

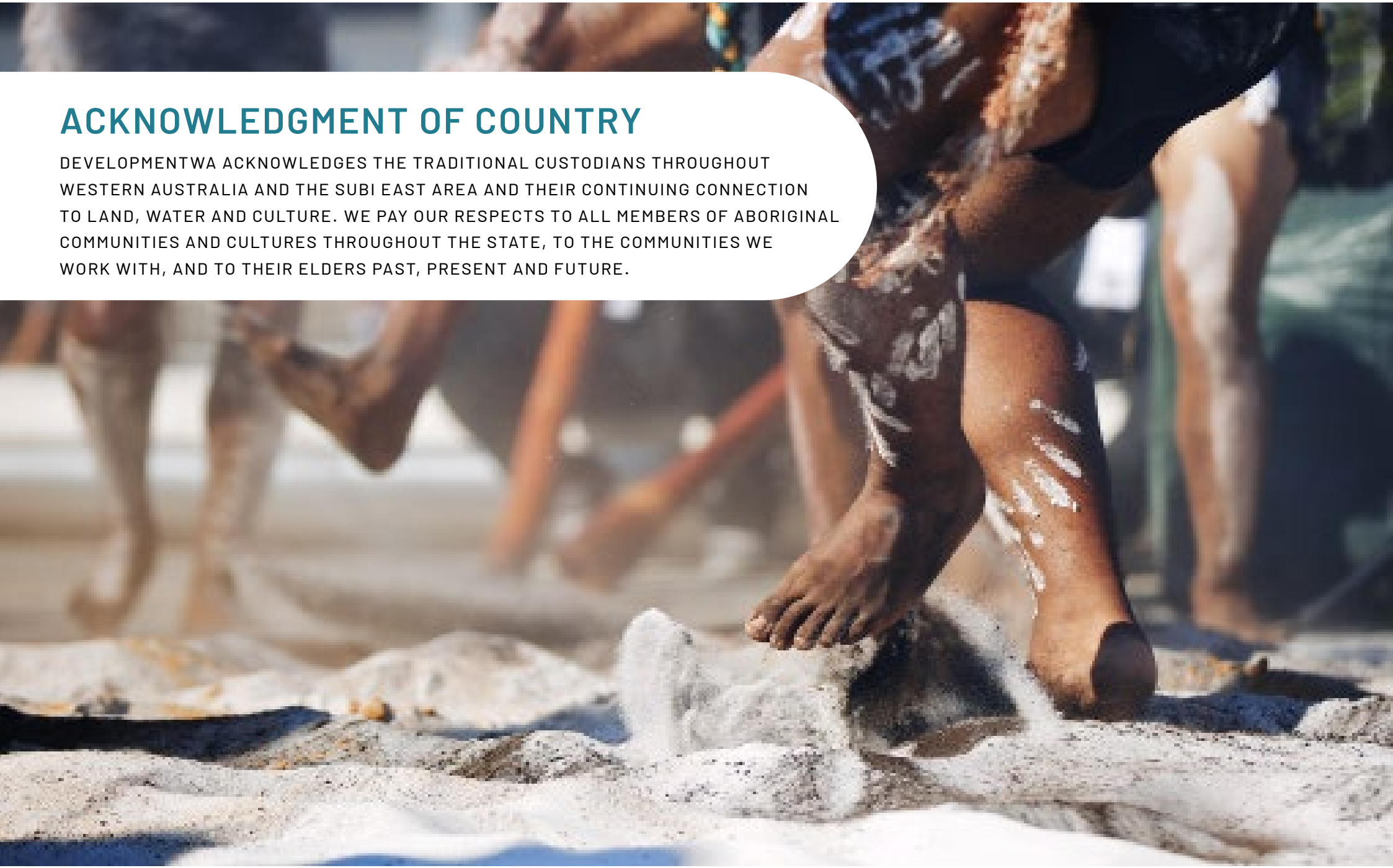


SUBI EAST The Subiaco Oval and Railway Precinct Design Guidelines

October 2021

ACKNOWLEDGMENT OF COUNTRY

DEVELOPMENTWA ACKNOWLEDGES THE TRADITIONAL CUSTODIANS THROUGHOUT WESTERN AUSTRALIA AND THE SUBI EAST AREA AND THEIR CONTINUING CONNECTION TO LAND, WATER AND CULTURE. WE PAY OUR RESPECTS TO ALL MEMBERS OF ABORIGINAL COMMUNITIES AND CULTURES THROUGHOUT THE STATE, TO THE COMMUNITIES WE WORK WITH, AND TO THEIR ELDERS PAST, PRESENT AND FUTURE.



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1.1 THE PURPOSE OF THIS DOCUMENT

The Subiaco Oval and Railway Design Guidelines (the Design Guidelines) apply to land within the Subiaco Oval and Railway Precincts (together referred to as the subject area) of the Subiaco East Project Area (the Project Area) situated within the Subiaco Redevelopment Area. The Design Guidelines are intended to guide redevelopment of lots within the site and facilitate delivery of the vision and objectives of the *Metropolitan Redevelopment Authority Regulations 2011* (the Regulations), the Subiaco Redevelopment Scheme No. 2 (Scheme 2) and *Subi East Master Plan*.

The Design Guidelines require development proposals within the subject area to deliver high quality outcomes which respect the character of the surrounding environment and celebrate the history of the Subiaco locality. The Design Guidelines establish design objectives and acceptable outcomes for all development within the subject area.

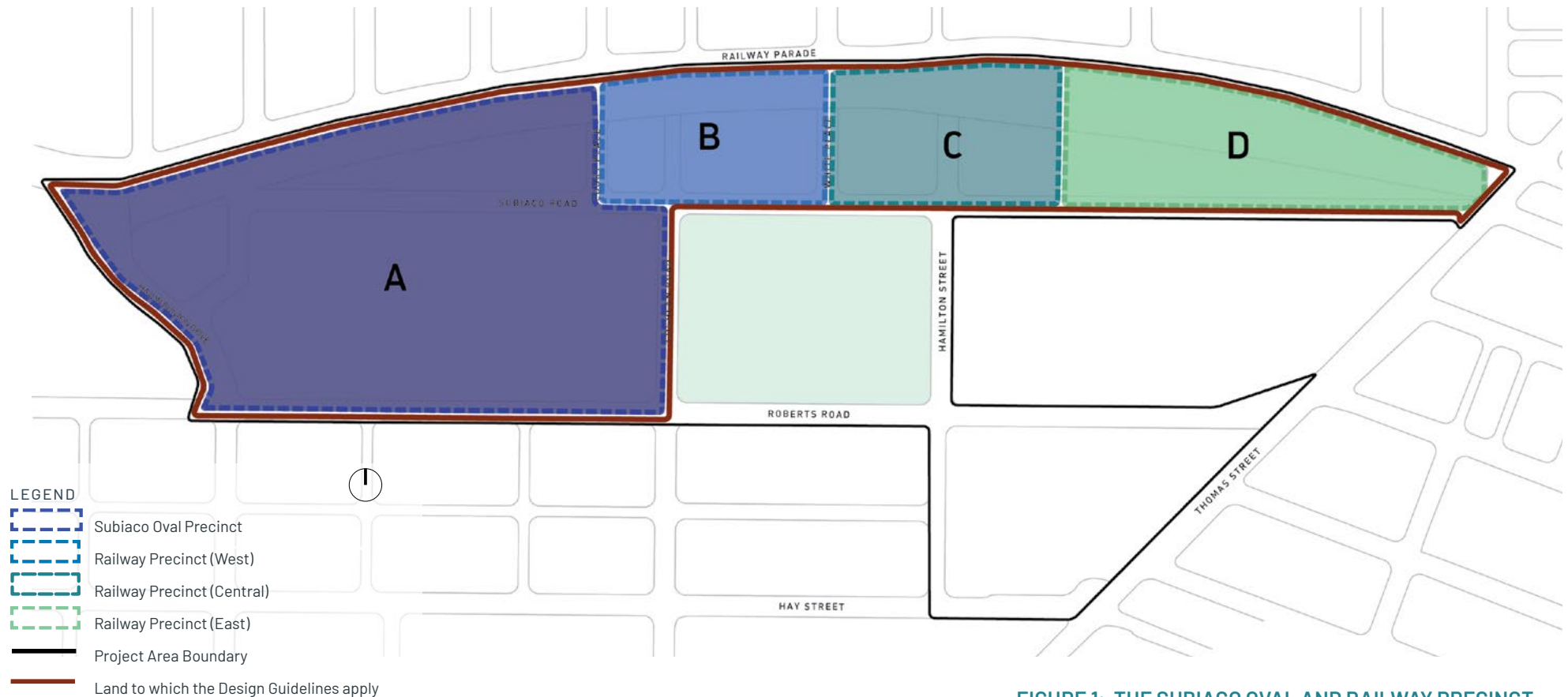


FIGURE 1: THE SUBIACO OVAL AND RAILWAY PRECINCT

1.2 THE REDEVELOPMENT AREA OBJECTIVES

DevelopmentWA (the Authority) is the State Government's central land development agency that brings together the work of the Western Australian Land Authority (formerly trading as LandCorp) and the Metropolitan Redevelopment Authority, while retaining the legislative powers of both agencies.

The Design Guidelines are prepared under the powers of the *Metropolitan Redevelopment Authority Act 2011* (the Act) and Scheme 2. References to the Authority in this document refer to the Redevelopment Authority under the Act (currently DevelopmentWA) and any subsequent planning authority responsible for the subject area, including the City of Subiaco, the Western Australian Planning Commission and/or Development Assessment Panels.

The role of the Authority is to revitalise and transform underutilised urban areas into diverse and activated places for people to live, work and recreate, guided by the following Redevelopment Area Objectives, as set out in the Regulations:

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

1.3 USING THE DESIGN GUIDELINES

The Design Guidelines support a flexible approach to the delivery of high quality outcomes that meet the Authority's Redevelopment Objectives and requirements for development applications.

The Design Guidelines are to be read in conjunction with State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) and State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol. 2) which provide a general basis for the control of high density residential development throughout Western Australia. Refer to Appendix 1 for Relationship with R-Codes Vol. 2.

The Design Guidelines have been prepared and adopted in accordance with the requirements of Scheme 2. In the event of any inconsistency with regard to land use or car parking between the Design Guidelines and Scheme 2, the Design Guidelines will prevail.

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

- **Common Design Guidelines** are provided in Chapter 2 which outline generic guidelines that apply to the entire subject area, in addition to the provisions of R-Codes Vol. 2.
- **Public Realm Guidelines** are provided in Chapter 3 which provide design guidance for sites which are located adjacent to areas of public realm to complement the intended function of that space.
- **Specific Requirements** are provided in Chapter 4, and provide detailed development standards for individual sites or at a sub-precinct level. This Chapter sets out provisions that apply to specific sites (Chapter 4.1 - Site Specific Requirements) and those that apply to sub-precincts (Chapter 4.2 - Precinct Specific Requirements).

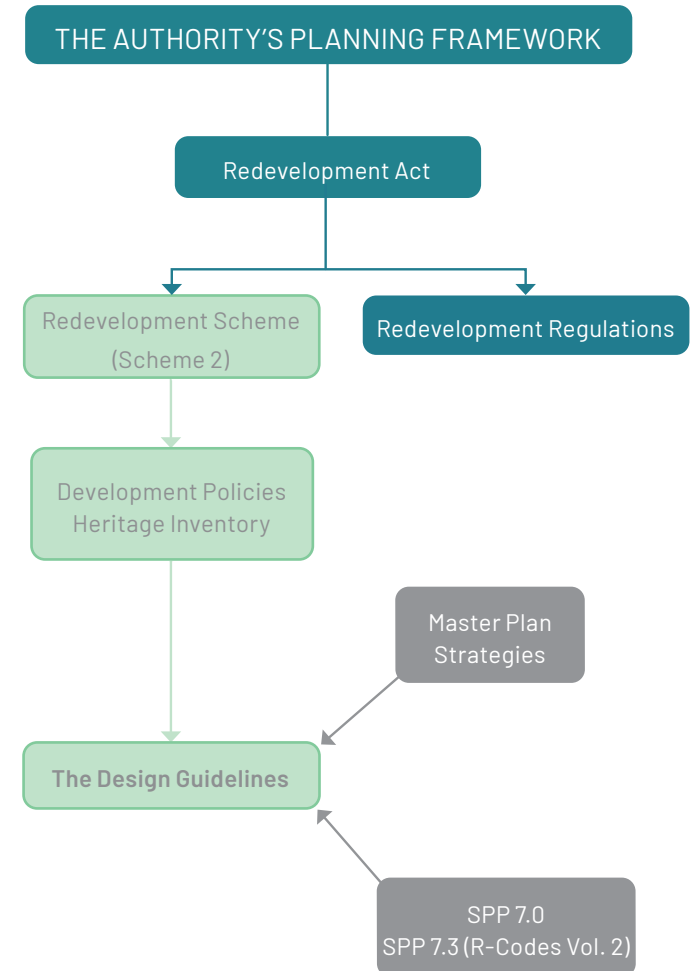
The Design Guidelines are set out under a series of design related headings that include the following:

- **OBJECTIVES**

The Objectives outline the intended outcome for each provision. It is mandatory to achieve the Objectives.

- **ACCEPTABLE OUTCOMES**

The Acceptable Outcomes establish specific measures and outcomes which will assist with ensuring that specific Objectives are met. However, there may be alternative solutions to demonstrate consistency with the Objectives. These will be considered on a case-by-case, basis to the satisfaction of the Authority.





- **FIGURES, TABLES AND IMAGES**

Figures, tables and diagrams – provide specific criteria that visually represent Objectives and Acceptable Outcomes.

- **PHOTOGRAPHS AND ILLUSTRATIONS**

These are for illustrative purposes only and does not imply the Authority will accept the same outcome in all cases, as context may vary.

1.4 APPLICATION OF REDEVELOPMENT SCHEME, DEVELOPMENT POLICIES AND APPLICABLE STANDARDS

The Design Guidelines are to be read in conjunction with Scheme 2, Subiaco Redevelopment Area Development Polices (Development Policies), Subiaco Heritage Inventory, R-Codes Vol. 2, SPP 7.0, as well as the National Construction Code of Australia (NCC), Australian Standards, *Disability Discrimination Act 1992* and all relevant legislation.

In addition, consideration should be given to the provisions of the strategic documents prepared for the subject area, including the *Subi East Master Plan*, *Subi East Public Art Strategy* and *Subi East Heritage Interpretation Strategy*.

The Design Guidelines are intended to be read in accordance with R-Codes Vol. 2, specifically Chapters 3 and 4. Where there is an inconsistency between the Design Guidelines and State Planning Policy, the Design Guidelines prevail.

Scheme 2, Development Policies and Subi East documentation are available on the Authority's website - <https://developmentwa.com.au/>

1.5 DEVELOPMENT APPLICATION PROCESS

The Authority's review, assessment and determination process follows a staged progression of design development, approval and construction. The staged process supports developments which achieve high quality urban design and architectural outcomes, including excellence in sustainability, functionality and amenity.

Table 1 outlines the development application process within the subject area.

Pre Lodgement	Development Application	Documentation	Construction
<p>Step 1. The applicant/developer and their project team meet with the Authority to discuss design, sustainability concepts and proposed variations to the elements of the Design Guidelines and R-Codes Vol 2.</p> <p>Note: Should a community needs assessment or place activation plan be prepared to support the application, pre-consultation with the local community and local government will need to be demonstrated</p>	<p>Step 4. The applicant lodges a development application with the Authority, addressing the Objectives of the Design Guidelines and responding to preliminary feedback, including Design Review.</p>	<p>Step 8. The applicant/developer lodges working drawings to the Authority demonstrating compliance with the development approval (plans and conditions).</p>	<p>Step 11. A Building Permit is sought from the City of Subiaco to permit construction.</p>
<p>Step 2. The applicant provides the Authority with indicative plans. The indicative plans are reviewed by the Authority and referred to the appointed Design Review Panel and referral agencies as required.</p>	<p>Step 5. The Authority refers the application to the City of Subiaco, Heritage Council of WA and other agencies as necessary. The application is advertised for public comment, if required. The Authority obtains the advice of its appointed Design Review Panel, as required.</p>	<p>Step 9. The Authority refers the working drawings to agencies or consultants as required, to verify compliance with conditions of the development approval.</p> <p>Note: Design Review may be required to confirm that design quality is maintained</p>	<p>Step 12. If required, a development audit is undertaken at practical completion to ensure construction in accordance with the development approval and working drawings.</p>
<p>Step 3. The Authority provides the applicant with focused feedback.</p> <p>Note: The proposal may be reconsidered by the appointed Design Review Panel as required.</p>	<p>Step 6. The Authority assesses the application and provides written feedback to the applicant on aspects for revision, as required.</p> <p>Step 7. The Authority determines the application.</p>	<p>Step 10. The Authority assesses and endorses that the working drawings are compliant and provides its advice to relevant agencies.</p>	

Table 1: Development Application Process



1.6 DISCRETIONARY CLAUSE

The Design Guidelines provide the opportunity for a development application to meet the Objectives through alternative solutions. The Authority may approve a development application where the applicant has departed from the Acceptable Outcomes where, in the Authority's opinion, it is demonstrated that the alternative solution(s):

- a) clearly meet the relevant Objective(s) of the Design Guidelines;
- b) forms part of an application which provides enhanced design quality, as determined by the appointed Design Review Panel;
- c) deliver additional community and environmental benefits beyond that required by the Development Policies; and
- d) is consistent with clause 5.17 Determination When Non-Compliant of Scheme 2.

Each individual development application will be assessed on its own merits having regard to the matters above and clause 5.16 of Scheme 2.

In demonstrating the above, the applicant is required to submit documentation that details:

- a) how the development achieves the required level of design quality, pursuant to section 1.7 and demonstrates that the discretion sought does not result in greater impact on the public realm beyond that assumed by the Design Guidelines;
- b) how environmental benefits beyond the minimum required by Development Policy 1 are established and a clear methodology outlined to ensure these are realised;
- c) that community benefit is provided which contributes to the offset of the likely impacts resulting from any proposed variations. Community benefit is to be demonstrated through a community needs assessment or place activation plan, informed by any relevant document or policy adopted by the City of Subiaco and supported by pre-consultation with the local community and local government; and
- d) that community benefit has been properly substantiated, enduring and is commensurate to the discretion sought.

To the satisfaction of the Authority.

