



City of Perth
City Planning Scheme
No. 2

Planning Policy Manual – Part 2

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

Section 2.19
East Perth – Area 19
Regal Place



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

CONTENTS

SECTION	TITLE	PAGE
1.0	GENERAL	3
1.1	Context.....	3
1.2	About these Guidelines	3
1.3	Preferred Uses.....	3
2.0	BUILDING GUIDELINES	4
2.1	Building Form and Character	4
2.2	Building Envelope	4
2.3	Building Height	5
2.4	Setback.....	5
2.5	Access and Parking	5
2.6	Retaining Walls and Fences	5
2.7	Easements	5

1.0 GENERAL

1.1 Context

Lot 221 Royal Street (Figure 1) is located on one of the most prominent corners in the heart of East Perth. The intersection of Royal and Plain Street heralds the major entry points into the Eastbrook subdivision (to the west) and the major activity and residential developments associated with Claisebrook Cove (to the east). These roads also form the major vehicle axes through the Claisebrook Village Project Area.

This area is within Royal Street Central Precinct EP3 as defined in the City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) (herein called 'the Scheme').

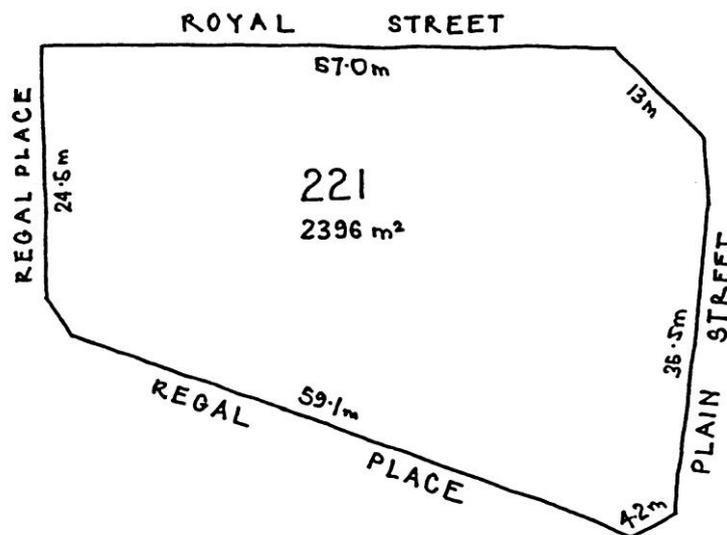


Figure 1: - Lot 221 Royal Street.

1.2 About these Guidelines

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 EP3: Royal Street Central, other Planning Policies and the Design Guidelines applicable to Area 18 'Eastbrook'. In any instance where there appears to be a contradiction between the general Eastbrook Guidelines and those for Lot 221, the lot specific guidelines should be followed.

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 EP3: Royal Street Central 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.

1.3 Preferred Uses

The principal use identified for the site consistent with the sale of the land is a public car park, probably fee paying. Other preferred uses however, having regard for the identified objectives for the precinct and the prominence of the site in the area's 'mainstreet' location include retail and commercial uses at ground floor/street level. These activities are required for the purposes of providing visual interest and activity at street level - an "active frontage". Depending on design and

layout, uses such as offices and potentially even residential dwellings could be developed above street level.

2.0 BUILDING GUIDELINES

2.1 Building Form and Character

- The building form should provide an urban edge to the street and a character that belies its principal use as a multi-level car park, particularly at ground floor/street level. Whilst it is desirable that the site provides some knowledge of its principal use, the challenge is to achieve through design and detail, a building that appears more than a typical public car park. The knowledge in providing some understanding of the use may be through signage only, the building itself appearing for example, as an office building.
- Having four street frontages, the site as mentioned is highly visible. Accordingly, the treatment and appearance of all elevations need to be addressed in the design of the development. Whilst the site has two main frontages - to Royal and Plain Streets, it should not turn its back on Regal Place. Good presentation of the development from all angles is important.
- An interesting and articulated built form is sought. The majority of ground floor facades should be glazed in a "shop-front" manner, providing a transparent frontage and interest for pedestrians. Large scale ventilation openings should be treated similar to building window openings, providing the appearance of integrated building elements. Blank walls or externally visible unfinished concrete will not be accepted. Shelter for pedestrians is also important with the preferred form being a verandah along the Royal and Plain Street frontages of the site. Verandah design should be the same as that required for the northern side of Royal Street with Eastbrook.

2.2 Building Envelope

The envelope is a maximum of 15 metres high, projected at 45 degrees from a point 12 metres above the finished ground level of the Royal and Plain Street, and Regal Place footpaths (Figure 2).

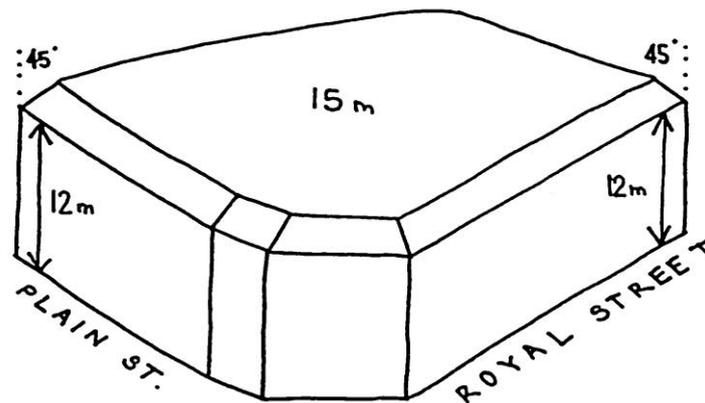


Figure 2: - Building Envelope.

2.3 Building Height

A maximum of four storeys (12 metres) plus a roof form (15 metres). Depending on design, part or all of the roof form maybe developed as usable space. The finished appearance of the roof should also be consistent with other roofs in the locality.

2.4 Setback

SETBACKS FRONTAGE	MIN	MAX
Royal Street	Nil	Nil
Plain Street	Nil	Nil
Regal Place (west)	Nil	3m
Regal Place (south)	3m	n/a

2.5 Access and Parking

- Pedestrian access to the public car park component of the building must be provided at grade from Royal Street and at least one other frontage, preferably Plain Street. The design of the building, given the nature of its principal purpose, should emphasise pedestrian entrances. Access for people with impaired mobility should also be incorporated into the design (note that impaired mobility is not confined to those in wheelchairs).
- Vehicular access/egress to the site is preferred to be from the section of Regal Place that extends from Royal Street (the western frontage of the site). Given the proximity of this section of street to Royal Street, the design, layout and future operation of the car park needs to ensure that the regular movement of traffic in Royal Street is not affected. Advice addressing this requirement in the form of a traffic management study/impact statement is to be submitted with the proposal to develop the site.
- Bicycle Parking is to be provided within the development for the benefit of persons associated with commercial uses developed on-site. This requirement is to encourage the use of bicycles as an alternative to the car as a mode of transport to work.

2.6 Retaining Walls and Fences

Fencing and retaining walls should not be necessary. If they are required however, fencing should be visually permeable through the use of an appropriate infill (wrought iron infill or similar); retaining walls should be of limestone or a finish that is integral to and complements the design of the development.

2.7 Easements

The lot is affected by a 2.1 metre wide drainage easement in favour of the local government along its southern (Regal Place) boundary.