


Inner Mandurah Precinct Plan

Final
March 2011
(incorporating Modification No 1)

 <small>TOWN PLANNING SCHEME NO 3</small>	FILE REF: <u>A1697</u>
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Record of Adoption to the Inner Mandurah Precinct Plan

Revision No & Date	Description	Endorsed by Council	Endorsed by WAPC
0 (April 2008)	draft (Council adoption for advertising purposes)		
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Record of the Inner Mandurah Precinct Plan (Indicative Development Plan and Figure Versions) (Plan No 05/007/003)

Revision No & Date	Description	Incorporated in Precinct Text
C (10 December 2007)	draft Precinct Plan for advertising	Rev 0
D (26 September 2008)	Council Adopted for Final Approval	Rev 1 & 2
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H (8 April 2011)	Proposed Modification No 1: As approved by WAPC; Update East-West link road design	Rev 6

Record of Modifications to the approved Title Precinct Plan

Modification No	Description	Endorsed by Council	Endorsed by WAPC
1 (Rev 4) (May 2010)	<ul style="list-style-type: none"> Davey and Lanyon Streets from 'Residential R60' to 'Mixed Use R60'; Lots on Cox, Allnutt and Anstruther Roads from 'Residential R60' to 'Mixed Use R100'; Inclusion of land located within the Davey-Lanyon Precinct Outline Development Plan into this Precinct Plan Update of Presentation 	22 June 2010 (for advertising)	N/A
1 (Rev 5) (Oct 2010)	<ul style="list-style-type: none"> Update of Presentation 	26 October 2010	
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Table of Contents

1.	Introduction.....	1
1.1	Application	2
1.2	Relationship to Town Planning Scheme No 3.....	2
1.3	Precinct Plan Context.....	2
1.4	Precinct Planning	3
2.	Indicative Development Plan and Design Criteria	5
2.1	Overview.....	6
2.2	City Centre (Eastern Mixed Use)	9
2.3	Mixed Use / Residential R100 & Mixed Use / Residential R60	12
2.4	Residential R60.....	19
2.5	Service Commercial	24
2.6	Church / Community Purpose	25
3.	Adminstration	27
3.1	Adoption of the Precinct Plan.....	28
3.2	Modifications to the Precinct Plan	28
3.3	Landowner Responsibilites	28
3.4	Servicing Implications.....	28
3.5	Development Contribution Scheme	29
	Appendix 1 Shared Driveway Locations	31
	Appendix 2 Schedule of Modifications.....	37

List of Figures

Figure 1	Indicative Development Plan.....	7
Figure 2	Mixed Use Site Layout	15
Figure 3	Indicative Road Widening.....	16
Figure 4	Residential R60 Site Layout	21
Figure 5	Shared Driveway Locations	32
Figure 6	Modification No 1	38

List of Tables

Table 1	City Centre Land Use Table.....	10
Table 2	Mixed Use Land Use Table	13
Table 3	Church / Community Purpose Land Use Table	25

Inner Mandurah Precinct Plan

1. Introduction

1.1 Application

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

Applications for minor extensions of an existing development or applications for a change of use where there is no proposed increase in net leasable floor area may be exempt from the a number of elements outlined in the Precinct Plan, such as setbacks, access points and building scale.

1.2 Relationship to Town Planning Scheme No 3

The approval of the Inner Mandurah Precinct Plan is addressed through Clause 4.14.2 of Town Planning Scheme No 3 ('Scheme 3'), which states "*permissibility of land uses and relevant development and subdivision standards are specified in the applicable Precinct Plan.*"

The defined Precinct Area is shown in **Figure 1**.

The approval process for the Precinct Plan is addressed by Clause 7.11 of Scheme 3, whereby upon endorsement by Council and the Western Australian Planning Commission, this Precinct Plan forms part of the City of Mandurah's development approval process for new development within the Precinct Area. **Section 3.1** of the Precinct Plan addresses the implementation procedure required for the Precinct Plan. Therefore a provision, standard or requirement of the Precinct Plan shall be given the same force and effect as if it were a provision, standard or requirement of Scheme 3.

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

The standards and guidelines provided in the Precinct Plan shall apply throughout the Precinct Area unless they are not applicable for that particular development. For any development within the Precinct Area, the priority shall be given to achieving quality built form outcomes as opposed to compliance with development standards.

If the provisions of this Precinct Plan are at variance with a requirement of a Local Planning Policy, the Precinct Plan provisions shall prevail.

1.3 Precinct Plan Context

The Mandurah Inner Area Strategic Plan (WAPC, 2002) was prepared as a result of the Mandurah Inner Area Strategic Land Use and Transport Integration Study, which provided a land use focused outcome for transportation and road planning requirements for central Mandurah.

The Strategic Plan generally identifies the Precinct Area as follows:

- Peel Street, Scott Street, Allnutt Street, Anstruther Road and Dower Street as 'Key Connector Streets' and land uses identified as 'Business / Commercial / Tourism / Mixed Use' or 'Medium Density Residential';
- Land in and around the intersection of Anstruther Road and Ward Street as 'Neighbourhood Centre / Node';
- A combination of 'Medium Density Residential' and 'Low Density Residential' for the balance of the Precinct Area.

The Strategic Plan recommends that the following amendments to Town Planning Scheme No 3 will be necessary within the Mandurah Terrace Precinct to facilitate the recommendations of the Strategic Plan:

- Rezone land along Anstruther Road to allow and encourage mixed commercial / residential land uses in this area;
- Increase residential density code in the vicinity of Anstruther Road to R40/R60;
- Rezone land around proposed neighbourhood centre sites to a higher density residential coding of minimum R40.

These recommendations have been incorporated into the Precinct Plan and with the appropriate implementation through zoning of Precinct Development, no further amendments to Scheme 3 will be necessary.

However, the Precinct Plan as presented to date, represents Stage 1 of a wider review of the strategic planning within the general 'Inner Mandurah' area which will need to further review a range of issues, such as open space, transport, land uses, pedestrian connectivity, culminating in an Inner Mandurah Master Plan, which may result in a subsequent review to the Precinct Plan once completed.

1.4 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 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.

Inner Mandurah Precinct Plan

2. Indicative Development Plan and Design Criteria

2.1 Overview

2.1.1 Precinct Plan Vision

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:

- To provide for a broad range of land uses to compliment and reinforce its function as an inner city location;
- Identify redevelopment opportunities and indication of appropriate development (built form – height, setbacks, location of car parking areas);
- To identify required infrastructure improvements;
- To incorporate the recommendations of the Peel Region Scheme, Mandurah Inner Area Strategic Plan and draft Mandurah CBD Revitalisation Plan into one consolidated document; and
- To provide a community and economic focus for urban development.

2.1.2 Precinct Plan Aims

Development should reflect the following objectives of the Precinct Plan:

- to provide for an interim increase in development potential and density until such time as further detailed master planning has been undertaken to further refine densities, land uses, open spaces and vehicular and pedestrian vehicle movements;
- to provide for a mix of land uses and density commensurate with an inner city environment;
- to ensure a quality of residential development that is co-ordinated and integrated into an inner city environment;
- to ensure that the urban design and developments within the inner part of Mandurah are both functional and robust;
- to develop safe, visually attractive and revitalised precincts.;

In regard to residential development within the Precinct Plan, the following principles are applicable to the assessment of proposals:

