Residential	80%	2	Nil	4	3 storeys up to 12m	See Sec. 1.6.1		
811	Residential	80%	2	Nil	4	3 storeys up to 12m	See Sec. 1.6.1		

* Lots 701, 702 & 703 now amalgamated as Lot 777.

6.3 – Table 5: Summary Information

Lot No.	Preferred Land Use	Max. Site Coverage	Setbacks (m)			Height (m)	Tunnel Alignment	Heritage	Other
			Front Min.	Side Min.	Rear Min.				
812	Mixed Use/ Residential	70%	0-2	See Sec 6.4.3		3 storeys up to 12m	See Sec. 1.6.1		
813	Mixed Use/ Residential	70%	0-2	See Sec 6.4.3		3 storeys up to 12m	See Sec. 1.6.1		
814	Residential	80%	2	Nil	4	3 storeys up to 12m	See Sec. 1.6.1		
815	Residential	80%	2	Nil	4	3 storeys up to 12m	See Sec. 1.6.1		
816	Residential/	80%	2	Nil	4	3 storeys up to 12m			
817	Residential	80%	See Sec 6.4.3	See Sec 6.4.3	See Sec 6.4.3	3 storeys up to 12m	See Sec. 1.6.1		See Sec 6.4.3
819	Mixed Use/ Residential	70%	0-2	See Sec 6.4.3		3 storeys up to 12m	See Sec. 1.6.1		
821	Mixed Use/ Residential	70%	0-2	See Sec 6.4.3		3 storeys up to 12m	See Sec. 1.6.1		
822	Residential	80%	2	Nil	Nil	3 storeys up to 12m	See Sec. 1.6.1		
823	Residential	80%	2	Nil	Nil	3 storeys up to 12m	See Sec. 1.6.1		
824	Residential	70%	See Sec. 6.4.3			See Sec. 6.4.3			See Sec.6.6
825	Residential	80%	3	See Sec 6.6.1	Nil	See Sec. 6.6.1		See Sec 6.6	
826	Residential	80%	3.5	See Sec 6.6.1	Nil	See Sec. 6.6.1		See Sec 6.6	
827	Residential	80%	3.5	See Sec 6.6.1	Nil	See Sec. 6.6.1		See Sec 6.6	
828	Commercial/ Showroom		See Section. 6.7.1 for Design Guidelines and performance Standards						
829	Commercial/ Showroom	100%	Nil	Nil	Nil	3 storeys up to 12m	See Sec. 1.6.1		
830	MRWA Site	-	-	-	-	-	-	-	-
831	Residential	80%	2	See Sec. 6.4.3		2 storeys up to 9m			
832	Residential	80%	2	See Sec. 6.4.3		2 storeys up to 9m			
833	Residential	80%	2	See Sec 6.4.3	4	3 storeys up to 12m			
834	Residential	80%	2	Nil	See Sec 6.4.3	3 storeys up to 12m			

Definitions

Mixed Use Development: Buildings that contain residential dwellings in conjunction with commercial and non-residential uses.

Building Height: Building height is controlled by two measures. The maximum height limit (to the ridge) is indicated by the height given in metres, i.e. 9m. The maximum scale of development is indicated by the reference to storeys, i.e. 2 storeys.

6.4 – Building Design

6.4.1 Building Appearance and Streetscape

Building elevations within the Precinct should be articulated to provide visual interest and detail to the development. The street or 'public face' of the building should be detailed to provide visual richness and variety, highlight rhythms, reduce apparent bulk and enhance its individual identity. This can be achieved through the use of colour, texture and materials, surface modelling and the integration of art. The height of proposed development in relation to existing buildings plays an integral role in the establishment of consistent rhythm of the streetscape.

Elements such as awnings, balconies and windows are encouraged. The entrance to buildings should be clearly defined. Dwellings should be designed to encourage passive surveillance of the public realm from living areas and balconies. This enables 'eyes on the street', helping reduce the occurrence of antisocial behaviour.

