



City of Perth
City Planning Scheme
No. 2

Planning Policy Manual – Part 2

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

Section 2.7
East Perth – Area 7
Saunders Street



Version #	Decision Reference	Synopsis
1	11 March 2008	Adopted
2	17 March 2015	Amended
3	13 December 2016	Amended
4	11 April 2017	Amended



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1.0 INTRODUCTION

1.1 Application

Area 7 is bounded by Saunders Street to the south, Henry Street to the west, Brown Street to the north and Boans Lane to the east separating the subject site from the Boans Warehouse residential development.

The adjoining Boans Warehouse conversion sets the tone in scale and presence along Saunders Street. The streetscapes along Henry and Brown Streets are open to design interpretation and include the need to respond to the retention of the single storey duplex dwellings located on the south-east corner of Henry and Brown Streets.

The site's inner city location lends itself to a compact urban solution with new development re-establishing a strong presence along the existing street network. The potential exists to introduce new internal streetscapes within the Precinct, creating north-facing private open space areas and minimal disruption from vehicle crossovers.

1.2 About These Guidelines

The guidelines are divided into two parts. Part One applies to all lots and includes definition of certain terms and design elements that are common to all sites. Part Two consists of a series of development requirements outlining those development considerations that are specific to particular lots.

In any instance where there appears to be a contradiction between the general guidelines and guidelines for a particular lot, the lot specific guidelines should be followed. It should be noted that the guidelines relating to these lots will be strictly enforced and the local government may refuse development approval for developments not considered to be in keeping with the intent of the guidelines.

1.3 Relationship to Planning Scheme and Planning Policies

These Design Guidelines are intended to supplement the provisions of the City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) (herein called "the Scheme") and should be read in conjunction with the Scheme, in particular those provisions relating to the Claisebrook Village Project Area and Precinct EP6: Boans, and other Planning Policies.

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

The Scheme identifies Preferred, Contemplated and Prohibited uses for Precinct EP6: Boans and stipulates maximum plot ratio. In determining any application for development approval on these lots, the local government will have regard to these Design Guidelines, the Scheme and other Planning Policies.

2.0 PART ONE - GENERAL DESIGN GUIDELINES

2.1 Building Envelope

The height and bulk of a building is to be contained within a defined building envelope for each site. The envelope is used to identify the maximum allowable limits of building bulk and it is not intended that the building's profile should mirror that of the envelope.



The only projections beyond the envelope that are permissible will be building services (concealed to the satisfaction of the local government) and building features that contribute to the character and identity of the building and locality. This may include roof structure or detailing.

Balconies and awnings may project beyond the building envelope subject to the specific requirements applicable to those elements.

The envelope height shall be measured from the finished ground levels at the perimeter of a subject lot.

Each site specific design guideline has been provided with a site plan and cross section of a preferred development form. Some sites are also provided with a sample elevation to assist with visualising the preferred concept. The local government will assess applications for development with consideration for the preferred form of development as detailed.

2.2 Pedestrian Access

Pedestrian access to developments is to be at grade from adjacent footpaths or proposed road and rights-of-way. Developments are to be accessible to people with impaired mobility. Where podiums are created for commercial purposes, access to any public podium area shall be provided for people with impaired mobility. Due to undercroft car parking requirements for Lot 15, this will need to be given consideration in the design phases of this site.

2.3 Landscaping

It is encouraged that all open areas on-site are to be appropriately landscaped combining soft and hard elements. Areas that relate visually or physically to the adjacent public areas 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.

North facing private open space areas, including courtyards, balconies and roof terraces are encouraged.

The pruning of trees shall be undertaken in accordance with either an approval issued by the local government or in accordance with an adopted Management Plan endorsed by the local government.

2.4 Balconies, Canopies and Awnings

Any balconies projecting out from the building structure shall have a side setback of 2 metres or provided with screening to a height of 1.8 metres and a setback of 1 metre. Balconies contained within the building structure may have a nil setback subject to full parapet walls being provided between properties. Balconies, canopies and awnings may project up to 1.5 metres beyond the building envelope, but balconies must not project past the property boundaries.

At ground level, entrance canopies facing Saunders Street, Henry Street, Brown Street and Boans Lane may project beyond the building envelope, provided that the local government is satisfied that such projection will not compromise the amenity of adjacent pedestrian areas. In proposing such projections, consideration must also be given to the location of street trees and the size of those trees once fully grown, with a view to minimising potential conflict.

2.5 Privacy

The location of windows, balconies and terraces shall not be permitted where overlooking of private open space areas may occur.

3.0 BUILDING FORM

3.1 Aesthetic Vision Statement

A contemporary interpretation of the former industrial and cottage buildings, utilising a strong palette of materials, colours and textures is sought. Perimeter buildings should present a robustness of scale and form to reinforce the well designed streetscape.

3.2 Security

Developments should contribute to the creation of a safe environment by avoiding blind spaces which cannot be casually surveyed from rooms and other areas which are in frequent use.

External spaces and building entrances should be well lit and addressed by other measures to enhance the personal safety of occupants and visitors.

3.3 Roof Form

Roof pitch should be between 30 and 40 degrees.

3.4 Articulation

Building elevations should be articulated to provide interest to the detail and scale of development. Elements such as verandahs, canopies, balconies and windows are to be well considered. The entrance to buildings should be clearly defined.

3.5 Detail

Development will be required to present well from all aspects. The street or public face of buildings 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.

3.6 Blank Walls

Blank facades are not permitted. Elevations should be detailed with openings and articulated to provide visual interest.

4.0 COLOURS AND TEXTURES

4.1 Walls

Walls should be predominantly rendered masonry, red/terracotta brick or limestone or well considered combinations of these materials. Colours for render painted surfaces and trim should respond to the intent of the following Aalto colours; 'Vendetta', 'Despair', 'Catacomb', 'Domino', 'Concise', 'Woodstock' and 'Cover Red'.

4.2 Windows

The use of dark tinted and reflective glass is generally not permitted. Protection of windows from the sun or for privacy should be achieved through architectural devices and passive solar design, rather than through tinting or reflective coatings.

4.3 Roofs

Roof materials and colour should be compatible with the building style. Roofs should not be reflective.

4.4 Building Services

All piped and wired services, air conditioners, lift shafts, bin stores and storage tanks are to be concealed from public view.

4.5 Integration of 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 local government strongly 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, entry treatments and signage.

5.0 PART TWO - SITE SPECIFIC DESIGN GUIDELINES

5.1 Lot 15 Saunders Street

Lot 15 Saunders Street is prominently located immediately west of the Boans Warehouse redevelopment. It is adjacent to the western most portion of the Greenway, a landscaped pedestrian route which proceeds eastwards linking into the Swan River. The lot is effectively surrounded on all four sides by public streets, therefore, development to all frontages should be of a high quality commensurate with the site's prominent visual position within the precinct.

5.1.1 Desired Character

Given the site's location, a high quality development with a strong streetscape presence is sought. The development should be mindful of the scale and rhythm established by the adjoining Boans Warehouse and the completeness the development will bring to the Saunders Street streetscape. A "landmark" building statement on the corner of Saunders and Henry Streets is encouraged. Designs could take their cue from the warehouse heritage of the area and the landscape setting provided by the adjoining Greenway.

A highly developed aesthetic compatible with the established industrial heritage of the precinct is envisaged. Contemporary form and textures are encouraged to interpret the link between the site and the Boans Warehouse to the east. The building should be a bold structure that contains balconies within its form to Saunders Street and presents strong vertical elements within a framework. Within the vertical emphasis a "transparent" or visual link to the stairs servicing the units along Saunders Street is strongly encouraged.

The building can be identified in two principal parts, west of a pedestrian access/visual link (at the corner of Henry Street and Saunders Street) and east of the pedestrian access/visual link. The western (corner) portion is to comprise a ground floor of retail tenancies and three upper floors of residential, containing a maximum of 9 units (see building envelope for height in metres which varies on site). Universal access is to be incorporated into the design of the ground floor tenancies and lobby area.

Whilst a nil setback has been permitted for the western boundary of the site, consideration should be given to the interaction of the retail tenancies with the street level and the need for shade devices or awnings to western windows of the upper residential units.

The eastern portion will contain ground and first floor residential units and the second floor residential units with the option of a loft and/or roof terrace. Lofts above the second floor are to have a minimal impact on the streetscape. If incorporated into the design they are required to be setback a minimum of 3.4 metres from Saunders Street and be a maximum size of 45m². A strong parapet line is envisaged to reflect the scale of the Boans warehouse, with roof terraces and lofts behind. A maximum roof pitch of 30 degrees or an alternative roof form within the building envelope will be considered by the local government.

The facade to Bakery Lane should be articulated and add to the overall streetscape. Ground floor units will need to relate to the street, with pedestrian access strongly encouraged.

Air conditioners and services for the building are not to be visible from the street nor contained on balconies.

5.1.2 Materials

Red brick should be the predominant element in the facade of the building with render and other materials used for minor and highlight elements. Bold colours are otherwise encouraged, as is the use of an adventurous range of materials. The building adjacent to the Boans development fronting Saunders Street is envisaged as being primarily of red clay brickwork. The brickwork should be such that it compliments that of Boans warehouse. Specific selection of brick colours, texture, size and jointing will therefore be considered an important element of development proposals.

An example of a site plan, cross section and elevation is shown on Sheets 5.1, 5.2, 5.3 and 5.4 illustrating a preferred development form for the building.

5.1.3 Preferred Uses

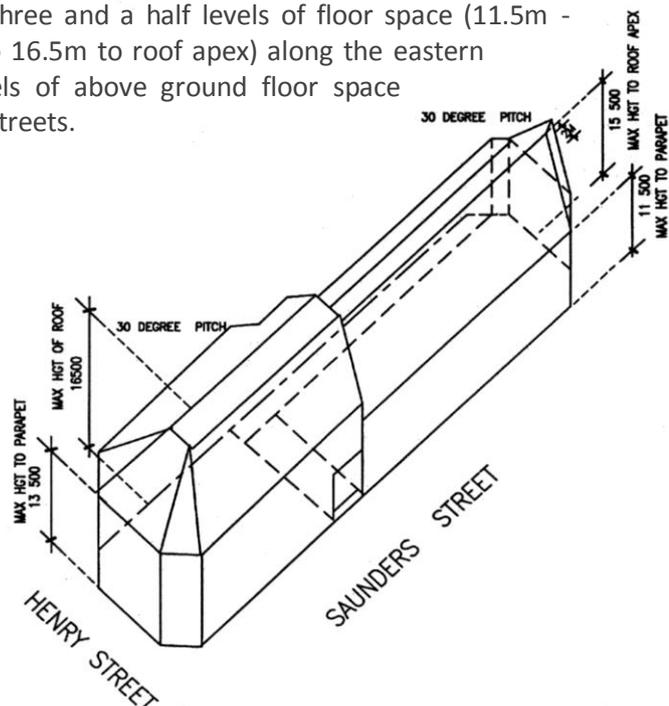
The preferred use for this site is Residential development. A retail component on the ground level of the western 'corner' building could provide a focus to the corner of Henry and Saunders Streets.

The site can be developed for up to 30 residential units.

5.1.4 Building Envelope

Building height and bulk is to be contained within the defined building envelope shown in Figure 1. This envelope is intended to allow up to three and a half levels of floor space (11.5m - 13.5m to parapet, max. height of 15.5m to 16.5m to roof apex) along the eastern end of Saunders Street and up to 4 levels of above ground floor space towards the corner of Saunders and Henry Streets.

Figure 1: - Building Envelope for Lot
15 Saunders Street



5.1.5 Setbacks

Setbacks to Saunders Street will be nil recognising the sites prominent street frontages and urban setting.

	Minimum	Maximum	Average
Saunders Street	Nil	2.0m	n/a
Henry Street	Nil	n/a	n/a
Bakery Lane	2.0m	n/a	n/a
Boans Lane	Nil	n/a	n/a
Terraces	3.4m	n/a	n/a

5.1.6 Balconies, Verandahs and Awnings

Balconies are encouraged to take advantage of the north-facing spaces adjoining Bakery Lane and may project into this setback. Balconies to Saunders Street are to be contained within the volume of the building and not project outside of the building structure or building envelope. Balconies, verandahs and window awnings on the western boundary are to be contained within the building envelope and are encouraged.