1.7 DESIGN QUALITY

Design quality, along with a number of items, is a due regard matter for consideration as defined in section 5.16 of the Subiaco Redevelopment Scheme No. 2. Although the Authority places an emphasis on the achievement of a high level of design quality it is a component of the total compliance of a development application.

Good Design results from a clearly discernible approach which reconciles a number of often competing priorities - function, budget, site, performance and aesthetics. Well designed buildings add more than aesthetic value to the public realm and have the potential to contribute positively to social interaction, economic activity, cultural vitality and delivers sound environmental performance.

Design Excellence means achieving an exceptional outcome by addressing all principles of good design and then going above and beyond. Recognition of Design Excellence is not done by checklist but through a process of evaluation and an advisory design review process with input from experienced independent professionals as a component of a formal Design Review process, for confirmation of what Design Excellence means for the subject area refer to Appendix 1.

Early engagement with the Authority and it's appointed Design Review Panel, or the State Design Review Panel (SDRP) as relevant, is strongly recommended to ensure steps are confirmed to achieve the appropriate level of design quality.

Objective

- O 1.7.1** Development applications demonstrate how the proposal is distinctive, contextually appropriate and evocative of the current and intended amenity of the area.
- O 1.7.2** All developments achieve Good Design, in accordance with the Design Principles of SPP 7.0, to create highly valued and responsive environments. Where variations to primary controls are proposed an enhanced level of design quality is achieved.
- O 1.7.3** Design Excellence is required to be achieved for landmark sites identified in Chapter 4.2. The level of design quality is to be determined by the SDRP for landmark sites.

Acceptable Outcomes

- AO 1.7.1** All major development applications shall undertake pre-lodgement design review to ensure an appropriate outcome consistent with the current and intended character of the area.
- AO 1.7.2** High quality and cohesive palettes of materials and finishes are incorporated into the built form,

Good Design

The principles of Good Design are set out in SPP 7.0, and are:

- Context and character
- Landscape quality
- Built form and scale
- Functionality and build quality
- Sustainability
- Amenity
- Legibility
- Safety
- Community
- Aesthetics

Enhanced Design Quality

Exceeds the minimums of Good Design and improves on aspects of Good Design.



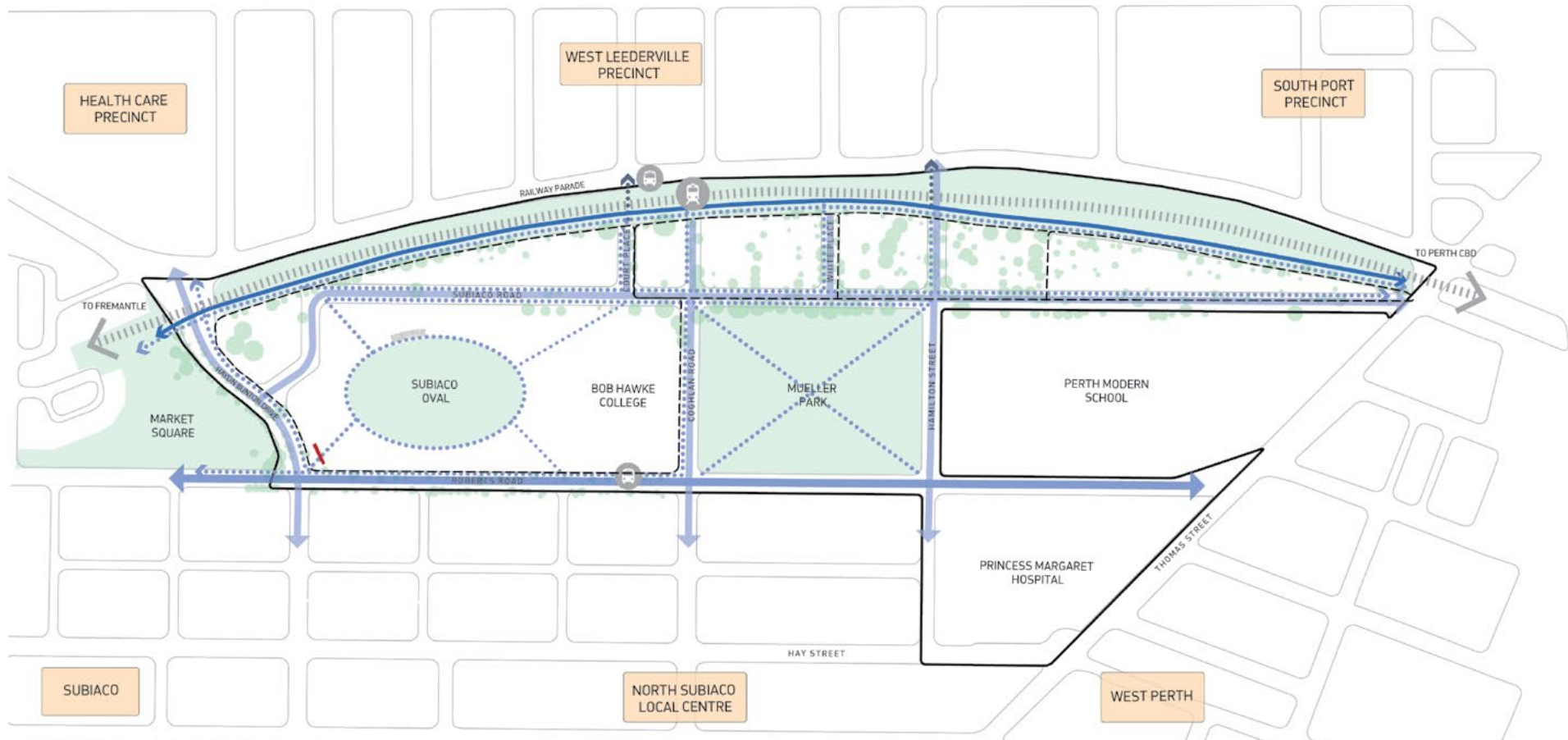
landscape design and final construction.

- A01.7.3** Development shall be oriented to optimise climate control, with particular consideration being given to the environmental conditions associated with operation of an expansive and well patronised public open space.
- A01.7.4** All buildings are designed by Registered Architects, with ongoing involvement of the architect, from design to completion of construction, to ensure design and building quality is maintained from development application stage to practical completion.
- A01.7.5** Built form, open space and public realm designs satisfy the principles of Good Design and meet all Objectives of the Design Guidelines relevant to design quality, internal amenity and contribution to the public realm.





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Chapter 2 Subi East Context and Character

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LEGEND

-  Street Network
-  Pedestrian Network
-  Principle Shared Path (PSP)
-  Fremantle Railway Line

-  Public Open Space
-  Existing Mature Trees
-  Subiaco Oval Heritage Gates
-  Sub-Precinct Area Boundary




-  Project Area Boundary
-  West Leederville Train Station
-  Bus Stops

FIGURE 2: EXISTING SITE CONTEXT



2.1 SITE FEATURES AND NATURAL ENVIRONMENT

The subject area covers an area of approximately 31 hectares in the north eastern corner of Subiaco bordered by Haydn Bunton Drive to the west, the Fremantle rail line to the north, Roberts Road to the south and in the east by Coghlan Road and Thomas Street.

The subject area plays an important role in connecting and supporting prominent Activity Centres; including Subiaco, West Leederville and West Perth. The subject area is located at the heart of a strategically significant region which includes educational, commercial and recreational land uses, and is well placed to assist to facilitate a critical mass of residents which supports the economic and social function of this region.

Surrounding building stock is a diverse blend of typologies and styles, a fine urban grain, with low scale dwellings located to the south, medium scale townhouses to the west and low to medium/high scale mixed-use development to the north and east. Similarly, the age of surrounding development ranges from Federation housing to contemporary multi-storey residential development.

The subject area includes key natural assets, such as the Subiaco Oval open space and forms a link in the green spine which connects the Indian Ocean with Kings Park. Subiaco is typified by leafy green suburbs and a significant urban canopy which supported by healthy, mature vegetation.

The majority of the subject area has an elevation between 30 and 35 AHD, with a low point at the intersection of Subiaco Road and Coghlan Road. Based on the historical maximum groundwater contours, the water table grades approximately 13m AHD at Railway Parade to 10m AHD at Roberts Road.

2.2 HISTORY AND HERITAGE

The Whadjuk Noongar Aboriginal people occupied the land in what is now the Perth Metropolitan region for approximately 45,000 years before it was colonised by European settlers. The main local camp was at Mount Eliza, approximately 1.3 kilometres east of Subiaco. The local area was predominantly comprised of wetlands which included Lake Monger, Herdsman Lake and Lake Jualbup, considered to be a key economic resource providing a range of plant and animal foods.

Following the establishment of the Swan River Colony in 1829, a community of Benedictine monks moved from Guildford to a location 5km west of Perth in 1851, forming 'New Subiaco'. When the Perth-Fremantle railway opened in 1881, a platform was erected for the convenience of the monastery and was named Subiaco.

The Subiaco region expanded over the next century including; the establishment of the Subiaco Football Club in 1896, the construction of a children's hospital in 1909, the construction of the Subiaco Oval Gates in 1935 and the development of a vibrant economy supported predominantly by industrial businesses. The post-World War 2 period saw rapid growth due to post-war reconstruction and mass immigration, which enabled Subiaco's industrial role to flourish. During this period the Perth Children's Hospital was renamed Princess Margaret Hospital (PMH), with the hospital expanding throughout the 20th century. The role of Subiaco Oval was also expanded, with grandstands constructed in 1968 and 1970.

The latter end of the 20th century saw the reduction of the role of industry in the area with Subiaco transitioning to a predominantly residential urban form, supported by some retail enterprise. The land vacated by industry facilitated redevelopment and in 1994 the Subiaco Redevelopment Act was gazetted with Subi Centro as the initial redevelopment project.

Between 2017 and 2018, the function of Subiaco Oval and PMH were relocated and these institutions ceased operation. The demolition of the Subiaco Oval Grandstands was completed in 2019 and the playing surface reinstated to its 1938 dimensions to be used for public purposes.





In 2018 planning control for the subject area was transferred to the Metropolitan Redevelopment Authority (now DevelopmentWA) to facilitate redevelopment of the subject area. The *Subi East Master Plan* which was approved in October 2020 included an analysis of cultural heritage themes which are to be considered during the design of each development proposal. Refer to the *Subi East Heritage Interpretation Strategy* which can be found on the DevelopmentWA website.

Objectives

- 02.2.1** Compliance with the Authority's Development Policy 2 - Heritage Places and Development Policy 4 - Providing Public Art.
- 02.2.2** Public art is reflective of the themes set out in the Subi East Public Art Strategy and Subi East Heritage Interpretation Strategy. Public art shall be sympathetic to site context, including consideration of the form of the public realm and the oval's use as the historic home of football in Western Australia.
- 02.2.3** Development which is, or is adjacent to, a place of state heritage significance is supported by the Heritage Council of Western Australia.

2.3 THE SUBIACO OVAL AND RAILWAY PRECINCT VISION

The subject area presents an opportunity to revitalise land at the north-eastern corner of Subiaco, following the relocation of the Australian Football League to Optus Stadium, and transform it into a thriving and vibrant community, guided by the *Subi East Master Plan*. It is envisaged that:

- 2.3.1** Development will recognise, celebrate and conserve elements of the Aboriginal and European heritage connection to the local area, through interpretative works, public art, materials and finishes which enhance local sense of place. New development will creatively interpret existing architectural styles found in the Subiaco locality in a contemporary manner and sympathetically respond to surrounding urban form.
- 2.3.2** New development will facilitate the achievement of a critical mass of population strengthening the vitality of existing Activity Centres within walking distance and enhancing regional economic health. The provision of commercial and retail land uses shall be limited to small scale localised offerings which satisfy the day to day needs of residents. Proposals which include a significant proportion of non-residential space shall submit a Retail Needs Assessment to confirm the proposal does not detrimentally affect the operation of existing Activity Centres. A diverse supply of affordable dwelling typologies will support intergenerational equity by providing housing options for a range of family types and allow people to age in place.
- 2.3.3** Development will seek to integrate with the public realm, providing clear visual cues which relate to the surrounding landscape, which reflects the oval's use as the historic home of football in Western Australia. Development will support the active and passive use of the public realm by introducing visually engaging street level, retaining mature trees and the selection of landscaping which is sympathetic to the current and future aesthetic of the public realm. Development within the public realm will be of a high quality reflective of existing and future community assets, support community events and outdoor activities, ultimately enhancing local vibrancy.
- 2.3.4** Connectivity within the subject area will be improved by the provision of an efficient and integrated movement network which connects pedestrians with the regional movement network, new development, community facilities and non-residential attractions. New development will respond to the high number of cyclist movements generated by the operation of Bob Hawke College and ensure that these are not interrupted. Transit oriented development principles will be championed by the introduction of accessible multi-modal transportation options and reduced reliance on private vehicles, facilitated by the proximity to a reliable and high frequency rail service.
- 2.3.5** New development will utilise best practice site-responsive sustainable design, to minimise the use of potable water and non-renewable energy resources through sensitive use of materials, incorporation of smart technologies which improve resource efficiencies, minimise ecological footprint, mitigation of the urban heat island effect, protect local ecologies and promote an active and healthy lifestyle.



2.4 CHARACTER

Objective

- O 2.4.1** Development will reflect the historical role of the region, amplify local sense of place and contribute to the quality of the public realm.
- O 2.4.2** Buildings and spaces within the subject area will reflect local character through integration of meaningful interpretation which utilises materials and landscaping in a sensitive manner.
- O 2.4.3** Provide a contemporary architectural response with active edges at ground level and an articulated facade above ground level.

Acceptable Outcomes

- A0 2.4.1** An emphasis on articulation, both vertical and horizontal, which prioritises a human scale and relates to the surrounding fine urban grain.
- A0 2.4.2** Building forms which respond to the function and character of the adjacent public realm, maximising access to natural light and mitigating the potential impact of wind, heat gain and glare.
- A0 2.4.3** Development sites which front onto Subiaco Oval are responsive to the heritage significance of the place through the introduction of a spectator experience along the oval edge, such as embankments or interpretive seating.
- A0 2.4.4** Use of materials which are reflective of the history of Subiaco, such as timber, brick, steel, glass and off-form concrete, in a contemporary manner consistent with a residential aesthetic.
- A0 2.4.5** Retention or introduction of vegetation of significant scale which contributes to the urban canopy, responds to the existing ecology of the locality and assists to soften the interface between the built and natural environments.
- A0 2.4.6** Heritage buildings and places are conserved and adaptively reused as appropriate.

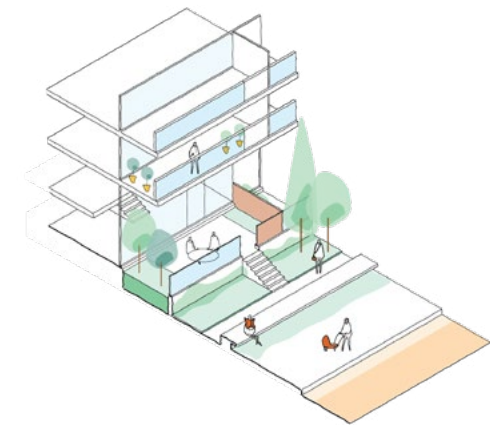
2.5 STREETScape

Objective

- 0 2.5.1** Buildings will be designed to make a lasting contribution to the quality of the public realm implementing an interesting and stimulating facade which integrates with the street level, is safe, universally accessible, sustainable and contributes to effective wayfinding.
- 0 2.5.2** New development is respectful of existing character and making a lasting, complementary contribution to the character and quality of the street it belongs to.

Acceptable Outcomes

- A0 2.5.1** Street trees, vegetation and landscaping are provided which contribute to a high quality street character and provides adequate shade and cooling.
- A0 2.5.2** Crossovers shall be situated to avoid damage to existing street trees and provide sufficient clearance to allow for root and canopy growth. Existing mature trees on private property shall be retained wherever possible.
- A0 2.5.3** Buildings shall be designed to minimise wind impacts onto the public realm.
- A0 2.5.4** Building façades shall contribute to streetscape vibrancy through articulation which breaks up massing, visually linking the public and private realm and providing means to passively surveil the public realm.
- A0 2.5.5** Choice of external colours and materials respond to the desired street character, contributing to a sense of place, utilising a mix of glazing and materials which enhance street level interest.





2.6 ACTIVE EDGES

Objective

- O 2.6.1** Development will maximise physical and visual interaction between buildings and pedestrians at the street level and above.
- O 2.6.2** Buildings will address and activate the street, pedestrian access ways and open space contributing to a sense of place and the creation of a vibrant, diverse, inviting and safe urban environment.

Acceptable Outcomes

- A0 2.6.1** Compliance with the Authority's Development Policy 6 - Signage.
- A0 2.6.2** Areas which abut streets and other public spaces shall incorporate design elements which balance the promotion of surveillance of the public realm, discernible indoor activity and visual privacy for residential land uses.
- A0 2.6.3** Areas identified as 'prioritised ground floor active edge' in Figures 4 and 5 are to incorporate non-residential land uses which promote a high level of visual connectivity and visible indoor activity. Opaque or inactive frontages along these areas will not be accepted.
- A0 2.6.4** Building edges adjacent to the public realm not identified as 'prioritised ground floor active edge' shall provide a contextually appropriate visual connection and enhance visual interest.
- A0 2.6.5** Primary internal living spaces, verandahs and balconies should be oriented to the public realm.
- A0 2.6.6** Windows and glazed areas at ground level shall be clear with protection of windows from the sun or for privacy achieved through architectural devices and passive solar design.
- A0 2.6.7** Establish legible, well-lit and clearly visible pedestrian entries to all buildings which front the public realm.
- A0 2.6.8** Lighting shall be provided to all external areas visible from the public realm and be angled downwards to minimise light spill.
- A0 2.6.9** Crossover location shall be determined through site analysis, be situated to reduce amenity impacts on adjacent uses and conflict with the surrounding movement network.

