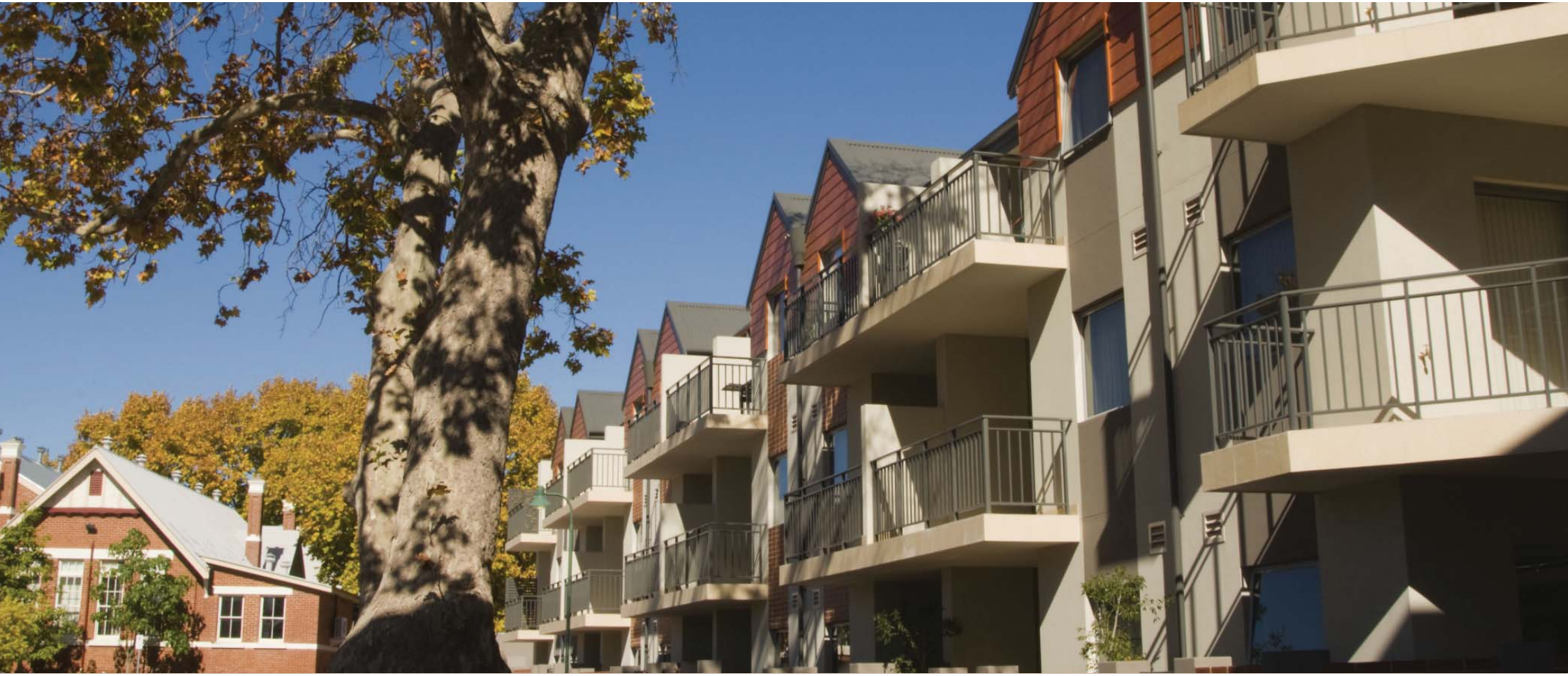
GOVERNMENT OF WESTERN AUSTRALIA

MRA Metropolitan Redevelopment Authority



Midland Redevelopment Area Design Guidelines

April 2016

The Metropolitan Redevelopment Authority acknowledges the traditional owners of the land within its Redevelopment Area.

INDIGENOUS ARTWORK: SIX SEASONS AND NYOONGAR DJENA/WAITJ DJENA
ARTIST: LANCE CHADD (TJYLLYUNGOO)
By using two simple but powerful images of feet, Lance pays tribute to the strong bond of brotherhood between emus and humans. The human feet (Nyoongar djena) represent Aboriginal traditional lands (Nyoongar boodjara), and the emu feet (waitj djena) represent the cultural connections between Aboriginal people, land, animals and the environment. Forty-five imprints of each design were cast in bronze and inlaid into the pavements around the Woodbridge Lakes subdivision. The feet alternate and are spaced apart as though on a hunting or walking track.

FIGURE 0.1 MIDLAND REDEVELOPMENT AREA

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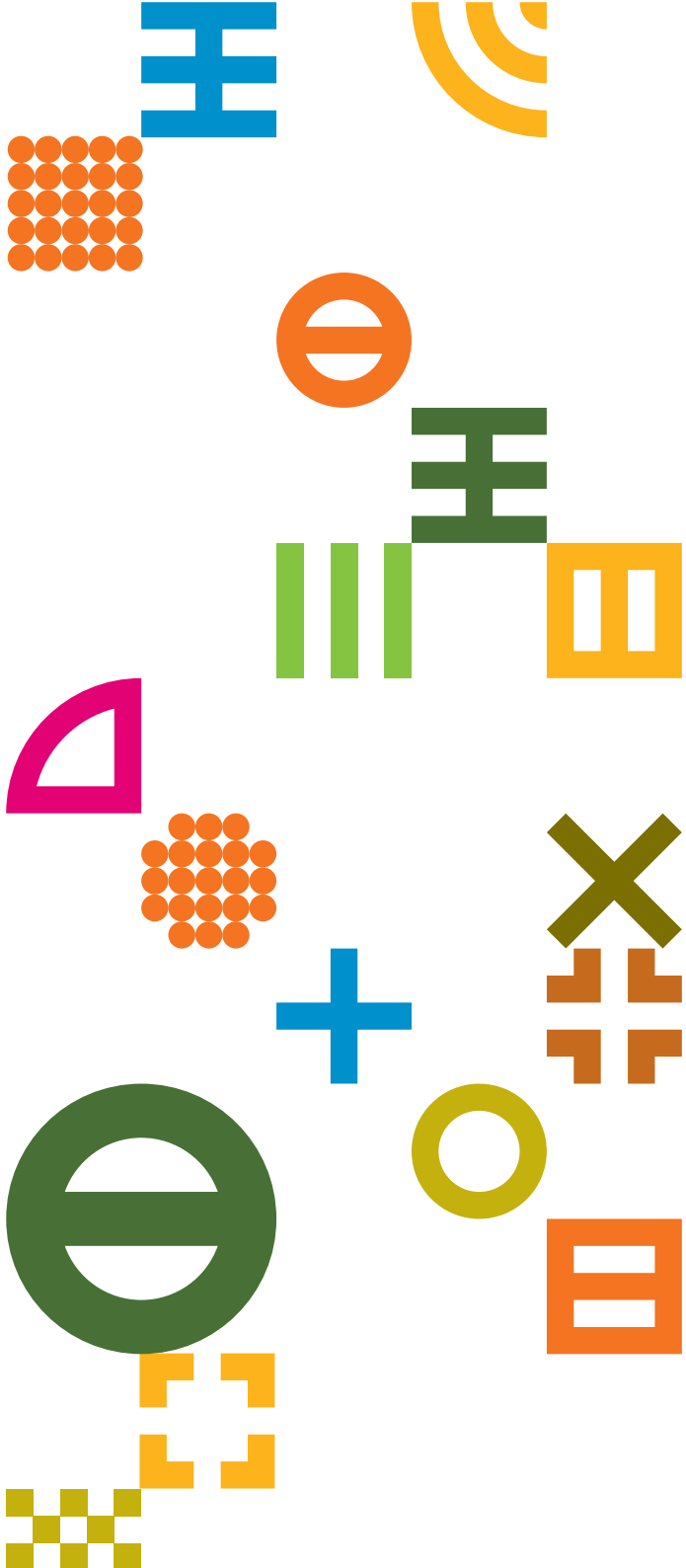
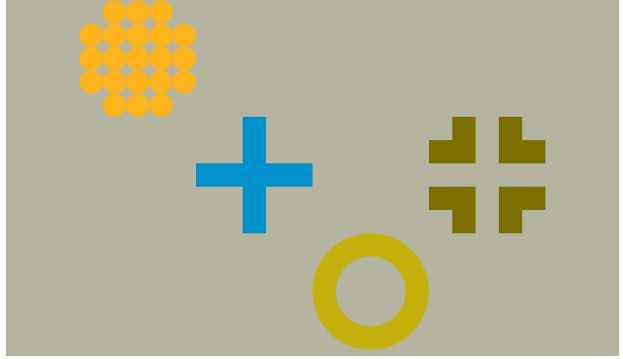
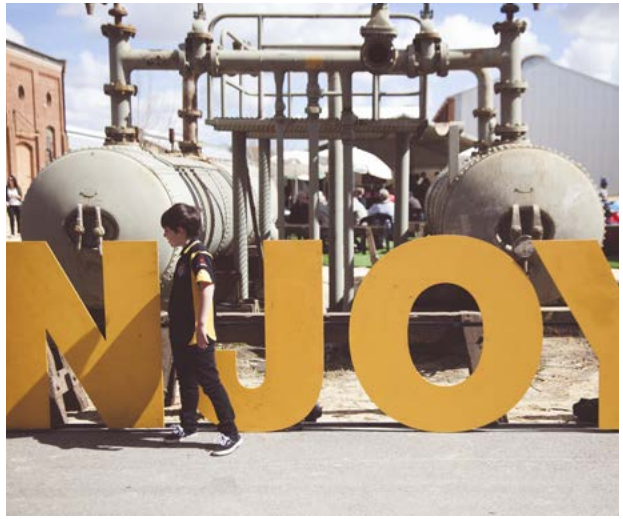


1.0 Introduction





Chapter 1 Introduction

1.0 THE PURPOSE OF THIS DOCUMENT

The Midland Redevelopment Area Design Guidelines (the Design Guidelines) have been prepared to guide development within the Midland Redevelopment Area (the Redevelopment Area) and ensure delivery of the vision defined by the Midland Master Plan (Figure 1.1).

The Design Guidelines require development and subdivision proposals within the Redevelopment Area to deliver high quality design outcomes whilst complementing the heritage significance of the area and faciliting the desired character for each of the Redevelopment Area's three Precincts as outlined in Chapters 3-5.

While general amenity, built form and certain access issues are mandatory the Metropolitan Redevelopment Authority (the Authority) encourages innovation in architectural design through the exploration of new building typologies and the use of new materials or the unconventional use of existing materials.

1.1 THE METROPOLITAN REDEVELOPMENT AUTHORITY

The Authority continues the work of the former redevelopment authorities to revitalise large areas in and around Central and East Perth, Scarborough, Subiaco, Midland and Armadale.

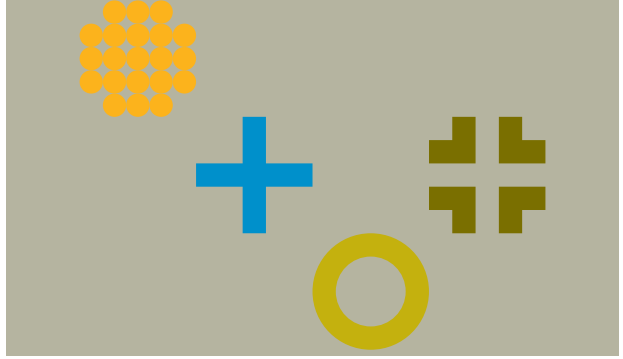
Our role as metropolitan Perth's redevelopment agency enables us to transform underutilised urban areas into diverse and activated places for people to live, work and recreate.

The Authority is committed to Place Making - a powerful framework for urban regeneration sustainable development investment attraction, land use and celebrating local diversity, heritage and culture. Redevelopment in all of the Authority's redevelopment areas is guided by the following objectives.

THE AUTHORITY'S REDEVELOPMENT OBJECTIVES:

- To build a sense of place by supporting high-quality urban design, heritage protection, public art and cultural activities that respond to Perth's environment, climate and lifestyle;
- To promote economic wellbeing by supporting, where appropriate, development that facilitates investment and provides opportunity for local businesses and emerging industries to satisfy market demand;
- To promote urban efficiency through infrastructure and buildings, the mix of land use and facilitating a critical mass of population and employment;
- To enhance connectivity and reduce the need to travel by supporting development aimed at well-designed places that support walking, cycling and public transit;
- To promote social inclusion by encouraging, where appropriate, a diverse range of housing and by supporting community infrastructure and activities and opportunities for visitors and residents to socialise; and

FIGURE 1.1: MIDLAND MASTER PLAN



- To enhance environmental integrity by encouraging ecologically sustainable design, resource efficiency, recycling, renewable energy and protection of the local ecology.

1.2 THE MIDLAND VISION

The Authority has a vision for Midland – to promote its proud history and to realise its exciting future.

"Midland has the opportunity and the ability to become a thriving city serving Perth's eastern region, Perth Hills, the Avon Arc and beyond. As a major employment destination with a high degree of self-sufficiency, Midland can deliver an attractive, affordable, productive and sustainable city living environment beside the rivers in the eastern corridor."

MIDLAND MASTER PLAN

1.3 HISTORY

Midland's European settlement rested on it being the "junction" for the main routes to the agricultural areas and lying between the Swan and Helena rivers. The river junction also holds importance to the traditional Aboriginal peoples. The arrival of the rail to the Eastern States in 1883 promoted the town as "Midland Junction" though it was not officially name changed until 1901. The gold discoveries of the 1880s/1890s in the Eastern Goldfields saw Midland Junction ideally positioned and connected;, timber cottages and brick houses began to be developed. The Informality of road patterns reflected the legacy of the early roads and railways. The civic and business core of the town-site developed in the heart of the junction formed by Great Eastern Highway, Great Northern Highway and Helena Street, and residential and commercial development grew along the railway line.

In 1891, Midland Junction was chosen for the new WA Government Railway (WAGR) Workshops (the Workshops) however took some time to eventuate. Some growth occurred in the late 1890s when the Midland Railway Company completed its private railway line, new railway stations were constructed in central and West Midland and the first purpose-built school opened. As the economy improved, large lots surrounding the junction were subdivided, substantial hotels, boarding houses and new roads and footpaths constructed.

The Workshops finally opened in 1904. In addition to bringing employment, the Workshops generated its own power which also serviced the town-site, and its sewerage system was one of the first of its kind in WA. Building activity inevitably followed with the iconic industrial sites, it was an industrial town, dominated by the rhythm of the railways but with a few civic buildings at the core.

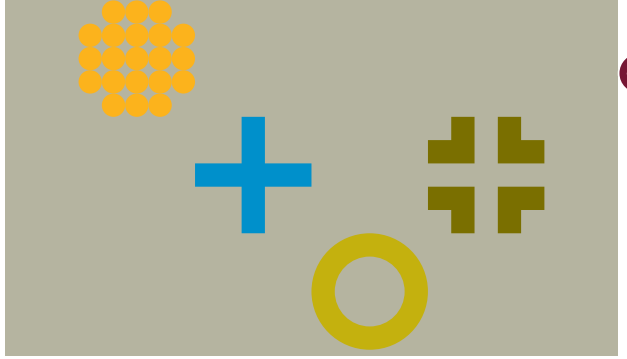
By 1910, despite the large staff numbers at the Workshops, the majority chose to live in other suburbs along the railway where land was cheaper. The commercial centre grew in excess of local needs with a number of blocks remaining vacant and undeveloped. Despite this, the Workshops had doubled in size by 1913, and further east the

Midland Livestock Saleyards had opened and later the Government Abattoir. In 1918, Midland Junction and the Workshops was one of the first areas to connect to the new East Perth Power Station.

After the First World War, housing development increased in West Midland. To the east, army facilities were built and the Abattoir extended. A Memorial Garden and Peace Statue dedicated to the Fallen Soldiers of World War I were constructed. By the 1950s, the Workshops were the biggest industrial employer in the State, prompting further Government and private development which continued into the 1960s, with the State's two new booms – the minerals boom and the "baby boom". In 1961, the "Junction" was officially dropped and the Town of Midland gazetted.

In 1970 Midland was recognised as a main urban corridor. Despite this, the Workshops closed in 1994 and was the loss of a significant industry and employment generator. The advent of large suburban shopping centres left many of the town's buildings empty and neglected. In response to this, the Western Australian State Government established the Central Midland Planning Taskforce to consider the future development of central Midland, including the Workshops and the civic and retail core of the town-site - which was one of the most intact West Australian Gold Boom and Post WWI town centre streetscapes.

In 1999, the *Midland Redevelopment Act 1999* was declared and a governing body, the Midland Redevelopment Authority, was created. In 2011, the Midland Redevelopment Authority came together with the East Perth, Subiaco and Armadale Redevelopment Authorities to form the Metropolitan Redevelopment Authority which took over the stewardship of the Midland Redevelopment Area.



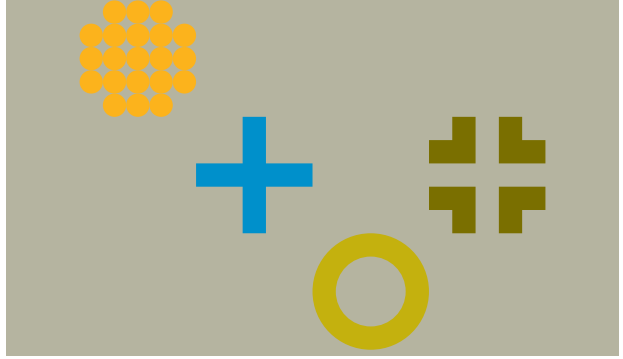
1.4 USING THE GUIDELINES

The guidelines provide a flexible and innovative approach to the delivery of high quality developments that meet the Authority's objectives. The guidelines promote early engagement with the Authority and set out requirements for development proposals.

It is acknowledged that a high level of architectural design cannot be guaranteed solely by the application of a set of standard rules and that simply meeting prescriptive criteria does not necessarily result in an acceptable quality outcome. Therefore the Authority may deem that a development that meets most or even all guidelines has not met the intent of the Guidelines (refer to clause 1.6).

Specifically, the Design Guidelines are set out in the following manner:

Core/Common Design Guidelines for all precincts are provided in Chapter 2, which provide generic guidelines that are applicable to the entire Redevelopment Area and must be read in conjunction with the specific guidelines in Chapters 3-5; and



Precinct Specific Guidelines are found in Chapters 3-5 and provide detailed development standards at Precinct, Sub-Precinct, Site and/or lot level. These chapters must be read in conjunction with Chapter 2.

Within the above chapters, each provision is set out as follows (as applicable):

DESIGN INTENT

The Design Intent outlines the design philosophy for each provision. It is mandatory to achieve the Design Intent. The Authority will give due regard to the achievement of the Design Intent in making any disrectionary decisions under the Design Guidelines.

OBJECTIVE

Describes the main goal that must be achieved. It is mandatory to meet the Objective.

AUTHORITY POLICY

If an Authority Policy exists in relation to the Objective, then it will be stated and a reference given. It is mandatory to adhere to Authority Policies.

ACCEPTABLE DEVELOPMENT CRITERIA

Performance standards identify design responses which will satisfy the specific Objective. Compliance with all of the criteria will, through whatever method, achieve the Objective. However, individual criteria are not mandatory and alternative solutions for complying with the Objective may be considered.

DEVELOPMENT REQUIREMENTS

Sets out site/lot specific responses such as setbacks, building heights and access. Compliance with each criteria will achieve the desired design outcome for the site, however, the Authority has discretion to vary criteria where it is considered that a high quality design outcome will be achieved in line with the Design Intent/Objective.

The following diagrams have been included to assist in interpretation of the Design Guidelines:

Precinct Plans
Identify key information such as Precinct boundaries, Sub-Precincts (if applicable), places of heritage significance, noise and vibration buffers and bushfire prone areas.

Sub-Precinct/Site Specific Plans
Identify heritage places, street setbacks, access provisions, locations subject to future planning or site

specific provisions, upper development (tower) setbacks and locations for architectural emphasis. The plans may provide indicative design responses to criteria, usually at a street block level of detail, or site specific design that visually represents potential solutions to complex site restraints or desired development outcomes.

1.5 APPLICATION OF DEVELOPMENT POLICIES

The Design Guidelines have been adopted by the Authority under the Midland Redevelopment Scheme 2 (the Scheme). In determining any application for development approval, the Authority will utilise the Design Guidelines in conjunction with the Scheme and Development Policies adopted under the Scheme. As such, the Design Guidelines are to be read in conjunction with the Scheme and Development Policies, as well as the National Construction Code of Australia (NCCA), *Disability Discrimination Act 1992* and all relevant legislation and Australian Standards.

The full suite of Midland Development Policies is available at www.mra.wa.gov.au.

1.6 DISCRETIONARY CLAUSE

The Design Guidelines provide the opportunity for the applicant(s) or owner(s) to meet the Objective through an alternative solution.

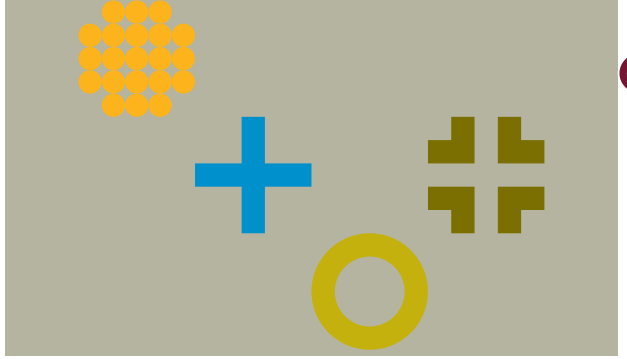
The Authority may approve a development application where the applicant(s) or owner(s) has departed from the recommended Acceptable Development Criteria where, in the Authority's opinion, the applicant(s) or owner(s) has demonstrated that the alternative solution(s) is consistent with the Scheme and meets the Design Guideline Objective(s) and the intent of the Acceptable Development Criteria. Compliance with the recommended performance standards does not guarantee approval.

Each application for development approval will be assessed on an individual basis and the approval of an alternative solution will not set a precedent for other development.

1.7 DEVELOPMENT APPLICATION PROCESS

The Authority's review, assessment and determination process for development applications enables the efficient and effective processing of applications whilst ensuring developments achieve the required high quality architectural and built form outcomes. This assessment takes into consideration leading edge design, sustainability, place activation and accessibility standards as well as the way a development functions, fits its purpose and how it responds to the context in which it is located.

'Major' development applications (as defined by regulation 15 of the *Metropolitan Redevelopment Authority*



Regulations 2011), or applications considered by the Authority to be significant, will be subject to specific assessment and comment from the Authority's Design Review Panel. The Design Review Panel will provide advice on design related matters including the architectural merit of the proposal.

The following steps outline the design formulation, submission and approval process required for development within the Redevelopment Area:

Pre Development Application Submission	Development Application	Documentation	Construction
Step 1. The applicant and their project team (architects at a minimum) meet with the Authority to discuss design and sustainability concepts	**Step 5.** The applicant lodges a development application with the Authority, addressing the objectives and applicable specific elements of these Design Guidelines	**Step 8.** The applicant lodges working drawings to the Authority demonstrating compliance with the development approval (plans and conditions)	**Step 13.** The applicant undertakes construction
Step 2. The applicant provides the Authority with indicative plans	**Step 6.** The Authority refers the development application to City of Swan and/or other agencies as necessary The Authority obtains the advice of its appointed Design Review Panel within the same period	**Step 9.** The Authority refers the working drawings to agencies or consultants as required	**Step 14.** Ongoing monitoring and building management to ensure compliance
Step 3. The Authority obtains the preliminary advice of its appointed Design Review Panel		**Step 10.** The Authority assesses and certifies the working drawings are compliant and refers its advice to the City of Swan	
Step 4. The Authority provides the applicant with focused feedback	**Step 7.** The Authority assesses and determines the application under its Delegation Schedule or makes a recommendation to the Minister for Planning, having regard to the advice received from referral agencies and the Design Review Panel	**Step 11.** Developers lodge a Building Permit application with the City of Swan	
		Step 12. City of Swan issues a Building Permit	

2.0
Common/Core Guidelines

Chapter 2 Core/Common Guidelines

This chapter contains guidelines that are applicable throughout the Redevelopment Area and cover:

2.1 Site Planning

Provides design quality parameters that need to be addressed and subdivision planning issues.

2.2 Public Realm

This section refers to development factors which may have impact on the public realm including solar access and public art.

2.3 Building Design

This section relates to the physical form of development. Performance standards including built form and massing, streetscape, roof form and materials, as well as design response to heritage and noise, are addressed.

2.4 Parking and Servicing

Movement issues such as vehicular and pedestrian access, parking for cars and bicycles and end of trip facilities are covered in this section.

2.5 Other Considerations

Other design aspects to be considered are contained in this section. These include aircraft and rail noise, rail vibrations and encroachments into crown land.

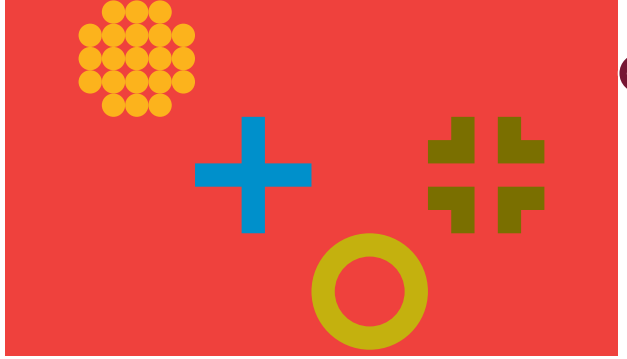
2.1 SITE PLANNING

2.1.1 Subdivision

The Authority promotes development that reflects the traditional character of Midland. In designing new neighbourhoods, the Authority will generally follow the principles established by the Western Australian Planning Commission's 'Liveable Neighbourhoods'.

The existing Midland street pattern is founded upon a grid system. However in some parts of the city centre this has been modified over time to accommodate features such as the railway and to respond to natural elements such as the Swan and Helena Rivers and a number of major roads.

More recently, the network of streets in central Midland has been modified by road closures and other traffic management measures. However, the underlying pattern still offers the potential for a highly permeable and interconnected environment, particularly if the dividing impact of the railway corridor can be reduced, appropriately located new connections created, and other movement issues addressed.



DESIGN INTENT

Redevelopment which reflects and builds upon Midland's traditional urban form, enabling integration wherever possible with existing patterns of development, and assists in the resolution of issues relating to movement, legibility and connectivity in the existing city centre.

OBJECTIVE

To maintain a permeable and legible street network that builds upon the existing street grid and provides safe and efficient access to public transport facilities.

ACCEPTABLE DEVELOPMENT CRITERIA

- Provide a street pattern which accommodates development similar in scale relevant to the intended street character of the precinct.
- Contribute to an urban structure of walkable neighbourhoods in order to reduce car dependence for access to employment, retail, key services and community facilities.
- Facilitate development with buildings to front streets and improve personal safety through casual surveillance and activity.
- Create a street pattern that maximises northern solar access to buildings and spaces.
- Create lots that are appropriate to the distribution of land uses envisaged by the Scheme and Master Plan within the various precincts and that contribute to the ultimate desired urban form of those precincts, including opportunities to meet the daily needs and the provision of community services.
- Build upon existing movement lines and vistas, and take advantage of any contour/level variations to provide interest.
- Provide for legible and safe pedestrian and cycle networks including connections to bus stops and the Midland train station.

2.1.2 Design Excellence

DESIGN INTENT

The Midland Redevelopment Area will be designed to achieve excellence in terms of public realm and building design. Well-designed buildings and places make a positive contribution to community pride and wellbeing and result in innovative responses to functional and service requirements of each precinct.

The Authority is committed to achieving design excellence in the Redevelopment Area. 'Principles of good design' are defined by the Western Australian Office of the Government Architect's Better Places and Spaces Policy 2013 (the Better Places and Spaces Policy) and the Authority's Design Excellence Framework and address:

- Innovation and creativity
- Functionality and build quality
- Efficiency and sustainability
- Responsiveness to context

OBJECTIVE

Buildings and public realm demonstrate the 'Principles of good design' as defined by the Better Places and Spaces Policy and the Authority's Design Excellence Framework.

ACCEPTABLE DEVELOPMENT CRITERIA

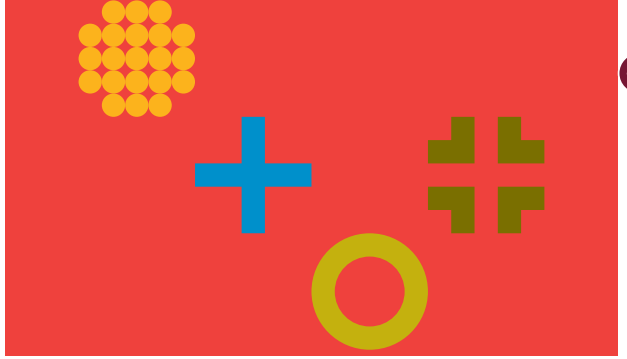
- All buildings are to be designed by Registered Architects.
- All areas of Public Open Space (POS) are to be designed by Registered Architects / Landscape Architects.
- Working drawings are to be prepared and submitted by Registered Architects / Landscape Architects to ensure design quality is maintained from development application stage to construction stage.
- Building and public realm designs demonstrate excellence in innovation and creativity, functionality and build quality, efficiency and sustainability and responsiveness to context.

2.2 PUBLIC REALM

The public realm is the environment that people can access and interact with. A high quality public realm is important to the activity of a city and determines how people experience a space. It allows for community development, social interaction, physical wellbeing and private contemplation. A key focus for Midland's ongoing regeneration is the creation of a series of high quality public places that reinforce the structural elements of the city centre and provide opportunities for place making and development. These spaces will become areas for activity, engagement and exchange.

This section addresses:

- Streetscape
- Public Art
- Solar Access
- Signage
- Fencing
- Public Open Space



2.2.1 Streetscape

DESIGN INTENT

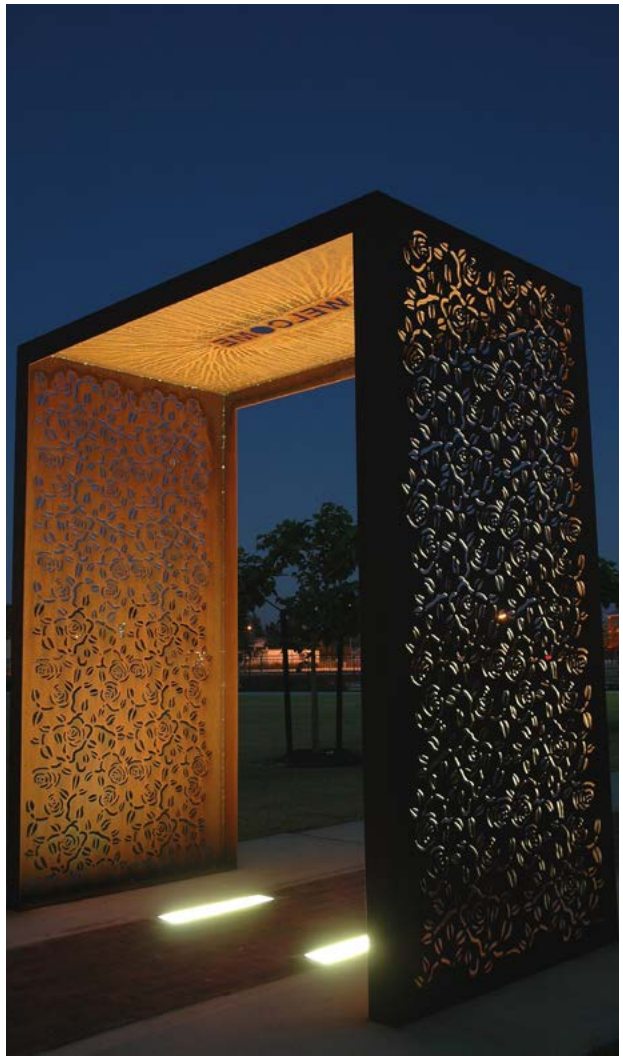
Development is to enhance the public realm in the Redevelopment Area through the addition of high quality public spaces and improved street environments.

OBJECTIVE

To create and contribute to a highly activated, stimulating and effective network of streets and other public spaces in Midland which are safe, sustainable, attractive to visitors and are of a high quality and enduring design.

ACCEPTABLE DEVELOPMENT CRITERIA

- Streets are designed to prioritise movements of pedestrians and cyclists, incorporating traffic calming measures to ensure vehicle movements are appropriately managed while still accommodating street furniture, cycle parking and landscaping.
- Street trees, vegetation and landscaping deliver a high quality street character and provide shade and cooling.



- Streets and Public Open Space (POS) are designed to be accessible to all and respond to context having a positive transition from the design of adjacent areas in terms of materials, features and configuration.
- Landscapes shall be designed to assist microclimate management and to conserve water. Drought tolerant plants and water sensitive irrigation designs are encouraged and soils should be prepared with soil improvers and mulch.
- To enhance safety and security, the principles of Crime Prevention Through Environmental Design (CPTED) shall be demonstrated within the site layout, building design and landscape design. A report on measures may be required by the Authority. (Refer to WAPC Planning Bulletin 79 - Designing Out Crime Planning Guidelines June 2006 for guidance on CPTED).

2.2.2 Public Art

DESIGN INTENT

Public art and other landscape elements are designed and integrated within the public realm to enhance the amenity of the area and celebrate the unique character of Midland and its heritage.

OBJECTIVE

To deliver an interesting and creative environment through the use of public art that reflects the historic significance and cultural context of the Redevelopment Area and contributes to Midland's sense of place.

AUTHORITY POLICY

Refer to the Authority's Development Policy on Providing Public Art.

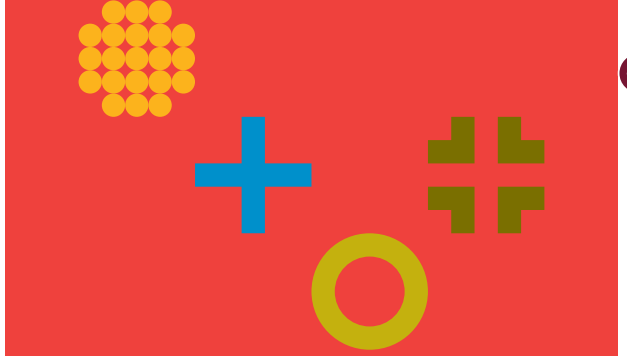
ACCEPTABLE DEVELOPMENT CRITERIA

- Art installations reflect the character and local context by recording and interpreting past histories, culture and ideas and by utilising materials and elements that respond to the Midland identity such as lighting, steel and glass.

2.2.3 Solar Access

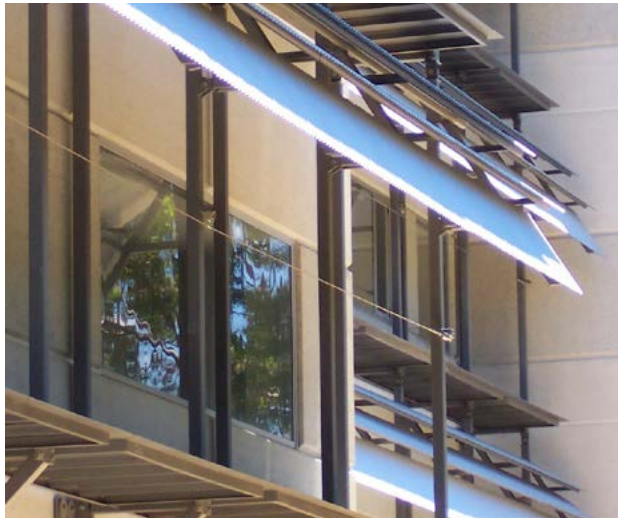
DESIGN INTENT

To maximise the comfort and amenity of internal and external living and working spaces.



OBJECTIVE

To maximise access to natural light and minimise the impact of overshadowing from development on the public realm and adjacent development within the city centre context.



ACCEPTABLE DEVELOPMENT CRITERIA

- Orient new development to optimise northern aspect.
- 1-2 storey developments will provide living rooms and principal ground level open spaces with at least 2 hours sunlight between 8.00 am and 4.00 pm in mid-winter.
- Development of 3 or more storeys provide modelling to demonstrate at least 65% of residential apartments shall receive a minimum of 2 hours direct sunlight to living rooms and private open space between 8am and 4pm in mid winter (21 June).
- No more than 50% of the public domain (excluding streets) and communal space areas are overshadowed between 10.00 am and 2.00 pm between 21st April and 21st August.
- Provide appropriate shading in summer.
- Minimise impact on adjacent residential developments, PV solar collectors and private open space.

2.2.4 Signage

DESIGN INTENT

To encourage coherent streetscapes that are free from visual clutter, signage will be positioned and designed to assist way finding without being overbearing or becoming a dominant feature of the public realm or on building façades. Signage in the Redevelopment Area is to be integrated into the architecture of buildings and concisely framed within built form so as not to visually dominate the landscape.

OBJECTIVE

To ensure signage is integrated with building design and does not adversely impact on visual amenity.

AUTHORITY POLICY

Refer to the Authority's Development Policy on Signage.

2.2.5 Fencing

DESIGN INTENT

Delineation of the public and private realm in the Redevelopment Area is achieved through built form, changes in ground level and landscaping or permeable fencing designed to maintain visual connections between places and spaces and prioritise passive surveillance.

OBJECTIVE

Fencing will be designed to maintain passive surveillance of the public realm while having due regard for the privacy and security of individual dwellings and private open spaces. Fencing provides a safe activated enclosure which enhances private and public security for residential developments at ground level.

AUTHORITY POLICY

Refer to the Authority's Development Policy on Additional Structures.

ACCEPTABLE DEVELOPMENT CRITERIA

Front Fencing (within the front setback area):

- Designed and constructed of high quality materials and reflect or complement the surrounding built form.
- Maximum 1.2m above the finished ground floor level of the adjacent footpath or road.
- At least 75% visually permeable. A section of solid wall large enough to accommodate services or a letter box may be permitted.

Side Fencing:

- Designed and constructed of high quality materials and reflect or complement the surrounding built form.
- Maximum 1.8m above the finished ground floor level of the adjacent footpath or road.
- At least 75% visually permeable if adjoining a public realm area, limited sections of solid fencing may be considered for privacy and screening purposes, subject to careful design, high quality presentation and integration of landscaping.
- Respond to level changes and incorporate low level landscapes.

Fencing to Heritage Places:

- Fencing to heritage places should be of an open metal railing fencing style and black in colour.

2.2.6 Public Open Space

DESIGN INTENT

A heirarchy of high quality POS that reinforces the structural elements of the city centre is established in Midland. An opportunity exists to activate the Helena River Foreshore to provide an additional outdoor recreation space for Midland. POS in the Redevelopment Area will provide opportunities for a variety of activities and will include high quality public facilities enabling residents, workers and visitors to use the spaces as an extension of their home.

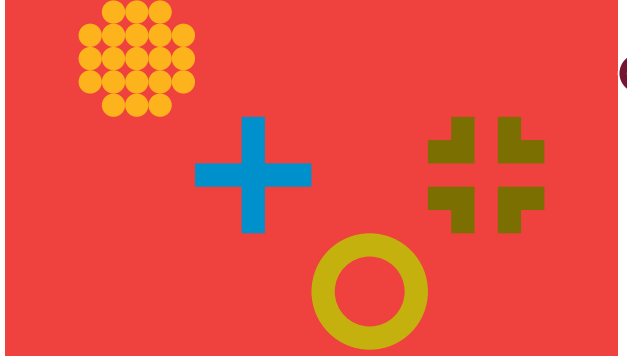
OBJECTIVE

Provide high quality, universally accessible, multi-functional POS that is sustainable, fit for purpose and enduring, meeting the needs of visitors, local residents and workers.

Opportunities to access and engage with the Helena River Foreshore are provided that connect with Watertank Park and Railway Square. POS design will include public art, heritage and aboriginal interpretation, landscaping and bushfire management access.

ACCEPTABLE DEVELOPMENT CRITERIA

- Public Open Space (POS) is consolidated into larger usable areas and is available to the broader Midland community.
- Design of the POS accommodates a range of uses and activities that are complementary to the location.
- Provide high quality multi-functional POS incorporating:
    - Children's play ground equipment with adjacent sheltered seating areas.
    - Public barbeque facilities with adjacent sheltered seating areas.
    - Bicycle parking facilities in the POS adjacent to active frontages of mixed use buildings.
- Preparation and implementation of a Foreshore Management Plan to guide land use and management of the Helena River Foreshore and adjacent areas, and access to the Helena River Foreshore.
- Crime Prevention Through Environmental Design (CPTED) principles are embedded in POS design.
- Key view corridors (outlined in Section 2.3.8 and idenfitied in Site Specific Plans in Chapters 3-5) and green links are reinforced through landscape design.
- Planting design and selection generally employs low water use and low maintenance varieties in accordance with the Water Corporation's Waterwise Development Program.



- Infrastructure for irrigation, maintenance and servicing of POS shall be consolidated and located to ensure ease of access but also to minimise the impact on the function and aesthetics of the POS.
- Sustainable design of landscape incorporates measures to reduce ongoing maintenance, life cycle cost, minimise associated infrastructure requirements and enable positive integration with the surrounding environment.
- Materials with low embodied energy, high recycled content, local provenance, high durability, long service life and low maintenance are used for landscape features.

2.3 BUILDING DESIGN

Buildings should be designed to make a positive contribution to an area's character and sense of place.

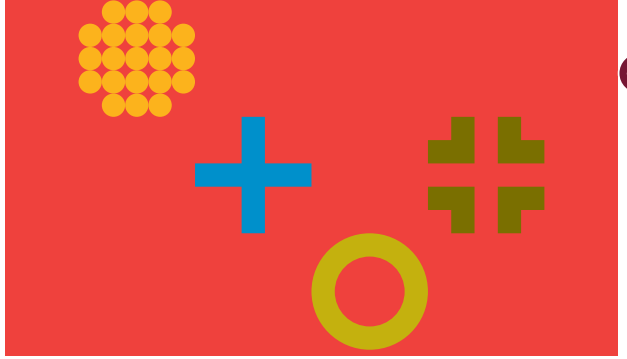
The Redevelopment Area will contain a variety of building types from mixed-use apartment buildings to showroom developments and civic facilities. All buildings in the Midland Redevelopment Area should be designed to make a positive contribution to the streetscape and amenity of the area through appropriate scaled and connection to the street with openings that provide surveillance and facilitate activation.

Quality architectural design can also contribute to an area's distinct character and sense of place. The quality and character of the street edge is directly influenced by the façades of buildings, in particular:

- the relationship between the internal uses of a building and the streetscape.
- the opportunity for casual surveillance of the public realm.
- interaction between the public, private and semi-private realms.
- visual interest of the built form.
- the use of quality materials that respond to the site context and locality.
- the use of landscaping.

The Redevelopment Area represents an opportunity to consolidate and build upon the existing character of the historic buildings.

Developments are to achieve a high standard of architectural design at all levels of detail. Architectural design quality will not be assessed based solely on a buildings appearance.



This section addresses:

- Built Form
- Building Layout and Orientation
- Dwelling Diversity
- Podiums
- Active Edges
- Communal Open Space
- Private Open Space
- Corners and View Corridors
- Universal Access
- Sound and Vibration Attenuation
- Lighting
- Landscape Design
- Environmental Sustainability
- Heritage

2.3.1 Built Form

DESIGN INTENT

Buildings within the Redevelopment Area will reflect a Western Australian regional character and sense of place through the sensitive use of materials and forms that relate well to Midland's local urban character and climate. Buildings will respect the scale of the street or place and that of their neighbours and create a clear connection and interface between the public and private realm.

OBJECTIVE

Built form will be designed to maintain a human scale to the street and incorporate architectural features and materials that respect the traditional forms of development within the Redevelopment Area.

Buildings are set back from boundaries or adjacent buildings so as to ensure adequate daylight, direct sun and ventilation for the buildings and the open space associated with them; moderate the visual impact of the building bulk on neighbouring property; and assist with the protection of privacy between adjoining properties.

ACCEPTABLE DEVELOPMENT CRITERIA

- Building height for development in all precincts is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 12m. The maximum scale of development is indicated by reference to storeys, eg: 3 storeys. Refer to the Precinct and Sub-Precinct tables in Chapters 3-5 for site specific requirements. Note: Maximum permissable building height refers to the overall height of the development, including but not limited to roof form, service areas, plant equipment and lift overruns which may project above the upper storeys of the development.
- Entrances shall be clearly indicated.
- Articulation of prominent corners should be achieved through architectural expression and/or additional height.

Setbacks

- Breaks between buildings shall be limited to those required for pedestrian and vehicular access where no laneway is available.
- Boundary walls may be built to both side boundaries up to 10m in height for a maximum of two-thirds the length of the boundary behind the front setback.

Windows

- Windows shall be located and designed to maximise northern solar access, take advantage of views, provide for casual surveillance, capture natural light and offer a high standard of amenity for building occupants.
- Shade devices or awnings shall be provided to all windows.
- Glazing at ground level shall maximise visual permeability with shade provided by architectural elements.

Visual Interest

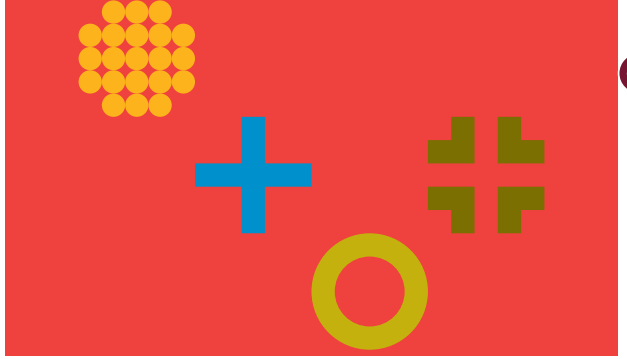
- Architectural design ensures variation in building plane, materials, colours and textures to reduce the overall bulk and scale of all development. A high quality, innovative, imaginative and cohesive palette of materials are incorporated in building design.
- Primary frontages (as identified in the Sub-Precinct and Site Specific Plans in Chapters 3-5) shall be designed with a high level of articulation and visual interest. Blank walls will not be supported.
- Secondary frontages (as identified in the Sub-Precinct and Site Specific Plans in Chapters 3-5) and internal courtyard frontages shall relate to the design of the primary frontages and offer adequate amenity and visual interest. Blank walls and large expanses of precast concrete are to be minimised.
- Boundary walls are to be designed and finished to match that of the rest of the development.
- Building façades shall be designed to express vertical proportion of individual elements with a strong relationship and rhythm and to provide interest through the inclusion of complementary architectural elements and treatments.
- Colour scheme and finishes for the buildings adjoining river reserves should reflect the character and landscape setting for the riverine environment and surrounding foreshore.

Floor to Floor Heights

- Floor heights shall be a minimum of 3.6m at ground level.

Roof

- Parapet gables are backed by hipped roofs rather than left free standing.



- Roof pitch shall be at a minimum 30 degrees unless otherwise varied by Precinct/Site Specific guidelines.

Awnings

- Where built form abuts the street boundary, public realm or pedestrian thoroughfare, an awning with a minimum depth of 2m shall be provided for pedestrian shelter at ground floor level. Awnings shall be designed to provide a clear path of travel for pedestrians and shall integrate with and respond to the scale and design of the ground floor development.
- Variation in awning height, depth, length and detail and varying treatment for entry canopies is encouraged to assist with legibility and streetscape interest and to reduce the impact of long horizontal bands of awnings on building façades.
- The design of awnings shall take into account contextual features such as street trees and the ceremonial railway line where awnings are to be appropriate depth and/or design to enable the occasional passage of a train into the square for festival events.
- A minimum 2.5m setback shall be provided from the kerb face to any awning overhanging the road reserve on roads such as Great Eastern Highway and Lloyd Street to accommodate roadside furniture such as lighting poles, traffic signals, cabling and directional signage.

2.3.2 Building Layout and Orientation

DESIGN INTENT

The orientation and internal layout or planning of a building has a significant impact on the quality and functionality of both commercial spaces and dwellings. Buildings should be oriented and internal spaces arranged to maximise access to natural light and ventilation. Spaces in a building should also be functional and suitable for their intended purpose.

OBJECTIVE

Buildings are designed to provide comfortable and functional spaces and dwellings which are suitable for intended use, or range of uses and maximise access to natural light and ventilation.

ACCEPTABLE DEVELOPMENT CRITERIA

- All habitable rooms (i.e. bedrooms and lounge rooms) and balconies are to be provided with direct access to natural light and designed to maximise cross ventilation.
- Common internal corridors shall have access to natural light and ventilation.

2.3.3 Dwelling Diversity

DESIGN INTENT

The Redevelopment Area will provide a range of dwelling types that encourage a diverse and inclusive mix of people to live and recreate in the area, increasing the vitality, character and interest of the place.

OBJECTIVE

The Redevelopment Area will provide a variety of dwelling sizes and types to create a diverse, sustainable community which is accessible to a broad demographic base.

AUTHORITY POLICY

Refer to the Authority's Development Policy on Affordable and Diverse Housing.

2.3.4 Podiums

DESIGN INTENT

Development will generally take the form of podiums built to lot boundaries, with development above podium setback from all boundaries in order to moderate height and bulk. The podium design will facilitate the breaking up of the visual presence of the upper levels while providing a human scale to the streetscape and an appropriate built form response to the street context.

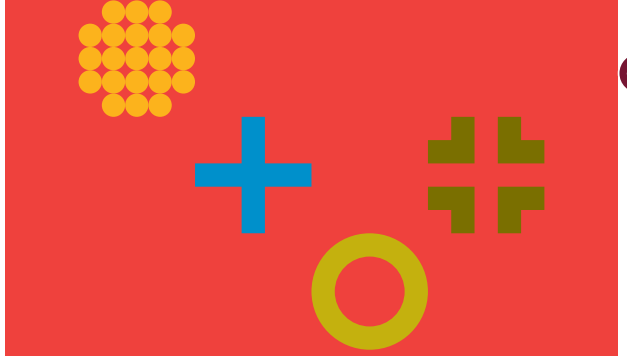
OBJECTIVE

Developments will exhibit a human scale character at the street level to ensure a quality street edge and reduce building bulk and massing.

ACCEPTABLE DEVELOPMENT CRITERIA

- Podium setbacks are to be in accordance with Precinct/site specific provisions and all rear setbacks are to be appropriately landscaped.
- Podium design incorporates fine-grain articulation to create a visually interesting base for the development above.
- Development provides a human scale to the adjacent public realm with height transition through podium design and setbacks to towers above.

- Podium roofs are to be designed to provide accessible, functional and usable areas for commercial, communal residential or public use, respond to climatic conditions including 'green roof' access to northern sun, and promote surveillance of the street below.
- Podium and upper level roofs shall be designed to conceal unsightly rooftop plant equipment from public view, and incorporate plant and lift overruns as an integral part of roof design.



2.3.5 Active Edges

DESIGN INTENT

Buildings will incorporate visually permeable façades connecting active uses to the public realm that contribute to the amenity and safety of an area. Developments will address and activate adjoining streets, roads and laneways by allowing for the establishment of a visual relationship and interplay between the private and public realms creating a sense of casual surveillance that assists in the success and safety of the public realm.

OBJECTIVE

Development will be designed to create continuous and contained streetscapes and maximise physical interaction between building and pedestrians at street level and above. Buildings will address and activate the street, pedestrian access ways and public open space frontages to contribute to a sense of place and create a vibrant, diverse, inviting and safe urban environment.

Balconies and courtyards are designed to maintain the primary function of these areas as open space and the visual connection to and passive surveillance of the public realm.

ACCEPTABLE DEVELOPMENT CRITERIA

- Uses within buildings abutting streets and other public spaces will incorporate 'active' ground floor uses that promote surveillance of the street and visible indoor activity.
    - Primary frontages achieve a minimum 80% street level activation. Note: Primary frontages are generally defined as being the street with the highest assumed pedestrian movement, or as otherwise agreed with the Authority, and are identified within the sub-precinct / site specific diagrams in Chapters 3-5.
    - Secondary frontages achieve a minimum 50% street level activation. Note: Secondary frontages are identified within the sub-precinct / site specific diagrams in Chapters 3-5.
- Habitable rooms, verandahs and balconies of dwellings will be oriented towards the street.
- Windows and glazed areas at ground level shall be clear with protection of windows from the sun or for privacy achieved instead through architectural devices and passive solar design.

- Establish distinctive, well lit and clearly visible pedestrian entries to all buildings, including multi-unit residential developments.
- Provision of lighting to all external areas.
- All buildings shall be designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles to ensure good surveillance of the street and public realm.
- Where single dwellings are permitted, habitable rooms shall be provided above garages in laneways to provide passive surveillance.

2.3.6 Communal Open Space

DESIGN INTENT

Communal open space will be integrated within the development and designed to enhance amenity for residents or workers and support a variety of activities and functions.

OBJECTIVE

Multiple residential developments in the Redevelopment Area will incorporate functional communal open space which supports a variety of recreational uses for all residents or workers. Provide opportunities for accessible green roofs to deliver microclimate benefits and to promote greater amenity within new developments.

ACCEPTABLE DEVELOPMENT CRITERIA

- Communal open space is to be provided in the form of courtyards or roof top gardens / terraces oriented towards street or public open space.
- For private development, soft landscaping should form a greater proportion of the open space, particularly internal to the development, to offset the hard paved industrial aesthetic of the public realm.
- Light-weight weather protection structures at roof level shall be less than 10% of the roof area and not be visible from the public realm. Where accessible roofs are provided, balustrade design shall be visually transparent and setback from the building edge to reduce the apparent external wall height.

2.3.7 Private Open Space

DESIGN INTENT

All dwellings, whether within a single-residential lot or multiple-dwelling lot, are to have an area of private open space in the form of balconies and courtyards with the public / private domain boundary delineated through the use

of a minor level changes, landscaping or low fencing.

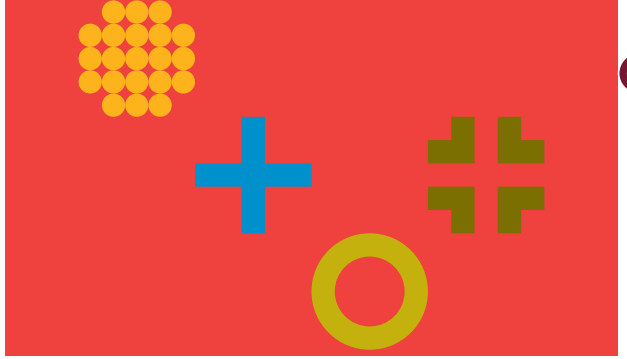
OBJECTIVE

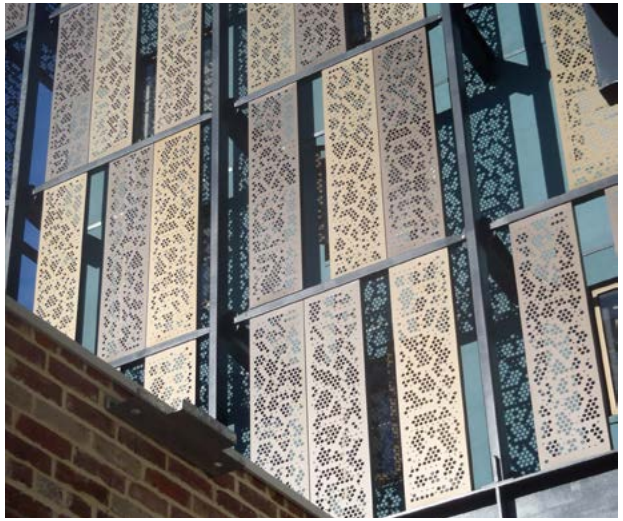
All developments in the Redevelopment Area have direct access to a functional private open space which enhances the amenity of the development and provides a usable space that is attractive and secure.

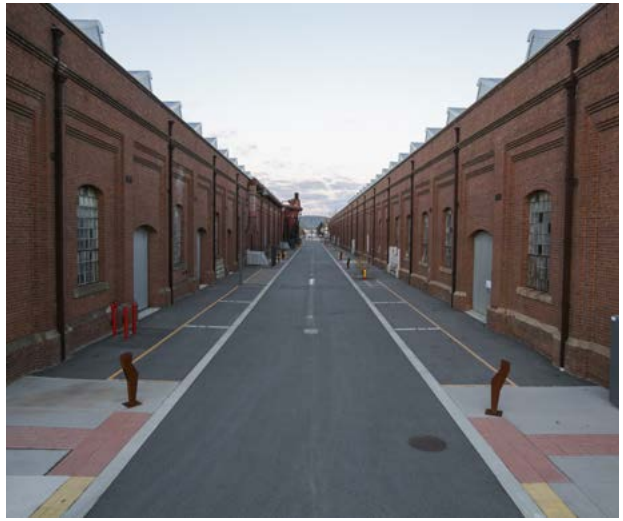
ACCEPTABLE DEVELOPMENT CRITERIA

- Dwellings are to be provided with functional and usable private open space in the form of a courtyard at ground level and balconies on upper storeys.
- Balconies shall not run continuously along the façade. Separate individual balconies are appropriate.
- Balcony balustrades shall be predominantly visually permeable.
- Movable solar/wind/privacy screens shall only partially enclose balconies and courtyards.
- Private open space is to:
    - be oriented to maximise access to northern sunlight where possible.
    - be directly accessible from and connected to a habitable living space within the dwelling
    - be provided in the form of a courtyard for each ground floor dwelling and as a balcony for each above-ground dwelling or upper level commercial tenancy and is to meet the minimum requirements outlined in Table 1 below:

Table 1 - Private Open Space		
Type of Development	**Minimum Size (m^2)**	**Minimum Dimension (m)**
Residential Balconies		
1 Bedroom or Studio	10 m^2	2.5 m
2 Bedrooms	15 m^2	3.0 m
3 or more Bedrooms	20 m^2	3.5 m
Residential Courtyards		
1 Bedroom or Studio	15 m^2	4.0 m
2 Bedrooms	20 m^2	4.0 m
3 or more Bedrooms	20 m^2	4.5 m
Upper Level Commercial		
Upper Level Commercial Tenancies	10m^2	2.5m







2.3.8 Corners and View Corridors

Significant corners and view corridors have been identified as corners for architectural emphasis and are outlined in the precinct guidelines section (Chapters 3-5) of this document.

DESIGN INTENT

Buildings will be designed to reinforce prominent corners and protect view corridors to provide visual interest that create orientation points or landmarks to those living in and visiting Midland.

OBJECTIVE

Buildings located on corner lots or in locations which terminate view corridors from adjoining streets, lanes or public open space areas will incorporate architectural features that provide attractive and inviting landmarks which contribute to a legible urban environment and sense of place.

ACCEPTABLE DEVELOPMENT CRITERIA

- A strong architectural design element shall be provided at locations identified in precinct/site specific diagrams (Chapter 3-5). Corner emphasis may be achieved by:
    - The orientation of the building to address corners and the axis of connecting streets.
    - The use of materials and colour.
    - Architectural features.
    - Height differentiation of corner element to remainder of building.
    - Variation in building massing.
    - Prominent lighting.
- Colour, materials and/or building illumination of architectural design elements are to be non-reflective to ensure that traffic hazards are not created from reflected sun and/or headlights.
- Access and servicing areas or plant equipment is to be located away from areas visible at the street corners or at the termination of views.

2.3.9 Universal Access

DESIGN INTENT

Buildings and public spaces incorporate universal design principles allowing people with disabilities or those who require high levels of accessibility to live, work and visit the Redevelopment Area.

OBJECTIVE

Developments provide a universally accessible environment as an integral component of buildings and public open space providing places and spaces that are accessible and adaptable.

AUTHORITY POLICY

Refer to the Authority's Development Policy on Adaptable Housing.

ACCEPTABLE DEVELOPMENT CRITERIA

- Universal Access is provided in accordance with the requirements of the *Disability Discrimination Act 1992* and relevant Australian Standards.
- Where the ground floor is elevated above finished footpath level, ramps that facilitate universal access shall be accommodated within the interior of the building to reduce their visual impact and assist in achieving a strong built edge to the street boundary.

2.3.10 Sound and Vibration Attenuation

DESIGN INTENT

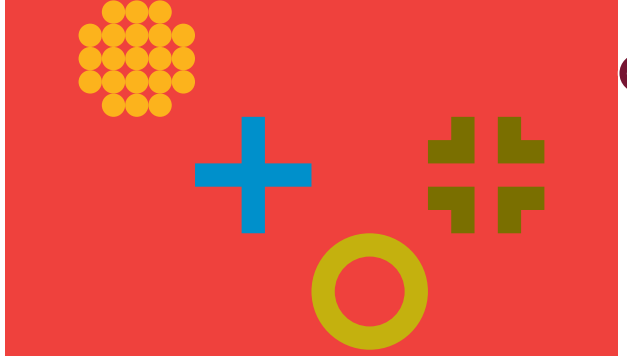
Development located near the rail line, under the aircraft flight path or adjacent to busy roads will be designed to mitigate noise and vibration and provide a high level of amenity for residents and workers.

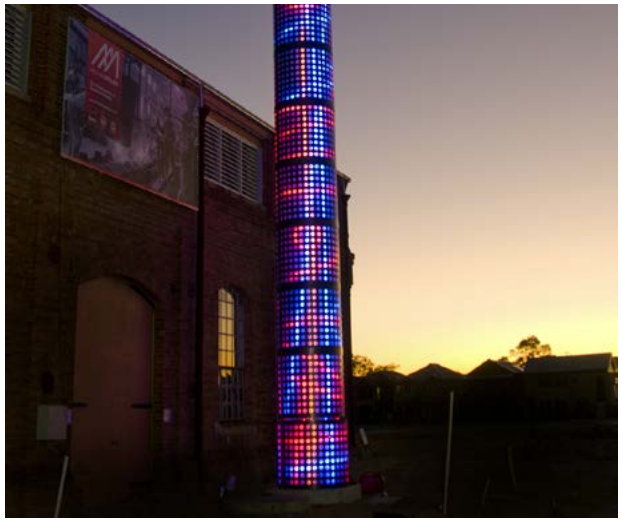
OBJECTIVE

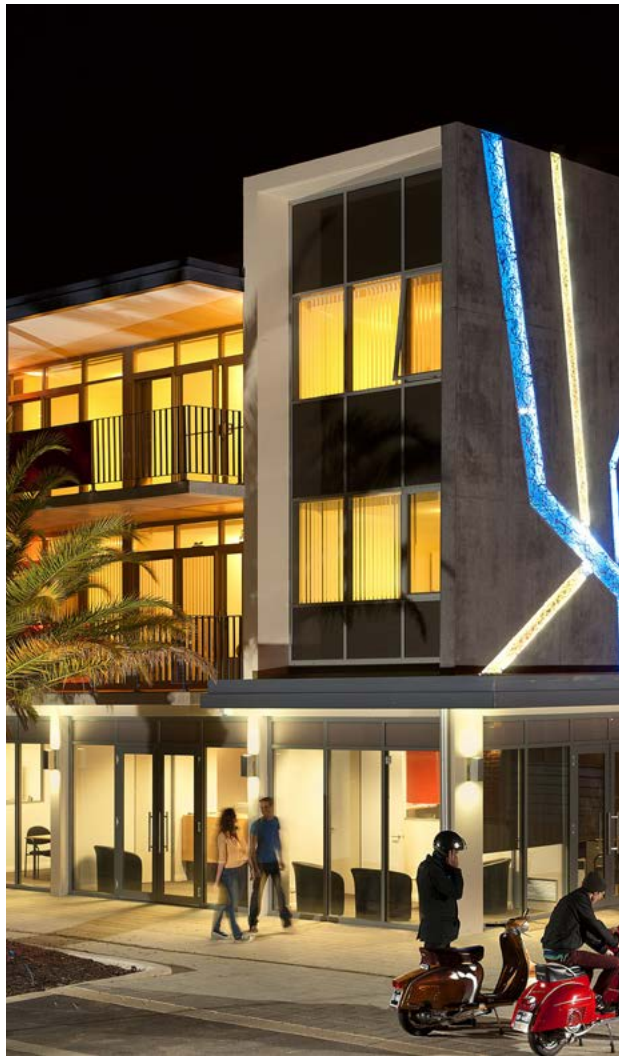
All developments in the Redevelopment Area are designed and constructed to achieve high amenity through suitable sound and vibration attenuation.

AUTHORITY POLICY

Refer to the Authority's Development Policy on Sound and Vibration Attenuation.







2.3.11 Lighting

DESIGN INTENT

Development incorporates the creative use of lighting to highlight architectural and landscape features, contribute to streetscape character and provide a safe night time environment.

OBJECTIVE

The provision of outdoor lighting that highlights key architectural features and provides visual interest to the urban form as well as enhancing safety and security for occupants and visitors without being visually intrusive or unsympathetic to the desired character of the area.

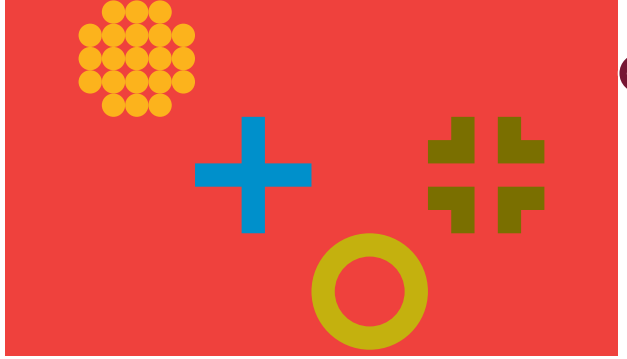
ACCEPTABLE DEVELOPMENT CRITERIA

- Lighting adjacent to or within the Helena River Foreshore shall be designed to have minimal spill to the reserve or upward to the sky to ensure there are no adverse ecological consequences.
- Lighting shall illuminate entrances of development and adjoining public space (roads, pedestrian lanes and open spaces) to contribute to creating safe, secure and well lit environments with minimal glare and avoidance of light spill.
- Integrated lighting will be provided to highlight the architectural key features of buildings and landscaping.
- Lighting is concealed under verandah roof overhangs or otherwise shielded, diffused or refracted to provide illumination with minimal glare.
- Lighting to ground floor frontages of non-residential development shall be provided to add illumination to key pedestrian areas, provide visual interest and display shopfronts.
- A Lighting Strategy is to be submitted with all "Major" development applications demonstrating how the building and landscaped areas will be lit to highlight architectural features and provide an attractive and safe night time environment.

