

<b>POLICY NO.</b>	TP.10
<b>POLICY SUBJECT</b>	Bridgetown Special Design Heritage Precinct – Statement of Planning Policy
<b>ADOPTION DATE</b>	27 May 1997
<b>REVIEW DATE</b>	24 November 2016 (C.09/1116)
<b>LAST REVIEW DATE</b>	28 November 2019 (C.06/1119)

### 1. Introduction

Development Guidelines have been adopted by Council for the Bridgetown Special Design Heritage Precinct. These guidelines provide direction to the Shire, developers and landowners on the restoration of existing buildings and the construction of infill development within the Precinct. The purpose of the guidelines is to ensure any new buildings and alterations to existing buildings within the Precinct are compatible with and complementary to the historical built environment, while maintaining the diversity and character of the streetscape.

### 2. Policy Area

The Bridgetown Special Design Heritage Precinct Policy Area is illustrated in Figure 1 on Attachment 1 of this Policy.

### 3. Objective

Clause 7.5 of the Scheme Text states that “Council’s objective, recognising the Precinct’s historic and townscape significance and the tourist importance of Bridgetown, is to ensure retention of the character of the Precinct as a whole and the buildings within.”

### 4. Policy Statement

Clause 7.5.1 states that *“In order to achieve the above objective all development including -*

- *demolition or removal of buildings;*
- *works which effect the external appearance of a building;*
- *construction of additions and outbuildings;*
- *erection of a fence or a wall; and*
- *development of new buildings;*

*is not permitted unless written approval has been granted by Council, and in considering approval Council will have regard to any development guidelines which have been adopted to assist in the retention of the established and recognisable character of the precinct.”*

It should be noted that minor exterior changes such as painting, tiling, replacement of doors and windows etc, is classified as development and thus requires Shire approval. Minor repairs or maintenance such as painting over graffiti or replacement of a broken roof tile, etc, is exempt from requiring planning approval, where undertaken in keeping with the character of the building.

The Bridgetown Special Design Precinct Development Guidelines form Attachment 1 to this Policy. The Shire will assess all development proposals (including painting, new colour schemes, tiling etc.) with regard to these development guidelines. The

guidelines have been prepared in order to give landowners and developers a degree of flexibility thus adherence to the guidelines should be easily achieved.

Applications for development within the precinct should be made to the Shire in writing and be supported by sufficient plans and specifications to adequately describe the proposal.

The Shire will have regard to franchising requirements for all applications for planning approval within the Precinct.

## Attachment 1

### 1. Bridgetown Special Design Heritage Precinct

The *Bridgetown Special Design Heritage Precinct* has been recognised by the Shire of Bridgetown-Greenbushes as a largely intact group of traditional, one to two storey, commercial and civic buildings extending to the north, south and east of the junction of Hampton and Steere Streets.

The Heritage Precinct extends along Hampton Street, northwards and southwards from Steere Street, and bounded by the railway line to the east and Geegelup Brook (a small tributary of the Blackwood River) to the west (Figure 1). It includes a central commercial core (around and to the south of Steere Street), with a traditional mixture of commercial, civic, residential and recreational development towards the southern and northern ends. As the Heritage Precinct is set towards the bottom of a valley its character is also influenced by the townscape, geography and tree lines beyond its boundaries.

The first European settlers moved into the Bridgetown area in the late 1850s and the town of Bridgetown (originally Geegelup) was gazetted in 1868. By 1879 Bridgetown had grown to include twenty households, several stores and public houses, however it was not until the increased demand for timber during the 'Goldrush Years' and the opening of the railway line in 1898, that the local timber, dairy and fruit growing industries became well established. The rail service provided reliable and rapid transport to markets, and the expansion of rural industries was matched by the continued development of the town centre through the early twentieth century and interwar period.

Today the main street includes key buildings from the 1880s through to the 1950s, many of which are in a comparatively authentic state. Representing the development and consolidation of local retail, civic and community facilities, these are laid out along a curving streetscape, and within an attractive valley setting. Based on these characteristics the *Bridgetown Special Design Heritage Precinct* is considered to be a significant rural town centre for its aesthetic, historic and cultural values.

### 2. Heritage Listings and Planning Controls

The significance of the Heritage Precinct was formally recognised in as early as 1983, through the classification of the town centre by the National Trust of Australia (WA), and it has been identified as a special precinct under *Clause 7.5 of the Shire of Bridgetown-Greenbushes Town Planning Scheme No. 3 (Bridgetown Townsite Area)*.

Under Town Planning Scheme No. 3 all development including:

- *Demolition or removal of buildings;*
- *Works which affect the external appearance of a building;*
- *Construction of additions and outbuildings;*
- *Erection of a fence or a wall; and*
- *Development of new buildings;*

*is not permitted unless written approval has been granted by Council.*

In 1997 the Shire of Bridgetown-Greenbushes adopted the *Bridgetown Heritage Precinct: Development Guidelines* as a policy document that aimed to maintain and enhance its cultural heritage values and urban character. The Development Guidelines were reviewed in 2010 to ensure that they met current standards for the protection of cultural heritage values in local heritage areas.

### **3. Objectives**

Under Town Planning Scheme No. 3, Council's objective for the Heritage Precinct is to recognise its historic and townscape significance and the tourist importance of Bridgetown, through the retention of the character of the Heritage Precinct as a whole and the buildings within it.

The purpose of the Development Guidelines is to enable the Heritage Precinct to continue to function and develop as a viable commercial and civic centre while retaining its cultural heritage significance and traditional urban character, in a manner consistent with the objectives set out for the area in the Town Planning Scheme.

The overarching aim is to ensure that any new buildings and alterations to existing buildings are compatible with, and complementary to, the traditional built environment.

### **4. Application of the Guidelines**

These guidelines and principles are intended for owners and developers considering building or other development within the Heritage Precinct and will be used by Shire staff and Council in assessing proposed works in a manner consistent with the requirements and objectives of the Town Planning Scheme.

