

Lot 602 Yelverton Drive, Woodbridge Site Specific Guidelines



midlandmetro

Midland Redevelopment Authority | Lot 602 Yelverton Drive, Woodbridge
Site Specific Guidelines

LOT 602 YELVERTON DRIVE, WOODBRIDGE

INTRODUCTION

Lot 602 Yelverton Drive is situated within the Woodbridge Lakes Precinct and adjacent to the mixed-use Workshops Village Precinct. Woodbridge Lakes is the first neighbourhood to be developed on the historical Railway Workshops Site. The site is under the control of the Midland Redevelopment Authority (the Authority), an agency specifically established to assist with the revitalisation of Midland.

It is envisaged that the Woodbridge Lakes neighbourhood will develop into a vibrant and dynamic, high quality contemporary residential area that is compatible with the character of the surrounding area. Development is intended to provide for a variety of designs within an overall theme.

These design guidelines are aimed at increasing certainty and assisting in expediting development approval. The Authority retains its right to exercise discretion and may be supportive of development that advances good urban design even though the development may not fully comply with these guidelines.

PLANNING OBJECTIVES

The Authority intends Lot 602 Yelverton Drive to be developed as a mixed-use building with a combination of commercial, community and residential uses. The built form is to be a contemporary building that responds to both the heritage character of the area and the public domain within the heart of Midland.

The planning objective is to create a sustainable and attractive development that demonstrates best practice in ecologically responsive design, community enhancement and local economic growth.

Development should be designed to:

- Reflect development within the traditional Midland centre whilst retaining the qualities of a distinct mixed-use development;
- Complement and enhance the network of pedestrian paths to encourage pedestrian movement linking transport to business, residential and recreational areas;
- Recognise the significance of heritage buildings by encouraging contemporary and responsive infill development;
- Allow for built form that promotes security and safety through the activation of streets and other public areas; and
- Have a strong streetscape presence without visually overwhelming the area.

RELATIONSHIP TO OTHER REGULATIONS

The Midland Redevelopment Scheme ('the Scheme') outlines the statutory processes and controls for land within the Authority's jurisdiction. The Scheme provides standards for parking, plot ratio and outlines preferred, and potential land uses. It outlines objectives in relation to character, heritage and mixed development and the procedures to manage these issues.

These guidelines identify design expectations for development on Lot 602 Yelverton Drive. The Authority has adopted these guidelines as design guidelines under the Scheme, and they should be read in conjunction with the Scheme Text and other relevant planning policies and design guidelines. In determining any application for planning approval, the Authority will have due regard to these guidelines.



Existing heritage building within the Railway Workshops.



Articulation (breaking down of the form into smaller parts) of the development to give it a human scale is encouraged.

APPROVAL PROCESS

Applications are to be lodged with the Authority and are to include the details outlined in *Appendix 1 of the Woodbridge Lakes (Residential) Design Guidelines*. A site analysis plan is required to be submitted as part of the development application. Details of this plan are contained within *Appendix 2 of the Woodbridge Lakes (Residential) Design Guidelines*. The Authority may refuse to accept a development application that does not include all relevant details.

The Authority may approve an application involving departures from the guidelines outlined if, in its opinion, the application satisfies the objectives of the guidelines. It should be noted that compliance with the guidelines does not guarantee approval. The Authority may refuse development applications for proposals not considered to be in keeping with the objectives of the guidelines. Therefore, each application will be assessed on its merits.

It is strongly recommended that prospective landowners, and/or their architect/designer, approach the Authority at the earliest stage of design development to discuss proposals and facilitate the planning approval process. The Authority strongly encourages the use of design professionals or a building company with experience in mixed-use development, due to the unique development requirements and the special qualities of the site.

NOISE

Situated close to the Perth Midland Railway reserve, Lot 602 is subject to noise and vibration from passing freight trains and railway operations. Lot 602, as with much of Midland is also close to the Perth Airport. In the future additional runways may be added to Perth airport. Lot 602 is under one of the possible flight paths and may fall within the 20-25 Australian Noise Exposure Forecast (ANEF) contours.

