

Murdoch Activity Centre Mixed Use Precinct and Main Street Design Guidelines

Design Guidelines Text

October 2011

Department of Planning

Introduction

By 2031 the Perth and Peel regions will need to provide for 550,000 new people, 328,000 new homes and 353,000 new jobs.

Directions 2031 proposes Activity Centres and Transit Oriented Development as fundamental to a successful future for Perth.

As part of this strategy a specialised activity centre is proposed for Murdoch at the South Street Bus/Rail Interchange.

Directions 2031 and beyond: Metropolitan Planning Beyond the Horizon

Directions 2031 is the new strategic framework for guiding Perth and Peel and recognises the benefits of a more consolidated city while working from historic patterns of urban growth. Importantly, the framework sets achievable goals that will promote housing affordability over the longer term. Directions 2031 addresses urban growth needs and also take into consideration the need to protect our natural ecosystems.

The framework provides for different lifestyle choices, vibrant nodes for economic and social activity and a more sustainable urban transport network. The framework will also encourage a long-term approach to the provision of infrastructure in an economically sustainable way.

The key themes of Directions 2031 are:

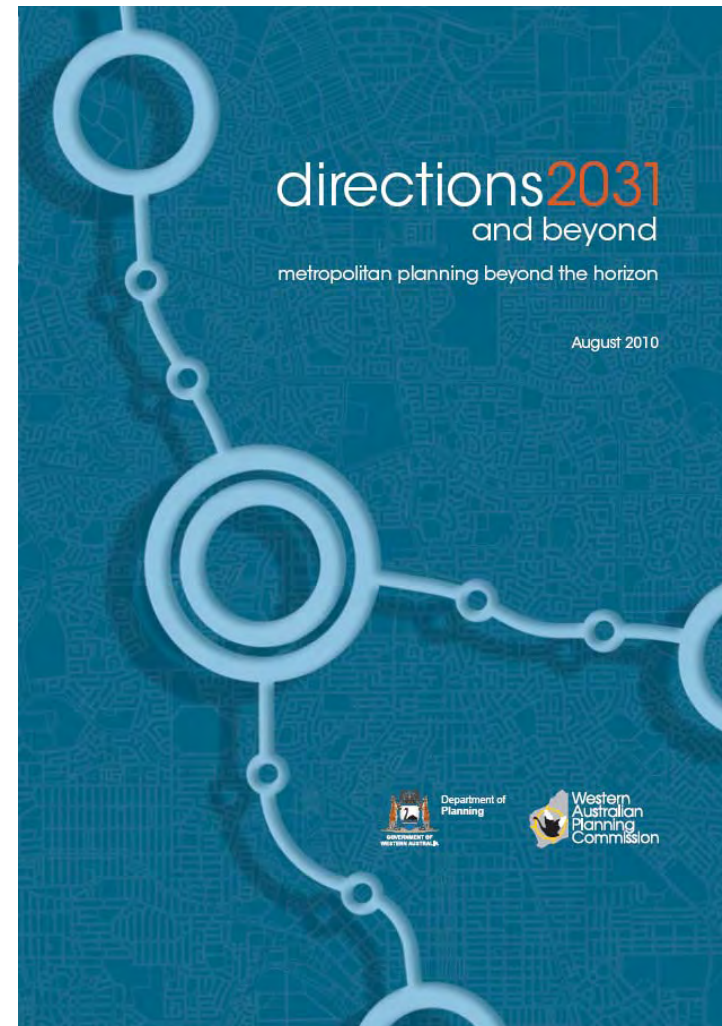
Liveable - *Living in, or visiting our city should be a safe, comfortable and enjoyable experience.*

Prosperous - *Our success as a global city will depend on building on our current prosperity.*

Accessible - *All people should be able to easily meet their education, employment, recreation, service and consumer needs within a reasonable distance of their home.*

Sustainable - *We should grow within the constraints placed on us by the environment we live in.*

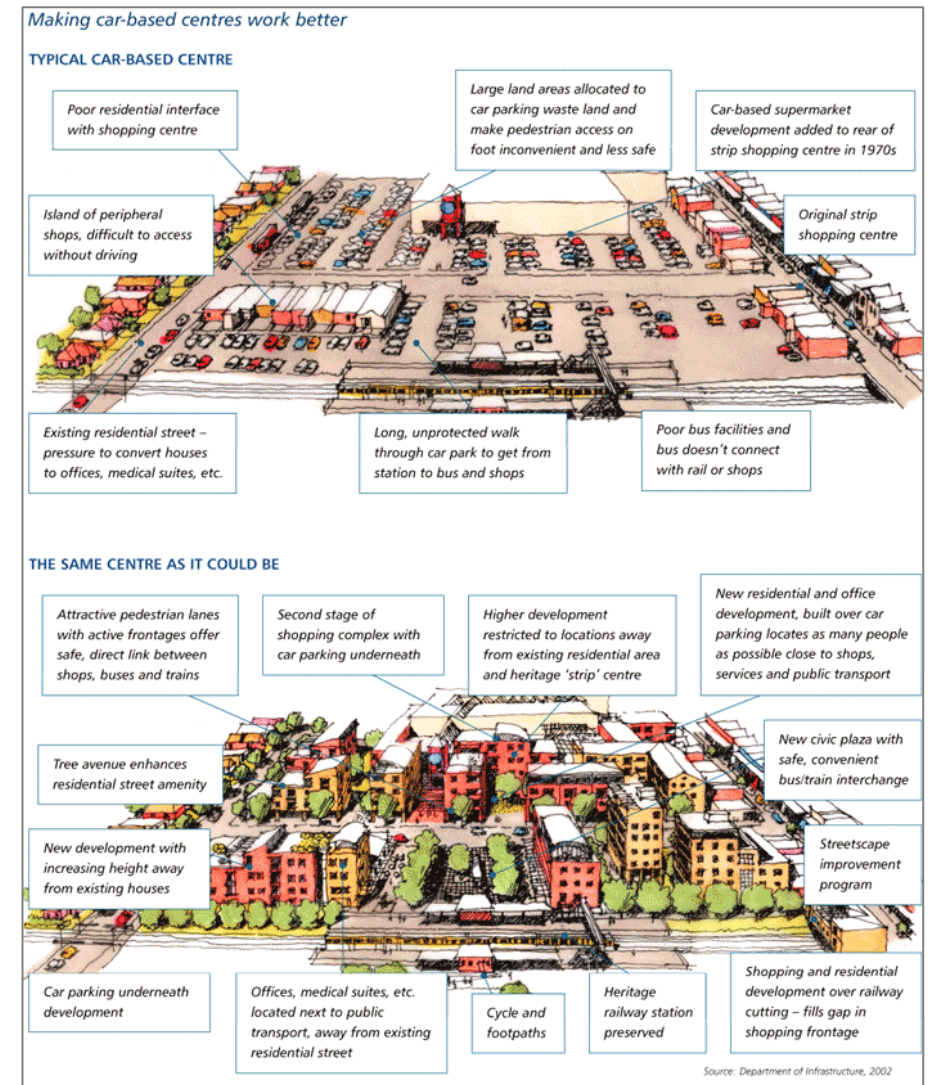
Responsible - *We have a responsibility to manage urban growth and make the most efficient use of available land and infrastructure.*



Activity centres network:

Activity centres are hubs that attract people for a variety of activities, such as shopping, working, studying and living. These areas consist of a concentration of commercial uses, combines with a varying proportion of other land uses. In some cases they may develop around a large facility, such as a university, rather than a commercial centre. The role and function of centres, and the diversity of activities within them will vary depending on their catchment; however, in general they will:

- Provide services, employment and activities that are appropriate for and accessible to the communities they support;
- Be integrated with and encourage the efficient operation of the transport network, with particular emphasis on promoting public transport, walking and cycling and reducing the number and length of trips
- Be designed based on transit oriented design principles
- Provide opportunities as places to live through higher density housing and the development of social and cultural networks;
- Encourage the agglomeration of economic activity and cultivation of business synergies; and
- Support the development of local identity and sense of place.



Design Guidelines

The concept of design guidelines for the Murdoch Activity Centre Main Street and Mixed Use Precinct was first introduced in the Murdoch Activity Centre Structure Plan – Part A (MACSP), which was endorsed in June 2007 by the Western Australian Planning Commission. It was identified that there was a need to develop design guidelines to provide for continuity of design and ensure quality outcomes that would support the function of the Activity Centre in line with Directions 2031 principles.

The approach taken is to concentrate on understanding the function of the Centre and the inter-relationships between movement, land uses, economic values, built form, environmental systems and human aspirations. Problems that exist in towns and cities are largely the result of considering the above factors in isolation. By considering these issues mutually it will ensure that their inter-relationships are fully understood, and improve the underlying function of the Centre.

These guidelines refer to a specific study area within the Murdoch Activity Centre, being the Mixed Use Precinct (MUP) and Main Street, as reflected in Figure 1 in the Study area in the context of the Murdoch Activity Centre Structure Plan – Part A, WAPC 2007). This study area is further divided into several Precincts. These Precincts reflect an area of primary interest, particularly for the purpose of developing design guidelines and are broadly reflected in Figure 2. Whilst the final layout and design of the precinct have changed since the MACSP Part A, the principles of the design endorsed for the structure plan by the WAPC remain the same. The final precinct layout is illustrated in Figure 3.

