

FALCON VILLAGE

PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT



SUSTAINABLE DEVELOPMENT

FEBRUARY 2009

| | |
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|  <small>TOWN PLANNING SCHEME NO 3</small> | FILE REF: <u>A970</u> |
| | COUNCIL APPROVED DATE <u>17</u> / <u>6</u> / <u>2008</u> |
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Record of the Adoption of the Falcon Village Precinct Plan (Design Criteria and Precinct Text)

| <i>Revision No & Date</i> | <i>Description</i> | <i>Endorsed by Council</i> | <i>Endorsed by WAPC</i> |
|-------------------------------|---|----------------------------|-------------------------|
| 0 (02.07) | Adopted for Final Approval | 20 February 2008 | N/A |
| 1 (02.08) | Modifications based on WAPC requirements | | |
| 2 (06.08) | Minor Modifications following advertising | 17 June 2008 | tbc |
| 3 (12.08) | Modifications based on DPI Comments | | |
| 4 (02.09) | Modified in accordance with WAPC approval | | 20 January 2009 |

Record of the Falcon Village Precinct Plan (Indicative Development Plan)

| <i>Plan No and Date</i> | <i>Description</i> | <i>Endorsed by Council</i> | <i>Endorsed by WAPC</i> |
|---------------------------------|--|----------------------------|-------------------------|
| 02/094/003 14 January 2003 | Draft (Adopted as draft Local Planning Policy) | 27 May 2003 | N/A |
| 02/094/003A 1 January 2004 | Adopted as Local Planning Policy No 7 | 19 August 2003 | N/A |
| 02/094/003B1 11 August 2006 | Adopted as draft Outline Development Plan – for advertising purposes | 20 September 2005 | N/A |
| 02/094/003C 15 March 2007 | Adopted as final Precinct Plan | 20 February 2007 | tbc |
| 02/094/003D 25 October 2007 | Interim Precinct Plan (Residential Component Only) | | 22 October 2007 |
| 02/094/003E 22 February 2008 | Modified for Advertising due to WAPC comments | | N/A |
| 02/094/003F 7 May 2008 | Minor Modifications following advertising | 17 June 2008 | |
| 02/094/003G 8 December 2008 | Addition of 'split' density codes to Mixed Use Precincts on Plan | | 20 January 2009 |

Record of Modifications to the approved Falcon Village Precinct Plan

| <i>Amendment No</i> | <i>Description</i> | <i>Endorsed by Council</i> | <i>Endorsed by WAPC</i> |
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1. INTRODUCTION

1.1 APPLICATION

These Design Criteria form part of the approved Precinct Plan for Falcon Village, providing design guidelines and development standards the Precinct Plan.

1.2 RELATIONSHIP TO TOWN PLANNING SCHEME NO 3 AND LOCAL PLANNING POLICIES

The approval of Falcon Village Precinct Plan is addressed through Clause 4.14.2 of Town Planning Scheme No 3.

Upon endorsement by Council and the Western Australian Planning Commission, these Design Criteria form part of the City of Mandurah's development approval process for the proposals within the Precinct Plan.

Therefore a provision, standard or requirement of the Precinct Plan (including these Design Criteria) shall be given the same force and effect as if it were a provision, standard or requirement of the Scheme.

The City of Mandurah may refuse an application for planning approval which is determined as not being consistent with the intent or content of these Design Criteria.

1.3 PRECINCT PLAN VISION

The vision of the Falcon Precinct Plan is as follows:

Integrate the existing and new Falcon /Miami shopping and community facilities into a single village centre which provides a safe and attractive environment for residents and visitors to shop, meet, recreate and conduct business.

The planning reflects Falcon's beachside holiday identity and reinforces a 'sense of place'. It will be a place the community will be proud of. This will be achieved through best practice in urban planning, traffic calming, landscaping, pedestrian access, design guidelines, environmental management and community consultation.

This is based on achieving an integrated centre with development that contributes to and reflects a 'village' theme.

The Falcon Village Precinct Plan has been prepared to coordinate and integrate land use development, urban design elements, infrastructure improvements and transport networks within the Precinct Area to ensure that it can function as a designated District Centre.

The Precinct Area is centrally located within Mandurah's southern urban growth corridor and as such represents a major opportunity as a strategic focal point for the surrounding community.

1.4 PRECINCT PLAN AIMS

Development should reflect the following aims of the Precinct Plan:

1. To consolidate the existing Falcon shopping centres with new commercial development into an integrated District Centre that provides for a range of land uses, community facilities, public transport, and high level of community interaction with attractive streetscapes that promote community identity and protects the areas integral environmental assets;
2. To provide for a range of residential densities and accommodation types, including short stay tourist accommodation;
3. To create a sustainable neighbourhood that incorporates the cultural values of Falcon, the natural ecology, walkable catchments, public transport, energy efficient design principles, economic development, community focus and diverse range of supporting land uses;
4. To create a 'Main Street Shopping Village' providing for a mixture of land uses;
5. To provide solutions to traffic circulation and management;
6. To improve the design standards of the built form to improve the streetscape appeal by providing a framework to guide future development and land uses;
7. To integrate and highlight the Precinct Area's natural assets; and
8. To develop a distinctive character and identity that reflects the cultural values of Falcon.

1.5 PRECINCT PLAN CONTEXT

1.5A Commercial/Retail Development

The existing retail development straddles either side of Old Coast Road, which has traditionally been a barrier to integrating the area into a walkable District Centre.

Falcon has been identified within the Mandurah's Local Commercial Strategy as a District Centre with a floor area of 17 000 square metres (GLA) to 2026. The Precinct Plan seeks to provide this level of retail development to provide a District Centre level of service.

To accommodate the retail needs of the local catchment area beyond simply convenience shopping, a small discount department store should be developed within commercial area on the eastern side of Old Coast Road.

To ensure that the Precinct Area is developed as an integrated mixed use centre, residential apartments should be developed above commercial buildings, and for permanent or short stay accommodation purposes.

1.5B Residential and Mixed Use Development

A range of residential densities are provided for with a range of accommodation types to compliment the commercial and community activities in the area, commensurate with a District Centre.

Residential development is provided through upper floor, mixed use development to compliment retail/office uses at ground level to assist in improved vibrancy, safety and surveillance of the businesses at all times.

Residential densities of up to R100 could be provided for permanent accommodation where mixed with commercial/retail development.

1.5C Tourist Development

The Precinct Area has traditionally provided for tourist accommodation (caravan parks and short stay accommodation) and therefore it is desirable to retain this tourist focus.

Tourist development is encouraged within the tourist and commercial nodes designated on the Precinct Plan.

There is an opportunity to develop a high quality resort type tourist accommodation addressing the foreshore area, as has been identified on the

Precinct Plan. Such provisions may be reviewed following the completion of the City's Local Tourism Planning Strategy.

