

PLANNING POLICY 1.1

THE URBAN VILLAGE

Preamble - The Urban Village

The term "Urban Village", has emerged in recent years to describe a form of urban development having characteristics which are seen as constituting a desirable alternative to suburbia : physical and social identity, the close proximity of houses with places of work, compactness, the availability of a wide range of amenities within walking distance and greater than normal use of public transport, rather than reliance on the motor car.

The desirable key characteristics of the Urban Village are:

- compactness, so that the village can be traversed by foot in a reasonable time - say 15 minutes;
- a distinctive identity, so that the limits of the village are easily understood in a visual and functional sense;
- a diversity of land use - residential, commercial, shopping and community - aimed at a high degree of self activity contained within the village, and the creation of activity beyond normal business hours;
- a diversity of housing types, emphasising higher than average densities;
- opportunities for leisure as well as living and working;
- a high quality public realm, including adequate parklands, well designed and maintained streets and footpaths;
- public transport links to the city centre and other parts of the Metropolitan Region;
- more economic use of both social and physical infrastructure; and
- creates opportunities for community development.

With these characteristics the Urban Village offers some a significantly different and richer alternative to traditional, suburban development, as well as a more sustainable direction for the future of the Metropolitan Region.

It is the intention of the Authority to create an Urban Village within the Scheme Area and beyond, with a mix of commercial, residential, educational, recreational and community uses. The Indicative Development Plan for the Urban Village is presented as Figure 2. This Plan is conceptual and is not a rigid master plan.

Without such a conceptual focus the Scheme Area would most likely develop without an identity of its own, becoming simply an extension of the Perth Central Area, or an uneasy transition between the Central Area and the suburbs beyond. It is intrinsic to the concept of the Urban Village that it become a distinct area, with legible boundaries and a recognisable character of its own. Good design is the critical key to success.

At the same time, because it is an inseparable part of the metropolitan urban area, it is essential that the urban village be properly integrated with the Perth Central Area and other parts of the Metropolitan Region. The critical element for success in this case is the provision of good transport links, especially public transport.



Diversity, Balance and Vitality

The Authority aims to achieve a range of land uses and activities within the Urban Village for two reasons:

- to achieve a highly integrated living environment, with as many as possible of the facilities that go with it - shopping, civic, health, educational, entertainment, recreational, cultural, and so on - available within walking distance of homes. This will have the added advantage of creating a high level of activity on streets and in other public places throughout the day, night and weekend.
- to achieve a strong and diversified employment base within the village, offering the opportunity for people to live and work in the same locality. The spin-off from this will be a reduced dependence on private transport, which in turn will offer an enhanced lifestyle, on the one hand, and improved transport efficiency on the other.

The Authority consciously seeks a balance between land uses which will optimise both living and working opportunities, without the dominance of either to the detriment of the other. In pursuit of this balance;

- 'Planning Policies' will emphasise compatibility between land uses, by focusing on urban design and compatible density controls;
- the Authority will carefully guide and monitor development to ensure maintenance of the desired balance; and
- the initial emphasis of development will be on housing, supporting infrastructure and facilities and commercial development for those sectors of the economy likely 'to demonstrate early growth'.



PLANNING POLICY 1.2**RESIDENTIAL DEVELOPMENT****Preamble**

The inner city and its immediate periphery have seen a drastic decline in population over the past several decades. The consequences of this decline for the economy, vitality, safety, perceived security and amenity of the city, for choice of housing and for the development of the Metropolitan Region, have only recently been widely appreciated.

The Authority's objective is that the urban village should make a major contribution toward a renaissance of the inner city by:

- bringing people back into the inner city to live as well as work, and
- providing choice in medium to high density housing types.

Housing and Population Targets

The Project areas will be developed to higher densities and with a different housing mix than is traditional in Perth. These will have a relatively low proportion of single residential blocks, and a relatively high proportion of grouped and multiple dwellings.

It is anticipated that the Authority's Project areas will create housing for new communities as follows:

	East Perth Project	Gateway Project	The Village Northbridge
Number of Dwellings	Up to 1250		540
Number of People	2250-2900	4700-6000	1000-1250

The above figures reflect a range of 1.8 – 2.3 residents per dwelling

A Range of Residents

The Authority intends that the Project areas should be inhabited and used by a cross section of society, in terms of age, household structure, income and lifestyle.

Certain groups of people are more likely to be initially attracted by the location and lifestyle opportunities afforded by each of the Project areas. These include couples without children, single people of all ages, non family households and others sharing accommodation. However, the construction of housing types and facilities suitable for families with children, including single parent families will also be encouraged. Reasons for locating in the Project areas will vary enormously. Proximity to the central area of Perth - for employment, leisure and education - will feature prominently in the first place.

Part of the attraction for many - perhaps most - people, will be the reduced need to rely on the motor car in order to enjoy a full and varied urban lifestyle.

A Range of Dwellings

The Authority is committed to more intensive use of land than in typical suburban situations. The emphasis will be on medium to high density development. Housing types to be provided include:

- detached houses on small lots;
- row or terrace type houses, from 1 to 3 storeys in height, mostly on freehold land;
- broad frontage terraced (stepped) houses from 2 to 3 storeys in height occupying the full width of the lot, i.e. zero lot lines to side boundaries;
- grouped dwellings, with private gardens;
- walk-up apartments, in buildings ranging mainly from 2 to 4 storeys in height, both owner-occupier or rented;
- in selected areas, multi storey apartment buildings;
- 'studio loft style' and other apartments in recycled industrial, warehouse or other buildings;
- serviced apartments;



- dwellings within mixed use buildings;
- aged persons' dwellings, provided by both public and private sector;
- self contained hostel units and assisted care accommodation, in situations designed to provide continuing and graduated care;
- hostels, boarding houses and similar buildings for both permanent residents and visitors; and
- hotel accommodation with business, conference and function style operations.

Housing Form

Housing forms should generally reinforce the relatively intimate, inner city character sought for the area. Larger scale projects will need to be designed as clusters with smaller urban forms to break down the perceived scale.

The Authority is opposed to the simple imposition of historical housing forms and strongly encourages innovation in housing design. The desired character for housing, as with other buildings, will be required to meet the policies and guidelines set down for the respective Precinct and for the specific site. Of particular interest will be designs which have a scale adding to the existing and desired character of each precinct, are extroverted in character so that the outdoor spaces become part of the street scene, and have well considered detail and finish.

The Authority will encourage the adaptation of selected buildings for housing, and mixed use solutions.

In pursuit of innovative, sympathetic and stimulating housing forms, the Authority considers that rigid adherence to the suburban based Residential Planning Codes may be inappropriate. Whilst some of the most basic R Code provisions will need to be considered, standards for car parking, open space, building setbacks and minimum lot sizes all call for a flexible response.

