MANDURAH TERRACE PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT



JULY 2009



PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

Record of the Adoption of the Mandurah Terrace Precinct Plan (Design Criteria and Precinct Text)

Revision No & Date	Description	Endorsed by Council	Endorsed by WAPC
0 (07.07)	draft version for advertising	17 April 2007	N/A
1 (11.07)	adopted by Council for final approval	12 December 2007	
2 (05.09)	Modifications based on DPI discussions	N/A	
3 (05.09)	Modifications recommended by DPI to WAPC	N/A	
4 (0709)	Modifications required by WAPC approval	N/A	20 July 2009

Record of the Mandurah Terrace Precinct Plan (Indicative Development Plan)

Plan No and Date	Description	Endorsed by Council	Endorsed by WAPC
03/069/001C 25 July 2005	Adopted as draft Precinct Plan – for advertising purposes	31 January 2006	N/A
03/069/001D 1 December 2006	Approved as Stage 1 Precinct Plan	21 November 2006	N/A
03/069/001E 9 November 2007	Adopted as final Precinct Plan	12 December 2007	tb
03/069/001F 29 May 2009	Modifications based on DPI discussions		
03/069/001G 29 July 2009	Modifications required by WAPC approval		20 July 2009

Record of Modifications to the approved Mandurah Terrace Precinct Plan

Amendment No	Description	Endorsed by Council	Endorsed by WAPC



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1. INTRODUCTION

1.1 APPLICATION

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

1.2 RELATIONSHIP TO TOWN PLANNING SCHEME NO3 AND LOCAL PLANNING POLICIES

The approval of Mandurah Terrace Precinct Plan is addressed through Clause 4.14.2 of Town Planning Scheme No 3 (**'Scheme 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 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 Mandurah Terrace Precinct Plan is as follows:

Creating a revitalised tourist precinct with a Grand Mandurah Terrace Boulevard as the centrepiece and a focus on new high quality tourist accommodation and mixed-use development.

Strengthening the relationship with the seaside and marina, and improving community sense of place in rejuvenated commercial nodes.

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 a Tourist and Centre Node;
- 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.



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1.4 PRECINCT PLAN AIMS

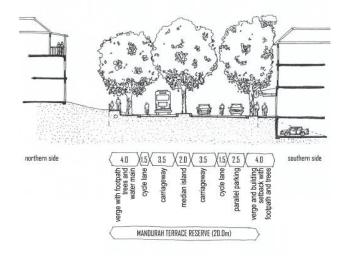
Development should reflect the following aims of the Precinct Plan:

1. An upgrade to the cross section for Mandurah Terrace, which does not involve road widening, however incorporates the carriageway (single lane) in each direction, cycle lanes in each direction, and on-street parking on the southern side of the street (to facilitate mixed use development built to a setback of 2-4 metres, which accommodates the verge, footpath and street trees) (Refer **Figure 1**).

On street parking is not provided on the northern side due to the level difference between the road and lots, which reduces opportunities for an interactive commercial frontage.

- 2. Mixed Use/Tourist development on the southern side of Mandurah Terrace, to accommodate restaurants, offices, tourist related commercial and residential uses.
- 3. Tourist accommodation uses on the northern side of Mandurah Terrace.
- Consolidation of Anstruther Road adjacent to the Silver Sands Shopping Centre into a 'main-street' as a mixed use village centre.
- A general increase in development potential in order to encourage redevelopment of lots through zoning designations and residential densities, which will need to be controlled through Design Guidelines.

Figure 1 Mandurah Terrace Cross Section



1.5 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.

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The Strategic Plan generally identifies the Precinct Area as follows:

- Lots and development fronting Mandurah Terrace as 'Business/Commercial /Tourism/Mixed Use';
- The Silver Sands Shopping Centre and City of Mandurah Administration Centre being identified as Neighbourhood Centres/Nodes;
- The remainder of the Precinct Area identified as 'Medium Density Residential/Mixed Use (including Caravan Parks)'; and
- Mandurah Terrace, Ormsby Terrace, Rockford Streets, Henson Street, Anstruther Roads, Sholl Street and Sutton Street identified as 'Key Connector Streets (noting that Stewart Street is not a key connector street).

With regard to the function of Mandurah Terrace, which was identified as a 'District Distributor Integrator B' road, the following notation was provided:

Mandurah Terrace is expected to remain the main gateway to Mandurah city centre from the north. The form and function of this road is to provide an attractive entrance to the city, while, at the same time, providing adequate capacity for access to and from the road from the commercial and residential areas on each side of Mandurah Terrace. Mandurah Terrace provides a transition between the higher-speed, car-dominated environment of Fremantle Road and the inner city streetscape of Mandurah Terrace.

South of Anstruther Road, Mandurah Terrace operates as a city centre street through the designated tourist area and it is recommended that there be no change to the existing road configuration, cross-section or road reserve (currently 20m). Council intends to designate cycle lanes on the roadway between Peel Street and Anstruther Road. This is consistent with the environment of Mandurah Terrace in this location.

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The Strategic Plan provides details with regard to the preparation of a Precinct Plan. Those that have been specified for Mandurah Terrace include the following:

- recognition of the significance of the Mandurah Terrace/Fremantle Road entry as a gateway to the City Centre by the introduction of a possible roundabout or other entry feature;
- upgrading Mandurah Terrace to provide an attractive boulevard entry statement to the City Centre;
- consideration of the roles that Hall Street and Day Road have in the connectivity within this area; and
- expansion of business/tourism uses northwards along Mandurah Terrace.

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

- introduce higher residential density coding in strategic locations for residential development in this area; and
- rezone land from 'Tourist' to 'Commercial' or similar to encourage commercial development, along with higher-density residential and tourist-related uses.

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

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 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.

1.7 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.



