

Planning Policy Manual – Part 2

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

Section 2.32
East Perth – Area 32
Brown Street East



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

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1.0 APPLICATION

The land fronting Brown Street between Victory Terrace and the rear of lots fronting East Parade, is within the Brown Street Precinct (Precinct EP9), as defined in the City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) (herein called 'the Scheme'). These Guidelines apply to that area as shown in Figure 1.

2.0 CONTEXT

The land is gently southward facing with lots on a north-south orientation. Lots at the eastern end have river glimpses available through adjacent openings. Uses are a commercial and light service industry mix. South of Brown Street has been developed for single residential uses in the North Cove sector of the precinct.

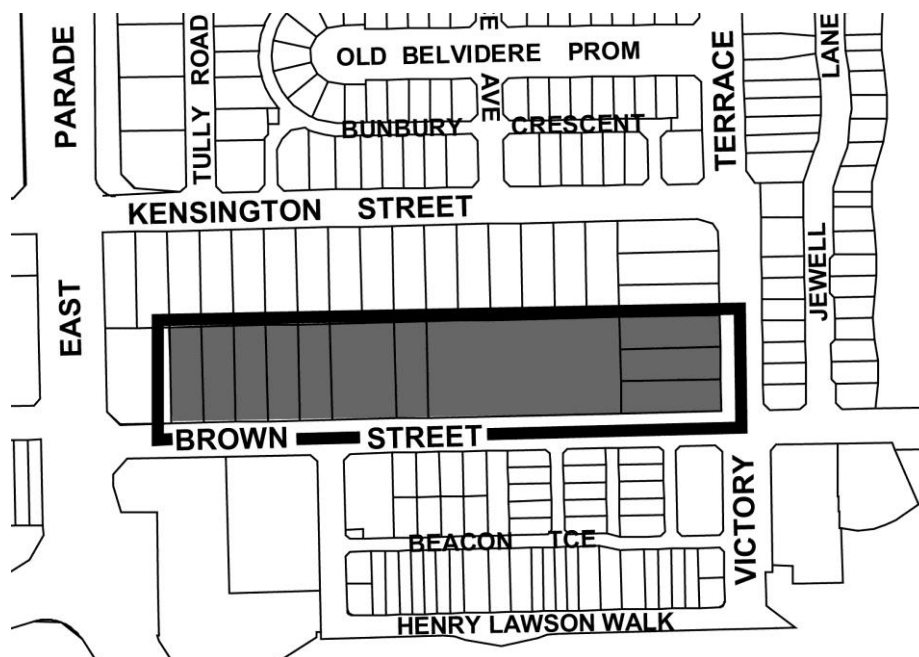


Figure 1:- Brown Street East.

2.1 General Site Characteristics and Requirements

The site is characterised by buildings of mainly one storey in height. Setback distances vary substantially reflecting different periods of development.

The buildings are representative of two primary 'planning control' periods - before and after parking provision was an issue. Some buildings are of minimal setback and address the street. Some of these have vehicle crossovers to accommodate vehicle access and service deliveries. The newer buildings have larger setback areas, which generally accommodate parking.

The impact of the above is that buildings do not come together as a strong or coherent streetscape, although the consistency of uses within the street block adds a diversity to the Precinct generally.

Given the sites varied built form, low intensity of development, and proximity to the higher value residential land adjacent to the river foreshore and parkland, it is anticipated that some redevelopment of the land will occur in the medium to long term.

The street pattern in the area is remnant of the former grid structure and is clear and legible. Future proposals include the extension of the central pedestrian spine through the East Perth project area. This spine extends from Wittenoom Street in the south, through Haig Park, South Cove, North Cove

and has been extended across the Belvidere Subdivision north of Kensington Street. These guidelines will seek the extension of the alignment through the site upon redevelopment of the affected lots.

In general, a consistent built up frontage will be sought for all streets in the precinct. The existing built form and 'grain' will be reinforced through the application of the guidelines.

The height of buildings in the precinct will be limited to two to four storeys (6m to 12m, 14m max at apex of roof) in accordance with building envelopes.

Materials in new development will be encouraged to complement those of the East Perth area generally.

Buildings should primarily be of a solid construction nature such as brickwork, stone masonry or rendered concrete type materials, with lighter materials used for suspended, lightweight or cantilevered building elements such as awnings, feature panels, roof sections and balconies.

2.2 Scheme Provisions

These Design Guidelines are intended to supplement the provisions of the Scheme and should be read in conjunction with the Scheme, in particular those provisions relating to the Claisebrook Village Project Area, Precinct EP9: Brown Street, 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 EP9: Brown Street and stipulates maximum plot ratio. In determining any application for development approval, the local government will have regard to these Design Guidelines, the Scheme and other Planning Policies.

This Precinct is intended to house a mix of residential and service commercial uses, which may include compatibly scaled warehouse use as well as light and service industry use. It is anticipated that the land will become predominantly residential in nature.

New development should be in harmony with the character and scale of the primary residential uses on the South side of Brown Street. The local government encourages the recycling of buildings where this is viable and where they make a positive contribution to the streetscape and amenity of the area.

3.0 BUILDING FORM

3.1 Setbacks

SETBACKS FRONTAGE	MIN	MAX
Brown Street	Nil	-
Victory Terrace	3m Balconies may project into minimum setback by 1.5m	4m
Side Setbacks	Nil – other than corner lots which are to be as otherwise noted	

Other than those stated above, setbacks are to be in accordance with the R-Codes.

