

Saunders Street Character Area 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 *Saunders Street Character Area 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 Saunders Street Character Area.
- (b) Guide appropriate design outcomes for development within the character area.

2.2 Application

This policy applies to all applications for development approval within the Saunders Street Character Area, the extent of which is shown in Figure 1.

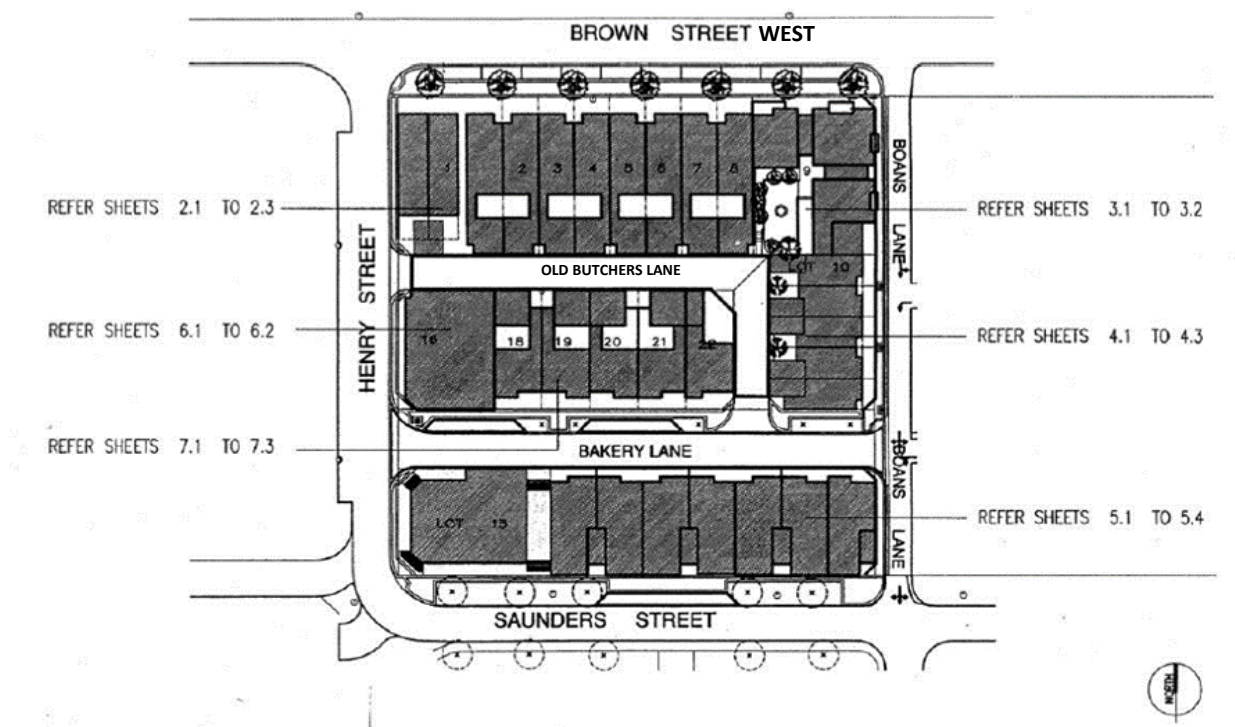


Figure 1. Saunders Street Character Area

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, including the *Claisebrook Village Local Planning Policy*.

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

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 Saunders Street Character 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 R-Codes Volume 2 as detailed in Table 1 and 2.

Table 1. Relationship to the R-Codes Volume 1

Design Element	Deemed-to-Comply Modification	Applicable Provision
1.1 Private Open Space	Replace C1.1.1	4.3(b), 5.2.7, 5.3.7, 5.4.7, 5.5.7
1.2 Trees and landscaping	Augment C1.2.1, C1.2.4	4.3(a)
1.4 Water management and conservation	Augment C1.4.1, C1.4.2	5.2.8, 5.3.8, 5.4.8, 5.5.8, 5.7.7
3.2 Building height	Replace C3.2.1	4.1, 5.2.3, 5.3.3, 5.4.3, 5.5.3, 5.7.3
3.3 Street setbacks	Replace C3.3.1, 3.3.2, C3.3.3, C3.3.4, C3.3.5, C3.3.6	4.4.2, 5.2.2, 5.2.4, 5.2.5, 5.3.2, 5.3.4, 5.3.5, 5.4.2, 5.4.4, 5.4.5, 5.5.2, 5.5.4, 5.5.5, 5.7.2, 5.7.4, 5.7.5
3.4 Lot boundary setbacks	Replace C3.4.1, C3.4.2, C3.4.3, C3.4.4, C3.4.5	4.4.2, 5.2.2, 5.2.3, 5.2.5, 5.3.2, 5.3.5, 5.4.2, 5.4.3, 5.4.5, 5.5.2, 5.5.5, 5.7.2, 5.7.5
3.6 Streetscape	Replace C3.6.1 Replace C3.6.7	5.2.6, 5.3.6, 5.5.6, 5.7.6 5.2.1(h), 5.3.1(h), 5.4.1(d), 5.7.1(e)
3.7 Access	Replace C3.7.1, C3.7.2	5.2.5, 5.3.5, 5.4.5, 5.5.5, 5.7.5
1.1 Site area (Part D)	Delete C1.1.7, C1.1.8	

Table 2. Relationship to the R-Codes Volume 2

Design Element	Acceptable Outcome Modification	Applicable Provision
2.2 Building Height	Replace A2.2.1	4.1, 5.1.3, 5.4.3, 5.6.3
2.3 Street Setbacks	Replace A2.3.1	5.1.2, 5.1.4, 5.4.2, 5.4.4, 5.6.2, 5.6.4
2.4 Side and rear setbacks	Replace A2.4.1	5.1.2, 5.1.3, 5.1.5(b), 5.4.2, 5.4.3, 5.4.5, 5.6.2, 5.6.3, 5.6.5
3.7 Pedestrian access and entries	Augment A3.7.1	4.2, 5.1.6, 5.4.6, 5.6.6
3.8 Vehicle Access	Replace A3.8.1	5.1.5, 5.4.5, 5.6.5
3.9 Car and bicycle parking	Replace A3.9.5, A3.9.6, A3.9.10	5.1.5, 5.4.5, 5.6.5
4.4 Private Open Space and Balconies	Augment A4.4.1	4.3(b), 5.4.7
4.10 Façade Design	Augment A4.10.1	4.4.1, 4.4.5, 4.4.6, 4.4.7, 4.5.1, 4.5.2, 4.6, 5.1.1(a), 5.1.1(f), 5.1.7, 5.4.1(c), 5.6.1(c)
4.11 Roof Design	Augment A4.11.1	4.4.4

3. Desired Character

The Saunders Street Character Area is bound by Saunders Street to the south, Henry Street to the west, Brown Street to the north and Boans Lane to the east, separating the area from the Boans Warehouse residential development.

The adjoining Boans Warehouse conversion sets the tone in scale and presence along Saunders Street. The streetscapes along Henry and Brown Streets are open to design interpretation and include the need to respond to the retention of the single storey duplex dwellings located on the south-east corner of Henry and Brown Streets.

The site's inner-city location lends itself to a compact urban solution with new development re-establishing a strong presence along the existing street network. The potential exists to introduce new internal streetscapes within the character area, creating north-facing private open space areas and minimal disruption from vehicle crossovers.

4. Development Provisions

4.1 Building Envelope and Heights

- (a) The height and bulk of a building is to be contained within a defined building envelope for each site. The envelope is used to identify the maximum allowable limits of building bulk and it is not intended that the building's profile should mirror that of the envelope.
- (b) The only projections beyond the envelope that are permissible will be building services (concealed to the satisfaction of the local government) and building features that contribute to the character and identity of the building and locality. This may include roof structure or detailing.
- (c) Balconies and awnings may project beyond the building envelope subject to the specific requirements applicable to those elements.
- (d) The envelope height shall be measured from the finished ground levels at the perimeter of a subject lot.
- (e) Each site-specific design guideline has been provided with a site plan and cross section of a preferred development form. Some sites are also provided with a sample elevation to assist with visualising the preferred concept. The local government will assess applications for development with consideration for the preferred form of development as detailed.

4.2 Pedestrian Access

- (a) Pedestrian access to developments is to be at grade from adjacent footpaths or proposed road and rights-of-way. Developments are to be accessible to people with impaired mobility. Where podiums are created for commercial purposes, access to any public podium area shall be provided for people with impaired mobility. Due to undercroft car parking requirements for Lot 15, this will need to be given consideration in the design phases of this site.

4.3 Landscaping

- (a) It is encouraged that all open areas on-site are to be appropriately landscaped combining soft and hard elements. Areas that relate visually or physically to the adjacent public areas should adopt a similar general landscape style for visual consistency. In order to limit run-off and increase on-site water absorption, permeable paving is to be used for all hard surfaces.
- (b) North facing private open space areas, including courtyards, balconies and roof terraces are encouraged.
- (c) The pruning of trees shall be undertaken in accordance with either an approval issued by the local government or in accordance with an adopted Management Plan endorsed by the local government.

4.4 Building Design

4.4.1 Aesthetic Vision

- (a) A contemporary interpretation of the former industrial and cottage buildings, utilising a strong palette of materials, colours and textures is sought. Perimeter buildings should present a robustness of scale and form to reinforce the well-designed streetscape.

4.4.2 Balconies, Canopies and Awnings

- (a) Any balconies projecting out from the building structure shall have a side setback of 2m or provided with screening to a height of 1.8m and a setback of 1m. Balconies contained within the building structure may have a nil setback subject to full parapet walls being provided between properties. Balconies, canopies and awnings may project up to 1.5m beyond the building envelope, but balconies must not project past the property boundaries.
- (b) At ground level, entrance canopies facing Saunders Street, Henry Street, Brown Street and Boans Lane may project beyond the building envelope, provided that the local government is satisfied that such projection will not compromise the amenity of adjacent pedestrian areas. In proposing such projections, consideration must also be given to the location of street trees and the size of those trees once fully grown, with a view to minimising potential conflict.

4.4.3 Privacy

- (a) The location of windows, balconies and terraces shall not be permitted where overlooking of private open space areas may occur.

4.4.4 Roof Form

- (a) Roof pitch should be between 30 and 40 degrees.

4.4.5 Articulation and Detailing

- (a) Building elevations should be articulated to provide interest to the detail and scale of development. Elements such as verandahs, canopies, balconies and windows are to be well considered. The entrance to buildings should be clearly defined.
- (b) Development will be required to present well from all aspects. The street or public face of buildings should be detailed to provide visual richness and variety, highlight rhythms, reduce apparent bulk and enhance its individual identity. This can be achieved through the use of colour, texture and materials, surface modelling and the integration of art.

4.4.6 Blank Walls

- (a) Blank facades are not permitted. Elevations should be detailed with openings and articulated to provide visual interest.

