

Halls Head Town Centre Precinct Plan

Precinct Text

IT IS CERTIFIED THAT AMENDMENT NO. 3 TO HALLS HEAD TOWN
CENTRE WAS APPROVED BY RESOLUTION OF THE WESTERN
AUSTRALIAN PLANNING COMMISSION ON: **22 August 2017**

Signed for and on behalf of the Western Australian Planning Commission



an officer of the Commission duly authorised by the Commission pursuant
to Section 16 of the *Planning and Development Act 2005* for that purpose.

Record of Adoption (Precinct Text)

Revision No & Date	Description	Approval Date
0 (Sept 2007)	draft (Council adoption for advertising)	15 May 2007
1 (June 2008)	final (Council approved)	Not Adopted
2 (June 2008)	draft (Council adoption for advertising) (addition of Development Contribution Plan)	Not Adopted
3 (Jan 2009)	final (Council approved)	27 January 2009
4 (March 2010)	final (modifications from WAPC approved)	17 February 2010
5 (Feb 2011)	final (correction from WAPC approval)	17 February 2010

Record of the Indicative Development Plan (Plan No 03/013/002)

Revision No & Date	Description	Incorporated in Precinct Text
0 (18 July 2003)	draft Local Planning Policy for advertising	N/A
B (17 May 2005)	final Local Planning Policy	N/A
C (16 April 2007)	draft Precinct Plan for advertising	Rev 0
D (9 May 2008)	final Precinct Plan	Rev 1 & 2
E (12 Dec2008)	final Precinct Plan (Key Principles and Outcomes Plan)	Rev 3
F (4 May 2009)	Interim Precinct Plan (WAPC Approval)	N/A
G (30 Mar 2010)	Final Precinct Plan	Rev 4
H (8 Feb 2011)	Final Precinct Plan (updated presentation layout)	Rev 5

Record of Modifications

No	Description	Plan Versions	Approval Date
1	<ul style="list-style-type: none"> Inclusion of Residential / Mixed Use zone Inclusion of Peelwood Pde / Mahogany Drive lots Modification to Old Coast Road access points 	Plan Ver I Text Rev6	18 September 2014 (WAPC)
2	<ul style="list-style-type: none"> Inclusion of Mixed Business Precinct (Lot 505) Realignment of Neighbourhood Connector Road Updates to Shopping Centre Stage 2 	Plan Ver J(a) Text Rev7(a)	23 March 2015 (WAPC)
3	<ul style="list-style-type: none"> Extension of Plan Boundary Mixed Business over Lot 90 Leisure Way Medium Density Residential over Lots 88 & 89 	Plan Ver K	N/A (Council Refused 25 November 2014)
4	<ul style="list-style-type: none"> Extension of Mixed Business over Lot 9000 Hungerford Avenue Realignment of Residential Development of Lot 9000 Hungerford Avenue 	Plan PA1272 DWG 03 Rev G (Urbis) Text Rev8	22 August 2017 (WAPC)

Table of Contents

1.	Introduction	1
1.1	Application	2
1.2	Purpose	2
2.	Indicative Development Plan and Design Criteria	3
2.1	Overview	4
2.2	Land Uses	9
2.3	Building Design	12
2.4	Building Height and Scale	16
2.5	Car Parking and Access	16
2.6	Services and Facilities	19
2.7	Natural Environment	21
2.8	Residential Development	22
2.9	Service Station Development	22
3.	Administration	23
3.1	Adoption of the Precinct Plan	24
3.2	Modifications to the Precinct Plan	24
3.3	Development Contribution Plan	25

List of Figures

Figure 1	Indicative Development Plan	7
Figure 2	Sub-Precinct Zoning Plan	11

List of Tables

Table 1	Land Use Table	9
---------	----------------	---

Halls Head Town Centre Precinct Plan

1. Introduction

1.1 Application

This Precinct Plan, once endorsed, becomes the development control plan for the Halls Head Town Centre, providing design guidelines and development standards for the Precinct Area as required by Town Planning Scheme No 3.