2.3.12 Landscape Design

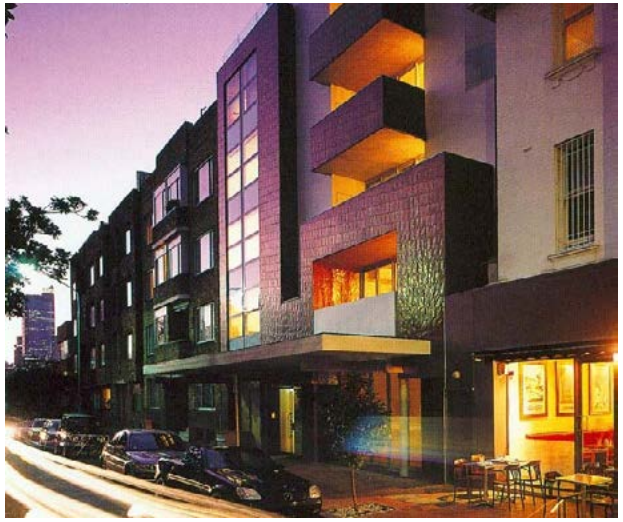
DESIGN INTENT

Landscape design contributes to the streetscape character and amenity of a space, providing shade and shelter and a permeable delineation between the public and private realm, as well as assisting in reducing water use and ambient temperatures in the urban area.



OBJECTIVE

All open space shall incorporate landscape treatment complementary to the Midland character and responsive to climate conditions to provide shade and comfort for residents, workers and visitors.



ACCEPTABLE DEVELOPMENT CRITERIA

Suitable landscape treatments will be achieved through:

- Planting low water use species.
- Reducing areas of lawn and other high maintenance landscaping.
- Landscaped open areas having a mix of soft and hard surfaces.
- Landscaped areas being irrigated with recycled water or grey water.
- Using permeable pavements and other sustainability techniques to increase the self-sufficiency of landscaping.
- All "Major" development applications are to include a landscape plan that has been prepared in accordance with the Department of Water's "Better Urban Water Management Guidelines" and the Water Corporation's Waterwise criteria for landscaping, such as use of native and water-wise plants and irrigation and rain water management.

2.3.13 Environmental Sustainability

DESIGN INTENT

Sustainable design initiatives will be integrated into the design, construction and management of individual buildings and the public realm to limit the environmental impact of new development.

OBJECTIVE

Building design, construction, refurbishment and operation ensures resource efficiency and minimises use of non-renewable resources and the production of waste, pollution and other damaging emissions.

AUTHORITY POLICY

Refer to the Authority's Development Policy on Green Buildings.

ACCEPTABLE DEVELOPMENT CRITERIA

- Incorporate "green roofs" (i.e. roof vegetation) to enhance thermal benefits, reduce storm water generation and enhance the soft landscape aesthetic of the development.

Energy efficiency

- All developments are to optimise the application of passive solar design including building orientation, shading, access to natural lighting and cross-flow ventilation.
- The utilisation of natural light through the provision of windows, openings and skylights, designed and oriented to minimise heat gain in summer months.
- A minimum of 70% of all lighting used throughout the building should be high efficiency lighting (>70 lumens/watt).

Water Efficiency

- All fittings and appliances have at least a minimum star rating of 4 Stars in accordance with the Australian Government's Water Efficiency Labelling and Standards (WELS) scheme.
- Install at least 5 Star rated dual flush toilets, 6 Star rated urinals or waterless urinal in accordance with the WELS scheme.
- The development is designed in accordance with the Department of Water's "Better Urban Water Management Guidelines" and the Water Corporation's "Waterwise Development Program".

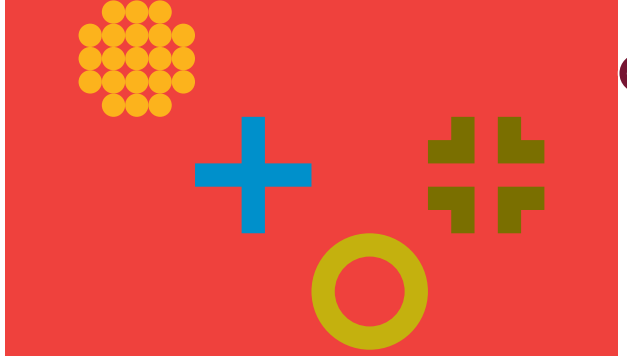
SUBMISSION REQUIREMENTS

An Environmental Sustainable Design (ESD) report shall be compiled by a Greenstar accredited assessor or suitably qualified professional and submitted at development application stage. The report should include energy performance and water performance information.

2.3.14 Heritage

In addition to the design guidelines and performance standards contained within this document, applicants should refer to the following section where their property contains, or is located adjacent to, a heritage place. Heritage listed properties within the Redevelopment Area are identified in the Precinct and Sub-Precinct maps and tables in Chapters 3-5 and the Authority's Midland Heritage Inventory.

The Design Guidelines recognise the contribution the existing heritage buildings make to the streetscape and



fabric of Midland, and seek to minimise impact to the new cultural significance of heritage places. Setbacks and podium / overall height of new development are required to respond to the individual heritage building or place. The Design Guidelines also provide a guide to the use of land adjacent to the heritage item, or for the development of vacant land if subdivision of the heritage lot is permitted. Further guidance is provided in Chapters 3-5.

DEVELOPMENT APPROVAL PROCESS

Where land is occupied by or within the curtilage of a heritage building or place (refer tables and maps in Chapters 3-5 and the Authority's Midland Heritage Inventory) applications for approval for alterations, additions, demolition or development that may affect the heritage place shall be accompanied by a Heritage Impact Statement prepared by a suitably qualified heritage consultant.

The Authority is required to refer all development applications for lots containing places listed on the State Register of Heritage Places, or development within a heritage precinct that is listed on the State Register, to the Heritage Council of Western Australia in accordance with the *Heritage of Western Australia Act 1990*. Developers are encouraged to discuss preliminary proposals with the State Heritage Office prior to submission of a development application.

Further reference and details in relation to the development and management of categories of places in the Authority's Midland Heritage Inventory are contained in the Authority's Development Policy on Heritage.

Developers should refer to and have regard to any Conservation Management Plan for Heritage Places where available.

AUTHORITY POLICY

Compliance with the Authority's Policy on Heritage.

2.4 PARKING AND SERVICING

This section addresses:

- Site Access
- Cars and Bicycles
- Storage.
- Waste Reduction and Management
- Building Services

2.4.1 Site Access

DESIGN INTENT

The number and visual impact of vehicle access points to sites will be minimised to reduce the potential conflict between pedestrians and vehicles and avoid inactive areas within a street.

OBJECTIVE

Prioritise safe and accessible pedestrian movement and vehicle access points that do not dominate or detract from the streetscape.

ACCEPTABLE DEVELOPMENT CRITERIA

Pedestrian Access

- Pedestrian access from the street and from any car park areas shall be clear, direct and safe. All pedestrian entrances shall have casual surveillance from within the development and shall be covered to provide protection from the elements.
- Clear wayfinding devices are provided throughout the development with particular consideration of the needs of visitors and those with disabilities and mobility impairments.

Vehicle Access

- Only one vehicle access point is permitted for each lot with crossovers located as indicated by the applicable precinct/site specific guideline to a maximum width of 6m.
- Vehicle access via a primary street shall only be permitted where no secondary street, laneway or vehicular access easement is available.
- Where access is available from side or rear streets or from rights of way, no access shall be permitted to a regional road unless special circumstances apply.
- Where possible vehicle access should be shared between adjacent lots to improve efficiency of site utilisation and reduce the impact of crossovers on the streetscape.

Note: Primary street is defined as being the street with the highest assumed pedestrian movement or as otherwise agreed with the Authority.

2.4.2 Cars and Bicycles

The Midland Train Station is centrally located within the Redevelopment Area with the majority of land being within a walkable distance. Parking for development within the Redevelopment Area will respond to the proximity to the Midland Train Station and other public transport nodes.

DESIGN INTENT

Development within the Redevelopment Area will be designed to reduce car usage by prioritising the use of alternative forms of transport.

OBJECTIVE

Development will provide safe parking screened from public view for residents, workers and visitors whilst limiting the number of car bays and promoting alternative modes of transport.

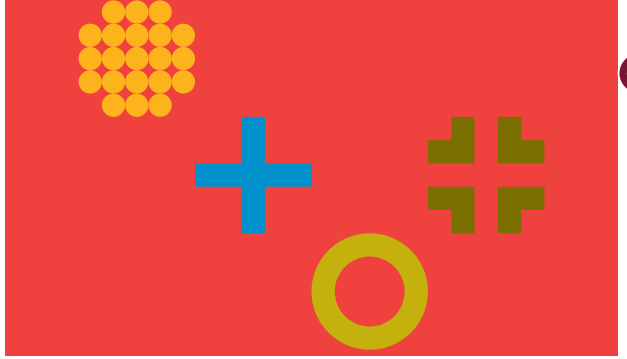
ACCEPTABLE DEVELOPMENT CRITERIA

- Car parking is to be provided in accordance with the following minimum standards, unless indicated within Chapters 3-5.

Table 2 - Car Parking

Development	Minimum Car Parking Spaces	Maximum Car Parking Spaces
Permanent Residential	0.75 bays per dwelling	An average of one bay per dwelling in any one development
Visitor	0.25 bays per permanent residential dwelling (rounded down)	N/A
Transient Residential	One bay per two bedrooms	One bay per bedroom
Office	1 bay per 100m^2 NLA	1 bay per 50m^2 NLA
Other	1 bay per 50 m^2 NLA	1 bay per 25 m^2 NLA

- Car parking to primary street frontages or public open space is to be located below ground or screened from public view and sleeved by active uses.
- Parking to secondary streets shall be appropriately designed and screened from adjacent or nearby buildings and the street through the use of innovative wall detailing, decorative screening, patterning and vegetation. Screening shall be compatible with the surrounding streetscape.

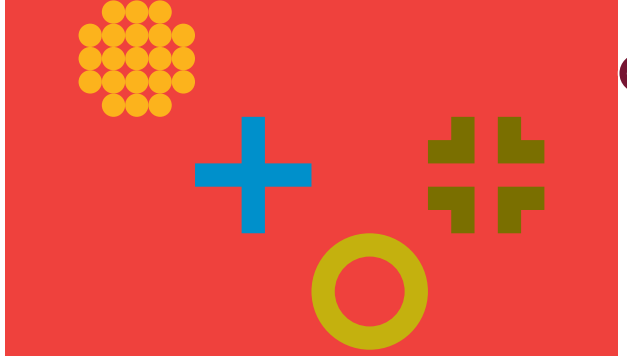


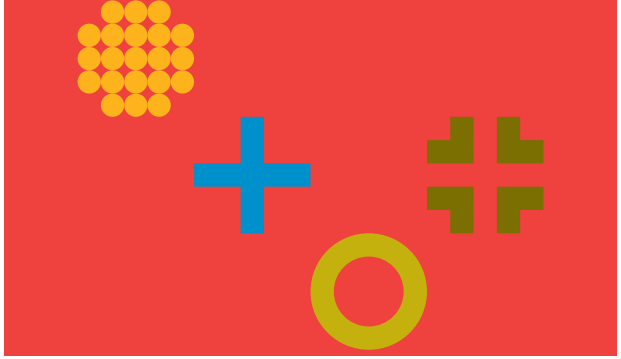
- Where at grade parking is provided to service existing heritage buildings, the layout shall form a seamless component of the overall public realm with design and materials compatible with the design of adjacent public places.
- Vehicles shall not be accommodated between the street front and the building line unless otherwise allowed for in Site Specific Guidelines in Chapters 3-5.
- Opportunities for reciprocal parking, shared parking and car stackers may be explored to maximise efficiency of use.
- All car parking areas shall be designed to facilitate ease of pedestrian movement, clear wayfinding, safety, security and comfort.
- Vehicle gates are designed and integrated within the building to minimise visual prominence and contribute to the quality the adjacent streetscape.
- Large canopy shade trees shall be provided to all at grade car parks and external pedestrian links, street edges and boundaries at a ratio of 1 tree to 4 car bays, to ensure appropriate protection from the elements and to assist in breaking up any significant expanse of parking area. Shade trees shall not obstruct driver sight lines to directional signage and /or traffic signals.

Development shall be provided with bicycle parking and end of trip facilities in accordance with the following minimum standards (adjacent):

Table 3 - End of Trip Facilities	
Building Type and Land Use	**Number of Bicycle Parking Facilities**
Commercial buildings less than 500m² in floor area	A minimum of 1 space
Commercial buildings more than 500 m² in floor area	Secure bicycle storage for 10% of building staff (based on 1 person per 15m² of Net Lettable Area (NLA)
	Accessible Showers A minimum of two female and two male showers, located in separate changing rooms, for the first 10 bicycle parking bays. Where less than 10 bicycle parking bars are required, 1 unisex shower and change room shall be provided. Additional shower facilities to be provided as a rate of one male and one female shower for every 10 bicycle bays
	Changing Facilities Including secure lockers at 1 for each bicycle
	Visitor Bicycle Storage A minimum of 1 space per 750m² of NLA. Located and signed near the main public entrance to the building
Residential	Bicycle parking facilities for multiple dwellings, short stay accommodation and serviced apartments shall be provided at a minimum of 1 bay for every three units

- Bicycle parking facilities shall be designed to be sympathetic with the surrounding streetscape and other street furnishings within the Redevelopment Area and located to avoid conflict with pedestrians.
- Use of The Workshops preferred style of bicycle parking rack is recommended externally within the Helena Precinct for continuity. Cora Bike racks CBR1B "Dulux Yellow Gold Y14, Alphatech number 33617- in Gloss"
- Facilities for cycling and other active forms of transport shall be provided for both staff and visitors. All end of trip facilities shall be designed with convenience and safety of the user in mind to encourage cycling.
- Locate bicycle parking for visitors adjacent to the building entry at ground level. Bicycle parking shall be located:
  - to allow for passive surveillance from public spaces such as from roads and other buildings.
  - so as not disrupt pedestrian flow.
  - at ground level and accessible from the road and cycle paths.
  - in well lit areas.





- Bicycle parking facilities are to be designed, located and constructed in accordance with AS 2890.3 and Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.
- The changing rooms must be conveniently located secure facilities capable of being locked and located adjacent to the showers in a well-lit area which is capable of easy surveillance.
- Lockers should be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.
- The end of journey facilities should be located as close as possible to the bicycle parking facilities.
- Bicycle parking facilities shall be designed to be attractive and sympathetic to the surrounding streetscape, other street furnishings and the character of the Redevelopment Area.
- Bicycle parking facilities for commuting staff shall include end of trip facilities with weather proof secure bike storage, showers, change rooms and lockers. All facilities shall be designed in accordance with CPTED design principles to promote the safety and security of users.
- Bicycle parking facilities shall be provided with clear but unobtrusive signage that allows them to be readily located and identified.

2.4.3 Storage

DESIGN INTENT

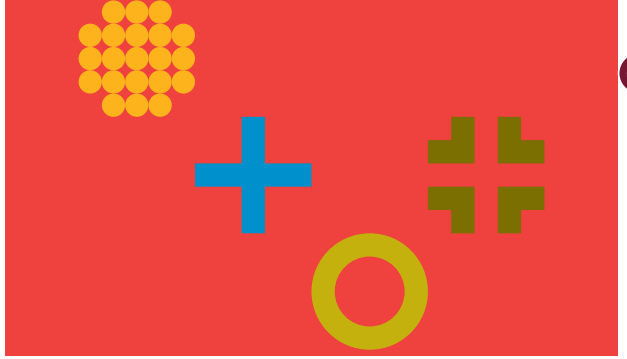
All dwellings shall be provided with useable, easily accessible and lockable, externally accessed storage to enhance livability, and functionality of residential development.

OBJECTIVE

All dwellings will have access to a functional secure storage space separate to the living area of that dwelling.

ACCEPTABLE DEVELOPMENT CRITERIA

- All dwellings will be provided with a store room with a minimum internal floor area of $4m^2$ and a minimum dimension of 1.5m. Where this is used for bicycle storage a minimum area of $6m^2$ is required.
- Stores are designed and located to be readily accessible and not require the movement of parked vehicles for access purposes.



2.4.4 Waste Reduction and Management

DESIGN INTENT

Sustainable waste management for buildings and public realm is achieved through the combined strategies of waste reduction, reuse and recycling, waste awareness and performance monitoring.

OBJECTIVE

Waste management is planned and co-ordinated as an integral component of the design and development process.

ACCEPTABLE DEVELOPMENT CRITERIA

- Building design will include space for waste and recycling storage and collection requirements, taking into account the need for easy access for drop off and collection that limit pedestrian and vehicle disruption.
- Building design shall ensure that City of Swan waste removal vehicles have potential to access and service bins on site, including in basements. The access route shall have a minimum clear height of 2.85m. Contact the City of Swan for further information on waste removal requirements. This arrangement may obviate the need for waste bins to be put out on verges.
- Kitchens and waste storage/collection areas allow for sorting of waste, such as "Recycling" and "General Waste".
- Refuse storage and collection facilities are to comply with the requirements of the City of Swan Waste and Recycling and collection regimes.
- A Waste Management Plan is to be prepared in conjunction with the City of Swan and submitted at development application stage.
- Service yards and bin enclosures are located and screened from general view to prevent the release of odours and sound emissions.

2.4.5 Building Services

DESIGN INTENT

Site and building services are screened from public view or fully integrated into the design of buildings and places to minimise the impact on the aesthetic quality and functionality of the development and the amenity and activation of the streetscape.

OBJECTIVE

Ensure that services and related hardware required for the function of buildings do not have a negative impact on the character and amenity of the area and are designed to meet changing needs over time.

AUTHORITY POLICY

Compliance with the Authority's Policy on Additional Structures to Properties.

ACCEPTABLE DEVELOPMENT CRITERIA

- Photovoltaic solar panels and flat solar water heating panels may be in public view provided they are well integrated with the building design. Panels may sit flat against the roof pitch or may be integrated into special elements such as awnings. Where solar panels are not integrated in this manner and/or where solar water heating storage tanks are provided, they shall not be visible from the street or public places.
- Roof plant and ancillary equipment will be screened from public view.
- Loading and service areas, storage areas and ancillary equipment such as mechanical plant shall be screened from public view in a manner that does not undermine the amenity of the area or quality of the development. Service doors and other utilitarian features shall be located away from street fronts and appropriately treated to reduce their visual presence.
- A Stormwater Management Plan will be submitted with each development application for new construction. Stormwater management should be in accordance with current best management practice and Better Urban Water Management.
- Any discharge of stormwater into the Helena River Foreshore area may require separate approval by the Rivers and Estuaries Division of the Department of Parks and Wildlife.
- All new development shall be connected to the Water Corporation's main sewer.
- All piped and wired services including fire booster cabinets and service meters are to be concealed from public view or integrated into the architectural design.
- Air conditioning units, pool filtration equipment, motors, pumps and mechanisms and similar items should be suitably located in areas that minimise the impact on neighbours and comply with the provisions of the *Environmental Protection (Noise) Regulations 1997.*

2.5 OTHER CONSIDERATIONS

2.5.1 Factors Affecting the Midland Redevelopment Area

Rail

Many lots within the Redevelopment Area are located directly adjacent to the rail reserve, where freight and interstate trains travel on a regular basis. Development in these locations are to incorporate appropriate measures to ameliorate the impact of rail noise and vibration.

Aircraft

Lots within the Redevelopment Area may also be located within the Australian Noise Exposure Forecast (ANEF) band of aircraft noise impact from Perth Airport, associated with an existing or future runway. Development in these locations are to incorporate appropriate measures to ameliorate the impact of aircraft noise.

Entertainment

Properties within the Redevelopment Area may be affected by noise from events and land uses associated with the inner urban location.

New development will be required to address noise in accordance with the requirements of the Authority's Development Policy on Noise Attenuation.

Contamination

Historic land uses within the Redevelopment Area have impacted on the soil contamination classifications of some properties. Prior to any site works, investigation for soil and groundwater contamination on the advice of the Department of Environment Regulation (DER) may be required.

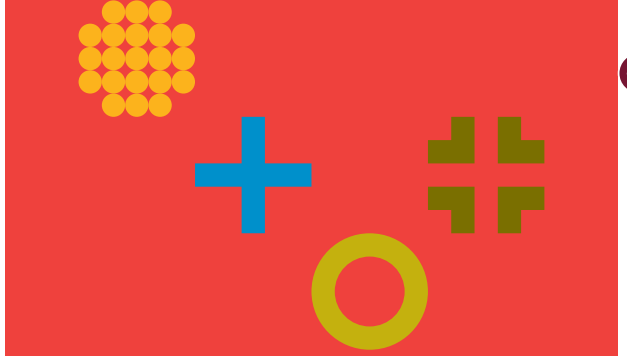
Air Quality

The Hazelmere Brick Works exhaust stack buffer impacts the Redevelopment Area, applications for land uses considered to be sensitive in nature will be assessed in consideration of the WAPC *State Planning Policy 4.1 - State Industrial Buffer Policy* and on the advice of the Department of Environment Regulation (DER).

Sensitive land uses include, but are not limited to, child care, hospitals, schools, residential and food manufacturing.

2.5.2 Power Supply and Infrastructure

In the event that future owners/occupiers have additional power requirements over and above the standard load allocation, it will be their responsibility to obtain the additional power directly from Western Power. This responsibility shall include the installation of any additional transformer sites that Western Power may require.



2.5.3 Sewer Easements

The Redevelopment Area contains existing sewer easements that affect a number of lots. Where lots are encumbered by a sewer easement, this area is not to be built on unless a suitable design solution can be agreed with the Water Corporation and the Authority. This area may be used for car parking or open space requirements.

2.5.4 Bushfire Management

Development will be designed and located to take into account fire protection requirements where there is any risk from bushfires.

All development is to comply with the recommendations outlined in the approved Fire Management Plan for the Helena and Clayton Precincts, taking account of the Map of Bushfire Prone Areas prepared and endorsed by the Fire and Emergency Services Commissioner. Bushfire Prone Areas within the Redevelopment Area are identified on the Precinct maps in Chapters 3-5 of these Design Guidelines.

State Planning Policy 3.7 *Planning in Bushfire Prone Areas* (SPP3.7) provides the foundation for land use planning in Bushfire Prone Areas. Development applications for development within designated Bushfire Prone Areas are required to be accompanied by a Bushfire Attack Level (BAL) assessment prepared by an accredited Level 1 BAL Assessor or Bushfire Planning Practitioner, or other individual approved by the Authority, which demonstrates compliance with SPP 3.7. The assessment will determine the level of construction standards for bushfire resistance to be applied, as identified in the Building Code of Australia and the Australian Standards AS3959. Further information on bushfire planning can be found on the Department of Planning website.

3.0
Victoria Precinct

Chapter 3 Victoria Precinct

3.1 INTRODUCTION

This chapter contains design criteria for the Victoria Precinct only. The content should be read in conjunction with Chapter 2.

3.1.1 Desired Character

Midland's status as one of Perth's major centres will be fully realised with Victoria Precinct providing an attractive and unique transect of city life.

Development along the rail and around the transit station will be combined with pedestrian friendly streets and civic spaces to provide a welcoming entry to Midland.

The area around the Town Hall and to the north will be consolidated with streets being lined with buildings that create an attractive, coherent and humanly scaled environment. New development will complement historical development by reflecting the elegance, proportion and materials of heritage buildings, while bringing their own architectural contribution to the area. Active frontages, shaded alfresco areas and formal planting will provide streets that promote public life under canopies of trees.

Upgrades to historical buildings and new mid-rise development unify Midland's old and new retail centres and provide a focus for restaurants, bars and festivals around a network of public spaces. To complement the functions of the city, the neighbourhood around the proposed new station will be redeveloped as an area of mid to high-rise residential and commercial development with appropriate separation apart to provide light and views. At the pedestrian level, development will provide podiums aligned to the street and introduce landscaping to compliment the amenity of the area. To the west of the town centre Byers Road will provide a transition from the intensity of the city centre through to the historical river front neighbourhoods.

Reliance on cars and car parking will be reduced through promotion of a more walkable, transit oriented city centre. Streets will be traffic calmed and off street car parking will be hidden from view. To increase the sense of vitality buildings will provide useable balconies and roof terraces for residents and workers. Rooftops will be designed to add interest, usable space and greenery. People will be encouraged out of buildings onto the street.

Victoria Precinct will be returned to an area attracting and expecting high quality development, expression of civic pride and opportunity. The uniqueness of Midland will become more evident and Design Excellence and place making will ensure this is retained and enhanced.

3.1.2 Objectives of the Precinct

The objectives for the Precinct are to:

- Reinvigorate the traditional city centre with new complementary retail, commercial and residential uses.
- Reinforce the network of pedestrians paths reconnecting parts of the city and linking it to the current and future rail and bus stations.
- Promote mixed use development with housing, employment and shops in close proximity to each other to re-invigorate the city centre.
- Reinforce the significance of heritage buildings by encouraging contemporary and responsive infill development and adaptive reuse.
- Encourage built form to promote security, passive surveillance and safety with the precinct through the activation of streets and other public areas.

3.2 LAND USE

DESIGN INTENT

The evolution of the Victoria Precinct will strengthen Midland's role as a Strategic Metropolitan Centre. New retail and commercial opportunities will be focused around Great Eastern Highway, The Crescent, Cale Street, Helena Street and Victoria Street. Residential, commercial and office development will occur throughout the Victoria Precinct, with landscape improvements enhancing amenity and more shops, cafes and restaurants promoting street activity.

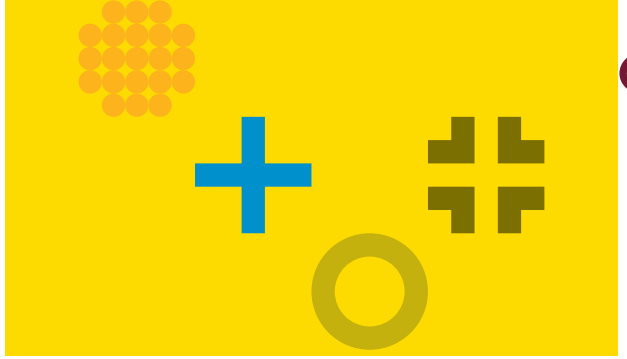
Development intensity will increase near the proposed Cale Street transit hub, with high density mixed-use development adding vibrancy, convenience and amenity to the expanded city centre.

OBJECTIVE

To provide a sustainable and vibrant land use mix throughout the Victoria Precinct.

ACCEPTABLE DEVELOPMENT CRITERIA

- Land uses are to be in accordance with the Sub-Precinct tables in Sections 3.4.1 - 3.4.6.
- Where restaurant and cafe or other hospitality uses are envisaged, provision shall be made for compliance with health and environmental requirements at the planning stage. Design to accommodate such matters as noise attenuation, mechanical ventilation, commercial kitchen exhausts and grease traps shall be integrated with the building from the outset.



3.3 BUILDING DESIGN

3.3.1 Building Appearance and Streetscape

DESIGN INTENT

Development will intensify towards the proposed Cale Street transit hub, with high density mixed use development adding vibrancy, convenience and amenity to the expanded city centre.

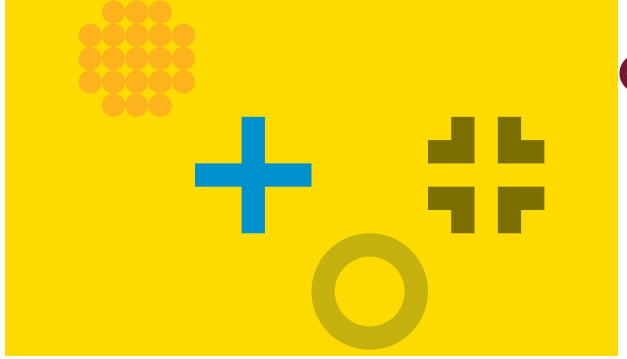
Significant heritage properties will be retained with new contemporary development to respect the existing heritage context.

OBJECTIVE

To ensure building design facilitates the creation of continuous and contained streetscapes influenced by the built form and to promote development that provides physical interaction between buildings and pedestrians at street/lane level.

ACCEPTABLE DEVELOPMENT CRITERIA

- The building façade shall be broken into finer grain individual elements with a relationship and rhythm that responds to the established streetscape.
- Provide functional private open space for individual dwellings in the form of balconies or an appropriate alternative, using innovative design response.
- Development shall respect the established architecture providing clearly defined door and window openings, with the proportion of window / opening to solid wall increased on the ground floor of primary frontages. Windows and doors to primary frontages shall make up no less than 80% of the length of the ground floor façade and shall retain a vertical proportion.
- Windows and glazed areas at ground level shall be clear with protection of windows from the sun or for privacy to be achieved through architectural devices and passive solar design.



3.3.2 Setbacks and Heights

DESIGN INTENT

Buildings will maintain a human scale at street level. Along important commercial streets, development will provide a typical high street experience with taller built form setback from the street edge.

OBJECTIVE

To establish a built form appropriate for a city centre location that maintains a human scale to the street and incorporates architectural features that respect the traditional forms of development within the Redevelopment Area.

ACCEPTABLE DEVELOPMENT CRITERIA

Development at Podium Level

- Development may have a maximum site (lot) coverage of 80%. Maximum site coverage may not be achievable where other site specific setback and design criteria is applicable.
- Side boundary setbacks: Walls with a 0m (nil) setback are permitted up to two-thirds of the length of the boundary behind the front setback to a maximum height of 10m, or a maximum of 7m for any portion of wall adjacent to an existing single storey property of recognised heritage significance. Setback requirements for recessed areas along side boundaries are to be in accordance with 'Boundary Setbacks' provisions in *State Planning Policy 3.1 - Residential Design Codes.*
- Maximum podium height (ie: 4 storeys) is permitted where podium development above the 3rd storey is setback minimum 3m from the podium extent (front, side and rear) prescribed in the Sub-Precinct tables in Sections 3.4.1 - 3.4.6, to provide a sense of human scale to the streetscape and an appropriate built form response to the street context.
- Developments with nil setbacks to streets or laneways used for Council rubbish collection should incorporate a recessed area within the lot boundary for storage of bins on rubbish collection days.

Development Above Podium Level

- The Sub-Precinct tables in Sections 3.4.1 - 3.4.6 set out the site specific provisions (setbacks and heights) for sites within the Victoria Precinct. Where development above podium height is permitted, the provisions outlined below will apply to ensure appropriate bulk and scale. For development to achieve the maximum height outlined in Table 4 (adjacent), lots must have a frontage of greater than 50m.

Table 4 - Overall Height Allowances for Frontages (Victoria Precinct)

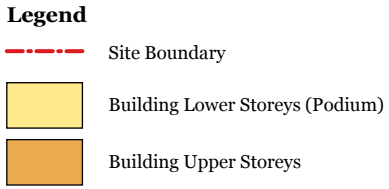
OVERALL PERMITTED HEIGHT RANGE (inc Podium) as per site specific provisions in Sections 3.4.1 - 3.4.6	LOT FRONTAGE (Primary Frontage*)		
	≤ 40m	> 40-50m	> 50m
Max: 5 – 8 Storeys	5	6	8
Max: 9 – 12 Storeys	9	11	12

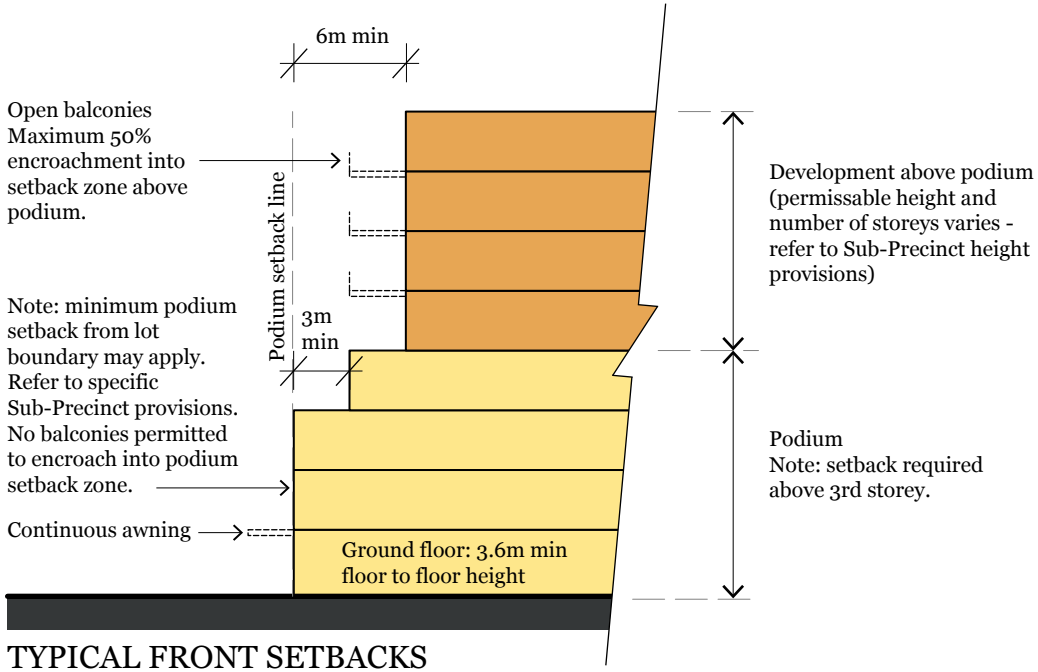
*Note: Primary frontage is defined as being the street with the highest assumed pedestrian movement, or as otherwise agreed with the Authority.

Primary frontages for sites within the Victoria Precinct are idenfitied in the Sub-Precinct / site specific diagrams in this chapter.

- The following provisions apply to all development within the Victoria Precinct, unless otherwise specified in the site specific provisions within Chapter 3:
  - Front setbacks above podium: Development above podium shall be setback a minimum 6m from the front podium extent prescribed in the Sub-Precinct tables in Sections 3.4.1 - 3.4.6. Balconies may project up to 50% into the front setback area above podium. Refer to below example.

    NOTE: Front setbacks generally apply to the lot frontage/s adjacent to a proposed / gazetted road/s (excluding laneways), unless otherwise specified by the Authority or in the Sub-Precinct tables within this chapter.

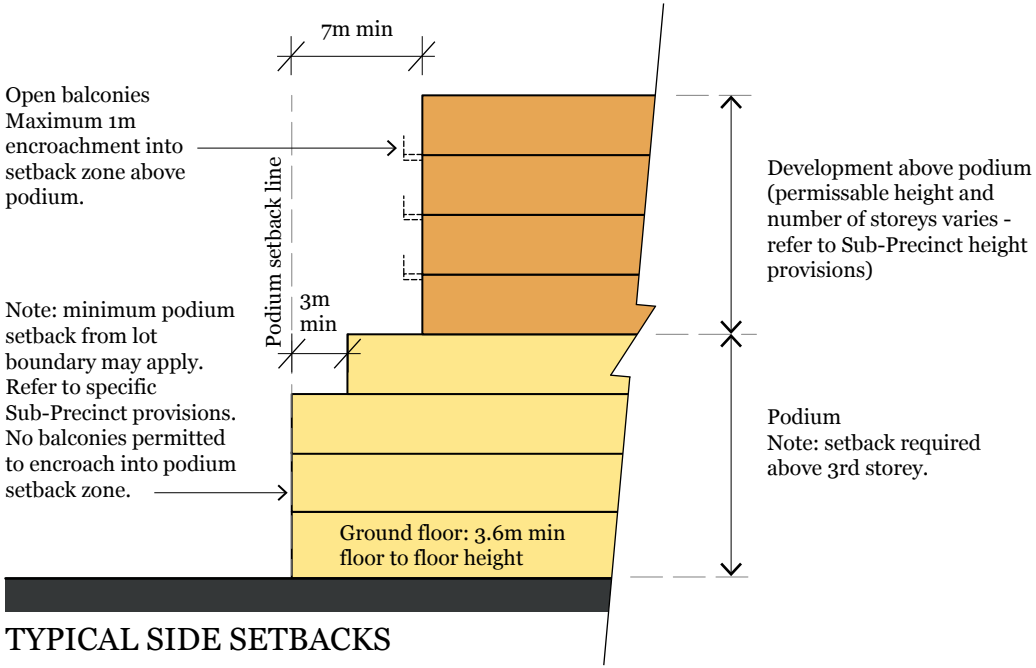




TYPICAL FRONT SETBACKS

- Side setbacks above podium: Development above podium shall be setback a minimum 7m from the side podium extent prescribed in the Sub-Precinct tables in Sections 3.4.1 - 3.4.6. Balconies may project 1m into the side setback area above podium. Refer to below example.

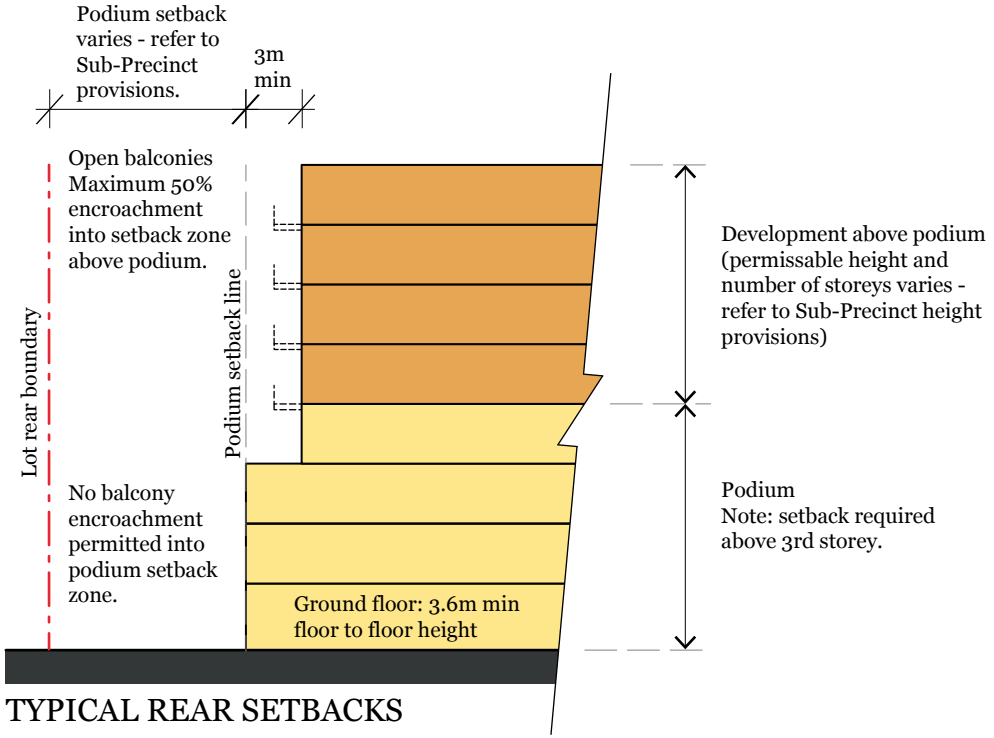
  NOTE: Side setbacks generally apply to the lot frontage/s which are not identified as 'front' or 'rear' setbacks within this section or in the Sub-Precinct tables in Sections 3.4.1 - 3.4.6.



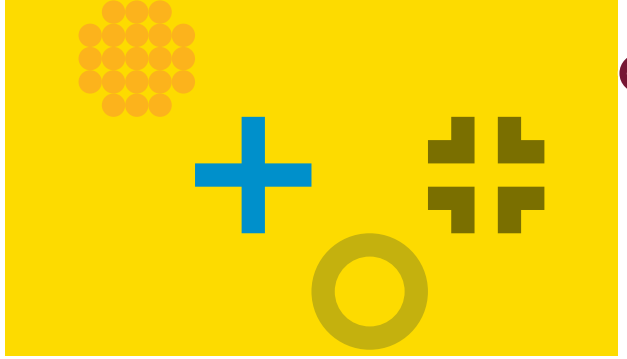
TYPICAL SIDE SETBACKS

- Rear setbacks above podium: In accordance with Acceptable Development Criteria 2, development above the 3rd storey podium shall be setback minimum 3m from the podium extent prescribed in the Sub-Precinct tables in Sections 3.4.1 - 3.4.6. Balconies may project up to 50% into the rear setback area above podium. Refer to below example.

  NOTE: Rear setbacks generally apply to the lot boundary subject to the 'indicative rear setback' zone identified within the figures in this chapter or as identified within the Sub-Precinct tables in Sections 3.4.1 - 3.4.6.



TYPICAL REAR SETBACKS



3.3.3 Heritage Properties

Additional development on lots containing existing buildings of recognised heritage significance shall be restricted to the rear of the builidng only in order to protect heritage character and maintain the rhythm of the streetscape. New development to heritage places / sites should maintain the existing side setbacks.

Additional development on lots adjacent to existing buildings of recognised heritage significance shall be designed to generally respect the established streetscape in terms of building setbacks, existing building heights and presentation.

Places of heritage significance are identified on the Site Specific Plans and within the Sub-Precinct tables in this chapter. Indicative 'Heritage Transition Zones' are identified on Site Specific Plans where a site is located adjacent to a building of recognised heritage signficance and where heights and setbacks of adjacent development are required to respect the heritage place

ACCEPTABLE DEVELOPMENT CRITERIA

- Nil side podium setbacks are permitted up to two-thirds of the length of the boundary behind the front setback to a maximum wall height of 7m for any portion of wall adjacent to an existing single storey property of recognised heritage significance. Setback requirements for recessed areas along side boundaries are to be in accordance with 'Boundary Setbacks' provisions in *State Planning Policy 3.1 - Residential Design Codes*.
- Where a heritage building is built to boundary, development on lots adjacent to the property is to be appropriately setback to protect and respect the heritage fabric.
- Building/podium heights of development adjacent to places of recognised heritage significance are to generally reflect the height of the adjacent heritage building.
- New development on lots containing existing heritage buildings should acknowledge the scale and rhythm, proportions of fenestrations, height and building setbacks of the adjoining buildings or street, but should not attempt to mimic historical detail. Contemporary design responses as outlined in these guidelines should be provided.

3.4 SITE SPECIFIC GUIDELINES

This Section (3.4) describes and defines the site specific development provisions that will be used to manage development for the Victoria Precinct. The information is supplementary to the requirements contained in other Sections of the Design Guidelines.

Victoria Precinct Plan

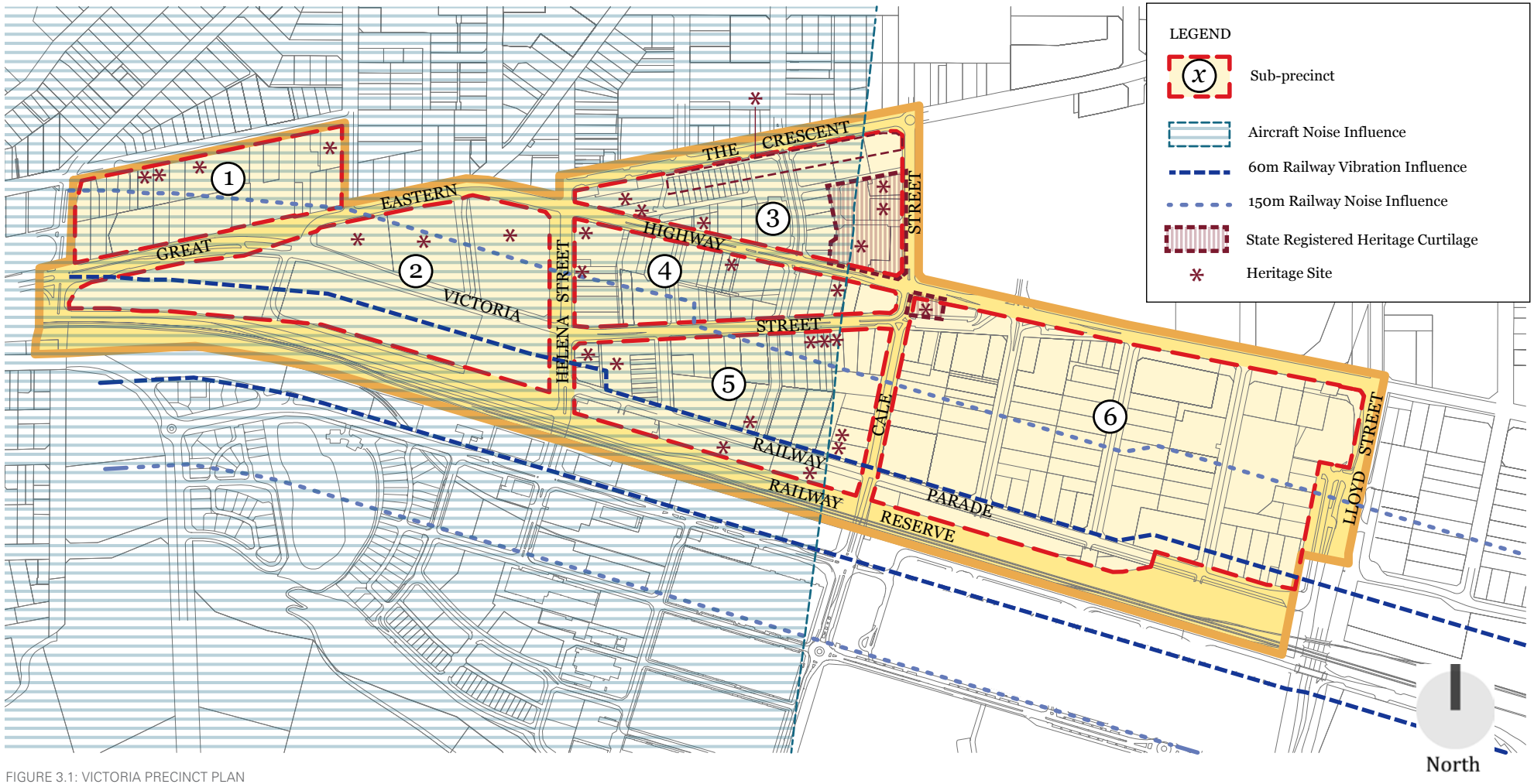


FIGURE 3.1: VICTORIA PRECINCT PLAN

3.4.1 SUB-PRECINCT 1: GREAT EASTERN HIGHWAY NORTH

Site	Preferred Land Use	Podium Setbacks (Min)*			Height	Other Considerations
		Front	Side	Rear		
A	**Ground:** Business Services, Consulting Rooms, Veterinarian Clinic, Laundromat, Restaurant, Medical Centre **Upper:** Residential, Office, Consulting Rooms, Research & Development	Nil (Morrison Rd and Byers Rd)	Nil for 2/3 length of boundary (south)	N/A - no tower development to rear of site	**Podium:** Min: 3 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer Section 3.4.1.1
B		1.5m (Great Eastern Hwy); Nil (Morrison Rd)	Nil for 2/3 length of boundary (north)	Nil to laneway		
C		1.5m	N/A	7m (6m for lane plus 1m rear podium setback from lane) (north); 6m (west and east)		
D		1.5m (Great Eastern Highway); Nil (William Street)	Nil for 2/3 length of boundary	7m	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer Section 3.4.1.2
E	Residential	Nil	Nil for 2/3 length of boundary	7m	Min: 2 storeys Max: 4 storeys* (up to 13.5m)	Refer Section 3.4.1.2 Heritage - Byers Road Workers Cottages, Midland Police and Citizens Youth Club
F	No. 1-3 William Street: **Ground:** Business Services, Consulting Rooms, Veterinarian Clinic, Laundromat **Upper:** Residential No.5-9 William Street: **Ground:** Residential **Upper:** Residential	Nil	1m for 2/3 length of boundary	2m (west)		Refer Section 3.4.1.2 Heritage - William Street Workers Cottages

- *Refer Section 3.3.2
- **Refer Table 4, pg 51
- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys

SUB-PRECINCT 1: GREAT EASTERN HIGHWAY NORTH

3.4.1.1 Sites A & B (Old Midland Inn) & Site C

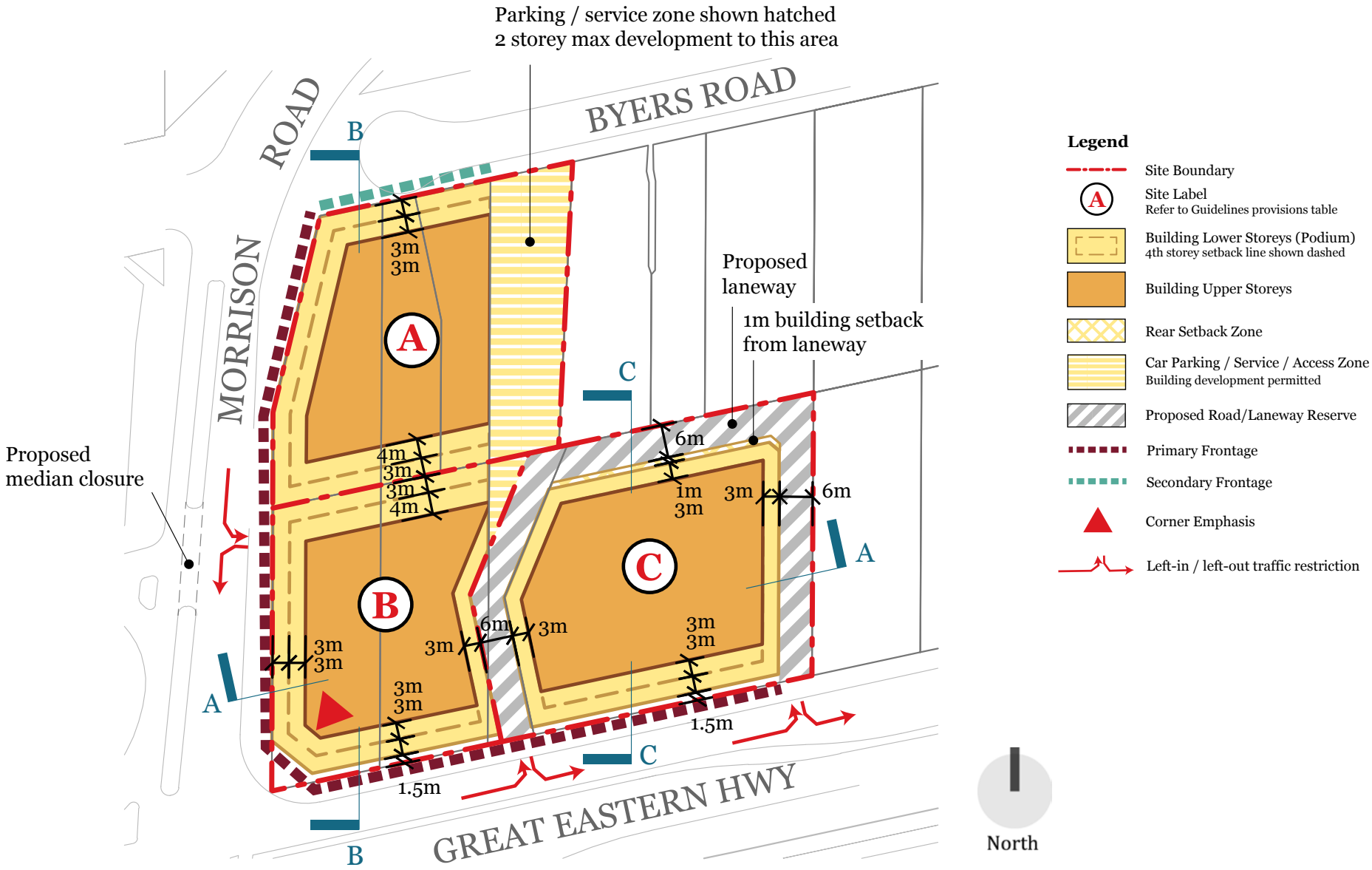


FIGURE 3.2: SITES A, B & C SITE SPECIFIC PLAN

SUB-PRECINCT 1: GREAT EASTERN HIGHWAY NORTH

DESIGN INTENT

This building will provide a sense of arrival into the Redevelopment Area with development designed to directly address the primary streets and frame the entry experience.

DEVELOPMENT REQUIREMENTS

- Development shall be a minimum of 3 storeys up to a maximum of 8 storeys, with minimum setbacks to the podium and development above podium as indicated in Figures 3.2 & 3.3 and Section 3.3.2.
- Nil setback is required to the ground level at Morrison Road and Byers Road, with a 1.5m setback to Great Eastern Highway.
- Open balconies may project a maximum of 50% into the front tower setback (above podium). Balconies may encroach a maximum of 1m into the side setback (above podium).
- A strong architectural element shall be provided at the corner of Great Eastern Highway and Morrison Road.
- All car parking is to be screened from public view and sleeved by active uses to primary frontages.
- Commercial or Dining & Entertainment access to Sites A & B (Old Midland Inn) shall be restricted to left in-left out from Morrison Road or via a left in- left out crossover from Great Eastern Highway for service vehicles. Byers Road vehicular access shall be for residential use only. A Transport Impact Assessment will be required to demonstrate compliance.

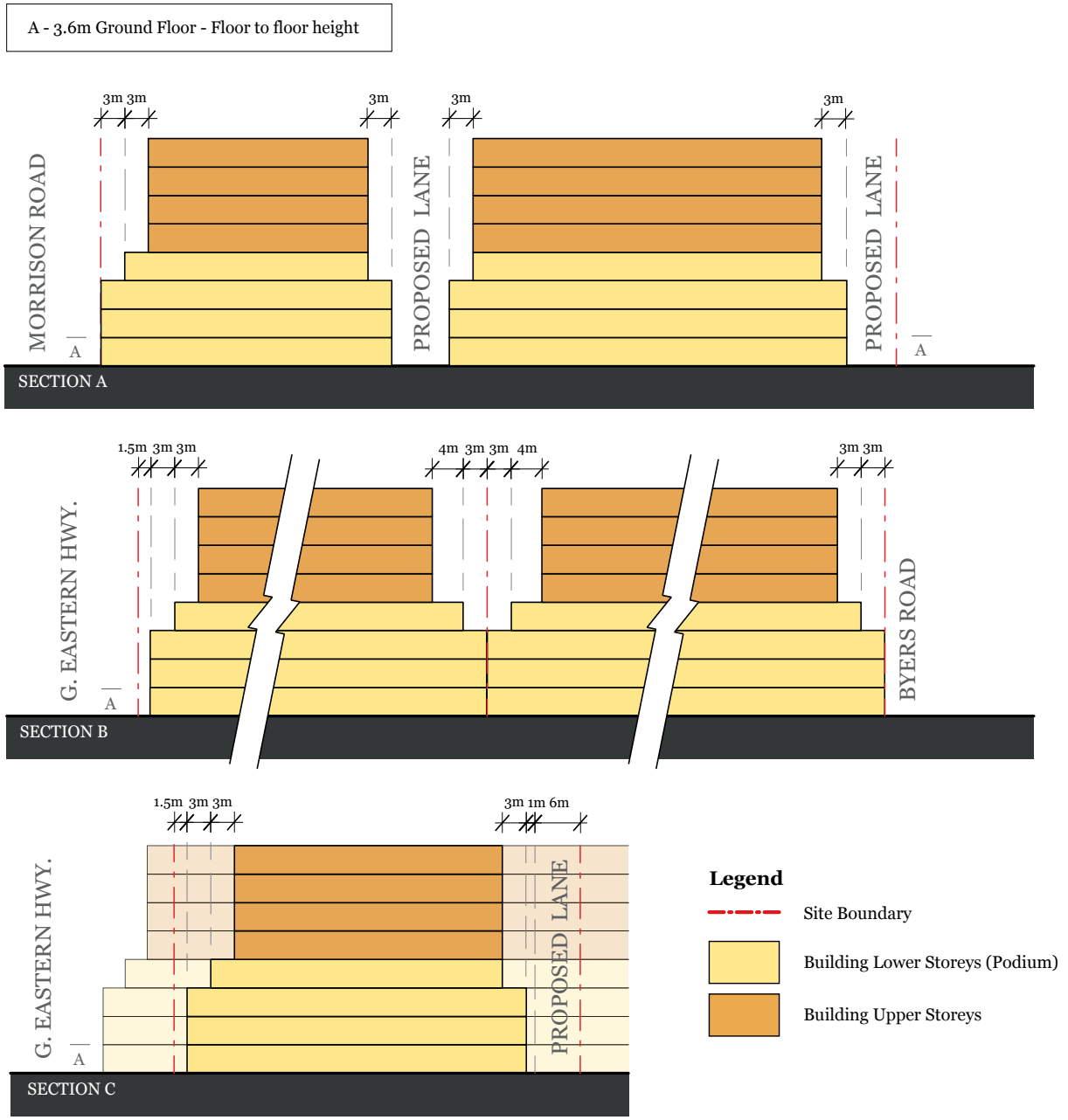


FIGURE 3.3: SITES A, B & C SECTIONS

SUB-PRECINCT 1: GREAT EASTERN HIGHWAY NORTH

3.4.1.2 Sites D, E & F

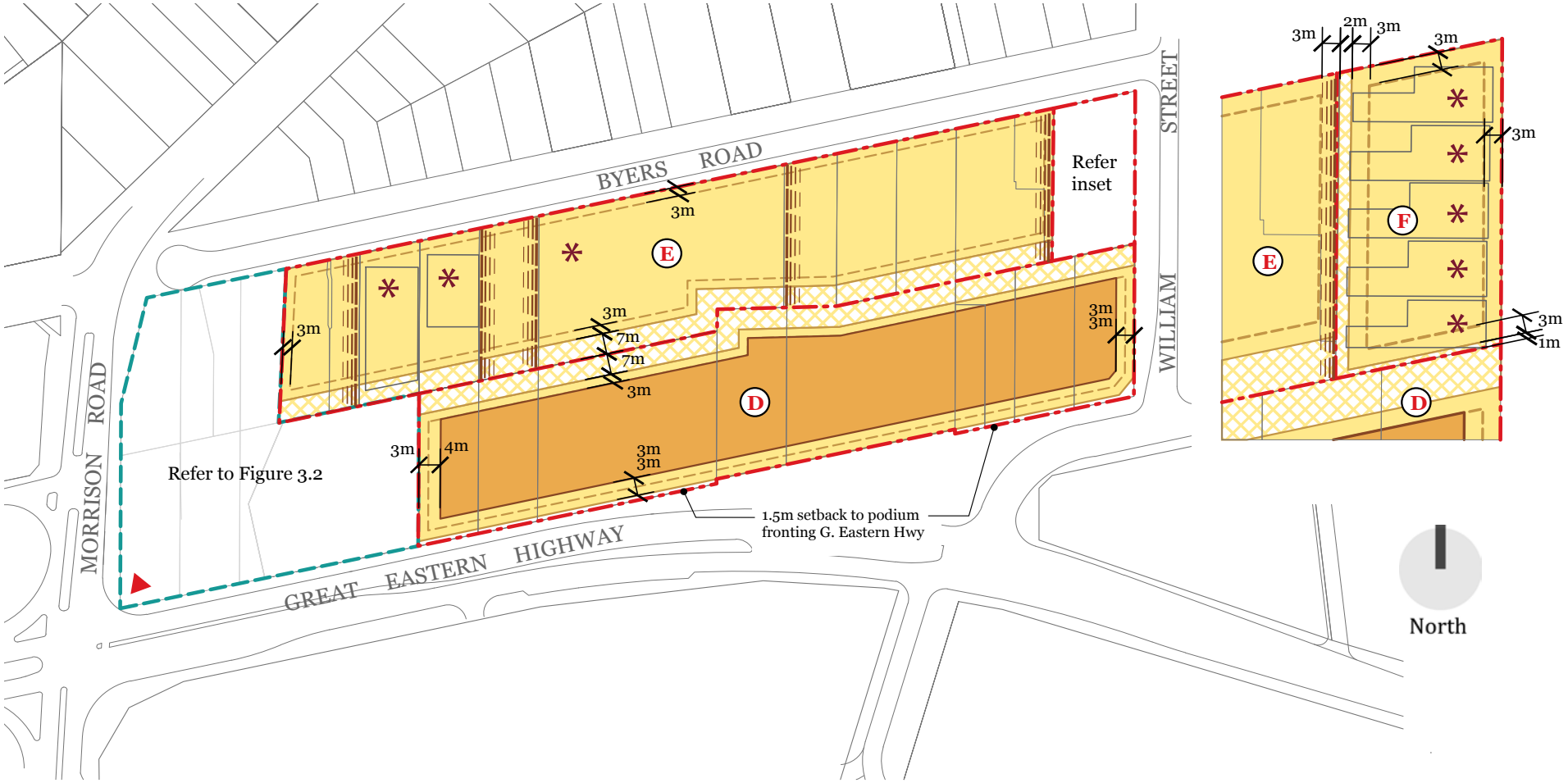


FIGURE 3.4: SITES D, E & F SITE SPECIFIC PLAN

Legend

- Site Boundary
- Site Label (A) — Refer to Guidelines provisions table
- Building Lower Storeys (Podium) — 4th storey setback line shown dashed
- Building Upper Storeys
- Rear Setback Zone
- Corner Emphasis
- Heritage Site / Structure — Refer to Heritage Inventory for detail
- Heritage Transition Zone
- Subject to Site Specific Guidelines

3.4.2 SUB-PRECINCT 2: HELENA STREET WEST

Site	Preferred Land Use	Podium Setbacks (Min)*			Height	Other Considerations
		Front	Side	Rear		
A	**Ground:** Business Services, Consulting Rooms, Veterinarian Clinic, Laundromat, Restaurant, Medical Centre **Upper:** Residential, Office, Consulting Rooms, Research & Development	Nil	Nil for 2/3 length of boundary	7m (south)	**Podium:** Min: 3 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer Section 3.4.2.1
B	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil	Nil for 2/3 length of boundary	N/A	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.2m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer Section 3.4.2.2 Heritage - Centrepoint Shopping Centre Site setbacks within Lot 4 (No. 307) GEH to accommodate ~20m road reserve as per Figure 3.7
C	**Ground:** Business Services, Consulting Rooms, Restaurant/Cafe, Small Bar, Community, Culture & Creative Industry, Shop, Personal Services, Market, Medical Centre **Upper:** Residential, Office	Nil	Nil for 2/3 length of boundary	7m	**Podium:** Min: 3 Storeys Max: 4 Storeys* (up to 13.5m) **Overall(inc Podium):** Max: 9-12** storeys (up to 39m)	Current Train Station - subject to future planning. Refer Figure 3.5

- *Refer Section 3.3.2
- **Refer Table 4, pg 51
- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys
- GEH = Great Eastern Highway

SUB-PRECINCT 2: HELENA STREET WEST

3.4.2.1 Sites A & C

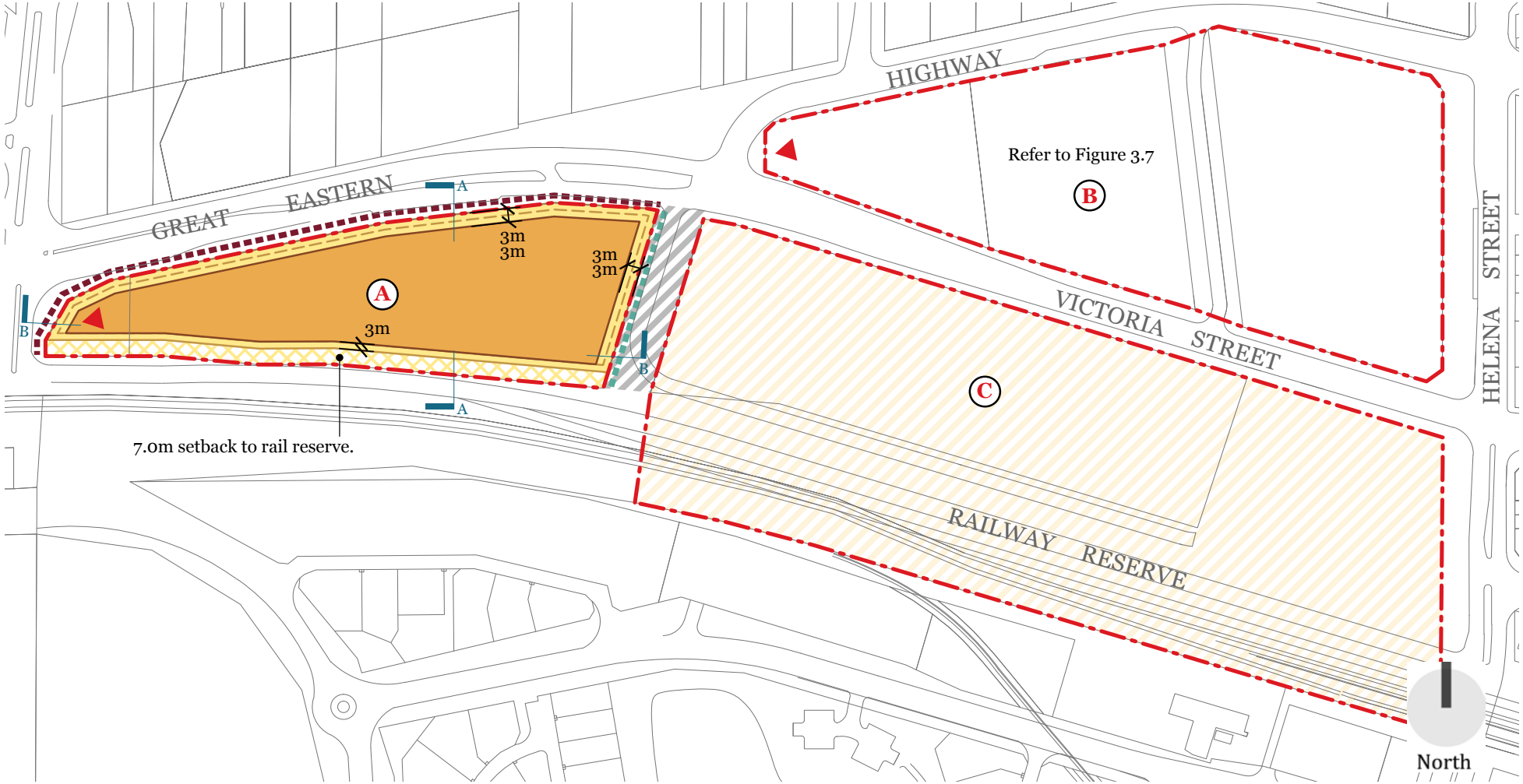


FIGURE 3.5: SITES A & C SITE SPECIFIC PLAN

Legend

- Site Boundary
- Site Label (A) — Refer to Guidelines provisions table
- Building Lower Storeys (Podium) — 4th storey setback line shown dashed
- Building Upper Storeys
- Rear Setback Zone
- Proposed Road/Laneway Reserve
- Subject to Future Planning
- Primary Frontage
- Secondary Frontage
- Corner Emphasis

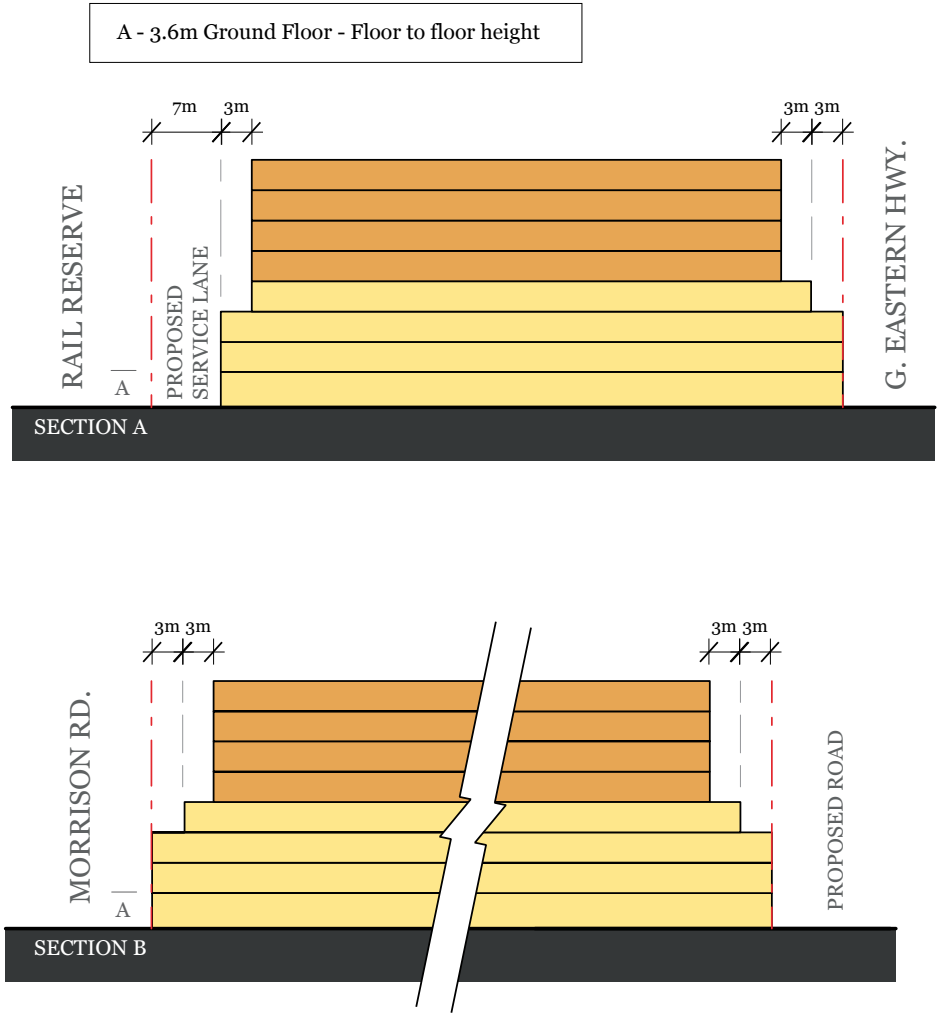


FIGURE 3.6: SITE A SECTIONS

SUB-PRECINCT 2: HELENA STREET WEST

3.4.2.2 Site B (Centrepoint)

FIGURE 3.7: SITE B SITE SPECIFIC PLAN

Legend

- Site Boundary
- Site Label — Refer to Guidelines provisions table
- Building Lower Storeys (Podium) — 4th storey setback line shown dashed
- Building Upper Storeys
- Proposed Road/Laneway Reserve
- Primary Frontage
- Secondary Frontage
- Corner Emphasis
- Heritage Site / Structure — Refer to Heritage Inventory for detail

DESIGN INTENT

This site will be reinforced as the secondary retail opportunity to that of Midland Gate Shopping Centre. Multi storey car parking will be sleeved with built form of retail or commercial uses. Development will provide architectural emphasis at the intersection of Great Eastern Highway and Victoria Street and at the corner of Helena Street and Victoria Street.