VISION

CREATING A REVITALISED TOURIST PRECINCT WITH A GRAND MANDURAH TERRACE BOULEVARD AS THE CENTREPIECE AND MANDURAH TERRACE BOULEVARU AS THE CENTREPIECE AND A FOCUS ON NEW HIGH QUALITY TOURIST ACCOMMODATION AND MIXED-USE DEVELOPMENT. STRENGTHENING THE RELATIONSHIP WITH THE SEASIDE AND MARINA, AND IMPROVING COMMUNITY SENSE OF PLACE IN REJUVENATED COMMERCIAL NODES.

PRECINCT PLAN NOTES

- UPGRADE MANDURAH TERRACE TO BECOME A GRAND BOULEVARD, WITH: CYCLE LANES; WIDER NORTHERN VERGE FOR TREE PLANTING; ON-STREET PARKING ON THE SOUTHERN SIDE; 2-4m BUILDING SETBACKS ON THE SOUTHERN SIDE FOR A WIDER VERGE 0

 - SIDE FOR A WIDER VERGE.
- CONSOLIDATE MIXED-USE / TOURIST DEVELOPMENT ON THE SOUTHERN SIDE OF MANDURAH TERRACE, WITH A FOCUS ON RESTAURANTS, OFFICES, HIGH QUALITY MIXED USE AND TOURIST-RELATED COMMERCIAL. 0
- FACILITATE THE ONGOING REDEVELOPMENT OF THE NORTHERN SIDE OF MANDURAH TERRACE TO HIGH QUALITY TOURIST ACCOMMODATION. 0
- NEW STREET-BASED MIXED-USE VILLAGE CENTRE, WITH: PLAZA RETAINING EXISTING TREES; REAR PARKING; ON-STREET PARKING; RESIDENTIAL / TOURIST ABOVE RETAIL 4 / COMMERCIAL.
- CREATION OF A MAIN STREET WELL DEFINED BY FOCAL PUBLIC SPACES, STREET-EDGE BUILDINGS, MEDIUM DENSITY RESIDENTIAL AND ON-STREET PARKING. 6
- REDEFINE INTERSECTION OF ANSTRUTHER ROAD, ROCKFORD STREET AND WYEREE ROAD. 6
- TAVERN REDEVELOPED AS A LANDMARK BUILDING TO ADDRESS CORNER, WITH BEER GARDEN IN ROAD VERGE. 0
- SERVICE STATION REDEVELOPED TO INCLUDE COMMERCIAL BUILDING ADDRESSING THE STREET CORNER. 8
- INCREASED DENSITY TO FACILITATE REDEVELOPMENT THAT IMPROVES THE PUBLIC REALM INTERFACE OR ENABLES NEW, SAFE PEDESTRIAN/CYCLIST CONNECTIONS. 0
- UPGRADING AND WIDENING OF DRAINAGE EASEMENTS TO BECOME MEWS, WITH NEW REAR BUILDINGS ADDRESSING THE STREET TO PROVIDE NEW, SAFE PEDESTRIAN LINKAGES. 0
- FORREST STREET REALIGNED TO EXTEND DIRECTLY INTO STEWART STREET, PROVIDING A MORE LEGIBLE, DIRECT CONNECTION TO THE BEACH AND MARINA VIA NEW MANDURAH TERRACE TRAFFIC SIGNALS. 0
- INVESTIGATE THE POTENTIAL OF UPGRADING THE ROUNDABOUT TO TRAFFIC SIGNALS AND LOCATE FUTURE TOWN HALL/CIVIC BUILDING AT CORNER TO STRONGLY DEFINE THE ENTRANCE INTO THE CITY CENTRE AND IMPROVE PEDESTRIAN CROSSING. Ð
- UPGRADE THE END OF PEEL STREET AS A SHARED-SURFACE STREET WITH A LANDMARK LOOKOUT. ً₿
- HIGHLIGHT THE ROUTE FROM THE MANDURAH TERRACE / PEEL STREET INTERSECTION TO THE MARINA WITH LANDMARK FEATURES, PUBLIC ART, THEMED STREET TREE PLANTING, INTERSECTION TREATMENTS, CARRIAGEWAY PAVEMENT ARTWORK, AND SIGNAGE. Ø
- RESIDENTIAL REDEVELOPMENT TO OCCUR IN PAIRS, WITH DWELLINGS ADDRESSING THE STREET AND SUBJECT TO DESIGN GUIDELINES. Ð
- FOCUSING OF HIGH QUALITY R60 AND R80 DEVELOPMENT AROUND COMMUNITY AND COMMERCIAL NODES. ß

INDIAN OCEAN R20/40 R20/40 **B** (9) × 7 ิด **T40** AREA SUBJECT TO SEPARATE PRECINCT PLAN 14 × R40 9 600 STREET AREA SUBJECT AREA SUBJECT LINUTT **B**(CP

MANDURAH TERRACE PRECINCT PLAN







	ZONING LEGEND			
	COMMERCIAL / MIXED USE (GROUND LEVEL COMMERCIAL)			
	TOURIST / RESORT ACCOMMODATION			
////	TOURIST / RESIDENTIAL (25 % RESIDENTIAL PREFERRED)			
T80	TOURIST / RESIDENTIAL R80			
T60	TOURIST / RESIDENTIAL R60			
T40	TOURIST / RESIDENTIAL R40			
	(DENSITIES APPLICABLE TO RESIDENTIAL COMPONENT ONLY)			
R60	RESIDENTIAL R60			
R40	RESIDENTIAL R40			
R20/40	RESIDENTIAL R20/R40 (SUBJECT TO CONNECTION OF SEWER)			
	AREA SUBJECT TO DEVELOPMENT GUIDE PLAN (REFER TO SECTION 3.2 OF PRECINCT TEXT)			
*	SPECIAL PROVISIONS APPLY (REFER TO SECTION 3 OF PRECINCT TEXT)			
	REGIONAL OPEN SPACE			
	PUBLIC OPEN SPACE			
Р	PARKING NODE (INDICATIVE ON-SITE PARKING)			
\bigcirc	TRAFFIC SIGNALS (NEW TRAFFIC SIGNALS SUBJECT TO INVESTIGATION)			
\bigcirc	WALKABLE CATCHMENT (400m RADIUS/ 5 min walk)			
•	ROADS REQUIRING STREETSCAPE / LANDSCAPE ENHANCEMENT			
\$0000¢	KEY PEDESTRIAN CONNECTIONS TO BE PROVIDED			
72	PRECINCT BOUNDARY			
northern sid	ne du biologia de la construir			
MANDUF	RAH TERRACE - PROPOSED CROSS SECTION			
city of MANDURAH				
SUSTAINABLE DEVELOPMENT DIRECTORATE				