4.4.7 Security

- (a) Developments should contribute to the creation of a safe environment by avoiding blind spaces which cannot be casually surveyed from rooms and other areas which are in frequent use.
- (b) External spaces and building entrances should be well lit and addressed by other measures to enhance the personal safety of occupants and visitors.

4.5 Materials and Colours

4.5.1 Walls

- (a) Walls should be predominantly rendered masonry, red/terracotta brick or limestone or well considered combinations of these materials. Colours for render painted surfaces and trim should harmonise and/or be consistent with the existing colour scheme in the Saunders Street Character Area.

4.5.2 Windows

- (a) The use of dark tinted and reflective glass is generally not permitted. Protection of windows from the sun or for privacy should be achieved through architectural devices and passive solar design, rather than through tinting or reflective coatings.

4.5.3 Roofs

- (a) Roof materials and colour should be compatible with the building style. Roofs should not be reflective.

4.5.4 Building Services

- (a) All piped and wired services, air conditioners, lift shafts, bin stores and storage tanks are to be concealed from public view.

4.6 Integration of Art

- (a) The involvement of artists in designing a new development can enrich the design response and contribute to the creation of a sense of place in the local environment. Consequently, the local government strongly encourages the use of artists as part of the design team for new developments.
- (b) Examples of artworks that can be integrated into a new development include detailing to walls, balustrades and railings, paving, seating, bollards, lighting, building fittings, entry treatments and signage.

5. Site Specific Development Provisions

5.1 Lot 15 Saunders Street

Lot 15 Saunders Street is prominently located immediately west of the Boans Warehouse redevelopment. It is adjacent to the western most portion of the Greenway, a landscaped pedestrian route which proceeds eastwards linking into the Swan River. The lot is effectively surrounded on all four sides by public streets, therefore, development to all frontages should be of a high quality commensurate with the site's prominent visual position within the precinct.

5.1.1 Desired Character

- (a) Given the site's location, development on the site shall maintain a strong streetscape presence. The development should be mindful of the scale and rhythm established by the adjoining Boans Warehouse and the completeness the development will bring to the Saunders Street streetscape. A "landmark" building statement on the corner of Saunders and Henry Streets is encouraged. Designs could take their cue from the warehouse heritage of the area and the landscape setting provided by the adjoining Greenway.
- (b) A highly developed aesthetic compatible with the established industrial heritage of the precinct is envisaged. Contemporary form and textures are encouraged to interpret the link between the site and the Boans Warehouse to the east. The building should be a bold structure that contains balconies within its form to Saunders Street and presents strong vertical elements within a framework. Within the vertical emphasis a "transparent" or visual link to the stairs servicing the units along Saunders Street is strongly encouraged.
- (c) The building can be identified in two principal parts, west of a pedestrian access/visual link (at the corner of Henry Street and Saunders Street) and east of the pedestrian access/visual link. The western (corner) portion is to comprise a ground floor of retail tenancies and three upper floors of residential, containing a maximum of 9 dwellings (see building envelope for height in metres which varies on site). Universal access is to be incorporated into the design of the ground floor tenancies and lobby area.
- (d) Whilst a nil setback has been permitted for the western boundary of the site, consideration should be given to the interaction of the retail tenancies with the street level and the need for shade devices or awnings to western windows of the upper residential units.
- (e) The eastern portion will contain ground and first floor residential units and the second-floor residential units with the option of a loft and/or roof terrace. Lofts above the second floor are to have a minimal impact on the streetscape. If incorporated into the design, they are required to be setback a minimum of 3.4m from Saunders Street and be a maximum size of 45m². A strong parapet line is envisaged to reflect the scale of the Boans warehouse, with roof terraces and lofts behind. A maximum roof pitch of 30 degrees or an alternative roof form within the building envelope will be considered by the local government.
- (f) The facade to Bakery Lane should be articulated and add to the overall streetscape. Ground floor units will need to relate to the street, with pedestrian access strongly encouraged.

- (g) Air conditioners and services for the building are not to be visible from the street nor contained on balconies.

5.1.2 Setbacks

- (a) The street setbacks shall be in accordance with Table 3. Setbacks are measured at right angles from the relevant boundary to the closest section of wall.

Table 3. Lot 15 Saunders Street Setbacks

Street Frontage	Minimum Setback	Maximum Setback
Saunders Street	Nil	2.0m
Henry Street	Nil	n/a
Bakery Lane	2.0m	n/a
Boans Lane	Nil	n/a
Terraces	3.4m	n/a

5.1.3 Building Envelope

- (a) Building height and bulk is to be contained within the defined building envelope shown in Figure 2. This envelope is intended to allow up to three and a half levels of floor space (11.5m - 13.5m to parapet, max. height of 15.5m to 16.5m to roof apex) along the eastern end of Saunders Street and up to 4 levels of above ground floor space towards the corner of Saunders and Henry Streets.

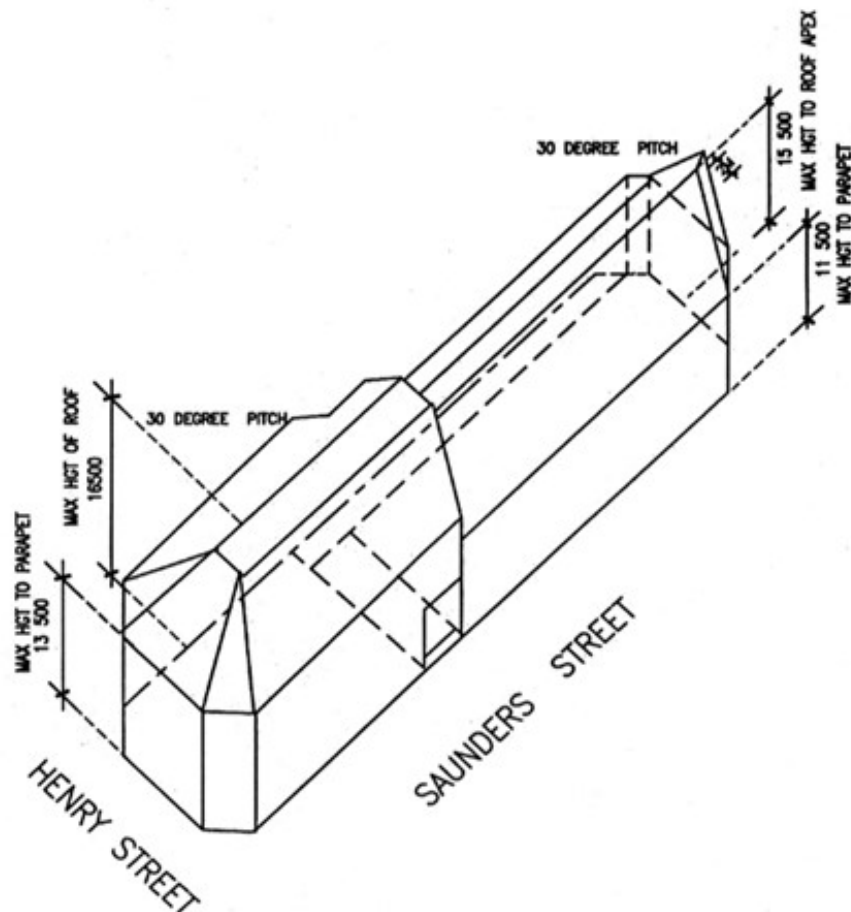


Figure 2. Building Envelope for Lot 15 Saunders Street

5.1.4 Balconies, Verandahs and Awnings

- (a) Balconies are encouraged to take advantage of the north-facing spaces adjoining Bakery Lane and may project into this setback. Balconies to Saunders Street are to be contained within the volume of the building and not project outside of the building structure or building envelope. Balconies, verandahs and window awnings on the western boundary are to be contained within the building envelope and are encouraged.

5.1.5 Access and Parking

- (a) Vehicle access to Lot 15 Saunders Street shall be in accordance with the designated crossover shown in Sheet 8.1 of this policy. A crossover is provided to the Bakery Lane frontage of the site which is to be the principle point of access to the undercroft car park for parking and service vehicles.
- (b) All car parking bays are to be provided in a secure undercroft car park, which may have a nil setback to all boundaries. No open parking areas are permitted, and all bin stores are to be located on the Bakery Lane frontage, screened from view.

5.1.6 Pedestrian Access and Visual Link

- (a) The principal building entrance for pedestrians is to be on the Saunders Street and Henry Street frontages. Secondary building entrances are strongly encouraged at the rear of ground floor residential units, providing a relationship between these residential units and the residential dwellings on the northern side of Bakery Lane.
- (b) A pedestrian access way from Saunders Street with a visual link through to Bakery Lane is required. Access from Saunders Street to the podium level will be required to accommodate ramped access and, subject to a ramp being provided to Bakery Lane may extend through the site providing a pedestrian access thoroughfare.
- (c) The link may be covered to an extent of 50% by units above and should provide secondary access to retail outlets and the lobby area for the units in the western portion of the building. The access way should have a minimum width of 3.6m and act as a focal point of the building.

5.1.7 Materials

- (a) Red brick should be the predominant element in the facade of the building with render and other materials used for minor and highlight elements. Bold colours are otherwise encouraged, as is the use of an adventurous range of materials. The building adjacent to the Boans development fronting Saunders Street is envisaged as being primarily of red clay brickwork. The brickwork should be such that it complements that of Boans warehouse. Specific selection of brick colours, texture, size and jointing will therefore be considered an important element of development proposals.
- (b) An example of a site plan, cross section and elevation is shown on Sheets 5.1, 5.2, 5.3 and 5.4 illustrating a preferred development form for the building.

5.1.8 Private Open Space and Landscaping

- (a) Development on Lot 15 should pay particular attention to the site's relationship with the existing street trees on the northern side of Saunders Street and the Greenway to the south.

5.1.9 Site Drainage

- (a) All stormwater generated on-site shall be disposed of on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government.

5.2 Lot 1 Brown Street

Lot 1 Brown Street is located on the corner of Brown and Henry Streets. An existing single storey duplex pair has been retained on the site providing the development capacity for one additional dwelling, creating a total of three grouped dwellings on site. In acknowledging the heritage significance of the existing dwellings and the prominent location of Lot 1 on the corner of Brown and Henry Streets, a high development standard will be required for the final dwelling.