DEVELOPMENT REQUIREMENTS

- Development shall provide a slow speed road linking Old Great Northern Highway to Victoria Street to provide connections to the civic centre of Midland. Development that fronts this vehicular access can provide a secondary frontage.
- Development shall be a minimum 2 storeys with activation and passive surveillance from both levels.
- Loading areas/bays shall be sleeved or screened by activated street front development.
- Sections of mall shall connect major tenancy anchors directly to external streets and be no greater than 30m in length.
- At least 50% of all internal malls shall have direct access to natural light.

SUB-PRECINCT 2: HELENA STREET WEST

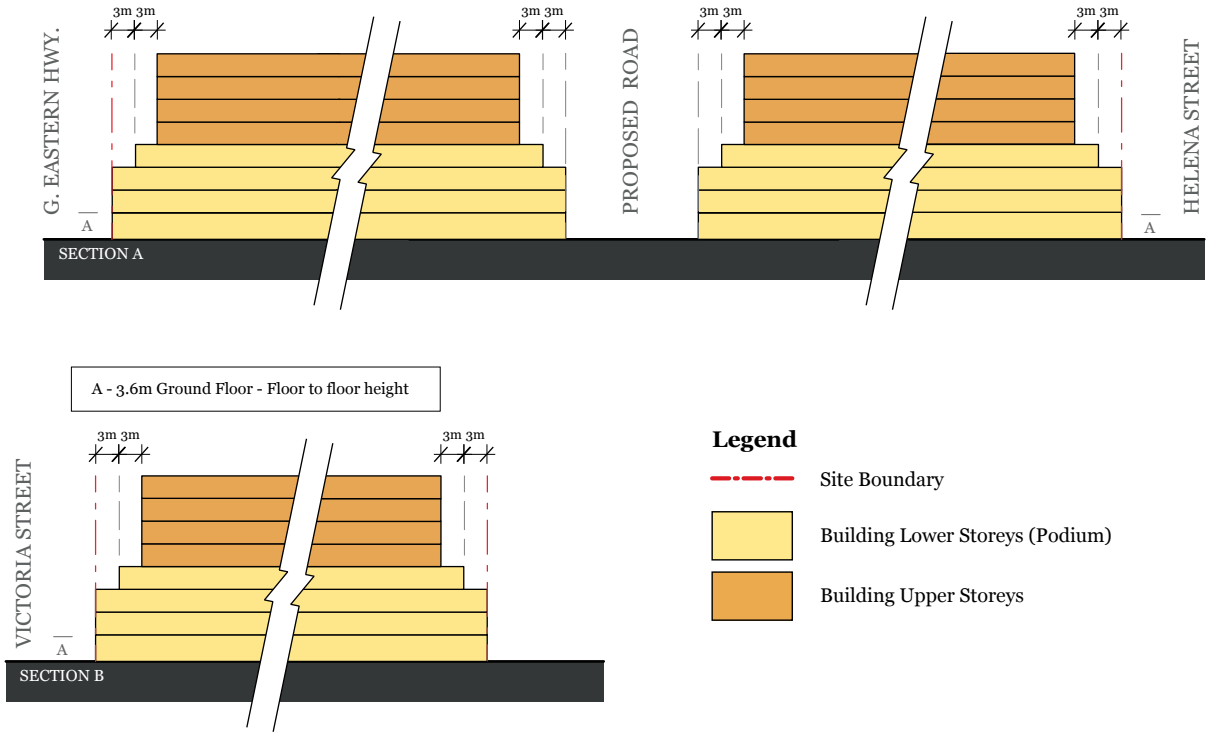


FIGURE 3.8: SITE B SECTIONS

3.4.3 SUB-PRECINCT 3: SOUTH OF THE CRESCENT

Site	Preferred Land Use	Podium Setbacks (Min)*			Height	Other Considerations
		Front	Side	Rear		
A	**Ground:** Office, Shop, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential	Nil	Nil for 2/3 length of boundary	Nil	**Podium:** Min: 3 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer Figure 3.9 Development above podium is to align with Site C front setback
B	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/ Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil	Nil for 2/3 length of boundary	7m	**Podium:** Min: 2 Storeys Max: 4 Storeys** (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer Figure 3.9 Heritage - Tuohy Garden
C	**Ground:** Office, Shop, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential	Nil	Nil for 2/3 length of boundary	Nil	Min: 3 Storeys Max: 4 Storeys* (up to 13.5m)	Refer Figures 3.9 & 3.10 & Section 3.4.3.1 Heritage - Alignment of the Former Midland Company Rail Line
D	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/ Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil (Great Eastern Highway and Keane Street)	Nil for 2/3 length of boundary	7m	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer Figure 3.9
E	**Ground:** Office, Shop, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential	Nil	Nil for 2/3 length of boundary	Nil	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer Figure 3.9 Heritage - Shops
F		Nil	Nil for 2/3 length of boundary	Nil	Min: 2 Storeys Max: 4 Storeys* (up to 13.5m)	Refer Figures 3.9 & 3.11 & Section 3.4.3.2 Heritage - Alignment of the Former Midland Company Rail Line
G		Nil	Nil for 2/3 length of boundary	Nil	Min: 3 Storeys Max: 4 Storeys* (up to 13.5m)	Refer Figure 3.9 & 3.12 & Section 3.4.3.3 Heritage - Alignment of the Former Midland Company Rail Line

SUB-PRECINCT 3: SOUTH OF THE CRESCENT

Site	Preferred Land Use	Podium Setbacks (Min)*			Height	Other Considerations
		Front	Side	Rear		
H	**Ground:** Office, Shop, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential	1.5m	Nil for 2/3 length of boundary	1.5m (east)	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer Figures 3.9, 3.13, 3.14, 3.15 & 3.16 Refer Section 3.4.3.4
I	Restaurant/Cafe, Community Facility, Culture & Creative Industry	Existing			Max: 2 storeys (up to 7m)	Refer Figure 3.9 Heritage - Old Midland Junction School
J	**Ground:** Restaurant/Cafe, Small Bar, Culture & Creative Industry **Upper:** Residential, Office	Existing				Refer Figure 3.9 & 3.17 Refer Section 3.4.3.5 Heritage - Old Midland Junction School (Headmasters House and Infants School)
K	**Ground:** Office, Shop, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential	Nil	Nil for 2/3 length of boundary	Nil	Min: 2 Storeys Max: 4 Storeys* (up to 13.5m)	Refer Figure 3.9 & 3.18 Refer Section 3.4.3.6 Heritage - Alignment of the Former Midland Company Rail Line

- *Refer Section 3.3.2
- **Refer Table 4, pg 51
- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys

SUB-PRECINCT 3: SOUTH OF THE CRESCENT

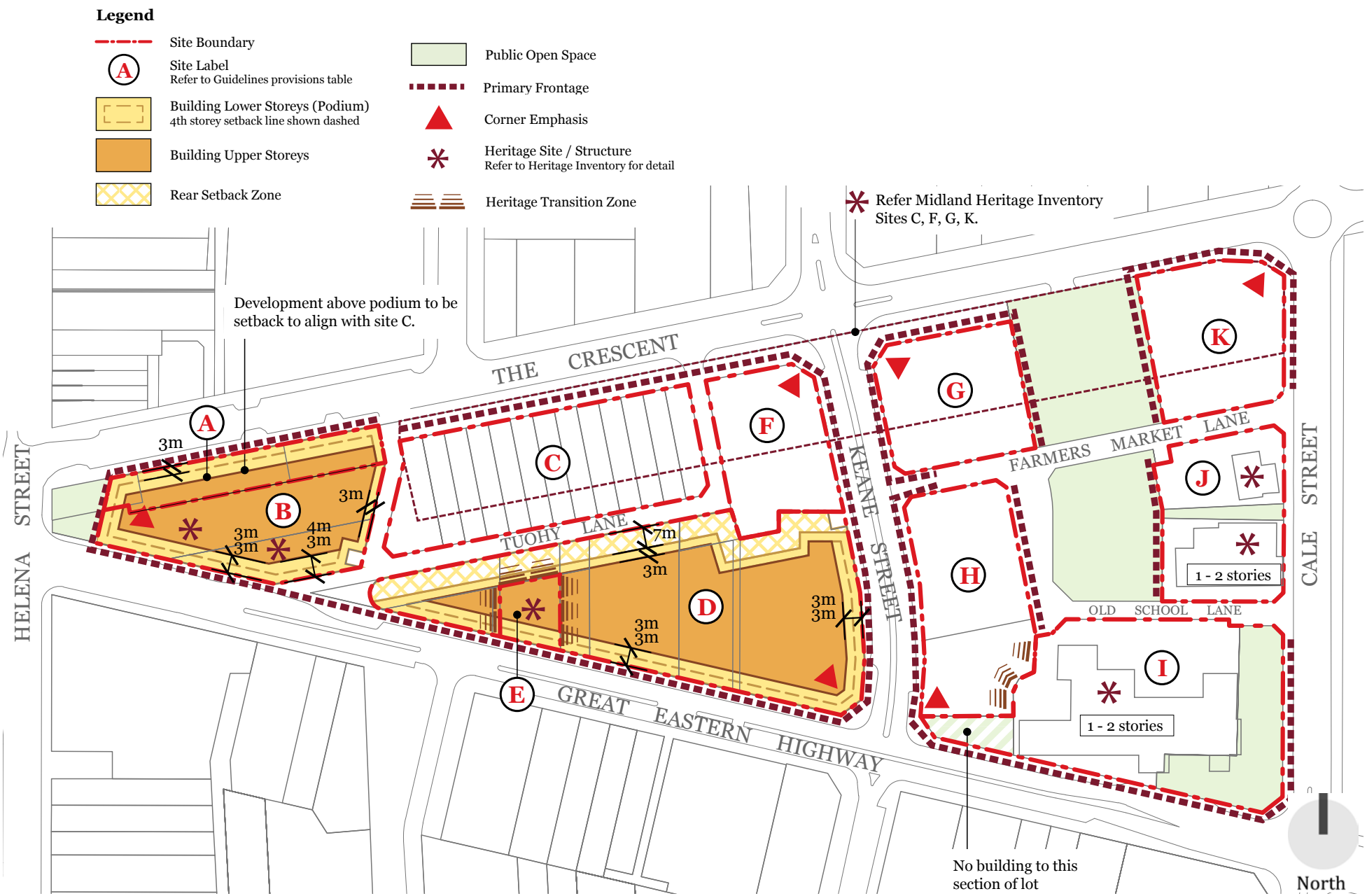
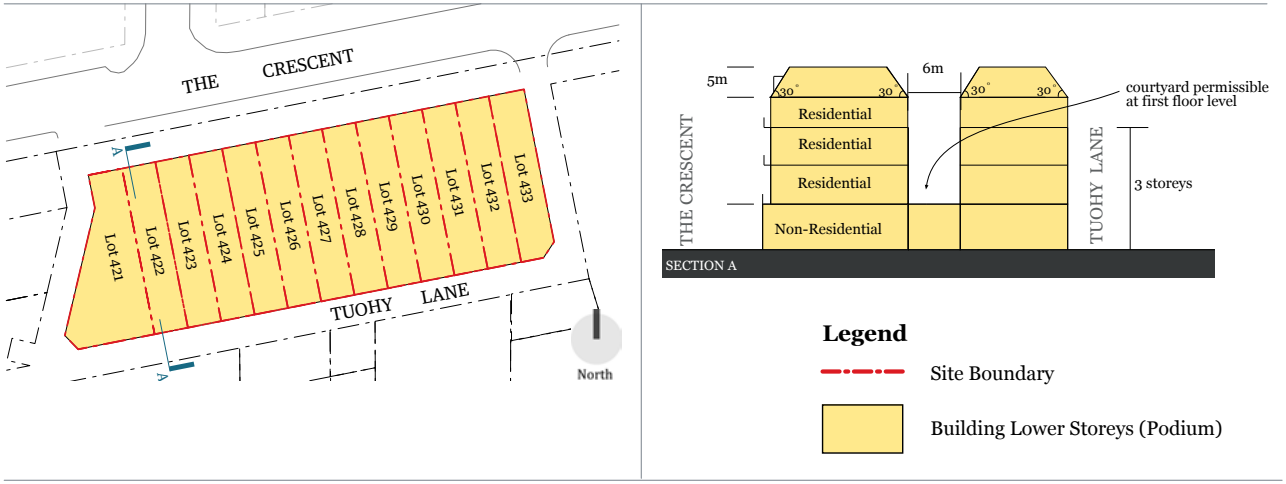


FIGURE 3.9: SOUTH OF THE CRESCENT SITE SPECIFIC PLAN

3.4.3.1 Site C (The Crescent)



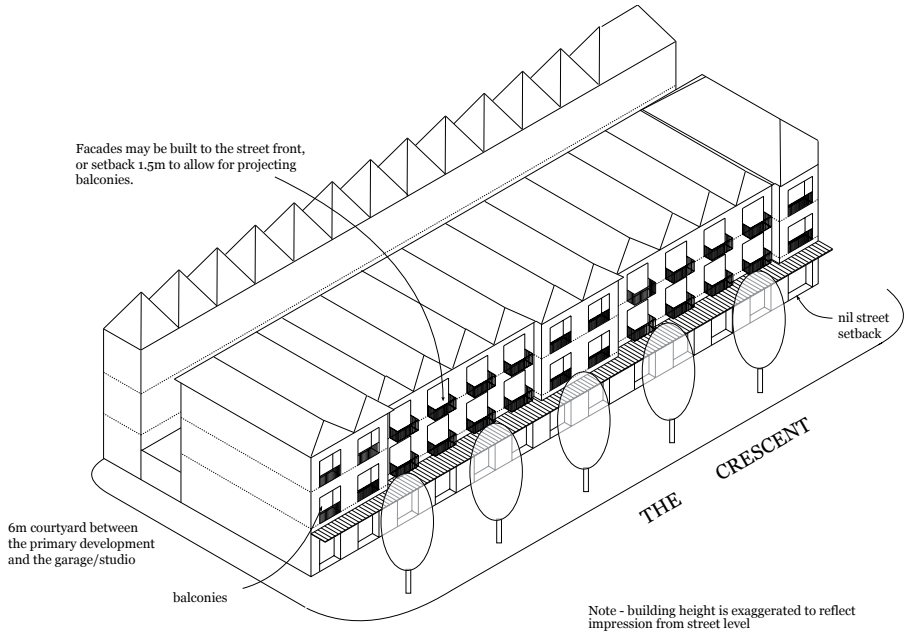


FIGURE 3.10 SITE C SITE SPECIFIC PLAN

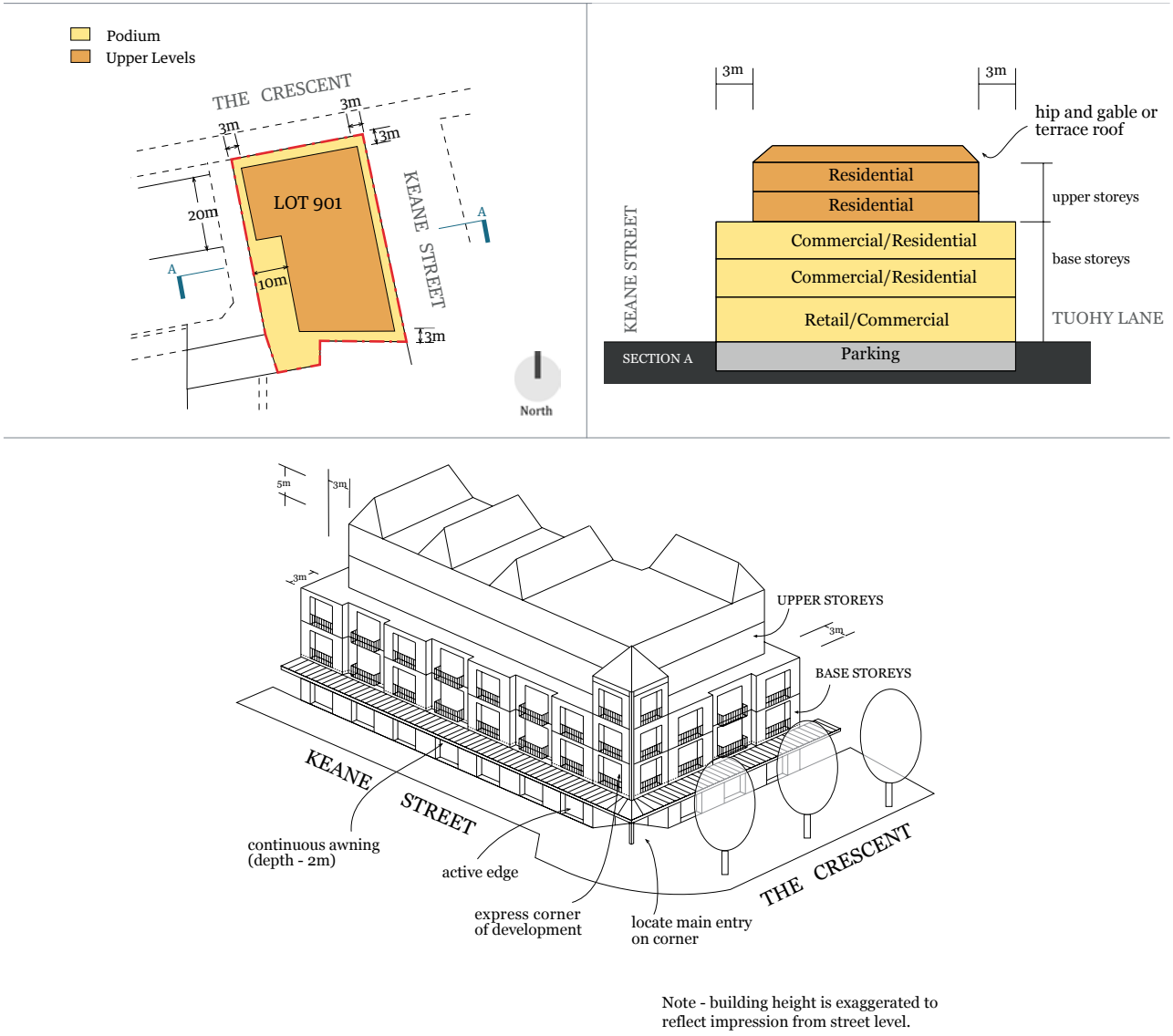
DESIGN INTENT

These lots will be predominantly residential. However, the ground floor will be development to enable the conversion to non-residential.

DEVELOPMENT REQUIREMENTS

- The development shall be a minimum 3 storeys, up to 4 storeys and be built to the streetfront.
- Developments should be designed to ensure the area above the garage is accessible by a stairway that meets residential standards.
- A courtyard of no less than 6m shall be provided between the primary development and the garage/ studio. This courtyard may be at the first storey.
- Vehicle access to the properties shall be from Tuohy Lane.
- Balconies or small terraces shall be provided on the first and second storeys.
- Minimum spacing between the balconies is 2m.
- Maximum width of balconies is 5m.
- The development may be setback 1.5m at the upper levels to allow for projecting balconies to be provided within the lot boundary.
- Awnings shall be 2m wide.
- Roofs shall be a maximum height of 5m above ceiling level and other than for small gables and features, shall be contained within a plane pitching inwards at least 30 degrees from the side boundaries.

3.4.3.2 Site F



Note - building height is exaggerated to reflect impression from street level.

FIGURE 3.11 SITE F SITE SPECIFIC PLAN

DESIGN INTENT

This lot will be predominantly commercial with the upper levels as residential. The ground level will incorporate commercial or retail uses.

DEVELOPMENT REQUIREMENTS

- The podium development shall be a minimum of 2 storeys and a maximum of 3 storeys and be built to the streetfront.
- The upper storeys must be setback a minimum of 3m from the podium extent.
- Balconies or small terraces shall be incorporated into the facade.
- Minimum spacing between the balconies is 2m.
- Maximum width of balconies is 5m.
- The development may be setback 1.5m at the upper levels to allow for projecting balconies to be provided within the lot boundary.
- Roofs shall be a minimum height of 5m above ceiling level and other than for small gables and features, shall be contained within a plane pitching inwards at least 30 degrees from the side boundaries.

Legend

- Site Boundary
- Building Lower Storeys (Podium)
- Building Upper Storeys

3.4.3.3 Site G

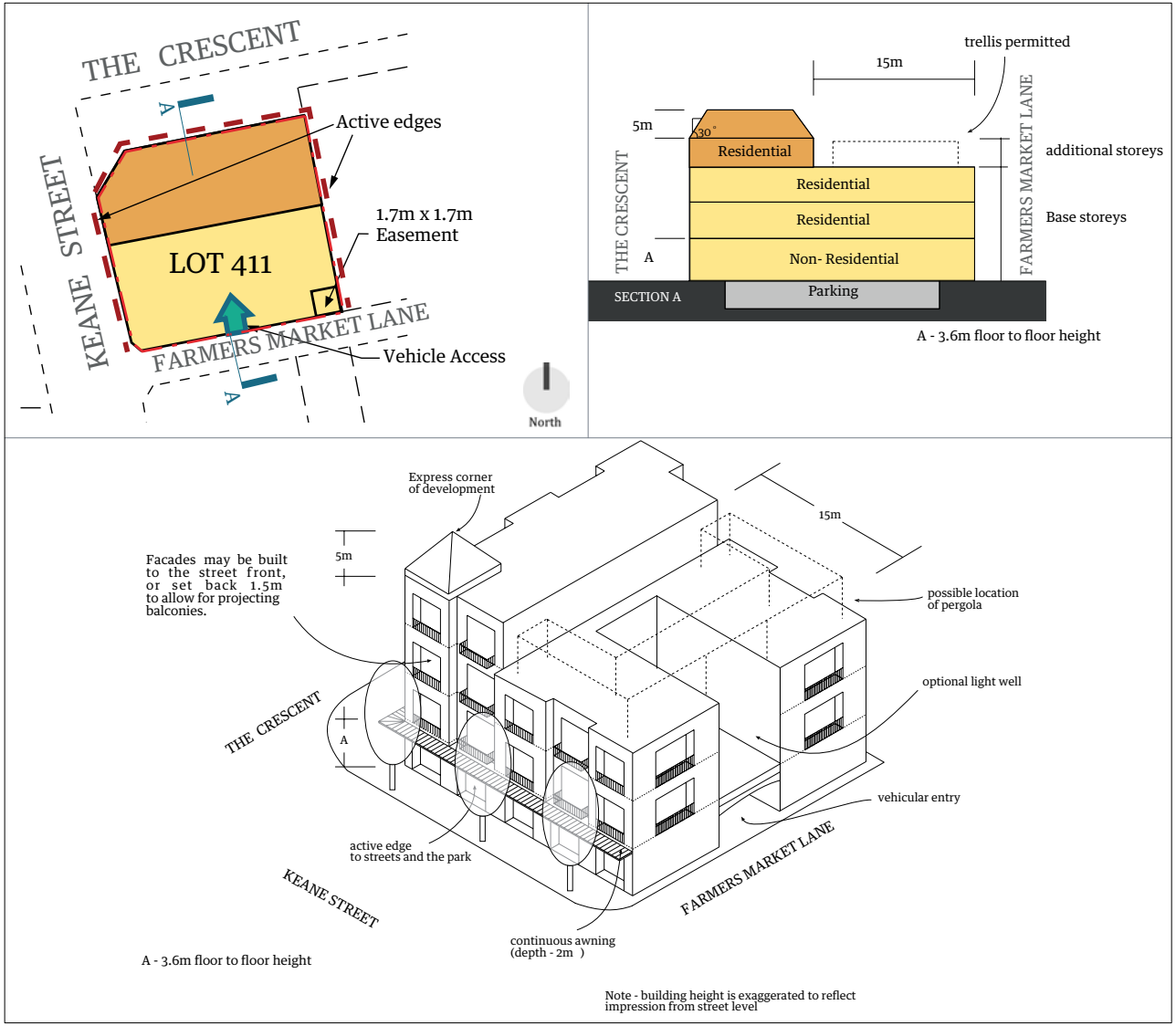


FIGURE 3.12 SITE G SITE SPECIFIC PLAN

Legend

- Site Boundary
- Preferred Access Location
- Building Lower Storeys (Podium)
- Building Upper Storeys

DESIGN INTENT

Development will reinforce and enhance the street corner with ground floor uses providing activation.

DEVELOPMENT REQUIREMENT

- Development shall be a minimum of 3 storeys with an additional storey to emphasise the corner.
- The ground floor is to be built to the edge of the lot boundary. Upper storeys may be set back up to 1.5m.
- The fourth storey is to be setback a minimum of 15m from the southern boundary. Pergolas may be incorporated into this setback. Pergolas are to be lightweight, open structures, setback from street edge to ensure they are not visible from the adjacent public realm.
- Access is permitted only from Farmers Market Lane and preferably be central to the elevation.
- The corner of The Crescent and Keane Street is to incorporate design elements to emphasise the location.
- Minimum spacing between the balconies is 2m. Maximum width of balconies is 5m. Upper development may be setback 1.5m to allow for projecting balconies to be provided within the lot boundary.
- Roofs shall be a maximum height of 5m above the ceiling level and other than for small gables and features, shall be contained within a plane pitching inwards at least 30 degrees from the side boundaries.
- The building façade shall not exceed 4 storeys or 13.5m in height. Roofs may not exceed façade height by more than 5m.

3.4.3.4 Site H (Northern Lot)

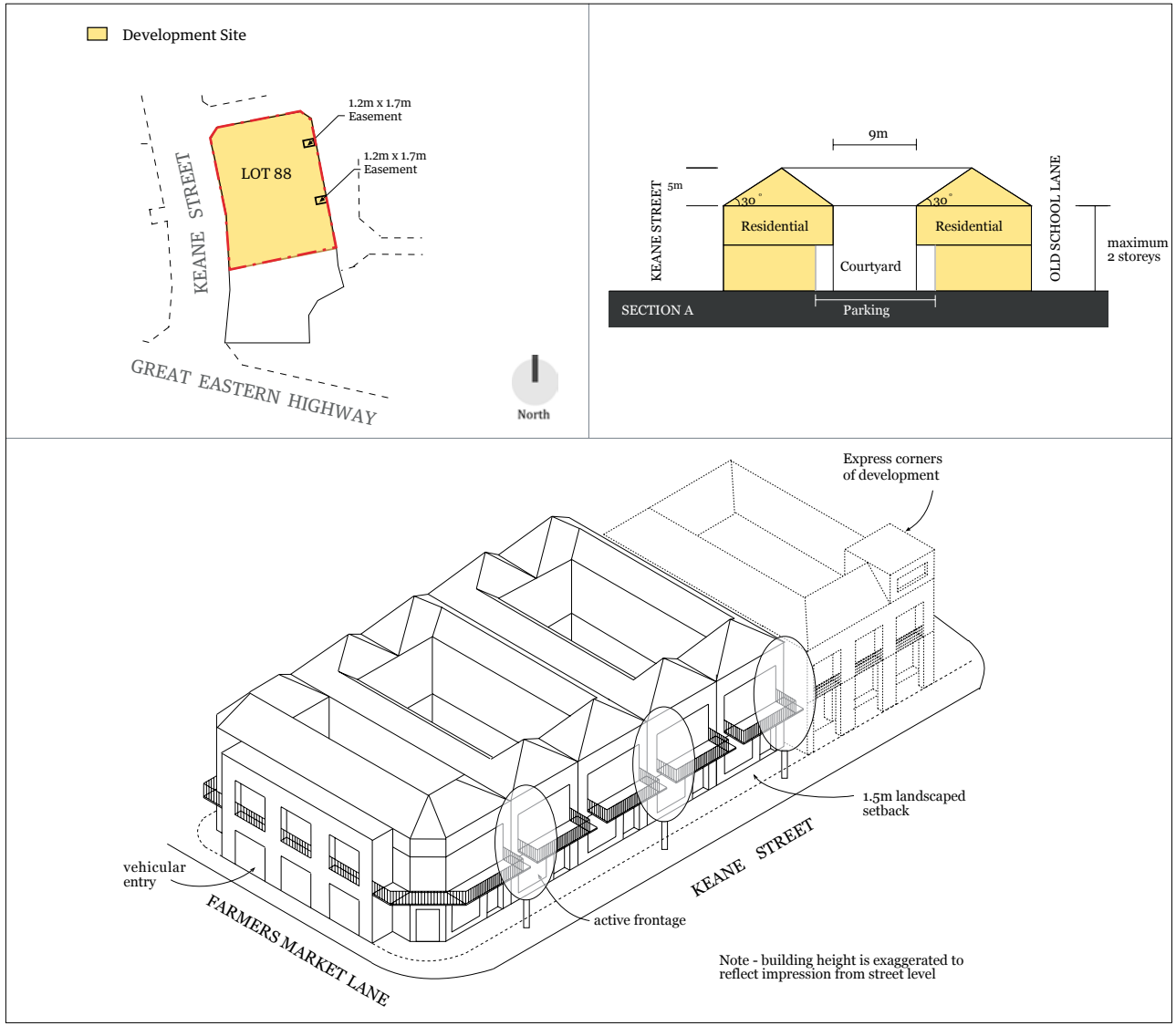


FIGURE 3.13 SITE H (NORTHERN LOT) SITE SPECIFIC DIAGRAM

DESIGN INTENT

The development will be predominantly residential with retail / commercial at street level. The first storey shall be designed for residential use, but shall be adaptable for retail / commercial use in the long term.

DEVELOPMENT REQUIREMENTS

- A 6 x 9m courtyard shall be provided on the lot, as depicted in Figure 3.15.
- The ground floor on Keane Street shall be built with 1.5m setback. The upper storeys shall be set back a distance of 3m. Awnings and balconies may project into the upper level setback zone.
- The ground floor at the rear of the development (to the east) shall have a 1.5m setback from the lot boundary. The upper storeys are to have a 3m setback.
- Vehicle access for the lot is to be from Old School Lane. Access ways to these lots shall be a maximum of 4 metres wide for the first 2 metres into the site.
- Secondary vehicle access for the lot is to be from Farmers Market Lane.
- Each upper storey unit must be accessible by a stairwell without having to enter through the commercial premises on the first storey.
- Balconies shall be provided to overlook the park.
- Roofs shall be a maximum height of 5m above the ceiling level and other than for small gables and features, be contained within a plane pitching inwards at 30 degrees from the side boundaries.

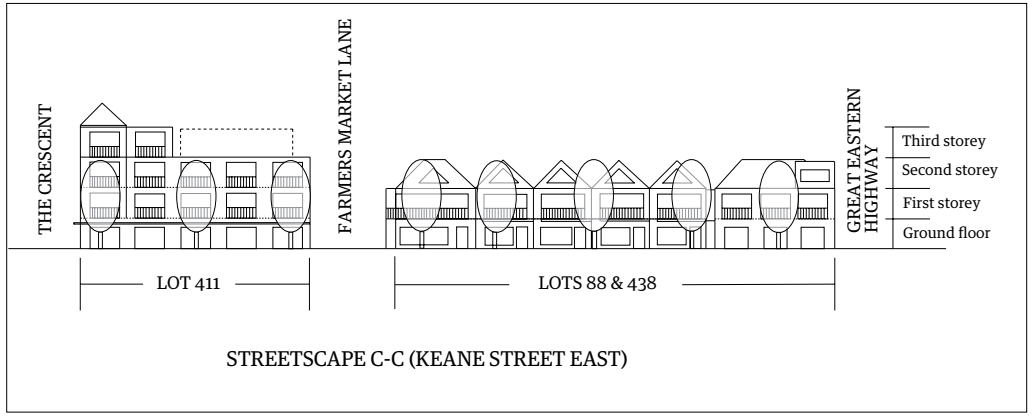


FIGURE 3.14 ELEVATION FOR SITE H FROM KEANE STREET

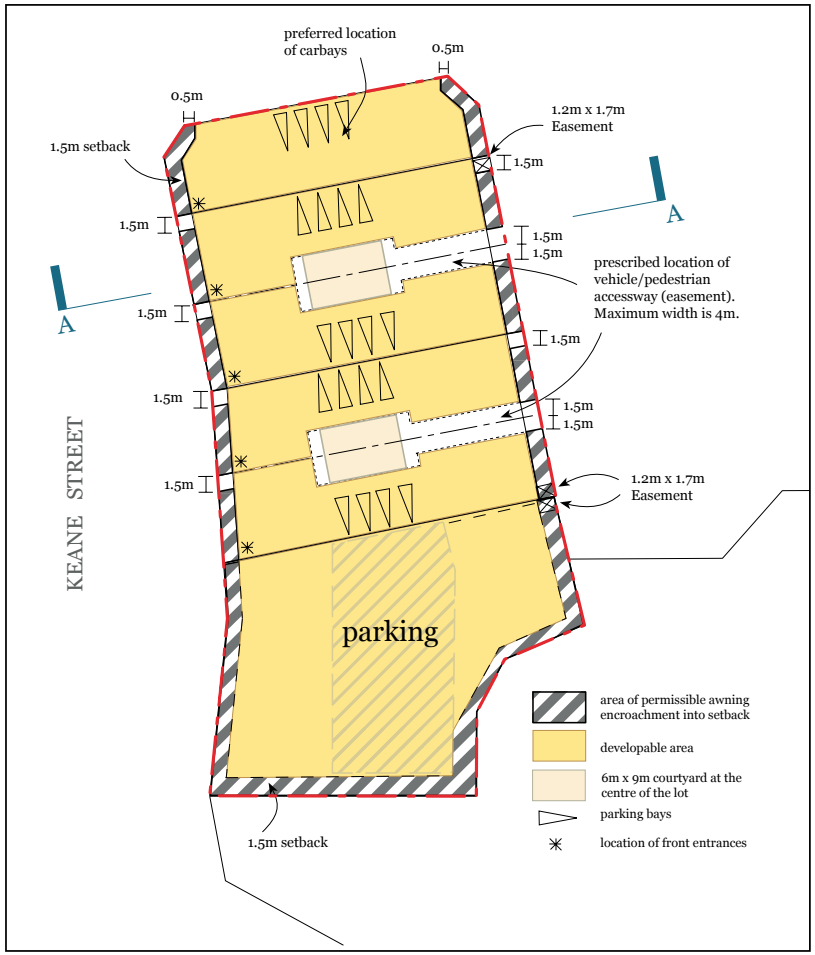


FIGURE 3.15 SITE H SITE SPECIFIC PLAN

3.4.3.4 Site H (Southern Lot)

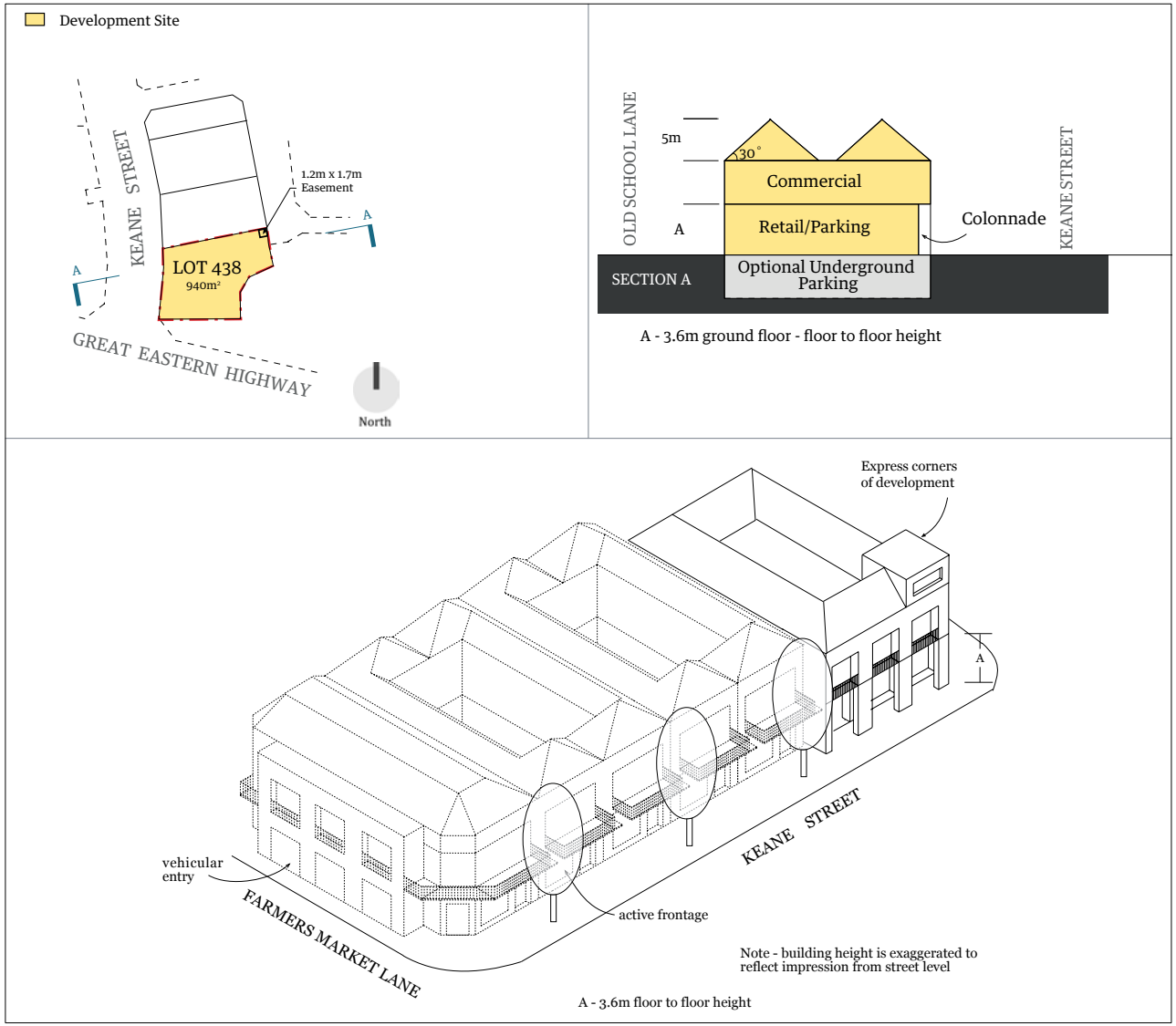


FIGURE 3.16 SITE H (SOUTHERN LOT) SITE SPECIFIC PLAN

DESIGN INTENT

Development will reinforce and enhance the street corner with ground floor uses providing activation.

DEVELOPMENT REQUIREMENTS

- Development shall have a 1.5m setback to all boundaries, consistent with Site H (Northern Lot).
- Access shall be from Old School Lane.
- The development should combine elements of contemporary and traditional styles in a harmonious manner.
- The height, setbacks, scale and rhythm of the development on the eastern boundary should respond to the Old Midland Junction School. Double height elements should be used to reinforce a scale similar to the school.
- Roofs shall be a maximum height of 5m above the ceiling level and other than for small gables and features, be contained within a plane pitching inwards at 30 degrees from the side boundaries.

SUB-PRECINCT 3: SOUTH OF THE CRESCENT

3.4.3.5 Site J

DESIGN INTENT

Site J is envisaged as a predominantly commercial site incorporating café, restaurant or community uses. Infill development will consist of contemporary building forms that respond to both the heritage character of the area and the public domain within the heart of Midland.

DEVELOPMENT REQUIREMENTS

- Site J should be used for café, restaurant, or community uses, or a combination of each.
- Conservation and adaptation of the former Headmaster's House shall be in accordance with the Old Midland Junction School (fmr) Infant's School and Headmaster's House Conservation Policy (2006).
- New infill development shall read as a single structure, however the western and eastern elevations may be broken into two elements via varied setbacks and separate roofs.
- New infill development is permitted and is limited to the area shown in Figure 3.17.
- New development shall be setback at least 4.5m from the School building as shown in Figure 3.17.
- New development shall not exceed 4m in height (measured from existing ground level to top of roof).
- Main pedestrian access shall be via Cale Street, Farmers Market Lane and / or from the path situated between the Headmaster's House and the former Infant's School building.
- A sun canopy of at least 1m in width is required to provide shelter as well as visual interest on the new building's western façade overlooking Juniper Gardens.
- Roof form shall ensure the roof of the Headmaster's House is predominantly visible when viewed from Juniper Gardens.
- Roofs should be the predominant visual element with walls being minimised, creating the impression of a contemporary garden style pavilion. Roofs shall be skillion roofs of Colorbond construction and angled to match the skillion roof on the extension to the Headmaster's House building.
- New infill development shall comprise predominantly of vertically proportioned floor to ceiling glass panels within frames. Bi-folding doors shall be used extensively so that indoor and outdoor spaces can be linked.
- Outdoor areas shall be predominantly paved to accommodate alfresco activities that spill out of the building.
- Low shrub plantings and garden walls/fences are permitted in areas shown in Figure 3.17 and will generally function as a transition between the public and private realm.
- Planting is to be contemporary in character, both in plant selection and form of planting.
- Landscaping shall not involve planting close to heritage building, or plantings that obscure views of the new and existing buildings from the street and public open space areas. Tree planting is permitted for shade and colour, however species selected must allow a clear understorey view to the heritage building. Monotone umbrellas are permitted to the area north of the Headmaster's House.
- Walls or fencing are to reflect the contemporary style of the new building addition.
- A painted rendered screen wall is encouraged to conceal the transformer adjacent to the site from outdoor areas. Screen wall heights shall be no higher than the height of the transformer and be of similar materials and finishes to the new building.

SUB-PRECINCT 3: SOUTH OF THE CRESCENT

3.4.3.5 Site J (Northern Lot)

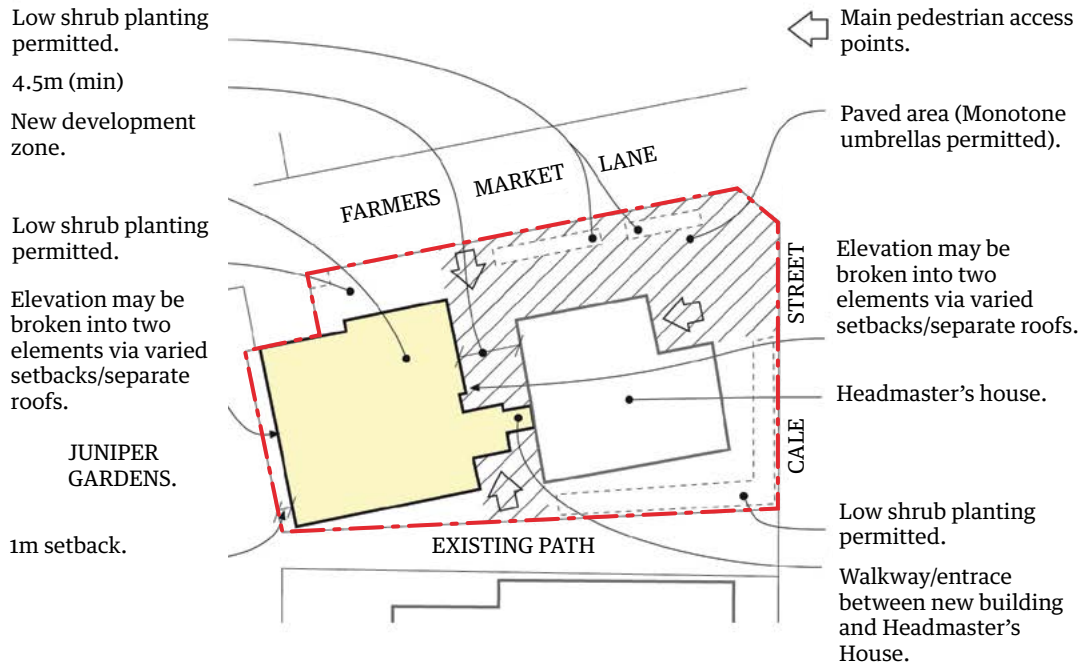
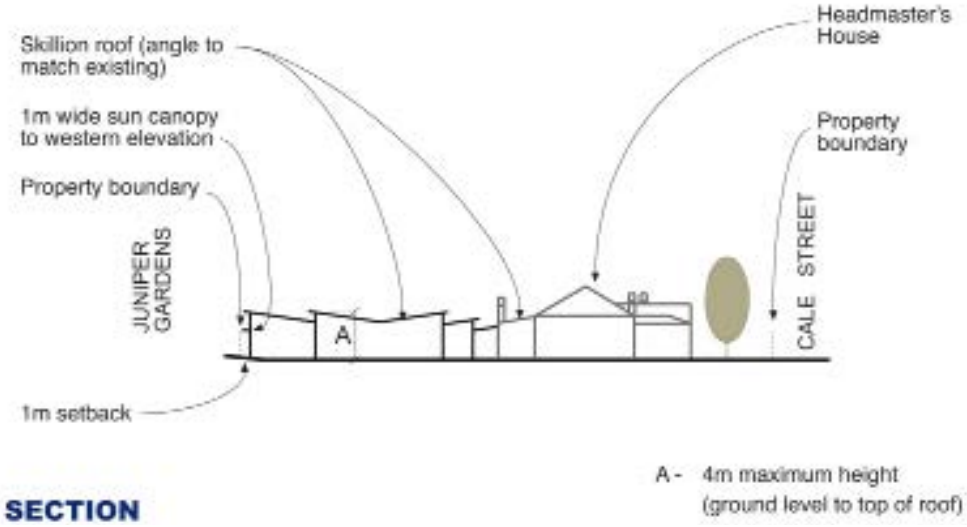


FIGURE 3.17 SITE J SITE SPECIFIC PLAN



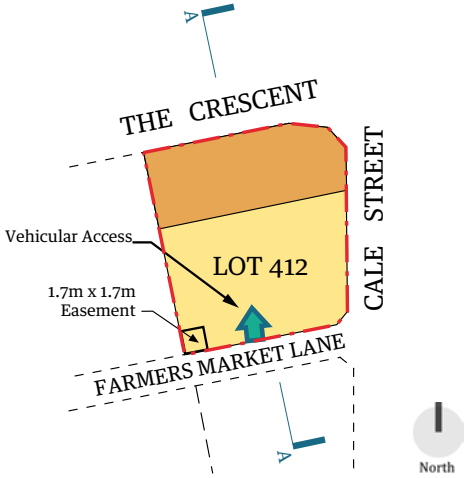
3.4.3.6 Site K

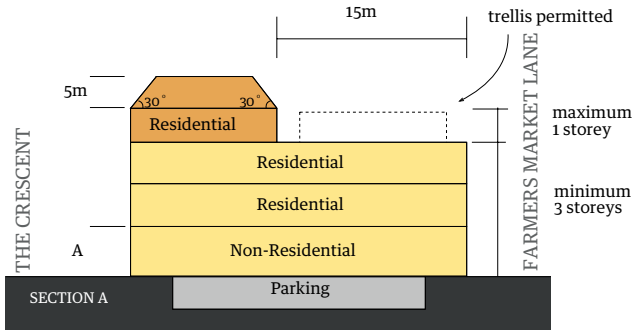
DESIGN INTENT

Development will reinforce and enhance the street corner with ground floor uses providing activation.

DEVELOPMENT REQUIREMENTS

- The overall development shall be a minimum of 3 storeys with a potential for an additional storey to the Crescent.
- The minimum floor to floor height of the ground floor is 3.6m.
- The ground floor must be built to the edge of the lot. Other podium storeys may be set back up to 1.5m from the street.
- The fourth storey is to be setback a minimum of 15m from the southern lot boundary. Pergolas may be incorporated into this setback. Pergolas are to be lightweight, open structures, setback from street edge to ensure they are not visible from the adjacent public realm.
- Access is permitted only from Farmers Market Lane and preferably be central to the elevation.
- The corner of The Crescent and Cale Street must be architecturally emphasised.
- Minimum spacing between the balconies is 2m. Maximum width of balconies is 5m. Upper development may be setback 1.5m to allow for projecting balconies to be provided within the lot boundary.
- Roofs shall be a maximum height of 5m above the ceiling level and other than for small gables and features, shall be contained within a plane pitching inwards at least 30 degrees from the side boundaries.
- The building façade shall not exceed 4 storeys or 13.5m in height. Roofs may not exceed façade height by more than 5m.





A - 3.6m ground floor - floor to floor height

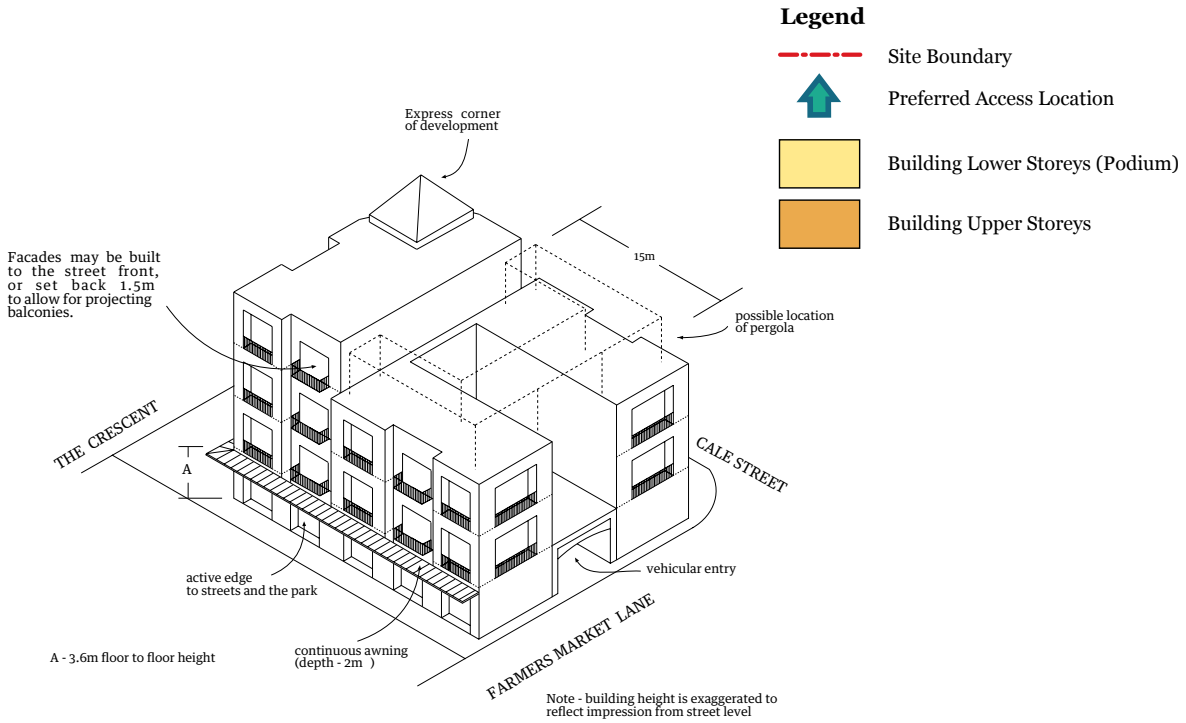


FIGURE 3.18 SITE K SITE SPECIFIC PLAN

3.4.4 SUB-PRECINCT 4: VICTORIA STREET NORTH

Site	Preferred Land Use	Podium Setbacks (Min)*			Height	Other Considerations
		Front	Side	Rear		
A	**Ground:** Office, Shop, Restaurant/Cafe, Tavern, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil (GEH and Helena Street)	Nil for 2/3 length of boundary	6m for lane (nil podium setback from lane)	**Podium:** Min: 3 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer to Figure 3.19 Heritage - Eastern Hotel
B	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil	Nil for 2/3 length of boundary	Nil		Refer to Figure 3.19
C		Nil (Helena Street and Victoria Street)	Nil for 2/3 length of boundary	2.5m for lane (nil podium setback to lane)		Refer to Figures 3.19 & 3.20 Heritage - Commercial Building
D	**Ground:** Office, Shop, Restaurant/Cafe, Small Bar, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil (GEH and Proposed Road)	Nil for 2/3 length of boundary	7m (south) - where a lane is proposed 3m to be provided for lane with a 4m rear podium setback from lane	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer to Figures 3.19 & 3.20 Heritage - Salvation Army Hall (fmr) Site setbacks within Lot 301 (No. 295) GEH & Lot 303 (No. 38) Victoria Street to accommodate ~20m road reserve as per Figure 3.19
E	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil (Victoria Street and Proposed Road)	Nil for 2/3 length of boundary	7m adjacent to Site D (north) - where a lane is proposed 3m to be provided for lane with a 4m rear podium setback from lane; 4m adjacent to Site F (north)		Refer to Figures 3.19 & 3.20 Site setbacks within Lot 301 (No. 295) GEH & Lot 303 (No. 38) Victoria Street to accommodate ~20m road reserve as per Figure 3.19
F	**Ground:** Office, Shop, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil (GEH and Proposed Road)	Nil for 2/3 length of boundary***	10m (6m for lane plus 4m rear podium setback from lane)***		Refer to Figure 3.19 ***Alternate laneway arrangement - 6m setback from the western site boundary (3m existing lane plus 3m additional for lane). Refer Figure 3.19 Note '4' and inset 'Alternative laneway arrangement' diagram. 10m rear setback (south) to be retained.
G		Nil	Nil for 2/3 length of boundary	N/A		Refer to Figures 3.19 & 3.20 Site setbacks within Lot 51 (No. 273) GEH to accommodate ~20m road reserve as per Figure 3.19
H	**Ground:** Office, Shop, Restaurant/Cafe, Small Bar, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil	Nil for 2/3 length of boundary	N/A		Refer to Figures 3.19 & 3.20 Heritage - Commercial Building

- *Refer Section 3.3.2 **Refer Table 4, pg 51
- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys

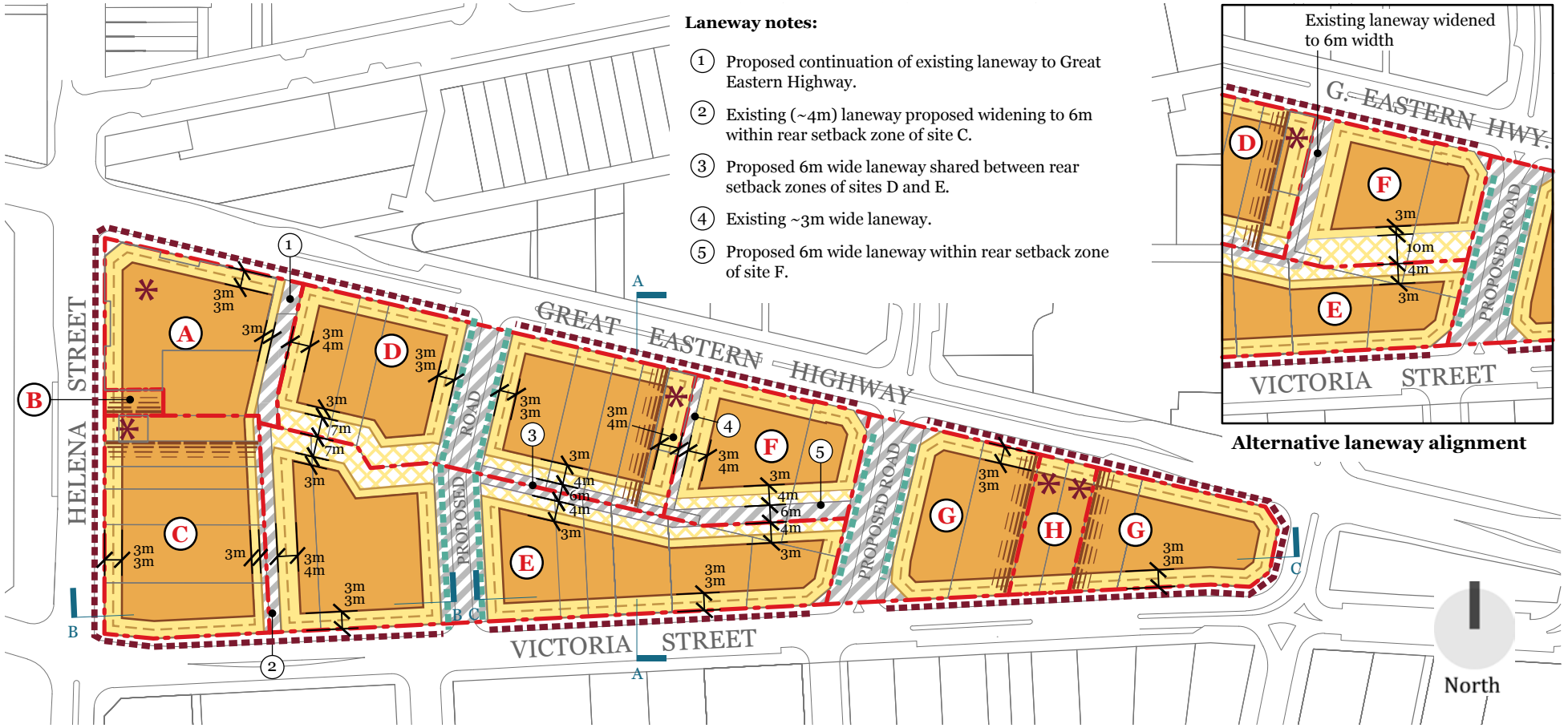


FIGURE 3.19 VICTORIA STREET NORTH SITE SPECIFIC PLAN

Legend

- Site Boundary
- Site Label — Refer to Guidelines provisions table
- Building Lower Storeys (Podium) — 4th storey setback line shown dashed
- Building Upper Storeys
- Rear Setback Zone
- Proposed Road/Laneway Reserve
- Primary Frontage
- Secondary Frontage
- Heritage Site / Structure — Refer to Heritage Inventory for detail
- Heritage Transition Zone

SUB-PRECINCT 4: VICTORIA STREET NORTH

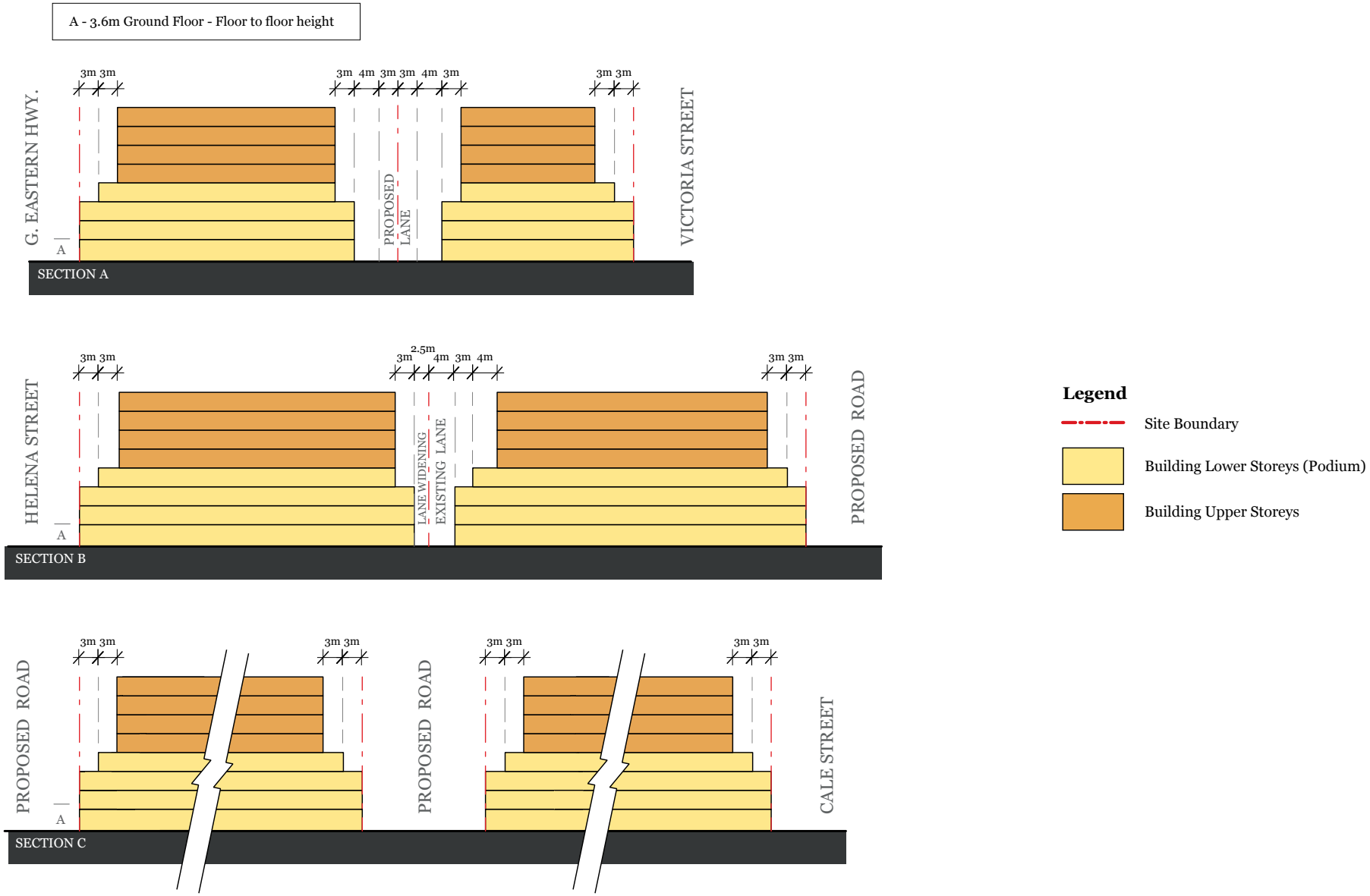


FIGURE 3.20 VICTORIA STREET NORTH - SECTIONS

3.4.5 SUB-PRECINCT 5: VICTORIA STREET SOUTH

Site	Preferred Land Use	Podium Setbacks (Min)*			Height	Other Considerations
		Front	Side	Rear		
A	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil (Helena Street and Victoria Street)	Nil for 2/3 length of boundary	3m for lane (nil podium setback to lane)	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 9-12** storeys (up to 39m)	Refer to Figure 3.21 Heritage - Swan Printing Press
B	**Ground:** Shops, Business Services, Restaurant/Cafe, Culture & Creative Industry **Upper:** Residential	Nil	Nil for 2/3 length of boundary	3m for lane (nil podium setback to lane)		Refer to Figure 3.21 Heritage - Loco Coffee Palace
C	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil (Helena Street and Railway Parade)	Nil for 2/3 length of boundary	3m for lane (nil podium setback to lane)	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer to Figures 3.21 & 3.22
D		Nil	West - 3m for lane with nil podium setback to lane; otherwise nil for 2/3 length of boundary	7m (east - abutting Site E)	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 9-12** storeys (up to 39m)	Refer to Figures 3.21 & 3.22 Heritage - Municipal Electric Sub-station
E	**Ground:** Office, Consulting Rooms, Business Services, Medical Centre, Residential, Child Care Premises, Club Premises **Upper:** Residential	Nil	Nil for 2/3 length of boundary	7m		Refer to Figure 3.21
F	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry, Tavern (51 & 70 Railway Pde only) **Upper:** Residential, Office, Consulting Rooms	Nil to Proposed Road***, Victoria Street and Railway Parade	Nil for 2/3 length of boundary	7m		Refer to Figures 3.21 & 3.22 ***Podium development to be setback 4m from western boundary of Lot 18 (No. 51) Victoria Street) & Lot 37 (No. 68) Railway Parade to accommodate ~20m road reserve as per Figure 3.21