Building materials have the potential to significantly impact upon the overall character of an area. It is important that the materials utilised within the Precinct reflect the desired character for the area outlined in Section 6.1.1. The East Perth Redevelopment Authority (the Authority) encourages a mixture of building materials to be utilised that reflect and continue the established building materials utilised by the original buildings within the Precinct. Materials include red brick, rendered construction, corrugated metal, terracotta, iron and steel roofing. Colour should be in-keeping with the style of the development and be used to accentuate features of the building.

New development should employ contemporary design solutions and maximise opportunities to create 'landmark' buildings, especially on Lots 828 and 829. New development is to draw reference from existing streetscape elements and provide for the activation of all street frontages where possible.

New buildings adjacent to buildings of heritage or streetscape significance should be sympathetic and responsive to the design of those buildings and incorporate a contemporary interpretation of traditional elements. These design elements must not mimic the existing buildings and must be easily distinguishable from the original building fabric.

A rich environment is achieved through preserving the built character and social fabric, whilst allowing for innovative and contemporary development.

New development combines existing and new built form to create a mixed use development of commercial and residential uses.

Traditional materials are used to create contemporary and landmark buildings.

6.4.2 Dwelling Limits

The following lots contain existing buildings of heritage significance and are subject to the maximum dwelling yields as outlined below:

Lots 705–709 – 1 Dwelling

Lots 804–808 – 1 Dwelling

Lot 825 – 2 Dwellings

Lots 826–827 – 1 Dwelling

6.4 – Building Design

The following vacant lots are subject to the maximum dwelling yields as outlined below:

Lot 704 – 2 Dwellings

Lots 809–811 – 1 Dwelling

Lots 814–816 – 1 Dwelling

Lots 822–823 – 1 Dwelling

Lots 831–834 – 1 Dwelling

New development maintains the established building height and scale of adjoining building.

6.4.3 Plot Ratio, Setbacks and Heights

Building setbacks and heights must be within the parameters detailed in Table 5 – Summary Information.

Plot Ratio

The plot ratio of all developments in the Parry Street Precinct shall be a maximum of 2.0.

Front Setbacks

Where lots have more than one street frontage the front setback shall be the street to which the shortest boundary adjoins.

Lot 824 – at least 2m adjoining western boundary to at least 3.5m adjoining eastern boundary.

Lot 831 and 832 – at least 2m.

Side Setbacks

Where not specified in Table 5, side setbacks will be assessed with consideration being given to the following:

- compliance with the guideline's solar access requirements; and
- impact on the privacy of adjoining properties.

Development on terrace lots (Lots 809-811, 814-816, 822, 823 and 831-834) is encouraged to be built from side boundary to side boundary, i.e. nil setback.

Side setbacks to Lot 824 should be reflective of the side setbacks established by existing adjoining properties. Side setbacks for new development on lots containing existing buildings should maintain the setback established by that building.

Rear Setbacks

Rear setbacks are specified in Table 5 and shown on the Precinct Plan where appropriate. Generally, a nil rear setback is permitted throughout the Precinct.

6.4 – Building Design

Building Height Limits

Building height limits on lots within the Precinct vary according to the particular lot (see Table 5). Generally, building heights throughout the Precinct are limited to two storeys up to 9m, or three storeys up to 12m.

Building height for development on Lot 801 will be restricted to two storeys up to 9m for 8m from its northern boundary in order to prevent overshadowing of development on Lot 802.

Building height for development on Lot 824 shall be restricted to two storeys up to 9m.

Building height for development on Lot 828 shall be restricted to two storeys up to 9m to the north western portion of the site adjoining Lot 827. A height limit of three storeys up to 12m may be permitted to the remainder of the lot.

6.4.4 Passive Surveillance

Development on Lot 777 (formerly lots 701-703) should incorporate elements such as windows to encourage passive surveillance of the adjacent parkland (Weld Square).

6.4.5 Fencing

Where front fencing is provided along Stirling, Newcastle and Lord Streets, it should be a maximum height of 1.8m and be 75% visually permeable, with a base course not exceeding 0.5m in height.

6.5 – Car Parking and Access

6.5.1 Vehicle Access Gates, Carports and Garages

Generally, vehicular access to lots will be via rear laneways/roads where such access is provided. Where lots have more than one street frontage, access should be obtained from the secondary road.

All garaging/carports to Lots 809, 816, 823, 831 and 834 should be located as indicated on the Precinct Plan.