5.2.1 Desired Character

- (a) The existing character of the duplex is to be retained and not compromised through upgrading works. The roof pitch for any extensions to the existing dwellings shall match the existing pitch.
- (b) The desired character of the additional dwelling is a contemporary terrace style residence that reflects the colours and materials of the existing dwellings and those dwellings that were traditional to the precinct.
- (c) The roof and ridge line of the terrace, in association with the terrace style buildings envisaged for lots 2 to 8 Brown Street, will be an identifiable feature both within the streetscape context and from outside the Precinct. Regularity within this building element is essential to achieve consistency and provide a sense of continuity. A roof pitch of between 30 and 40 degrees with the ridgelines running east-west is required.
- (d) The primary roof space shall be located towards the Brown Street end of the site and is permitted to contain two storeys with loft space (8.5m to eaves, max height 11.0m). The loft area shall have a maximum length equivalent to two thirds of the building's frontage to Brown Street. Openings along this frontage through dormer windows are strongly encouraged to assist in solar penetration and to add interest to the building facade. These openings must not exceed the maximum height of the apex of the main roof.
- (e) The secondary roof space towards the rear of the lot can either accommodate two storeys (8.5m to eaves) or a single storey with a terrace or other open space solution.
- (f) The use of feature windows, gables and loft windows below the ridgeline of the roof and integrated within the design of the new dwelling is strongly encouraged. The inclusion of functional chimneys and flues will also add to the desired character of the dwellings, emphasising the vertical elements of the buildings. Loft windows, chimneys or flues may project beyond the building envelope, however loft windows must remain below the ridgeline of the main roof.
- (g) Masonry rendered construction with traditional iron or steel roofing materials are reflective of traditional housing in the precinct and strongly encouraged. The use of tiles or slate will not be supported nor will the use of Limestone or such materials as these are not in keeping with the traditional materials used within the precinct.
- (h) Solid fencing shall be limited to a low wall with a maximum height of 800mm to facilitate an open streetscape. The materials and colour for the front fence shall be complementary to and reflective of the associated dwelling.

- (i) An example site plan, cross section and elevation is shown on Sheets 2.1, 2.2 and 2.3 illustrating a preferred development form for the terrace and additions for the duplex.

5.2.2 Setbacks

- (a) Setbacks to Lot 1 Brown Street are proposed to maintain the existing duplex character and follow this through to the proposed terrace style housing envisaged for the third dwelling on the lot. North facing yards along Brown Street and access to on-site, at grade parking via Old Butchers Lane is required.
- (b) Setbacks shall be in accordance with Table 4. Setbacks are measured at right angles from the relevant boundary to the closest section of wall.

Table 4. Building Setbacks for Lot 1 Brown Street

Street Frontage	Minimum Setback	Maximum Setback
Brown Street	3.0m	4.0m
Old Butchers Lane	Nil	n/a
Western Boundary	Existing	n/a
Eastern Boundary	Nil	n/a

5.2.3 Building Envelope

- (a) Building height and bulk is to be contained within the defined building envelope shown in Figure 3. This envelope is intended to allow up to 3 levels of floor space (max 8.5m, max height 11.0m) for the new terrace, whilst retaining the single level appearance for the existing duplex pair to the street.
- (b) In retaining a single level appearance to the street frontages of Brown and Henry Streets, a second storey addition in keeping with the existing character of the duplex will be considered by the local government in the south east section of the building envelope.

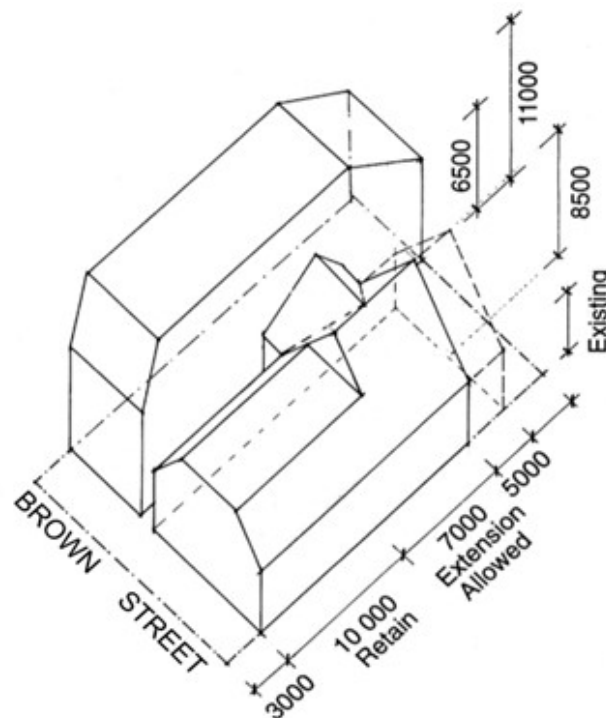


Figure 2. Building Envelope for Lot 1 Brown Street

5.2.4 Balconies, Verandahs and Awnings

- (a) Balconies are encouraged to take advantage of the north-facing frontage of Brown Street and may project into the front setback.

5.2.5 Access and Parking

- (a) Vehicle access to Lot 1 Brown Street shall be from the Right of Way behind the site. Arrangements in accordance with crossovers shown in Sheet 8.1 at the end of this policy would be preferred. The carport or garage shall have a nil setback to Old Butchers Lane and its designated side boundary. Building materials and finishes are to be reflective of and complementary with those used for the associated dwelling.
- (b) Individual crossovers shall be provided to each dwelling accessed via Old Butchers Lane located at the rear of the lot. Car parking for each dwelling shall be provided at grade.

5.2.6 Pedestrian Access

- (a) The principal building entrance for pedestrians is to be on the Brown Street frontage and articulation of this entrance is encouraged through the use of materials, colours, recessed walls or other building forms. A secondary building entrance to service “Home-Office” components or the rear of the dwelling may be considered by the local government along Old Butchers Lane, if it can be demonstrated that safe pedestrian movement can be achieved.

5.2.7 Private Open Space and Landscaping

- (a) A minimum internal courtyard size of 16m² shall be provided for each dwelling in addition to the front setback area. This courtyard should maximise solar access where possible and contain a minimum width of 4m.

5.2.8 Site Drainage

- (a) All stormwater shall be disposed of on-site. Each soak well is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government.

5.3 Lots 2-8 Brown Street

Lots 2 to 8 Brown Street are located midway along Brown Street. These lots will establish the principal character of this section of Brown Street. Consequently, development should be of a high quality, reflective of the site’s contribution to the Brown Street streetscape.

5.3.1 Desired Character

- (a) The desired character of the dwellings for these lots is a contemporary terrace style residence.
- (b) The roof and ridgeline of the buildings will be an identifiable feature both within the streetscape context and from outside the precinct. Regularity within this building element is essential to achieve consistency and provide a sense of rhythm. A roof pitch of between 30 and 40 degrees with the ridge lines running east-west.

- (c) The primary roof space shall be located towards the Brown Street end of the site and is permitted to contain two storeys (6.5m to eaves) with loft space (total 11.0m to apex). The loft area shall have a maximum length equivalent to two thirds of the building's frontage to Brown Street. Openings along this frontage through dormer windows are strongly encouraged to assist in solar penetration and to add interest to the building facade. Any structure for these openings must not exceed the maximum height of the apex of the main roof.
- (d) The secondary roof space towards the rear of the lot can either accommodate two storeys (6.5m to eaves) or a single storey with a terrace or other open space solution.
- (e) The use of feature windows, gables and loft windows below the ridgeline of the roof and integrated within the design of the dwelling is strongly encouraged. The inclusion of functional chimneys and flues will also add to the desired character of the dwellings, emphasising the vertical elements of the buildings. Loft windows and chimneys or flues may project beyond the building envelope, however loft windows must remain below the ridge line of the main roof.
- (f) Masonry rendered construction with traditional iron or steel roofing materials are reflective of traditional housing in the precinct and strongly encouraged. The use of tiles or slate will not be supported nor will the use of Limestone or such materials, as these are not in keeping with the traditional materials used within the precinct.
- (g) Solid fencing shall be limited to a low wall with a maximum height of 800mm in order to facilitate an open streetscape. The materials and colour for the front fence shall be complementary to and reflective of the associated dwelling.
- (h) An example site plan, cross section and elevation is shown in Sheets 2.1, 2.2 and 2.3 illustrating a preferred development form for the Terraces.

5.3.2 Setbacks

- (a) Setbacks on Lots 2 to 8 Brown Street are proposed to reflect the Terrace style housing envisaged for the site. The creation of north facing courtyards along Brown Street and access to on-site, at grade parking via Old Butchers Lane is encouraged.
- (b) Setbacks shall be in accordance with Table 5. Setbacks are measured at right angles from the relevant boundary to the closest section of wall.

Table 5. Building Setbacks for Lots 2 - 8 Brown Street.

Street Frontage	Minimum Setback	Maximum Setback
Brown Street	3.0m	4.0m
Old Butchers Lane	Nil	n/a
Western Boundary	Nil	n/a
Eastern Boundary	Nil	n/a

5.3.3 Building Envelope

- (a) Building height and bulk is to be contained within the defined building envelope shown in Figure 4. This envelope is intended to allow up to 3 levels of floor space (6.5m to eaves and 11.0m to apex), which includes a loft space contained within the roof.

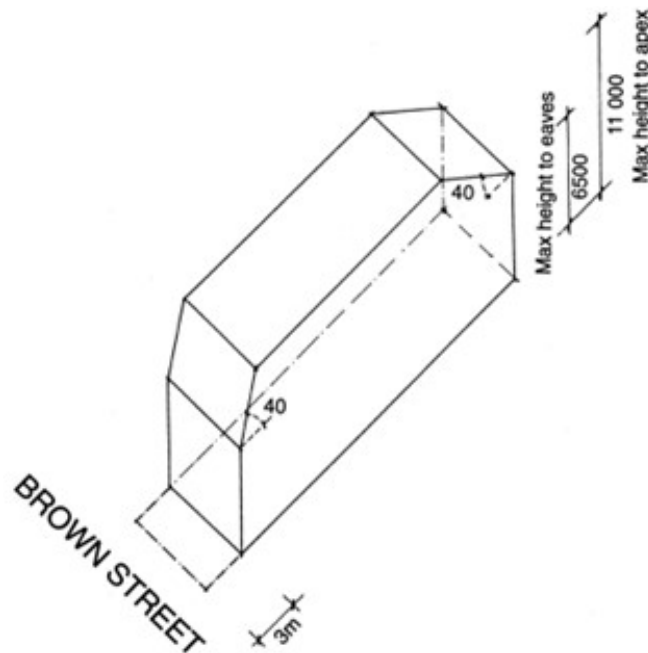


Figure 3. Building Envelope for Lots 2 - 8 Brown Street.

5.3.4 Balconies, Verandahs and Awnings

- (a) Balconies are encouraged to take advantage of the north-facing frontage of Brown Street and may project into the front setback.

5.3.5 Access and Parking

- (a) Vehicle Access to Lots 2 to 8 Brown Street shall be in accordance with the designated crossovers shown in Sheet 8.1 at the end of this policy. The carport or garage shall have a nil setback to Old Butchers Lane and its designated side boundary. Building materials and finishes are to be reflective of and complementary to those used for the associated Terrace.
- (b) Individual crossovers shall be provided to each Terrace development accessed via Old Butchers Lane located at the rear of the lot. Car parking for each Terrace shall be provided at grade.

5.3.6 Pedestrian Access

- (a) The principal building entrance for pedestrians is to be on the Brown Street frontage and articulation of this entrance is encouraged through the use of materials, colours, recessing of walls or other building forms. A secondary building entrance to service "Home-Office" components or the rear of the dwelling may be considered by the local government along Old Butchers Lane if it can be demonstrated that safe pedestrian movement can be achieved.

