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# Midland Activity Centre Design Guidelines



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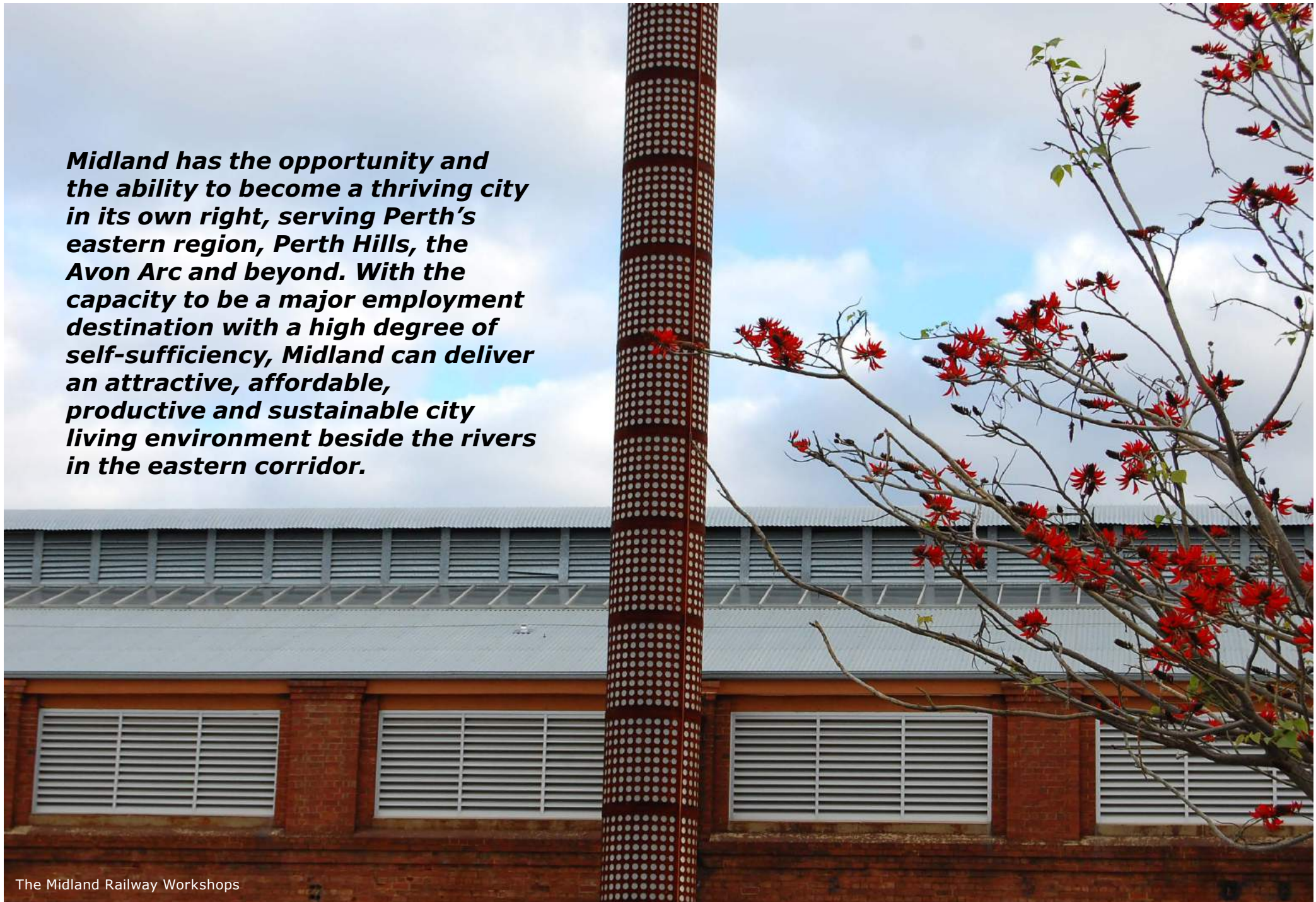
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# Introduction

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



The Midland Railway Workshops

## 1.0\_\_Introduction

The Midland Activity Centre (MAC) Design Guidelines have been prepared to guide the revitalisation and urban form of the MAC. The Design Guidelines are focused on improving the quality of development to achieve the principles established by the MAC Structure Plan.

The Design Guidelines are focused on encouraging high-quality development throughout the MAC. The Design Guidelines introduce standards for development to create the intended character and amenity, and although some design criteria is mandatory, the general approach is to provide a series of principles that development shall follow, thus allowing flexibility in design outcomes.

The design of new development in the Midland Activity Centre should respect and retain the existing heritage buildings on the Heritage List to ensure that Midland's built heritage as a railway town is preserved for future generations.

The Design Guidelines are divided into two sections:

### **Part 1: Introduction**

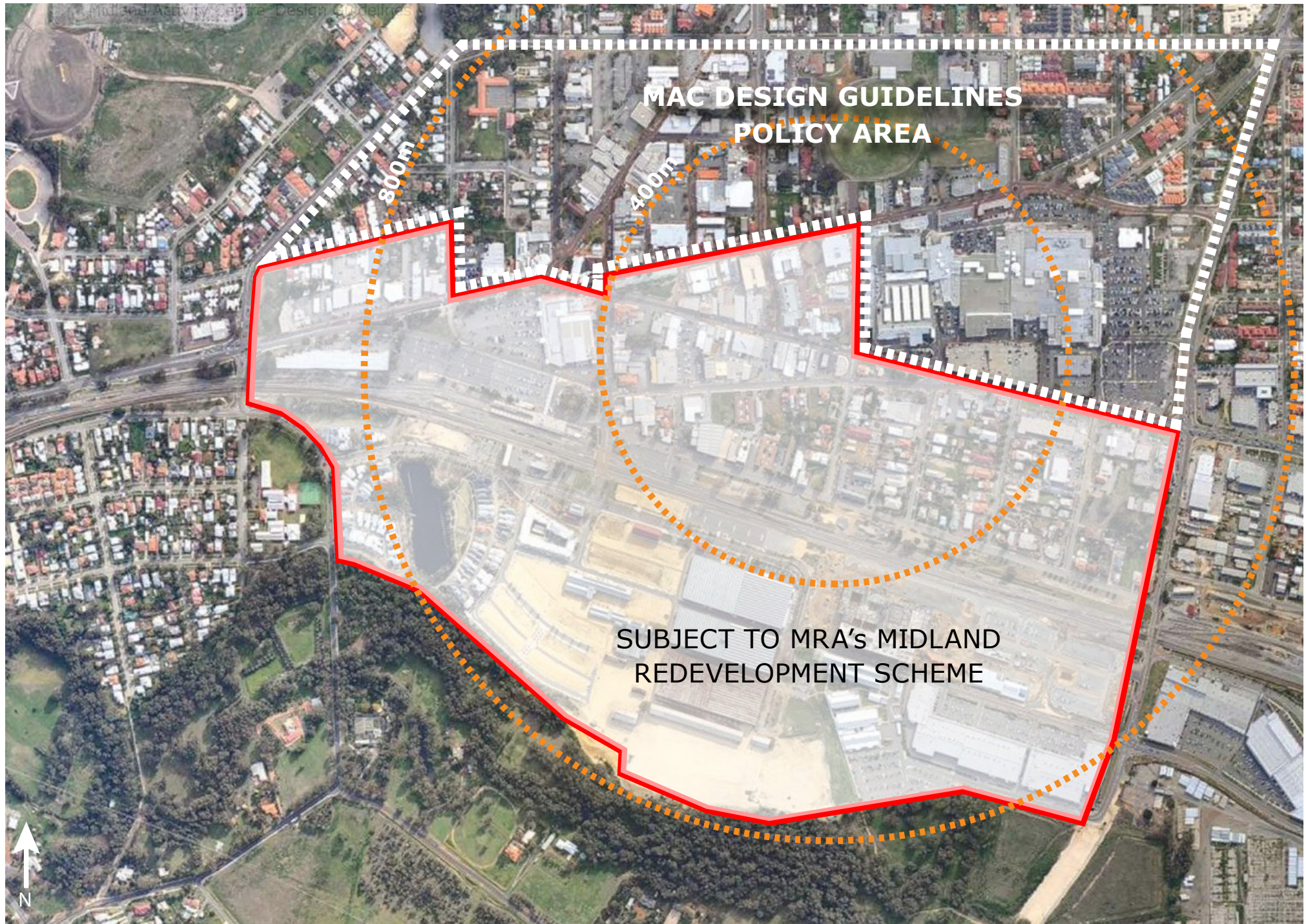
Outlines the purpose of the Design Guidelines and relationship to the planning framework.

### **Part 2: General Provisions**

Contains the principles and design elements applicable to development.



Figure01\_Former Midland Primary School, now operating in a civic capacity as a performing arts centre. Historic buildings in Midland provide a rich context to its built fabric



**MAC DESIGN GUIDELINES  
POLICY AREA**

800m

400m

**SUBJECT TO MRA'S MIDLAND  
REDEVELOPMENT SCHEME**



Figure02\_Midland Activity Centre's Design Guidelines policy area



## 1.0 Introduction

### 1.1 THE DESIGN GUIDELINES

#### 1.1.1 Purpose

The Design Guidelines have been prepared to guide development within MAC under the authority of the City of Swan (the City).

Implementation of the Design Guidelines will support the centre to be realised as a key Strategic Metropolitan Centre for the north-east metropolitan region providing high density and mixed use development.

Note: This document should be read in conjunction with the National Construction Code, Residential Design Codes, *Disability Discrimination Act 1992* and other relevant legislation, Australian Standards and Green Star. A development approval does not guarantee approval under any other standards or regulations.

#### 1.1.2 The Design Guidelines Policy Area

The Design Guidelines apply to the MAC area under the jurisdiction of the City (Figure02) and does not include the area governed by the Metropolitan Redevelopment Authority's Midland Redevelopment Scheme and Design Guidelines.

