

Hampden Road Hollywood Neighbourhood Centre

(Incorporating the Northern Part of Broadway, Nedlands)

Cities of Subiaco and Nedlands



City of Nedlands



**CITY OF
SUBIACO**

BUILT FORM POLICY AND GUIDELINES

March 2006

Hampden Road Hollywood Neighbourhood Centre

Cities of Subiaco & Nedlands

~ Built Form Policy and Guidelines ~

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Hampden Road Hollywood Neighbourhood Centre

Cities of Subiaco and Nedlands



~ Built Form Policy and Guidelines ~

1. *Introduction*

The Cities of Subiaco and Nedlands are jointly responsible for the control and management of development within the Hollywood Neighbourhood Centre (Hampden Road forms the common boundary between the two municipalities).

The two Cities are keen to consolidate the Hampden Road centre as a mixed use neighbourhood centre, primarily meeting the needs of the local residential, worker and student communities. New development has recently occurred on both sides of Hampden Road, which is increasing the attractiveness of the precinct as an important neighbourhood activity focus and near-city address.

While the centre has developed as a diverse and lively mixed-use area, development along Hampden Road lacks coherency in its built form.

In addition, the University of WA, which holds a significant parcel of land on the western side of Hampden Road to the north of Stirling Highway and south of Gordon Street, is currently undertaking preliminary planning work to develop part of its landholding for commercial and car parking purposes.

As a result of these current and increasing development pressures, the two Cities have decided to adopt a joint approach to managing new development along the Hampden Road strip, and each City is to adopt this Policy and Guidelines document.

NOTE : the land the subject of this Policy and Guidelines located within the City of Subiaco is zoned "Neighbourhood Mixed Use", and the land the subject of this Policy and Guidelines located within the City of Nedlands is to be zoned "Mixed Use". While the terminology may be slightly different, the planning provisions applicable to new development are the same.

2. *Related Planning Material*

*Hampden Road Built Form Policy & Guidelines
Cities of Subiaco & Nedlands March 2006*

In addition to the information contained within this Policy and its Guidelines, the following references should be noted by those intending to develop land located within the Policy Area. Where any conflict occurs between the provisions of the individual Town Planning Schemes and this Policy, the applicable Town Planning Scheme(s) should be amended to reflect the Policy, and where discretion is applicable the provisions of this Policy should prevail.

City of Subiaco :

Scheme Provisions – (Town Planning Scheme No. 4)

- Part 4 : Development Approval
- Part 5 : Development Requirements
 - Division 5 : Neighbourhood Mixed Use Zone
 - Division 9 : Control of Advertising
- Part 6 : Car Parking

Policies & Other Applicable Documents -

- Policy Manual : the main relevant Policies are :
 - 4.2 Development in the Neighbourhood Mixed Use Zone
 - 5.1 Parking & Alternatives to Cash-in-lieu
 - 5.2 Rights-of-Way (Rear Laneways)
 - 6.1 Environmental Design
 - 7.1 Advertising Signs
 - 8.12 Hollywood Precinct
- Trading in Public Places Local Law 2000
- Guidelines for Footpath Activities 2000
- City of Subiaco Local Commercial Strategy
- Crawley Village Structure Plan (proposed)

City of Nedlands :

Scheme Provisions -

The City of Nedlands Town Planning Scheme No. 2 (the current scheme) was Gazetted in 1985. The review of TPS 2 has provided the opportunity for change. The first step required to bring the proposed Scheme No. 3 into line with this Policy will be to place an appropriate zoning over the land covered by the Policy. At present, the land has various zonings, including Retail Shopping, Office, and Residential (Additional Use). A replacement "Mixed Use" zoning would be appropriate.

It is envisaged that the guidelines and provisions contained within this document will form the basis of the scheme provisions for the new Town Planning Scheme No. 3.

Policies and Other Applicable Documents –

- Local Commercial Strategy (2000)
- Local Housing Strategy (2000)
- Advertising Signs Policy (based on the Model Scheme Text provisions)
- Trading in Public Places Local Law

Also – “Assessment Review – Municipal Heritage Inventory – Hampden Road Shops”.
(Produced in-house, Jan. 2002)

Hampden Road Precinct Parking Study (2003) (Ref. ARRB October 2003) :

Consultants appointed jointly by the Cities of Subiaco and Nedlands produced a final draft parking study in October of 2003, with the aim of providing a clear definition of where, and how much, off-street public parking will be required in the Hampden Road Precinct, and when this parking will be required. The conclusion and recommendations of the Study have been incorporated into this Policy and Guidelines document.

3. Objectives

The key objective of the Policy and Guidelines is to encourage appropriate new development and building improvements that will build upon the best qualities of the Hollywood centre, that will be in keeping with the character of Hampden Road, and that will consolidate the notion of the locality becoming a true “neighbourhood centre”.

Implementation of the Policy and Guidelines will strengthen the identity of the centre and better marry the built forms of the eastern and western sides of the street.

While some improvements in the Hollywood centre have already been undertaken by the two Cities in the public domain, the major impact on the future of the centre will be in the form of maintenance and improvement of existing building stock, and redevelopment of opportunity sites in keeping with the evolving character of the centre.

Closer harmony between the town planning schemes of the two local authorities is the key to achieving a more visually cohesive centre.

Conservation of the best heritage qualities – especially of the Nedlands side of the street - is also important to the successful improvement of the streetscape and a key element to which new development should relate.