It is intended that a linear landscaped access be provided through to the tourist nodes to create a pedestrian and slow speed vehicular spine linking to the commercial activity.

1.5D Precinct Interaction (Non-Retail Commercial Uses)

Commercial, mixed use and residential development will need to be suitably designed to provide for shared use opportunities, integration, quality streetscape and robustness to be able to evolve/adapt into alternative uses over time.

The Precinct Area is undergoing a transformation from a small holiday home settlement to a strategic District Centre servicing the surrounding urban growth corridor.

The Precinct Area currently lacks a number of key commercial services and community facilities required to service/support a District Centre, including:

- town square;
- mixed developments;
- offices;
- discount department store;
- restaurants;
- entertainment facilities;
- child care facilities;
- speciality stores; and
- medical/health care facilities.

Such uses and facilities will be encouraged to be provided within the Precinct Plan and are reflected in these Design Criteria.

1.6 PRECINCT PLANNING

Precinct Planning provides for a flexible, but comprehensive approach for the preparation of plans and policies that guide the development/redevelopment of strategic nodes within Mandurah.

The City of Mandurah has introduced the Precinct Plans to:

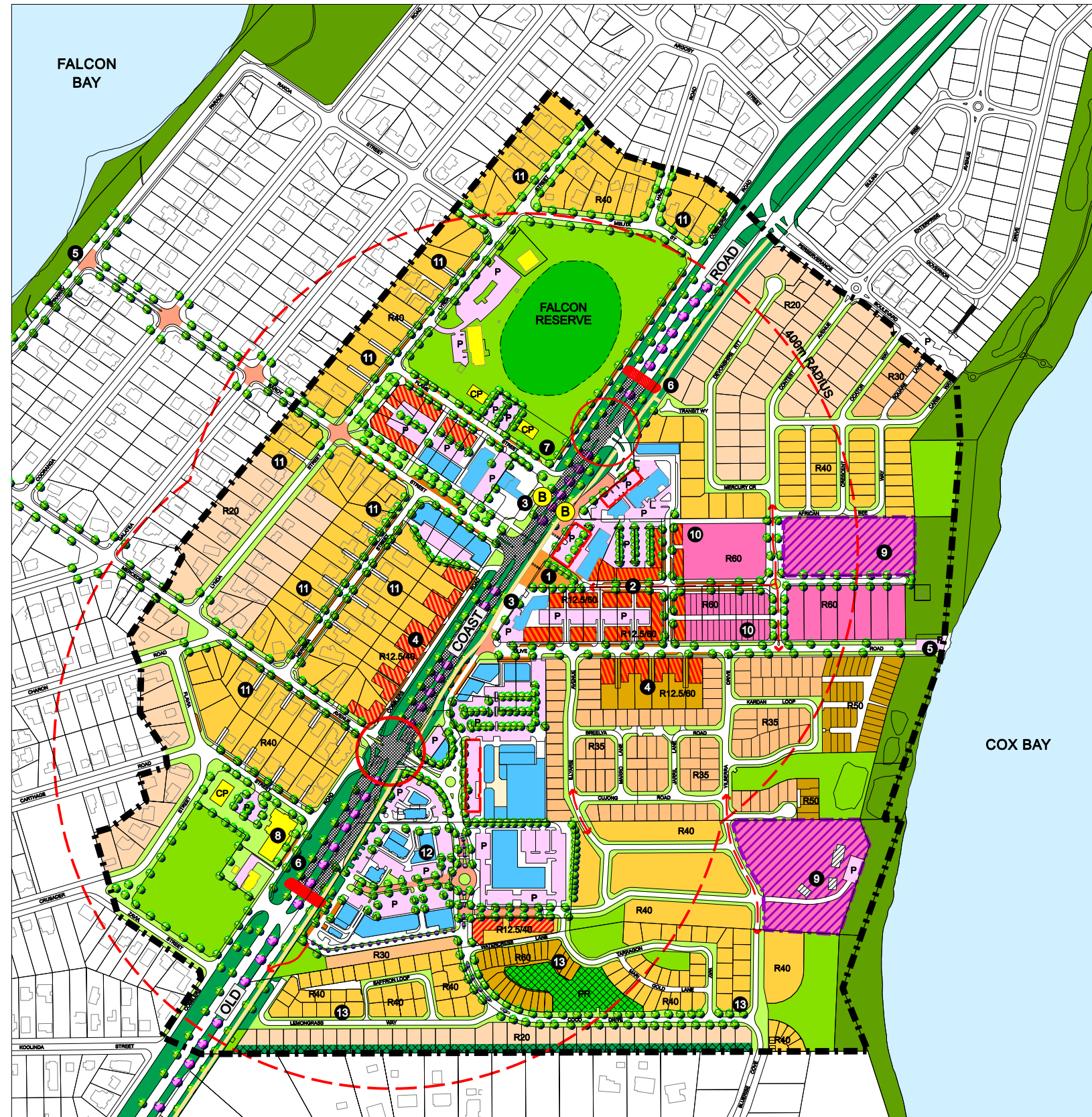
- (a) facilitate the coordinated development of numerous land uses into a single integrated precinct area;
- (b) guide subdivision, land use, development and infrastructure provision in accordance with an overall strategic vision to reflect the needs and cultural values of the residents;
- (c) ensure that the character, amenity and environmental aspects/assets of the defined Precinct area are protected; and
- (d) ensure that the district level commercial centre can be developed in a sustainable manner.

VISION

INTEGRATE THE EXISTING AND NEW FALCON/MIAMI SHOPPING AND COMMUNITY FACILITIES INTO A SINGLE VILLAGE CENTRE WHICH PROVIDES A UNIQUE SENSE OF PLACE, A SAFE SLOW SPEED ENVIRONMENT AND A PLEASANT LANDSCAPE SETTING.

