



MIRRABOOKA TOWN CENTRE LOCAL DEVELOPMENT PLAN

Adopted by Council on 8 December 2015

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New Mirrabooka Bus Station + Town Square

1.0 INTRODUCTION

1.1 MIRRABOOKA TOWN CENTRE

The Mirrabooka Town Centre is predominately a commercial and civic centre which services the City of Stirling's north-eastern suburbs with its catchment extending beyond the City's boundaries.

The redevelopment and performance of the Town Centre has been hindered by a number of issues including: poor design, changes to public policy, changes to the character of surrounding suburbs, extensive expansion to Morley Galleria (which is in direct competition to the Town Centre) and the changing community and landowner expectations. Previous planning for the Town Centre has recognised that it is not operating to its full potential. However due to a lack of commercial interest and private investment to date, little redevelopment has occurred.

Mirrabooka Town Centre is typical of other metropolitan / suburban shopping centres in that it exhibits the outcomes of conventional planning of the post-war era. Many of the existing land uses within the Town Centre derive from the migrant working class origins and the local community.

The Mirrabooka Town Centre however offers solid prospects for future capital growth due to its strategic location, existing and future accessibility to public transport, and the vibrant multicultural local population.

1.2 AN URBAN ENVIRONMENT

This Local Development Plan puts in place a built form framework for private property and development intended to catalyse the transformation of the Mirrabooka Town Centre. At present, the Town Centre is characterised by a lack of legibility and activation, is too dispersed to create beneficial land use synergies, and is prone to anti-social behaviour.

The vision described in this document is for the town centre to become much more integrated and diverse to take advantage of the natural benefits of land use proximity and density. New street connections are proposed that will better connect the town centre and facilitate additional investment through property development and business formation. Benefits of these interventions include facilitation of a broader range of accommodation options (at a variety of price points), support for further commercial, retail and dining businesses, more local employment, and a safer, more vibrant public realm.

This Local Development Plan sets out specific standards to regulate the interface between private buildings and the public realm. In an urban environment, building facades become critical edges that define the public realm and improve the legibility to the entire town centre. The detailed building design and land uses at the ground floor, in particular, are important in ensuring that the desired level of activation is achieved.



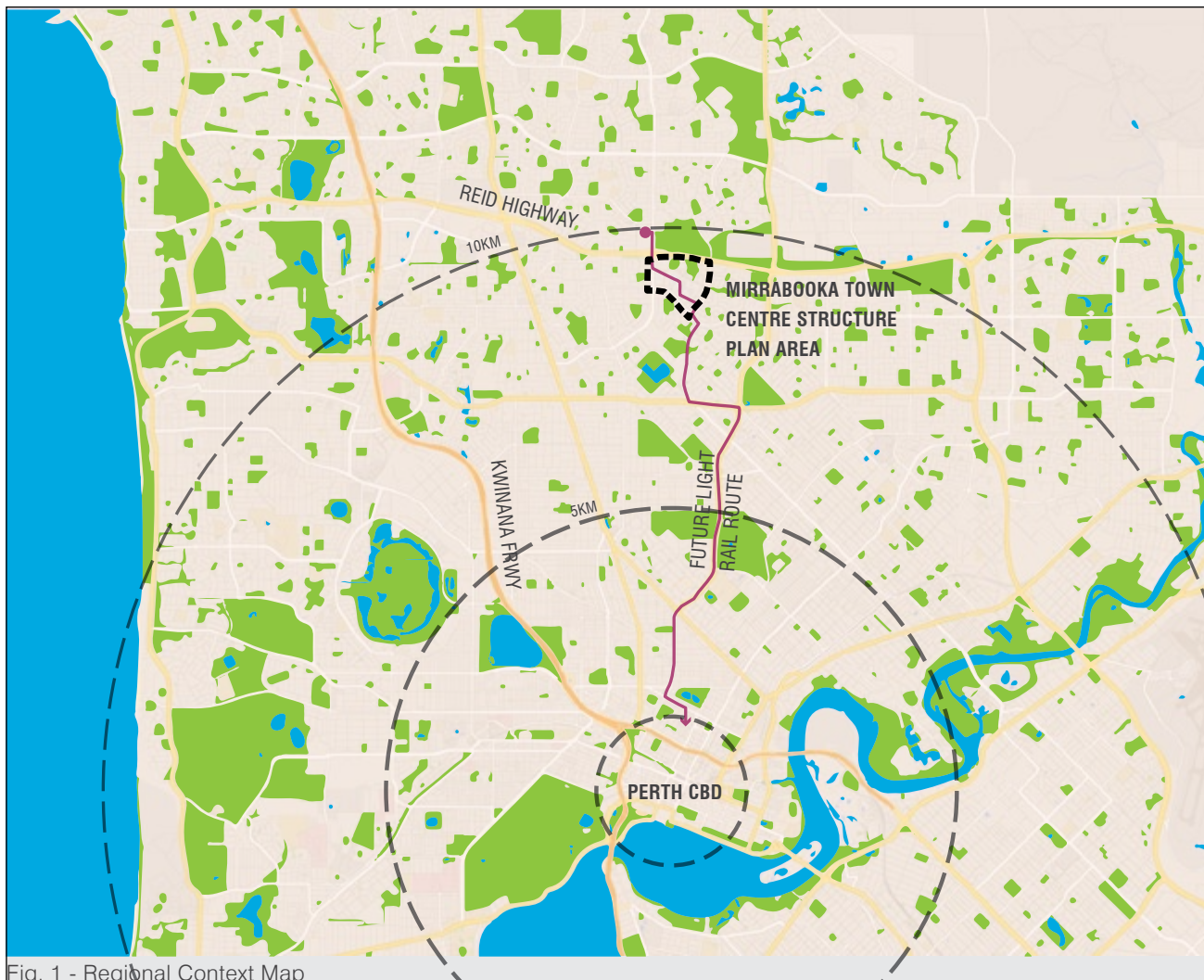


Fig. 1 - Regional Context Map

1.3 LOCAL DEVELOPMENT PLAN

The Mirrabooka Local Development Plan has been prepared on behalf of the City of Stirling and adopted in accordance with Clause 6A.16 of the City's Local Planning Scheme No.3.

The Local Development Plan has been prepared to coordinate and facilitate subdivision and development within the Mirrabooka Town Centre Structure Plan area to assist in realising the key aspirations for the Town Centre.

The Local Development Plan is essentially a series of built form controls that have been prepared to build upon the key aspirations and vision for the Town Centre as established under previous studies. The built form guidelines within this document ensures that new development contributes to the revitalisation of the Town Centre and the creation of a vibrant centre containing a mix of land uses with an identifiable character and sense of place.

This Local Development Plan is divided into four main sections:

PART ONE

The INTRODUCTION section contains a general introduction to the context of the Local Development Plan defining the study area and the planning framework within which the documents sits.

PART TWO

The DESIGN APPROACH section provides guidance on the design vision and rationale for the purpose of informing the design objectives and policy requirements.

PART THREE

The SPECIFIC PROVISIONS section presents the façade type approach, details the individual façade types, their built form design intent, and identifies specific applicable provisions.

PART FOUR

This GENERAL PROVISION section contains a set of guidelines that are common to all new development within the Local Development Plan (unless specifically stated otherwise). These general provisions should be read in conjunction with any specific Façade Type provisions outlined for the subject site.

1.4 ASPIRATIONS AND PRINCIPLES

The Mirrabooka Local Development Plan provides a planning framework that will ensure the continued development of the Mirrabooka Town Centre in line with the key aspirations identified by the local community.

The key objectives of the Mirrabooka Local Development Plan (built form guidelines) are to:

- To provide for community needs, enable employment and allow goods and services to be accessed efficiently and equitably by the community
- Look to create a wide range of retail and commercial uses that create the competitive retail and commercial market.
- Create a vibrant, well-activated 'high street' precinct
- Increase the density and diversity of housing within the Town Centre to improve land efficiency and housing

variety.

- Maximise access to and through the Town Centre with an emphasis on walkability and integrated public transport initiatives.
- Create a fine grained network of high quality public open space that is safe, well-lit and has enhanced passive surveillance.
- Create a legible Town Centre with ease of movement, landmarks and a building hierarchy.
- Reinforce the distinct character of Mirrabooka and create a sense of community pride.

With the future MAX light rail route planned to transect the Mirrabooka Town Centre, there exists an outstanding opportunity to offer increased commercial activity, recreation, employment and housing choice with improved accessibility to the surrounding region.

The built form codes within this Local Development Plan reflect an integrated approach to the planning for the Mirrabooka Town Centre, in which buildings are to be developed through façade standards that guide and provide direction on the general presentation of buildings through form-based design.

The standards are contingent on an understanding that Town Centres are complex urban places that require an overarching organising structure with a view to creating coherent, legible, high-quality public places and a memorable sense of place.



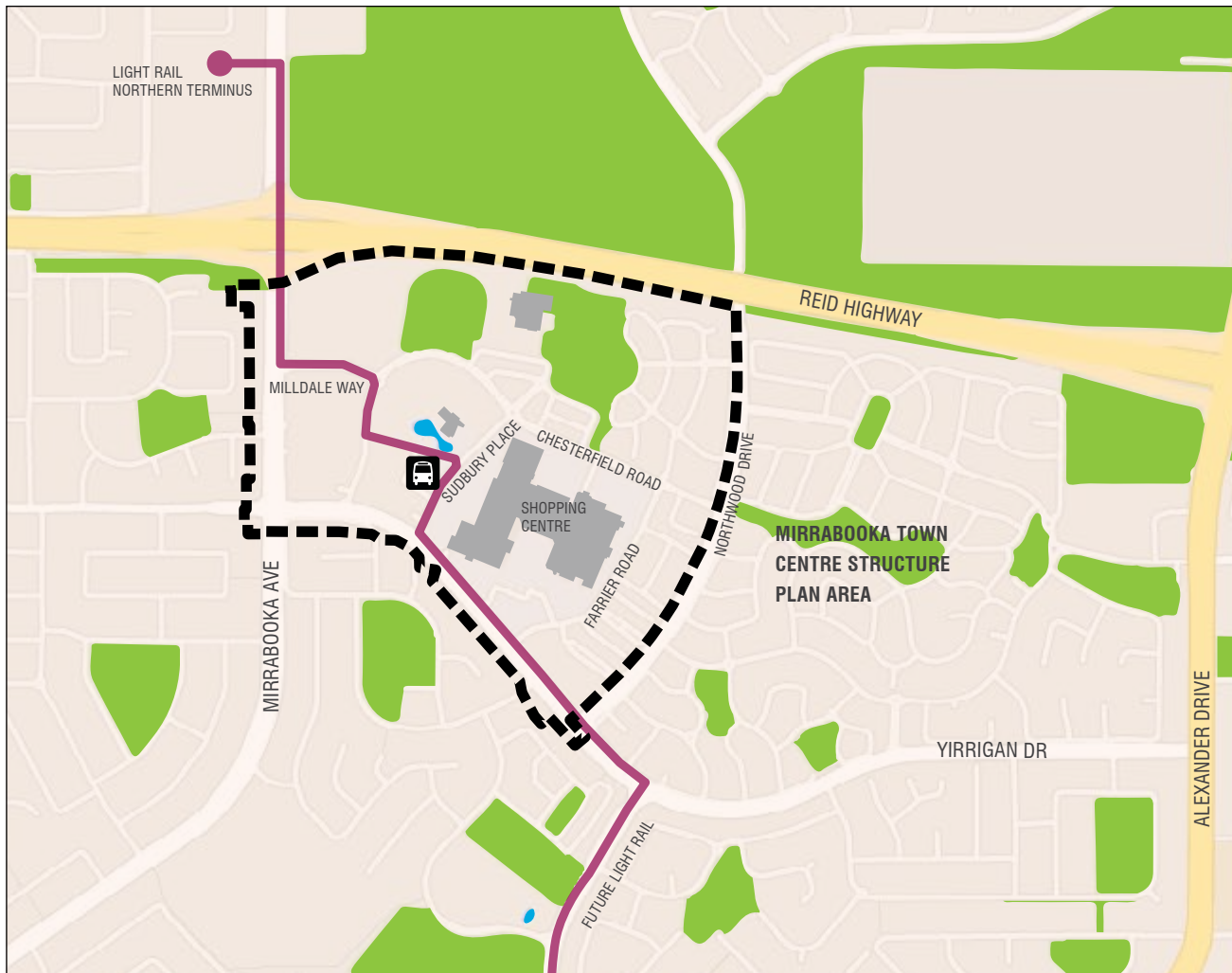


Fig. 2 - Local Context Map

1.5 RELATIONSHIP TO THE SCHEME, STRUCTURE PLAN AND CITY POLICIES

The Mirrabooka Local Development Plan constitutes the built form codes for the Town Centre and is to be read and applied in conjunction with the City of Stirling Local Planning Scheme No.3, the Mirrabooka Town Centre Local Structure Plan and the Mirrabooka Town Centre Urban Design Strategy.

The Mirrabooka Town Centre Local Structure Plan sets out the key statutory planning framework for the Mirrabooka Town Centre, applicable zones, and statutory land use and subdivision controls. The built form codes within this Local Development Plan are intended to build upon the fundamental aspirations and objectives of the Structure Plan, with a key focus on delivering high quality built-form outcomes.

The Mirrabooka Town Centre Urban Design Strategy informs the Mirrabooka Town Centre Local Structure Plan and this Local Development Plan, outlining the principles and objectives for the development and treatment to the public realm within the Town Centre.

Other Local Planning Policies adopted under Local Planning Scheme No.3 may be applicable to subdivision and development within the Town Centre where they do not conflict with the provisions contained within this Local Development Plan. In the event of any inconsistencies with any other Local Planning Policies, the provisions of the Local Development Plan shall prevail.

Where there is any inconsistency between the provisions within this Local Development Plan and the Mirrabooka Town Centre Local Structure Plan, the Local Structure Plan shall prevail. Where there is an inconsistency between Local Planning Scheme No.3 and this Local Development Plan, the Scheme shall prevail.

1.6 RELATIONSHIP TO THE R-CODES

Under the provisions of the Local Structure Plan, a R-AC0 coding shall apply to all residential developments within the Mirrabooka Town Centre, unless stated otherwise in the Local Development Plan.

The provisions of the Residential Design Codes (R-Codes) have been varied as detailed with the Mirrabooka Town Centre Local Structure Plan and this Local Development Plan (Refer to Table 1). All other requirements of the R-Codes shall be satisfied in all other matters.

Where there is an inconsistency between the R-Codes and this Local Development Plan, the Local Development Plan shall prevail.

R-code	Maximum Plot Ratio	Minimum Open Space (% of Site)	Minimum Primary Street Boundary Setback (m)	Secondary Street Setback (m)	Maximum Height (Storeys)	Maximum Height of Walls Built up to the Boundary (m)
R-AC0	N/A	N/A	Refer to Development Requirements Facade Types A-G (Section 3.0)	Refer to Development Requirements Facade Types A-G (Section 3.0)	Refer to Development Requirements Facade Types A-G (Section 3.0) and General Provisions (Section 4.1.1)	Refer to Development Requirements Facade Types A-G (Section 3.0)

Table 1: General Site Requirements for Dwellings within R-AC0 Areas



1.7 APPLICATION PROCESS

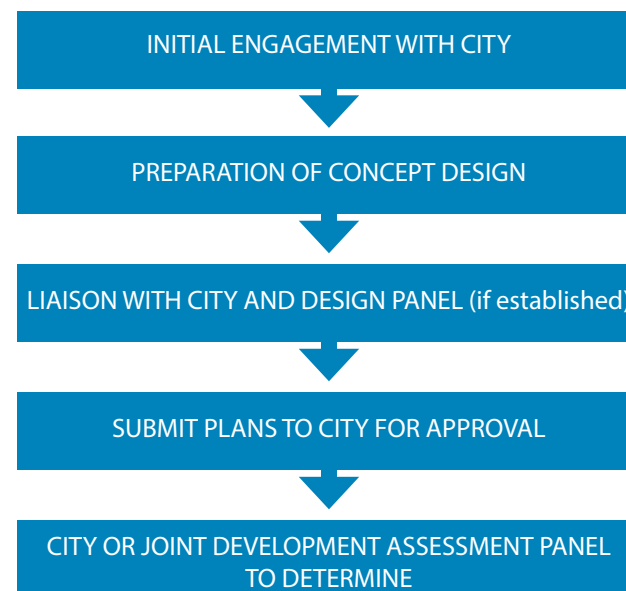
Proponents are strongly encouraged to liaise with the City as early as possible in the design process to ensure the intent and requirements of the Local Development Plan are satisfactorily addressed.