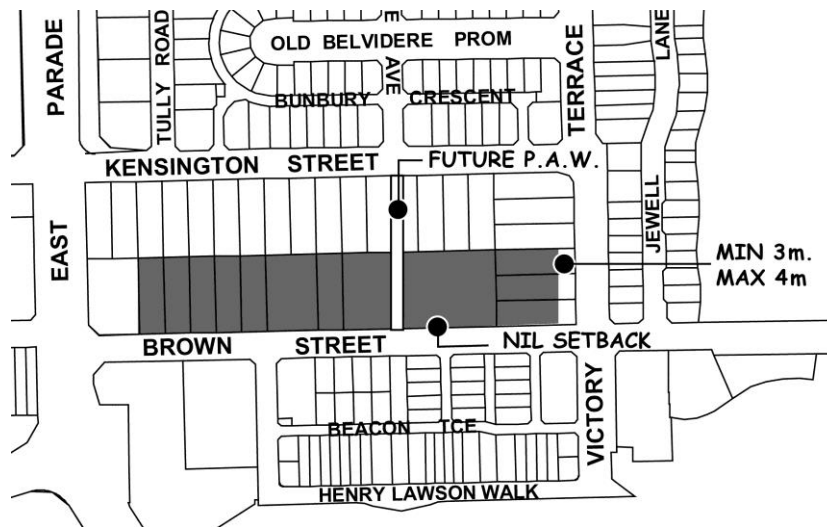


Figure 2:- Setbacks.

3.2 Building Height

Building height and bulk will be required to be contained within building envelopes. Only minor projections will be allowed through building envelopes for such items as chimneys, awnings, pergolas, balconies and small portions of bay and dormer windows.

Buildings facing Brown Street can be up to three storeys (9m) at the setback line with building envelopes increasing in height to a maximum of four storeys (14m to the apex of roof).

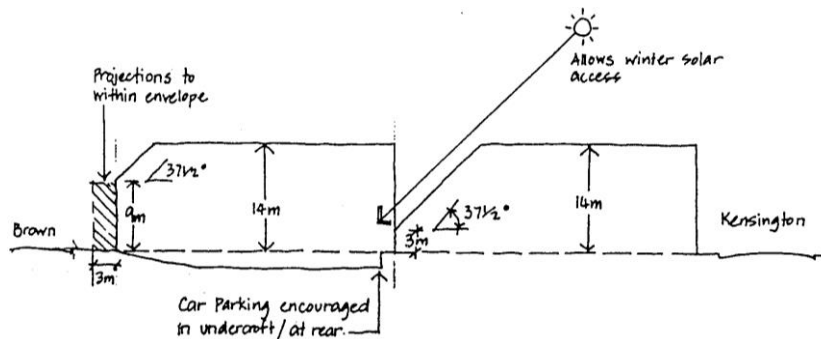


Figure 3:- Building Envelopes.

3.3 Parking and Access

Undercroft or basement parking concealed from public view is preferred, although open air car parking in a landscaped setting at the rear of sites will be considered.

At-grade pedestrian access for all users into buildings is to be provided from street frontages. Safe and attractive pedestrian access into buildings is also to be provided from any car park on site. Generally, one crossover only will be allowed for each lot.

3.4 Building Character

Buildings should respect the scale of the street or place and of their neighbours. The buildings should also be sympathetic in scale, massing and proportions to adjacent buildings and those of heritage significance. The opportunity exists to create a strong sense of identity and an innovative inner city style of residential, commercial and mixed use development with interesting facade treatments and roof lines.

Buildings will be assessed for their contribution to the legibility and identity of East Perth, the public-private interface, streetscapes, grain and sense of place. Aspects such as roof line, materials and the scale and massing of buildings will be carefully considered by the local government in the assessment of development applications.

The use of courtyards and/or balconies is encouraged to provide amenity for residential development where required, and to take advantage of any views. All elevations are to be well detailed and are to relate to a pedestrian scale.

3.5 Roofs

Generally roofs should be pitched, with a slope of between 30° and 45°. Flat or alternative roof forms which contribute to the identity of the area and which reflect the uses and development types in the precinct are sought.

Roof forms/profiles should generally be expressed in a way which compliments the architectural style of the building, which provides clear silhouettes and minimises visual clutter.

3.6 Walls and Windows

Blank walls abutting any public space must be minimised. Walls are to be detailed to provide visual interest and pedestrian scale. Proportions of solid wall to openings should reflect the scale of adjacent spaces.

Windows are to have a vertical or square proportion. Where the overall window opening shape is of a horizontal nature, glazing shall be broken up to reflect the required square or vertical proportion. Reflective or dark tinted glass is not permitted.

4.0 PUBLIC ACCESS WAY

Lots 45 and 46 Kensington Street and Lot 100 Brown Street

It is intended that a public access way or 'open space' alignment be created between Brown and Kensington Street so as to continue the alignment which extends south of Brown Street and north of Kensington Street. This affects Lots 45 and 46 Kensington Street and Lot 100 Brown Street at the time of the writing of these guidelines.

A number of tenure options exist for the creation of the alignment, however, it is intended that visual and pedestrian access be available at all times. Development adjacent will need to front the open space 'alignment'.

A space of 6m wide will be sought at the time of approval being sought for any redevelopment or re-subdivision of the affected lots.