Figure 1 - Study Area

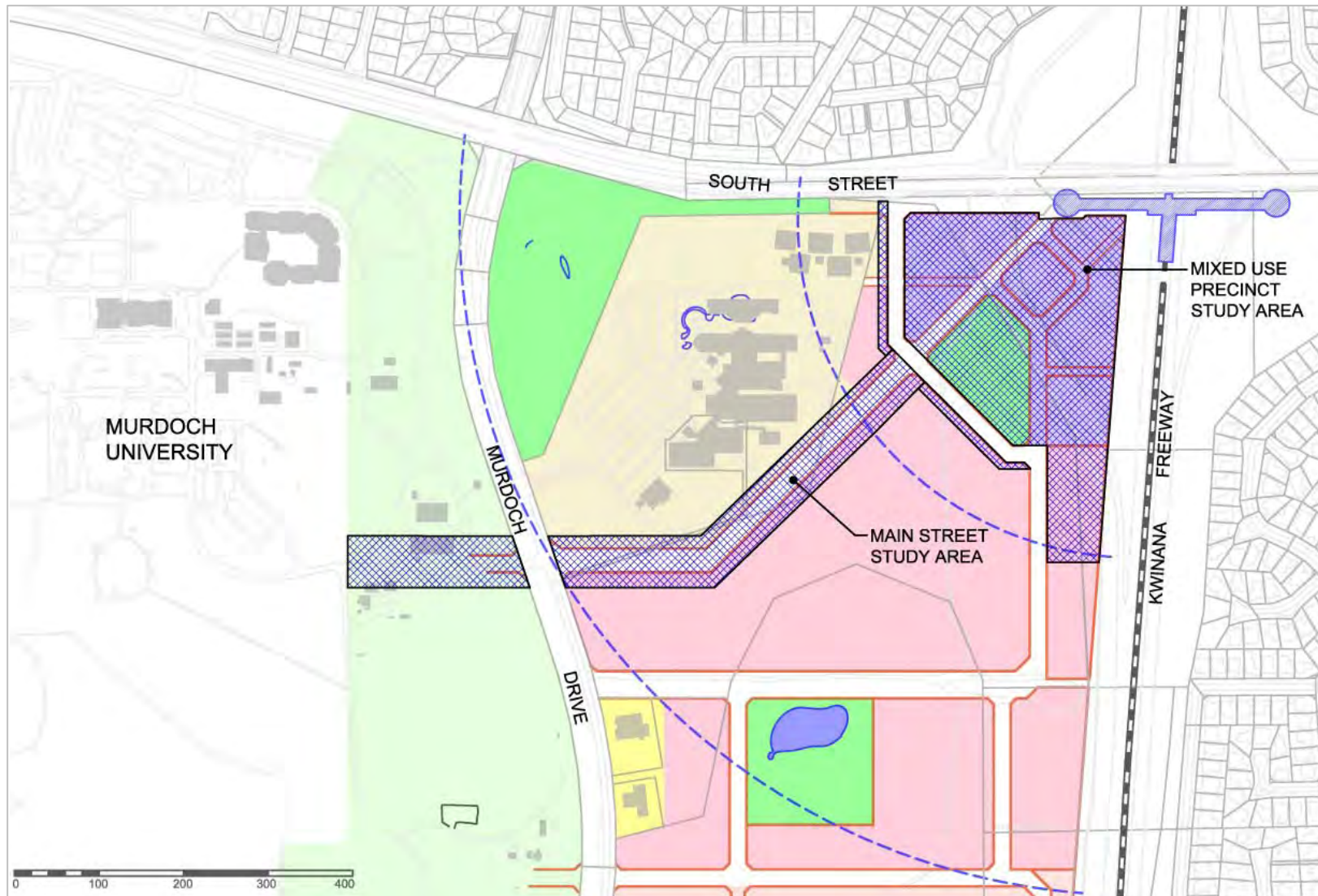


Figure 2 - Study Area Precincts

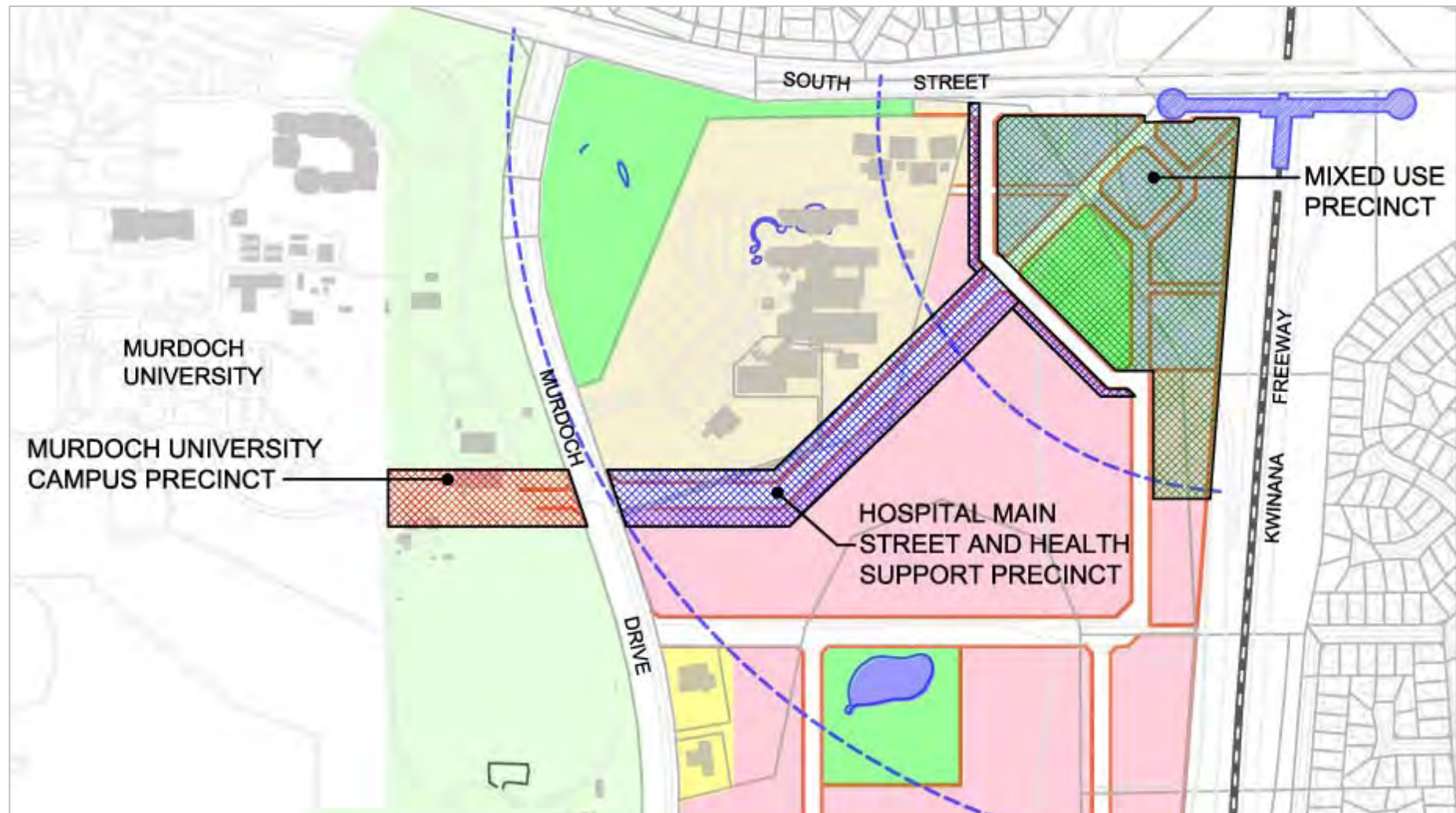
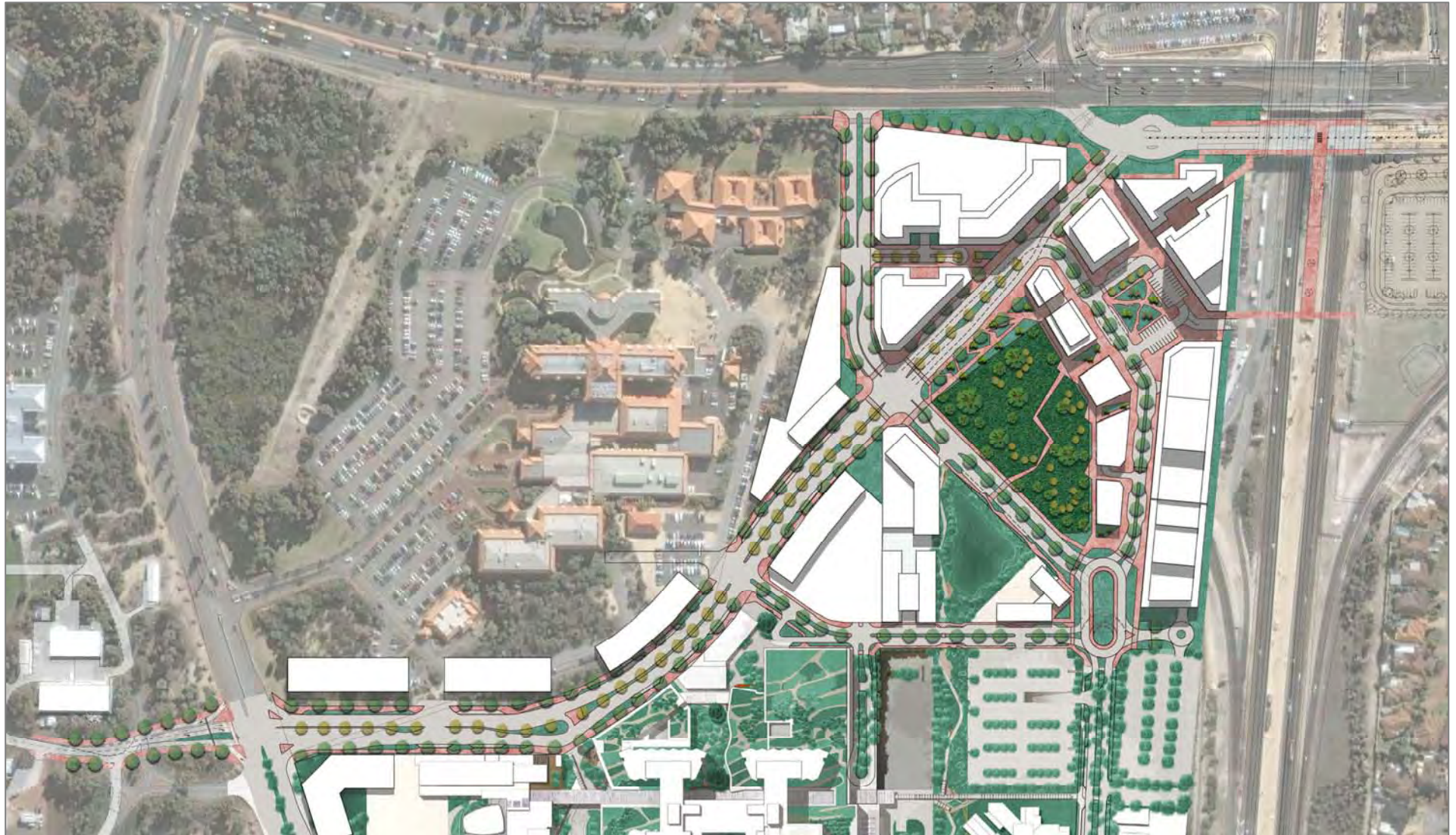
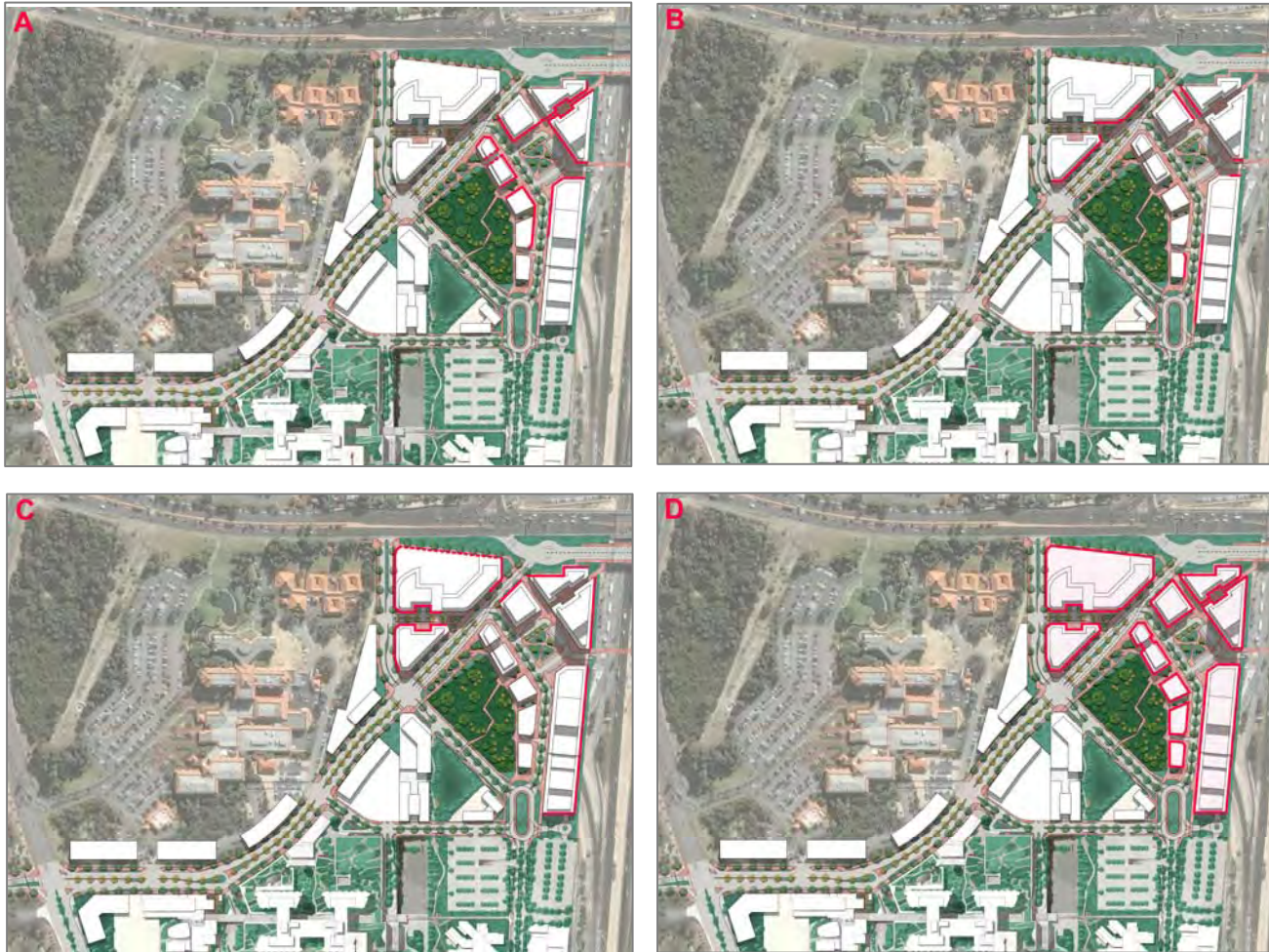


Figure 3 – Precinct Layout Plan



The MUP is further divided into areas of focus pertaining to affected at grade street frontages (A-C) and upper levels street frontages (D – first floor and above) as illustrated in Figure 4.

Figure 4 - Precinct Layout Plan



The Health Support Precinct (HSP) (see Figure 5) is located on the border of the 400m walkable catchment from the station, between the MUP and the FSH. It is subject to market driven forces in terms of its development (timing and type), even though it is within the FSH/Department of Health site. The Health Support Precinct is considered to be the interface between the FSH and the MUP.

Figure 5 - Health Support Precinct



The balance of Main Street, between the Health Support Precinct and Murdoch Drive is referred to in these guidelines as the Hospital Main Street (HMS), and the extension of Main Street within Murdoch University (Discovery Way) is referred to as the Murdoch University Campus Precinct (MCP) (see Figure 6).

Figure 6 - Hospital Main Street and Murdoch University Campus Precinct



Hospital Main Street



Murdoch University Campus Precinct

The guidelines have been developed to support the City of Melville and the Western Australian Planning Commission to encourage the development of a vibrant Main Street and Mixed Use Precinct at Murdoch, inclusive of the new Fiona Stanley Hospital (FSH), St John of God Hospital (SJOGH) and Murdoch University.

