

Draft Hay and Murray Streets Character Area Local Planning Policy

Draft October 2024

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1. Citation

This is a local planning policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This policy may be cited as the *Northbridge Character Area Local Planning Policy*.

2. Purpose and Application

2.1 Purpose

The purpose of this policy is to:

- (a) Define the boundaries of and the characteristics unique to the Northbridge Character Area.
- (b) Guide appropriate design outcomes for development within the character area.

2.2 Application

This policy applies to all applications for development approval within the Hay and Murray Streets Character Area, the extent of which is shown in Figure 1.

This policy is structured to provide both objectives and provisions. Development must align with the objectives. The provisions provide a means of fulfilling the objectives. Variations to the provisions may be considered where consistent with the relevant objectives.



Figure 1. Hay and Murray Streets Character Area

2.3 Relationship to other Planning Documents

This policy should be read in conjunction with the City of Perth *Local Planning Scheme No. 3* (LPS3) and other relevant local planning policies.

Where this policy is inconsistent with LPS3, the provisions of LPS3 prevail to the extent of any inconsistency.

Where this policy is inconsistent with other relevant local planning policies, the provisions of this policy prevail to the extent of any inconsistency.

This policy should be read in conjunction with the *Hay Street Mall Heritage Area Local Planning Policy* which applies to the northern portion of the following lots which fall within the character area:

- Lot 125 (No. 700-704) Hay Street Mall, Perth.
- Lots 1, 5, 6 (No. 650-658) Hay Street Mall, Perth.

2.3.1. Relationship to the Residential Design Codes

For residential development within the Hay and Murray Streets Character Area, this policy should be read in conjunction with the *Residential Design Codes Volume 2* (R-Codes Volume 2) and the *Residential Design (Variation of R-Codes) Local Planning Policy*.

This policy amends, replaces or augments the Acceptable Outcomes of the R-Codes Volume 2 as detailed in Table 1. This policy also contains additional Objectives that augment the Element Objectives of the R-Codes Volume 2 and provide specific guidance to ensure that residential development aligns with the local context and characteristics of this character area.

Table 1. Relationship to the R-Codes Volume 2

Design Element	Acceptable Outcome Modification	Applicable Provision
2.2 Building height	Replace A2.2.1	5.1.2(a)
2.3 Street setbacks	Replace A2.3.1	5.1.2(a)
2.4 Side and rear setbacks	Replace A2.4.1	5.1.2(a), 5.1.2(d), 5.1.2(e)
2.7 Building separation	Replace A2.7.1	5.1.2(a), 5.1.2(c), 5.1.2(d)
3.6 Public domain interface	Replace A3.6.2 A3.6.5 Delete A3.6.6	5.6.2(a) 5.5.2(a)
3.7 Pedestrian access and entries	Replace A3.7.1 A3.7.2	5.5.2(b) 5.5.2(c), 5.6.2(a), 5.6.2(b)

3.8 Vehicle access	Replace A3.8.1 A3.8.2	5.7.2(b) 5.7.2(b)
3.9 Car and bicycle parking	Replace A3.9.5 A3.9.6	5.7.2(a) 5.7.2(a)
4.10 Façade design	Replace A4.10.1 A4.10.3 A4.10.5 Delete A4.10.2	5.2.2(a), 5.2.2(b), 5.4.2(b) 5.2.2(a), 5.2.2(b) 5.6.2(a), 5.6.2(b), 5.6.2(c)
4.11 Roof design	Augment A4.11.1	5.3.2(a)

3. Character Statement

The objectives of this policy have been informed by the following character statement which articulates the unique elements that create a special sense of place and streetscape within the character area.

The Hay and Murray Streets Character Area is characterised by a fine grain built form and high quality public realm with active uses on the ground and generally office and accommodation uses above.

The Murray Street mall currently comprises a mix of smaller narrow shops and larger wider shopfronts which is evolving to a larger scale due to the changing nature of retail. Streets expanding from the mall comprise a mix of narrow frontages and amalgamated lots. Awnings and colonnades provide for a comfortable pedestrian environment.

Street facades are typically 2-3 storeys in height, with nil street setbacks and transparent shopfronts which provide visual connection to the street. Upper built form is set back from the street to create a comfortable scale of development, ensuring sunlight penetration to the streets and malls, resulting in a comfortable microclimate for pedestrians and outdoor activity.

The area is comprised of east-west pedestrian-focused streets, intersected by a north-south network of laneways, arcades and malls creating mid-block links. A network of pedestrian arcades links the Hay and Murray Street pedestrian malls through to St Georges Terrace. The area is rich in built heritage which contributes to the sense of place.

4. Objectives

- (a) To encourage high scale mixed use development with a low scale urban edge that provides interest and variety at street level and supports development of area as the main retail core of the city centre.
- (b) To create a comfortable, active and interesting pedestrian environment.

5. Development Provisions

5.1 Building Heights and Setbacks

5.1.1 Objectives

- (a) To enable building heights to reflect the desired high scale character of the area, whilst respecting existing streetscapes.
- (b) To provide a low scale building height along the street reflective of the existing scale of development in the area.
- (c) To provide sunlight access onto the footpath on the southern side of Hay and Murray Streets, at all times between 12pm to 2pm on 21st August.
- (d) To ensure development respects the role of Forrest Place as an important public space.
- (e) To provide a continuous building edge to the street to maximise opportunities for interaction between the private and public realm.
- (f) To ensure upper built form is setback from the street to reduce the impact of building bulk on the street.
- (g) To provide separation of upper built form to ensure views to the sky and to provide a high level of internal building amenity including access to natural light, ventilation and privacy.

5.1.2 Provisions

- (a) Building heights and setbacks shall be in accordance with Tables 2 and 3, and Figures 2 to 12.
- (b) Where a street setback is proposed in the lower built form, it must create a functional urban space.
- (c) Where two or more buildings are proposed on a single development site, the upper built form shall be set back from each other as though there were a lot boundary between them. Refer to Figure 13.
- (d) Where a lot adjoins a laneway, variation of the upper built form side and rear setback requirements along that boundary may be considered where it can be demonstrated that sufficient building separation is achieved.
- (e) For narrow lots, variation of the upper built form side setback requirements may be considered where:
 - i. appropriate visual privacy and outlook is achieved; and
 - ii. provision of the required setbacks would unreasonably impact on the functionality of the building.