It will therefore be required as a condition of development approval for the development that a noise and vibration report from a suitably qualified acoustic consultant be submitted to the Authority with the working drawings. The report and plans must demonstrate how the development will comply with the relevant noise regulations and acoustic requirements.

ECOLOGICALLY SUSTAINABLE DESIGN (ESD)

The Authority wishes to foster the highest possible standards of development and promotes innovation in design and construction, especially in the areas of energy efficiency and ecological sustainability. Applicants are required to report on ESD standards before planning approval will be granted. The scorecard contained in *Appendix 3 of the Woodbridge Lakes (Residential) Design Guidelines* is a means of self-assessment. Whilst this assessment was formulated for single dwellings in the Woodbridge Lakes area, it should be seen as a starting point for the ESD report.

HERITAGE CONSIDERATIONS

In 1994, the Midland Railway Workshops and its curtilage were entered on the Heritage Council of Western Australia's Register of Heritage Places. The area included on the register extends south from the railway line to the Helena River and from a point immediately west of the Coal Dam to the eastern side of the three main workshop blocks and includes the building formerly known as the Flanging Shop.



New development will incorporate high standards of energy efficiency and ecological sustainability.



Active ground floor uses and a good relationship to the public realm is encouraged.



midlandmetro

Lot 602 Yelverton Drive is situated within the historical Midland Railway Workshops site and a memorial has been placed on land title to reflect this. The memorial legally binds the Authority and the landowner to seek the approval of the Heritage Council of Western Australia to any development. Any alterations and/or additions to existing buildings on the State Register of Heritage Places will also be referred to the Heritage Council of Western Australia for approval prior to being determined by the Authority.

These guidelines have been developed in conjunction with the Heritage Council to provide guidance and certainty for developers. In addition to the design guidelines and performance standards contained within this document, applicants should also refer to the "Heritage Strategy- Midland Central Redevelopment Authority: Nov 2001". The document provides additional guidance on responding to heritage within the Workshops site.

It is highly recommended that you meet early with the Authority to confirm that your proposal is in keeping with the heritage intent for the area. The Authority may then be able to assist in seeking early feedback from the Heritage Council thus streamlining approval of your proposal.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Many requirements in these guidelines are aimed at meeting the needs of residents in a way that also reinforces neighbourhood safety. This is achieved through careful attention to the relationship between public and private spaces to ensure amongst other initiatives that passive surveillance occurs.

Passive surveillance is the natural observation that occurs when public spaces are visible from passing traffic and from surrounding homes. 'Defensible space' is the principle of ensuring the ownership of space is understood and that that space is controlled by those who own it. Clear definition between public and private space ensures that only those with a right to be in a space can easily enter it. Anybody else has trouble entering the space and, if they do, their presence will arouse suspicion. These factors have been proven to discourage crime, especially opportunistic crime. Visually permeable fences, balconies, roller doors and gates play a special role in maintaining defensible space while allowing for passive surveillance.

CPTED strategies reduce crime, create a greater sense of security and reinforce the neighbourliness of an area. Accordingly, CPTED principles have been incorporated into the design guidelines to reinforce the safety and security of the area.

"BUILD BY" DATE

The Authority would like to see Woodbridge Lakes become an established neighbourhood as soon as possible, free of vacant sites and for construction to occur at similar times to minimise the duration that residents are exposed to the impacts of construction. The Authority's Contract of Sale includes the power to buy back properties if they are not developed within a specified time. The Authority can provide further advice on this requirement.



A blend of materials including wood, brick and render is permitted.



Visually permeable fences, balconies play a special role allowing passive surveillance.

SITE SPECIFIC GUIDELINES

1 DESIGN INTENT

- 1.1 Lot 602 Yelverton Drive is envisaged as a predominantly mixed-use site with a combination of commercial, community and residential uses. Development is to consist of contemporary building forms that respond to both the heritage character of the area and the public domain within the heart of Midland.
- 1.2 The planning objective for the site is to create a sustainable and attractive development that demonstrates best practice in ecologically responsive design, community benefits and local economic viability.