Development proposed within the MUP and along Main Street should be considered against the 'Performance Criteria' provisions within this document, which are identified numerically after the letter 'P' (i.e. P3.8), and against the Objectives.

An Urban Design Statement demonstrating and explaining the positive townscape contribution of the proposal should accompany development applications within the area defined by these guidelines and will be reviewed by Department of Planning and/or City of Melville experts with backgrounds in relevant disciplines such as Landscape Architecture, Architecture, Urban Design, Town Planning, Interior Design, Built Form Sustainability or other, at the discretion of the WAPC and/or the City of Melville. Further detail of the requirements of the Design Statement can be found in 15.0 Design Statements.

Where applicable, the definitions of terms and expressions used in this document should have the same meaning as set out in the City of Melville's Community Planning Scheme No 5 (CPS5). Where a term or expression is used that is not included in the CPS5, the interpretation of that term or expression is included in Section 16.0 Interpretations of this document.

The guidelines are structured around 6 Elements of design consideration, being:

- Site Planning;
- Built Form;
- Station Interface;
- Public Spaces;
- Parking and Servicing; and
- Safety and Security.

Bonus Criteria also form part of these design guidelines, where specific built form outcomes are proposed through the 6 Design Elements.

The guidelines have been divided into precincts that share similar urban design character and aims.

Part One of this document relates to all precincts within the Study Area and each Performance Criterion relates to development within the whole of the Main Street and Mixed Use Precinct (excepting where the Murdoch University South Street Campus Development Strategy and Development Design Guidelines prevail).

Part Two of this document addresses Performance Criteria provisions which are specific to certain locations.

Related Documents

State Planning Policy 3.1 – Residential Design Codes

The purpose of SPP 3.1 (the Residential Design Codes of WA 2002 as amended, or the R Codes) is to provide a comprehensive basis for the control, through local government, of residential development throughout Western Australia. They are intended to cover all requirements for planning control purposes and to minimise the need for councils to introduce separate planning policies or variations to these matters.

SPP 3.1 outlines design requirements for housing density, streetscape, boundary setbacks, open space, access and car parking, site works, building height, privacy, design for climate, and incidental development. The policy is incorporated into all town planning schemes across the state and is therefore to be considered as part of CPS5.

These Design Guidelines have been established as an alternative to the requirements of the R Codes within the Study Area only. Where these Guidelines are silent on a particular matter, the R Codes should prevail. The definitions of terms and expressions used in this document should have the same meaning as set out in the City of Melville's CPS5 and in the R Codes.

Development Control Policy 1.5 – Bicycle Planning

Development Control Policy 1.5 – Bicycle Planning (DC 1.5) was adopted by the WAPC in 1998 as a response to the issues of:

- Adverse environmental affects of motor vehicles;
- Encouraging low energy lifestyles as a result of the 1970's 'energy crisis';
- Efficient use of transport infrastructure; and
- Road congestion and demand for car parking.

The policy aims to make cycling safer and more convenient for users; to ensure that adequate planning for cyclists is undertaken; to encourage the use of bicycles as an alternative to private motor vehicle use; highlight the benefits of cycling; and to ensure adequate provision of cycling facilities is considered in statutory planning processes.

State and local government support the policy in the design and development of transport routes and new subdivisions. The policy identifies the type of service provision required and where such provision is encouraged.

Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development (DC 1.6) is an amendment to the 1999 Development Control Policy 1.6 Planning to Enhance Public Transport Use. It was amended and adopted in 2005 by and for the WAPC to reflect the Government's vision for a sustainable future, and is in line with the Directions 2031 strategy and TOD principles.

The objectives of DC 1.6 can be summarised as follows:

- To promote and facilitate an alternative to private vehicle use;
- To enhance accessibility to services and facilities;
- To improve equity for those without a private vehicle;
- To encourage development that allows planning for more efficient public transport;
- To reduce the instance of contra-flow during peak periods by creating departure points that are also destinations;
- To ensure the optimal use of land within Transit Oriented Developments (activity centres);
- To ensure that transit infrastructure facilitates transit supportive development by maximising safety, security and convenience;
- To promote and facilitate walking and cycling within Transit Oriented Developments; and
- To promote and facilitate integrated transport nodes and activity corridors.

DC 1.6 is supported and encouraged by the State in several ways. The implementation of the policy is integral to the process of Town Planning Scheme, Metropolitan Region Scheme, and local planning policy development and review. It is aligned closely with Directions 2031 and the principles of TOD development.

The policy is also expected to be considered in the determination of development applications for the subdivision, development of land and redevelopment of existing areas within transit oriented localities as identified by the Directions 2031 Framework.

Contents

Introduction	i
Design Guidelines	iv
Related Documents	xiii
PART ONE	5
1.0 Site Planning	6
Form and Character	6
Street Setbacks	7
Side and Rear Setbacks	8
Building Height	9
Responsiveness to Street Layout	12
Permissible Land Uses	13
Mix and Distribution of Uses	14
Protection of Identified Vegetation	15
Levels	17
Universal Access	17
2.0 Built Form	18
Appearance/Facades	18
Site Coverage	19
Roof-scape	20
Articulation	21

Privacy	23
Sustainability	24
Materials	27
3.0 Station Interface	28
Station Environs	28
Passenger Facilities	29
4.0 Public Spaces	30
High Quality Public/Private Spaces	30
Street Edges	31
Retaining Walls	32
Fencing	32
5.0 Parking and Servicing	33
Parking	33
Servicing	34
6.0 Safety and Security	35
Safety and Security	35
PART TWO	38
7.0 Mixed Use Precinct Area A	39
8.0 Mixed Use Precinct Area B	46
9.0 Mixed Use Precinct Area C	51

10.0 Mixed Use Precinct Area D	56
11.0 Health Support Precinct	62
12.0 Hospital Main Street	66
13.0 Murdoch University Campus Precinct	69
14.0 Bonus Criteria	70
15.0 Design Statements and Expert Advice	72
Design Statement	72
16.0 Interpretations	73

Table Index

Table 1 End of Journey Facilities	45
-----------------------------------	----

Figure Index

Figure 1 - Study Area	v
Figure 2 - Study Area Precincts	vi
Figure 3 - Precinct Layout Plan	vii
Figure 4 - Precinct Layout Plan	viii
Figure 5 - Health Support Precinct	ix
Figure 6 - Hospital Main Street and Murdoch University Campus Precinct	x

Figure 7 - Building Heights Plan	10
Figure 8 - Measurement of NGL	11
Figure 9 - Land Fronting the Conservation Area	16
Figure 10 - Landmark Sites/Facades	22
Figure 11 - Colonnade Frontages	40
Figure 12 - Pedestrian Links	41

PART ONE

The Murdoch Activity Centre Vision

The Murdoch Activity Centre (MAC) is proposed to be a vibrant hub of activity supporting the primary education and health functions of the area. World class hospital and educational facilities form one part of a busy commercial and residential area, which is frequented by regular users of the precinct but is also accessible and legible to a casual user. Public transport is an integral part of the precinct and is considered essential in delivering a precinct which has reduced car dependency.

1.0 Site Planning

Form and Character

Objective - To reinforce the unique identity of the Main Street and Mixed Use Precinct by forming distinct street character, to form urban landmarks and to form urban vistas to key locations inside and outside the Precinct

The character of a street resides not just in the buildings along the street, but also in their relationship to each other, the spaces and barriers provided by roof form and height and in streetscape elements such as trees, fences, signs, poles, wires, kerbs, pavements and their colours and textures.

Character also involves people and their cultural context. Any new development should contribute to the character of a street and be influenced by the urban setting and context, the composition, use and proportions of the surrounding development and active frontages.

- P1.1** Development should respond to the urban design principles identified in Section 6.3 of the Murdoch Activity Centre Structure Plan Part A.
- P1.2** Developments should be sympathetic to the surrounding environment in composition, proportion, materials, colours and finishes
- P1.3** Shopfronts at ground floor level should provide for attractive window displays, active frontages and restrained signage.



Streetscape elements



Street Setbacks

Objective – To maintain a continuous urban wall enhancing the existing streetscape and providing active and interesting pedestrian experiences

Ensure that the setback to buildings contributes to a distinct street character and that the form of multi-level development is sensitive to pedestrian scale

New buildings that are setback from the street boundary could adversely affect the vibrancy and activity required to support an Activity Centre

- P2.1** New buildings within all precincts should predominantly be designed with a nil setback to the front boundary, with a maximum setback of 1.5 metres to allow for building façade design features and articulation.
- P2.2** Development that proposes a variation to this setback by way of public spaces and plazas will be considered on their merit, where the development of appropriate public spaces/plazas is considered to contribute to the quality of the Main Street and Mixed Use Precinct.
- P2.3** The front façade of any building which has an overall height greater than 18 metres above ground level should provide a setback of 5 metres from the front boundary for that portion of the building which exceeds 18 metres above ground level (allows 4 storeys of commercial with a nil setback). This will provide a consistent building height at street frontage in a podium effect, whilst ensuring that the bulk of the overall height of the building does not dominate the streetscape.
- P2.4** Notwithstanding the requirements of **P27.3** and **P27.4**, colonnades or awnings are required where practicable for all development at ground level, particularly adjacent to corner truncations to contribute to pedestrian flow and comfort. Where colonnades are proposed the minimum dimensions should be consistent with **P27.4**.
- P2.5** The WAPC and/or the City of Melville may permit Front, Side and Rear setback variations for development in accordance with the Bonus Criteria in Section 14.0 Bonus Criteria.



Podium elements



Public plazas



Side and Rear Setbacks

Objective – To provide a continuity of frontage to encourage activity and provide interest whilst allowing for view corridors from multi-level developments throughout the Main Street and Mixed Use Precinct.

- P3.1** Any new development in the Study Area should be built up to both side boundaries and may be built up to the rear boundary for the portion of wall up to the height of the podium, except for those side boundaries abutting a road reserve or pedestrian path, where the front setback provisions should apply.
- P3.2** Notwithstanding P3.1, where a pedestrian access way has been identified adjacent to a side boundary of a development site, the development should be required to address the pedestrian access way.
- P3.3** Development above the podium height should complement adjacent properties and be designed to allow for adequate access to sunlight and ventilation for all developments within the Main Street and Mixed Use Precinct

Public plazas



Development addressing pedestrian access ways



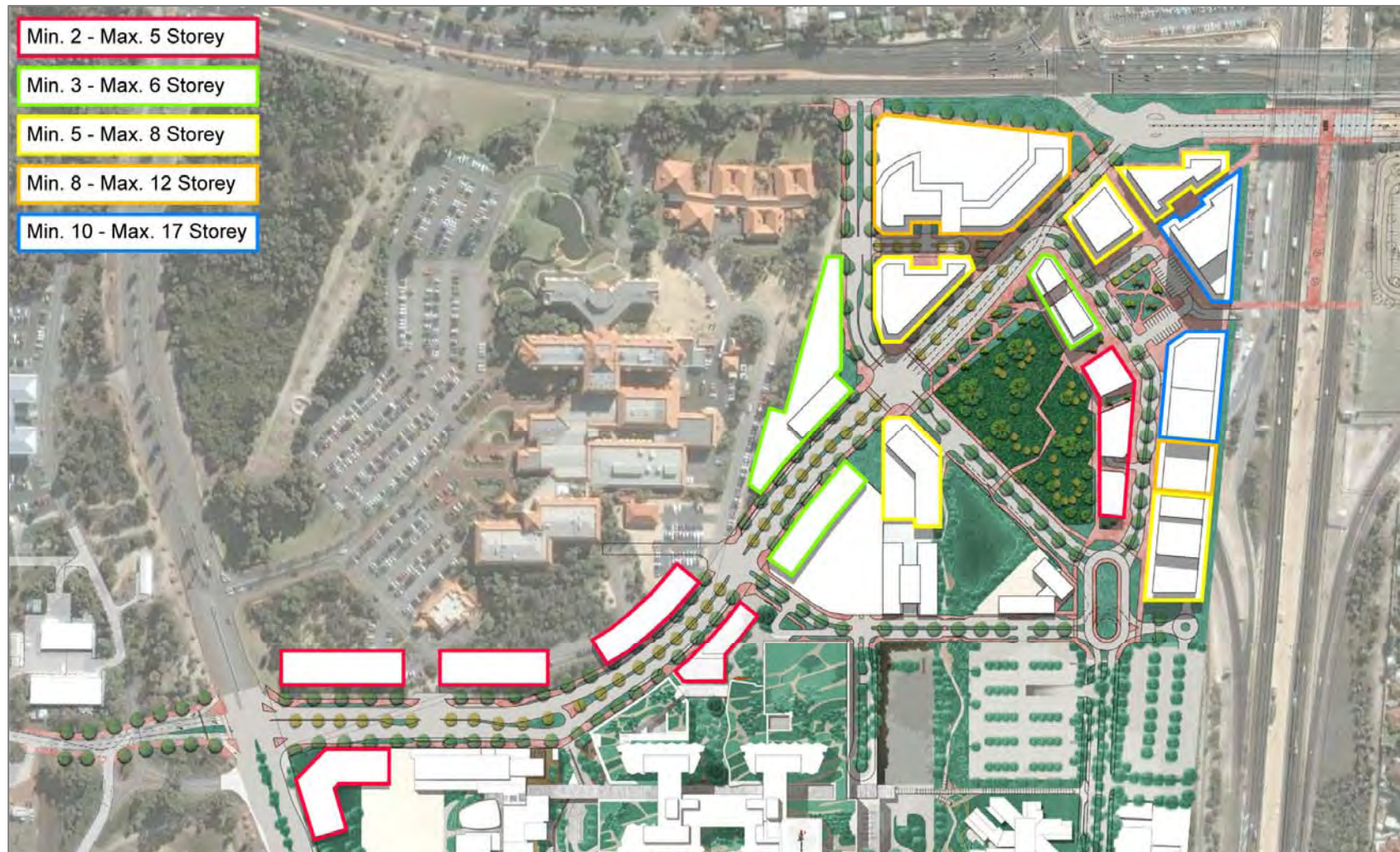
Building Height

Objective – To encourage substantial activity in the Precinct by allowing for taller buildings to accommodate a variety of uses.