5.1.7 Access and Parking

Vehicle access to Lot 15 Saunders Street shall be in accordance with the designated crossover shown in Sheet 8.1 at the end of these guidelines. All car parking bays are to be provided in a secure undercroft car park, which may have a nil setback to all boundaries.

5.1.8 Pedestrian Access

The principal building entrance for pedestrians is to be on the Saunders Street and Henry Street frontages. Secondary building entrances are strongly encouraged at the rear of ground floor residential units, providing a relationship between these residential units and the residential dwellings on the northern side of Bakery Lane.

5.1.9 Pedestrian Access and Visual Link

A pedestrian access way from Saunders Street with a visual link through to Bakery Lane is required. Access from Saunders Street to the podium level will be required to accommodate ramped access and, subject to a ramp being provided to Bakery Lane may extend through the site providing a pedestrian access thoroughfare.

The link may be covered to an extent of 50% by units above and should provide secondary access to retail outlets and the lobby area for the units in the western portion of the building. The access way should have a minimum width of 3.6 metres and act as a focal point of the building.

5.1.10 Vehicle and Service Access and Parking

A crossover is provided to the Bakery Lane frontage of the site which is to be the principle point of access to the undercroft car park for parking and service vehicles.

No open parking areas are permitted and all bin stores are to be located on the Bakery Lane frontage, screened from view.

5.1.11 Private Open Space and Landscaping

Development on Lot 15 should pay particular attention to the site's relationship with the existing street trees on the northern side of Saunders Street and the Greenway to the south.



5.1.12 Site Drainage

All stormwater generated on-site shall be disposed of on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government when it considers an application for building licence.

5.2 Lot 1 Brown Street

Lot 1 Brown Street is located on the corner of Brown and Henry Streets. An existing single storey duplex pair has been retained on the site providing the development capacity for one additional dwelling, creating a total of three grouped dwellings on site. In acknowledging the heritage significance of the existing dwellings and the prominent location of Lot 1 on the corner of Brown and Henry Streets, a high development standard will be required for the final dwelling.

5.2.1 Desired Character

The existing character of the duplex is to be retained and not compromised through upgrading works. The roof pitch for any extensions to the existing dwellings shall match the existing pitch.

The desired character of the additional dwelling is a contemporary terrace style residence that reflects the colours and materials of the existing dwellings and those dwellings that were traditional to the precinct.

The roof and ridge line of the terrace, in association with the terrace style buildings envisaged for lots 2 to 8 Brown Street, will be an identifiable feature both within the streetscape context and from outside the Precinct. Regularity within this building element is essential to achieve consistency and provide a sense of continuity. A roof pitch of between 30 and 40 degrees with the ridgelines running east-west is required.

The primary roof space shall be located towards the Brown Street end of the site and is permitted to contain two storeys with loft space (8.5m to eaves, max height 11.0m). The loft area shall have a maximum length equivalent to two thirds of the building's frontage to Brown Street. Openings along this frontage through dormer windows are strongly encouraged to assist in solar penetration and to add interest to the building facade. These openings must not exceed the maximum height of the apex of the main roof.

The secondary roof space towards the rear of the lot can either accommodate two storeys (8.5m to eaves) or a single storey with a terrace or other open space solution.

The use of feature windows, gables and loft windows below the ridgeline of the roof and integrated within the design of the new dwelling is strongly encouraged. The inclusion of functional chimneys and flues will also add to the desired character of the dwellings, emphasising the vertical elements of the buildings. Loft windows, chimneys or flues may project beyond the building envelope, however loft windows must remain below the ridgeline of the main roof.

Masonry rendered construction with traditional iron or steel roofing materials are reflective of traditional housing in the precinct and strongly encouraged. The use of tiles or slate will not be supported nor will the use of Limestone or such materials as these are not in keeping with the traditional materials used within the precinct.

Solid fencing shall be limited to a low wall with a maximum height of 800mm in order to facilitate an open streetscape. The materials and colour for the front fence shall be complementary to and reflective of the associated dwelling.

The existing Eucalyptus tree to the rear of the site is to be retained.

An example site plan, cross section and elevation is shown on Sheet Nos 2.1, 2.2 and 2.3 illustrating a preferred development form for the terrace and additions for the duplex.

5.2.2 Preferred Uses

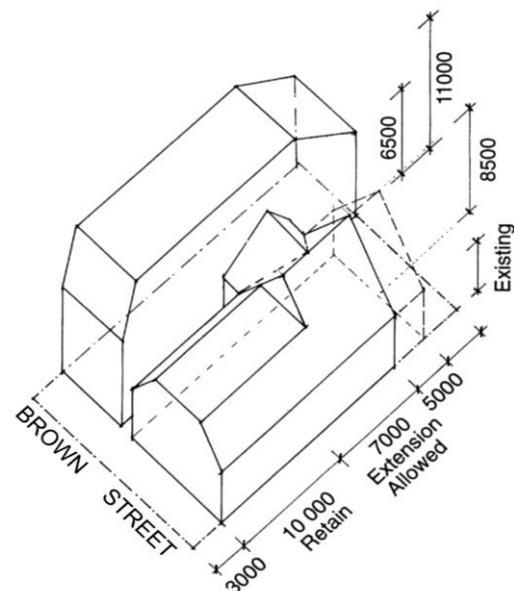
The preferred use of this site is Residential with a component of “Home-Office” strongly encouraged.

5.2.3 Building Envelope

Building height and bulk is to be contained within the defined building envelope shown in Figure 2. This envelope is intended to allow up to 3 levels of floor space (max 8.5m, max height 11.0m) for the new terrace, whilst retaining the single level appearance for the existing duplex pair to the street.

In retaining a single level appearance to the street frontages of Brown and Henry Streets, a second storey addition in keeping with the existing character of the duplex will be considered by the local government in the south east section of the building envelope.

Figure 2: - Building Envelope for Lot 1 Brown Street



5.2.4 Setbacks

Setbacks to Lot 1 Brown Street are proposed to maintain the existing duplex character and follow this through to the proposed terrace style housing envisaged for the third dwelling on the lot. North facing yards along Brown Street and access to on-site, at grade parking via the Mews is required.

	Minimum	Maximum	Average
Brown Street	3.0m	4.0m	n/a
Mews	Nil	n/a	n/a
Western Boundary	Existing	n/a	n/a
Eastern Boundary	Nil	n/a	n/a

5.2.5 Balconies, Verandahs and Awnings

Balconies are encouraged to take advantage of the north-facing frontage of Brown Street and may project into the front setback.

5.2.6 Access and Parking

Vehicle access to Lot 1 Brown Street shall be from the Right of Way behind the site. Arrangements in accordance with crossovers shown in Sheet 8.1 at the end of these guidelines would be preferred. The carport or garage shall have a nil setback to the Mews and its designated side boundary. Building materials and finishes are to be reflective of and complementary with those used for the associated dwelling.

5.2.7 Pedestrian Access

The principal building entrance for pedestrians is to be on the Brown Street frontage and articulation of this entrance is encouraged through the use of materials, colours, recessed walls or other building forms. A secondary building entrance to service “Home-Office” components or the rear of the dwelling may be considered by the local government along the Mews, if it can be demonstrated that safe pedestrian movement can be achieved.

5.2.8 Vehicle and Service Access and Parking

Individual crossovers shall be provided to each dwelling accessed via the Mews located at the rear of the lot. Car parking for each dwelling shall be provided at grade.

5.2.9 Private Open Space and Landscaping

A minimum internal courtyard size of 16m² shall be provided for each dwelling in addition to the front setback area. This courtyard should maximise solar access where possible and contain a minimum width of 4 metres.

5.2.10 Site Drainage

All stormwater shall be disposed of on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government when it considers an application for building licence.

5.3 Lots 2 to 8 Brown Street

Lots 2 to 8 Brown Street are located midway along Brown Street. These lots will establish the principal character of this section of Brown Street. Consequently, development should be of a high quality, reflective of the site's contribution to the Brown Street streetscape.

5.3.1 Desired Character

The desired character of the dwellings for these lots is a contemporary terrace style residence.

The roof and ridgeline of the buildings will be an identifiable feature both within the streetscape context and from outside the precinct. Regularity within this building element is essential to achieve consistency and provide a sense of rhythm. A roof pitch of between 30 and 40 degrees with the ridge lines running east-west.

The primary roof space shall be located towards the Brown Street end of the site and is permitted to contain two storeys (6.5m to eaves) with loft space (total 11.0m to apex). The loft area shall have a maximum length equivalent to two thirds of the building's frontage to Brown Street. Openings along this frontage through dormer windows are strongly encouraged to assist in solar penetration and to add interest to the building facade. Any structure for these openings must not exceed the maximum height of the apex of the main roof.

The secondary roof space towards the rear of the lot can either accommodate two storeys (6.5m to eaves) or a single storey with a terrace or other open space solution.

The use of feature windows, gables and loft windows below the ridgeline of the roof and integrated within the design of the dwelling is strongly encouraged. The inclusion of functional chimneys and flues will also add to the desired character of the dwellings, emphasising the vertical elements of the buildings. Loft windows and chimneys or flues may project beyond the building envelope, however loft windows must remain below the ridge line of the main roof.

Masonry rendered construction with traditional iron or steel roofing materials are reflective of traditional housing in the precinct and strongly encouraged. The use of tiles or slate will not be supported nor will the use of Limestone or such materials, as these are not in keeping with the traditional materials used within the precinct.

Solid fencing shall be limited to a low wall with a maximum height of 800mm in order to facilitate an open streetscape. The materials and colour for the front fence shall be complementary to and reflective of the associated dwelling.

An example site plan, cross section and elevation is shown in Sheet Nos 2.1, 2.2 and 2.3 illustrating a preferred development form for the Terraces.

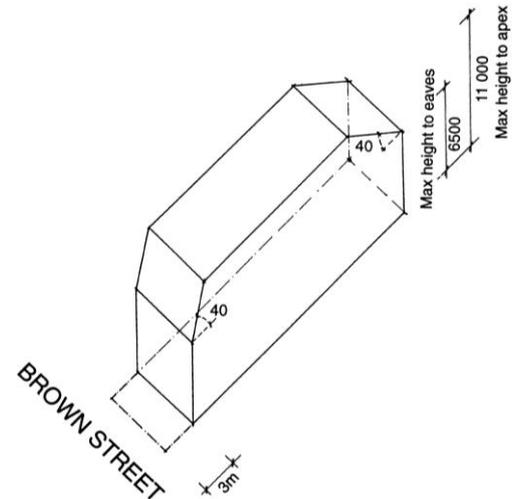
5.3.2 Preferred Uses

The preferred use for Lots 2 to 8 Brown Street is Residential with a component of “home-office” strongly encouraged.

5.3.3 Building Envelope

Building height and bulk is to be contained within the defined building envelope shown in Figure 3. This envelope is intended to allow up to 3 levels of floor space (6.5m to eaves and 11.0m to apex), which includes a loft space contained within the roof.

Figure 3:- Building Envelope for Lots 2 - 8 Brown Street.



5.3.4 Setbacks

Setbacks on Lots 2 to 8 Brown Street are proposed to reflect the Terrace style housing envisaged for the site. The creation of north facing courtyards along Brown Street and access to on-site, at grade parking via the Mews is encouraged.

	Minimum	Maximum	Average
Brown Street	3.0m	4.0m	n/a
Mews	Nil	n/a	n/a
Western Boundary	Nil	n/a	n/a
Eastern Boundary	Nil	n/a	n/a

5.3.5 Balconies, Verandahs and Awnings

Balconies are encouraged to take advantage of the north-facing frontage of Brown Street and may project into the front setback.

5.3.6 Access and Parking

Vehicle Access to Lots 2 to 8 Brown Street shall be in accordance with the designated crossovers shown in Sheet 8.1 at the end of these guidelines. The carport or garage shall have a nil setback to the Mews and its designated side boundary. Building materials and finishes are to be reflective of and complementary to those used for the associated Terrace.