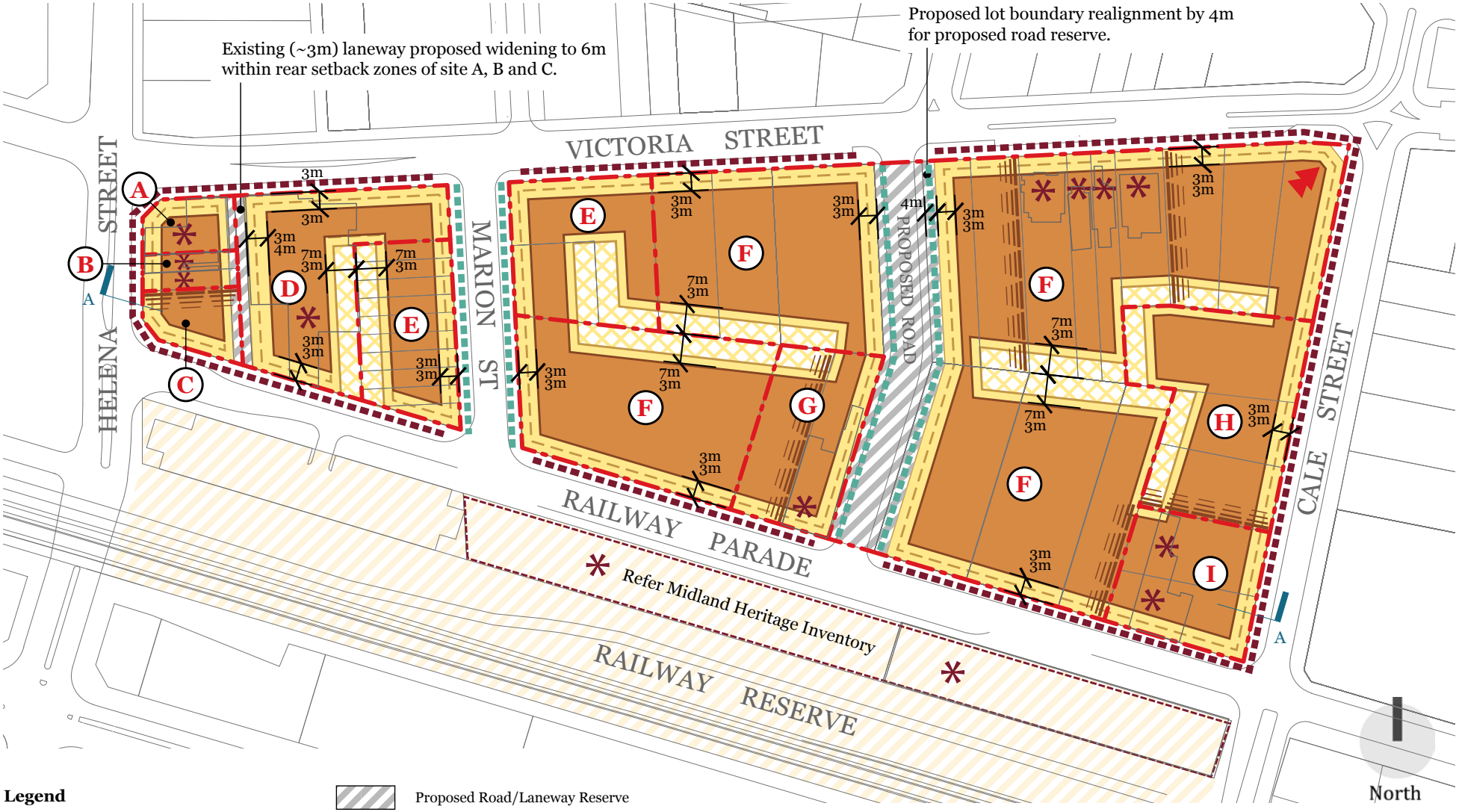
- *Refer Section 3.3.2 **Refer Table 4, pg 51
- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys

SUB-PRECINCT 5: VICTORIA STREET SOUTH

Site	Preferred Land Use	Podium Setbacks (Min)*			Height	Other Considerations
		Front	Side	Rear		
G	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry, Tavern **Upper:** Residential, Office, Consulting Rooms	Nil	Nil for 2/3 length of boundary	7m	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 9-12** storeys (up to 39m)	Refer to Figures 3.21 & 3.22 Heritage - Commercial Hotel
H	**Ground:** Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil	Nil for 2/3 length of boundary	7m	**Podium:** Min: 3 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 9-12** storeys (up to 39m)	Refer to Figure 3.21
I	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil	Nil for 2/3 length of boundary	7m		Refer to Figures 3.21 & 3.22 Heritage - Wilkins Imperial Coffee Palace

- *Refer Section 3.3.2
- **Refer Table 4, pg 51
- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys

SUB-PRECINCT 5: VICTORIA STREET SOUTH



Legend

- Site Boundary
- Site Label — Refer to Guidelines provisions table
- Building Lower Storeys (Podium) — 4th storey setback line shown dashed
- Building Upper Storeys
- Rear Setback Zone
- Proposed Road/Laneway Reserve
- Subject to Future Planning
- Primary Frontage
- Secondary Frontage
- Corner Emphasis
- Heritage Site / Structure — Refer to Heritage Inventory for detail
- Heritage Transition Zone

FIGURE 3.21 VICTORIA STREET SOUTH SITE SPECIFIC PLAN

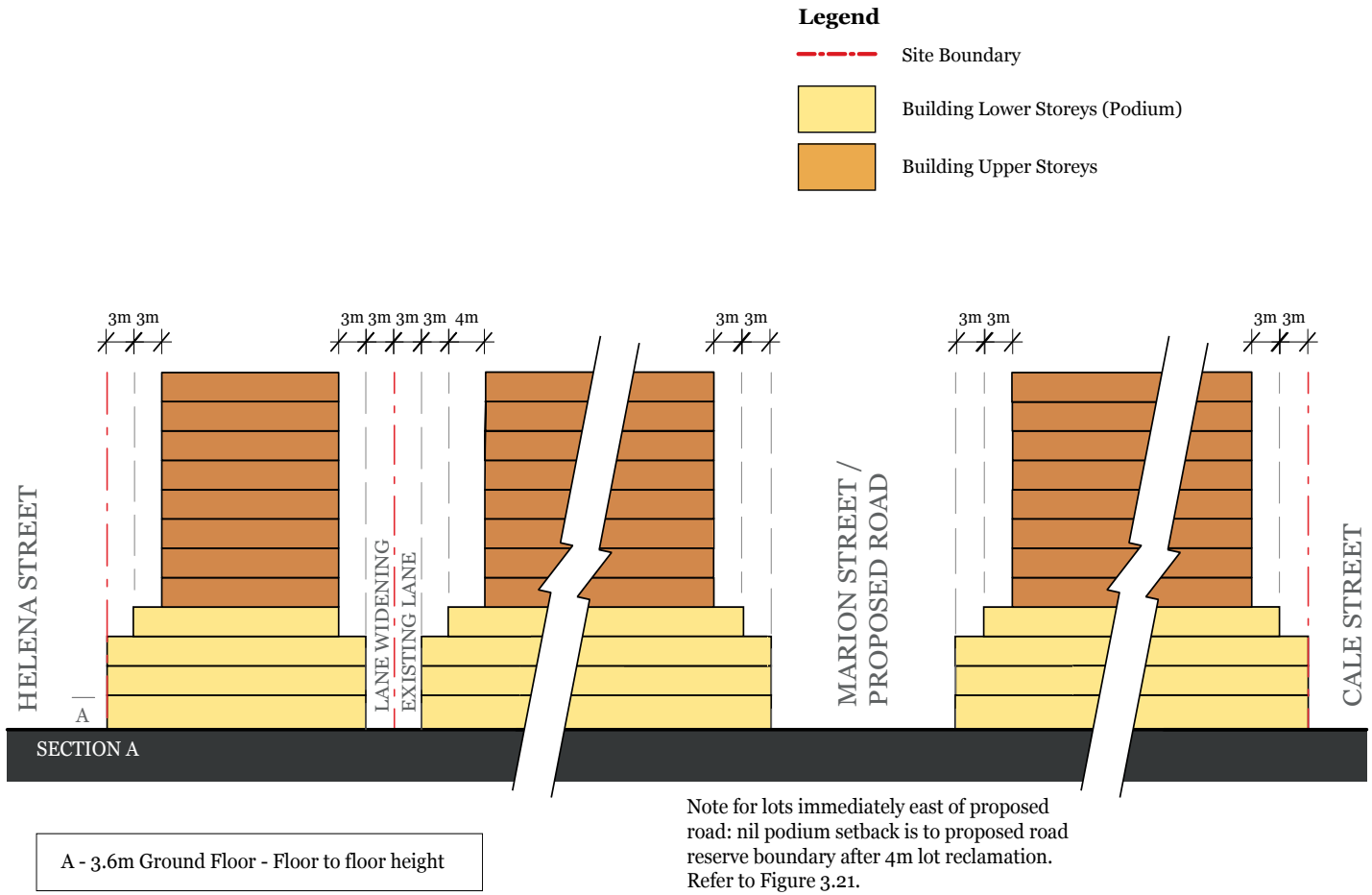


FIGURE 3.22 VICTORIA STREET SOUTH SECTIONS

3.4.6 SUB-PRECINCT 6: CALE STREET EAST

Site	Preferred Land Use	Podium Setbacks (Min)*			Height	Other Considerations
		Front	Side	Rear		
A	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Existing			Max: 4 storeys* (up to 13.5m)	Refer to Figures 3.23 & 3.24 Heritage - Western Australian Bank
B		Nil	Nil for 2/3 length of boundary	7m	**Podium:** Min: 3 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 9-12** storeys (up to 39m)	Refer to Figures 3.23 & 3.24
C		Nil (1-7 Victoria St to be setback in accordance with Figure 3.23)	Nil for 2/3 length of boundary	7m	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 9-12** storeys (up to 39m)	Refer Figure 3.23
D		Nil	1.5m setback to shared lot boundary, otherwise nil for 2/3 length of boundary	7m		Refer to Figures 3.23 & 3.24
E	**Ground:** Office, Consulting Rooms, Business Services, Medical Centre, Residential, Child Care Premises, Club Premises **Upper:** Residential	Nil	Nil for 2/3 length of boundary	7m		Refer to Figures 3.23 & 3.24
F	**Ground:** Business Services, Consulting Rooms, Shops, Personal Services, Restaurant/Cafe, Community Facility, Culture & Creative Industry **Upper:** Residential, Office, Consulting Rooms	Nil (6-8 Railway Pde to be setback in accordance with Figure 3.23)	Nil for 2/3 length of boundary	7m	**Podium:** Min: 2 Storeys Max: 4 Storeys* (up to 13.5m) **Overall (inc Podium):** Max: 5-8** storeys (up to 26m)	Refer to Figures 3.23 & 3.24

- *Refer Section 3.3.2
- **Refer Table 4, pg 51
- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys

SUB-PRECINCT 6: CALE STREET EAST

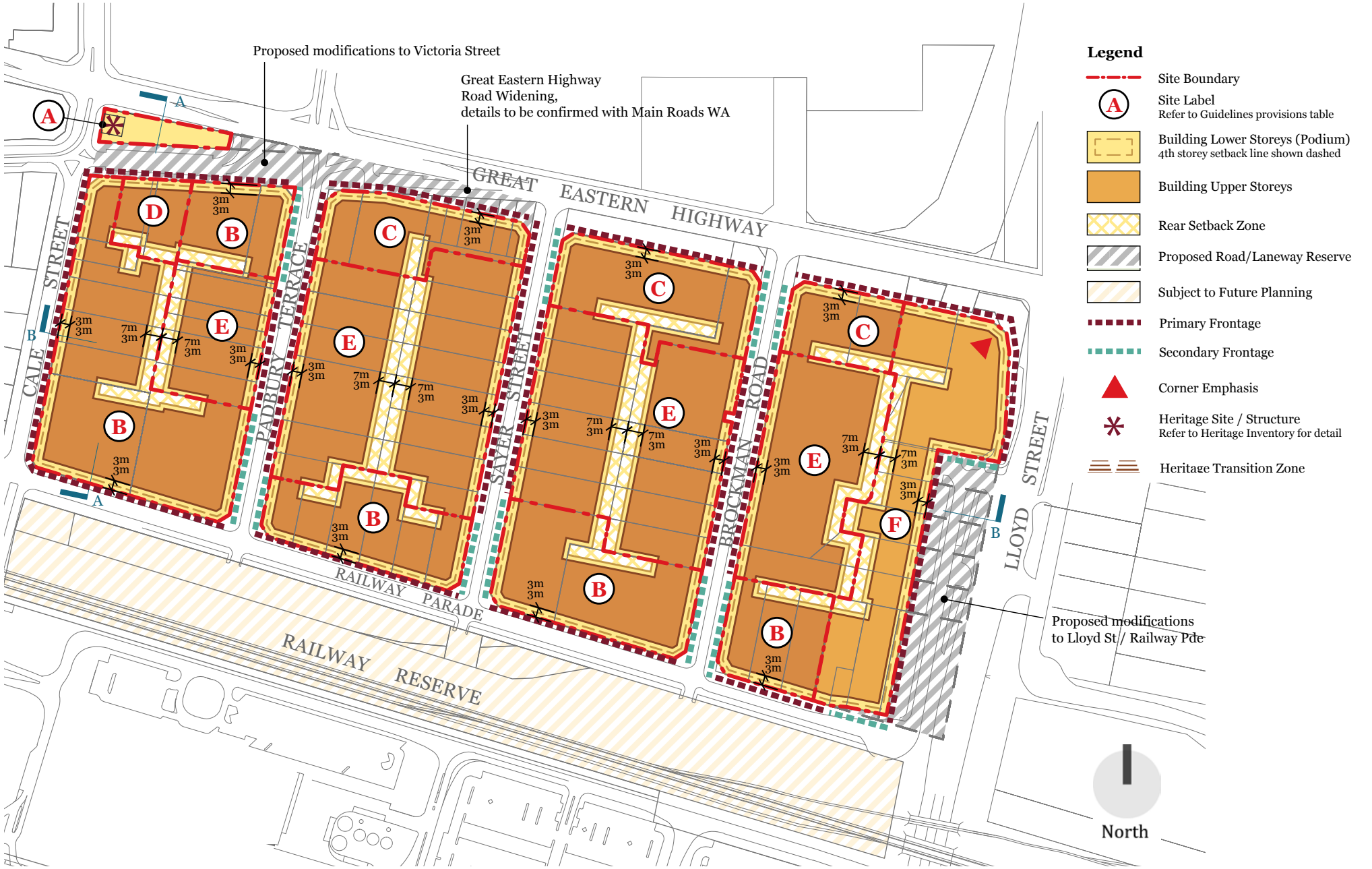


FIGURE 3.23 CALE STREET EAST SITE SPECIFIC PLAN

SUB-PRECINCT 6: CALE STREET EAST

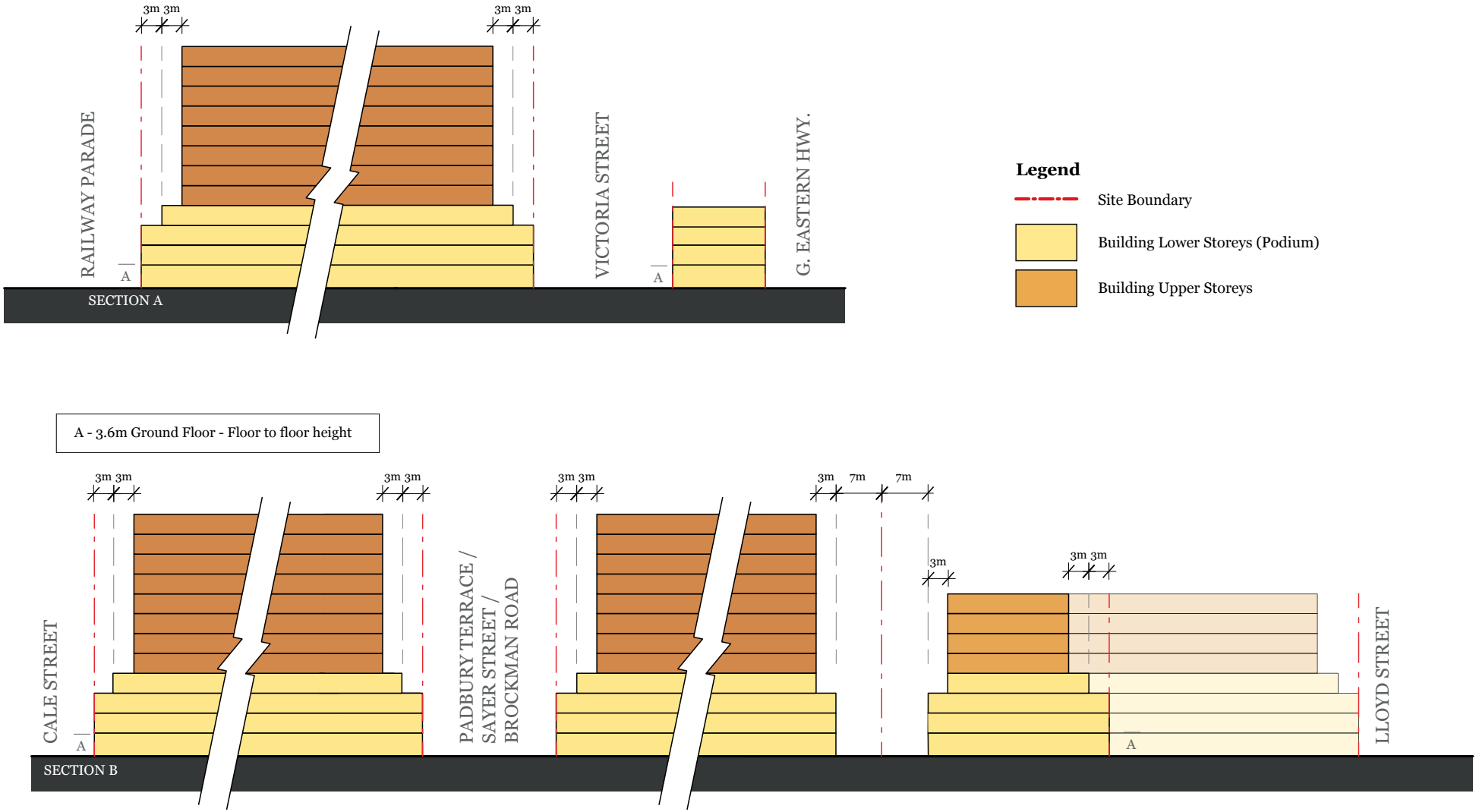
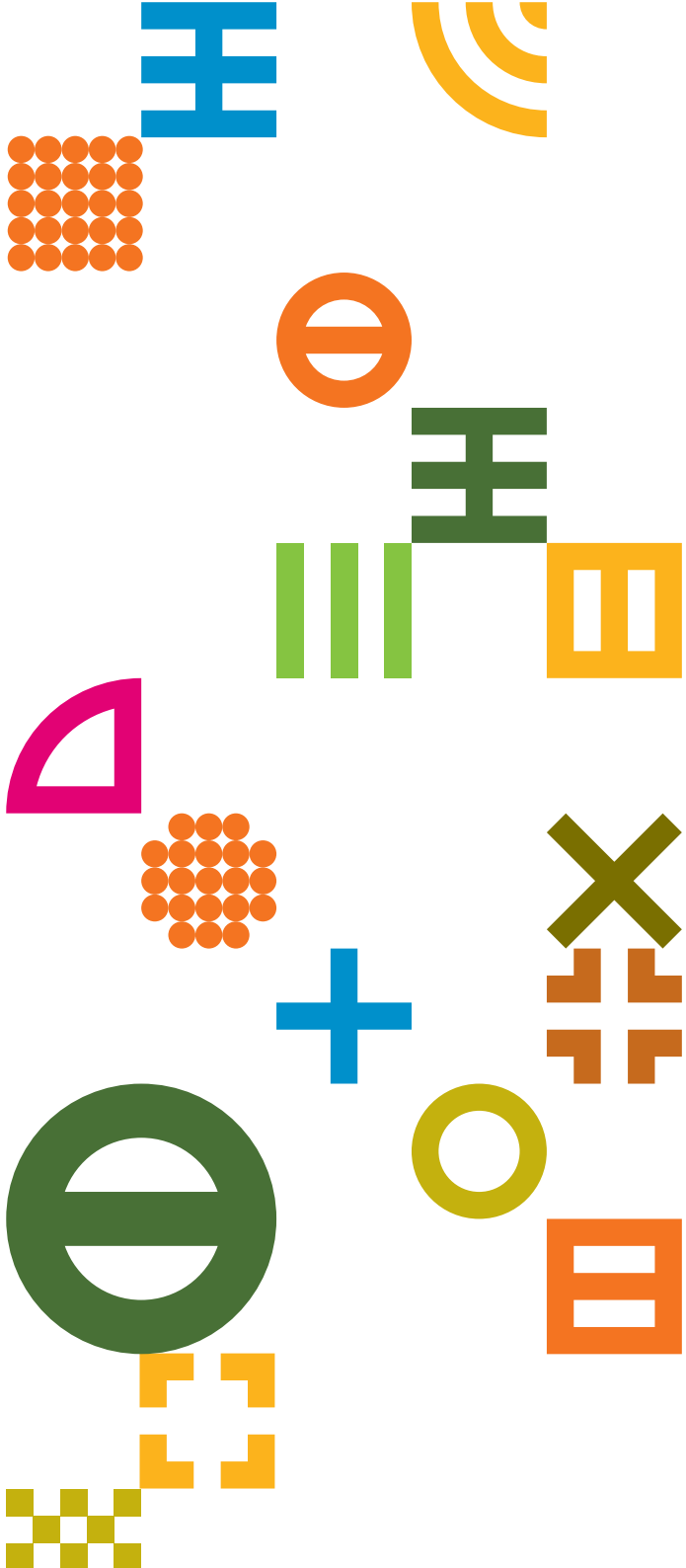
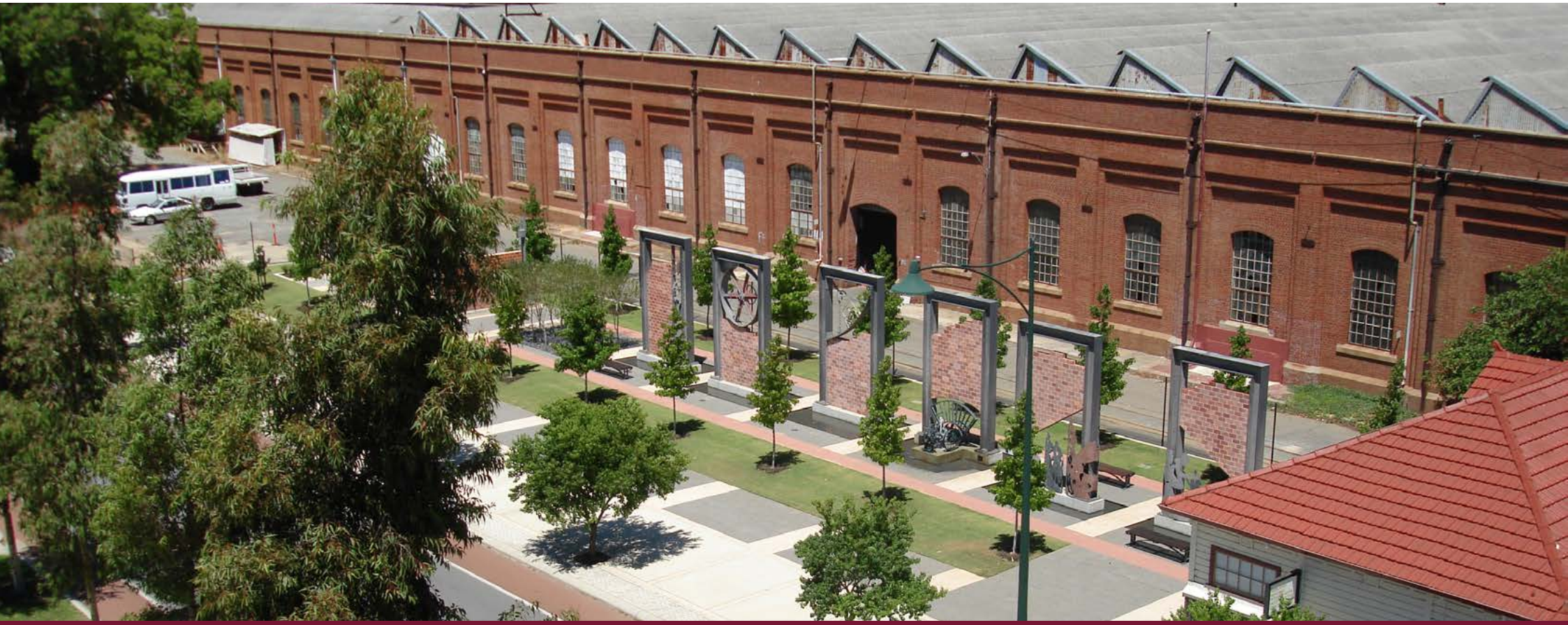


FIGURE 3.24 CALE STREET EAST SECTIONS





4.0
Helena Precinct

Chapter 4 Helena Precinct

4.1 INTRODUCTION

The Helena Precinct will be developed as a mix of residential forms ranging from single dwellings set around a picturesque lake, to multi-storey apartments located around an urban square. A new public square, Railway Square, will be a lively civic place surrounded by cafés, shops, restaurants and bars on the ground floor and residential or office uses above. The former Railway Workshops buildings provide an excellent opportunity for adaptive reuse for a knowledge and medical hub.

The Helena River Valley is a major asset on the southern boundary of Midland, which is envisaged to be developed both as a recreational asset for Midland, and as part of a linear system of open spaces and parkland along the valley to the east and west. The foreshore reserve will, over time, be rejuvenated for recreation and amenity purposes, with possible bicycle and footpaths, picnic areas, play spaces and heritage interpretation trails. Any works within or adjacent to the foreshore are to comply with an approved Foreshore Management Plan.

The Helena Precinct consists of two very distinct character areas: the Woodbridge Lakes residential area, located at the western end of the precinct and developed around the former coal dam, and The Workshops area which contains the historic Railway Workshops buildings and will be developed for a mix of land uses. As such, this chapter has been structured to reflect the different design needs for each character area.

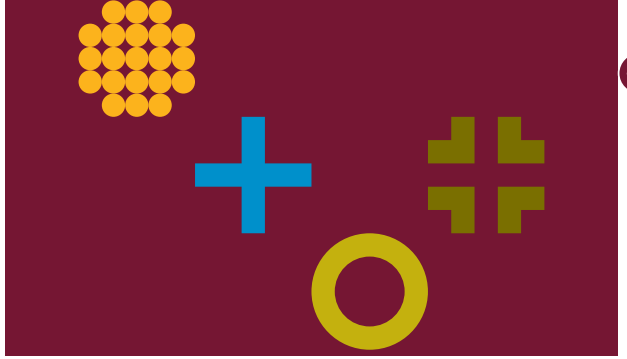
4.1.1 Desired Character

Woodbridge Lakes (Sub-Precinct 1)

Woodbridge Lakes is a unique neighbourhood on the historic Railway Workshops site in Midland. The area will be harmonious and memorable, a neighbourhood with a strong sense of community. Tree-lined avenues will lead to dramatic open spaces, and homes will have a strong street presence softened by balconies and verandahs. The majority of the area will consist of single dwellings, however to create diversity, one site has been designated for apartment living that looks out over Coal Dam Park. Architecture that pays respect to the past will reinforce the street edge, creating a visually interesting streetscape.

The Workshops (Sub-Precincts 2-6)

The Workshops will be developed as an urban village with a mix of uses including residential, commercial, health, education and creative industries together with a public square for community use. It is envisaged that The Workshops will become a vibrant and dynamic area that builds upon its proud history with a new era of activity, high quality contemporary buildings, a meaningful and memorable public realm, and restored and adapted historic buildings. Future development will need to recognise and respect its uniqueness and contribute to telling the story of the place.



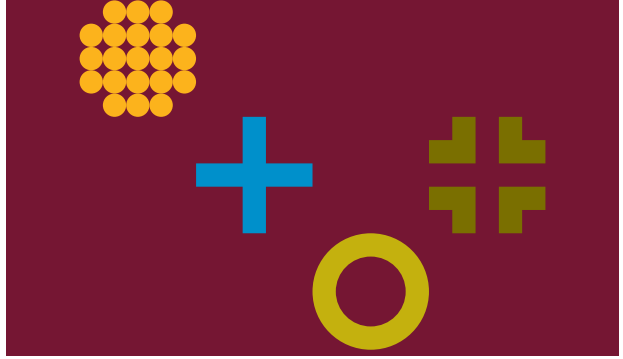
The redevelopment will enhance Midland's rich heritage, strengthening its role as a Strategic Metropolitan Centre and bringing economic, social and environmental benefits to the Midland activity town centre and Swan region.

Forming part of the Midland Strategic Metropolitan Centre and with its location beside the Midland Train Station, it is the aspiration for The Workshops to function as a transit oriented development (TOD) where high density and high amenity contemporary development create sustainable community living in a setting that maintains a strong link to its heritage.

4.1.2 Objectives of the Precinct

The objectives for the precinct are to:

1. Promote a vibrant mixed-use TOD by:
    - Incorporating a wide range of uses and intensity of development that will generate activity and attract residents, workers, students and visitors to The Workshops.
    - Providing a high amenity inner city lifestyle for residents, workers and visitors.
    - Strengthening the focus on creative industries and lifestyle.
    - Supporting public transport use and offering a lifestyle that has less reliance on private vehicle travel.
2. Enhance the unique character and identity of the area and celebrate its heritage value by:
    - Recognising that The Workshops are celebrated as a State heritage place and ensuring that conservation and interpretation conveys the multi-layered stories of the place.
    - Developing contemporary architectural forms that complement and interpret the industrial aesthetic of The Workshops.
    - Ensuring the scale, form and materials of new development is appropriate to The Workshops' heritage context.
    - Emphasising pedestrian movement and amenity by creating a slow speed zone within The Workshops and achieving an appropriate landscape treatment for shade, comfort and enjoyment.
3. Encourage built form that promotes security and safety through activation and overlooking of streets and spaces by:
    - Activating street edges and the public realm.
    - Providing development with active ground floor uses with buildings designed to overlook streets and the public realm from above.



- Delivering housing diversity, population density, employment and visitor experience to promote a higher level of activity and attract more people to The Workshops.

4. Maximise opportunities to deliver sustainable development and best practices by:
   - Providing for a mix of land uses and intensity of development to support a compact, walkable environment that offers a high degree of local self containment.
   - Buildings and places designed to achieve a minimum 4 Star rating using the Green Building Council of Australia (GBCA) Green Star rating tool or equivalent for new development for a more comprehensive approach to achieving sustainability.
   - Emphasising cycling and walking as attractive transport options by establishing high quality connections through The Workshops and across the rail line to the existing city centre.
   - Promoting alternative energy choices such as solar power.

4.2 SITE SPECIFIC GUIDELINES

Section 4.2 describes and defines the site specific development provisions that will be used to manage development for the Helena Precinct. The information is supplementary to the requirements contained in other sections of the Design Guidelines.

Helena Precinct Plan

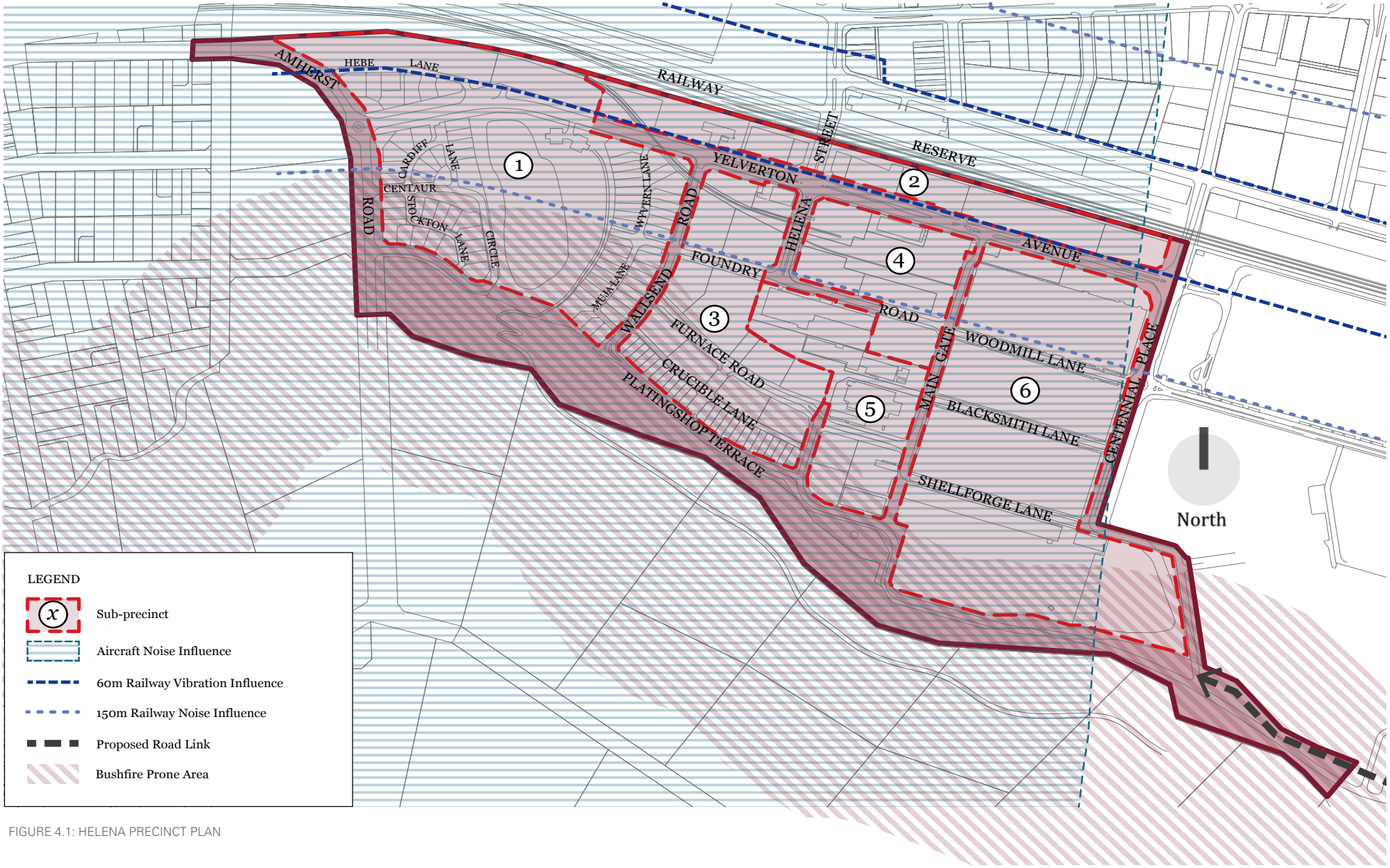


FIGURE 4.1: HELENA PRECINCT PLAN

Helena Precinct Plan - Heritage and Character Areas

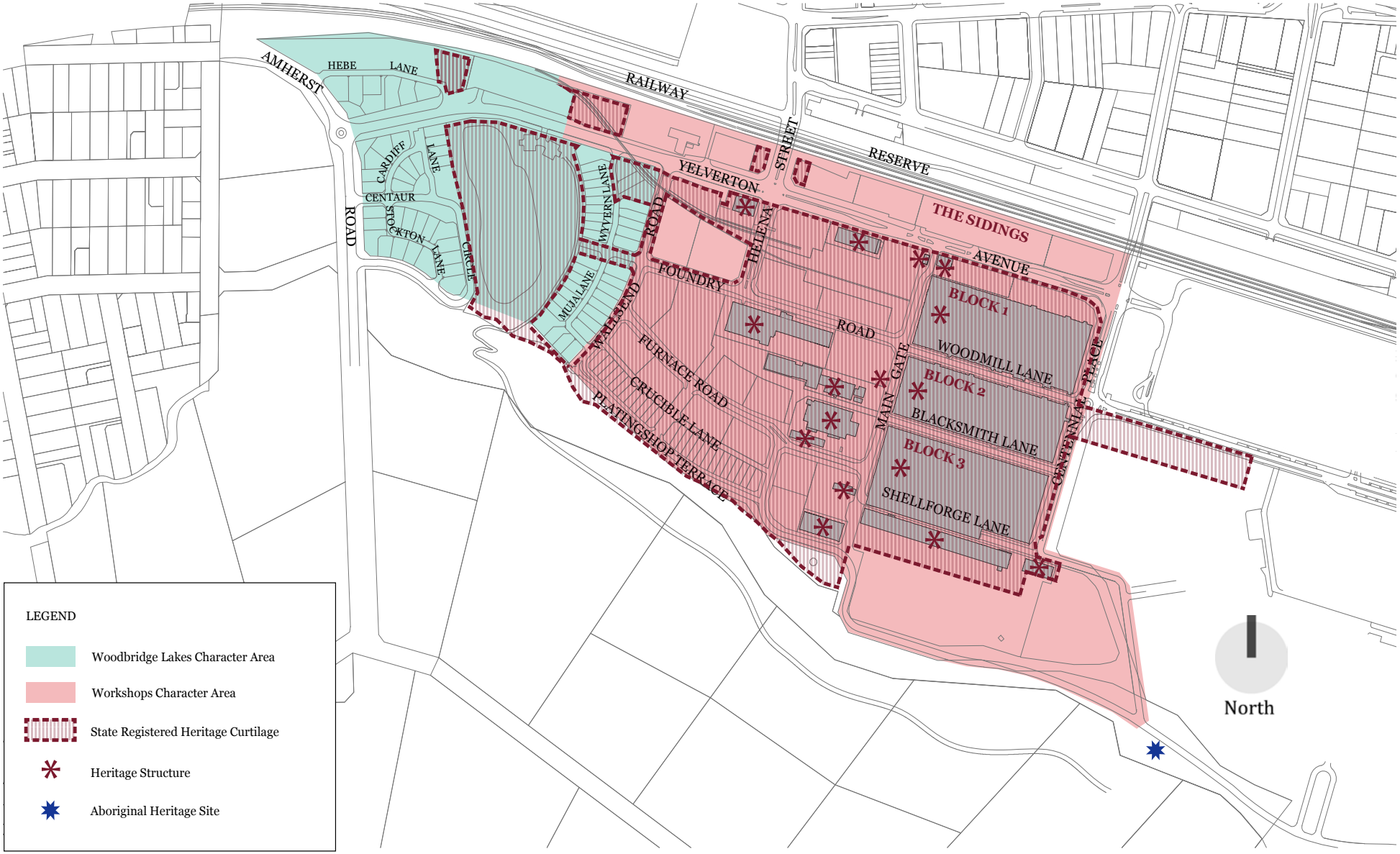


FIGURE 4.2: HELENA PRECINCT PLAN - HERITAGE AND CHARACTER AREAS

4.2.1 SUB-PRECINCT 1: WOODBRIDGE LAKES

Address	Lot No	Preferred Land Use	Max Site Coverage	Setbacks Min			Height	Other
				Front	Side	Rear		
15-23 Yelverton Drive	602	**Ground Floor:** Office, Community, Restaurant/Café **First Floor:** Office, Residential **Upper Floors:** Multiple Dwelling	N/A	**Podium:** Nil **Upper:** 3.5m	**Podium:** Nil **Upper:** 10m (west) 3.5m (east)	**Podium:** 1m (north) **Upper:** 1m (north)	**Podium:** Min: 3 storeys Max: 3 storeys (up to 12m) **Overall (inc Podium):** Max: 5 storeys 18m parapet	Refer Section 4.2.1.1 Figures 4.3 & 4.4
2A-16 Hebe Lane	603-608	Single Dwelling	75%	3m	Nil	1m	Max: 2 storeys 6m top of wall	Refer Section 4.2.1.2 Figures 4.3 & 4.5
1-7 Cardiff Lane, 2-4 Yelverton Drive, 52-60 Amherst Road, 1-29 & 40-46 Centaur Circle	640-668		75%	3m	Nil	1m		Refer Section 4.2.1.2 Figures 4.3, 4.6 & 4.7
1-15 Wyvern Lane, 22 Yelverton Drive, 6-14 Wallsend Road	11, 670-677, 698-702		75%	3m	Nil	1m		Refer Section 4.2.1.2 Figures 4.3 & 4.8
6-30 Wallsend Road, 2-22 Muja Lane	678-696		75%	3m	Nil	1m		Refer Section 4.2.1.2 Figures 4.3 & 4.10
4 Wallsend Road	710	Multiple Dwelling	N/A	Nil	3m (Wallsend)	3m	Min: 2 storeys Max: 3 storeys (up to 12m)	Refer Section 4.2.1.2 Figures 4.3, 4.8 & 4.9

- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 12m. The maximum scale of development is indicated by reference to storeys, eg: 3 storeys

SUB-PRECINCT 1: WOODBRIDGE LAKES

FIGURE 4.3 WOODBRIDGE LAKES SITE SPECIFIC PLAN

4.2.1 Woodbridge Lakes

4.2.1.1 Lot 602 Yelverton Drive

DESIGN INTENT

Lot 602 Yelverton Drive is to be developed primarily for residential purposes, with opportunity for a proportion of office or community uses. Inclusion of a restaurant/café is encouraged overlooking the Coal Dam.

The built form is to be contemporary and responsive to the heritage character of the area and the more recent higher density contemporary infill in the locality.

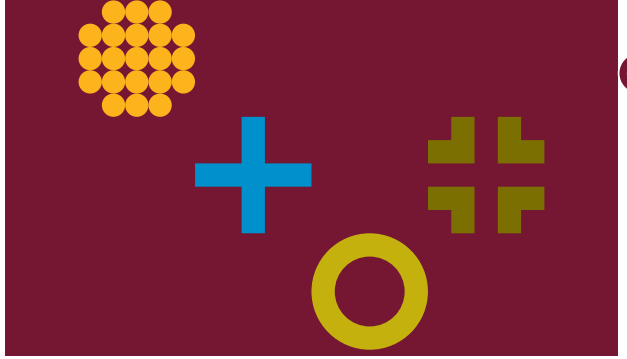
Development should be designed to:

- Reflect a predominantly residential character.
- Recognise the significance of heritage buildings within the Helena Precinct and the neighbouring Woodbridge Lakes development.
- Demonstrate a contemporary response to the setting that is in keeping with other higher density infill in the locality.
- Deliver built form that promotes security and safety through the activation and surveillance of streets and other public areas.
- Have a strong streetscape presence without visually dominating the area.
- Respond well to its setting opposite the Coal Dam Park and beside a pocket park.
- Provide visual interest to the northern elevation whilst responding to the adjacent rail reserve to protect the amenity of future residents/building users.

DEVELOPMENT REQUIREMENTS

General

- Whilst this lot should be a predominantly residential development, the ground floor will incorporate flexible spaces to facilitate the opportunity to incorporate a mix of active uses.
- Floor to floor heights shall be a minimum of 3.6 metres on the ground floor.
- Office development is to be located on the ground or first floor and be visible from the street. Development to the eastern portion of the site may have some office uses to the ground floor and first floor, while on the western portion of the site there is an opportunity to incorporate a café overlooking the Coal Dam and addressing the pocket park.
- Any building façade that is visible from public view shall be designed and articulated as if it were the primary



frontage of the building. Secondary frontages and internal courtyard frontages may have less detail but are to relate to the design of the primary frontages and offer adequate amenity and visual interest. Refer to Site Specific Plan.

- The rear façade shall be visually interesting and modulated to reflect the design and function of the building and interpret the existing rail spur at the north-east corner of the site through built form or public art.

Building Envelope and Setbacks

- Generally, the development shall be a minimum of 3 floors and a maximum of 5 floors, with minimum setbacks above the third floor as indicated at Figure 4.4.
- Where 5 floors are proposed, the top of the parapet shall not exceed 18m in height. An increase of parapet height may be considered where semi-undercroft parking is provided that results in additional building height.
- Nil setback is required to Yelverton Drive, with potential for variation where the lot boundary deviates. Nil setback permitted to the western and eastern lot boundaries however note that windows and awnings shall be provided on these frontages and may necessitate a setback.
- The northern frontage (adjacent to the rail line) shall be set back a minimum of 1 metre, to avoid solid walls on the rail reserve and to allow for maintenance access, awnings and windows facing north.
- To reduce building bulk, development must be appropriately articulated and set back above the third floor.
- The fourth and fifth floors shall be set back a minimum of 3.5m from Yelverton Drive and the eastern lot boundary and a minimum of 10m from the western lot boundary. Open balconies may project a maximum of 1.5m into these setbacks.

Roofs

- The preferred roof form is flat or low pitched with a parapet wall. Other roof forms may be considered with alternative pitches that reflect the adjacent Woodbridge Lakes roof pitch of 30 degrees.

Access and Parking

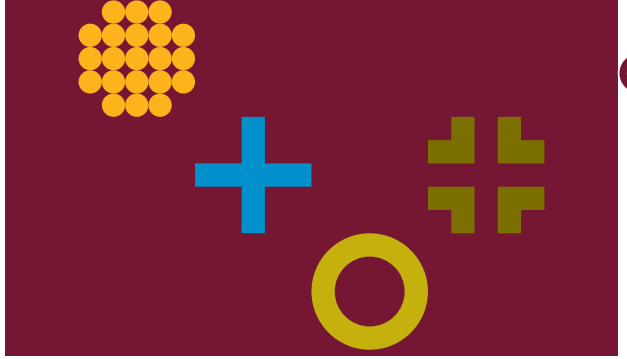
- All car parking is to be screened from view.
- Basement parking may project above ground level where high quality architectural and urban design responses are demonstrated.
- Vehicle access to enclosed (basement or semi-undercroft) or surface parking areas is to be provided via a single crossover and shall be designed with sufficient clearance (minimum 3m) to satisfy City of Swan requirements for onsite rubbish collection.

Service Areas and Ancillary Equipment

- Loading and service areas, storage areas and ancillary equipment such as air-conditioning, mechanical plant, fire booster cabinets and service infrastructure shall be appropriately screened from public view in a manner that does not undermine the amenity of the area or quality of the development. These areas shall be integrated into the overall form of the development. Views from streets, public places and future upper floors of adjacent development shall be considered.

Fencing

- An open metal railing style of fencing is required, especially to the rail reserve, to prevent graffiti and provide for passive surveillance and solar access.
- Any fencing to frontages other than the rail reserve shall be a maximum height of 1.2 metres and be constructed of open metal railing. Fencing to the rail reserve shall be a minimum of 1.8m high and satisfy Public Transport Authority (PTA) requirements.
- The preferred fence colour for metal railing is black, as it visually recedes and assists in reducing the dominance of fencing.



SUB-PRECINCT 1: WOODBRIDGE LAKES

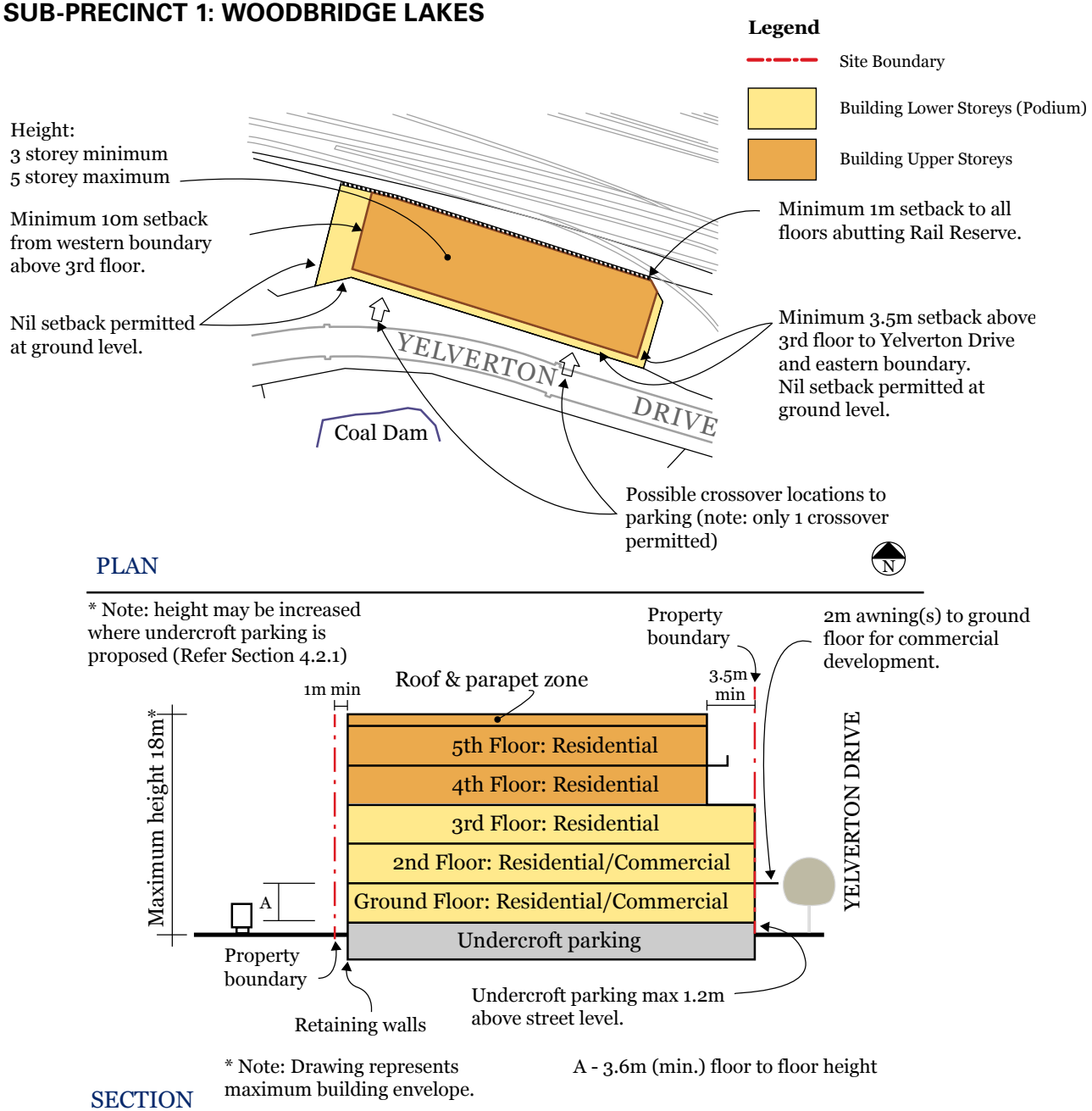


FIGURE 4.4: LOT 602 YELVERTON DRIVE SITE SPECIFIC DIAGRAMS

4.2.1.2 Woodbridge Lakes Residential Estate

DESIGN INTENT

The precinct character will be harmonious and memorable, a neighbourhood with a strong sense of community. Tree-lined avenues will lead to dramatic open spaces, and homes will have strong street presence softened by balconies and verandahs. Front gardens will be designed to create a transition between home and street that brings the indoors out and creates lively, safe streets.

The style of architecture blends old and new in a contemporary neighbourhood. Residential development in the area will include two-storey homes on townhouse lots. Architecture that pays respect to the past will reinforce the street edge, creating a visually interesting streetscape. Home-based businesses and garage-top studios will reinforce the identity of the area and provide life and interest in the neighbourhood throughout the day and evening.

Woodbridge Lakes will be a quality residential environment that will set new standards of community living. To realise this vision it is important that homes are designed to have strong street appeal, provide adaptable internal spaces and include ecologically sustainable development practices.

4.2.1.2.1 THE DWELLING

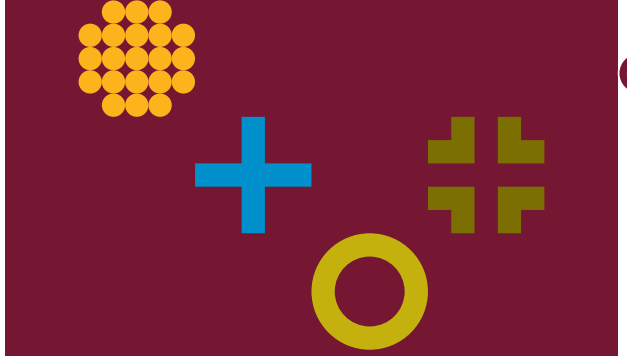
OBJECTIVE

To establish a residential built form appropriate for the location that reinforces the streetscape without overwhelming the residential character of the area. Dwellings will be designed to enable each dwelling to incorporate a garage and studio that reinforces the vitality of the laneway while enhancing convenience and flexibility.

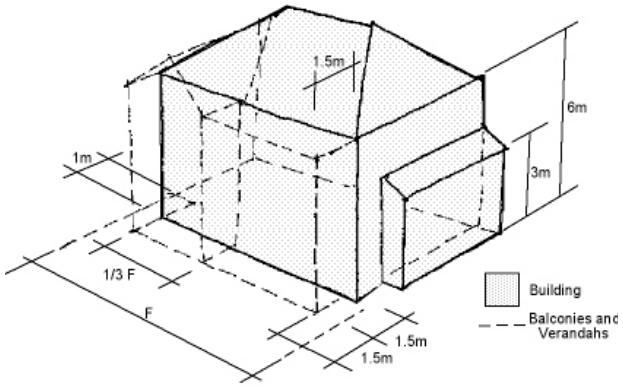
DEVELOPMENT REQUIREMENTS

Dwelling Placement and Setbacks

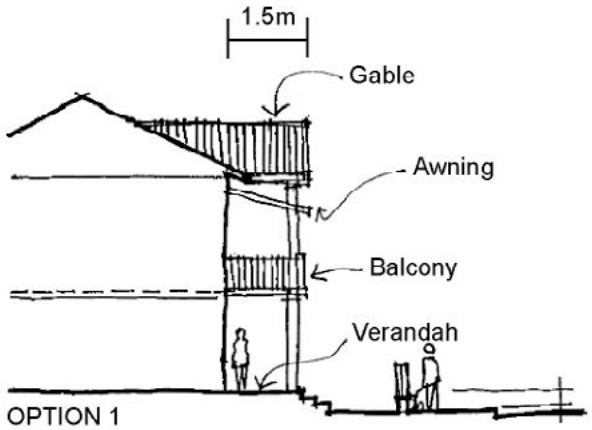
- The main frontage of the dwelling shall be set back 3m from the front boundary. Open verandahs, balconies, terraces, awnings and gables may project 1.5m into the 3m setback.
- Up to one third of the ground floor verandah may be enclosed as part of a habitable space. Where a portion of the verandah is enclosed, an area of equal or greater area shall be added to the upper floor setback.
- Two-storey parapet walls may be built on side boundaries as shown in the Site Specific Plan. Parapets may only commence 1m back from the main building frontage.
- The non-parapet wall side of a dwelling may have a minimum setback of 1.5m on the upper floor. The ground floors may still have a parapet, but this is discouraged. If a parapet is constructed it shall be set back 1m from the main building frontage.

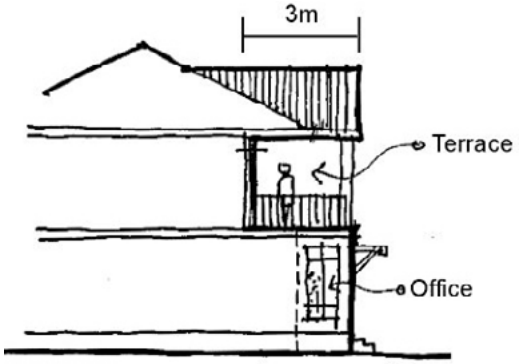


BUILDING ENVELOPE



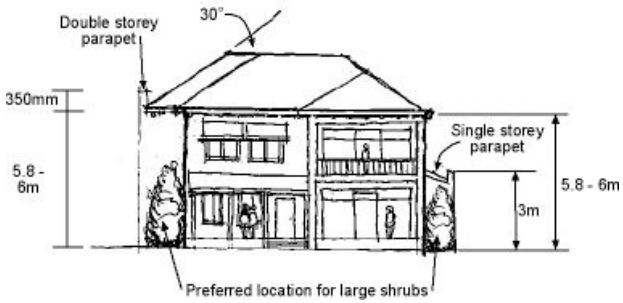
FRONT SETBACK PENETRATIONS





OPTION 2

HEIGHT AND ROOF PITCH



- Side setbacks to streets and laneways may be reduced to 1.25m.

Dwelling Height, Mass and Scale

- Wall heights are set to assist in creating continuity in the development. They are stated as ground level, which is taken from the existing finished ground level at the centre of the site. The Authority will assess the proposal on individual merit against the objective of streetscape continuity.
- All dwellings shall present a two-storey elevation and single residential character when viewed from the street.
- Dwelling may be extended to integrate with the garage.
- Maximum wall height from ground level is 6m. Wall height shall not be less than 5.8m. Side boundary parapet walls may extend 350mm above the maximum wall height.

Dwelling Roofline and Pitch

- Roofs shall be simple, pitching at an angle of 30 degrees.
- Eaves shall be a minimum of 750mm wide.
- All windows and glazed doors shall by shaded by a roof or awning with a width that is 0.45 times the height of the opening (refer to adjacent diagram). The width of the roof or awning may be reduced if it can be shown that the opening is properly shaded or that it is not possible to accommodate the roof or awning without contravening a building code or standard.
- Awnings should be flat or slope down from the building at an angle of approximately 20°. The awning should not be an extension of the main roof. Bull nose verandahs are acceptable.
- Dormer windows may be included in the roofscape. Dormers should not exceed 1.5 metres in height. There should be no more than two dormers per roof face. The slope of roofs over dormer windows should be 30°.

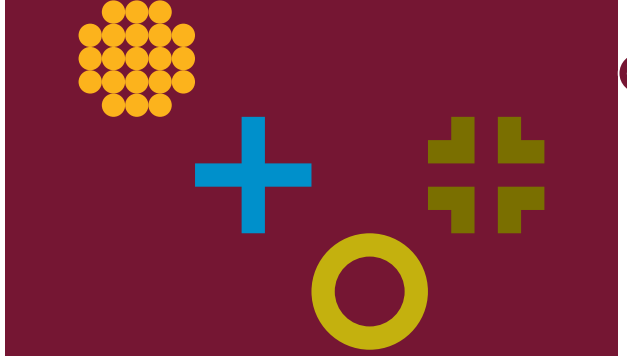
Vehicle Access

- Vehicle access should be from the laneway at the rear of the lot.

4.2.1.2.2 PARKING

OBJECTIVE

To ensure that on-site vehicle parking and other facilities are located to minimise adverse impacts on the streetscape.



DEVELOPMENT REQUIREMENTS

Standards

- Parking is to comply with the Residential Design Codes (as amended). A minimum of two covered car parking spaces shall be provided.
- The Site Specific Plans indicate where garages can be built. Development shall comply with the Site Specific Plan.

Location

- No street front vehicle access is permitted other than for lowspeed, compact vehicles (cycles, gophers etc).
- Residents' vehicles shall not be stored on the street or public areas of the lane.

Parking Treatment

- Parking areas should be integrated into the courtyard, enabling integrated use of the garage area for special events.

Garage Placement and Setbacks

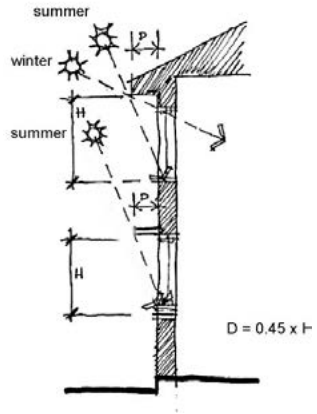
- Garages may be built where indicated on the Site Specific Plan. Balconies may project into the garage setback. Balconies shall be set back 1.25 metres from the lot boundary.
- A side setback to the garage shall be provided allowing for bin storage, a services easement and a pedestrian path to the lane.
- The side setback shall be as noted on the Site Specific Plan.

Note: Lot 467 is not required to comply with requirement above. Exceptions for duplex development may be considered.

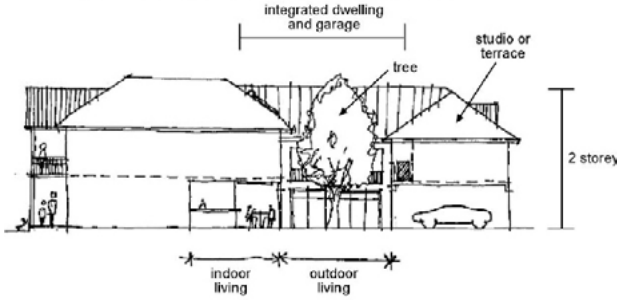
Garage Height, Massing and Scale

- Garages may be two-storey. The upper floor may be used as a studio or terrace.
- Maximum wall height from ground level is 6 metres. Side boundary parapet walls may extend 350mm above the maximum wall height.
- Garages are not permitted in locations other than shown on the Site Specific Plan unless it can be shown that all the design objectives and standards are being met.
- It is not a requirement that all of the area on the Site Specific Plan be used for a garage. Some of the area on

EAVES & AWNINGS



INTEGRATED HOUSE & GARAGE WITH COURT



the Site Specific Plan can be used for storage, offices and other uses, open car bays or as part of the garden.

- Garages and carports that can be used as an extension of the courtyard are encouraged.

Garage Roofline and Pitch

- Eaves may be between nil and 750 mm wide.

Corner Allotments

- Dwellings constructed on corner allotments (including those with a side exposed to a laneway) shall be designed to address both street frontages. This may be achieved via the use of wrap-around verandahs, feature windows, and detailing that complements the front elevation.

Balconies, Verandahs and Colonnades

- Verandahs and balconies should be incorporated in the design. In keeping with tradition, verandahs, balconies and terraces may project into the front setback. Balconies may project into the garage setback.
- Balconies shall be a safe clearance above ground (2.4 metres or more).
- Verandahs should be raised three steps (450mm) above the footpath to provide an elevated outdoor area overlooking the street.
- Balustrades are to be visually open with no more than 70% solid material and no part of the balustrade more than 70mm wide.
- Structural elements may be up to 0.4 metres wide but limited to 30% of the cantilevering edges of the balcony.

Site Coverage and Open Space

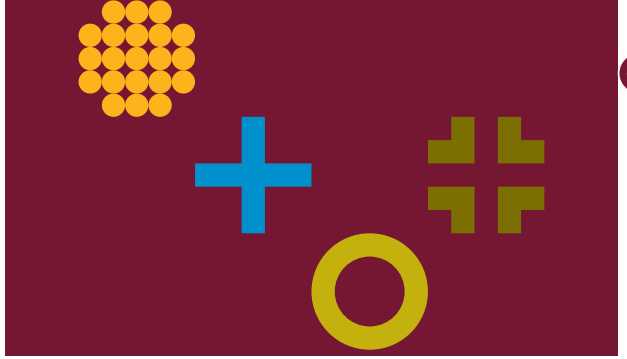
- Site cover should not exceed 75% of the lot. Open space area should not be less than 25% of the lot.
- 40% of the open space area may be provided as balconies, terraces and verandahs. 50% of the open space under balconies and verandahs may be included in open space calculations.
- Garages are not included in the calculation.
- All single dwellings shall include a back courtyard of no less than the dimensions indicated in the single dwelling Site Specific Plans. Balconies should not intrude into this area.

Boundary Fences

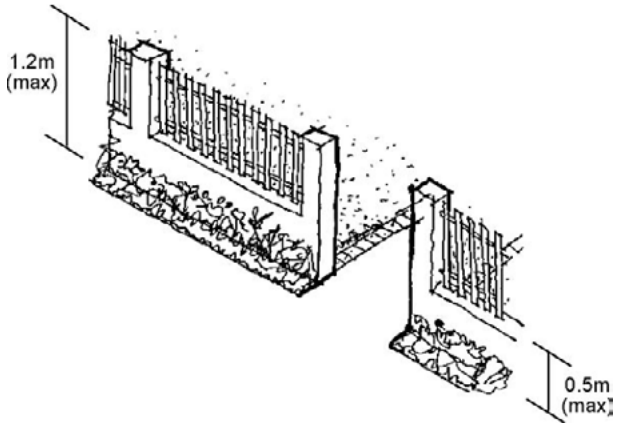
- All fences to public spaces are to be designed as a wall with piers (columns). The percentage of solid fence shall not exceed 50% of the length of the wall. Between the piers vertical wooden pickets or metal posts can

be installed. The picket or metal post shall not exceed 70% of the space between piers.