To ensure that building heights are consistent with the desired scale and built form of the Precinct, to facilitate 'Landmark' (iconic) development at key site locations and to ensure that built form takes full advantage of the development opportunity to support the desired activity in the centre.

- P4.1** Minimum building heights should be in accordance with the Building Heights Plan (Figure 7) and should be measured from the natural ground level.
- P4.2** Maximum building heights should be in accordance with the Building Heights Plan (Figure 7) and should be measured from the natural ground level.

Figure 7 - Building Heights Plan



- P4.3** Notwithstanding that Building Height may be subject to bonus development criteria, the total maximum height of any building should be in accordance with the Jandakot/CASA Obstacle Limitation Surface, measured from Australian Height Datum (AHD).
- P4.4** Building height is the maximum vertical distance between NGL along the street frontage to the wall height of the upper-most storey of the building (see Figure 8). This measurement excludes attachments to the building, and plant and equipment located on the rooftop. Where a development has a gabled roofline at the front boundary, the height of the building should be measured as the maximum vertical distance of the wall height (A) plus half the height of the gable (B).
- P4.5** The WAPC and/or the City of Melville may permit bonus storeys for development in accordance with the Bonus Criteria in Section 14.0 Bonus Criteria.

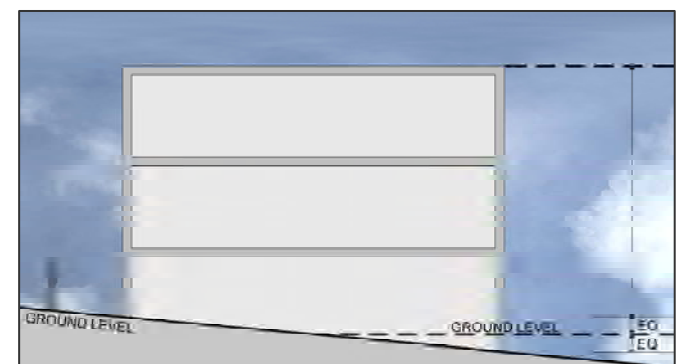


Figure 8 - Measurement of NGL

Responsiveness to Street Layout

Objective - To encourage a street layout with a focus on supporting public transport and pedestrian/cyclist services and to protect and enhance pedestrian links.

Good quality and accessible public transport is key to meeting the objectives of Directions 2031. Street frontages should promote a visual and functional interaction between public transport stops, pedestrian paths and new buildings. Pedestrian links and access ways are also necessary to activate the Main Street and Mixed Use Precinct. Successful pedestrian links will have active uses opening onto them, and encourage the flow of activity along them

- P5.1** Development proposed adjacent to bus stops should be designed so as to provide enough physical space between the building and the stop for comfortable pedestrian usage, including where alfresco areas are proposed. Bus stops along Main Street should be located so as to best support this criteria.
- P5.2** Development proposed adjacent to bus stops should be designed so as to provide additional shelter where practicable for bus patrons. Awnings are encouraged over the public realm.
- P5.3** Developments should be designed so as to discourage graffiti and vandalism and will use materials to support this.
- P5.4** Bus shelters should be easy to see from the pedestrian footpath and from the road and should be well lit at night to support user safety and security.
- P5.5** Pedestrian links should be of a design that incorporates visual interest and activity. Inclusion of retail facilities can provide interest and maintain the desired human scale.
- P5.6** Use of daylight should be maximised and a high level of lighting should be provided in all links.
- P5.7** Pedestrian links should not be interrupted by vehicular crossovers or other activities, however, where unavoidable, adequate signage should be incorporated to identify that pedestrians have right of way.



Development set backs from bus shelters to allow for pedestrian movement



Sheltered pedestrian access ways should not impeded by activities

- P5.8** Innovative development of sites adjacent to pedestrian links will attract concessions in accordance with Section 14.0 Bonus Criteria.

Permissible Land Uses

Objective - To encourage mixed land uses within each precinct that are appropriate to the primary function of that precinct

The Main Street and Mixed Use Precinct should be a place of activity during daylight and evening hours. Land uses that promote movement and activity are encouraged throughout the area.

- P6.1** Development should be in accordance with Performance Criteria P27.7, P28.4, P29.5, P30.6, P31.5 and P32.3



A variety of land uses is encouraged



Mix and Distribution of Uses

Objective – To encourage a diverse mix of uses within the Main Street and Mixed Use Precinct, To provide flexibility in the distribution of land uses throughout the Main Street and Mixed Use Precinct and to residential living within the Main Street and Mixed Use Precinct.

A diverse mix of uses will encourage and has the ability to extend the hours of activity within the centre. The development of retail alone will not promote this diversity.

Residential development can result in active places throughout the day and into the evening. Mixed with the constant active use of the hospital and education precincts, residential development will support the vibrancy and safety of the precinct and the station interchange.

There is considerable flexibility in the possible distribution of land uses throughout the precincts. The mixing of land uses is encouraged and development proposals will be treated on their merit.

- P7.1** A mix and variety of uses is encouraged both vertically and horizontally in all Precincts. Developments which are proposed for a mix of uses or designed in such a way that supports building conversion over time may attract concessions in accordance with Section 14.0 Bonus Criteria.
- P7.2** Applications for land uses other than those identified in **PART TWO** should only be considered at the discretion of the WAPC and/or the City of Melville and should be submitted with a Design Statement detailing the benefits of the proposed land use against the objectives of these guidelines.



Mix of uses at different levels and adjacent to one another

Protection of Identified Vegetation

Objective – Protection of environmental assets that have been identified as being of matters of national environmental significance are considered to be fundamental to any development in the Main Street and Mixed Use Precinct

The Commonwealth Department of Environment, Water Heritage and the Arts has identified that the conservation area within the Main Street and Mixed Use Precinct is an important part of the feeding and nesting habitat of the Carnaby's Black Cockatoo. The activity of fauna and flora within the Main Street and Mixed Use Precinct will contribute to a strong balance between the 'urban' and 'natural' environment and has the potential to greatly enhance the experience of Main Street and Mixed Use Precinct users.

- P8.1** Development surrounding the conservation area will be sympathetic to the sensitivity of the conservation area. Any development adjacent to the conservation area should be designed so as to encourage circulation of air into and away from the conservation area, and design which supports managed overlooking of the area¹ will be supported and may attract concessions in accordance with Section 3.0 – Passenger Facilities
- P8.2** All development of landscaping or planting proposed within the Main Street and Mixed Use Precinct will consider the use of flora species able to be used by Carnaby's Black Cockatoo for foraging, as identified below:
- Dryandra;
 - Eucalyptus;
 - Grevillea;
 - Hakea; and
 - Lambertia.

¹ Uses adjacent to the conservation area will need to consider design which manages rubbish and waste to avoid littering into the conservation area.

Figure 9 - Land Fronting the Conservation Area



Levels

Objective – Pedestrians and users should at all times be connected with the land uses that form part of the Main Street and Mixed Use Precinct.

The Main Street and Mixed Use Precinct faces a particular urban design challenge in the variation in level across the Main Street and Mixed Use Precinct area. Activation of all street frontages remains key, regardless of the level change, and there is an opportunity to take advantage of the level change to create innovative design and attractive spaces.

P9.1 The internal level of any development should, where possible, have a finished floor level no greater than 500 mm below or above the adjacent pedestrian ground level to ensure interaction between pedestrians and the adjacent buildings. Development which fronts a street with differing levels should consider innovative design to meet this criterion.

Universal Access

Objective – All development in the precinct should allow for access for all members of the community.

The Main Street and Mixed Use Precinct should be an inviting and user friendly place for all members of the community. Universal access should be provided for all developments in a variety of ways.

P10.1 All development should provide universal access. Clever design features for ramps etc are encouraged to make universal access an integral part of design.



Minimise levels changes and provide universal access

2.0 Built Form

Appearance/Facades

Objective – Development of the Main Street and Mixed Use Precinct should respond sensitively to the site and support a sense of place. Development should be pleasing to the eye, be interactive, and provide definition between public and private spaces.

Maintaining a strong urban edge with the built form and providing a variety of high quality architectural forms and features will attract people to the Main Street and Mixed Use Precinct and establish a sense of place.

Shopfronts at ground floor level should provide for attractive window displays and restrained signage. Activities at ground level should aim to provide interest for pedestrians. Such activities include retailing, cafes and restaurants that encourage and are associated with activity in non-business hours.

- P11.1** Continuous frontages are encouraged with large amounts of clear glazing that will promote visual interest. Proposed development should incorporate substantial areas of glazing at frontages (side and rear where relevant). Glazing should comprise no less than 50% of any façade at pedestrian/ground level in all Precincts and where opaque signage is proposed on glazing, unimpeded glazing should still comprise greater than 50% of the frontage.
- P11.2** Active windows and balconies should be incorporated into the design of developments above ground level. Balconies, particularly to residential apartments, should have a minimum 2.0 metre depth to encourage use.
- P11.3** Development which proposes active uses at podium levels is encouraged. Development of podiums that are publicly accessible (cafes, restaurants, open spaces) will attract concessions in accordance with Section 14.0 Bonus Criteria.



Continuous frontages with large amount of glazing and active frontages at ground level

Site Coverage

Objective – To encourage intensity of development whilst also catering for the wellbeing of Main Street and Mixed Use Precinct users

It is expected that the majority of development sites will have close to 100% site coverage at ground level, particularly at the street frontage, to maintain a continuous and interesting frontage. Alternative to open space at ground levels may take many forms and can include private open space on roof tops and terrace areas.

P12.1 Development may cover 100% of the site area, provided that open space is provided for residential apartments in accordance with the Western Australian Planning Commission's Residential Design Codes. Shared common space for apartment buildings is encouraged at podium levels and at other places within developments

P12.2 Where development is not proposed to all boundaries of a site, landscaping design should be incorporated providing that such landscaping maintains openness and visibility into the development site. Landscaping in the form of hard and soft landscaping can be utilised. Water sensitive design should be implemented for all landscaped areas.



Roof top terraces and gardens can provide interesting and unique private and shared open spaces



Roof-scape

Objective – To improve the aesthetics of the Main Street and Mixed Use Precinct for all users and to contribute variations to ‘normal’ at grade activities.

A variety of spaces and activities at all levels of the Main Street and Mixed Use Precinct will create interest and has the potential to improve the amenity of the Centre for all users. Rooftops should be sensitively designed so as to ensure all users have quality outlooks.

P13.1 Green podiums, green roofs, roof top gardens and roof top terraces are encouraged. These elements in design will attract concessions in accordance with Section 14.0 Bonus Criteria.

P13.2 Public access to spaces at podium level is encouraged. The appropriate and sensitive design for podium activity, such as cafes, restaurants, gymnasiums etc will be seen as a substantial benefit to the precinct and will attract concessions in accordance with Section 14.0 Bonus Criteria

P13.3 Notwithstanding that plant and equipment located on rooftops are not included in the measurement of the height of the development; all plant and equipment should be screened from view at street level. Plant and equipment should be incorporated into the design of buildings.

P13.4 In addition to screening of roof plant from street level, in designing rooftop services the view or potential view from adjacent higher buildings should also be considered.



Articulation

Objective – To support the legibility and amenity of the Main Street and Mixed Use Precinct

A variety of building forms and types at prominent corners and entries to precincts can contribute to the legibility and sense of place of a precinct.

P14.1 Corner sites should address the corner by providing a minimum 6m x 6m truncation, required at the ground floor only, and by articulating the facade with a variety of materials, colours, integrated elements such as balconies and screens and innovative lighting and signage.