Garaging/carport structures within the front setback are not permitted.

6.5.2 Pedestrian Access

Development on corner lots should address all street frontages. Whilst the development should address all streets, the main pedestrian access should be from the following streets:

- Lots 777 (formerly Lots 701–703) – Stirling Street
- Lots 704, 828 and 831 – Parry Street
- Lots 711, 712, 801, 819, 812, 813, 819, 821 and 829 – Newcastle Street
- Lot 710 – Pier Street
- Lot 816 – Pisconeri Street
- Lots 809, 823 and 834 – Braid Street

6.6 – Heritage Listed Properties

Heritage listed properties within the Parry Street Precinct include:

State Heritage Precinct:

Lots 705-709 and 802-808 Parry Street

The above properties are afforded protection under the Heritage of Western Australia Act 1990. This means that all development proposals for these properties must be referred to the Heritage Council of Western Australia for advice prior to being determined and that advice must be complied with.

The Authority's Heritage Inventory:

Lots 705-709, 802-808 and 825-827 Parry Street

6.6.1 Setbacks and Heights

Development on lots 704-709, 802-808, 824-828, 831 and 832 that either contain or adjoin buildings of heritage significance should aim to maintain the established streetscape which is dominated by single storey dwellings set back 2-7m from the footpath.

Front Setbacks

Lots containing buildings of heritage significance have established front setbacks that should be maintained.

In the event that lots containing heritage buildings are redeveloped, the front setback of new development should be consistent with the established streetscape within the immediate vicinity of the site. A nil setback may be permitted where the Authority considers it appropriate.

Lot 704	–	to match front setback of Lot 705
Lot 824	–	at least 2m adjoining western boundary to at least 3.5 m adjoining eastern boundary.
Lot 831 and 832	–	at least 2m

Side Setbacks

Side setbacks to Lots 704 and 824 should be reflective of the side setbacks established by existing adjoining properties. Side setbacks for new development on lots containing existing buildings should maintain the setback established by that building.

The side setback for Lot 704 from Gregson Street is to be 1-2m.

Characteristics of heritage listed residential buildings within the Precinct include pitched roofs and front fences.

Existing street setback maintained. Uses allow for interaction at street level and casual surveillance at upper levels.

6.6 – Heritage Listed Properties

Rear Setbacks

A nil rear setback to Lots 705-709, 804-808 and 825-827 is permitted.

Lot 803 should maintain a rear setback of 4m.

Building Height Limits

Generally, development to the rear of existing buildings is permitted to a maximum height of two storeys up to 9m in order to minimise the impact of additional development on the existing buildings and streetscape. Infill development is encouraged to use the existing adjoining building height references (such as string coursings, window head/sill heights, eaves heights, etc.).

6.6.2 Windows

Windows and openings to development on Lot 704 should be similar to those of adjoining heritage buildings within the Precinct and be of vertical proportion.

6.6.3 Fencing

The front fence to Lot 704 must be in keeping with the heritage significance and character of adjoining buildings within the heritage precinct. It should be to a maximum height of 1.2m and be 75% visually permeable, with a base course not exceeding 0.5m in height.

6.6.4 Vehicle Access, Gates, Carport and Garages

Vehicular access should be obtained from the following roads:

Lots 704-709 – Grasso Street

Lots 803-808 – Tudori Street

6.6.5 Memorials on Titles

Memorials currently exist over some registered lots within the Precinct that reflect former land tenure arrangements. Amendments to these memorials may be required as part of the creation of new lots as depicted in the Precinct Plan. The affected lots include:

- Lot 710
- Lot 712
- Lot 801
- Lot 809
- Lot 816
- Lot 817

6.7 – Lot Specific Guidelines

6.7.1 Lot 828 – Design Guidelines and Performance Standards

In addition to information contained in Section 1 – Core/Common Design Guidelines, the following specific information applies to development on Lot 828 (a sketch providing an example of indicative built form is contained in Section 6.8).

Preferred Land Use

The preferred land use for Lot 828 is commercial/showroom.