The MAC is divided into a number of precincts (Figure05) as defined by the MAC Structure Plan. The Precinct Intents which guide the overall vision for each precinct can be found in the MAC Structure Plan- Part 1.9 Structure Plan Precincts.

#### 1.1.3 Part 2 General Provisions

Part 2.0 General Provisions are set out as follows:

**Design intent:** Introduces the design philosophy and context in which to consider the Objectives. Due regard is to be given to the Design Intent in making discretionary decisions under the Design Guidelines.

**Objective:** Describes the main goal which must be achieved. It is mandatory to meet the objectives.

#### Acceptable Development Criteria:

Standards that identify design criteria which will satisfy the specific Objective. Compliance with all of the criteria will achieve the Objective. However alternative solutions for complying with the Objective may be considered.

Within the General Provisions, precinct specific provisions are provided for the following precincts:

- Morrison Road West (Figure06); and
- Midland West End (Figure08).

Precinct specific provisions are not provided for all other precincts.

**Note:** The Design Guidelines do not provide precinct specific guidelines for the Morrison Road East Precinct as the area is largely developed. Development shall be as per the Midland Activity Centre Structure Plan and Residential Design Codes.

**Note:** The Design Guidelines do not provide precinct specific guidelines for the Midland Gate Precinct as development shall be as per the Midland Activity Centre Structure Plan and any approved Midland Gate development plan.

**Note:** The Design Guidelines do not provide precinct specific guidelines for the Midland Oval Precinct as development shall be as per the Midland Activity Centre Structure Plan and the Midland Oval Design Guidelines.

#### Notes

Notes are provided to assist in the interpretation of the Design Guidelines and to provide guidance to applicants to assist in demonstrating compliance.



Figure03\_Old Great Northern Highway, Midland

## 1.0 Introduction

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### 1.1.4 Relationship to Local Planning Scheme

The Design Guidelines have been adopted by the City as local planning policy in accordance with the Local Planning Scheme (Part 2) and should be read in conjunction with the Local Planning Scheme and MAC Structure Plan. General planning policies applicable to the Design Guidelines Policy Area are also outlined in the Local Planning Scheme.

In determining any application for development approval, the City will utilise the Design Guidelines, in conjunction with the Local Planning Scheme and Policies and the MAC Structure Plan as the primary assessment criteria.

### 1.1.5 Relationship to Midland Activity Centre Structure Plan

The MAC Structure Plan is a strategic document which establishes the high-order development and design objectives and standards relating to the Midland Strategic Regional Centre Zone. In particular, it establishes the precinct intents and land use, movement, activity, urban form and resource enhancement principles to ensure Midland operates as an effective Strategic Metropolitan Centre.

The MAC Structure Plan is adopted under the provisions of the Local Planning Scheme Part 5.

The Design Guidelines build on the objectives established by the MAC Structure Plan and provide additional guidance and development standards.

### Relationship to Residential Design Codes

In addition to the Midland Activity Centre Guidelines, any multiple dwelling or mixed used development within the Midland Activity Centre Structure Plan area also need to satisfy the provisions of State Planning Policy 7.3 Residential Design Codes Volume 1 and 2 where relevant.

With the exception of the following provisions of SPP 7.3 Residential Design Codes Volume 2 - Apartments which are overridden by the provisions in the Midland Activity Centre Structure Plan and these design guidelines:

- 2.1 Primary Controls
- 2.2 Building Heights
- 2.3 Street Setbacks
- 2.4 Side and Rear Setbacks
- 2.5 Plot Ratio
- 2.7 Building Separation

### 1.1.6 Discretion

An important provision within the Design Guidelines is the opportunity for the applicant(s) or owner(s) to meet the Objective through an alternative solution.

The City may approve a development application where the applicant(s) has departed from the recommended Acceptable Development Criteria where, in the City's opinion, the applicant(s) has demonstrated that the alternative solution(s) is consistent with the MAC Structure Plan's vision and principles, meets the Design Guidelines Objective(s) and the intent of the Acceptable Development Criteria.

### 1.1.7 Design Process

#### Pre DA Submission

1 - Sketch Design  
It is recommended that the lot owner engages an architect, designer or builder who has proven skills and experience in working with Design Guidelines.

2 - Sketch Design preliminary discussion  
It is required that the lot developers meet with the City to discuss design and sustainability concepts.

3 - Sketch Design Submission  
Developers must provide the City with detailed design information and drawings for comment and preliminary check for compliance.

4 - Sketch Design Review  
It is recommended that the lot developer contact the City to organise their design to be reviewed by the City's Design Review Panel.

5 - Design Endorsement  
The City will provide endorsement of submissions compliant with MODG and design intent.

#### Development Application

6 - Application for Planning Approval  
The lot owner shall submit endorsed drawings to the City.

7 - Sustainability Performance Review  
The lot owner shall provide the City with Sustainability Performance documentation for assessment.

8 - Planning Approval Review  
Drawings to be reviewed by the City for recommendation.

9 - Planning Application Submission  
The City assesses and determines the application having regard to any advice received. The application will be referred to the Joint Development Assessment Panel where applicable.

#### Development

10 - Application for Building Permit  
The lot owner shall submit working drawings to the City demonstrating compliance with the planning approval.

11 - Building Permit Submission  
Building Permit applications shall be submitted to the City for endorsement, stamping and approval.

#### Construction

12 - Construction  
Developers undertake construction.

13 - Construction compliance  
Ongoing monitoring to ensure compliance with sustainability requirements, design excellence and build quality.