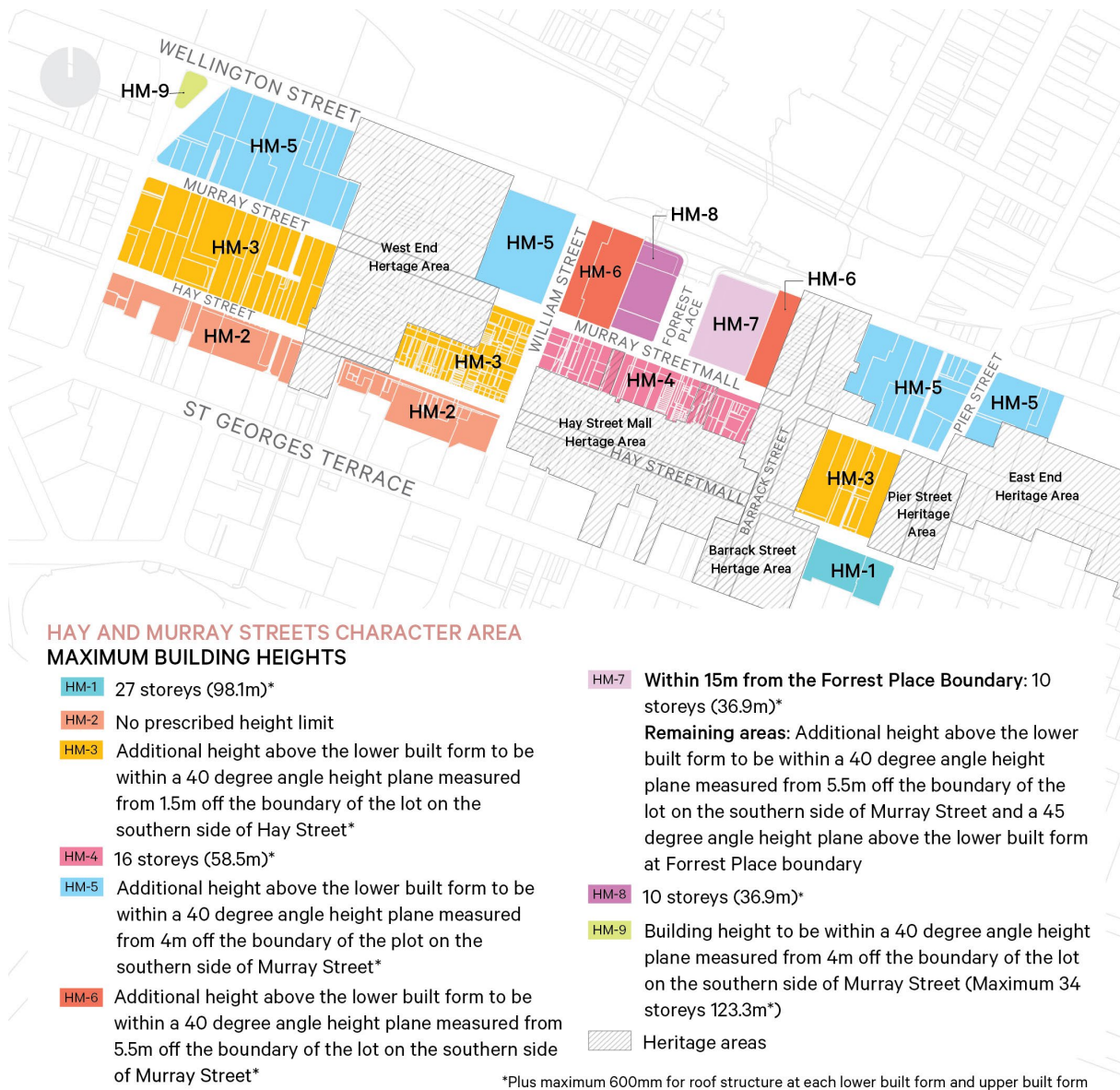


Figure 2. Maximum building heights

Table 2. Building Heights and Street Setbacks for the Hay and Murray Streets Character Area

Sub-Area	Lower Built Form		Upper Built Form	
	Maximum Lower Built Form Height	Minimum Street Setbacks	Maximum Building Height	Minimum Street Setbacks
HM-1	Hay Street and Pier Street: 3 storeys (11.7m*)	Nil	27 storeys (98.1m*)	7.5m
HM-2	Milligan Street, Hay Street, King Street and William Street: 3 storeys (11.7m*)	Nil	No prescribed height limit	7.5m
HM-3	Milligan Street, Murray Street, Hay Street, Pier Street and William Street: 3 storeys (11.7m*)	Nil	Building height above the lower built form to be within a 40 degree angle height plane measured from 1.5m off the boundary of	Hay Street: As defined by angled height plane Other Streets: 7.5m

	Lower Built Form		Upper Built Form	
Sub-Area	Maximum Lower Built Form Height	Minimum Street Setbacks	Maximum Building Height	Minimum Street Setbacks
			the lot on the southern side of Hay Street	
HM-4	Murray Street and William Street: 3 storeys (11.7m*)	Nil	16 storeys (58.5m*)	7.5m
HM-5	Wellington Street: 6 storeys (22.5m*) Milligan Street, Murray Street, Pier Street and William Street: 3 storeys (11.7m*)	Nil	Additional height above the lower built form to be within a 40 degree angle height plane measured from 3.5m off the boundary of the lot on the southern side of Murray Street	Murray Street: As defined by angled height plane Other Streets: 7.5m
HM-6	Wellington Street: 6 storeys (22.5m*) William Street, Murray Street: 3 storeys (11.7m*)	Nil	Additional height above the lower built form to be within a 40 degree angle height plane measured from 5.5m off the boundary of the lot on the southern side of Murray Street	Murray Street: As defined by angled height plane Other Streets: 7.5m
HM-7	Forrest Place, Murray Street and Wellington Street: 10 storeys (36.9m*)	Nil	N/A	
HM-7	Murray Street: 3 storeys (11.7m*) Wellington Street: No lower built form required	Nil	Additional height above the lower built form to be within a 40 degree angle height plane measured from 5.5m off the boundary of the lot on the southern side of Murray Street and a 45 degree angle height plane above the lower built form at Forrest Place boundary	Wellington Street: Nil Murray St: As defined by angled height plane
HM-8	Forrest Place, Murray Street and Wellington Street: 10 storeys (36.9m*)	Nil	No additional height permitted	
HM-9	No lower built form required		Maximum 34 storeys (123.3m*) within a 40 degree angle height plane measured from 3.5m off the lot boundary on the southern side of Murray Street	Nil
Notes: * plus maximum 600mm for roof structure				