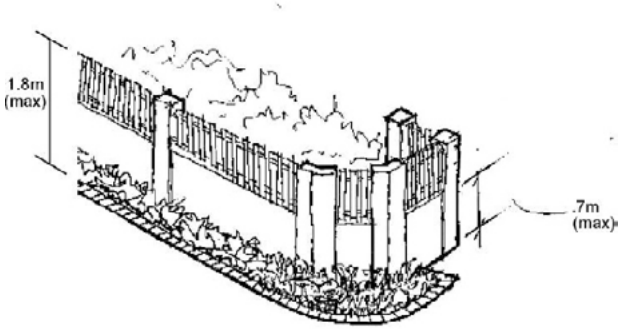
- Front and side boundaries forward of the building line should be enclosed by a fence no greater than 1.2 metres in height. There may be a low wall up to 0.5 metres high between the columns. Above this the fence shall be picket or post.
- Rear boundary walls should not exceed 1.8 metres in height. There may be a low wall up to 0.7 metres high between the columns. Above this the fence shall be picket or post.
- A back courtyard privacy screen of up to 5 metres high may be included between abutting dwelling lots. The screen should be made from durable, high quality material and be no more than 70% solid. It should be designed to support the growth of deciduous vines. Contemporary timber slating is recommended.
- Rear boundary fences shall be set back in line with the garage as indicated on the Site Specific Plan's.



FRONT FENCING



SIDE & REAR FENCING



4.2.1.2.3 STREETSCAPE RELATIONSHIP

OBJECTIVE

To ensure building design facilitates the creation of contained streetscapes dominated by the built form, and to promote development that allows physical interaction between buildings and pedestrians at street/lane level.

DEVELOPMENT REQUIREMENTS

Vertical/ Horizontal Emphasis

- Development should emphasize verticality through a range of details, including colour, changes of material, vertical verandah supports, window mullions and façade detail.

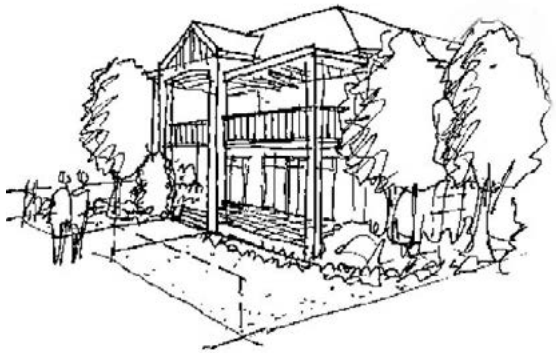
Rhythm

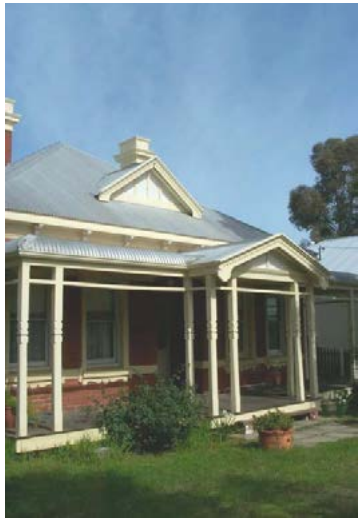
- Traditionally, buildings in Woodbridge have been designed with a careful relationship between different elements, including windows and doors, forming a harmonious rhythm. Accordingly, the façade of the dwelling shall be designed with a clear rhythm.

Openings

- Indoor and outdoor areas should be linked through large openings. Bi-folding doors or clusters of double doors should be provided to link indoor spaces to outdoor areas, including the front garden.
- Openings should have verticality to them. Window and door frames should strengthen this verticality.

STREETSCAPE PRESENCE





- All openings are to have an area of wall (lintel) above the opening of no less than 300mm.

Roof Eaves

- Eaves shall not be boxed (enclosed by panels attached to the underside of the rafters or spanning between the gutter or wall).
- The ends of rafters shall be visible beneath the gutter.

Laneway Relationship

- An inward opening gate should be provided between the lot and the laneway.
- Back fences and gates should be visually permeable. Planting that grows through the fencing posts to enrich the lane is encouraged.
- The development should overlook the laneway.

4.2.1.2.4 ACCESS

OBJECTIVE

To provide safe and convenient vehicle access that does not dominate or detract from the streetscape, and safe and comfortable access for pedestrians.

DEVELOPMENT REQUIREMENTS

Pedestrian Access

- Pedestrian access from the street should be provided. It should be designed to be clearly visible from the street.
- Front entrances are to be well lit and protected from the elements.

4.2.1.2.5 SAFETY AND SECURITY

OBJECTIVE

To ensure that the development provides a sense of security and contributes to overall safety.

Note: Many of the design requirements incorporate safety considerations, reinforcing Crime Prevention Through Environmental Design (CPTED) principles.

DEVELOPMENT REQUIREMENTS

Passive Surveillance and Defensible Space

- Dwellings shall include windows and openings that ensure good visual connection between public and private spaces.
- Studios, balconies and verandahs should be located to ensure passive surveillance of neighbouring public spaces.
- Balconies and verandahs should be designed to accommodate furniture and to encourage use. The main balcony should be a minimum of 1.5m. Balcony balustrades should be visually permeable to reinforce the sense of openness and neighbourliness.
- A boundary fence should enclose the boundaries of each lot to clearly demarcate private space and to avoid unnoticed access to the property.

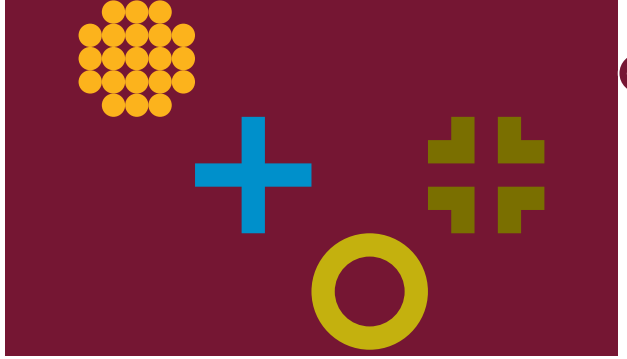
Lighting

- Lighting should help to illuminate entrances, footpaths and other less public areas.
- Additional lighting should be provided where street-lighting will be limited or screened (e.g. laneways, building entrances and footpaths under awnings). Where additional lighting is to be provided, it should be diffused or refracted to provide illumination with minimal glare.
- Movement sensor lighting is encouraged, but should not be set off by movement beyond the site or create a nuisance to neighbours.
- Lighting should be concealed under verandah roof overhangs or otherwise shielded to minimise glare.
- Generally, streets, lanes and other public areas will be lit by public street lighting. Where existing lighting is insufficient, additional lighting may be considered.

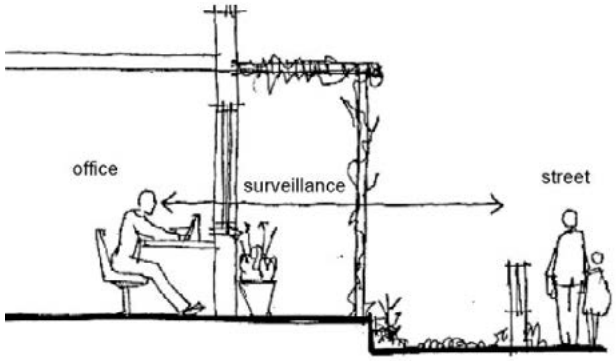
4.2.1.2.6 SIGNAGE

OBJECTIVE

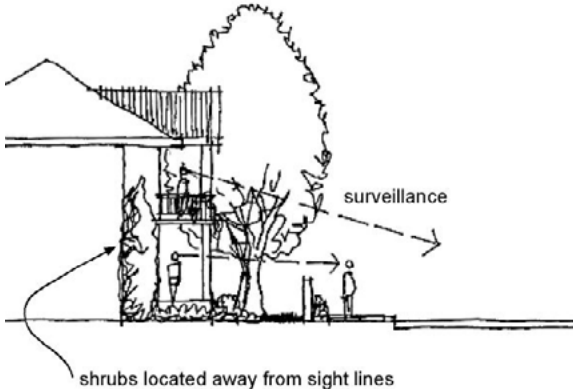
To ensure signage associated with an approved home occupation or home office is integrated with building design and does not adversely impact on residential amenity.



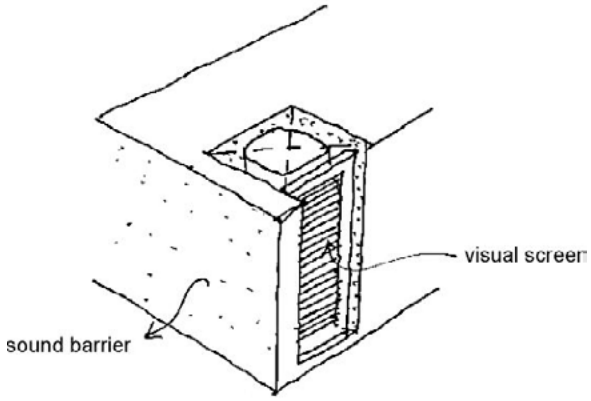
SURVEILLANCE OF STREET



SURVEILLANCE FROM OUTDOOR AREAS



ANCILLARY EQUIPMENT



DEVELOPMENT REQUIREMENTS

Scale and Form

- Any signage shall be limited to the nature of the business carried out on the premises. It should not be intended to attract passing trade and should not be large, bright or otherwise conspicuous.

Location

- Freestanding signage is not permitted.

4.2.1.2.7 ANCILLARY EQUIPMENT

OBJECTIVE

To ensure solar heaters and other plant and roof structures are carefully integrated into the design of the development.

DEVELOPMENT REQUIREMENTS

- Solar heaters and other roof structures, including satellite dishes, should be located on the courtyard side of the roof. These structures should not extend above the roofline.
- Outdoor spaces should not be used to store equipment that would hinder the use of the space.
- Mechanical equipment may be permitted on building façades where it is adequately visually screened and noise insulated in a way that is in keeping with the development.
- Clothes lines shall not be located in front of the dwelling.

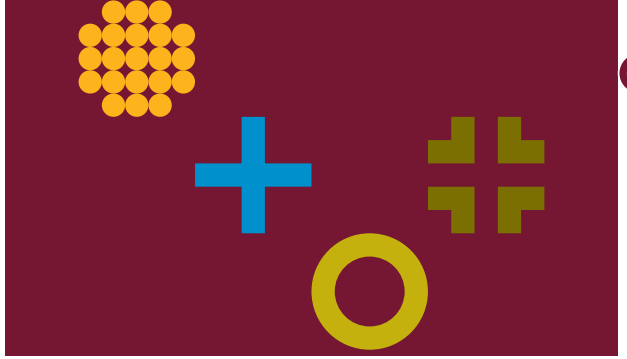
4.2.1.2.8 STORAGE

OBJECTIVE

To ensure storage areas are considered as an integral part of the development.

DEVELOPMENT REQUIREMENTS

- A storage area should be provided as part of the dwelling or garage. It should be no less than 4m^2 and should have a doorway to the outside or be within 2m of an external door or garage door.



4.2.1.2.9 ADDITIONAL STRUCTURES

OBJECTIVE

To ensure the visual and functional integrity of the development.

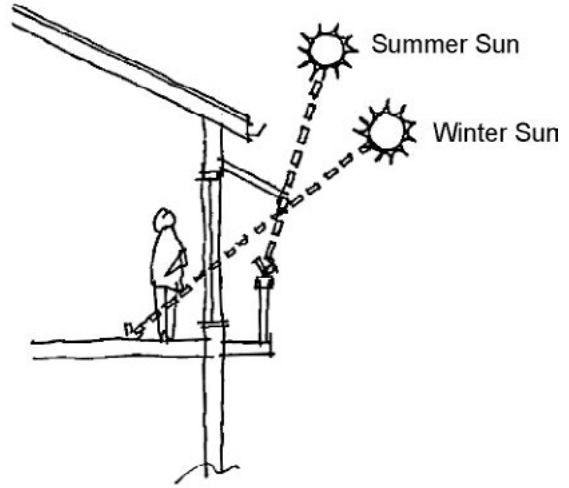
DEVELOPMENT REQUIREMENTS

- Additional enclosed or roofed structures, other than approved balconies and verandahs are not permitted in the front setback.

4.2.1.2.10 LETTERBOXES

DEVELOPMENT REQUIREMENTS

- Where a lot has a direct frontage to a street the letterbox shall be located on that street front. Where a lot does not have a direct street frontage the letterbox shall be located on the laneway frontage.



4.2.1.2.11 STYLE

OBJECTIVE

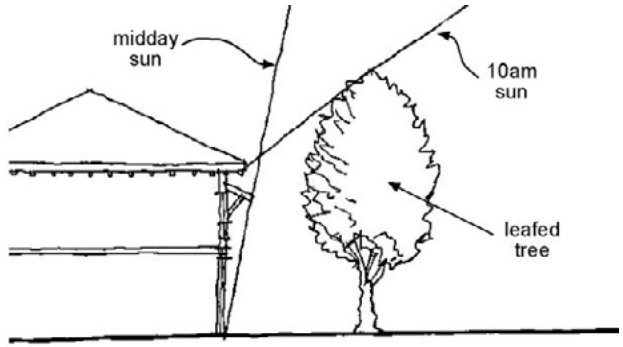
Development respects local architecture which dates back to the turn of the last century and is simple and functional, e.g. simple main roofs cascading down to awnings over windows and verandahs. Finishes have dignity, being strong and assured while including some organic lines that soften the regularity of the building.

DEVELOPMENT REQUIREMENTS

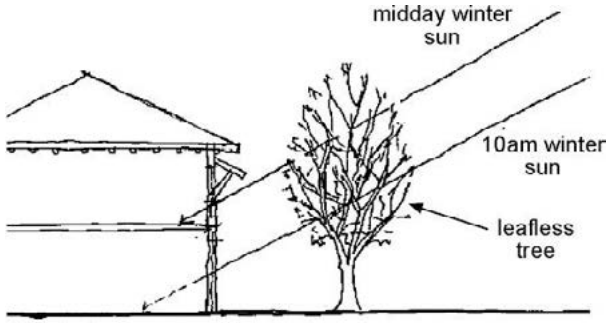
- Earthy colours are encouraged on major vertical surfaces.
- Darker-toned, saturated colours can be used to highlight building elements.
- Ground floor external wall materials should give the appearance of strong, solid construction. On the upper level a lightweight construction within a more solid frame is encouraged.
- Features such as balcony rails, verandah columns and doors, made from utilitarian materials such as stained timber, stainless steel and iron profile beams and steel that add a worker-crafted character to the dwelling are encouraged. Solid brick, concrete or other panels should be avoided.
- Ornamentation is supported where it is in the Woodbridge traditions. Features such as brackets on the top of verandah posts, which reflect the clean organic lines of nature are preferred over highly floral or heavily neo-

classical styles.

- Pre-coloured, low reflectivity, corrugated metal roofing is encouraged.
- Porticos are discouraged, as they do not provide the same level of shading and opportunity for alfresco living as verandahs.
- The style of the garage is to complement that of the main dwelling.
- The style of fencing is to complement that of the main dwelling.
- The style of any other structures is to complement that of the main dwelling, to add integrity to the overall design.



SUMMER



WINTER

4.2.1.2.12 ENERGY CONSERVATION

OBJECTIVE

To ensure that conserving energy is considered as an integral part of the development.

The Design Guidelines complement the energy efficiency measures introduced into the Building Code of Australia (BCA) in July 2003 (now National Construction Code (NCC)). The NCC measures address the building envelope (the overall structure), especially orientation, insulation, ventilation, glazing and shading. Owners and designers should include these measures as outlined below.

DEVELOPMENT REQUIREMENTS

Passive Solar Design

- Residential development should be designed to provide adequate thermal comfort while minimising the need for mechanical heating and cooling.
- Solar access to north-facing windows of living areas should be maximised.
- The size, location and shading of all windows and skylights should be considered with the aim of reducing summer heat load and allowing entry of winter sun.
- External clothes drying areas with access to breezes and sunlight should be provided in a secure place screened from public view, to help conserve energy by providing an alternative to electric dryers.

Insulation

- Roof insulation to a minimum of R 2.5 should be installed to reduce heat intake and loss.

- Hot water pipes and heating and cooling services ductwork should be insulated.

Weather Sealing

- External doors and windows should be fitted with draught excluding seals.

Air Movement

- Dwellings should be designed to achieve the equivalent of a 4.5 star rating using the 'First Rate' rating system.
- Dwellings should be orientated to receive cooling breezes, or incorporate other strategies such as fencing or densely planted vegetation to deflect breezes into rooms.
- Living areas should be capable of being closed off from other areas of the dwelling to reduce the need to artificially heat or cool unused spaces.
- Ceiling vents, ceiling fans and/or louvre windows, which facilitate cross-ventilation in living area should be provided.
- In siting and designing dwellings, consideration should be given so as to not significantly overshadow neighbouring development.

Building Materials

- Building materials, appliances and fuel sources should be selected to minimise energy requirements and greenhouse gas emissions.
- Materials of high thermal mass (such as concrete or tile floors) should be incorporated into living areas and located to maximize the absorption of heat from air circulating in the dwelling and from the winter sun.

Natural Light

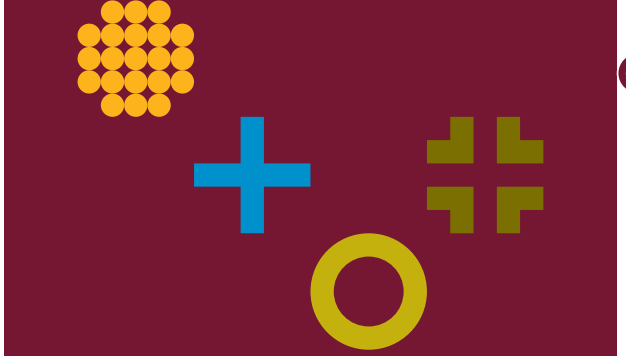
- Generally, dwellings should be designed to allow sufficient daylight access to rooms without the need for artificial lighting.

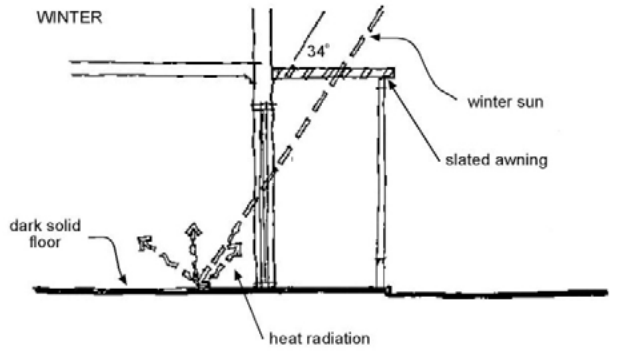
Appliances

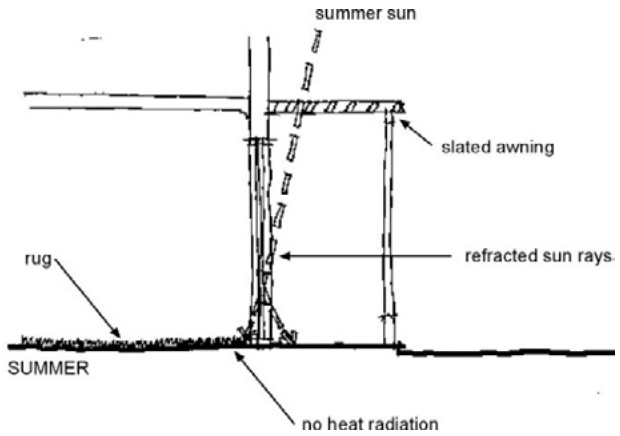
- Energy conserving appliances that have a high star energy efficient rating should be selected.

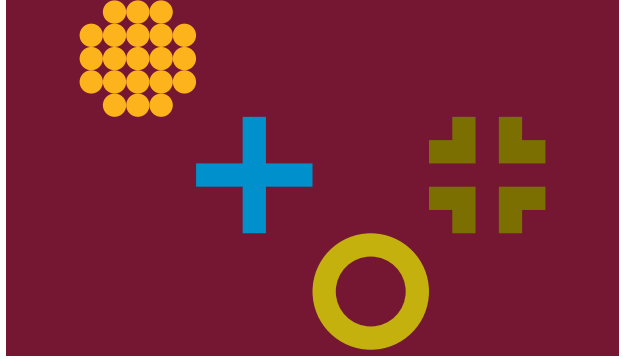
Hot Water Systems

- Gas boosted or electric boosted (with timer) solar hot water systems that achieve a 4 star rating installed on the



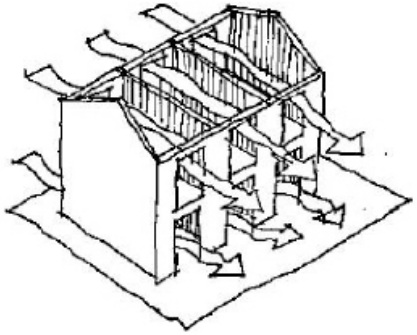




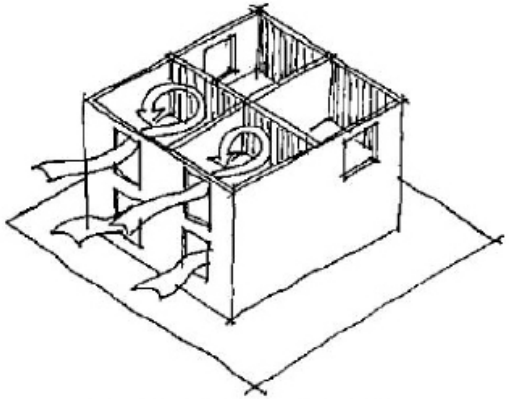


CROSS VENTILATION

roof (close to bathrooms), with the storage tank located inside the roof or at ground level, are generally preferred as they use less energy from non-renewable energy sources and hence emit lower levels of greenhouse gases. However, selection of a hot water system should also be based on its suitability for your needs. For example, smaller households with lower demand an instantaneous gas hot water system may be a better option.



Good natural cross ventilation



Poor natural cross ventilation

4.2.1.2.13 CONSTRUCTION MATERIALS

DEVELOPMENT REQUIREMENTS

Waste Reduction

- Waste reduction methods are encouraged including attention to design detailing, estimating and materials selection and in operation through recycling.
- Waste management during construction is encouraged.

Low Allergen Materials

- Use of low allergen construction materials and low allergen plants is encouraged.
- Where possible without compromising direct sunlight to living areas, positioning 'wet' areas of the dwelling to receive direct sunlight to reduce mould growth is encouraged.

4.2.1.2.14 ROBUST DESIGN

OBJECTIVE

To embrace an approach to building design and construction refinements that is safe, meets the needs of people across a range of abilities and ages, and is adaptable to working from home.

DEVELOPMENT REQUIREMENTS

Home Based Businesses

- Flexibility of design layout and toilet facilities on the ground floor is encouraged to provide for adapting the dwelling to incorporate a home office.
- Dwelling design should provide access to technology cabling sufficient for a home-based business.

Access for Life

- Flexibility for access by all people is encouraged in the design.

Liveability

- Design flexibility is encouraged to allow for various furniture layouts, occupancy types (family, rental etc).
- Incorporation and use of garage studios is encouraged to accommodate extended families or a home office.

4.2.1.2.15 WATER CONSERVATION

OBJECTIVE

To ensure that conserving water is considered as an integral part of the development.

DEVELOPMENT REQUIREMENTS

Water Saving in the Home

- Building design should incorporate techniques for conserving water.
- Appliances and fittings such as showerheads, toilets and tap aerators should be of an AAAA rating (where available), or otherwise an AAA rating.

Appliances

- Low-flow water regulators should be fitted to all kitchen and bathroom taps and shower roses.

4.2.1.2.16 LANDSCAPING

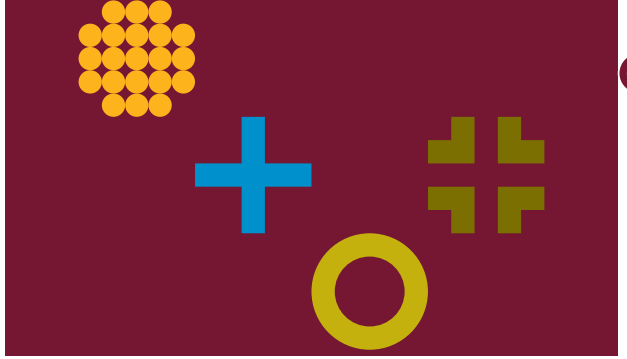
OBJECTIVE

To ensure that water consumption is minimised while maintaining a healthy garden.

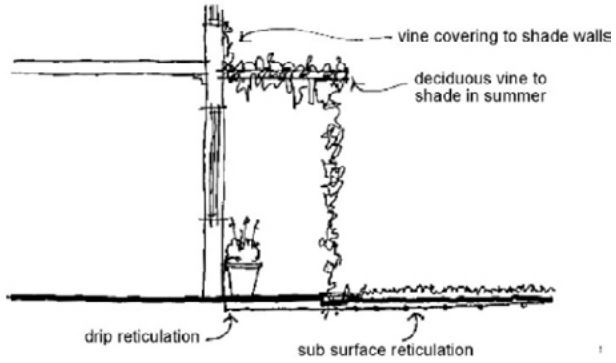
DEVELOPMENT REQUIREMENTS

Landscape Design

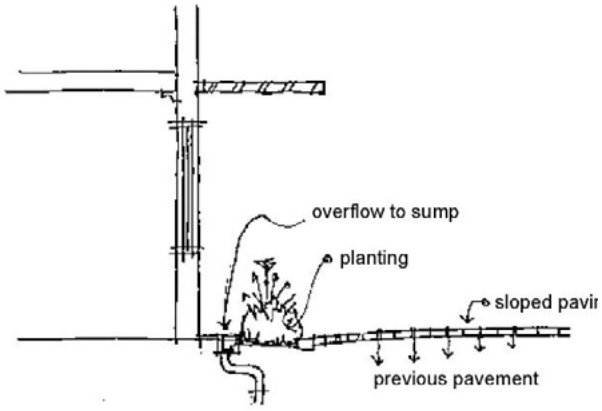
- Landscapes should be designed to assist microclimate management and to conserve water.
- Planting should be selected for its contribution to shade windows to reduce summer heat load and permit entry of winter sun.

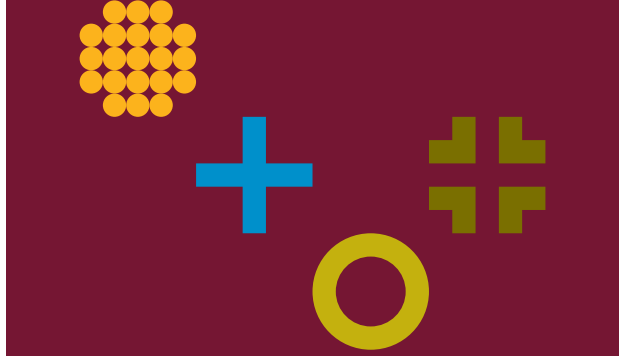


LOW WATER USE RETICULATION



WATER WISE LANDSCAPE





SUB-PRECINCT 1: WOODBRIDGE LAKES

Water Wise Planting

- Drought tolerant plants are encouraged and soils should be prepared with soil improvers and mulch.
- Grass areas should be minimised.
- Use of University of WA/Water Corporation preferred turf is encouraged.

Paving Selection

Paved surfaces, including driveways and paths, should be of a segmented or small scale, or of a porous nature to facilitate water infiltration.

Water Harvesting

- Installation of rainwater tanks is encouraged to contribute to water savings and minimise runoff into the drainage system.

FIGURE 4.5: WOODBRIDGE LAKES RESIDENTIAL ESTATE - HEBE LANE SITE SPECIFIC PLAN

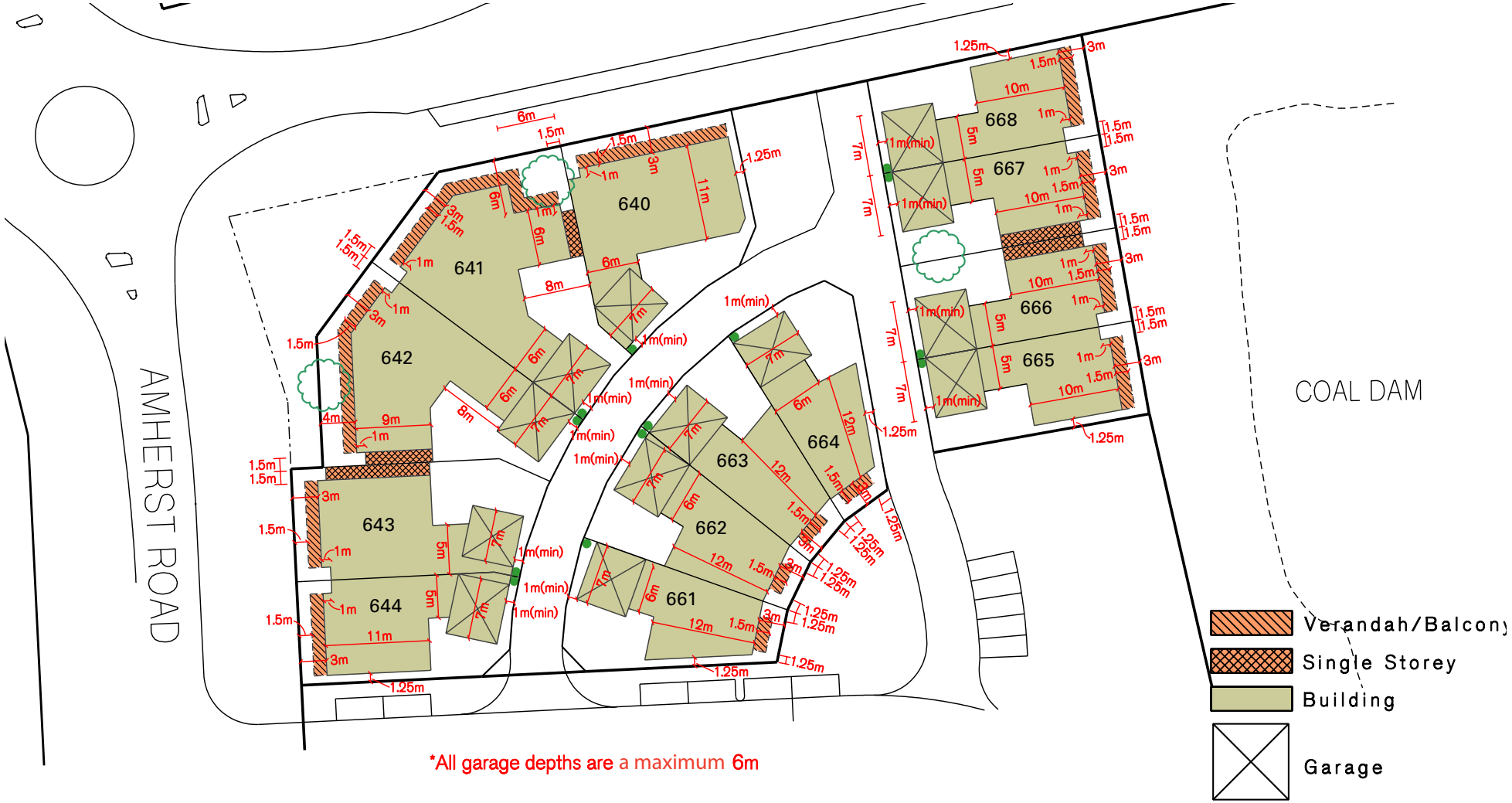


FIGURE 4.6: WOODBRIDGE LAKES RESIDENTIAL ESTATE - CARDIFF LANE SITE SPECIFIC PLAN

FIGURE 4.7: WOODBRIDGE LAKES RESIDENTIAL ESTATE - CENTAUR CIRCLE SITE SPECIFIC PLAN

SUB-PRECINCT 1: WOODBRIDGE LAKES

FIGURE 4.8: WOODBRIDGE LAKES RESIDENTIAL ESTATE - WYVERN LANE SITE SPECIFIC PLAN

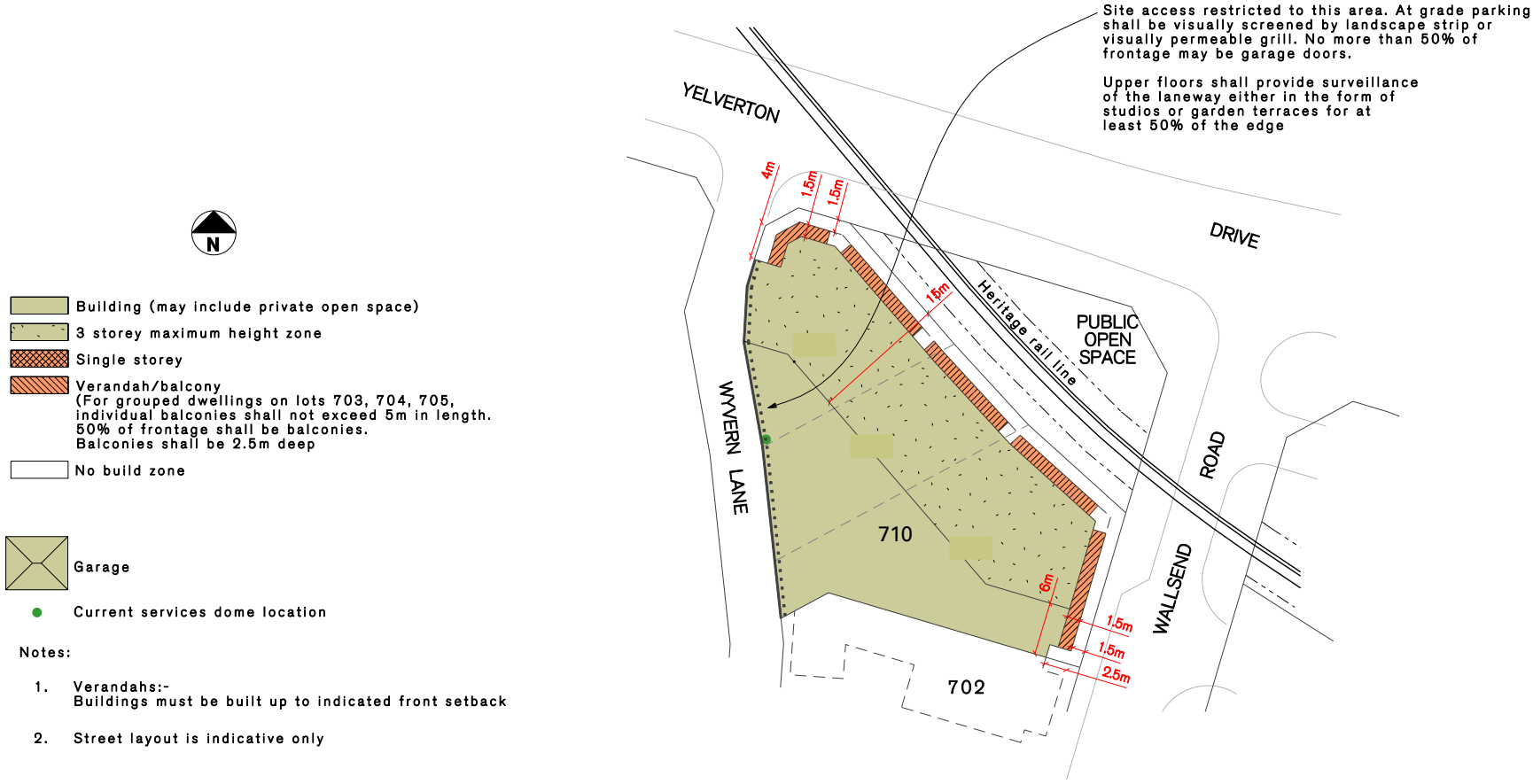


FIGURE 4.9: WOODBRIDGE LAKES RESIDENTIAL ESTATE - ALTERNATIVE DEVELOPMENT PLAN FOR 703-705 WYVERN LANE

SUB-PRECINCT 1: WOODBRIDGE LAKES

FIGURE 4.10: WOODBRIDGE LAKES RESIDENTIAL ESTATE - MUJA LANE SITE SPECIFIC PLAN

4.2.2 The Workshops

UNDERSTANDING THE PLACE

The Workshops are a state heritage place, located directly south of the traditional Midland town centre and Midland Train Station and rail line, east of Woodbridge Lakes residential estate and west of the Midland Public and Private Hospitals and WA Police Operations Centre. The Helena Foreshore provides a backdrop and southern boundary to The Workshops area.

The Workshops are characterised by a mix of industrial, administration and ancillary buildings dating from the late 19th century, connected by an established network of roadways, rail tracks and open spaces. The below table 'Heritage Character Elements' identifies the key aspects of these 3 building types.

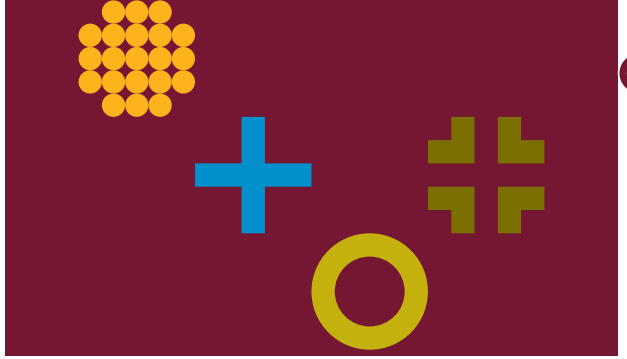
The key principles that have shaped the approach to landscape and public realm development and will influence private development are as follows:

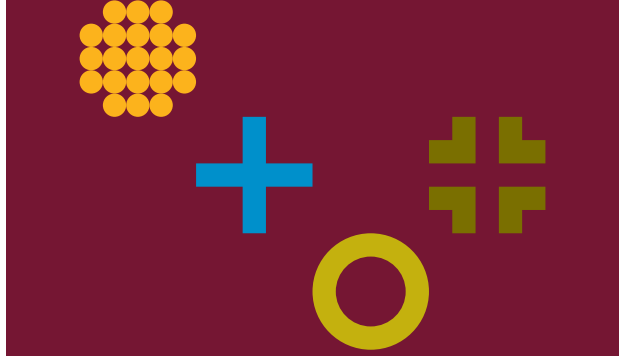
- The Workshops shall be treated as a single place for consistency and meaning;
- Surface treatments, landscape and management relate to the spaces between and around heritage buildings rather than the separate lot boundaries; and
- Significant open spaces, view lines and connections are respected, retained and appropriately integrated.

New infill development is to be complementary to the local and historic architectural traditions and contribute positively to already established building patterns. Respecting this existing context, new infill development shall explore contemporary design responses that revitalise the area and add interest to existing buildings and new public places and are clearly distinguishable as the next generation of development.

Table 5 - Heritage Character Elements

INDUSTRIAL BUILDINGS e.g. Block 1 and Foundry	ADMINISTRATION BUILDINGS e.g. Chief Mechanical Engineer's Office and Railway Institute Building	ANCILLARY BUILDINGS e.g. Time Keeper's Office
Robust and simple forms with rectilinear floor plans. Pitched gable roof or saw tooth roofs with parapet walls. Stepped or corbelled parapet gables. Façades divided into regular vertical bays formed by piers and recessed arches. Regular vertically proportioned openings. Clerestory windows or roof lights. Warm face-brickwork.	Simple rectilinear floor plans. Large gable or hipped roofs. Projecting awnings fixed over the bands of windows. Simple decorative ornament to the cornice and upper wall areas. Regular patterns across the façades by the arrangement of openings and the repetition and vertical proportions of elements. Warm face-brickwork contrasting with rendered horizontal banding.	Simple rectilinear floor plans. Shed-like appearance with domestic scale details including timber-framed doors, awnings and porches. Vernacular building materials including horizontal weatherboards and sheets of corrugated galvanised iron, combined with concrete and brick.





4.2.2.1 Land Use

DESIGN INTENT

The Workshops will become a vibrant area with contemporary buildings, interesting public spaces and restored and adapted historic buildings.

The former Workshop buildings provide an excellent opportunity for a knowledge and medical hub with the range of potential uses including, health, education, office, research and cultural uses. Residential development is also envisaged, creating an active mixed use neighbourhood.

A new public square, Railway Square, will be a lively civic place in the heart of the development, surrounded by cafes, shops, restaurants and bars on the ground floor and residential, office and hotel/ short stay uses above. Non-residential uses on the ground floor are encouraged and may be required in certain locations such as fronting Railway Square or at the corners of building in key pedestrian areas.

OBJECTIVE

To provide a sustainable and vibrant land use mixed throughout the Helena Precinct.

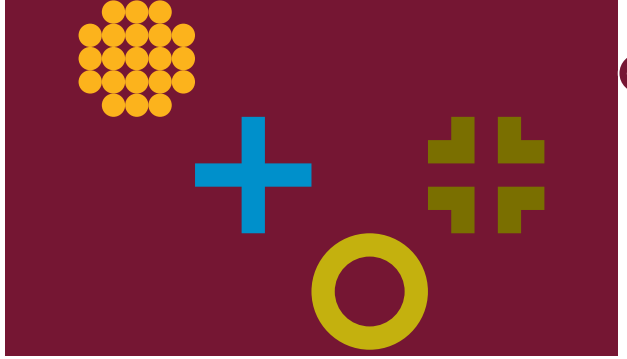
ACCEPTABLE DEVELOPMENT CRITERIA

- Land uses are to be in accordance with Sub-Precinct 2-6 table 'The Workshops'.
- Where restaurant and cafe or other hospitality uses are envisaged, provision shall be made for compliance with health and environmental requirements at the planning stage. Design to accommodate such matters as noise attenuation, mechanical ventilation and grease traps shall be integrated with the building from the outset.

4.2.2.2 Building Design

This section addresses:

- Building Appearance and Streetscape
- Setbacks and Heights



Building Appearance and Streetscape

DESIGN INTENT

To the west of the three large Workshops buildings, an urban framework is largely established through roads, open spaces and subdivisible land. Some sites have been identified for intensification within this area to maximise the number of people, be they employees or residents, within Midland.

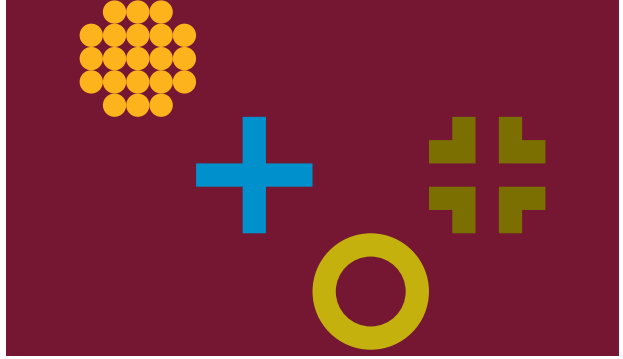
New infill development will be complementary to the local and historic architectural traditions and contribute positively to already established building patterns. Respecting this existing context, new infill development shall explore contemporary design responses that revitalise the area and add interest to existing buildings and new public places and are clearly distinguishable as the next generation of development.

OBJECTIVE

To ensure building design facilitates the creation of contained streetscapes framed by sensitively designed built form, and to promote development that allows physical interaction between buildings and pedestrians at street/lane level.

ACCEPTABLE DEVELOPMENT CRITERIA

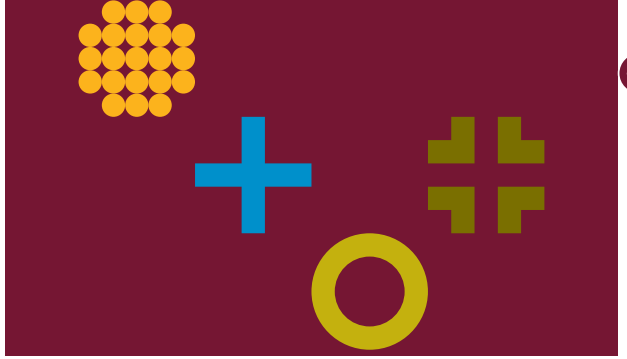
- New buildings shall be sympathetic to existing heritage buildings, a contemporary response to the form and existing aesthetic of The Workshops is sought.
- The perimeter walls of large scale buildings shall present in simple form to be reflective of the industrial building type. (This may be either a solid wall with openings or be developed as a frame spanning across the building and containing balconies, walls and windows that are set back behind this frame.)
- The structure and façade treatment shall establish a vertical rhythm that bears a relationship to the rhythm of the larger industrial style heritage buildings. (Where contemporary building forms or materials are proposed, this may be achieved through an interaction between solid and void elements and through the application of materials and colour. Emphasis on horizontal elements shall be avoided and limited to the application of horizontal banding to façade detail.)
- New buildings shall respond to the high quality of architectural detailing of existing buildings within The Workshops. Development shall address existing buildings at a variety of scales in terms of architectural detailing; visual interest; rhythm in façades; and cohesive building envelopes.
- New buildings are to provide a visually solid massing for at least the lower 3 storeys that will read as a predominantly masonry base element with the potential for recessed lightweight upper storey floors to be developed above.



SUB-PRECINCTS 2-6: THE WORKSHOPS

(There is scope for alternative treatments such as glass and steel framed structures where the intent is to establish a deliberate contrast between the old and new and the design is handled with commensurate skill and sensitivity.

- Cantilevered structures are not permitted.
- Roofs shall either be flat or skillion and hidden behind a parapet, saw tooth, or pitched. The relevant Site Specific Guidelines will identify where each of these roof types is applicable. Where not indicated, a parapet roof form is preferred.
- Pitched roofs may include lofts. This may achieve an additional storey of development and offer a variety of internal spatial experiences.
- New buildings shall utilise materials of the industrial aesthetic, colours and finishes that are neutral and based on natural materials. Materials such as steel, brick, glass, cement render, concrete, timber and corrugated iron equivalents are preferred. Contemporary materials and finishes are permitted. A component of red brick is encouraged to form part of the overall building materials palette. Concrete may be featured but shall not be a dominant material. Extensive areas of glass may be considered where the design outcome respects the industrial aesthetic of The Workshops. An anti-graffiti treatment may be required to final finishes at lower level.
- Opportunity exists to integrate accent colours drawn from heritage features such as machinery and equipment at The Workshops. The Authority can assist with accent colour selection.
- Development shall respect the established architecture, providing clearly defined door and window openings in predominantly solid exterior walls. The combined width of windows and doors shall be no less than 50% of the width of the façade. The proportion of window and opening to solid wall should be increased on the ground floor with the combined width of windows and doors making up no less than 80% of the width of the ground floor façade. Windows shall retain a vertical proportion.
- Openings shall be a source of detail and interest. Openings may be continuous up the façade to create the initial impression of a large single volume building akin to The Workshops industrial style buildings.
- To assist in defining the street edge and to aid orientation for partially sighted pedestrians, windows will have a sill no less than 0.5m above the adjacent footpath level on street frontages. Plinths and sills are expressed through architectural detail.
- Balconies, awnings and other features should be used to highlight that the building consists of several individual floors.



Setbacks and Heights

DESIGN INTENT

Development within The Workshops will provide high density, high amenity and contemporary development creating a sustainable community living in a setting that maintains a strong link to its heritage.

OBJECTIVE

To create high quality developments which provide visual interest, demonstrate excellence in architectural design, contribute positively to the streetscape, and create a sense of place in keeping with the scale and proportions of the heritage setting.

ACCEPTABLE DEVELOPMENT CRITERIA

- Building height and setbacks shall be generally consistent with heights of heritage buildings within The Workshops. Typically, a height of 3 to 4 storeys applies across The Workshops, unless outlined in the Sub-Precinct 2-6 (The Workshops) table. As a baseline, development shall be a minimum of 3 floors.
- For 3 storey development, wall heights shall be a maximum of 10.5m in height. Ridge heights of pitched roofs shall not exceed 12m.
- Development above the maximum podium height shall be set back at least 3 metres. In such cases, where a parapet wall is provided that acts as the balustrade for balconies on the fourth upper level, an additional 0.5m wall height is permitted for the lower 3 storeys.
- Where development above podium height is permitted, the provisions outlined below will apply to ensure appropriate bulk and scale. For development to achieve the maximum height outlined in Table 6, lots must have a frontage of greater than 50m.

Table 6 - Overall Height Allowances for Frontages (Helena Precinct)

OVERALL PERMITTED HEIGHT RANGE (inc Podium) as per site specific provisions in Sections 4.2.2.3 - 4.2.2.7	LOT FRONTAGE (Primary Frontage*)		
	≤ 40m	> 40-50m	> 50m
Max: 5 – 8 Storeys	5	6	8

*Note: Primary frontage is defined as being the street with the highest assumed pedestrian movement, or as otherwise agreed with the Authority.

Primary frontages for sites within the Helena Precinct are idenfitied in the Sub-Precinct / site specific diagrams in this chapter.

4.2.2 SUB-PRECINCTS 2-6: THE WORKSHOPS

Lot No	Preferred Land Use	Setbacks Min			Height	Other
		Front	Side	Rear		
Sub-Precinct 2: The Sidings (pg 129)						
499	Office, Medical Centre, Consulting Rooms, Research & Development, Restaurant/Cafe	Nil	Nil (west) 30m (east)	1m	Min: 2 Storeys Max: 3 Storeys up to 10.5m parapet and 12m roof ridge	Administrative Style (refer to Table 5, pg 121) Refer Section 4.2.2.3 and Figures 4.11- 4.13
500		Nil	Nil (west) Align with heritage building (east)	1m		Administrative Style (refer to Table 5, pg 121) Refer Section 4.2.2.3 and Figures 4.11- 4.13
502	Commercial Car Park sleeved with Restaurant/ Cafe, Business Services, Small Bar	Nil	Nil (east) 33m (west)	1m		Industrial Style (refer to Table 5, pg 121) Refer Section 4.2.2.3 and Figures 4.11- 4.13
503	Office, Medical Centre, Consulting Rooms, Research & Development, Restaurant/Cafe	Nil	Nil	1m	Min: 3 Storeys up to 10.5m parapet and 12m roof ridge	Industrial Style (refer to Table 5, pg 121) Refer Section 4.2.2.3 and Figures 4.11- 4.13
669		Nil	Nil	1m	Min: 2 Storeys Max: 3 Storeys up to 10.5m parapet and 12m roof ridge	Administrative Style (refer to Table 5, pg 121) Refer Section 4.2.2.3 and Figures 4.11- 4.13
Sub-Precinct 3: The Workshops (West) (pg 135)						
707	**Ground Floor**: Business Services, Medical Centre, Consulting Rooms, Research & Development **Upper Floor:** Residential, Research & Development, Office	2m behind RIB	Refer to Figure 4.15	4m (rail)	Min: 2 Storeys Max: 3 Storeys up to 10.5m parapet and 12m roof ridge	Heritage - Railway Institute Building Refer to Conservation Plan Administrative Style (refer to Table 5, pg 121) Refer Section 4.2.2.4.1 and Figures 4.14 & 4.15
708-709	**Ground Floor:** Business Services, Consulting Rooms **Upper Floor:** Residential	Nil	709 - 2.6m (Helena St) Nil (common boundary)	Nil	Min: 2 storey Max: 3 storeys up to 10.5m parapet and 12m roof ridge	Refer Section 4.2.2.4.1 and Figures 4.14 & 4.15

- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys.

4.2.2 SUB-PRECINCTS 2-6: THE WORKSHOPS

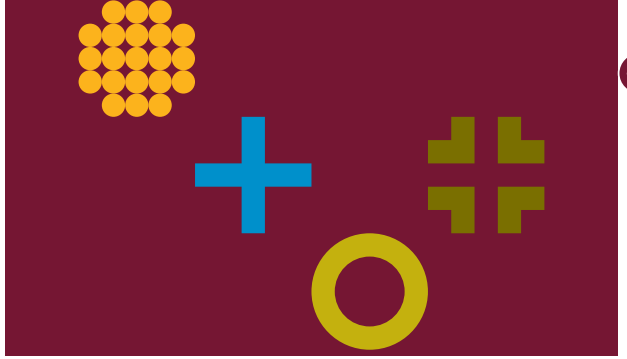
Lot No	Preferred Land Use	Setbacks Min			Height	Other
		Front	Side	Rear		
900-925	Residential	Refer to Figure 4.19			Min: 2 storeys Max: 3 storeys (up to 10.5m)	Industrial Style (refer to Table 5, pg 121) Refer Section 4.2.2.2.3 and Figures 4.14 & 4.19
926-929		Refer to Figure 4.14 - 4.18			Min: 3 storeys (up to 10.5m) Max: 8 storeys (up to 26m)	Industrial Style (refer to Table 5, pg 121) Refer Section 4.2.2.4.2 and Figures 4.14, 4.16, 4.17 & 4.18
930-931*	**Ground Floor:** Business Services, Small Bar, Restaurant/Café, Fast Food	Refer to Figure 4.14 - 4.18			**Podium:** Min: 3 Storeys (up to 10.5m)	Industrial Style (refer to Table 5, pg 121) Refer Section 4.2.2.4.2 and Figures 4.14, 4.16, 4.17 & 4.18
932*	**Upper Floors:** Residential	Refer to Figure 4.14- 4.18			**Overall: (inc podium)** Max: 5 Storeys (up to 18m)	Industrial Style (refer to Table 5, pg 121) Refer Section 4.2.2.4.2 and Figures 4.14, 4.16, 4.17 & 4.18
933*		Refer to Figure 4.14- 4.18			Min: 3 Storeys Max: 3 Storeys (up to 10.5m)	Industrial Style (refer to Table 5, pg 121) Refer Section 4.2.2.4.2 and Figures 4.14, 4.16, 4.17 & 4.18
Sub-Precinct 4: Railway Square (pg 147)						
802	Office	Existing			Existing	Heritage - CME Building Administrative Style (refer to Table 5, pg 121) Refer to Conservation Plans Refer to Section 4.2.2.5 and Figures 4.20-4.23
801, 803, 804	**Ground Floor:** Business Services, Small Bar, Restaurant/Café, Fast Food	Refer to Figure 4.21, 4.22 and 4.23			**Podium:** Min: 3 Storeys (up to 10.5m)	Industrial Style (refer to Table 5, pg 121) Refer Section 4.2.2.5 and Figures 4.20 - 4.23
808	**Upper Floors:** Residential	Refer to Figure 4.21, 4.22 and 4.23			**Overall: (inc podium)** Max: 4 Storeys (up to 13.5m)	Industrial Style (refer to Table 5, pg 121) Refer Section 4.2.2.5 and Figures 4.20 - 4.23
Sub-Precinct 5: The Workshops (Centre) (pg 157)						
737*	**Ground Floor:** Business Services, Consulting Rooms, Restaurant/Cafe, Small Bar, Creative Industry	3m	6m south	Nil	**Podium:** Min: 3 Storeys Max: 4 Storeys (up to 13.5m)	Refer Section 4.2.2.6.1 and Figures 4.24- 4.26
738*	**Upper Floor:** Residential	5m (Behind Tarpaulin Shop)	5m (from Tarpaulin Shop)	Nil	**Overall: (inc podium)** Max: 5-8 Storeys** (up to 26m)	Heritage - Weigh Bridge Heritage - Tarpaulin Shop Refer to Conservation Plan Refer Section 4.2.2.6.1 and Figures 4.24- 4.26
755*	Restaurant/Cafe, Small Bar, Creative Industry, Tavern	Existing			Existing	Heritage - Power House/Boiler Shop Refer to Conservation Plan Refer Figure 4.24

- *Subject to lot creation **Refer Table 6, pg 125
- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys

4.2.2 SUB-PRECINCTS 2-6: THE WORKSHOPS

Lot No	Preferred Land Use	Setbacks Min			Height	Other
		Front	Side	Rear		
806*	Office, Culture & Creative Industry, Community, Small Bar, Restaurant/Cafe, Residential, Educational Establishment	N/A	N/A	N/A	Existing	Heritage - Foundry Refer to Conservation Plan Refer Figure 4.24
807*	Culture & Creative Industry	Existing			Existing	Heritage - Pattern Shop Refer to Conservation Plan Refer Figure 4.24
Sub-Precinct 6: The Workshops (South) (pg 161)						
6*	Office, Educational Establishment, Culture & Creative Industry	N/A	N/A	N/A	Existing	Heritage - Block 2 Industrial Style (refer to Table 5, pg 121) Refer Figures 4.27 & 4.28
746	**Ground Floor:** Business Services, Medical Centre Consulting Rooms, Restaurant/Cafe, Small Bar, Creative Industry, Office	Existing			Existing	Heritage - Block 1 Refer to Conservation Plan Refer Figures 4.27 & 4.28
762*	**Upper Floor:** Office, Consulting Rooms	Existing			**Podium:** Existing **Overall (inc podium):** Max: 5-8** Storeys (up to 26m)	Heritage - Block 3 Refer to Conservation Plan Refer Figures 4.27 & 4.28
787*	Hospital, Educational Establishment, Research & Development, Residential	N/A	N/A	N/A	**Podium:** Existing (Heritage) Min: 2 Storeys Max: 4 Storeys (up to 13.5m) **Overall (inc podium):** Max: 5-8** Storeys (up to 26m)	Heritage - Main Store/Oil Store Refer to Conservation Plans Refer Section 4.2.2.7.1 and Figures 4.27 & 4.29
788*	Commercial Car Park, Consulting Rooms, Medical Centre, Educational Establishment	N/A	N/A	N/A	Min: 3 storeys Max: 4 storeys (up to 13.5m)	Refer Section 4.2.2.7.1 and Figures 4.27 & 4.29

- *Subject to lot creation
- **Refer Table 6, pg 125
- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys



4.2.2.3 Sub-Precinct 2: The Sidings

DESIGN INTENT

The Sidings will continue to be used as a support area for The Workshops, containing built form that complements the Workshops buildings and respects the heritage significance of the precinct (refer to Figure 4.11).

An at-grade pedestrian crossing linking Centennial Place to Cale Street (Juniper Gardens and Midland Gate to the Midland Public and Private Hospitals) is envisaged.

The Sidings will provide parking opportunities to service the Workshops and surrounding land uses. Lot 502 has the capacity to accommodate a multi-storey car park in the future, located to align with Block 1 (identified in Figure 4.2)

New built form will be developed at either end of The Sidings, providing a frame to a central view corridor and at grade parking area to create a view corridor to the 'Memorial to Fallen Soldiers'.

At the western end of the precinct (Lots 499, 500 and 669) new buildings will complement the 'Administration' style buildings of the Midland Railway Workshops (e.g. Railway Institute and Chief Mechanical Engineer's Office) and new development at the eastern end (Lots 502 and 503) will complement the larger 'Industrial' style buildings (e.g. Block 1).

In addition to complementing the historical character of the area, new development will be required to:

- Be contemporary in design, and responsive to the scale, form, rhythm and proportions of the heritage buildings.
- Complement and enhance the network of pedestrian paths to encourage pedestrian movement linking transport to activities.
- Ensure the protection of vistas and views from the rail reserve, through to the former shunting yard (future Railway Square) and the gardens of the Peace Memorial.
- Allow for built form that promotes interest, security and safety through the activation of streets and other public areas.

Future development may include a multi-storey car park. This will require a high standard of design with particular attention to the scale, rhythm and proportion of the building, it's interface with the street - especially at ground level - and its impact on the cultural heritage values of the Workshops.

An 'Industrial' style building is sought with its façade having a regular rhythm of vertical bays of a similar proportion to that of Block 1, adjusted to suit the spacing of car bays.

Active ground floor uses are required to the street frontage and to the east end abutting the future pedestrian link.

Lightweight shading that is set back from the perimeter walls may be considered. Integration of artistic elements

that add richness and interest in a sympathetic manner are highly desirable. Use of a heritage architect with experience of contemporary design in heritage settings is recommended.

ACCEPTABLE DEVELOPMENT CRITERIA

Building Envelope and Setbacks

- Development shall be a minimum of 2 storeys with Lot 503 a minimum of 3 storeys.
- Development shall have a maximum height of 3 storeys / 9.5m up to the eaves, 10.5m to the top of any parapet wall, and 12m to the ridgeline of any roof.
- Nil setback required to Yelverton Drive, Centennial Place and any abutting public open space. Minor setbacks are acceptable to maintain rectilinear building forms.
- The northern frontage (adjacent to the rail line) of Lots 669, 500, 499 and 503 shall be set back a minimum of 1m, to avoid solid walls on the rail reserve and to allow for windows and façade details facing north.

Built Form and Finishes

- Façade treatments, including windows, awnings and other design articulation, are required to the important secondary frontages to ensure that the façade presents well when viewed from the north across the rail reserve and from public spaces.
- Northern façades of all buildings shall be articulated to maximise natural light, views across to the town centre and amenity for building occupants.
- Areas of greatest activity and interest are required to be orientated toward the primary street front and priority pedestrian routes.
- The proportion of glazing at street level should be maximised to improve casual surveillance and strengthen the relationship with the street. (Minimum 80% activation to the primary street frontage. Minimum 50% activation to secondary street frontage.)
- The selection of materials and colours is to complement the architectural aesthetic of the traditional 'Administrative' and 'Industrial' buildings of the Workshops. An anti-graffiti treatment may be required for a portion of the development.

SUB-PRECINCT 2: THE SIDINGS

Roofs

- Roofs of Lots 669, 500 and 499 should be pitched at 30 degrees with the axis of the ridge running east-west. Simple gables or hips may terminate the roof. Roofs may include lofts. Flat roofs behind a parapet are acceptable.
- Roofs of Lot 502 and 503 shall be screened behind a parapet wall. Alternatively, a saw toothed roof, of a similar proportion to that of the adjacent Block 1 industrial building, is acceptable.

Pedestrian Access and Shelter

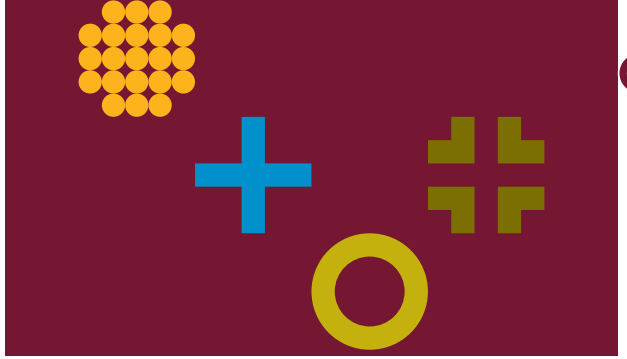
- Entries shall be easily distinguishable with universal access provided.
- A minimum 2m wide awning for pedestrian shelter shall be provided on the ground floor on the Yelverton Drive and Centennial Place frontages and activated areas secondary frontages'/side facades.

Access & Parking

- Vehicle access location shall be as shown on plan in Figure 4.12.
- Lots 499 and 502 are required to share a reciprocal right of access located on Lot 502. This access shall remain available in perpetuity for each lot.
- Parking shall not be accommodated between the street front and the development although it may remain visible beside the development to protect a view corridor.
- Where vehicle access to an enclosed (basement) parking area is provided the opening shall be a minimum height of 3m to allow potential for on-site rubbish collection.

Fencing

- Fencing is to be visually open black metal railing style to promote passive surveillance and avoid antisocial behaviour such as graffiti. Solid walling as fencing, especially to the rail reserve, is discouraged as it is vulnerable to graffiti and limits passive surveillance and solar access.
- Any fencing to other than the rail reserve shall be a maximum height of 1.2m and be constructed of open metal railing. Fencing to the rail reserve shall be 1.8m in height.