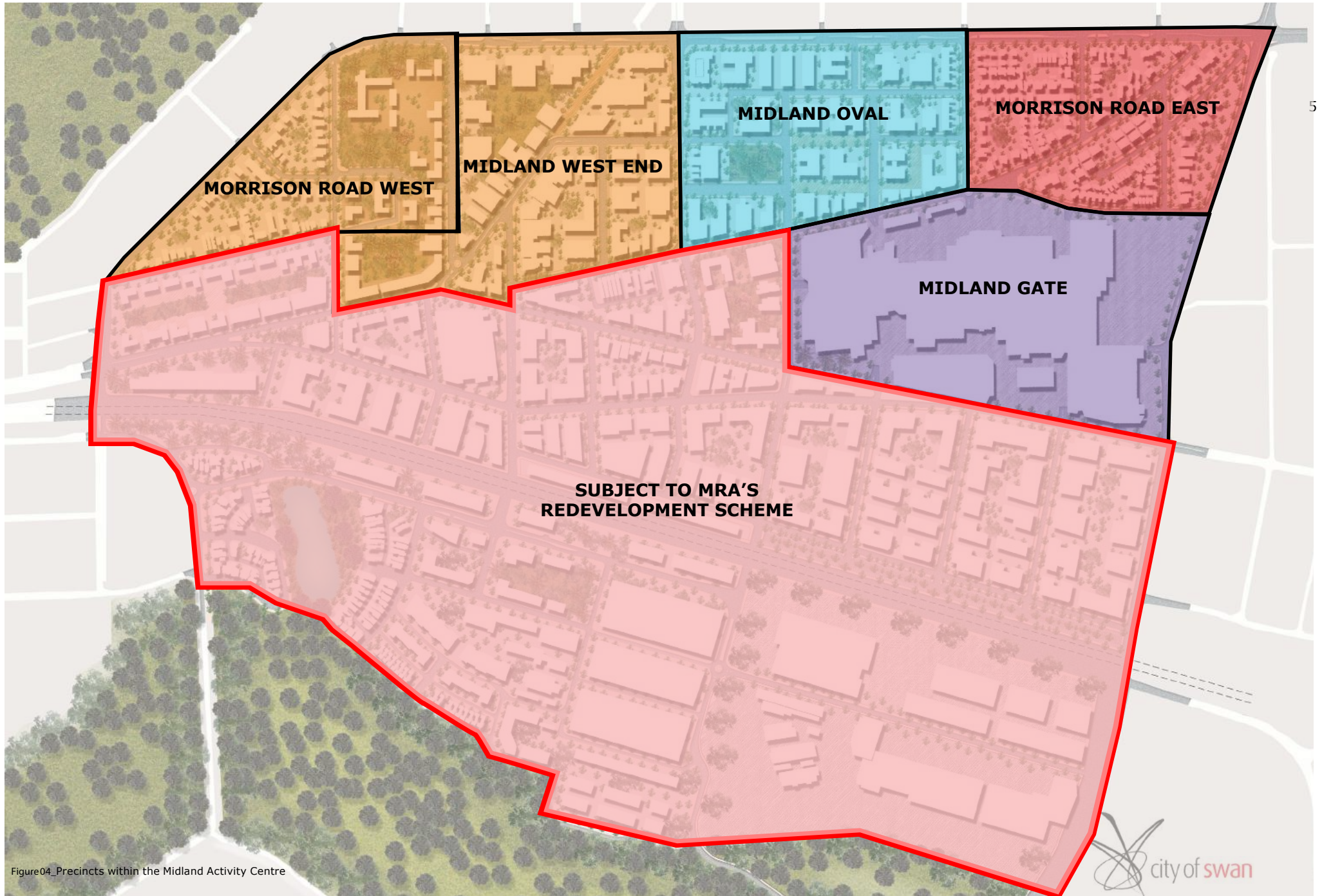


Figure04\_Precincts within the Midland Activity Centre

1.0 Introduction

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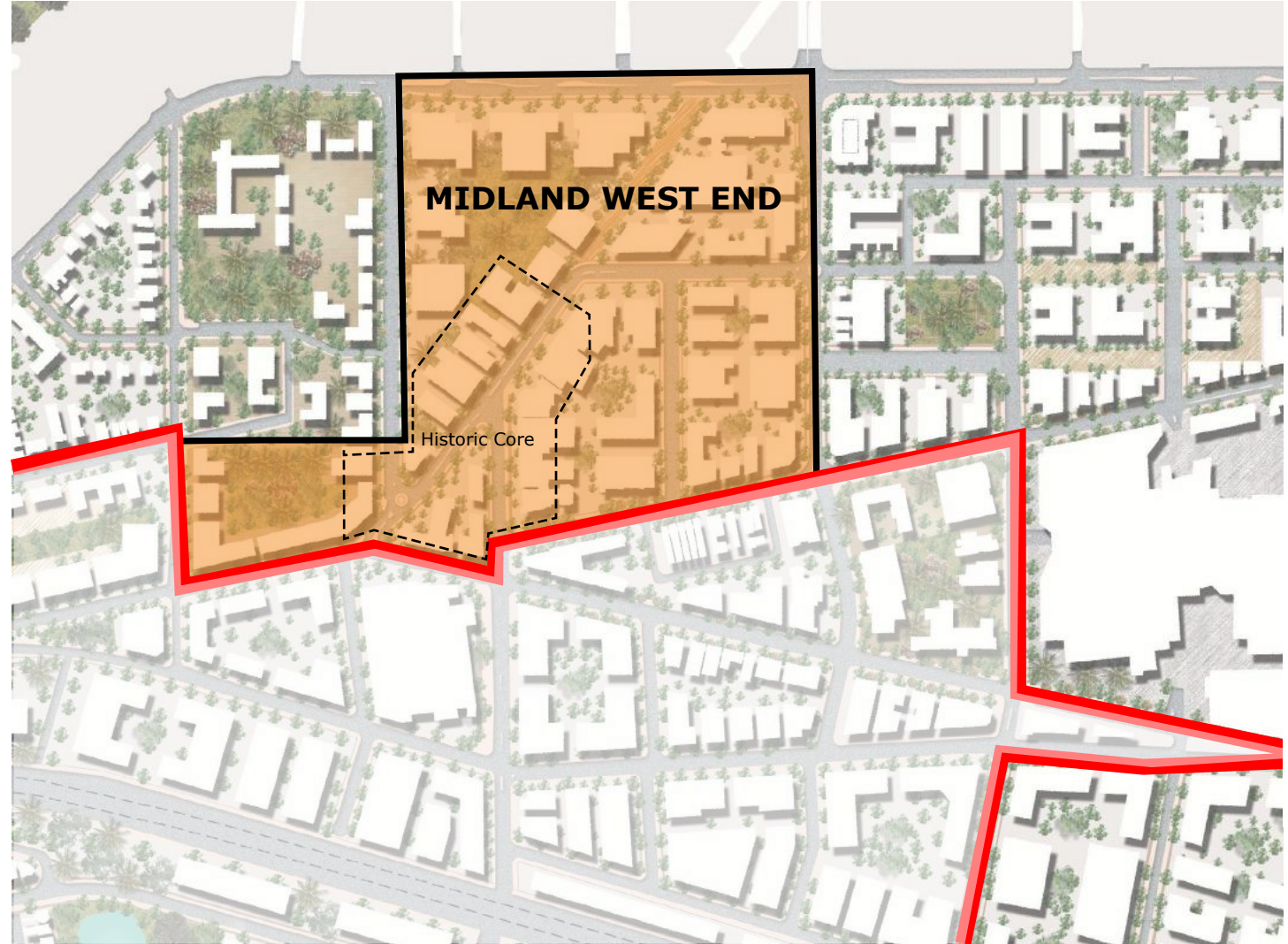


Figure06\_The Midland West End Precinct, showing the historic core which has particular design characteristics.

1.0 Introduction



Figure07\_An example of the quality of built form expected within the Morrison Road West precinct

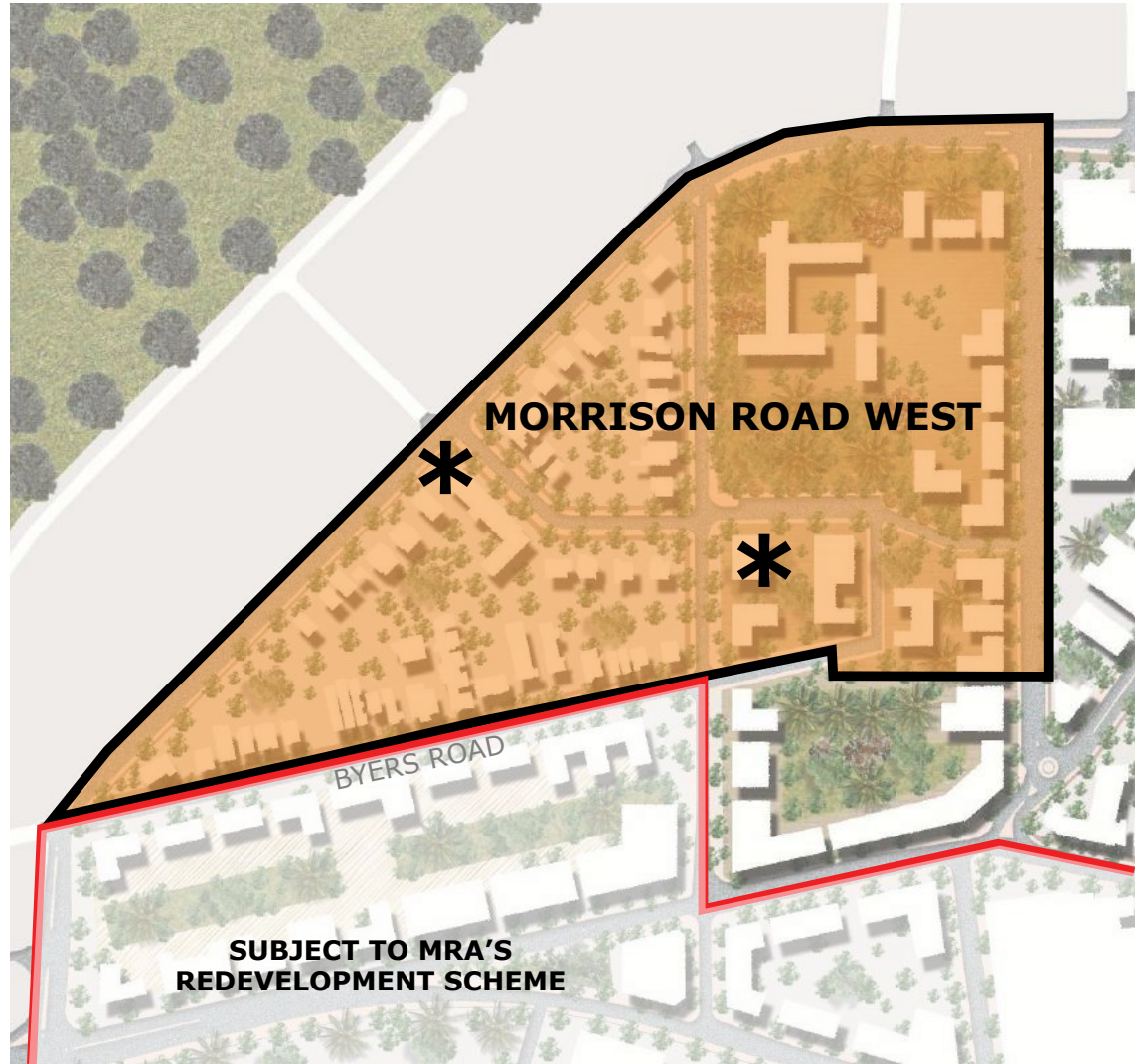


Figure08\_The Morrison Road West Precinct showing landmark sites



Markets in well designed streets provide activation and community focus



# General Provisions

## 2.0\_\_General Provisions

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### 2.1 INTRODUCTION

Part 2.0 General Provisions provides Design Intent, Objectives and Acceptable Development Criteria to support high-quality development outcomes. This section addresses:

- 2.2 Building Design and Amenity Requirements;
- 2.3 Public Realm Requirements;
- 2.4 Parking, Service, Infrastructure and Access Requirements; and
- 2.5 Sustainability Requirements.



Figure09\_A mix of uses and concentration of activity allow for a vibrant public realm



## 2.0\_\_\_General Provisions

### 2.2 BUILDING DESIGN AND AMENITY REQUIREMENTS

Building design should provide a pedestrian scale and define streets and public spaces, creating an urban presence and a sense of enclosure without affecting the intended streetscape character.

Building scale and form responds to the urban form expressed in the MAC Structure Plan, with the tallest buildings being near to public transport and points of amenity / neighbourhood focus. Midland's historic character provides important cues for building scale, character and materiality.

Building orientation, design and materials achieve an appropriate level of amenity for residents and visitors, acknowledging the inner-city Midland environment.

This section addresses:

- 2.2.1 Architectural Expression;
- 2.2.2 Scale and Form
- 2.2.3 Street Relationship and Active Edges;
- 2.2.4 Design for Climate;
- 2.2.5 Heritage;
- 2.2.6 Communal Open Space;
- 2.2.7 Daylight Access and Overshadowing;
- 2.2.8 Fencing; and
- 2.2.9 Acoustics.



