



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

**Planning Policy Manual – Part 2**

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

**Section - 1.2**  
**New Northbridge Project Area**



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## 1.0 APPLICATION

This policy applies to development within the New Northbridge Project Area (the Project Area) as defined by the City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) (herein called 'the Scheme'), as illustrated on the Scheme Map.

## 2.0 RELATIONSHIP TO PLANNING SCHEME, PLANNING POLICIES AND DESIGN GUIDELINES

This policy intended to supplement the provisions of the Scheme and should be read in conjunction with the Scheme Text, in particular those provisions relating to the Project Area.

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

Where a provision of this policy is inconsistent with a provision of the Deemed Provisions, the latter prevails.

Where a provision of this policy is inconsistent with a provision of any policy of the City of Perth City Planning Scheme No.2, the provision of this policy prevails unless it is a Deemed Provision.

Design Guidelines have been prepared for all areas within the New Northbridge Project Area and should be read in conjunction with this policy. Where a provision of this policy is inconsistent with a provision of the Design Guidelines relating to the Precinct in which development takes place, the provision of the Design Guidelines prevails.

## 3.0 AIM

This policy and the Design Guidelines for the Project Area aim to:

- guide the form of development so that it is consistent with, and enhances, the unique character and design qualities of the area; and
- ensure development is delivered in accordance with the Scheme Objectives, Scheme Principles, and Precinct Statements of Intent.

## 4.0 POLICY

### 4.1 Awnings

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

### 4.2 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;
- 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.

### 4.3 Mixed Uses

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.

The Scheme provides additional planning objectives for mixed use development in Northbridge, particularly for entertainment activities and residential development, which should be applied in conjunction with this policy.

### 4.4 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.

### 4.5 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.

### 4.6 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.

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.

### 4.7 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<sup>2</sup> 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; and
- balconies must not encroach over lot boundaries.

#### 4.8 Corner Sites

Corner sites tend to be 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 façade higher than flanking parapet (maximum 1.5m above permissible building height); and
- cantilevered canopy higher at truncation of intersection than flanking canopies. The local government should be consulted regarding the extent to which canopy projections can occur.

Blank walls to corner frontages will not be permitted.

#### 4.9 Fencing

Low front fencing (i.e. any fencing within the front setback of a particular lot) 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 Design Guidelines for each area.

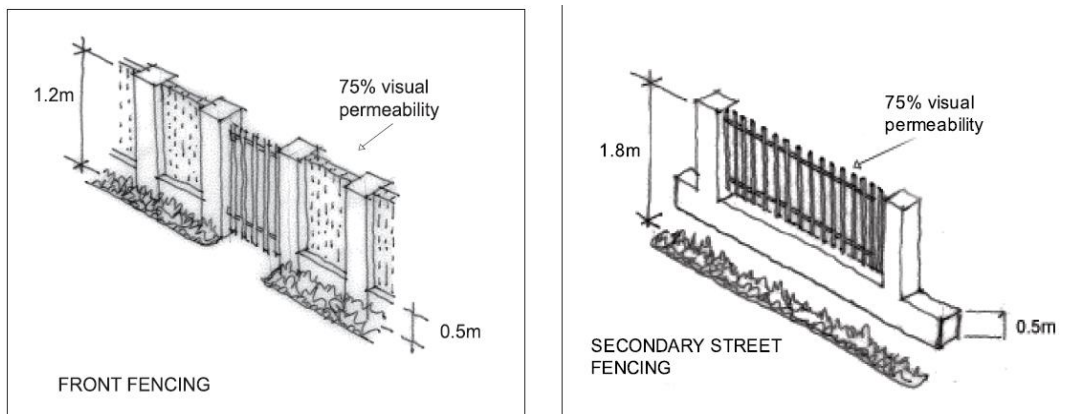
Letterboxes should be incorporated into the fence and clearly show the building number.

##### Side Fence Treatment

The relevant Design Guidelines for each area identify 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.



#### 4.10 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 local government will not support blank walls or elevations to development that results in a lack of activation to streets, rear laneways or under-width roads.

#### 4.11 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.

#### 4.12 Signage

Signage should comply with the City Planning Scheme No. 2 Signs Policy.

### 4.13 Heritage Listed Properties

In addition to the Design Guidelines and the performance standards contained within them, the following applies where a property contains a heritage building or is located within a Heritage Area:

#### 4.13.1 Roof Form

The pitch and form of roofs affect the skyline of the street. New roofs should be proportioned and detailed to harmonise with the streetscape.

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

#### 4.13.2 Fencing

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

#### 4.13.3 Vehicle Access Gates, Carports and Garages

Carports and garages are not permitted within the front setback of buildings on the local government's Heritage List. Existing vehicular access within front setbacks may be maintained.

### 4.14 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 Western Australia (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 area-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 local government.
- (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 local government.
- (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 runoff and certifying that there is no encroachment into the Tunnel.



- (vi) 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.
- (vii) 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.
- (viii) The plans and certifications referred to in paragraphs (iv), (v) and (vi) 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.

**B) Restrictive Covenant Western Ventilation Area**

Certain land within the Western Ventilation Area (refer to the Design Guidelines and relevant 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 Design Guidelines.

**C) Restrictive Covenant Eastern Ventilation Area**

Owners of land within the Eastern Ventilation Area (refer to the Design Guidelines and relevant 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 Design Guidelines.

**D) Restrictive Covenant Mid-Tunnel Sump Ventilation Area**

Owners of land in the Mid-Tunnel Sump Ventilation Area (refer to the Design Guidelines and relevant 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 City) for further details relating to building requirements.

**4.15 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 local government; and
- blend seamlessly into the architecture of the development, and be well considered to ensure that service areas are in appropriate locations.

#### **4.16 Power Supply and Western Power Sub-stations**

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 local government may be required.

#### **4.17 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 local government. This area may be used for car parking or open space requirements.

#### **4.18 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 4m<sup>2</sup> 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. 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 local government's design specifications.

#### **4.19 Modifications to the Public Domain**

Generally, alterations to the City's existing paving, on street parking, lighting, tree planting, street furniture and like elements will not be permitted. However if it can be demonstrated that a superior design solution for a particular building can only be achieved through the relocation of one of these elements then the local government will consider such a proposition provided that the relocation is carried out to the local government's specifications at the developer's expense.