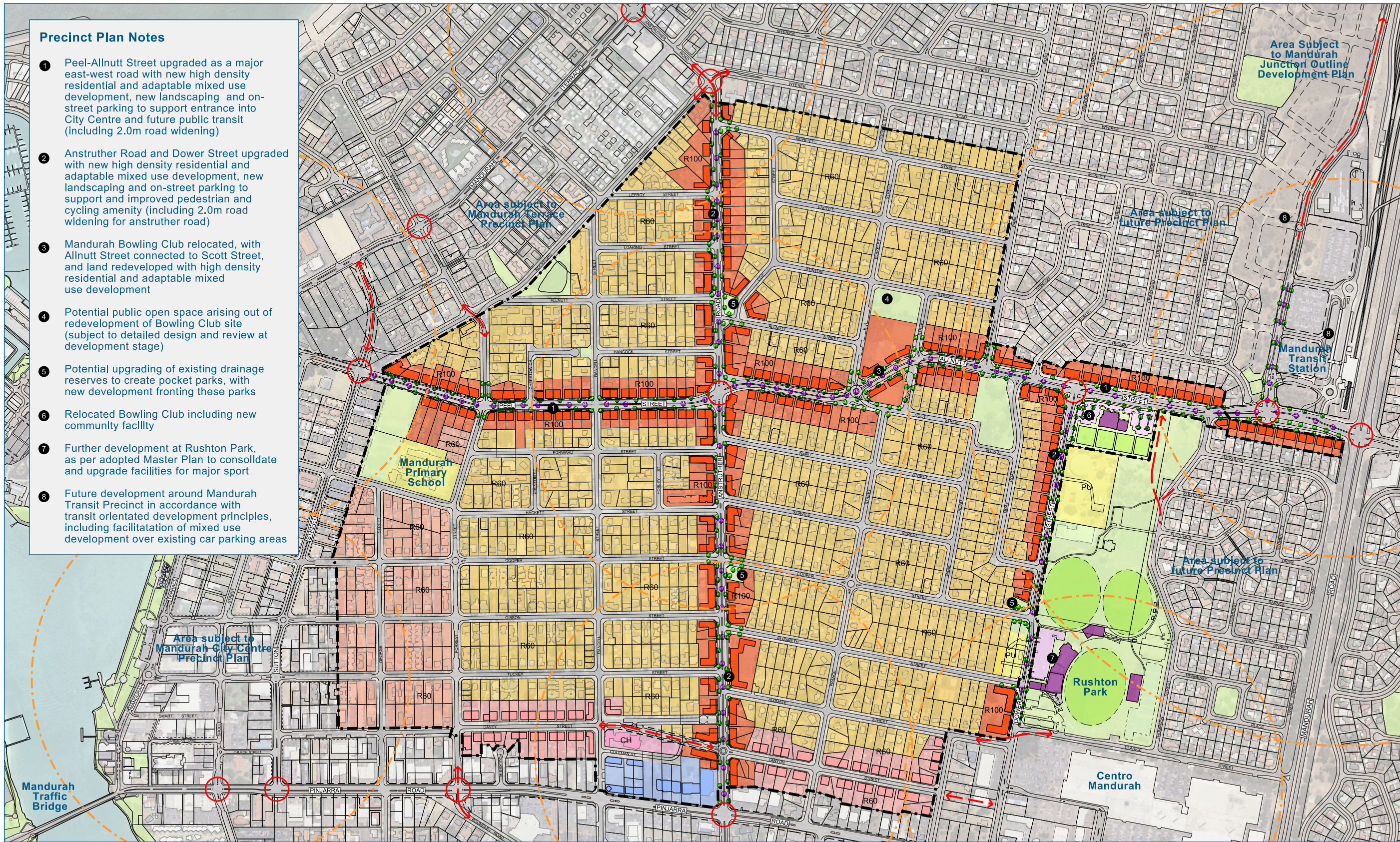
- Developments should be robust, to accommodate change over time;
- A minimum scale of two storey development;
- The 'active frontage' for dwellings to the street to be maximised, with car parking, service areas and private spaces being located within the site and not between the buildings and the street;
- Driveways for multi-dwellings on a site being shared with the adjoining site;
- Long, straight narrow driveways avoided, with view corridors and surveillance of shared driveways to be provided;
- An effective use of space, with nil setbacks between dwellings and to side boundaries (subject to compliance with the R-Codes);
- High quality and water sensitive design landscaping within the verge and all areas clearly visible from the public street;

2.1.3 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 Indicative Development Plan outlines development outcomes, such as building footprints, location for vehicular access and parking, and broad land use areas, in addition to key components of the public domain and street networks, including street cross sections and intersection upgrades into one comprehensive plan.

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



Sub-Precinct Zones

- City Centre (Eastern Mixed Use)
- R100 Mixed Use / Residential R100
- R60 Mixed Use / Residential R60
- R60 Residential R60
- Service Commercial
- Church / Community Purpose

Open Space / Public Places

- Public Open Space
- Public Purpose (School / Utility)
- Sport and Recreation

Streetscape and Movement

- Traffic Signals (existing and proposed)
- Proposed new road connections
- Proposed New Boundary and/or Road Widening Requirement
- 400m Walkable Catchment (5 min walk)

Precinct Plan Boundary

Development Requirements (Summary)

Refer to Precinct Text Design Criteria for Details

- Mixed Use**
 - Active street frontage
 - All on site parking behind front building
 - Minimum residential density and scale
 - Crossovers/driveways shared
- Residential R60**
 - Minimum two storeys at street front
 - Development frontage at street to be maximised
 - All on site parking behind front building
 - Crossovers/driveways shared

Figure 1 - Indicative Development Plan

Details shown on the Precinct Plan that are outside the Precinct Plan boundary are indicative only

2.2 City Centre (Eastern Mixed Use)

2.2.1 Objectives and Urban Form

The objectives of this area are to encourage a wide range of commercial land uses including shops, restaurants and tourism accommodation at the fringe of the core commercial and retail district of the City centre.

It is recognised that residential land uses are likely to prevail in this area for the short to medium term.

The provisions of this section are applicable to the land shown as the 'City Centre Eastern Mixed Use' area in **Figure 1**.

Development in this area shall be in accordance with the following:

- Minimum scale of two storey development shall be provided.
- Maximum building height is limited to 5 storeys (21 metres).
- The front of the lot shall be designed to accommodate change over time by incorporating the following:
 - (a) Larger windows at the front;
 - (b) Separation of potential office and residential areas within the building;
 - (c) Access for people with disabilities; and
 - (d) Ceiling heights shall be designed to accommodate commercial development.
- The front setback shall be kept to a minimum.
- **Clause 2.4.4 to Clause 2.4.9** (inclusive) of the Precinct Plan apply to the design of residential development.



2.2.2 Special Application of Residential Design Codes

The following criteria will apply for the purposes of development applications:

- The **minimum density** required for Grouped Dwellings or Multiple Dwellings is **R50**.
- The **maximum density** for Grouped Dwellings or Multiple Dwellings is **R60**.
- Grouped Dwellings and Multiple Dwellings are an AA use.
- A minimum scale of two storeys is required for Grouped Dwellings or Multiple Dwellings fronting the street, except where exempt under **Clause 2.2.4**.
- Single Dwellings are a P use. Consideration should be given to Clause 2.1F if there is any intention of subdividing the land.
- The provisions of Part 7 of the R-Codes shall apply to Mixed Use Development, to the extent that the provisions are consistent with the Vision and Intent of the Precinct Plan.

Where the provisions of the Precinct Plan are inconsistent with the provisions of the R-Codes, the Precinct Plan provisions shall prevail.

2.2.3 Land Uses

Land Uses within the 'City Centre' area shall be as per Table 1 below:

Table 1 City Centre Land Use Table

Use Class	
Bed and Breakfast Accommodation	IP
Car Park	P
Chalets, Holiday Flats, Cabins	P
Child Care Premises	AA
Consulting Room	P
Convenience Store	SA
Dwelling (Single, Grouped, Multiple)	#
Family Day Care	P
Health Studio	P
Home Occupation	IP
Lunch Bar	P
Lodging House	P
Lunch Bar	P
Medical Centre	P
Motel	P
Nursing Home	SA
Office	P
Public Worship - Place of	SA
Reception Centre	P
Residential Building	AA
Restaurant	P
Shop	P
Takeaway Food Outlet	P

NOTES:

'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;

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;

'#' refer to Clause 2.3.2 of the Precinct Plan

Where a use does not appear, but is listed in another Land Use Table of the Precinct Plan, that use shall be deemed to be not permitted in the area where the use does not appear.

Where a use does not appear, and is not listed in another Zoning Table, that use shall be determined under Clause 3.2.3 of Scheme 3.

2.2.4 Minor Extensions and Change of Use Applications

Applications for minor extensions of an existing development or applications for a change of use where there is no proposed increase in net leasable floor area may be exempt from the minimum height requirements, at Council's discretion.

2.2.5 Commercial Development

For the purposes of commercial development standards such as car parking and reference shall be made to the provisions of the City Centre Development Zone in Scheme 3 and any relevant Local Planning Policies.

(Note: this provision will need to be reviewed should an Amendment be proposed to Scheme 3 which proposes to modify the City Centre Development Zone provisions in Scheme 3, following preparation of the City Centre Precinct Plan.)

2.2.6 Subdivision

Any subdivision or strata application which proposes lot sizes smaller than the R12.5 requirements is unlikely to be supported by Council unless the application is consistent with existing and/or approved development which is deemed acceptable in terms of the Precinct Plan.

The subdivision and/or amalgamation of lots does not affect any element, standard or requirement of the Precinct Plan.

Council favours cash-in-lieu of public open space for subdivision applications that result in a public open space contribution that would be too small to be of practical use.