***Buildings must appropriately address the public realm to create a comfortable pedestrian setting whilst contributing to the desired character of Midland.***

Figure 10\_Development in Midland to be of high-quality, framing public spaces, providing architectural interest and being of a form that promotes safe and comfortable streets

## 2.0\_\_General Provisions

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### 2.2.1 Architectural Expression

**Design Intent:** Buildings offer contemporary and innovative expression which complements the area’s existing character and sense of place. Building design positively contributes to the vitality of the activity centre providing visually interesting design and an attractive, human-scale relationship with the public realm and streetscape.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>• Built form represents creative architecture and a contemporary aesthetic which complements the existing character of the area.</li> <li>• Buildings incorporate a range of materials into the finished design to enhance visual interest, encourage passive surveillance and contribute to the character of the area.</li> </ul>	<ol style="list-style-type: none"> <li>1. Building design acknowledges the character of the area and responds to existing urban development in a contemporary manner.</li> <li>2. Buildings incorporate variation in building articulation, texture, colour, openings to reduce the overall bulk appearance of the building;</li> <li>3. Building walls should contain windows, entrances, balconies, green walls and awnings to create visual cohesiveness, interest and relationship to the street and public realm; and</li> <li>4. Buildings do not include extensive blank walls, extensive featureless glazing, highly reflective surfaces, large areas of undetailed precast concrete, superficial and superfluous detailing and highly saturated colour palettes, which are visible from the street or public spaces.</li> </ol> <p>Note: Where facades are abutting, the abutting walls are not required to be detailed if they are constructed simultaneously. An appropriate interim treatment shall be required when not constructed simultaneously.</p>
<ul style="list-style-type: none"> <li>• Corners sites are designed to reinforce prominent corners and provide architectural features which contribute to a legible urban environments and sense of place.</li> </ul>	<ol style="list-style-type: none"> <li>5. Built form is oriented to address the corner and all frontages;</li> <li>6. Access, servicing and equipment are located away from high visibility areas at street corners; and</li> <li>7. In addition, where identified in the Midland Activity Centre Structure Plan as a Landmark Sites (Figure08) built form:             <ul style="list-style-type: none"> <li>_provides a variation in building form and scale;</li> <li>_provides an iconic roof form; and</li> <li>_provides variation in architectural features such as colour, materials and lighting.</li> </ul> </li> </ol>



Figure11\_Interesting facades are important in activity centres where a positive experience and impression are required



Figure12\_Appropriate apartment development, showing articulation, a range of materials, respecting nearby development and an approach to landmark development

## 2.0\_\_General Provisions



Figure13\_A range of complementary materials and elements helps to create architectural expression

## 2.0 General Provisions

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### 2.2.2 Scale and Form

**Design Intent:** Plot ratio, setbacks, height, bulk and roof forms of buildings contribute to the intended character and amenity of the activity centre. Building setbacks provide for the intended streetscape character, function and quality to create a comfortable inner urban pedestrian-scale environment. Building setbacks on active streets provide a strong built form edge and direct connection with the public realm and streetscape. Building setbacks on other streets provides for a more open environment which is more delineated from the public realm. Building height is the tallest near to public transport and large scale community facilities, stepping down to the fringes of the activity centre and respecting the scale of heritage buildings. Within the historic core (Figure06), careful attention will be paid to enhancing the existing character established by the historic fabric.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>• Building plot ratio responds to the Midland character and intended precinct outcomes and appropriately addresses the streetscape and public realm.</li> </ul>	<ol style="list-style-type: none"> <li>1. Building plot ratio is in accordance with the Midland Activity Centre Structure Plan.  <small>Note: For additional information regarding plot ratio bonuses, refer to Part 1.8.3.8 and 1.8.3.9 of the Midland Activity Structure Plan.</small> </li> </ol>
<ul style="list-style-type: none"> <li>• Building setbacks create a pedestrian scale throughout Midland, with street setbacks consistent with the precinct character.</li> <li>• Ground level setbacks facilitate the intended uses and ground floor interface as identified in the Midland Activity Structure Plan.</li> <li>• Building setbacks allows for adequate solar access to adjacent buildings, streets and open spaces.</li> <li>• Building setbacks appropriately respond to heritage places.</li> </ul>	<ol style="list-style-type: none"> <li>2. Building setbacks and boundary wall lengths are in accordance with the Midland Activity Centre Structure Plan.  <small>Note: Balconies projections may vary but must be provided wholly within the building envelope.                      Note: The front setback of development in the Morrison Road West precinct allows for the widening of Morrison Road (Figure16).</small> </li> </ol>
<ul style="list-style-type: none"> <li>• Building height provides for a graduation in height with the taller building elements near to public transport and points of amenity or neighbourhood focus.</li> <li>• Building height allows for adequate solar access to adjacent buildings, to streets and open spaces.</li> <li>• Building height at street level incorporates pedestrian-scaled form to provide a comfortable environment.</li> </ul>	<ol style="list-style-type: none"> <li>3. Building heights and wall heights are in accordance with the Midland Activity Centre Structure Plan.  <small>Note: Building heights (number of storeys) to be calculated from the adjacent external street.                      Note: Under-croft and basement parking is not considered to be a storey but any part of a building used for parking above ground level is included in the calculation of the overall building height. Refer to the definition of "Storey" in the Midland Activity Centre Structure Plan.                      Note: For additional information regarding development bonuses, refer to Part 1.8.3.8 and 1.8.3.9 of the Midland Activity Structure Plan.</small> </li> </ol>
<ul style="list-style-type: none"> <li>• Roof forms are designed as an integral aspect of the overall architectural design which support the area's existing character and contributes to an interesting skyline.</li> <li>• Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.</li> </ul>	<ol style="list-style-type: none"> <li>4. Tower development incorporates well designed rooftops which are integrated into the design of the building and add visual interest to the skyline;</li> <li>5. Roof designs conceal roof plant equipment and lift over-run structures from view;</li> <li>6. Roof orientation and design allows for installation and efficiency of PV solar collectors; and</li> <li>7. Flat roofs are designed as green roofs or useable communal spaces.</li> <li>8. Usable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites (refer to element 4.11 roof design of SPP 7.3 Residential Design Codes Volume 2 for further design guidance).</li> </ol>

## 2.0 General Provisions

### 2.2.2 Scale and Form continued

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>• Building design promotes pedestrian-scale buildings that are appropriately articulated to provide street presence and interest.</li> <li>• Buildings achieve contemporary, slender form and taller building elements do not significantly overshadow the public realm.</li> <li>• Building articulation, scale and form responds to heritage places.</li> </ul>	<ol style="list-style-type: none"> <li>8. Built form to provide articulation of building elements to break-up the mass and scale large developments;</li> <li>9. Lower storeys or podium levels express an identified street rhythm established by existing development and level of street activation;</li> <li>10. Development incorporates human scale design elements such as balconies, windows, awnings and terraces;</li> <li>11. Towers are designed to be slender, contemporary and sculptural in form; and</li> <li>12. Towers are set back from the street to maintain the intended pedestrian scale and respect heritage places.</li> </ol>
<ul style="list-style-type: none"> <li>• Development in the Midland West End Precinct contributes to the pedestrian scaled character established by the historic building fabric. Development that interfaces with heritage buildings exhibits appropriate development form by relating to the intended street character and ensuring bulk and building lines respect adjacent development.</li> </ul>	<ol style="list-style-type: none"> <li>13. Within the historic core (Figure06) building height at the street interface is limited to two storeys with upper floors set back (Figure18) to protect the historic streetscape of Old Great Northern Highway and Helena Street;</li> <li>14. Facade heights and vertical lines should be compatible with key historic mercantile and hotel buildings in the area;</li> <li>15. Built form provides continuous vertical rhythm and pedestrian amenities such as awnings;</li> <li>16. Development respects the established architecture providing clearly defined door and window openings in predominantly solid exterior walls. Windows shall make up no less than 50% of the width of the facade on upper storeys;</li> <li>17. Façades are to be broken into individual elements with a strong relationship and rhythm; and</li> <li>18. Balconies are encouraged but shall not run continuously along the façade. Separate individual balconies are appropriate.</li> </ol>

## 2.0\_\_General Provisions

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Figure14\_Building setbacks will be consistent with a precinct's intended character; buildings on active streets will be constructed at the property line to promote engagement and commercial interaction with the public realm



Figure15\_Diagram showing the extent of road widening required for Morrison Road

## 2.0\_\_General Provisions

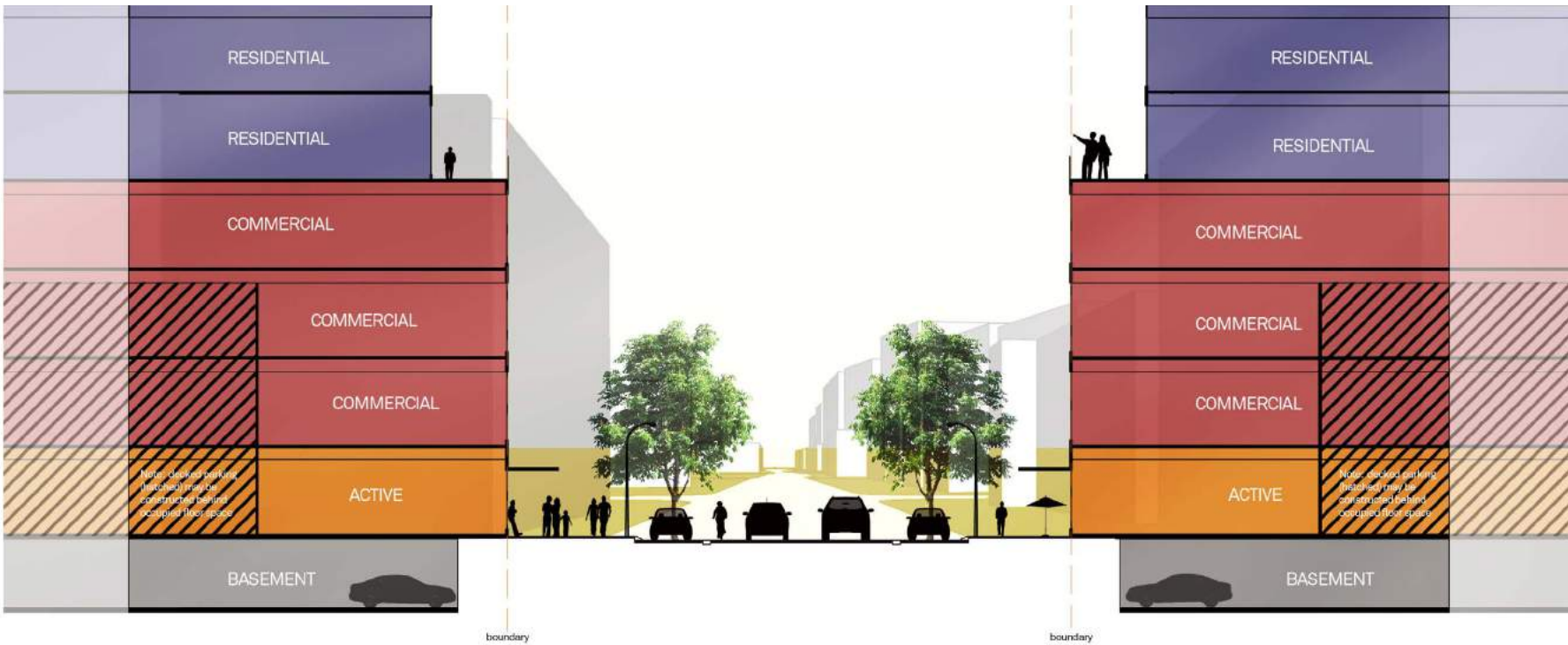


Figure 16\_A typical cross section within the broader Midland West End precinct, showing building heights, setbacks, land use and street characteristics



Figure 17\_An example of the types of buildings to be expected within the Midland West End Precinct

2.0\_\_General Provisions

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Figure 18\_A typical cross section within the historic core of the Midland West End Precinct, showing building heights, setbacks, land use and street characteristics



Figure 19\_Historic fabric in Midland's Historic Core can be incorporated into larger and contemporary buildings of appropriate scale



## 2.0\_\_General Provisions



Figure20\_A typical cross section of development in the Morrison Road West Precinct, showing building scale, setbacks, and street characteristics. Upper floors can be setback inside the building envelope to create building articulation and visual interest.