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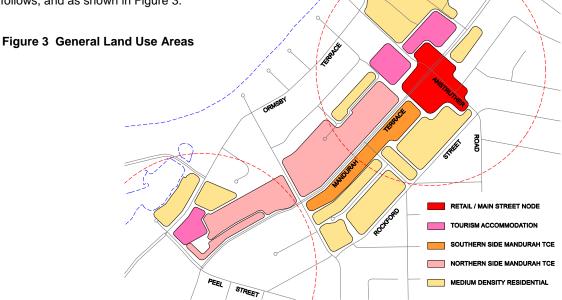
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2. DEVELOPMENT REQUIREMENTS

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, there will be a priority given to achieving high quality urban design outcomes to compliment the development standards outlined below.

2.1 DESIRED URBAN FORM

Generally, the Precinct Plan can be described with five distinctive land use and built form outcomes as follows, and as shown in Figure 3:



2.1A Retail / Main Street Node

Located around the intersection of Anstruther Road and Mandurah Terrace, the built form outcomes in this location should be based on a 'main-street' retail model, with multi-storey development focused on an upgraded streetscape, with public spaces, street-edge buildings and on street parking.





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2.1B Tourism Accommodation

Located at either end of the Precinct Area, the Precinct Plan highlights prime locations for existing and new high quality tourism accommodation, commensurate with additional building heights to take advantage of an ocean outlook.

2.1C Southern Side of Mandurah Terrace

The Southern Side of Mandurah Terrace has been designed on the basis of a mixed-use boulevard, with buildings built to a re-defined street edge (using a setback of 2.5m to provide for on-street parking), with multi-storey buildings, providing for restaurants, offices and retail at the ground level, and tourist-related commercial, residential and accommodation on upper levels.

Car parking is to be provided at the rear of buildings (or as basement), consolidated with reciprocal arrangement.







2.1D Northern Side of Mandurah Terrace

The Northern Side of Mandurah Terrace has been redefined to provide for and facilitate high quality tourist accommodation, mixed with medium density residential apartments, and closer to Mandurah Terrace, additional mixed-use and commercial development.









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2.2 LAND USES

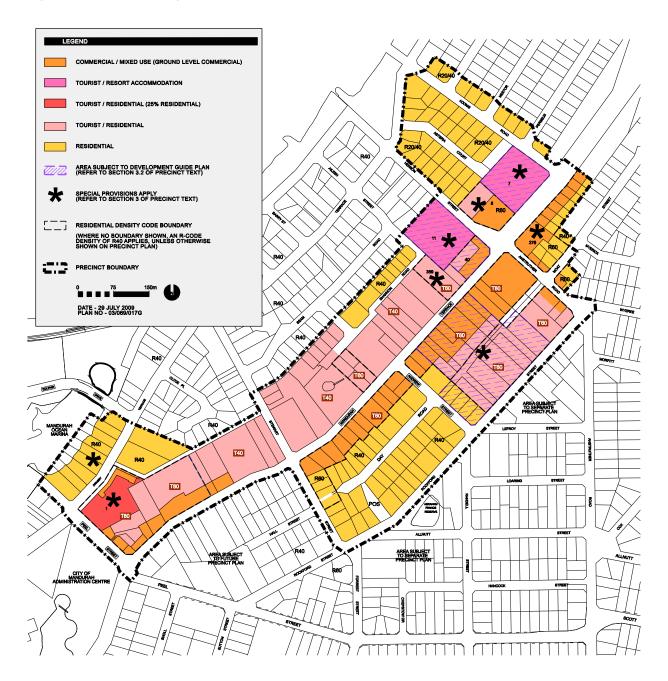
Land uses within the Precinct Area shall be as per **Table 1** below, based on the Simplified Zoning and Land Use Plan shown as **Figure 4**.

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2.2A Zoning and Land Uses

Figure 4 Simplified Zoning Plan





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	Zoning	Commercial / Mixed Use (Ground Level)	Commercial / Mixed Use (Other than Ground Level)	Tourist / Resort Accommodation	Tourist / Residential (Max 25% Residential)	Tourist / Residential (No Ratio Specified)	Residential
	Zoi	Ğ Ö	ē Š	Tot	Tot (Ma	(Né	Re
Use Class (1)							
Bed and Breakfast		Х	Р	IP	Р	Р	AA
Car Park		Р	AA	IP	IP	IP	SA
Caravan Park		Х	IP	Р	AA	Р	Х
Caretakers Dwelling		AA	AA	IP	IP	IP	Х
Child Care Premises		AA	AA	IP	IP	SA	SA
Civic Use		Р	Р	IP	IP	Р	Р
Club Premises		AA	AA	IP	IP	AA	Х
Consulting Rooms		Р	AA	IP	IP	AA	IP
Convenience Store		Р	AA	IP	IP	Р	Х
Dwelling (Single)		Х	Х	Х	Х	Х	Р
Dwelling (Grouped)		Х	Х	#	IP	IP	Р
Dwelling (Multiple)		Х	Р	#	AA	Р	Р
Guest House		Х	Р	Р	Р	Р	Р
Health Studio		Р	Р	IP	Р	Р	Х
Home Occupation		Х	IP	Х	Х	IP	IP
Holiday Home		Х	Р	AA	AA	Р	Р
Hotel		AA	AA	Р	Р	AA	Х
Lodging House		Х	AA	Р	Р	Р	SA
Medical Centre / Clinic		Р	AA	IP	IP	AA	SA
Motel		SA	Р	AA	Р	Р	Х
Office		Р	Р	IP	AA	AA	SA
Public Worship – Place Of		Р	AA	Х	Х	AA	SA
Reception Centre		Р	Р	Р	Р	Р	Х
Recreation - Private		Р	AA	IP	IP	IP	Х
Restaurant		Р	Р	Р	Р	Р	Х
Serviced Apartments		AA	Р	Р	Р	Р	Х
Shop		Р	IP	IP	IP	AA	Х
Showroom		Р	AA	Х	Х	SA	Х
Tavern		AA	SA	SA	SA	SA	Х
Tourist Resort		Р	Р	Р	Р	Р	Х