2.3 Mixed Use / Residential R100 & Mixed Use / Residential R60

2.3.1 Objectives and Urban Form

The objectives of this area are to promote a mixture of medium and high density apartment style accommodation, mixed with small scale office and commercial development.

The provisions of this section apply to the area shown as 'Mixed Use / Residential R100' and 'Mixed Use / Residential R60' on **Figure 1**.

These lots front identified key connector streets or supporting streets and the Precinct Plan seeks to increase the development potential of these lots.

These streets are those within the Precinct Area which should provide some form of public transport, and due to the movement economy, become locations whereby small scale office and commercial development can appropriately mix with medium and high density residential development.

The land use and density of this area has been allocated for a number of reasons:

- it provides for a different type of residential development in the form of apartment style rather than grouped dwelling style accommodation;
- it provides a scale which should result in a denser 'urban' environment rather than single and possibly two storey development. Without scheme or policy backing, experience in recent times indicates that developments are seeking to provide for the minimum that they have to.
- In context of the Residential R100 density, it is a density higher than what the market may be ready for at present, however meet long term objectives which should be pursued particularly in regard to provision of public transport and as the entrance into the City Centre.

Development of this area shall be in accordance with the following:

- a minimum scale of 3 storeys at the street front for R100 sites; and a minimum of 2 for R60 sites
- Maximum building height is limited to 5 storeys (21 metres).
- the street frontage being maximised with 'active building' frontages;
- the ground level of any mixed-use or residential development shall be designed to accommodate commercial, office or shop uses over time.



2.3.2 Special Application of Residential Design Codes

The following criteria will apply for the purposes of development applications:

Mixed Use / Residential R100 Sites

- The **minimum density** required for Grouped Dwellings or Multiple Dwellings is **R60**.
- The **maximum density** for Grouped Dwellings or Multiple Dwellings is **R100**.
- Grouped Dwellings and Multiple Dwellings are an AA use.
- A minimum scale of three storeys is required for Grouped Dwellings or Multiple Dwellings fronting the street, except where exempt under **Clause 2.3.6**.

Mixed Use / Residential R60 Sites

- The **minimum density** required for Grouped Dwellings or Multiple Dwellings is **R50**.
- The **maximum density** for Grouped Dwellings or Multiple Dwellings is **R60**.
- Grouped Dwellings and Multiple Dwellings are an AA use.
- A minimum scale of two storeys is required for Grouped Dwellings or Multiple Dwellings fronting the street, except where exempt under **Clause 2.3.6**.

All Sites

- Single Dwellings are a P use. Consideration should be given to **Clause 2.3.13** if there is any intention of subdividing the land.
- The provisions of Part 7 of the R-Codes shall apply to Mixed Use Development, to the extent that the provisions are consistent with the Vision and Intent of the Precinct Plan.

Where the provisions of the Precinct Plan are inconsistent with the provisions of the R-Codes, the Precinct Plan provisions shall prevail.

2.3.3 Land Uses

Land Use permissibility within the 'Mixed Use' area shall be as per **Table 1** below:

Table 2 Mixed Use Land Use Table

Use Class	
Bed and Breakfast Accommodation	IP
Child Care Premises	P
Consulting Room	P
Convenience Store	P
Dwelling (Single, Grouped, Multiple)	#
Family Day Care	P
Health Studio	P
Home Occupation	IP
Medical Centre	AA
Office	P
Public Worship - Place of	SA
Restaurant	P
Shop	P

NOTES:

'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;

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;

'#' refer to Clause 2.3.2 of the Precinct Plan

Where a use does not appear, but is listed in another Land Use Table of the Precinct Plan, that use shall be deemed to be not permitted in the area where the use does not appear.

Where a use does not appear, and is not listed in another Zoning Table, that use shall be determined under Clause 3.2.3 of Scheme 3.

2.3.4 Site Layout and Setbacks

In order to demonstrate the outcomes of the Design Criteria applicable to the area shown as 'Mixed Use' in the Precinct Plan, **Figure 2** demonstrates how sites should be developed.

Notwithstanding the setbacks depicted on **Figure 2**, the front setback for lots on the northern side of Allnutt Street between Dower Street and Park Road shall be determined on a case-by-case basis in consultation with Western Power, due to constraints imposed by an existing 132 kV power line in this location.

New buildings are to be setback 1.0m from the driveway with the setback to be landscaped and provided with suitable lighting. No fencing should be provided between edge of driveway and building, to ensure that a total of 8.0m is provided from building line to building line within two adjoining developments.

On-site services, such as post boxes, water and power meters and power domes are to be located within the setback between the driveway and building. They are not to be located adjacent to existing property boundary.

2.3.5 Road Widening

(Applicable for Mixed Use / Residential R100 Sites only)

- (a) Road widenings of generally 2.0 metres are identified on **Figure 3**.
The widenings affect portions of Peel Street, Allnutt Street, Scott Street and Anstruther Road. Unless otherwise acquired by the City of Mandurah through separate agreement, the land identified, including the truncation on corner sites, will be required to be provided to the City of Mandurah free of cost upon redevelopment.
- (b) Setbacks, fencing, services and other on-site issues are to be measured from the new front boundary, after the road widening has been established.
- (c) The development potential (via commercial floorspace and / or residential dwelling yields) shall be measured from the original lot area (before road widening).

2.3.6 Minor Extensions and Change of Use Applications

Applications for minor extensions of an existing development or applications for a change of use where there is no proposed increase in net leasable floor area may be exempt from the minimum height requirements, at Council's discretion.

2.3.7 Architectural Form and Mixed Use Criteria

Mixed Use / Residential R100 Sites

The front half of the property shall be designed to accommodate Mixed Use development.

The following criteria **shall** apply to the development of sites shown as Mixed Use:

- (a) The ground level land use can be residential, but the building shall be designed for change in use over time;
- (b) Ground level to have minimum floor to ceiling level of 4.2m;
- (c) Ground level to be designed to achieve fire rating and disabled access requirements for commercial development (gradients, door widths, circulation etc);
- (d) Local Planning Policy No 2 - Noise Attenuation Measures must be met for Mixed Use buildings;
- (e) Buildings to be designed with 'active frontages' with buildings addressing the street and site layout as per **Figure 2**;
- (f) Upper levels of buildings are to provide variation in elevation treatment through use of setbacks, balconies, articulation and architectural features;
- (g) Signage to be integrated into building design and shall
 - Be located under awnings;
 - Be no larger than 4 square metres.
- (h) Service and bin store locations to be at the rear of buildings.

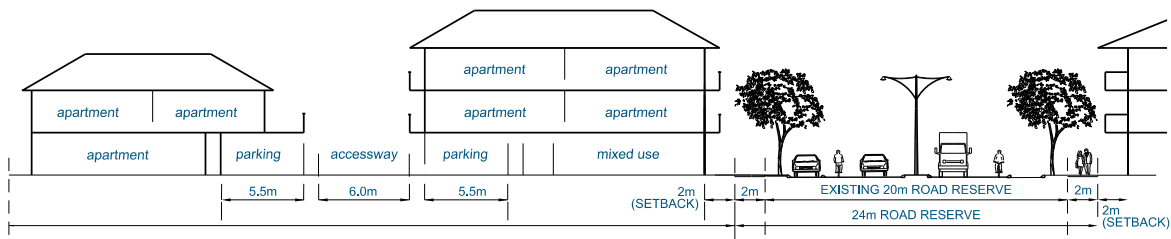
Mixed Use / Residential R60 Sites

The provisions listed above **should** apply to the front half of the property, however sites **may be** developed in accordance with the 'Residential R60' provisions (refer **Clause 2.4**)

Site Layout



Cross Section Through Site



Requirements

- 1 Proposed road widening to be ceded to City of Mandurah upon redevelopment (ultimate location for redeveloped footpath).
- 2 2.0m front setback (measured from boundary after road widening). Balconies permitted 1.0m setback from new boundary.
Setback to be landscaped and front fencing limited to 1.0m in height.
- 3 Shared crossover between two lots. Total Width – 6.0m (3.0m each), and buildings setback 1.0m from driveway, with setback to be landscaped and provided with suitable lighting.
- 4 On-site services (Water / Power metres) to be located adjacent to proposed building.
- 5 Driveway in an 'L' shape configuration, with access to parking from rear portion of access.
- 6 Upgraded street verge, with high quality landscaping treatment, street trees, new footpath.
- 7 Visitor parking provided as potential on-street parking (if constructed; to be to City of Mandurah specifications).