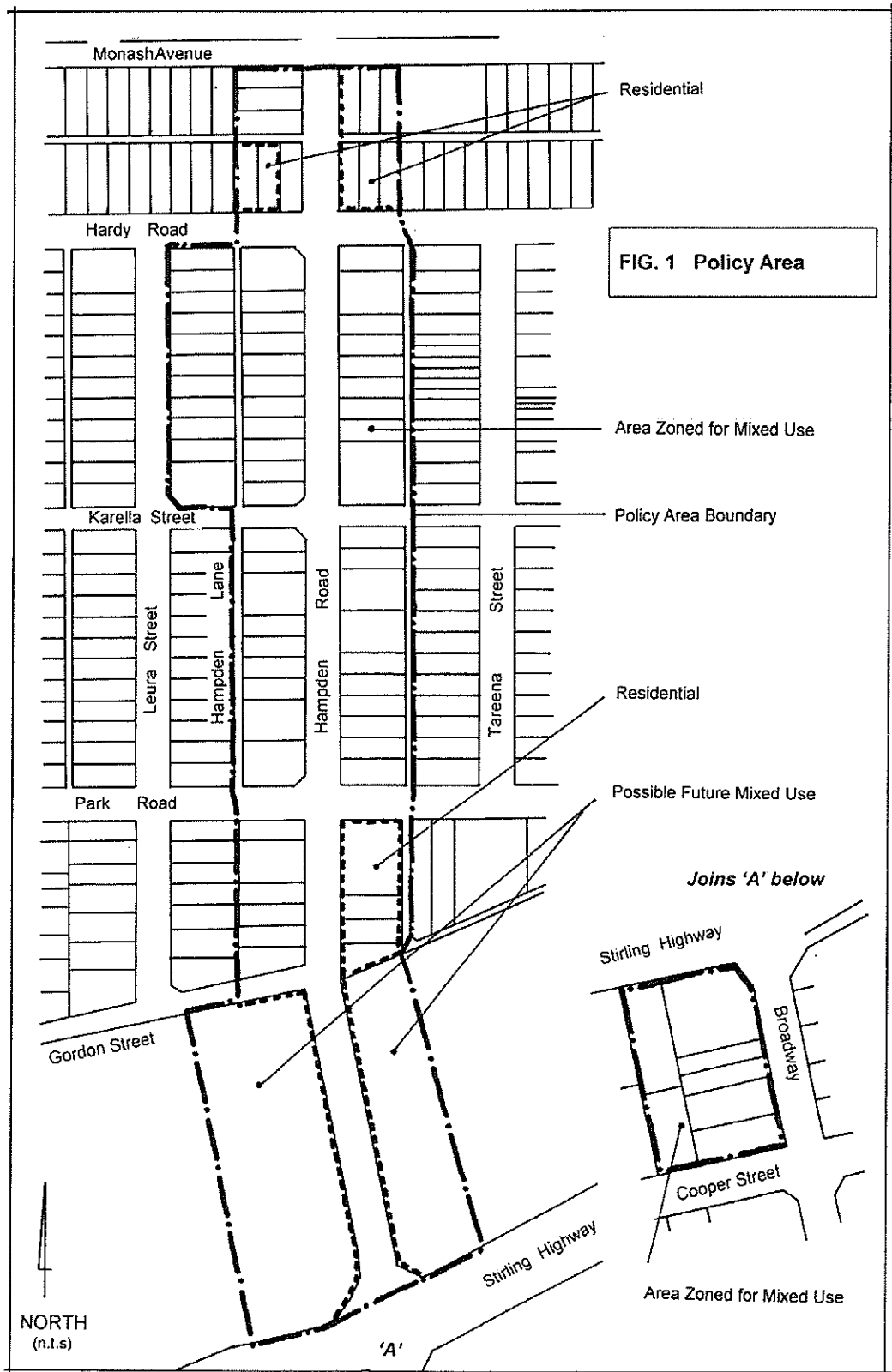
To achieve a successful centre, the best and characteristic features of the place must be conserved and enhanced and future development must be compatible with the existing context. Good quality design, and implementation of sound urban design principles must be a goal for each development.

New development must also be a “good neighbour” to the residential lots which surround the centre.

4. Policy Area

The Policy and Guidelines apply to the area indicated in **Figure 1** over the page.

NOTE: The Policy Area has been extended to incorporate part of the northern end of Broadway. Special reference is made to this particular area in Section 10 of this document.



5. Guiding Philosophy

The Hampden Road Neighbourhood Centre should be enhanced as the social focus of the area, which includes significant areas of housing, the QEII Medical Centre, and the University of W.A. and its residential colleges. The Centre should retain its small-scale character, and be redeveloped according to this Policy and Built Form Guidelines document. Landscaping themes with distinctive tree plantings in public places and an extension of the Mixed Use zoning southwards to and across Stirling Highway should visually and physically link Hampden Road to Broadway, and foster pedestrian linkages.

Street-oriented, mixed-use development will be encouraged on Hampden Road. In general terms, non-retail uses located on Hampden Road will be restricted to the rear of ground floor premises, or first floor or above. The Cities wish to encourage vibrant, interactive uses at the front of ground floor premises on Hampden Road.

Rear lot development or uses in the Centre will be encouraged to be of a high quality, compatible with the desired future character of the area.

The aim of all development and improvement of the buildings on Hampden Road must be to reinforce its character, presentation and positive attributes. Characteristically, though mainly on the western side of the street, development is built to the edge of the public footpath (i.e., the road reserve), and has shop front street facades and protective awnings. These principles are worth emulating to consolidate the centre, improve the streetscape character, and the level of public amenity.

Existing places of special character and of the kind that contribute to the general character of the strip should be conserved, revealed and enhanced (Most of the places of this order are located on the City of Nedlands side of the road).

Each new development should be viewed as an opportunity to strengthen the identity of the centre. Each new building should relate visually to its neighbours, the general tenor of the centre, and assume the general character and grain of Hampden Road.

Development within the Mixed Use Zone located on Leura Street may be of a slightly different character to development located on Hampden Road. This area will form a transition zone between Hampden Road and the residential-only area to the west of Leura Street. No retail shopping will be permitted in this part of the Policy Area.

In general, all developers should resist making dramatic design gestures and respect the low-key nature of the centre. New development should maintain the themes of the existing buildings that are recognised as giving Hollywood its calm, low-key character.

Corner developments should be regarded as special opportunities, due to their high visibility and potential to become gateways to development on the remainder of the related street block, or indeed may become its focus. Corner sites lend themselves to two storey development of a modest nature.

6. Development Guidelines for the Hollywood Neighbourhood Centre

Introduction

These Guidelines are designed to create an awareness of the general character of Hampden Road, and to strongly encourage appropriate development to enhance and reinforce the notion of the Hollywood centre. The Guidelines are not intended to stifle creativity - rather they set some basic rules within which to design.

The Guidelines are not intended to encourage manufactured, or "mock", heritage, especially since the number of heritage places is quite small, but rather to set a tone. New development should be viewed as potential heritage for future generations.

Proponents are encouraged to discuss their proposals for Hampden Road with the planning staff of the responsible City within which their land lies. This should be done at the earliest possible stage of planning, and the relevant City will provide advice so that the development approval process can proceed in a smooth and orderly fashion within an understood context.