5.3.7 Pedestrian Access

The principal building entrance for pedestrians is to be on the Brown Street frontage and articulation of this entrance is encouraged through the use of materials, colours, recessing of walls or other building forms. A secondary building entrance to service “Home-Office” components or the rear of the dwelling may be considered by the local government along the rear Mews if it can be demonstrated that safe pedestrian movement can be achieved.

5.3.8 Vehicle and Service Access and Parking

Individual crossovers shall be provided to each Terrace development accessed via the Mews located at the rear of the lot. Car parking for each Terrace shall be provided at grade.

5.3.9 Private Open Space and Landscaping

A minimum internal courtyard of 16m² shall be provided to each dwelling in addition to the front setback area. This courtyard should maximise solar access where possible and contain a minimum width of 4 metres.

5.3.10 Site Drainage

All stormwater shall be disposed of on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government when it considers an application for building licence.

5.4 Lot 9 Brown Street

Lot 9 Brown Street is located opposite the Boans Warehouse development on the corner of Brown Street and Boans Lane. This site should complement the adjacent Terrace housing and be of a high quality commensurate with the site's prominent visual position within the area.

5.4.1 Desired Character

The location of Lot 9 provides the opportunity for a transition between the traditional character of Brown Street and the more contemporary industrial/warehouse character of Boans Lane.

It is envisaged that the building will be a maximum of 3 levels with a loft area (10.0m to eaves, 14m to apex of roof) permitted to the rear of each building. The building shall address Brown Street and Boans Lane, providing a high level of planning that will maximise solar access to the north and take advantage of the outlook to the rear open space. The design should be contemporary, reflecting the scale and texture of the warehouse and residential character of the area.

Masonry rendered or red brick construction with traditional iron or steel roofing materials is reflective of traditional housing in the precinct and strongly encouraged. The use of tiles or slate will not be supported nor will the use of limestone or such materials as these are not in keeping with the traditional materials used within the precinct.

Fencing, walls or balustrades shall be to a maximum of 1 metre above the terrace level on Brown Street and the pavement level on Boans Lane.

An example site plan and cross section is shown on Sheet Nos 3.1 and 3.2 illustrating a preferred development form for the building.

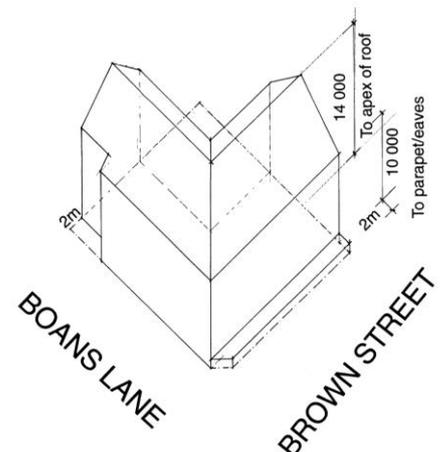
5.4.2 Preferred Uses

The preferred use for this site is Residential with a maximum of 9 residential units to be contained on site.

5.4.3 Building Envelope

Building height and bulk is to be contained within the defined building envelope shown in Figure 4. This envelope is intended to allow up to 3 levels of floor space and lofts to the rear of the dwellings (10.0m to eaves, 14m to apex of roof).

Figure 4:- Building Envelope for Lot 9 Brown Street.



5.4.4 Setbacks

Setbacks on Lot 9 Brown Street shall be graduated between the adjoining Brown Street Terrace lots at 3.0 to 4.0 metres and development of the corner which shall be nil to Boans Lane.

	Minimum	Maximum	Average
Brown Street	2.0m	3.5m	n/a
Boans Lane	Nil	2.0m	n/a
Western Boundary	Nil	n/a	n/a
Eastern Boundary	Nil	n/a	n/a

5.4.5 Balconies, Verandahs and Awnings

Balconies are encouraged to take advantage of the north facing spaces adjoining Brown Street and to create interest within the building facade adjoining Boans Lane. Awnings are encouraged to provide weather protection at the pedestrian level and balconies may project into the front setback along Brown Street.

5.4.6 Access and Parking

Vehicle access to Lot 9 Brown Street shall be in accordance with the designated crossover shown in Sheet 8.1 found at the end of these guidelines. All car parking bays are to be contained in an undercroft car park which may have a nil setback to all boundaries and result in a maximum terrace height of 800mm.

5.4.7 Pedestrian Access

The principal building entrance for pedestrians is to be on Brown Street. A second entrance from Boans Lane is strongly encouraged to provide a greater presentation to this frontage. A residence access along the Mews may be considered by the local government if it can be demonstrated that safe pedestrian movement can be achieved.

5.4.8 Vehicle and Service Access and Parking

A crossover is provided to Boans Lane frontage on the southern boundary of the site which is to be the point of access to the undercroft car park for parking and service vehicles. The entry shall be setback a minimum of 2 metres from Boans Lane with a permeable steel or timber garage door.

No open parking areas are permitted.

5.4.9 Private Open Space and Landscaping

Private Courtyards are to be provided to at least two of the three ground floor units with a common courtyard located at the rear of the site. The common courtyard may contain trees that will mature to a height of 6 to 10 metres.

5.4.10 Site Drainage

All stormwater shall be disposed of on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government when it considers an application for building licence.

5.5 Lot 10 Boans

Lot 10 Boans Lane is located opposite the Boans Warehouse development midway between Brown Street and Saunders Street. Although one site, the local government envisages development will take the form of up to five Terrace-style dwellings which will define the streetscape appearance on the west side of Boans Lane.

5.5.1 Desired Character

The local government is seeking development that will create a strong sense of identity facing Boans Lane, complementing both in scale and character, the existing Boans Warehouse development. The site represents a unique opportunity to create an innovative inner city residential development with interesting facade treatments and roof lines.

The development on Lot 10 is envisaged to take the form of 5 contemporary terrace units integrating elements of an industrial design aesthetic. The use of materials that will reflect the site’s relationship with the Boans Warehouse development are strongly encouraged. Materials may include metal (steel, corrugated iron), red brick, timber and glass. Framed construction with a minimum of solid masonry and a ‘saw tooth’ roof structure contributing to internal light is encouraged.

An example site plan, cross section and elevation is shown on Sheets 4.1, 4.2 and 4.3 illustrating a preferred development form for the dwellings.

5.5.2 Preferred Uses

The preferred use for this site is Residential with a maximum of 5 dwellings to be developed.

5.5.3 Building Envelope

Building height and bulk is to be contained within the defined building envelope shown in Figure 5. This envelope is intended to allow up to 3 levels of floor space including the loft. (from 6.5m to eaves, max height 10m to apex of roof).

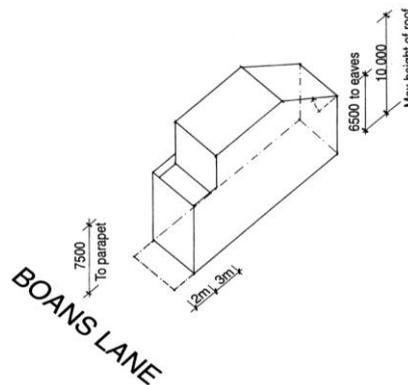


Figure 5: - Building Envelope for Lot 10 Boans Lane.

5.5.4 Setbacks

Setbacks on Lot 10 Brown Street shall be 2 to 3.5 metres to Boans Lane to provide a courtyard area to the street that can be integrated into the structure of the building. The upper floor is provided with the opportunity to extend balcony space into the front setback.

	Minimum	Maximum	Average
Brown Lane	2.0m	3.5m	n/a
Mews	Nil	n/a	n/a
Northern Boundary	Nil	n/a	n/a
Southern Boundary	Nil	n/a	n/a

5.5.5 Balconies, Verandahs and Awnings

Balconies are encouraged to provide interest and articulation in the Boans Lane frontage and may project into the front setback by a maximum of 1.0 metre.

5.5.6 Access and Parking

Vehicle access to Lot 10 Boans Lane shall be from the Mews and should be in accordance with the designated crossovers shown in Sheet 8.1 at the rear of these guidelines. The carport or garage shall have a nil setback to the Mews and its designated side boundary. Building materials and finishes are to be reflective of and complementary to those used for the associated Terrace.

5.5.7 Pedestrian Access

The principal building entrance for pedestrians is to be from the Boans Lane frontage. Secondary building entrances may be considered by the local government along the rear Mews if it can be demonstrated that safe pedestrian movement can be achieved. Any such access is to be set back 1 metre from the rear boundary.

5.5.8 Vehicle and Service Access and Parking

Individual crossovers shall be provided to each Terrace development accessed via the Mews located at the rear of the lot. Car parking for each Terrace shall be provided on-site, at grade.

5.5.9 Private Open Space and Landscaping

The inclusion of upper floor terraces is encouraged to compliment at grade open space areas. Clothes lines are to be contained on site and not visible from public places.

5.5.10 Site Drainage

All stormwater shall be disposed of on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government when it considers an application for building licence.

5.6 Lot 16 Henry Street

Lot 16 Henry Street is centrally located along Henry Street, providing a transition between the more commercially orientated properties to the west and residential based properties to the east. To assist in achieving the effective transition between the commercial and residential based uses the mixed development on Lot 16 Henry Street will need to be of a high quality.

5.6.1 Desired Character

Lot 16 is able to be developed containing a retail/office use on the ground floor and a maximum of 4 dwellings above. The City of Perth is seeking development that will create a strong sense of identity within the transition zone facing Henry Street. The site is physically separated from other lots by Bakery Lane and the Mews and will need to present an independent building form and character that is reflective of the change from residential to a more commercial feel.

The roof form is flexible and may include the use of strong parapet lines and skillion roof sections. A steeply pitched roof is generally discouraged. The maximum overall height of the building is 12.0 metres. Lofts will not be permitted with the building being a maximum of three levels containing one commercial level and two residential levels.

The use of materials that reflect the site's more commercial orientation are encouraged. Materials may include metal, steel, glass, wood and red brick.

An example site plan and cross section is shown in Sheets 6.1 and 6.2 illustrating a preferred form of development for the building.

5.6.2 Preferred Uses

The preferred uses for Lot 16 Henry Street is Commercial on the ground level with Residential on the two upper levels.

5.6.3 Building Envelope

Building height and bulk is to be contained within the defined building envelope shown in Figure 6.

This envelope is intended to allow up to 3 levels of floor space (10m to eaves, 12m max height of roof).

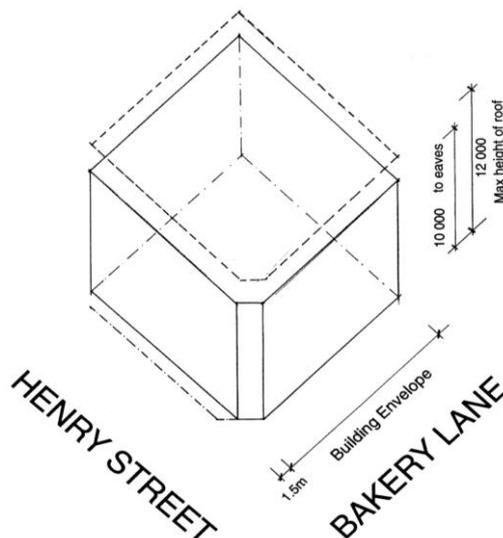


Figure 6: - Building Envelope for Lot 16 Henry Street

5.6.4 Setbacks

Setbacks on Lot 17 Henry Street are proposed to reflect the inner urban setting of the lot and the transition role Henry Street will play between the residential and commercial uses.

	Minimum	Maximum	Average
Saunders Street	1.5m	2.0m	n/a
Rear	Nil*	n/a	n/a
Bakery Lane	Nil	2.0m	n/a
Mews	Nil	n/a	n/a

* No openings to this elevation at nil will be permitted. R-Code standards will apply to proposed openings on this elevation.

5.6.5 Balconies, Verandahs and Awnings

Balconies are encouraged to take advantage of the north-facing frontage to the Mews and to create interest within the building facade adjoining Henry Street and Bakery Lane. Awnings and canopies are encouraged to provide weather protection at the pedestrian level and reinforce the commercial component of the development. Awnings, balconies and verandahs may project through the building envelope but may not overhang the Mews.

