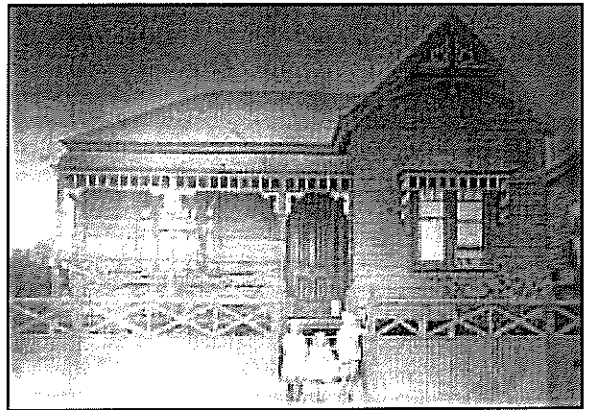
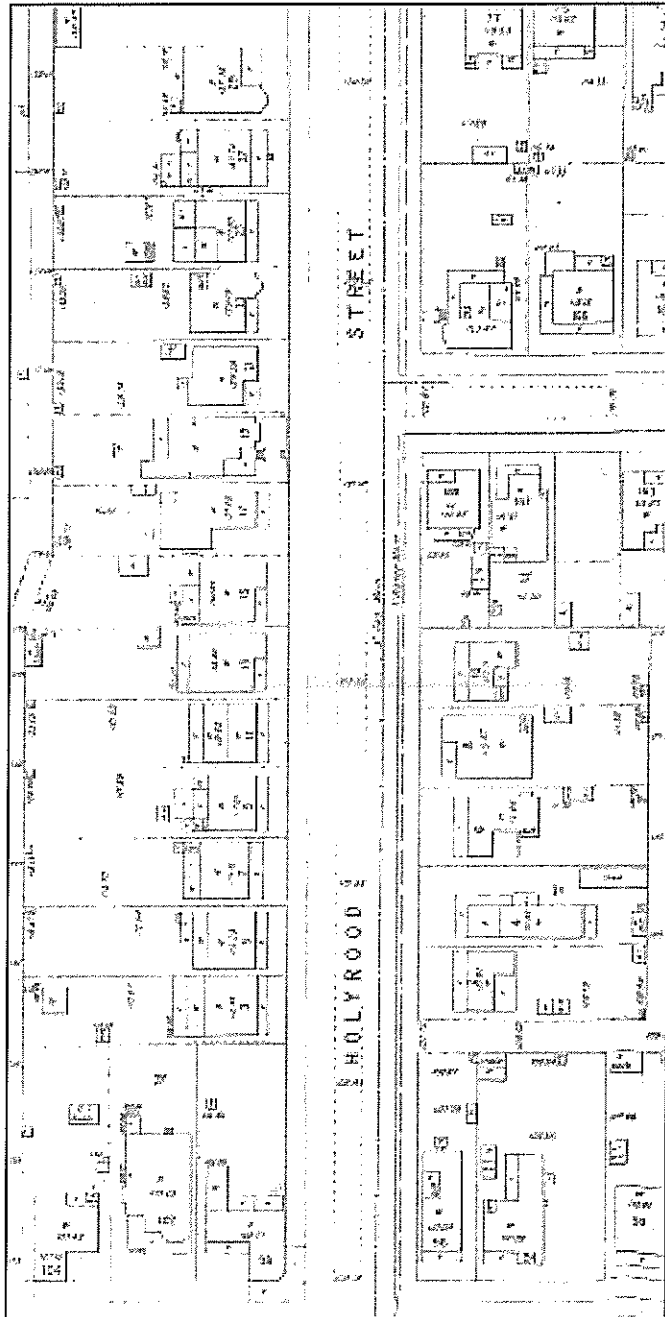