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.

The provisions of this Structure Plan relating to desired urban form, development standards and land use permissibility are indicative only and do not have the force and effect of scheme provisions. This will continue to be the case unless the provisions of the structure plan are incorporated in Town Planning Scheme No 3 by way of a local planning scheme amendment. Nevertheless, due regard shall be given to the structure plan in the determination of any subdivision and development application.

1.2 Purpose

Precinct Planning provides for a flexible, but comprehensive approach for the preparation of plans and policies that guide the development of the Halls Head Town Centre.

The City of Mandurah has introduced 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.

Halls Head Town Centre Precinct Plan

2. Indicative Development Plan and Design Criteria

2.1 Overview

2.1.1 Vision

The vision of the Halls Head Town Centre Precinct Plan is as follows:

Create a vibrant Town Centre with a strong sense of place that has buildings addressing street edges and corners, diversity of land uses and a safe, pedestrian-orientated environment.

The Precinct Plan has been developed to ensure that all future development and or redevelopment within the Precinct Area is well planned, integrated, sustainable, meets community needs, reflects cultural values of the area and provides for attractive streetscapes.

The Precinct Plan seeks out to achieve the following:

- (a) To ensure that development within the Precinct Area is co-ordinated and integrated;
- (b) To provide design criteria for development within the Precinct Area;
- (c) To ensure that the urban design of the Precinct Area is functional, creates a distinctive identity and is sufficiently robust to enable it to evolve over time;
- (d) To develop a safe, visually attractive and revitalised Precinct that is the primary commercial and community focus of the surrounding area;
- (e) To ensure that the character, amenity and environmental assets of the Precinct Area are enhanced.

2.1.2 Aims

Development should reflect the following aims of the Precinct Plan:

1. To integrate the existing two retail centres to create a consolidated Town Centre that provides for a broad 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 broad range of mixed land uses and residential densities to strengthen community interaction, economic diversity, consolidated urban population, community amenity, community facilities and urban form;
3. To create a 'Main Street Shopping Village' providing for a vibrant town centre;
4. To improve the employment opportunities and commercial viability of the Precinct Area;
5. To provide solutions to traffic circulation and management;
6. To improve the design standards of the built form to improve the streetscape appeal;
7. To facilitate development of large format retail in accordance with the role of a district centre.

2.1.3 Key Priorities

As outlined within Figure 1, Council has the following priorities for future development within the Area:

1. *Facilitating the High Quality Built Form*

The provision of the retail and commercial buildings having 'Active Edges' to public space with a high level of architectural quality in recognition of the location's district setting.

2. *Facilitating High Quality Street and Public Spaces*

The key infrastructure largely relates to new streets leading to and surrounding the Town Centre, which includes the road pavement in a suitable treatment, on-street parking, pedestrian footpaths, landscaping and other public facilities. The retention of existing vegetation with large expanses of car parking assists in achieving this high quality.

3. *Providing Activated Street Edges*

This priority relates to how the development adjacent to the new streets highlighted above, interacts with the streets to create edges that allow for suitable human-scale activities.

4. *Facilitating a Variety of Integrated Land Uses*

In order to achieve a mixed use town centre, streets and public spaces are important, as distinct from enclosed activity areas surrounded by large areas of parking spaces.