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;
- 'X' means the use is not permitted by the Scheme;
- 'IP' Not permitted unless incidental to predominant use.
- '#' refer to Section 3 of the Design Criteria;
- (1) Manager's facilities and ancillary commercial facilities are deemed part of the various Use Class as appropriate.



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2.2B 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.

2.2C Tourism / Residential (25% Max Residential) Calculation

For the purposes of interpreting Table 1, the following shall apply in determining the calculation of the tourism and residential mix:

- (a) The proportion of residential units relative to the total number of accommodation units on the site should be equal to or less than 25%; and
- (b) The site area occupied by the residential units, relative to the area occupied by the short-stay development should be equal to or less than 25%.

In calculating the area occupied by the shortstay development, those facilities available for common use, such as reception and recreation facilities, shall be excluded from the calculation; and

(c) Any individual and as a whole any residential component of such a development shall be of a design and scale that it clearly is subsidiary to the tourism component of the development such that the tourism component remains dominant in all aspects.

In addition to the following design criteria:

- All units in the development shall be designed primarily for tourist occupation, form part of an integrated complex and shall not be subject to compliance with the Residential Design Codes of Western Australia;
- Residential units may be concentrated in an area of the complex and provided with specific recreation and amenity facilities but shall be designed to enable management and use as an integrated part of the overall complex. In assessing the location of units, the potential for a residential-no occupancy restriction component to provide a transition between tourism development and surrounding residential uses should be taken into account; and.
- The development shall incorporate those facilities normally associated with tourist accommodation developments such as recreation, entertainment facilities and integrated management facilities.



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2.2D Application of the Residential Design Codes

Residential Development

The development of Dwellings (Single, Grouped Multiple) shall be in accordance with the provisions of the Residential Design Codes. However, where alternative provisions are specified in the Precinct Plan, the Precinct Plan prevails over the R-codes.

The minimum and average site area per dwelling and plot ratio requirements (Columns 3 and 5 of Table 1 of the R-Codes) may be varied from those shown on the Precinct Plan, to the effect that a proposed development complies with the Precinct Plan and Design Criteria, including, but in no particular order:

- Building Height and Scale;
- Setbacks;
- Streetscape provisions; and
- Achieving strategic economic and sustainability objectives.

(Note: Application of this clause does not change the R-coding shown on the simplified zoning plan,)

Any proposed variation to the site area or plot ratio requirements of the R-Codes shall be publicly advertised, as per Clause 4.3 of this Design Criteria.

Tourism Development

- 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. (ie – the relevant R-Code shown on the Precinct Plan shall be for permanent residential units only).
- This clause generally applies where the Precinct Plan designates a 'T-Code';
- 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.

Mixed Use Development

• The provisions of Clause 4.2 of R-Codes shall generally apply to Mixed Use development, to the extent that the provisions are consistent with the Vision and Intent of the Precinct Plan.

2.2E 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:

"guesthouse" 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 onsite 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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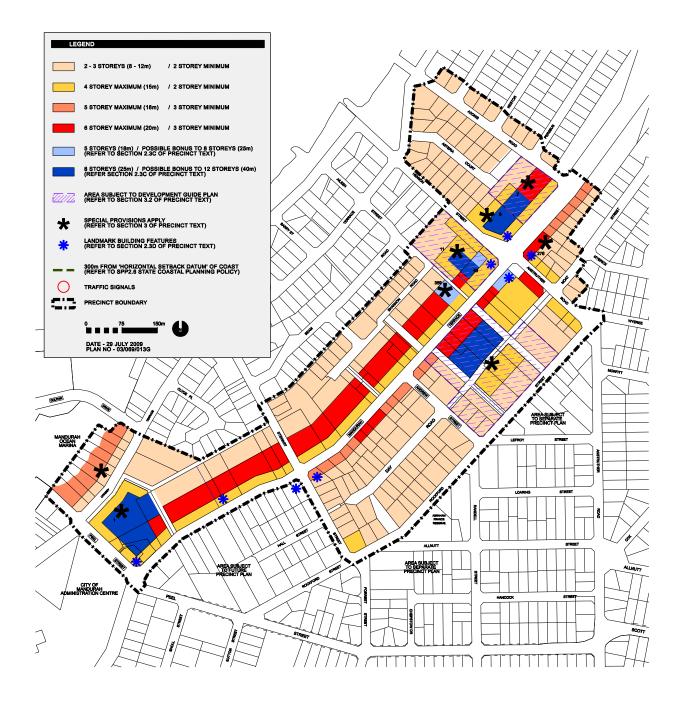
2.3 BUILDING HEIGHT AND SCALE

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2.3A Building Heights

Building Height and Scale within the Precinct Area shall be as per **Figure 5** and the provisions below as outlined as follows.

Figure 5 Building Height Plan



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2.3B Measurement of Building Heights

For the purposes of measuring building heights, the following diagrams provide clarification on the measurements provided on the Building Heights Plan.