PRECINCT PLAN NOTES

- 1 VILLAGE SQUARE**
 - IDENTIFIED COMMUNITY MEETING PLACE
 - LOCATED ADJACENT TO BAROY STREET PEDESTRIAN CROSSING AND LINKS BETWEEN FALCON BAY AND COX BAY
 - ENCOURAGE NORTH FACING ALFRESCO DINING AT TAVERN
 - CONTROL LOW SPEED ENVIRONMENT IN SHARED SPACE SERVICE ROAD
 - OPPORTUNITY FOR PUBLIC ART
 - QUALITY PAVING TREATMENT/LANDSCAPE SPACE
- 2 NEW MAIN STREET MIXED USE PRECINCT**
 - LINK BETWEEN VILLAGE SQUARE AND TOURIST PRECINCT / FORESHORE
- 3 BUS STOPS**
 - TO BE LOCATED ADJACENT TO VILLAGE SQUARE
- 4 MIXED USE COMMERCIAL RESIDENTIAL**
 - BUILT FORM FRONTING THE STREET
 - VEHICULAR ACCESS TO RESIDENTIAL DWELLINGS TO THE REAR OF LOTS
 - BUILT FORM TO HAVE MINIMUM STREET SETBACK
- 5 FOCAL PUBLIC AND TOURIST RECREATION NODE**
 - SPECIAL LANDSCAPING AND LANDMARK FEATURE
 - PARKING, PICNIC AREAS, SHADE TREES, BOAT LAUNCHING FOR SMALL CRAFT
- 6 INTEGRATOR ARTERIAL BETWEEN ENTRANCE STATEMENTS**
 - DISTRICT DISTRIBUTOR 'B' WITH SERVICE ROADS TO INTEGRATE VILLAGE
 - DEFINE 'FALCON VILLAGE' THROUGH THEMED SIGNAGE, ENTRY STATEMENTS, LIGHTING AND LANDSCAPING
 - MANAGE THE TRAFFIC SPEED ENVIRONMENT
- 7 FALCON SKATE PARK**
- 8 FALCON E-LIBRARY**
- 9 SHORT STAY / TOURIST ACCOMMODATION**
 - LOCATED ADJACENT TO WATER / FORESHORE EDGE
 - INTEGRATED INTO VILLAGE PRECINCT
 - DEVELOPMENT GUIDE PLAN REQUIRED TO BE PREPARED BY LANDOWNER AND APPROVED BY COUNCIL
- 10 TOURIST / MIXED USE DEVELOPMENT**
 - TO BE DESIGNED TO PROVIDE FOR SHORT-STAY ACCOMMODATION AND TOURIST USES.
 - INDICATIVE R60 SUBDIVISION LAYOUT PROVIDED WITH NEW PUBLIC ROADS ON BOUNDARIES AND REAR LANEWAY ACCESS FOR GARAGES
- 11 R40 RESIDENTIAL RE-DEVELOPMENT**
 - REDEVELOPMENT TO OCCUR IN PAIRS, WITH CO-ORDINATED AND LIMITED VEHICULAR ACCESS POINTS
 - DWELLINGS TO ADDRESS THE STREET
- 12 NEW MAIN STREET MIXED USE PRECINCT**
 - DEVELOPMENT TO BE BUILT TO STREET EDGES WITH ON-STREET AND OFF STREET PARKING
 - LOCATED BEHIND AND SLEEVED BY BUILDINGS
 - SHARED PARKING PROVISIONS TO BE PROVIDED
- 13 TREE PRESERVATION AREA**
 - DESIGNATION APPLIES TO 'COCO C'BAY' ESTATE (AS PER PREVIOUSLY APPROVED OUTLINE DEVELOPMENT PLAN FOR LOT 501 OLD COAST ROAD, FALCON)



LEGEND

- COMMERCIAL / RETAIL (R12.5 / R100)
- MIXED USE (COMMERCIAL / RESIDENTIAL) (R12.5 / R60)
- MIXED USE (COMMERCIAL / RESIDENTIAL) (R12.5 / R40)
- (NB: SUBDIVISION POTENTIAL RESTRICTED TO LOWER DENSITY UNLESS OTHERWISE DEVELOPED)
- MIXED USE (TOURIST / RESIDENTIAL R60)
- TOURIST DEVELOPMENT (SUBJECT TO DEVELOPMENT GUIDE PLAN)
- RESIDENTIAL R60
- RESIDENTIAL R50
- RESIDENTIAL R40
- RESIDENTIAL R35
- RESIDENTIAL R30
- RESIDENTIAL R20
- COMMUNITY PURPOSE
- REGIONAL OPEN SPACE
- PUBLIC OPEN SPACE
- PRIVATE RECREATION
- TREE PRESERVATION AREA
- PARKING NODE

REFER TO PRECINCT TEXT / DESIGN GUIDELINES FOR DEVELOPMENT STANDARDS & LAND USE

NOTE: THIS IS NOT A ZONING PLAN BUT REPRESENTS AN INDICATIVE LAYOUT OF THE PRECINCT AREA TO HELP GUIDE THE ASSESSMENT OF SUBDIVISION AND DEVELOPMENT APPLICATIONS

- TRAFFIC SIGNALS (EXISTING AND PROPOSED)
- NOTE: OWNERS OF LOTS 501, 508 AND 598 OLD COAST ROAD TO CONTRIBUTE TO CONSTRUCTION OF MERCEUS AVENUE SIGNALS
- PROPOSED ENTRY STATEMENTS
- 400m RADIUS (5 min walk) WALKABLE CATCHMENT
- SHARED PATHS
- BUS STOP
- NEW / PROPOSED KEY ROAD CONNECTION
- POSSIBLE LONG TERM MIXED USE INFILL DEVELOPMENT ALONG STREET EDGES
- PRECINCT BOUNDARY

FALCON VILLAGE PRECINCT PLAN

FIGURE 1: INDICATIVE DEVELOPMENT PLAN

DATE - 8 DECEMBER 2008
PLAN NO - 02/094/003G

0 100 200 300m
1:3000 @ A1; 1:6000 @ A3

2. DEVELOPMENT REQUIREMENTS

The following standards and guidelines shall apply throughout the Precinct Area unless they are not applicable for that particular development (e.g. a commercial requirement for a residential development). For any development within the Precinct Area, the focus shall be on achieving quality built form outcomes, with a priority to urban design objectives above compliance with development standards, which are reflected in the following.

2.1 ARCHITECTURAL THEME

The architectural theme is as follows:

- **Quality Built Form/Urban Design;**
- **A 'Village' Theme.**

This shall be provided through the following:

- *Buildings should be designed in order to contribute towards the amenity of the village centre, contributing to the unique sense of place and landscape setting.*
- *Building identity should be enhanced through detailing of elements, including awnings, canopies, verandahs, etc in conjunction with the use of building materials and colour.*
- *Articulation of the buildings should reduce the perceived visual bulk of buildings.*
- *Particular design emphasis should be given to buildings on corners of street/driveway edges, by addressing both frontages and incorporating distinctive design feature(s).*
- *Roof forms should be clearly articulated, with pitched roofs (with a range between 25° and 45°) being required and provided as an integral part of the building design.*
- *A mix of materials and colours, reflective of the above themes. The extensive use of tilt-up concrete walls is not acceptable, and if used, shall be broken up with a range of materials, articulation and colours.*
- *A strong emphasis on window openings for shop fronts, with clear glass. Painting out or enclosure of shop windows will not be permitted.*

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2.2 DESIRED URBAN FORM

The following images demonstrate the Desired Urban Form for the general land use categories shown on the Precinct Plan

Commercial / Mixed Use



Tourist / Mixed Use and Medium Density Residential



2.3 LAND USES

2.3A Intent and Purpose of the Zones and Land Use Categories

General

To provide flexibility in future land uses having regard to the general intent of each zone and the Precinct Plan.