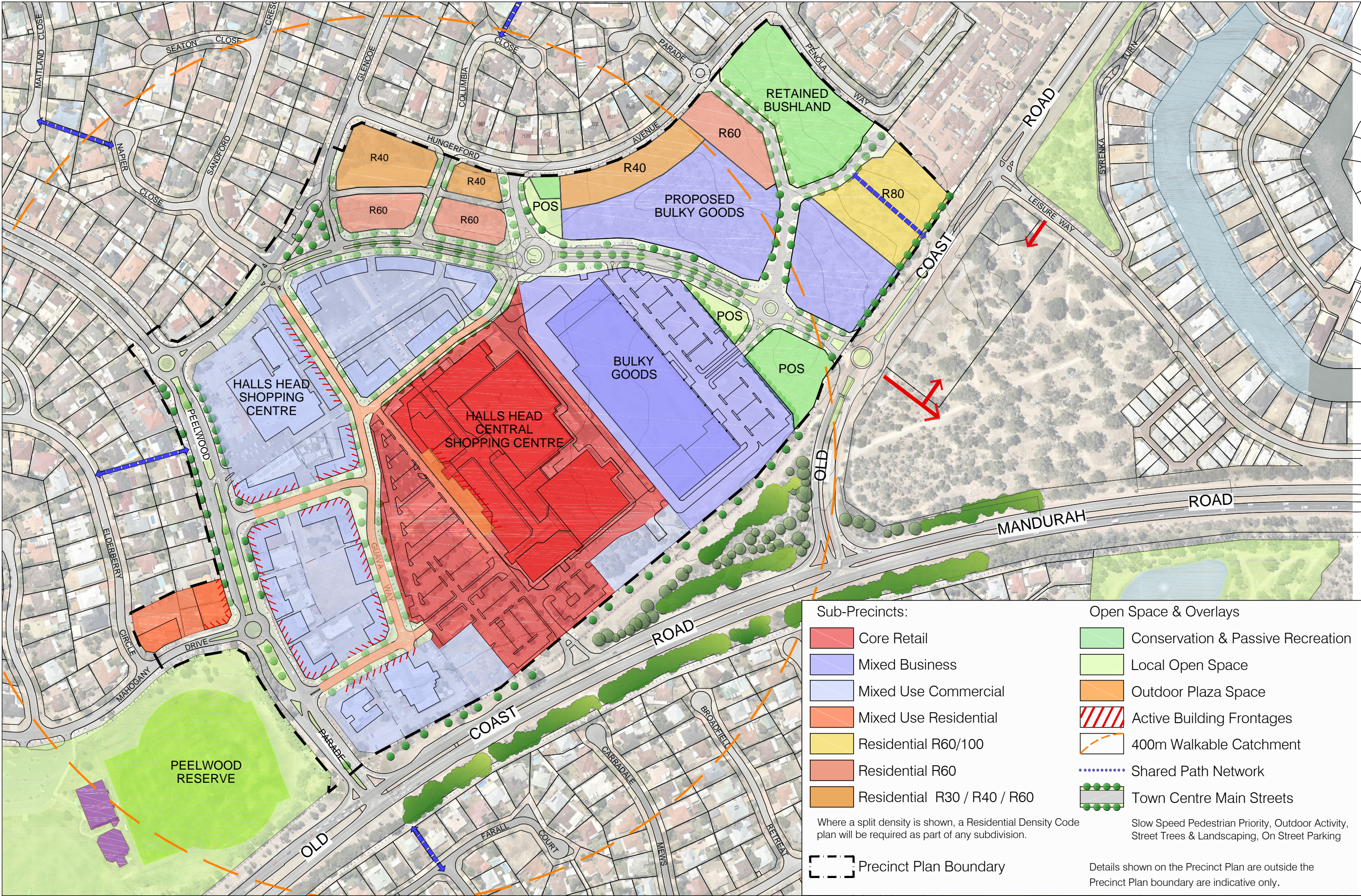
Whilst areas of parking will be required to service the retail and mixed business development, there are opportunities for new long term mixed-use development along the newly created street edges, where there is a combination of ground floor commercial businesses and upper floor residential/office. Businesses along these streets will benefit from the movement economy that results from traffic (vehicular and pedestrian) on these streets.

2.1.4 Indicative Development Plan

In order to provide an overview into the Design Criteria provided for in Section 2, the Indicative Development Plan (Refer Figure 1) provides a summary of the outcomes of the Precinct Plan.

The Plan outlines development outcomes broad land use areas, together with street and road network connections and modifications required to ensure the Precinct Area can function appropriately into one overall plan.

The Indicative Development Plan outlines the priorities for future development, and brief notes to outline the intent and vision for the Precinct Area.