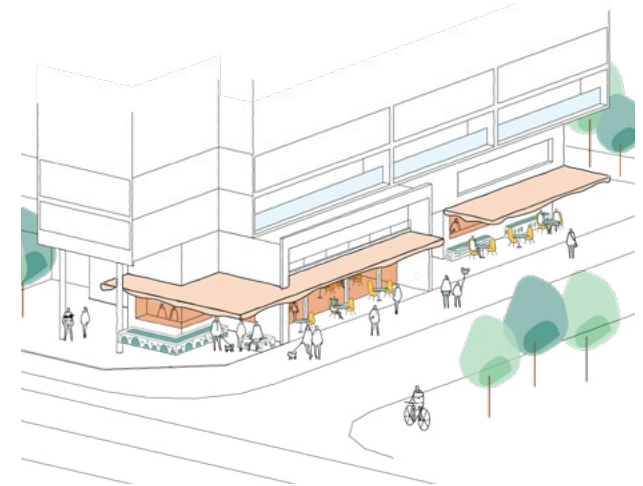
2.7 DEEP SOIL AREAS AND TREE CANOPY

Objective

- 0 2.7.1** Landscaping, including deep soil areas and tree canopy, contribute to the leafy character of Subiaco and enhance overall amenity consistent with the current and future character of the locality.
- 0 2.7.2** Site planning maximises retention of existing healthy trees and protects the viability of adjacent trees.
- 0 2.7.3** All open spaces within privately owned land shall incorporate high quality landscaping which responds to the architecture of the building and the landscaping of the adjacent public realm.
- 0 2.7.4** The urban tree canopy is enhanced, above current levels, to improve community comfort mitigate the urban heat island effect, improve air and groundwater quality and contribute to biodiversity and ecological corridors.

Acceptable Outcomes

- A0 2.7.1** Landscape design contributes to amenity through:
- Provision of deep soil areas, with appropriately scaled mature trees, and soft landscaping equating to an area of at least 10% of the site area (refer to section 3.3 of the R-Codes Vol. 2 for further guidance on the design of deep soil areas and tree canopy); and
 - Provision of social spaces within landscape design which contributes to amenity and maximises human connection with the natural environment.
- A0 2.7.2** Provision of 'green roofs' to reduce stormwater run-off, enhance the soft landscape aesthetic of the development, improve thermal massing and assist in reducing the urban heat island effect.
- A0 2.7.3** Development protects and retains mature trees through a suitably scaled setback and architectural design which promotes tree growth. The suitability of the proposed setback is to be documented within the submitted landscape plan, and supported by an arborist report. Where existing mature trees are retained variations to the Primary Controls in Chapter 4 may be considered, pursuant to clause 1.5.



**A0 2.7.4**

Deep soil areas are soft landscape areas on lot with no impeding building structure or feature above or below, which supports growth of medium to large canopy trees and meets a stated minimum dimension. Used primarily for landscaping and open to the sky, deep soil areas exclude basement car parks, services, swimming pools, tennis courts and impervious surfaces including car parks, driveways and roof areas.

A0 2.7.5

Landscaping shall respond to the architecture of the building and reflect the form of the vegetation found in the surrounding public realm, prioritising native, evergreen species.

A0 2.7.6

Biophilic design principles are incorporated throughout the development.

A0 2.7.7

Recycled rainwater for irrigation is used to minimise the reliance on scheme water.

A0 2.7.8

All development applications are to include a landscape plan that has been prepared in accordance with the Water Corporation's waterwise criteria for landscaping.

A0 2.7.9

Where the required deep soil area cannot be provided due to site restrictions, planting on structure with a minimum area equivalent to two times the shortfall in deep soil area provision is provided.

2.8 URBAN FURNITURE AND ALFRESCO AREAS

Objective

O 2.8.1

Outdoor dining areas contribute to a sense of life and activity in public spaces, providing an active connection between the public and private realm where patrons can enjoy the outdoors without 'privatising' public spaces.

Acceptable Outcomes

A0 2.8.1

Alfresco shall be located against the associated building to ensure that it does not interrupt effective pedestrian movement through the public realm or disrupt views. Alfresco boundaries shall provide an effective shore line to enable universal access, supported by a universal access report prepared by a suitably qualified professional.

A0 2.8.2

Where alfresco areas are proposed to be located within the public realm they shall be unenclosed and no permanent structures will be permitted.



- A0 2.8.3** Urban furniture shall sympathetically respond to the form and function of the adjacent public realm, enhance safety and amenity, and not impede the growth of vegetation.

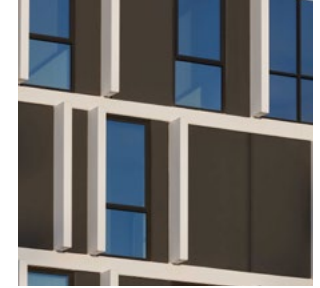
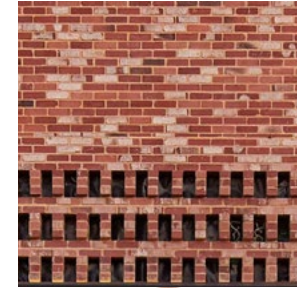
2.9 MATERIALS AND FINISHES

Objective

- 02.9.1** High quality materials and finishes will be incorporated into building and landscape designs, contributing to a high standard of design and contribute to the overall quality of the subject area.

Acceptable Outcomes

- A0 2.9.1** A contemporary design aesthetic is clearly expressed through a cohesive palette of high quality, innovative, intrinsic and imaginative materials and finishes reflective of the Subiaco context with distinct references to the heritage significance of the locality.
- A0 2.9.2** For non-residential uses, incorporate high performance glazing at the street level which achieves sustainability outcomes, and maintains visual permeability to the street.
- A0 2.9.3** Avoid extensive use of glazing in building forms to avoid adverse light and heat reflection on adjoining spaces and developments.
- A0 2.9.4** A detailed materials schedule is required to be submitted as a component of all major development applications.



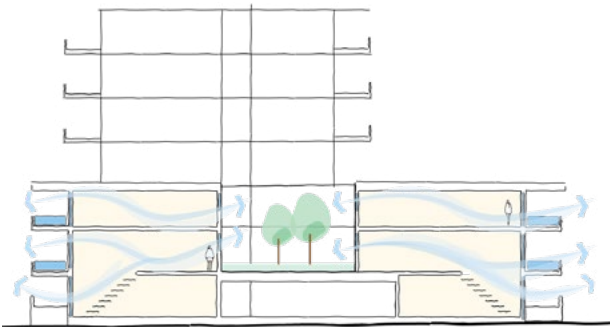
2.10 ENVIRONMENTAL SUSTAINABILITY

Objective

- O 2.10.1** Sustainable initiatives will be integrated into the design, construction and management of new buildings and open spaces to minimise the environmental impact of new development.
- O 2.10.2** Development will deliver high performance buildings which minimises energy use, conserves water, reduces waste and maximises comfort for occupants.
- O 2.10.3** Buildings will operate at a high level of efficiency with individual apartments each benefiting from a reduction in mechanical cooling and heating costs
- O 2.10.4** Development will ensure resource efficiency, minimise use of non-renewable energy and potable water and reduce the production of waste, pollution and other damaging emissions.

Acceptable Outcomes

- AO 2.10.1** Compliance with the Authority's Development Policy 1 - Green Buildings
- AO 2.10.2** Individual development sites are to meet the requirements of the Tier Rating identified in Chapter 4.
- AO 2.10.3** Development incorporates natural ventilation and passive solar design measures to optimise heat storage in winter and reduce heat transfer in summer.
- AO 2.10.4** Development incorporates zero carbon and carbon neutral design considerations.
- AO 2.10.5** Use of high performance glazing which improves efficiency as a base standard.
- AO 2.10.6** A Green Star assessment report, prepared by a suitably qualified consultant, is required to be submitted as part of any development application to confirm satisfaction of the Acceptable Outcomes and/or Objectives.
- AO 2.10.7** Stormwater run-off from constructed impervious surfaces generated by small rainfall events is retained or detained onsite and treated at-source as much as practical.
- AO 2.10.8** In the event that ongoing management of groundwater is required, for example due to basement levels or use of subsoil drains, any water quality issues will need to be addressed. The groundwater may need to be treated prior to leaving the site.



AO 2.10.9 Development shall be oriented to optimise climate control, with particular consideration being given to the likely climatic conditions generated from the expansive public open space.

AO 2.10.10 Consider initiatives that future proof the development for a changing energy environment, such as:

- Designing the electrical distribution system and metering with capacity for future battery storage; and
- Providing conduits and capacity the electrical distribution system and metering for future provision of widespread electric car charging within car parking areas.

2.11 CAR PARKING

Objective

O 2.11.1 In recognition of the proximity to high frequency rail and bus services and high quality cycle paths new development will seek to take a minimalist approach to car parking while ensuring provision of sufficient parking to accommodate the anticipated requirements of the development.

O 2.11.2 The design, location and number of car parking bays will minimise any negative impact on the quality of the architectural design, amenity and street outcome.

Acceptable Outcomes

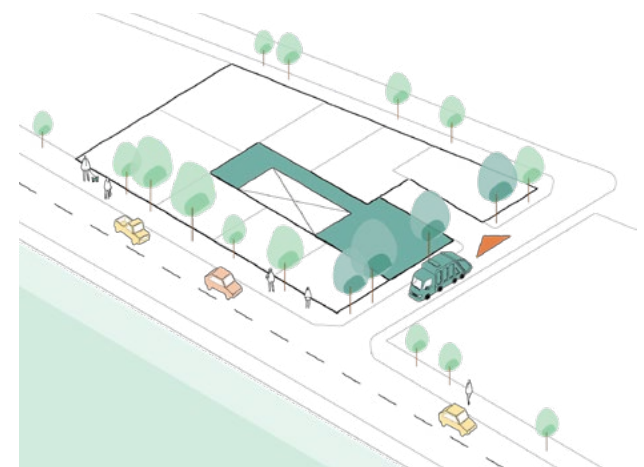
AO 2.11.1 Car parking quantities for permanent residential land uses are to be provided in accordance with the ratios and maximums set out in R-Codes Vol 2.

AO 2.11.2 Car parking for transient and non-residential uses are to be provided in accordance with Table 2 - Transient and Non-Residential Car parking Requirements.

AO 2.11.3 Quantity is to be rounded up to the next whole number.

AO 2.11.4 Parking which exceeds the minimum parking ratio set out in the R-Codes Vol. 2 or Table 2, the development application is to:

- Locate car parking predominantly within a basement to minimise the visual impact on the public realm;
- Sleeve any parking located at ground floor with active uses to all public frontages. At the





first floor and above only, innovative architectural treatments or public art that screens the parking may be acceptable where it is designed as an integral component of the development and contributes positively to the public realm;

- Demonstrate that the increase in vehicle generation may be accommodated by the existing movement network. This is to be supported by a Transport Impact Assessment and a Road Safety Audit, submitted at development application stage; and
- Provision of parking initiatives which maximises efficiencies such as, car-sharing programs, reciprocal parking, shared parking arrangements and car stackers are encouraged.

AO 2.11.5

Parking areas, especially those above ground, are designed with consideration for adaptive reuse, potentially through:

- Floor to floor heights of at least 3.5m.
- Car parking not being located on ramps.
- The structure of the building making provision for future adaptive reuse with the ability to insert openings for natural light and ventilation.

AO 2.11.6

Basement parking is designed with consideration to ground levels across the site and does not protrude more than 1m above natural ground level at any point to minimise blank walls and prevent a negative visual impact on the public realm.

AO 2.11.7

Basement edges located adjacent to Subiaco Oval are to not protrude beyond natural ground level.

AO 2.11.8

Vehicle access is provided consistent with relevant sections of Chapter 4. Where vehicle access is not identified crossovers are limited to one every 20m of street frontage.

AO 2.11.9

Charging stations for electric vehicles are incorporated into parking areas, with the electrical supply to provide vehicle charging capacity for at least 20% of the total number of bays.

AO 2.11.10

Uncovered at-grade parking has a light coloured porous surface and is planted with trees at a minimum rate of one tree per four bays.

Development	Car Parking Ratio	
	Minimum	Maximum
Transient Residential	1 bay per 4 accommodation units	1 bay per 2 accommodation units
Non-residential	1 bay per 100m ² of NLA	1 bay per 50m ² of NLA

Table 2: Transient and Non-Residential Car Parking Requirements

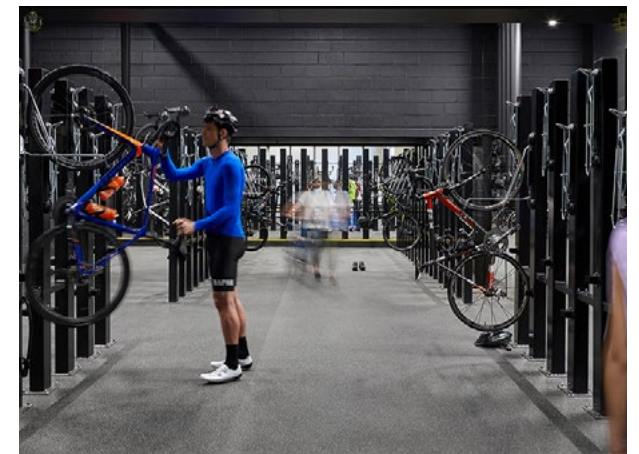
2.12 BICYCLE PARKING AND END OF TRIP FACILITIES

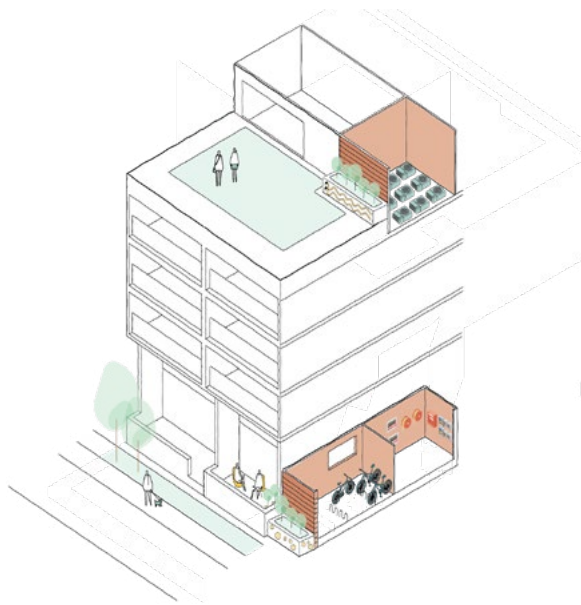
Objective

- O 2.12.1** The configuration and design of buildings will encourage and support the use of alternative active travel modes, including cycling. Bicycle parking is secure, easily accessible and conveniently located for residents and visitors.

Acceptable Outcomes

- AO 2.12.1** Bicycle parking and end of trip facilities are provided in accordance with Table 3 – Bicycle Parking and End of Trip Facilities Requirements.
- AO 2.12.2** All bicycle parking facilities are to be designed and constructed in accordance with Australian Standard 2890.3 (as amended) and Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.
- AO 2.12.3** Visitor bicycle parking shall be located adjacent to the building entry at ground level. Bicycle parking shall also:
- allow for passive surveillance from public spaces, roads and private space;
 - not disrupt pedestrian movement;
 - be ground level and accessible from the road and cycle paths;
 - be sensitively located to be accessible from the public realm; and
 - be in well-lit areas.
- AO 2.12.4** Bicycle parking and end of trip facility areas shall be designed to allow for the future provision of electric charging for e-mobility devices, including electric bicycles and e-scooters.





- A0 2.12.5** All end of trip facilities shall be designed with convenience and safety of the user in mind, and be located as close as possible to bicycle parking facilities.
- A0 2.12.6** Changing rooms must be secure, capable of being locked and located adjacent to the showers in a well-lit area within range of easy surveillance.
- A0 2.12.7** Lockers must be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.

	Requirement
Bicycle Parking	Bicycle parking is provided at a minimum rate of: Residential: 1 bicycle space per dwelling. Visitor: 1 bay per 10 dwellings or 200m ² NLA for visitors. Non-Residential: 1 bay per 100m ² of NLA (rounded up) for staff of non-residential uses.
End-of-Trip Facilities	A minimum of 1.5 lockers is to be provided for every non-residential bicycle bay. Where less than 10 bicycle parking bays are required, 1 unisex shower and change room shall be provided. There must be a minimum of two female and two male showers, located in separate change rooms, for the first 10 bicycle parking bays. Additional shower facilities are to be provided at a rate of one male and one female shower for every 10 bicycle bays.

Table 3: Bicycle Parking and End of Trip Facilities Requirements

2.13 BUILDING SERVICES AND WASTE MANAGEMENT

Objective

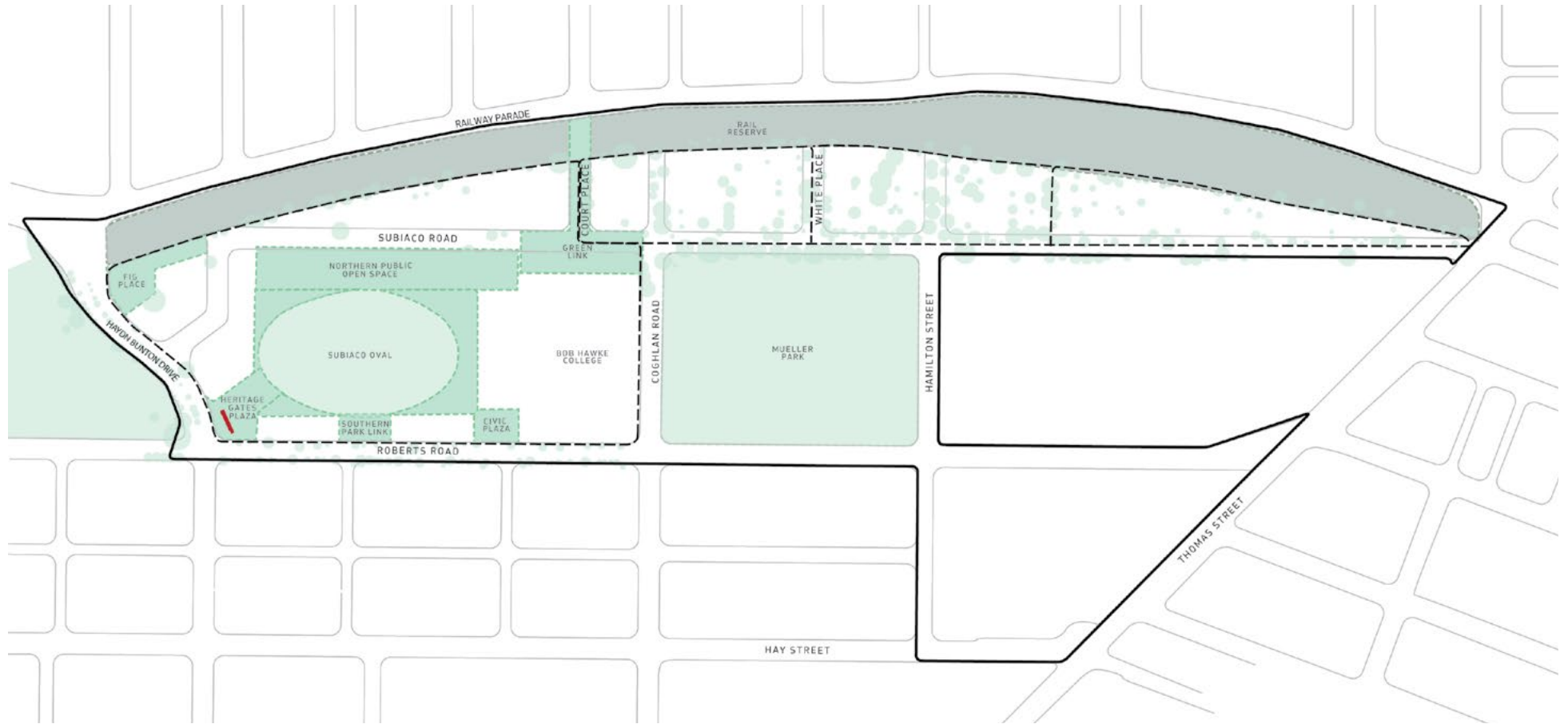
- O 2.13.1** Services and related hardware required for the function of the building are designed and located in a manner that ensures they meet changing needs over time, do not negatively impact on the architectural design of the building or the amenity of the subject area by being fully integrated into the design of the building and screened from public view.
- O 2.13.2** Sustainable waste management will be achieved through the combined strategies of waste reduction, reuse and recycling, waste awareness and performance monitoring.
- O 2.13.3** Waste management will be planned and co-ordinated as an integral component of the design and development process, with bin enclosures located within basements, screened from view of the street and located to ensure odours and sound emissions are minimised.