Commercial/Retail

To activate the street level with commercial/retail uses and allow other complimentary uses above and at the rear (i.e. commercial, accommodation, tourism etc).

Mixed Use

To provide for a mixture of complimentary uses (i.e. commercial, retail, accommodation, tourism etc). The ground floor should be adaptable for commercial/retail purposes to help activate the street.

Tourism Mixed Use

To provide for a mixture of complimentary uses (i.e. commercial, retail, accommodation, tourism etc) and to enable a focus on tourist development.

Residential

To provide for high quality residential development and allow complimentary land uses where appropriate.

Tourist Development

To develop more detailed development controls for large redevelopment sites and to enable a focus on tourist development.

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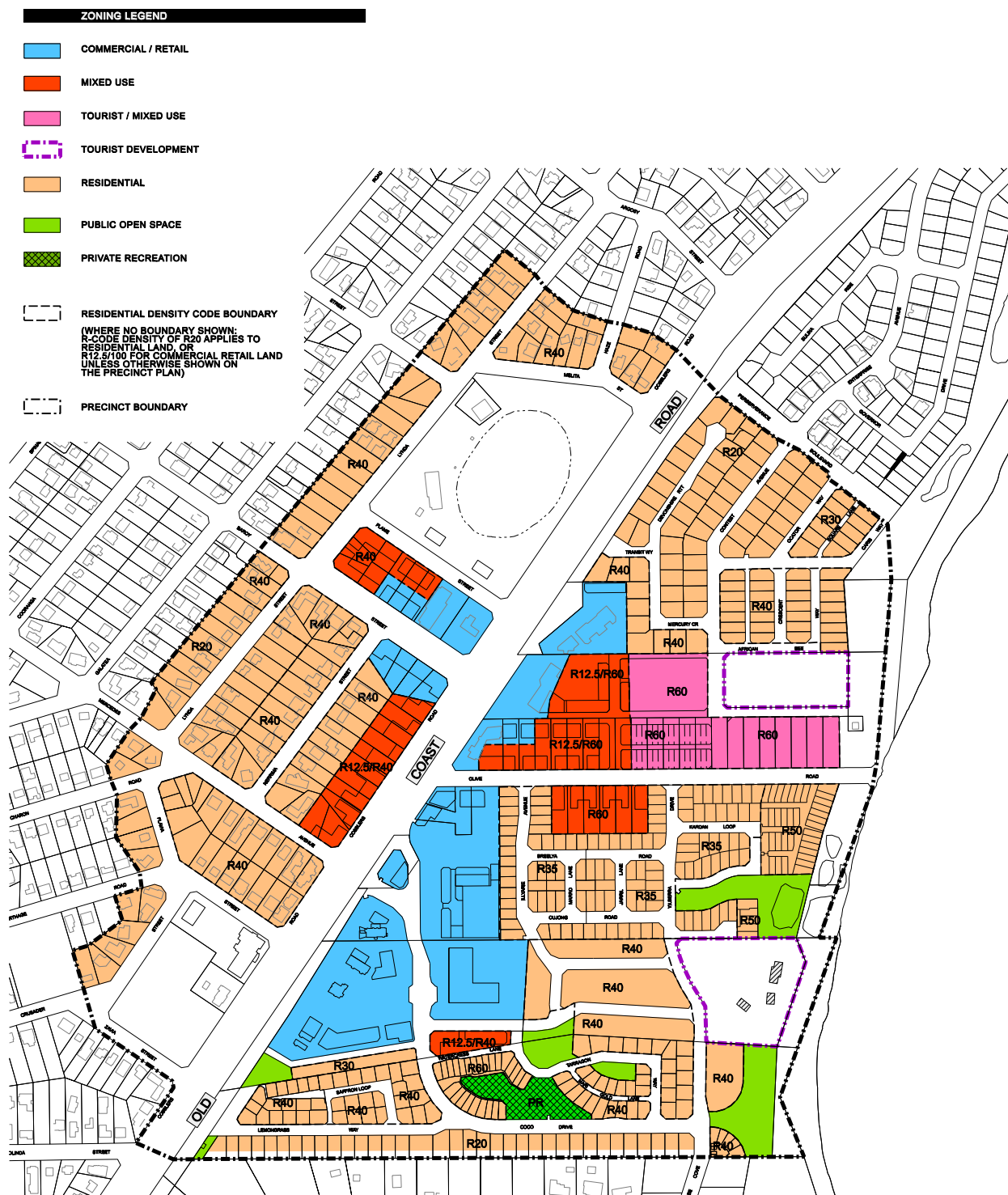
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2.3B Zoning and Land Uses

Land uses within the Precinct Area shall be as per **Table 1** below, based on the Simplified Zoning and Land Use Plan shown as **Figure 2**.

The Zoning and Land Use Plan contained within the Precinct Plan has been prepared for the purposes of determining the appropriate distribution of land uses.

Figure 2 Simplified Zoning Plan



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Table 1

| Zoning | Commercial/Retail (Ground Level) | Mixed Use (Ground Level) | Commercial/Retail (Other than Ground Level) | Mixed Use (Other than Ground Level) | Tourist/Mixed Use | Residential | Tourist Development |
|---------------------------|----------------------------------|--------------------------|---|-------------------------------------|-------------------|-------------|--|
| Use Class | | | | | | | |
| Bed and Breakfast | AA | AA | P | | P | AA | Refer to Development Guide Plan (Refer to Clause 3.3 of Design Criteria) |
| Car Park | AA | AA | AA | | AA | SA | |
| Caravan Park | X | X | IP | | P | X | |
| Caretakers Dwelling | AA | AA | AA | | IP | X | |
| Child Care Premises | AA | AA | AA | | AA | SA | |
| Civic Use | P | P | P | | P | P | |
| Club Premises | AA | AA | AA | | AA | X | |
| Consulting Rooms | P | P | AA | | AA | IP | |
| Convenience Store | P | P | AA | | P | X | |
| Dwelling (Single) | AA | * | P | | AA | P | |
| Dwelling (Grouped) | AA | * | P | | P | P | |
| Dwelling (Multiple) | AA | * | P | | P | P | |
| Guest House | SA | SA | P | | P | P | |
| Health Studio | P | P | P | | P | X | |
| Home Occupation | IP | IP | IP | | IP | IP | |
| Holiday Home | AA | AA | P | | AA | AA | |
| Hotel | AA | AA | AA | | AA | X | |
| Lodging House | X | AA | AA | | P | SA | |
| Medical Centre / Clinic | P | P | AA | | AA | SA | |
| Motel | AA | AA | P | | P | X | |
| Office | P | P | P | | AA | SA | |
| Public Worship – Place Of | P | P | AA | | AA | SA | |
| Reception Centre | P | P | P | | P | X | |
| Recreation – Private | P | P | AA | | IP | X | |
| Restaurant | P | P | P | | P | X | |
| Serviced Apartments | AA | P | P | | P | X | |
| Shop | P | P | IP | | AA | X | |
| Showroom | P | P | AA | | SA | X | |
| Tavern | AA | SA | SA | | SA | X | |
| Tourist Resort | AA | AA | P | | P | X | |