Proponents seeking to develop wholly or partly within the Local Development Plan area will be expected to carefully consider the context of their proposal within the wider Centre area and identify the Local Development Plan provisions which apply.

Developers are also strongly encouraged to engage the services of a suitably experienced and qualified Architect and/or Planner who can respond to the local context in an appropriate and sensitive manner.

In order to ensure the quickest path to approval, an initial consultation with the City of Stirling is recommended to ensure a full understanding of the site constraints and design requirements. Then, during the concept design phase, close liaison with the City is expected to ensure a favourable recommendation to Council. Once the DA is submitted, it will then be assessed against the relevant provisions of the Local Development Plan (and other documents) and determined by the City of Stirling or, depending on the size of the project, the Joint Development Assessment Panel.

Should a Stirling Design Review Panel be established in the future, an application may be required to be reviewed by the Panel prior to any determination.



In order to depart from any provisions contained within this Local Development Plan, rationale will be required and considered on its merits based on the particular circumstances of the site and the justification provided against the development vision and relevant Objectives. The City's preparedness to apply flexibility in the application of this Local Development Plan will depend on whether the application can clearly demonstrate that it will not jeopardise the key aspirations for the Mirrabooka Town Centre.

Compliance with the recommended Objective does not guarantee approval. The City may refuse a Development Application if it is considered to be inconsistent with the overall objectives of the Local Development Plan.

All applications will be determined on their individual merits, having regard to the requirements of this Local Development Plan and any other requirements.

1.8 DEFINITIONS

The terms used in this Local Development Plan are to be defined in accordance with Schedule 1 of Local Planning Scheme No.3 unless otherwise specified.

1.9 REVIEW PROCESS

It should be noted that the standards contained within may be amended, modified and updated on an as-needed basis to clarify the intent of the Mirrabooka Town Centre Local Structure Plan and to ensure the standards remain effective and useful throughout the evolution of the Mirrabooka Town Centre.



2.0 DESIGN APPROACH

LEGEND:

-  High Priority
Street Activation
-  Lower Priority
Street Activation

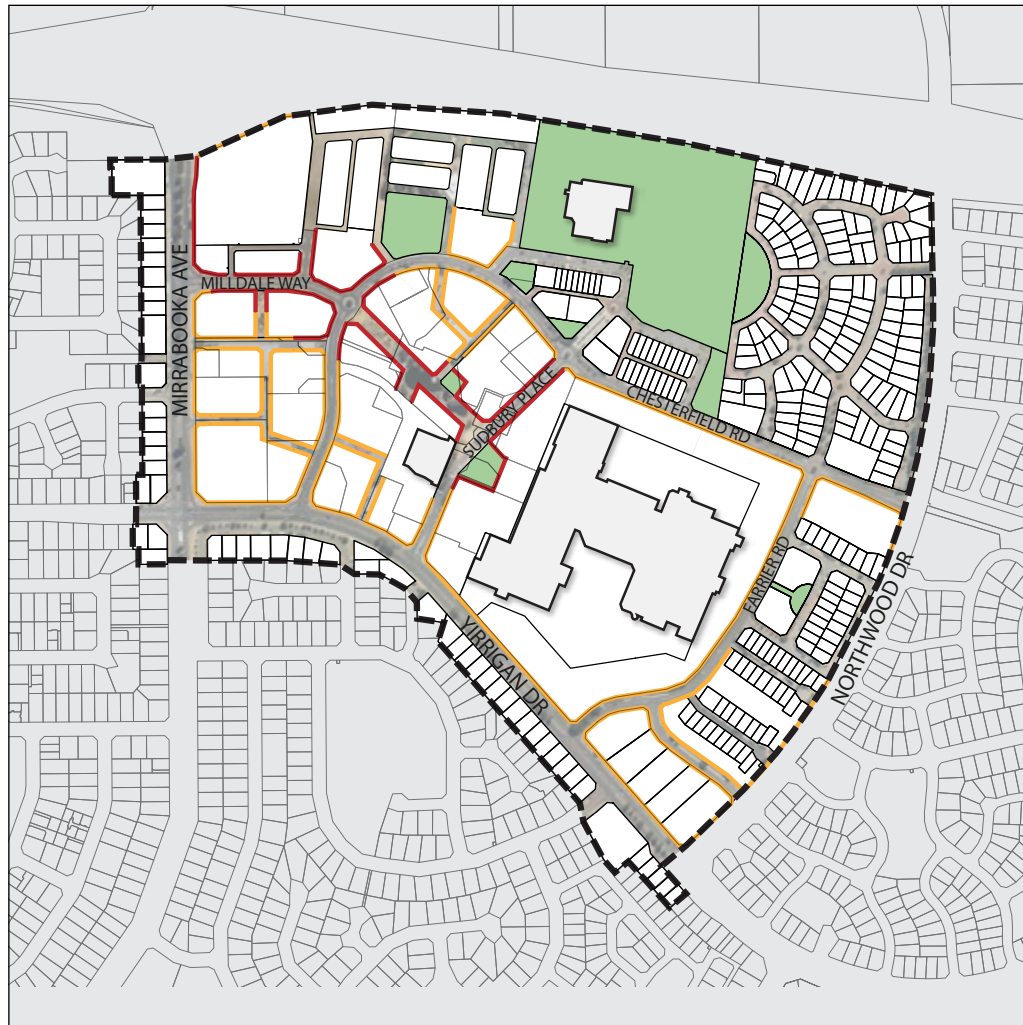


Fig. 3 - Street Activation Diagram

Designing a town centre requires a sophisticated understanding of the interrelationships between land use, built form, and traffic movements. The following section provides an overview of some of the key design drivers that sit behind the development standards in this document. The Mirrabooka Town Centre Master Plan (Fig. 4 right) provides a three-dimensional diagram that captures the built form and land use aspirations for the centre.

2.1 STREET ACTIVATION

The street interface varies in the Town Centre depending on the particular site conditions and opportunities. Indicative activation levels are shown in Fig. 3 (left).

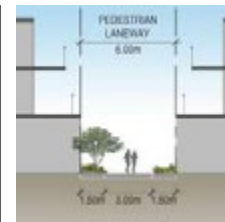
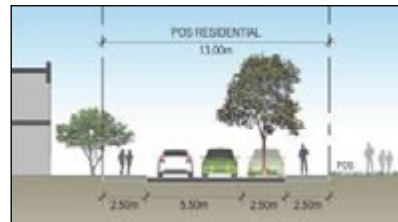
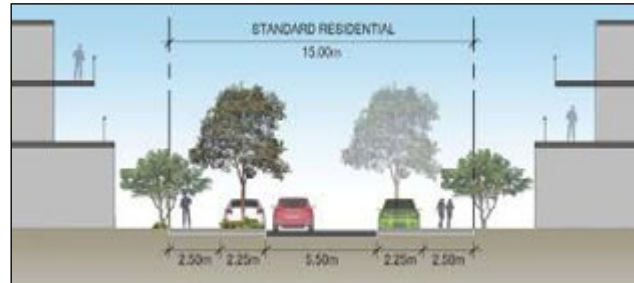
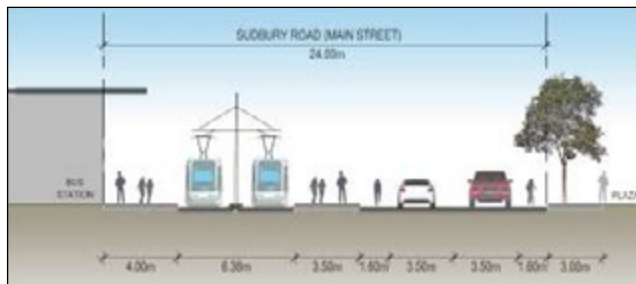
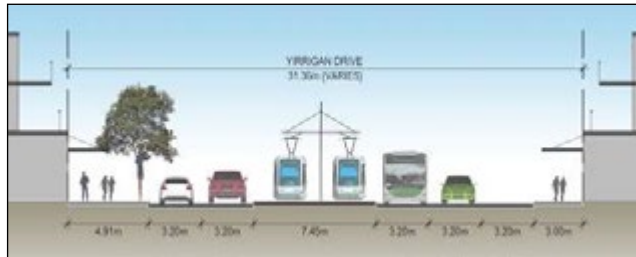
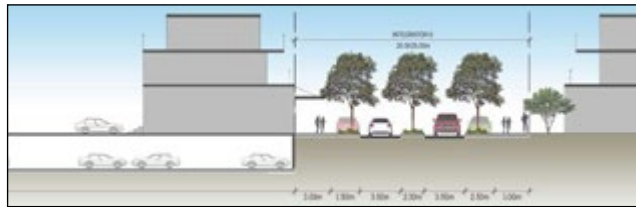
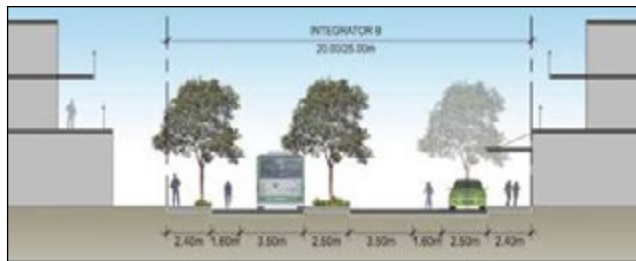
In some precincts, a high level of activation and interaction at ground level is envisioned. The development standards in these areas require a high level of glazing, frequent entries, weather cover for pedestrians, and on-street parking nearby. Likely land uses for these locations include retail, dining, commercial, and entertainment.

In other precincts, a lower level of street activation is envisioned. In these precincts, requirements for glazing, entries, weather cover and on-street parking are reduced accordingly to fit with the intended ground floor uses. Land uses in these precincts would tend to be commercial, showroom, and bulky goods.

In precincts where residential is envisioned as the primary use, street activation is not the target. In these cases, the standards are focussed on preserving privacy and promoting passive surveillance.



Fig. 4 - Mirrabooka Town Centre Master Plan



2.2 STREET CHARACTER

Beautifully-designed, pedestrian-oriented streets will be the primary public space and amenity of the new Mirrabooka Town Centre. Each street within the Mirrabooka Town Centre will have a unique function and character, as detailed in the Mirrabooka Town Centre Urban Design Strategy.

It is important to note that while the street character is intended to remain reasonably constant along a particular street, the standards relating to the adjacent buildings change. The Façade Types, as depicted in this document, are broadly consistent with the design intentions behind the Street Character Types detailed in the strategy but can vary somewhat along a particular length of street.

Street Character Types include:

- Neighbourhood Connector (20m)
- Transit / Main Streets (20-24m)
- Residential Streets (15m)
- Residential Streets along POS (13m)
- Community Streets (12m)
- Access Laneways (6m)
- Pedestrian Passage (width varies)

The overarching design principles of these Street Character Types are reflected in the Façade Types detailed in this Local Development Plan.

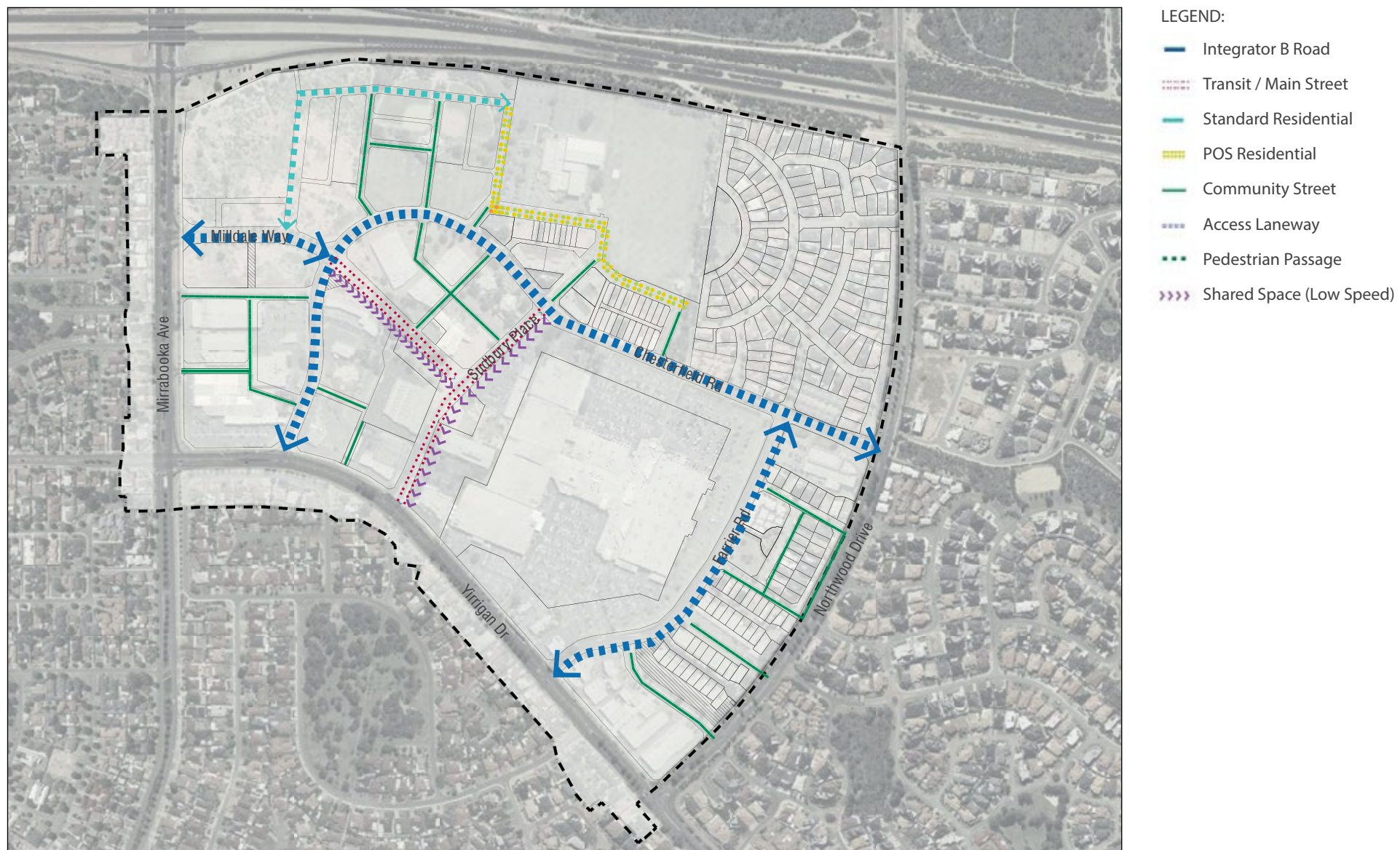


Fig. 5 - Mirrabooka Town Centre Street Character Types Plan



Fig. 7 - Expanded Civic Square



Fig. 8 - Residential Park



Fig. 9 - Linear Park

2.3 PUBLIC OPEN SPACE, TOWN SQUARES + GREEN SPACES

In addition to revising the street network, the Mirrabooka Town Centre will add several new civic spaces as it develops to provide for a variety of active and passive activities. These new spaces are opportunistically distributed around the site, vary in size and shape, and cater to a broad range of functions and user groups. The green leafy parks will provide quiet, cool counterpoints to the vibrant streets and busy market squares.