The traditional development within the Heritage Precinct represents a diverse range of styles from the Victorian, Federation, Interwar and immediate post-war periods (c.1880 to c.1960). There is also variation in the type and density of development, with more open development generally to the north of Steere Street and a denser central commercial core around and to the south of Steere Street, opening up again at the southern end. This diversity will impact on the application of the guidelines, which in all cases should be interpreted and applied as relevant to both the immediate streetscape and key streetscape views (including consideration of important view lines to the backdrop provided by the surrounding townscape, geography and tree lines).

Some variations to the Development Guidelines may be considered where it can be satisfactorily demonstrated by the applicant that the outcome will be consistent with the character of the place, and complementary to the traditional character of the immediate streetscape and the broader Heritage Precinct.

Where places have been entered in the State Register of Heritage Places, the advice of the Heritage Council of Western Australia must be sought by the Shire as part of their consideration of any proposed development. In these cases additional conditions may be applied in order to achieve an appropriate conservation outcome. A list of places in the State Register is available under 'Places Database' at the Heritage Council's website ([www.heritage.wa.gov.au](http://www.heritage.wa.gov.au)).

The Heritage Council's *Guide to Developing Heritage Places* sets out the conservation principles and specific referral requirements that apply to State Registered Places, and should be taken into consideration prior to developing works proposals. This is available under 'Publications' at the Heritage Council's website.

### **5. Levels of Contribution**

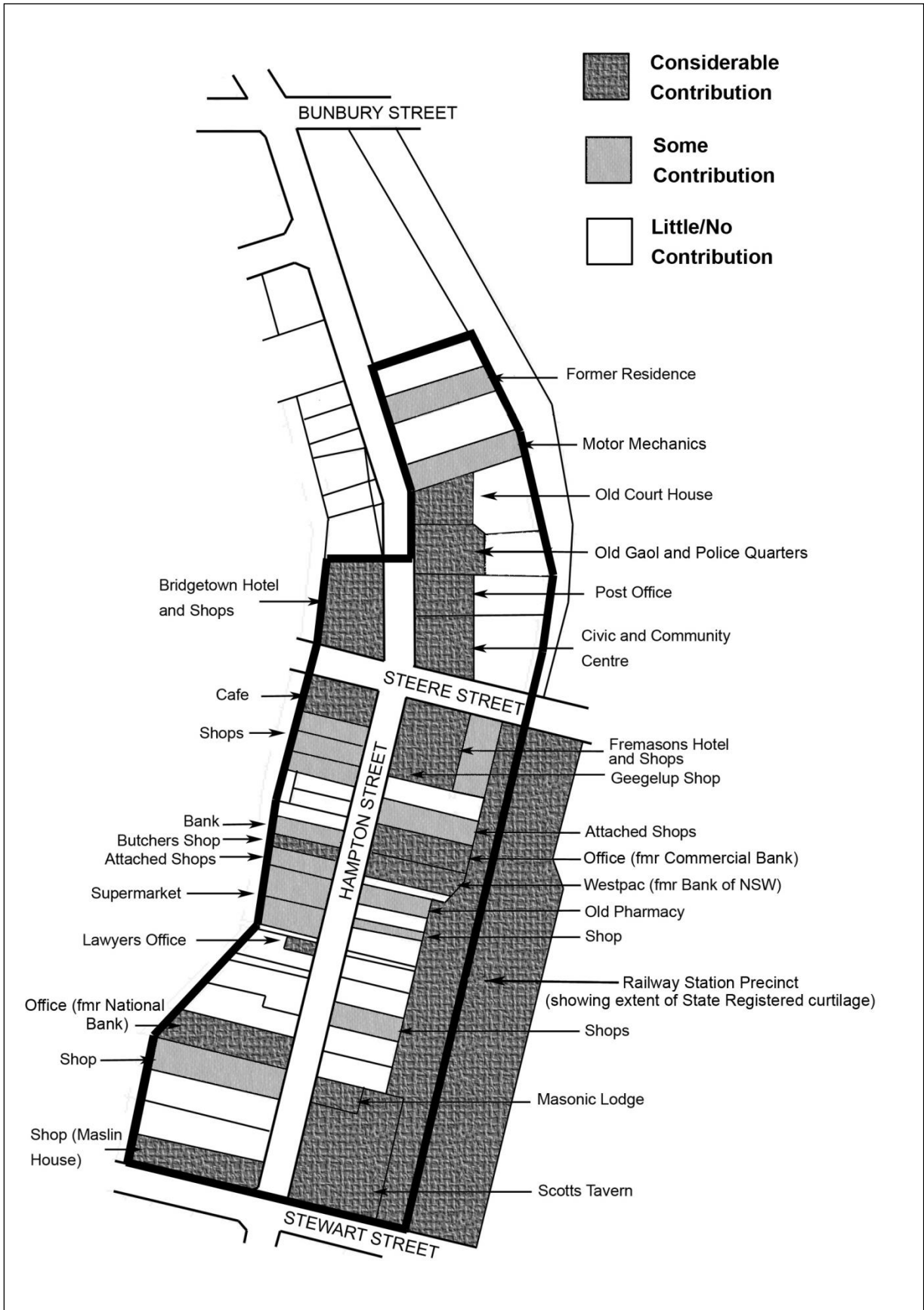
The buildings and spaces within the Heritage Precinct are considered to have collective cultural heritage values as an example of a traditional, rural town centre. Individually they range from highly significant buildings (some of which have been recognised through entry in the State Register of Heritage Places) through to places that make a general contribution to the history and character of the Heritage Precinct.

In addition, there are a number of places that do not contribute to the assessed heritage values, although most of these are still compatible in scale and detail (Figure 1).