Development should be designed to:

- Reflect development within the traditional Midland centre whilst retaining the qualities of a distinct mixed-use development;
- Complement and enhance the network of pedestrian paths to encourage pedestrian movement linking transport to business, residential and recreational areas;
- Recognise the significance of heritage buildings by encouraging contemporary and responsive infill development;
- Allow for built form that promotes security and safety through the activation of streets and other public areas; and
- Have a strong streetscape presence without visually overwhelming the area.

2 GENERAL DEVELOPMENT PRINCIPLES

- 2.1 Whilst this lot should be a predominantly mixed-use development with a combination of commercial, community and residential uses, the development may be all commercial, all community, or all residential.
- 2.2 Ceiling heights for the ground floors (minimum 3.6m floor to floor height) however must allow the development to be converted to each use.
- 2.3 Any commercial development must be located on the ground floor(s) and be visible from the street.
- 2.4 For mixed-use developments involving residential uses, the residential component must be located above the commercial/community uses.
- 2.5 Elevations to floors for commercial/community uses shall ensure a strong urban podium definition of the street edge.
- 2.6 Elevations to all floors shall be articulated to create a soft urban definition of the street edge.
- 2.7 Side facades shall be articulated and detailed in a similar manner to the front façade.
- 2.8 The rear facade shall be visually interesting and modulated to reflect the design and function of the building. Interpretation of the existing rail spur at the north-east corner of the site is strongly encouraged through built form or public art.
- 2.9 All residential units shall have at least one balcony of no less than 2.5m wide by 2m in depth that is accessed via a living room (not a bedroom).



Development is to consist of contemporary building forms that respond to the residential and industrial heritage character of the Midland area.



A strong street edge should be created and an active interface between indoor and outdoor encouraged.

3 BUILDING ENVELOPE & SETBACKS

- 3.1 Generally, the development shall be a minimum of 3 storeys and a maximum of 5 storeys as indicated on the plan.
- 3.2 To reduce building bulk, development above the 2nd floor and all levels of development facing Yelverton Drive must be articulated with significant recessed sections.
- 3.3 Where 5 storeys is proposed, the top of the parapet shall not exceed 24m in height.
- 3.4 Development shall be setback 2m from Yelverton Drive. Upper level balconies on the second floor may protrude up to the property boundary.
- 3.5 The third, fourth and fifth floors shall be setback 3.5m from Yelverton Drive and the east and west property boundaries. Balconies may project a maximum of 1.5m into this 3.5m setback.

4 PEDESTRIAN ACCESS AND SHELTER

- 4.1 The development should have several ground floor entrances accessed via both Yelverton Drive and the public open space to the west.
- 4.2 A 2m wide awning shall be provided on the ground floor commercial tenancies on the Yelverton Drive frontage.

5 ROOFS

- 5.1 Roofs shall be a maximum height of 5m above the upper floor ceiling level and either be flat (less than 10° pitch) or shallow pitched (15°) saw tooth roofs.
- 5.2 Buildings with flat (less than 10°) main roofs shall have a parapet wall around the edge of the building to screen the roof from view.

6 PARKING

- 6.1 Parking may be semi-undercroft and the ground floor raised a maximum of 1.2m above the public footpath level.
- 6.2 Where the ground floor is elevated and is to be used for a use other than residential, it shall be abutted by an elevated footpath (except at vehicular crossovers) to a maximum height of 1.2 metres.
- 6.3 Any semi-undercroft podium shall appear predominantly solid with openings for ventilation of the car park.
- 6.4 Ground floor parking set behind active frontages is a permitted alternative to semi-undercroft parking. Fully underground parking is also supported.

7 NOISE AND VIBRATION

- 7.1 It will be required as a condition of development approval for the development that a noise and vibration report from a suitably qualified acoustic consultant be submitted to the Authority with the working drawings. The report and plans must demonstrate how the development will comply with the relevant noise regulations and acoustic requirements.