# Local Planning Policy 2.5.1: Holyrood Conservation Area



PREPARED FOR THE TOWN OF CAMBRIDGE BY CONSIDINE AND GRIFFITHS ARCHITECTS PTY LTD JANUARY 2002

## HOLYROOD STREET HERITAGE DEVELOPMENT AND DESIGN GUIDELINES



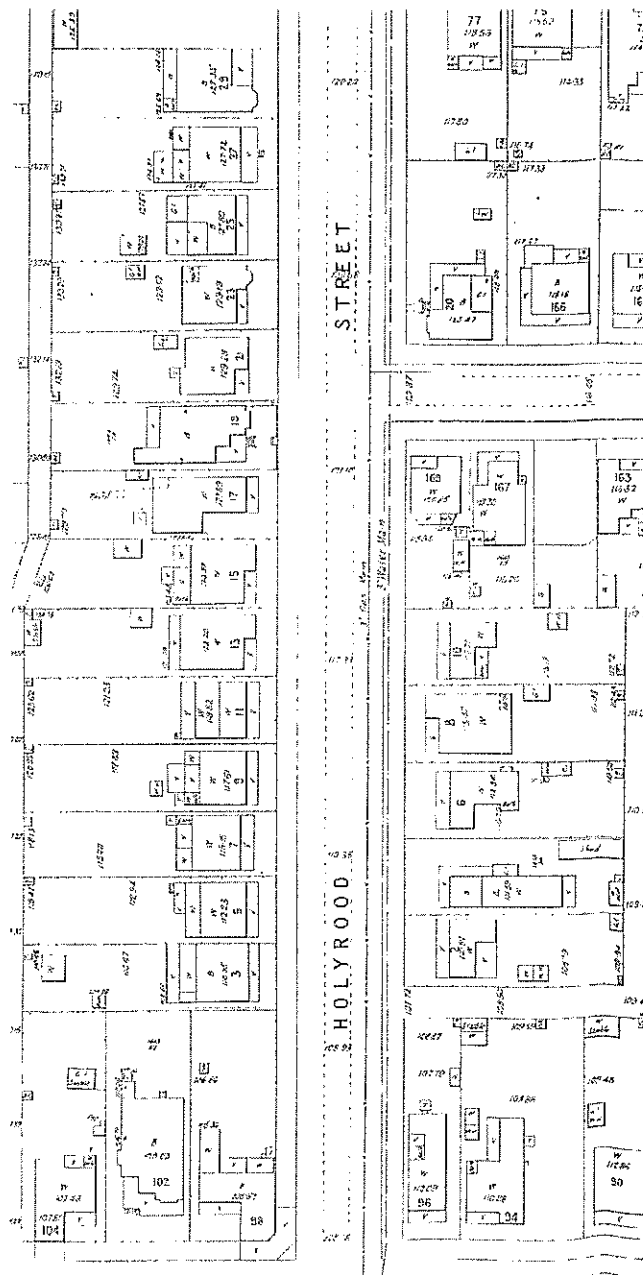
## BRIEF BACKGROUND

Holyrood Street, West Leederville, comprises a mostly Federation period streetscape, which developed in the first decade of the twentieth century, at which time the street was named Derby Street. Most of the development of cultural heritage significance is located on land which was subdivided by 1903. The development is composed of single storey residences and their associated buildings, with one or two residences that have been adapted in recent times to add a second storey. Holyrood Street has continued to develop and evolve to respond to the changing needs of society and economic growth. It remains a remarkable and attractive street with rich historic architecture, an attractive streetscape, and setting. Holyrood Street conveys the essence of a working class Federation period street, notwithstanding later adaptations.

These guidelines are intended to extend the Town of Cambridge Residential Design Guidelines Development Requirements to recognise the special nature of Holyrood Street.

## PRECINCT AREA

The area extends along both sides of Holyrood Street between Cambridge Street in the south and Woolwich Street in the north. The street contains a number of zones under the Town Planning Scheme. The residential zone covering lots 5-19 on the west side of the street and lots 27, 28 and 61 on the east side of the street have a residential planning code density of R40, a medium density code, which allows 40 dwellings to the hectare. This is to be reviewed in February 2002, which may result in a development density of R30. Most lot sizes are 379 square metres and some as large as 430 square metres on the west side of the street. Thus each lot would only be capable of accommodating a single dwelling, as it does today.