The assessed level of contribution that each place makes to the significance of the area provides guidance on the manner in which the Development Guidelines should be applied, as summarised below:

<b>Level of Significance</b>	<b>Description</b>	<b>Desired outcome</b>
Considerable contribution	Very important to the significance of the Heritage Precinct.	<p>Conservation of the place is highly desirable. Recommended for entry in the Local Government Heritage List.</p> <p>Any external alterations or extensions should be designed and sited in a manner that respects and complements the significance of both the place and the area, in accordance with the Development Guidelines.</p> <p>Significant internal detailing should be conserved in areas accessible to the public.</p> <p><i>* Places that have been entered in the State Register of Heritage Places are protected under the Heritage of Western Australia Act 1992. For these places, proposed works and/or change of use will need additional referral to the Heritage Council of Western Australia. In these cases additional conditions may be applied in order to achieve an appropriate conservation outcome.</i></p>
Some contribution	Contributes to the significance of the Heritage Precinct.	<p>Conservation of the place is desirable. Recommended for inclusion in the Local Government Municipal Inventory.</p> <p>Any external alterations or extensions should be designed and sited in a manner that respects and complements the significance of both the place and the area, in accordance with the Development Guidelines.</p> <p>Conservation of significant internal detailing is encouraged in areas accessible to the public.</p>
Little/No contribution	Does not contribute to the significance of the Heritage Precinct.	<p>Existing fabric does not need to be retained.</p> <p>Any new (replacement) development on the site, or any external alterations or extensions to the existing building, should be designed and sited in a manner that respects and complements the significance the area, in accordance with the Development Guidelines.</p>

**Table 1: Contributory Levels of Significance**



**Figure 1: Bridgetown Special Design Heritage Precinct and Graded Levels of Contribution (Amended Figure 10 December 2013)**

## 6. General Guidelines for Development

Consistent with State Planning Policy 3.5 - Historic Heritage Conservation:

- Development within a heritage area should respect and complement the heritage significance of the area as identified in the local planning policy. A respectful design approach gives special consideration to the siting, scale, architectural style and form, materials and finishes of the proposed development in relation to its neighbours, without copying historic detailing or decoration.
- Alterations and additions to existing buildings should be designed and sited in a manner that respects and complements the heritage significance of the area.
- A general presumption should apply in favour of retaining buildings that make a positive contribution to the significance of the area.
- Approval for demolition, if granted, may be accompanied by a requirement for an acceptable redevelopment proposal to avoid gap sites. If redevelopment is likely to be delayed, consideration should be given to the interim use of the land including a requirement for sympathetic treatment such as facade retention, landscaping or boundary treatment.
- Any new buildings erected in heritage areas should be designed and sited in a way that respects and complements the heritage significance of the area. New construction that is imaginative, well designed and harmonious should not be discouraged.

## 7. Conserving, Adapting and Extending Contributory Heritage Buildings

The primary aim for the *Bridgetown Special Design Heritage Precinct* and Development Guidelines is to conserve the contributory heritage buildings and retain the traditional character of the streetscape. Except for buildings that have been entered in the State Register of Heritage Places, this is generally only concerned with the publicly visible facades and any significant interiors that have retained authentic detailing within the publicly accessible areas.

When considering works to contributory heritage buildings, some basic research can help to guide authentic conservation works, well informed reconstruction and/or sympathetic new works, as relevant. Practical information can be drawn from:

- Old photographs of the building and surrounding streetscape.
- A close look at the building to identify physical evidence such as old fixing holes, patches and changes in paint thickness, all of which can provide evidence of previous detailing, such as the size and location of former trims, verandah detailing, altered opening sizes or locations etc.
- Investigation of former paint schemes.
- Comparison with intact detailing to other buildings of a similar period and style.

While economic and functional requirements may rule out total restoration, changes to contributory heritage buildings should aim to retain and conserve as much original fabric as possible, consider the reinstatement or interpretation of former detailing where possible, and ensure that adaptation is sympathetic to the traditional style and detailing of the place.

In the absence of any historical information, works that use a complementary modern interpretation of traditional materials and details - and/or are based on comparison with other buildings of a similar age and type, but still clearly distinguish between the old and new at close inspection - are supported.

Additions to contributory buildings will need to be designed and located so that they do not detract from an appreciation of the style, scale, form and traditional building envelope within the streetscape setting. They should be carefully designed to be respectful to the traditional character of the place, but different materials/finishes/details can still be used to clearly distinguish the new from the old.

## **8. Demolition**

Demolition of any place within the Heritage Precinct requires planning approval and will be considered with reference to the impact on the cultural heritage values of the Heritage Precinct. Where demolition of all or part of a building or place within the Heritage Precinct is being contemplated, the applicant should first seek advice from the Shire prior to the preparation of a proposal for a new building on the site.

Generally, within the boundaries of the Heritage Precinct, the Shire will not automatically approve demolition of all or part of an existing building unless it has been assessed in these Guidelines as not contributing to the cultural heritage values of the Heritage Precinct.

If a building has been assessed as contributing to the cultural heritage values of the Heritage Precinct the Shire will not consider demolition approval solely on the grounds that redevelopment is a more attractive economic proposition. Consideration of a demolition proposal will be based on the significance of the building or place; the feasibility of restoring or adapting it or incorporating it into new development; and the extent to which the community would benefit from the proposed redevelopment.

To assist in consideration of these matters, the applicant may be required to submit additional information, such as a more detailed heritage assessment, heritage impact statement or a structural report prepared by a suitably qualified and experienced professional.

## **9. New Development – General**

New buildings can be developed on the sites of existing, non-contributory buildings and undeveloped sites. Replacement of contributory buildings will generally not be supported unless it can be demonstrated that retention and adaptation of the existing building is not feasible.

A new building constructed within the Heritage Precinct should be complimentary to the scale, massing, setbacks and general character of its older neighbours, and not visually detract from or dominate contributory heritage buildings. This does not however require that new development to appear similar in age and style, and either a conservative or contemporary solution can be successful dependant upon the quality of the design and its respect for the heritage streetscape.

Notwithstanding the above, new designs that closely replicate historic styles and/or apply replica 'heritage' detailing (such as ornate turned timber columns, highly decorative verandah brackets, Victorian lace, 'colonial' glazing bars, etc) are generally discouraged because they can distort an understanding of the development of the Heritage Precinct and detract from an appreciation of the contributory heritage buildings.

Construction materials and finishes should be predominantly similar to the traditional palette (for example, face brick in traditional colours, textures and bond types, rendered walls or detailing, tiled or timber detailing, weatherboard and corrugated iron rear additions, etc).



New development can also interpret traditional elements using modern detailing and materials where this harmonises with the surrounding streetscape. Modern materials that do not harmonise with the traditional streetscape however should generally be avoided (for example, pale bricks, reconstituted sandstone blocks, tumbled bricks, large areas of steel wall sheeting (other than custom orb), large tilt-up concrete panels).