Setbacks

Western	– 1.5m setback to Lot 827.
	– Nil setback to Lot 825.
Northern	– 3.5m within 5m of Lot 827. Remaining portion of northern boundary to Parry Street may have a nil setback.
Southern	– Nil setback.
Eastern	– Nil setback.

Building Height

The site has three maximum building heights as shown in Section 6.8.

Access

Primary vehicular access must be obtained from Masque Place.

Primary pedestrian access must be obtained from Parry Street.

Appearance

Development on Lot 828 should draw reference from the traditional Northbridge characteristics typical of the area. The building form should incorporate a contemporary interpretation of traditional elements such as volume and proportions so as to be distinguishable from, and not mimic, existing buildings within the Precinct.

Development on Lot 828 should address all street frontages. Exposed blank walls are not permitted. Elevations should be detailed with window openings and recessed panels and are to be articulated to provide visual interest and activate the street frontage.

6.7 – Lot Specific Guidelines

Generally the building should incorporate:

- full articulation of the ground level;
- highly legible primary entrances;
- vertical proportioning through the use of appropriate fenestration and facade detail;
- upper level terraces that are set back creating highly visible open spaces;
- facades that vary in height to add a level of interest to the streetscape; and
- awnings and shading over windows.

Sound Attenuation

Development (including all building services) fronting the western boundary must be suitably treated to minimise any adverse effect on amenity of the development on Lot 828 or the residential development next door. (Refer to Section 1.2.6 for further details).

Northbridge Tunnel Covenants & Easements Imposed by Main Roads

Applicants should refer to Section 1.6.1 of the guidelines for performance standards relating to development over the Northbridge Tunnel to ensure that the integrity of the tunnel is maintained. A Tunnel Impact Statement is required to be submitted with any development application for Lot 828.

Western Power Sub-Station

Lot 828 contains two district sub-stations along the southern boundary of the site. These sub-stations should be incorporated into the design of the proposed building.