What the Two Local Authorities Would Generally Like to See

- The development of offices and residential accommodation over ground floor shops;
- A mix of appropriate land uses;
- Uses which provide local employment opportunities;
- Promotion of the existing diversity, interesting character and variance in scale where appropriate;
- Retention and reinforcement of the hierarchy and central place function of the centre;
- Well-designed development with a mixture of high quality residential and non-residential development;
- Development of a type and character appropriate to the centre;
- Development which respects the scale and character of existing surrounding developments;
- Retention and re-use of existing buildings (where appropriate) in order to retain the existing built form, the existing heritage character (where applicable), and to conserve resources;
- Development which ensures a high level of security for all users;
- Development which includes the provision of facilities for the disabled;
- Pedestrian and bicycle accessibility to developments together with shared or separate end-of-trip facilities (showers, lockers and secure bicycle parking) being provided in any non-residential developments;
- Development which includes safe and convenient pedestrian facilities, particularly with respect to weather protection, shade, seating and landscaping;
- Development built up to the edge of the public footpath, with 'active' frontages;
- Development which includes features such as arcades, colonnades, verandahs, awnings and open, sheltered courtyards;
- Retention of on-site trees;
- No fragmentation of the centre by the inappropriate placement of on-site car parking areas;
- Alternative methods of car parking – strategically located common car parking areas to service the centre;

- Shared car parking (where appropriate) depending on the inter-relationship and character of the uses sharing such facilities, in terms of hours of operation, duration of stay and anticipated occupancy rates;
- Amalgamation of small car parking areas on individual lots together with shared vehicular crossovers to reduce pedestrian and vehicular conflict and to improve the streetscape;
- Utilisation of rights-of-way for property access and servicing, but not through traffic;
- Retention of direct access to public transport; and
- Full underground car parking on private development sites.

Land Use

In general terms, mixed-use areas (such as the Hollywood Centre) aspire to be :

- Predominantly pedestrian-orientated rather than car-orientated;
- Pleasant and interesting to be in, forming part of an identifiable 'central place';
- Suitable for a wide range of retail shop, office, restaurant, entertainment and other commercial uses in a 'main street' environment;
- Not suited to on-site parking being located between the building and the road reserve;
- Suitable for integration with medium and/or high density residential development, which is highly desirable to impart some after-hours liveliness; and
- Generally not suitable for showrooms or major chain fast food outlets.

These are the general land use principles that will be encouraged and fostered by the two local authorities. More detailed land use requirements are contained in Section 7 of this Policy, "Development Controls for New Development".

Vehicular Access

Where a rear right-of-way (ROW) exists to a lot, no new vehicular access will be permitted from Hampden Road, except for mid-block development sites. These will take access from both Hampden Road and the rear ROW. Where a median island is in existence in Hampden Road, access to Hampden Road will be left-in, left-out only. All other development site access must be either from the side streets, or from the existing ROW to the rear of development sites.

Where there is scope for reciprocal or shared vehicular access with an adjoining site(s), this should be explored to reduce the number of crossovers to footpaths.

Preferred vehicular access points to private property located on Hampden Road and Broadway north are illustrated *in concept form* over the page in **Figure 2**.

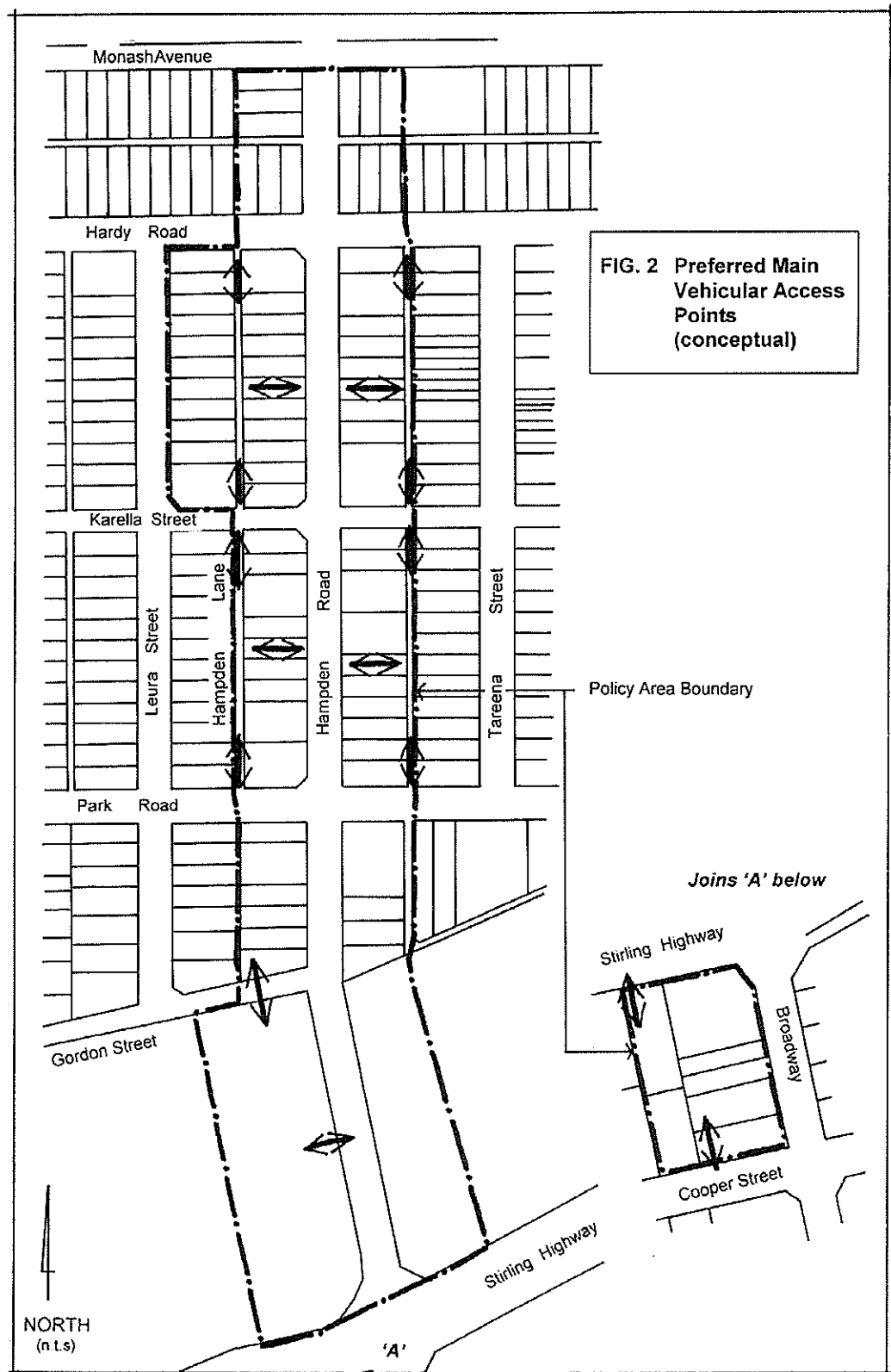


FIG. 2 Preferred Main Vehicular Access Points (conceptual)

Off-street Car Parking

Off-street car parking location and design is to be provided in accordance with the requirements of the relevant Town Planning Scheme. All on-site car parking will be set at the rear, or beneath new developments. Shade tree planting to open areas of parking must be provided and maintained to the relevant City's satisfaction.