### 10. New Development - Outbuildings

New garages, carports and outbuildings should generally be located to the rear of the lot and not intrude on the streetscape or on important views to contributory buildings. Outbuildings may be designed in a simple modern style that is compatible with the original or in a simple traditional style for this type of building. Where the outbuilding will be visible from the street the same general principles apply as for new buildings and additions.

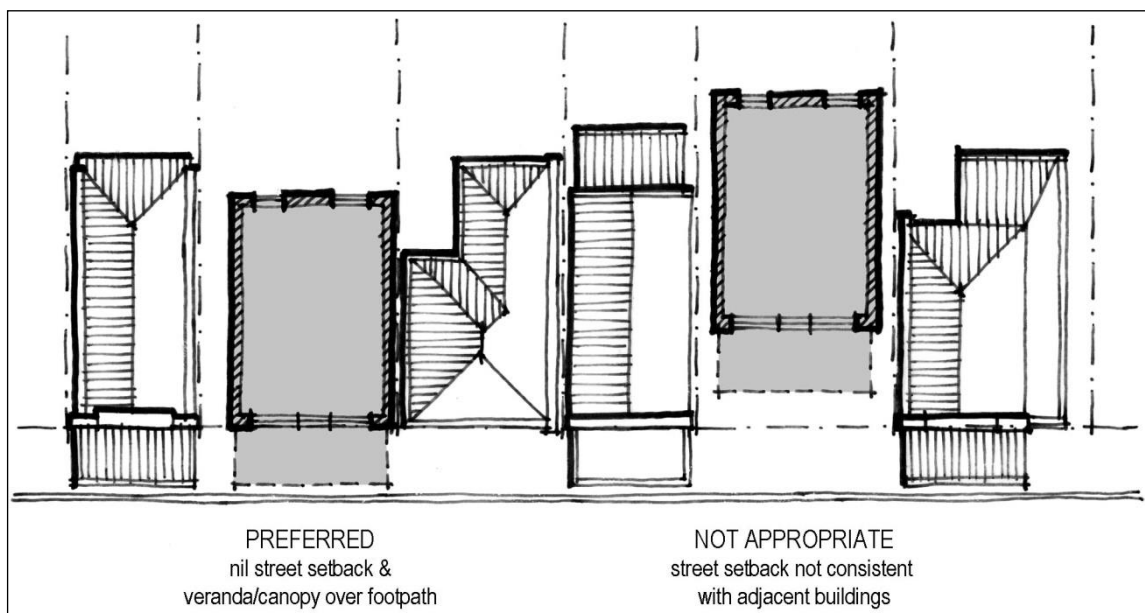
Outbuildings do not have to match the materials of the main building on the site, but shall not detract visually from nearby contributory buildings.

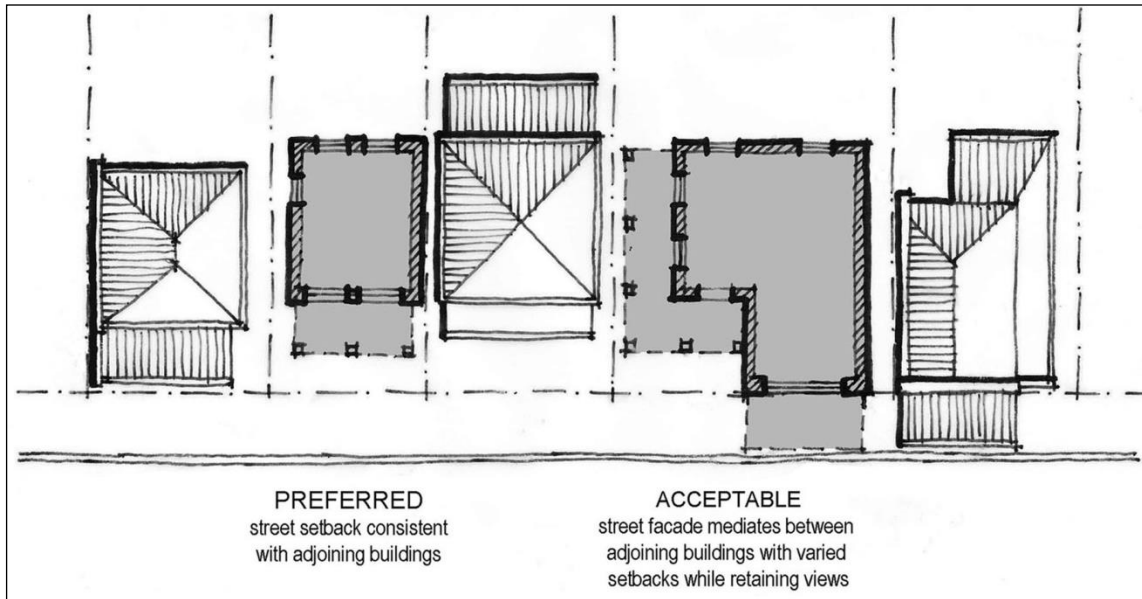
### 11. Setbacks and Subdivision Pattern

The development pattern within the Heritage Precinct is dominated by small or nil setbacks to both the front and side boundaries within the central commercial core, but varies outside of this area, reflecting different development periods, building styles and building functions.

Setbacks for new buildings and additions should therefore be considered in relation to the adjacent building facades and any localised consistency of building alignments. Front and side setbacks should generally match the predominant setbacks in the immediate area, but should also take into consideration traditional public view lines to heritage buildings. For example, if a contributory heritage building was designed to be fully freestanding or has decorative detailing returning along part of the side facade(s), then this should be respected in the siting of any nearby development.

New development should also respect the traditional pattern of subdivision. Where lots have been amalgamated the design should also include consideration of traditional building widths by visually dividing the façade into smaller sections (using full-height vertical elements, varied setbacks etc as appropriate to the building function and location).