Acceptable Outcomes

- AO 2.13.1** Development is to incorporate sufficient space for on-site storage and collection of waste, with capacity and design to be in accordance with the City of Subiaco waste collection requirements or serviced by a private contractor, supported by a Waste Management Plan prepared by a suitably qualified professional.
- AO 2.13.2** Loading and service areas, storage areas and ancillary equipment such as mechanical plant, piped and wired services, fire booster cabinets, service meters and roof plant are concealed from public view and integrated into the architectural design in a manner that does not detract from the quality of the development or the amenity of the area.
- AO 2.13.3** Air conditioning units, pool filtration equipment, motors, pumps and mechanisms and similar items must be suitably located in areas that minimise the impact on neighbours, are screened from public view from all directions, and be compliant with the provisions of the Environmental Protection(Noise) Regulations 1997.
- AO 2.13.4** Well-located, outdoor clothes drying areas are provided for each dwelling, or in a central shared space, and are to be screened from view from the public realm.

Chapter 3 Public Realm

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- LEGEND**
- Existing Public Open Space
 - New Public Open Space
 - Subiaco Oval Heritage Gates
 - Sub-precinct Area Boundary

- Rail Reserve
- Project Area Boundary



FIGURE 3: PUBLIC REALM



3.1 HERITAGE GATES PLAZA

Objective

The Heritage Gates Plaza is the main entry to Subiaco Oval from Roberts Road and reflects the role of the place as the historic home of football in Western Australia. Adjacent development will be setback from the Heritage Gates Plaza to sympathetically relate to the scale of the Heritage Gates, ensuring that the views between the Heritage Gates and Subiaco Oval are not disrupted.

The Heritage Gates Plaza will provide an opportunity for low-scale temporary pop-up events to be located within close proximity of Subiaco Oval. Adjacent development will respond to the role of the public realm by activating adjacent edges, contributing to the vibrancy of the area without impacting on universal access, the comfort of pedestrians and the aesthetic of the Heritage Gates Plaza.

3.2 OVAL AND SURROUNDS

Objective

Subiaco Oval is located and scaled to be consistent with historical size and shape of the 1938 playing fields and is also listed on the State Heritage Register. As a consequence all development which surrounds Subiaco Oval is to provide a sympathetic interface which references the role of the spectator of a football game through heritage interpretation, landscape treatments and built form. Lower floors surrounding Subiaco Oval shall be capped at 6 storeys to reflect the height of the Subiaco Oval grandstands.

The use of Subiaco Oval will be shared between Bob Hawke College, City of Subiaco, the Western Australian Football League and the general community. Development edges which face Subiaco Oval are to be designed to respond to the operation of Subiaco Oval through façade treatments which deliver a high quality visual interface and promote passive surveillance of the public realm.

The Oval and Surrounds will be publicly accessible and include well designed structures which support the operation of the space, including those that provide shade and facilitate recreation. All structures, regardless of permanence, will be of a high quality reflective of the character of the area and include robust and durable materials which reduce maintenance requirements.



3.3 NORTHERN PUBLIC OPEN SPACE

Objective

The Northern Public Open Space will provide opportunities for active and passive recreation. The Northern Public Open Space will enable efficient east-west pedestrian movement in a comfortable walking and cycling environment, enabling universal access.

The Northern Public Open Space will incorporate references to the Whadjuk/Noongar connection with the area through the journey of the Bidji trail and associated marker. The Bidji trail will be supported by extensive native planting, linking various areas of public realm. A large-scale shade structure will deliver a civic landmark stretching for a significant length of the Northern Public Open Space and provide opportunities for respite. The structure will also include community facilities such as change rooms, toilets and barbeques.

Development along Subiaco Road shall be located and oriented to ensure that massing does not decrease the comfort levels of the public realm through negative climatic conditions, such as wind and overshadowing. The location of service infrastructure associated with development along Subiaco Road should be integrated into the built form and concealed from view, with vehicle entries sensitively located to minimise visual and physical disruption of the public realm.





3.4 COURT PLACE AND THE GREEN LINK

Objective

The Court Place connection is the key northern entry into the Project Area providing a link to the West Leederville train station and West Leederville Activity Centre, with the Green Link extending the regional green spaces from the Indian Ocean to Kings Park. Court Place will be pedestrianised, supporting safe non-vehicular movement to and from the West Leederville Train Station. Adjacent development will support this outcome through and reorientation of crossovers away from Court Place.

Development adjacent to Court Place will contribute to the vibrancy of the street by introducing active edges, enhancing visual interest and supporting the creation of a dynamic public realm. The function of this area of public realm as a connector and entry statement is to be recognised by adjacent development, which is to minimise encroachment and ensure that effective wayfinding is not obscured. Encroachments into the road reserve will not be supported to ensure pedestrian movement and wayfinding is not detrimentally affected.

The Green Link will respond to the requirements of Bob Hawke College, in particular provide for universal north/south access in response to the needs of students and faculty to access the West Leederville Train Station.

3.5 FIG PLACE

Objective

Fig Place is the northeastern entry to the subject area through a safe, shady and open pedestrian link which integrates with the existing Principal Shared Path. Key infrastructure will include seating nodes and wayfinding which supports the role of this space as a universally accessible meeting place.

A defining element of Fig Place is the stand of three existing Figs. Complete removal of existing trees will not be supported. Relocation of a tree may be supported to another location within the Project Area where it is demonstrated that relocation will ensure the long term health of the tree. Any proposed relocation will be supported by documentation prepared by a suitably qualified professional.



Adjacent development will respond to the vertical scale of the retained figs through the location of massing which compliments the landmark quality of the figs as viewed from the west and north. Development will be situated to facilitate a visual connection from Fig Place to Subiaco Road. The ongoing health of trees within the public realm will be a key consideration of any adjacent development proposal, supported by a tree survey and tree protection zones prepared by a suitably qualified professional.

3.6 SOUTHERN PARK LINK

Objective

A pocket park that reconciles level differences between Subiaco Oval and Roberts Road, providing for a spectator experience, addressing activated edges and providing a visual connection between Subiaco Oval and Roberts Road. This space will be publicly accessible at ground level but will be predominantly located above basement infrastructure.

Adjacent development will respond to this space through the introduction of a high quality public realm interface which provides opportunities for passive surveillance and a visually engaging built form.

3.7 CIVIC PLAZA

Objective

This space will continue to provide relief from built form along Roberts Road and will be a key connection to Subiaco Oval. The plaza will also address the entry to the building to the north, Bob Hawke College to the east and reside over the integrated basement of Lots 5 and 6.

Urban furniture is to be used in a creative manner which supports a dual purpose to provide an opportunity for rest and a physical deterrent from vehicle movements. Planting of the Civic Plaza should reference the remainder of the public realm, taking cues from the character of the locality in terms of scale and species, and demonstrate best practice environmentally sustainable design and an innovative approach to the provision of medium/large trees.



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4.0 OVERVIEW

This chapter describes the specific requirements for the sites located within the Subiaco Oval Precinct and the Railway Precinct in accordance with the approved *Subi East Master Plan*.

Section 4.2 provides Site Specific requirements for each site within the Subiaco Oval Precinct and Section 4.3 provides Precinct Specific requirements for the Railway Precinct.

4.1 OBJECTIVES AND SPECIFIC REQUIREMENTS

Objectives provide design guidance for each site or precinct on the key outcomes which are required to be considered in any development application.

Specific Requirements define, amongst other matters, the mandatory primary controls for each site or sub-precinct, including land use, setbacks, building height and maximum site cover.

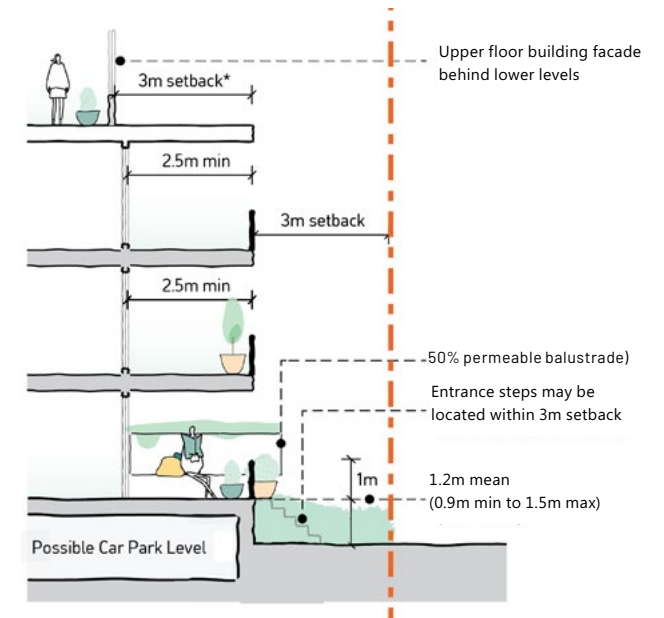
4.2 BUILDING ENVELOPES

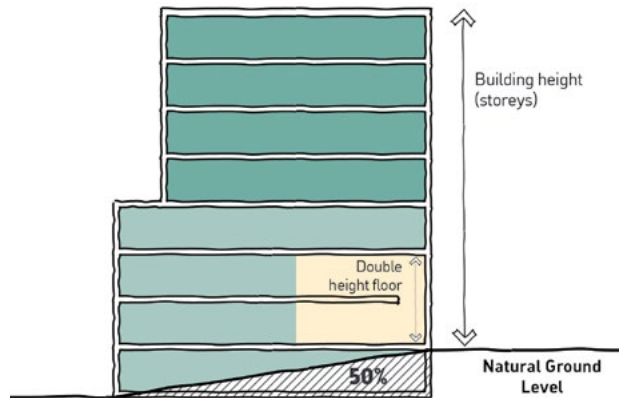
Building envelopes (controlled by height, setback and site cover) have been determined to ensure an appropriate scale of development with building bulk and setbacks to ensure the objectives of the *Subi East Master Plan* are achieved, in particular reducing overshadowing of the public realm and protecting views through the subject area.

Building envelopes are illustrated in plans, 3-dimensional diagrams and sections to represent the extent to which proposed developments scale and massing are to be situated in response to site context.

The maximum building envelope is shaded in blue in the diagrams within Sections 4.2 and 4.3, articulated through minimum setbacks and maximum heights. These diagrams are illustrative only to define the developable area within which a proposal is required to be positioned, and are not representative of final built form which will be affected by other requirements, for example deep soil areas.

Development contained within the maximum building envelope shall comply with all relevant provisions of the Design Guidelines, site context, SPP 7.0 and R-Codes Vol. 2.





4.3 SETBACKS

Setbacks have been defined to establish street proportions, streetscape character and the required separation distance between buildings in order to protect the amenity of adjoining developments and the public realm.

Setbacks of lower, middle and upper floors will create view corridors through the subject area and facilitate the retention of trees within appropriately scaled deep soil areas.

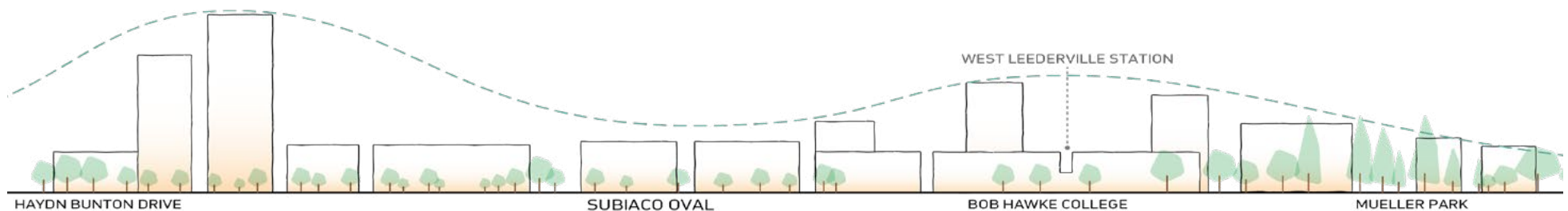
All balconies are to be located within the building envelope identified in the relevant Specific Requirements. Building separation is to be measured from the outer face of building envelopes and includes unenclosed balconies and wintergardens.

4.4 HEIGHT

In conjunction with the defined setbacks, building heights manage the built form and visual impact of development within the subject area in accordance with the *Subi East Master Plan*. Building height is identified for lower, middle and upper floors, as relevant, with the total height limited to the extent of the upper floors.

Lower floors shall be designed to address and activate all streets and corners. This is to occur through articulation, fine grain expression and variation in detailing to create visually interesting compositions which contribute to a high quality interface with the public realm.

The setbacks and floor plates of middle and upper floors contribute to the achievement of slender, elegant buildings which optimise views between buildings, minimise overshadowing of the public realm and maximise penetration of natural light to habitable space.

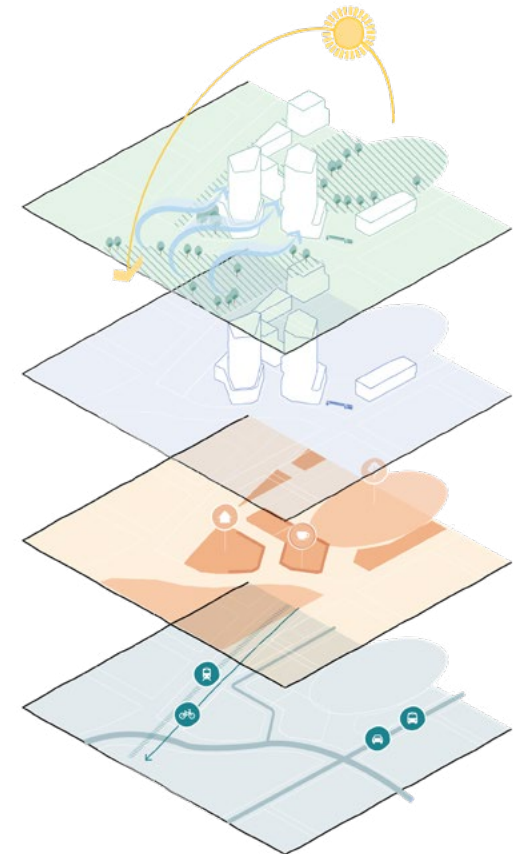


4.5 SITE COVER

Site cover means the area of the site occupied by a building, excluding:

- Areas beneath eaves;
- Unroofed open structures; and
- Verandahs, patios or other such roofed structures not more than 0.5m above natural ground level, unenclosed on at least two sides and covering not more than 10 per cent of the site or 50m², whichever is the lesser.

Where a basement protrudes up to a maximum of 1 metre above natural ground level, the area above such a basement may be excluded from the calculation of site cover, provided that it is usable, landscaped (with soft and/or hard landscaping) and generally follows the natural contours of the site.






4.6 SUBIACO OVAL PRECINCT OBJECTIVES

- 4.6.1** Development will integrate with the surrounding public realm, sensitively responding to the role of adjacent public open spaces and provide a high quality interface which reconciles visual privacy with passive surveillance.
- 4.6.2** Development bulk will be positioned with a view to minimise potential negative environmental factors affecting the public realm, such as wind and overshadowing, and support a high level of comfort at ground level. Private open space which faces Subiaco Oval will include innovative architectural responses to potential nuisance generated through the use of the public realm, balancing visual privacy with architectural expression.
- 4.6.3** Development will be oriented in a manner which discourages overlooking of school open space in recognition of the significance of Bob Hawke College. Notwithstanding, upper floors will be sited to maximise views to surrounding regional landmarks and open views through development sites.
- 4.6.4** Non-residential uses will be of a small scale to support local needs and assist in the establishment of a vibrant public realm which supports the creation of an educational and recreational hub. The location and operation of non-residential and transient uses will demonstrate compatibility with the educational function of the Precinct.
- 4.6.5** Development will respond to pedestrian routes surrounding the site, providing direct connections between dwellings and the public realm where appropriate and delivering an active street edge. Development which abuts the public realm will physically and visually respond to the role of that space, providing visual privacy through a mix landscaping, minor level changes and permeable fencing.
- 4.6.6** Development will retain existing trees on site, locating development such that it does not negatively impact on the health and potential growth of adjacent mature trees. Biophilic design principles will be used to link the public and private realms into a distinctive aesthetic, strengthening sense of place.
- 4.6.7** Development will respond to the Fremantle rail line by providing a building edge which limits the spread of railway noise and creates a built form which promotes comfortable resident amenity.