2.2 Land Uses

2.2.1 Sub-Precincts Zones

Land uses within the Precinct Area are specified in Table 1 based on the simplified zoning plan provided as Figure 2.

Table 1 Land Use Table

	Core Retail / Commercial	Mixed Business	Mixed Use Residential	Residential
Category 1: Retail				
Shop	P	IP	P	X
Liquor Store	P	X	X	X
Restaurant/Cafe	P	P	AA	X
Take Away Food Outlet	P	X	X	X
Category 2: Commercial				
Car Park	P	P	AA	SA
Consulting Rooms	P	X	P	IP
Health Studio	P	P	P	X
Medical Centre	P	P	P	SA
Showroom	P	P	AA	X
Veterinary Clinic	P	P	P	X
Child Care Premises	AA	AA	P	SA
Office	AA	SA	P	X
Service Station	AA	X	X	X
Tavern	AA	SA	X	X
Category 3: Residential				
Single Dwelling	AA	AA	P	P
Grouped Dwelling	AA	AA	P	P
Multiple Dwelling	AA	AA	P	P
Category 4: Tourist				
Bed and Breakfast	AA	X	P	SA
Motel	AA	X	P	X
Lodging House	AA	X	P	SA
Category 5: Community				
Civic Use	P	P	P	P
Other Uses	As per Scheme 3 (Commercial Zone)	As per Scheme 3 (Service Commercial Zone)	As per Scheme 3 (Residential Zone)	As per Scheme 3 (Residential Zone)

NOTES:

'P' means the use is permitted 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;

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

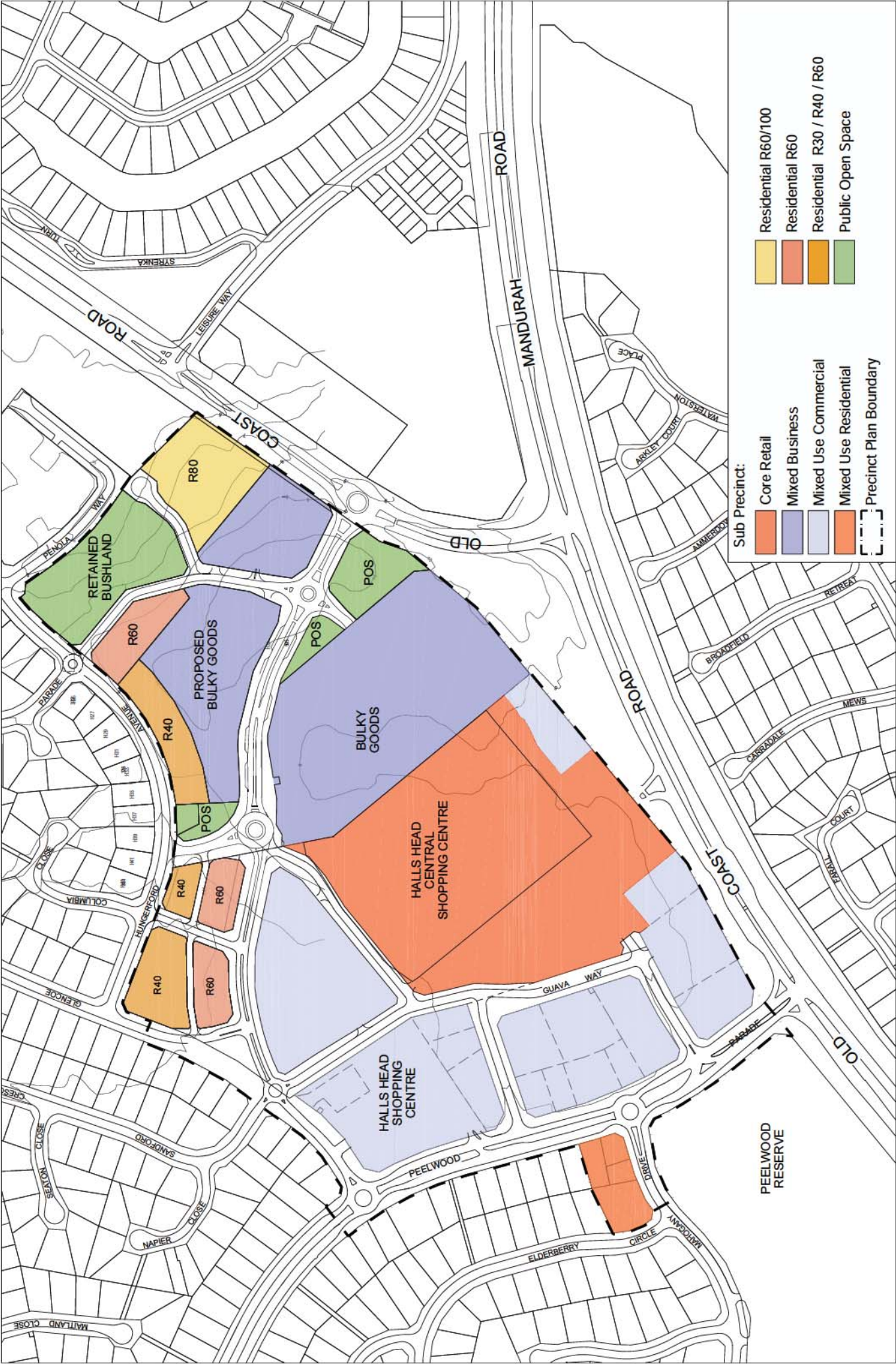
'X' means the use is not permitted;

