

DETAILED DESIGN REQUIREMENTS FOR THE PINJARRA ROAD AND OLD MANDURAH ROAD INTERSECTION SUBJECT TO TRAFFIC ASSESSMENT PREPARED AT THE SUBDIVISION STAGE.

WATER CORPORATION FACILITY TO BE DOWN-GRADED  
WATER CORPORATION BUFFER

Shire of Murray  
**APPROVED**

File Reference: 5452  
Date: 22/5/2013  
Officer's signature: *[Signature]*

SUBJECT TO APPROVALS AND SURVEY  
**PINJARRA ROAD RAVENSWOOD - ODP AMENDMENT PLAN**  
WAPC REF : tbc Date: 17th April 2013

**ODP PROVISIONS**  
REFER TO SUPPORTING TEXT DOCUMENT THAT CONTROLS THE ODP PROVISIONS

ACTIVATED PUBLIC SPACE - MINIMUM WIDTH 15M

FUTURE PEDESTRIAN LINK

THE MERITS AND DETAILS OF A POTENTIAL 'LEFT IN' AND 'LEFT OUT' INTERSECTION WITH PINJARRA ROAD SUBJECT TO TRAFFIC ASSESSMENT PREPARED AT THE SUBDIVISION STAGE.

RURAL ZONED LAND

DEPARTMENT OF PLANNING  
MANDURAH OFFICE  
07 SEP 2015  
FILE SPN/0362

**APPROVED / ENDORSED**  
BY THE WESTERN AUSTRALIAN PLANNING COMMISSION ON 16 July 2013  
SPN/0362

**RAVENSWOOD ODP FOR THE SHIRE OF MURRAY**  
DRAWING SOURCE: TPG TOWN PLANNING, URBAN DESIGN & HERITAGE AND PLAN-IT TOWN PLANNING.

- KEY
- LOW DENSITY HOUSING (R20)
  - MEDIUM DENSITY HOUSING (R30) OR AS INDICATED
  - LOW DENSITY HOUSING (R25)
  - PUBLIC OPEN SPACE
  - AREA SUBJECT TO FURTHER STUDY
  - POTENTIAL FUTURE INTERSECTION & ROAD REQUIREMENTS
  - NEIGHBOURHOOD ACTIVITY CENTRE
  - ACTIVATED FRONTAGE
  - CAR PARKING AND ACCESS
  - PEDESTRIAN LINK
  - PUBLIC ROAD RESERVE
  - ODP AREA



Source: The Planning Group (TPG) and Plan-It Town Planning & Development  
Date: 18th April, 2013  
Scale: 1:2500 @ A1  
0 50 100 150m

**APPROVED / ENDORSED**

BY THE WESTERN AUSTRALIAN PLANNING

Ravenswood Outline Development Plan Provisions

COMMITTEE

16 July 2013  
SPN 0362

December 2012

## 1.0 Relationship to Shire of Murray District Town Planning Scheme

The land is zoned 'Special Development' in the Shire of Murray Town Planning Scheme No. 4 (TPS No.4).

A portion of the land holding is affected by a Primary Regional Road reservation under the Peel Region Scheme for the Pinjarra Road and Old Mandurah Road intersection. This reservation requirement is to be reduced by of a proposed amendment to the Peel Region Scheme.

Section 6.8 - Special Development Zone, in conjunction with Part 5 - Zones and Schedule 7 of TPS No.4 sets out the requirements for planning, subdivision and development within the Special Development Zone.

Section 6.8 includes the requirement for the preparation of an Outline Development Plan (ODP).

The hierarchy of centres proposed in the Shire of Murray Local Commercial Strategy (LCS) is reflected in TPS No. 4, which aims "to consolidate the central business district of the Pinjarra townsite".

The relevant provisions of Schedule 7 of TPS No. 4 state:

*"(a) A Neighbourhood Shopping Centre may be developed with retail and non-retail uses. The retail uses shall be limited to 2,000m<sup>2</sup> of gross leasable area or such greater as can be justified by demonstrated demand.*

*(b) One or more corner-stores may be developed within the Special Development zone provided their gross leasable area does not exceed 150m<sup>2</sup>."*

Notwithstanding the above, previous planning investigations undertaken for the Ravenswood locality have concluded that a neighbourhood centre of up to 5,400m<sup>2</sup> nla near the junction of the Old Mandurah Road and Pinjarra Road can be supported, which includes up to 1000 m<sup>2</sup> nla for non-retail purposes.