Figure21\_Appropriate apartment development, showing articulation and a range of materials

## 2.0\_\_General Provisions

### 2.2.3 Street Relationship and Active Edges

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**Design Intent:** Development enhances the street relationship and creates vibrant, diverse, legible and safe urban environments. Buildings are to be designed at a level which establishes a direct relationship between the pedestrian path and entrance of the building creating a strong interface for pedestrians.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>•Development maintains a safe, positive relationship with the street and public open space such that pedestrian movement, sightlines and streetscape character are maximised.</li> <li>•Development provides a human-scale interface to adjacent streets and public spaces by utilising major windows, legible pedestrian entrances and balconies.</li> </ul>	<ol style="list-style-type: none"> <li>1. Lower storeys are designed to address the street and facilitate a visual relationship with pedestrians, including elements such as visually transparent frontages, windows and balconies;</li> <li>2. Residential dwellings provide for passive surveillance to the street, public space or communal open space, having more than one major opening from a habitable room or balcony;</li> <li>3. Ground floor levels of buildings are to be at or near ground level;</li> <li>4. Building entrances:                         <ul style="list-style-type: none"> <li>_address the street/s or frontage;</li> <li>_maximise the number of pedestrian entries to each building;</li> <li>_are highly visible, well-lit and identifiable as entry points; and</li> <li>_where in a mixed-use building, provide separate entries for non-residential and residential uses for legibility of appropriate passages.</li> </ul> </li> <li>5. Where ramps are required to facilitate access to the building, ramps are accommodated within the building to reduce visual impact and disruption to safe pedestrian environments; and</li> <li>6. Design promotes safe urban environments consistent with Crime Prevention Through Environmental Design Principles.</li> </ol> <p>Note: Development has regard to the WAPC publication Planning Bulletin 79 'Designing Out Crime Planning Guidelines'.</p>
<ul style="list-style-type: none"> <li>•In addition, where identified as a Main Street Edge or Semi Active Edge in the Midland Activity Centre Structure Plan, ground floor development activates streets and laneways through major openings, glazed frontages, windows, alfresco dining spaces, pedestrian shelter and legible building entries.</li> </ul>	<ol style="list-style-type: none"> <li>7. Where identified as a Main Street Edge or Semi Active Edge, ground floor development:                         <ul style="list-style-type: none"> <li>_promotes opportunities for a mix of uses such as via the use of narrow building frontages;</li> <li>_is designed as shop front style with no less than 80% of the frontage glazed with clear glass;</li> <li>_provides for flexible spaces capable of being used for various non-residential uses, such as via the use of large openings with operable elements to enhance adaptability;</li> <li>_floor to ceiling heights are a minimum of 3.5m with 5m preferred;</li> <li>_is at the same level as the adjacent footpath; and</li> <li>_provides awnings for the full width of the site and a minimum depth of 2m, designed with varying treatment to enhance legibility and design to account for contextual elements such as street trees, access points, roadside infrastructure and furniture.</li> </ul> </li> </ol>
<ul style="list-style-type: none"> <li>•In addition, where identified as a Commercial and Residential Front Door in the Midland Activity Centre Structure Plan, residential development at the ground floor protects the amenity and privacy of residents while maintaining a passive relationship with the pedestrian environment.</li> <li>•Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.</li> </ul>	<ol style="list-style-type: none"> <li>8. Where identified as a Commercial and Residential Front Door, residential uses at the ground floor shall satisfy Element 3.6 Public Domain Interface and Element 3.7 Pedestrian Access and Entry of SPP 7.3. Residential Design Codes.</li> </ol>

## 2.0\_\_General Provisions



Figure23\_Main Street or Semi Active Edge: Some streets in Midland are to have active frontages at the ground level to create a vibrant city centre.



Figure22\_Commercial and Residential Front Door: Fences and steps provide a transition from the public to the private realm. However surveillance and a sense of ownership of the street are also important

## 2.0\_\_General Provisions

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### 2.2.4 Design for climate

**Design Intent:** Buildings are designed to respond to their environment, enhance user amenity and facilitate sustainable design and operational outcomes

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>• Building design responds to the natural environment (Midland Region climate zone 5 - warm temperate), reduces lifetime energy demand, facilitates an amenable micro-climate and minimises the urban heat island affect.</li> </ul>	<ol style="list-style-type: none"> <li>1. Built form is oriented to capture prevailing breezes and facilitate cross-ventilation;</li> <li>2. Built form is oriented to maximise northern solar access and incorporates passive solar design principles and elements including:                             <ul style="list-style-type: none"> <li>_ windows which are located and designed to maximise northern solar access;</li> <li>_ shading devices to all north, east and west external windows;</li> <li>_ orientation and materials which maximise natural light;</li> <li>_ moveable or operable facade elements to allow adjustments for enhanced natural light penetration; and</li> <li>_ design elements which minimise heat gain to east and west facing walls.</li> </ul> </li> <li>3. Building design incorporate green building elements such as green walls and roofs.</li> </ol> <p>Note: Additional information regarding street tree requirements can be found in the City's Public Domain Strategy for the Midland Activity Centre and the City's Street Planting Guidelines.</p>



Figure24\_Building heights will create a comfortable pedestrian scale, with taller elements set back from the building line

## 2.0\_\_General Provisions

### 2.2.5 Heritage

**Design Intent:** Development of heritage places respects the integrity and significance of these assets and that development is of the highest quality, to ensure ongoing use and public appreciation for generations to come, including places listed on the City of Swan’s Local Government Inventory Heritage List or listed on the State Register of Heritage Places. Development on sites abutting a heritage place respects and appropriately responds to the significance of the heritage place in a modern context.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>• Development of heritage places accord with the relevant statement of significance and level of protection or management identified in the City of Swan’s Local Government Inventory or the State Register of Heritage Places.</li> <li>• Development promotes and facilitates appropriate and sensitive adaptive re-use of underutilised heritage buildings and ensures high-quality architectural responses for additions and infill development, to allow ongoing use and enjoyment of heritage places.</li> <li>• Development, including proposed demolition, does not adversely affect or detract from the significance of a heritage place.</li> <li>• Development proposals and planning decision making is consistent with best practice in heritage conservation and the principles of the Burra Charter.</li> </ul>	<ol style="list-style-type: none"> <li>1. Development does not adversely affect, damage or destroy heritage significance.</li> <li>2. New work should respect the context, scale, setback, materiality and character of the original. Design is carefully considered and is of a high quality that respects and supports the significance of the place. New work should be readily identifiable as new development, should not imitate or replicate the heritage architecture nor should it detract from the cultural heritage significance of a heritage place.</li> <li>3. The heritage place continues to be used for the purpose for which it was built, or for a use with which it has a long association. Where this is not considered possible, adaptive re-use is to be undertaken to ensure:                         <ul style="list-style-type: none"> <li>_ the new use is compatible with the physical conservation of the place;</li> <li>_ the significant fabric and context of the heritage place is conserved;</li> <li>_ the existing room layout and access patterns (or evidence of these) are retained;</li> <li>_ an ability to interpret the significance of the place remains unaffected; and</li> <li>_ the application of interpretative heritage treatments that assist the appreciation of the significance of the place.</li> </ul> </li> <li>4. Extensions and additions to heritage places are compatible and complementary to the place and are designed to achieve:                         <ul style="list-style-type: none"> <li>_ the continued retention and protection of the heritage significance of the heritage place;</li> <li>_ compatibility in terms of proportions, height, setbacks, materials, colours and other details of the heritage place. The visibility of additions, especially where these are of a height greater than that of the original building, will be sensitively located to reduce visual impact;</li> <li>_ the continued preservation of existing important views, sightlines and setting;</li> <li>_ where possible, works that are reversible / removable to avoid permanent damage to the significant fabric of the original building; and</li> <li>_ minimal impact on any significant trees, landscape elements or site features.</li> </ul> </li> </ol>

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

## 2.0 General Provisions

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### Acceptable Development Criteria

5. Heritage places are conserved and maintained to a high standard wherever possible, and partial or complete demolition of heritage places is only approved in exceptional circumstances, which may include:
  - \_ where the building or part of the building or structure has been identified as having no significance, as not contributing to the significance of the heritage place or is considered to be intrusive;
  - \_ where it can be conclusively demonstrated by a suitably qualified professional that the building is beyond repair, both physically and economically, or the significance of the place has been diminished to a degree that it cannot be re-established; or
  - \_ any application for demolition is to include clear and convincing evidence that there is no feasible and prudent alternative. In considering an application to demolish, the City will have regard for the recognised cultural heritage significance, statement of significance and level of management recorded in the Local Government Inventory.
6. New buildings should not undermine the significance or detract from the prominence or character of adjoining heritage places and should be designed to:
  - \_ respect the context, scale, setback, materiality and character of the heritage place.
  - \_ be of its own time and not imitate, replicate or mimic the heritage architecture. Imitative solutions can mislead the onlooker and may diminish the strength and visual integrity of the heritage place; and
  - \_ maintain or enhance views to significant elevations and features of heritage places.
7. Alterations to heritage places to achieve energy efficiency or other sustainability devices are compatible and complementary to the place and have been designed to:
  - \_ minimise the impact of renewable energy systems on the cultural significance of heritage buildings;
  - \_ minimise impact on the visual setting of the heritage place, particularly of its main frontage and the dominant roof;
  - \_ not detract from the visual presentation of the place to its primary street or significant vista;
  - \_ all necessary electrical and plumbing conduits for the system are located so as to prevent visual clutter; and
  - \_ the system must be able to be removed.

