



PART 1

1. Structure Plan Area

This Structure Plan shall apply to the Morley Activity Centre, being the land contained within the inner edge of the line denoting the Structure Plan boundary shown on the Structure Plan map (Figure 1).

2. Structure Plan Content

This Structure Plan comprises:

- 2.1** Part One - This section contains the Structure Plan map, precincts, and planning objectives
- 2.2** Part Two - This section provides background information and is to be used as a reference guide to interpret and justify Part One.
- 2.3** Supporting Documents
A list of technical reports, plans, maps and other supporting documents used to inform this Structure Plan.

3. Interpretation and Relationship with the Town Planning Scheme(s)

- 3.1** Unless otherwise specified in this part, the words and expressions used in this Structure Plan shall have the respective meanings given to them in the City of Bayswater Town Planning Scheme No. 24 including any amendments gazetted thereto.

Active frontage: means continuous commercial land uses (dining, entertainment and office land uses may also be considered) which open directly to the street boundary and are generally accessible to the public.

Articulation: means the three-dimensional detailing of external walls of a building including such measures as variation in construction materials, colours, architectural detailing, window size, entry features, projections, recesses and roof design.

End of trip facilities: means facilities which support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of a trip.

Major development: a new building or extension to an existing building where the additional shop/retail nett lettable area (NLA) exceeds 10,000m².

Major opening: as defined under State Planning Policy 3.1 - Residential Design Codes (as amended).

Major road: means Broun Avenue, Collier Road, Walter Road West, Wellington Road, Russell Street (between Broun Avenue and Walter Road West), Crimea Street, Coode Street or Rudloc Road.

Non-retail commercial: means one or a combination of the uses listed under the 'Office', 'Dining' or 'Entertainment'.

Sleeve: means to locate, design and scale buildings with an active frontage toward a street or public space, such that uses with inactive frontages (such as car parking) are screened from the direct view of the street and other public spaces.

- 3.2** The Structure Plan map (Figure 1) outlines precincts applicable within the Structure Plan area. The precincts designated under this Structure Plan apply to the land within it.
- 3.3** Part Two of this Structure Plan and all supporting documents are to be used as a reference only to clarify and guide interpretation of Part One.

4. Operation

This Structure Plan shall come into operation on the day it is endorsed by the Western Australian Planning Commission.

5. General Objectives for the Structure Plan Area

The objectives of this Structure Plan area are to:

Activity

- 5.1** Create a compact, intensive and lively activity centre that is an active focus for the community.
- 5.2** Encourage and foster a major urban centre with an existing high level of retail, balanced by increased commercial activity, employment and residential living.
- 5.3** Encourage a diversity of retail, commercial and entertainment land uses that generate activity during both the day and night.
- 5.4** Provide a local employment focus contributing to employment self-sufficiency targets for the local government area.

Movement

- 5.5** Create a safe, comfortable and convenient pedestrian environment providing universal access.
- 5.6** Facilitate access to improved bus services, cycling and pedestrian facilities connecting places within the Morley Activity Centre.
- 5.7** Facilitate access to improved bus services, cycling and pedestrian facilities connecting places within the Morley Activity Centre.
- 5.8** Provide a balance between sufficient car parking bays to stimulate economic activity and not providing so many bays such that private car use is encouraged at the expense of public transport, cycling or walking.
- 5.9** Encourage the location of car parking in areas which allow coordinated access, reciprocal use of parking bays and rationalisation of crossovers, and ensure that car parking does not dominate the urban landscape.

Urban Form

- 5.10** Create a visually attractive locality with appropriately scaled buildings and streetscapes, providing a diverse but unified urban centre characterised by high quality urban design.
- 5.11** Create an urban centre with readily identifiable character throughout the activity centre.
- 5.12** Encourage building design to address street frontages and public open spaces and maximise opportunities for passive surveillance.
- 5.13** Promote a diversity of housing types and tenure within the activity centre.
- 5.14** Encourage the replacement of inappropriate uses and facilitate suitable development of underutilised sites.
- 5.15** Encourage landmark development sites which create interest in the community and promote legibility within the activity centre.