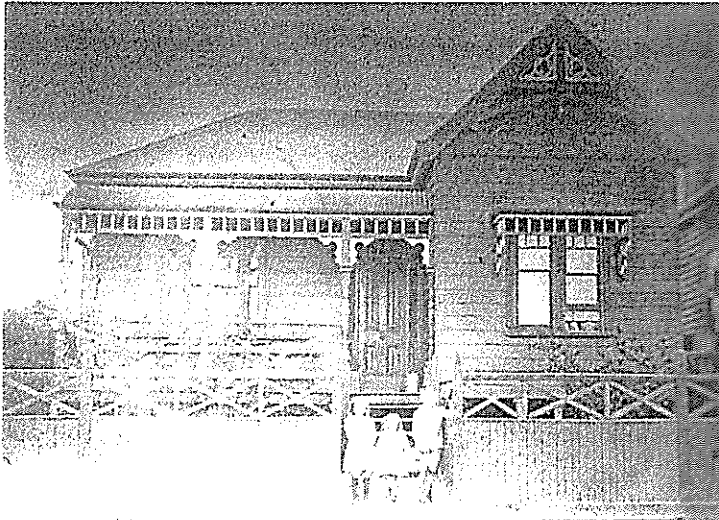


**HOLYROOD STREET IN 1919**  
METROPOLITAN SEWERAGE MAP OF LEEDERVILLE, SWROWA  
CONS. 4156 ITEM 159, 1919

## BRIEF HISTORY

The area known as Leederville takes its name from William Leeder and his family, who selected land in the vicinity in the 1830s. In this period, and through until the late nineteenth century, the district was predominantly rural, and mainly used for agricultural and pastoral purposes.

The opening of the Eastern Railway from Fremantle to Perth in 1881, encouraged development along the line of small settlements in proximity to the line, which gradually grew into towns. In the 1880s, sub-division of the rural allotments to the north and west of Perth commenced, including the first sub-divisions in the Leederville district. However, there was little residential development in the Leederville area until the mid to late 1890s, when the suburbs of Perth expanded rapidly in the wake of the Gold Boom.



In June 1895, the Leederville Roads Board was officially gazetted, and due to the rapid expansion in the district, the Municipality of Leederville was declared on 1 April 1896. The construction of a railway station at Leederville and a dual track to Fremantle encouraged further development in the district, which grew rapidly in the late 1890s and early 1900s.

**PHOTOGRAPH 1**  
**NUMBER 21 HOLYROOD STREET, c.1912**  
*COURTESY OF RUTH DONALDSON*

The streets in proximity to the railway line and to Cambridge Street were the first to be developed for residential purposes, including Tower, Woolwich, and a little later, Derby Street, as Holyrood Street was named at that period. By 1903, all of this area had been sub-divided for residential purposes and a number of dwellings erected. As many of the lots in Leederville were smaller and cheaper than in some suburbs, together with the absence of restrictions or discouragement regarding the use of timber for construction, it was more affordable for working class people seeking to realise the Australian dream of owning their own home.

By 1914, most of the lots in Derby Street had been developed with modest, two to four room, single residences by owner/occupiers, most of whom were working class, and of whom a significant number were associated with the railways. During this period in which the street was developed, 1899-1914, the Municipality of Leederville had grown rapidly. In December 1914, the Municipality was amalgamated with the City of Perth. Subsequently, in October 1915, Derby Street was re-named Holyrood Street, as part of a programme under which various streets in the City were re-named to overcome the confusion of two or more streets with the same name.

In the latter part of the twentieth century, the demographic composition of the area underwent considerable change, with the influx of European immigrants from the 1950s, many of whom took up residence in the North Perth, Subiaco, and Leederville areas which were close to transport services and to the city. Subsequently, from the 1970s, with the purchase and up grading of a number of the residences by white-collar workers and professionals, the suburb has undergone further change and a change in demographics. Throughout most of their histories, the majority of the residences have been owner occupied.

## **WHY IS HOLYROOD STREET SO IMPORTANT?**

Holyrood Street, a predominantly late nineteenth and early twentieth century, formerly working class, tree lined streetscape, has cultural heritage significance for several reasons. Holyrood Street is significant in that the western side of the street is an almost complete and reasonably intact example of a late nineteenth and early twentieth century streetscape, notwithstanding the changes to fences, gardens and the modern finishes in the road reserve. It provides physical evidence of the core period of development of the Municipality and suburbanisation of the area in the years 1899-1914.

