



**Planning Policy Manual – Part 2**

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

**Section 2.15**  
**East Perth – Area 15**  
**Norbert and Clotilde Streets**



<b>Version #</b>	<b>Decision Reference</b>	<b>Synopsis</b>
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## 1.0 APPLICATION

This street block, immediately west of the large Health and Community Services Departments building, is situated within the Silver City Precinct (Precinct EP4) 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. These Guidelines are complementary to and should be read in conjunction with the provisions of the Scheme Text and other Planning Policies, particularly as they relate to Precinct EP4: Silver City.

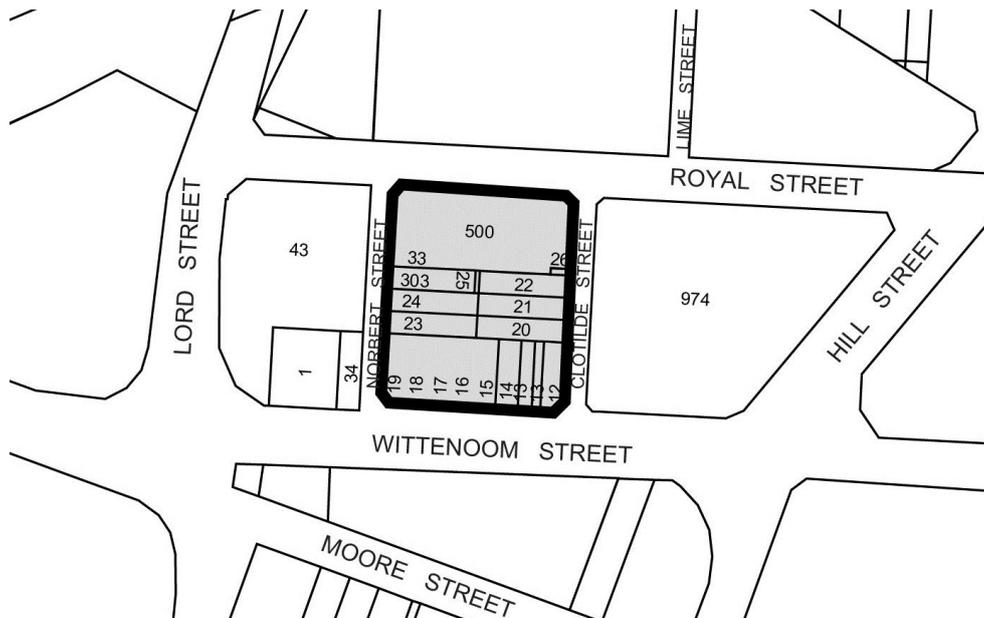


Figure 1: - The Site

## 2.0 CONTEXT

The area is comprised of numerous small titles and some rights-of-way, and has a total land area of approximately 7,713m<sup>2</sup>. This site is highly accessible by road and public transport. The surrounding area exhibits a variety of building forms, which vary from domestic scaled single storey buildings to the monolithic multi-storey office buildings from which the Precinct derives its name.

### 2.1 Scheme Provisions

The Scheme identifies Preferred, Contemplated and Prohibited uses for Precinct EP4: Silver City 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.

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

### 3.0 GUIDELINES

#### 3.1 Building Form and Character

Having four street frontages, the site is highly visible and accordingly all frontages should be addressed in the design of the development. A single building is not a requirement - development of the site may comprise individual components provided that the overall result is cohesive and meets the objectives for the site. Good presentation of the development from all angles will be important, requiring special attention to be paid to the integration of car parking and service areas, including bin stores.

An interesting and articulated built form is sought. All elevations are to be provided with windows and other fenestration - blank walls will not be accepted.

Shelter for pedestrians will be important, with the preferred form being a colonnade on the Royal Street and Wittenoom Street frontages. The colonnade should be a minimum of 2.5m wide.

Full site coverage is not expected, although it will be considered provided that the development is contained within the designated building envelope.

#### 3.2 Colours and Materials

Careful selection of colour and materials is required in order to achieve a development that is interesting at both pedestrian level and as viewed as part of the streetscape. The considered use of a variety of colours and materials is preferred over monotonous and uniform finishes.

#### 3.3 Building Envelope

The envelope is a maximum of 14m high, projected at 45° from a point 11m above the finished ground level of the footpath adjacent to each boundary. Figure 2 refers.