The following guidelines are intended to enhance the overall quality of residential design in the Project areas. They are both qualitative and quantitative; they are to be used by architects and prospective developers as a guide to their work in the area. They will be used by the Authority as part of its criteria for approving proposed projects. They are presented in two parts, related to the general context, and the dwelling per se.

The Context

Density

The issue of density in the various Project areas will be approached on the basis of each site's ability to sustain quality dwellings within a quality environment. For most sites a minimum density of R60 is achievable with one and two storey configurations. However, the Authority anticipates both higher and lower density areas for the overall site.

Parking

Car parking provisions will be treated in a flexible manner in order to be responsive to the needs of a variety of residents expected in the Project areas. Street parking is to be provided where appropriate for visitors and general use. Parking on the verge is not permitted. The Authority will encourage off site parking and other techniques to render parking as unobtrusive as possible. Rear access via mews or lanes is encouraged.

Surrounding Buildings

It is necessary to take into account the scale, mass and grain of buildings surrounding each development parcel. The context need not be imitated by the new structures but proposed new structures should "engage in dialogue" with those which currently exist.

Identity

While it is recognised that each home may not be unique in its plan and layout, the overall Precinct design should promote a sense of variety amongst Precincts, streets and dwellings. Identity is to be promoted through use of materials, colour, or 'applied' details. Opportunity shall be promoted for owners or users to individualise their homes. A site containing multiple dwellings shall minimise the 'large scale project' look, conveying instead a sense of incremental evolution typical of older inner city neighbourhoods.



The Street

A goal, where possible, is to reinforce the traditional relationship of residence to street. Homes in general shall be accessed from the street (although not necessarily exclusively) and some windows should overlook the street and footpath. Kerb cuts or cross-overs shall be minimised so that street trees can be planted on an uninterrupted basis and kerbside parking can be provided.

Shared Space

Semi-private space is to be minimised and where employed its design is to enhance real and perceived security. The design of all public, semi-private and private spaces is to be 'legible' i.e. evident as to its use, ownership, responsibility for maintenance, etc. Ambiguity of 'ownership' or use is to be avoided.

The Dwelling

Size

Every effort should be made to maximise the efficiency of each dwelling consistent with general residential standards. This may take the form of floor area and/or volume contained within the home, the percentage of net useable versus total gross space, or even the perceived sense of spaciousness which is achieved. The Authority encourages spatial 'interest' such as two-storey spaces which appear generous and exhibit quality.

Privacy

Visual and acoustical privacy are of recognised importance. Construction materials and techniques used should enhance acoustical privacy between dwellings and isolate potentially conflicting use areas within homes. This applies to inside and outside spaces. Windows should not face each other on adjacent homes or, where avoidable, overlook a neighbour's private outdoor spaces. Level changes which exist on a site might be employed to promote privacy, as well as to minimise bulk. The Authority believes that visual and acoustical privacy levels appropriate to inner city living can be achieved equally effectively in medium density in detached housing.

Outdoor Spaces

Dwellings situated on grade should enjoy a private, useable outdoor space. Areas shall be provided on balconies or roof decks where sufficient privacy can be achieved. North light orientation is strongly preferred for gardens. Climate provision shall be made to enable outdoor 'living' in accordance with seasonal conditions and user preference. Traditional architectural climate moderation devices such as roof overhangs, porches, verandahs, trellises, etc. may be used to mitigate the effects of sun, wind and rain. Trees also play an important role in climate control.

Cross ventilation of living and sleeping spaces is highly desirable. Wherever possible, bathrooms, lavatories and kitchens shall have windows for natural ventilation to the outside.

Light

Gardens shall favour north orientation where possible. Unprotected windows or openings through dwelling walls shall favour south and east light. Some extra form of protection is required to north and west window orientations. This might take the form of roof overhangs, trellises, louvres, or similar devices, or planting of trees and shrubs.

General Amenity

The Authority recognises the need for each of the Project areas to compete in the market place with other options available in the City and suburbs, therefore, it encourages a high degree of amenity in the design including fireplaces, walk in robes, eat in kitchens, large bedrooms and flexi rooms which might double as study, extra bedroom or family space.

Flexibility

Dwelling design is to enhance flexibility of use to accommodate a range of household types. Rooms shall be flexible as to their general use and specific options for furnishing. Houses may be capable of extension.



Energy Use

Use of solar radiation for passive heating and domestic hot water supply is desirable. Energy innovation is encouraged so long as it is consistent with good design and market acceptability. (Refer to Policy 1.4 for specific design criteria relating to Energy Conservation).

Housing Diversity

The Authority, where appropriate, will actively seek to encourage a mix of affordable and social housing types to accommodate the widest possible range of incomes. Specific attention will be given to the provision for 'affordable housing'. It is anticipated that a range of dwellings will be developed, including:

- public rental housing;
- community rental housing;
- affordable housing;
- demonstration mixed use housing;
- student accommodation
- hostel accommodation
- private rental housing;
- housing cooperatives;
- housing for non-profit groups; and
- housing for people with special needs
- aged person accommodation

This list is not exhaustive and the Authority will actively encourage proposals that are both new and innovative and that meet a demand.

The Authority shall seek to use its powers to ensure that between 10% and 15% of all new housing units are created as 'affordable housing'. Approximately half of the affordable housing units shall be 'social or special needs housing'. To that end, the Authority shall seek to limit the use of land in perpetuity for the provision of public, social or special needs housing on identified sites.

When considering proposals for housing the Authority will seek to achieve an element of social and/ or affordable accommodation. This will be a priority in reaching agreement with developers in order to make adequate provision for a range of housing needs. On identified residential and mixed-use sites the Authority will require a portion of the residential accommodation as social and affordable housing.

The Authority will expect that the benefits of social and/or affordable accommodation are enjoyed by successive occupiers of the property. Where the developer/provider is not a social landlord(see Social/Community Housing definition below)/not for profit organisation, details of the arrangement to achieve this will be negotiated between the Authority and the developer.

For the purposes of the above the following definitions apply:

Social/Community Housing:

Rental housing provided by not for profit agencies (Ministry for Housing, rental cooperatives, churches and charities etc) with rents set at 23-25% of tenant's household income. (Definition as used by Western Australian Department of Housing and Works)

Affordable Housing:

Rental housing accessible in perpetuity to the two lowest household income quintiles in WA as defined by ABS, and with rents capped at 30 % of the tenant's household income. It is aimed at people who do not qualify for social/community housing but who still need a level of assistance. (National Housing Strategy 1992-modified by reference to WA)

Special Needs Housing

Special Needs Housing provides for target groups of specific identified needs including aged persons, indigenous people, people with disabilities, youth, homeless etc. This list is not exclusive but the key issue is that it is aimed at groups with defined needs. (Definition as used by Western Australian Department of Housing and Works)



PLANNING POLICY 1.3

URBAN DESIGN

Preamble - The Significance of Urban Design

The historical village or small town exhibits a remarkable identity, coherence and harmony through its layout and consistency of scale, building forms, and materials. With contemporary form it is possible to achieve coherence and harmony through the application of urban design principles.