Holyrood Street is valued by the people of West Leederville as evidenced by its continuity of use, and a continuing respect for the ethos of the area and its architecture, and its continuing popularity as a residential street. It is also valued by the wider community of Cambridge.

Elements of Holyrood Street which are of high importance to the street include all of the original fabric of the house at 23 Holyrood Street and all houses on the western side of the street, number 20 Holyrood Street on the eastern side of the street, together with 77 Woolwich Street.

## **DESIGN GUIDELINES**

The intent of the guidelines is to manage change that can be viewed from the public domain to ensure the important qualities of the street are retained, to encourage the conservation of authentic fabric, to reveal its significance and to ensure that change to accommodate modern living requirements does not impinge on the significance of the street in a negative manner. It is also aimed at ensuring that new developments are not visually intrusive. The requirements are in addition to those arising from the Residential Planning Codes.

The guidelines are designed specifically to encourage imaginative design and to achieve a harmonising effect with the context, and to cover issues such as form, proportion, scale, building setbacks, and so on. The guidelines are not designed to enforce a style on new development, or to encourage the imitation of genuine heritage places. Contemporary development should reflect its time and pay due regard to its neighbours and/or the significant place to which it may be attached.

Future development and change should be managed to conserve the dominant theme, of small scale individual buildings of the Federation Period, while at the same time ensuring that new development is in scale, sympathy and stylistically distinguishable from significant authentic material.

Owners of places in the Holyrood Street Heritage Area are encouraged to retain and conserve their heritage places and to adapt them only as far as required for the intended purpose. In general, change to the significant fabric should be kept to a minimum. This is generally the front section of the house under the main roof. Later alterations and additions should be removed where they are no longer required, so that the significant fabric can be revealed and the significant fabric restored as appropriate. If required, alterations to the most recent fabric are usually preferred over alterations to original fabric.

### SETBACKS

Building setbacks are an important visual element of the streetscape. Front setbacks form a transition between the public domain of the street and the private domain of the house. The area can provide security, if it is viewed from both the house and the street, and through fences and plantings, it can be clearly distinguished from the public street domain.

Building setbacks vary along the length of Holyrood Street, but all are well under current residential planning code standards of 6.0 metres. Front verandahs are located as close as 2.4 and as great as 4.8 metres from the front boundary and some main structure walls as close as 4.6 metres from the front boundary, with houses at the northern end of the street typically being set back more than those at the southern end of the street. The majority of houses are set within the 4-5 metre range from front boundary to main house wall. Side setbacks vary with the width of lots but generally do not exceed 0.9 metres.

Future development in the street should take into account the existing setbacks, so views to the individual houses are not obscured. Where redevelopment occurs, front setbacks should not be further away from the boundary than the average of the setbacks of the two adjoining properties. Front setbacks greater than those of adjoining properties will not generally be supported.

Where redevelopment occurs, side setbacks of the first 6 metres depth of development should not exceed 0.9 metres. Setback to rear additions should comply with the Residential Planning Codes. In all other respects, setbacks shall comply with the Town of Cambridge Residential Design Guidelines.

### ADDITIONAL DEVELOPMENT AND DEVELOPMENT WITHIN STREET SETBACKS, INCLUDING CARPORTS AND GARAGES

Holyrood Street is significant as an almost complete and reasonably intact example of a late nineteenth and early twentieth century streetscape. Future development should not compromise the high aesthetic value of the streetscape, viewed from the public domain. The intent of this section of the guidelines is to minimise the impact of vehicular access on the street and to minimise the visual impact of additional accommodation.

Additional residential development on existing lots can be accommodated and should be limited to the rear of existing houses. Two storey additions may be acceptable, providing the single residential pattern, scale and character of the streetscape is conserved. Council will not support second storey additions to the principal rooms of historic houses.