Notes

- A** Possible extent of upper floor shown dotted
- B** Parking provided as 'undercroft' under main building(s)

Figure 2 - Mixed Use Site Layout





Plan Legend

- Road Widening
- Precinct Plan Boundary

Figure 3 - Indicative Road Widening



2.3.8 Crossovers

- (a) Crossover locations shall be as per the 'Shared Driveway Location's plan (Refer to **Appendix 1**).
- (b) Where a proposed development covers a single lot only, the driveway may be staged.

In this instance, a 3.0m driveway is to be provided covered by a shared access easement. The completed shared driveway is then provided when the adjoining lot is developed and also covered via an easement.
- (c) Only one 6.0m crossover shall be permitted for every two 20.0m wide lots, resulting in 3.0m width crossover being on each existing lot.
- (d) Council shall establish the required crossover level in cases where adjoining owners are unable to agree.
- (e) Any pre-existing crossovers that are inconsistent with Appendix 1 shall be decommissioned and rehabilitated at the developer's expense as a condition of development approval.
- (f) Any variation to the Shared Driveway Location to those shown on Appendix 1, shall be subject to the following:
 - The proposal shall be subject to review for the 'street block', such that an improved outcome can be achieved;
 - All affected landowners have been provided an opportunity to comment on the proposal. This may be undertaken by the proponent prior to lodgement of a development application, or treated as an 'SA' development under Scheme 3.
- (g) The principles and intent of the Design Criteria are still applicable to a lot that does not have a shared driveway designated, whereby a 3.0m driveway (Total of 4.0m from building line to property boundary) maybe provided, with either an 'L' shape for mid-block sites, or acting as a rear lane for a corner lot.

2.3.9 Car Parking

- (a) One on-site parking space shall be provided for each dwelling.

More than one on-site parking space for each dwelling may only be considered where all other Design Criteria provisions relating to the area have been complied with, particularly in regard to site layout.
- (b) For non-residential uses which propose up to 150 square metres of GLA, on-site employee parking will be required (the amount of which shall be at Council's discretion).

Visitor parking bays for non-residential development are not specifically required in this instance but may be provided on-site or within the street verge at the applicant's expense.
- (c) For non-residential uses which propose more than 150 square metres GLA, parking shall be provided at a rate of 1 bay per 50 square metres, or 1 per commercial unit, whichever is the greater. Some of the required parking bays may be provided within the street verge, at the applicant's expense.
- (d) For Mixed Use developments, the total number of parking bays required is the sum of the residential and non-residential parking requirements as determined in the preceding clauses.
- (e) On-site parking that is to be provided within the site shall be generally as per **Figure 2** and any enclosed garage is not to be visible from the public street.
- (f) Council is prepared to consider cash-in-lieu of parking on a case-by-case basis.

2.3.10 Non-Street Setbacks

- (a) Side and rear setbacks shall generally accord with the standards prescribed in the Residential Design Codes, except in the case of side setbacks for the ground level for commercial street frontages, where a zero setback may be required so as to maintain the continuity of building frontages.
- (b) Where a non-residential building is proposed, setbacks other than the ground level shall be determined based on an assessment of the proposed impact on streetscape, adjoining sites and land uses, the width of the lot / building, and as a guide, the standards prescribed in the Residential Design Codes and Building Code of Australia shall be used as a reference.

2.3.11 Outdoor Living Areas

- (a) For residential uses, an outdoor living area, accessible from a living area shall be provided for each dwelling.
- (b) The outdoor living area may be:
 - at ground level with a minimum dimension of 4.0 metres and minimum area 16.0 square metres, but shall not 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.

2.3.12 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.

2.3.13 Subdivision

Any subdivision or strata application which proposes lot sizes smaller than the R12.5 requirements is unlikely to be supported by Council unless the application is consistent with existing and/or approved development which is deemed acceptable in terms of the Precinct Plan.

The subdivision and/or amalgamation of lots does not affect any element, standard or requirement of the Precinct Plan.

Council favours cash-in-lieu of public open space for subdivision applications that would result in a public open space contribution that is too small to be of practical use.

2.4 Residential R60

2.4.1 Objectives and Urban Form

The objectives of this area are to facilitate infill development and enable redevelopment of established residential areas, given the area's proximity to public transportation corridors and the city centre. Some scope is provided for non-residential forms of development, although the primary focus of this area will remain residential.

The provisions of this section apply to the area shown as 'Residential R60' on the Precinct Plan and as shown in **Figure 1**, which is primarily for the balance of the Precinct Area.

All of the area shown as R60 is within 400m (generally a five minute walk) of the key connector streets which have been earmarked for potential public transport routes indicating that this density is suitable for the area.

Development of this area shall be in accordance with the following

- Driveways to be shared between two residential lots, such that crossovers are minimised, and 'active frontage' to the street is maximised.
- A minimum scale of two storeys is required for dwellings fronting the street for grouped or multiple dwellings
- Maximum building height is limited to 5 stories (21 metres).
- Development standards for non-residential development shall be at Council's discretion.



(Rear Dwellings Example)

2.4.2 Special Application of Residential Design Codes

The following criteria will apply for the purposes of development applications:

- The **minimum density** required for Grouped Dwellings or Multiple Dwellings is **R50**.
- The **maximum density** for Grouped Dwellings or Multiple Dwellings is **R60**.
- Grouped Dwellings and Multiple Dwellings are an AA use.
- A minimum scale of two storeys is required for Grouped Dwellings or Multiple Dwellings fronting the street, except where exempt under **Clause 2.4.1**.
- Single Dwellings are a P use. Consideration should be given to **Clause 2.4.10** if there is any intention of subdividing the land.
- Where the provisions of the Precinct Plan are inconsistent with the provisions of the R-Codes, the Precinct Plan provisions shall prevail.

2.4.3 Land Uses

Land Use permissibility within the 'Residential R60' area shall be as per the Residential Zoning Table in Scheme 3.

2.4.4 Site Layout and Development Standards

Figure 4 demonstrates how residential development should be designed in the Residential R60 area. New buildings are to be setback 1.0m from the driveway with the setback to be landscaped and provided with suitable lighting. No fencing should be provided between edge of driveway and building, to ensure that a total of 8.0m is provided from building line to building line within two adjoining developments.

On-site services, such as post boxes, water and power meters and power domes are to be located within the setback between the driveway and building. They are not to be located adjacent to existing property boundary.

2.4.5 Building Form / Dwelling Design

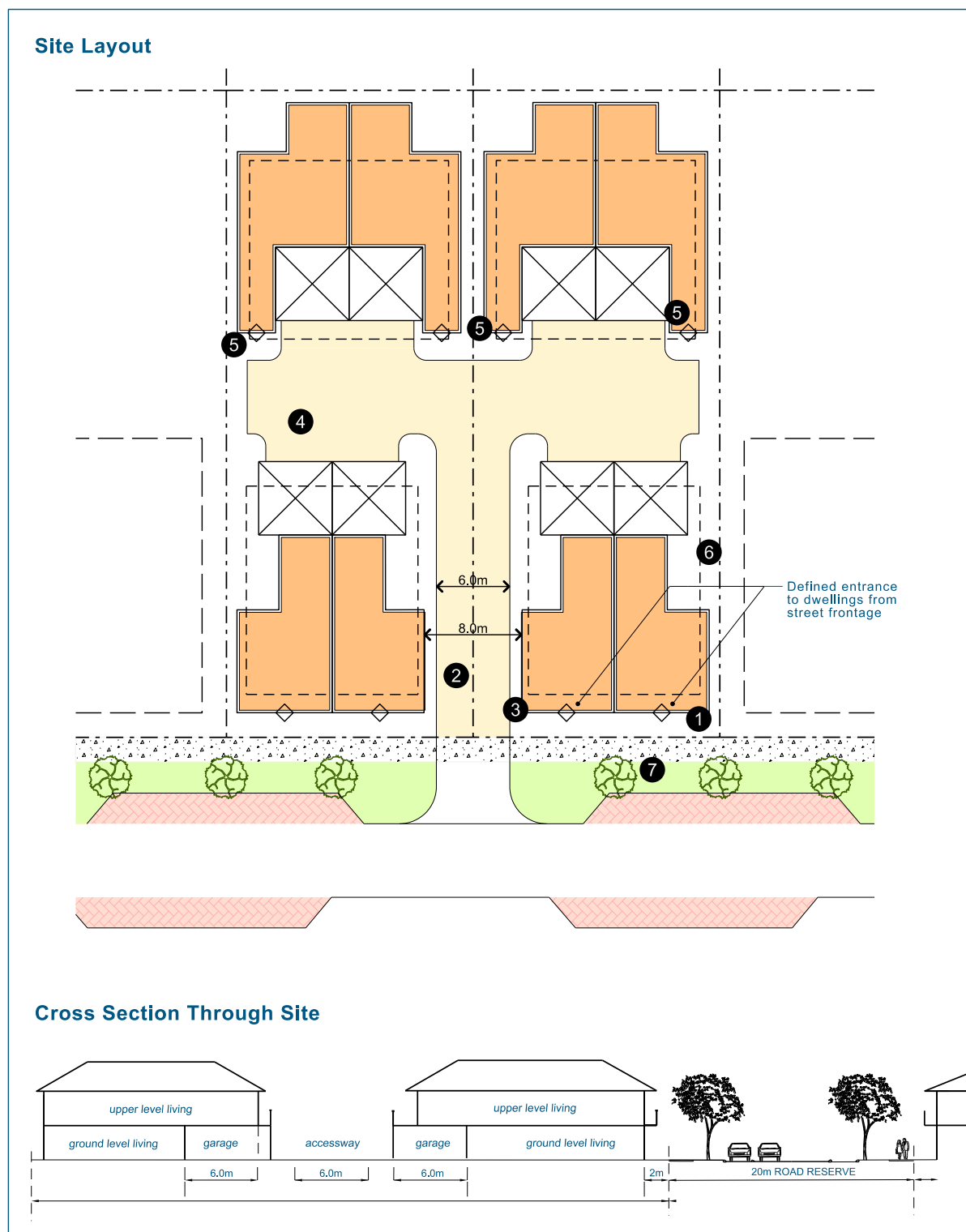
- A clearly defined entrance to street for front dwellings is to be provided;
- A quality architectural design is to be provided. This can be achieved in a variety of ways, including, but not limited to:
 - The types of materials and colours used;
 - The roof form and pitched, including high pitched 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