'P' means the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;

'AA' means the use is not permitted unless the Council has exercised its discretion by granting planning approval;

* refer to clause 2.3C

SA' means the use is not permitted unless the Council has exercised its discretion by granting planning approved after giving special notice of the application;

'X' means the use is not permitted by the Scheme

'IP' Not permitted unless incidental to predominant use.

2.3C Residential Development in Mixed Use Zone

East of Old Coast Road

Dwellings (Single, Grouped, Multiple) are a permitted use. However, in a mixed-use development, dwellings are not permitted on the ground floor.

West of Old Coast Road

Dwellings (Single, Grouped, Multiple) are a permitted use. In a mixed-use development, dwellings may be permitted on the ground floor.

2.3D Unlisted Uses

Where a use is not listed in Table 1, there may be examples where a land use is:

- (a) Listed in another zone within Scheme 3; or
- (b) Is not listed in Table 1 or Scheme 3;

In these circumstances, Council may, notwithstanding any other provision of Scheme 3:

- (a) determine that the use is consistent with the objectives and purposes of the particular zone and is therefore permitted; or
- (b) determine that the proposed use may be consistent with the objectives and purpose of the zone and thereafter follow the 'SA' procedures of Clause 7.3 of Scheme 3 in considering an application for planning approval; or
- (c) determine that the use is not consistent with the objectives and purposes of the particular zone and is therefore not permitted."

2.3E Application of the Residential Design Codes

- (a) The provisions of the Residential Design Codes shall apply to any relevant development or subdivision unless otherwise stated, noting section 4.2 of the Residential Design Codes provides provisions relating to mixed use development.
- (b) The provisions and intent of the Precinct Plan shall prevail where there is a conflict with the Residential Design Codes.

Tourism Development

- (c) All units in any development designed primarily for tourist occupation shall not be subject to compliance with the R-Codes in regard to minimum site area required per dwelling.

- (d) This clause is subject to such units being occupied by any person is limited to a maximum of three months in any 12-month period. Such restriction shall be placed on any planning approval issued and subsequent management statement of a strata scheme.

Variation to Residential Design Codes

- (e) Where a 'split' density code is shown on the Precinct Plan, the development potential is the higher density shown. Subdivision potential is restricted to the lower density shown, unless subdivision is consistent with existing and/or approved development which is deemed acceptable in terms of the Precinct Plan.

2.3F Definitions

For the purposes of Interpretation of those land uses listed in Table 1, but not defined in Appendix 1 of Scheme 3, the following shall apply:

"guest house" means integrated premises for short-stay guests comprising serviced accommodation units and on-site tourism facilities such as reception, centralised dining, and management, and where occupation by any person is limited to a maximum of three months in any 12-month period.

"holiday home" means a residential building used to provide accommodation for short-stay guests, rather than permanent residency, and excluding those uses more specifically defined elsewhere.

"tourist resort" means integrated, purpose-built luxury or experiential premises for short-stay guests comprising accommodation units and on-site tourism facilities such as reception, restaurant and leisure facilities like swimming pool, gymnasium, tennis courts, and where occupation by any person is limited to a maximum of three months in any 12-month period.

"serviced apartment" means a complex where all units or apartments provide for self-contained accommodation for short-stay guests, where integrated reception and recreation facilities may be provided, and where occupation by any person is limited to a maximum of three months in any 12-month period;

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2.4B Additional Provisions

Generally, development is to be low scale, with 2-3 storeys being acceptable, together with some opportunities for a fourth floor to operate as a residential roof terrace or loft space.

Maximum buildings heights for the Precinct Area are provided on Figure 3 however the following should be noted:

- (a) Existing commercial/retail buildings shall be encouraged to develop an additional level for additional commercial or residential development to contribute to a mixed use centre.
- (b) New mixed use and medium density residential development (R40+) should be developed as minimum two storeys.
- (c) Where there is commercial development proposed adjoining residential development, due regard shall be given to minimising bulk and height of the commercial building to the residential development.

2.4C Landmark Sites

A number of lots have been shown as 'Landmark Buildings' on the Development Height Plan. The main purpose of the landmark building is to serve as a key marker and define the key entries for the Precinct Area.

These sites maybe developed with additional height above that provided on the Development Height Plan, through the use of decorative parapets, tower elements or similar features to give prominence to these buildings and corners.

Examples of treatments include:

- Additional floor height;
- Distinctive roof form;
- Articulation of corner wall elements; and
- Special balcony treatments.

2.5 SITE LAYOUT AND BUILDING FORM

2.5A Commercial Development

(Applicable to '**Commercial / Retail**' and '**Mixed Use**' development)

- (a) Site layout (setbacks, building layouts etc) detailed in **Figure 1** are indicative only;
- (b) A high quality architectural theme shall be provided, based on achieving a village theme, as referred to in Section 2;
- (c) Buildings to be built to street / access edges with active frontages and on street parking;
- (d) Nil setbacks to street / new access ways. Upper levels to provide variation in elevation treatment through use of balconies / articulation;
- (e) Large expanses of car parking or long term parking to be at the rear of buildings, as generally shown on **Figure 1**;
- (f) Service and bin store locations to be at the rear of buildings

2.5B Tourist / Mixed Use

- (a) Development is to be designed to provide for tourist orientated uses, consistent with Council's draft Local Planning Tourism Strategy;
- (b) Indicative R60 site layout provided with new public roads on boundaries and new rear laneway;
- (c) A high quality architecture shall be provided, based on achieving a Village Theme;
- (d) Buildings to be built to street / access edges with active frontages and on street parking and shall include a front setback of 2.0m (3.0m maximum);
- (e) Nil setbacks to rear / new access ways. Upper levels to provide variation in elevation treatment through use of balconies / articulation;
- (f) Where a laneway is not proposed, redevelopment to occur in pairs with co-ordinated and limited access points to Olive Road, protected through reciprocal rights of access easements;
- (g) Should landowners decide to develop at various times, the long-term objective (as generally shown on **Figure 1**) should be achieved by one or more of proposed residential lots remaining vacant to provide access to other sites, until such time as a shared access mews can be provided.