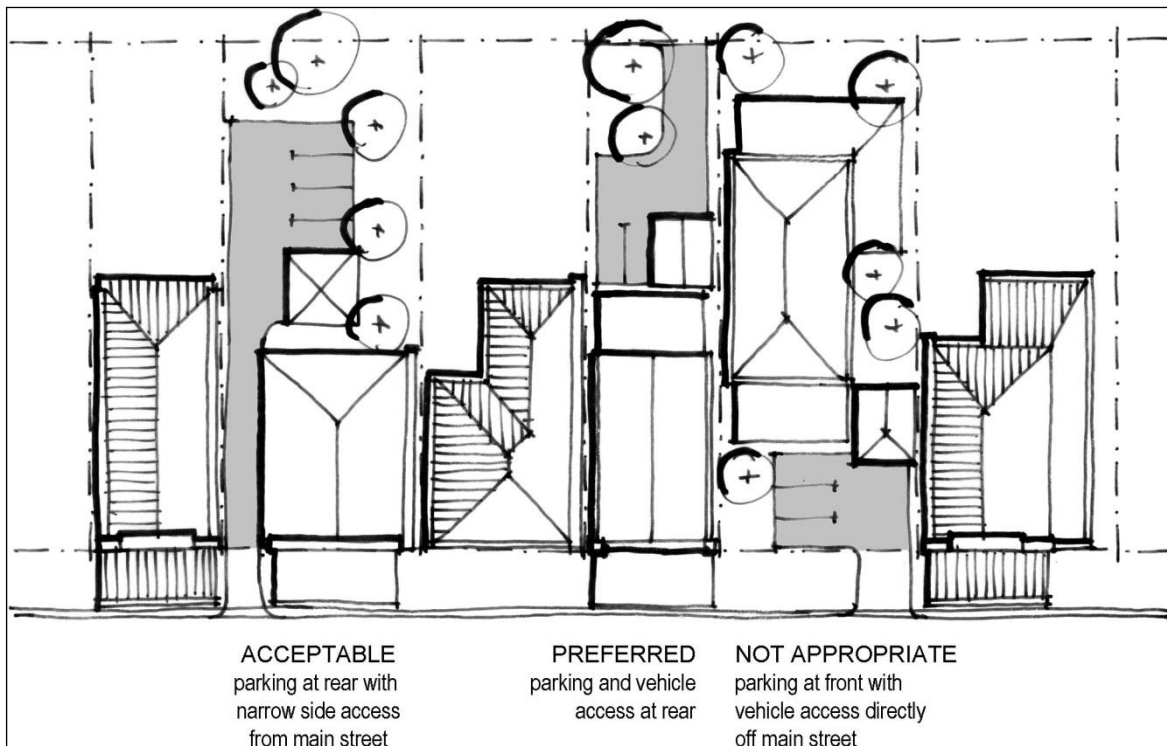


## 12. Parking and Access

On-site parking should be at the rear of the site, or in a location where it is not visible from the street. Where rear access is available this should be used for servicing and access to on-site parking. If not, vehicle access should be down one side only and limited to the minimum necessary width.

Where pedestrian access is required to the rear this should also be down one side only.

Treatment of any laneways should be based on the streetscape in the immediate area. For example, where a sense of nil side setbacks is warranted, then details such as gates and openings to a continuous façade may be appropriate design techniques.

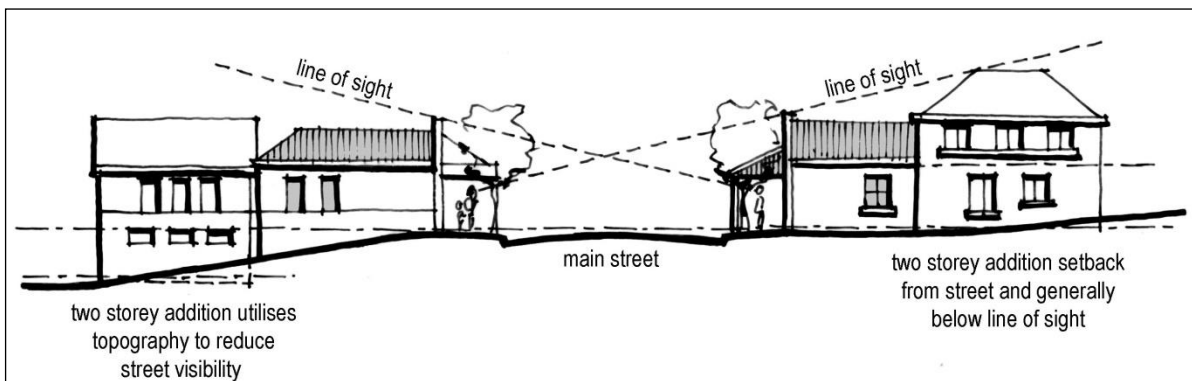


### 13. Heights

Development within the Heritage Precinct typically varies between one and two storeys, but as the older buildings often feature high ceiling heights and parapet details, and as the topography slopes down steeply to the west, it may be possible to accommodate additional floors for new buildings and additions, depending on the location and design.

The primary aims are to respect the traditional parapet, ridgeline, eaves and verandah heights as viewed from the street or other public areas, and to respond sympathetically to the characteristics of the immediate streetscape and valley setting.

Diversity is supported where this is consistent with the overall, traditional streetscape character. Variations to the building heights may also be accommodated in some cases by setting upper floors back from the street frontage so that they do not impinge upon streetscape views or on important vistas.



### 14. Parapets

The use of street front parapets is a dominant characteristic within the central commercial core. Rooflines vary greatly however outside of the central core, reflecting the different development periods, styles of buildings and building functions.

Parapets should continue to be used where this is the dominant streetscape characteristic. Elsewhere parapets may be used for commercial developments, if this is compatible with nearby contributory heritage buildings and the nature of the immediate streetscape.

Where parapets are used for new buildings, traditional details and forms should be sympathetically interpreted in a simple, modern style. They should form an integral part of the overall street facade and largely conceal the roofline from general street views.