Urban design differs from architecture in that it is not concerned with single buildings, and hardly at all with their interiors, rather with their cumulative impact: their grouping, their relationship to one another and the way in which they give form to and interact with streets, squares, parks, foreshores and other public spaces.

It differs from traditional planning in that it encompasses the third or vertical dimension; with one of its principal preoccupations being with the spaces formed by buildings and other structural elements, for example bridges, walls, waterways and landscape.

The Authority is committed to provide an attractive, cohesive and enjoyable environment for its residents, visitors and workers. For this reason the Authority seeks the highest possible standards of urban design for the area.

Legibility and Identity

At present East Perth lacks a clear, positive image and identity. The application of urban design principles can go some way towards clarifying the legibility of the Village.

The key elements in establishing legibility are:

- all built forms in the Village are to have a recognisable relationship from one to another, through the use of common materials, design elements (roof pitches), opening sizes and heights etc;
- identifiable landscape themes and open spaces;
- a consistency or identifiable of treatment of common elements such as roads, paths, street furniture, paving;
- clearly defined and recognisable boundaries and entry and exit points;
- to foster through design a sense of street address;
- landmark places and buildings; and
- integration of public art.

The Public-Private Interface

The relationship between development on individual sites and streets or other public spaces which they abut, is of the utmost importance. Consequently:

- in many instances buildings will have required orientations;
- the demarcation between public space and private space is to be clearly defined;
- buildings are to 'address' the street;
- entrances are to be unambiguous and only related to the street;
- 'dead' walls are to be avoided; and
- facade design should invite interest at street level, and signal the nature of the use of the building.



Various techniques are available to signal the demarcation between public, and private space without constructing solid walls. These include changes of level, low walls, visually open fences, changes of paving, bollards and other landscape elements.

Buildings should clearly address public spaces, with windows looking onto the space and entrances clearly visible. Blank walls, opaque planting or screen walls, roller shutters or air vents are to be avoided, so are reflective or heavily tinted (ie non-transparent) glazing, especially at street level. In the case of shops it is generally preferable to locate display windows on the street, with canopies overhanging the footpath. Commercial buildings such as offices should invite interaction, with activity, foyers and windows rather than stark walls facing the street.

Buildings should be designed to provide visual cues, including but not limited to signage and lighting so that pedestrians can comprehend the whole environment.

Streetscapes

Streetscapes embrace both the public realm and the private realm. The public realm streetscape elements include the width and materials of carriageways, medians and footpaths, tree and other planting, lighting and street furniture. The private realm elements include the facades of buildings, fences, the treatment of front setback areas and driveways.

The treatment of both sets of elements should be complementary, and reflect a common, legible image of the nature of the street (or other public place - it may be a foreshore promenade, or park). Buildings should be located:

- to form an urban edge to the street;
- to provide convenient pedestrian connections between buildings and the public sidewalk;
- to provide an interesting and attractive edge to the public realm;
- to provide weather protection for the pedestrian;
- to minimize the public view of parking areas and servicing facilities;
- to enclose and define the public street space at an appropriate scale; and
- to provide continuity of activity along streets/promenades.

Street intersections should be accentuated with an appropriate building and devices to provide landmarks to orient pedestrians and motorists and to mark them as special places within the City's network of public street spaces.

The design and siting of buildings should preserve and enhance special street views, in particular:

- views of important buildings and natural features;
- focal points at T-intersections;
- views along curving roadways.

New buildings should ensure that adjacent properties have privacy, access to sunlight and retain their visual and physical amenity. This will include protection from the new development's site illumination, noise and odour, if applicable.



Scale and Massing of Buildings

Buildings should respect the scale of the street or place and of their neighbours. Throughout most of East Perth, buildings will be required to be of two to four storeys in height, depending on location.

Building scale is not only determined by height, but also by the width it presents to the street the articulation of the facades and, where visible, its depth. Together these determine the mass of the building.

In order to obtain an acceptable scale and mass of building it will be necessary in some instances to control not only height but also the horizontal scale. Where a building is to occupy a large frontage site in a streetscape of narrower frontages, a lengthy building is likely to disrupt the rhythm of the street. In such cases the Authority will require that the building be designed so that the facade and/or roof is vertically articulated in such a way as to present a more harmonious rhythm to the street. In a few instances similar articulation of other faces of a building may be required to break down the impact of its mass.

Grain

Consistency of grain within various use areas is sought. Grain refers to the degree of articulation effected in a buildings facade and roof design. Generally, coarser grain will be preferred where wider streets and faster traffic prevail such as commercial precincts. Finer grain is desirable in residential precincts where buildings are experienced primarily from the footpath by pedestrians.

Place

It is the Authorities desire that buildings within the redevelopment area reflect a Western Australian regional character and sense of place. This is not to be interpreted as a call for historic building types but as an interest in sensitive use of materials and form that relate to Western Australia's climate.

Roof Lines

Roof lines and silhouettes affect the visual impact of buildings and are a principal means of confirming harmony and identity.

The Authority requires that roof lines be designed to provide clear silhouettes and to minimise visual clutter and unnecessary extensions of height. Accordingly it requires that any necessary lift overruns, mechanical equipment or other structures above eaves level be incorporated into the roof structure, or concentrated into a single, simple, structure.

Large roofs must be broken down in scale and area. In most instances the Authority will require buildings to have 30 degree pitched roofs, either smooth profile tiles or colorbond metal roofing from a restricted palette of colours.

Materials

Historically buildings have been constructed with local materials which have lent a natural consistency and unity to the streets and areas in which they have been built. With modern technology, a far wider range of materials and finishes is now available, and ad hoc selection of materials has resulted in a loss of the traditional unity.

The Authority will require the use of materials and detailing which is easily maintained and durable. Finishes which improve with age and weathering are preferred to high maintenance finishes.

Compatibility does not necessarily mean that choice is limited to replication of existing materials. In most instances masonry (brick, concrete, stone, concrete block), or even synthetic panels of similar colours to those found in the locality, will provide the necessary unity for walls. In some cases - for example, extensions to existing buildings and especially those of architectural or heritage interest - the Authority may require the use of identical materials and architectural detail.



PLANNING POLICY 1.4

ENERGY CONSERVATION

Preamble

In the interests of a sustainable urban environment the Authority encourages high standards of energy efficiency in new and recycled buildings.

Design Criteria

All development should be designed to maximise passive solar heating, cooling and natural ventilation, and to reduce energy consumption wherever possible. This can be achieved through measures relating to building orientation, access to sunlight and the thermal performance of buildings and their construction materials.