Where there is scope for reciprocal parking arrangements, this should be explored to ensure that the level of car parking is balanced in the Centre, providing there is no overall shortfall.

Car parking must be adequately lit at night, and special care is required where parking is part of reciprocal arrangements.

Parking should be designed to minimise the impact of development-related nuisance such as light spill, noise and vehicle movements.

Car parking is to be provided for all new developments at the rates set out in the relevant town planning scheme. Due to parking problems experienced at some times within the area, no relaxation of parking standards will generally be supported, unless the circumstances can be proven to be exceptional.

The parking requirements are as follows:

- a *minimum* of 25% of the required amount of on-site parking is to be given over to the Cities in the form of a cash-in-lieu payment.
- 25% of the required amount of on-site parking is to be allocated and marked out for visitor use; and
- 50% of the required amount of on-site parking is to be allocated and marked out for staff use.

Note [1] It is intended that the parking requirements contained in this document be consistent with the conclusions and recommendations of the draft Hampden Road Precinct Parking Study - ARRB October 2003.

Note [2] : There is no maximum limit on the provision of cash-in-lieu of parking. Up to 100% of the parking required can be provided by an applicant in this manner. If more than 25% of the parking requirement is provided by way of cash-in-lieu, the balance of the parking bays is to be provided proportionally 1:2 for visitors and staff use.

Note [3] : There is no identifiable need for an increase in public car parking capacity in the Hampden Road Precinct in the short-term. (Ref. ARRB October 2003) In the longer term, the generators of parking demands should accommodate any growth in demand for parking due to the re-development of sites.

Note [4] : Revenues from the parking cash-in-lieu scheme should not be deposited into what is typically called a 'Parking Fund' and then used solely for the provision of public parking facilities at any location within the municipality. Instead, cash-in-lieu revenues should be used to improve overall accessibility to the 'Benefit District' from which the revenues are derived, including the enhancement of preferred modes of transport for the Hampden Road Precinct.

Pedestrian Access

All developments should have a principal access from Hampden Road via shopfront-type access. Pedestrian access should also be provided from the car parking at the rear of each site where the intended use permits. Pedestrian access down the side of premises may also be acceptable, however, the security of users must be taken into consideration in any design (i.e., through the provision of lighting, clear lines of site, and other available casual surveillance).

All pedestrian entrances should be visibly obvious, and attractively presented. Entrances must be at pavement level to allow Universal Access, and any changes of level should take place within buildings.

Choices of route for pedestrians from rear car parks through to street frontages are important for improving the accessibility of the Hampden Road strip, and will assist in improving permeability.

Mid-block Setbacks

- Front setbacks should be set at nil unless there are compelling reasons which dictate otherwise.
- Side setbacks should also be set at nil, but a small (1m) setback may be permitted to allow pedestrian access between the rear and front of the site.
- Rear setbacks adjoining a ROW should be a minimum of 2 metres for development at ground floor and above. Rear setbacks where a rear ROW is non-existent are to be a minimum of 4 metres.

Where a rear ROW exists, the 2 metre rear setback should be paved to Council's requirements, and be fully available as an easement for traffic movements along the adjacent ROW. A full basement might extend to the ROW boundary, but the 2m easement for right-of-way purposes should not be impeded in any way as a result of such development.

The area the subject of the easement may be used by the developer in calculating plot ratio.

Corner Lot Setbacks

Corner lots present special opportunities. Street frontage setbacks should all be set at nil.

Relationship to Boundaries

Development should be set parallel to boundaries, and therefore at right-angles to the street, where it can be seen from the street. Development within sites may vary.

Nature of Hampden Road Frontage Uses

In the Hollywood Centre lively shop frontages along Hampden Road will be the most successful type of frontage. Well presented, active retail frontages encourage pedestrian flows. Office uses, doctors' surgeries, banks and the like are passive frontages which do not generally attract strong pedestrian flows.

Developers considering mixed uses should ensure that active retail-type uses enjoy the majority of frontages, and that passive uses are given the minimum required exposure. In short, retail frontages should dominate frontages of new development, and non-retail uses should have narrower frontages. This is more important in the centre of the street and those properties closest to Karella Street.

The intention of designing a careful mix of frontages is to make strolling along the Hampden Road footpaths a pleasurable experience. Restaurants or café frontages for example that have a capacity to open onto the street offer opportunities to increase interior and exterior interaction and therefore stimulate visual interest.

Mixed use developments will generally be encouraged, including residential components of commercial developments.

Generally, ground floor uses should be retail, though it is recognised that the Hollywood Centre has a limited capacity at this stage to support retail development for the full length of the strip which is the subject of this Policy.

Within the street block bounded by Hampden Road, Hardy Road, Hampden Lane and Karella Street, land owners considering redevelopment should consider the provision of dual frontage businesses – i.e., with entrances off both Hampden Road and Hampden Lane (see Section 12).

Development Height, Scale and Form

The built character of Hampden Road is predominantly single storey and two storey buildings. Recent developments completed on the eastern side north of Park Street have been two storeys over parking on a podium. The most recent approvals have allowed three levels of building. Two storey developments appears capable of working very well in Hampden Road, however, the effect on the street's character that a large number of new developments of three storeys would create is likely to be far less attractive and acceptable.