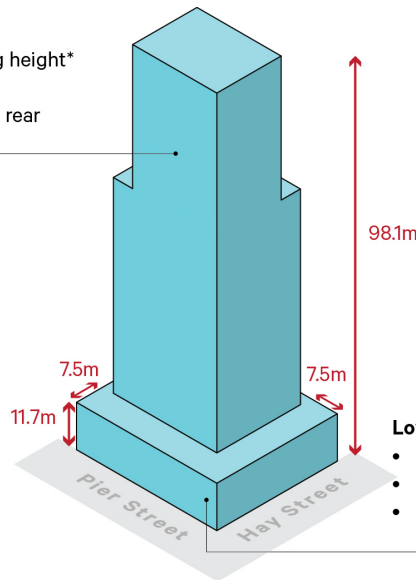
Table 3 – Side and Rear Setbacks for the Hay and Murray Streets Character Area

Sub-Area	Lower Built Form	Upper Built Form
	Minimum Side and Rear Setbacks	Minimum Side and Rear Setbacks

HM-9	No lower built form required	Nil
All other areas	Up to 3 storeys (11.7m): Nil Above 3 storeys (11.7m): Nil side setback and 4m rear setback	Up to 16 storeys (58.5m) or less: 4m Above 16 storeys (58.5m): 8m

Upper built form

- 27 storeys (98.1) maximum building height*
- 7.5m street setbacks
- Please refer to Table 3 for side and rear boundary setbacks



Lower built form

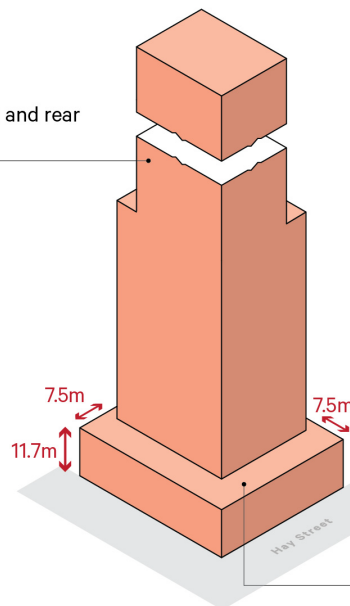
- 3 storeys (11.7m) street building height*
- Nil street setbacks
- Please refer to Table 3 for side and rear boundary setbacks

*plus maximum 600mm for roof structure

Figure 3. HM-1 Built form control diagram

Upper built form

- No prescribed height limit
- 7.5m street setbacks
- Please refer to Table 3 for side and rear boundary setbacks



Lower built form

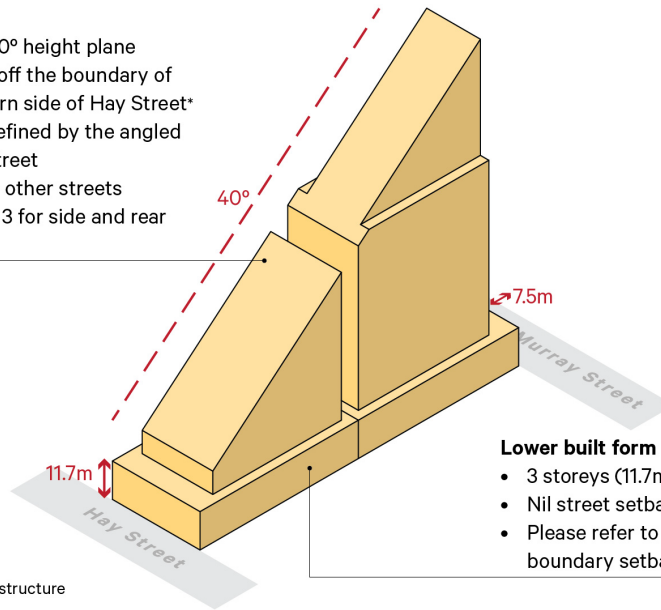
- 3 storeys (11.7m) street building height*
- Nil street setbacks
- Please refer to Table 3 for side and rear boundary setbacks

*plus maximum 600mm for roof structure

Figure 4. HM-2 Built form control diagram for the

Upper built form

- Contained within a 40° height plane measured from 1.5m off the boundary of the lot on the southern side of Hay Street*
- Street setbacks as defined by the angled height plane - Hay Street
- 7.5m street setback - other streets
- Please refer to Table 3 for side and rear boundary setbacks



Lower built form

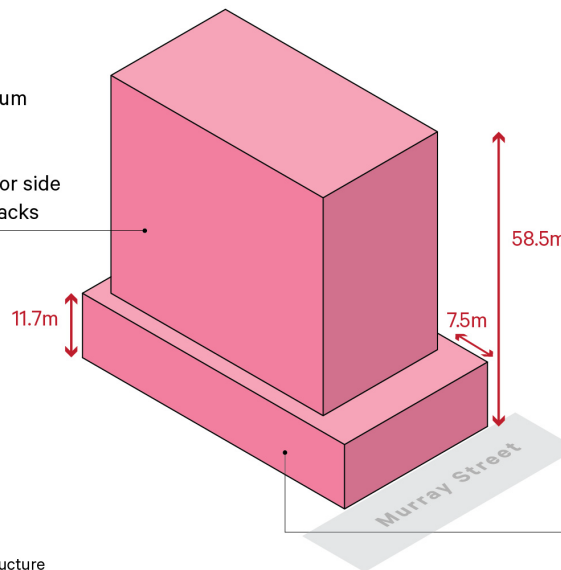
- 3 storeys (11.7m) street building height*
- Nil street setback
- Please refer to Table 3 for side and rear boundary setbacks

*plus maximum 600mm for roof structure

Figure 5. HM-3 Built form control diagram

Upper built form

- 16 storeys (58.5) maximum building height*
- 7.5m street setbacks
- Please refer to Table 3 for side and rear boundary setbacks