Note: The following reports and additional information may be required to support development applications for significant works to heritage places:

- \_ Heritage Impact Statement
- \_ A Zones of Significance Plan
- \_ Archival Record
- \_ Heritage Interpretation Plan

Note: The State Government's Heritage Property Disposal Process applies where a State Government property is proposed to be demolished.

Note: Developers should have regard to any Conservation Management Plan for Heritage Places where available.

## 2.0 General Provisions

### 2.2.6 Communal Open Space

**Design Intent:** Communal open space is integrated with developments and provides for shared use by residents or workers.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"><li>• Functional outdoor communal open space is provided which enhances user and site amenity, is accessible and secure and allows for passive surveillance and landscaping.</li></ul>	<ol style="list-style-type: none"><li>1. Communal open space is provided at the ground floor, podiums or rooftops;</li><li>2. Communal open space for residential dwellings to satisfy Element 3.4 Communal open space of SPP 7.3. Residential Design Codes Volume 2.</li><li>3. Communal open space, and access to the space is designed to provide universal access;</li><li>4. Communal open space enhances user amenity and provides facilities such as shade, landscaping, structures, BBQ areas and multi-use spaces;</li><li>5. Built form achieves passive surveillance of communal open space; and</li><li>6. Building services are not to be visible from communal open spaces.</li></ol> <p><b>Note:</b> Drying racks and bike parking areas and their associated access does not form part of the communal open space calculation.</p>



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### 2.2.7 Daylight Access and Overshadowing

**Design Intent:** Development maximises the comfort and amenity of internal and external living and working spaces. Building setbacks ensure adequate daylight, direct sun and ventilation for buildings and associated open space.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>• Daylight access is provided to all habitable rooms and encouraged in all other areas of residential development.</li> <li>• Residents are provided with the ability to adjust the quantity of daylight to suit their needs.</li> </ul>	<ol style="list-style-type: none"> <li>1. All development is oriented to optimise northern aspect;</li> <li>2. All development incorporates operable window shading devices; and</li> <li>3. Multiple dwellings to satisfy Element 4.1 Solar and daylight access of SPP 7.3 Residential Design Codes Volume 2.</li> </ol>
<ul style="list-style-type: none"> <li>• Impact of overshadowing from development on the public realm and adjacent development is minimised given the constraints of the city centre context.</li> </ul>	<ol style="list-style-type: none"> <li>4. Development minimises overshadowing of living rooms, private open spaces and communal open spaces of neighbouring properties;</li> <li>5. Where the street frontage is to the north or south, overshadowing to the south is minimised; and</li> <li>6. Development protects solar access for existing solar collectors on neighbouring buildings where possible.</li> </ol> <p>Note: If the proposal will significantly reduce the solar access of neighbours, increased building separations should be considered.</p> <p>Note: Shadow diagrams showing the impact of a proposal on adjacent residential developments, PV solar collectors and their private open space may be required.</p>

### 2.2.8 Fencing

**Design Intent:** Security and private enclosures are an important feature for residents. Permeable fencing of private spaces provides passive surveillance opportunities, enhancing the safety of enclosed spaces and maintaining a visual connection with the pedestrian environment.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>• Safe activated enclosure is provided which enhances private and public security for development at ground level.</li> </ul>	<ol style="list-style-type: none"> <li>1. Fencing abutting the street is not to exceed 1.8m in height from natural ground level;</li> <li>2. Solid fence walls shall have a maximum height of 1.2m addressing the street and public realm;</li> <li>3. Any component of the fence more than 1.2m above ground level shall be 70% visually permeable;</li> <li>4. Fencing adjacent or viewed from the public realm shall be constructed of high quality materials and must not contain sheet metal or hardifence material; and</li> <li>5. Letter boxes should be incorporated into the fence or into the development.</li> </ol> <p>Note: Fences to street boundaries of commercial properties will generally only be approved in exceptional circumstances (such as to define an outdoor eating area on private property) and they shall not detract from the intended activation of streets.</p>



## 2.0\_\_General Provisions

### 2.2.9 Acoustics

**Design Intent:** Development is sited, designed and constructed to alleviate noise intrusion from internal and external noise sources, particularly from significant external noise sources, such as rail, road and events.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>• Building orientation and design responds to external noise sources to minimise impact on residential development.</li> </ul>	<ol style="list-style-type: none"> <li>1. Adequate building separation is provided within the development and from neighbouring buildings/ adjacent uses;</li> <li>2. Window and door openings are generally limited, orientated away from or shielded from noise sources; and</li> <li>3. Non-residential uses, storage, circulation areas and non-habitable rooms are located to buffer noise from external sources; and</li> <li>4. Multiple dwellings to satisfy the requirements of Element 4.7 Managing the impact of noise from SPP 7.3 Residential Design Codes Volume 2.</li> </ol>
<ul style="list-style-type: none"> <li>• Sound attenuation measures are used in development to minimise noise impact on residential development from outdoor, entertainment activities or events, street noise, mechanical plant, traffic, aircraft, passenger rail and freight rail through appropriate construction techniques.</li> </ul>	<ol style="list-style-type: none"> <li>5. Development is constructed to incorporate acoustic attenuation measures in response to the development site noise characteristics, such as:                         <ul style="list-style-type: none"> <li>_ acoustic glazing, double glazing or acoustic louvres;</li> <li>_ acoustic seals to doors and windows;</li> <li>_ acoustic floor-finishes;</li> <li>_ acoustically solid balustrades, acoustic absorption materials or wintergardens to balconies; or</li> <li>_ use of materials with high sound reduction properties, with preference to high mass materials.</li> </ul> </li> <li>6. Sound attenuation treatments are designed to comply with the Table 1 of AS 2107                         <p>Note: Applicants may be required to submit a report prepared by a qualified acoustic consultant equivalent to those required for admission as a Member of the Australian Acoustical Society, in order to demonstrate appropriate acoustic levels.</p> <p>Note: Applicants may be required to submit a noise management plan in accordance with 1.8.3.4 of the Midland Activity Centre Structure Plan.</p> <p>Note: Applicants may be required to submit an acoustic report demonstrating compliance with AS2017 and AS2021 in accordance with 1.8.3.4 of the Midland Activity Centre Structure Plan.</p> </li> </ol>

## 2.0\_\_General Provisions

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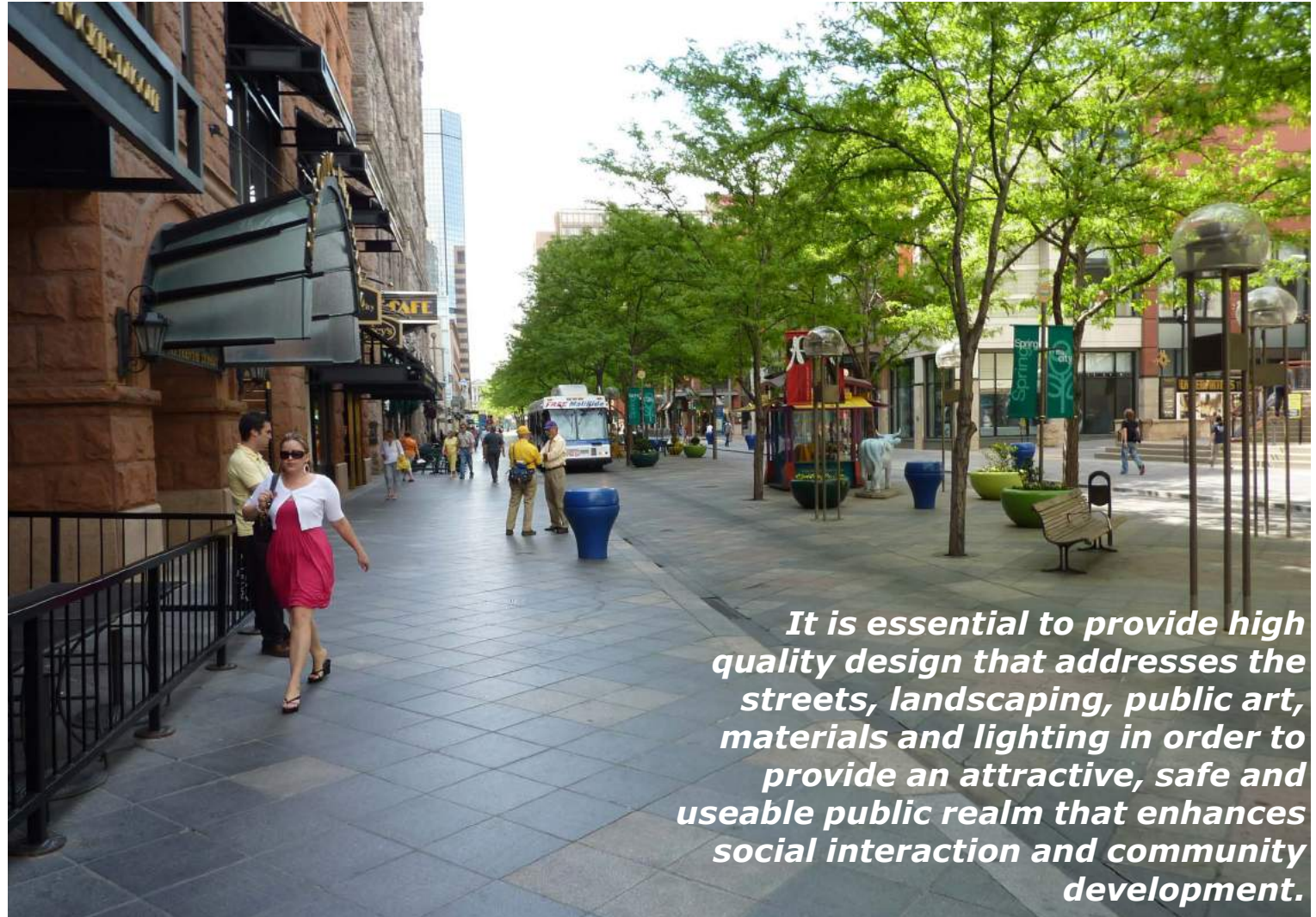
### 2.3 PUBLIC REALM REQUIREMENTS

The public realm is the environment that people can access, interact and see. Elements of the public realm include the streetscape, public art and lighting.