P14.2 Landmark Sites or Facades as identified in

Figure 10 are encouraged to be developed to a scale and in a manner that enhances the overall legibility and amenity of the Main Street and Mixed Use Precinct. Development standards (i.e., height, plot ratio, architecture) for the identified Landmark Sites should be at the discretion of the WAPC and/or the City of Melville. The nominated Landmark Sites are located to allow for development to 'frame' gateways into the CBD area. It is expected that these developments will be taller and denser than their adjoining counterparts.

P14.3 New development on sites at the entrances to the Main Street and Mixed Use Precinct should contribute to a sense of arrival by providing the following as part of the development:

- ▶ Quality landscaping of the site and adjacent verge area;
- ▶ Signage;
- ▶ Lighting; and
- ▶ Any other measure that identifies the Main Street and Mixed Use Precinct as a major destination point within the area (clock towers etc).



Corner sites of a greater scale



Recognisable entrances

Figure 10 - Landmark Sites/Facades



MURDOCH ACTIVITY CENTRE MIXED USE PRECINCT AND MAIN STREET DESIGN GUIDELINES
Design Guidelines Text- October 2011

Privacy

Objective – The Murdoch Activity Centre will be a dense urban activity centre, but will be known for both the activity of its Mixed Use Precinct and the quality of life which it affords its local residents.

Design of buildings should consider the privacy of residents within the precinct and provide quality spaces so that the community is encouraged to grow.

- P15.1 All development should consider the potential impact on residential privacy within the Precinct. Whilst the provisions for privacy should not be as prescriptive as that of the Residential Design Codes, developments should generally consider the requirements of the Residential Design Codes and provide screening or other design measures to ensure that residential spaces maintain privacy.
- P15.2 Development should meet appropriate Australian standards for noise mitigation, and should consider providing additional acoustic treatments for residential uses such as double glazing. Developments which provide acoustic treatments that are in excess of requirements to encourage a more comfortable living environment will attract concessions in accordance with Section 14.0 Bonus Criteria

Sustainability

Objective – To establish a high standard of energy efficiency and sustainability for the design of all development within the Main Street and Mixed Use Precinct.

The development of the Main Street and Mixed Use Precinct should follow ecologically sustainable design principles to develop a world class showcase of environmentally sound development techniques that can be used as examples for other Main Street and Mixed Use Precinct developments

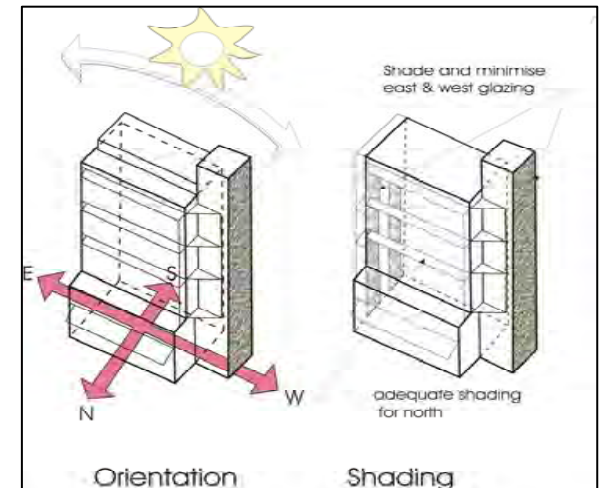
In recognising that Australia is the driest continent and that water is a precious resource, the design of all development should consider water efficiency.

Principles that should be applied to all proposed development include:

- *Minimise operational and maintenance costs of the development;*
- *Innovative and integrated water resource management;*
- *Reduction in the use of fossil fuel energy by using renewable energy supply sources and employing demand-efficient building techniques and technologies;*
- *Biodiversity and habitat enhancement through appropriate and native landscaping;*

P16.1 Design information relating to the design factors specified in P16.2 to P16.10 below should be provided for all new building and development applications for development.

P16.2 All new development should be designed to maximise passive solar principles for heating, cooling, ventilation and energy conservation. This can be achieved by designing for the climate of the area through correct building orientation, allowing access to natural light and achieving the correct thermal performance of buildings and their materials. New commercial development can achieve significant energy savings by controlling solar gain through glass, particularly from low angle sun from the east and west. Some design factors are:



Use of balconies and eaves as shading devices

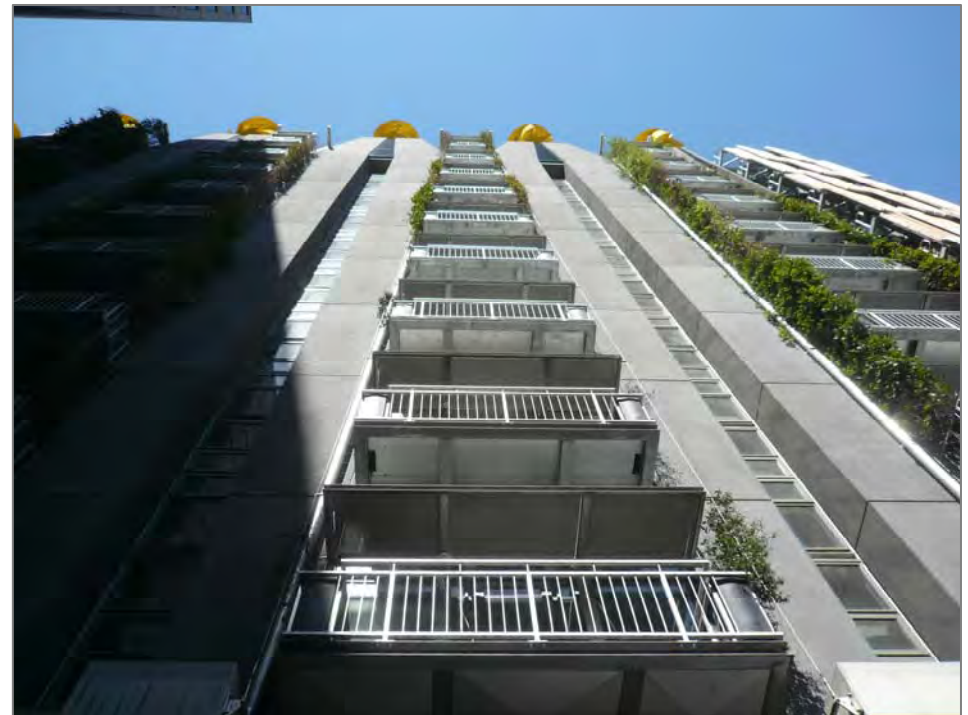
- orientation – north and south orientated facades require less energy, minimise west and east facing glass;
- provide adequate shading for all glass other than south facing glass;
- atriums maximise daylight and cross ventilation;
- thermal mass in commercial and residential developments to improve temperature stability;
- natural cross-ventilation to reduce air conditioning needs;
- low energy lamps and controls;
- Building energy management systems;
- incorporation of an upper floor roof/ceiling construction with a minimum thermal resistance value of R1.5;
- use materials of a colour which reflects rather than absorbs solar radiation, whilst ensuring reflective material avoids transferring heat to adjoining properties;
- buildings to meet minimum standards of four stars from the Green Building Council.

- P16.3** All dwellings should comply with the WA State Government 5 Star Plus requirements for Energy and Water use.
- P16.4** Tap fittings (excluding bath and garden) and sanitary flushing systems (dual flush) should be minimum 4 stars WELS rated. Showerheads should be a minimum 3 stars WELS rated.
- P16.5** Apartments should provide ceiling fans to all habitable rooms, where ceilings are 2700 mm or higher and should be orientated to access natural breeze patterns.
- P16.6** Ceiling and wall insulation should be utilised for a minimum thermal resistance.
- P16.7** Built structures should give shade and sun protection, combined with other mechanisms to ameliorate and control the microclimate e.g. planting of shade trees and climbers to reduce heat load on walls. Light coloured materials should be used throughout the development to minimise heat absorption.
- P16.8** The design of all power, electrical and mechanical equipment should include life cycle

costing of energy use and power demand analysis. Renewable energy mechanisms should be considered as part of any proposed development.

- P16.9** The use of irrigated grass is to be minimised, and the use of drought tolerant species and trickle feed systems and subsoil watering is encouraged. Development should consider the use of recycling water grey/black water.
- P16.10** Development that results in the construction of a building with an energy efficiency rating under the Australian Building Greenhouse rating scheme (ABGR) of 5 stars or greater should attract concessions in accordance with Section 14.0 Bonus Criteria.
- P16.11** Unprotected glazing to the north is not permissible.

Use of green elements vertically at Melbourne's Council House



Materials

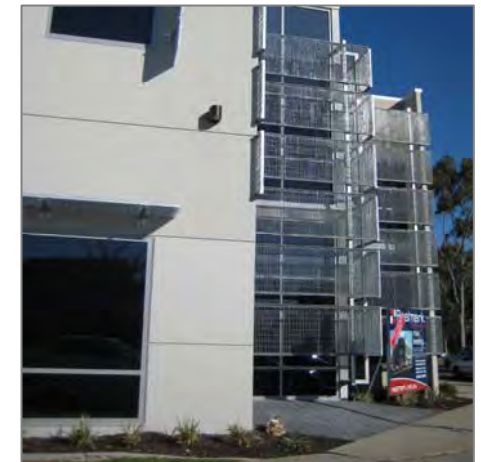
Objective – the Main Street and Mixed Use Precinct will be known for high quality design and appearance. Building materials should generally be of a high quality and will utilise appropriate colours

Design of buildings should be innovative and vibrant, but should also exhibit respect for neighbouring developments.

- P17.1** A schedule and samples of all external materials and finishes should be submitted to and approved by Council prior to or at the time of application for Planning approval.
- P17.2** The use of a variety of materials is encouraged, although very shiny surfaces and large expanses of reflective glass at pedestrian level are generally inappropriate. Sheer curtain walls or other expanses of reflective glass are discouraged.
- P17.3** Dark colours tend to create an unwelcome void in streets and should also be avoided as they may result in a solar load approximately 1.5 times the load for light colours.
- P17.4** Materials used should consider the acoustic environment of the Main Street and Mixed Use Precinct, including the likelihood of frequent helicopter movements associated with the hospital functions in the MAC. All development should comply with the relevant environmental regulations regarding Noise.



Use of various material and colours



3.0 Station Interface

Station Environs

Objective – Integrate public transport stops into the fabric of the Main Street and Mixed Use Precinct and make them attractive and desirable places to utilise

The pedestrian path to the station should be pleasant and enjoyable and continue to attract the interest of users. Active frontages and comfortable pathways will encourage the use and reuse of public transport and foster a feeling of safety.

- P18.1** Strong, clear signage is encouraged to be incorporated within all development to support wayfinding throughout the precinct.
- P18.2** Buildings should be designed so as to provide a high level of surveillance along access routes and to the stations entrances and exits.
- P18.3** Buildings that form entrances to the rail station should promote wayfinding through material and colours.



Passenger Facilities

Objective – Encourage public transport and pedestrian and cyclist activity within the area

Pedestrians and cyclists can be encouraged to repeat their patterns if the appropriate facilities are available. The provision of public facilities is an important feature in the public activation of an area.

- P19.1** Facilities which are accessible to all such as toilets are encouraged within all developments and will attract bonuses in accordance with Section 14.0 Bonus Criteria.
- P19.2** End of journey bicycle parking facilities should be located at ground floor or at other such levels as does not require access via steps
- P19.3** End of journey bicycle parking facilities should be located near to entrances, should be located in an area that allows for passive surveillance of the facility to occur wherever possible and should be well lit. They should be located away from areas of high pedestrian activity to minimise inconvenience or danger to pedestrians.
- P19.4** Bicycle parking racks should be constructed of durable materials and designed to allow for bicycles to be locked to the rack. Bicycle storage areas should be secured so as to provide access only to users for daily storage.



Opportunities for storage and security of bicycles



4.0 Public Spaces

High Quality Public/Private Spaces

Objective – To provide interesting and interactive public spaces throughout the Main Street and Mixed Use Precinct by developing unique spaces and areas of focus

Land developers have an opportunity to contribute to the sense of place of the Main Street and Mixed Use Precinct by providing interesting artworks, spaces and ensuring adequate lighting is provided.

- P20.1** Artwork associated with proposed development is encouraged and may attract concessions in accordance with Section 14.0 Bonus Criteria.
- P20.2** Lighting proposed for all development should limit the possibility of dark shadows in adjacent private and public open spaces.
- P20.3** Additional public spaces and plazas designed into development which contribute to the amenity of the Main Street and Mixed Use Precinct may attract concessions in accordance with Section 14.0 Bonus Criteria.