In brief, the following Public Open Space (POS) areas are proposed:

- Large landscaped park on the current Softball WA site to provide amenity to future surrounding residential development
- Pocket parks at intersection of Milldale and Chesterfield and adjacent to the existing library building
- Retained mature trees in a green space adjacent to new retail mainstreet and behind existing bus station
- Expanded town square at the junction of Sudbury and Milldale (entrance to the shopping centre) to accommodate produce / artisan markets
- Linear open space in the southern precinct to provide amenity to adjacent commercial / retail uses

More detail on the specific proposals can be found in the Mirrabooka Town Centre Urban Design Strategy.



LEGEND:

- District Park
- Neighbourhood Park
- Local Park
- Civic Space
- Village Green
- Private Open Space

Fig. 10 - Mirrabooka Town Centre Open Space Plan



2.4 BUILT FORM PHILOSOPHY

The Mirrabooka Town Centre Local Development Plan sets out a framework for intensification of the buildings within the Town Centre. In Sections 3.2-3.8, seven distinct 'Facade Types' are described, each with detailed development standards appropriate to different contexts. In general, however, the development control framework is underpinned by a set of straightforward design parameters:

- Building heights relate to the width of the adjacent street to ensure appropriate scale and spatial enclosure (facade types control min/max heights for each site)
- Taller buildings are allowed on larger parcels that can accommodate sufficient parking to support more intensive development
- An appropriate ground floor interface is critical to ensure activation along retail streets and sufficient privacy protection in residential areas
- Buildings can be taller near public open space as this provides amenity and 'breathing space'
- Development control framework should be as flexible as possible - while still achieving crucial interfaces - to allow the town centre to grow organically over time
- Upper levels of buildings should be well-articulated and generously fenestrated to ensure the development of an attractive town centre

2.5 LOCATION DYNAMICS

As can be understood from the Mirrabooka Town Centre Structure Plan (Section 4.2.5), much of the Town Centre is zoned to facilitate a mixture of uses. This flexible approach is appropriate in a urban environment where strict land use segregation is unnecessary and undesirable. However, while many sites allow a broad range of uses, each precinct has its own characteristics that makes it more suitable to some land uses over others.

The key variables in making these kinds of distinctions are: ease of access, visibility from higher-order roads, noise levels, speed of adjacent vehicles, proximity to transit, and existence of adjacent amenity. Developments that are commercially successful take heed of these dynamics in formulating their proposals and generally follow these parameters.

LEGEND:

- Good access, high visibility, high noise, high speed
- Good access, low visibility, transit proximity, low speed
- Poor access, high visibility, high noise, high speed
- Good access, medium visibility, low speed, transit proximity
- Good access, low visibility, low noise, low speed, adjacent
- Parks
- Good access, medium visibility, transit proximity, existing shopping centre limits development potential

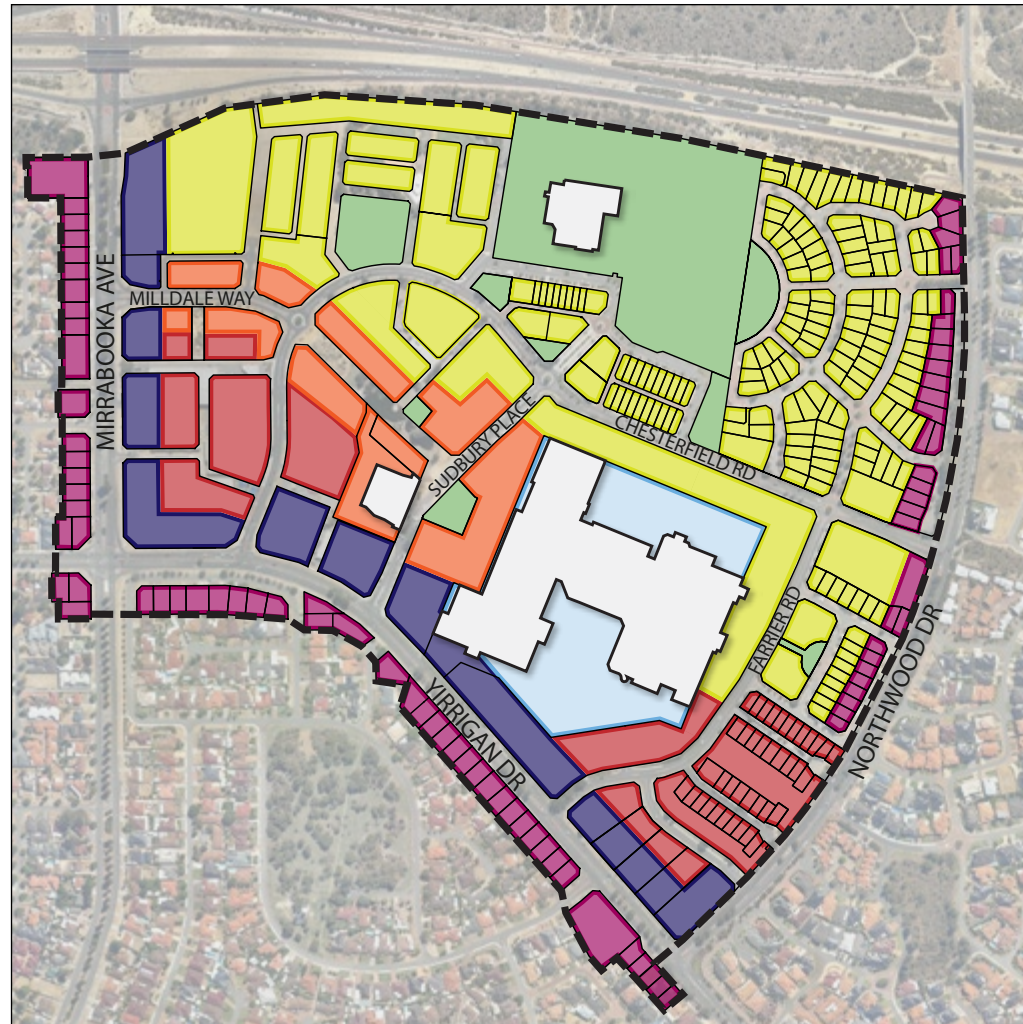


Fig. 11 - Location Dynamics

3.0 SPECIFIC PROVISIONS

3.1 THE PUBLIC - PRIVATE INTERFACE

The principal mechanism for regulating the bulk, scale, placement, and interface of new buildings within the Mirrabooka Town Centre is via 'Facade Types.' These are coordinated sets of development standards intended to ensure particular outcomes along particular streets. As such, a single parcel could be subject to multiple Facade Types if bounded by several streets.

Facade Types are intended to regulate the interface between the private and public realms, and are most often linked to lot boundaries. In some cases, large lots are broken up by new streets, with the new street edges then subject to other Facade Types.

The Facade Types set the requirements for a range of parameters, with particular focus on design elements that impact on pedestrian amenity and the vibrancy of the public realm. Specifically, Facade Types address:

- Ground Floor Level - At-grade access to commercial or retail supports public realm activation and ensures easy universal access. In a residential context, raising the ground floor a small amount ensures privacy while also allowing a certain amount of passive surveillance of the street.
- Minimum Floor to Floor Height - A sufficiently tall ground floor can accommodate a diverse range of uses, helping to future-proof the development. It also creates a comfortable scale for pedestrians.

- Minimum Percentage of Ground Floor Glazing - Providing for shop merchandising along the street by requiring sufficient shopfront glazing helps to create a visually engaging environment for passersby.
- Height and Depth of Awnings - Providing sufficient weather cover along footpaths encourages pedestrians to explore the town centre, boosting local businesses, increasing safety, and creating a more vibrant atmosphere.
- Appropriate Building Setbacks + Height Restrictions - Controlling building setbacks and height at various levels ensures an appropriate building scale that suits the ground floor land uses and is comfortable for pedestrians.
- Preferred Land Uses - Suggestions on the most appropriate ground floor and upper level land uses within each precinct. Does not preclude other uses that may be allowed via the Structure Plan.

Within the Mirrabooka Town Centre, there are seven nominated Facade Types (see Fig. 13 on right). Detailed provisions relating to these Types - as well as associated character images - can be found on the following pages. Beyond the public-private interface, these development controls are intentionally broad. This allows for a range of land uses and internal building configurations to allow the Town Centre to develop and change over time.

Any parcels not shown with a specific Facade Type in Figure 13 are subject to the development controls set out in the applicable density code as outlined in the Local Structure Plan.

A number of corner sites within the Mirrabooka Town Centre have been allocated multiple facade types which wrap the street corner (refer to Fig. 12). Where this is the case, the primary street facade is required to wrap around the secondary street frontage to a minimum dimension of 10 metres (measured from the end of the truncation) as indicated in Figure 12 below.

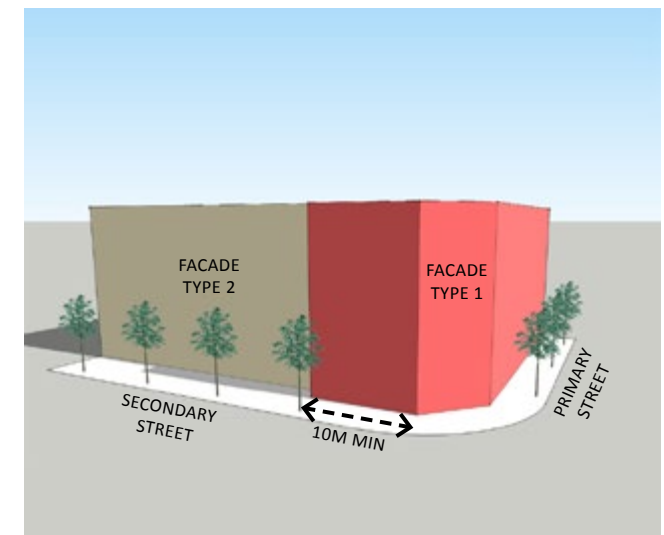


Fig. 12 - Multiple Facade Types on Corner Lots

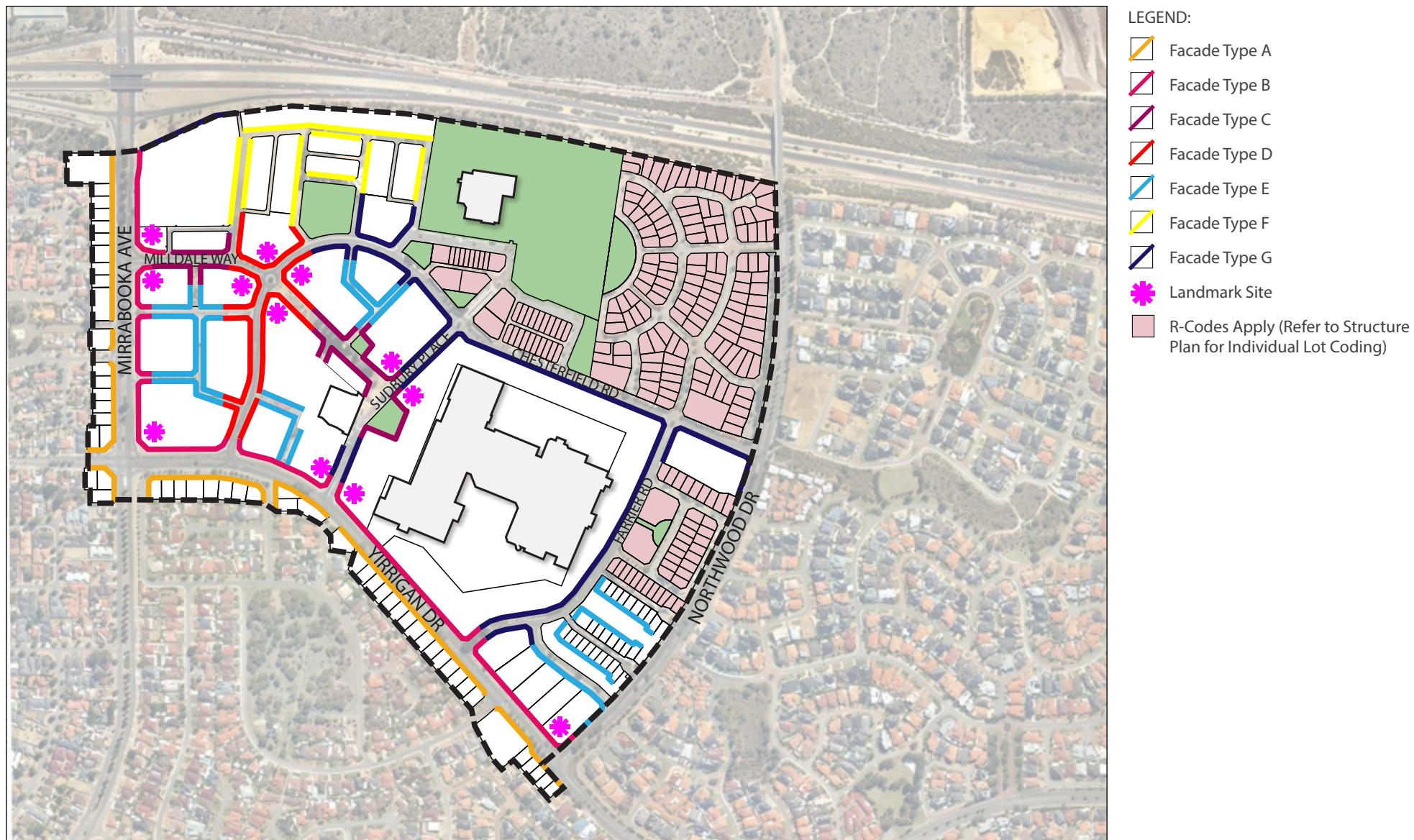


Fig. 13 - Mirrabooka Town Centre Facade Types Plan

3.2 FACADE TYPE A

LOCATION

Facade Type A occurs along the south side of Yirrigin Drive and the west side of Mirrabooka Avenue. It applies to sites that are principally built out of residential blocks - most small in size - that back onto existing residential areas. Access to these sites is difficult as they are adjacent to limited access arterial roads. Traffic noise is also a design constraint.

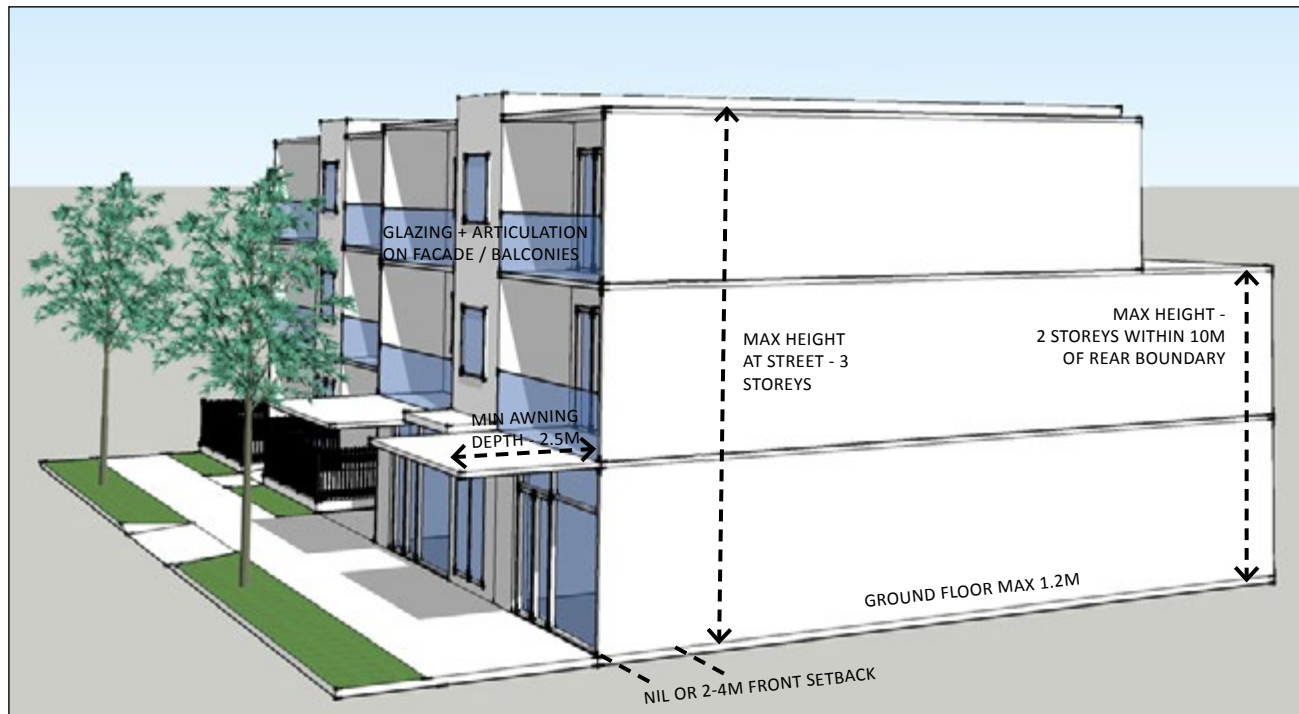


Fig. 14 - Explanatory Diagram - Facade Type A

DESIGN INTENT

This facade type is intended to provide for increased density around the perimeter of the Town Centre, facilitating mixed-use development that provides for compatible transitions back to primarily single family neighbourhoods.