LEGEND

-  Subiaco Oval Precinct Boundary
-  Landmark Sites / Design Excellence
-  Noise Condition



-  Prioritised Ground Floor Active Edge
-  Preferred Vehicle Access Point



FIGURE 4: SUBIACO OVAL PRECINCT

4.6.1 LOT 1 - LANDMARK SITE

Objectives

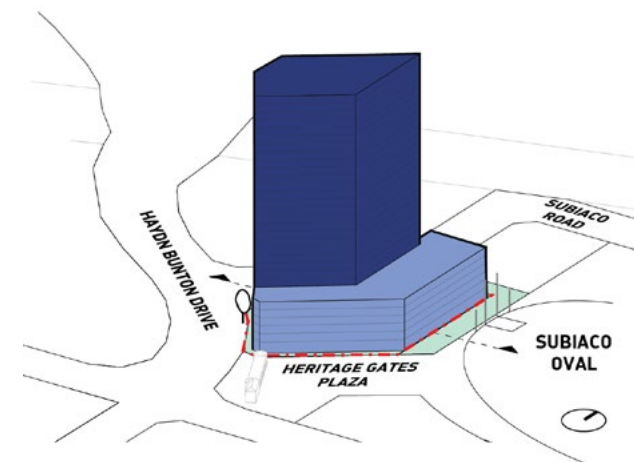
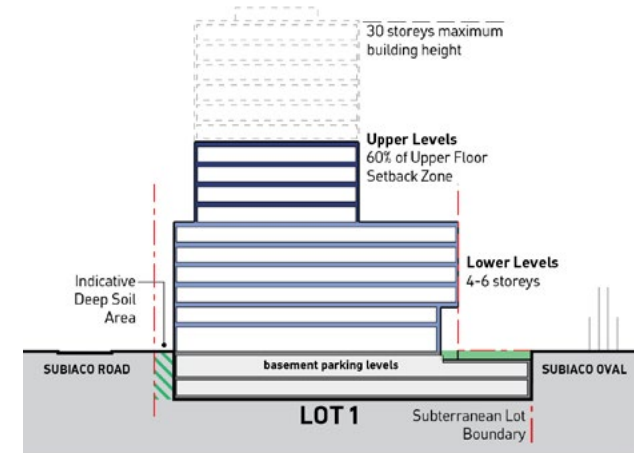
Lot 1 is identified as a landmark site in the *Subi East Master Plan*, any development proposal for this site shall demonstrate Design Excellence including the delivery of a distinctive built form which utilises materials in an innovative manner and includes a landscape design which significantly enhances the amenity of the public realm.

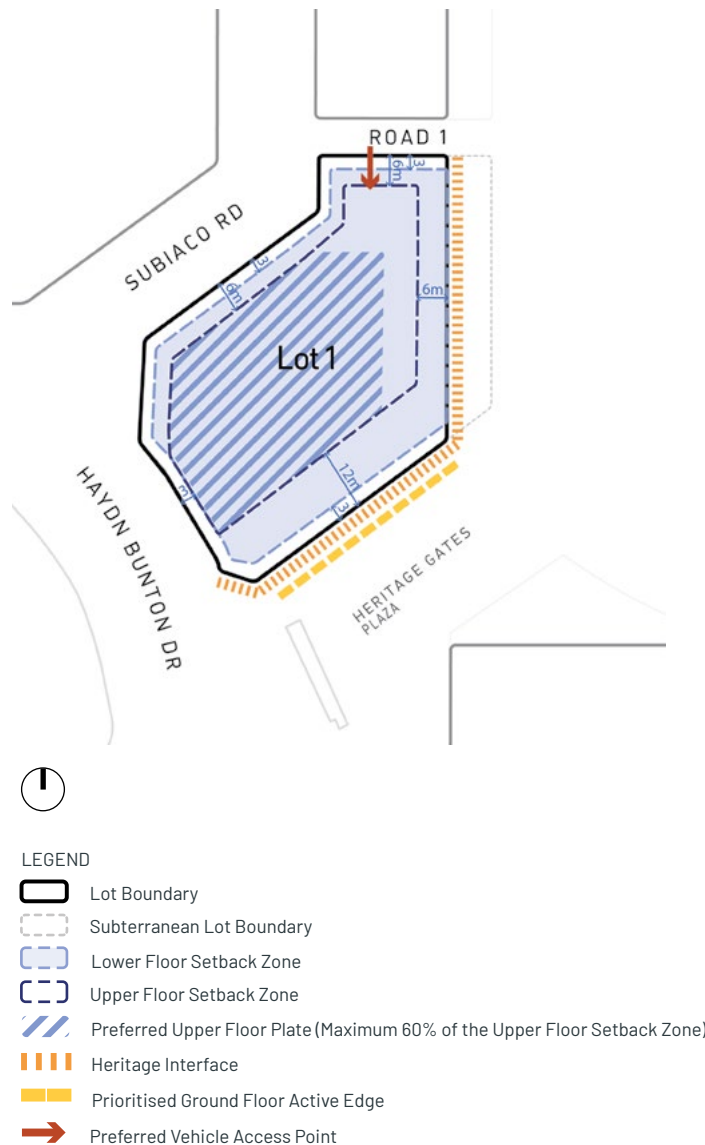
The design of Lot 1 is to sensitively respond to the heritage significance of the Subiaco Oval Gates by setting back development to frame the view corridor to the Oval from Haydn Bunton Drive, and successfully transition height in a sympathetic manner which is respectful of the significance of the Subiaco Oval Gates. Ground floor edges which face the Heritage Gates Plaza are to be lined with active uses which complement the function of the public realm and do not disrupt the use of the space or interrupt pedestrian movement.

Development will also integrate with Subiaco Oval through the implementation of a spectator experience which is reminiscent of the composition of the Subiaco Oval grandstand, informed by the *Subi East Heritage Interpretation Strategy*. Eastern facing lower levels will respond to the expected activity of the public realm in a functional manner, limiting the use of screens in lieu of façade articulation and balcony depth to maintain a visual connection between the public and private realms.

The upper floors of Lot 1 will serve an important wayfinding function marking the south-western entry point to the subject area. Accordingly the upper floors are to be comprised of façades which are composed to visually engage observers from a distance in an interesting manner responding to the marquee location of the site. Upper floors are to be situated to minimise overshadowing of the public realm and communal open space on the roof of the lower floors will have a visual relationship with the public realm.

Road 1 will reside above the basement of Lot 1 providing opportunities for vehicles to access the basement of Lot 1 without affecting the effective operation of Subiaco Road. Setbacks to Road 1 will allow for pedestrians to move through to Subiaco Oval without being substantially affected by vehicles. Access from Subiaco Road will not be supported unless a suitably detailed Road Safety Audit is provided at development application stage confirming the function and safe operation of Subiaco Road is preserved.





Site Area	4487m ² (3655m ²)	
Preferred Land Use	Ground Floor	Restaurant/Cafe, Small Bar, Shop, Multiple Dwelling, Hotel, Serviced Apartments, Specific Purpose Accommodation
	Above Ground Floors	Multiple Dwelling, Hotel, Serviced Apartments, Specific Purpose Accommodation
Height	Lower Floors	4 storeys (15m) up to 6 storeys (21m)
	Upper Floors (total)	30 storeys (up to 105m)
Setbacks (min)	Ground and First Floor	3m
	Lower Floor	East: Nil All other lot boundaries: 3m
	Upper Floor	Heritage Gates: 12m Haydn Bunton Drive: 3m Subiaco Road: 6m Road 1: 6m East: 6m
Maximum Upper Floor Plate	60% of the Upper Floor Setback Zone	
Maximum Site Cover	80%	
Authority Sustainability Rating	Minimum Tier 2	
Vehicle and Service Access	Road 1	

Table 4: Lot 1 Specific Building Requirements

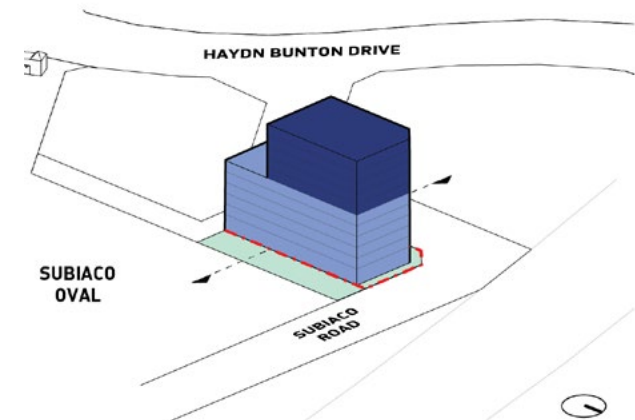
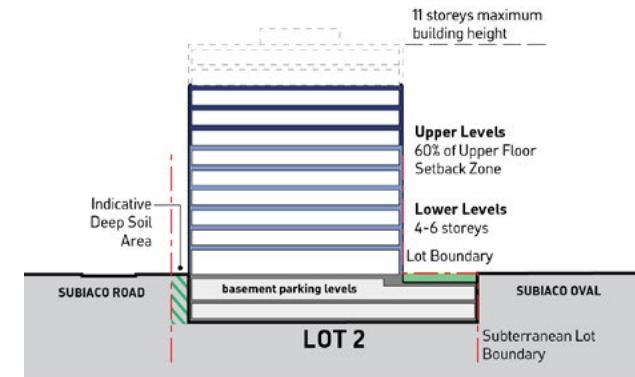
4.6.2 LOT 2

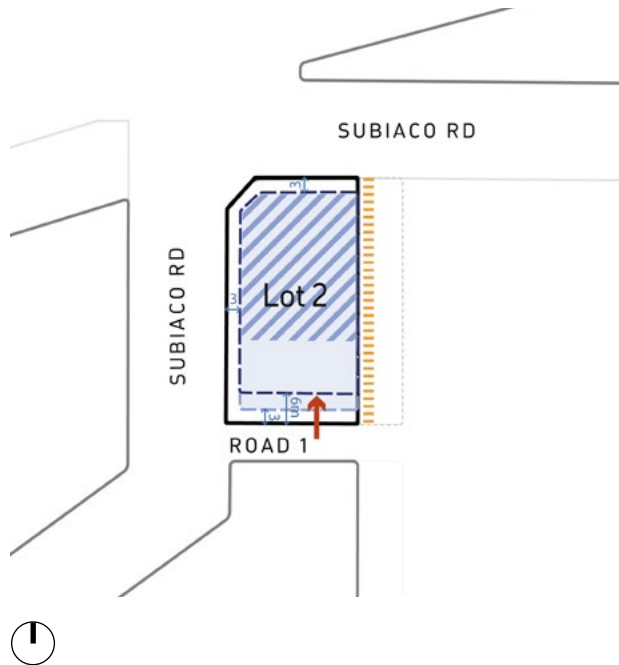
Objectives

Built form shall respond to the role of the adjacent public realm intended to operate as a prominent axis around which pedestrian movement will be prioritised. Ground floor land uses shall be setback from the street to facilitate effective pedestrian movement around Lot 2 and allow for a transition space between the public and private realms.

Greater development intensity will be located towards the northern edge of the site, minimising the potential for overshadowing of the public realm and to break up the appearance of bulk as viewed from the east. It is envisaged that the Subiaco Road edge will provide a valuable wayfinding function as viewed from the east while assisting to transition intensity away from Lots 1 and 3.

Vehicular access to Lot 2 will be gained from Road 1. Setbacks to Road 1 will allow for pedestrians to move through to Subiaco Oval without being substantially affected by vehicles.





Site Area	1275m ² (1770m ²)	
Preferred Land Use	Multiple Dwelling	
Height	Lower Floors	4 storeys (15m) up to 6 storeys (21m)
	Upper Floors (total)	11 storeys (up to 39m)
Setbacks (min)	Lower Floor	East: Nil All other lot boundaries: 3m
	Upper Floor	Road 1: 6m East: Nil Other: 3m
Maximum Upper Floor Plate	60% of the Upper Floor Setback Zone	
Maximum Site Cover	80%	
Authority Sustainability Rating	Minimum Tier 3	
Vehicle and Service Access	Road 1	

Table 5: Lot 2 Specific Building Requirements

LEGEND

- Lot Boundary
- Subterranean Lot Boundary
- Lower Floor Setback Zone
- Upper Floor Setback Zone
- Preferred Upper Floor Plate (Maximum 60% of the Upper Floor Setback Zone)
- Heritage Interface
- Prioritised Ground Floor Active Edge
- Preferred Vehicle Access Point

4.6.3 LOT 3 - LANDMARK SITE

Objectives

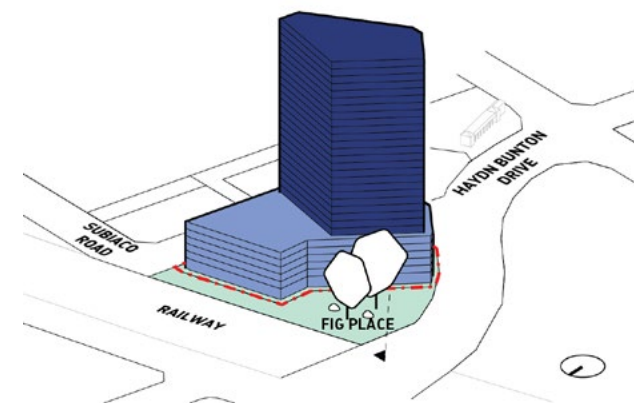
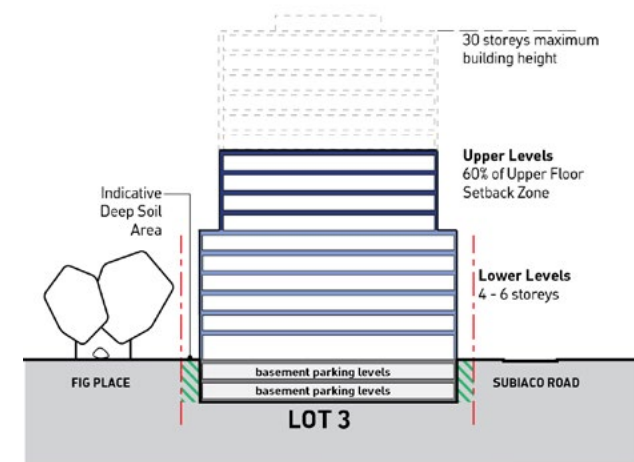
Lot 3 is identified as a landmark site in the *Subi East Master Plan*, any development proposal for this site shall demonstrate Design Excellence including the delivery of a distinctive built form which utilises materials in an innovative manner and includes a landscape design which significantly enhances the amenity of the public realm.

The upper floors of Lot 3 will be situated to facilitate the creation of a functional communal area on the roof of the lower floors with particular consideration given to ensuring that the communal area has sufficient access to natural light and an expansive outlook. The orientation of the upper floors will also be constructed in a manner which minimises potential overshadowing of the public realm and the upper floors of Lot 1.

Lot 3 is situated at the junction of a number of prominent connectors; Subiaco Road, Haydn Bunton Drive, Fig Place and the Fremantle-Perth Principal Shared Path, and shall respond to all elevations equally. Development should sympathetically respond to Fig Place, including setting back development to enable the growth of the retained figs and seek to provide a direct visual connection from Subiaco Road which creates a high quality, functional and appealing public space.

Dwelling design is to be give particular consideration to the noise impact generated by the operation of the adjacent train line. Development will demonstrate how noise mitigation measures are applied to ensure a comfortable internal noise level is achieved.

The ground level of any development at the site is to include a visual connection which links Subiaco Road and Fig Place, maximising the visual prominence of the retained figs and enhancing passive surveillance of the north-western public realm.



4.6.4 LOT 4

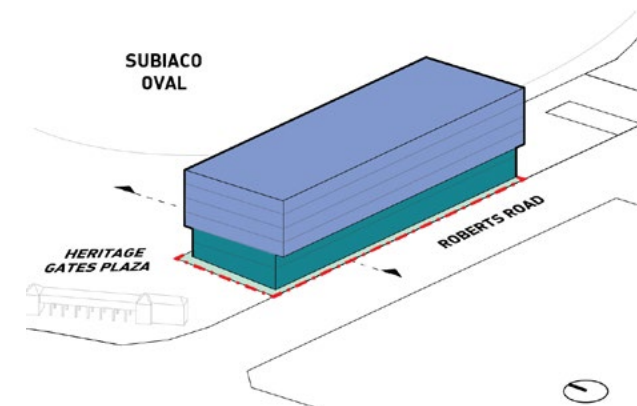
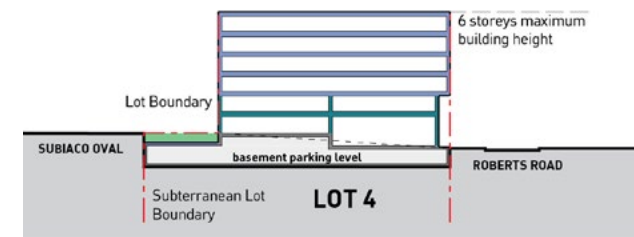
Objectives

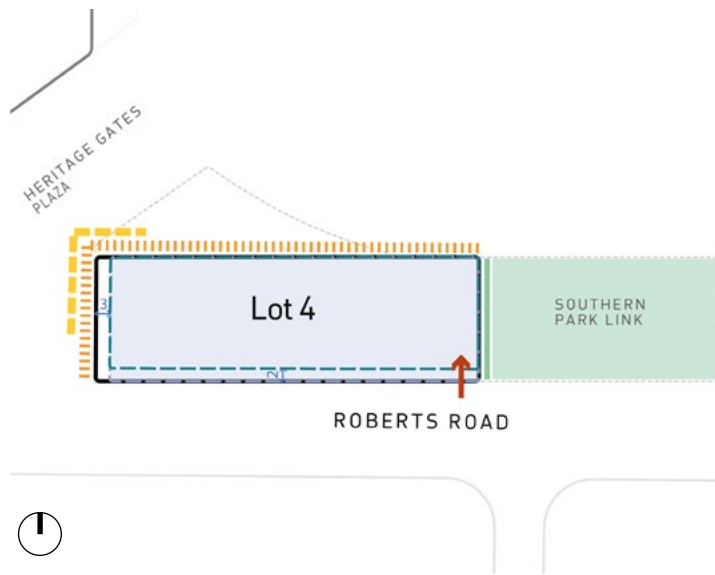
Lot 4 is situated between three important areas of public space; Subiaco Oval, the Heritage Gates Plaza and Roberts Road, as a consequence the ground plane of Lot 4 is to relate to the surrounding public realm to a high degree providing a responsive, activated presence along all public edges. Development will also integrate with Subiaco Oval through the implementation of a spectator experience which is reminiscent of the composition of the Subiaco Oval grandstand, informed by the *Subi East Heritage Interpretation Strategy*.

The western edge of Lot 4 will be activated in response to the identified role of the Heritage Gates Plaza as a meeting place and node of activity. The Lot 4 built form will enhance wayfinding, improve visual connections at ground level and take cues from the surrounding landscape.