Resource Conservation

- 5.16** Encourage sustainable development principles in the detailed design of buildings including solar passive design, water sensitive urban design and resource conservation.
- 5.17** Require all stormwater to be contained onsite, unless otherwise approved through the preparation and approval of a Local Water Management Plan.
- 5.18** Facilitate an energy efficient urban environment in the Morley Activity Centre.
- 5.19** Reduce dependency on private car travel and encourage the use of public transport, cycling and/or walking.



Services

5.20 Encourage and facilitate infrastructure upgrades including but not limited to adequate public services such as transportation, streetscape improvements, pedestrian movement systems, telecommunications, drainage, underground power, public utility services, open space and public parks.

5.21 Provide services that are away from the direct view of the public and do not interrupt the urban landscape.

Implementation

5.22 Provide certainty to landowners and developers to enable investment decisions to be made with reasonable confidence, whilst offering flexibility to account for changing market conditions and community needs.

6. Precincts

The Structure Plan is divided into several precincts as defined on the Structure Plan map (Figure 1) including:

6.1 Central Core

Precinct Objectives

- a) Encourage a retail environment with active street frontages and high quality streetscapes which provide a strong sense of place.
- b) Promote Progress Street as the 'Main Street' within the Precinct and encourage retail diversity and community activity around the town square/piazza.
- c) Encourage residential land uses as a vital component of the central core, whilst ensuring that these do not replace active ground floor uses.

d) Encourage land uses which generate activity outside of normal business hours and which allow interaction with the street, such as alfresco dining.

e) Allow the Morley Activity Centre to develop as a destination and an iconic tourist attraction.

f) Create vibrant community meeting places.

g) Encourage development which is compatibly located with the Morley Bus Station and encourages the use of public transport, walking and cycling.

h) Reduce the amount and visual dominance of expansive at-grade parking areas.

i) Ensure appropriate transition in development form and intensity between the Central Core precinct and adjacent Inner City Residential precincts.

6.2 Outer Core

Precinct Objectives

- a) Encourage medium to large scale development characterised by a mix of commercial and residential uses.
- b) Encourage active land uses fronting Walter Road West and Wellington Road.
- c) Facilitate a seamless link between the Outer Core precinct and the Morley Bus Station.
- d) Ensure appropriate transition in development form and intensity between the Outer Core precinct and adjacent Inner City Residential precincts.

6.3 Mixed Business

Precinct Objectives

- a) Offer an environment which is suitable for showrooms, sale of bulky goods and small scale light industry.
- b) Encourage a transition toward mixed use office, recreation entertainment and multiple dwellings in the area.
- c) Continue to recognise the importance of bulky goods retail along Russell Street.
- d) Encourage the replacement of inappropriate industrial uses.
- e) Ensure that new developments maintain a suitable buffer and interface with existing industrial uses.
- f) Facilitate pedestrian links between the Mixed Business Precinct and the Morley bus station.

6.4 Civic and Education

Precinct Objectives

- a) Encourage the introduction of land uses which support the civic role of the precinct and activate the precinct outside of normal business hours.
- b) Encourage public open space which promotes surveillance and safety within the precinct.
- c) Provide a seamless and comfortable connection with the core of the Morley Activity Centre.

- d) Improve the quality and safety of existing pedestrian linkages within the precinct.

- e) Minimise the incidence of blank walls and areas with limited or no surveillance.

- f) Incorporate public art and high quality landscape elements.

6.5 Inner City Residential

Precinct Objectives

- a) Provide a wide range of dwelling size and type throughout the precinct.

- b) Encourage higher densities along major entry points to the activity centre to create a sense of arrival.

- c) Encourage compatible mixed use activities, particularly along major roads, which are complementary to residential uses.

- d) Encourage the amalgamation of sites to facilitate the development of multiple dwellings in close proximity to the city centre.

- e) Provide a sought after, pedestrian friendly precinct which attracts a diverse housing market.