In assessing residential development proposals or issuing development guidelines for land, the Authority may require compliance with the following measures:

- habitable rooms to be capable of receiving adequate daylight;
- the majority of dwellings to be sited so that the main habitable rooms of the dwelling are oriented to receive the maximum amount of sunshine in winter;
- solar access to adjoining properties to be protected;
- buildings to meet minimum standards of energy efficiency;
- through-ventilation of dwelling units to be provided;
- incorporation of an upper floor roof/ceiling construction with a minimum thermal resistance value of R1.5;
- deciduous trees and roof overhangs located to protect habitable spaces from summer heat and to permit solar access; and
- bathrooms and kitchens with outside windows.

Commercial buildings should utilise economy cycle air-conditioning and not exceed BOMA Standard Energy Budget Levels for energy usage.



PLANNING POLICY 1.5

LANDSCAPING

Preamble

The Authority requires that the selection and location of planting, including trees, shrubs, ground covers and grass, is complementary to the overall objectives of urban design set out in Planning Policy 1.3.

Overall Theme

The selection and location of plants will recognise the progression from a natural river edge to an urbanised central place around the western end of the waterway.

The treatment of the inlet and upstream waterway will provide the area with the opportunity for the demonstration of this progression. Planting will be of natural riverine species at the eastern (river) end. At the western end the planting of proven street plants, which may include exotics, will reflect the man made surroundings. The transition from one end to the other will be achieved along the length of the waterway and will be reflected in the progression through the residential areas near the river and the commercial developments nearer to the centre.

Other Criteria for Plant Selection

Plants, especially trees, will be selected for their suitability in terms of scale, colour, texture, diversity, historical context and effect required.

It is most important that the ultimate height, spread and density of the canopy, should be in scale with the space in which the plant is set. It is also important that it should thrive with a minimum of assistance in the specific conditions of the site, and that the site be capable of accommodating the natural growth patterns of the plant both above and below ground.

Street Trees

Wherever possible, streets and pedestrian ways will have tree planting to provide shade continuity and add interest and softness to the ambience of the space. Tree planting and lighting will be designed together to ensure that there is also adequate illumination at night.

Street trees will generally be limited to a single species in any one street unless:

- a special case can be made to vary them as a reflection of different uses of land on either side; or
- a special feature is required at, say, an intersection.

The role of the street tree, other than providing shade and softness, is to be a unifying element in the overall treatment of the space.

Plants in Parks and Open Spaces

In parks and open spaces plants are needed to provide not only physical comfort and softness, but also controlled diversity, to add richness to the urban fabric.

The scale of the space needs to be respected, as does the appropriateness of the plant to the location.



Landscaping in Residential Areas

Hard and soft landscape elements shall be employed to promote richness and appeal and to help define outdoor spaces. Street trees shall be planted at regular intervals to foster design cohesion and identity. Trees shall also be used for buffers, climate control (especially deciduous varieties), decorative landmark or other purposes. Landscape furnishings such as lights, benches, play equipment, rubbish bins, etc. shall be employed where practical. The Authority encourages specific landscapes to be created to accommodate specific residential populations. For example, toddler play areas will enhance portions of a Precinct aimed at young families; shaded seating or overlooks will enhance areas aimed at aged persons.



PLANNING POLICY 1.6

OPEN SPACES

Preamble

The Authority is of the opinion that the success or failure of the project as an Urban Village is greatly affected by the quality of its open space system.

It is a primary objective of the Authority to create spaces which:

- include logical and interesting routes for pedestrians which are clear and easily understood;
- meet the recreational and leisure needs of the community;
- are attractive to users;
- are well located and accessible;
- are secure and well lit;
- are easily maintained;
- have a continuity of landscape quality; and
- include linkages so one can walk nearly everywhere.

The incorporation of the Claisebrook Inlet and surrounding promenade system as the predominant public realm provides the following:

- a response to the East-West Claisebrook Valley topography, identifying the valley floor and using the inlet/lake system as a linear connection between the Swan River and the institutional area;
- a focus for establishing much of the initial identity of the Village;
- an urban recreational environment, providing opportunities for a perception of shared responsibility and source of community pride and spirit; and
- a venue for recreational retail activity.

Open Space Provision

The Authority does not accept the concept of providing an arbitrary percentage of the development area for open space.

Just as individuals' needs for residential units are variable, so is the demand for recreation space and so a variety of spatial and recreational opportunities will be provided. Open spaces also need to be useful and accessible, not merely decorative settings for buildings or facilities.

It is also recognised that the East Perth area is already well served with open space by the Swan River Foreshore, the remnants of The Victoria Park, the East Perth Cemetery and Wellington Square.

The creation of the Inlet and the upstream waterways provides a strong east-west axis along which open spaces will be connected by a continuous pedestrian system. The promenades will range from hard paved areas furnished as outdoor extensions of the adjacent buildings to the much softer spaces in The Victoria Park and the river foreshore.



Residential Areas

Within the residential areas it will be the policy of the Authority to provide a range of small park spaces for seating, community contact, children's play and for more passive recreational pursuits.

These spaces will also provide opportunities for planting of shade trees and integrated landscaping complementing the medium density housing areas.

These small 'pocket parks' will be designed individually to suit the needs of occupants of surrounding residences. They should foster a sense of community ownership and pride.

Commercial Areas

The Authority will require a high quality of design and construction in the open spaces along the waterways and in the commercial areas, to encourage public use and thereby add the vitality that only people can give to a place.

The Authority will itself provide much of this space, selecting complementary styles of furniture and lighting and high quality paving finishes. The Authority will also encourage the community and its traders to introduce both visual and performing arts to these spaces. In general the ground should be attractively paved and balanced with the softness and shade afforded by canopy trees.



PLANNING POLICY 1.7**CAR PARKING****Preamble**

For several decades the starting point for planning policy on car parking, in locations other than the central city areas, has been to require that each development provide on its own land for all car parking demands generated by the development. The reasons why parking in central city areas should be treated differently are important in considering an appropriate policy for East Perth.

East Perth is on the periphery of the Perth Central Area and represents a transition between it and the suburbs beyond. It can be expected to exhibit some of the characteristics of both and, furthermore, will change with time and the introduction of better forms of public transport.

In drawing up appropriate Parking Policies there needs to be a balance struck between two competing objectives:

- the need for marketing viability and hence for parking provision which will allow East Perth to compete for development with other locations; and
- the desire to develop East Perth as an 'urban village' with a lower emphasis on car-bound travel and a higher emphasis on public transport, walking and cycling than has hitherto been the case in Perth.

These objectives reflect the unique situations provided by the project and the current transport debate in Perth where it is being increasingly recognised that alternatives to the present car dominance need to be promoted.

The more closely East Perth approaches the Urban Village in form, the more it will reflect the desirability of reducing car parking below suburban requirements. Car parking requirements and policies will be reviewed on an annual basis.