Lot 4 will enhance the pedestrian experience along Roberts Road through the creation of a colonnade which provides shade and increases comfort for foot traffic moving east-west. The colonnade will be of a double storey height reminiscent of the Subiaco Oval grandstands along the Roberts Road edge. Ground floor frontages to Roberts Road will include architectural expression which enhances pedestrian amenity and breaks up the length of frontage, such as articulated doorways/openings. View lines through to Subiaco Oval shall be maximised.

Vehicle access will be provided from Roberts Road, with the potential for a basement which resides under the Southern Park Link and northern publicly accessible open space.





LEGEND

- Lot Boundary
- Subterranean Lot Boundary
- Ground and First Floor Setback Zone
- Above First Floor Setback Zone
- Heritage Interface
- Prioritised Ground Floor Active Edge
- Public Realm Interface
- Preferred Vehicle Access Point

Site Area	3692m ²	
Preferred Land Use	Ground Floor	Restaurant/Cafe, Shop, Small Bar, Office, Consulting Rooms, Business Services, Multiple Dwelling, Specific Purpose Accommodation
	Above Ground Floor	Multiple Dwelling
Height	6 storeys (up to 21m)	
Setbacks (min)	Ground and First Floor	North: Nil East: Nil Roberts Road: 2m West: 3m
	Above First Floor	North: Nil East: Nil South: Nil West: 3m
Maximum Site Cover	80%	
Authority Sustainability Rating	Minimum Tier 3	
Vehicle and Service Access	Roberts Road	

Table 7: Lot 4 Specific Building Requirements

4.6.5 LOT 5

Objectives

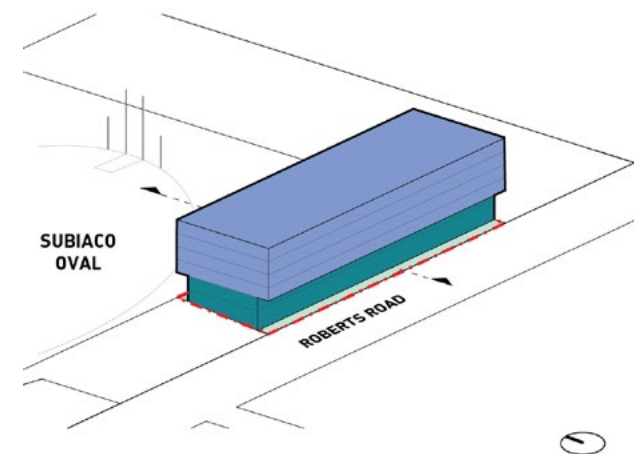
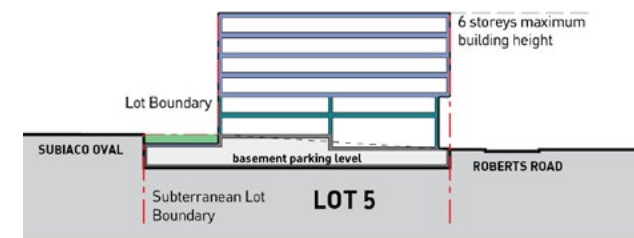
Development on Lot 5 is expected to predominantly be composed of non-residential land uses. The design of Lot 5 will address the surrounding public space and be comprised of high quality materials, influenced by the surrounding current and planned community uses. In particular the eastern edge of Lot 5 will demonstrate an enhanced design outcome which prioritises visual interest and tactility and the ground plane.

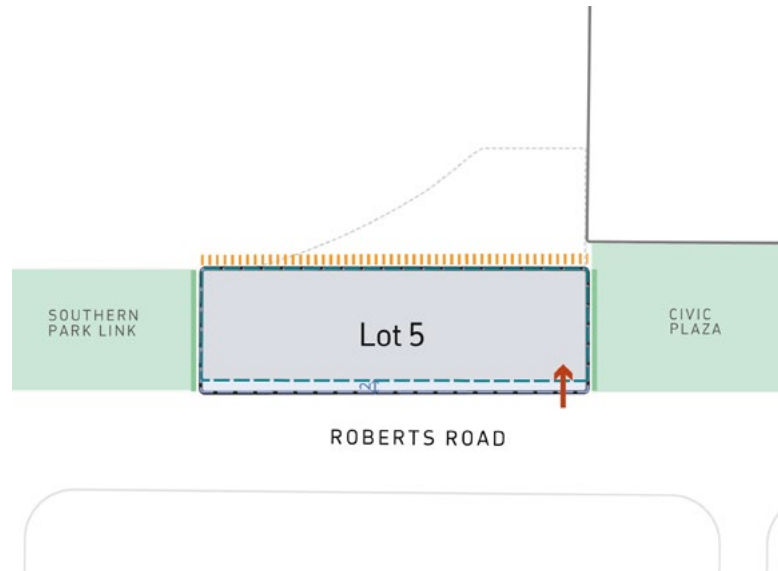
Development will also integrate with Subiaco Oval through the implementation of a spectator experience which is reminiscent of the composition of the Subiaco Oval grandstand, informed by the *Subi East Heritage Interpretation Strategy*.

The Roberts Road elevation will continue the sheltered pedestrian path which links with that provided along Lot 4 through the provision of a colonnade. Provision of a direct, comfortable pedestrian connection from the Civic Plaza to Subiaco Oval is to be provided at the eastern elevation with ground floor uses addressing the Civic Plaza. Ground floor frontages to Roberts Road will include architectural expression which enhances pedestrian amenity and breaks up the length of frontage, such as articulated doorways/openings. View lines through to Subiaco Oval shall be maximised.

Vehicle and service access to Lot 5 is to be shared with Lot 6 via a reciprocal crossover which connects to an integrated basement shared between Lots 5 and 6. The basement resides under the northern public open space and will integrate with the wider public realm landscape design, delivered as a component of the development of Lot 5.

The crossover is to be located in a manner which does not unduly disrupt east-west movement of pedestrians along Roberts Road or impact efficient vehicle movement along Roberts Road.












Site Area	2994 m ²	
Preferred Land Use	Ground Floor	Restaurant/Café, Shop, Office
	Above Ground Floor	Office
Height	6 storeys (up to 21m)	
Setbacks (min)	Ground and First Floor	Roberts Road: 2m All other boundaries: Nil
	Above First Floor	All other lot boundaries: Nil
Maximum Site cover	80%	
Authority Sustainability Rating	Minimum Tier 3	
Vehicle and Service Access	Roberts Road (shared with Lot 6)	

Table 8: Lot 5 Specific Building Requirements

LEGEND

-  Lot Boundary
-  Subterranean Lot Boundary
-  Ground and First Floor Setback Zone
-  Above First Floor Setback Zone
-  Heritage Interface
-  Public Realm Interface
-  Preferred Vehicle Access Point

4.6.6 LOT 6

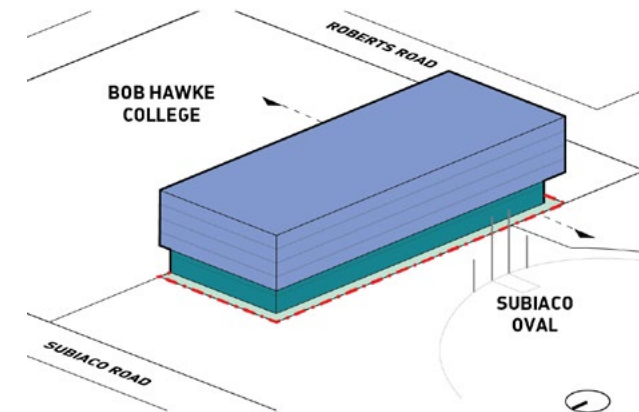
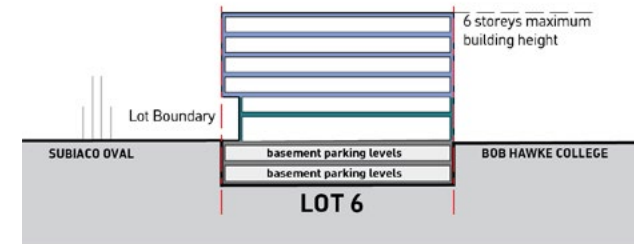
Objectives

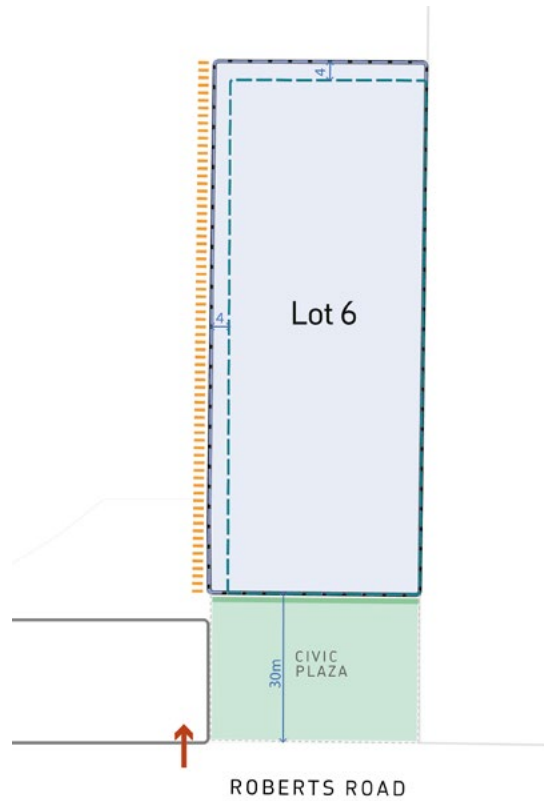
Lot 6 is identified in the *Subi East Master Plan* as the site of the future City of Subiaco Community Shared Multi-Use Recreational Facility (CSMURF) providing a community presence in the Subject Area which leverages its location adjacent to Subiaco Oval and Bob Hawke College to create a civic hub on the east end of the Subiaco Oval Precinct. Development will also integrate with Subiaco Oval through the implementation of a spectator experience which is reminiscent of the composition of the Subiaco Oval grandstand, informed by the *Subi East Heritage Interpretation Strategy*.

Development on Lot 6 will deliver a high quality built form which prioritises visual permeability at the ground floor and attempts to break up massing through vertical and horizontal articulation minimising the appearance of bulk, particularly as viewed from the west. The eastern edge of Lot 6 will enable afternoon natural light to penetrate to the central open space of Bob Hawke College and provide visual relief to the appearance of the boundary wall as seen from the east.

Lot 6 will bookend the eastern edge of Subiaco Oval and has an important role in the facilitation of pedestrian movement at the eastern edge of the subject area. Accordingly, the development of Lot 6 will exemplify the Good Design principles of SPP 7.0, particularly legibility and amenity.

Vehicle and service access to Lot 6 is to be shared with Lot 5 via a reciprocal crossover which connects to an integrated basement shared between Lots 6 and 5. The integrated basement will reside below the Civic Plaza, which will be delivered as a component of the construction of Lot 6.





LEGEND

- Lot Boundary
- Subterranean Lot Boundary
- Ground and First Floor Setback Zone
- Above First Floor Setback Zone
- Heritage Interface
- Public Realm Interface
- Preferred Vehicle Access Point



Site Area	5986m ²	
Preferred Land Use	Community, Recreation and Sporting Facilities, Restaurant/Café, Office, Personal Services, Exhibition Centre	
Height	6 storeys (up to 21m)	
Setbacks (min)	Ground and First Floor	Roberts Road: 30m East: Nil North: 4m West: 4m
	Above First Floor	Roberts Road: 30m All other lot boundaries: Nil
Maximum Site Cover	100%	
Authority Sustainability Rating	Minimum Tier 3	
Vehicle and Service Access	Roberts Road (shared with Lot 5)	

Table 9: Lot 6 Specific Building Requirements

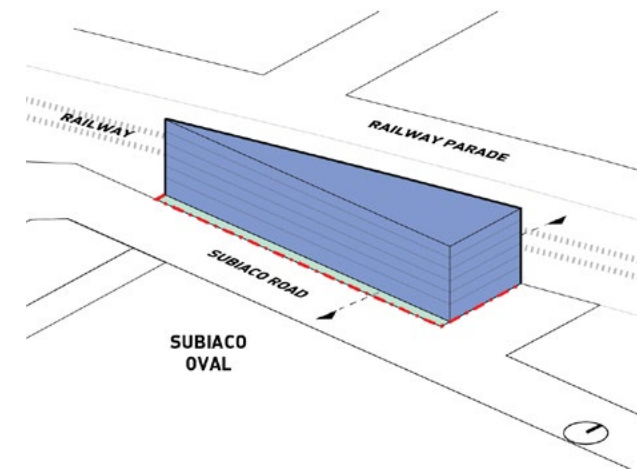
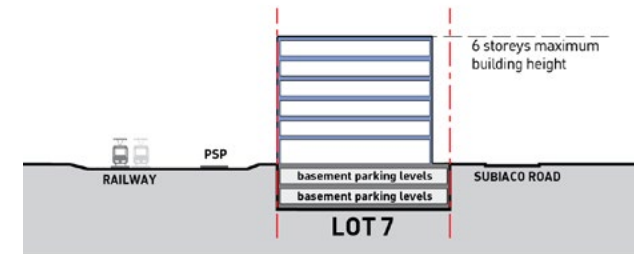
4.6.7 LOT 7

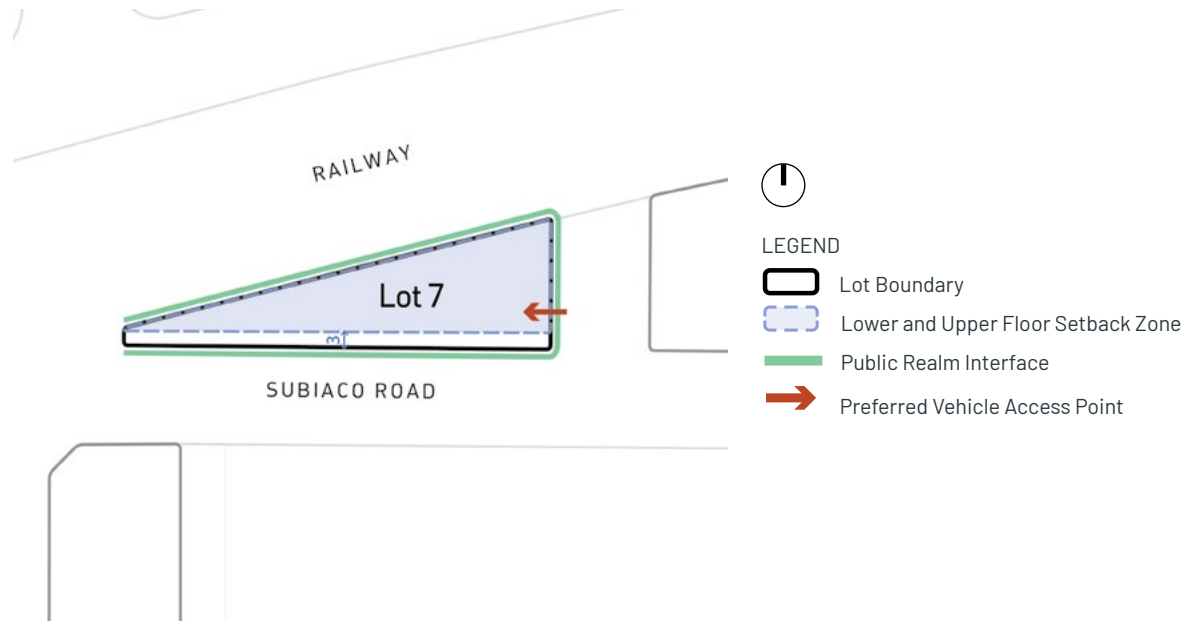
Objectives

Lot 7 presents a unique opportunity to develop an architecturally distinctive product in a highly visible location. Development will leverage this opportunity through the introduction of a creative and innovative built form which responds to the function of the surrounding public realm, provides ample opportunity for casual surveillance and maximises integration with the public realm.

Development design will seize the opportunity presented by the unique lot shape and propose a built form which responds to the constraints of the site in an imaginative manner reflected through materials, architectural expression and landscaping which is publicly accessible spaces and enhances public amenity. Furthermore, the level difference between Lot 7, the Principal Shared Path and Subiaco Road will be resolved through innovative landscaping which transitions between space in a cohesive way.

Public and private delineation will play a role in the eventual success of the built form, focusing on pedestrian legibility. Creative use of lighting and architectural features intended to enhance entry legibility will be a key component of any proposal. Vehicle access is to be obtained from the east enabled by an easement in gross.





Site Area	1282m ²
Preferred Land Use	Multiple Dwelling
Height	4 storeys (15m) up to 6 storeys (21m)
Setbacks (min)	Subiaco Road: 3m East: Nil Railway: Nil
Maximum Site cover	80%
Authority Sustainability Rating	Minimum Tier 3
Vehicle and Service Access	East

Table 10: Lot 7 Specific Building Requirements



4.6.8 LOT 8, LOT 9 AND LOT 10

Objectives

Lots 8, 9 and 10 comprise the bulk of the existing Department of Communities land holding (together with Lot 11), and will link the western and eastern ends of the Precinct. Height and massing will be distributed to minimise amenity impacts on the surrounding public realm and adjacent development.

The location of upper floors will preserve views through to West Leederville from the Oval and the surrounding public realm. The positioning of upper floors will ensure adequate separation between adjacent development to optimise natural light penetration, ventilation and maximise privacy.

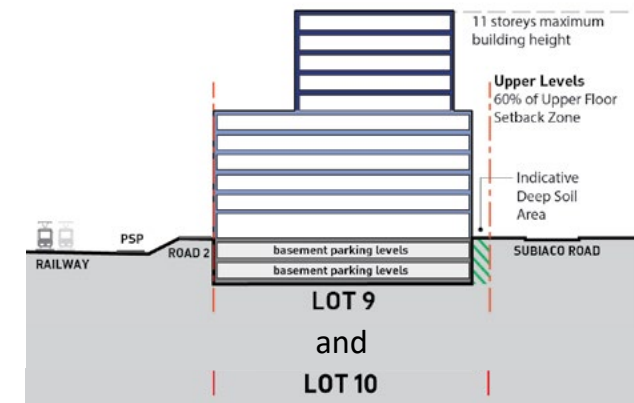
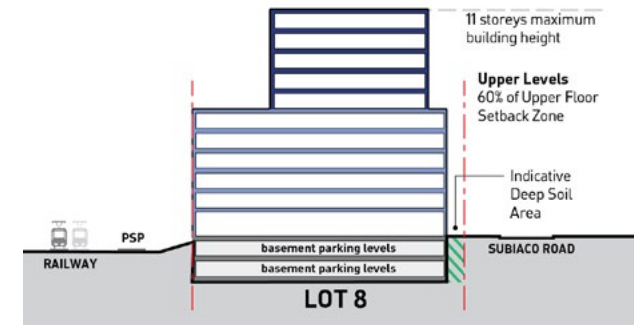
Building orientation will respond to the excellent southern views overlooking the Oval and capitalise on access to northern sun, while also ameliorating noise generated by the Fremantle rail line. The northern elevation should respond to the Principal Shared Path in an innovative manner to maintain a visual connection, support passive surveillance and account for the difference in levels.