5.3.7 Private Open Space and Landscaping

- (a) A minimum internal courtyard of 16m² shall be provided to each dwelling in addition to the front setback area. This courtyard should maximise solar access where possible and contain a minimum width of 4m.

5.3.8 Site Drainage

- (a) All stormwater shall be disposed of on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government.

5.4 Lot 9 Brown Street

Lot 9 Brown Street is located opposite the Boans Warehouse development on the corner of Brown Street and Boans Lane. This site should complement the adjacent Terrace housing and be of a high quality commensurate with the site's prominent visual position within the area.

5.4.1 Desired Character

- (a) The location of Lot 9 provides the opportunity for a transition between the traditional character of Brown Street and the more contemporary industrial/warehouse character of Boans Lane.
- (b) It is envisaged that the building will be a maximum of 3 levels with a loft area (10.0m to eaves, 14m to apex of roof) permitted to the rear of each building. The building shall address Brown Street and Boans Lane, providing a high level of planning that will maximise solar access to the north and take advantage of the outlook to the rear open space. The design should be contemporary, reflecting the scale and texture of the warehouse and residential character of the area.
- (c) Masonry rendered or red brick construction with traditional iron or steel roofing materials is reflective of traditional housing in the precinct and strongly encouraged. The use of tiles or slate will not be supported nor will the use of limestone or such materials as these are not in keeping with the traditional materials used within the precinct.
- (d) Fencing, walls or balustrades shall be to a maximum of 1m above the terrace level on Brown Street and the pavement level on Boans Lane.
- (e) An example site plan and cross section is shown on Sheet 3.1 and 3.2 illustrating a preferred development form for the building.

5.4.2 Setbacks

- (a) Setbacks on Lot 9 Brown Street shall be graduated between the adjoining Brown Street Terrace lots at 3.0 to 4.0m and development of the corner which shall be nil to Boans Lane.
- (b) Setbacks shall be in accordance with Table 6. Setbacks are measured at right angles from the relevant boundary to the closest section of wall.

Table 6. Building Setbacks for Lot 9 Brown Street

Street Frontage	Minimum Setback	Maximum Setback
Brown Street	2.0m	2.5m
Old Butchers Lane	Nil	2.0m
Western Boundary	Nil	n/a
Eastern Boundary	Nil	n/a

5.4.3 Building Envelope

- (a) Building height and bulk is to be contained within the defined building envelope shown in Figure 5. This envelope is intended to allow up to 3 levels of floor space and lofts to the rear of the dwellings (10.0m to eaves, 14m to apex of roof).

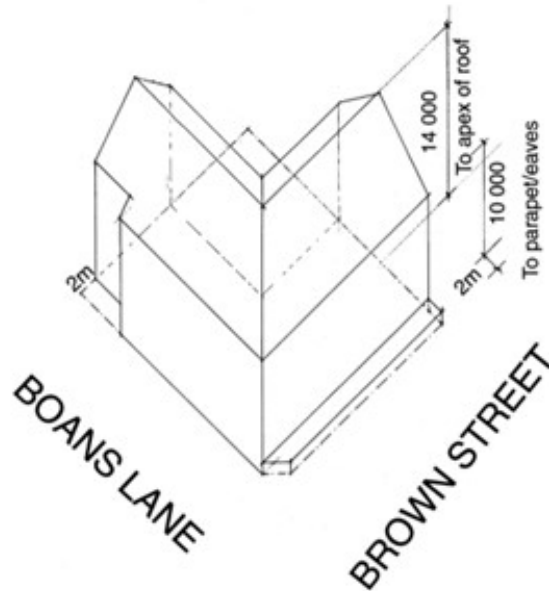


Figure 4. Building Envelope for Lot 9 Brown Street.

5.4.4 Balconies, Verandahs and Awnings

- (a) Balconies are encouraged to take advantage of the north facing spaces adjoining Brown Street and to create interest within the building facade adjoining Boans Lane. Awnings are encouraged to provide weather protection at the pedestrian level and balconies may project into the front setback along Brown Street.

5.4.5 Access and Parking

- (a) Vehicle access to Lot 9 Brown Street shall be in accordance with the designated crossover shown in Sheet 8.1 found at the end of this policy. All car parking bays are to be contained in an undercroft car park which may have a nil setback to all boundaries and result in a maximum terrace height of 800mm.
- (b) A crossover is provided to Boans Lane frontage on the southern boundary of the site which is to be the point of access to the undercroft car park for parking and service vehicles. The entry shall be setback a minimum of 2m from Boans Lane with a permeable steel or timber garage door.
- (c) No open parking areas are permitted.

5.4.6 Pedestrian Access

- (a) The principal building entrance for pedestrians is to be on Brown Street. A second entrance from Boans Lane is strongly encouraged to provide a greater presentation to this frontage. A residence access along Old Butchers Lane may be considered by the local government if it can be demonstrated that safe pedestrian movement can be achieved.

5.4.7 Private Open Space and Landscaping

- (a) Private Courtyards are to be provided to at least two of the three ground floor dwellings with a common courtyard located at the rear of the site. The common courtyard may contain trees that will mature to a height of 6 to 10m.

5.4.8 Site Drainage

- (a) All stormwater shall be disposed of on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government.

5.5 Lot 10 Boans Lane

Lot 10 Boans Lane is located opposite the Boans Warehouse development midway between Brown Street and Saunders Street. Although one site, the local government envisages development will take the form of up to five terrace-style dwellings which will define the streetscape appearance on the west side of Boans Lane.

5.5.1 Desired Character

- (a) Development at the site should enforce the strong sense of identity facing Boans Lane, complementing both in scale and character of the existing Boans Warehouse development. The site represents a unique opportunity to create an innovative inner city residential development with interesting facade treatments and roof lines.
- (b) The development on Lot 10 shall take the form of 5 contemporary terrace dwellings integrating elements of an industrial design aesthetic. The use of materials that will reflect the site's relationship with the Boans Warehouse development are strongly encouraged. Materials may include metal (steel, corrugated iron), red brick, timber and glass. Framed construction with a minimum of solid masonry and a 'saw tooth' roof structure contributing to internal light is encouraged.
- (c) An example site plan, cross section and elevation is shown on Sheets 4.1, 4.2 and 4.3 illustrating a preferred development form for the dwellings.

5.5.2 Setbacks

- (a) Setbacks shall be in accordance with Table 7, including setback of 2 to 3.5m to Boans Lane to provide a courtyard area to the street that can be integrated into the structure of the building. The upper floor is provided with the opportunity to extend balcony space into the front setback.

Table 7. Building Setbacks for Lot 10

Street Frontage	Minimum Setback	Maximum Setback
Brown Street	2.0m	3.5m
Old Butchers Lane	Nil	n/a
Western Boundary	Nil	n/a
Eastern Boundary	Nil	n/a

5.5.3 Building Envelope

- (a) Building height and bulk is to be contained within the defined building envelope shown in Figure 6. This envelope is intended to allow up to 3 levels of floor space including the loft. (from 6.5m to eaves, max height 10m to apex of roof).

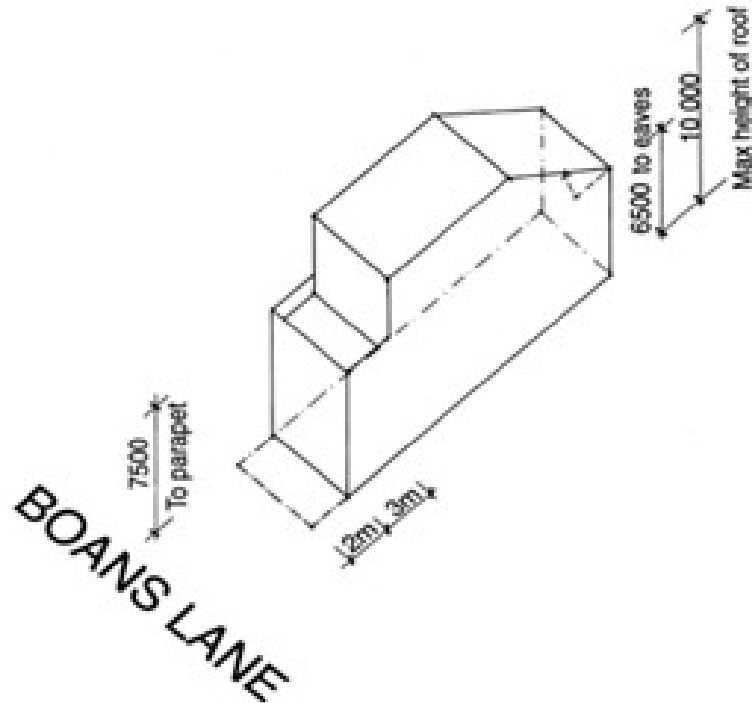


Figure 5. Building Envelope for Lot 10 Boans Lane

5.5.4 Balconies, Verandahs and Awnings

- (a) Balconies are encouraged to provide interest and articulation in the Boans Lane frontage and may project into the front setback by a maximum of 1.0m.

5.5.5 Access and Parking

- (a) Vehicle access to Lot 10 Boans Lane shall be from Old Butchers Lane and should be in accordance with the designated crossovers shown in Sheet 8.1 at the end of this policy. The carport or garage shall have a nil setback to Old Butchers Lane and its designated side boundary. Building materials and finishes are to be reflective of and complementary to those used for the associated Terrace.
- (b) Individual crossovers shall be provided to each Terrace development accessed via Old Butchers Lane located at the rear of the lot. Car parking for each Terrace shall be provided on-site, at grade.

5.5.6 Pedestrian Access

- (a) The principal building entrance for pedestrians is to be from the Boans Lane frontage. Secondary building entrances may be considered by the local government along Old Butchers Lane if it can be demonstrated that safe pedestrian movement can be achieved. Any such access is to be set back 1m from the rear boundary.

5.5.7 Private Open Space and Landscaping

- (a) The inclusion of upper floor terraces is encouraged to complement at grade open space areas. Clothes lines are to be contained on site and not visible from public places.

5.5.8 Site Drainage

- (a) All stormwater shall be disposed of on-site. Each soakwell is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government.

5.6 Lot 16 Henry Street

Lot 16 Henry Street is centrally located along Henry Street, providing a transition between the more commercially orientated properties to the west and residential based properties to the east. To assist in achieving the effective transition between the commercial and residential based uses the mixed development on Lot 16 Henry Street will need to be of a high quality.

5.6.1 Desired Character

- (a) Lot 16 is able to be developed containing a retail/office use on the ground floor and a maximum of 4 dwellings above. Development should create a strong sense of identity within the transition zone facing Henry Street. The site is physically separated from other lots by Bakery Lane and Old Butchers Lane and will need to present an independent building form and character that is reflective of the change from residential to a more commercial feel.
- (b) The roof form is flexible and may include the use of strong parapet lines and skillion roof sections. A steeply pitched roof is generally discouraged. The maximum overall height of the building is 12m. Lofts will not be permitted with the building being a maximum of three levels containing one commercial level and two residential levels.
- (c) The use of materials that reflect the site's more commercial orientation are encouraged. Materials may include metal, steel, glass, wood and red brick.
- (d) An example site plan and cross section is shown in Sheets 6.1 and 6.2 illustrating a preferred form of development for the building.