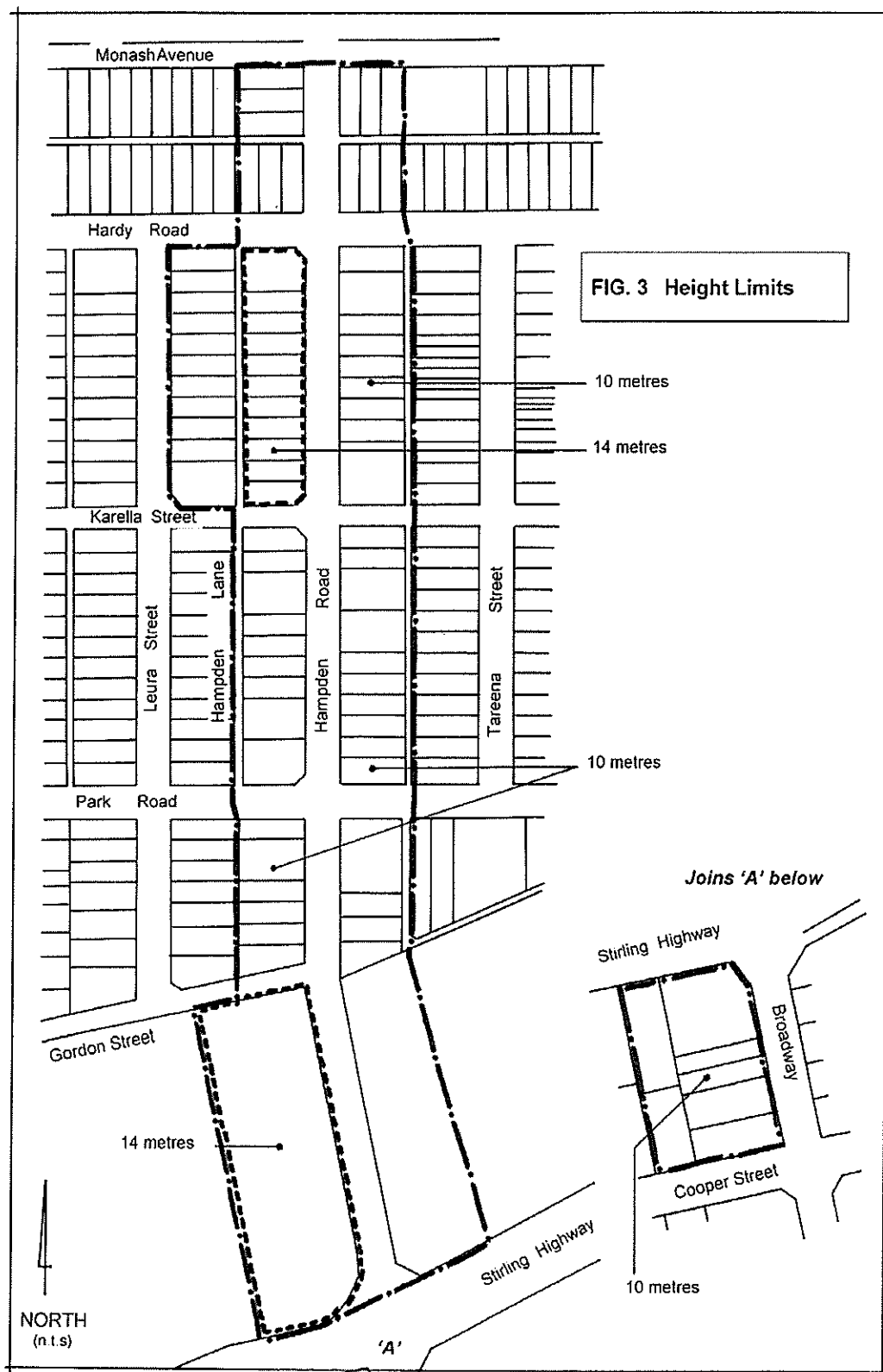
For example, the visual effect that would be created by many new three storey developments being located on the street boundary would change the street character completely, and could create a 'canyon' effect within Hampden Road. The option of stepping upper level development back from the street by shifting third storey building mass towards the rear of the lots is not an appropriate alternative, due to the existence of residential lots to the rear of most of the commercial properties, and the intimidating effect this built form would have on those residences. Overshadowing and privacy concerns could also be created.

For this reason the building height for new development within the Policy Area is not to exceed 10.0 metres with a minimum of 7.0 metres except for:

- the lots located on Hampden Road between Hardy Road and Karella Street, where development up to 14.0 metres in height may take place. [This exception is made because the lots at the rear (i.e., to the west of the right-of-way) are also zoned Mixed Use.]
- The UWA land located on the west side of Hampden Road and south of Gordon Street, where development up to 14.0 metres in height may take place.

Figure 3 over the page illustrates the areas where different height limits apply.

In all situations, building scale and form should reflect the general nature of the existing significant development patterns to avoid visual disruption, and this can be achieved by having new structures respond visually to the old cadastral pattern, thus avoiding long monolithic design solutions over two or more lots.



Design

Maintaining the pattern of development is one of the most important factors in the conservation of an area's character. The existing pattern and rhythm of development on the west side of the street consists of horizontal strips of development, broken into a vertical rhythm by the compartmentation of shops and fenestration to the individual shops, which reflects the original subdivision pattern. Development on the eastern side of the street should be responsive to this rhythm.

Large frontages must be treated in modules that are in keeping with the rhythm of the shopfronts of Hampden Road, and should have the effect of a small frontage character. It is particularly important to retain this kind of rhythm in redevelopment where larger, single use developments covering several lots may be proposed. (See **Figure 4** below)

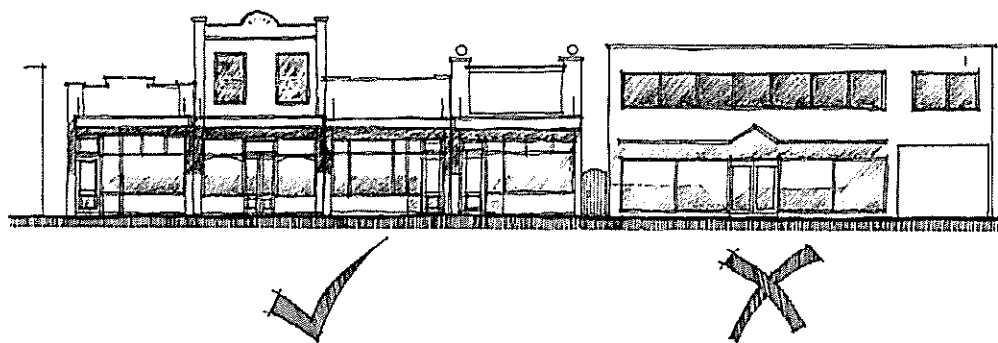


Figure 4 - "Large frontages must be treated in modules that are in keeping with the rhythm of the shopfronts of Hampden Road, and should have the effect of a small frontage character."

Monolithic buildings with blank frontages are not acceptable. Large-scale panel systems and sheet metal cladding will not generally achieve the scale and character required to fit in with the context of Hampden Road.

In preparing designs for new buildings, care should be taken to line up the principal levels of over-pavement awnings, canopies, parapet tops, window heads and sills and the like wherever possible. Variety of design can be achieved within these general parameters.

New developments should be architectural statements of their own time, should reflect their function, and at the same time be fitting places which relate to the Hollywood centre in a positive manner and assist with its developing a sense of place.