TYPICAL BUILDING TYPES + LAND USES

Buildings have a maximum height of 3 storeys, which allows for a variety of residential configurations (including walk-up apartments) and mixed-use development. Any commercial uses are to be provided at ground floor level and are also to include a residential component. Given the access restrictions and lack of on-street parking, some of these sites would not be suitable for commercial uses.

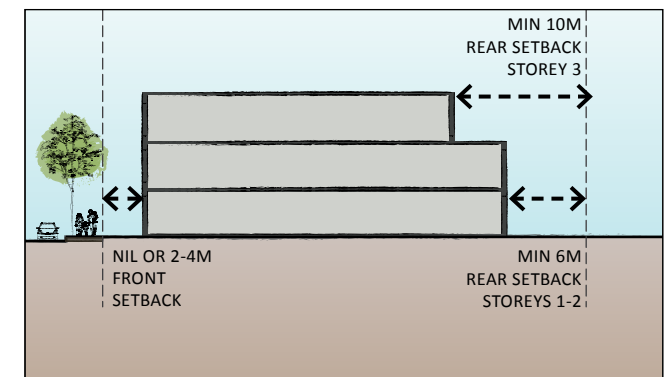


Fig. 15 - Setback Diagram - Facade Type A

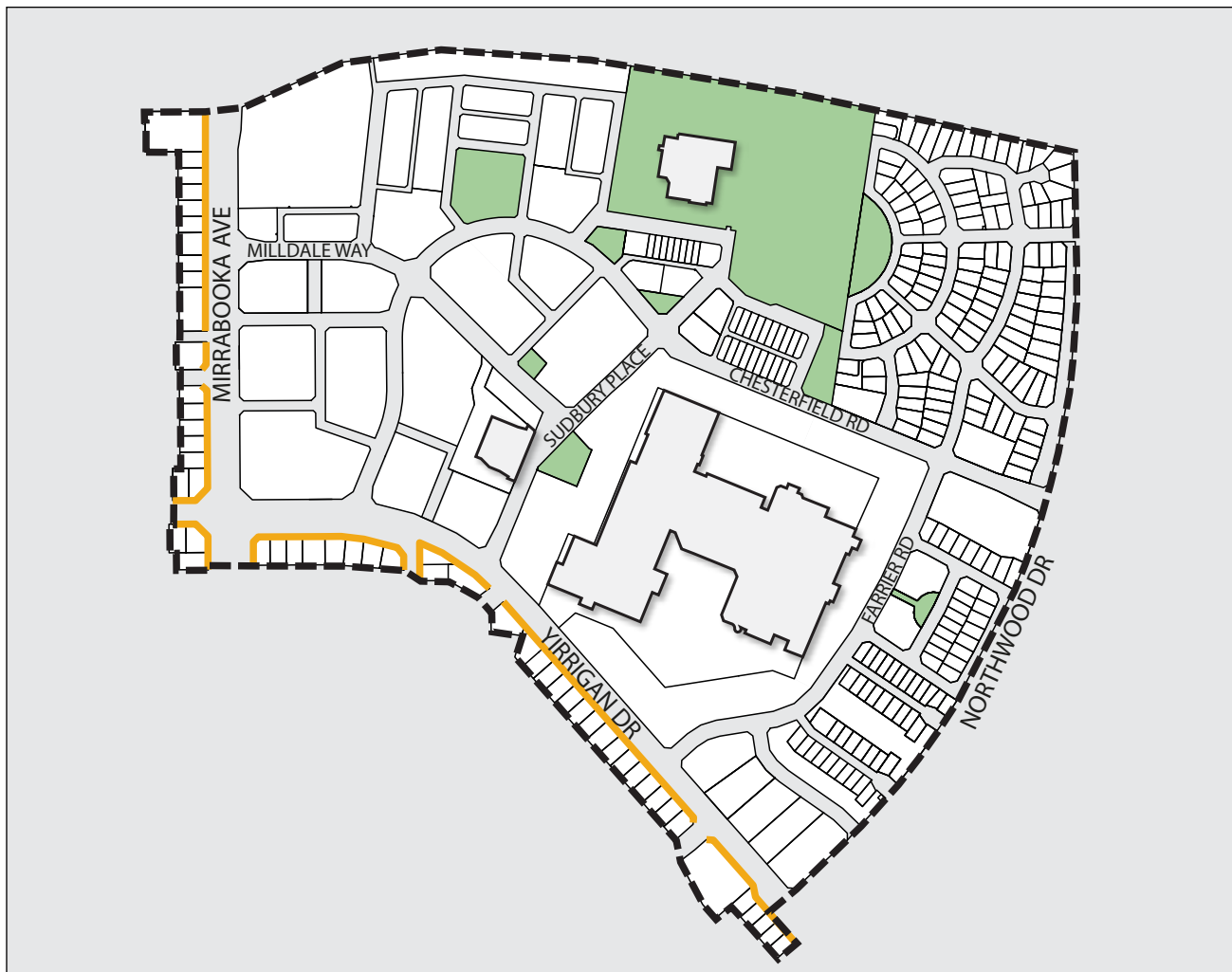


Fig. 16 - Location Plan - Facade Type A

DEVELOPMENT + LAND USE STANDARDS		
Ground Floor	Finished Floor Level (Non-Residential)	At-Grade
	Finished Floor Level (Residential)	Min 0.5m / Max 1.2m above NGL
	Min Floor to Floor Height for Non-Residential	4m
	Activation Non-Residential (min % glazing)	80%
Setbacks	Front (Non-Residential)	Nil
	Front (Residential)	Min 2m / Max 4m
	Side	Min 2m
	Rear	Min 6m or 10m
Building Height	At Street	3 Storeys
	Within 10m of Rear Boundary	2 Storeys
	Overall	3 Storeys
Preferred Land Use	Ground Floor	Residential / Office / Shop
	Above	Residential Only (Mandatory Component 50% Total G.F.A. Residential)
	Refer Structure Plan for Detailed Land Use Permissibility.	

Table 2: Facade Type A Standards

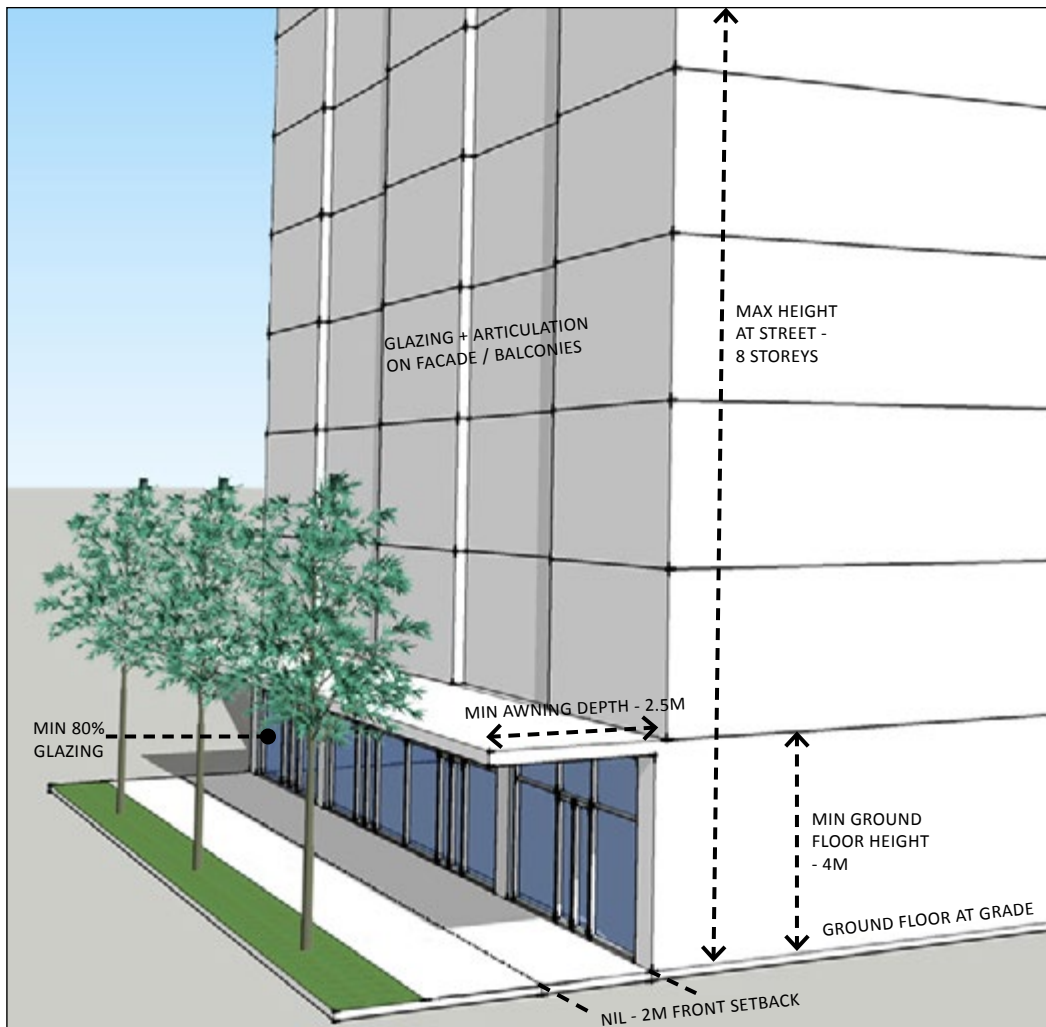


Fig. 17 - Explanatory Diagram - Facade Type B

3.3 FACADE TYPE B

LOCATION

Facade Type B occurs along the north side of Yirrigin Drive and the east side of Mirrabooka Avenue - directly opposite from Facade Type A. It applies to sites that tend to be large in size, and either vacant or currently used for bulky goods or other retailing. Access to these sites is good through established or new minor cross-street connections from the adjacent arterial roads into the Town Centre. Traffic noise is present.



DESIGN INTENT

This Facade Type is intended to facilitate a large increase in building height and scale around the perimeter of the core of the Town Centre. Taller buildings will take advantage of the passing traffic, especially if they are retail or office, and will help shield the balance of the Town Centre from noise. The at-grade ground floor level, glazing requirement, and setback provisions create a moderate level of street activation.

TYPICAL BUILDING TYPES + LAND USES

With heights up to 8 storeys, a variety of building configurations could suit Facade Type B. Retail and office uses would be particularly suitable given their need for exposure and noise tolerance, and the relative lack of amenity for residential uses. Proximity to transit makes it a more attractive location for employers.



Fig. 18 - Location Plan - Facade Type B

DEVELOPMENT + LAND USE STANDARDS		
Ground Floor	Finished Floor Level	At-Grade
	Min Floor to Floor Height	4m
	Activation (min % glazing)	80%
Setbacks	Street	Nil / Max 2m
	Side / Rear	BCA
Building Height	Maximum	8 Storeys
	Minimum	2 Storeys
Preferred Land Use	Ground Floor	Office / Shop / Showroom
	Above	Office / Residential*

* Mandatory Residential on Some Sites Refer to Section 4.1.6.

Table 3: Facade Type B Standards

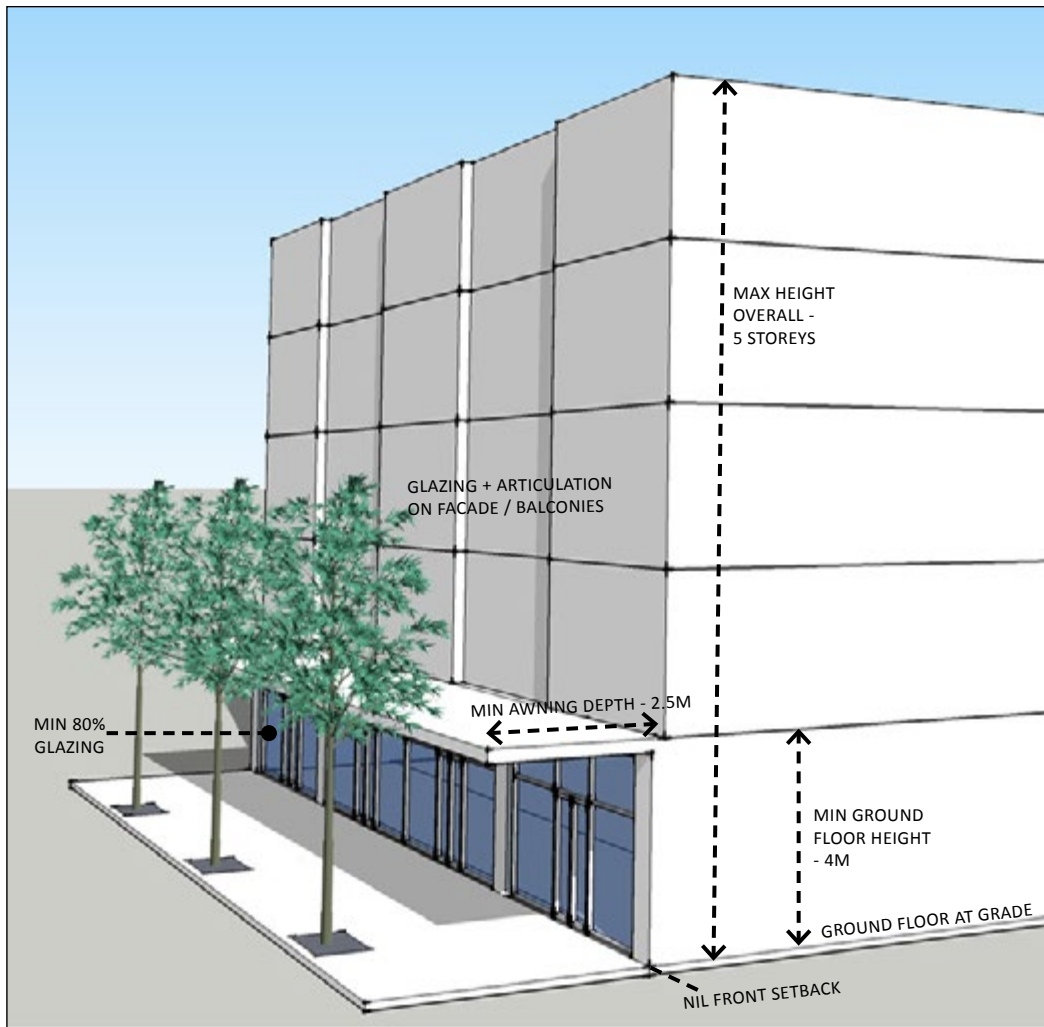


Fig. 19 - Explanatory Diagram - Facade Type C

3.4 FACADE TYPE C

LOCATION

Facade Type C occurs along both sides of Milldale Way. It applies to sites that tend to suit lower scale buildings between the landmark locations. Access to these sites is good through the established street network, and on-street parking allows for easy access. Traffic noise is not a major design constraint.

DESIGN INTENT

This Facade Type is intended to facilitate medium sized mixed-use buildings with a shopfront interface at ground floor. The at-grade ground floor level, glazing requirement, awning standards, and setback provisions create a high level of street activation.