Lower built form

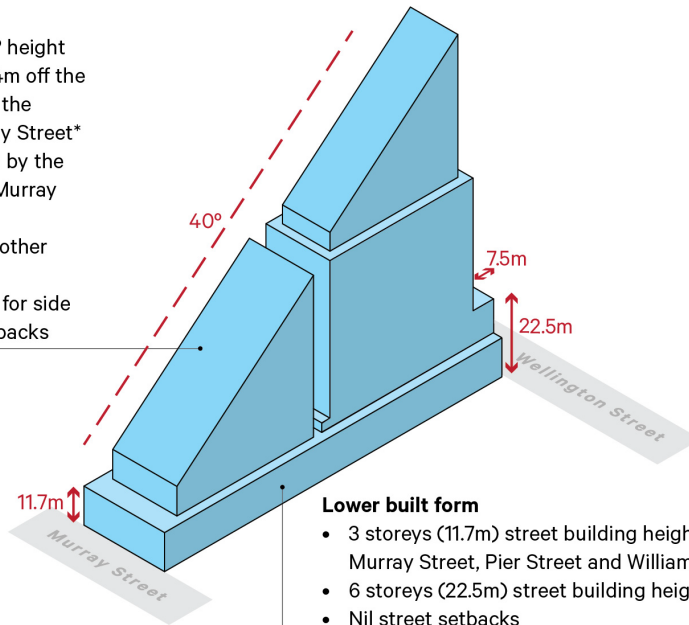
- 3 storeys (11.7m) street building height*
- Nil street setbacks
- Please refer to Table 3 for side and rear boundary setbacks

*plus maximum 600mm for roof structure

Figure 6. HM-4 Built form control diagram

Upper built form

- Contained within a 40° height plane measured from 4m off the boundary of the lot on the southern side of Murray Street*
- Street setback defined by the angled height plane - Murray Street
- 7.5m street setbacks - other streets
- Please refer to Table 3 for side and rear boundary setbacks

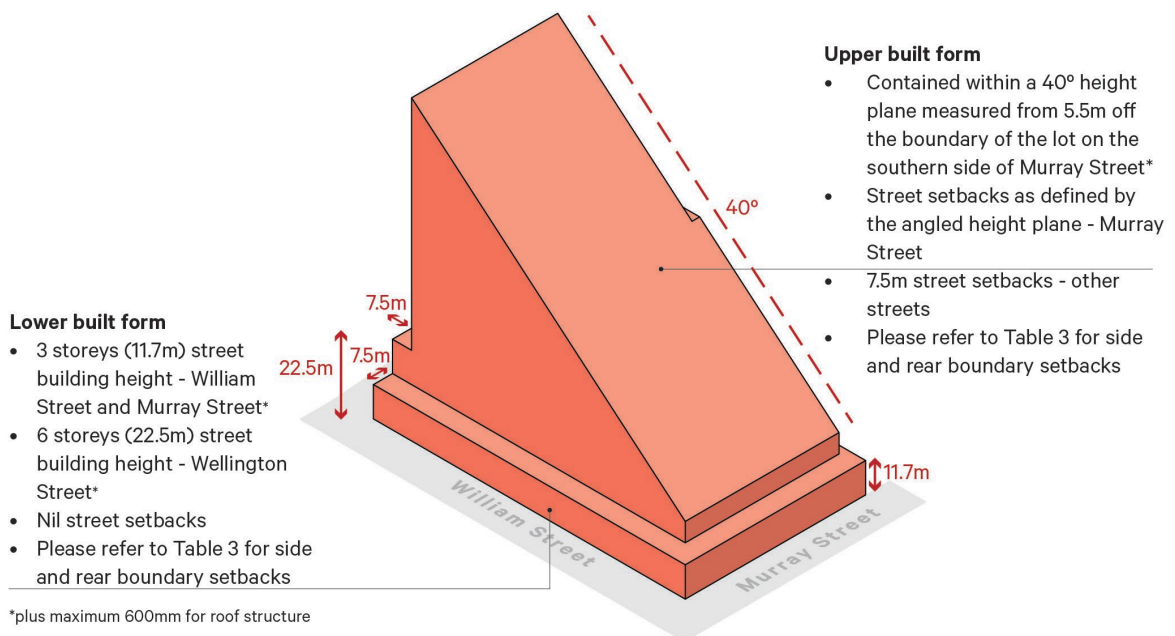


Lower built form

- 3 storeys (11.7m) street building height - Milligan Street, Murray Street, Pier Street and William Street*
- 6 storeys (22.5m) street building height - Wellington Street*
- Nil street setbacks
- Please refer to Table 3 for side and rear boundary setbacks

*plus maximum 600mm for roof structure

Figure 7. HM-5 Built form control diagram



Upper built form

- Contained within a 40° height plane measured from 5.5m off the boundary of the lot on the southern side of Murray Street*
- Street setbacks as defined by the angled height plane - Murray Street
- 7.5m street setbacks - other streets
- Please refer to Table 3 for side and rear boundary setbacks

Lower built form

- 3 storeys (11.7m) street building height - William Street and Murray Street*
- 6 storeys (22.5m) street building height - Wellington Street*
- Nil street setbacks
- Please refer to Table 3 for side and rear boundary setbacks

*plus maximum 600mm for roof structure

Figure 8. HM-6 Built form control diagram

Upper built form

- Contained within a 40° height plane measured from 5.5m off the boundary of the lot on the southern side of Murray Street and within a 45° height plane above the lower built form at Forrest Place boundary*
- Street setbacks defined by angled height plane
- Please refer to Table 3 for side and rear boundary setbacks

Lower built form

- 10 storeys (36.9m) street building height - buildings within 15m from Forrest Place boundary*
- 3 storeys (11.7m) street building height - remaining areas*
- Nil street setbacks
- Please refer to Table 3 for side and rear boundary setbacks