New developments should be simply treated, well-proportioned and detailed, and should not endeavour to emulate historical types in general. This is not to say that there is not a place for very well executed pastiche. Pastiche should, however, not occur more than once or twice in a centre the size of Hollywood.

Corner sites should be treated as special opportunity sites. Suitably designed "landmark gestures" may be appropriate, and the 10 metre height limit that generally applies may be breached by a minor architectural feature, subject to Council approval. Under no

circumstances, however, will any portion of any development within the Policy Area be permitted to exceed 14 metres.

Shopfront window sills should be in the range of 450mm to 600mm from footpath level, but may be lower where frontages are to be open to the street.

Where frontages are to be located adjacent to places that have been identified as having some heritage value and therefore contribute positively to the character of the street, the new shopfronts should pay due regard to style, scale and colouring of the adjacent building façade.

Windows onto the street should not be tinted, reflective or painted out. It is important that two-way views into shops and out onto the street are maximised, in order to increase visual interest, as well as greater security through casual surveillance.

External lighting should be designed to be in keeping with the character of the street, to light the building effectively without drawing undue attention to it, and to provide an effective level of public amenity along the footpath.

Materials

The main materials that contribute to the streetscape values of Hampden Road are associated with the walls of buildings and their window treatments. Roofs tend to play a less significant role as they are generally concealed or partially concealed by parapets.

Red bricks and stucco trim or rendered masonry are the key solid wall treatments, and should remain the dominant materials. Other materials should be selected to fit in with this palette.

Shopfronts on the western side of the street are treated in timber or metal frames and clear glazed. New shopfronts on the eastern side of Hampden Road should be an expression of their time, but generally respect the nature of the shopfronts on the western side of the street.

Roofing materials are mostly concealed behind parapets, but there are instances of clay tiles and custom orb profile steel being exposed to view. Either of these materials would be acceptable on new development. Where roofing is seen, large scale and large profile roofing is not acceptable in such a small scale street. Roofing materials must not be used as façade treatments.

Colours

Apart from a small number of individual buildings where colour is an important part of their heritage value on the western side of the street, and in the recent large developments located on the eastern side of the street, there is not a strong colour theme prevailing in Hampden Road. There is no need to have a restrictive policy on colour, but owners should not use colours that make their building stand in sharp contrast to their context. Intense and lurid colours should not be used.

Feature brickwork should generally not be painted over.

Awnings Over the Hampden Road Footpaths

Shopfronts on Hampden Road should have awnings over the footpath abutting the property to provide pedestrian cover and to fit in with the Hampden Road character.

The awning should be located at first floor height, and not at any level above. The awning should be simple in design, and should line through with the awnings to adjacent development. All new developments on Hampden Road should have awnings, especially in the central core approx. 90 metres either side of Karella Street. Awnings should extend for the full width of the building to allow continuous weather protection of the footpath below.

Verandahs with verandah posts on the public footpath are not appropriate and will not be supported, *unless* it can be demonstrated that such a verandah would be consistent with the original form and design of the building, and its heritage integrity.

Upper floor balconies over the public footpath will not be supported.

Private Advertising Signage

The proliferation of unauthorised signs has the potential to significantly detract from the visual amenity of Hampden Road, to obstruct pedestrian movement, and can, in some circumstances, also prejudice road safety through restriction of visibility. Too much signage, or poorly located or designed displays can be less effective, as messages are lost through visual clutter and information overload. Signs that relate to sites or activities other than the site on which they are displayed ("third party advertising") can also contribute towards visual degradation of the area.

Signs are classified as development under each of the Cities' Town Planning Schemes, and require the development approval of the relevant City Council. Specific advice should be sought from the relevant City before making application for new advertising signs. [see SCC Policy Manual – Policy 7.1 Advertising Signs].

Some general advice on advertising signage principles is set out below.

The proportions and shape of advertising signs should complement the building to which they are attached. Signs on building facades should not adversely detract from the architectural elements of the building, or visually dominate the building or the streetscape generally. Signage should be kept simple and only display information that relates to the activities carried out on the premises (i.e., no 'third party' advertising). "Above roof" and projecting signs will not be supported.

Signage should be located in places that are appropriate to the architecture and be considered part of the overall building design. In particular, under-verandah signs, awning signs and signs on pediments will generally be encouraged. (See **Figure 5** over the page)

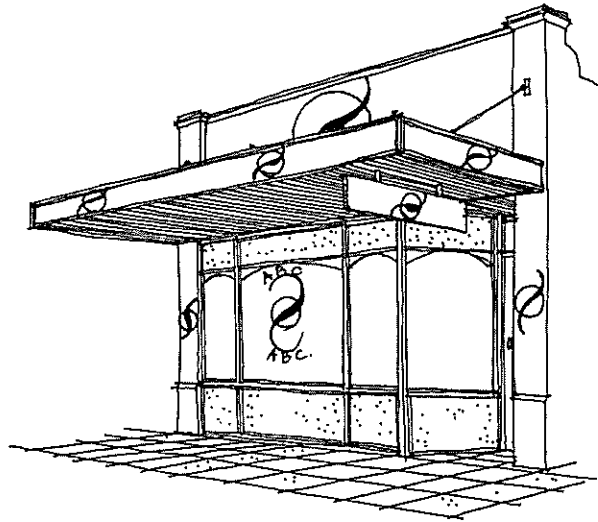


Figure 5 – “Signage should be located in places that are appropriate to the architecture and be considered part of the overall building design.”

Corner buildings may be treated differently where signage can be made an integral part of the building design, and demonstrated to be visually compatible.

Internally lit box signs, pylon signs and above-roof signs will not generally be supported.

Colours for signs should be selected with due consideration for the colours used in neighbouring developments.

Signs should not totally obscure windows, and should not impede the pedestrian’s view into a shop.

Building owners are strongly encouraged to prominently display the street number (and name if applicable) of their building to facilitate identification by visitors.

Small heritage interpretation plaques may be fixed to walls when warranted and where appropriate.

7. Development Controls for New Development

The following are (or in the case of the City of Nedlands, will be) specific development controls contained within the provisions of the respective town planning schemes of the two local authorities, and which apply to all land zoned “Neighbourhood Mixed Use” or “Mixed Use” within the Policy Area.

Plot ratio:

Buildings are to have a maximum plot ratio of 1:1 except where a “Mixed Use” development comprising residential uses together with non-residential uses is proposed. In this instance, the maximum plot ratio may be increased to 1:1.25 provided that a mixture of residential and non-residential uses is proposed, provided that not more than 30% of the excess relevant floor space is used for non-residential purposes.