TYPICAL BUILDING TYPES + LAND USES

With heights up to 5 storeys, a variety of smaller format building configurations could suit Facade Type C. Retail is the required use at ground floor, with either office or residential above. Proximity to transit and dining makes it an attractive location for employers and residents alike.





Fig. 20 - Location Plan - Facade Type C

DEVELOPMENT + LAND USE STANDARDS		
Ground Floor	Finished Floor Level	At-Grade
	Min Floor to Floor Height	4m
	Activation (min % glazing)	80%
Setbacks	Street	Nil Setback Required
	Side / Rear	Nil (BCA)
Building Height	Maximum	5 Storeys
	Minimum	2 Storeys
Preferred Land Use	Ground Floor	Office / Shop Required
	Above	Office / Residential

Table 4: Facade Type C Standards

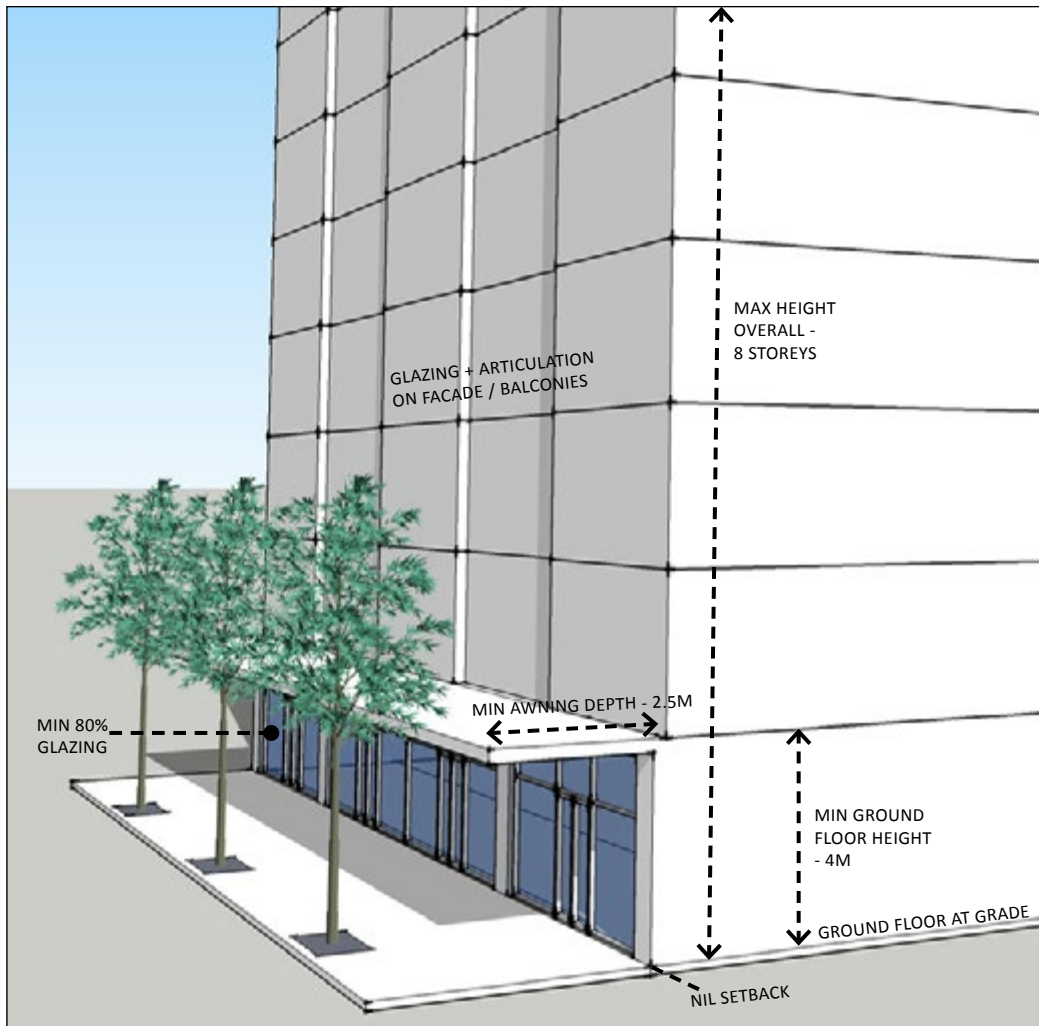


Fig. 21 - Explanatory Diagram - Facade Type D

3.5 FACADE TYPE D

LOCATION

Facade Type D occurs along both sides of Milldale Way. It applies to sites that tend to suit taller buildings in landmark locations that terminate view corridors and sit adjacent to amenity. Access to these sites is good through the established street network, and on-street parking allows for easy access. Traffic noise is not a major design constraint.

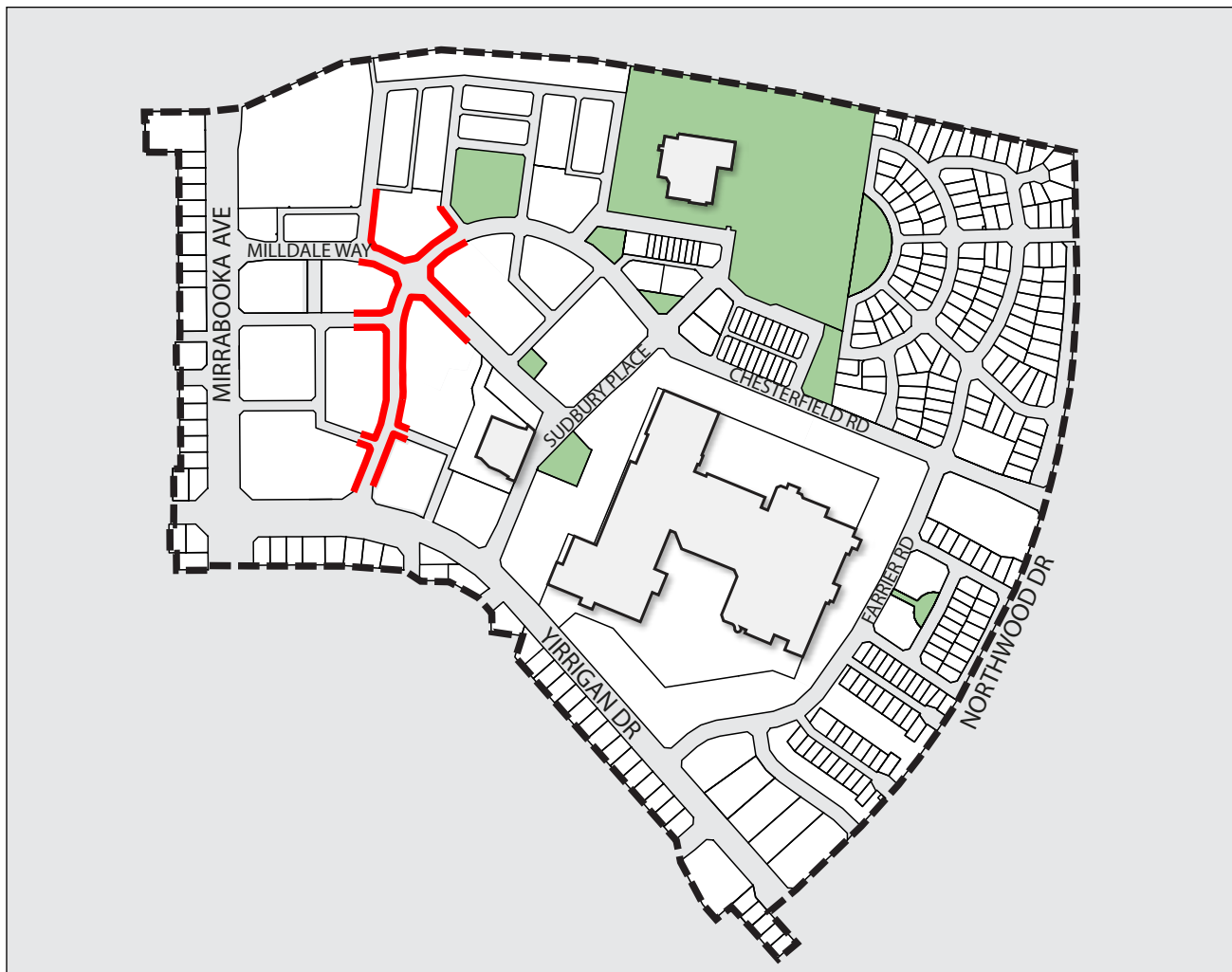
DESIGN INTENT

This Facade Type is intended to facilitate tall (up to 8 storeys) mixed-use buildings with a shopfront interface at ground floor. The at grade ground floor level, glazing requirement, awning standards, and setback provisions create a high level of street activation.

TYPICAL BUILDING TYPES + LAND USES

With heights up to 8 storeys, a variety of larger format building configurations could suit Facade Type D, including tower and podium or underground parking solutions. Retail is the required use at ground floor, with either office or residential above. Proximity to transit and dining makes it an attractive location for employers and residents alike.





DEVELOPMENT + LAND USE STANDARDS		
Ground Floor	Finished Floor Level	At Grade
	Min Floor to Floor Height	4m
	Activation (min % glazing)	80%
Setbacks	Street	Nil Setback
	Side / Rear	BCA
Building Height	Maximum	9 Storeys
	Minimum	2 Storeys
Preferred Land Use	Ground Floor	Shop / Restaurant / Tavern / Fast Food Required
	Above	Office / Residential

Table 5: Facade Type D Standards

Fig. 22 - Location Plan - Facade Type D

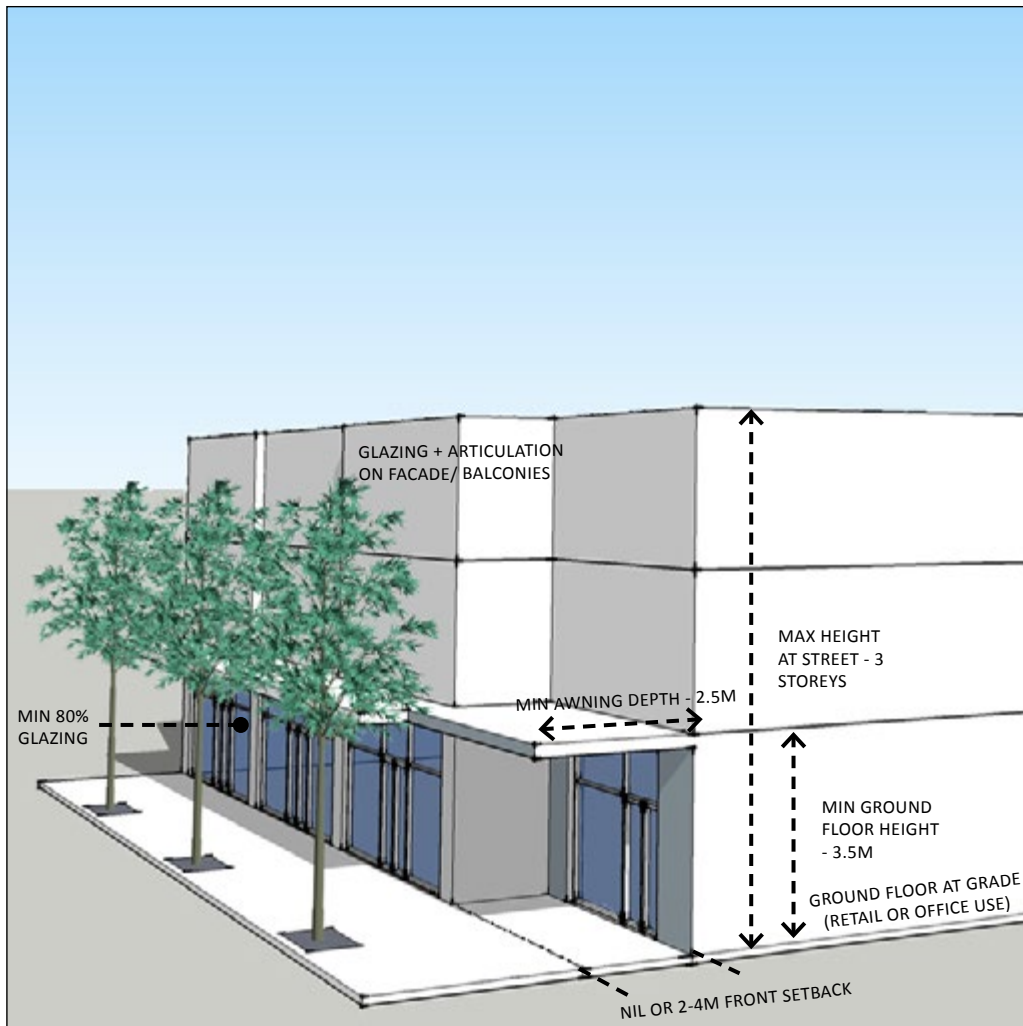


Fig. 23 - Explanatory Diagram - Facade Type E

3.6 FACADE TYPE E

LOCATION

Facade Type E occurs along many of the minor interior streets of the town centre. Access to these sites is good through the established and new street network, and on-street parking allows for easy access. Traffic noise is not a major design constraint.

DESIGN INTENT

This Facade Type is intended to facilitate modestly scaled mixed-use buildings with a flexible shopfront interface at ground floor. Ground floor level standards, glazing requirement, awning standards, and setback provisions create a moderate level of street activation. To create an appropriate scale to match the narrow streets, all developments are limited to 3 storeys in height.

TYPICAL BUILDING TYPES + LAND USES

Commercial or retail uses are envisioned at ground floor, with commercial or residential uses above. Ground floor residential use is also permitted, provided that such residential developments are designed in an adaptable manner and could accommodate commercial or retail uses in the future. The setback and ground floor standards are more flexible to facilitate this wide range of uses. Proximity to transit and dining makes it an attractive location for employers and residents alike.





Fig. 24 - Location Plan - Facade Type E

DEVELOPMENT + LAND USE STANDARDS		
Ground Floor	Finished Floor Level (Non-Residential)	At Grade
	Finished Floor Level (Residential)	Min 0.5m / Max 1.2m above NGL
	Min Floor to Floor Height for Non-Residential	3.5m
	Non Residential Activation (min % glazing)	80%
Setbacks	Street (Non-Residential)	Min Nil
	Street (Residential)	Min 2m Max 4m
	Side / Rear	BCA
Building Height	Maximum	3 Storeys
	Minimum	2 Storeys
Preferred Land Use	Ground Floor	Office / Shop / Showroom / Residential
	Above	Office /Residential

Table 6: Facade Type E Standards

3.7 FACADE TYPE F

LOCATION

Facade Type F occurs along many of the new streets in the northern portion of the Town Centre. It applies to sites that tend to suit modest sized buildings with good access to parks and open space. Access to these sites is good through the established street network, and on-street parking allows for easy access. Traffic noise is not a major design constraint, though noise from Reid Highway has

some impact on parcels at the extreme northern edge of the site.

DESIGN INTENT

This Facade Type is intended to facilitate low rise (up to 3 storeys) residential buildings many of which have vehicle access from a rear laneway. The elevated ground floor level and flexible setback assists in preserving occupant's privacy while providing passive surveillance of the street. Ground floor habitable rooms to the laneway is not permitted. Surveillance of the laneways is to be provided

through habitable spaces and balconies above the garages. Significant facade articulation and individualisation is encouraged.

TYPICAL BUILDING TYPES + LAND USES

With heights up to 3 storeys, a variety of medium density housing typologies could suit Facade Type F, including townhouses, terraces, maisonettes, and walk-up apartments. Residential is the intended land use, though home office can also be accommodated. Proximity to transit and dining makes it an attractive location for potential residents.