5.6.2 Setbacks

- (a) Setbacks shall be in accordance with Table 8 to reflect the inner urban setting of the lot and the transition role Henry Street will play between the residential and commercial uses.

Table 8. Building Setbacks for Lot 16

Street Frontage	Minimum Setback	Maximum Setback
Saunders Street	1.5m	2.0m
Rear	Nil*	n/a
Bakery Lane	Nil	2.0m
Old Butchers Lane	Nil	n/a
* R-Codes apply where a wall contains an opening. No openings permitted with a nil setback.		

5.6.3 Building Envelope

- (a) Building height and bulk is to be contained within the defined building envelope shown in Figure 7. This envelope is intended to allow up to 3 levels of floor space (10m to eaves, 12m max height of roof).

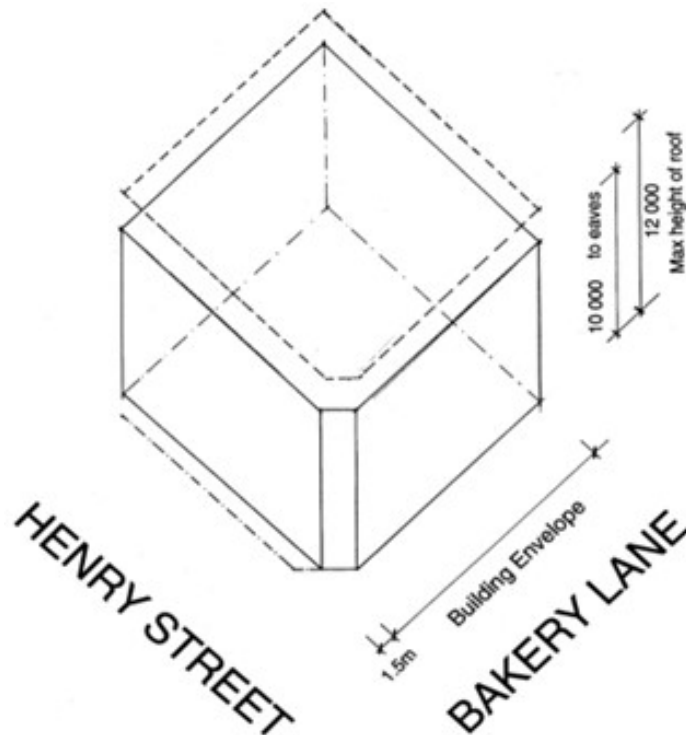


Figure 6. Building Envelope for Lot 16 Henry Street

5.6.4 Balconies, Verandahs and Awnings

- (a) Balconies are encouraged to take advantage of the north-facing frontage to Old Butchers Lane and to create interest within the building facade adjoining Henry Street and Bakery Lane. Awnings and canopies are encouraged to provide weather protection at the pedestrian level and reinforce the commercial component of the development. Awnings, balconies, and verandahs may project through the building envelope but may not overhang Old Butchers Lane.

5.6.5 Access and Parking

- (a) Vehicle access to Lot 16 Henry Street shall be in accordance with the designated crossover shown in Sheet 8.1 at the end of this policy. The carport or garage shall have a nil setback to Old Butchers Lane and to the eastern boundary. Building materials and finishes are to be reflective of and complementary to those used for the building.
- (b) A crossover is provided to Old Butchers Lane which is to be the principal point of access. Car parking shall be provided at grade.

5.6.6 Pedestrian Access

- (a) The principal building entrance for pedestrians is to be on the Henry Street and Bakery Lane frontages.

5.6.7 Site Drainage

- (a) All stormwater shall be disposed on-site. Each soak well is to have an overflow pipe connected to the main drainage system at the point provided. Variations to this requirement will be at the discretion of the local government.

5.7 Lots 18 to 22 Bakery Lane

Lots 18 to 22 are located centrally within the precinct along Bakery Lane. These lots will form the heart of the precinct, establishing the streetscape along the northern section of Bakery Lane. Development of these lots should be of a high quality, commensurate with their central role in the precinct.

5.7.1 Desired Character

- (a) The desired character for these lots is contemporary residential that reflects the expectations of a contemporary, inner-city lifestyle. Courtyards and areas of open space for these lots are to be contained within the body of the lot and are encouraged to take advantage of the northern aspect at the rear of the site. Terrace areas are also encouraged above the designated garages.
- (b) The roof and ridgeline of the buildings will be an identifiable feature both within the streetscape context and from outside the precinct. Regularity within this building element is essential to achieve consistency and provide a sense of place. A roof pitch of between 35 and 40 degrees with the ridge line running east-west is required. The primary roof space is permitted to contain two storeys with loft space (7m to eaves, 11m max height to apex of roof) and the secondary roof space towards the rear of the lot can either accommodate two storeys or a single storey with a terrace or other open space solutions. The loft in the primary roof space shall have a maximum area of 30m².
- (c) The use of feature windows and gables below the ridge lines of the roof and integrated within the design of the dwelling is strongly encouraged. The inclusion of functional chimneys and flues will also add to the desired character of the dwellings, emphasising the vertical elements of the buildings. Loft windows, chimneys and flues may project beyond the building envelope; however loft windows must remain below the ridgeline of the main roof.
- (d) Masonry rendered construction with traditional iron or steel roofing materials are reflective of traditional housing in the precinct and strongly encouraged. The use of tiles or slate will not be supported nor will the use of limestone or such materials, as these are not in keeping with the traditional materials used within the precinct.
- (e) The use of brick piers for fencing, rendered in earth-based colours are encouraged with wrought iron or steel infill.
- (f) An example site plan, cross section and elevation are shown on Sheets 7.1, 7.2 and 7.3 illustrating a preferred development form for the dwellings.

5.7.2 Setbacks

- (a) Setbacks shall be in accordance with Table 9, with setbacks of 2 to 4m to Bakery Lane to allow buildings to be set back off the street. Setbacks are measured at right angles from the relevant boundary to the closest section of wall.

Table 9. Building Setbacks for Lots 18 to 22

Street Frontage	Minimum Setback	Maximum Setback
Bakery Lane	2.0m	4.0m
Old Butchers Lane	Nil	n/a
Western Boundary	Nil	n/a
Eastern Boundary	Nil	n/a

5.7.3 Building Envelope

- (a) Building height and bulk is to be contained within the defined building envelope shown in Figure 8. This envelope is intended to allow up to 2 levels of floor space, permitting a loft within the roof space (7m to eaves, 11m max height to apex of roof).

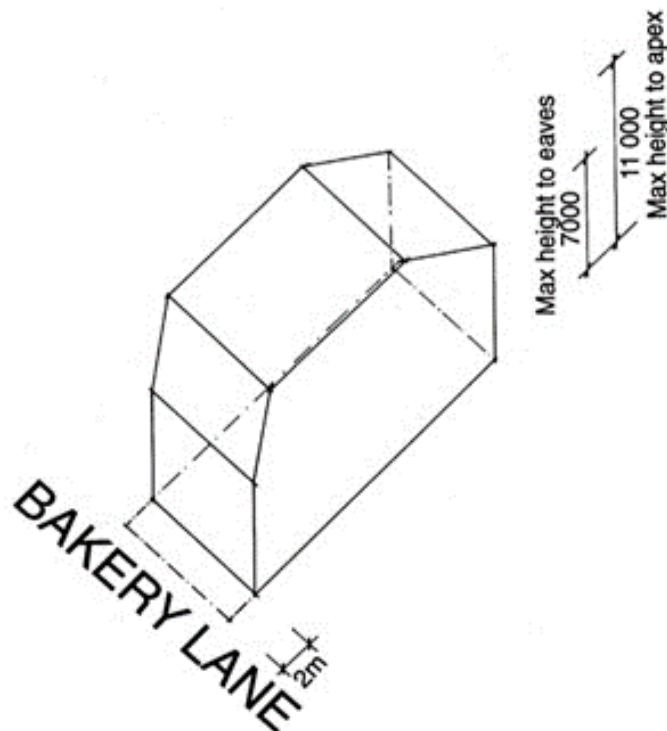


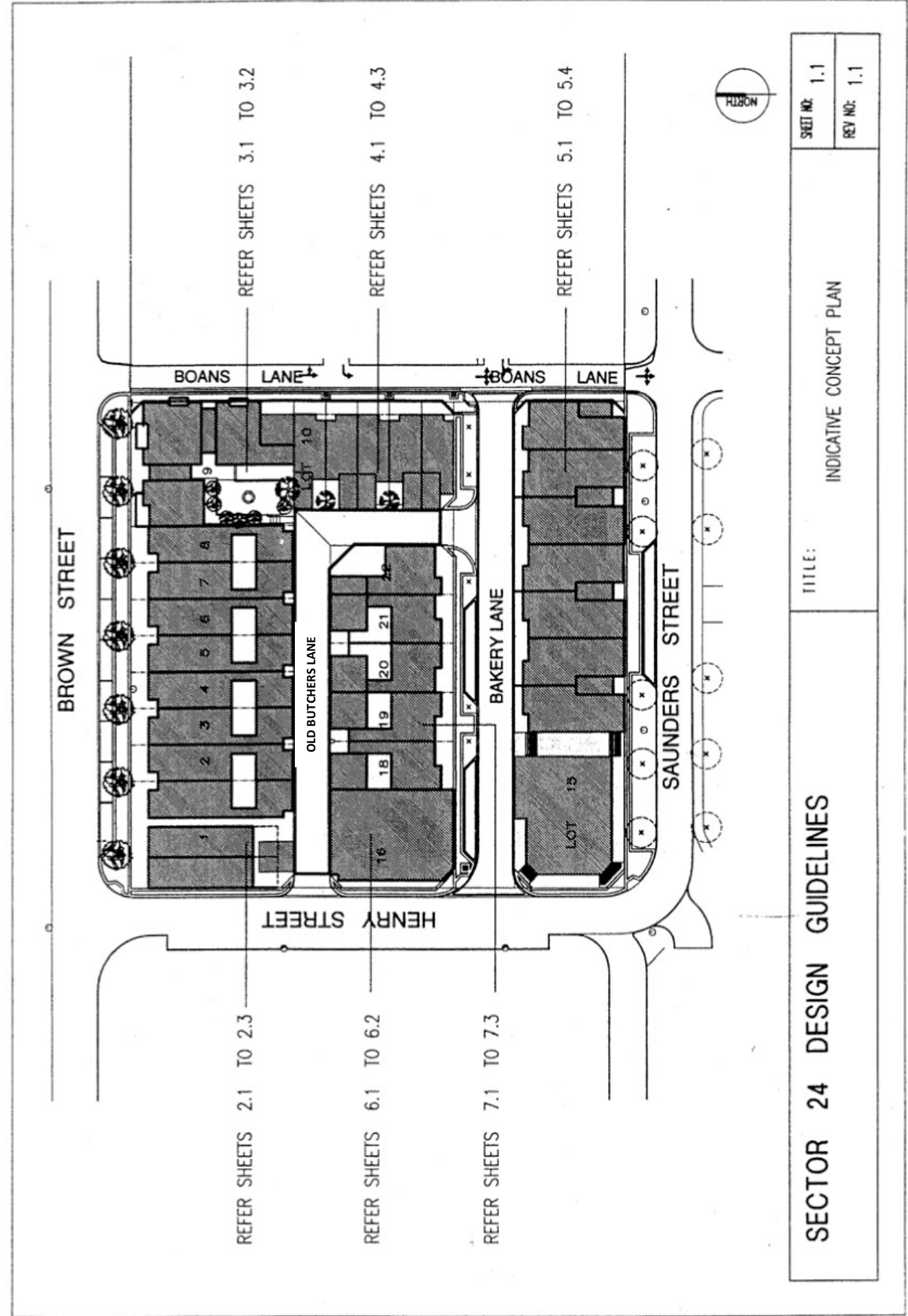
Figure 7. Building Envelope for Lots 18-22 Bakery Lane

