

New Northbridge Local Planning Policy

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1. Citation

This is a local planning policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This policy may be cited as the *New Northbridge Local Planning Policy*.

2. Purpose and Application

2.1 Purpose

The purpose of this policy is to:

- (a) Define the boundaries of and the characteristics of the New Northbridge area.
- (b) Guide appropriate design outcomes for development in the area.

2.2 Application

This policy applies to all applications for development approval within the New Northbridge area, the extent of which is shown in Figure 1.



Figure 1. New Northbridge Area

2.3 Relationship to other Planning Documents

This policy should be read in conjunction with the City of Perth *Local Planning Scheme No. 3* (LPS3) and other relevant local planning policies.

Where this policy is inconsistent with LPS3, the provisions of LPS3 prevail to the extent of any inconsistency.

Character area local planning policies have been prepared for areas within New Northbridge and should be read in conjunction with this policy. Where a provision of this policy is inconsistent with a provision of *Russell Square Character Area Local Planning Policy*, *Lake Street Character Area Local Planning Policy* or *Museum Street Character Area Local Planning Policy*, the provision of that local planning policy prevails.

Where this policy is inconsistent with other relevant local planning policies, the provisions of this policy prevail to the extent of any inconsistency.

2.3.1 Relationship to the Residential Design Codes

For residential development within the New Northbridge area, this policy should be read in conjunction with the *Residential Design Codes Volume 1 and 2* (R-Codes Volume 1 and 2) and the *Residential Design (Variation of R-Codes) Local Planning Policy*.

This policy amends, replaces or augments the Deemed-to-Comply and Acceptable Outcomes of the R-Codes Volume 1 and 2 as detailed in Tables 1 and 2.

Table 1. Relationship to the R-Codes Volume 1

Design Element	Deemed-to-Comply Modification	Applicable Provision
2.4 Waste Management	Augment C2.4.3	4.12(b)
2.5 Utilities	Replace C2.5.1, C2.5.2	4.11
3.6 Streetscape	Augment C3.6.1 Replace C3.6.7, C3.6.8, C3.6.9	4.9 4.8.1, 4.8.2

Table 2. Relationship to the R-Codes Volume 2

Design Element	Acceptable Outcome Modification	Applicable Provision
3.6 Public domain interface	Augment A3.6.2 A3.6.3 A3.6.9	4.10 4.1(b) 4.11

Design Element	Acceptable Outcome Modification	Applicable Provision
	Replace A3.6.6	4.8
3.9 Car and bicycle parking	Augment A3.9.5, A3.9.6	4.10
4.6 Storage	Replace A4.6.1	4.12(a)
4.10 Façade design	Replace A4.10.1, A4.10.3, A4.10.5 Delete A4.10.2	4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 4.9, 4.10
4.11 Roof form	Augment A4.11.1	4.6
4.17 Waste management	Augment A4.17.3	4.12(b)
4.18 Utilities	Replace A4.18.1, 4.18.3	4.11

3. Character Statement

New Northbridge is a vibrant, cosmopolitan community that builds on the rich history and unique atmosphere of Northbridge. The area has a unique, people-focused design, true diversity and connections with the city centre to the south and inner suburbs to the north. The area incorporates adaptive reuse of heritage buildings with a mix of residential, office and educational development, as well as retail and entertainment activities.

To protect the structural integrity and operation of the Graham Farmer Freeway Tunnel, Northbridge development above or adjacent to the tunnel will be required to meet specific design and construction requirements.

Development should be representative of the 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

4. Development Provisions

4.1 Place Activation

- (a) New development has an important role to play in activating Northbridge and it is therefore critical that new development is to be designed to integrate with the surrounding urban area. It is important that streets within and surrounding are activated. The principal characteristics to ensure their activation include:

- i. highly interconnected buildings that create a defined and human scaled streetscape environment;
 - ii. a pedestrian dominated streetscape that encourages interaction;
 - iii. a high level of pedestrian amenity;
 - iv. concentrated and centralised activity within a defined area;
 - v. a good mix of land uses located within close proximity to each other;
 - vi. land uses that attract people and activity;
 - vii. close proximity to major public transport facilities; and
 - viii. small, human scaled shops that are open to the street.
- (b) The residential component of mixed use developments should be designed to facilitate passive surveillance of the public domain from balconies and living areas.

4.2 Walls

- (a) 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.
- (b) The use of corrugated iron, steel and timber features, recycled brick and limestone is encouraged.
- (c) 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.

4.3 Windows

- (a) Windows, particularly those that face the street, should generally have a vertical proportion to promote a vertical emphasis, reflecting the historic industrial character of the area.
- (b) Windows facing adjoining properties are to take into account the issue of overlooking.
- (c) 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.

4.4 Balconies

- (a) Balconies are encouraged in order to achieve a high standard of amenity. The following standards are applicable:
- i. all apartments and upper floors of townhouses shall have a balcony;
 - ii. balconies shall be useable and be located directly off a living area;
 - iii. balconies shall be a minimum area of 10m² and a minimum dimension of 2.5m;
 - iv. balconies shall not cause unreasonable loss of privacy for neighbours and screening to a height of 1.8m will be required where appropriate;
 - v. screening devices must be integrated into the design of the development so as not to appear added on. Lattice is not permitted;

- vi. as far as possible, balconies should be designed to take advantage of northern sun penetration;
- vii. innovation and variety in balcony designs is encouraged; and
- viii. balconies shall not encroach over lot boundaries.

4.5 Awnings

- (a) 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.

4.6 Roof Form

- (a) Where new buildings include elements such as gables and pitched roofs, they shall be a minimum pitch of 30 degrees where visible from the street. Flat and skillion roofs reflecting the industrial nature of buildings within the Area are permissible where appropriately expressed.
- (b) 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.