2.5C Medium Density Residential

The following provisions shall over-ride the R-Codes in respect to grouped dwelling development within the **Residential R40** areas west of Old Coast Road:

- (a) A clearly defined entrance to street for front dwellings is to be provided;
- (b) A quality architectural design is to be provided. This can be achieved in a variety of ways, including, but not limited to:
 - The types of materials and colours used;
 - The roof form and pitched, including high pitched roofs, skillion or curved roof forms;
 - Verandahs, porches and architectural features to be provided;
 - Contrasting and diverse colours to be provided within the design and materials.

Front Dwellings

- (c) A 2.0m primary street setback is permitted;
- (d) No courtyard / private open space to be located in front setback area;
- (e) Front fencing to be no higher than 1.2m;
- (f) Nil side setbacks permitted between dwellings on same lot;
- (g) Garages to be accessed from shared driveway at the rear;
- (h) Building design to ensure visual surveillance of the shared driveway. This could be achieved through the use of balconies, windows from a habitable room, or the garage / carport not being fully enclosed.

Rear Dwellings

- (i) Front door/entrance to be provided in designated location (**Refer Figure 4**) (Setback 1.0m min from shared access)
- (j) Building design to ensure visual surveillance of the shared driveway. This could be achieved through the use of balconies, windows from a habitable room, or the garage / carport not being fully enclosed.

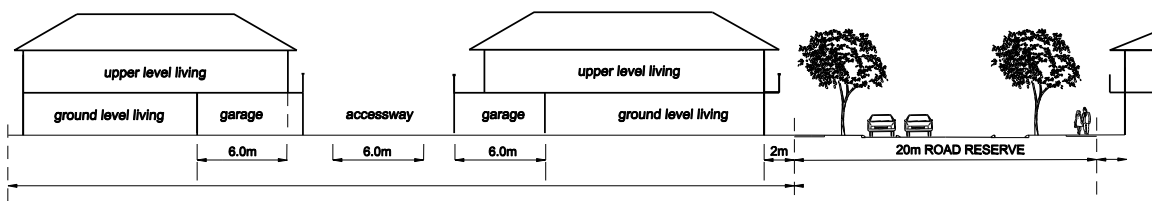
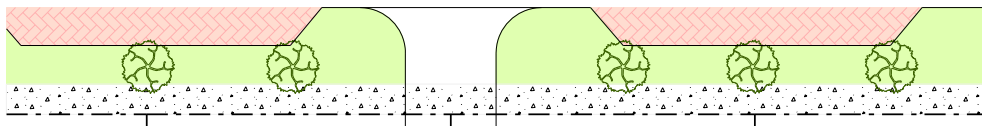
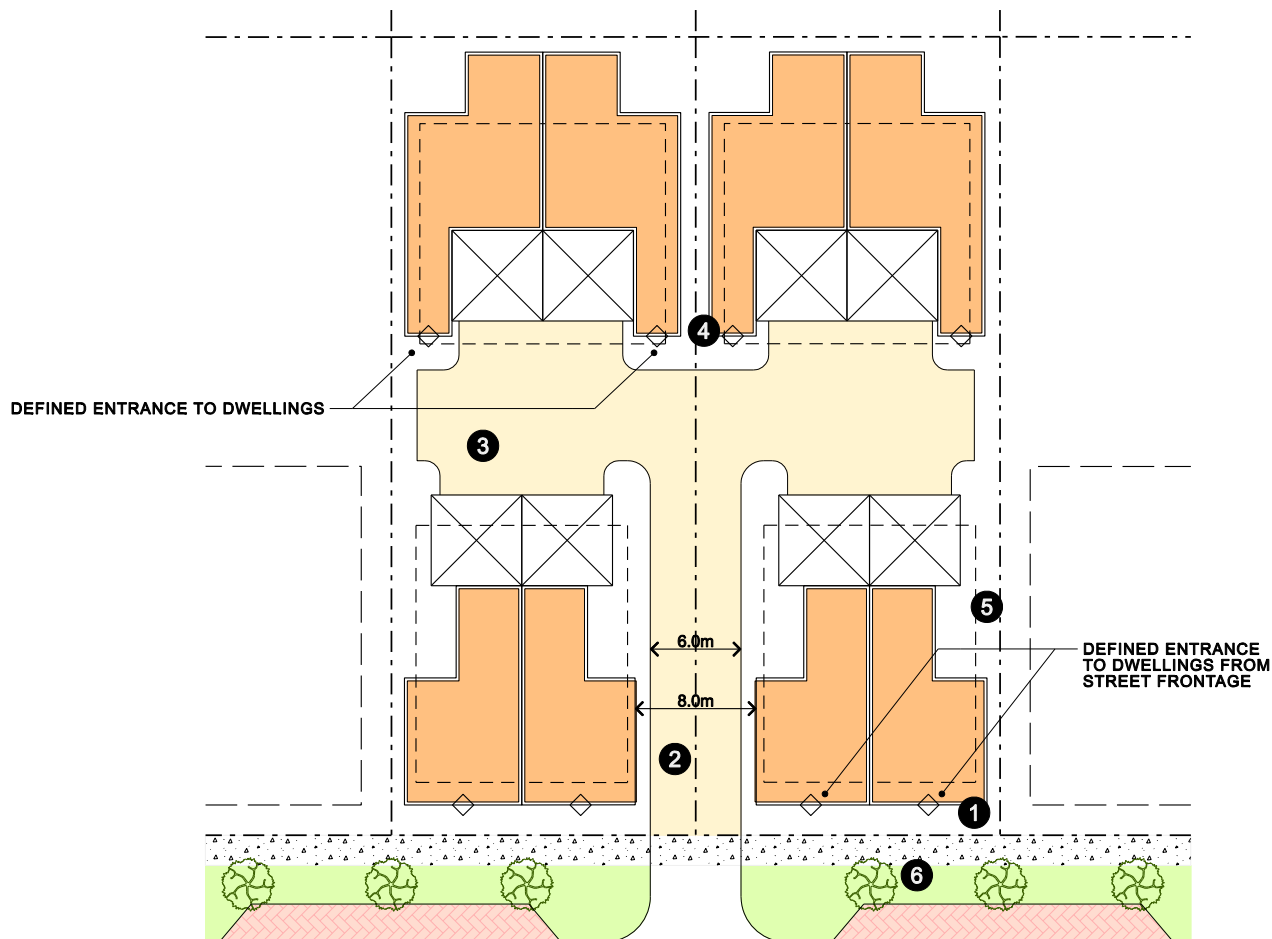
- (k) Nil side setback between dwellings on same lot, with side setbacks to lot boundary to be as per the R-Codes.
- (l) Garage to be setback 2.0m min from access mews (or 1.0m behind front door) (**Refer Figure 4**)

2.5D Private Open Space

- (a) For residential uses, private open space, accessible from a living area is to be provided for each dwelling.
- (b) This area of private open space may be:
 - at ground level with a minimum dimension of 4.0 metres and minimum area 16.0 square metres, however cannot be located within the front setback area; or
 - as a deck or balcony on an upper floor.
- (c) Buildings should be designed to minimise overlooking to other sites private open space, to provide privacy to users.