5.7.4 Balconies, Verandahs and Awnings

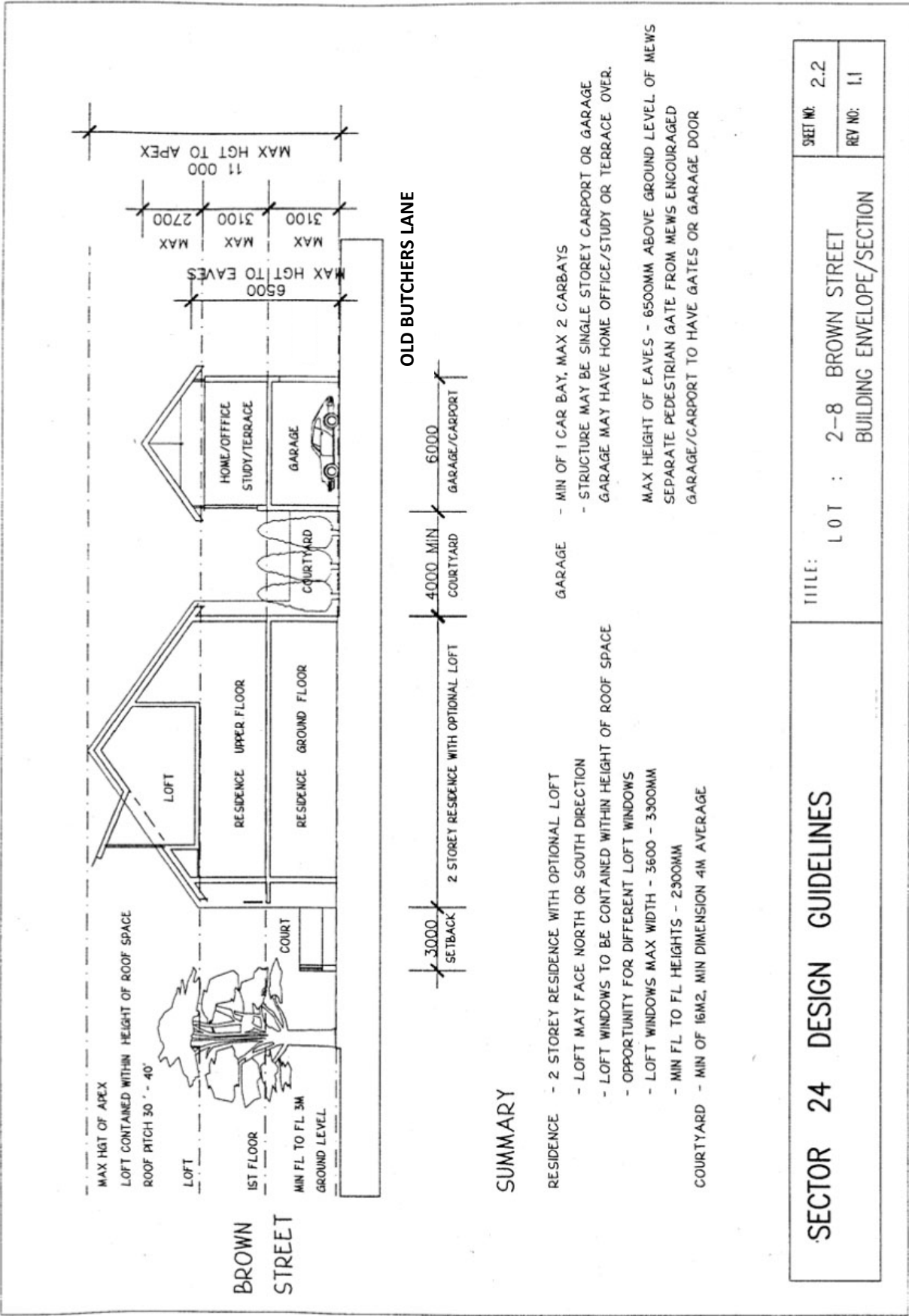
- (a) Balconies are encouraged to take advantage of the north-facing frontage of Old Butchers Lane and to provide articulation to Bakery Lane. Balconies may project beyond the building envelope into the front setback but may not overhang Old Butchers Lane.