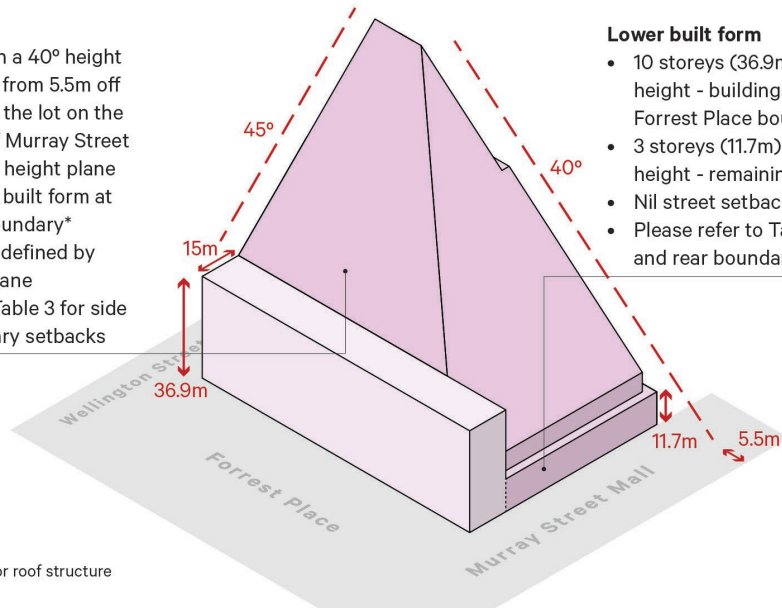


Figure 9. HM-7 Built form control diagram

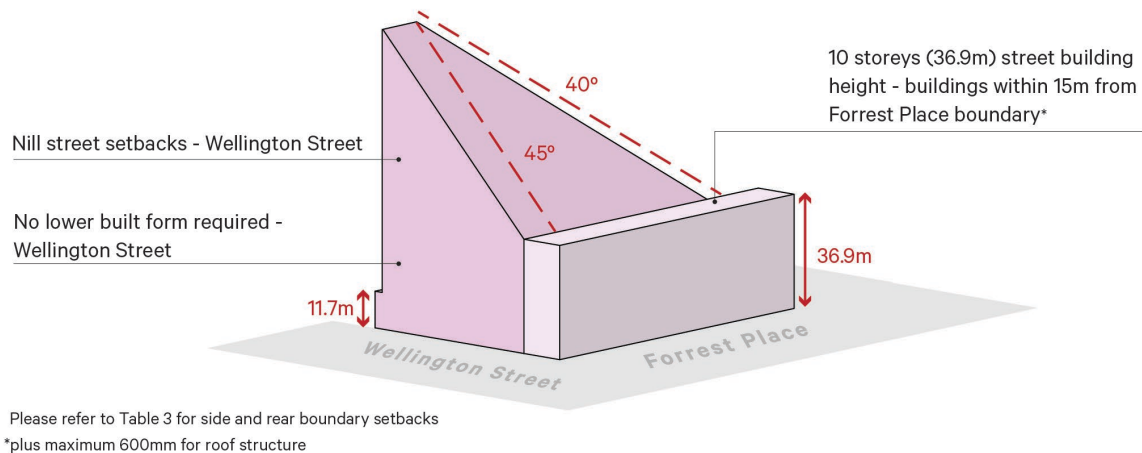


Figure 10. HM-7 Built form control diagram

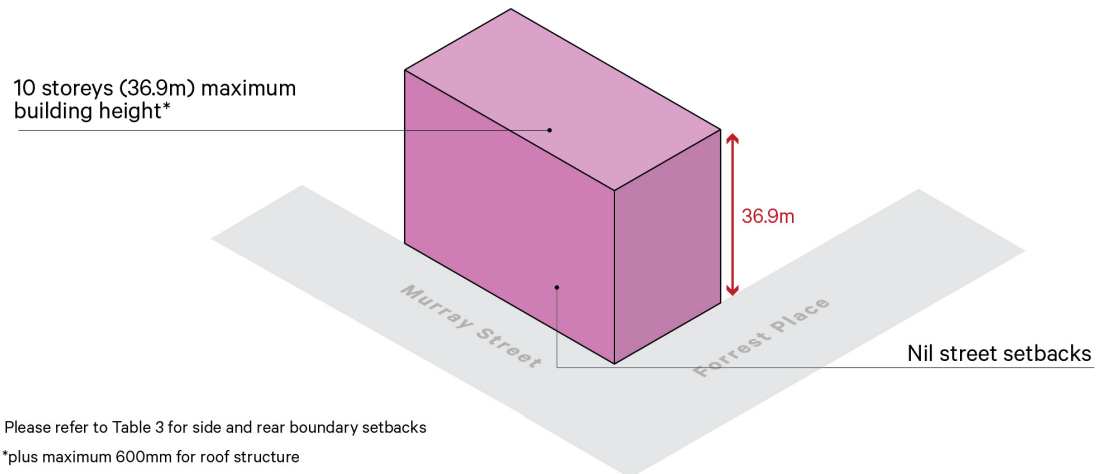


Figure 11. HM-8 Built form control diagram

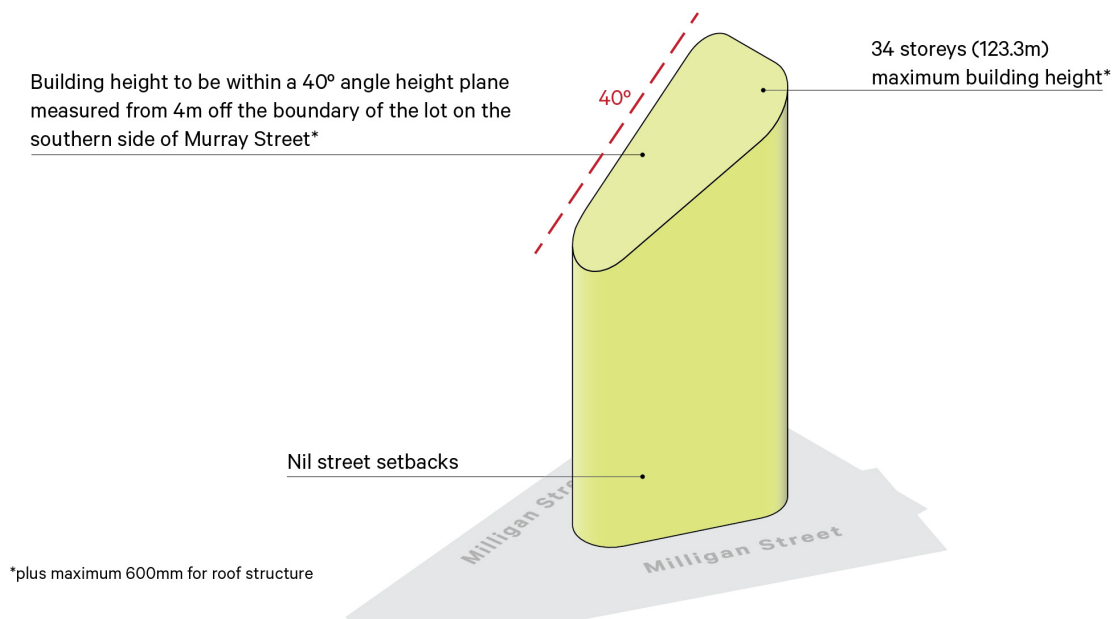


Figure 12. HM-9 Built form control diagram

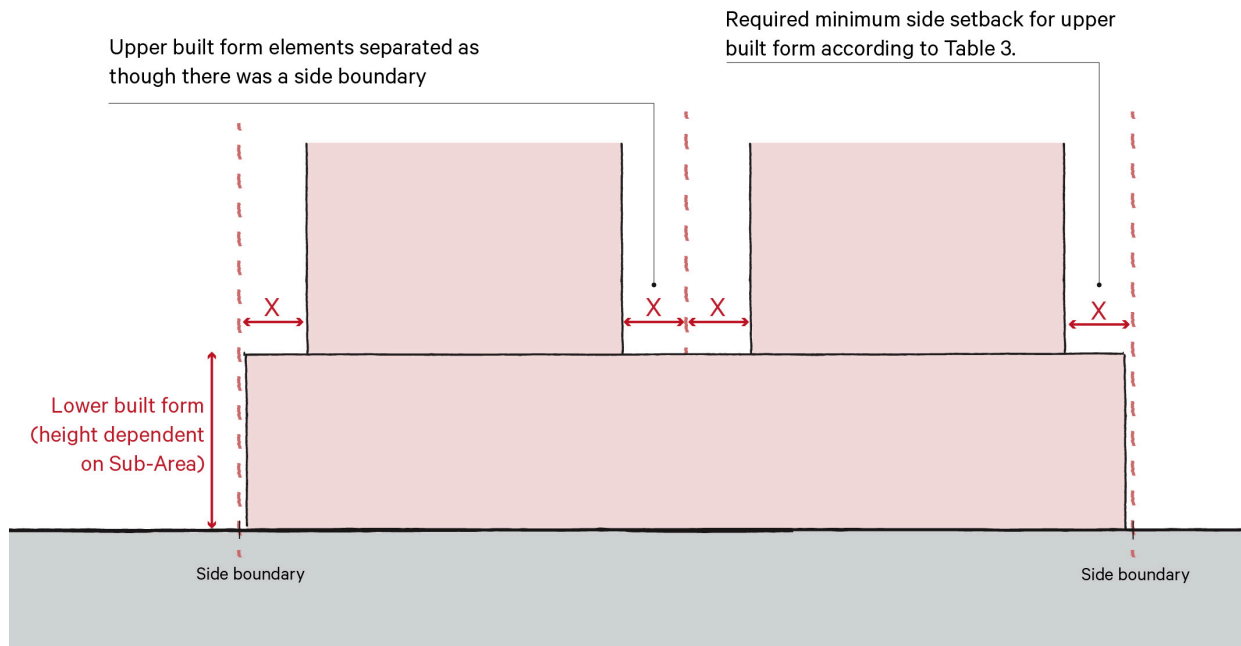


Figure 13. Separation between two buildings on the same development site

5.2 Articulation and Detailing

5.2.1 Objectives

- (a) To provide building articulation that reflects the established streetscape rhythm and contributes to a rich and interesting pedestrian environment.
- (b) To ensure buildings on corner sites accentuate the street corner.

5.2.2 Provisions

- (a) Street building façades shall include vertical articulation that reflects the original lot widths of the traditional shopfronts within the immediate sub-area. Refer to Figure 14.
- (b) Corner buildings shall include articulation and detailing of the street façade to accentuate the street corner. Refer to Figure 15.