2.5E Energy Efficient Design

- (a) Dwellings should be orientated and designed to make best use of solar energy, natural ventilation and daylight in order to reduce energy requirements for dwellings. This could be achieved via the following, but not limited to:
 - Courtyards, open space and living areas located on the northern side of dwellings;
 - Use of shading, materials and glazing on east and west facades.
- (b) Water conservation opportunities to be explored in the design of a development, which could be achieved but not limited to:
 - Use of landscaping and choice of plants;
 - The services and appliances used in the dwellings



REQUIREMENTS

- ❶ 2.0M FRONT SETBACK, WITH BALCONIES PERMITTED TO BE 1.0M SETBACK FROM BOUNDARY. CLEARLY DEFINED ENTRANCE TO DWELLING TO STREET, WITH NO PRIVATE OPEN SPACE / COURTYARDS AT GROUND LEVEL PERMITTED WITHIN FRONT SETBACK.
- ❷ SHARED CROSSOVER BETWEEN TWO LOTS WITH A TOTAL WIDTH OF 6.0M (3.0M EACH ON EACH LOT). BUILDINGS SETBACK 1.0M FROM DRIVEWAY. SETBACK TO BE LANDSCAPED AND PROVIDED WITH SUITABLE LIGHTING.
- ❸ DRIVEWAY IN AN 'L' SHAPE CONFIGURATION, WITH ALL PARKING OFF REAR PORTION OF ACCESS
- ❹ DEFINED ENTRANCES TO REAR DWELLINGS.
- ❺ POSSIBLE EXTENT OF UPPER STOREY ELEMENT SHOWN DOTTED. SIDE BOUNDARIES TO BE AS PER RESIDENTIAL DESIGN CODES.
- ❻ UPGRADED STREET VERGE, WITH QUALITY LANDSCAPING TREATMENT, STREET TREES AND NEW FOOTPATH. VISITOR PARKING PROVIDED AS ON-STREET PARKING, CONSTRUCTED TO CITY OF MANDURAH SPECIFICATIONS, WHERE SUITABLE.

FALCON VILLAGE PRECINCT PLAN

FIGURE 4 - RESIDENTIAL R40 SITE LAYOUT

0 5 10m
 S: 1:500 @ A4
 d: 8 DECEMBER 2008
 p: 02/094-sl
 ALL DETAILS INDICATIVE ONLY
 PREPARED FOR ILLUSTRATIVE PURPOSES
 TWO LOTS SHOWN



2.6 VEHICULAR AND PEDESTRIAN INFRASTRUCTURE

2.6A General

- (a) Where access is available from a rear laneway or mews, vehicular access and crossovers for residents and employees is to be the laneway or mews.
- (b) The number of crossovers from a public street shall be minimised and shared, where appropriate. The shared access may be protected through a reciprocal rights of access agreement / easement
- (f) Bollard or pole lighting to be provided within access mews;
- (g) Surveillance of mews area to be provided from all dwellings;
- (h) Visitors bays maybe located in verge

2.6B Commercial Development

(Applicable to '**Commercial / Retail**,' **Mixed Use**' and '**Tourist**' development)

- (a) Main access ways and service roads shall be designed with red-oxidised asphalt or an appropriate mix of materials (using brick paving where appropriate);
- (b) Pedestrian paths and shared paths shall be required to be provided as part of development approvals around all buildings and along all streets and access ways;
- (c) New access ways within the site, if required, must be provided as part of development and / or subdivision process.

2.6C Medium Density Residential Development

- (a) For lots with shared access ways indicated on the Precinct Plan, a maximum 3.0m access way width is required per lot (and protected through 'reciprocal rights of access' easements).
- (b) Where a shared access way is not shown on the Precinct Plan (primarily due to irregular shaped lots), the development shall comply with the objectives of minimising crossovers and addressing the street;
- (c) Mews to be red asphalt with paved entrance to street;
- (d) Crossover to be brick paved;
- (e) High quality landscaping along driveway and verge;

2.7 GENERAL PROVISIONS

2.7A Signage

A high standard of signage is required as an integral part in achieving the urban design standards sought for the Precinct Area. As a result the following provisions shall apply:

- (a) Signage shall be integrated into the design of the building, and should be aligned with and related to the architectural design of a building façade and should not obscure architectural features;

Signs on buildings may be located in an approved combination of the following

- The fascia of a verandah or awning;
- Suspended beneath a verandah or first floor balcony at right angles to the building provided there minimum clearance 2.75m between the bottom of the sign and the pavement;

- (b) Signage is not permitted above the roofline;

- (c) Street numbering is encouraged to be provided on one sign on the front façade;

- (d) In buildings with multiple tenants, shared signage is to be provided;

- (e) Pylon signs (including 'monolith signs') are not permitted unless they have been approved prior to the approval of the final Precinct Plan, or as required by other relevant legislation or regulations;

(NOTE: It is acknowledged that Local Planning Policy No 9 allows for pylon signage larger these requirements (due to being located in the 'Falcon District Centre', however a number of signs have been approved using these standards, and as such it is considered inappropriate to approve additional pylon signs using these guidelines).

- (f) The proposed locations for signs in accordance with these guidelines are to be nominated at the time of application for planning approvals for the development.

2.7B Car Parking

On-site parking ratios are as follows:

(a) Commercial Uses

| | |
|--------------|---|
| Shop/Retail: | 6 bays per 100m ² GLA; |
| Restaurant: | 1 per 4 seats; |
| Office: | 1 per 35m ² GLA; and / or |
| Other: | As per Commercial Zone, or as otherwise provided in Scheme 3. |

(b) Residential and Tourism Accommodation Uses

As per R-Codes, except for the following:

- Tourist Accommodation:
1 per unit/dwelling;
- Visitor Parking:
May be provided as on-street parking

(c) Additional Provisions

- Large expanse of car parking areas are not permitted in order, to ensure that the Precinct Area has a high degree of urban cohesiveness, pedestrian movement, landscaping and buildings are able to be built up to the street edge.
- It is the aim that parking bays within the Precinct Area are distributed as a shared and integrated approach, as shown on the Precinct Plan.
- Council is keen to promote and encourage consolidated car parking arrangements between respective landowners, rather than car parking facilities being provided that only serve specific developments and/or allocated to individual lots.
- Where appropriate, Council may consider the provision of off-site car parking bays (within the road verges) or cash-in-lieu contributions to address any short falls in the provision of on-site car parking bays.
- Car parking areas should be designed to address the elements of security, lighting, pedestrian access, landscaping, traffic access, disabled access, shelter, signage, bicycle facilities and integration with adjoining development.