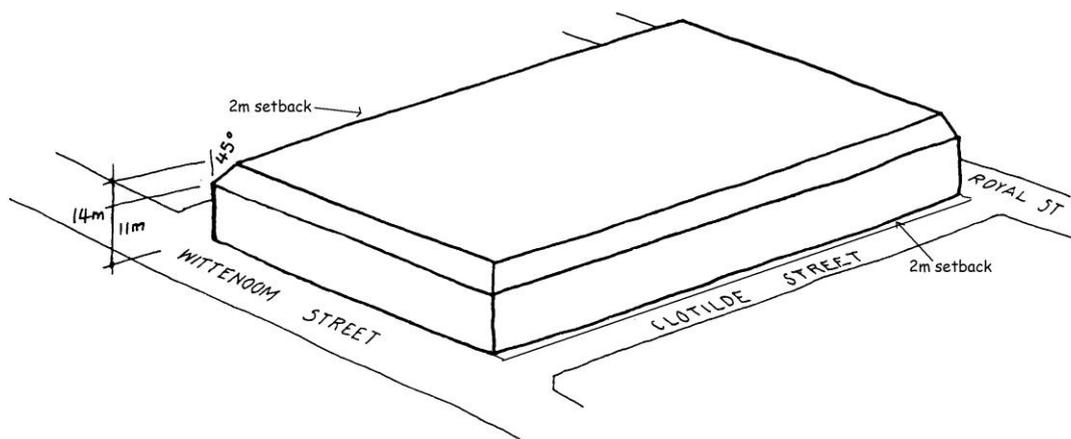


Figure 2: - Building Envelope

#### 3.4 Building Height

Overall, a minimum of 2 storeys and a maximum of 4 storeys (14m max height including the roof space however the roof space should not be used as loft) is sought. Consideration will be given to the development of a single storey building or buildings if necessary, for physical needs of the client group or occupiers, provided that the building's height is maximised through design techniques aimed at giving the impression of greater height.

### 3.5 Setbacks

FRONT SETBACKS	MIN	MAX
Royal Street	Nil	4m
Wittenoom Street	Nil	4m
Clotilde Street	2m	n/a
Norbert Street	2m	n/a

The setbacks are not intended to depict the building footprint - open areas such as courtyards, and articulated frontages are expected.

### 3.6 Access and Parking

- Pedestrian access must be provided at grade from all street frontages. Access for people with impaired mobility should be incorporated into the design. Building design should emphasise pedestrian entrances. Pedestrian access within the site is to be addressed, with the opportunity for public access through the site being provided where possible.
- Vehicular access may be gained from Norbert Street and Clotilde Street. Crossovers to Royal Street and Wittenoom Street are not permitted. Adequate vehicle sight lines are to be maintained at all crossovers and at all street intersections.
- Car Parking: Open air car parking is acceptable provided that it does not have frontage to Royal Street or Wittenoom Street, and should not exceed 50% of the total site area. Suitably screened basement and undercroft parking may also be accepted.
- Bicycle Parking: Provision is to be made for the parking of bicycles within the development. At least one shower/change room is to be provided for use by non-residential occupants of the development, to encourage the use of bicycles as an alternative to the car as a mode of transport to work.

### 3.7 Retaining walls and fences

Fencing and retaining walls should not be necessary. However, if fencing is required it should be visually permeable, using metal railings or other approved material. Fencing should consist of capped masonry piers to 2m high, with infill panels to 1.8m high. Retaining walls, if necessary, should not exceed 1.2m in height. The combined height of retaining walls and fences should not exceed 2m.

### 3.8 Security

Provision is to be made for the safe movement of people within the site through careful design of paths and accessways to eliminate potentially dangerous alcoves, areas of deep shadow and areas that can not be seen from within the most used rooms of the development.

### 3.9 Landscaping

There are a number of mature trees on the site which contribute to the amenity of the neighbourhood and would also enhance future development on the site. Every effort is to be made to retain the significant trees on the site, and to protect them from damage during construction.

Open areas such as car parks and courtyards are to be appropriately landscaped with segmental paving, to maximise on-site absorption of water run-off, and suitable planting.

### 3.10 Land Assembly

Amalgamation of the many small titles will be required in order to achieve land holdings that reflect the development parcel or parcels within the site. It is recommended that the existing rights-of-way be closed and amalgamated with the adjoining title or titles, a procedure under the Local Government Act that must be undertaken through the local government.