The area contained within a rear access easement can be included in the total lot area for plot ratio calculation purposes.

Setbacks:

- | | |
|---------------|--|
| Front | Nil. All new development must be built up to the front (Hampden Road) boundary. (See Section 9 regarding sites on Leura Street) |
| Side | <p>Nil, however a ground level walkway may be permitted, or required, along one side of the proposed development for the purpose of connecting any rear or underground car park to the Hampden Road footpath.</p> <p>A proposed development on a site with a rear ROW and located mid-block may be required to take vehicular access from Hampden Road, connecting through to any rear or underground car park and the rear ROW.</p> |
| Rear | <p>The rear setbacks for sites adjoining a right of way (ROW) must be setback a minimum of 2.0 metres for development at ground level and should be paved to Council's requirements.</p> <p>For sites not having a rear ROW:- minimum of 4 metres.</p> |
| Corner sites: | Nil to Hampden Road. At least 25% of the front portion of the building must be built up to the side street boundary, so that the development "wraps around" the corner. |

Open Space:

There is no requirement for the provision of general open space or communal open space on properties within the Policy Area, unless the site is developed for residential purposes only, and then a minimum communal open space of 20% of the site is to be provided.

Each dwelling unit is to be provided with its own private balcony, which:

- Is accessible exclusively by the occupant of that dwelling unit;
- Is accessible directly from an appropriate habitable living area within the dwelling unit; and
- Has a minimum dimension of 2 metres and a minimum area of 10 square metres.

Residential Density:

The maximum number of residential units permissible in any mixed-use or purely residential development in the Neighbourhood Mixed Use Zone shall be calculated by dividing the maximum permissible residential floor area (determined by the plot ratio) by 200 sq:m for dwellings with more than one bedroom.

A 50% density bonus may be applied to single bedroom dwellings.

For purely non-residential developments, no density provision shall apply.

Separation of Uses:

The address and entrance to the residential component must be kept separate and secure from that for the non-residential uses.

The rubbish bin areas, letterboxes, laundry facilities, clothes drying areas and other similar facilities and services for the residential component are to be kept separate for the areas designed for similar uses for occupants of the non-residential component.

There is to be no overlooking of the internal living areas or private outdoor areas of the residential units from any point in the non-residential component of the development.

The residential component is to be designed to prevent any unreasonable loss of privacy, to the satisfaction of the applicable City, between any of the dwelling units in the development.

Visual and acoustic privacy within the development and of adjoining residential development is to be considered in the design and addressed through the use of landscaped buffer strips, walls, screens, fencing and the shading of elevated lighting.

Height Limit:

No building is to be higher than 10.0 metres with a minimum height of 7.0 metres (two (2) storey development), *except* for the lots with a frontage to Hampden Road located between Hardy Road and Karella Street, and the UWA land located on the western side of Hampden Road and south of Gordon Street, where the applicable height limit is 14.0 metres. However, under these latter circumstances, the height limit *on the street boundary* is to remain at 10.0 metres, with the building mass above this pushed back from the street frontage so as to reduce the impression of the overall building bulk when viewed from the opposite side of the road.

New development on corner sites may broach the 10.0m height limit on the boundary by minor architectural features, at the discretion of the applicable City.

Car Parking:

Car parking is to be provided for all new developments at the rates set out in the relevant town planning scheme. Due to parking problems experienced at some times within the area, no relaxation of parking standards will be generally be supported, unless the circumstances can be proven to be exceptional.

In regard to all non-residential development, cash-in-lieu will be required for a minimum of 25% of the total car bays resulting from the calculations above. The resulting revenue is to be used to improve overall accessibility to the area, as discussed earlier in this Policy under the section headed 'Off-street Car Parking' (page 7).

Land Uses:

In considering an application for development approval for both non-residential and residential purposes, the Councils will have particular regard to measures taken to minimise conflict between the non-residential and residential uses.

The following Table indicates, subject to the provisions of each Scheme, the uses permitted within the Mixed Use Zone - Hampden Road Policy Area.

TABLE 2:

PERMITTED USES ('P' uses) :

The two local authorities would like to see the Hampden Road mixed use strip continue to offer the local neighbourhood a lively mix of small retail outlets, local services and facilities, mixed with some residential accommodation. Permitted uses include:

Single dwelling
Local shop (not a fish shop)
Office *
Shop #

NOTE * : Offices are permitted only above the ground floor or on the rear half of the ground floor.

NOTE # : Shops are not permitted within the Policy Area on lots having a frontage to Leura Street. The non-residential component of new developments on these lots will be restricted to offices and/or consulting rooms. See Section 9, page 18)

SECONDARY / COMPLEMENTARY USES ('AA' uses) :

There is a wide range of secondary and complementary uses that the responsible local authorities believe *may* be appropriate to locate in the Policy Area, as they have the potential to add depth and diversity to the function of the area. However, these uses will require the approval of the relevant City, and will require detailed assessment to determine whether each proposal is consistent with the objectives of, and policies for, the Policy Area. These uses include:

Aged / dependent persons dwellings
Ancillary accommodation
Civic use
Domestic communications antennae
Community purposes
Consulting rooms
Dry cleaning premises
Grouped dwellings
Multiple dwellings
Single bedroom dwellings
Health studio
Laundromat
Open air display
Recreation facilities
Research & development
Restaurant
Retirement village
Serviced apartments
Showrooms #
Telecommunications infrastructure
Veterinary clinic / hospital
Warehouse #

although listed as 'AA', these are non-preferred uses within this Policy Area, due to their non-compatibility with existing uses and street character.

USES WHICH WILL REQUIRE PUBLIC ADVERTISING BEFORE COUNCIL ASSESSMENT ('SA' uses)

There is a further wide range of generally complementary uses that the Cities consider may be appropriate for location in the Policy Area, subject to detailed consideration. As a normal part of the assessment process, the proposals which each City considers may be appropriate will be publicly advertised in accordance with local government procedures, and will have to be consistent with the objectives of, and policies for, the Policy Area. The comments received from surrounding landowners, tenants and residents will be taken into consideration by the relevant City when the proposed use is assessed.