2.7C Servicing

- (a) In order to ensure active street fronts and public spaces, all rubbish collection, loading areas and service zones shall be located at the rear of the building.
- (b) All services located on the roof (eg air-conditioners etc) shall be designed to be integrated into the roof design and shall not be visible from the surrounds, noting that adjoining buildings may be developed with a number of levels.

2.7D Trees and Landscaping

- (a) The existing trees and vegetation within the Precinct Area, particularly along Old Coast Road and street verges, provides a high degree of amenity to the Precinct Area.

Therefore, every effort shall be made to ensure protection of trees, and natural vegetation as part of the built form, particularly for the un-developed land east of Old Coast Road.

- (b) Detailed vegetation and tree surveys will be required at the appropriate planning stage.
- (c) For commercial and mixed use developments, high quality landscaping shall be required as part of the approval of any development, and shall include the upgrading and maintenance of the street verge, where applicable.
- (d) Landscaping should be designed using water sensitive design principles, with native plants being preferred.
- (e) No street trees shall be removed, without the prior written approval of the City of Mandurah.

2.7E Noise Attenuation

Noise attenuation design will need to be addressed where:

- Residential development abuts the Old Coast Road;
- Non-residential (eg commercial / retail) development abuts or is adjacent to residential development;
- Mixed used developments (residential over commercial); and / or
- New residential development abutting or adjacent to commercial development.

An Acoustic Report will need to be prepared by a qualified acoustic (noise) consultant to confirm that the building (in terms of design, layout and/or construction) will comply with the Satisfactory Recommended Design Sound Level for the relevant type of occupancy or activity as specified in Australian Standard 2107:2000.

Generally the Acoustic Report will be required to be submitted to the City for assessment and approval and recommendations implemented (where necessary) prior to the issue of a building licence, however there may be circumstances where the Acoustic Report will be required to be submitted with a planning application.

Council's Noise Attenuation Policy (Local Planning Policy No 15) details the requirements of an Acoustic Report.

2.7F Detailed Area Plans

There may be circumstances where Detailed Area Plans are required as a condition of subdivision, where small lot subdivision has been proposed.

Any provisions contained within an approved Detailed Area Plan are to be deemed to be an approved variation to any criteria contained within the Design Criteria.

3. ADMINISTRATION

3.1 IMPLEMENTATION

As referred to in Section 1.2 of this Design Criteria, the Precinct Plan (once endorsed by Council and adopted by the WAPC), requires that all development and subdivision will be determined in accordance with the Precinct Plan.

3.2 MODIFICATIONS TO THE PRECINCT PLAN

There maybe circumstances under which the Precinct Plan may warrant modification, either through a Council initiative, or upon a request from a landowner or the community.

On this basis, Council may consider modifications to the Precinct Plan, subject to the following qualifications, whereby any proposed modifications to either the land use or layout of the Falcon Precinct Plan:

- (a) Must not compromise the overall function or integrity of the Precinct Area;
- (b) Must be consistent with the Vision and Aims of the Precinct Plan;
- (c) Must not prejudice adjoining landowners in terms of amenity, interface or integration;
- (d) Must be able to demonstrate an improvement to the overall design and function of the Precinct Area.
- (e) Where relevant, all costs associated must be borne by the Applicant;

Such modifications, if deemed acceptable, will need to be undertaken by the process outlined by Clause 7.11 of Scheme 3 (Outline Development Plans).

3.3 LANDOWNER RESPONSIBILITIES

Arising from subdivision or development proposals within the Precinct Plan, landowners / developers in the relevant locations will be responsible for the following:

Development Guide Plan

Two locations within the Precinct Plan have been identified as being subject to a Development Guide Plan being Lot 53 Olive Road and Lot 505 Bluerise Cove.

These two locations will be treated as if they are zoned 'Special Development' in Scheme 3 and prior to any subdivision or development, the landowner will be required to prepare a Development Guide Plan as set out in Clause 4.13.4 of Scheme 3.

Primarily the Development Guide Plan shall address the following:

- Land Uses, which shall be tourist related (unless recommended otherwise by the City's Local Tourism Strategy);
- Location of buildings, access points, and services;
- Building height, which shall be designed in accordance with the Vision, Aims and Context of the Precinct Plan, and based on the general requirements of the Design Criteria.

The Development Guide Plan will be required to undergo public advertising as set out in Clause 4.13.4.2 of Scheme 3.

Mercedes Avenue Traffic Signals

The owners of Lots 501, 506 and 598 Old Coast Road shall contribute to the construction of the Mercedes Avenue Traffic Signals, as per previous arrangements noted on the relevant Outline Development Plan(s).

Foreshore Management Plans

For subdivision or development proposals located adjacent to the Estuary Foreshore and Regional Open Space, a condition of subdivision and / or development approval (in which ever occurs first) will require the preparation and implementation of a Foreshore Management Plan at the developers cost in accordance with City of Mandurah's requirements for Foreshore Management Plans.

3.4 NON-STATUTORY RECOMMENDATIONS

In order to provide upgrades to the public infrastructure and amenity within the Precinct Area, it is recommended that the City of Mandurah prepare a Local Area Improvement Plan, which will need to address (as a minimum) the following:

- Detailed landscape plans for the Village Square
- Signage Concept Plan to be used for public signage, street signage and entry statements;
- Landscape Master Plan (to address street trees themes, lighting, paving treatments) for Old Coast Road and key streets within the Precinct Area in addition to existing public open space;
- A Bicycle Network/Dual Use Path Plan to further refine pedestrian movements within the Precinct Area.
- Detailed plans of other identified infrastructure within the Precinct Area.

The Local Area Improvement Plan, once prepared, will be advertised for public comment prior to final endorsement by Council.

3.5 DEVELOPMENT CONTRIBUTION SCHEME

In order to implement the Local Area Improvement Plan, the City of Mandurah will prepare a Developer Contribution Scheme to fund the recommendations.

Once adopted, the developer contributions will be applicable at time landowners proceed with either subdivision or development in accordance with the Precinct Plan.

Costing for the identified infrastructure items is determined by Council once the Local Area Improvement Plan has been adopted. The level of contributions to be provided by landowners will be apportioned based on the location, type and cost of the development proposed.

The implementation of a Developer Contributions Scheme once prepared, will be advertised for public comment prior to final endorsement by Council as required by Scheme 3 and will form part of the Precinct Plan.