Off-Street Parking

Initially the Authority will require off-street car parking to be provided in accordance with the standards set out in the Scheme Text. As the area develops, parking needs will be monitored, and standards modified accordingly. Ultimately, something akin to Perth Central Area standards may apply, at least for commercial development.

In view of the position of East Perth and its planning philosophy, it is considered that neither a maximum limit, nor a minimum requirement, on their own, is appropriate.

Instead the Scheme provides for both:

- maximum on-site provisions; and
- minimum requirements, to ensure developers provide an adequate level of parking

Between the minimum and the maximum, the developer will have the option to provide on-site spaces. However, to encourage the provision of joint-use parking and/or public transport alternatives, the Authority may require that developers also contribute to the Authority at a fixed amount per optional on-site space.

If the developer does not wish to satisfy his minimum requirement on-site, or if the Authority does not wish this to happen for local planning and design reasons, the requirement may be met by way of the developer making a contribution to the Authority at the set rate.



In some circumstances the Authority may permit the car parking for a particular development to be provided on another site, subject to the site being suitably located and provision of suitable guarantees about permanent availability. Such situations may include separate sites in the same or different ownership, the sharing of on-site parking for another development, or a privately owned car parking area.

In addition, the Authority will give consideration, in particular cases, to a reduction in the number of spaces to be provided, having regard to the hours of operation of the use, the availability of kerb-side and other public parking and other relevant factors.

Kerbside Parking

Within all areas, especially shopping and commercial areas, the Authority will generally encourage use of kerbside parking.

Cash in Lieu of On-site Parking

The Authority will identify special funds for the purpose of funding the provision of public car parking areas or other public infrastructure.

The Authority may receive cash contributions in lieu of on-site parking and may use these funds for the purchase of land and construction of car parking stations. Such stations may be constructed by the Authority itself, by Perth City Council, by a private operator, or by a partnership of these groups.

Public Parking Areas

The Authority encourages the development of public parking areas, with multiple use, to maximise usage around the clock.

Public car parking areas may be owned by the Authority, Perth City Council, a private operator or in partnership. It is not, however, the Authority's intention to become a long term owner/operator of car parking.

Management of Car Parking

In general the Authority intends that the day to day management of car parking, including pricing policy, enforcement of regulations, and operation of metering and car parking areas, should be carried out by Perth City Council.

Residential Development

The starting point for calculating car parking requirements for residential development will be the Residential Planning Codes (R Codes). However, the Authority recognises that the off-street parking requirements of the R Codes, designed to meet suburban situations, will often not be appropriate to East Perth. An obvious example is where dwellings are combined with commercial uses and multiple use of parking spaces occurs.



PLANNING POLICY 1.8**TRANSPORT****Preamble**

The success of the Urban Village is closely bound to the provision of appropriate forms of transport. The emphasis is on minimising distances between home and work, shops or schools, on energy consumption and on promoting either walking or cycling. The transport priority in descending order of preference is given below:

- foot and cycle
- public transport
- private motor vehicle

Consequently, the main thrust of the Authority's policies regarding transport are to:

- encourage and provide for movement on foot and cycle;
- encourage and provide for a variety of forms of public transport; and
- discourage reliance on private car movements within the Village.

This policy direction has important implications for land use and development, as well as for the provision of transport facilities. Land use and development aspects are the subject of separate policies, notably:

- 1.1 The Urban Village;
- 1.2 Residential Development; and
- 1.3 Urban Design

Pedestrian Movement

It is the Authority's policy that the whole of the redevelopment area should be easily accessible by people on foot. In essence this requires that:

- all streets, with few exceptions, are to be provided with footpaths on both sides;
- all open spaces, and in particular all foreshores, are to be provided with continuous footpaths, linked to the street footpath network;
- a continuous public easement or reserve is to be established along the foreshores to ensure continuous public access to the water's edge;
- where street blocks are excessively long through block public footways are to be provided;
- where footpaths serve areas of intensive development, such as shops, provision should be made for awnings or other forms of protection for pedestrians;
- safe crossing of other transport routes is to be provided, with grade-separation or signals where the level of usage demands or circumstances allow;
- pedestrian ways are to be located and treated so as to provide a high level of personal security, as outlined in Policy 1.12 Security;
- where possible pedestrian ways and building entries are to be easily accessible to the disabled and to people with prams or similar.

In issuing development guidelines for land or assessing development proposals the Authority will require that the development of land:

- incorporate pedestrian facilities as required; and
- may be conditional on a financial contribution to publicly provide pedestrian facilities required as a consequence of that development.



Cycle Movement

It is the Authority's policy that the redevelopment area should be highly accessible to cyclists, and that safe provision be made for commuter cycling to, from, and through the redevelopment area.

In the main, cycle movements within the Urban Village will utilise the local street system and the foreshore open space system. In general, commuter cycle movements will be accommodated on designated routes utilising the Swan River foreshore open space and the major road system.

The main elements of the Authority's policy are:

- the local street system is to be built with the needs of cyclists in mind;
- parking facilities for cycles are to be provided at key locations, particularly adjoining shops, along the open space areas, and at public transport stops;
- commuter cycle routes will be specifically designated and sign posted;
- provision will be made for a dedicated Swan River foreshore cycle path, wherever possible separate from the footpath network;
- other designated commuter cycle routes will be provided for by widening, and possibly marking, the outside lanes of the roads involved;
- designated commuter cycle routes will be located so as to cross major roads at signalised intersections;
- use of pedestrian spaces for commuter cycles will generally be discouraged or prohibited, except at shared bridge crossings and where commuter cycle routes cross pedestrian spaces.

In issuing development guidelines for land or assessing development proposals, the Authority will require that the development of land:

- incorporate cycle facilities as required; and
- may be conditional on a financial contribution to publicly provided cycle facilities required as a consequence of that development.

The design of cycle routes will be in accordance with Bikewest guidelines.

Public Transport

The Authority recognises that, for the foreseeable future, there will be extensive commuting between the redevelopment area and other parts of the Metropolitan Region, because of entrenched habit and patterns of workplace location. There will also be a significant demand for other than pedestrian or cycle movement within the scheme area.

The Authority has the long term objective of reducing dependence on private vehicular trips. To this end it will pursue a two pronged policy of:

- encouraging development which will maximise use of public transport; and
- encouraging and providing for a range of public transport modes.

Land use and development policies are covered in other Planning Policies. The main thrust of these are to ensure that employment generating activities and higher density housing are located in close proximity to public transport nodes.



Public transport operations are not the Authority's responsibility but measures being kept actively under consideration and review by the Authority are:

- **Bus Services.**

Transperth already operates bus routes through parts of East Perth. Existing services could be easily modified to provide a more extensive coverage of the East Perth area. The two routes which could be formed by re-routing existing services would be:

- i) East Parade, Royal Street and Trafalgar Road; and
- ii) Bennett Street, Royal Street and Hill Street.

The Perth Free Transit Zone covers most of the scheme area.