5.6.6 Access and Parking

Vehicle access to Lot 16 Henry Street shall be in accordance with the designated crossover shown in Sheet 8.1 at the rear of these guidelines. The carport or garage shall have a nil setback to the Mews and to the eastern boundary. Building materials and finishes are to be reflective of and complementary to those used for the building.

5.6.7 Pedestrian Access

The principal building entrance for pedestrians is to be on the Henry Street and Bakery Lane frontages.

5.6.8 Vehicle and Service Access and Parking

A crossover is provided to the Mews which is to be the principal point of access. Car parking shall be provided at grade.

5.6.9 Site Drainage

All stormwater shall be disposed on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government when it considers an application for building licence.

5.7 Lots 18 to 22 Bakery Lane

Lots 18 to 22 are located centrally within the precinct along Bakery Lane. These lots will form the heart of the precinct, establishing the streetscape along the northern section of Bakery Lane. Development of these lots should be of a high quality, commensurate with their central role in the precinct.

5.7.1 Desired Character

The desired character for these lots is contemporary residential that reflects the expectations of a contemporary, inner city lifestyle. Courtyards and areas of open space for these lots are to be contained within the body of the lot and are encouraged to take advantage of the northern aspect at the rear of the site. Terrace areas are also encouraged above the designated garages.

The roof and ridgeline of the buildings will be an identifiable feature both within the streetscape context and from outside the precinct. Regularity within this building element is essential to achieve consistency and provide a sense of place. A roof pitch of between 35 and 40 degrees with the ridge line running east-west is required. The primary roof space is permitted to contain two storeys with loft space (7m to eaves, 11m max height to apex of roof) and the secondary roof space towards the rear of the lot can either accommodate two storeys or a single storey with a terrace or other open space solutions. The loft in the primary roof space shall have a maximum area of 30m².

The use of feature windows and gables below the ridge lines of the roof and integrated within the design of the dwelling is strongly encouraged. The inclusion of functional chimneys and flues will also add to the desired character of the dwellings, emphasising the vertical elements of the buildings. Loft windows, chimneys and flues may project beyond the building envelope, however loft windows must remain below the ridgeline of the main roof.

Masonry rendered construction with traditional iron or steel roofing materials are reflective of traditional housing in the precinct and strongly encouraged. The use of tiles or slate will not be supported nor will the use of limestone or such materials, as these are not in keeping with the traditional materials used within the precinct.

The use of brick piers for fencing, rendered in earth based colours are encouraged with wrought iron or steel infill.

An example site plan, cross section and elevation are shown on Sheet Nos 7.1, 7.2 and 7.3 illustrating a preferred development form for the dwellings.

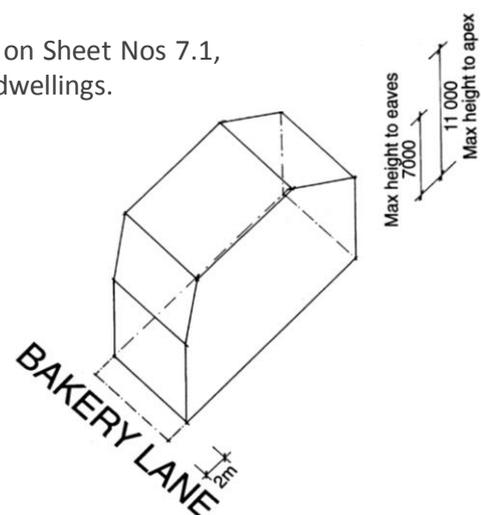
5.7.2 Preferred Uses

The preferred use for Lots 18 to 22 Bakery Lane is residential.

5.7.3 Building Envelope

Building height and bulk is to be contained within the defined building envelope shown in Figure 7. This envelope is intended to allow up to 2 levels of floor space, permitting a loft within the roof space (7m to eaves, 11m max height to apex of roof).

Figure 7: - Building Envelope for Lots 18-22 Bakery Lane.



5.7.4 Setbacks

Setbacks on Lots 18 to 22 Bakery Lane shall be 2 to 4 metres, allowing for the dwellings to be set back off the street.

	Minimum	Maximum	Average
Bakery Lane	2.0m	4.0m	n/a
Mews	Nil	n/a	n/a
Western Boundary	Nil	n/a	n/a
Eastern Boundary	Nil	n/a	n/a

5.7.5 Balconies, Verandahs and Awnings

Balconies are encouraged to take advantage of the north-facing frontage of the Mews and to provide articulation to Bakery Lane. Balconies may project beyond the building envelope into the front setback but may not overhang the Mews.

5.7.6 Access and Parking

Vehicle access to Lots 18 to 22 Bakery Lane shall be in accordance with the designated crossovers shown in Sheet 8.1 at the end of these guidelines. The carport or garage shall have a nil setback to the Mews and its designated side boundary. Building materials and finishes are to be reflective of and complementary to those used for the associated dwelling.

5.7.7 Pedestrian Access

The principal building entrance for pedestrians is to be on the Bakery Lane frontage. A secondary building entrance may be considered by the local government along the rear Mews if it can be demonstrated that safe pedestrian movement can be achieved.

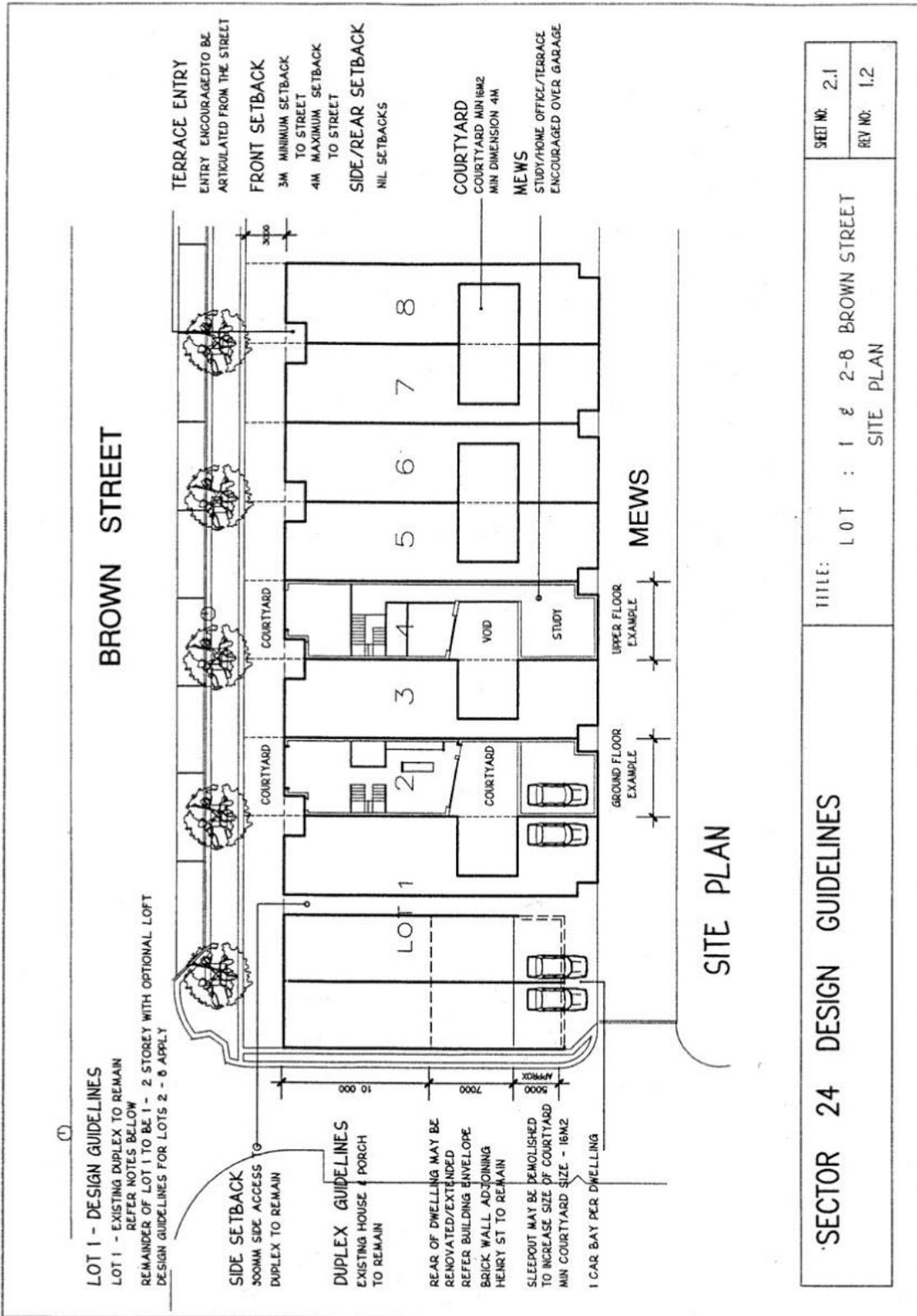
5.7.8 Vehicle and Service Access and Parking

Individual crossovers shall be provided to each dwelling accessed via the Mews located at the rear of the lot. Car parking for each dwelling shall be provided at grade.