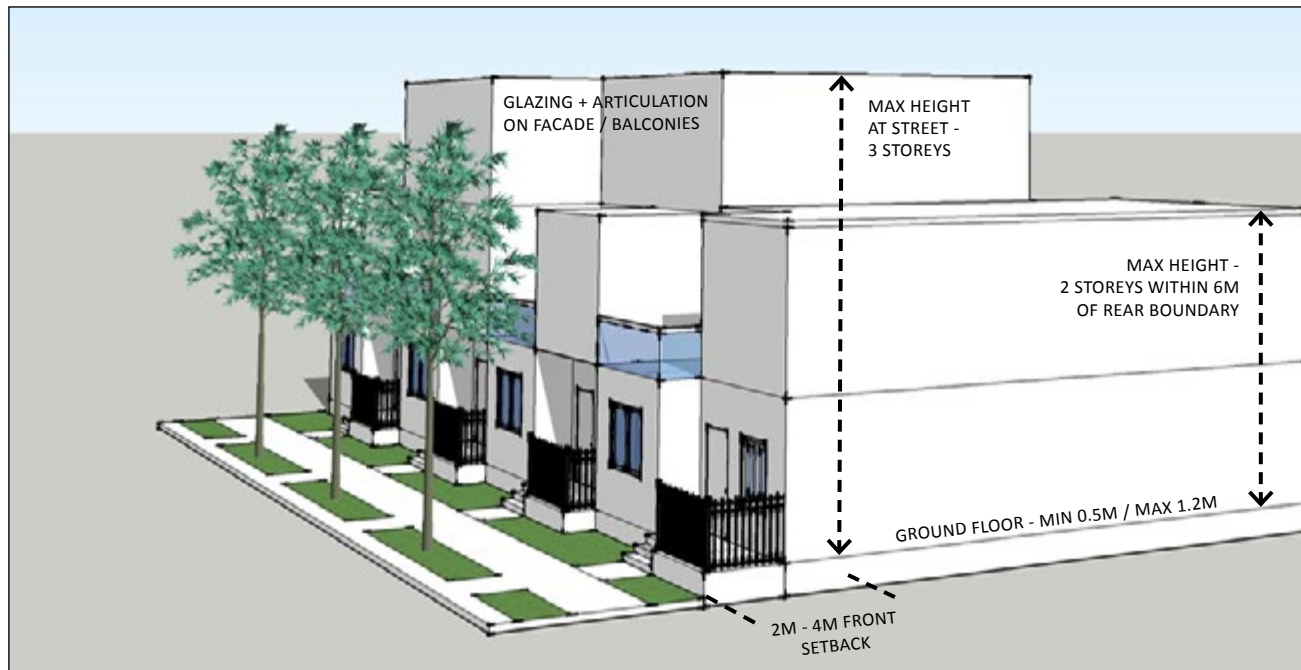


Fig. 25 - Explanatory Diagram - Facade Type F

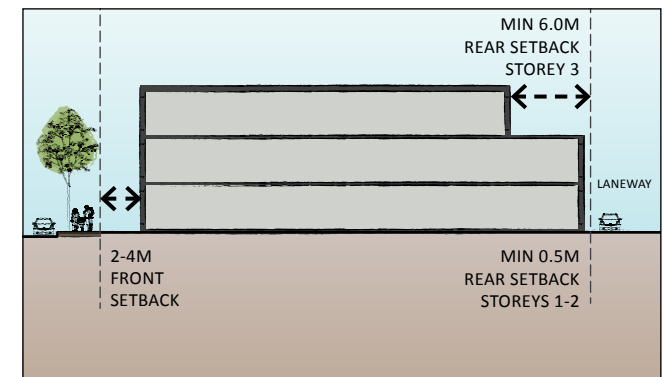


Fig. 26 - Setback Diagram - Facade Type F



Fig. 27 - Location Plan - Facade Type F

DEVELOPMENT + LAND USE STANDARDS		
Ground Floor	Finished Floor Level	Min 0.5m / Max 1.2m above NGL
	Min Floor to Floor Height	N/A
Setbacks	Front	Min 2m / Max 4m
	Side / Rear	BCA
	Laneway	0.5m / 6m (level 3)
Building Height	Minimum	2 Storeys
	Maximum	3 Storeys
Preferred Land Use	Ground Floor	Residential / Home Office
	Above	Residential

Table 7: Facade Type F Standards

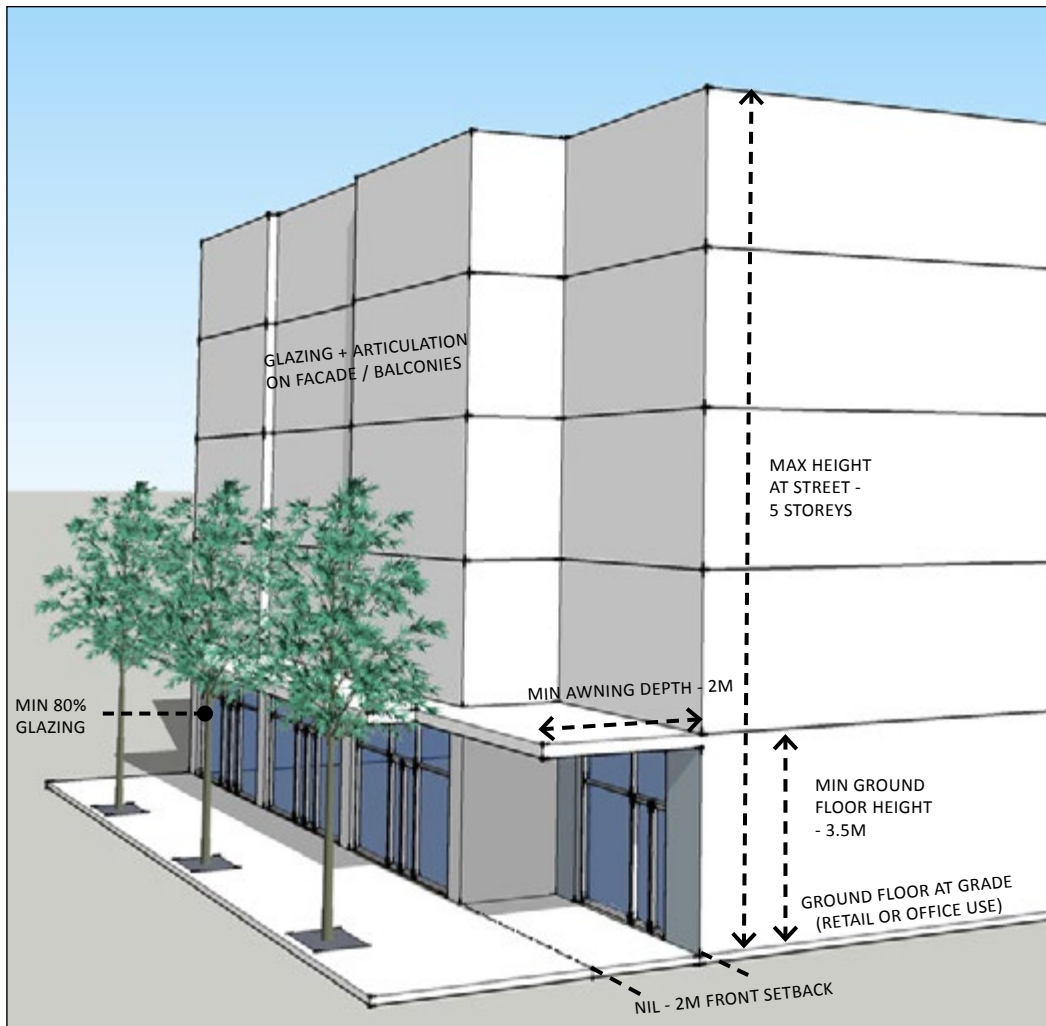
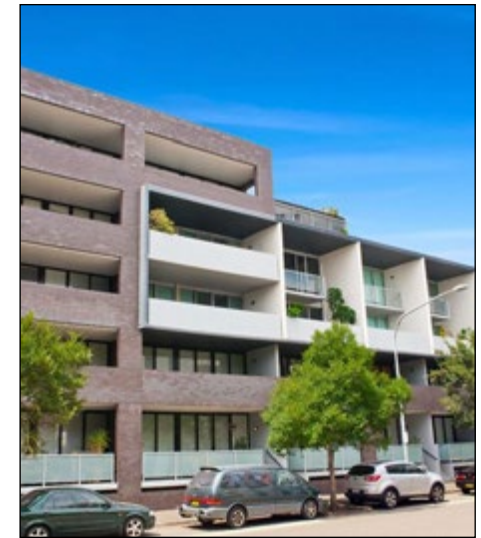


Fig. 28 - Explanatory Diagram - Facade Type G

3.8 FACADE TYPE G

LOCATION

Facade Type G occurs along large lengths of Chesterfield, portions of Sudbury, and most of Farrier Rd. It is a flexible framework to facilitate medium-density mixed-use buildings. Some of the sites back onto the surface carpark for the Mirrabooka Shopping Centre. Development along these edges will assist in screening the carparks and create interest and enclosure along the adjacent streets. Access to these sites is good through the established street network, and on-street parking allows for easy access. Traffic noise is not a major design constraint.



DESIGN INTENT

This Facade Type is intended to facilitate medium-sized (up to 5 storeys) mixed-use buildings with a flexible shopfront interface at ground floor. Ground floor standards are set to create modest activation for any commercial or retail uses, or protect the privacy of a ground floor residential dwelling.

TYPICAL BUILDING TYPES + LAND USES

With heights up to 5 storeys, a variety of medium format building configurations could suit Facade Type G. Retail is the preferred use at ground floor, with either office or residential above, though ground floor residential is also allowed for (with different standards). Any ground floor residential units must be adaptable to commercial or retail uses in the future.



Fig. 29 - Location Plan - Facade Type G

DEVELOPMENT + LAND USE STANDARDS		
Ground Floor	Finished Floor Level (Non-Residential)	At Grade
	Finished Floor Level (Residential)	Min 0.5m / Max 1.2m above NGL
	Min Floor to Floor Height for Non-Residential	3.5m
	Non Residential Activation (min % glazing)	80%
Setbacks	Street (Non-Residential)	Min Nil
	Street (Residential)	Min 2m Max 4m
	Side / Rear	BCA
Building Height	Maximum	5 Storeys
	Minimum	2 Storeys
Preferred Land Use	Ground Floor	Office / Shop/ Showroom / Home Office / Residential
	Above	Office /Residential

Table 8: Facade Type G Standards



4.0 GENERAL PROVISIONS

The provisions contained within this section apply to all development within the Town Centre, unless specifically stated otherwise, and are described using the following format:

OBJECTIVE

The objectives outline the design intent and philosophy underpinning the Mandatory Development Controls.

DESIGN INTENT

The Design Intent provides additional measures by which a proposal can deliver the key objectives, achieve a higher quality design and contribute to the Town Centre. These statements will be considered by any Design Review Panel (should one be established), particularly if a development does not meet the requirements of the Mandatory Development Controls.

MANDATORY DEVELOPMENT CONTROLS

The mandatory criteria must be met in the design for all development proposals. Where an applicant does not meet the requirements of the Mandatory Development Controls, the decision-maker, on advice from any Design Review Panel, shall exercise its judgement to consider the merits of the proposal, having regard to the Objectives.

4.1 BUILT FORM AND DESIGN

4.1.1 HEIGHTS

OBJECTIVES

- To increase the intensity of uses and activity within the Mirrabooka Town Centre and its public realm.
- To ensure that development within the Mirrabooka Town Centre responds to the desired scale and character as well as the existing and approved surrounding landscapes
- To develop desirable spatial relationships between buildings and the street to create safe, interesting and attractive private and public spaces

DESIGN INTENT

- Flexible structural systems on the ground floor are encouraged to support a degree of future change in building use or configuration to ensure that built-form is adaptable for change in use into the future.

MANDATORY DEVELOPMENT CONTROLS

- All building heights are to be in accordance with the specific Façade Type as detailed in Part 3.

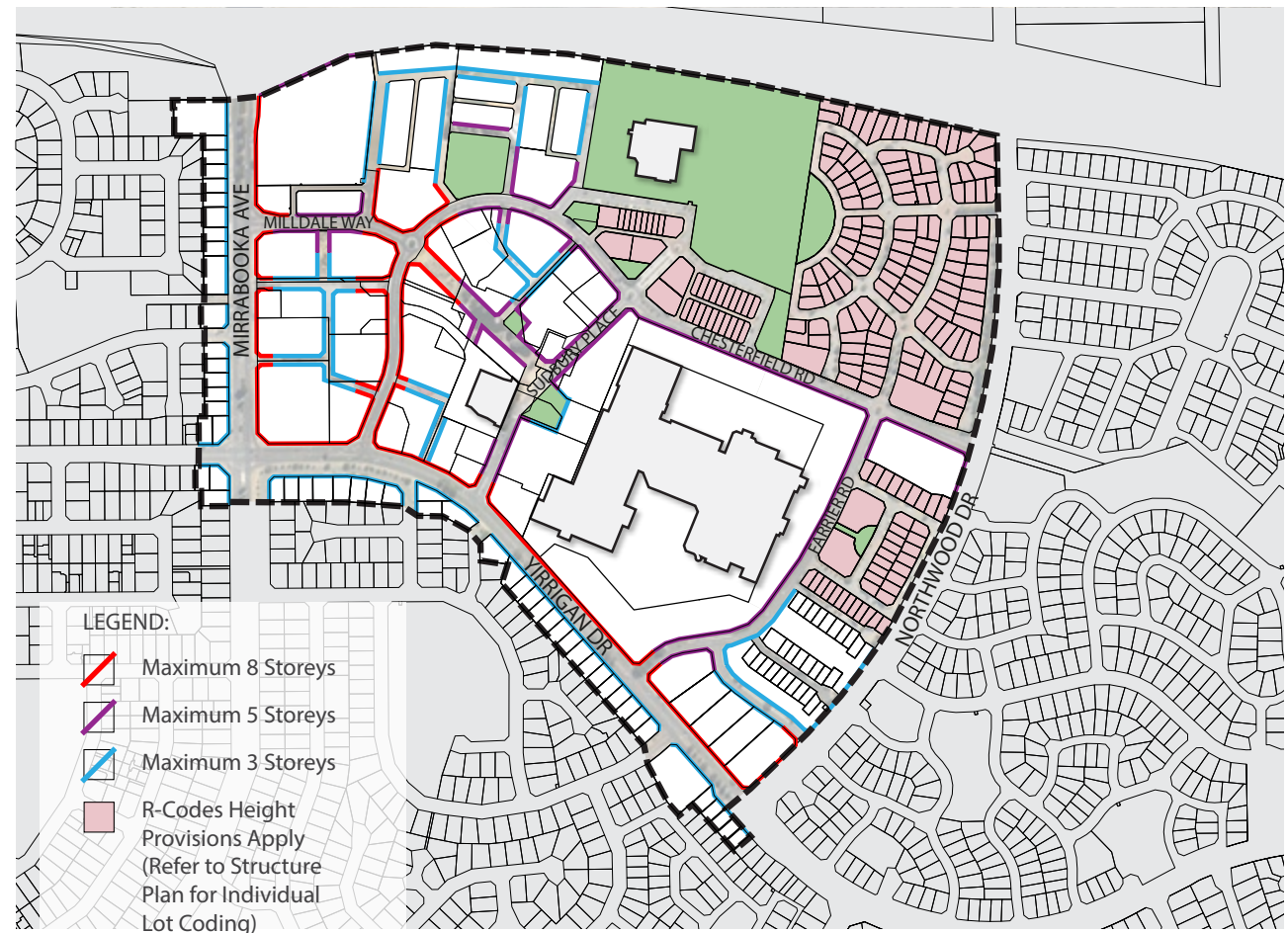


Fig. 30 - Mirrabooka Town Centre Maximum Heights Plan



Fig. 31 - Landmark Site Locations

4.1.2 LANDMARK SITES

OBJECTIVE

- Design corner and identified landmark sites with massing and architectural treatments to give prominence along the street frontage and to visually distinguish the site.
- Ensure landmarks can be clearly delineated from the surrounding built form whilst complementing the existing urban environment.

DESIGN INTENT

- Landmark sites and developments on corner lots are to ensure both facades address the street through appropriate design and should incorporate design elements that highlight the corner through prominent architectural elements.