- A 2.0m primary street setback is permitted;
- Front fencing to be no higher than 1.0m;
- Nil side setbacks permitted between dwellings on same lot;
- Garages to be accessed from shared driveway at the rear;
- 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

- Front door/entrance to be provided in designated location (**Refer Figure 4**) (Setback 1.0m min from shared access)
- 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.
- Nil side setback between dwellings on same lot, with side setbacks to lot boundary to be as per the R-Codes.
- Garage to be setback 2.0m min from access mews (or 1.0m behind front door) (**Refer Figure 4**)



Requirements

- ① 2.0m front setback, with balconies permitted to be 1.0m setback from boundary. Clearly defined entrance to dwelling from street, with no private open space / courtyards at ground level permitted within front setback.
- ② Shared crossover between two lots with a total width of 6.0m (3.0m each on each lot). Buildings setback 1.0m from driveway.
- ③ Setback to be landscaped and provided with suitable lighting.
- ④ Driveway in an 'L' shape configuration, with all parking off rear portion of access
- ⑤ Defined entrances to rear dwellings.
- ⑥ Possible extent of upper storey element shown dotted. Side boundaries to be as per Residential Design Codes.
- ⑦ Upgraded street verge, with quality landscaping treatment, street trees and new footpath. Visitor parking may be constructed to City of Mandurah specifications, where suitable or as informal on-street parking.

Figure 4 - Residential R60 Site Layout

2.4.6 Crossovers

- (a) Crossover locations shall be as per the 'Shared Driveway Locations plan. (Refer to **Appendix 1**).
- (b) Where a proposed development covers a single lot only, the driveway may be staged.

In this instance, a 3.0m driveway is to be provided, covered by a shared access easement. The completed shared driveway is then provided when the adjoining lot is developed and also covered via an easement.
- (c) Only one 6.0m crossover shall be permitted for every two 20.0m wide lots, resulting in 3.0m width crossover being on each existing lot.
- (d) Council shall establish the required crossover level where adjoining owners are unable to agree.
- (e) Any pre-existing crossovers that are inconsistent with Appendix 1 shall be decommissioned and rehabilitated at the developer's expense as a condition of development approval.
- (f) Any variation to the Shared Driveway Location to those shown on Appendix 1, shall be subject to the following:
 - The proposal shall be subject to review for the 'street block', such that an improved outcome can be achieved;
 - All affected landowners have been provided an opportunity to comment on the proposal. This may be undertaken by the proponent prior to lodgement of a development application, or treated as an 'SA' development under Scheme 3.
- (g) The principles and intent of the Design Criteria are applicable to a lot that does not have a shared driveway designated, whereby a 3.0m driveway (Total of 4.0m from building line to property boundary) maybe provided, with either an 'L' shape for mid-block sites, or acting as a rear lane for a corner lot.

2.4.7 Car Parking

- (a) One parking space is to be provided for each dwelling.
- (b) More than one parking space for each dwelling may only be considered where all other Design Criteria provisions relating to the area have been complied with, particularly in regard to site layout.
- (c) On-site parking that is to be provided within the site shall be generally as per **Figure 4** and any enclosed garage is not to be visible from the public street.
- (d) Parking requirements for non-residential development shall be at Council's discretion.
- (e) Council is prepared to consider cash-in-lieu of parking on a case-by-case basis.

2.4.8 Outdoor Living Areas

- (a) For residential uses, an outdoor living area, accessible from a living area is to be provided for each dwelling.
- (b) The outdoor living area may be:
 - at ground level with a minimum dimension of 4.0 metres and minimum area 16.0 square metres, but shall not 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.

2.4.9 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.

2.4.10 Subdivision

Any subdivision or strata application which proposes lot sizes smaller than the R12.5 requirements is unlikely to be supported by Council unless the application is consistent with existing and/or approved development which is deemed acceptable in terms of the Precinct Plan.

The subdivision and/or amalgamation of lots does not affect any element, standard or requirement of the Precinct Plan.

Council favours cash-in-lieu of public open space for subdivision applications that would result in a public open space contribution that is too small to be of practical use.

2.5 Service Commercial

2.5.1 Objectives and Urban Form

The objectives of this area are to provide for showroom and commercial uses along a significant regional road, consistent with the balance of Pinjarra Road.

Development in this area shall be in accordance with the following:

- Minimum scale of two storey development is encouraged; maximum building height shall be in accordance with the Service Commercial zone.
- Parking, setbacks and land uses being in accordance with the Service Commercial zone provisions, unless otherwise provided in the Precinct Plan.
- An emphasis on providing good quality design outcomes in regard to site layout and architectural design (as shown), by bringing buildings closer to Pinjarra Road and Coleman Street.
- Due regard being given to the proposed Pinjarra Road widening (as provided through Peel Region Scheme Amendment 011/33 - Pinjarra Road (Mandurah) Other Regional Roads Reservation)
- Crossovers and access ways to Pinjarra Road being minimised and shared, including cross access easements to share parking areas.



2.5.2 Land Uses

Land Use permissibility within the 'Service Commercial' area shall be as per the Service Commercial zone in Scheme 3.

2.6 Church / Community Purpose

2.6.1 Objectives and Urban Form

The objective of this area is to provide for a church and community purpose building together with associated uses at the intersection of Davey and Randell Street.

The built form should integrate with its surrounds, which includes building up to street edges.

At the eastern end of the site, development should integrate with the existing trees, through sensitive siting of buildings and access ways, which may include a driveway extension from the realigned Davey-Lanyon Street and the extension of Coleman Street.

General building design outcomes (such as setbacks, heights etc) shall be in accordance with the 'Mixed Use / Residential R60' provisions of the Precinct Plan.

2.6.2 Land Uses

Land Use permissibility within the 'Church / Community Purpose' area shall be as per Table 2 below:

Table 3 Church / Community Purpose Land Use Table

Use Class	
Aged Person's Home	IP
Civic Use	P
Community Purpose	P
Cultural Use	P
Dwelling (Single, Grouped, Multiple)	IP
Office	IP
Public Worship - Place of	P
Shop	IP

NOTES:

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

'IP' means the use is not permitted unless such use is incidental to the predominant use as decided and approval by Council.

Where a use does not appear, but is listed in another Land Use Table of the Precinct Plan, that use shall be deemed to be not permitted in the area where the use does not appear.

Where a use does not appear, and is not listed in another Zoning Table, that use shall be determined under Clause 3.2.3 of Scheme 3.

2.6.3 Car Parking Requirements

- 1 per 3 seats for 'Place of Public Worship';
- To be determined by Council for all other uses;
- On street parking to be included in calculations.