Public art in many varieties

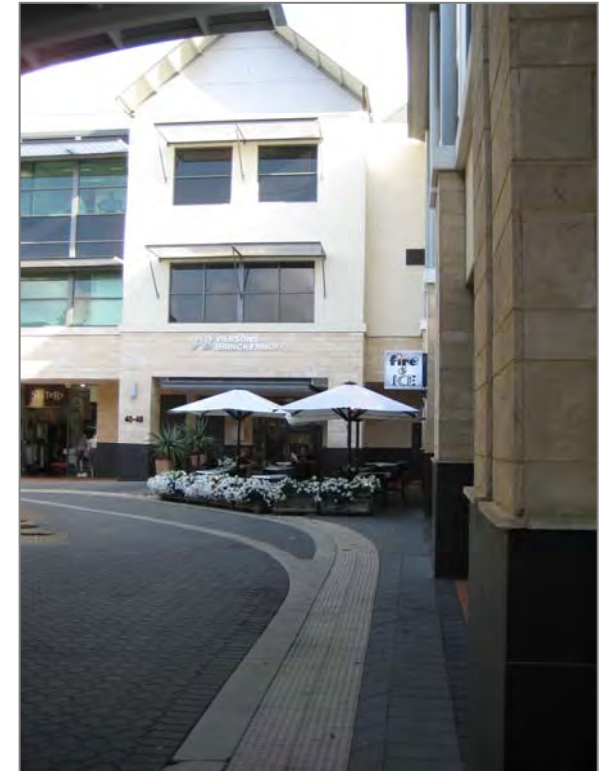


Street Edges

Objective – To ensure that the Main Street and Mixed Use Precinct is a comfortable and accessible place for all users.

Uses that promote activity can sometimes also contribute to a lack of ease for users. Development within the Precinct should always consider the restrained use of signage and advertising. Alfresco areas require approval by Council and should not be approved without consideration of appropriate through movement.

- P21.1** Development adjacent to street edges should ensure that adequate access is provided for pedestrian traffic. Alfresco dining areas should provide unimpeded through access under awnings/colonnades to protect pedestrians from the elements.
- P21.2** Advertising boards and sales racks should be located so that safe and convenient pedestrian access is not impeded.



Alfresco area separated from colonnade pedestrian movement



Advertising boards impeding pedestrian movement are unacceptable

Retaining Walls

Objective – To avoid blank facades throughout the precinct

Blank facades create spaces with little interest and tend to encourage graffiti and a lack of pride in spaces.

- P22.1** All proposed retaining walls throughout the Main Street and Mixed Use Precinct should be treated so as not to create a blank wall effect, or a location for potential graffiti (see 6.0 Safety and Security). Landscaping in front of retaining, street furniture and articulation of the wall itself may be utilised as an alternative way of treating blank walls.
- P22.2** Notwithstanding P22.1, all development should comply with P10.1. Where retaining walls are proposed as an interim measure, it is the intention of these guidelines to ensure that in the long term all frontages should provide some form of activity.

Fencing

Objective – To avoid blank facades throughout the precinct

Blank fencing in urban settings has the same effect as blank retaining walls. Fencing should be designed to be aesthetically pleasing to all users who can see it.

- P23.1** All proposed fencing which is visible from a public place throughout the Main Street and Mixed Use Precinct should be treated in the same way as required in P22.1. Fencing should be of a high quality and should be of acceptable quality on both sides.

5.0 Parking and Servicing

Parking

Objectives - To ensure that adequate vehicle parking and access is provided for multi- storey development, to ensure that off-street parking is linked to pedestrian routes and to ensure car parking does not dominate the street frontage.

Parking is an important element to consider for development in the Main Street and Mixed Use Precinct, and considerable analysis has been undertaken to respond to this need. Parking should be provided to ensure that the Main Street and Mixed Use Precinct can provide for its residents and guests, but should balance this need with a need to discourage private vehicle travel generally.

Parking should be provided in accordance with the Murdoch Activity Centre Interim Access and Parking Policy 2011 as adopted by the WAPC on 13 April 2011. The following parking management strategies are included in the interim policy.

- Parking caps will be applied to the Murdoch Mixed Use Precinct as a means to reduce peak period vehicle traffic and to support other transportation and land use objectives.
- Shared parking should be provided for both visitors and employees
- At least 25% of car parking for non-residential uses should be public, short-term parking targeted at visitors and customers.
- All non-residential car parking should be managed through a combination of pricing and limits on parking dwell times.
- Tenant car parking should be unbundled from the sale of properties.
- Motorcycle parking, bicycle parking and appropriate end of trip facilities should be provided.



Parking structures that blend in with the surrounds and have active uses at ground floor



The following Performance Criteria should also apply:

- P24.1** At grade car parking is not desirable in the Precinct. However, where at-grade car parking is proposed as an interim measure prior to full development of the Precinct, the use of landscaping or other methods of screening is encouraged to screen at grade parking from the street. Also encouraged is the use of shade structures which may integrate solar panels and shade trees.
- P24.2** The use of landscaping, screen panels or innovative screening such as artworks should be used to reduce the visibility of car parking areas from the street, without creating concealed spaces which may impact on the safety and security of the Precinct.
- P24.3** Basement and multi storey car parks can present long blank walls to the street, or a gap with unattractive views into the basement car park, and are not desirable. However, where basement or multi level car parks are proposed, effective screening techniques such as planting, semi-transparent fences or screens should be used however; preferably, active uses should 'wrap' car parks.
- P24.4** Underground car parking is encouraged within the Precinct. All parking areas should be well lit and clearly signed.

Servicing

Objective – to limit the amount of above ground or at grade servicing of the Main Street and Mixed Use Precinct during busy hours

Servicing of the Main Street and Mixed Use Precinct should occur outside of busy periods and as a preference should occur via underground service areas.

- P25.1** The design of service entrances and delivery docks should be undertaken in conjunction with the WAPC and/or the City of Melville. Large loading areas at grade are unacceptable, and where necessary should be adequately screened and should not interrupt pedestrian flow.

6.0 Safety and Security

Safety and Security

Objective - To ensure a well integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between precincts, and clearly defining private and public space responsibilities

Crime Prevention Through Environmental Design or CPTED uses the built environment to reduce the opportunity for crime, increase the perception of safety perceived by authorised users of a space, while increasing the perception of risk by unauthorised users of a space.

Development should promote the safety and security of the public environment. Buildings should overlook streets to promote natural supervision. Blank walls onto streets, or large distances between the footpath and openings are discouraged.

Safer Design

- P26.1** Access to and through a development should be safe and efficient. Entrances should be positioned so that pedestrian movement is adequately lit and directly visible from a public space. Access to and from car parking areas and building entrances should be adequately sign-posted with provision of good lighting to enable safe out of hours use.
- P26.2** To maximise visibility and surveillance of the public environment the incorporation of active edge uses, including those at ground level that spill out onto public space and those located at the front of a building on the first floor that enable overlooking into public space, are encouraged. Windows can be positioned to overlook pedestrian routes, provided that privacy concerns are met.
- P26.3** Clearly define private and public space responsibilities. The function and ownership of an area can be clarified by paving, lighting and planting. Planting should not create concealed spaces near paths and lighting should allow clear lines of visibility. Where the ownership of an area is ambiguous and undefined, it can become the focus of anti-

social and criminal behaviour.

- P26.4** Street furniture and lighting should be made of durable materials to a vandal-resistant design. Graffiti-resistant materials and surface finishes are appropriate at street level in all developments. Graffiti should be reduced by increased lighting and general design features which promote visibility and discourage crime.



Windows oriented towards streets and public spaces provide natural surveillance

Blank walls oriented towards public spaces limit the ability for natural surveillance to occur



For further information see WAPC Planning Bulletin 79, '*Designing Out Crime*' Planning Guidelines.

CPTED (Crime Prevention Through Environmental Design) strategies will be employed as far as practicable to enhance Natural Surveillance, Natural Access Control and Territorial Reinforcement around the site. Where CPTED cannot provide the desired level of security, target hardening strategies using security measures may be considered.

Principles:

Natural Surveillance

- All pedestrian and vehicular entry points providing access to the site will be visible from adjacent apartments (balconies/windows/doors) to provide passive surveillance by residents, and deter offenders by providing “perceived surveillance”.
- Building elements will not obscure Natural Surveillance of pedestrian routes, recreational and parking areas.
- Lighting will be designed to provide uniform illumination throughout the site to enhance Natural Surveillance. Over-illumination that makes adjacent areas appear dark should be avoided.

Natural Access Control

- Facilities, such as garbage bin storage areas, will be designed and located in areas where they can not be used to assist climbing walls or buildings.
- Some types of flora may be considered as able to support security (e.g. creepers against blank walls to hinder graffiti, thorny plants to deter climbing/approach to windows etc).

Territorial Reinforcement

- Different materials/patterns will be used for on-site roads and parking areas to enhance perception of transition from public roads (off-site) to semi-private roads (on-site) to semi-private parking.
- The boundary between private and public space will, where possible, be marked with low walls and/or fences, permitting a high degree of visibility from both private and public areas.

In the design of any development, physical security measures should not detract from the general appearance of the area, however, recognised construction techniques for passive resistance to forced entry are to be employed.

PART TWO

7.0 Mixed Use Precinct Area A

Intent: Area A is the primary focus of the MUP, directly accessing the town square area and the walk along Main Street into this area. Pedestrian traffic through this area will be extremely high, with nearly all public transport activity from FSH, SJOGH, Murdoch University and from the surrounding suburbs culminating here, at the same time being separated from the heavy bus traffic along the northern end of Main Street. Land use in this area should have a strong interface with the public area, and uses such as cafes and retail outlets are highly desirable.

Area A refers to the at grade street frontages which will be visible and accessible to all MUP users, as identified in the adjacent image.

All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Mixed Use Precinct Area A should also respond to the following performance criteria:



Street Setbacks

- P27.1** All development proposed in Mixed Use Precinct Area A should comprise a podium element above which additional development can be accommodated behind a 5 metre setback. The podium element should be a minimum height of 0.5 times the width of the adjacent road reserve and a maximum height of 0.8 times the width of the adjacent road reserve.
- P27.2** Notwithstanding P2.3 and subject to P14.1 the front façade of any building within 12 metres of a street corner within the lot boundary should have a nil setback and a minimum height of 0.8 times the width of the adjacent road reserve and a maximum height of 1.0 times the width of the adjacent road reserve before being setback 5 metres from the front boundary.
- P27.3** Colonnades should form part of all development fronting public roads as identified in Figure 11. All colonnades should be a minimum width of 4 metres and have a minimum clearance of 4.5 metres in height. Colonnades are further encouraged throughout the precinct in locations other than those identified in Figure 11.
- P27.4** Colonnades proposed in accordance with P27.3 should be designed with consideration to pedestrian safety and security and appropriate lighting should be included in the design.
- P27.5** The WAPC and/or the City of Melville may permit Front, Side and Rear setback variations for development in accordance with the Bonus Criteria in 14.0 Bonus Criteria.



Figure 11 - Colonnade Frontages

Responsiveness to Street Layout

P27.6 Innovative development of sites adjacent to pedestrian links as identified in Figure 12 will attract concessions in accordance with Section 14.0 Bonus Criteria.

Figure 12 - Pedestrian Links



Permissible Land Uses

P27.7 **Mixed Use Area A**

P27.7 a) The following reflects the land uses that are permissible adjacent to public places in Mixed Use Area A:

- Amenity Building
- Amusement Facility
- Civic Building/Community Purpose
- Convenience store
- Hotel/Tavern/Small Bar (drive through establishments are not permitted)
- Lunch Bar/Take Away Food
- Public Amusement
- Public Exhibition
- Restaurant
- Retail
- Shop
- Wine House

P27.7 b) The location of a Community Purpose building in the northern part of the precinct to be available for the use of public transport patrons, such as a shower and change room facility, is highly desirable. Development of such a facility in an integrated manner will attract concessions in accordance with Section 14.0 Bonus Criteria.

Mix and Distribution of Uses

- P27.8** All developments proposed within the Mixed Use Precinct should comprise an element of residential or accommodation development (i.e. short term or long term accommodation).
- P27.9** A mix and variety of residential dwelling is encouraged in the Mixed Use Precinct. Design which incorporates a variety of dwelling sizes (plot ratio area) and affordable housing opportunities will attract concessions in accordance with Section 14.0 Bonus Criteria.

Protection of Identified Vegetation

- P27.10** Development on sites adjacent to the conservation area should be limited in height to no greater than 18 metres. Architectural elements that encourage the circulation of air into and away from the conservation area are encouraged.
- P27.11** Pedestrian access ways through sites adjacent to the conservation area are encouraged in the form of arcades in addition to the identified public access ways to contribute to a connection with the conservation area.

Levels

- P27.12** All development of the Mixed Use Precinct should allow for secure access from the underground car parking area within the development, either entering directly into the development or accessing directly to the street. Access to the underground car parking area should be designed in consultation with the WAPC and/or the City of Melville.
- P27.13** All developments should allow for underground servicing. Service vehicles such as delivery trucks should not be encouraged to use the at grade streets and will comply with local bylaws relating to the allowable at grade hours of operation which will be limited. Developments should also design to allow for underground waste removal. Design for servicing from the underground car parking area should be designed in consultation with the WAPC and/or the City of Melville.