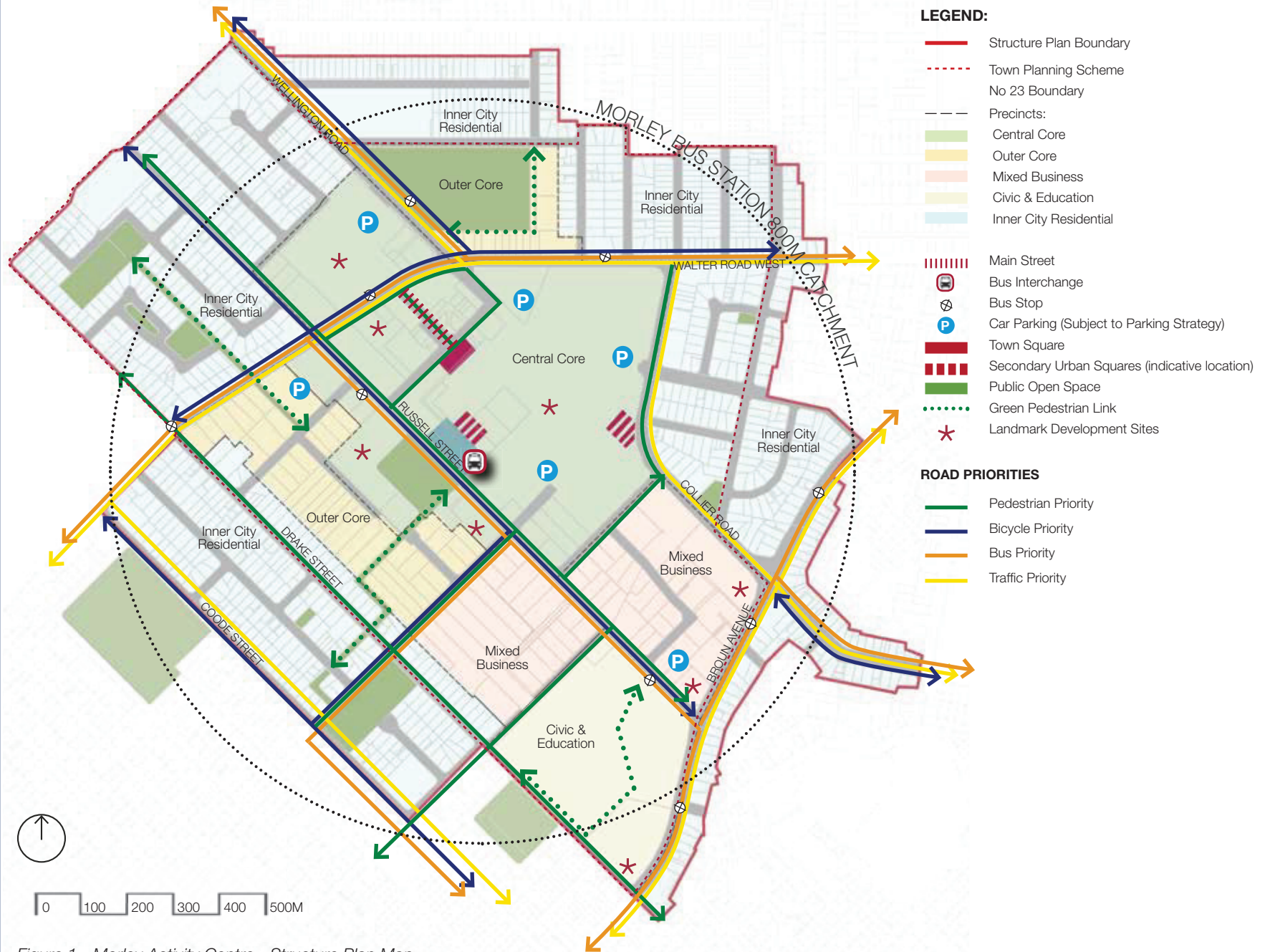


Figure 1 - Morley Activity Centre - Structure Plan Map