These uses include:

- Bed & breakfast establishment
- Child daycare / family care centre
- Commercial communications antennae
- Convenience store
- Educational establishment
- Fish shop
- Hotel / motel / tavern
- Massage rooms
- Nursing home
- Parking station
- Place of public worship
- Reception centre
- Service station
- Take-away food outlet
- Winehouse

USES NOT PERMITTED ('X' uses) :

The following uses are *not permitted* within the Policy Area, as they are considered to be inappropriate to a neighbourhood centre such as Hampden Road, due to factors such as likely excessive scale, they may cause significant traffic and / or noise problems, generation of unwanted odours, or they may cause problems of an anti-social nature for surrounding residents. The uses not permitted are:

- Amusement centre
- Cinema / theatre
- Club premises
- Funeral parlour
- Hospital
- Hazardous / noxious industry
- Industry
- Light industry
- Lodging house
- Night club
- Pool hall

USES NOT LISTED :

There may be other uses, not listed previously, which may be appropriate. The Cities have the capacity to assess such proposals, and may choose to approve or refuse them, or to consult with the local community before making a decision on their suitability. In all situations, it will be the responsibility of the applicant to demonstrate that the proposed use is consistent with the objectives of, and policies for, this Policy Area.

Residential Design Codes:

Where this Policy does not explicitly establish development standards the provisions of the Residential Design Codes are to be applied.

8. *University of Western Australia Site*

The University is currently developing plans to guide future development of the University's extensive landholdings in the Nedlands/Crawley area. A document entitled the 'Crawley Village Concept Plan' has recently been produced by the University's planning consultants, and has been presented to both the Cities of Subiaco and Nedlands. The Plan is in the process of being further expanded and detailed.

Parts of the University's landholdings are located within the Hampden Road Policy Area. The specific areas likely to be affected are the west side of Hampden Road, between Gordon Street and Stirling Highway, and the west side of Broadway between Stirling Highway and Cooper Street.

The Cities of Subiaco and Nedlands will require the applicable areas of the final 'Crawley Village Concept Plan' to closely reflect this Policy and its associated guidelines.

9. *Land fronting Leura Street, Between Hardy Road and Karella Street*

Within this portion of the Policy Area, the non-residential component of any new development will be restricted to offices and/or consulting rooms. No retail shopping component will be permitted.

This land is intended to function as a transitional zone between the Hampden Road strip and the residential area to the west of Leura Street. With the City's discretion, buildings may be set back up to 6 metres from the front boundary of a lot; however, a high standard of landscaping of this setback area will be required. Shade tree planting of this area will be essential.

The development facing Leura Street shall have a maximum wall height of 8.5 metres facing the primary street frontage.

Vehicular access to new developments should be taken from Hampden Lane. A maximum of two car parking bays may be provided within the front (Leura Street) setback area.

All structures at ground floor and above must be set back at least 2 metres from the rear ROW (Hampden Lane). This rear setback area should be paved to the City's requirements, and be fully available as an easement for traffic movements along the Lane. A full basement might extend to the Lane boundary, but the 2m easement for right-of-way purposes should not be impeded in any way as a result of such development. The area the subject of the easement may be used by the developer in calculating plot ratio.

Buildings will be limited in height to 9 metres.

10. Land on the Western Side of Broadway at its Northern End

This area, which includes seven lots on the west side of Broadway between Stirling Highway and Cooper Street, has also been included within the Hampden Road Policy Area.

The shops facing Broadway are well served by the City of Nedlands car park located behind the shops with vehicular access off Cooper Street. There are pedestrian connections to the rear of all the abutting premises from the car park.

The Objectives, Guiding Philosophy, Development Guidelines and Development Controls contained within this document also apply to all this land.

Additional, specific guidelines relating to access are as follows:

- Any new development taking place on lots fronting Broadway must endeavour to rationalise existing vehicular access points off Broadway, with the ultimate aim of reducing the number of access points to a minimum, and preferably nil.
- Access to any rear parking area should preferably be taken off Cooper Street or Stirling Highway.

11. Heritage

Listed Places

A number of places within the Policy Area have been identified as having heritage significance.

City of Nedlands

The following properties are presently listed in the City of Nedlands Municipal Heritage Inventory :

- Lot 279, 21/21a Hampden Road
- Lot 280, 23/23a Hampden Road
- Lot 281, 25/25a Hampden Road
- Lot 282, 27 Hampden Road
- Lot 283, 29 Hampden Road
- Lot 284, 31 & 31a Hampden Road
- Lot 285, 33 Hampden Road
- Lot 286, 35 Hampden Road
- Lot 291, 45 Hampden Road
- Lot 571, 57 Hampden Road

City of Subiaco

There are no properties listed on the City of Subiaco Municipal Heritage Inventory. Older buildings have steadily been removed and replaced by new developments.

Nevertheless, encouragement is given to the retention of all homes and apartment buildings dating from 1930s.

New buildings should be compatible with the existing pattern of development in terms of building form, scale, proportion, texture and placement.

12. Hampden Lane

The Right-of-Way immediately to the west of Hampden Road that connects Hardy Road with Park Road is known as "Hampden Lane".

This ROW plays a valuable role in providing vehicular and pedestrian access to the rear of Hampden Road premises. It is the City of Nedland's intention, over time, to upgrade the ROW through improved paving, draining and lighting. The ROW will also, over time, be gradually widened through the use of easements over the rear of private properties that abut the ROW (as described earlier in Sections 6 & 7).

Within the section of Hampden Lane lying between Hardy Road and Karella Street, where a Mixed Use zoning will apply on both sides of the Lane, this upgrading should encourage abutting land owners to provide "dual frontage" businesses when redeveloping their properties. That is, a business or businesses with a frontage to the main street (either Hampden Road or Leura Street) *and to* Hampden Lane. This could lead to greater efficiency of land use, an increase in activity and therefore casual surveillance within the Lane (resulting in reduced crime and anti-social behaviour), and an increase in diversity and interest for visitors to the area.

In regard to minimising physical conflicts between pedestrians and vehicles, special attention will need to be paid upon redevelopment by landowners with properties abutting Hardy Road and Karella Street. Entrances to Hampden Lane from these streets must be visually obvious, and clear sight lines must be available for both pedestrians and motorists moving about these areas.

13. Variations to the Policy Provisions

The Cities of Nedlands and Subiaco, in dealing with an application within the Policy Area, may relax any relevant requirements of the Residential Design Codes where such relaxations meet the general objectives or specific provisions of the Policy, and where such relaxation is encompassed within the provisions of the Codes of the relevant town planning scheme.

Each City, in dealing with an application within the Policy Area, may relax specific provisions of the Policy where they are of the opinion that the proposed development fulfils the objectives of the Policy, conserves a place of cultural heritage significance, and/or does not adversely affect the amenity of the area.

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All enquiries regarding this Policy and Guidelines should be directed to :

City of Nedlands Planning Services – Tel. 9273 3500

City of Subiaco Planning Services – Tel. 9237_9200

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