## 15. Roofs

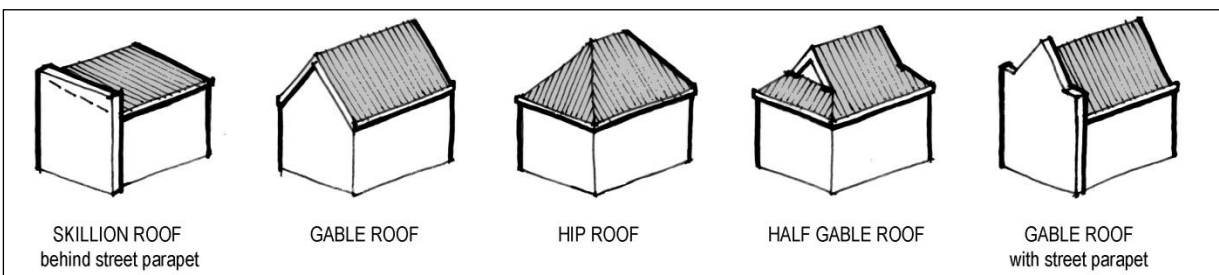
Where parapets are used, there are no heritage constraints on replacement roofs or roofs to new buildings, where these will not be visible from important public views of the place. Otherwise, the original form should be retained (or reinstated) for contributory heritage buildings and the use of traditional materials and colours will generally be required.

Where an original roof however is/was clad with corrugated galvanised iron, and where the roof is not a prominent feature of the streetscape, this may also be replaced in custom orb profile in an equivalent contemporary material (such as Colorbond or Zinalume), using colours that are similar to the original painted or unpainted finish (subject to the visual impact on the place and the streetscape).

The same general principles apply to the selection of roof plumbing (gutters and downpipes), noting that the most common profiles throughout the key periods were ogee for gutters, with round downpipes. Rectangular downpipes and square-line gutters, and the use of PVC, are generally inappropriate. Roofs for additions to contributory heritage buildings shall complement the form, materials and colour of the existing/traditional roof and roof plumbing, particularly where the roof will impact on important public views of the place.

Where there is no parapet on the street façade, the roof form for new buildings should generally be hipped or gabled hip, and of a scale and complexity consistent with the existing traditional development. On larger rooflines, design elements such as parapets, gabled elements at the eaves line or gablets can be used to provide greater articulation and break up the apparent massing. Roof pitches should generally be between 25° and 35°. Roof sheeting should be in custom orb profile galvanised iron, Colorbond, Zinalume or equivalent. Colours are not limited to a "heritage" palette, but should still be compatible with the general streetscape.

Roof mounted services (such as air-conditioning units, solar panels and satellite dishes) should preferably be concealed from streetscape views, and at a minimum, should not visually intrude on an appreciation of key streetscape elements such as the overall building envelope, parapet lines etc.



SKILLION ROOF  
behind street parapet

GABLE ROOF

HIP ROOF

HALF GABLE ROOF

GABLE ROOF  
with street parapet

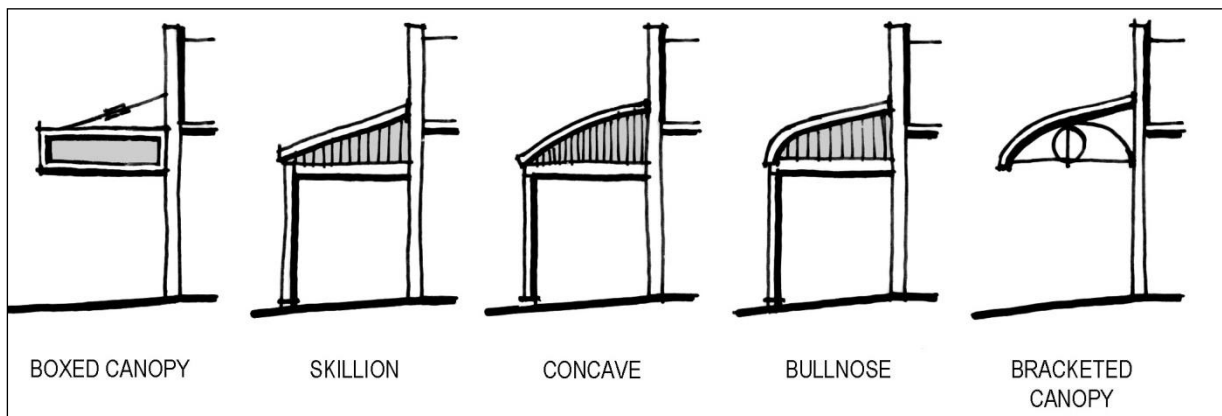
## 16. Verandahs, Canopies and Balconies

Verandahs and canopies are important unifying features that make a major contribution to the character of the Heritage Precinct. For contributory heritage buildings, the design and detailing should be consistent with the available historical evidence (such as photographs or surviving physical evidence to the facade) or with the style of the building (using historical photographs of Hampton Street or examples of similar buildings). In the absence of any historical information, the preference is for simple boxed canopies or skillion verandahs (rather than bullnose or concave styles).

Verandahs/canopies should not be attached to the street façade of contributory buildings that did not traditionally have this feature, unless it can be demonstrated by the applicant that this will not unduly impact on either the cultural heritage values or the public understanding and appreciation of the original design.

New buildings set on or close to the front boundary within the central commercial core are to have a verandah or canopy across the majority of the street façade. New two storey buildings may incorporate a verandah/canopy or a full balcony. The height and depth should be compatible with its neighbours, although the design should also consider the risk of damage from parking vehicles.

The selection of roof materials and roof plumbing for verandahs should apply the same principles as outlined under "Roofs", above, but otherwise verandahs/canopies/balconies to new buildings should generally apply a simple modern interpretation of traditional detailing and materials.



## 17. Street Facades

Street facades within the Heritage Precinct are quite diverse, reflecting the varied periods, styles and building functions. An overarching characteristic however is the way in which framing patterns, plinths, highlight panels, recessed entries, verandahs, etc; have been used to add an important level of articulation and interest to the streetscape.