MANDATORY DEVELOPMENT CONTROLS

- Proposals shall adhere to the 'Landmark Site Locations Plan' (Figure 31) which indicates the locations of landmark sites which require distinctive treatment.
- Developments for landmark sites shall include one or more of the following:
 - Variety of heights to parapets or more pronounced facades;
 - Architectural features such as detailed panels, vertical and horizontal lines and glazing; and
 - Landmark sites located on a corner shall address both frontages to the street and/or public realm.

4.1.3 ROOF FORM

OBJECTIVE

- To provide quality roof designs which contribute to the overall design and performance of a development and deliver multiple functions where possible.
- To ensure roof forms are integrated into the overall façade of a building composition and are sensitive to the design of adjoining developments
- Promote alternative green spaces within the Town Centre, including green roofs and gardens to be used as private or communal open spaces

DESIGN INTENT

- Wherever possible, developments are to maximise the opportunity for roofs to have multiple functions, including: communal/private outdoor space, green and edible roofs to improve biodiversity and sustainability performance and installation of renewable energy technology, i.e. solar panels, solar hot water systems etc.
- Any landscaping on roof structures should consider optimum conditions for plant growth by:
 - providing appropriate soil depth, volume and area to support plant life; and
 - providing appropriate soil conditions and irrigation methods.

MANDATORY DEVELOPMENT CONTROLS

- Plant and roof equipment (including service elements) shall be designed and coordinated to integrate into the overall roof design and not be visible from the street.

4.1.4 SITE PLANNING

OBJECTIVE

- Ensure the appropriate separation on a site between residential buildings to improve occupant amenity, both visual and acoustic privacy and infiltration of natural light to interior and exterior spaces.
- Encourage a site responsive design envelope that appropriately responds to developments adjacent to one another through setbacks, articulated building mass and site design.
- To ensure visual impacts to dwellings at the rear of a site are appropriate to the context.

MANDATORY DEVELOPMENT CONTROLS

- Developments are required to demonstrate adequate separation between buildings on the same site and are to consider the following design elements:
 - Level of solar access and access to light
 - Presentation to streets
 - Location of vehicle access
 - Avoidance of hidden spaces that could increase crime risk
- The privacy provisions of the Residential Design Codes (Section 6.4.1) do not apply to any parcel subject to a Facade Type aside from Facade Type A, which must apply the privacy provisions only to rear boundaries.
- Developments within a single site shall be separated in accordance with the building

separation distances in Table 9 and Figures 32 and 33. This provision does not apply to development within a site which are (nearly) perpendicular to each other.

- The plate size of tower developments shall not exceed a width of 40m.

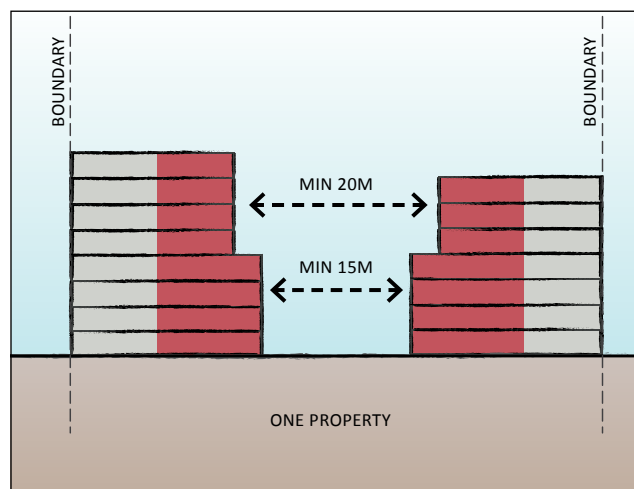


Fig. 32 - Building Separation for Primary Outlook.
Primary Outlook is the Main View from Enclosed Habitable Spaces and all Habitable Rooms other than Bedrooms and Studies.

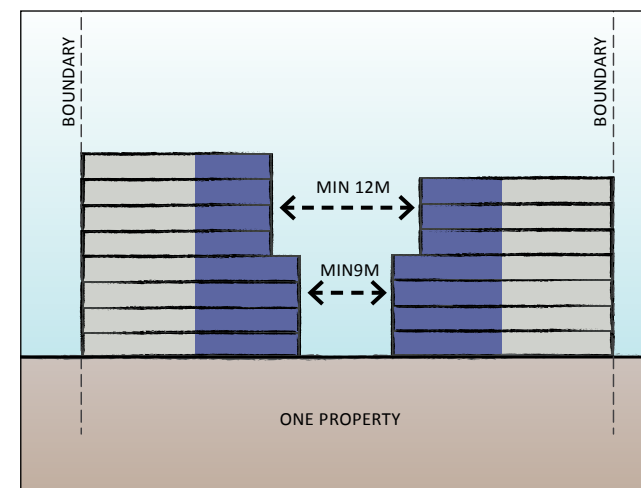


Fig. 33 - Building Separation for Secondary Outlook.
Secondary Outlook is the Main View from Enclosed Habitable Spaces and all Habitable Rooms other than Bedrooms and Studies.

	Min. Building Separation		
	Primary Outlook to Primary Outlook	Primary Outlook to Secondary Outlook	Secondary Outlook to Secondary Outlook
Up to 4 Storeys	15m	11.5m	9m
5-8 Storeys	20m	15m	12m

Table 9: Building Separation Standards



Fig. 34 - Mandatory Residential

4.1.5 MANDATORY RESIDENTIAL

OBJECTIVE

- To ensure that an appropriate level of residential population is provided within the vicinity of future transit stops to support the viability of the rapid transit system and Town Centre.
- To establish a variety of activities that service and activate the Town Centre during the evening and weekends.

DESIGN INTENT

- Design and material selection should aim to mitigate potential noise, odour or dust nuisance impacts on any residential development.

MANDATORY DEVELOPMENT CONTROLS

Where new buildings over 3 storeys are proposed, as identified in Figure 34, 20% of the gross floor area shall be for residential uses on the subject lot.

Where any new buildings are proposed, as indicated in Figure 34, 50% of gross floor area shall be for residential uses on the subject lot.

Any development approval granted within these mandatory residential areas will be subject to a condition requiring the delivery of the mandatory residential component as identified in this clause prior to the occupation of the remaining parts of the building.

4.1.6 EXPANSION OF EXISTING SHOPPING CENTRE

OBJECTIVE

- Ensure integration of existing shopping centre into the Town Centre and create a built form edge to the street.

DESIGN INTENT

- Design should incorporate 'sleeving' to edges of existing large format developments to create an active street frontage.

MANDATORY DEVELOPMENT CONTROLS

For Lots 500 Yirrigan Drive and 507 Sudbury Road, Mirrabooka, the following shall apply.

- For every 2500m² of additional shop (NLA) above the 47,100m² the following additional development must already exist or be undertaken together with the additional shop development:
 - 0.2m² of floor space (NLA) other than shop use that is not fronting a public street.
 - the first 1,000m² of floor space (NLA) required under required under clause 2.2. a) i) being provided on land that fronts Sudbury Road and the Town Square with a nil setback to the street.
 - Other future floor space required under clause 2.2. a) i) being provided on land that fronts Sudbury Road, the Town Square, Chesterfield Road, Farrier Road or Yirrigan Drive with a nil setback to the street.
- A minimum of 1,411m² of open space will be sought for purchase by the City on lot 507 adjacent to the existing Town Square for expansion of the Town Square.



4.2 STREETScape

4.2.1 BUILDING ARTICULATION

OBJECTIVE

- Achieve a high-quality standard of architectural design that responds innovatively to Mirrabooka's historical context whilst contributing to an attractive streetscape.
- Mitigate the impact of large buildings and long frontages through unique design responses.

DESIGN INTENT

- Developments should aim to establish a rhythm, with frequent articulation, across the streetwall by including elements that are vertically and horizontally oriented and scaled to the pedestrian.
- Appropriately scaled transition development and interface treatments should be considered for areas adjacent to existing residential development.
- Developments should consider design features that create active and lively street fronts that encourage pedestrian activity.
- Developers should consider innovative and alternative uses for development fronting laneways.
- Any development within the Mirrabooka Town Centre will be subject of a review by the Design Review Panel (if established).
- Bi-fold door/windows and large operable windows are encouraged to strengthen the link between the internal and external areas along main streets.

MANDATORY DEVELOPMENT CONTROLS

- Buildings must adhere to the building setbacks as outlined in the specific Façade Type in Part 3.
- Verandas, porches, and balconies may project up to 1m into front setbacks.
- Design of external facades shall include two or more of the following:
 - Projections and/or recessions;
 - Balconies, roof gardens, verandahs;
 - Tower elements on corner and landmark sites;
 - Shade devices including awnings ;
 - Deep window reveals; and
 - Interesting roof and wall forms.
- Extensive expanses of blank and flat facades facing the public realm are not permitted.





4.2.2 COLOURS + MATERIALS

OBJECTIVE

- To ensure a cohesive built form through the use of appropriate colour schemes and materials.
- Consider using building materials that are energy efficient and/or those that have been re-used or recycled.

DESIGN INTENT

- Developments should adopt a mix of contemporary materials, colours and finishes.
- Fine grain design with innovative use of colours and materials to the ground floor is encouraged to improve human scale of the public realm and to add visual interest to edges of buildings.

MANDATORY DEVELOPMENT CONTROLS

- New development shall incorporate more than one façade material type (excluding glazing).
- High quality and sustainable materials shall be included to building facades that are sympathetic to existing buildings
- Fluorescent and intense colours shall not be used

4.2.3 STAGED DEVELOPMENT

OBJECTIVE

- Ensure that incomplete and staged development presents well to the public realm.
- To ensure that adjoining development is appropriately considered during the development of a large site and are protected from unsightly and incomplete built form.
- To allow for a range of land uses to be developed as an interim measure for activating the streetscape.

DESIGN INTENT

- Interim developments should demonstrate that they can be easily adapted or removed in the long-term to conform to the provisions and overall objectives of this Local Development Plan.
- Developers considering a staged approach to development should consider the delivery of key facilities in the earlier stages of development.

MANDATORY DEVELOPMENT CONTROLS

- Buildings proposed as part of the first stage of any development shall address and present to the street in the form of entry points, openings, glazing, and any other appropriate design response.
- Any development proposed to be undertaken in stages shall provide an overall development concept for the site to demonstrate how the built form will relate to surrounding development and the public realm.

- The provision of blank walls shall be avoided as part of staged developments. Measures to ensure an acceptable 'interim' appearance to any blank walls shall be demonstrated in any application for development.

4.2.4 DESIGN FOR SAFETY

OBJECTIVE

- Mirrabooka Town Centre is to be a place where residents, workers and visitors feel safe and secure at all times.
- Ensure passive surveillance with apartments and terraces overlooking laneways without compromising privacy.
- Provide surveillance between individual developments and the public domain and minimise opportunities for concealment and entrapment.
- To ensure that developments support proper and attractive illumination of public and private spaces for security and safety.

DESIGN INTENT

- Developments should consider the incorporation of bay windows, balconies and any other design element which protrude beyond the main façade to enable a wider angle of vision to public spaces

MANDATORY DEVELOPMENT CONTROLS

- Developments shall clearly delineate between public and private realm.
- Building entrances shall be orientated to face open and active spaces.
- Extensive expanses of blank walls are not permitted.
- New developments shall maximise passive surveillance by orientating habitable rooms with views over public streets and public open spaces.
- Lighting is to be provided to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points.
- Buildings shall be constructed from materials that are resistant to vandalism.





4.2.5 ADAPTABILITY + UNIVERSAL DESIGN

OBJECTIVE

- To provide adaptable and universal housing options for the population as it changes over time to meet changing market demands and provide cost efficient living.
- To ensure a suitable proportion of dwellings include access for people of varying ages and physical capabilities.
- To provide the opportunity for people to 'age in place'.
- To provide flexibility and adaptability for ground floor uses to change over time.

MANDATORY DEVELOPMENT CONTROLS

- 20 % of dwellings in new multiple dwelling housing containing 10 or more dwellings shall be adaptable dwellings and designed and constructed to a minimum Class C Certification under AS 4299 Adaptable Housing.
- Where the development does not provide for lifts, the adaptable dwellings shall be located on the ground floor of the development.
- Pedestrian entrances shall be at finished pavement level to allow for Universal Access and any changes of level should take place within buildings.

4.2.6 SUSTAINABILITY

OBJECTIVE

- Ensure new built form is responsive to the most efficient green building design elements.
- Ensure buildings are to be designed to maximise passive heating and cooling.

DESIGN INTENT

- The design of buildings that are adaptable to allow for the future inclusion of innovative energy efficient design are encouraged.
- Development should incorporate water-sensitive design elements into the overall proposal including water efficient appliances and fixtures being installed into buildings.
- Overshadowing impacts of adjacent developments should be considered when designing residential developments.

MANDATORY DEVELOPMENT CONTROLS

- All new commercial developments shall demonstrate best practice ecologically sustainable design by achieving a minimum of 4 star "best practice" under the Green Building Council of Australia rating system.
- Indoor and outdoor living and entertainment areas and primary work areas shall be oriented and provided with sufficient openings to optimise solar access.
- Light wells or borrowed light are not to be a primary source of daylight for habitable rooms.
- A minimum of 60 per cent of residential units in a development shall achieve natural cross ventilation.

4.2.7 WATER SENSITIVE URBAN DESIGN

OBJECTIVE

- Encourage the re-use of stormwater.
- Ensure the implementation of best practice stormwater management principles.
- Ensure that all stormwater is retained on-site.

DESIGN INTENT

- Incorporate Water Sensitive Urban Design Treatment measures such as rainwater tanks, roof gardens and bio retention basins in new developments taking into account stormwater management issues.



4.2.8 COMMUNAL OPEN SPACE

OBJECTIVE

- Ensure the provision of communal outdoor space to create a range of recreational opportunities to residents and workers, water management, daylight access, landscaping, visual privacy, biodiversity opportunities and improved sustainable design.
- Ensure the creative use of space for communal outdoor experiences, i.e. roof gardens, above car park communal areas.

DESIGN INTENT

- Locate and design communal outdoor space to maximise solar access, accommodate a range of activities and be accessible by all users.
- Communal outdoor space is to be designed to provide a high level of amenity to residents and users and can include: shade trees and shade structures, seating, tables, BBQ areas, artwork, play areas, pool and recreational facilities, vegetable and edible gardens, water landscaping, solar access.

MANDATORY DEVELOPMENT CONTROLS

- All residential developments (or residential component of a mixed use development) of over 12 units shall have a communal space with a minimum dimension of 5m. Space may be in the form of a terrace, courtyard or roof garden.
- 20% of the parcel is required to be developed for communal open space on all residential

developments (or mixed use developments containing residential).

- 10% of the parcel is required to be developed as communal open space on all non-residential mixed use developments.
- A minimum of 50 per cent of communal outdoor space shall be softscape planting (i.e. turf, trees, ground covers and shrubs).
- Communal outdoor space shall be overlooked by habitable rooms to ensure passive surveillance. Communal outdoor space within a development shall receive at least 2 hours of sunlight in mid-winter for 25 per cent of the accessible outdoor area.



4.2.9 LANDSCAPING

OBJECTIVE

- Provide adequate landscaping to improve the amenity, health and appearance of the Town Centre.
- Actively work towards reducing the urban heat island effects by providing shade, shelter and reducing the need for cooling or heating.
- Promote a sense of place through design treatments to the public realm.

DESIGN INTENT

- Landscaping should be designed using water sensitive design principles.
- Shading and climate protection should be included in developments through the provision of appropriate soft landscaping.
- Landscaping should be designed to complement the public realm and promote a sense of place through variation in species, materials and textures.

MANDATORY DEVELOPMENT CONTROLS

- Landscaping shall be in accordance with the City's Landscaping Policy.

4.2.10 ENTRY LOCATIONS

OBJECTIVE

- To ensure entrances are designed to enable safe and comfortable access and that front building entrances are clearly defined.

DESIGN INTENT

- Adopting the use of different materials to highlight an entry point is encouraged.
- Ground floors should be designed wherever possible to include universal design.