New front garages and carports may be introduced on the eastern side of the street, provided they are modest in scale, compatible in proportioning and scale to the existing residence, and of secondary importance to the existing residence. New garages and carports must not visually dominate the front of the house or intrude upon its principal setting.

The physical constraints on the development of front garages and carports on the western side of the street are such that it is not considered to be a desirable or practical proposition. The setbacks are very narrow and the dwellings small, which would lead to such elements being a dominant visual element. New garages and carports for dwellings on the western side must be at the rear of the property. Rear rights-of-way should be utilised for access wherever possible.

Any new development should be compatible in proportioning and scale with the existing street character, but should not mimic historic details. New development should be of good design reflecting current styles and building practices, and should enhance the streetscape character of Holyrood Street.

## FENCES

Visibility to and from residences should enhance aesthetic values, improve security and facilitate social interaction with the street. Front fencing should be designed with these principles in mind.

All of the front fences to residences in Holyrood Street are all replacement material, other than the fence of 31 Holyrood Street. This fence is brick and rendered brick and is not an indication of fence types from the main period of construction of the majority of houses in the street.

It is recommended that front fences should be open grille or open picket type fences. Photograph 1 indicates that there were at least some elaborately detailed timber fences in the street, and this could be used as an example in the reconstruction of any fences. High, solid front fences are a recent introduction in the street, and are visually intrusive, out of character, disrupt the simple layouts of houses, and obscure visibility into sites. Front fences rarely exceed heights of 1.4 metres, with the great majority lower than this.



Iron grille type fences were not historically a feature of the street and will not be approved for historic houses.

**31 HOLYROOD STREET**  
*THE LOW BRICK AND RENDER GARDEN WALL WITH A LYCH GATE AT THE CORNER ENTRANCE IS SIGNIFICANT TO THE HOUSE AND STREETScape*

Properties on the western side of the street at the northern end generally have low height retaining walls on the front boundary and several of these walls are rotting. Rectification of the walls should be required as a part of any development approval.

## LANDSCAPING

The objective in conserving the landscapes of the street should be to retain its residential setting, and to ensure that the traditional public and private domain interface is conserved.

The visual character of the streetscape, with its traditional relationships between established private front gardens, low front fences and the public street domain, should be maintained.

Private front gardens are not subject to any control policy, but simple gardens that make use of plant stock that was commonly available in the first half of the twentieth century should be considered when laying out new gardens.

**EXAMPLES OF FEDERATION ERA FENCES, SUITABLE FOR HOLYROOD STREET FENCE RECONSTRUCTIONS**

## FAÇADE TREATMENT

To assist with interpretation and to enhance the heritage values of the street, traditional or original paint colours schemes for original buildings should be applied where possible. A colour scheme for a building can have a dramatic effect on the streetscape. Therefore, buildings should be painted to create a harmonising streetscape while allowing for individual expression.

However, some or parts of some masonry construction buildings that now have painted masonry were not originally intended to be painted, and most of the present colour schemes are unrelated to the period of original construction of the houses. Consideration should be given to the removal of paint from masonry or the recreation of original or early colour schemes.

Paint removal and care of the underlying masonry can be a practical approach to the presentation of heritage places as well as revealing the original significance of the place in greater detail, by allowing more authentic fabric to be revealed. Paint removal needs to be tested to ensure that the process will not damage the fabric and that the material to be revealed is suitable for exposure to the elements.

Where paint removal is not a practical strategy because of the condition of the underlying fabric, consideration should be given to developing colour schemes and textures of finishes that would better reveal the significance of the buildings.

Sample sections of paint removal will determine whether or not paint removal is a practical proposition. It will also reveal the history of the colours of the place through time and provide important information to assist with the determination of replacement colour schemes. Research on early exterior and interior paint colours by means of paint scrapes or microscopic study is recommended. The paint colours of external joinery and metal work could be investigated for possible reinstatement.