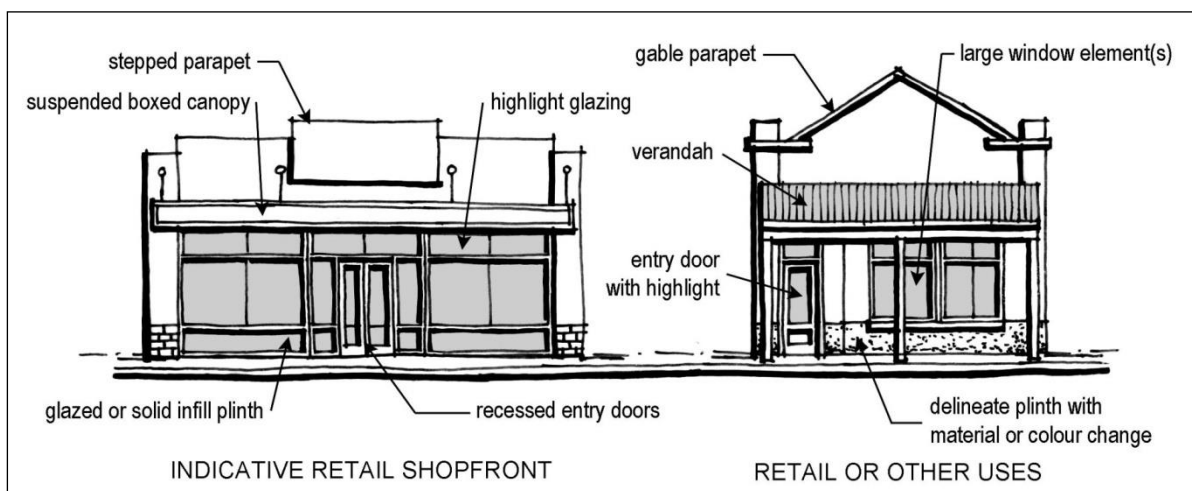
Any adaptation of the main facades of contributory heritage buildings should be consistent with the available evidence or with the style of that building. For these buildings, original detailing should be retained wherever possible. If the detailing has been altered, reinstatement based on historical evidence is strongly encouraged where feasible. Where a shopfront however has been extensively modified over time, and where the existing detailing of the entry and display windows is not significant, a simple modern interpretation of traditional proportions and detailing may also be appropriate.

For additions, the design should be complementary, but the extent of the original building should still be clearly identifiable (using materials, setbacks, detailing or other, as appropriate, to carefully distinguish between the old and new).

For new buildings, the design of the street façade should be respectful of nearby heritage buildings, taking into consideration materials, massing, scale and proportions (of both the buildings as a whole and their windows, doors and other detailing). This should include consideration of any strong horizontal or vertical elements, such as parapets, solid or panelled plinths, highlight windows (or panels), framing patterns for windows, verandahs/canopies, string courses, window heads, recessed entries, etc.

Window and door frames to new buildings can be in timber, powder-coated commercial aluminium systems or other similar compatible materials. Large, full height windows, large expanses of unframed toughened glass, very wide doorways, or large areas of solid walling to the street frontage are generally not appropriate.

Different design elements were traditionally used for retail buildings, community buildings, offices and banks and this can also be used to influence new design. The overall aim is to encourage good modern design that complements the traditional streetscape character without overtly mimicking heritage styles or detailing.



## 18. Other Facades

While some of the side and rear facades are visible (and accessible) from carparks, laneways and public spaces, the treatment of these areas was traditionally very different to the main street facades and this should be reflected in any new works.

The rear and side facades of commercial properties were typically of a simple, functional design and largely free of decorative detailing, unless specifically designed to be seen as a continuation of the main façade.

There is usually considerable flexibility to adapt and extend rear facades provided the proportions and massing are compatible where visible from public spaces. Decorative “heritage” detailing should not generally be applied in these areas.

## 19. Colour Schemes

A full schedule of the proposed external colours and finishes should be provided with any application for the development of buildings in the Heritage Precinct. Where there is evidence of original colours from existing fabric, paint scrapes or similar, this information should be used to inform the development of new colour schemes for contributory buildings.

Reinstatement of original colour schemes is not required, but the new colour scheme should be sympathetic to the traditional scheme and the style of the place<sup>1</sup>. For example, in the late nineteenth to early twentieth century, light to medium colours were typically used for painted walls, with either lighter or darker contrasting colours for mouldings, verandah posts and trim. For complex timber trim or rendered mouldings, additional complementary colours were sometimes used to accentuate the detailing. During the inter-war years however paint schemes were generally more restrained, with fewer colours used.

As a general rule, surfaces that were originally painted should remain painted (ie. avoid stripping paint from traditionally painted timber surfaces) and unpainted surfaces should remain unpainted. If surfaces such as face brick have been painted over, paint removal may be undertaken (carefully avoiding damage to the underlying surface) or consideration given to a paint scheme that interprets the colour of the original materials.

New and non-contributory buildings should not be painted in “heritage” schemes, but rather use a palette that is complementary to the overall streetscape, while still retaining a level of diversity and interest. Visually prominent “company” colour schemes that are inconsistent with the traditional character of the streetscape will not be supported.

## **20. Signage**

The location and design of traditional signage was highly diverse. For example, panels or painted signs were located on parapets, over or under verandahs, on the leading edge of canopies, on shop windows, on side walls, etc.

Diversity is therefore generally supported, but new signage should still be carefully designed as a complementary element of the street façade in terms of size, location, colour, proportions, etc; and should sympathetically interpret traditional characteristics. In particular, new signs to contributory buildings should:

- Not be located where they would obscure or detract from a feature of the building.
- Retain open views into the shop and/or to displays of goods within the shopfront area.
- Be designed in size and proportion to complement the proportions of the place and the element on which they are mounted.
- Not damage significant fabric in the manner in which they are fixed (ie. any fixing holes etc should be able to be satisfactorily repaired when the sign is removed at a future date).