A high-quality public realm is vital to the activity of a city and determines how people experience a space. It allows for community development, social interaction, physical wellbeing and private contemplation.

This section addresses:

- 2.3.1 Streetscape;
- 2.3.2 Public Art; and
- 2.3.3 Lighting.



***It is essential to provide high quality design that addresses the streets, landscaping, public art, materials and lighting in order to provide an attractive, safe and useable public realm that enhances social interaction and community development.***

Figure25\_A high quality public realm is important for Midland's growth and development

## 2.0\_\_\_General Provisions

### 2.3.1 Streetscape

**Design Intent:** The streets and streetscapes will contribute to and promote a sense of identity and character by recognising the existing urban form of the local area reflected through the design of the built form and landscape. Crime prevention via design is incorporated to enhance the real and perceived feelings of safety for all users at any time during day or night.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>•Development creates a pedestrian focussed, comfortable and safe environment that encourages social interaction and activation by providing pedestrian amenities.</li> <li>•Development creates a safe environment during the day and night for building occupiers, residents, and visitors, including pedestrians, through techniques such as passive surveillance, avoiding concealed spaces and good lighting of the public realm.</li> </ul>	<ol style="list-style-type: none"> <li>1. The public realm, including pedestrian and cycle routes, are to be of high-quality and provide for easy way finding both day and night as well as link with the wider network;</li> <li>2. Pedestrian networks are uninterrupted, continuous paths of movement which provide for equitable access to all available services and amenities;</li> <li>3. Streets, pedestrian links and parking areas are easy to navigate with signage and directional elements;</li> <li>4. Pedestrian pathways are linked to all entry and egress points of adjacent buildings;</li> <li>5. On-street visitor parking bays are provided that are dispersed by street tree planting to ensure parking does not visually dominate the streetscape;</li> <li>6. Surface run-off is minimised by providing permeable surfaces and infiltration/bio-retention opportunities within the streetscape design;</li> <li>7. Shade is maximised through awnings attached to buildings and the planting of leafy street trees to all streets; and</li> <li>8. Design promotes safe urban environments consistent with Crime Prevention Through Environmental Design Principles.</li> </ol> <p>Note: Additional information regarding streetscape requirements can be found in the City’s Public Domain Strategy for the Midland Activity Centre upon adoption thereof and the City’s Landscape and Street Planting Guidelines.</p> <p>Note: Development has regard to the WAPC publication Planning Bulletin 79 ‘Designing Out Crime Planning Guidelines’.</p>



Figure26\_Examples of public realm and built form elements expected within Midland’s West End Precinct

## 2.0\_\_General Provisions

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### 2.3.2 Public Art

**Design Intent:** Public art within an activity centre contributes significantly to the cultural presence of an area. Local art assists to promote a sense of place and is unique to the area and promotes a sense of local pride and placemaking.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"><li>•Public art is used to create an interesting and creative environment that reflects the historic significance and cultural context of the precinct.</li><li>•Public art contributes to placemaking via incorporating innovative and interactive public art on buildings or in the streetscape, to be easily seen and accessible from the public realm.</li></ul>	<ol style="list-style-type: none"><li>1. Public art is provided in accordance with the City of Swan’s Local Planning Policy POL-LP-1.10 Provision of Public Art <small>Note: Additional information regarding Public Art can be found in the City’s Public Domain Strategy for the Midland Activity Centre upon adoption thereof.</small></li></ol>



Figure27\_Public art assists in creating local landmarks - visual markers for interest and orientation

## 2.0\_\_General Provisions

### 2.3.3 Lighting

**Design Intent:** Midland will be a high density mixed-use hub and will require the provision of good lighting to promote feelings of safety and comfort for residents and visitors.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>Lighting is provided to ensure perceived and actual safety for all users of the centre is achieved in public spaces and allows for a high degree of visibility for pedestrians at all times.</li> </ul>	<ol style="list-style-type: none"> <li>Lighting to be integrated into built form to highlight architectural features and public art;</li> <li>Lighting shall be used to promote safety and security;</li> <li>Publicly accessible spaces, including parks and open spaces, are well lit;</li> <li>Light pole and fitting selection aligns with the City of Swan's standards;</li> <li>Lighting design minimises light spill to residential dwellings;</li> <li>Light poles are appropriately placed, preferably located in the same alignment as street trees;</li> <li>Inset spaces, access, egress and signage are well lit; and</li> <li>Lighting is incorporated under pedestrian awnings and building entrances.</li> </ol> <p>Note: Additional information regarding Lighting can be found in the City's Public Domain Strategy for the Midland Activity Centre upon adoption thereof.</p>



Figure28\_By integrating lighting into built elements, the public realm becomes a safer and more interesting place to be at night

## 2.0\_\_General Provisions

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### 2.4 PARKING, SERVICE INFRASTRUCTURE AND ACCESS REQUIREMENTS

Service infrastructure is an important part of allowing development and the broader centre to function effectively. However, it can often be unsightly and therefore appropriate treatment is required to make it an integral part of new development.

This section addresses:

- 2.4.1 Parking Rates;
- 2.4.2 Parking Location and Access;
- 2.4.3 Screened Parking;
- 2.4.4 End-of-trip Facilities;
- 2.4.5 Universal Access; and
- 2.4.6 Site Services.



Figure29\_Screening elements can be incorporated into a building's architecture to conceal services

## 2.0\_\_General Provisions

### 2.4.1 Parking Rates

**Design Intent:** Appropriate allowances are made for on-site parking, which acknowledges the overall function of the activity centre and the activity centres proximity and access to the train station and other public transport nodes.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>•Development provides appropriate levels of parking for the intended use, and considers opportunities for cross-utilisation and supporting alternative modes of transport to the private vehicle.</li> </ul>	<ol style="list-style-type: none"> <li>1. Parking is provided on-site in accordance with the rates specified in Midland Activity Centre Structure Plan, and the requirements of SPP 7.3 Residential Design Codes.</li> </ol> <p>Note: Refer to section 1.8.3.6 Vehicle Parking and Access for standards and provision.</p> <p>Note: Cross-utilisation of car parking bays for uses with different peak usage requirements (such as restaurants and offices) may be considered, provided that bays for residential use are always available.</p>

### 2.4.2 Parking Location and Access

**Design Intent:** Built form conceals parking facilities and ensures they do not dominate streetscapes or create conflict with pedestrians and vehicle movement.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>•Parking and access is designed to reduce the impact on the street and pedestrian environment and ensures parking areas do not dominate the street frontage.</li> <li>•Parking and access design minimises crossovers and the loss of on-street parking bays, street trees and landscaping.</li> <li>•Landscaping is provided to at-grade parking areas to provide shade and enhance the street interface.</li> </ul>	<ol style="list-style-type: none"> <li>1. Parking areas are located as basement or an integrated semi-basement, or are located to the rear and sleeved by built form to create a pedestrian friendly street environment;</li> <li>2. Where a semi-basement is proposed the ground floor is a maximum 1m above the footpath level;</li> <li>3. Parking entries are located appropriately to avoid disruption of the pedestrian experience;</li> <li>4. Parking entry location considers the relationship with building entries, street spaces, building returns and recesses and landscaping elements;</li> <li>5. A maximum one vehicle crossover is provided per development site;</li> <li>6. At-grade parking areas include a minimum 2m wide landscaping strip along where interfacing with street boundary and one shade tree per four parking bays; and</li> <li>7. In the Morrison Road West Precinct, where development is accessed via Morrison Road vehicle access is shared and consolidated where possible.</li> <li>8. For residential and mixed use development, refer to Element 3.8 Vehicle access of SPP 7.3 Residential Design Codes Volume 2 for further design guidance.</li> </ol> <p>Note: A plan is to be provided at Development Approval stage demonstrating that access to car parking areas considers pedestrians, cyclists and other vehicle users demonstrating that potential conflicts are minimised.</p> <p>Note: Refer to the definition of "Storey" in the Midland Activity Centre Structure Plan.</p> <p>Note: In accordance with the Midland Activity Structure Plan, applicants may be required to prepare a Local Development Plan to address access arrangements to Morrison Road in the Morrison Road West precinct.</p>

## 2.0\_\_General Provisions

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### 2.4.3 Screened Parking

**Design Intent:** Multi-storey parking can maximise the efficient use of land but has the potential to negatively impact on the public realm. All multi-storey parking should be sleeved by development to ensure parking is screened from view of the public realm.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>Multi-storey parking areas are screened from the public realm and to provide active frontages to the street.</li> </ul>	<ol style="list-style-type: none"> <li>Parking areas are concealed from public view by active street frontages, or at upper levels by well-designed screening systems that may include public art;</li> <li>Parking structures that contain three or more storeys must be appropriately designed and screened from adjacent or nearby buildings and the street through the use of innovative wall detailing, decorative screening, patterning and vegetation; and</li> <li>Apartments sleeving the public parking area are to maximise frontage to the external environment for improved solar access and ventilation.</li> </ol>