Inner Mandurah Precinct Plan

3. Adminstration

3.1 Adoption of the Precinct Plan

As referred to in **Section 1.2**, 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. Clause 4.12.4 of Scheme 3 outlines the process required, in order to give effect to the Precinct Plan under Scheme 3, which is as follows:

- (a) Council to adopt the draft Precinct Plan for the purposes of advertising;
- (b) The draft Precinct Plan will be advertised for public comment for a period of 42 days;
- (c) Council to consider submissions received which may require modifications to the Plan and grant final approval to the Plan; and
- (d) The Precinct Plan will be then referred to the Western Australian Planning Commission (WAPC) for approval.

3.2 Modifications to the Precinct Plan

There may be 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 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; and
- Must be able to demonstrate an improvement to the overall design and function of the Precinct Area.

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

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:

- The provision for the under grounding of power lines for any development above two storeys.
- An upgrade to the street verge/public domain, including planting of trees and vegetation, in accordance with City of Mandurah specifications.

3.4 Servicing Implications

3.4.1 Water and Sewerage Services

Implementation of this Precinct Plan and other Precinct Plans in the immediate locality will have an impact upon existing Water Corporation infrastructure. For instance, the capacity of the existing sewerage pump station near the Mandurah Tourist Centre may need to be increased and waste water conveyance infrastructure may need to be replaced.

Should development of the Precinct occur at a rate which exceeds the Water Corporation's capital works program, it may be necessary for developers to pre-fund certain infrastructure improvements.

3.4.2 Electricity Services

Implementation of this Precinct Plan and other Precinct Plans in the immediate locality will have an impact upon existing Western Power infrastructure and will most probably require additional 22kV feeder capacity into the Precinct Plan areas. Should development of the Precinct occur at a rate which exceeds Western Power's capital works program, it may be necessary for developers to pre-fund certain infrastructure improvements.

3.5 Development Contribution Scheme

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

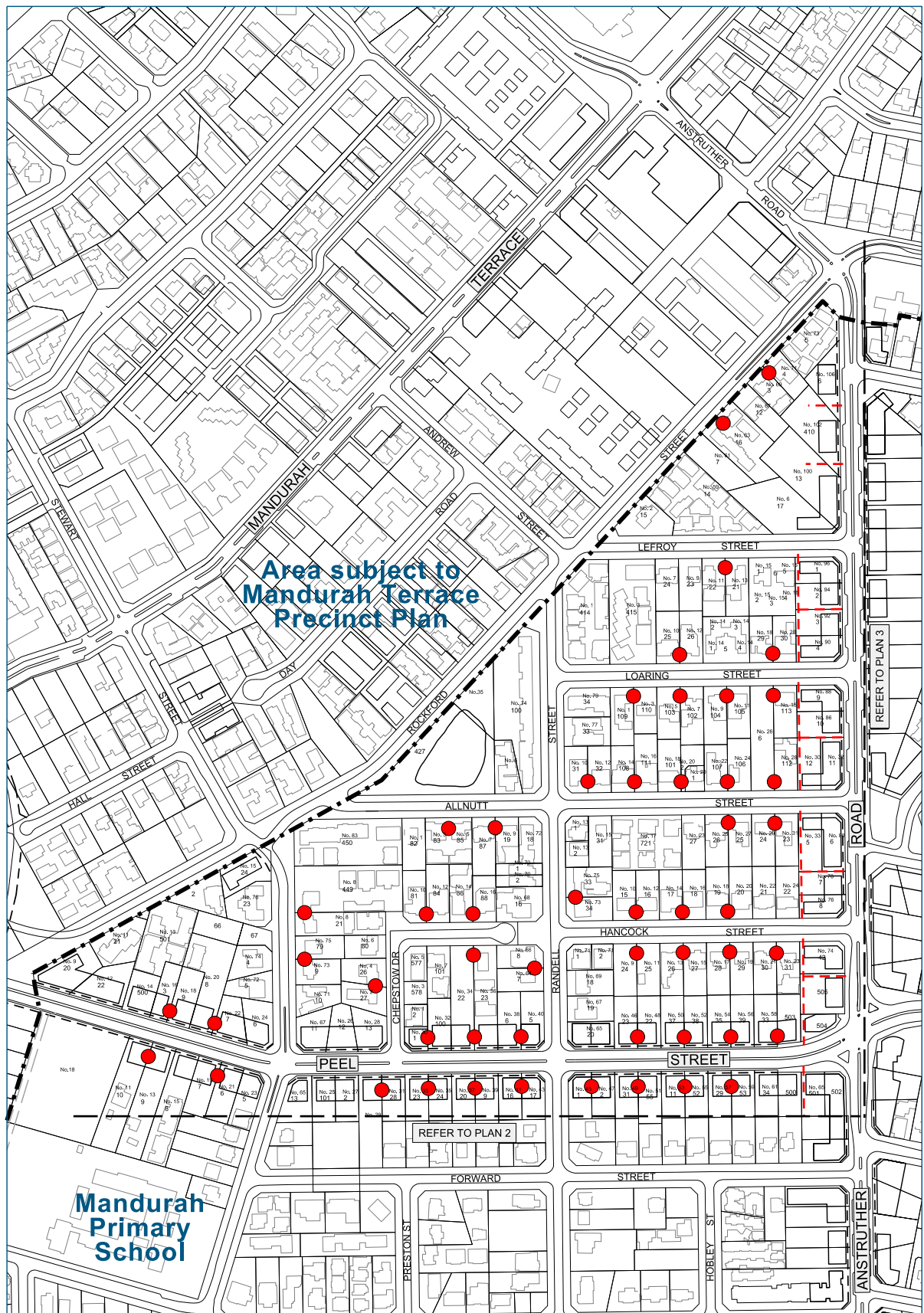
Once adopted, the developer contributions will be applicable at time landowners proceed with either subdivision or development in accordance with the Precinct Plan.

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.

Inner Mandurah Precinct Plan

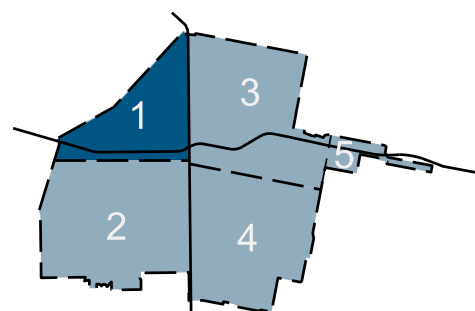
Appendix 1 **Shared Driveway Locations**



Plan Legend

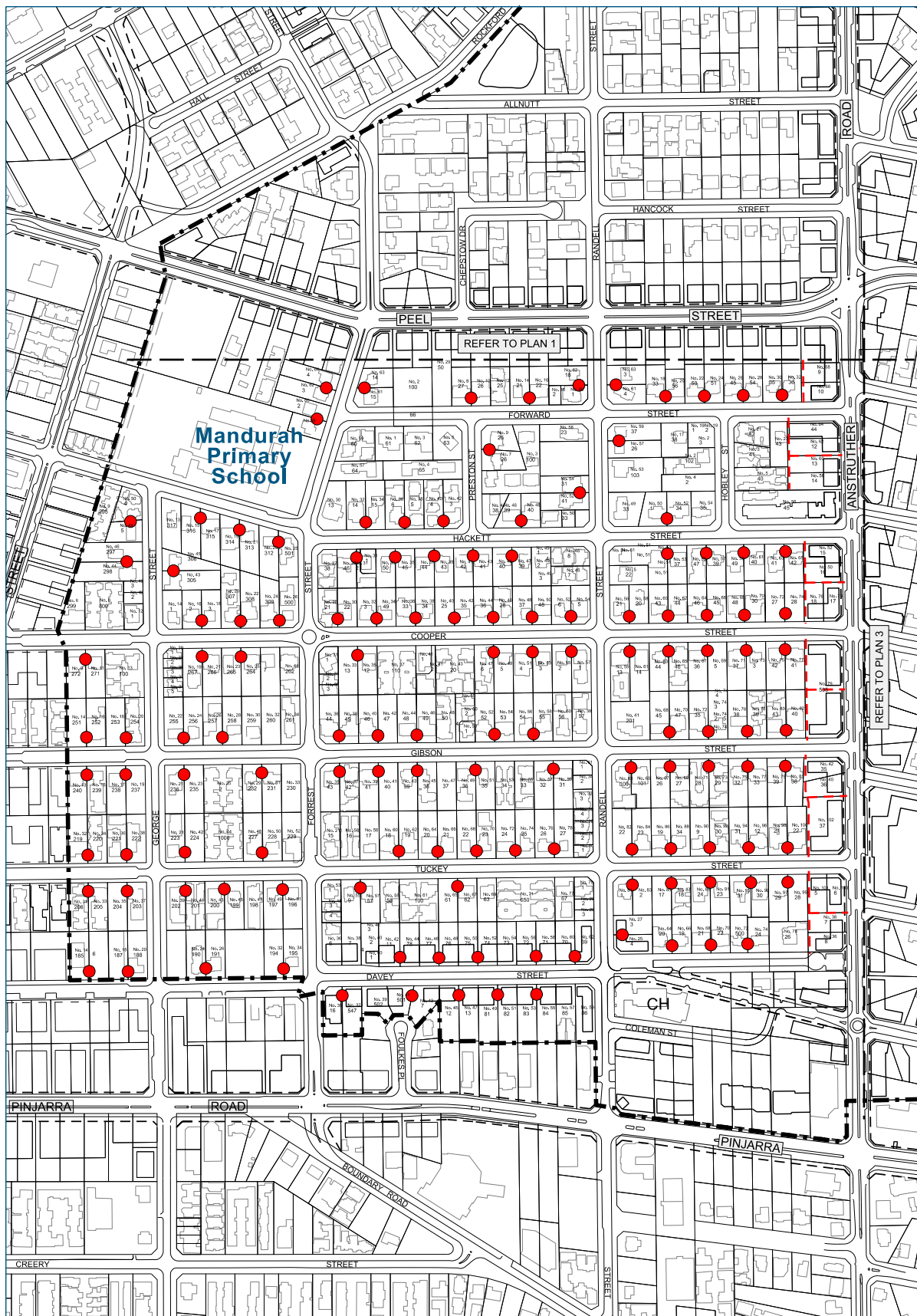
- Designated Shared Crossover Location
- Mixed Use Shared Access Way Location
- Precinct Plan Boundary