## 2.0 Emerging District Activity Centre

### 2.1 Relationship to Requirements for Future Urban Amenity and Function

In terms of the hierarchy of activity centres, the Ravenswood Riverfront Activity Centre is identified by the Western Australian Planning Commission (WAPC) State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2) as an 'Emerging District Centre'.

Nevertheless, in the shorter term and in accordance with current Shire of Murray allowances, a neighbourhood activity centre is the appropriate scale centre for this locality that takes into consideration possible land use scenarios for the Peel Region including the potential for extensive urban development north and south of the Murray River that will allow the centre to expand to fulfil its full district function.

When the amount of urban development in this area justifies a full district level town centre, the Western Australian Planning Commission (WAPC) and the Shire of Murray currently consider that this should take the form of a riverfront town centre extending from the neighbourhood activity centre (that is the subject of this ODP) across Pinjarra Road and Lot 546 to the Murray River. Accordingly, the initial neighbourhood activity centre provides opportunities to form part of a larger riverfront town centre that would serve a larger urban catchment than is currently zoned for this purpose in the Peel Region Scheme (PRS).

The provision of an effectively functioning riverfront town centre with high amenity is a priority. In this respect, it is important for development of the initial neighbourhood scale activity centre to be consistent with its future role as part of the possible riverfront town centre. For this purpose, it is necessary for development within the initial neighbourhood activity centre to integrate with, and not prejudice development of the possible riverfront town centre (including layout, function and character) or other future options in the locality that will be primarily affected by the amount of urban development north and south of the Murray River. These options include the provision of:

- a chain of key land uses to meet requirements for future urban amenity (e.g. riverfront town centre, regional sporting complex and education facilities) at the heart of the urban footprint, with the necessary critical mass and a relationship with the Murray River that will enhance the economy and liveability of the future eastern Peel urban areas; and
- a key regional road link parallel to the Kwinana Freeway (i.e. realignment of Pinjarra Road and Old Mandurah Road to create north-south and east-west roads), which will facilitate the creation of the riverfront town centre and provide an important regional road linkage.

### 2.2 Activity Centre Vision

The vision for the initial neighbourhood activity centre is to:

- create an activity centre that is capable of being the first stage of a possible future quality riverfront town centre and that does not compromise strategic future planning options including, but not limited to, the possible future realignment of Pinjarra Road and

provision of a dedicated public transport link between Pinjarra and Mandurah;

- provide an appropriate amount and mix of land uses that will not compromise the function of Pinjarra as a Secondary Activity Centre;
- provide high quality built form - with a high level of amenity that encourages and supports the development of a mix of uses (particularly residential) within the centre that will provide activity within and outside normal business hours;
- locate land uses that generate higher rates of car usage (e.g. supermarket) at the northern edge of the activity centre to minimise the impact of motor vehicles on the centre;
- create a predominantly main street based activity centre with buildings fronting streets and car parking areas located behind buildings;
- create a human scale, pedestrian friendly environment, with active shop fronts, interesting streetscapes, interaction between the public and private realm, passive surveillance of the street, low vehicle speeds, quality landscaping; and
- provide high quality landscaping, including the generous use of canopy street trees.

### 3.0 Outline Development Plan Provisions

#### 3.1 Development Layout

The ODP provisions in section 3.0 only relates to the development of the initial neighbourhood activity centre. Development of the centre is to be consistent with the general layout shown on the ODP. General provisions relating to the ODP are contained in section 4.0

Development within the initial neighbourhood activity centre focuses on the creation of a new main street. Hybrid centre elements that include limited amounts of floorspace in an enclosed format can be considered in accordance with Liveable Neighbourhoods, provided that the required creation of a main street environment is not compromised.

Innovative design solutions are permitted, including pocket plazas and semi-enclosed urban spaces that allow patron comfort to be maintained during climatic extremes, provided that they reinforce the activated main street environment.

#### 3.2 Land Uses

Land use permissibility for the Special Development Zone is specified by TPS No. 4.