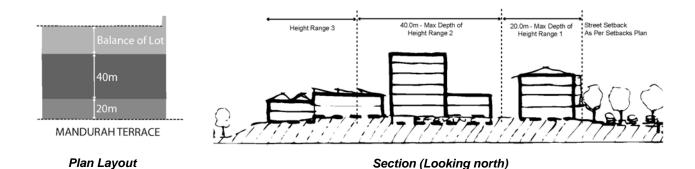
(Note: these diagrams need to be considered with the remaining provisions of the Design Criteria and not in isolation, particularly with regard to street setbacks and the Building Height Plan (**Figure 5**)

Northern Side of Mandurah Terrace

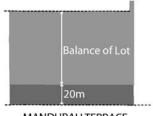
(Note: As per Scheme 3, 'height' is defined as when used in relation to a building that is used for:

City of

- (a) residential purposes, has the same meaning given to it in and for the purpose of the Residential Planning Codes; or
- (b) purposes other than residential purposes, means the measurement taken from the natural ground level immediately in front of the centre of the face of the building to a level of the top of the eaves, parapet or flat roof, whichever is the highest)

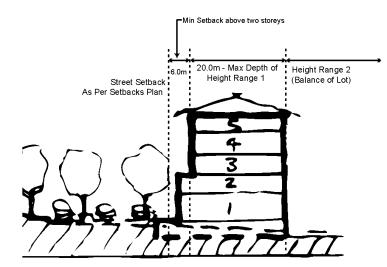


Southern Side of Mandurah Terrace



MANDURAH TERRACE

Plan Layout



Section (Looking North)

NOTE: The minimum setback above two storeys may be varied to allow for balconies (outdoor living areas) and other minor intrusions into this space, without impacting of the degree of walls built to side boundaries.

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2.3C Height Range

Where the height limits on Figure 5 are expressed as a range, (such as 8-12 storeys), the lower number of each range applies by default, except where otherwise specified in Section 3 of the Precinct Plan.

Council has the discretion to allow a height bonus beyond the lower limit of the range, and possibly up to the maximum limit of each range, subject to the following:

- any site-specific requirements in Section 3 being satisfied;
- land uses and development standards being in accordance with the provisions of this Precinct Plan;
- the spatial extent of each height limit category on Figure 5 not being exceeded;
- satisfactory design, external appearance/ articulation being demonstrated;
- satisfactory integration with neighbouring properties being demonstrated in terms of visual impacts, overshadowing and privacy considerations;
- satisfactory street level activation being demonstrated; and
- community benefit (contributions).

2.3D Landmark Building Features

The main purpose of the landmark buildings are to serve as a key marker and define the key entries for the Precinct Area.

These sites are required to be developed with decorative parapets, tower elements to celebrate corners to roads or similar features to give prominence to these buildings and corners. Examples of treatments include:

- Distinctive roof form;
- Articulation of corner wall elements;
- Special balcony treatments;



DESIGN CRITERIA AND PRECINCT TEXT

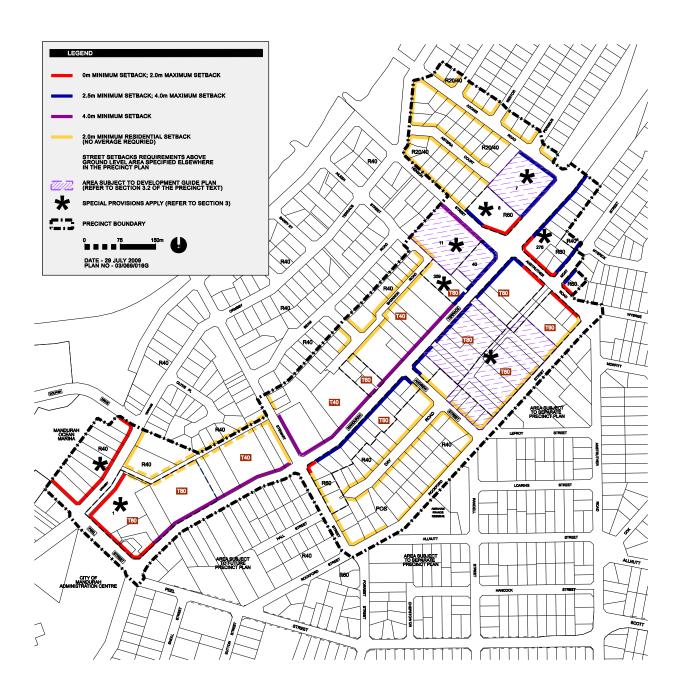
2.4 STREET SETBACKS

PRECINCT

Street setbacks, at ground level, shall be determined as per **Figure 6**.

PLAN

Figure 6 Ground Level Street Setbacks

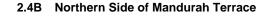


PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

2.4A Southern Side of Mandurah Terrace

- The front setback of a minimum 2.5 is required in order to satisfy the requirements of the Mandurah Terrace Cross Section. (Refer **Figure 1**), unless, otherwise shown on the **Figure 6**.
- The front setback shall provide for a pedestrian footpath of a minimum 2.5 metres, which shall be subsequently protected through a public access easement, which shall be required as a condition of development approval.
- The building shall be designed as if the front setback is 'nil', as described:
 - Buildings shall address the street and locate their main entries so as to face the street.
 - Ground level frontages for commercial uses should, shall have large windows to enable a connection between the interior and the street.
- Other than the pedestrian footpath, which shall be located within the designated 2.5 metre as referenced above, the remaining front setback can be used as a formal landscaping area, alfresco dining and other 'active frontage' uses as determined by the City of Mandurah.
- Subject to Clause 2.5 (Car Parking), no onsite car parking shall be permitted between the street and the front of the building.
- No front fencing is permitted.



- The front setback (as shown on **Figure 6**) has been allocated primary due to the level difference between the street and the lot (due to services being located under the footpath), and there being no opportunity for on-street parking.
- Subject to Clause 2.5 (Car Parking), no onsite car parking shall be permitted between the street and the front of the building.
- Where demonstrated to be in keeping with the intent and vision of the Precinct Plan, street setbacks in this area may be reduced, subject to the development having active ground floor uses, and the ability to provide a suitable interface for vehicles and entrances and function of the building, given that on-street parking, and parking within the front setback is not permitted.