SUB-PRECINCT 2: THE SIDINGS

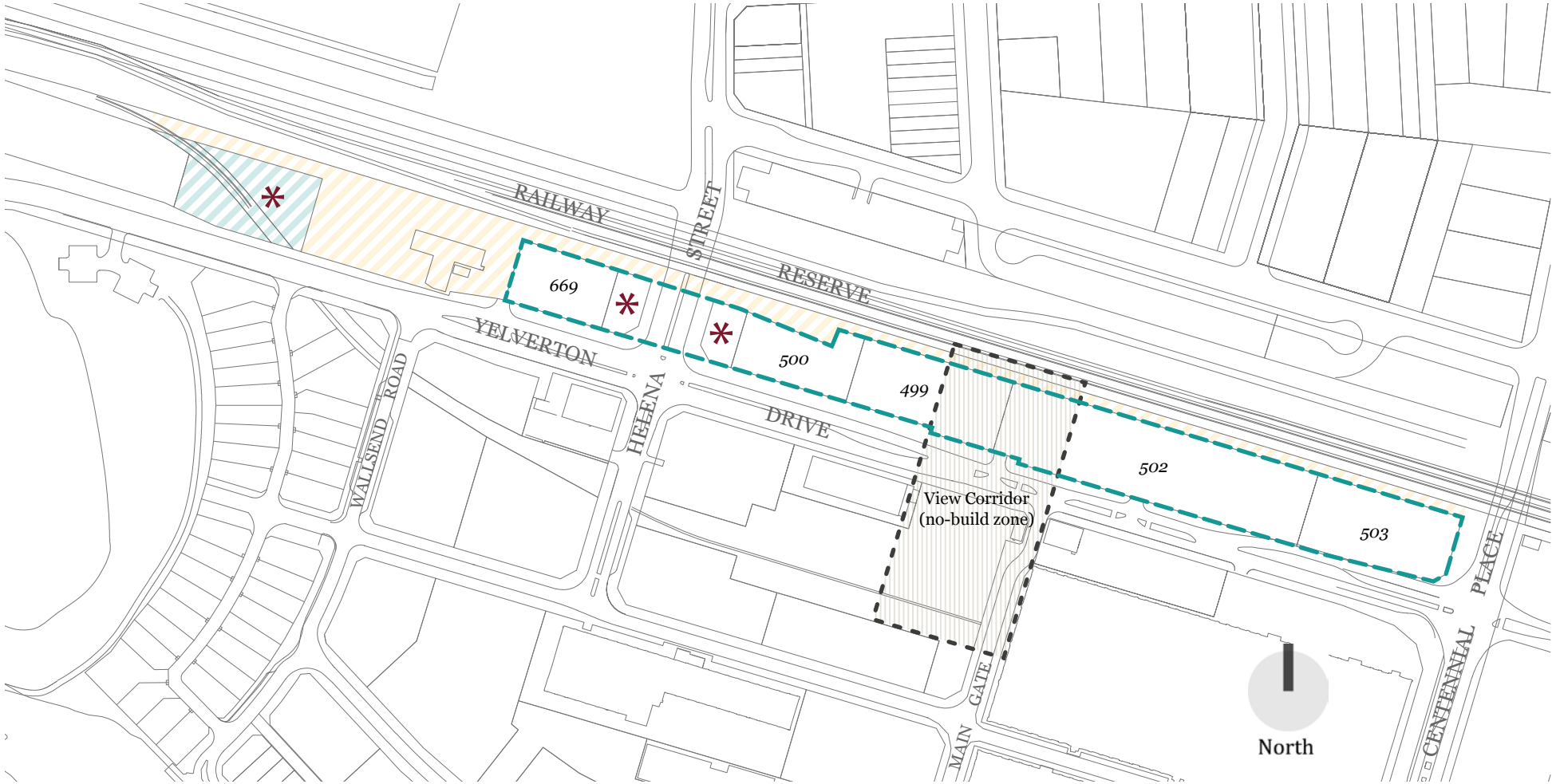


FIGURE 4.11:THE SIDINGS SITE SPECIFIC PLAN

Legend

- Subject to Future Planning
- Reserved for Public Purpose
- Heritage Site / Structure
  Refer to Heritage Inventory for detail
- Subject to Site Specific Guidelines

SUB-PRECINCT 2: THE SIDINGS

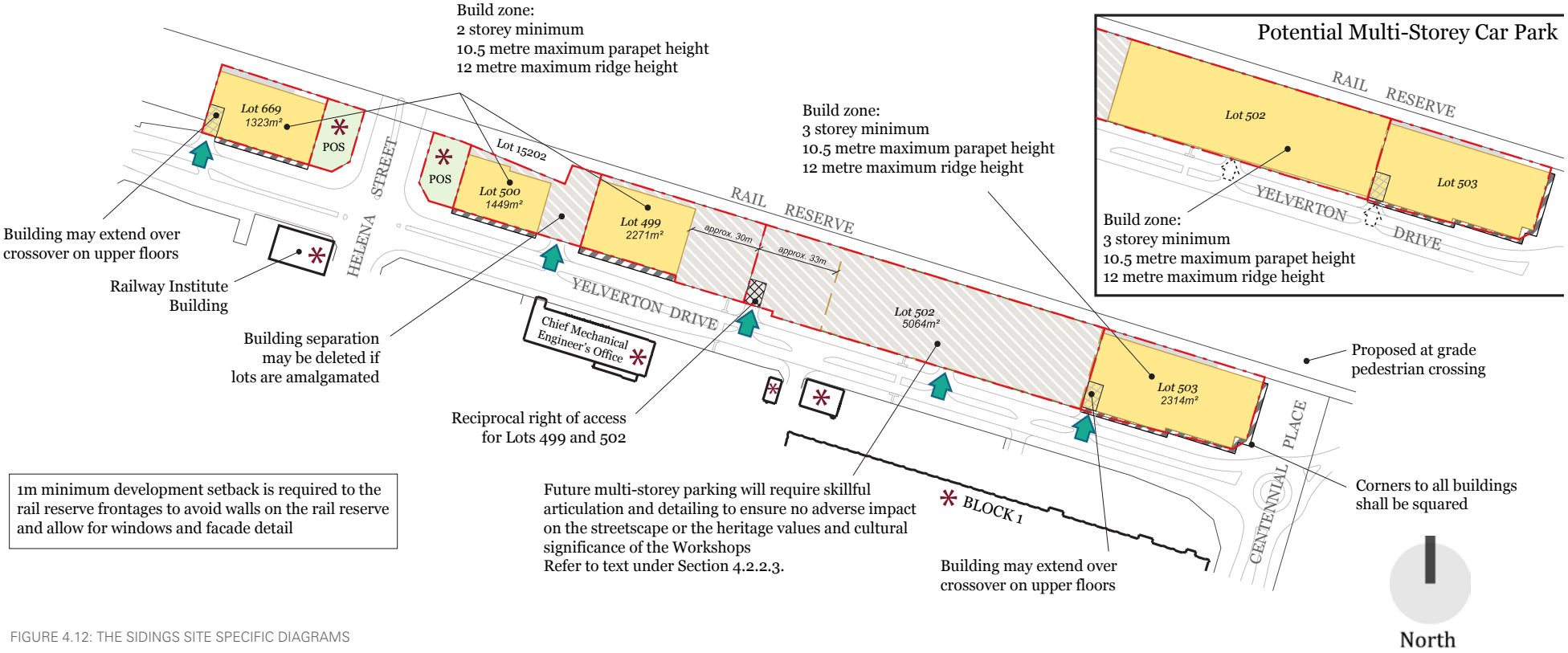
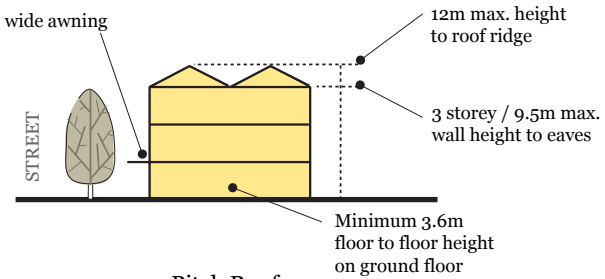


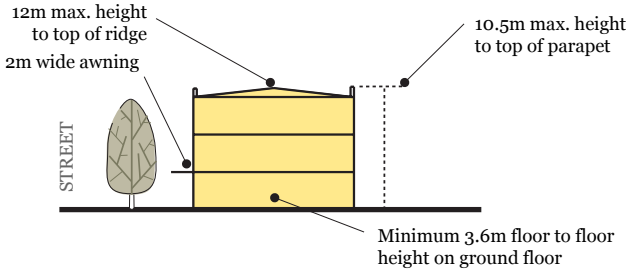
FIGURE 4.12: THE SIDINGS SITE SPECIFIC DIAGRAMS

Legend

- Site Boundary
- Building Lower Storeys (Podium)
- Public Open Space
- Car Parking / Service / Access Zone
  Building development not permitted
- Designated Awning Zone
- Preferred Access Location



Pitch Roof



Flat Roof / Parapet

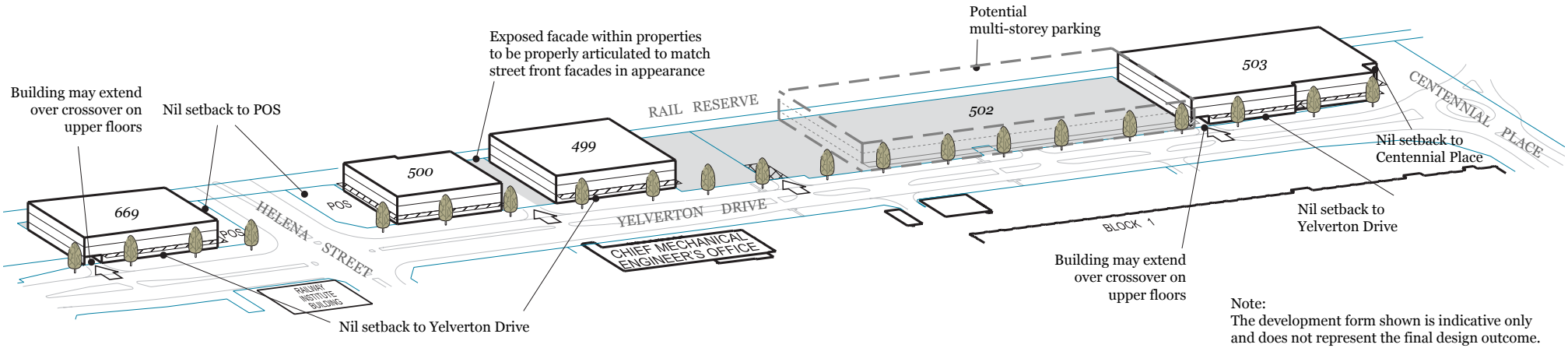
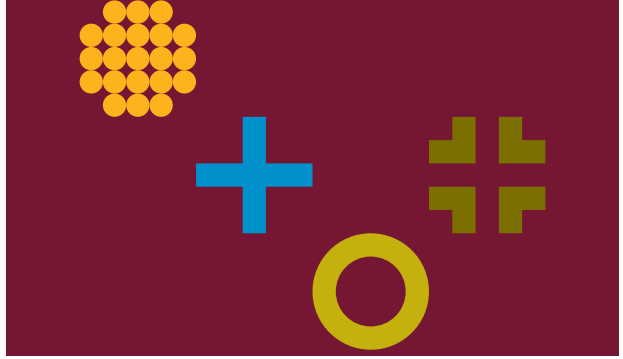


FIGURE 4.13: THE SIDINGS SITE SPECIFIC DIAGRAMS

4.2.2.4 Sub-Precinct 3: The Workshops (West)

FIGURE 4.14: THE WORKSHOPS SITE SPECIFIC PLAN



4.2.2.4.1 Lot 707 Yelverton Drive, Lot 708 Wallsend Road & Lot 709 Foundry Road

DESIGN INTENT

Development on Lots 707, 708 and 709 will be mixed-use with a combination of residential and office uses. Ceiling heights for the ground floor will allow the development to be used for either use. Any active non-residential development will be located on the ground floor(s) and be visible to the street with the residential component located above non-residential uses.

DEVELOPMENT REQUIREMENTS

Building Envelope and Setbacks

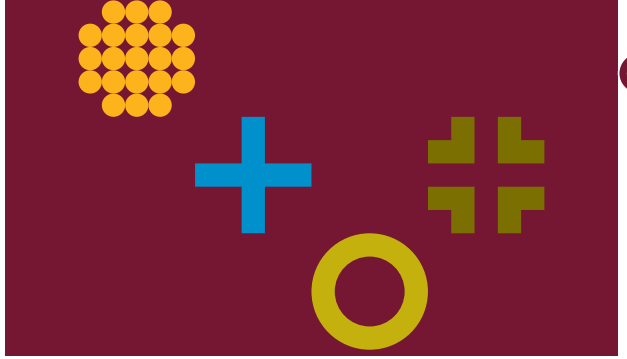
- Lot 708, 709 - The building height to top of roof ridge shall not exceed 3 storeys or 12m in height from natural ground level or be lower that two storeys.
- Lot 707 - The building height to top of the external wall shall not exceed 3 storeys or 9.5m to the underside of the eave or 10.5m to the top of the parapet from the ground floor level. Roof heights shall not exceed 12m to the ridge.
- Development shall generally have a nil setback to all street boundaries except:
  - Helena Street where the development will be setback 2.6m consistent with the Railway Institute building.
  - Development will be built up to a setback line 2m behind the façade of the Railway Institute building fronting Yelverton Drive on Lot 707. Development shall be setback an appropriate distance to Wallsend Road to avoid a truncation to the building. The front setback area may be used for courtyards or pedestrian access.
- Development may have a nil setback to the rail line along the northern boundary of Lots 708, 709 and 4 metres from the southern boundary of Lot 707.

Building Design and Materials

- All façades shall be designed to a high standard with windows and other architectural details to provide visual interest.
- Without mimicking existing heritage buildings, materials will be similar in colour, tone and reflectivity to existing development.

Pedestrian Access and Shelter

- Development will have multiple ground floor entrances with at least one on each street frontage. Entrances to residential uses shall be separate to entrances for non-residential uses.



- Ground floor awnings shall be of a minimum depth of 2m and located at entrances and over windows. Awnings shall otherwise be minimised to avoid a visual separation of the ground and first floors.

Parking

- Parking is to be located behind development and accessed via a 6m wide (max) crossover as indicated on the site specific plan. Basement parking is preferred.

Balconies

- Balconies shall be set behind the building line however they may project 1m into the Helena Street or Yelverton Drive set back within the lot boundary.

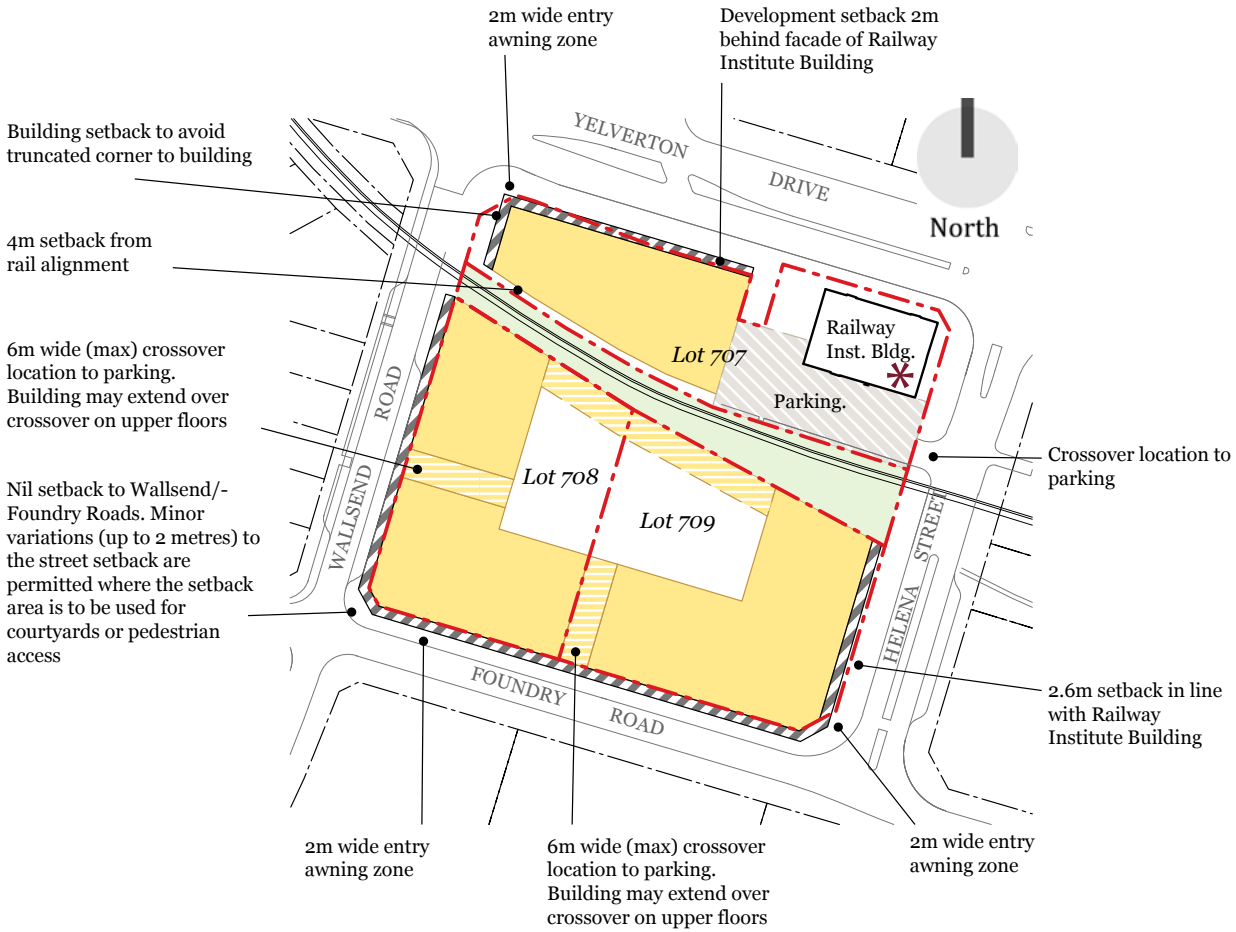
Roofs

- Roofs shall be either flat (within 5 degrees of horizontal) or pitched at the same pitch as the Railway Institute building (35 degrees).

Heritage Considerations

- Lot 707 contains the Railway Institute & Technical School Building which is located within the Midland Railways Workshops Heritage Curtilage and listed on the State Register of Heritage Places.

SUB-PRECINCT 3: THE WORKSHOPS (WEST)



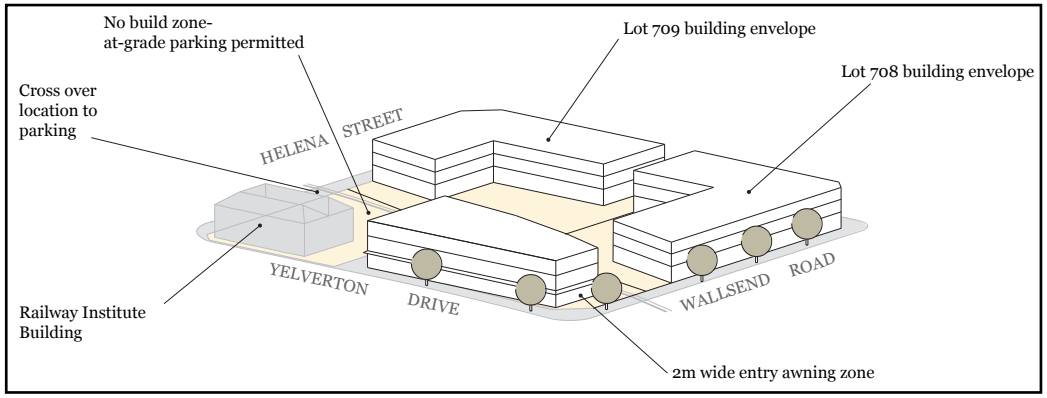
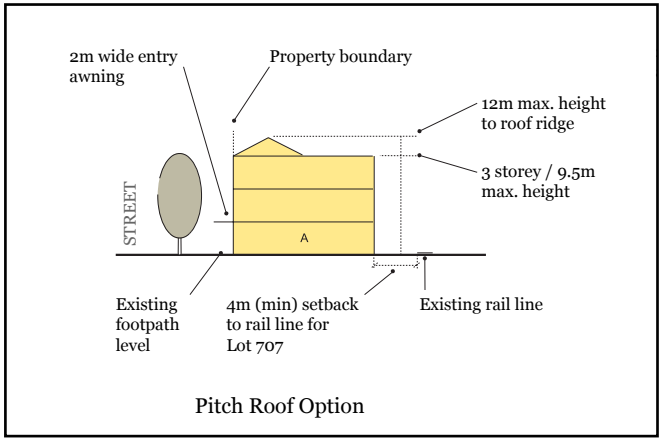
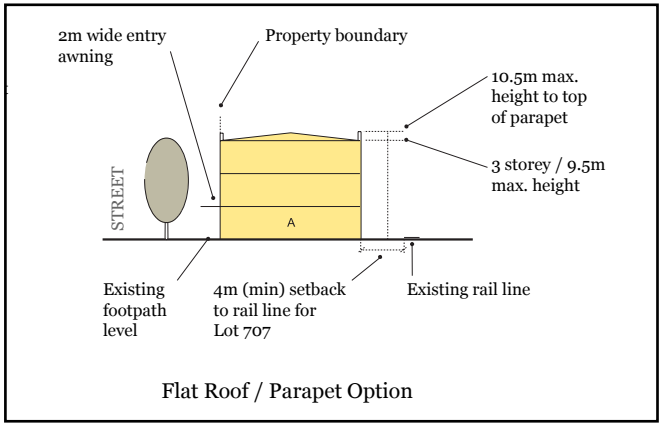


FIGURE 4.15: LOTS 707-709 SITE SPECIFIC DIAGRAMS

Typical Sections (NTS)

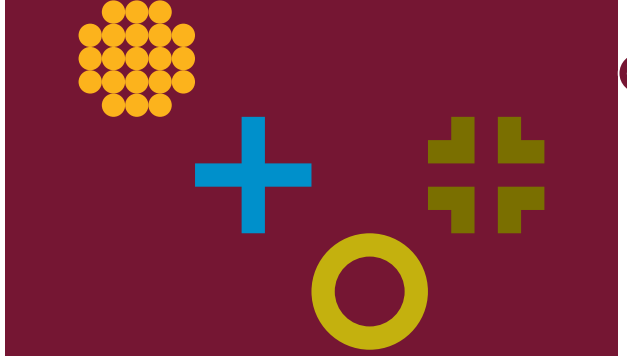
A - 3.6m (min) floor to floor height





Legend

- Site Boundary
- Building Lower Storeys (Podium)
- Public Open Space
- Car Parking / Service / Access Zone — Building development permitted
- Car Parking / Service / Access Zone — Building development not permitted
- Designated Awning Zone
- Heritage Site / Structure — Refer to Heritage Inventory for detail



4.2.2.4.2 Lots 926-933 Furnace Road

DESIGN INTENT

Development for these lots will be a minimum of 2 storeys and a maximum of 5 storeys. Development will provide a visually solid industrial massing for the lower 2-4 floors, that will read as a predominantly masonry base element, with any floor above 4 storeys presenting as a recessed, lightweight element. Where lots share a common boundary, development will present generally as one parcel, with a nil setback to Furnace Road.

This development will be predominantly residential but active or non-residential uses are permitted, particularly on the corners facing Turntable Walk and Lots 930-933. The western edge of development will play a significant role in the cultivation of the view corridor along Turntable Walk.

DEVELOPMENT REQUIREMENTS

Building Envelope and Setbacks

- Development shall be a minimum of 3 storeys with the perimeter wall height for the lower 3 storeys (excluding basement) being a maximum 10.5 metres.
- Lot 933 shall have a maximum height of 3 storeys with Lots 930-932 a maximum of 5 storeys.
- Any fourth and fifth floor shall be of lightweight construction, have a maximum flat roof height of 18 metres, and be set back at least 3 metres. This additional height shall be located in the south-east corner of Lot 932.
- Nil setback is required to Wallsend Road, Furnace Road and any abutting public open space. Minor setbacks are acceptable to maintain rectilinear building forms.
- The northern frontage to Foundry Road shall be setback to align with the frontage of the Foundry Building.
- Floor levels are to be consistent across the floor plate and from building to building.
- Development at Lots 926-928 will provide a visually solid industrial massing for the lower 4 storeys, that will read as a predominantly masonry base element with the upper 2 storeys presenting as a recessed lightweight element. (maximum height of eight storeys / 26 metres).
- Development at Lot 929 will provide a visually solid industrial massing for the lower 3 storeys. The fourth storey is required to be setback 5.5 metres to Wallsend Road but should read as an extension of the industrial character of the lower storeys. A continuation of the parapet at the height of the rest of the development is encouraged, framing an open terrace in this 5.5 metre setback. The upper 2 levels should present as a lightweight element. (maximum height of eight storeys / 26 metres).

SUB-PRECINCT 3: THE WORKSHOPS (WEST)

Built Form and Finishes

- The selection of materials and colours is to complement the architectural aesthetic of the traditional Industrial buildings of the Workshops.

Roofs

- The roof of Lots 930-933 may be pitched to match the angle of the Foundry roof and constructed of metal sheeting with profile and colour to match the Foundry. Simple gables are appropriate roof terminations with the axis of the ridge running east-west. A double pitched roof form is encouraged. The roof may include a fourth storey loft with clerestory windows or skylights in the plane of the roof.
- For Lots 926-929 flat roofs shall be provided to the fifth or sixth storey of the development with this projecting no more than 1 metre into the setback zone to provide an awning for upper floor glazing and balconies. A lightweight and slender horizontal roof profile is sought.
- For developments of 4 storey, roofs shall be flat or skillion and screened by a parapet wall that creates a visual top to the façade.
- Communal open space such as roof gardens or terraces is required towards Wallsend Road. The extent of roofed structures shall be limited to a maximum 10% of the roof area and be sited to avoid view from pedestrian areas. Such elements may exceed the height limit.
- Where accessible roofs are provided, balustrade design shall be visually transparent to reduce the apparent external wall height.

Access & Parking

- Vehicle access points are mandated as shown on plan in the applicable Site Specific Plan.
- All car parking is to be screened from public view.
- Basement parking is preferred.
- Pedestrian access is also to be provided to Crucible Lane which is separate from and in addition to vehicle access.
- Vehicle access should be shared between the adjacent lots through a shared access easement and is to be provided from Crucible Lane only.

SUB-PRECINCT 3: THE WORKSHOPS (WEST)

Legend

- Site Boundary
- Building Lower Storeys (Podium)
- Building Upper Storeys
- Public Open Space
- Primary Frontage
- Secondary Frontage
- Corner Emphasis
- Preferred Access Location

FIGURE 4.16 LOTS 926-933 SITE SPECIFIC PLAN

SUB-PRECINCT 3: THE WORKSHOPS (WEST)

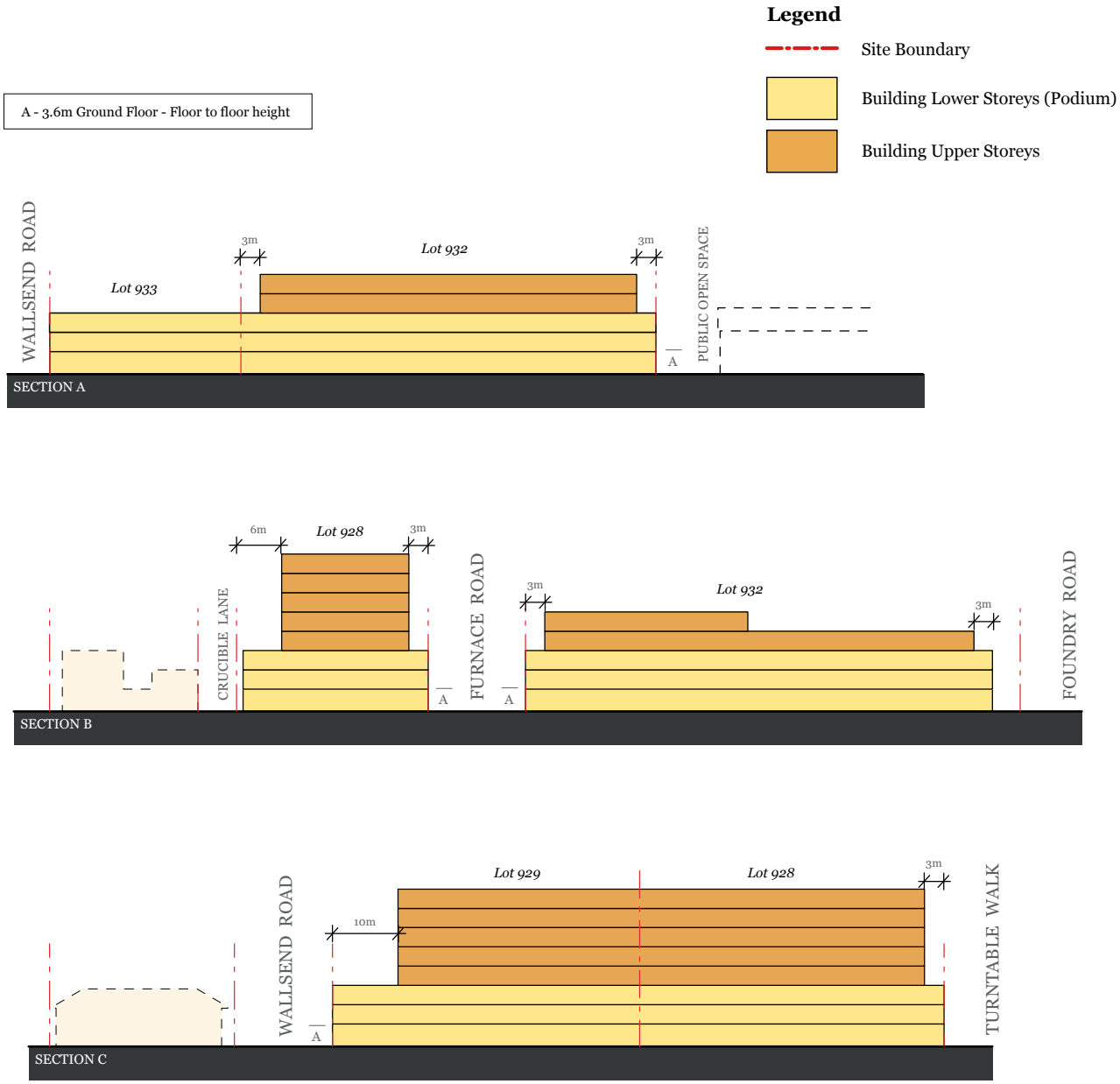


FIGURE 4.17: LOTS 926-933 SECTIONS

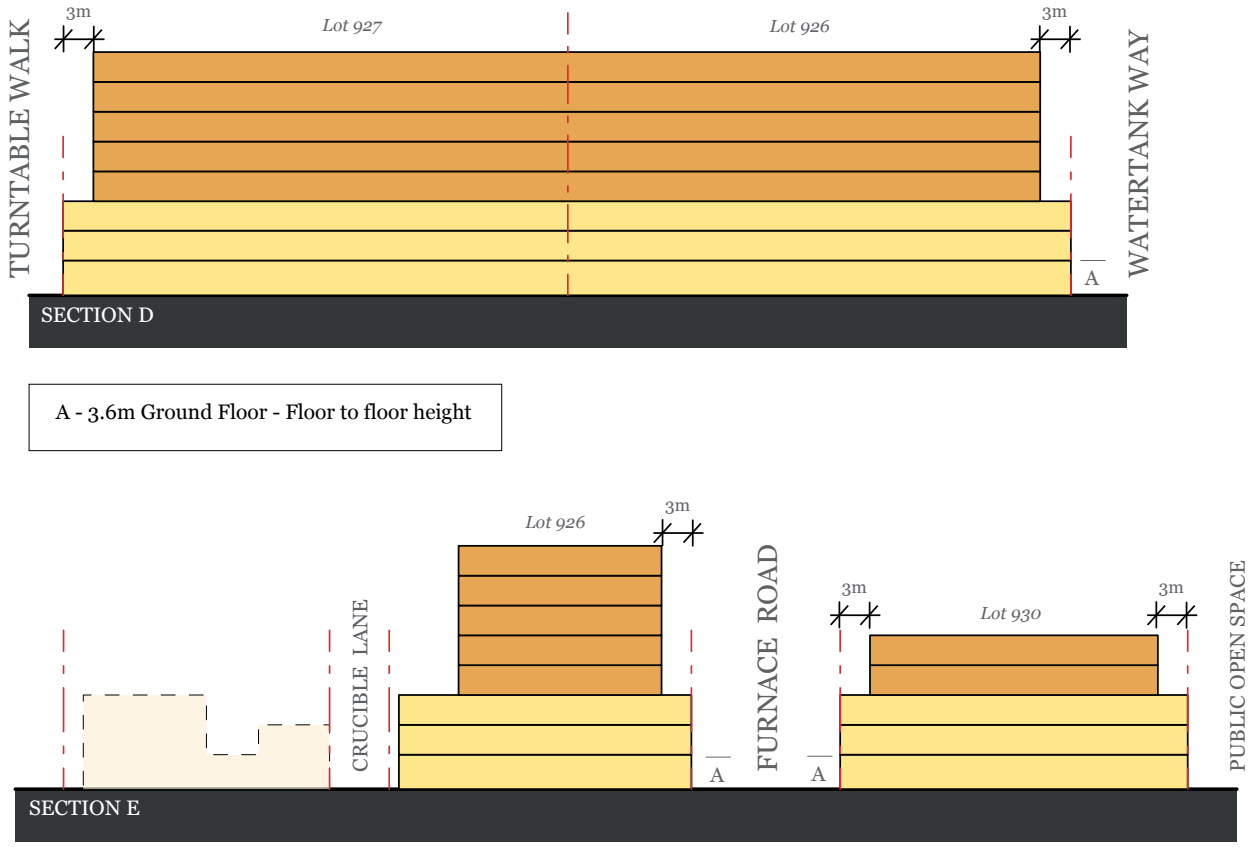


FIGURE 4.18 LOTS 926-933 SECTIONS

4.2.2.4.3 Lots 900-925 Platingshop Terrace

DESIGN INTENT

Development will present as two distinct rows of 2-3 storey terrace housing, each designed to read as a single building of an industrial scale with an industrial aesthetic that provides a contemporary design response whilst also remaining sympathetic to the heritage context of the Workshops.

DEVELOPMENT REQUIREMENTS

Height

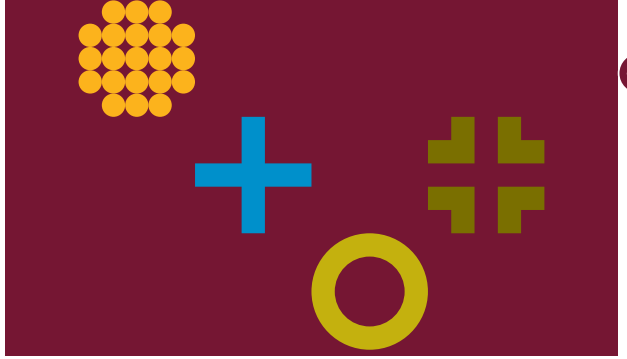
- Development shall be a maximum of 3 storeys / 10.5 metres and a minimum of 2 storeys / 7 metres.
- The overall height of the building including any parapet shall not exceed 10.5 metre and shall be consistent within each run of terraces. Roofs shall not project above parapets.

Setbacks

- Development shall create a continuous front façade that is set back a maximum of 2 metre from the front street boundary. The setback may vary in order to establish a straight alignment for the frontage of the terraces.
- Nil side boundary setbacks are required between lots. A nil setback to the secondary street frontage is permitted for Lots 900 & 925 whilst a 1.0 metre minimum setback is required for Lots 911 & 912 abutting Turntable Walk.
- Balconies and awnings may project out toward the lane on upper floors but shall be set back 1 metre from side boundaries and shall in all cases be contained within the lot boundaries.
- Eaves, awnings, pergolas and other components of the building are not permitted to project into the front or side setback by more than 0.5 metres.
- A minimum 1 metre rear setback is required to the lane.

Built Form and Finishes

- The building massing and articulation shall read as a contemporary interpretation of The Workshops industrial style buildings. Key elements include:
    - robust and simple form.
    - rhythm of regular vertical bays.
    - regular openings with a vertical proportion.
- Corner lots shall address all frontages, with fenestration, balconies and appropriate detailing that responds to the setting and offers casual surveillance of public spaces.
- Roofs shall be flat or skillion and screened by a parapet wall to both primary and secondary frontages.



- Windows and openings are to have a vertical proportion, should reflect the desired industrial aesthetic and respect the established architecture, providing clearly defined door and window openings in predominantly solid exterior walls.
- An inset style of balcony is sought to retain emphasis upon the façade walls as a strong design element.

Safety and Activation

- Locate habitable room windows and active uses to overlook public spaces.
- Balconies and outdoor living rooms and terraces are to address all public street frontages.
- Each studio/ bed-sit/home office above a garage should have a balcony overlooking the laneway.

Vehicle Access and Parking

- All parking is to be accessed off the rear lane.
- Each lot shall make provision for bicycle and scooter parking.

Private Open Space

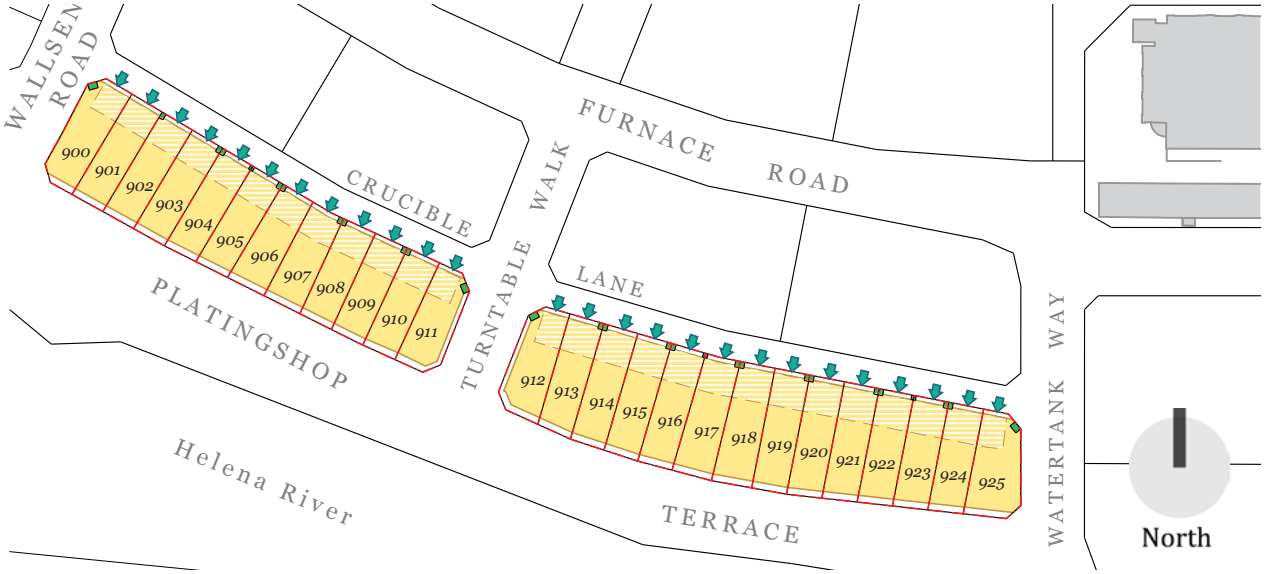
- At least one primary area of open space shall be provided with a minimum area of 20m^2 and a minimum dimension of 4 metre.
- The primary private open space area need not necessarily be located at ground level. Upper level courtyards and roof terraces are encouraged, provided that an adequate level of privacy can be demonstrated for both the proposed development and adjacent dwellings.
- At least two other useable outdoor living areas shall be provided for each lot and may include balconies, verandahs and roof terraces.
- At least one significant outdoor living area per lot shall overlook the Helena River foreshore and Platingshop Terrace.
- Balconies are encouraged to all frontages, side streets and to overlook the lane and take advantage of the northern aspect. Balconies shall include visually permeable balustrades to improve casual surveillance of the public realm.

Fencing

- Fencing is required to all front boundaries and to side boundaries on corner lots.
- Fencing is to be between 1.0 -1.2 metres in height with piers and metal infill railings. There may be a solid wall below the railings to a maximum height of 0.5m.

SUB-PRECINCT 3: THE WORKSHOPS (WEST)

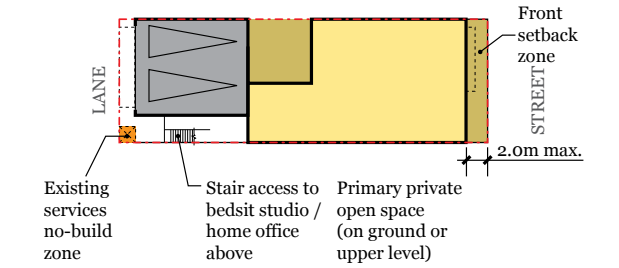
4.2.2.4.3 Platingshop Terrace

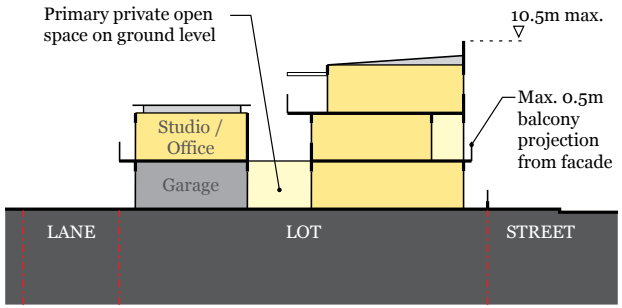


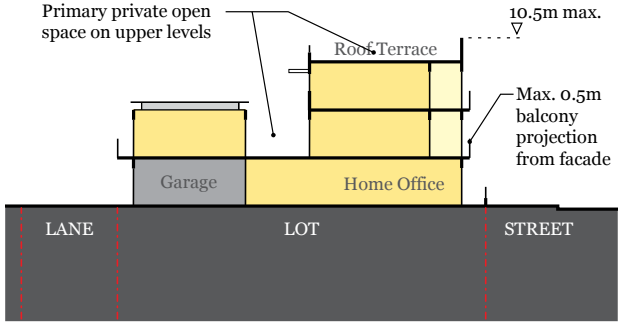
BUILDING SETBACKS, ACCESS AND PARKING

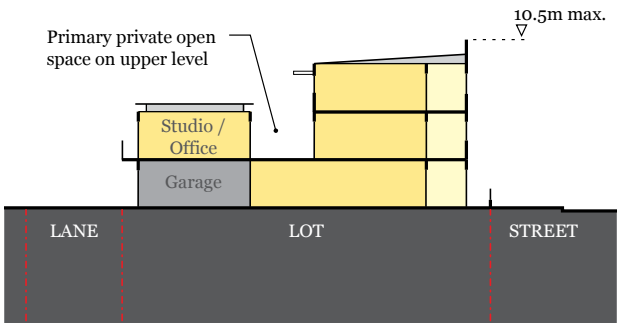
Legend

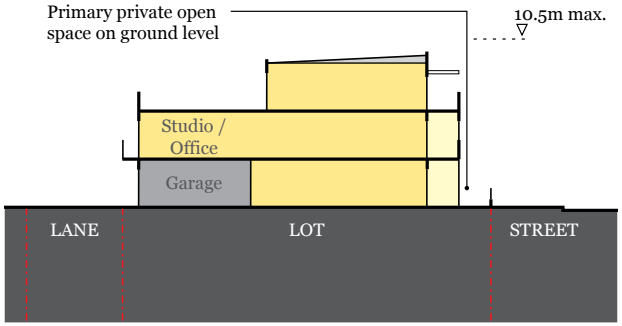
- Lot Boundary
- Developable Envelope
- Garage Zone — Building development permitted above
- Vehicle Access Location











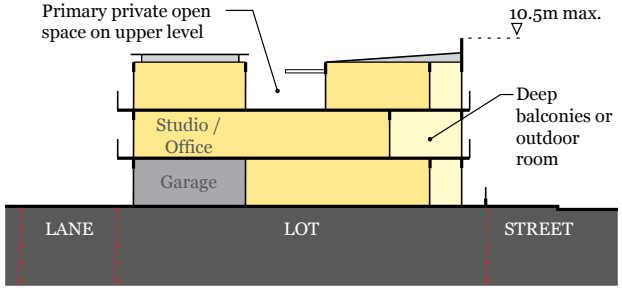


FIGURE 4.19: PLATINGSHOP TERRACE SITE SPECIFIC DIAGRAMS

4.2.2.5 Sub-Precinct 4: Railway Square

UNDERSTANDING THE PLACE

Railway Square and its associated development will occupy and interpret the space that was formerly The Workshops shunting yard, an area of exceptional historical significance. Historically the area was very active, full of movement associated with transport machinery and occupied by a collection of carriages and smaller buildings.

The subdivision design responds to the former function with a major gathering space and strong visual and physical linkages to other parts of The Workshops. Important sightlines into, across and through the square are retained, particularly the view from the office of the Chief Mechanical Engineer across to the western façade of Block 1 and the corner of Block 2 that recognises the supervision of his domain. The flagpole is retained at the western façade of Block 1 and marks the location of on site meetings. A portion of railway line known as track 6 is retained to interpret the shunting yard function and provide for special event trains within the public square. To the north-east, the historically significant Memorial Garden is retained and remains the traditional setting for Anzac Day services.

DESIGN INTENT

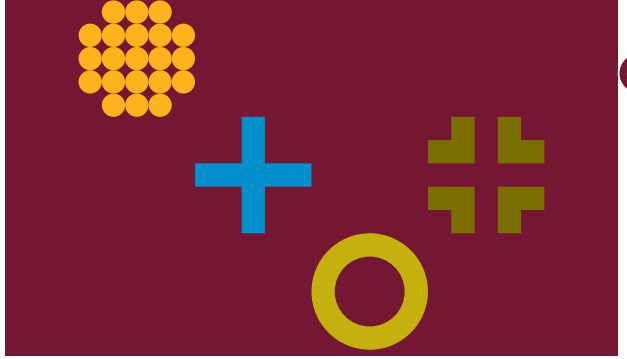
Railway Square is at the heart of The Workshops redevelopment. This public square will interpret and celebrate the history of the site and provide a major civic gathering and festival space for Midland and the eastern region. Recognition of the cultural heritage significance of the site has shaped the vision and its planning and delivery.

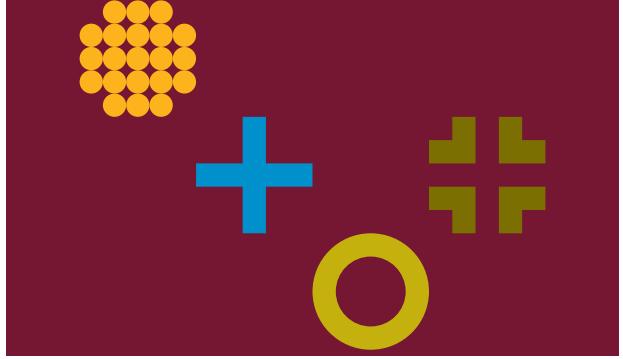
New development will be high density and high amenity that is contemporary in design yet relates to the strong, robust lines and character of The Workshops' rich industrial heritage. The scale and interface between new development and the adjacent public square is critical to the vitality of urban places. The Authority seeks a collaborative approach to development of both the buildings and the adjacent open space to maximise the quality and benefits of the final outcome for individual sites, The Workshops and the wider community.

The square will be framed by the historic Chief Mechanical Engineer's Office and Block 1, with 3 to 4 storey new development to the south and west. Heritage conservation and protection provides adaptive reuse of buildings with significant environmental and social benefits, reflective of their value as a much admired community asset.

New development will complete the square, with active ground floor uses and trading hours that are suited to such a festival square location e.g. alfresco dining, restaurants, small bars, casual food outlets, entertainment related activities and a hotel. Upper floors will incorporate residential, short stay apartments and other uses that offer a high degree of overlooking of the square are sought, to interact with activity in the square and to improve safety and security.

Landscape design for the square will be contemporary and predominantly industrial in character, softened with shade and greening and settings for a wide range of activities. Public art and interpretation of the heritage will add





SUB-PRECINCT 4: RAILWAY SQUARE

layers of interest and add to the attractiveness and appeal as a destination.

Activities and events in the square will be managed by the Authority and the City of Swan to attract visitors and balance this with the needs of residents at The Workshops. Acoustic attenuation measures are required in design and construction to respond to this mixed use and special event setting.

To the south of Lot 808 is situated a more reflective green pocket park that offers a counterpoint to the activity of the square.

Figure 4.21 illustrates opportunities and the key design intent for the development of Railway Square.

DEVELOPMENT REQUIREMENTS

- All new development is required to incorporate the following elements:
    - Ground floor active uses.
    - 3-4 storey forms that relate to the Chief Mechanical Engineer's Office, the adjacent Railway Institute Buildings, the Foundry and the Blocks.
    - New building forms that are designed to address being viewed from all angles.
    - Level changes between Railway Square and new buildings shall accommodate steps that can be used as informal seating.
- New buildings in Railway Square are to provide a contemporary design response whilst also remaining sympathetic to the heritage context of The Workshops.
- Buildings shall be a minimum of 3 storeys and a maximum of 4 storeys in height, excluding basement level.
- Any fourth storey shall be of lightweight construction, have a maximum flat roof height of 13.5 metres, and be set back at least 2.5m.
- For Lot 808 a pitched roof may be considered with a maximum wall height of 9.5 metres and a maximum ridge height of 13.5m.
- Additional height may be permitted on identified corners as shown on Figure 4.21 for Lots 801 - 808.
- The perimeter wall height for the lower 3 floors (excluding basement) shall be a maximum 10.5m.
- Basements are required for lots 801, 803, 804 and 808 to accommodate on-site parking needs.

SUB-PRECINCT 4: RAILWAY SQUARE

Setbacks

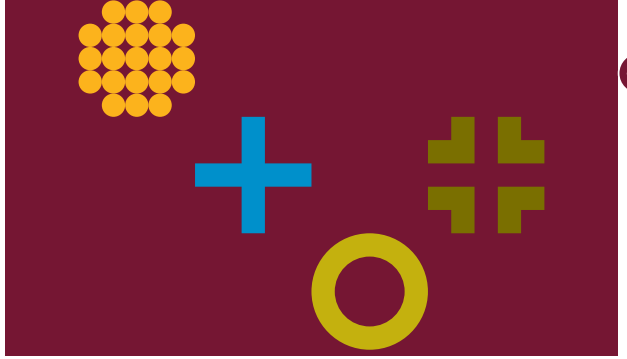
- Building setbacks shall be in accordance with Figure 4.21 for Lots 801 - 808.
- Lot 801 development shall be setback on Yelverton Drive to align with the frontage of the Chief Mechanical Engineer's Office and a portion of the proposed southern elevation shall be similarly setback to align with the southern face of that building. A lightweight single storey element may project beyond this southern alignment setback line. Other boundaries have a mandatory nil setback for a defined length.
- Lot 802 will have limited new development and setbacks shall be considered on merit, having regard to the Conservation Plan and Heritage Agreement. Generally new development will be limited to the west elevation and some minor change on the south elevation to define a significant public entrance centred on the main stairwell.
- Lot 803 development shall have nil setbacks to all lot boundaries.
- Lot 804 development shall have nil setbacks to all lot boundaries.
- Lot 808 development shall be setback on Foundry Road to align with the frontage of the Foundry building. Other setbacks shall be in accordance with Figure 4.21 for Lots 801 - 808.

Basements

- Basements shall be provided for all new development. For Lots 801, 803 and 804 there is the opportunity for basements to extend beyond the lot boundaries underneath the public square, subject to appropriate agreements and easements being negotiated with the Authority and the City of Swan.
- The finished ground floor height for Lot 803 and Lot 804 may be raised by a maximum of 700mm above natural ground level to enable creation of a wide raised terrace above the extended basement where designed to accommodate universal access requirements. This terrace would be ideal for alfresco dining overlooking the public square and promenading.

Roofs

- For developments of 3 storeys, roofs shall be flat or skillion and screened by a parapet wall that creates a visual top to the façade.
- Flat roofs shall be provided to the fourth storeys of development, with this projecting no more than 1 metre into the setback zone to provide an awning for upper floor glazing and balconies. A lightweight and slender horizontal roof profile is sought.
- The roof of Lot 808 should be pitched to match the angle of Foundry Road and constructed of metal sheeting



with profile and colour to match the Foundry. Simple gables are appropriate roof terminations with the axis of the ridge running east-west. A double pitched roof form is preferred. The roof may include a fourth storey loft with clerestory windows or skylights in the plane of the roof.

Form and Articulation

- Figure 4.21 identifies primary frontages and important secondary frontages as a guide to their relative importance and level of detailing that is expected.
- A strong architectural design element may be provided at the corner of Yelverton Drive and Helena Street. Additional emphasis may be provided to other corners indicated in the relevant Site Specific Plan.
- Areas of solid wall should not 'float' over large openings on the lower floor. Openings shall have a visible structural frame surrounding them.

Windows

- Windows shall be vertically proportioned.

Streetscape Activation

- For Lots 803 and 804, active non residential ground floor uses that are suited to a festival square location are sought. A focus is seen as appropriate with restaurants, small bars, casual food outlets, entertainment related activities. Alfresco dining areas is encouraged on the northern face abutting the square.
- For Lots 803 and 804, residential upper storey uses are required, with short stay/ serviced apartments seen as highly desirable in this location.
- The use of doors that can be fully opened (e.g. bi-folds, stackers) is required for non-residential frontages.
- Minor ground floor setbacks are supported where they provide a semi-public transition area for access and/or the display and sale of goods.

Pedestrian Access and Shelter

- A minimum 3 metre wide awning for pedestrian shelter shall be provided on all façades that front onto public spaces. A wider adjustable awning style will be required for awnings abutting the public square to offer flexibility for alfresco dining areas and weather conditions
- For Lot 804 there is an existing pedestrian access easement that applies at the west end of the lot.

Access and Parking

- Entrances to basement parking shall be located in accordance with Figure 4.21.

- No on-site parking is permitted on Lot 802 to retain the heritage values of the Chief Mechanical Engineer's Office and its curtilage.
- Basement car parking is required for Lots 801, 803, 804 and 808.
- Sharing of basement parking areas and ramp access for Lots 803 and 804 is encouraged to maximise parking efficiency and reduce crossovers. Legal instruments are available to appropriately manage arrangements.

Open Space and Landscape

- Landscape design of building setbacks, access easements and any other publically accessible areas that abut Railway Square and adjacent public streets, shall be designed to integrate with the public spaces and provide a seamless transition between the public and private realm.
- Where a basement is provided, landscape shall ensure the integration between the square, and any publicly accessible areas above the basement through the appropriate provision of steps, ramps and balustrading.

Fencing

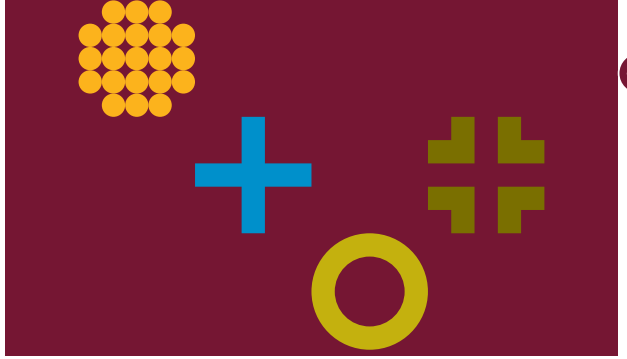
- Fencing is not permitted around Railway Square and may not be used to demarcate lot boundaries or secure areas. The need for delineation or security of areas should be addressed and integrated within the built form.
- Fencing is not permitted to define the boundary of Lot 802 (Chief Mechanical Engineer's Building). Low seating walls may be used to provide definition between public and semi-public areas.

Lighting, Safety and Security

- Appropriate external lighting shall be provided on frontages addressing the square. Lighting design shall respond to the special role of these sites in addressing and contributing to the life and activation of the festival Railway Square.

Public Art

- Railway Square has been identified as a major heritage interpretation node. There is the opportunity for artists to develop interpretive pieces that are memorable and add richness to The Workshops experience. Apart from stand-alone artworks, elements such as balustrades, alfresco furniture, shade awnings, screening and signage all lend themselves to enrichment and special treatment.
- Surplus machinery and equipment from the former Railway Workshops may be used for interpretation and artwork purposes in new development. The Authority's Workshops Interpretation Concepts Plan sets out strategies and approaches to interpretation.



SUB-PRECINCT 4: RAILWAY SQUARE

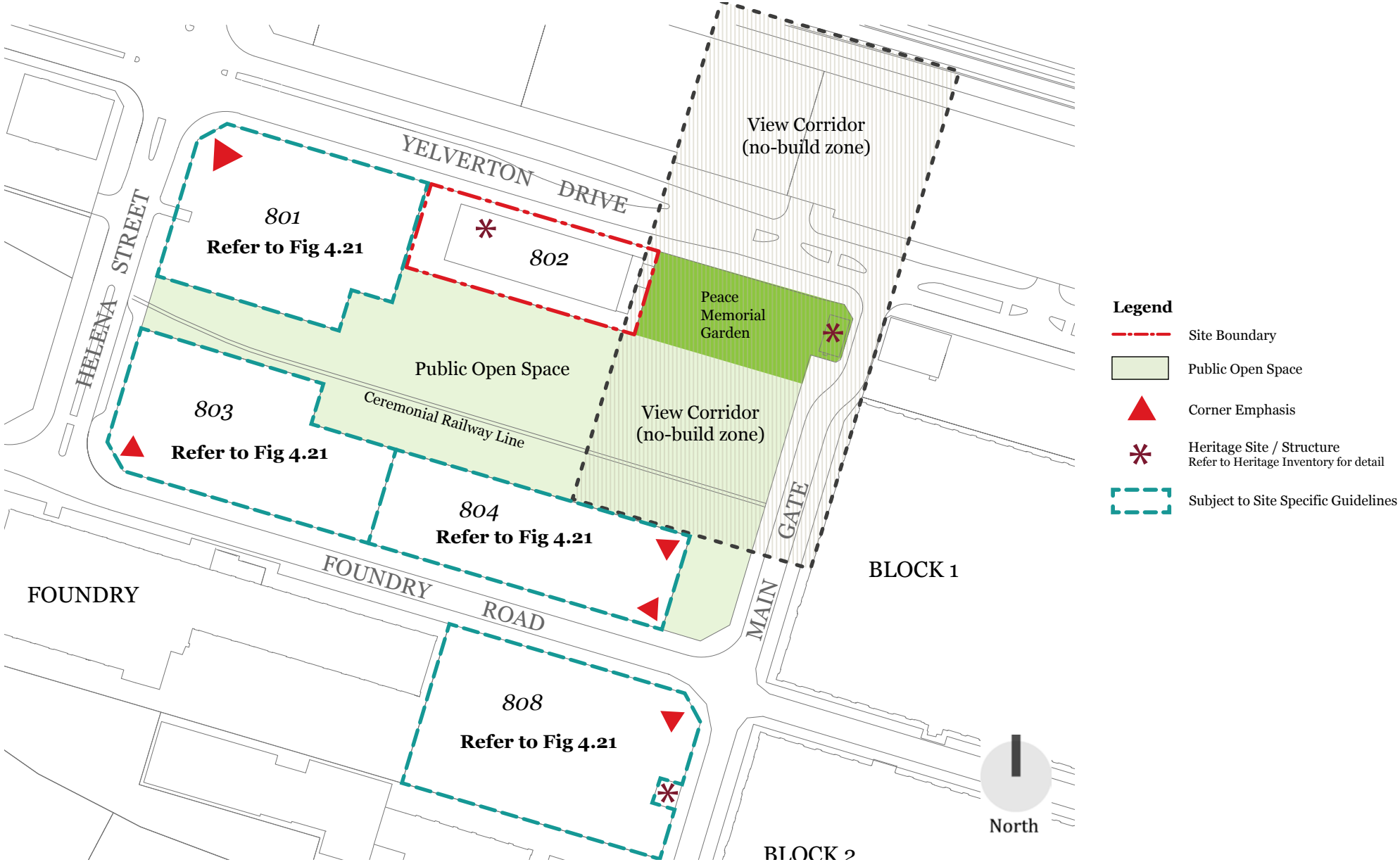


FIGURE 4.20: RAILWAY SQUARE SITE SPECIFIC PLAN


BOULDER

SUB-PRECINCT 4: RAILWAY SQUARE

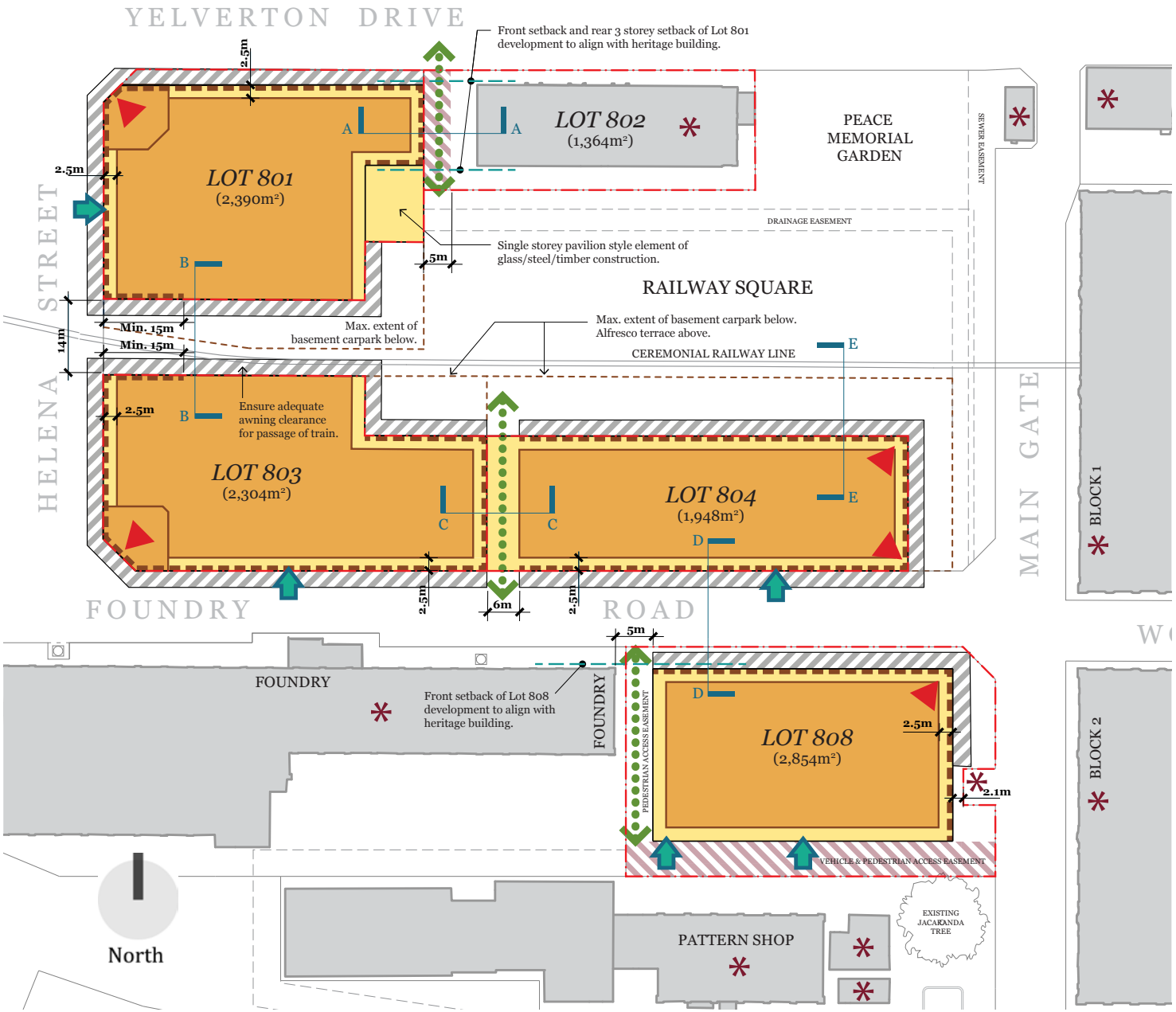
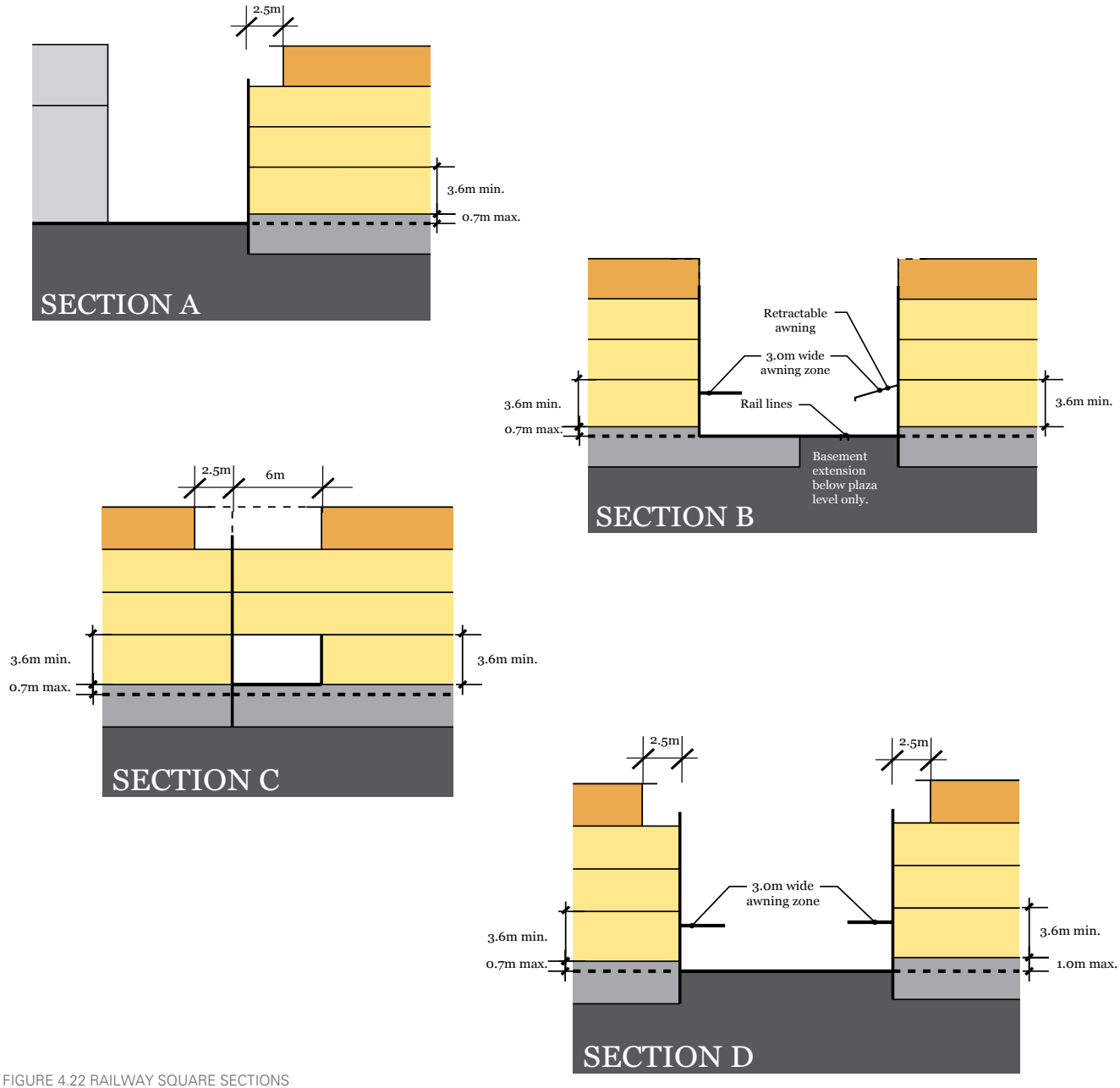


FIGURE 4.21: RAILWAY SQUARE SITE SPECIFIC PLAN

SUB-PRECINCT 4: RAILWAY SQUARE



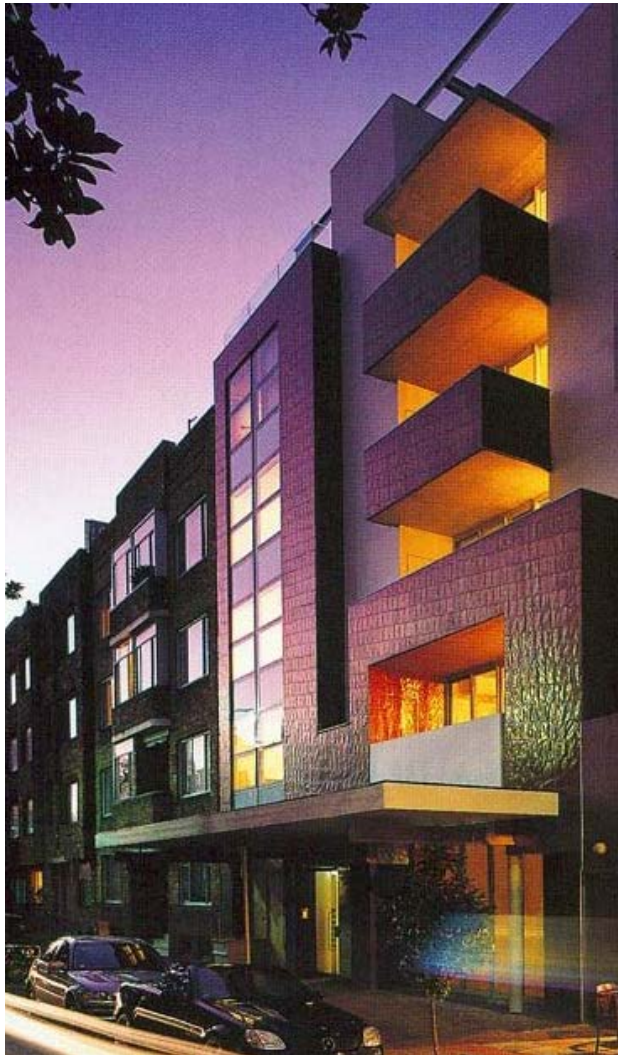


FIGURE 4.22 RAILWAY SQUARE SECTIONS

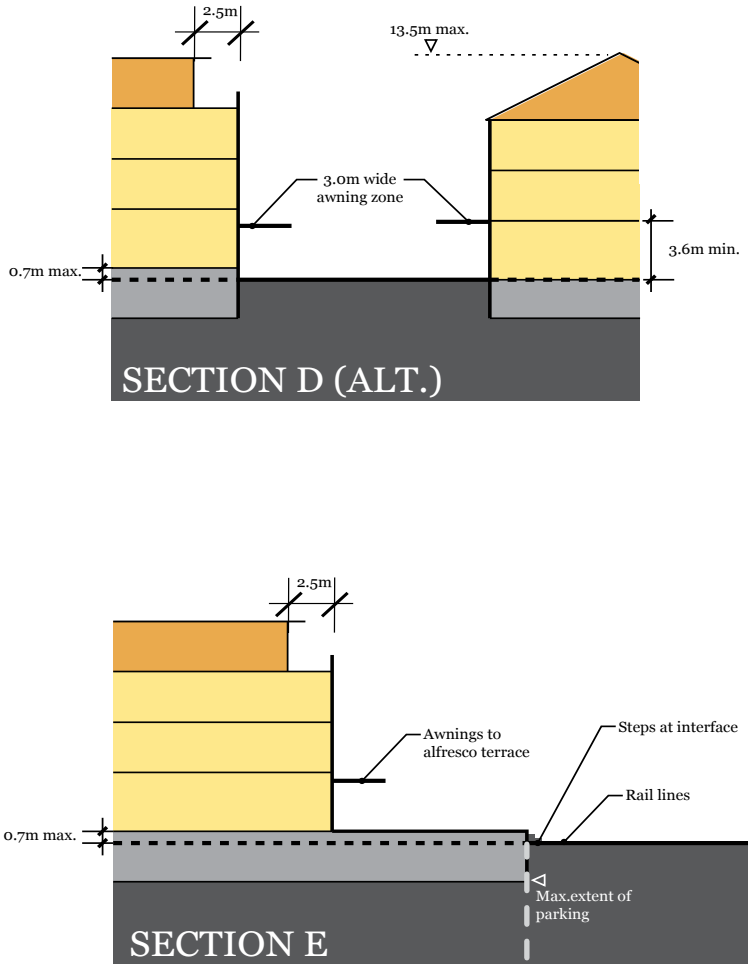


FIGURE 4.23 RAILWAY SQUARE SECTIONS

VIEW OF MAIN GATE LOOKING SOUTH

SUB-PRECINCT 5: THE WORKSHOPS (CENTRE)

4.2.2.6 Sub-Precinct 5: The Workshops (Centre)

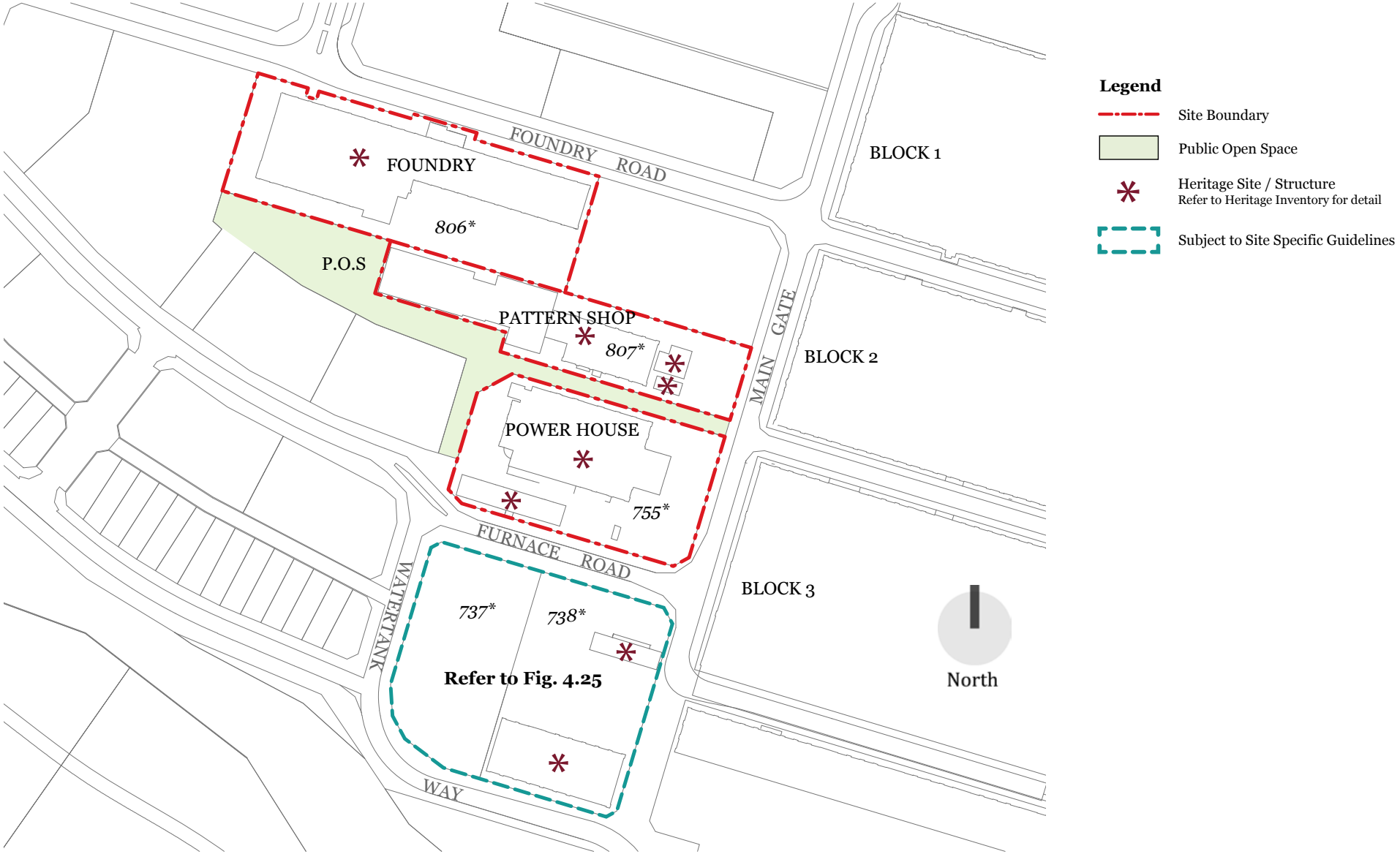
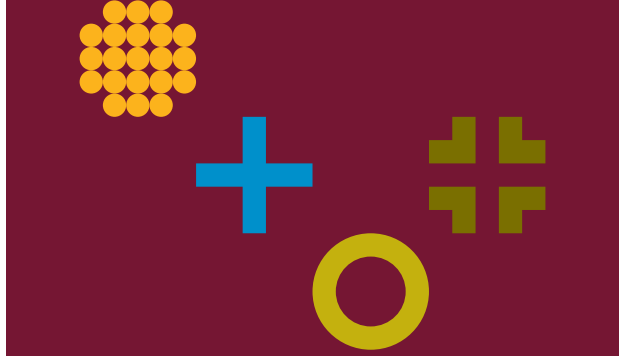


FIGURE 4.24: THE WORKSHOPS (CENTRE) SITE SPECIFIC PLAN



4.2.2.6.1 Lots 737-738 Main Gate

Lot numbers are subject to change.