'IP' means not permitted unless incidental to the predominant use

2.2.2 Application of the Residential Design Codes

- (a) For lots shown as '*Core Retail*' or '*Commercial*', an R-Code of R100 shall be applicable.
- (b) Where a split density is shown on the Precinct Plan, a Residential Density Code Plan is to be submitted consistent with any residential density shown on the Precinct Plan. The Residential Density Code Plan requires the approval of the Western Australian Planning Commission as a minor modification to the Precinct Plan prior to the subdivision application being determined.

The Residential Density Code Plan shall thereafter form part of the Precinct Plan



2.3 Building Design

2.3.1 Images

Throughout the Precinct Area, there is to be a strong focus on the relationship between the 'public' and private' spaces, such that *Active Street Fronts* are to be provided for all buildings to streets and open spaces.

In addition, all building design should provide for a contemporary design and standard of construction that is consistent with a mixed use town centre. The front elevations shall be designed to provide a appropriate treatment for the location and inviting entry details.

Core Retail Entries



Core Retail Main Street / Plaza



Mixed Use Commercial / Street Edge



Mixed Business



2.3.2 Architectural Form

Generally, the required design solution will include the following:

- Strong and clear expression of building form;
- Articulation of buildings into elements which express distinct forms, reduce the perceived visual bulk of the building, provide an interplay of light and shade and establish a variety of transitional spaces adjacent to the public domain;
- Enhancement of the building identity through the consistent detailing of expressed elements, including awnings, canopies, verandahs, sunscreens etc. in conjunction with the use of materials and colour;
- Window openings with a shopfront quality at ground level;
- Controlled use of a rich palette of colours and materials including brick, rendered/painted masonry, fibre cement panels, timber boards/panels etc;
- Particular design emphasis to corners to give prominence to corner buildings;
- A sensitive integration of the commercial and residential components;
- In the case of residential development, a flexibility of design with the capacity for the buildings to be adapted for commercial activities at a later date.

2.3.3 Materials and Colours

- (a) Exterior materials are to be robust, durable, and resistant to vandalism.
- (a) Preferred materials for building walls and paving are masonry, brick, limestone, light framing clad with profiled steel sheet, and similarly coloured or painted and textured concrete.
- (b) Corporate colours, logos and decorations will be regarded as signage and will be required to being considered through a signage concept plan for each development. Signage should not detract from the intended amenity and character of the Precinct.
- (c) A Schedule of proposed exterior colours and materials is to accompany applications for planning approval.