The Subiaco Road frontages will respond to the typical fine grain of the Subiaco locality through a high degree of articulation and deliver a landscaped edge which harmonises with the nearby public realm, predominantly through sympathetic soft landscaping and material choice. Other frontages will facilitate passive surveillance of the public realm, enable direct pedestrian connections to dwellings and integrate services in a manner which is respectful of the proximity to living space.

Existing mature trees will be retained where possible, and additional deep root areas will be introduced to contribute to Subiaco's leafy character and mitigate the urban heat island effect.

Crossovers from Subiaco Road will not be supported and all vehicle access will be provided from Road 2 to provide a safer pedestrian movement along Subiaco Road, and to allow for servicing to occur in a manner which is not disruptive to the public realm.







In the event that an alternative lot configuration for the Department of Communities land holding is proposed it will be assessed against these Objectives, Table 11 and 12, and compliance with Chapter 2 and SPP 7.3.

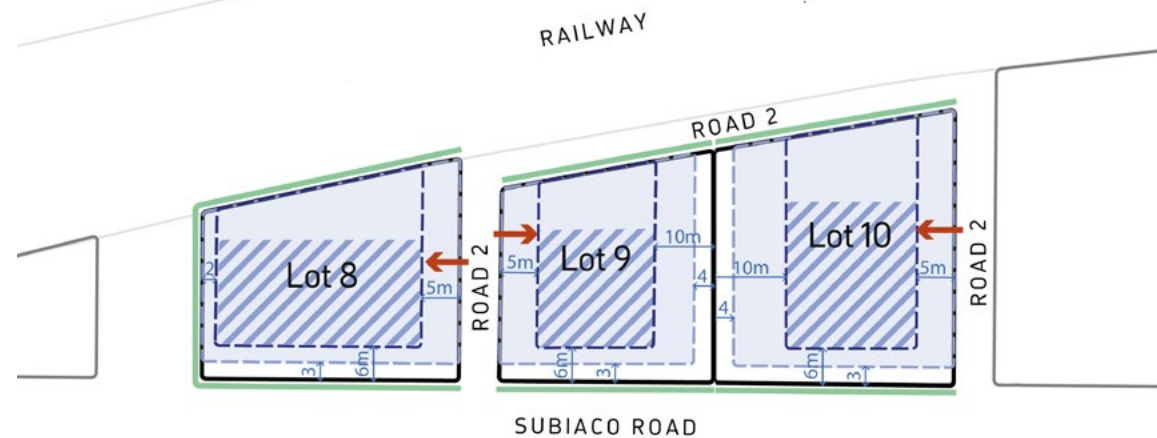


Lot Number		Lot 8	Lot 9	Lot 10
Site Area		1504m ²	1993m ²	2570m ²
Preferred Land Use		Multiple Dwelling		
Height	Lower Floors	4 storeys (15m) up to 6 storeys (21m)		
	Upper Floors (total)	11 storeys (up to 39m)		
Setbacks (min)	Lower Floor	Subiaco Road: 3m Railway: Nil East: Nil West: Nil	Subiaco Road: 3m North: Nil East: 4m West: Nil	Subiaco Road: 3m North: Nil East: Nil West: 4m
	Upper Floor	Subiaco Road: 6m East: 5m West: 2m	Subiaco Road: 6m East: 10m West: 5m	Subiaco Road: 6m East: 5m West: 10m
Vehicle and Service Access		Road 2		
Maximum Upper Floor Envelope		60% of the Upper Floor Setback Zone		
Maximum Site cover		80%		
Authority Sustainability Rating		Minimum Tier 3		

Table 11: Lot 8, Lot 9 and Lot 10 Specific Building Requirements

LEGEND

-  Lot Boundary
-  Lower Floor Setback Zone
-  Upper Floor Setback Zone
-  Preferred Upper Floor Plate (Maximum 60% of the Upper Floor Setback Zone)
-  Public Realm Interface
-  Preferred Vehicle Access Point



4.6.9 LOT 11

Objectives

Lot 11 is identified as a landmark site in the *Subi East Master Plan*, any development proposal for this site shall demonstrate Design Excellence including the delivery of a distinctive built form which utilises materials in an innovative manner and includes a landscape design which significantly enhances the amenity of the public realm.

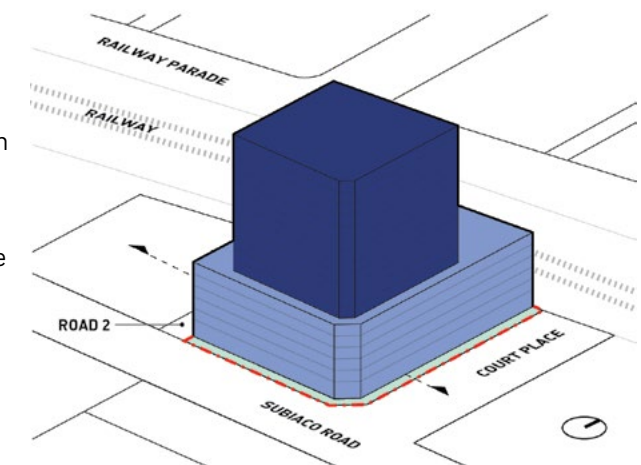
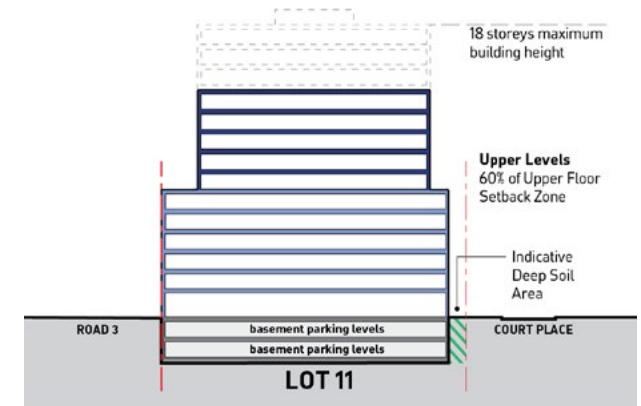
The design of Lot 11 will embrace its marquee location at the eastern edge of the Subiaco Oval Precinct by delivering a contemporary, high quality built form which provides an active street edge focused on Court Place and Subiaco Road.

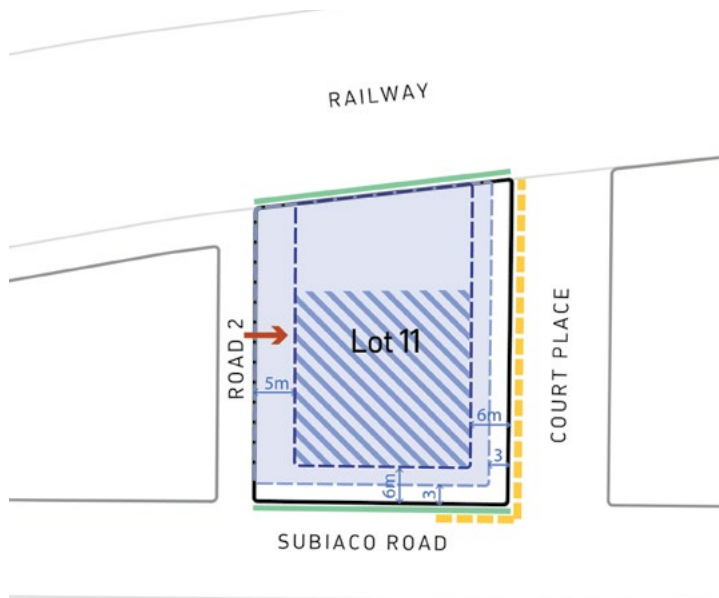
Ground floor land uses will be predominantly comprised of small scale restaurants/cafes providing opportunities for the blurring of the public and private realm by integrating outdoor dining with a high degree of visual permeability through shopfronts. Active uses will respond to the surrounding residential development built environment, delivering a range of activities which are sympathetic to the existing and planned residential typologies. Alfresco and urban furniture will be located to ensure that pedestrian circulation in the public realm is not interrupted.

The design of the upper floors will minimise overshadowing and optimise access to natural light through the delivery of slender built form at upper levels. The eastern upper floors will transition massing away from existing lower scale development along Court Place, minimising the appearance of bulk and scale.








Vehicle access will be taken from Road 2 to minimise conflict between vehicle and pedestrian traffic, enabling the delivery of a consistent street edge along Subiaco Road and Court Place, and for servicing to occur in a manner which is not disruptive of the public realm or the pedestrian experience along Court Place.

In the event that an alternative lot configuration for the Department of Communities land holding is proposed it will be assessed against these Objectives, Table 11 and 12, and compliance with Chapter 2, and SPP 7.3.





LEGEND

-  Lot Boundary
-  Lower Floor Setback Zone
-  Upper Floor Setback Zone
-  Preferred Upper Floor Plate (Maximum 60% of the Upper Floor Setback Zone)
-  Prioritised Ground Floor Active Edge
-  Public Realm Interface
-  Preferred Vehicle Access Point

Site Area	3075m ²	
Preferred Land Use	Ground Floor	Restaurant/Café, Shop, Multiple Dwelling
	Above Ground Floor	Multiple Dwelling
Height	Lower Floor	4 storeys (15m) up to 6 storeys (21m)
	Upper Floors (total)	18 storeys (up to 63m)
Setbacks (min)	Lower Floor	Subiaco Road: 3m Court Place: 6m Railway: Nil Road 2: Nil
	Upper Floor	Court Place: 6m Subiaco Road: 6m West: 5m
Maximum Upper Floor Envelope	60% of the Upper Floor Setback Zone	
Maximum Site cover	80%	
Authority Sustainability Rating	Minimum Tier 2	
Vehicle and Service Access	Road 2	

Table 12: Lot 11 Specific Building Requirements

4.6.10 BOB HAWKE COLLEGE

Objectives

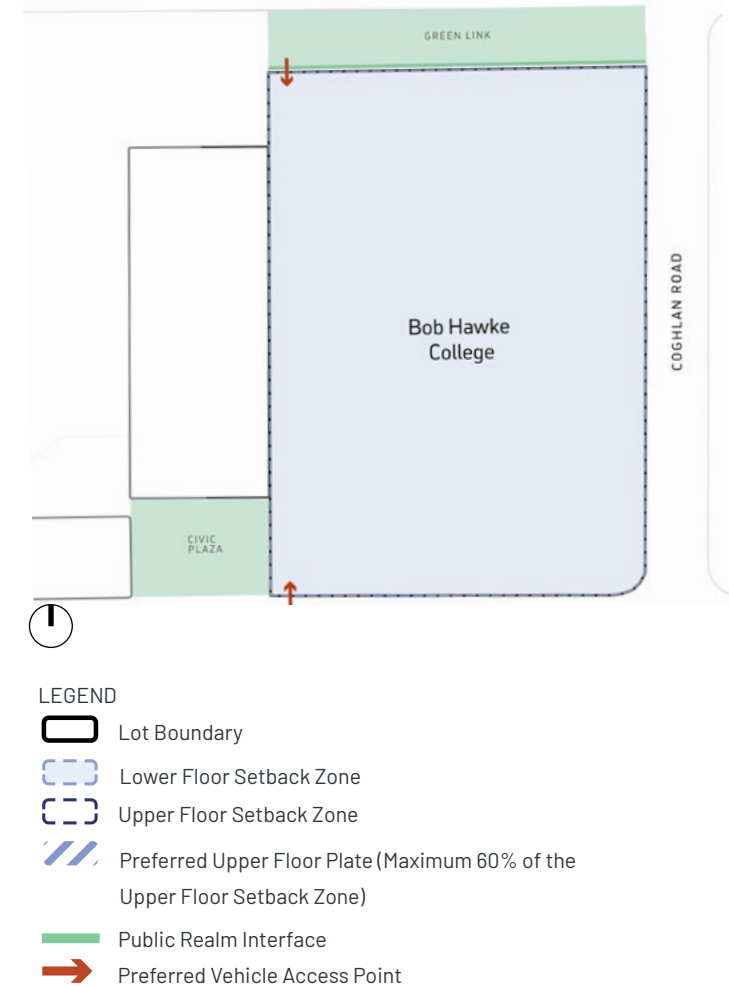
Bob Hawke College will demonstrate high quality, contemporary design that responds to and improves upon the existing character of the local area. External edges will seek to maximise visual linkages, enhancing visual engagement with the street and promoting the establishment of a pedestrian friendly experience.

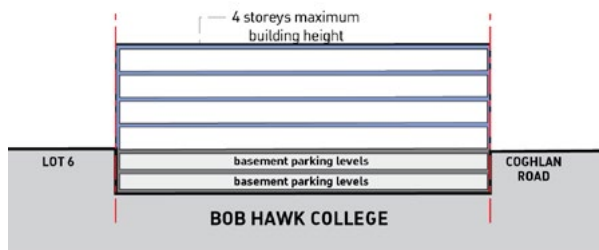
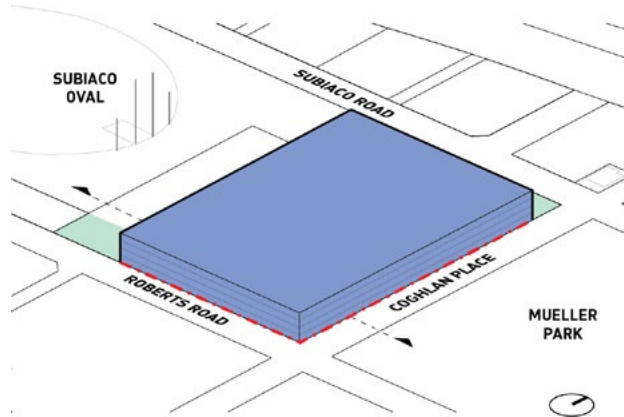
Due to the proximity of high frequency public transport options, non-vehicular modes of transport are encouraged, in particular access via bicycle will be emphasised and physical connections across the green link will be provided.

Additional structures will be of a high quality commensurate with surrounding development and integrate with the existing built form of Bob Hawke College to ensure the continuation of a cohesive design outcome.

Site Area	20,885 m ²
Preferred Land Use	Education Establishment
Height	4 storeys (up to 14m)
Setbacks (min)	North: Nil Coghlan Road: Nil Roberts Road: Nil West: Nil
Maximum Site Cover	80%
Authority Sustainability Rating	Tier 3
Vehicle and Service Access	Subiaco Road and Roberts Road

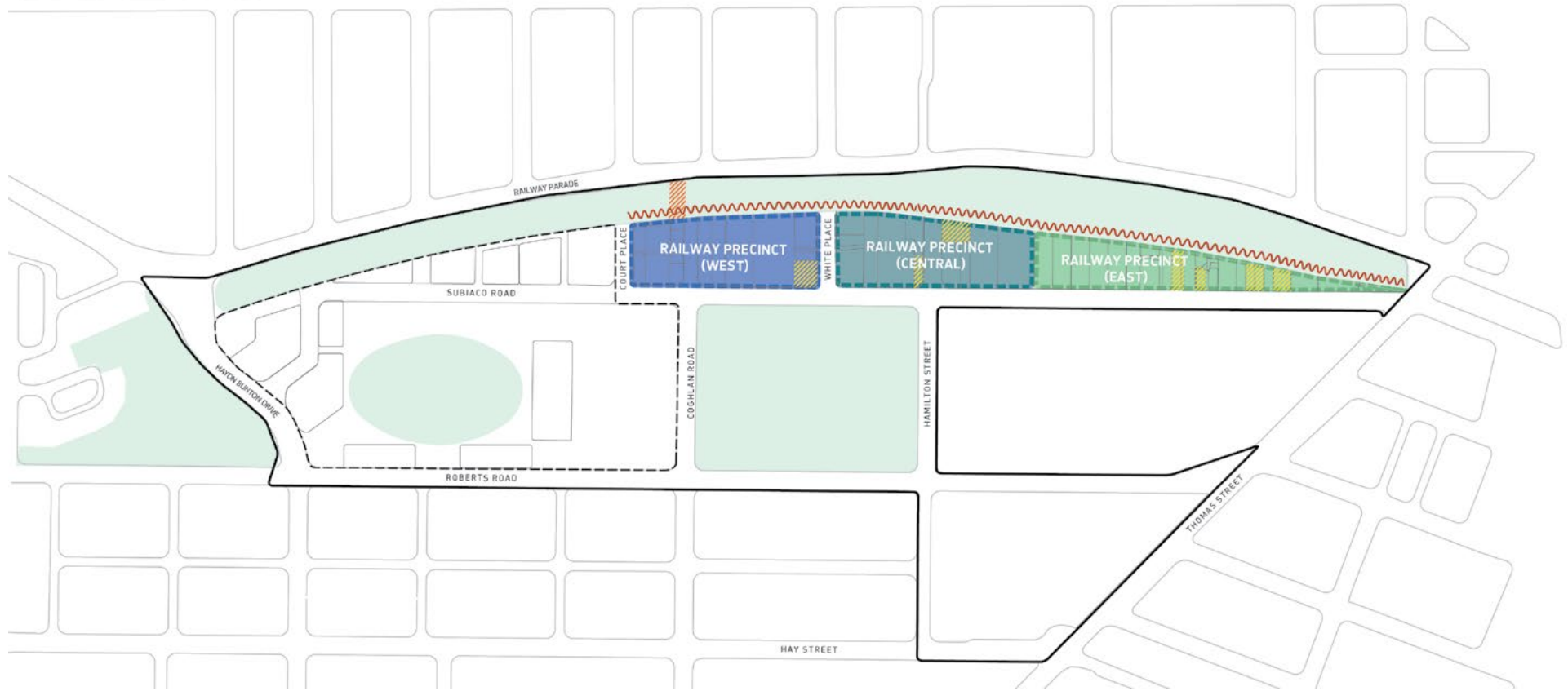
Table 13: Bob Hawke College Site Specific Building Requirements





4.7 RAILWAY PRECINCT OBJECTIVES

- 4.7.1** Development will ensure that built form transitions height away from heritage buildings and single dwellings to protect the amenity of residents through the preservation of access to natural light, ventilation and maintaining a high degree of visual privacy.
- 4.7.2** Development will be setback from the street to enable the retention of existing significant street trees and align with adjacent development to provide a consistent built edge which supports the creation of a shaded boulevard corridor enhancing the pedestrian experience and responding to the established aesthetics of the Subiaco locality.
- 4.7.3** The significance of Bob Hawke College and Perth Modern School will be recognised through the orientation and location of development which discourages overlooking and minimises overshadowing on school open space.
- 4.7.4** Development will respond to the alternating topography of the area by providing direct connections to ground floor uses from the street and rationalising vehicle entries to side streets where possible.
- 4.7.5** Frontages will reflect the surrounding fine urban grain through the introduction of articulated façades which respond to the historical development typology of Subiaco and West Leederville.
- 4.7.6** Elevations which front the Fremantle Railway are to incorporate a building edge which minimises the noise and visual impact of the railway operation in a dynamic, creative manner, utilising green edges supported by deep soil areas, physical separation and strategic architectural additions.
- 4.7.7** Development will seek to retain existing significant heritage fabric and, where adjacent to heritage places, seek to provide a built form interface which sympathetically responds to adjacent development.
- 4.7.8** Existing lots will likely be required to be amalgamated to achieve the minimum standards set out in the Precinct Specific Standards for individual sub-precincts and to minimise amenity impacts to adjacent sites to an acceptable level.