<sup>1</sup> *Former paint schemes can be investigated by paint scrapes (using a scalpel over small areas), by careful sanding or by applying successive layers of chemical strippers to small areas to reveal the layers of old paint. The aim is to carefully reveal and retain evidence of the various layers of paint by working in concentric circles or “ladders”. As different colours are likely to have been applied to various features, the investigation should consider the different parts of the building. The lowest layers and some intervening layers are likely to have been undercoats, so some careful analysis needs to be applied to the results.*

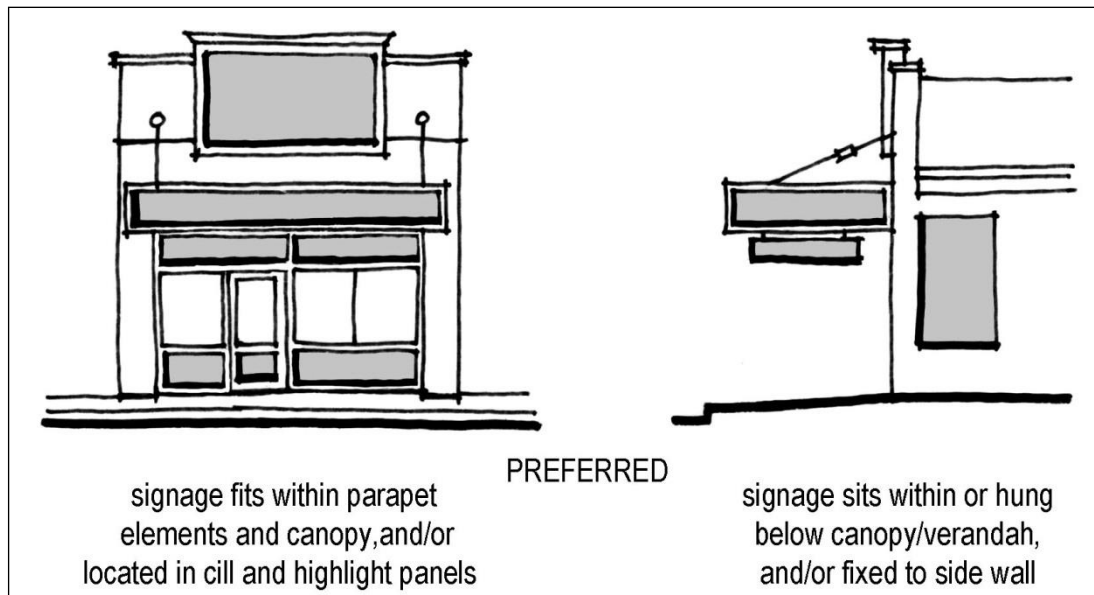
*In the absence of physical evidence, or to help analyse the results, information about colour schemes suitable for the style and period of the building can also be sourced from heritage publications (recognizing that different colours became available/popular at different times). Historic photographs can also provide important information about colour variation and the balance of light and dark.*

---

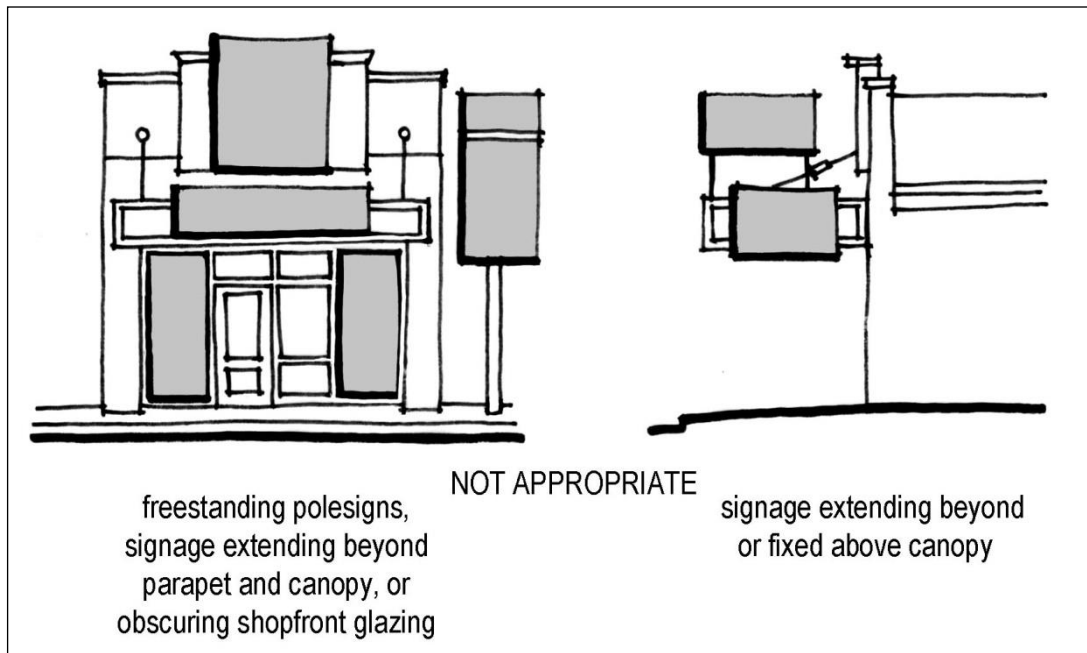
For all places in the Heritage Precinct:

- Simple modern signage is generally appropriate. Unless it is based on historical evidence, or directly linked to the function of the building, elaborate “olde worlde” styles and typefaces are not required.
- Modern company and business logos should not dominate the façade or detract from an appreciation of the traditional character of the street. Such signs must be adapted as necessary to be fully consistent with these guidelines.
- New signs should not be internally illuminated unless this is a traditional characteristic of an individual heritage place. Any external lighting should comply with the overall aims of these guidelines.
- The amount of signage should be limited to a level consistent with traditional coverage.

Where any early signage has survived this adds to the cultural heritage significance of the heritage area and should be conserved. Reference should also be made to the Shire of Bridgetown-Greenbushes operative Town Planning Scheme and applicable policy requirements for signage.







## 21. Landscaping

Within the central commercial core the majority of the buildings are located on the front boundary and there is limited opportunity for landscaping. There are also a few buildings however in this area with varied setbacks, while to the northern and southern ends of the Heritage Precinct there is a more open, mixed development pattern. Where setbacks provide the opportunity for landscaping this should reflect the original design concept, the nature of building and immediate streetscape, and/or be designed to respond to the town's natural setting.

Domestic style gardens and flower beds should generally be limited to current and former residences, public buildings and parks with a history of such gardens.

Hard landscaping should use materials and colours that harmonise with the traditional streetscape. Modern hard landscaping should not be developed as a prominent visual element.