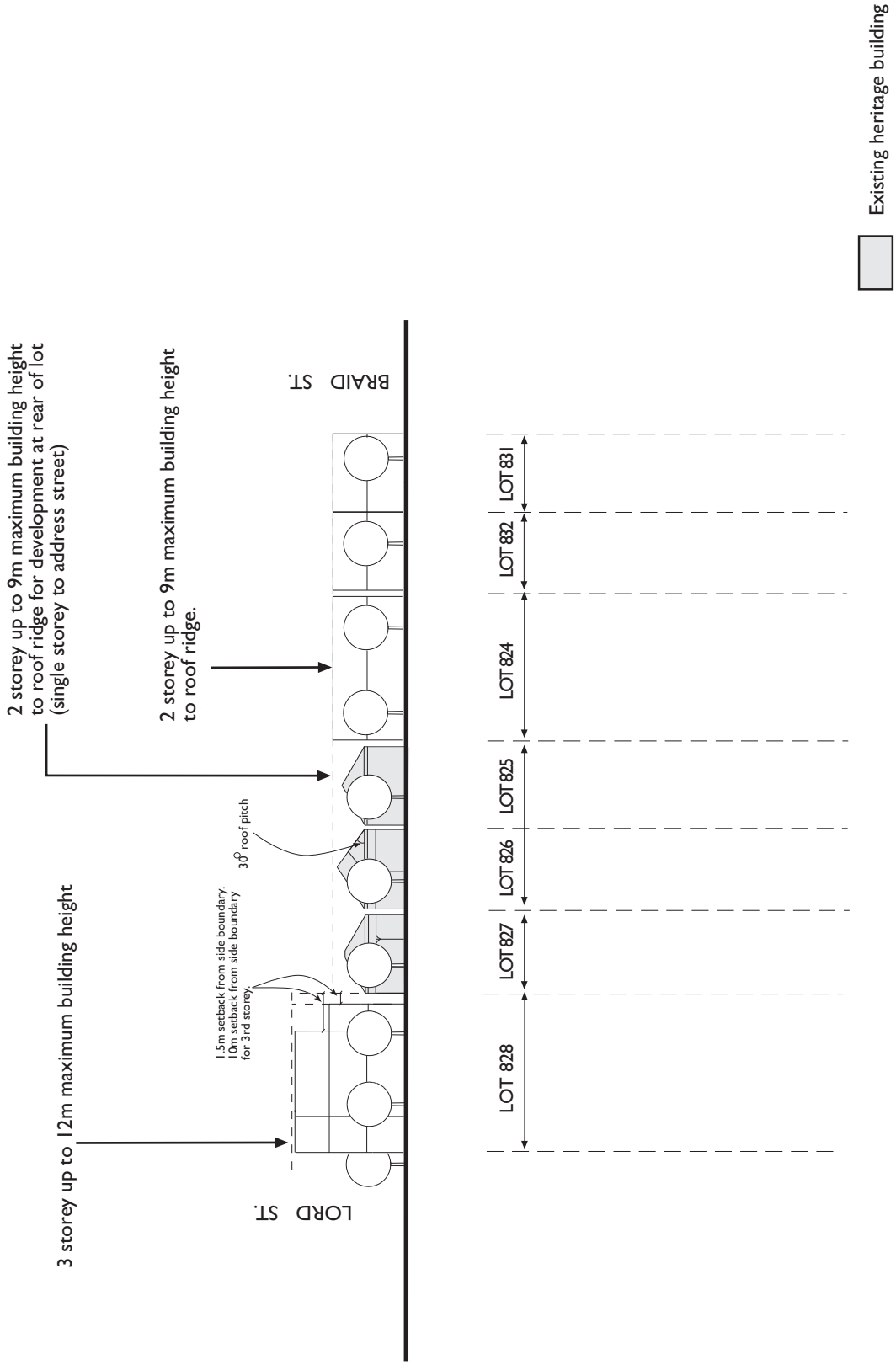
Corner Sites

Corner sites tend to be the most prominent. Buildings situated at road intersections play a special role in defining the quality of adjoining public spaces and are often landmarks which assist people's understanding of the local environment.

The elevations should reinforce the corner to which the development addresses. Special corner treatment is encouraged and may take the form of, but not be limited to:

- parapet facade higher than flanking parapet (maximum 1.5m above permissible building height); and
- cantilevered canopy higher at truncation of intersection than flanking canopies. The City of Perth should be consulted regarding the extent to which canopy projections can occur.

6.8 – Urban Design Assessment



INDICATIVE SIDE ELEVATION

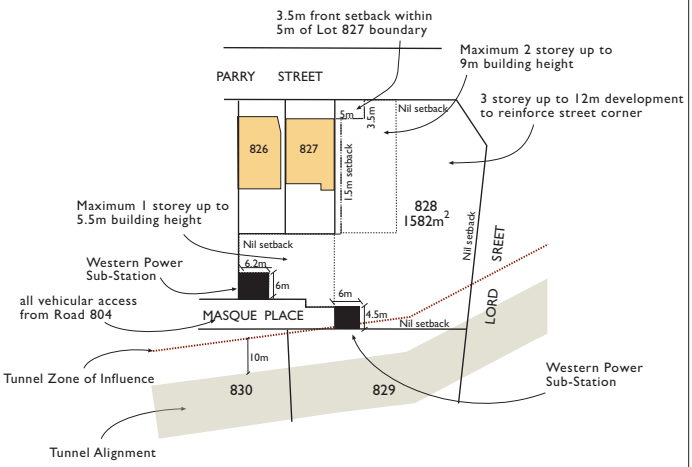
Development Potential of Herit Listed Properties

(Refer to Precinct Plan for relevant prope

NOTE: Applicants are advised that additional development potential indicated is to be ancilliary (eg. loft/studio) to the existing dwelling. It does not constitute the development of an additional dwelling on separate lot.

6.8 – Urban Design Assessment

LOT 828



PLAN

SITE SPECIFIC GUIDELINES

DEVELOPMENT POTENTIAL
This lot should be developed for commercial/showroom land uses.
See section 6.7.1 for additional details.

BUILDING HEIGHT
Maximum building height - 3 storeys up to 12m.
Maximum building height of 2 storeys up to 9m along western portion of site adjoining Lot 827.
Maximum building height of 1 storey up to 5.5m along western portion of site adjoining southern boundaries of Lots 826 and 827.