### 2.4.4 End-of-Trip Facilities

**Design Intent:** Design encourages the use of bicycles, walking and active transport to reduce the use of private motor vehicles and contribute to public health.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>Provision of adequate bicycle and changeroom facilities, secure lockers, bicycle storage and showers is provided within buildings.</li> </ul>	<ol style="list-style-type: none"> <li>Developments provided with end-of-trip facilities in accordance with the Midland Activity Centre Structure Plan (1.8.3.7 Bicycle Parking); and</li> <li>Design promotes safe urban environments consistent with Crime Prevention Through Environmental Design Principles.</li> </ol> <p>Note: Where development does not meet the threshold, provision of bicycle parking and end-of-trip facilities is encouraged.</p> <p>Note: Development has regard to the WAPC publication Planning Bulletin 79 'Designing Out Crime Planning Guidelines'.</p>



Figure30\_Use of bicycles for short trips in Midland will become increasingly important, so allowing for comfortable and convenient trips is key



## 2.0\_\_General Provisions

### 2.4.5 Universal Access

**Design Intent:** The built form environment promotes and supports equity of access, accommodates people of varying physical capabilities throughout the centre to create a cohesive and inclusive community.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>•Development contributes to the Midland Activity Centre as an inclusive, accessible urban environment for all people through the provision of appropriate access facilities.</li> </ul>	<ol style="list-style-type: none"> <li>1. Development is in line with the City of Swan’s Disability and Inclusion Plan 2017 - 2022;</li> <li>2. Design of developments incorporate the “Seven Principles of Universal Design” from the Disability Services Commission; and</li> <li>3. Multiple dwellings to satisfy Element 4.9 Universal design of SPP 7.3 Residential Design Codes Volume 2.</li> <li>4. Where the ground floor is elevated above finished footpath level ramps that facilitate universal access shall be accommodated within the interior of the building to reduce their visual impact and assist in achieving a strong built edge to the street boundary.</li> </ol>

### 2.4.6 Site Services

**Design Intent:** The location of building services does not reduce visual amenity on the intended building design or when viewed from adjacent spaces.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>•Services and related elements required for the function of the building are appropriately screened and integrated into the building design.</li> </ul>	<ol style="list-style-type: none"> <li>1. External ducting, air conditioners, plants, pipes, wired services, lift over-runs, service doors and similar building services are located or screened from public view or adjacent property and incorporated into the building at the initial design stage;</li> <li>2. Lift over-runs and rooftop plant is designed to not significantly increase the bulk of the building;</li> <li>3. Service areas are located in appropriate locations away from adjacent sensitive land uses and are not visible from the street or public spaces;</li> <li>4. Commercial utility and waste storage areas are to be screened or located behind buildings and not visible from public view and residential development;</li> <li>5. All meters are contained within development lots to the requirements of the appropriate authorities; and</li> <li>6. Facilities and manouvering areas for the loading of services and delivery vehicles are provided within the site; and</li> <li>7. Development provides secure and accessible facilities for mail delivery.</li> </ol>

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### 2.5 SUSTAINABILITY REQUIREMENTS

Sustainability for the MAC is based on an integrated approach to resource management, and best practice to achieve sustainable urban redevelopment. Integral to the sustainability of the MAC will be the provision of facilities to encourage alternative modes of transport to the private vehicle and the promotion of a healthy lifestyle that encourages people to actively engage with the urban environment.

This section addresses:

- 2.5.1 Sustainable Travel;
- 2.5.2 Building Energy Efficiency;
- 2.5.3 Water Resource Management; and
- 2.5.4 Waste Reduction and Sustainable Use of Materials.



***"We need to make growth greener, to make our economic and environmental policies more compatible and even mutually-reinforcing. This is not just a matter of new technologies or new sources of renewable, safe energy. It is about how we all behave every day of our lives, what we eat, what we drink, what we recycle, re-use, repair, how we produce and how we consume"***

***Angel Garcia***

Figure31\_High quality public spaces can provide for a more sustainable Midland

## 2.0\_\_General Provisions

### 2.5.1 Sustainable Travel

**Design Intent:** To reduce greenhouse gases through the reduction of combustion engine driven transport to and from Midland and encourage residents and visitors to improve their physical health through walking, cycling or other physically active forms of transport either solely or in combination with public transport.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>•Development promotes a non-vehicular lifestyle, minimised private vehicle use, maximised access to public transport and facilitates alternative transport choices for residents, workers and visitors.</li> </ul>	<ol style="list-style-type: none"> <li>1. Development demonstrates that the needs of pedestrians and cyclists have been prioritised within the development, including the provision of the following:                             <ul style="list-style-type: none"> <li>_surface finishes of roads and pathways to be safe and comfortable for pedestrians and cyclists;</li> <li>_grade changes between private and public spaces to be complementary and accessible; and</li> <li>_pedestrian areas are adequately shaded and include complementary amenities such as drinking fountains and rest points in locations best suited to promote non-vehicular travel.</li> </ul> </li> <li>2. Development demonstrates integrated transport services and facilities, including the provision of the following:                             <ul style="list-style-type: none"> <li>_pick-up and set-down at key place and activation nodes;</li> <li>_clear pedestrian and bicycle access to public transport nodes and amenities; and</li> <li>_supporting infrastructure, such as required bike storage and drinking fountains, to be located at key place and activation nodes and in a manner that best integrates into the day-to-day journeys of residents.</li> </ul> </li> </ol> <p>Note: Non-residential development over 2,000sqm in floor area must prepare a Travel Plan to demonstrate how the development will maximise access to public transport and provide alternative transportation choices for workers. These should outline management strategies, programs and incentives to encourage, the use of public transport and non-vehicular transport options and car pooling and car sharing.</p>

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### 2.5.2 Building Energy Efficiency

**Design Intent:** To minimise use of resources and employ leading sustainable design, construction and management to contribute to a sustainable outcome.

Objective	Acceptable Development Criteria
•Development exhibits superior environmentally sustainable design, construction and management principles.	<ol style="list-style-type: none"><li>1. Office Development between 2,000sqm and 4,999sqm is encouraged to achieve NABERS Office - Energy 5 stars or equivalent;</li><li>2. Multiple dwellings to incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice or all dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars (refer to element 4.15 of SPP 7.3 Residential Design Codes for further design guidance)</li><li>3. Office Development over 5,000sqm in area will be encouraged to achieve a minimum 5 star rating under a current version of Green Star - Office rating tool or equivalent; and</li><li>4. Retail Development over 5,000sqm in area will be encouraged to achieve a 5 star rating under a current version of Green Star - Retail Centre rating tool or equivalent.</li></ol>



Figure32\_Shading devices and double glazing allow for more energy efficient buildings

## 2.0\_\_General Provisions

### 2.5.3 Water Resource Management

**Design Intent:** Water management strategies for Midland will be based on the combined strategies of demand reduction and fit-for-purpose use of all water streams on site. Design accounts for the requirement to connect to the City of Swan’s district drainage system.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>•Development demonstrates a sustainable approach to on-site water management by reducing water demand, maximising water reuse and incorporating water management initiatives throughout the life of the development.</li> </ul>	<ol style="list-style-type: none"> <li>1. Development demonstrates the inclusion of water efficient infrastructure to reduce water demand and consumption, without increasing energy consumption (such as recirculating systems for irrigation, smart sewer networks or grey water systems etc.);</li> <li>2. Development demonstrates compliance with the Water Corporation’s Waterwise Development criteria, including the use of:                             <ul style="list-style-type: none"> <li>_waterwise/low water requirement plant species;</li> <li>_waterwise irrigation types and practices including subsurface irrigation systems;</li> <li>_waterwise species;</li> <li>_soils improved with conditioners; and</li> <li>_mulch to reduce water demand.</li> </ul> </li> <li>3. Development is to meet the principles and requirements set out in the Midland Activity Centre Local Water Management Strategy.</li> </ol> <p>Note: A landscape plan is to be submitted to demonstrate compliance.</p> <p>Note: Grey water systems are to be consistent with the Department of Health Guidelines.</p> <p>Note: Additional information regarding landscape requirements can be found in the City’s Landscape and Street Planting Guidelines.</p>

### 2.5.4 Waste Reduction and Sustainable Use of Materials

**Design Intent:** Sustainable waste management is achieved through the combined strategies of waste reduction, reuse and recycling, waste awareness and performance monitoring. To reduce energy consumption and greenhouse gases through the construction and life cycle of all buildings and associated infrastructure; whereby the appropriate choice of materials and efficient manufacturing processes assist in the minimisation of impacts on the environment.

Objective	Acceptable Development Criteria
<ul style="list-style-type: none"> <li>•Systems for the collection and disposal of recyclables and organic waste are user friendly and well integrated to facilitate users to adopt waste minimisation and sustainable practices.</li> <li>•Building materials are selected for their suitability to the required use as well as for sustainability criteria which consider internal environmental quality of buildings and environmental impact both on-site and through the life cycle of the building materials.</li> </ul>	<ol style="list-style-type: none"> <li>1. Building design includes space for waste and recycling, storage and collection requirements which do not detrimentally impact the streetscape;</li> <li>2. Refuse storage and collection facilities comply with the requirements of the City of Swan’s Waste and Recycling and collection regimes; and</li> <li>3. Demonstrated incorporation of principles of minimal material use, recyclability and use of recycled materials.</li> <li>4. Communal waste storage on site and designed to be screened from view from the street, open space and private dwellings (for residential and mixed use developments, refer to element 4.17 Waste Management of SPP 7.3 Residential Design Codes for further design guidance)</li> </ol> <p>Note: A Waste Management Plan is to be provided which details how sustainable waste management will be achieved and maintained through the combined strategies of waste reduction, reuse and recycling, waste awareness and performance monitoring.</p>