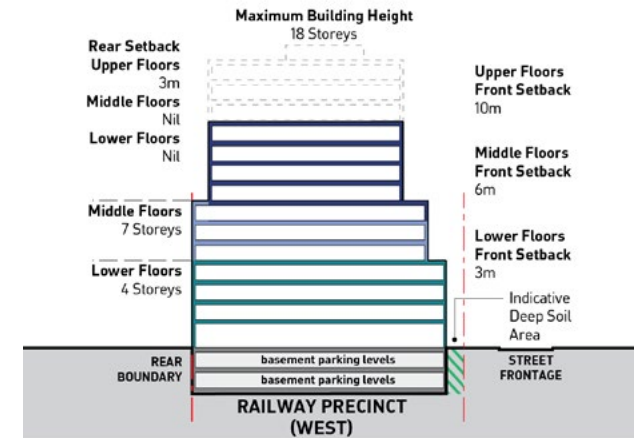
- LEGEND
- Railway Precinct (West)
 - Railway Precinct (Central)
 - Railway Precinct (East)
 - Local Heritage Sites
 - State Registered Heritage Places
 - Noise Condition

FIGURE 5: RAILWAY PRECINCT

4.7.1 RAILWAY PRECINCT (WEST)

Precinct Objectives

- 4.7.1.1** Development will seek to transition bulk and massing from the Subiaco Oval Precinct towards Thomas Street consistent with the established approach to height along Subiaco Road in the Subiaco Oval Precinct.
- 4.7.1.2** Development will seek to maximise integration with the Fremantle rail line and adjacent Principal Shared Path by providing direct access where possible and increasing opportunities for passive surveillance.
- 4.7.1.3** Proposals will respect the regional significance of Mueller Park and locate middle and upper floor massing away from the street edge to minimise overshadowing of the public space. Trees located on private property should be retained and protected through the appropriate location of deep soil areas and communal open space. Variations to Precinct Specific Standards may be supported where mature trees are retained on site and measures put in place to ensure ongoing protection.

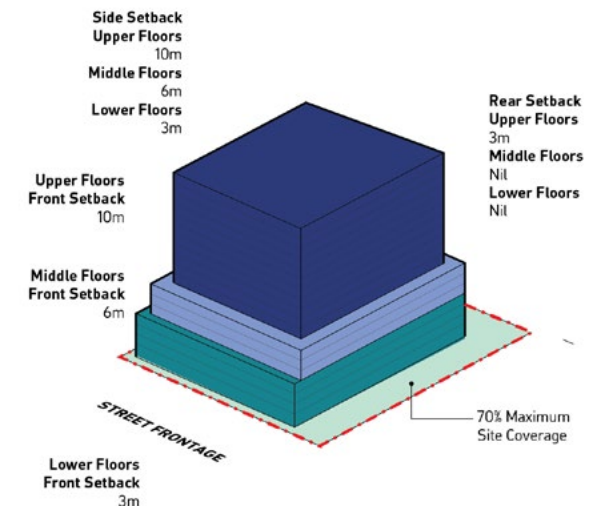


	Height Storeys (Metres)	Setbacks *				
		Front (Primary)	Rear	Side**		
				Minor Openings	Major Openings	Balconies
Lower Floors	4 (to 15m)	3m	Nil	3m		
Middle Floors	7 (to 25m)	6m	Nil	6m		4m
Upper Floors	18 (to 63m)	10m	3m	10m		8m
Preferred Land Use	Ground Floor: Restaurant/Cafe, Shop, Office, Multiple Dwelling. Above Ground Floor: Multiple Dwelling					
Maximum Site Cover	70%					
Authority Sustainability Rating	Minimum Tier 2					

Table 14: Precinct Specific Standards - Railway Precinct (West)

* Visual privacy limitations may apply, refer section 3.5 of R-Codes Vol. 2

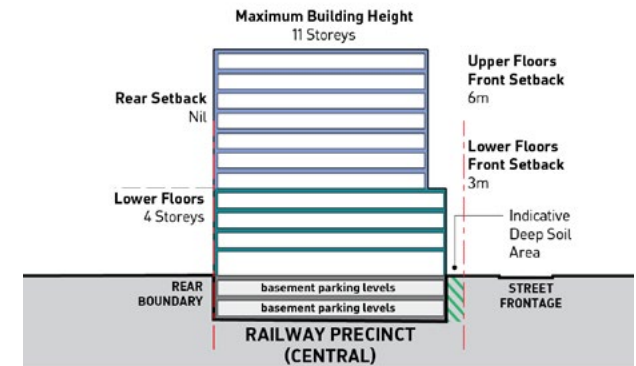
** Heritage Interface limitations may apply



4.7.2 RAILWAY PRECINCT (CENTRAL)

Objectives

- 4.7.2.1 Development will continue the transition in height and density from Subiaco Oval towards Thomas Street, providing a link between the current and planned urban form. Development will respond to existing housing stock through the sympathetic location of massing which minimises the impact on existing quality of amenity.
- 4.7.2.2 Hamilton Street forms the primary core of the Central Sub-Precinct and provides the primary link into the subject area from the east. Development will respond to the function of Hamilton Street as a key connector by limiting disruptions and enhancing visual interest at street level. Development will also seek to enhance pedestrian amenity on Hamilton Street and facilitate opportunities for passive surveillance of the public realm.
- 4.7.2.3 Site cover and the location of built form is to give consideration to current site conditions, giving specific consideration to the retention of significant vegetation to maximise the existing urban canopy consistent with the established character of Subiaco.

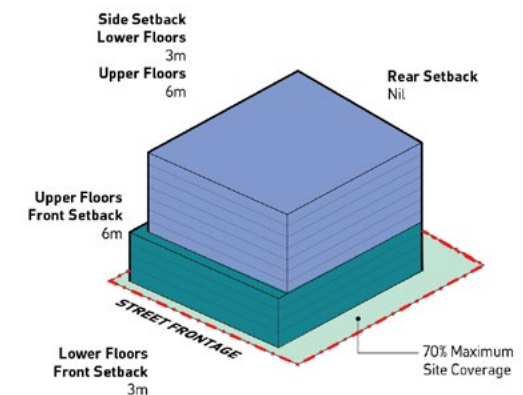


	Height Storeys (Metres)	Setbacks *				
		Front (Primary)	Rear	Side **		
				Minor Openings	Major Openings	Balconies
Lower Floors	4 (to 15m)	3m	Nil	3m		
Upper Floors	11 (to 39m)	6m	Nil	6m		4m
Preferred Land Use	Multiple Dwelling					
Maximum Site Cover	70%					
Authority Sustainability Rating	Minimum Tier 3					

Table 15: Precinct Specific Standards - Railway Precinct (Central)

* Visual privacy limitations may apply, refer section 3.5 of R-Codes Vol. 2.

** Heritage Interface limitations may apply



4.7.3 RAILWAY PRECINCT (EAST)

Precinct Objective

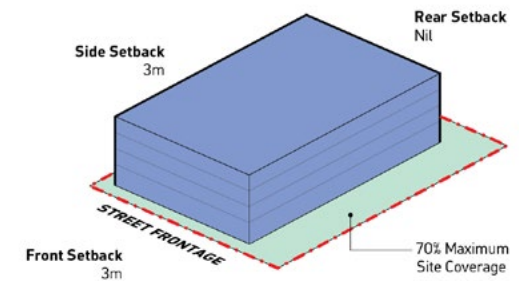
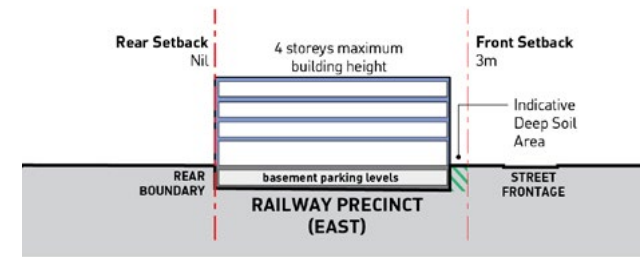
4.7.3.1 Existing lot sizes, age of current housing stock and the heritage significance of the Sub-Precinct limits the ability for substantial redevelopment. Any development proposal shall sensitively respond to adjacent existing development to minimise impacts on the amenity of existing dwellings.

	Height Storeys (Metres)	Setbacks *				
		Front (Primary)	Rear	Side**		
				Minor Openings	Major Openings	Balconies
Lower Floors	4 (to 15m)	3m	Nil	3m		
Preferred Land Use	Multiple Dwelling					
Maximum Site Cover	70%					
Authority Sustainability Rating	Minimum Tier 3					

Table 16: Precinct Specific Standards - Railway Precinct (East)

* Visual privacy limitations may apply, refer section 3.5 of R-Codes Vol. 2

** Heritage Interface limitations may apply





Appendices

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APPENDIX 1 RELATIONSHIP WITH R-CODES VOL. 2

State Planning Policy 7.3 Vol.2	Subiaco Oval and Railway Precinct Design Guidelines
Part 2 – Primary Controls	
Element 2.2 – Building Height	Refer to Design Guidelines – Chapter 4
Element 2.3 – Street Setbacks	
Element 2.4 – Side and Rear Setbacks	
Element 2.5 – Plot Ratio	
Element 2.6 – Building Depth	
Element 2.7 – Building Separation	
Element 2.8 – Development Incentives for Community Benefit	Refer to Design Guidelines – Section 1.6
Part 3 – Siting the Development	
Element 3.1 – Site analysis and design response	Applies
Element 3.2 – Orientation	Applies
Element 3.3 – Tree canopy and deep soil areas	Refer to Design Guidelines – Section 2.7
Element 3.4 – Communal open space	Applies
Element 3.5 – Visual privacy	Applies
Element 3.6 – Public domain interface	Applies
Element 3.7 – Pedestrian access and entries	Applies
Element 3.8 – Vehicle access	Applies
Element 3.9 – Car and bicycle parking	Refer to Design Guidelines – Section 2.11 and 2.12
Part 4 – Designing the Building	
Element 4.1 – Solar and daylight access	Applies
Element 4.2 – Natural ventilation	Applies

Element 4.3 – Size and layout of dwellings	Refer to Development Policy 9
Element 4.4 – Private open space and balconies	Applies
Element 4.5 – Circulation and common spaces	Applies
Element 4.6 – Storage	Applies
Element 4.7 – Managing the impact of noise	Refer to Development Policy 3
Element 4.8 – Dwelling mix	Refer to Development Policy 9
Element 4.9 – Universal design	Applies
Element 4.10 – Façade design	Refer to Design Guidelines - Section 2.9
Element 4.11 – Roof design	Applies
Element 4.12 – Landscape design	Applies
Element 4.13 – Adaptive reuse	Refer to Development Policy 2
Element 4.14 – Mixed use	Applies
Element 4.15 – Energy efficiency	Refer to Development Policy 1 and Design Guidelines - Section 2.10
Element 4.16 – Water management and conservation	Refer to Development Policy 1 and Design Guidelines - Section 2.10
Element 4.17 – Waste management	Refer to Design Guidelines - Section 2.13
Element 4.18 – Utilities	Refer to Design Guidelines - Section 2.13

APPENDIX 2 DESIGN EXCELLENCE

A project that has achieved Design Excellence will seek to demonstrate the following characteristics, in addition to the Design Principles of SPP 7.0 for the achievement of good design:

- **Context and character**
 - delivers an intelligent and highly legible site-specific response to the characteristics of a local area;
 - is highly responsive to the features and qualities of the natural and built environment;
 - is highly responsive to Aboriginal culture and history, and significant post settlement heritage;
 - plays a key role in enhancing a distinctive and memorable identity for the area; and
 - makes a significant positive contribution to the current and intended character of the locality.
- **Landscape quality**
 - demonstrates that the enhancement and improvement of local environmental systems, flora and fauna is a priority;
 - provides significant external amenity by exceeding requirements for establishing habitat and supporting mature trees;
 - delivers highly-integrated, memorable public and private places that make a significant contribution to local identity and streetscape character;
 - complements and enhances the current and intended future character of the local area; and
 - is supported by clear and sustainable management arrangements that will maintain or enhance the quality of constructed and natural landscapes over time.
- **Built form and scale**
 - delivers a highly considered built form outcome (mass and height) that carefully and successfully negotiates between existing character and intended future character;
 - intelligently mitigates negative impacts on the amenity of neighbouring properties; and
 - delivers exceptional and tangible amenity to the public realm.
- **Functionality and build quality**
 - employs innovation and creativity to meet the current and future needs of users;
 - demonstrates functional benefits over the full life-cycle of the development by enhancing operational efficiency, minimising maintenance and incorporating future-proof aspects; and
 - achieves excellent build quality and demonstrates durability of materials, systems and finishes that are well-integrated with the overall design intent
- **Sustainability**
 - demonstrates that the sustainability of the built environment is a priority;
 - delivers ambitious environmental, social and economic outcomes that will assist promote the identity of the local area as a sustainability hub;

- legibly employs passive solar design principles and active sustainability mechanisms across the development and site; and
- positively contributes to the broader context of natural features and ecological processes.
- **Amenity**
 - exceeds standard requirements for internal and external amenity for occupants and visitors;
 - delivers spaces that are generous, welcoming and universally accessible;
 - makes a significant contribution to the amenity of the public realm; and
 - intelligently mitigates negative impacts on the amenity of neighbouring buildings and places.
- **Legibility**
 - establishes a very high degree of implicit legibility – at building, site and precinct scales – through built form and landscape design, without reliance upon active mechanisms such as signage systems; and
 - delivers seamless physical and visual integration with broader existing movement networks
- **Safety**
 - establishes a very high degree of implicit safety through built form and landscape design.
- **Community**
 - offers an inclusive and equitable response to local community needs and broader social context, now and into the future; and
 - strengthens communities by promoting active, diverse and vibrant places and spaces.
- **Aesthetics**
 - results in a sophisticated, elegant and coherent design solution at all scales;
 - establishes a distinctive and memorable identity; and
 - makes a significant contribution to the character of the locality.

APPENDIX 3 ACKNOWLEDGEMENTS

The Subiaco Oval and Railway Precinct Design Guidelines draws upon a number of studies, strategies and policy documents. The following documents are directly referenced or have influenced the development of the Design Guidelines:

- Subi East Master Plan - October 2020
- State Planning Policy 7.3 - Residential Design Codes Volume 2 - Residential Design Codes
- State Planning Policy 7.0 - Design of the Built Environment
- Subi East Heritage Interpretation Strategy
- Subi East Public Art Strategy
- Cultural Context and Place Narrative - Subi East Redevelopment Area

All diagrams and illustrations have been prepared by Hames Sharely

APPENDIX 4 IMAGE CREDITS AND DOCUMENT CONTROL

IMAGE CREDITS

Subiaco Oval Heritage Gates, DevelopmentWA	Cover Page	EV Charging Station	P28
Perth Cultural Centre, DevelopmentWA	P8	Bicycle Parking, DevelopmentWA	P28
Mueller Park, DevelopmentWA	P10	Embedding elements bicycle parking, Mulloway Studio	P29
West Leederville Station, DevelopmentWA	P10	End of trip facilities, 240 St Georges, Hames Sharley	P29
Subiaco East Aerial Photo, Google Maps	P12	Artist Impression, UDLA	P34
Subiaco Road, DevelopmentWA	P16	Artist Impression, UDLA	P34
PSP under Haydn Bunton Bridge, DevelopmentWA	P16	Artist Impression, UDLA	P34
Fremantle Rail Line, DevelopmentWA	P17	Artist Impression, UDLA	P34
Subiaco Oval Heritage Gates, DevelopmentWA	P17	Oval park interface, Victoria Park Oval, ASPECT Studio	P36
Graham 'Polly' Farmer in 1957 ,The West Australian	P18	Oval park interface, Victoria Park Oval, ASPECT Studio	P36
Streetscape, BKK Architects	P22	Railway Square in Midland,Dion Robeson	P37
Active edge, Bridge Street Erskineville, Bell Property	P22	Public Space Yagan Square, Peter-Bennetts	P37
Alfreco at Elizabeth Quay, DevelopmentWA	P24	The Commons, Breathe Architects	P57
Plant 4 Bowden Alfresco, Renewal South Australia	P24	Bob Hawke College, A4LE	P63
Green balconies, Valode and Pistre	P25	Bob Hawke College, A4LE	P63
The Commons, Breathe Architects	P26	Bob Hawke College, DevelopmentWA	P63
Car park screening, Haver and Boecker	P27	Bob Hawke College, Department of Education	P63

DOCUMENT CONTROL

Adoption Date: 27 October 2021

Amendment Date: **Nature of Amendment:**

MORE INFORMATION

If you require any further information or explanation, the following options are available:

Website:

Review planning documents on DevelopmentWA's website:
www.developmentwa.com.au/planning

Email:

Email your query to DevelopmentWA at:
planning@developmentwa.com.au

Phone:

Phone DevelopmentWA to speak to a planner on (08) 9482 7499

Meeting:

Book a meeting to discuss your proposal with a planner by phoning (08) 9482 7499