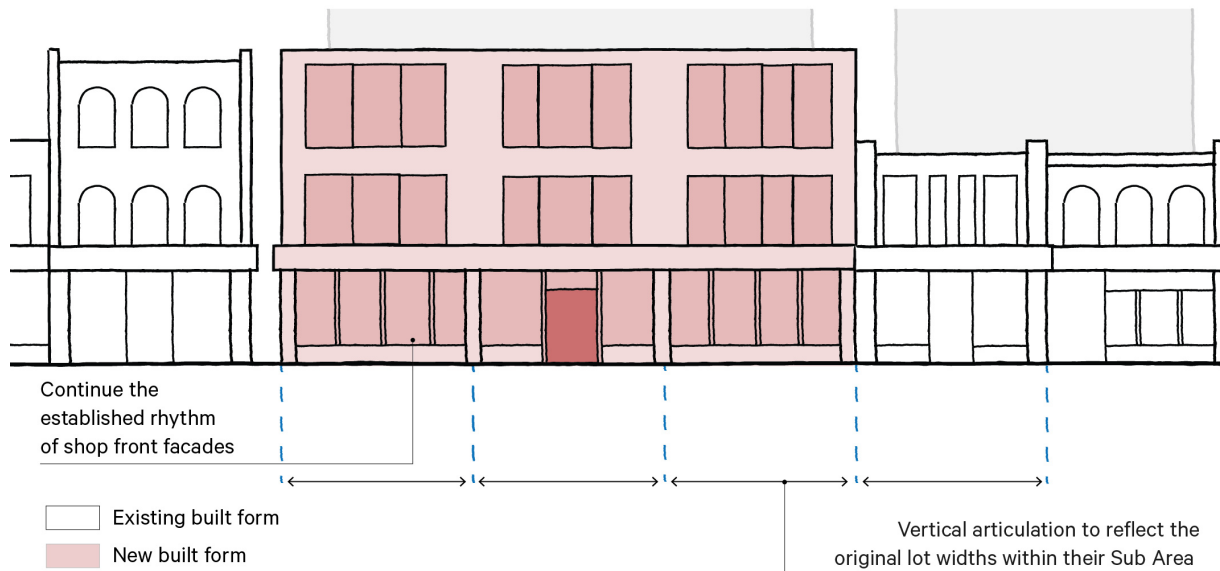


Figure 14. Articulation of street façade

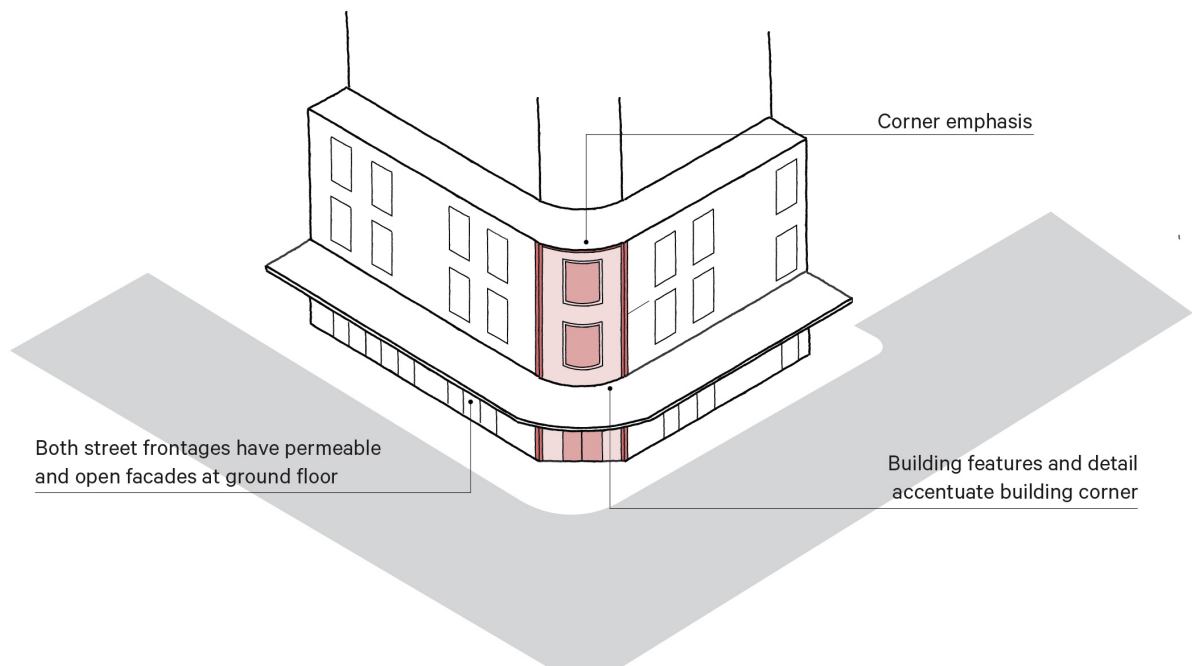


Figure 15. Example of street corner articulation

5.3 Roof Design

5.3.1 Objectives

- (a) To encourage roof forms that add visual interest to the city skyline.

5.3.2 Provisions

- (a) Buildings shall incorporate innovative well-designed rooftops that are integrated into the building and provide an attractive feature when viewed from the street, surrounding buildings and from afar. Refer to Figure 16.

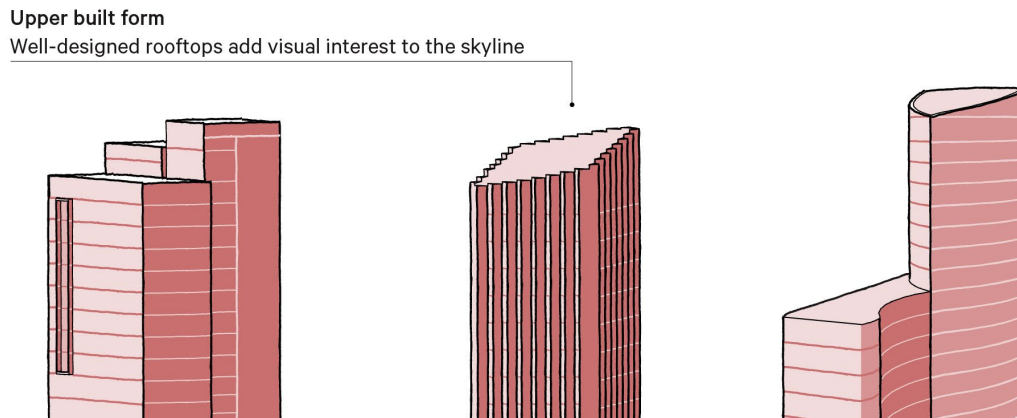


Figure 16. Examples of rooftops that are integrated into the building and contribute to an attractive city skyline

5.4 Materials and Finishes

5.4.1 Objectives

- (a) To ensure that materials and finishes create interest and diversity within the streetscape.

5.4.2 Provisions

- (a) Buildings shall include high-quality materials and finishes that are durable and long lasting.
- (b) Colours and materials shall provide visual interest and be complementary to existing development in the area.

5.5 Public Realm Interface

5.5.1 Objectives

- (a) To ensure building entry points are clearly visible and easily accessible from the street.
- (b) To maintain visual connection between the building and the street.

5.5.2 Provisions

- (a) The finished ground floor level of buildings shall match the adjoining footpath level. Refer to Figures 17 and 18.
- (b) Pedestrian access to the ground floor shall be from the street frontage. Pedestrian access from a laneway or arcade is only permitted where there is no street frontage, or where it is additional to the main entry from the street.
- (c) Building entries and lobbies shall be visually prominent.
- (d) A minimum of 75% of each ground floor street façade area shall be provided as clear glazed windows. Window sills and stall risers shall be no more than 800mm above the adjoining footpath level. Reflective, tinted or obscured glass at street level is not permitted. Refer to Figure 17.
- (e) Reinstatement of original shopfronts is encouraged where it can be accommodated without significant detriment to pedestrian access.



Figure 17. Public realm interface

5.6 Pedestrian Shelter

5.6.1 Objectives

- (a) To provide weather protection that creates a comfortable pedestrian environment.

5.6.2 Provisions

- (a) Buildings shall provide continuous awnings over the adjoining footpath. Refer to Figure 18.
- (b) Pedestrian shelter shall be designed in accordance with the provisions of the *General Design Local Planning Policy*.
- (c) Colonnades are generally not supported. Provision and design of any colonnades shall be in accordance with the *Hay Street Pedestrian Walkway and Road Reserve Widening Policy*.