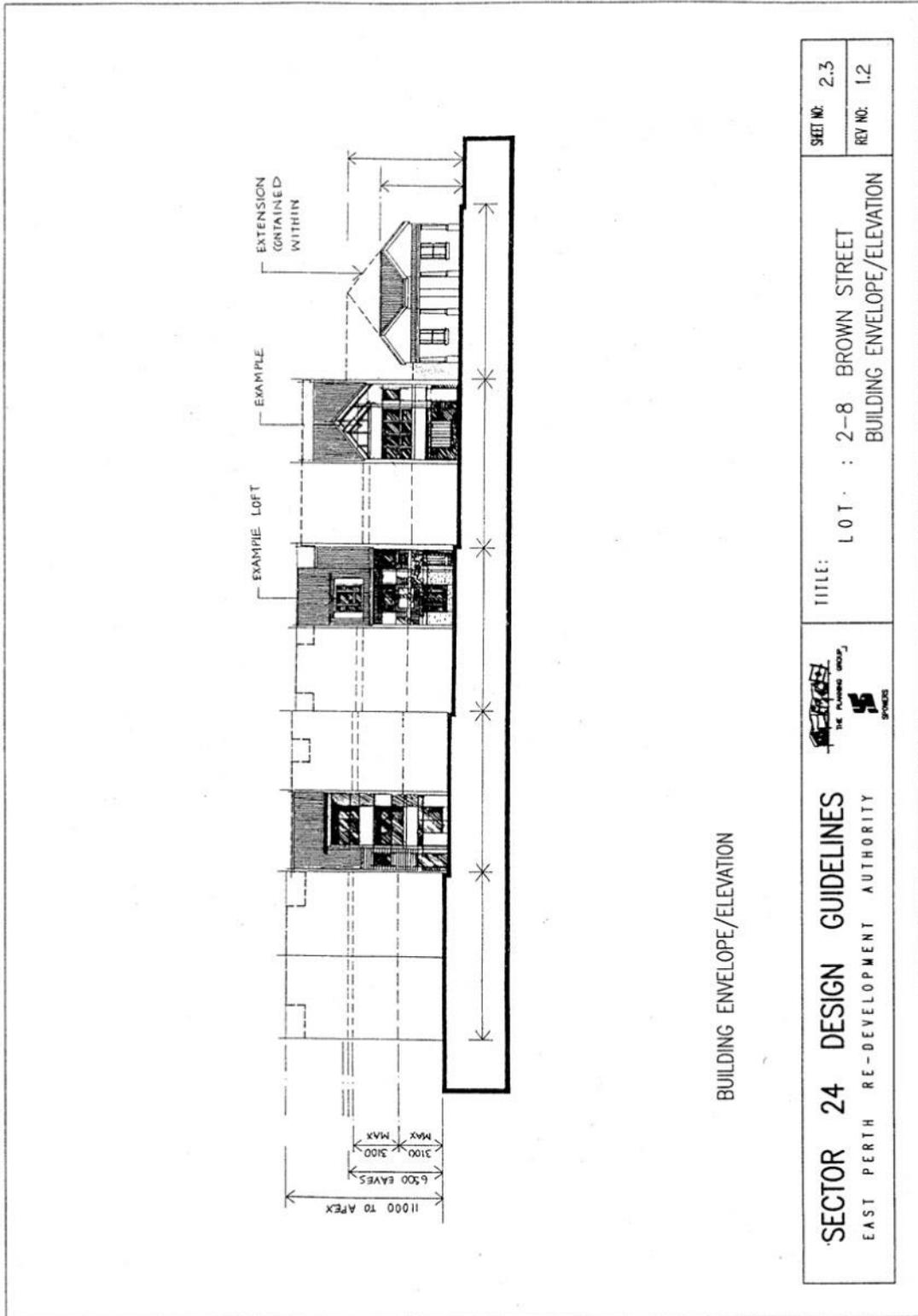
5.7.9 Site Drainage

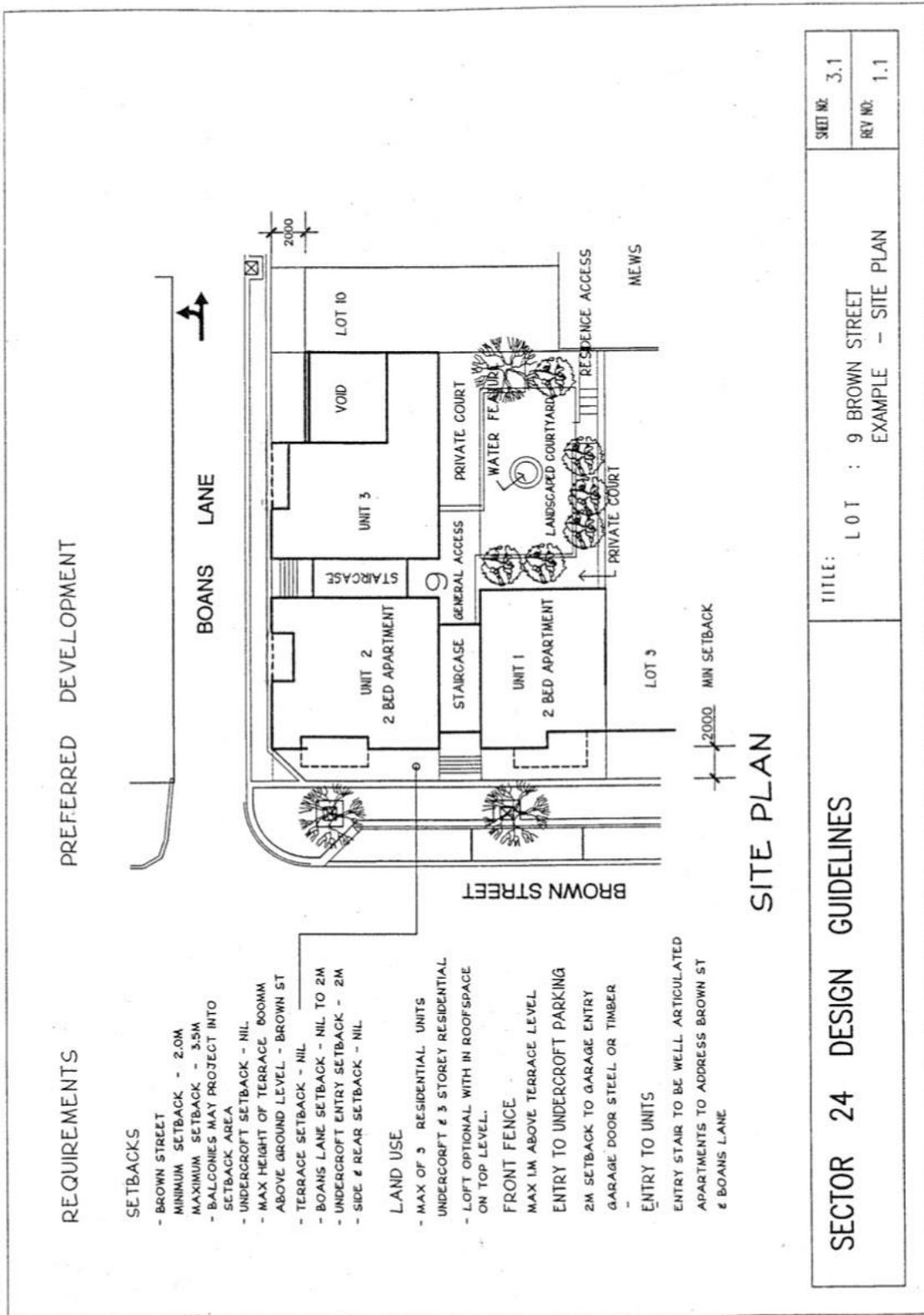
All stormwater shall be disposed of on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to the requirement will be at the discretion of the local government when it considers an application for building licence.

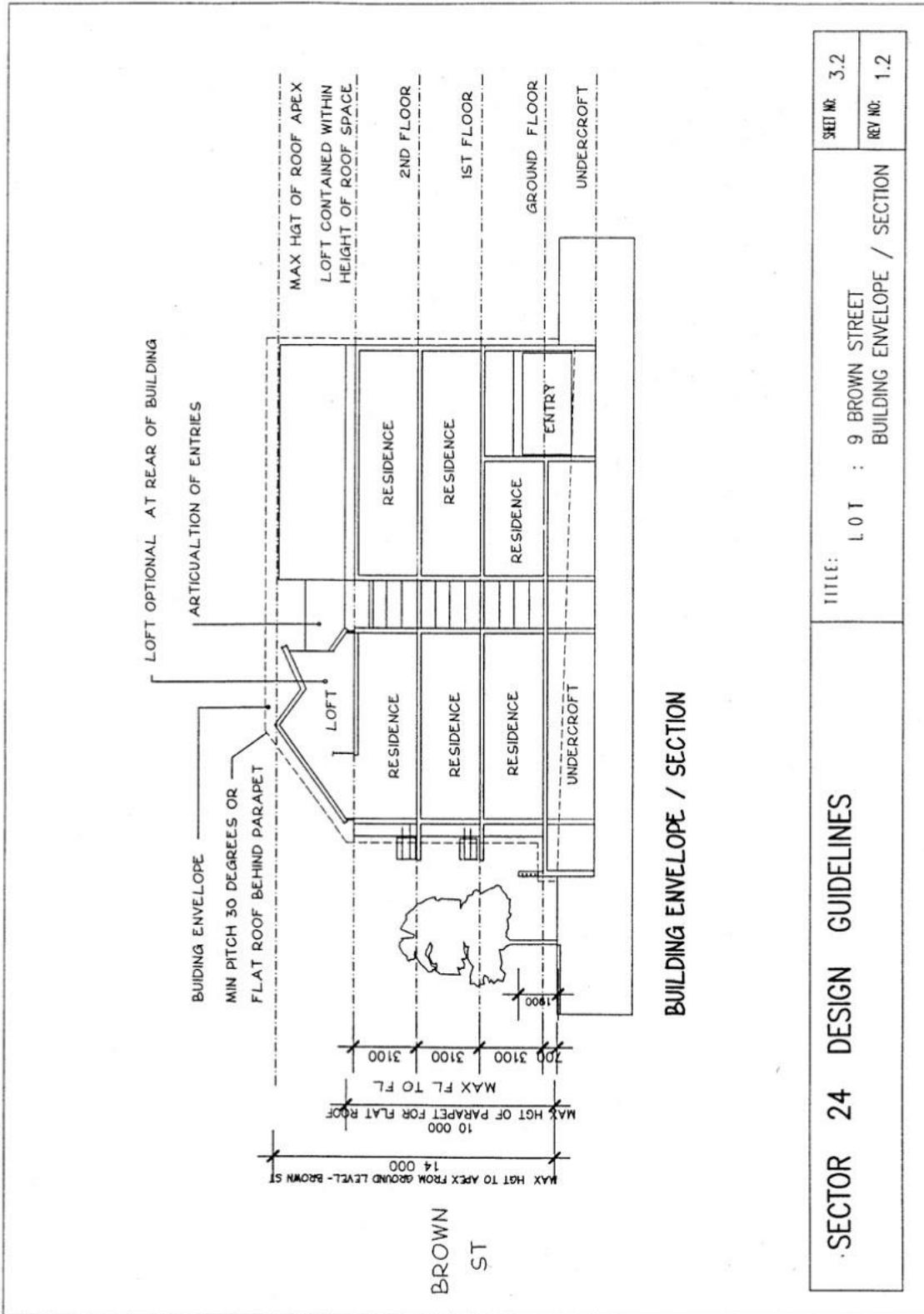




SECTOR 24 DESIGN GUIDELINES	TITLE: LOT : 1 & 2-8 BROWN STREET SITE PLAN	
	SHEET NO: 2.1	REV NO: 1.2







<p>SECTOR 24 DESIGN GUIDELINES</p>	<p>TITLE: L O T : 9 BROWN STREET BUILDING ENVELOPE / SECTION</p>	<p>SHEET NO: 3.2</p>
		<p>REV NO: 1.2</p>