Refer to Clause 2.3.8 and 2.4.6 of the Precinct Plan regarding the provisions relating to the Shared Driveways Plan



**Figure 5 - Shared Driveway Locations
Plan 1 of 5 (North-West)**

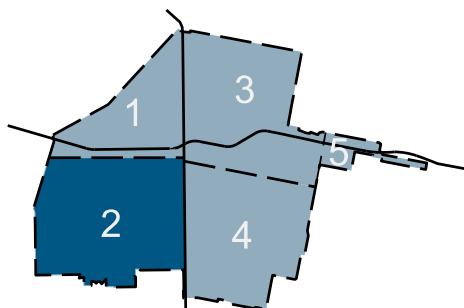




Plan Legend

- Designated Shared Crossover Location
- Mixed Use Shared Access Way Location
- Precinct Plan Boundary

Refer to Clause 2.3.8 and 2.4.6 of the
Precinct Plan regarding the provisions
relating to the Shared Driveways Plan

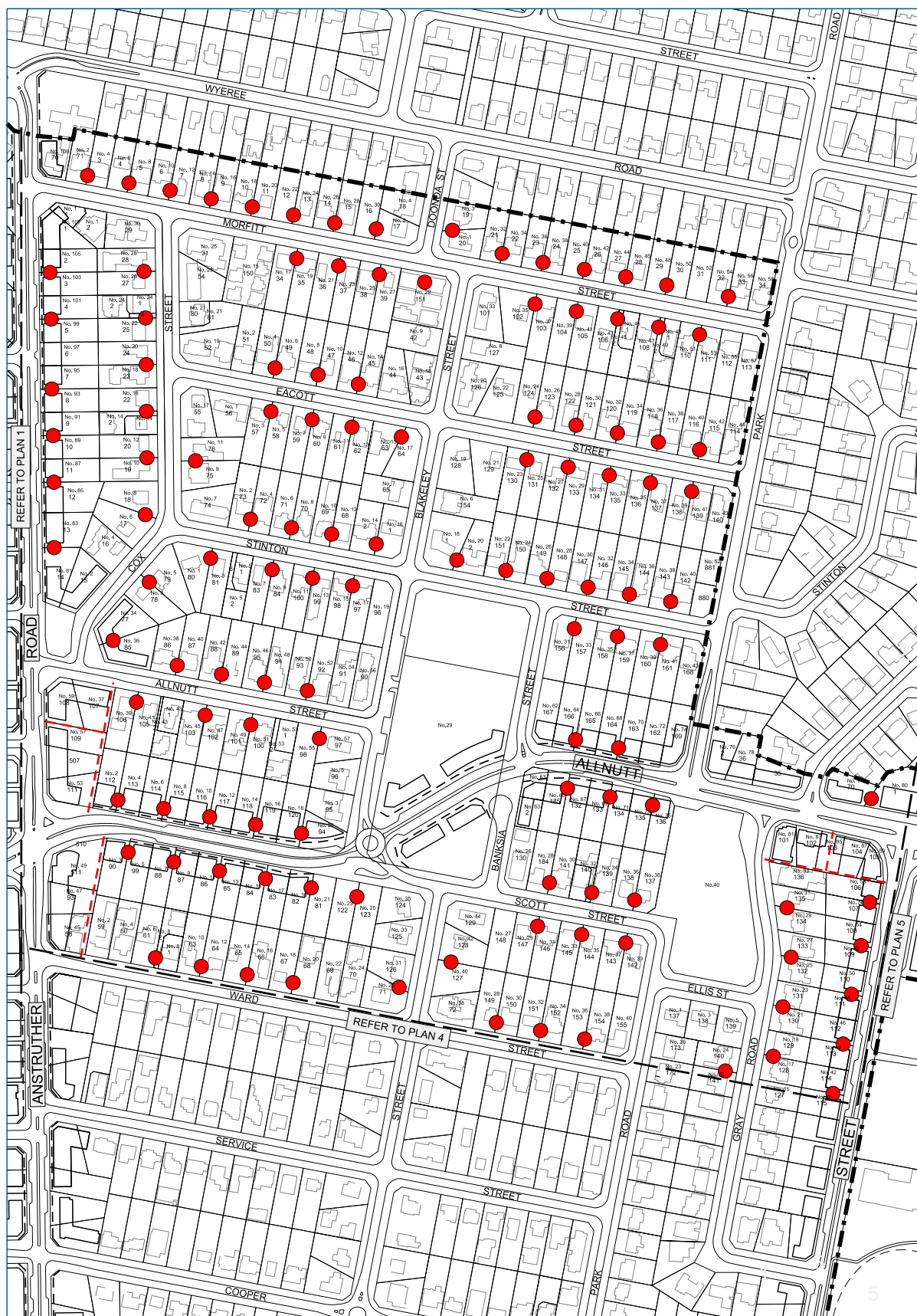


**Figure 5 - Shared Driveway Locations
Plan 2 of 5 (South-West)**



0 60 120m

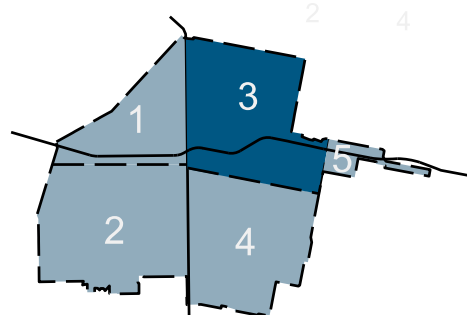
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Plan Legend

- Designated Shared Crossover Location
- Mixed Use Shared Access Way Location
- Precinct Plan Boundary

Refer to Clause 2.3.8 and 2.4.6 of the Precinct Plan regarding the provisions relating to the Shared Driveways Plan



**Figure 5 - Shared Driveway Locations
Plan 3 of 5 (North-East)**

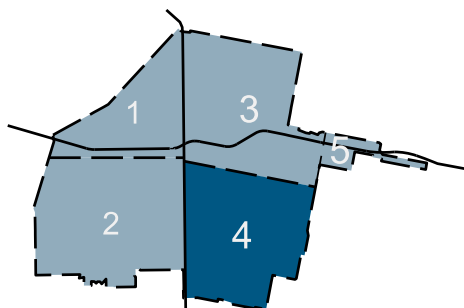




Plan Legend

- Designated Shared Crossover Location
- Mixed Use Shared Access Way Location
- Precinct Plan Boundary

Refer to Clause 2.3.8 and 2.4.6 of the
Precinct Plan regarding the provisions
relating to the Shared Driveways Plan