As a guide to decision making for discretionary land uses, the following are the preferred land uses for this activity centre:

- Shops comprising a supermarket up to 3,200m<sup>2</sup> n/a and specialty stores up to an additional 1,200m<sup>2</sup> n/a. Specialty stores may also be used as a liquor store, bank, office, licenced restaurant, restaurant/café; take away food outlet;
- Consulting room (s), medical clinic, bank, office, day care centre, place of worship and civic

building in total up to a further 600 - 1,000m<sup>2</sup>; and

- Grouped and multiple dwellings on non ground floor locations that overlook a street and only located above commercial and retail uses.

Other uses that would be more appropriate to other activity centre types and in particular those uses that would serve greater than a neighbourhood catchment such as bulky goods retailing are not considered suitable for this centre at this stage in its development.

#### 3.3 Street Network

The layout of streets shall be as set out on the ODP, with a traffic assessment being undertaken at the subdivision stage that addresses the merits and details of all proposed road connections as identified within the subdivision proposal, and that sets out the responsibility, timing and staging of all modifications required to facilitate the delivery of the neighbourhood activity centre at the development stage. The traffic assessment is to be undertaken and the associated report analysed prior to the subdivision application being determined, unless otherwise agreed by the Shire and WAPC. In the event that development approval for the neighbourhood centre is sought prior to subdivision, then the traffic assessment will need to be undertaken and the associated report analysed prior to the development application being determined, unless otherwise agreed by the Shire and WAPC.

The key components of the existing and proposed street layout that are required to be addressed by the traffic assessment are to include the following::

- a potential 'left in' and 'left out' intersection on Pinjarra Road (if proposed), at the approximate mid point between Thomasfield Place and the existing junction of Pinjarra Road and Old Mandurah Road;
- full 'T' intersection access to Old Mandurah Road, at the approximate mid point between the proposed main street and the existing junction of Pinjarra Road and Old Mandurah Road;
- full 'T' intersection access to Old Mandurah Road via a main street;
- any required upgrading of the existing junction of Pinjarra Road and Old Mandurah Road and
- a main street, with a width of 20 metres within the neighbourhood activity centre.



Figure 1 - Example of acceptable layout of a main street.

### 3.4 Urban Form

#### 3.4.1 Building Form

Development shall focus on the creation of new main streets within the centre (as gazetted public roads). These are to be consistent with 'main street' principles. Among other things, these are to be well defined by active built form edges, with mixed uses, on-street parking and frequent pedestrian crossings (to be lined with deciduous trees, with quality street lighting and furniture).

Activated frontages may include pocket plazas and semi-enclosed urban spaces that allow patron comfort to be maintained during climatic extremes, provided that they do not compromise the main street environment.

The general layout of building footprints (and their relationship to streets) shall be as shown on the ODP.



Figure 2 - Example of acceptable development of main street buildings.



Figure 3 - Example of acceptable development.



Figure 4 - Example of development that is not acceptable.

#### 3.4.2 Character, Articulation & Detail

A high quality of building form and facades are required. All buildings should comply with the following:

- Architectural themes to be derived from early Pinjarra buildings;
- Building facades are to be articulated and detailed (broken into distinct visual elements) with an emphasis on vertical form;
- There is to be a harmonious rhythm of finishes, location and height of windows, voids, balconies and facades;
- Buildings shall address streets at the human scale;
- Active edges on main street frontages are required and openings onto the main streets are to be a source of interest;
- Corner buildings are to address main street frontages. Street corners shall be reinforced and streets linked with architectural elements;
- The quality of the building facade to any secondary street or car park is to complement the standard of the building facade to the primary facade, and service facilities are to be concealed and / or disguised; and
- Street verges shall be surfaced with the same paving throughout the activity centre. Quality paving is preferred. The use of concrete is not preferred but may be considered where a suitable standard of finish can be demonstrated.



Figure 5 - Example of acceptable building facade style.



Figure 6 - Example of building facade style that is not acceptable.

### 3.4.3 Rooves & Awnings

Roof space shall be designed to conceal any plant, equipment, lift motor rooms etc.

Rooves (eaves), verandah or awnings shall be used on the entire length of all buildings located on main street frontages and on major pedestrian movement routes to provide weather protection to the street space and building entrances.

### 3.4.4 Windows

Ground floor windows of unobscured glass are required in all buildings facing the main street.

The use of reflective, heavily tinted or obscure glass is not permitted on windows fronting the main street.

Painting out or otherwise obscuring shop and display windows is not permitted.