DESIGN INTENT

Development for these lots will be a minimum of 3 storeys and a maximum of 8 storeys. Development will provide a visually solid industrial massing for the lower 2-4 floors, that will read as a predominantly masonry base element, with any floor above 3 storeys presenting as a recessed, lightweight element. Where lots share a common boundary, development will present generally as one parcel, with a nil setback to Furnace Road and Watertank Way. Setbacks to the other streets will protect significant views to the river foreshore or heritage buildings.

This development will be predominantly residential but active or non-residential uses are permitted.

Appropriate adaptive reuse of the Tarpaulin Shop and the integration of the Weigh Bridge into new development will deliver a unique development to Lot 738.

DEVELOPMENT REQUIREMENTS

- Development shall be a minimum of 3 storeys with the perimeter wall height for the lower 3 storeys (excluding basement) being a maximum 10.5m.
- Lot 737 and 738 will be a maximum of 8 storeys or 26 metres.
- Any floor above the third shall be of lightweight construction and be set back at least 3m from the street and 7.5 metres from neighbouring boundaries.
- Additional setbacks are required to the ground floor adjoining the Tarpaulin Shop and are shown in Figure 4.25.
- New development should respond to the heritage setting primarily through scale, massing, bulk and articulation; and secondarily through materials, detailing and finishes. A contemporary interpretation is considered appropriate.
- The rhythm and scale of massing elements must be responsive to the local heritage context and create the perception of several individual buildings rather than a single large mass.
- Incorporation of materials such as brick, steel and timber is strongly encouraged.
- New development shall be designed to ensure scale, massing, bulk and articulation, materials, detailing and finishes complement or provide an interpretive response to the architectural aesthetic of the traditional buildings of the Workshops. The industrial buildings style is the most appropriate for larger building elements at the site.
- Incorporation of vertical elements in the façade such as vertically proportioned windows, openings, recesses and projections should be considered as a means of reducing the horizontal emphasis of the building to the streetscape. Form and rhythm to the street edge is to respond to that of the Industrial buildings of the Workshops such as Block 3 and the Tarpaulin Shop.

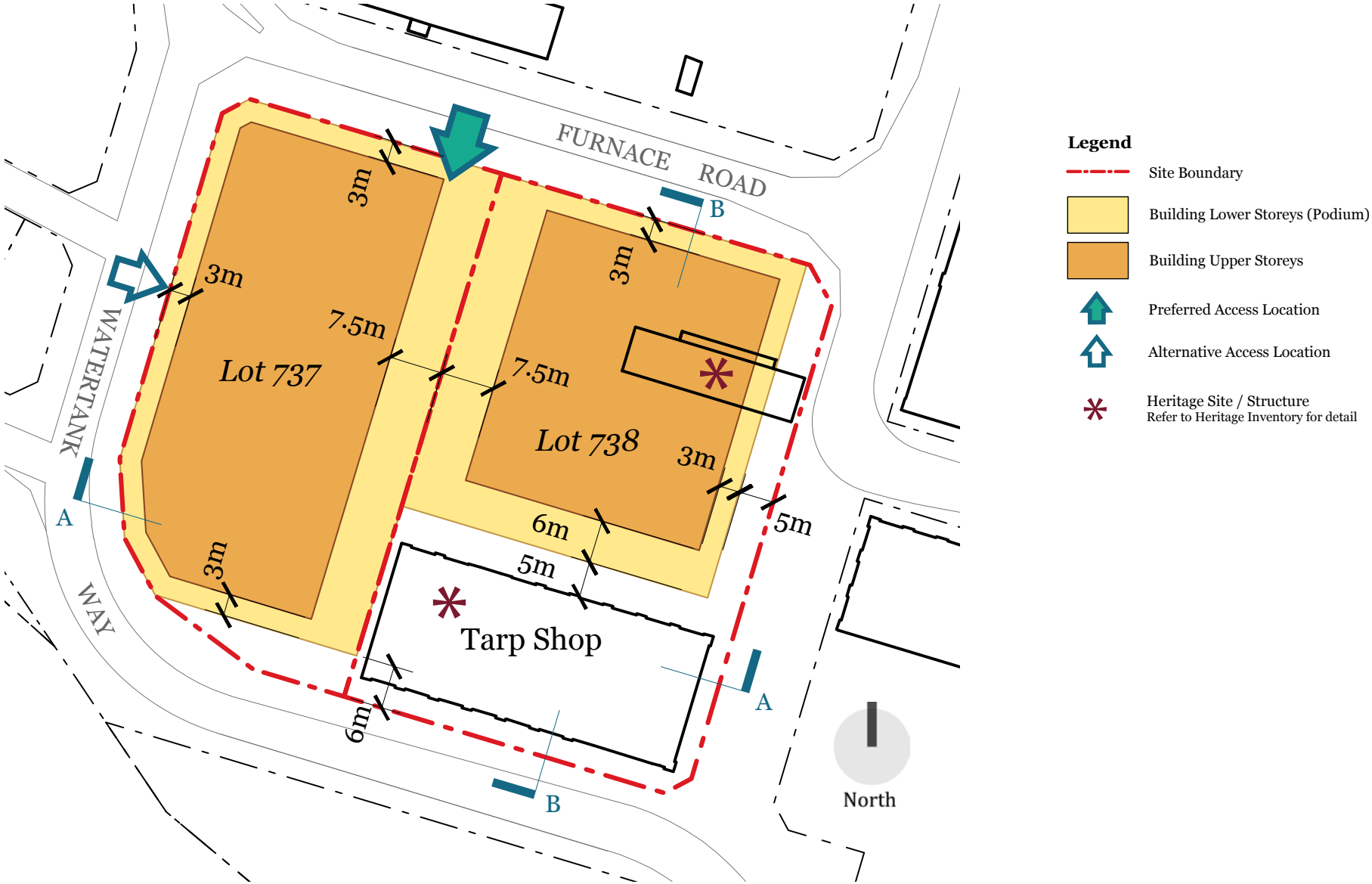
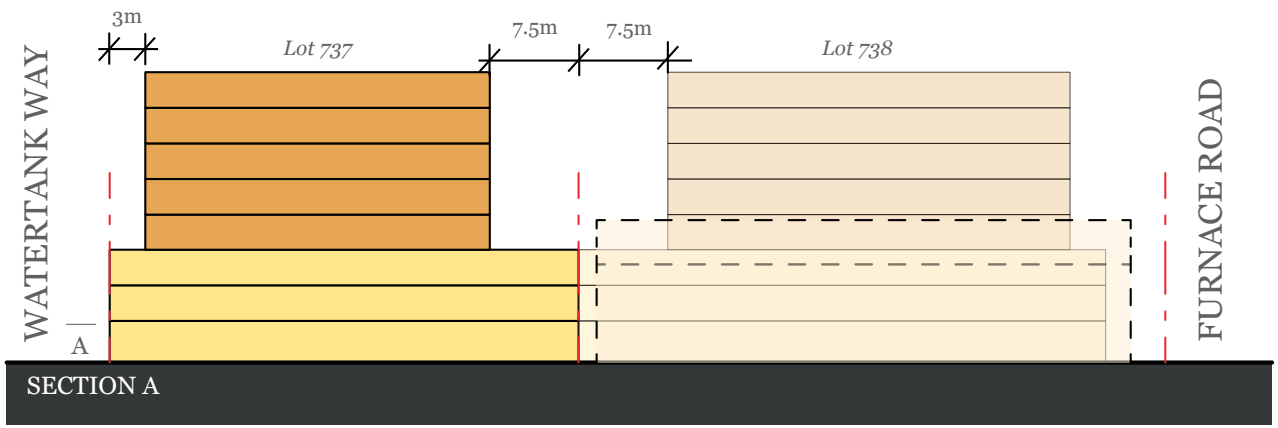


FIGURE 4.25: LOTS 737-738 MAIN GATE SITE SPECIFIC PLAN

SUB-PRECINCT 5: THE WORKSHOPS (CENTRE)



A - 3.6m Ground Floor - Floor to Floor height

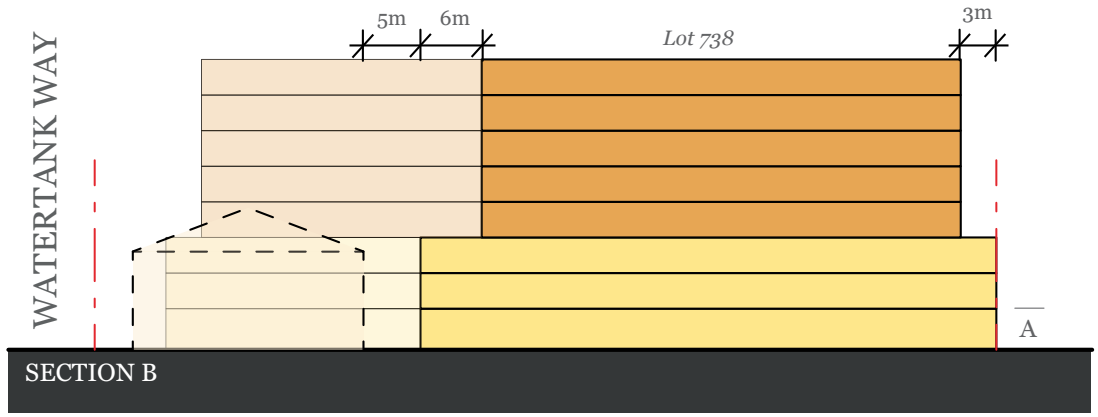


FIGURE 4.26: LOTS 737-738 MAIN GATE SECTIONS

Legend

- Site Boundary
- Building Lower Storeys (Podium)
- Building Upper Storeys

SUB-PRECINCT 6: THE WORKSHOPS (SOUTH)

4.2.2.7 Sub-Precinct 6: The Workshops (South)

FIGURE 4.27: THE WORKSHOPS (SOUTH) SITE SPECIFIC PLAN

SUB-PRECINCT 6: THE WORKSHOPS (SOUTH)

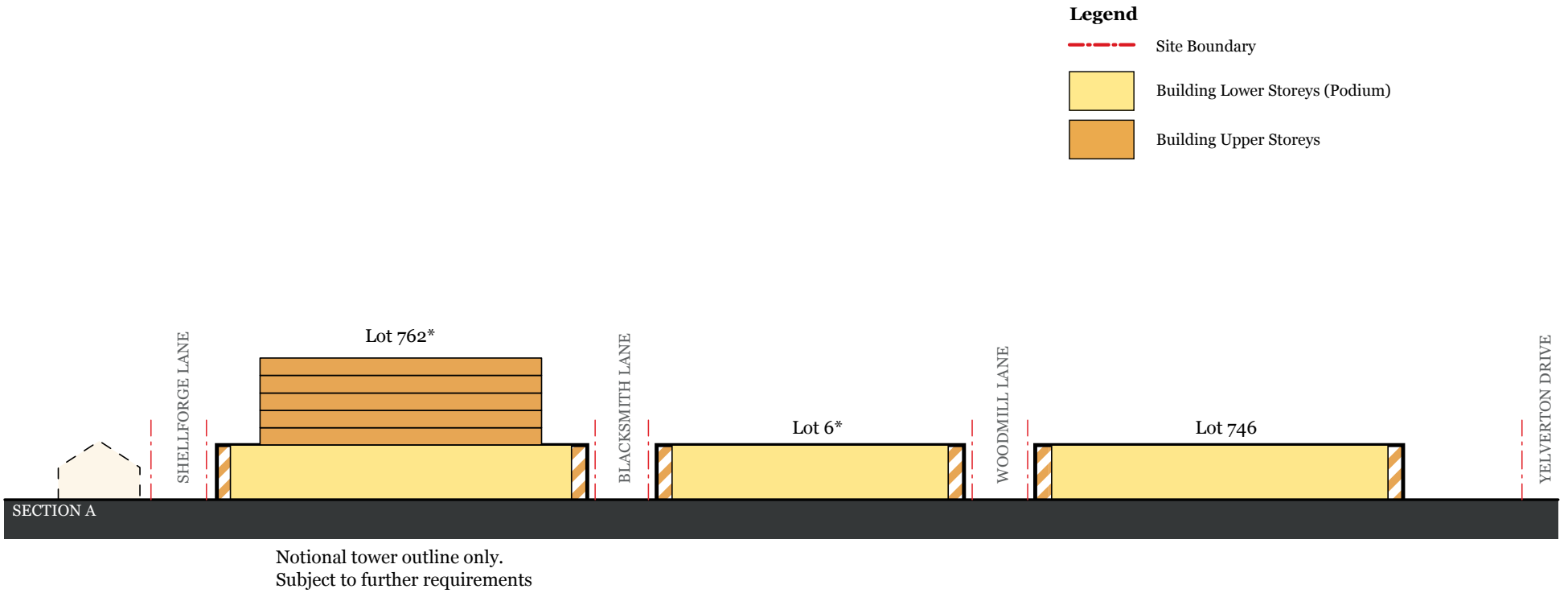
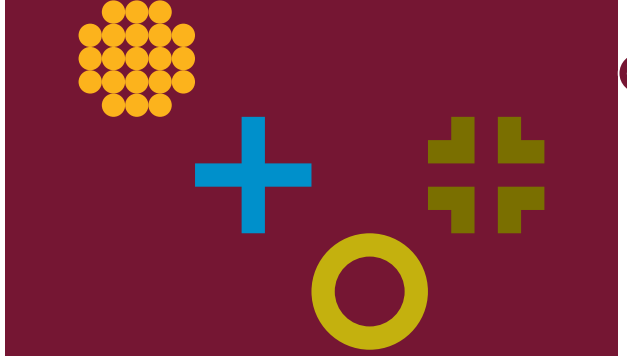


FIGURE 4.28: LOTS 746, 6 & 762 CENTENNIAL PLACE SECTIONS



4.2.2.7.1 Lots 787-788 Centennial Place

Lot numbers are subject to change.

DESIGN INTENT

Development of these sites will be focused on the introduction of additional medical and future medical/educational land uses. The surrounding heritage buildings create a strong visual and movement corridor north south along Centennial Place and Main Gate and new development will respect, protect and enhance these corridors. Built form will present in horizontal proportions with a maximum height of eight storeys. Facades will reflect the vertical portion of the heritage buildings. The site includes the Main Store and the Oil Store buildings which will be incorporated into new development as a functioning part of the land use.

The southern elevation of new development will be setback and appropriately landscaped providing a green interface to the adjacent Helena River foreshore.

Proposed Lot 788 will be developed as a multi-storey parking facility that will be sleeved with active uses at ground level and upper levels of primary fronages and high quality screening responsive to the environmental and historical site context to all other frontages.

DEVELOPMENT REQUIREMENTS

- Preparation and approval of an In-principle Development Application or Local Development Plan in accordance with the Midland Redevelopment Scheme 2.
- Each stage of development shall be sufficiently complete in itself to deliver an attractive and well-resolved layout.

Built Form

- Building layout shall reflect and respond to the alignment and scale of the heritage buildings.
- New development shall be a maximum of 4 storeys on Lot 788, with the potential to increase to 8 storeys (up to 32m) on Lot 787. Upper storey development (5 storeys or more) shall be located in the middle of the Lot 787.
- New development shall address the surrounding streets primarily Weighbridge Walk, Shellforge Lane, Centennial Place and the Helena River foreshore.
- Architectural design features and/or of the building bulk shall be provided to enhance the river front presentation and maximise the benefit of the natural outlook for occupants and visitors.

SUB-PRECINCT 6: THE WORKSHOPS (SOUTH)

- A 10m landscape strip shall be provided to the river link road.
- A north south visual connection with the access easements of the Blocks (Lot 746, 6 and 762) shall be provided for in new development on Lot 787.
- Development shall respond to key view corridors into and out of the site by continuing or properly terminating these views to assist in integrating the development with the existing pattern of the Workshops Area.

Access and Parking

- A Site Management Plan (SMP) is to be provided for Lot 787. The SMP will include details on the provision of Traffic, Access and Servicing that provides an appropriate level of detail to enable comprehensive planning and assessment of access and car parking provisions
- Enhanced local connectivity is to be demonstrated towards the provision pedestrian links north - south throughout the site.
- Development shall be undertaken in a manner that enhances access and connectivity in the local area.
- All car parking will be screened from public view.

SUB-PRECINCT 6: THE WORKSHOPS (SOUTH)

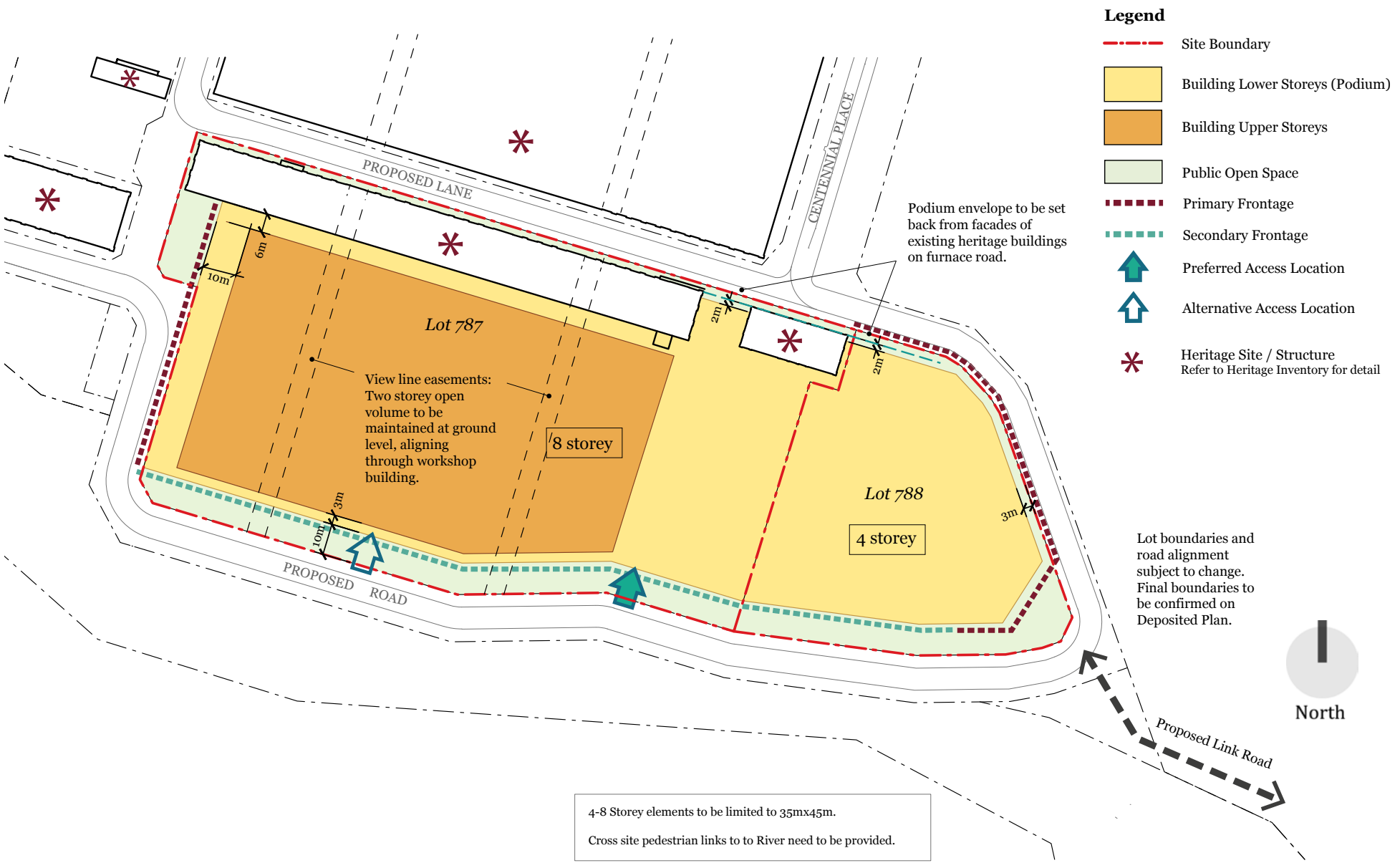
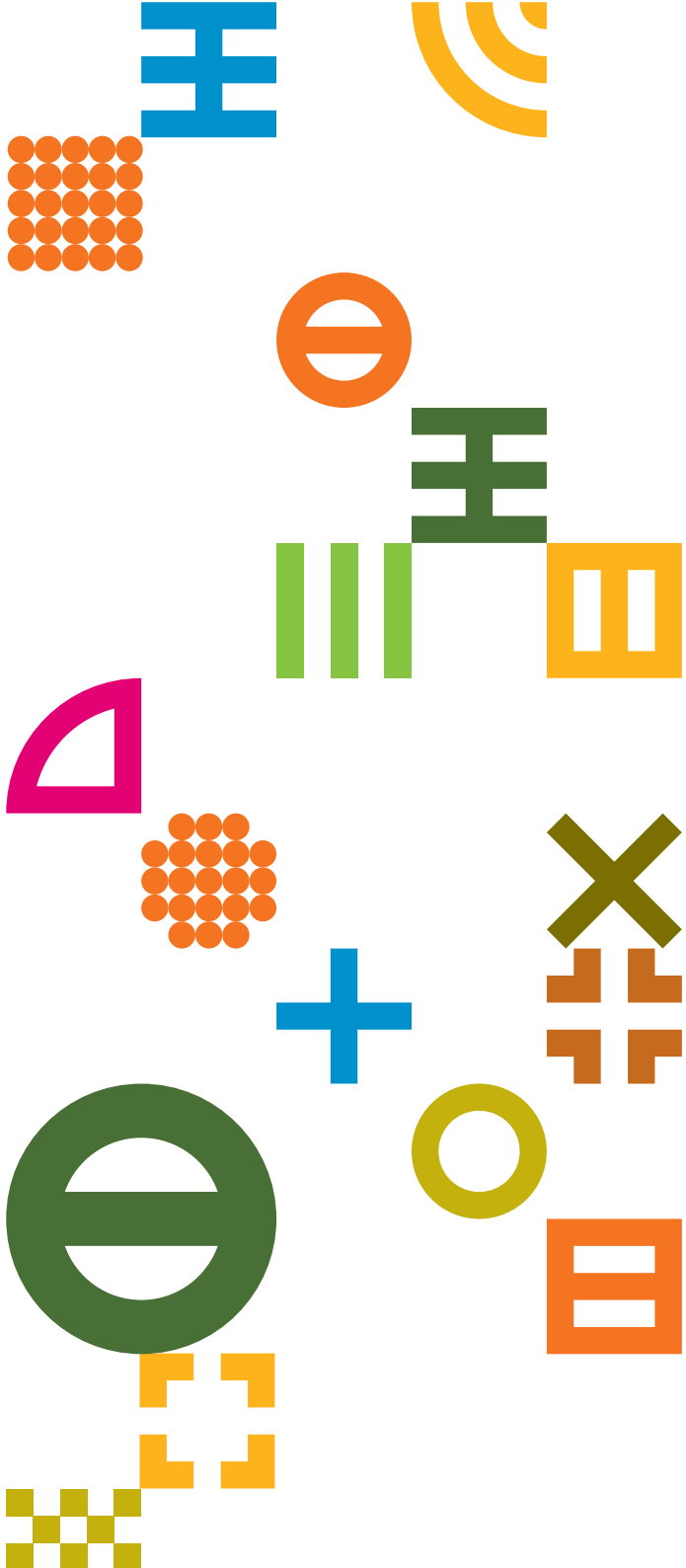


FIGURE 4.29: LOTS 787-788 CENTENNIAL PLACE SITE SPECIFIC PLAN



5.0
Clayton Precinct

Chapter 5 Clayton Precinct

5.1 INTRODUCTION

The Clayton Precinct consists of two very distinct character areas, the light industry/commercial areas, located at the eastern end of the precinct and the civic area which consists of the Midland Public and Private Hospitals and the Western Australian Police Operations. As such this chapter has been broken down to reflect the different design needs for each character area.

Th following provisions are to be read in conjunction with the Common/Core Guidelines contained in Chapter 2.

5.1.1 Desired Character

Development within the Clayton precinct will to build on the strengths of the Police development and new Public and Private Hospitals, attracting new business particularly in high technology, information and service sectors.

The Clayton Precinct is the focus for medium to high intensity, employment focused land uses south of the rail line. It accommodates the Midland Public and Private Hospital, WA Police Operations Support Facility (WAPOSF) and existing showrooms. Currently comprised of large parcels of vacant and underutilised land, there is significant potential for intensified development.

The Clayton Precinct east of Lloyd Street will be developed for high quality showroom, research & development and enterprise employment uses. These uses will complement the Bellevue light industrial area and derive synergies with Midland's emerging health and proposed education industries.

The Clayton Precinct will be affected by the future relocation of the freight rail line out of central Midland. The long term alignment is intended to sweep to the south of Midland and connect to the Kewdale Terminal, affecting a portion of land identified for the future Public Transport Authority (PTA) bus depot. The low intensity nature of the bus depot (surface parking) makes its use of the freight corridor an appropriate interim use. There will be no long term buildings or major infrastructure placed within the freight rail corridor.

The PTA Rail Yards will continue to function as they currently do for the foreseeable future.

Where development above podium height is permitted, the provisions outlined below will apply to ensure appropriate bulk and scale. For development to achieve the maximum height outlined in Table 7, lots must have a frontage of greater than 50m.

Table 7 - Overall Height Allowances for Frontages (Clayton Precinct)

OVERALL PERMITTED HEIGHT RANGE (inc Podium) as per site specific provisions in Section 5.2	LOT FRONTAGE (Primary Frontage*)		
	≤ 40m	> 40-50m	> 50m
Max: 5 – 8 Storeys	5	6	8
Max: 9 – 12 Storeys	9	11	12

*Note: Primary frontage is defined as being the street with the highest assumed pedestrian movement, or as otherwise agreed with the Authority.

Primary frontages for sites within the Clayton Precinct are idenfitied in the site specific diagrams in this chapter.

5.1.2 Objectives of the Precinct

To provide the opportunity for high quality light industry, commercial, showroom and supportive research industry jobs close to the Midland town centre.

The area will take full advantage of its access to the regional road network including Lloyd Street. High quality built form will help provide a premier location for business. The design guidelines seek to reinforce the sense of safety and overall comfort for users of the area including pedestrians and workers.

High quality, well designed buildings for a range of uses including commercial, light industry and showrooms that address the public realm, including Lloyd and Clayton Streets, providing an appropriate entry procession to Midland.

Lloyd Street will provide regional connections to Abernethy Road and the Great Eastern Highway Bypass. The development interface will provide an attractive, landscaped edge that improves visual qualities of the area.

5.2 SITE SPECIFIC GUIDELINES

This Section (5.2) describes and defines the site specific development provisions that will be used to manage development for the Clayton Precinct. The information is supplementary to the requirements contained in other chapters of the Design Guidelines.

Clayton Precinct Plan

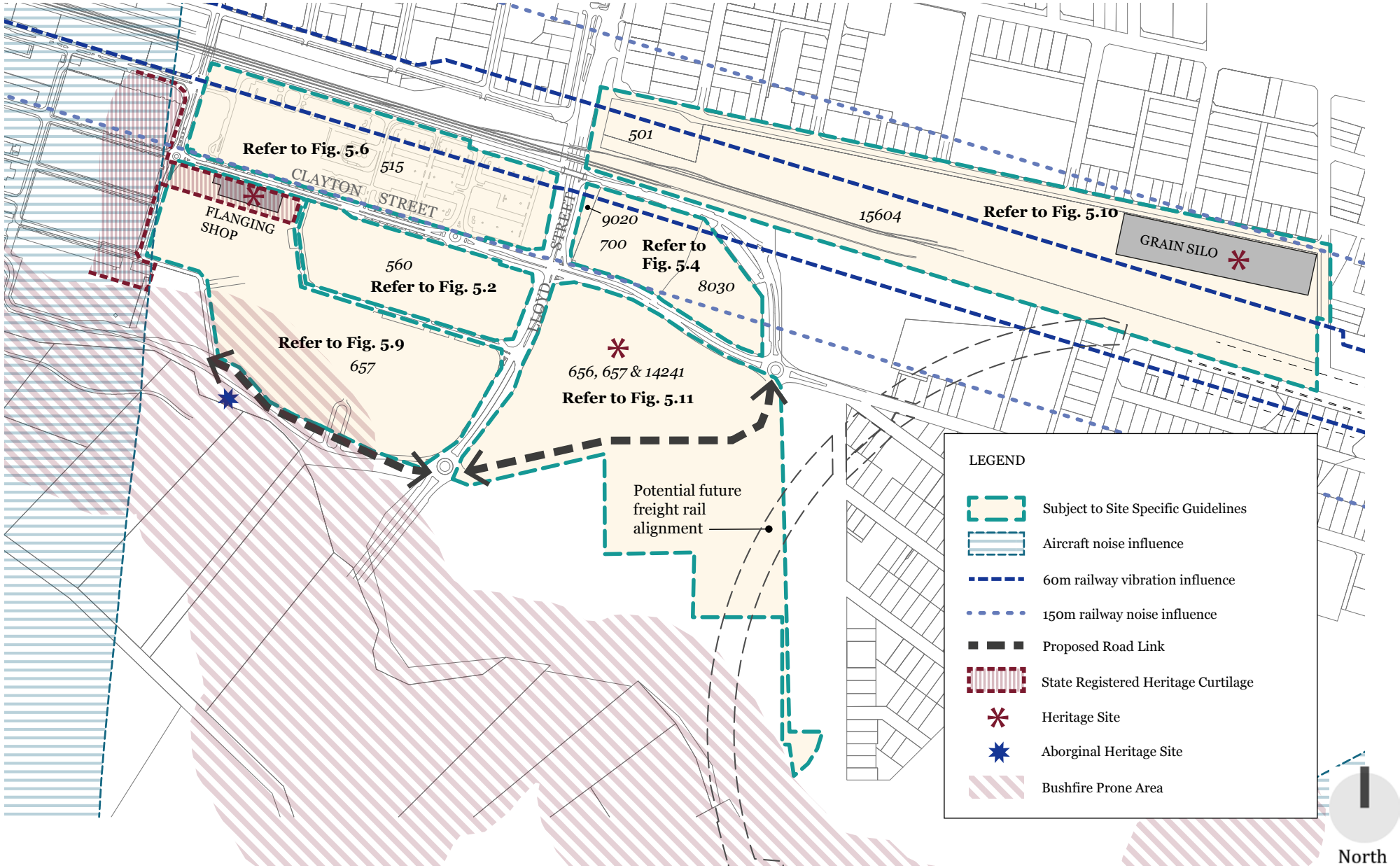


FIGURE 5.1: CLAYTON PRECINCT PLAN

CLAYTON PRECINCT

Street Address	Lot No	Preferred Land Use	Setbacks Min			Height	Other
			Front.	Side	Rear		
4 Clayton Street	560	Showrooms, Industry Light, Medical Centre, Consulting Rooms, Office. Research & Development	Nil	Nil	Nil	**Podium:** Min: 3 Storeys Max: 4 Storeys (up to 13.5m) **Overall (inc podium):** Max: 5-8* Storeys (up to 32m)	Refer Section 5.2.2 and Figures 5.2 & 5.3
3 Clayton Street	700		Nil	Nil	Nil		Refer Section 5.2.2 and Figures Figure 5.4 & 5.5
5 Clayton Street	8030		Nil	Nil	Nil		Refer Section 5.2.2 and Figures Figure 5.4 & 5.5
1 Clayton Street (Midland Public and Private Hospital)	515	Hospital, Medical Centre, Consulting Rooms, Research & Development	Align with Flanging Shop	2m to Clayton St (max 4-6m)	1m	**Podium:** Min: 3 Storeys (up to 10.5m) **Overall: (inc podium)** Max: 9-12* Storeys (up to 50m)	Refer to Section 5.2.3 and Figures 5.6-5.8
2 Clayton Street (Western Australian Police Service Operation Facility)	657	Office, Research & Development Educational Establishment	Nil	Nil	Nil	**Podium:** Existing (Heritage) Min: 3 Storeys Max: 4 Storeys (up to 13.5m) **Overall (inc podium):** Max: 5-8* Storeys (up to 32m)	Heritage - Flanging Shop Refer to Conservation Plan Refer Section 5.2.4 and Figure 5.9
Lot 501 Elgee Road, Bellevue (PTA Railyards)	501, 15604	Showrooms, Industry Light, Medical Centre, Consulting Rooms, Office. Research & Development	Nil	Nil	Nil	**Podium:** Min: 3 Storeys Max: 4 Storeys (up to 13.5m) **Overall (inc podium):** Max: 5-8* Storeys (up to 32m)	Refer Section 5.2.5 and Figure 5.10
2, 6 & 8 Clayton Street (Midland Saleyard)	656, portion of 657, 14241		Nil	Nil	Nil		Refer Section 5.2.6 and Figure 5.11

- **Refer Table 7, pg 168
- Building height is controlled by two measures. The maximum height limit is indicated by the height given in metres, eg: 13.5m. The maximum scale of development is indicated by reference to storeys, eg: 4 storeys

Chapter 5 Clayton Precinct

5.2.1 Lots 560, 700, 8030, 656, portion of 657 & 14241 Clayton Street

Land Use

DESIGN INTENT

The Clayton Precinct offers large parcels of land prime for the development of buildings which occupy a substantial floor area. Existing showroom developments will expand and intensify to reinforce a bulky goods destination for Midland.

OBJECTIVE

To ensure the types of land uses that are developed are complementary to and do not have a significant adverse effect on the retail activities in the Midland town centre and further enhance Midland as a highly functioning centre with a strong economic base and promote synergies with health, research and education.

DEVELOPMENT REQUIREMENTS

- The use must not to have a significant adverse effect on core retail activity better suited to a town centre location.
- A minimum of 80% of the total Gross Floor Area (GFA) of the development shall be made up of tenancies no less than 1000m^2. Of the remaining 20% no more than two tenancies shall be less than 500m^2 (excluding the option to incorporate an incidental café or similar as outlined below).
- The GFA area is determined over a green title lot and not a strata title lot
- No food related products or consumables are permitted within the precinct. The inclusion of a small café may be permitted on condition that it is incidental in nature and has a maximum floor space of 150m^2.

Building Appearance and Streetscape

DESIGN INTENT

New development will be designed complement and enhance the character created by the materiality of the former Flanging Shop and the Midland Public and Private Hospital with nil setbacks to the street, building height of between 5 to 8 storeys in height (up to 32m) and incorporating materials that provide a contemporary yet complementary façade composition to the heritage buildings.

A new local road connection along the edge of the Helena River Reserve will enhance the connectivity with the river foreshore and complement the function of Clayton Street and Lloyd Street.

OBJECTIVE

To ensure that development provides a strong street definition and high quality pedestrian environment.

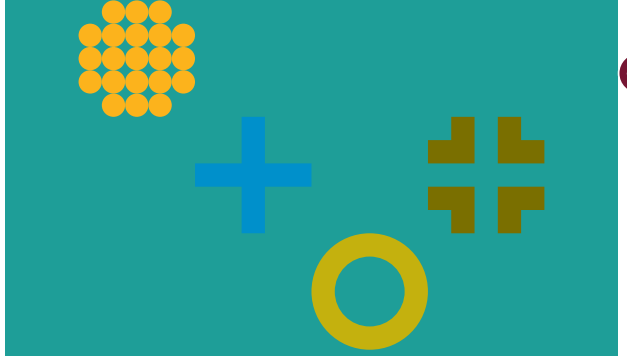
To ensure buildings include extensive visual interface with outdoor areas.

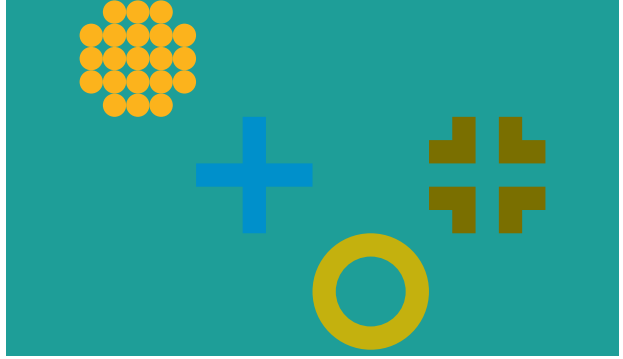
Buildings will have a strong civic presence and complement the historic fabric of the former workshops.

Development will be located to create a consistent and strong street edge to Clayton Street and high quality pedestrian environment.

DEVELOPMENT REQUIREMENTS

- Development shall be a minimum of three storeys in appearance unless otherwise varied by a site-specific design guideline with a minimum 3.6 metre floor to floor height at the ground floor.
- Distinctive corner elements are provided at major intersections designed as an integral part of the building, including windows or openings in keeping with the scale and style of the building.
- The site shall include a minimum 5 storey element (up to 8 storeys) on the intersection of the primary and secondary street front. The 5 storey element should be a useable part of the building. Staff rooms and accessible terrace areas are supported.
- The development shall provide a continuous shading device of no less than 2 metres in width, on all building frontages
- Ancillary outbuildings are discouraged. Any ancillary outbuildings are to comply fully with the guidelines.
- Windows shall make up no less than 50% of the ground floor and 40% of the upper floor on all 'building frontages' with no area of wall greater than 10m in length being without a door or significant window.
- Up to one third of any one 'building frontage' may be exempt from the provisions above where pedestrian traffic is likely to be relatively light and the area is specifically required for a function that cannot reasonably be accommodated at the 'back-of-lot'.
- Façade design shall be continued to all external façades of the building. The façade detail may be simplified on loading areas, parapet walls and façades to 'back-of-lot' areas.
- Windows shall have a sill of no less than 0.45 metres above the level of the adjoining footpath.
- Windows shall be no more than 7.5 metres in length before a solid pier or other solid architectural element. Mullions should be included to reinforce verticality of the building.





Chapter 5 Clayton Precinct

- Windows should be separated by no less than 0.75 metres of solid wall.
- A lintel of no less than 0.35 metres shall be provided above a window before a colonnade or awning.

Landscape Design

DESIGN INTENT

Landscape design is an important element of the streetscape as it can contribute significantly to the character and amenity of a space. Appropriate landscaping can provide shade and shelter and a permeable and attractive delineation between the public and private realm. Well-designed landscaping can also reduce water use and ambient temperatures in an urban area.

OBJECTIVE

To ensure public and private spaces incorporate high quality landscaping that provides visual and environmental comfort.

DEVELOPMENT REQUIREMENTS

- Vehicle and pedestrian access points into the site shall be designed to reinforce the sense of arrival and departure through provision of hard and soft landscaping, attractive branding and directional signage and the use of planting and high quality finishes.
- Car parking shall be separated from the street by a landscape strip of 3 metres with cultivated and maintained planting and no more than 0.5 metres high.
- The landscape strip shall include taller features such as lighting poles and trees that create a continuous series of upright elements, reinforcing the street edge. The spacing and materials of the required ‘up rights’ shall respond to the architecture and materials of the building.

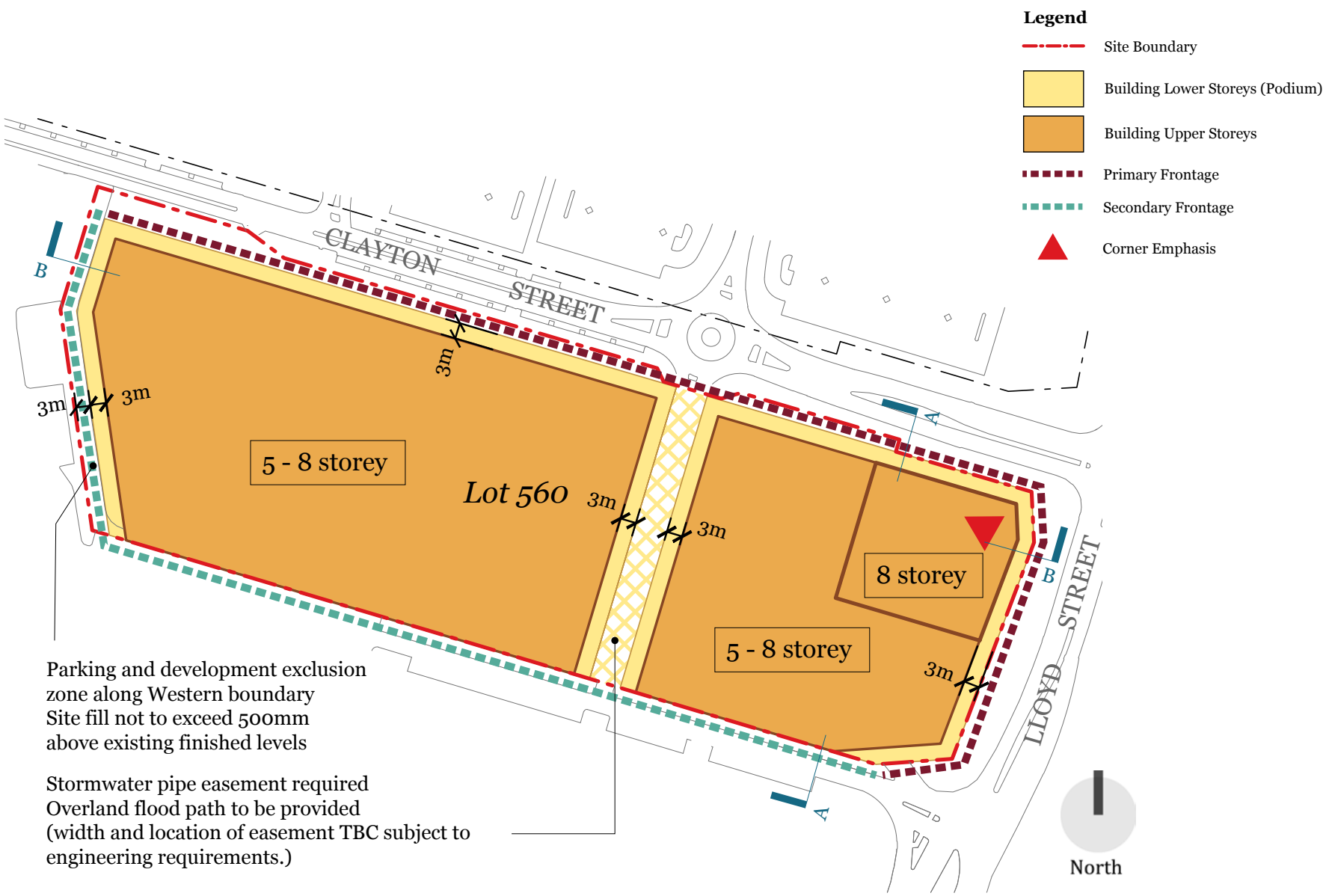


FIGURE 5.2: LOT 560 CLAYTON STREET SITE SPECIFIC PLAN

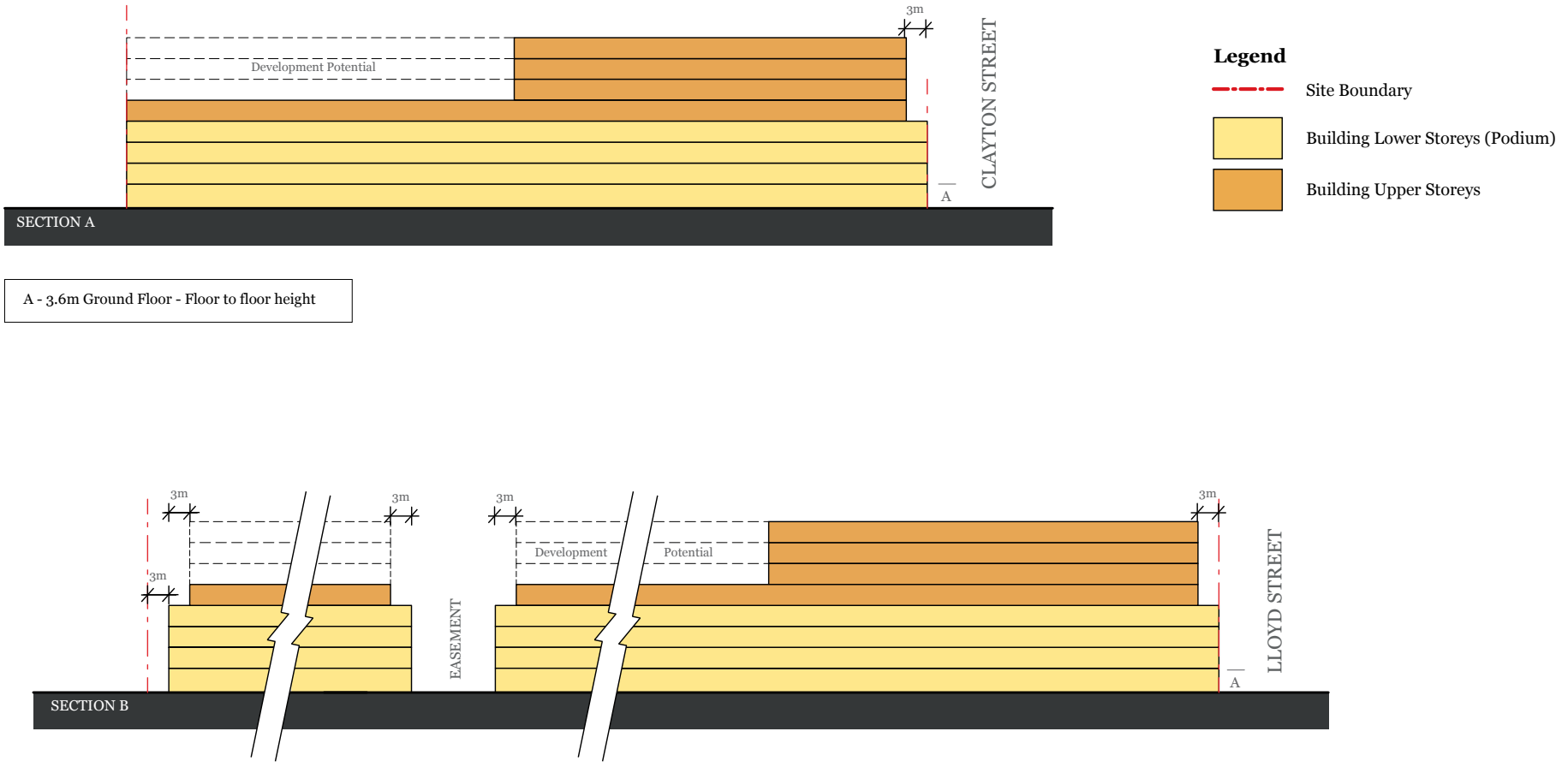


FIGURE 5.3: LOT 560 CLAYTON STREET SECTIONS

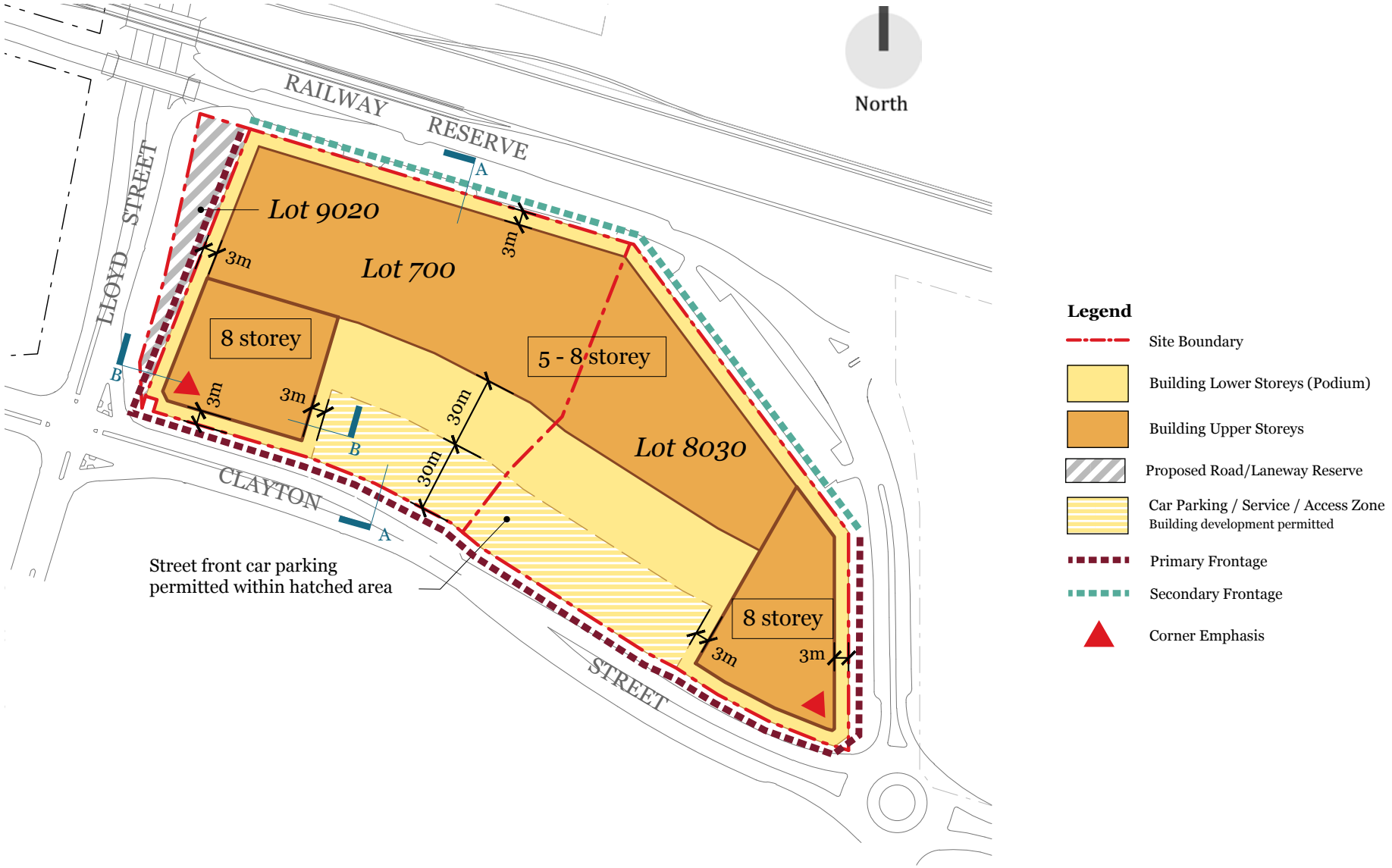


FIGURE 5.4: LOTS 700 & 8030 CLAYTON STREET SITE SPECIFIC PLAN

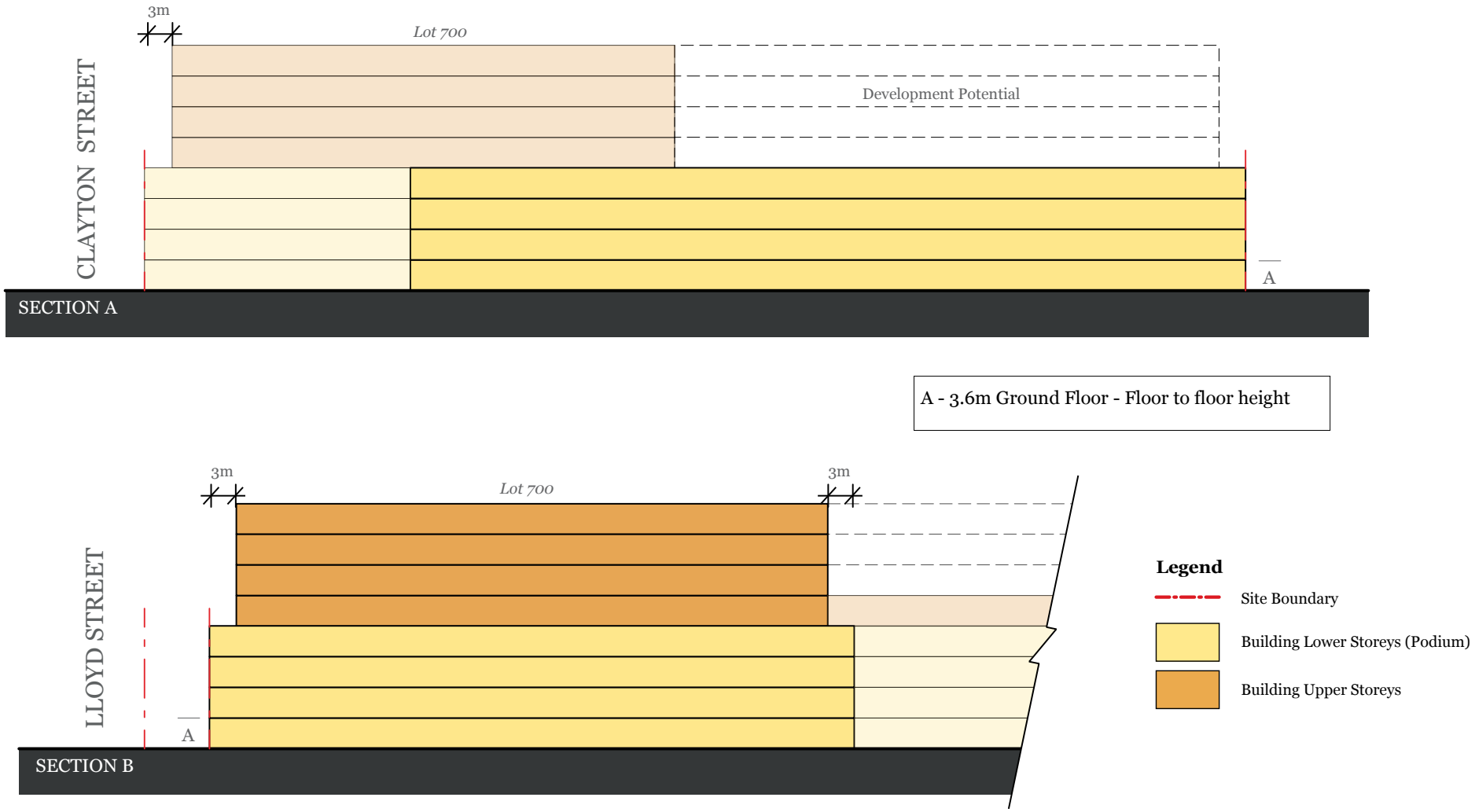


FIGURE 5.5: LOTS 700 & 8030 CLAYTON STREET SECTIONS

5.2.2 Midland Public and Private Hospital

UNDERSTANDING THE PLACE

The site is situated at a key strategic location within Midland, at the convergence of a number of civic, community and commercial activities. Considering the proposal to relocate the Midland Train Station adjacent to Cale Street/ Centennial Place, the western end of the site will be of particular significance within the town centre as a key point of arrival and Transit Oriented Development (TOD) node.

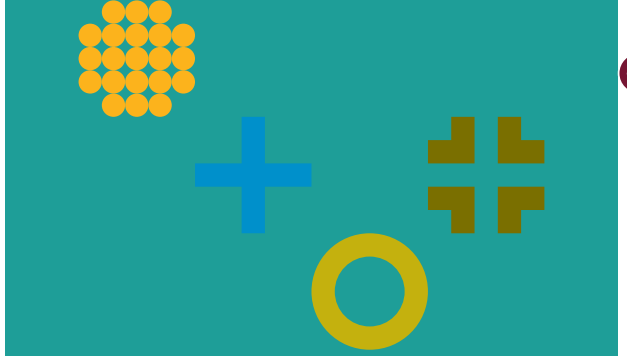
A number of key transport infrastructure initiatives are planned (pending funding) to improve connectivity from a local and regional scale and will contribute to the long-term sustainability of the operation of the Hospital and surrounding activities. These include:

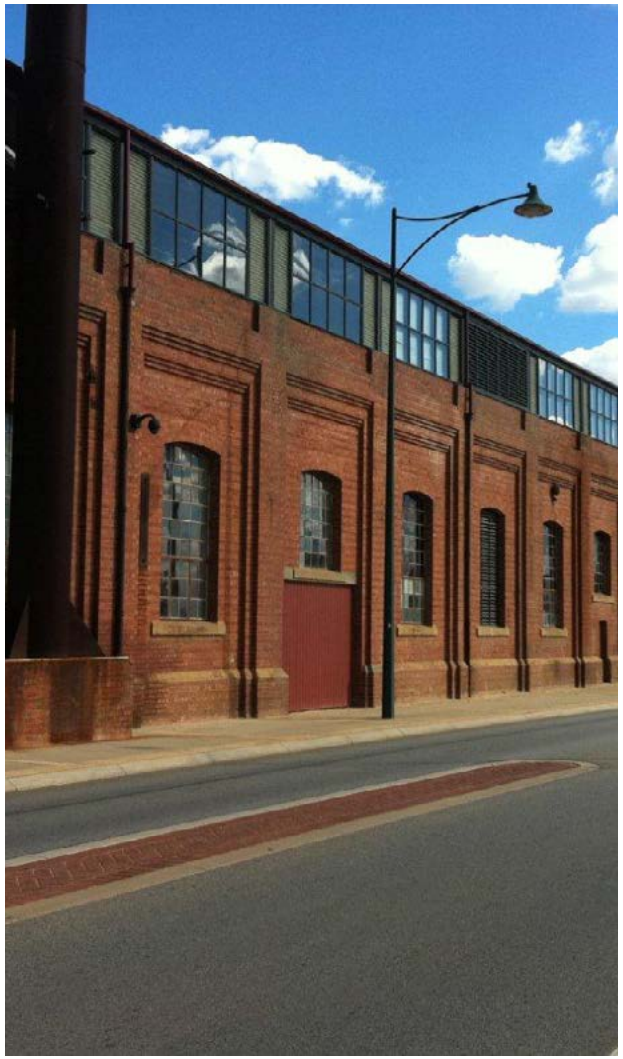
- Lloyd Street extension to link with Abernethy Road at the Great Eastern Highway Bypass, offering a more direct route and future new entry to Midland.
- Centennial Place to Lloyd Street southern link road to provide another east-west connection to reduce reliance on Clayton Street in this precinct.
- Various intersection and traffic management upgrades along Centennial Place, Clayton Street, Lloyd Street and Yelverton Drive.
- Cale Street/Centennial Place at-grade vehicle and pedestrian railway crossing (under investigation) to provide another north-south link across the rail line.
- The potential long term realignment of freight rail out of Midland town centre with investigation of an alternative reservation underway.