- **Rail Services**

The East Perth Redevelopment Area is well serviced by the suburban electrical rail system, with stations at McIver and Claisebrook. Both these stations will allow fast rail access along routes to Armadale, Midland, Fremantle and Joondalup. In the longer term, a new station could be constructed on the Armadale line as part of the development.

- **Light Rail**

Provision has been made in the redevelopment plan for a future light rail route along Royal Street. If proved viable the route will be part of a proposed transit system which will provide fast public transport to the city centre and other locations within the Perth Central Area.

- **Ferry Services**

As many of the road river crossings become congested, public water transport will become a more viable proposition. Allowance has been made in the planning of the development for ferries to enter the inlet in the event that East Perth becomes part of a future, comprehensive ferry system along the Swan River. The system would include other terminals servicing future developments on the Burswood, Maylands and Belmont peninsulas as well as existing and future terminals between Perth and Fremantle.

Personal Public Transport

The Authority recognises the potential of Personal Public Transport systems for East Perth. The concept of PPT is not new, however recent advancements in computers and information have increased its viability. Proposed systems would provide passengers with greatly improved access to information about regular bus, rail and ferry services, and be able to book on-demand services at 'intelligent' bus stops. An added advantage of PPT systems is that they allow for the provision of early and economical services in newer areas prior to full demand.



PLANNING POLICY 1.9

PUBLIC ART

Preamble

The successful integration of art into public spaces - streets, squares, buildings, foreshores, parks and so on - will foster a better quality of life and a strong sense of identity in the locality in which it occurs.

Art in the public context means much more than the placement of individual artworks. It means imbuing an area with a strong social and architectural identity through the artistic and imaginative treatment of public buildings and places. This requires the active participation of artists in an integrated design process intended to create a public realm which is attractive, creative and functional. It will bring an element of delight and humour to public places and at the same time contribute to ensuring that the scale and atmosphere of the public spaces are comfortable for people, and conducive to social encounters and pedestrian activity.

Design Process

The Authority will commission artists and co-ordinate and manage the process by which they work alongside architects, planners, engineers and landscape designers. There will be a variety of approach resulting in some easily identifiable artworks and others which will be merged as an integral part of the construction. While there is certainly a place for sculpture and civic landmark, there is also room for colour and movement, whimsy and theatre. An invitation to participate will be a key objective, especially for children. Each aspect will contribute to the richness of the environment and the cultural and social life of the area. The policy gives equal value to the purely aesthetic and to the functional. Each approach is desirable in a policy aiming to promote the necessary social contact to build a sense of community.

Funding

The Authority has adopted a 'Percent for Art' approach as the basis of its public art policy, in accordance with recommendations made by the WA Government's Ministerial Taskforce on Public Art and those adopted by other development agencies, both locally and interstate.

Accordingly, the Authority will:

- set aside 1% of the construction cost of buildings and other appropriate public works funded by it for the integration of art works;
- recommend that a similar contribution be made to all other publicly funded projects by other government agencies, including the Commonwealth Government and Perth City Council; and
- encourage private sector developers to do the same.



PLANNING POLICY 1.10

COMMUNITY AND CULTURAL FACILITIES

Preamble

Many things contribute to the sense and reality of 'community', but perhaps none so obviously as those buildings and places which are constructed to meet the needs of the residents and other 'regulars' within a particular locality.

These places range from children's playgrounds and health clinics to schools, shops, sports grounds, cinemas, halls and community resource centres.

The providers and sponsors of such facilities include all levels of government, private enterprise and groups formed from within the community.

The Authority recognises that in order to create a thriving community within East Perth it will be essential to ensure that an appropriate range of community facilities is made available when needed and sometimes ahead of demand.

Accordingly the Authority's policies are aimed at optimising both the range and timing of the future provision of community and cultural facilities.

Needs Assessment

The Authority intends to monitor demand and periodically examine the need for further community facilities within the Village, based initially on population and employment rates and projections for the redevelopment area and adjoining areas which are affected.

This assessment will encompass:

- active recreation, both indoor and outdoor, including those provided by public sectors;
- education, including primary, secondary, continuing ('adult') and community - based education, libraries and facilities;
- health, including both community based and privately provided facilities;
- the arts, including places for learning, display, music performance and the visual and performing arts.
- community and personal support ('social') services including child care, counselling, home visiting and other; and
- shopping and related services.

This assessment will be carried out in consultation with Perth City Council, the relevant government agencies and non-government ('community') organisations and groups.

Implementation

The Authority's prime role in the provision of community services and cultural places will be as a facilitator rather than as a direct provider. Having identified potential needs, its prime involvement will be:

to co-operate with other agencies, acting where called for as a co-ordinator or facilitator; and
to assist with the identification of sites and sometimes buildings.

In assessing development proposals, or in issuing guidelines for the development of its own land, the Authority will assess the extent to which the development creates the need for community facilities, and may impose conditions on development aimed at facilitating their provision.



Community Places

The Authority will encourage the development of neighbourhood 'community places' - flexible facilities available to local communities for a wide range of activities, functions and events.

Such places should be:

- within the 'home range' of residents ideally within walking distance or on local public transport routes;
- sympathetic in scale and form with their surroundings, especially if in a residential area;
- easily accessible to the elderly and disabled; and
- preferably adjacent to a local park.



PLANNING POLICY 1.11

HOME OCCUPATION

Preamble

Encouraging Home Occupations is important in the context of developing the Urban Village as it is one way of maintaining vitality and activity in the residential areas, particularly during the day when most people are usually at work or school. Many activities can be carried out within the confines of the household which have little or no effect on those around them and at the same time provide for a greater choice of lifestyles.

Home Occupation Considerations

A Home Occupation is defined in the Redevelopment Scheme to include 'any commercial business conducted within a dwelling or within the boundaries of the lot upon which a dwelling is constructed, by a resident or residents of that dwelling'. As with any use, there are parameters in which the use must operate. They are;

- that the use be small in scale, unobtrusive and compatible with surrounding buildings and land use activities;
- that it not be detrimental to the character and amenity of the area; and
- that it not prejudicially affect the amenity of the area by way of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, grit, oil, waste water or increased numbers of vehicle movements.

The Authority does not require planning approval for the carrying out of a home occupation provided that it considers that it is operating within the parameters listed above.

If the Authority considers that a planning approval is required for a particular home occupation, it may have regard to and may impose conditions relating to:

- the operating hours of the home occupation;
- the number of customers and/or clients expected to visit the home occupation;
- the size and type of any vehicle used in connection with the home occupation; and
- any activities incidental to the home occupation, including the storage of goods and/or equipment on the subject land.



PLANNING POLICY 1.12**SECURITY****Preamble**

There is a strong perception in the community that urban areas are no longer as secure as they once were. The incidence of theft, vandalism and personal violence all appear to be increasing.

While elderly people, women in particular, feel most vulnerable, concerns about personal safety are by no means confined to them.