2.3.4 Articulation and Detailing

- (a) Buildings are to be articulated (broken down visually into smaller elements to establish a 'rhythm' or pattern, particularly at pedestrian level). At street level this should be at intervals of around 6-8m.
- (b) Corner buildings are to address both frontages and should articulate the corner by incorporating a distinctive design feature (such as a tower element or entrance feature).
- (c) The public faces of buildings should be detailed in order to provide visual richness and variety. This can be achieved through the use of a variety of materials, surface modelling, projections such as balconies and verandahs, the spacing of windows and doors, and the integration of art.

2.3.5 Windows

- (a) Ground floor windows of unobscured glass is required in all buildings facing public streets.
- (b) The use of reflective, heavily tinted or obscure glass is not permitted on ground floor windows adjoining pedestrian areas. Rooms requiring privacy should not be situated in such locations. Exterior shade structures should be used where it is necessary to protect windows from summer sun.
- (c) Painting out or otherwise obscuring shop and display windows is not permitted.

2.3.6 Noise Attenuation Design

Noise attenuation design will need to be addressed in situations where:

- Commercial development (machinery, plant, waste disposal and delivery areas) abutting residences (new or proposed);
- Mixed Used developments (residential over commercial);
- Non-residential developments abutting residential;

An Acoustic Report will need to be prepared by a qualified acoustical (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 prior to the issue of a building permit, however there are circumstances where the Acoustic Report may be required to accompany a planning application.

2.4 Building Height and Scale

Development is encouraged to be a minimum scale of 2 storeys.

At this stage, there are no specific height limits contained within the Precinct Area. however the following should be noted:

- 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.
- New Mixed Use and Medium Density Residential Development should be developed as minimum two storeys.
- Where there is proposed commercial development adjoining residential development, due regard shall be given to minimising bulk and height of the commercial building to the residential lot.
- Buildings at key street corners should be designed be to serve as a key marker and define the key entries of the Precinct Area. These buildings shall be architecturally designed with elevation and window treatments that draw attention to the location, including such means as distinctive roof forms, balconies, and articulation of corner wall elements, entry forecourts, materials and colour.

2.5 Car Parking and Access

2.5.1 Overview

The provision of car parking within the Precinct Area shall be 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 will consider the provision of off-site car parking bays in adjoining road verges or cash-in-lieu contributions to address any short falls in the provision of on-site car parking bays.

Car parking areas shall be designed to address the elements of security, lighting, pedestrian access, landscaping, traffic access, disabled access, urban development opportunities, shelter, signage, bicycle facilities, public transport and integration with adjoining developments.

2.5.2 Car Parking Standards

Commercial Development

Shop/Retail:	5.5 bays per 100m ² GLA;
Showroom:	1 bay per 40m ² GLA
Restaurant:	1 per 4 seats;
Office:	1 per 35m ² GLA; and / or
Other:	As per Commercial Zone.

Residential Development

As per R-Codes, except, that visitor parking may be provided in the street.

2.5.3 Additional Provisions

- (a) Large expanses of car parking areas are not permitted, to ensure that the Precinct Area has a high degree of pedestrian movement, landscaping and buildings to street edges.
- (b) Existing trees and extensive landscaping shall be integrated into the car parking areas to soften the hard edges of large format buildings.
- (c) Council will support development incentives and/or infrastructure improvement schemes in order to facilitate the provision of the car parking facilities designated within the Precinct Plan.
- (d) 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.
- (e) 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.
- (f) Where appropriate, the Council will 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.

2.5.4 Crossovers and Vehicular Access

- (a) Shared vehicular access points shall be as provided between lots.
- (b) Where access is available from a rear laneway, vehicular access and crossovers for residents and employees is to be the laneway.
- (c) The number of crossovers from a public street shall be minimised and shared (where appropriate).

2.5.5 Signage

- (a) 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:
- (b) 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;
- (c) 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;
- (d) Signage is not permitted above the roofline;
- (e) Street numbering is encouraged to be provided on one sign on the front façade;
- (f) In buildings with multiple tenants, shared signage is to be provided;
- (g) 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 for Core Retail and Mixed Use Commercial sub-precincts.