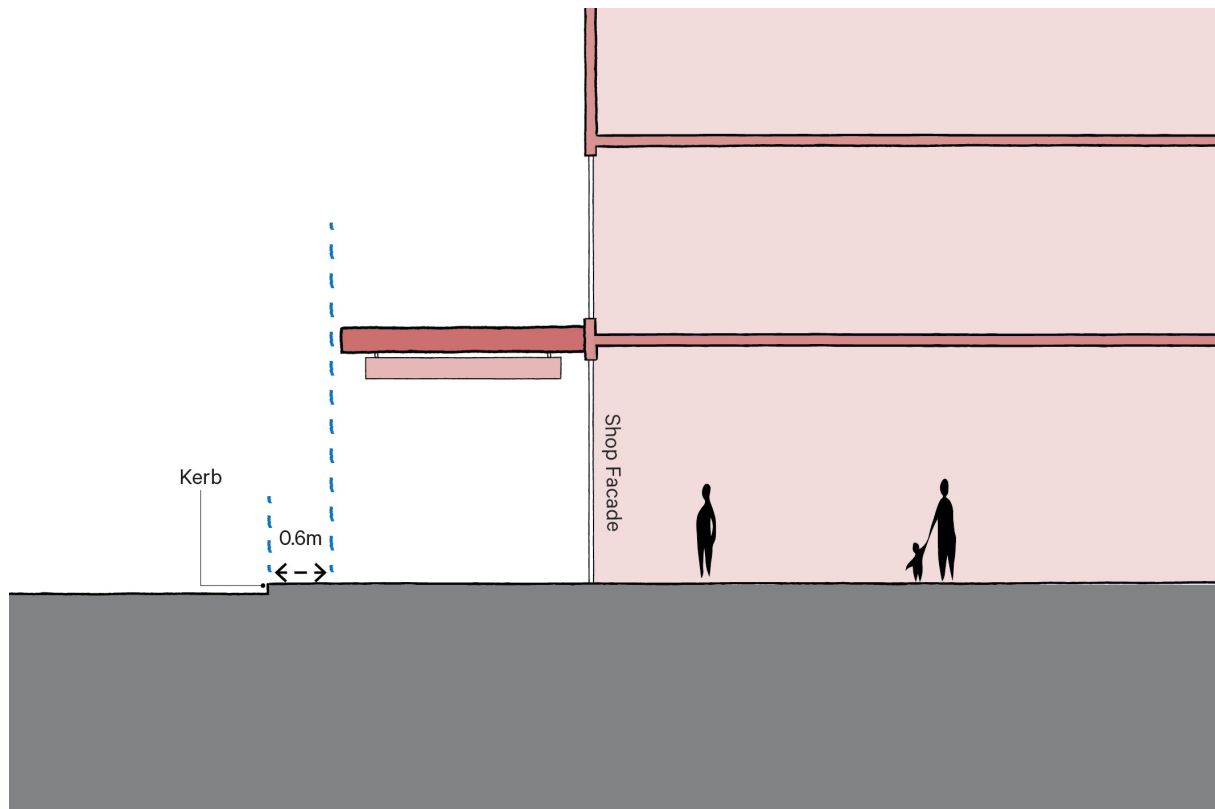


Figure 18. Pedestrian Shelter

5.7 Vehicular Access and Parking

5.7.1 Objectives

- (a) To ensure car parking is not visible from the street or public realm.
- (b) To minimise disruption to pedestrian movement and safety along the street.

5.7.2 Provisions

- (a) Car parking areas shall be incorporated within the building, preferably in a basement. Car parking areas located at, or above natural ground level shall be sleeved along the street with building entry lobbies or habitable or lettable floorspace. Refer to Figure 19.
- (b) Vehicular access shall be taken from a laneway or secondary street where possible. Vehicular access from primary street will only be supported where there are no alternative options.

Where vehicular parking areas are provided at or above natural ground level, these shall be sleeved with active land uses, habitable floorspace or building entry lobbies at the street frontage

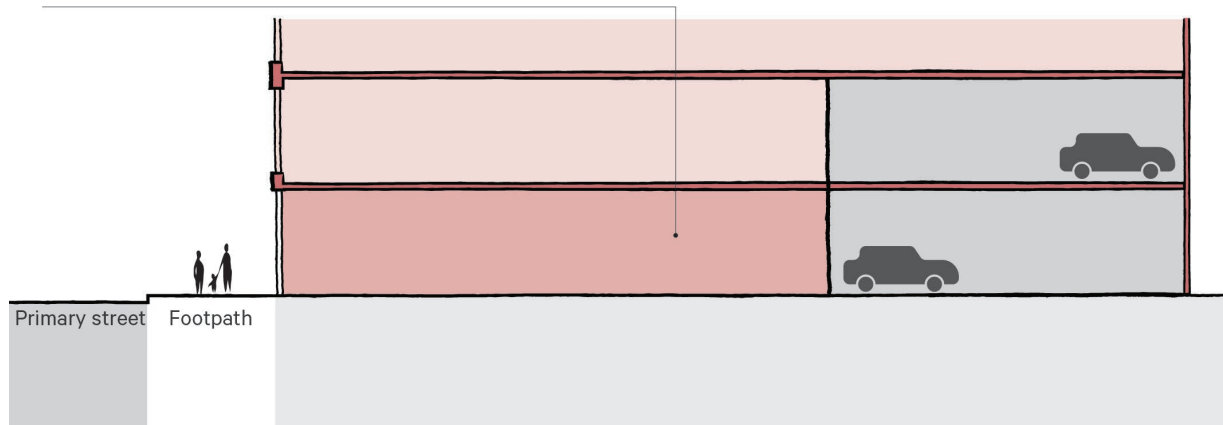


Figure 19. Vehicular parking areas to be sleeved at the street frontage

5.8 Mid-Block Pedestrian Connections

5.8.1 Objectives

- (a) To protect the secondary network of pedestrian laneways, malls and arcades.

5.8.2 Provisions

- (a) Existing mid-block pedestrian connections shall be retained and activated as part of any proposed redevelopment. Refer to Figure 20
- (b) New mid-block pedestrian connections will only be considered where they comply with the provisions of the *General Design Local Planning Policy* and/or *Development Incentives Local Planning Policy* and they do not undermine the street network.



Figure 20. Examples of existing mid-block pedestrian connections