The Authority believes that the design of urban environments can have a significant impact on security within particular localities by reducing the opportunities for crime.

Accordingly, the Authority will require conscious attention to aspects of security in the design of both public and private places within East Perth. In this regard there are a number of aspects to be recognised and acted upon.

Surveillance

Surveillance by legitimate users of urban spaces, especially of pedestrian routes, is probably the most effective means of reducing the incidence of inappropriate behaviour. The most important sources of surveillance are pedestrians moving through or pursuing activities within the space and the occupants of properties that adjoin the space. Surveillance is also provided by cyclists and drivers of vehicles passing through.

Surveillance is most important at night, when public activity levels are reduced, and in areas of naturally low activity. A wide variety of uses will help to extend times when spaces are actively used or under surveillance.

The following principles are to be applied in the design of the Urban Village:

- significant pedestrian routes, especially to public transport, will be specifically identified to encourage and concentrate pedestrian activity;
- development adjoining such routes and other significant public spaces is to include uses such as cafes, which generate activity into the evening and night;
- buildings and properties alongside such routes and places are to be designed so that entrances and windows at ground level adjoin and directly overlook the public spaces;
- blank walls and non-transparent glazing at the interface are to be avoided; as is heavy screen planting;
- public transport stops are to be located in positions visible from areas of activity or overlooking buildings;
- pedestrian routes and public spaces are to be accessible to security patrol and emergency vehicles; and
- facilities used at night are to be located on the designated safe routes.

Visibility

All streets, pedestrian pathways, transport stops and public spaces should be well lit at all times. Lighting should be designed to avoid pockets of darkness adjoining pedestrian routes, especially where laneways or other potential places of concealment occur.

Pedestrian underpasses have been designed so as to be visible along their whole length from positions on the approaches.



Legibility

It is important that the significant safe routes be identified and that design reinforces this status.

Short cuts, especially where these utilise routes not under surveillance, should be avoided. The number of night time entry points to major pedestrian routes should be minimised.

Sign posting will reinforce the hierarchy of routes, and clearly identify directions to significant destinations. Site maps will be placed in key locations for visitors and other less regular users.

Vandalism

The incidence of vandalism should be reduced by the measures outlined above. In addition the Authority will select materials and designs for public spaces which will enable removal of graffiti and replacement of damaged property.

Importantly, the Authority will seek to provide creative and constructive outlets for young people within the Urban Village in an effort to reduce the desire for vandalism.



PLANNING POLICY 1.13**ADVERTISING SIGNS****Preamble**

The Authority recognises that advertising signs, including banners and flags, are an accepted feature of contemporary culture and in many instances should be regarded as an integral part of the urban fabric. It is the Authority's intention to encourage the provision of advertising signs which enhance and reinforce the chosen character of the particular locality, and equally, to discourage or prohibit signs which detract from that character.

The appropriate form and extent of advertising signage will therefore depend upon:

- the general character of the locality, especially its primary use but also its architectural qualities, including the scale of buildings and places;
- the individual character of the building or place, especially if heritage significance is involved;
- the scale of signage in relation to its surroundings, building scale and design;
- the relevance of the signage to the use or activity carried out on its sites;
- the visual prominence of the site, coupled with its intended streetscape/townscape role;
- the total amount of existing signage in a specific locality.

General Policy

In general the Authority will require a high degree of restraint in advertising signs, in order to encourage streetscapes that are coherent, relatively unified and free of visual clutter. All signage therefore, whether of a permanent or temporary nature, requires the approval of the Authority. All signs should be placed in accord with the building's architecture and not obscure architectural features or proportions of the building. The need for signage should be taken into consideration during the design stage of new buildings and the refurbishment of existing buildings.

It should be noted that the City of Perth Signs By-law and relevant policies may be considered in applications for approval of signage except where overridden by the provisions of this policy or any specific provisions for signage contained within Design Guidelines established by the East Perth Redevelopment Authority for particular properties or precincts. The Signs By-Law requires a licence to be issued by the City.

The following signs will not be permitted:-

- bunting or flags other than the national, state or corporate flags of moderate scale and maintained in good condition;
- hoardings (boarding used for bill posting);
- rotating or moving signs;
- sequinned or glittering signs;
- intermittent flashing illuminated signs.

The following signs may only be considered in exceptional circumstances or for a limited time:-

- roof ("sky") signs;
- blimps or balloons;
- box-like or three-dimensional signs, generally only for small signs to be internally illuminated and exuding a "soft" light;
- illuminated signs, unless as described for box-like signs or backlit such that lighting tubes are not visible;
- signage on fencing or retaining walls.



Commercial Buildings

Within most localities this general policy will protect business interests rather than restrict them. Restraint and a degree of compatibility of signage will enhance the image of most businesses as well as allowing for easier identification of individual enterprises. It is a myth that unrestrained signage allows the individuality of businesses to be expressed-instead the result is often visual chaos. In buildings with numerous tenancies, shared signage is encouraged.

In general advertising signs will only be approved where they:

- describe the business or activity carried out on the site;
- relate to products produced, stored or sold on the site; or
- are required by law.

Temporary signage

In some cases the Authority may allow temporary signage for a specific purpose and period of time. These may be free-standing or attached to the building and are required to be of a scale and design complementary to the premises. They may include real estate (for sale or lease) signs, banners, announcements of openings, special exhibitions or community events. No more than one sign fronting each street of the subject property will be permitted.

Unrelated Signs

Signs carrying messages unrelated to the site or occupancy of the site will generally not be allowed. One exception is for certain temporary signs such as for directions to property for sale.

Residential Buildings and Heritage Places

No signs are permitted for residential buildings other than in the form of a discrete plaque on the building or adjacent to the property entrance. Plaques are to be of high quality finish and presentation of not more than 400mm dimension if placed on that portion of building set back a minimum of 3.0 metres from the street, or 250mm dimension if placed on a fence at the property entrance, or on that portion of building less than 3.0 metres from the street.

Only signs of the following nature will be permitted for buildings or places of heritage or cultural significance:

- name plaques;
- marking the significance of the place;
- discrete signs carrying the personal or trading name of a business being lawfully carried out on the premises

New signage must respect any existing signage which has been noted as having heritage significance which is to be retained. In no case will any signage be permitted on or adjacent to a heritage building or place which detracts from its aesthetic, historic, social/cultural, scientific or rarity value.

Existing signs

Advertising signs which were lawfully in place prior to the Scheme coming into effect are not affected by this policy unless as any approval or licence under which they exist lapses.



PLANNING POLICY 1.14

HERITAGE

Preamble

The Authority recognises the history of development and change in the Redevelopment Area and is sympathetic to the conservation of places, both buildings and sites, of cultural heritage significance. Care is taken to identify such places and to make provision in the Scheme Text to give them special consideration in the development approval process.