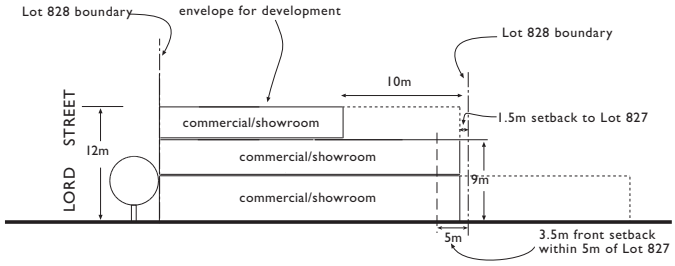
SETBACKS

Northern	Min - 3.5m to within 5m of western boundary
Western	Min - 1.5m along Lot 827 boundary Nil to southern boundaries of Lots 826 and 827, Masque Place and Lot 825.
Southern	Min - nil
Eastern	Min - nil

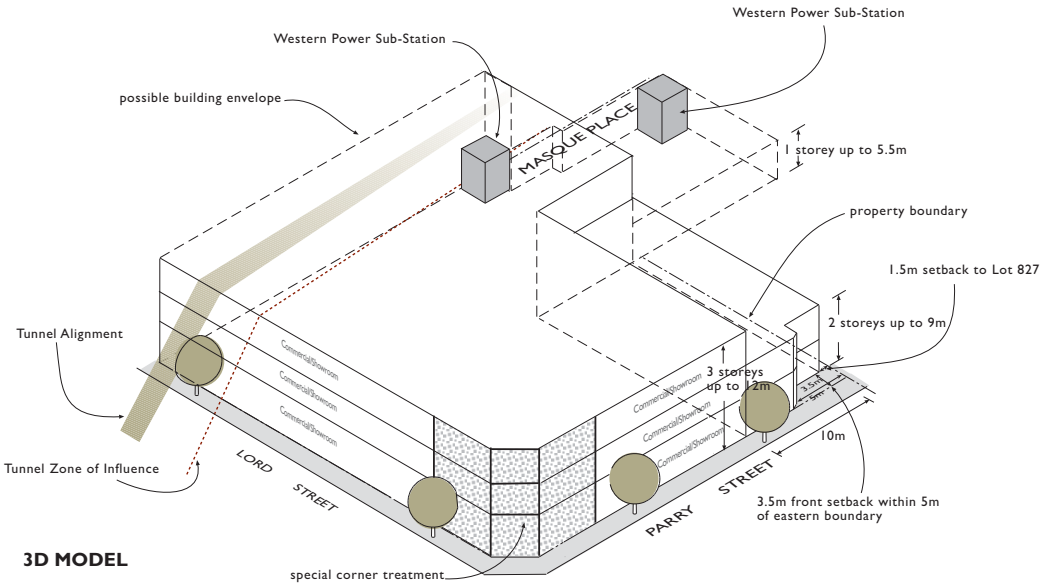
ACCESS
All vehicular access shall be via Masque Place.

MISCELLANEOUS
Refer to Section 6.7.1 for additional information on the following:
- Sound attenuation.
- Tunnel influence and effect.
- Western Power sub-station.
- Special corner treatment.

NOTE: All building forms shown are indicative only and do not represent final outcome



SECTION



3D MODEL

Note: The information shown on these diagrams, such as lot boundaries, lot sizes and the Tunnel Zone of Influence, is indicative only and subject to change. Please refer to the relevant Certificates of Title for the most up-to-date information.

6.9 – Precinct Character Imagery

6.9.1 Activity

- The Precinct will be characterised by a rich social and cultural diversity with an emphasis on single lots, multiple dwellings and mixed use buildings.
- Compatible non-residential uses include small shops, community facilities, recreational uses, restaurants, coffee shops, medical consulting rooms and service industry. Small showrooms and workshops are also encouraged and will be considered on their merits in the context of their proposed location.

6.9.2 Movement

- New mid block vehicle and pedestrian linkages are to be developed onto which two and three storey residential development is to be focused.