PREFERRED DEVELOPMENT

BOANS LANE

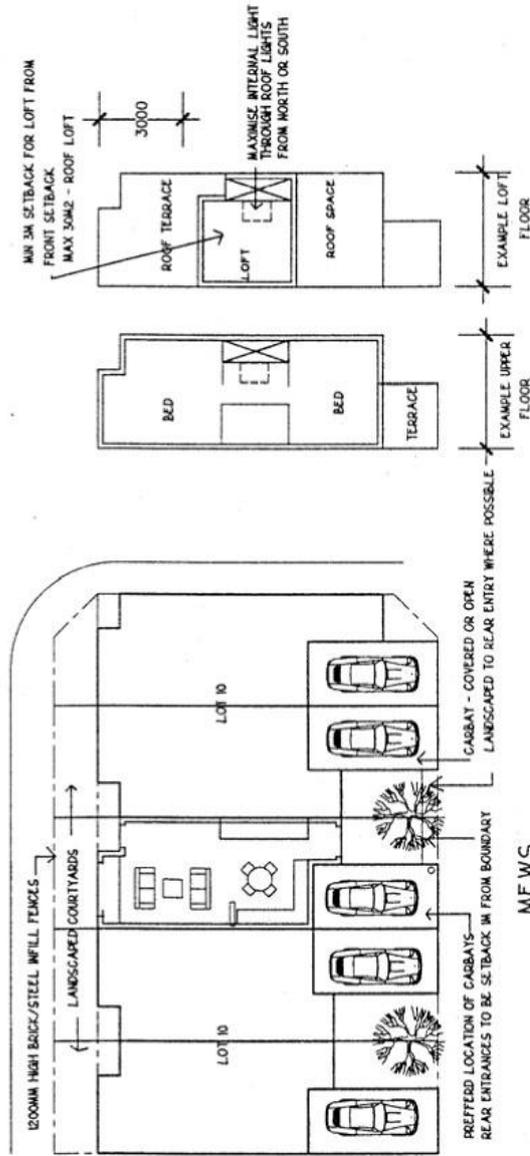
REQUIREMENTS

LANDUSE

RESIDENTIAL/SHOPHOUSE
 MAX 2 STOREYS & LOFT/TERRACE
 LOFT MAX BUILDING ENVELOPE 30M²

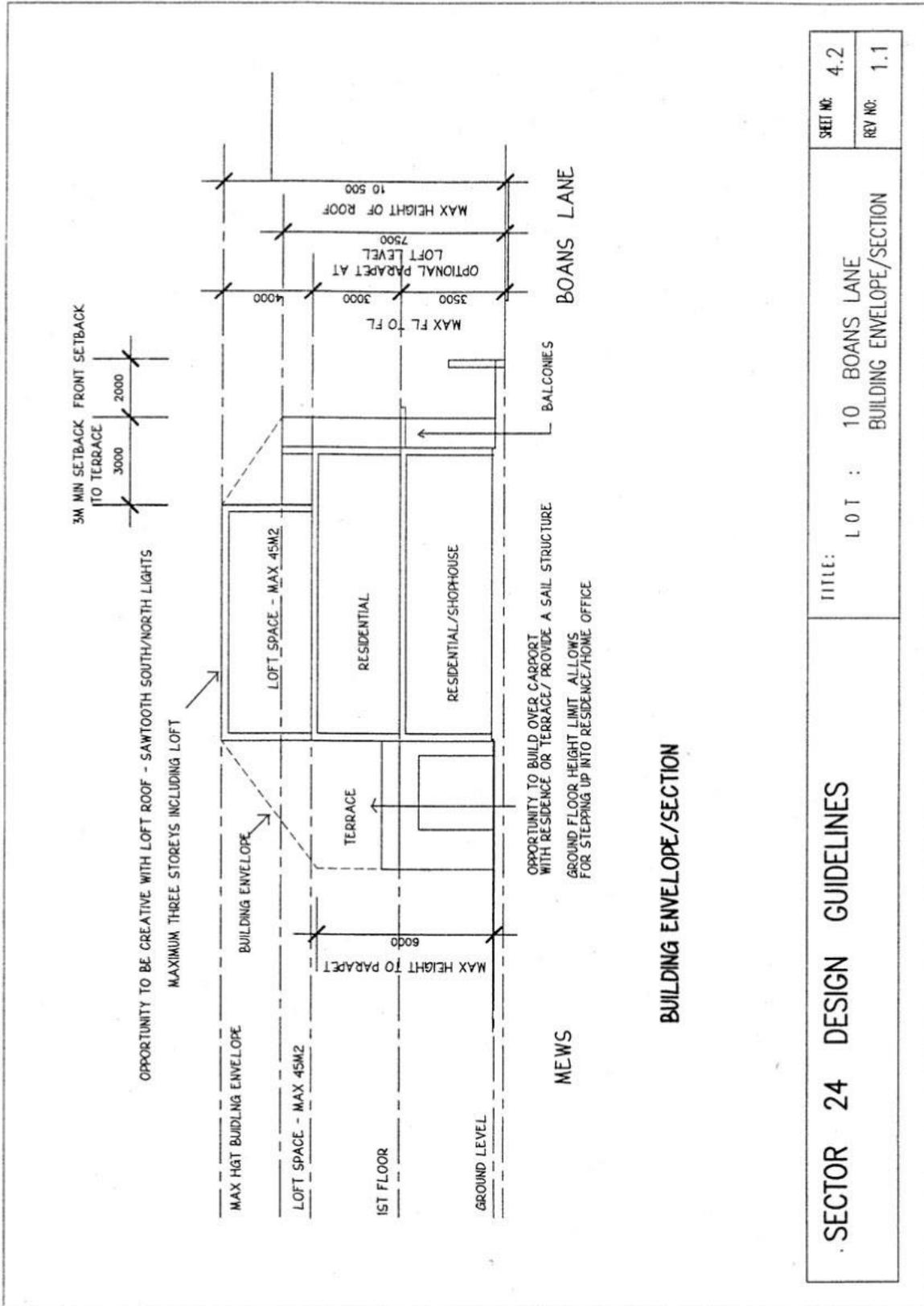
SETBACKS

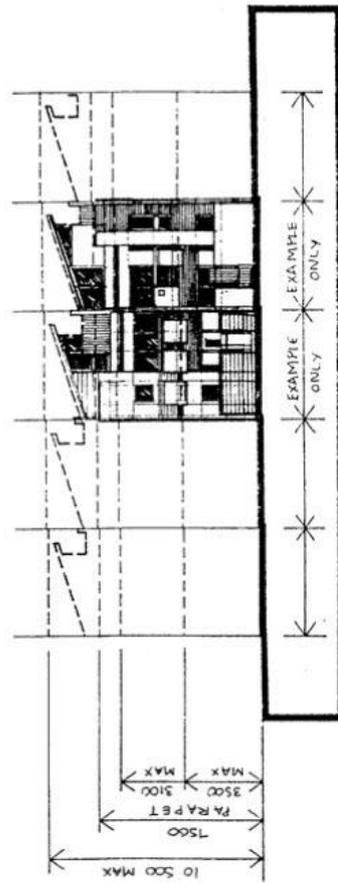
BOANS LANE - 2M MIN 3.5M MAX
 SIDE & REAR SETBACKS - NIL



SITE PLAN

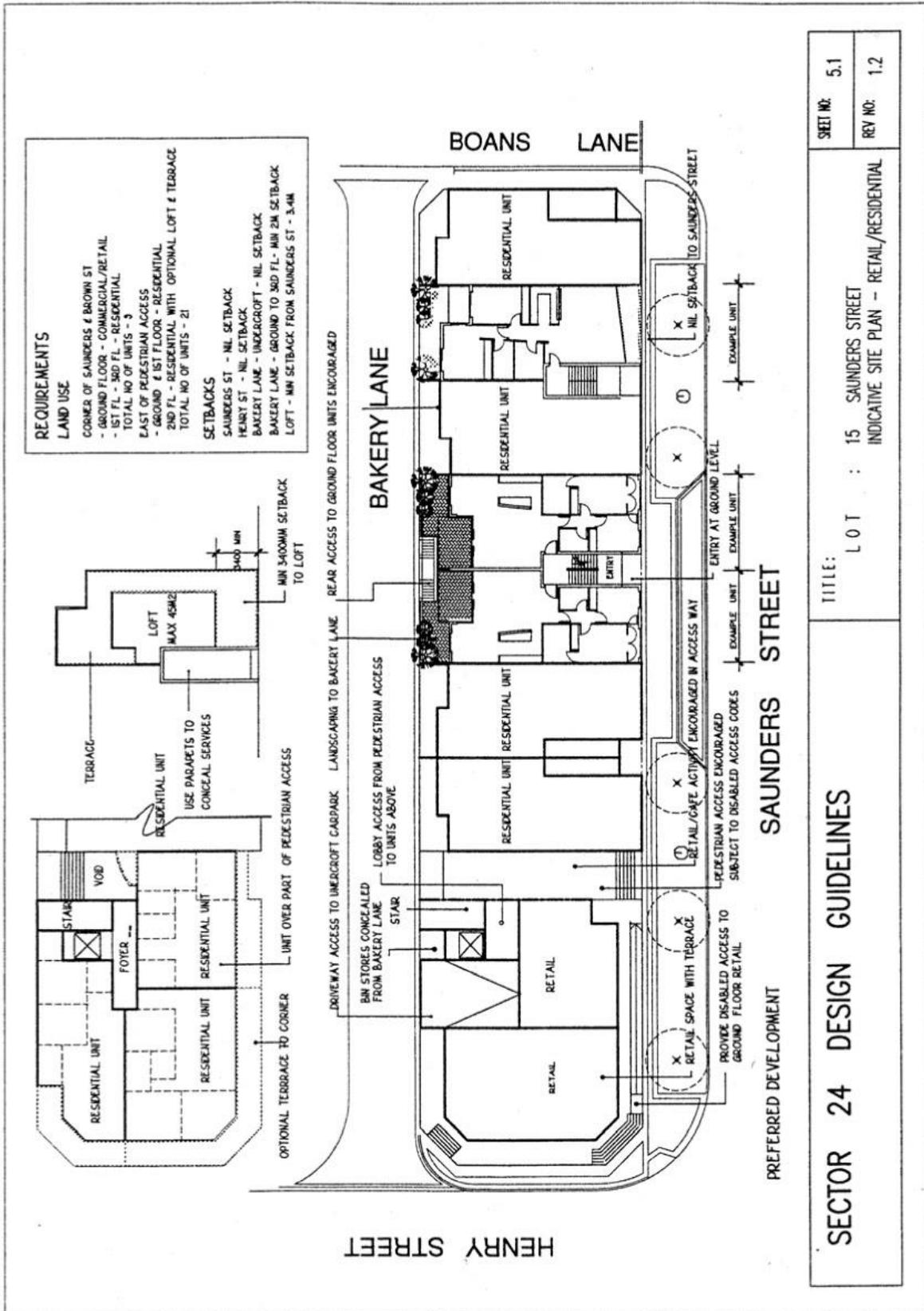
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	SHEET NO:	4.1
	REV NO:	1.1