*NUMBER 21 HOLYROOD STREET*



*NUMBER 29 HOLYROOD STREET*



## **DEVELOPMENT AND DEMOLITION APPLICATION PROCEDURES**

### **APPROVAL REQUIREMENT**

Holyrood Street is a place of cultural significance under the Town of Cambridge Town Planning Scheme No. 1 clauses 24-27. These clauses require Council's development approval to be obtained for development or demolition affecting a place of cultural heritage significance or a development within a conservation precinct. It also allows Council to grant a general exemption from the requirement to obtain development approval for certain classes of development if it is of the opinion that such development would not affect the cultural heritage significance of a place or precinct. The meaning of the terms 'conservation', 'conservation area', 'cultural heritage significance' and 'development' as used in schedule 1 are defined in the scheme text.

All development in the Holyrood Street conservation precinct requires development approval. The requirements for a development application include:-

- Metropolitan Region Scheme Form 1 Application for Approval to Commence Development
- 1:200 site plan showing lot boundaries, adjacent road, right of way, any elements to be demolished, trees to be removed and an indication of cut and fill. Where the application include additional development, the adjacent existing properties should be indicated.
- 1:200 street elevation to include adjacent properties where the application includes additional development that may be visible from the street.
- 1:100 floor plans of the existing house indicating the proposed works and floor levels.
- 1:100 elevations to indicate the existing house and the proposed works, including the existing and new finishes.
- Details of fencing and landscaping.

### **COUNCIL'S DEVELOPMENT APPROVAL PROCESS**

In considering a development application for a place that has cultural heritage significance the following process is followed:

- Advice from Council's Heritage Advisor is sought on development applications where the place is listed on the Municipal Inventory or is within a Conservation Area.
- In the case of demolition applications or application for landscaping, fences or removal of significant trees, photographs are forwarded to Councils Heritage Advisor for initial assessment. In the case of other development the plans of the proposal and where appropriate a photo is referred. The onus is on the applicant to provide appropriate photographs.
- Public input of documentary evidence relevant to the cultural heritage significance of a place will be sought from the community by writing to local interest groups and advertising applications in the local paper. The period for receipt of documentary evidence will be 14 days. Information received after the determination of the application or submissions:
  - that raise matters of opinion that are not substantiated by documentary evidence; or
  - include comments on matters not related to documentary evidencewill not be accepted for the purpose of assessing the cultural heritage significance of the place.
- The site is inspected by the Heritage Advisor in the company of a Town Planning Officer with the owner present if possible.



- An assessment report is prepared outlining physical evidence, documentary evidence, a statement of significance and an initial recommendation.
- Where the recommendation is for refusal, further negotiation with the owner/applicant is recommended.
- Where a positive/desirable outcome cannot be negotiated the application is referred to Council for determination.
- Where a positive/desirable outcome is negotiated and the cultural heritage significance of the place has been addressed a decision is made by the Principal Planner under delegated authority.

## **COUNCIL'S ASSESSMENT CRITERIA AND REPORT**

The criteria for assessment of cultural heritage significance is based on the method used by the Heritage Council of WA. The assessment is based on the following components:

### ***Background***

A statement identifying the location of the site, date of inspection and names of persons present during inspection.

### ***Physical Evidence***

This is a brief assessment of the condition and significant fabric of the place. It includes a description of the place, its streetscape context and setting, the construction details of the building, if possible an indication of the extent to which the building is original, any notable features and a general indication of condition.

### ***Documentary Evidence***

This includes any known facts or substantiated information provided at the site visit and only includes research if it is considered likely that documentation will be available and easily accessible.

### ***Statement of Significance***

This is a brief statement based on the criteria adopted by the Heritage Council of WA which are aesthetic, historic, social and scientific significance. Some consideration is given to extent of significance or of significance relative to other places and may include the following:

- Whether the place forms part of an intact group of similar places.
- Whether the place is a particularly fine example of its type.
- Whether there are any particularly rare or fine details.
- Whether the place is authentic (i.e. extent of original material).
- Condition of the significant fabric.
- Whether the place represents a particularly significant event or historic period not otherwise represented.
- Whether the place has significance for any particular group.

### ***Recommendation***

The recommendation is based on the assessment.

Recommendations for approval for new works are made where it is considered that the cultural heritage significance of the place has been adequately addressed. Recommendations for refusal of new works are made where the cultural heritage significance of the place has not been adequately addressed and negotiations to achieve an acceptable proposal have been unsuccessful.