6.9.3 Landscaping

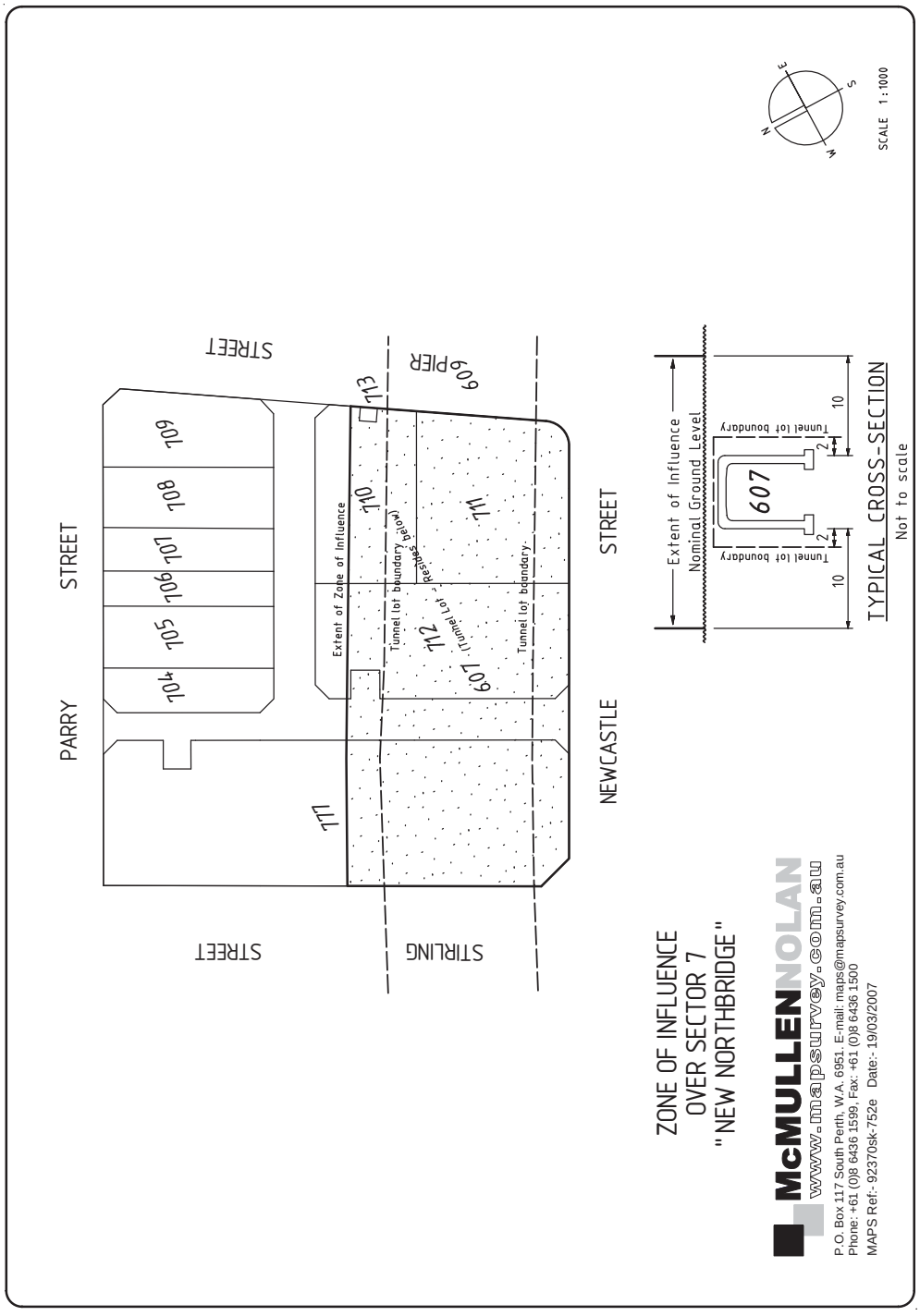
- Newcastle Street has been upgraded with tree planting, verge improvements and underground power.

6.9.4 Building Design

- Development should be representative of the traditional Northbridge character and inner city housing styles.
- A mixture of building materials that provide a contemporary interpretation of the original building fabric within the Precinct is encouraged.
- Building elevations should be articulated to provide visual interest and detail to the development.

Note: All images shown are indicative only and do not represent the final design outcome.

6.10 – Tunnel Influence and Effect



6.10 – Tunnel Influence and Effect