(NOTE: It is acknowledged that Local Planning Policy No 9 allows for pylon signage larger these requirements (due to being located in the 'Halls Head 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).

- (h) The Mixed Business Precinct may have pylon signs in accordance with Local Planning Policy No 9, or the relevant policy in place at the time.
- (i) 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.

2.6 Services and Facilities

2.6.1 Pedestrian Environment

- (a) The pedestrian network shall be designed to include the following features:
- (b) Continuous pedestrian shelter from the sun and rain should be provided over footpaths on commercial buildings with a nil setback.
- (c) Pedestrian entrances to commercial and mixed-use buildings are to be clearly visible and provided with shelter from the weather.
- (d) Paving materials used in pedestrian areas accessible after dark are to be provided with adequate lighting to promote safe passage.
- (e) Pedestrian areas generally are to maximise actual and perceived personal safety through the use of appropriate design and materials including landscaping.
- (f) The pedestrian environment within the Precinct Area should be upgraded to include street trees, footpaths, seating, improved lighting, improved public open space, bus shelters and shade for improved pedestrian comfort and promote walkability.

2.6.2 Vehicular and Pedestrian Access

- (a) Design of exterior spaces, including car parks, is to reflect a priority for pedestrian passage, with footpaths being continuous across driveways.
- (b) Pedestrian access to buildings is to be clearly defined.
- (c) Pedestrian access is to be designed to comply with Australian Standard AS1428.1 (Disabled and Limited Mobility).

2.6.3 Bicycle Facilities

- (a) Secure bicycle and gopher parking is to be provided in non-residential, community facilities and mixed-use developments;
- (b) Bicycle facilities shall be provided as a condition of planning approval.

2.6.4 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.

2.6.5 Security

The safety of people and property throughout the Precinct and within individual developments is to be assisted through the use of appropriate design elements, such as the following:

- Building and landscape design is to avoid the formation of 'blind' spaces, corners or alleys that cannot be seen from within the most used rooms of a building or from approach paths.
- Deterrents to ram-raiding such as raised sills should be considered in the design of ground floor windows in vulnerable buildings such as shops and showrooms.
- Where provided, security screens and grills are to be designed to be integral to the architecture of the development.

(Reference shall be made to the WAPC's [Designing Out Crime Guidelines](#), 2006)

2.6.6 Lighting

- (a) Lighting is to be provided in all parking and open spaces that may be subject to night time use.
- (b) All lighting is to be compatible with the general amenity of the area; direct and reflected glare is to be prevented, light spill into surrounding areas minimised, and colour rendition is to be natural.
- (c) The provision of lights under verandahs and awnings is encouraged.

2.6.7 Landscaping

- (a) Where natural vegetation remains on site, car parking areas shall be designed to incorporate this vegetation as a key feature of the site and the location.
- (b) Stormwater is to be retained on site wherever possible, using water sensitive design principles.
- (c) Landscaping should be designed using water sensitive design principles, with native plants being preferred.
- (d) The selection of plant species should include consideration of the mature size of the plant, which should not result in the obstruction of any lighting or essential vehicle or pedestrian sight lines.

2.6.8 Public Art

The use of artists as part of the design team for new developments is strongly encouraged.

Examples of artworks that can be integrated into the streets and public spaces include detailing to walls, balustrades and railings, paving, shade structures, seating, bins, bollards, drinking fountains, lighting, building fittings, entry treatments and signage.

2.7 Natural Environment

The absence of development on the vacant land, particularly the balance of Lot 504 and Lot 9000 has enabled native vegetation to be retained with significant trees and pockets of native vegetation remaining intact on these sites.

As a large proportion of the Precinct Area remains undeveloped, there is an opportunity to protect and incorporate the natural vegetation into the overall urban design, in order to protect existing habitats and maintain the local character of the area.