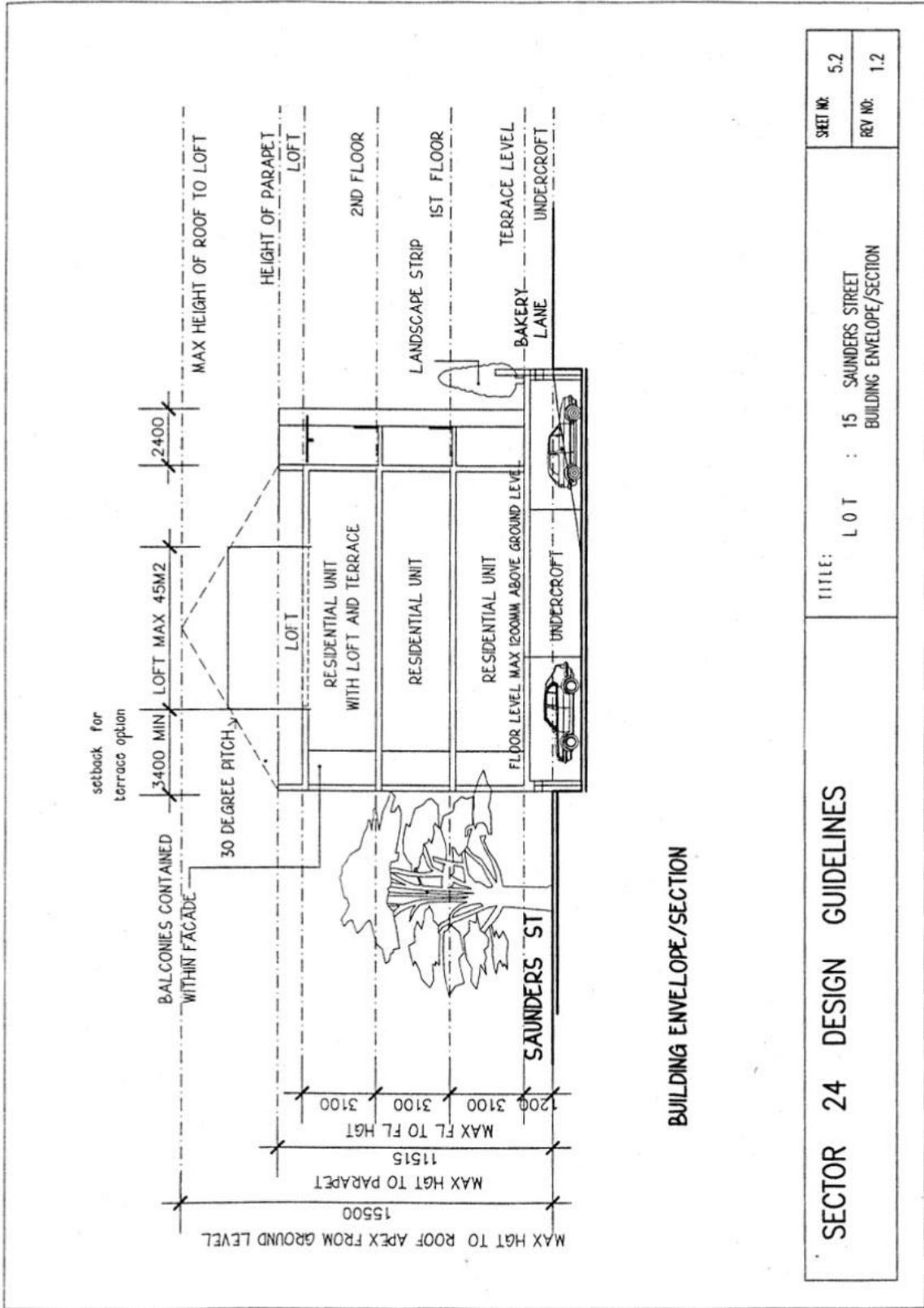


BUILDING ENVELOPE/ELEVATION

· SECTOR 24 DESIGN GUIDELINES	TITLE: LOT : 10 BOANS LANE BUILDING ENVELOPE/ELEVATION	SHEET NO: 4.3 REV NO: 1.0
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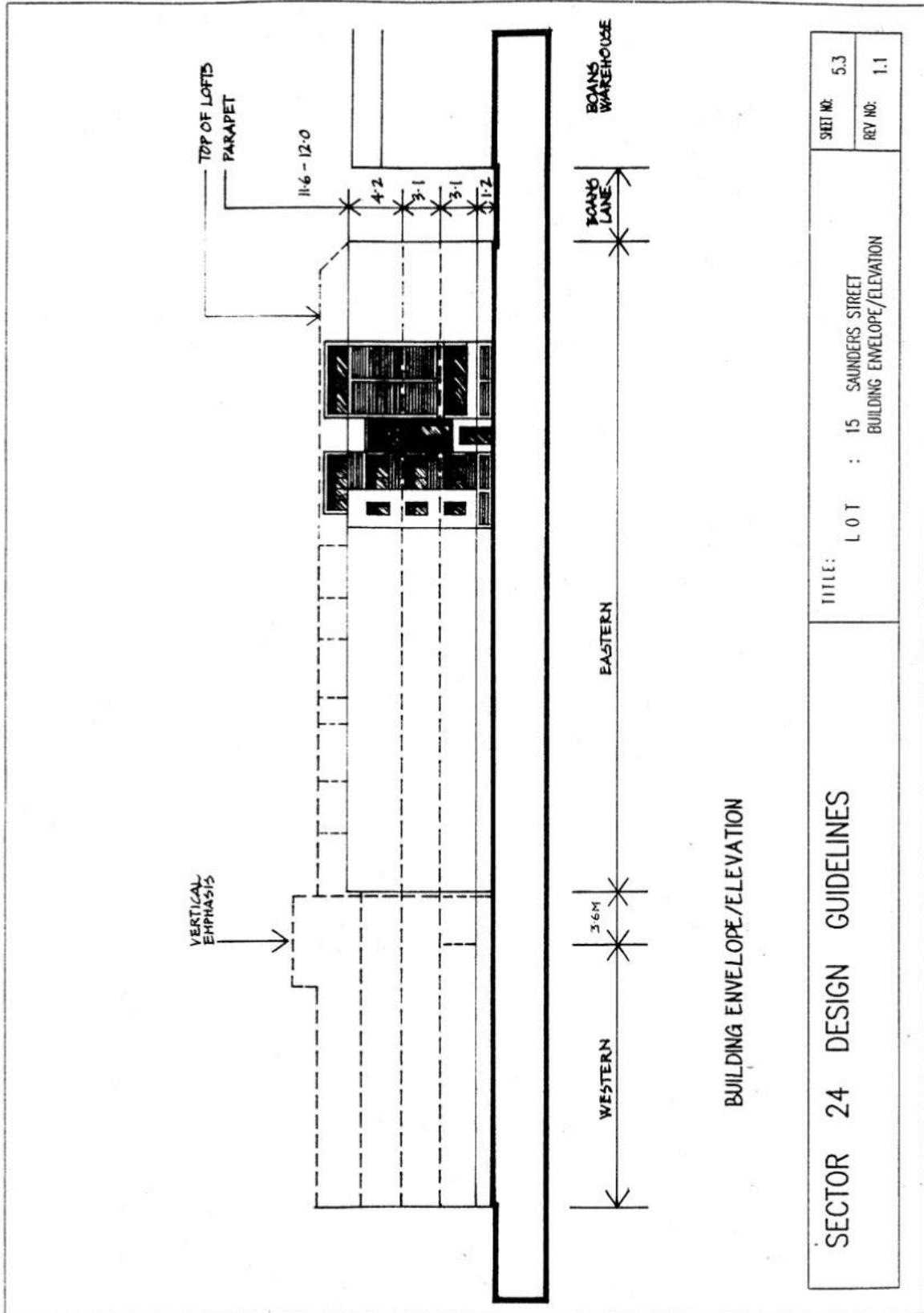


SECTOR 24 DESIGN GUIDELINES TITLE: LOT 15 SAUNDERS STREET INDICATIVE SITE PLAN – RETAIL/RESIDENTIAL	SHEET NO: 5.1
	REV NO: 1.2

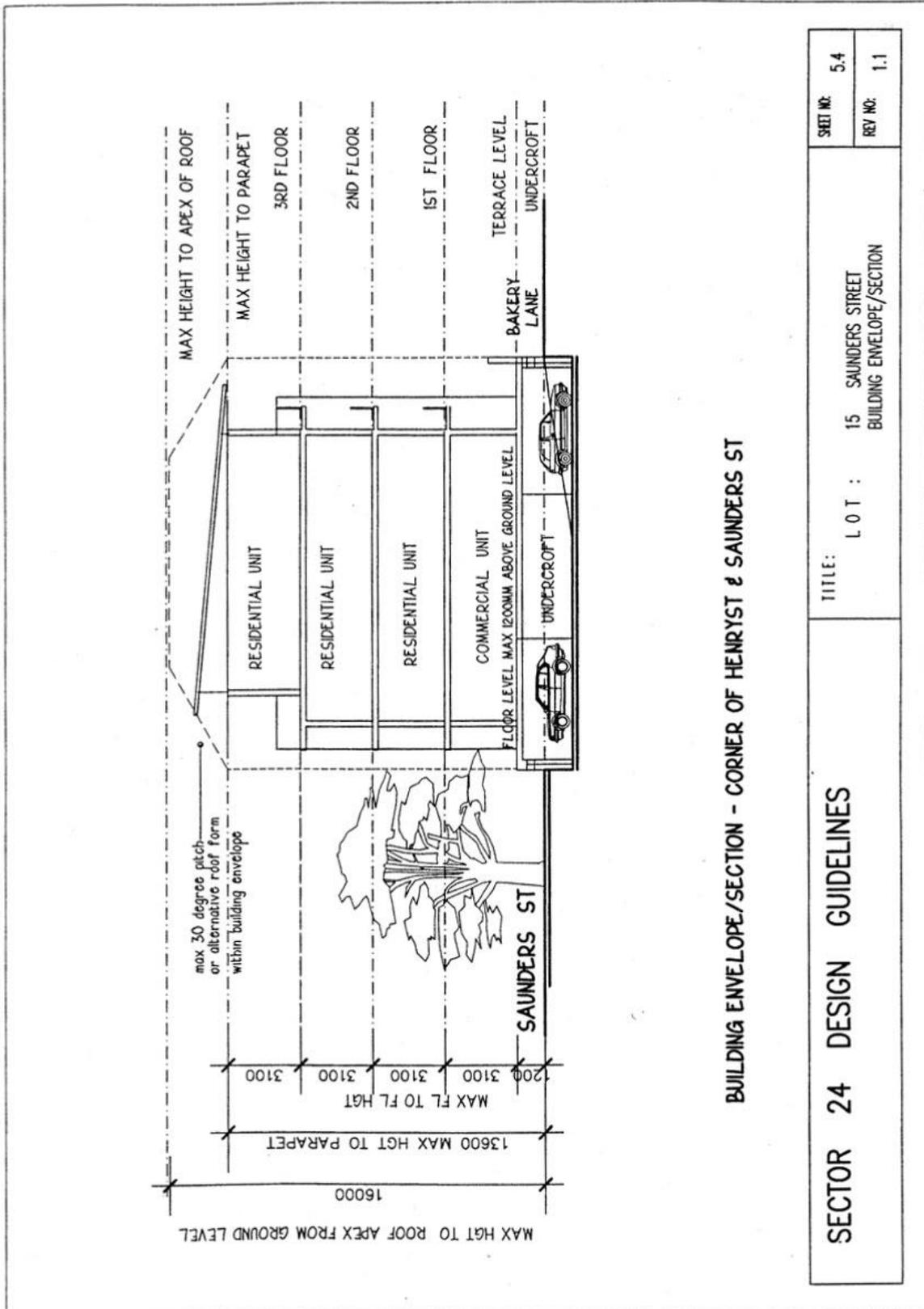


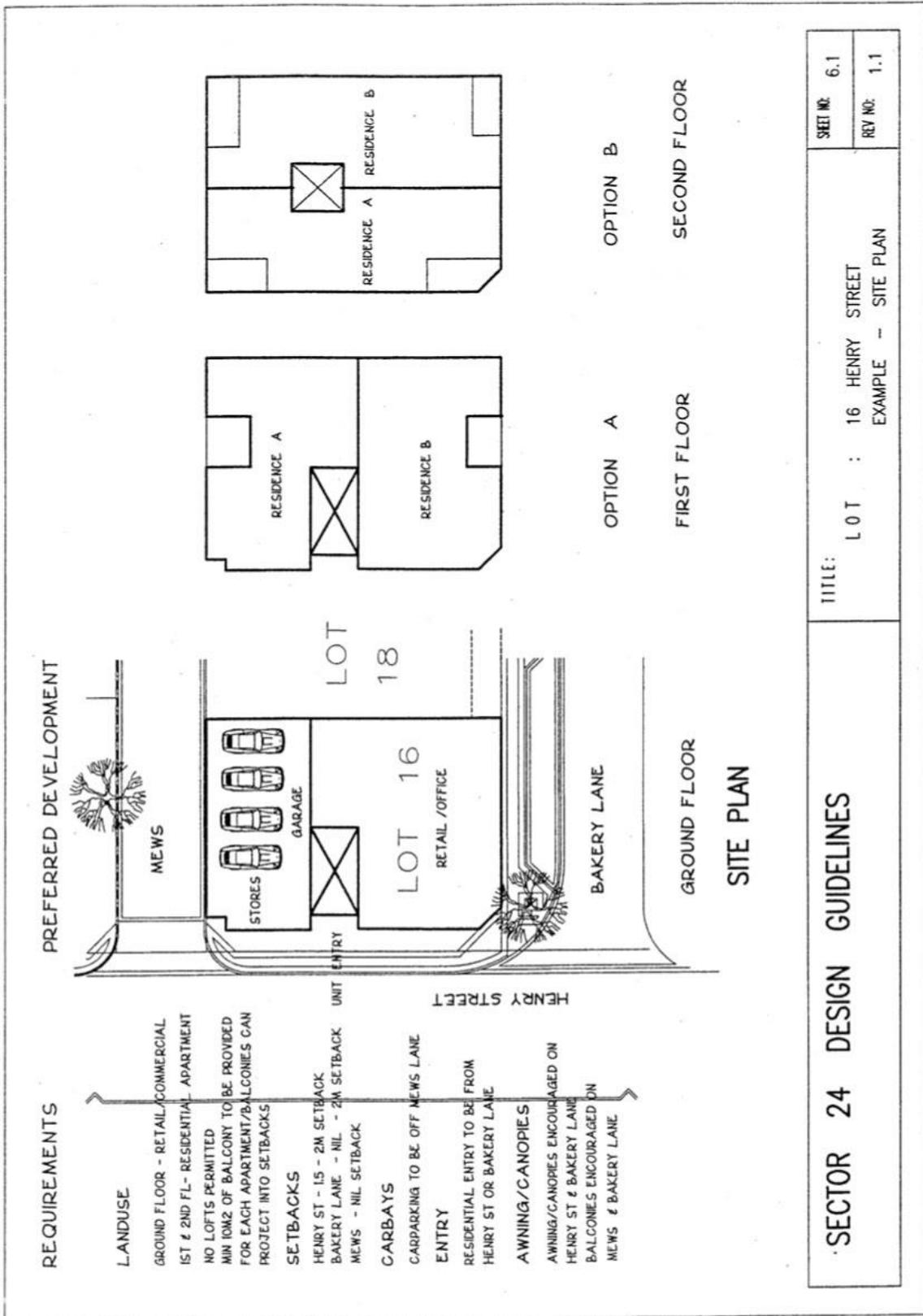
TITLE:	LOT : 15 SAUNDERS STREET BUILDING ENVELOPE/SECTION	SHEET NO:	5.2
		REV NO:	1.2