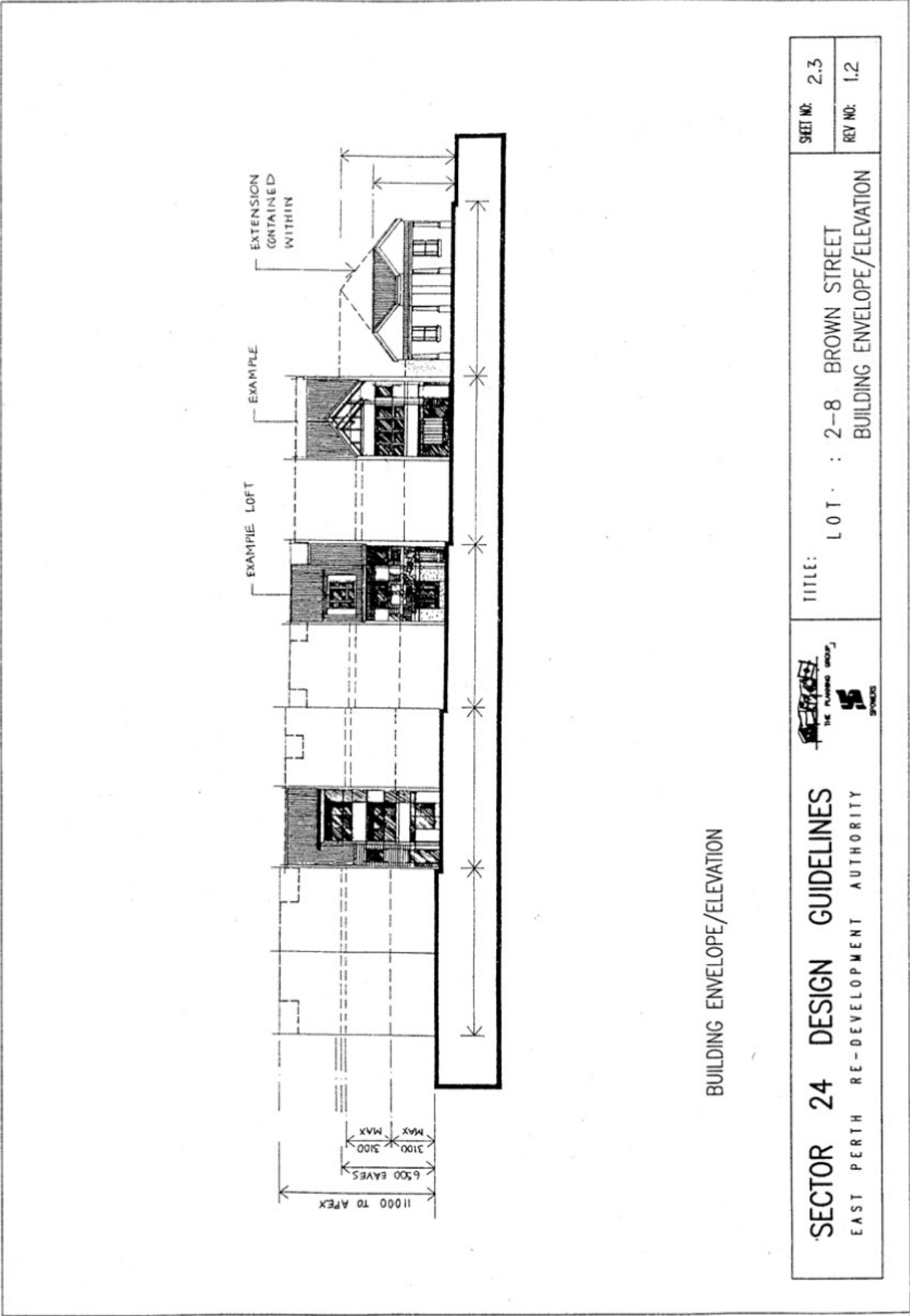
5.7.5 Access and Parking

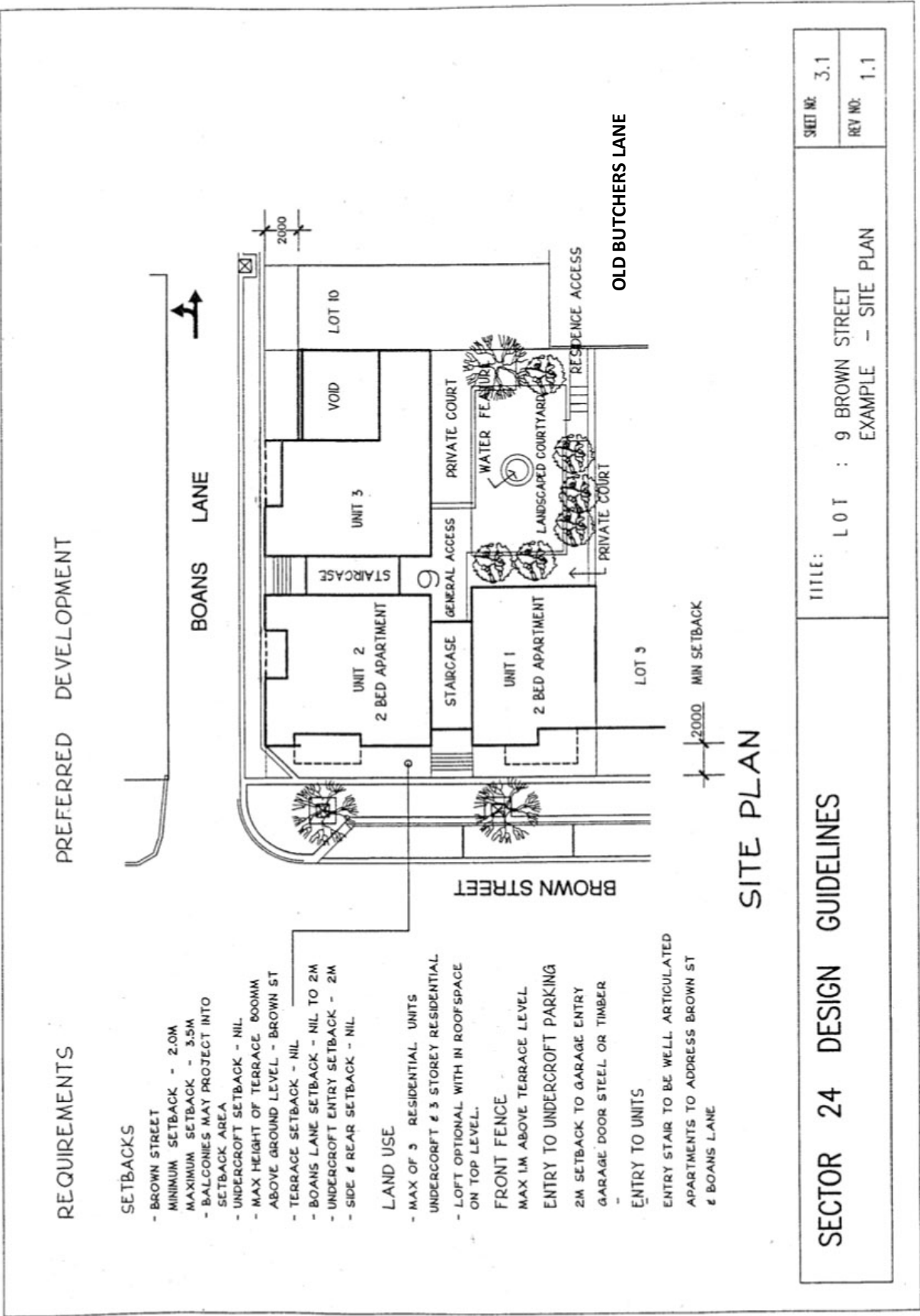
- (a) Vehicle access to Lots 18 to 22 Bakery Lane shall be in accordance with the designated crossovers shown in Sheet 8.1 at the end of this policy. The carport or garage shall have a nil setback to Old Butchers Lane and its designated side boundary. Building materials and finishes are to be reflective of and complementary to those used for the associated dwelling.
- (b) Individual crossovers shall be provided to each dwelling accessed via Old Butchers Lane located at the rear of the lot. Car parking for each dwelling shall be provided at grade.