MANDATORY DEVELOPMENT CONTROLS

- Entry points shall directly face the street.
- Signage is to be located above the entry door to clearly identify entry points.
- Indentation of any entry point, where recessed entrances are provided, may be truncated at an angle to the pedestrian route of no less than 60 degrees.
- The height of any awning is not to be increased above the entry point to greater than 3.2 metres above footpath level.
- Pedestrian and vehicle entry points are to be separate and clearly defined.

4.2.11 FENCING, WALLS + GATES

OBJECTIVE

- To ensure that front fencing, walls and gates have a positive impact on the streetscape character.
- To ensure that front fencing, walls and gates clearly define separation between the public and the private realm, allow for appropriate visual surveillance and allow for adequate privacy to residents and tenants.

MANDATORY DEVELOPMENT CONTROLS

- Any front fence or gate addressing a street is to be 80 per cent visually permeable above 1.2 metres in order to increase casual surveillance to the street and between properties.



4.2.12 WEATHER PROTECTION

OBJECTIVE

- Increase the useability and amenity of public footpaths and public spaces by protecting pedestrians from the sun and rain.
- Continuous shelter is to be provided to assist in defining the entry point of buildings and encourage pedestrian activity along the street.

DESIGN INTENT

- Awnings and shelter structures should be integrated into the building in both form and materiality.

MANDATORY DEVELOPMENT CONTROLS

Minimum Height	3m
Maximum Height	4.5m
% provided (Non-Residential)	100%
Minimum Depth	2.5m

Awnings shall include solid materials that are water proof and provide shade. Awnings shall not include clear glass, transperant or permeable materials.

4.2.13 SIGNAGE

OBJECTIVE

- Signage is to be integrated into the building design and shall not adversely impact on the visual amenity and presentation of streetscapes
- To provide signage that contributes positively to the streetscape and is creative, individual and unique without being excessive or obtrusive.
- To encourage the incorporation of advertising signs into the design consideration of developments.

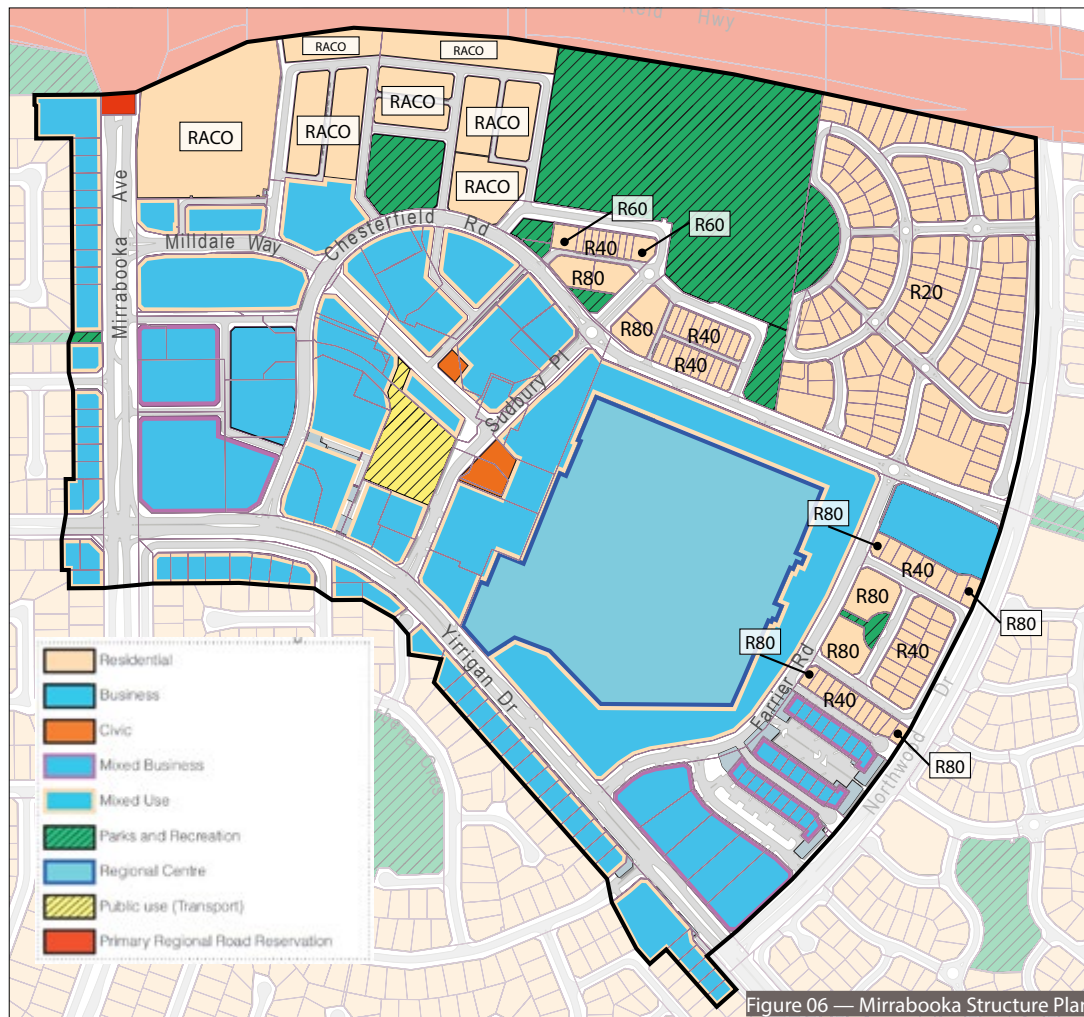
DESIGN INTENT

- Signage should be of a high quality and appropriately located and integrated into building design.
- Directional signage that is integrated into the architecture and design of a building is highly encouraged.

MANDATORY DEVELOPMENT CONTROLS

- All signage shall be in accordance with the City's Advertising Signs Policy.





4.2.14 ACTIVITY + USES

OBJECTIVE

- To encourage a diverse mix of uses within the Town Centre that allow for greater flexibility in building uses.
- To intensify active uses within identified precincts to improve streetscape activation
- To better connect existing land uses to the mixed use precincts of the Town Centre
- Facilitate the incremental expansion of land uses consistent with that of an activity centre.

DESIGN INTENT

- Developments that incorporate a range of tenancies (unless specified otherwise) are encouraged to contribute to the streetscape and public realm.
- Synergistic land uses that enable visitors to access a variety of needs in a single trip should be considered in appropriate locations.

MANDATORY DEVELOPMENT CONTROLS

- Land uses shall be in accordance with the Mirrabooka Local Structure Plan land use map.

4.3 ACCESS, PARKING + SERVICES

4.3.1 VEHICLE ACCESS

OBJECTIVE

- Ensure that car parks and service entries do not detract from the streetscape.
- Provision of appropriate access for emergency and service vehicles.
- Creation of a walkable atmosphere through low speed and shared spaces.
- Reduce the visual impact of vehicle entries on the street through design strategies.

DESIGN INTENT

- Developments should aim to reduce the visual impact of vehicle entries by providing:
 - Entries that are integrated into the building façade; and
 - Recessing car park entries from the primary façade line.
- Provision of shared access points should be considered to reduce the number of crossovers.
- Consideration should be given to emergency vehicle access to sites.

MANDATORY DEVELOPMENT CONTROLS

- Vehicle access shall be designed as an integral component of the development and be incorporated into the design of the streetscape.
- Maximum width of any crossover is to be no greater than 6 metres.
- Vehicles are to be able to enter and exit a site in forward gear.

4.3.2 PEDESTRIAN + CYCLE ACCESS

OBJECTIVE

- Optimise opportunities to improve connectivity to/from the Town Centre.
- Convenient and safe movement for pedestrians and cyclists to destinations in the immediate environs and to external destinations.
- Strategically locate land uses that encourage linked trips within safe and convenient walking distances.
- Ensure pedestrian accesses are clearly identifiable and treated with appropriate surveillance.

DESIGN INTENT

- Development should contribute to creating clear and legible pedestrian links throughout the Town Centre.
- Pedestrian routes should be designed to be as direct and level as possible.

MANDATORY DEVELOPMENT CONTROLS

- Commercial buildings shall orientate towards the street and provide the entrance to the building directly from the street frontage.
- Footpaths shall be provided to the building entry point/s from any parking area.
- Pedestrian footpaths shall be a minimum of 2.0 metres wide.

4.3.3 SERVICE ACCESS AND FACILITIES

OBJECTIVE

- Ensure the site facilities are accessible, functional and unobtrusive.

DESIGN INTENT

- Development shall provide dedicated and appropriate access and parking facilities for service vehicles to pick up goods from and deliver goods to the subject site.

MANDATORY DEVELOPMENT CONTROLS

- Loading/Unloading and delivery areas shall not be located near the main street frontage.
- Loading areas shall be designed to prevent crime and vandalism and shall be in accordance to the WAPC's Designing Out Crime Planning Guidelines.



4.3.4 CAR PARKING

OBJECTIVE

- To provide for adequate provision of car parking for the viability of the Town Centre.
- Appropriately design car parks so that their access does not interrupt the harmony of adjoining developments or dominate the streetscape.
- Provide car parking in accordance with the need required for the type and size of development.

DESIGN INTENT

- Car parking areas should be located to the rear of the site whenever possible to minimise visibility from the primary street and adjacent residential areas.
- Developments should be designed to minimise large expanses of unrelieved hard surface and car parking areas.

MANDATORY DEVELOPMENT CONTROLS

- All car parking is to comply with the Australian Standards 2890.1 in relation to turning circles and gradients within the site.
- Where parking is at grade or above ground level, screening is required to reduce impact on adjoining lots and the public realm (refer to adjoining diagrams).

- Basement parking shall be to a maximum height of 1.2 m above ground level; and for the purposes of calculating height does not constitute a storey.
- All new developments to provide sufficient car parking to meet the requirements and provisions set out in the Structure Plan and any relevant local parking planning policy.

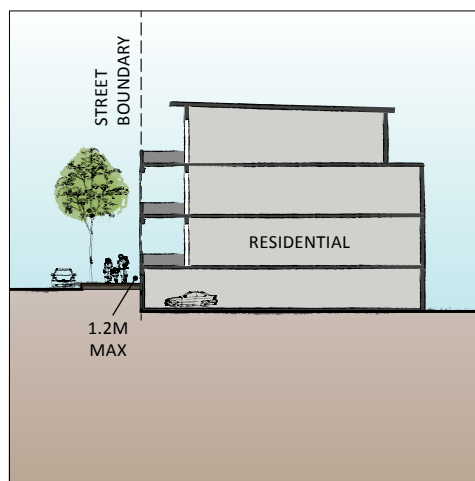


Figure 36: Basement with Nil Setback to Street Boundary (Appropriate Screening to be Provided)

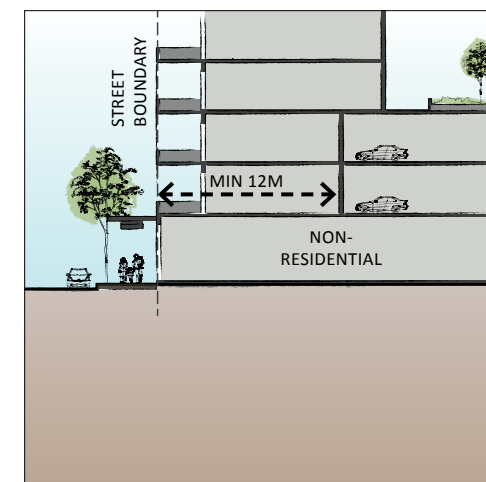


Figure 37: Above Ground Parking Sleeved Behind Upper-Floor Uses

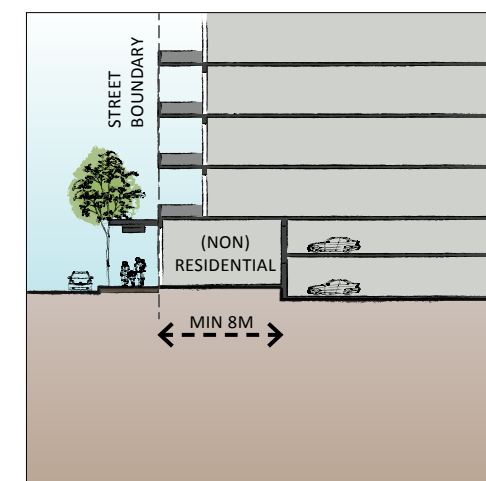


Figure 38: Multi Storey Carpark Sleeved Behind Active Ground Floor Use



4.3.5 BIKE PARKING AND END-TRIP FACILITIES

OBJECTIVE

- To appropriately manage and reduce vehicle usage and dependency over time through access to alternative modes of transport, including cycling.
- To provide end-of-trip facilities in buildings to encourage walking and cycling.

DESIGN INTENT

- All non-residential development is encouraged to provide end-of-trip facilities.
- End-of-trip facilities should be located as close as possible to bicycle parking facilities for the convenience of users.

MANDATORY DEVELOPMENT CONTROLS

- Bicycle parking is to be provided in accordance with the City's relevant Bicycle Parking Policy.

4.3.6 LANEWAYS

OBJECTIVE

- To encourage laneways as shared zones to be more than utilitarian service areas.
- To provide attractive and safe spaces that become part of the public realm.
- Provide for new innovative and diverse uses and creative spaces in lanes to enrich the urban experience

DESIGN INTENT

- The location and maintenance of services and collection of rubbish should be given consideration for any development adjacent to a laneway.

MANDATORY DEVELOPMENT CONTROLS

- High quality landscaping and lighting shall be provided to laneways.
- Habitable rooms, studios and terraces to residential development shall overlook laneways.
- Development adjacent to laneways shall have windows to commercial floorspace and habitable spaces.

4.3.7 WASTE MANAGEMENT

OBJECTIVE

- To allow for well-designed waste collection strategies which facilitate recycling and reduce the amount of land fill waste.
- To ensure that waste can be effectively removed from a development.
- Developments are to be well designed to allow for the delivery and pick-up of goods that do not impact on access and parking facilities.
- Ensure disposal areas are appropriately screened from public view.

DESIGN INTENT

- Central waste collection spaces are recommended to accommodate bins for recyclable waste and other materials, or as required by the City of Stirling.
- The collection of waste from high density residential development should be considered in design development.

MANDATORY DEVELOPMENT CONTROLS

- Bin storage areas are to be in accordance with the City of Stirling's Bin Storage Policy.
- Developments are to provide a dedicated rubbish storage area that is directly accessible by waste removal vehicles.
- Any storage, rubbish collection and servicing areas are to be screened or located so as to not be visible from any street.

- Developments are to demonstrate that adequate manoeuvrability is provided within the site for service vehicles.
- Waste Management Plans shall be provided for all new developments.
- Service areas shall not be located where active frontages are required.

4.3.8 ACOUSTICS + ODOUR

OBJECTIVE

- Buildings designed to protect occupants from existing noise and odour and from potential noise and odorous sources.
- Ensure noise levels are low enough indoors to enable the majority of people to work, relax and sleep without a high level of interference from adjoining conflicting land uses and transport.

DESIGN INTENT

- Where a use is anticipated to generate a high level of noise, design standards to reduce impacts on tenants should be considered.
- Mixed use developments that include residential should be designed to minimise noise transfer between commercial and residential uses.

MANDATORY DEVELOPMENT CONTROLS

- Developments are to be sited and oriented away from an identified noise/odorous source and/or shall be required to incorporate appropriate building standards to eliminate impacts as a condition of any planning approval.
- An Acoustic Report being prepared by a qualified Acoustic Consultant for any noise generating use to demonstrate noise will comply with the acceptable levels/standards set out under associated legislation

4.3.9 SHOPPING TROLLEYS

OBJECTIVE

- To ensure that shopping trolleys are contained within the boundary of shopping centre and do not cause any detrimental impact to the amenity of surrounding areas.

MANDATORY DEVELOPMENT CONTROLS

- All developments that utilise shopping trolleys shall prepare a Shopping Trolley Management Plan to the satisfaction of the Manager Community Safety.
- The Shopping Trolley Management Plan is to address issues such as, but not limited to, the collection of trolleys from surrounding areas and trolley storage.

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