(A variation to the front setback does not result in a modification to the building height provisions)



PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

2.5 CAR PARKING AND ACCESS

On-site parking ratios are as follows:

2.5A Commercial Uses

Shop/Retail:	4 bays per 100m ² GLA;
Restaurant:	1 per 6 seats;
Office:	1 per 50m ² GLA; and / or
Other:	50% of the Commercial Zone.

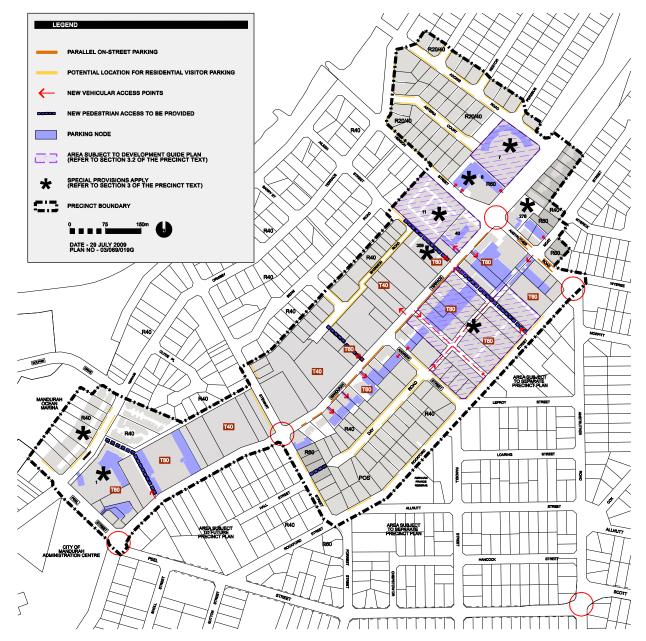


2.5B Residential Uses

As per R-Codes, except for the following:

- Tourist Accommodation: 1 per unit/dwelling;
- Visitor Parking: May be provided in the street, where applicable (ie except Mandurah Tce).

Figure 7 Car Parking and Access



PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

2.5C Additional Provisions

- The location of car parking areas shall be generally as shown on the Precinct Plan and **Figure 7**.
- Undercroft parking, particularly where the topography allows, is encouraged, subject to the access to such parking areas being from the 'rear' of buildings.
- Where shown on the Precinct Plan, particularly on the southern side of Mandurah Terrace, parking areas shall be linked and shared through the use of cross access easements.
- 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.
- 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 (Refer Figure 7).
- 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.
- Where shown on the Car Parking and Access Plan (Refer Figure 7), on sites shown as requiring pedestrian access to be provided, a proposed development shall make provision for a public access way, protected via easement.

Details relating to the provision of the access shall generally be negotiated at the time of development, however, as a minimum, they should be consistent with standards for public access ways (ie 8.0m), but may be combined with a shared driveway for a multiple dwelling development, and should be retained in a public access easement, in a similar manner to shared car parking areas.



PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

2.6 GENERAL PROVISIONS

2.6A Non-Street Setbacks

- 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 will be required so as to maintain the continuity of building frontages.
- 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.
- Privacy setback requirements prescribed in the R-Codes may be subject to variation based on the priority to be given to outlooks, views and vistas and the generally lower level of privacy expected for residents living in a tourist precinct.

2.6B 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:

- 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 is a minimum clearance 2.75m between the bottom of the sign and the pavement;
 - Signage is not permitted above the roofline of the building;
 - Street numbering is encouraged to be provided on one sign on the front façade;
 - In buildings with multiple tenants, shared signage is to be provided;



- Pylon signs (including 'monolith signs') are not permitted.
- 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.

2.6C Servicing

- 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.
- All services located on the roof (eg airconditioners 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.

2.6D Crossovers and Vehicular Access

- 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.
- 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.

2.6E 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.

PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

2.6F Verandahs, Balconies and Awnings

- All street front facades should have a verandah or canopy to 50% of its length.
- Where commercial buildings observe a 'nil' front setback, the provision of weather protection to the public footpath in the form of a cantilevered verandah, canopy or awning is required.
- The minimum height from ground level for a canopy or balcony overhanging a footpath is 3.0m.
- Weather protection is to be provided to entrances of residential buildings.
- Awnings should also be detailed to appear as thin, lightweight elements. For this reason, bullnose verandahs will not be permitted.
- Balconies are appropriate to take advantage of views. Projections from the facade also articulate and give scale to the building mass.
- Balconies and decks must be of useable dimensions, eg: minimum dimension 1.5m.
- Balconies, awnings and decks may extend into the street space [footpath or verge] by up to 1.5m and must be structurally cantilevered.

2.6G Articulation and Detailing

- Large areas of blank wall will not be accepted on the front and / or street facade or where visible from the street or other public space. Where walls without glazed penetrations are unavoidable, other design features must be incorporated, such as colour and texture variation.
- Formal modulation will be sought through placement of windows and openings, balconies and material changes.
- Colour, texture, material and detail are important, to provide scale and visual interest.

2.6H Fences and Retaining Walls

- Large expanses of solid brick wall fronting onto public spaces shall be avoided.
- Low walls [up to 1.0m] are permissible along the front boundary of residential developments.

2.6I Privacy

A high standard of acoustic and visual privacy is required for the amenity of residential uses.

- Particular attention should be given to construction materials and techniques that reduce noise transmission between buildings.
- Acoustic treatment of machinery such as airconditioning, lifts and mechanical services to commercial uses is required.
- Equipment should be located, enclosed and acoustically treated to ensure acceptable noise levels are achieved.

2.6J Roof Form

These design criteria contain no specific requirement with regard to roof form and variety is encouraged.

Steep pitched roofs (between 25 and 45 degrees) are acceptable, however where low pitched roofs (eg: 15 degrees or less) are proposed, these should be detailed to create the effect of visual lightness.

This effect can be achieved by:

- minimising the visual depth of the roof at the eaves
- upturning the edge of the roof
- utilising broad eaves overhangs, either cantilevered or strutted
- forming a visual contrast through material and / or colour , between the roof and the walls
- emphasising the shadow cast by the roof onto the walls
- minimising the visual weight of the wall area between glazed openings and the underside of the roof.



PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

2.6K Services

- All service fittings, fixtures and rubbish bin storage are to be located at the rear of properties and are to be screened from public view.
- All piped and wired services, air conditioners, clothes drying areas and hot water storage are to be concealed from the street and public view (I.e. located to the back of developments.)

2.6L Energy Efficiency

Buildings should be designed to be energy efficient.

- Particular attention should be given to the principles of passive solar design.
- Energy efficient services and appliances are included in the building design.
- Construction materials may be chosen from renewable sources and with regard to their embodied energy levels.
- Lightweight framed and insulated construction (ie. low thermal mass) should be used externally, especially on exposed east and west facades.
- Where masonry construction is used externally on east and west facing facades, these should be appropriately insulated to minimise heat transfer between outside and inside.
- Masonry (high thermal mass) materials should be used internally to retain internal ambient temperature.
- Insulation to roofs is mandatory and must be R2.0 (min).

The criteria regarding detail elements below are recommended:

- Ceiling insulation should be provided.
- All windows in excess of 0.6 sq m on the east and west facades should be protected from the summer sun.
- Verandahs and pergolas should be used to provide shade to large openings in east and west facades.
- All doors and windows should have good draft seals.

- All street front facades should have a verandah or canopy to 50% of its length.
- Outdoor living areas should be designed and located to maximise protection from strong winds.
- Ceiling spaces should be ventilated to assist passive cooling.
- Double glazing should be considered for large areas of glass to limit heat transmission.

2.6M External Materials

The choice of the materials for external walls will be made from a selection of at least three of the following:

- rendered brickwork [light, flat, bagged texture]
- timber boarding (to provide the appearance of clear finished or weathered timber)
- fibre cement "boards" (to provide the appearance of clear finished or weathered timber)
- painted timber or fibre cement weather boarding
- painted flat fibre cement sheet
- custom orb [for walls]
- limestone blocks [natural or reconstituted]
- tilt concrete or precast concrete with textured and painted finishes similar to rendered brickwork.
- any other material considered acceptable by the City of Mandurah, subject to at least three different materials being featured on external walls. The wall area may include gables. Materials used for the roof, eaves and the glazing are not included in the combination of wall claddings required.



PRECINCT PLAN

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2.6N Noise Attenuation

Noise attenuation design will need to be addressed where:

- Non-residential (eg commercial / retail) development abuts or is adjacent to residential development; and / or
- Mixed used developments (residential over commercial).

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 relevant Local Planning Policy details the requirements of an Acoustic Report.

2.60 Subdivision

Subdivision of lots for small lot residential and / or commercial use is not likely to be supported by Council unless the subdivision 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.



PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

3. SPECIFIC REQUIREMENTS

3.1 TOURIST/RESORT ACCOMMODATION SITES

Lot 7 Mandurah Terrace (Silver Sands Resort Site)

- Grouped Dwelling and/or Multiple Dwelling development is possible, subject to there being no net loss of tourist accommodation rooms on site.
- The location, design and quality of tourist accommodation will be subject to review upon presentation of plans for redevelopment of the site in consultation with Tourism WA.

Lot 11 Henson Street (Lucky Caravan Park)

- Grouped Dwelling and/or Multiple Dwelling development is possible, subject to there being at least 50 tourist accommodation rooms provided on site.
- Development in excess of 3 storeys is dependent upon the provision of significantly more than 50 quality tourist accommodation rooms.
- The location, design and quality of tourist accommodation will be subject to review upon presentation of plans for redevelopment of the site in consultation with Tourism WA.

Lot 1 Ormsby Terrace (Atrium Hotel Site)

 Grouped Dwellings and/or Multiple Dwellings must be developed in conjunction with tourist accommodation units. In such a development, no more than 25% of the total number of units should be used for permanent residential purposes.

3.2 AREA SUBJECT TO DEVELOPMENT GUIDE PLAN

This clause refers to the following sites, as identified on the Precinct Plan(s):

- Belvedere Caravan Park site;
- 'Lucky Caravan Park' site'
- 'Silver Sands Resort' site

A Development Guide Plan (DGP) shall be prepared for each of the above site, in accordance with the process as outlined in Clause 4.13 of Town Planning Scheme 3. Each DGP shall:

- ensure the proposed development is suitably integrated into its surrounds;
- incorporate the general land uses and access points shown on the precinct plan;
- make provision for building heights, residential densities, land uses and general development standards; and
- have the same effect as a DGP adopted under Town Planning Scheme 3, if approved by Council;

The provisions detailed in the Precinct Plan for the identified sites with regard to land use, density and height may be varied by the required DGP.



PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

3.3 OTHER SITES

Lot 8 Mandurah Terrace (Silver Sands Tavern)

In order to be eligible for a height bonus beyond the lower limit of the height range specified for this property, the provision of quality tourist accommodation is encouraged.

Lot 359 Mandurah Terrace

In order to be eligible for a height bonus beyond the lower limit of the height range specified for this property, a dedicated pedestrian access way shall be provided, as shown generally on the precinct plan map.

Lot 279 Mandurah Terrace (BP Service Station)

In the event of a redevelopment of the subject site which proposes a Service Station, due regard is to be given to the particular requirements for such a development such as site layout, setbacks, scale, access and building design. However, in the event of a redevelopment for an alternative use, then provisions contained within Section 2 of the Design Criteria shall apply.