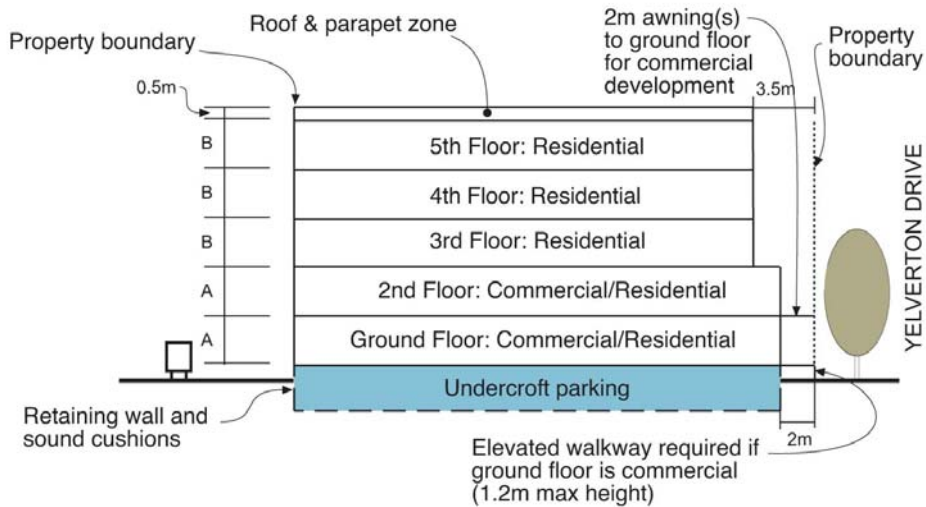
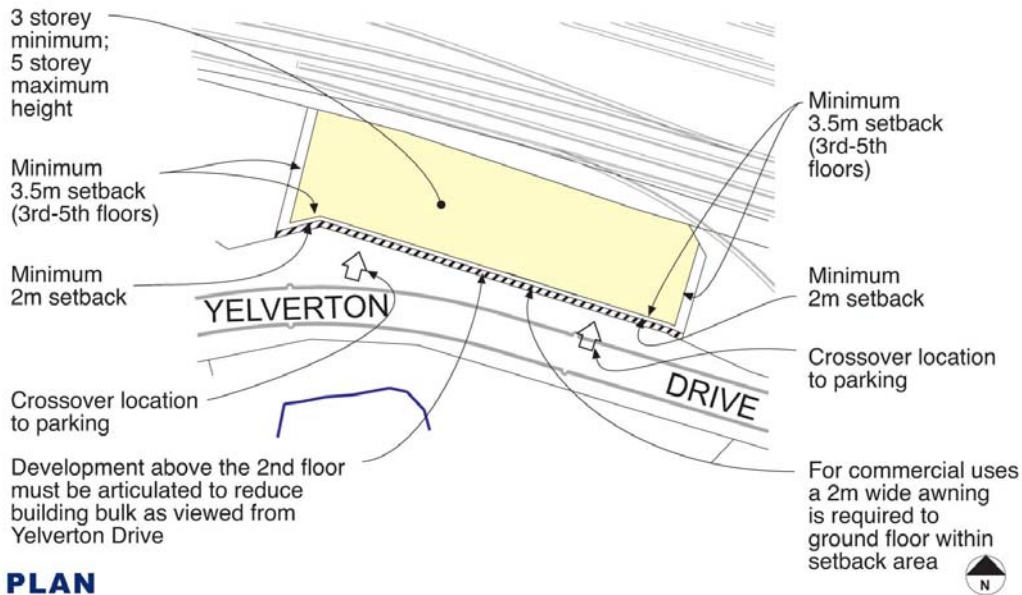
A 2m wide awning shall be provided to ground floor commercial tenancies.



Roofs may be pitched or flat and concealed by a parapet.



Semi-undercroft parking shall appear predominantly solid with openings for ventilation.



SECTION

* Note: Drawing represents maximum building envelope

A - 3.6m (min.) floor to floor height

B - 3.2m (min.) floor to floor height



midlandmetro



Midland Redevelopment Authority

Cnr Helena Street & Yelverton Drive Midland WA 6056

PO BOX 1335, Midland WA 6936

Telephone (08) 9374 5500 Facsimile (08) 9250 2437

Email mra@mra.wa.gov.au

Website www.mra.wa.gov.au



midlandmetro