### 3.4.5 Signage

A high standard of signage is required as an integral part of achieving a high quality urban form in the centre.

Signage shall be integrated into the design of the building, relate to the architectural design of the building and not obscure architectural features.

Signage shall be considered as part of building design and repetitive advertising is not permitted. Windows are to be free of advertising in the zone between 1 and 2 metres above the pavement to allow unhindered visual exchange between the interior and exterior of the buildings.

Planning applications for any buildings within the activity centre are to include signage strategies.

### 3.4.6 Landscaping

Large canopy trees shall be provided on both sides of all streets. Where on-street parking is provided, trees shall be provided between at least every two car parking bays, and breaks in car parking shall be provided at regular intervals, as shown in Figure 1.

A high quality landscaping treatment is to be provided and maintained adjacent to Old Mandurah Road west of the

future realigned Pinjarra Road, that enhances the visual amenity of the built interface to the centre in appropriate locations to the satisfaction of the Shire.

### 3.4.7 Height

All buildings shall be at least two storeys (or equivalent) and no more than three storeys (or equivalent).

### 3.4.8 Setbacks

Buildings shall be constructed to street edges (but allowing for recesses, where necessary, e.g. for entries or verandahs for residential dwellings).

Recessed entrances that allow for a transition zone between the building and the footpath are required, unless transition area is provided by another suitable treatment (e.g. bi-fold doors for a cafe).

## 3.5 Car Parking

Car parking shall be provided in accordance with the requirements of the Shire of Murray TPS No. 4.

On-street parking shall be provided on both sides of all streets, excluding road sides abutting areas of open space, (see Figure 1).

On-street car parking bays shall be credited towards overall parking requirements.

Car parking shall be distributed across the centre to serve individual street blocks, rather than a small number of larger car parking areas. Minimum parking requirements shall be met within each street block as much as is practical (including on-street parking).

All parking (excluding on-street parking) and all service access is to be at the rear or to the side of buildings.

Car parking areas shall have large, canopy trees at close intervals for shade and visual amenity and lighting for safety. These trees shall be maintained on an on-going basis.

Car parking areas shall be designed and constructed so that they do not prejudice the potential future construction of decked parking areas within the street block containing the supermarket.

## 3.6 Bicycles

Provision shall be made for secure bike parking and 'end of trip facilities' for employees and/or the public in the activity centre.

These shall be located in highly visible and secure locations but shall not disrupt key pedestrian movements within the activity centre.

## 3.7 Servicing

Servicing shall be considered as part of building design.

In order to ensure active street fronts and public spaces, all rubbish collection, loading areas, trolley storage areas and service zones shall be either be integrated into buildings (accessed from the rear) or located at the rear or side of buildings and screened. Service zones should not be located on the street front or disrupt key pedestrian movement routes.

All services located on the roof should not be visible from the surrounds, noting that adjoining buildings may be developed with a number of levels.

Services that must be located within and / or abutting the street must be integrated into the design of the building. These services shall be designed and coloured to blend into building facades and the street.

### **3.8 Noise Attenuation**

Noise attenuation design will need to be addressed where non-residential development abuts or is adjacent to existing or planned residential development.

## **4.0 General Outline Development Plan Provisions**

### **4.1 The following general provisions apply to the Ravenswood ODP:**

- (i) The further detailed planning for and subsequent subdivision and/or development of the areas identified on the outline development plan as 'area subject to further study' will be dependent upon the outcomes of further regional planning for the Peel Region.
- (ii) Potential vehicular access directly to Pinjarra Road is to be determined through a traffic assessment, as per section 3.3.
- (iii) The 10.0 metre widening of Old Mandurah Road for future construction of 4 lanes is to be ceded free of cost as a condition of development and/or subdivisional approval.
- (iv) The proponent will be required to demonstrate that a 10% open space contribution for residential areas is achieved, in accordance with WAPC policy.
- (v) All lots abutting public open space shall have visually permeable fencing and dwellings shall be designed to provide surveillance of the open space.
- (vi) A revised nutrient and irrigation management plan shall be prepared as a condition of subdivision or development approval.
- (vii) No drainage infrastructure is to be constructed on the proposed school site without prior consent of the Department of Education.
- (viii) A restrictive covenant is required as a condition of subdivision and/or development approval preventing vehicular access of residential lots onto Old Mandurah Road