Heritage Assessment

The criteria established by the Heritage Council of WA is used to evaluate which places in the Scheme Area have significance. When a place is identified to have heritage significance, the owner is advised and an entry is made in the Heritage Inventory.

Appeals against entry in the Heritage Inventory are allowed and will be considered in accordance with Part V of the Town Planning and Development Act 1928.

Ultimately, the identification of places of heritage significance will ensure that heritage places are brought to the attention of the responsible heritage bodies.

Heritage Conservation

The evaluation of buildings for conservation, that is for keeping, will be carried out to a number of criteria including the context of their physical environment - present and proposed. To isolate buildings or to ignore the changes known to be in line for the environment may trivialise their significance and their interpretation in a changed environment. In one sense every part of the built environment has significance - if only as part of the evolving process in that place. The decision to keep, or not to keep, requires a balanced and discriminatory value judgement based on a number of criteria of which heritage conservation is only one aspect.



PLANNING POLICY 1.15**INDUSTRIAL USES IN EAST PERTH****Preamble**

The Authority recognises the need for some forms of light and service industry to be located in areas accessible to the Central City. It is acknowledged that these forms of industry can contribute to the efficient functioning of the Central City and to the community through provision of localised employment, additional economic activity and more generally by helping to create a diverse urban environment.

Industrial Uses in East Perth

In East Perth it is considered that only certain types of industry can exist side by side with other uses such as residential and commercial. These industries should have no negative impacts on the amenity of the area and should comply with the requirements of Service and Light Industry as defined in the Redevelopment Scheme.

In considering a development application for light or service industry in the Redevelopment Area the Authority will have regard to and may attach conditions relating to the following matters:

- the intensity and nature of the proposed use, including its environmental impact by way of emissions, illumination and hours of operation;
- whether excessive loads would be placed on any existing or projected servicing infrastructure, community infrastructure or similar services;
- the number of employees likely to be accommodated;
- the location and extent of outdoor manufacturing and storage;
- the form, layout, appearance and materials of buildings;
- the height, position, form and materials of fences and walls;
- the way in which buildings relate to the street and adjoining lots, including their effects on landmarks, vistas, the landscape or the streetscape, and on the privacy, daylight and sunlight available to private open spaces and buildings;
- the design of landscaping and open space generally, including the effects of the development on existing trees;
- the extent to which the natural contours of the land area may be altered by filling and excavation;
- vehicular and pedestrian access and circulation, and the provision for service vehicles;
- whether parking for vehicles is adequate, convenient, safe, unobtrusive, landscaped and adequately surfaced and marked, and in any particular case whether parking should be provided elsewhere;
- whether adequate provision has been made for cyclists and disabled persons, including access, storage, toilets and showers;
- whether advertising signs are likely to be required, the position of such signs and the extent to which the building design can accommodate such signs.

In many cases, industrial uses will exist adjacent to residences and the Authority encourages both new and existing industrial buildings to provide a high standard of design, appearance and presentation to the street. The Authority provides a design advisory service for property owners and tenants within the Redevelopment Area to achieve this objective.



Relocation of Industrial Uses

Where an industrial use exists at present it may continue to operate subject to the provisions of the Redevelopment Scheme and Planning Policies. In the event of a particular industry vacating a property, planning approval for a different use on that site is required.

In cases where a use ceases to operate for a period of six (6) consecutive months, then that same use can not be re-established on the subject land without first obtaining the approval of the Authority.

In the Redevelopment Area, any development application for an industrial use which does not fall within the definition of light or service industry will be required to be advertised.

In light of the above, industry other than service or light industry is not encouraged within the Redevelopment Area. It is the Authority's view that this type of industry is better located in specifically zoned and serviced industrial areas and where the impacts of such industry are in keeping with the amenity of such areas.



PLANNING POLICY 1.16**ANTENNAE AND SATELLITE AND MICROWAVE DISHES****Preamble**

The objective of this policy is to establish guidelines for the installation of television antennae and satellite and microwave dishes to protect the visual amenity of localities, surrounding properties and public areas.

Legibility, interesting buildings and attractive streetscapes are major components of good urban design to which the East Perth Redevelopment Authority is committed for the Redevelopment Area. Satellite and microwave dishes are recent additions to the urban environment which can significantly effect the visual quality of an area. These devices therefore require planning approval.

In addition, antennae other than television antennae may also be required in the East Perth Redevelopment Area. The impact of all antenna, satellite and microwave dishes on the environment is not to be detrimental and the following will be considered to minimise visual impact, intrusion and clutter.

Television Antennae

Where possible they should:

- be built inside the roof space; otherwise,
- be located towards the rear of the building away from streets and public spaces;
- be located with due consideration for adjoining landowners;
- avoid unnecessary extensions of height;
- for grouped or multiple dwellings be communal with one antennae servicing several dwellings.

Antennae located on the apex or ridges of roofs will not be supported. Only one antennae of standard height per dwelling may be permitted.

Other Antennae

Antennae generally should:

- not have a detrimental impact on the environment;
- be of the minimum practical height and bulk;
- any support structures must as much as possible be to the same design and in the same materials and colour as the existing light poles in the area. To minimise the number of poles in any area, antennae should be located on existing poles or structures where possible, subject to all relevant approval requirements.
- where antennae are located in the public environment they must be designed in accordance with existing street furniture, including light poles.



Satellite and Microwave Dishes

Technology is continually changing in relation to telecommunications devices and the reduced sizes of dishes is one of the apparent benefits. To take account of the various modes of transmission, such devices will only be considered where it can be demonstrated that the installed roof mounted or ground level satellite or microwave dishes:

- will not adversely impact on the visual amenity of the area in which they are located;
- will not intrude on recognised vistas;
- will not compromise the heritage value of a building or place subject of or adjacent to the subject property;

In cases when it is proven that dishes interfere with any domestic or commercial appliances in the vicinity by way of emissions from these structures or any appliance to which they are connected or related, some modifications to the devices or relocation may be necessary.

Roof mounted dishes may be permitted where they are:

- less than 1.2m in diameter;
- of non-reflective finish in a colour compatible with the roof;
- not located on the ridge line, or do not extend beyond the ridge line;
- not located within and do not extend within the setbacks to streets or public spaces.

Dishes greater than 1.2m in diameter may be permitted at ground level to a maximum mast height of 2.0m on residential properties where adequately screened from view of streets and public spaces. Higher masts may be considered for non-residential uses in extraordinary circumstances only, such as in association with a media land use or foreign consulate or significant topographical constraints, and are to be similarly adequately screened or design integrated.

Generally, one dish per dwelling or premise may be permitted but consideration will be given to more than one in the event of a long haul facility being shown to be the only viable option, such as for select non-residential uses. Careful attention to the design and orientation of the building will be important in these circumstances to minimise the visual impact of these dishes.

In addition, the City of Perth may require an application for a Building Licence depending on the size of the dish and mast height.