4.7 Corner Sites

- (a) 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:
 - i. parapet façade higher than flanking parapet (maximum 1.5m above permissible building height); and
 - ii. 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.
- (b) Blank walls to corner frontages will not be permitted.

4.8 Fencing

4.8.1 Front fencing

- (a) Low front fencing (i.e. any fencing within the front setback of a particular lot) is a common element to the cottages within the area. New development 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.
- (b) Letterboxes should be incorporated into the fence and clearly show the building number.
- (c) Alternative fence heights are necessary in certain parts due to the individual characteristics of certain lots and streetscapes. These are outlined in the Local Planning Policies for each character area.

4.8.2 Other street fencing

- (a) The relevant character area local planning policy 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.

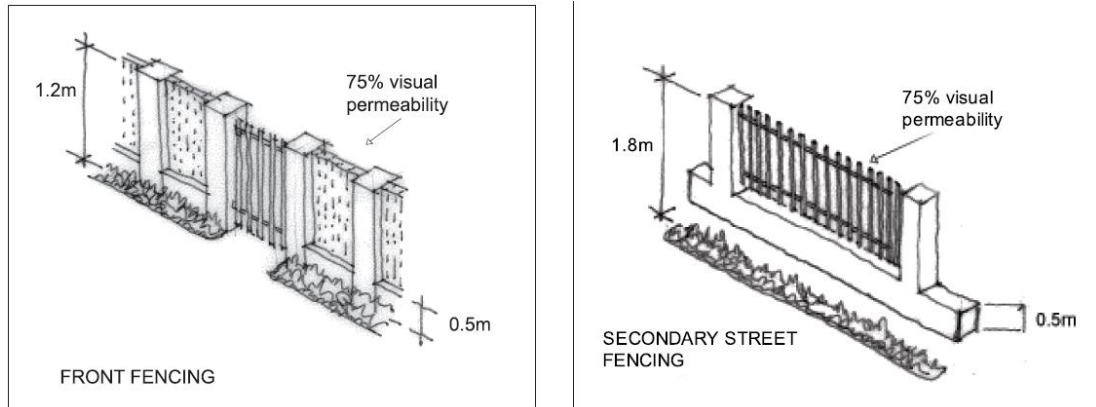


Figure 2. Typical fencing detail

4.8.3 Common Boundary Fence Treatment

- (a) Common boundary fencing (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.

4.9 Activation of Streets, Rear Laneways and Under-width Roads

- (a) The 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:
- i. the use of balconies, terraces, windows and active living spaces overlooking these areas to provide passive surveillance;
 - ii. development above rear garages to provide additional activity to the rear of the site, particularly where development utilises rear laneways;
 - iii. introduction of rear access/gates to rear courtyards to encourage additional activity;
 - iv. utilisation of alternative forms of fencing to these areas to allow visual permeability and passive surveillance; and
 - v. introduction of lighting to courtyards and other areas that directly adjoin rear laneways and under-width roads.
- (b) 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.

4.10 Vehicle Access Gates, Carports and Garages

- (a) 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.
- (b) Grouped and multiple 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.

4.11 Site Services and Service Enclosures

- (a) Servicing requirements must be carefully considered so as not to detract from the amenity of the area.
- (b) 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.
- (c) 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*.
- (d) Service enclosures must:
 - i. be located and designed to prevent the release of odours and sound emissions;
 - ii. be screened from the street to the satisfaction of the local government; and
 - iii. blend seamlessly into the architecture of the development and be well considered to ensure that service areas are in appropriate locations.

4.12 Storage Areas

- (a) 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 4m² which is fully integrated into the dwelling design or garage space.
- (b) 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.

4.13 Signage

- (a) Signage shall be in accordance with the *Signs Local Planning Policy*.

4.14 Heritage Listed Properties

- (a) In addition to the character area local planning policies and the performance standards contained within them, the following applies where a property contains a heritage building or is located within a Heritage Area:
 - i. 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 Area. Roofs within the

Heritage Areas should be of traditional construction. Corrugated iron roofing is permitted providing the reflectivity issues have been suitably considered.

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

4.15 Power Supply and Western Power Sub-Stations

- (a) 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.

4.16 Sewer Easements

- (a) The 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.

4.17 Modifications to the Public Realm

- (a) Generally, alterations to the local governments 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.

4.18 Northbridge Tunnel Development Standards

- (a) Throughout the 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:

4.18.1 Restrictive Covenant and Positive Covenant – Zone of Influence

- (a) Certain land within the Zone of Influence (refer to the plans included in each of the character area local planning policies) 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.

4.18.2 Restrictive Covenant Western Ventilation Area

- (a) Certain land within the Western Ventilation Area (refer to the character area local planning policy 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 character area local planning policy.

4.18.3 Restrictive Covenant Eastern Ventilation Area

- (a) Owners of land within the Eastern Ventilation Area (refer to the character area local planning policy 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 character area guidelines.

4.18.4 Restrictive Covenant Mid Tunnel Sump Ventilation Area

- (a) Owners of land in the Mid-Tunnel Sump Ventilation Area (refer to the character area local planning policy 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.

4.18.5 Easement – Zone of Influence

- (a) Main Roads is granted an easement to enter buildings within the Zone of Influence during the course of construction to inspect any building.

4.18.6 Easement Ventilation Areas

- (a) Main Roads is granted an easement to emit fumes from ventilation buildings in accordance with standards prescribed under the easement.

4.18.7 Easement – Mid-Tunnel Sump Ventilation Area

- (a) 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.
- (b) 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.
- (c) 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 guidelines for further details relating to building requirements.