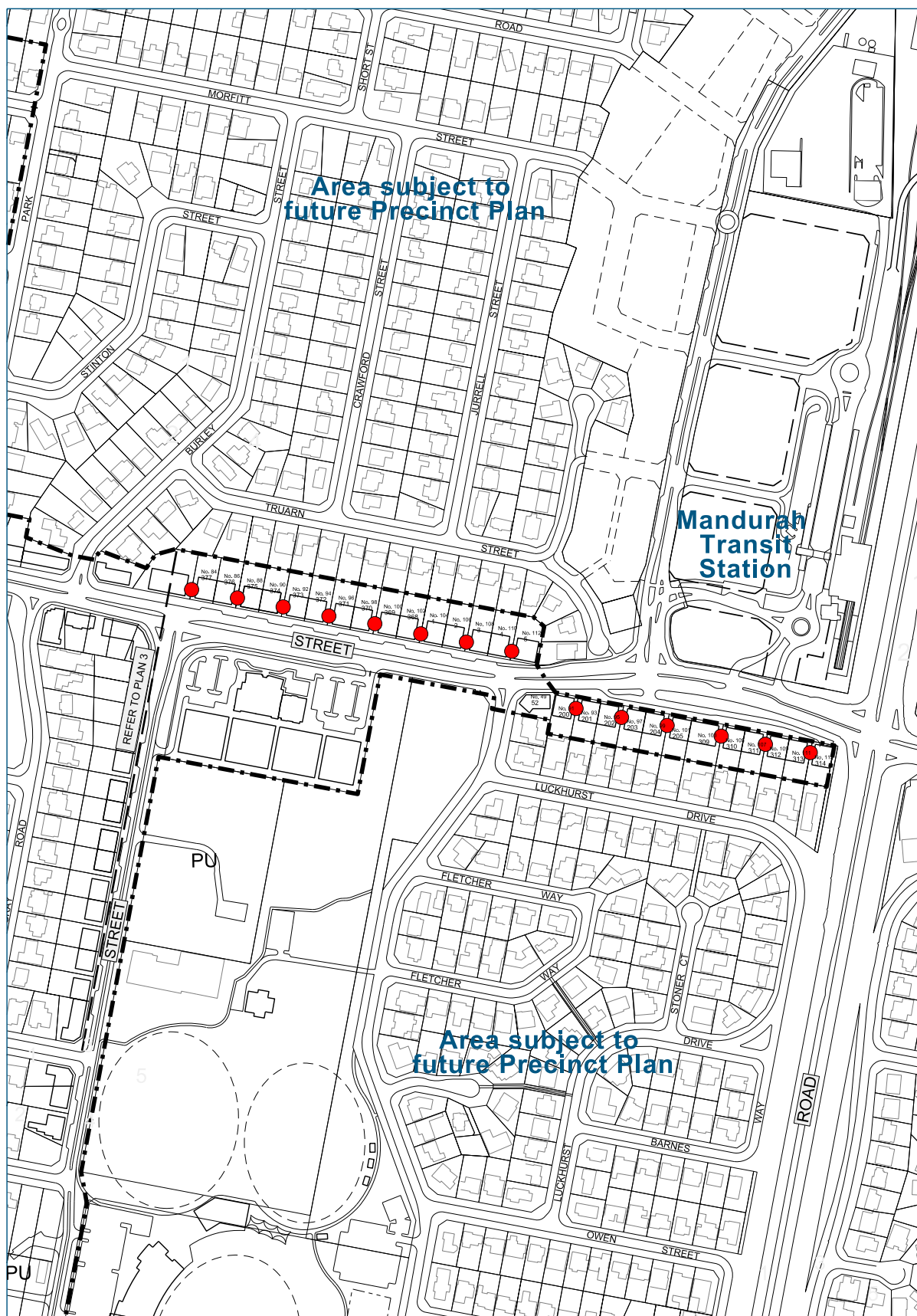


**Figure 5 - Shared Driveway Locations
Plan 4 of 5 (South-East)**



0 50 100m

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Plan Legend

- Designated Shared Crossover Location
- Mixed Use Shared Access Way Location
- Precinct Plan Boundary

Refer to Clause 2.3.8 and 2.4.6 of the Precinct Plan regarding the provisions relating to the Shared Driveways Plan

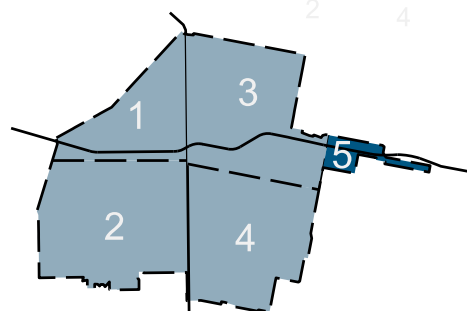
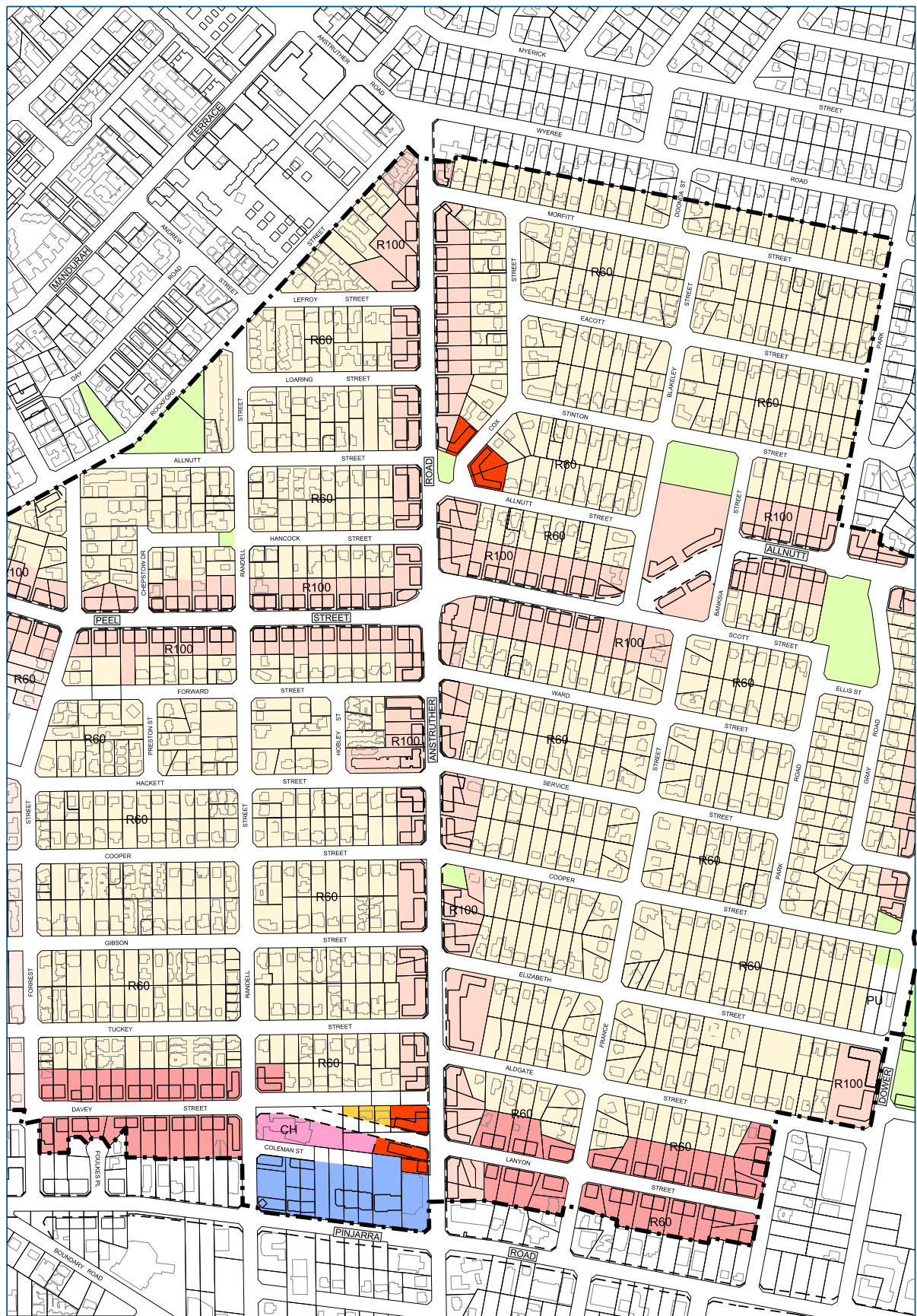


Figure 5 - Shared Driveway Locations
Plan 5 of 5 (Allnutt St East)



Inner Mandurah Precinct Plan

Appendix 2 **Schedule of Modifications**



Plan Legend

- Mixed Use / Residential R100
- Mixed Use / Residential R60
- Residential R60
- Service Commercial
- Church / Community Purpose



Precinct Plan Boundary

Figure 6 - Modification No 1