A requirement of the Environmental Protection Authority is that the following be applied to the Precinct Area:

Prior to any further subdivision or development, an assessment of significant flora on the site(s) is required. A necessary survey will be required in accordance with the Environmental Protection Authority's Guidance Statement 51 Terrestrial Flora and Vegetation Surveys for Environmental Impact Assessment in Western Australia. Guidance Statement 10 Level of assessment for proposals affecting natural areas within System 6 region and Swan Coastal Plain portion of the System 1 region shall be used to determine the regional or local significance of the vegetation on the site(s). Any subdivision or development will need to incorporate the outcomes of this assessment

To offset the retention of existing vegetation, the City of Mandurah may consider the following development incentives:

- Increase in residential densities;
- Reduction in car parking ratios;
- Reduction in building setbacks; and
- Reduction in landscaping area requirements.

2.8 Residential Development

All Residential development is to be designed to address the relevant design requirements of the Residential Design Codes, in addition to the following key design elements which apply to the Precinct Plan:

- (a) All residential developments to be designed as street-front development and provide active and permeable frontage to buildings;
- (b) Developments to provide openings ie. windows to the street and other public spaces to facilitate surveillance and pedestrian safety;
- (c) Residential developments located on corner lots shall be designed to address both streets;
- (d) Lots and buildings should be orientated to provide for solar access;
- (e) No blank walls/fences shall be permitted on the street frontage;
- (f) Visually permeable fencing to be provided in the front setback area (street frontage);
- (g) Landscaping plans to be submitted and approved for all Group / Multiple Dwelling or Mixed-Use developments (street and shade trees to be incorporated into the development design); and
- (h) Boundary walls are encouraged to better utilise space and solar access.

A Detailed Area Plan will be a condition of subdivision to provide for additional detailed in regard to the above.

2.9 Service Station Development

In the event that land within the precinct is proposed to be developed as a service station, Council will have due regard to the particular requirements for such a development, such as site layouts, setbacks, scale, access and building design.

Halls Head Town Centre Precinct Plan

3. Administration

3.1 Adoption of the Precinct Plan

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 due regard to the Precinct Plan.

At the present time, sites shown on the Precinct Plan, but located outside of the Precinct Area, will need to be subject to an amendment to Scheme 3 in order to provide for the land to be developed as per the Precinct Plan.

3.2 Modifications to the Precinct Plan

Precinct Plan may warrant modification, either through a Council initiative, or upon a request from a landowner or the community.

On this basis, the WAPC 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 Precinct Plan:

- Must not compromise the overall function or integrity of the Precinct Area;
- Must be consistent with the Vision and Aims of the Precinct Plan;
- Must not prejudice adjoining landowners in terms of amenity, interface or integration;
- Must be able to demonstrate an improvement to the overall design and function of the Precinct Area.
- 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 deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015.

3.3 Development Contribution Plan

In order to implement the Precinct Plan, the City of Mandurah may prepare a Developer Contribution Plan to fund the recommendations. Until such time, contributions will be negotiated at the time of development and/or subdivision dependant on the scale of development.

At this stage, the following items have been identified as requiring a contribution by landowners:

1. Traffic Signals at intersection of Old Coast Road / Mandurah Road
2. Landscaping upgrades of Old Coast Road / Mandurah Road intersection
3. Streetscape treatments along Guava Way, Peelwood Parade and Main Avenue, including footpaths, lighting and landscaping
4. Mahogany Drive / Peelwood Parade intersection upgrade (roundabout) including modifying Guava Way south

Costing for the identified infrastructure items is determined by Council once the Contribution Plan has been prepared.

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 Plan 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.

As part of progressing Modification No 2 to the Precinct Plan, Council has approved the modification resolved the following:

"The agreement of the landowner of 9000 Hungerford Avenue to the provision of a one third contribution towards the construction of a signalised intersection at Old Coast Road and Mandurah Road to the specification of the Main Roads WA and the City of Mandurah."

This agreement will be required to be finalised prior to or in conjunction with a development and/or subdivision approval (whichever occurs first).