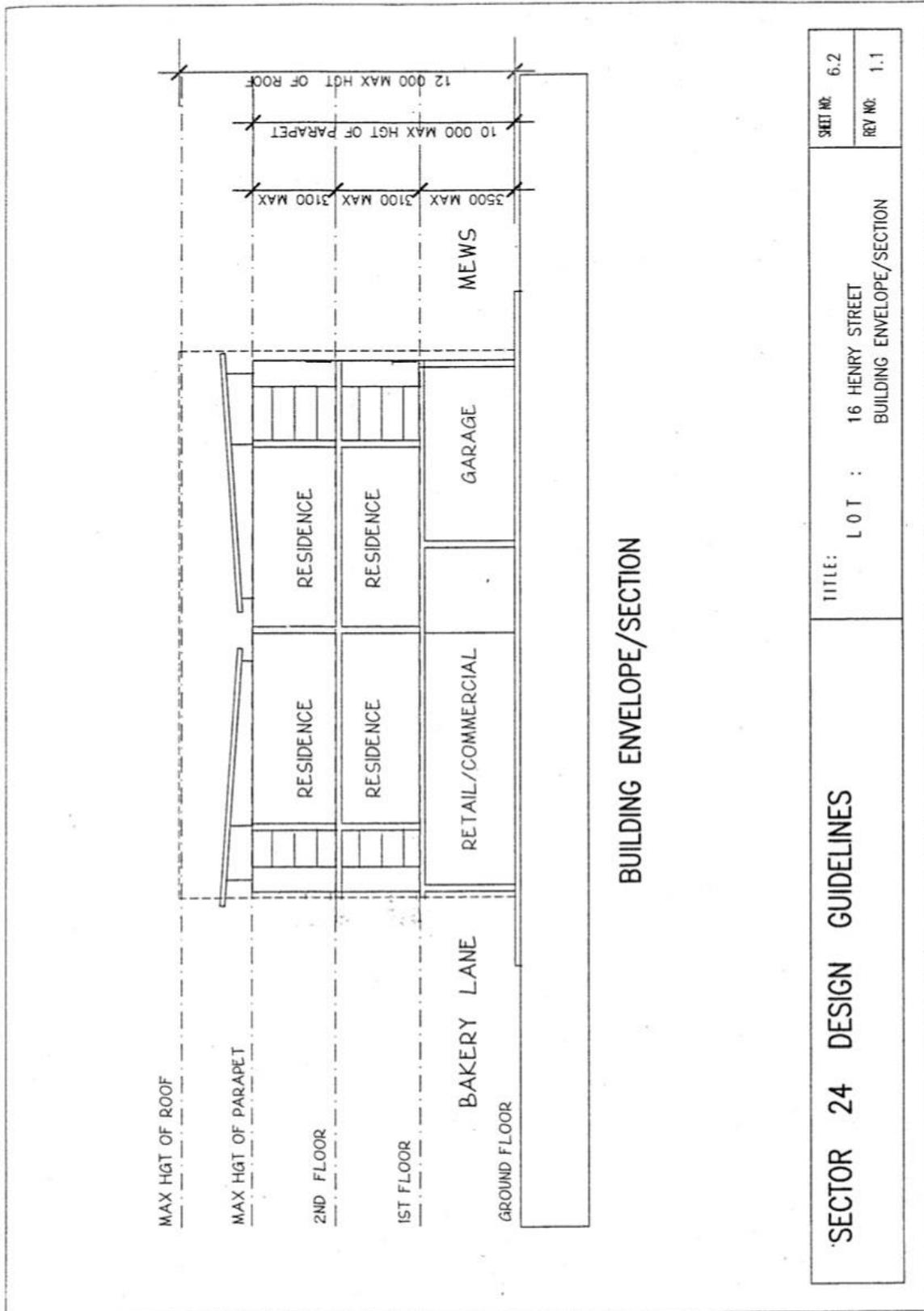
SECTOR 24 DESIGN GUIDELINES

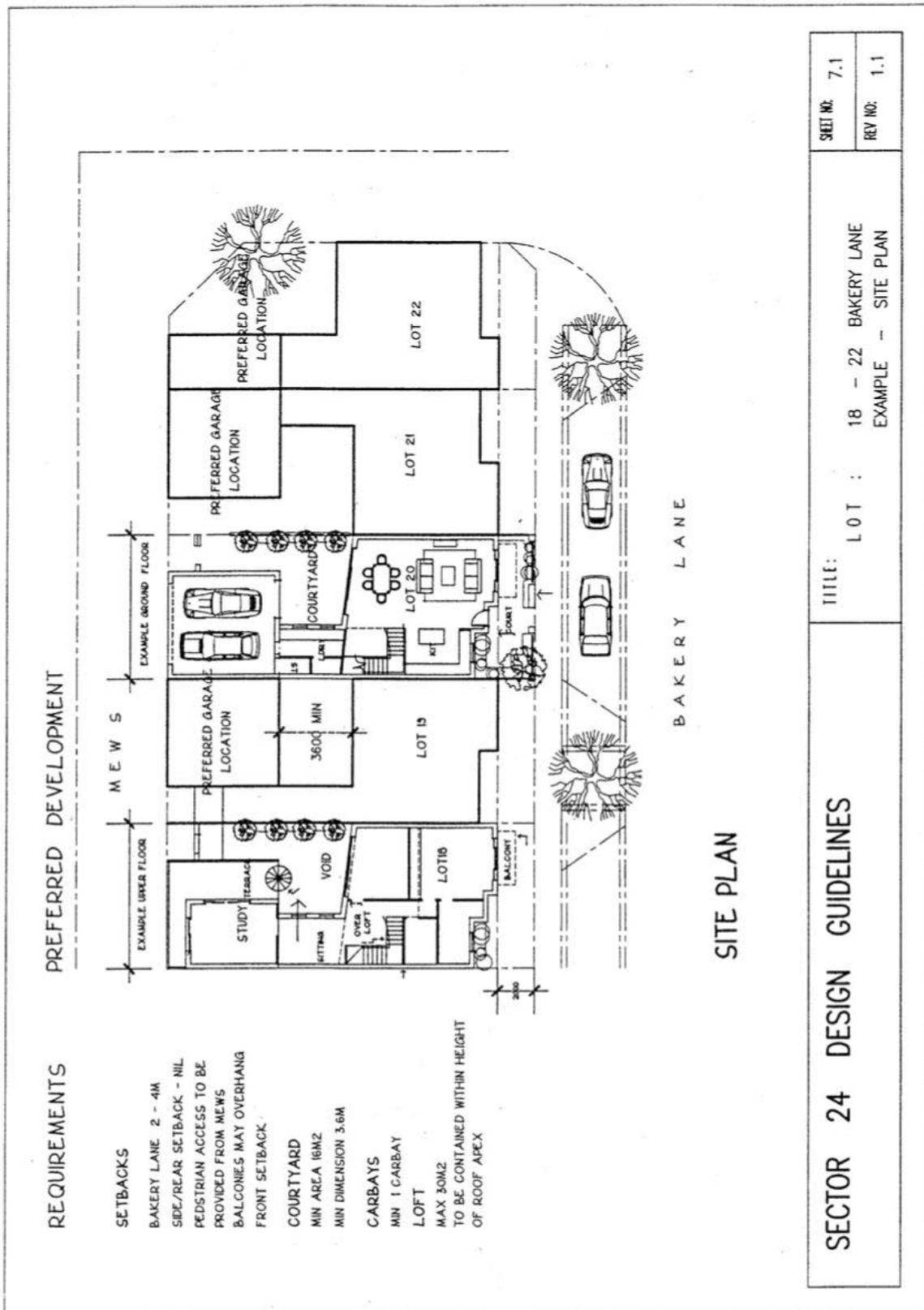


SECTOR 24 DESIGN GUIDELINES	TITLE: LOT : 15 SAUNDERS STREET BUILDING ENVELOPE/ELEVATION		SHEET NO: 5.3
			REV NO: 1.1









REQUIREMENTS

SETBACKS

- BAKERY LANE 2 - 4M
- SIDE/REAR SETBACK - NIL
- PEDESTRIAN ACCESS TO BE PROVIDED FROM MEWS
- BALCONIES MAY OVERHANG
- FRONT SETBACK

COURTYARD

- MIN AREA 16M²
- MIN DIMENSION 3.6M

CARBAYS

- MIN 1 CARBAY
- LOFT

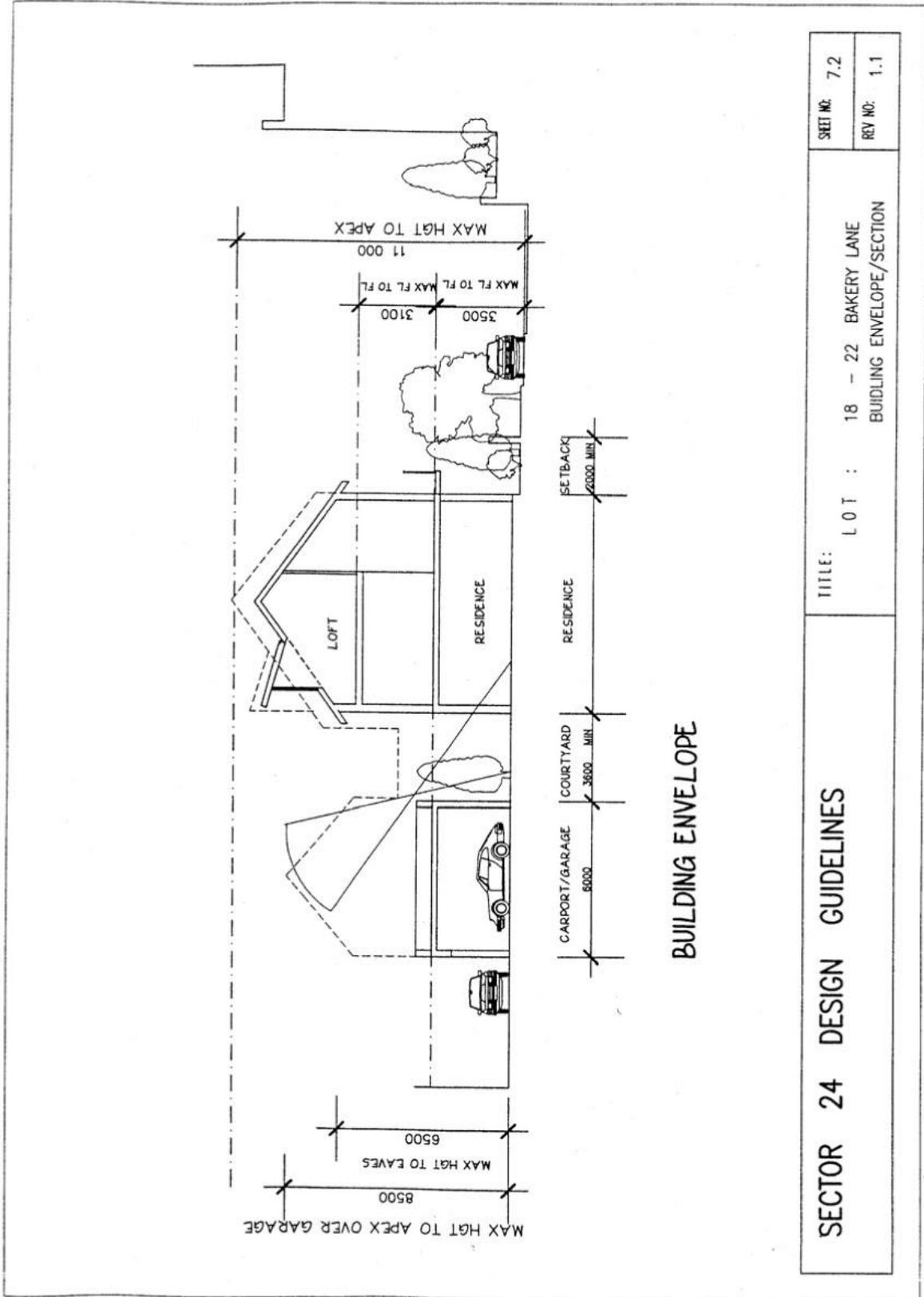
- MAX 30M2
- TO BE CONTAINED WITHIN HEIGHT OF ROOF APEX

SITE PLAN

SECTOR 24 DESIGN GUIDELINES

TITLE: LOT : 18 - 22 BAKERY LANE
EXAMPLE - SITE PLAN

SHEET NO:	7.1
REV NO:	1.1



SECTOR 24 DESIGN GUIDELINES	TITLE:	LOT : 18 - 22 BAKERY LANE BUILDING ENVELOPE/SECTION	SHEET NO: 7.2
			REV NO: 1.1