Appearance/Facades

- P27.14** Development on sites identified adjacent to the conservation area are encouraged to front onto both the Main Street and the conservation area. Design that encourages active frontages will attract concessions in accordance with Section 14.0 Bonus Criteria.

Station Environs

- P27.15** All development along the pedestrian path to the station as identified in Figure 12 should provide active frontages including retail and café style uses. All development should include awnings or colonnades for pedestrian shelter and comfort. Extensive blank walls along any pedestrian paths within the Main Street and Mixed Use Precinct are not permitted.
- P27.16** Restaurants, cafes and daily service activities are encouraged along the pedestrian path to the station in the Mixed Use Areas, particularly within the buildings closest to the rail station.
- P27.17** Buildings that act as entrances and approaches to the station should have an enhanced design to designate them as arrival points. Architectural features of a greater scale or differing geometry are encouraged for these buildings and buildings forming entrances to the station area should attract concessions in accordance with Section 14.0 Bonus Criteria.



Pedestrian Links

Passenger Facilities

P27.18 All commercial development within the Mixed Use Precinct should provide end of journey facilities which support access to the precinct via non-private vehicles. Facilities such as showers, lockers, change rooms and bike storage should be provided in accordance with Table 1. Bicycle facilities should be at grade or serviced by a ramp directly adjacent to facilities so that minimal dismounting is required.

Table 1 End of Journey Facilities

Facility	Minimum Provision
Bicycle Parking Bays	1 bay per 400m ² of gross lettable area for non-residential buildings within a minimum dimension of 1.2m wide and 1.7m long
Bicycle Parking Bays	1 bay for every three residential dwellings
Shower facilities	A minimum of two male and two female showers for the first 10 bicycle parking bays, and one male and one female shower for every additional 10 bicycle parking bays up to a maximum of 10 male and 10 female showers per building
Changing Rooms	To be provided adjacent to or combined with each and every shower facility within the building and to be capable of being locked
Lockers	1 locker should be provided for each bicycle parking bay required and should be well ventilated and be of a sufficient size to store cycle equipment and attire

8.0 Mixed Use Precinct Area B

Intent: Area B is the secondary at grade focus of the MUP, located along the north south access to the town square and adjacent to Main Street where pedestrian activity is directed towards the town square. Pedestrian traffic through this area will be substantial, coming from TAFE and the southern parts of the FSH as well as from SJOGH, but is less pedestrian oriented as it fronts the main through road networks out of and into the centre. Land use in this area should still have a strong interface with the public roads; however, offices are more of a focus. Other uses may include Consulting Rooms, Amusement Facilities and more space hungry land retail uses.

This area provides an 'entry' into the Main Street and Mixed Use Precinct, introducing the general character of the precinct; less active than the central activity area such that the central activity area is clearly ahead, but beginning to provide on street activity that complements the more intense uses of the core.

Area B refers to the at grade street frontages which will be visible and accessible to all MUP users, as identified in the adjacent image.



All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Mixed Use Precinct Area B should also respond to the following performance criteria:

Street Setbacks

- P28.1** All development proposed in Mixed Use Precinct Area B should comprise a podium element above which additional development can be accommodated behind a 5 metre setback. The podium element should be a minimum height of 0.5 times the width of the adjacent road reserve and a maximum height of 0.8 times the width of the adjacent road reserve.
- P28.2** Notwithstanding P2.3 the front façade of any building within 12 metres of a street corner should have a nil setback and a minimum height of 0.8 times the width of the adjacent road reserve and a maximum height of 1.0 times the width of the adjacent road reserve before being setback 5 metres from the front boundary.

Responsiveness to Street Layout

- P28.3** Innovative development of sites adjacent to pedestrian links as identified in Figure 12 will attract concessions in accordance with Section 14.0 Bonus Criteria.

Permissible Land Uses

P28.4 Mixed Use Frontage Area B

- P28.4 a)** The following reflects the land uses that are permissible adjacent to public places in Mixed Use Area B:
- Amenity Building
 - Amusement Facility
 - Civic Building
 - Community Purpose
 - Conservation/Recreation
 - Convenience store
 - Lunch Bar/Take Away Food



Pedestrian Links

- Office
- Public Amusement
- Public Exhibition
- Reception Centre
- Retail
- Shop

Mix and Distribution of Uses

- P28.5** All developments proposed within the Mixed Use Precinct should comprise an element of residential or accommodation development (i.e. short term or long term accommodation).
- P28.6** A mix and variety of residential dwelling is encouraged in the Mixed Use Precinct. Design which incorporates a variety of dwelling sizes (plot ratio area) and affordable housing opportunities will attract concessions in accordance with Section 14.0 Bonus Criteria.

Protection of Identified Vegetation

- P28.7** Development on sites adjacent to the conservation area should be limited in height to no greater than 18 metres. Architectural elements that encourage the circulation of air into and away from the conservation area are encouraged.
- P28.8** Pedestrian access ways through sites adjacent to the conservation area are encouraged in the form of arcades in addition to the identified public access ways to contribute to a connection with the conservation area.

Levels

- P28.9** All development of the Mixed Use Precinct should allow for secure access from the underground carparking area within the development, either entering directly into the

development or accessing directly to the street. Access to the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.

- P28.10** All developments should allow for underground servicing. Service vehicles such as delivery trucks should not be encouraged to use the at grade streets and will comply with local bylaws relating to the allowable at grade hours of operation which will be limited. Developments should also design to allow for underground waste removal. Design for servicing from the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.

Appearance/Facades

- P28.11** Development on sites adjacent to the conservation area is encouraged to front onto both the Main Street and the open space area. Design that encourages active frontages will attract concessions in accordance with Section 14.0 Bonus Criteria.

Station Environs

- P28.12** All development along the pedestrian path to the station should provide active frontages including retail and café style uses. All development should include awnings or colonnades for pedestrian shelter and comfort. Extensive blank walls along any pedestrian paths within the Main Street and Mixed Use Precinct are not permitted.
- P28.13** Restaurants, cafes and daily service activities are encouraged along the pedestrian path to the station in the Mixed Use Areas, particularly within the buildings closest to the rail station.
- P28.14** Buildings that act as entrances and approaches to the station should have an enhanced design to designate them as arrival points. Architectural features of a greater scale or differing geometry are encouraged for these buildings and buildings forming entrances to the station area should attract concessions in accordance with Section 14.0 Bonus Criteria.



Pedestrian Links

Passenger Facilities

- P28.15** All commercial development within the Mixed Use Precinct should provide end of journey facilities in accordance with **P27.18**.

9.0 Mixed Use Precinct Area C

Intent: Area C comprises all at grade land area not fronting directly onto Main Street, the North South access road and the town square area. Pedestrian activity is likely to be limited to pedestrians coming from the northern side of South Street and from the northern part of SJOGH; the majority of this area fronts main through road networks or is located along the freeway. Land use in this area should have a strong focus on office space and on uses that require limited street frontage exposure but substantial space, such as Cinemas and Recreation facilities (gymnasiums).

Area C refers to the at grade street frontages which will be visible and accessible to all MUP users, as identified in the adjacent image.

All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Mixed Use Precinct Area C should also respond to the following performance criteria:



Street Setbacks

- P29.1** All development proposed in the Mixed Use Precinct should comprise a podium element above which additional development can be accommodated behind a 5 metre setback. The podium element should be a minimum height of 0.5 times the width of the adjacent road reserve and a maximum height of 0.8 times the width of the adjacent road reserve.
- P29.2** Notwithstanding P2.3 the front façade of any building within 12 metres of a street corner should have a nil setback and a minimum height of 0.8 times the width of the adjacent road reserve and a maximum height of 1.0 times the width of the adjacent road reserve before being setback 5 metres from the front boundary.
- P29.3** The WAPC and/or the City of Melville may permit Front, Side and Rear setback variations for development in accordance with the Bonus Criteria in 14.0 Bonus Criteria.

Responsiveness to Street Layout

- P29.4** Innovative development of sites adjacent to pedestrian links as identified in Figure 12 will attract concessions in accordance with Section 14.0 Bonus Criteria.

Permissible Land Uses

P29.5 Mixed Use Frontage Area C

- P29.5 a)** The following reflects the land uses that are permissible adjacent to public places in Mixed Use Area C:
- Amenity Building
 - Amusement Facility
 - Car Park
 - Child minding centre
 - Cinema/Theatre



Pedestrian Links

- Civic Building
- Community Purpose
- Conservation/Recreation
- Lunch Bar/Take Away Food
- Office
- Public Amusement
- Public Exhibition
- Reception Centre
- Retail
- Consulting Rooms

Mix and Distribution of Uses

- P29.6** All developments proposed within the Mixed Use Precinct should comprise an element of residential or accommodation development (i.e. short term or long term accommodation).
- P29.7** A mix and variety of residential dwelling is encouraged in the Mixed Use Precinct. Design which incorporates a variety of dwelling sizes (plot ratio area) and affordable housing opportunities will attract concessions in accordance with Section 14.0 Bonus Criteria.

Protection of Identified Vegetation

- P29.8** Development on sites adjacent to the conservation area should be limited in height to no greater than 18 metres. Architectural elements that encourage the circulation of air into and away from the conservation area are encouraged.

- P29.9** Pedestrian access ways through sites adjacent to the conservation area are encouraged in the form of arcades in addition to the identified public access ways to contribute to a connection with the conservation area.

Levels

- P29.10** All development of the Mixed Use Precinct should allow for secure access from the underground carparking area within the development, either entering directly into the development or accessing directly to the street. Access to the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.
- P29.11** All developments should allow for underground servicing. Service vehicles such as delivery trucks should not be encouraged to use the at grade streets and will comply with local bylaws relating to the allowable at grade hours of operation which will be limited. Developments should also design to allow for underground waste removal. Design for servicing from the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.

Appearance/Facades

- P29.12** Development on sites adjacent to the conservation area is encouraged to front onto both the Main Street and the open space area. Design that encourages active frontages will attract concessions in accordance with Section 14.0 Bonus Criteria.

Station Environs

- P29.13** All development along the pedestrian path to the station should provide active frontages including retail and café style uses. All development should include awnings or colonnades for pedestrian shelter and comfort. Extensive blank walls along any pedestrian paths within the Mixed Use Precinct are not permitted.



Pedestrian Links

- P29.14** Restaurants, cafes and daily service activities are encouraged along the pedestrian path to the station in the Mixed Use Areas, particularly within the buildings closest to the rail station.

Passenger Facilities

- P29.15** All commercial development within the Mixed Use Precinct should provide end of journey facilities in accordance with **P27.18**.

10.0 Mixed Use Precinct Area D

Intent: Area D represents development above ground floor level that does not have direct street frontage, but is still within the pedestrian scale of the area. At first floor level office uses are encouraged, as are uses that do not require a shop front but still encourage activity at ground level. Uses may include restaurants, reception centres and taverns which have a balcony element. Development at this level should still have an active day time use and as a result residential is not encouraged here. The development of residential forms an important part of the MUP, but should be developed at higher levels; also, at higher levels residential development will be able to separate from the noise of the Main Street and Mixed Use Precinct.

All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Mixed Use Precinct Area D should also respond to the following performance criteria:



Street Setbacks

- P30.1** All development proposed in the Mixed Use Precinct should comprise a podium element above which additional development can be accommodated behind a 5 metre setback. The podium element should be a minimum height of 0.5 times the width of the adjacent road reserve and a maximum height of 0.8 times the width of the adjacent road reserve.
- P30.2** Notwithstanding P2.3 the front façade of any building within 12 metres of a street corner should have a nil setback and a minimum height of 0.8 times the width of the adjacent road reserve and a maximum height of 1.0 times the width of the adjacent road reserve before being setback 5 metres from the front boundary.
- P30.3** The WAPC and/ or the City of Melville may permit Front, Side and Rear setback variations for development in accordance with the Bonus Criteria in 14.0 Bonus Criteria.

Responsiveness to Street Layout

- P30.4** Innovative development of sites adjacent to pedestrian links as identified in Figure 12 will attract concessions in accordance with Section 14.0 Bonus Criteria.
- P30.5** Development should respond to the street level below by way of balconies, windows and other design features. Overlooking of the streets below is essential for supporting the safety of the precinct.