In light of the above, Cale Street and Centennial Place will play an important role in the structure of the Midland town centre and form a key north south spine connecting the Hospital, Workshops and other surrounding activities directly to the town centre and activities north of the railway line.

These site specific guidelines provide guidance on key matters related to:

- Access and connection.
- Heritage.
- Streetscape and activation.
- Environmental design.





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DESIGN INTENT

The intent is for development to complement and enhance the network of pedestrian grade paths, bicycle and vehicle connections to create a pedestrian friendly environment that facilitates safe and convenient pedestrian movement; and provides safe vehicle access and priority movement of emergency vehicles associated with activity at the Hospital.

The extension of Cowie Close over the subway and into the Hospital site will provide the preferred access for staff, whilst enabling the surrounding road network and intersections to operate at an acceptable level.

Enhancing connectivity and establishing new connections across the railway reserve to connect with future development parcels along Railway Parade is also a key aim to reduce barrier impacts of the rail reserve and its activities. The Hospital provides opportunities for integration between existing and future medical related activities north of the railway line and those within the Hospital and GP Super Clinic.

A key objective for the design and scale of buildings is to respect neighbouring heritage forms and values, whilst ensuring the functionality of the proposed Midland Public and Private Hospitals. Heritage values primarily impact at the western end of the site and it is in this area that the design response is most important. The Midland Public and Private Hospitals sits opposite the Workshop Blocks and the former Flanging Shop.

The prescribed heights and scale of buildings seek to address the values of nearby heritage buildings and in terms of design, the Authority supports a contemporary interpretive response to the heritage context. Careful attention should be paid to the scale, form, rhythm and proportions of the adjacent heritage buildings with an emphasis on a strong rectangular grid and building edge alignments.

New development should reflect the existing scale of heritage at the street front, with taller buildings set back from the street and building edge. Interpretation of original built form on the site and the potential for use of recycled materials, currently held in storage by the Authority, represent opportunities to form the basis of a design rationale for future development. Whilst the intent is for new development to form a sympathetic response to local heritage elements, duplication of heritage forms should be avoided in favour of a contemporary interpretation and response to heritage context.

The former Flanging Shop that accommodates the Western Australian Police Service has been adapted utilising contemporary design principles within the interior of the building. A similar approach is also proposed for the GP Super Clinic at the eastern end of Block 1, which includes a contemporary architectural form at the street edge.

The Authority strongly encourages the use of design professionals with experience in heritage environments due to the unique development requirements and special qualities of the site and it location.

The establishment of a strong urban edge and pedestrian paths adjacent to street networks is a key objective to

promote pedestrian movement and street activation. A good relationship between the interior of buildings and the street or public realm is encouraged. This is of particular importance for Centennial Place that is proposed to form the main spine and key point of arrival for the Midland City Centre. Active street frontages and public spaces are highly desirable in this area.

A strong urban edge is sought along the western end of Clayton Street as this area will be a hub for activity leading into the Workshops mixed use precinct. Street activation may take a lower priority toward the eastern end of the site. Clayton Street will form the key pedestrian connection to the proposed enterprise park on the former Midland saleyard site and the large format retail area centred on Clayton Street and therefore quality pedestrian links are sought.

Built form and uses that promote interest, security and safety through the activation of streets and other public areas will be characteristic of this site and will reinforce the street edge, providing a clear distinction between the public and private realm.

The design of the Midland Public and Private Hospitals will reinforce the development vision for an accessible, connected, welcoming and inclusive health campus in Midland. The Midland Public and Private Hospitals will complement the broader land use context and promote integration by encouraging staff and visitors to engage more broadly with the Midland City Centre. Semi-public activities such as cafés and pharmacies should be located on public streets and squares to promote an inviting and active public realm. Activities that may have direct public access off street and squares are strongly encouraged.

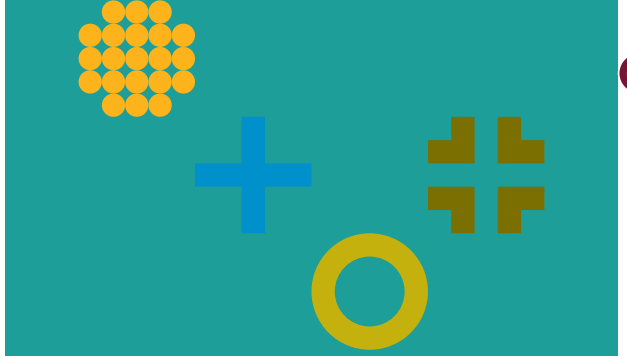
Development is to provide a contemporary response to the heritage context of the Workshops. Development is to draw inspiration from the industrial, administration and ancillary buildings associated with the Workshops and provide a visually engaging alternative to the typical dominant building bulks usually associated with large-scale institutional developments.

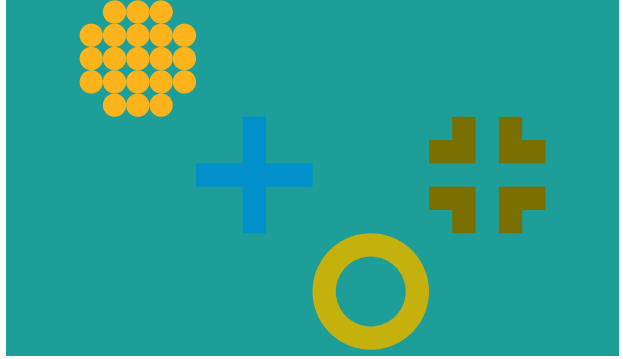
DEVELOPMENT REQUIREMENTS

Site Layout

Site layout and building design shall reflect the intent to deliver greater connectivity in the local area for both pedestrian and vehicle movement. The intent is to establish Cale Street and Centennial Place as a future main street for the Midland City Centre.

- Development shall provide appropriate design treatments that promote streetscape activation and ease of access along that link.
- Development shall be designed to enable future opportunity for an upper level pedestrian link connection across





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the railway reserve in the vicinity of Centennial Place and the future train/ bus interchange. Any upper level link requires a minimum 7.2 metres clearance above the rail lines and shall be adequately enclosed for safety and security.

- The layout and design of buildings shall create a mosaic of building elements to promote a sense of streetscape variance and architectural interest.
- Each stage of development shall be sufficiently complete in itself to deliver an attractive and well-resolved layout.
- The provision of decked car parking adjacent to the railway reserve should be considered as a potential mitigation measure for noise and vibration.
- Development staging shall prioritise construction of development at the western portion of the site adjacent to the intersection of Centennial Place and Clayton Street.
- Subdivision of the site which includes the fragmentation of car parking areas will not be supported. The parking needs to be contained on one Certificate of Title and under one management.

Street Activation And Building Treatment

- Development shall be designed to maximise the visual relationship with the street and maximise casual surveillance of the street networks and other public realm elements to create an open, welcoming, activated health campus.
- A variety of pedestrian entrances shall be provided and orientated towards areas of greatest activity including public streets, priority pedestrian routes and public places. As a minimum, a public entrance shall be provided to both Centennial Place and Clayton Street.
- Uses such as cafes, pharmacies, private clinics or allied health uses that may have independent public access should be located on such routes.
- Façade treatments, including windows, awnings and other design articulation, are required to all frontages visible from public spaces to ensure that the façade presents well when viewed from all directions, including from the north across the rail reserve.
- Northern façades of all buildings shall be articulated to maximise natural light, views across to the town centre and amenity for building occupants.
- Buildings are to provide glazing at street level to improve casual surveillance and strengthen the relationship with the street. Wall treatments and glazing should be provided with a balance between solid and glazed elements to respond to, but not copy, heritage forms of the Workshops.

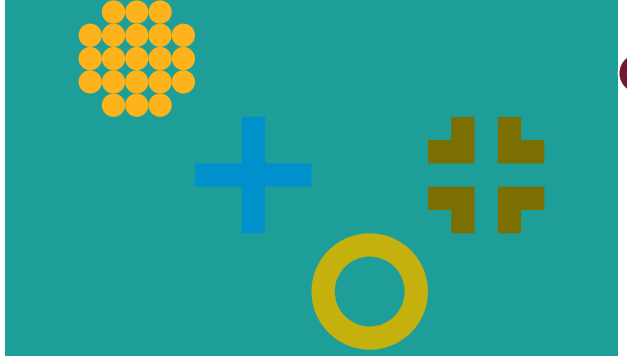
- Consideration should be given to night lighting and the opportunity for a skyline with special feature emphasis and the scope to integrate with artwork (refer to Public Art).

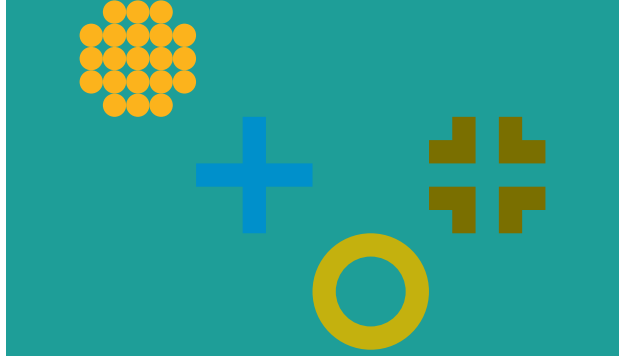
Building Massing

- Building height and setbacks shall be in accordance with the sections on the opposite page and those depicted on Figure 5.6 and 5.7.
- Desired maximum length of continuous building frontage to Clayton Street is 90m to articulate massing and reflect a pattern of a series of buildings rather than a single monolithic development.
- New development shall be designed with a minimum nil and maximum 4m setback to the street unless otherwise specified.
- A minimum 2m setback is required to the western portion of Clayton Street to enable widening of the pedestrian footpath.
- Increased setbacks may be permitted to enable provision of a public square to Centennial Place facing Block 1 in the adjoining Workshops.
- A minimum 6m setback is required to the eastern portion of Clayton Street at the Lloyd Street intersection to allow for future potential road widening.
- Building layout shall reflect and respond to the northern alignment of Block 1 when viewed from Yelverton Drive and Centennial Place.
- Any development adjacent to Lloyd Street shall be designed, setback and constructed so as not to impact the construction and function of the Lloyd Street railway underpass. The developer will need to demonstrate this by submission of appropriate plans and engineering certification. Setbacks to Lloyd Street shall be determined in conjunction with the design of the Lloyd Street underpass.

View Corridors And Vistas

- Consideration shall be given for key view corridors north and south of the railway reserve as identified within Figure 5.6 to establish attractive vistas within the precinct.
- Architectural articulation such as variations in materials or building bulk should occur in a manner that protects and responds to view corridors or terminates key vistas relating to key primary and secondary view corridors.
- A gateway building element is encouraged at the corner of Clayton and Lloyd Streets to reflect the role of this intersection as the new entry to Midland once the Lloyd Street extension is connected to Great Eastern Highway Bypass.





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- A landmark building element is encouraged at the northern end of Centennial Place and may terminate the vista along Yelverton Drive. This location is next to the potential new train station and the built form will shape first impressions of Midland upon arrival.
- Centennial Place/Cale Street is identified as a primary view corridor, which should be reflected through high quality architectural form along this street.
- Architectural design features and/or articulation of the building bulk should be provided to enhance key view corridors from the north of the railway line, along existing streets. Padbury Terrace is identified within Figure 5.6 as a primary view corridor where such design treatments are strongly encouraged to provide attractive vistas towards the Midland Public and Private Hospitals from these streets.
- Sayer Street and Brockman Road have been identified as secondary view corridors where appropriate design treatment is desirable to provide attractive vistas towards the Midland Public and Private Hospitals from these streets.
- Where a break in building bulk or discontinuation of a building form or bulk may be warranted, this should occur in line with and in a manner that protects or enhances key view corridors. Any break in the building bulk should reflect the traditional rectilinear street pattern within the local area.

Heritage Response

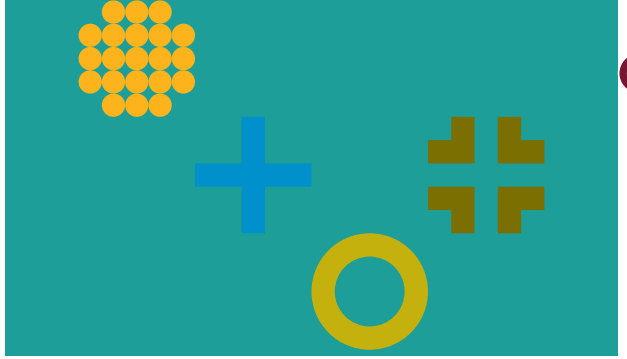
- New development should respond to the heritage setting primarily through scale, massing, bulk and articulation; and secondarily through materials, detailing and finishes. A contemporary interpretation is considered appropriate.
- The rhythm and scale of massing elements must be responsive to the local heritage context and create the perception of several individual buildings rather than a single large mass.
- Incorporation of materials such as brick, steel and timber is strongly encouraged.
- New development shall be designed to ensure scale, massing, bulk and articulation, materials, detailing and finishes complement or provide an interpretive response to the architectural aesthetic of the traditional buildings of the Workshops. The industrial buildings style is the most appropriate for larger building elements at the Midland Public and Private Hospitals.
- Incorporation of vertical elements in the façade such as vertically proportioned windows, openings, recesses and projections should be considered as a means of reducing the horizontal emphasis of the building to the streetscape. Form and rhythm to the street edge is to respond to that of the Industrial buildings of the Workshops such as Block 1 and the Flanging Shop.

Materials

- Contemporary materials and finishes are permitted. The use of such materials should be considered as a means of achieving a mix of forms that respond to the heritage context, whilst introducing complementary contemporary forms.

Pedestrian Access And Shelter

- New development shall be designed to promote pedestrian safety, visual interest, streetscape diversity and activation of the public realm.
- Centennial Place (and its future connection to Cale Street) and Clayton Street are regarded as priority pedestrian routes. On these routes, new development shall be designed to create a comfortable, safe and attractive route for pedestrians and other non-vehicle based transport modes.
- New development and its pedestrian access arrangements are to be designed to integrate with and maximise the benefits to pedestrians of any future at-grade pedestrian crossing linking Centennial Place to Cale Street and the proposed Midland Train Station and bus interchange.
- Design elements that contribute to an attractive streetscape and enhance pedestrian accessibility, comfort and respite shall be included and incorporate active frontages, clear access points, quality public seating at regular intervals, landscaping and small publicly accessible spaces with consideration for public safety a high priority.
- The Midland Public and Private Hospitals shall be designed in accordance with universal access principles.
- A minimum 3 metre wide awning for pedestrian shelter shall be provided on the ground floor along pedestrian routes and at/or adjacent to street edges. The Authority encourages design variations to awnings above entrances or the provision of entry canopies to assist with legibility and streetscape interest. Similar weather protection within the Midland Public and Private Hospitals is encouraged.
- Where shade awnings are provided, these may project into the road reserve, however awnings are not permitted to project into the rail reserve.
- New development shall incorporate clear wayfinding and user appropriate wayfinding strategies to respond to a variety of users, including those with disabilities and impairments. Building design, pedestrian shelter, landmarks and signage must clearly direct visitors throughout the precinct and along access routes and provide a clear, safe and comfortable pedestrian route. Particular attention is required for access from car parks to key entries.

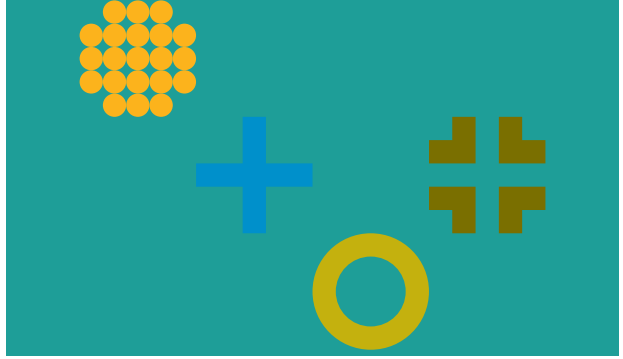


Characteristics of the 'Administration' style buildings are:

- Simple rectilinear floor plans
- Large gable or hipped roofs
- Projecting awnings fixed over the bands of windows
- Warm face-brickwork contrasting with rendered horizontal banding
- Simple decorative ornament to the cornice and upper wall areas, and
- Regular patterns across the facades by the arrangement of openings and the repetition and vertical proportions of elements.

Characteristics of the 'Industrial' style buildings are:

- Robust and simple forms
- Flat or saw tooth roofs with parapet walls
- Stepped or corbelled parapet gables
- Warm face-brickwork
- Facades divided into regular vertical bays formed by piers and recessed arches
- Regular vertically proportioned openings, and
- Clerestory windows or roof lights.



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Access, Movement and Car Parking

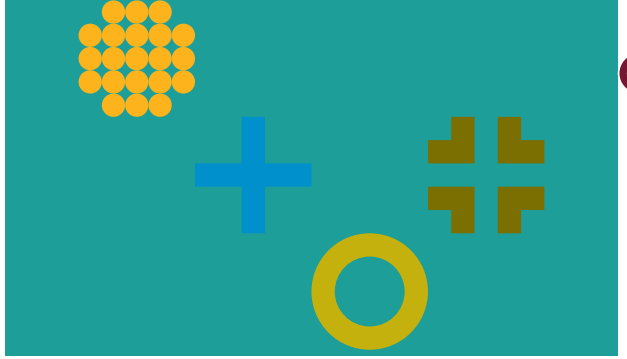
Access

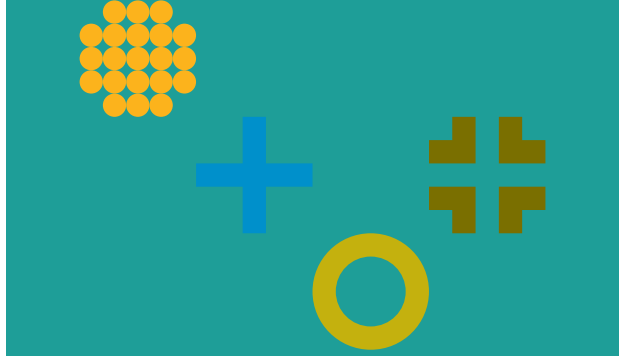
- Vehicle access is to be provided in accordance with Figure 5.8. Locations for access and crossovers into the Midland Public and Private Hospitals is limited to the parameters illustrated within this plan unless determined otherwise to the satisfaction of the Authority.
- The required development plan shall include a Traffic, Access and Servicing report that provides an appropriate level of detail to enable comprehensive planning and assessment of access and car parking provisions in accordance with this document.
- Development shall be undertaken in a manner that enhances access and connectivity in the local area.
- Provision shall be made for patient and visitor drop off and pick up areas in close proximity to key entries with adequate pedestrian shelter and facilities.
- An additional vehicle connection, either public or private, shall be provided to link Yelverton Drive with Cowie Close. This road shall be designed as a non-through traffic road, whereby access from one end to the other is possible via some form of access control.
- Non-campus related through-traffic traversing the site shall be discouraged by careful consideration of access and traffic control arrangements.
- The capacity to allow slow movement through the site under extenuating circumstances (e.g. significant incident affecting the use of Clayton Street) needs to be provided.
- Sufficient internal vehicle access must be provided to ensure that the public street network is not used as a means of moving from one part of the site to another.
- Enhanced local connectivity is sought through the provision of a pedestrian and vehicle link at-grade across the rail between Centennial Place and Cale Street. This will trigger the need for a signalised intersection at the Yelverton Drive/ Centennial Place intersection for which consideration will need to be provided in the development of the Midland Public and Private Hospitals. It is the preference of the Authority that the western entry to the site be gained from this intersection.
- Establishment of a cycle path link between Yelverton Drive and Cowie Close is encouraged. A future Principal Shared Path (PSP) is proposed within the rail reserve, however a local link is strongly encouraged.
- Staff access is to be provided from Cowie Close upon completion of the proposed overpass and from the intersection of Yelverton Drive and Centennial Place as a secondary access point. The intent is to limit traffic volume on Clayton Street to reduce traffic congestion.

- The Authority may require a contribution towards the provision of and/or improvement to public transport services, which may include buses servicing the Midland Public and Private Hospitals and broader Midland City Centre.
- All minor alterations to the configuration of the adjacent road network that are required to facilitate entry to and egress from the Midland Public and Private Hospitals development must be undertaken by the developer following consultation with the Authority and the City of Swan. The scope of these works must be agreed between the developer and the Authority and is expected to include the construction of roundabouts and/or slip lanes for access into the Midland Public and Private Hospitals and additional lanes or other changes required for the dedicated purpose of hospital emergency vehicles. Where such works are required to be undertaken by the Authority, the Authority may seek financial contributions from the developer to cover the costs of the works.
- The developer is not required to make allowance for the proposed Lloyd Street underpass works and the Cowie close overpass link to the Midland Public and Private Hospitals, the proposed Lloyd Street widening and extension works and the proposed Clayton Street / Lloyd Street intersection upgrade which will be separately funded by Government in the event that these projects proceed.

Car Parking

- Vehicle parking for the Midland Public and Private Hospitals shall be provided at a maximum rate of 2 bays per patient bed and shall include additional bays for motor bikes and scooters at the rate of 1 bay per 20 parking bays. The provision of bays marked exclusively for ambulances, couriers, delivery and service vehicles, taxis and buses cannot be used to satisfy these car parking requirements. Additional parking may be provided subject to adequate justification within the required Parking Management Plan. Car parking for other uses such as Consulting Rooms shall be provided in accordance with the Midland Redevelopment Scheme 2 unless it can be demonstrated that the use is ancillary to the predominant use and does not generate the need for additional parking to be provided (e.g. Café).
- Car parking for all subsequent stages of the Midland Public and Private Hospitals shall be determined to the satisfaction of the Authority in accordance with:
  - A Parking and Traffic Study analysing the parking demand and capacity relating to the operation of the Midland Public and Private Hospitals;
  - The capacity and level of service of the surrounding road network;
  - The need for demand management of parking;
  - Any adopted integrated parking strategies for central Midland;
  - The intent of the Department of Health Access and Parking Strategy for Health Campuses in the Perth Metropolitan Area; and





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  - In accordance with any adopted cap on parking provision that may be set for future stages of development in consultation with key stakeholders.
- The required Master Plan shall include a Parking Management Plan that provides an appropriate level of detail to enable comprehensive planning and assessment of car parking provisions in accordance with this document.
- The Parking Management Plan shall detail the effective provision of employee and visitor parking and ancillary parking for operational requirements. The plan shall be subject to update upon application for stages of development or to address issues as required. The following matters shall be addressed:
    - Compliance with the Department of Health's Access and Parking Strategy for Health Campuses in the Perth Metropolitan Area – July 2010.
    - On-site needs and the local context of the site including the potential for future development to occur on other nearby sites.
    - Regional and sub-regional context of the site and its broader catchment area, the capacity of the road network and the ability of the road network to handle peak demand.
    - Provision for various forms of vehicle transport including cars, bicycles, motorcycles and scooters.
    - Accessibility of the site by alternative transport modes - public transport, cycling and walking and its impact on the overall provision of vehicle parking.
    - Management to achieve a maximum 85% modal split for arrival by car upon opening of the Midland Public and Private Hospitals, with the intent of further reducing car travel in accordance with a detailed program of actions.
    - Strategies and targets to promote the use of alternative modes of transport to the private car to the Midland Public and Private Hospitals.
    - Siting and staging of car parking to ensure that existing parking capacity is maintained during subsequent construction phases.
    - Optimising car parking provision through identifying opportunities for shared parking bays for user groups who utilise parking at different times of the day (or days of the week) across the overall parking provision for the site.
    - The developer may consider provision of a public fee-paying car park that caters for the Midland Public and Private Hospitals parking and also demand that may exist from outside of the site boundaries. Where this is sized to incorporate the latter, proposals must be designed to ensure that the provision of the additional car parking capacity does not compromise the Midland Public and Private Hospitals in any

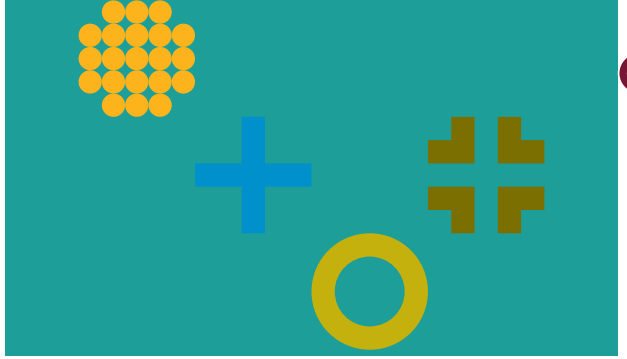
way, including in respect of health service delivery, future expansion capacity and flexibility, and access and travel to, from and within the Health Campus.

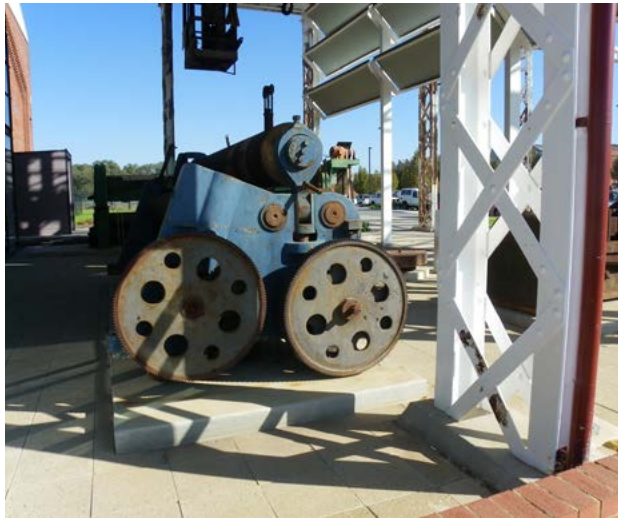
- Staging of development with regard to the provision of vehicle parking and the impact of promotion of increased use of alternative modes of transport to the private car.
- The management of car parking as a single entity across the entirety of the site and its integration as a part of a broader parking management strategy for the central Midland area in consultation with the City of Swan (a stakeholder parking reference group is in operation to coordinate parking outcomes).

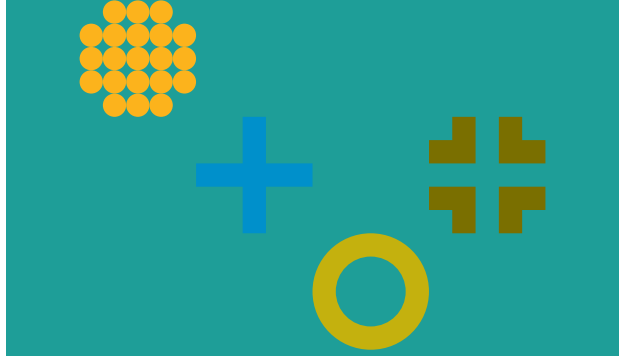
- A detailed Travel Plan shall be prepared in accordance with the Department of Health's Access and Parking Strategy for Health Campuses in the Perth Metropolitan Area – July 2010 and will be required as a condition of development approval and at any subsequent stages.
- Large-scale car parking should generally be provided at the rear of buildings or sleeved with active or administrative uses at the street boundary to minimise visual impact on the street and public spaces. All car parking areas shall be landscaped (refer to Section - Open Space and Landscape).
- Clear directional signage shall be provided to direct drivers to the appropriate parking areas.
- Small-scale car parking may be visible from the street, but such parking is limited to short-term parking for visitors and pick up/ drop off.
- At grade parking, basement parking and decked parking are permitted. Basement parking is encouraged. Semi-undercroft parking may be supported where it appears predominantly solid and reads as though it were part of the base of the building.
- Any parking structure shall be designed with attractive design and detailing that integrates with and makes a positive contribution to the Midland Public and Private Hospitals.
- Where parking is located below ground and abuts a public street, the ground floor level of development above may be raised to a maximum of 1.2 metres above the adjacent footpath level.

Loading and Servicing

- Technological and servicing infrastructure is to be designed as an integral part of the building to minimise visual impact on existing street networks. The Authority strongly encourages planning of these elements early in the design phase to enable better integration.
- Loading docks shall be located on internal access roads and shall not be visible from public streets. Views from Railway Parade shall also be taken into consideration.







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- Auxiliary services such as air conditioning and roof plant shall be suitably screened from public view. Views from future higher development shall also be considered.
- The Authority may consider some servicing elements such as ventilation stacks and water tanks being visible from public view provided that such elements are treated as design elements and are in keeping with visual aspects of the Clayton Precinct's industrial and cultural heritage.

Open Space and Landscape

- Development shall provide a variety of comfortable, safe and attractive outdoor areas such as courtyards, balconies, terraces and roof terraces as breakout spaces for staff, patients and visitors and to provide an attractive outlook from within buildings.
- Development shall be designed to ensure maximum casual surveillance of all publicly accessible open space.
- Open space or landscaping adjacent to Centennial Place is encouraged to facilitate interaction between the public realm and the Health Campus and to act as hub to a potential Transit Oriented Development. This area should not be dominated by car parking. The Authority strongly encourages the inclusion of cafés and other semi-public activity that is accessible from such a space.
- Where open space is provided that abuts the street, it is to be landscaped to a high standard of finish and contain a variety of hard and soft landscaping elements such as public seating, shade awnings or other shading devices (which may or may not be integrated with the adjacent building) and shade trees. Such spaces should enhance the interaction between the activity within the building and the street and provide a clear and direct pedestrian pathway between the train station and the front door.
- Appropriate landscape treatments shall be provided on land identified for future development stages of the Midland Public and Private Hospitals that are visually attractive and well maintained.
- Large canopy shade trees shall be provided to all at grade car parks and external pedestrian links, street edges and boundaries.
- Landscapes should be designed to assist microclimate management and to conserve water. Drought tolerant plants are encouraged and soils should be prepared with soil improvers and mulch. Use of University of WA/ Water Corporation preferred turf species is encouraged.
- Consideration shall be given to CPTED design principles in the design and installation of all landscaping.
- Innovative landscape treatments such as green walls and roofs are encouraged.
- Designers are encouraged to draw from the Landscape Guiding Principles for The Workshops that may assist in

shaping the approach to the landscape for the site

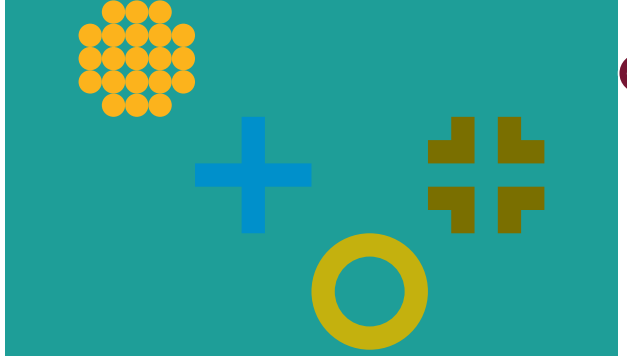
Signage

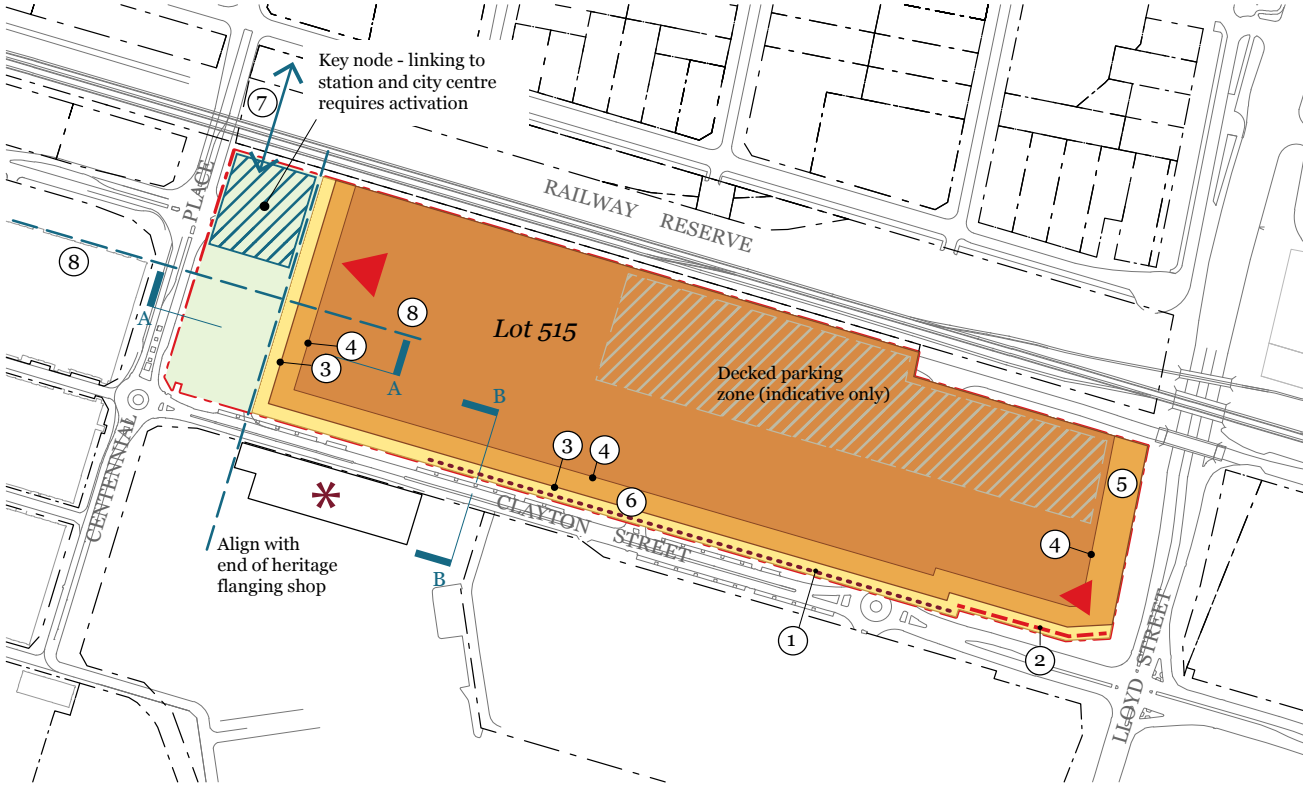
- Key signage locations shall be submitted for the consideration of the Authority at the Development Application stage. The developer is required to demonstrate that the design of signage is integrated with the building design.
- The design and location of signage shall promote way finding, good visual amenity and maximise the potential for passive surveillance on the street by minimising the use of opaque glazing signage treatments at street level.
- The Authority will impose a condition on any development approval for the relevant stage of development requiring that a signage strategy be submitted for consideration and approval by the Authority prior to the commencement of construction

INFORMATION REQUIREMENTS

The information requirements for Development Application reflect the need for a broader range of information for new development within Midland. The aim is to gain a thorough appreciation of the site context, design response and development intent together with a reasonably detailed understanding of the physical form, finish and operation of the development. The assessment process will look for demonstration that the development proposal will provide an appropriate and quality design outcome.

Given the development is likely to be staged the Authority require submission of a Staging Plan for the site.





Legend:

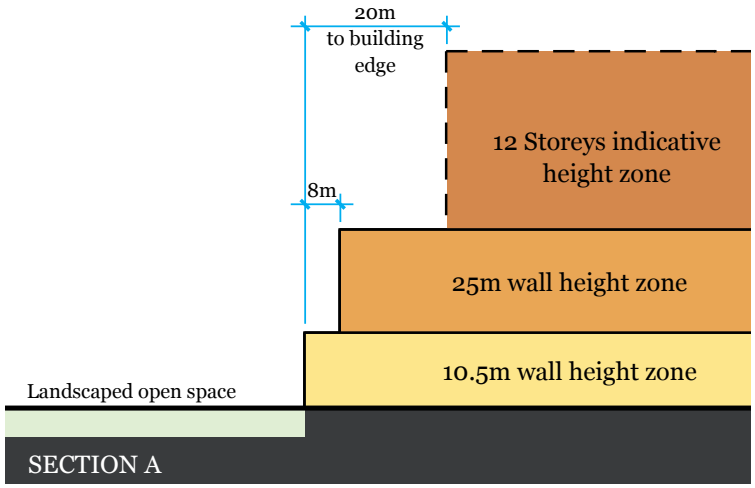
- 10.5m wall height zone
- 25m wall height zone
- 50m indicative height zone
- Open Space
- Iconic architectural element
- Heritage building

Notes:

1. Minimum 2m setback, maximum 4m setback to Clayton Street to enable widening of pedestrian footpath, designated thus: ·····
2. Minimum 6m setback, designated thus: – – –
3. Upper levels to be set back minimum 8m from the building edge nearest to the street.
4. Upper levels to be set back minimum 20m from the building edge nearest to the street.
5. Setbacks to ensure that construction of new development does not compromise proposed Lloyd Street underpass.
6. Desired maximum length of continuous building frontage to Clayton Street is 90m.
7. Make provision for future upper level links across the railway reserve.
8. New development to respond to alignment of Workshops Block 1.

North

FIGURE 5.6: MIDLAND PUBLIC & PRIVATE HOSPITAL SITE SPECIFIC PLAN



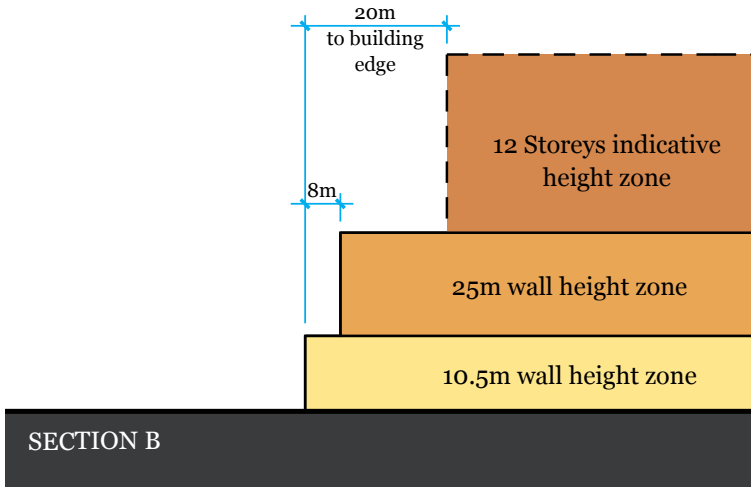


FIGURE 5.7: MIDLAND PUBLIC AND PRIVATE HOSPITAL SECTIONS

Legend

Site Boundary

Building Lower Storeys (Podium)

Building Upper Storeys

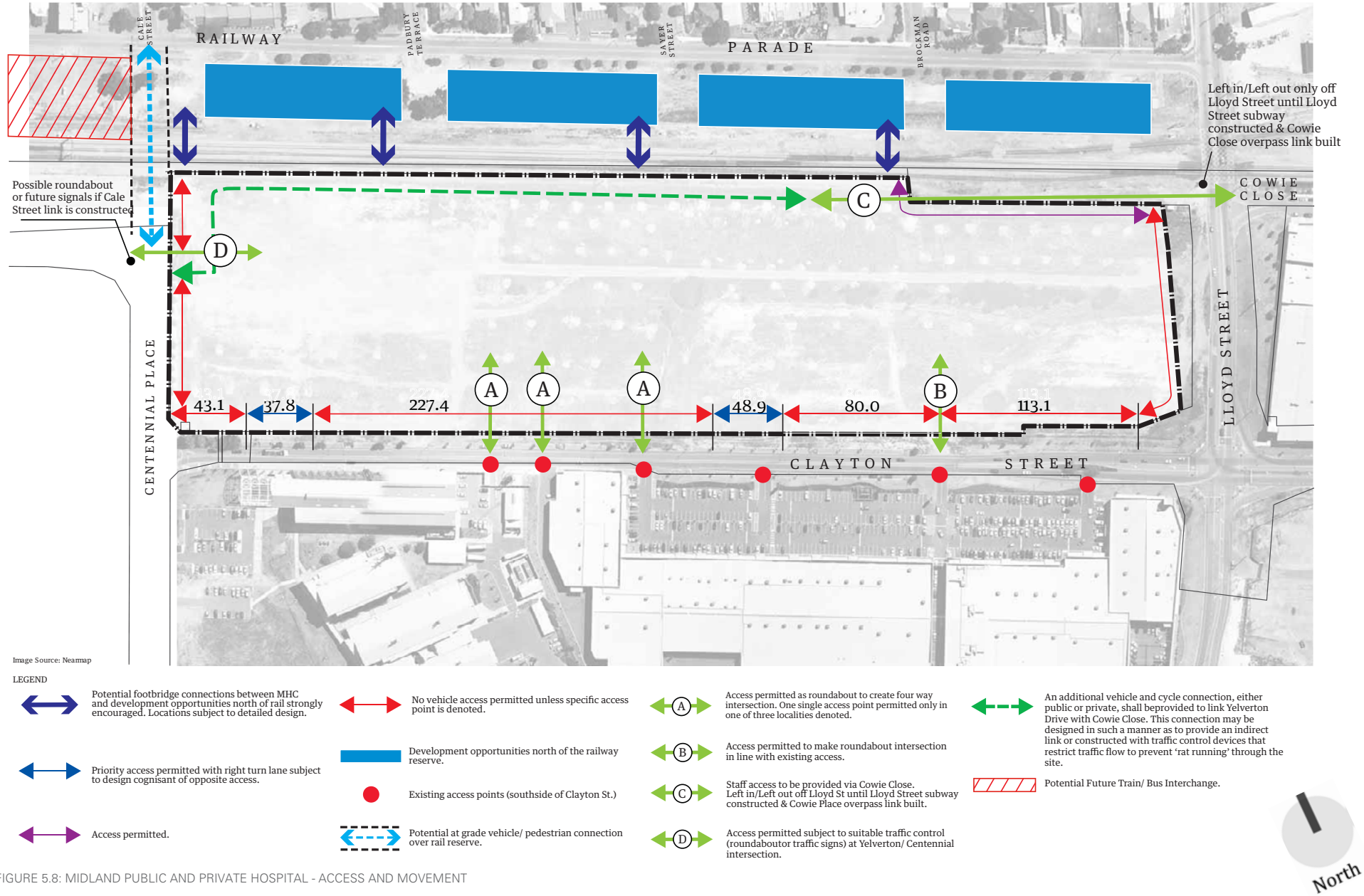
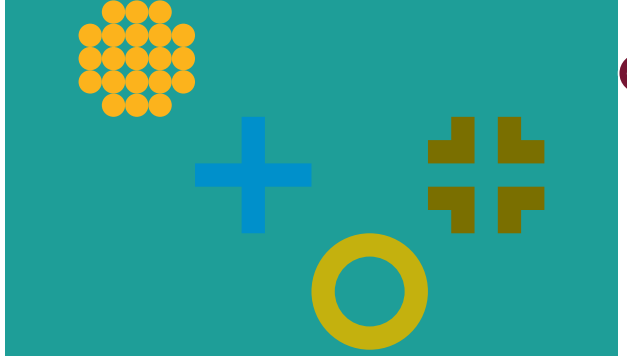


FIGURE 5.8: MIDLAND PUBLIC AND PRIVATE HOSPITAL - ACCESS AND MOVEMENT



5.2.3 Lot 657 Clayton Street (Western Australian Police Service Operation Facility)

DESIGN INTENT

New development will address the Helena River foreshore and surrounding street network. Access will be prohibited from Lloyd Street, however a proposed river link road will provide potential access to the south of the site. Green links will connect the river to the city centre providing respite for workers, residents, hospital patients and visitors to the area. New development will evolve along the proposed river link road sleeving staff parking and securing site operations.

DEVELOPMENT REQUIREMENTS

- Preparation and approval of an In-principle Development Application or Local Development Plan in accordance with the Midland Redevelopment Scheme 2.
- Each stage of development shall be sufficiently complete in itself to deliver an attractive and well-resolved layout.
- All development shall be in accordance with an approved Foreshore Management Plan.
- New development shall be a maximum of 4 storeys at the western edge of the site with the potential to increase to 8 storeys (up to 32 metres) for the portion between the eastern facade of the Flanging Shop to Lloyd Street.
- New development shall address Lloyd Street, Centennial Place and the Helena River foreshore with built form that frames major intersections with major openings breaking up massing and providing passive surveillance of the public realm.
- New development shall respond to the heritage setting through scale, massing, bulk and articulationand the use of materials, detailing and finishes. A contemporary interpretation is considered appropriate such as brick, steel and timber or provide an interpretive response to the architectural aesthetic of the traditional buildings of the Workshops. The industrial buildings style is the most appropriate for larger building elements at the site.
- The rhythm and scale of massing elements must be responsive to the local heritage context and create the perception of several individual buildings rather than a single large mass.
- Incorporation of vertical elements in the façade such as vertically proportioned windows, openings, recesses and projections should be considered as a means of reducing the horizontal emphasis of the building to the streetscape. Form and rhythm to the street edge is to respond to that of the Industrial buildings of the Workshops such as Block 1 and the Flanging Shop.
- A 3 metre landscape strip shall be provided to Centennial Place and the river link road.
- Car parking should generally be provided at the rear of buildings or sleeved with active or administrative uses at the street boundary to minimise visual impact on the street and public spaces. All car parking areas shall be landscaped.
- Large canopy shade trees, at a ratio of 1 tree per 4 car bays, shall be provided to all at grade car parks and external pedestrian links, street edges and boundaries.
- Vehicle access is to be provided in accordance with Figure 5.9. Locations for access and crossovers into the site is limited to the parameters illustrated within this plan unless determined otherwise to the satisfaction of the Authority.

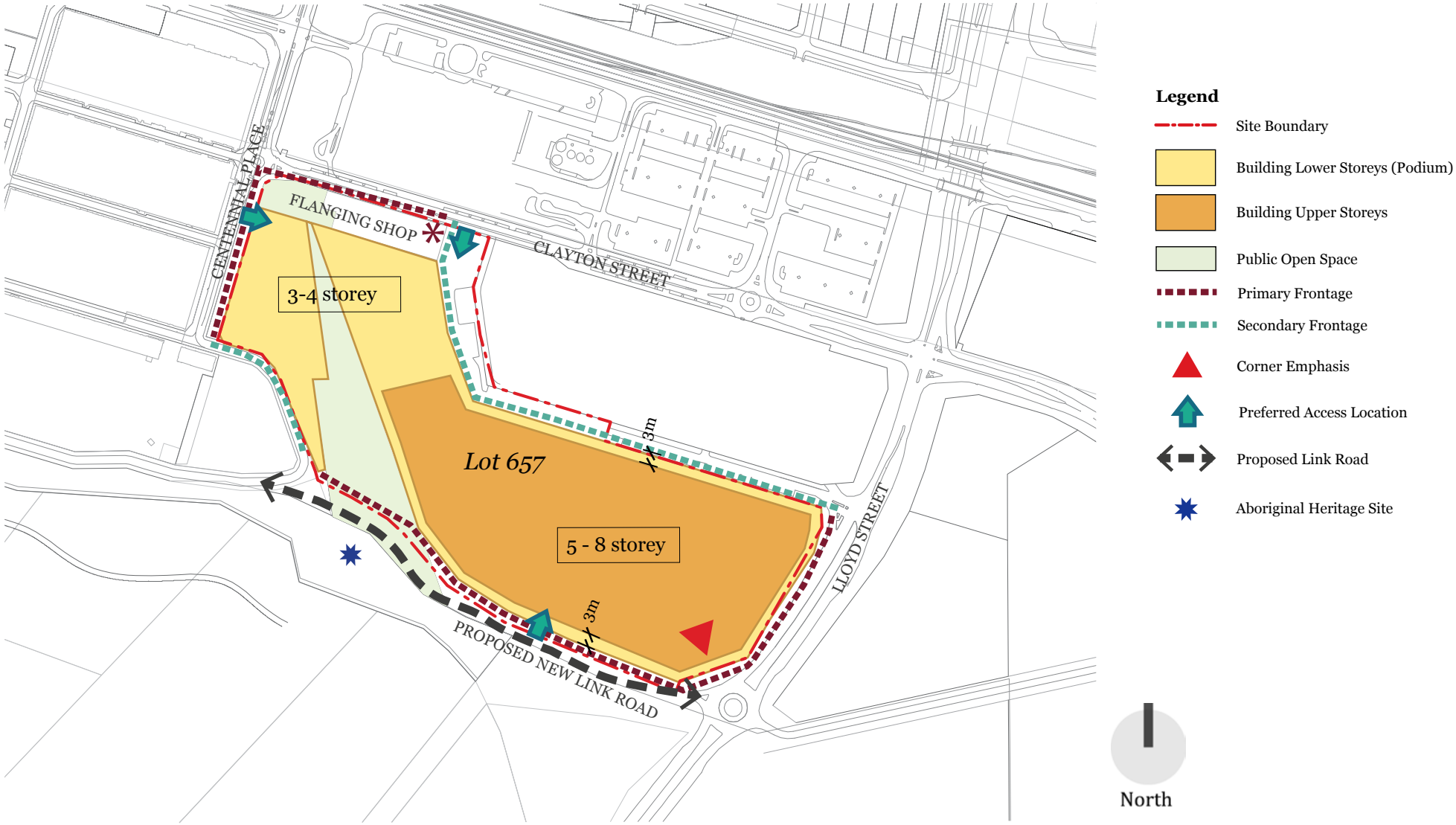
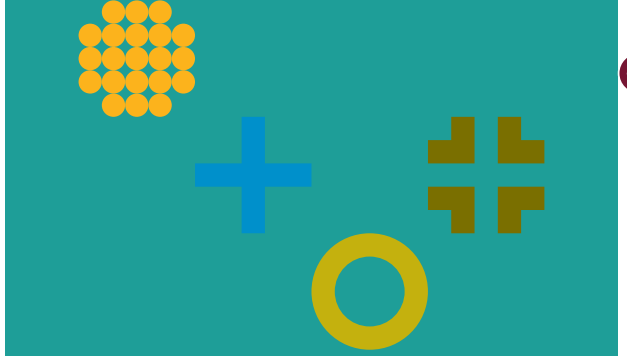


FIGURE 5.9: LOT 657 CLAYTON STREET SITE SPECIFIC PLAN



5.2.4 Lot 15604 & 501 Elgee Road, Bellevue (PTA Railyards)

DESIGN INTENT

Development on these lots will continue or reflect the historic land use for rail operations. New development will be designed to complement existing development within the locality and to reduce the visual impact of the development from across the rail line. Elgee Road will be appropriately landscaped to provide a visual vegetative buffer to the neighbouring properties and passing traffic.

Pedestrians and cyclists will be catered for, with the provision of footpaths and cycle ways. Verges will contain street trees to provide shade for pedestrians and to present a leafy streetscape.

DEVELOPMENT REQUIREMENTS

- Preparation and approval of an In-principle Development Application or Local Development Plan in accordance with the Midland Redevelopment Scheme 2.
- New development shall be a maximum of 4 storeys or 13.5m.
- A 3m landscape strip shall be provided to Elgee Road, Robinson Road and Lloyd Street.
- A dual use path shall be provided to Elgee Road which provides an interim connection to the Principal Share Path at Lloyd Street.
- New development shall address Lloyd Street and Elgee Road by providing built form which frames major intersections with major openings breaking up massing and providing passive surveillance of the public realm.
- New development shall respond to the locality through scale, massing, bulk and articulationand the use of materials, detailing and finishes. A contemporary interpretation is considered appropriate such as brick, steel and timber.
- The industrial buildings style is the most appropriate for larger building elements at the site.
- The rhythm and scale of massing elements must be responsive to the locality and create the perception of several individual buildings rather than a single large mass. The extent to which this requirement is achieved will need to have regard to the functionality of site operations.
- Car parking should generally be provided at the rear of buildings or sleeved with active or administrative uses at the street boundary to minimise visual impact on the street and public spaces. All car parking areas shall be landscaped.
- Large canopy shade trees, at a ratio of 1 tree per 4 car bays, shall be provided to all at grade car parks and external pedestrian links, street edges and boundaries.

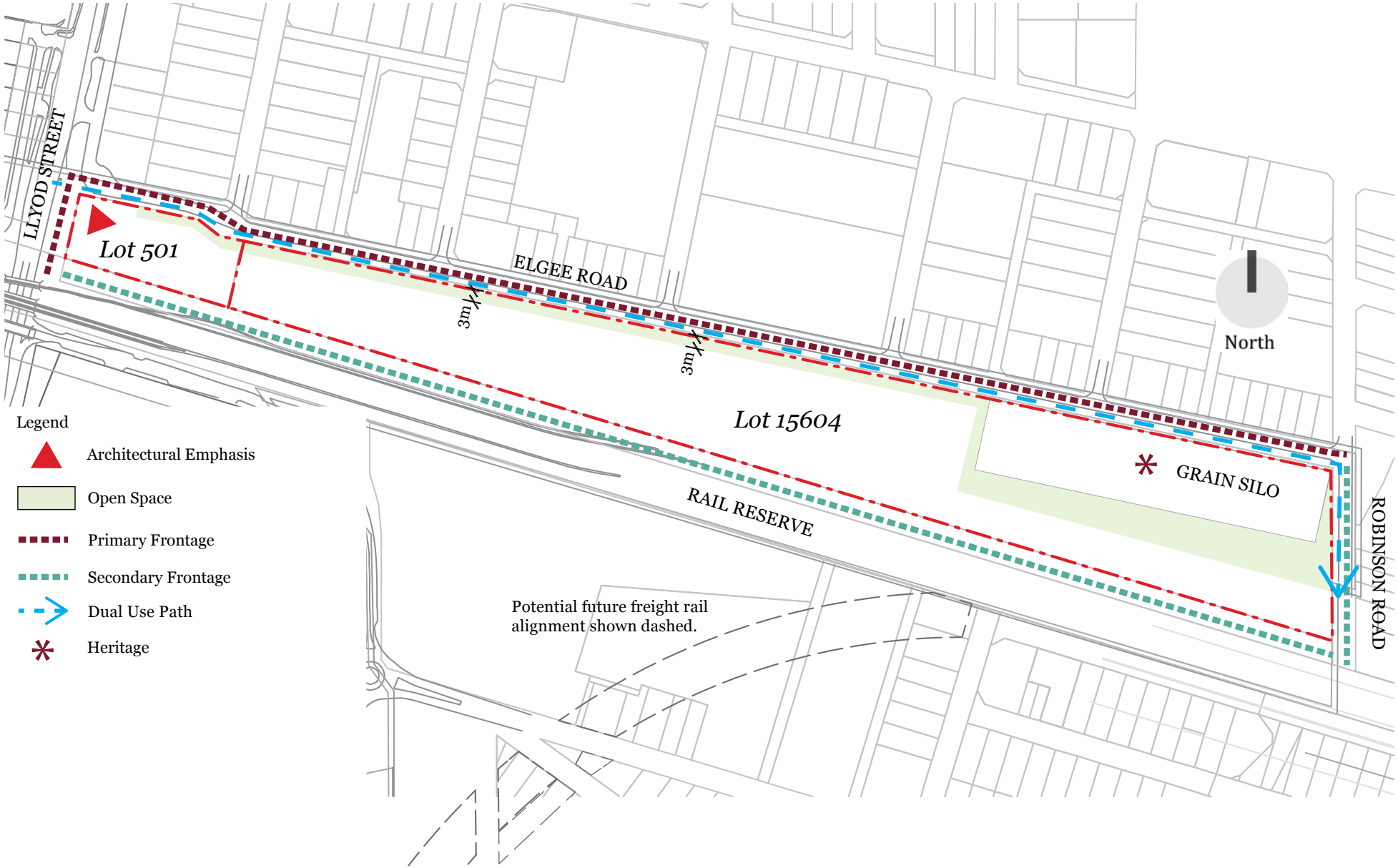


FIGURE 5.10: PTA RAILYARDS SITE SPECIFIC PLAN

5.2.5 Lots 14241, 656 and Lot 657* Clayton Street, Bellevue (Midland Saleyards)

*Lot numbers are subject to change

DESIGN INTENT

This area will provide high quality development housing research and light industry and other commercial uses such as high end showrooms generating employment for Midland.

Land may be required for a future bus depot in the southern corner to support the Public Transport Authority operations in the eastern metropolitan region.

Development will provide additional light industry or commercial land uses close to the Midland Town Centre. The area will take full advantage of its access to the regional road network including Lloyd Street. High quality well designed buildings that address the public realm including Clayton and Lloyd Streets. The built form will help provide a premier location for business. A landscaped public realm will provide a relief to the expanses of development. The design guidelines seek to reinforce the sense of safety and overall comfort for users of the area including pedestrians and workers.

DEVELOPMENT REQUIREMENTS

- Compliance with Section 5.2.2.
- Preparation and approval of an In-principle Development Application or Local Development Plan in accordance with the Midland Redevelopment Scheme 2.
- Each stage of development shall be sufficiently complete in itself to deliver an attractive and well-resolved layout.
- A gateway building element is at the corner of Clayton Street and Lloyd Street to reflect the role of this intersection as the new entry to Midland once the Lloyd Street extension is connected to Great Eastern Highway Bypass.
- The layout of the site is to assist in wayfinding, circulation and ease and comfort of pedestrian movement.
- The layout shall provide a well-connected street system or provide for the later subdivision of the site into a street based locality.
- Subdivision is to provide a link road through the site between the proposed roundabouts at Clayton Street and Lloyd Street as indicated on Figure 5.1.
- Car parking should generally be provided at the rear of buildings or sleeved with active or administrative uses at the street boundary to minimise visual impact on the street and public spaces. All car parking areas shall be landscaped.
- Large canopy shade trees, at a ratio of 1 tree per 4 car bays, shall be provided to all at grade car parks and external pedestrian links, street edges and boundaries.
- The cultural significance of the former Midland Saleyards at Lot 14241 Clayton Street, Bellevue is to be communicated into development.

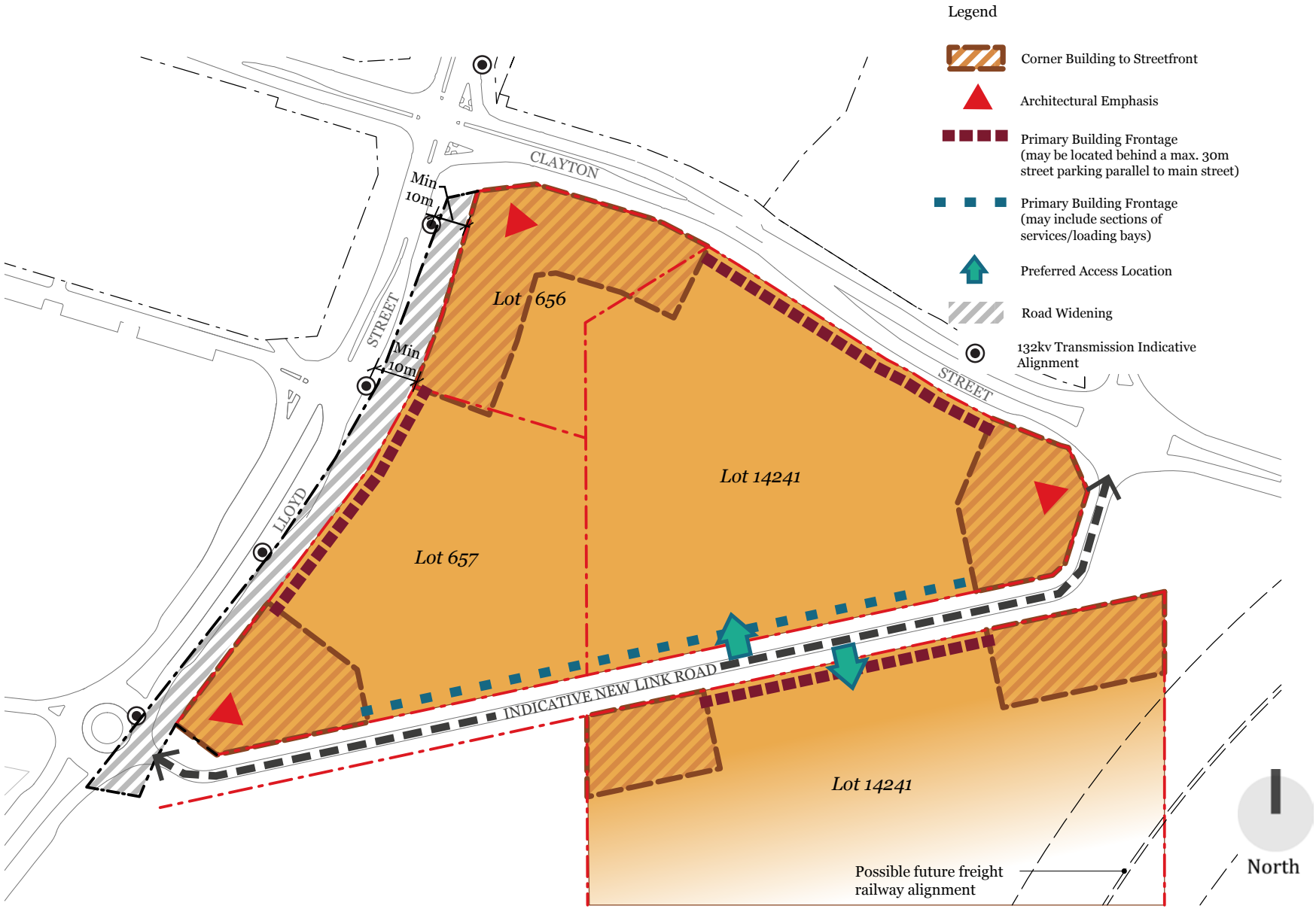
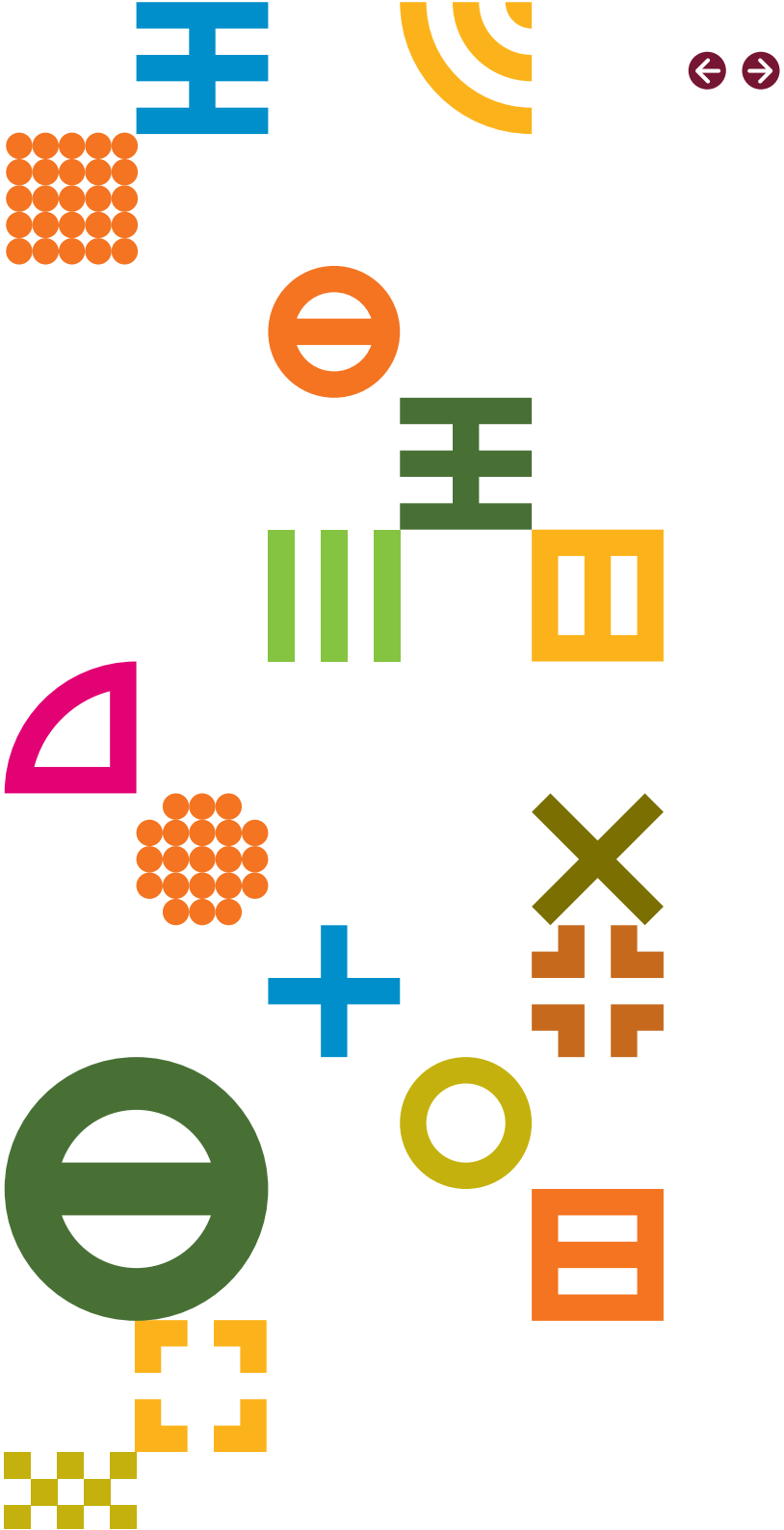


FIGURE 5.11: LOTS 14241, 656 & 657 CLAYTON STREET SITE SPECIFIC PLAN

DOCUMENT CONTROL

Adoption Date:	6 April 2016

Amendment Date:	**Nature of Amendment:**



GOVERNMENT OF WESTERN AUSTRALIA

MRA Metropolitan Redevelopment Authority

Phone (08) 6557 0700
Facsimile (08) 9281 6020
Email reception@mra.wa.gov.au
TWITTER/ @VitalPerth FACEBOOK.COM/ perthculturalcentre
Postal address Locked Bag 8, Perth Business Centre WA 6849