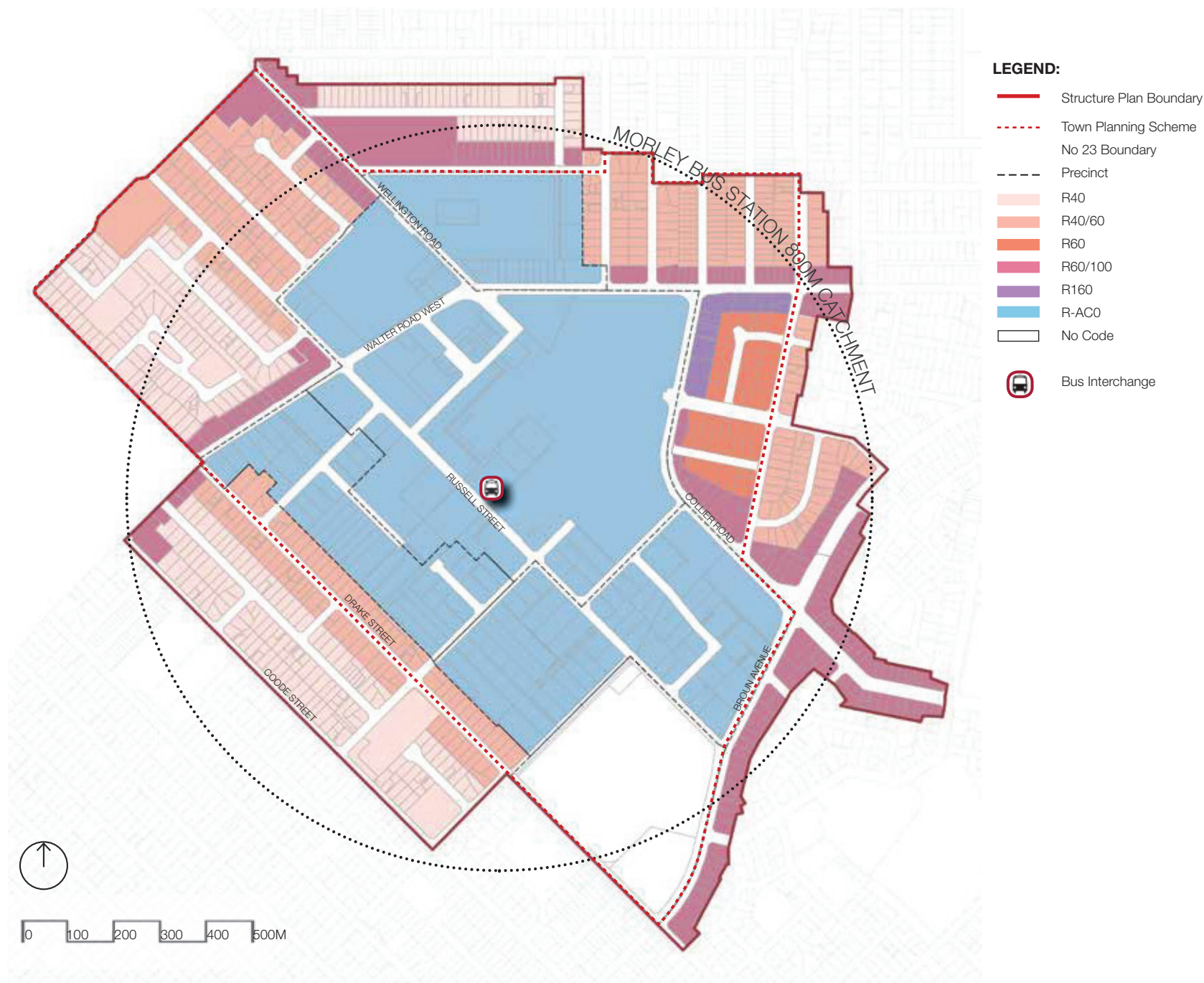


Figure 2 - Morley Activity Centre - Residential Density Code Plan