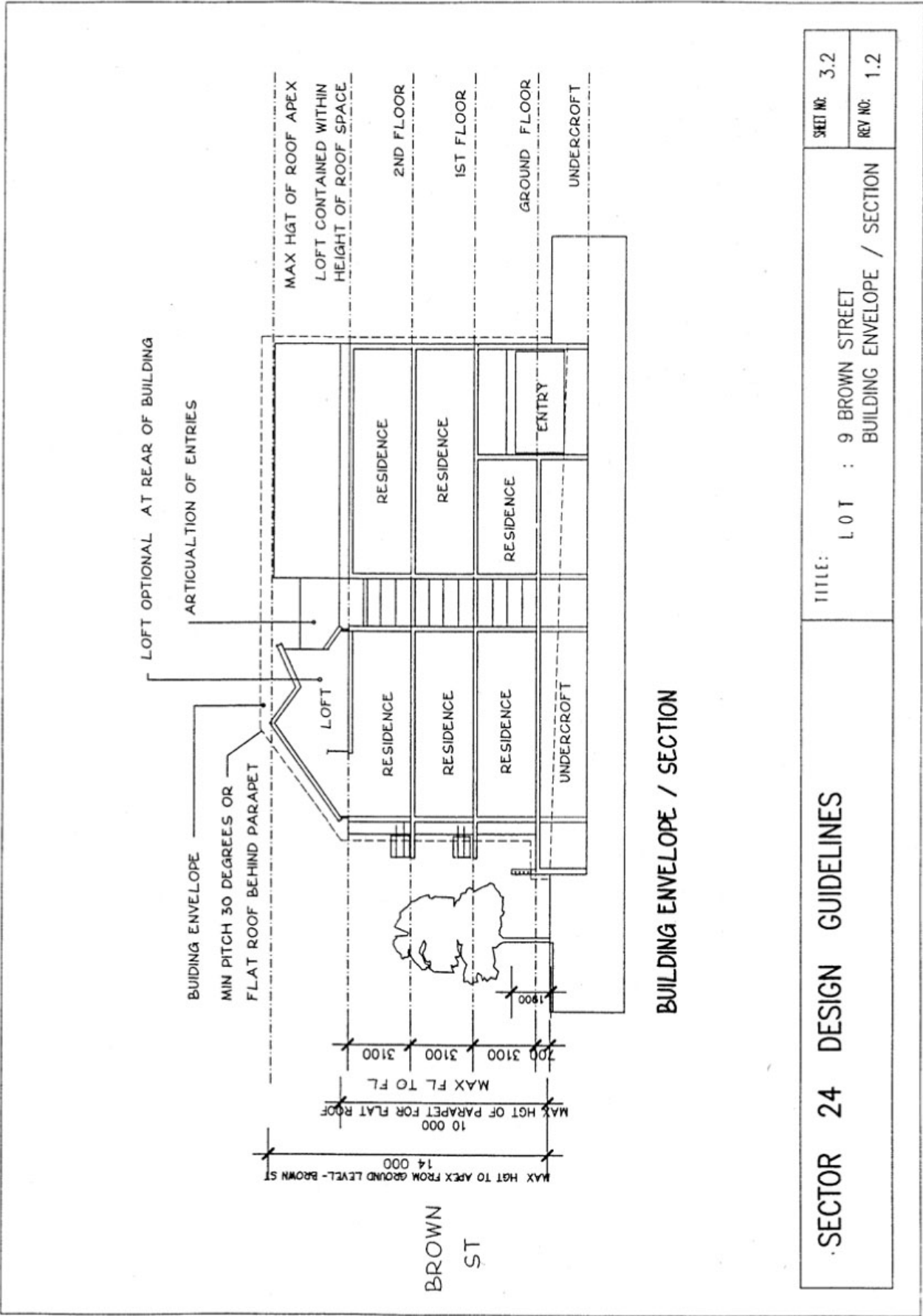


SECTOR 24 DESIGN GUIDELINES	TITLE: INDICATIVE CONCEPT PLAN	
	SHEET NO: 1.1	REV NO: 1.1



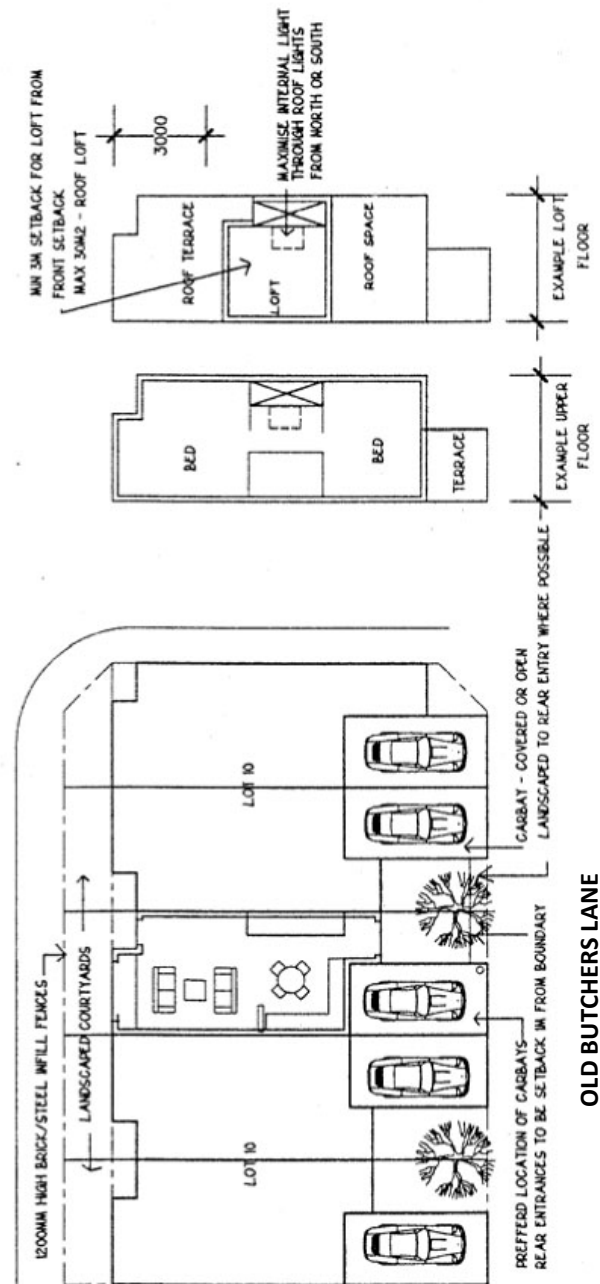






REQUIREMENTS

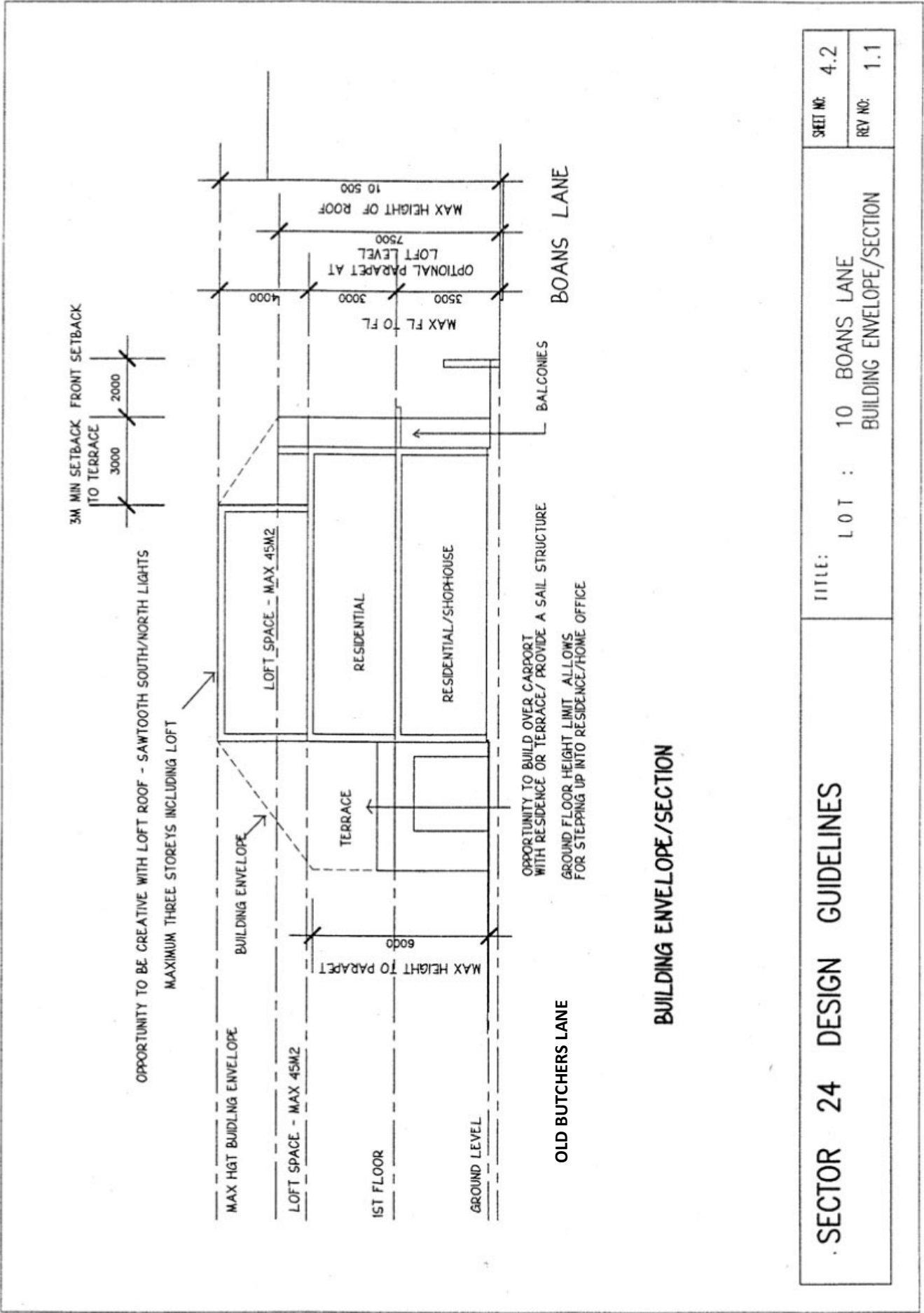
BOANS LANE

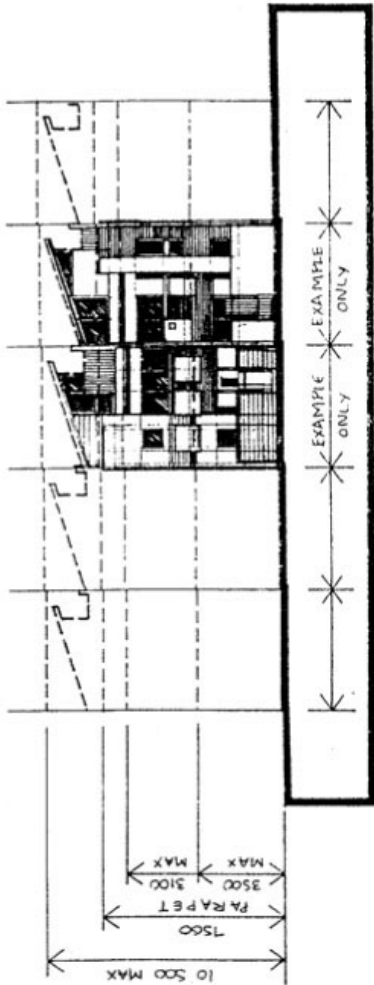


OLD BUTCHERS LANE

SITE PLAN

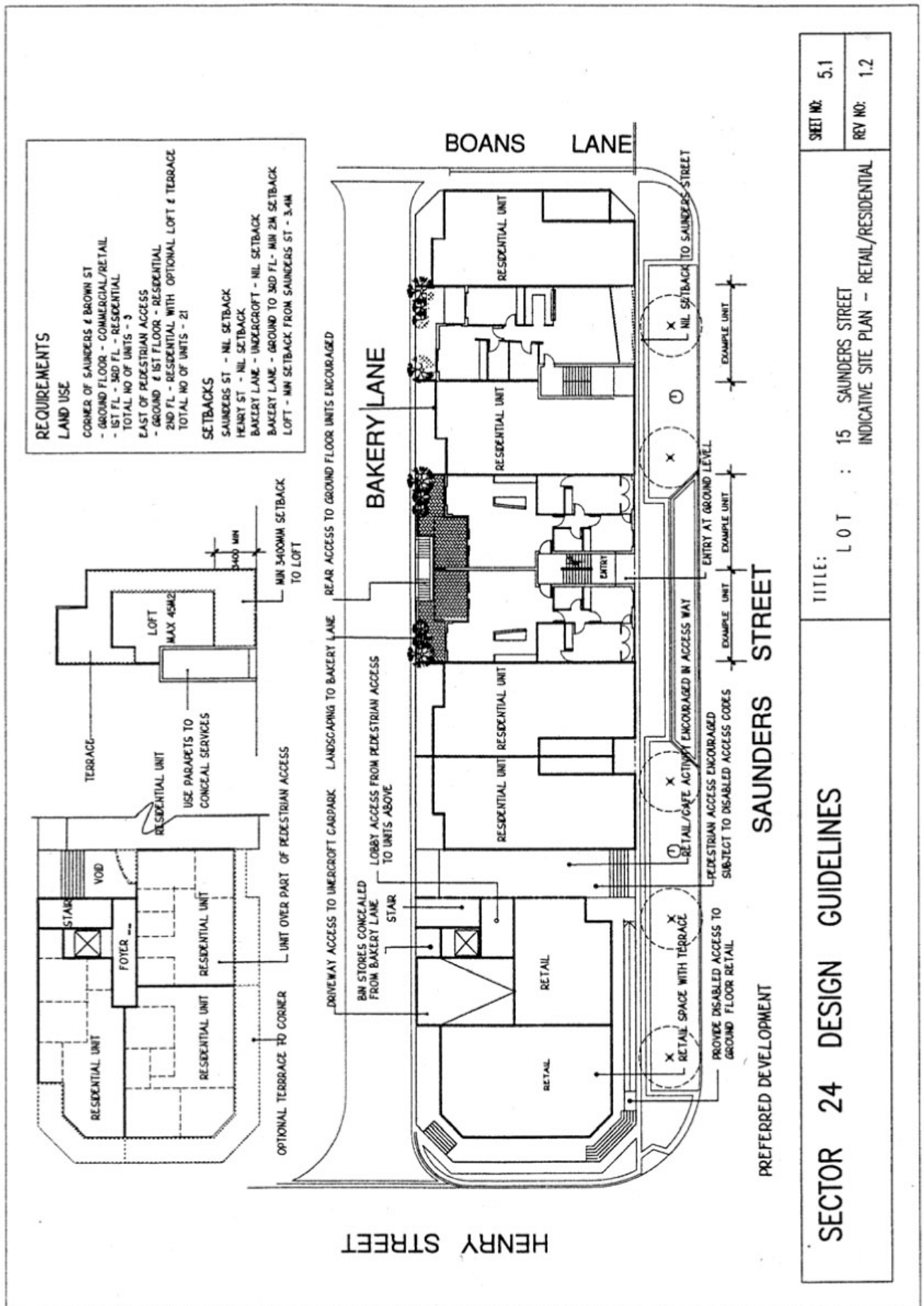
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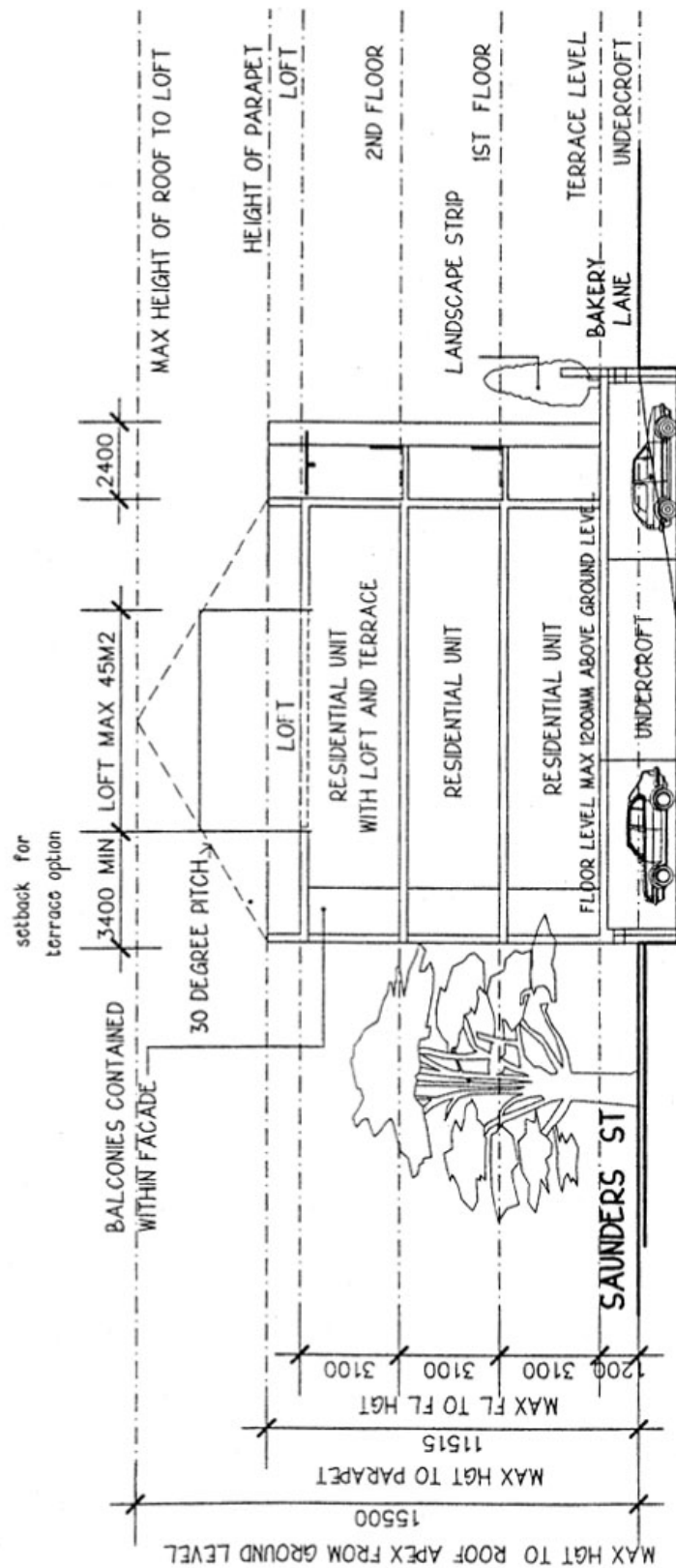




BUILDING ENVELOPE/ELEVATION

SECTOR 24 DESIGN GUIDELINES	TITLE: LOT : 10 BOANS LANE BUILDING ENVELOPE/ELEVATION	SHEET NO: 4.3
		REV NO: 1.0





BUILDING ENVELOPE/SECTION

SECTOR 24 DESIGN GUIDELINES	TITLE: LOT : 15 SAUNDERS STREET BUILDING ENVELOPE/SECTION	SHEET NO:	5.2
		REV NO:	1.2