Ormsby Terrace Properties (Lots 1-8 Ormsby Terrace)

The properties on the western side of Ormsby Terrace, between Peel Street and the Mandurah Ocean Marina entrance are to be treated as follows:

- five storey buildings being setback 20 metres from the Ormsby Terrace (front setback).
- 2 storey minimum, 3 storey maximum buildings between the Ormsby Terrace front setback and the 5 storey buildings.
- carparking within the front setback area shall be kept to a minimum.
- Tenant car parking shall be incorporated into the buildings.
- The front buildings along Ormsby Terrace shall be designed to activate the street edge through appropriate land uses, preferably as mixed use development.
- Proposed setbacks to Ormsby Terrace be a maximum of 2.0 metres for the length of the street setback to Ormsby Terrace to facilitate ground level adaptable building space and first floor residential units/adaptable units.
- The front buildings to reinforce Ormsby Terrace being an avenue connection between the Mandurah Ocean Marina and the Civic and Cultural Precinct; and
- High quality landscaping and the use of tall growing trees where appropriate to screen the five storey buildings from Ormsby Terrace.



PRECINCT PLAN

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3.4 MEDIUM DENSITY RESIDENTIAL

Note 15 on the Indicative Development Plan

For the lots shown as 'Residential R40' on the Indicative Development Plan and notated by Note 15, the following provisions shall apply, as illustrated in **Figure 8**:

- (a) Redevelopment to occur in pairs with dwellings to address the street.
- (b) Crossovers and access ways to be shared between two properties for lots less than 25m in width for group dwelling development.
- (c) 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).
- (d) 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.
- (e) A clearly defined entrance to street for front dwellings is to be provided;
- (f) 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

- (g) A 2.0m primary street setback is permitted;
- (h) No courtyard / private open space to be located in front setback area;
- (i) Front fencing to be no higher than 1.0m;
- (j) Nil side setbacks permitted between dwellings on same lot;
- (k) Garages to be accessed from shared driveway at the rear;
- (I) 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.

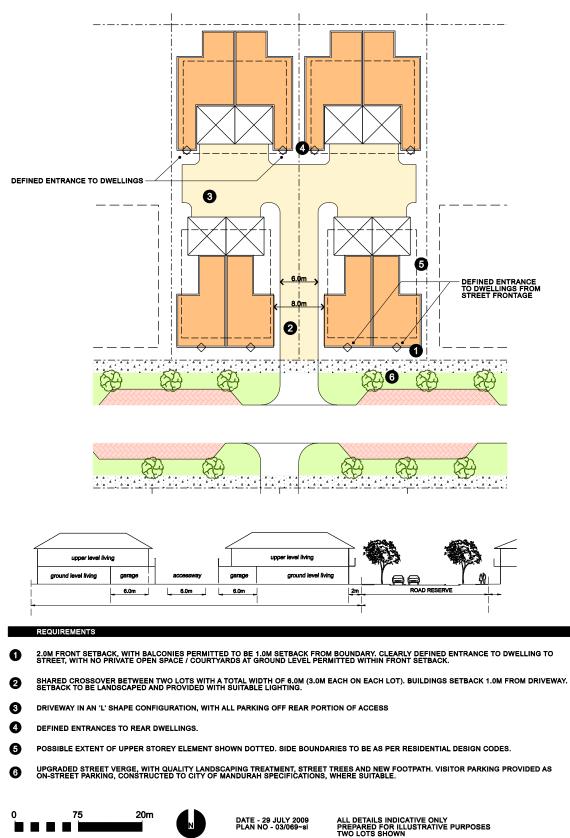
Rear Dwellings

- (m)Front door/entrance to be provided in designated location (Refer Figure 8) (Setback 1.0m min from shared access)
- (n) 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.
- (o) Nil side setback between dwellings on same lot, with side setbacks to lot boundary to be as per the R-Codes.
- (p) Garage to be setback 2.0m min from access mews (or 1.0m behind front door) (Refer Figure 8)

PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

Figure 8 Medium Density Site Layout



PRECINCT PLAN

DESIGN CRITERIA AND PRECINCT TEXT

4. ADMINISTRATION

4.1 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.

4.2 SUBMISSION OF PLANS

In addition to any other information required by the Scheme or by any Council policy, applications for planning approval for development above three storeys shall be accompanied with diagrams illustrating the shading of surrounding and adjacent properties (including the public domain), at 9:00am, 12:00 noon and 3:00pm as at 21 June and 22 March/September.

4.3 ADVERTISING OF PROPOSALS

Notwithstanding the contents of the Precinct Plan (including the Design Criteria), the following proposals will be required to be advertised for public comment in accordance with Clause 7.3 of Scheme 3:

- Any proposal that is specifically mentioned within Section 2 of the Design Criteria;
- Any proposal that seeks to modify any of the development standards referenced in Section 2 of the Design Criteria, as provided for in Clause 5.3 of Scheme 3, which states:

Except for development in respect of which the Residential Planning Codes apply under this Scheme, if a development the subject of an application for planning approval does not comply with a standard prescribed by the Scheme with respect to minimum lot sizes, building height, setbacks, site coverage, car parking, landscaping and related matters, the notwithstanding Council may, that non-compliance, approve the application unconditionally or subject to such conditions as the Council thinks fit. The power conferred by this clause may only be exercised if the Council is satisfied that:

- (a) approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the amenities of the locality;
- (b) the non-compliance will not have any adverse effect upon the occupiers or users of the development or the inhabitants of the locality or upon the likely future development of the locality;

with the exception of proposals which seek to proposal a building above the Building Heights Plans specified in Section 2 of the Design Criteria)

(Note – such proposals will need to be dealt through Section 4.4 of the Design Criteria)

 Notwithstanding the Building Heights Plan, any proposal which is above four storeys in height.



DESIGN CRITERIA AND PRECINCT TEXT

4.4 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, building height or layout of the Mandurah Terrace Precinct Plan:,

- Must not compromise the overall function or integrity of the Precinct Area, and 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, particularly with regard to land use (where non-residential development is proposed);
- 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.

4.5 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 vegetation, in accordance with City of Mandurah specifications.
- The preparation and approval of a Development Guide Plan for relevant site(s) as outlined in Section 3.

4.6 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 and engineering designs for Mandurah Terrace;
- Upgrading of key infrastructure as detailed the Precinct Plan;
- Branding and a 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 key streets within the Precinct Area;

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

4.7 DEVELOPMENT CONTRIBUTION PLAN

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.