Pedestrian Links



Upper levels overlooking the street by way of balconies

Permissible Land Uses

P30.6 Mixed Use Frontage Area D

P30.6 a) The following reflects the land uses that are permissible adjacent to public places in Mixed Use Area D:

- Amenity Building
- Amusement Facility
- Car Park
- Child minding centre
- Cinema/Theatre
- Civic Building
- Community Purpose
- Conservation/Recreation
- Hotel/Tavern/Small Bar² ('drive through' establishments not permitted)
- Medical Centre
- Office
- Public Amusement
- Reception Centre²
- Residential (second/third floor and above)
- Restaurant²
- Wine House
- Consulting Rooms

² It should be noted that whilst Hotel/Tavern, Restaurant and Reception Centre are encouraged adjacent to these frontages, it is not considered appropriate for a Hotel/Tavern, Restaurant or Reception Centre with balconies to be located opposite to the SJOGH Palliative Care facility at the northern most part of the MAC.

- P30.6 b)** Residential uses are not be encouraged on or below the second storey, but could be supported as a short term use subject to the appropriate design of the development for future alternative uses.

Mix and Distribution of Uses

- P30.7** All developments proposed within the Mixed Use Precinct should comprise an element of residential or accommodation development (i.e. short term or long term accommodation).
- P30.8** A mix and variety of residential dwelling is encouraged in the Mixed Use Precinct. Design which incorporates a variety of dwelling sizes (plot ratio area) and affordable housing opportunities will attract concessions in accordance with Section 14.0 Bonus Criteria.

Protection of Identified Vegetation

- P30.9** Development on sites adjacent to the conservation area should be limited in height to no greater than 18 metres. Architectural elements that encourage the circulation of air into and away from the conservation area are encouraged.
- P30.10** Pedestrian access ways through sites adjacent to the conservation area are encouraged in the form of arcades in addition to the identified public access ways to contribute to a connection with the conservation area.

Levels

- P30.11** All development of the Mixed Use Precinct should allow for secure access from the underground carparking area within the development, either entering directly into the development or accessing directly to the street. Access to the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.
- P30.12** All developments should allow for underground servicing. Service vehicles such as delivery trucks should not be encouraged to use the at grade streets and will comply with local bylaws relating to the allowable at grade hours of operation which will be limited. Developments should also design to allow for underground waste removal. Design for servicing from the underground carparking area should be designed in consultation with the WAPC and/or the City of Melville.



Strong vertical and horizontal lines encouraged

Appearance/Facades

- P30.13** Development on sites adjacent to the conservation area is encouraged to front onto both the Main Street and the open space area. Design that encourages active frontages will attract concessions in accordance with Section 14.0 Bonus Criteria.
- P30.14** Development is encouraged to consider both vertical and horizontal architectural features and design. Utilisation of architectural features for environmentally sustainable design are also encouraged and will attract concessions in accordance with Section 14.0 Bonus Criteria.



Station Environs

- P30.15** All development along the pedestrian path to the station should provide active frontages including retail and café style uses. All development should include awnings or colonnades for pedestrian shelter and comfort. Extensive blank walls along any pedestrian paths within the Mixed Use Precinct are not permitted.
- P30.16** Restaurants, cafes and daily service activities are encouraged along the pedestrian path to the station in the Mixed Use Areas, particularly within the buildings closest to the rail station.

Passenger Facilities

- P30.17** All commercial development within the Mixed Use Precinct should provide end of journey facilities in accordance with **P27.18**.



Pedestrian Links

11.0 Health Support Precinct

Intent: *The Health Support Precinct is located in the northern most end of the FSH development site, and has not been designed at this time. Land uses in this area should have a health support element, such as consulting rooms, medical clinic and medi-hotels.*

All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Health Support Precinct should also respond to the following performance criteria:



Street Setbacks

- P31.1** All development proposed in the Health Support Precincts should comprise a podium element above which additional development can be accommodated behind a 5 metre setback. The podium element should be a minimum height of 0.5 times the width of the adjacent road reserve and a maximum height of 0.8 times the width of the adjacent road reserve.
- P31.2** Notwithstanding P2.3 the front façade of any building within 12 metres of a street corner should have a nil setback and a minimum height of 0.8 times the width of the adjacent road reserve and a maximum height of 1.0 times the width of the adjacent road reserve before being setback 5 metres from the front boundary.
- P31.3** Notwithstanding any other performance criteria to the contrary, the child care centre should be considered acceptable development currently designed.
- P31.3** The WAPC and/or the City of Melville may permit Front, Side and Rear setback variations for development in accordance with the Bonus Criteria in 14.0 Bonus Criteria.

Responsiveness to Street Layout

- P31.4** Innovative development of sites adjacent to pedestrian links as identified in Figure 12 will attract concessions in accordance with Section 14.0 Bonus Criteria.



Pedestrian Links

Permissible Land Uses

P31.5 Health Support Precinct

P31.5 a) The following reflects the land uses that are permissible in the Health Support Precinct;

- Amenity Building
- Child minding centre
- Conservation
- Lunch Bar/Take Away Food ('drive through' establishments not permitted)
- Medical Centre
- Hotel and/or Medi Hotel
- Office (health related services)
- Educational and research establishment (health related education and research)
- Consulting Rooms

Mix and Distribution of Uses

P31.6 Applications for developments within the Health Support Precinct should be of a health related nature or comprise activities that support the health precinct and should be accompanied by a Statement of Support by the landowner detailing the benefit of the proposed land use to the primary function of the existing land uses

P31.7 Short term and medical support accommodation is encouraged in the Health Support Precinct.

P31.8 Permanent residential development is not permissible in the Health Support Precinct.

Appearance/Facades

- P31.9** Development on land fronting the conservation area bounded by the north south road and Main Street (within the Health Support Precinct) is encouraged to front onto both the primary street and to the green linkages within the Health Support Precinct area.

Passenger Facilities

- P31.10** All commercial development within the Health Support Precinct should provide end of journey facilities in accordance with **P27.18**.

12.0 Hospital Main Street

Intent: This area is immediately adjacent to the health campuses of the FSH, SJOGH and the Murdoch Medical Clinic and is located between 400m and 800m from the rail station. It is expected that the predominant use along Main Street in this area will be health related services that complement the function of the hospitals. As a result, the preferred uses are consulting rooms, outpatient services, medical offices and retail services that support the primary function of the hospital such as florists, newsagents and cafeterias.

Whilst educational uses are more appropriately located in the Murdoch University precinct, there is room for educational uses along Main Street that have a medical focus, although this is more likely to form part of the internal FSH development.

Note: A Retail Demand Analysis has been undertaken (Jones Lang LaSalle May 2008) for the FSH. This document identifies the type of retail/shop uses that are specifically desirable.



All development should respond to the performance criterion in Part One of these guidelines. In addition to these criteria, all development within the Health Support Precinct should also respond to the following performance criteria:

Street Setbacks

- P32.1** Setbacks above ground level to development in the Hospital Main Street should be assessed on their merit and respond to the surrounding development, but should generally comprise a minimum podium height of 0.4 times the width of the adjacent road reserve or three storeys above ground level and a maximum height of 0.8 times the width of the adjacent road reserve.
- P32.2** Notwithstanding P2.4, frontages in the Hospital Main Street Precinct should be designed, where practicable, to have continuous pedestrian shelter along frontages. This element should be assessed on merit, as it is recognised that some uses cannot accommodate such design feature. In these cases, it is expected that some form of pedestrian shelter will be provided along Main Street, at the cost of the developer, to provide for regular shelter. All shelters should be designed with consideration to pedestrian safety and security and appropriate lighting should be included in the design.

Permissible Land Uses

P32.3 Hospital Main Street

P32.3 a) The following reflects the land uses that are permissible in the Main Street Hospital Frontage;

- Amenity Building
- Child minding centre
- Convenience store
- Lunch Bar/Take Away Food ('drive through' establishments not permitted)
- Medical Centre
- Office
- Retail
- Shop

- Educational and research establishment
- Consulting Rooms

P32.3 b) Other development that is supported by the Department of Health as is required within the FSH site and the SJOGH side of Main Street.

Mix and Distribution of Uses

P32.4 Applications for developments within the Hospital Main Street Precinct should be of a health related nature or comprise activities that support the health precinct as per the Retail Demand Analysis (Jones Lang LaSalle May 2008) and should be accompanied by a Statement of Support by the landowner detailing the benefit of the proposed land use to the primary function of the existing land uses

P32.5 Permanent residential development is not permissible in the Hospital Main Street Precinct.

Passenger Facilities

P32.6 All commercial development within the Hospital Main Street Precinct should provide end of journey facilities in accordance with **P27.18**.

13.0 Murdoch University Campus Precinct

Intent: The Murdoch University is a major education and research precinct with a variety of courses. The Murdoch University Precinct will certainly attract uses with an education, research and development element. Subsequently, the development of educational and research establishments in the Murdoch University Campus Precinct (the MCP) would be desirable. Other uses would also be encouraged to support this emerging commercial/mixed-use area such as offices and shops.

It is important to note that this precinct is more than a ten minute walk from the MUP, and many of the uses that are appropriate in the MUP may also be required to service this area appropriately. Care should be taken not to detract from the MUP as the primary Main Street and Mixed Use Precinct core.

All development within the Murdoch University Campus Precinct should have regard to the Murdoch University South Street Campus Development Strategy and Development Design Guidelines. These Guidelines are consistent in intent with the principles and objectives of this document, and are also complimentary to the development of the balance of the Murdoch University Campus.



14.0 Bonus Criteria

Objectives – To adjust land market forces, both to direct development to areas in which it is desired and to offer incentives for complementary actions such as increasing public amenity and to ensure that adequate development opportunities exist to meet the floor space demands of various activities, and to ensure their efficient arrangement

The City of Melville Council may consider allowing bonus development of areas within the Main Street and Mixed Use Precinct where the proposed development improves the amenity of the area, or provides a public service

Where the development, in the opinion of the Council:-

- (a) would either -
 - include a community facility or other facility or amenity where that facility or amenity by its design, standard and nature would constitute a significant improvement to the amenity of the locality in the opinion of the Council; or
 - provide significant streetscape improvements, public art within a public space or cash-in-lieu towards significant streetscape enhancements and/or public art, as determined by the Council; or
 - provides a quality façade to a pedestrian link; or
 - result in the development of a building with an energy efficiency rating under the Australian Building Greenhouse rating scheme (ABGR) of 5 stars or greater; or
- (b) would not adversely affect the environmental significance of any other conservation area or place; and
- (c) would not have a significant adverse effect on an adjoining property or a property in the general locality unless -
 - the relevant application is advertised in accordance with the requirements of

the Town Planning Scheme; and

- any submissions duly received in response to that advertising are considered by the Council; then

Bonus development allowances may be given with regard to heights, plot ratio and car parking.

15.0 Design Statements and Expert Advice

Design Statement

All development proposed within the Main Street and Mixed Use Precinct which is subject to the Design Guidelines within this document should be submitted to the WAPC and/or the City of Melville with an Urban Design Statement. The Urban Design Statement should demonstrate and explain the positive townscape contribution of the proposal and will address compliance to the criteria in these Guidelines and should include the following in addition to the standard requirement for site plans, floor plans and elevations:

1. Drawings of the proposed development in the context of surrounding development, including the streetscape,
2. Drawings of the proposed landscape area, including species selected and materials to be used, presented in the context of the proposed building or buildings, and the surrounding development and its context,
3. A photomontages of the proposed development in the context of surrounding development;
4. A sample board of the proposed materials and colours of the façade;
5. Detailed sections of proposed facades; and
6. If appropriate, a model that includes the context.

The Urban Design Statement and Proposed Development will be reviewed by urban design experts at the Department of Planning and City of Melville. The urban design experts shall have a background in relevant disciplines such as Landscape Architecture, Architecture, Urban Design, Town Planning, Interior Design, Built Form Sustainability or other, at the discretion of the WAPC and/or the City of Melville.

16.0 Interpretations

General Definitions

Building Height – Building height is the maximum vertical distance between Average Natural Ground Level (ANGL) to the wall height of the upper-most storey of the building. This measurement excludes attachments to the building, and plant and equipment located on the rooftop.

Convenience Store – The definition of Convenience Store is as per the City of Melville Community Planning Scheme No. 5 except that it does not include the sale of petrol, which is undesirable in the MUP.

Design Statements – A statement accompanying all proposed development in the study area and addressing the criteria included in 15.0 Design Statements of this document.

Landmark Sites – Sites which are identified in this report as having significance to the study area in terms of way finding and providing a memorable experience for users.

Lunch Bar/Takeaway Food – The definition of Lunch Bar/Takeaway Food is as per the City of Melville Community Planning Scheme No. 5 except that it does not include drive through establishments, which are undesirable in the MUP. The hours of operation of an approved Lunch Bar/Takeaway Food outlet should be determined by the WAPC and/or the City of Melville, and may exceed those allowed in the City of Melville Community Planning Scheme No. 5 definition.

Medi-Hotel – Has the same meaning as hotel, in this case refers to a facility that is developed in support of the medical facilities which dominate the Precinct, which persons from regional areas may use from time to time when visiting the hospital facilities.

Setback – The horizontal distance between a wall at any point and an adjacent lot boundary, measured at right angles (90 degrees) to the boundary.